WKE

DEC 2016

PROJECT ID: 3170-08-70
WITH: 3170-08-71

COUNTY: WALWORTH

ORDER OF SHEETS

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

TOTAL SHEETS = 464



14

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

7TH ST & GENEVA ST
CITY OF DELAVAN

WISCONSIN ST TO WRIGHT ST

STH 50

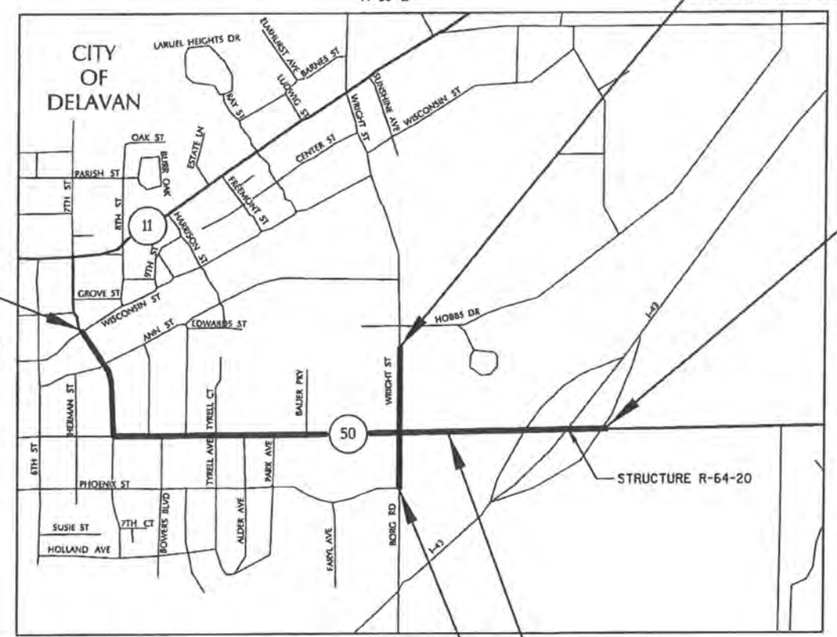
WALWORTH COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3170-08-70	WISC 2016474	1

STATE PROJECT NUMBER
3170-08-70

DESIGN DESIGNATION		STH 50	BORG/WRIGHT
A.A.D.T. (2013)	=	20,500	10,400
A.A.D.T. (2033)	=	25,000	12,800
D.H.V.	=	2,700	---
D.D.	=	58/42	---
T.	=	5.4%	---
DESIGN SPEED	=	30 MPH	30 MPH
ESALS	=	2,839,700	---

BEGIN PROJECT
STA. 100+28.11
Y = 736,819.69
X = 350,396.16



END CONSTRUCTION
STA. 23+97.54 BG

END CONSTRUCTION
STA. 33+48.88 PH

END PROJECT
STA. 150+73.11

BEGIN CONSTRUCTION
STA. 9+14.14 BG

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.955 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Walworth County, NAD 83 (2007) Adjustment. Elevations shown on this plan are referenced to the North American Vertical Datum of 1988, NAVD 88, (2007) Adjustment.

CONVENTIONAL SYMBOLS

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

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

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

ACCEPTED FOR THE CITY OF DELAVAN
DATE: 28/7/16
Public Works Director

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608) 251-4843

WISCONSIN
THOMAS G. STETZER
E-41119
MADISON
WI
PROFESSIONAL ENGINEER
7-29-2016

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	STRAND ASSOCIATES, INC.
Designer	STRAND ASSOCIATES, INC.
Project Manager	GARY METZER, P.E.
Regional Examiner	STEVE CHOJNACKI, P.E.
Regional Supervisor	JANET CANNON, P.E.
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 29 July 2016
(Signature)

E

2

GENERAL NOTES

MISCELLANEOUS

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

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

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

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY THAT ARE NOT A RESULT OF CONTRACT WORK SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE.

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

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

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

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

BACKFILL TRENCHES, HOLES, AND PITS RESULTING FROM BREAKING DOWN, REMOVING, OR ABANDONING MISCELLANEOUS STRUCTURES WITH GRANULAR BACKFILL.

PAVING

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

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

CONSTRUCT THE TEMPORARY PAVEMENT WITH 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1¼-INCH.

ABBREVIATIONS

AEW	APRON END WALL
AFG	ABOVE FINISHED GROUND
B.	BARN
B.P.	BREAK POINT
COR.	CORNER
C.S.C.P.	CORRUGATED STEEL CULVERT PIPE
C.S.P.A.	CORRUGATED STEEL PIPE ARCH
DIM.	DIMENSION
e.	EXTERNAL DISTANCE
E.O.P.	EDGE OF PAVEMENT
H.P.	HIGH POINT
D.	LANE DISTRIBUTION
L.P.	LOW POINT
MAX.	MAXIMUM
M.D.	MEDIAN DRAIN
MIN.	MINIMUM
NOR.	NORMAL
T.	PERCENT OF TRUCKS
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
S.	SHED
S.P.B.G.	STEEL PLATE BEAM GUARD
SL. ST.	SLOPED STEEL
T.O.C.	TOP OF CURB

UTILITIES

* WE ENERGIES (GAS)
SEND ALL CORRESPONDENCE TO:
LATROY BRUMFIELD
333 WEST EVERETT STREET, ROOM A299
MILWAUKEE, WI 53203
E-MAIL: latroy.brumfield@we-energies.com

FIELD CONTACT: SCOTT HOLSTEIN
700 S. KANE STREET
BURLINGTON, WI 53105
PHONE: (262) 763-1084
E-MAIL: scott.holstein@we-energies.com

* CITY OF DELAVAN (STORM SEWER/LIGHTING)
ATTENTION: MARK WENDORF
123 SOUTH 2ND STREET
DELAVAN, WI 53115
PHONE: (262) 728-1891
E-MAIL: delavandpw@ci.delavan.wi.us

* CITY OF DELAVAN UTILITIES (WATER/SANITARY SEWER)
ATTENTION: JIM PIESTER
123 SOUTH 2ND STREET
DELAVAN, WI 53115
PHONE: (262) 728-5585 EXT. 140
E-MAIL: utilmanager@ci.delavan.wi.us

* ATC MANAGEMENT, INC. (ELECTRIC)
ATTENTION: ANTHONY MARCINIAK
W234 N2000 RIDGEVIEW PARKWAY COURT
WAUKESHA, WI 53188
PHONE: (262) 506-6814
E-MAIL: amarciniak@atcllc.com

* AT&T WISCONSIN (COMMUNICATIONS)
ATTENTION: CAROL ANASON
316 W. WASHINGTON AVE.
MADISON, WI 53703
PHONE: (608) 252-2385
E-MAIL: Ca2624@att.com

* ALLIANT ENERGY (ELECTRIC)
ATTENTION: BRUCE MURRAY
400B KOOPMAN LANE
ELKHORN, WI 53121
PHONE: (262) 741-0937
E-MAIL: BruceMurray@alliantenergy.com

* CHARTER COMMUNICATIONS (COMMUNICATIONS)
ATTENTION: BRANDON OPHEIM
510 BELOIT STREET
WALWORTH, WI 53184
PHONE: (608) 209-3195
E-MAIL: brandon.opheim@charter.com

* DENOTES DIGGERS HOTLINE MEMBERS

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING (INCLUDES SIGN REMOVAL)
LIGHTING
TRAFFIC SIGNALS
TEMPORARY TRAFFIC SIGNALS
PAVEMENT MARKING
CONSTRUCTION STAGING
DETOUR
ALIGNMENT DATA SHEET
CONTROL POINT TIE SHEET

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

WISDOT CONTACT
GARY METZER, P.E.
WISDOT SE REGION
141 NW BARSTOW STREET
WAUKESHA, WI 53188
(262) 548-5685
E-MAIL: gary.metzer@dot.wi.gov

DESIGN CONTACT
THOMAS STETZER, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
E-MAIL: tom.stetzer@strand.com

CITY CONTACT
MARK WENDORF
DIRECTOR OF PUBLIC WORKS
CITY OF DELAVAN
123 S. SECOND STREET
P.O. BOX 465
DELAVAN, WI 53115
(262) 728-5585 X 120
E-MAIL: delavandpw@ci.delavan.wi.us

RAILROAD CONTACT
ROGER SCHAALMA
WISCONSIN & SOUTHERN RAILROAD LLC
1890 EAST JOHNSON STREET
MADISON, WI 53704
(608) 620-2044
E-MAIL: rschaalma@watcocompanies.com

DNR LIAISON
CRAIG WEBSTER
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
141 NW BARSTOW STREET
ROOM 180
WAUKESHA, WI 53188
(262) 574-2141
E-MAIL: craig.webster@wisconsin.gov

BEGIN PROJECT 3170-08-70
STA. 100+28.11

RAILROAD IMPROVEMENTS (BY OTHERS)

E. WISCONSIN STEEET

WSOR

ANN STREET

CITY OF DELAVAN

END CONSTRUCTION
STA. 23+97.54 BG

N

STH 50

E. GENEVA STREET

RESURFACING STA 131+75.20 | RECONSTRUCTION STA 131+75.20

100+00 PH

105+00

110+00

115+00

120+00

125+00

130+00

135+00

140+00

145+00

150+00

155+00

S. SEVENTH STREET

S. 8TH STREET

BOWERS BOULEVARD

BRADLEY AVENUE

TYRELL COURT

TYRELL AVENUE

ALDER AVENUE

PARK AVENUE

BAUER PARKWAY

WRIGHT STREET

BORG ROAD

STH 50
STA. 145+54.83 =
BORG/WRIGHT
STA. 15+57.96 BG

BEGIN CONSTRUCTION
STA. 9+14.14 BG

CITY OF DELAVAN

I-43 SB RAMP

I-43 NB RAMP

R-64-20

END CONSTRUCTION
STA. 33+48.88 PH

STH 50

150+00

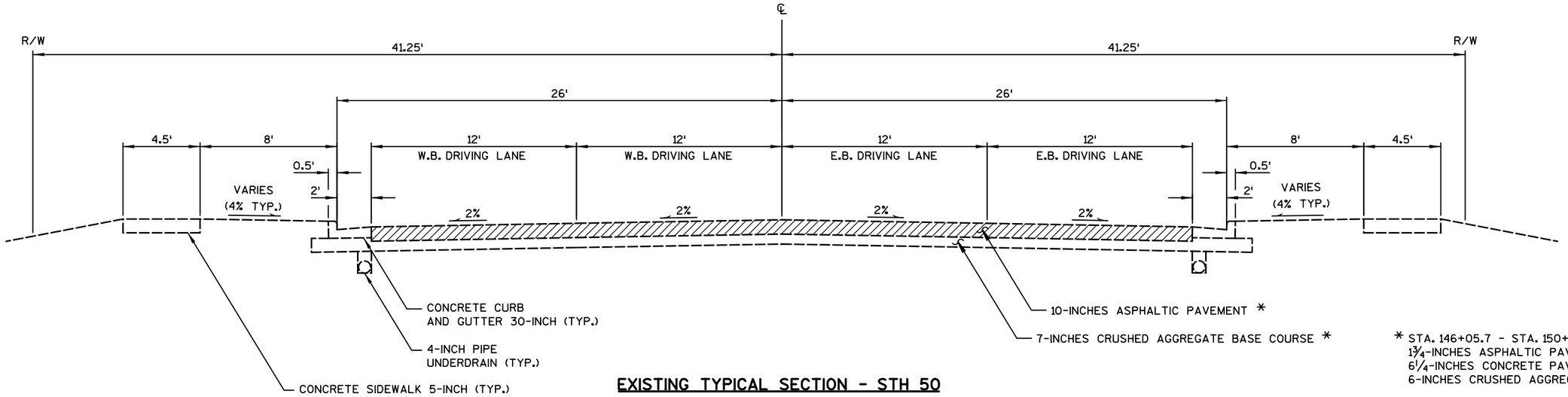
155+00

I-43

END PROJECT 3170-08-70
STA. 150+73.11

N

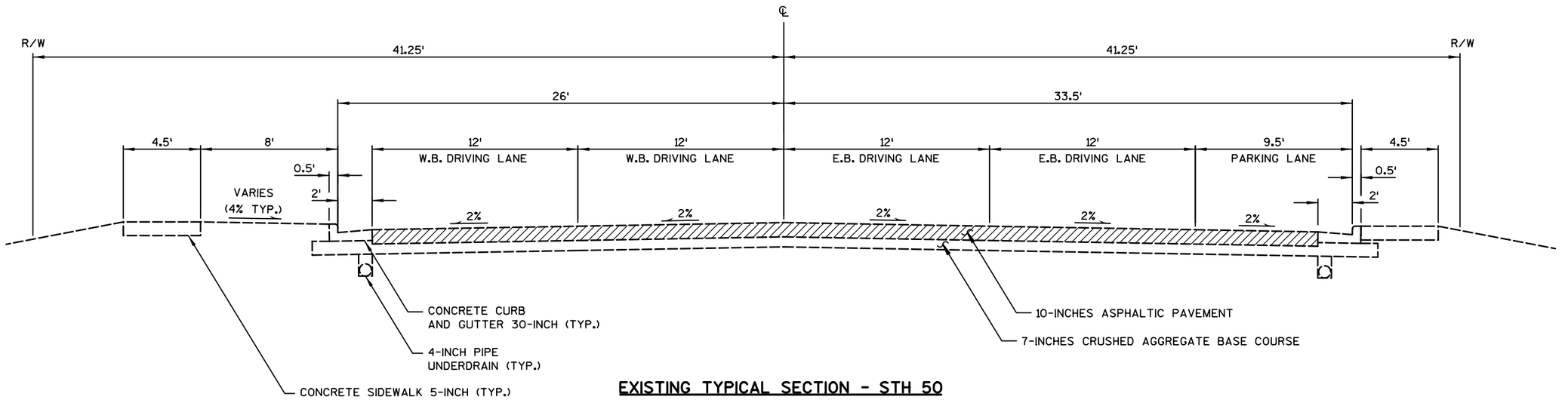
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PROJECT OVERVIEW	SHEET 3	E



* STA. 146+05.7 - STA. 150+73.1
1¾-INCHES ASPHALTIC PAVEMENT
6¼-INCHES CONCRETE PAVEMENT
6-INCHES CRUSHED AGGREGATE BASE COURSE

EXISTING TYPICAL SECTION - STH 50

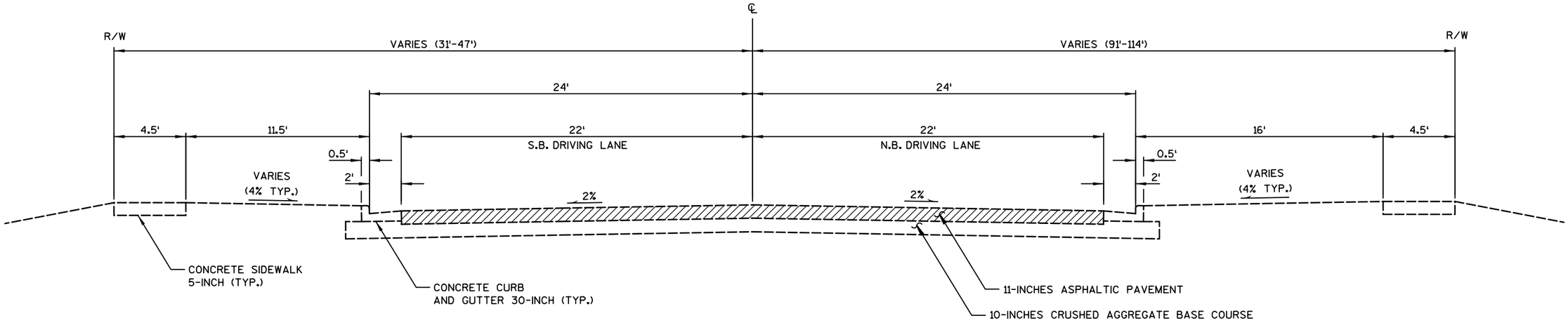
STA. 100+28.11 - STA. 104+11.1
STA. 104+82.8 - STA. 109+40.7
STA. 114+20.3 - STA. 150+73.1



EXISTING TYPICAL SECTION - STH 50

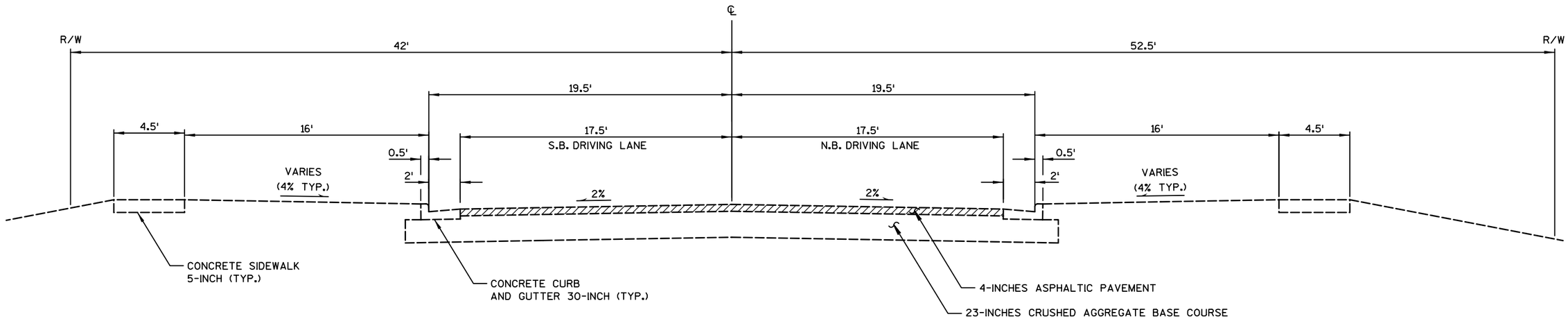
STA. 104+11.1 - STA. 104+82.8
STA. 109+40.7 - STA. 114+20.3

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 4	E



EXISTING TYPICAL SECTION - BORG ROAD

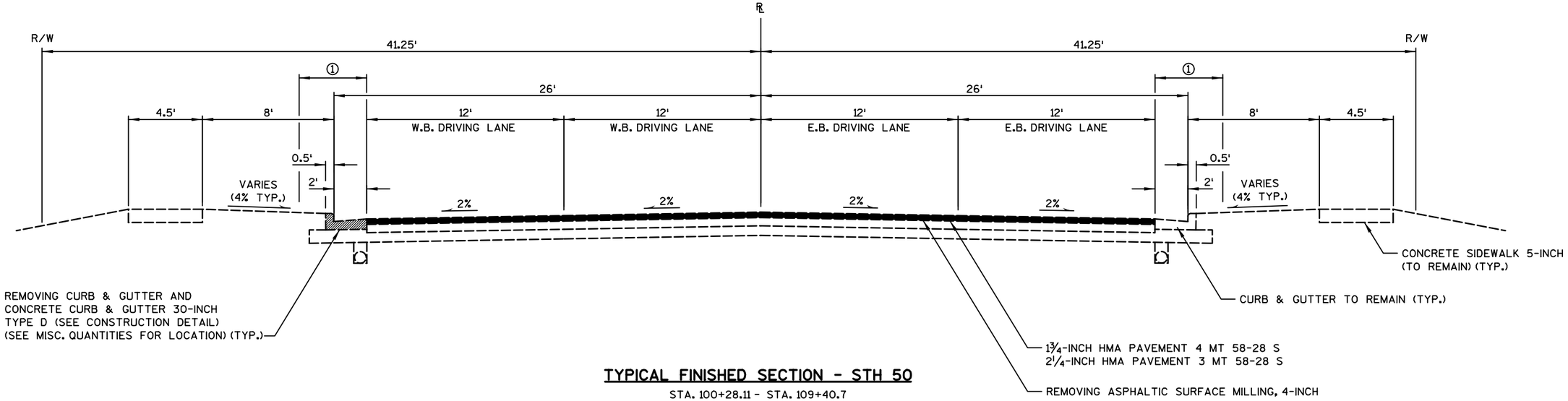
STA. 9+14.1 BG - STA. 14+95.3 BG



EXISTING TYPICAL SECTION - WRIGHT STREET

STA. 16+10.8 BG - STA. 23+97.5 BG

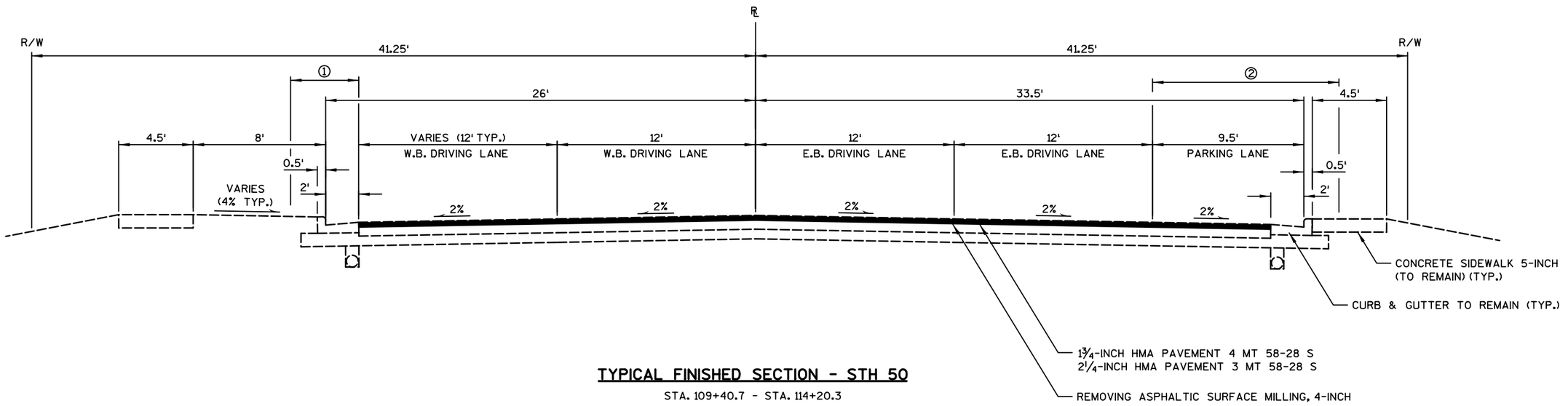
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 5	E



TYPICAL FINISHED SECTION - STH 50

STA. 100+28.11 - STA. 109+40.7
STA. 114+20.3 - STA. 131+75.2

① 4' LATERAL CLEARANCE DES.
② 13.5' LATERAL CLEARANCE DES.

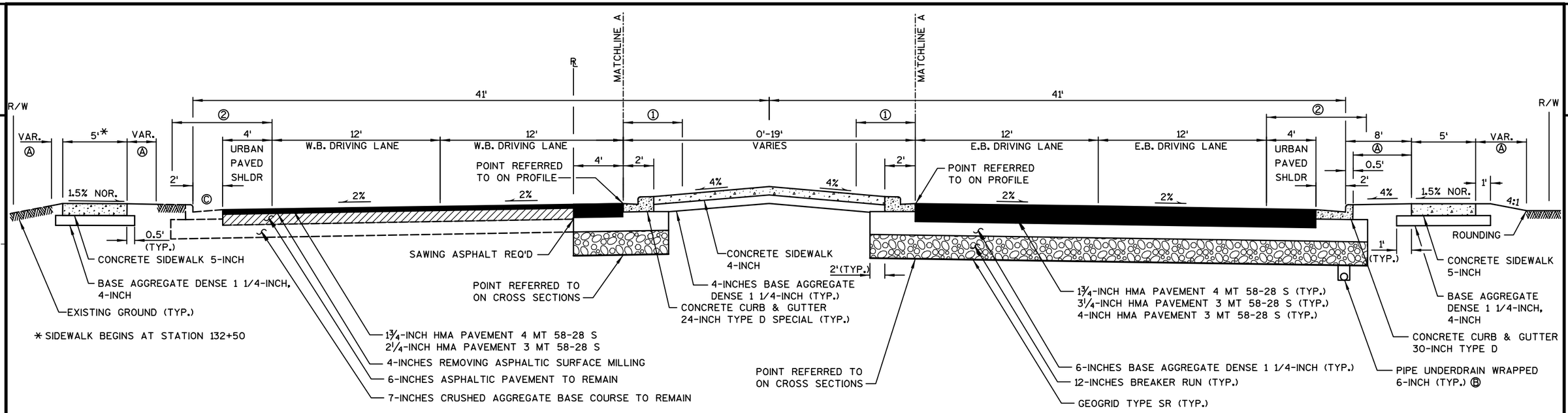


TYPICAL FINISHED SECTION - STH 50

STA. 109+40.7 - STA. 114+20.3

NOTE: SEE PROJECT ID 3170-08-71 FOR WATER MAIN TRENCH DETAIL

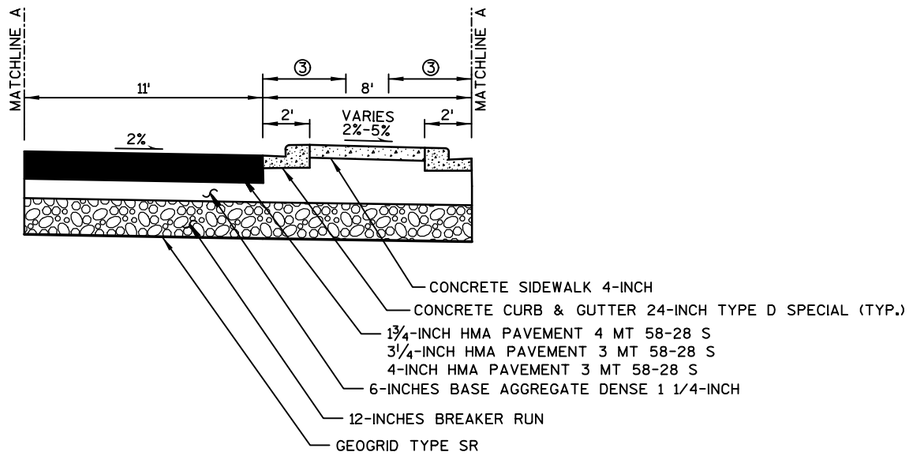
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TYPICAL FINISHED SECTION - STH 50

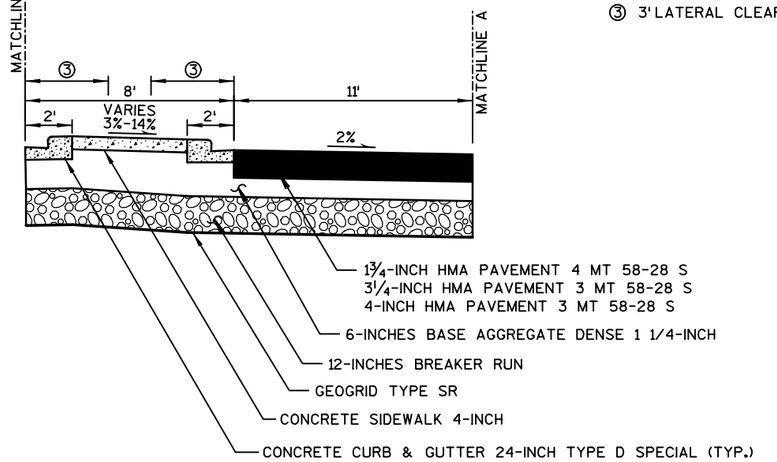
STA. 131+75.2 - STA. 142+04.95

① 4' LATERAL CLEARANCE DES.
② 8' LATERAL CLEARANCE DES.
③ 3' LATERAL CLEARANCE MIN.



MEDIAN

STA. 137+77.1 - STA. 138+34.2



MEDIAN

STA. 135+94.0 - STA. 136+51.1
STA. 140+00.7 - STA. 140+57.8

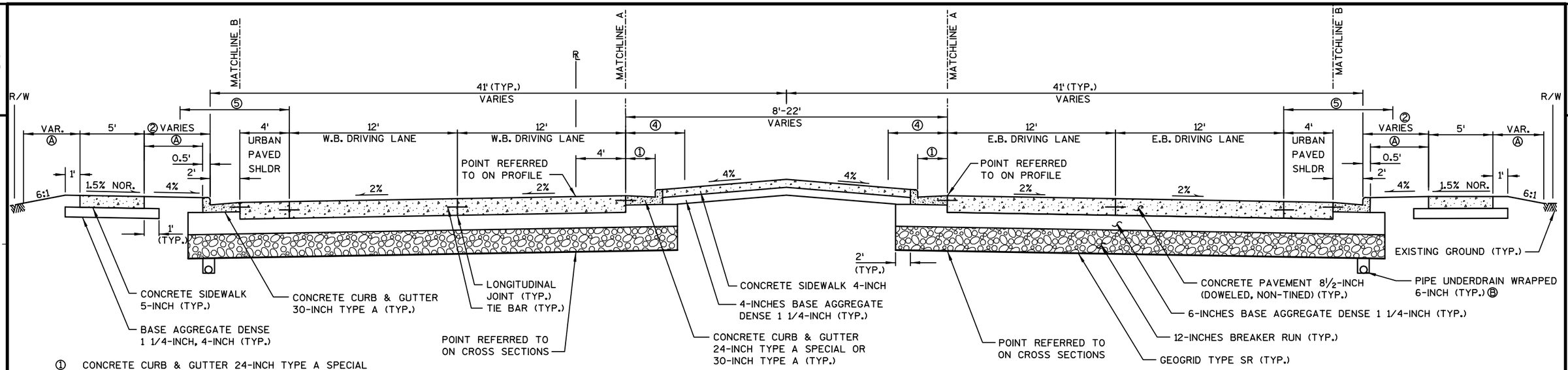
Ⓐ TOPSOIL; FERTILIZER TYPE B;
SEEDING MIXTURE NO. 30;
EROSION MAT URBAN
CLASS 1 TYPE A

Ⓑ SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS AT LOW POINTS

Ⓒ CURB & GUTTER TO REMAIN

NOTE: SEE PROJECT ID 3170-08-71 FOR WATER MAIN TRENCH DETAIL

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 7	E



① CONCRETE CURB & GUTTER 24-INCH TYPE A SPECIAL
STA. 142+04.95 TO STA. 145+00.0

CONCRETE CURB & GUTTER 30-INCH TYPE A
STA. 146+26.0 TO STA. 150+72.6

② TERRACE WIDTH VARIES
STA. 142+54.3 TO STA. 143+84.30 LT 8.5' TO 5.5'
STA. 141+05.58 TO STA. 141+25.58 RT 8.5' TO 5.5'
STA. 146+52.5 TO STA. 151+18.0 LT 13.1' TO 24'
STA. 146+62.7 TO STA. 150+73.0 RT 14.8' TO 24.3'

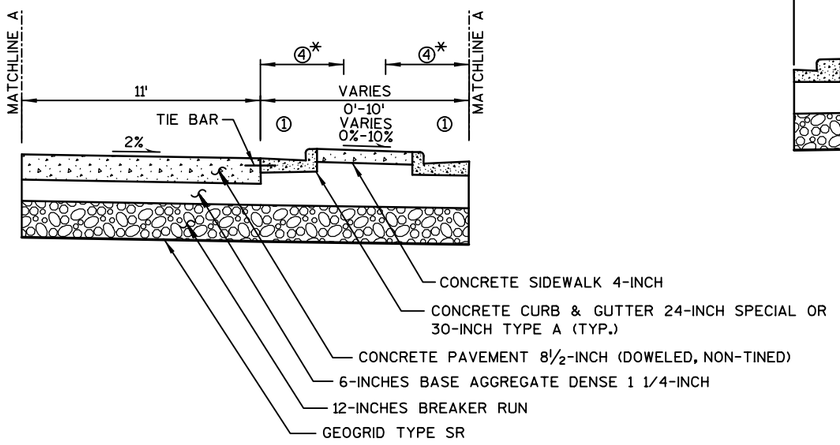
③ SIDEWALK WIDTH VARIES
STA. 142+91.9 TO STA. 143+24.1 RT 5' TO 6'

TYPICAL FINISHED SECTION - STH 50

STA. 142+04.95 - STA. 150+73.1

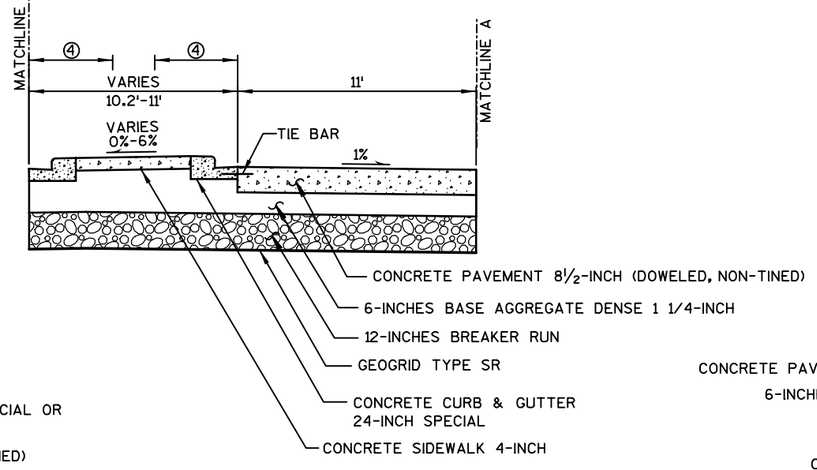
④ 4' LATERAL CLEARANCE DES.

⑤ 8' LATERAL CLEARANCE DES.



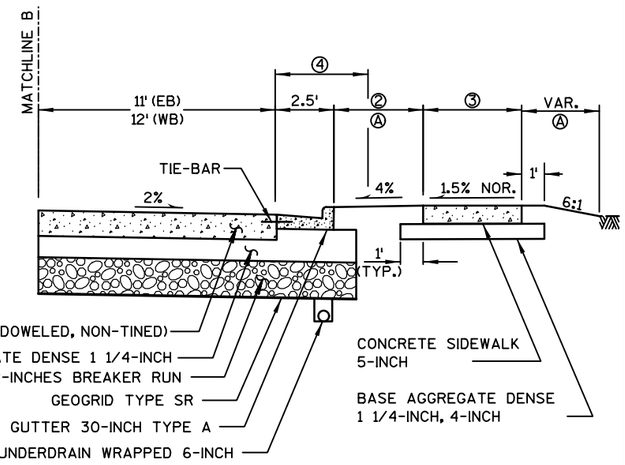
MEDIAN

STA. 142+04.95 - STA. 142+79.9
STA. 146+24.5 - STA. 147+41.4



MEDIAN

STA. 143+52.1 - STA. 144+99.5



RIGHT TURN LANE

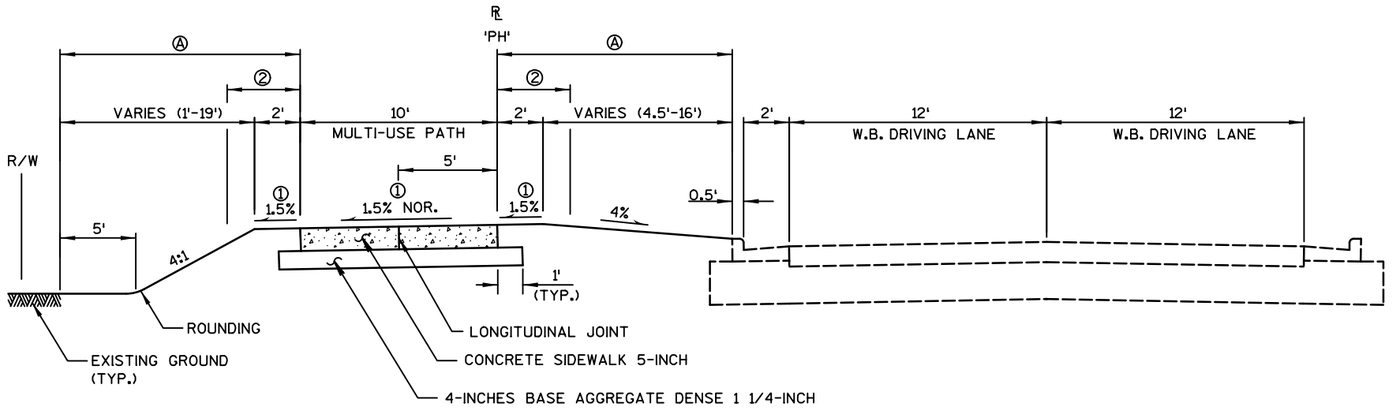
STA. 143+85.2 - STA. 144+67.1
STA. 146+46.9 (WB) - STA. 149+57.9 (WB) (REVERSED)

* LATERAL CLEARANCE OF 3' MIN. WHEN CONCRETE CURB & GUTTER 24-INCH SPECIAL IS USED

Ⓐ TOPSOIL; FERTILIZER TYPE B;
SEEDING MIXTURE NO. 30;
EROSION MAT URBAN
CLASS 1 TYPE A

Ⓑ SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS AT LOW POINTS

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 8	E



TYPICAL FINISHED SECTION - MULTI-USE PATH

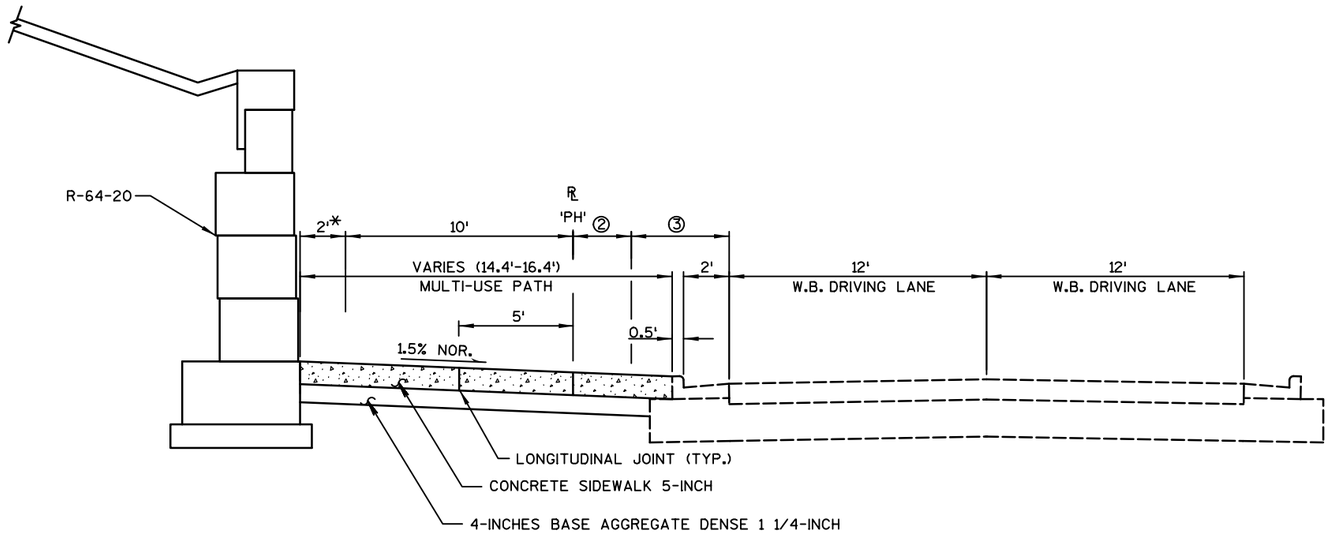
STA. 16+00.0 PH - STA. 26+44.1 PH
STA. 29+72.2 PH - STA. 33+48.9 PH

① SLOPE 2% MAX. TOWARD
W.B. DRIVING LANE
STA. 24+00 PH TO STA. 33+48.88 PH

② 3' LATERAL CLEARANCE DES.

③ 4' LATERAL CLEARANCE DES.

Ⓐ TOPSOIL; FERTILIZER TYPE B;
SEEDING MIXTURE NO. 30;
EROSION MAT URBAN
CLASS 1 TYPE A



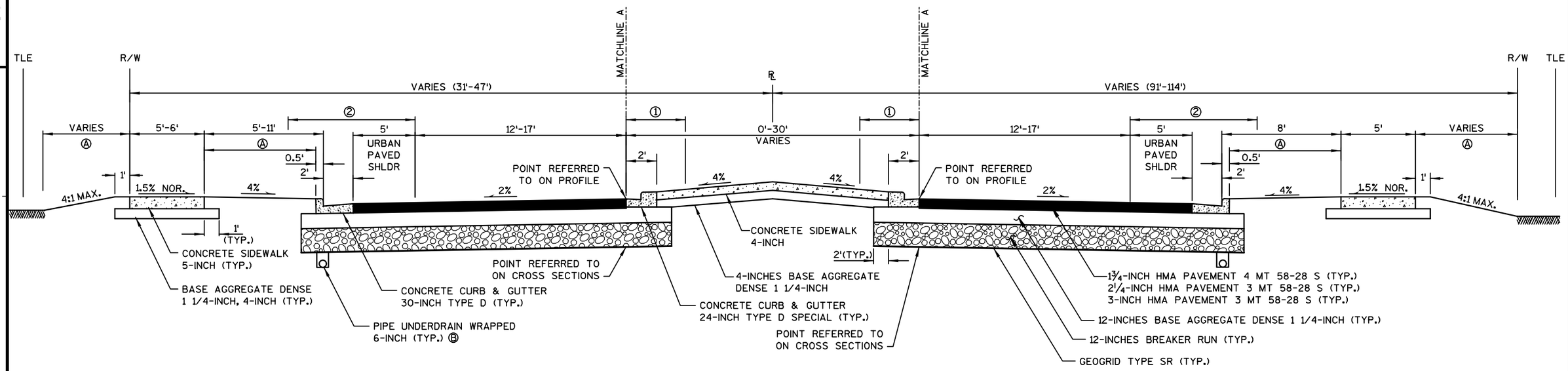
* CLEAR ZONE
0' BETWEEN STA. 26+44.11 PH AND 26+89.88 PH
TAPERS FROM 0' TO 2' BETWEEN 26+89.88 PH AND
27+00.26 PH

TYPICAL FINISHED SECTION - MULTI-USE PATH

STA. 26+44.1 PH - STA. 29+72.2 PH

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET	E

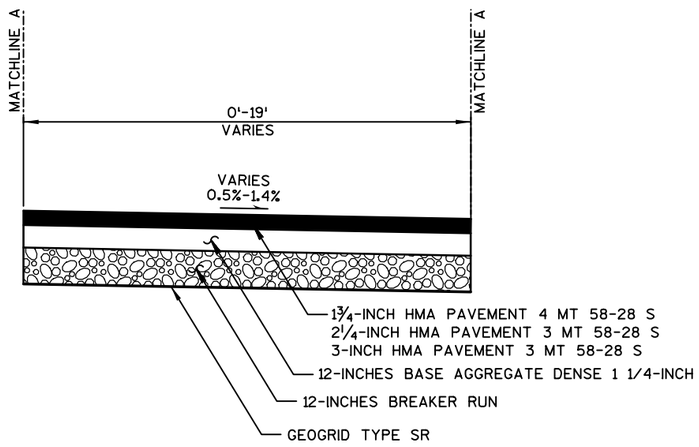
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\020305_ts.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



TYPICAL FINISHED TANGENT SECTION - BORG ROAD

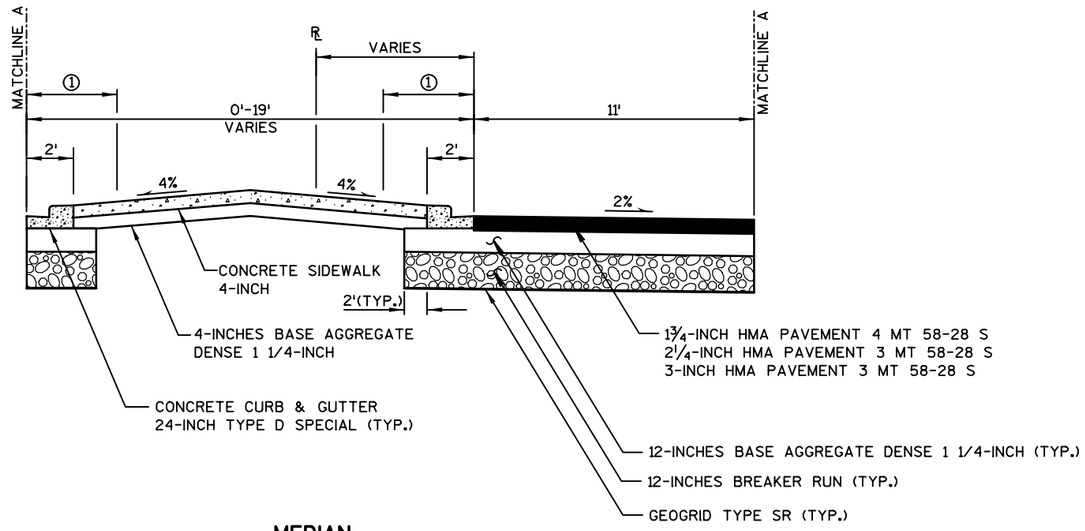
STA. 10+00.0 BG TO STA. 13+82.9 BG

① 4' LATERAL CLEARANCE DES.
② 9' LATERAL CLEARANCE DES.
③ 3' LATERAL CLEARANCE MIN.



MEDIAN

STA. 10+00.00 BG TO STA. 12+54.73 BG



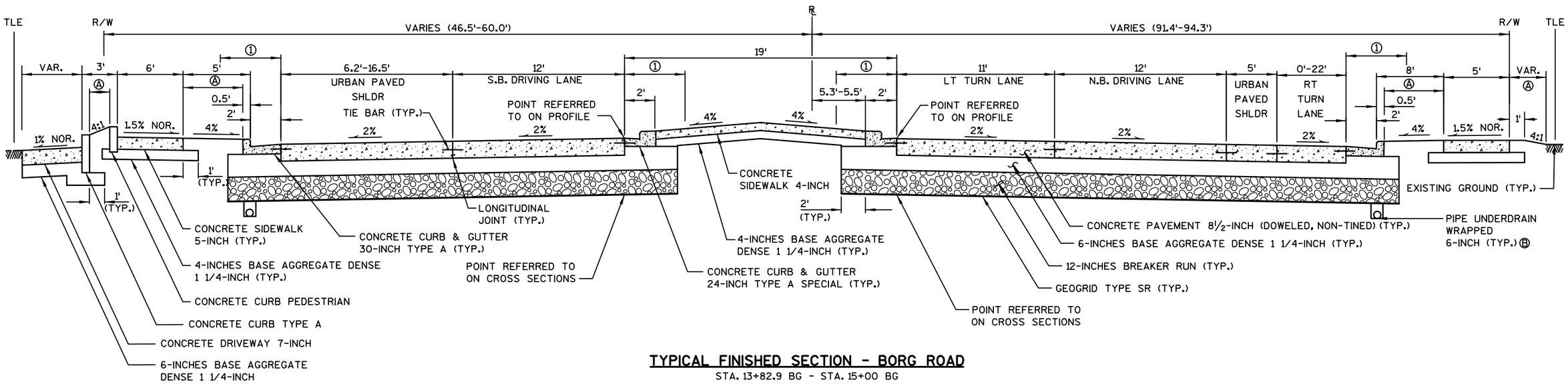
MEDIAN

STA. 12+54.73 BG TO STA. 13+82.63 BG

Ⓐ TOPSOIL; FERTILIZER TYPE B;
SEEDING MIXTURE NO. 30;
EROSION MAT URBAN
CLASS 1 TYPE A

Ⓑ SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS AT LOW POINTS

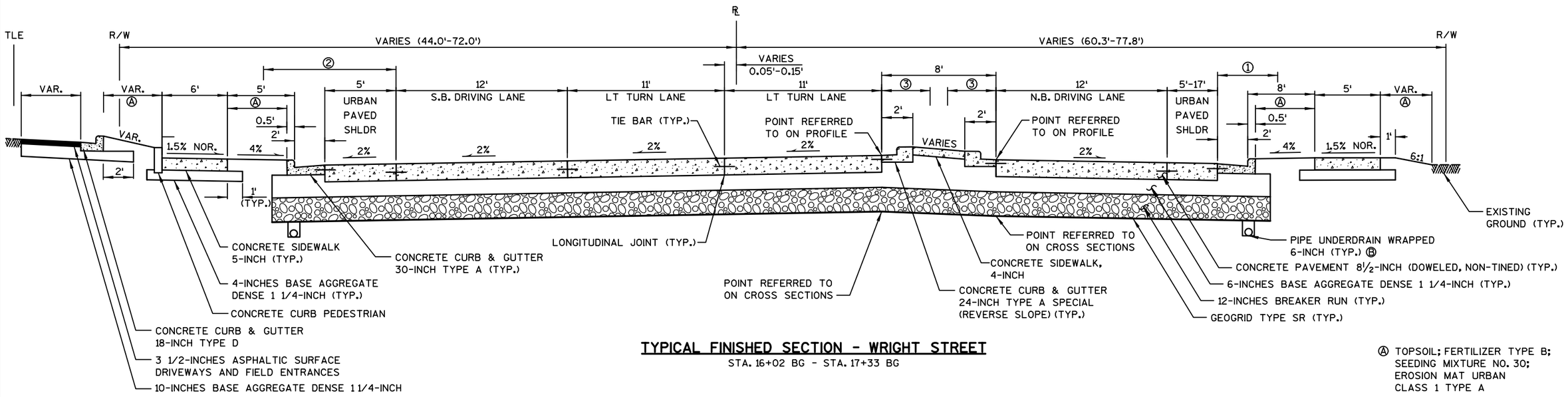
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 10	E



TYPICAL FINISHED SECTION - BORG ROAD

STA. 13+82.9 BG - STA. 15+00 BG

① 4' LATERAL CLEARANCE DES.
② 9' LATERAL CLEARANCE DES.
③ 3' LATERAL CLEARANCE MIN.



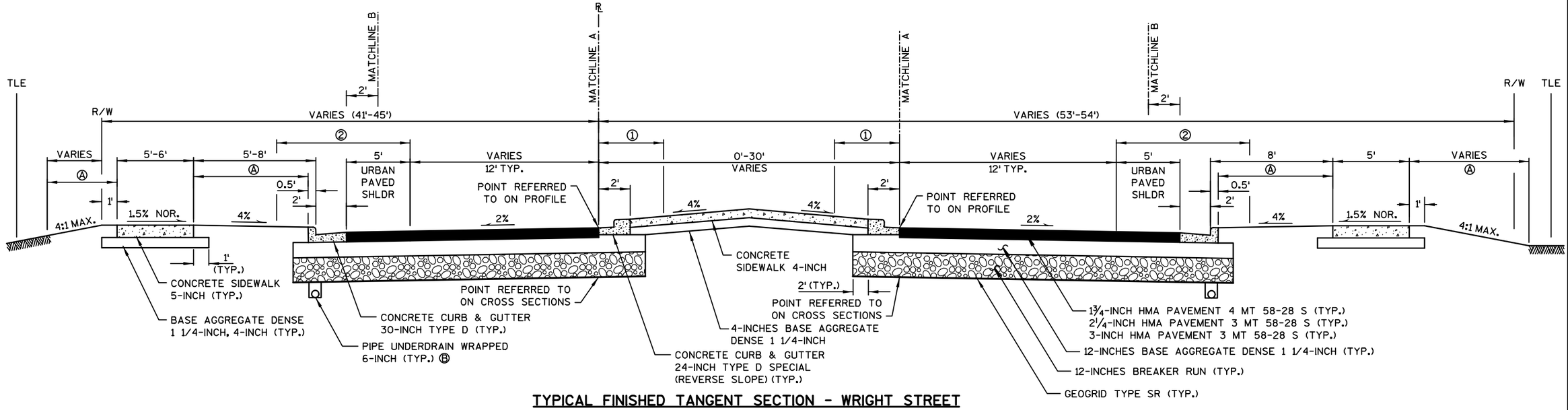
TYPICAL FINISHED SECTION - WRIGHT STREET

STA. 16+02 BG - STA. 17+33 BG

Ⓐ TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A

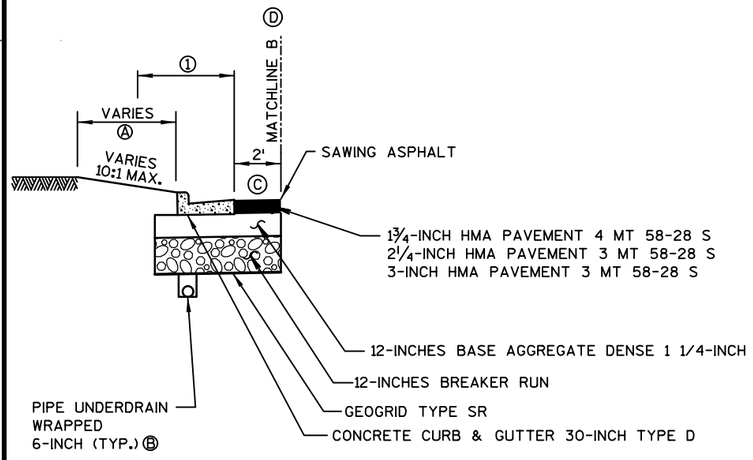
Ⓑ SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS AT LOW POINTS

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 11	E



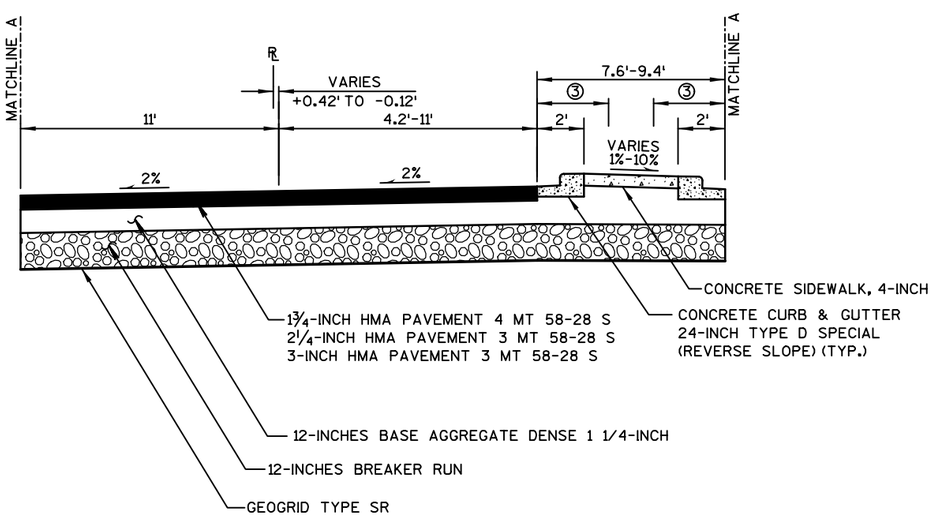
TYPICAL FINISHED TANGENT SECTION - WRIGHT STREET

STA. 17+32.67 BG TO STA. 22+00.0 BG



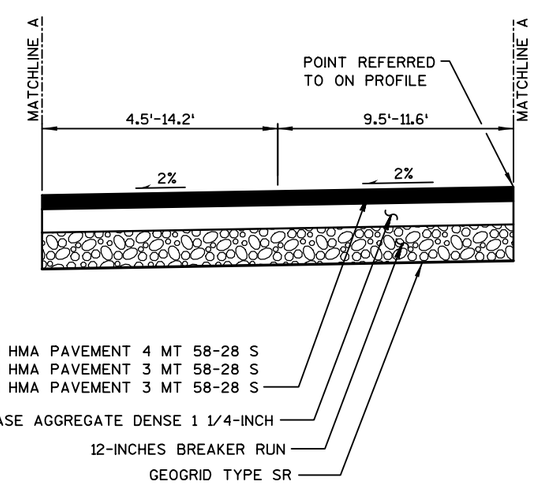
(C) MATCH ADJACENT PAVEMENT SLOPE

(D) USE SAME SECTION FOR NB WRIGHT STREET (REVERSED)



MEDIAN

STA. 17+32.67 BG TO STA. 19+91.26 BG



MEDIAN

STA. 19+91.26 BG TO STA. 20+68.26 BG

CURB & GUTTER OUTSIDE

SOUTHBOUND WRIGHT STREET - STA. 21+31.63 BG TO STA. 23+35.18 BG LT
NORTHBOUND WRIGHT STREET - STA. 20+71.98 BG TO STA. 23+97.54 BG RT

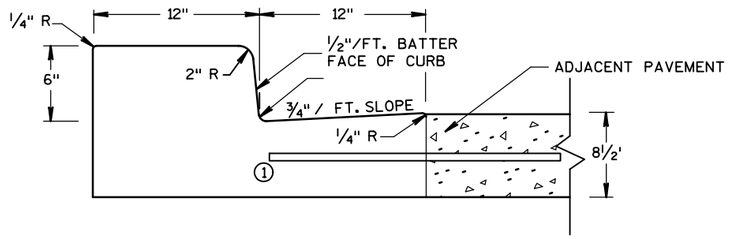
① 4' LATERAL CLEARANCE DES.
② 9' LATERAL CLEARANCE DES.
③ 3' LATERAL CLEARANCE MIN.

(A) TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A

(B) SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS AT LOW POINTS

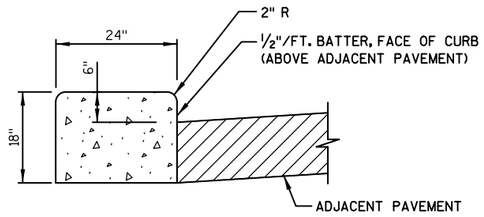
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 12	E

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

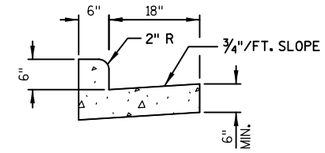


SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.

CONCRETE CURB & GUTTER 24-INCH TYPE A OR D SPECIAL

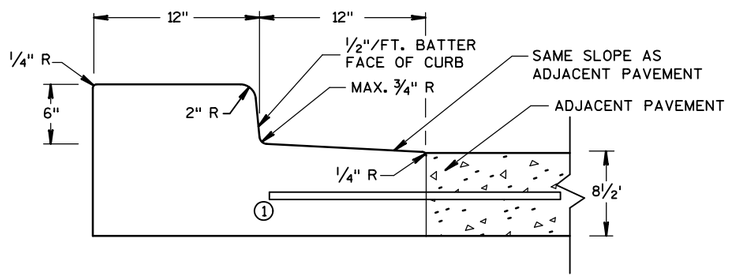


CONCRETE CURB 24-INCH TYPE D



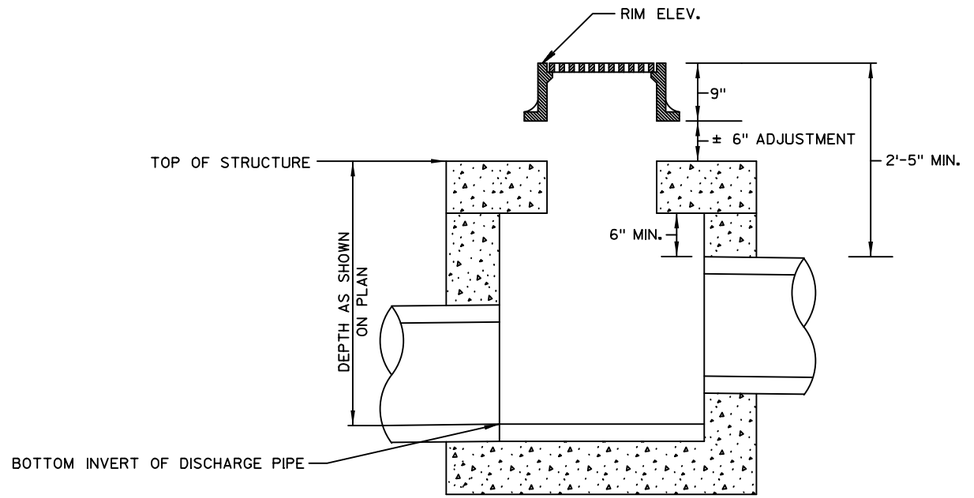
CONCRETE CURB & GUTTER 24-INCH TYPE D

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

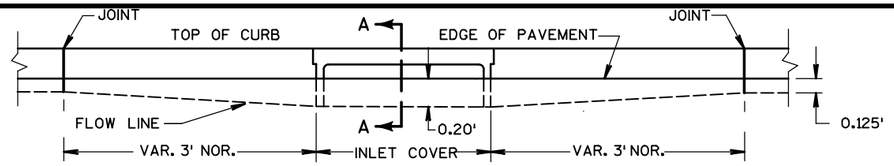


SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.

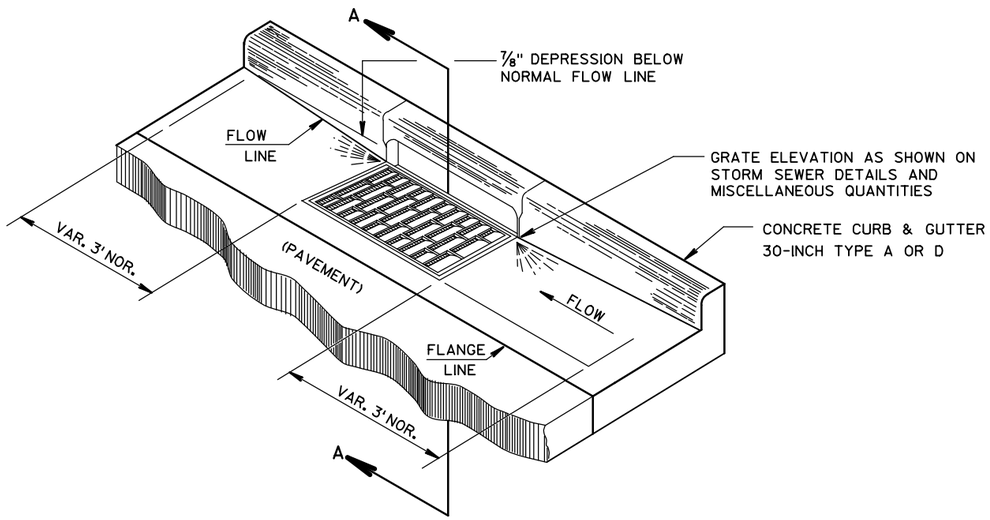
CONCRETE CURB & GUTTER 24-INCH TYPE A OR D SPECIAL (REVERSE SLOPE)

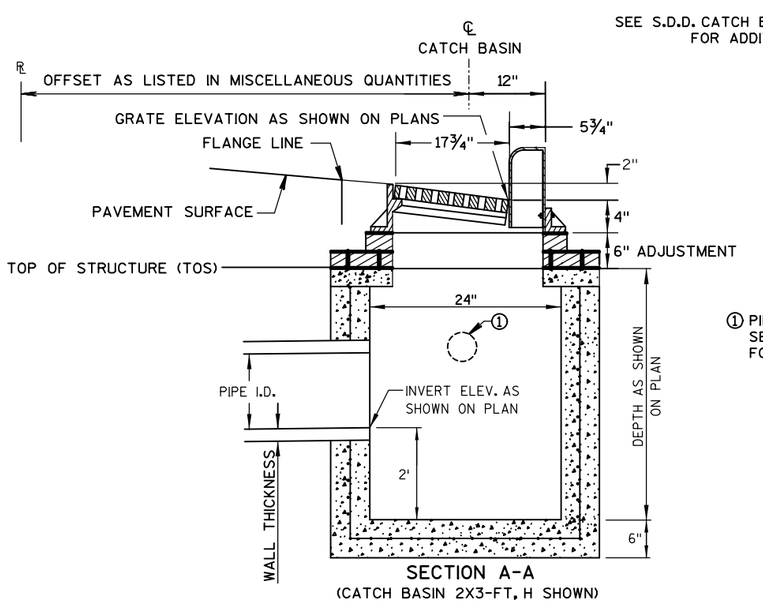


DETAIL FOR COMPUTING MANHOLE ELEVATIONS

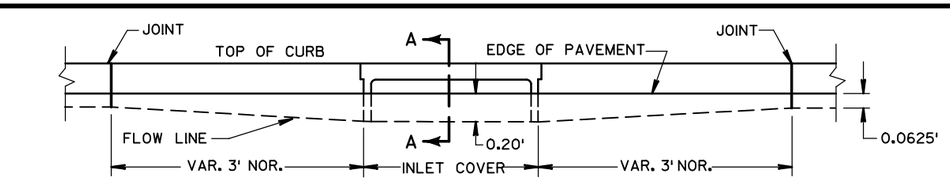


ELEVATION

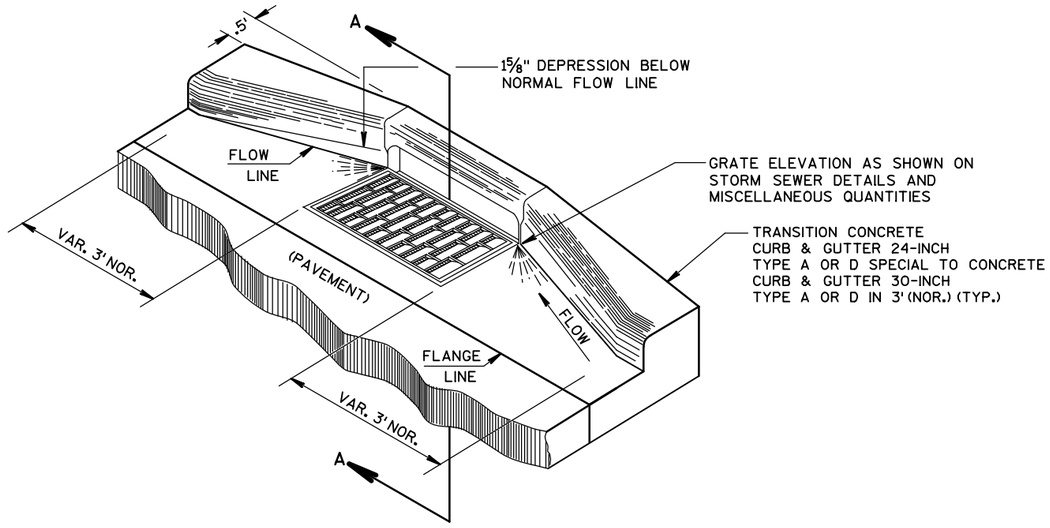


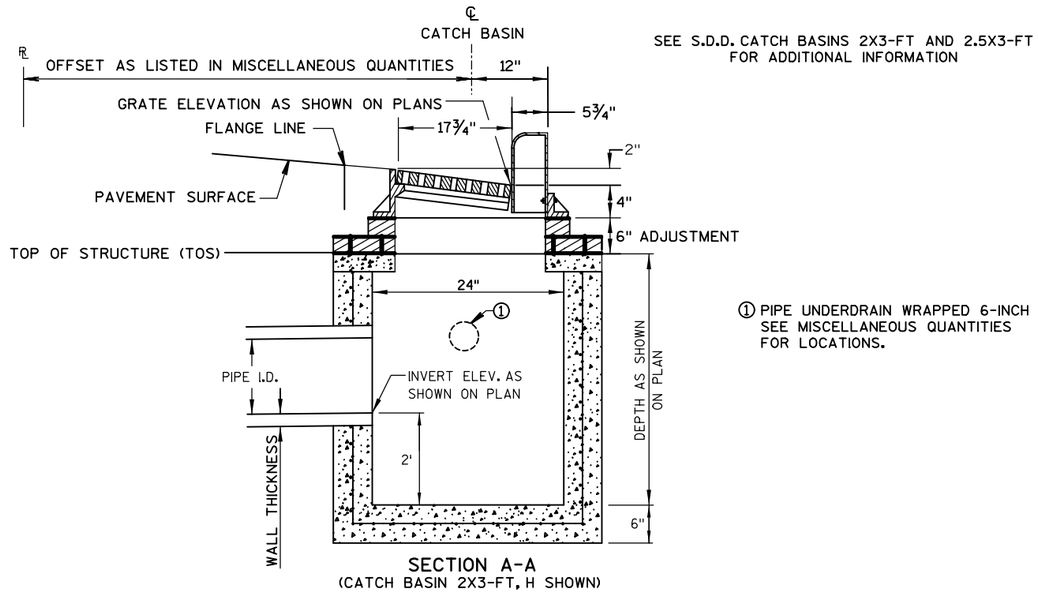


DETAIL OF CONCRETE CURB & GUTTER 30-INCH TYPE D OR TYPE A AT CATCH BASINS

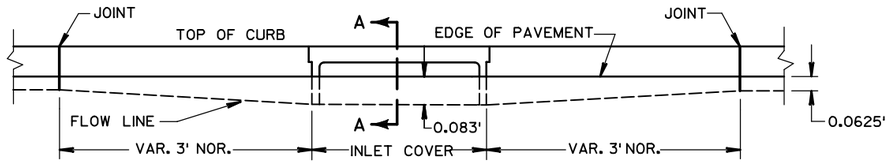


ELEVATION

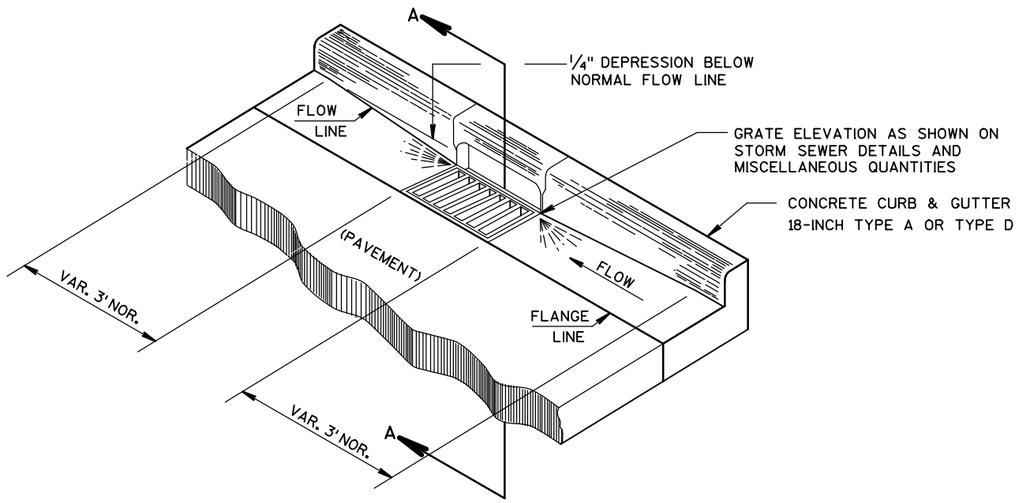


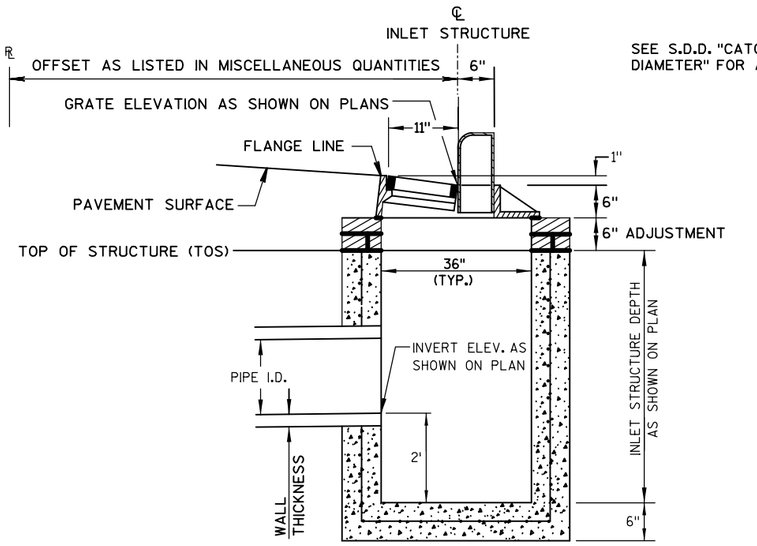


DETAIL OF CONCRETE CURB & GUTTER 24-INCH TYPE A OR D SPECIAL AT CATCH BASINS



ELEVATION





SEE S.D.D. "CATCH BASINS 3-FT, 4-FT, 5-FT, & 6-FT DIAMETER" FOR ADDITIONAL INFORMATION

SECTION A-A
(CATCH BASIN 3-FT - Z SHOWN)

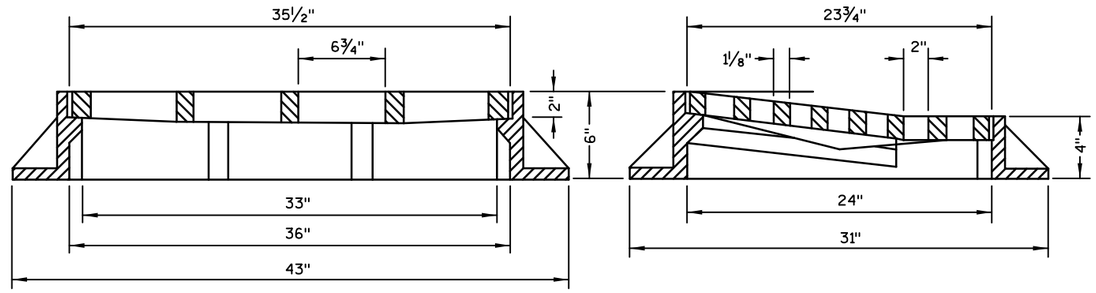
DETAIL OF CONCRETE CURB & GUTTER 18-INCH TYPE D AT INLETS

RUNOFF COEFFICIENT TABLE

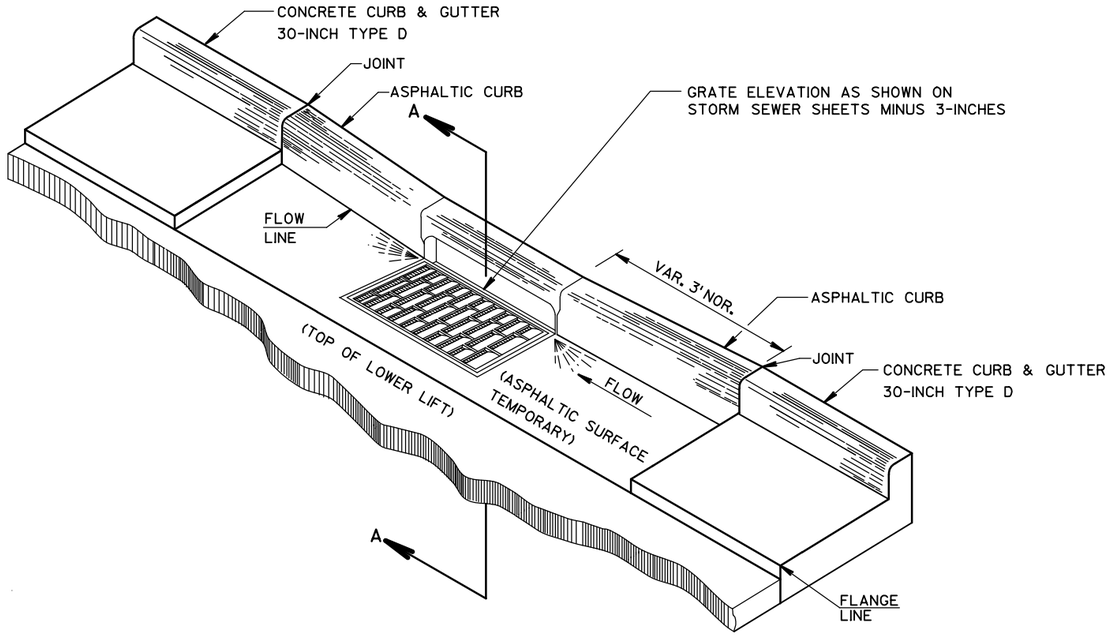
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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											

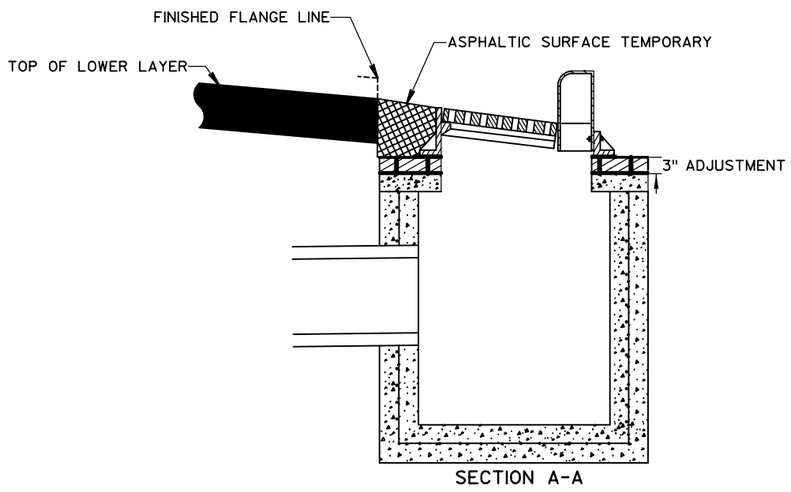
TOTAL PROJECT AREA = 25.88 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 14.17 ACRES

TOTAL WEIGHT APPROXIMATELY 420 POUNDS



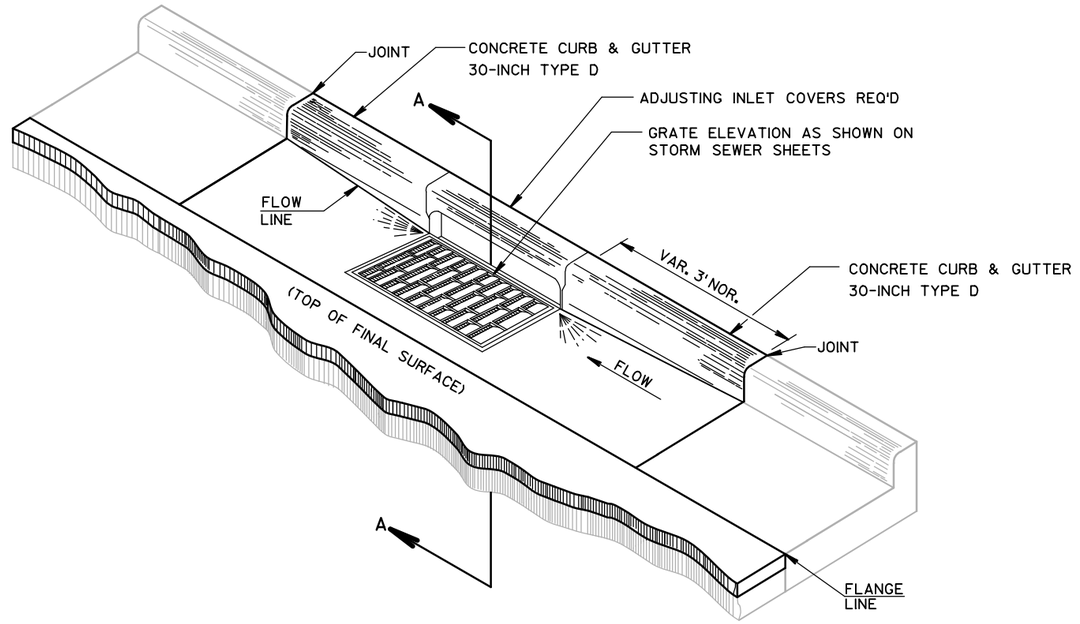
INLET COVERS TYPE DW

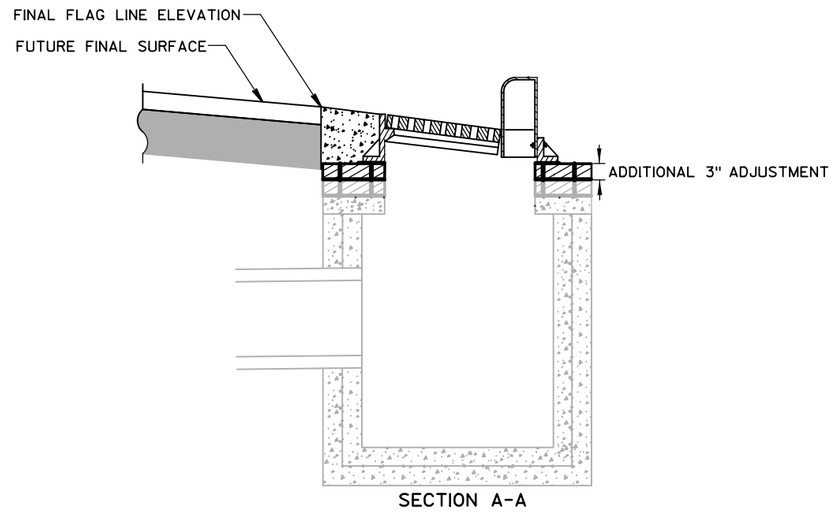




INLET LOW POINT DURING STAGING

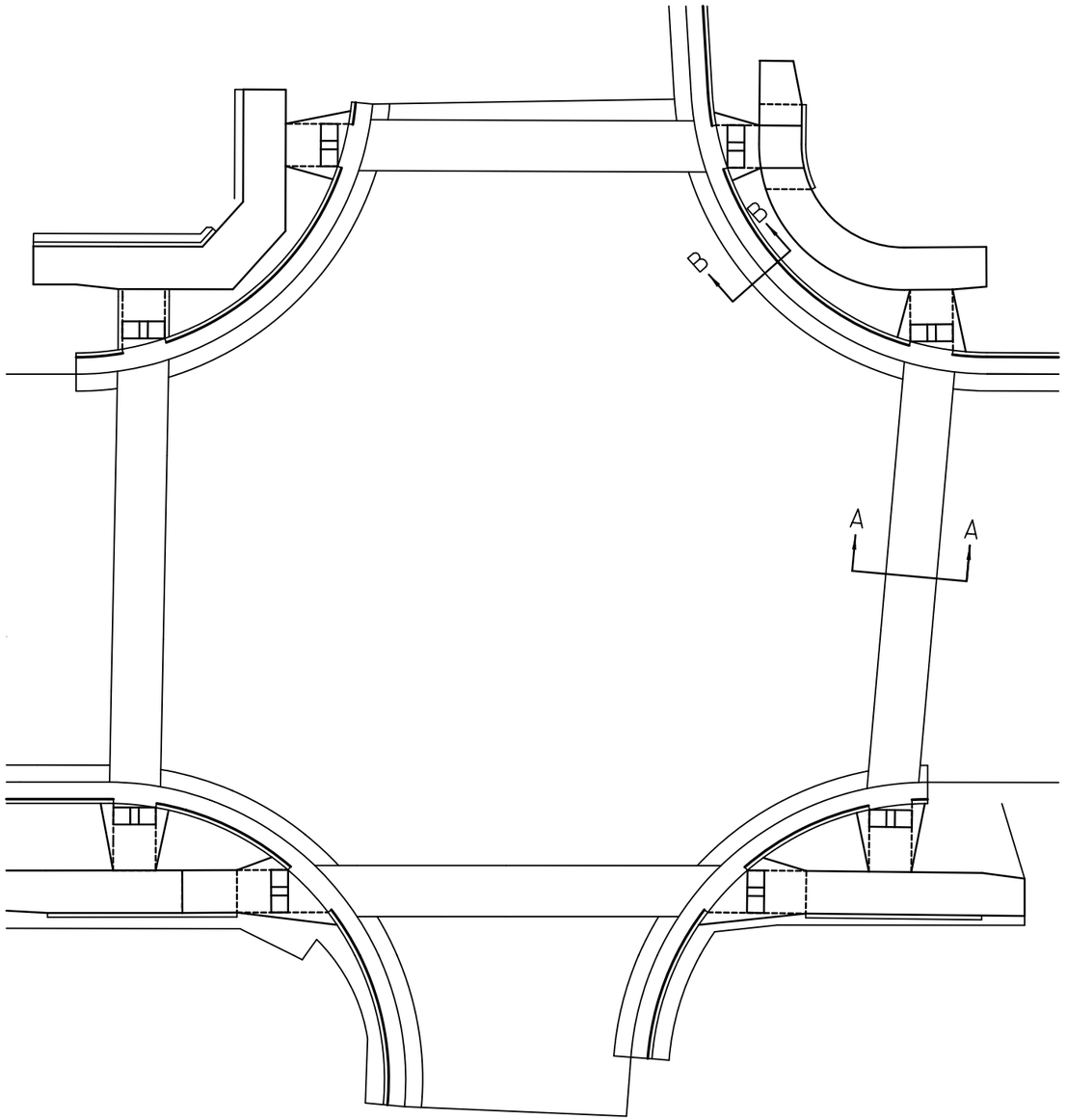
STA. 136+50 RT
STA. 10+90 BG LT/RT (2 INLETS)

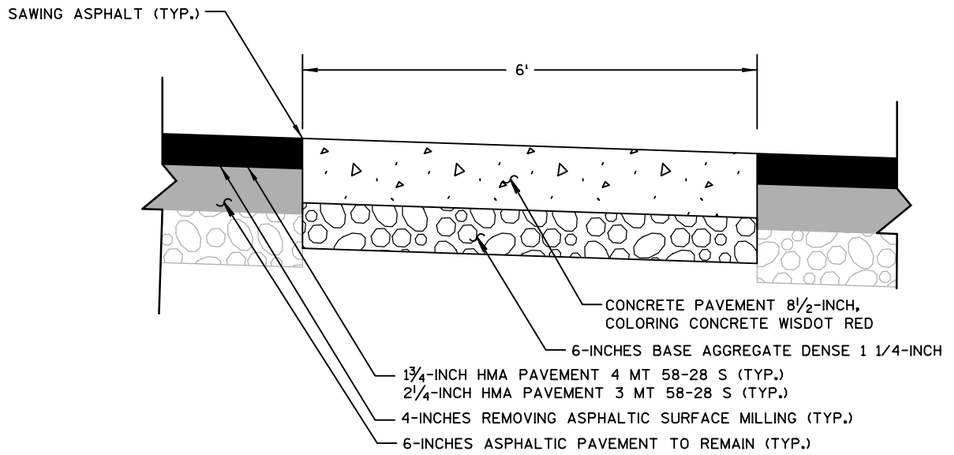




INLET LOW POINT PRIOR TO FINAL LIFT

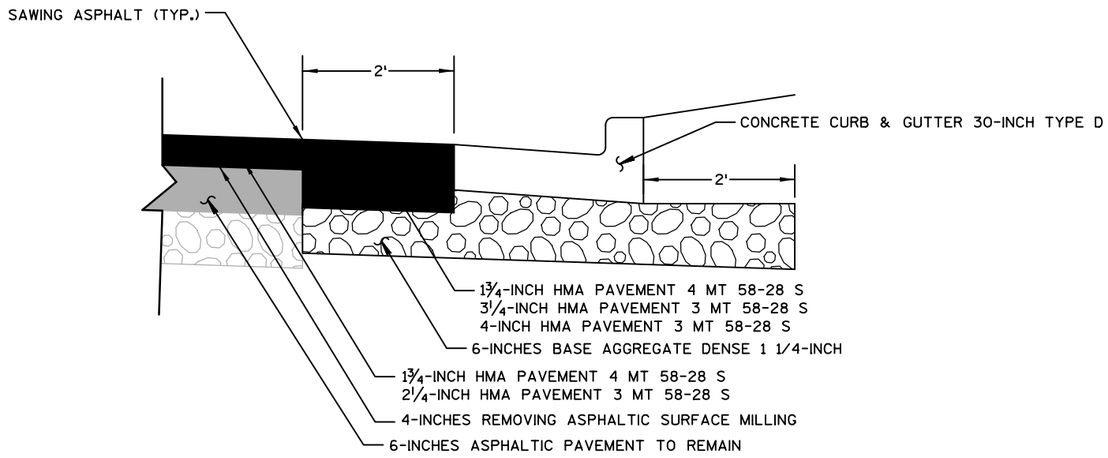
STA. 136+50 RT
STA. 10+90 BG LT/RT (2 INLETS)





SECTION A-A

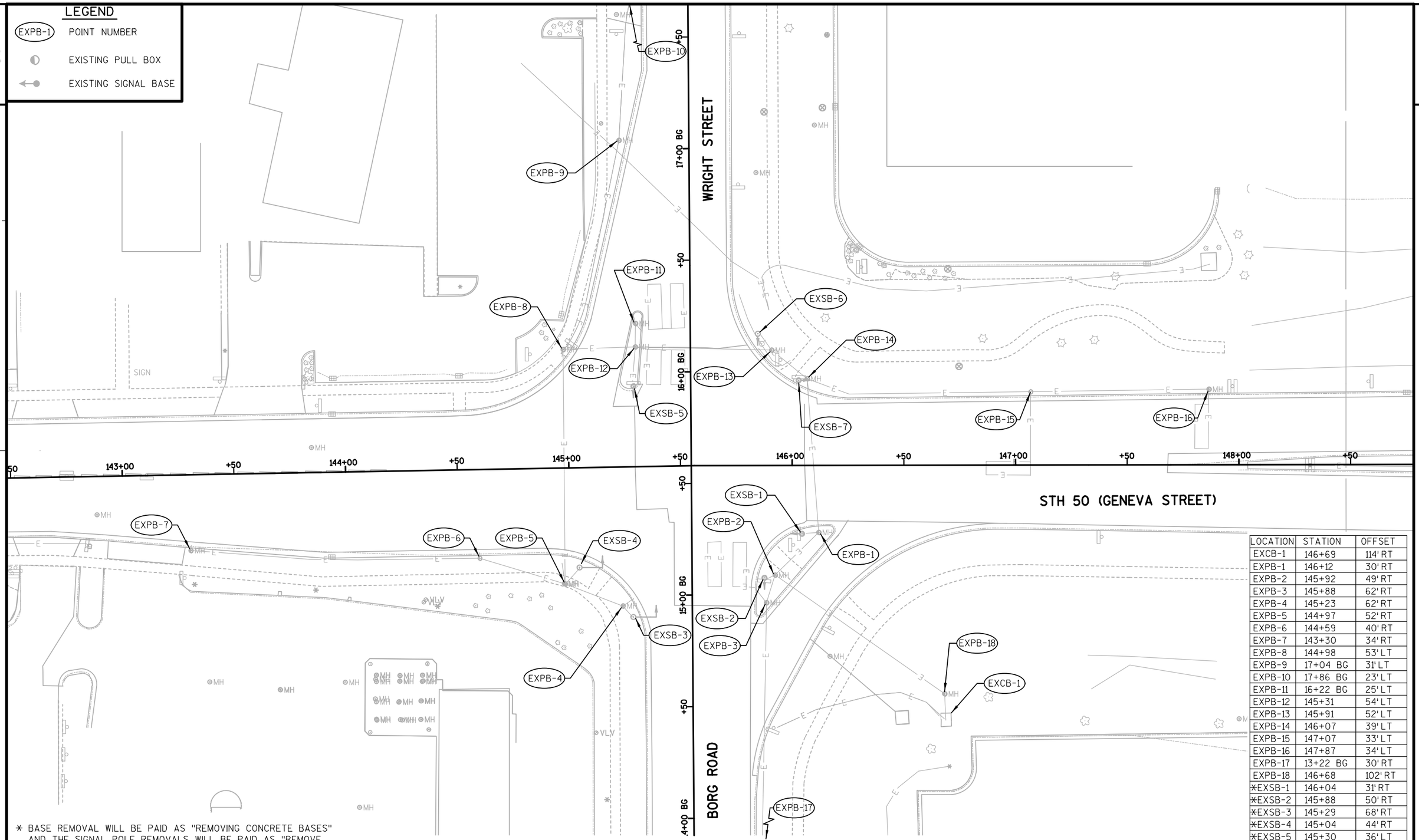
S. 7TH ST. & E. WISCONSIN ST.
S. 7TH ST. & ANN ST.
S. 7TH ST. & E. GENEVA ST.



SECTION B-B

COLORED CROSSWALK AND CURB & GUTTER REPLACEMENT DETAIL

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION DETAILS	SHEET 17	E



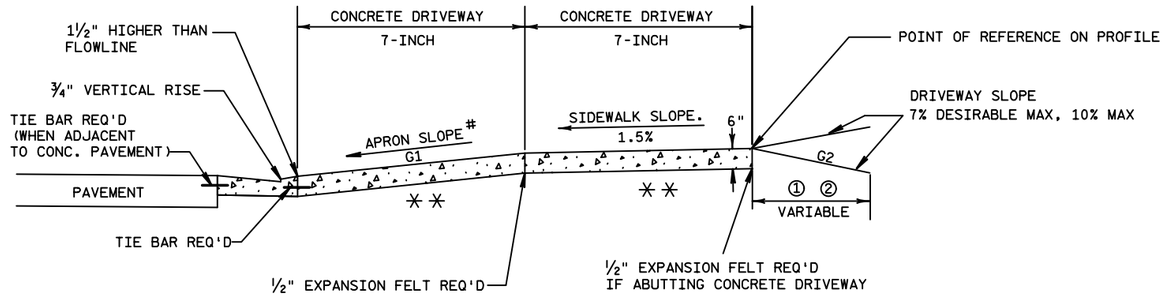
LOCATION	STATION	OFFSET
EXCB-1	146+69	114' RT
EXPB-1	146+12	30' RT
EXPB-2	145+92	49' RT
EXPB-3	145+88	62' RT
EXPB-4	145+23	62' RT
EXPB-5	144+97	52' RT
EXPB-6	144+59	40' RT
EXPB-7	143+30	34' RT
EXPB-8	144+98	53' LT
EXPB-9	17+04 BG	31' LT
EXPB-10	17+86 BG	23' LT
EXPB-11	16+22 BG	25' LT
EXPB-12	145+31	54' LT
EXPB-13	145+91	52' LT
EXPB-14	146+07	39' LT
EXPB-15	147+07	33' LT
EXPB-16	147+87	34' LT
EXPB-17	13+22 BG	30' RT
EXPB-18	146+68	102' RT
*EXSB-1	146+04	31' RT
*EXSB-2	145+88	50' RT
*EXSB-3	145+29	68' RT
*EXSB-4	145+04	44' RT
*EXSB-5	145+30	36' LT
*EXSB-6	145+85	59' LT
*EXSB-7	146+03	38' LT

* BASE REMOVAL WILL BE PAID AS "REMOVING CONCRETE BASES" AND THE SIGNAL POLE REMOVALS WILL BE PAID AS "REMOVE AND TRANSPORT TRAFFIC SIGNALS, STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET".

STH 50 (GENEVA STREET) AND BORG ROAD/WRIGHT STREET SIGNAL, BASE AND PULL BOX REMOVAL

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION DETAILS - TRAFFIC SIGNAL REMOVAL	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\021005_cd.dgn PLOT DATE : 9/7/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



TYPICAL SIDEWALK SECTION

① — CONCRETE DRIVEWAY / CONCRETE PARKING LOT
CONCRETE DRIVEWAY 7-INCH / 6-INCHES BASE AGGREGATE DENSE 1¼-INCH

② — ASPHALT DRIVEWAY / ASPHALT PARKING LOT
3½-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES / 10-INCHES BASE AGGREGATE DENSE 1¼-INCH

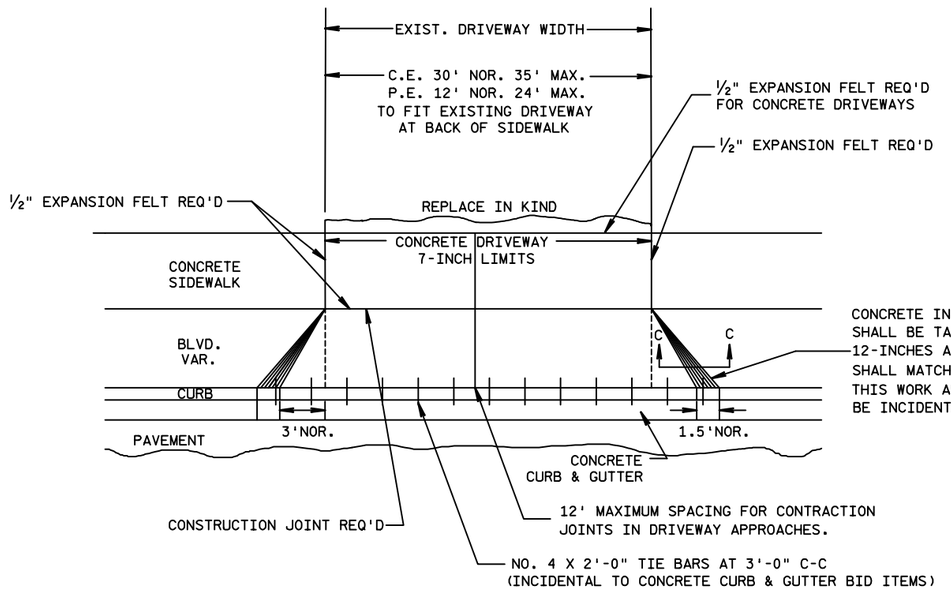
** = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRIVEWAY

\#

TERRACE WIDTH	APRON SLOPE (G1) MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

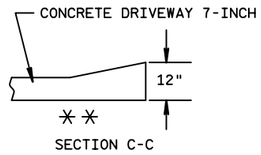
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

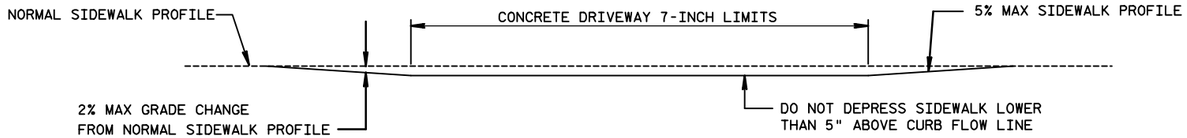
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 12-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

PLAN VIEW

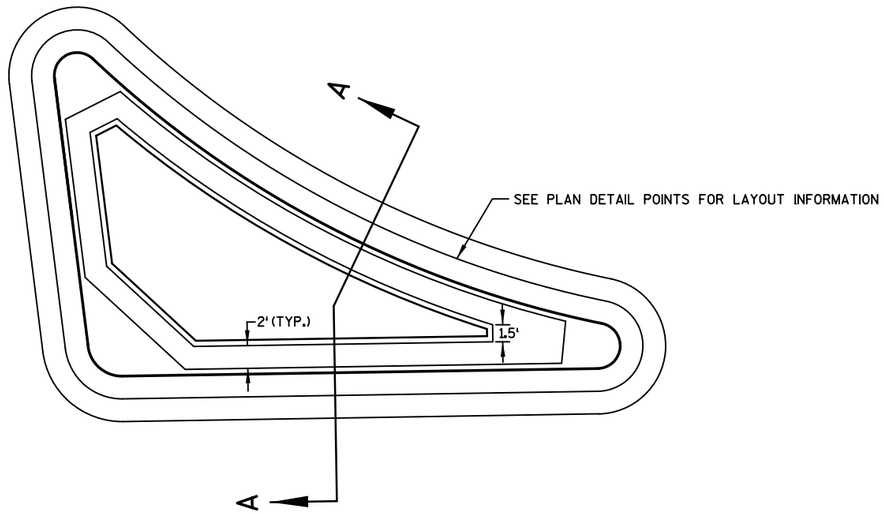




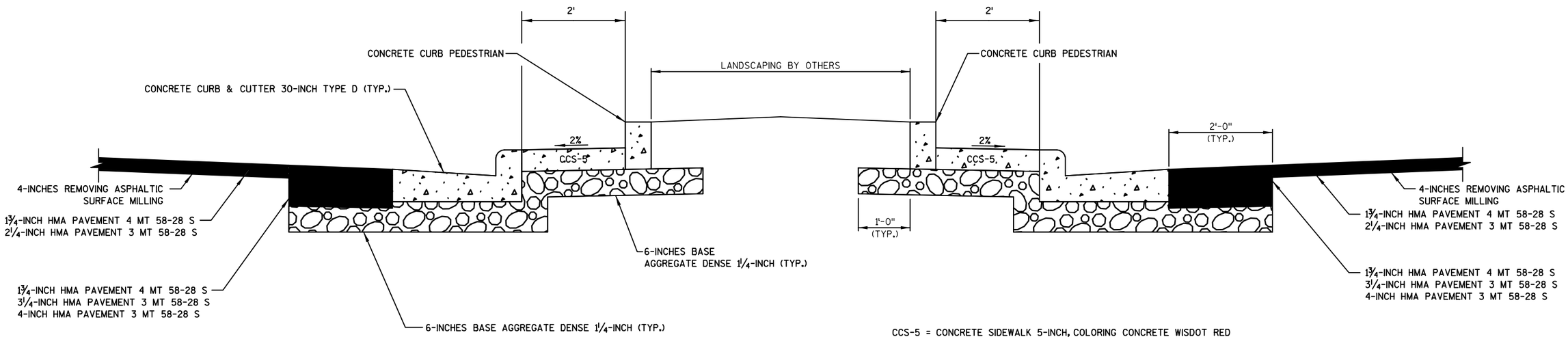
DEPRESSED SIDEWALK PROFILE DETAIL

DRIVEWAY ENTRANCE DETAIL

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION DETAILS	SHEET 19	E



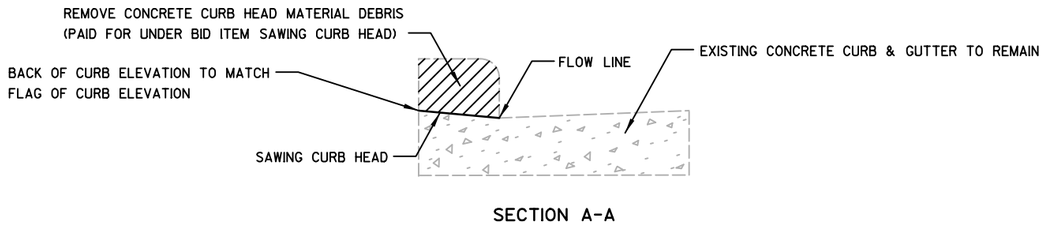
E. GENEVA ST. (STH 50) / S. 7TH ST. SPLITTER ISLAND



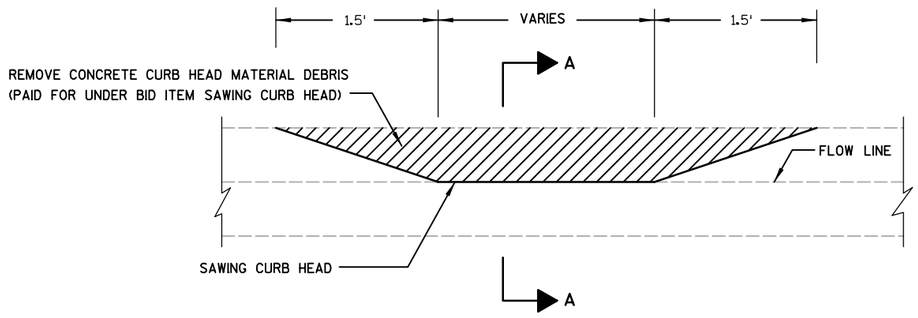
CCS-5 = CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED

SECTION A-A

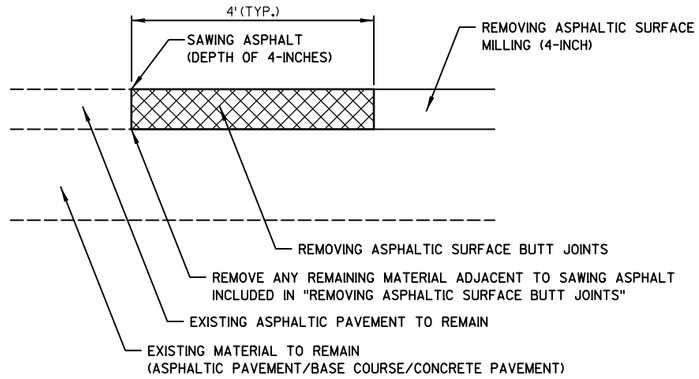
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION DETAILS - SPLITTER ISLAND	SHEET 20	E



SECTION A-A



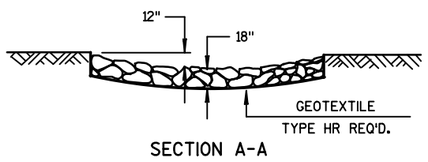
SAWING CURB HEAD DETAIL



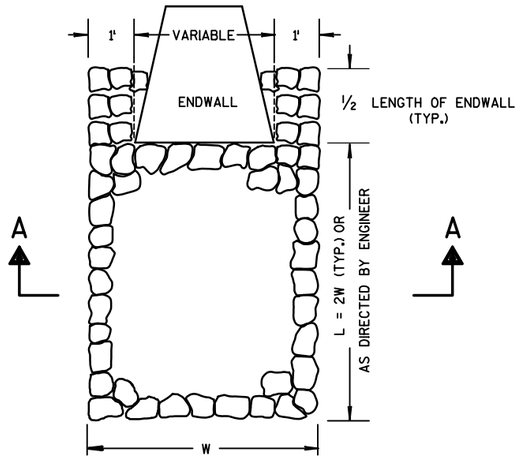
REFER TO PLAN SHEETS - MAINLINE
FOR ADDITIONAL INFORMATION

BUTT JOINT DETAIL MATCHING TO EXISTING

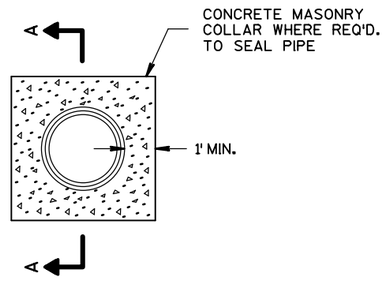
STA. 100+28 - STA. 137+28

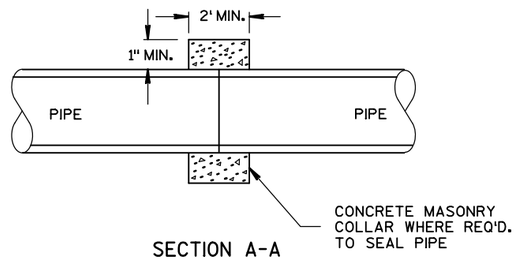


SECTION A-A



RIPRAP MEDIUM TREATMENT AT CULVERTS



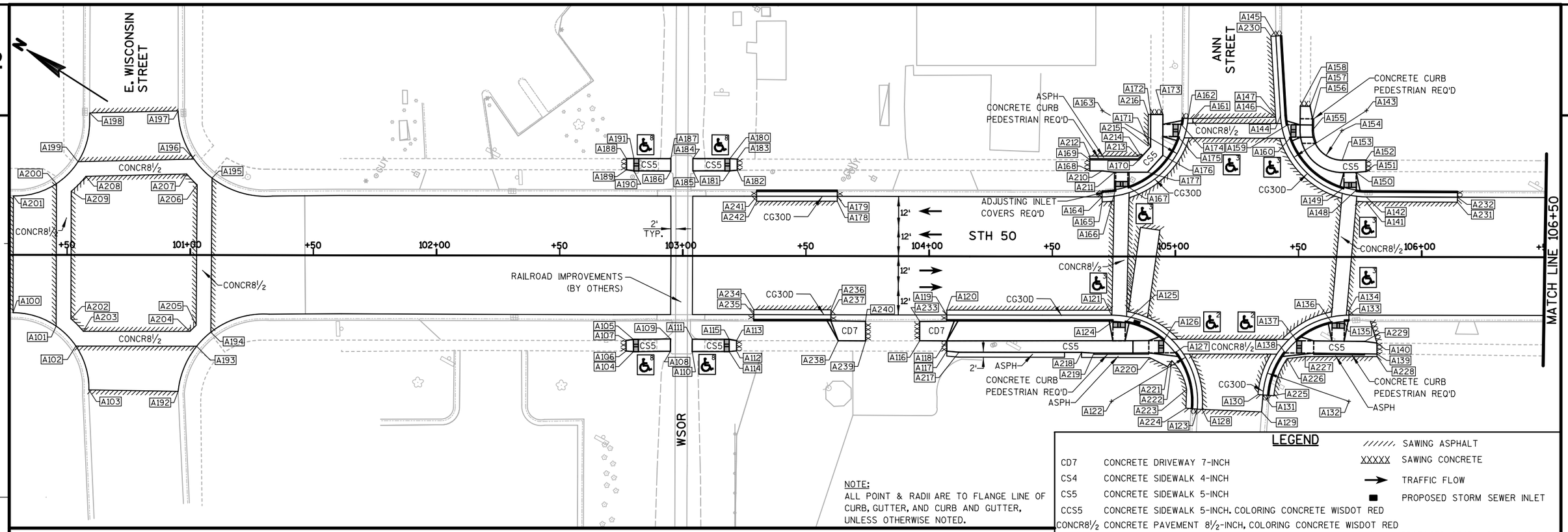


SECTION A-A

CONCRETE COLLARS FOR PIPE DETAIL

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION DETAILS	SHEET	E

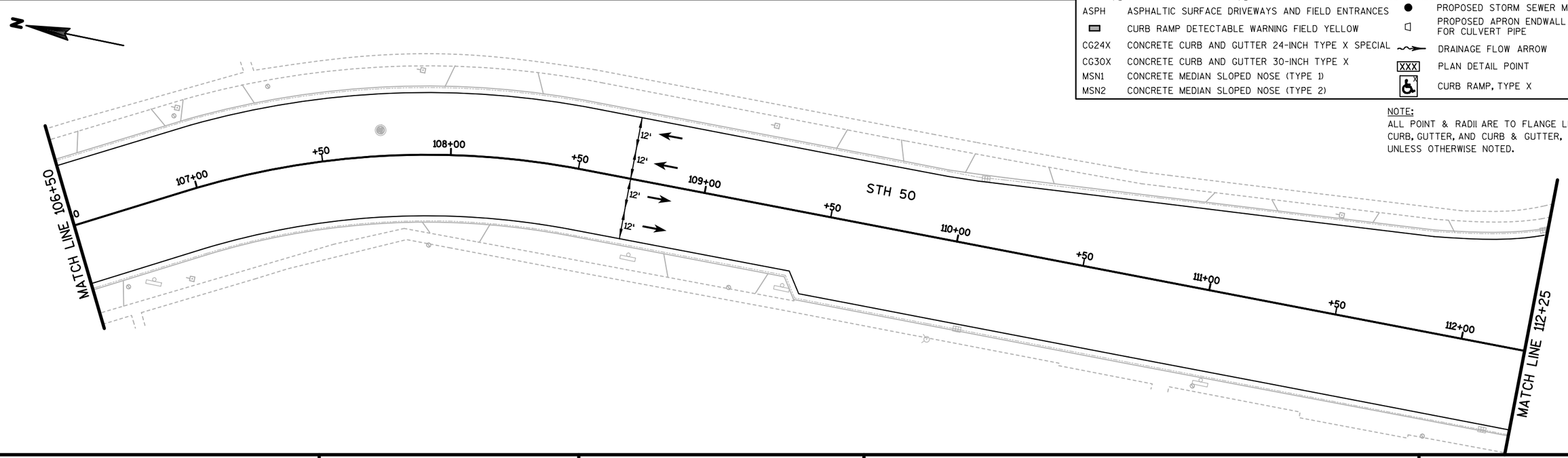
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\021008_cd.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB AND GUTTER, UNLESS OTHERWISE NOTED.

LEGEND

CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)	X	CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		



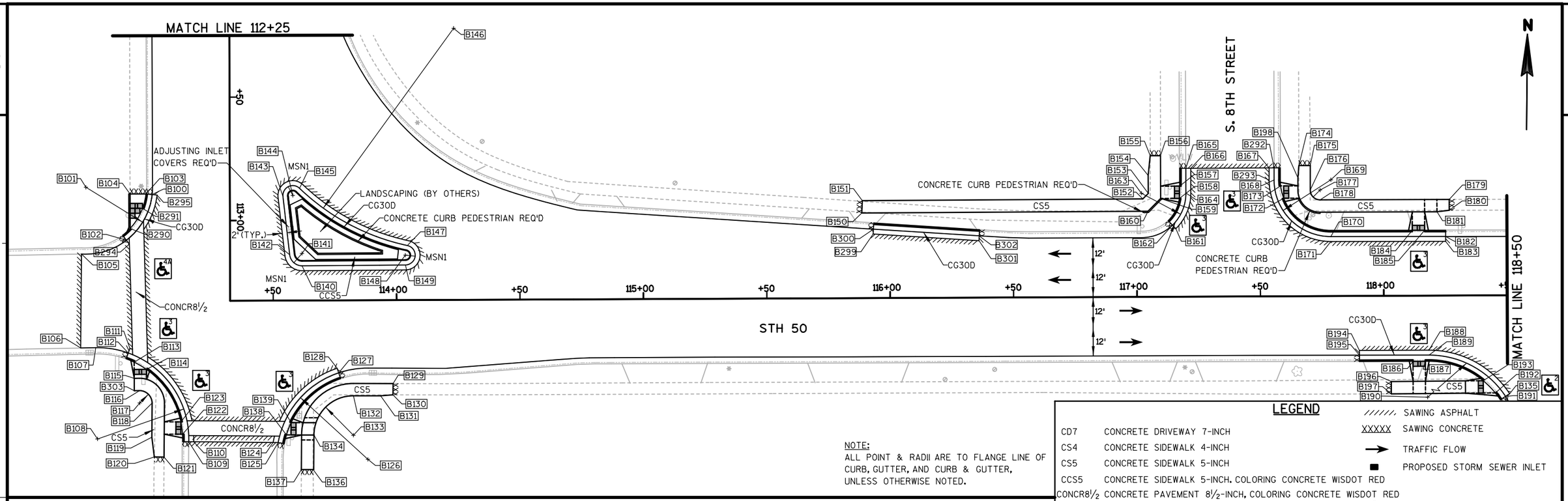
NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - STH 50	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\021201_pd.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	STH 50 STATION	STH 50 OFFSET	ELEV.	NORTHING	EASTING	REMARKS
A100	100+28.11	23.51'RT	---	350,384.88	736,799.07	MATCH EXIST. PAVEMENT
A101	100+45.62	28.96'RT	---	350,366.90	736,802.69	MATCH EXIST. PAVEMENT
A102	100+53.63	37.03'RT	---	350,356.00	736,799.46	MATCH EXIST. PAVEMENT
A103	100+58.96	54.82'RT	---	350,342.78	736,786.41	MATCH EXIST. PAVEMENT
A104	102+80.05	38.95'RT	---	350,156.44	736,906.44	BOS
A105	102+79.99	33.95'RT	---	350,158.89	736,910.80	FOS
A106	102+77.05	38.68'RT	---	350,159.21	736,905.24	MATCH EXIST. SIDEWALK
A107	102+77.00	34.39'RT	---	350,161.31	736,908.98	MATCH EXIST. SIDEWALK
A108	102+95.05	38.77'RT	---	350,143.37	736,913.80	MATCH EXIST. SIDEWALK
A109	102+95.06	33.77'RT	---	350,145.76	736,918.19	MATCH EXIST. SIDEWALK
A110	103+03.89	38.83'RT	---	350,135.58	736,917.99	MATCH EXIST. SIDEWALK
A111	103+03.90	33.83'RT	---	350,137.98	736,922.38	MATCH EXIST. SIDEWALK
A112	103+21.89	38.55'RT	---	350,119.92	736,926.87	MATCH EXIST. SIDEWALK
A113	103+21.90	34.36'RT	---	350,121.93	736,930.55	MATCH EXIST. SIDEWALK
A114	103+18.89	38.84'RT	---	350,122.42	736,925.18	BOS
A115	103+18.90	33.84'RT	---	350,124.81	736,929.57	FOS
A116	103+96.26	34.32'RT	---	350,056.71	736,966.27	MATCH EXIST. SIDEWALK
A117	104+07.26	38.50'RT	---	350,045.05	736,967.89	MATCH EXIST. SIDEWALK
A118	104+07.26	34.33'RT	---	350,047.06	736,971.55	MATCH EXIST. SIDEWALK
A119	104+07.23	23.86'RT	---	350,052.11	736,980.72	MATCH EXIST. PAVEMENT
A120	104+07.23	21.86'RT	---	350,053.07	736,982.47	MATCH EXIST. PAVEMENT
A121	104+74.08	23.77'RT	939.43	349,993.50	737,012.88	---
A122	104+74.13	58.77'RT	---	349,976.66	736,982.20	R=35'
A123	105+08.99	61.90'RT	---	349,944.58	736,996.19	MATCH EXIST. PAVEMENT
A124	104+74.68	26.28'RT	---	349,991.77	737,010.97	BOC; CURB RAMP OPENING
A125	104+79.68	26.75'RT	---	349,987.16	737,012.95	BOC; CURB RAMP OPENING
A126	104+95.25	34.07'RT	---	349,969.99	737,014.01	BOC; CURB RAMP OPENING
A127	104+99.95	39.04'RT	---	349,963.47	737,011.90	BOC; CURB RAMP OPENING
A128	105+10.99	61.98'RT	---	349,942.78	736,997.07	MATCH EXIST. PAVEMENT
A129	105+35.10	62.99'RT	---	349,921.15	737,007.76	MATCH EXIST. PAVEMENT
A130	105+33.63	55.90'RT	---	349,925.84	737,013.27	MATCH EXIST. PAVEMENT
A131	105+35.62	56.05'RT	---	349,924.02	737,014.10	MATCH EXIST. PAVEMENT
A132	105+70.52	58.65'RT	---	349,892.15	737,028.57	R=35'
A133	105+70.50	23.65'RT	---	349,908.97	737,059.26	MATCH EXIST. PAVEMENT
A134	105+70.50	21.65'RT	---	349,909.93	737,061.01	MATCH EXIST. PAVEMENT
A135	105+68.67	26.21'RT	---	349,909.35	737,056.14	BOC; CURB RAMP OPENING
A136	105+63.66	26.89'RT	---	349,913.42	737,053.14	BOC; CURB RAMP OPENING
A137	105+49.31	34.03'RT	---	349,922.58	737,039.98	BOC; CURB RAMP OPENING
A138	105+44.65	38.99'RT	---	349,924.29	737,033.40	BOC; CURB RAMP OPENING
A139	105+81.93	39.36'RT	---	349,891.40	737,050.97	MATCH EXIST. SIDEWALK
A140	105+81.92	34.95'RT	---	349,893.52	737,054.83	MATCH EXIST. SIDEWALK
A141	105+77.38	22.41'LT	---	349,925.04	737,102.98	MATCH EXIST. PAVEMENT
A142	105+77.39	24.41'LT	938.86	349,926.00	737,104.74	---
A143	105+77.48	59.41'LT	---	349,942.72	737,135.48	R=35'
A144	105+42.54	57.31'LT	939.57	349,972.36	737,116.87	---
A145	105+40.60	89.64'LT	---	349,989.58	737,144.30	MATCH EXIST. PAVEMENT
A146	105+40.58	56.68'LT	---	349,973.77	737,115.37	MATCH EXIST. PAVEMENT
A147	105+40.54	57.19'LT	---	349,974.05	737,115.81	MATCH EXIST. PAVEMENT
A148	105+73.40	27.17'LT	---	349,930.82	737,105.24	BOC; CURB RAMP OPENING
A149	105+68.39	28.21'LT	---	349,935.71	737,103.75	BOC; CURB RAMP OPENING
A150	105+73.34	34.32'LT	---	349,934.30	737,111.49	---
A151	105+77.34	34.68'LT	---	349,930.97	737,113.72	MATCH EXIST. SIDEWALK
A152	105+77.30	39.36'LT	---	349,933.24	737,117.80	MATCH EXIST. SIDEWALK
A153	105+67.64	39.28'LT	---	349,941.68	737,113.10	BOS
A154	105+67.54	51.28'LT	---	349,947.53	737,123.58	R=12'
A155	105+55.55	51.39'LT	---	349,958.11	737,117.92	BOS
A156	105+55.59	56.06'LT	---	349,960.31	737,122.04	BOS
A157	105+54.56	61.17'LT	---	349,963.66	737,126.03	MATCH EXIST. SIDEWALK
A158	105+50.64	61.21'LT	---	349,967.13	737,124.18	MATCH EXIST. SIDEWALK
A159	105+45.50	53.62'LT	---	349,967.99	737,115.05	BOC; CURB RAMP OPENING
A160	105+46.82	48.62'LT	---	349,964.43	737,111.30	BOC; CURB RAMP OPENING
A161	105+07.08	56.08'LT	---	350,002.88	737,098.78	MATCH EXIST. PAVEMENT
A162	105+05.07	56.05'LT	---	350,004.62	737,097.78	MATCH EXIST. PAVEMENT
A163	104+70.21	59.22'LT	---	350,036.72	737,083.83	R=35'
A164	104+70.23	24.22'LT	---	350,019.91	737,053.14	MATCH EXIST. PAVEMENT
A165	104+70.23	22.22'LT	---	350,018.95	737,051.38	MATCH EXIST. PAVEMENT
A166	104+75.66	27.18'LT	---	350,016.57	737,058.33	BOC; CURB RAMP OPENING
A167	104+80.65	28.44'LT	---	350,012.79	737,061.84	BOC; CURB RAMP OPENING
A168	104+65.17	37.78'LT	---	350,029.42	737,059.97	MATCH EXIST. SIDEWALK
A169	104+65.18	39.25'LT	---	350,031.56	737,063.90	MATCH EXIST. SIDEWALK
A170	104+85.08	39.24'LT	940.01	350,014.09	737,073.44	BOS
A171	104+89.83	44.52'LT	940.07	350,012.46	737,080.35	BOS
A172	104+89.86	57.73'LT	---	350,018.78	737,091.96	MATCH EXIST. SIDEWALK
A173	104+94.86	57.72'LT	---	350,014.39	737,094.35	MATCH EXIST. SIDEWALK
A174	105+02.24	53.71'LT	---	350,005.98	737,094.37	BOC; CURB RAMP OPENING
A175	105+00.97	48.71'LT	---	350,004.70	737,089.37	BOC; CURB RAMP OPENING
A176	104+94.82	41.10'LT	939.98	350,006.44	737,079.74	FOS
A177	104+88.65	34.23'LT	939.92	350,008.56	737,070.76	FOS
A178	103+62.68	22.26'LT	---	350,113.33	736,999.80	MATCH EXIST. PAVEMENT
A179	103+62.67	24.27'LT	---	350,114.30	737,001.55	MATCH EXIST. PAVEMENT
A180	103+19.02	39.50'LT	---	350,159.91	736,993.97	BOS
A181	103+19.03	34.50'LT	---	350,157.50	736,989.59	FOS
A182	103+22.02	34.81'LT	---	350,155.02	736,991.30	MATCH EXIST. SIDEWALK
A183	103+22.02	39.31'LT	---	350,157.18	736,995.24	MATCH EXIST. SIDEWALK
A184	103+04.02	39.49'LT	---	350,173.06	736,986.76	MATCH EXIST. SIDEWALK
A185	103+04.02	34.49'LT	---	350,170.66	736,982.37	MATCH EXIST. SIDEWALK
A186	102+95.09	34.45'LT	---	350,178.47	736,978.05	MATCH EXIST. SIDEWALK
A187	102+95.08	39.45'LT	---	350,180.89	736,982.43	MATCH EXIST. SIDEWALK
A188	102+77.08	39.38'LT	---	350,196.65	736,973.74	MATCH EXIST. SIDEWALK
A189	102+77.07	34.91'LT	---	350,194.50	736,969.81	MATCH EXIST. SIDEWALK
A190	102+80.07	34.46'LT	---	350,191.66	736,970.86	FOS
A191	102+80.08	39.46'LT	---	350,194.05	736,975.25	BOS
A192	100+95.18	55.35'RT	---	350,310.75	736,803.33	MATCH EXIST. PAVEMENT
A193	101+02.65	37.03'RT	---	350,312.99	736,822.98	MATCH EXIST. PAVEMENT
A194	101+08.42	31.33'RT	---	350,310.67	736,830.75	MATCH EXIST. PAVEMENT
A195	101+08.79	31.28'LT	---	350,340.40	736,885.86	MATCH EXIST. PAVEMENT
A196	101+01.45	38.95'LT	---	350,350.51	736,889.07	MATCH EXIST. PAVEMENT
A197	100+94.99	58.51'LT	---	350,365.57	736,903.13	MATCH EXIST. PAVEMENT
A198	100+59.08	57.63'LT	---	350,396.66	736,885.12	MATCH EXIST. PAVEMENT
A199	100+54.39	37.80'LT	---	350,391.25	736,865.47	MATCH EXIST. PAVEMENT
A200	100+45.62	28.85'LT	---	350,394.65	736,853.41	MATCH EXIST. PAVEMENT
A201	100+28.11	23.87'LT	---	350,407.62	736,840.64	SEE CROSSWALK CONST. DETAIL
A202	100+51.62	25.99'RT	---	350,363.06	736,808.18	SEE CROSSWALK CONST. DETAIL
A203	100+56.63	31.03'RT	---	350,356.24	736,806.16	SEE CROSSWALK CONST. DETAIL
A204	100+99.92	31.03'RT	---	350,318.27	736,826.93	SEE CROSSWALK CONST. DETAIL
A205	101+02.44	28.53'RT	---	350,317.26	736,830.33	SEE CROSSWALK CONST. DETAIL
A206	101+02.77	28.49'LT	---	350,344.34	736,880.52	SEE CROSSWALK CONST. DETAIL
A207	100+98.55	32.88'LT	---	350,350.15	736,882.34	SEE CROSSWALK CONST. DETAIL
A208	100+57.56	31.87'LT	---	350,385.62	736,861.79	SEE CROSSWALK CONST. DETAIL
A209	100+51.62	25.81'LT	---	350,387.93	736,853.62	SEE CROSSWALK CONST. DETAIL
A210	104+70.17	34.77'LT	---	350,025.02	737,062.36	FOS
A211	104+75.17	34.24'LT	---	350,020.39	737,064.30	FOS
A212	104+65.18	40.75'LT	---	350,032.28	737,065.22	MATCH EXIST. PAVEMENT
A213	104+84.86	40.74'LT	---	350,015.01	737,074.65	MATCH EXIST. PAVEMENT
A214	104+85.56	41.51'LT	---	350,014.77	737,075.66	MATCH EXIST. PAVEMENT
A215	104+88.83	44.90'LT	---	350,013.52	737,080.21	MATCH EXIST. PAVEMENT
A216	104+88.86	57.73'LT	---	350,019.66	737,091.48	MATCH EXIST. PAVEMENT
A217	104+12.20	38.93'RT	---	350,040.51	736,969.88	BOS
A218	104+61.97	38.91'RT	---	349,996.87	736,993.79	BOS
A219	104+66.97	39.18'RT	---	349,992.35	736,995.95	BOS
A220	104+89.61	40.99'RT	---	349,971.62	737,005.23	MATCH EXIST. PAVEMENT
A221	104+96.94	44.63'RT	---	349,963.44	737,005.55	MATCH EXIST. PAVEMENT
A222	104+98.63	42.25'RT	---	349,963.10	737,008.45	MATCH EXIST. PAVEMENT
A223	105+04.65	53.92'RT	---	349,952.21	737,001.10	MATCH EXIST. PAVEMENT
A224	105+04.38	61.49'RT	---	349,948.82	736,994.34	MATCH EXIST. PAVEMENT
A225	105+40.11	56.39'RT	---	349,919.92	737,015.96	MATCH EXIST. PAVEMENT
A226	105+45.46	41.28'RT	---	349,922.48	737,031.78	MATCH EXIST. PAVEMENT
A227	105+52.83	40.47'RT	---	349,916.40	737,036.02	MATCH EXIST. PAVEMENT
A228	105+81.93	40.47'RT	---	349,890.87	737,050.00	MATCH EXIST. PAVEMENT
A229	105+76.92	34.31'RT	---	349,898.22	737,052.99	FOS
A230	105+38.60	89.52'LT	---	349,991.27	737,143.24	MATCH EXIST. PAVEMENT
A231	106+14.45	22.32'LT	---	349,892.48	737,120.68	MATCH EXIST. PAVEMENT
A232	106+14.45	24.32'LT	---	349,893.44	737,122.44	MATCH EXIST. PAVEMENT
A233	103+96.24	26.45'RT	---	350,060.51	736,973.17	MATCH EXIST. DRIVEWAY

POINT NO.	STH 50		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
A234	103+28.86	21.79'RT	---	350,121.86	736,944.92	MATCH EXIST. PAVEMENT
A235	103+28.86	23.79'RT	---	350,120.90	736,943.16	MATCH EXIST. PAVEMENT
A236	103+60.18	21.82'RT	---	350,094.37	736,959.92	MATCH EXIST. PAVEMENT
A237	103+60.17	23.82'RT	---	350,093.41	736,958.16	MATCH EXIST. PAVEMENT
A238	103+63.18	34.38'RT	---	350,085.71	736,950.35	MATCH EXIST. SIDEWALK
A239	103+74.26	34.38'RT	---	350,075.99	736,955.66	MATCH EXIST. SIDEWALK
A240	103+74.24	26.45'RT	---	350,079.81	736,962.61	MATCH EXIST. DRIVEWAY
A241	103+29.92	24.24'LT	---	350,143.01	736,985.81	MATCH EXIST. PAVEMENT
A242	103+29.93	22.24'LT	---	350,142.05	736,984.06	MATCH EXIST. PAVEMENT



NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

LEGEND

CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)		CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB AND GUTTER, UNLESS OTHERWISE NOTED.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - STH 50	SHEET 25	E

POINT NO.	STH 50		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
B100	112+89.37	31.47'RT	---	349,223.04	737,152.88	MATCH EXIST. PAVEMENT
B101	112+86.34	58.30'RT	---	349,225.75	737,126.02	R=27'
B102	113+07.84	41.96'RT	---	349,204.45	717,142.60	MATCH EXIST. PAVEMENT
B103	112+89.09	33.95'RT	---	349,223.29	737,150.39	MATCH EXIST. SIDEWALK
B104	112+89.09	40.42'RT	---	349,223.22	737,143.93	MATCH EXIST. SIDEWALK
B105	113+13.38	60.16'RT	---	349,198.70	737,124.48	MATCH EXIST. PAVEMENT
B106	---	---	---	349,160.61	737,124.48	MATCH EXIST. PAVEMENT
B107	---	---	---	349,160.78	737,130.55	MATCH EXIST. PAVEMENT
B108	---	---	---	349,123.80	737,131.60	R=37'
B109	---	---	---	349,123.01	737,168.60	MATCH EXIST. PAVEMENT
B110	---	---	---	349,123.01	737,170.60	MATCH EXIST. PAVEMENT
B111	---	---	---	349,160.62	737,144.44	MATCH EXIST. PAVEMENT
B112	---	---	---	349,158.73	737,143.78	MATCH EXIST. PAVEMENT
B113	---	---	---	349,155.06	737,146.19	BOC; CURB RAMP OPENING
B114	---	---	---	349,152.17	737,151.23	BOC; CURB RAMP OPENING
B115	---	---	---	349,148.50	737,146.29	---
B116	---	---	---	349,143.54	737,148.52	BOS
B117	---	---	---	349,138.54	737,148.59	R=5'
B118	---	---	---	349,138.55	737,153.59	BOS
B119	---	---	---	349,124.70	737,153.63	BOS
B120	---	---	---	349,116.70	737,154.72	MATCH EXIST. SIDEWALK
B121	---	---	---	349,116.71	737,158.65	MATCH EXIST. SIDEWALK
B122	---	---	---	349,126.01	737,166.03	BOC; CURB RAMP OPENING
B123	---	---	---	349,131.01	737,165.34	BOC; CURB RAMP OPENING
B124	113+49.72	57.47'RT	---	349,123.01	737,202.79	MATCH EXIST. PAVEMENT
B125	113+51.75	57.50'RT	---	349,123.01	737,204.82	MATCH EXIST. PAVEMENT
B126	113+88.09	64.48'RT	---	349,116.50	737,241.24	R=37'
B127	113+76.40	29.38'RT	---	349,151.45	737,229.09	MATCH EXIST. PAVEMENT
B128	113+75.76	27.48'RT	---	349,153.33	737,228.43	MATCH EXIST. PAVEMENT
B129	113+98.41	33.80'RT	---	349,147.31	737,251.16	MATCH EXIST. SIDEWALK
B130	113+98.37	38.39'RT	---	349,142.72	737,251.18	MATCH EXIST. SIDEWALK
B131	113+88.36	39.73'RT	936.00	349,141.25	737,241.18	BOS
B132	113+82.36	39.69'RT	935.77	349,141.22	737,235.19	BOS
B133	113+82.25	54.68'RT	---	349,126.22	737,235.28	R=16'
B134	113+67.25	54.53'RT	935.94	349,126.18	737,220.28	BOS
B135	118+50.81	39.90'RT	---	349,147.14	737,703.60	MATCH EXIST. PAVEMENT
B136	113+65.89	68.55'RT	---	349,112.14	737,219.09	MATCH EXIST. SIDEWALK
B137	113+61.11	68.49'RT	---	349,112.14	737,214.32	MATCH EXIST. SIDEWALK
B138	113+55.08	54.42'RT	---	349,126.12	737,208.11	BOC; CURB RAMP OPENING
B139	113+57.04	49.44'RT	---	349,131.13	737,209.99	BOC; CURB RAMP OPENING
B140	113+61.76	14.09'LT	935.31	349,194.71	737,213.88	---
B141	113+61.74	19.09'LT	---	349,199.71	737,213.80	R=5'
B142	113+56.78	18.53'LT	935.18	349,199.09	737,208.84	---
B143	112+90.35	21.54'LT	934.91	349,222.69	737,205.89	---
B144	112+89.90	25.52'LT	---	349,223.19	737,209.87	R=4'
B145	112+87.02	28.30'LT	934.85	349,226.09	737,212.61	---
B146	112+22.36	90.90'LT	---	349,291.49	737,274.44	R=90'
B147	114+04.46	22.12'LT	935.99	349,203.30	737,256.47	---
B148	114+03.61	18.21'LT	---	349,199.39	737,255.67	R=4'
B149	114+03.64	14.21'LT	936.04	349,195.39	737,255.76	---
B150	115+88.60	34.45'LT	---	349,218.05	737,440.44	MATCH EXIST. SIDEWALK
B151	115+88.89	39.45'LT	---	349,223.05	737,440.67	MATCH EXIST. SIDEWALK
B152	117+02.54	39.69'LT	---	349,224.78	737,554.30	BOS
B153	117+04.73	41.89'LT	---	349,227.01	737,556.47	BOS
B154	117+04.75	49.19'LT	---	349,234.31	737,556.39	BOS
B155	117+05.60	57.18'LT	---	349,242.31	737,557.13	MATCH EXIST. SIDEWALK
B156	117+09.77	57.18'LT	---	349,242.36	737,561.30	MATCH EXIST. SIDEWALK
B157	117+17.49	44.81'LT	---	349,230.09	737,569.18	BOC; CURB RAMP OPENING
B158	117+17.33	39.81'LT	---	349,225.09	737,569.10	BOC; CURB RAMP OPENING
B159	117+09.73	39.82'LT	---	349,225.01	737,561.49	FOS
B160	117+04.62	34.69'LT	---	349,219.81	737,556.45	FOS
B161	117+15.85	27.58'LT	---	349,212.85	737,567.77	MATCH EXIST. PAVEMENT

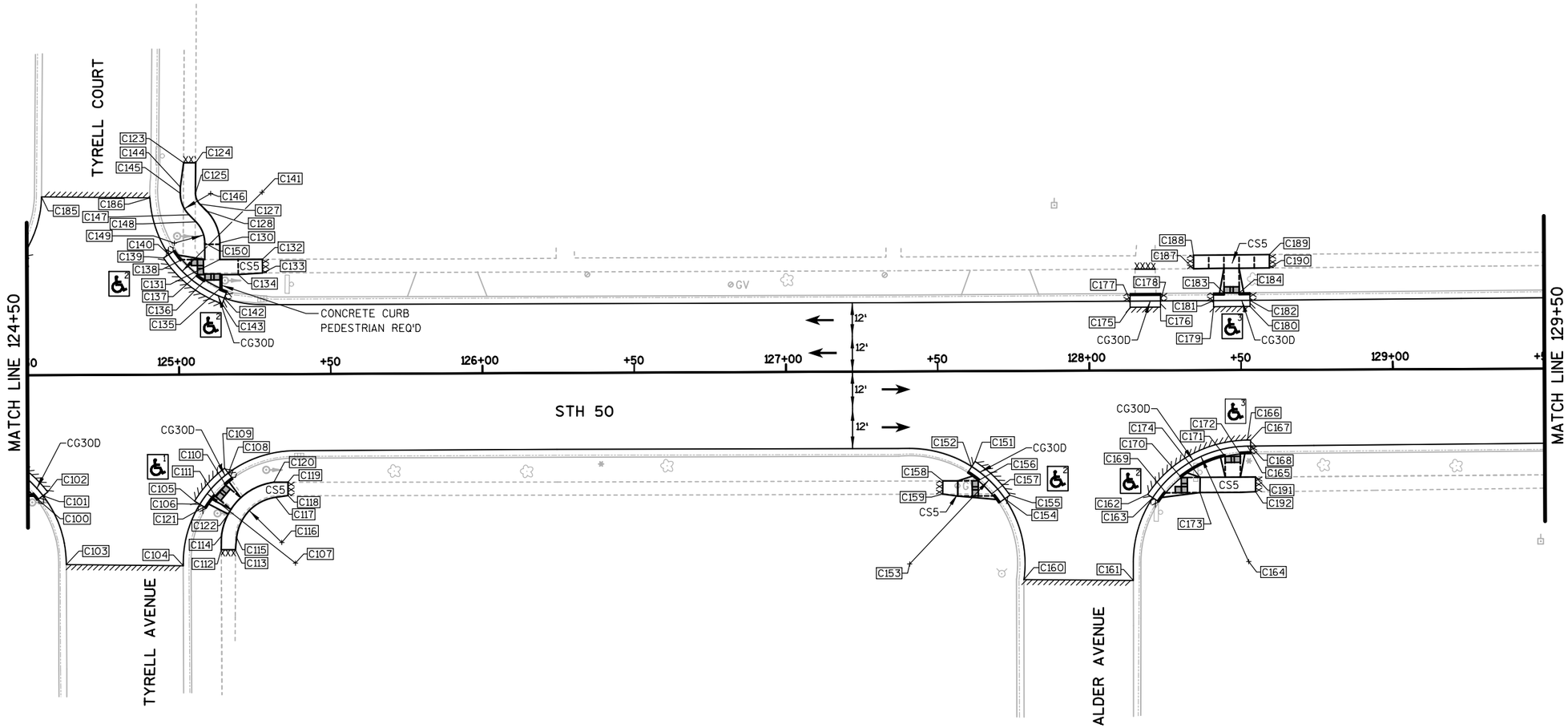
POINT NO.	STH 50		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
B162	117+14.47	29.02'LT	---	349,214.27	737,566.37	MATCH EXIST. PAVEMENT
B163	117+02.00	42.00'LT	---	349,227.08	737,553.73	R=18'
B164	117+20.00	42.00'LT	936.84	349,227.32	737,571.72	---
B165	117+20.00	52.00'LT	---	349,237.32	737,571.59	MATCH EXIST. PAVEMENT
B166	117+22.00	52.00'LT	---	349,237.34	737,573.59	MATCH EXIST. PAVEMENT
B167	117+53.74	52.00'LT	---	349,237.76	737,605.33	MATCH EXIST. PAVEMENT
B168	117+55.74	47.11'LT	936.73	349,232.90	737,607.40	---
B169	117+78.74	47.11'LT	---	349,233.20	737,630.40	R=23'
B170	117+78.66	24.11'LT	---	349,210.20	737,630.62	---
B171	117+78.65	22.11'LT	---	349,208.20	737,630.64	MATCH EXIST. PAVEMENT
B172	117+59.61	39.72'LT	---	349,225.56	737,611.37	BOC; CURB RAMP OPENING
B173	117+58.37	44.72'LT	---	349,230.55	737,610.07	BOC; CURB RAMP OPENING
B174	117+65.79	52.92'LT	---	349,238.84	737,617.37	MATCH EXIST. SIDEWALK
B175	117+70.45	52.91'LT	---	349,238.89	737,622.03	MATCH EXIST. SIDEWALK
B176	117+70.36	43.01'LT	---	349,228.99	737,622.07	BOS
B177	117+74.36	42.97'LT	---	349,229.00	737,626.07	R=4'
B178	117+74.36	38.97'LT	---	349,225.00	737,626.12	BOS
B179	118+26.67	38.95'LT	---	349,225.66	737,678.43	MATCH EXIST. SIDEWALK
B180	118+26.67	34.52'LT	---	349,221.24	737,678.48	MATCH EXIST. SIDEWALK
B181	118+21.67	33.95'LT	---	349,220.60	737,673.49	FOS
B182	118+25.14	23.95'LT	---	349,210.65	737,677.10	MATCH EXIST. PAVEMENT
B183	118+25.14	21.95'LT	---	349,208.65	737,677.12	MATCH EXIST. PAVEMENT
B184	118+11.66	26.50'LT	---	349,213.02	737,663.58	BOC; CURB RAMP OPENING
B185	118+16.66	26.48'LT	---	349,213.07	737,668.58	BOC; CURB RAMP OPENING
B186	118+11.69	26.63'RT	---	349,159.90	737,664.31	BOC; CURB RAMP OPENING
B187	118+16.69	26.61'RT	---	349,159.98	737,669.31	BOC; CURB RAMP OPENING
B188	118+18.19	22.12'RT	---	349,164.49	737,670.75	MATCH EXIST. PAVEMENT
B189	118+18.19	24.12'RT	---	349,162.49	737,670.78	---
B190	118+18.09	61.12'RT	---	349,125.50	737,671.16	R=37'
B191	118+49.13	40.99'RT	---	349,146.03	737,701.94	MATCH EXIST. PAVEMENT
B192	118+45.04	39.57'RT	---	349,147.40	737,697.82	BOC; CURB RAMP OPENING
B193	118+40.14	34.59'RT	---	349,152.31	737,692.87	BOC; CURB RAMP OPENING
B194	117+90.01	22.07'RT	---	349,164.17	737,642.58	MATCH EXIST. PAVEMENT
B195	117+90.01	24.04'RT	---	349,162.20	737,642.60	MATCH EXIST. PAVEMENT
B196	118+02.86	34.75'RT	---	349,151.66	737,655.59	MATCH EXIST. SIDEWALK
B197	118+02.87	39.75'RT	---	349,146.66	737,655.67	MATCH EXIST. SIDEWALK
B198	117+65.41	47.92'LT	---	349,233.84	737,617.05	FOS
B199	118+55.05	59.54'RT	---	349,127.56	737,708.10	MATCH EXIST. PAVEMENT
B200	118+90.38	60.01'RT	---	349,127.56	737,743.43	MATCH EXIST. PAVEMENT
B201	118+95.43	38.89'RT	---	349,148.74	737,748.21	MATCH EXIST. PAVEMENT
B202	118+97.07	40.03'RT	---	349,147.61	737,749.86	MATCH EXIST. PAVEMENT
B203	119+27.36	61.28'RT	---	349,126.76	737,780.42	R=37'
B204	119+07.34	27.81'RT	---	349,159.97	737,759.97	MATCH EXIST. PAVEMENT
B205	119+08.37	29.53'RT	---	349,158.27	737,761.02	MATCH EXIST. PAVEMENT
B206	119+26.21	34.19'RT	---	349,153.84	737,778.92	FOS
B207	119+31.21	34.84'RT	---	349,153.25	737,783.93	MATCH EXIST. SIDEWALK
B208	119+31.20	39.16'RT	---	349,148.93	737,783.98	MATCH EXIST. SIDEWALK
B209	120+83.15	35.05'RT	---	349,155.04	737,935.86	MATCH EXIST. SIDEWALK
B210	120+83.15	39.40'RT	---	349,150.69	737,935.92	MATCH EXIST. SIDEWALK
B211	119+13.03	39.28'RT	---	349,148.58	737,765.81	FOS
B212	119+22.43	39.22'RT	---	349,148.76	737,775.21	BOS
B213	119+11.67	46.07'RT	---	349,141.77	737,764.54	BOS
B214	119+07.73	57.94'RT	---	349,129.85	737,760.76	BOS
B215	119+07.15	62.04'RT	---	349,125.74	737,760.23	MATCH EXIST. SIDEWALK
B216	119+02.70	61.96'RT	---	349,125.76	737,755.78	MATCH EXIST. SIDEWALK
B217	119+02.99	56.37'RT	---	349,131.36	737,755.99	FOS
B218	119+00.75	39.33'RT	---	349,148.37	737,753.53	BOC; CURB RAMP OPENING
B219	119+05.89	34.28'RT	---	349,153.49	737,758.60	BOC; CURB RAMP OPENING
B220	121+08.15	39.44'RT	---	349,150.97	737,960.92	MATCH EXIST. SIDEWALK
B221	121+08.15	35.07'RT	---	349,155.34	737,960.86	MATCH EXIST. SIDEWALK
B222	121+63.96	39.55'RT	---	349,151.59	738,016.72	MATCH EXIST. SIDEWALK
B223	121+63.96	35.19'RT	---	349,155.95	738,016.67	MATCH EXIST. SIDEWALK

POINT NO.	STH 50		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
B224	121+88.96	39.58'RT	---	349,151.90	738,041.72	MATCH EXIST. SIDEWALK
B225	121+88.96	35.21'RT	---	349,156.26	738,041.67	MATCH EXIST. SIDEWALK
B226	120+89.67	22.49'RT	---	349,167.68	737,942.22	MATCH EXIST. PAVEMENT
B227	121+01.67	22.50'RT	---	349,167.82	737,954.21	MATCH EXIST. PAVEMENT
B228	121+01.67	24.50'RT	---	349,165.83	737,954.24	MATCH EXIST. PAVEMENT
B229	120+89.67	24.49'RT	---	349,165.68	737,942.24	MATCH EXIST. PAVEMENT
B230	120+93.02	26.99'RT	---	349,163.22	737,945.62	BOC; CURB RAMP OPENING
B231	120+98.02	27.00'RT	---	349,163.28	737,950.62	BOC; CURB RAMP OPENING
B232	121+70.48	22.59'RT	---	349,168.63	738,023.02	MATCH EXIST. PAVEMENT
B233	121+82.48	22.61'RT	---	349,168.78	738,035.02	MATCH EXIST. PAVEMENT
B234	121+82.48	24.61'RT	---	349,166.78	738,035.04	MATCH EXIST. PAVEMENT
B235	121+70.48	24.59'RT	---	349,166.63	738,023.04	MATCH EXIST. PAVEMENT
B236	121+73.83	27.10'RT	---	349,164.17	738,026.42	BOC; CURB RAMP OPENING
B237	121+78.83	27.10'RT	---	349,164.23	738,031.42	BOC; CURB RAMP OPENING
B238	120+89.51	21.41'LT	---	349,211.57	737,941.48	MATCH EXIST. PAVEMENT
B239	120+94.09	21.40'LT	---	349,211.62	737,946.06	MATCH EXIST. PAVEMENT
B240	120+89.51	23.41'LT	---	349,213.57	737,941.46	MATCH EXIST. PAVEMENT
B241	120+94.10	23.40'LT	936.16	349,213.62	737,946.04	---
B242	120+94.17	55.40'LT	---	349,245.62	737,945.69	R=32'
B243	121+22.62	40.76'LT	---	349,231.35	737,974.33	MATCH EXIST. PAVEMENT
B244	121+26.17	55.75'LT	---	349,246.39	737,977.68	MATCH EXIST. PAVEMENT
B245	121+24.40	39.84'LT	---	349,230.46	737,976.12	MATCH EXIST. PAVEMENT
B246	120+93.00	25.90'LT	---	349,216.11	737,944.91	BOC; CURB RAMP OPENING
B247	120+98.00	26.15'LT	---	349,216.42	737,949.91	BOC; CURB RAMP OPENING
B248	121+14.50	34.03'LT	---	349,224.52	737,966.30	BOC; CURB RAMP OPENING
B249	121+18.70	39.02'LT	---	349,229.56	737,970.44	BOC; CURB RAMP OPENING
B250	121+08.32	52.43'LT	---	349,242.84	737,959.88	MATCH EXIST. SIDEWALK
B251	121+12.12	52.41'LT	---	349,242.87	737,963.68	MATCH EXIST. SIDEWALK
B252	121+13.15	44.33'LT	---	349,234.80	737,964.82	FOS
B253	121+08.03	39.04'LT	---	349,229.44	737,959.77	BOS
B254	120+93.04	39.06'LT	---	349,229.27	737,944.77	BOS
B255	120+89.03	38.50'LT	---	349,228.66	737,940.78	MATCH EXIST. SIDEWALK
B256	120+89.02	34.07'LT	---	349,224.22	737,940.82	MATCH EXIST. SIDEWALK
B257	121+56.68	55.35'LT	---	349,246.39	738,008.19	MATCH EXIST. PAVEMENT
B258	121+56.48	40.20'LT	---	349,231.24	738,008.20	MATCH EXIST. PAVEMENT
B259	121+58.35	40.90'LT	---	349,231.97	738,010.06	MATCH EXIST. PAVEMENT
B260	121+83.62	50.43'LT	---	349,241.82	738,035.20	R=27'
B261	121+80.98	23.55'LT	---	349,214.92	738,032.91	MATCH EXIST. PAVEMENT
B262	121+80.78	21.56'LT	---	349,212.92	738,032.74	MATCH EXIST. PAVEMENT
B263	121+79.53	26.27'LT	---	349,217.61	738,031.43	BOC; CURB RAMP OPENING
B264	121+74.53	27.67'LT	---	349,218.95	738,026.41	BOC; CURB RAMP OPENING
B265	121+65.36	34.09'LT	---	349,225.25	738,017.15	BOC; CURB RAMP OPENING
B266	121+62.16	38.60'LT	---	349,229.72	738,013.90	BOC; CURB RAMP OPENING
B267	124+25.76	21.77'LT	---	349,216.34	738,277.69	MATCH EXIST. PAVEMENT
B268	124+25.36	23.73'LT	---	349,218.29	738,277.26	MATCH EXIST. PAVEMENT
B269	124+17.96	59.98'LT	---	349,254.44	738,269.39	R=37'
B270	124+48.89	39.68'LT	---	349,234.55	738,300.59	MATCH EXIST. PAVEMENT
B271	124+50.56	38.58'LT	---	349,233.47	738,302.27	MATCH EXIST. PAVEMENT
B272	124+27.17	26.73'LT	---	349,221.32	738,279.04	BOC; CURB RAMP OPENING
B273	124+32.19	28.55'LT	---	349,223.21	738,284.04	BOC; CURB RAMP OPENING
B274	124+39.51	33.04'LT	---	349,227.79	738,291.30	BOC; CURB RAMP OPENING
B275	124+44.56	38.02'LT	---	349,232.83	738,296.28	BOC; CURB RAMP OPENING
B276	124+22.73	38.00'LT	---	349,232.52	738,274.45	MATCH EXIST. SIDEWALK
B277	124+22.73	33.55'LT	---	349,228.07	738,274.51	MATCH EXIST. SIDEWALK
B278	124+26.73	33.04'LT	---	349,227.62	738,278.52	FOS
B279	124+24.00	23.09'RT	---	349,171.46	738,276.52	MATCH EXIST. PAVEMENT
B280	124+26.00	23.11'RT	---	349,171.46	738,278.52	MATCH EXIST. PAVEMENT
B281	124+23.97	25.09'RT	---	349,169.46	738,276.52	MATCH EXIST. PAVEMENT
B282	124+25.97	25.11'RT	940.00	349,169.46	738,278.52	---
B283	124+25.54	62.11'RT	---	349,132.46	738,278.57	R=37'
B284	124+26.65	27.63'RT	---	349,166.96	738,279.23	BOC; CURB RAMP OPENING
B285	124+31.65	28.16'RT	---	349,166.49	738,284.23	BOC; CURB RAMP OPENING

POINT NO.	STH 50		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
B286	124+45.95	34.29'RT	---	349,160.54	738,298.61	BOC; CURB RAMP OPENING
B287	124+26.59	34.46'RT	---	349,160.13	738,279.26	FOS
B288	124+22.08	35.11'RT	---	349,159.41	738,274.76	MATCH EXIST. SIDEWALK
B289	124+22.12	39.49'RT	---	349,155.03	738,274.85	MATCH EXIST. SIDEWALK
B290	113+03.09	40.42'RT	---	349,209.22	737,144.08	BOC; CURB RAMP OPENING
B291	112+94.94	35.35'RT	---	349,217.43	737,149.06	BOC; CURB RAMP OPENING
B292	117+55.74	52.00'LT	---	349,237.79	737,607.33	MATCH EXIST. PAVEMENT
B293	117+53.74	47.11'LT	---	349,232.87	737,605.40	MATCH EXIST. PAVEMENT
B294	113+09.44	40.75'RT	---	349,202.87	737,143.83	MATCH EXIST. PAVEMENT
B295	112+89.60	29.48'RT	---	349,222.84	737,154.87	MATCH EXIST. PAVEMENT
B296	121+80.91	33.94'LT	---	349,225.30	738,032.71	MATCH EXIST. SIDEWALK
B297	121+80.91	38.40'LT	---	349,229.76	738,032.65	MATCH EXIST. SIDEWALK
B298	119+07.49	42.81'RT	---	349,144.97	737,760.31	FOS
B299	115+93.20	25.92'LT	---	349,209.70	737,460.88	MATCH EXIST. PAVEMENT
B300	115+93.33	27.92'LT	---	349,211.58	737,445.25	MATCH EXIST. PAVEMENT
B301	116+36.06	23.01'LT	---	349,207.23	737,488.04	MATCH EXIST. PAVEMENT
B302	116+36.16	25.01'LT	---	349,209.23	737,488.11	MATCH EXIST. PAVEMENT
B303	---	---	---	349,143.51	737,146.37	BOS

2

N



NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

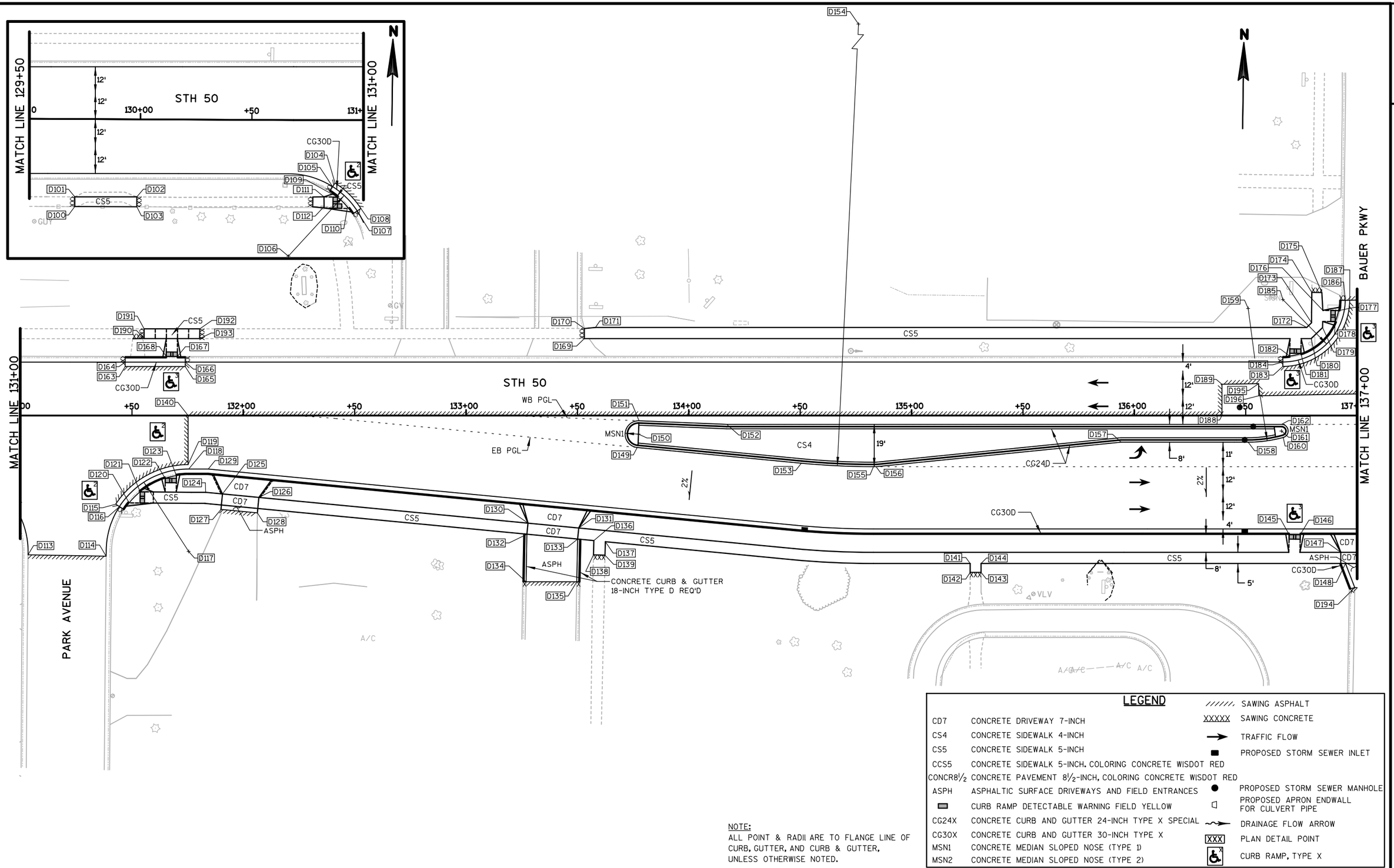
LEGEND

CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◻	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)		CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - STH 50	SHEET 28	E

POINT NO.	STH 50 STATION	STH 50 OFFSET	ELEV.	NORTHING	EASTING	REMARKS
C100	124+51.38	39.25'RT	---	349,155.66	738,304.11	BOC; CURB RAMP OPENING
C101	124+54.97	39.68'RT	---	349,155.28	738,307.70	MATCH EXIST. PAVEMENT
C102	124+56.56	38.47'RT	---	349,156.51	738,309.28	MATCH EXIST. PAVEMENT
C103	124+62.54	62.44'RT	---	349,132.62	738,315.57	MATCH EXIST. PAVEMENT
C104	125+01.10	62.95'RT	---	349,132.62	738,354.14	MATCH EXIST. PAVEMENT
C105	125+04.95	41.71'RT	---	349,153.90	738,357.71	MATCH EXIST. PAVEMENT
C106	125+06.65	42.76'RT	---	349,152.87	738,359.42	MATCH EXIST. PAVEMENT
C107	125+38.10	62.26'RT	---	349,133.79	738,391.12	R=37'
C108	125+16.08	32.53'RT	---	349,163.23	738,368.71	MATCH EXIST. PAVEMENT
C109	125+14.89	30.92'RT	---	349,164.82	738,367.50	MATCH EXIST. PAVEMENT
C110	125+15.19	36.46'RT	---	349,159.29	738,367.88	BOC; CURB RAMP OPENING
C111	125+11.70	40.05'RT	---	349,155.65	738,364.43	BOC; CURB RAMP OPENING
C112	125+13.67	57.76'RT	---	349,137.97	738,366.64	MATCH EXIST. SIDEWALK
C113	125+18.34	57.77'RT	---	349,138.02	738,371.31	MATCH EXIST. SIDEWALK
C114	125+13.75	53.23'RT	---	349,142.50	738,366.66	FOS
C115	125+18.72	53.77'RT	---	349,142.02	738,371.64	BOS
C116	125+33.63	55.44'RT	---	349,140.55	738,386.57	R=15'
C117	125+31.71	40.56'RT	---	349,155.40	738,384.45	BOS
C118	125+35.71	40.00'RT	---	349,156.02	738,388.45	MATCH EXIST. SIDEWALK
C119	125+35.73	35.62'RT	---	349,160.40	738,388.40	MATCH EXIST. SIDEWALK
C120	125+31.07	35.60'RT	---	349,160.35	738,383.75	FOS
C121	125+09.67	42.71'RT	---	349,152.96	738,362.44	BOC
C122	125+15.97	46.06'RT	---	349,149.70	738,368.78	FOS
C123	125+01.81	69.74'LT	---	349,265.30	738,353.11	MATCH EXIST. SIDEWALK
C124	125+05.73	69.71'LT	---	349,265.32	738,357.03	MATCH EXIST. SIDEWALK
C125	125+05.64	59.64'LT	---	349,255.25	738,357.07	BOS
C127	125+07.07	56.09'LT	---	349,251.72	738,358.55	BOS
C128	125+09.33	53.78'LT	---	349,249.44	738,360.84	BOS
C130	125+13.63	43.29'LT	---	349,239.01	738,365.27	BOS
C131	125+13.64	37.85'LT	941.51	349,233.57	738,365.35	BOS
C132	125+27.64	37.84'LT	---	349,233.74	738,379.35	MATCH EXIST. SIDEWALK
C133	125+27.64	33.34'LT	---	349,229.24	738,379.42	MATCH EXIST. SIDEWALK
C134	125+19.64	32.84'LT	---	349,228.64	738,371.42	FOS
C135	125+13.65	28.35'LT	---	349,224.07	738,365.49	BOC; CURB RAMP OPENING
C136	125+08.64	31.08'LT	---	349,226.74	738,360.45	BOC; CURB RAMP OPENING
C137	125+06.19	32.85'LT	---	349,228.48	738,357.98	BOC; CURB RAMP OPENING
C138	125+01.07	37.86'LT	---	349,233.41	738,352.79	BOC; CURB RAMP OPENING
C139	124+95.07	38.41'LT	---	349,233.88	738,346.78	MATCH EXIST. PAVEMENT
C140	124+96.74	39.51'LT	---	349,235.01	738,348.43	MATCH EXIST. PAVEMENT
C141	125+27.61	59.91'LT	---	349,255.81	738,379.03	R=37'
C142	125+15.04	25.11'LT	---	349,220.84	738,366.92	MATCH EXIST. PAVEMENT
C143	125+14.36	23.22'LT	---	349,218.95	738,366.26	MATCH EXIST. PAVEMENT
C144	125+00.66	61.75'LT	941.71	349,257.30	738,352.06	FOS
C145	125+00.64	59.68'LT	941.69	349,255.23	738,352.07	FOS
C146	125+10.64	59.59'LT	---	349,255.27	738,362.07	R=10'
C147	125+03.50	52.59'LT	941.61	349,248.17	738,355.03	FOS
C148	125+05.77	50.28'LT	941.57	349,245.89	738,357.32	FOS
C149	124+98.63	43.28'LT	---	349,238.80	738,350.28	R=10'
C150	125+08.63	43.29'LT	941.50	349,238.94	738,360.27	FOS
C151	127+62.16	29.78'RT	---	349,169.20	738,614.74	MATCH EXIST. PAVEMENT
C152	127+61.08	31.46'RT	---	349,167.50	738,613.68	MATCH EXIST. PAVEMENT
C153	127+40.52	63.42'RT	---	349,135.28	738,593.54	R=38'
C154	127+71.96	42.07'RT	---	349,157.04	738,624.70	MATCH EXIST. PAVEMENT
C155	127+73.61	40.94'RT	---	349,158.19	738,626.34	MATCH EXIST. PAVEMENT
C156	127+63.21	36.12'RT	---	349,162.88	738,615.88	BOC; CURB RAMP OPENING
C157	127+67.59	40.46'RT	---	349,158.60	738,620.31	BOC; CURB RAMP OPENING
C158	127+51.51	36.10'RT	---	349,162.74	738,604.17	MATCH EXIST. SIDEWALK
C159	127+51.45	40.45'RT	---	349,158.40	738,604.17	MATCH EXIST. SIDEWALK
C160	127+78.15	68.72'RT	---	349,130.48	738,631.24	MATCH EXIST. PAVEMENT
C161	128+14.21	69.19'RT	---	349,130.48	738,667.30	MATCH EXIST. PAVEMENT
C162	128+19.02	40.84'RT	---	349,158.89	738,671.74	MATCH EXIST. PAVEMENT
C163	128+20.68	41.95'RT	---	349,157.80	738,673.42	MATCH EXIST. PAVEMENT
C164	128+52.23	63.13'RT	---	349,137.04	738,705.24	R=38'

POINT NO.	STH 50 STATION	STH 50 OFFSET	ELEV.	NORTHING	EASTING	REMARKS
C165	128+52.02	25.13'RT	---	349,175.03	738,704.53	---
C166	128+52.00	23.13'RT	---	349,177.03	738,704.49	MATCH EXIST. PAVEMENT
C167	128+53.00	23.12'RT	---	349,177.05	738,705.49	MATCH EXIST. PAVEMENT
C168	128+53.02	25.12'RT	---	349,175.05	738,705.53	MATCH EXIST. PAVEMENT
C169	128+25.03	40.32'RT	---	349,159.49	738,677.74	BOC; CURB RAMP OPENING
C170	128+30.12	35.36'RT	---	349,164.52	738,682.77	BOC; CURB RAMP OPENING
C171	128+44.62	28.45'RT	---	349,171.61	738,697.18	BOC; CURB RAMP OPENING
C172	128+49.62	27.72'RT	---	349,172.40	738,702.17	BOC; CURB RAMP OPENING
C173	128+36.26	40.28'RT	---	349,159.67	738,688.97	MATCH EXIST. SIDEWALK
C174	128+36.32	35.33'RT	---	349,164.62	738,688.97	MATCH EXIST. SIDEWALK
C175	128+13.54	20.79'LT	---	349,220.44	738,665.46	MATCH EXIST. PAVEMENT
C176	128+23.54	20.81'LT	---	349,220.59	738,675.46	MATCH EXIST. PAVEMENT
C177	128+13.54	22.79'LT	---	349,222.44	738,665.43	MATCH EXIST. PAVEMENT
C178	128+23.54	22.81'LT	---	349,222.59	738,675.43	MATCH EXIST. PAVEMENT
C179	128+41.02	20.84'LT	---	349,220.85	738,692.93	MATCH EXIST. PAVEMENT
C180	128+53.02	20.88'LT	---	349,221.05	738,704.93	MATCH EXIST. PAVEMENT
C181	128+41.02	22.84'LT	---	349,222.85	738,692.90	MATCH EXIST. PAVEMENT
C182	128+53.02	22.88'LT	---	349,223.05	738,704.90	MATCH EXIST. PAVEMENT
C183	128+44.51	25.35'LT	---	349,225.40	738,696.36	BOC; CURB RAMP OPENING
C184	128+49.51	25.36'LT	---	349,225.48	738,701.36	BOC; CURB RAMP OPENING
C185	124+54.93	58.68'LT	---	349,253.63	738,306.38	MATCH EXIST. PAVEMENT
C186	124+90.64	58.22'LT	---	349,253.63	738,342.09	MATCH EXIST. PAVEMENT
C187	128+34.49	33.40'LT	---	349,233.33	738,686.24	MATCH EXIST. SIDEWALK
C188	128+34.48	37.80'LT	---	349,237.72	738,686.17	MATCH EXIST. SIDEWALK
C189	128+59.48	37.95'LT	---	349,238.21	738,711.17	MATCH EXIST. SIDEWALK
C190	128+59.49	33.53'LT	---	349,233.78	738,711.24	MATCH EXIST. SIDEWALK
C191	128+54.62	35.28'RT	---	349,164.91	738,707.27	MATCH EXIST. SIDEWALK
C192	128+54.62	40.15'RT	---	349,160.05	738,707.33	MATCH EXIST. SIDEWALK



NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

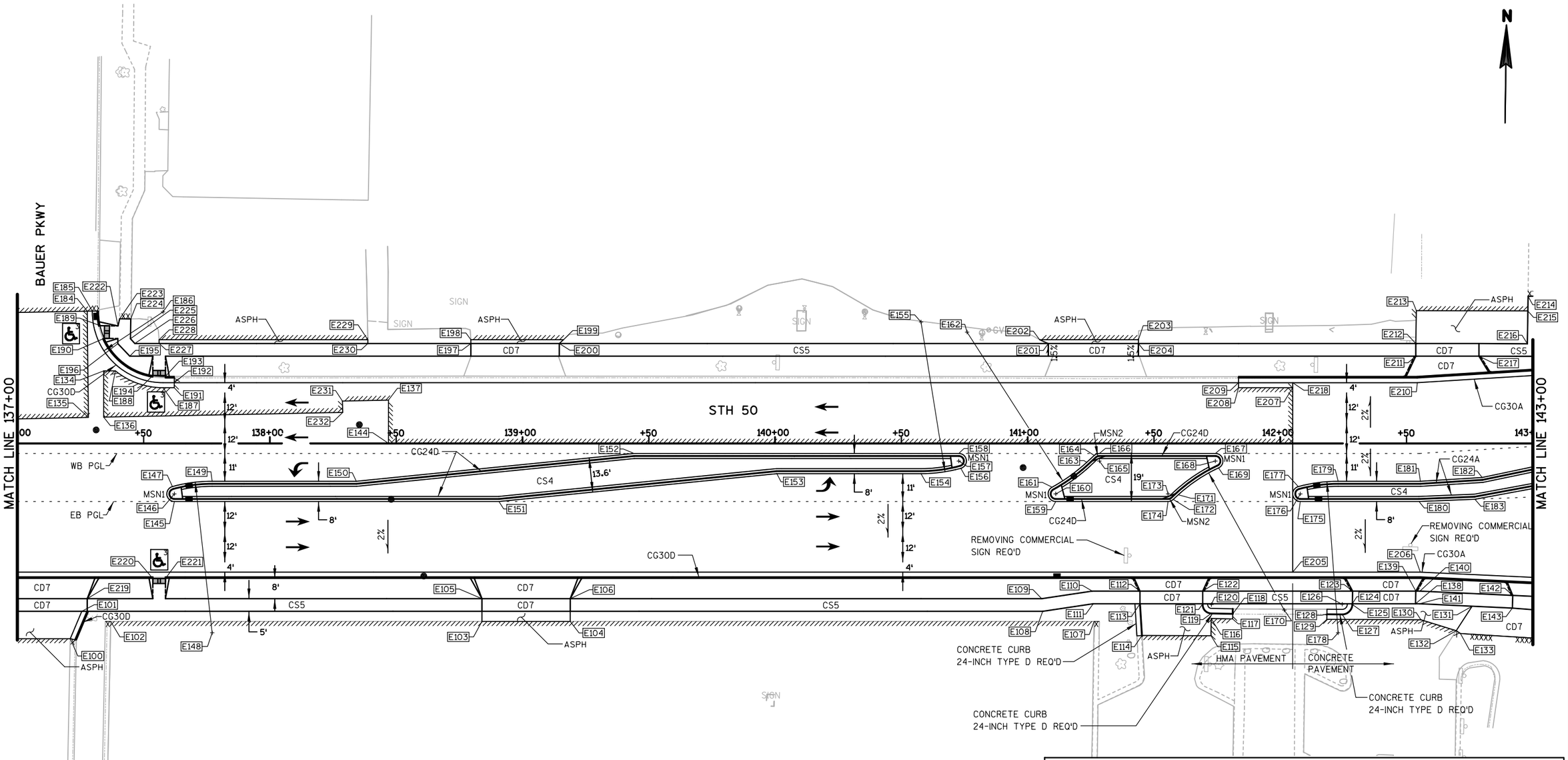
LEGEND

		//////	SAWING ASPHALT
CD7	CONCRETE DRIVEWAY 7-INCH	XXXXX	SAWING CONCRETE
CS4	CONCRETE SIDEWALK 4-INCH	→	TRAFFIC FLOW
CS5	CONCRETE SIDEWALK 5-INCH	■	PROPOSED STORM SEWER INLET
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED		
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	⇝	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)		CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - STH 50	SHEET 30	E

POINT NO.	STH 50 STATION	STH 50 OFFSET	ELEV.	NORTHING	EASTING	REMARKS
D100	129+70.66	39.32'RT	---	349,162.40	738,823.35	MATCH EXIST. SIDEWALK
D101	129+70.64	34.97'RT	---	349,166.74	738,823.27	MATCH EXIST. SIDEWALK
D102	129+98.50	34.82'RT	---	349,167.26	738,851.13	MATCH EXIST. SIDEWALK
D103	129+98.53	39.27'RT	---	349,162.81	738,851.21	MATCH EXIST. SIDEWALK
D104	130+87.32	28.23'RT	---	349,175.11	738,939.99	MATCH EXIST. PAVEMENT
D105	130+86.24	29.91'RT	---	349,173.41	738,938.95	MATCH EXIST. PAVEMENT
D106	130+66.66	61.12'RT	---	349,141.86	738,919.62	R=37'
D107	130+97.26	40.77'RT	---	349,162.75	738,950.16	MATCH EXIST. PAVEMENT
D108	130+98.93	39.67'RT	---	349,163.88	738,951.81	MATCH EXIST. PAVEMENT
D109	130+88.43	34.60'RT	---	349,168.76	738,941.22	BOC; CURB RAMP OPENING
D110	130+92.91	39.09'RT	---	349,164.35	738,945.78	BOC; CURB RAMP OPENING
D111	130+82.37	34.49'RT	---	349,168.76	738,935.16	MATCH EXIST. SIDEWALK
D112	130+82.29	38.90'RT	---	349,164.35	738,935.16	MATCH EXIST. SIDEWALK
D113	131+03.32	62.57'RT	---	349,141.06	738,956.61	MATCH EXIST. PAVEMENT
D114	131+38.42	63.21'RT	---	349,141.06	738,991.72	MATCH EXIST. PAVEMENT
D115	131+42.73	39.84'RT	---	349,164.51	738,995.60	MATCH EXIST. PAVEMENT
D116	131+44.41	40.93'RT	---	349,163.45	738,997.30	MATCH EXIST. PAVEMENT
D117	131+75.45	61.06'RT	---	349,143.88	739,028.70	R=37'
D118	131+75.45	24.06'RT	939.64	349,180.88	739,028.03	---
D119	131+75.20	22.06'RT	---	349,182.87	739,027.74	MATCH EXIST. PAVEMENT
D120	131+48.71	39.26'RT	---	349,165.20	739,001.57	BOC; CURB RAMP OPENING
D121	131+53.67	34.30'RT	---	349,170.24	739,006.44	BOC; CURB RAMP OPENING
D122	131+64.93	28.20'RT	---	349,176.55	739,017.59	BOC; CURB RAMP OPENING
D123	131+69.94	27.00'RT	---	349,177.84	739,022.58	BOC; CURB RAMP OPENING
D124	131+83.08	34.50'RT	---	349,170.58	739,035.85	FOS
D125	131+90.62	35.22'RT	939.83	349,170.00	739,043.40	FOS AT DRIVEWAY
D126	132+06.97	36.79'RT	939.78	349,168.73	739,059.78	FOS AT DRIVEWAY
D127	131+89.95	42.18'RT	---	349,163.03	739,042.86	MATCH EXIST. DRIVEWAY
D128	132+06.30	43.74'RT	---	349,161.76	739,059.24	MATCH EXIST. DRIVEWAY
D129	131+84.23	24.06'RT	939.44	349,181.04	739,036.82	---
D130	133+27.79	48.37'RT	938.46	349,159.35	739,180.79	FOS AT DRIVEWAY
D131	133+50.56	50.55'RT	938.28	349,157.58	739,203.60	FOS AT DRIVEWAY
D132	133+27.32	53.35'RT	---	349,154.36	739,180.41	BOS AT DRIVEWAY
D133	133+50.09	55.53'RT	---	349,152.59	739,203.21	BOS AT DRIVEWAY
D134	133+26.97	74.70'RT	---	349,133.00	739,180.45	MATCH EXIST. DRIVEWAY
D135	133+49.70	74.70'RT	---	349,133.42	739,203.18	MATCH EXIST. DRIVEWAY
D136	133+57.38	56.23'RT	938.72	349,152.03	739,210.51	BOS
D137	133+62.50	56.72'RT	938.82	349,151.63	739,215.65	BOS
D138	133+57.20	62.60'RT	---	349,145.65	739,210.46	MATCH EXIST. SIDEWALK
D139	133+62.34	62.74'RT	---	349,145.61	739,215.59	MATCH EXIST. SIDEWALK
D140	131+75.20	0.00'RT	---	349,204.93	739,027.34	MATCH EXIST. PAVEMENT
D141	135+26.30	66.50'RT	937.46	349,144.83	739,379.60	BOS
D142	135+26.29	70.50'RT	---	349,140.83	739,379.66	MATCH EXIST. SIDEWALK
D143	135+31.18	70.50'RT	---	349,140.92	739,384.55	MATCH EXIST. SIDEWALK
D144	135+31.20	66.50'RT	937.43	349,144.92	739,384.50	BOS
D145	136+69.49	53.50'RT	---	349,160.43	739,522.53	BOC; CURB RAMP OPENING
D146	136+74.49	53.50'RT	---	349,160.52	739,527.53	BOC; CURB RAMP OPENING
D147	136+92.66	61.50'RT	936.53	349,152.85	739,545.84	FOS AT DRIVEWAY
D148	136+94.80	66.50'RT	936.62	349,147.89	739,548.07	BOS AT DRIVEWAY
D149	133+76.82	14.39'RT	938.06	349,194.21	739,229.20	---
D150	133+77.40	8.42'RT	---	349,200.19	739,229.66	R=6'
D151	133+77.64	2.42'RT	938.28	349,206.19	739,229.79	---
D152	134+17.05	4.00'RT	938.06	349,205.33	739,269.23	---
D153	134+50.48	21.45'RT	937.64	349,188.49	739,302.97	---
D154	134+82.92	317.00'LT	---	349,527.47	739,329.25	R=340'
D155	134+82.92	23.00'RT	937.46	349,187.53	739,335.43	---
D156	134+84.05	23.00'RT	937.45	349,187.55	739,336.56	---
D157	135+94.05	12.00'RT	937.06	349,200.55	739,446.34	---
D158	136+51.08	12.00'RT	936.88	349,201.59	739,503.37	---
D159	136+51.08	48.00'LT	---	349,261.58	739,502.28	R=60'
D160	136+66.84	9.89'RT	936.92	349,203.98	739,519.08	---
D161	136+66.05	7.00'RT	---	349,206.86	739,518.24	R=3'
D162	136+66.05	4.00'RT	936.95	349,209.86	739,518.19	---
D163	131+46.94	21.93'LT	---	349,226.35	738,998.70	MATCH EXIST. PAVEMENT

POINT NO.	STH 50 STATION	STH 50 OFFSET	ELEV.	NORTHING	EASTING	REMARKS
D164	131+46.94	23.93'LT	---	349,228.35	738,998.66	MATCH EXIST. PAVEMENT
D165	131+73.93	21.93'LT	---	349,226.84	739,025.68	MATCH EXIST. PAVEMENT
D166	131+73.93	23.93'LT	---	349,228.84	739,025.64	MATCH EXIST. PAVEMENT
D167	131+70.40	26.43'LT	---	349,231.28	739,022.07	BOC; CURB RAMP OPENING
D168	131+65.40	26.43'LT	---	349,231.18	739,017.07	BOC; CURB RAMP OPENING
D169	133+53.08	34.50'LT	---	349,242.66	739,204.57	MATCH EXIST. SIDEWALK
D170	133+53.08	39.00'LT	---	349,247.16	739,204.49	MATCH EXIST. SIDEWALK
D171	133+58.08	39.50'LT	938.65	349,247.75	739,209.48	BOS
D172	136+77.38	39.50'LT	936.71	349,253.56	739,528.72	BOS
D173	136+79.54	41.58'LT	936.60	349,255.68	739,530.84	BOS
D174	136+79.69	55.22'LT	---	349,269.31	739,530.75	MATCH EXIST. SIDEWALK
D175	136+84.18	55.17'LT	---	349,269.34	739,535.24	MATCH EXIST. SIDEWALK
D176	136+84.60	47.16'LT	---	349,261.35	739,535.80	FOS
D177	136+91.69	47.08'LT	---	349,261.40	739,542.90	BOC; CURB RAMP OPENING
D178	136+90.17	42.10'LT	---	349,256.39	739,541.46	BOC; CURB RAMP OPENING
D179	136+84.51	39.44'LT	936.60	349,253.62	739,535.86	FOS
D180	136+79.39	34.50'LT	936.66	349,248.59	739,530.83	FOS
D181	136+74.76	27.82'LT	---	349,241.83	739,526.32	BOC; CURB RAMP OPENING
D182	136+69.74	26.69'LT	---	349,240.61	739,521.32	BOC; CURB RAMP OPENING
D183	136+66.67	22.00'LT	---	349,235.86	739,518.33	MATCH EXIST. PAVEMENT
D184	136+66.67	24.00'LT	---	349,237.86	739,518.30	MATCH EXIST. PAVEMENT
D185	136+66.67	52.00'LT	---	349,265.86	739,517.79	R=28'
D186	136+94.67	51.65'LT	---	349,266.02	739,545.79	MATCH EXIST. PAVEMENT
D187	136+96.67	51.69'LT	---	349,266.09	739,547.79	MATCH EXIST. PAVEMENT
D188	136+39.30	0.00'RT	---	349,213.37	739,491.37	MATCH EXIST. PAVEMENT
D189	136+39.30	13.96'LT	---	349,227.33	739,491.12	MATCH EXIST. PAVEMENT
D190	131+55.43	34.47'LT	---	349,239.04	739,006.96	MATCH EXIST. SIDEWALK
D191	131+55.45	38.89'LT	---	349,243.46	739,006.89	MATCH EXIST. SIDEWALK
D192	131+80.45	38.86'LT	---	349,243.88	739,031.89	MATCH EXIST. SIDEWALK
D193	131+80.43	34.48'LT	---	349,239.50	739,031.95	MATCH EXIST. SIDEWALK
D194	136+98.97	77.30'RT	---	349,137.17	739,552.44	MATCH EXIST. DRIVEWAY
D195	136+55.77	14.29'LT	---	349,227.96	739,507.58	MATCH EXIST. PAVEMENT
D196	136+55.88	8.80'LT	---	349,222.47	739,507.79	MATCH EXIST. PAVEMENT



LEGEND

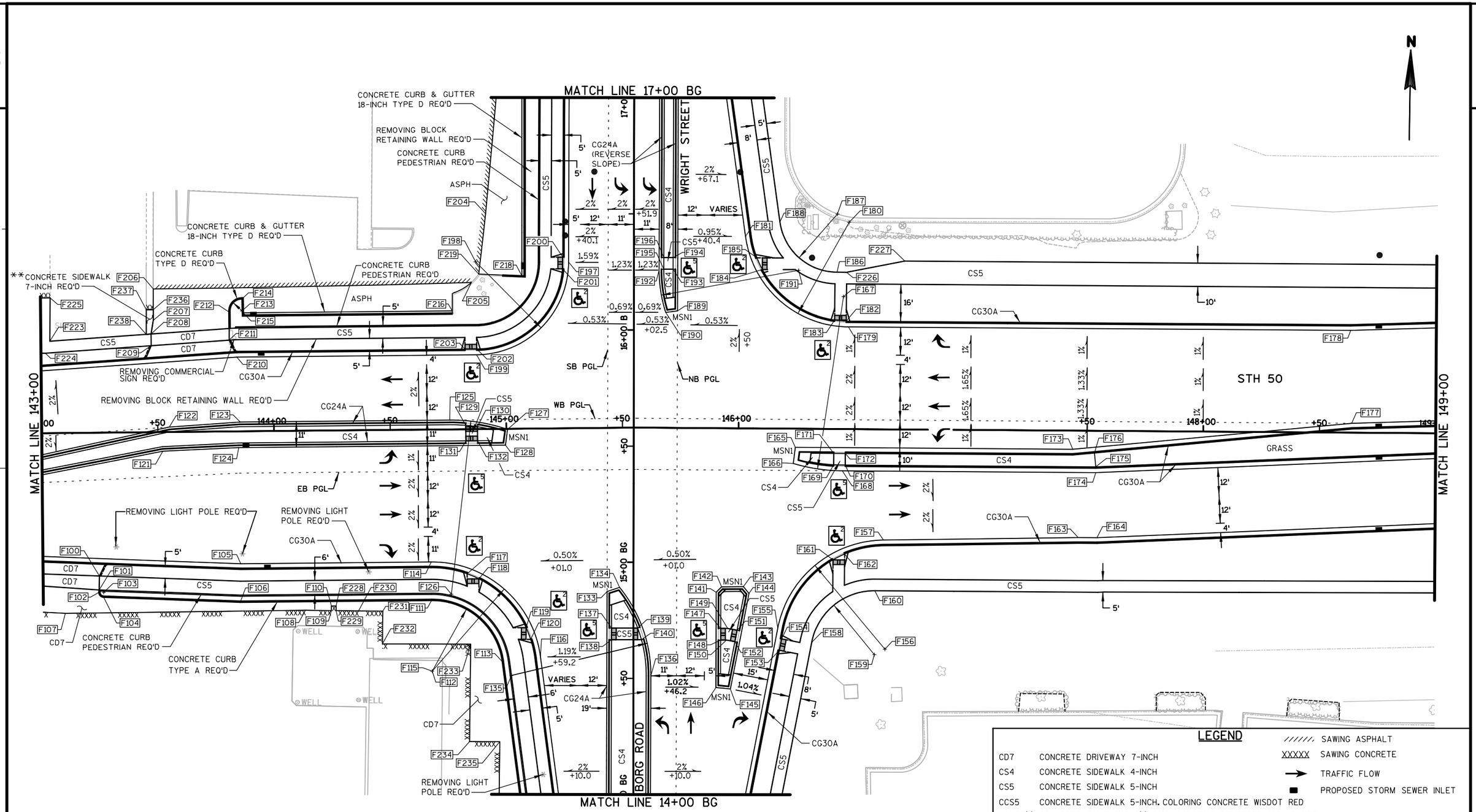
CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)	♿X	CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - STH 50	SHEET 32	E

POINT NO.	STH 50		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
E100	137+20.92	77.30'RT	---	349,137.57	739,574.38	MATCH EXIST. DRIVEWAY
E101	137+25.49	66.50'RT	936.80	349,148.45	739,578.75	BOS AT DRIVEWAY
E102	137+36.97	70.50'RT	---	349,144.66	739,590.31	EDGE OF ASPHALT
E103	138+83.92	70.50'RT	---	349,147.33	739,737.23	MATCH EXIST. DRIVEWAY
E104	139+18.92	70.50'RT	---	349,147.97	739,772.23	MATCH EXIST. DRIVEWAY
E105	138+83.92	61.50'RT	937.86	349,156.33	739,737.07	FOS AT DRIVEWAY
E106	139+18.92	61.50'RT	938.16	349,156.97	739,772.06	FOS AT DRIVEWAY
E107	141+26.31	70.50'RT	---	349,151.74	739,979.58	EDGE OF ASPHALT
E108	141+05.96	66.50'RT	940.30	349,155.37	739,959.16	BOS
E109	141+05.58	61.50'RT	940.20	349,160.36	739,958.69	FOS
E110	141+25.58	58.50'RT	940.28	349,163.72	739,978.64	FOS
E111	141+25.96	63.50'RT	940.38	349,158.73	739,979.10	BOS
E112	141+44.49	58.50'RT	940.05	349,164.07	739,997.54	FOS AT DRIVEWAY
E113	141+44.49	63.50'RT	---	349,159.07	739,997.63	BOS AT DRIVEWAY
E114	141+45.26	76.06'RT	---	349,146.53	739,998.63	MATCH EXIST. DRIVEWAY
E115	141+72.57	76.13'RT	---	349,146.95	740,025.93	MATCH EXIST. DRIVEWAY
E116	141+72.62	69.32'RT	---	349,153.76	740,025.86	MATCH EXIST. DRIVEWAY
E117	141+81.16	69.51'RT	---	349,153.73	740,034.40	MATCH EXIST. DRIVEWAY
E118	141+81.17	67.51'RT	---	349,155.73	740,034.38	MATCH EXIST. DRIVEWAY
E119	141+72.66	67.32'RT	940.12	349,155.76	740,025.87	---
E120	141+72.78	63.82'RT	---	349,159.26	740,025.92	R=3.5'
E121	141+69.29	63.50'RT	---	349,159.52	740,022.43	BOS AT DRIVEWAY
E122	141+69.29	58.50'RT	940.31	349,164.52	740,022.34	FOS AT DRIVEWAY
E123	142+28.64	58.50'RT	940.97	349,165.60	740,081.68	FOS AT DRIVEWAY
E124	142+28.55	63.50'RT	---	349,160.60	740,081.68	BOS AT DRIVEWAY
E125	142+28.55	63.77'RT	---	349,160.33	740,081.68	---
E126	142+24.55	63.69'RT	---	349,160.33	740,077.68	R=4'
E127	142+24.53	67.69'RT	941.03	349,156.33	740,077.74	---
E128	142+18.47	67.67'RT	---	349,156.24	740,071.68	MATCH EXIST. DRIVEWAY
E129	142+18.44	69.67'RT	---	349,154.24	740,071.68	MATCH EXIST. DRIVEWAY
E130	142+55.66	69.80'RT	---	349,154.79	740,108.90	MATCH EXIST. DRIVEWAY
E131	142+75.93	64.46'RT	---	349,160.50	740,129.06	BOS
E132	142+69.65	74.16'RT	---	349,150.69	740,122.96	MATCH EXIST. DRIVEWAY
E133	142+71.32	75.24'RT	---	349,149.63	740,124.66	MATCH EXIST. DRIVEWAY
E134	137+34.15	28.67'LT	---	349,243.76	739,585.69	MATCH EXIST. PAVEMENT
E135	137+28.13	10.24'LT	---	349,225.22	739,580.00	MATCH EXIST. PAVEMENT
E136	137+34.18	10.36'LT	---	349,225.22	739,580.00	MATCH EXIST. PAVEMENT
E137	138+46.91	17.09'LT	---	349,234.23	739,698.64	MATCH EXIST. PAVEMENT
E138	142+53.55	63.50'RT	---	349,161.05	740,106.68	BOS AT DRIVEWAY
E139	142+53.65	58.50'RT	941.29	349,166.05	740,106.68	FOS AT DRIVEWAY
E140	142+55.29	58.50'RT	---	349,166.08	740,108.32	FOS
E141	142+55.17	63.50'RT	---	349,161.08	740,108.30	BOS
E142	142+92.06	60.20'RT	942.17	349,165.05	740,145.11	FOS AT DRIVEWAY
E143	142+91.89	65.20'RT	---	349,160.05	740,145.04	BOS AT DRIVEWAY
E144	138+46.91	0.00'RT	---	349,217.15	739,698.95	MATCH EXIST. PAVEMENT
E145	137+62.18	23.00'RT	937.17	349,192.61	739,614.65	---
E146	137+62.18	20.00'RT	---	349,195.61	739,614.59	R=3'
E147	137+61.39	17.11'RT	937.17	349,198.49	739,613.75	---
E148	137+77.15	75.00'RT	---	349,140.89	739,630.56	R=60'
E149	137+77.15	15.00'RT	937.33	349,200.88	739,629.47	---
E150	138+34.19	15.00'RT	937.76	349,201.92	739,686.50	---
E151	138+90.69	23.00'RT	937.94	349,194.95	739,743.14	---
E152	139+44.19	4.00'RT	938.93	349,214.92	739,796.29	---
E153	140+00.69	12.00'RT	939.20	349,207.94	739,852.92	---
E154	140+57.77	12.00'RT	939.80	349,208.98	739,909.99	---
E155	140+57.77	48.00'LT	---	349,268.97	739,908.90	R=60'
E156	140+73.53	9.89'RT	940.00	349,211.37	739,925.71	---
E157	140+72.74	7.00'RT	---	349,214.25	739,924.87	R=3'
E158	140+72.74	4.00'RT	940.12	349,217.25	739,924.81	---
E159	141+11.12	23.00'RT	940.12	349,198.95	739,963.53	---
E160	141+11.12	20.00'RT	---	349,201.95	739,963.47	R=3'
E161	141+09.67	17.37'RT	940.21	349,204.56	739,961.98	---
E162	140+76.00	44.00'LT	---	349,265.30	739,927.20	R=70'
E163	141+23.40	7.51'RT	940.54	349,214.67	739,975.53	---
E164	141+26.36	4.79'RT	940.62	349,217.43	739,978.43	---
E165	141+28.39	7.00'RT	---	349,215.26	739,980.50	R=3'
E166	141+28.39	4.00'RT	940.66	349,218.26	739,980.45	---

POINT NO.	STH 50		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
E167	141+74.32	4.00'RT	941.17	349,219.10	740,026.38	---
E168	141+74.32	7.00'RT	---	349,216.10	740,026.43	R=3'
E169	141+75.58	9.72'RT	941.05	349,213.40	740,027.74	---
E170	142+01.60	66.00'RT	---	349,157.61	740,054.78	R=62'
E171	141+59.62	20.38'RT	940.67	349,202.46	740,011.97	---
E172	141+57.63	22.21'RT	940.61	349,200.59	740,010.02	---
E173	141+55.60	20.00'RT	---	349,202.76	740,007.94	R=3'
E174	141+55.60	23.00'RT	940.57	349,199.76	740,008.00	---
E175	142+07.95	23.00'RT	941.14	349,200.71	740,060.34	---
E176	142+07.95	20.00'RT	---	349,203.71	740,060.29	R=3'
E177	142+07.16	17.11'RT	941.08	349,206.59	740,059.45	---
E178	142+22.91	75.00'RT	---	349,148.99	740,076.25	R=60'
E179	142+22.91	15.00'RT	941.28	349,208.98	740,075.16	---
E180	142+54.93	23.00'RT	941.71	349,201.57	740,107.31	---
E181	142+55.49	15.00'RT	941.71	349,209.58	740,107.73	---
E182	142+79.95	13.49'RT	942.12	349,211.53	740,132.16	---
E183	142+77.05	22.15'RT	942.04	349,202.82	740,129.42	---
E184	137+27.68	52.31'LT	---	349,267.28	739,578.78	MATCH EXIST. PAVEMENT
E185	137+29.68	52.35'LT	---	349,267.36	739,580.78	MATCH EXIST. PAVEMENT
E186	137+57.68	52.00'LT	---	349,267.51	739,608.78	R=28'
E187	137+57.68	22.00'LT	---	349,237.52	739,609.33	MATCH EXIST. PAVEMENT
E188	137+38.82	28.67'LT	---	349,243.85	739,590.35	MATCH EXIST. PAVEMENT
E189	137+32.77	46.56'LT	---	349,261.62	739,583.97	BOC; CURB RAMP OPENING
E190	137+34.42	41.54'LT	---	349,256.63	739,585.72	BOC; CURB RAMP OPENING
E191	137+62.15	22.00'LT	---	349,237.60	739,613.80	MATCH EXIST. PAVEMENT
E192	137+62.15	24.00'LT	---	349,239.60	739,613.76	MATCH EXIST. PAVEMENT
E193	137+58.65	26.50'LT	---	349,242.04	739,610.22	BOC; CURB RAMP OPENING
E194	137+53.65	26.82'LT	---	349,242.27	739,605.21	BOC; CURB RAMP OPENING
E195	137+44.52	34.50'LT	---	349,249.78	739,595.94	FOS
E196	137+39.79	39.41'LT	---	349,254.60	739,591.12	FOS
E197	138+79.56	39.50'LT	---	349,257.23	739,730.87	BOS AT DRIVEWAY
E198	138+79.56	41.00'LT	---	349,258.73	739,730.84	MATCH EXIST. DRIVEWAY
E199	139+16.24	41.00'LT	---	349,259.40	739,767.52	MATCH EXIST. DRIVEWAY
E200	139+14.54	39.50'LT	---	349,257.87	739,765.85	BOS AT DRIVEWAY
E201	141+08.17	39.50'LT	---	349,261.39	739,959.44	BOS AT DRIVEWAY
E202	141+04.75	41.00'LT	---	349,262.83	739,955.99	MATCH EXIST. DRIVEWAY
E203	141+43.85	41.00'LT	---	349,263.54	739,995.09	MATCH EXIST. DRIVEWAY
E204	141+43.85	39.50'LT	---	349,262.04	739,995.12	BOS AT DRIVEWAY
E205	142+04.95	51.00'RT	940.55	349,172.66	740,057.85	PAVEMENT TRANSITION
E206	142+55.46	51.00'RT	941.15	349,173.58	740,108.36	---
E207	142+04.95	22.00'LT	---	349,245.65	740,056.52	MATCH EXIST. PAVEMENT
E208	141+83.45	22.00'LT	---	349,245.26	740,035.03	MATCH EXIST. PAVEMENT
E209	141+83.45	24.00'LT	---	349,247.26	740,035.00	MATCH EXIST. PAVEMENT
E210	142+54.30	24.00'LT	941.37	349,248.55	740,105.83	---
E211	142+53.65	34.48'LT	942.01	349,259.02	740,104.99	FOS AT DRIVEWAY
E212	142+53.66	39.48'LT	---	349,264.02	740,104.91	BOS AT DRIVEWAY
E213	142+53.86	52.48'LT	---	349,277.02	740,104.88	MATCH EXIST. DRIVEWAY
E214	142+98.12	58.18'LT	---	349,283.52	740,149.02	MATCH EXIST. SIDEWALK
E215	142+98.03	52.40'LT	---	349,277.74	740,149.04	MATCH EXIST. DRIVEWAY
E216	142+97.83	39.41'LT	942.90	349,264.74	740,149.08	BOS
E217	142+78.65	34.51'LT	942.32	349,259.50	740,129.99	FOS AT DRIVEWAY
E218	142+04.95	24.00'LT	940.92	349,247.65	740,056.49	PAVEMENT TRANSITION
E219	137+27.66	61.50'RT	936.73	349,153.49	739,580.83	FOS AT DRIVEWAY
E220	137+53.65	53.50'RT	---	349,161.96	739,606.67	BOC; CURB RAMP OPENING
E221	137+58.65	53.50'RT	---	349,162.05	739,611.67	BOC; CURB RAMP OPENING
E222	137+39.87	46.47'LT	---	349,261.66	739,591.08	FOS
E223	137+40.53	49.26'LT	---	349,264.46	739,591.69	MATCH EXIST. SIDEWALK
E224	137+44.90	49.21'LT	---	349,264.49	739,596.06	MATCH EXIST. SIDEWALK
E225	137+44.81	41.40'LT	---	349,256.69	739,596.11	BOS
E226	137+46.52	39.50'LT	---	349,254.81	739,597.86	BOS
E227	137+56.13	39.50'LT	---	349,254.99	739,607.47	BOS
E228	137+56.13	41.00'LT	---	349,256.49	739,607.44	MATCH EXIST. DRIVEWAY
E229	138+38.75	41.00'LT	---	349,257.99	739,690.04	MATCH EXIST. DRIVEWAY
E230	138+38.75	39.50'LT	---	349,256.49	739,690.07	BOS
E231	138+28.73	16.73'LT	---	349,233.54	739,680.46	MATCH EXIST. PAVEMENT
E232	138+28.82	12.24'LT	---	349,229.05	739,680.63	MATCH EXIST. PAVEMENT



**PLACE CONCRETE SIDEWALK 7-INCH TO MATCH AND MAINTAIN EXISTING HEIGHT

NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

LEGEND

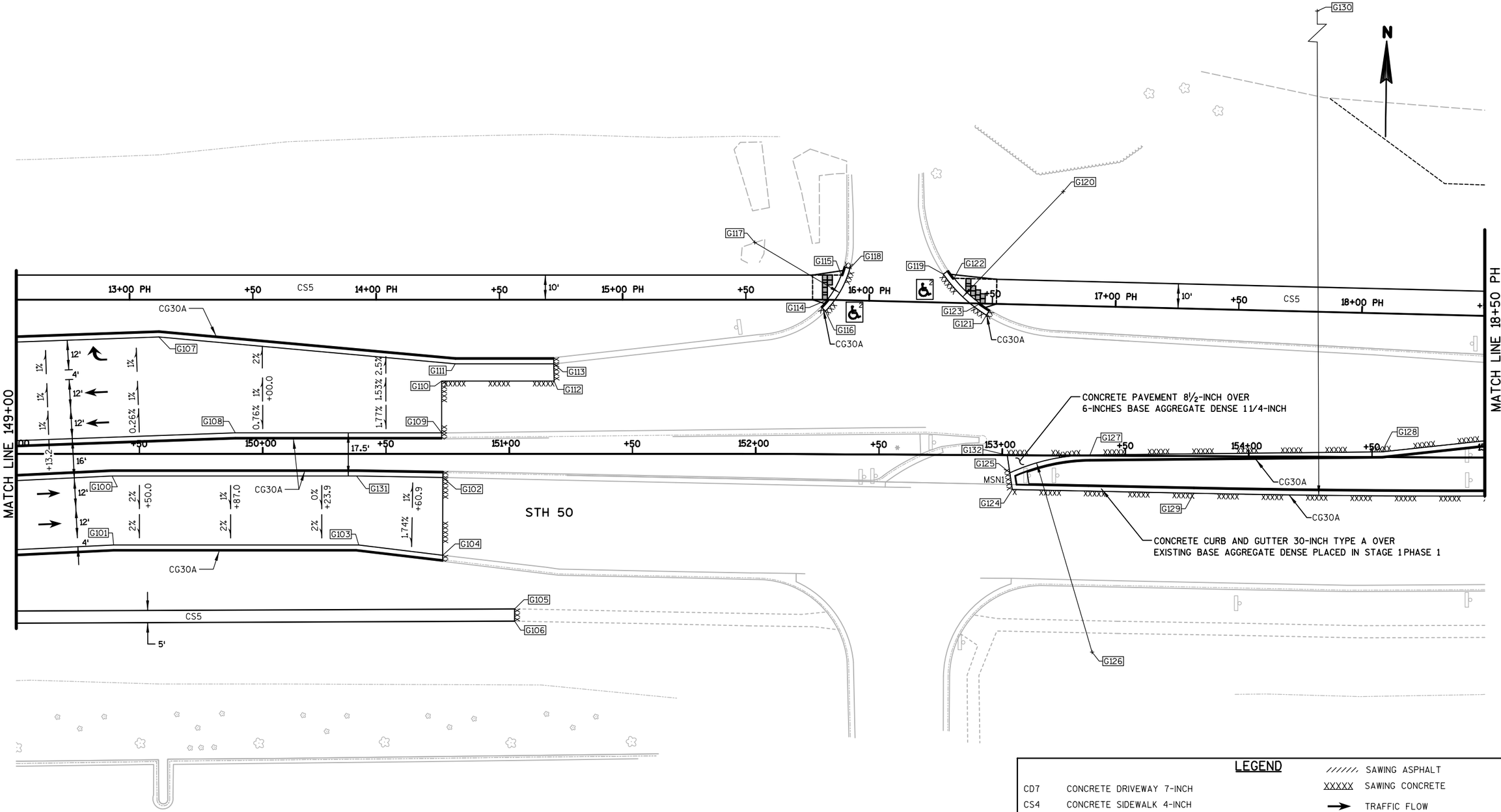
CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)	♿ X	CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - STH 50	SHEET E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\021206_pd.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	STH 50 STATION	STH 50 OFFSET	ELEV.	NORTHING	EASTING	REMARKS
F100	143+24.28	61.69'RT	942.76	349,164.14	740,177.36	FOS AT DRIVEWAY
F101	143+24.08	67.69'RT	---	349,158.14	740,177.27	BOS AT DRIVEWAY
F102	143+24.03	68.69'RT	942.87	349,157.14	740,177.24	---
F103	143+26.03	68.78'RT	---	349,157.09	740,179.24	R=2'
F104	143+25.94	70.78'RT	942.92	349,155.09	740,179.18	---
F105	143+85.16	57.00'RT	943.19	349,169.94	740,238.14	---
F106	143+84.77	73.50'RT	943.70	349,153.44	740,238.06	---
F107	143+09.43	77.65'RT	---	349,147.92	740,162.80	MATCH EXIST. DRIVEWAY
F108	144+12.79	77.30'RT	---	349,150.15	740,266.13	MATCH EXIST. DRIVEWAY
F109	144+23.95	77.53'RT	---	349,150.12	740,277.30	MATCH EXIST. DRIVEWAY
F110	144+23.99	75.53'RT	---	349,152.12	740,277.31	MATCH EXIST. DRIVEWAY
F111	144+67.12	73.50'RT	944..60	349,154.94	740,320.39	---
F112	144+67.12	104.00'RT	---	349,124.44	740,320.94	R=30.5'
F113	144+97.40	100.31'RT	944.32	349,128.68	740,351.15	---
F114	144+67.12	57.00'RT	944.28	349,171.43	740,320.09	---
F115	144+67.12	104.00'RT	---	349,124.44	740,320.94	R=47'
F116	145+13.78	98.32'RT	944.15	349,130.97	740,367.49	---
F117	144+82.55	62.26'RT	---	349,166.46	740,335.61	BOC; CURB RAMP OPENING
F118	144+87.55	64.46'RT	---	349,164.34	740,340.65	BOC; CURB RAMP OPENING
F119	145+07.69	85.70'RT	---	349,143.47	740,361.17	BOC; CURB RAMP OPENING
F120	145+09.60	90.73'RT	---	349,138.48	740,363.17	BOC; CURB RAMP OPENING
F121	143+52.05	8.26'RT	943.49	349,218.08	740,204.16	---
F122	143+54.95	2.14'LT	943.95	349,228.52	740,206.86	---
F123	143+85.52	4.02'LT	944.49	349,230.96	740,237.40	---
F124	143+84.71	7.00'RT	944.08	349,219.93	740,236.79	---
F125	144+75.66	4.00'LT	945.19	349,232.58	740,327.52	---
F126	144+75.66	71.00'RT	---	349,157.59	740,328.89	R=75'
F127	145+00.53	0.24'RT	945.36	349,228.79	740,352.46	---
F128	144+99.54	7.00'RT	945.44	349,222.01	740,351.59	---
F129	144+82.55	1.68'LT	---	349,230.38	740,334.45	BOC; CURB RAMP OPENING
F130	144+87.55	1.03'LT	---	349,229.82	740,339.46	BOC; CURB RAMP OPENING
F131	144+82.55	5.00'RT	---	349,223.70	740,334.57	BOC; CURB RAMP OPENING
F132	144+87.55	5.00'RT	---	349,223.80	740,339.57	BOC; CURB RAMP OPENING
F133	145+42.67	70.45'RT	944.70	349,159.36	740,395.87	---
F134	145+48.11	68.73'RT	944.79	349,161.18	740,401.28	---
F135	145+01.21	106.15'RT	---	349,122.91	740,355.07	R=60'
F136	145+62.98	106.82'RT	944.41	349,123.24	740,415.07	---
F137	145+44.47	86.18'RT	---	349,143.67	740,397.96	BOC; CURB RAMP OPENING
F138	145+44.41	91.18'RT	---	349,138.67	740,397.98	BOC; CURB RAMP OPENING
F139	145+57.14	86.31'RT	---	349,143.73	740,409.20	BOC; CURB RAMP OPENING
F140	145+58.80	91.31'RT	---	349,138.74	740,410.87	BOC; CURB RAMP OPENING
F141	145+90.83	70.66'RT	944.78	349,159.44	740,442.87	---
F142	145+93.13	68.32'RT	944.83	349,161.79	740,445.16	---
F143	146+02.50	68.16'RT	944.85	349,161.96	740,454.53	---
F144	146+04.95	71.06'RT	944.80	349,159.06	740,456.99	---
F145	145+97.24	112.22'RT	944.00	349,117.89	740,449.34	---
F146	145+90.99	111.65'RT	944.08	349,118.45	740,443.10	---
F147	145+92.89	86.19'RT	---	349,143.91	740,444.95	BOC; CURB RAMP OPENING
F148	145+92.91	91.19'RT	---	349,138.91	740,444.98	BOC; CURB RAMP OPENING
F149	145+95.87	86.18'RT	---	349,143.93	740,447.92	---
F150	145+95.41	91.18'RT	---	349,138.93	740,447.48	---
F151	145+99.94	86.94'RT	---	349,143.17	740,452.00	BOC; CURB RAMP OPENING
F152	145+99.02	91.86'RT	---	349,138.26	740,451.09	BOC; CURB RAMP OPENING
F153	146+18.19	95.45'RT	---	349,134.70	740,470.26	BOC; CURB RAMP OPENING
F154	146+19.11	90.53'RT	---	349,139.61	740,471.18	BOC; CURB RAMP OPENING
F155	146+17.41	86.01'RT	944.50	349,144.13	740,469.47	---
F156	146+63.61	94.67'RT	---	349,135.55	740,515.68	R=47'
F157	146+62.67	47.68'RT	945.41	349,182.54	740,514.67	---
F158	146+32.07	91.94'RT	---	349,138.23	740,484.14	BOS
F159	146+59.10	97.00'RT	---	349,133.21	740,511.18	R=27.5'
F160	146+59.10	69.50'RT	---	349,160.71	740,511.13	BOS
F161	146+41.00	56.34'RT	---	349,173.84	740,493.01	BOC; CURB RAMP OPENING
F162	146+46.00	53.80'RT	---	349,176.39	740,498.00	BOC; CURB RAMP OPENING
F163	147+46.50	46.00'RT	945.07	349,184.36	740,598.49	---
F164	147+54.53	46.00'RT	945.03	349,184.37	740,606.53	---
F165	146+24.46	8.00'RT	946.04	349,222.16	740,476.39	---
F166	146+23.62	14.97'RT	946.00	349,215.19	740,475.57	---
F167	146+44.74	57.00'LT	---	349,287.19	740,496.56	R=75'
F168	146+44.74	18.00'RT	946.01	349,212.19	740,496.69	---
F169	146+41.00	15.40'RT	---	349,214.78	740,492.94	BOC; CURB RAMP OPENING
F170	146+46.00	15.50'RT	---	349,214.69	740,497.94	BOC; CURB RAMP OPENING
F171	146+41.00	10.50'RT	---	349,219.68	740,492.93	BOC; CURB RAMP OPENING
F172	146+46.00	10.50'RT	---	349,219.69	740,497.93	BOC; CURB RAMP OPENING
F173	147+43.85	8.00'RT	945.64	349,222.35	740,595.78	---
F174	147+53.85	18.00'RT	945.59	349,212.37	740,605.80	---
F175	147+53.80	15.50'RT	---	349,214.87	740,605.75	CONCRETE SIDEWALK LIMIT
F176	147+53.21	9.58'RT	---	349,220.79	740,605.14	CONCRETE SIDEWALK LIMIT
F177	148+63.85	4.00'LT	944.76	349,234.55	740,715.76	---
F178	148+63.13	44.00'LT	944.36	349,274.55	740,714.98	---
F179	146+46.92	44.00'LT	945.35	349,274.19	740,498.76	---
F180	146+46.92	89.00'LT	---	349,319.19	740,498.69	R=45'
F181	146+02.38	82.59'LT	944.49	349,312.71	740,454.16	---
F182	146+46.00	46.51'LT	---	349,276.70	740,497.84	BOC; CURB RAMP OPENING
F183	146+41.00	46.92'LT	---	349,277.10	740,492.84	BOC; CURB RAMP OPENING
F184	146+09.73	68.43'LT	---	349,298.56	740,461.53	BOC; CURB RAMP OPENING
F185	146+07.38	73.43'LT	---	349,303.62	740,458.87	BOC; CURB RAMP OPENING
F186	146+41.87	67.50'LT	---	349,297.68	740,493.68	BOS
F187	146+41.87	92.50'LT	---	349,322.68	740,493.63	R=25'
F188	146+17.12	88.94'LT	---	349,319.08	740,468.90	BOS
F189	145+73.36	50.37'LT	944.88	349,280.44	740,425.20	---
F190	145+68.22	49.67'LT	944.89	349,279.73	740,420.05	---
F191	146+25.29	68.17'LT	---	349,298.32	740,477.10	R=60'
F192	145+65.29	67.93'LT	944.91	349,297.99	740,417.10	---
F193	145+71.29	68.28'LT	---	349,298.35	740,423.10	BOC; CURB RAMP OPENING
F194	145+71.27	73.28'LT	---	349,303.35	740,423.07	BOC; CURB RAMP OPENING
F195	145+67.29	68.27'LT	---	349,298.33	740,419.10	BOC; CURB RAMP OPENING
F196	145+67.27	73.27'LT	---	349,303.33	740,419.07	BOC; CURB RAMP OPENING
F197	145+27.46	71.50'LT	944.36	349,301.00	740,378.08	---
F198	144+87.46	72.00'LT	---	349,300.78	740,338.08	R=40'
F199	144+87.46	32.00'LT	944.70	349,260.79	740,338.81	---
F200	145+24.99	73.64'LT	---	349,303.10	740,375.57	BOC; CURB RAMP OPENING
F201	145+24.81	68.64'LT	---	349,298.10	740,375.49	BOC; CURB RAMP OPENING
F202	144+87.55	34.50'LT	---	349,263.29	740,338.85	BOC; CURB RAMP OPENING
F203	144+82.55	34.51'LT	---	349,263.21	740,333.85	BOC; CURB RAMP OPENING
F204	144+91.97	92.72'LT	---	349,321.58	740,342.21	MATCH EXIST. DRIVEWAY
F205	144+85.52	63.12'LT	---	349,291.87	740,336.30	MATCH EXIST. DRIVEWAY
F206	143+48.61	61.64'LT	---	349,287.90	740,199.44	MATCH EXIST. DRIVEWAY
F207	143+48.49	48.16'LT	944.19	349,274.41	740,199.56	EDGE OF ASPHALT
F208	143+47.48	42.26'LT	---	349,268.50	740,198.66	BOS AT DRIVEWAY
F209	143+47.48	37.25'LT	943.68	349,263.49	740,198.76	FOS AT DRIVEWAY
F210	143+84.30	32.00'LT	943.90	349,258.91	740,235.66	---
F211	143+81.06	39.32'LT	944.29	349,266.17	740,232.29	FOS AT DRIVEWAY
F212	143+81.13	51.41'LT	944.92	349,278.26	740,232.14	---
F213	143+86.70	51.84'LT	---	349,278.79	740,237.70	R=5.6'
F214	143+87.19	57.40'LT	945.77	349,284.36	740,238.09	---
F215	143+87.24	51.00'LT	945.59	349,277.96	740,238.26	---
F216	144+77.22	51.00'LT	946.04	349,279.60	740,328.23	---
F218	145+07.29	65.75'LT	946.32	349,294.89	740,358.02	---
F219	144+88.75	66.71'LT	---	349,295.51	740,339.46	MATCH EXIST. PAVEMENT
F223	143+03.90	39.58'LT	---	349,265.02	740,155.14	BOS
F224	143+01.90	34.44'LT	---	349,259.86	740,153.23	FOS
F225	143+04.15	58.26'LT	---	349,283.71	740,155.04	MATCH EXIST. SIDEWALK
F226	146+46.00	67.50'LT	---	349,297.69	740,497.80	BOS
F227	146+71.00	72.50'LT	---	349,302.73	740,522.79	BOS
F228	144+25.99	75.58'RT	---	349,152.11	740,279.31	MATCH EXIST. DRIVEWAY
F229	144+25.95	77.58'RT	---	349,150.11	740,279.30	MATCH EXIST. DRIVEWAY
F230	144+35.63	77.78'RT	---	349,150.08	740,288.98	MATCH EXIST. DRIVEWAY
F231	144+46.09	78.00'RT	---	349,150.05	740,299.45	MATCH EXIST. DRIVEWAY
F232	144+45.80	92.07'RT	---	349,135.98	740,299.41	MATCH EXIST. DRIVEWAY
F233	144+83.80	92.58'RT	---	349,136.16	740,337.41	MATCH EXIST. DRIVEWAY
F234	144+82.91	134.47'RT	---	349,094.26	740,337.28	MATCH EXIST. DRIVEWAY
F235	144+95.91	134.65'RT	---	349,094.32	740,350.28	MATCH EXIST. DRIVEWAY
F236	143+48.53	52.69'LT	---	349,278.94	740,199.52	MATCH EXIST. SIDEWALK
F237	143+45.52	52.71'LT	---	349,278.92	740,196.51	MATCH EXIST. SIDEWALK
F238	143+45.43	42.13'LT	---	349,268.34	740,196.62	BOS

2



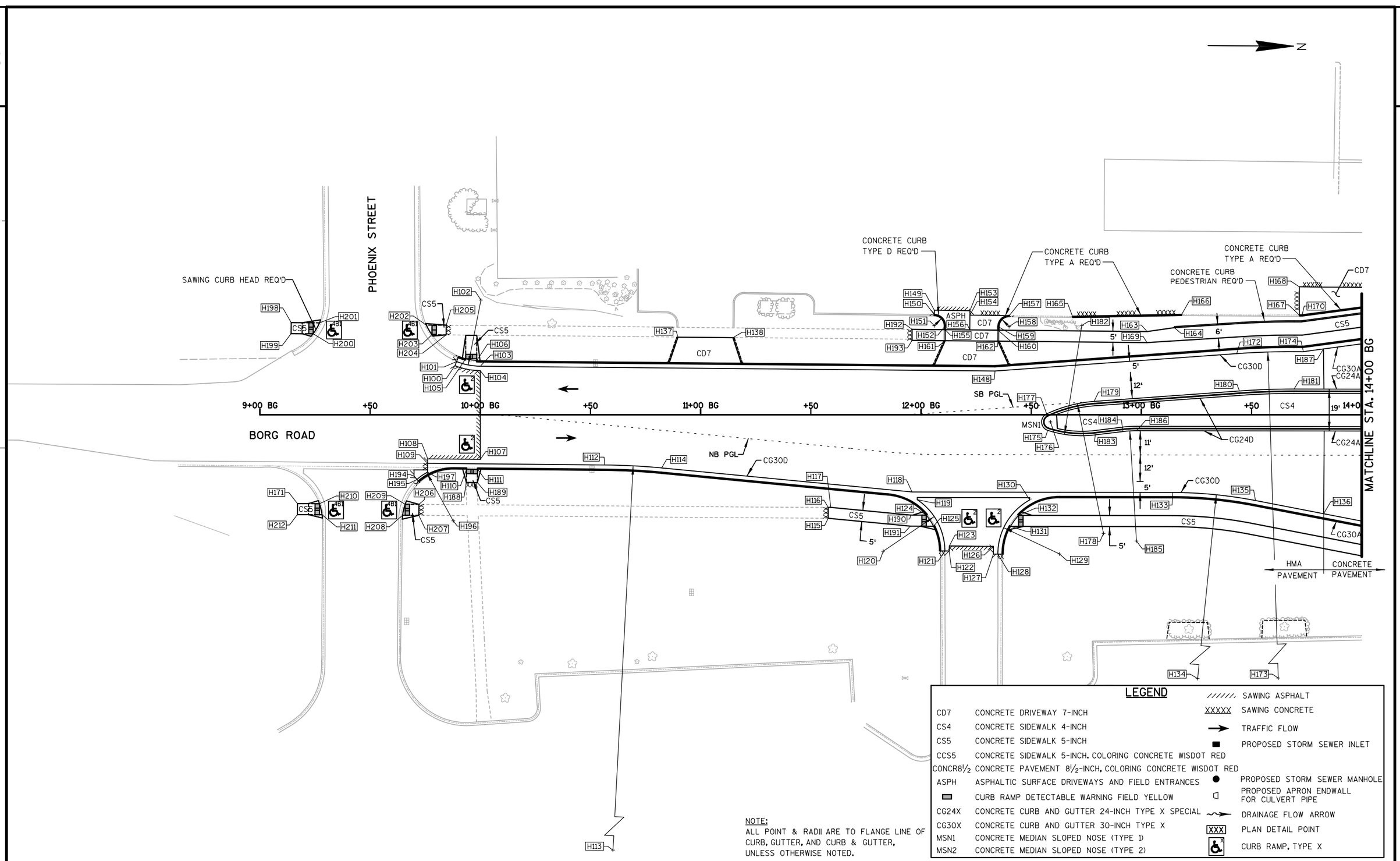
NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

LEGEND

CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)		CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - STH 50	SHEET 36	E

POINT NO.	STH 50		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
G100	149+38.85	9.00'RT	944.67	349,221.67	740,790.78	---
G101	149+39.53	37.00'RT	944.06	349,193.67	740,791.51	---
G102	150+73.1	9.60'RT	---	349,221.26	740,925.03	MATCH EXIST. PAVEMENT
G103	150+38.95	37.00'RT	943.58	349,193.84	740,890.93	---
G104	150+73.00	41.18'RT	---	349,189.71	740,924.99	MATCH EXIST. PAVEMENT
G105	151+02.21	62.99'RT	---	349,167.96	740,954.23	MATCH EXIST. SIDEWALK
G106	151+02.20	67.90'RT	---	349,163.04	740,954.23	MATCH EXIST. SIDEWALK
G107	149+57.88	47.41'LT	943.86	349,278.12	740,809.72	---
G108	149+88.85	8.50'LT	944.97	349,239.26	740,840.76	---
G109	150+72.59	8.50'LT	---	349,239.39	740,924.49	MATCH EXIST. PAVEMENT
G110	150+72.59	29.50'LT	---	349,260.39	740,924.45	MATCH EXIST. PAVEMENT
G111	150+78.07	36.50'LT	943.38	349,267.40	740,929.93	---
G112	151+18.20	29.50'LT	---	349,260.47	740,970.06	MATCH EXIST. PAVEMENT
G113	151+18.08	36.50'LT	---	349,267.47	740,969.94	MATCH EXIST. PAVEMENT
G114	152+28.71	62.68'LT	---	349,293.65	741,080.85	BOC; CURB RAMP OPENING
G115	152+34.32	72.71'LT	---	349,303.66	741,086.49	BOC; CURB RAMP OPENING
G116	152+28.01	58.05'LT	---	349,289.03	741,080.13	MATCH EXIST. PAVEMENT
G117	151+99.17	85.77'LT	---	349,316.85	741,051.38	R=40'
G118	152+37.79	75.38'LT	---	349,306.33	741,089.97	MATCH EXIST. PAVEMENT
G119	152+75.73	73.32'LT	---	349,304.13	741,127.90	MATCH EXIST. PAVEMENT
G120	153+24.16	107.02'LT	---	349,337.66	741,176.45	R=59'
G121	152+93.28	56.74'LT	---	349,287.49	741,145.39	MATCH EXIST. PAVEMENT
G122	152+80.08	71.67'LT	---	349,302.47	741,132.25	BOC; CURB RAMP OPENING
G123	152+90.73	61.47'LT	---	349,292.23	741,142.86	BOC; CURB RAMP OPENING
G124	153+04.14	13.94'RT	---	349,216.77	741,156.00	MATCH EXIST. JOINT LOCATION
G125	153+03.12	7.20'RT	---	349,223.52	741,155.01	MATCH EXIST. JOINT LOCATION
G126	153+36.85	79.74'RT	---	349,150.86	741,188.49	R=80'
G127	153+35.59	0.25'LT	---	349,230.85	741,187.50	MATCH EXIST. PAVEMENT
G128	154+54.01	2.12'LT	---	349,232.31	741,305.93	MATCH EXIST. PAVEMENT
G129	153+77.79	15.10'RT	---	349,215.35	741,229.65	MATCH EXIST. PAVEMENT
G130	154+61.57	5286.24'LT	---	354,516.36	741,332.05	R=5302'
G131	150+38.08	9.00'RT	944.23	349,221.84	740,890.02	---
G132	153+02.03	0.00'RT	---	349,230.72	741,153.95	MATCH EXISTING JOINT LOCATION



NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

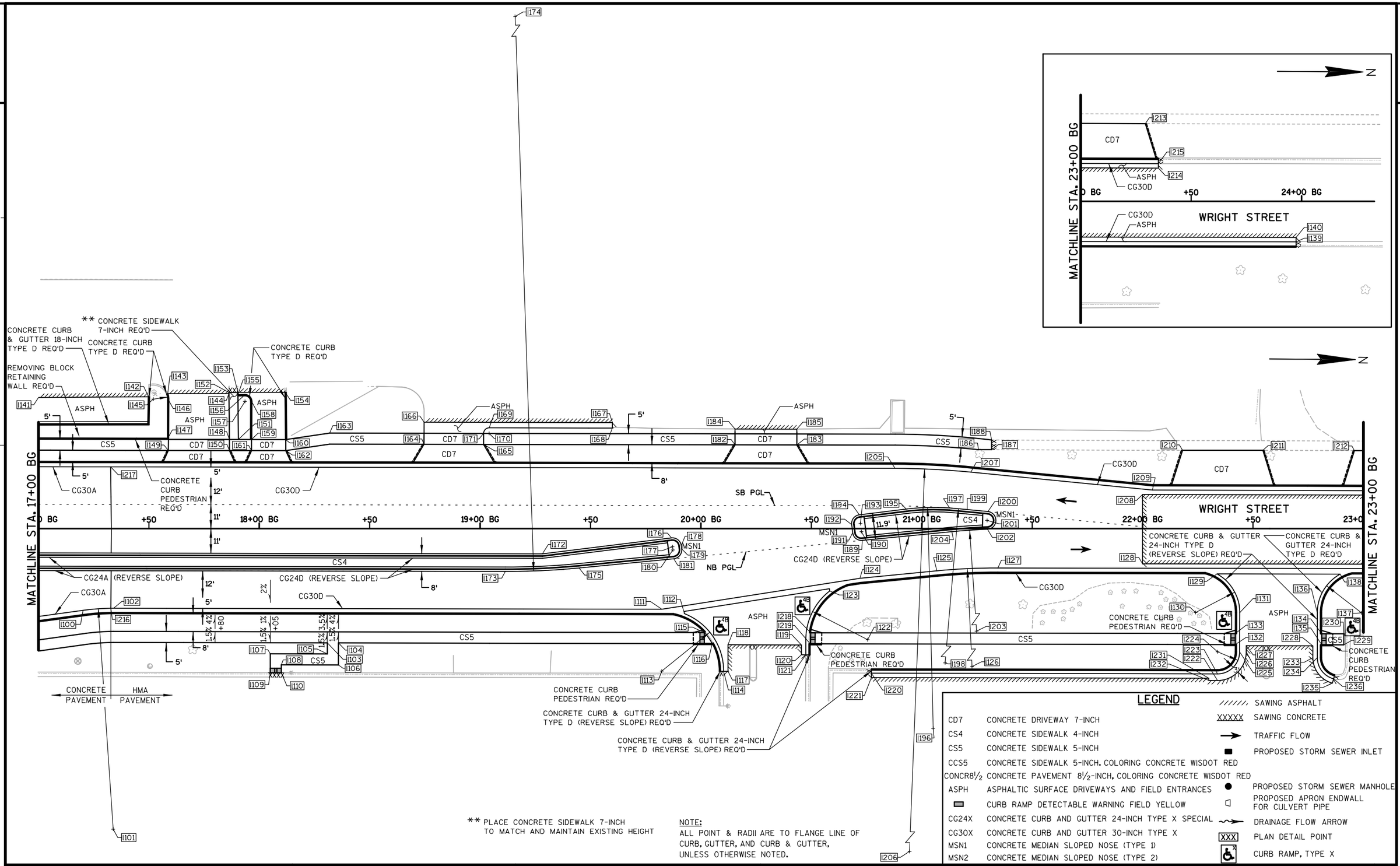
LEGEND

CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH. COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◻	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)	♿ X	CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - BORG ROAD	SHEET 38	E

POINT NO.	BORG/WRIGHT STREET STATION	BORG/WRIGHT STREET OFFSET	ELEV.	NORTHING	EASTING	REMARKS
H100	9+88.49 BG	22.24'LT	---	348,660.40	740,388.75	MATCH EXIST. PAVEMENT
H101	9+89.23 BG	24.10'LT	---	348,661.12	740,386.88	MATCH EXIST. PAVEMENT
H102	10+00.28 BG	52.00'LT	---	348,671.96	740,358.91	R=30'
H103	10+00.00 BG	22.00'LT	941.89	348,671.91	740,388.91	---
H104	10+00.00 BG	20.00'LT	---	348,671.92	740,390.91	MATCH EXIST. PAVEMENT
H105	9+93.38 BG	25.37'LT	---	348,665.26	740,385.58	BOC; CURB RAMP OPENING
H106	9+98.38 BG	24.56'LT	---	348,670.26	740,386.36	BOC; CURB RAMP OPENING
H107	10+00.00 BG	20.26'RT	---	348,672.22	740,431.16	MATCH EXIST. PAVEMENT
H108	9+76.14 BG	20.04'RT	---	348,648.36	740,431.12	MATCH EXIST. PAVEMENT
H109	9+76.14 BG	22.04'RT	---	348,648.36	740,433.12	MATCH EXIST. PAVEMENT
H110	9+93.76 BG	24.70'RT	---	348,666.02	740,435.65	BOC; CURB RAMP OPENING
H111	9+98.76 BG	24.75'RT	---	348,671.02	740,435.66	BOC; CURB RAMP OPENING
H112	10+56.40 BG	22.78'RT	941.69	348,728.63	740,433.26	---
H113	10+53.64 BG	322.76'RT	---	348,728.11	740,733.26	R=300'
H114	10+82.30 BG	24.14'RT	941.62	348,754.55	740,434.43	---
H115	11+57.89 BG	46.96'RT	---	348,830.30	740,456.69	MATCH EXIST. SIDEWALK
H116	11+57.91 BG	42.04'RT	---	348,830.29	740,451.77	MATCH EXIST. PAVEMENT
H117	11+59.03 BG	42.05'RT	942.88	348,831.41	740,451.77	---
H118	11+95.90 BG	35.04'RT	941.99	348,868.22	740,444.49	---
H119	11+98.28 BG	38.55'RT	942.00	348,870.63	740,447.97	---
H120	11+82.83 BG	61.90'RT	---	348,855.35	740,471.44	R=28'
H121	12+10.83 BG	61.82'RT	---	348,883.35	740,471.16	MATCH EXIST. PAVEMENT
H122	12+12.82 BG	61.82'RT	---	348,885.34	740,471.14	MATCH EXIST. PAVEMENT
H123	12+12.83 BG	59.55'RT	---	348,885.34	740,468.87	MATCH EXIST. PAVEMENT
H124	12+02.40 BG	45.55'RT	---	348,874.80	740,454.95	BOC; CURB RAMP OPENING
H125	12+05.67 BG	50.56'RT	---	348,878.11	740,459.93	BOC; CURB RAMP OPENING
H126	12+32.85 BG	59.70'RT	---	348,905.36	740,468.87	MATCH EXIST. PAVEMENT
H127	12+32.83 BG	63.22'RT	---	348,905.36	740,472.39	MATCH EXIST. PAVEMENT
H128	12+34.84 BG	63.22'RT	---	348,907.37	740,472.37	MATCH EXIST. PAVEMENT
H129	12+62.84 BG	63.17'RT	---	348,935.37	740,472.11	R=28'
H130	12+49.33 BG	38.64'RT	942.32	348,921.68	740,447.69	---
H131	12+40.63 BG	50.63'RT	---	348,913.07	740,459.74	BOC; CURB RAMP OPENING
H132	12+44.32 BG	45.63'RT	---	348,916.72	740,454.72	BOC; CURB RAMP OPENING
H133	13+14.16 BG	35.26'RT	942.65	348,986.48	740,443.83	---
H134	13+13.78 BG	235.26'RT	---	348,987.59	740,643.83	R=200'
H135	13+51.76 BG	38.90'RT	942.89	349,024.11	740,447.19	---
H136	13+82.72 BG	44.89'RT	943.08	349,055.12	740,452.94	PAVEMENT TRANSITION
H137	10+89.71 BG	35.17'LT	---	348,761.51	740,375.06	FOS AT DRIVEWAY
H138	11+14.66 BG	34.93'LT	---	348,786.47	740,375.12	FOS AT DRIVEWAY
H148	12+33.56 BG	19.85'LT	942.40	348,905.48	740,389.32	---
H149	12+06.09 BG	47.37'LT	---	348,877.80	740,362.00	MATCH EXIST. DRIVEWAY
H150	12+06.06 BG	45.37'LT	---	348,877.79	740,364.00	MATCH EXIST. DRIVEWAY
H151	12+05.99 BG	40.37'LT	---	348,877.76	740,369.00	R=5'
H152	12+10.99 BG	40.33'LT	942.90	348,882.76	740,369.01	---
H153	12+22.19 BG	47.14'LT	---	348,893.91	740,362.11	MATCH EXIST. DRIVEWAY
H154	12+22.21 BG	45.14'LT	---	348,893.94	740,364.11	MATCH EXIST. DRIVEWAY
H155	12+10.97 BG	38.55'LT	942.87	348,882.75	740,370.78	BOS AT DRIVEWAY
H156	12+22.15 BG	38.45'LT	---	348,893.92	740,370.80	BOS AT DRIVEWAY
H157	12+40.04 BG	44.93'LT	---	348,911.77	740,364.18	MATCH EXIST. DRIVEWAY
H158	12+39.99 BG	39.93'LT	---	348,911.76	740,369.18	R=5'
H159	12+34.99 BG	39.98'LT	943.06	348,906.76	740,369.17	---
H160	12+34.97 BG	38.33'LT	943.04	348,906.75	740,370.82	BOS AT DRIVEWAY
H161	12+10.93 BG	33.55'LT	942.79	348,882.74	740,375.78	FOS AT DRIVEWAY
H162	12+34.93 BG	33.33'LT	942.96	348,906.74	740,375.82	FOS AT DRIVEWAY
H163	13+02.60 BG	37.71'LT	943.54	348,974.38	740,370.94	BOS
H164	13+15.00 BG	39.50'LT	943.64	348,986.77	740,369.06	BOS
H165	12+68.75 BG	44.54'LT	---	348,940.48	740,364.37	MATCH EXIST. DRIVEWAY
H166	13+18.26 BG	45.46'LT	---	348,989.99	740,363.08	MATCH EXIST. DRIVEWAY
H167	13+71.66 BG	45.21'LT	---	349,043.38	740,362.93	MATCH EXIST. DRIVEWAY
H168	13+71.69 BG	58.01'LT	---	349,043.32	740,350.13	MATCH EXIST. DRIVEWAY
H169	13+02.56 BG	32.71'LT	943.44	348,974.37	740,375.94	FOS

POINT NO.	BORG/WRIGHT STREET STATION	BORG/WRIGHT STREET OFFSET	ELEV.	NORTHING	EASTING	REMARKS
H170	13+72.96 BG	45.20'LT	944.09	349,044.69	740,362.93	---
H171	9+17.01 BG	40.30'RT	---	348,589.38	740,451.82	---
H172	13+43.28 BG	27.72'LT	943.15	349,015.14	740,380.63	---
H173	13+68.63 BG	325.37'RT	---	349,043.11	740,733.52	R=354'
H174	13+73.49 BG	28.62'LT	943.36	349,045.34	740,379.50	---
H175	12+57.49 BG	7.06'RT	942.83	348,929.61	740,416.05	---
H176	12+58.73 BG	3.26'RT	---	348,930.82	740,412.24	R=4'
H177	12+57.01 BG	0.35'LT	942.87	348,929.07	740,408.64	---
H178	12+82.82 BG	53.82'RT	---	348,955.28	740,462.61	R=60'
H179	12+78.52 BG	6.03'LT	943.00	348,950.54	740,402.80	---
H180	13+44.50 BG	10.77'LT	943.49	349,016.48	740,397.57	---
H181	13+69.27 BG	11.63'LT	943.70	349,041.24	740,396.52	---
H182	12+73.00 BG	40.47'LT	---	348,944.76	740,368.40	R=50'
H183	12+79.10 BG	9.15'RT	942.94	348,951.23	740,417.98	---
H184	12+91.66 BG	7.61'RT	943.05	348,963.78	740,416.34	---
H185	12+97.77 BG	57.23'RT	---	348,970.26	740,465.92	R=50'
H186	12+97.86 BG	7.23'RT	943.09	348,969.98	740,415.92	---
H187	13+82.63 BG	29.84'LT	943.45	349,054.47	740,378.22	PAVEMENT TRANSITION
H188	9+93.67 BG	30.70'RT	---	348,665.97	740,441.65	BOC; CURB RAMP OPENING
H189	9+98.67 BG	30.75'RT	---	348,670.97	740,441.66	BOC; CURB RAMP OPENING
H190	11+95.39 BG	45.54'RT	---	348,867.79	740,454.99	FOS
H191	11+95.14 BG	50.54'RT	---	348,867.58	740,459.99	BOS
H192	11+95.93 BG	38.69'LT	---	348,867.71	740,370.75	MATCH EXIST. SIDEWALK
H193	11+95.93 BG	33.69'LT	---	348,867.74	740,375.75	MATCH EXIST. SIDEWALK
H194	9+69.94 BG	27.83'RT	---	348,642.22	740,438.96	MATCH EXIST. DRIVEWAY
H195	9+71.25 BG	29.34'RT	---	348,643.54	740,440.45	MATCH EXIST. DRIVEWAY
H196	9+87.72 BG	48.15'RT	---	348,660.15	740,459.14	R=25'
H197	9+76.10 BG	26.01'RT	942.03	348,648.36	740,437.09	---
H198	9+14.18 BG	41.78'LT	---	348,585.94	740,369.76	---
H199	9+14.14 BG	36.78'LT	---	348,585.94	740,374.76	---
H200	9+24.14 BG	36.70'LT	---	348,595.94	740,374.77	BOC; CURB RAMP OPENING
H201	9+27.03 BG	41.67'LT	---	348,598.79	740,369.77	BOC; CURB RAMP OPENING
H202	9+75.52 BG	40.67'LT	---	348,647.29	740,370.42	BOC; CURB RAMP OPENING
H203	9+78.06 BG	36.25'LT	---	348,649.86	740,374.81	BOC; CURB RAMP OPENING
H204	9+84.50 BG	36.20'LT	---	348,656.30	740,374.82	MATCH EXIST. SIDEWALK
H205	9+84.54 BG	40.60'LT	---	348,656.31	740,370.42	MATCH EXIST. SIDEWALK
H206	9+72.15 BG	40.63'RT	---	348,644.53	740,451.74	MATCH EXIST. SIDEWALK
H207	9+72.12 BG	45.63'RT	---	348,644.53	740,456.74	MATCH EXIST. SIDEWALK
H208	9+64.74 BG	45.58'RT	---	348,637.15	740,456.75	BOC; CURB RAMP OPENING
H209	9+65.89 BG	40.59'RT	---	348,638.27	740,451.75	BOC; CURB RAMP OPENING
H210	9+27.01 BG	40.36'RT	---	348,599.38	740,451.80	BOC; CURB RAMP OPENING
H211	9+28.20 BG	45.37'RT	---	348,600.61	740,456.80	BOC; CURB RAMP OPENING
H212	9+16.98 BG	45.30'RT	---	348,589.39	740,456.82	---



** PLACE CONCRETE SIDEWALK 7-INCH TO MATCH AND MAINTAIN EXISTING HEIGHT

NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

LEGEND

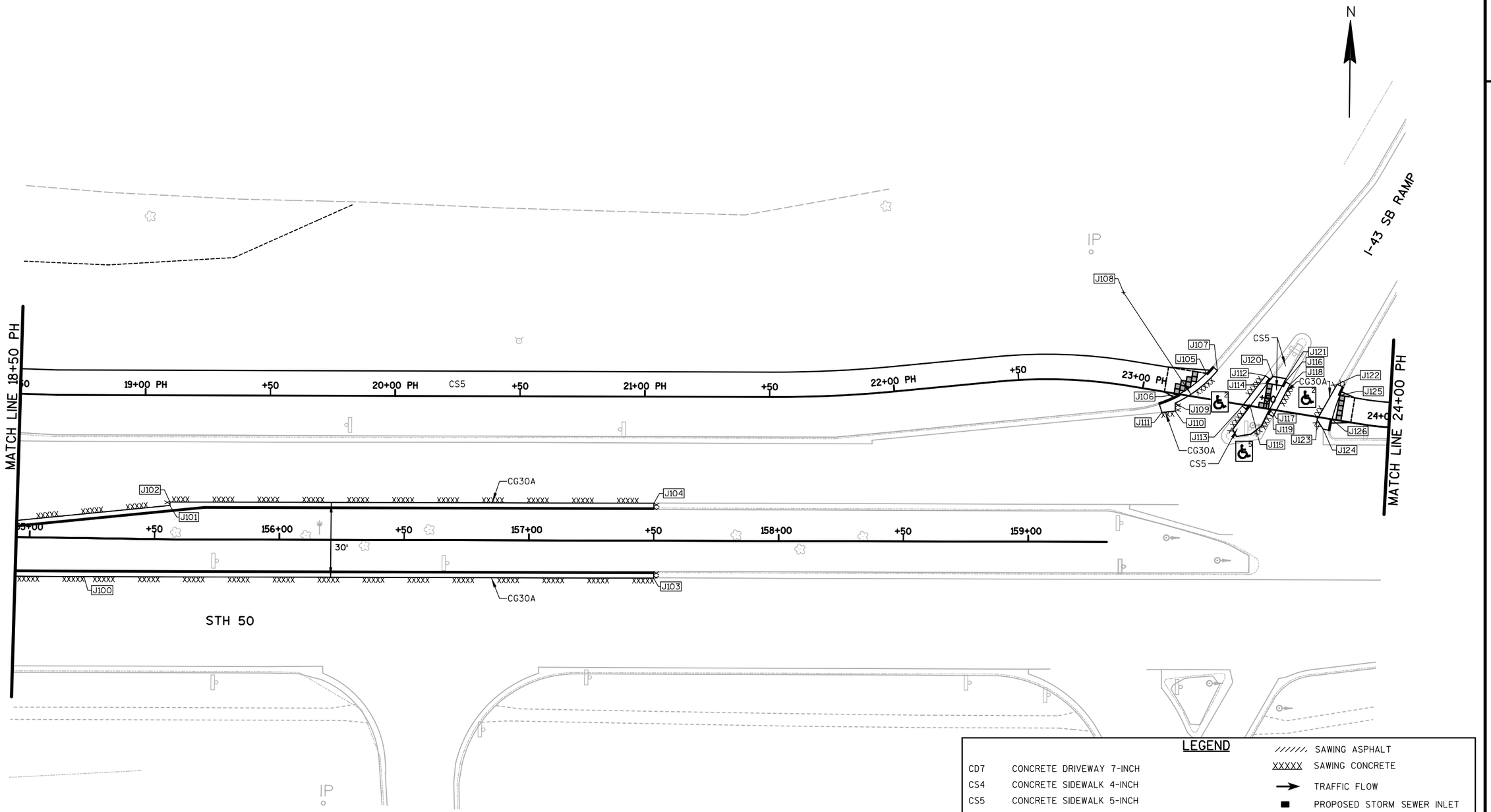
CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)	♿X	CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - WRIGHT STREET	SHEET 40 E

POINT NO.	STH 50 STATION	STH 50 OFFSET	ELEV.	NORTHING	EASTING	REMARKS
1100	17+20.15 BG	37.00'RT	944.94	349,392.48	740,442.54	---
1101	17+33.83 BG	136.06'RT	---	349,406.89	740,541.50	R=100'
1102	17+34.02 BG	36.06'RT	945.11	349,406.34	740,441.50	---
1103	18+30.80 BG	51.74'RT	945.91	349,503.23	740,456.46	BOS
1104	18+35.80 BG	51.75'RT	945.88	349,508.23	740,456.43	BOS
1105	18+30.79 BG	56.73'RT	945.50	349,503.26	740,404.95	SIDEWALK
1106	18+35.79 BG	61.75'RT	945.39	349,503.26	740,404.95	SIDEWALK
1107	18+04.98 BG	56.69'RT	944.25	349,477.45	740,461.60	SIDEWALK
1108	18+09.97 BG	61.70'RT	944.19	349,483.04	740,466.85	SIDEWALK
1109	18+04.96 BG	65.23'RT	---	349,477.49	740,470.14	BOC; CURB RAMP OPENING
1110	18+09.96 BG	65.24'RT	---	349,482.49	740,470.11	BOC; CURB RAMP OPENING
1111	19+82.33 BG	36.53'RT	943.92	349,654.64	740,440.12	---
1112	19+92.54 BG	38.47'RT	943.84	349,664.86	740,441.99	---
1113	19+82.28 BG	64.53'RT	---	349,654.80	740,468.12	R=28'
1114	20+10.28 BG	64.59'RT	---	349,682.80	740,467.97	MATCH EXIST. DRIVEWAY
1115	20+01.54 BG	47.06'RT	---	349,673.93	740,450.51	BOC; CURB RAMP OPENING
1116	20+05.10 BG	52.07'RT	---	349,677.53	740,455.49	BOC; CURB RAMP OPENING
1117	20+12.28 BG	64.59'RT	---	349,684.80	740,467.96	MATCH EXIST. DRIVEWAY
1118	20+12.28 BG	52.58'RT	---	349,684.71	740,455.95	MATCH EXIST. DRIVEWAY
1119	20+45.50 BG	52.65'RT	---	349,717.94	740,455.77	MATCH EXIST. DRIVEWAY
1120	20+45.50 BG	57.14'RT	---	349,717.97	740,460.26	MATCH EXIST. DRIVEWAY
1121	20+47.47 BG	57.15'RT	---	349,719.94	740,460.25	MATCH EXIST. DRIVEWAY
1122	20+75.50 BG	50.31'RT	---	349,747.91	740,453.21	R=28'
1123	20+58.32 BG	28.19'RT	943.27	349,730.57	740,431.22	---
1124	20+71.98 BG	22.52'RT	943.09	349,744.19	740,425.44	---
1125	21+06.85 BG	19.13'RT	942.72	349,779.03	740,421.79	---
1126	21+33.95 BG	297.81'RT	---	349,808.20	740,700.27	R=280'
1127	21+34.47 BG	17.81'RT	942.39	349,806.65	740,420.27	---
1128	22+00.00 BG	15.94'RT	---	349,872.16	740,417.91	MATCH EXIST. PAVEMENT
1129	22+33.71 BG	20.50'RT	941.24	349,905.90	740,422.22	---
1130	22+24.00 BG	37.98'RT	---	349,896.31	740,439.78	R=20'
1131	22+44.00 BG	38.03'RT	941.89	349,916.31	740,439.67	---
1132	22+41.96 BG	52.52'RT	---	349,914.39	740,454.18	BOC; CURB RAMP OPENING
1133	22+41.97 BG	47.52'RT	---	349,914.36	740,449.18	BOC; CURB RAMP OPENING
1134	22+81.11 BG	47.59'RT	---	349,953.50	740,448.96	BOC; CURB RAMP OPENING
1135	22+81.11 BG	52.59'RT	---	349,953.54	740,453.96	BOC; CURB RAMP OPENING
1136	22+79.11 BG	38.13'RT	941.63	349,951.43	740,439.51	---
1137	22+99.11 BG	38.12'RT	---	349,971.42	740,439.36	R=20'
1138	22+89.46 BG	20.60'RT	940.57	349,961.65	740,421.91	---
1139	23+97.54 BG	18.31'RT	---	350,069.70	740,418.81	MATCH EXIST. PAVEMENT
1140	23+97.54 BG	16.31'RT	---	350,069.69	740,416.81	MATCH EXIST. PAVEMENT
1141	17+00.00 BG	59.37'LT	---	349,371.61	740,346.33	MATCH EXIST. PAVEMENT
1142	17+49.85 BG	59.71'LT	---	349,421.46	740,345.62	MATCH EXIST. PAVEMENT
1143	17+58.49 BG	61.06'LT	---	349,430.08	740,344.20	MATCH EXIST. PAVEMENT
1144	17+86.27 BG	61.06'LT	---	349,457.86	740,344.00	MATCH EXIST. PAVEMENT
1145	17+52.01 BG	58.63'LT	---	349,423.63	740,346.68	R=6.9'
1146	17+58.91 BG	58.12'LT	946.96	349,430.53	740,347.14	---
1147	17+58.83 BG	41.40'LT	---	349,430.58	740,363.86	BOS AT DRIVEWAY
1148	17+86.49 BG	40.34'LT	---	349,458.23	740,364.71	BOS AT DRIVEWAY
1149	17+58.82 BG	35.40'LT	945.38	349,430.61	740,369.86	FOS AT DRIVEWAY
1150	17+86.48 BG	35.34'LT	945.42	349,458.26	740,369.71	FOS AT DRIVEWAY
1151	17+90.53 BG	40.34'LT	---	349,462.28	740,364.69	BOS
1152	17+86.26 BG	61.64'LT	---	349,457.85	740,343.41	MATCH EXIST. DRIVEWAY
1153	17+90.28 BG	61.69'LT	---	349,461.87	740,343.34	MATCH EXIST. DRIVEWAY
1154	18+11.73 BG	61.69'LT	---	349,483.32	740,343.18	MATCH EXIST. DRIVEWAY
1155	17+90.30 BG	60.55'LT	947.28	349,461.89	740,344.47	---
1156	17+93.48 BG	60.59'LT	947.06	349,465.07	740,344.41	---
1157	17+93.51 BG	57.59'LT	---	349,465.07	740,344.41	R=3'
1158	17+96.51 BG	57.58'LT	946.72	349,468.13	740,347.40	---
1159	17+96.48 BG	40.33'LT	---	349,468.23	740,364.65	BOS AT DRIVEWAY
1160	18+11.97 BG	40.30'LT	---	349,483.72	740,364.57	BOS AT DRIVEWAY
1161	17+96.47 BG	35.33'LT	945.40	349,468.25	740,369.65	FOS AT DRIVEWAY
1162	18+11.97 BG	35.30'LT	945.34	349,483.76	740,369.57	FOS AT DRIVEWAY
1163	18+31.87 BG	43.26'LT	945.60	349,503.60	740,361.46	BOS
1164	18+74.58 BG	38.18'LT	945.14	349,546.34	740,366.22	FOS AT DRIVEWAY
1165	19+01.58 BG	38.13'LT	944.95	349,573.34	740,366.07	FOS AT DRIVEWAY
1166	18+74.61 BG	48.18'LT	---	349,546.29	740,356.22	MATCH EXIST. DRIVEWAY
1167	19+59.89 BG	48.02'LT	---	349,631.57	740,355.75	MATCH EXIST. DRIVEWAY
1168	19+59.88 BG	45.52'LT	---	349,631.59	740,358.25	MATCH EXIST. DRIVEWAY

POINT NO.	STH 50 STATION	STH 50 OFFSET	ELEV.	NORTHING	EASTING	REMARKS
1169	19+04.09 BG	45.62'LT	945.19	349,575.80	740,358.56	---
1170	19+04.09 BG	43.12'LT	---	349,575.81	740,361.06	R=2.5'
1171	19+01.59 BG	43.13'LT	---	349,573.31	740,361.07	BOS AT DRIVEWAY
1172	19+28.20 BG	11.42'RT	944.90	349,600.33	740,415.42	---
1173	19+11.37 BG	19.39'RT	944.93	349,583.56	740,423.51	---
1174	19+12.01 BG	319.61'LT	---	349,581.68	740,084.52	R=339'
1175	19+44.82 BG	17.80'RT	944.68	349,616.99	740,421.67	---
1176	19+86.63 BG	4.23'RT	944.34	349,658.70	740,407.79	---
1177	19+87.12 BG	8.20'RT	---	349,659.22	740,411.76	R=4'
1178	19+91.09 BG	7.71'RT	944.28	349,663.19	740,411.24	---
1179	19+91.26 BG	9.16'RT	944.27	349,663.38	740,412.69	---
1180	19+87.29 BG	9.65'RT	---	349,659.41	740,413.21	R=4'
1181	19+87.68 BG	13.63'RT	944.29	349,659.83	740,417.19	---
1182	20+15.42 BG	37.90'LT	943.94	349,687.18	740,365.45	FOS AT DRIVEWAY
1183	20+43.42 BG	37.85'LT	943.68	349,715.18	740,365.30	FOS AT DRIVEWAY
1184	20+15.43 BG	45.09'LT	---	349,687.14	740,358.26	MATCH EXIST. DRIVEWAY
1185	20+43.38 BG	45.04'LT	---	349,715.09	740,358.10	MATCH EXIST. DRIVEWAY
1186	21+25.68 BG	35.76'LT	942.82	349,797.45	740,366.77	FOS
1187	21+31.63 BG	35.73'LT	---	349,803.41	740,366.75	MATCH EXIST. SIDEWALK
1188	21+31.65 BG	40.12'LT	---	349,803.39	740,362.37	MATCH EXIST. SIDEWALK
1189	20+73.06 BG	5.33'RT	943.40	349,745.14	740,408.25	---
1190	20+72.67 BG	1.35'RT	---	349,744.72	740,404.27	R=4'
1191	20+68.70 BG	1.84'RT	943.42	349,740.76	740,404.79	---
1192	20+68.26 BG	1.79'LT	943.41	349,740.28	740,401.17	---
1193	20+72.23 BG	2.27'LT	---	349,744.25	740,400.65	R=4'
1194	20+71.74 BG	6.24'LT	943.35	349,743.73	740,396.69	---
1195	20+92.95 BG	8.86'LT	943.10	349,764.92	740,393.92	---
1196	21+05.16 BG	90.40'RT	---	349,777.88	740,493.07	R=100'
1197	21+12.65 BG	9.32'LT	942.88	349,784.62	740,393.30	---
1198	20+87.21 BG	329.72'RT	---	349,761.70	740,732.53	R=340'
1199	21+20.55 BG	8.64'LT	942.81	349,792.52	740,393.93	---
1200	21+29.95 BG	7.71'LT	942.72	349,801.93	740,394.78	---
1201	21+29.55 BG	3.73'LT	---	349,801.57	740,398.77	R=4'
1202	21+29.72 BG	0.26'RT	942.80	349,801.76	740,402.76	---
1203	21+42.25 BG	296.00'RT	---	349,816.49	740,698.40	R=296'
1204	21+13.60 BG	1.39'RT	942.97	349,785.65	740,404.01	---
1205	20+87.89 BG	27.28'LT	942.78	349,759.72	740,375.53	---
1206	20+87.21 BG	329.72'RT	---	349,761.70	740,732.53	R=357'
1207	21+22.22 BG	25.56'LT	942.47	349,794.07	740,377.00	---
1208	22+00.00 BG	15.47'LT	---	349,871.92	740,386.51	MATCH EXIST. PAVEMENT
1209	22+04.42 BG	17.46'LT	941.59	349,876.32	740,384.49	---
1210	22+18.07 BG	35.47'LT	---	349,889.85	740,366.38	FOS AT DRIVEWAY
1211	22+54.48 BG	35.45'LT	---	349,926.25	740,366.12	FOS AT DRIVEWAY
1212	22+95.92 BG	35.31'LT	---	349,967.69	740,365.95	FOS AT DRIVEWAY
1213	23+29.26 BG	35.20'LT	---	350,001.03	740,365.81	FOS AT DRIVEWAY
1214	23+35.18 BG	15.11'LT	---	350,007.10	740,385.86	MATCH EXIST. PAVEMENT
1215	23+35.18 BG	17.11'LT	---	350,007.08	740,383.86	MATCH EXIST. PAVEMENT
1216	17+32.78 BG	36.06'RT	945.10	349,405.10	740,441.51	PAVEMENT TRANSITION
1217	17+32.67 BG	27.95'LT	944.80	349,404.51	740,377.51	PAVEMENT TRANSITION
1218	20+49.69 BG	47.15'RT	---	349,722.08	740,450.24	BOC; CURB RAMP OPENING
1219	20+49.49 BG	52.15'RT	---	349,721.92	740,455.25	BOC; CURB RAMP OPENING
1220	20+77.16 BG	65.47'RT	---	349,749.69	740,468.35	MATCH EXIST. PAVEMENT
1221	20+77.17 BG	67.47'RT	---	349,749.71	740,470.35	MATCH EXIST. PAVEMENT
1222	22+33.93 BG	68.76'RT	---	349,906.48	740,470.48	MATCH EXIST. PAVEMENT
1223	22+33.94 BG	65.76'RT	941.72	349,906.46	740,467.48	---
1224	22+33.95 BG	55.76'RT	---	349,906.40	740,457.48	R=10'
1225	22+43.95 BG	55.78'RT	941.80	349,916.40	740,457.43	---
1226	22+46.95 BG	55.79'RT	---	349,919.40	740,457.42	MATCH EXIST. PAVEMENT
1227	22+46.96 BG	53.03'RT	---	349,919.39	740,454.65	MATCH EXIST. PAVEMENT
1228	22+77.11 BG	53.08'RT	---	349,949.54	740,454.48	MATCH EXIST. PAVEMENT
1229	22+91.11 BG	52.61'RT	---	349,963.54	740,453.91	---
1230	22+91.12 BG	47.61'RT	---	349,963.51	740,448.90	---
1231	22+30.00 BG	67.75'RT	---	349,902.54	740,469.50	MATCH EXIST. PAVEMENT
1232	22+30.00 BG	68.75'RT	---	349,902.55	740,470.50	MATCH EXIST. PAVEMENT
1233	22+77.11 BG	58.39'RT	---	349,949.58	740,459.79	MATCH EXIST. PAVEMENT
1234	22+79.11 BG	58.39'RT	941.53	349,951.58	740,459.77	---
1235	22+85.96 BG	69.96'RT	---	349,958.51	740,471.30	MATCH EXIST. PAVEMENT
1236	22+86.48 BG	68.03'RT	---	349,959.02	740,469.36	MATCH EXIST. PAVEMENT

2



NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

LEGEND

CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)	♿ X	CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - PATH	SHEET 42	E

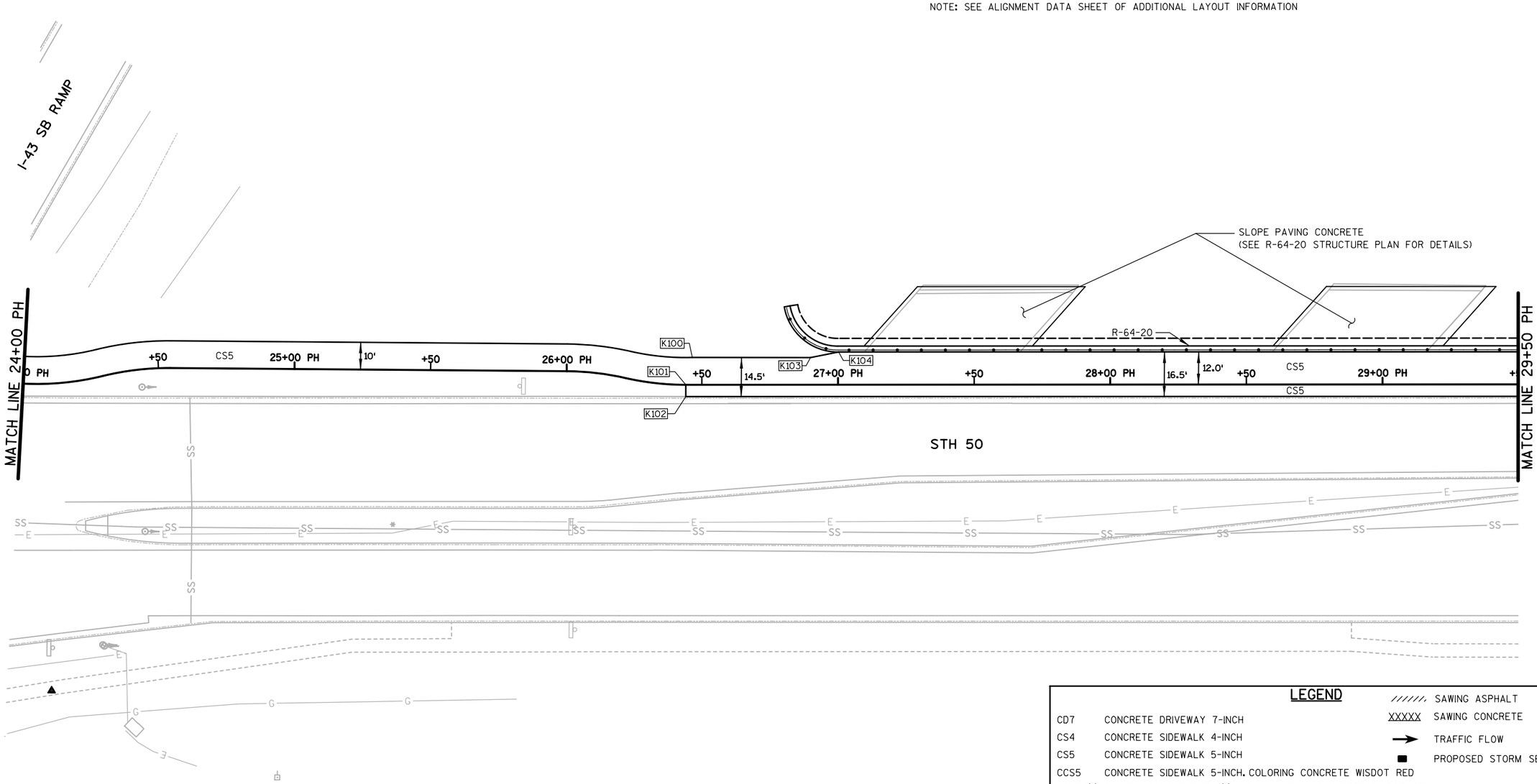
POINT NO.	STH 50		PATH		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET	STATION	OFFSET				
J100	155+21.95	15.42'RT	18+75.53 PH	72.77'RT	---	349,214.53	741,373.81	MATCH EXIST. PAVEMENT
J101	155+55.97	13.58'LT	19+09.86 PH	44.14'RT	---	349,243.41	741,407.93	MATCH EXIST. PAVEMENT
J102	155+55.93	14.97'LT	19+09.84 PH	42.76'RT	---	349,244.80	741,407.90	MATCH EXIST. PAVEMENT
J103	157+50.00	15.00'RT	21+03.75 PH	72.69'RT	---	349,216.32	741,602.03	MATCH EXIST. PAVEMENT
J104	157+50.00	15.00'LT	21+03.74 PH	42.69'RT	---	349,246.32	741,601.79	MATCH EXIST. PAVEMENT
J105	---	---	23+24.19 PH	10.00'LT	---	349,300.67	741,822.60	BOC; CURB RAMP OPENING
J106	---	---	23+14.70 PH	0.00'RT	---	349,292.23	741,811.69	BOC; CURB RAMP OPENING
J107	---	---	23+28.35 PH	11.85'LT	---	349,301.87	741,826.99	MATCH EXIST. PAVEMENT
J108	---	---	22+87.31 PH	36.80'LT	---	349,332.81	741,788.99	R=49'
J109	---	---	23+13.79 PH	3.76'RT	---	349,288.65	741,810.23	MATCH EXIST. PAVEMENT
J110	---	---	23+14.31 PH	6.92'RT	---	349,285.45	741,810.26	MATCH EXIST. PAVEMENT
J111	---	---	23+09.11 PH	8.29'RT	---	349,284.88	741,804.91	MATCH EXIST. PAVEMENT
J112	---	---	23+47.68 PH	12.94'LT	---	349,300.02	741,846.26	MATCH EXIST. PAVEMENT
J113	---	---	23+40.45 PH	0.59'RT	---	349,287.74	741,837.06	MATCH EXIST. PAVEMENT
J114	---	---	23+48.94 PH	10.00'LT	---	349,296.92	741,847.06	BOC; CURB RAMP OPENING
J115	---	---	23+43.60 PH	0.00'RT	---	349,287.85	741,840.26	BOC; CURB RAMP OPENING
J116	---	---	23+54.94 PH	10.00'LT	---	349,296.01	741,852.98	BOC; CURB RAMP OPENING
J117	---	---	23+51.56 PH	0.00'RT	---	349,286.64	741,848.12	BOC; CURB RAMP OPENING
J118	---	---	23+57.95 PH	11.09'LT	---	349,296.63	741,856.12	MATCH EXIST. PAVEMENT
J119	---	---	23+53.28 PH	2.70'RT	---	349,283.71	741,849.42	MATCH EXIST. PAVEMENT
J120	---	---	23+50.67 PH	13.10'LT	---	349,299.72	741,849.24	CONCRETE SIDEWALK LIMITS
J121	---	---	23+56.01 PH	13.10'LT	---	349,298.91	741,854.51	CONCRETE SIDEWALK LIMITS
J122	---	---	23+76.57 PH	14.16'LT	---	349,296.84	741,875.00	MATCH EXIST. PAVEMENT
J123	---	---	23+70.92 PH	1.13'RT	---	349,282.59	741,867.09	MATCH EXIST. PAVEMENT
J124	---	---	23+73.95 PH	4.47'RT	---	349,278.83	741,869.58	MATCH EXIST. PAVEMENT
J125	---	---	23+78.39 PH	10.00'LT	---	349,292.45	741,876.17	BOC; CURB RAMP OPENING
J126	---	---	23+76.85 PH	0.00'RT	---	349,282.79	741,873.13	BOC; CURB RAMP OPENING

NOTE: SEE ALIGNMENT DATA SHEET OF ADDITIONAL LAYOUT INFORMATION

2

POINT NO.	PATH		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
K100	26+46.50 PH	10.03'LT	947.78	349,291.33	742,141.65	BOS
K101	26+44.11 PH	0.00'RT	947.57	349,281.28	742,139.33	FOS
K102	26+44.11 PH	4.34'RT	---	349,276.94	742,139.36	---
K103	26+89.88 PH	9.98'LT	947.99	349,291.62	742,185.02	BOS
K104	27+00.26 PH	12.00'LT	948.07	349,293.72	742,195.39	BOS

NOTE: SEE ALIGNMENT DATA SHEET OF ADDITIONAL LAYOUT INFORMATION



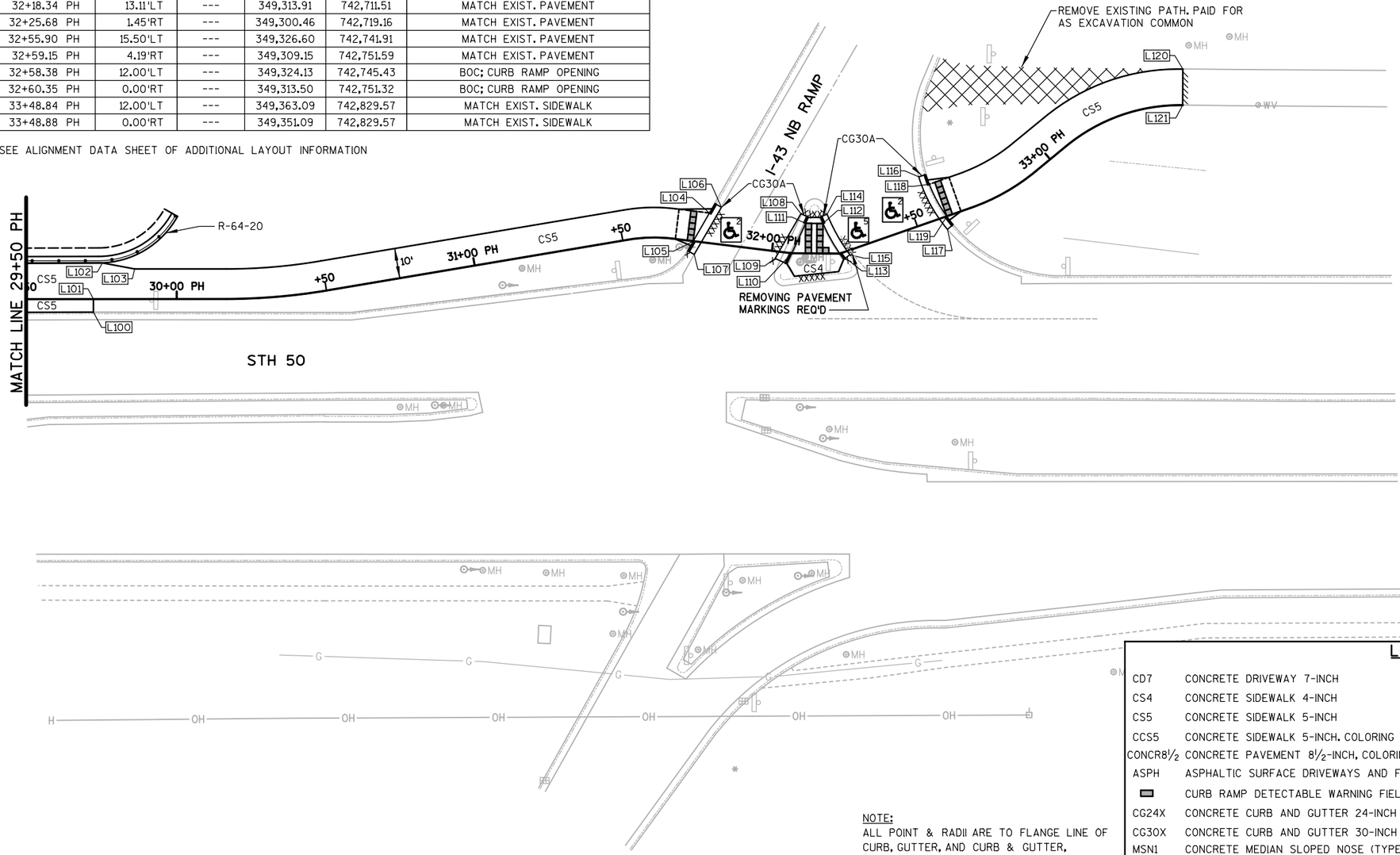
NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

LEGEND

CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH. COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH. COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)		CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

POINT NO.	PATH		ELEV.	NORTHING	EASTING	REMARKS
	STATION	OFFSET				
L100	29+72.24 PH	4.40'RT	---	349,279.50	742,467.48	---
L101	29+72.24 PH	0.00'RT	---	349,283.90	742,467.45	FOS
L102	29+75.26 PH	12.00'LT	---	349,295.92	742,470.38	BOS
L103	29+85.99 PH	10.00'LT	---	349,294.01	742,481.12	BOS
L104	31+77.81 PH	9.98'LT	---	349,314.02	742,672.32	BOC; CURB RAMP OPENING
L105	31+73.59 PH	0.01'RT	---	349,304.58	742,666.98	BOC; CURB RAMP OPENING
L106	31+81.53 PH	12.35'LT	---	349,315.95	742,676.28	MATCH EXIST. PAVEMENT
L107	31+74.48 PH	4.33'RT	---	349,300.19	742,667.37	MATCH EXIST. PAVEMENT
L108	32+09.57 PH	13.19'LT	---	349,314.00	742,702.74	MATCH EXIST. PAVEMENT
L109	32+01.35 PH	2.39'RT	---	349,299.04	742,694.28	MATCH EXIST. PAVEMENT
L110	32+06.66 PH	0.00'RT	---	349,300.81	742,699.83	BOC; CURB RAMP OPENING
L111	32+11.16 PH	10.00'LT	---	349,310.81	742,704.33	BOC; CURB RAMP OPENING
L112	32+16.96 PH	10.00'LT	---	349,310.81	742,710.13	BOC; CURB RAMP OPENING
L113	32+22.66 PH	0.00'RT	---	349,300.81	742,715.83	BOC; CURB RAMP OPENING
L114	32+18.34 PH	13.11'LT	---	349,313.91	742,711.51	MATCH EXIST. PAVEMENT
L115	32+25.68 PH	1.45'RT	---	349,300.46	742,719.16	MATCH EXIST. PAVEMENT
L116	32+55.90 PH	15.50'LT	---	349,326.60	742,741.91	MATCH EXIST. PAVEMENT
L117	32+59.15 PH	4.19'RT	---	349,309.15	742,751.59	MATCH EXIST. PAVEMENT
L118	32+58.38 PH	12.00'LT	---	349,324.13	742,745.43	BOC; CURB RAMP OPENING
L119	32+60.35 PH	0.00'RT	---	349,313.50	742,751.32	BOC; CURB RAMP OPENING
L120	33+48.84 PH	12.00'LT	---	349,363.09	742,829.57	MATCH EXIST. SIDEWALK
L121	33+48.88 PH	0.00'RT	---	349,351.09	742,829.57	MATCH EXIST. SIDEWALK

NOTE: SEE ALIGNMENT DATA SHEET OF ADDITIONAL LAYOUT INFORMATION



NOTE:
ALL POINT & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB & GUTTER, UNLESS OTHERWISE NOTED.

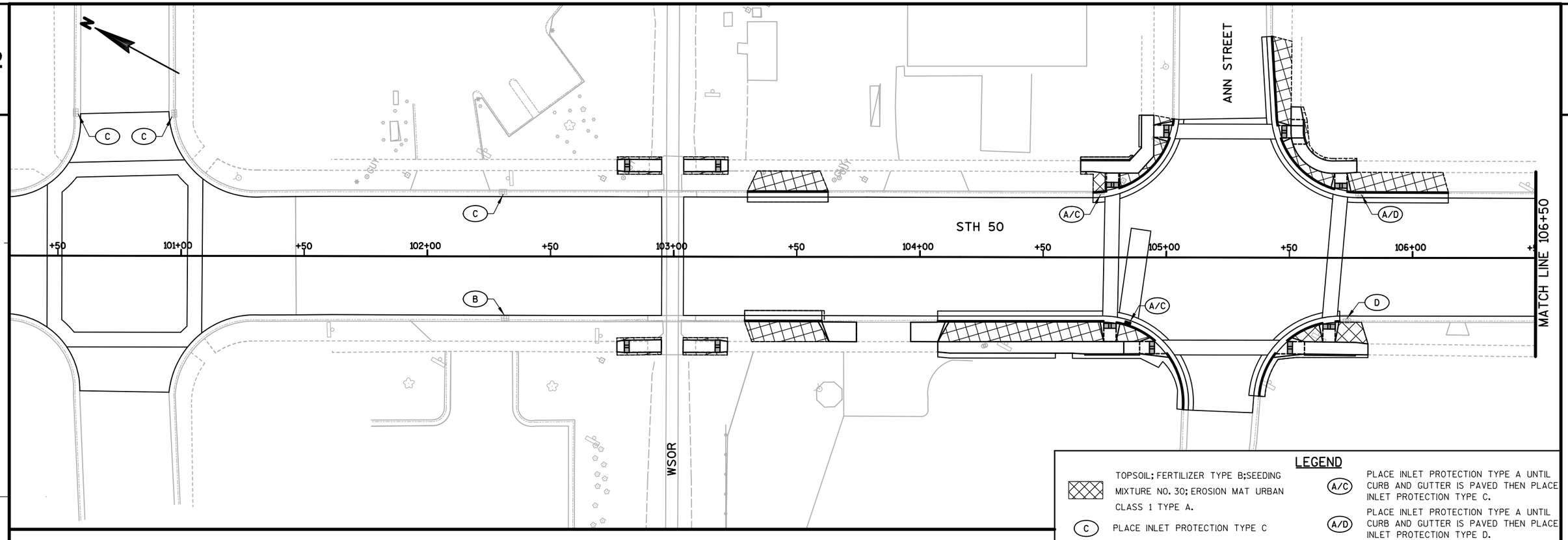
LEGEND

CD7	CONCRETE DRIVEWAY 7-INCH	//////	SAWING ASPHALT
CS4	CONCRETE SIDEWALK 4-INCH	XXXXX	SAWING CONCRETE
CS5	CONCRETE SIDEWALK 5-INCH	→	TRAFFIC FLOW
CCS5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	■	PROPOSED STORM SEWER INLET
CONCR8½	CONCRETE PAVEMENT 8½-INCH, COLORING CONCRETE WISDOT RED		
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	PROPOSED STORM SEWER MANHOLE
▭	CURB RAMP DETECTABLE WARNING FIELD YELLOW	◁	PROPOSED APRON ENDWALL FOR CULVERT PIPE
CG24X	CONCRETE CURB AND GUTTER 24-INCH TYPE X SPECIAL	~→	DRAINAGE FLOW ARROW
CG30X	CONCRETE CURB AND GUTTER 30-INCH TYPE X	XXX	PLAN DETAIL POINT
MSN1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)	♿X	CURB RAMP, TYPE X
MSN2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)		

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN DETAILS - PATH	SHEET 45	E

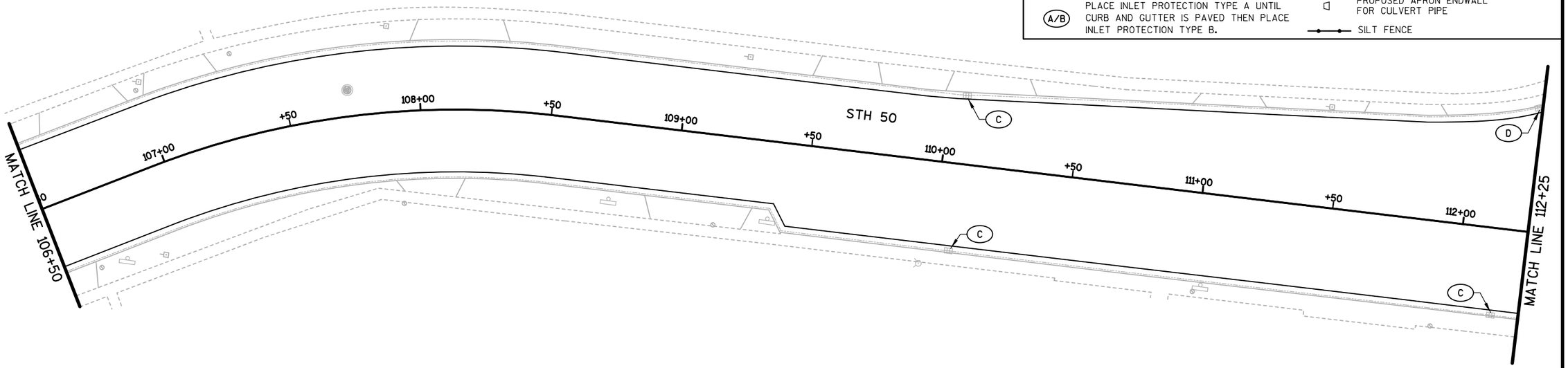
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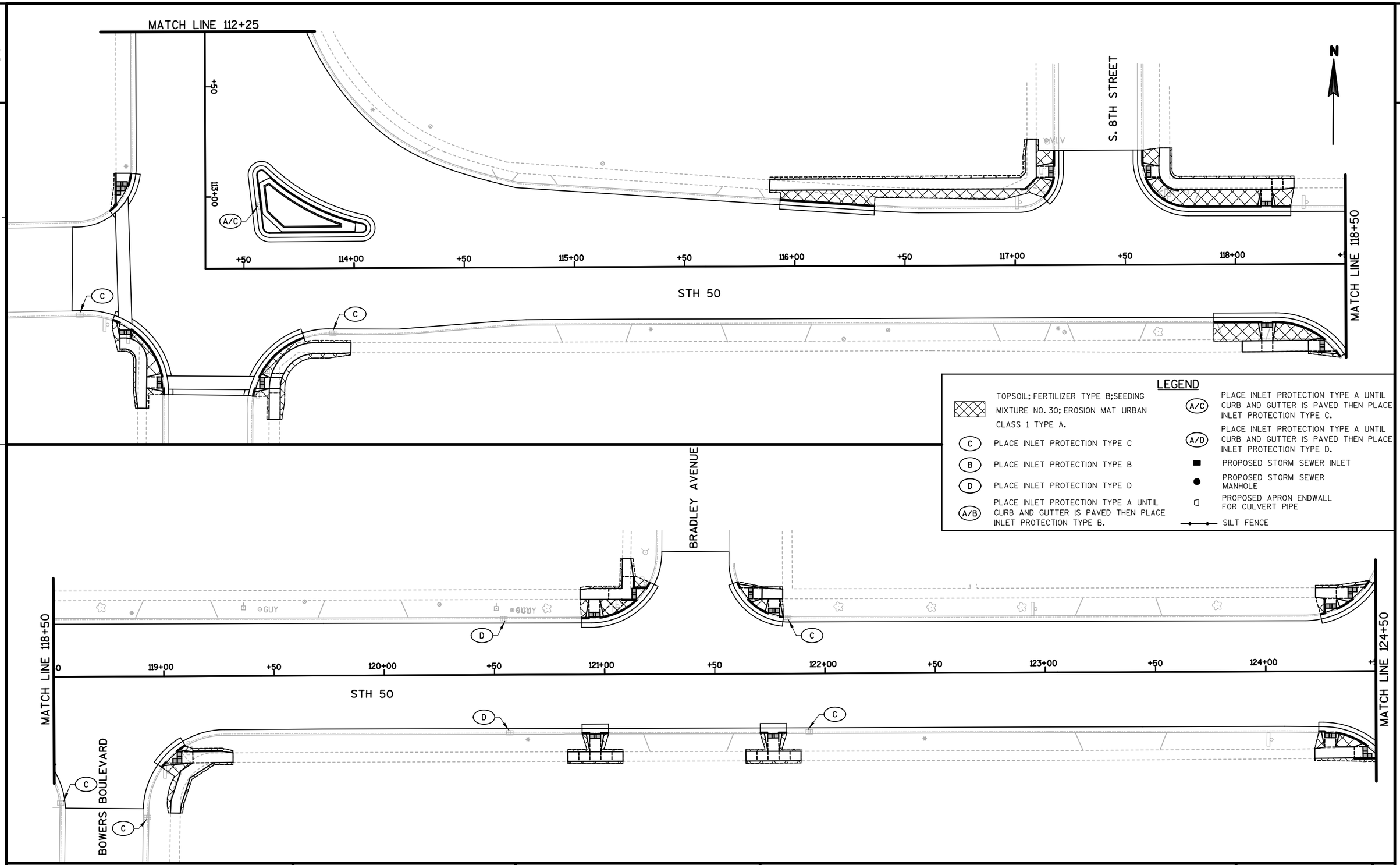
LEGEND

TOPSOIL; FERTILIZER TYPE B;SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.	A/C — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
C — PLACE INLET PROTECTION TYPE C	A/D — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
B — PLACE INLET PROTECTION TYPE B	PROPOSED STORM SEWER INLET
D — PLACE INLET PROTECTION TYPE D	PROPOSED STORM SEWER MANHOLE
A/B — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.	PROPOSED APRON ENDWALL FOR CULVERT PIPE
	SILT FENCE



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\022001_ec.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



LEGEND

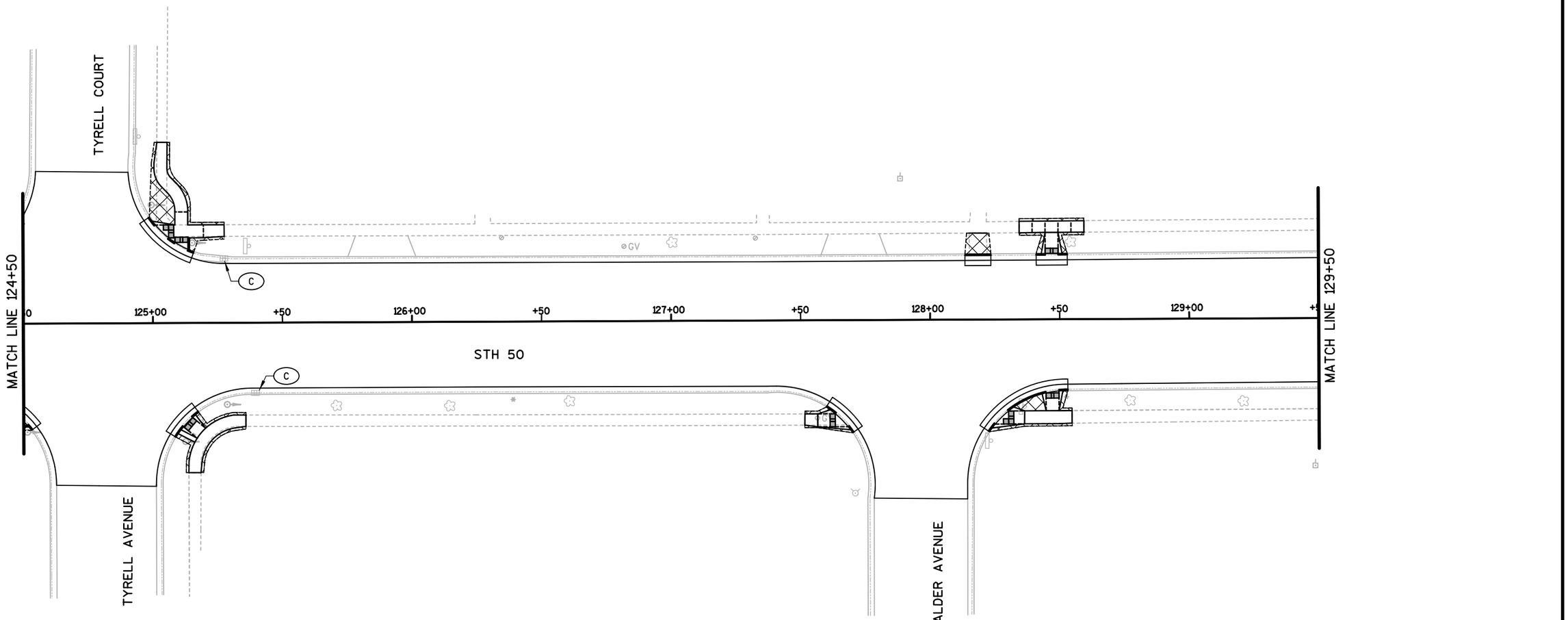
TOPSOIL; FERTILIZER TYPE B;SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.	A/C — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
C — PLACE INLET PROTECTION TYPE C	A/D — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
B — PLACE INLET PROTECTION TYPE B	PROPOSED STORM SEWER INLET
D — PLACE INLET PROTECTION TYPE D	PROPOSED STORM SEWER MANHOLE
A/B — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.	PROPOSED APRON ENDWALL FOR CULVERT PIPE
	SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

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2

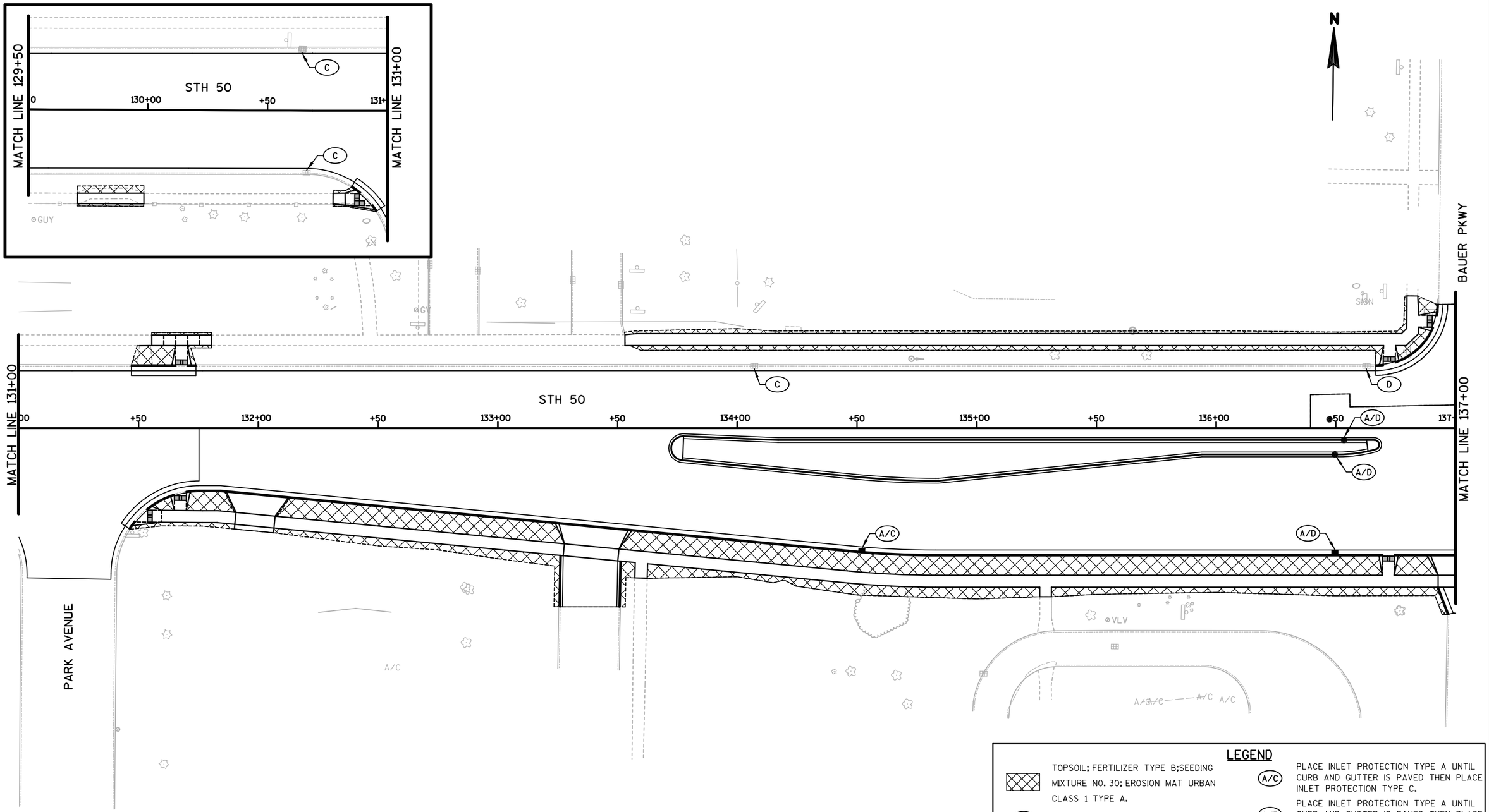
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LEGEND

- TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.
- (C) PLACE INLET PROTECTION TYPE C
- (B) PLACE INLET PROTECTION TYPE B
- (D) PLACE INLET PROTECTION TYPE D
- (A/B) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
- PROPOSED STORM SEWER INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL FOR CULVERT PIPE
- SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET 48	E

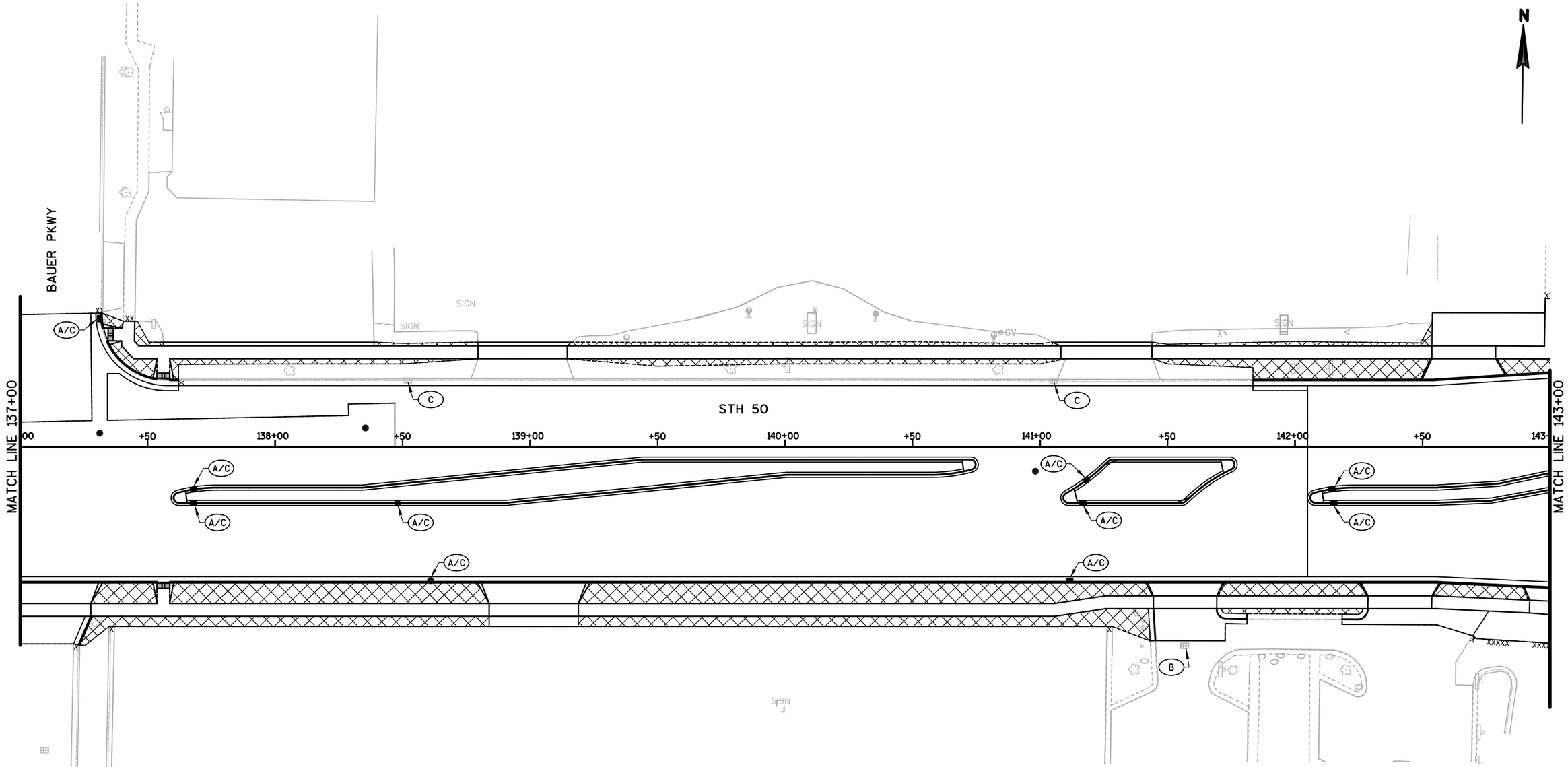


LEGEND

TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.	A/C — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
C — PLACE INLET PROTECTION TYPE C	A/D — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
B — PLACE INLET PROTECTION TYPE B	PROPOSED STORM SEWER INLET
D — PLACE INLET PROTECTION TYPE D	PROPOSED STORM SEWER MANHOLE
A/B — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.	PROPOSED APRON ENDWALL FOR CULVERT PIPE
	SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET 49	E

2



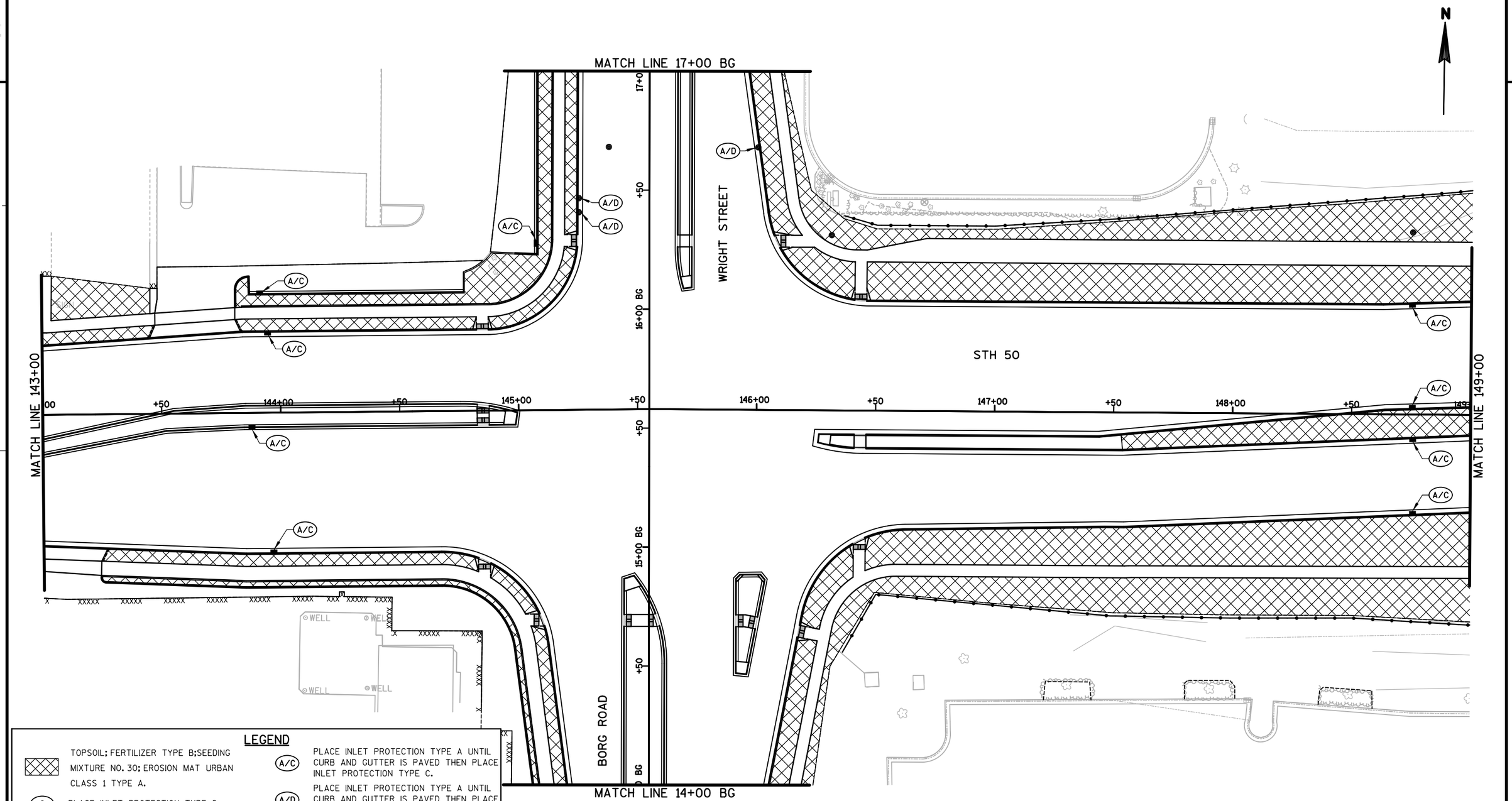
LEGEND

TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.	A/C — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
C — PLACE INLET PROTECTION TYPE C	A/D — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
B — PLACE INLET PROTECTION TYPE B	PROPOSED STORM SEWER INLET
D — PLACE INLET PROTECTION TYPE D	PROPOSED STORM SEWER MANHOLE
A/B — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.	PROPOSED APRON ENDWALL FOR CULVERT PIPE
	SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\022005_ec.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



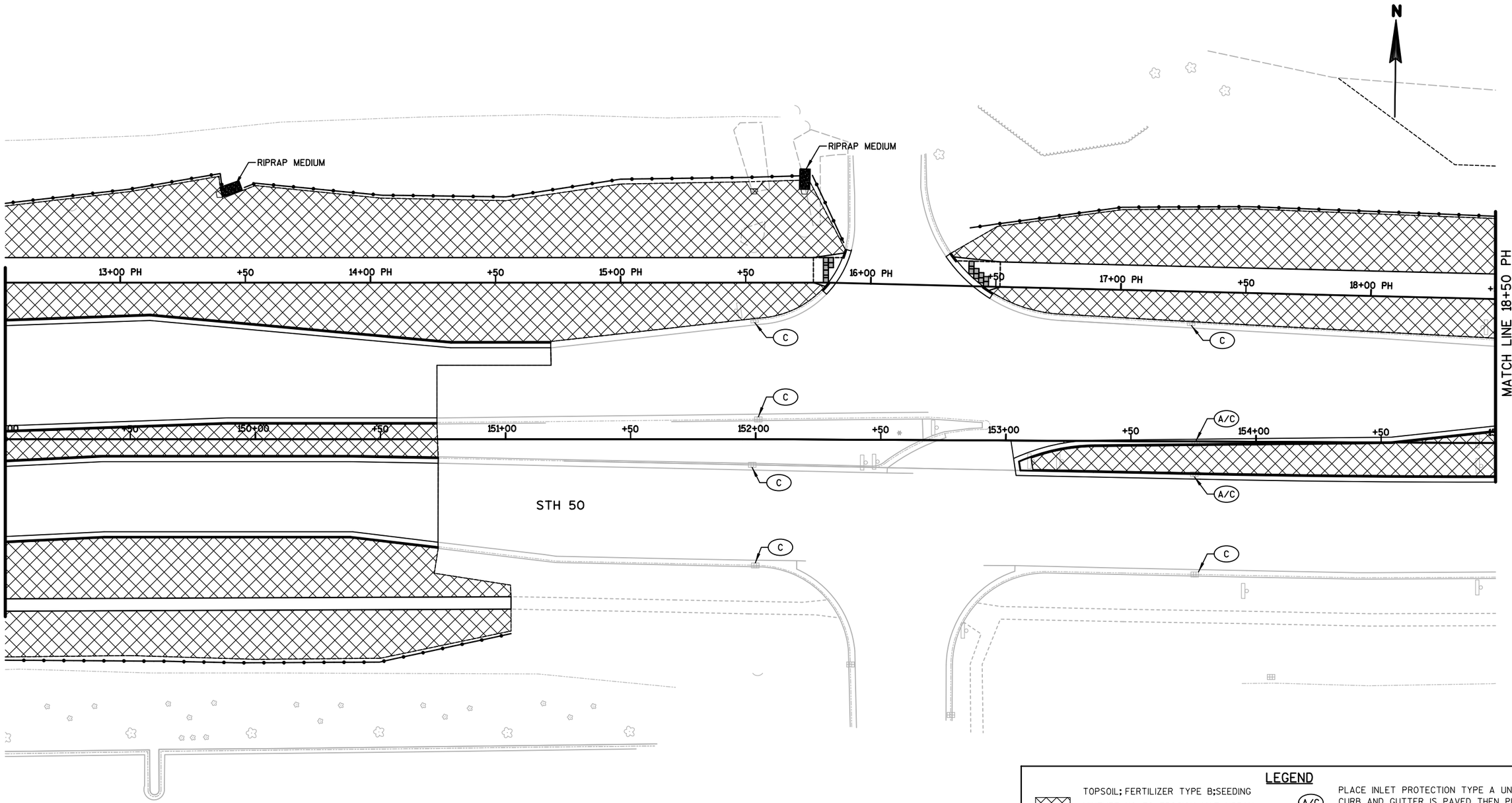
LEGEND

- TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.
- (C) PLACE INLET PROTECTION TYPE C
- (B) PLACE INLET PROTECTION TYPE B
- (D) PLACE INLET PROTECTION TYPE D
- (A/B) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
- PROPOSED STORM SEWER INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL FOR CULVERT PIPE
- SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\022006_ec.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

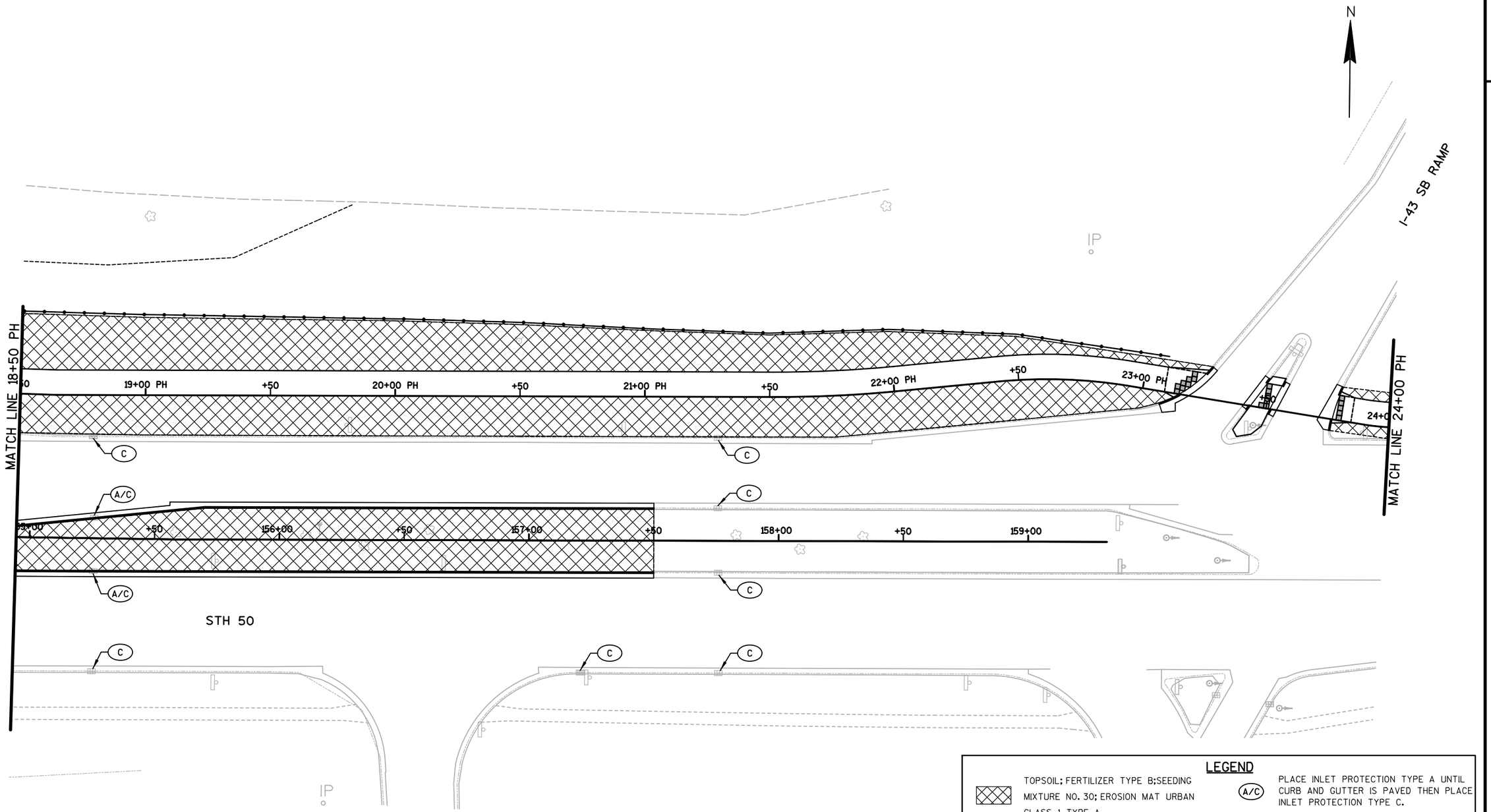


LEGEND

- TOPSOIL; FERTILIZER TYPE B;SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.
- (C) PLACE INLET PROTECTION TYPE C
- (B) PLACE INLET PROTECTION TYPE B
- (D) PLACE INLET PROTECTION TYPE D
- (A/B) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
- PROPOSED STORM SEWER INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL FOR CULVERT PIPE
- SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET 52	E

2

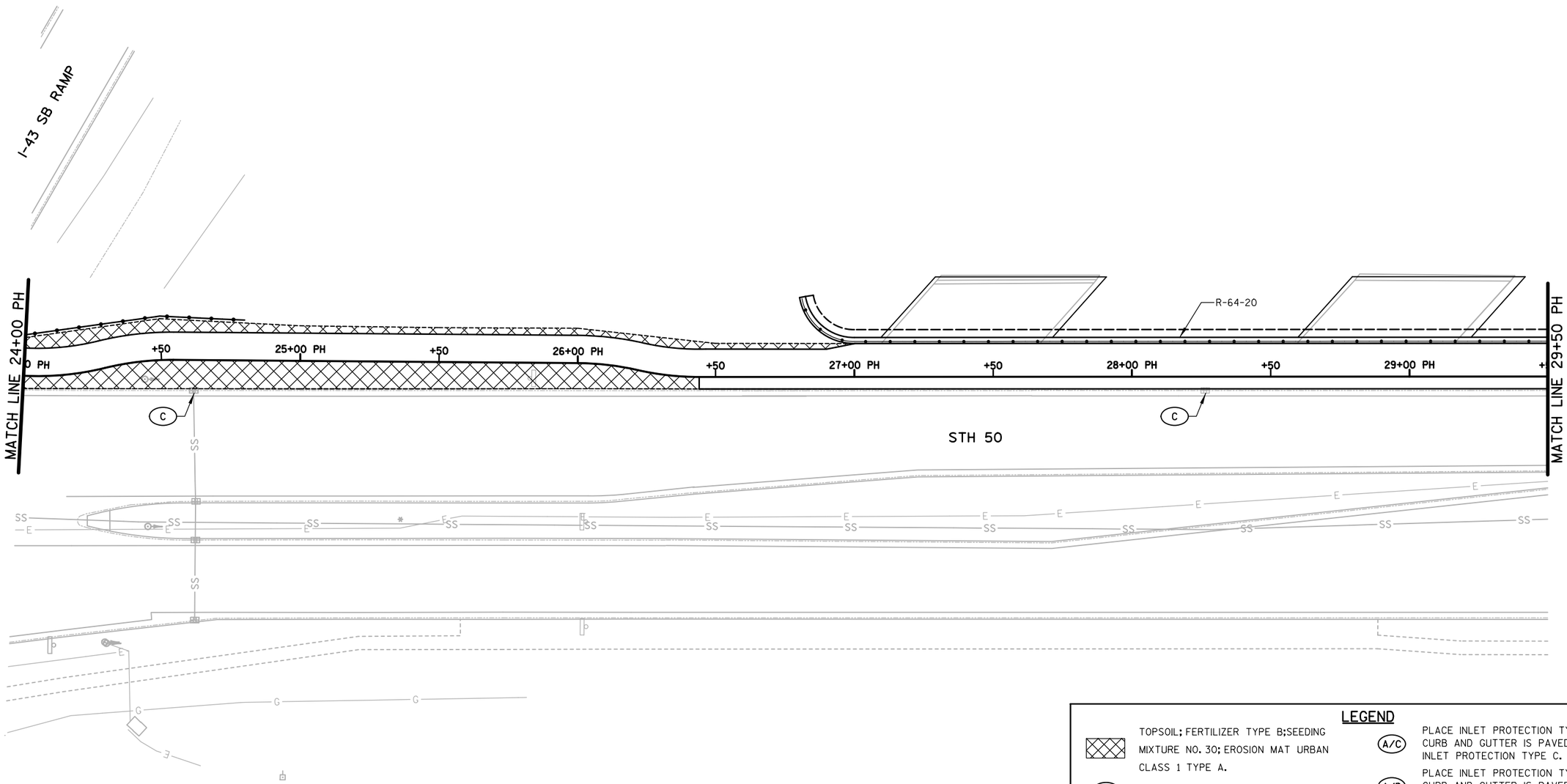


LEGEND

- TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.
- (C) PLACE INLET PROTECTION TYPE C
- (B) PLACE INLET PROTECTION TYPE B
- (D) PLACE INLET PROTECTION TYPE D
- (A/B) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
- PROPOSED STORM SEWER INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL FOR CULVERT PIPE
- SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET 53	E

2



LEGEND

- TOPSOIL; FERTILIZER TYPE B;SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.
- (C) PLACE INLET PROTECTION TYPE C
- (B) PLACE INLET PROTECTION TYPE B
- (D) PLACE INLET PROTECTION TYPE D
- (A/B) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
- ■ PROPOSED STORM SEWER INLET
- ● PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL FOR CULVERT PIPE
- SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET 54	E

2

N

MATCH LINE 29+50 PH

R-64-20

30+00 PH

+50

31+00 PH

+50

32+00 PH

I-43 NB RAMP

+50

33+00 PH

STH 50

E

SS

SAN

G

OH

W

WV

MH

LEGEND

TOPSOIL; FERTILIZER TYPE B;SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.	A/C — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
C — PLACE INLET PROTECTION TYPE C	A/D — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
B — PLACE INLET PROTECTION TYPE B	PROPOSED STORM SEWER INLET
D — PLACE INLET PROTECTION TYPE D	PROPOSED STORM SEWER MANHOLE
A/B — PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.	PROPOSED APRON ENDWALL FOR CULVERT PIPE
	SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET 55	E

2

N

PHOENIX STREET

BORG ROAD

9+00 BG | +50 | 10+00 BG | +50 | 11+00 BG | +50 | 12+00 BG | +50 | 13+00 BG | +50 | 14+00

MATCHLINE STA. 14+00 BG

A/C

A/D

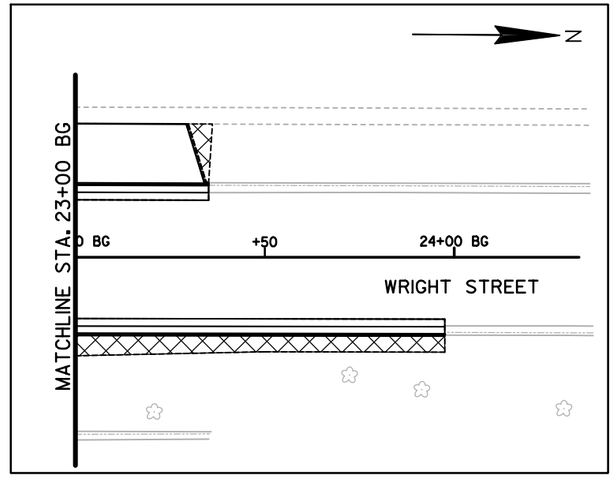
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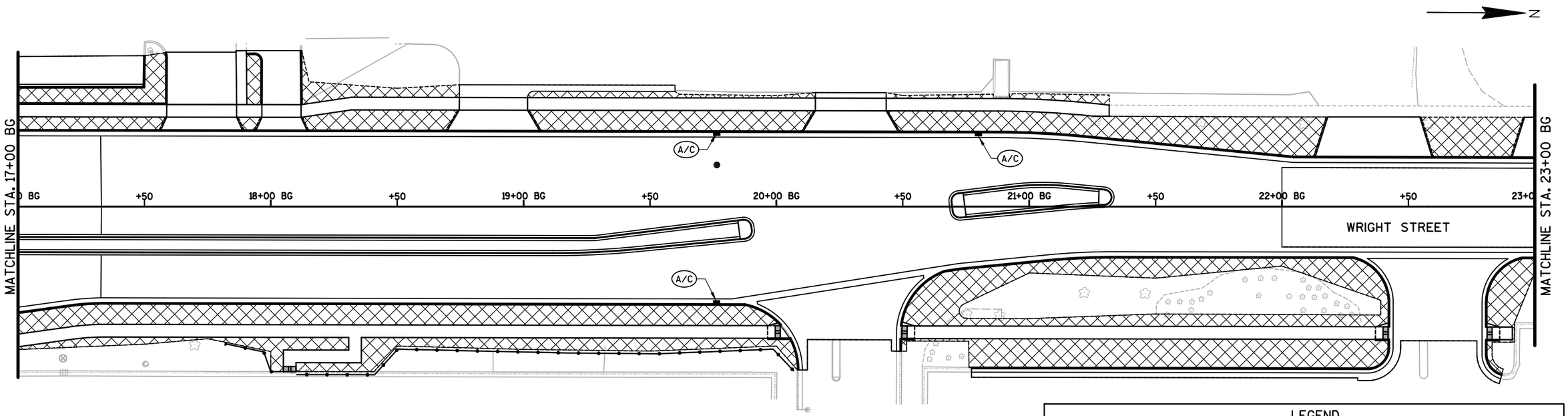
- TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.
- (C) PLACE INLET PROTECTION TYPE C
- (B) PLACE INLET PROTECTION TYPE B
- (D) PLACE INLET PROTECTION TYPE D
- (A/B) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
- PROPOSED STORM SEWER INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL FOR CULVERT PIPE
- SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

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LEGEND

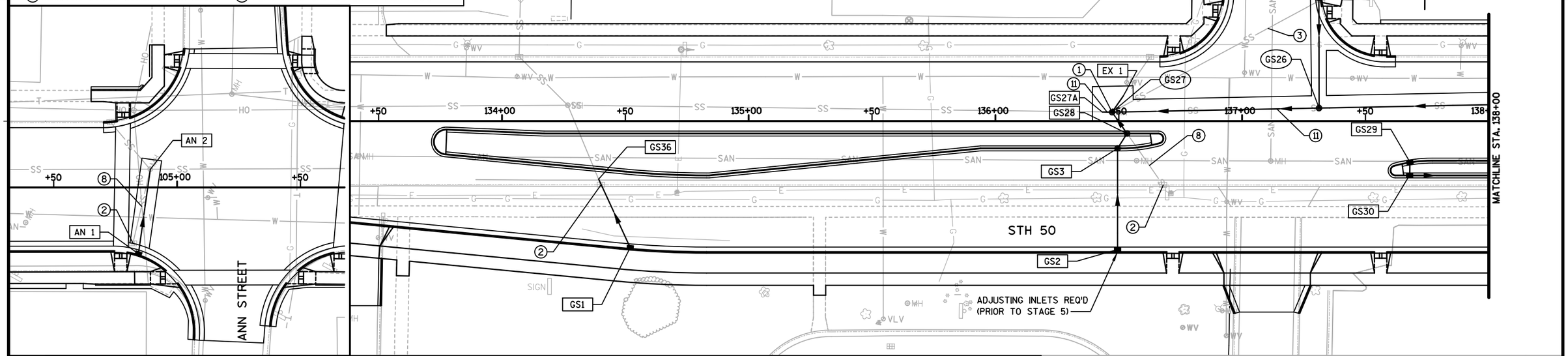
- TOPSOIL; FERTILIZER TYPE B;SEEDING MIXTURE NO. 30; EROSION MAT URBAN CLASS 1 TYPE A.
- (C) PLACE INLET PROTECTION TYPE C
- (B) PLACE INLET PROTECTION TYPE B
- (D) PLACE INLET PROTECTION TYPE D
- (A/B) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE B.
- (A/C) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE C.
- (A/D) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS PAVED THEN PLACE INLET PROTECTION TYPE D.
- PROPOSED STORM SEWER INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL FOR CULVERT PIPE
- SILT FENCE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

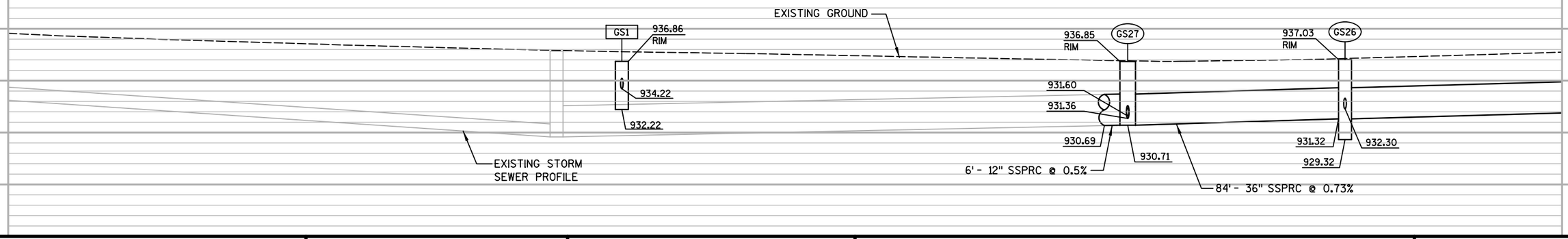
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STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. ABANDONING SEWER REQ'D
4. SEALING PIPES REQ'D
5. ADJUSTING MANHOLE COVERS REQ'D
6. REMOVING STORM SEWER 6-INCH REQ'D
7. REMOVING STORM SEWER 8-INCH REQ'D
8. REMOVING STORM SEWER 12-INCH REQ'D
9. REMOVING STORM SEWER 15-INCH REQ'D
10. REMOVING STORM SEWER 18-INCH REQ'D
11. REMOVING STORM SEWER 21-INCH REQ'D
12. REMOVING STORM SEWER 30-INCH REQ'D
13. REMOVING STORM SEWER 36-INCH REQ'D
14. REMOVING STORM SEWER 42-INCH REQ'D



STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	CATCH BASIN TYPE & COVER		MH TYPE & COVER		RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
GS 1	134+52.0	51.2' RT	30.6	GS 36	2x3-FT	H	--	--	936.86	936.03	3.81	12	934.22	934.07	31	0.48%	2-FT SUMP REQ'D
GS 36	134+39.2	23.5' RT	--	--	--	--	--	--	--	--	--	--	834.07	--	--	--	CONCRETE COLLARS FOR PIPE REQ'D
GS 2	136+49.5	52.0' RT	41.0	GS 3	2x3-FT	H-S	--	--	935.90	935.07	4.54	12	932.52	931.86	41	1.61%	2-FT SUMP REQ'D; ADJUSTING INLETS REQ'D
GS 3	136+49.5	11.0' RT	7.1	GS 28	4-FOOT	H-S	--	--	936.68	935.85	5.99	12	931.86	931.76	7	1.43%	2-FT SUMP REQ'D
GS 25	137+31.1	50.2' LT	44.9	GS 26	2x3-FT	H	--	--	935.91	935.08	4.55	12	932.53	932.30	45	0.51%	2-FT SUMP REQ'D
GS 26	137+31.2	5.3' LT	83.9	GS 27	--	--	5-FOOT	J-S	937.03	935.78	4.46	36	931.32	930.71	84	0.73%	2-FT SUMP REQ'D
GS 27	136+47.3	3.6' LT	4.0	GS 27A	--	--	8-FOOT	J-S	936.85	935.60	4.89	36	930.71	930.69	4	0.50%	REPLACE EXISTING MANHOLE
GS 27A	136+43.3	3.6' LT	--	--	--	--	--	--	--	--	--	36	930.69	--	--	--	CONCRETE COLLARS FOR PIPE REQ'D
EX 1	136+51.8	10.2' LT	8.0	GS 27	--	--	--	--	--	--	--	12	931.54	931.36	8	2.25%	CONCRETE COLLARS FOR PIPE REQ'D
GS 28	136+53.4	5.0' RT	10.6	GS 27	4-FOOT	H-S	--	--	936.78	935.95	6.19	12	931.76	931.60	11	1.45%	2-FT SUMP REQ'D
GS 29	137+68.0	16.7' RT	5.3	GS 30	2x3-FT	H	--	--	937.04	936.21	4.91	12	933.30	933.28	5	0.40%	2-FT SUMP REQ'D
GS 30	137+67.9	22.0' RT	80.0	GS 4	2x3-FT	H	--	--	937.00	936.17	4.89	12	933.28	932.90	80	0.47%	2-FT SUMP REQ'D
AN 1	104+84.3	26.8' RT	34.5	AN 2	2x3-FT	H	--	--	939.17	938.34	4.83	12	935.51	--	35	--	CONCRETE COLLARS FOR PIPE REQ'D (AN 2)
AN 2	104+89.2	7.4' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	FIELD VERIFY AN 2 INVERT PRIOR TO MANUFACTURING INLET

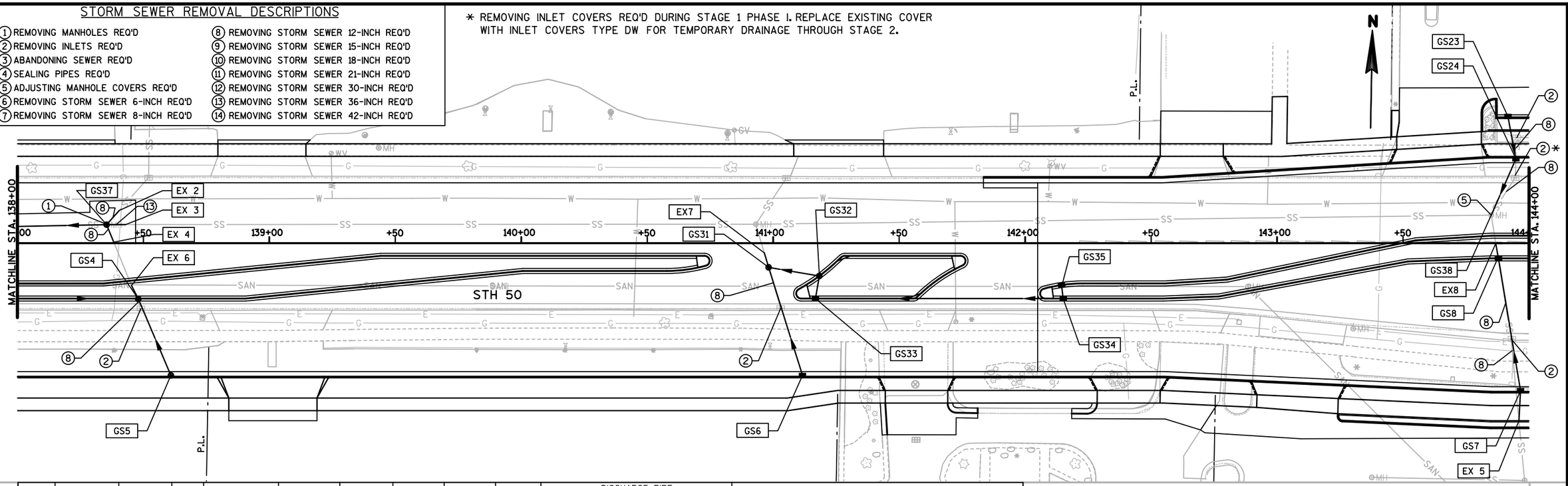


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	STORM SEWER PLAN	SHEET 58	E

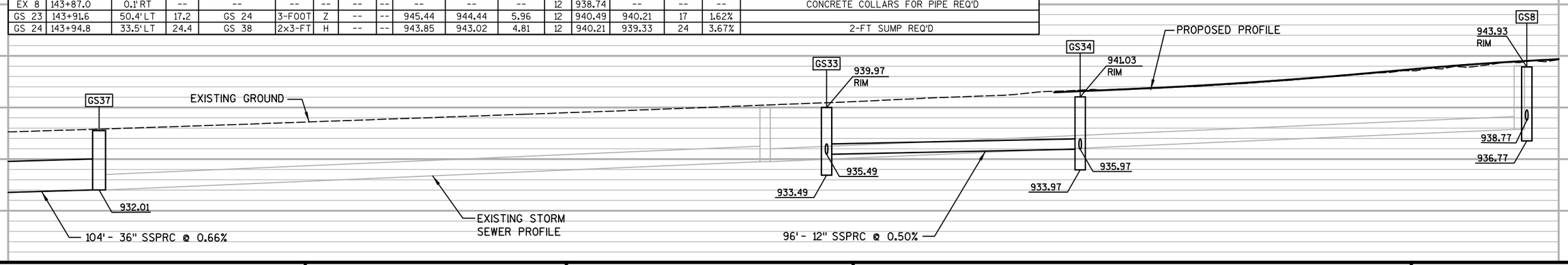
STORM SEWER REMOVAL DESCRIPTIONS

(1) REMOVING MANHOLES REQ'D
(2) REMOVING INLETS REQ'D
(3) ABANDONING SEWER REQ'D
(4) SEALING PIPES REQ'D
(5) ADJUSTING MANHOLE COVERS REQ'D
(6) REMOVING STORM SEWER 6-INCH REQ'D
(7) REMOVING STORM SEWER 8-INCH REQ'D
(8) REMOVING STORM SEWER 12-INCH REQ'D
(9) REMOVING STORM SEWER 15-INCH REQ'D
(10) REMOVING STORM SEWER 18-INCH REQ'D
(11) REMOVING STORM SEWER 21-INCH REQ'D
(12) REMOVING STORM SEWER 30-INCH REQ'D
(13) REMOVING STORM SEWER 36-INCH REQ'D
(14) REMOVING STORM SEWER 42-INCH REQ'D

* REMOVING INLET COVERS REQ'D DURING STAGE 1 PHASE I. REPLACE EXISTING COVER WITH INLET COVERS TYPE DW FOR TEMPORARY DRAINAGE THROUGH STAGE 2.

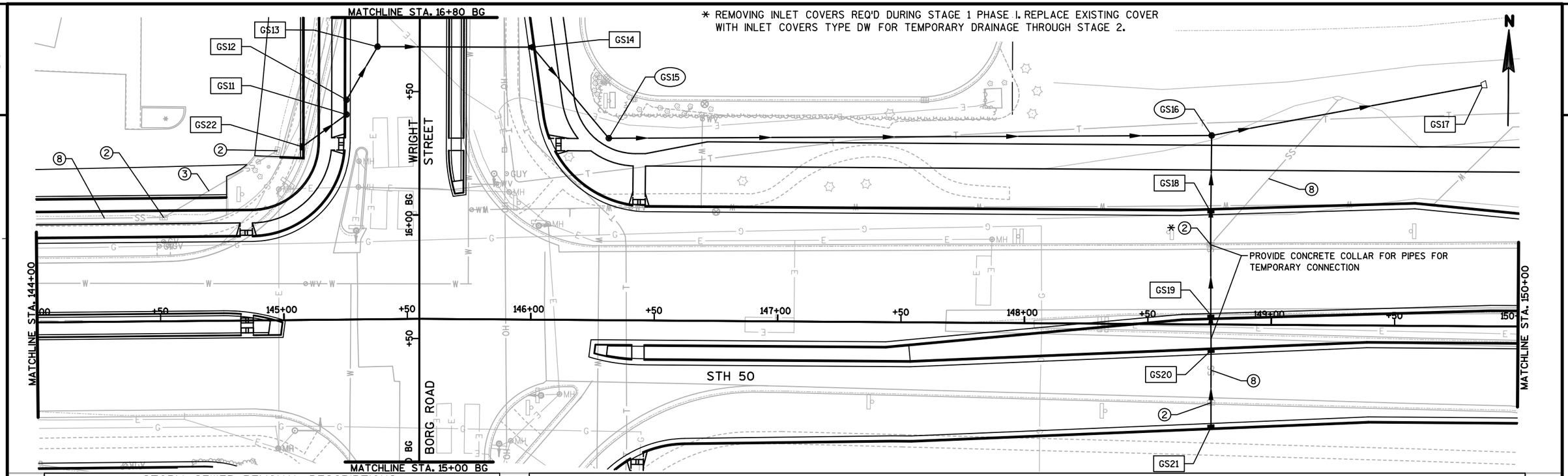


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	CATCH BASIN TYPE & COVER		MH TYPE & COVER		RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS
GS 5	138+60.9	52.5' RT	33.2	GS 4	4-FOOT	H	--	--	936.97	936.14	4.55	12	933.59	932.90	33	2.08%	2-FT SUMP REQ'D
GS 4	138+47.9	22.0' RT	6.0	EX 6	4-FOOT	H	--	--	937.46	936.63	5.73	12	932.90	932.87	6	0.50%	2-FT SUMP REQ'D
GS 37	138+35.4	7.4' LT	104.3	GS 26	--	--	8-FOOT	J-S	937.77	936.52	4.51	36	932.01	931.32	104	0.66%	
EX 2	138+40.4	12.96' LT	8.0	GS 37	--	--	--	--	--	--	--	18	--	932.02	8	--	CONCRETE COLLARS FOR PIPE REQ'D
EX 3	138+42.9	7.37' LT	8.0	GS 37	--	--	--	--	--	--	--	18	--	932.07	8	--	CONCRETE COLLARS FOR PIPE REQ'D
EX 4	138+38.2	0.4' LT	8.0	GS 37	--	--	--	--	--	--	--	12	--	932.47	8	--	CONCRETE COLLARS FOR PIPE REQ'D
EX 6	138+45.4	16.8' RT	6.0	--	--	--	--	--	--	--	--	12	932.87	--	--	--	CONCRETE COLLARS FOR PIPE REQ'D
GS 6	141+11.6	52.5' RT	45.0	GS 31	2x3-FT	H	--	--	939.36	938.53	4.89	12	935.64	935.41	45	0.51%	2-FT SUMP REQ'D
GS 33	141+16.7	23.0' RT	9.1	GS 32	2x3-FT	H	--	--	939.97	939.14	5.65	12	935.49	935.47	9	0.28%	2-FT SUMP REQ'D
GS 32	141+17.8	12.2' RT	20.4	GS 31	4-FOOT	H	--	--	940.17	939.34	5.87	12	935.47	935.41	20	0.28%	2-FT SUMP REQ'D
GS 31	140+98.2	9.6' RT	6.0	EX 7	--	--	4-FOOT	J-S	940.26	939.01	3.60	12	935.41	935.38	6	0.50%	2-FT SUMP REQ'D
EX 7	140+96.5	4.0' RT	--	--	--	--	--	--	--	--	--	12	935.38	--	--	--	CONCRETE COLLARS FOR PIPE REQ'D
GS 34	142+15.1	22.0' RT	95.9	GS 33	2x3-FT	H	--	--	941.03	940.20	6.23	12	935.97	935.49	96	0.50%	2-FT SUMP REQ'D
GS 35	142+14.5	16.6' RT	5.4	GS 34	2x3-FT	H	--	--	940.97	940.14	6.15	12	935.99	935.97	5	0.50%	2-FT SUMP REQ'D
GS 7	143+96.6	58.5' RT	53.2	GS 8	2x3-FT	H	--	--	943.18	942.35	5.31	12	939.04	938.77	53	0.51%	2-FT SUMP REQ'D
GS 8	143+87.9	6.0' RT	6.0	EX 8	2x3-FT	H	--	--	943.93	943.10	6.33	12	938.77	938.74	6	0.50%	2-FT SUMP REQ'D
EX 5	143+96.0	70.5' RT	12.0	GS 7	--	--	--	--	--	--	--	12	939.80	939.56	12	2.00%	CONCRETE COLLARS FOR PIPE REQ'D
GS 38	143+85.0	11.1' LT	--	--	--	--	--	--	--	--	--	--	939.33	--	--	--	CONCRETE COLLARS FOR PIPE REQ'D
EX 8	143+87.0	0.1' RT	--	--	--	--	--	--	--	--	--	12	938.74	--	--	--	CONCRETE COLLARS FOR PIPE REQ'D
GS 23	143+91.6	50.4' LT	17.2	GS 24	3-FOOT	Z	--	--	945.44	944.44	5.96	12	940.49	940.21	17	1.62%	
GS 24	143+94.8	33.5' LT	24.4	GS 38	2x3-FT	H	--	--	943.85	943.02	4.81	12	940.21	939.33	24	3.67%	2-FT SUMP REQ'D



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	STORM SEWER PLAN	SHEET	E

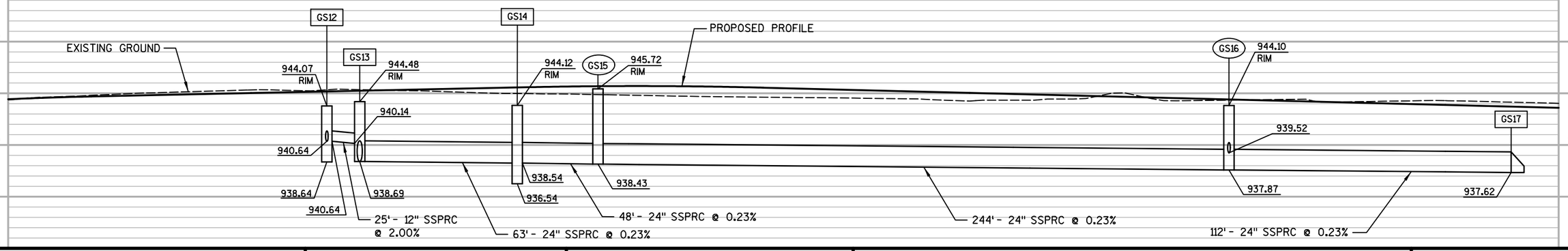
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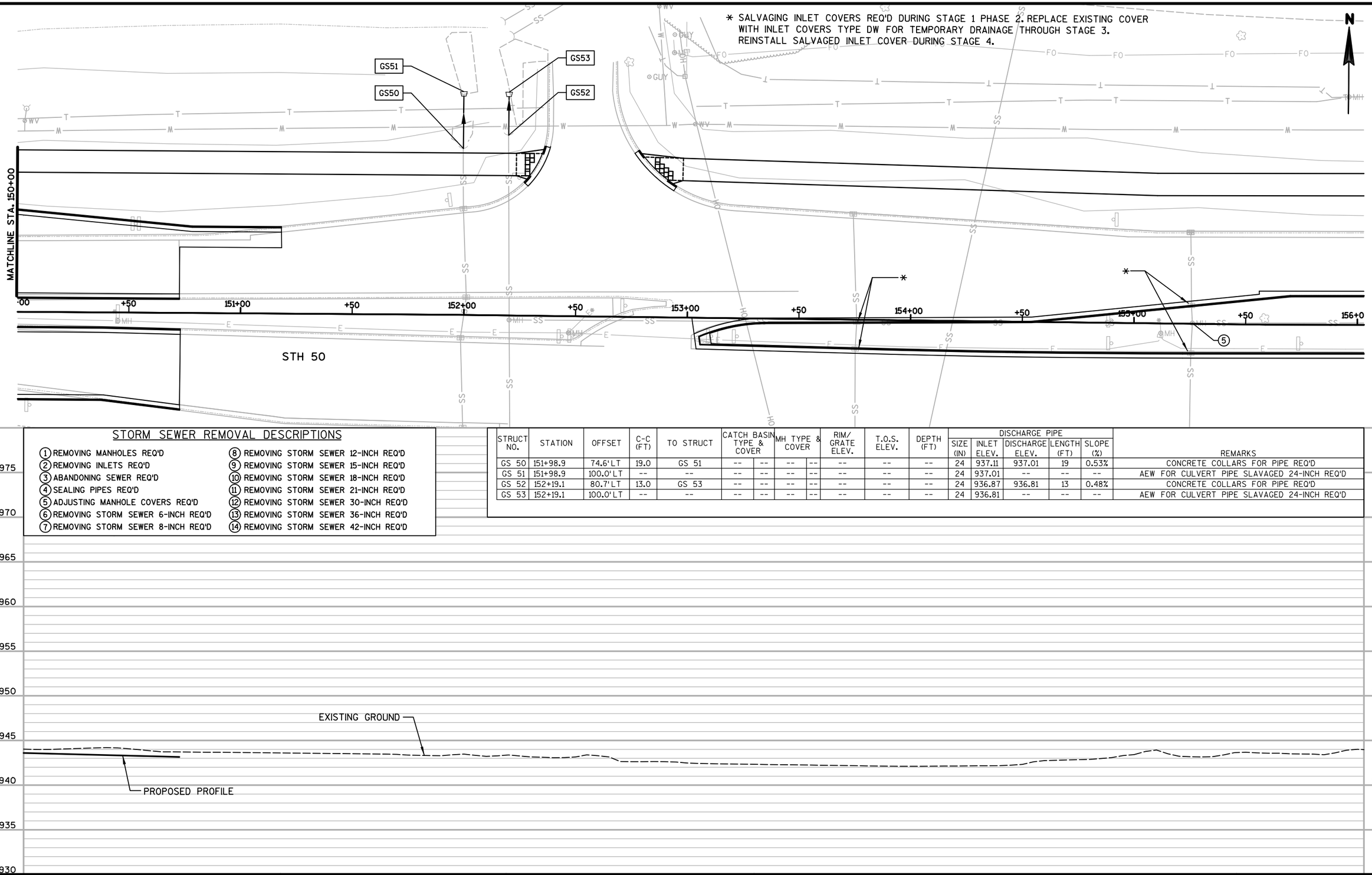
STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. ABANDONING SEWER REQ'D
4. SEALING PIPES REQ'D
5. ADJUSTING MANHOLE COVERS REQ'D
6. REMOVING STORM SEWER 6-INCH REQ'D
7. REMOVING STORM SEWER 8-INCH REQ'D
8. REMOVING STORM SEWER 12-INCH REQ'D
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11. REMOVING STORM SEWER 21-INCH REQ'D
12. REMOVING STORM SEWER 30-INCH REQ'D
13. REMOVING STORM SEWER 36-INCH REQ'D
14. REMOVING STORM SEWER 42-INCH REQ'D

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	CATCH BASIN TYPE & COVER		MH TYPE & COVER		RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
GS 22	145+08.0	70.1'LT	22.2	GS 11	3-FOOT	Z	--	--	946.18	945.18	5.88	12	941.30	940.69	22	2.77%	2-FT SUMP REQ'D
GS 11	145+26.1	83.0'LT	6.0	GS 12	4-FOOT	H	--	--	944.07	943.24	4.55	12	940.69	940.64	6	0.83%	2-FT SUMP REQ'D
GS 12	145+26.2	89.0'LT	24.9	GS 13	4-FOOT	H	--	--	944.07	943.24	4.60	12	940.64	940.14	25	2.00%	2-FT SUMP REQ'D
GS 13	145+38.9	110.3'LT	62.8	GS 14	--	--	5-FOOT	J	944.48	943.23	4.55	24	938.69	938.54	63	0.23%	
GS 14	145+99.9	110.3'LT	48.1	GS 15	4-FOOT	H	--	--	944.12	943.29	6.75	24	938.54	938.43	48	0.23%	2-FT SUMP REQ'D
GS 15	146+31.1	73.7'LT	244.2	GS 16	--	--	4-FOOT	J	945.72	944.47	6.04	24	938.43	937.87	244	0.23%	
GS 16	148+75.3	76.5'LT	111.2	GS 17	--	--	4-FOOT	J	944.10	942.85	4.98	24	937.87	937.62	111	0.23%	
GS 17	149+84.5	97.6'LT	--	--	--	--	--	--	--	--	--	--	937.62	--	--	--	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
GS 18	148+75.3	45.9'LT	30.6	GS 16	2x3-FT	H	--	--	943.98	943.15	5.49	12	939.66	939.52	31	0.45%	2-FT SUMP REQ'D
GS 19	148+75.5	2.9'LT	43.1	GS 18	2x3-FT	H	--	--	944.79	943.96	6.08	12	939.88	939.66	43	0.51%	2-FT SUMP REQ'D
GS 20	148+75.7	10.6'RT	13.4	GS 19	2x3-FT	H	--	--	944.78	943.95	6.00	12	939.95	939.88	13	0.52%	2-FT SUMP REQ'D
GS 21	148+75.9	41.6'RT	31.0	GS 20	2x3-FT	H	--	--	944.23	943.40	5.29	12	940.11	939.95	31	0.52%	2-FT SUMP REQ'D



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	STORM SEWER PLAN	SHEET 60	E



STORM SEWER REMOVAL DESCRIPTIONS

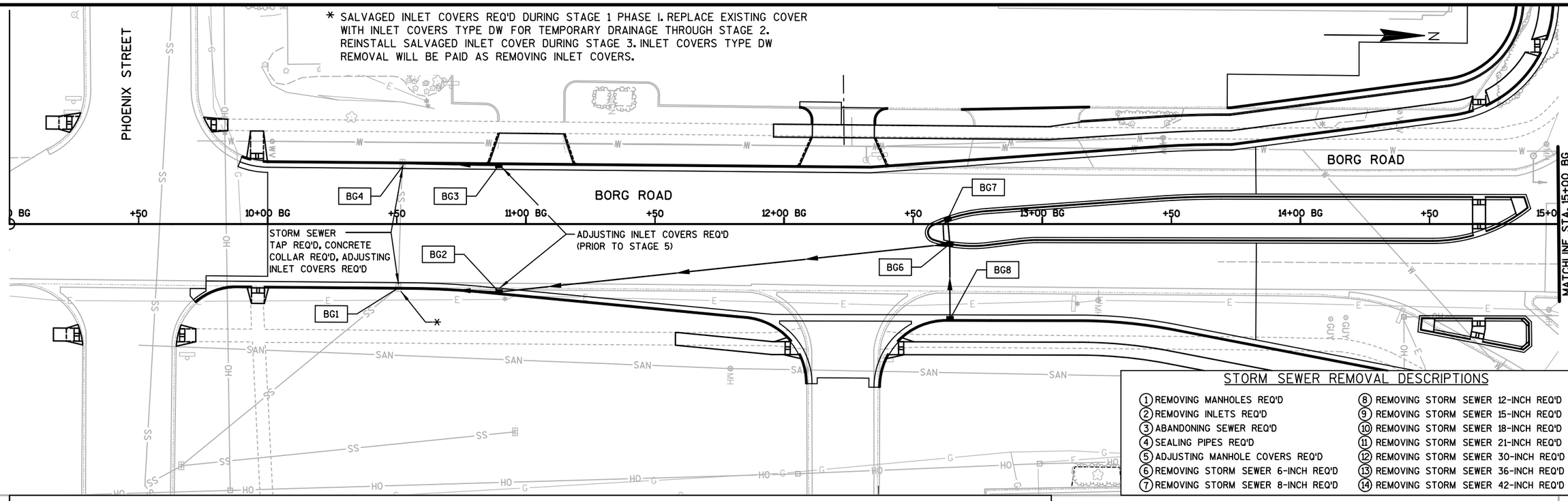
1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. ABANDONING SEWER REQ'D
4. SEALING PIPES REQ'D
5. ADJUSTING MANHOLE COVERS REQ'D
6. REMOVING STORM SEWER 6-INCH REQ'D
7. REMOVING STORM SEWER 8-INCH REQ'D
8. REMOVING STORM SEWER 12-INCH REQ'D
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13. REMOVING STORM SEWER 36-INCH REQ'D
14. REMOVING STORM SEWER 42-INCH REQ'D

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	CATCH BASIN TYPE & COVER		MH TYPE & COVER		RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
GS 50	151+98.9	74.6'LT	19.0	GS 51	--	--	--	--	--	--	--	24	937.11	937.01	19	0.53%	CONCRETE COLLARS FOR PIPE REQ'D
GS 51	151+98.9	100.0'LT	--	--	--	--	--	--	--	--	--	24	937.01	--	--	--	AEW FOR CULVERT PIPE SLAVAGED 24-INCH REQ'D
GS 52	152+19.1	80.7'LT	13.0	GS 53	--	--	--	--	--	--	--	24	936.87	936.81	13	0.48%	CONCRETE COLLARS FOR PIPE REQ'D
GS 53	152+19.1	100.0'LT	--	--	--	--	--	--	--	--	--	24	936.81	--	--	--	AEW FOR CULVERT PIPE SLAVAGED 24-INCH REQ'D

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	STORM SEWER PLAN	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\022504_ss.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

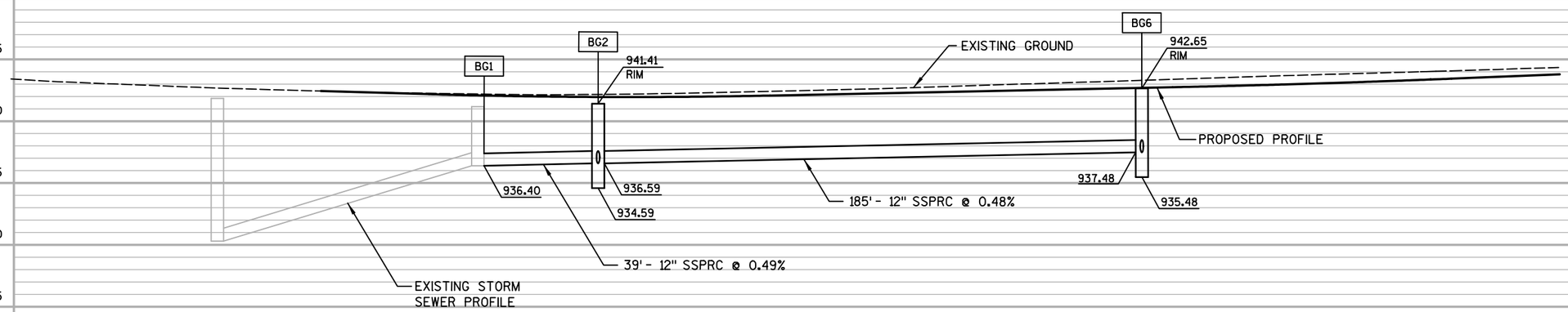
* SALVAGED INLET COVERS REQ'D DURING STAGE 1 PHASE I. REPLACE EXISTING COVER WITH INLET COVERS TYPE DW FOR TEMPORARY DRAINAGE THROUGH STAGE 2. REINSTALL SALVAGED INLET COVER DURING STAGE 3. INLET COVERS TYPE DW REMOVAL WILL BE PAID AS REMOVING INLET COVERS.



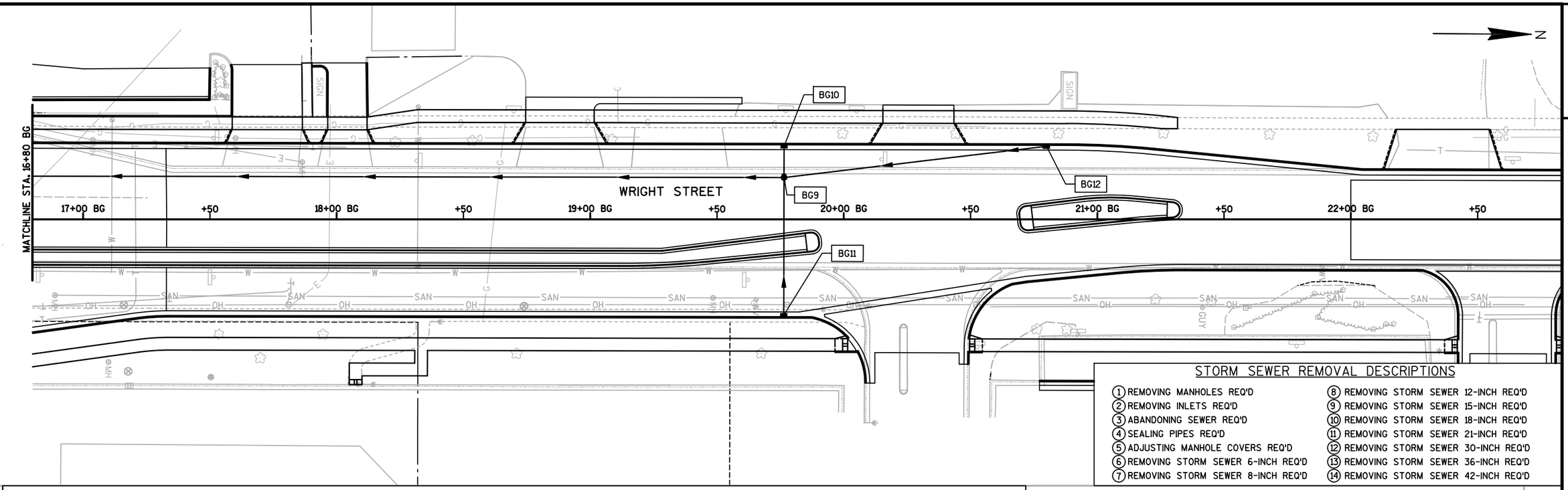
STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. ABANDONING SEWER REQ'D
4. SEALING PIPES REQ'D
5. ADJUSTING MANHOLE COVERS REQ'D
6. REMOVING STORM SEWER 6-INCH REQ'D
7. REMOVING STORM SEWER 8-INCH REQ'D
8. REMOVING STORM SEWER 12-INCH REQ'D
9. REMOVING STORM SEWER 15-INCH REQ'D
10. REMOVING STORM SEWER 18-INCH REQ'D
11. REMOVING STORM SEWER 21-INCH REQ'D
12. REMOVING STORM SEWER 30-INCH REQ'D
13. REMOVING STORM SEWER 36-INCH REQ'D
14. REMOVING STORM SEWER 42-INCH REQ'D

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	CATCH BASIN TYPE & COVER		MH TYPE & COVER		RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS
BG 7	12+63.4 BG	1.9'LT	9.6	BG 6	2x3-FT	H	--	--	942.71	941.88	6.35	12	937.53	937.48	10	0.50%	2-FT SUMP REQ'D
BG 8	12+64.3 BG	36.7'RT	28.9	BG 6	2x3-FT	H	--	--	942.14	941.31	5.68	12	937.63	937.48	29	0.52%	2-FT SUMP REQ'D
BG 6	12+64.1 BG	7.7'RT	185.2	BG 2	2x3-FT	H-S	--	--	942.65	941.82	6.34	12	937.48	936.59	185	0.48%	2-FT SUMP REQ'D
BG 3	10+89.5 BG	22.7'LT	37.3	BG 4	2x3-FT	DW	--	--	941.43	940.93	6.01	12	936.92	936.73	37	0.50%	DRIVEWAY INLET
BG 2	10+89.6 BG	26.3'RT	38.9	BG 1	2x3-FT	H-S	--	--	941.41	940.58	5.99	12	936.59	936.40	39	0.49%	2-FT SUMP REQ'D
BG 1	10+50.7 BG	24.7'RT	--	--	--	--	--	--	--	--	--	--	936.40	--	--	--	STORM SEWER TAP REQ'D
BG 4	10+52.3 BG	23.4'LT	--	--	--	--	--	--	--	--	--	--	936.73	--	--	--	STORM SEWER TAP REQ'D



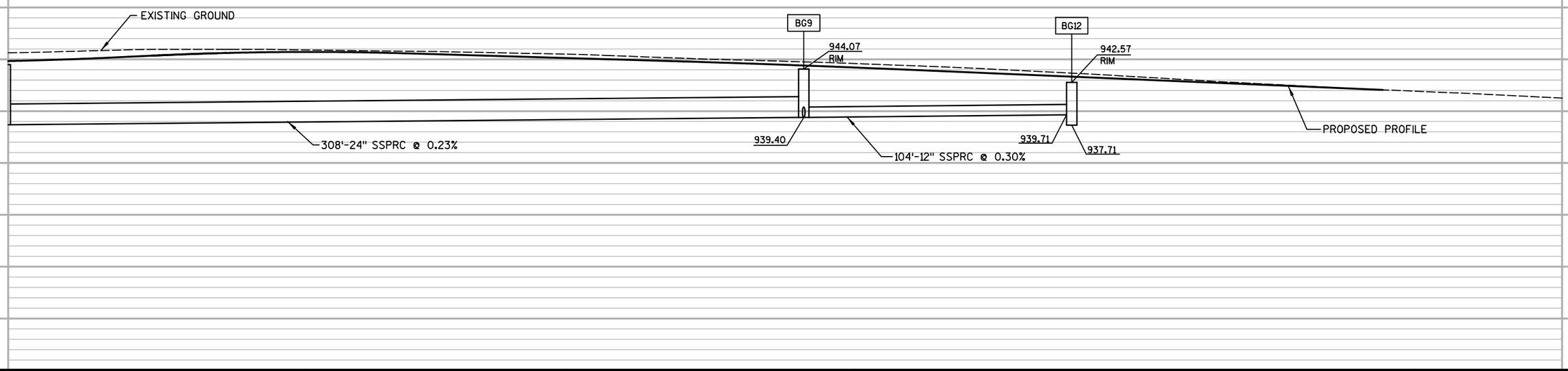
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	STORM SEWER PLAN	SHEET 62	E



STORM SEWER REMOVAL DESCRIPTIONS

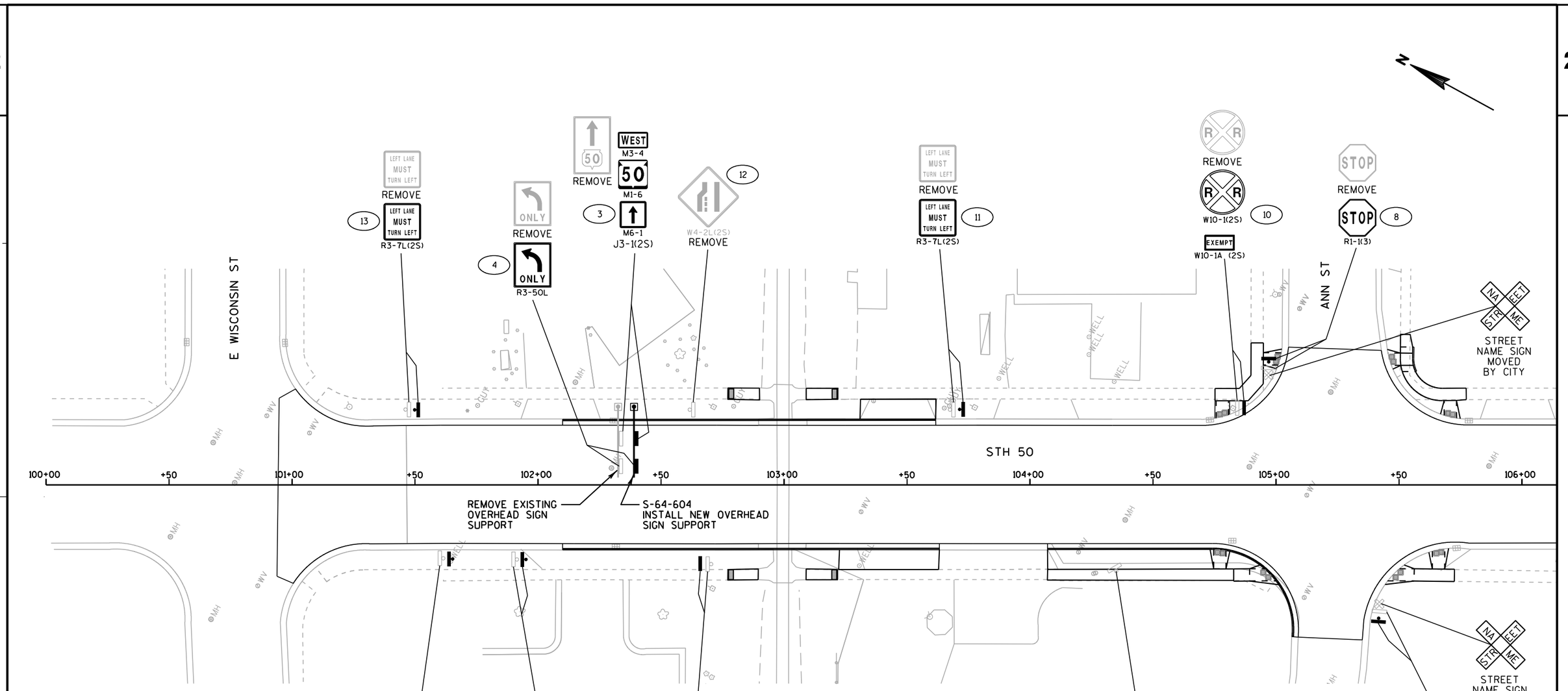
1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. ABANDONING SEWER REQ'D
4. SEALING PIPES REQ'D
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14. REMOVING STORM SEWER 42-INCH REQ'D

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	CATCH BASIN TYPE & COVER		MH TYPE & COVER		RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
BG 12	20+79.9 BG	27.3' LT	104.2	BG 9	2x3-FT	H	--	--	942.57	941.74	4.03	12	939.71	939.40	104	0.30%	2-FT SUMP REQ'D
BG 11	19+76.4 BG	38.0' RT	54.5	BG 9	2x3-FT	H	--	--	943.79	942.96	5.04	12	939.92	939.40	55	0.95%	2-FT SUMP REQ'D
BG 10	19+76.4 BG	29.0' LT	12.5	BG 9	2x3-FT	H	--	--	943.65	942.82	5.11	12	939.71	939.40	13	2.50%	2-FT SUMP REQ'D
BG 9	19+76.4 BG	16.5' LT	308.3	GS 13	--	--	4-FOOT	U-S	944.07	942.82	3.42	24	939.40	938.69	308	0.23%	



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	STORM SEWER PLAN	SHEET 63	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- X — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

SHEET 1 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET	E

FILE NAME : J:\projects\d2_31700850\sign\023201_ps.dgn PLOT DATE : 02-SEP-2016 09:47 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
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- X — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

N

STH 50

106+00 +50 107+00 +50 108+00 +50 109+00 +50 110+00 +50 111+00 +50 112+00

HO OH MH

1 — EMERGENCY VEHICLE ENTERING WHEN FLASHING — W54-60(MOD) — REUSE POST
EMERGENCY VEHICLE ENTERING WHEN FLASHING — REMOVE

9 — LEFT LANE ENDS — W9-1L — REMOVE

14 — W11-8(2S)
REMOVE

21 — NO STOPPING STANDING OR PARKING — BY CITY
SPEED LIMIT 25 — R2-1(2S)
SPEED LIMIT 25 — REMOVE

17 — ONLY — R3-8B
16 — 15 M.P.H. — W13-1 — REMOVE

S-64-603 OVERHEAD SIGN SUPPORT

15 — LEFT LANE MUST TURN LEFT — R3-7L(2S)

NO PARKING BETWEEN SIGNS — R7-52L — BY CITY

NO PARKING BETWEEN SIGNS — R7-52R — BY CITY

19 — ONLY — R3-50L

20 — R3-50A(MOD)

18 — EAST — M3-2
50 — M1-6
M5-1L — J2-1(2S) ON UPRIGHT
EAST 50 — REMOVE

4 HR PARKING — BY CITY

22 — RIGHT LANE MUST TURN RIGHT — R3-7R(2S)

SHEET 2 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET	E

FILE NAME : J:\projects\d2_31700850\sign\023202_ps.dgn PLOT DATE : 17-JUN-2016 08:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

2

N

EAST M3-2 / 50 / M1-6 — 24 — M6-1 — J3-1(2S) ON LIGHT POLE

EAST 50 — REMOVE

STREET NAME SIGN BY OTHERS (CITY)

E GENEVA ST

STH 50

112+00 | +50 | 113+00 | +50 | 114+00 | +50 | 115+00 | +50 | 116+00 | +50 | 117+00 | +50 | 118+00 | +50

WEST M3-4 / 50 / M1-6 — REMOVE

29 — M6-2 — J3-1(2S)

30 — W12-1D(2S) — 2' HEIGHT

NO STOPPING STANDING OR PARKING — BY CITY

23 — DO NOT ENTER — R5-1(2S)

222 — RIGHT LANE MUST TURN RIGHT — R3-7R (2S)

44 — RIGHT TURNS NO STOP — R1-5(2S)

WEST 50 — REMOVE

WEST M3-4 / 50 — 46 — M1-6 — M5-1R — J2-1(2S)

STOP — REMOVE

45 — STOP — R1-1(3)

S 8TH ST

217 | 223

R9-3A(2S)

217A | 223A

R9-3BL(2S)

MOUNT IN CONCRETE FACING SIDEWALK

STREET NAME SIGN BY OTHERS (CITY)

NA ME STR EET

ONLY / RIGHT TURNS NO STOP — REMOVE

43 — ONLY — R3-8C(2S)

STOP — 25 — R1-1(3)

TRAFFIC FROM LEFT DOES NOT STOP — 26 — W4-4AL(2M)

STOP — TRAFFIC FROM LEFT DOES NOT STOP — REMOVE

S 7TH ST

STOP — 27 — R1-1(3)

ONCOMING TRAFFIC DOES NOT STOP — 28 — W4-4B(2M)

STOP — ONCOMING TRAFFIC DOES NOT STOP — REMOVE

STOP — 31 — R1-1(3)

TRAFFIC FROM RIGHT DOES NOT STOP — 32 — W4-4AR(2S)

STOP — TRAFFIC FROM RIGHT DOES NOT STOP — REMOVE

NO PARKING RESTRICTIONS — ON LIGHT POLE BY CITY

33 — EAST M3-2 / 50 / M1-6 — J4-1(2S)

34 — SPEED LIMIT 25 — R2-1(2S) — ON LIGHT POLE

SPEED LIMIT 25 — REMOVE

BOWERS BOULEVARD

LEGEND

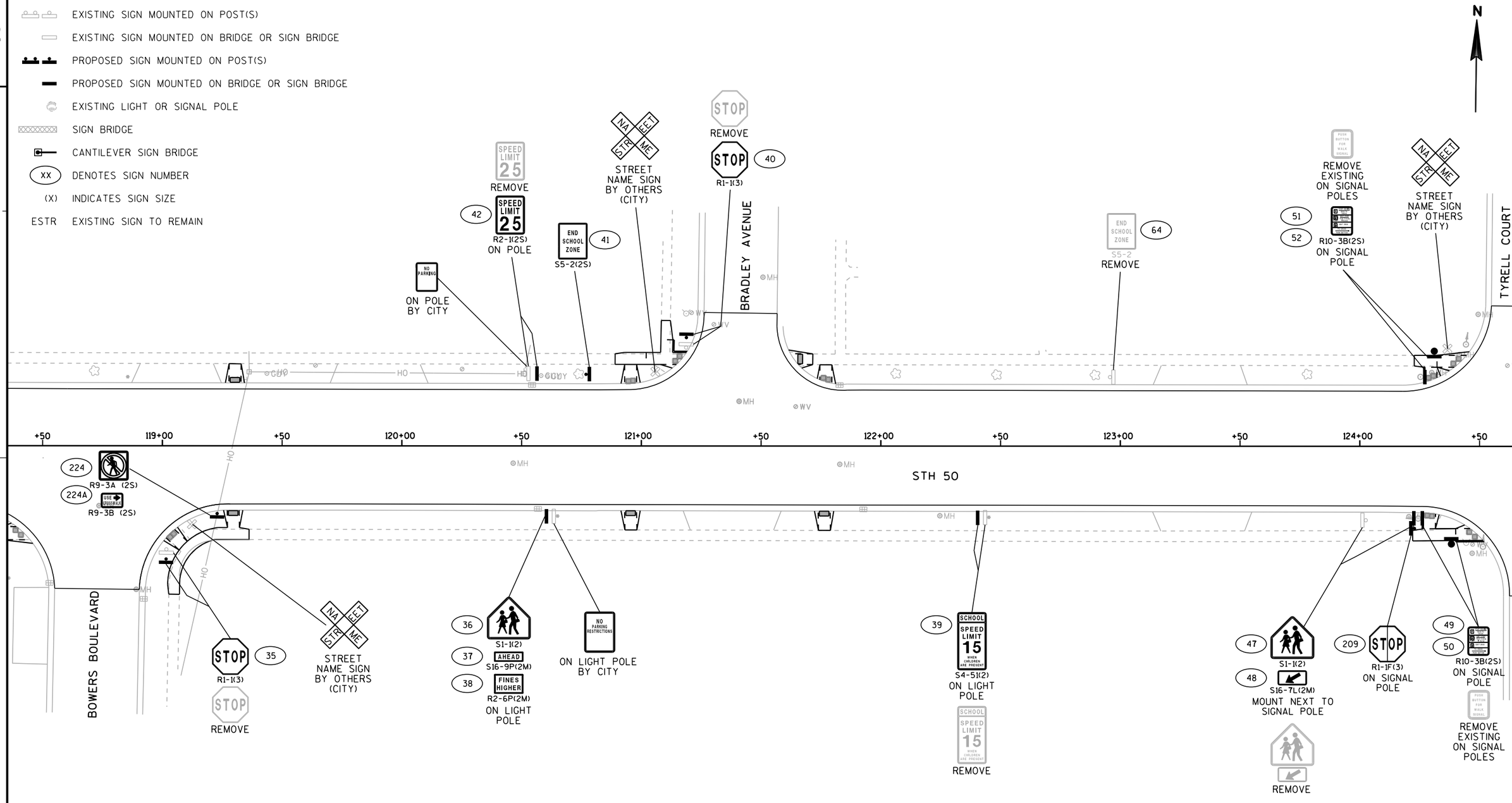
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (2) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 3 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 4 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

REMOVE

S1-1(2S) 60

S16-7L(2M) 61

STOP 225

R1-1F(3) ON SIGNAL POLE

62 STOP

R1-1F(3) ON SIGNAL POLE

DO NOT ENTER

REMOVE

DO NOT ENTER 63

R5-1(2S)

TYRELL COURT

WV MH GV

+50 125+00 +50 126+00 +50 127+00 +50 128+00 +50 129+00 +50 130+00 +50

R10-3B(2S) ON SIGNAL POLE

REMOVE EXISTING ON SIGNAL POLES

53 54 55 210

STH 50

EAST M3-2 56

50 M1-6 J4-1(2S)

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT 57

REMOVE

NA ME STR EET

STREET NAME SIGN BY OTHERS (CITY)

STOP 226

R1-1F(3) ON SIGNAL POLE

TYRELL AVENUE

ALDER AVENUE

GUY

NO STOPPING STANDING OR PARKING

ON LIGHT POLE BY CITY

STOP 58

R1-1(3)

STOP

REMOVE

NA ME STR EET

STREET NAME SIGN BY OTHERS (CITY)

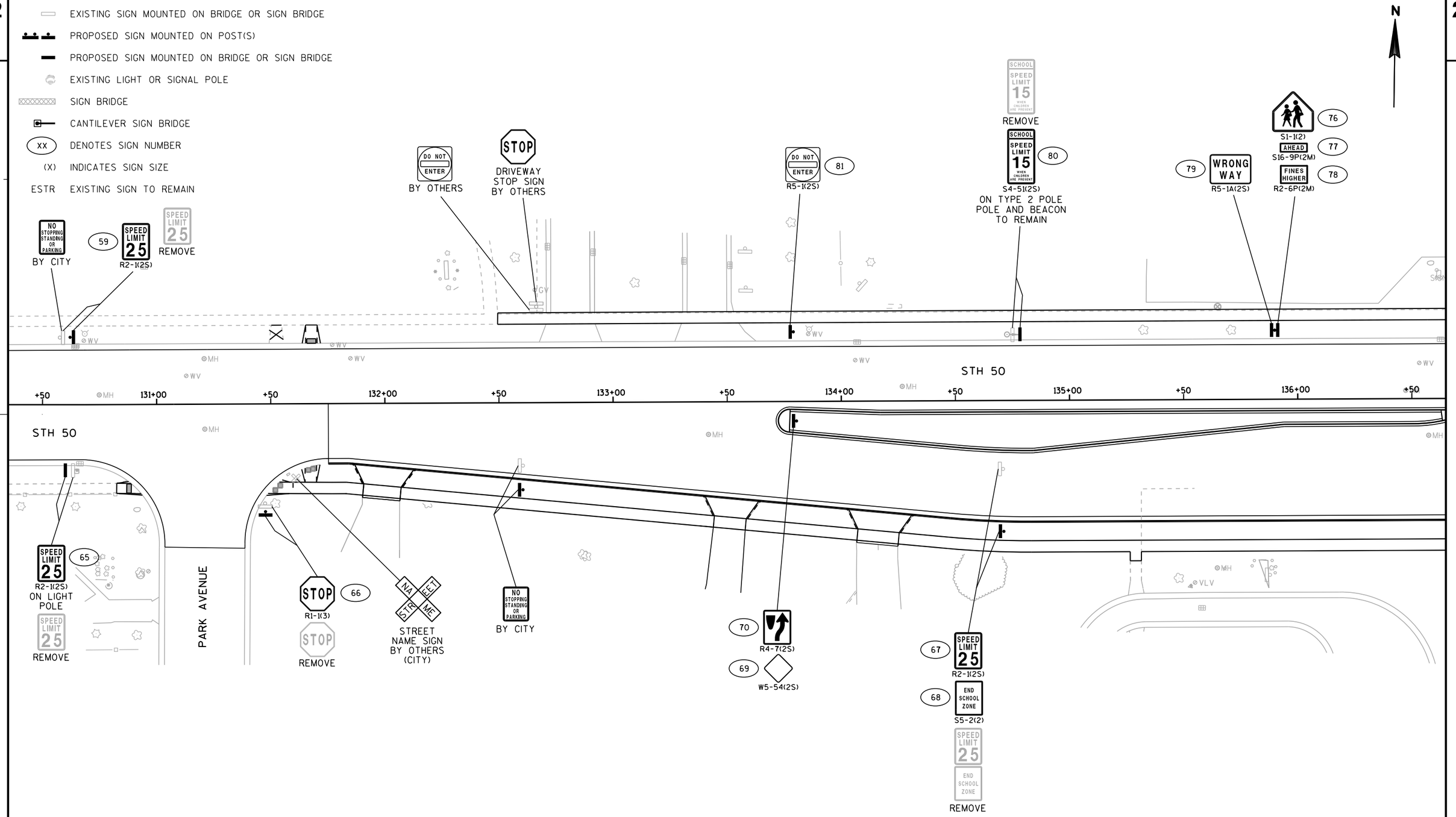
SHEET 5 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET	E

FILE NAME : J:\projects\d2_31700850\sign\023205_ps.dgn PLOT DATE : 17-JUN-2016 08:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 6 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET E

FILE NAME : J:\projects\d2_31700850\sign\023206_ps.dgn PLOT DATE : 17-JUN-2016 08:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

STREET NAME SIGN MOVED BY CITY

BAUER PARKWAY

74 STOP R1-1(3)

STOP REMOVE

75 DIVIDED HIGHWAY R6-3A(2S)

BLUE SIGN MOVE BY CITY

220 RIGHT TURN ONLY R3-53R (2S)

218 91 219 90 ONE WAY R6-2R(2S) DO NOT ENTER R5-1(2S)

102 W12-1D(2S) 2' HEIGHT

NO STOPPING STANDING OR PARKING MOVE BY CITY

104 SPEED LIMIT 25 R2-1(2S)

SPEED LIMIT 25 REMOVE

103 R3-2 REMOVE

STH 50

87 R4-7(2S)

137+00 +50 138+00 +50 139+00 +50 140+00 +50 141+00 +50 142+00 +50

73 R4-7(2S)

82 R4-7(2S)

STH 50

REMOVE SB OVERHEAD SIGN STRUCTURE

86 W12-1D(2S) 2' HEIGHT

99 R4-7(2S)

CITY IDENTIFIER SIGN MOVE BY OTHERS CITY

SPEED LIMIT 25 83 R2-1(2S)

SPEED LIMIT 25 REMOVE ON LIGHT POLE

84 NO PARKING ANY TIME R7-1D(2S)

85 LEFT LANE MUST TURN LEFT R3-7L REMOVE

89 LANE AHEAD R3-16(2)

88 EAST 50 REMOVE

95 ONE WAY R6-2R(2S)

72 ONLY ONLY ONLY R3-8W(2S)

ONLY ONLY ONLY REMOVE ON LIGHT POLE

101 ONLY R3-5L REMOVE

100 50 J3-1 REMOVE

RIGHT TURN ONLY 221 R3-53R (2S)

92 R3-1

93 NO RIGHT TURN REMOVE

SHEET 7 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

WRIGHT STREET

STH 50

BORG ROAD

STREET NAME SIGN MOVED BY CITY

97 NO LEFT TURN REMOVE

98 R3-2 REMOVE

105, 137 R3-2 REMOVE

136 LANE ENDS R3-16A(2)

134 DO NOT ENTER R5-1(2S) ON SIGNAL POLE

216 STOP R1-1(3) REMOVE

133 STOP R1-1F(3)

130 DIVIDED HIGHWAY R6-3(2S) ON SIGNAL POLE

STOP REMOVE

131 STOP R1-1F(3) ON SIGNAL POLE

132 R4-7(2S) ON SIGNAL POLE

129 50 Geneva St M1-94S ON ARM

127 DO NOT ENTER R5-1(2S) ON SIGNAL POLE

128 STOP R1-1F(3) ON SIGNAL POLE

STOP REMOVE

DO NOT ENTER REMOVE

126 DO NOT ENTER R5-1(2S)

SPEED LIMIT 25 REMOVE

123, 125 SPEED LIMIT 25 R2-1(2S)

227 LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50 (2S)

135 ← Borg Rd / Wright St → M1-94H ON ARM

140 STOP R1-1F(3) ON SIGNAL POLE

138 R4-7(2S) ON SIGNAL POLE

EAST 50 REMOVE

EAST 50 M3-2

115 50 M1-6 J4-1(2S) ON SIGNAL POLE

213 R4-7(2S) ON SIGNAL POLE

212 STOP R1-1F(3) ON SIGNAL POLE

122 R4-7 REMOVE

228 LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50 (2S)

107 50 Geneva St M1-94S ON ARM

109 R4-7(2S) ON SIGNAL POLE

116 DO NOT ENTER R5-1(2S) ON SIGNAL POLE

96 NO PARKING ANY TIME R7-1D(2S)

NO STOPPING STANDING OR PARKING REMOVE

94 R3-2 REMOVE

139 STOP R1-1F(3) ON SIGNAL POLE

106 DO NOT ENTER R5-1(2S) ON SIGNAL POLE

STOP REMOVE

NO PARKING ON THIS SIDE MOVE BY CITY

108 STOP R1-1F(3) ON SIGNAL POLE

110 STOP R1-1F(3) ON SIGNAL POLE

STOP REMOVE

111 W12-1D(2S) 2' HEIGHT

117 ← Wright St / Borg Rd → M1-94H ON ARM

118 JCT MB2-1 INTERSTATE 43 M1-1 J1-1(2S)

JCT INTERSTATE 43 REMOVE

211 W6-1 REMOVE

120, 121 SPEED LIMIT 25 R2-1(2S)

112 STOP R1-1F(3)

114 DIVIDED HIGHWAY R6-3(2S) ON SIGNAL POLE

STOP REMOVE

113 ONLY ONLY ONLY R3-8W

35' 30' 55' 40'

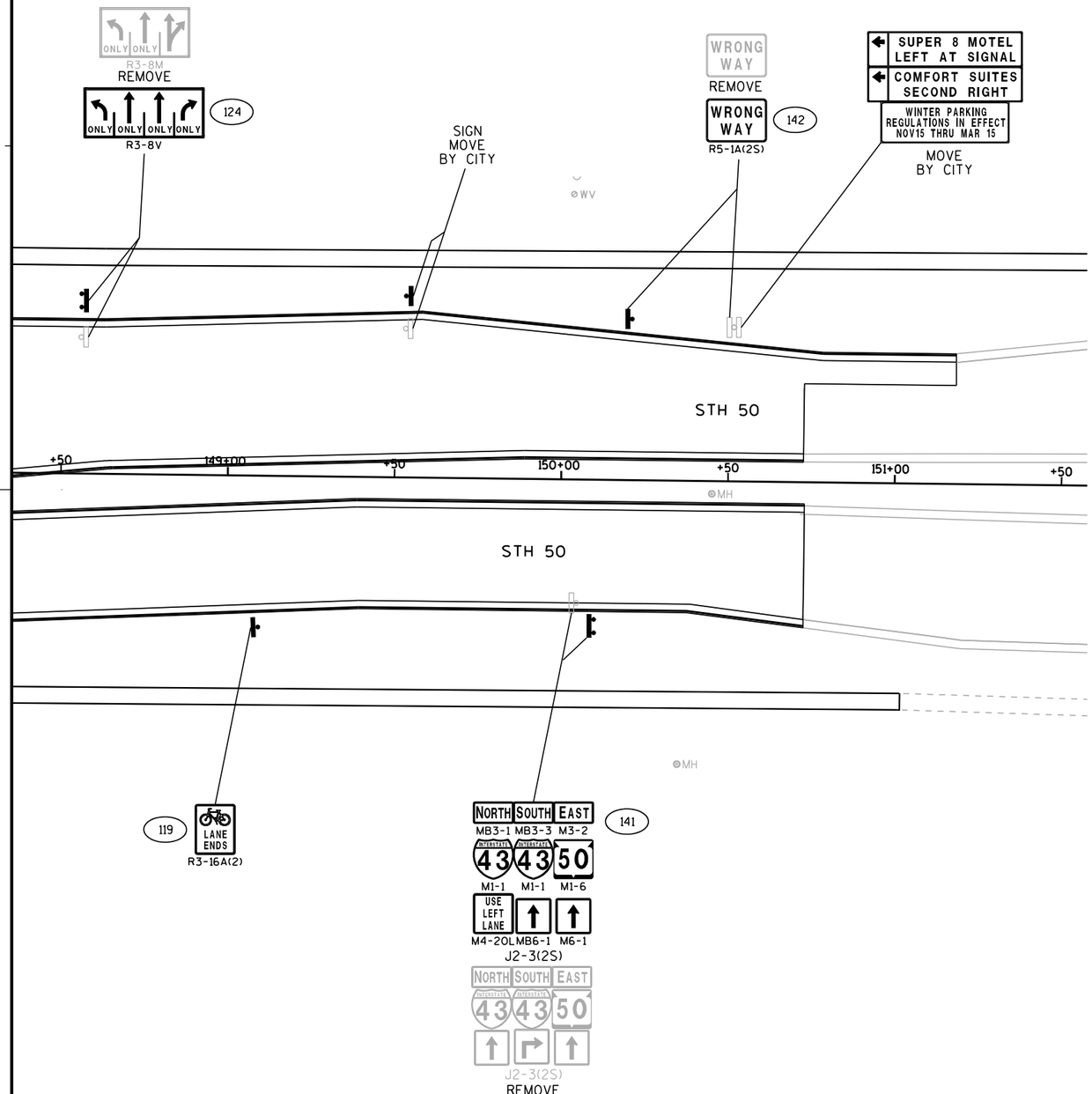
17+00 BG, 16+00 BG, 15+00 BG, 14+00 BG, +50 BG

143+00, 144+00, 145+00, 147+00, 148+00, +50

SHEET 8 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET	E

FILE NAME : J:\projects\d2_31700850\sign\023208_ps.dgn PLOT DATE : 17-JUN-2016 08:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

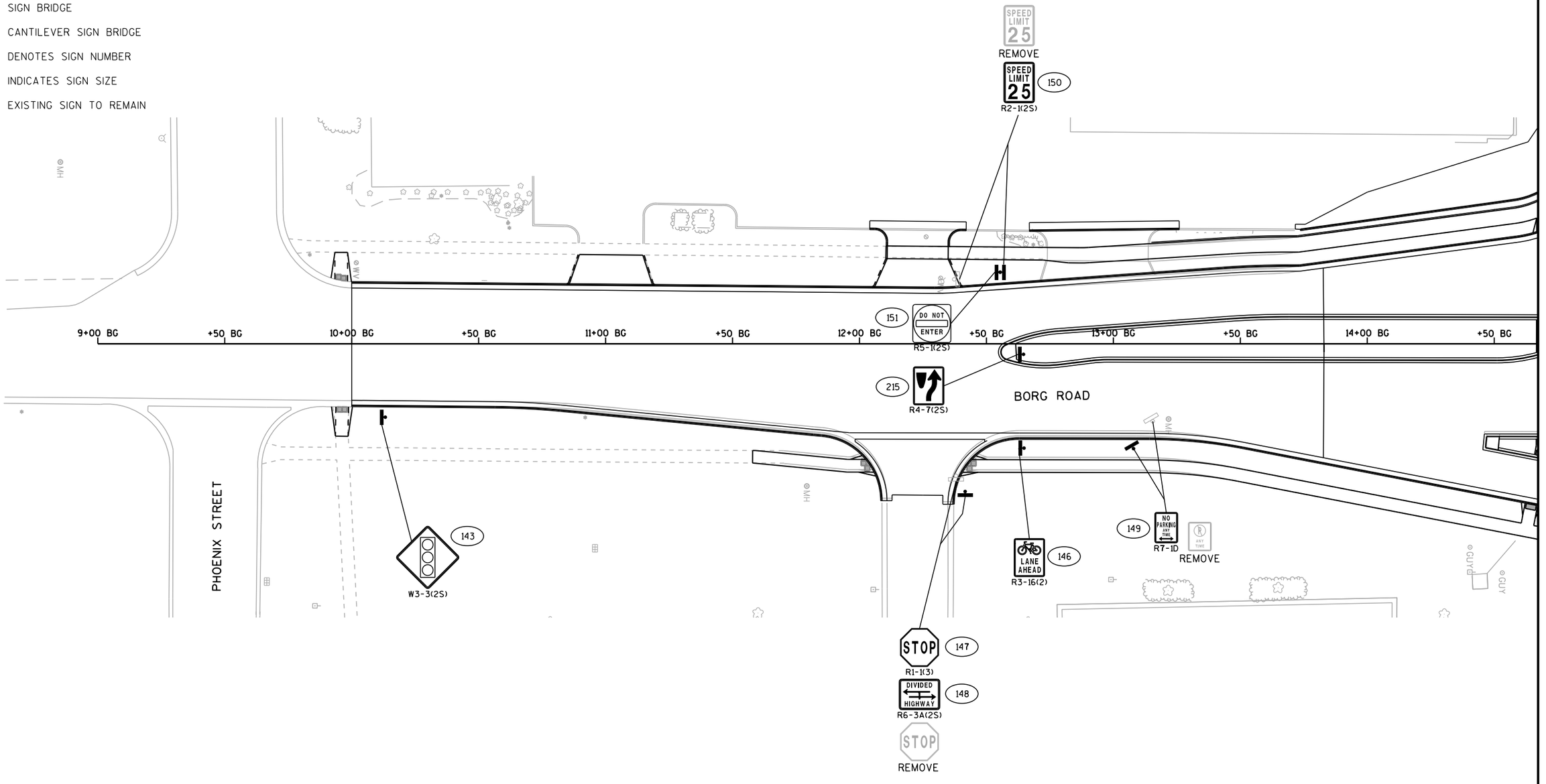
2

SHEET 9 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - STH 50	SHEET	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 10 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - BORG ROAD/WRIGHT STREET	SHEET	E

FILE NAME : J:\projects\d2_31700850\sign\023210_ps.dgn PLOT DATE : 17-JUN-2016 08:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

153 DO NOT BLOCK DRIVEWAYS
REMOVE

154 NO PARKING ANY TIME
R7-1D(2S)

155 DO NOT BLOCK INTERSECTION OR DRIVEWAYS
R THIS SIDE OF STREET
REMOVE

156 ONLY ONLY
R3-8Y(2S)

158 ONLY
REMOVE

157 ONE WAY
R6-2L(2S)

168 ONLY ONLY
R3-8Z(2S)

166
R4-7(2S)

167
W5-54(2S)

WRIGHT STREET

17+00 BG | +50 BG | 18+00 BG | +50 BG | 19+00 BG | +50 BG | 20+00 BG | +50 BG | 21+00 BG | +50 BG | 22+00 BG | +50 BG

159
R4-7(2S)

160
R4-7(2S)

WRIGHT STREET

R THIS SIDE OF STREET
BY CITY

163 SPEED LIMIT 25
R2-1(2S)
SPEED LIMIT 25

164 DO NOT ENTER
R5-1(2S)

161 STOP
R1-1(3)

162 DIVIDED HIGHWAY
R6-3A(2S)

165 DO NOT ENTER
R5-1(2S)

214 LANE ENDS
R3-16A(2S)

SHEET 11 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - BORG ROAD/WRIGHT STREET	SHEET E

FILE NAME : J:\projects\d2_31700850\sign\023211_ps.dgn PLOT DATE : 17-JUN-2016 08:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

2

N

229
R5-6 (2S)
ADD SIGN UNLESS
MULTIUSE PATH
EXTENDED

REMOVE
169
W6-2(2S)

174
STOP
R1-1(1)MOD

STOP
REMOVE
STOP 176
R1-1(3)

DRIVEWAY

STOP 175
R1-1(1)MOD

LANE AHEAD 173
230
R3-16(2)

REDUCED SPEED AHEAD
25 M.P.H.
REMOVE
SPEED LIMIT 25
170
W3-5(2S)

CITY SIGN
BY CITY

+50 PH
15+00 PH
+50 PH
16+00 PH
+50 PH
17+00 PH
+50 PH
18+00 PH
+50 PH
19+00 PH
+50 PH
20+00 PH
+50 PH

STH 50

151+00
+50
152+00
+50
153+00
+50
154+00
+50
155+00
+50
156+00
+50
157+00

MH
WV
OH

STH 50

DRIVEWAY
DRIVEWAY

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 12 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - PATH	SHEET	E

FILE NAME : J:\projects\d2_31700850\sign\023212_ps.dgn PLOT DATE : 17-JUN-2016 08:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

XX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

STH 50

IH-43 SB EXIT RAMP

IH-43 SB ENTRANCE RAMP

+50 PH

21+00 PH

22+00 PH

23+00 PH

24+00 PH

25+00 PH

26+00 PH

157+00

158+00

159+00

171 SPEED LIMIT 35 R2-1(2S)

SPEED LIMIT 35 REMOVE

195 W2-2(1)

NO PARKING ON THIS SIGN ARROW R7-53D ESTR

193 W11-15(2S)

194 W16-7L(2S)

STOP REMOVE

180 STOP R1-1F(3) ON SIGNAL POLE

REMOVE 191

W12-1D(2S) 2' HEIGHT

190 TURNING VEHICLES TO R10-15R(2S)

189 TURNING VEHICLES TO R10-15L(2S)

185 W11-15(2S)

186 W16-7R(2S)

DO NOT ENTER REMOVE

184 DO NOT ENTER R5-1(2M) ON SIGNAL POLE

SPEED LIMIT 35 REMOVE

182 STOP R1-1F(3) ON SIGNAL POLE

188 W2-2(1)

183 SPEED LIMIT 35 R2-1(2S)

YIELD REMOVE

192 YIELD R1-2(2S)

179

181 R3-1(2S)

REMOVE

DO NOT ENTER R5-1(3)

DO NOT ENTER REMOVE

187 WRONG WAY R5-1A(2M)

WRONG WAY REMOVE

196 ONE WAY R6-2L(2S)

ONE WAY REMOVE

231 LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50 (2S)

DO NOT ENTER 233 R5-1(3) ON SIGNAL POLE

WRONG WAY 234 R5-1A (2S) 3' HEIGHT

WRONG WAY 232 R5-1A (2S) 3' HEIGHT MOUNT UNDER 179

177 SOUTH MB3-3 INTERSTATE 43 M1-1

MB5-1R J2-1(2S)

WRONG WAY 178 R5-1A(2M)

WRONG WAY REMOVE

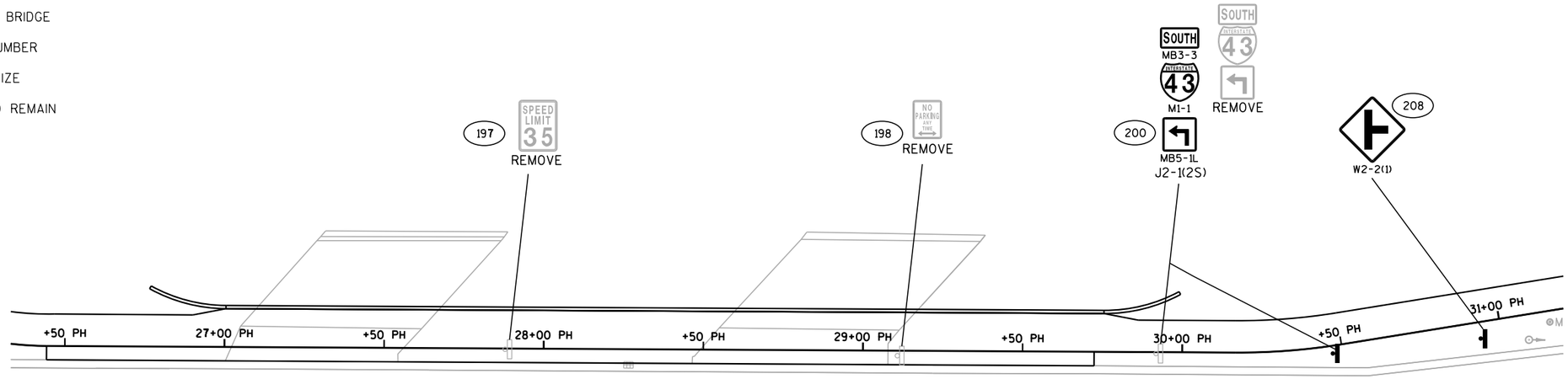
SHEET 13 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - PATH	SHEET	E

FILE NAME : J:\projects\d2_31700850\sign\023213_ps.dgn PLOT DATE : 17-JUN-2016 08:27 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

LEGEND

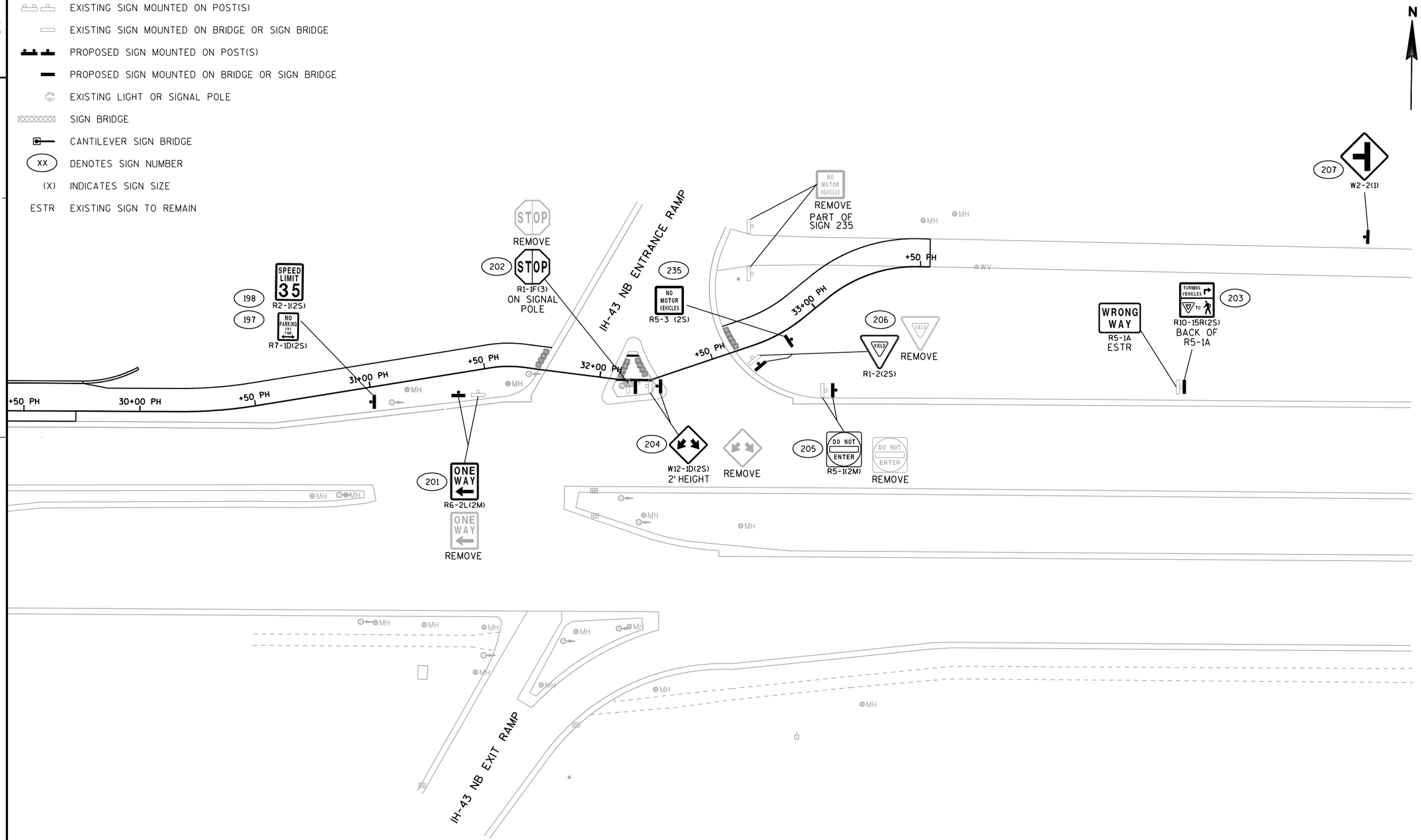
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



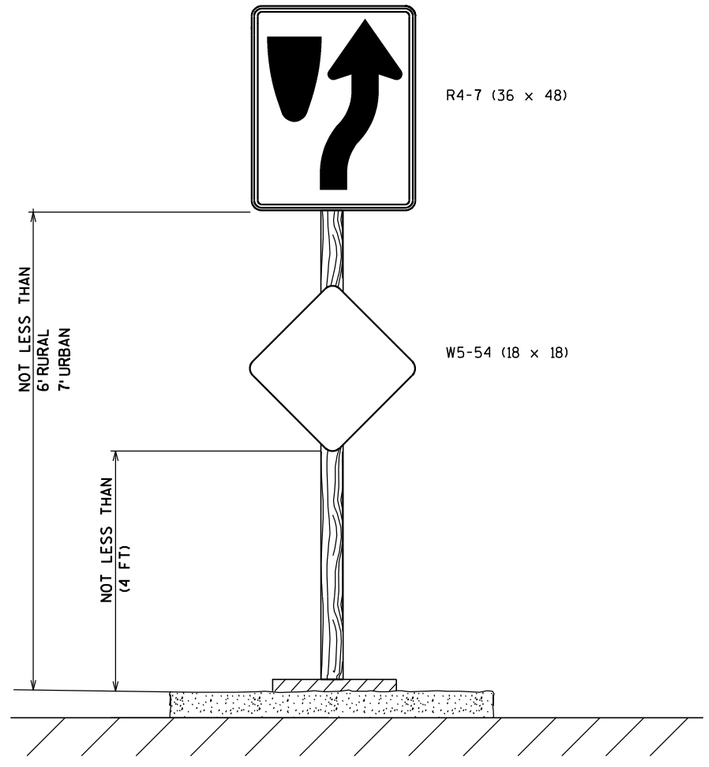
SHEET 15 OF 15

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PERMANENT SIGNING - PATH	SHEET	E

FILE NAME : J:\projects\d2_31700850\sign\023215_ps.dgn PLOT DATE : 28-JUL-2016 09:02 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2



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

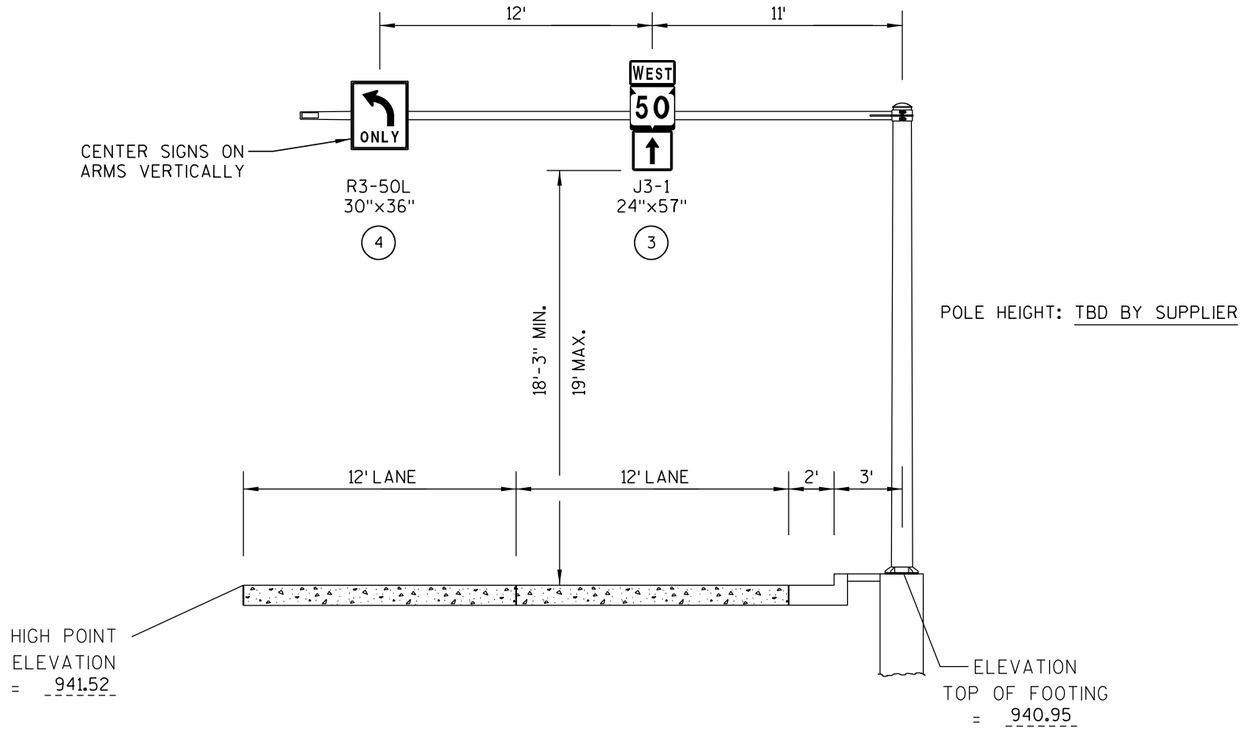
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TYPICAL DETAIL - SIGN ON MEDIAN NOSE	SHEET	E

2

LEGEND

(X) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



OVERHEAD SIGN SUPPORT DETAIL
S-64-604
STH 50 NB
STATION 102+40

CONTRACTOR TO USE SDD, 30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

MOUNTING BRACKETS FOR SIGNS TO BE APPROVED FROM PRODUCT LIST FOR TYPE II 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 OVERHEAD SIGN SUPPORT.
5. 6 ANCHOR RODS SHALL BE USED PER SDD 30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

SHEET 1 OF 2

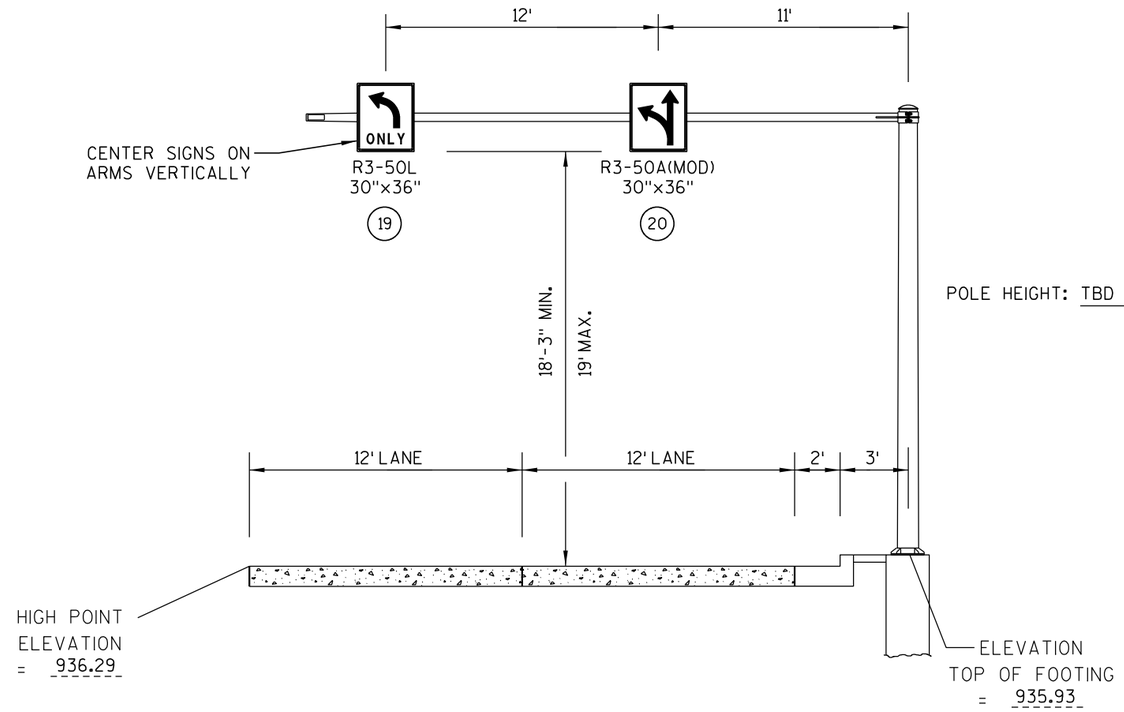
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	OVERHEAD SIGN SUPPORT S-64-604	SHEET	E

2

LEGEND

(X) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



OVERHEAD SIGN SUPPORT DETAIL
S-64-603
STH 50 SB
STATION 109+30

CONTRACTOR TO USE SDD, 30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

MOUNTING BRACKETS FOR SIGNS TO BE APPROVED FROM PRODUCT LIST FOR TYPE II 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 OVERHEAD SIGN SUPPORT.
5. 6 ANCHOR RODS SHALL BE USED PER SDD 30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	OVERHEAD SIGN SUPPORT S-64-603	SHEET	E

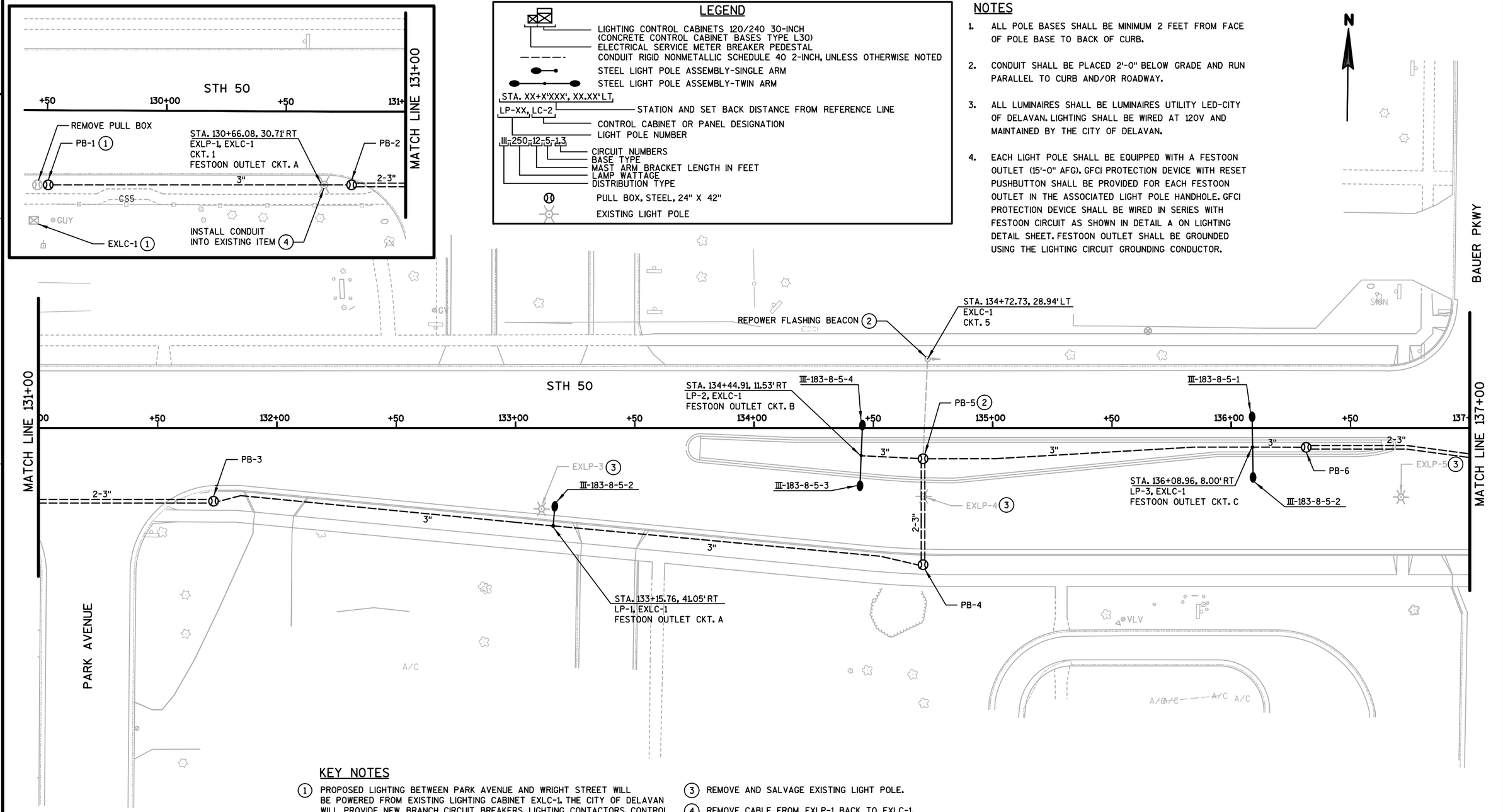
FILE NAME : J:\projects\d2_31700850\sign\023403_ps.dgn PLOT DATE : 13-MAY-2016 06:19 PLOT BY : MSCBXD PLOT NAME : PLOT SCALE : 100:1

LEGEND

- LIGHTING CONTROL CABINETS 120/240 30-INCH (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- STEEL LIGHT POLE ASSEMBLY-SINGLE ARM
- STEEL LIGHT POLE ASSEMBLY-TWIN ARM
- STA. XX+X'XXX', XX.XX'LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE
- LP-XX, LC-2 — CONTROL CABINET OR PANEL DESIGNATION; LIGHT POLE NUMBER
- III-250-12-5-1.3 — CIRCUIT NUMBERS; BASE TYPE; MAST ARM BRACKET LENGTH IN FEET; LAMP WATTAGE; DISTRIBUTION TYPE
- PULL BOX, STEEL, 24" X 42"
- EXISTING LIGHT POLE

NOTES

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM FACE OF POLE BASE TO BACK OF CURB.
2. CONDUIT SHALL BE PLACED 2'-0" BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL LUMINAIRES SHALL BE LUMINAIRES UTILITY LED-CITY OF DELAVAN. LIGHTING SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF DELAVAN.
4. EACH LIGHT POLE SHALL BE EQUIPPED WITH A FESTOON OUTLET (15'-0" AFG). GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON SHALL BE PROVIDED FOR EACH FESTOON OUTLET IN THE ASSOCIATED LIGHT POLE HANDHOLE. GFCI PROTECTION DEVICE SHALL BE WIRED IN SERIES WITH FESTOON CIRCUIT AS SHOWN IN DETAIL A ON LIGHTING DETAIL SHEET. FESTOON OUTLET SHALL BE GROUNDED USING THE LIGHTING CIRCUIT GROUNDING CONDUCTOR.



KEY NOTES

(1) PROPOSED LIGHTING BETWEEN PARK AVENUE AND WRIGHT STREET WILL BE POWERED FROM EXISTING LIGHTING CABINET EXLC-1. THE CITY OF DELAVAN WILL PROVIDE NEW BRANCH CIRCUIT BREAKERS, LIGHTING CONTACTORS, CONTROL MODIFICATIONS, AND TERMINATIONS AT EXLC-1 TO INCORPORATE PROPOSED LIGHTING CIRCUITS 1 THROUGH 5 AND FESTOON CIRCUITS A, B, AND C. PROVIDE A MINIMUM OF 50 FEET OF SPARE CONDUCTOR LENGTH FOR EACH LIGHTING AND FESTOON CIRCUIT COILED IN PB-1 FOR EXTENSION TO EXLC-1 AND TERMINATION BY THE CITY OF DELAVAN.

(2) EXISTING PULL BOX SHALL INTERCEPT EXISTING CONDUIT FROM EXISTING FLASHING BEACON UNIT. PROVIDE NEW WIRE FROM EXLC-1 TO FLASHING BEACON FOR POWER.

(3) REMOVE AND SALVAGE EXISTING LIGHT POLE.

(4) REMOVE CABLE FROM EXLP-1 BACK TO EXLC-1. CUT OFF EXISTING CONDUIT ENTERING AND EXITING CONCRETE BASE AT EXLP-1 FROM EXISTING CONDUIT BEING ABANDONED AND CONNECT NEW CONDUIT TO CUTOFF CONDUIT STUBS FROM CONCRETE BASE.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	LIGHTING DETAILS - STH 50	SHEET 82	E

LEGEND

- LIGHTING CONTROL CABINETS 120/240 30-INCH (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- STEEL LIGHT POLE ASSEMBLY-SINGLE ARM
- STEEL LIGHT POLE ASSEMBLY-TWIN ARM
- STA. XX+X'XXX', XX.XX' LT, — STATION AND SET BACK DISTANCE FROM REFERENCE LINE
- LP-XX, LC-2 — CONTROL CABINET OR PANEL DESIGNATION; LIGHT POLE NUMBER
- III-250-12-5-1.3 — CIRCUIT NUMBERS; BASE TYPE; MAST ARM BRACKET LENGTH IN FEET; LAMP WATTAGE; DISTRIBUTION TYPE
- PULL BOX, STEEL, 24" X 42"
- EXISTING LIGHT POLE

NOTES

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM FACE OF POLE BASE TO BACK OF CURB.
2. CONDUIT SHALL BE PLACED 2'-0" BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL LUMINAIRES SHALL BE LUMINAIRES UTILITY LED-CITY OF DELAVAN. LIGHTING SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF DELAVAN.
4. EACH LIGHT POLE SHALL BE EQUIPPED WITH A FESTOON OUTLET (15'-0" AFG). GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON SHALL BE PROVIDED FOR EACH FESTOON OUTLET IN THE ASSOCIATED LIGHT POLE HANDHOLE. GFCI PROTECTION DEVICE SHALL BE WIRED IN SERIES WITH FESTOON CIRCUIT AS SHOWN IN DETAIL A ON LIGHTING DETAIL SHEET. FESTOON OUTLET SHALL BE GROUNDED USING THE LIGHTING CIRCUIT GROUNDING CONDUCTOR.

KEY NOTES

(1) REMOVE AND SALVAGE EXISTING LIGHT POLE.

N

BAUER PKWY

STH 50

MATCH LINE 137+00

MATCH LINE 143+00

137+00 +50 138+00 +50 139+00 +50 140+00 +50 141+00 +50 142+00 +50 143+00

STA. 138+51.07, 19.06' RT
LP-6, EXLC-1
FESTOON OUTLET CKT. C

III-183-8-5-2

III-183-8-5-3

III-183-8-5-1

PB-8

PB-10

PB-11

PB-12

STA. 139+99.81, 8.00' RT
LP-7, EXLC-1
FESTOON OUTLET CKT. A

STA. 141+48.92, 11.98' RT
LP-8, EXLC-1
FESTOON OUTLET CKT. B

III-183-8-5-4

PB-9

STA. 137+34.87, 55.55' RT
LP-5, EXLC-1
FESTOON OUTLET CKT. B

EXLP-6 (1)

EXLP-7 (1)

(1) EXLP-8

2-3"

3"

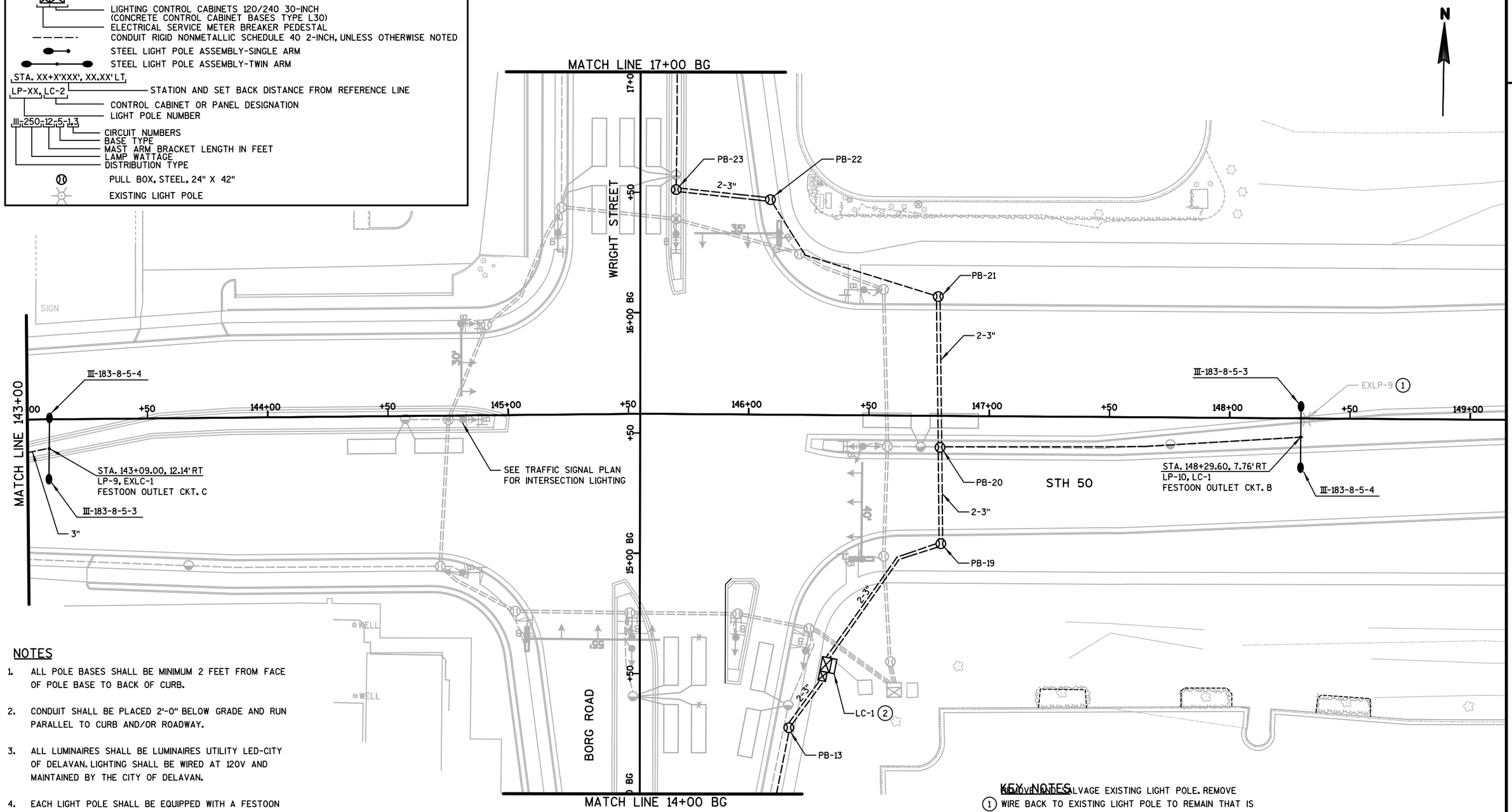
SIGN

GV

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	LIGHTING DETAILS - STH 50	SHEET 83	E

LEGEND

- LIGHTING CONTROL CABINETS 120/240 30-INCH (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- STEEL LIGHT POLE ASSEMBLY-SINGLE ARM
- STEEL LIGHT POLE ASSEMBLY-TWIN ARM
- STA. XX+X'XXX', XX.XX' LT, — STATION AND SET BACK DISTANCE FROM REFERENCE LINE
- LP-XX, LC-2 — CONTROL CABINET OR PANEL DESIGNATION / LIGHT POLE NUMBER
- III-250-12-5-L3 — CIRCUIT NUMBERS / BASE TYPE / MAST ARM BRACKET LENGTH IN FEET / LAMP WATTAGE / DISTRIBUTION TYPE
- PULL BOX, STEEL, 24" X 42"
- EXISTING LIGHT POLE



NOTES

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM FACE OF POLE BASE TO BACK OF CURB.
2. CONDUIT SHALL BE PLACED 2'-0" BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL LUMINAIRES SHALL BE LUMINAIRES UTILITY LED-CITY OF DELAVAN. LIGHTING SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF DELAVAN.
4. EACH LIGHT POLE SHALL BE EQUIPPED WITH A FESTOON OUTLET (15'-0" AFG). GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON SHALL BE PROVIDED FOR EACH FESTOON OUTLET IN THE ASSOCIATED LIGHT POLE HANDHOLE. GFCI PROTECTION DEVICE SHALL BE WIRED IN SERIES WITH FESTOON CIRCUIT AS SHOWN IN DETAIL A ON LIGHTING DETAIL SHEET. FESTOON OUTLET SHALL BE GROUNDED USING THE LIGHTING CIRCUIT GROUNDING CONDUCTOR.

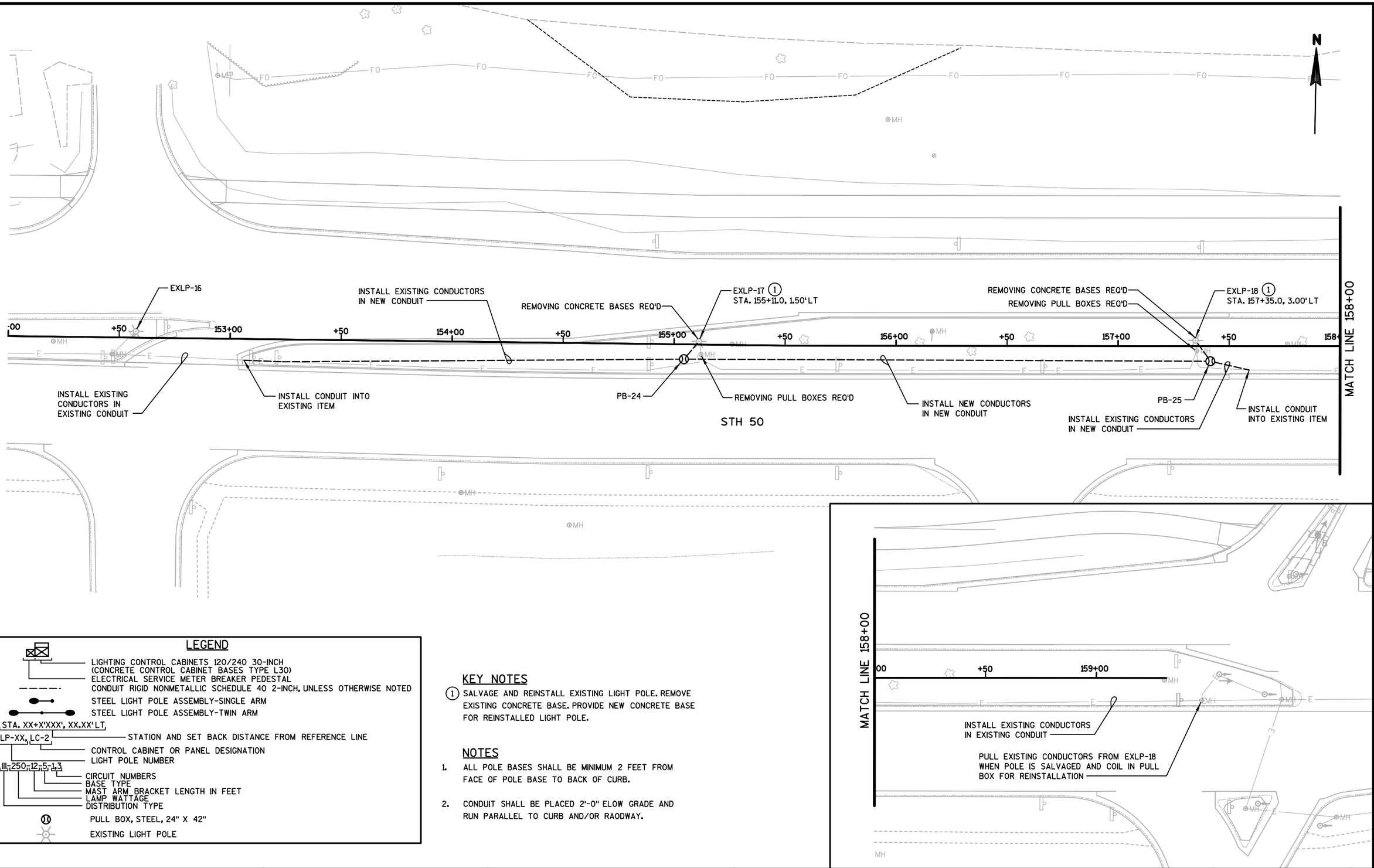
KEY NOTES

(1) REMOVE AND SALVAGE EXISTING LIGHT POLE. REMOVE WIRE BACK TO EXISTING LIGHT POLE TO REMAIN THAT IS LOCATED APPROXIMATELY 210 FEET EAST OF EXLP-9.

(2) COORDINATE NEW 100A, 120/240V, 1-PHASE, 3-WIRE ELECTRICAL SERVICE INSTALLATION TO LC-1 WITH THE UTILITY COMPANY. PAID FOR AS PART OF ELECTRICAL SERVICE METER BREAKER PEDESTAL.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	LIGHTING DETAILS - STH 50	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\023503_lp.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

- LIGHTING CONTROL CABINETS 120/240 30-INCH (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- STEEL LIGHT POLE ASSEMBLY-SINGLE ARM
- STEEL LIGHT POLE ASSEMBLY-TWIN ARM
- STA. XX+X'XXX', XX.XX' LT — STATION AND SET BACK DISTANCE FROM REFERENCE LINE
- LP-XX, LC-2 — CONTROL CABINET OR PANEL DESIGNATION
- LIGHT POLE NUMBER
- 1, 250, 12, 5, L3 — CIRCUIT NUMBERS, BASE TYPE, MAST ARM BRACKET LENGTH IN FEET, LAMP WATTAGE, DISTRIBUTION TYPE
- PULL BOX, STEEL, 24" X 42"
- EXISTING LIGHT POLE

KEY NOTES

(1) SALVAGE AND REINSTALL EXISTING LIGHT POLE. REMOVE EXISTING CONCRETE BASE. PROVIDE NEW CONCRETE BASE FOR REINSTALLED LIGHT POLE.

NOTES

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM FACE OF POLE BASE TO BACK OF CURB.
2. CONDUIT SHALL BE PLACED 2'-0" ELOW GRADE AND RUN PARALLEL TO CURB AND/OR RAODWAY.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	LIGHTING DETAILS - STH 50	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\023504_lp.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

KEY NOTES

(1) REMOVE WIRE FROM EXLP-11 BACK TO EXLP-15 THROUGH FOUR EXISTING LIGHT POLES SOUTH OF EXLP-11 ALONG BORG ROAD. CUT OFF EXISTING CONDUIT BETWEEN EXLP-11 AND EXLP-12 AT EXLP-12 CONCRETE BASE. CONNECT NEW CONDUIT TO CUT-OFF CONDUIT STUB FROM CONCRETE BASE. EXISTING CONDUIT EXTENDING SOUTH OF EXLP-12 SHALL REMAIN. INSTALL NEW WIRE TO EXISTING LIGHT POLES IN EXISTING CONDUIT. CIRCUIT 1 SHALL EXTEND FROM EXLP-12 TO EXLP-14, APPROXIMATELY 615 FEET SOUTH OF EXLP-12. CIRCUIT 2 SHALL EXTEND FROM LP-4 TO EXLP-13, APPROXIMATELY 430 FEET SOUTH OF LP-4, AND FROM EXLP-13 TO EXLP-15, APPROXIMATELY 615 FEET SOUTH OF EXLP-13. SEE REPOWERING EXISTING LIGHTING SCHEMATIC FOR MORE INFORMATION.

(2) REMOVE AND SALVAGE EXISTING LIGHT POLE.

LEGEND

- LIGHTING CONTROL CABINETS 120/240 30-INCH (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- STEEL LIGHT POLE ASSEMBLY-SINGLE ARM
- STEEL LIGHT POLE ASSEMBLY-TWIN ARM
- STA. XX+X'XXX', XX.XX' LT, LP-XX, LC-2 — STATION AND SET BACK DISTANCE FROM REFERENCE LINE
- CONTROL CABINET OR PANEL DESIGNATION
- LIGHT POLE NUMBER
- III-250-12-5-13 — CIRCUIT NUMBERS; BASE TYPE; MAST ARM BRACKET LENGTH IN FEET; LAMP WATTAGE; DISTRIBUTION TYPE
- PULL BOX, STEEL, 24" X 42"
- EXISTING LIGHT POLE

NOTES

1. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM FACE OF POLE BASE TO BACK OF CURB.
2. CONDUIT SHALL BE PLACED 2'-0" BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL LUMINAIRES SHALL BE LUMINAIRES UTILITY LED-CITY OF DELAVAN. LIGHTING SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF DELAVAN.
4. EACH LIGHT POLE SHALL BE EQUIPPED WITH A FESTOON OUTLET (15'-0" AFG). GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON SHALL BE PROVIDED FOR EACH FESTOON OUTLET IN THE ASSOCIATED LIGHT POLE HANDHOLE. GFCI PROTECTION DEVICE SHALL BE WIRED IN SERIES WITH FESTOON CIRCUIT AS SHOWN IN DETAIL A ON LIGHTING DETAIL SHEET. FESTOON OUTLET SHALL BE GROUNDED USING THE LIGHTING CIRCUIT GROUNDING CONDUCTOR.

N

PHOENIX STREET

9+00 BG | +50 | 10+00 BG | +50 | 11+00 BG | +50 | 12+00 BG | +50 | 13+00 BG | +50 | 14+00 BG

BORG ROAD

STA. 8+70.02 BG, 26.76' RT
EXLP-12, LC-1
CKT. 1

INSTALL CONDUIT INTO EXISTING ITEM (1)

PB-18

PB-17

III-183-8-5-2

(1)(2) EXLP-11

STA. 10+09.59 BG , 26.73' RT
LP-4, LC-1
FESTOON OUTLET CKT. A

III-183-8-5-1

PB-16

STA. 11+50.65 BG, 35.21' RT
LP-14, LC-1
FESTOON OUTLET CKT. B

III-183-8-5-1

STA. 13+11.23 BG, 2.29' LT
LP-13, LC-1
FESTOON OUTLET CKT. A

PB-15

2-3"

(2) EXLP-10

III-183-8-5-2

PB-14

MATCH LINE 14+00 BG

EXLP-15, LC-1 CKT. 2 | EXLP-14, LC-1 CKT. 1 | EXLP-13, LC-1 CKT. 2 | EXLP-12, LC-1 CKT. 1 | LP-4, LC-1 CKT. 2

REPOWERING EXISTING LIGHTING SCHEMATIC

(NOT TO SCALE)

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	LIGHTING DETAILS - BORG ROAD	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\023505_lp.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

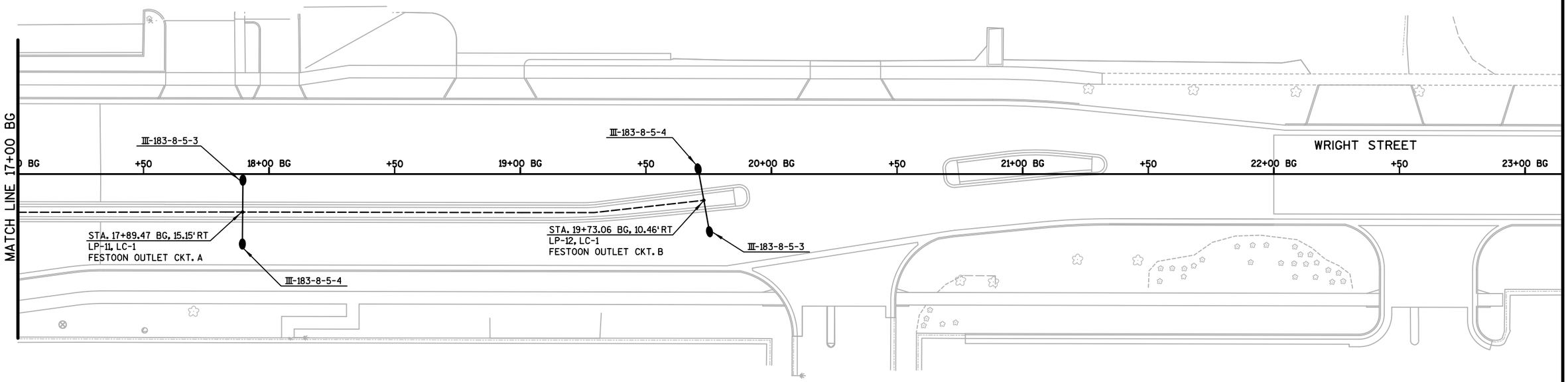
LEGEND

- LIGHTING CONTROL CABINETS 120/240 30-INCH (CONCRETE CONTROL CABINET BASES TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- STEEL LIGHT POLE ASSEMBLY-SINGLE ARM
- STEEL LIGHT POLE ASSEMBLY-TWIN ARM
- STA. XX+X'XXX', XX.XX'LT, — STATION AND SET BACK DISTANCE FROM REFERENCE LINE
- LP-XX, LC-2 — CONTROL CABINET OR PANEL DESIGNATION; LIGHT POLE NUMBER
- III, 250, 12, 5, 4.3 — CIRCUIT NUMBERS; BASE TYPE; MAST ARM BRACKET LENGTH IN FEET; LAMP WATTAGE; DISTRIBUTION TYPE
- PULL BOX, STEEL, 24" X 42"
- EXISTING LIGHT POLE

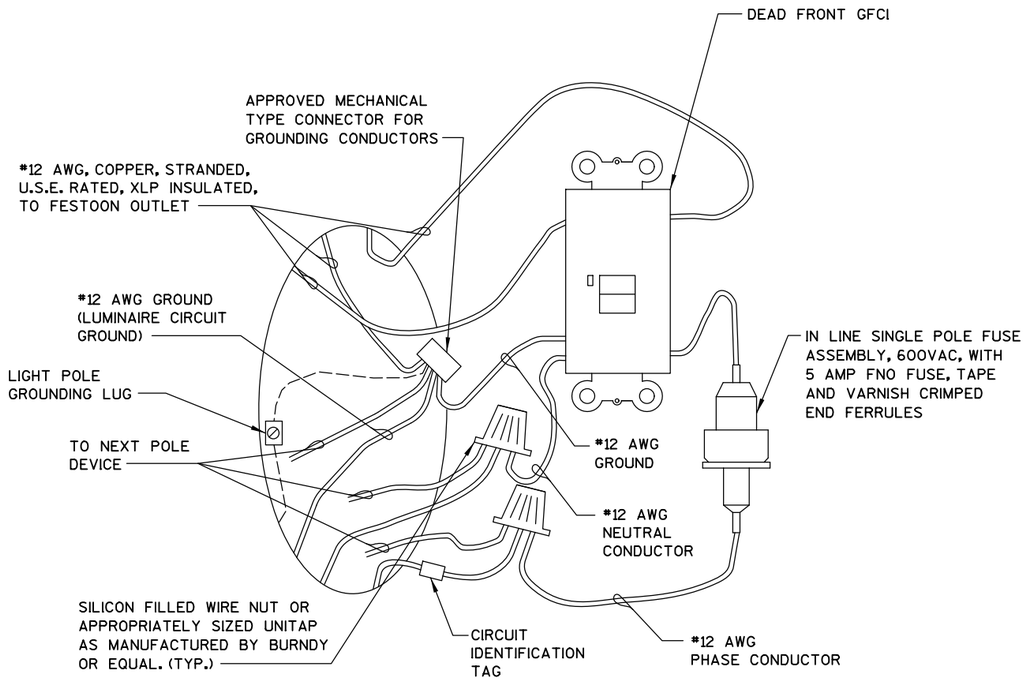
NOTES

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N



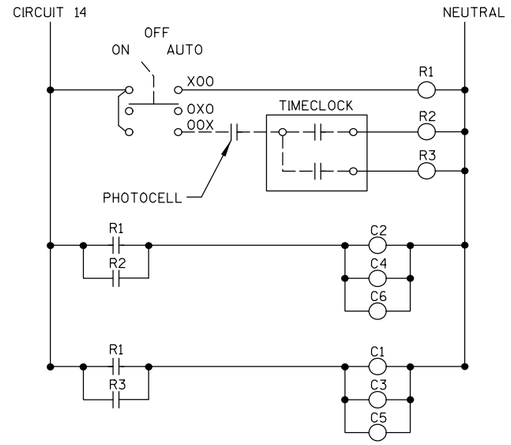
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	LIGHTING DETAILS - WRIGHT STREET	SHEET 87	E



(A) FESTOON OUTLET GFCI PROTECTION DEVICE WIRING DIAGRAM

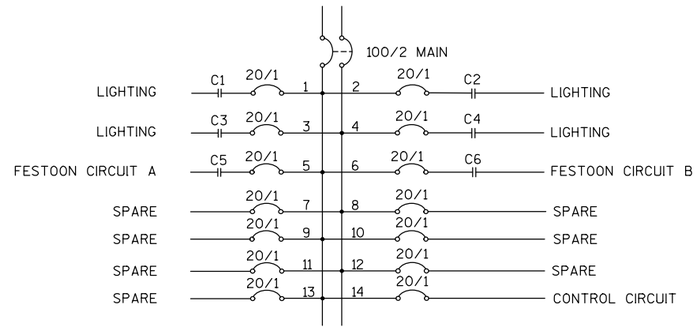
NOTES

1. PROVIDE A MINIMUM 18-INCH OF CONDUCTOR SLACK ON PIGTAILS FROM BRANCH CIRCUIT SPLICES TO THE DEVICE.
2. LUMINAIRE FUSING, EQUIPMENT GROUNDING CONDUCTOR, AND LIGHTING SPLICES SHALL BE AS SHOWN ON WISDOT STANDARD DETAIL DRAWING 9E 3-5.



LC-1 CONTROL SCHEMATIC

NO SCALE



LC-1

NO SCALE

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH
- LANE DESIGNATION FOR INFORMATION ONLY

NOTE: GRAYSHADE REPRESENTS EXISTING

TYRRELL COURT

REMOVE EXISTING SIGNAL FACES REQ'D (PEDESTRIAN HEAD)
RELOCATE EXISTING PEDESTRIAN PUSH BUTTON
ADJUSTING PULL BOXES REQ'D
SB-11
EXPB-3
EXSB-5
EXPB-5
EXSB-6
REMOVE EXISTING SIGNAL FACES REQ'D (PEDESTRIAN HEAD)

EXSB-4
REMOVE EXISTING SIGNAL FACES REQ'D (PEDESTRIAN HEAD)
RELOCATE EXISTING PEDESTRIAN PUSH BUTTON
SB-10
EXPB-2
REMOVE EXISTING SIGNAL FACES REQ'D (PEDESTRIAN HEAD)
EXSB-3

STH 50 (E. GENEVA ST)

+50 124+00 +50 125+00 +50 126+00

EXSB-7
SB-12
EXPB-4
EXSB-8
REMOVE EXISTING SIGNAL FACES REQ'D (PEDESTRIAN HEAD)
RELOCATE EXISTING PEDESTRIAN PUSH BUTTON
REMOVE EXISTING SIGNAL FACES REQ'D (PEDESTRIAN HEAD)

EXSB-2
EXPB-1
REMOVE EXISTING SIGNAL FACES REQ'D (PEDESTRIAN HEAD)
SB-9
RELOCATE EXISTING PEDESTRIAN PUSH BUTTON
EXSB-1
REMOVE EXISTING SIGNAL FACES REQ'D (PEDESTRIAN HEAD)

TYRRELL COURT

NOTE:

CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF EXISTING CONDUIT AND PULL BOXES. TRAFFIC SIGNAL CABLE LENGTHS SHOWN IN THE PLAN MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC SIGNAL CABLE USED FOR EXISTING PEDESTRIAN HEADS SHOULD BE USED TO WIRE THE PROPOSED LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH AT ALL LOCATIONS SHOWN IN THE PLAN.

REMOVE AND SALVAGE EXISTING PEDESTRIAN HEADS AT ALL POLE LOCATIONS AS SHOWN IN THE PLAN WHERE APPLICABLE. REMOVING AND SALVAGING EXISTING PEDESTRIAN HEADS IS PAID FOR UNDER BID ITEM "REMOVE EXISTING SIGNAL FACES".

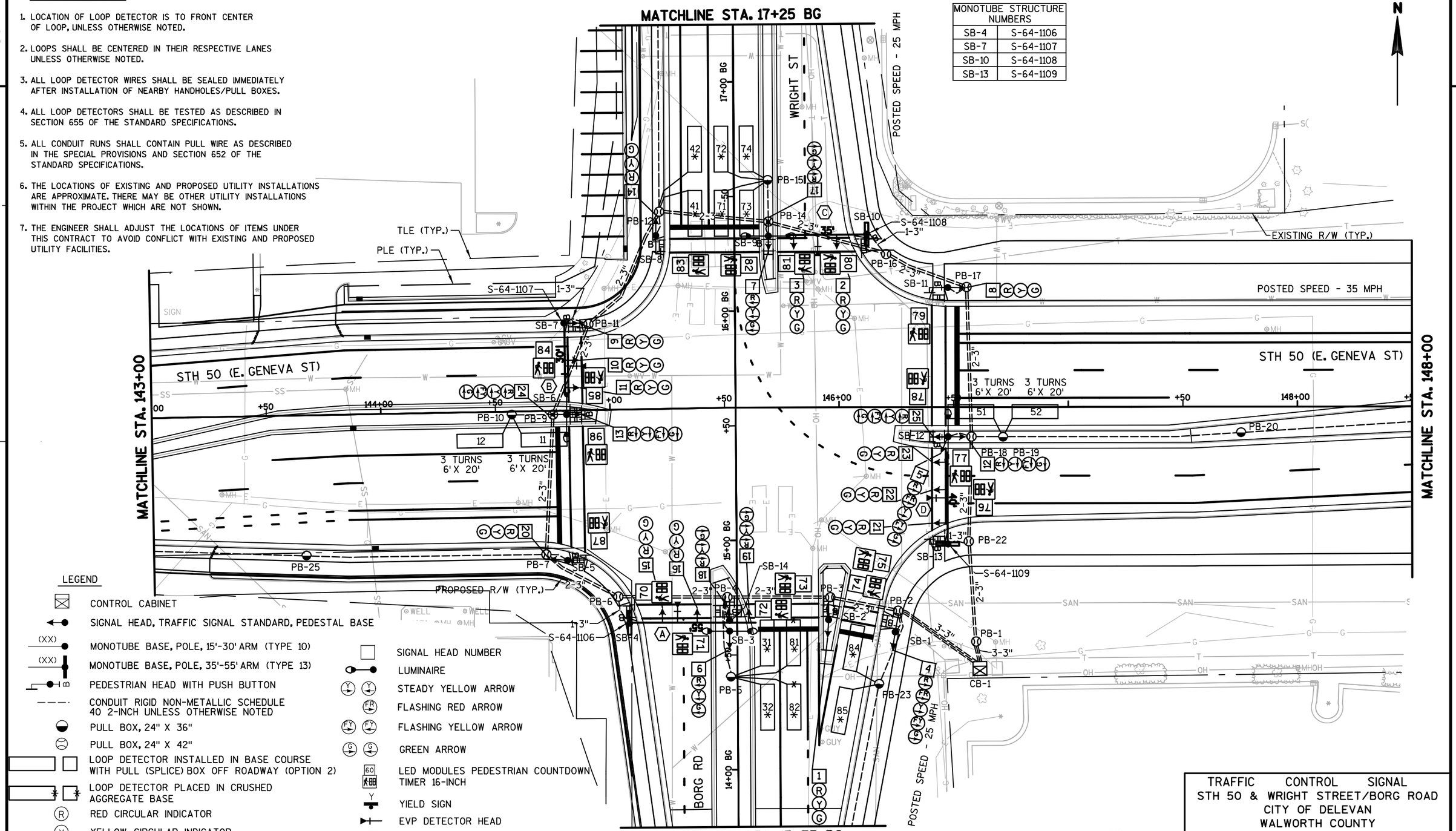
① INSTALL PROPOSED CONDUIT INTO EXISTING ITEM

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TRAFFIC SIGNAL PLAN - TYRRELL COURT	SHEET 89	E

CONSTRUCTION NOTES:

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
2. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
3. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION OF NEARBY HANDHOLES/PULL BOXES.
4. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
5. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.

MONOTUBE STRUCTURE NUMBERS	
SB-4	S-64-1106
SB-7	S-64-1107
SB-10	S-64-1108
SB-13	S-64-1109



LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM (TYPE 10)
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM (TYPE 13)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) (R) RED ARROW
- SIGNAL HEAD NUMBER
- LUMINAIRE
- (Y) (Y) STEADY YELLOW ARROW
- (FR) FLASHING RED ARROW
- (FY) (FY) FLASHING YELLOW ARROW
- (G) (G) GREEN ARROW
- 60 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH
- Y YIELD SIGN
- EVP DETECTOR HEAD
- (X) EVP DESIGNATOR

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 50 & WRIGHT STREET/BORG ROAD
CITY OF DELEVAN
WALWORTH COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 1 OF 4

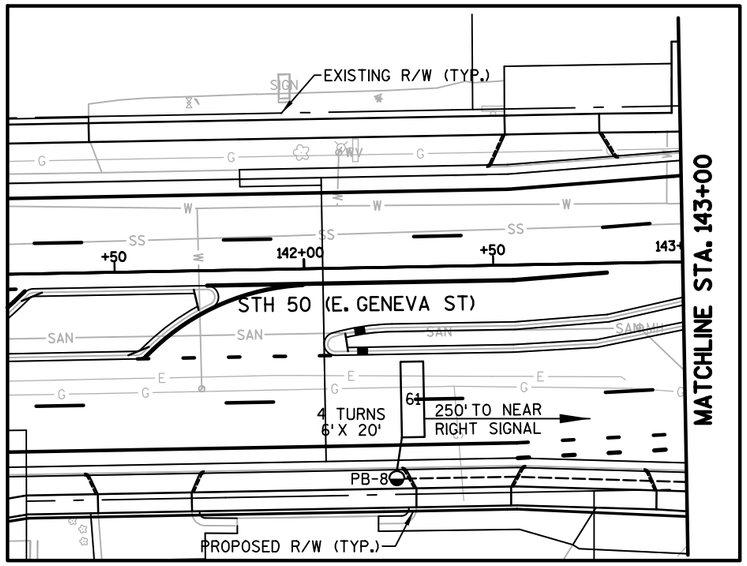
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TRAFFIC SIGNAL PLAN - WRIGHT STREET	SHEET E

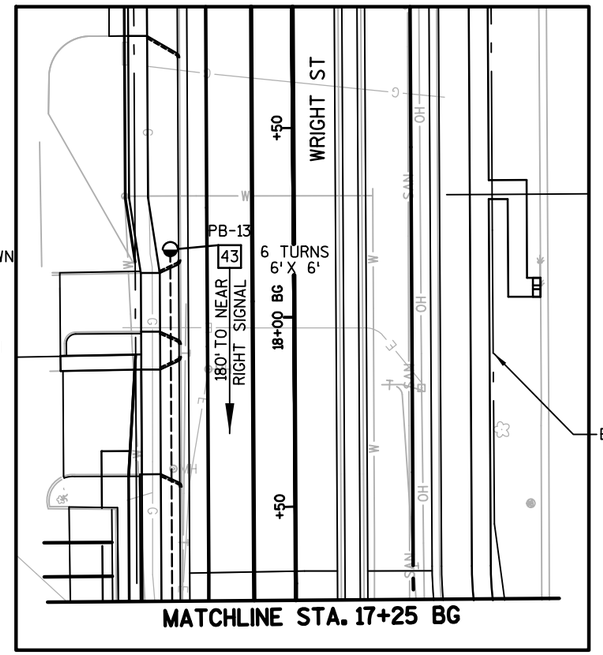
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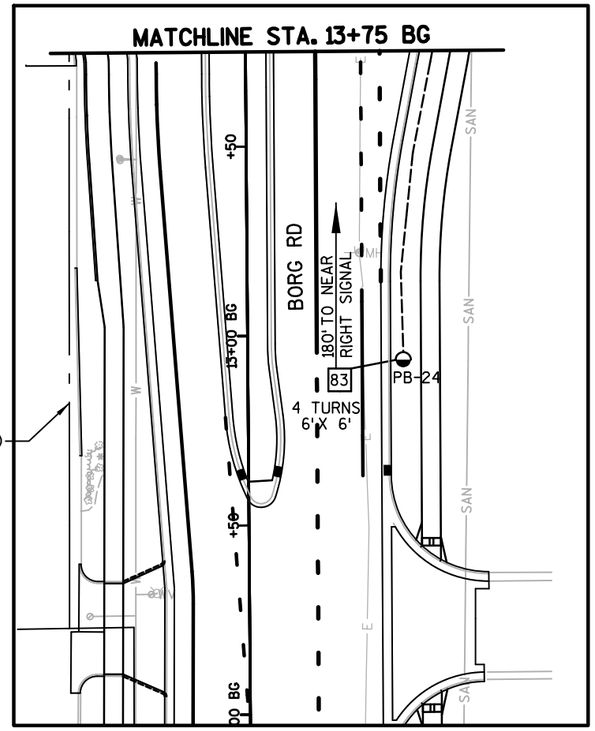
LEGEND

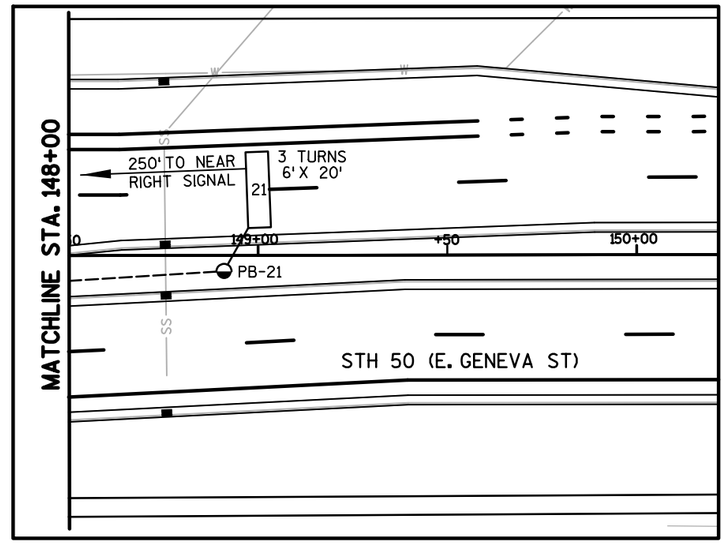
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- SIGNAL HEAD NUMBER
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- STEADY YELLOW ARROW
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- GREEN ARROW
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- YIELD SIGN
- LANE DESIGNATION (FOR INFORMATION ONLY)

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING









TRAFFIC CONTROL SIGNAL
STH 50 & WRIGHT STREET/BORG ROAD
CITY OF DELEVAN
WALWORTH COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE OF

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TRAFFIC SIGNAL PLAN - WRIGHT STREET	SHEET 91 E

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 **	Ø1	Ø1	Ø2 R/W	Ø2 **	Ø2	Ø2	Ø3 R/W	Ø3 **	Ø3	Ø3	Ø4 R/W	Ø4 **	Ø4	Ø4	FLASH
			CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO			
Ø1	24,25	G	-	-		-	-	-		-	-	-		-	-	-		R
Ø2	8-11	R	R	R		G	Y	R		R	R	R		R	R	R		R
Ø3	6,7	R	R	R		R	R	R		G	Y	R		R	R	R		R
Ø4	14-16	R	R	R		R	R	R		R	R	R		G	Y	R		R
Ø5	12,13	-	-	-		-	-	-		-	-	-		-	-	-		R
Ø6	20-23	R	R	R		R	R	R		R	R	R		R	R	R		R
Ø7	17-19	R	R	R		R	R	R		R	R	R		R	R	R		R
Ø8	1-3	R	R	R		R	R	R		R	R	R		R	R	R		R
Ø2P	80-83	DW	DW	DW		*	DW	DW		DW	DW	DW		DW	DW	DW		
Ø4P	84-87	DW	DW	DW		DW	DW	DW		DW	DW	DW		*	DW	DW		
Ø6P	70-75	DW	DW	DW		DW	DW	DW		DW	DW	DW		DW	DW	DW		
Ø8P	76-79	DW	DW	DW		DW	DW	DW		DW	DW	DW		DW	DW	DW		
OL"A"	24,25	-	Y	R		FY	Y	R		R	R	R		R	R	R		
OL"B"		-	-	-		-	-	-		-	-	-		-	-	-		
OL"C"	12,13	R	R	R		R	R	R		R	R	R		R	R	R		
OL"E"	4,5	FR	FR	FR		FR	FR	FR		FR	FR	FR		FR	FR	FR		R

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 **	Ø5	Ø5	Ø6 R/W	Ø6 **	Ø6	Ø6	Ø7 R/W	Ø7 **	Ø7	Ø7	Ø8 R/W	Ø8 **	Ø8	Ø8
			CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO		
Ø1	24,25	-	-	-		-	-	-		-	-	-		-	-	-	
Ø2	8-11	R	R	R		R	R	R		R	R	R		R	R	R	
Ø3	6,7	R	R	R		R	R	R		R	R	R		R	R	R	
Ø4	14-16	R	R	R		R	R	R		R	R	R		R	R	R	
Ø5	12,13	G	-	-		-	-	-		-	-	-		-	-	-	
Ø6	20-23	R	R	R		G	Y	R		R	R	R		R	R	R	
Ø7	17-19	R	R	R		R	R	R		G	Y	R		R	R	R	
Ø8	1-3	R	R	R		R	R	R		R	R	R		G	Y	R	
Ø2P	80-83	DW	DW	DW		DW	DW	DW		DW	DW	DW		DW	DW	DW	
Ø4P	84-87	DW	DW	DW		DW	DW	DW		DW	DW	DW		DW	DW	DW	
Ø6P	70-75	DW	DW	DW		*	DW	DW		DW	DW	DW		DW	DW	DW	
Ø8P	76-79	DW	DW	DW		DW	DW	DW		DW	DW	DW		*	DW	DW	
OL"A"	24,25	R	R	R		R	R	R		R	R	R		R	R	R	
OL"B"		-	-	-		-	-	-		-	-	-		-	-	-	
OL"C"	12,13	-	Y	R		FY	Y	R		R	R	R		R	R	R	
OL"E"	4,5	G	Y	R		FR	FR	FR		R	R	R		FY	Y	R	

BARRIER

N

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6'X20'	3
12	1	X			1	1				6'X20'	3
21	2	X			2	2				6'X20'	3
31	3	X			3	3				6'X20'	3
32	3	X			3	3				6'X20'	3
41	4	X			4	4				6'X20'	3
42	4	X			4	4				6'X20'	3
43	5			X		4			X	6'X6'	6
51	6	X			5	5				6'X20'	3
52	6	X			5	5				6'X20'	3
61	7	X			6	6				6'X20'	4
71	8	X			7	7				6'X20'	3
72	8	X			7	7				6'X20'	3
73	9	X			7	7				6'X20'	3
74	9	X			7	7				6'X20'	3
81	10	X			8	8				6'X20'	3
82	10	X			8	8				6'X20'	3
83	11			X		8			X	6'X6'	4
84	12		X		8			X		6'X20'	3
85	12		X		8			X		6'X20'	3

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				X
2	X	6	MIN.	X
3				X
4		8		X
5				X
6	X	2	MIN.	X
7				X
8		4		X

RIGHT-TURN OVERLAPS

O.L. "E" = ø5
O.L. "F" =
O.L. "G" =
O.L. "H" =

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A"	1	2
O.L. "B"	-	-
O.L. "C"	5	6
O.L. "D"	-	-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM *:	SS- -

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT				
PHASE	4+7	2+5	8+3	6+1

AFTER PREEMPTION SEQUENCE 2+5 OR 1+6, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+3, CONTROLLER SHALL RETURN TO PHASES 4+8.

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,3,4,7,8
2	5 OR 6	1,3,4,7,8
3	7 OR 8	1,2,4,5,6
4	7 OR 8	1,2,3,5,6
5	1 OR 2	3,4,6,7,8
6	1 OR 2	3,4,5
7	3 OR 4	1,2,5,6,8
8	3 OR 4	1,2,5,6,7

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

STH 50 & WRIGHT STREET/BORG
CITY OF DELAVAN
WALWORTH COUNTY

SIGNAL NO. LOCAL
CONTROLLER TYPE: EPAC
DATE 4/16
PAGE NO. 3 OF 4

STH 50 & WRIGHT/BORG STREET TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-1	9/C	4	NBR	R→	R	Ø 8
				FR→	O	
				Y→	G	
				FY→	R/BLK	
				G→	G/BLK	
		75	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-2	7/C	1	NB	R	R	Ø 8
				Y	O	
				G	G	
		73	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		74	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
CONTROL CABINET TO SB-3	5/C	6	NB	←R	R	Ø 3
				←Y	O	
				←G	G	
CONTROL CABINET TO SB-4	12/C	15	SB	R	R	Ø 4
				Y	O	
				G	G	
		16	SB	R	R	Ø 4
				Y	O	
				G	G	
		18	SBL	←R	R/BLK	Ø 7
				←Y	O/BLK	
				←G	G/BLK	
		19	SBL	←R	R/BLK	Ø 7
				←Y	O/BLK	
				←G	G/BLK	
		70	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-5	7/C	20	EB	R	R	Ø 6
				Y	O	
				G	G	
		87	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-6	12/C	13	WB	← R	R	Ø 5
				← Y	O	
				←FY	BLU/BLK	
				← G	G	
		24	EB	← R	R/BLK	Ø 1
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/BLK	
		85	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		86	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
CONTROL CABINET TO SB-7	7/C	9	WB	R	R	Ø 2
				Y	O	
				G	G	
		10	WB	R	R	Ø 2
				Y	O	
				G	G	
		11	WB	R	R	Ø 2
				Y	O	
				G	G	
		84	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-8	7/C	14	SB	R	R	Ø 4
				Y	O	
				G	G	
		83	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

STH 50 & WRIGHT/BORG STREET TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-9	12/C	7	NB	←R	R	Ø 3
				←Y	O	
				←G	G	
		17	SB	←R	R/BLK	Ø 7
				←Y	O/BLK	
				←G	G/BLK	
		81	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		82	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
CONTROL CABINET TO SB-10	7/C	2	NB	R	R	Ø 8
				Y	O	
				G	G	
		3	NB	R	R	Ø 8
				Y	O	
				G	G	
		80	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-11	7/C	8	WB	R	R	Ø 2
				Y	O	
				G	G	
		79	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-12	19/C	5	NBR	R→	R	Ø 8
				FR→	O	
				Y→	G	
				FY→	R/BLK	
				G→	G/BLK	
		12	WB	← R	R/W	Ø 5
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/W	
		25	EB	← R	BLK/R	Ø 1
				← Y	O/R	
				←FY	W/R	
				← G	BLU/R	
		77	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		78	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
CONTROL CABINET TO SB-13	7/C	21	EB	R	R	Ø 6
				Y	O	
				G	G	
		22	EB	R	R	Ø 6
				Y	O	
				G	G	
		23	EB	R	R	Ø 6
				Y	O	
				G	G	
		76	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-14	5/C	71	Ø 8 PED	D/WALK	BLK	
				WALK	R	
				PED BUTTON	G	BUTTON
		72	Ø 8 PED	D/WALK	BLK	
				WALK	R	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB-1	SB-1
SB-1	SB-2
SB-2	SB-14
SB-14	SB-3
SB-3	SB-4
SB-4	SB-5
SB-5	SB-6
SB-6	SB-7
SB-7	SB-8
SB-8	SB-9
SB-9	SB-10
SB-10	SB-11
SB-11	SB-12
SB-12	SB-13
SB-13	CB-1

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB-1	SB-14
SB-14	SB-6
CB-1	SB-12
SB-12	SB-9

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
CB-1	PB-1
SB-1	PB-2
SB-2	PB-3
SB-14	PB-4
SB-4	PB-6
SB-5	PB-7
SB-6	PB-9
SB-7	PB-11
SB-8	PB-12
SB-9	PB-14
SB-10	PB-16
SB-11	PB-17
SB-12	PB-18
SB-13	PB-22

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB-1	SB-4 (A)
CB-1	SB-7 (B)
CB-1	SB-10 (C)
CB-1	SB-13 (D)

BLK = BLACK
W = WHITE
R = RED
G = GREEN
O = ORANGE
BLU = BLUE

1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
3. USE SEPARATE WHITE CONDUCTOR AS THE GROUNDED CONDUCTOR (NEUTRAL) FOR ALL TRAFFIC SIGNAL INDICATIONS.

STH 50 & WRIGHT STREET/BORG
CITY OF DELAVAN
WALWORTH COUNTY

SIGNAL NO. LOCAL

CONTROLLER TYPE: EPAC

DATE 4/16

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\024026_cr.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH
- NOTE: GRAYSHADE REPRESENTS EXISTING

SB IH 43 EXIT RAMP

STH 50 (E. GENEVA ST)

RELOCATE EXISTING PEDESTRIAN PUSH BUTTON REQUIRED

SB-14

EXPB-20

SB-15

EXSB-8

EXPB-19

EXSB-5

RELOCATE EXISTING TRAFFIC SIGNAL POLE

REMOVE EXISTING SIGNAL FACES

REMOVE EXISTING SIGNAL FACES

REMOVING CONCRETE BASES REQ'D

EXSB-9

REMOVE EXISTING SIGNAL FACES
(THREE SECTION PROTECTED LEFT FACE)

EXSB-7

REMOVE EXISTING SIGNAL FACES
(THREE SECTION PROTECTED LEFT FACE)

① INSTALL PROPOSED CONDUIT INTO EXISTING ITEM

② PULL BACK EXISTING TRAFFIC SIGNAL CABLE FROM EXSB-8 AND COIL IN EXPB-20. TRAFFIC SIGNAL CABLE TO BE REINSTALLED IN NEW CONDUIT ONCE SB-15 IS COMPLETED.

③ USE EXISTING CABLE TRAFFIC SIGNAL 5-14 AWG IN THE TRAFFIC SIGNAL POLE TO POWER NEW TRAFFIC SIGNAL FACE. CONTACT MARK WENDORF, CITY OF DELAVAN DPW (262) 728-5585 X 120 A MINIMUM OF 7 WORKING DAYS PRIOR TO REMOVAL AND REPLACEMENT OF LEFT-TURN SIGNAL FACES TO COORDINATE TRAFFIC SIGNAL CABINET MODIFICATIONS.

NOTE:

CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF EXISTING CONDUIT AND PULL BOXES. TRAFFIC SIGNAL CABLE LENGTHS SHOWN IN THE PLAN MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC SIGNAL CABLE USED FOR EXISTING PEDESTRIAN HEADS SHOULD BE USED TO WIRE THE PROPOSED LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH AT ALL LOCATIONS SHOWN IN THE PLAN.

REMOVE AND SALVAGE EXISTING PEDESTRIAN HEADS AND PUSH BUTTONS AT ALL POLE LOCATIONS AS SHOWN IN THE PLAN WHERE APPLICABLE.

CONTRACTOR SHALL COORDINATE THE INSTALLATION OF SB-10 AND HEAD 9 TO MAINTAIN TRAFFIC SIGNAL OPERATIONS AT ALL TIMES.

USE SPARE TRAFFIC SIGNAL CABLE CONDUCTOR AS SIGNAL EQUIPMENT GROUND FOR SB-14 FROM EXSB-5

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TRAFFIC SIGNAL PLAN - SB RAMP TERMINAL	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\024030_sp.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH

NOTE: GRAYSHADE REPRESENTS EXISTING

NB IH 43 ENTRANCE RAMP

EXSB-21

EXSB-22

REMOVE EXISTING SIGNAL FACES REQ'D

STH 50 (E. GENEVA ST)

NOTE:

CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF EXISTING CONDUIT AND PULL BOXES. TRAFFIC SIGNAL CABLE LENGTHS SHOWN IN THE PLAN MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC SIGNAL CABLE USED FOR EXISTING PEDESTRIAN HEADS SHOULD BE USED TO WIRE THE PROPOSED LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH AT ALL LOCATIONS SHOWN IN THE PLAN.

REMOVE AND SALVAGE EXISTING PEDESTRIAN HEADS AT ALL POLE LOCATIONS AS SHOWN IN THE PLAN WHERE APPLICABLE.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TRAFFIC SIGNAL PLAN - NB RAMP TERMINAL	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\024040_sp.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SUMMARY FOR INFORMATION ONLY	
WOOD POLES, CLASS 4	4 EA.
GUY WIRES	8 EA.
OH WIRE	535 LF
CONTROLLER/CABINET	1 EA.

APPROXIMATE POLE LOCATIONS AS SHOWN ON THE PLAN	
WP-1	STA. 144+94, 72' RT
WP-2	STA. 145+05, 63' LT
WP-3	STA. 146+38, 60' LT
WP-4	STA. 146+29, 72' RT

CONFIGURATION WITH HEAD NUMBERS

3-V (R Y G)	5-VL (R Y G ←)	XX
1,4,7,10	2,3,5,6, 8,9,11,12	20,21,22,23, 24,25,26,27

WRIGHT STREET

BORG ROAD

WIS 50

WP-1 WP-2 WP-3 WP-4

220' TO STOP BAR

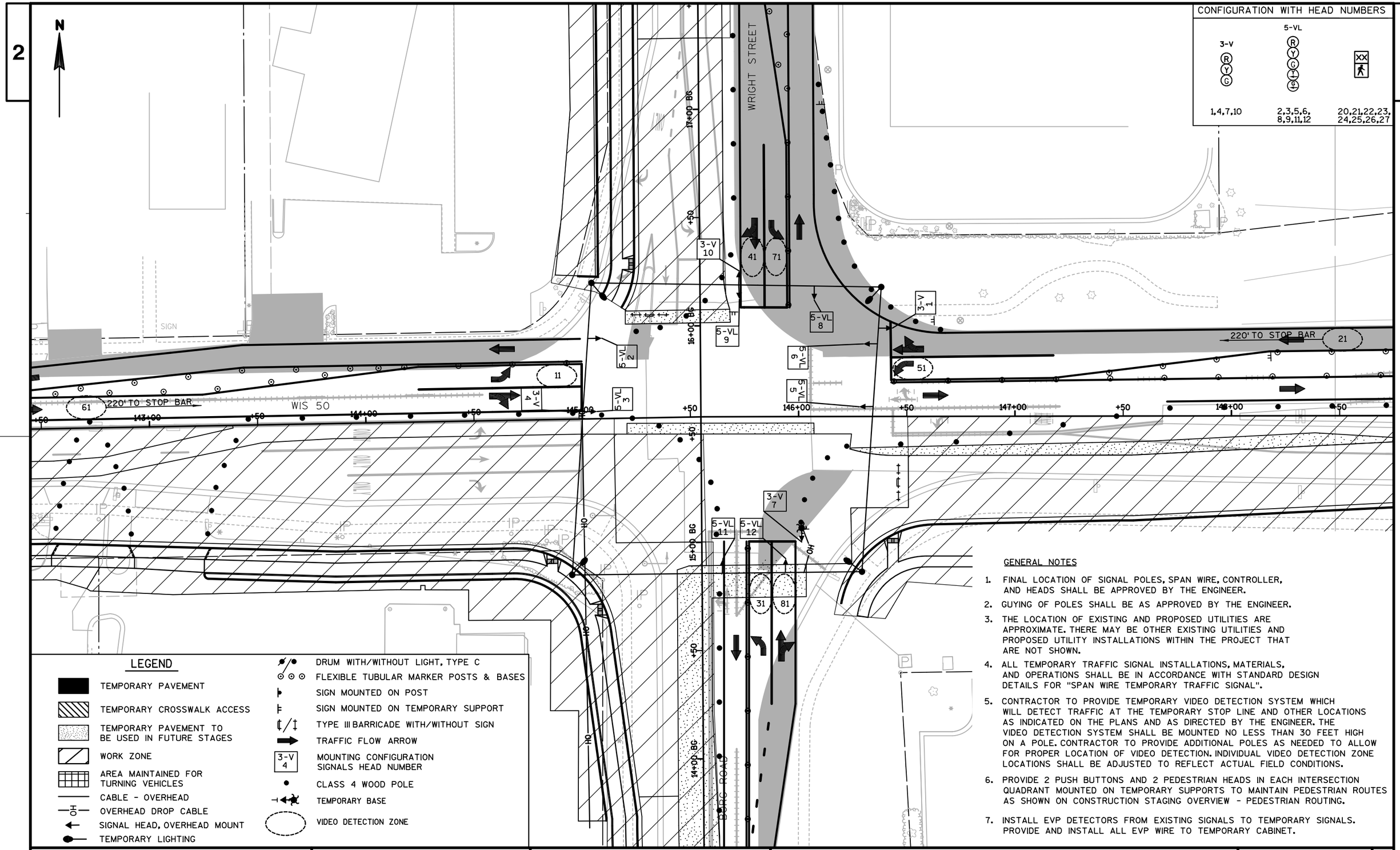
LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY CROSSWALK ACCESS
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- CABLE - OVERHEAD
- OVERHEAD DROP CABLE
- SIGNAL HEAD, OVERHEAD MOUNT
- TEMPORARY LIGHTING
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC FLOW ARROW
- 3-V 4 MOUNTING CONFIGURATION SIGNALS HEAD NUMBER
- CLASS 4 WOOD POLE
- TEMPORARY BASE
- VIDEO DETECTION ZONE

GENERAL NOTES

1. FINAL LOCATION OF SIGNAL POLES, SPAN WIRE, CONTROLLER, AND HEADS SHALL BE APPROVED BY THE ENGINEER.
2. GUYING OF POLES SHALL BE AS APPROVED BY THE ENGINEER.
3. THE LOCATION OF EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER EXISTING UTILITIES AND PROPOSED UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.
4. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, MATERIALS, AND OPERATIONS SHALL BE IN ACCORDANCE WITH STANDARD DESIGN DETAILS FOR "SPAN WIRE TEMPORARY TRAFFIC SIGNAL".
5. CONTRACTOR TO PROVIDE TEMPORARY VIDEO DETECTION SYSTEM WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE VIDEO DETECTION SYSTEM SHALL BE MOUNTED NO LESS THAN 30 FEET HIGH ON A POLE. CONTRACTOR TO PROVIDE ADDITIONAL POLES AS NEEDED TO ALLOW FOR PROPER LOCATION OF VIDEO DETECTION. INDIVIDUAL VIDEO DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.
6. PROVIDE 2 PUSH BUTTONS AND 2 PEDESTRIAN HEADS IN EACH INTERSECTION QUADRANT MOUNTED ON TEMPORARY SUPPORTS TO MAINTAIN PEDESTRIAN ROUTES AS SHOWN ON CONSTRUCTION STAGING OVERVIEW - PEDESTRIAN ROUTING.
7. INSTALL EVP DETECTORS FROM EXISTING SIGNALS TO TEMPORARY SIGNALS. PROVIDE AND INSTALL ALL EVP WIRE TO TEMPORARY CABINET.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1 PHASE 1 AND PHASE 2	SHEET 96	E



LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY CROSSWALK ACCESS
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- CABLE - OVERHEAD
- OH — OVERHEAD DROP CABLE
- SIGNAL HEAD, OVERHEAD MOUNT
- TEMPORARY LIGHTING
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC FLOW ARROW
- 3-V 4 — MOUNTING CONFIGURATION SIGNALS HEAD NUMBER
- CLASS 4 WOOD POLE
- TEMPORARY BASE
- VIDEO DETECTION ZONE

GENERAL NOTES

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7. INSTALL EVP DETECTORS FROM EXISTING SIGNALS TO TEMPORARY SIGNALS. PROVIDE AND INSTALL ALL EVP WIRE TO TEMPORARY CABINET.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 97	E

N

WRIGHT STREET

CONFIGURATION WITH HEAD NUMBERS		
3-V (R Y G)	5-VL (R Y G Y G)	XX
1,4,7,10	2,3,5,6, 8,9,11,12	20,21,22,23, 24,25,26,27

* CONTRACTOR SHALL COVER TRAFFIC SIGNAL HEADS 7,8 AND 9 DURING BORG ROAD LANE CLOSURE AND BE UNCOVERED ONCE LANE CLOSURE IS COMPLETE.

BORG ROAD

WIS 50

220' TO STOP BAR

SIGN

POST

17+00 BG

16+00 BG

15+00 BG

14+00 BG

141+00

142+00

143+00

144+00

145+00

146+00

147+00

148+00

+50

3-V 10

3-V 1

3-V 4

3-V 7

5-VL 2

5-VL 3

5-VL 5

5-VL 6

5-VL 8

5-VL 9

5-VL 11

5-VL 12

41

71

11

61

21

OH

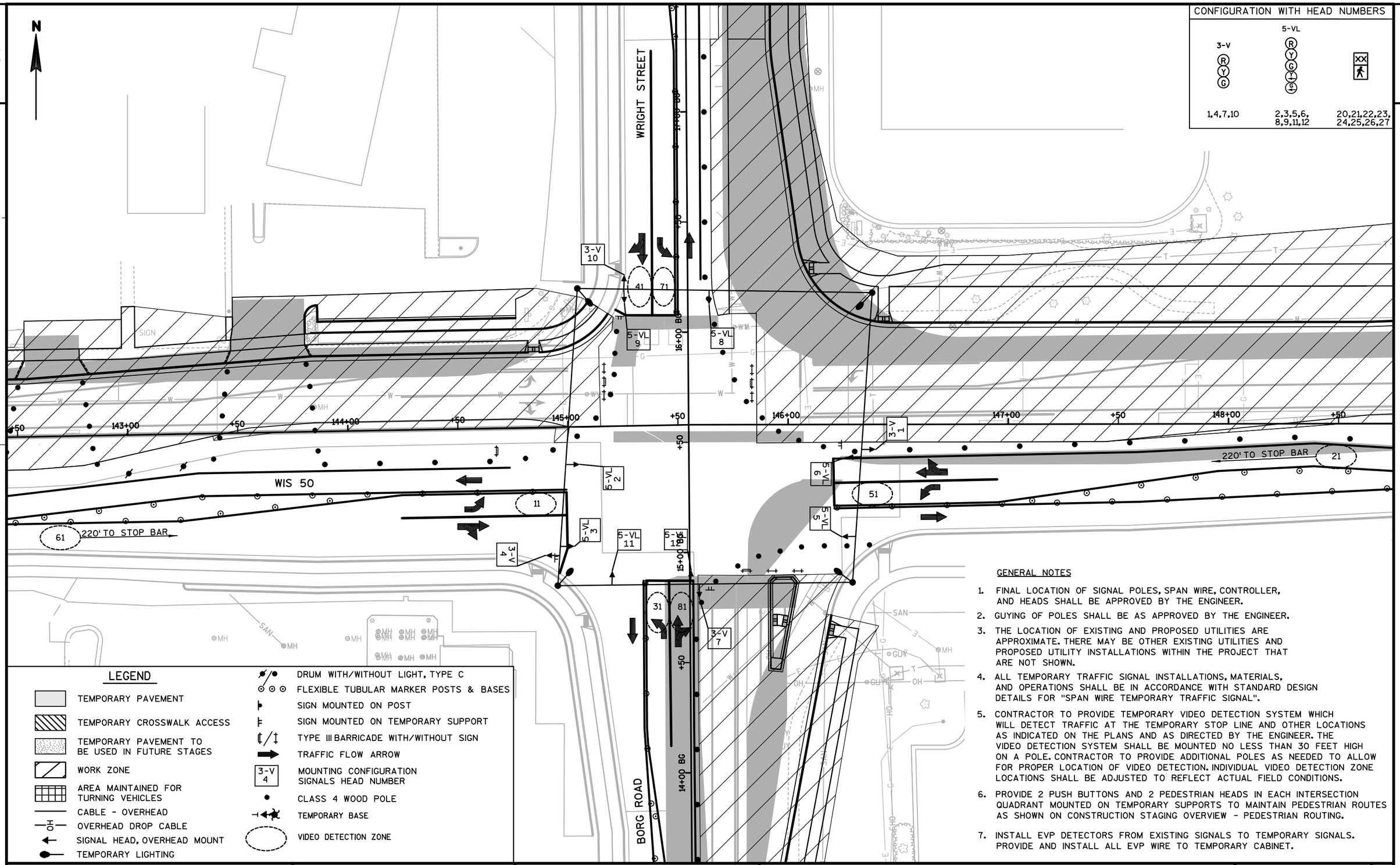
LEGEND

- TEMPORARY PAVEMENT
- TEMPORARY CROSSWALK ACCESS
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- CABLE - OVERHEAD
- OVERHEAD DROP CABLE
- SIGNAL HEAD, OVERHEAD MOUNT
- TEMPORARY LIGHTING
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC FLOW ARROW
- 3-V 4 — MOUNTING CONFIGURATION SIGNALS HEAD NUMBER
- CLASS 4 WOOD POLE
- TEMPORARY BASE
- VIDEO DETECTION ZONE

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7. INSTALL EVP DETECTORS FROM EXISTING SIGNALS TO TEMPORARY SIGNALS. PROVIDE AND INSTALL ALL EVP WIRE TO TEMPORARY CABINET.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2 - CLOSURE	SHEET 98	E

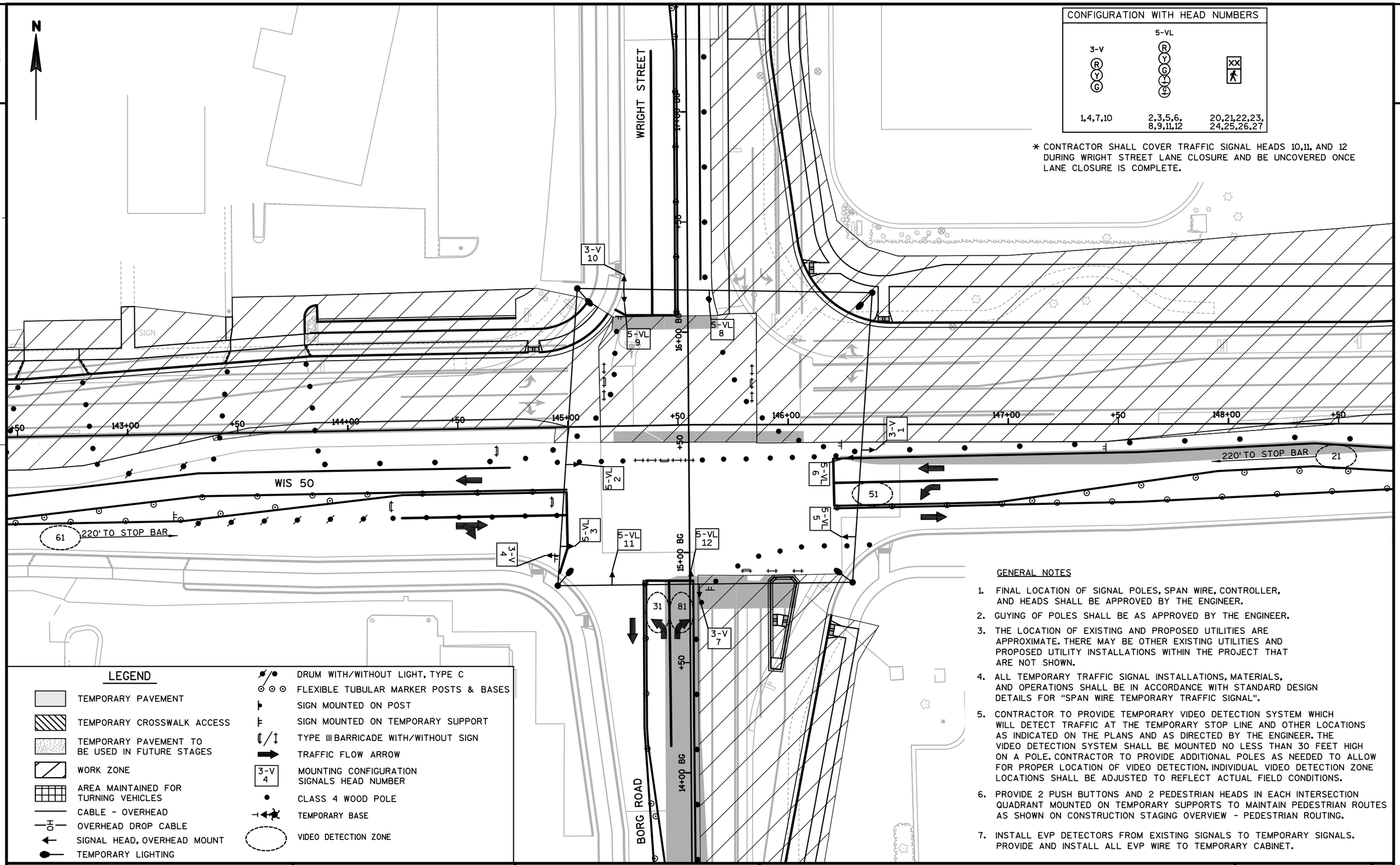


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7. INSTALL EVP DETECTORS FROM EXISTING SIGNALS TO TEMPORARY SIGNALS. PROVIDE AND INSTALL ALL EVP WIRE TO TEMPORARY CABINET.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET E

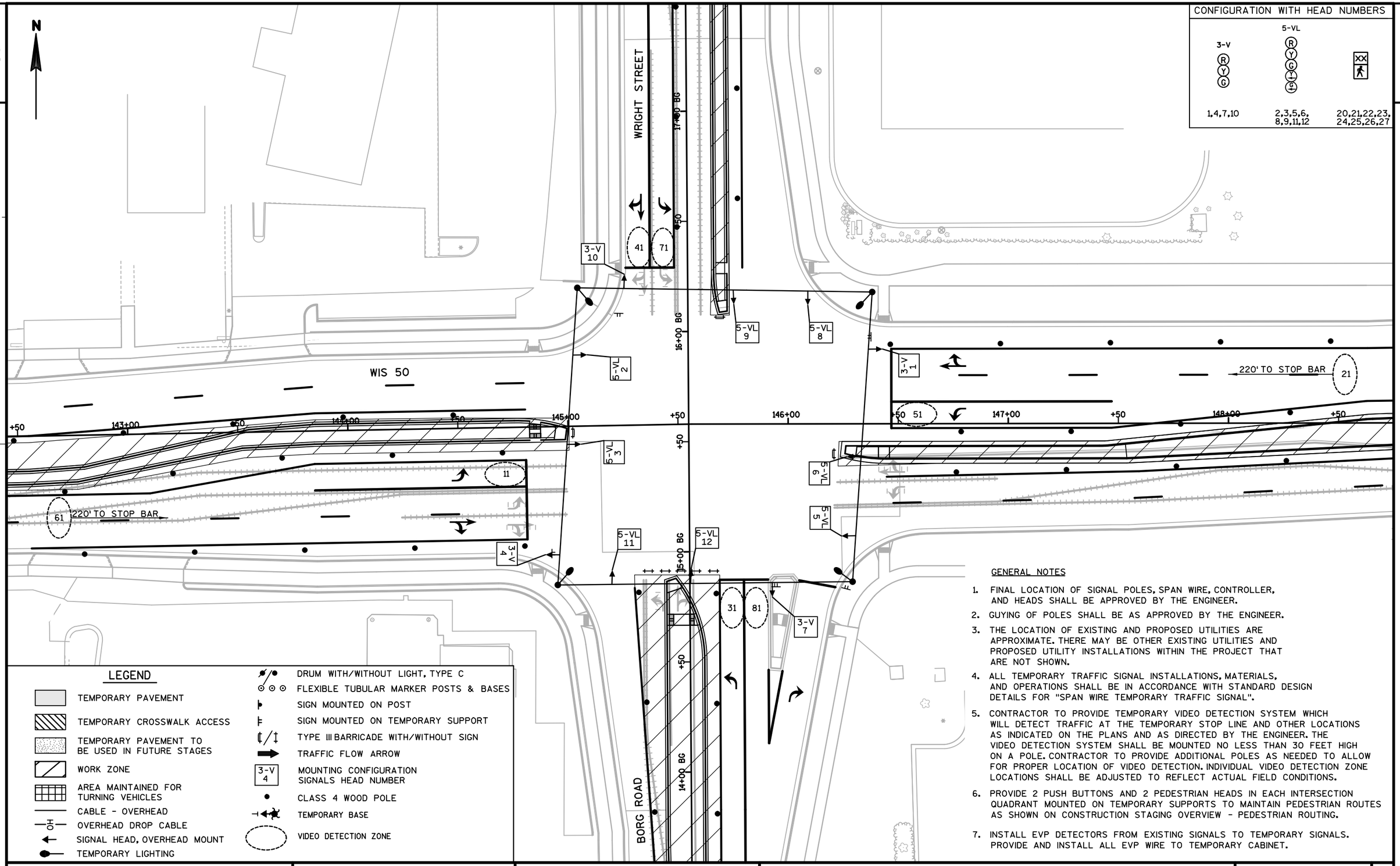
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4. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, MATERIALS, AND OPERATIONS SHALL BE IN ACCORDANCE WITH STANDARD DESIGN DETAILS FOR "SPAN WIRE TEMPORARY TRAFFIC SIGNAL".
5. CONTRACTOR TO PROVIDE TEMPORARY VIDEO DETECTION SYSTEM WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE VIDEO DETECTION SYSTEM SHALL BE MOUNTED NO LESS THAN 30 FEET HIGH ON A POLE. CONTRACTOR TO PROVIDE ADDITIONAL POLES AS NEEDED TO ALLOW FOR PROPER LOCATION OF VIDEO DETECTION. INDIVIDUAL VIDEO DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.
6. PROVIDE 2 PUSH BUTTONS AND 2 PEDESTRIAN HEADS IN EACH INTERSECTION QUADRANT MOUNTED ON TEMPORARY SUPPORTS TO MAINTAIN PEDESTRIAN ROUTES AS SHOWN ON CONSTRUCTION STAGING OVERVIEW - PEDESTRIAN ROUTING.
7. INSTALL EVP DETECTORS FROM EXISTING SIGNALS TO TEMPORARY SIGNALS. PROVIDE AND INSTALL ALL EVP WIRE TO TEMPORARY CABINET.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3 - CLOSURE	SHEET 100	E



GENERAL NOTES

1. FINAL LOCATION OF SIGNAL POLES, SPAN WIRE, CONTROLLER, AND HEADS SHALL BE APPROVED BY THE ENGINEER.
2. GUYING OF POLES SHALL BE AS APPROVED BY THE ENGINEER.
3. THE LOCATION OF EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER EXISTING UTILITIES AND PROPOSED UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.
4. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, MATERIALS, AND OPERATIONS SHALL BE IN ACCORDANCE WITH STANDARD DESIGN DETAILS FOR "SPAN WIRE TEMPORARY TRAFFIC SIGNAL".
5. CONTRACTOR TO PROVIDE TEMPORARY VIDEO DETECTION SYSTEM WHICH WILL DETECT TRAFFIC AT THE TEMPORARY STOP LINE AND OTHER LOCATIONS AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE VIDEO DETECTION SYSTEM SHALL BE MOUNTED NO LESS THAN 30 FEET HIGH ON A POLE. CONTRACTOR TO PROVIDE ADDITIONAL POLES AS NEEDED TO ALLOW FOR PROPER LOCATION OF VIDEO DETECTION. INDIVIDUAL VIDEO DETECTION ZONE LOCATIONS SHALL BE ADJUSTED TO REFLECT ACTUAL FIELD CONDITIONS.
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7. INSTALL EVP DETECTORS FROM EXISTING SIGNALS TO TEMPORARY SIGNALS. PROVIDE AND INSTALL ALL EVP WIRE TO TEMPORARY CABINET.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 101	E

2

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **			Ø2 R/W	Ø2 CLEAR TO **			Ø3 R/W	Ø3 CLEAR TO **			Ø4 R/W	Ø4 CLEAR TO **			FLASH
Ø1	5,6	G	Y	-		R	R	R		R	R	R		R	R	R		
Ø2	1-3	R	R	R		G	Y	R		R	R	R		R	R	R		R
Ø3	8,9	R	R	R		R	R	R		G	Y	-		R	R	R		
Ø4	10-12	R	R	R		R	R	R		R	R	R		G	Y	R		R
Ø5	2,3	R	R	R		R	R	R		R	R	R		R	R	R		
Ø6	4-6	R	R	R		R	R	R		R	R	R		R	R	R		R
Ø7	11,12	R	R	R		R	R	R		R	R	R		R	R	R		
Ø8	7-9	R	R	R		R	R	R		R	R	R		R	R	R		R
Ø2P																		
Ø4P																		
Ø6P																		
Ø8P																		

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **			Ø6 R/W	Ø6 CLEAR TO **			Ø7 R/W	Ø7 CLEAR TO **			Ø8 R/W	Ø8 CLEAR TO **		
Ø1	5,6	R	R	R		R	R	R		R	R	R		R	R	R	
Ø2	1-3	R	R	R		R	R	R		R	R	R		R	R	R	
Ø3	8,9	R	R	R		R	R	R		R	R	R		R	R	R	
Ø4	10-12	R	R	R		R	R	R		R	R	R		R	R	R	
Ø5	2,3	G	Y	-		R	R	R		R	R	R		R	R	R	
Ø6	4-6	R	R	R		G	Y	R		R	R	R		R	R	R	
Ø7	11,12	R	R	R		R	R	R		G	Y	-		R	R	R	
Ø8	7-9	R	R	R		R	R	R		R	R	R		G	Y	R	
Ø2P																	
Ø4P																	
Ø6P																	
Ø8P																	

BARRIER

N

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2,3,4,7,8
2	5 OR 6	1,3,4,7,8
3	7 OR 8	1,2,4,5,6
4	7 OR 8	1,2,3,5,6
5	1 OR 2	3,4,6,7,8
6	1 OR 2	3,4,5,7,8
7	3 OR 4	1,2,5,6,8
8	3 OR 4	1,2,5,6,7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE
11	1	X			1	1				
21	2	X			2	2				
31	3	X			3	3				
41	4	X			4	4				
51	5	X			5	5				
61	6	X			6	6				
71	7	X			7	7				
81	8	X			8	8				

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				X
2		6	MIN.	X
3				X
4		8		X
5				X
6		2	MIN.	X
7				X
8		4		X

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

NONE

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM *: SS- -	

STAGING NOTES:

1. OMIT PHASE 3 DURING STAGE 1 PHASE 1 AND STAGE 1 PHASE 2 CONSTRUCTION.
2. DURING STAGE 2 CLOSURE, PHASE 4 AND PHASE 7 SHALL RUN DUAL ENTRY. OMIT PHASE 5 DURING STAGE 2 CLOSURE.
3. DURING STAGE 3 CLOSURE, PHASE 3 AND PHASE 8 SHALL RUN DUAL ENTRY. OMIT PHASE 1 DURING STAGE 3 CLOSURE.

GENERAL NOTES:

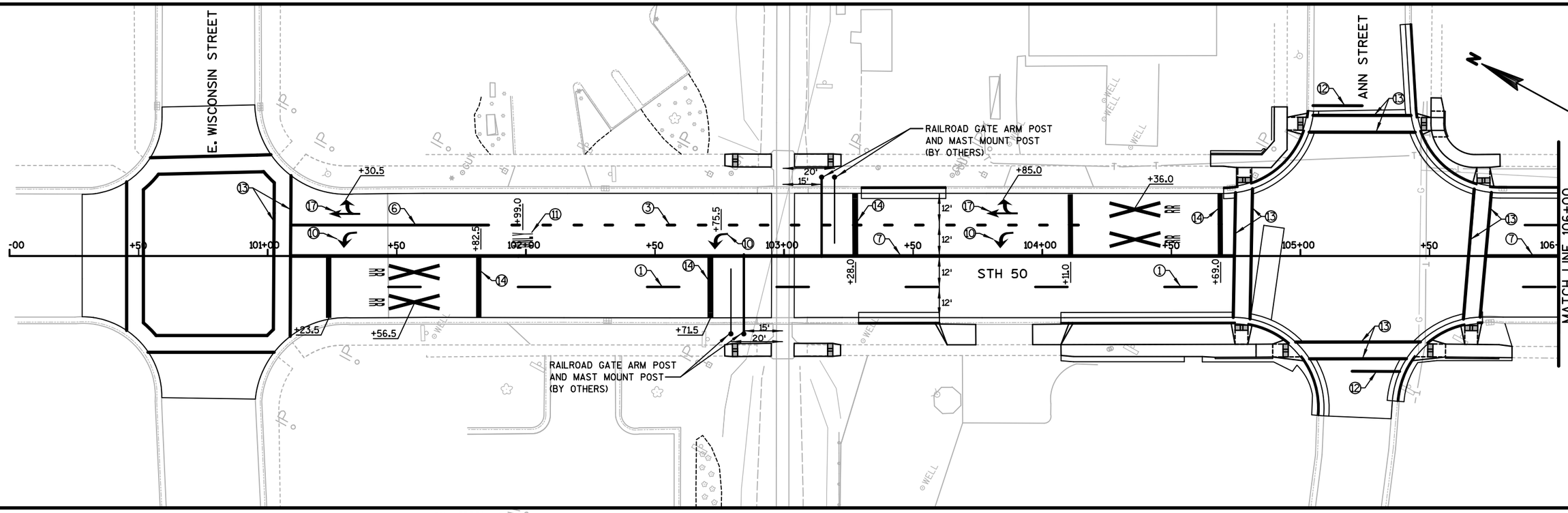
1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

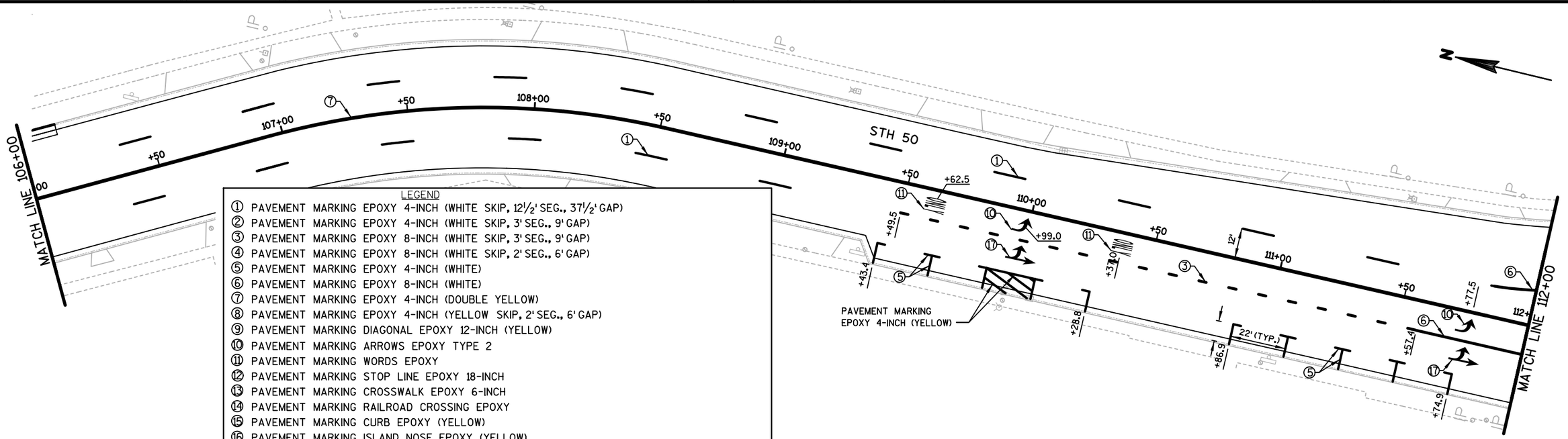
TRAFFIC CONTROL SIGNAL
STH 50 & WRIGHT STREET/BORG
CITY OF DELAVAN
WALWORTH COUNTY

SIGNAL NO. TEMP

COUNTY CONTACT:
DESIGNED BY: STRAND ASSOCIATES, INC
REVISED BY:

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\024056_sptemp_ph.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



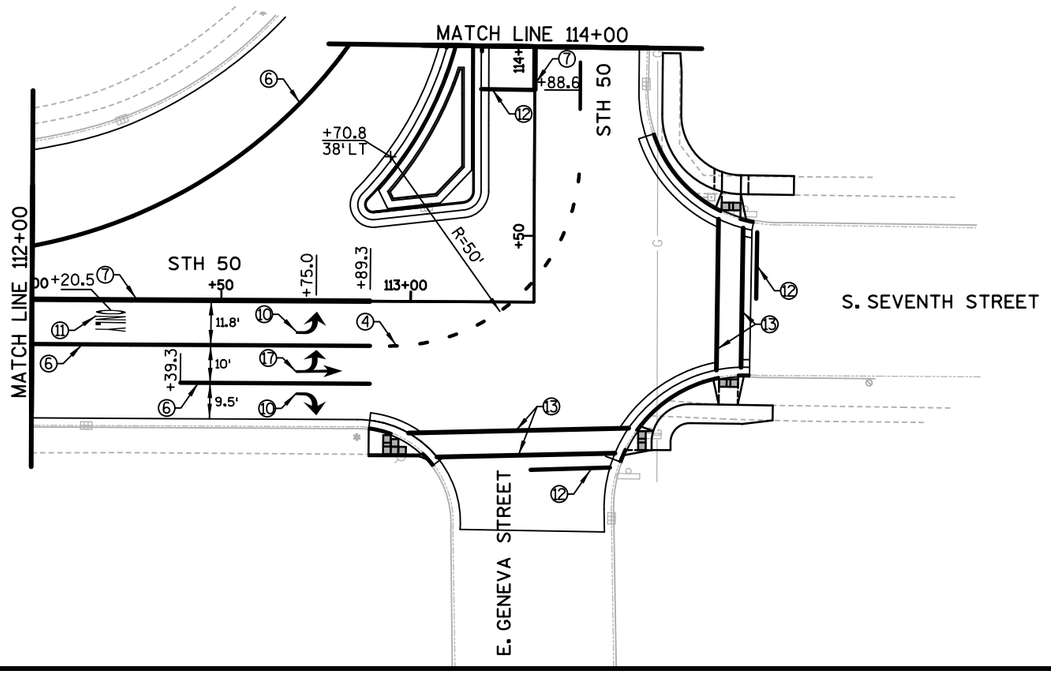


LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
② PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
③ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
④ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 2' SEG., 6' GAP)
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⑲ PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH

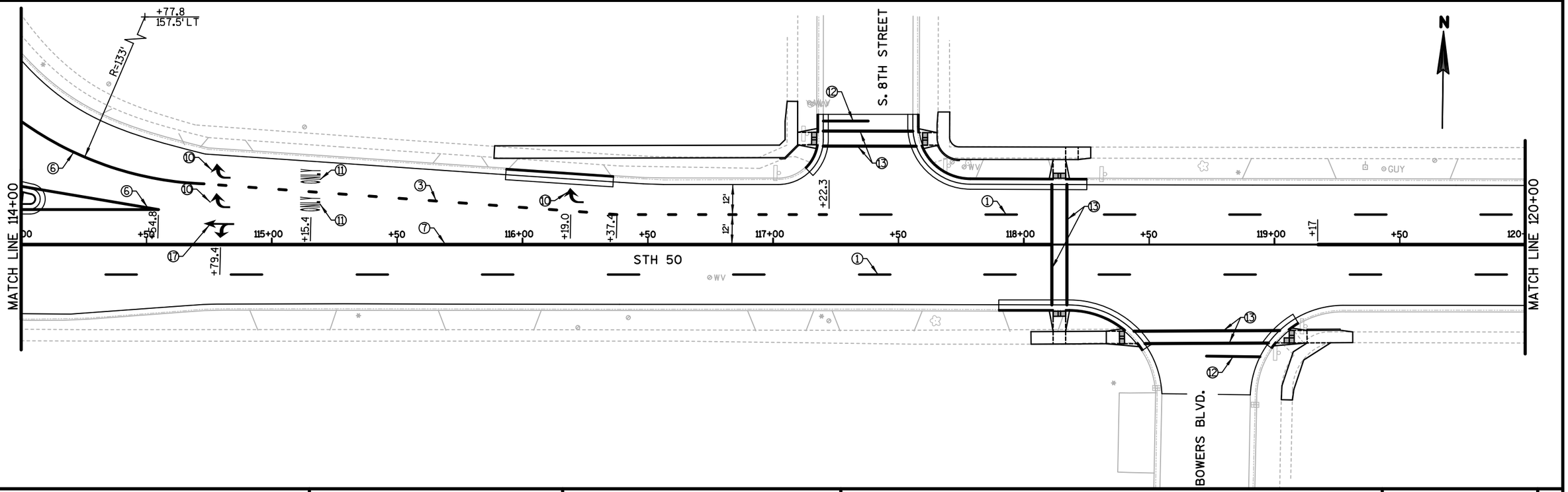
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2



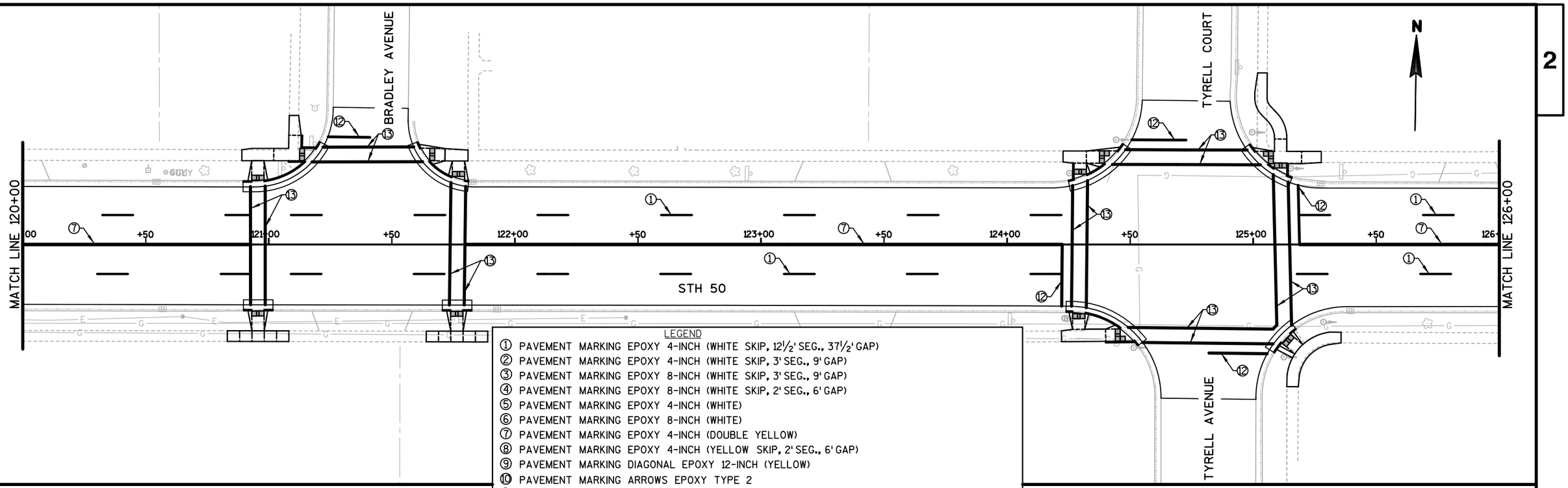
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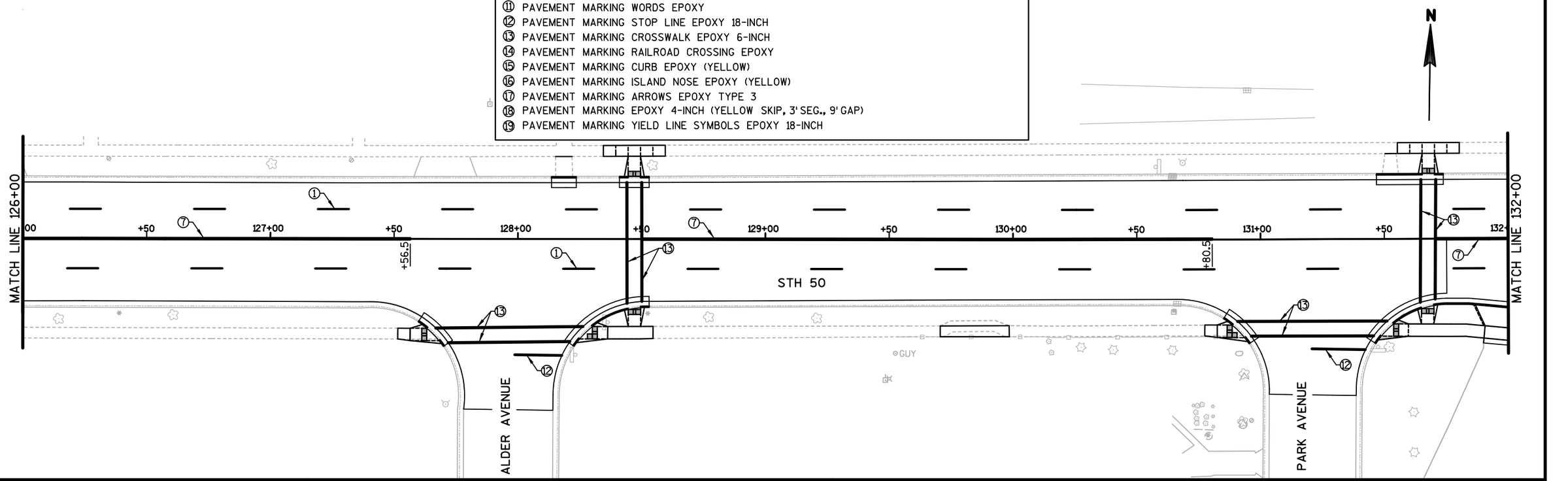
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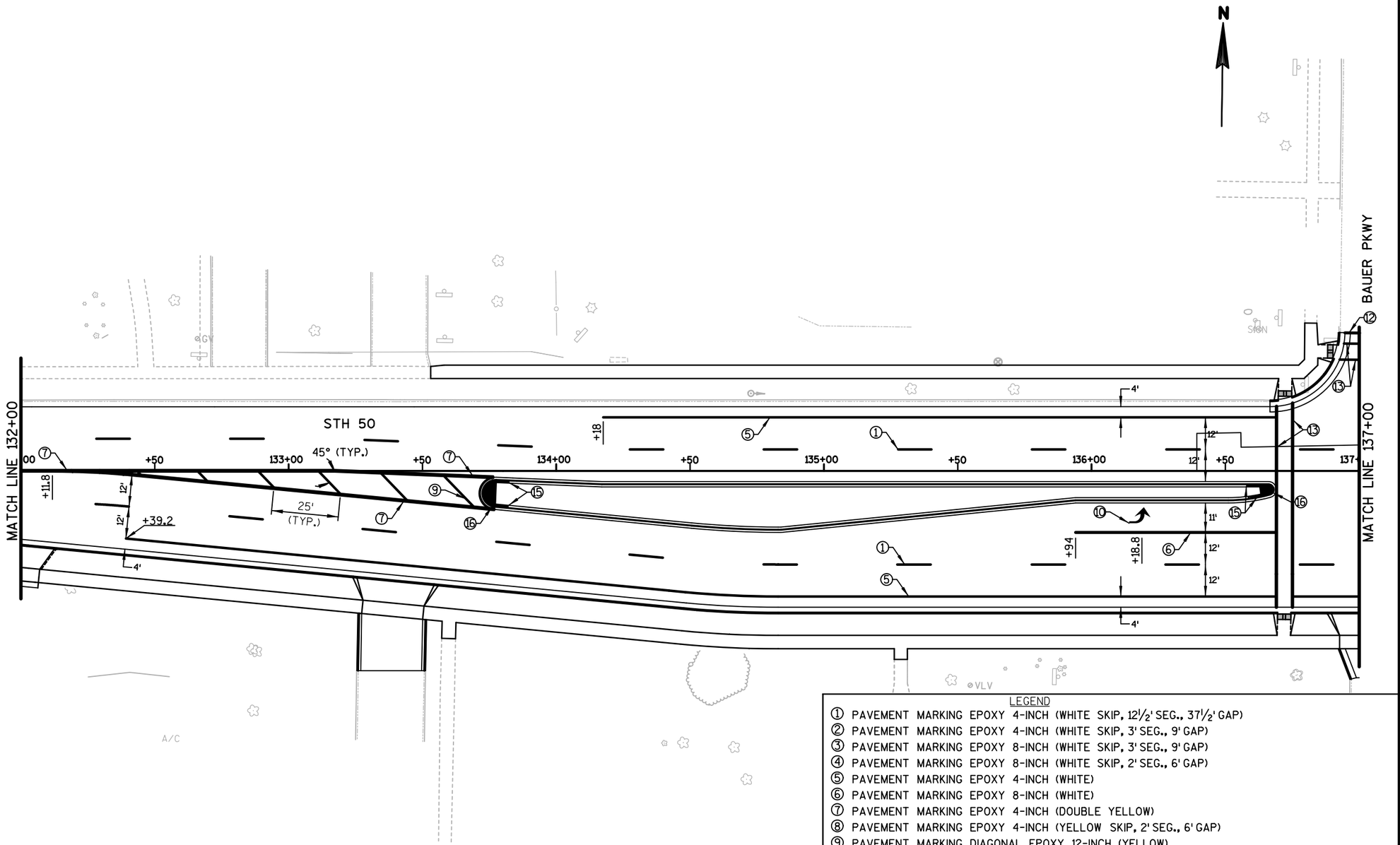
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS	SHEET	E

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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS - STH 50	SHEET 106	E

2

2

N

BAUER PKWY

SIGN

SIGN

SIGN

GV

4'

12'

12'

11'

12'

12'

4'

STH 50

MATCH LINE

MATCH LINE

137+00

138+00

139+00

140+00

141+00

142+00

143+00

+50

+34.2

+08.4

+00.7

+26.2

+92.7

+90.6

+79.9

+55.4

PAVEMENT MARKING ARROWS
EPOXY TYPE 1 (WHITE)

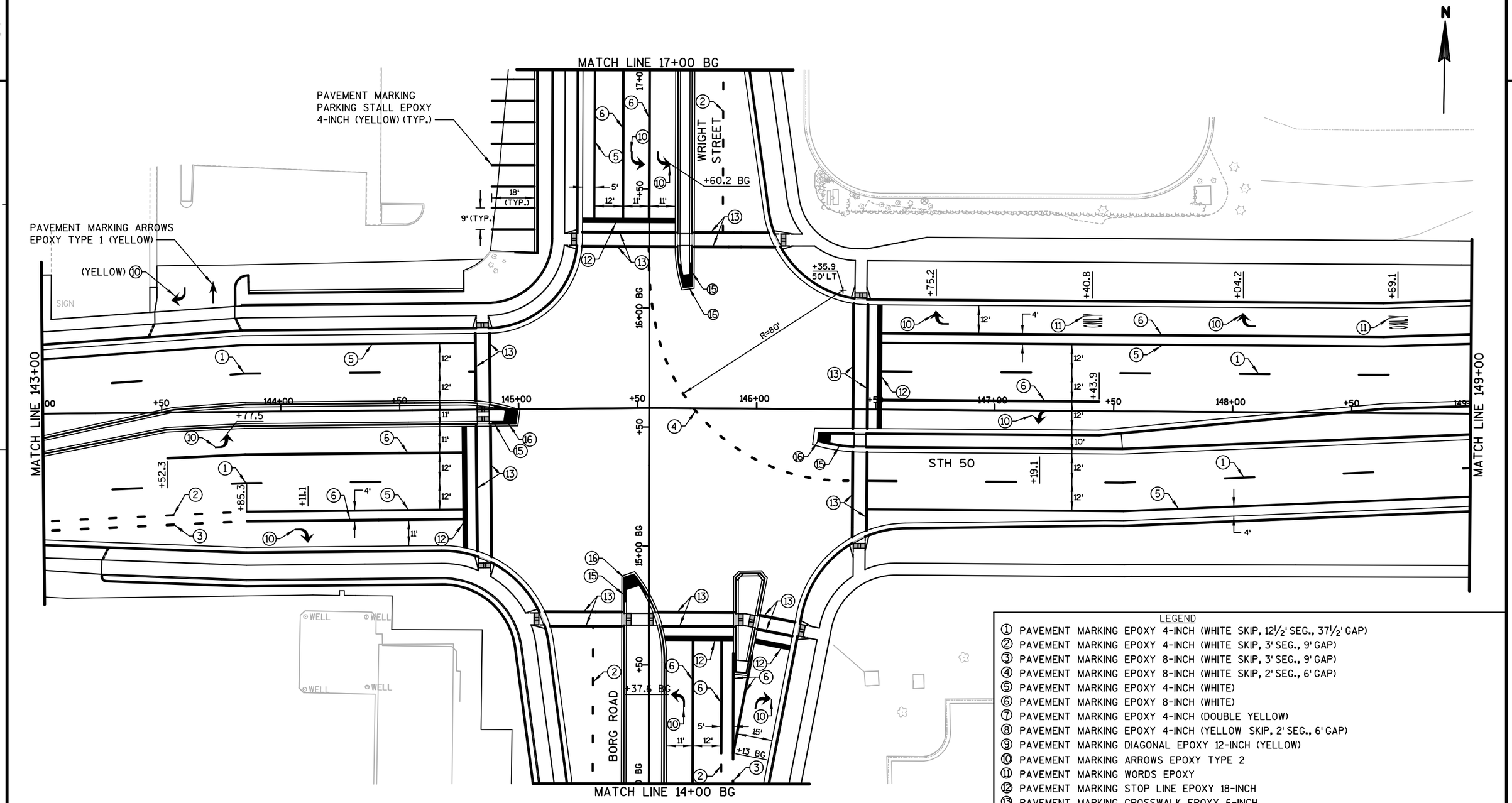
(WHITE) ⑩

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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS - STH 50	SHEET	E

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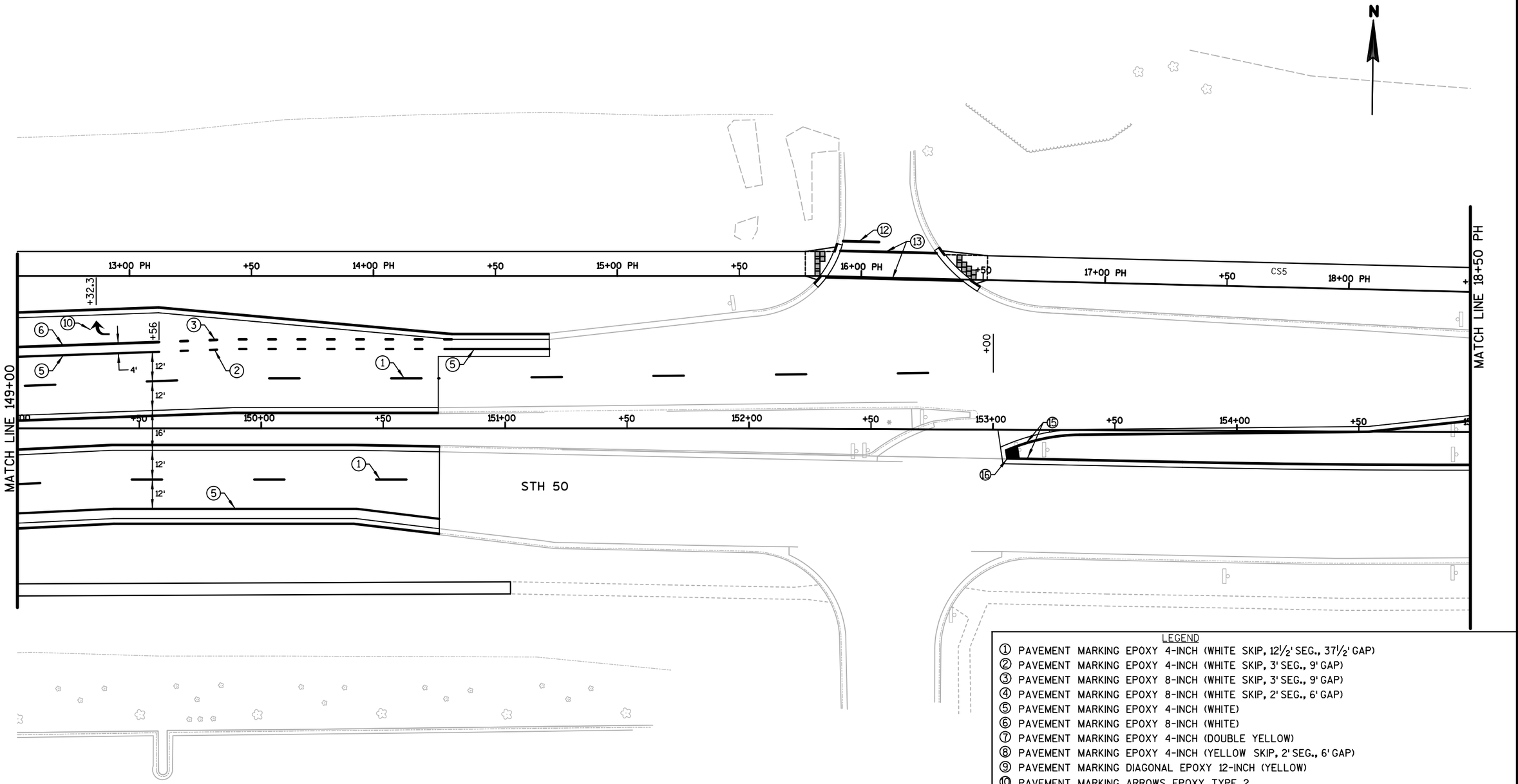


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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS - STH 50	SHEET 108	E

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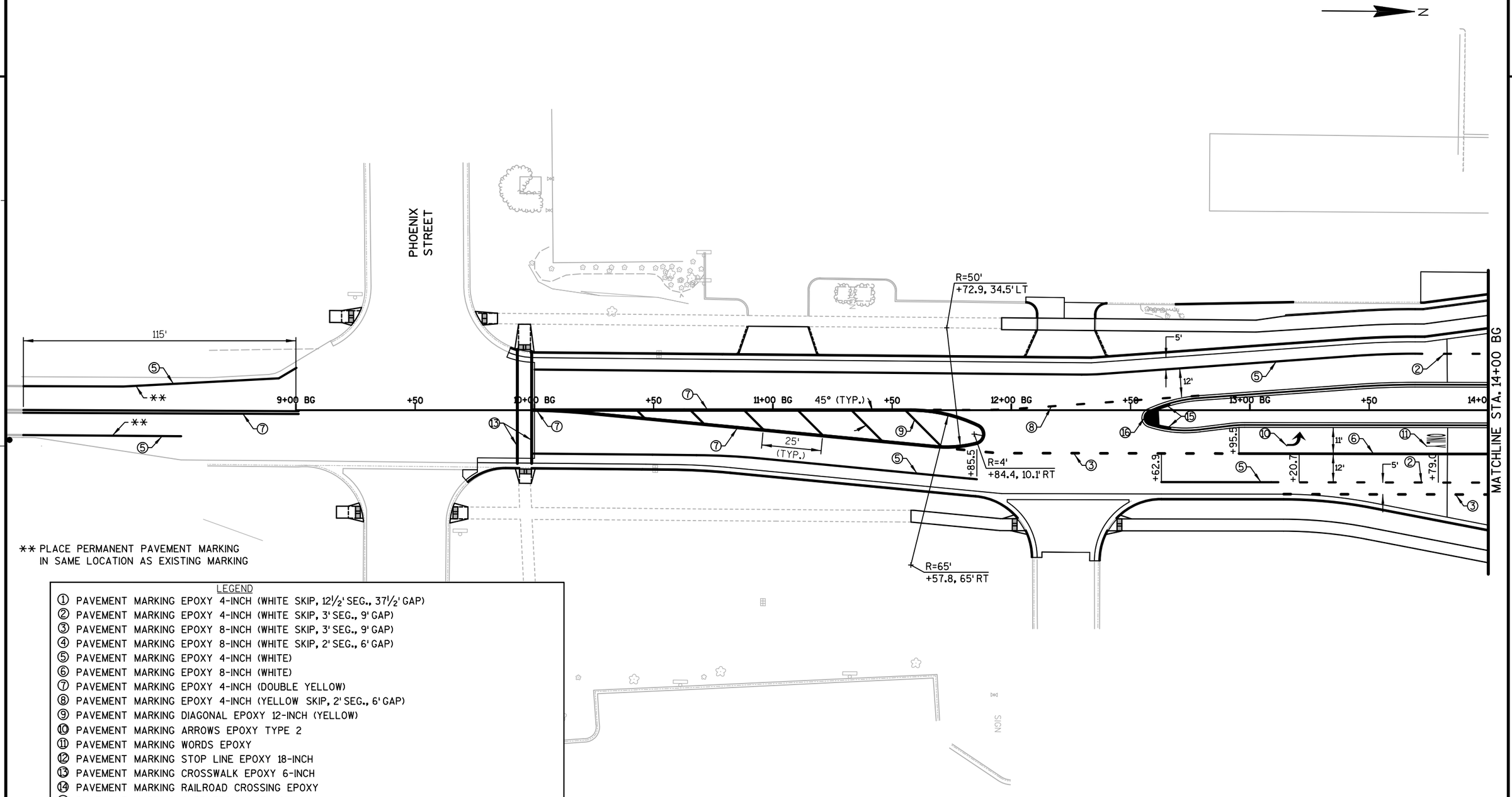
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⑲ PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS - STH 50	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\024507_pm.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



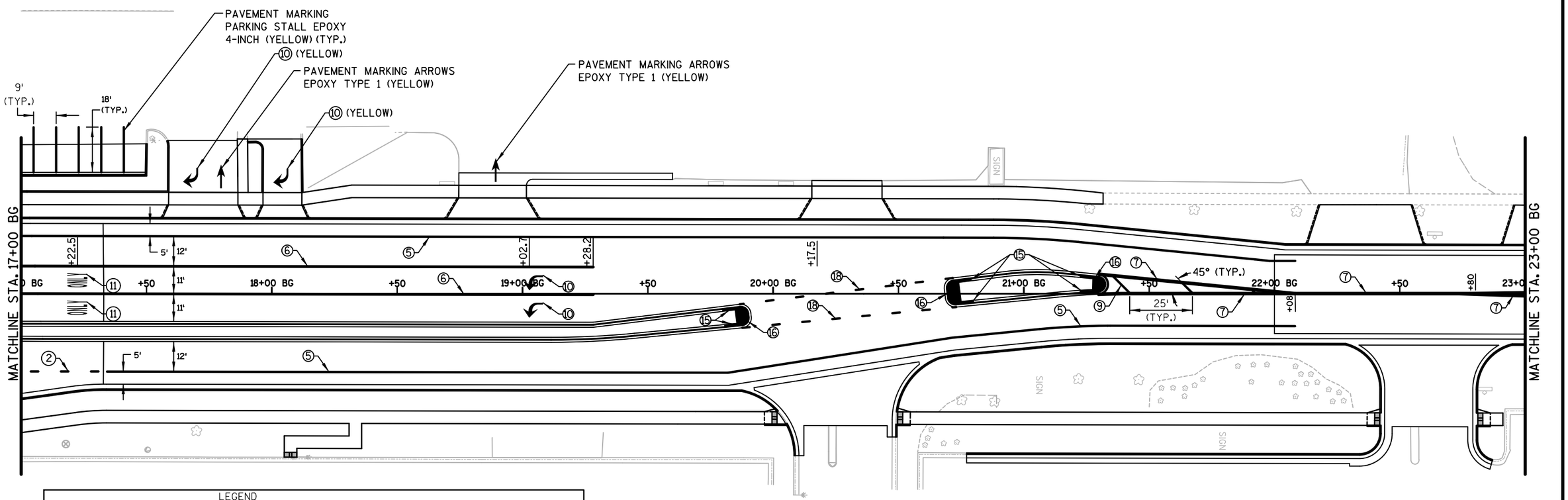
** PLACE PERMANENT PAVEMENT MARKING
IN SAME LOCATION AS EXISTING MARKING

LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
② PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
③ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
④ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 2' SEG., 6' GAP)
⑤ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
⑥ PAVEMENT MARKING EPOXY 8-INCH (WHITE)
⑦ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
⑧ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIP, 2' SEG., 6' GAP)
⑨ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑩ PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑪ PAVEMENT MARKING WORDS EPOXY
⑫ PAVEMENT MARKING STOP LINE EPOXY 18-INCH
⑬ PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
⑭ PAVEMENT MARKING RAILROAD CROSSING EPOXY
⑮ PAVEMENT MARKING CURB EPOXY (YELLOW)
⑯ PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑰ PAVEMENT MARKING ARROWS EPOXY TYPE 3
⑱ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑲ PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH

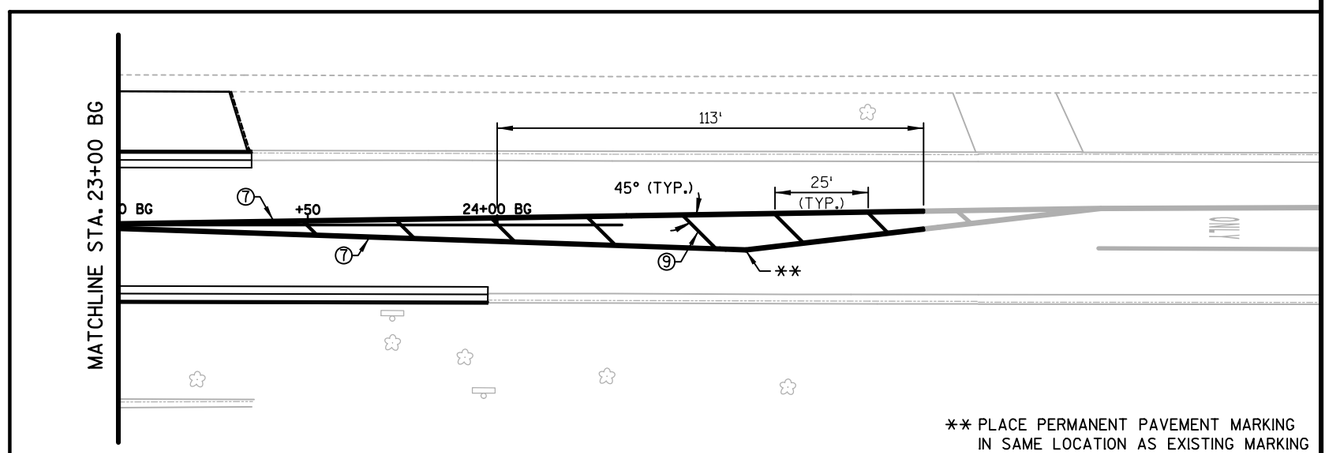
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS - BORG ROAD	SHEET 110	E

2



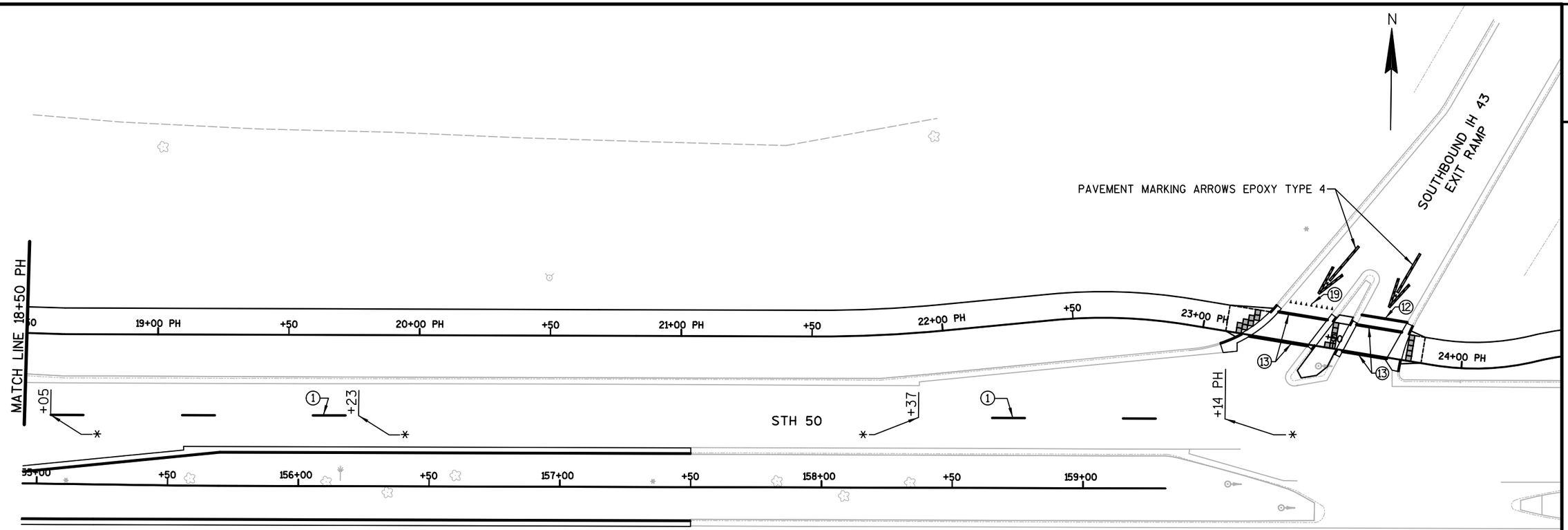
LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
② PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
③ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
④ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 2' SEG., 6' GAP)
⑤ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
⑥ PAVEMENT MARKING EPOXY 8-INCH (WHITE)
⑦ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
⑧ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIP, 2' SEG., 6' GAP)
⑨ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑩ PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑪ PAVEMENT MARKING WORDS EPOXY
⑫ PAVEMENT MARKING STOP LINE EPOXY 18-INCH
⑬ PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
⑭ PAVEMENT MARKING RAILROAD CROSSING EPOXY
⑮ PAVEMENT MARKING CURB EPOXY (YELLOW)
⑯ PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑰ PAVEMENT MARKING ARROWS EPOXY TYPE 3
⑱ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑲ PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH



** PLACE PERMANENT PAVEMENT MARKING
IN SAME LOCATION AS EXISTING MARKING

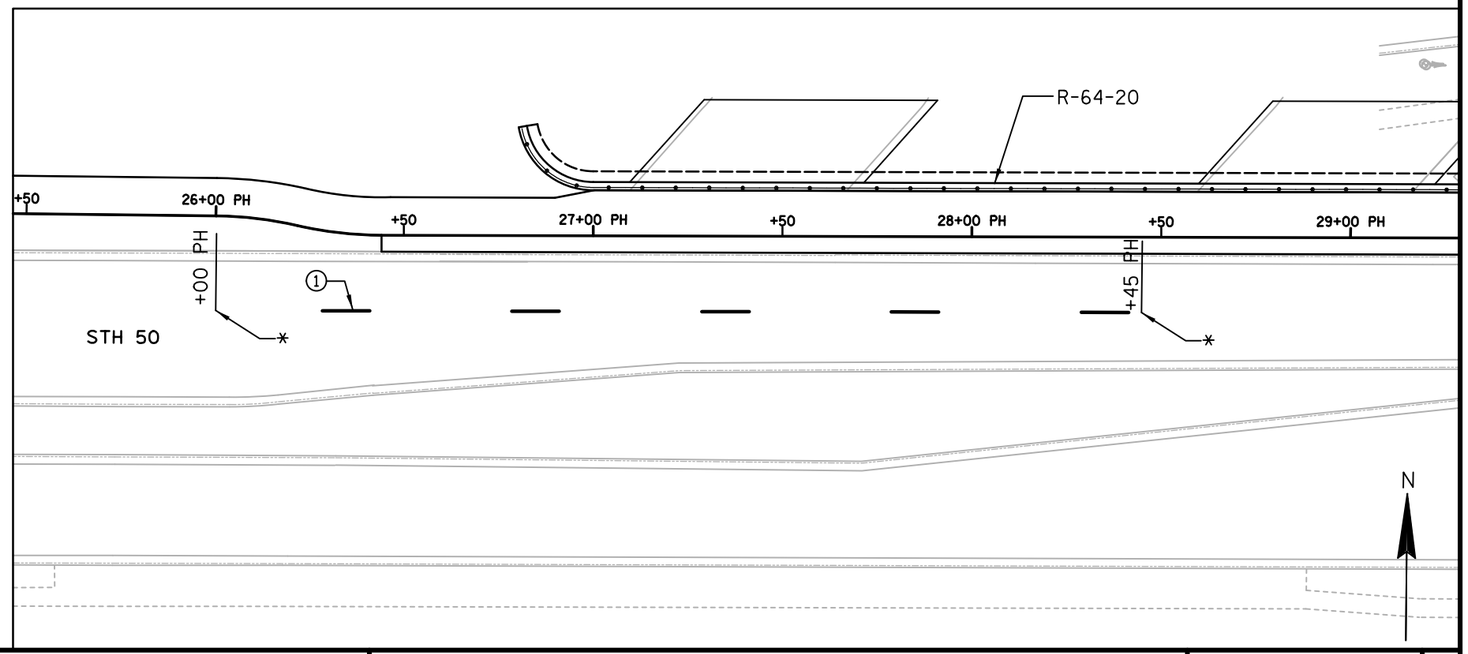
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS - WRIGHT STREET	SHEET 111	E



* MATCH EXISTING PAVEMENT MARKING

LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
② PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
③ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
④ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 2' SEG., 6' GAP)
⑤ PAVEMENT MARKING EPOXY 4-INCH (WHITE)
⑥ PAVEMENT MARKING EPOXY 8-INCH (WHITE)
⑦ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
⑧ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIP, 2' SEG., 6' GAP)
⑨ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
⑩ PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑪ PAVEMENT MARKING WORDS EPOXY
⑫ PAVEMENT MARKING STOP LINE EPOXY 18-INCH
⑬ PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
⑭ PAVEMENT MARKING RAILROAD CROSSING EPOXY
⑮ PAVEMENT MARKING CURB EPOXY (YELLOW)
⑯ PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑰ PAVEMENT MARKING ARROWS EPOXY TYPE 3
⑱ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑲ PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS - PATH	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\024510_pm.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

* MATCH EXISTING PAVEMENT MARKING

N

LEGEND

① PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 12½' SEG., 37½' GAP)
② PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
③ PAVEMENT MARKING EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
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⑦ PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
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⑩ PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑪ PAVEMENT MARKING WORDS EPOXY
⑫ PAVEMENT MARKING STOP LINE EPOXY 18-INCH
⑬ PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
⑭ PAVEMENT MARKING RAILROAD CROSSING EPOXY
⑮ PAVEMENT MARKING CURB EPOXY (YELLOW)
⑯ PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
⑰ PAVEMENT MARKING ARROWS EPOXY TYPE 3
⑱ PAVEMENT MARKING EPOXY 4-INCH (YELLOW SKIP, 3' SEG., 9' GAP)
⑲ PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH

NORTHBOUND IH 43 ENTRANCE RAMP

31+00 PH

+50

32+00 PH

+50

33+00 PH

STH 50

40'

24'

MATCH LINE A

NORTHBOUND IH 43 EXIT RAMP

MATCH LINE A

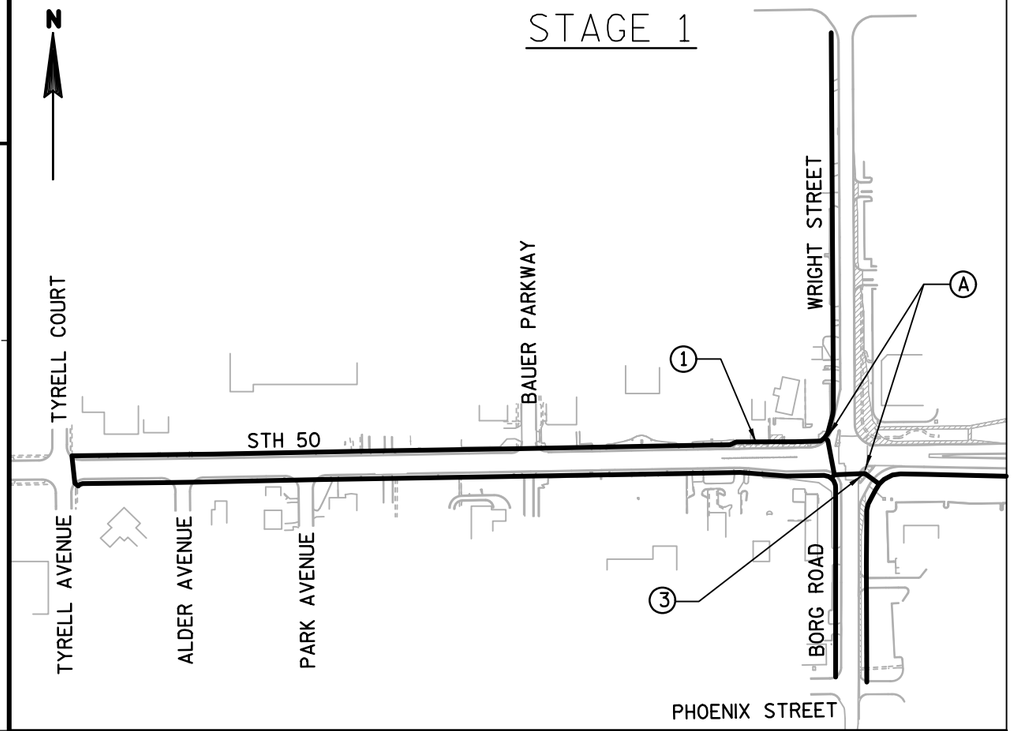
STH 50

N

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PAVEMENT MARKING DETAILS - PATH	SHEET 113	E

2

STAGE 1



LEGEND

WORK ZONE

OPEN SIDEWALK/PATH

(A) SIDEWALK CLOSED AHEAD / CROSS HERE — R9-11, 24" X 12"

INSTALLED ON TYPE II BARRICADE WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING

(B) SIDEWALK CLOSED — R9-9, 24" X 12"

INSTALLED ON TYPE II BARRICADE WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING

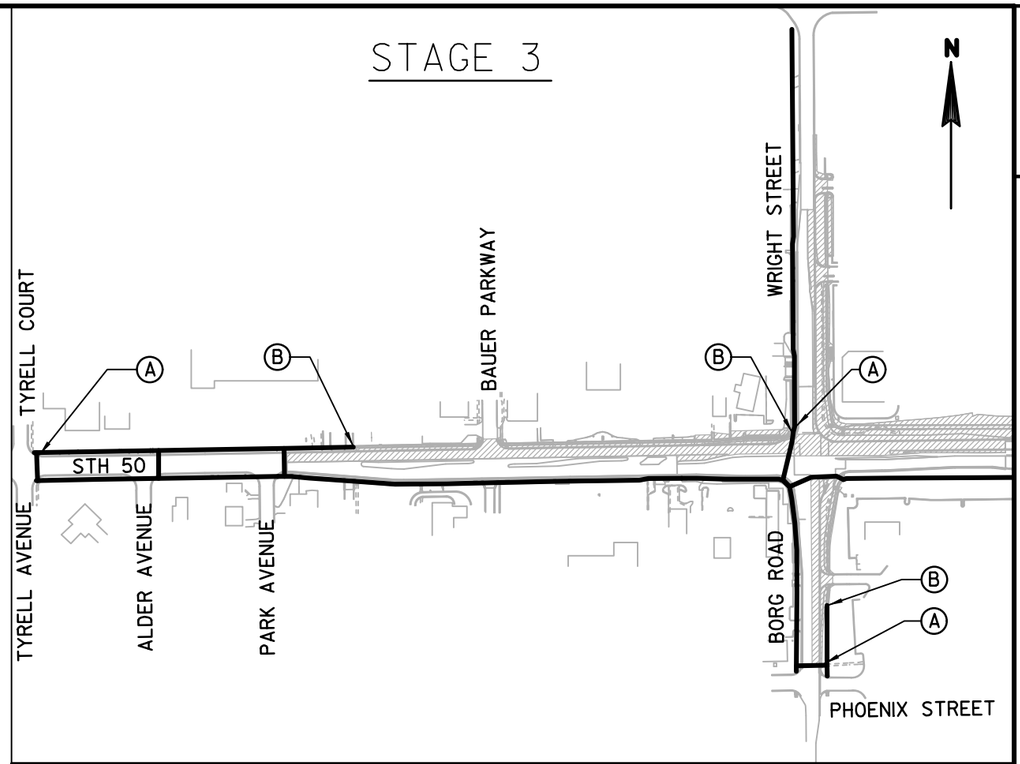
(C) SIDEWALK CLOSED AHEAD / USE DETOUR — R9-11 (MOD.), 24" X 12"

INSTALLED ON TYPE II BARRICADE WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING

NOTES

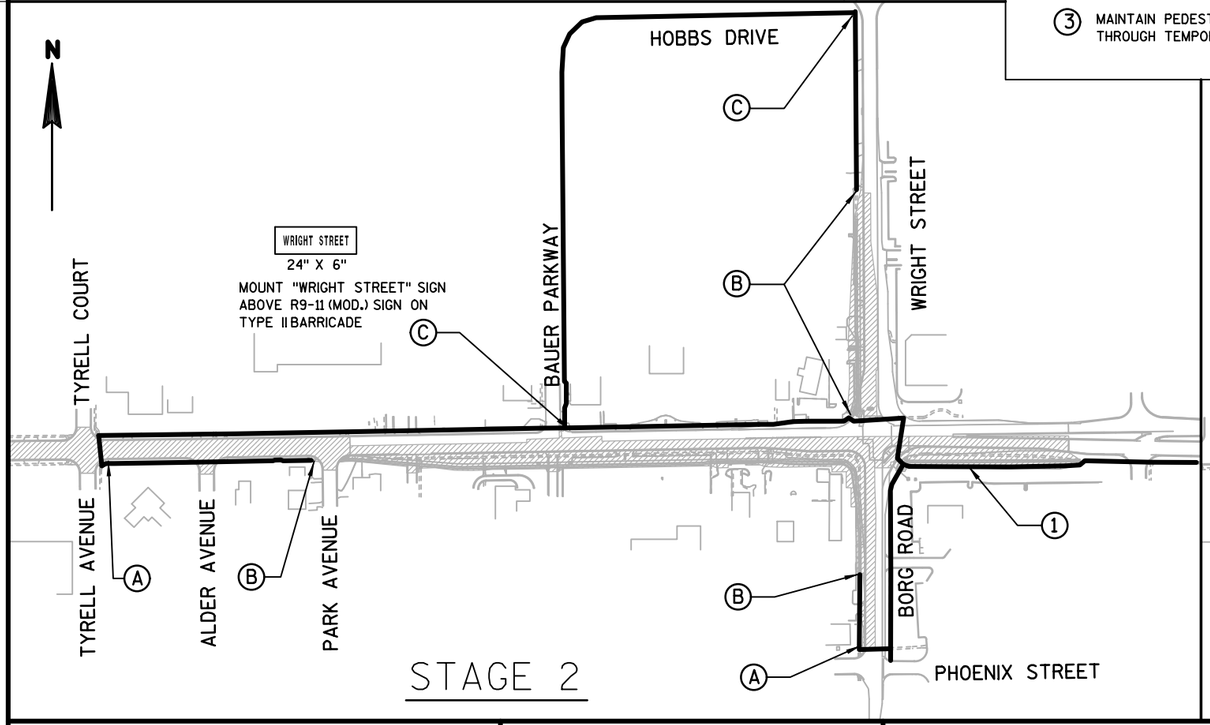
1. SEQUENCE CONSTRUCTION OF TEMPORARY PEDESTRIAN SURFACE TO MAINTAIN PEDESTRIAN ACCESS
2. SEQUENCE CONSTRUCTION TO MAINTAIN AT LEAST ONE NORTH-SOUTH AND ONE EAST-WEST CROSSING
3. MAINTAIN PEDESTRIAN ACCESS THROUGH TEMPORARY PAVEMENT

STAGE 3

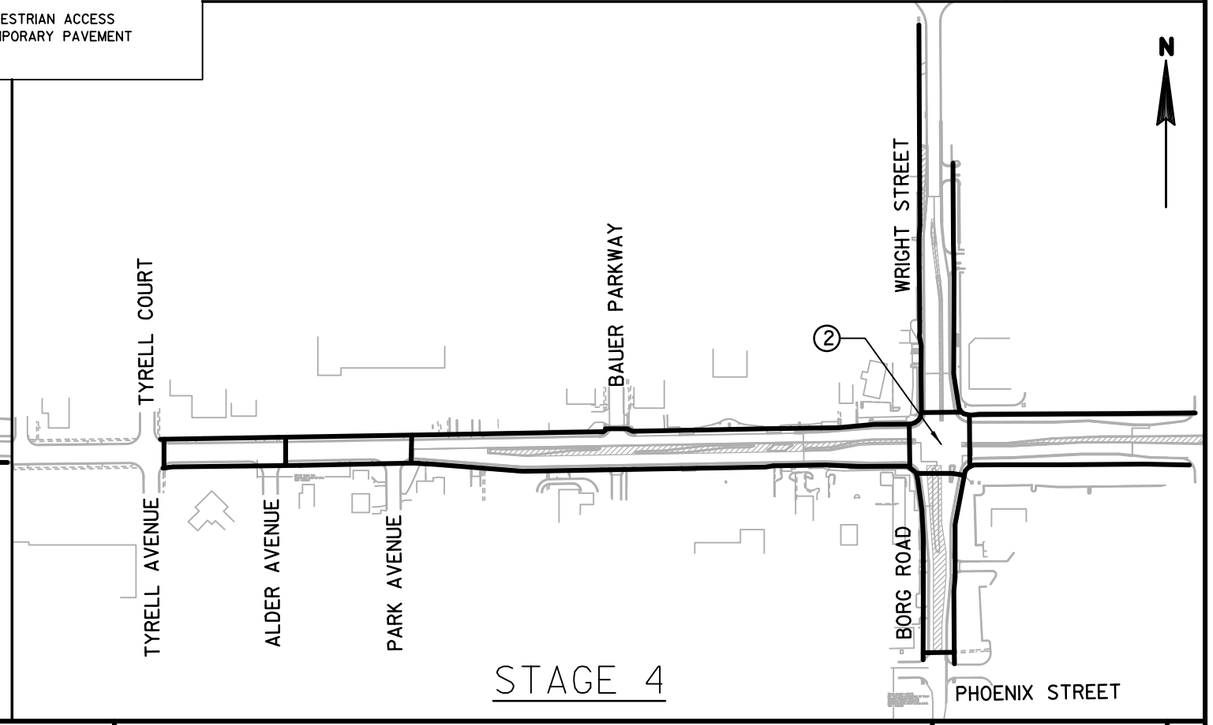


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STAGE 2



STAGE 4



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING OVERVIEW - PEDESTRIAN ROUTING	SHEET E

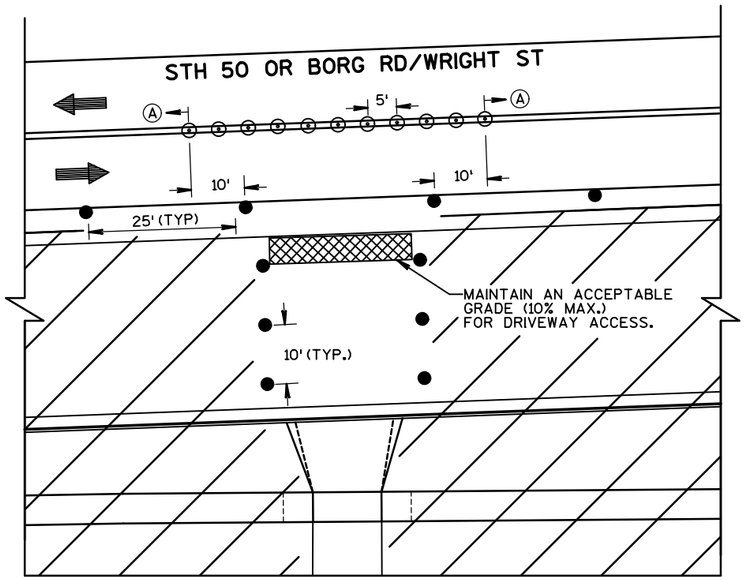
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2

LEGEND

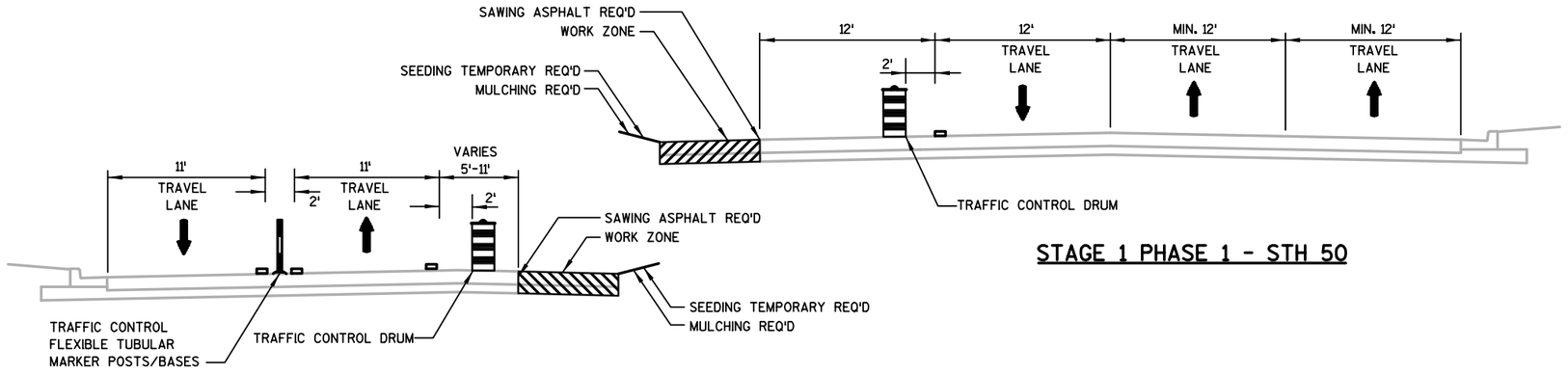
- WORK ZONE
- TRAFFIC FLOW ARROW
- DRUM WITHOUT LIGHT
- FLEXIBLE TUBULAR MARKER POSTS BASES
- BASE AGGREGATE DENSE 1¼-INCH (WEDGING)

Ⓐ INCREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 25' BETWEEN DRIVEWAY LOCATIONS



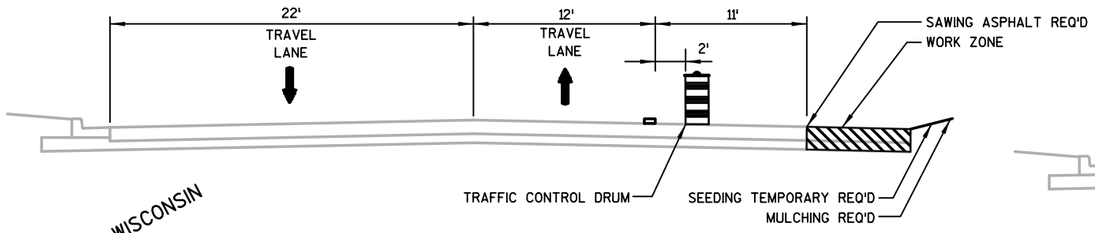
TEMPORARY ACCESS TO DRIVEWAY DETAIL - ALL CONSTRUCTION STAGES *

* DETAIL MIRRORED AS NEEDED TO MATCH APPLICABLE CONSTRUCTION STAGE.



STAGE 1 PHASE 1 - STH 50

STAGE 1 PHASE 1 - WRIGHT STREET



STAGE 1 PHASE 1 - BORG ROAD

STAGE 1

PURPOSE:
PHASE 1: CONSTRUCT TEMPORARY PAVEMENT ON WRIGHT STREET, BORG ROAD, AND STH 50.

CONSTRUCT STORM SEWER NORTH OF STH 50 EAST OF WRIGHT STREET.

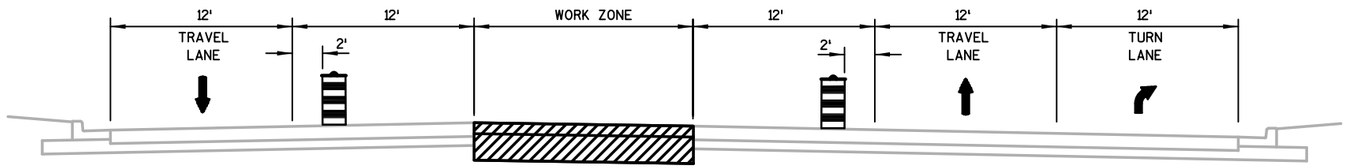
PHASE 2: CONSTRUCT THE TEMPORARY MEDIAN CROSSOVER AT STATION 150+00.

TRAFFIC HANDLING:
TRAFFIC REMAINS ON EXISTING EASTBOUND AND WESTBOUND LANES OF STH 50.

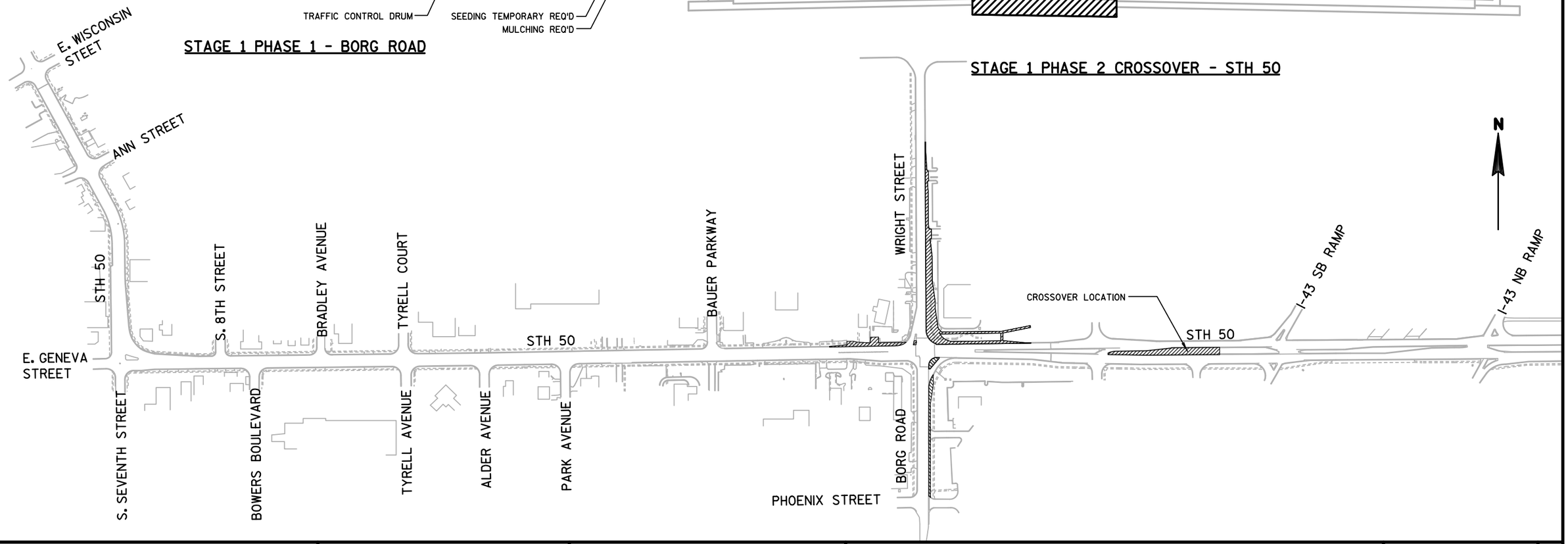
TRAFFIC REMAINS ON EXISTING NORTHBOUND AND SOUTHBOUND LANES OF BORG ROAD.

TRAFFIC REMAINS ON EXISTING NORTHBOUND AND SOUTHBOUND LANES OF WRIGHT STREET.

RESTRICTIONS:
TRAFFIC CONTROL SHALL INCLUDE TEMPORARY LANE CLOSURES ON STH 50 DURING CONSTRUCTION OF THE TEMPORARY MEDIAN CROSSOVER AND TEMPORARY PAVEMENT.



STAGE 1 PHASE 2 CROSSOVER - STH 50

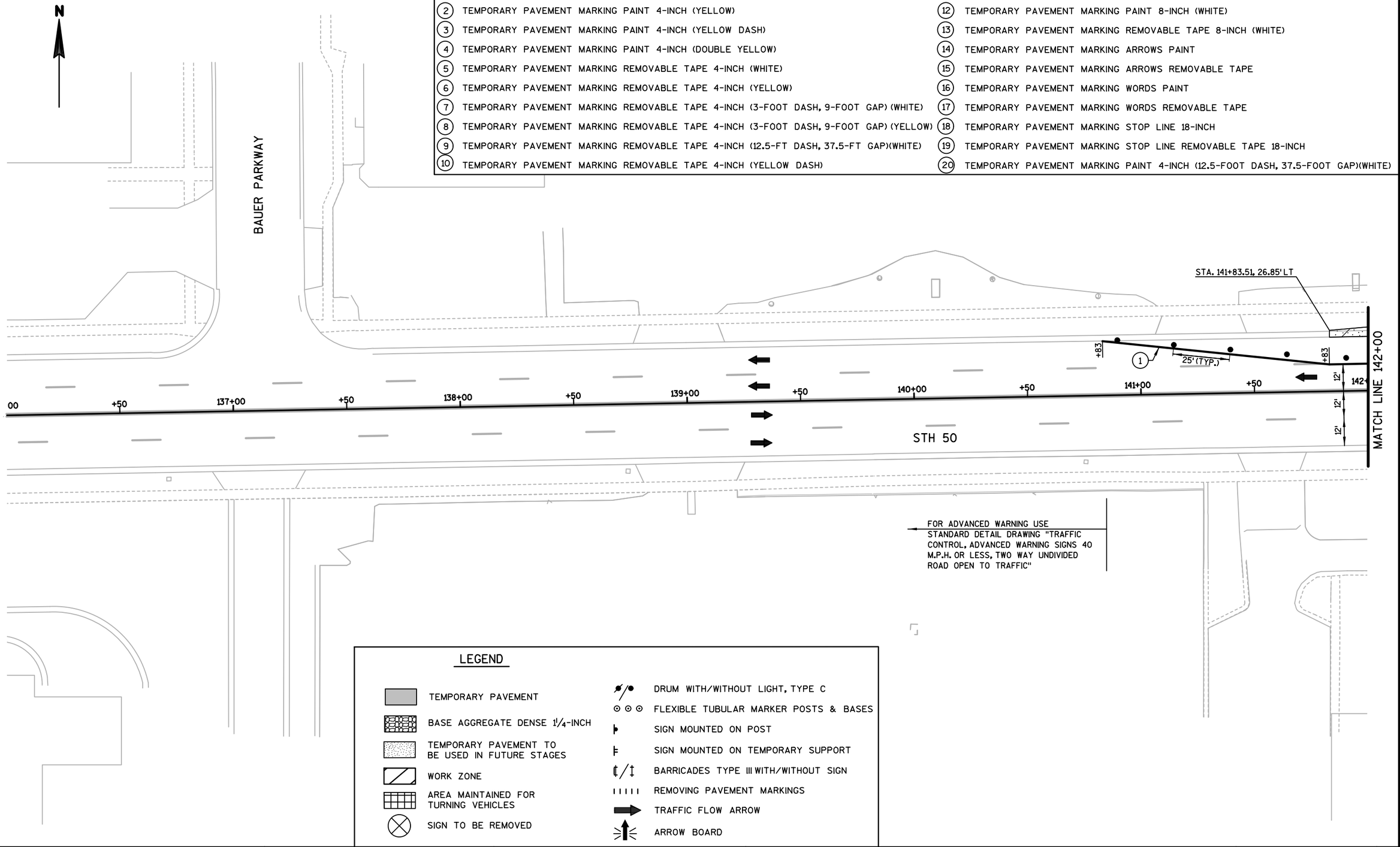


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING OVERVIEW - STAGE 1	SHEET E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026001_s1.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



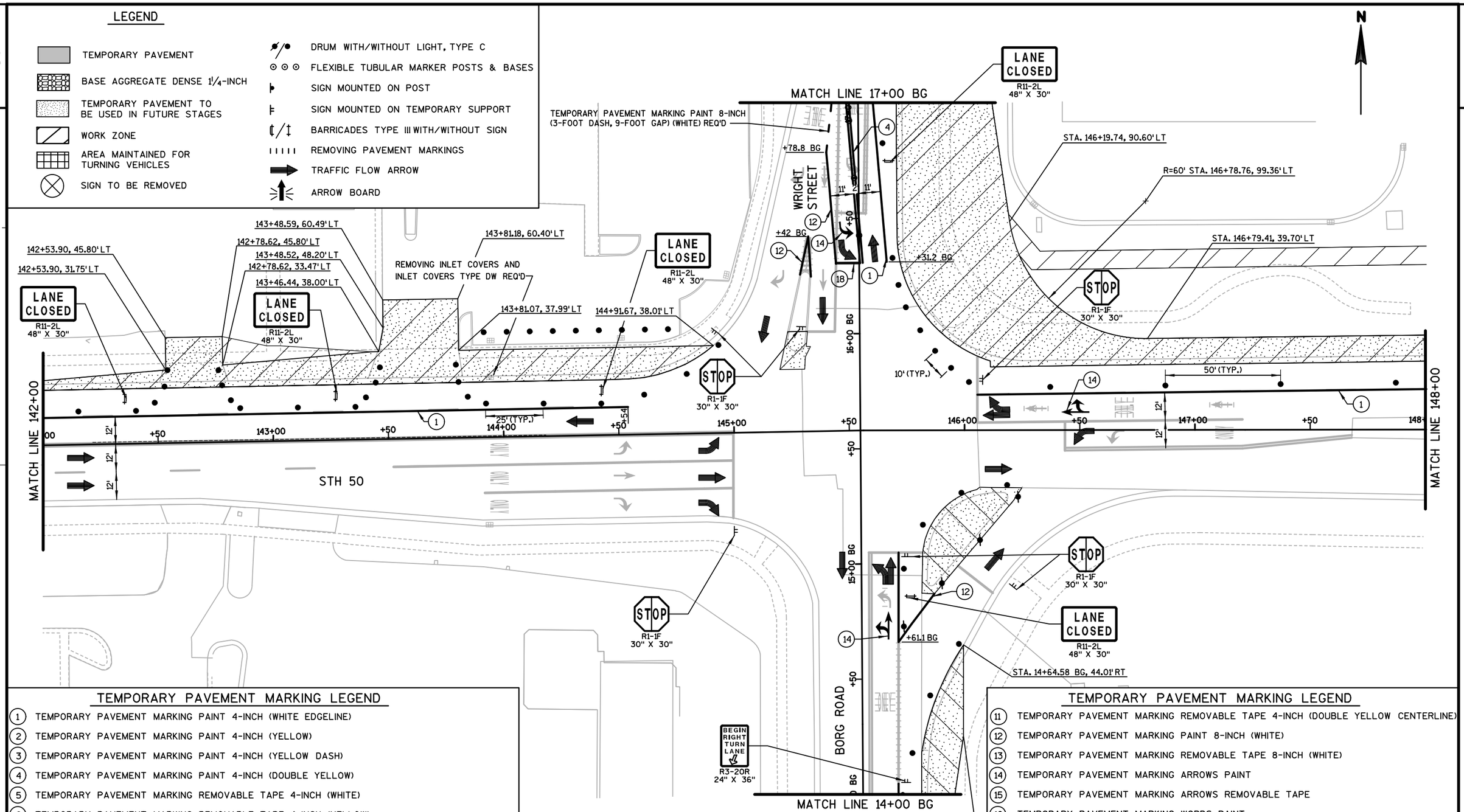
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 1	SHEET 117	E

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)

TEMPORARY PAVEMENT MARKING LEGEND

11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

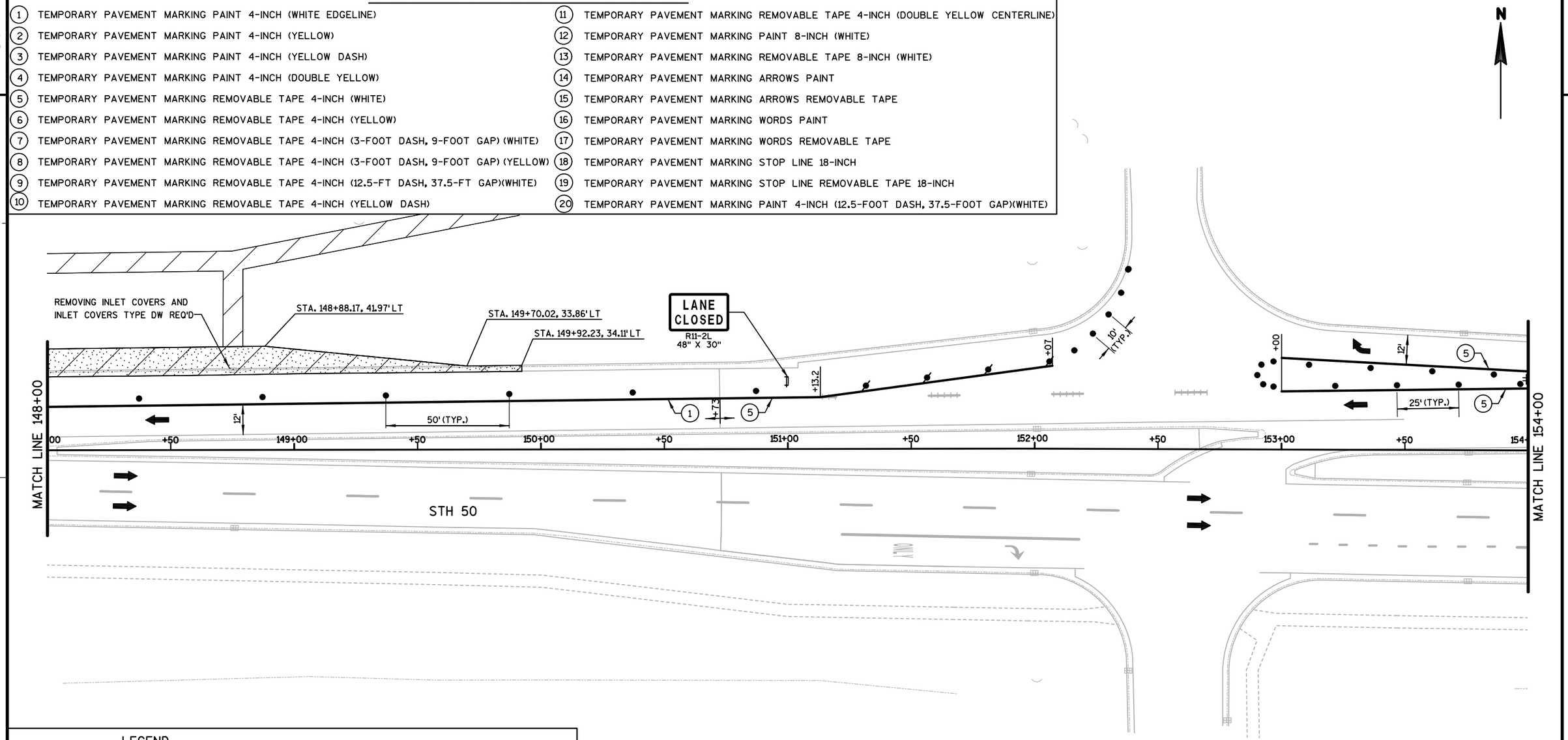
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 1	SHEET E

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2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
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10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
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12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



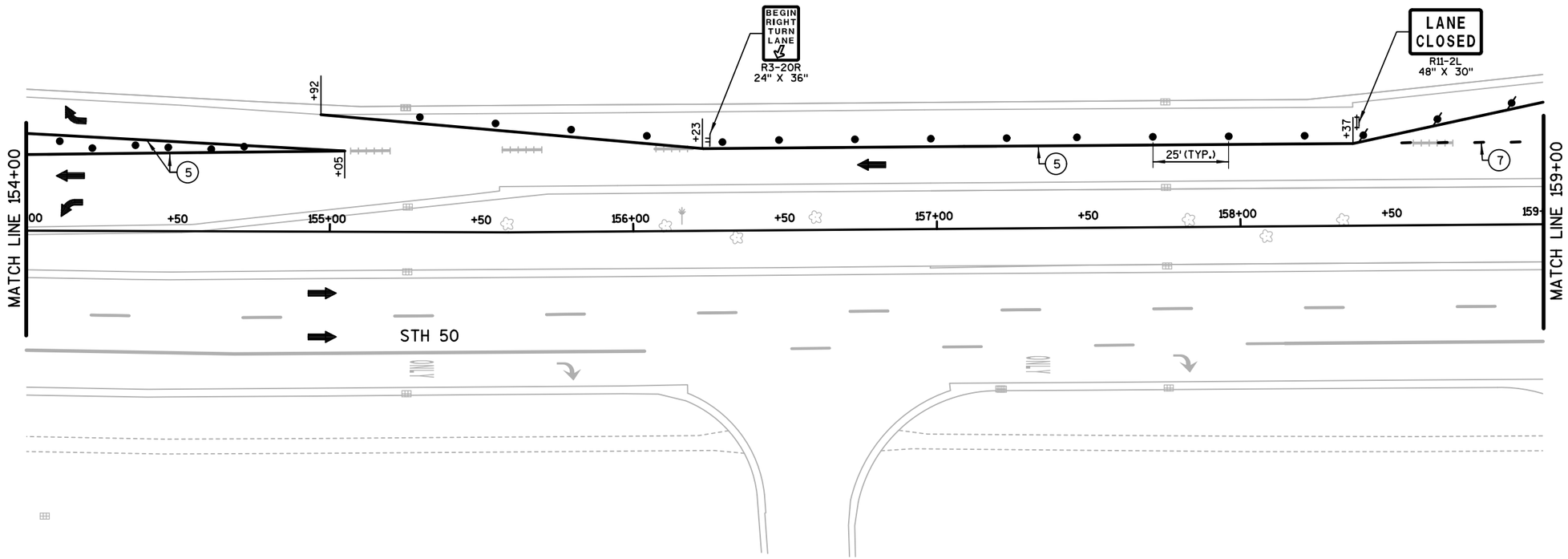
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 1	SHEET 119	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 1	SHEET 120	E

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N

ROAD WORK AHEAD W20-1

350' FROM STOP BAR

SOUTHBOUND IH 43 EXIT RAMP

LANE CLOSED R11-2L 48" X 30"

FOR LANE CLOSURE
USE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"

23+00 PH +50 24+00 PH +50 25+00 PH +50 26+00 PH +50 27+00 PH +50 28+00 PH +50

+14 PH +00 PH +45 PH

10' (TYP.) 12' 25' (TYP.)

MATCH LINE 159+00

STH 50

SOUTHBOUND IH 43 ENTRANCE RAMP

LEGEND

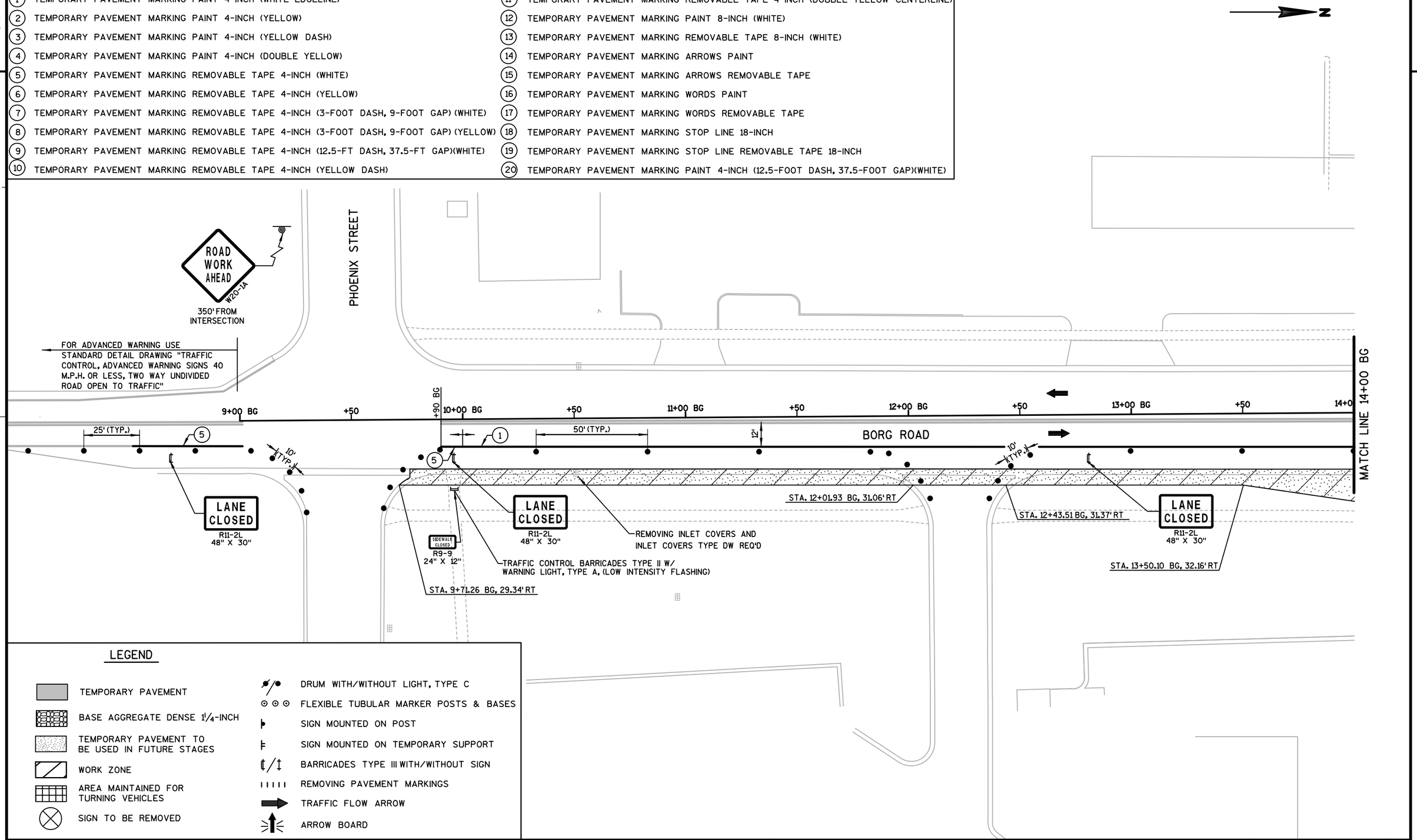
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 1	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026006_s1_p1.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
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10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
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12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
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- BARRICADES TYPE III WITH/WITHOUT SIGN
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- ARROW BOARD

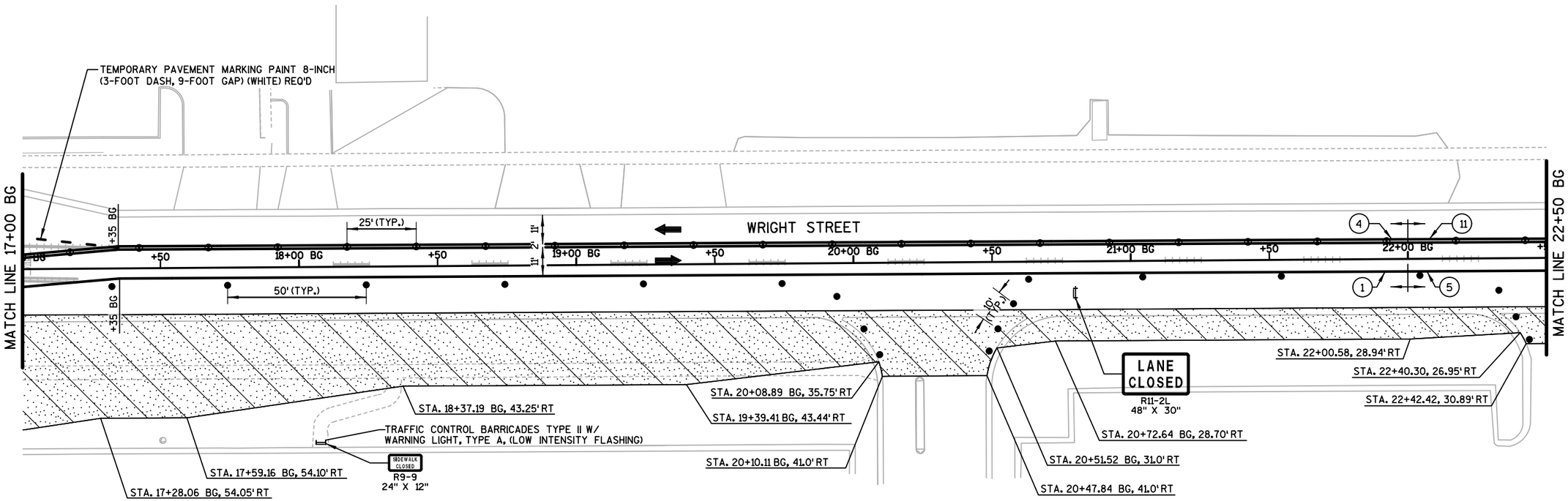
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 1	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026007_s1_p1.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 1	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026008_s1_p1.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

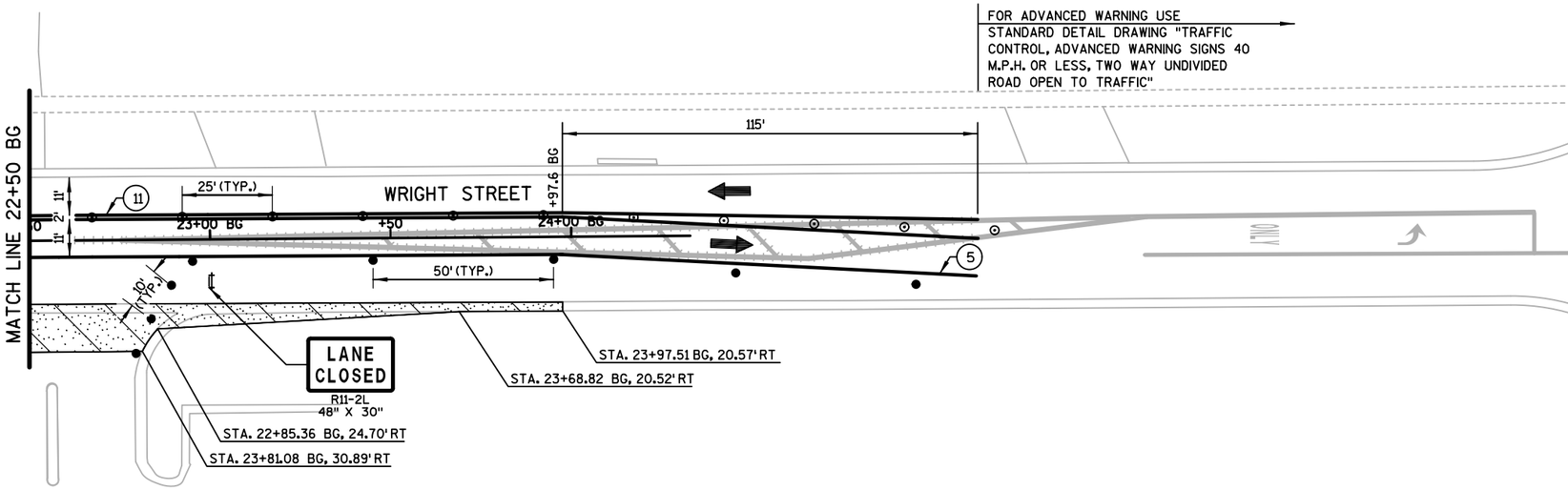
(1)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	(11)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
(2)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	(12)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(3)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(4)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	(14)	TEMPORARY PAVEMENT MARKING ARROWS PAINT
(5)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(15)	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
(6)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(16)	TEMPORARY PAVEMENT MARKING WORDS PAINT
(7)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	(17)	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
(8)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	(18)	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
(9)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	(19)	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
(10)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	(20)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N

ROAD WORK AHEAD W20-1A

350' FROM INTERSECTION

FOR ADVANCED WARNING USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"



ROAD WORK AHEAD W20-1A

350' FROM INTERSECTION

LEGEND

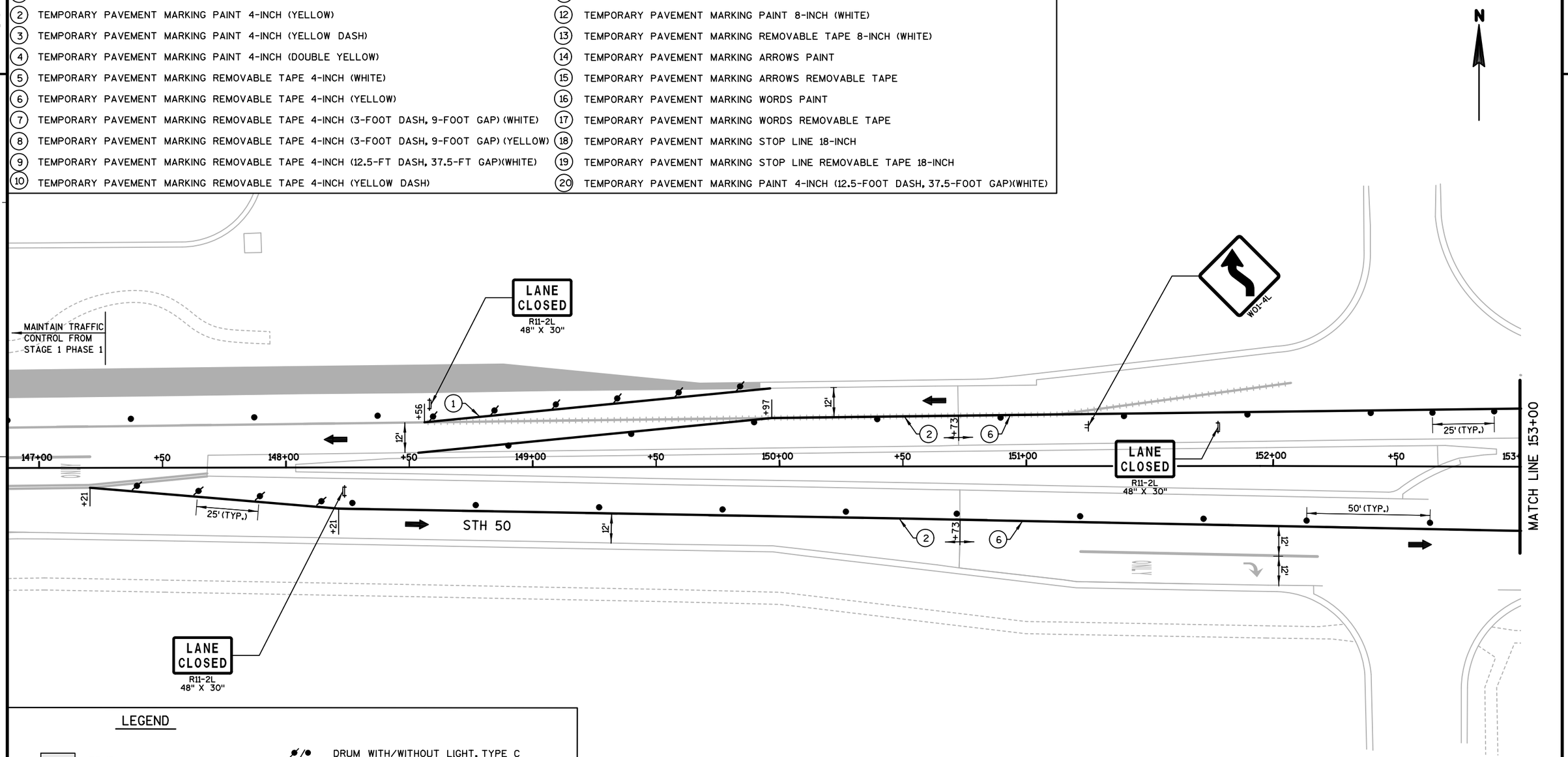
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
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- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 1	SHEET 124	E

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



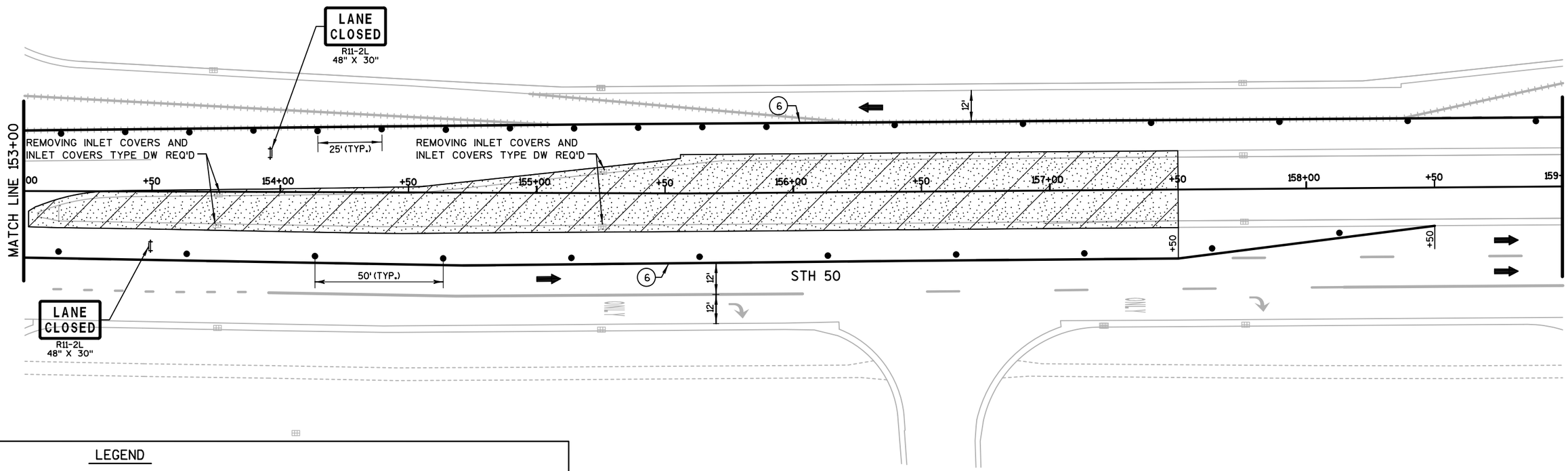
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 2	SHEET 125	E

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
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10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
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- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 2	SHEET E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026011_s1_p2.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
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7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N

ROAD WORK AHEAD W20-1A

350' FROM STOP BAR

SOUTHBOUND IH 43 EXIT RAMP

LANE CLOSED R11-2L 48" X 30"

LANE CLOSED R11-2L 48" X 30"

23+00 PH

+50

24+00 PH

+50

25+00 PH

+50

26+00 PH

+50

27+00 PH

+50

28+00 PH

+50

MATCH LINE 28+50 PH

MATCH LINE 159+00

+85 PH

10' (TYP.)

12'

12'

25' (TYP.)

+97 PH

+56 PH

50' (TYP.)

6

5

STH 50

SOUTHBOUND IH 43 ENTRANCE RAMP

LEGEND

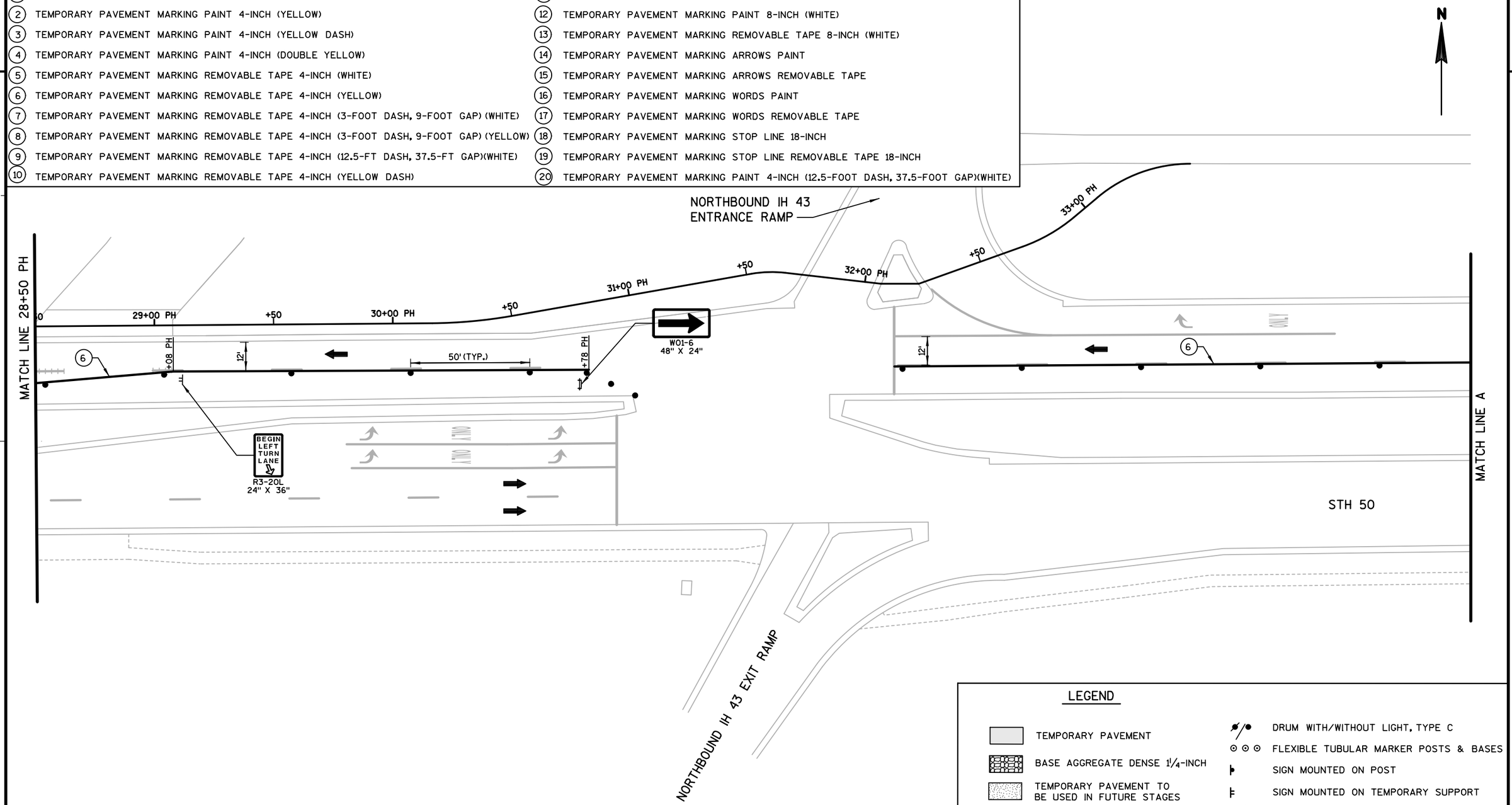
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
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- SIGN MOUNTED ON POST
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- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 2	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026012_s1_p2.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



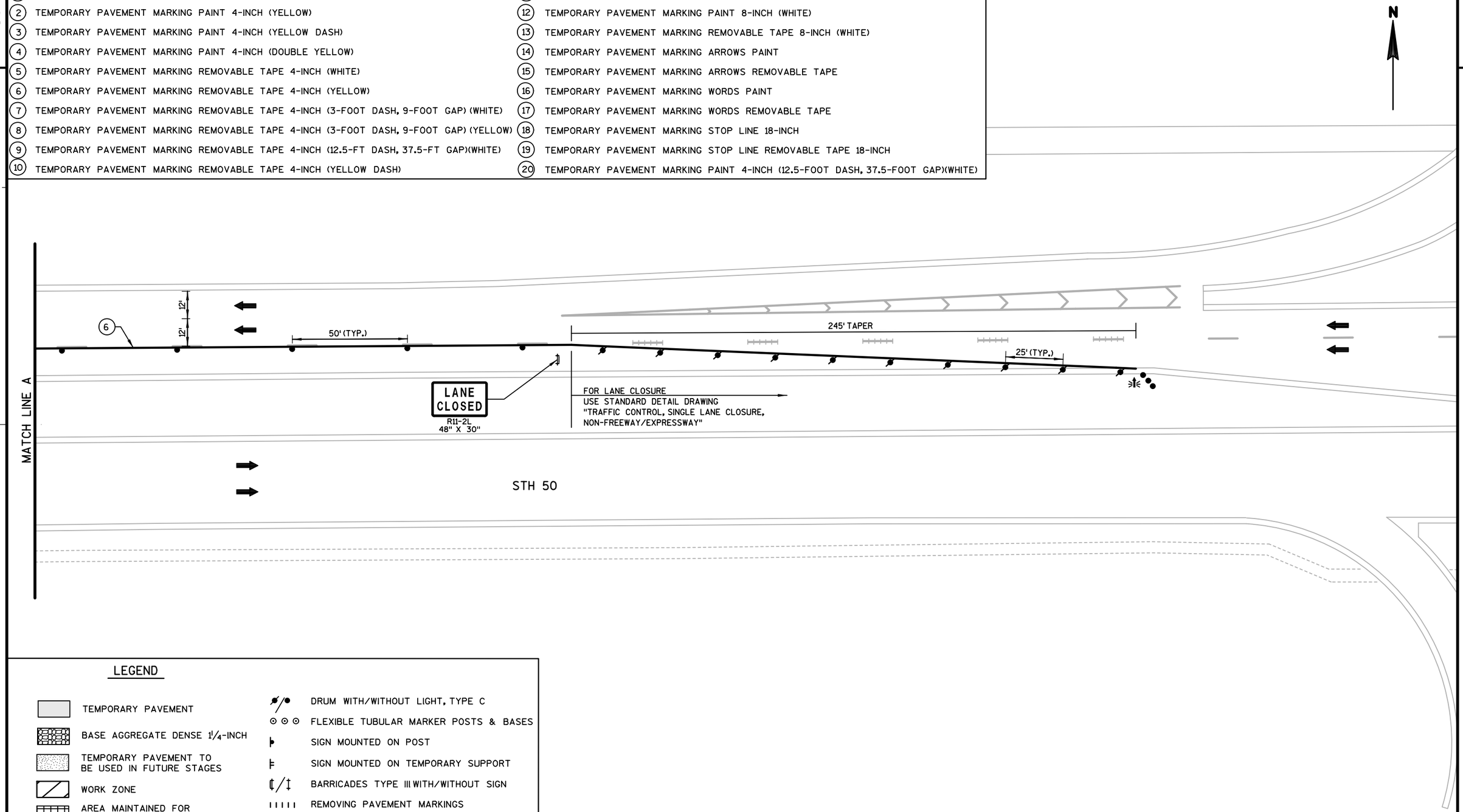
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 2	SHEET 128	E

TEMPORARY PAVEMENT MARKING LEGEND

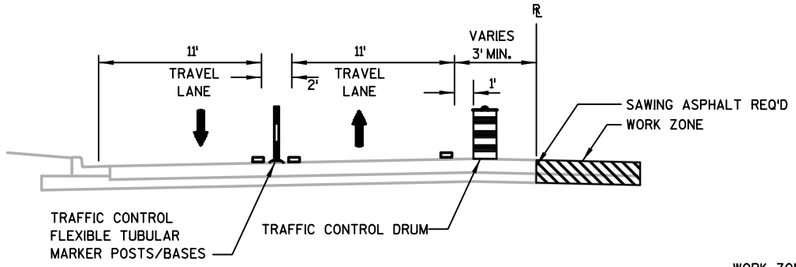
1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



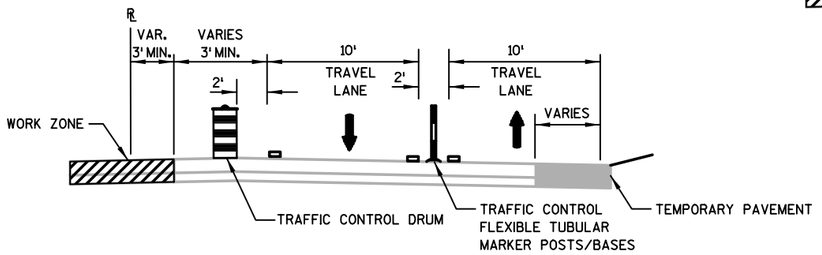
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

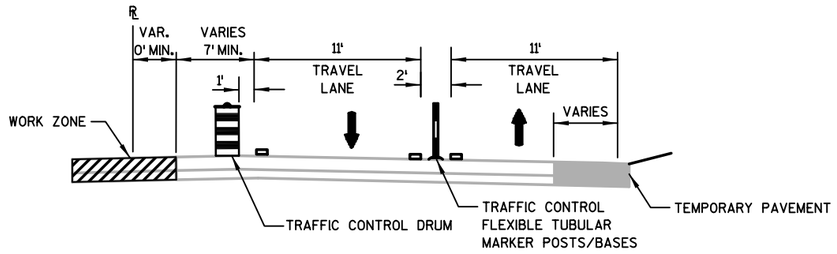
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 PHASE 2	SHEET 129	E



STAGE 2 - STH 50



STAGE 2 - BORG ROAD



STAGE 2 - WRIGHT STREET

STAGE 2

PURPOSE:
CONSTRUCT THE EASTBOUND LANES OF STH 50 FROM PARK AVENUE TO THE EAST PROJECT LIMITS, INCLUDING STORM SEWER AT BAUER PARKWAY. CONSTRUCT WATER MAIN AND MILL AND PAVE FROM E. WISCONSIN STREET TO PARK AVENUE.

CONSTRUCT THE SOUTHBOUND LANES OF BORG ROAD FROM PHOENIX STREET TO STH 50.

CONSTRUCT THE SOUTHBOUND LANES OF WRIGHT STREET FROM NORTH PROJECT LIMITS TO STH 50.

TRAFFIC HANDLING:
TRAFFIC ON STH 50 SHALL BE COUNTER-DIRECTIONAL ON EXISTING WESTBOUND PAVEMENT AND TEMPORARY PAVEMENT EAST OF WRIGHT STREET.

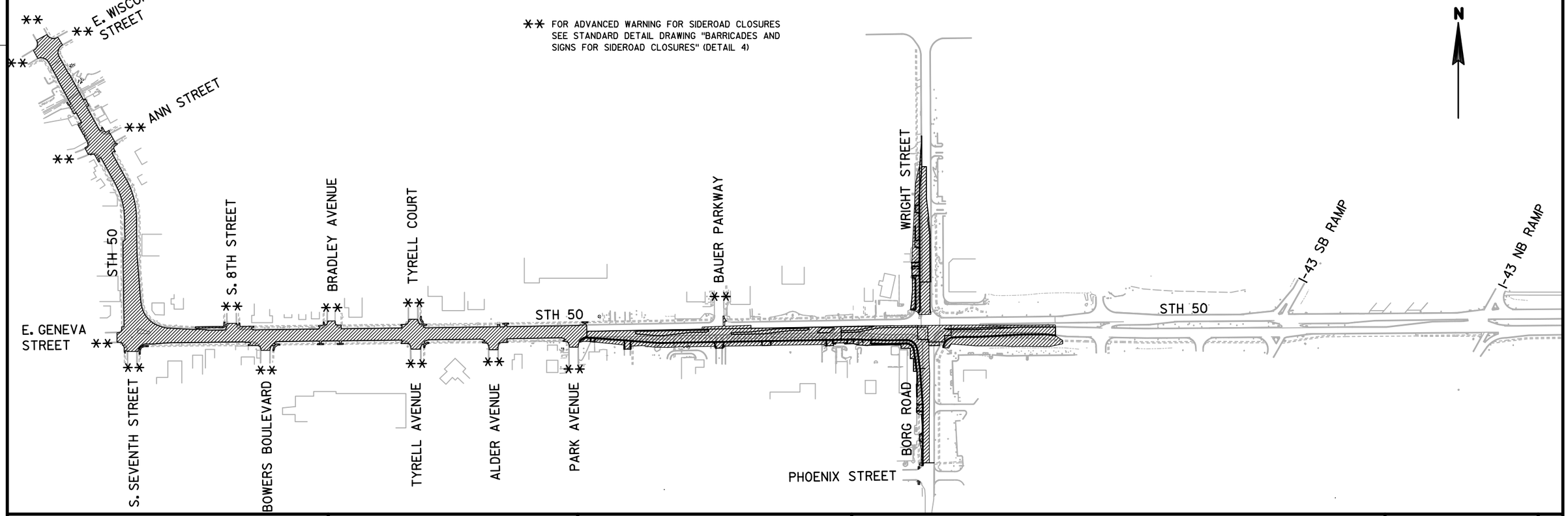
TRAFFIC ON BORG ROAD SHALL BE COUNTER-DIRECTIONAL ON EXISTING NORTHBOUND PAVEMENT AND TEMPORARY PAVEMENT.

TRAFFIC ON WRIGHT STREET SHALL BE COUNTER-DIRECTIONAL ON EXISTING NORTHBOUND PAVEMENT AND TEMPORARY PAVEMENT.

RESTRICTIONS:
STH 50 WILL BE CLOSED TO COMPLETE THE WATER MAIN, MILLING, AND ASPHALT PAVING WEST OF WRIGHT STREET. SEE DETOUR PLAN FOR ADDITIONAL INFORMATION.

BORG ROAD WILL BE CLOSED TO COMPLETE THE SOUTHEAST QUADRANT OF THE INTERSECTION.

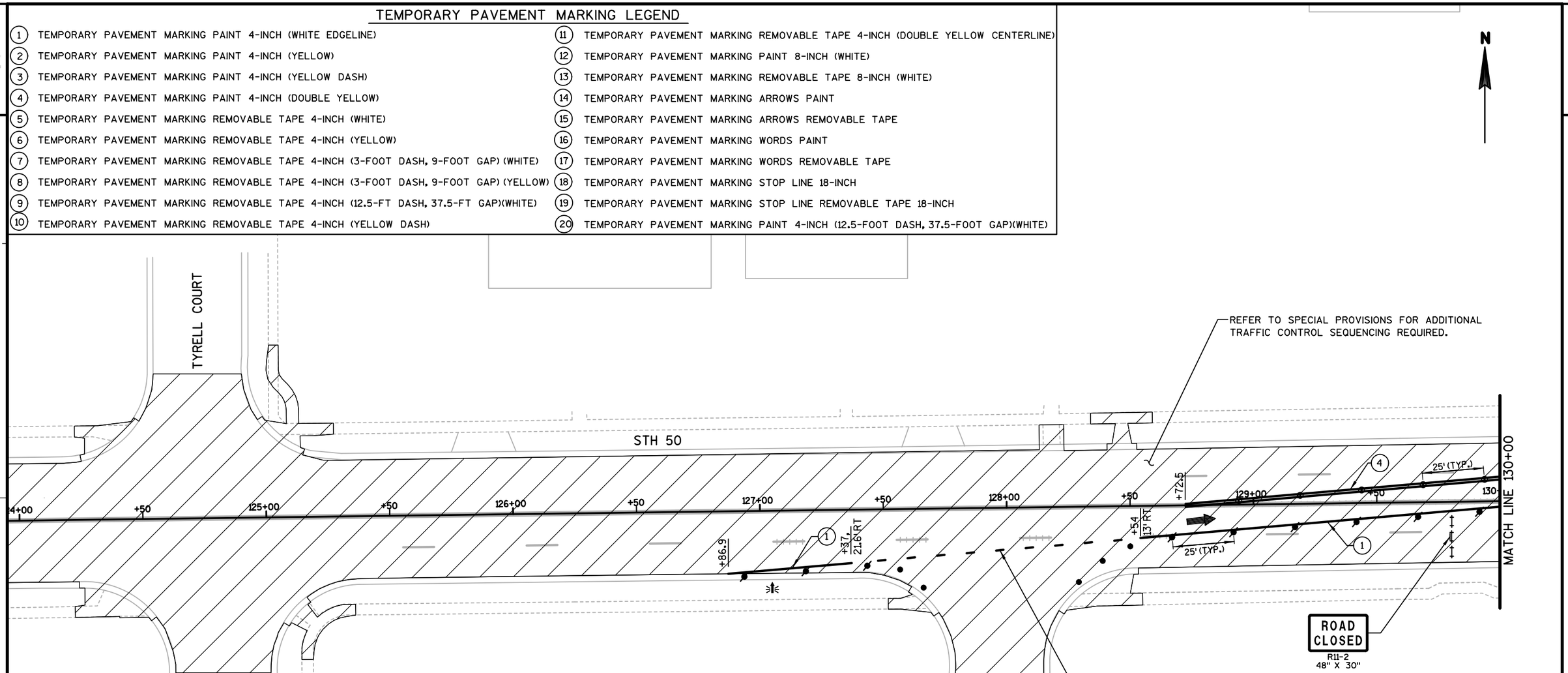
BAUER PARKWAY WILL BE CLOSED TO COMPLETE STORM SEWER INSTALLATION ADJACENT TO THE INTERSECTION.



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING OVERVIEW - STAGE 2	SHEET 130	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

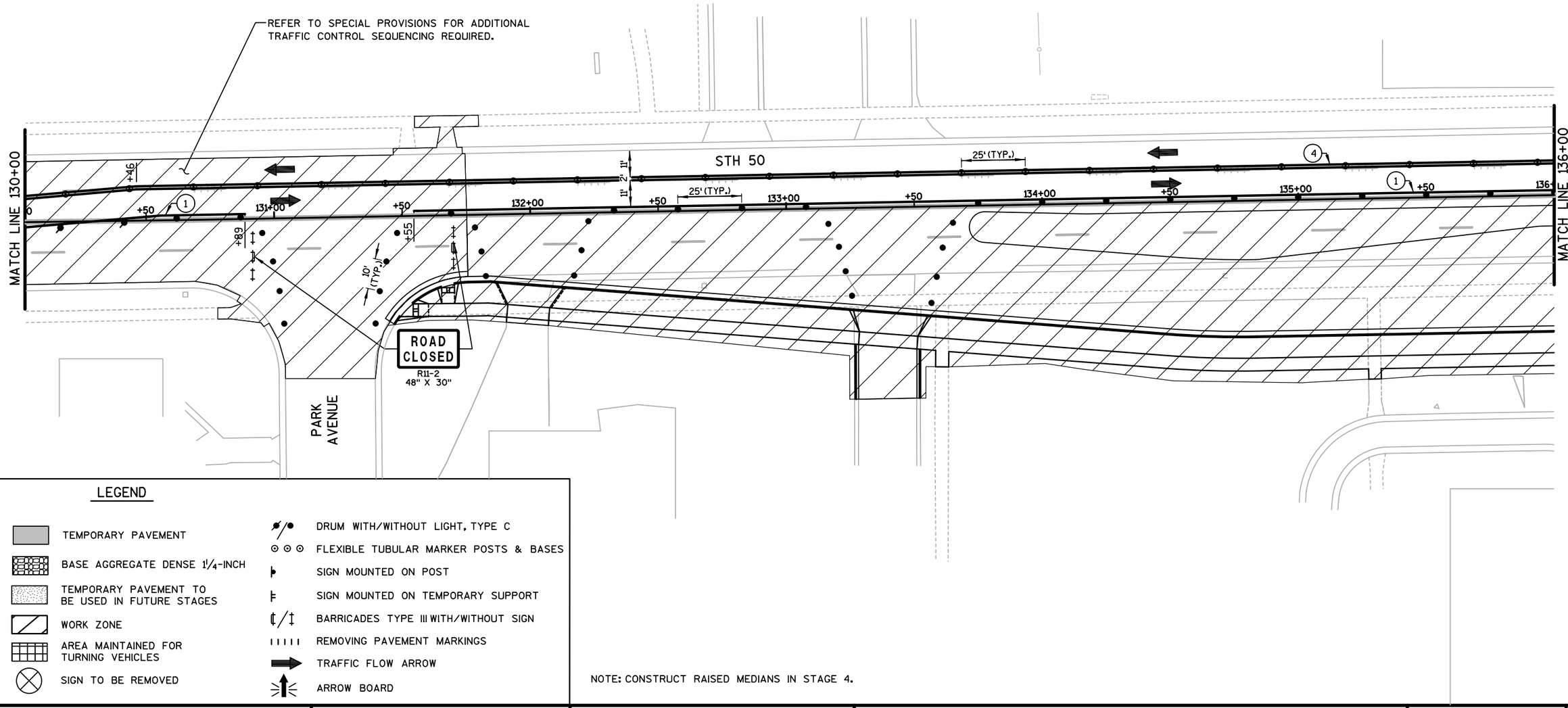
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET 131 E

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

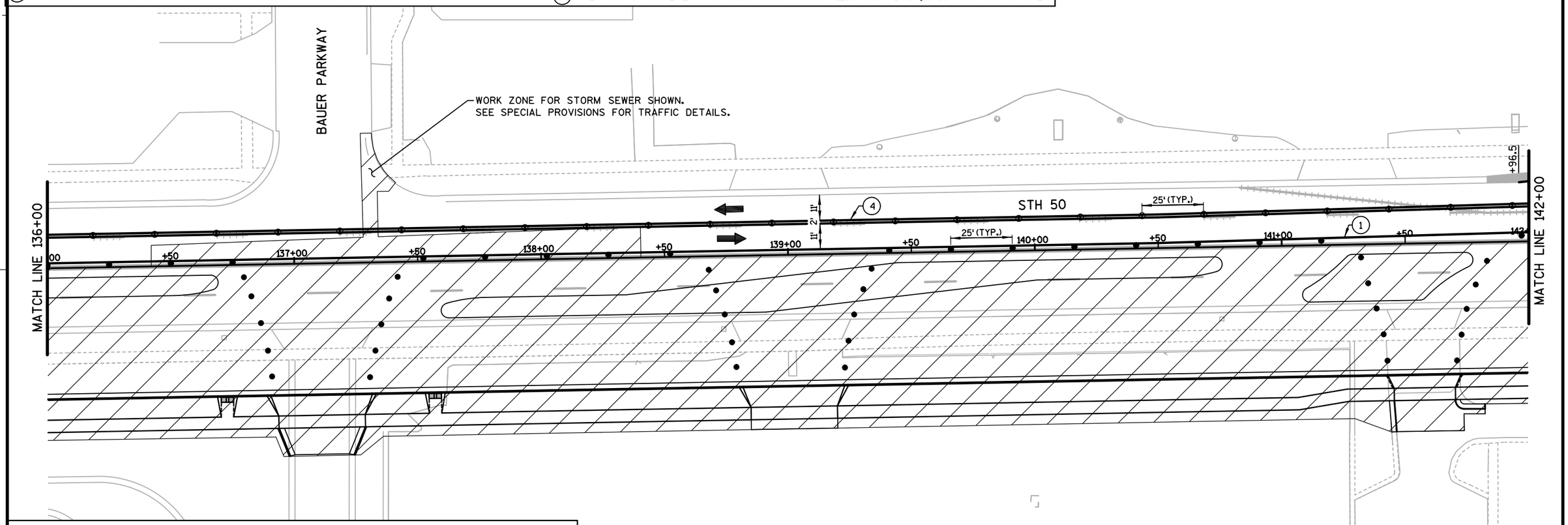
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

NOTE: CONSTRUCT RAISED MEDIANS IN STAGE 4.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET 132	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
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12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
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17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

NOTE: CONSTRUCT RAISED MEDIANS IN STAGE 4.

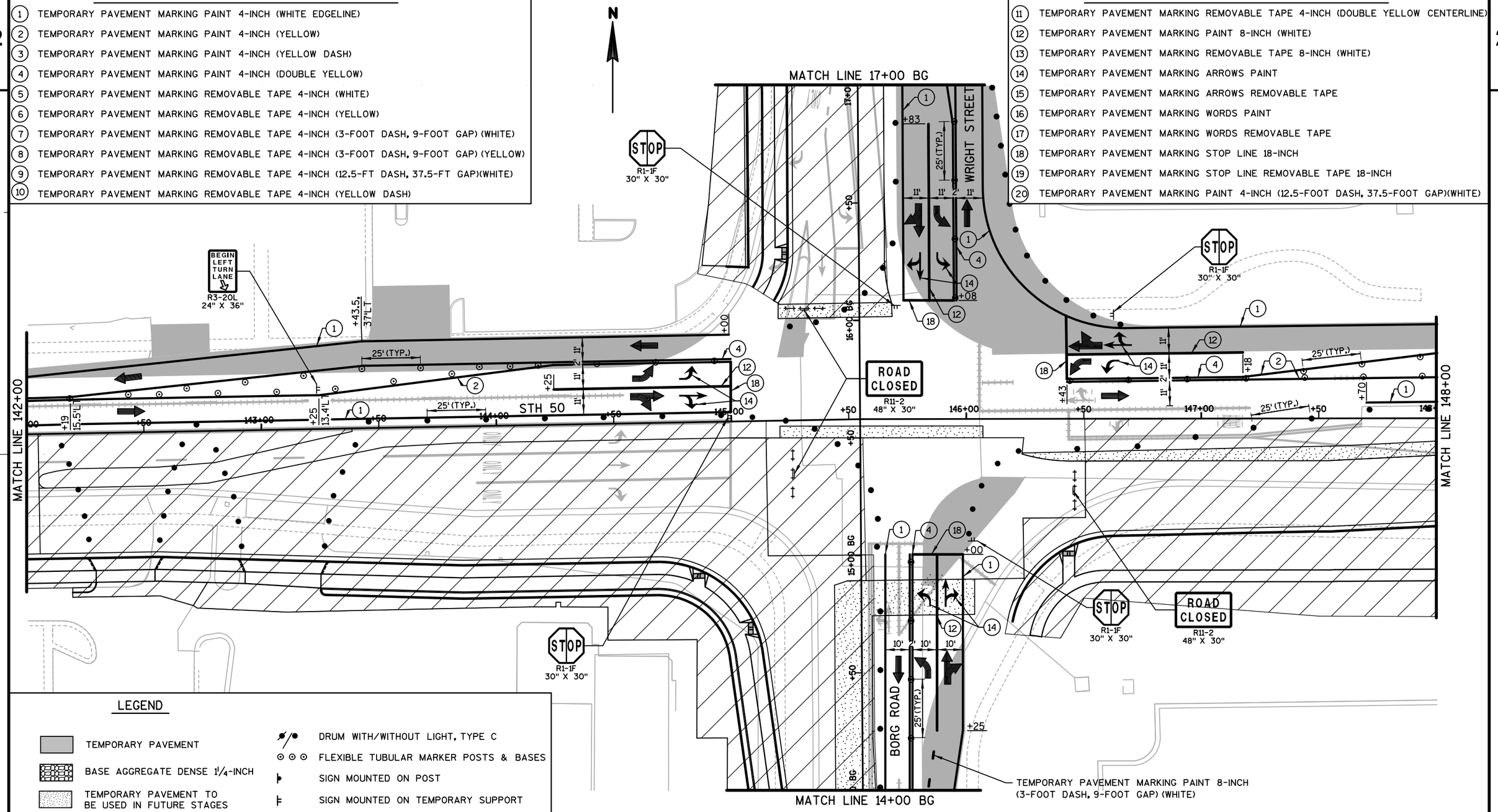
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET 133	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)

TEMPORARY PAVEMENT MARKING LEGEND

11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
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17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

NOTES: - CONSTRUCT RAISED MEDIANS IN STAGE 4.
- SEE "CONSTRUCTION STAGING - STAGE 2 BORG ROAD CLOSURE" FOR TRAFFIC CONTROL DURING CLOSURE.

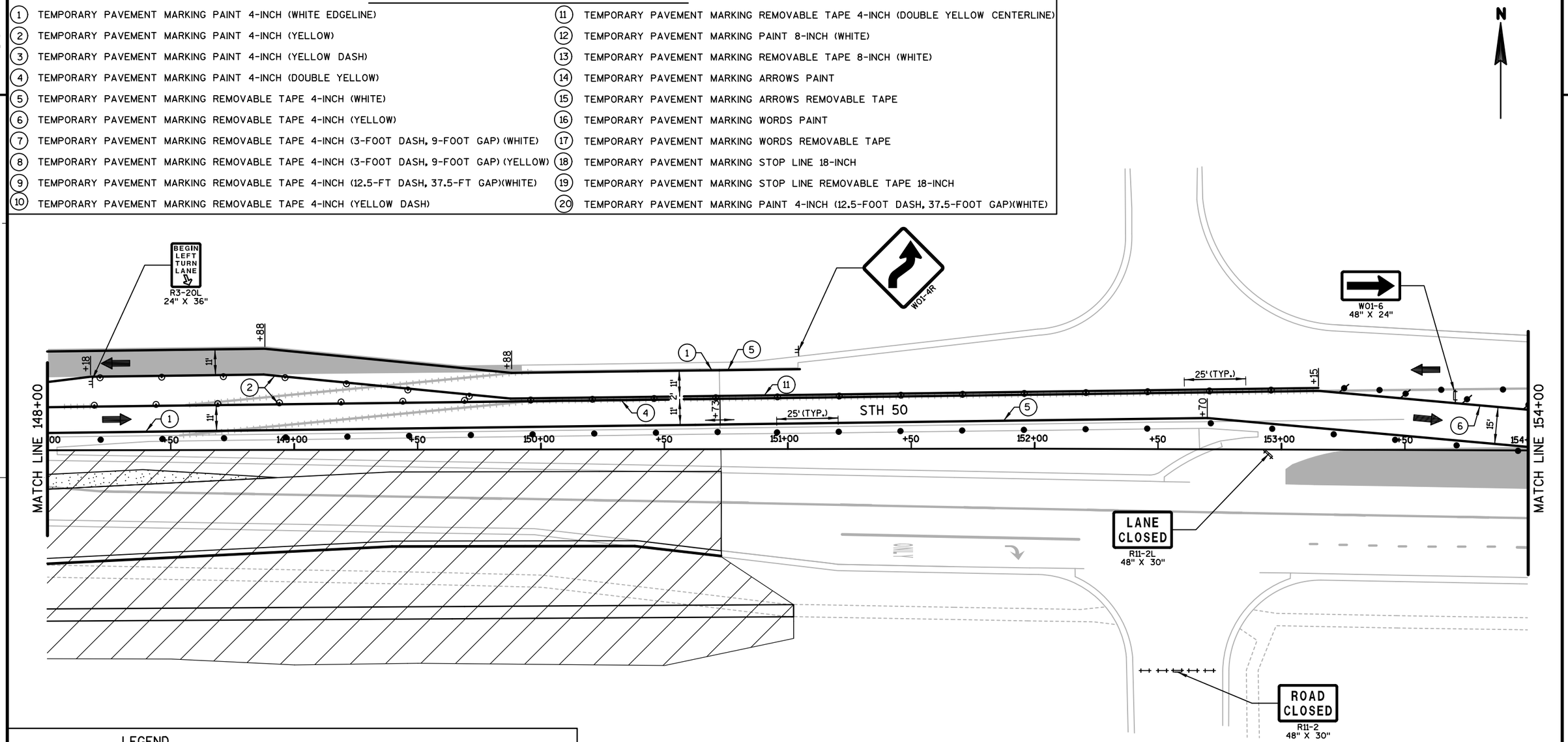
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET	E

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2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
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15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

NOTE: CONSTRUCT RAISED MEDIANS IN STAGE 4.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026106_s2.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

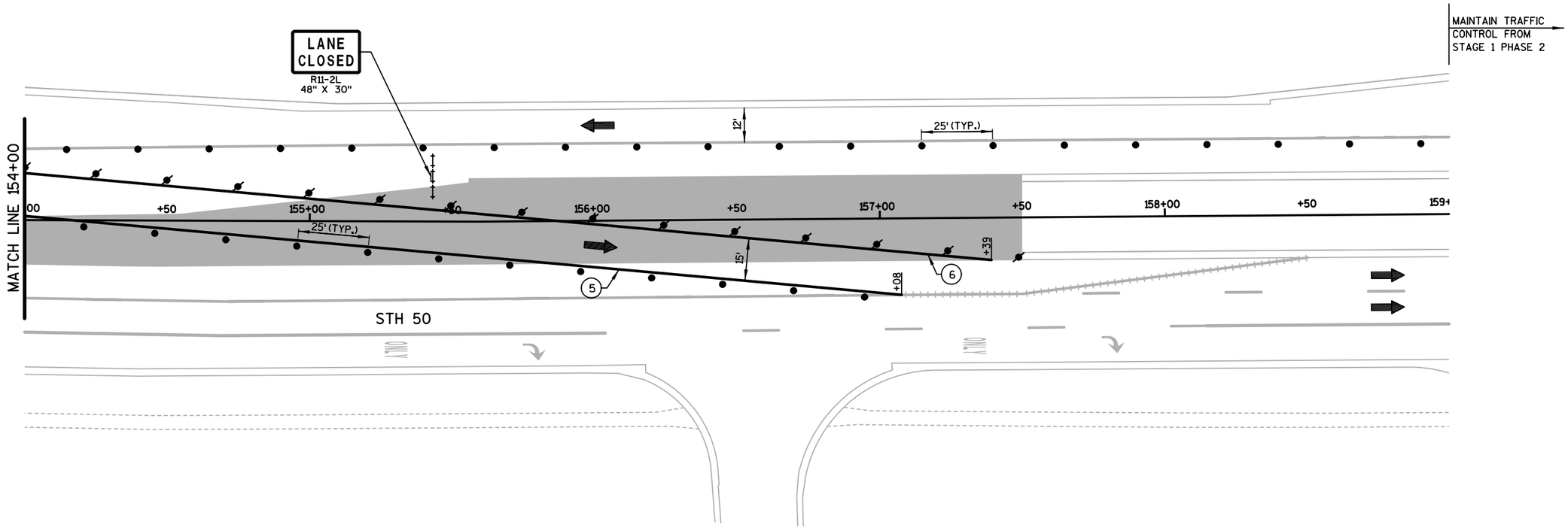
2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
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10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N

2



LEGEND

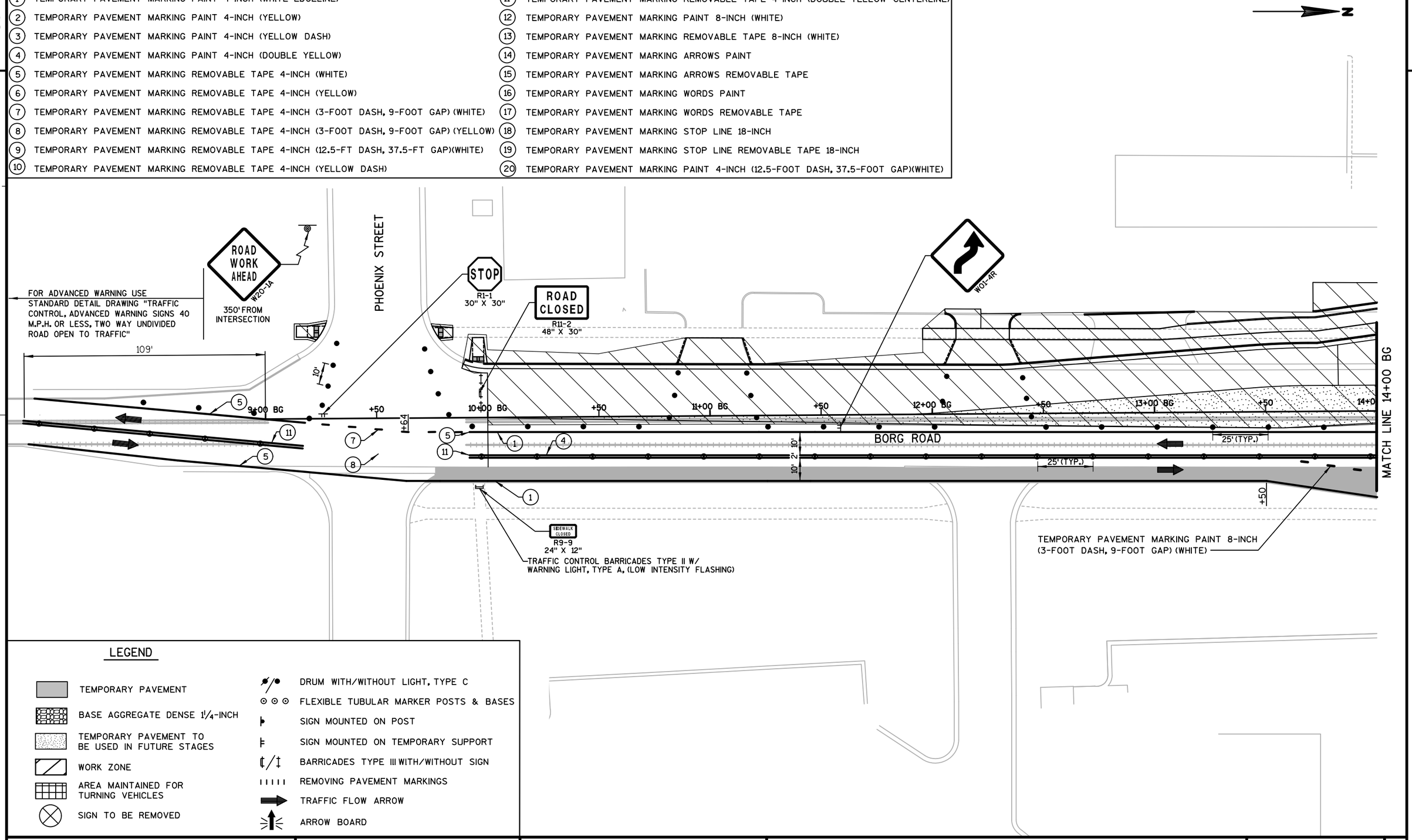
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET 136	E

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



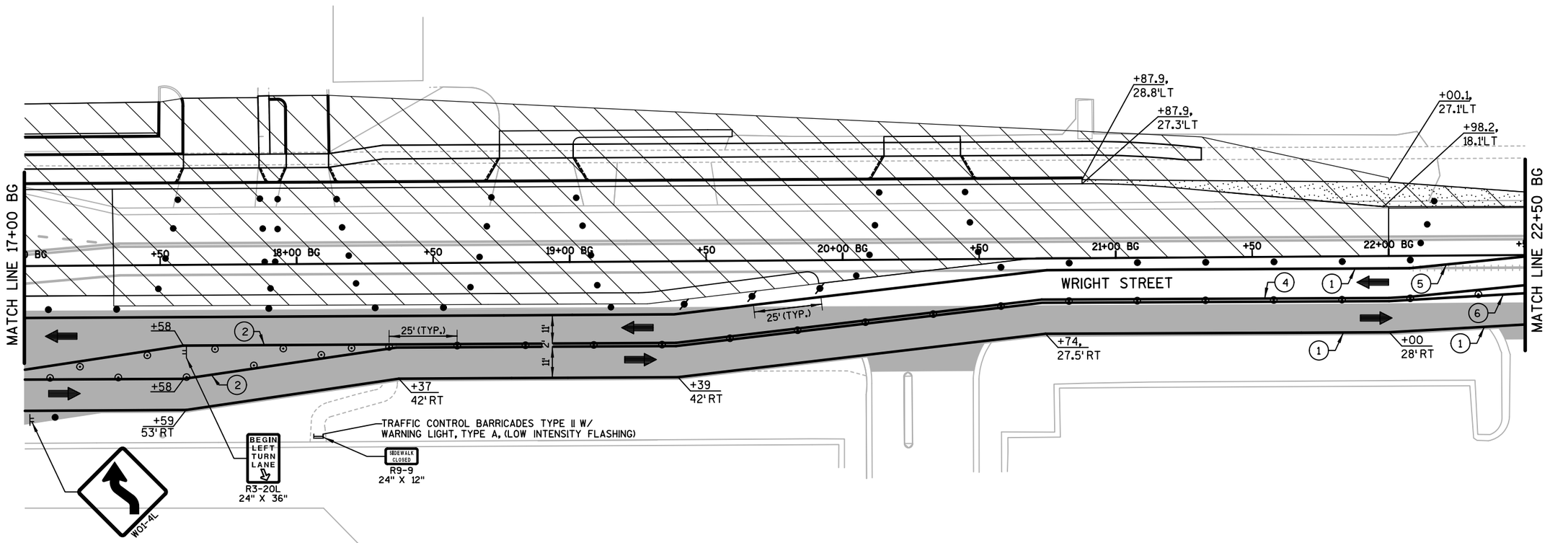
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET 137	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET 138	E

2

TEMPORARY PAVEMENT MARKING LEGEND

(1)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	(11)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
(2)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	(12)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(3)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(4)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	(14)	TEMPORARY PAVEMENT MARKING ARROWS PAINT
(5)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(15)	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
(6)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(16)	TEMPORARY PAVEMENT MARKING WORDS PAINT
(7)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	(17)	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
(8)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	(18)	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
(9)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	(19)	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
(10)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	(20)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

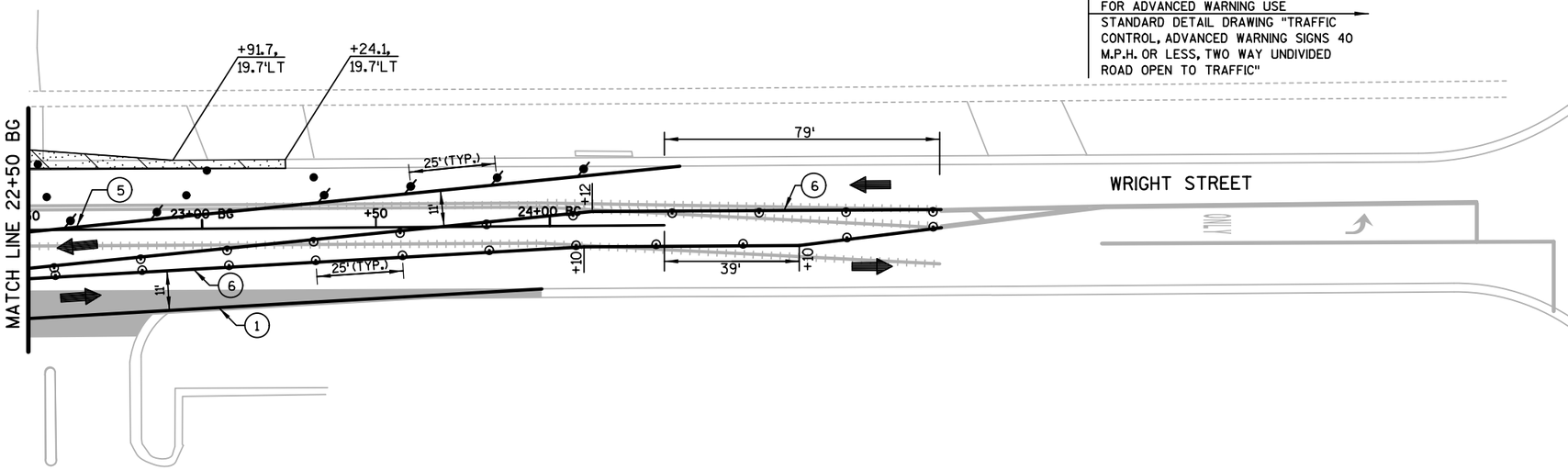
2

N

ROAD WORK AHEAD W20-1A

350' FROM INTERSECTION

FOR ADVANCED WARNING USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"



ROAD WORK AHEAD W20-1A

350' FROM INTERSECTION

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026110_s2.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)

TEMPORARY PAVEMENT MARKING LEGEND

11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

2

N

MATCH LINE 17+00 BG

WRIGHT STREET

17+00

+50

16+00

STOP
R1-1F
30" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

R3-1
24" X 24"

ROAD CLOSED
R11-2
48" X 30"

STOP
R1-1F
30" X 30"

R3-2
24" X 24"

LANE CLOSED
R11-2L
48" X 30"

15' (TYP.)

25' (TYP.)

MATCH LINE 142+00

STH 50

143+00

144+00

145+00

146+00

147+00

148+00

MATCH LINE 148+00

15+00 BG

BORG ROAD

STOP
R1-1F
30" X 30"

MATCH LINE 14+00 BG
STAGE 2 BORG ROAD CLOSURE

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

NOTE: FOR LAYOUT INFORMATION SEE CONSTRUCTION STAGING - STAGE 2 INTERSECTION SHEET

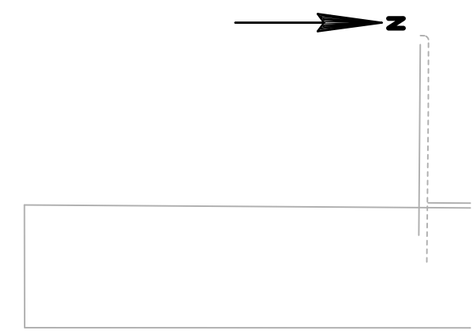
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2 BORG ROAD CLOSURE	SHEET	E

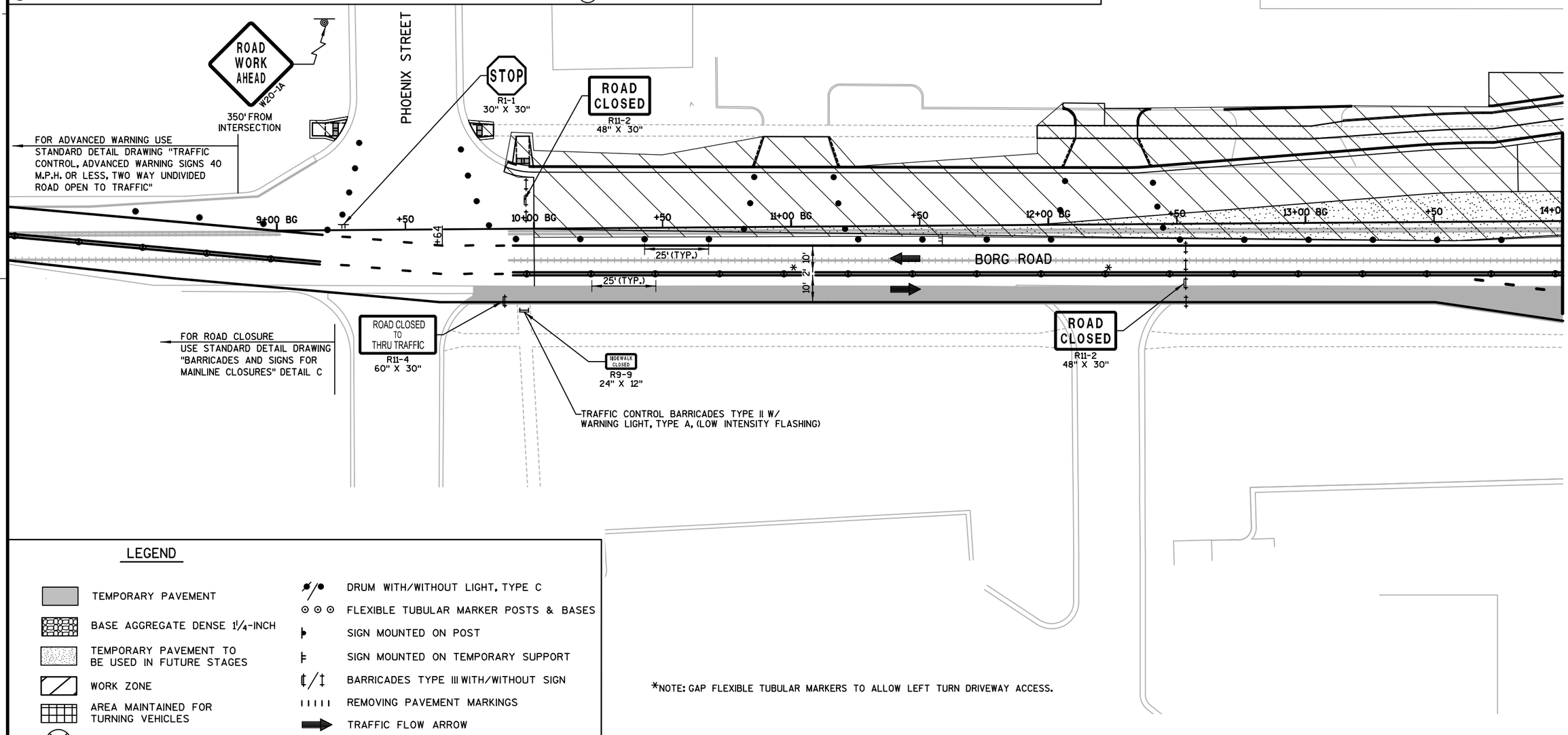
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2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)





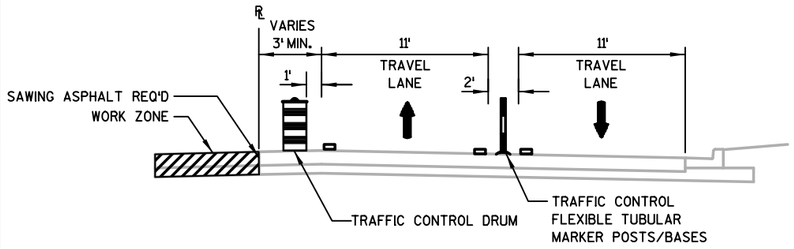
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

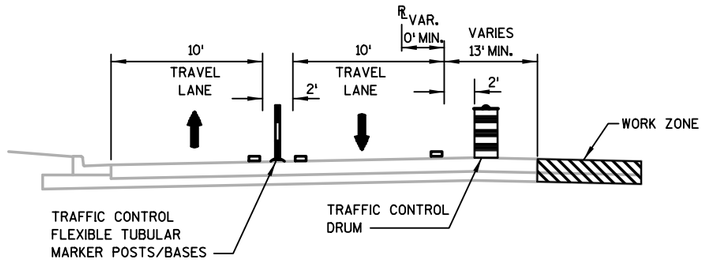
*NOTE: GAP FLEXIBLE TUBULAR MARKERS TO ALLOW LEFT TURN DRIVEWAY ACCESS.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2 BORG ROAD CLOSURE	SHEET	E

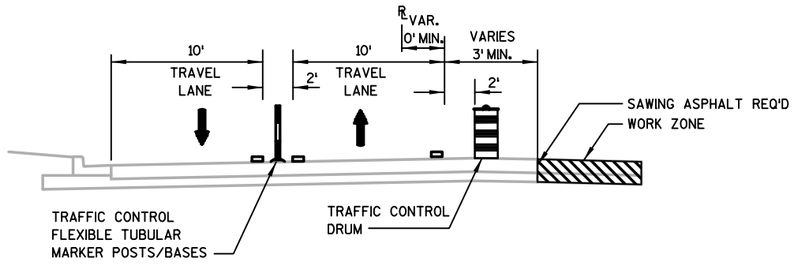
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STAGE 3 - STH 50



STAGE 3 - WRIGHT STREET



STAGE 3 - BORG ROAD

STAGE 3

PURPOSE:
CONSTRUCT THE WESTBOUND LANES OF STH 50.

CONSTRUCT THE NORTHBOUND LANES OF BORG ROAD FROM PHOENIX STREET TO STH 50.

CONSTRUCT THE NORTHBOUND LANES OF WRIGHT STREET FROM NORTH PROJECT LIMITS TO STH 50.

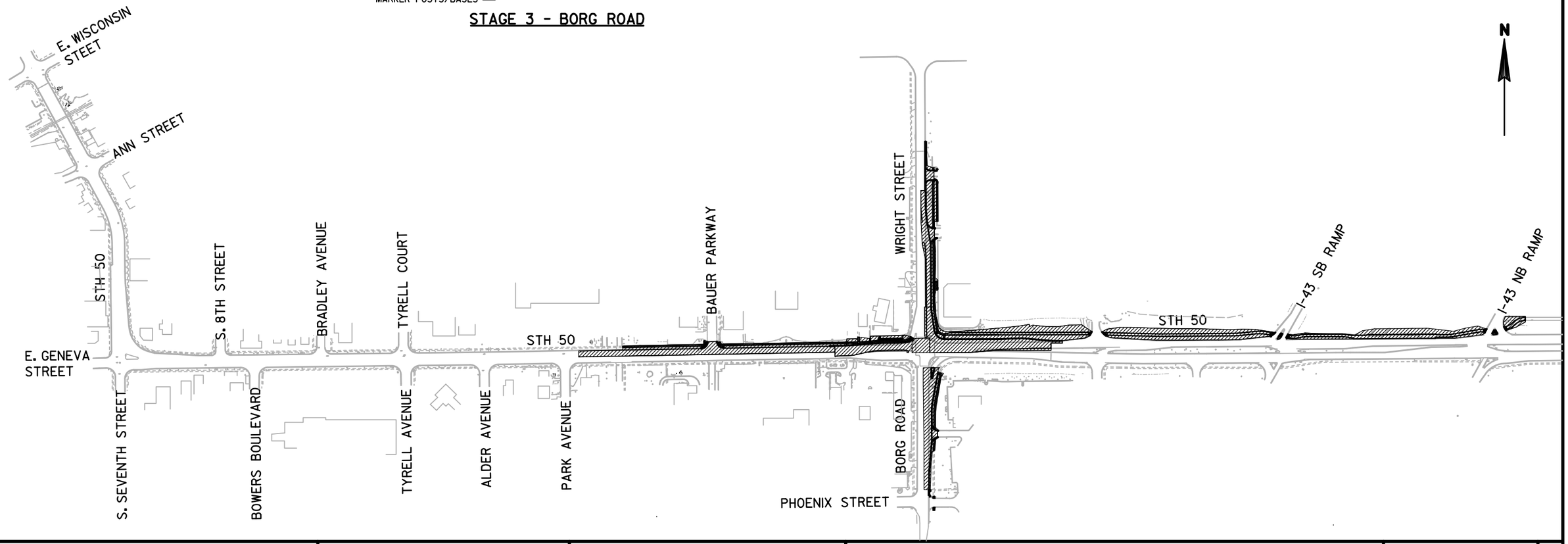
CONSTRUCT THE MULTIUSE PATH AND R-64-20.

TRAFFIC HANDLING:
TRAFFIC ON STH 50 SHALL BE COUNTER-DIRECTIONAL ON THE NEW EASTBOUND PAVEMENT AND TEMPORARY MEDIAN PAVEMENT.

TRAFFIC ON BORG ROAD SHALL BE COUNTER-DIRECTIONAL ON THE NEW SOUTHBOUND PAVEMENT AND TEMPOARARY MEDIAN PAVEMENT.

TRAFFIC ON WRIGHT STREET SHALL BE COUNTER-DIRECTIONAL ON THE NEW SOUTHBOUND PAVEMENT AND TEMPOARARY MEDIAN PAVEMENT.

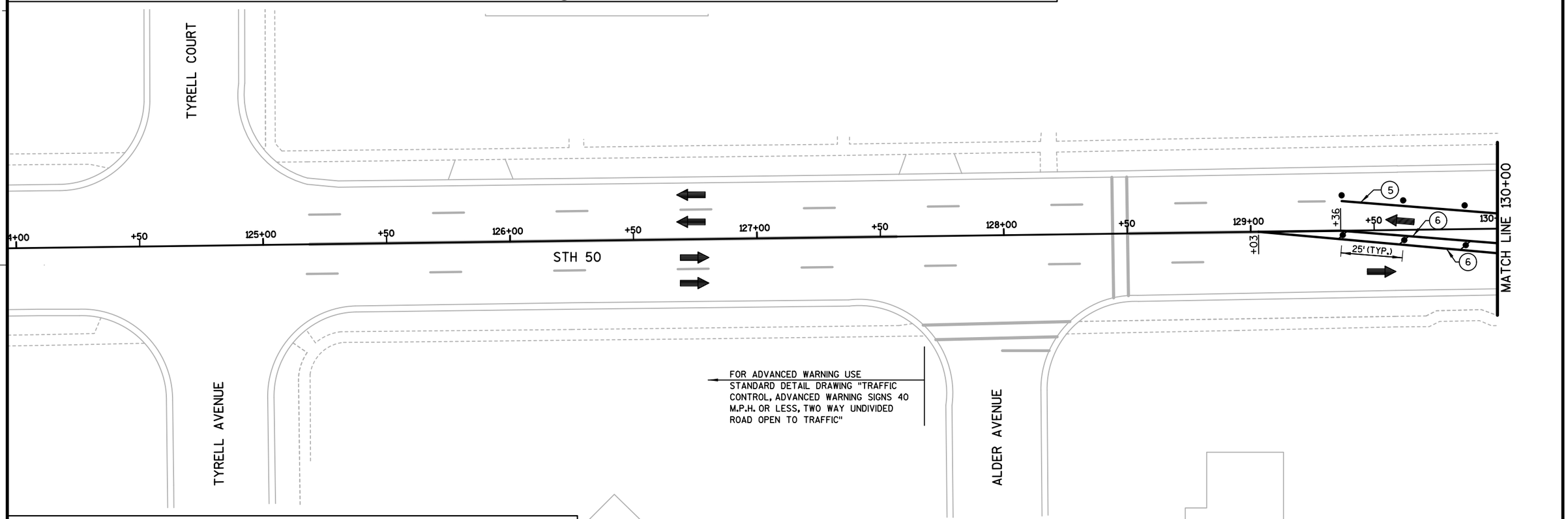
RESTRICTIONS:
WRIGHT STREET WILL BE CLOSED TO COMPLETE THE NORTHWEST QUADRANT OF THE INTERSECTION.



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING OVERVIEW - STAGE 3	SHEET 142	E

TEMPORARY PAVEMENT MARKING LEGEND

(1)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	(11)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
(2)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	(12)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(3)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(4)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	(14)	TEMPORARY PAVEMENT MARKING ARROWS PAINT
(5)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(15)	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
(6)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(16)	TEMPORARY PAVEMENT MARKING WORDS PAINT
(7)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	(17)	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
(8)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	(18)	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
(9)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	(19)	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
(10)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	(20)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
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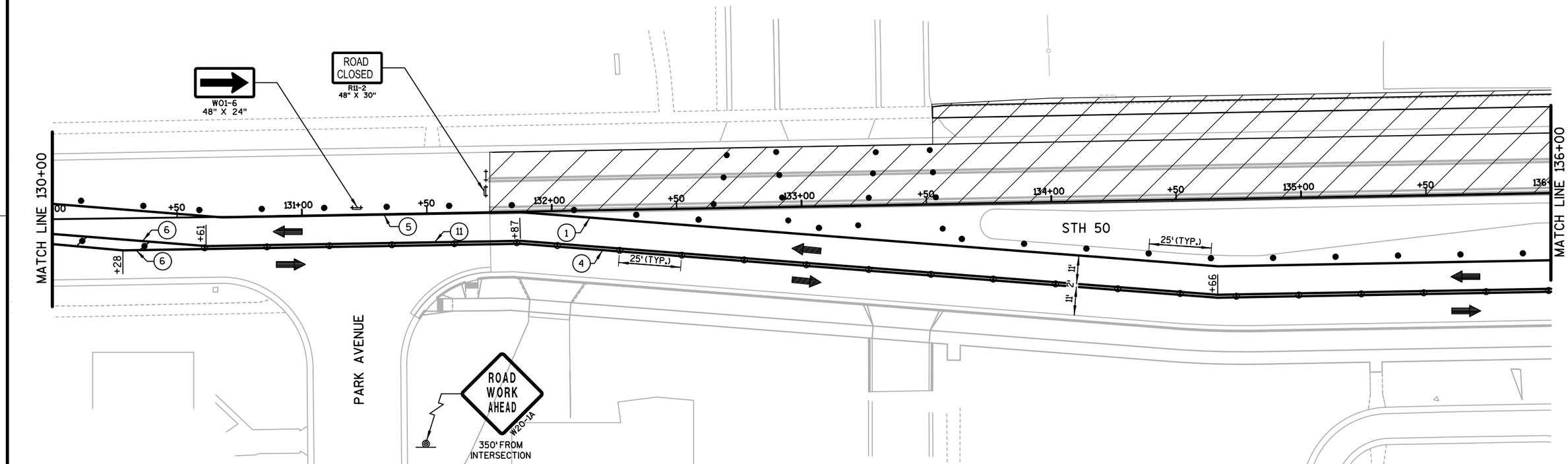
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026202_s3.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

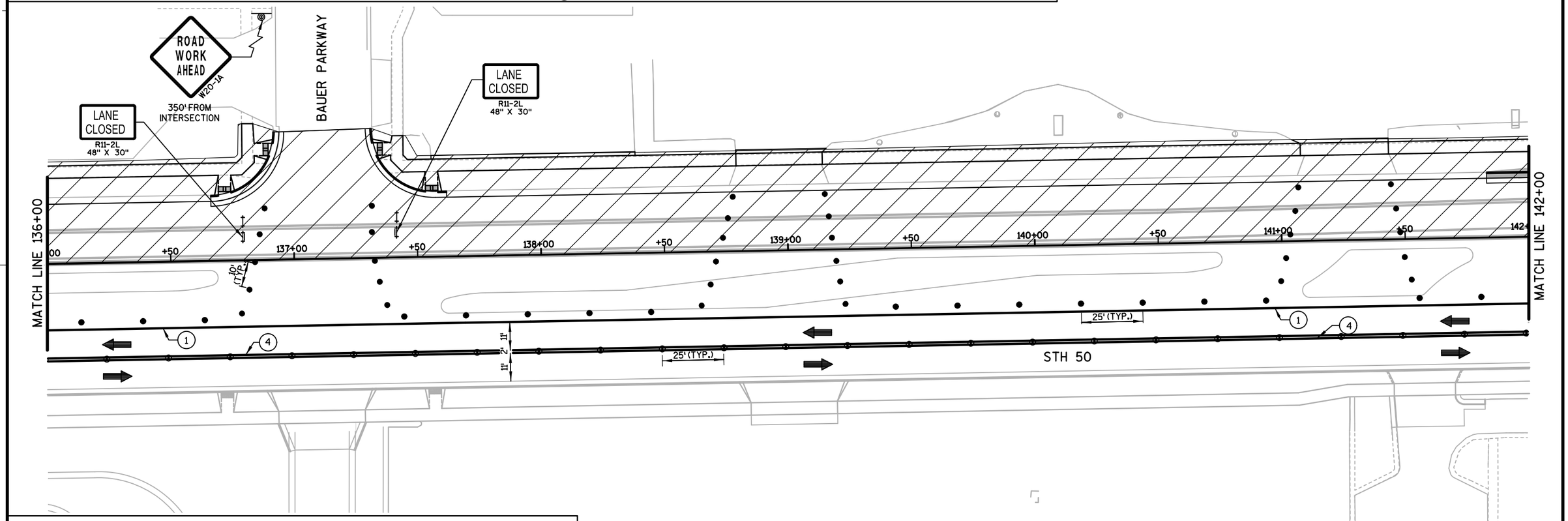
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026203_s3.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 145	E

2

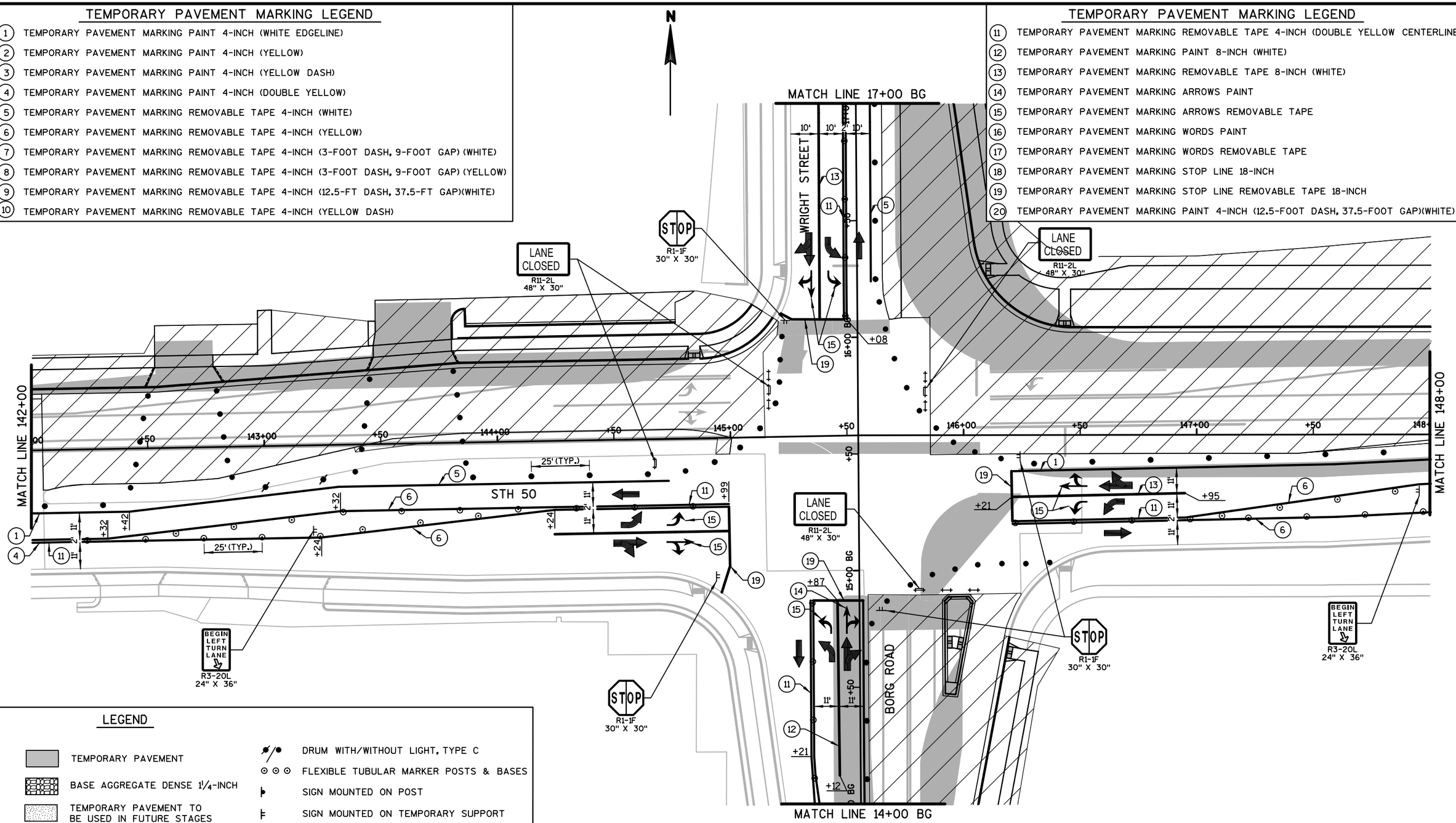
TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)

TEMPORARY PAVEMENT MARKING LEGEND

11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

2



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

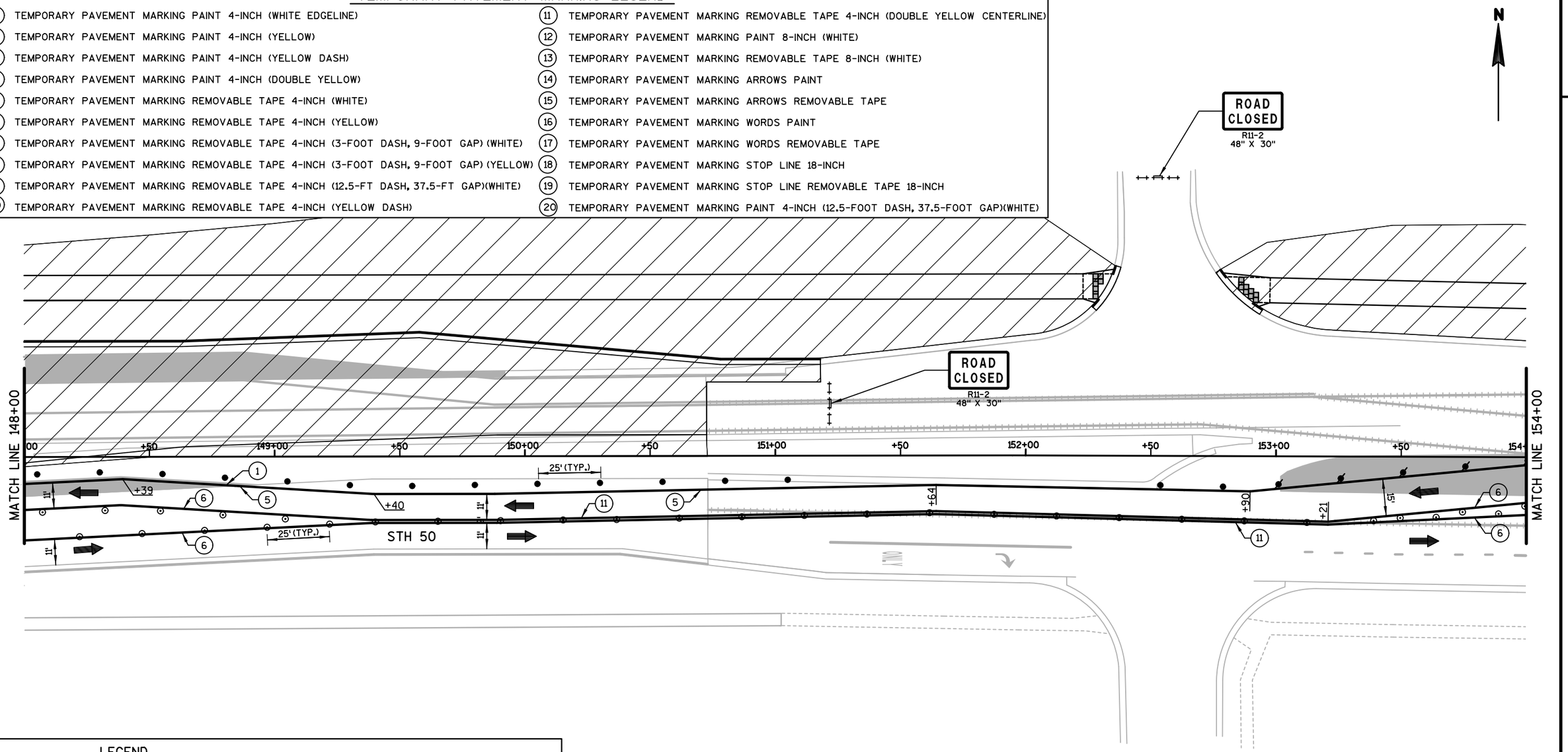
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026205_s3.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

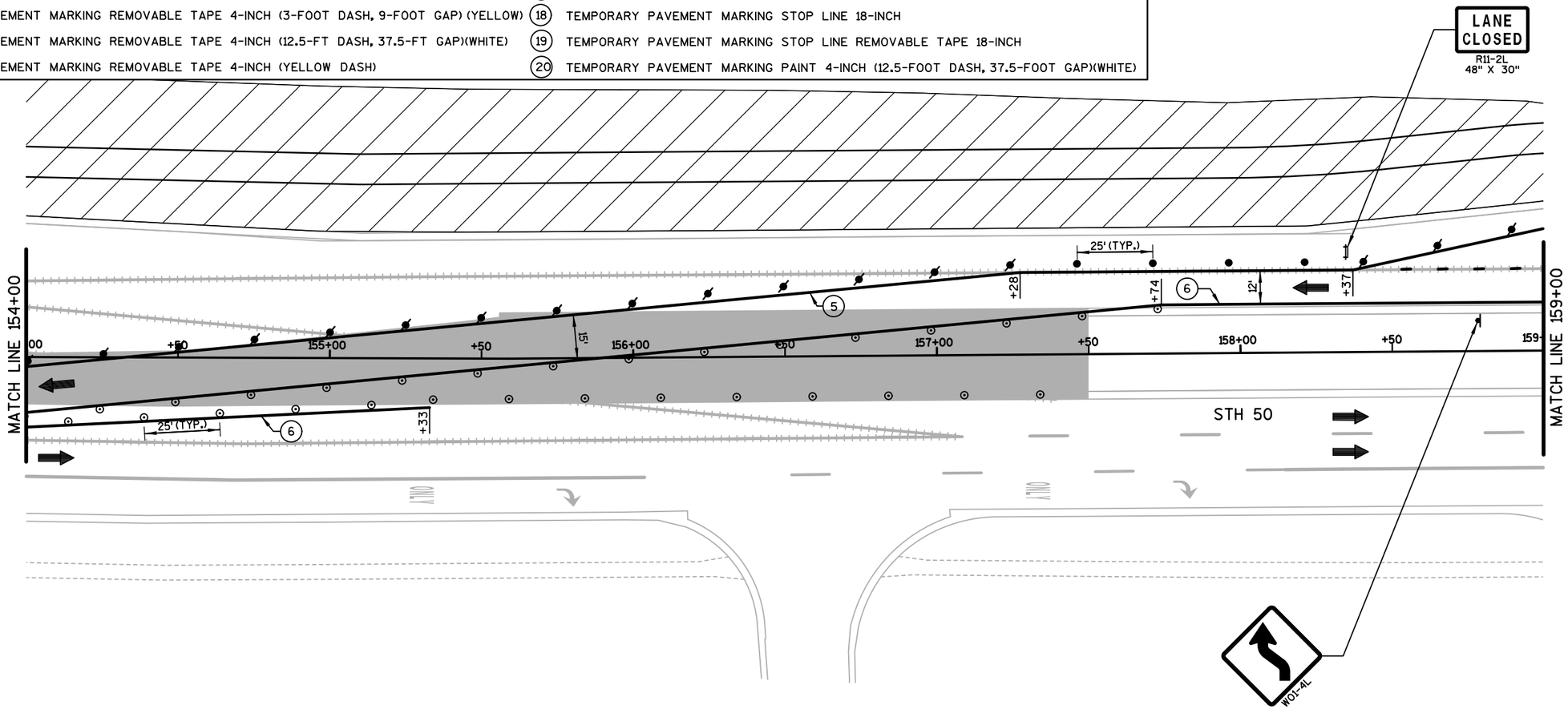
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 147	E

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

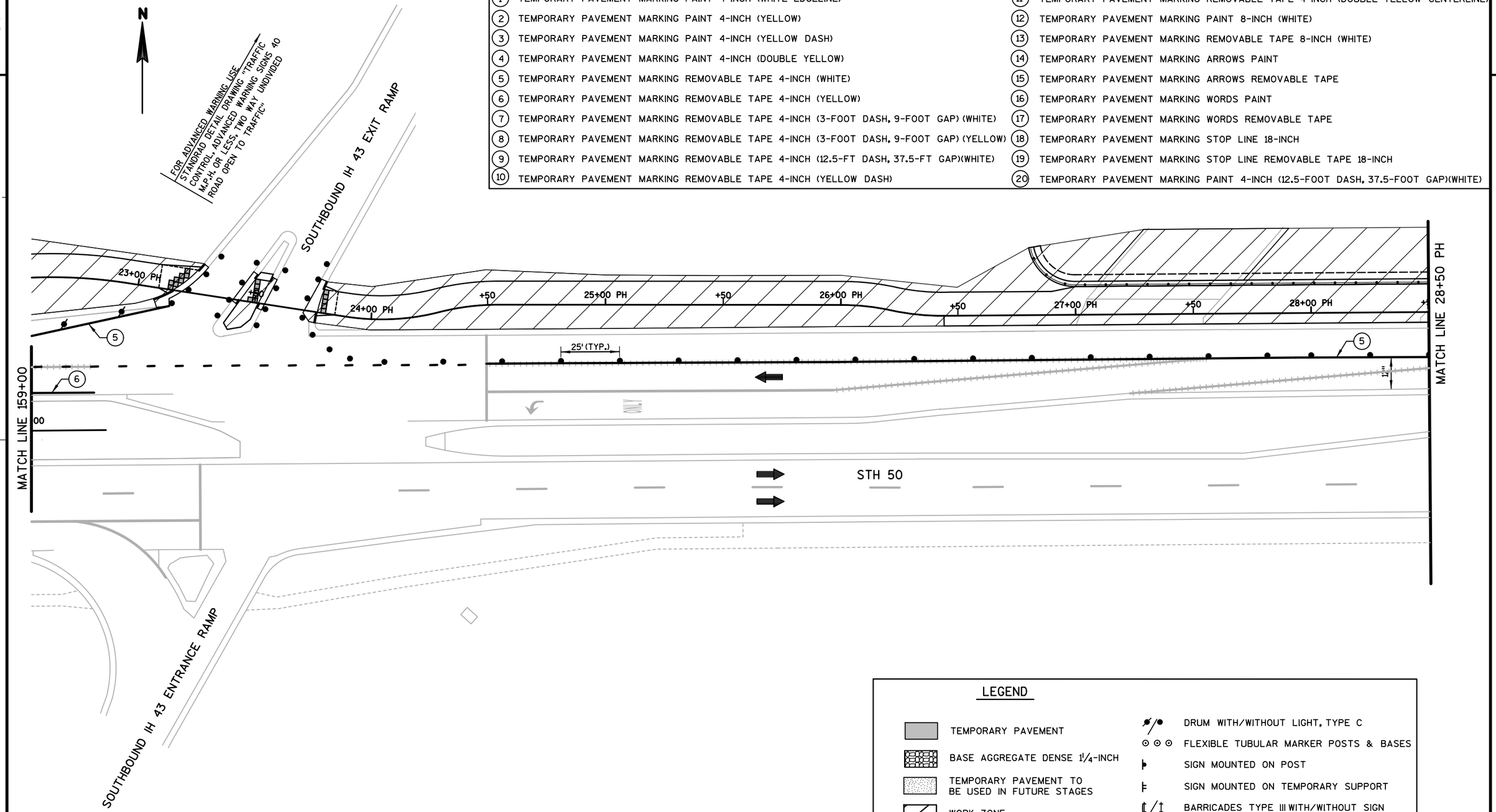
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 148	E

2

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
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13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
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16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

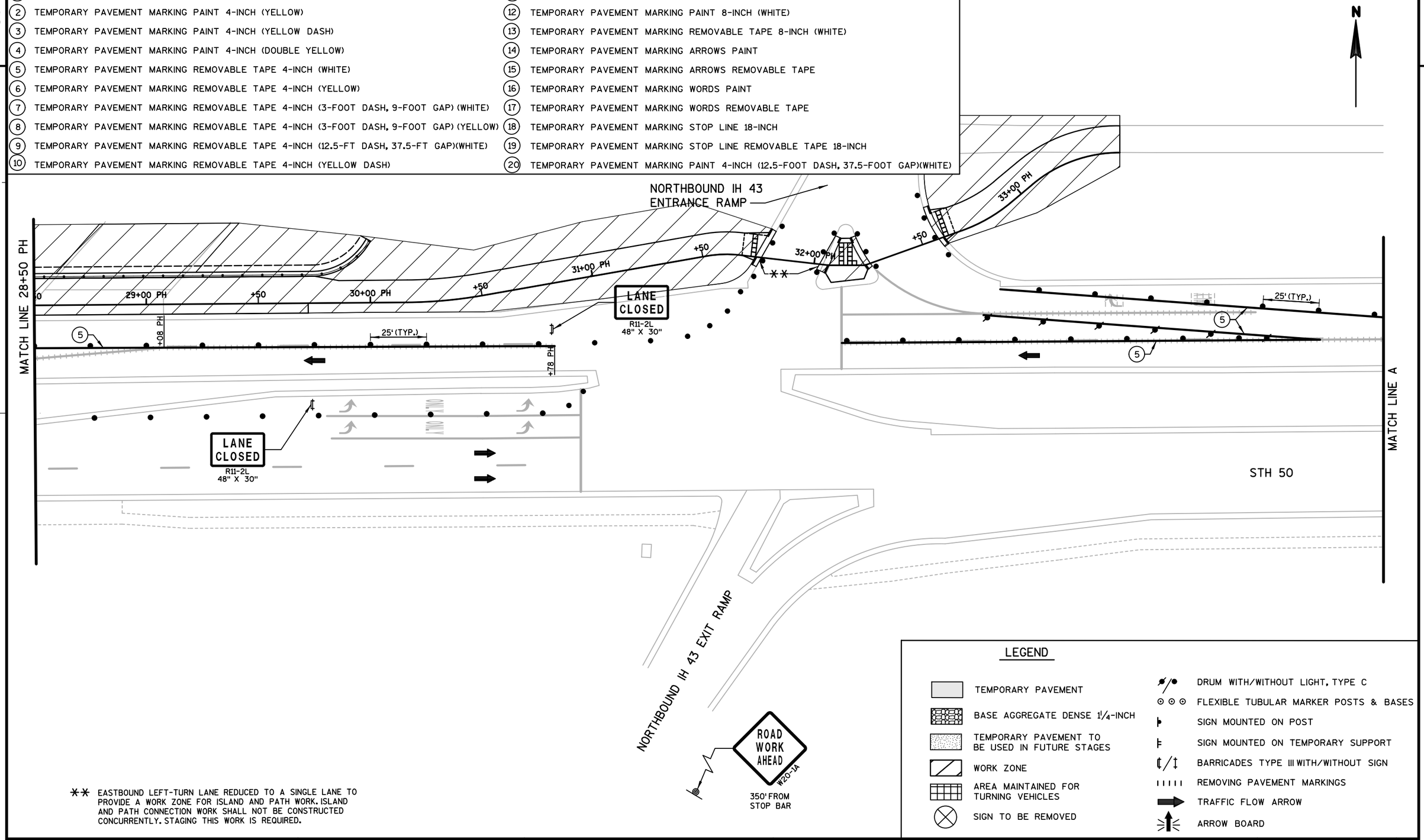
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026208_s3.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
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14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



** EASTBOUND LEFT-TURN LANE REDUCED TO A SINGLE LANE TO PROVIDE A WORK ZONE FOR ISLAND AND PATH WORK. ISLAND AND PATH CONNECTION WORK SHALL NOT BE CONSTRUCTED CONCURRENTLY. STAGING THIS WORK IS REQUIRED.

LEGEND

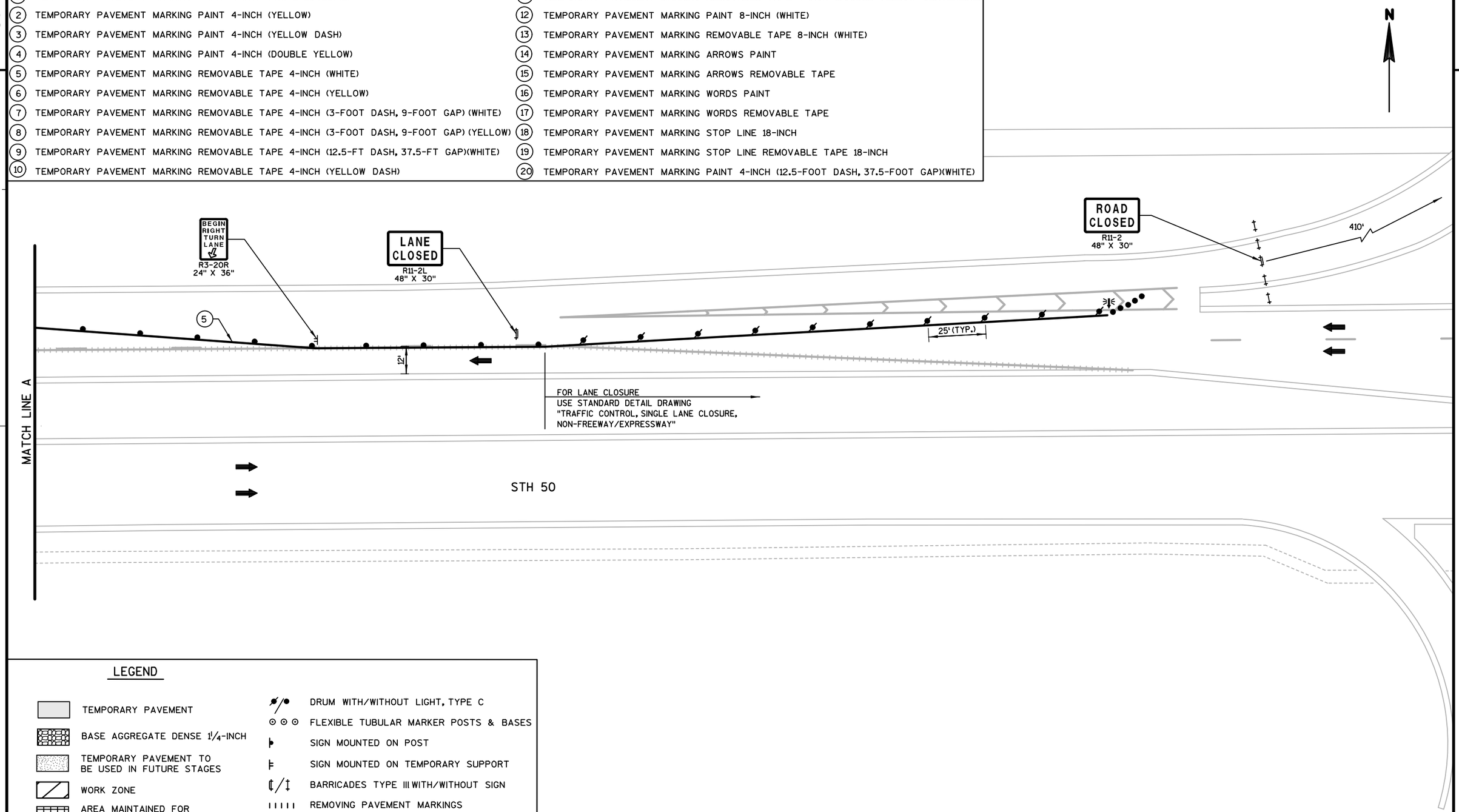
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026209_s3.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



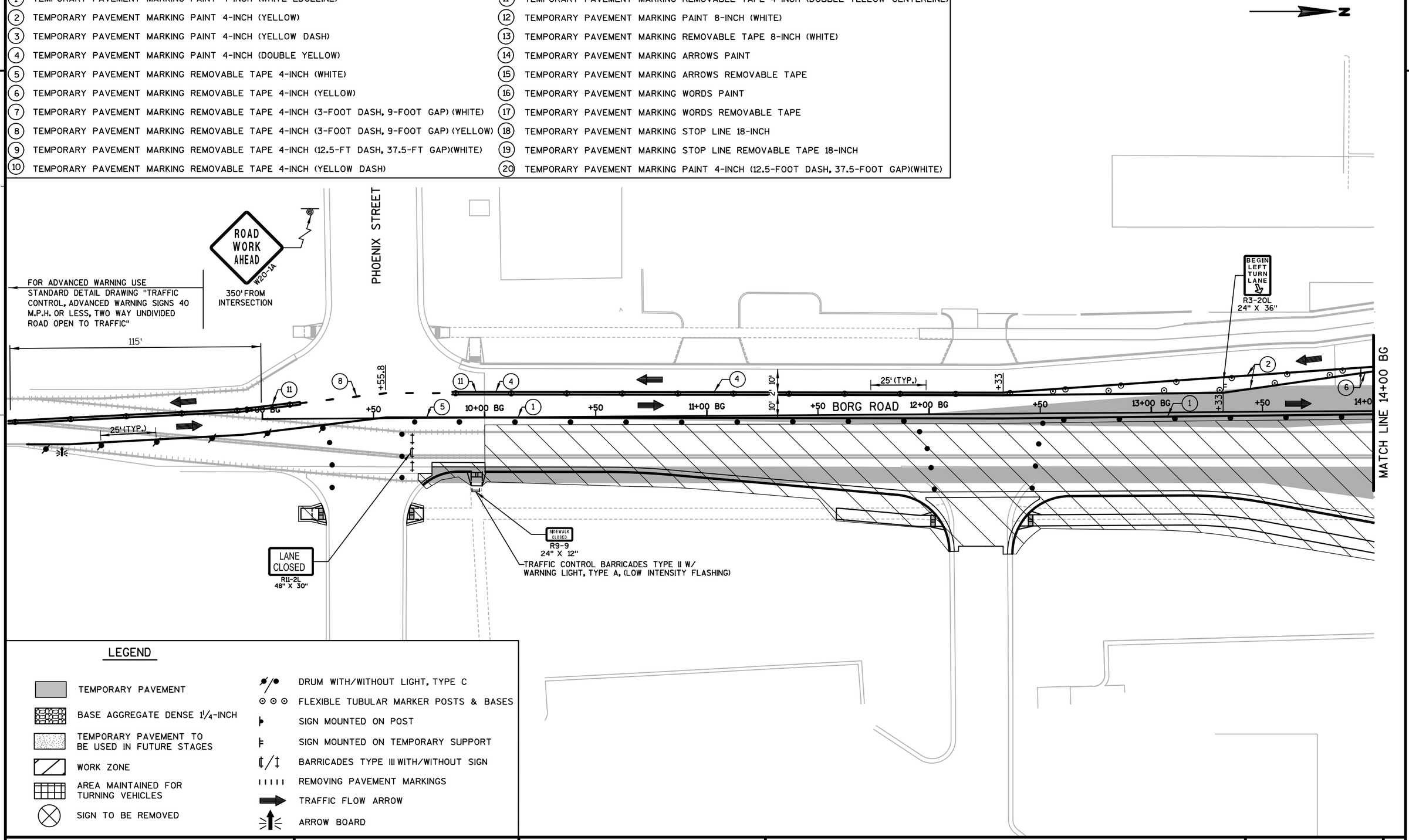
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 151	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
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18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
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- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

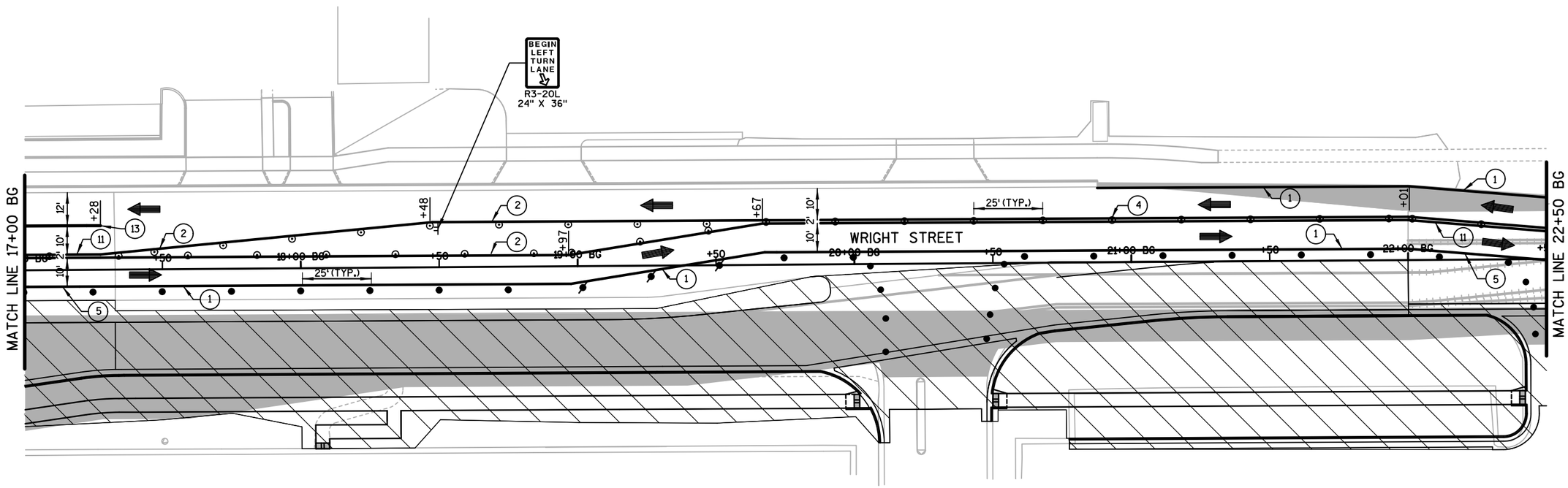
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026211_s3.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

(1)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	(11)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
(2)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	(12)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(3)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(4)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	(14)	TEMPORARY PAVEMENT MARKING ARROWS PAINT
(5)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(15)	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
(6)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(16)	TEMPORARY PAVEMENT MARKING WORDS PAINT
(7)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	(17)	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
(8)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	(18)	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
(9)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	(19)	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
(10)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	(20)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 153	E

TEMPORARY PAVEMENT MARKING LEGEND

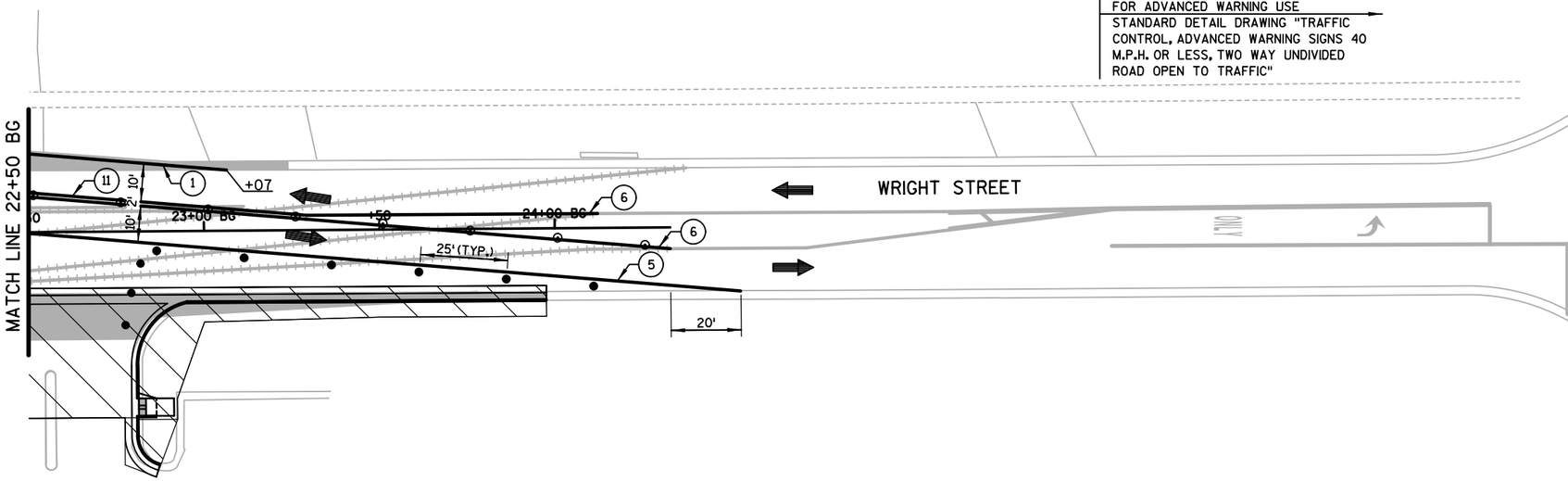
(1)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	(11)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
(2)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	(12)	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
(3)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	(13)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(4)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	(14)	TEMPORARY PAVEMENT MARKING ARROWS PAINT
(5)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	(15)	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
(6)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	(16)	TEMPORARY PAVEMENT MARKING WORDS PAINT
(7)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	(17)	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
(8)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	(18)	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
(9)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	(19)	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
(10)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	(20)	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N

ROAD WORK AHEAD W20-1A

350' FROM INTERSECTION

FOR ADVANCED WARNING USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"



ROAD WORK AHEAD W20-1A

350' FROM INTERSECTION

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

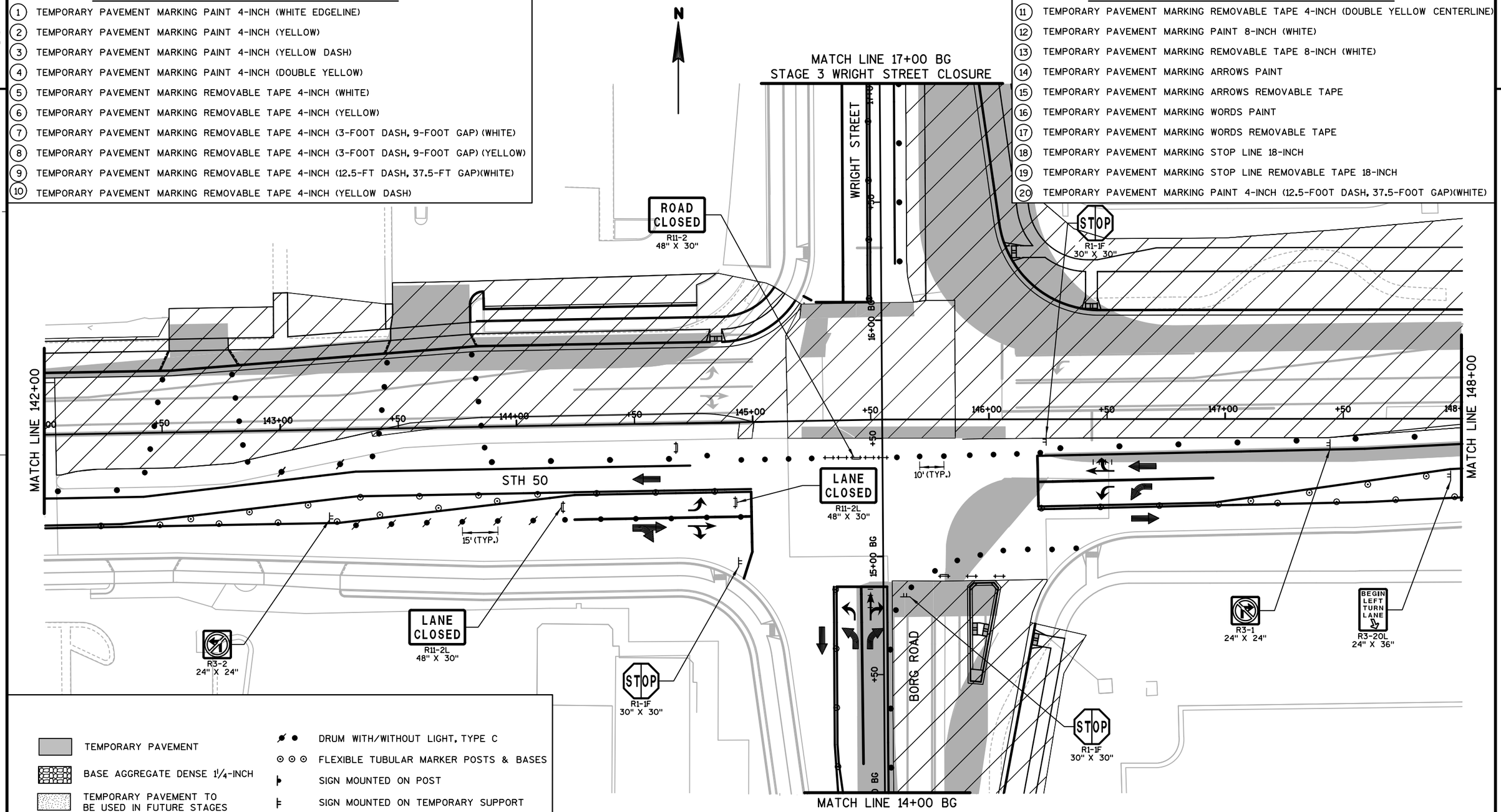
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 154	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)

TEMPORARY PAVEMENT MARKING LEGEND

11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED

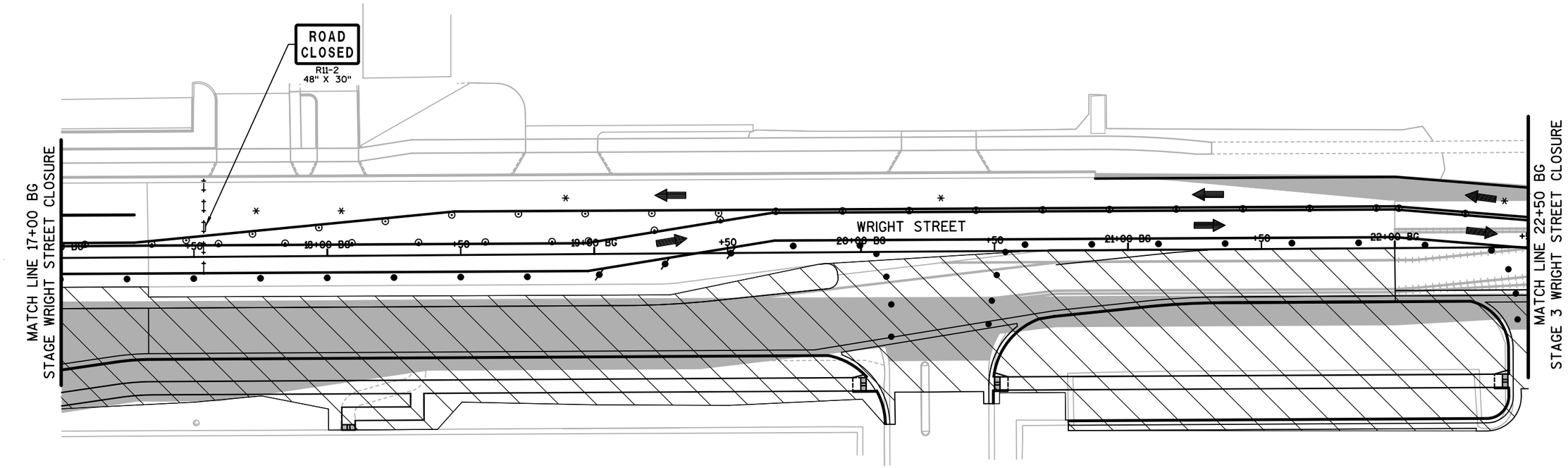
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

NOTE: FOR LAYOUT INFORMATION SEE CONSTRUCTION STAGING - STAGE 3 INTERSECTION SHEET

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3 WRIGHT STREET CLOSURE	SHEET 155	E

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

*NOTE: - GAP FLEXIBLE TUBULAR MARKERS TO ALLOW LEFT TURN DRIVEWAY ACCESS.
- FOR LAYOUT INFORMATION SEE CONSTRUCTION STAGING - STAGE 3

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3 WRIGHT STREET CLOSURE	SHEET 156	E

2

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

2

N

ROAD WORK AHEAD W20-1A

350' FROM INTERSECTION

ROAD CLOSED TO THRU TRAFFIC R11-4 60" X 30"

FOR ROAD CLOSURE USE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C

MATCH LINE 22+50 BG
STAGE 3 WRIGHT STREET CLOSURE

WRIGHT STREET

23+00 BG

24+00 BG

ROAD WORK AHEAD W20-1A

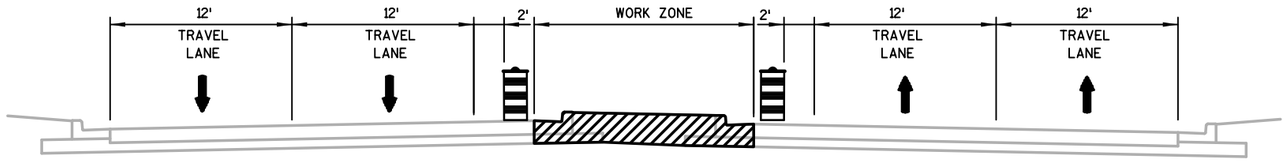
350' FROM INTERSECTION

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

*NOTE: - GAP FLEXIBLE TUBULAR MARKERS TO ALLOW LEFT TURN DRIVEWAY ACCESS.
- FOR LAYOUT INFORMATION SEE CONSTRUCTION STAGING - STAGE 3

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3 WRIGHT STREET CLOSURE	SHEET 157	E



STAGE 4 - STH 50

STAGE 4

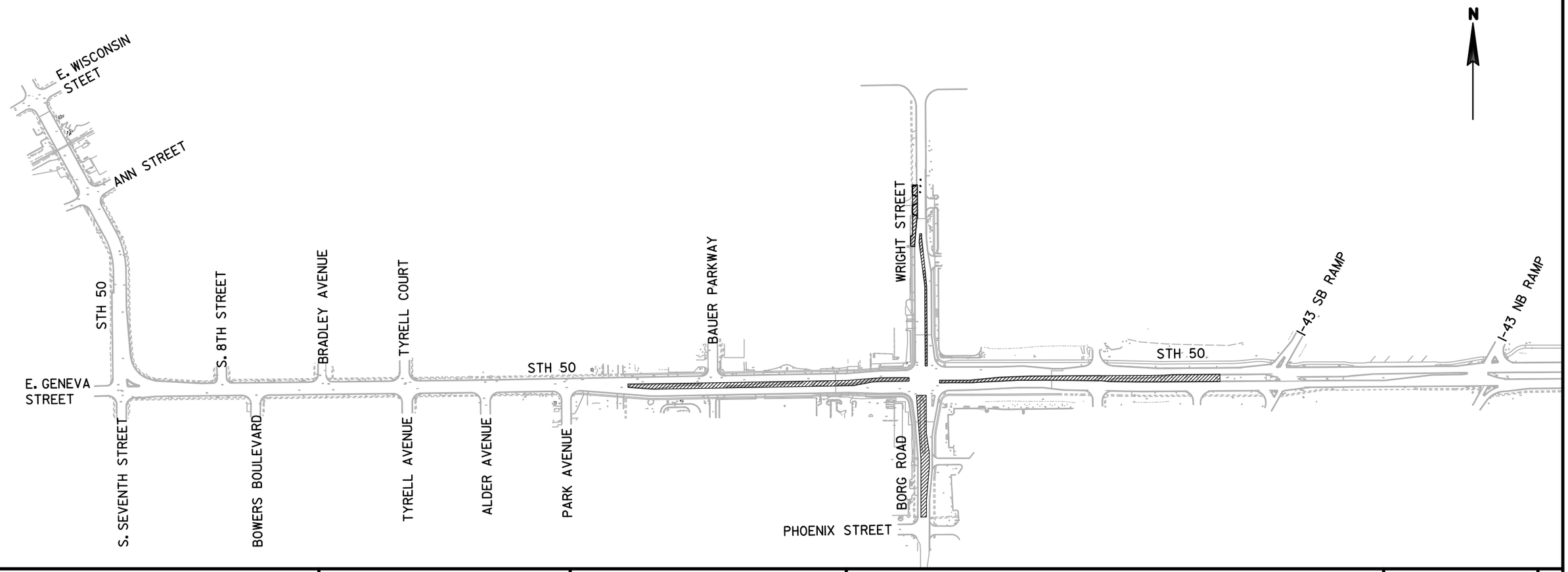
PURPOSE:
CONSTRUCT THE MEDIAN FOR STH 50, BORG ROAD, AND WRIGHT STREET.

TRAFFIC HANDLING:
TRAFFIC ON STH 50 SHALL BE OPEN TO TRAFFIC.

TRAFFIC ON BORG ROAD SHALL BE OPEN TO TRAFFIC.

TRAFFIC ON WRIGHT STREET SHALL BE OPEN TO TRAFFIC.

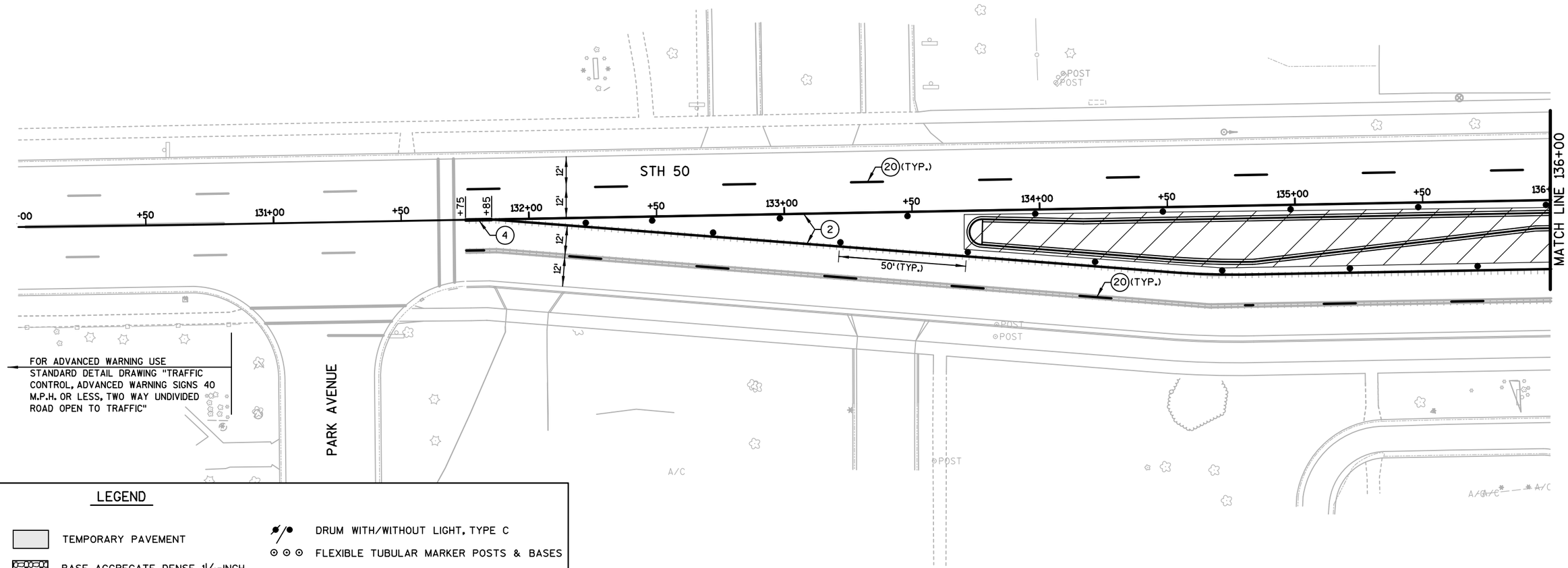
RESTRICTIONS:
TRAFFIC CONTROL SHALL INCLUDE TEMPORARY LANE CLOSURES DURING CONSTRUCTION OF THE MEDIAN AND CURB AND GUTTER.



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING OVERVIEW - STAGE 4	SHEET 158	E

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
9	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)	19	TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



LEGEND

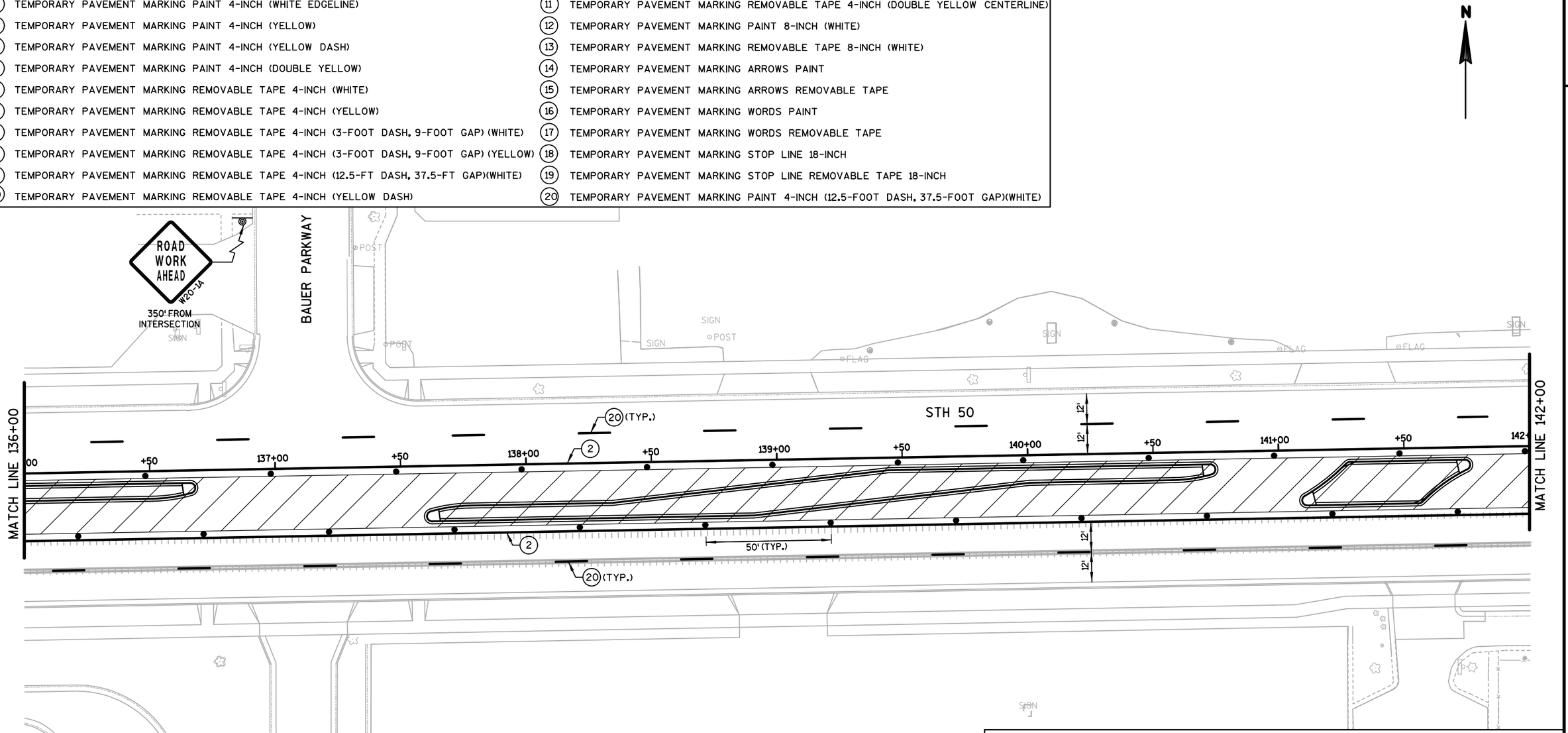
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026302_s4.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)



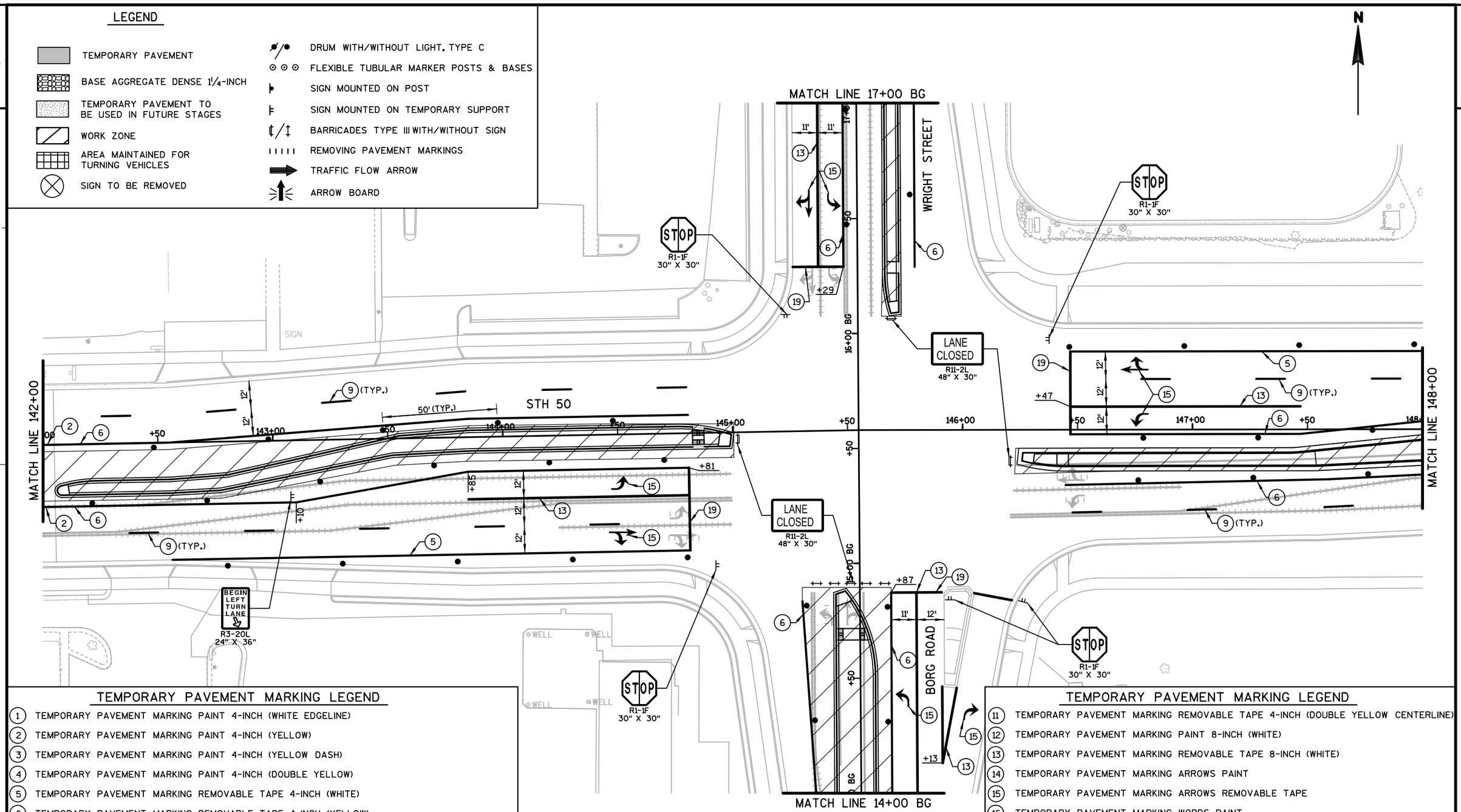
LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET 160	E

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)

TEMPORARY PAVEMENT MARKING LEGEND

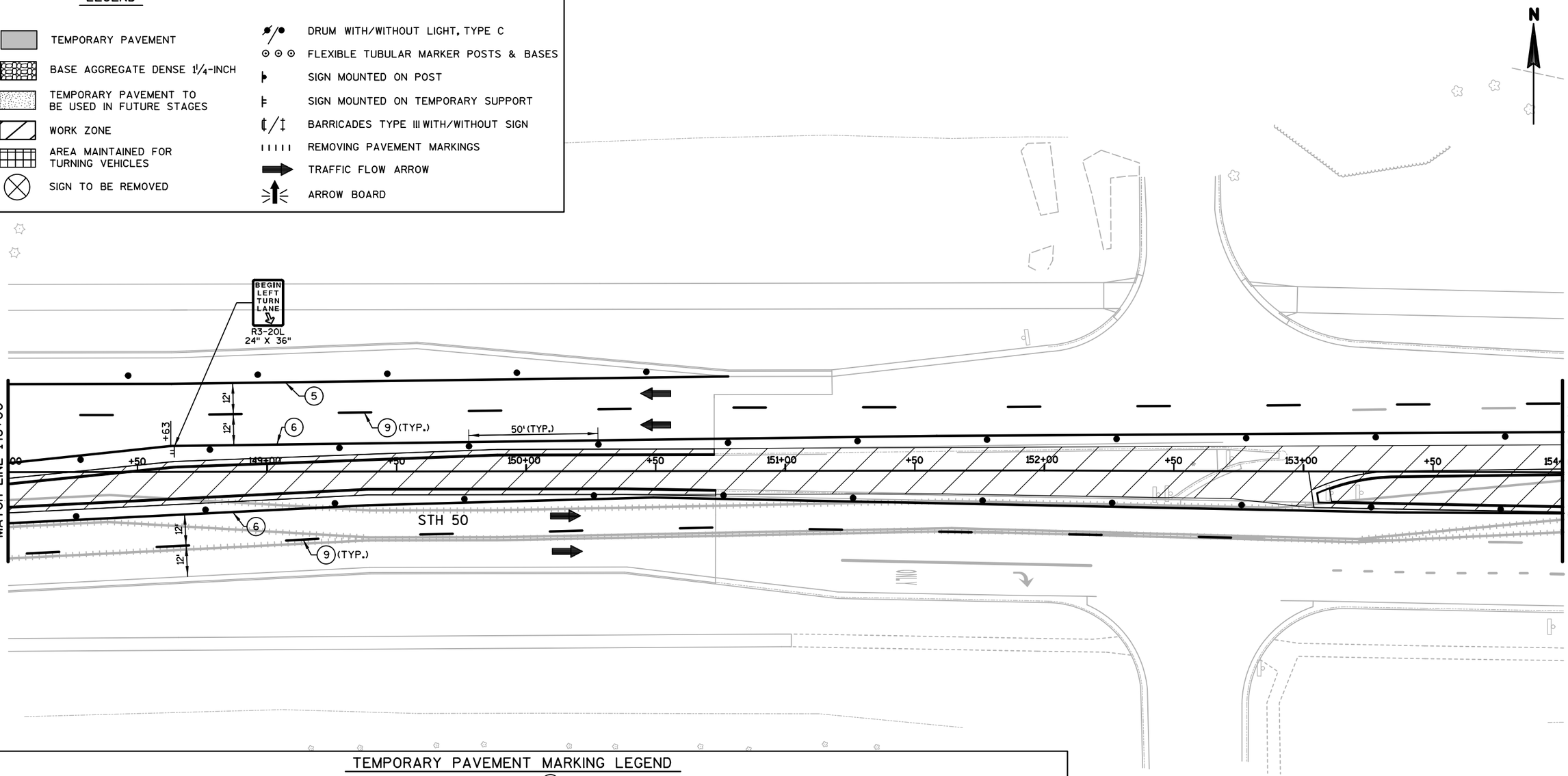
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
16. TEMPORARY PAVEMENT MARKING WORDS PAINT
17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026304_s4.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD



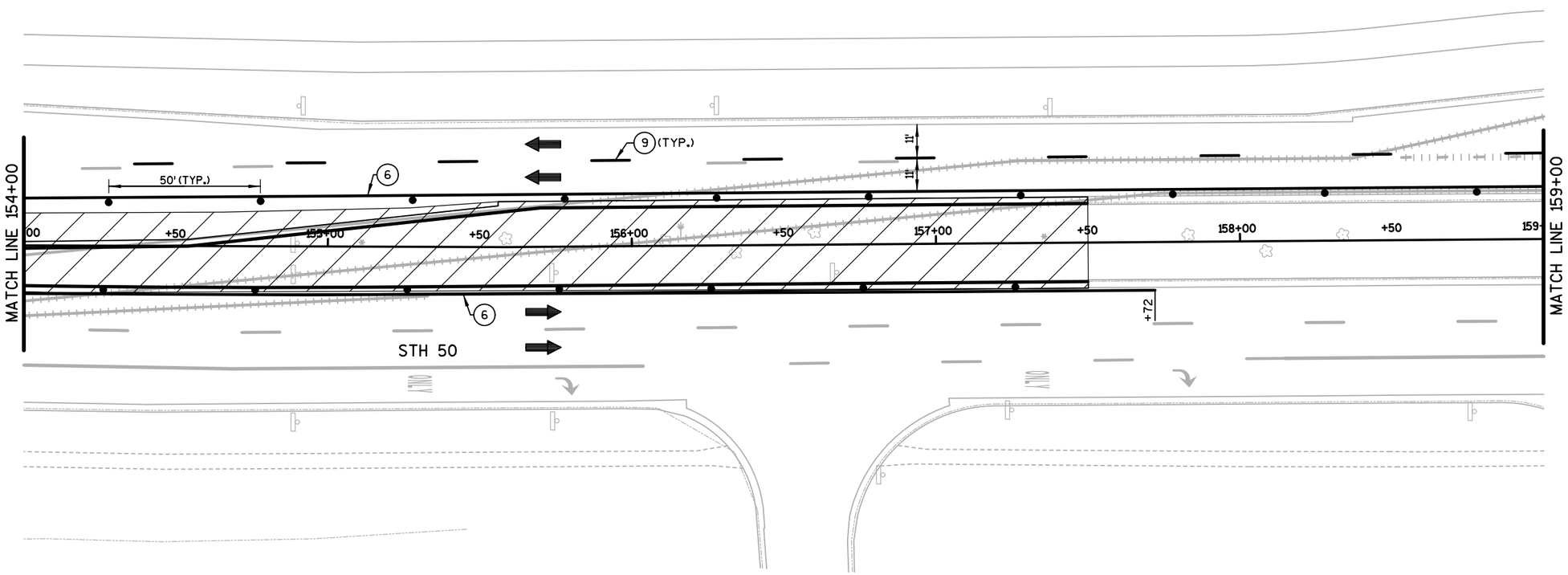
TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
4. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
6. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (12.5-FT DASH, 37.5-FT GAP)(WHITE)
10. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
12. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
13. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT
15. TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
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17. TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET 162	E

TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)
2. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)
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5. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
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LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET 163	E

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
2	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW)	12	TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
3	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (YELLOW DASH)	13	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
4	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)	14	TEMPORARY PAVEMENT MARKING ARROWS PAINT
5	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)	15	TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE
6	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)	16	TEMPORARY PAVEMENT MARKING WORDS PAINT
7	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (WHITE)	17	TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE
8	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (3-FOOT DASH, 9-FOOT GAP) (YELLOW)	18	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
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10	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW DASH)	20	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N

SOUTHBOUND IH 43 EXIT RAMP

POST

FOR ADVANCED WARNING USE
STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

23+00 PH +50 24+00 PH +50 25+00 PH +50 26+00 PH +50 27+00 PH +50 28+00 PH

9 6

MATCH LINE 159+00

POST POST

STH 50

SOUTHBOUND IH 43 ENTRANCE RAMP

LEGEND

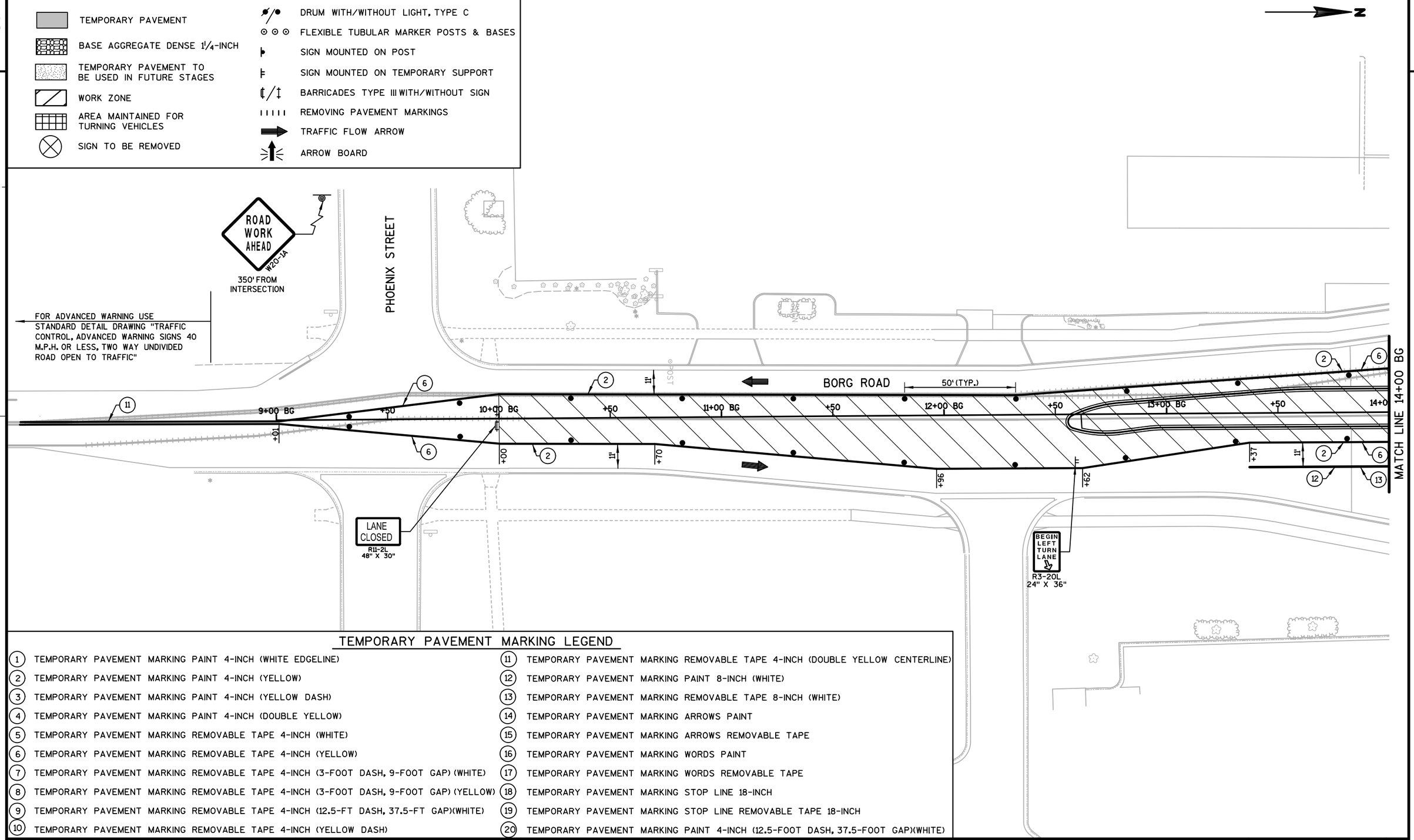
- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026307_s4.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD



TEMPORARY PAVEMENT MARKING LEGEND

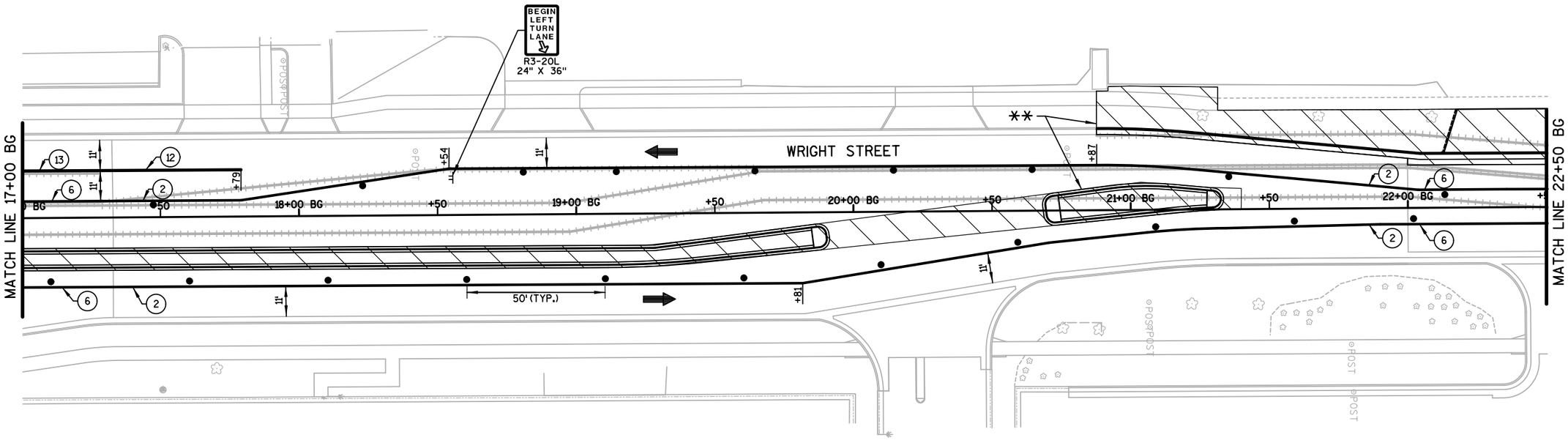
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\026308_s4.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

TEMPORARY PAVEMENT MARKING LEGEND

1	TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE EDGELINE)	11	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW CENTERLINE)
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** WORK ALONG THE OUTSIDE CURB AND INSIDE MEDIAN SHALL NOT BE CONSTRUCTED CONCURRENTLY. STAGING THIS WORK IS REQUIRED.

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET 166	E

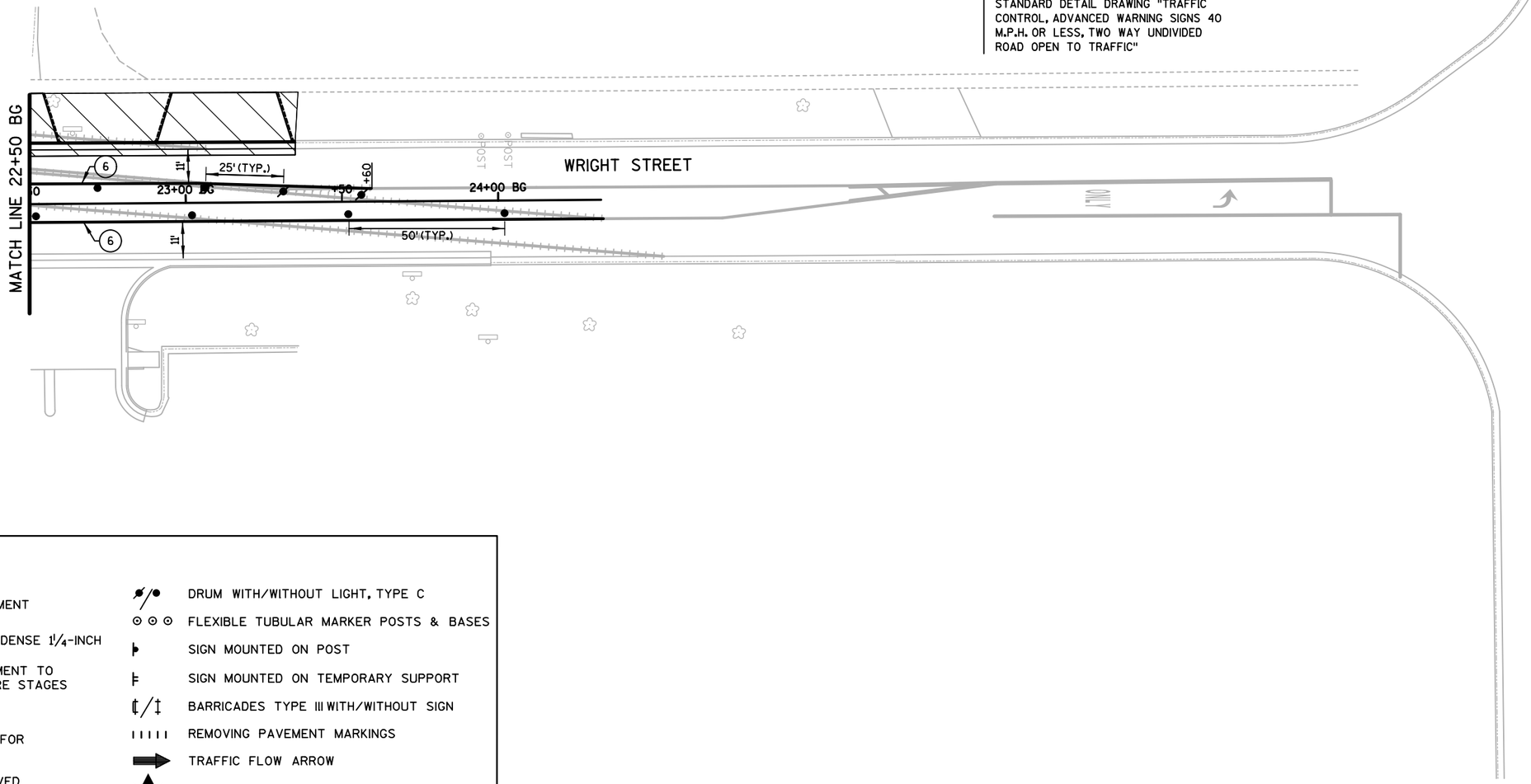
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16. TEMPORARY PAVEMENT MARKING WORDS PAINT
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18. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH
19. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH
20. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (12.5-FOOT DASH, 37.5-FOOT GAP)(WHITE)

N

ROAD WORK AHEAD W20-1A
350' FROM INTERSECTION

FOR ADVANCED WARNING USE
STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"



ROAD WORK AHEAD W20-1A
350' FROM INTERSECTION

LEGEND

- TEMPORARY PAVEMENT
- BASE AGGREGATE DENSE 1¼-INCH
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED FOR TURNING VEHICLES
- SIGN TO BE REMOVED
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH/WITHOUT SIGN
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET 167 E

2

2

STAGE 5

PURPOSE:
COMPLETE ASPHALT PAVING ON STH 50 FROM PARK AVENUE TO WRIGHT STREET.

COMPLETE ASPHALT PAVING ON BORG ROAD AND WRIGHT STREET.

TRAFFIC HANDLING:
TRAFFIC ON STH 50 SHALL BE OPEN TO TRAFFIC.

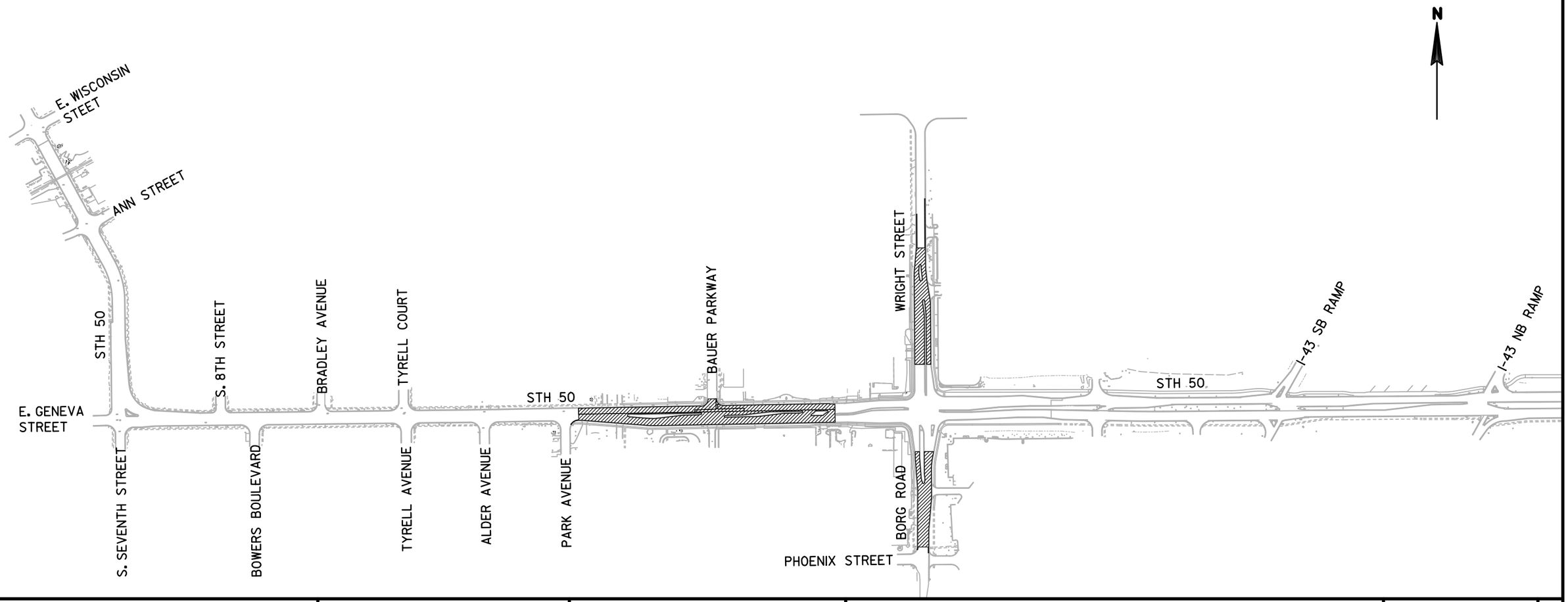
TRAFFIC ON BORG ROAD SHALL BE OPEN TO TRAFFIC.

TRAFFIC ON WRIGHT STREET SHALL BE OPEN TO TRAFFIC.

RESTRICTIONS:
TRAFFIC CONTROL SHALL INCLUDE TEMPORARY LANE CLOSURES ON STH 50, BORG ROAD, AND WRIGHT STREET DURING PAVING OPERATIONS.

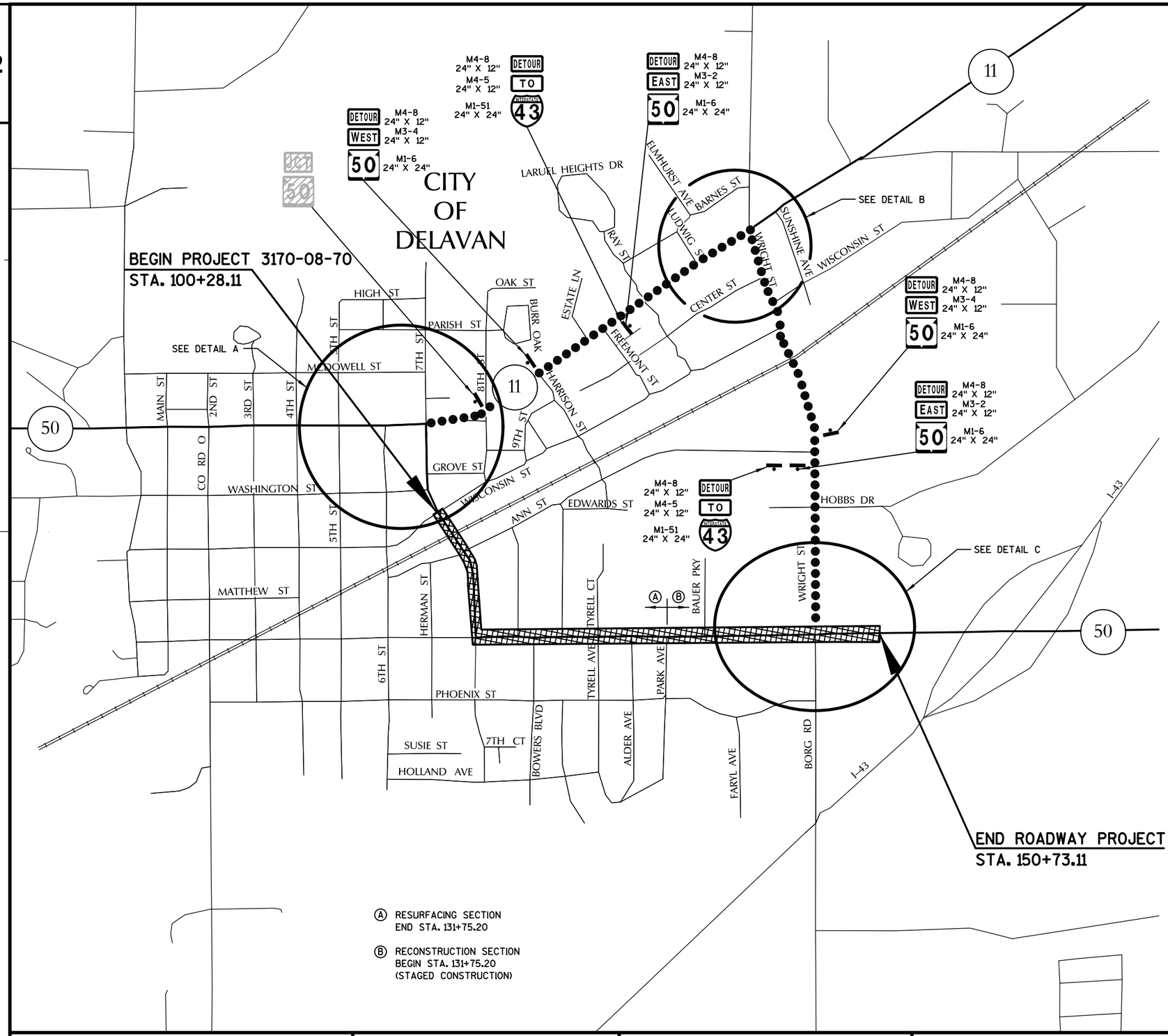
CLOSE WRIGHT STREET FOR FINAL SURFACE HMA PAVING.

CLOSE BORG ROAD FOR FINAL SURFACE HMA PAVING.



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONSTRUCTION STAGING OVERVIEW - STAGE 5	SHEET	E

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WISDOT/CADDS SHEET 42



LEGEND

- DETOUR ROUTE
- WORK AREA
- SIGN ON A TEMPORARY SUPPORT
- EXISTING SIGN MOUNTED ON POST
- TYPE III BARRICADE WITH/WITHOUT SIGN AND WITH TRAFFIC CONTROL LIGHTS, TYPE A
- 50 — NEW SIGN
- 50 — EXISTING SIGN TO BE COVERED
- 50 — EXISTING SIGN

GENERAL NOTES FOR TRAFFIC CONTROL/DETOUR

STH 50 TRAFFIC WILL DETOUR ONTO STH 11 AND WRIGHT STREET.

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

ALL ROADS AND STREETS WITHIN THE WORK ZONES SHALL BE KEPT ACCESSIBLE FOR EMERGENCY VEHICLES, RESIDENTS, AND BUSINESSES.

ANY STOP SIGNS WHICH ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

FOR TYPE III BARRICADE PLACEMENT AND SIGNING, SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR ROAD CLOSURES".

LAYOUT IS NOT TO SCALE.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN ACCESS TO ALL PROPERTY ABUTTING THE ROADWAY CONSTRUCTION WORK THROUGHOUT THE LIFE OF THE PROJECT.

THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, LIGHTS, TEMPORARY MARKINGS, FLAGGERS AND SUCH OTHER DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200' CLEARANCE TO EXISTING SIGNS.

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS AND DEVICES USED TO DELINEATE A PATH SHALL BE EQUIPPED WITH TYPE C (STEADY BURN) LIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHODS OR SEQUENCES OF OPERATION.

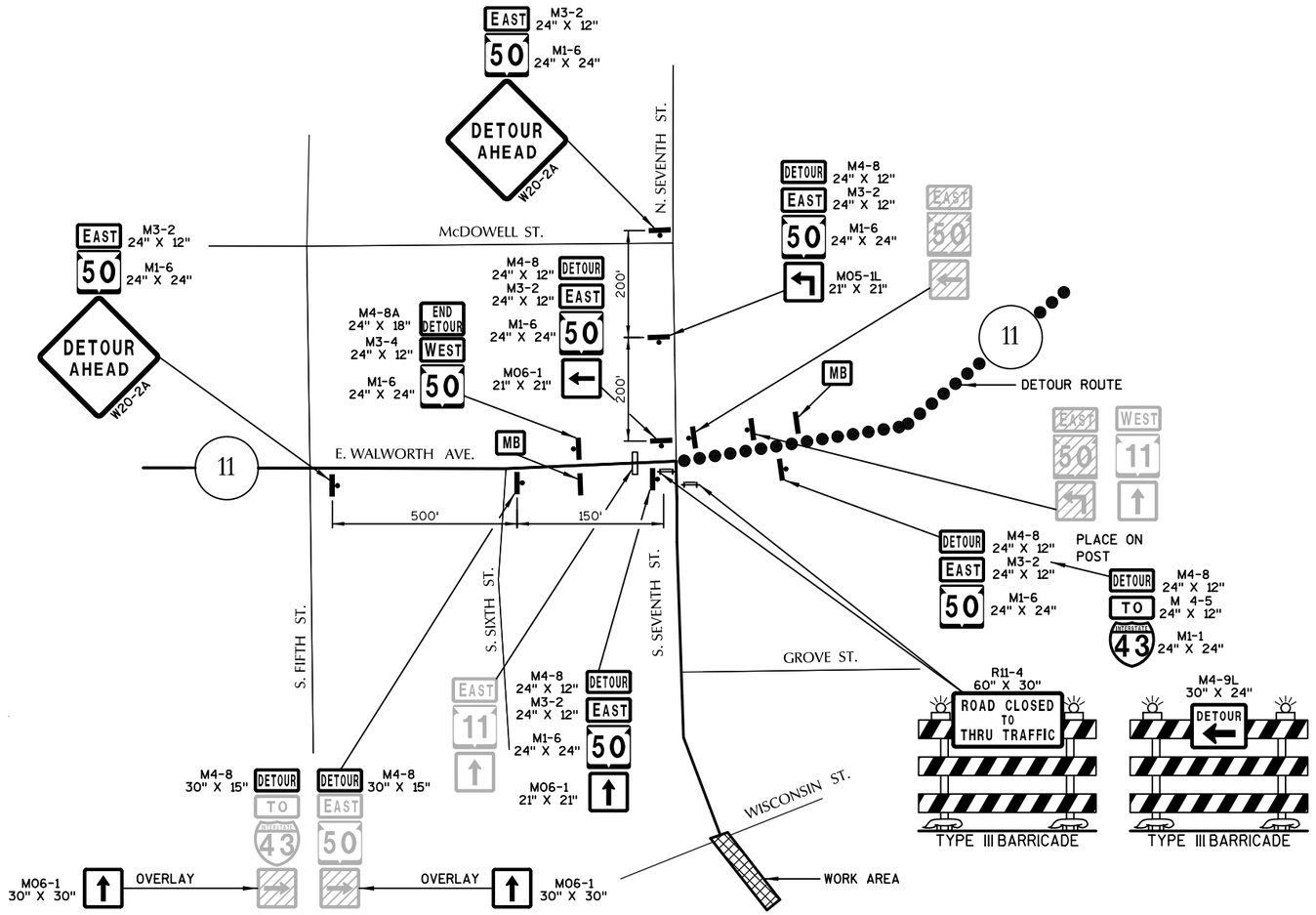
ROAD MACHINERY, FLAGGERS AHEAD, ETC. SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED AT NIGHTS, ON WEEKENDS OR WHEN THE ACTIVITY DOES NOT EXIST.

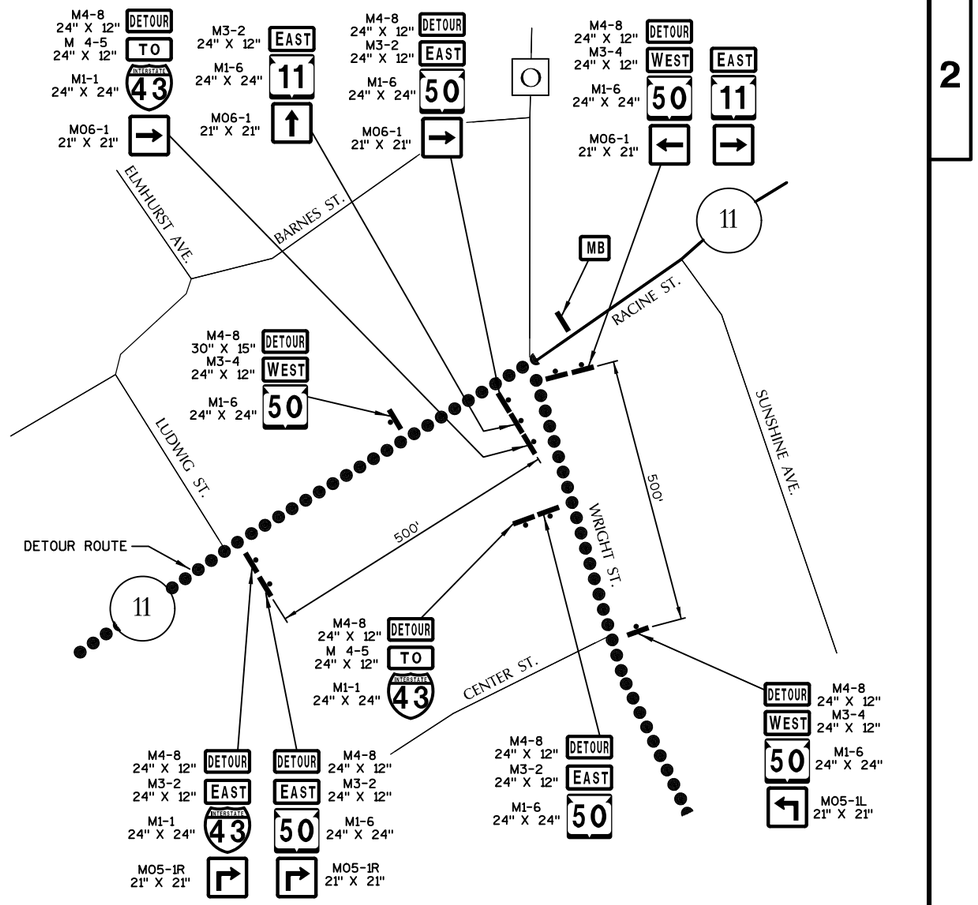
ADDITIONAL DRUMS OR TYPE III BARRICADES MAY BE REQUIRED ADJACENT TO DROP-OFFS, OPEN TRENCHES, OR PROTRUSIONS (INCLUDING MANHOLE COVERS AND WATER VALVES).

ALL SIGN LAYOUT SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	DETOUR - STAGE 2	SHEET	E

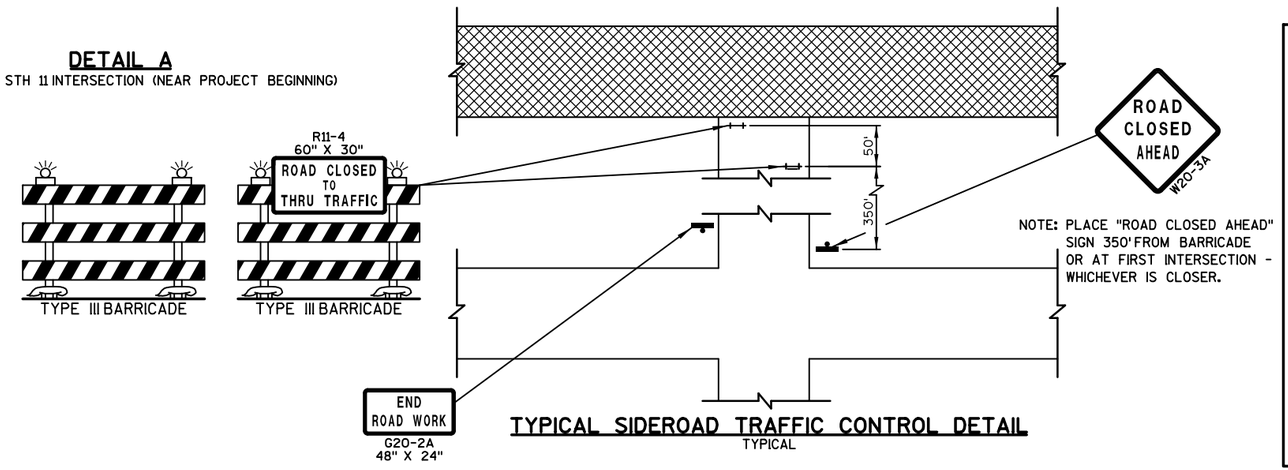
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DETAIL A

AT STH 50 - STH 11 INTERSECTION (NEAR PROJECT BEGINNING)



TYPICAL SIDEROAD TRAFFIC CONTROL DETAIL

TYPICAL

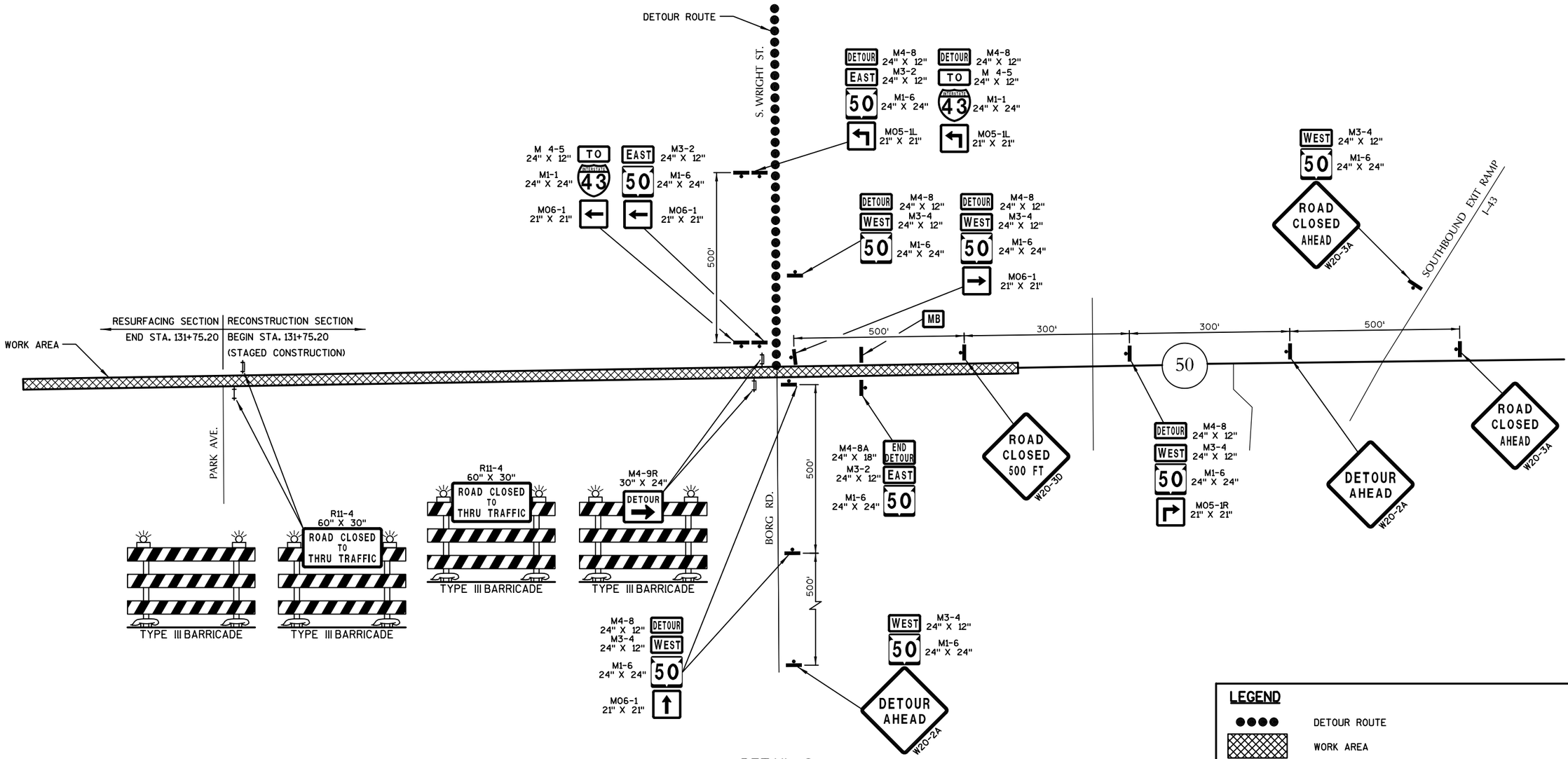
DETAIL B

AT STH 11 - WRIGHT STREET INTERSECTION

LEGEND

- DETOUR ROUTE
- WORK AREA
- SIGN ON A TEMPORARY SUPPORT
- EXISTING SIGN MOUNTED ON POST
- TYPE III BARRICADE WITH/WITHOUT SIGN AND WITH TRAFFIC CONTROL LIGHTS, TYPE A
- MB — TRAFFIC CONTROL SIGNS PCMS
- 50 — NEW SIGN
- 50 — EXISTING SIGN TO BE COVERED
- 50 — EXISTING SIGN

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	DETOUR - STAGE 2	SHEET 170	E



DETAIL C

AT STH 50 - WRIGHT STREET INTERSECTION (NEAR PROJECT END)

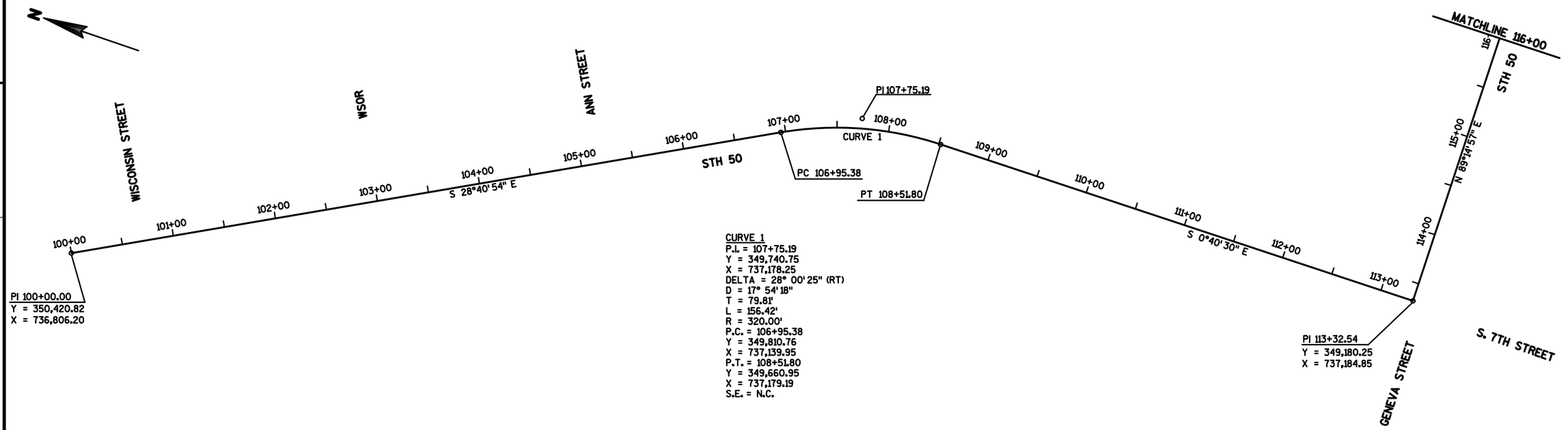
LEGEND

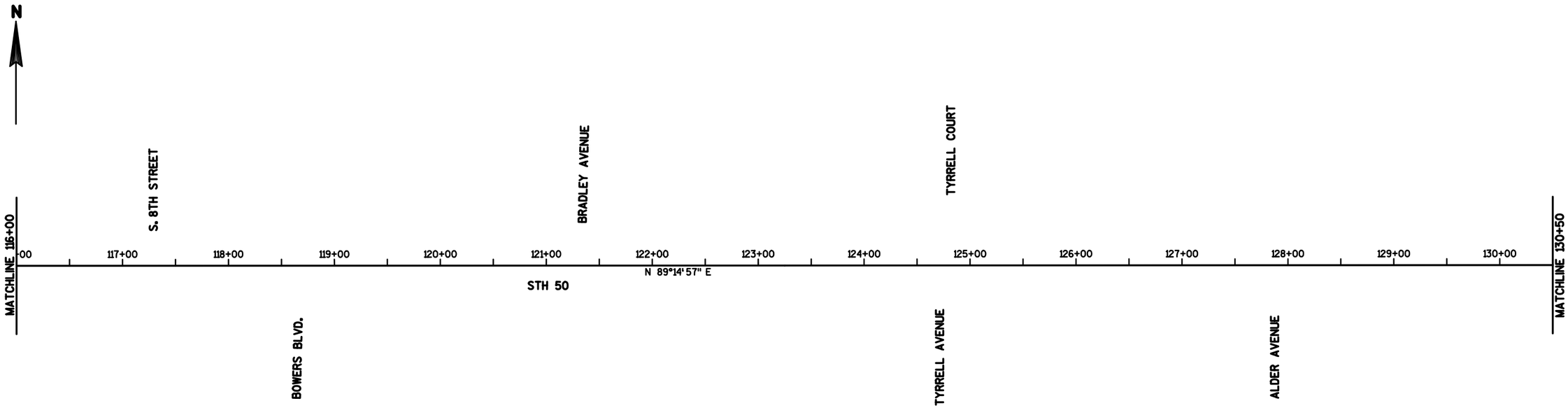
- DETOUR ROUTE
- WORK AREA
- SIGN ON A TEMPORARY SUPPORT
- EXISTING SIGN MOUNTED ON POST
- TYPE III BARRICADE WITH/WITHOUT SIGN AND WITH TRAFFIC CONTROL LIGHTS, TYPE A
- MB — TRAFFIC CONTROL SIGNS PCMS
- 50 — NEW SIGN
- 50 — EXISTING SIGN TO BE COVERED
- 50 — EXISTING SIGN

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	DETOUR - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\027003_dt.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

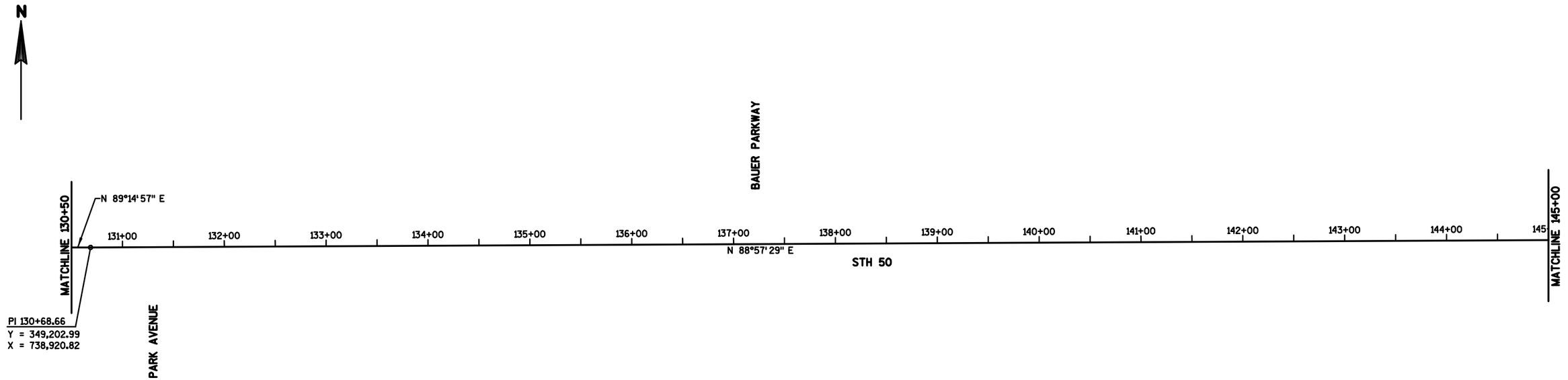
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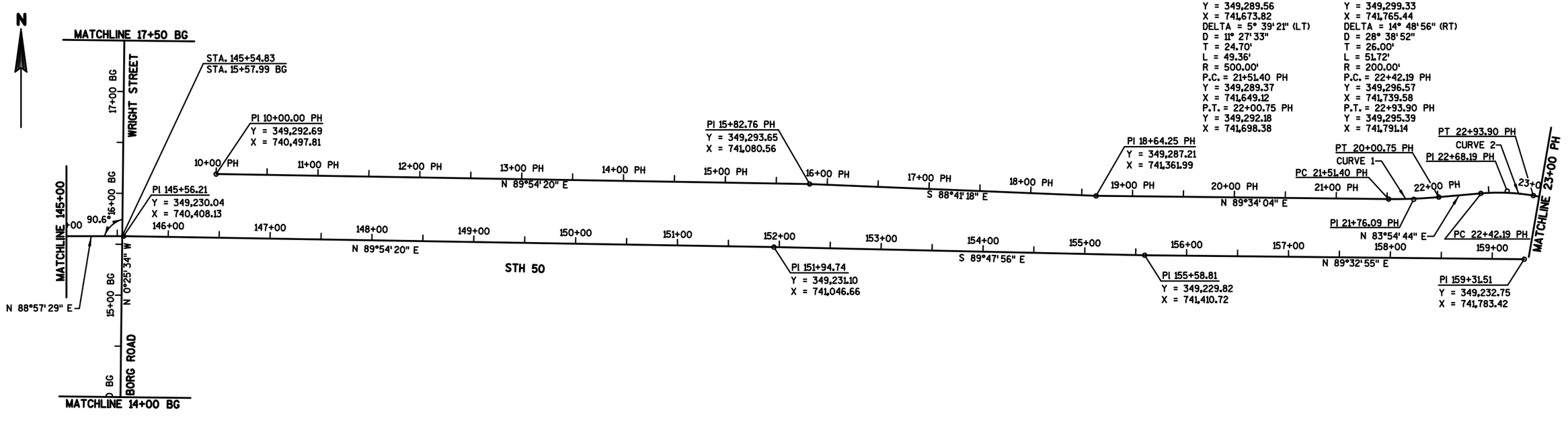




PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	ALIGNMENT DATA SHEET	SHEET	E

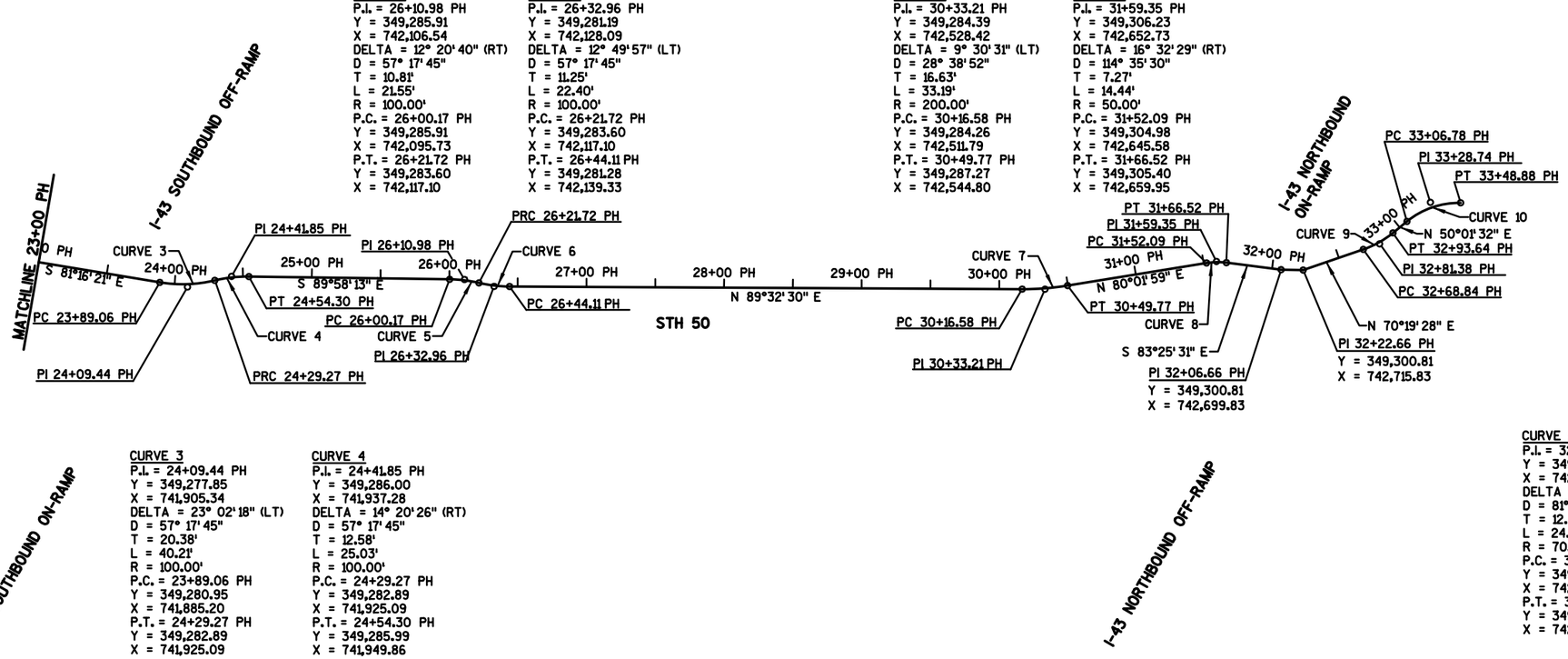
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	ALIGNMENT DATA SHEET	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\027202_ad.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CURVE 5
P.I. = 26+10.98 PH
Y = 349,285.91
X = 742,106.54
DELTA = 12° 20' 40" (RT)
D = 57° 17' 45"
T = 10.81'
L = 21.55'
R = 100.00'
P.C. = 26+00.17 PH
Y = 349,285.91
X = 742,095.73
P.T. = 26+21.72 PH
Y = 349,283.60
X = 742,117.10

CURVE 6
P.I. = 26+32.96 PH
Y = 349,281.19
X = 742,128.09
DELTA = 12° 49' 57" (LT)
D = 57° 17' 45"
T = 11.25'
L = 22.40'
R = 100.00'
P.C. = 26+21.72 PH
Y = 349,283.60
X = 742,117.10
P.T. = 26+44.11 PH
Y = 349,281.28
X = 742,139.33

CURVE 7
P.I. = 30+33.21 PH
Y = 349,284.39
X = 742,528.42
DELTA = 9° 30' 31" (LT)
D = 28° 38' 52"
T = 16.63'
L = 33.19'
R = 200.00'
P.C. = 30+16.58 PH
Y = 349,284.26
X = 742,511.79
P.T. = 30+49.77 PH
Y = 349,287.27
X = 742,544.80

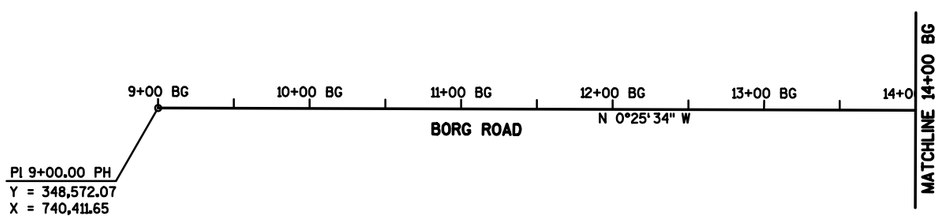
CURVE 8
P.I. = 31+59.35 PH
Y = 349,306.23
X = 742,652.73
DELTA = 16° 32' 29" (RT)
D = 114° 35' 30"
T = 7.27'
L = 14.44'
R = 50.00'
P.C. = 31+52.09 PH
Y = 349,304.98
X = 742,645.58
P.T. = 31+66.52 PH
Y = 349,305.40
X = 742,659.95

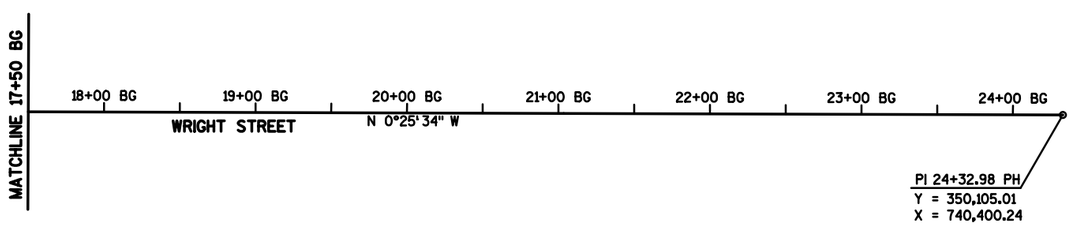
CURVE 3
P.I. = 24+09.44 PH
Y = 349,277.85
X = 741,905.34
DELTA = 23° 02' 18" (LT)
D = 57° 17' 45"
T = 20.38'
L = 40.21'
R = 100.00'
P.C. = 23+89.06 PH
Y = 349,280.95
X = 741,885.20
P.T. = 24+29.27 PH
Y = 349,282.89
X = 741,925.09

CURVE 4
P.I. = 24+41.85 PH
Y = 349,286.00
X = 741,937.28
DELTA = 14° 20' 26" (RT)
D = 57° 17' 45"
T = 12.58'
L = 25.03'
R = 100.00'
P.C. = 24+29.27 PH
Y = 349,282.89
X = 741,925.09
P.T. = 24+54.30 PH
Y = 349,285.99
X = 741,949.86

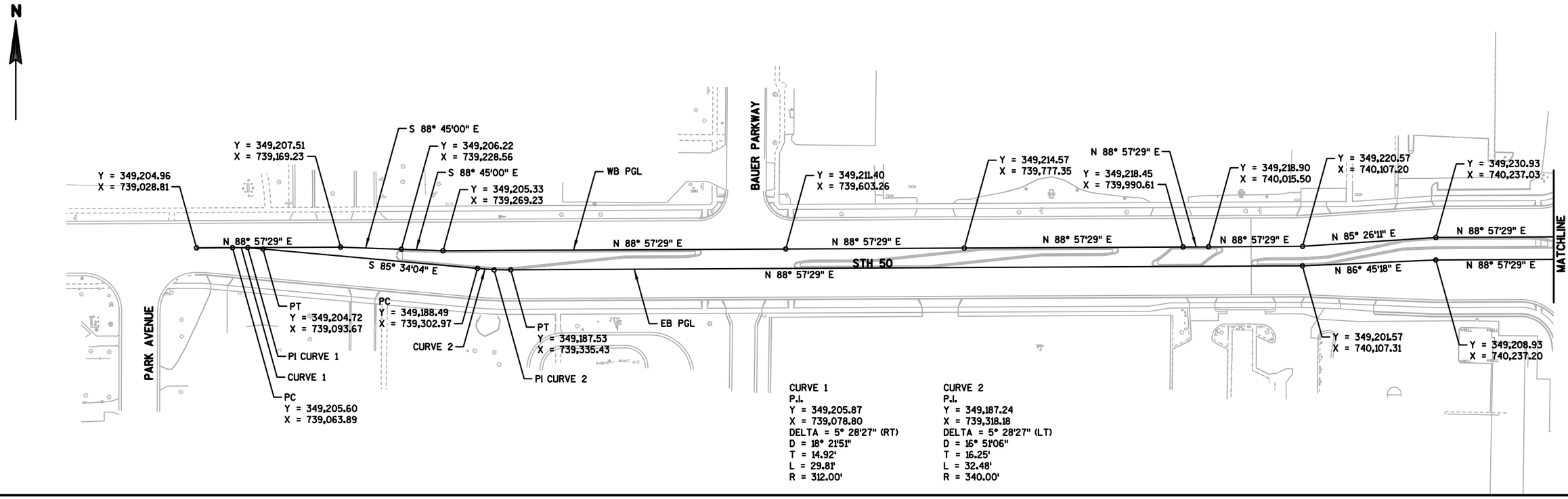
CURVE 9
P.I. = 32+81.38 PH
Y = 349,320.58
X = 742,771.12
DELTA = 20° 17' 56" (LT)
D = 81° 51' 04"
T = 12.53'
L = 24.80'
R = 70.00'
P.C. = 32+68.84 PH
Y = 349,316.36
X = 742,759.32
P.T. = 32+93.64 PH
Y = 349,328.63
X = 742,780.72

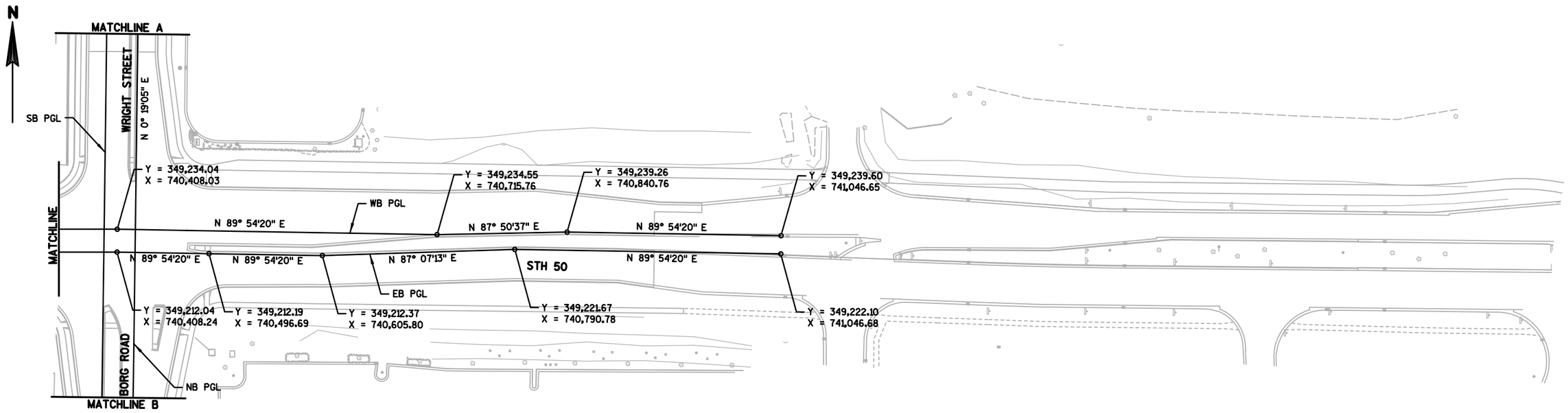
CURVE 10
P.I. = 33+28.74 PH
Y = 349,351.17
X = 742,807.61
DELTA = 40° 11' 38" (RT)
D = 95° 29' 35"
T = 21.95'
L = 42.09'
R = 60.00'
P.C. = 33+06.78 PH
Y = 349,337.07
X = 742,790.79
P.T. = 33+48.88 PH
Y = 349,351.09
X = 742,829.57





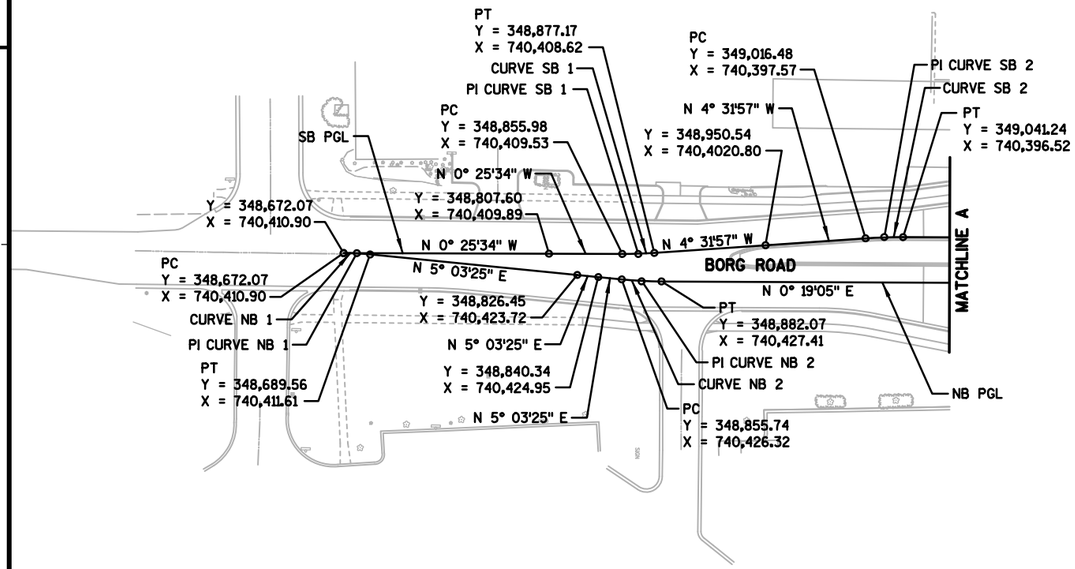
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	ALIGNMENT DATA SHEET	SHEET 174	E

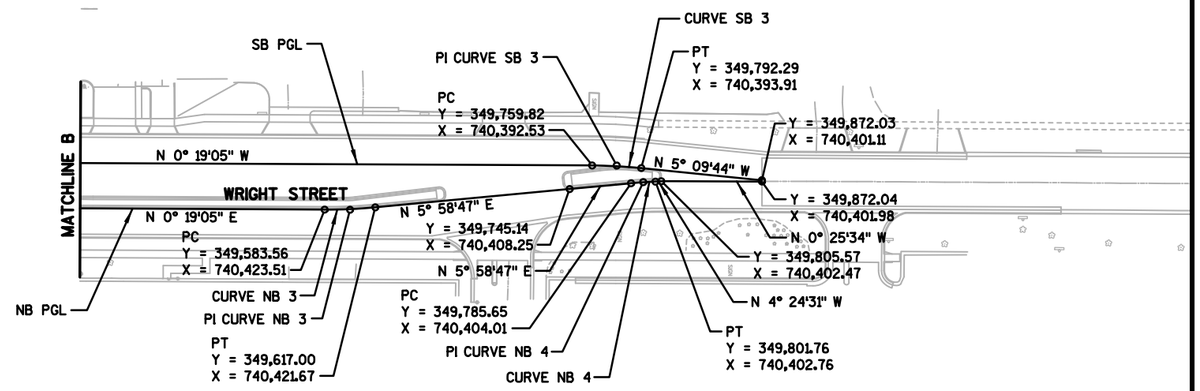




PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	ALIGNMENT DATA SHEET - PGL	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\027204_ad.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42





CURVE NB 1
P.I.
Y = 348,680.83
X = 740.410.84
DELTA = 5° 28'59" (RT)
D = 31° 18'37"
T = 8.76'
L = 17.51'
R = 182.99'

CURVE NB 2
P.I.
Y = 348,868.93
X = 740,427.48
DELTA = 5° 22'30" (LT)
D = 20° 27'46"
T = 13.14'
L = 26.27'
R = 280.00'

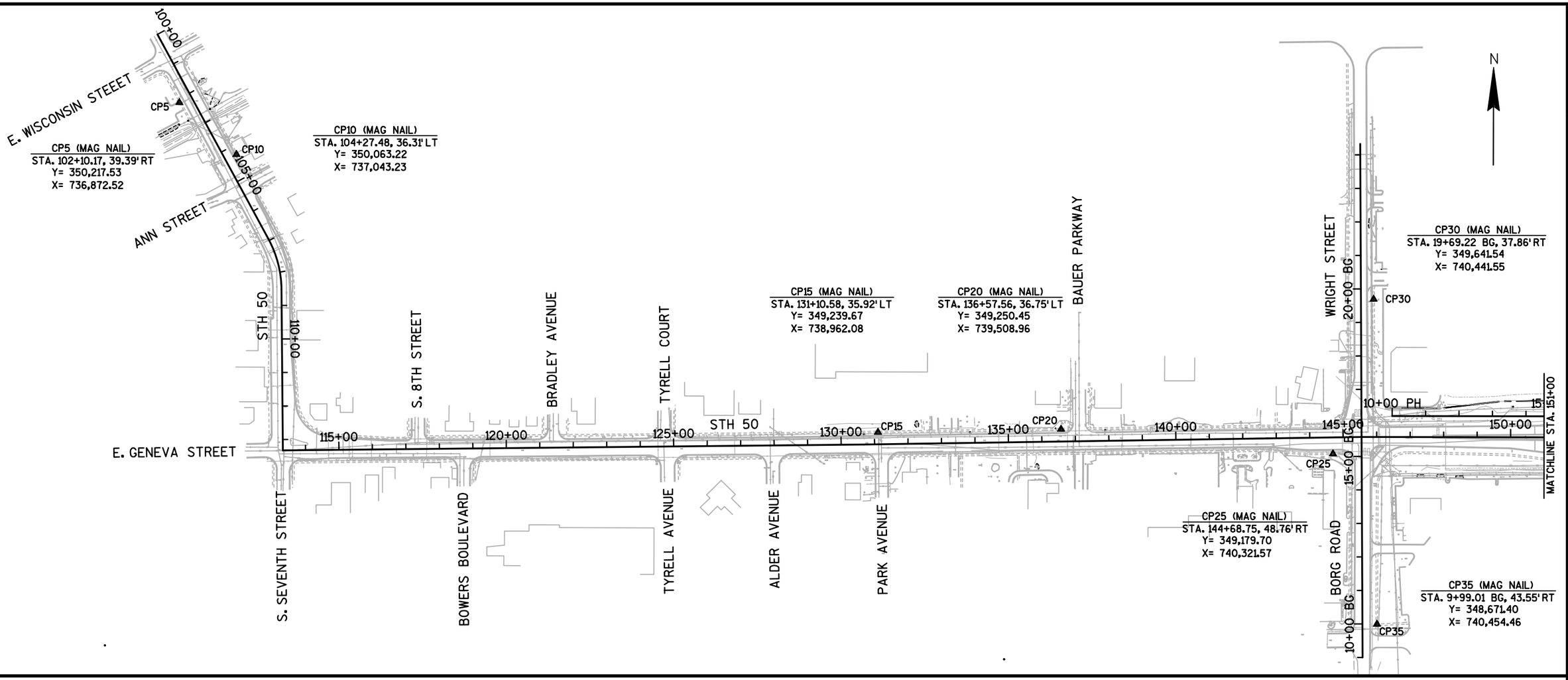
CURVE NB 3
P.I.
Y = 348,600.32
X = 740,423.42
DELTA = 5° 39'42" (LT)
D = 16° 54'05"
T = 16.76'
L = 33.50'
R = 339.00'

CURVE NB 4
P.I.
Y = 349,793.69
X = 740,403.17
DELTA = 3° 07'45" (LT)
D = 19° 21'24"
T = 8.08'
L = 16.16'
R = 296.00'

CURVE SB 1
P.I.
Y = 348,866.59
X = 740,409.45
DELTA = 4° 06'23" (LT)
D = 19° 21'24"
T = 10.61'
L = 21.21'
R = 296.00'

CURVE SB 2
P.I.
Y = 349,028.84
X = 740,396.59
DELTA = 4° 12'52" (RT)
D = 17° 00'06"
T = 12.40'
L = 24.79'
R = 337.00'

CURVE SB 3
P.I.
Y = 349,776.09
X = 740,392.44
DELTA = 5° 28'49" (RT)
D = 16° 51'06"
T = 16.27'
L = 32.52'
R = 340.00'



CP5 (MAG NAIL)
STA. 102+10.17, 39.39' RT
Y= 350,217.53
X= 736,872.52

CP10 (MAG NAIL)
STA. 104+27.48, 36.31' LT
Y= 350,063.22
X= 737,043.23

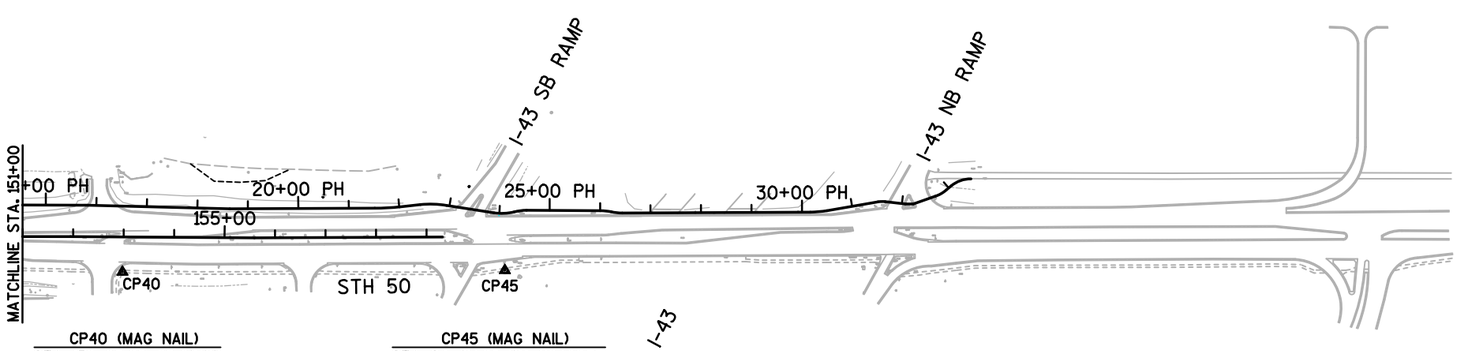
CP15 (MAG NAIL)
STA. 131+10.58, 35.92' LT
Y= 349,239.67
X= 738,962.08

CP20 (MAG NAIL)
STA. 136+57.56, 36.75' LT
Y= 349,250.45
X= 739,508.96

CP25 (MAG NAIL)
STA. 144+68.75, 48.76' RT
Y= 349,179.70
X= 740,321.57

CP30 (MAG NAIL)
STA. 19+69.22 BG, 37.86' RT
Y= 349,641.54
X= 740,441.55

CP35 (MAG NAIL)
STA. 9+99.01 BG, 43.55' RT
Y= 348,671.40
X= 740,454.46



CP40 (MAG NAIL)
STA. 152+98.29, 69.13' RT
Y= 349,161.61
X= 741,149.97

CP45 (MAG NAIL)
STA. 24+07.68 PH, 112.75' RT
Y= 349,167.14
X= 741,907.21

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CONTROL POINT DATA SHEET	SHEET 177	E

DATE 06OCT16 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	3170-08-70 QUANTITY
0010	201.0120	Clearing	ID	270.000	270.000
0020	201.0220	Grubbing	ID	270.000	270.000
0030	204.0100	Removing Pavement	SY	5,681.000	5,681.000
0040	204.0110	Removing Asphaltic Surface	SY	240.000	240.000
0050	204.0115	Removing Asphaltic Surface Butt Joints	SY	221.000	221.000
0060	204.0120	Removing Asphaltic Surface Milling	SY	22,095.000	22,095.000
0070	204.0130	Removing Curb	LF	563.000	563.000
0080	204.0150	Removing Curb & Gutter	LF	7,839.000	7,839.000
0090	204.0155	Removing Concrete Sidewalk	SY	3,111.000	3,111.000
0100	204.0175	Removing Concrete Slope Paving	SY	517.000	517.000
0110	204.0180	Removing Delineators and Markers	EACH	24.000	24.000
0120	204.0195	Removing Concrete Bases	EACH	15.000	15.000
0130	204.0210	Removing Manholes	EACH	2.000	2.000
0140	204.0220	Removing Inlets	EACH	13.000	13.000
0150	204.0245	Removing Storm Sewer (size) 001. 12-Inch	LF	352.000	352.000
0160	204.0245	Removing Storm Sewer (size) 002. 21-Inch	LF	190.000	190.000
0170	204.0291.S	Abandoning Sewer	CY	13.000	13.000
0180	204.9060.S	Removing (item description) 001. Inlet Covers	EACH	7.000	7.000
0190	204.9060.S	Removing (item description) 002. Commercial Sign	EACH	3.000	3.000
0200	204.9060.S	Removing (item description) 003. Light Pole	EACH	4.000	4.000
0210	204.9090.S	Removing (item description) 001. Block Retaining Wall	LF	262.000	262.000
0220	205.0100	Excavation Common	CY	26,533.000	26,533.000
0240	211.0100	Prepare Foundation for Asphaltic Paving (project) 001. 3170-08-70	LS	1.000	1.000
0250	213.0100	Finishing Roadway (project) 001. 3170-08-70	EACH	1.000	1.000
0260	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	19,260.000	19,260.000
0270	310.0115	Base Aggregate Open-Graded	CY	5.000	5.000
0280	311.0110	Breaker Run	TON	16,725.000	16,725.000
0290	405.0100	Coloring Concrete WisDOT Red	CY	83.000	83.000
0300	415.0085	Concrete Pavement 8 1/2-Inch	SY	7,923.000	7,923.000
0310	415.1085	Concrete Pavement HES 8 1/2-Inch	SY	1,881.000	1,881.000
0320	416.0170	Concrete Driveway 7-Inch	SY	1,045.000	1,045.000
0330	416.0270	Concrete Driveway HES 7-Inch	SY	116.000	116.000
0340	416.0610	Drilled Tie Bars	EACH	589.000	589.000
0350	416.0620	Drilled Dowel Bars	EACH	43.000	43.000
0360	440.4410	Incentive IRI Ride	DOL	6,329.000	6,329.000
0370	450.4000	HMA Cold Weather Paving	TON	1,285.000	1,285.000
0380	455.0605	Tack Coat	GAL	2,934.000	2,934.000
0390	460.2000	Incentive Density HMA Pavement	DOL	6,480.000	6,480.000
0400	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	31,755.000	31,755.000
0410	460.6223	HMA Pavement 3 MT 58-28 S	TON	6,724.000	6,724.000
0420	460.6224	HMA Pavement 4 MT 58-28 S	TON	3,390.000	3,390.000
0430	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	254.000	254.000
0440	465.0125	Asphaltic Surface Temporary	TON	1,698.000	1,698.000
0450	465.0310	Asphaltic Curb	LF	18.000	18.000
0460	511.1200	Temporary Shoring (structure) 001. R-64-20	SF	480.000	480.000
0470	513.2001	Railing Pipe (structure) 001. R-64-20	LF	333.000	333.000

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DATE 06OCT16 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	3170-08-70 QUANTITY
0480	520.8000	Concrete Collars for Pipe	EACH	15.000	15.000
0490	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0500	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	2.000	2.000
0510	601.0105	Concrete Curb Type A	LF	335.000	335.000
0520	601.0110	Concrete Curb Type D	LF	122.000	122.000
0530	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	256.000	256.000
0540	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	3,597.000	3,597.000
0550	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	4,023.000	4,023.000
0560	601.0600	Concrete Curb Pedestrian	LF	875.000	875.000
0570	602.0405	Concrete Sidewalk 4-Inch	SF	12,190.000	12,190.000
0580	602.0410	Concrete Sidewalk 5-Inch	SF	54,110.000	54,110.000
0590	602.0420	Concrete Sidewalk 7-Inch	SF	115.000	115.000
0600	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	1,020.000	1,020.000
0610	604.0400	Slope Paving Concrete	SY	360.000	360.000
0620	606.0200	Riprap Medium	CY	4.000	4.000
0630	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	1,111.000	1,111.000
0640	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	16.000	16.000
0650	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	806.000	806.000
0660	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	192.000	192.000
0670	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	135.000	135.000
0680	611.0530	Manhole Covers Type J	EACH	3.000	3.000
0690	611.0535	Manhole Covers Type J-Special	EACH	5.000	5.000
0700	611.0624	Inlet Covers Type H	EACH	27.000	27.000
0710	611.0639	Inlet Covers Type H-S	EACH	4.000	4.000
0720	611.0666	Inlet Covers Type Z	EACH	2.000	2.000
0730	611.1003	Catch Basins 3-FT Diameter	EACH	2.000	2.000
0740	611.1230	Catch Basins 2x3-FT	EACH	25.000	25.000
0750	611.2004	Manholes 4-FT Diameter	EACH	11.000	11.000
0760	611.2005	Manholes 5-FT Diameter	EACH	2.000	2.000
0770	611.2008	Manholes 8-FT Diameter	EACH	2.000	2.000
0780	611.8110	Adjusting Manhole Covers	EACH	3.000	3.000
0790	611.8115	Adjusting Inlet Covers	EACH	7.000	7.000
0800	611.9710	Salvaged Inlet Covers	EACH	5.000	5.000
0810	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,075.000	1,075.000
0830	619.1000	Mobilization	EACH	0.800	0.800
0840	620.0300	Concrete Median Sloped Nose	SF	849.000	849.000
0850	624.0100	Water	MGAL	304.000	304.000
0860	625.0100	Topsoil	SY	17,600.000	17,600.000
0870	627.0200	Mulching	SY	9,950.000	9,950.000
0880	628.1504	Silt Fence	LF	3,025.000	3,025.000
0890	628.1520	Silt Fence Maintenance	LF	6,650.000	6,650.000
0900	628.1905	Mobilizations Erosion Control	EACH	16.000	16.000
0910	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000
0920	628.2006	Erosion Mat Urban Class I Type A	SY	17,600.000	17,600.000
0930	628.7005	Inlet Protection Type A	EACH	44.000	44.000
0940	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0950	628.7015	Inlet Protection Type C	EACH	69.000	69.000

3

DATE 06OCT16 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	3170-08-70 QUANTITY
0960	628.7020	Inlet Protection Type D	EACH	14.000	14.000
0970	629.0210	Fertilizer Type B	CWT	11.000	11.000
0990	630.0130	Seeding Mixture No. 30	LB	311.000	311.000
1000	630.0200	Seeding Temporary	LB	265.000	265.000
1010	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	31.000	31.000
1020	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	87.000	87.000
1030	637.2210	Signs Type II Reflective H	SF	918.970	918.970
1040	637.2215	Signs Type II Reflective H Folding	SF	119.360	119.360
1050	637.2230	Signs Type II Reflective F	SF	207.640	207.640
1060	638.2602	Removing Signs Type II	EACH	119.000	119.000
1070	638.3000	Removing Small Sign Supports	EACH	71.000	71.000
1080	641.8100	Overhead Sign Support (structure) 001. S-64-604	LS	1.000	1.000
1090	641.8100	Overhead Sign Support (structure) 002. S-64-603	LS	1.000	1.000
1100	642.5401	Field Office Type D	EACH	1.000	1.000
1110	643.0100	Traffic Control (project) 001. 3170-08-70	EACH	1.000	1.000
1120	643.0300	Traffic Control Drums	DAY	85,552.000	85,552.000
1130	643.0410	Traffic Control Barricades Type II	DAY	2,166.000	2,166.000
1140	643.0420	Traffic Control Barricades Type III	DAY	10,256.000	10,256.000
1150	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	729.000	729.000
1160	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	729.000	729.000
1170	643.0705	Traffic Control Warning Lights Type A	DAY	7,794.000	7,794.000
1180	643.0715	Traffic Control Warning Lights Type C	DAY	9,970.000	9,970.000
1190	643.0800	Traffic Control Arrow Boards	DAY	294.000	294.000
1200	643.0900	Traffic Control Signs	DAY	16,387.000	16,387.000
1210	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
1220	643.1000	Traffic Control Signs Fixed Message	SF	1.000	1.000
1230	643.1050	Traffic Control Signs PCMS	DAY	111.000	111.000
1240	643.2000	Traffic Control Detour (project) 001. 3170-08-70	EACH	1.000	1.000
1250	643.3000	Traffic Control Detour Signs	DAY	13,770.000	13,770.000
1260	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	5,600.000	5,600.000
1270	644.1420.S	Temporary Pedestrian Surface Plywood	SF	525.000	525.000
1280	644.1430.S	Temporary Pedestrian Surface Plate	SF	525.000	525.000
1290	644.1601.S	Temporary Curb Ramp	EACH	10.000	10.000
1300	644.1616.S	Temporary Pedestrian Safety Fence	LF	1,900.000	1,900.000
1310	645.0120	Geotextile Type HR	SY	72.000	72.000
1320	645.0220	Geogrid Type SR	SY	24,000.000	24,000.000
1330	646.0106	Pavement Marking Epoxy 4-Inch	LF	15,268.000	15,268.000
1340	646.0126	Pavement Marking Epoxy 8-Inch	LF	2,971.000	2,971.000
1350	646.0600	Removing Pavement Markings	LF	11,366.000	11,366.000
1360	647.0110	Pavement Marking Railroad Crossings Epoxy	EACH	4.000	4.000
1370	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	4.000	4.000
1380	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	34.000	34.000
1390	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	6.000	6.000
1400	647.0186	Pavement Marking Arrows Epoxy Type 4	EACH	2.000	2.000
1410	647.0356	Pavement Marking Words Epoxy	EACH	12.000	12.000
1420	647.0456	Pavement Marking Curb Epoxy	LF	140.000	140.000
1430	647.0526	Pavement Marking Yield Line Symbols Epoxy 18-Inch	EACH	9.000	9.000

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DATE 06OCT16 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	3170-08-70 QUANTITY
1440	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	521.000	521.000
1450	647.0606	Pavement Marking Island Nose Epoxy	EACH	14.000	14.000
1460	647.0656	Pavement Marking Parking Stall Epoxy	LF	235.000	235.000
1470	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	211.000	211.000
1480	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	3,785.000	3,785.000
1490	647.0955	Removing Pavement Markings Arrows	EACH	11.000	11.000
1500	647.0965	Removing Pavement Markings Words	EACH	6.000	6.000
1510	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	22,703.000	22,703.000
1520	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	24,837.000	24,837.000
1530	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	731.000	731.000
1540	649.0802	Temporary Pavement Marking Paint 8-Inch	LF	601.000	601.000
1550	649.1100	Temporary Pavement Marking Stop Line 18-Inch	LF	102.000	102.000
1560	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	242.000	242.000
1570	649.1800	Temporary Pavement Marking Arrows Removable Tape	EACH	15.000	15.000
1580	649.1802	Temporary Pavement Marking Arrows Paint	EACH	12.000	12.000
1590	650.4000	Construction Staking Storm Sewer	EACH	42.000	42.000
1600	650.4500	Construction Staking Subgrade	LF	5,030.000	5,030.000
1610	650.5000	Construction Staking Base	LF	3,810.000	3,810.000
1620	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	9,267.000	9,267.000
1630	650.6500	Construction Staking Structure Layout (structure) 001. R-64-20	LS	1.000	1.000
1640	650.7000	Construction Staking Concrete Pavement	LF	1,220.000	1,220.000
1650	650.8500	Construction Staking Electrical Installations (project) 001. 3170-08-70	LS	1.000	1.000
1660	650.9910	Construction Staking Supplemental Control (project) 001. 3170-08-70	LS	1.000	1.000
1670	650.9920	Construction Staking Slope Stakes	LF	5,030.000	5,030.000
1680	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,661.000	2,661.000
1690	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	3,922.000	3,922.000
1700	652.0700.S	Install Conduit into Existing Item	EACH	10.000	10.000
1710	652.0800	Conduit Loop Detector	LF	1,571.000	1,571.000
1720	653.0135	Pull Boxes Steel 24x36-Inch	EACH	11.000	11.000
1730	653.0140	Pull Boxes Steel 24x42-Inch	EACH	38.000	38.000
1740	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
1750	653.0905	Removing Pull Boxes	EACH	21.000	21.000
1760	654.0101	Concrete Bases Type 1	EACH	12.000	12.000
1770	654.0102	Concrete Bases Type 2	EACH	4.000	4.000
1780	654.0105	Concrete Bases Type 5	EACH	16.000	16.000
1790	654.0110	Concrete Bases Type 10	EACH	1.000	1.000
1800	654.0113	Concrete Bases Type 13	EACH	3.000	3.000
1810	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
1820	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
1830	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,792.000	1,792.000
1840	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,946.000	1,946.000
1850	655.0250	Cable Traffic Signal 9-14 AWG	LF	126.000	126.000
1860	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,000.000	1,000.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3170-08-70 QUANTITY
1870	655.0280	Cable Traffic Signal 19-14 AWG	LF	175.000	175.000
1880	655.0320	Cable Type UF 2-10 AWG Grounded	LF	705.000	705.000
1890	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,643.000	3,643.000
1900	655.0610	Electrical Wire Lighting 12 AWG	LF	4,788.000	4,788.000
1910	655.0615	Electrical Wire Lighting 10 AWG	LF	303.000	303.000
1920	655.0620	Electrical Wire Lighting 8 AWG	LF	9,728.000	9,728.000
1930	655.0625	Electrical Wire Lighting 6 AWG	LF	10,716.000	10,716.000
1940	655.0630	Electrical Wire Lighting 4 AWG	LF	13,022.000	13,022.000
1950	655.0635	Electrical Wire Lighting 2 AWG	LF	10,270.000	10,270.000
1960	655.0700	Loop Detector Lead In Cable	LF	5,564.000	5,564.000
1970	655.0800	Loop Detector Wire	LF	4,945.000	4,945.000
1980	656.0200	Electrical Service Meter Breaker Pedestal (location) 001. STH 50 (E. Geneva Street) & Borg Road/Wright Street	LS	1.000	1.000
1990	656.0200	Electrical Service Meter Breaker Pedestal (location) 002. STH 50 (E. Geneva Street) & Borg Road/Wright Street	LS	1.000	1.000
2000	657.0100	Pedestal Bases	EACH	11.000	11.000
2010	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000	4.000
2020	657.0315	Poles Type 4	EACH	4.000	4.000
2030	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	4.000	4.000
2040	657.0410	Traffic Signal Standards Aluminum 9-FT	EACH	1.000	1.000
2050	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	5.000	5.000
2060	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
2070	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	8.000	8.000
2080	657.1345	Install Poles Type 9	EACH	1.000	1.000
2090	657.1355	Install Poles Type 12	EACH	3.000	3.000
2100	657.1530	Install Monotube Arms 30-FT	EACH	1.000	1.000
2110	657.1535	Install Monotube Arms 35-FT	EACH	1.000	1.000
2120	657.1540	Install Monotube Arms 40-FT	EACH	1.000	1.000
2130	657.1555	Install Monotube Arms 55-FT	EACH	1.000	1.000
2140	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	20.000	20.000
2150	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	6.000	6.000
2160	658.0120	Traffic Signal Face 5-12 Inch Vertical	EACH	2.000	2.000
2170	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	20.000	20.000
2180	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	6.000	6.000
2190	658.0225	Backplates Signal Face 5 Section 12-Inch	EACH	2.000	2.000
2200	658.0416	Pedestrian Signal Face 16-Inch	EACH	30.000	30.000
2210	658.0500	Pedestrian Push Buttons	EACH	13.000	13.000
2220	658.0600	Led Modules 12-Inch Red Ball	EACH	15.000	15.000
2230	658.0605	Led Modules 12-Inch Yellow Ball	EACH	15.000	15.000
2240	658.0610	Led Modules 12-Inch Green Ball	EACH	15.000	15.000
2250	658.0615	Led Modules 12-Inch Red Arrow	EACH	14.000	14.000
2260	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	20.000	20.000
2270	658.0625	Led Modules 12-Inch Green Arrow	EACH	12.000	12.000
2280	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	30.000	30.000
2290	658.5069	Signal Mounting Hardware (location) 001. STH 50 (E. Geneva Street) & Borg Road/Wright Street	LS	1.000	1.000
2300	659.1125	Luminaires Utility LED C	EACH	8.000	8.000
2310	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3170-08-70 QUANTITY
2320	661.0200	Temporary Traffic Signals for Intersections (location) 001. STH 50 (E. Geneva Street) & Borg Road/Wright Street	LS	1.000	1.000
2330	690.0150	Sawing Asphalt	LF	7,770.000	7,770.000
2340	690.0250	Sawing Concrete	LF	2,947.000	2,947.000
2350	715.0415	Incentive Strength Concrete Pavement	DOL	3,042.000	3,042.000
2360	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,800.000	1,800.000
2370	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,000.000	3,000.000
2390	SPV.0060	Special 001. Remove Existing Signal Faces	EACH	14.000	14.000
2400	SPV.0060	Special 002. Relocate Existing Traffic Signal Pole	EACH	1.000	1.000
2410	SPV.0060	Special 003. Relocate Existing Pedestrian Push Button	EACH	5.000	5.000
2420	SPV.0060	Special 004. Inlet Covers Type DW	EACH	8.000	8.000
2430	SPV.0060	Special 005. Traffic Signal Controller, Fully Actuated, 8 Phase	EACH	1.000	1.000
2440	SPV.0060	Special 006. Steel Light Pole Assembly-Single Arm	EACH	4.000	4.000
2450	SPV.0060	Special 007. Steel Light Pole Assembly-Twin Arm	EACH	10.000	10.000
2460	SPV.0060	Special 008. Luminaires Utility LED-City of Delavan	EACH	24.000	24.000
2470	SPV.0060	Special 009. Repower Flashing Beacon	EACH	1.000	1.000
2480	SPV.0060	Special 010. Remove and Salvage Existing Light Pole	EACH	9.000	9.000
2490	SPV.0060	Special 015. Construction Staking Curb Ramp Layout	EACH	79.000	79.000
2500	SPV.0060	Special 016. Salvage and Reinstall Existing Light Pole	EACH	2.000	2.000
2510	SPV.0060	Special 017. Storm Sewer Tap	EACH	2.000	2.000
2880	SPV.0075	Special 001. Pavement Cleanup Project ID 3170-08-70	HRS	165.000	165.000
2900	SPV.0090	Special 001. Concrete Curb & Gutter 24-Inch Type D Special	LF	2,144.000	2,144.000
2910	SPV.0090	Special 002. Concrete Curb & Gutter 24-Inch Type A Special	LF	1,084.000	1,084.000
2920	SPV.0090	Special 003. Concrete Curb 24-Inch Type D	LF	40.000	40.000
2930	SPV.0090	Special 004. Concrete Curb & Gutter 24-Inch Type D	LF	345.000	345.000
2940	SPV.0090	Special 005. Concrete Curb & Gutter HES 30-Inch Type A	LF	400.000	400.000
2950	SPV.0090	Special 006. Concrete Curb & Gutter HES 30-Inch Type D	LF	447.000	447.000
2960	SPV.0090	Special 007. Sawing Curb Head	LF	9.000	9.000
3040	SPV.0105	Special 001. Removing Overhead Sign Support Station 141+75	LS	1.000	1.000
3050	SPV.0105	Special 002. Removing Overhead Sign Support Station 102+40	LS	1.000	1.000
3060	SPV.0105	Special 003. Rmv and Trnsprt Traffic Signals, STH50 (E. Geneva St) & Borg Rd/Wright St	LS	1.000	1.000
3070	SPV.0105	Special 004. Concrete Pavement Joint Layout	LS	1.000	1.000
3080	SPV.0105	Special 005. EVP Detector STH50 (E. Geneva St) & Borg Road / Wright Street	LS	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	3170-08-70 QUANTITY
3120	SPV.0120	Special 001. Water for Seeded Areas	MGAL	621.000	621.000
3130	SPV.0165	Special 001. Wall Modular Block Gravity LRFD, R-64-20 **P**	SF	1,940.000	1,940.000
3140	SPV.0165	Special 002. Anti-Graffiti Coating	SF	1,770.000	1,770.000

CLEARING AND GRUBBING SUMMARY

CATEGORY	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	132+19	44' RT	30	30
	132+87	43' RT	42	42
	136+04	31' RT	10	10
	136+41	31' RT	8	8
	137+53	31' RT	10	10
	140+57	32' RT	12	12
	143+84	43' LT	10	10
	146+86	57' LT	12	12
	147+21	55' LT	12	12
	147+35	56' LT	12	12
	155+58	3' LT	6	6
	156+11	2' LT	6	6
	156+34	2' RT	6	6
	156+60	4' LT	6	6
	156+77	5' RT	6	6
	17+54 BG	39' RT	6	6
	17+95 BG	45' RT	12	12
	18+23 BG	30' LT	20	20
	18+54 BG	31' LT	16	16
	19+09 BG	31' LT	8	8
	20+00 BG	34' LT	8	8
	20+44 BG	34' LT	12	12
		TOTALS	270	270

REMOVING PAVEMENT

CATEGORY	STATION - STATION	LOCATION	204.0100 SY
0010	103+31 - 103+62	LT	24
	103+30 - 104+11	RT	49
	105+43 - 106+13	LT	47
	115+95 - 116+35	LT	17
	131+86 - 132+08	RT	17
	133+23 - 133+50	RT	22
	136+90 - 137+32	RT	33
	138+76 - 139+25	RT	40
	141+42 - 141+72	RT	94
	142+50 - 142+81	RT	25
	142+93 - 143+28	RT	31
	142+70 - 145+10	RT	758
	142+51 - 142+80	LT	24
	143+41 - 143+82	LT	35
	153+02 - 153+23	RT	8
	10+84 BG - 11+18 BG	LT	37
	12+69 BG - 13+20 BG	LT	92
	17+55 BG - 17+85 BG	LT	49
	17+93 BG - 18+14 BG	LT	32
	18+71 BG - 19+05 BG	LT	54
	19+16 BG - 19+54 BG	LT	63
	20+22 BG - 20+25 BG	RT	4
	22+15 BG - 22+54 BG	LT	64
	22+54 BG - 22+58 BG	RT	5
	145+30 - 151+18	RT/LT	4,057
		TOTAL	5,681

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION - STATION	LOCATION	204.0110 SY	204.0115 BUTT JOINTS SY	204.0120 MILLING SY
0010	100+25 - 104+75	LT/RT	---	53	2,400
	104+75 - 115+00	LT/RT	---	45	6,650
	115+00 - 123+00	LT/RT	---	44	4,720
	123+00 - 131+75	LT/RT	---	65	5,440
	131+75 - 142+05	LT	---	14	2,600
	20+79 BG - 22+29 BG	RT	240	---	---
	SUBTOTALS (0010)		240	221	21,810
0050	109+38 - 112+90	RT	---	---	285
	SUBTOTALS (0050)		0	0	285
		TOTALS	240	221	22,095

REMOVING CURB

CATEGORY	STATION - STATION	LOCATION	204.0130 LF
0010	141+27 - 142+54	RT	122
	142+22 - 144+77	LT	237
	12+06 BG - 12+40 BG	LT	34
	16+20 BG - 24+00 BG	LT	170
		TOTAL	563

REMOVING CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0150 LF
0010	102+00 - 106+50	LT	201
	102+00 - 106+50	RT	204
	112+50 - 119+50	LT	276
	112+50 - 119+50	RT	179
	120+50 - 125+50	LT	115
	120+50 - 125+50	RT	71
	127+50 - 131+75	LT	49
	127+50 - 131+75	RT	100
	131+75 - 142+05	LT	108
	131+75 - 142+05	RT	1,180
	142+05 - 145+50	LT	415
	142+05 - 145+50	RT	373
	145+50 - 152+00	LT	419
	145+50 - 152+00	RT	120
	152+00 - 157+50	LT	396
	152+00 - 157+50	RT	540
	23+00 PH - 33+00 PH	LT/RT	146
	9+70 BG - 14+80 BG	LT	490
	9+70 BG - 14+64 BG	RT	571
	16+23 BG - 23+35 BG	LT	714
	16+13 BG - 23+98 BG	RT	1,172
		TOTAL	7,839

REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION - STATION	204.0180 EACH
0010	142+21 - 144+18	24

REMOVING CONCRETE BASES

CATEGORY	LOCATION	EQUIP. LOCATION	STATION	LOCATION	204.0195 EACH
0010	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	EXSB-1	146+04	31' RT	1
		EXSB-2	145+88	50' RT	1
		EXSB-3	145+29	68' RT	1
		EXSB-4	145+04	44' RT	1
		EXSB-5	145+30	36' LT	1
		EXSB-6	145+85	59' LT	1
		EXSB-7	146+03	38' LT	1
		EXLP-17	155+11	2' LT	1
		EXLP-18	157+35	3' LT	1
		---	143+32	49' RT	1
		---	143+86	53' RT	1
		---	144+40	61' RT	1
		---	14+09	39' LT	1
		SUBTOTAL (STH 50)			13
	STH 50 (E. GENEVA STREET) & SB IH 43 RAMP TERMINAL	EXSB-8	23+87	8' LT	1
		SUBTOTAL (SB RAMP TERMINAL)			1
	WRIGHT STREET	---	22+36 BG	53' RT	1
		SUBTOTAL (WRIGHT STREET)			1
				TOTAL	15

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 SY
0010	102+50 - 106+00	LT	62
	102+50 - 106+00	RT	77
	112+50 - 119+50	LT	112
	112+50 - 119+50	RT	104
	120+50 - 125+50	LT	67
	120+50 - 125+50	RT	65
	127+50 - 132+00	LT	35
	127+50 - 131+00	RT	43
	131+00 - 145+50	RT	724
	133+50 - 145+50	LT	598
	145+50 - 148+00	LT	163
	145+50 - 151+00	RT	282
	9+90 BG - 14+75 BG	LT	137
	9+90 BG - 14+75 BG	RT	169
	16+50 BG - 21+50 BG	LT	236
	16+50 BG - 21+50 BG	RT	218
	23+00 PH - 32+50 PH	LT/RT	19
		TOTAL	3,111

REMOVING INLETS

CATEGORY	STATION	OFFSET	204.0220 EACH
0010	104+82	RT	1
	134+40	RT	1
	136+60	RT	1
	137+30	LT	1
	138+50	RT	1
	141+00	RT	1
	143+95	RT/LT	3
	144+50	LT	1
	145+00	LT	1
	148+75	LT/RT	2
		TOTAL	13

REMOVING STORM SEWER

CATEGORY	STATION - STATION	LOCATION	204.0245 .001 12-INCH LF	204.0245 .002 21-INCH LF
0010	104+82 - 104+89	LT/RT	31	---
	136+47 - 136+68	RT	35	---
	136+47 - 138+35	LT	---	190
	138+48 - 138+49	RT	6	---
	140+98 - 141+03	RT	15	---
	143+88 - 143+93	RT	35	---
	143+85 - 144+98	LT	90	---
	148+76 - 149+27	LT/RT	140	---
		TOTALS	352	190

3

REMOVING CONCRETE SLOPE PAVING

CATEGORY	STATION	OFFSET	204.0175 SY
0010	27+25 PH	LT	257
	28+75 PH	LT	260
		TOTAL	517

REMOVING MANHOLES

CATEGORY	STATION	OFFSET	204.0210 EACH
0010	136+47	3.6' LT	1
	138+35	7.4' LT	1
		TOTAL	2

ABANDONING SEWER

CATEGORY	STATION - STATION	LOCATION	204.0291.S CY
0010	136+47 - 137+32	LT	8
	144+52 - 144+98	LT	5
		TOTAL	13

REMOVING INLET COVERS

CATEGORY	STATION	OFFSET	204.9060.S.001 EACH
0010	143+95	26.0' LT	1
	148+75	32.2' LT	1
	153+76	1.1' RT	1
	153+76	13.1' RT	1
	155+26	8.2' LT	1
	155+26	13.1' RT	1
	10+51 BG	24.7' RT	1
		TOTAL	7

REMOVING COMMERCIAL SIGN

CATEGORY	STATION	OFFSET	204.9060.S.002 EACH
0010	141+40	44.4' RT	1
	142+52	40.3' RT	1
	143+83	40.4' LT	1
		TOTAL	3

REMOVING LIGHT POLE

CATEGORY	STATION	OFFSET	204.9060.S.003 EACH
0010	143+32	49.2' RT	1
	143+86	52.7' RT	1
	144+40	61.0' RT	1
	14+09	38.8' LT	1
		TOTAL	4

REMOVING BLOCK RETAINING WALL

CATEGORY	LOCATION	204.9090.S.001 LF
0010	NW QUADRANT STH 50 & WRIGHT STREET	262

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	PROJECT	211.0100.001 LS
0010	3170-08-70	1

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.001 EACH
0010	3170-08-70	1

BASE AGGREGATE SUMMARY

CATEGORY	STATION - STATION	LOCATION	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*311.0110 BREAKER RUN TON	645.0220 GEOGRID TYPE SR SY
0010	100+00 - 106+50	LT/RT	260	---	---
	112+50 - 119+50	LT/RT	220	---	---
	120+50 - 125+50	LT/RT	90	---	---
	127+50 - 131+75	LT/RT	50	---	---
	131+75 - 142+05	LT/RT	2,600	3,550	5,900
	142+05 - 145+50	LT/RT	1,800	2,400	4,000
	145+50 - 152+50	LT/RT	2,450	3,850	6,400
	152+50 - 157+50	LT/RT	930	---	---
	9+50 BG - 14+50 BG	LT/RT	2,350	2,100	3,500
	16+50 BG - 24+00 BG	LT/RT	3,400	2,550	4,200
	21+00 PH - 31+75 PH	LT/RT	410	---	---
	UNDISTRIBUTED		1,450	---	---
		TOTALS	16,010	14,450	24,000

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

EARTHWORK SUMMARY

CATEGORY	DIVISION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) 5% OF CUT CY	SALVAGED/UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	REDUCED EBS IN FILL (5) FACTOR 0.80 CY	EXPANDED EBS BACKFILL (6) FACTOR 1.30 CY	UNEXPANDED FILL CY	EXPANDED FILL (7) FACTOR 1.25 CY	MASS ORDINATE +/- (8)	WASTE CY	*311.0110 BREAKER RUN (3) TON
0010	1	STAGE 1 PHASE 1 (STH 50)	457	23	57	400	18	30	2	2	398	398	40
		STAGE 1 PHASE 1 (BG LINE)	1,454	73	103	1,351	58	95	5	7	1,344	1,344	130
	2	STAGE 1 PHASE 2 (STH 50)	746	37	50	696	30	48	0	0	696	696	65
	3	STAGE 2 STH 50	7,953	398	505	7,448	318	517	554	693	6,755	6,755	720
		STAGE 2 BORG/WRIGHT	4,423	221	176	4,247	177	288	24	30	4,217	4,217	400
		RESURFACE SECTION	1,024	51	0	1,024	41	67	100	125	900	900	90
	4	STAGE 3 STH 50	3,290	164	488	2,801	132	214	1,618	2,022	779	779	300
		STAGE 3 BORG/WRIGHT	4,455	223	47	4,407	178	290	68	85	4,323	4,323	400
		MULTIUSE PATH	296	15	0	296	12	19	2,118	2,647	-2,352	-2,352	25
	5	STAGE 4 STH 50	503	25	0	503	20	33	251	314	189	189	45
		STAGE 4 BORG/WRIGHT	669	33	0	669	27	43	2	2	667	667	60
		SUBTOTALS	25,270	1,263	1,427	23,842	1,011	1,642	4,741	5,927	17,916	17,916	2,275
		TOTALS		26,533	1,427	23,842	1,011	1,642	4,741	5,927	17,916	17,916	2,275

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

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

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\030202_mq.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 43

CONCRETE PAVEMENT

CATEGORY	STATION - STATION	LOCATION	415.0085 CONCRETE PAVEMENT 8 1/2-INCH SY	415.1085 CONCRETE PAVEMENT HES 8 1/2-INCH SY	*405.0100 COLORING CONCRETE WISDOT RED CY
0010	142+05 - 147+00	LT/RT	3,650	1,025	---
	147+00 - 151+18	LT/RT	2,650	---	---
	153+02 - 153+23	RT	8	---	---
	13+83 BG - 14+75 BG	LT/RT	630	---	---
	16+25 BG - 17+33 BG	LT/RT	680	---	---
	UNDISTRIBUTED		---	822	---
	SUBTOTALS (0010)		7,618	1,847	0
0060	100+40 - 101+09	LT/RT	143	---	38
	104+75 - 105+75	LT/RT	108	---	28
	113+00 - 113+55	RT	54	---	14
	UNDISTRIBUTED		---	34	---
	SUBTOTALS (0060)		305	34	80
		TOTALS	7,923	1,881	80

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE DRIVEWAY

CATEGORY	STATION - STATION	LOCATION	*416.0170 7-INCH SY	*416.0270 HES 7-INCH SY
0010	103+60 - 104+11	RT	20	---
	131+86 - 132+12	RT	15	---
	133+24 - 133+56	RT	20	---
	136+88 - 137+32	RT	30	---
	138+79 - 139+23	RT	30	---
	141+42 - 141+72	RT	15	---
	142+25 - 142+57	RT	15	---
	142+70 - 144+98	RT	230	---
	142+49 - 142+83	LT	20	---
	143+45 - 143+83	LT	20	---
	10+85 BG - 11+18 BG	LT	35	---
	12+06 BG - 12+40 BG	LT	40	---
	13+72 BG - 14+50 BG	LT	95	---
	17+56 BG - 18+14 BG	LT	30	---
	18+70 BG - 19+06 BG	LT	25	---
	20+21 BG - 20+48 BG	LT	25	---
	22+13 BG - 22+59 BG	LT	65	---
	22+91 BG - 22+34 BG	LT	60	---
	UNDISTRIBUTED		---	88
		TOTALS	790	88

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

DRILLED BARS

CATEGORY	STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	150+73 - 151+18	LT	22	20
	150+73 - 151+18	RT	---	23
	152+00 - 153+50	LT	26	---
	153+00 - 153+50	RT	6	---
	153+00 - 157+50	MEDIAN	440	---
	12+69 BG - 13+18 BG	LT	17	---
	23+00 PH - 24+00 PH	LT/RT	43	---
	31+75 PH - 32+75 PH	LT/RT	35	---
		TOTALS	589	43

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	455.0605 TACK COAT GAL	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (DRIVEWAYS) TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (PARKING LOTS) TON	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF
0010	102+00 - 106+00	LT	---	250	185	125	---	1	790
	102+00 - 106+00	RT	---	240	180	120	---	6	1,580
	106+00 - 115+00	LT	---	425	325	220	---	---	2,080
	106+00 - 115+00	RT	---	385	295	195	---	---	3,750
	115+00 - 119+50	LT	---	200	150	100	---	---	1,170
	115+00 - 119+50	RT	---	195	145	99	---	---	1,800
	119+50 - 125+50	LT	---	265	200	135	---	---	1,200
	119+50 - 125+50	RT	---	260	195	130	---	---	2,400
	125+50 - 131+75	LT	---	220	170	115	---	---	1,250
	125+50 - 131+75	RT	---	300	230	155	---	---	2,500
	131+75 - 142+05	LT	---	475	305	220	5	---	3,180
	131+75 - 142+05	RT	---	1,960	475	630	30	---	4,740
	142+05 145+50	LT	---	---	---	---	28	24	---
	142+05 - 145+50	RT	---	---	---	---	8	---	---
	9+75 BG - 13+83 BG	LT/RT	---	655	220	290	20	---	1,930
	16+20 BG - 24+00 BG	LT/RT	---	855	285	380	93	39	2,680
	STAGE 5	LT/RT	1,285	---	---	---	---	---	---
	SUBTOTALS (0010)		1,285	6,685	3,360	2,914	184	70	31,050
0050	109+38 - 112+90	RT	---	39	30	20	---	---	705
	SUBTOTALS (0050)		0	39	30	20	0	0	705
		TOTALS	1,285	6,724	3,390	2,934	254		31,755

NOTE: A UNIT WEIGHT OF 120 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES.

ASPHALTIC SURFACE SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	465.0125 ASPHALTIC SURFACE TEMPORARY TON	*305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	STAGE 1	141+80 - 145+50	LT	150	335
		145+50 - 157+50	LT/RT	585	1,300
		9+50 BG - 15+50 BG	RT	165	370
		16+50 BG - 24+00 BG	RT	515	1,140
		SUBTOTALS (STAGE 1)		1,415	3,145
	STAGE 2	145+20 - 149+00	RT	57	---
		10+00 BG - 14+90 BG	LT/RT	175	---
		16+00 BG - 22+80 BG	LT/RT	47	105
		SUBTOTALS (STAGE 2)		279	105
	---	TEMPORARY WEDGING	LT/RT	4	---
			TOTALS	1,698	3,250

NOTE: A UNIT WEIGHT OF 120 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES.

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC CURB

CATEGORY	LOCATION	465.0310 LF	REMARKS
0010	136+50 RT	6	INLET LOW POINT DURING STAGING
	10+90 BG LT	6	INLET LOW POINT DURING STAGING
	10+90 BG RT	6	INLET LOW POINT DURING STAGING
	TOTAL	18	

CONCRETE CURB AND GUTTER ITEMS

CATEGORY	STATION - STATION	LOCATION	601.0105 CONCRETE CURB TYPE A LF	601.0110 CONCRETE CURB TYPE D LF	SPV.0090.001 CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	SPV.0090.002 CONCRETE CURB & GUTTER 24-INCH TYPE A SPECIAL LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.003 CONCRETE CURB 24-INCH TYPE D LF	SPV.0090.004 CONCRETE CURB & GUTTER 24-INCH TYPE D LF	SPV.0090.005 CONCRETE CURB & GUTTER HES 30-INCH TYPE A LF	SPV.0090.006 CONCRETE CURB & GUTTER HES 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	102+00 - 106+50	LT	---	---	---	180	---	---	---	32	---	---	---	---	212
	102+00 - 106+50	RT	---	---	---	185	---	---	---	43	---	---	---	---	228
	112+50 - 119+50	LT	---	---	---	220	---	---	---	115	---	---	---	---	335
	112+50 - 119+50	RT	---	---	---	160	---	---	---	13	---	---	---	---	173
	120+50 - 125+50	LT	---	---	---	105	---	---	---	28	---	---	---	---	133
	120+50 - 125+50	RT	---	---	---	64	---	---	---	11	---	---	---	---	75
	127+50 - 131+75	LT	---	---	---	44	---	---	---	---	---	---	---	---	44
	127+50 - 131+75	RT	---	---	---	98	---	---	---	---	---	---	---	---	98
	131+75 - 142+05	LT	---	---	---	97	---	---	---	---	---	---	---	---	97
	131+75 - 142+05	RT	---	---	1,290	950	---	---	41	---	27	---	---	---	2,308
	142+05 - 146+00	LT	---	24	---	---	140	310	90	145	---	---	---	---	259
	142+05 - 146+00	RT	190	---	---	---	430	295	---	190	13	---	---	---	203
	146+00 - 151+18	LT	---	---	---	---	---	670	---	---	---	---	---	---	0
	146+00 - 151+18	RT	---	---	---	---	---	1,030	---	---	---	---	---	---	0
	151+18 - 157+50	LT	---	---	---	---	---	305	---	---	---	---	---	---	305
	151+18 - 157+50	RT	---	---	---	---	---	530	---	---	---	---	---	---	530
	9+75 BG - 13+83 BG	LT	70	10	120	355	---	---	---	58	---	---	---	---	543
	9+75 BG - 13+83 BG	RT	---	---	120	420	---	---	---	---	---	---	---	---	540
	13+83 BG - 14+75 BG	LT	75	---	---	---	99	69	---	86	---	---	---	---	86
	13+83 BG - 14+75 BG	RT	---	---	---	---	175	81	---	---	---	---	---	---	0
	16+10 BG - 17+33 BG	LT	---	9	---	---	---	93	125	130	---	---	---	---	264
	16+10 BG - 17+33 BG	RT	---	---	---	---	240	84	---	---	---	---	---	---	0
	17+33 BG - 24+00 BG	LT	---	79	54	545	---	---	---	---	---	---	---	---	678
	17+33 BG - 24+00 BG	RT	---	---	560	600	---	---	---	24	---	345	---	---	1,579
	23+05 PH - 23+80 PH	LT/RT	---	---	---	---	---	67	---	---	---	---	---	---	67
	31+70 PH - 32+60 PH	LT/RT	---	---	---	---	---	63	---	---	---	---	---	---	63
	UNDISTRIBUTED		---	---	---	---	---	---	---	---	---	---	400	447	447
		TOTALS	335	122	2,144	4,023	1,084	3,597	256	875	40	345	400	447	9,267

CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0420 CONCRETE SIDEWALK 7-INCH SF	*416.0170 CONCRETE DRIVEWAY 7-INCH SY	*416.0270 CONCRETE DRIVEWAY HES 7-INCH SY	*405.0100 COLORING CONCRETE WISDOT RED CY
0010	102+50 - 106+00	LT	---	770	---	---	---	---
	102+50 - 106+00	RT	---	910	---	---	---	---
	112+50 - 119+50	LT	---	1,200	---	---	---	---
	112+50 - 119+50	RT	---	1,200	---	---	---	---
	120+50 - 125+50	LT	---	860	---	---	---	---
	120+50 - 125+50	RT	---	720	---	---	---	---
	127+50 - 131+50	LT	---	160	---	---	---	---
	127+50 - 131+50	RT	---	480	---	---	---	---
	131+50 - 137+00	LT	---	1,950	---	---	---	---
	131+50 - 137+00	RT	---	2,700	---	20	---	---
	133+75 - 144+95	MEDIAN	6,650	---	---	---	---	---
	137+00 - 145+50	LT	---	4,100	30	65	---	---
	137+00 - 145+50	RT	---	3,750	---	80	---	---
	145+50 - 152+50	LT	---	6,250	---	30	---	---
	145+50 - 152+50	RT	---	2,650	---	---	---	---
	146+30 - 147+54	MEDIAN	590	---	---	---	---	---
	152+50 - 157+50	LT	---	4,650	---	---	---	---
	152+50 - 157+50	RT	---	---	---	---	---	---
	9+00 BG - 14+50 BG	LT	---	1,500	---	10	---	---
	9+00 BG - 14+50 BG	RT	---	1,450	---	---	---	---
	11+50 BG - 14+90 BG	MEDIAN	3,050	---	---	---	---	---
	16+10 BG - 21+30 BG	MEDIAN	1,900	---	---	---	---	---
	16+50 BG - 21+32 BG	LT	---	1,900	85	50	---	---
	16+50 BG - 23+00 BG	RT	---	3,000	---	---	---	---
	21+03 PH - 33+49 PH	LT/RT	---	13,700	---	---	---	---
	UNDISTRIBUTED		---	---	---	---	28	---
	SUBTOTALS (0010)		12,190	53,900	115	255	28	0
0060	112+90 - 114+02	LT	---	210	---	---	---	3
	SUBTOTALS (0060)		0	210	0	0	0	3
		TOTALS	12,190	54,110	115	255	28	3

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	STATION - STATION	LOCATION	602.0505 SF
0010	102+00 - 106+00	LT	60
	102+00 - 106+00	RT	60
	112+50 - 119+50	LT	30
	112+50 - 119+50	RT	86
	120+50 - 125+50	LT	88
	120+50 - 125+50	RT	54
	127+50 - 131+00	LT	10
	127+50 - 131+00	RT	48
	131+00 - 137+00	LT	30
	131+00 - 137+00	RT	30
	137+00 - 145+00	LT	30
	137+00 - 145+00	RT	40
	145+00 - 153+50	LT	72
	145+00 - 153+50	RT	10
	9+00 BG - 15+00 BG	LT	48
	9+00 BG - 15+00 BG	RT	90
	16+00 BG - 16+50 BG	LT	10
	16+00 BG - 23+00 BG	RT	60
	23+00 PH - 24+00 PH	LT/RT	76
	31+75 PH - 32+75 PH	LT/RT	88
		TOTAL	1,020

STORM SEWER

			STORM SEWER PIPE REINFORCED CONCRETE				
			608.0312	608.0318	608.0324	608.0336	608.0412
			CLASS III				CLASS IV
CATEGORY	FROM STRUCTURE	TO STRUCTURE	12-INCH LF	18-INCH LF	24-INCH LF	36-INCH LF	12-INCH LF
0010	GS 1	GS 36	---	---	---	---	31
	GS 2	GS 3	41	---	---	---	---
	GS 3	GS 28	7	---	---	---	---
	GS 25	GS 26	45	---	---	---	---
	GS 26	GS 27	---	---	---	84	---
	GS 27	GS 27A	---	---	---	4	---
	EX 1	GS 27	8	---	---	---	---
	GS 28	GS 27	11	---	---	---	---
	GS 29	GS 30	5	---	---	---	---
	GS 30	GS 4	80	---	---	---	---
	GS 5	GS 4	33	---	---	---	---
	GS 4	EX 6	6	---	---	---	---
	GS 37	GS 26	---	---	---	104	---
	EX 2	GS 37	---	8	---	---	---
	EX 3	GS 37	---	8	---	---	---
	EX 4	GS 37	8	---	---	---	---
	GS 6	GS 31	45	---	---	---	---
	GS 33	GS 32	9	---	---	---	---
	GS 32	GS 31	20	---	---	---	---
	GS 31	EX 7	6	---	---	---	---
	GS 34	GS 33	96	---	---	---	---
	GS 35	GS 34	5	---	---	---	---
	GS 7	GS 8	53	---	---	---	---
	GS 8	EX 8	6	---	---	---	---
	EX 5	GS 7	12	---	---	---	---
	GS 23	GS 24	17	---	---	---	---
	GS 24	GS 38	24	---	---	---	---
	GS 22	GS 11	22	---	---	---	---
	GS 11	GS 12	6	---	---	---	---
	GS 12	GS 13	25	---	---	---	---
	GS 13	GS 14	---	---	63	---	---
	GS 14	GS 15	---	---	48	---	---
	GS 15	GS 16	---	---	244	---	---
	GS 16	GS 17	---	---	111	---	---
	GS 18	GS 16	31	---	---	---	---
	GS 19	GS 18	43	---	---	---	---
	GS 20	GS 19	13	---	---	---	---
	GS 21	GS 20	31	---	---	---	---
	BG 7	BG 6	10	---	---	---	---
	BG 8	BG 6	29	---	---	---	---
	BG 6	BG 2	185	---	---	---	---
	BG 3	EXISTING	37	---	---	---	---
	BG 2	BG 1	39	---	---	---	---
	BG 12	BG 9	---	---	---	---	104
	BG 11	BG 9	55	---	---	---	---
	BG 10	BG 9	13	---	---	---	---
	BG 9	GS 13	---	---	308	---	---
	GS 50	GS 51	---	---	19	---	---
	GS 52	GS 53	---	---	13	---	---
	AN 1	AN 2	35	---	---	---	---
		TOTALS	1,111	16	806	192	135

ENDWALLS, MANHOLES, INLETS, MANHOLE COVERS, AND INLET COVERS

CATEGORY	STRUCT. ID#	STATION	OFFSET	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH EACH	SPV.0060.017 STORM SEWER TAP EACH	*520.8000 CONCRETE COLLARS FOR PIPE EACH	611.1003 CATCH BASINS 3-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	MANHOLES 611.2004 4-FT DIAMETER EACH	MANHOLES 611.2005 5-FT DIAMETER EACH	MANHOLES 611.2008 8-FT DIAMETER EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0530 MANHOLE COVERS TYPE J EACH	INLET COVERS 611.0624 TYPE H EACH	INLET COVERS 611.0639 TYPE H-S EACH	INLET COVERS 611.0666 TYPE Z EACH	INLET COVERS *SPV.0060.004 TYPE DW EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	GS 1	134+52.0	51.2' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 36	134+39.2	23.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GS 2	136+49.5	52.0' RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	1
	GS 3	136+49.5	11.0' RT	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	1
	GS 25	137+31.1	50.2' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 26	137+31.2	5.3' LT	---	---	---	---	---	---	---	1	---	1	---	---	---	---	---	1
	GS 27	136+47.3	3.6' LT	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	1
	GS 27A	136+43.3	3.6' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	EX 1	136+51.8	3.6' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GS 28	136+53.4	5.0' RT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1
	GS 29	137+68.0	16.7' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 30	137+67.9	22.0' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 5	138+60.9	52.5' RT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1
	GS 4	138+47.9	22.0' RT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1
	GS 37	138+35.4	7.4' LT	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	1
	EX 2	138+40.4	12.96' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	EX 3	138+42.9	7.37' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	EX 4	138+38.2	0.4' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	EX 6	138+45.4	16.8' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GS 6	141+11.6	52.5' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 33	141+16.7	23.0' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 32	141+17.8	12.2' RT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1
	GS 31	140+98.2	9.6' RT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	1
	EX 7	140+96.5	4.0' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GS 34	142+15.1	22.0' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 35	142+14.5	16.6' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 7	143+96.6	58.5' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 8	143+87.9	6.0' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	EX 5	143+96.0	70.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GS 38	143+85.0	11.1' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GS 23	143+91.6	50.4' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	1
	GS 24	143+94.8	33.5' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 22	145+08.0	70.1' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	1
	GS 11	145+26.1	83.0' LT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1
	GS 12	145+26.2	89.0' LT	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1
	GS 13	145+38.9	110.3' LT	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	1
	GS 14	145+99.9	110.3' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	GS 15	146+31.1	73.7' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	GS 16	148+75.3	72.7' LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	GS 17	149+84.5	97.6' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	GS 18	148+75.3	45.9' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 19	148+75.5	2.9' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 20	148+75.7	10.6' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	GS 21	148+75.9	41.6' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	BG 7	12+63.4	1.9' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	BG 8	12+64.3	36.7' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	BG 6	12+64.1	7.7' RT	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	1
	BG 3	10+89.5	22.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	1
	BG 2	10+89.6	26.3' RT	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---
	BG 1	10+50.7	24.7' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	BG 4	10+52.3	23.4' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	BG 12	20+79.9	27.3' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	BG 11	19+76.4	38.0' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	BG 10	19+76.4	29.0' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	BG 9	19+76.4	16.5' LT	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	1
	GS 50	151+98.9	74.6' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GS 51	151+98.9	100.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	GS 52	152+19.1	80.7' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	GS 53	152+19.1	100.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	AN 1	104+84.3	26.8' RT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	1
	AN 2	104+89.2	7.4' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
		TOTALS		1	2	2	13	2	25	11	2	2	5	3	27	4	2	1	42

* ADDITIONAL QUANTITIES LISTED ELSEWHWERE

CONCRETE COLLARS FOR PIPE

CATEGORY	STATION	LOCATION	*520.8000 EACH
0010	148+75	LT	1
	148+75	RT	1
		TOTAL	2

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

INLET COVERS

CATEGORY	STATION	OFFSET	*SPV.0060.004 TYPE DW EACH
0010	143+95	26.0' LT	1
	148+75	32.2' LT	1
	153+76	1.1' RT	1
	153+76	13.1' RT	1
	155+26	8.2' LT	1
	155+26	13.1' RT	1
	10+51 BG	24.7' RT	1
		TOTALS	7

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ADJUSTING INLET COVERS

CATEGORY	STATION	OFFSET	611.8115 EACH
0010	104+73	26.3' LT	1
	113+04	24.9' LT	1
	136+50	52.0' RT	1
	10+52 BG	23.5' LT	1
	10+50 BG	24.7' RT	1
	10+90 BG	21.8' LT	1
	10+90 BG	26.3' RT	1
		TOTAL	7

PIPE UNDERDRAIN WRAPPED 6-INCH

CATEGORY	STRUCT NO.	STATION	OFFSET	612.0406 LF
0010	GS2	136+49.5	52.0' RT	100
	GS3	136+49.5	11.0' RT	100
	GS11	145+26.1	83.0' LT	50
	GS12	145+26.2	89.0' LT	50
	GS27	136+47.3	3.6' LT	100
	BG2	10+89.6 BG	26.3' RT	100
	BG3	10+89.5 BG	22.7' LT	100
			TOTAL	600

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	OFFSET	620.0300 SF	REMARKS
0010	112+88	24.6' LT	15	TYPE 1
	113+59	16.0' LT	25	TYPE 1
	114+05	18.0' LT	15	TYPE 1
	133+71	8.0' RT	55	TYPE 1
	136+69	7.0' RT	35	TYPE 1
	137+59	20.5' RT	35	TYPE 1
	140+76	6.0' RT	35	TYPE 1
	141+08	21.0' RT	35	TYPE 1
	141+27	4.0' RT	15	TYPE 2
	141+57	23.0' RT	9	TYPE 2
	141+77	6.0' RT	35	TYPE 1
	142+05	20.0' RT	35	TYPE 1
	145+00	3.0' RT	45	TYPE 1
	146+24	11.0' RT	55	TYPE 1
	153+01	11.0' RT	55	TYPE 1
	12+55 BG	4.0' RT	55	TYPE 1
	14+66 BG	39.0' RT	40	TYPE 1
	14+88 BG	8.5' LT	45	TYPE 1
	14+89 BG	37.0' RT	10	TYPE 1
	14+89 BG	49.0' RT	10	TYPE 1
	16+08 BG	16.0' RT	35	TYPE 1
	19+91 BG	8.0' RT	50	TYPE 1
	20+68 BG	0.0' RT	65	TYPE 1
	21+34 BG	4.0' LT	40	TYPE 1
		TOTAL	849	

EROSION MAT

CATEGORY	STATION - STATION	LOCATION	628.2006 URBAN CLASS I TYPE A SY
0010	102+00 - 131+50	LT	340
	102+00 - 131+50	RT	270
	131+50 - 145+50	LT	680
	131+50 - 145+50	RT	1,300
	145+50 - 153+00	LT	2,400
	145+50 - 153+00	MEDIAN	380
	145+50 - 153+00	RT	1,750
	153+00 - 157+50	MEDIAN	920
	9+50 BG - 15+00 BG	LT	390
	9+50 BG - 15+00 BG	RT	480
	16+20 BG - 24+00 BG	LT	670
	16+20 BG - 24+00 BG	RT	1,100
	16+00 PH - 33+50 PH	LT/RT	3,400
	UNDISTRIBUTED		3,520
		TOTAL	17,600

SILT FENCE SUMMARY

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	146+00 - 152+50	LT	605	1,210
	146+00 - 152+50	RT	480	1,440
	17+50 BG - 20+50 BG	RT	235	470
	16+00 PH - 33+50 PH	LT	1,100	2,200
	UNDISTRIBUTED	LT/RT	605	1,330
		TOTALS	3,025	6,650

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	OFFSET	611.8110 EACH
0010	143+85	11.1' LT	1
	155+26	0.3' LT	2
		TOTAL	3

SALVAGED INLET COVERS

CATEGORY	STATION	OFFSET	611.9710 EACH
0010	153+75	13.1' RT	1
	153+76	1.1' RT	1
	155+26	8.2' LT	1
	155+26	13.2' RT	1
	10+51 BG	24.7' RT	1
		TOTAL	5

WATER

CATEGORY	LOCATION	STATION - STATION	624.0100 MGAL	REMARKS
0010	STH 50	100+00 - 157+50	54	DUST CONTROL
			130	COMPACTION
	BORG RD/WRIGHT ST	9+50 BG - 24+00 BG	26	DUST CONTROL
			86	COMPACTION
	MULTIUSE PATH	21+00 PH - 31+75 PH	2	DUST CONTROL
			6	COMPACTION
		TOTAL	304	

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	*SPV.0120.001 WATER FOR SEEDED AREAS MGAL
0010	102+00 - 131+50	LT	340	0.2	6	8
	102+00 - 131+50	RT	270	0.2	5	6
	131+50 - 145+50	LT	680	0.4	10	15
	131+50 - 145+50	RT	1,300	0.8	25	30
	145+50 - 152+50	LT	2,400	1.5	45	55
	145+50 - 152+50	MEDIAN	380	0.2	7	9
	145+50 - 153+00	RT	1,750	1.1	30	40
	153+00 - 157+50	MEDIAN	920	0.6	15	20
	9+50 BG - 15+00 BG	LT	390	0.2	7	9
	9+50 BG - 15+00 BG	RT	480	0.3	9	10
	16+20 BG - 24+00 BG	LT	670	0.4	10	15
	16+20 BG - 24+00 BG	RT	1,100	0.7	20	25
	16+00 PH - 33+50 PH	LT/RT	3,400	2.2	60	75
	UNDISTRIBUTED	LT/RT	3,520	2.2	62	79
		TOTALS	17,600	11.0	311	396

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY FINISHING ITEMS

CATEGORY	LOCATION	627.0200 MULCHING SY	630.0200 SEEDING TEMPORARY LB	*SPV.0120.001 WATER FOR SEEDED AREAS MGAL
0010	STAGE 1 WIDENING	200	5	5
	WASTE SITE	9,750	260	220
	TOTALS	9,950	265	225

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

RIPRAP ITEMS

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	149+86	LT	2	36
	152+19	LT	2	36
		TOTALS	4	72

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	3170-08-70	0.8

INLET PROTECTION SUMMARY

CATEGORY	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	100+57	LT	---	---	1	---
	100+97	LT	---	---	1	---
	102+30	LT/RT	---	1	1	---
	104+75	LT	1	---	1	---
	104+85	RT	1	---	1	---
	105+75	LT/RT	1	---	---	2
	110+05	LT/RT	---	---	2	---
	112+10	RT	---	---	1	---
	112+24	LT	---	---	---	1
	113+00	LT	1	---	1	---
	113+25	RT	---	---	1	---
	113+90	RT	---	---	1	---
	118+50	RT	---	---	1	---
	118+90	RT	---	---	1	---
	120+55	LT/RT	---	---	---	2
	121+85	LT/RT	---	---	2	---
	125+30	LT/RT	---	---	2	---
	130+70	LT/RT	---	---	2	---
	134+10	LT	---	---	1	---
	134+50	RT	1	---	1	---
	136+50	LT/RT	3	---	---	4
	137+40	LT	1	---	1	---
	137+70	RT	2	---	2	---
	138+50	RT	2	---	3	---
	141+10	LT/RT	3	---	4	---
	141+50	RT	---	1	---	---
	142+15	RT	2	---	2	---
	144+00	LT/RT	4	---	4	---
	148+75	LT/RT	4	---	4	---
	152+00	LT/RT	---	---	4	---
	153+75	LT/RT	2	---	4	---
	155+25	LT/RT	2	---	4	---
	157+25	RT	---	---	1	---
	157+75	LT/RT	---	---	4	---
	10+50 BG	LT/RT	2	---	2	---
	10+90 BG	LT/RT	2	---	---	2
	12+60 BG	LT/RT	3	---	3	---
	16+28 BG	LT	1	---	1	---
	16+45 BG	LT	2	---	---	2
	16+68 BG	RT	1	---	---	1
	19+75 BG	RT	2	---	2	---
	20+80 BG	LT	1	---	1	---
	24+60 PH	RT	---	---	1	---
	28+25 PH	RT	---	---	1	---
		TOTALS	44	2	69	14

TRAFFIC CONTROL DETOUR SUMMARY

CATEGORY	LOCATION	DURATION (DAYS)	*643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	*643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	*643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	*643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	*643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	*643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.3000 TRAFFIC CONTROL DETOUR SIGNS EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAY
0010	STAGE 2 DETOUR	102	6	612	12	1,224	4	28	135	13,770

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	3170-08-70	16	8

TEMPORARY PEDESTRIAN ACCOMMODATION SUMMARY

CATEGORY	LOCATION	644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1420.S TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	644.1430.S TEMPORARY PEDESTRIAN SURFACE PLATE SF
0010	STAGE 1	1,380	100	100
	STAGE 2	2,900	50	50
	STAGE 3	100	---	---
	STAGE 4	100	200	200
	UNDISTRIBUTED	1,120	175	175
	TOTALS	5,600	525	525

TEMPORARY CURB RAMP

CATEGORY	LOCATION	644.1601.S EACH
0010	STAGE 1	---
	STAGE 2	5
	STAGE 3	2
	STAGE 4	---
	UNDISTRIBUTED	3
	TOTAL	10

TEMPORARY PEDESTRIAN SAFETY FENCE

CATEGORY	LOCATION	644.1616.S LF
0010	STAGE 1	350
	STAGE 2	700
	STAGE 3	450
	STAGE 4	150
	UNDISTRIBUTED	250
	TOTAL	1,900

TRAFFIC CONTROL

CATEGORY	PROJECT	643.0100.001 EACH
0010	3170-08-70	1

REMOVING MARKINGS SUMMARY

CATEGORY	STAGE	STATION - STATION	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0955 REMOVING PAVEMENT MARKING ARROWS EACH	647.0965 REMOVING PAVEMENT MARKING WORDS EACH
0010	STAGE 1 PHASE I	127+00 - 145+55	---	---	---
		145+55 - 152+50	44	2	1
		16+05 PH - 33+49 PH	125	---	---
		9+00 BG - 15+00 BG	---	1	1
		16+00 BG - 24+33 BG	1,460	2	2
		SUBTOTALS (STAGE 1 PHASE 1)	1,634	3	4
	STAGE 1 PHASE II	127+00 - 145+55	---	---	---
		145+55 - 152+50	215	---	---
		16+05 PH - 33+49 PH	---	---	---
		9+00 BG - 15+00 BG	---	---	---
		16+00 BG - 24+33 BG	88	---	---
		SUBTOTALS (STAGE 1 PHASE II)	303	0	0
	STAGE 2	127+00 - 145+55	735	1	---
		145+55 - 152+50	825	2	1
		16+05 PH - 33+49 PH	145	---	---
		9+00 BG - 15+00 BG	845	1	---
		16+00 BG - 24+33 BG	21	1	---
		SUBTOTALS (STAGE 2)	2,571	5	1
	STAGE 3	127+00 - 145+55	715	---	---
		145+55 - 152+50	63	1	---
		16+05 PH - 33+49 PH	275	1	1
		9+00 BG - 15+00 BG	120	1	---
		16+00 BG - 24+33 BG	---	---	---
		SUBTOTALS (STAGE 3)	1,173	3	1
	STAGE 4	127+00 - 145+55	3,900	---	---
		145+55 - 152+50	---	---	---
		16+05 PH - 33+49 PH	---	---	---
		9+00 BG - 15+00 BG	385	---	---
		16+00 BG - 24+33 BG	1,400	---	---
		SUBTOTALS (STAGE 4)	5,685	0	0
		TOTALS	11,366	11	6

FIELD OFFICE TYPE D

CATEGORY	PROJECT	642.5401 EACH
0010	3170-08-70	1

TRAFFIC CONTROL COVERING SIGNS TYPE II

CATEGORY	LOCATION	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 EACH
0010	UNDISTRIBUTED	1	10	10

TRAFFIC CONTROL DETOUR

CATEGORY	PROJECT	643.2000.001 EACH
0010	3170-08-70	1

TRAFFIC CONTROL

CATEGORY	STAGE	STATION - STATION	DURATION (DAYS)	643.0300 DRUMS EACH	643.0300 DRUMS DAY	643.0410 BARRICADES TYPE II EACH	643.0410 BARRICADES TYPE II DAY	*643.0420 BARRICADES TYPE III EACH	*643.0420 BARRICADES TYPE III DAY	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	*643.0705 WARNING LIGHTS TYPE A EACH	*643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C EACH	643.0715 WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS EACH	643.0800 ARROW BOARDS DAY	643.0900 SIGNS EACH	643.0900 SIGNS DAY	643.1000 SIGNS FIXED MESSAGE SF	*643.1050 SIGNS PCMS EACH	*643.1050 SIGNS PCMS DAY
0010	STAGE 1 PHASE I	137+00 - 145+55	14	37	518	2	28	3	42	---	---	2	28	0	---	0	---	7	98	---	1	14
		145+55 - 33+54 PH	14	88	1,232	0	---	3	42	---	---	0	---	19	266	1	14	11	154	---	1	14
		9+00 BG - 15+00 BG	14	38	532	1	14	4	56	---	---	1	14	4	56	0	---	13	182	---	1	14
		16+00 BG - 24+33 BG	14	28	392	---	---	3	42	37	37	1	14	0	---	---	---	10	140	---	1	14
		SUBTOTALS (STAGE 1 PHASE 1)			2,674		42		182	37	37		56		322		14		574	0		56
	STAGE 1 PHASE II	137+00 - 145+55	10	37	370	2	20	3	30	---	---	2	20	0	---	0	---	7	70	---	---	---
		145+55 - 33+54 PH	10	128	1,280	0	---	9	90	---	---	0	---	26	260	1	10	17	170	---	---	---
		9+00 BG - 15+00 BG	10	38	380	1	10	4	40	---	---	1	10	4	40	0	---	13	130	---	---	---
		16+00 BG - 24+33 BG	10	28	280	---	---	3	30	37	37	1	10	0	---	---	---	10	100	---	---	---
		SUBTOTALS (STAGE 1 PHASE II)			2,310		30		190	37	37		40		300		10		470	0		0
	STAGE 2	100+00 - 145+55	102	239	24,378	3	306	45	4,590	114	114	41	4,182	11	1,122	1	102	56	5,712	1	1	3
		145+55 - 33+54 PH	102	152	15,504	0	---	11	1,122	37	37	0	---	34	3,468	1	102	18	1,836	---	---	---
		9+00 BG - 15+00 BG	102	46	4,692	12	1,224	3	306	44	44	6	612	0	---	0	---	17	1,734	---	2	6
		16+00 BG - 24+33 BG	102	66	6,732	1	102	0	---	89	89	1	102	9	918	0	---	10	1,020	---	---	---
		SUBTOTALS (STAGE 2)			51,306		1,632		6,018	284	284		4,896		5,508		204		10,302	1		9
	STAGE 3	129+00 - 145+55	66	130	8,580	2	132	16	1,056	119	119	12	792	9	594	---	---	18	1,188	---	---	---
		145+55 - 33+54 PH	66	174	11,484	---	---	20	1,320	73	73	4	264	39	2,574	1	66	21	1,386	---	---	---
		9+00 BG - 15+00 BG	66	41	2,706	5	330	3	198	42	42	5	330	5	330	---	---	12	792	---	---	---
		16+00 BG - 24+33 BG	66	46	3,036	---	---	6	396	42	42	0	---	3	198	---	---	12	792	---	2	6
		SUBTOTALS (STAGE 3)			25,806		462		2,970	276	276		1,386		3,696		66		4,158	0		6
	STAGE 4	129+00 - 145+55	20	51	1,020	---	---	1	20	---	---	0	---	---	---	---	---	8	160	---	---	---
		145+55 - 33+54 PH	20	51	1,020	---	---	1	20	---	---	0	---	---	---	---	---	7	140	---	---	---
		9+00 BG - 15+00 BG	20	24	480	---	---	7	140	---	---	4	80	---	---	---	---	10	200	---	---	---
		16+00 BG - 24+33 BG	20	30	600	---	---	1	20	---	---	0	---	3	60	---	---	9	180	---	---	---
		SUBTOTALS (STAGE 4)			3,120		0		200	0	0		80		60		0		680	0		0
	STAGE 5	127+00 - 145+55	7	48	336	---	---	4	28	---	---	0	---	12	84	---	---	10	70	---	---	---
		145+55 - 33+54 PH	7	0	---	---	---	0	---	---	---	0	---	---	---	---	---	4	28	---	---	---
		9+00 BG - 15+00 BG	7	0	---	---	---	4	28	---	---	8	56	---	---	---	---	7	49	---	2	6
		16+00 BG - 24+33 BG	7	0	---	---	---	4	28	---	---	8	56	---	---	---	---	8	56	---	2	6
		SUBTOTALS (STAGE 5)			336		0		84	0	0		112		84		0		203	0		12
		UNDISTRIBUTED	---	---	---	---	---	---	---	95	95	---	---	---	---	---	---	---	---	---	---	---
		TOTALS			85,552		2,166		9,644	729	729		6,570		9,970		294		16,387	1		83

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY PAVEMENT MARKING

CATEGORY	STAGE	STATION - STATION	649.0402 PAINT 4-INCH (WHITE) LF	(YELLOW) LF	(WHITE SKIP) 3' SEG. 9' GAP LF	(WHITE SKIP) 12.5' SEG. 37.5' GAP LF	(DOUBLE YELLOW) LF	649.0400 REMOVABLE TAPE 4-INCH (WHITE) LF	(WHITE SKIP) 3' SEG. 9' GAP LF	(WHITE SKIP) 12.5' SEG. 37.5' GAP LF	(DOUBLE YELLOW) LF	(YELLOW) LF	(YELLOW SKIP) 3' SEG. 9' GAP LF	649.0801 REMOVABLE TAPE 8-INCH (WHITE) LF	649.0802 PAINT 8-INCH (WHITE) LF	(WHITE SKIP) 3' SEG. 9' GAP LF	649.1100 STOP LINE 18-INCH LF	649.1200 REMOVABLE TAPE 18-INCH LF	649.1800 ARROWS REMOVABLE TAPE EACH	649.1802 PAINT EACH
0010	STAGE 1 PHASE 1	126+50 - 145+50	370	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	STAGE 1 PHASE 1	145+50 - 33+54 PH	465	---	---	---	---	1,410	60	---	---	---	---	---	---	---	---	---	---	1
	STAGE 1 PHASE 1	9+00 BG - 15+50 BG	405	---	---	---	---	59	---	---	---	---	---	65	---	---	---	---	---	1
	STAGE 1 PHASE 1	15+50 BG - 22+80 BG	590	---	---	---	1,180	315	---	---	395	230	---	---	105	14	11	---	---	1
	STAGE 1 PHASE 2	145+50 - 33+54 PH	140	570	---	---	---	160	---	---	---	3,020	---	---	---	---	---	---	---	---
		SUBTOTALS (STAGE 1)	1,970	570	0	0	1,180	1,944	60	0	395	3,250	0	65	105	14	11	0	0	3
	STAGE 2	126+50 - 145+50	1,930	410	27	---	2,850	---	---	---	---	---	---	---	75	---	22	---	---	2
	STAGE 2	145+50 - 33+54 PH	745	540	---	---	320	670	---	---	485	425	---	---	75	---	27	---	---	2
	STAGE 2	9+00 BG - 15+50 BG	1,000	---	---	---	1,000	340	18	---	270	---	18	---	75	15	20	---	---	2
	STAGE 2	15+50 BG - 22+80 BG	1,390	310	---	---	880	240	---	---	---	625	---	---	75	---	22	---	---	2
		SUBTOTALS (STAGE 2)	5,065	1,260	27	0	5,050	1,250	18	0	755	1,050	18	0	300	15	91	0	0	8
	STAGE 3	126+50 - 145+50	1,030	---	---	---	2,060	510	---	---	430	700	---	75	---	---	---	37	2	---
	STAGE 3	145+50 - 33+54 PH	260	---	---	---	---	2,720	60	---	910	1,310	---	---	---	---	---	22	2	---
	STAGE 3	9+00 BG - 15+50 BG	475	300	---	---	465	215	---	---	440	60	18	---	75	---	---	22	1	1
	STAGE 3	15+50 BG - 22+80 BG	685	470	---	---	465	365	---	---	500	200	---	120	---	---	---	28	2	---
		SUBTOTALS (STAGE 3)	2,450	770	0	0	2,990	3,810	60	0	2,280	2,270	18	195	75	0	0	109	7	1
	STAGE 4	126+50 - 145+50	---	2,040	---	510	20	225	---	140	---	555	---	96	---	---	---	36	2	---
	STAGE 4	145+50 - 33+54 PH	---	---	---	---	---	430	---	515	---	2,420	---	100	---	---	---	36	2	---
	STAGE 4	9+00 BG - 15+50 BG	---	---	---	---	---	---	---	---	235	405	---	170	46	---	---	39	2	---
	STAGE 4	15+50 BG - 22+80 BG	---	935	---	---	---	---	---	---	---	600	---	105	46	---	---	22	2	---
		SUBTOTALS (STAGE 4)	0	2,975	0	510	20	655	0	655	235	3,980	0	471	92	0	0	133	8	0
		TOTALS				24,837					22,703			731		601	102	242	15	12

PAVEMENT MARKING

CATEGORY	STATION - STATION	LOCATION	646.0106 EPOXY 4-INCH (WHITE) LF	646.0106 EPOXY 4-INCH (WHITE SKIP) (12.5' SEG. 37.5' GAP) LF	646.0106 EPOXY 4-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF	646.0106 EPOXY 4-INCH (YELLOW SKIP) (3' SEG. 9' GAP) LF	646.0106 EPOXY 4-INCH (YELLOW) LF	646.0106 EPOXY 4-INCH (DOUBLE YELLOW) LF	646.0126 EPOXY 8-INCH (WHITE) LF	646.0126 EPOXY 8-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF	646.0126 EPOXY 8-INCH (WHITE SKIP) (2' SEG. 6' GAP) LF	647.0766 CROSSWALK EPOXY 6-INCH (WHITE) LF	647.0456 CURB EPOXY LF	647.0110 RAILROAD CROSSINGS EPOXY EACH	647.0526 YIELD LINE SYMBOLS EPOXY 18-INCH EACH	647.0566 STOP LINE EPOXY 18-INCH LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-INCH (YELLOW) LF	647.0156 ARROWS EPOXY TYPE 1 EACH	647.0166 ARROWS EPOXY TYPE 2 EACH	647.0176 ARROWS EPOXY TYPE 3 EACH	647.0186 ARROWS EPOXY TYPE 4 EACH	647.0356 WORDS EPOXY EACH	647.0656 PARKING STALL EPOXY LF
0010	100+45 - 105+00	LT/RT	---	85	---	---	---	730	74	58	---	530	---	4	---	---	---	---	---	3	2	---	1	---
	105+00 - 118+25	LT/RT	---	380	---	---	---	2,280	490	115	20	615	---	---	---	110	---	---	---	7	4	---	5	---
	118+25 - 131+60	LT/RT	---	625	---	---	---	1,790	---	---	---	1,140	---	---	---	175	---	---	---	---	---	---	---	---
	131+60 - 145+00	LT/RT	2,070	655	33	27	---	745	665	33	---	640	60	---	---	69	6	57	2	10	---	---	---	---
	145+00 - 153+50	LT/RT	775	275	30	---	---	---	395	30	37	175	20	---	---	52	2	---	---	4	---	---	2	---
	9+55 BG - 14+90 BG	LT/RT	785	---	50	30	---	975	295	54	---	250	20	---	---	44	2	78	---	3	---	---	1	---
	16+05 BG - 24+33 BG	LT/RT	1,050	---	26	43	---	1,360	580	---	---	145	40	---	---	39	4	76	2	6	---	---	2	235
	15+00 PH - 33+50 PH	LT/RT	---	265	---	---	---	---	125	---	---	290	---	---	9	32	---	---	---	1	---	2	1	---
		SUBTOTALS (0010)			15,084					2,971		3,785	140	4	9	521	14	211	4	34	6	2	12	235
0050	109+38 - 112+90	RT	120	---	---	---	64	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS (0050)			184					0		0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTALS			15,268					2,971		3,785	140	4	9	521	14	211	4	34	6	2	12	235

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.7000 CONCRETE PAVEMENT LF	650.9920 SLOPE STAKES LF
0010	131+75 - 142+05	1,030	1,030	---	1,030
	142+05 - 150+75	870	---	870	870
	10+00 BG - 13+83 BG	385	385	---	385
	13+83 BG - 17+33 BG	350	---	350	350
	17+33 BG - 22+00 BG	465	465	---	465
	14+25 PH - 33+50 PH	1,930	1,930	---	1,930
	TOTALS	5,030	3,810	1,220	5,030

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

CATEGORY	PROJECT	650.8500 LS
0020	001. 3170-08-70	1

CONSTRUCTION STAKING STRUCTURE LAYOUT

CATEGORY	STRUCTURE	650.6500.001 LS
0040	R-64-20	1

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	PROJECT	650.9910.001 LS
0010	3170-08-70	1

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	*652.0225 CONDUIT RIGID SCHEDULE 40 2-INCH LF	*652.0235 NONMETALLIC SCHEDULE 40 3-INCH LF
0020	STH 50 (E. GENEVA STREET) & TYRRELL AVENUE	EXPB-1	SB-9	10	---
		EXPB-2	SB-10	10	---
		EXPB-3	SB-11	10	---
		EXPB-4	SB-12	12	---
		SUBTOTALS	(TYRRELL AVENUE)	42	0
	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	CB-1	PB-2	---	135
		PB-2	SB-1	10	---
		PB-2	PB-23	35	---
		PB-23	PB-24	145	---
		PB-2	PB-3	---	62
		PB-3	SB-2	11	---
		PB-3	PB-4	---	90
		PB-4	SB-3	11	---
		PB-4	PB-5	36	---
		PB-4	PB-6	---	96
		PB-6	SB-4	---	13
		PB-6	PB-7	---	74
		PB-7	SB-5	11	---
		PB-7	PB-25	105	---
		PB-25	PB-8	145	---
		PB-7	PB-9	---	125
		PB-9	SB-6	6	---
		PB-9	PB-10	19	---
		PB-9	PB-11	---	86
		PB-11	SB-7	---	12
		PB-11	PB-12	---	115
		PB-12	SB-8	7	---
		PB-12	PB-13	180	---
		PB-12	PB-14	---	96
		PB-14	SB-9	7	---
		PB-14	PB-15	19	---
		PB-14	PB-16	---	98
		PB-16	SB-10	---	10
		PB-16	PB-17	---	86
		PB-17	SB-11	9	---
		PB-17	PB-18	---	130
		PB-18	SB-12	11	---
		PB-18	PB-19	14	---
		PB-19	PB-20	105	---
		PB-20	PB-21	115	---
		PB-18	PB-22	---	92
		PB-22	SB-13	---	10
		PB-22	PB-1	---	88
		PB-1	CB-1	---	39
		SUBTOTALS	(BORG ROAD)	1,001	1,457
	STH 50 (E. GENEVA STREET) & SB IH 43 RAMP TERMINAL	EXPB-19	SB-14	23	---
		EXPB-20	SB-15	5	---
		SUBTOTALS	(SB RAMP TERMINAL)	28	0
			TOTALS	1,071	1,457

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	LOCATION	EQUIP. LOCATION	STATION	LOCATION	*652.0700.S EACH
0020	STH 50 (E. GENEVA STREET) & TYRRELL AVENUE	EXPB-1	125+32.4	30.7'RT	1
		EXPB-2	125+00.0	43.3'LT	1
		EXPB-3	124+41.5	38.4'LT	1
		EXPB-4	124+46.8	44.7'RT	1
		SUBTOTAL (TYRRELL AVENUE)			4
	STH 50 (E. GENEVA STREET) & SB IH 43 RAMP TERMINAL	EXPB-19	23+43.0 PH	8.9'RT	1
		EXPB-20	23+84.9 PH	13.7'LT	1
		SUBTOTAL (SB RAMP TERMINAL)			2
				TOTAL	6

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

LOOP DETECTOR INSTALLATION

CATEGORY	INTERSECTION	LOOP NO.	STATION	LOCATION	SIZE FT x FT	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS/SDD INSTALLATION REFERENCE
0020	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	11	144+81.0	12.5'RT	6X20	3	74	330	220	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		12	144+53.0	12.5'RT	6X20	3	74	330	220	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		21	148+97.1	17.2'LT	6X20	3	82	380	245	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		31	14+65.1 BG	13.0'RT	6X20	3	84	185	250	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		32	14+37.1 BG	13.0'RT	6X20	3	82	185	245	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		41	16+32.8 BG	17.1'LT	6X20	3	92	355	275	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		42	16+60.8 BG	17.1'LT	6X20	3	105	355	320	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		43	18+13.2 BG	16.8'LT	6X6	6	54	540	325	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		51	146+47.5	2.0'RT	6X20	3	74	145	220	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		52	146+75.5	2.0'RT	6X20	3	74	145	220	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		61	142+31.1	35.0'RT	6X20	4	78	500	310	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		71	16+32.7 BG	5.6'LT	6X20	3	92	325	275	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		72	16+60.7 BG	5.6'LT	6X20	3	92	325	275	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		73	16+32.7 BG	5.4'RT	6X20	3	72	325	215	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		74	16+60.7 BG	5.4'RT	6X20	3	70	325	210	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		81	14+65.1 BG	24.5'RT	6X20	3	79	185	210	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		82	14+37.1 BG	24.5'RT	6X20	3	79	185	210	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		83	12+91.2 BG	24.3'RT	6X6	4	56	250	225	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		84	14+62.6 BG	52.7'RT	6X20	3	78	97	235	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		85	14+35.2 BG	47.4'RT	6X20	3	80	97	240	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
					TOTALS		1,571	5,564	4,945	

TRAFFIC SIGNAL PULL BOX SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	STATION	LOCATION	653.0135 *653.0140 PULL BOXES STEEL 24X36-INCH EACH	24X42-INCH EACH
0020	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	PB-1	146+59.6	102.2' RT	---	1
		PB-2	146+25.6	88.8' RT	---	1
		PB-3	145+96.0	82.8' RT	---	1
		PB-4	145+49.7	82.6' RT	---	1
		PB-5	145+50.7	117.5' RT	1	---
		PB-6	145+02.2	81.5' RT	---	1
		PB-7	144+71.1	62.5' RT	---	1
		PB-8	142+23.5	55.8' RT	1	---
		PB-9	144+75.1	1.6' RT	---	1
		PB-10	144+57.1	1.4' RT	1	---
		PB-11	144+91.3	37.6' LT	---	1
		PB-12	145+23.0	86.0' LT	---	1
		PB-13	18+18.1 BG	32.4' LT	1	---
		PB-14	145+69.3	81.1' LT	---	1
		PB-15	16+57.1 BG	14.7' RT	1	---
		PB-16	146+20.6	66.8' LT	---	1
		PB-17	146+55.7	52.4' LT	---	1
		PB-18	146+57.7	12.9' RT	---	1
		PB-19	146+71.5	13.1' RT	1	---
		PB-20	147+75.4	11.3' RT	1	---
		PB-21	148+91.0	4.2' RT	1	---
		PB-22	146+56.5	58.5' RT	---	1
		PB-23	14+36.9 BG	61.8' RT	1	---
		PB-24	12+93.4 BG	41.0' RT	1	---
		PB-25	143+66.5	61.3' RT	1	---
				TOTALS	11	14

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ADJUSTING PULL BOXES

CATEGORY	INTERSECTION	NO.	STATION	LOCATION	653.0900 EACH
0020	STH 50 (E. GENEVA STREET) & TYRRELL AVENUE	EXPB-3	124+42	38.4' LT	1
		EXPB-5	124+30	30.8' LT	1
				TOTAL	2

REMOVING PULL BOXES

CATEGORY	LOCATION	EQUIP. LOCATION	STATION	LOCATION	*653.0905 EACH
0010	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	EXPB-1	146+12	30' RT	1
		EXPB-2	145+92	49' RT	1
		EXPB-3	145+88	62' RT	1
		EXPB-4	145+23	62' RT	1
		EXPB-5	144+97	52' RT	1
		EXPB-6	144+59	40' RT	1
		EXPB-7	143+30	34' RT	1
		EXPB-8	144+98	53' LT	1
		EXPB-9	17+04 BG	31' LT	1
		EXPB-10	17+86 BG	23' LT	1
		EXPB-11	16+22 BG	25' LT	1
		EXPB-12	145+31	54' LT	1
		EXPB-13	145+91	52' LT	1
		EXPB-14	146+07	39' LT	1
		EXPB-15	147+07	33' LT	1
		EXPB-16	147+87	34' LT	1
		EXPB-17	13+22 BG	30' RT	1
		EXPB-18	146+68	102' RT	1
				TOTAL	18

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTIONS	LOCATION FROM	LOCATION TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF
0020	TYRRELL AVENUE	EXSB-2	SB-9	33	---	---	---	---
		SB-9	BUTTON	6	---	---	---	---
		EXSB-4	SB-10	26	---	---	---	---
		SB-10	BUTTON	6	---	---	---	---
		EXSB-4	EXSB-3	57	---	---	---	---
		EXSB-3	17	6	---	---	---	---
		EXSB-5	SB-11	30	---	---	---	---
		SB-11	BUTTON	6	---	---	---	---
		EXSB-8	SB-12	32	---	---	---	---
		SB-12	BUTTON	6	---	---	---	---
	SUBTOTALS (TYRRELL AVENUE)			208	0	0	0	0

CONT. ABOVE

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTIONS	LOCATION FROM	LOCATION TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF
	BORG ROAD	CB-1	SB-1	---	---	85	---	---
		SB-1	HEAD 4	23	---	---	---	---
		SB-1	75	12	---	---	---	---
		SB-1	BUTTON	6	---	---	---	---
		CB-1	SB-2	---	96	---	---	---
		SB-2	HEAD 1	19	---	---	---	---
		SB-2	74	12	---	---	---	---
		SB-2	73	12	---	---	---	---
		SB-2	BUTTON	6	---	---	---	---
		CB-1	SB-3	195	---	---	---	---
		SB-3	HEAD 6	19	---	---	---	---
		CB-1	SB-4	---	---	---	255	---
		SB-4	HEAD 15	40	---	---	---	---
		SB-4	HEAD 16	56	---	---	---	---
		SB-4	HEAD 18	69	---	---	---	---
		SB-4	HEAD 19	78	---	---	---	---
		SB-4	70	12	---	---	---	---
		SB-4	BUTTON	6	---	---	---	---
		CB-1	SB-5	---	305	---	---	---
		SB-5	HEAD 20	19	---	---	---	---
		SB-5	87	12	---	---	---	---
		SB-5	BUTTON	6	---	---	---	---
		CB-1	SB-6	---	---	---	375	---
		SB-6	HEAD 13	22	---	---	---	---
		SB-6	HEAD 24	22	---	---	---	---
		SB-6	85	12	---	---	---	---
		SB-6	86	12	---	---	---	---
		SB-6	BUTTON	6	---	---	---	---
		CB-1	SB-7	---	440	---	---	---
		SB-7	HEAD 9	19	---	---	---	---
		SB-7	HEAD 10	42	---	---	---	---
		SB-7	HEAD 11	54	---	---	---	---
		SB-7	84	12	---	---	---	---
		SB-7	BUTTON	6	---	---	---	---
		CB-1	SB-8	---	435	---	---	---
		SB-8	HEAD 14	19	---	---	---	---
		SB-8	83	12	---	---	---	---
		SB-8	BUTTON	6	---	---	---	---
		CB-1	SB-9	---	---	---	370	---
		SB-9	HEAD 7	19	---	---	---	---
		SB-9	HEAD 17	19	---	---	---	---
		SB-9	81	12	---	---	---	---
		SB-9	82	12	---	---	---	---
		SB-9	BUTTON	6	---	---	---	---
		CB-1	SB-10	---	310	---	---	---
		SB-10	HEAD 2	39	---	---	---	---
		SB-10	HEAD 3	57	---	---	---	---
		SB-10	80	12	---	---	---	---
		SB-10	BUTTON	6	---	---	---	---
		CB-1	SB-11	---	250	---	---	---
		SB-11	HEAD 8	19	---	---	---	---
		SB-11	79	12	---	---	---	---
		SB-11	BUTTON	6	---	---	---	---
		CB-1	SB-12	---	---	---	---	175
		SB-12	HEAD 5	23	---	---	---	---
		SB-12	HEAD 12	22	---	---	---	---
		SB-12	HEAD 25	22	---	---	---	---
		SB-12	77	12	---	---	---	---
		SB-12	78	12	---	---	---	---
		SB-12	BUTTON	6	---	---	---	---
		CB-1	SB-13	---	110	---	---	---
		SB-13	HEAD 21	35	---	---	---	---
		SB-13	HEAD 22	50	---	---	---	---
		SB-13	HEAD 23	62	---	---	---	---
		SB-13	76	12	---	---	---	---
		SB-13	BUTTON	6	---	---	---	---
		CB-1	SB-14	190	---	---	---	---
		SB-14	71	12	---	---	---	---
		SB-14	72	12	---	---	---	---
		SB-14	BUTTON	6	---	---	---	---
	SUBTOTALS (BORG ROAD)			1,547	1,946	85	1,000	175
	SB RAMP TERMINAL	EXSB-5	SB-14	---	---	41	---	---
		SB-14	HEAD 9	19	---	---	---	---
		SB-14	17	12	---	---	---	---
		SB-14	BUTTON	6	---	---	---	---
	SUBTOTALS (SB RAMP TERMINAL)			37	---	41	0	0
			TOTALS	1,792	1,946	126	1,000	175

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EVP DETECTOR

CATEGORY	LOCATION	SPV.0105.005 LS
0020	STH 50 & BORG RD./WRIGHT ST.	1

TRAFFIC SIGNAL EVP DETECTOR CABLE

		LOCATION		**FOR INFORMATION ONLY
CATEGORY	LOCATION	FROM	TO	LF
0020	STH 50 & BORG RD./ WRIGHT ST.	CB-1	SB-4 (A)	250
		CB-1	SB-7 (B)	475
		CB-1	SB-10 (C)	350
		CB-1	SB-13 (D)	120
			TOTAL	1,195

** ITEM WILL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AND BE PAID FOR UNDER THE BID ITEM EVP DETECTOR

ELECTRICAL WIRE, LIGHTING (LUMINAIRES)

		LOCATION		655.0320 CABLE TYPE UF 2-10 AWG GROUNDED	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG
CATEGORY	LOCATION	FROM	TO	LF	LF
0020	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	CB-1	SB-3	165	---
			POLE	---	270
		SB-3	SB-6	195	---
			POLE	---	270
		CB-1	SB-12	140	---
			POLE	---	270
		SB-12	SB-9	205	---
			POLE	---	270
			TOTALS	705	1,080

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

TRAFFIC SIGNAL BASES

					654.0101	654.0102	654.0110	654.0113	654.0217	657.0100	657.0255
					CONCRETE BASES				CONCRETE CONTROL CABINET BASES	PEDESTAL BASES	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	TYPE 1 EACH	TYPE 2 EACH	TYPE 10 EACH	TYPE 13 EACH	TYPE 9 SPECIAL EACH	EACH	EACH
0020	STH 50 (E. GENEVA STREET) & TYRRELL AVENUE	SB-9	125+20.9	38.1'RT	1	---	---	---	---	1	---
		SB-10	125+07.3	39.6'LT	1	---	---	---	---	1	---
		SB-11	124+32.1	39.5'LT	1	---	---	---	---	1	---
		SB-12	124+36.3	40.5'RT	1	---	---	---	---	1	---
		SUBTOTALS (TYRRELL AVENUE)			4	0	0	0	0	4	0
	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	CB-1	146+61.3	115.0'RT	--	--	--	--	1	---	---
		SB-1	146+24.3	98.0'RT	1	---	--	--	---	1	---
		SB-2	145+95.3	92.7'RT	1	--	--	--	---	1	--
		SB-3	145+50.5	97.5'RT	---	1	--	--	---	---	1
		SB-4	145+06.3	92.7'RT	--	--	--	1	---	---	--
		SB-5	144+80.4	65.3'RT	1	---	--	--	---	1	---
		SB-6	144+81.1	1.7'RT	---	1	--	--	---	---	1
		SB-7	144+80.6	38.2'LT	--	--	1	--	---	---	--
		SB-8	145+21.4	75.6'LT	1	---	--	--	---	1	---
		SB-9	145+69.3	74.8'LT	---	1	--	--	---	---	1
		SB-10	146+12.1	75.5'LT	--	--	--	1	---	---	--
		SB-11	146+47.5	52.2'LT	1	---	--	--	---	1	---
		SB-12	146+47.5	12.9'RT	---	1	--	--	---	---	1
		SB-13	146+47.5	59.7'RT	--	--	--	1	---	---	--
		SB-14	145+50.5	92.8'RT	1	---	---	---	---	1	---
		SUBTOTALS (BORG ROAD)			6	4	1	3	1	6	4
	STH 50 (E. GENEVA STREET) & SB IH 43 RAMP TERMINAL	SB-14	23+52.8 PH	11.5' LT	1	--	--	--	---	1	--
		SB-15	23+88.4 PH	11.4' LT	1	--	--	--	---	---	--
		SUBTOTALS (SB RAMP TERMINAL)			2	0	0	0	0	1	0
				TOTALS	12	4	1	3	1	11	4

TRAFFIC SIGNAL EQUIPMENT GROUNDING AND GROUNDED CONDUCTORS

		LOCATION		655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN)	(WHITE)
CATEGORY	INTERSECTION	FROM	TO	LF	LF
0020	STH 50 (E. GENEVA STREET) & TYRRELL AVENUE	EXSB-2	SB-9	39	39
		EXSB-4	SB-10	32	32
		EXSB-5	SB-11	36	36
		EXSB-8	SB-12	38	38
		SUBTOTALS (TYRRELL AVENUE)		145	145
	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	CB-1	SB-1	88	88
		SB-1	SB-2	87	87
		SB-2	SB-14	100	100
		SB-14	SB-3	48	48
		SB-3	SB-4	105	105
		SB-4	SB-5	95	95
		SB-5	SB-6	115	115
		SB-6	SB-7	97	97
		SB-7	SB-8	110	110
		SB-8	SB-9	97	97
		SB-9	SB-10	100	100
		SB-10	SB-11	99	99
		SB-11	SB-12	120	120
		SB-12	SB-13	100	100
		SB-13	CB-1	115	115
		CB-1	PB-1	37	---
		SB-1	PB-2	28	---
		SB-2	PB-3	29	---
		SB-14	PB-4	29	---
		SB-4	PB-6	31	---
		SB-5	PB-7	28	---
		SB-6	PB-9	26	---
		SB-7	PB-11	30	---
		SB-8	PB-12	25	---
		SB-9	PB-14	25	---
		SB-10	PB-16	28	---
		SB-11	PB-17	28	---
		SB-12	PB-18	29	---
		SB-13	PB-22	28	---
		SUBTOTALS (BORG ROAD)		1,877	1,476
			SUBTOTALS	2,022	1,621
			TOTAL	3,643	

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ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	STATION	LOCATION	656.0200.001 LS
0020	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	146+61.28	115.06'RT	1

TRAFFIC SIGNAL POLES

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	657.0315 POLES TYPE 4 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0410 9-FT EACH	657.0420 13-FT EACH	657.0425 15-FT EACH	657.0709 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT EACH	657.1345 INSTALL POLES TYPE 9 EACH	657.1355 TYPE 12 EACH	657.1530 INSTALL MONOTUBE ARMS 30-FT EACH	657.1535 INSTALL MONOTUBE ARMS 35-FT EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1555 INSTALL MONOTUBE ARMS 55-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	SPV.0060.003 RELOCATE EXISTING PEDESTRIAN PUSH BUTTON EACH	SPV.0060.002 RELOCATE EXISTING TRAFFIC SIGNAL POLE EACH	659.1125 LUMINAIRES UTILITY LED C EACH
0020	STH 50 (E. GENEVA STREET) & TYRRELL AVENUE	SB-9	125+20.9	38.1'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---
		SB-10	125+07.3	39.6'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---
		SB-11	124+32.1	39.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---
		SB-12	124+36.3	40.5'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---
		SUBTOTALS (TYRRELL AVENUE)			0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	SB-1	146+24.3	98.0'RT	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---
		SB-2	145+95.3	92.7'RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---
		SB-3	145+50.5	97.5'RT	1	---	---	---	---	2	---	---	---	---	---	---	---	---	---	2
		SB-4	145+06.3	92.7'RT	---	---	---	---	---	---	---	1	---	---	---	1	1	---	---	---
		SB-5	144+80.4	65.3'RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---
		SB-6	144+81.1	1.7'RT	1	---	---	---	---	2	---	---	---	---	---	---	1	---	---	2
		SB-7	144+80.6	38.2'LT	---	---	---	---	---	---	1	---	1	---	---	---	1	---	---	---
		SB-8	145+21.4	75.6'LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---
		SB-9	145+69.3	74.8'LT	1	---	---	---	---	2	---	---	---	---	---	---	1	---	---	2
		SB-10	146+12.1	75.5'LT	---	---	---	---	---	---	---	1	---	1	---	---	1	---	---	---
		SB-11	146+47.5	52.2'LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---
		SB-12	146+47.5	12.9'RT	1	---	---	---	---	2	---	---	---	---	---	---	1	---	---	2
		SB-13	146+47.5	59.7'RT	---	---	---	---	---	---	---	1	---	---	1	---	1	---	---	---
		SB-14	145+50.5	92.8'RT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---
		SUBTOTALS (BORG ROAD)			4	0	1	4	1	8	1	3	1	1	1	1	13	0	0	8
	STH 50 (E. GENEVA STREET) & SB IH 43 RAMP TERMINAL	SB-1423+52.8 PH		11.5'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---
		SB-1523+88.4 PH		11.4'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SUBTOTALS (SB RAMP TERMINAL)			0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
		TOTALS			4	4	1	5	1	8	1	3	1	1	1	1	13	5	1	8

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	INTERSECTION	BASE NO.	HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0120 TRAFFIC SIGNAL FACE 5-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0225 BACKPLATES SIGNAL FACE 5 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
0020	STH 50 (E. GENEVA STREET) & TYRRELL AVENUE	EXSB-1	15	---	---	---	---	---	---	1	1
		EXSB-2	18	---	---	---	---	---	---	1	1
		EXSB-3	13	---	---	---	---	---	---	1	1
			17	---	---	---	---	---	---	1	1
		EXSB-5	20	---	---	---	---	---	---	1	1
		EXSB-6	14	---	---	---	---	---	---	1	1
		EXSB-7	16	---	---	---	---	---	---	1	1
		EXSB-8	19	---	---	---	---	---	---	1	1
		SUBTOTALS (TYRRELL AVENUE)		0	0	0	0	0	0	8	8
	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	SB-1	4	---	---	1	---	---	1	---	---
			75	---	---	---	---	---	---	1	1
		SB-2	1	1	---	---	1	---	---	---	---
			73	---	---	---	---	---	---	1	1
			74	---	---	---	---	---	---	1	1
		SB-3	6	1	---	---	1	---	---	---	---
		SB-4	15	1	---	---	1	---	---	---	---
			16	1	---	---	1	---	---	---	---
			18	1	---	---	1	---	---	---	---
			19	1	---	---	1	---	---	---	---
			70	---	---	---	---	---	---	1	1
		SB-5	20	1	---	---	1	---	---	---	---
			87	---	---	---	---	---	---	1	1
		SB-6	13	---	1	---	---	1	---	---	---
			24	---	1	---	---	1	---	---	---
			85	---	---	---	---	---	---	1	1
			86	---	---	---	---	---	---	1	1
		SB-7	9	1	---	---	1	---	---	---	---
			10	1	---	---	1	---	---	---	---
			11	1	---	---	1	---	---	---	---
			84	---	---	---	---	---	---	1	1
		SB-8	14	1	---	---	1	---	---	---	---
			83	---	---	---	---	---	---	1	1
		SB-9	7	1	---	---	1	---	---	---	---
			17	1	---	---	1	---	---	---	---
			81	---	---	---	---	---	---	1	1
			82	---	---	---	---	---	---	1	1
		SB-10	2	1	---	---	1	---	---	---	---
			3	1	---	---	1	---	---	---	---
			80	---	---	---	---	---	---	1	1
		SB-11	8	1	---	---	1	---	---	---	---
			79	---	---	---	---	---	---	1	1
		SB-12	5	---	---	1	---	---	1	---	---
			12	---	1	---	---	1	---	---	---
			25	---	1	---	---	1	---	---	---
			77	---	---	---	---	---	---	1	1
			78	---	---	---	---	---	---	1	1
		SB-13	21	1	---	---	1	---	---	---	---
			22	1	---	---	1	---	---	---	---
			23	1	---	---	1	---	---	---	---
			76	---	---	---	---	---	---	1	1
		SB-14	71	---	---	---	---	---	---	1	1
			72	---	---	---	---	---	---	1	1
		SUBTOTALS (BORG ROAD)		19	4	2	19	4	2	18	18
	STH 50 (E. GENEVA STREET) & SB IH 43 RAMP TERMINAL	SB-14	9	1	---	---	1	---	---	1	1
			17	---	---	---	---	---	---	1	1
		EXSB-7	8	---	1	---	---	1	---	---	---
		EXSB-9	6	---	1	---	---	1	---	---	---
		SUBTOTALS (SB RAMP TERMINAL)		1	2	0	1	2	0	2	2
	STH 50 (E. GENEVA STREET) & NB IH 43 RAMP TERMINAL	EXSB-21	9	---	---	---	---	---	---	1	1
		ESSB-22	15	---	---	---	---	---	---	1	1
		SUBTOTALS (NB RAMP TERMINAL)		0	0	0	0	0	0	2	2
			TOTALS	20	6	2	20	6	2	30	30

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LED MODULE SUMMARY

CATEGORY	INTERSECTION		658.0600 RED BALL EACH	658.0605 YELLOW BALL EACH	658.0610 GREEN BALL EACH	658.0615 RED ARROW EACH	658.0620 YELLOW ARROW EACH	658.0625 GREEN ARROW EACH
			LED MODULES 12-INCH					
0020	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET		14	14	14	12	16	10
	STH 50 (E. GENEVA STREET) & SB IH 43 RAMP TERMINAL		1	1	1	2	4	2
		TOTALS	15	15	15	14	20	12

TRAFFIC SIGNAL CONTROLLER, SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5069.001 SIGNAL MOUNTING HARDWARE STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET LS	SPV.0060.005 TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE EACH
0020	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	1	1

TEMPORARY TRAFFIC SIGNALS

CATEGORY	PROJECT LOCATION	661.0200.001 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS LS
0020	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	1

REMOVE EXISTING SIGNAL FACES

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	SPV.0060.001 EACH	REMARK
0020	STH 50 (E. GENEVA STREET) & TYRRELL AVENUE	EXSB-1	125+12	45.8'RT	1	PED HEAD
		EXSB-2	125+29	31.5'RT	1	PED HEAD
		EXSB-3	125+15	30.9'LT	1	PED HEAD
		EXSB-4	125+00	45.6'LT	1	PED HEAD
		EXSB-5	124+44	42.6'LT	1	PED HEAD
		EXSB-6	124+25	29.0'LT	1	PED HEAD
		EXSB-7	124+24	30.1'RT	1	PED HEAD
		EXSB-8	124+51	41.9'RT	1	PED HEAD
		SUBTOTAL (TYRRELL AVENUE)			8	
	STH 50 (E. GENEVA STREET) & SB IH 43 RAMP TERMINAL	EXSB-5	23+46 PH	7.5'RT	1	SIGNAL HEAD
		EXSB-8	23+87 PH	7.5'LT	1	PED HED
		EXSB-9	23+19 PH	57.6'RT	1	SIGNAL HEAD
		EXSB-7	24+34 PH	59.1'RT	1	SIGNAL HEAD
		SUBTOTAL (SB RAMP TERMINAL)			4	
	STH 50 (E. GENEVA STREET) & NB IH 43 RAMP TERMINAL	EXSB-21	31+69 PH	2.5'RT	1	PED HED
		EXSB-22	32+10 PH	2.7'RT	1	PED HED
		SUBTOTAL (NB RAMP TERMINAL)			2	
				TOTAL	14	

REMOVE AND TRANSPORT TRAFFIC SIGNALS

CATEGORY	LOCATION	SPV.0105.003 LS
0020	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	1

REPOWER FLASHING BEACON

CATEGORY	LOCATION	STATION	LOCATION	SPV.0060.009 EACH
0030	STH 50	134+72.8	29.0'LT	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	STATION	LOCATION	656.0200.002 LS
0030	STH 50 (E. GENEVA STREET) & BORG ROAD/WRIGHT STREET	146+32.83	103.76'RT	1

LIGHTING REMOVALS

CATEGORY	BASE NO.	STATION	EQUIPMENT LOCATION	SPV.0060.010 REMOVE AND SALVAGE EXISTING LIGHT POLE EACH	SPV.0060.016 SALVAGE AND REINSTALL EXISTING LIGHT POLE EACH
0010	EXLP-3	133+10.90	33.95'RT	1	---
	EXLP-4	134+71.08	28.69'RT	1	---
	EXLP-5	136+71.14	28.97'RT	1	---
	EXLP-6	138+73.55	29.16'RT	1	---
	EXLP-7	140+75.40	28.66'RT	1	---
	EXLP-8	142+85.11	30.91'RT	1	---
	EXLP-9	148+32.01	0.35'RT	1	---
	EXLP-10	13+13.62 BG	30.90'RT	1	---
	EXLP-11	10+91.97 BG	29.04'RT	1	---
	EXLP-17	155+11.0	1.50'LT	---	1
	EXLP-18	157+35.0	3.0'LT	---	1
			TOTAL	9	2

REMOVING PULL BOXES

CATEGORY	STATION	LOCATION	*653.0905 REMOVING PULL BOXES EACH
0010	129+45.7	31.3' RT	1
	155+11.0	4.0'RT	1
	157+34.0	2.0'RT	1
		TOTAL	3

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIPMENT LOCATION FROM	TO	*652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	*652.0235 3-INCH LF
0030	PB-1	EXLP-1	--	114
	EXLP-1	PB-2	--	9
	PB-2	PB-3	--	184
	PB-3	LP-1	--	141
	LP-1	PB-4	--	153
	PB-4	PB-5	--	80
	PB-5	LP-2	--	24
	PB-5	LP-3	--	136
	LP-3	PB-6	--	21
	PB-6	PB-8	--	286
	PB-8	PB-9	--	70
	PB-9	LP-5	--	40
	PB-8	LP-6	--	67
	LP-6	LP-7	--	152
	LP-7	PB-10	--	58
	PB-10	PB-11	--	166
	PB-11	LP-8	--	5
	PB-11	PB-12	--	146
	PB-12	LP-9	--	83
	LC-1	PB-13	--	50
	PB-13	PB-14	155	--
	PB-14	PB-15	--	68
	PB-15	LP-13	35	--
	PB-14	PB-16	97	--
	PB-16	LP-14	17	--
	LP-14	LP-4	141	--
	LP-4	PB-17	25	--
	PB-17	PB-18	74	--
	PB-18	EXLP-12	32	--
	LC-1	PB-19	--	134
	PB-19	PB-20	--	82
	PB-20	LP-10	147	--
	PB-20	PB-21	--	126
	PB-21	PB-22	86	--
	PB-22	PB-23	--	70
	PB-23	LP-11	136	--
	LP-11	LP-12	184	--
	153+05.0	PB-24	197	--
	PB-24	EXLP-17	9	--
	PB-24	PB-25	230	--
	PB-25	EXLP-18	9	--
	EPB-25	157+58.0	16	--
		TOTALS	1,590	2,465

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

STREET LIGHTING SUMMARY (POLE LUMINAIRE)

CATEGORY	BASE NO.	STATION	EQUIPMENT LOCATION	SPV.0060.006 STEEL LIGHT POLE ASSEMBLY -SINGLE ARM EACH	SPV.0060.007 STEEL LIGHT POLE ASSEMBLY -TWIN ARM EACH	SPV.0060.008 LUMINAIRES UTILITY LED-CITY OF DELAVAN EACH	654.0105 CONCRETE BASES TYPE 5 EACH	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (FESTOONS) (GROUND) LF	*655.0610 (LUMINAIRES) (GROUND) LF	*655.0610 (LUMINAIRES) (GROUND) LF
0030	LP-1	133+15.76	41.05' RT	1	--	1	1	36	18	82 41
	LP-2	134+44.91	11.53' RT	--	1	2	1	36	18	164 82
	LP-3	136+08.96	8.00' RT	--	1	2	1	36	18	164 82
	LP-4	10+09.59 BG	26.73' RT	1	--	1	1	36	18	82 41
	LP-5	137+34.87	55.55' RT	1	--	1	1	36	18	82 41
	LP-6	138+51.07	19.06' LT	--	1	2	1	36	18	164 82
	LP-7	139+99.81	8.00' RT	--	1	2	1	36	18	164 82
	LP-8	141+48.92	11.98' RT	--	1	2	1	36	18	164 82
	LP-9	143+09.00	12.14' RT	--	1	2	1	36	18	164 82
	LP-10	148+29.60	7.76' RT	--	1	2	1	36	18	164 82
	LP-11	17+89.47 BG	15.15' RT	--	1	2	1	36	18	164 82
	LP-12	19+73.06 BG	10.46' RT	--	1	2	1	36	18	164 82
	LP-13	13+11.23 BG	2.29' LT	--	1	2	1	36	18	164 82
	LP-14	11+50.65 BG	35.21' RT	1	--	1	1	36	18	82 41
	EXLP-17	155+11.0	1.50' LT	--	--	--	1	--	--	-- --
	EXLP-18	157+35.0	3.0' LT	--	--	--	1	--	--	-- --
			SUBTOTALS	4	10	24	16	504	252	1,968 984
			TOTALS	4	10	24	16		3,708	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	BASE NO.	STATION	EQUIPMENT LOCATION	*652.0700.S EACH
0030	EXLP-1	130+66.08	30.71'RT	1
	EXLP-12	8+70.02 BG	26.76'RT	1
	---	153+05.0	10.0' RT	1
	---	157+58.0	10.0' RT	1
			TOTAL	4

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

LIGHTING PULL BOXES

CATEGORY	PULL BOX NO.	STATION	EQUIPMENT LOCATION	*653.0140 PULL BOXES STEEL 24x42-INCH EACH
0030	PB-1	129+50.40	31.30' RT	1
	PB-2	130+77.39	30.70' RT	1
	PB-3	131+73.40	30.70' RT	1
	PB-4	134+70.81	57.32' RT	1
	PB-5	134+70.81	12.90' RT	1
	PB-6	136+31.43	8.11' RT	1
	PB-8	137+77.72	19.02' RT	1
	PB-9	137+77.72	56.99' RT	1
	PB-10	140+60.74	7.94' RT	1
	PB-11	141+46.97	16.61' RT	1
	PB-12	142+24.09	19.16' RT	1
	PB-13	146+17.57	130.03' RT	1
	PB-14	12+71.16 BG	40.70' RT	1
	PB-15	12+74.31 BG	3.33' RT	1
	PB-16	11+70.45 BG	39.11' RT	1
	PB-17	9+82.26 BG	28.92' RT	1
	PB-18	9+04.07 BG	29.02' RT	1
	PB-19	146+80.25	53.14' RT	1
	PB-20	146+79.63	13.10' RT	1
	PB-21	146+78.47	49.57' LT	1
	PB-22	146+08.39	89.35' LT	1
	PB-23	145+69.17	93.23' LT	1
	PB-24	155+04.0	7.00' RT	1
	PB-25	157+40.0	7.00' RT	1
			TOTALS	24

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIPMENT LOCATION FROM	TO	*655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	*655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	*655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF
0030	PB-1	EXLP-1	--	--	332	--
	EXLP-1	LP-3A	--	--	1,228	--
	LP-3A	LP-6B	--	--	510	--
	LP-6B	LP-8A	--	--	648	--
	PB-1	LP-1	--	--	852	--
	LP-1	LP-3B	--	--	708	--
	LP-3B	LP-6A	--	--	510	--
	LP-6A	LP-8B	--	--	648	--
	PB-1	LP-2B	--	--	1,328	--
	LP-2B	LP-7A	--	--	1,152	--
	LP-7A	LP-9B	--	--	666	--
	PB-1	LP-2A	--	--	1,328	--
	LP-2A	LP-5	--	--	--	880
	LP-5	LP-7B	--	--	--	640
	LP-7B	LP-9A	--	--	--	666
	LC-1	LP-13A	--	--	594	--
	LP-13A	LP-14	--	--	442	--
	LP-14	EXLP-12	--	--	590	--
	EXLP-12	EXLP-14	--	--	1,238	--
	LC-1	LP-13B	--	--	--	594
	LP-13B	LP-4	--	--	--	718
	LP-4	EXLP-13	--	--	--	864
	EXLP-13	EXLP-15	--	--	--	1,242
	LC-1	LP-10A	--	602	--	--
	LP-10A	LP-11B	--	1,024	--	--
	LP-11B	LP-12A	--	380	--	--
	LC-1	LP-10B	--	602	--	--
	LP-10B	LP-11A	--	1,024	--	--
	LP-11A	LP-12B	--	380	--	--
	PB-1	FLASHING BEACON	1,364	--	--	
	EXLP-17	EXLP-18	992	496	248	--
		TOTALS	2,356	4,508	13,022	5,604

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE FESTOON

CATEGORY	EQUIPMENT LOCATION FROM	TO	*655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	*655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF
0030	PB-1	EXLP-1	332	--
	EXLP-1	LP-1	532	--
	LP-1	LP-7	1512	--
	PB-1	LP-2	--	1328
	LP-2	LP-5	--	880
	LP-5	LP-8	--	970
	PB-1	LP-3	--	1548
	LP-3	LP-6	--	510
	LP-6	LP-9	--	972
	LC-1	LP-13	594	--
	LP-13	LP-4	718	--
	LC-1	LP-14	684	--
	LC-1	LP-10	602	--
	LP-10	LP-12	1392	--
	LC-1	LP-11	1006	--
		TOTALS	7,372	6,208

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING-EQUIPMENT GROUNDING CONDUCTORS

CATEGORY	EQUIPMENT LOCATION FROM	TO	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	*655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF
0030	PB-1	EXLP-1	--	166
	EXLP-1	PB-2	25	--
	EXLP-1	LP-1	--	266
	LP-1	LP-2	--	244
	LP-2	FLASHING BEACON	--	80
	FLASHING BEACON	LP-3	--	190
	LP-3	LP-5	--	278
	LP-3	PB-6	33	--
	LP-5	LP-6	--	167
	LP-6	LP-7	--	159
	LP-7	LP-8	--	171
	LP-8	LP-9	--	184
	LP-8	PB-11	16	--
	LC-1	LP-10	--	301
	LP-10	LP-11	--	512
	LP-11	LP-12	--	187
	LC-1	LP-13	--	297
	LC-1	PB-13	49	--
	LP-13	LP-14	--	223
	LP-14	LP-4	--	146
	LP-4	EXLP-12	--	157
	EXLP-12	EXLP-13	--	311
	EXLP-13	EXLP-14	--	314
	EXLP-14	EXLP-15	--	313
	PB-3	PB-3	12	--
	PB-4	PB-4	12	--
	PB-5	PB-5	12	--
	PB-8	PB-8	12	--
	PB-9	PB-9	12	--
	PB-14	PB-14	12	--
	PB-15	PB-15	12	--
	PB-16	PB-16	12	--
	PB-17	PB-17	12	--
	PB-18	PB-18	12	--
	PB-19	PB-19	12	--
	PB-20	PB-20	12	--
	PB-21	PB-21	12	--
	PB-22	PB-22	12	--
	PB-23	PB-23	12	--
		TOTALS	303	4,666

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONTROL SUMMARY

CATEGORY	PROJECT LOCATION	CABINET NUMBER	STATION	LOCATION	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH
0030	STH 50 & BORG RD	LC-1	146+32.83	103.76'RT	1	1

SAWING ASPHALT

CATEGORY	STATION - STATION	LOCATION	690.0150 LF
0010	100+28 - 106+50	LT/RT	1,540
	112+50 - 119+50	LT/RT	815
	120+50 - 125+50	LT/RT	345
	127+50 - 131+75	LT/RT	255
	131+75 - 142+05	LT/RT	1,940
	142+05 - 145+50	LT/RT	550
	145+50 - 150+00	LT	18
	33+49 PH	LT	12
	9+70 BG - 14+18 BG	LT/RT	575
	16+20 BG - 23+98 BG	LT/RT	1,720
		TOTAL	7,770

SAWING CONCRETE

CATEGORY	STATION - STATION	LOCATION	690.0250 LF
0010	100+28 - 106+50	LT/RT	97
	112+50 - 119+50	LT/RT	89
	120+50 - 125+50	LT/RT	96
	127+50 - 131+75	LT/RT	80
	131+75 - 142+05	LT/RT	65
	142+05 - 145+50	LT/RT	265
	145+50 - 150+00	LT/RT	565
	150+00 - 157+50	LT/RT	1,120
	23+00 PH - 32+61 PH	LT/RT	260
	9+70 BG - 14+80 BG	LT/RT	275
	16+23 BG - 23+98 B	LT/RT	35
		TOTAL	2,947

CONSTRUCTION STAKING CURB RAMP LAYOUT

CATEGORY	LOCATION	SPV.0060.015 EACH
0010	ANN STREET	8
	E. GENEVA STREET / S. SEVENTH STREET	4
	S. 8TH STREET	2
	BOWERS BOULEVARD	4
	BRADLEY AVENUE	6
	TYRELL AVENUE/COURT	6
	ALDER AVENUE	4
	PARK AVENUE	4
	BAUER PARKWAY	6
	BORG ROAD / WRIGHT STREET	13
	ENTRANCE (152+50)	5
	SB OFF-RAMP	3
	NB ON-RAMP	3
	PHOENIX STREET	6
	PRIVATE DRIVEWAY (12+25 BG)	2
	WALGREENS LOT (18+00 BG)	1
	PRIVATE DRIVEWAY (20+00 BG)	2
	TOTAL	79

CONCRETE PAVEMENT JOINT LAYOUT

CATEGORY	PROJECT	SPV.0105.004 LS
0010	ID 3170-08-70	1

PAVEMENT CLEANUP

CATEGORY	PROJECT	SPV.0075.001 HRS
0010	ID 3170-08-70	165

SAWING CURB HEAD

CATEGORY	STATION	LOCATION	SPV.0090.007 LF
0010	9+26 BG	LT	9

TYPE II PERMANENT SIGNING - CATEGORY CODE 0010 **3170-08-70 STH 50**

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REM SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0816 POSTS TUBULAR STEEL 2 X 2 INCH X 16 FT (EA)	634.0618 WOOD POSTS 4" X 6" X 18' (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	W54-60(MOD)	II	EMERGENCY VEHICLES	36	x	36	--	--	9.00	1	--	--	--	--	RE-USE POST. SHEET 2
2	W10-1(2S)	II	RAILROAD X-ING	36	x	36	--	--	7.07	1	--	1	--	--	--
2a	W10-1A(2S)	II	EXEMPT	24	x	12	--	--	2.00	--	--	--	--	2	MOUNT UNDER SIGN #2
3	J3-1(2S)	II	--	24	x	57	9.50	--	--	1	--	--	--	--	MOUNT ON S-64-604
	M3-4	II	WEST	24	x	12									MOUNTING BRACKETS INCIDENTAL
	M1-6	II	STH 50	24	x	24									
	M6-1	II	ARROW	21	x	21									
4	R3-50L	II	ARROW ONLY	30	x	36	7.50	--	--	1	--	--	--	--	MOUNT ON S-64-604
															MOUNTING BRACKETS INCIDENTAL
5	W11-8(MOD)	II	FIRE TRUCK	30	x	30	--	--	6.25	1	1	1	--	--	--
6	W54-60(MOD)	II	EMERGENCY VEHICLES	36	x	36	--	--	9.00	1	--	--	--	--	RE-USE POST
7	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
8	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
9	W9-1L	--	LEFT LANE ENDS	--	x	--	--	--	--	1	1	--	--	--	SHEET 2
10	W10-1(2S)	II	RAILROAD X-ING	36	x	36	--	--	7.07	1	1	1	--	--	--
10a	W10-1A(2S)	II	EXEMPT	24	x	12	--	--	2.00	--	--	--	--	10	MOUNT UNDER SIGN #10
11	R3-7L(2S)	II	LEFT LANE MUST TURN LEFT	30	x	30	6.25	--	--	--	--	--	--	--	--
12	W4-2L	--	LANE REDUCTION	--	x	--	--	--	--	1	1	--	--	--	--
13	R3-7L(2S)	II	LEFT LANE MUST TURN LEFT	30	x	30	6.25	--	--	--	--	--	--	--	--
14	W11-8(MOD)	II	FIRE TRUCK	30	x	30	--	--	6.25	1	1	1	--	--	--
15	R3-7L(2S)	II	LEFT LANE MUST TURN LEFT	30	x	30	6.25	--	--	--	--	--	--	--	--
16	W13-1	--	15 MPH	--	x	--	--	--	--	1	--	--	--	--	--
17	R3-8B	--	LANE CONTROL	--	x	--	--	--	--	1	1	--	--	--	--
18	J2-1(2S)	II	--	24	x	57	9.50	--	--	1	--	--	--	--	MOUNT ON UPRIGHT OF S-64-603
	M3-2	II	EAST	24	x	12									
	M1-6	II	STH 50	24	x	24									
	M5-1L	II	ADV ARROW	21	x	21									
19	R3-50L	II	ARROW ONLY	30	x	36	7.50	--	--	--	--	--	--	--	MOUNT ON S-64-603
															MOUNTING BRACKETS INCIDENTAL
20	R3-50A(MOD)	II	ARROW ONLY	30	x	36	7.50	--	--	--	--	--	--	--	MOUNT ON S-64-603
															MOUNTING BRACKETS INCIDENTAL
21	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	1	1	--	--	--
22	R3-7R(2S)	II	LEFT LANE MUST TURN LEFT	30	x	30	6.25	--	--	--	--	1	--	--	--
23	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	1	--	--	--
24	J3-1(2S)	II	--	24	x	57	9.50	--	--	1	--	--	--	--	MOUNT ON LIGHT POLE
	M3-2	II	EAST	24	x	12									
	M1-6	II	STH 50	24	x	24									
	M6-1	II	ARROW	21	x	21									
25	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
26	W4-4AL(2M)	II	TRAFFIC FROM LEFT D N S	30	x	12	--	--	2.50	1	--	--	--	#25	--
27	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
28	W4-4B(2M)	II	ONCOMING TRAFFIC D N S	30	x	12	--	--	2.50	1	--	--	--	#27	--

TYPE II PERMANENT SIGNING - CATEGORY CODE 0010 **3170-08-70 STH 50**

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REM SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0816 POSTS TUBULAR STEEL 2 X 2 INCH X 16 FT (EA)	634.0618 WOOD POSTS 4" X 6" X 18' (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
29	J3-1(2S)	II	--	24	x	57	9.50	--	--	1	1	2	--	--	--
	M3-4	II	WEST	24	x	12									
	M1-6	II	STH 50	24	x	24									
	M6-2	II	TILT ARROW	21	x	21									
30	W12-1D(2S)	II	DOUBLE DOWN ARROWS	24	x	24	--	--	4.00	--	--	--	--	#29	2' MOUNTING HEIGHT
31	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
32	W4-4AR(2S)	II	TRAFFIC FROM RIGHT D N S	30	x	12	--	--	2.50	1	--	--	--	#31	--
33	J4-1(2S)	II	--	24	x	36	6.00	--	--	--	--	1	--	--	--
	M3-2	II	EAST	24	x	12									
	M1-6	II	STH 50	24	x	24									
34	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	--	--	--	--	MOUNT ON LIGHT POLE
35	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
36	S1-1(2)	II	SCHOOL CROSSING	36	x	36	--	--	6.75	--	--	--	--	--	MOUNT ON LIGHT POLE
37	S16-9P(2M)	II	AHEAD	30	x	18	--	--	3.75	--	--	--	--	#36	--
38	R2-6P(2M)	II	FINES HIGHER	36	x	24	6.00	--	--	--	--	--	--	#36	--
39	S4-51(2)	II	SCHOOL SPEED LIMIT 15	24	x	48	--	--	8.00	--	--	--	--	--	ON LIGHT POLE
40	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
41	S5-2(2S)	II	END SCHOOL ZONE	24	x	30	5.00	--	--	--	--	1	--	--	--
42	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	--	--	--	--	MOUNT ON LIGHT POLE
43	R3-8C (2S)	II	LANE USE	36	x	30	7.50	--	--	1	1	1	--	--	
44	R1-51 (2S)	II	RIGHT TURNS NO STOP	30	x	18	3.75	--	--	--	--	1	--	--	
45	R1-1(3)	II	STOP	36	x	36	7.46			1	1	1	--	--	
46	J2-1(2S)	II	--	24	x	57	9.50	--	--	--	--	2	--	--	
	M3-4	II	WEST	24	x	12									
	M1-6	II	50	24	x	24									
	M6-2	II	ARROW	21	x	21									
47	S1-1(2)	II	SCHOOL CROSSING	36	x	36	--	--	6.75	1	1	1	--	--	--
48	S16-7L(2M)	II	DIAGONAL ARROW	30	x	18	--	--	3.75	1	--	--	--	#47	--
49	R10-3B(2S)	II	PUSH BUTTON	9	x	12	0.75	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
50	R10-3B(2S)	II	PUSH BUTTON	9	x	12	0.75	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
51	R10-3B(2S)	II	PUSH BUTTON	9	x	12	0.75	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
52	R10-3B(2S)	II	PUSH BUTTON	9	x	12	0.75	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
53	R10-3B(2S)	II	PUSH BUTTON	9	x	12	0.75	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
54	R10-3B(2S)	II	PUSH BUTTON	9	x	12	0.75	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
55	R10-3B(2S)	II	PUSH BUTTON	9	x	12	0.75	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
56	J4-1(2S)	II	--	24	x	36	6.00	--	--	1	--	--	--	--	MOUNT ON LIGHT POLE
	M3-2	II	EAST	24	x	12									
	M1-6	II	STH 50	24	x	24									
57	S4-51(2)	--	--	--	x	--	--	--	--	1	--	--	--	--	ON POLE
58	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
59	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	1	1	--	--	--
60	S1-1(2)	II	SCHOOL CROSSING	36	x	36	--	--	6.75	1	1	1	--	--	--
61	S16-7L(2M)	II	DIAGONAL ARROW	30	x	18	--	--	3.75	1	--	--	--	#60	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REM SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0816 POSTS TUBULAR STEEL 2 X 2 INCH X 16 FT (EA)	634.0618 WOOD POSTS 4" X 6" X 18' (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
62	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
63	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	1	--	--	--	#60	--
64	S5-2	--	END SCHOOL ZONE	--	x	--	--	--	--	1	1	--	--	--	SHEET 4
65	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	--	--	--	--	MOUNT ON LIGHT POLE
66	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
67	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	1	1	--	--	--
68	S5-2	--	END SCHOOL ZONE	--	x	--	--	--	--	--	--	--	--	#67	REMOVE - PART OF SIGN #67
69	W5-54(2S)	II	CLEARANCE MARKER	18	x	18	--	--	2.25	--	--	--	--	#70	--
70	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	--
71	NOT USED												--	--	--
72	R3-8W(2S)	II	LANE CONTROL	54	x	30	11.25	--	--	1	1	2	--	--	--
73	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	--
74	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
75	R6-3A(2S)	II	DIVIDED HIGHWAY	30	x	24	5.00	--	--	--	--	--	--	#74	--
76	S1-1(2)	II	SCHOOL CROSSING	36	x	36	--	--	6.75	--	--	1	--	--	--
77	WF16-9P(2M)	II	AHEAD	30	x	18	--	--	3.75	--	--	--	--	#76	--
78	R2-6P(2M)	II	FINES HIGHER	36	x	24	6.00	--	--	--	--	--	--	#76	--
79	R5-1A(2S)	II	WRONG WAY	36	x	24	6.00	--	--	1	--	--	--	#76	--
80	S4-51(2S)	II	SCHOOL SPEED LIMIT 15	24	x	48	--	--	8.00	1	--	--	--	--	ON TYPE II POLE WITH BEACON
81	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	1	--	--	--
82	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	--
83	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	--	1	--	--	--
84	R7-1D(2S)	II	NO PARKING	18	x	24	3.00	--	--	--	--	1	--	--	--
85	R3-7L	--	LEFT LANE MUST TURN LEFT	--	x	--	--	--	--	1	1	--	--	--	--
86	W12-1D(2S)	II	DOUBLE DOWN ARROWS	24	x	24	--	--	4.00	--	--	1	--	--	2' MOUNTING HEIGHT
87	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	--
88	J3-1	--	EXISTING ASSEMBLY	--	x	--	--	--	--	1	1	--	--	--	--
89	R3-16(2)	II	BIKE LANE AHEAD	24	x	30	5.00	--	--	--	--	1	--	--	--
90	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	1	--	--	--
91	R6-2R(2S)	II	ONE WAY	24	x	30	5.00	--	--	--	--	--	--	#90	--
92	R3-1	--	NO RIGHT	--	x	--	--	--	--	1	1	--	--	--	--
93	--	--	NO RIGHT TURN	--	x	--	--	--	--	1	--	--	--	--	--
94	R3-2	--	NO LEFT	--	x	--	--	--	--	1	1	--	--	--	--
95	R6-2R(2S)	II	ONE WAY	24	x	30	5.00	--	--	--	--	1	--	--	--
96	R7-1D(2S)	II	NO PARKING	18	x	24	3.00	--	--	1	1	1	--	--	--
97	--	--	NO LEFT TURN	--	x	--	--	--	--	1	--	--	--	--	--
98	R3-2	--	NO LEFT	--	x	--	--	--	--	1	1	--	--	--	--
99	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	--
100	J3-1	--	EXISTING ASSEMBLY	--	x	--	--	--	--	1	--	--	--	--	ON OVERHEAD
101	R3-5L	--	ARROW ONLY	--	x	--	--	--	--	1	--	--	--	--	ON OVERHEAD
102	W12-1D(2S)	II	DOUBLE DOWN ARROWS	24	x	24	--	--	4.00	--	--	1	--	--	2' MOUNTING HEIGHT
103	R3-2	--	NO LEFT	--	x	--	--	--	--	1	1	--	--	--	--
104	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	1	1	--	--	--
105	R3-2	--	NO LEFT	--	x	--	--	--	--	1	1	--	--	--	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REM SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0816 POSTS TUBULAR STEEL 2 X 2 INCH X 16 FT (EA)	634.0618 WOOD POSTS 4" X 6" X 18' (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
106	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
107	M1-94S	II	[50] GENEVA ST	72	x	18	9.00	--	--	--	--	--	--	--	MOUNT ON MAST ARM BRACKETS INCIDENTAL
108	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
109	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE. SHEET 8
110	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
111	W12-1D(2S)	II	DOUBLE DOWN ARROWS	24	x	24	--	--	4.00	--	--	1	--	--	2' MOUNTING HEIGHT
112	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
113	R3-8W	--	LANE CONTROL	--	x	--	--	--	--	1	1	--	--	--	--
114	R6-3A(2S)	II	DIVIDED HIGHWAY	30	x	24	5.00	--	--	--	--	--	--	#112	--
115	J4-1(2S)	II	--	24	x	36	6.00	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
	M3-2	II	EAST	24	x	12									
	M1-6	II	STH 50	24	x	24									
116	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	--	--	#112	MOUNT ON SIGNAL POLE
117	M1-94H	II	[A] WRIGHT ST BORG RD [A]	78	x	36	19.50	--	--	--	--	--	--	--	MOUNT ON MAST ARM
118	J1-1(2S)	II	--	24	x	39	6.50	--	--	1	1	--	1	--	--
	MB2-1	II	JCT	21	x	15									
	M1-1	II	IH 43	24	x	24									
119	R3-16A(2)	II	BIKE LANE ENDS	24	x	30	5.00	--	--	--	--	--	1	--	--
120	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	--	--	--	1	--	--
121	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	--	--	--	1	--	--
122	R4-7	--	KEEP RIGHT	--	x	--	--	--	--	1	--	--		--	--
123	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	1	--	1	--	--
124	R3-8V	II	LANE CONTROL	72	x	30	15.00	--	--	1	1	2	--	--	--
125	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	1	1	--	--	--
126	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	1	--	--	--	#125	--
127	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	1	--	--	--	#128	--
128	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
129	M1-94S	II	[50] GENEVA ST	72	x	18	9.00	--	--	--	--	--	--	--	MOUNT ON MAST ARM BRACKETS INCIDENTAL
130	R6-3(2S)	II	DIVIDED HIGHWAY	30	x	24	5.00	--	--	--	--	--	--	#133	--
131	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
132	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
133	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
134	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	--	--	#133	--
135	M1-94H	II	[A] BORG RD WRIGHT ST [A]	78	x	36	19.50	--	--	--	--	--	--	--	MOUNT ON MAST ARM BRACKETS INCIDENTAL
136	R3-16A(2)	II	BIKE LANE ENDS	24	x	30	5.00	--	--	--	--	1	--	--	--
137	R3-2	--	NO LEFT	--	x	--	--	--	--	1	1	--	--	--	--
138	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
139	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
140	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE

TYPE II PERMANENT SIGNING - CATEGORY CODE 0010 **3170-08-70 STH 50**

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REM SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0816 POSTS TUBULAR STEEL 2 X 2 INCH X 16 FT (EA)	634.0618 WOOD POSTS 4" X 6" X 18' (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
141	J2-3(2S)	II	--	72	x	60	30.00	--	--	1	1	--	2	--	--
	MB3-1	II	NORTH	24	x	12									
	M1-1	II	IH 43	24	x	24									
	M4-20L	II	USE LEFT LANE	24	x	24									
	M3-2	II	EAST	24	x	12									
	M1-6	II	STH 50	24	x	24									
	M6-1	II	ARROW	21	x	21									
	MB3-3	II	SOUTH	24	x	12									
	M1-1	II	IH 43	24	x	24									
	MB6-1	II	ARROW	21	x	21									
142	R5-1A(2S)	II	WRONG WAY	36	x	24	6.00	--	--	1	--	--	1	--	--
143	W3-3(2S)	II	SIGNAL AHEAD	36	x	36	--	--	9.00	--	--	1	--	--	--
144	NOT USED	--	--	--	x	--	--	--	--	--	--	--	--	--	--
145	NOT USED	--	--	--	x	--	--	--	--	--	--	--	--	--	--
146	R3-16(2)	II	BIKE LANE AHEAD	24	x	30	5.00	--	--	--	--	1	--	--	--
147	R1-1(3)	II	STOP	36	x	36	7.46	--	--	1	1	1	--	--	--
148	R6-3A(2S)	II	DIVIDED HIGHWAY	30	x	24	5.00	--	--	--	--	--	--	#147	--
149	R7-1D(2S)	II	NO PARKING	18	x	24	3.00	--	--	1	1	1	--	--	--
150	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	1	1	--	--	--
151	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	--	--	#150	--
152	NOT USED	--	--	--	x	--	--	--	--	--	--	--	--	--	--
153	--	--	DO NOT BLOCK DRIVEWAY	--	x	--	--	--	--	1	1	--	--	--	--
154	R7-1D(2S)	II	NO PARKING	18	x	24	3.00	--	--	1	1	1	--	--	--
155	R10-7(2S)	II	DO NOT BLOCK INTERSECTION		x		--	--	--	--	--	--	--	--	REMOVE - PART OF SIGN #154 REMOVAL
156	R3-8Y(2S)	II	LANE CONTROL	36	x	30	7.50	--	--	--	--	1	--	--	--
157	R6-2L(2S)	II	ONE WAY	24	x	30	5.00	--	--	--	--	1	--	--	--
158	--	--	LANE CONTROL	--	x	--	--	--	--	1	1	--	--	--	--
159	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	--
160	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	--
161	R1-1(3)	II	STOP	36	x	36	7.46	--	--	--	--	1	--	--	--
162	R6-3A(2S)	II	DIVIDED HIGHWAY	30	x	24	5.00	--	--	--	--	--	--	#161	--
163	R2-1(2S)	II	SPEED LIMIT 25	24	x	30	5.00	--	--	1	1	1	--	--	--
164	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	--	--	#163	--
165	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	1	--	--	--
166	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	--
167	W5-54(2S)	II	CLEARANCE MARKER	18	x	18	--	--	2.25	--	--	--	--	#166	--
168	R3-8Z(2S)	II	LANE CONTROL	54	x	30	11.25	--	--	--	--	2	--	--	--
169	W6-2(2S)	II	END DIVIDED HIGHWAY	36	x	36	--	--	9.00	1	1	--	1	--	--
170	W3-5(2S)	II	REDUCED SPEED AHEAD -25	36	x	36	--	--	9.00	1	1	--	1	--	--
171	R2-1(2S)	II	SPEED LIMIT 35	24	x	30	5.00	--	--	1	1	--	1	--	--
172	--	--	* NOT USED *	--	x	--	--	--	--	--	--	--	--	--	* NOT USED *
173	R3-16(2)	II	BIKE LANE AHEAD	24	x	30	5.00	--	--	--	--	--	1	--	--
174	R1-1(3)	II	STOP	36	x	36	7.46	--	--	--	--	--	1	--	--
175	R1-1(3)	II	STOP	36	x	36	7.46	--	--	--	--	--	1	--	--
176	R1-1(3)	II	STOP	36	x	36	7.46	--	--	--	--	--	1	--	--

TYPE II PERMANENT SIGNING - CATEGORY CODE 0010 **3170-08-70 STH 50**

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REM SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0816 POSTS TUBULAR STEEL 2 X 2 INCH X 16 FT (EA)	634.0618 WOOD POSTS 4" X 6" X 18' (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
177	J2-1(2S)	II	--	24	x	57	9.50	--	--	--	--	--	1	--	--
	MB3-3	II	SOUTH	24	x	12									
	M1-1	II	IH 43	24	x	24									
	MB5-1R	II	ADVANCE ARROW	21	x	21									
178	R5-1A(2S)	II	WRONG WAY	36	x	24	6.00	--	--	1	1	--	--	#177	--
179	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	1	1	--	1	--	--
180	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
181	R3-1(2S)	II	NO RIGHT	24	x	24	4.00	--	--	1	1	--	1	--	--
182	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
183	R2-1(2S)	II	SPEED LIMIT 35	24	x	30	5.00	--	--	1	--	--	--	187	MOUNT ON BACK OF SIGN #187
184	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
185	W11-15(2S)	II	TRAIL CROSSING	30	x	30	--	--	6.25	1	1	1	--	--	--
186	WF16-7L(2S)	II	DIAGONAL ARROW	30	x	18	--	--	3.75	1	--	--	--	#185	--
187	R5-1A(2S)	II	WRONG WAY	36	x	24	6.00	--	--	1	1	1	--	--	
188	W2-2(1)	II	SIDE ROAD 90°	18	x	18	--	--	2.25	--	--	1	--	--	ON SHARED USE PATH
189	R10-15L(2S)	II	TURNING VEH YIELD TO PEDS	30	x	30	6.25	--	--	--	--	--	1	--	--
190	R10-15R(2S)	II	TURNING VEH YIELD TO PEDS	30	x	30	6.25	--	--	--	--	1	--	--	--
191	W12-1D(2S)	II	DOUBLE DOWN ARROWS	24	x	24	--	--	4.00	--	--	1	--	--	2' MOUNTING HEIGHT
192	R1-2(2S)	II	YIELD	30	x	30	5.18	--	--	1	1	1	--	--	--
193	W11-15(2S)	II	TRAIL CROSSING	30	x	30	--	--	6.25	1	1	--	1	--	--
194	WF16-7L(2S)	II	DIAGONAL ARROW	30	x	18	--	--	3.75	1	--	--	--	#193	--
195	W2-2(1)	II	SIDE ROAD 90°	18	x	18	--	--	2.25	--	--	1	--	--	ON SHARED USE PATH
196	R6-2L(2S)	II	ONE WAY	24	x	30	5.00	--	--	1	1	--	1	--	--
197	R2-1(2S)	II	SPEED LIMIT 35	24	x	30	5.00	--	--	1	1	--	1	--	--
198	R7-1D(2S)	II	NO PARKING	18	x	24	3.00	--	--	1	1	--	1	--	--
199	R10-15L(2S)	II	TURNING VEH. YIELD TO PEDS	30	x	30	6.25	--	--	--	--	--	1	--	--
200	J2-1(2S)	II	--	24	x	57	9.50	--	--	1	1	--	1	--	--
	MB3-3	II	SOUTH	24	x	12									
	M1-1	II	IH 43	24	x	24									
	MB5-1R	II	ADVANCE ARROW	21	x	21									
201	R6-2L(2M)	II	ONE WAY	30	x	36	7.50	--	--	1	1	--	1	--	--
202	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	1	--	--	--	--	MOUNT ON SIGNAL POLE
203	R10-15R(2S)	II	TURNING VEH YIELD TO PEDS	30	x	30	6.25	--	--	--	--	--	--	--	MOUNT ON BACK OF EXISTING R5-1A
204	W12-1D(2S)	II	DOUBLE DOWN ARROWS	24	x	24	--	--	4.00	1	1	--	1	--	2' MOUNTING HEIGHT
205	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	1	1	--	1	--	
206	R1-2(2S)	II	YIELD	30	x	30	5.18	--	--	1	1	1	--	--	--
207	W2-2(1)	II	SIDE ROAD 90°	18	x	18	--	--	2.25	--	--	1	--	--	ON SHARED USE PATH
208	W2-2(1)	II	SIDE ROAD 90°	18	x	18	--	--	2.25	--	--	1	--	--	ON SHARED USE PATH
209	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE. SHEET 4
210	R10-3B(2S)	II	PUSH BUTTON	9	x	12	0.75	--	--	1	--	--	--	--	MOUNT ON SIGNAL POLE. SHEET 5
211	W6-1	II	DIVIDED HIGHWAY BEGINS	--	x	--	--	--	--	1	1	--	--	--	SHEET 8
212	R1-1F(3)	II	FOLDING STOP	36	x	36	--	7.46	--	--	--	--	--	--	MOUNT ON SIGNAL POLE. SHEET 8
213	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE. SHEET 8
214	R3-16A(2)	II	BIKE LANE ENDS	24	x	30	5.00	--	--	--	--	1	--	--	SHEET 11

TYPE II PERMANENT SIGNING - CATEGORY CODE 0010 **3170-08-70 STH 50**

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2215 SIGNS TYPE II REFLC H FOLDING [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.2602 REM SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0816 POSTS TUBULAR STEEL 2 X 2 INCH X 16 FT (EA)	634.0618 WOOD POSTS 4" X 6" X 18' (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
215	R4-7(2S)	II	KEEP RIGHT	24	x	30	5.00	--	--	--	--	1	--	--	SHEET 10
216	R1-1	--	STOP	--	x	--	--	--	--	1	1	--	--	--	SHEET 8
217	R9-3A(2S)	II	PEDESTRIAN	18	x	18	2.25	--	--	--	--	1	--	--	SHEET 3 OF 15
217A	R9-3BL(2S)	II	USE CROSSWALK	18	x	12	1.50	--	--	--	--	--	--	--	MOUNT UNDER SIGN #217. SHEET 3 OF 15
218	R6-2R(2S)	II	ONE WAY	24	x	30	5.00	--	--	--	--	1	--	--	SHEET 7 OF 15
219	R5-1(2S)	II	DO NOT ENTER	30	x	30	6.25	--	--	--	--	--	--	--	MOUNT UNDER SIGN #218. SHEET 7 OF 15
220	R3-53R(2S)	II	RIGHT TURN ONLY	24	x	30	5.00	--	--	--	--	1	--	--	SHEET 7 OF 15
221	R3-53R(2S)	II	RIGHT TURN ONLY	24	x	30	5.00	--	--	--	--	1	--	--	SHEET 7 OF 15
222	R3-7R(2S)	II	--	30	x	30	6.25	--	--	--	--	--	--	--	MOUNT ABOVE SIGN #44 - SHEET 3 OF 15
223	R9-3A(2S)	II	PEDESTRIAN	18	x	18	2.25	--	--	--	--	1	--	--	SHEET 3 OF 15
223A	R9-3BL(2S)	II	USE CROSSWALK	18	x	12	1.50	--	--	--	--		--	--	UNDER SIGN 223
224	R9-3A(2S)	II	REDESTRIAN	18	x	18	2.25	--	--	--	--	1	--	--	SHEET 4
224A	R9-3BR(2S)	II	USE CROSSWALK	18	x	12	1.50	--	--	--	--	--	--	--	MOUNT UNDER #224
225	R1-1F(3)	--	--	36	x	36	--	7.46	--	--	--	--	--	--	ON SIGNAL POLE - SHEET 5
226	R1-1F(3)	--	--	36	x	36	--	7.46	--	--	--	--	--	--	ON SIGNAL POLE - SHEET 5
227	R10-50(2S)	--	--	30	x	36	7.50	--	--	--	--	--	--	--	ON SIGNAL ARM - SHEET 8
228	R10-50(2S)	--	--	30	x	36	7.50	--	--	--	--	--	--	--	ON SIGNAL ARM - SHEET 8
229	R5-6(2S)	--	--	24	x	24	4.00	--	--	--	--	--	1	--	SHEET 12
230	W3-5(2S)	--	--	36	x	36	-00	--	9.00	--	--	--	1	--	SHEET 12
231	R10-50(2S)	--	--	30	x	36	7.50	--	--	--	--	--	--	--	SHEET 13
232	R5-1A(2S)	--	--	24	x	36	6.00	--	--	--	--	--	--	--	SHEET 13 - MOUNT UNDER #179
233	R5-1(3)	--	--	36	x	36	9.00	--	--	--	--	--	--	--	SHEET 13 - ON SIGNAL POLE
234	R5-1A(2S)	--	--	24	x	36	6.00	--	--	--	--	--	--	--	SHEET 13 - MOUNT UNDER #233
235	R5-3(2S)	--	--	24	x	24	4.00	--	--	2	2	--	1	--	SHEET 15
	TOTALS						918.970	119.360	207.640	119	71	87	31	--	--

CATEGORY CODE 0010

OVERHEAD SIGN SUPPORTS - REMOVAL MISC QUANTITIES **STH 50** **3170-08-70**

LOCATION	REMOVING OVERHEAD SIGN SUPPORT STATION 141+75 L.S. SPV.0105.001	REMOVING OVERHEAD SIGN SUPPORT STATION 102+40 L.S SPV.0105.002
STH 50 AT STATION 141+75	1	
STH 50 AT STATION 102+40		1
TOTAL	1	1

CATEGORY CODE 0010

OVERHEAD SIGN SUPPORTS - MISC QUANTITIES **STH 50 IN WALWORTH COUNTY** **3170-08-70**

LOCATION	OVERHEAD SIGN SUPPORT STRUCTURE S-64-604 L.S. 641.8100.01	OVERHEAD SIGN SUPPORT STRUCTURE S-64-603 L.S. 641.8100.02
STH 50 NB AT WISCONSIN STREET	1	
STH 50 SB AT APPROACH TO 7TH STREET		1
TOTAL	1	1

SHEET 1 OF 1

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	OVERHEAD SIGN SUPPORT QUANTITIES	SHEET:	E

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3170-08-20		
FEDERAL PROJECT NUMBER	4.01	10

PLAT OF RIGHT-OF-WAY REQUIRED FOR

7TH ST. & GENEVA ST., CITY OF DELAVAN

(WISCONSIN STREET TO WRIGHT STREET)

STH 50

CITY OF DELAVAN — WALWORTH COUNTY

CONSTRUCTION PROJECT NUMBER

CONVENTIONAL ABBREVIATIONS

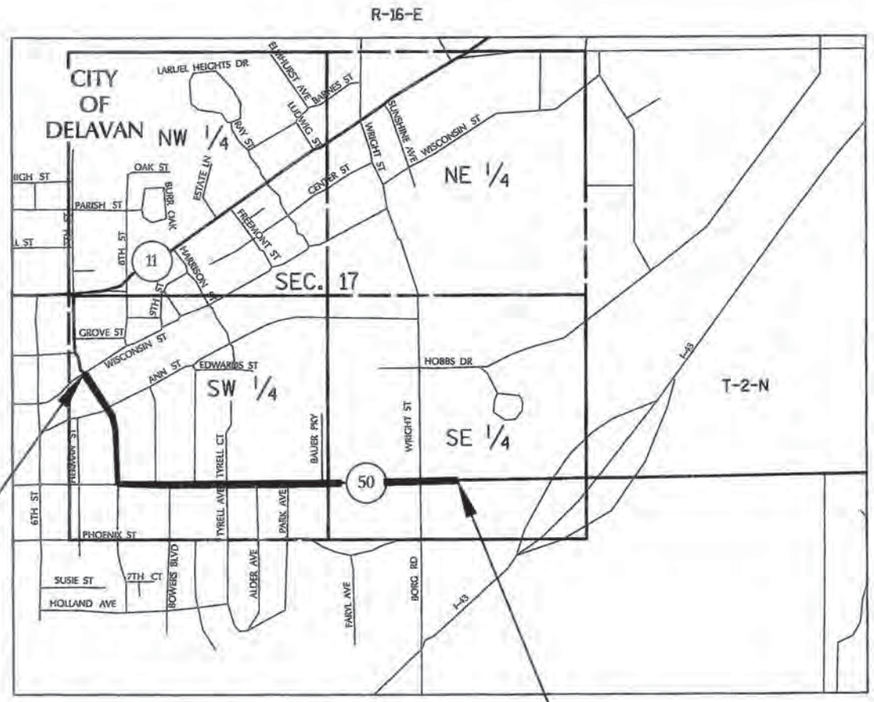
ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**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	
		EXISTING H.E. LINE	
R/W MONUMENT	● ●(SET)	PROPERTY LINE	
R/W STANDARD	▲ ▲(SET)	LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT	●	CORPORATE LIMITS	
SECTION CORNER SYMBOL	(SEC. NO. T. N. R. E. W.)	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		NO ACCESS (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	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—	
GAS	—G—	
TELEPHONE	—T—	
OVERHEAD TRANSMISSION LINES	—OH—	
ELECTRIC	—E—	
CABLE TELEVISION	—TV—	
FIBER OPTIC	—FO—	
SANITARY SEWER	—SAN—	
STORM SEWER	—SS—	
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
ELECTRIC TOWER		



BEGIN RELOCATION ORDER

901.21' S. OF AND 212.12' E.
OF THE WEST 1/4 CORNER OF
SEC. 17, T. 2 N., R. 16 E.

END RELOCATION ORDER

700.60' N. OF AND 1568.00' W. OF
THE SOUTHEAST CORNER OF SEC. 17,
T. 2 N., R. 16 E.

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WALWORTH COUNTY ZONE, NAD 83 (2007) ADJUSTMENT. 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 (TYPE 2).

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.

ALL DISTANCES FROM BUILDINGS TO RIGHT-OF-WAY LINES ON THE PLAT ARE APPROXIMATE ONLY.

N

LAYOUT

SCALE 0 — 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.858 MI.

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608) 251-4843

ORIGINAL PLAT PREPARED BY

WISCONSIN — TERRANCE L. GENSKE — S-1443 — WAUNAKEE WI — LAND SURVEYOR — 11/19/2012

11/19/2012 (Date) (Signature)

REVISION DATE
AUGUST 15, 2014

APPROVED FOR THE CITY OF DELAVAN

DATE: 12-12-12 (Signature)

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSED ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL OR S.F.	S.F. REQUIRED NEW	EXISTING	TOTAL	TOTAL S.F.REM.	T.L.E. S.F.	H.E./P.L.E. S.F.
1	4.05	ANN STREET PROPERTY MANAGEMENT, L.L.C.	FEE, TLE	---	9	---	9	---	178	---
2	4.05	STEPHEN J. & LOREE MORSE	FEE, TLE	---	57	---	57	---	104	---
3	4.06	WHEELER'S REAL ESTATE, L.L.C.	TLE	---	---	---	---	---	162	---
4	4.06	CLIFTON BAILEY PROPERTY MANAGEMENT, L.L.C. (PARCEL 1) JOHN BENEDICT PROPERTY MANAGEMENT (PARCEL 2)	FEE, TLE	---	125	---	125	---	227	---
5	4.06	WEST WASHINGTON PROPERTIES, L.L.C.	FEE, TLE	---	16	---	16	---	107	---
6(2)				---	---	---	---	---	---	---
7	4.06	COMMUNITY BANK, DELAVAN	FEE, TLE	---	68	---	68	---	273	---
8	4.06	LEROY F. & CINDY K. MOYER	TLE	---	---	---	---	---	73	---
9	4.07	CAROLINE ROSE COSTOFF AS TRUSTEE OF THE CAROLINE ROSE COSTOFF DECLARATION OF TRUST DATED APRIL 9, 1983	TLE	---	---	---	---	---	114	---
10	4.07	LUTHER MEMORIAL EVANGELICAL LUTHERAN CHURCH OF DELAVAN, WISCONSIN	FEE, TLE	---	150	---	150	---	121	---
11(2)	4.07	EHF WILLOWFIELD RE, L.L.C.	HE, TLE	---	---	---	---	---	163	104
12	4.07	DAVID B. KOEN	FEE, TLE	---	451	---	451	---	720	---
13	4.07	MERCY HEALTH SYSTEM CORPORATION, SUCCESSOR BY NAME CHANGE TO MERCY HOSPITAL OF JANESVILLE, WISCONSIN, INC.	FEE, TLE	---	3,798	---	3,798	---	2,438	---
14	4.07,4.08	1ST BANK SOUTHEAST OF LAKE GENEVA, N.A.	TLE	---	---	---	---	---	205	---
15(2)	4.08	ALLAN D. BAUER & BAUER/KUNES LLC	FEE, TLE	---	13	---	13	---	61	---
16	4.08	GREGG E. & DEBORAH A. KUNES	FEE, TLE	---	11,256	---	11,256	---	3,526	---
17	4.08	MCDONALD'S CORPORATION	FEE, TLE	---	683	---	683	---	1,798	---
18	4.08,4.09	N & J VENTURES, L.L.C.	HE, TLE	---	---	---	---	---	5,361	2,941(H.E.)
19	4.09	KHUSHALI, L.L.C.	TLE	---	---	---	---	---	1,269	---
20	4.08,4.09	PAM REAL ESTATE, L.L.C.	FEE, TLE	---	29	---	29	---	1,948	---
21	4.08,4.09	J.B. PROPERTIES LIMITED PARTNERSHIP	FEE, PLE, TLE	---	995	---	995	---	4,853	1,788(P.L.E.)
22	4.08,4.09	H & K PARTNERS, L.L.C.	FEE, TLE	---	246	---	246	---	1,481	---
23	4.09	T & K INVESTMENTS, L.L.C.	FEE, TLE	---	499	---	499	---	1,349	---
24	4.09	DELAVAN PLAZA STATION, L.L.C.	TLE	---	---	---	---	---	2,083	---
25	4.08,4.09	WOOD 1031, L.L.C.	TLE	---	---	---	---	---	1,684	---
26	4.07,4.08	BLACKHAWK CREDIT UNION	FEE, TLE	---	1,536	---	1,536	---	1,572	---

UTILITY NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED
200	4.08	CITY OF DELAVAN - WATER UTILITY	RELEASE OF RIGHTS
201	4.08,4.09	CITY OF DELAVAN - PUBLIC WORKS(SEWERS)	RELEASE OF RIGHTS
202	4.08	ALLIANT ENERGY	RELEASE OF RIGHTS
203	4.08	AT&T WISCONSIN	RELEASE OF RIGHTS

REVISION DATE 8-15-2014

DATE NOV. 19, 2012

SCALE, FEET 0 N/A

HWY: STH 50

COUNTY: WALWORTH

STATE R/W PROJECT NUMBER 3170-08-20

CONSTRUCTION PROJECT NUMBER 3170-08-70

PLAT SHEET 4.02

PS&E SHEET 214

E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 60

N

NW-SW
17

E. WISCONSIN ST

BEGIN RELOCATION ORDER
STA. 101+10.04

100+00

SOUTHERN RAILROAD

CITY OF DELAVAN

E. WISCONSIN ST

S. SEVENTH ST

105+00

ANN ST

1

2

4

4

HERMAN ST

(STH 50)

110+00

S. EIGHTH ST

BRADLEY AVE

TYRRELL CT

N

5

8

11

14

115+00

120+00

125+00

130+00

135+00

E. GENEVA ST (STH 50)

3

4

7

9

10

12

13

26

S. SEVENTH ST

SW-SW
17

BOWERS BLVD

TYRRELL AVE

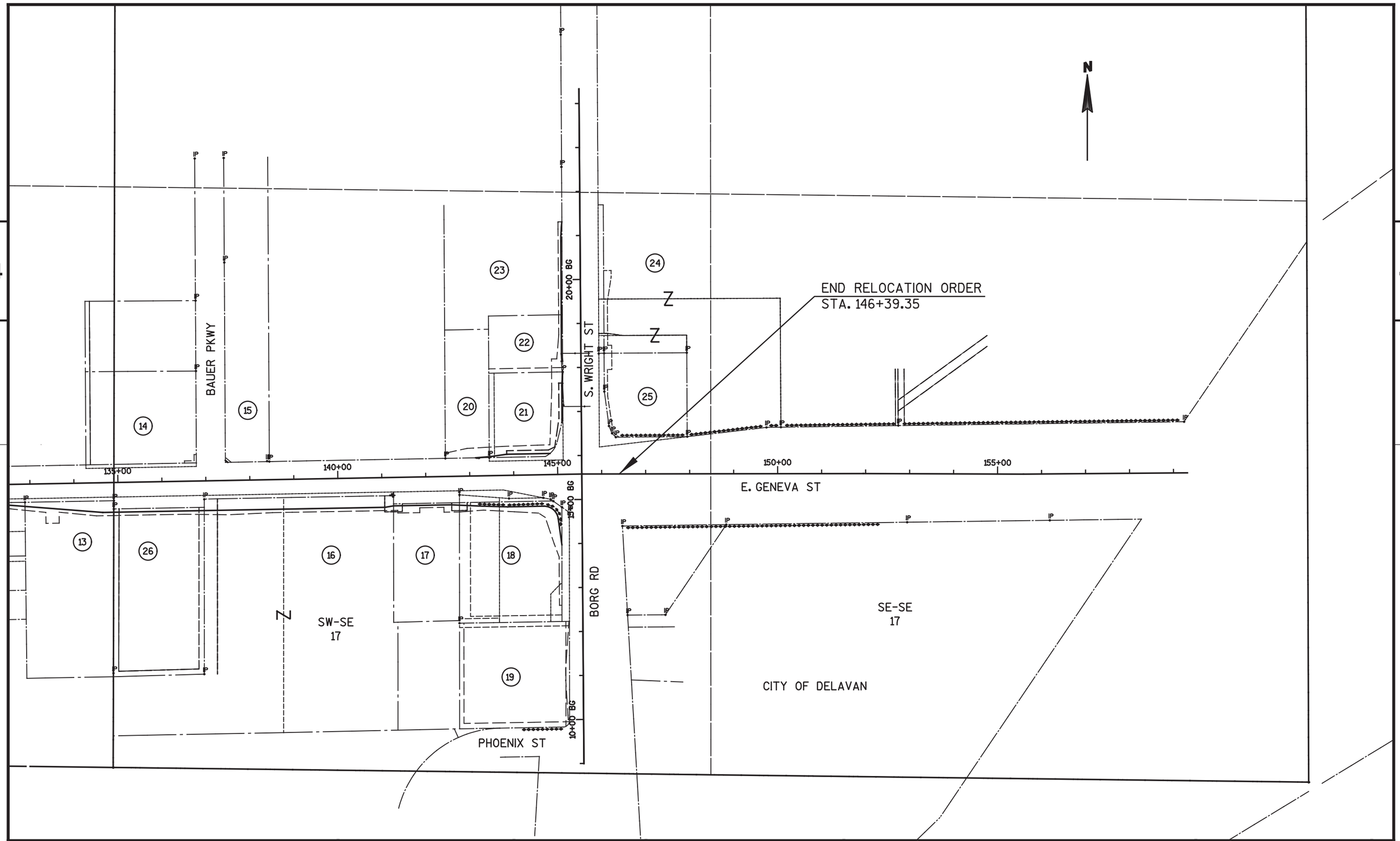
ALDER AVE

SE-SW
17

PARK AVE

REVISION DATE 8-15-2014	DATE NOV. 19, 2012	NOT TO SCALE	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-08-20	PLAT SHEET 4.03
			COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3170-08-70	PS&E SHEET E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\RW\040103_rp.DGN PLOT DATE : 8/13/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 70



REVISION DATE 8-15-2014 N.C	DATE NOV. 19, 2012	NOT TO SCALE	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-08-20	PLAT SHEET 4.04	
			COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3170-08-70	PS&E SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\RW\040104_rp.DGN PLOT DATE : 8/13/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 70

10499

FOUND WIS DOT MONUMENT
Y=348596.230
X=736655.292

T 2 N R 16 E (19 20 17 18)

S 0°10'59" E 1,727.40'

S 0°10'59" W 814.85'

FOUND CONC. MON. W/ BRASS CAP
Y=351225.498
X=736646.894

S 0°10'59" E 901.88'

N 89°49'01" E 209.24'

P.I. = 107+75.19
Y = 349,740.750
X = 737,178.250
DELTA = 28° 00' 25" (RT)
D = 17° 54' 18"
T = 79.80'
L = 156.42'
R = 320.00'
P.C. = 106+95.38
P.T. = 108+51.80

BLOCK 12
PLAT OF PASSAGE, ARAM & DOWNIE ADDITION TO THE VILLAGE (NOW CITY) OF DELAVAN

NOTE:
POINT 11411 IS AN EXISTING FOUND ALUMINUM CAP MONUMENTA AT PREXIOUS P.I. STA. 16+97.80, PROJECT ID 3171-02-01
Y = 349,741.197
X = 737,178.386

CITY OF DELAVAN

N 89°49'01" E 529.43'

MATCHLINE STA. 111+00

R/W POINT, STATION, AND OFFSET TABLE		
11148	101+09.87	66.20
RW155	107+73.23	-52.55
RW174	107+73.20	32.46
RW175	110+79.78	-41.76
RW200	104+89.61	40.99
RW201	105+55.61	40.97
RW267	111+00.00	40.71
RW268	111+00.00	-43.14
RW269	101+10.14	-41.42
RW270	101+34.59	41.07
RW271	101+10.0	40.00
TIE1	111+00.00	0.00
RW404	104+89.77	-68.22

FEE POINT, STATION, AND OFFSET TABLE		
PRW1	104+85.78	-41.51
PRW5	105+55.75	-58.09
PRW6	105+62.55	-41.53
PRW76	104+89.72	-45.89

TLE POINT, STATION, AND OFFSET TABLE		
TLE1	104+83.82	-41.51
TLE2	104+83.89	-73.23
TLE3	104+89.78	-73.22
TLE4	105+55.75	-61.17
TLE5	105+59.89	-61.16
TLE6	105+67.96	-41.53

FEE COURSE TABLE		
COURSE	BEARING	LENGTH
PRW76-RW150	S 61° 26' 37" W	4.38'
RW150-PRW1	N 28° 41' 43" W	3.93'
RW168-PRW5	N 61° 26' 37" E	16.56'
PRW6-RW168	N 28° 41' 43" W	6.84'

TLE COURSE TABLE		
COURSE	BEARING	LENGTH
TLE1-TLE2	N 61° 26' 06" E	31.72'
TLE2-TLE3	S 28° 33' 54" E	5.89'
TLE3-PRW76	S 61° 26' 37" W	27.33'
PRW1-TLE1	N 28° 41' 43" W	1.96'
PRW5-TLE4	N 61° 26' 37" E	3.08'
TLE4-TLE5	S 28° 33' 23" E	4.14'
TLE5-TLE6	S 38° 58' 29" W	21.22'
TLE6-PRW6	N 28° 41' 43" W	5.41'

NOTES:
RW155 WAS COMPUTED - CORNER FALLS INSIDE FENCE AND UNDER STACKED LUMBER (EXISTING REVOCABLE OCCUPANCY PERMIT)

THE REFERENCE LINE IS NOT THE SAME AS THE TRANSIT LINE IN PROJECT ID 3171-02-01.

SEE SHEET 4.10 FOR R/W AND TLE COORDINATES

E. WISCONSIN ST

WISCONSIN DEPARTMENT OF TRANSPORTATION & SOUTHERN RAILROAD (LEASE TO WISCONSIN & SOUTHERN RAILROAD)

LOT 1 C.S.M. 4090 DOC. NO. 721359

FORMER RAILROAD DEPOT GROUNDS

BLOCK 9

CMC HEARTLAND PARTNERS

CITY OF DELAVAN

JTC PROPERTIES, LLC

HETAKUMAR G. PATEL

JOHN J. LEE

ARLINDA ENTERPRISES, LLC

BLOCK 12

40' RIGHT OF WAY EASEMENT V. 587 P. 156 DOC. NO. 545929

S. SEVENTH ST.

PI 107+75.19

PC 106+95.38

PT 108+51.80

R/W VARIES

8.5' INGRESS EGRESS EASEMENT V. 656 P. 164 DOC. NO. 378406

BAKER LUMBER COMPANY

SURVEY T-LINE PER PROJECT ID 3170-02-01

BLOCK 13

STEPHEN J. & LOREE MORSE

BLOCK 13 PLAT OF PASSAGE, ARAM & DOWNIE ADDITION TO THE VILLAGE (NOW CITY) OF DELAVAN

WISCONSIN DEPARTMENT OF TRANSPORTATION (LEASE TO WISCONSIN & SOUTHERN RAILROAD)

BEGIN RELOCATION ORDER
STA 101+10.04
Y= 350,324.286
X= 736,859.015

POT 100+00.00

(STH 50)

JINX. LLC

ATC, LLC DOC. NO. 785445

ANN STREET PROPERTY MANAGEMENT, LLC

ANN ST

SEE DETAIL 1 THIS SHEET

BLOCK 14 PLAT OF PASSAGE, ARAM & DOWNIE ADDITION TO THE VILLAGE (NOW CITY) OF DELAVAN

BLOCK 15 PLAT OF PASSAGE, ARAM & DOWNIE ADDITION TO THE VILLAGE (NOW CITY) OF DELAVAN

CITY OF DELAVAN

FORMER RAILROAD DEPOT GROUNDS

DETAIL 1

1 TLE-SLOPES 178 S.F.

2 TLE-SLOPES 104 S.F.

ROAD NAME	BASIS OF EXISTING R/W	DATE	WIDTH
S. SEVENTH ST.	R/W PROJECT ID 3171-02-01	1988	82.5'
ANN ST.	PASSAGE, ARAM & DOWNIE ADDITION	1855	66'(FROM IRONS)

REVISION DATE 8-15-2014 N.C	DATE NOV. 19, 2012	SCALE, FEET 0 50 100	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-08-20	PLAT SHEET 4.05	
	GRID FACTOR N.A.		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3170-08-70	PS&E SHEET 217	E

ROAD NAME	BASIS OF EXISTING R/W	DATE	WIDTH
S. SEVENTH ST.	PROJECT ID 3171-02-01	1988	VARIES
E. GENEVA ST. (E. OF SEVENTH ST. - N)	PROJECT ID 3171-02-01	1988	VARIES, 82.5'
E. GENEVA ST. (W. OF S. SEVENTH ST.)	BEST FIT OF FOUND IRONS	---	VARIES
S. EIGHTH ST.	PASSAGE, ARAM & DOWNIE ADDITION	1855	66'
BOWERS BLVD.	ALLYNHURST SUBDIVISION	1953	69'
BRADLEY AVE.	TYRRELL SUBDIVISION	1911	66'
E. GENEVA ST. (E. OF SEVENTH ST. - S)	ALLYNHURST SUBDIVISION	1953	VARIES (USED IRONS

T 2 N, R 16 E, 18, 17 — 10500
FOUND CONC. MON. W/ BRASS CAP
Y=351225.498
X=736646.894

R/W POINT, STATION, AND OFFSET TABLE		
11158	113+32.54	51.14
11160	113+66.38	39.90
11161	115+43.28	39.55
11177	111+86.59	-49.03
RW144	118+23.06	39.98
RW145	118+38.03	55.23
RW161	114+79.72	-47.49
RW165	115+54.97	-41.86
RW240	117+04.79	-41.90
RW241	117+70.79	-42.26
RW242	121+08.00	-42.83
RW243	121+74.00	-42.69
RW267	111+00.00	40.71
RW268	111+00.00	-43.14
RW276	122+00.00	0.00
RW278	122+00.00	-42.63
RW279	122+00.00	39.87
RW281	112+91.80	40.48
RW283	119+36.16	-43.20
RW324	119+07.06	54.34
RW325	119+22.19	39.38
RW435	119+36.31	39.30
TIE1	111+00.00	0.00

FEE POINT, STATION, AND OFFSET TABLE		
PRW9	113+82.36	39.87
PRW11	113+72.44	44.70
PRW16	117+04.81	-57.19
PRW17	117+03.77	-57.19
PRW18	117+03.73	41.90
PRW21	119+08.22	58.06
PRW22	119+12.03	46.59
PRW77	113+66.25	68.55
PRW78	119+23.35	39.37
PRW79	119+06.83	68.03

TLE POINT, STATION, AND OFFSET TABLE		
TLE7	113+32.54	54.88
TLE8	113+32.54	78.00
TLE9	113+32.54	75.39
TLE10	113+66.25	69.55
TLE11	113+71.13	69.61
TLE12	113+74.54	49.24
TLE13	113+85.31	44.88
TLE14	113+98.33	44.87
TLE15	113+98.36	39.87
TLE16	117+04.82	-62.19
TLE17	116+98.78	-62.20
TLE18	116+98.73	-41.90
TLE22	119+42.20	39.31
TLE23	119+42.19	45.19
TLE24	119+23.60	45.14
TLE25	119+16.21	49.85
TLE26	119+13.21	58.87
TLE27	119+13.05	68.14
TLE29	121+03.00	-42.84
TLE30	121+03.15	-57.46
TLE31	121+08.15	-57.43

T 2 N, R 16 E, 18, 17, 19, 20 — 10499
FOUND WIS DOT MONUMENT
Y=348596.230
X=736655.292

DETAIL 3

DETAIL 4

DETAIL 7

11177-RW161
LC= 138.84'
LCB= S 45°37'20" E
R= 105.50'
L= 151.53'

RW145-RW144
LC= 21.37'
LCB= N 45°13'31" W
R= 15.00'
L= 23.79'

RW324-RW325
LC= 21.28'
LCB= N 44°34'09" E
R= 15.22'
L= 23.56'

NOTE: S. SEVENTH ST. AND GENEVA ST. REFERENCE LINES ARE NOT THE SAME AS PROJEC ID 3171-02-01 TRANSIT LINES.

PI= 113+32.54
Δ= 89°55'27" LT
Y = 349,180.246
X = 737,184.853

NOTE:
POINT 11410 IS A FOUND EXISTING ALUMINUM CAP PI STA. 22+58.20 PROJECT ID 3171-02-01

NOTE:
SEE SHEET 4.10 FOR R/W AND TLE COORDINATES
E. GENEVA ST. RIGHT OF WAY WEST OF S. SEVENTH ST.
BASED ON A BEST-FIT OF RECORD SURVEYS AND FOUND MONUMENTATION.

TLE COURSE TABLE					
COURSE	BEARING	LENGTH	COURSE	BEARING	LENGTH
TLE7-11158	N 89° 05' 48" E	5.66'	TLE16-PRW16	S 0° 39' 31" E	5.00'
11158-TLE9	S 0° 26' 18" E	28.34'			
TLE9-TLE8	S 89° 51' 49" W	5.81'	RW435-TLE22	N 89° 22' 22" E	5.90'
TLE8-TLE7	N 0° 08' 11" W	28.27'	TLE22-TLE23	S 0° 36' 17" E	5.87'
PRW15-PRW14	N 89° 15' 53" E	0.61'	TLE23-TLE24	S 89° 23' 43" W	18.58'
PRW9-TLE15	N 89° 16' 06" E	16.01'	TLE24-TLE25	S 56° 44' 29" W	8.76'
TLE15-TLE14	S 0° 19' 55" E	5.00'	TLE25-TLE26	S 17° 39' 46" W	9.51'
TLE14-TLE13	S 89° 12' 10" W	13.01'	TLE26-TLE27	S 0° 13' 48" W	9.27'
TLE13-TLE12	S 67° 12' 48" W	11.62'	TLE27-PRW79	N 89° 46' 12" W	6.22'
TLE12-TLE11	S 8° 44' 22" W	20.65'			
TLE11-TLE10	S 89° 57' 27" W	4.88'	RW242-TLE29	S 89° 22' 22" W	5.00'
TLE10-PRW77	N 0° 26' 18" W	1.00'	TLE29-TLE30	N 0° 09' 45" W	14.63'
PRW18-TLE18	S 89° 13' 59" W	5.00'	TLE30-TLE31	N 89° 35' 50" E	5.00'
TLE18-TLE17	N 0° 38' 02" W	20.30'	TLE31-RW242	S 0° 09' 45" E	14.61'
TLE17-TLE16	N 89° 21' 58" E	6.05'			

FEE COURSE TABLE		
COURSE	BEARING	LENGTH
PRW15-11160	N 0° 33' 51" W	24.66'
RW312-PRW9	N 89° 08' 14" E	15.94'
RW240-PRW18	S 89° 15' 05" W	1.05'
PRW16-RW240	S 0° 39' 31" E	15.29'
RW325-PRW78	N 88° 55' 31" E	1.16'
PRW77-RW312	N 0°26'18" W	28.65'

CITY OF DELAVAN

REVISION DATE 8-15-2014	DATE NOV. 19, 2012	SCALE, FEET 0 50 100	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-08-20	PLAT SHEET 4.06
	GRID FACTOR N.A.		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3170-08-70	PS&E SHEET 218 E

DETAIL 5

DETAIL 6

TLE POINT, STATION, AND OFFSET TABLE		
TLE32	124+17.12	40.34
TLE33	124+17.17	45.35
TLE34	124+43.41	45.40
TLE35	125+24.25	58.78
TLE36	125+27.42	49.33
TLE37	125+38.52	45.61
TLE38	125+19.63	-41.94
TLE39	125+19.63	-45.34
TLE40	125+18.44	-51.38
TLE41	125+11.41	-59.30
TLE42	125+11.54	-74.65
TLE43	125+06.54	-74.70
TLE44	131+85.00	41.28
TLE45	131+85.00	45.00
TLE46	132+50.00	55.00
TLE47	133+35.00	65.00
TLE48	133+35.00	90.00
TLE49	133+65.00	90.00
TLE50	133+65.00	65.17
TLE51	134+50.00	75.00
TLE97	132+87.81	59.45
TLE112	134+89.34	75.00

R/W POINT, STATION, AND OFFSET TABLE		
10044	129+54.14	41.33
RW407	134+90.03	41.28
RW97	130+72.99	41.03
RW104	127+48.22	41.05
RW107	128+44.23	41.19
RW128	125+28.24	40.58
RW129	124+32.24	40.37
RW134	125+13.20	55.54
RW136	125+06.27	-41.97
RW247	132+87.94	41.28
RW249	134+89.65	60.03
RW276	122+00.00	0.00
RW277	124+40.27	-42.11
RW278	122+00.00	-42.63
RW279	122+00.00	39.87
RW284	136+00.00	0.00
RW288	136+00.00	-41.22
RW291	136+00.00	67.50
RW292	131+68.98	41.28
RW296	134+91.72	-41.24
RW321	127+86.38	-41.36
RW411	127+86.39	-39.78

FEE POINT, STATION, AND OFFSET TABLE		
PRW26	125+13.20	58.76
PRW27	125+19.25	58.77
PRW29	125+23.65	45.62
PRW31	125+38.53	40.60
PRW38	131+90.95	41.28
PRW39	134+64.54	67.50
PRW67	132+87.87	50.57
PRW75	134+89.50	67.50
RW69	134+90.88	0.00

HE POINT, STATION, AND OFFSET TABLE		
HE32	125+06.43	-61.70
HE37	125+14.63	-41.95
HE300	125+12.98	-51.11

FOUND CONCRETE MONUMENT W/ COUNTY CAP
Y=351202.028
X=739347.460

T 2 N, 17 17 17 17, R 16 E

GN

LOT 2 BAUER SUBDIVISION

LOT 1

SW-SE 17

1ST BANK SOUTHEAST OF LAKE GENEVA, N.A.

10' UTILITY EASEMENT

PRW33-PRW34
LC= 5.00'
LCB= S 29°05'09" E
R= 9.00'
L= 5.06'

PRW35-PRW36
LC= 8.31'
LCB= N 23°00'48" E
R= 11.00'
L= 8.52'

TLE34-RW129
LC= 12.26'
LCB= N 66°30'00" W
R= 15.00'
L= 12.63'

RW134-RW128
LC= 21.21'
LCB= N 44°22'11" E
R= 15.00'
L= 23.56'

TYRRELL SUBDIVISION

ALDER SCHERER, L.L.C.

EHF WILLOWFIELD RE, L.L.C.

CLIFFORD R. POPLAR

CITY OF DELAVAN

SE-SW 17

TYRRELL CT

SEE DETAIL 5 THIS SHEET

TLE-SLOPES 163 S.F.

HE-SLOPES 104 S.F.

SURVEY T-LINE PER PROJECT ID 3170-02-01
T-LINE AND ℄ ARE NOT THE SAME

PI= 130+68.66
Δ= 0°17'28" LT
Y = 349,200.995
X = 738,920.819

MATCHLINE STA. 122+00

MATCHLINE STA. 136+00

E. GENEVA ST

TLE-SLOPES 121 S.F.

TLE-SLOPES 114 S.F.

SEE DETAIL 6 THIS SHEET

ADAM R. BROSTOWICZ & DONALD T. BENEDYK
BLOCK 9
ALLYNHURST SUBDIVISION

CAROLINE ROSE COSTOFF AS TRUSTEE OF THE CAROLINE ROSE COSTOFF DECLARATION OF TRUST DATED APRIL 9, 1983

DANIEL S. HARTOGH

LUTHER MEMORIAL EVANGELICAL LUTHERAN CHURCH OF DELAVAN, WISONSIN

ALDER AVE

JUNE E. SCHULZ

BLOCK 1 LOT 1 SOUTH PARK SUBDIVISION

DAVID B. KOEN
TLE-SLOPES 720 S.F.

TLE-SLOPES 2438 S.F.

SLOPE INTERCEPT (TYP.)

ALLYNHURST SUBDIVISION

PARK AVE

SE-SW 17

BLOCK 2 SOUTH PARK SUBDIVISION

MERCY HEALTH SYSTEM CORPORATION, SUCCESSOR BY NAME CHANGE TO MERCY HOSPITAL OF JANESVILLE, WISCONSIN, INC.

12-FOOT UTILITY EASEMENT PER CSM 3465

TLE-SLOPES 1572 S.F.

SW-SE 17
LOT 1
C.S.M. 3465
V.20 P.102
DOC. NO. 520643

FOUND WISDOT MONUMENT
Y=348596.230
X=736655.292

T 2 N, 18 17 19 20, R 16 E

FOUND CONCRETE MONUMENT W/ BRASS CAP
Y=348563.003
X=739341.510

T 2 N, 17 20, R 16 E

NOTE:
SEE SHEET 4.10 FOR R/W AND TLE COORDINATES

TLE COURSE TABLE		
COURSE	BEARING	LENGTH
TLE37-PRW31	N 0° 37' 34" W	5.00'
TLE36-TLE37	N 70° 42' 44" E	11.70'
TLE35-TLE36	N 17° 47' 40" E	9.97'
PRW27-TLE35	N 89° 23' 18" E	5.00'
HE37-TLE38	N 89° 22' 22" E	5.00'
TLE38-TLE39	N 0° 49' 10" W	3.39'
TLE39-TLE40	N 11° 54' 59" W	6.16'
TLE40-TLE41	N 42° 19' 30" W	10.58'
TLE41-TLE42	N 0° 16' 34" W	15.35'
TLE42-TLE43	S 89° 46' 24" W	5.00'
TLE43-HE32	S 0° 16' 34" E	13.00'
TLE46-TLE45	N 82° 17' 44" W	65.76'
TLE45-TLE44	N 1° 02' 31" W	3.72'
TLE44-PRW38	N 88° 57' 29" E	5.95'
PRW38-PRW67	S 85° 34' 04" E	97.37'
TLE48-TLE47	N 1° 02' 31" W	25.00'
TLE49-TLE48	S 88° 57' 29" W	30.00'
TLE50-TLE49	S 1° 02' 31" E	24.83'
TLE51-TLE50	N 84° 26' 52" W	85.57'
TLE112-TLE51	S 88° 57' 29" W	39.34'
PRW67-TLE97	S 0° 37' 17" E	8.88'

TLE COURSE TABLE		
COURSE	BEARING	LENGTH
TLE44-PRW38	N 88° 57' 29" E	5.72'
PRW75-TLE112	S 0° 07' 45" W	7.50'
TLE47-TLE97	N 84° 19' 55" W	47.52'

FEE COURSE TABLE		
COURSE	BEARING	LENGTH
PRW67-PRW38	N 85° 34' 04" W	97.37'
RW249-PRW75	S 0° 07' 45" W	7.47'

ROAD NAME	BASIS OF EXISTING R/W	DATE	WIDTH
E. GENEVA ST.	PROJECT ID 3171-02-01	1988	82.5'
TYRRELL AVE. - NORTH	FOUND IRONS	---	66'
TYRRELL AVE. - SOUTH	ALLYNHURST SUBDIVISION	1953	66'
ALDER AVE.	ALLYNHURST SUBDIVISION	1953	66'
PARK AVE.	SOUTH PARK SUBDIVISION	1953	66'

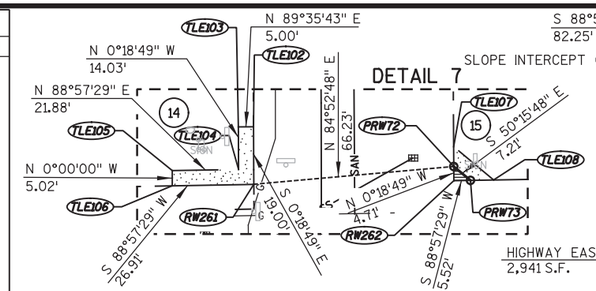
REVISION DATE 8-15-2014	DATE NOV. 19, 2012	SCALE, FEET 0 50 100	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-08-20	PLAT SHEET 4.07
	GRID FACTOR N.A.		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3170-08-70	PS&E SHEET 219 E

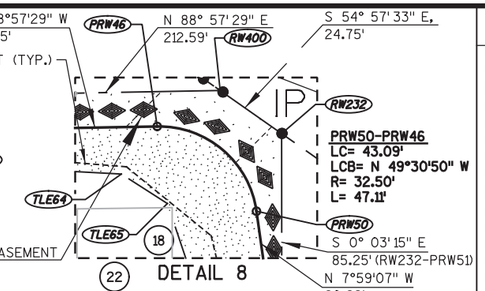
10004
FOUND CONCRETE MONUMENT
W/ COUNTY CAP
Y=351202.028
X=739347.460

T 2 N
17 17
17 17
R 16 E

R/W POINT, STATION, AND OFFSET TABLE		
5415	146+46.95	118.39
RW302	143+45.15	-41.22
RW250	136+95.25	60.03
RW251	136+95.58	41.28
RW254	141+25.93	41.28
RW255	141+25.62	60.03
RW257	142+75.54	60.03
RW261	136+79.11	-41.22
RW274	146+39.35	0.00
RW284	136+00.00	0.00
RW288	136+00.00	-41.22
RW291	136+00.00	67.50
RW294	142+45.31	-41.22
10013	17+45.07 BG	52.56
10014	16+66.59 BG	62.59
10015	16+50.05 BG	69.39
10016	16+41.17 BG	77.83
PL12	17+90.34 BG	-41.80
RW232	14+82.86 BG	-45.90
RW400	14+97.22 BG	-66.05
TIE7	15+57.96 BG	0.00

TLE COURSE TABLE		
COURSE	BEARING	LENGTH
TLE56-TLE55	N 1° 02' 31" W	6.00'
TLE57-TLE56	S 88° 57' 29" W	50.00'
TLE58-TLE57	S 1° 02' 31" E	11.00'
TLE60-TLE59	N 1° 02' 31" W	11.00'
TLE61-TLE62	N 85° 39' 23" E	52.09'
TLE62-TLE63	S 86° 57' 22" E	70.18'
TLE63-TLE64	S 86° 52' 56" E	55.14'
TLE64-TLE65	S 57° 21' 06" E	18.03'
TLE65-TLE66	S 18° 39' 41" E	63.23'
TLE66-TLE67	S 20° 33' 45" E	31.95'
TLE92-TLE91	N 89° 34' 26" E	10.00'
TLE93-TLE92	N 0° 25' 34" W	60.00'
TLE94-TLE93	N 8° 39' 11" W	83.86'
TLE95-TLE94	N 50° 36' 16" W	16.93'
TLE95-10016	S 89° 36' 59" W	7.17'
PRW72-TLE107	N 0° 18' 49" W	6.53'
TLE107-TLE108	S 50° 15' 48" E	17.21'
TLE108-PRW73	S 88° 57' 29" W	7.65'
PRW68-TLE98	S 0° 01' 13" E	8.85'
TLE100-PRW70	N 0° 04' 21" W	10.42'
PRW71-TLE101	S 0° 02' 15" E	15.27'
TLE55-TLE100	S 88° 57' 29" W	9.64'
TLE101-TLE61	N 88° 57' 29" E	2.83'
TLE109-PRW74	S 0° 20' 18" E	21.78'
TLE109-TLE82	N 86° 48' 38" E	29.58'
TLE80-TLE110	N 0° 25' 34" W	40.06'
TLE110-PL12	N 88° 56' 27" E	25.20'



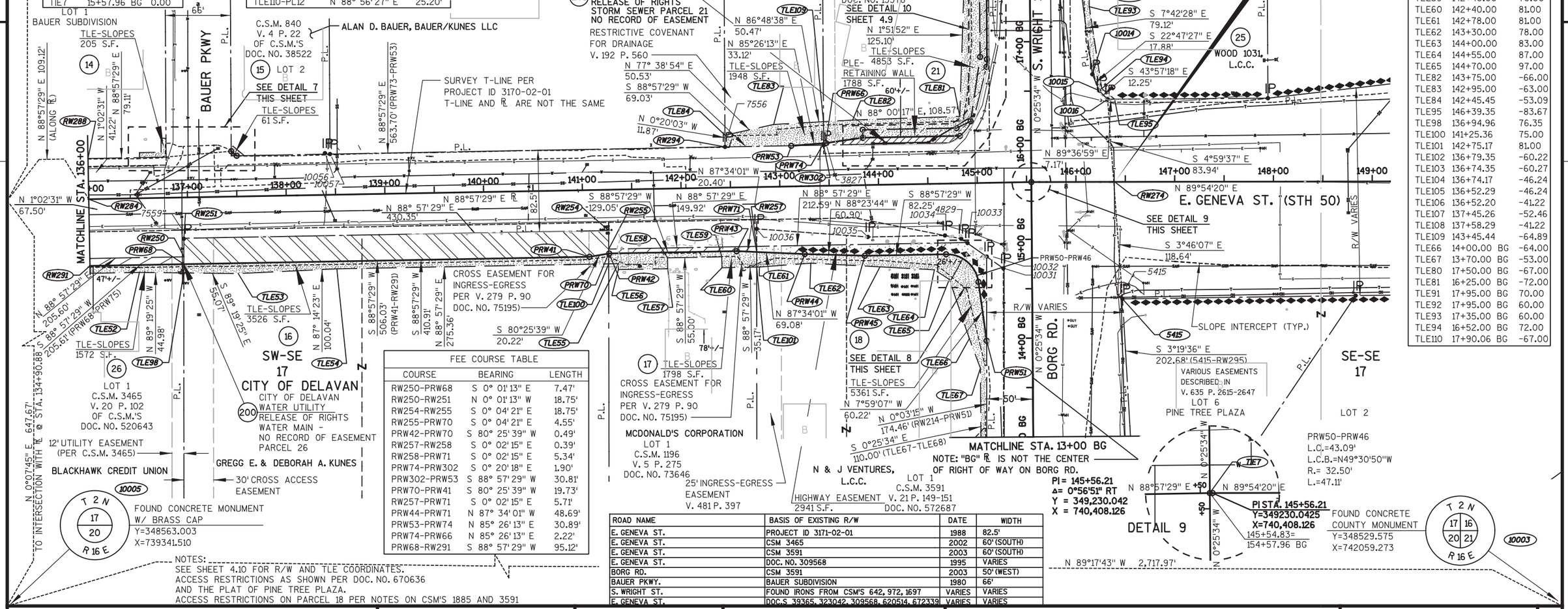


FEE POINT, STATION, AND OFFSET TABLE		
PRW41	141+06.03	67.50
PRW42	141+26.03	64.50
PRW43	142+55.08	64.50
PRW44	143+24.03	68.69
PRW45	143+84.87	71.50
PRW46	144+67.12	71.50
PRW50	144+99.38	100.07
PRW53	143+14.33	-41.22
PRW66	143+47.39	-43.25
PRW68	136+95.12	67.50
PRW70	141+25.54	64.57
PRW71	142+75.44	65.74
PRW72	137+45.18	-45.93
PRW73	137+50.64	-41.22
PRW74	143+45.17	-43.12
PRW51	13+97.61 BG	-46.45

GN
NOT RECOVERED
T 2 N
17 16
R 16 E
LOT 2
C.S.M. 972
V. 4 P. 233
DOC. NO. 52226

END RELOCATION ORDER
STA 146+39.35
Y= 349,230.18
X= 740,491.27

TLE POINT, STATION, AND OFFSET TABLE		
TLE52	136+50.00	75.00
TLE53	137+50.00	78.00
TLE54	138+50.00	75.00
TLE55	141+35.00	75.00
TLE56	141+35.00	81.00
TLE57	141+85.00	81.00
TLE58	141+85.00	70.00
TLE59	142+40.00	70.00
TLE60	142+40.00	81.00
TLE61	142+78.00	81.00
TLE62	143+30.00	78.00
TLE63	144+00.00	83.00
TLE64	144+55.00	87.00
TLE65	144+70.00	97.00
TLE82	143+75.00	-66.00
TLE83	142+95.00	-63.00
TLE84	142+45.45	-53.09
TLE95	146+39.35	-83.67
TLE98	136+94.96	76.35
TLE100	141+25.36	75.00
TLE101	142+75.17	81.00
TLE102	136+79.35	-60.22
TLE103	136+74.35	-60.27
TLE104	136+74.17	-46.24
TLE105	136+52.29	-46.24
TLE106	136+52.20	-41.22
TLE107	137+45.26	-52.46
TLE108	137+58.29	-41.22
TLE109	143+45.44	-64.89
TLE66	14+00.00 BG	-64.00
TLE67	13+70.00 BG	-53.00
TLE80	17+50.00 BG	-67.00
TLE81	16+25.00 BG	-72.00
TLE91	17+95.00 BG	70.00
TLE92	17+95.00 BG	60.00
TLE93	17+35.00 BG	60.00
TLE94	16+52.00 BG	72.00
TLE110	17+90.06 BG	-67.00



FEE COURSE TABLE		
COURSE	BEARING	LENGTH
RW250-PRW68	S 0° 01' 13" E	7.47'
RW250-RW251	N 0° 01' 13" W	18.75'
RW254-RW255	S 0° 04' 21" E	18.75'
RW255-PRW70	S 0° 04' 21" E	4.55'
PRW42-PRW70	S 80° 25' 39" W	0.49'
RW257-RW258	S 0° 02' 15" E	0.39'
RW258-PRW71	S 0° 02' 15" E	5.34'
PRW74-PRW302	S 0° 20' 18" E	1.90'
PRW302-PRW53	S 88° 57' 29" W	30.81'
PRW70-PRW41	S 80° 25' 39" W	19.73'
RW257-PRW71	S 0° 02' 15" E	5.71'
PRW44-PRW71	N 87° 34' 01" W	48.69'
PRW53-PRW74	N 85° 26' 13" E	30.89'
PRW74-PRW66	N 85° 26' 13" E	2.22'
PRW68-RW291	S 88° 57' 29" W	95.12'

ROAD NAME	BASIS OF EXISTING R/W	DATE	WIDTH
E. GENEVA ST.	PROJECT ID 3171-02-01	1988	82.5'
E. GENEVA ST.	CSM 3465	2002	60'(SOUTH)
E. GENEVA ST.	CSM 3591	2003	60'(SOUTH)
E. GENEVA ST.	DOC. NO. 309568	1995	VARIES
BORG RD.	CSM 3591	2003	50'(WEST)
BAUER PKWY.	BAUER SUBDIVISION	1980	66'
S. WRIGHT ST.	FOUND IRONS FROM CSM'S 642, 972, 1697	VARIES	VARIES
E. GENEVA ST.	DOC.S 39365, 323042, 309568, 620514, 672339	VARIES	VARIES

NOTES:
SEE SHEET 4.10 FOR R/W AND TLE COORDINATES.
ACCESS RESTRICTIONS AS SHOWN PER DOC. NO. 670636
AND THE PLAT OF PINE TREE PLAZA.
ACCESS RESTRICTIONS ON PARCEL 18 PER NOTES ON CSM'S 1885 AND 3591

REVISION DATE 8-15-2014	DATE NOV. 19, 2012	SCALE, FEET 0 50 100	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-08-20	PLAT SHEET 4.08
	GRID FACTOR N.A.		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3170-08-70	PS&E SHEET 220 E

TLE COURSE TABLE		
COURSE	BEARING	LENGTH
TLE72-TLE73	N 0° 25' 34" W	25.00'
TLE74-RW213	N 89° 02' 49" E	1.17'
TLE68-TLE69	N 89° 34' 26" E	5.65'
TLE79-TLE78	N 89° 34' 26" E	12.00'
TLE78-TLE77	N 4° 46' 06" E	55.23'
TLE77-TLE96	N 0° 25' 34" W	45.25'
TLE87-TLE88	S 8° 52' 02" W	55.73'
TLE89-TLE90	N 89° 34' 26" E	9.00'
TLE96-PRW295	N 88° 57' 59" E	5.91'
PRE292-PRW52	S 0° 19' 01" E	9.65'
PRW52-TLE76	N 0° 19' 01" W	8.26'
TLE90-TLE111	S 0° 25' 34" E	17.97'
TLE111-10012	S 89° 39' 37" W	17.38'
TLE69-PRW51	N 0° 03' 15" W	137.61'

TLE POINT, STATION, AND OFFSET TABLE		
TLE68	12+60.00	-53.00
TLE69	12+60.00	-47.34
TLE70	10+00.00	-32.03
TLE71	10+00.00	-35.00
TLE72	10+90.00	-40.00
TLE73	11+15.00	-40.00
TLE74	12+23.30	-31.75
TLE77	18+75.00	-50.00
TLE78	18+20.00	-55.00
TLE79	18+20.00	-67.00
TLE85	20+20.00	53.01
TLE86	20+20.00	70.00
TLE87	20+05.00	70.00
TLE88	19+50.00	61.00
TLE89	18+50.00	61.00
TLE90	18+50.00	70.00
TLE96	19+20.25	-50.00
TLE111	18+32.03	70.00
TLE114	21+31.40	-50.00

PLE POINT, STATION, AND OFFSET TABLE		
PLE1	143+85.00	-56.00
PLE2	144+80.00	-56.00
PLE3	16+20.00 BG	-61.00
PLE4	16+85.00 BG	-51.00
PLE5	17+65.00 BG	-51.00
PLE7	17+65.00 BG	-43.46

FEE POINT, STATION, AND OFFSET TABLE		
PRW54	143+85.00	-48.00
PRW56	144+83.32	-48.00
PRW52	21+21.74 BG	-41.17
PRW54	16+04.14 BG	-170.34
PRW56	16+05.19 BG	-72.02
PRW74	15+98.83 BG	-210.12
PRW292	21+31.40 BG	-41.15
PRW293	20+87.92 BG	-43.78
PRW294	18+31.80 BG	-44.26
PRW295	19+20.31 BG	-44.09
PRW296	16+74.95 BG	-44.54
PRW297	16+82.64 BG	-44.07
PRW298	17+58.34 BG	-43.90
PRW299	18+14.91 BG	-41.76

R/W POINT, STATION, AND OFFSET TABLE		
10012	18+32.06 BG	52.62
PL12	17+90.34 BG	-41.80
RW12	16+85.02 BG	-42.00
RW13	16+31.46 BG	-55.48
RW213	12+23.31 BG	-30.58
RW214	12+23.16 BG	-47.58
RW234	21+69.42 BG	41.42
RW235	21+69.39 BG	53.32
RW238	19+20.34 BG	-41.56
RW293	21+21.55 BG	53.22
RW302	143+45.15 BG	-41.22
RW437	15+98.29 BG	-82.94
TIE6	21+21.66 BG	0.00

FEE COURSE TABLE		
COURSE	BEARING	LENGTH
PRW61-PRW65	N 0° 19' 05" W	88.45'
PRW295-RW238	N 88° 57' 59" E	2.54'
RW238-PRW299	S 0° 19' 01" E	105.44'
10012-10013	S 0° 23' 24" E	86.99'
RW302-PRW74	N 0° 20' 18" W	1.90'
PLE7-PRW298	S 3° 19' 00" W	6.67'
PL12-PLE7	S 3° 19' 00" W	25.40'
PRW294-PRW295	N 0° 19' 05" W	88.51'
PRW295-PRW293	N 0° 19' 05" W	167.60'
PRW292-PRW238	S 0° 19' 01" E	211.06'

10005
FOUND CONCRETE MONUMENT
W/ BRASS CAP
Y=348563.003
X=739341.510

N 89°17'43" W 2,717.97'
N 89°17'43" W 1035.94'

PHOENIX ST.

P.L.

LOT 1
CSM 1885
VOL. 9 P. 61
DOC. NO. 186221

SW-SE 17

12-FOOT UNDERGROUND ELECTRIC EASEMENT

15-FOOT INGRESS/EGRESS EASEMENT
VOL. 481 P. 397

10-FOOT INGRESS/EGRESS EASEMENT
VOL. 481 P. 397

19 KHUSHALI, L.C.C.

18 N & J VENTURES, L.C.C.

LOT 1
CSM 3591
VOL. 21 P. 149-151
DOC. NO. 572687

CITY OF DELAVAN

66'

N 0°03'15" W
174.46' (RW214-PRW51)

TLE-SLOPES
1269 S.F.

S 89°02'49" W
17.00'

N 3°55'51" E
108.62'

TLE-SLOPES
5361 S.F.

N 3° 36' 22" W
90.13'

S 89° 34' 26" W
2.97'

N 0°42'17" E
121.58'

9+00 BG 10+00 BG 11+00 BG 12+00 BG 13+0

N 0° 25' 34" W

N 0°03'15" W
223.32'

BORG RD.

MATCHLINE STA. 13+00' BG

NOTE: THE "BG" ℄ IS NOT THE CENTER OF RIGHT OF WAY OF BORG RD.

R/W VARIES

SLOPE INTERCEPTS

10026

S 3°19'36" E
202.68' (5415-RW295)

S 29°02'35" W
271.81'

LOT 6

8.25-FOOT UTILITY AND SIDEWALK EASEMENT PER CSM 1885

PLAT OF PINE TREE PLAZA

LOT 4

LOT 2

10010

N 0°19'01" W
24.56'

22 H & K PARTNERS, L.L.C.

LOT 2
CSM 642
VOL. 3 P. 122-123
DOC. NO. 13378

N 3°19'00" E 32.07'
(PRW298-PL12)

N 89°34'26" E
7.54'

21 J.B. PROPERTIES LIMITED PARTNERSHIP

SLOPE INTERCEPTS

N 0°25'34" W
80.00'

N 0°17'43" W
75.70'

S 0°19'01" E
105.32'

SW-SE 17

PRW296-PRW297

N 8°19'12" E
65.76'

N 13°41'36" E
10.39'

N 13°41'36" E
44.84'

N 85°26'13" E
2.22'

CITY OF DELAVAN
PUBLIC WORKS
RELEASE OF RIGHTS
STORM SEWER PARCEL 21

201

DETAIL 10 (SEE SHEET 4.8)

PLE-RETAINING WALL
1788 S.F.

N 8°45'56" E
37.91'

N 1°02'31" W
8.00'

N 88°57'29" E
98.32'

N 88°57'32" E
95.00'

N 64°11'59" E
15.97'

S 88°57'29" W
127.19'

PRW56-RW13

PRW56-RW437

10003
FOUND CONCRETE COUNTY MONUMENT
Y=348529.575
X=742059.273

NOTE: ACCESS CONTROLS PER CSM 1885

CITY OF DELAVAN

10-FOOT UNDERGROUND COMMUNICATIONS LINE EASEMENT
VOL. 188 P. 394

LOT 1
CSM 642
VOL. 3 P. 122
DOC. NO. 13378

SLOPE INTERCEPTS

23 T & K INVESTMENTS, L.L.C.

N 8°50'56" W
17.08

N 0°25'34" W
29.94'

N 0°19'01" W
24.56' (PL12-PRW299)

22'+/-

TLE-SLOPES
1481 S.F.

TLE-SLOPES
1349 S.F.

N 0°19'05" W
256.12'

S 0° 25' 34" E
211.14'

PRW293-PRW292

S 89° 34' 26" W
8.85'

N 89°41'38" E
41.17'

10009

19+00 BG 20+00 BG 21+00 BG 22+00 BG 23+00 BG

S. WRIGHT ST.

82.5'

N 0° 25' 34" W

N 89°41'38" E
53.22'

10011
10012

S 0°25'34" E
100.00'

N 0°18'22" W
187.94'

S 0°18'22" E 289.49'
(RW293-10012)

N 89°34'26" E
16.99'

TLE-SLOPES
2083 S.F.

S 0°25'34" E
15.00'

N 0°25'34" W
37.03' (TLE91-TLE111)

25

TLE-SLOPES
1684 S.F.

40' INGRESS-EGRESS EASEMENT

WOOD 1031, L.L.C.

24

LOT 1
CSM 1697
VOL. 8 P. 77
DOC. NO. 162233

LOT 2 CSM 972
LOT 1 CSM 1697

DELAVAN PLAZA STATION, L.L.C.

LOT 2
CSM 972
VOL. 4 P. 233
DOC. NO. 52226

GN

PRW293-PRW292
LC= 43.56'
LCB= N 3°01'29" E
R= 373.50'
L= 43.58'

PRW296-PRW297
LC= 7.71'
LCB= N 3°03'36" E
R= 109.00'
L= 7.71'

PRW56-RW13
LC= 31.05'
LCB= N 31°46'47" E
R= 50.00'
L= 31.57'

PRW56-RW437
LC= 12.91'
LCB= S 57°17'10" W
R= 50.00'
L= 12.95'

ROAD NAME	BASIS OF EXISTING R/W	DATE	WIDTH
S. WRIGHT ST.	CSM'S 642, 972, 1697	VARIES	VARIES
S. BORG RD. (WEST SIDE)	CSM 3591	2003	50' (WEST)
PHOENIX ST.	CSM 3591	2003	66'
S. BORG RD. (EAST SIDE)	PLAT OF PINE TREE PLAZA	1996	VARIES

REVISION DATE 8-15-2014 N.C.	DATE NOV. 19, 2012	SCALE, FEET 0 50 100	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-08-20	PLAT SHEET 4.09
	GRID FACTOR N.A.		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3170-08-70	PS&E SHEET 221 E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\RW\040109_rp.DGN PLOT DATE : 8/13/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

POINT NUMBER AND COORDINATE TABLE

R/W POINT AND COORDINATE TABLE - 4.05

POINT	Y	X
11148	350292.663	736800.861
RW150	350011.123	737077.655
RW155	349751.988	737219.499
RW168	349953.229	737109.345
RW174	349730.386	737137.273
RW175	349433.484	737223.636
RW200	349971.617	737005.229
RW201	349913.722	737036.920
RW267	349412.291	737141.405
RW268	349413.279	737225.250
RW269	350344.075	736895.406
RW270	350283.034	736834.767
RW404	350023.889	737101.113

TLE POINT AND COORDINATE TABLE - 4.05

POINT	Y	X
TLE1	350016.287	737074.828
TLE2	350031.455	737102.687
TLE3	350026.280	737105.505
TLE4	349962.618	737126.597
TLE5	349958.983	737128.575
TLE6	349942.484	737115.226

FEE MONUMENT POINT AND COORDINATE TABLE - 4.05

POINT	Y	X
PRW1	350014.568	737075.769
PRW5	349961.147	737123.894
PRW6	349947.225	737112.631
PRW76	350013.216	737081.501

R/W POINT AND COORDINATE TABLE - 4.6

POINT	Y	X
11161	349143.458	737396.093
RW144	349146.699	737675.853
RW145	349131.644	737691.026
RW161	349229.660	737331.397
RW165	349225.013	737406.714
RW241	349228.250	737622.512
RW242	349233.233	737959.685
RW243	349233.955	738025.683
RW267	349412.291	737141.405
RW268	349413.279	737225.250
RW276	349191.613	738052.238
RW278	349234.240	738051.679
RW279	349151.747	738052.761
RW281	349220.510	737143.896
RW283	349231.352	737787.857
RW324	349133.435	737760.033
RW325	349148.595	737774.968
RW435	349148.860	737789.082
TIE1	349412.770	737182.114

TLE POINT AND COORDINATE TABLE - 4.06

POINT	Y	X
TLE7	349139.955	737147.591
TLE8	349111.686	737147.659
TLE9	349111.700	737153.464
TLE10	349111.142	737219.470
TLE11	349111.146	737224.352
TLE12	349131.556	737227.490
TLE13	349136.058	737238.206
TLE14	349136.239	737251.220
TLE15	349141.239	737251.191
TLE16	349247.305	737556.289
TLE17	349247.238	737550.242
TLE18	349226.938	737550.467
TLE22	349148.925	737794.978
TLE23	349143.051	737795.040
TLE24	349142.855	737776.455
TLE25	349138.049	737769.128
TLE26	349128.990	737766.243
TLE27	349119.718	737766.206

FEE MONUMENT POINT AND COORDINATE TABLE - 4.06

POINT	Y	X
PRW9	349141.035	737235.186
PRW11	349136.075	737225.337
PRW16	349242.305	737556.346
PRW17	349242.294	737555.297
PRW18	349227.005	737555.467
PRW21	349129.738	737761.246
PRW22	349141.257	737764.902
PRW77	349112.142	737219.462
PRW78	349148.617	737776.124
PRW79	349119.743	737759.983

R/W POINT AND COORDINATE TABLE - 4.7

POINT	Y	X
RW97	349162.050	738925.903
RW101	349244.539	738924.518
RW104	349157.748	738600.945
RW107	349158.868	738696.957
RW129	349154.289	738284.984
RW136	349237.592	738357.931
RW277	349236.870	738291.934
RW278	349234.240	738051.679
RW279	349151.747	738052.761
RW284	349212.656	739452.076
RW288	349253.869	739451.326
RW291	349145.167	739453.303
RW296	349251.922	739343.063
RW321	349240.658	738638.027
RW411	349239.078	738638.057

TLE POINT AND COORDINATE TABLE - 4.07

POINT	Y	X
TLE32	349154.123	738269.872
TLE33	349149.114	738269.979
TLE34	349149.401	738296.218
TLE35	349137.082	738377.230
TLE36	349146.574	738380.277
TLE37	349150.440	738391.324
TLE38	349237.739	738371.293
TLE39	349241.137	738371.244
TLE40	349247.163	738369.973
TLE41	349254.988	738362.847
TLE42	349270.342	738362.773
TLE43	349270.323	738357.773
TLE44	349163.836	739037.895
TLE45	349160.118	739037.963
TLE46	349151.301	739103.134
TLE47	349142.848	739188.301
TLE48	349117.853	739188.756
TLE49	349118.398	739218.751
TLE50	349143.220	739218.300
TLE51	349134.941	739303.464
TLE112	349135.656	739342.801

FEE MONUMENT POINT AND COORDINATE TABLE - 4.7

POINT	Y	X
PRW26	349136.964	738366.177
PRW27	349137.029	738372.230
PRW29	349150.234	738376.456
PRW31	349155.452	738391.269
PRW38	349163.944	739043.840
PRW39	349142.704	739317.860
PRW75	349143.158	739342.818
RW291	349145.167	739453.303

HE MONUMENT POINT AND COORDINATE TABLE - 4.7

POINT	Y	X
HE32	349257.323	738357.836
HE37	349237.684	738366.293
HE300	349246.816	738364.525

R/W POINT AND COORDINATE TABLE - 4.8

POINT	Y	X
5415	349111.801	740499.066
10012	349504.497	740457.327
10013	349417.512	740457.919
10014	349339.103	740468.531
10015	349322.617	740475.458
10016	349313.797	740483.962
PL12	349462.078	740363.220
RW13	349303.102	740350.728
RW213	348895.151	740378.660
RW214	348894.868	740361.660
RW261	349255.307	739530.424
RW274	349230.180	740491.268
RW284	349212.656	739452.076
RW288	349253.869	739451.326
RW291	349145.167	739453.303
RW293	349793.982	740455.781
RW294	349265.603	740096.525
RW295	348909.464	740510.827
RW302	349267.419	740196.349

TLE POINT AND COORDINATE TABLE - 4.8

POINT	Y	X
TLE52	349138.578	739503.431
TLE53	349137.396	739603.469
TLE54	349142.214	739703.398
TLE55	349147.396	739988.351
TLE56	349141.397	739988.460
TLE57	349142.306	740038.452
TLE58	349153.304	740038.252
TLE59	349154.305	740093.243
TLE60	349143.306	740093.443
TLE61	349143.997	740131.436
TLE62	349147.942	740183.373
TLE63	349144.216	740253.453
TLE64	349141.217	740308.516
TLE65	349131.491	740323.696
TLE66	349071.583	740343.928
TLE67	349041.666	740355.151
TLE70	348671.832	740378.871
TLE80	349421.551	740338.325
TLE81	349296.517	740334.255
TLE82	349292.737	740225.748
TLE83	349288.283	740145.815
TLE84	349277.474	740096.456
TLE91	349467.569	740474.986
TLE92	349467.494	740464.987
TLE93	349407.496	740465.433
TLE94	349324.588	740478.050
TLE95	349313.845	740491.130
TLE102	349274.308	739530.320
TLE103	349274.273	739525.320
TLE104	349260.239	739525.397
TLE105	349259.841	739503.517
TLE106	349254.818	739503.517
TLE107	349267.750	739596.357
TLE108	349256.747	739609.592
TLE110	349461.613	740338.027

FEE MONUMENT POINT AND COORDINATE TABLE - 4.8

POINT	Y	X
PRW41	349154.368	739959.250
PRW42	349157.731	739979.192
PRW43	349160.078	740108.217
PRW44	349157.145	740177.239
PRW45	349155.440	740238.113
PRW46	349156.935	740320.354
PRW50	349128.956	740353.129
PRW51	349069.323	740361.494
PRW52	349793.478	740361.387
PRW53	349266.858	740165.541
PRW54	349274.923	740236.073
PRW56	349276.710	740334.378
PRW66	349269.493	740198.555
PRW72	349261.218	739596.393
PRW73	349256.608	739601.938
PRW292	349803.128	740361.333
PRW293	349759.631	740359.035
PRW294	349503.518	740360.457
PRW296	349346.668	740361.343
PRW297	349354.367	740361.755
PRW298	349430.063	740361.365
PRW299	349486.643	740363.084

R/W POINT AND COORDINATE TABLE - 4.9

POINT	Y	X
10012	349504.497	740457.327
PL12	349462.078	740363.220
RW12	349356.763	740363.803
RW213	348895.151	740378.660
RW214	348894.868	740361.660
RW293	349793.982	740455.781
RW437	349269.731	740323.513
TIE6	349793.697	740402.558

TLE POINT AND COORDINATE TABLE - 4.9

POINT	Y	X
TLE68	348931.669	740355.969
TLE69	348931.711	740361.625
TLE70	348671.832	740378.871
TLE71	348671.810	740375.903
TLE72	348761.770	740370.234
TLE73	348786.769	740370.048
TLE74	348895.132	740377.494
TLE77	349546.674	740354.395
TLE78	349491.638	740349.804
TLE79	349491.549	740337.804
TLE85	349692.436	740456.323
TLE86	349692.562	740473.313
TLE87	349677.563	740473.424
TLE88	349622.497	740464.834
TLE89	349522.500	740465.578
TLE90	349522.567	740474.577
TLE111	349504.600	740474.711

PLE MONUMENT POINT AND COORDINATE TABLE - 4.9

POINT	Y	X
PLE1	349282.921	740235.928
PLE2	349284.648	740330.912
PLE3	349291.599	740345.292
PLE4	349356.672	740354.808
PLE5	349436.669	740354.213
PLE7	349436.726	740361.751

FEE MONUMENT POINT AND COORDINATE TABLE - 4.9

POINT	Y	X
PRW52	349793.478	740361.387
PRW54	349274.923	740236.073
PRW56	349276.710	740334.378
PRW66	349269.493	740198.555
PRW293	349759.631	740359.035
PRW294	349503.518	740360.457
PRW295	349592.031	740359.965
PRW296	349346.668	740361.343
PRW297	349354.367	740361.755
PRW298	349430.063	740361.365
PRW299	349486.643	740363.084

EXISTING MONUMENTATION - MAINLINE

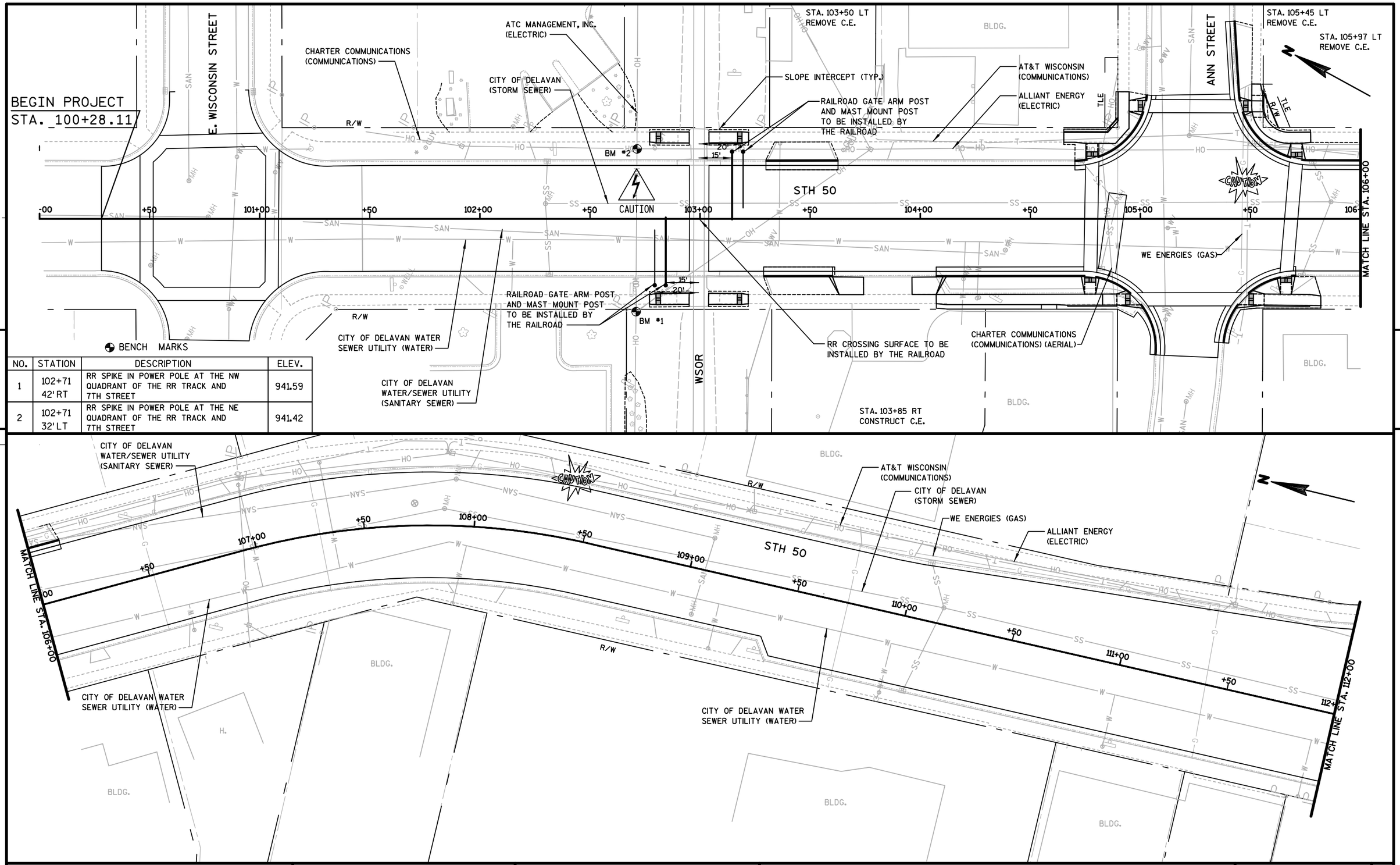
3151	349163.525	739021.886	131+68.99	41.30	NAIL
3152	349165.747	739140.820	132+87.94	41.24	¾" REBAR
3827	349267.226	740196.350	143+45.14	-41.02	½" OD PIPE
4829	349172.674	740335.607	144+82.66	56.04	¾" REBAR
5415	349111.801	740499.066	146+46.95	118.39	¾" REBAR
7556	349265.599	740096.525	142+45.31	-41.21	1.5" PIPE
7558	349169.392	739342.857	134+90.01	41.27	¾" REBAR
7559	349172.624	739548.450	136+95.63	41.77	¾" REBAR
10014	349339.103	740468.53	1146+16.79	108.96	¾" REBAR
10015	349322.617	740475.458	146+23.69	-92.46	¾" REBAR
10016	349313.797	740483.962	146+32.18	-83.62	¾" REBAR
10031	349142.647	740378.425	145+24.92	86.84	¾" REBAR
10032	349154.632	740361.542	145+08.26	74.55	¾" REBAR
10033	349168.303	740342.066	144+89.04	60.52	¾" REBAR
10034	349175.958	740319.209	144+66.32	52.45	¾" REBAR
10035	349174.462	740241.176	143+88.28	52.53	¾" REBAR
10036	349182.633	740128.565	142+75.83	42.31	TONE
10039	349150.502	739342.814	134+89.63	60.15	¾" REBAR W/ CAP
10044	349160.170	738806.852	129+54.14	41.32	CONC MON
10045	349158.717	738696.927	128+44.20	41.34	¾" REBAR
10046	349143.652	738682.104	128+29.18	56.21	CONC MON
10048	349239.705	738537.939	126+86.29	-41.72	⅜" OD PIPE
10049	349241.836	738538.160	126+86.54	-43.85	1" OD PIPE
10056	349259.296	739691.328	138+40.06	-42.28	2.0" OD PIPE
10057	349258.386	739696.401	138+45.12	-41.28	¾" REBAR
11142	350107.628	737024.795	103+79.68	-41.45	1" OD PIPE
11143	350149.168	737001.372	103+31.99	-40.84	ROD
11144	350207.781	736970.170	102+65.60	-41.60	¾" REBAR
11145	350291.615	736924.165	101+69.97	-41.47	¾" REBAR
11146	350331.189	736902.457	101+24.83	-41.42	¾" REBAR W/ CAP
11147	350351.197	736908.371	101+10.12	-56.21	¾" REBAR BENT
11148	350292.663	736800.861	101+09.87	66.19	¾" REBAR
11149	350283.021	736834.812	101+34.62	41.03	¾" REBAR
11150	350167.233	736898.074	102+66.57	41.11	1.25" OD PIPE
11155	349325.400	737141.830	111+86.89	41.31	1.25" OD PIPE
11156	349310.425	737142.022	112+01.87	41.29	MAG NAIL
11157	349220.491	737143.094	112+91.81	41.28	MAG NAIL
11158	349140.044	737153.247	113+32.54	51.13	2" OD PIPE
11160	349140.794	737219.210	113+66.38	39.89	CHISELED X
11161	349143.458	737396.093	115+43.28	39.55	TONE
11162	349144.428	737480.382	116+27.57	39.68	1.5" OD PIPE
11164	349153.926	738284.909	124+32.16	40.73	CONC MON
11167	349155.265	738381.351	125+28.61	40.65	¾" REBAR BENT
11168	349157.622	738601.001	127+48.27	41.17	1.5" OD PIPE
11170	349237.661	738357.930	125+06.27	-42.03	1.5" OD PIPE
11171	349237.487	738290.425	124+38.77	-42.74	¾" REBAR
11172	349233.439	738039.516	121+87.83	-41.98	1" REBAR
11173	349232.082	737846.063	119+94.37	-43.16	¾" REBAR
11174	349231.339	737787.857	119+36.16	-43.18	¾" REBAR
11175	349228.215	737622.612	117+70.89	-42.22	CONC MON
11176	349226.999	737556.430	117+04.70	-41.88	CONC MON
11177	349326.763	737232.162	111+86.59	-49.03	MAG NAIL
11178	349372.352	737228.520	111+40.96	-45.92	1" OD PIPE
11179	349619.619	737221.087	108+93.62	-41.40	1.5" OD PIPE
11181	349779.960	737204.077	107+46.12	-46.06	1.5" OD PIPE
11364	349234.084	738025.683	121+74.00	-42.81	¾" REBAR
11382	349230.430	737323.308	114+71.64	-48.36	1" OD PIPE
11389	349768.546	737111.422	107+22.51	44.29	1" OD PIPE
11390	349822.815	737180.448	107+03.23	-41.42	TONE
11393	350273.430	736766.061	101+10.041	05.95	¾" REBAR

EXISTING MONUMENTATION - BG

10009	349927.841	740360.242	22+56.11BG	-41.317	SPIKE
10010	349462.078	740363.200	17+90.34BG	-41.824	1.5" OD PIPE
10011	349503.739	740445.127	18+31.39BG	40.410	CHISLED X
10012	349504.497	740457.327	18+32.06BG	52.616	¾" REBAR
10013	349417.512	740457.919	17+45.07BG	52.561	¾" REBAR
10014	349339.103	740468.531	16+66.59BG	62.589	¾" REBAR
10015	349322.617	740475.458	16+50.05BG	69.393	¾" REBAR
10016	349313.797	740483.962	16+41.17BG	77.831	¾" REBAR
10026	348909.464	740510.792	12+36.64BG	101.653	CHISLED X
10031	349142.647	740378.425	14+70.81BG	-28.976	¾" REBAR
10032	349154.632	740361.542	14+82.92BG	-45.769	¾" REBAR

REVISION DATE 8-15-2014	DATE NOV. 19, 2012	SCALE, FEET 0	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-08-20	PLAT SHEET 4.10	
	GRID FACTOR NA		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER 3170-08-70	PS&E SHEET 222	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\RW\040110_rp.DGN PLOT DATE : 8/13/2014 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1	102+71 42' RT	RR SPIKE IN POWER POLE AT THE NW QUADRANT OF THE RR TRACK AND 7TH STREET	941.59
2	102+71 32' LT	RR SPIKE IN POWER POLE AT THE NE QUADRANT OF THE RR TRACK AND 7TH STREET	941.42

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN: MAINLINE	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\050001_pn.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 44

MATCH LINE STA. 112+00

MATCH LINE STA. 114+00

R/W

ALLIANT ENERGY
(ELECTIC)

CHARTER COMMUNICATIONS
(COMMUNICATIONS) (AERIAL)

STH 50

CITY OF DELAVAN
(STORM SEWER)

TLE
R/W

CAUTION

S. SEVENTH STREET

CITY OF DELAVAN
WATER/SEWER UTILITY
(SANITARY SEWER)

SLOPE INTERCEPT (TYP.)

WE ENERGIES (GAS)

CITY OF DELAVAN WATER
SEWER UTILITY (WATER)

CONSTRUCTION PERMIT OBTAINED FOR
WORK SHOWN OUTSIDE R/W LIMITS

E. GENEVA STREET

STA. 116+15 LT
REMOVE C.E.

STA. 117+98 LT
REMOVE C.E.

S. 8TH STREET

CONSTRUCTION PERMIT OBTAINED FOR
WORK SHOWN OUTSIDE R/W LIMITS

CITY OF DELAVAN
WATER/SEWER UTILITY
(SANITARY SEWER)

CITY OF DELAVAN
(STORM SEWER)

ALLIANT ENERGY
(ELECTIC)

SLOPE INTERCEPT (TYP.)

MATCH LINE STA. 114+00

MATCH LINE STA. 120+00

STH 50

CHARTER COMMUNICATIONS
(COMMUNICATIONS) (AERIAL)

CITY OF DELAVAN WATER
SEWER UTILITY (WATER)

TLE

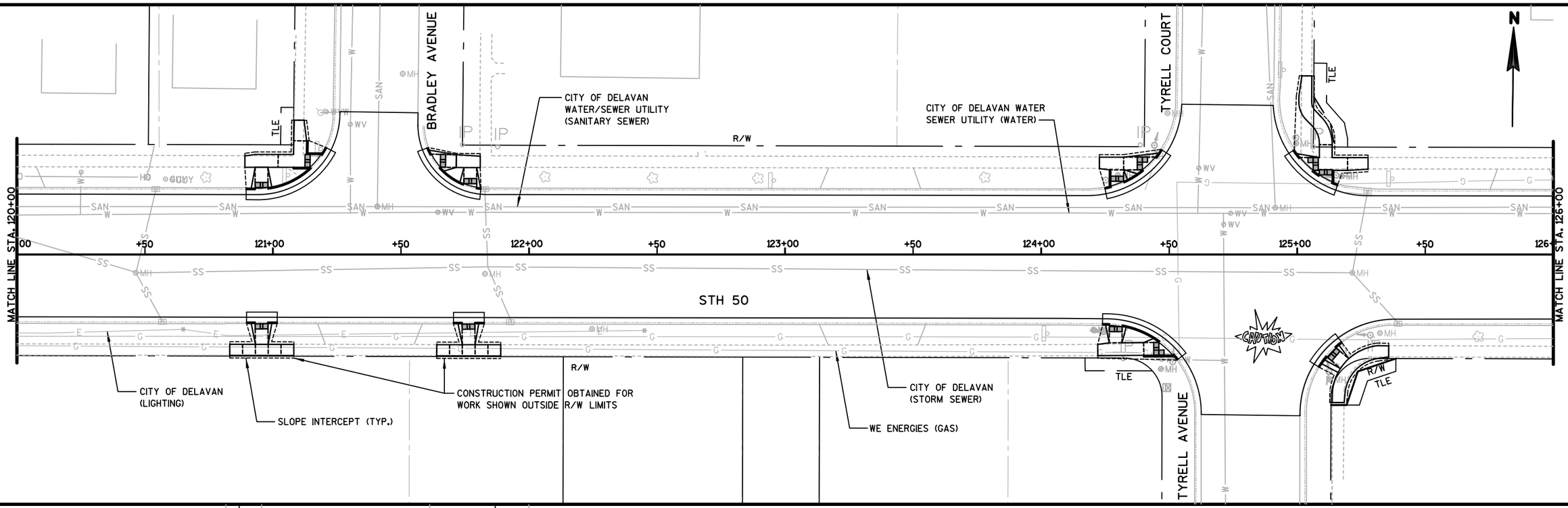
BOWERS BLVD.

STA. 118+05 RT
REMOVE C.E.

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN: MAINLINE	SHEET 224 E

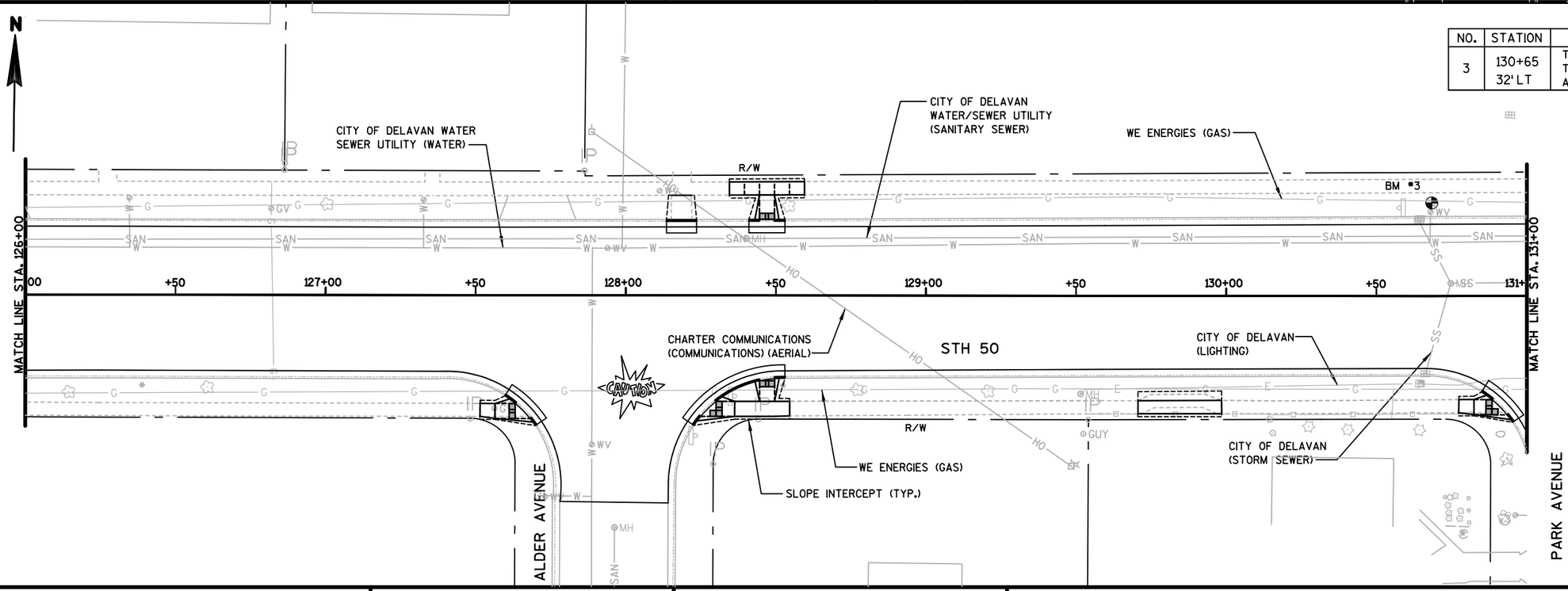
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\050002_pn.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 44



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
3	130+65 32' LT	TOP NUT OF FIRE HYDRANT LOCATED ON THE NORTH SIDE OF THE GENEVA STREET AND PARK AVENUE INTERSECTION	944.02

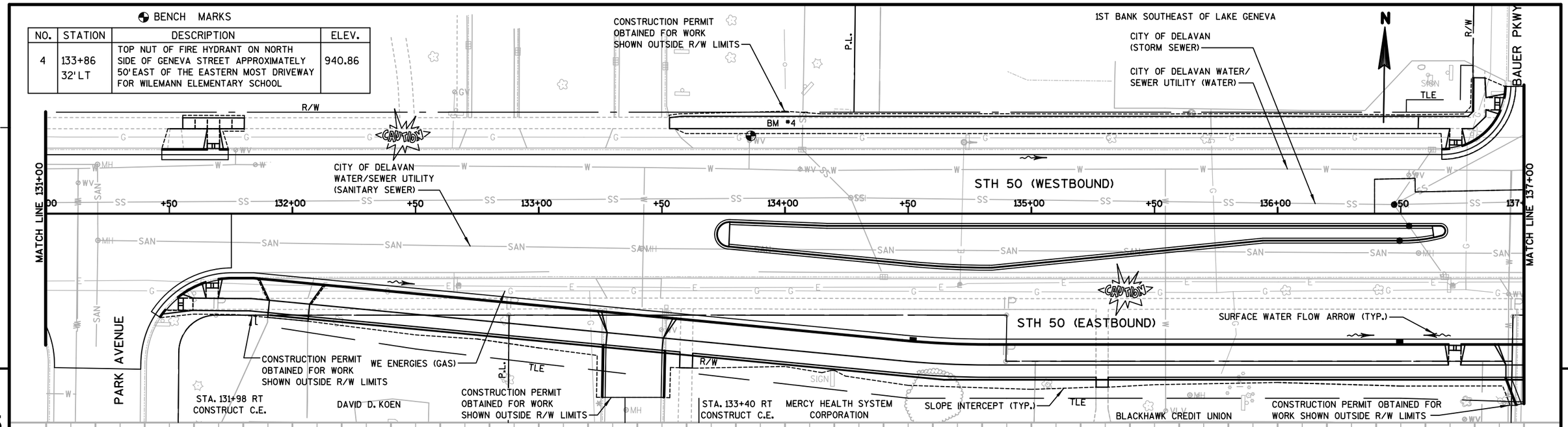


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN: MAINLINE	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\050003_pn.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44

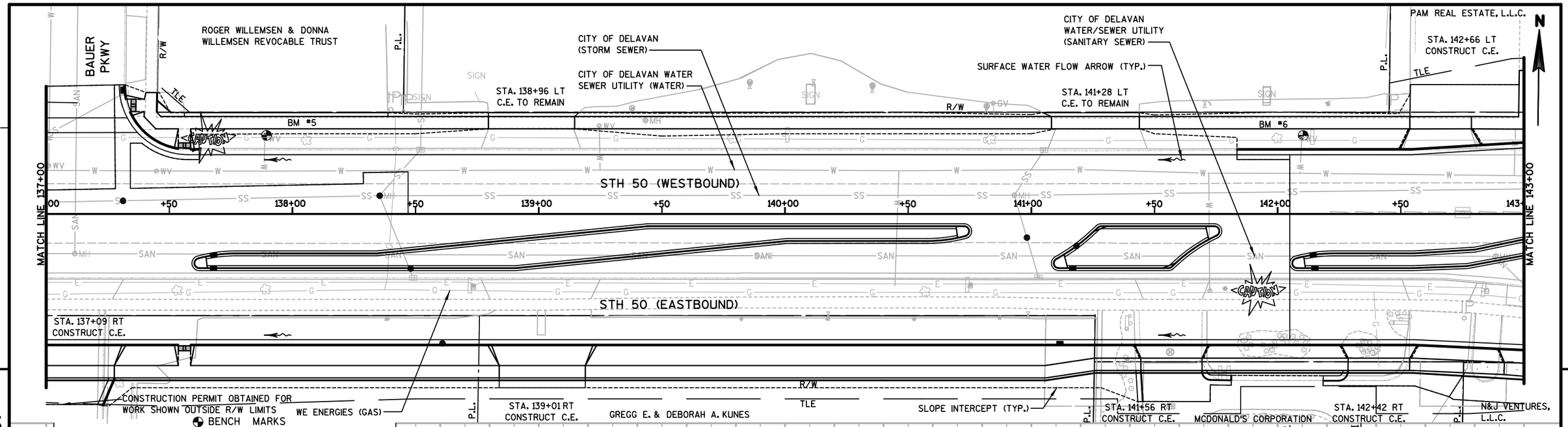
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
4	133+86 32' LT	TOP NUT OF FIRE HYDRANT ON NORTH SIDE OF GENEVA STREET APPROXIMATELY 50' EAST OF THE EASTERN MOST DRIVEWAY FOR WILEMANN ELEMENTARY SCHOOL	940.86

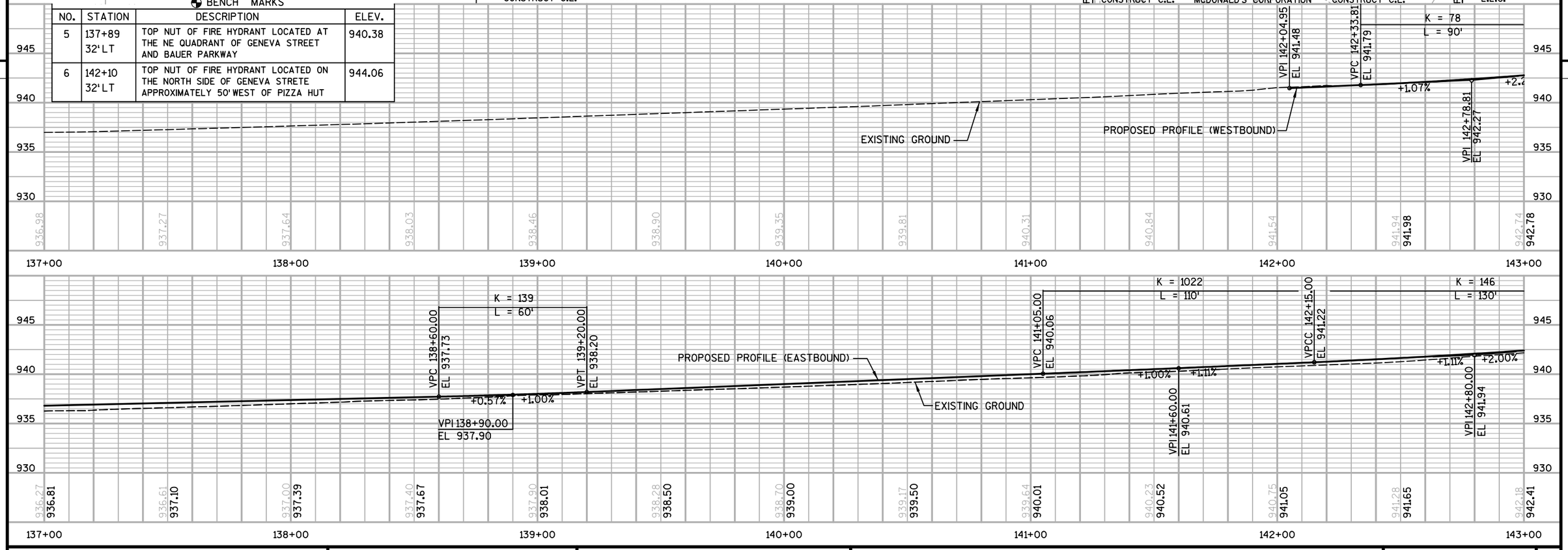


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN AND PROFILE: MAINLINE	SHEET E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\050101_pp.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46



NO.	STATION	DESCRIPTION	ELEV.
5	137+89 32' LT	TOP NUT OF FIRE HYDRANT LOCATED AT THE NE QUADRANT OF GENEVA STREET AND BAUER PARKWAY	940.38
6	142+10 32' LT	TOP NUT OF FIRE HYDRANT LOCATED ON THE NORTH SIDE OF GENEVA STRETE APPROXIMATELY 50' WEST OF PIZZA HUT	944.06

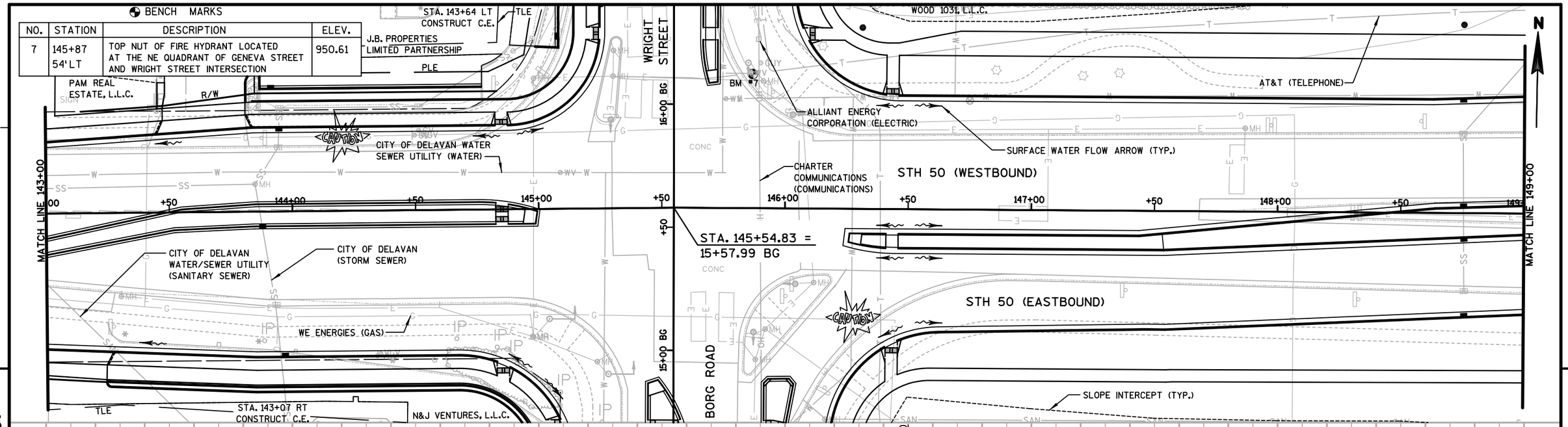


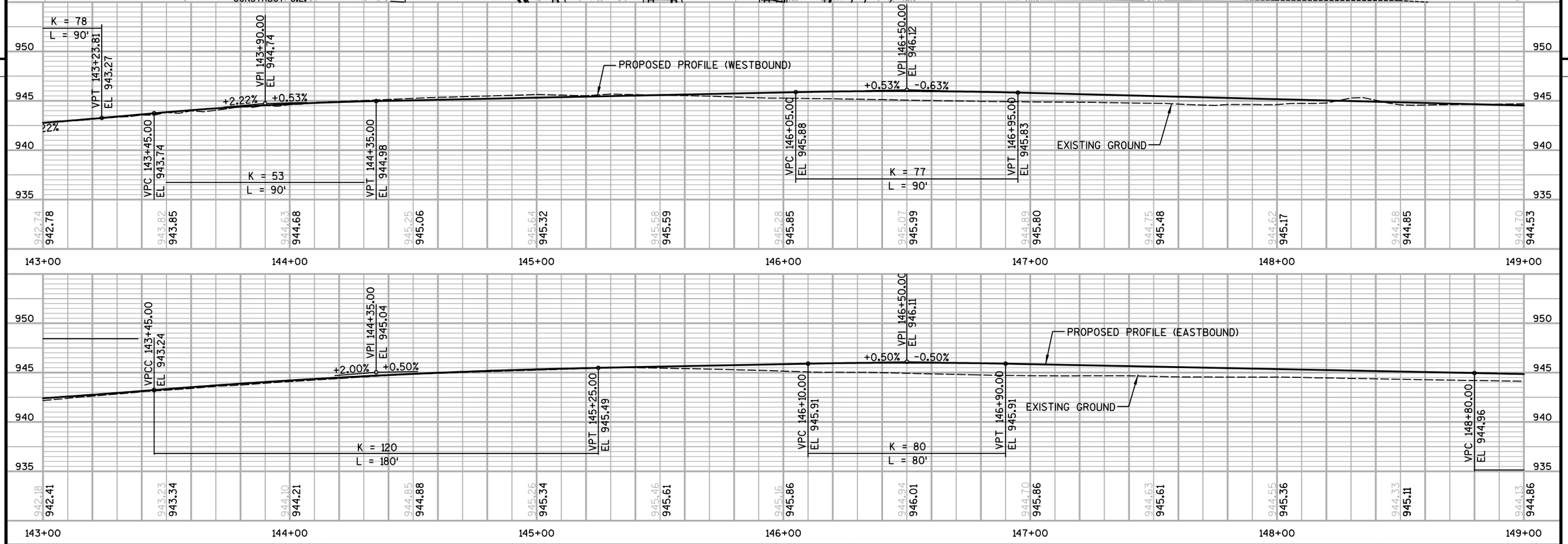
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN AND PROFILE: MAINLINE	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\050102_pp.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

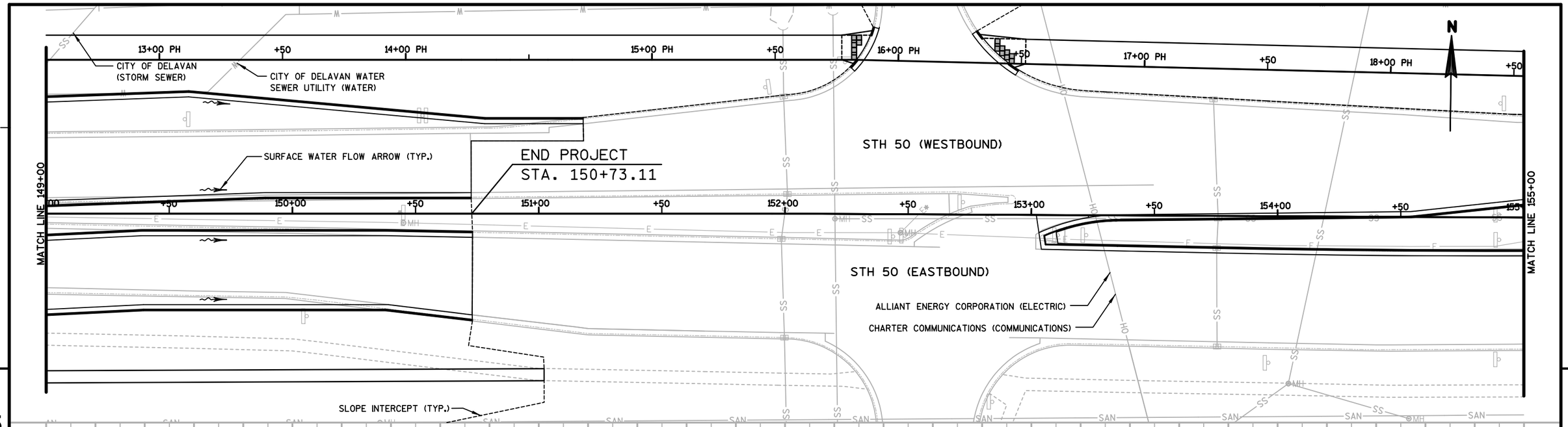
BENCH MARKS

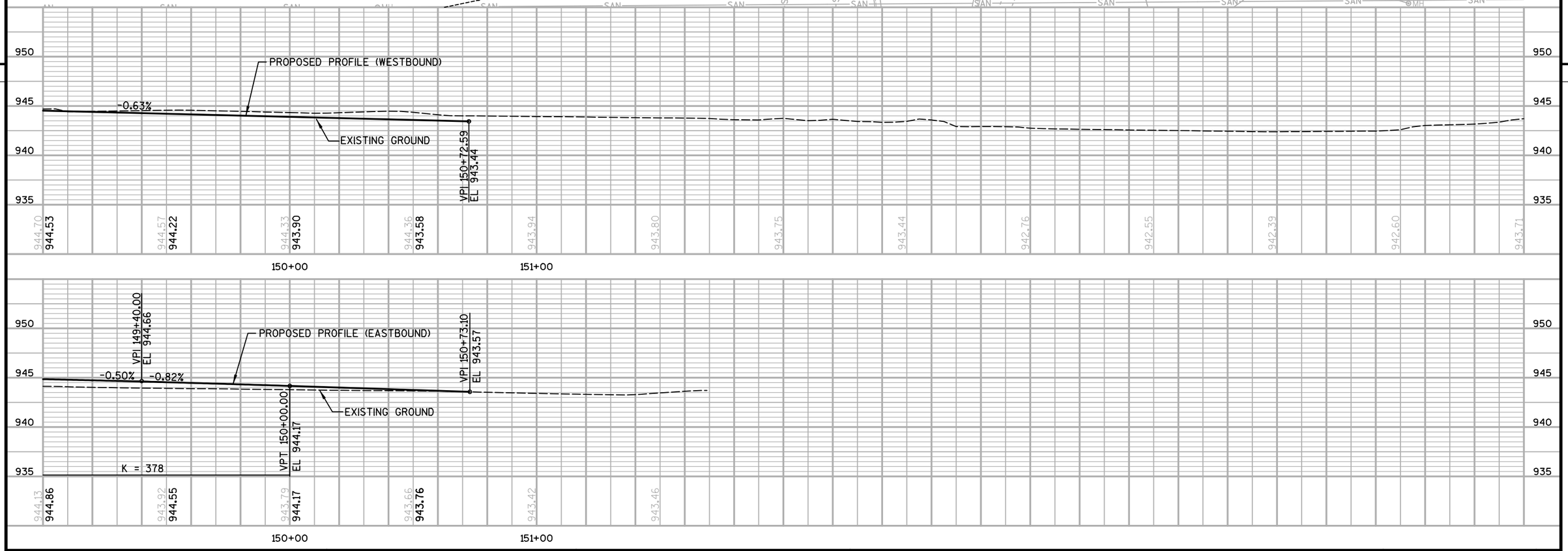
NO.	STATION	DESCRIPTION	ELEV.
7	145+87 54' LT	TOP NUT OF FIRE HYDRANT LOCATED AT THE NE QUADRANT OF GENEVA STREET AND WRIGHT STREET INTERSECTION	950.61



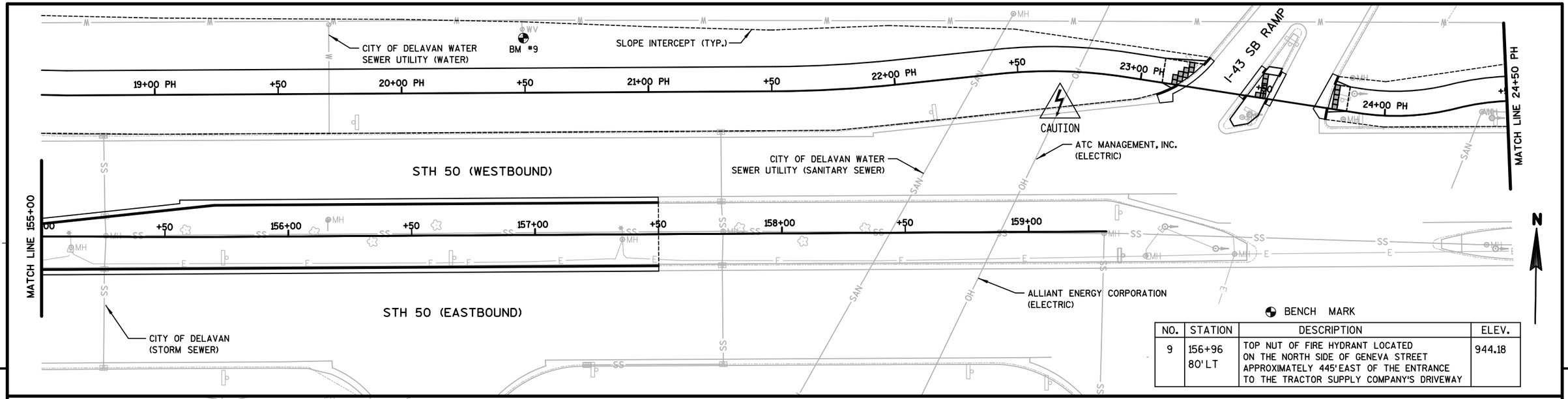


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN AND PROFILE: MAINLINE	SHEET 228 E



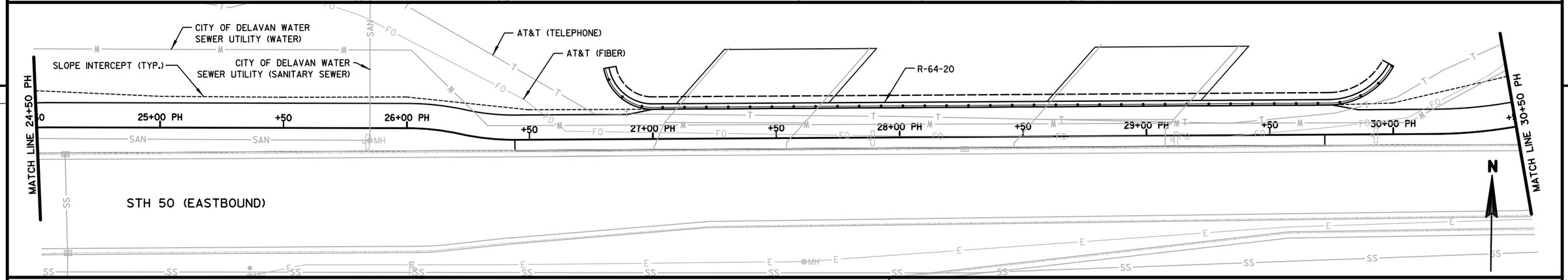


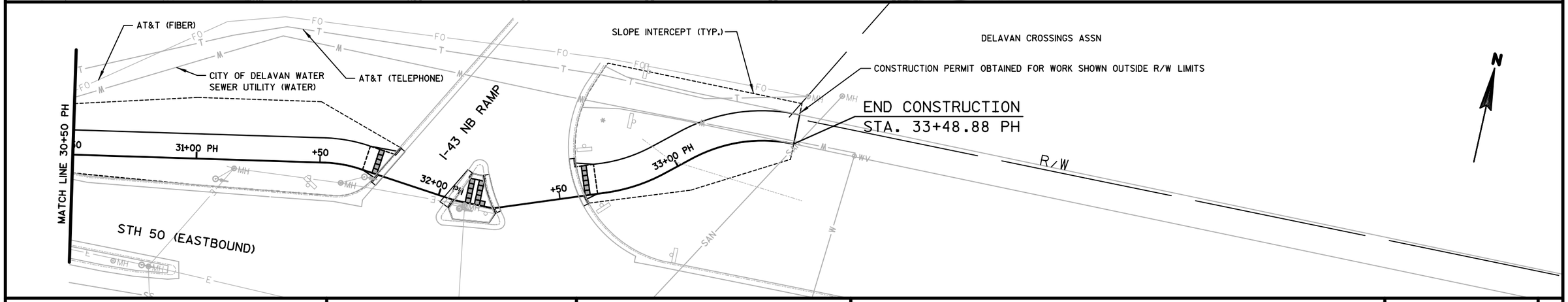
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN AND PROFILE: MAINLINE	SHEET 229 E



BENCH MARK

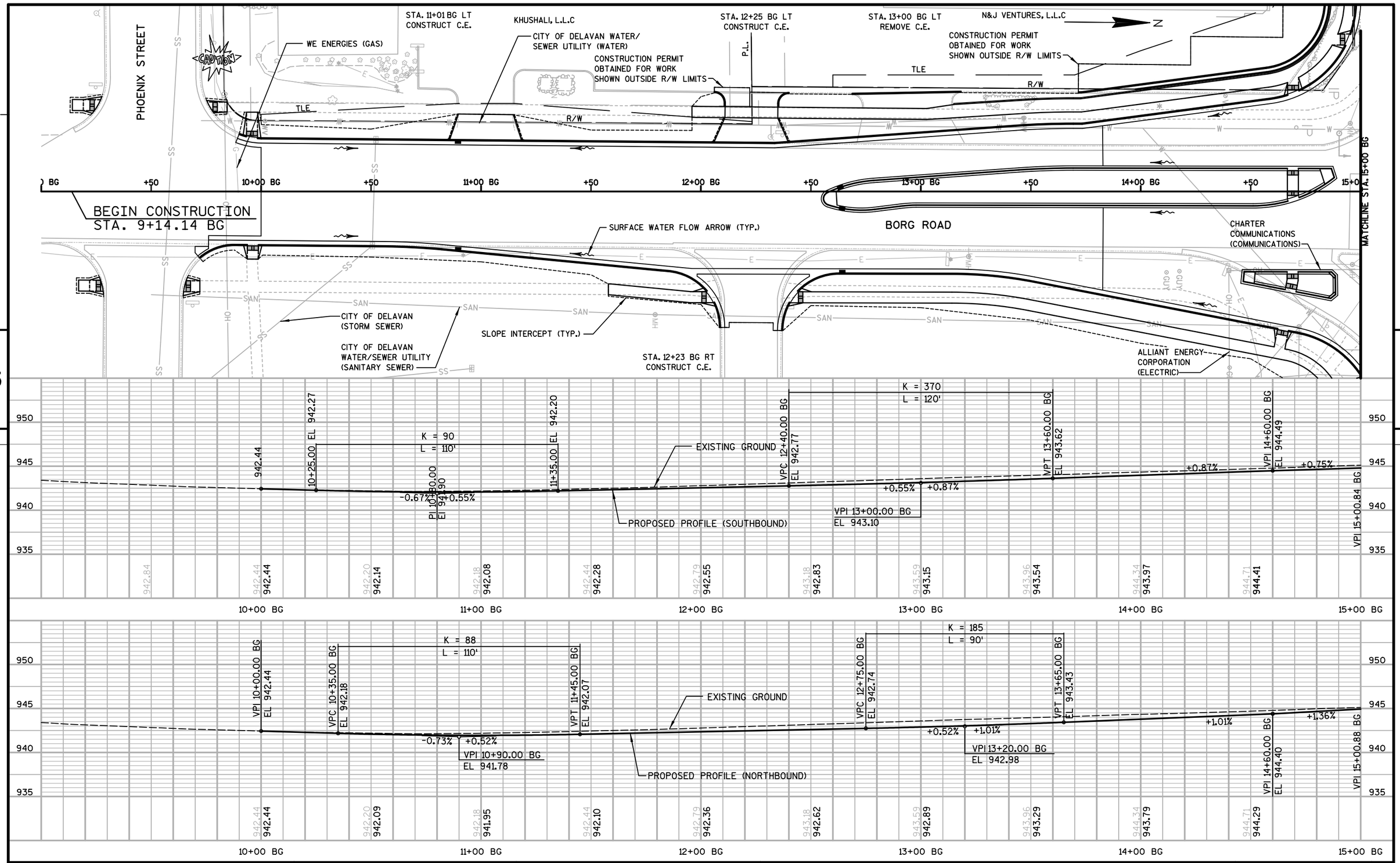
NO.	STATION	DESCRIPTION	ELEV.
9	156+96 80' LT	TOP NUT OF FIRE HYDRANT LOCATED ON THE NORTH SIDE OF GENEVA STREET APPROXIMATELY 445' EAST OF THE ENTRANCE TO THE TRACTOR SUPPLY COMPANY'S DRIVEWAY	944.18



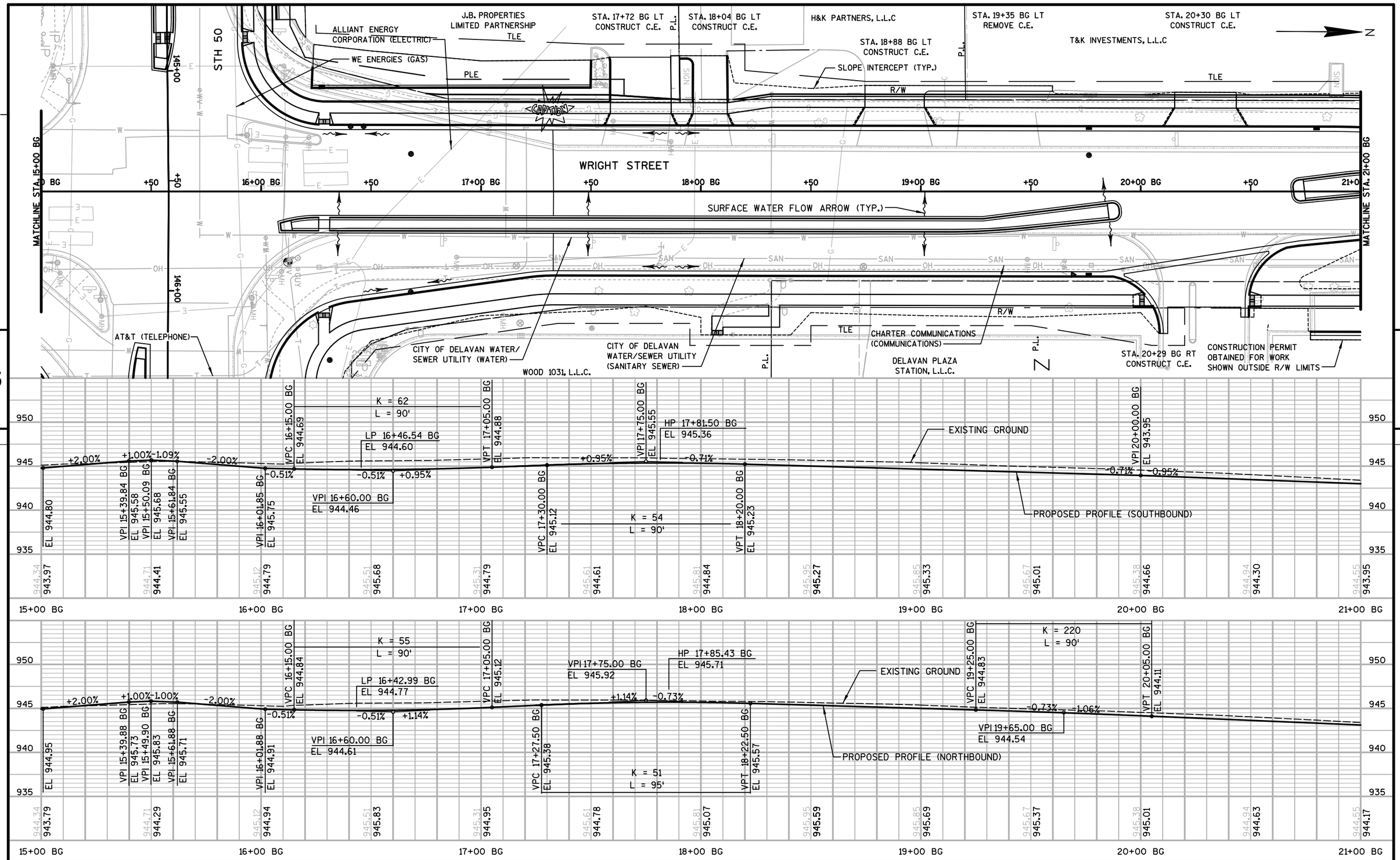


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN: MAINLINE AND PATH	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\050104a_pp.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN AND PROFILE: BORG ROAD	SHEET 231	E



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN AND PROFILE: WRIGHT STREET	SHEET 232	E

T&K INVESTMENTS, L.L.C

STA. 22+36 BG LT
CONSTRUCT C.E.

STA. 23+13 BG LT
CONSTRUCT C.E.

WE ENERGIES (GAS)

P.L.

P.L.

P.L.

P.L.

P.L.

N

TLE

R/W

R/W

CAUTION

WRIGHT STREET

MATCHLINE STA. 21+00 BG

0 BG

+50

22+00 BG

+50

23+00 BG

+50

24+00 BG

END CONSTRUCTION
STA. 23+97.54 BG

SURFACE WATER FLOW ARROW (TYP.)

R/W

SLOPE INTERCEPT (TYP.)

DELAVAN PLAZA
STATION, L.L.C.

CONSTRUCTION PERMIT OBTAINED FOR
WORK SHOWN OUTSIDE OF R/W LIMITS

STA. 22+63 BG RT
CONSTRUCT C.E.

CHARTER COMMUNICATIONS
(COMMUNICATIONS)

R/W

AT&T (TELEPHONE)

CITY OF DELAVAN
WATER/SEWER UTILITY
(SANITARY SEWER)

5

5

950

945

940

935

VPI 22+00.00 BG
EL 942.05

EXISTING GROUND

PROPOSED PROFILE (SOUTHBOUND)

944.55 943.95

944.04 943.48

943.39 943.00

942.67 942.53

942.05 942.05

941.50

21+00 BG

22+00 BG

950

945

940

935

VPI 22+00.00 BG
EL 942.05

EXISTING GROUND

PROPOSED PROFILE (NORTHBOUND)

943.11

942.67 942.58

942.05 942.05

941.50

21+00 BG

22+00 BG

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	PLAN AND PROFILE: WRIGHT STREET	SHEET 233	E

Standard Detail Drawing List

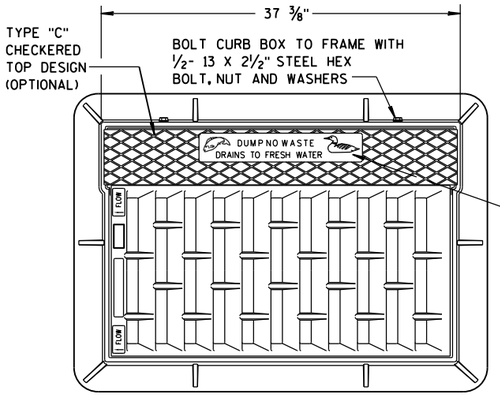
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-01	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-01	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-08	CONCRETE BASE TYPE 10
09C12-07A	CONCRETE BASE TYPE 13
09C12-07B	CONCRETE BASE TYPE 13
09C13-02	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
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
09E08-07A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-07C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-07E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-03A	CONCRETE PAVEMENT JOINTING
13C18-03B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-03C	CONCRETE PAVEMENT JOINT TIES
13C18-03D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C09-09A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

6

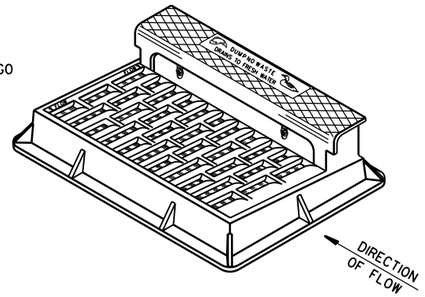
Standard Detail Drawing List

15C11-06	FLEXIBLE TUBULAR MARKER POST
15C23-03	30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-02A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-02B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-02C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

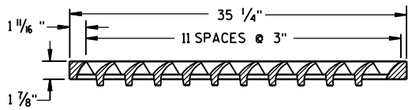
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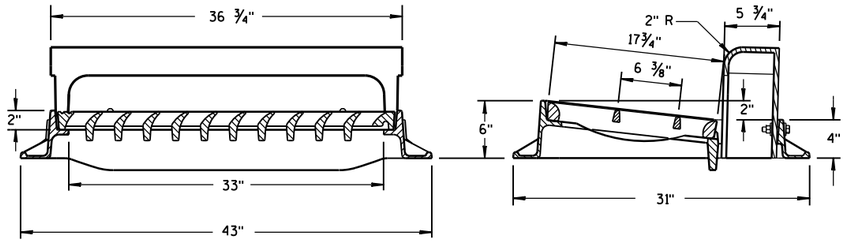


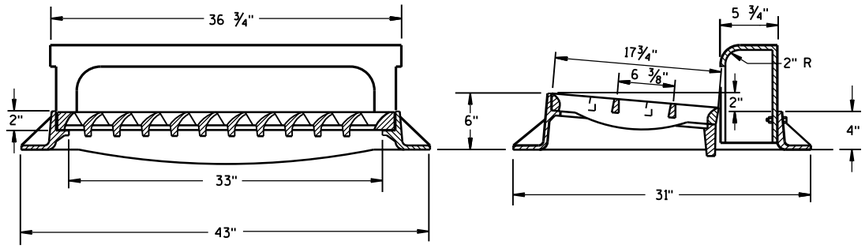
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

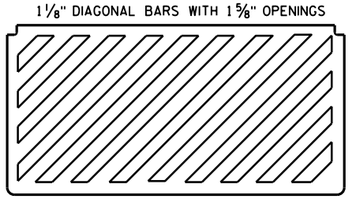






TYPE "H"

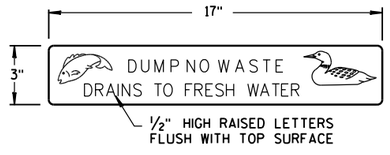
NOTE: EITHER CASTING IS ACCEPTABLE



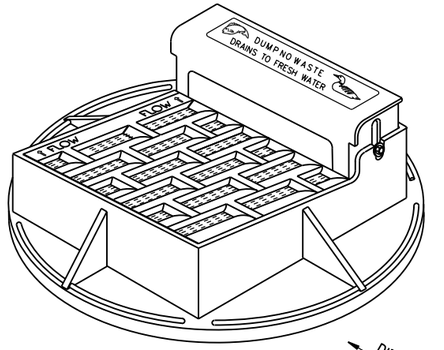
SPECIAL GRATE FOR TYPE "H" COVER

(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"

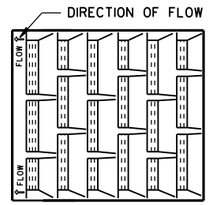
NOTE:
GRATE IS REVERSIBLE.

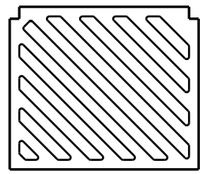
GENERAL NOTES

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.

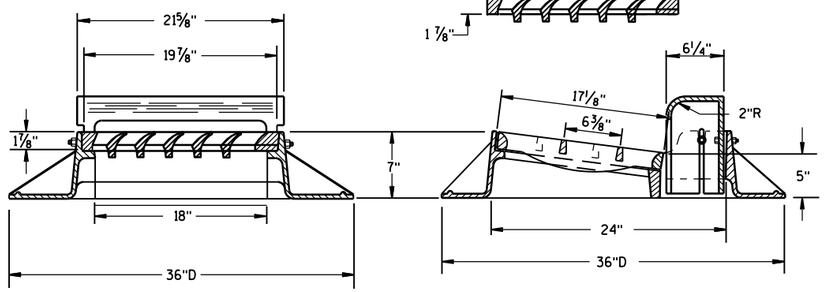




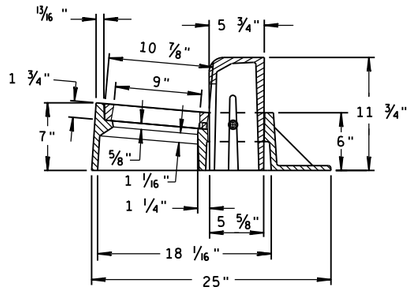
SPECIAL GRATE FOR TYPE "A" COVER

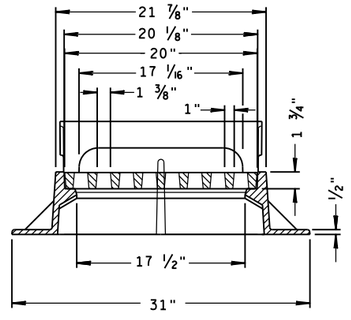
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

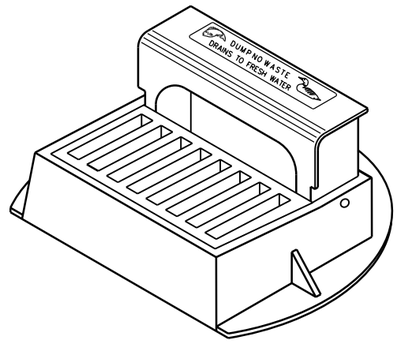


TYPE "A"





TYPE "Z"



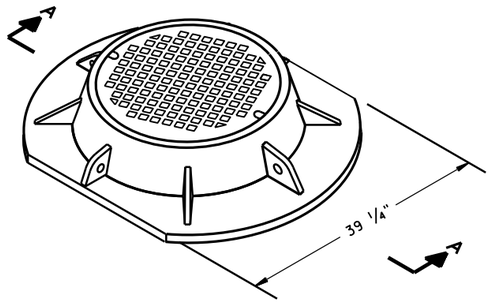
INLET COVERS
TYPE A, H, A-S, H-S & Z

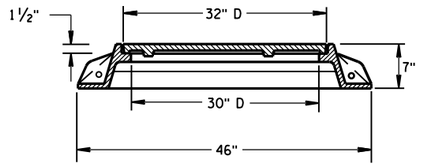
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

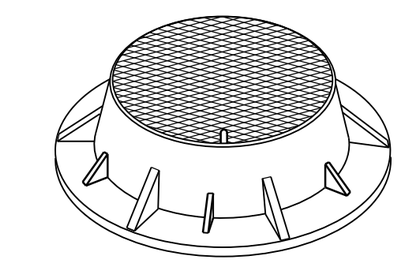
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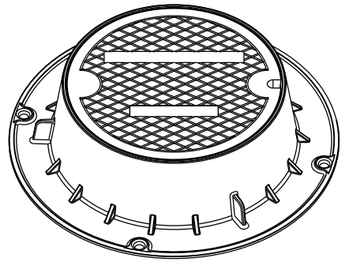
S.D.D. 8 A 5-19a

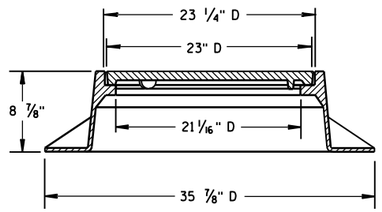


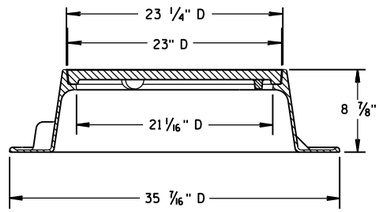


SECTION A-A
TYPE "K"









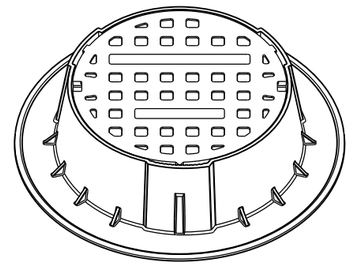
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

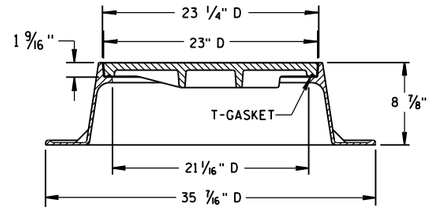
GENERAL NOTES

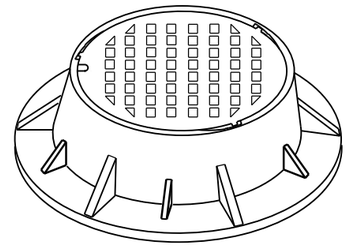
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

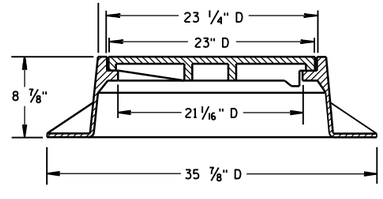
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

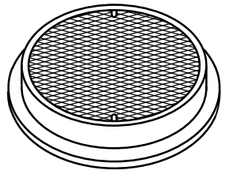


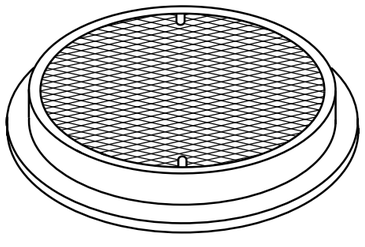


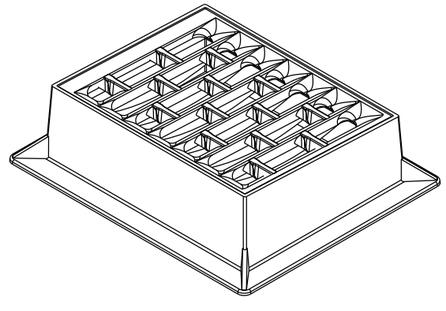


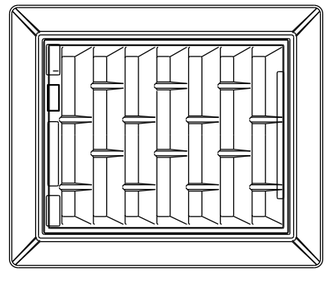


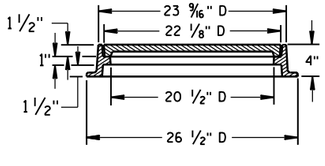
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



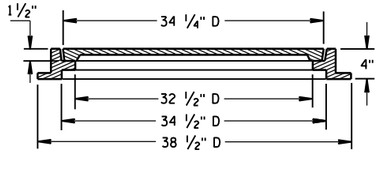




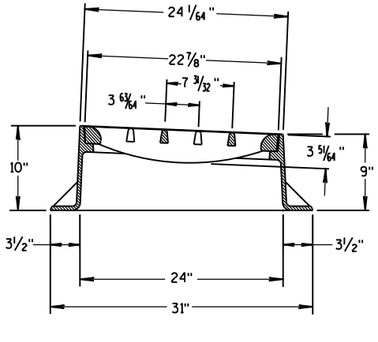


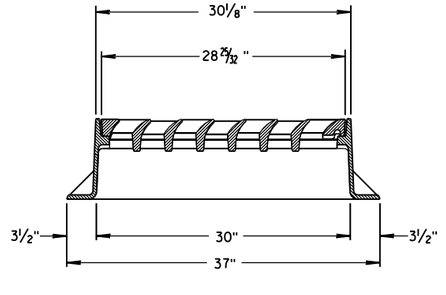


TYPE "L"



TYPE "M"





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

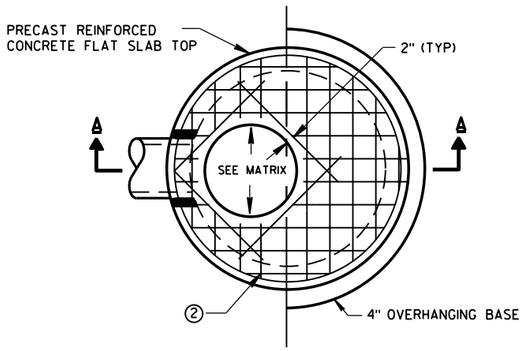
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

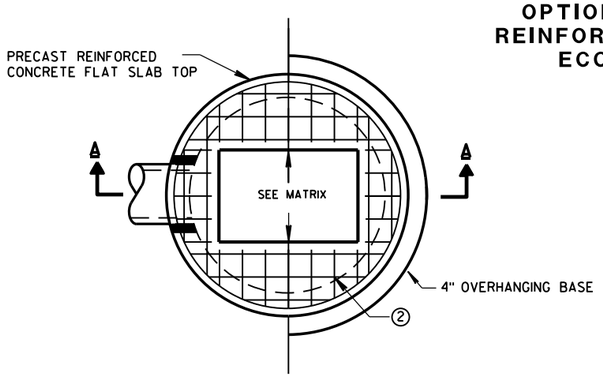
S.D.D. 8 A 5-19d

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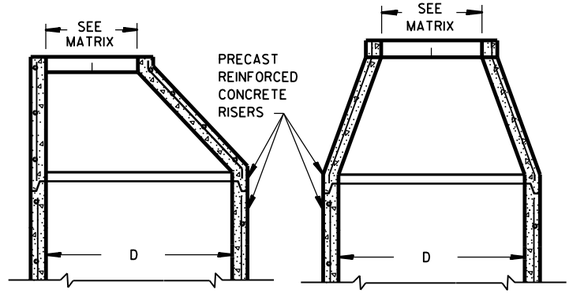
S.D.D. 8 A 5-19d



PLAN VIEW CIRCULAR OPENING

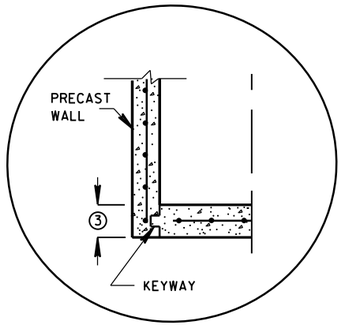


PLAN VIEW RECTANGULAR OPENING

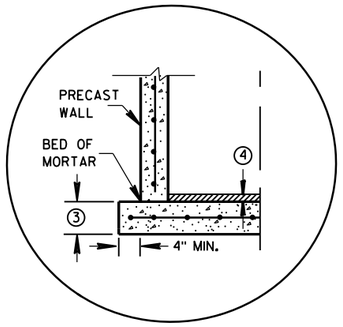


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

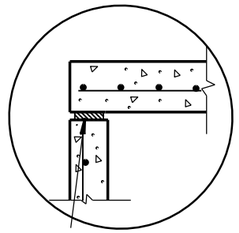


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



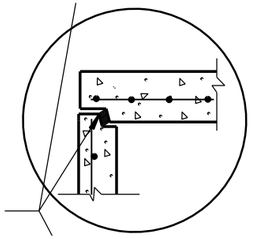
SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

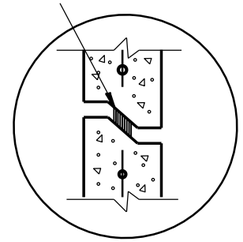


TOP WITH PLAIN END JOINT

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

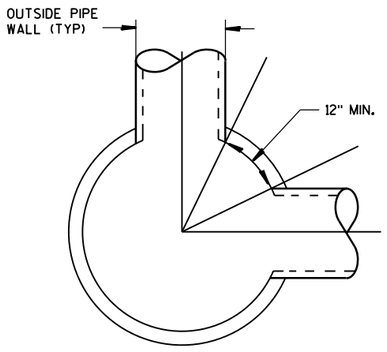


TOP WITH TONGUE AND GROOVE JOINT

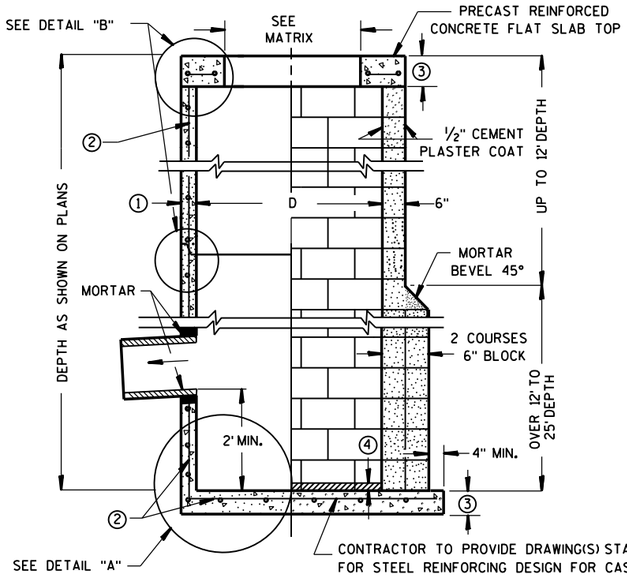


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"



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

SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

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 CATCH BASIN 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 CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE 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 1/2 INCH 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.

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.

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

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 AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS 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".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

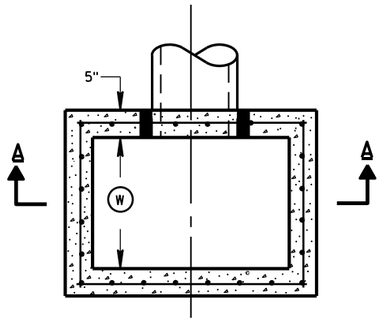
CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

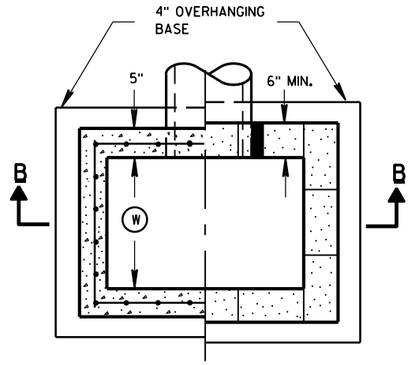
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

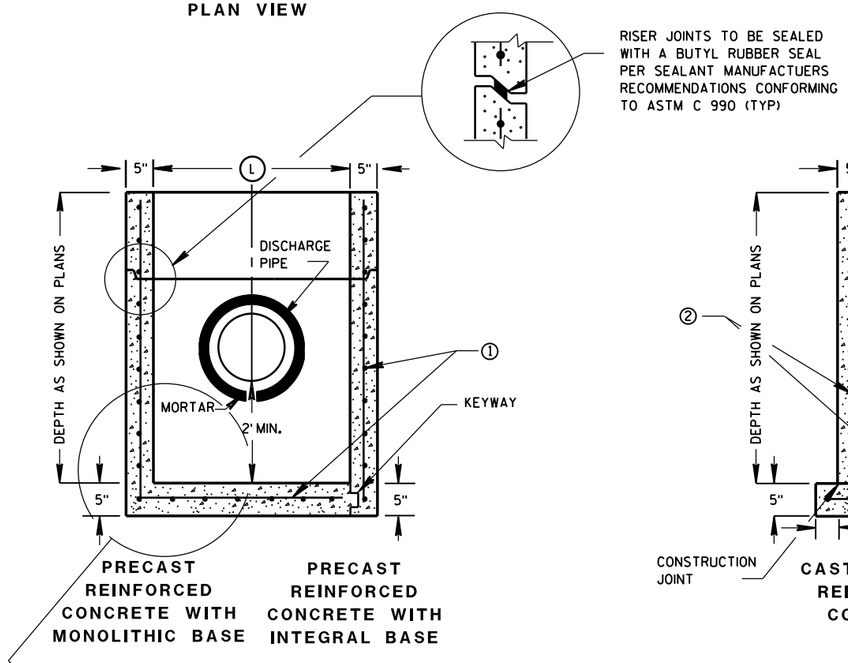
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER



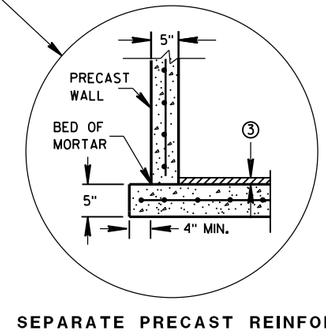
PLAN VIEW



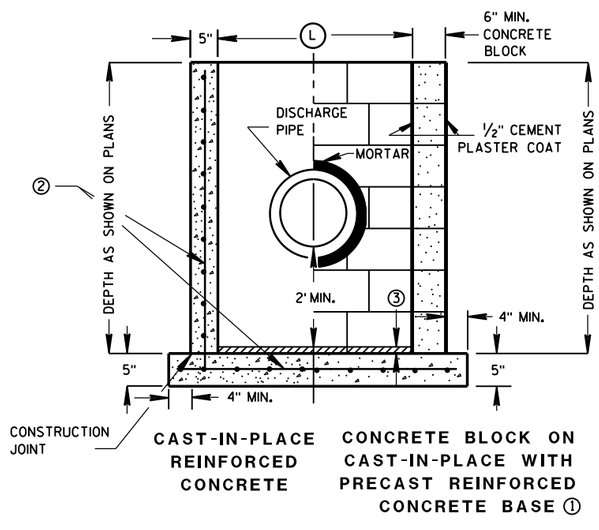
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN 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 CATCH BASIN 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" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS 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.

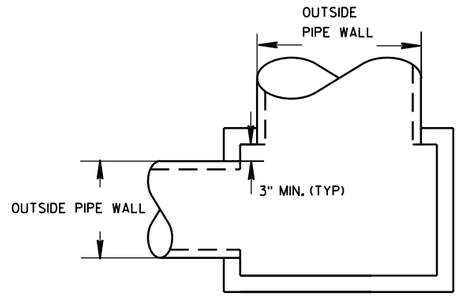
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

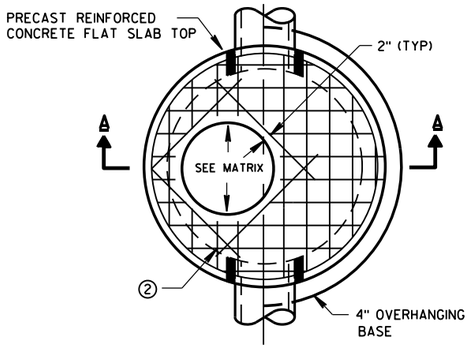
CATCH BASINS 2X3-FT AND 2.5X3-FT

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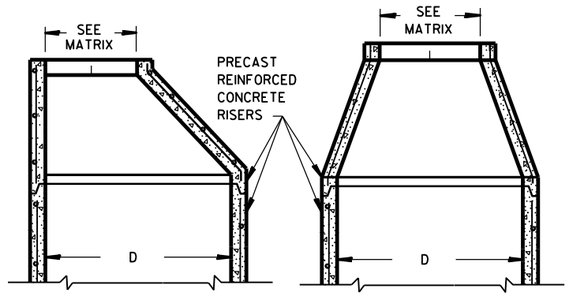
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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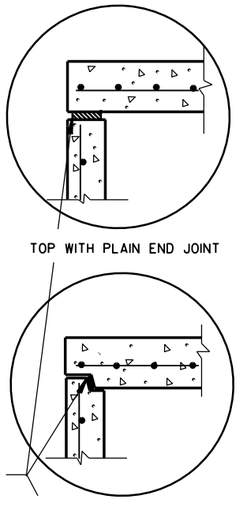


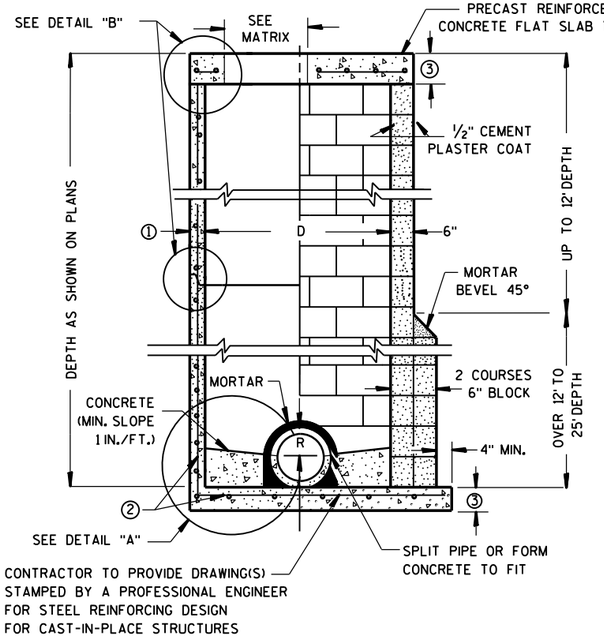
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

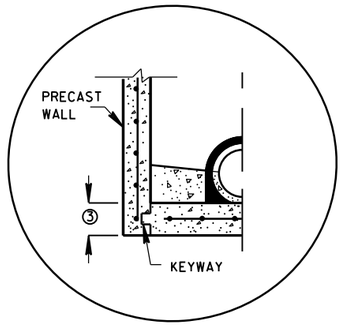
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



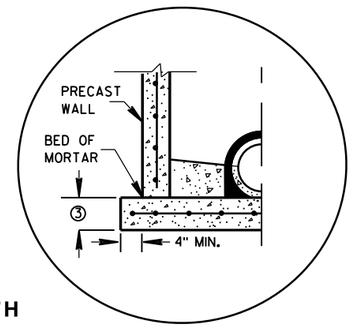


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

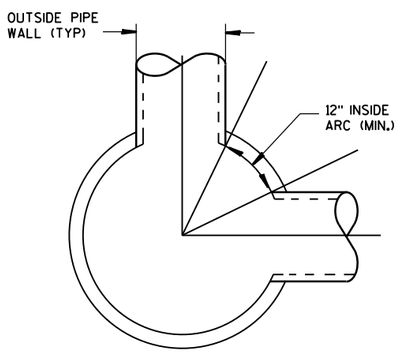


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

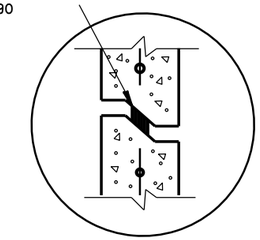


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

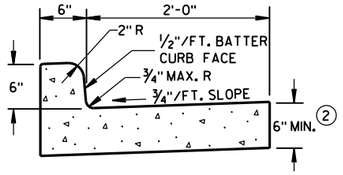
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

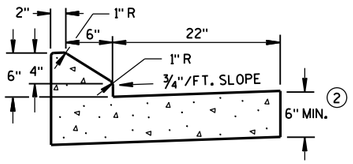
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

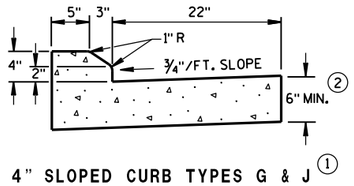
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TYPES A & D ①

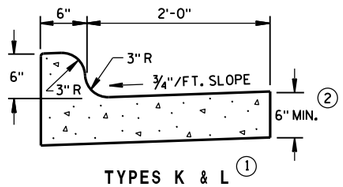


6" SLOPED CURB TYPES G & J ①

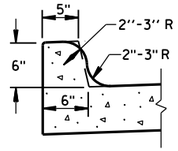


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

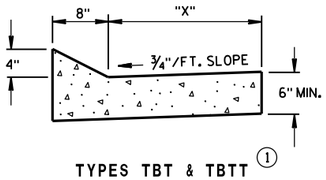


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

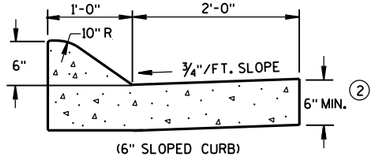
CONCRETE CURB & GUTTER 30"



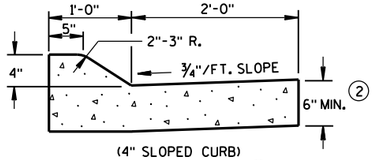
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

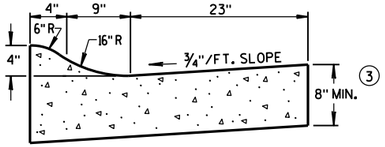


(6" SLOPED CURB)



(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.

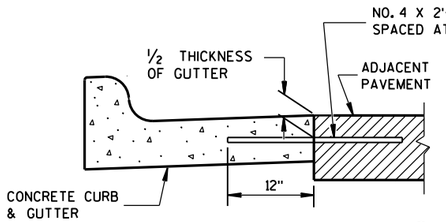
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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.

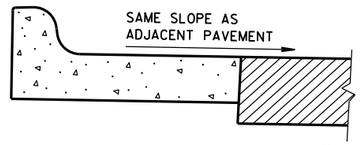
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

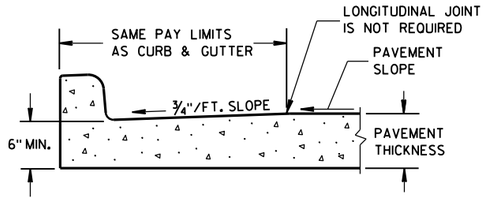
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



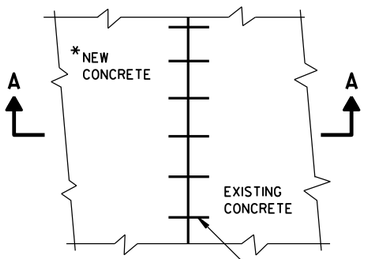
TYPICAL TIE BAR LOCATION ①



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

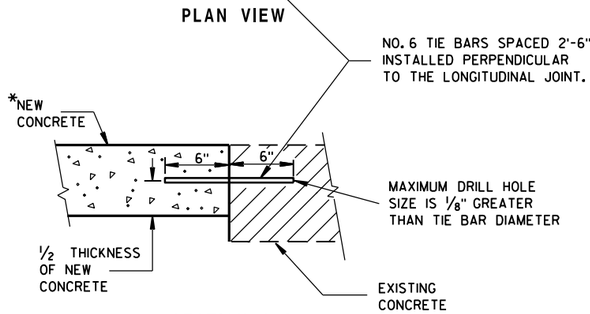


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



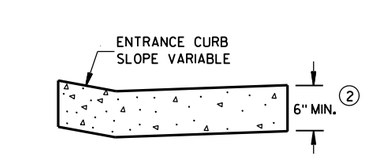
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

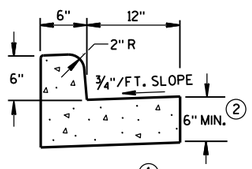


SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

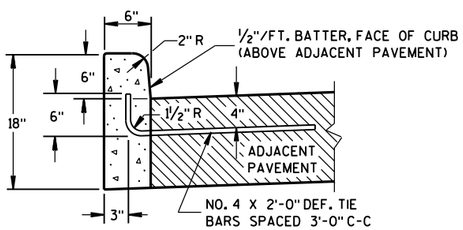


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

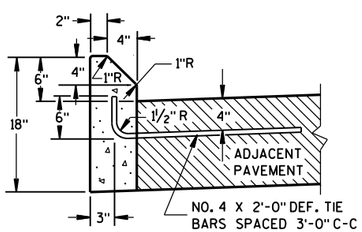


① TYPES A & D

CONCRETE CURB & GUTTER 18"

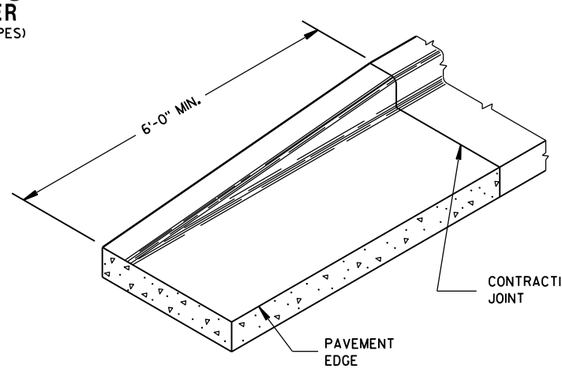


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

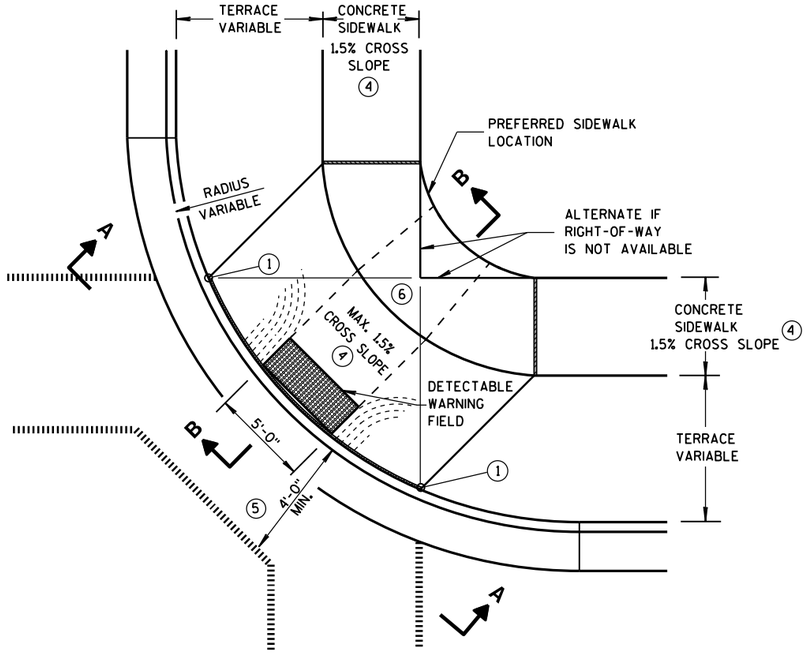
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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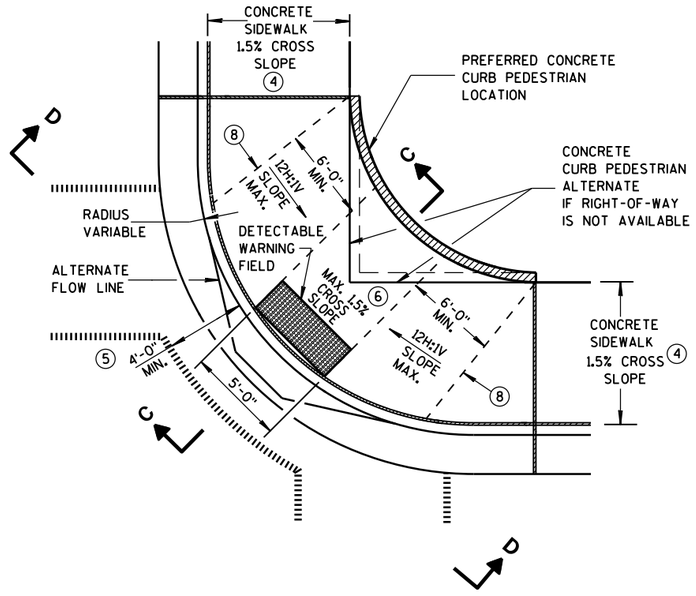
S.D.D. 8 D 1-18



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

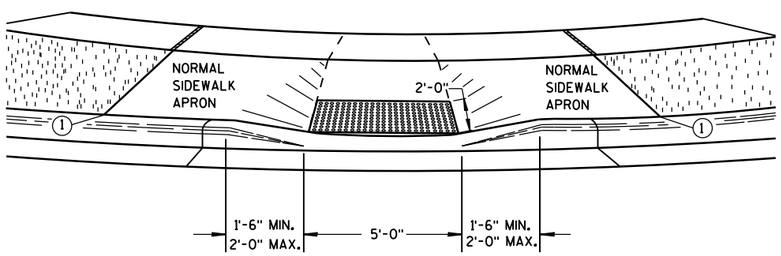
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

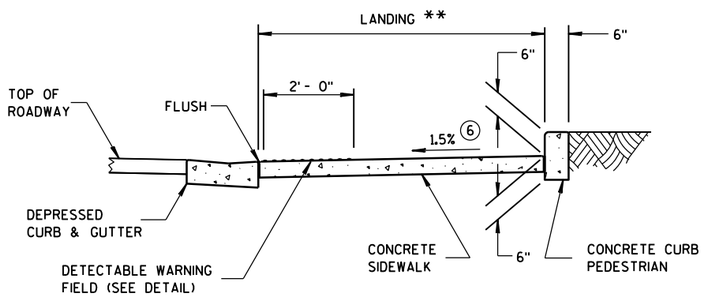
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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



VIEW A-A

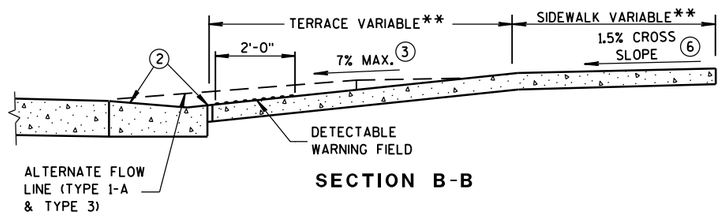
** WIDTH SHOWN ELSEWHERE IN THE PLANS



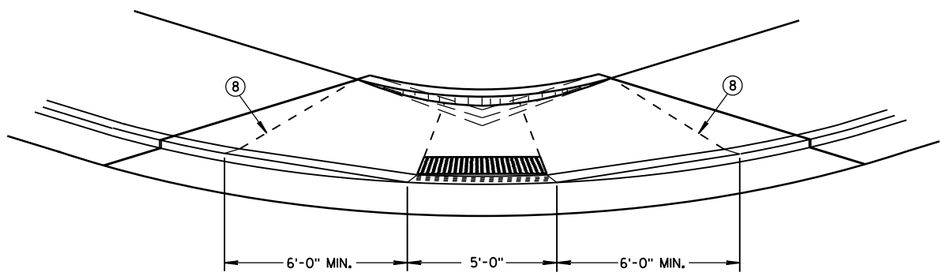
SECTION C-C

LEGEND

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



SECTION B-B



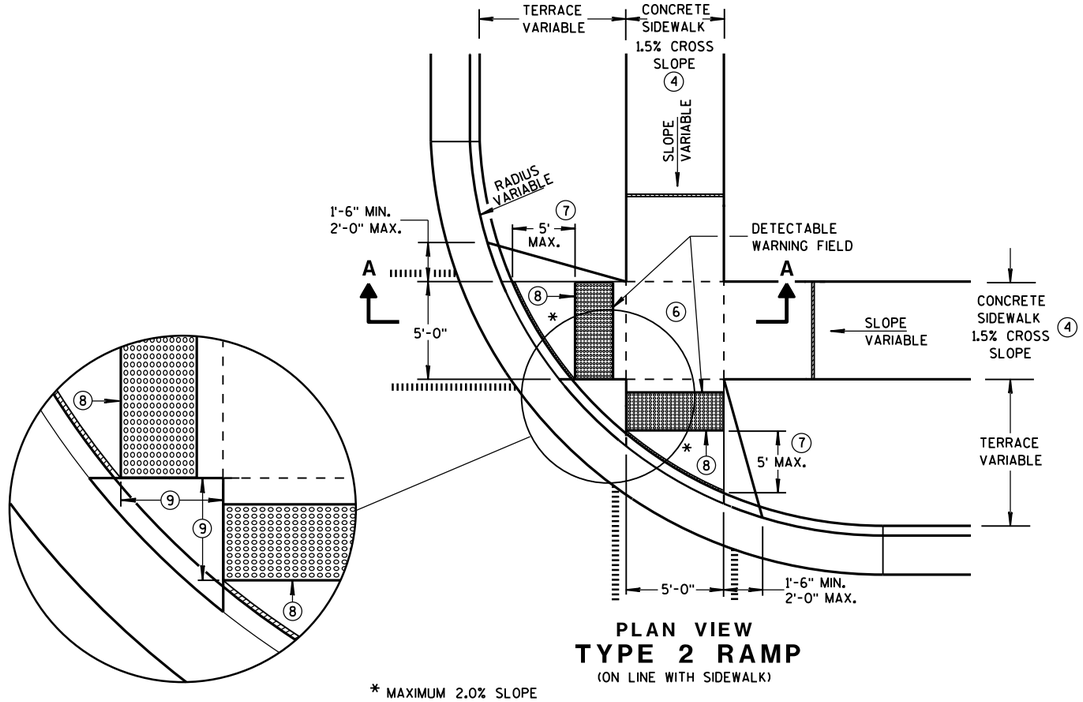
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

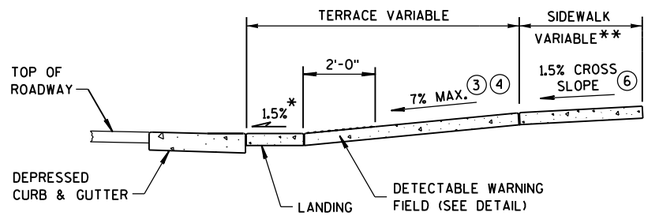


PLAN VIEW

TYPE 2 RAMP

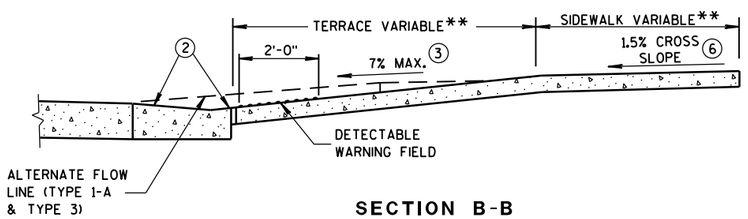
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

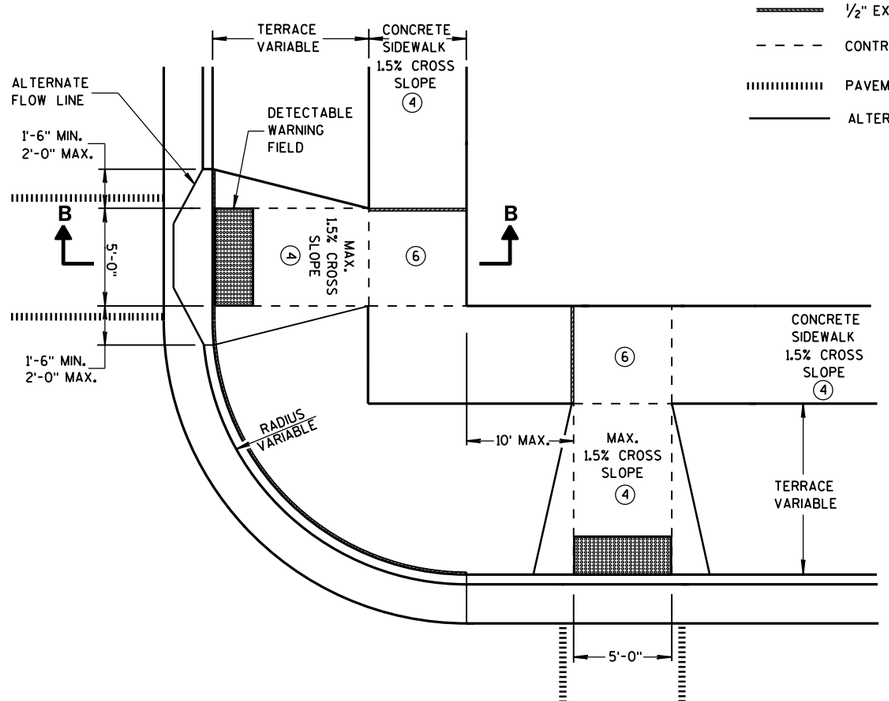
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

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

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

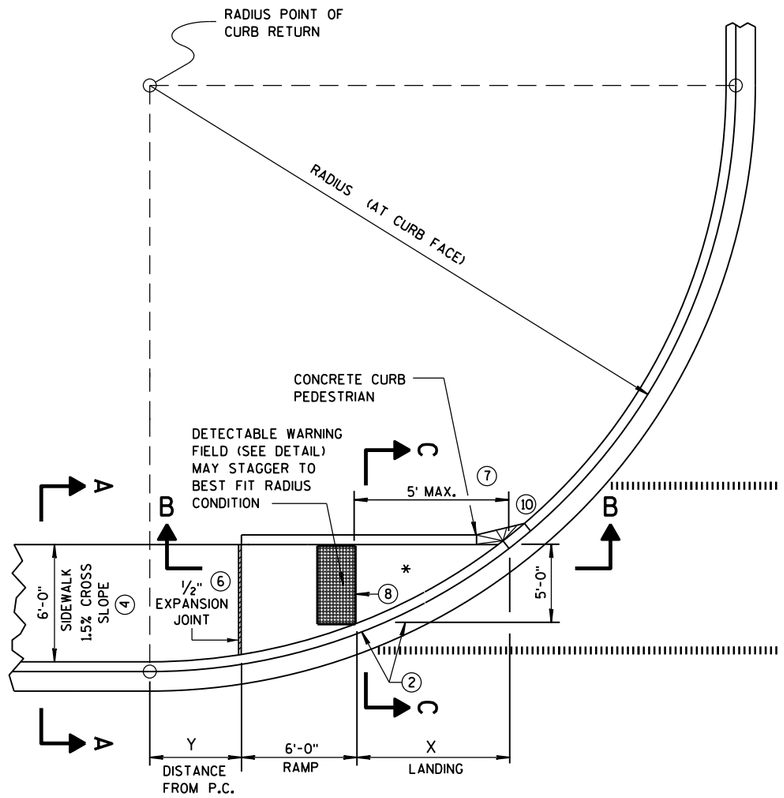
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

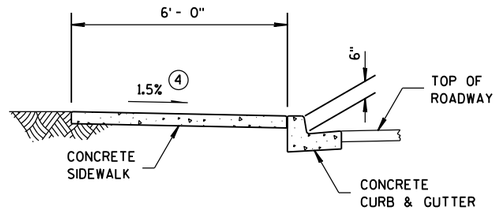
S.D.D. 8 D 5-16b



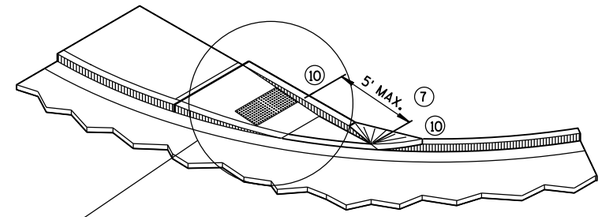
CURB RAMP TYPE 4A
PLAN VIEW

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

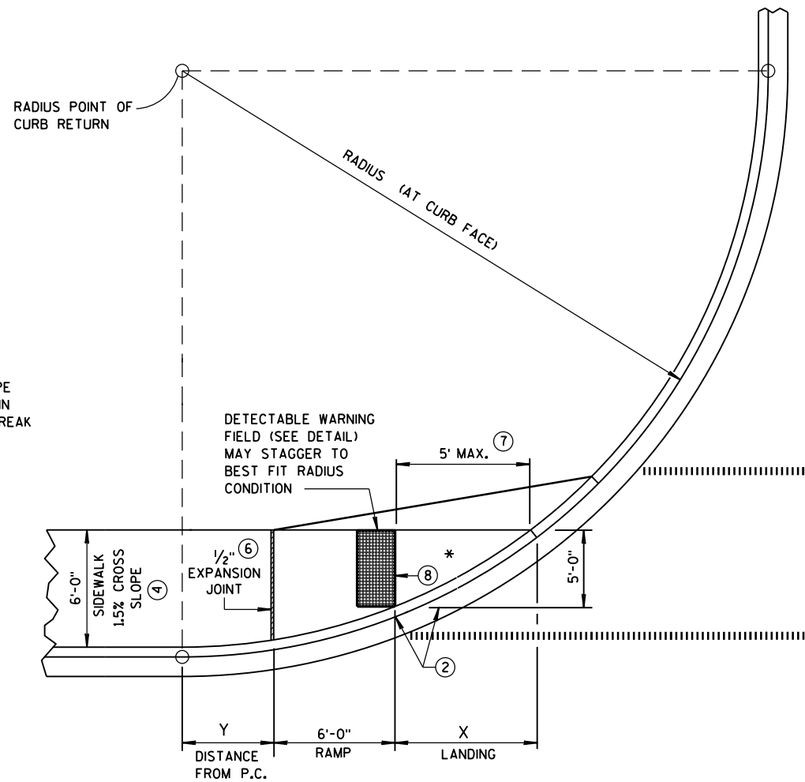
INTERMEDIATE RADII CAN BE INTERPOLATED



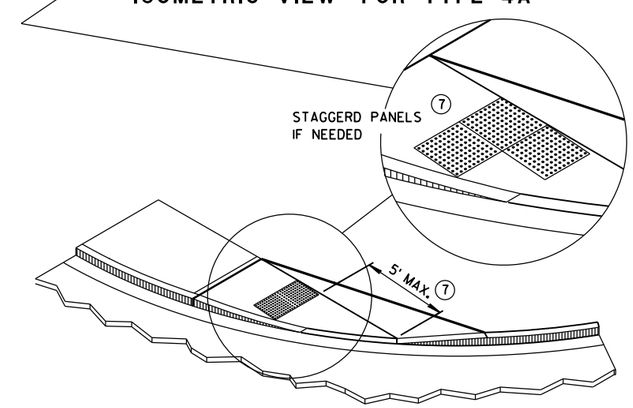
SECTION A-A FOR TYPE 4A



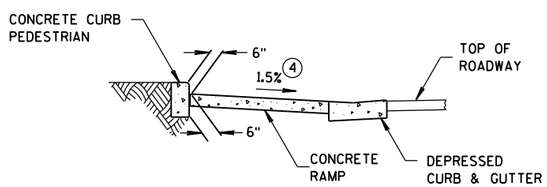
ISOMETRIC VIEW FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW

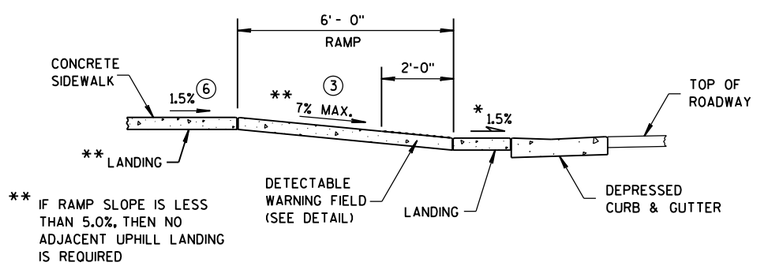


ISOMETRIC VIEW FOR TYPE 4A1



SECTION C-C FOR TYPE 4A

* 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 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

LEGEND

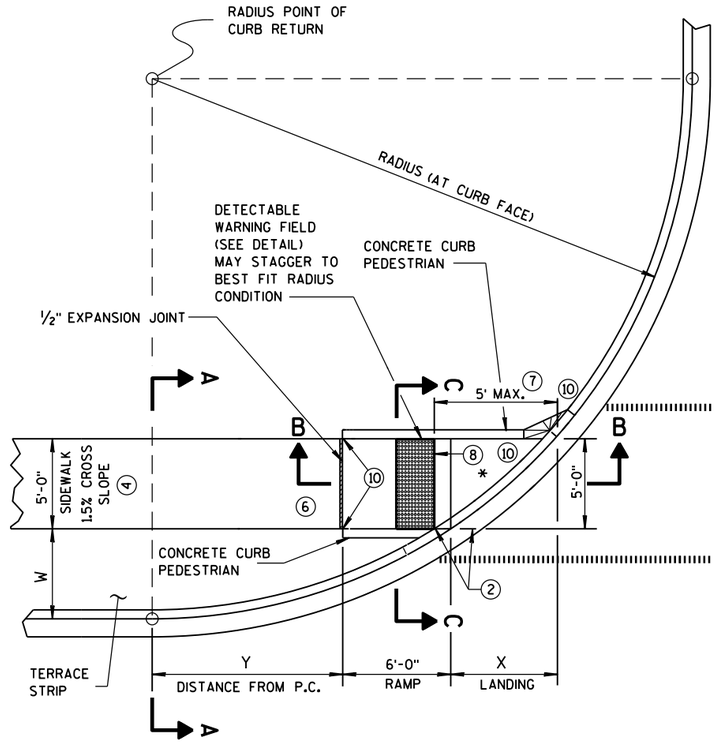
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

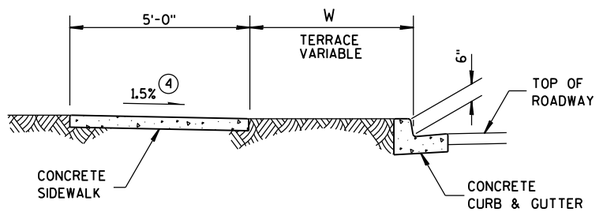
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

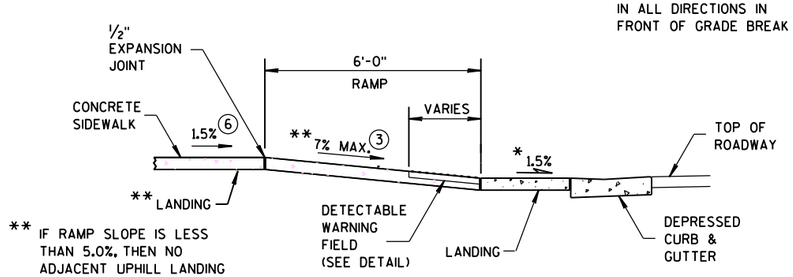
S.D.D. 8 D 5-16c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



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

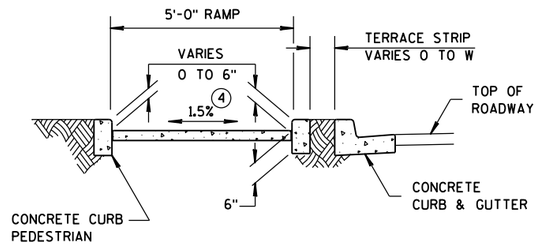
SECTION B-B FOR TYPE 4B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C-C FOR TYPE 4B

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

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

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

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

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

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

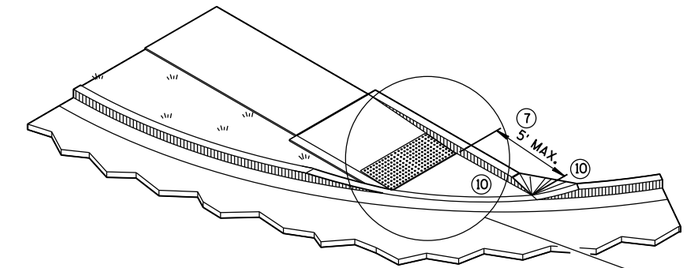
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

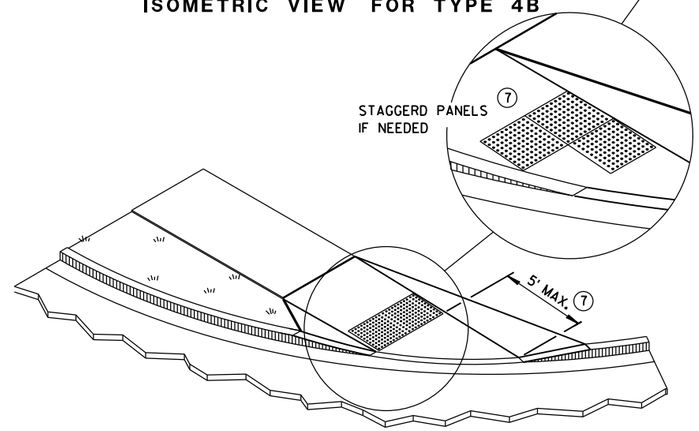
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

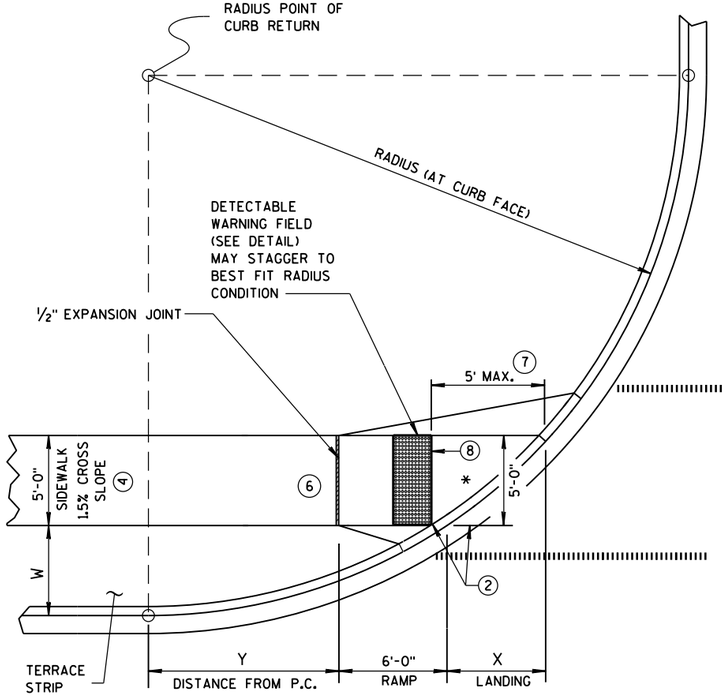
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



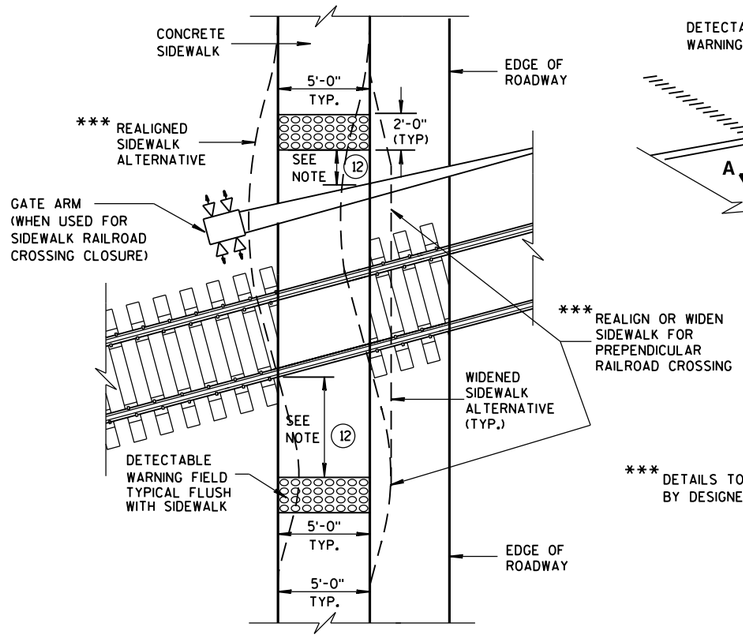
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

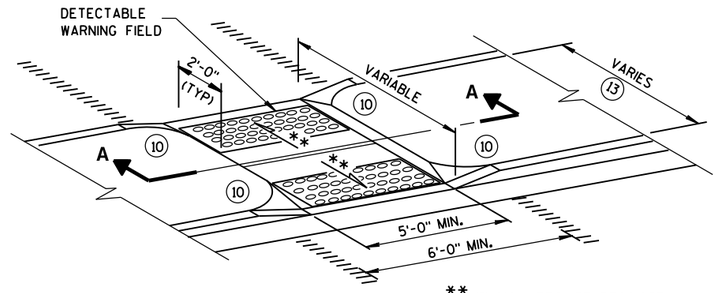
6

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



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

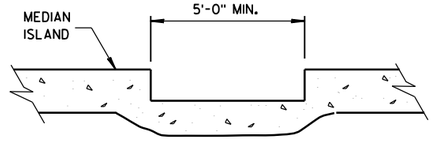
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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

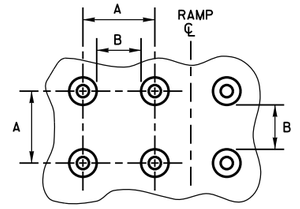
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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



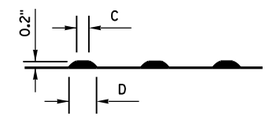
SECTION A-A



PLAN VIEW

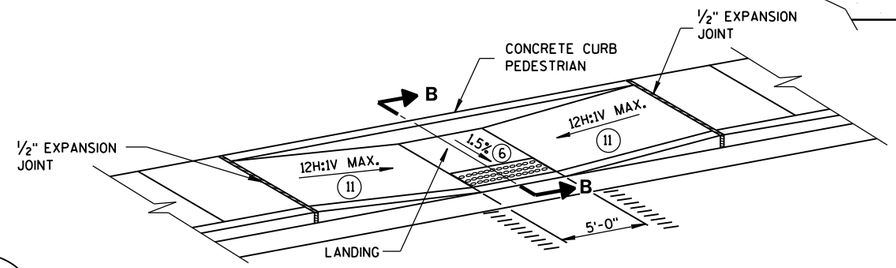
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

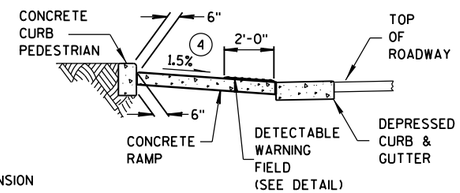


ELEVATION VIEW

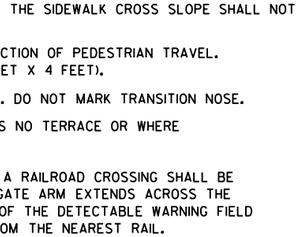
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



MID-BLOCK CROSSING
TYPE 7A



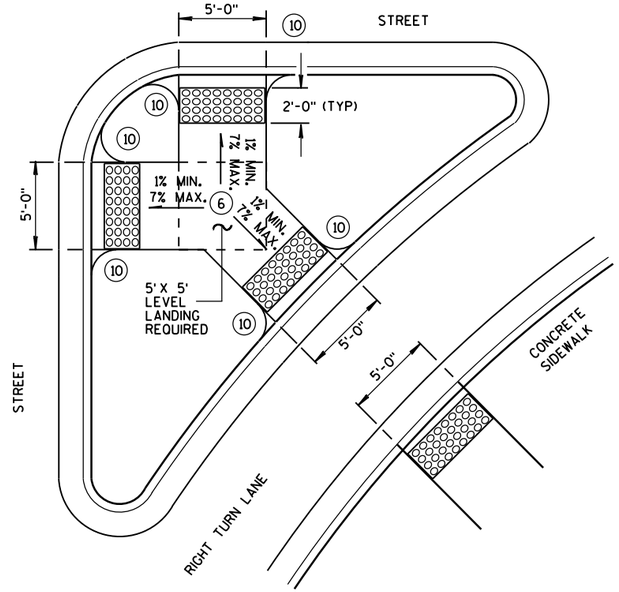
SECTION B-B



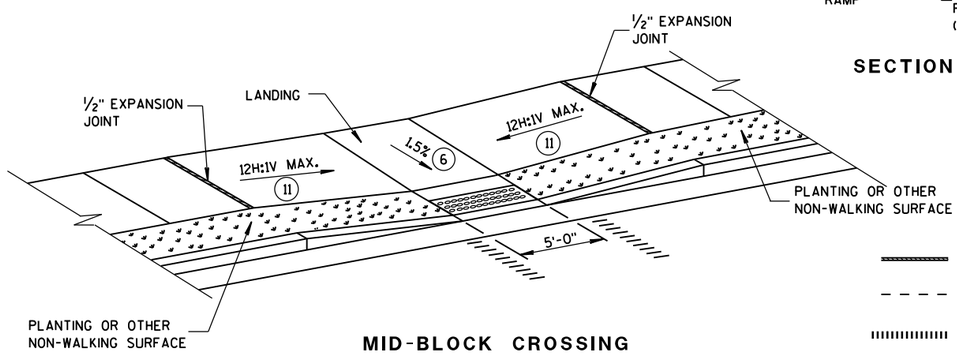
PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

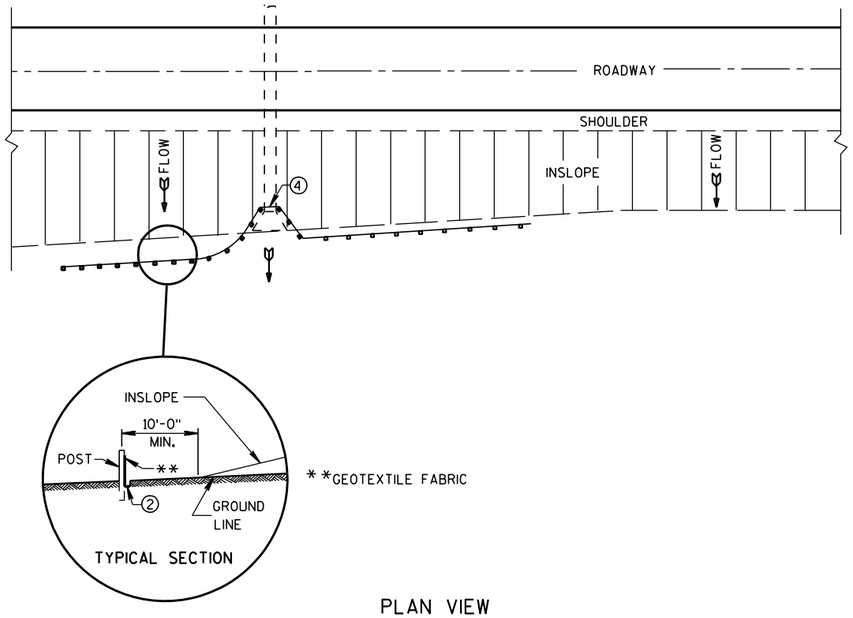
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

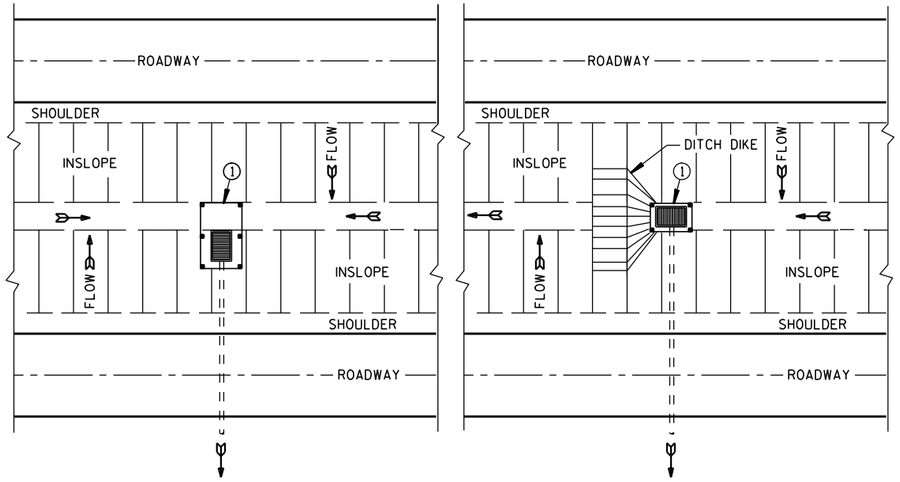
6

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



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



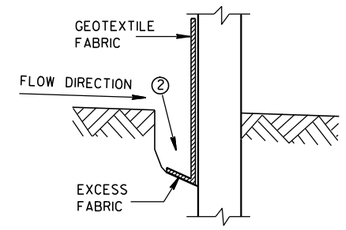
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

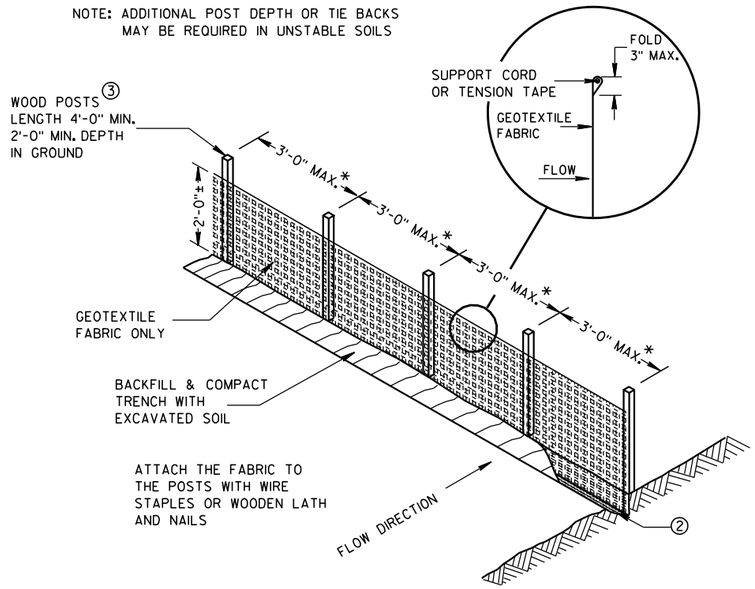
GENERAL NOTES

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.

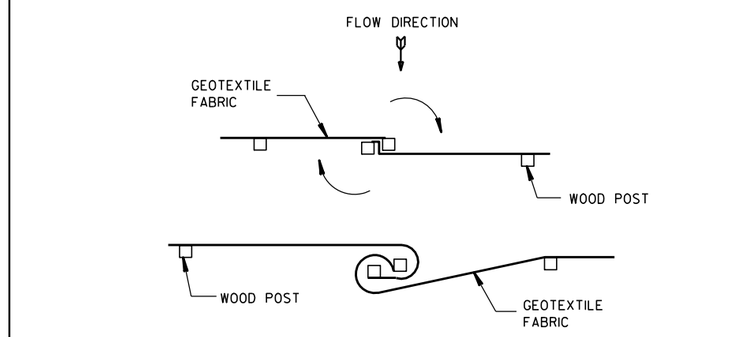


TRENCH DETAIL

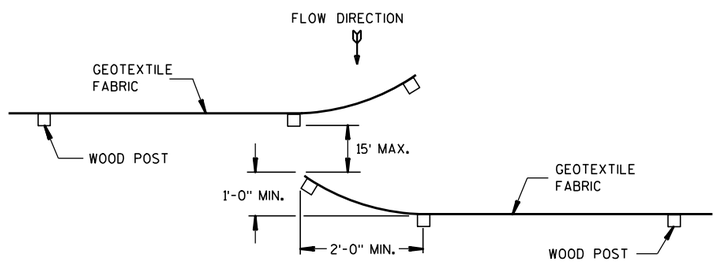


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

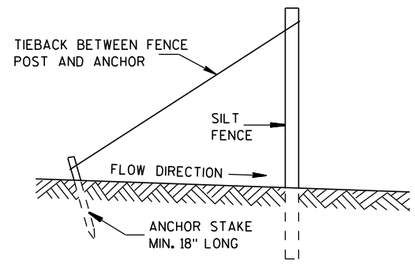


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

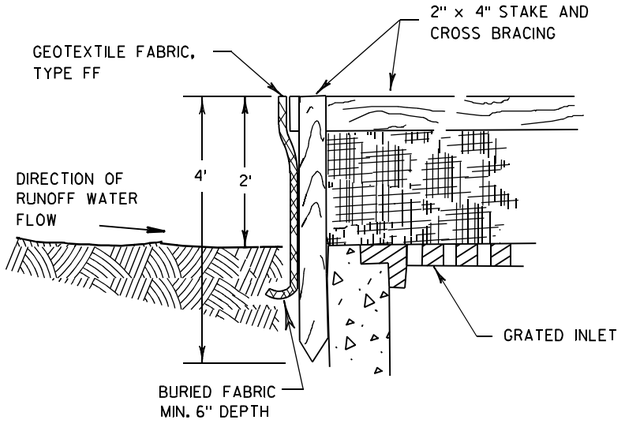
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

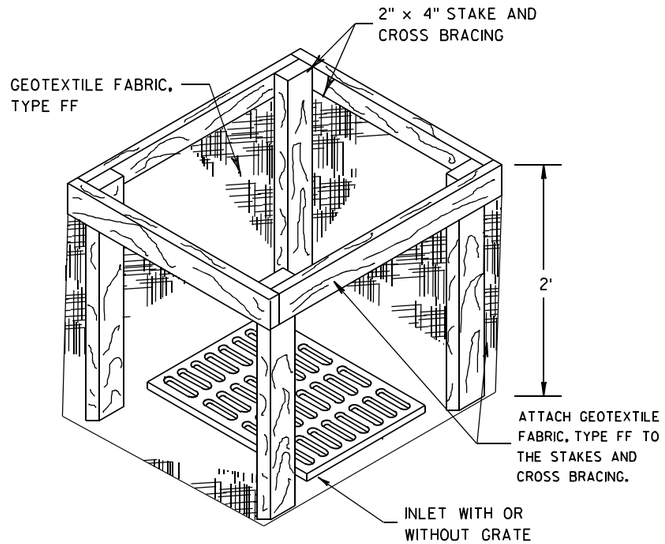
6

S.D.D. 8 E 9-6

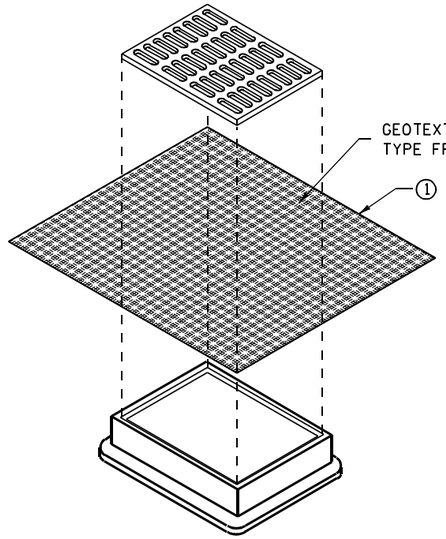
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S.D.D. 8 E 9-6



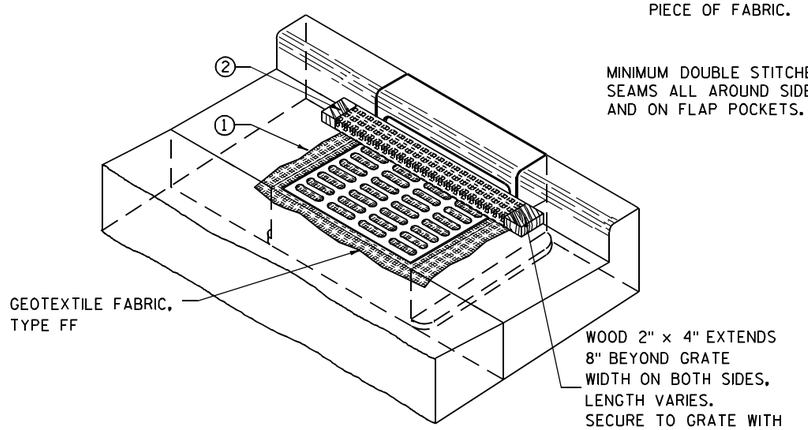


INLET PROTECTION, TYPE A

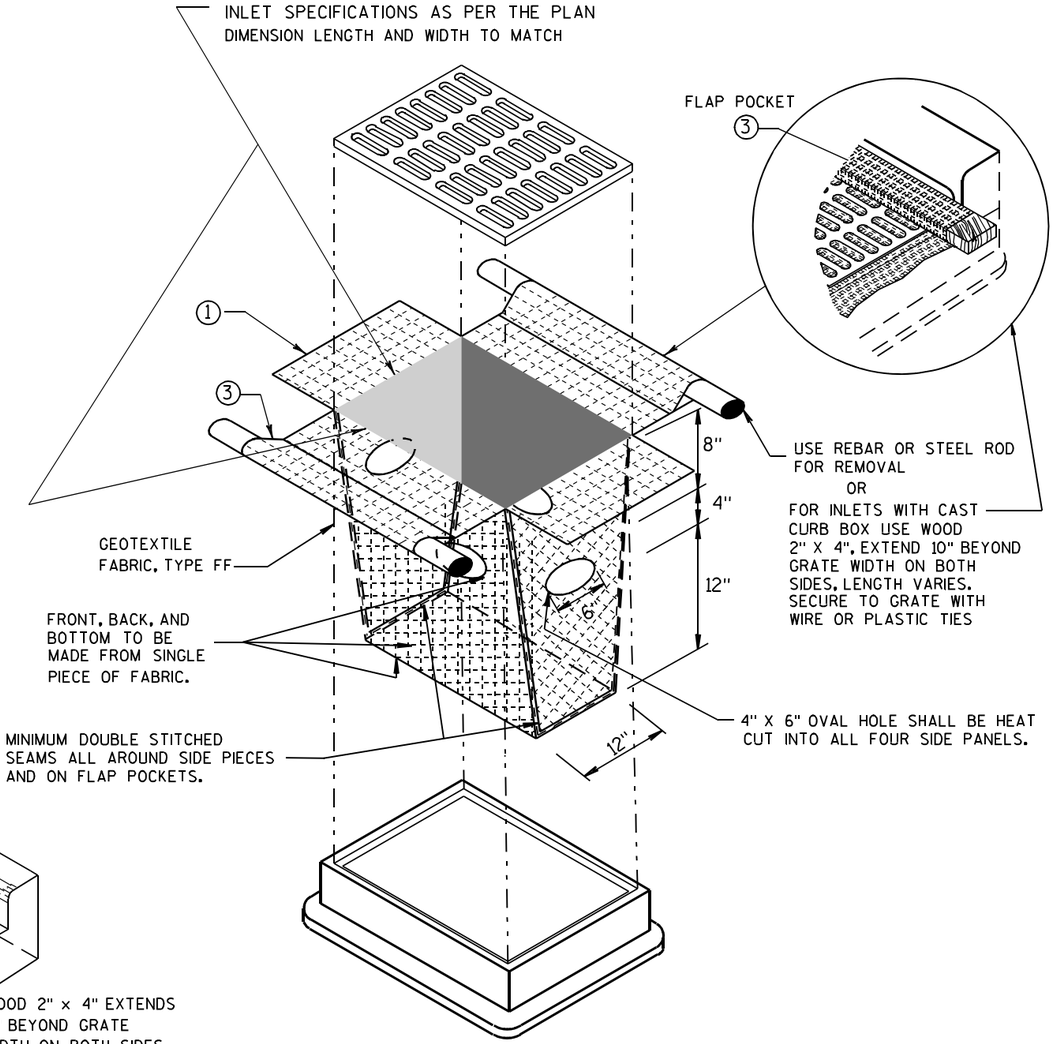


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

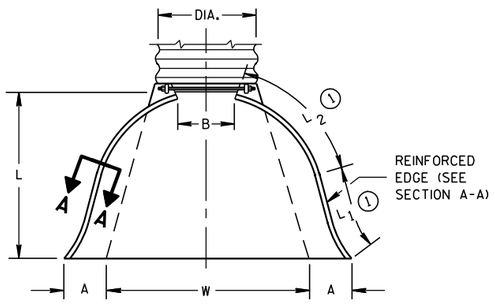
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

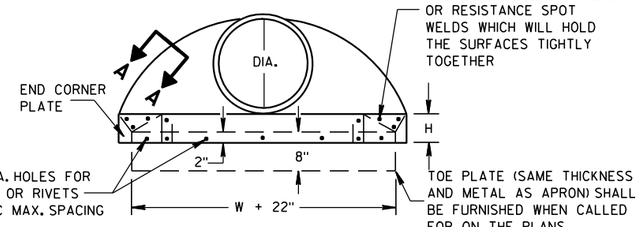
REINFORCED CONCRETE APRON ENDWALLS

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

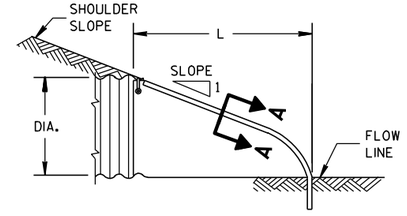
*MINIMUM
**MAXIMUM



PLAN VIEW

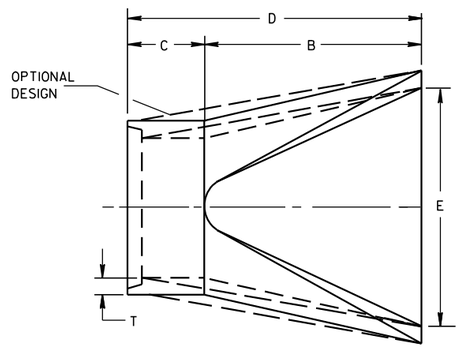


END VIEW

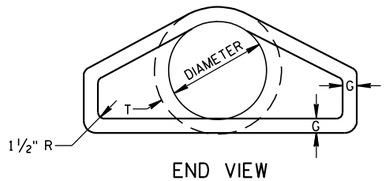


SIDE ELEVATION

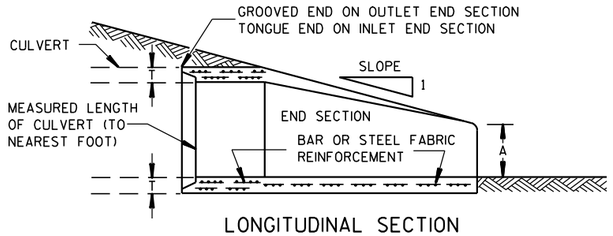
METAL ENDWALLS



PLAN

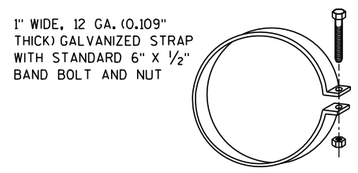


END VIEW



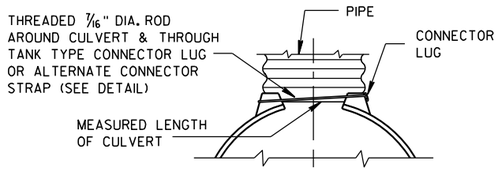
LONGITUDINAL SECTION

CONCRETE ENDWALLS

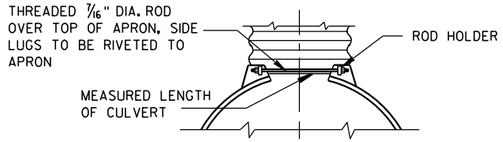


ALTERNATE FOR TYPE 1 CONNECTION

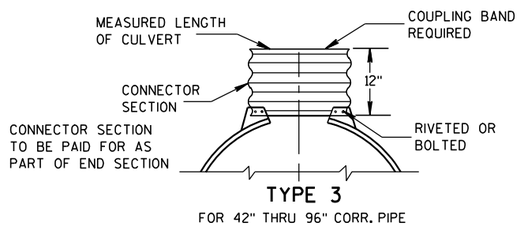
END SECTION CONNECTOR STRAP



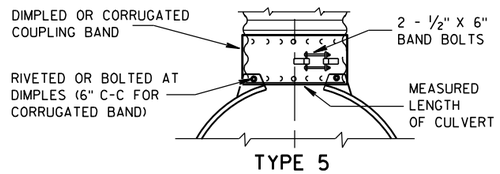
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

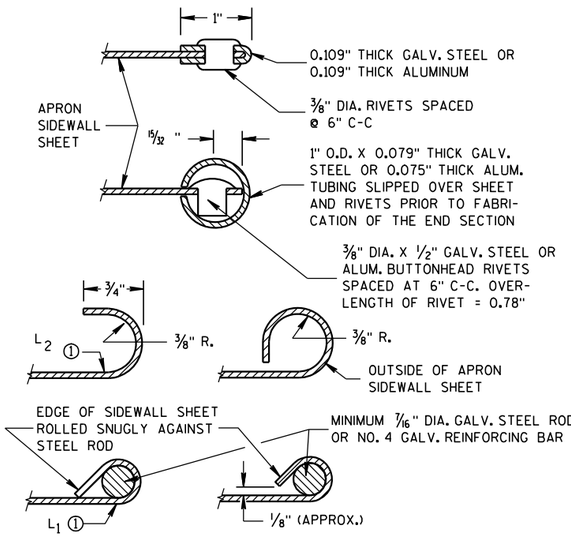
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

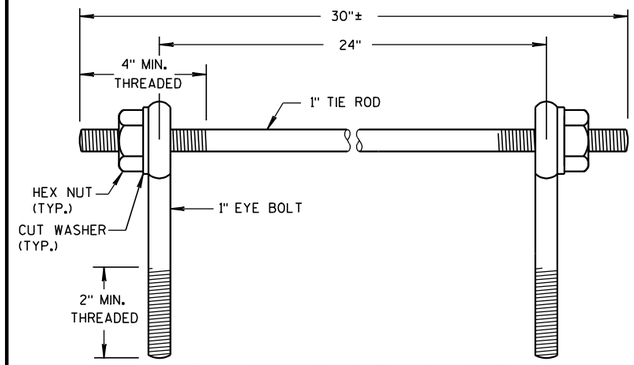
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

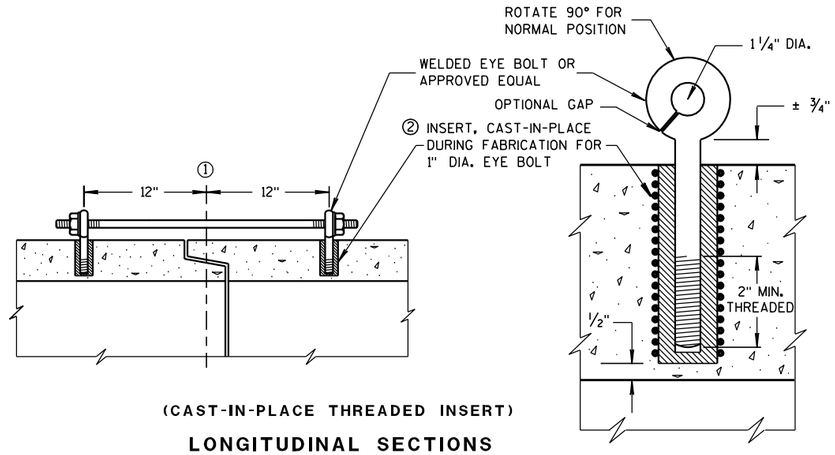
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

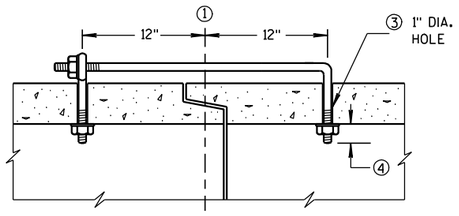
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

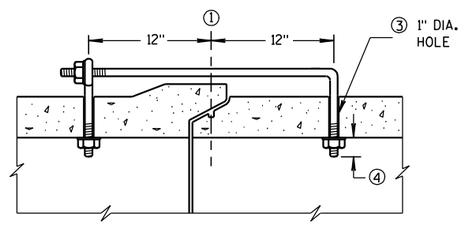
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

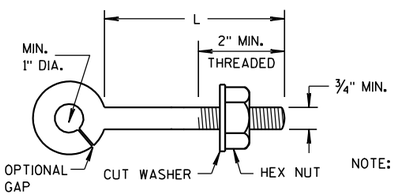


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

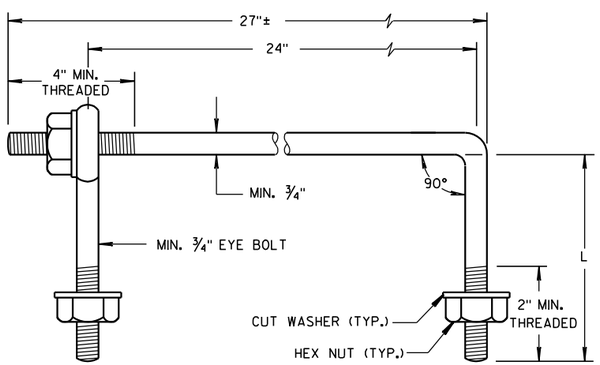
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

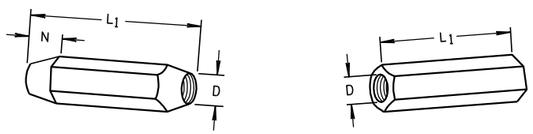
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

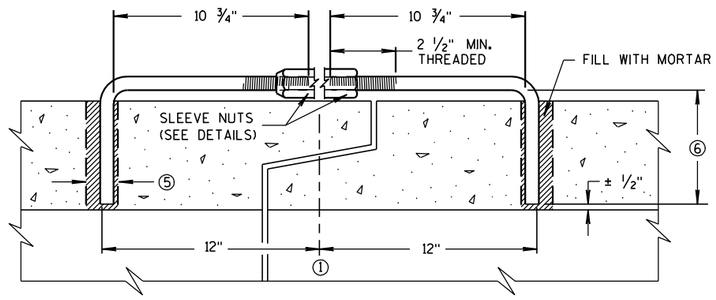
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

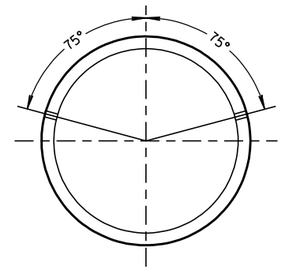
SLEEVE NUTS



LONGITUDINAL SECTION

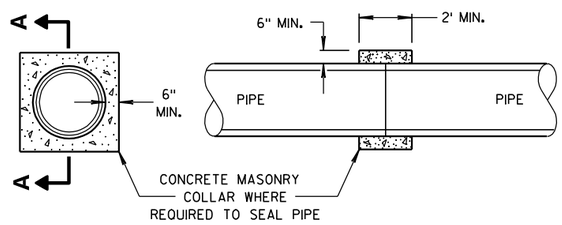
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

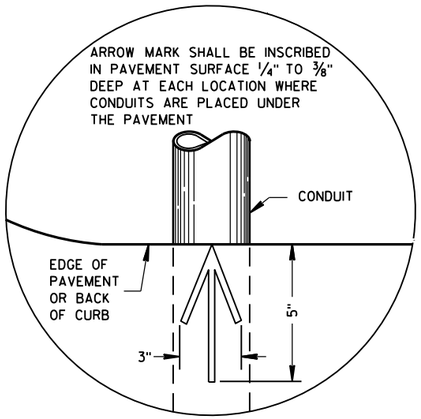
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
250
FHWA

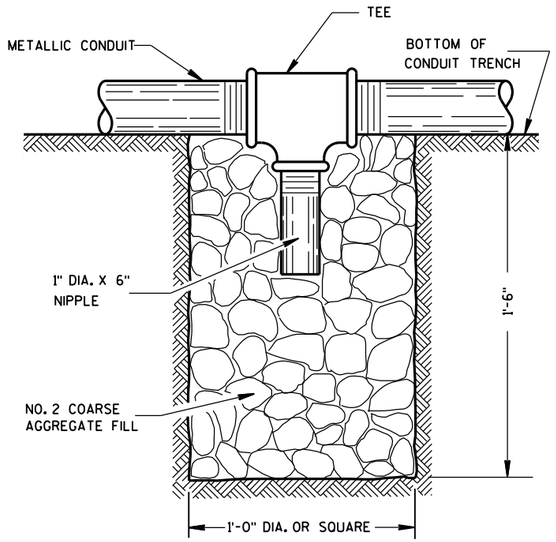
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S.D.D. 8 F 4-7



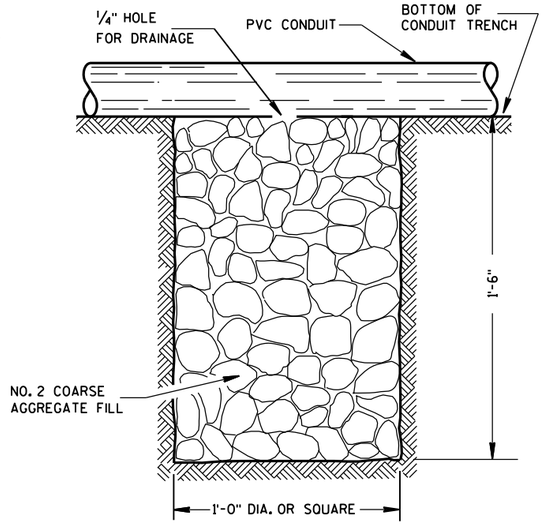
PLAN VIEW

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.

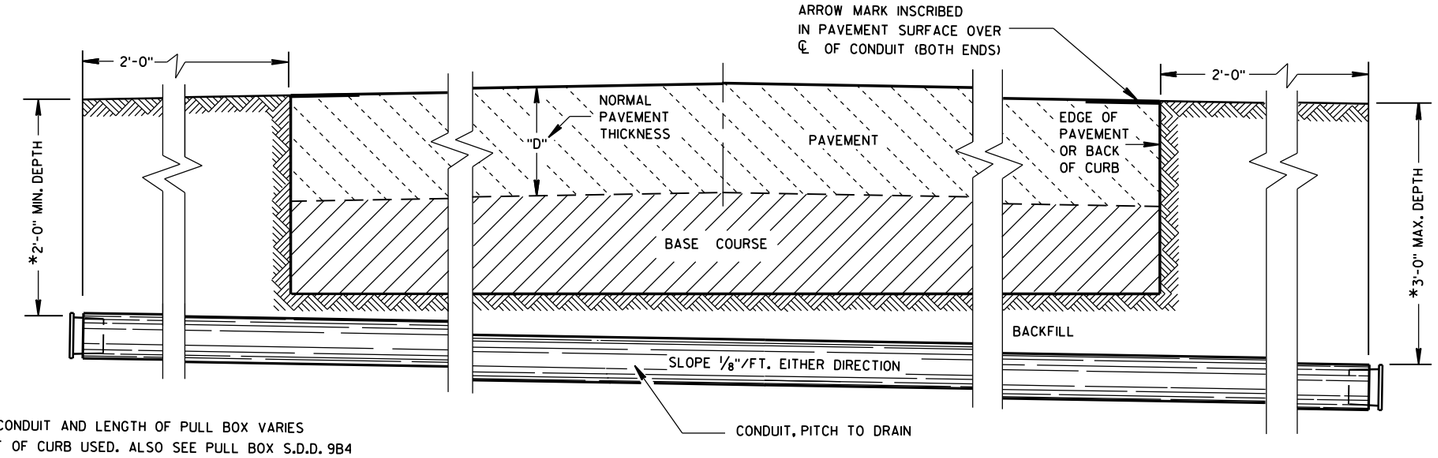
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

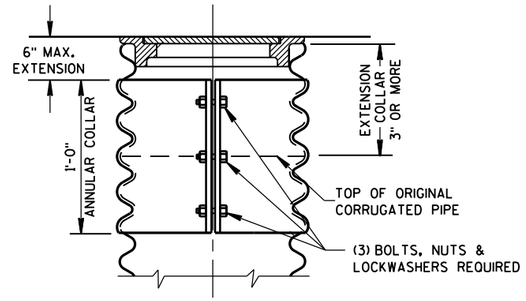
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

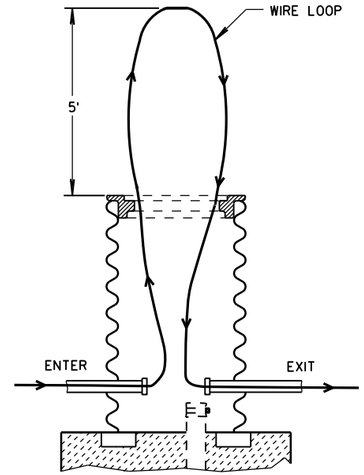
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

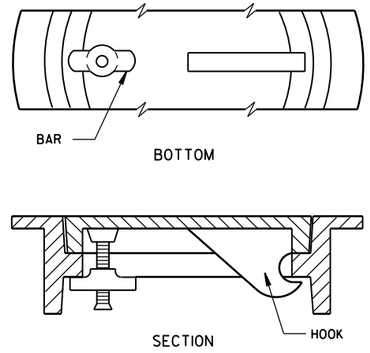
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

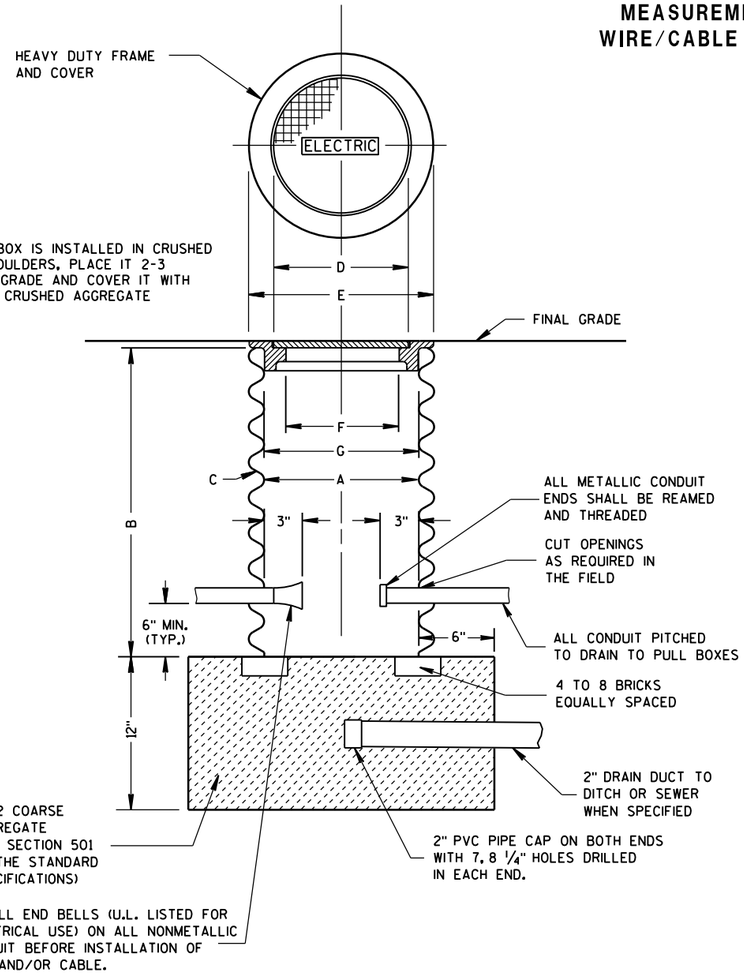


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



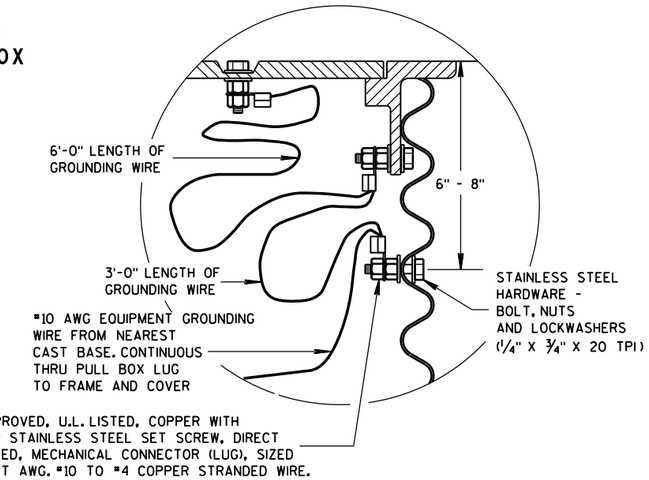
ALTERNATE COVER (LOCKING)

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.

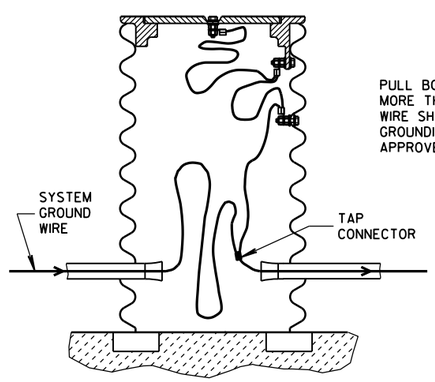
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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
252

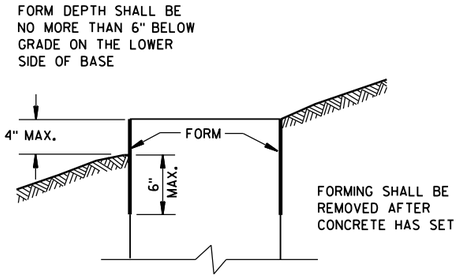
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S.D.D. 9 B 4-11



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

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

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

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

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

GENERAL NOTES (CONTINUED)

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

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

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

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

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

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

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

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

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

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

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

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

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

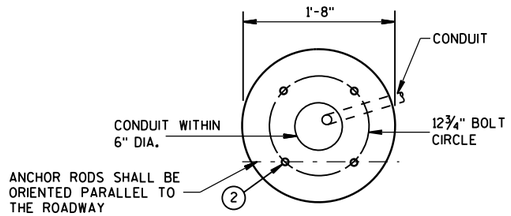
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

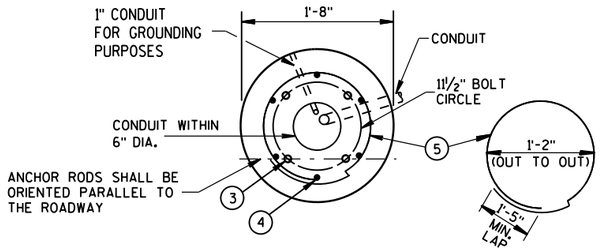
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

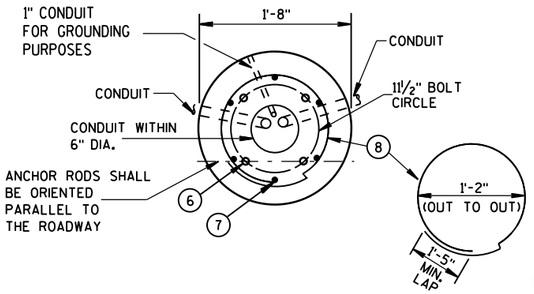
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

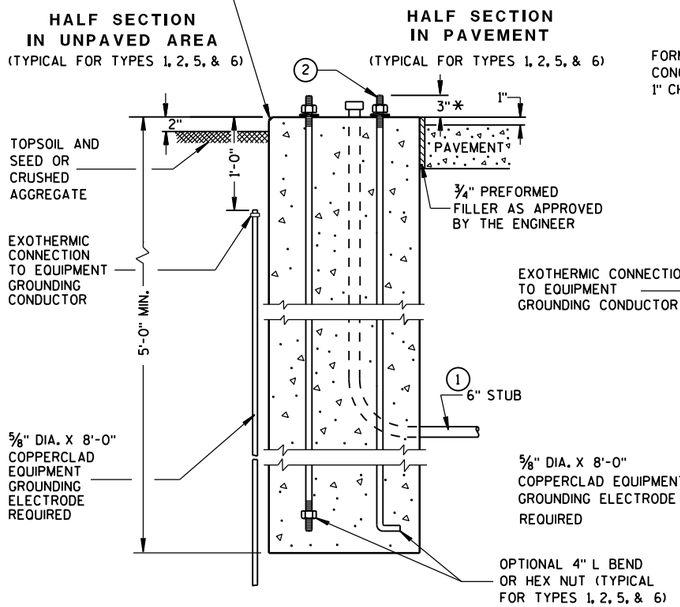






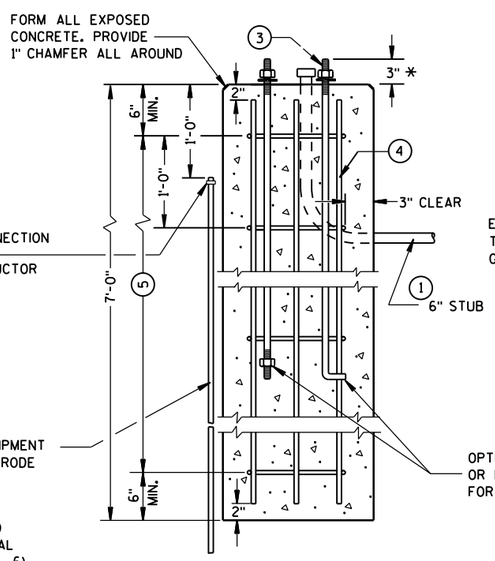
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

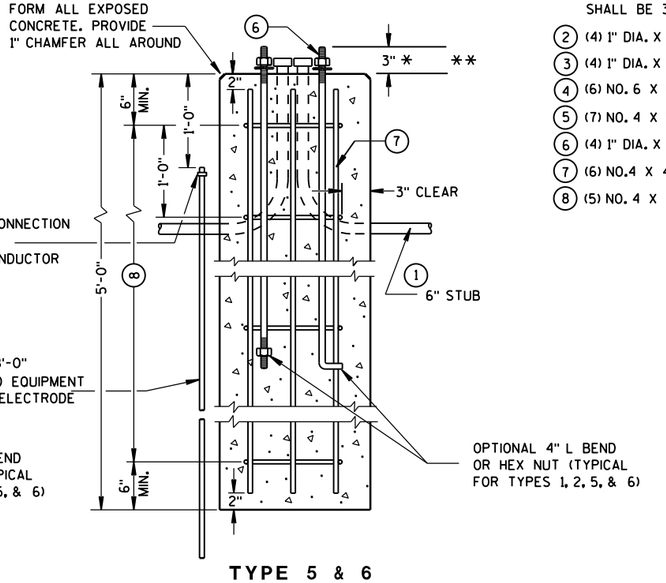


HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 9 C 2-7

GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

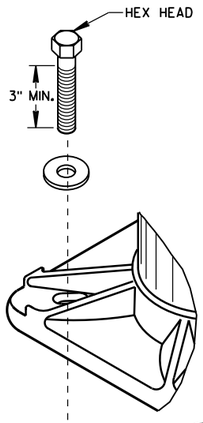
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

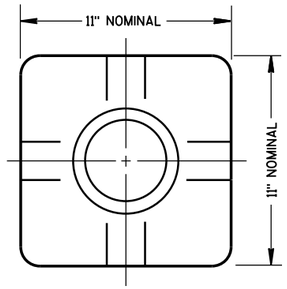
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

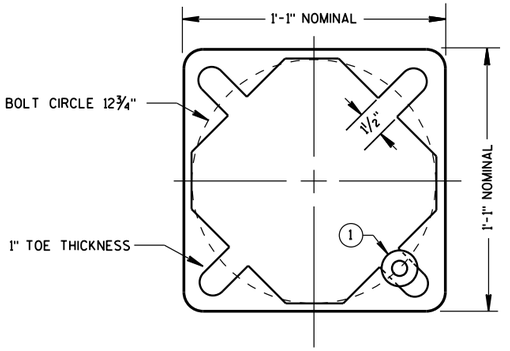
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

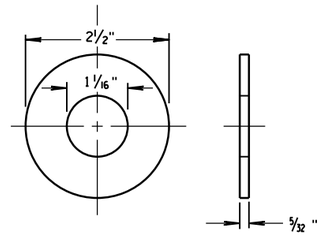




TOP VIEW
(PEDESTAL BASE)

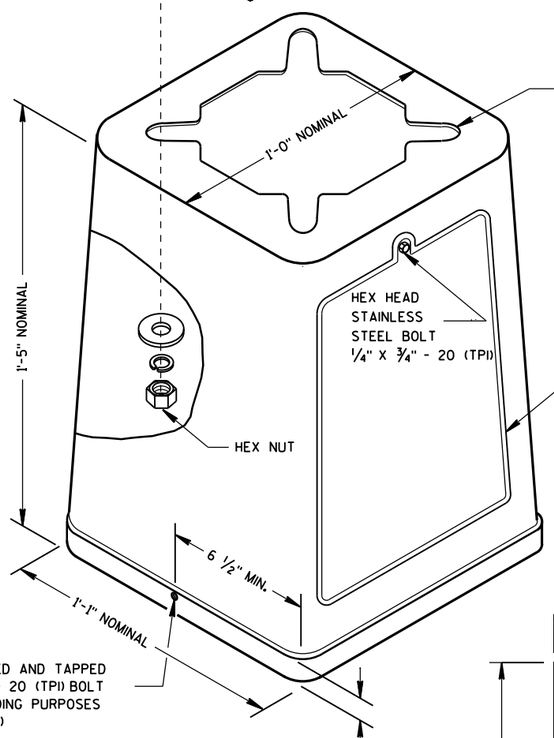


BOTTOM VIEW
(PEDESTAL BASE)

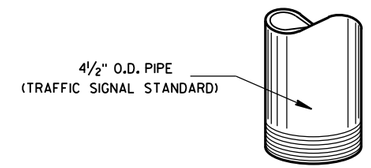


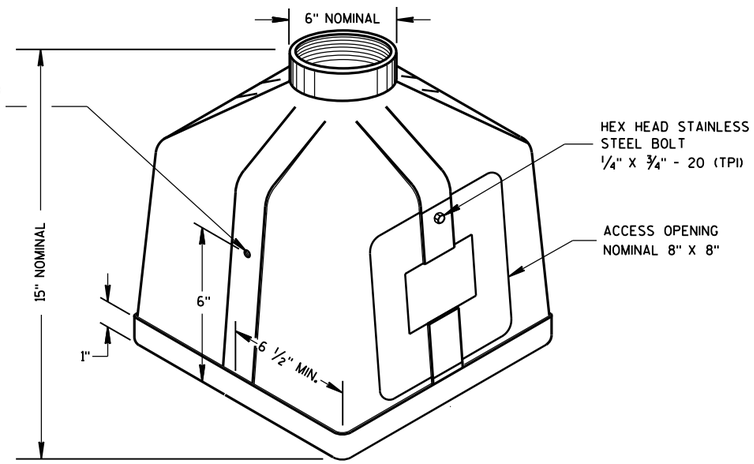
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



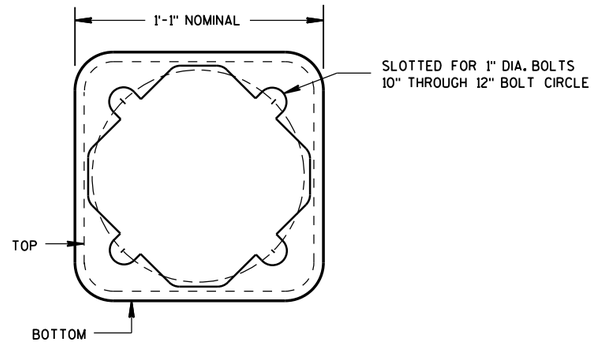
ISOMETRIC VIEW



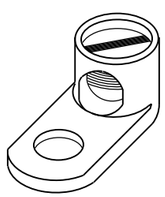


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

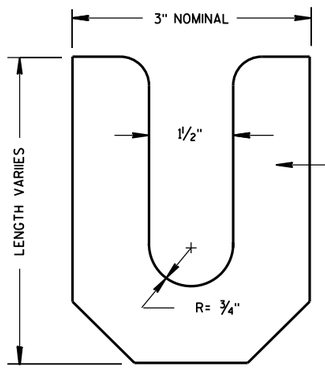


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

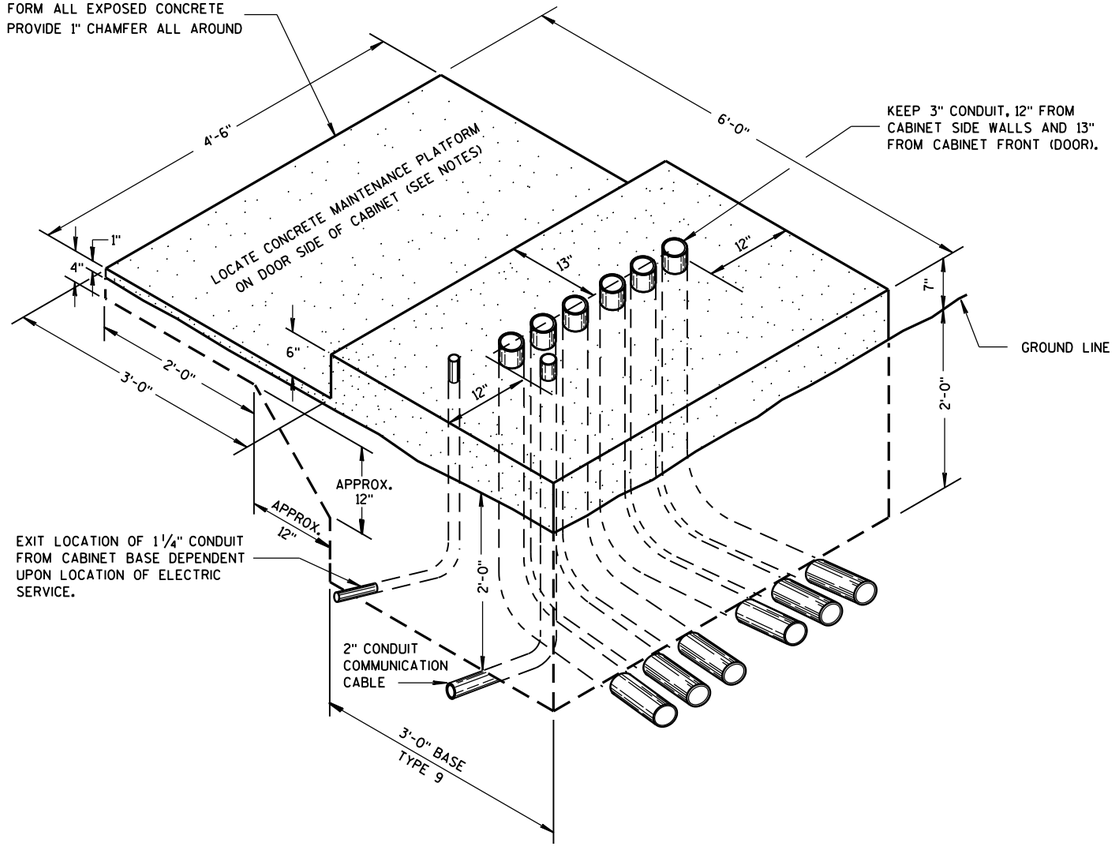
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
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FHWA

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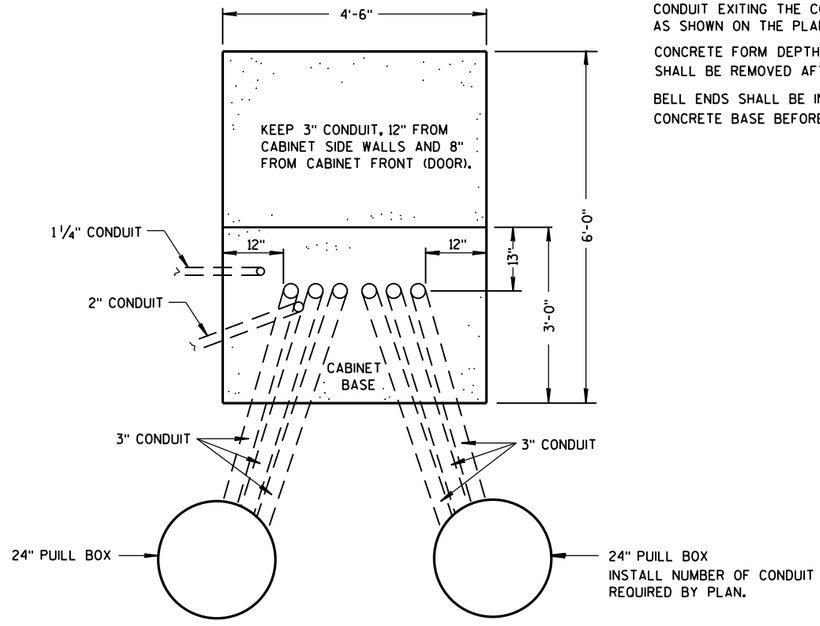
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

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

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP 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 (SIX THREE INCH) 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 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 255
FHWA

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 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 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

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. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

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

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

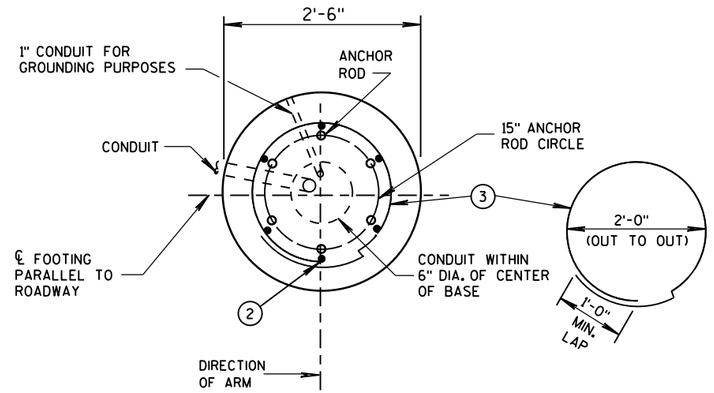
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

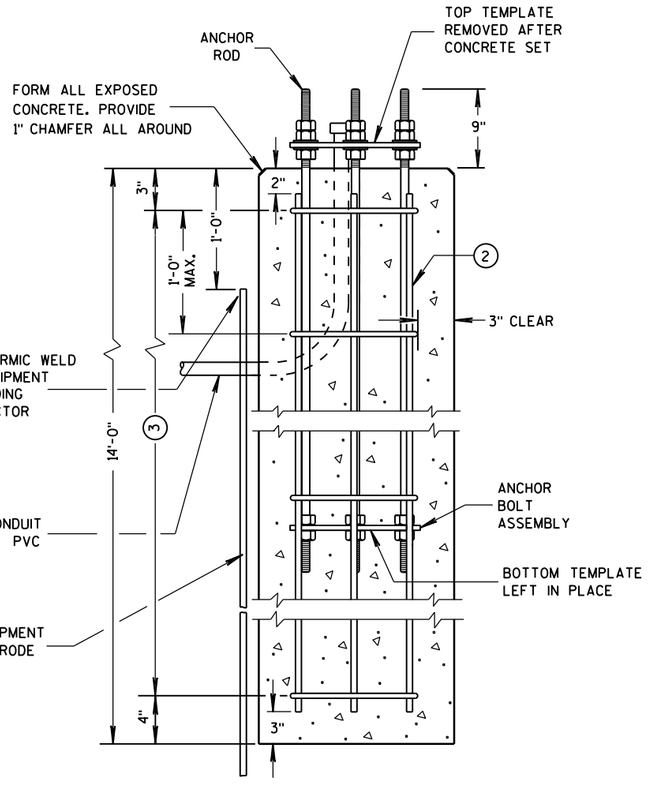
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN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

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

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

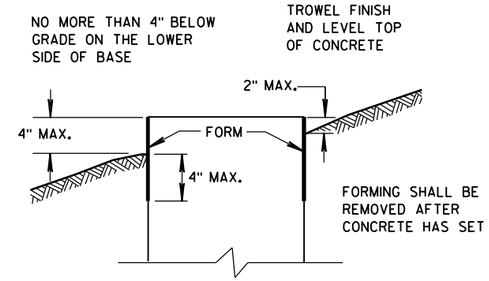
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



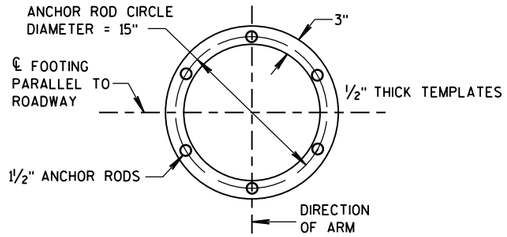


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

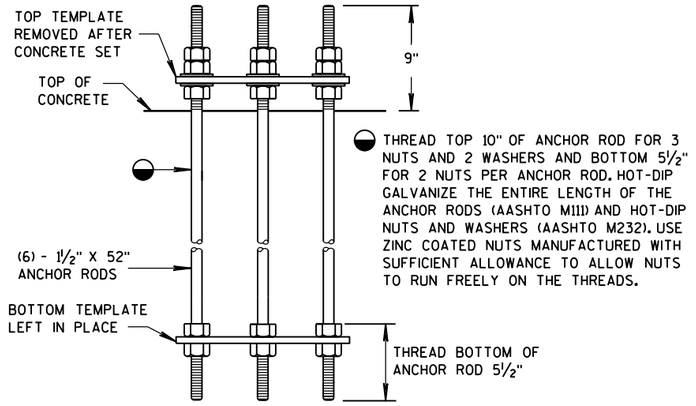
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10
ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	69
LBS. OF VERTICAL BAR STEEL	122

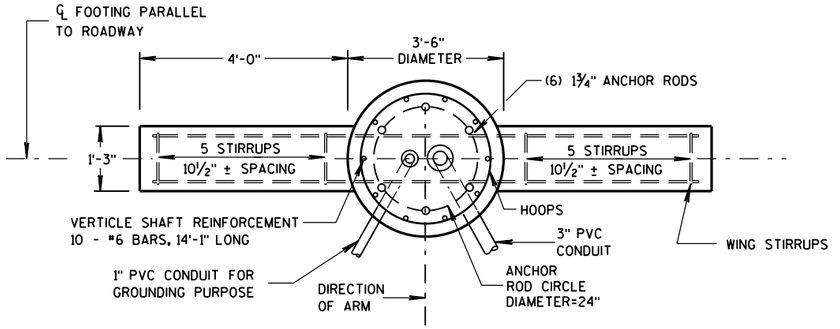
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

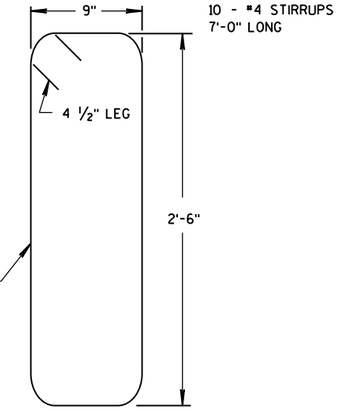
APPROVED
Sept., 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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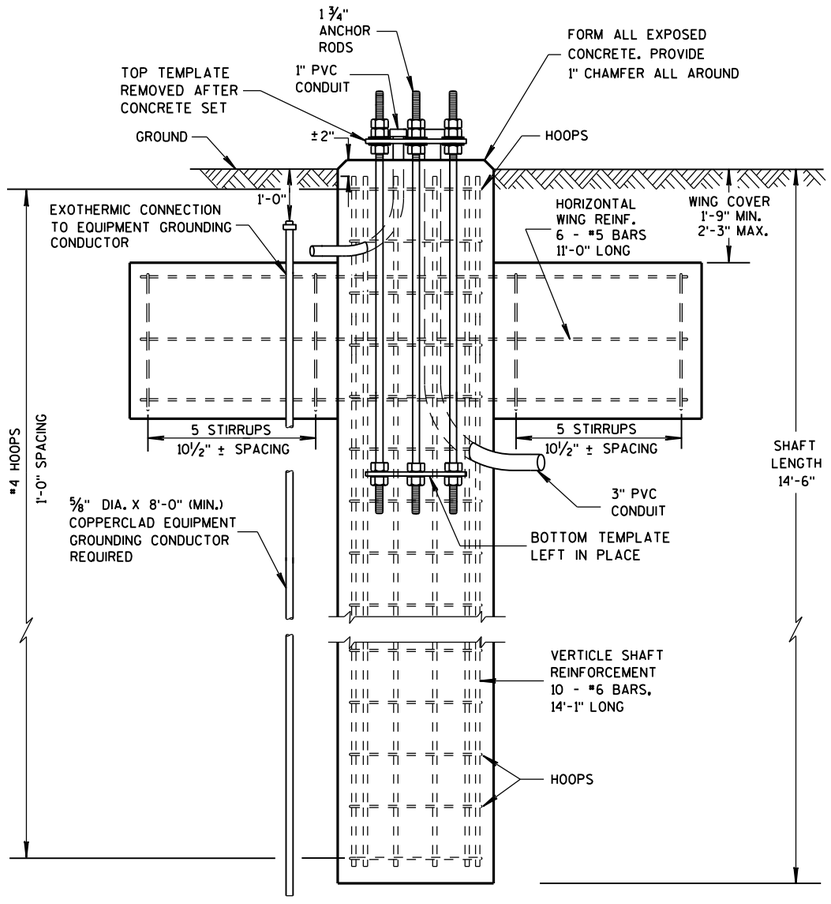
S.D.D. 9 C 11-8



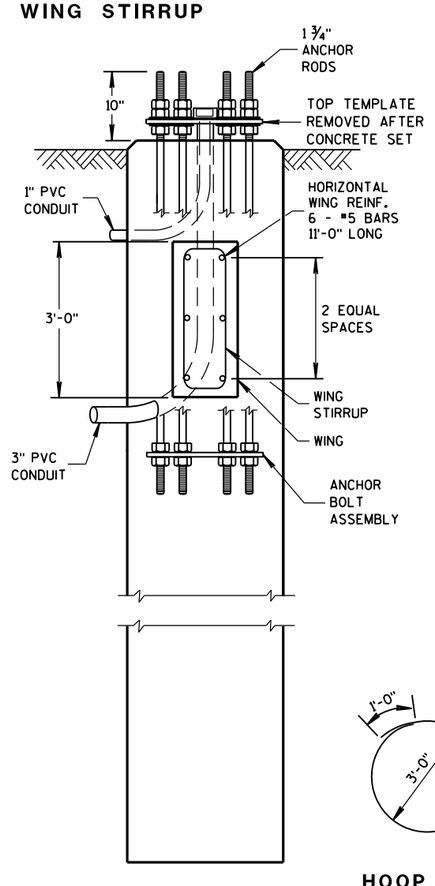
PLAN VIEW



WING STIRRUP

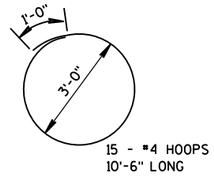


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

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

BASES (SHAFT), BELOW THE WING, 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 BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

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

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

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

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

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL 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, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

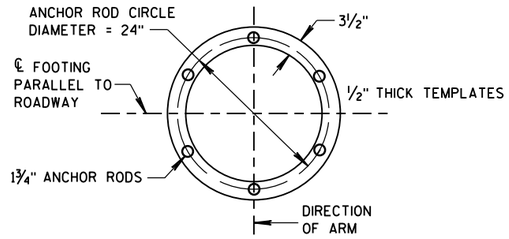
CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

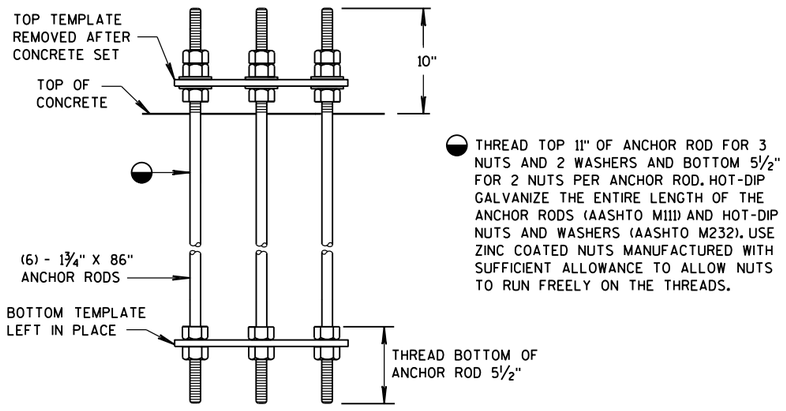
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 9 C 12-7a

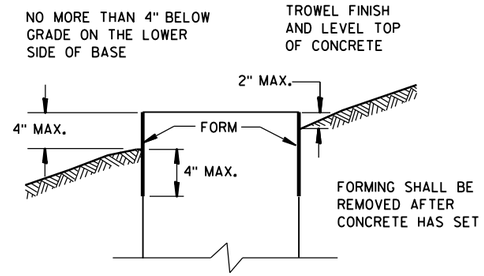


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

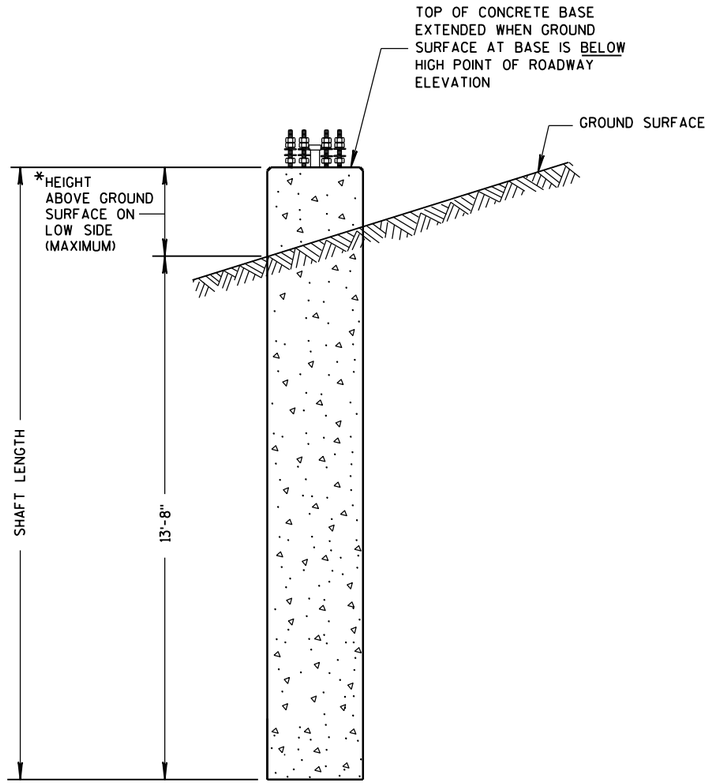
CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2015 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

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S.D.D. 9 C 12-7b

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

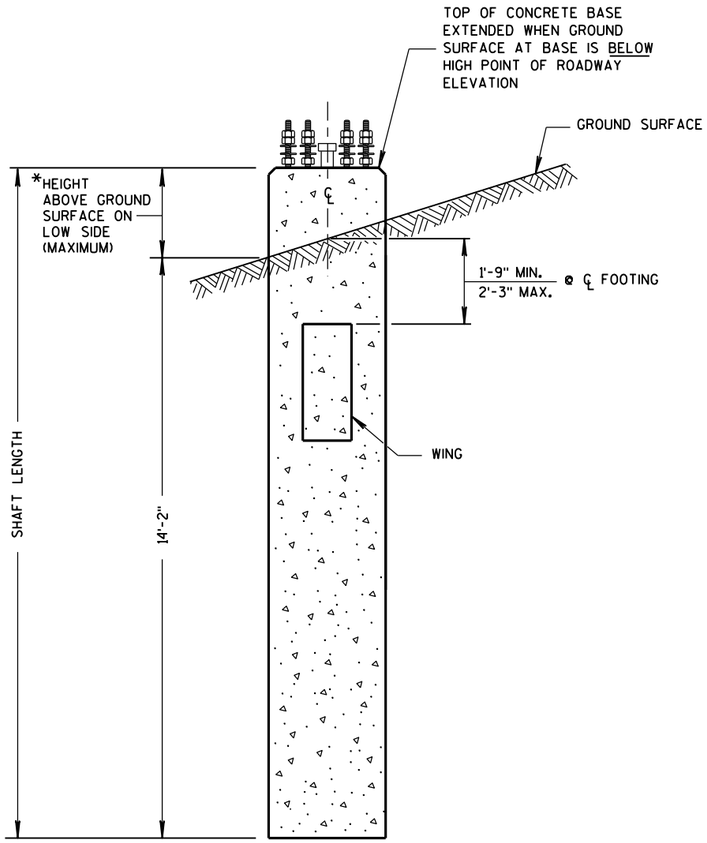
HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL BAR STEEL
>0" TO 6"	10"	14'-6"	14'-1"	16	2.6	78	127
>6" TO 1'-0"	1'-4"	15'-0"	14'-7"	16	2.7	78	131
>1'-0" TO 1'-6"	1'-10"	15'-6"	15'-1"	17	2.8	83	136
>1'-6" TO 2'-0"	2'-4"	16'-0"	15'-7"	17	2.9	83	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15'-0"	14'-7"	16	6.5	447
>6" TO 1'-0"	1'-4"	15'-6"	15'-1"	16	6.6	454
>1'-0" TO 1'-6"	1'-10"	16'-0"	15'-7"	17	6.8	469
>1'-6" TO 2'-0"	2'-4"	16'-6"	16'-1"	17	7.0	476



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE
TYPE 10 & TYPE 13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

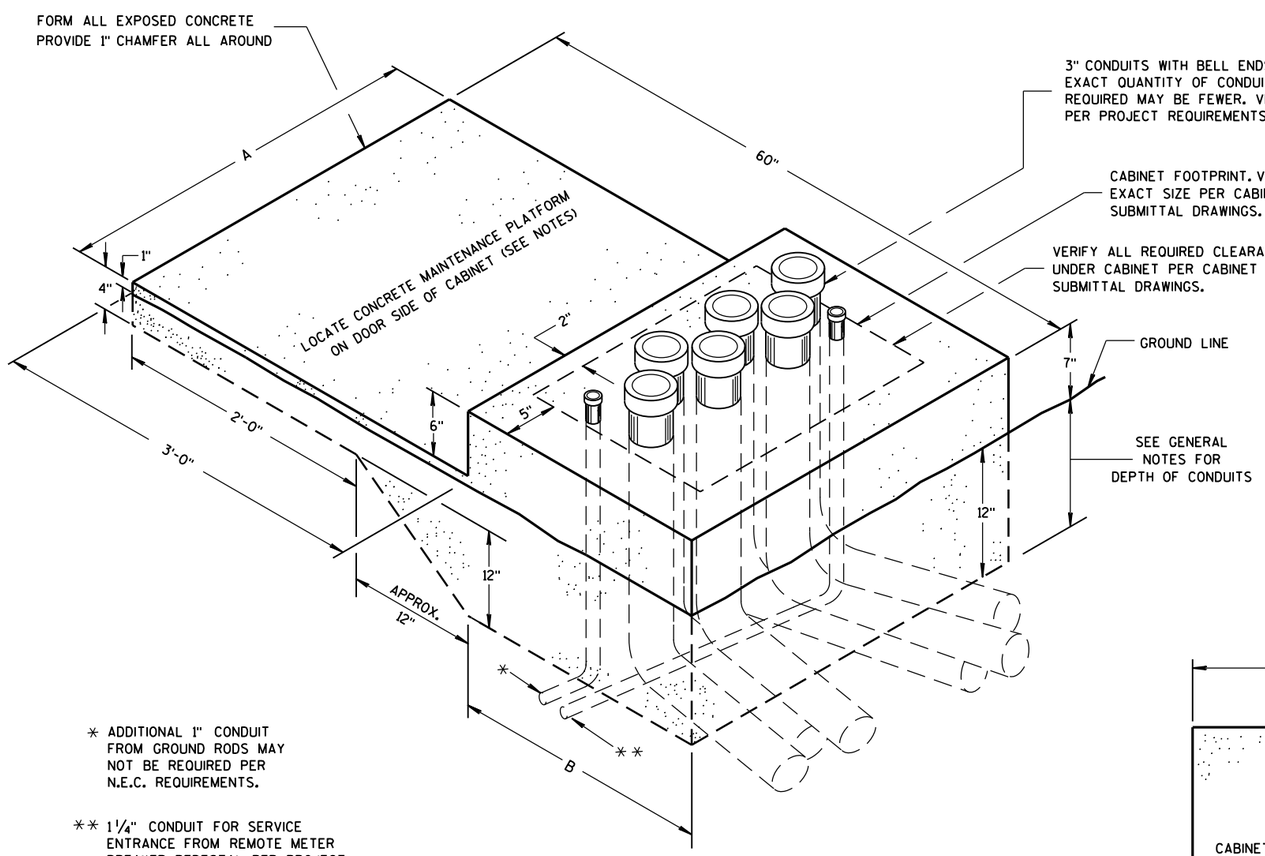
APPROVED
11-26-2013 DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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S.D.D. 9 C 13-2

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S.D.D. 9 C 13-2



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

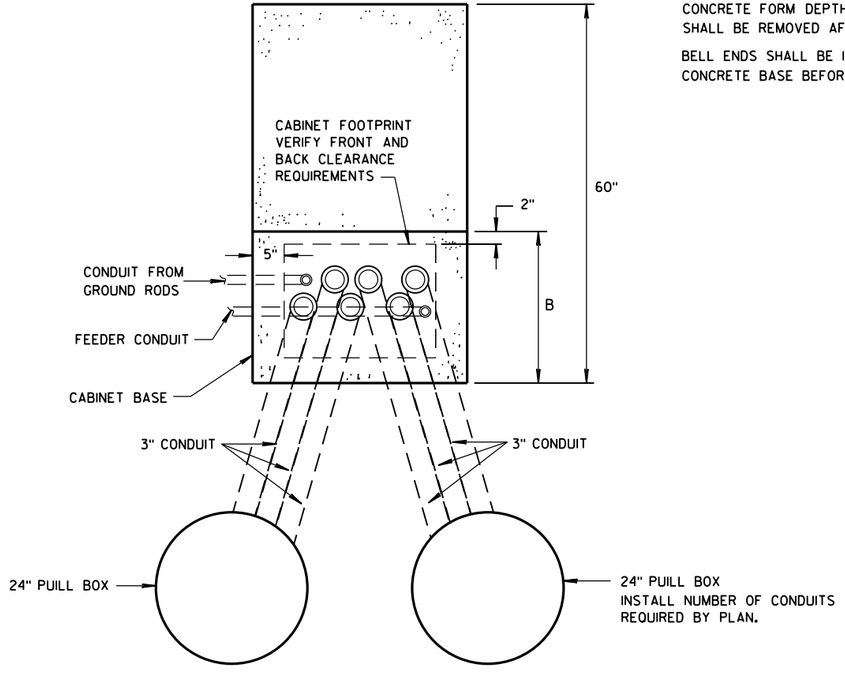
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

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.

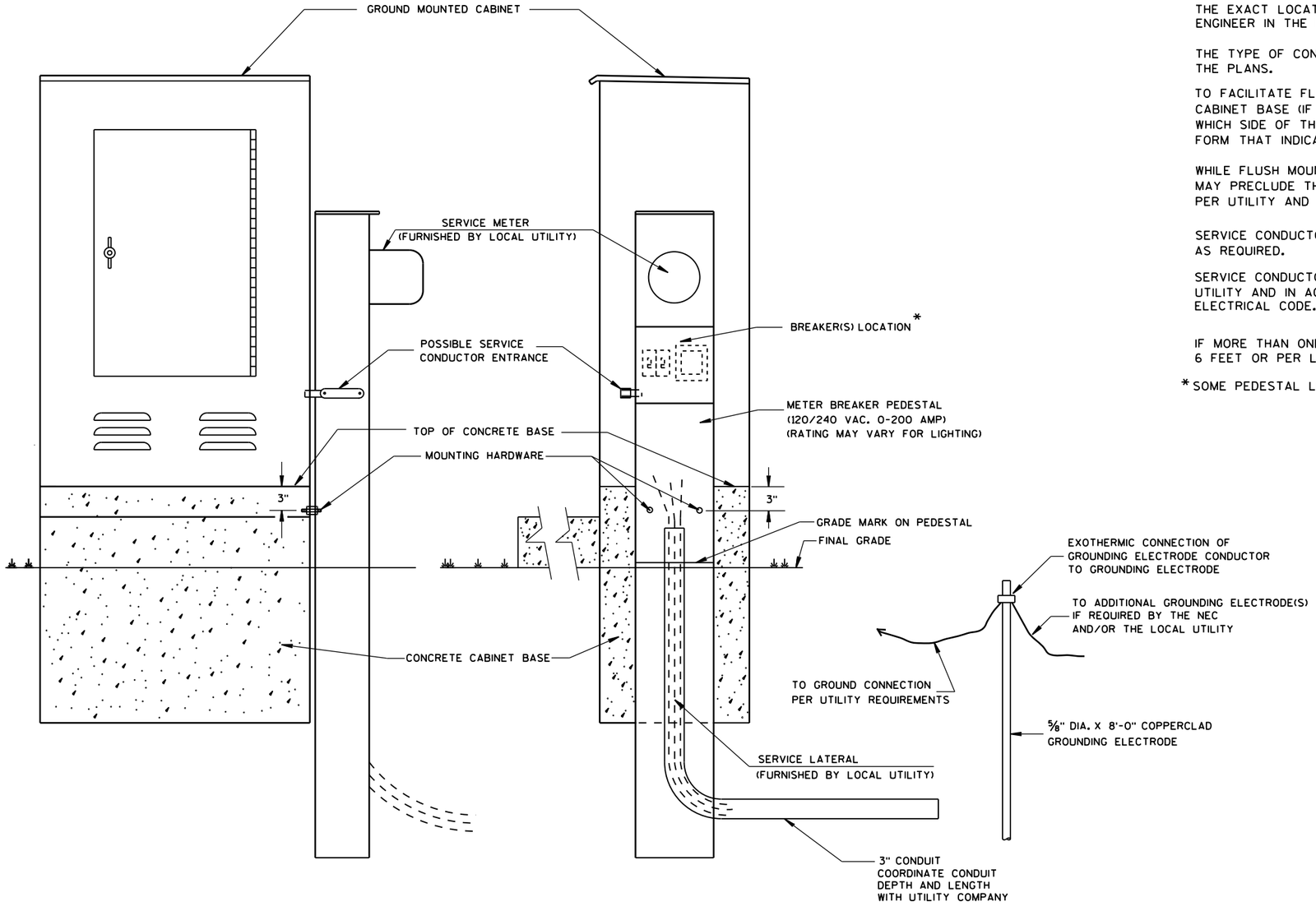
CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
FHWA

6

S.D.D. 9 C 14-2



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 D 1-5

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

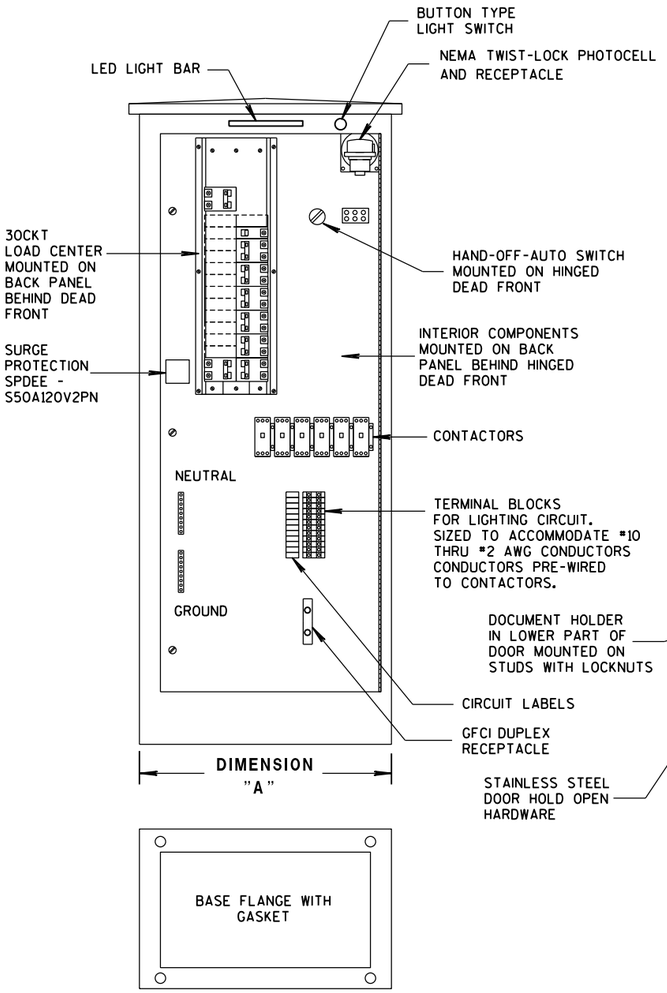
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

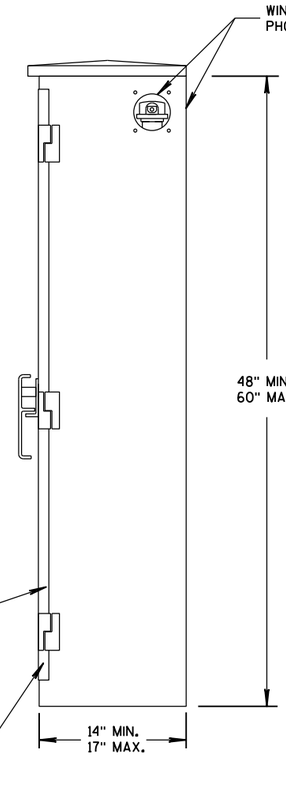
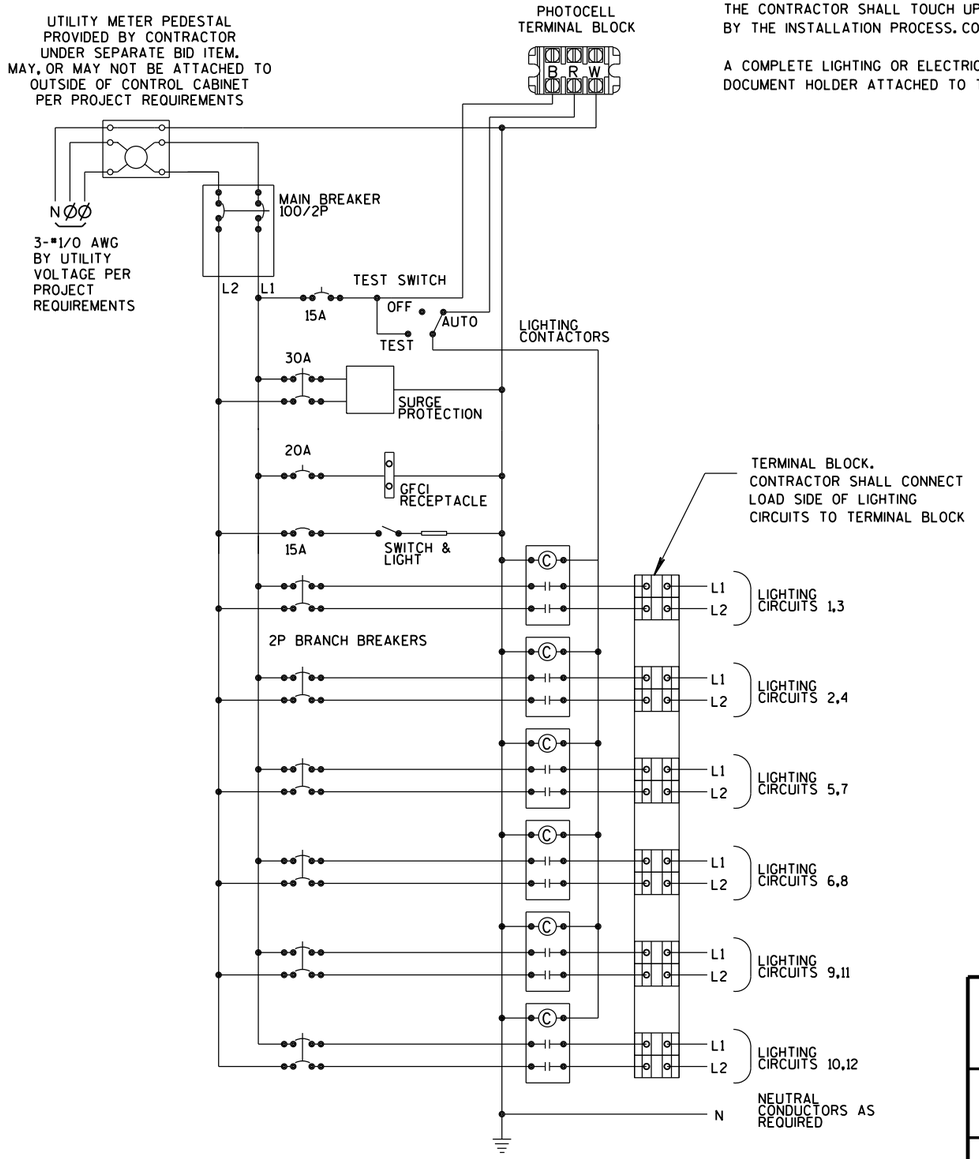


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



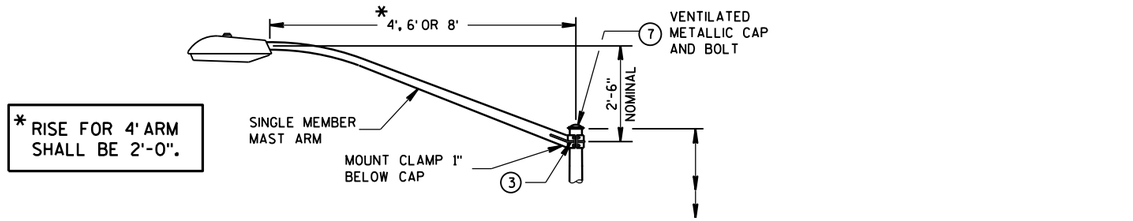
CONTROL CABINET SCHEMATIC

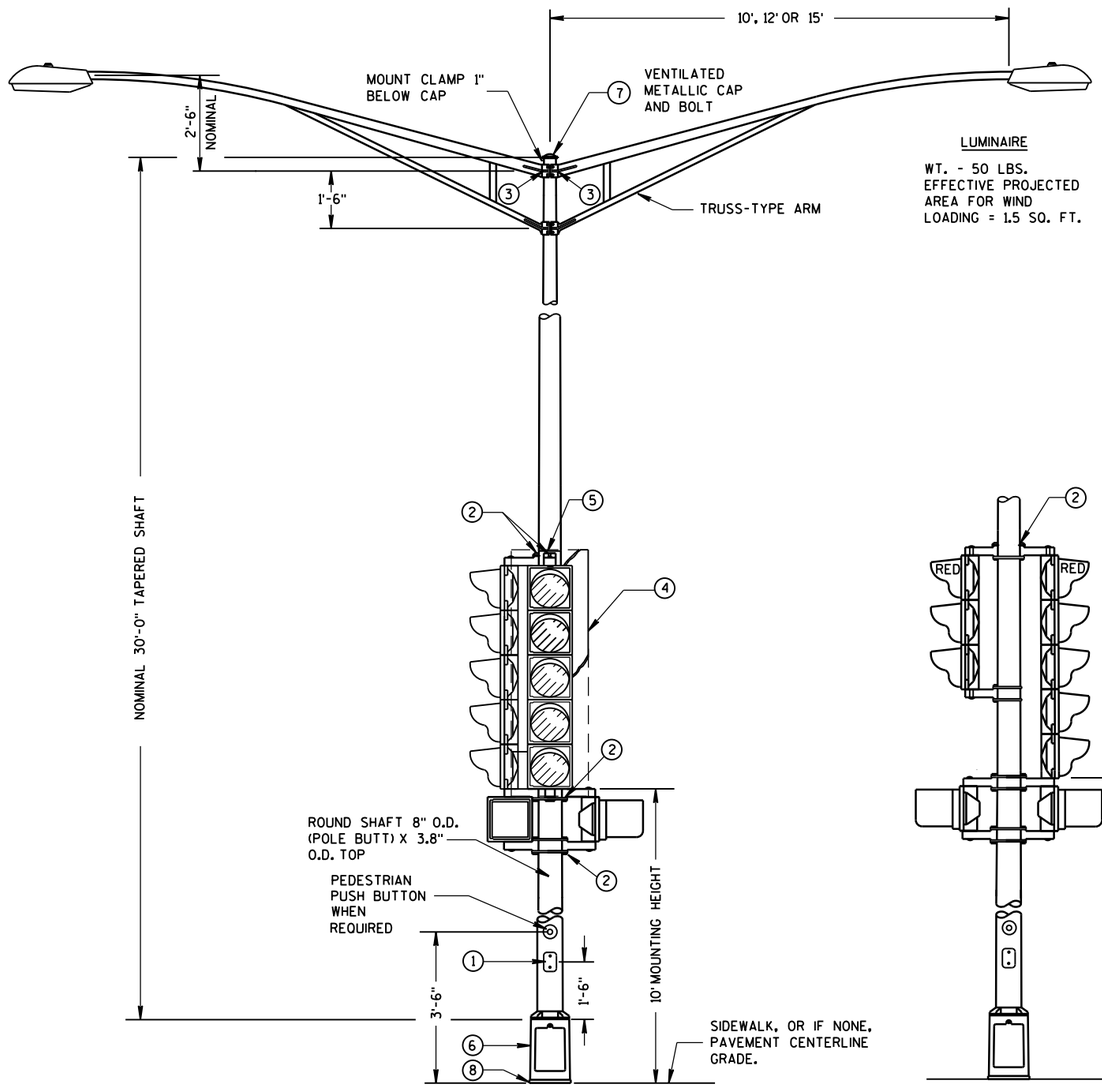
LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINEER
FHWA

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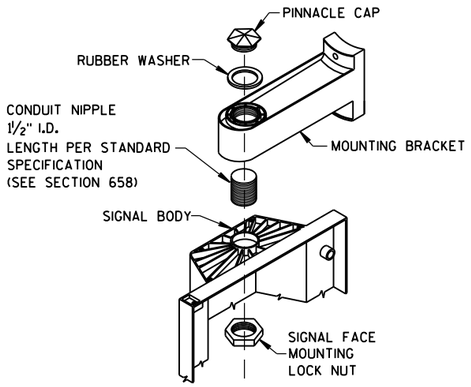




LUMINAIRE

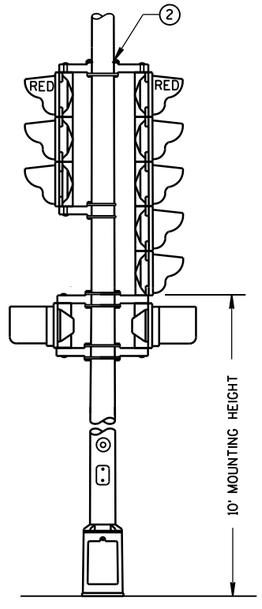
WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

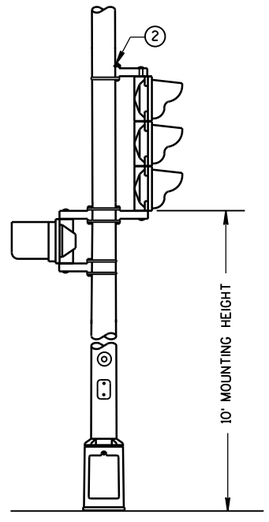


SIGNAL FACE MOUNTING DETAIL

(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

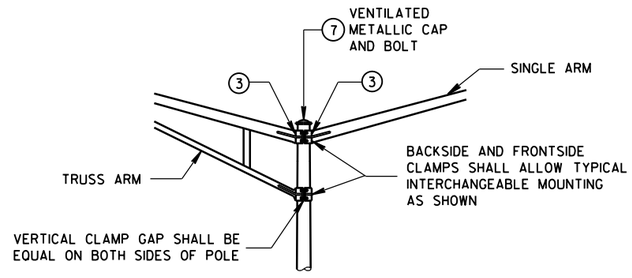
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



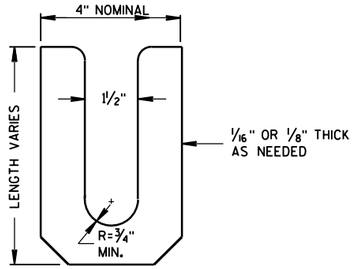
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

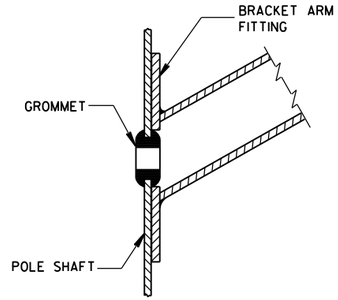
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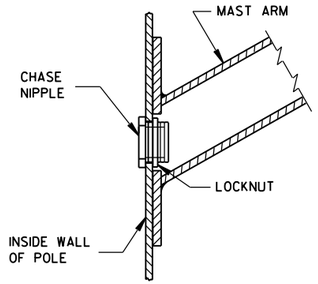


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

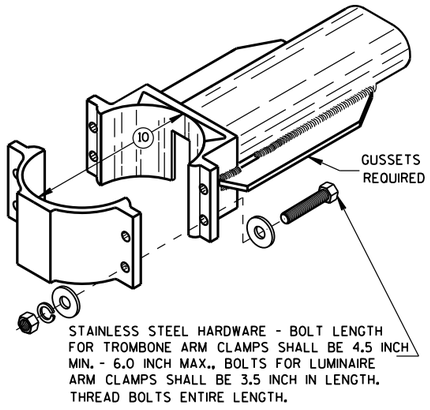
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

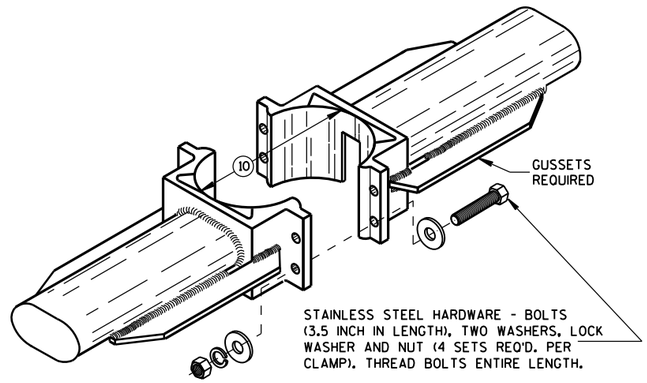
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

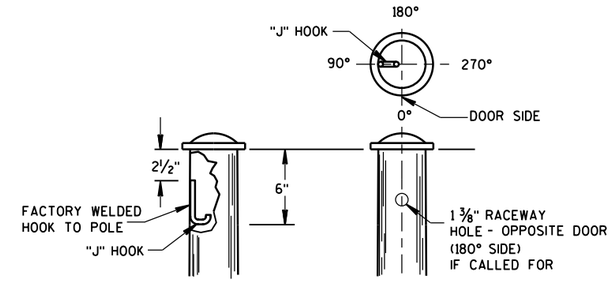
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



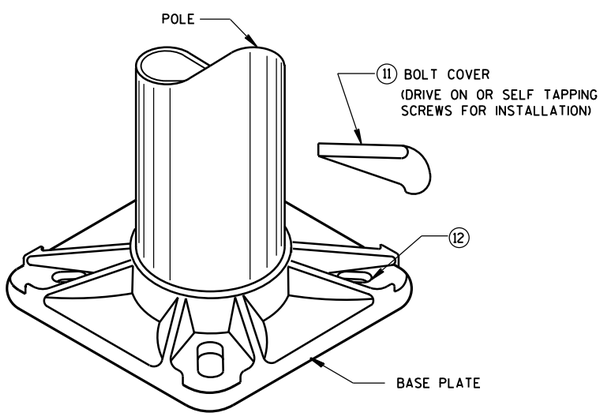
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



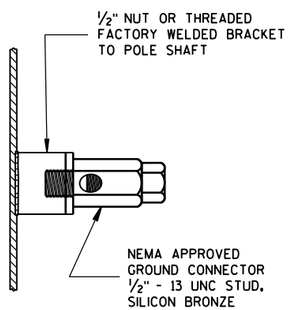
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

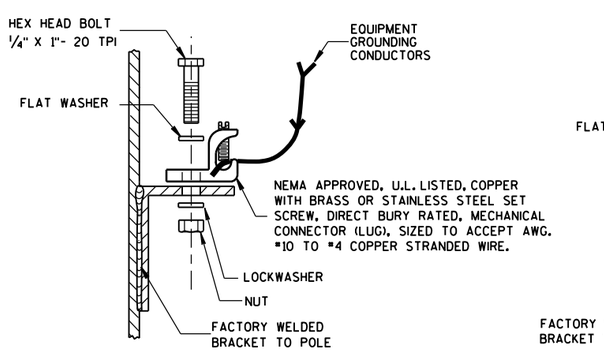


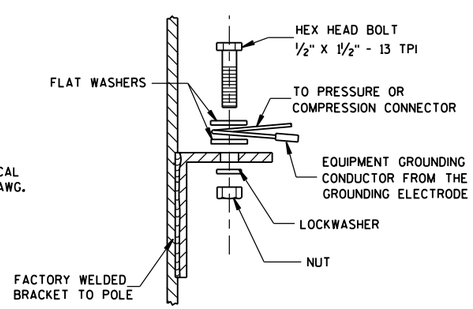
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

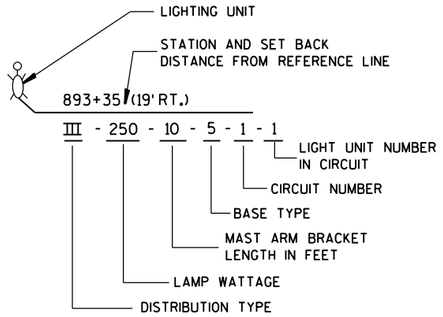
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

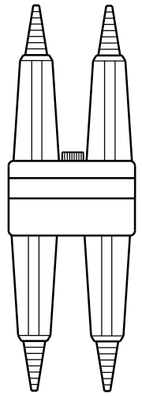
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

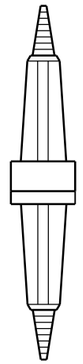
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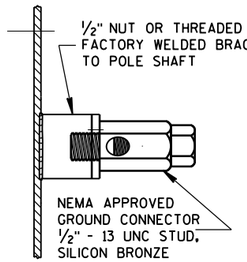
LIGHTING UNIT CODE
(TYPICAL)

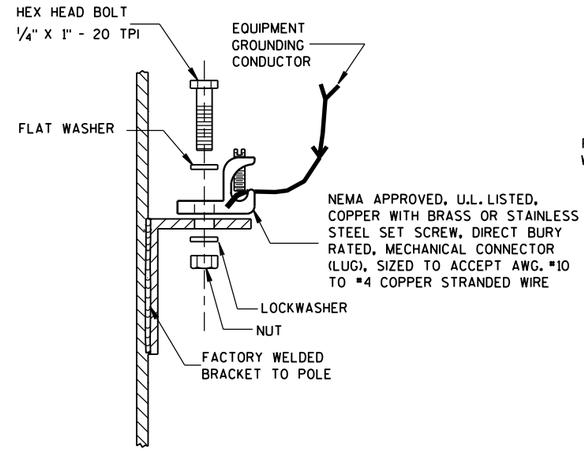


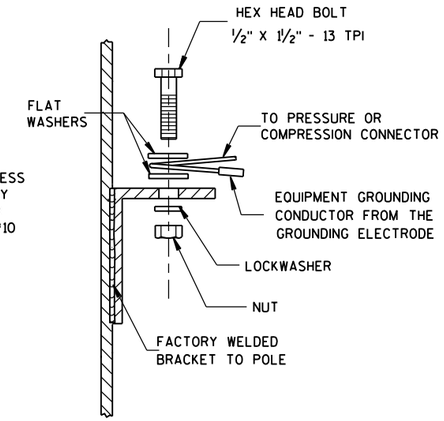
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



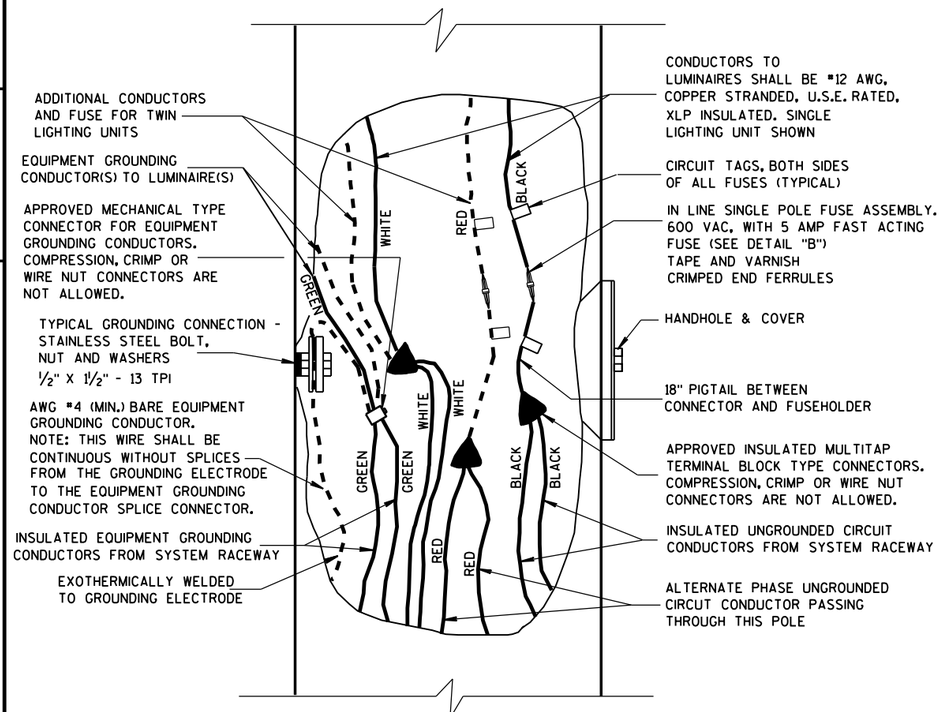
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



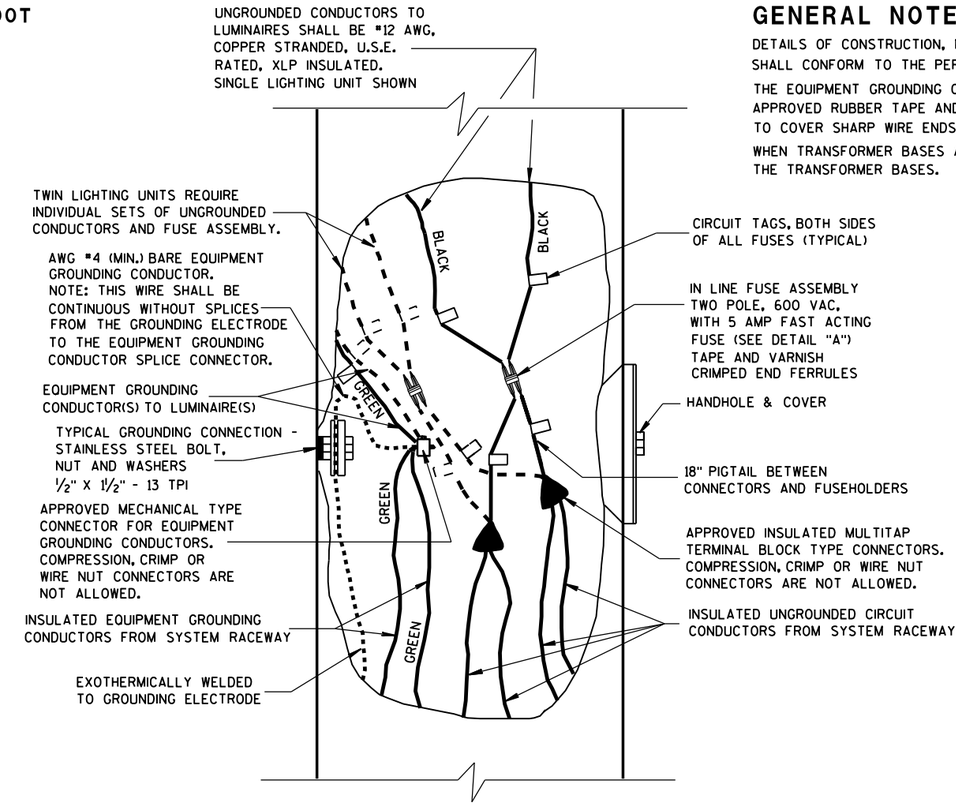




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

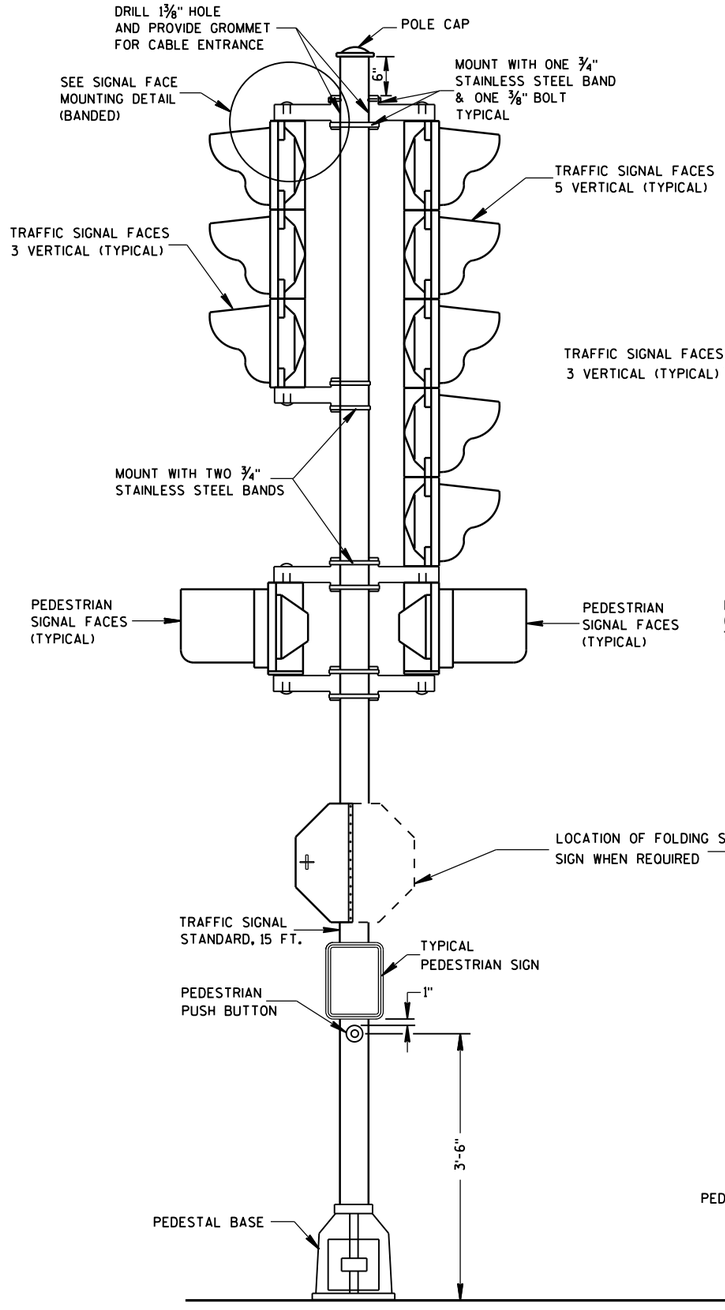
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

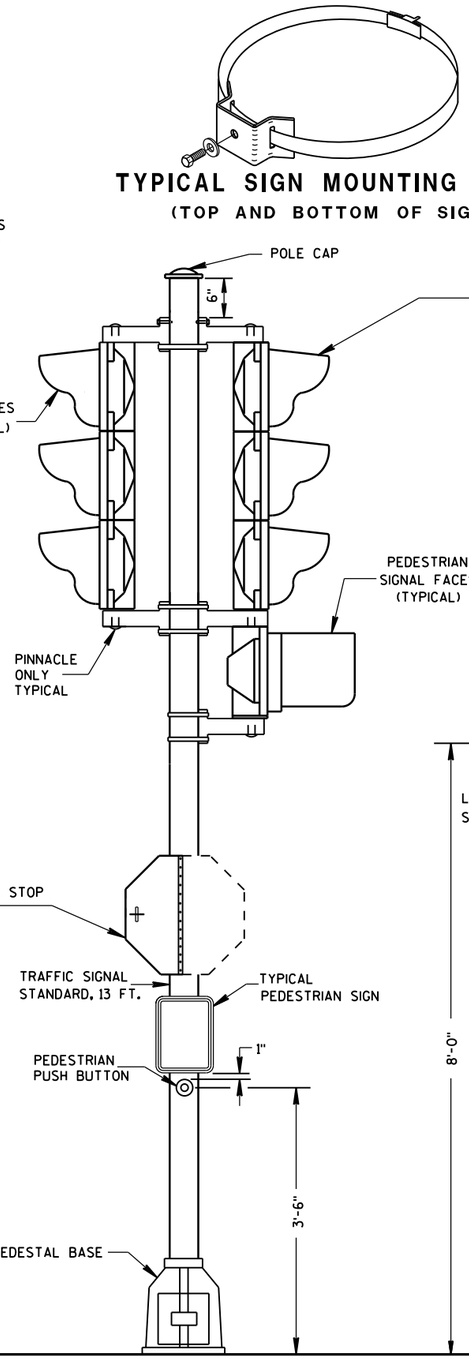
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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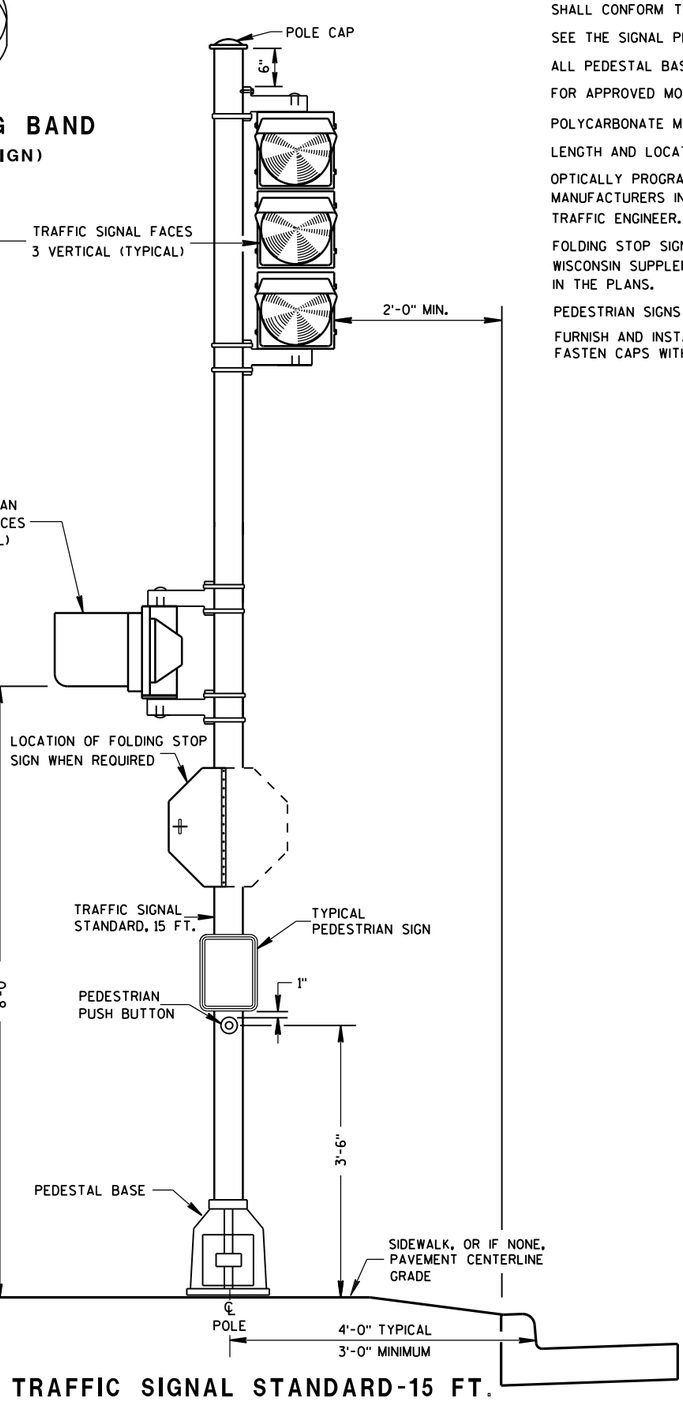


TRAFFIC SIGNAL STANDARD-15 FT.



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.

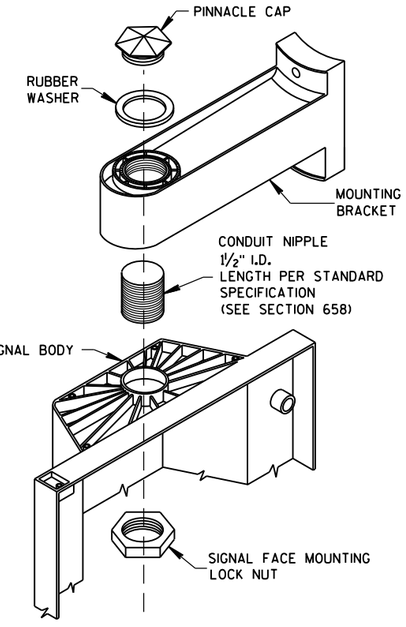
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

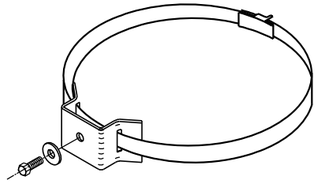
APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

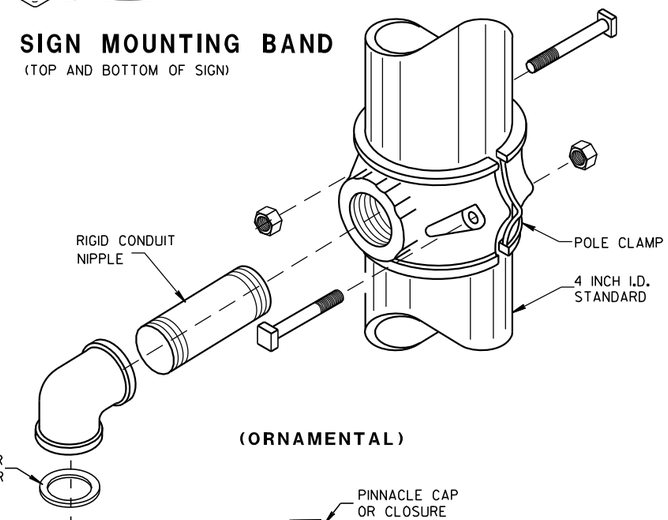
FHWA

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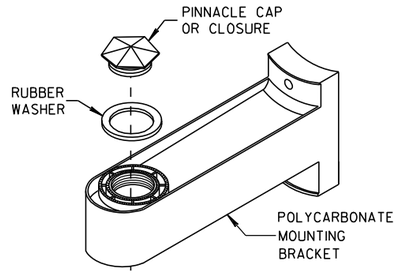
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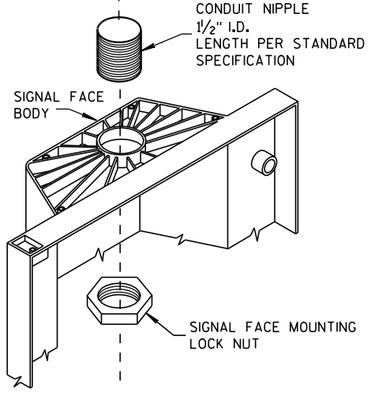
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



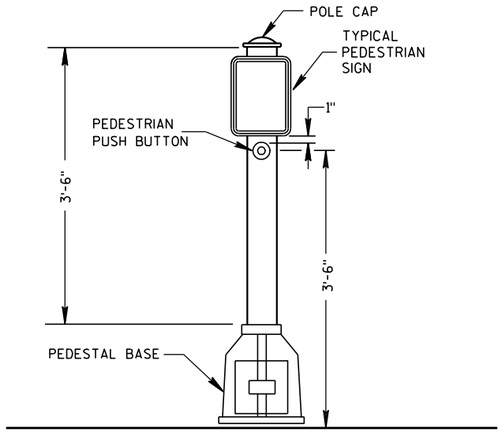
(ORNAMENTAL)



(BANDED)



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.

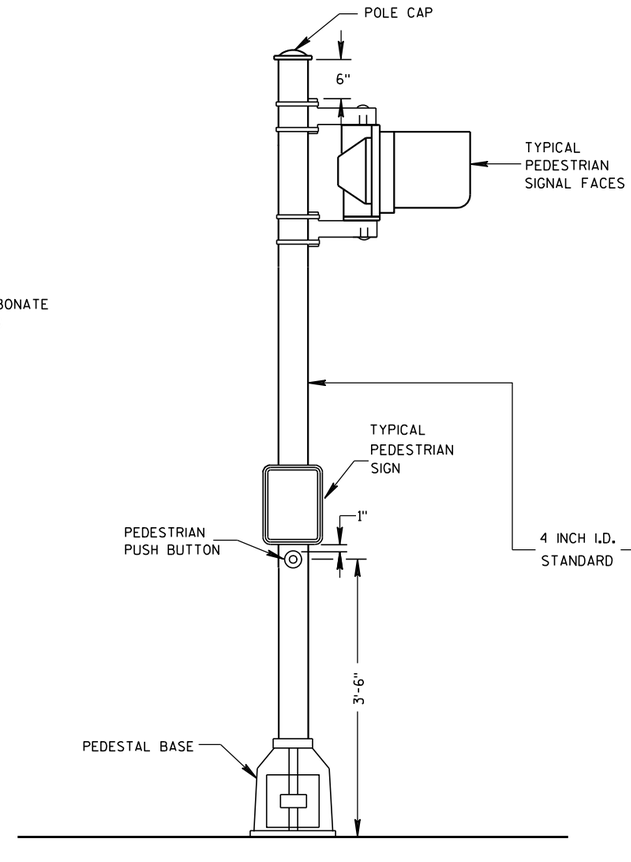
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

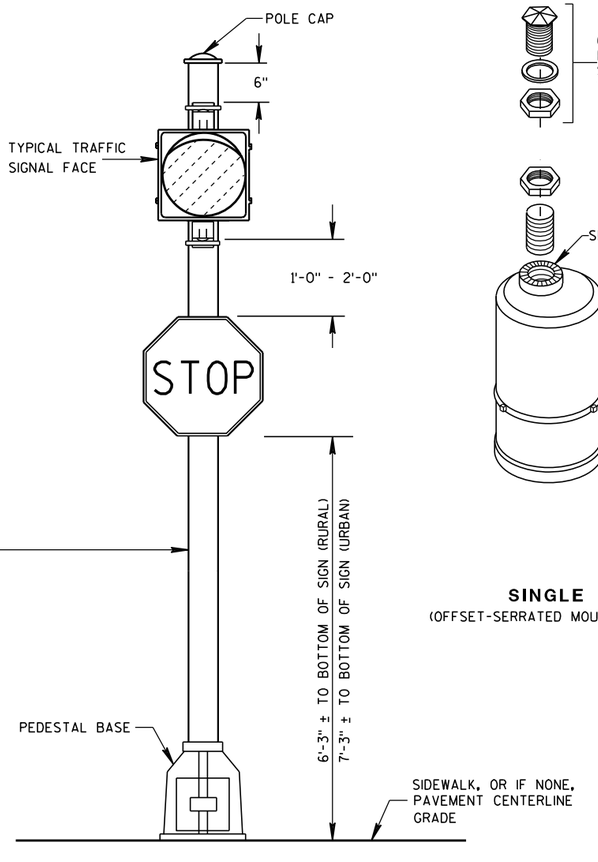
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

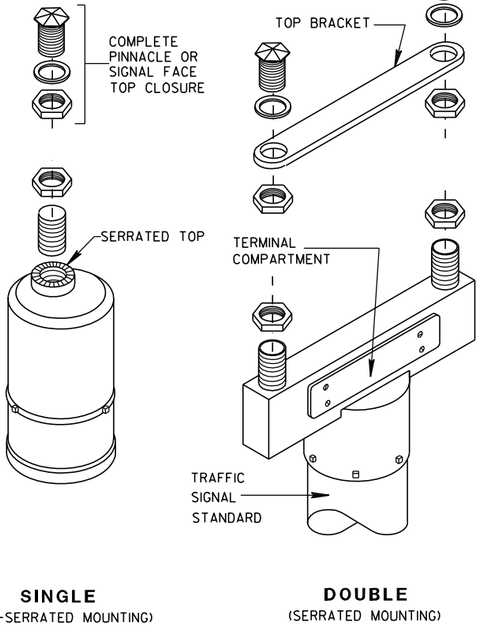
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



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

FHWA

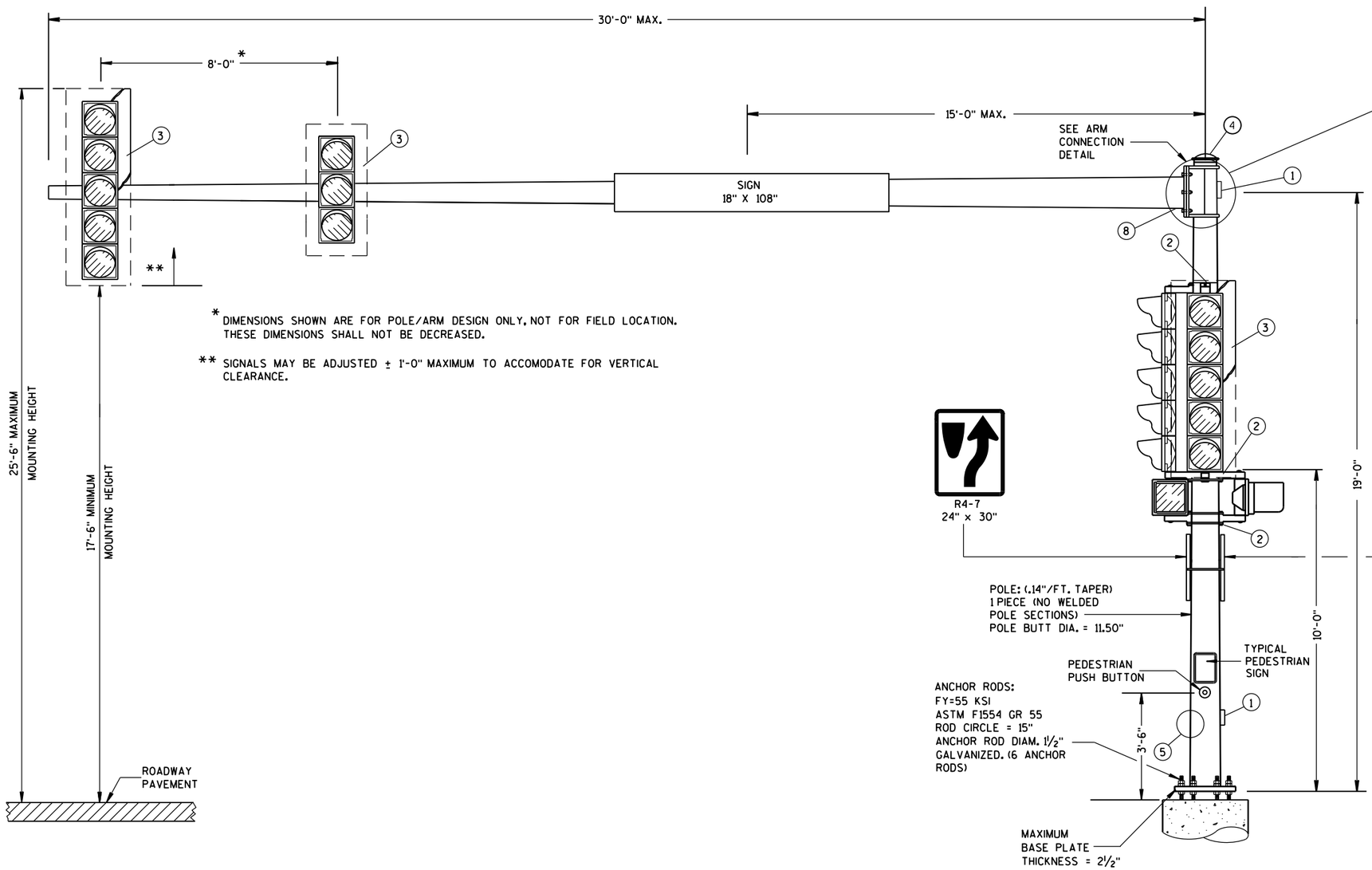
HWYS

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S.D.D. 9 E 7-5

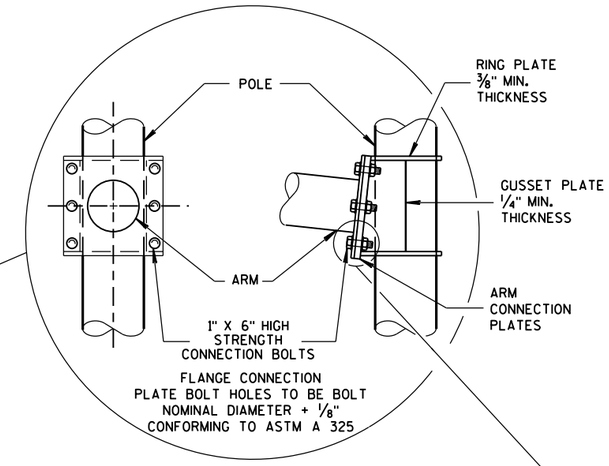
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S.D.D. 9 E 7-5

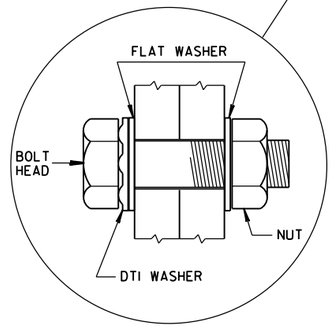


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

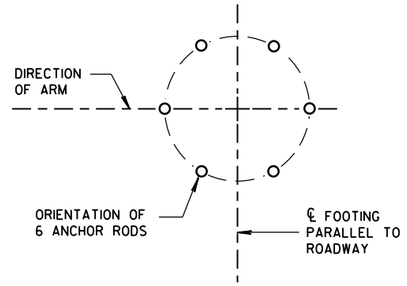
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

TYPE 9 POLE 15' - 30' MONOTUBE ARM

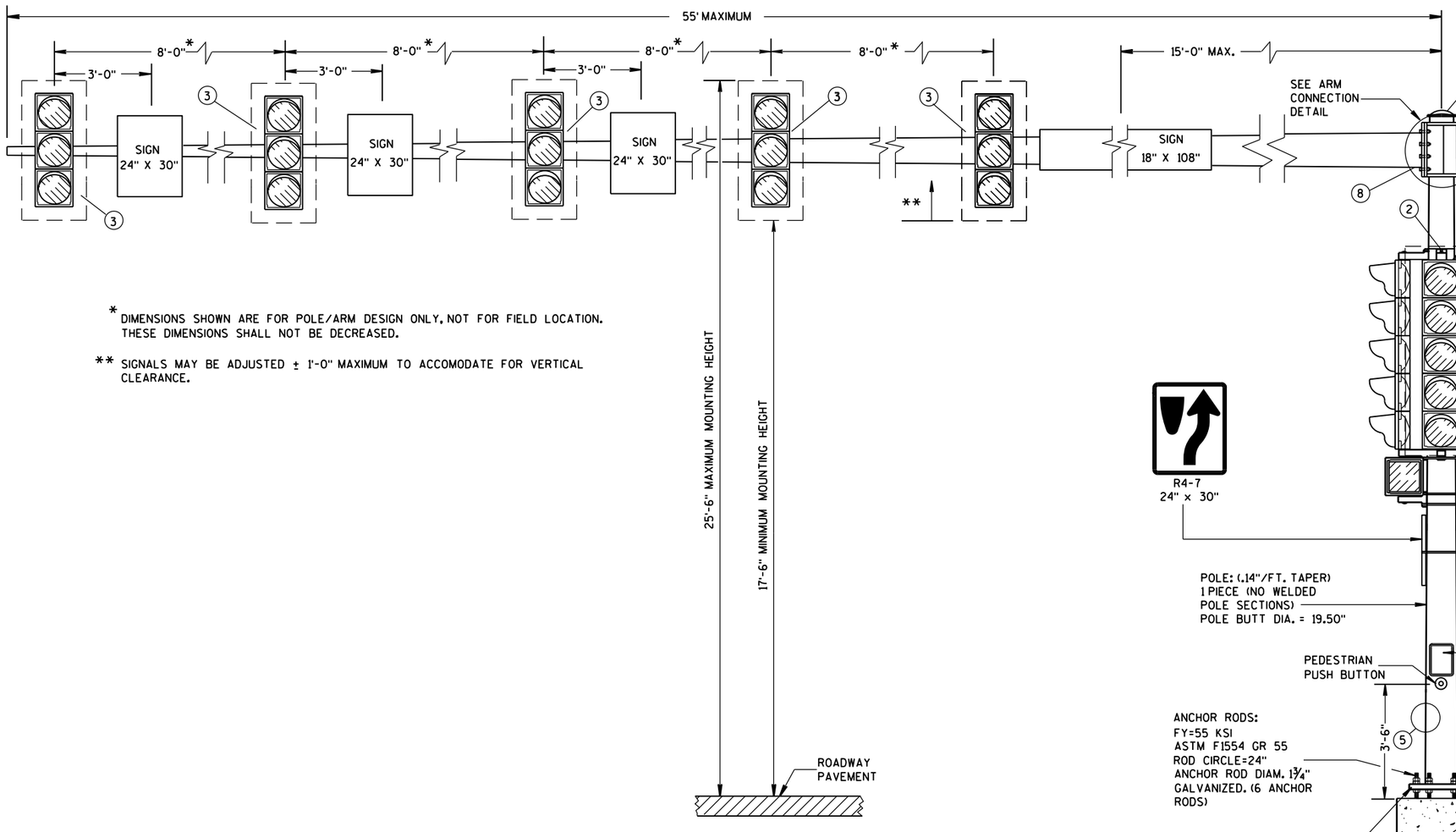
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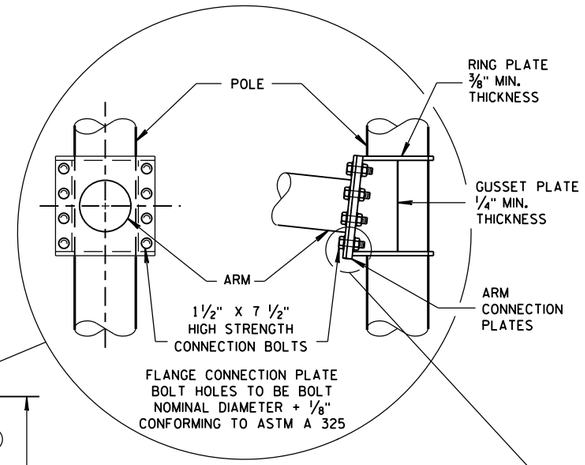
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S.D.D. 9 E 8-7a

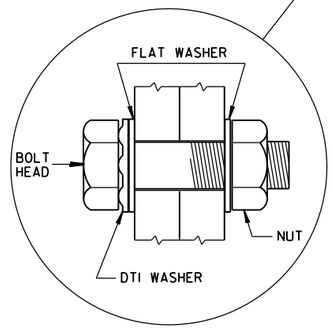


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

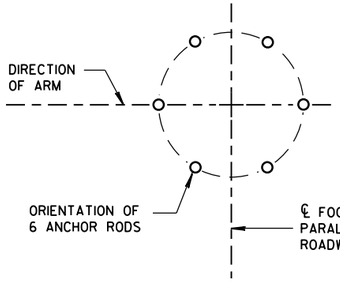
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

TYPE 12 POLE 35' - 55' MONOTUBE ARM

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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.

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

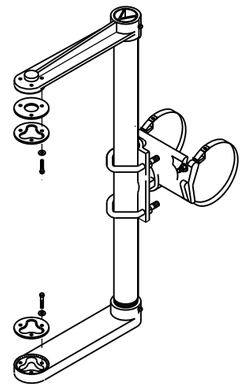
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

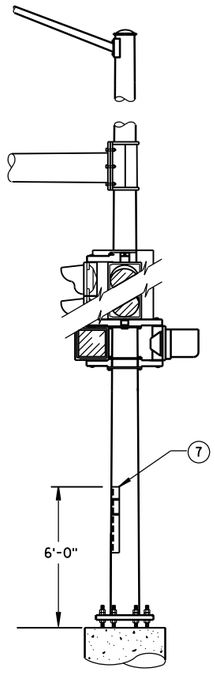
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

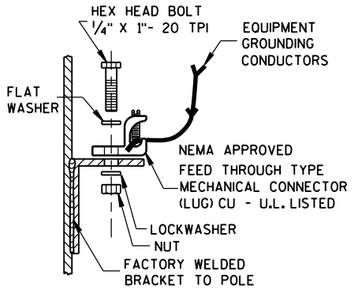


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

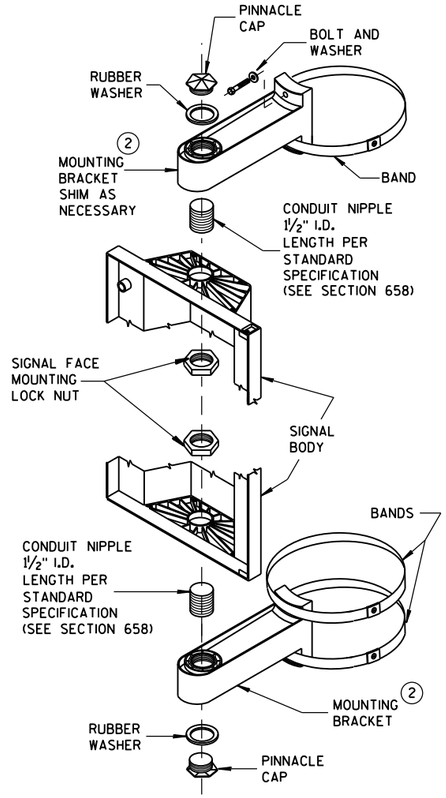


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

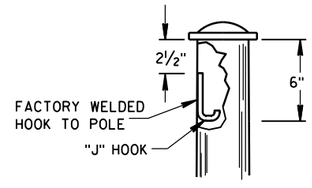


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

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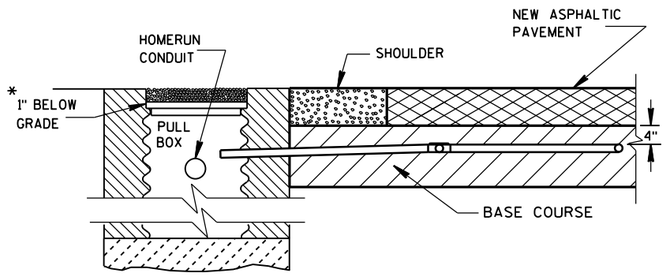
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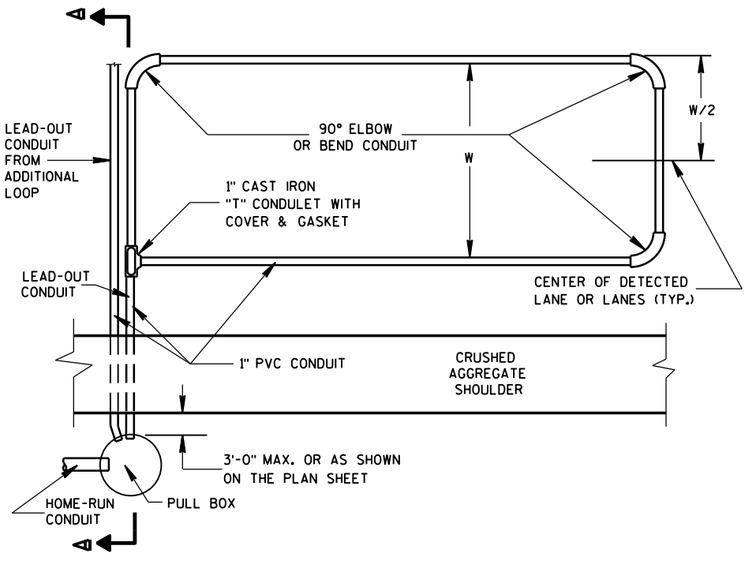
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SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

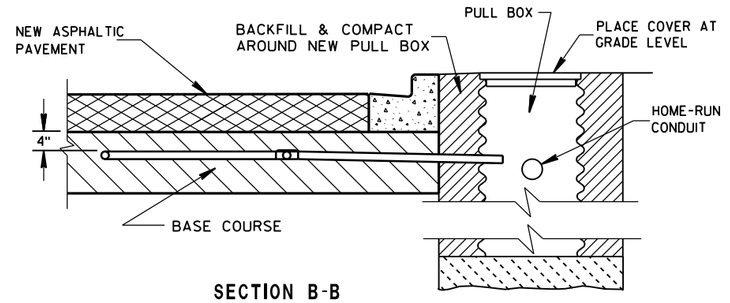
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

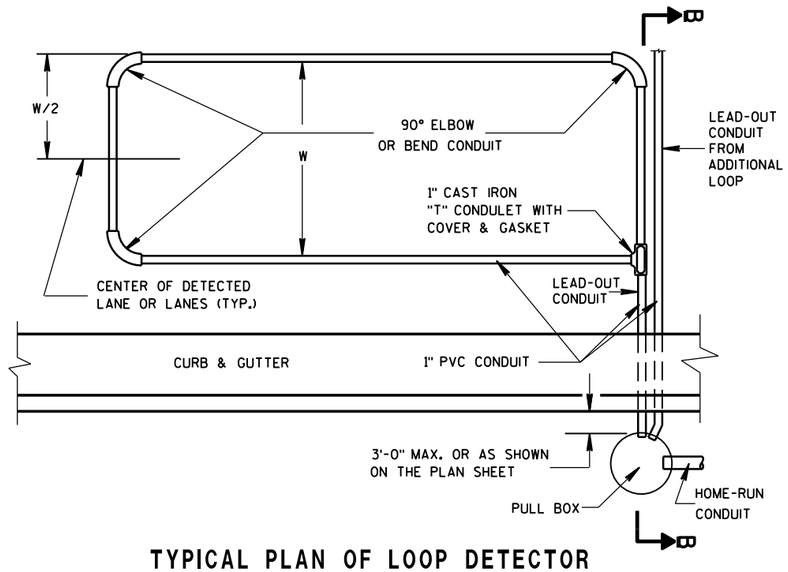
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

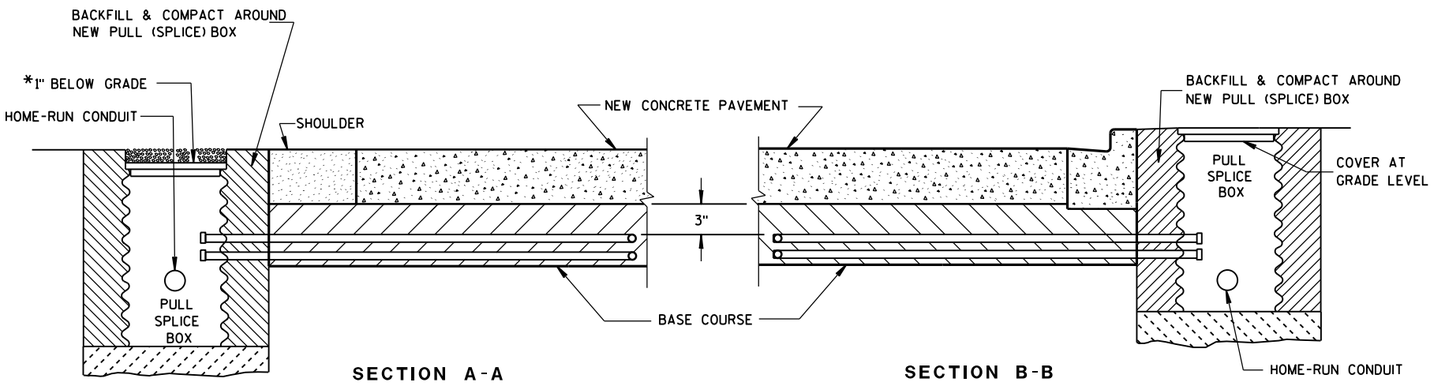
LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

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SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

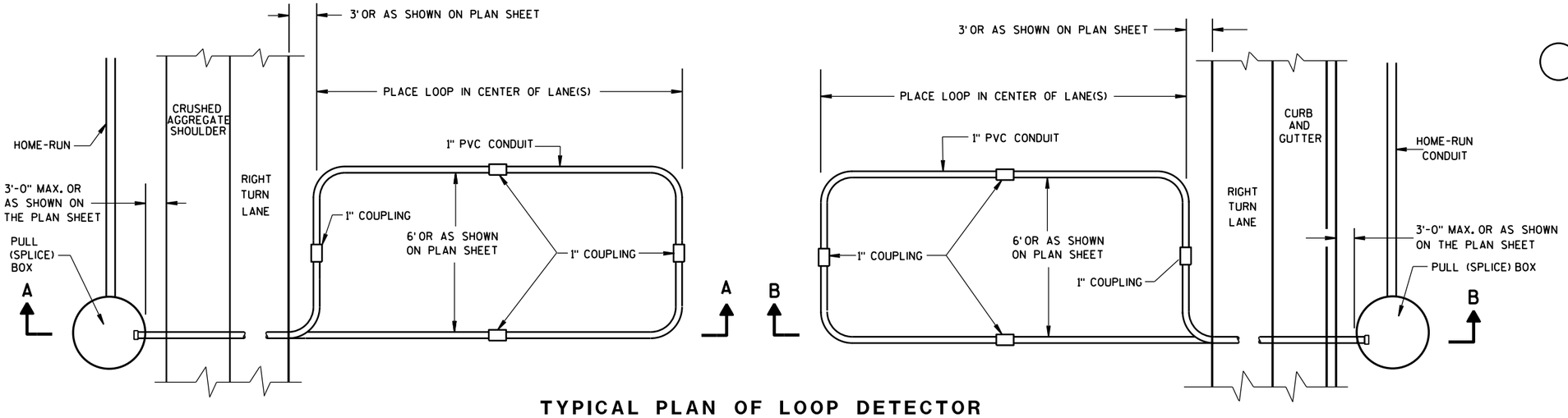
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

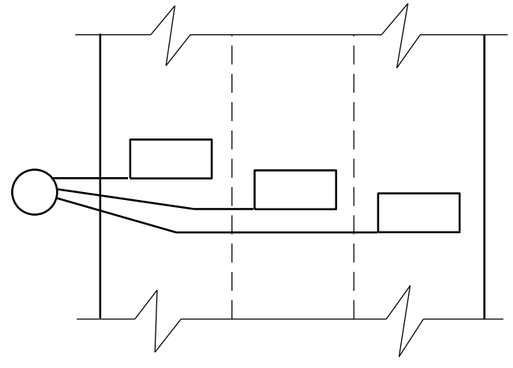
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

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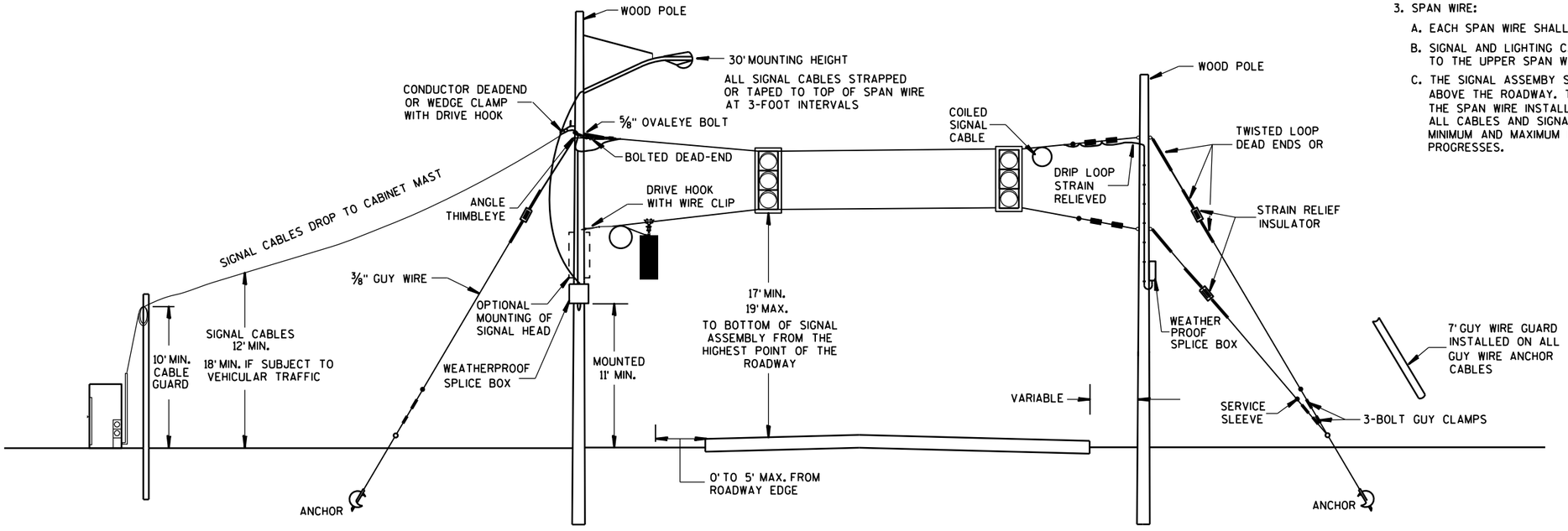
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

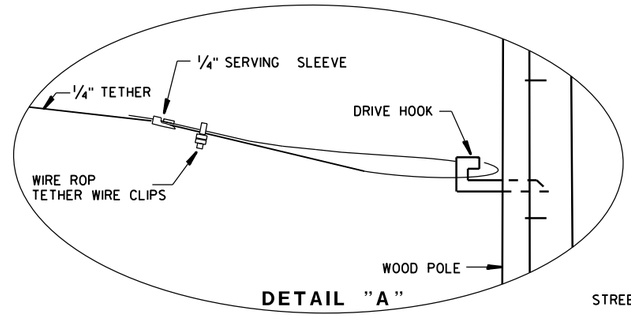
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

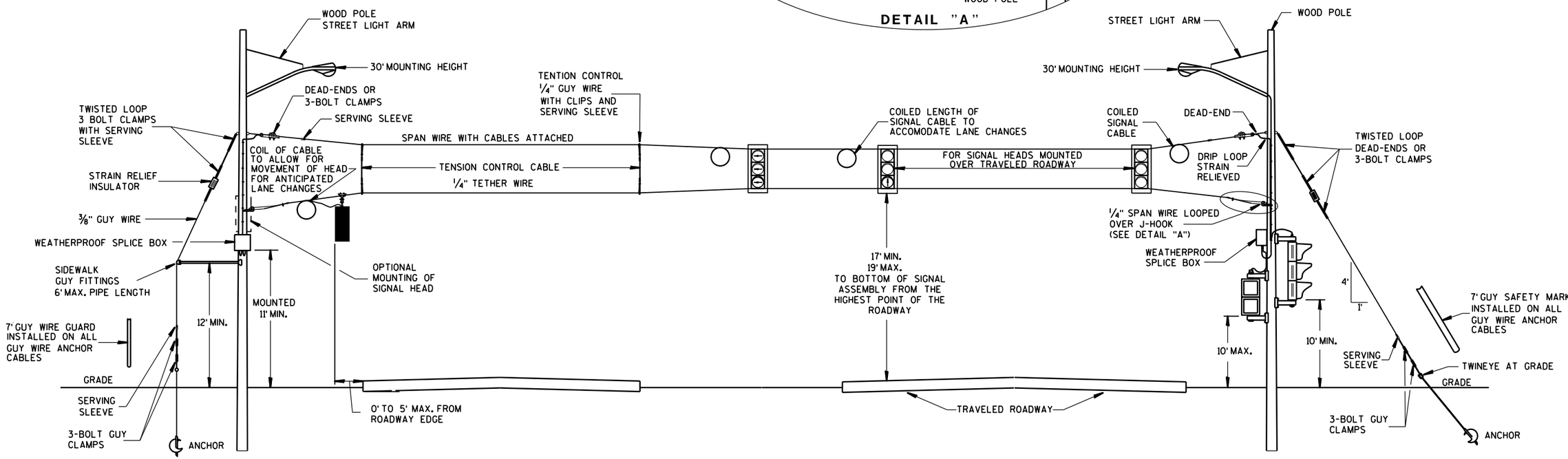
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DETAIL "A"



GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

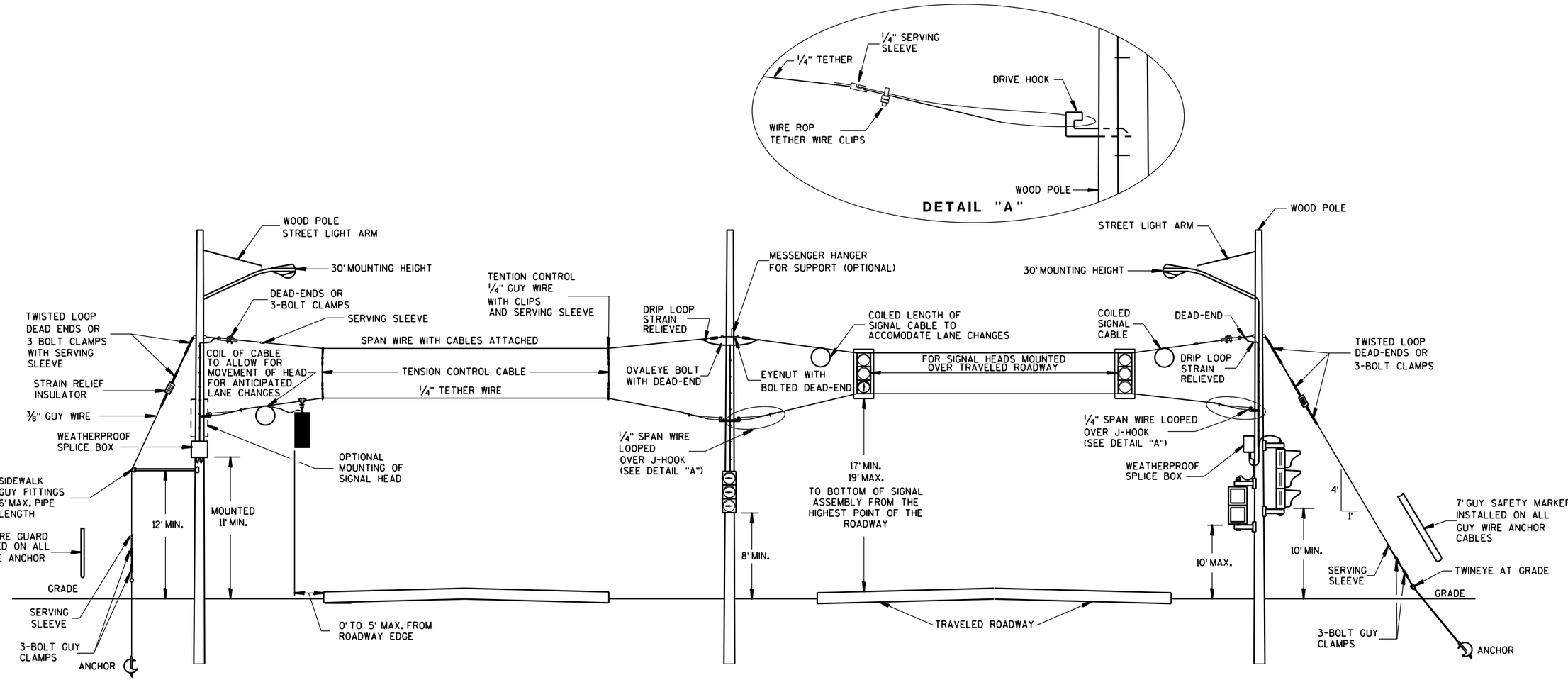
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

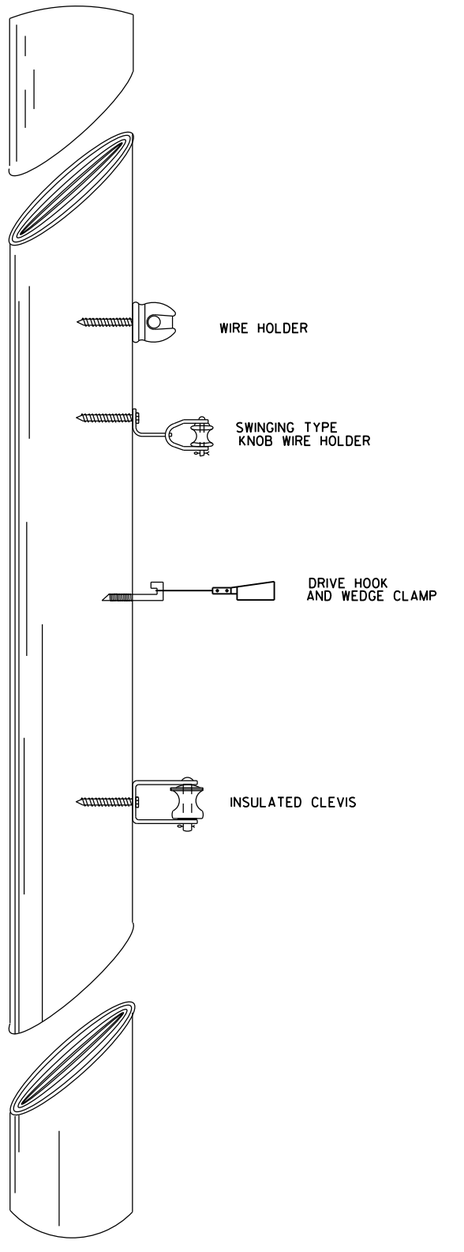
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

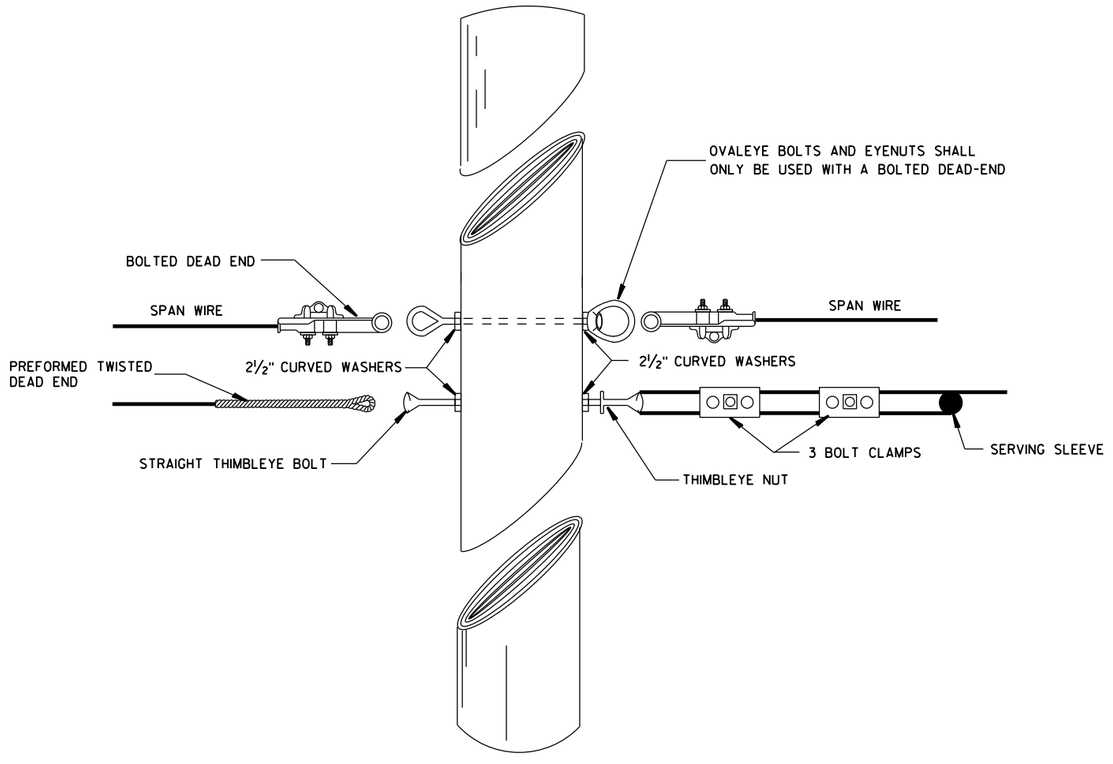
APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

/S/ Ahmet Demirbilek
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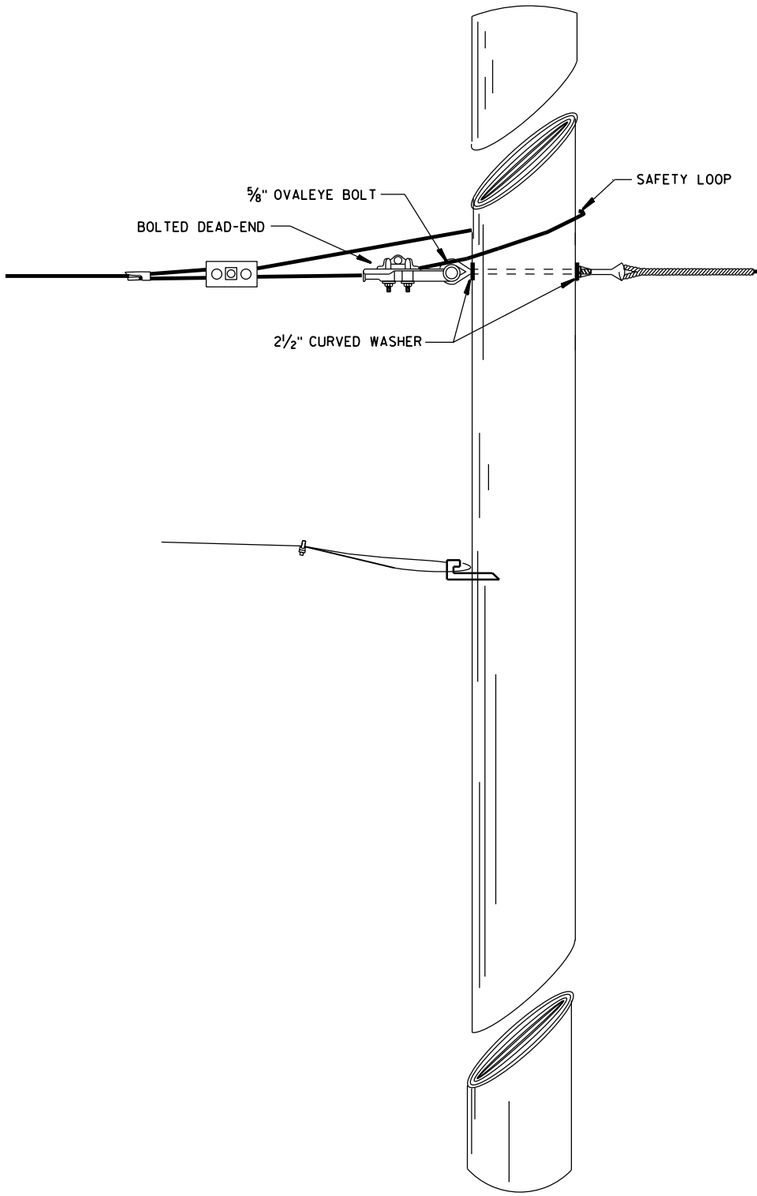
S.D.D. 9 G 1-4d

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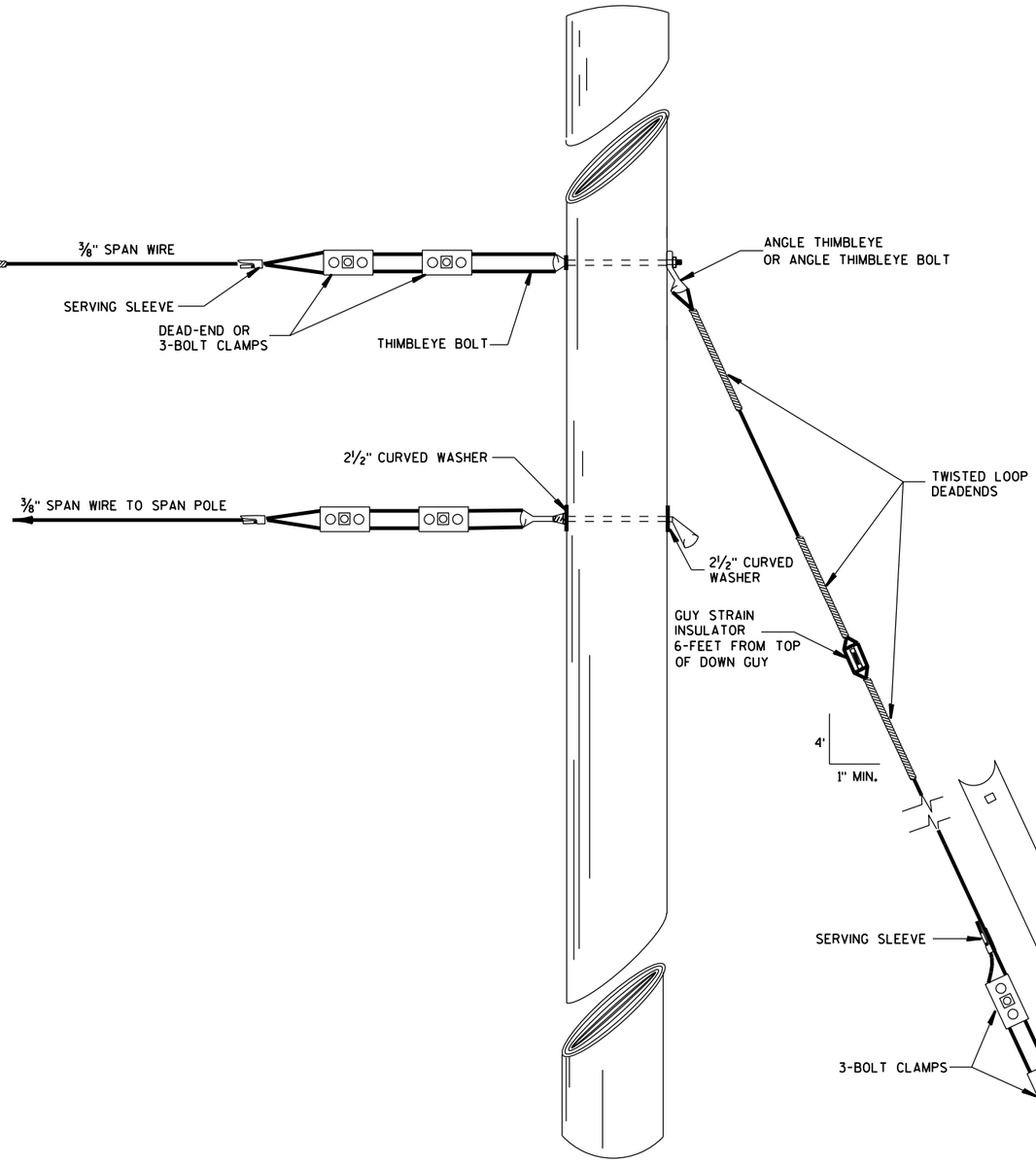
S.D.D. 9 G 1-4d

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

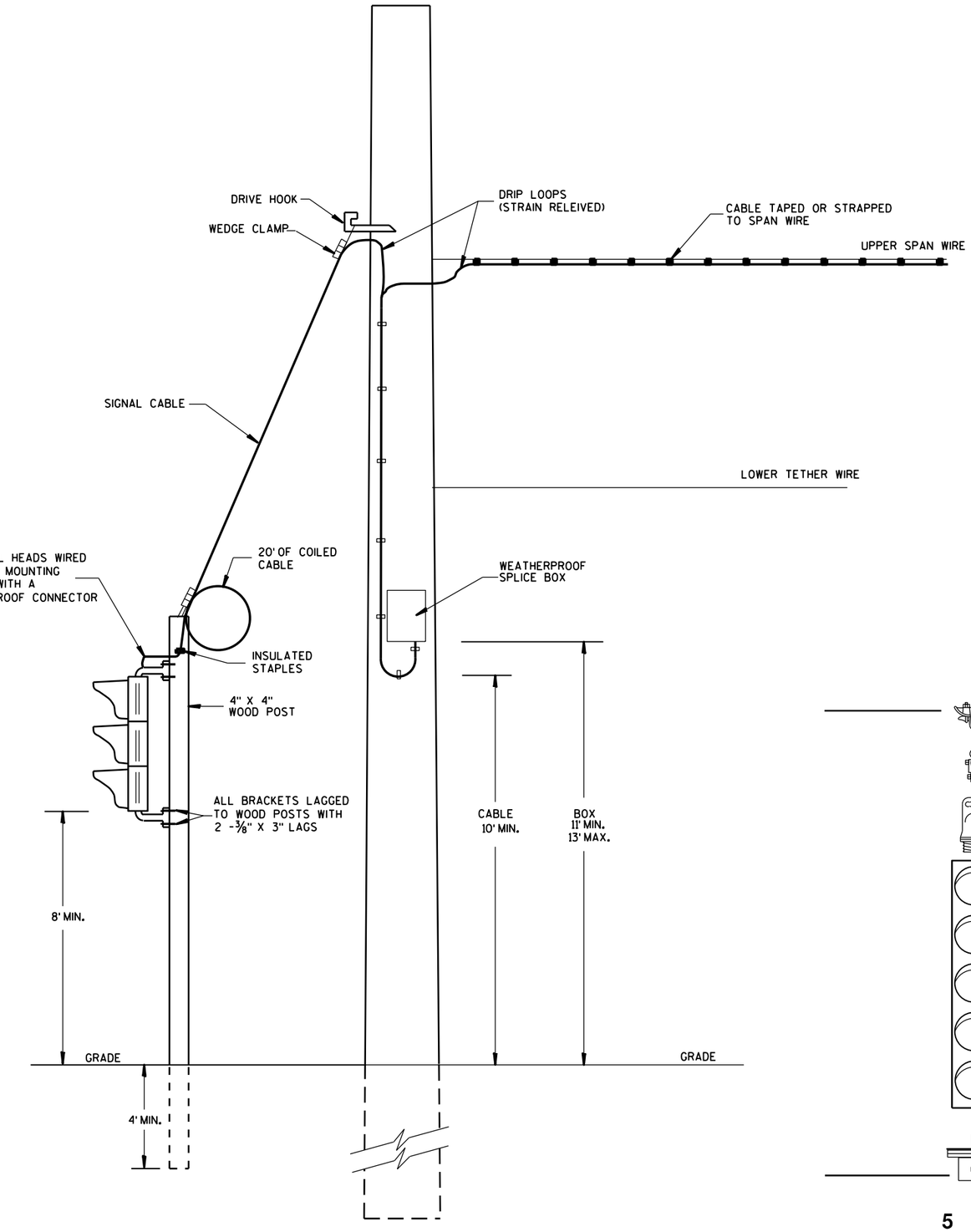
SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June. 2015 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL 277
FHWA	

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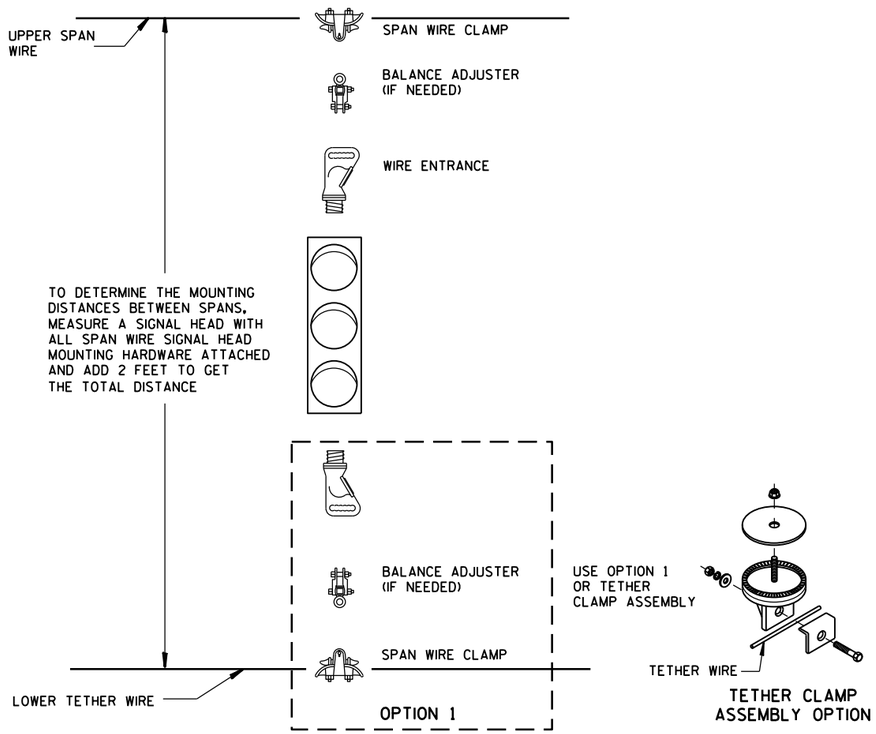
S.D.D. 9 G 1-4e

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S.D.D. 9 G 1-4e

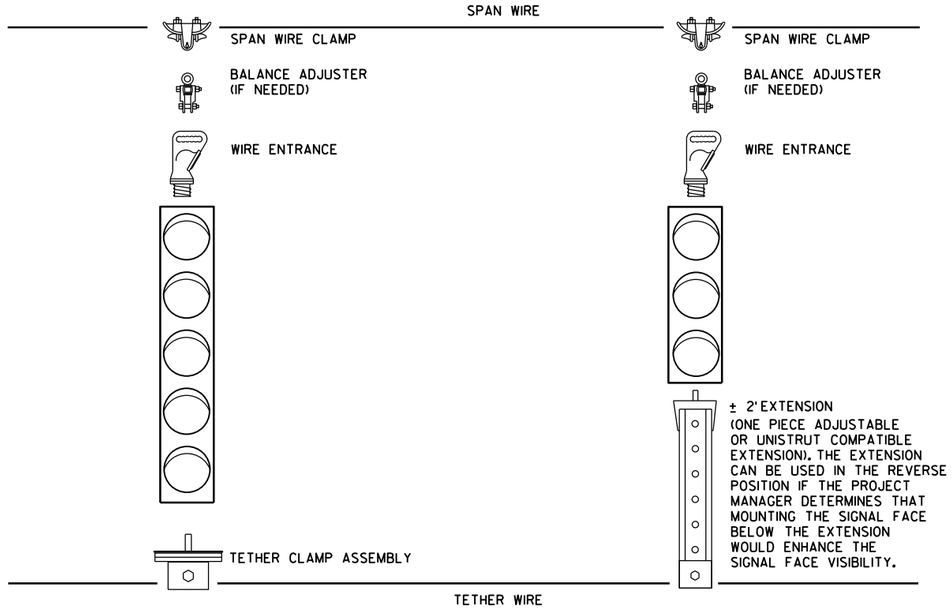


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June. 2015 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

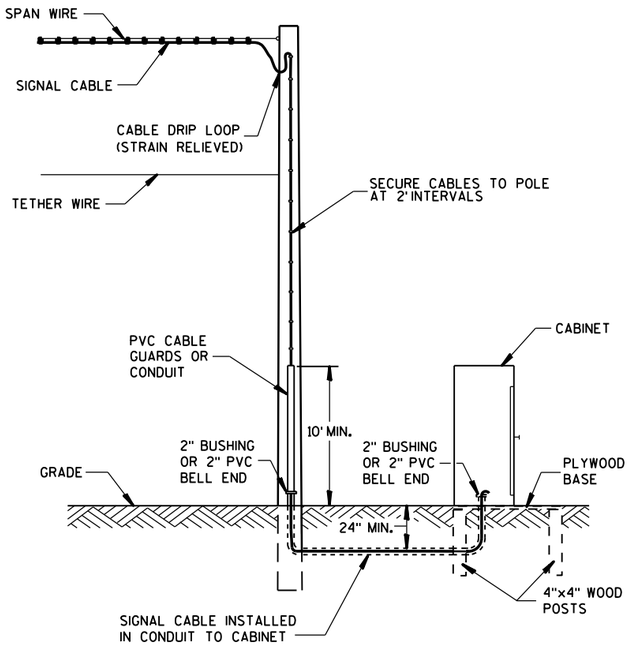
FHWA

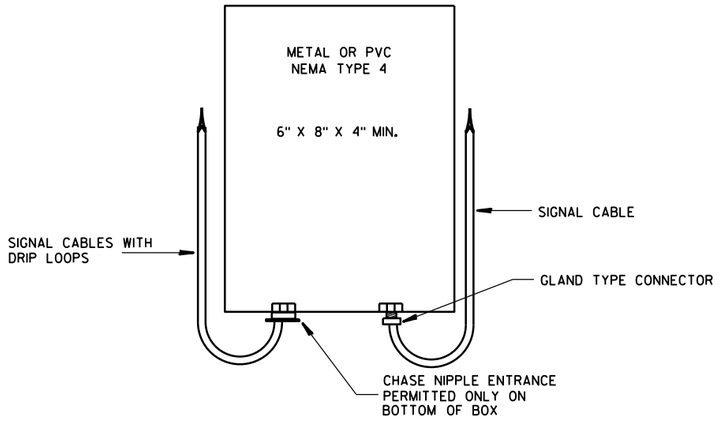
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S.D.D. 9 G 1-4f

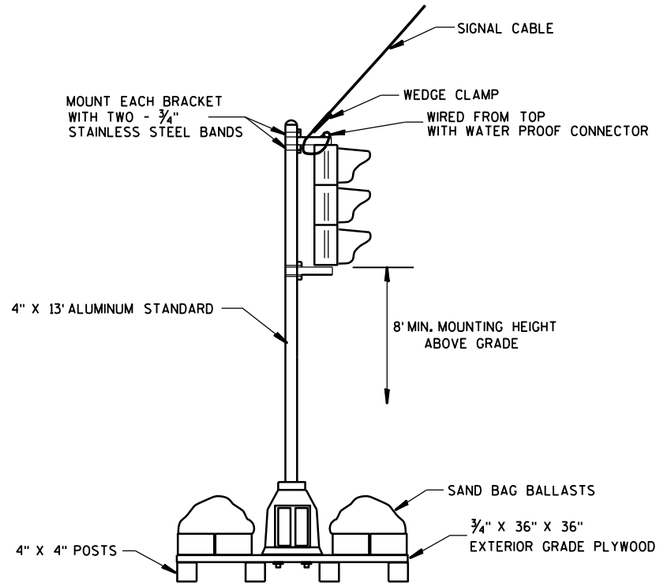
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S.D.D. 9 G 1-4f

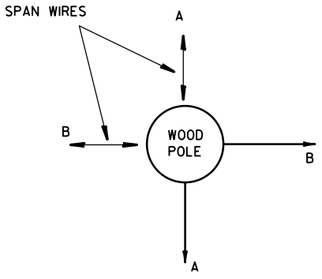




SPLICE BOX

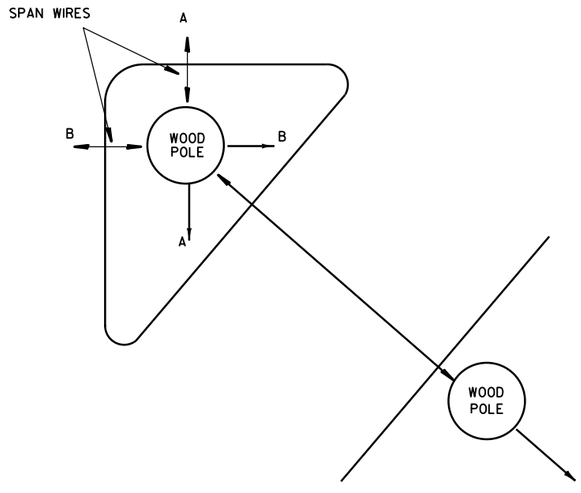


TYPICAL SKID TYPE TEMPORARY

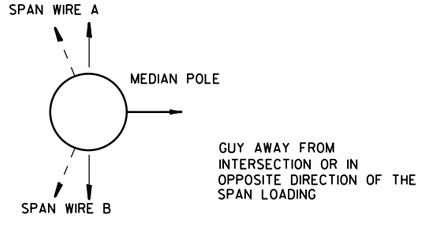


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

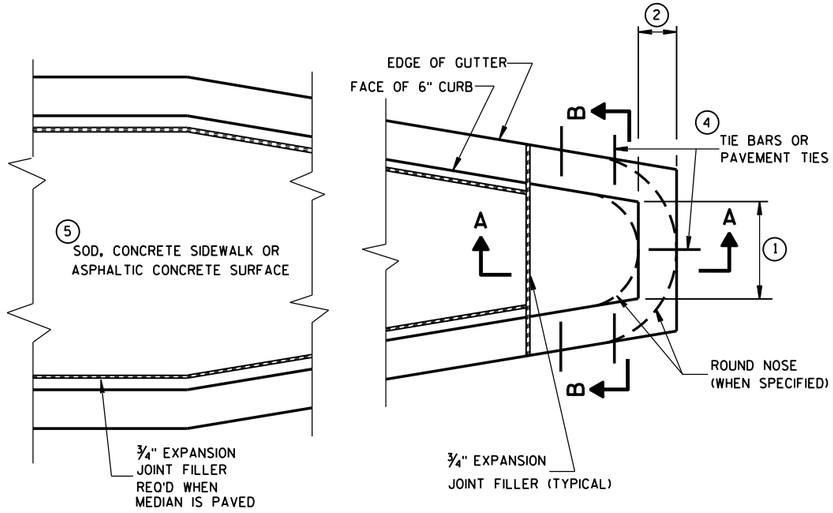
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

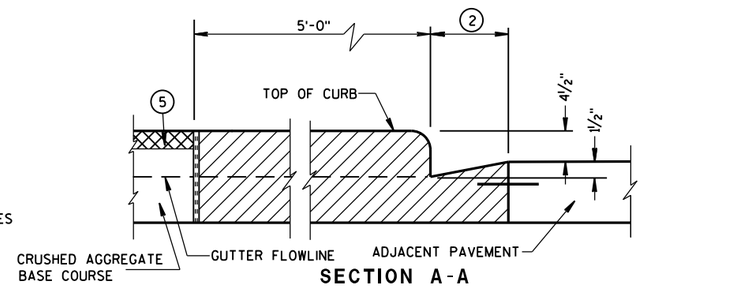
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S.D.D. 9 G 1-4g

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S.D.D. 9 G 1-4g





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

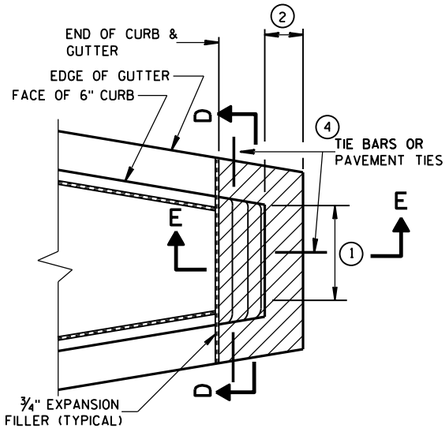
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

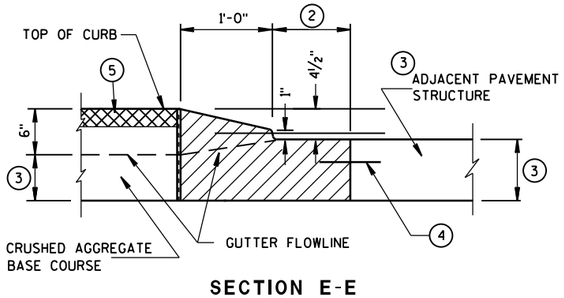
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

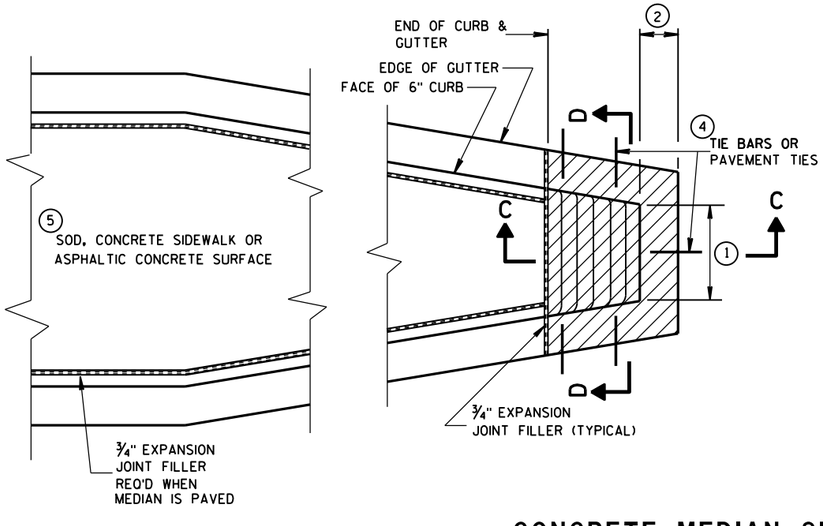
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

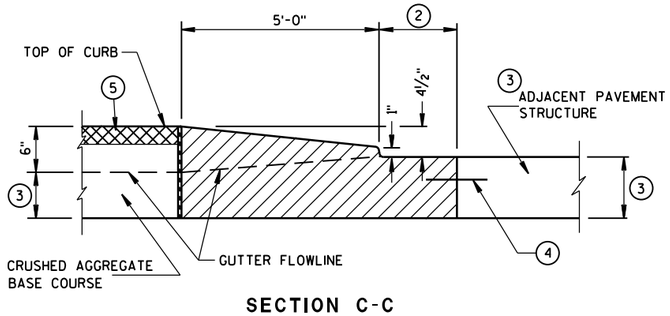




SECTION E-E

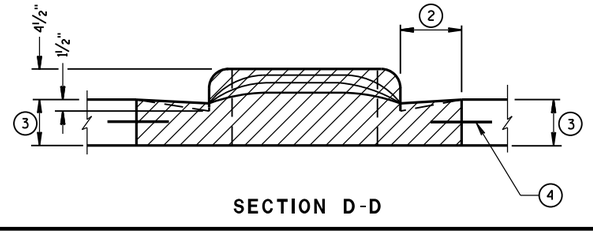
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

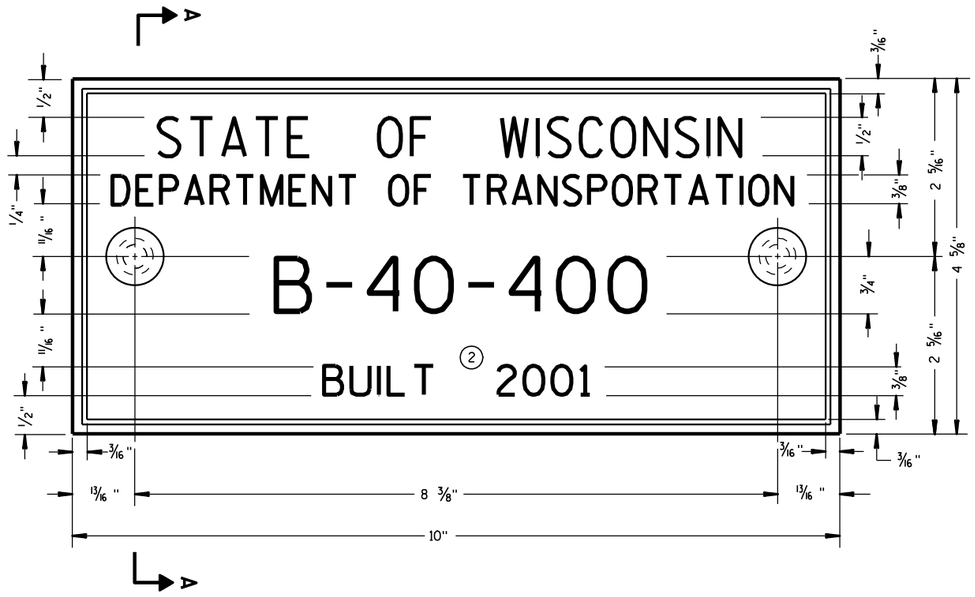
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
280
FHWA

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S.D.D. 11 B 2-2

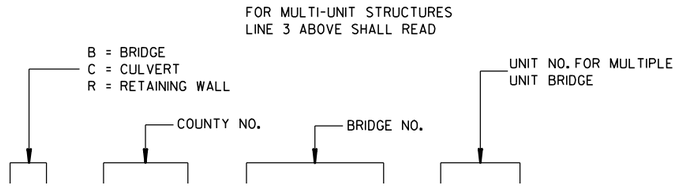
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S.D.D. 11 B 2-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

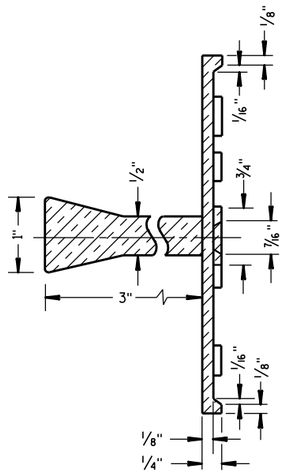
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

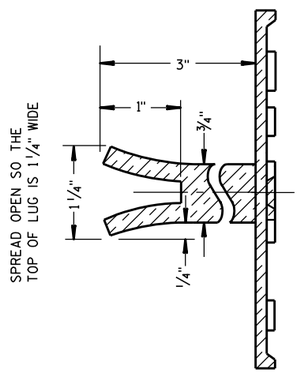
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

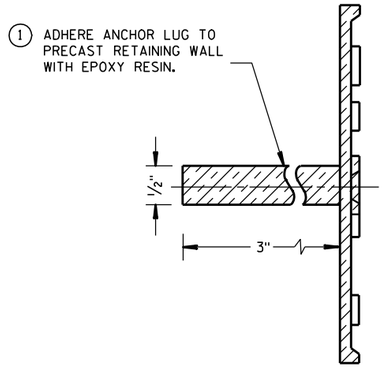
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

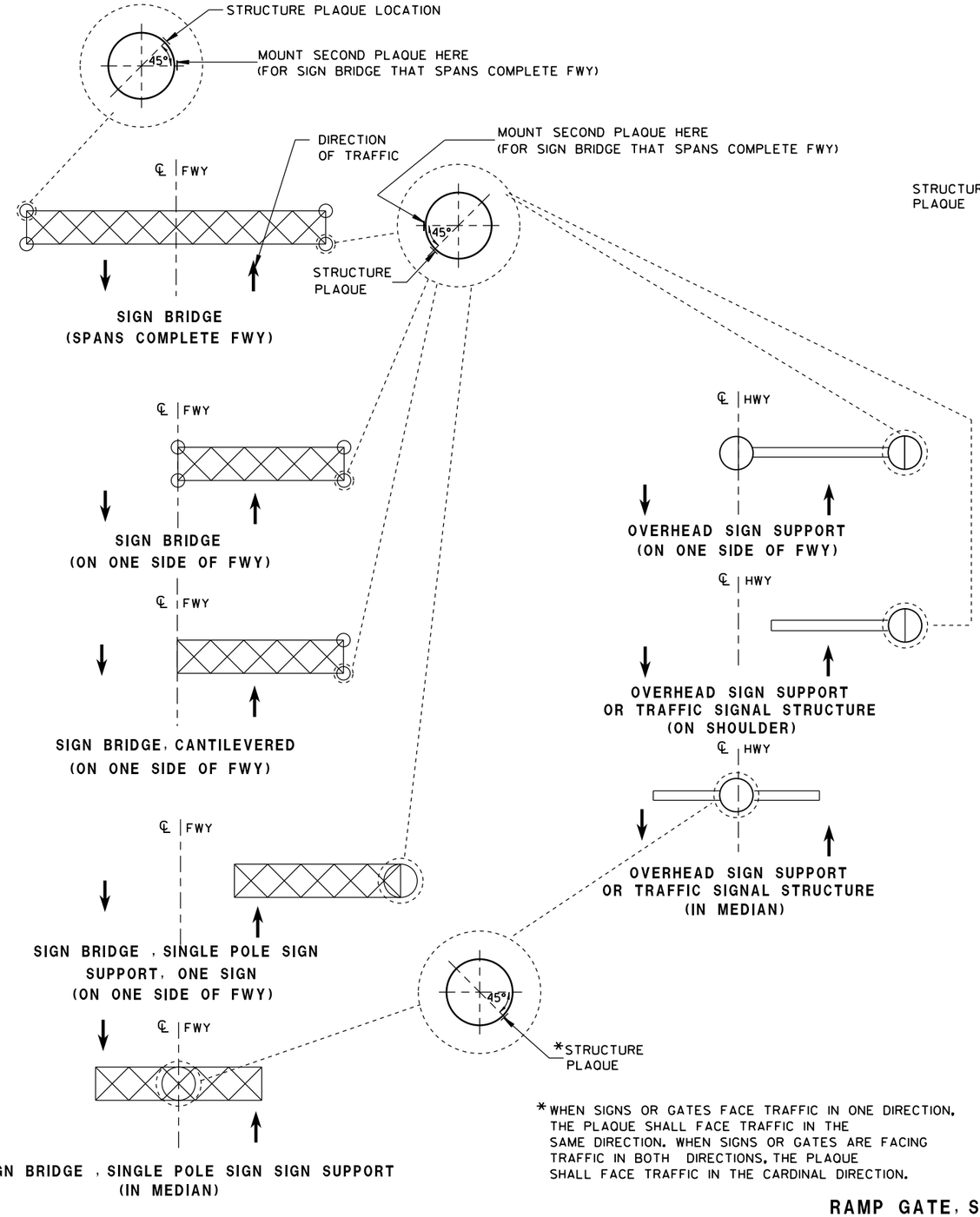
APPROVED

3/26/10 DATE — /S/ Scot Beck — CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

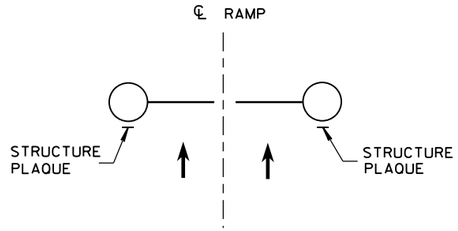
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S.D.D. 12 A 3-10

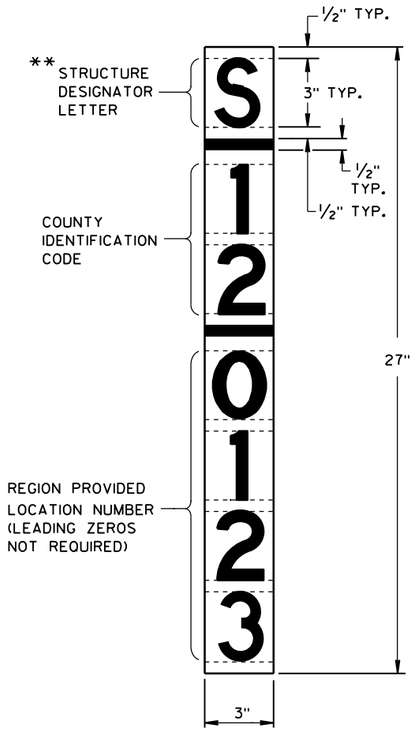


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

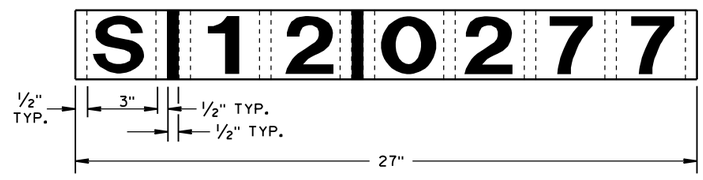
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

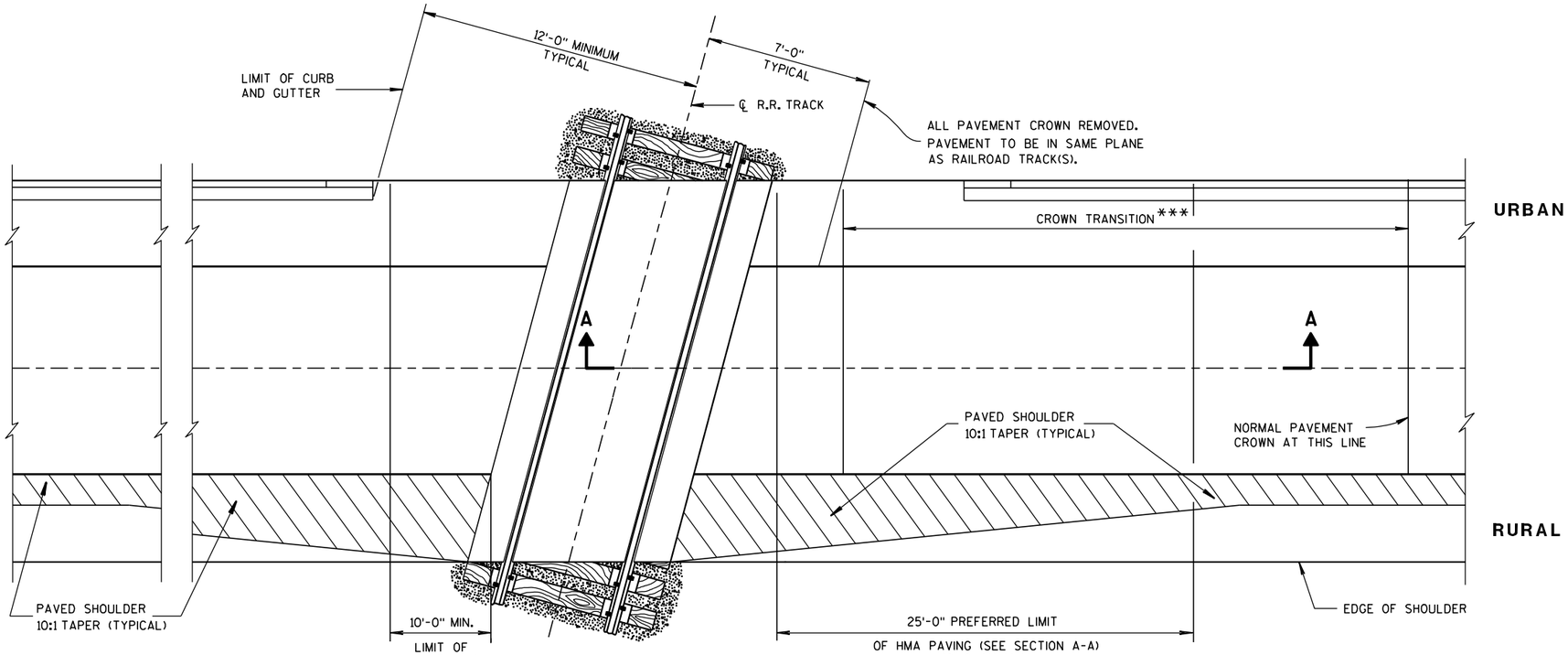
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

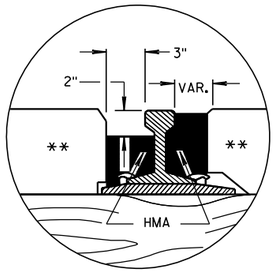
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S.D.D. 12 A 4-3

6

S.D.D. 12 A 4-3





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.

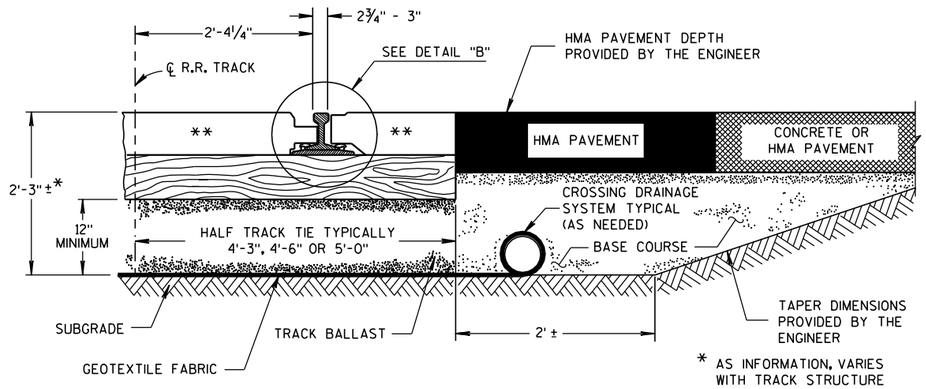
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

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.

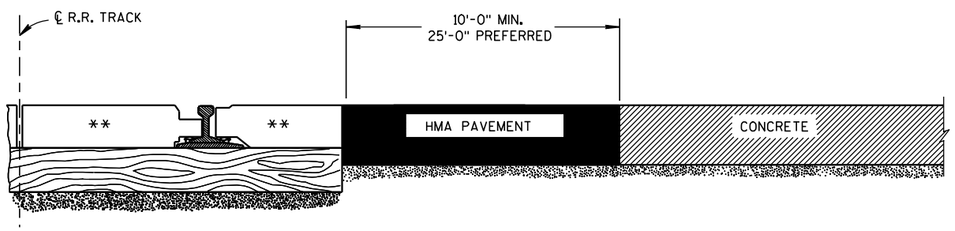
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** 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

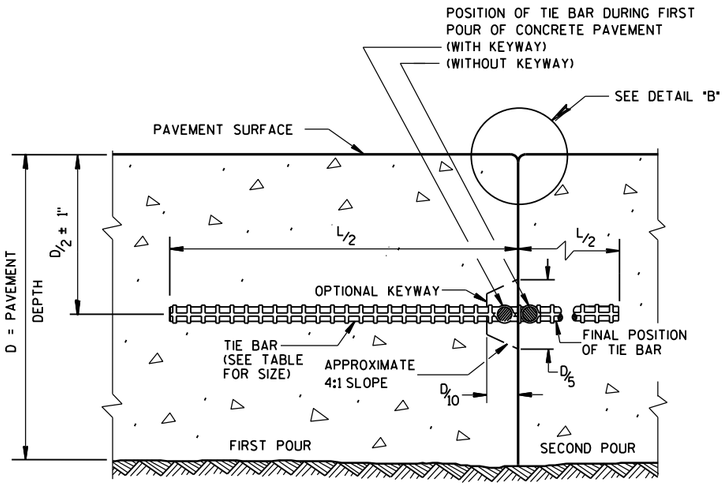
PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

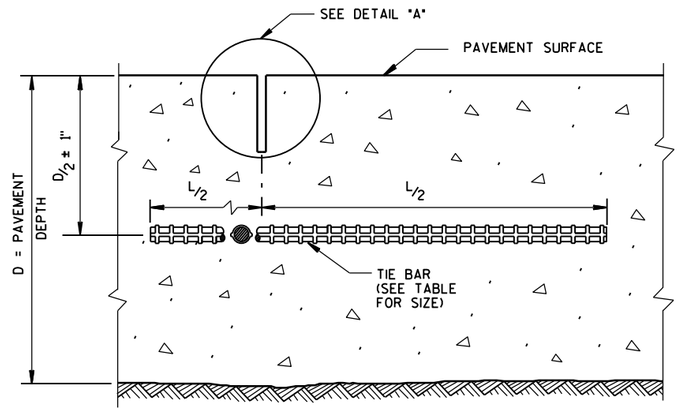
APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI CTION
FHWA

6

S.D.D. 13 B 1-10



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

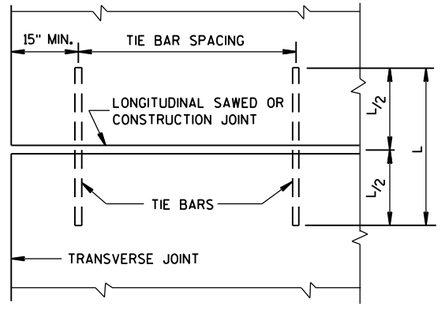
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

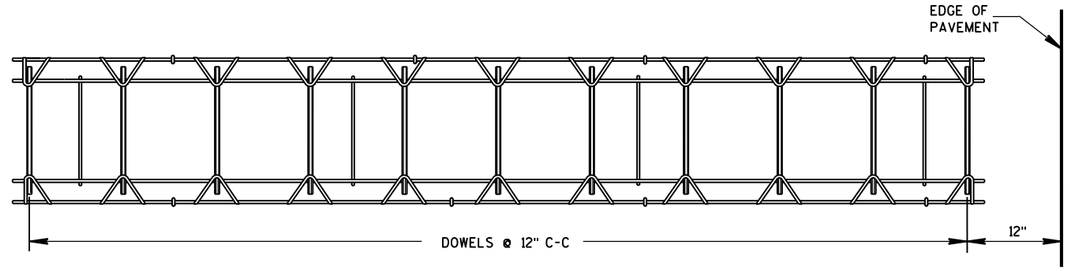
APPROVED
June, 2015
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPER

FHWA

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S.D.D. 13 C 1-18

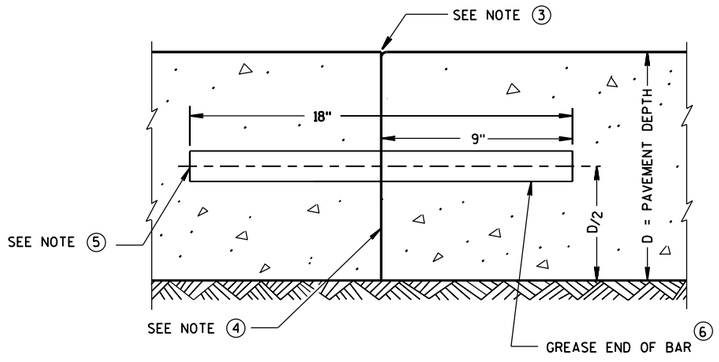


PLAN VIEW

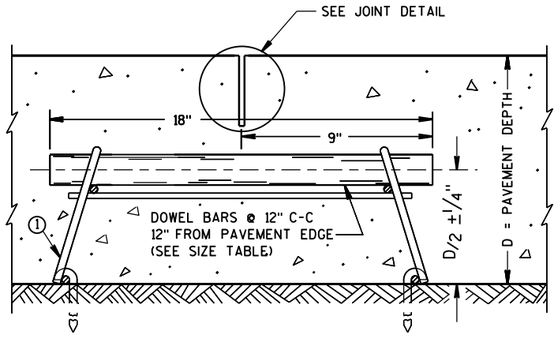


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



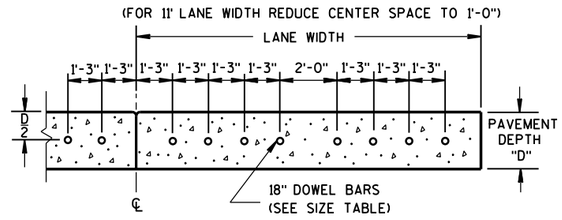
TRANSVERSE CONSTRUCTION JOINT



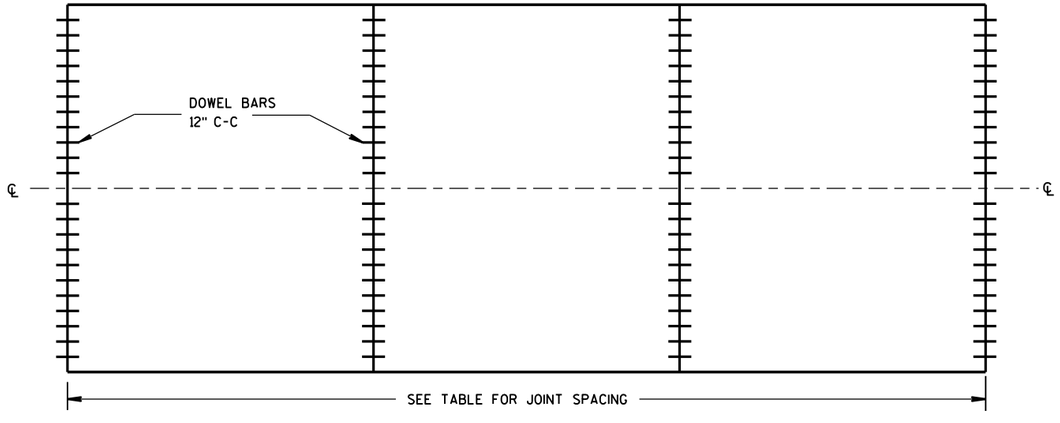
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

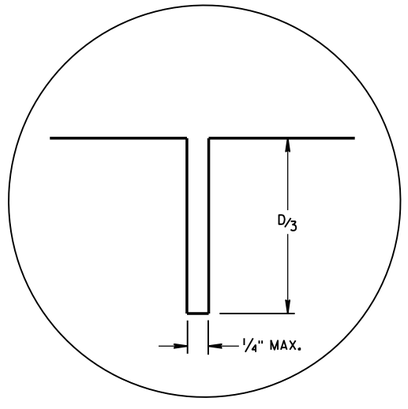
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

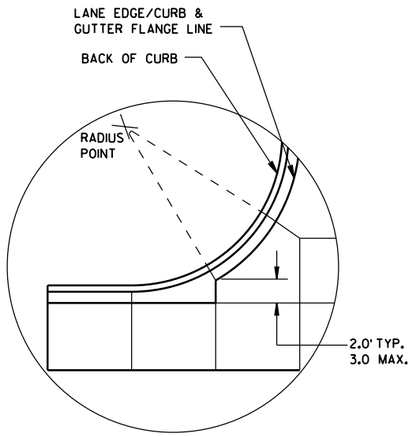
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

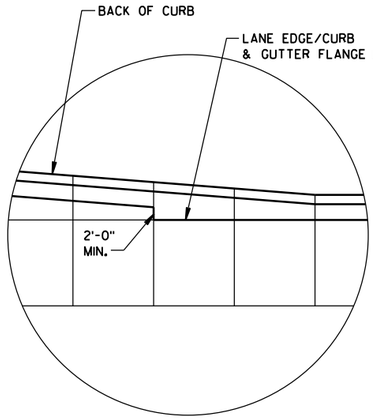
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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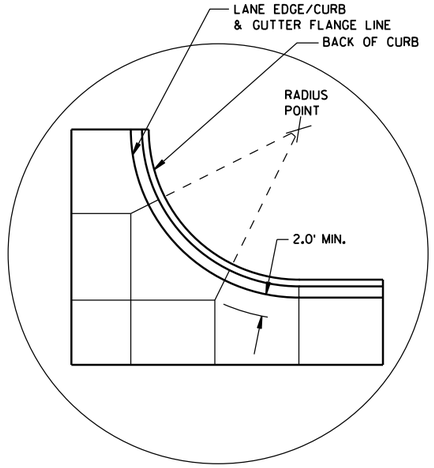
S.D.D. 13 C 13-8



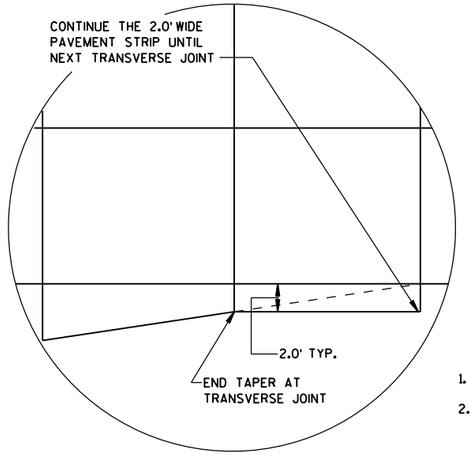
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

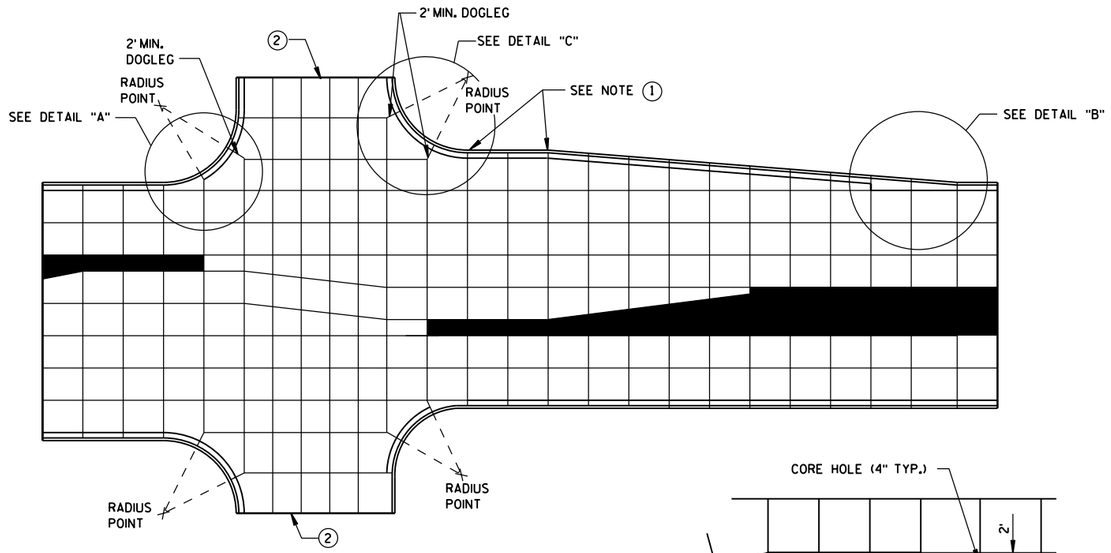
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

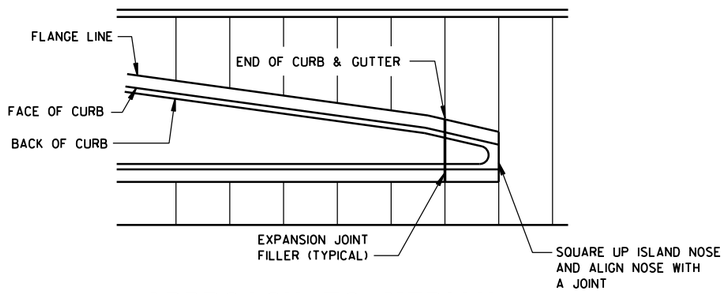
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM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



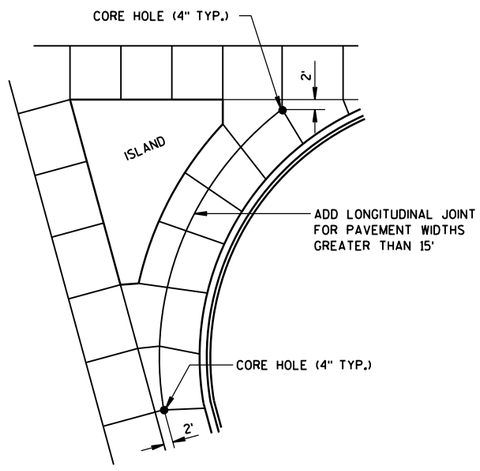
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

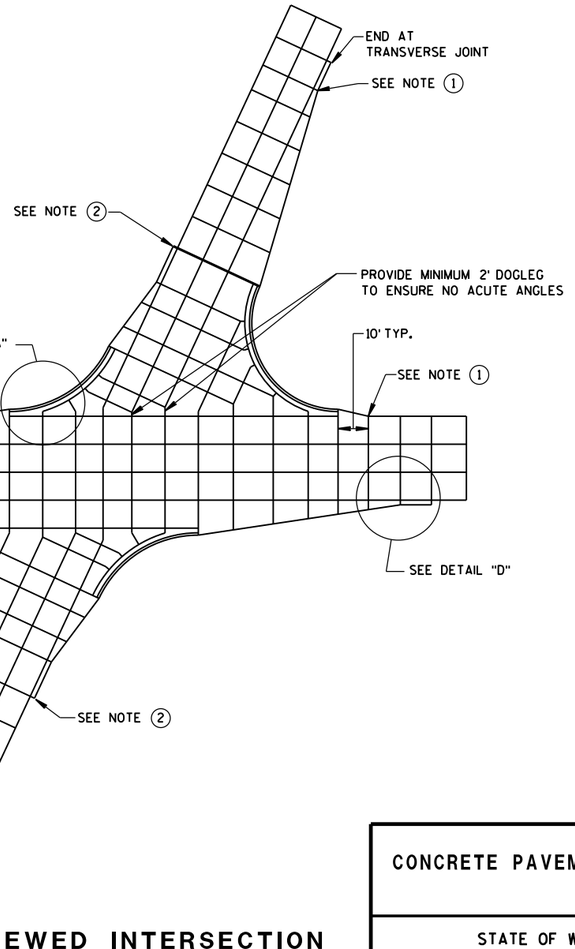
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

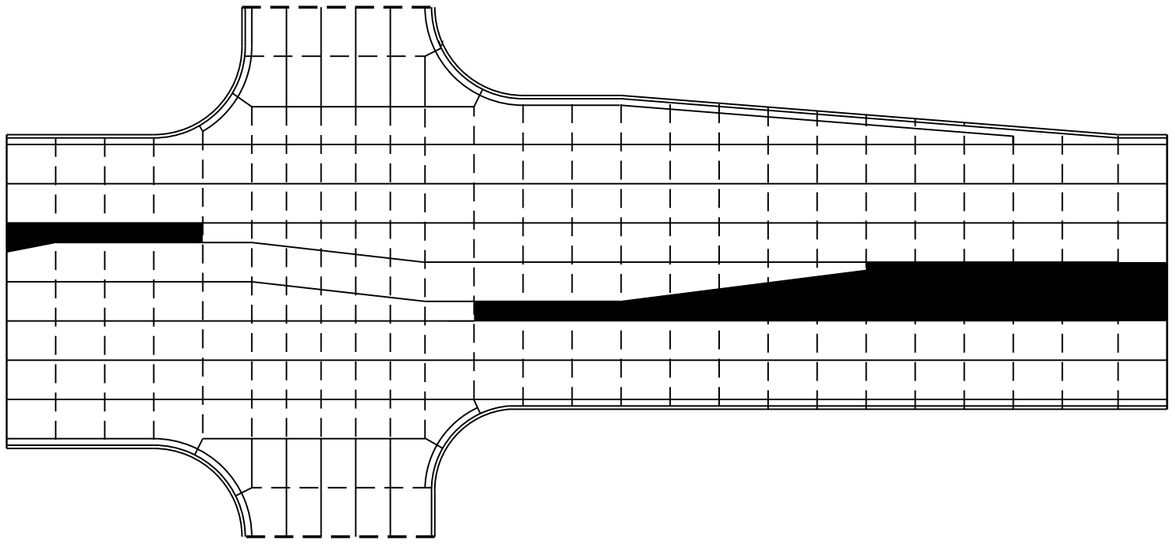
6
S.D.D. 13 C 18-3a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

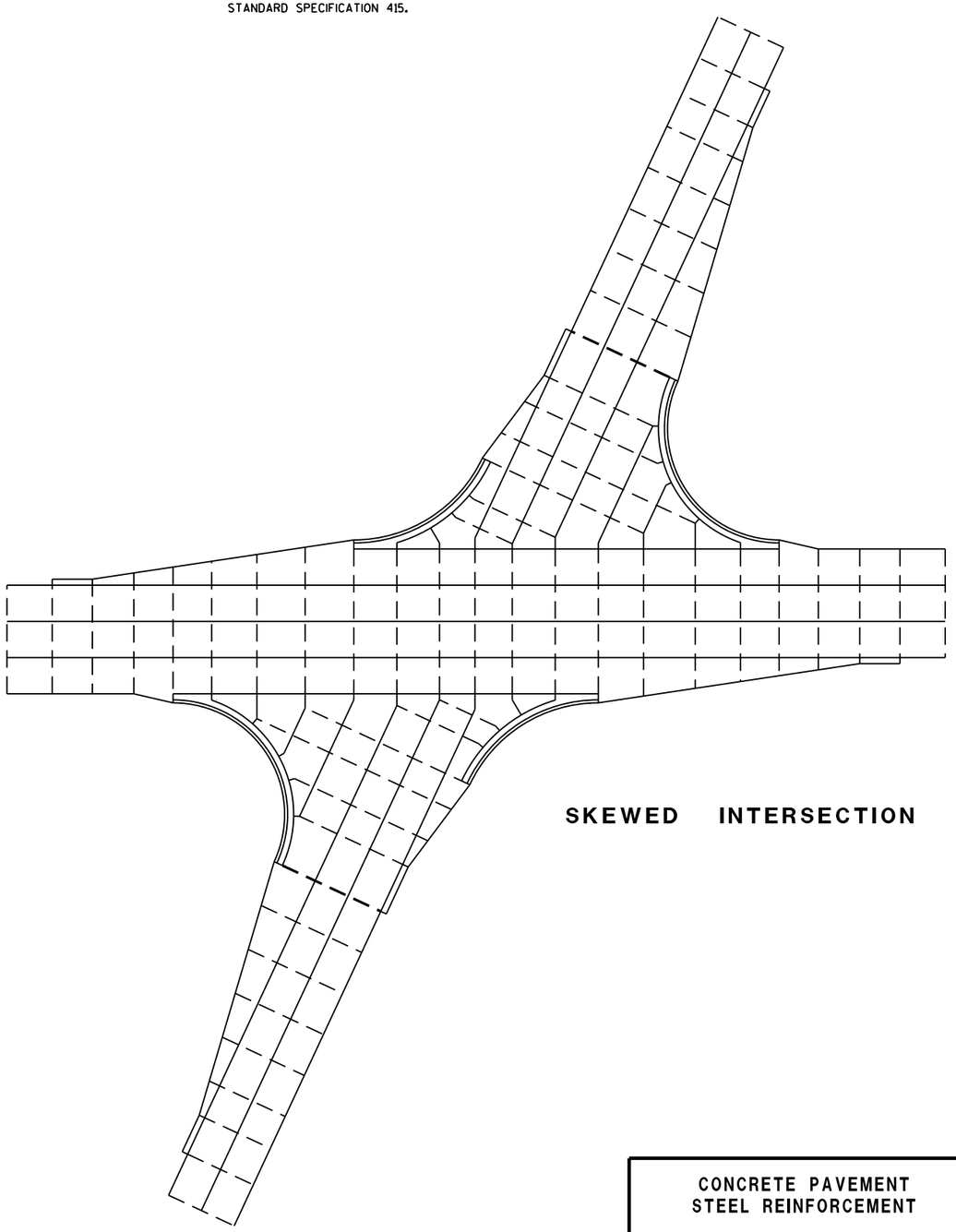
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

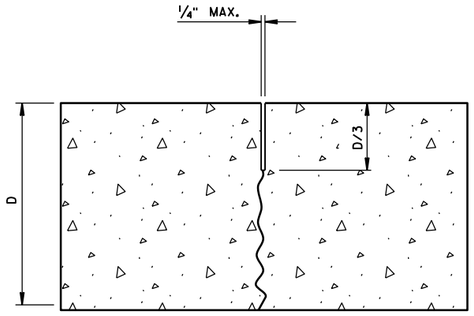
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

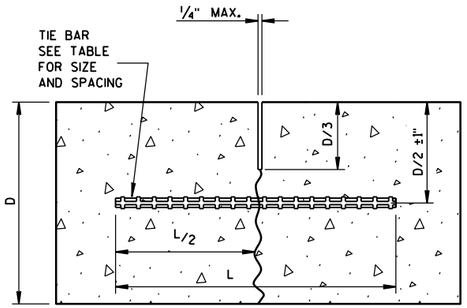
S.D.D. 13 C 18-3b

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S.D.D. 13 C 18-3b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

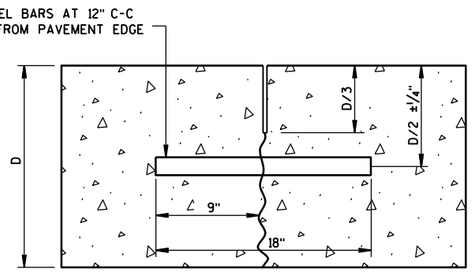
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

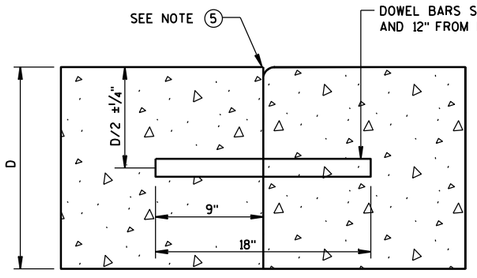
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



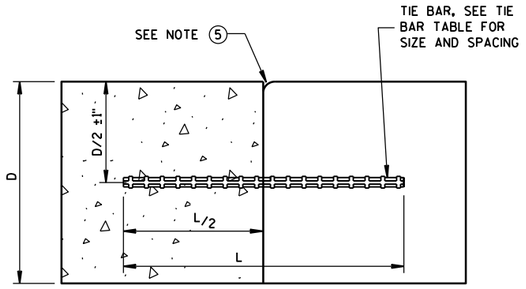
DOWELED-TRANSVERSE

CONTRACTION JOINTS

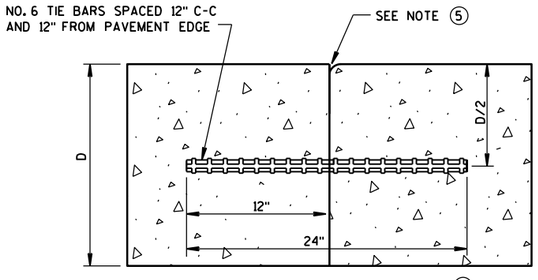
SEE NOTE (2)



DOWELED TRANSVERSE (3)

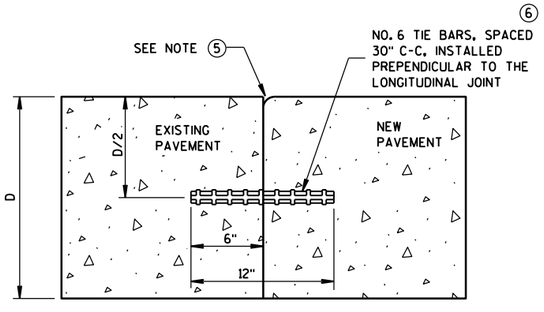


TIED LONGITUDINAL



TIED TRANSVERSE (3)

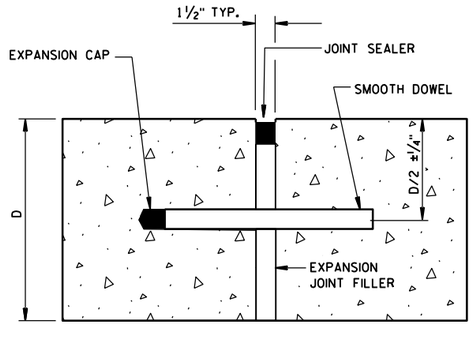
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

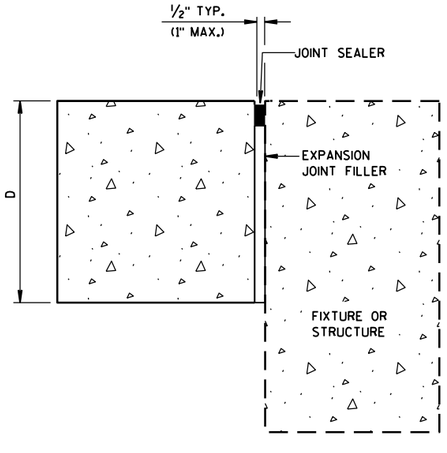
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

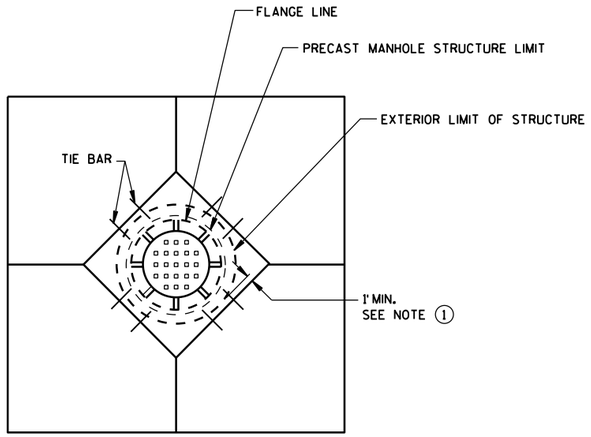
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

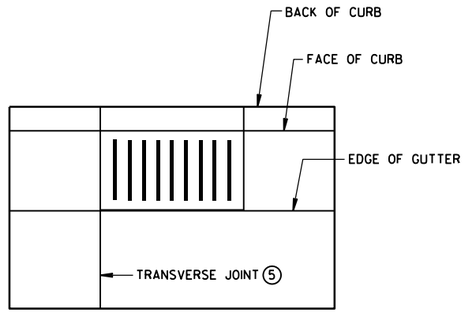
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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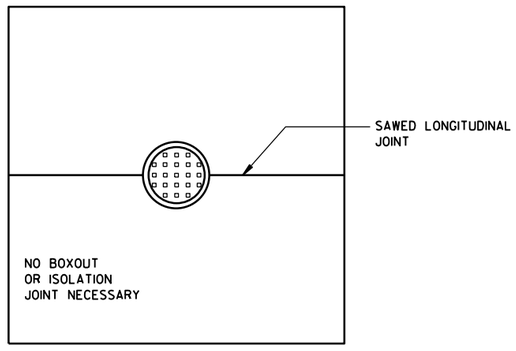
S.D.D. 13 C 18-3c



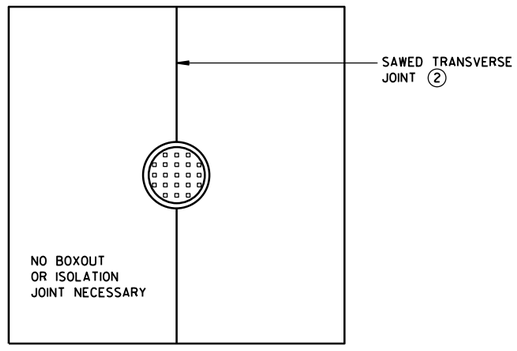
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



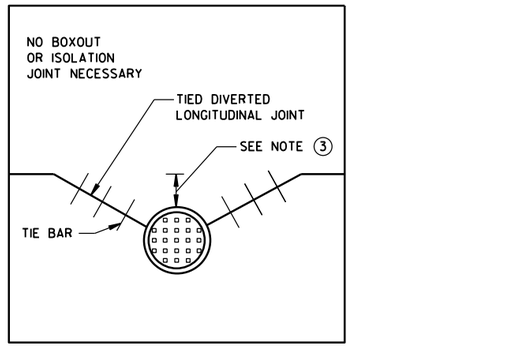
INLET WITH TRANSVERSE JOINT



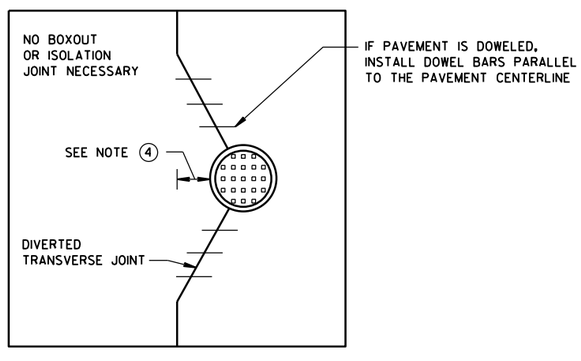
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

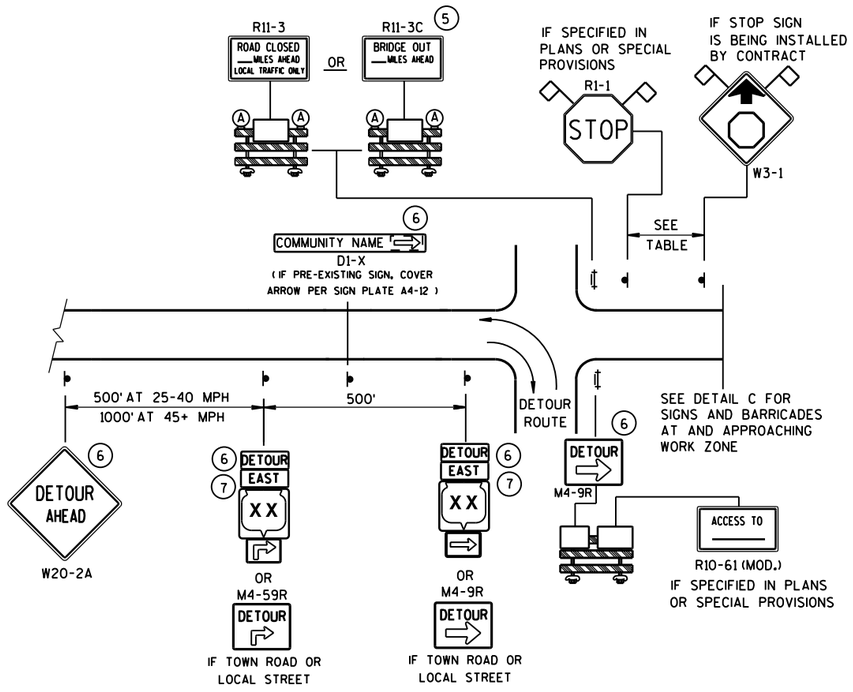
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

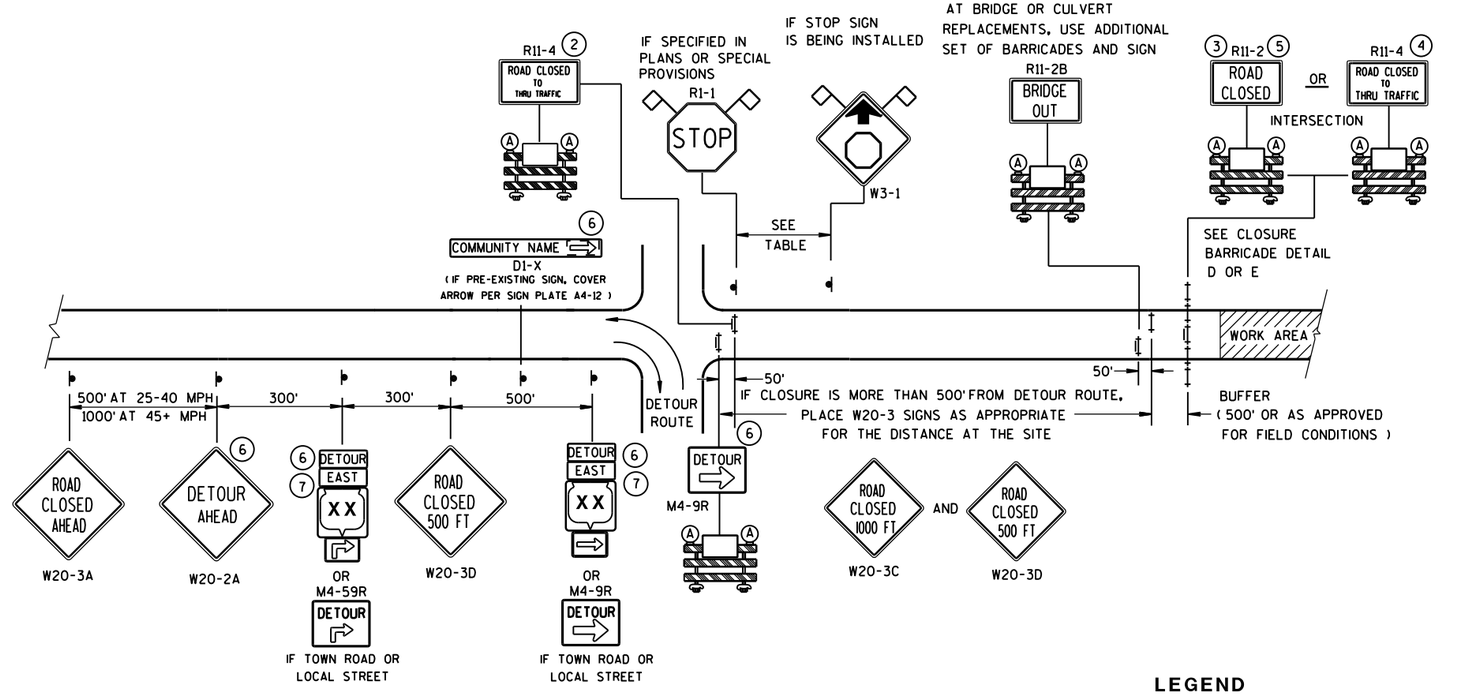
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S.D.D. 13 C 18-3d



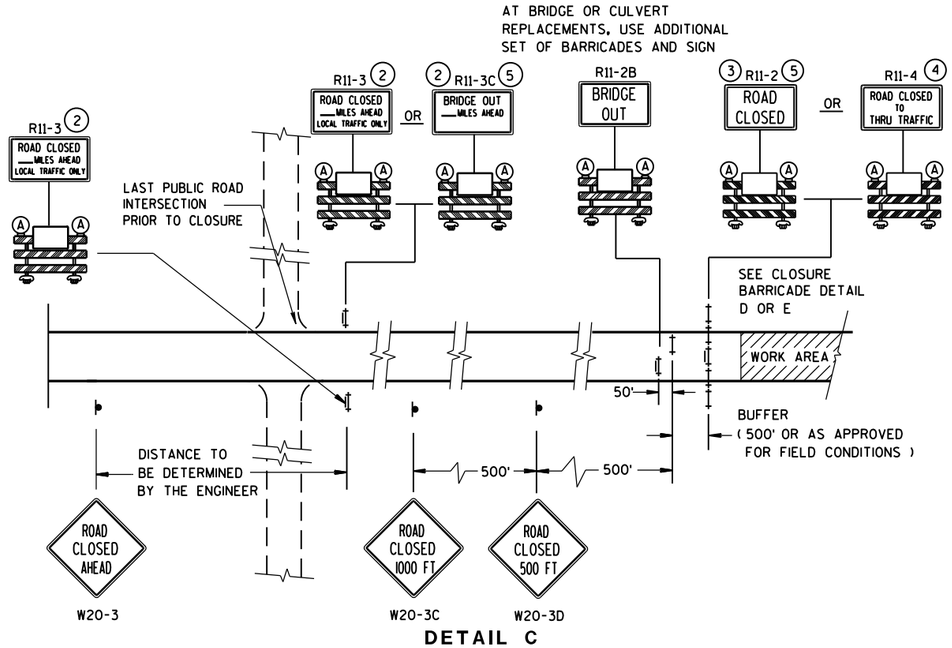
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)

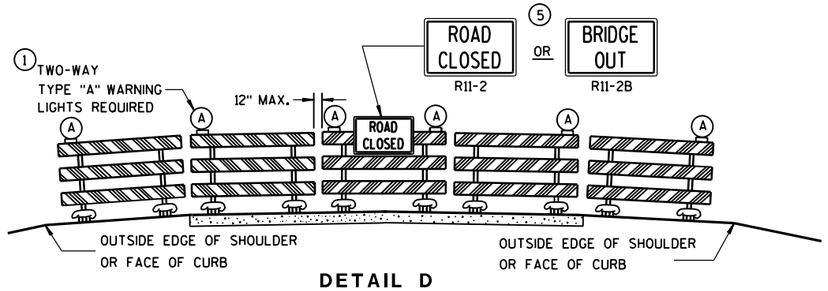
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

S.D.D. 15 C 2-6a

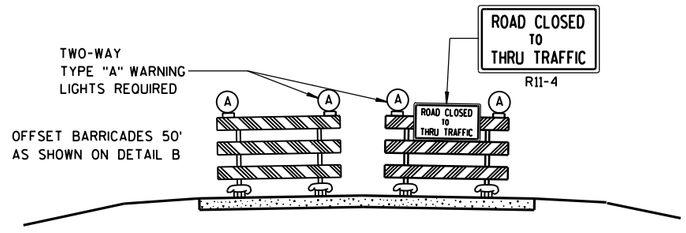
S.D.D. 15 C 2-6a



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

FHWA

FIC

6

S.D.D. 15 C 2-6b

6

S.D.D. 15 C 2-6b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

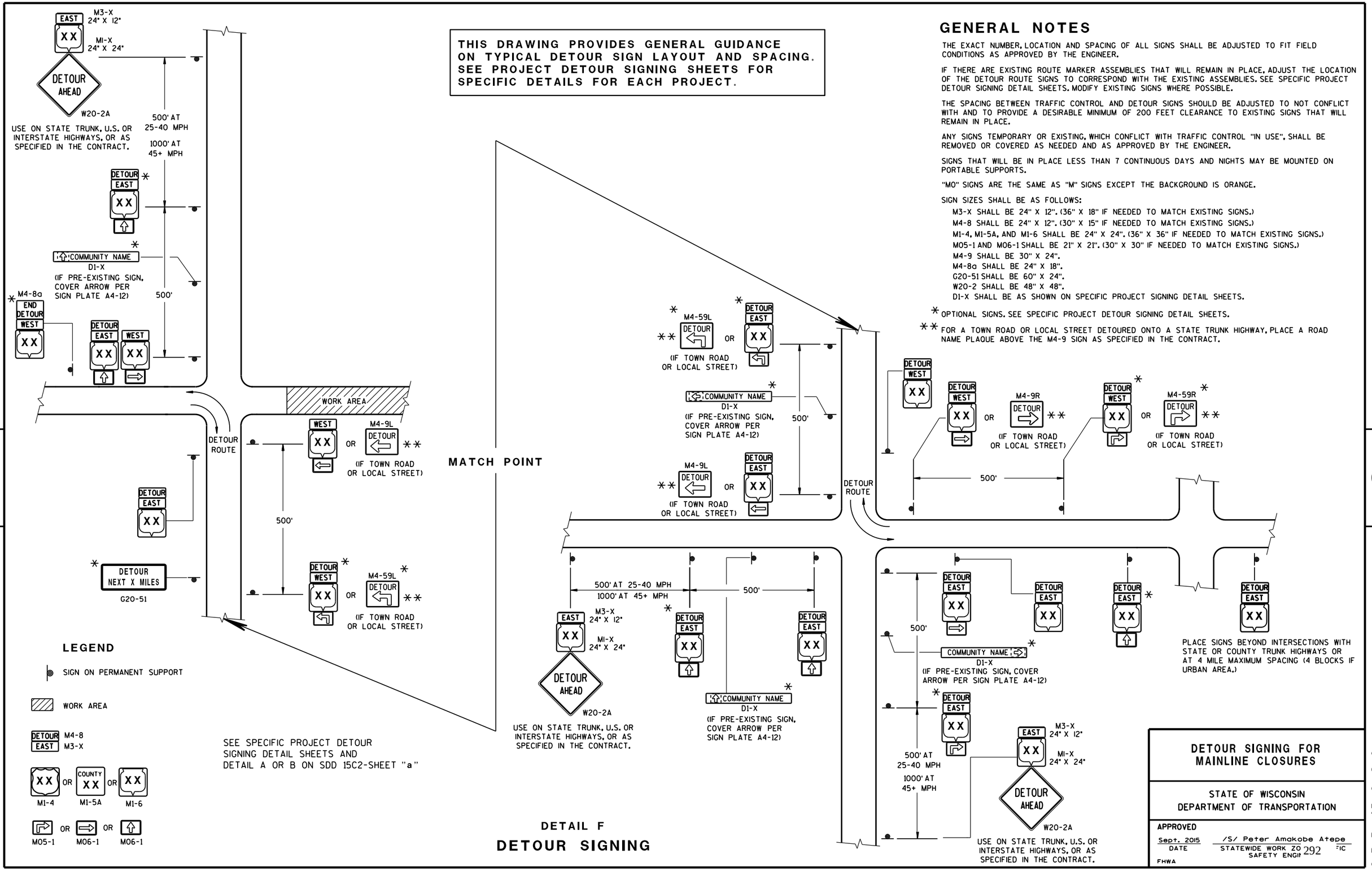
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- M05-1 OR M06-1 OR M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

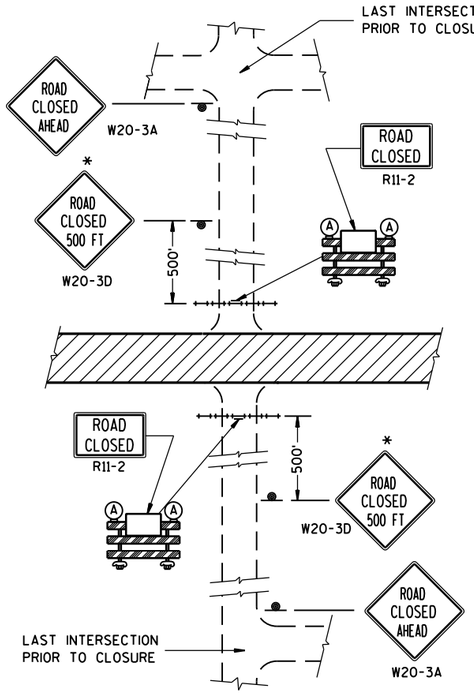
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO... SAFETY ENGI... FIC

FHWA

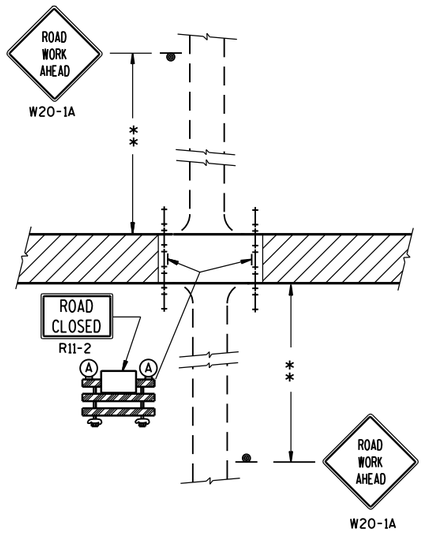
S.D.D. 15 C 2-6c

6



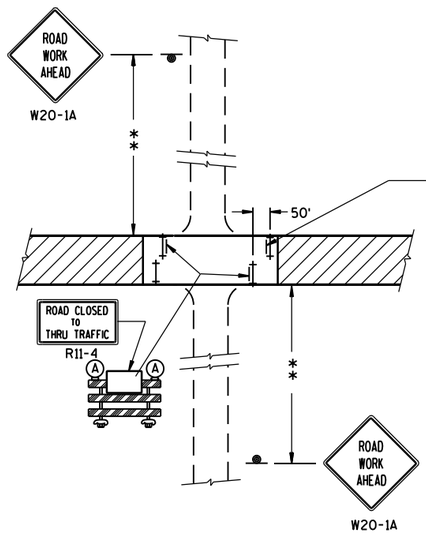
DETAIL 1

(NO ACCESS TO PROJECT)



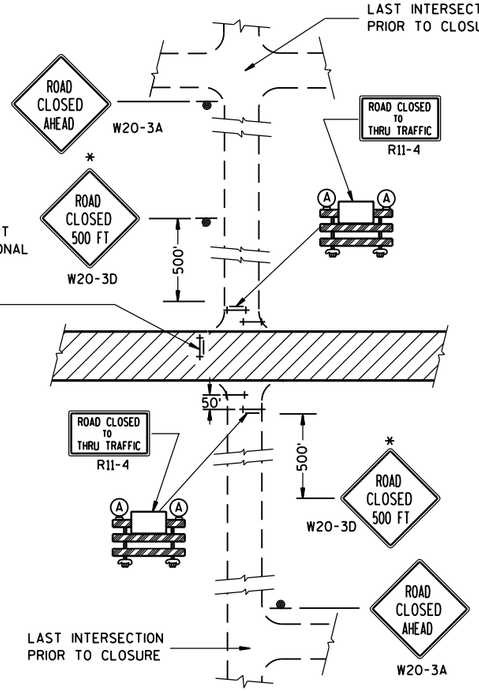
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

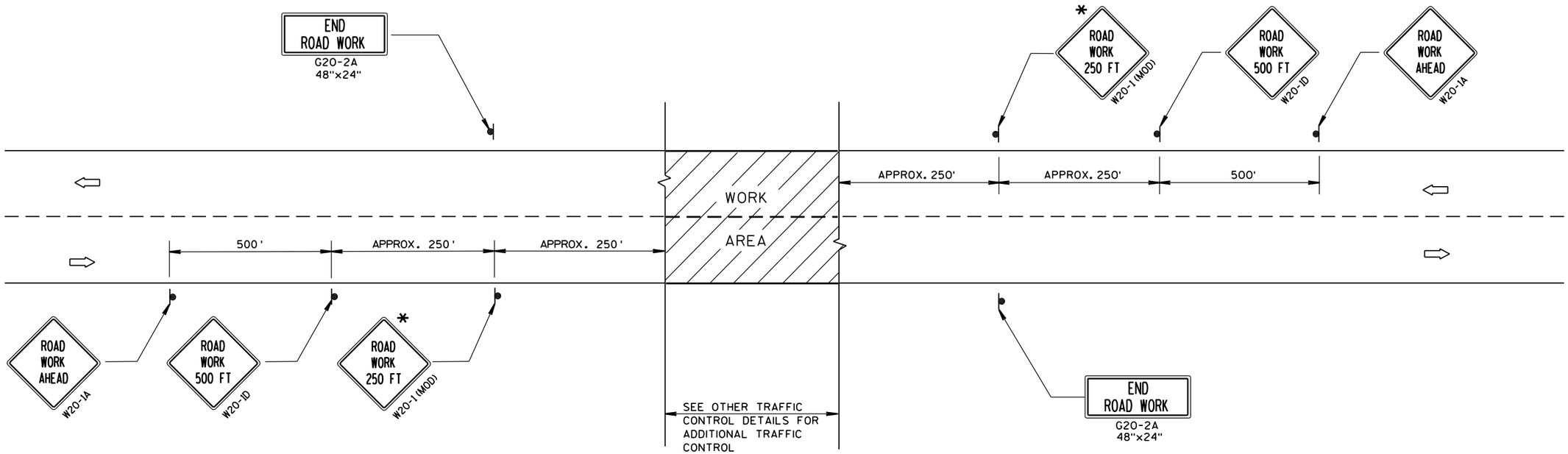
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S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

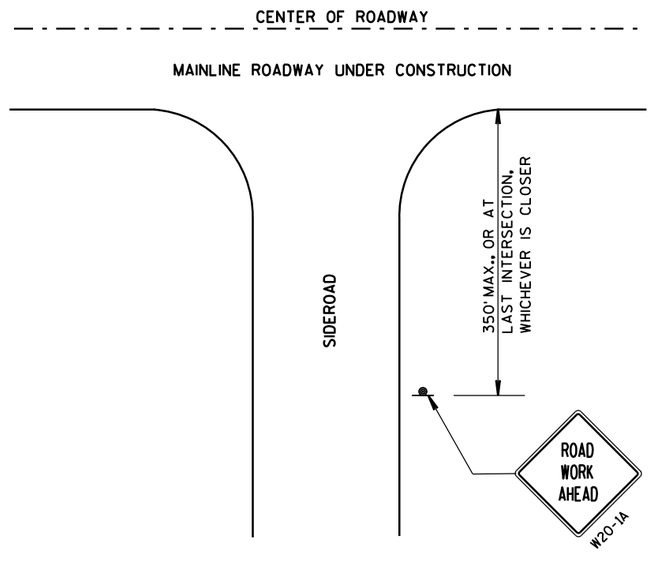
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

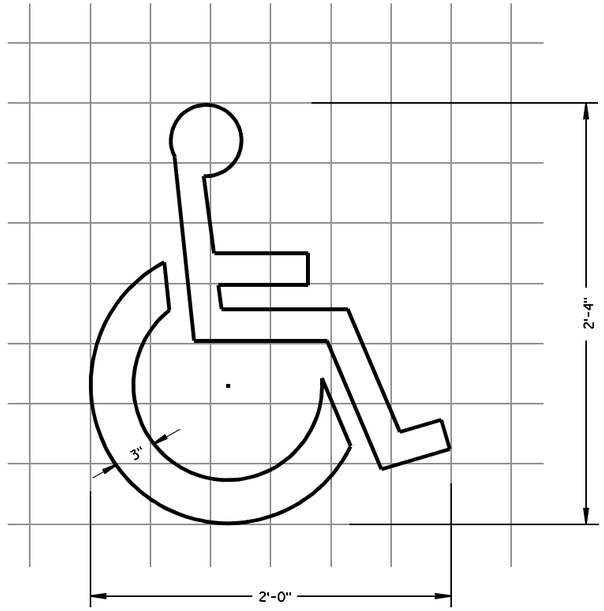
S.D.D. 15 C 5-3
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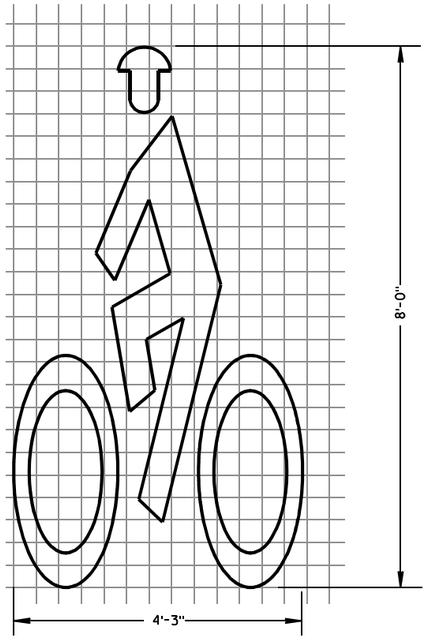
GENERAL NOTES

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.

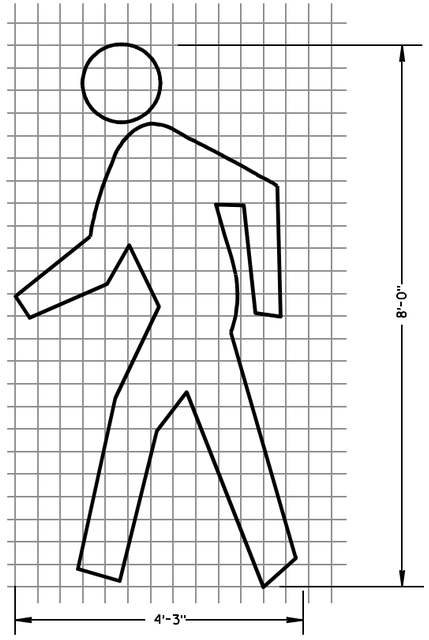
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

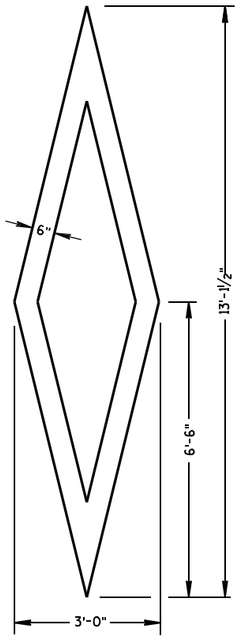




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-12a

S.D.D. 15 C 7-12a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11
DATE

/S/ Thomas N Nathan
STATE TRAFFIC ENGINEER

295

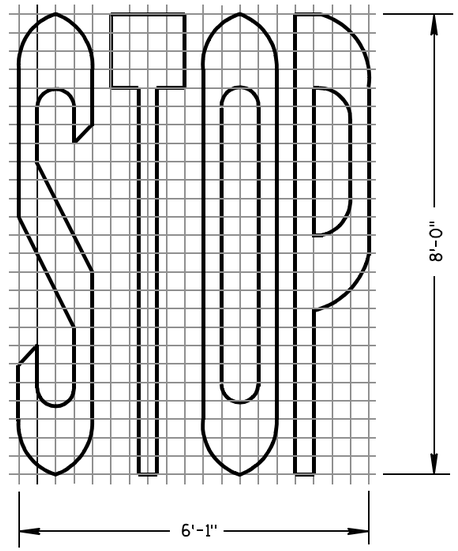
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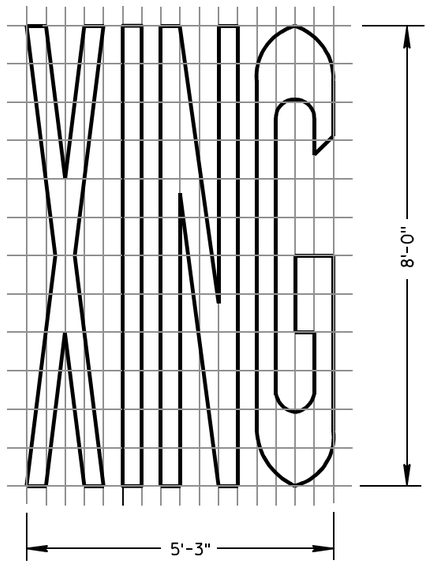
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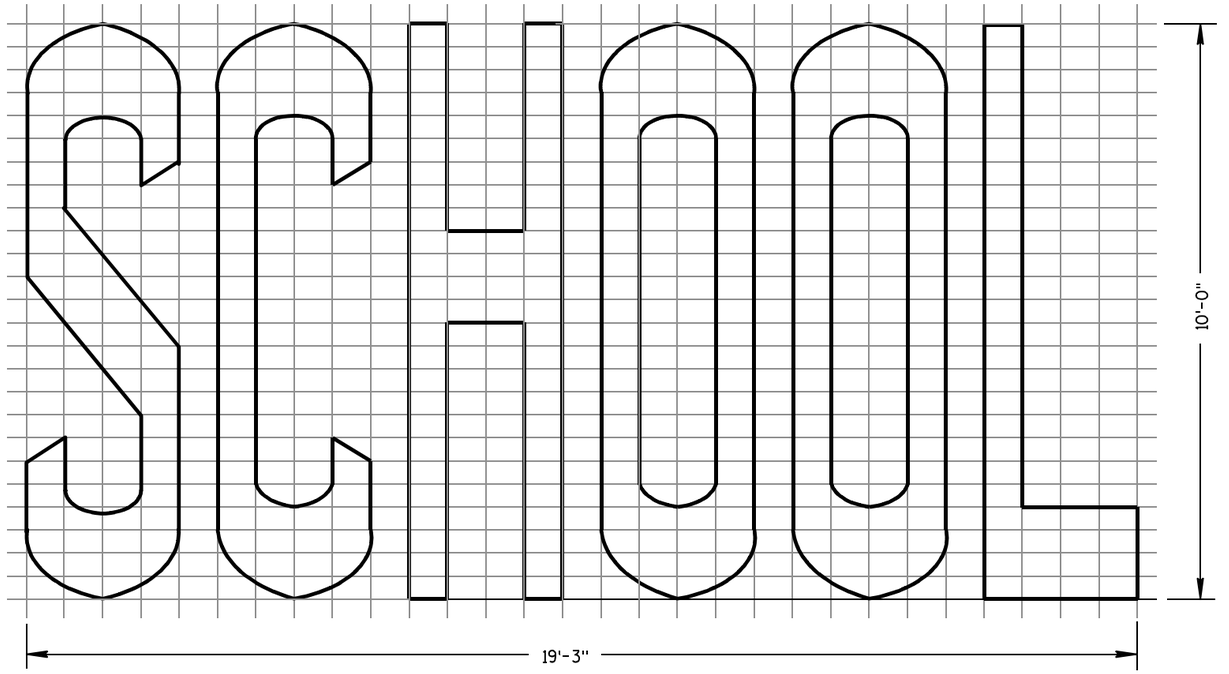
GENERAL NOTES

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.

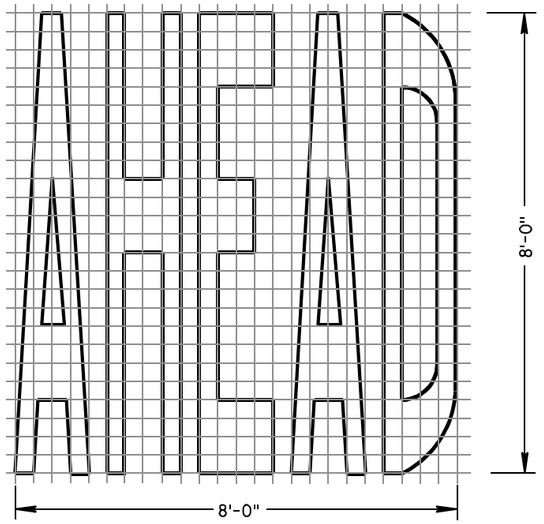
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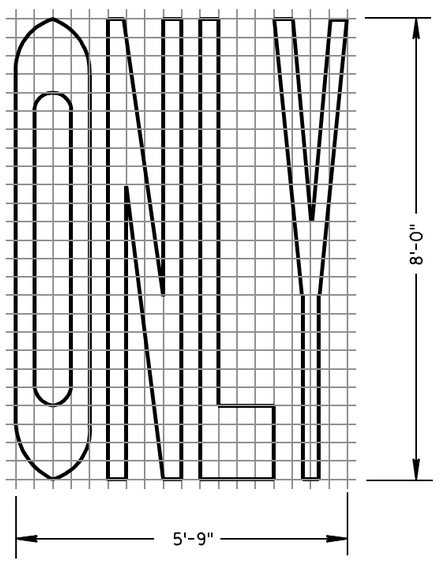


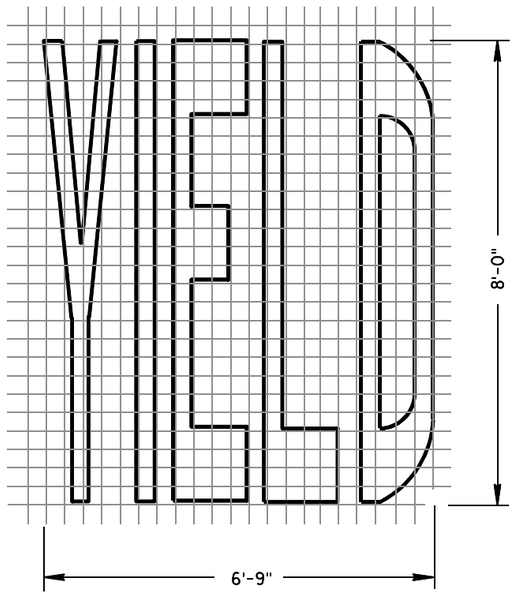


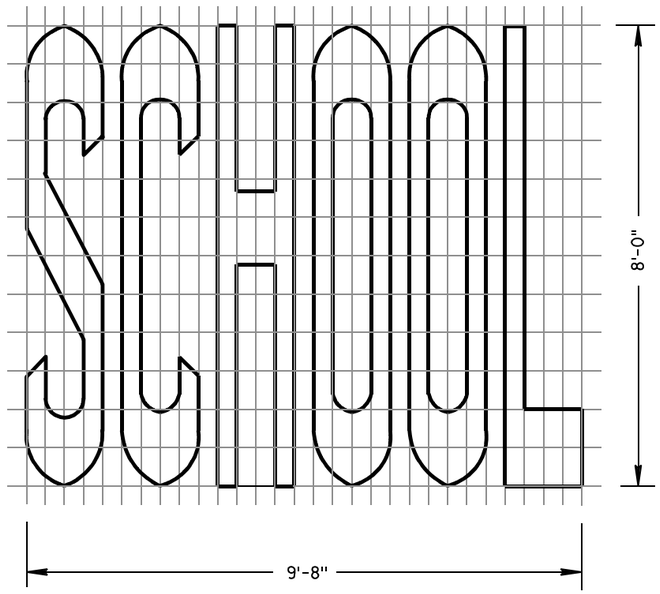


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

FHWA

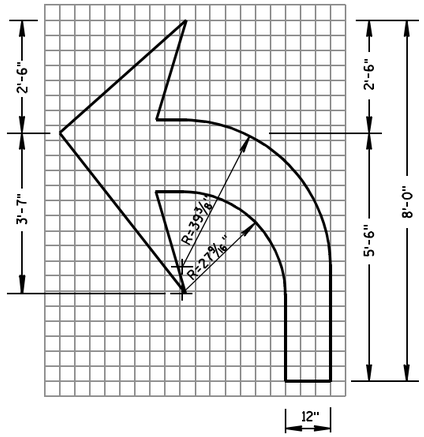
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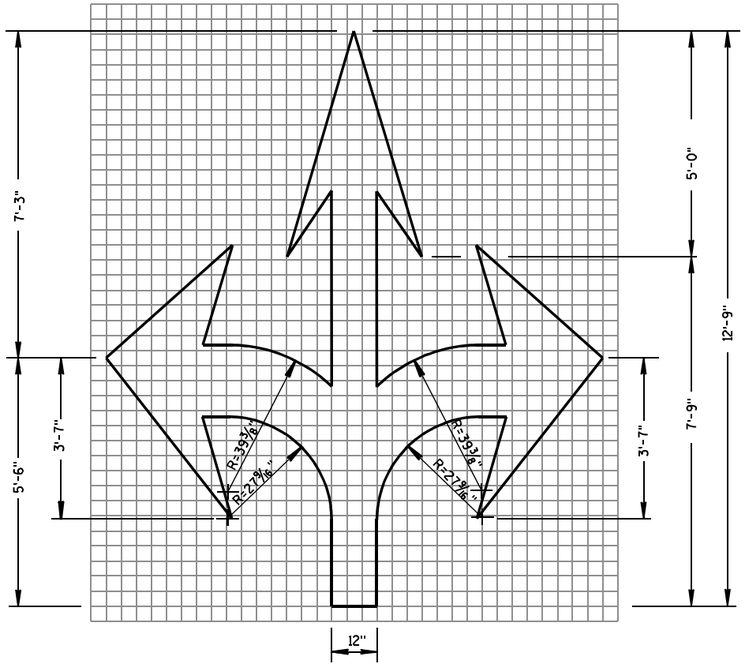
S.D.D. 15 C 7-12b

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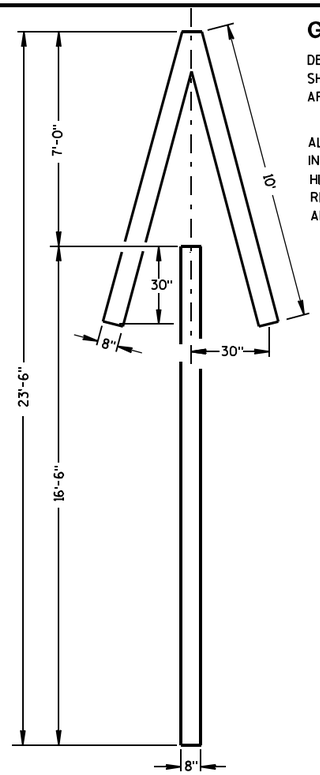
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

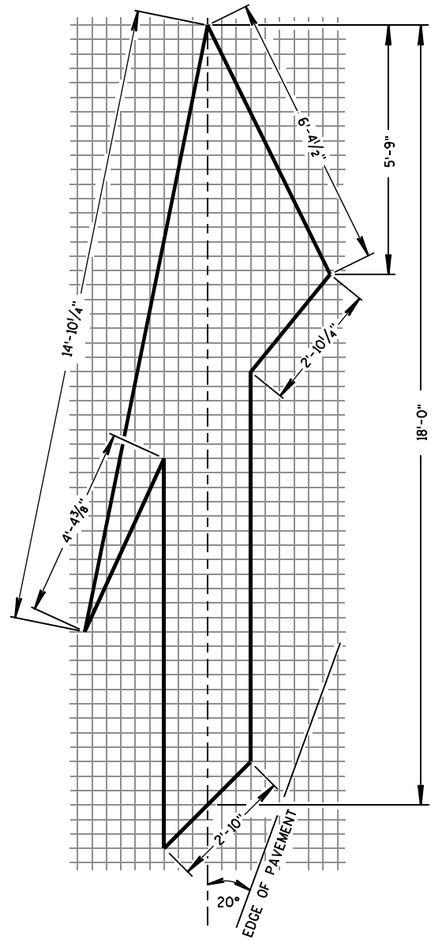


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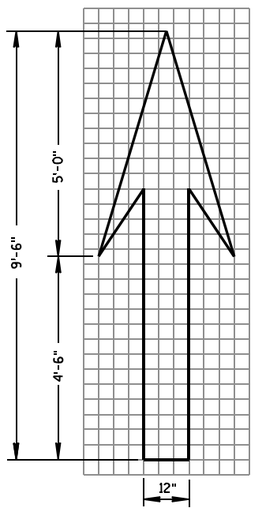
GENERAL NOTES

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.

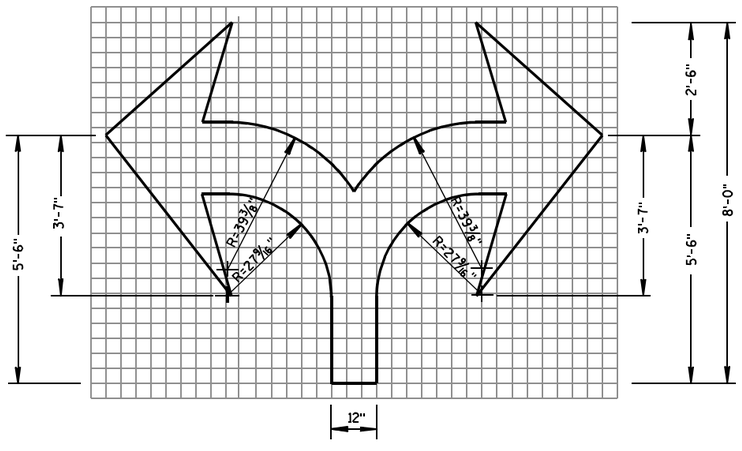
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



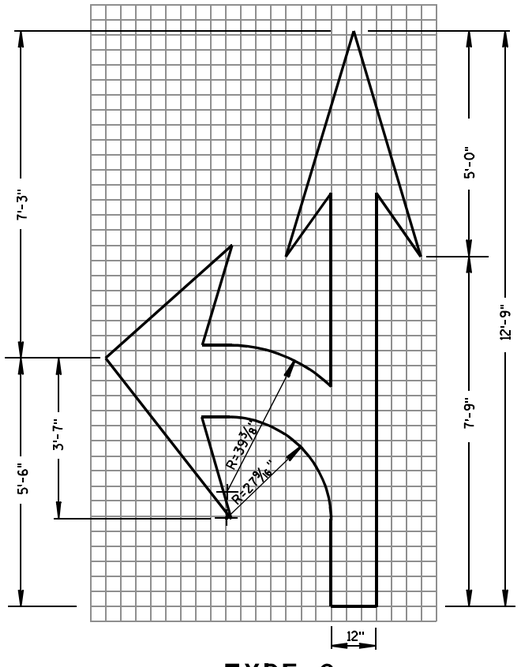
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nothdurm — STATE TRAFFIC ENGINEER

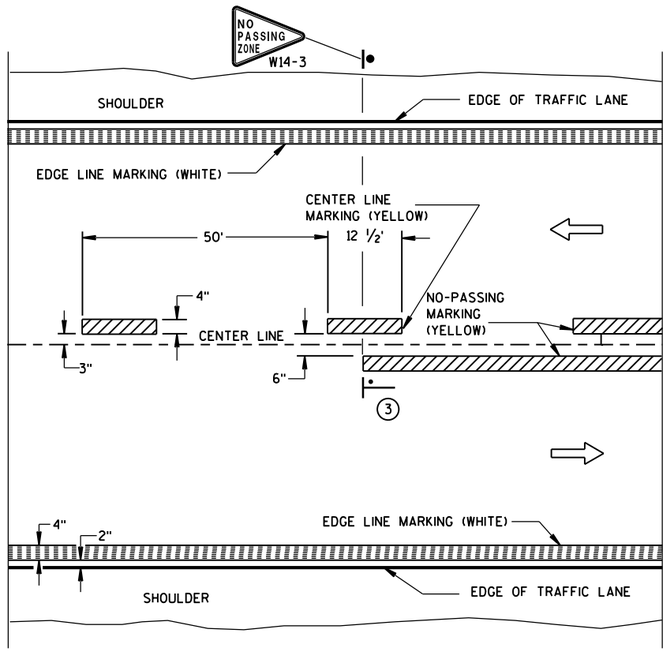
FHWA

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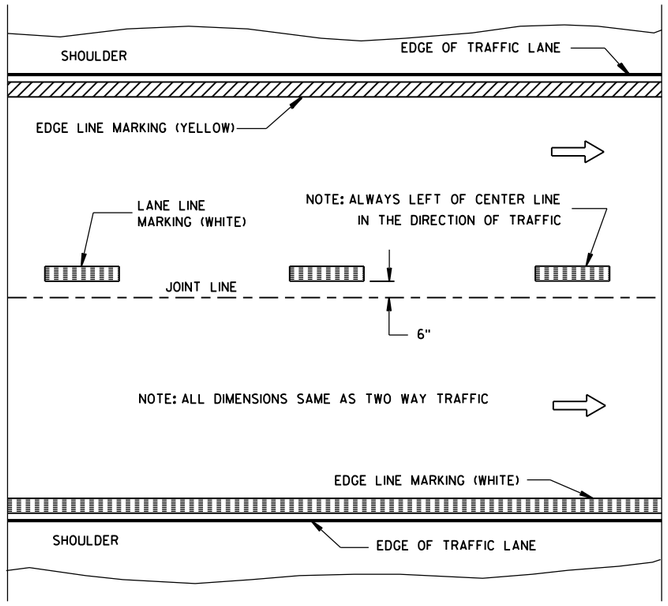
S.D.D. 15 C 7-12c

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S.D.D. 15 C 7-12c

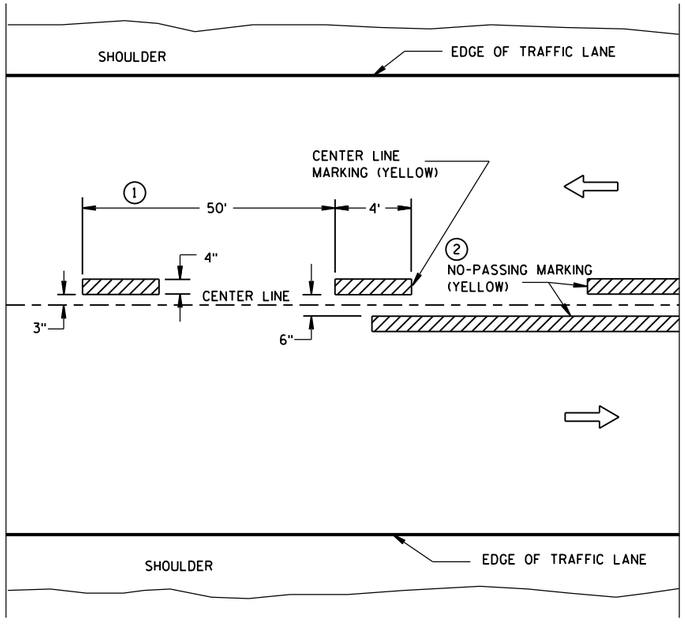


TWO WAY TRAFFIC

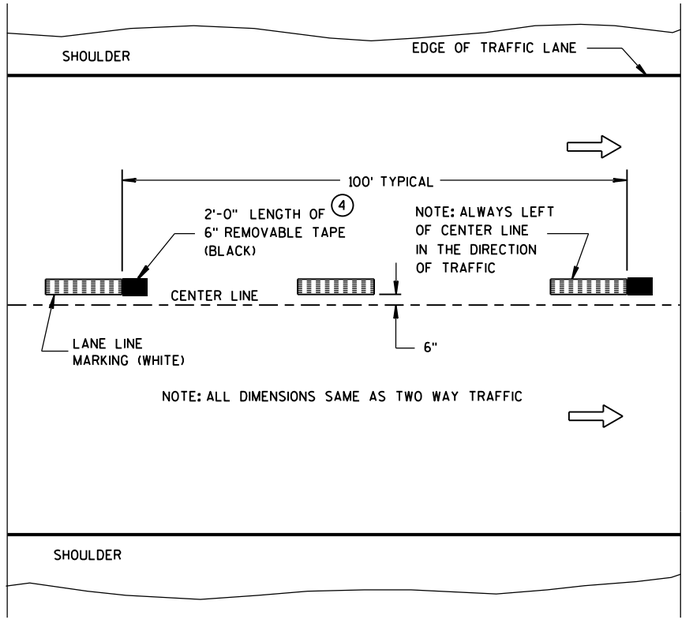


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

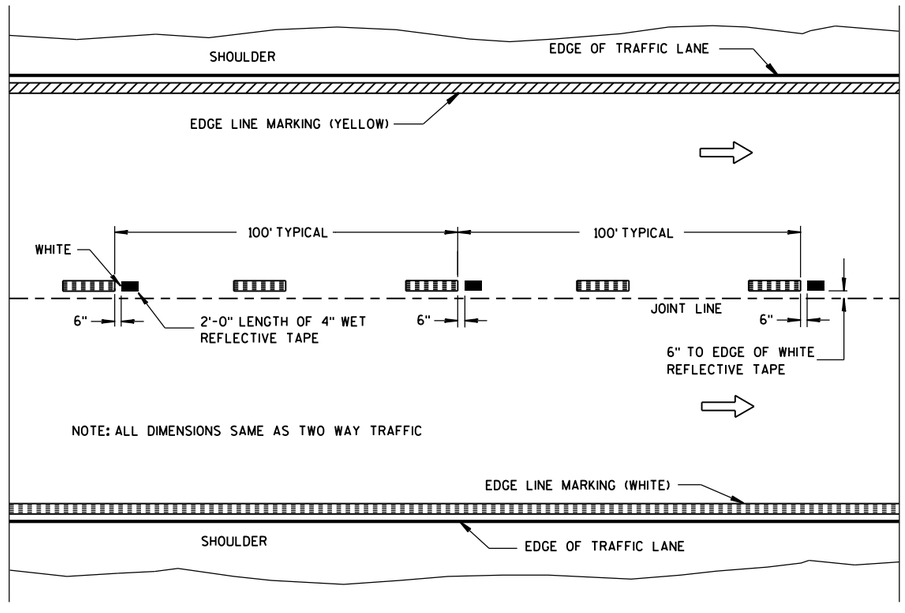
GENERAL NOTES

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

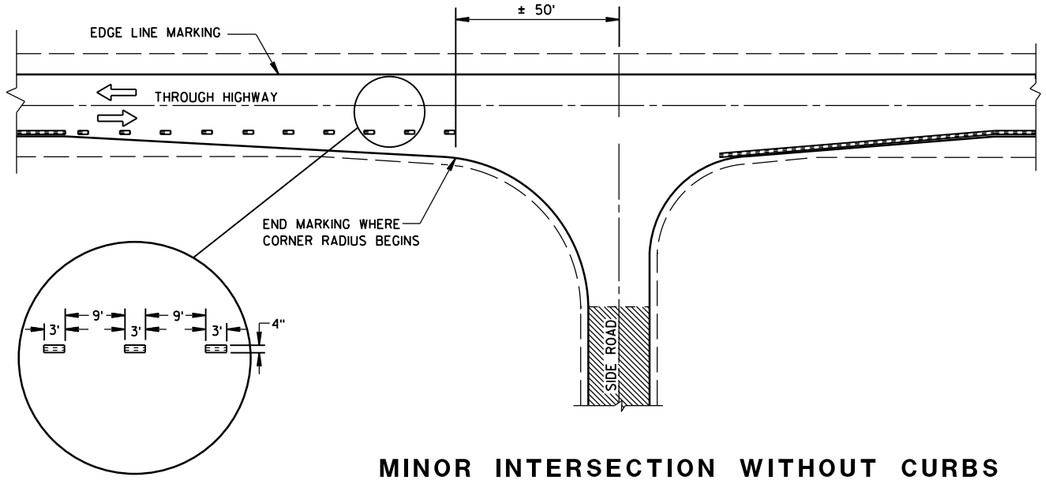
APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

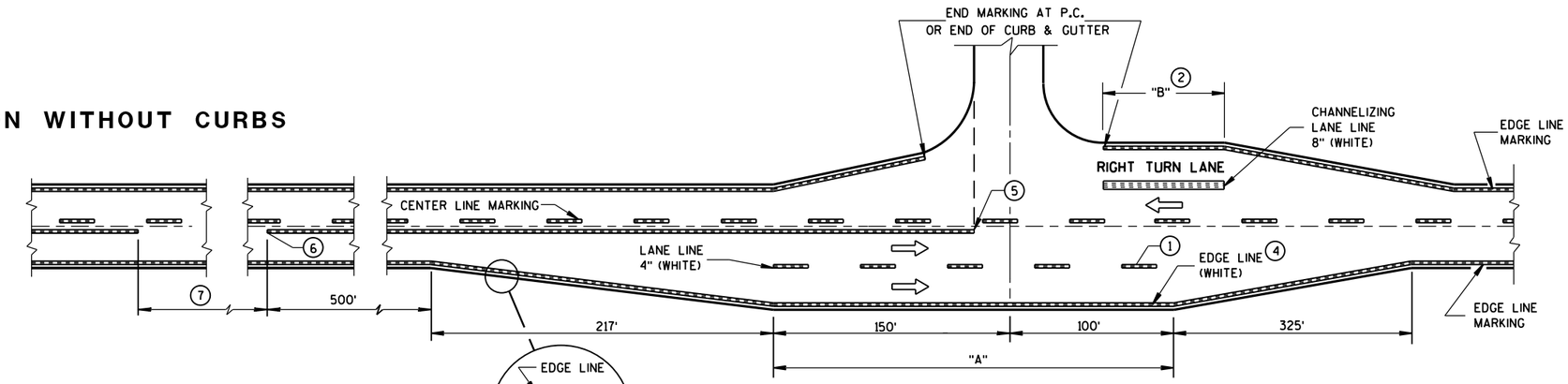
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

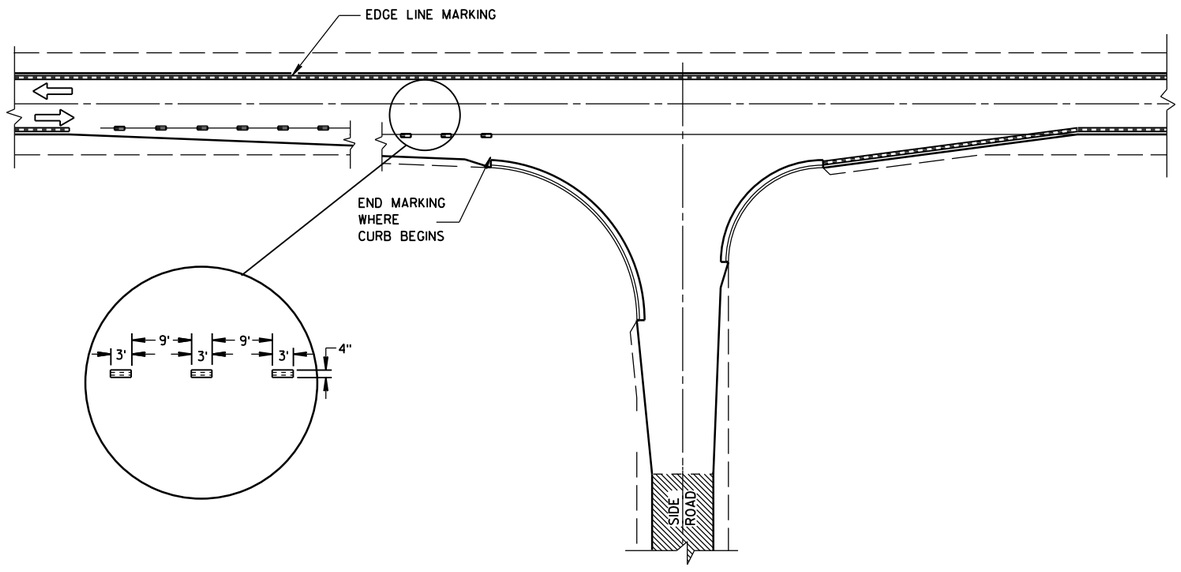
(7)

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



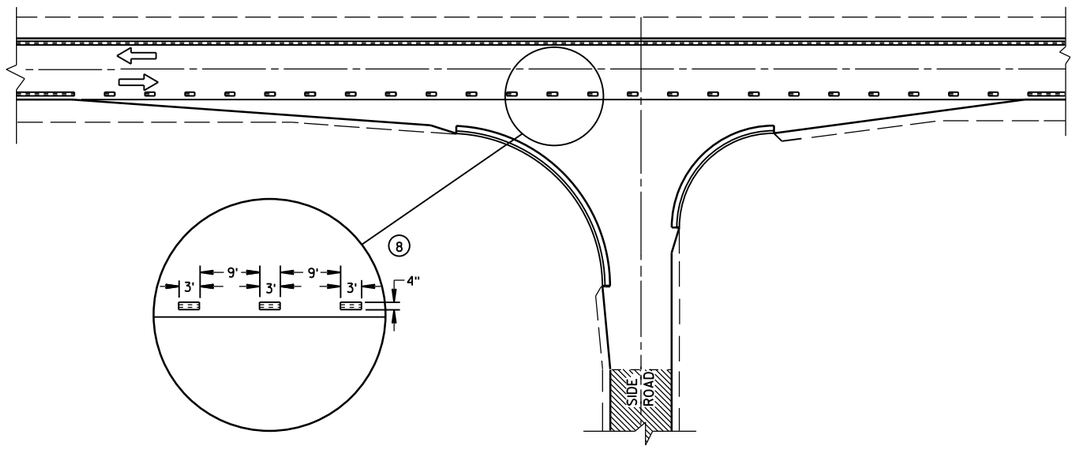
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

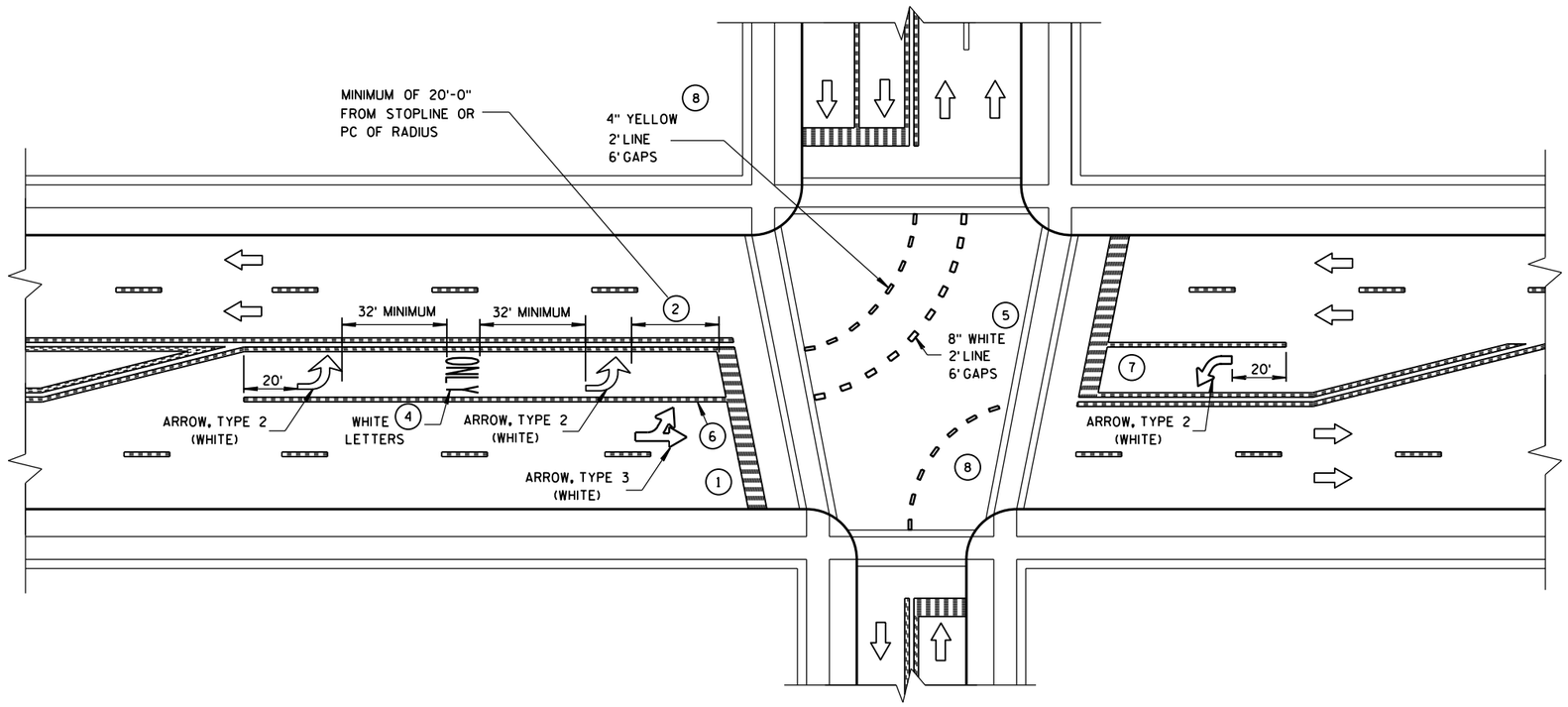
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 C 8-16b

6

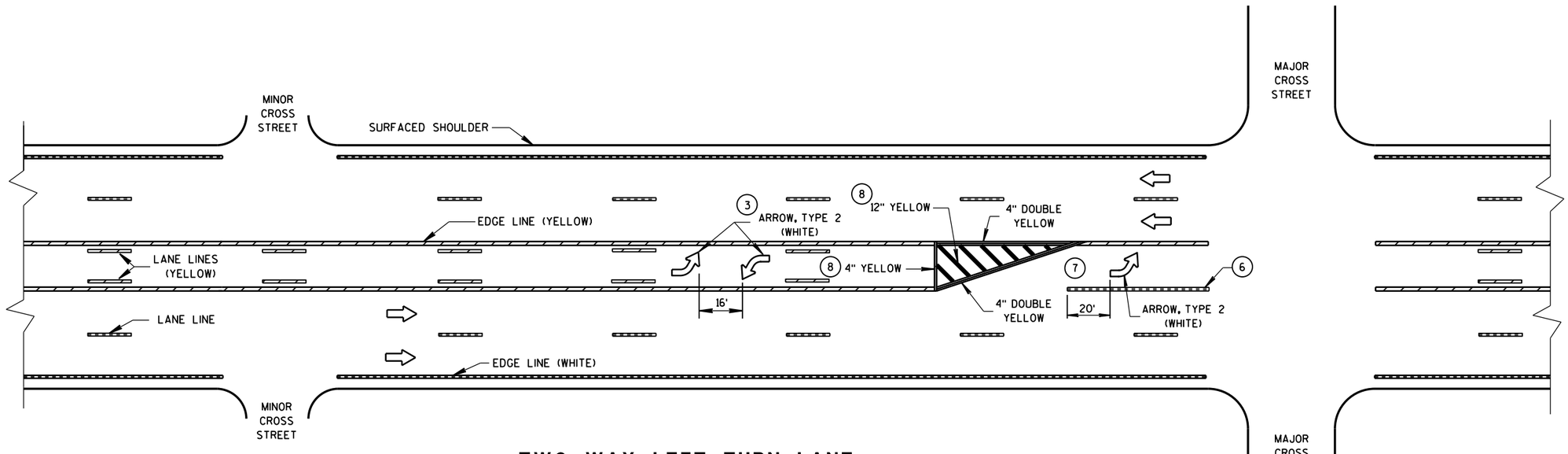
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

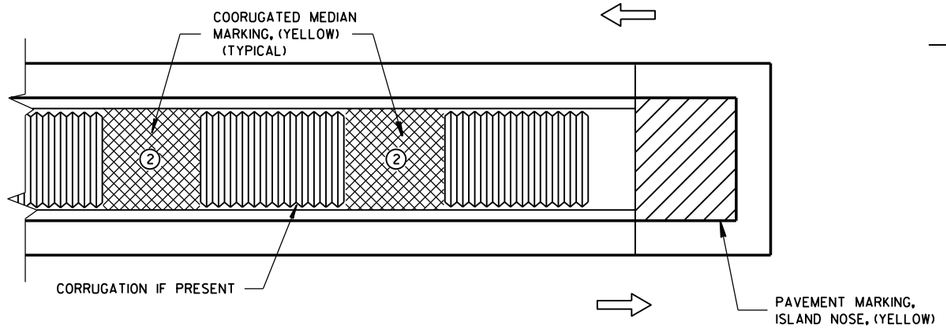
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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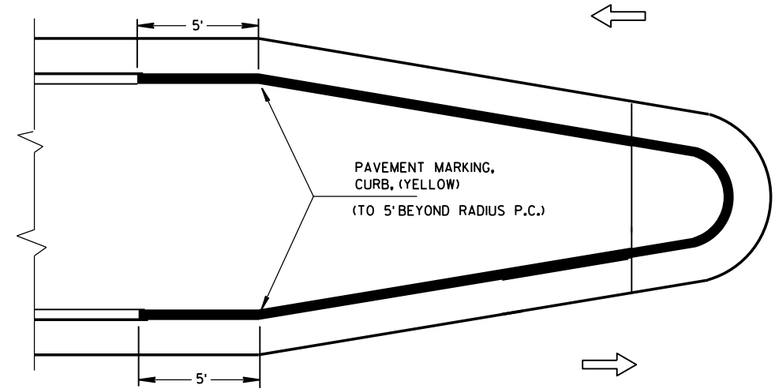
S.D.D. 15 C 8-16e

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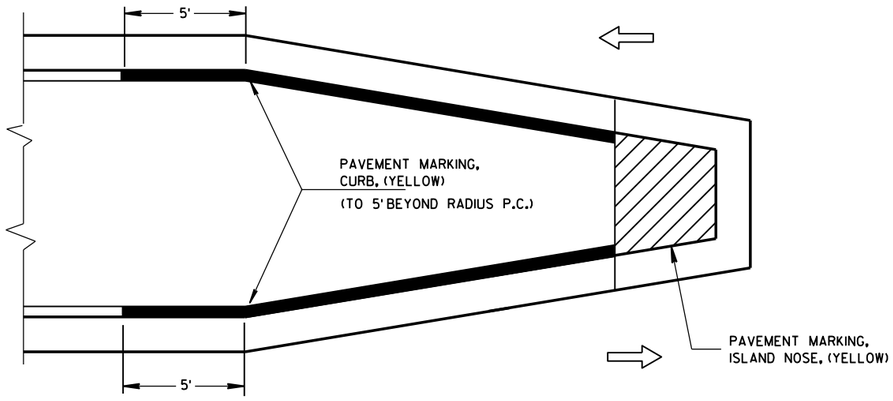
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

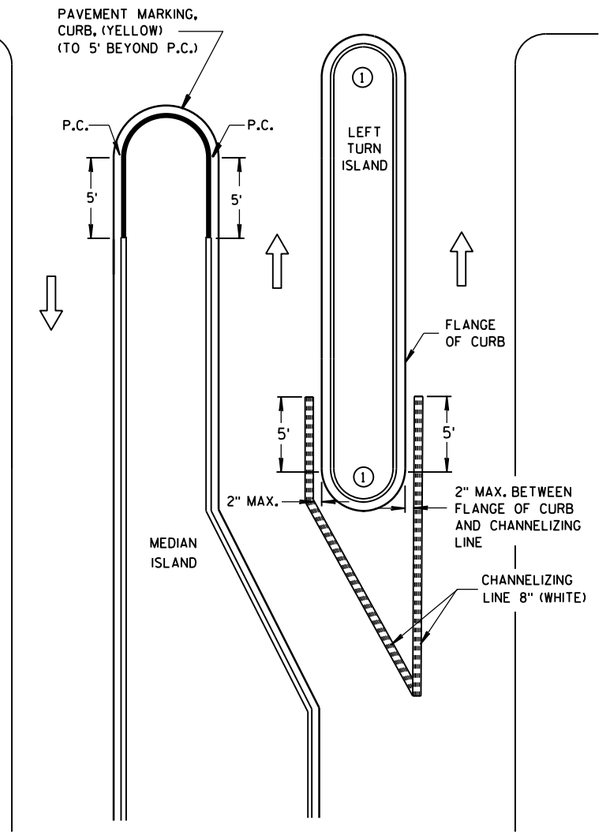


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

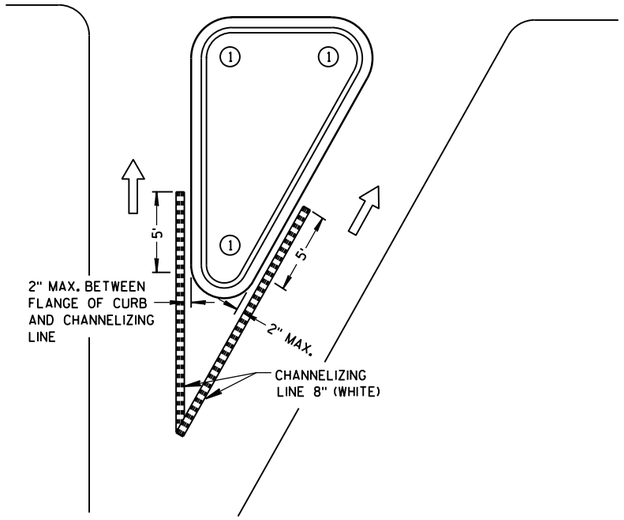


LEFT TURN & MEDIAN ISLAND

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)

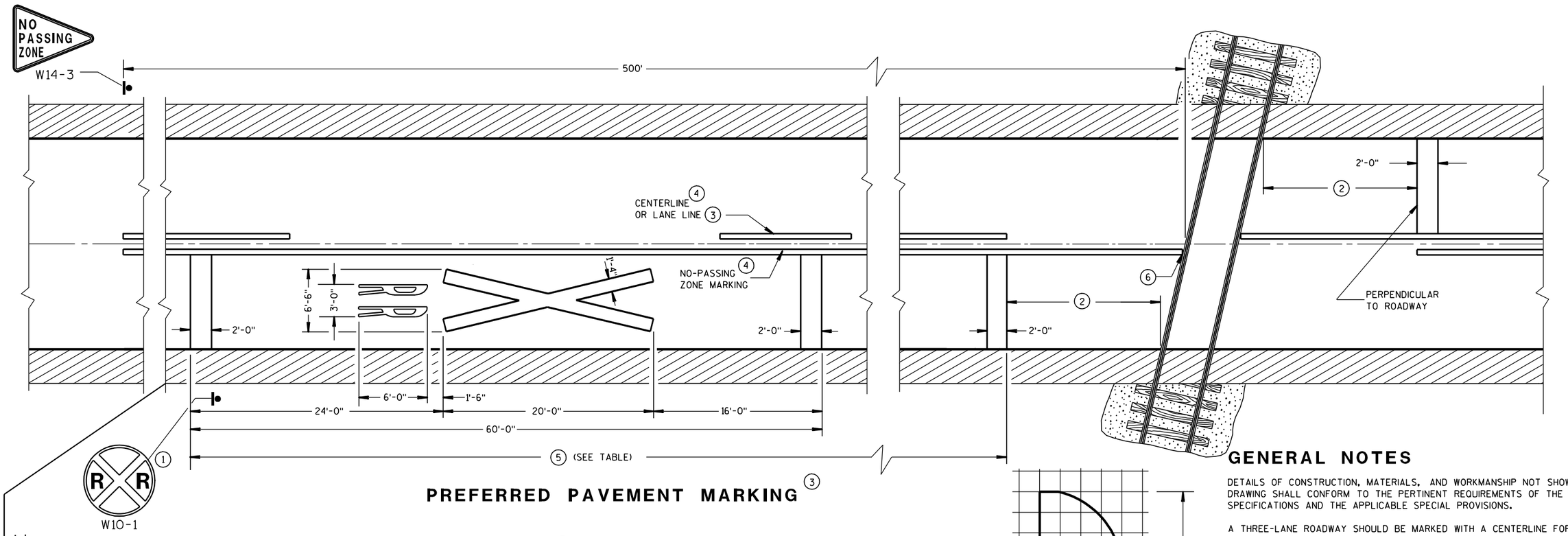
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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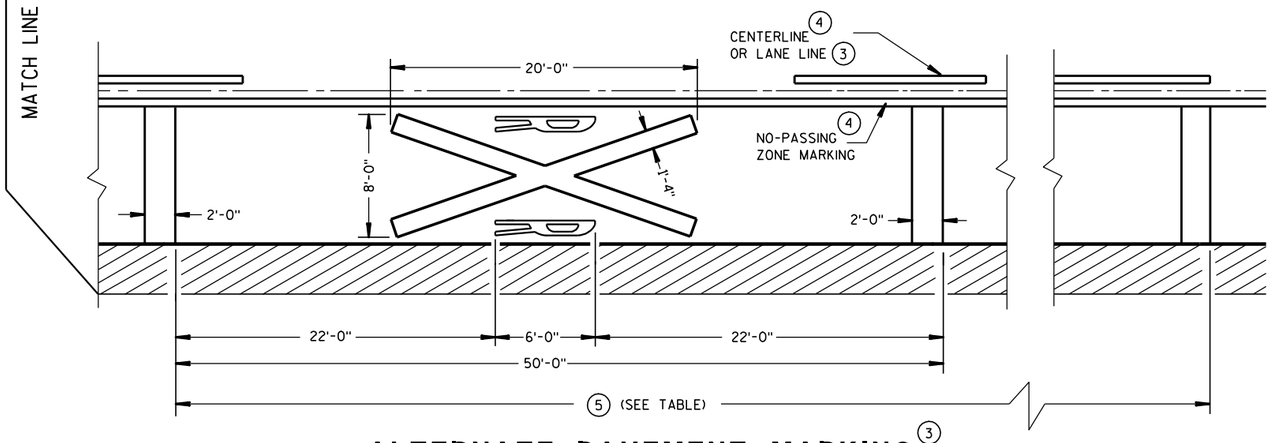
S.D.D. 15 C 8-16f

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S.D.D. 15 C 8-16f



PREFERRED PAVEMENT MARKING 3

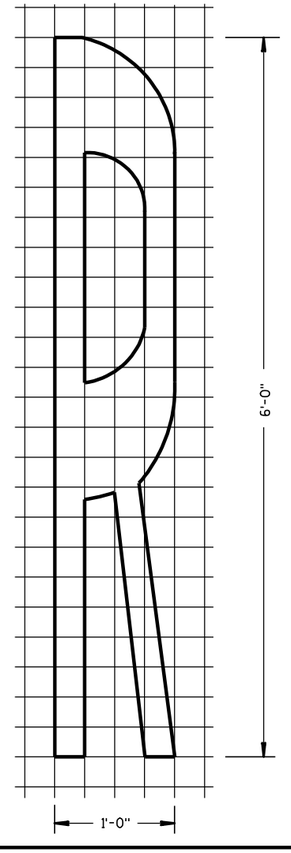


ALTERNATE PAVEMENT MARKING 3

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

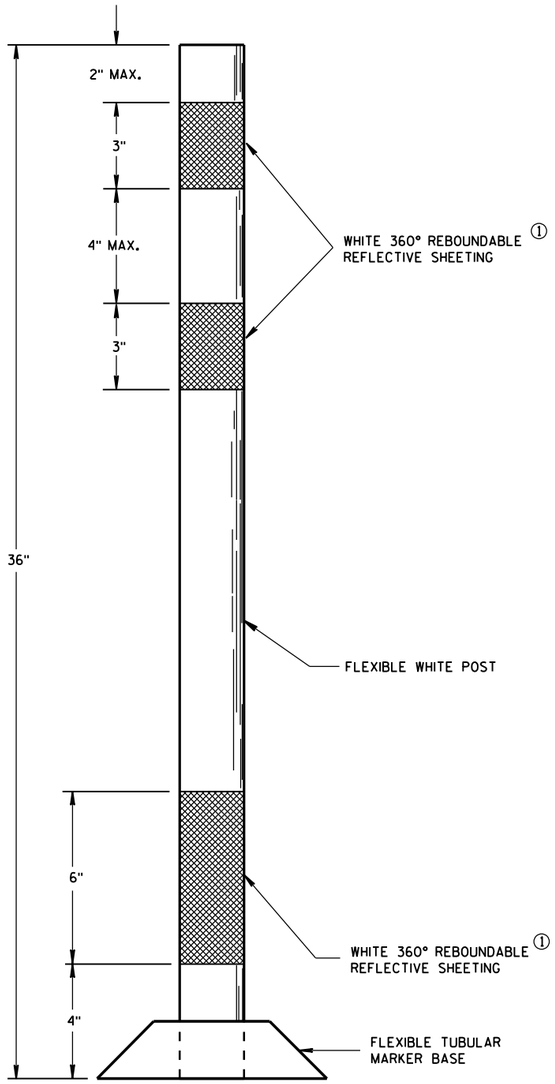
FHWA

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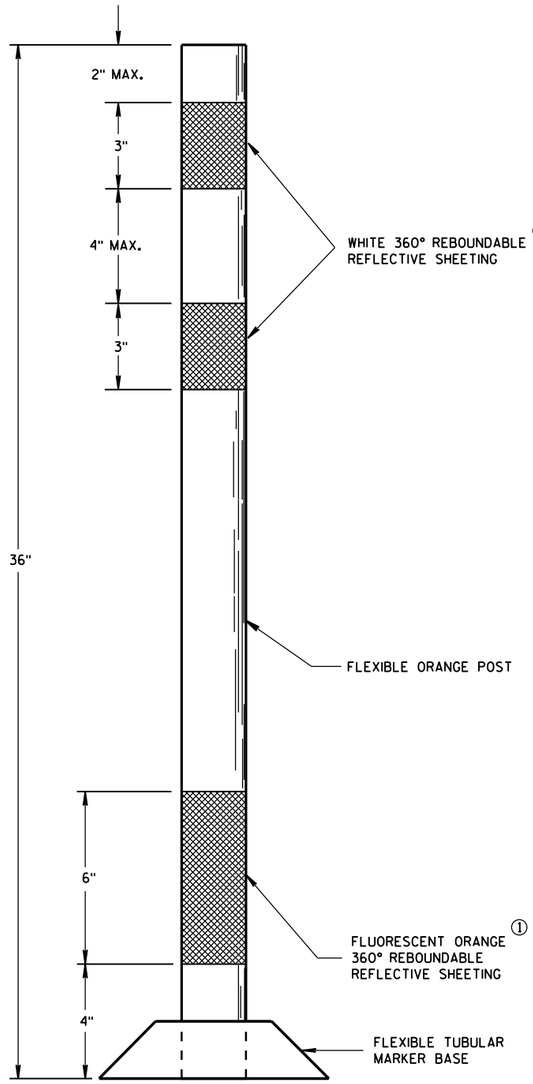
S.D.D. 15 C 9-9a

6

S.D.D. 15 C 9-9a



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

6

S.D.D. 15 C 11-6

S.D.D. 15 C 11-6

FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

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.

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 RODS 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.

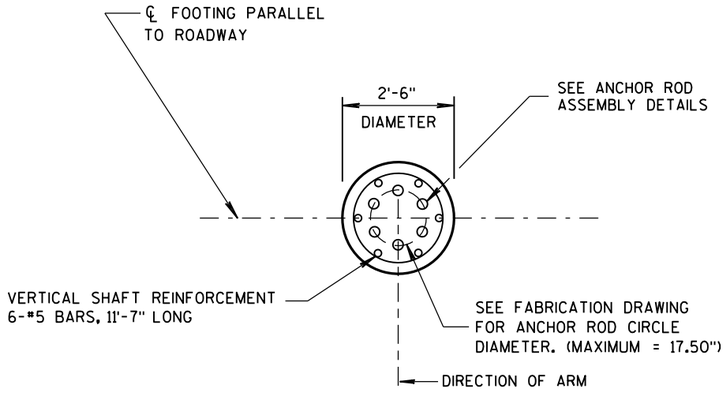
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

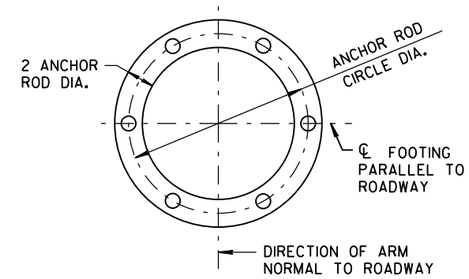
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

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.

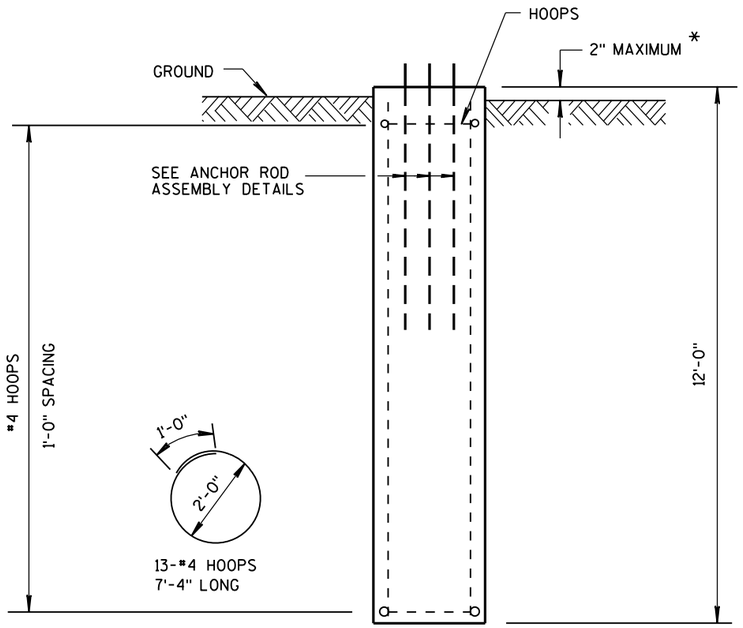
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



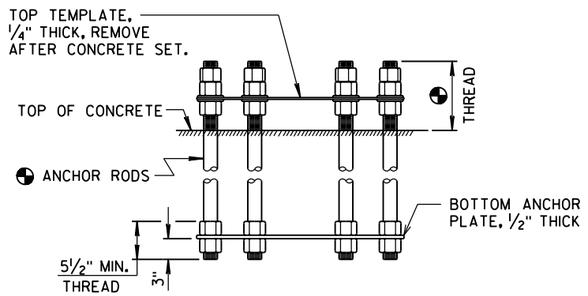
PLAN VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ELEVATION VIEW



ANCHOR ROD ASSEMBLY DETAILS

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

CONCRETE - 2.2 C.Y. PER FOOTING
H.S. REINFORCEMENT - 136 LBS. PER FOOTING

30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Vu Thao
WIND LOADED STRU
PROGRAM LEAD
FHWA

6

S.D.D. 15 C 23-3

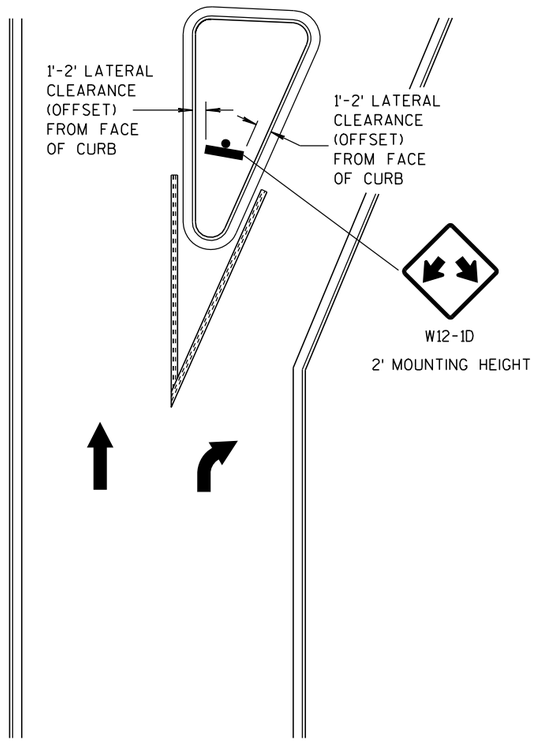
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S.D.D. 15 C 23-3

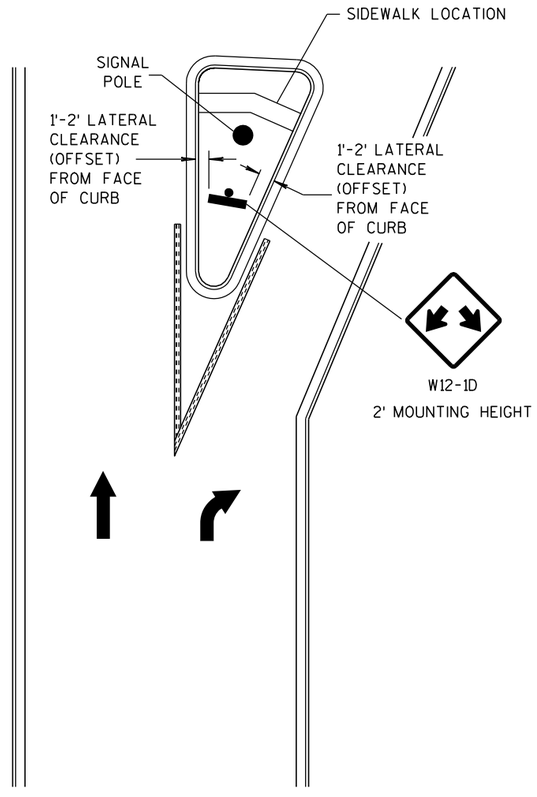
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

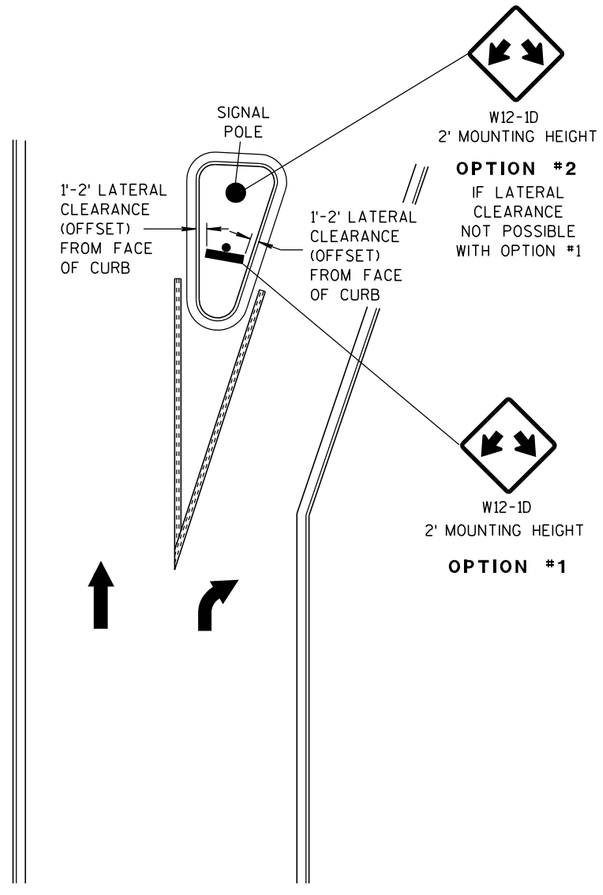
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



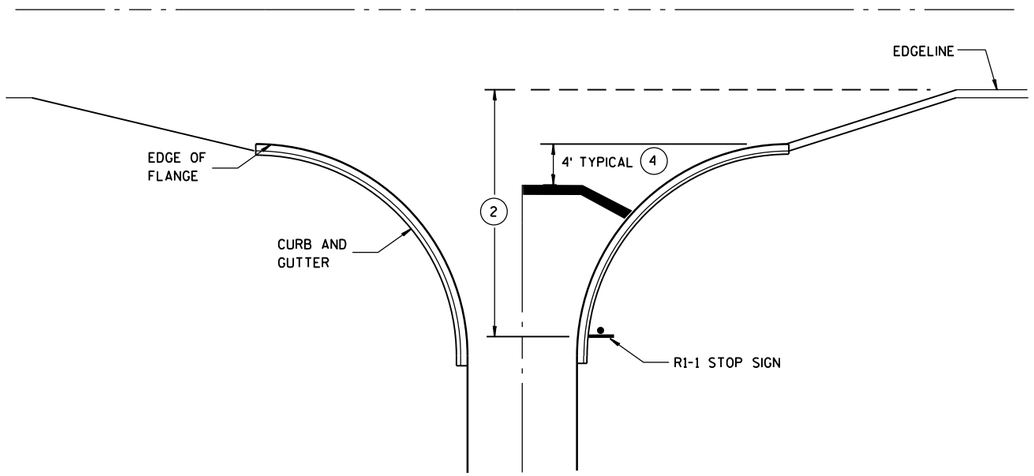
LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



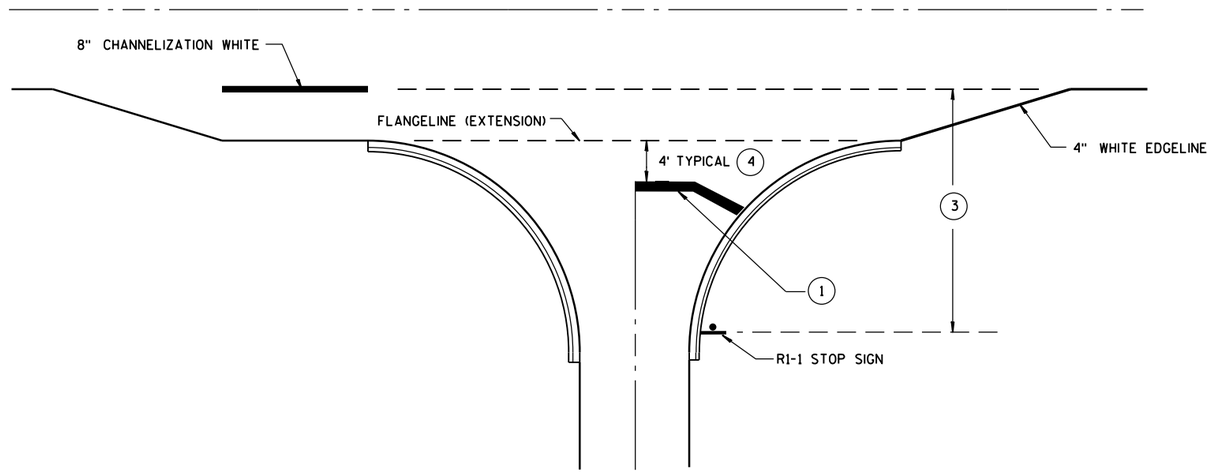
SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

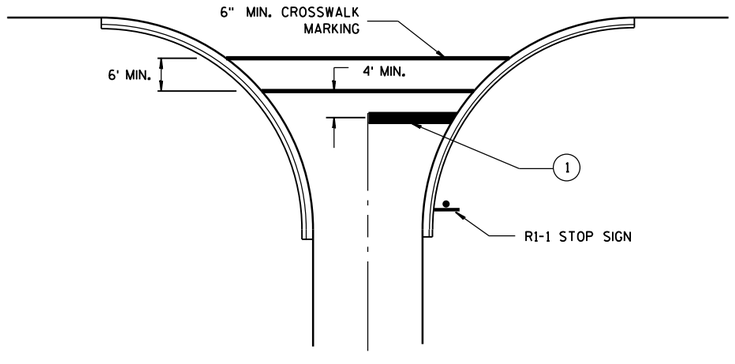
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER
FHWA	305 IGN



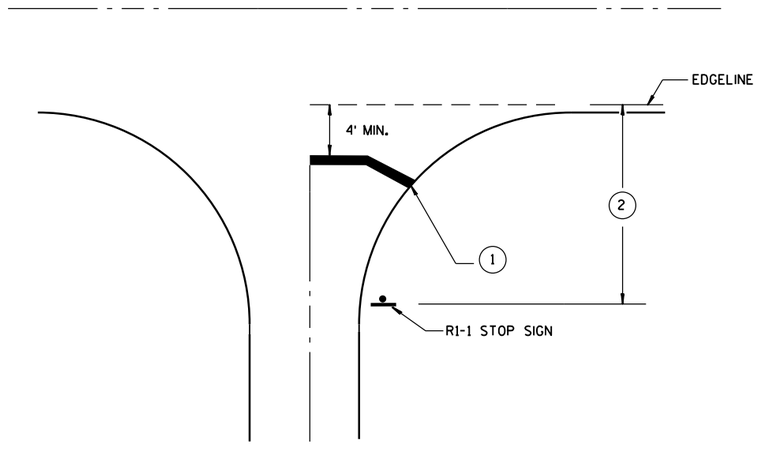
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

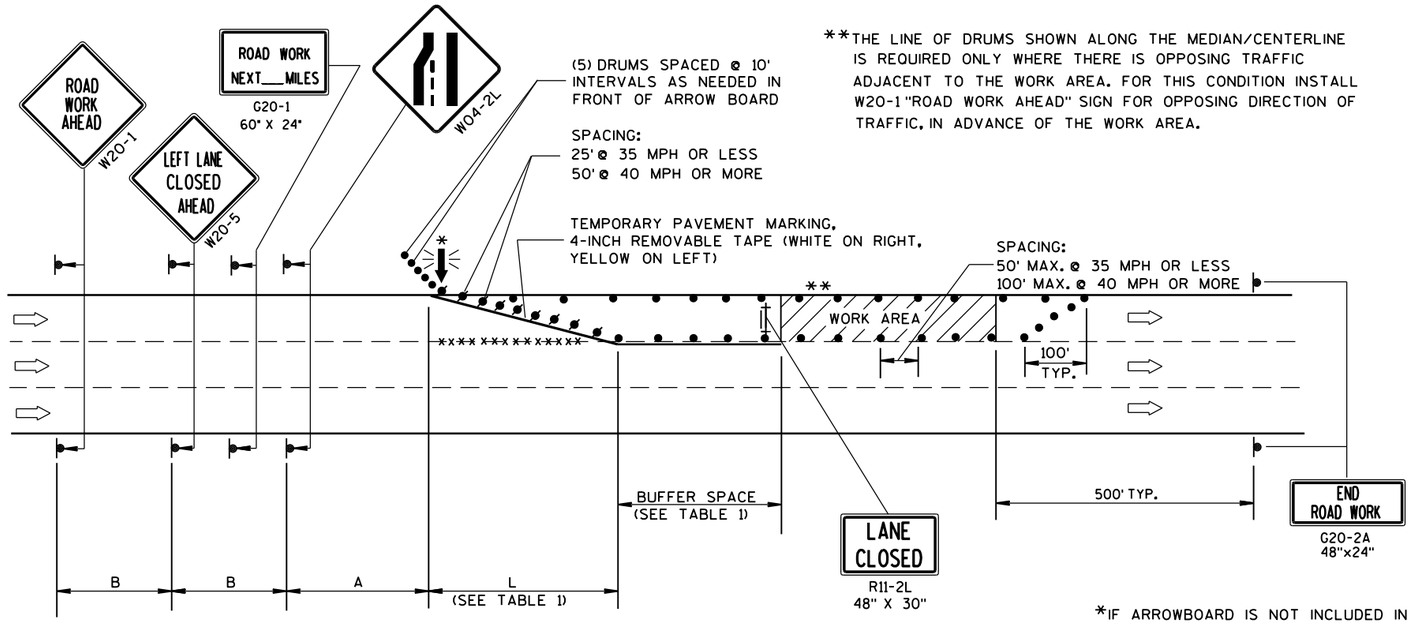
4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 33-1



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

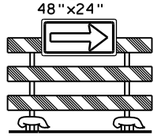


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

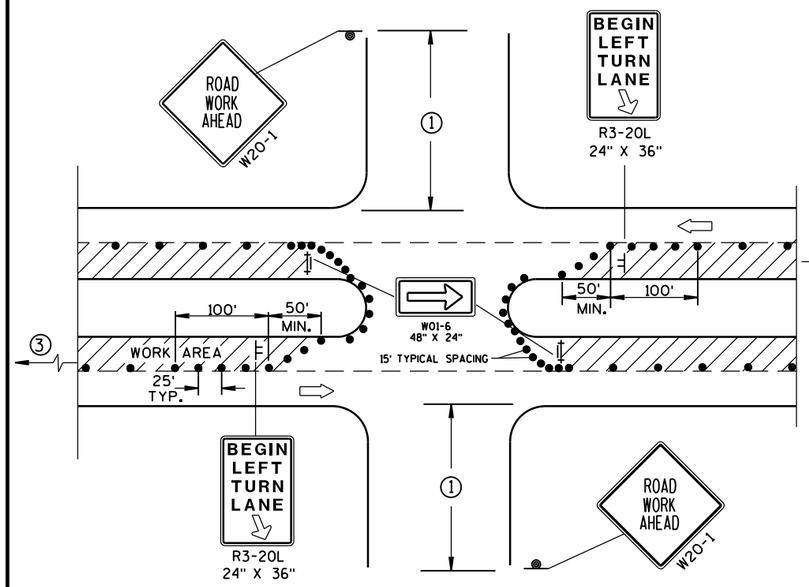
TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

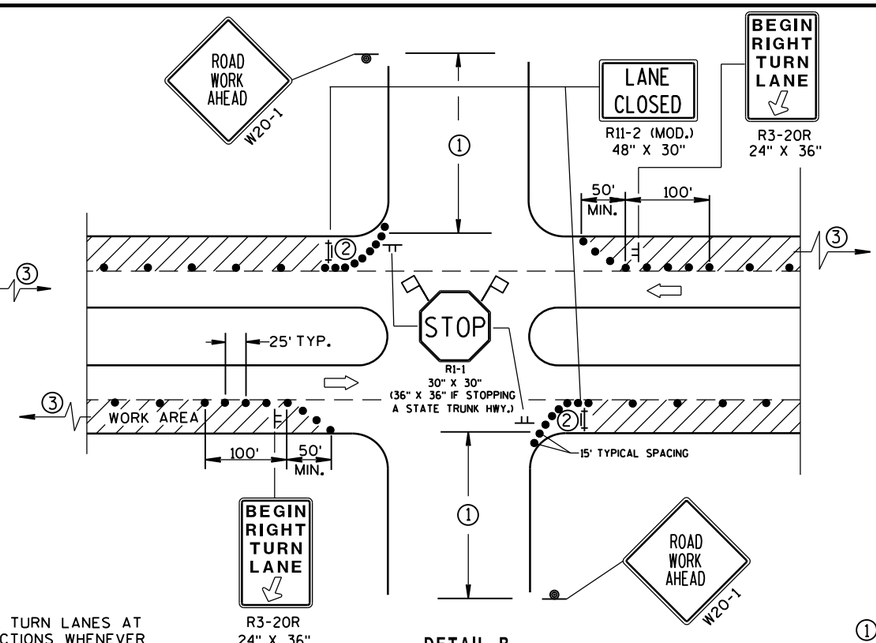
S.D.D. 15 D 20-3



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

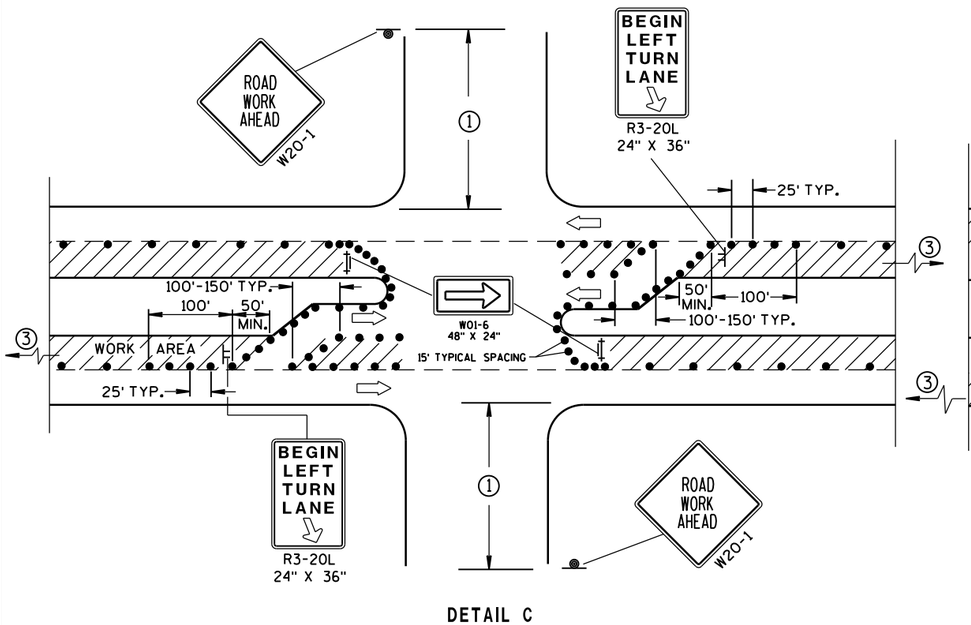
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

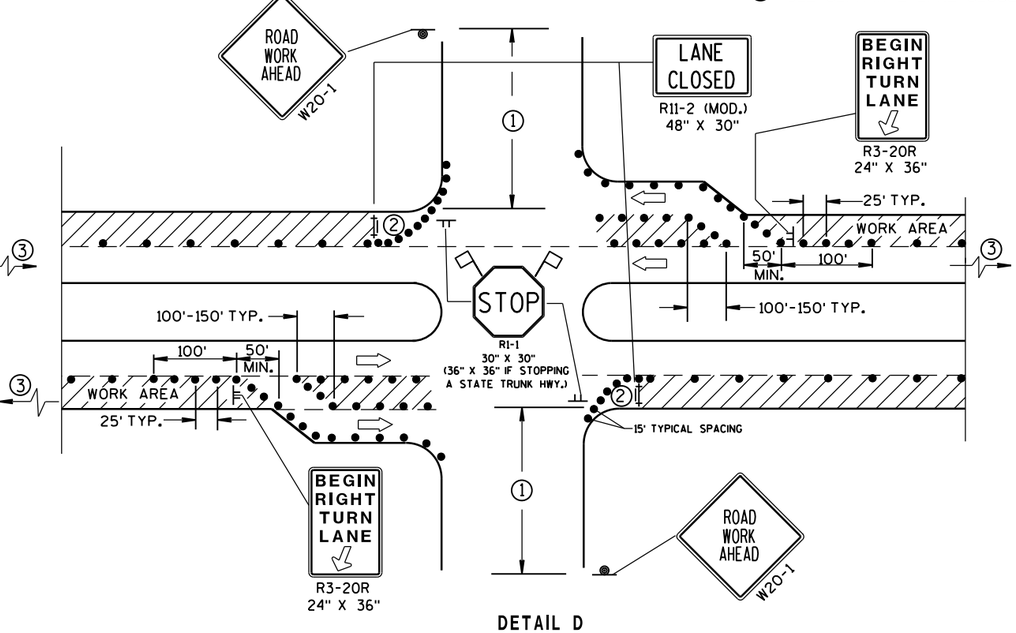
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

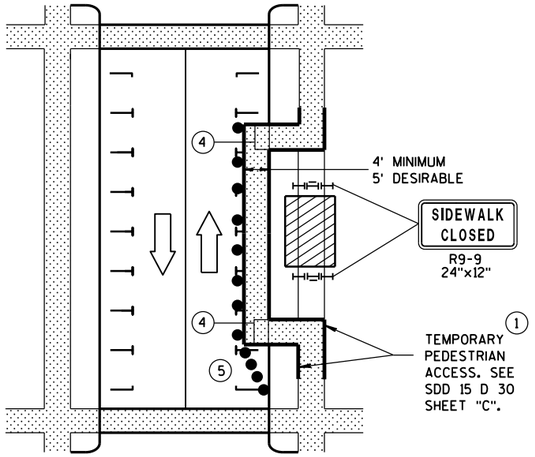
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S.D.D. 15 D 21-3

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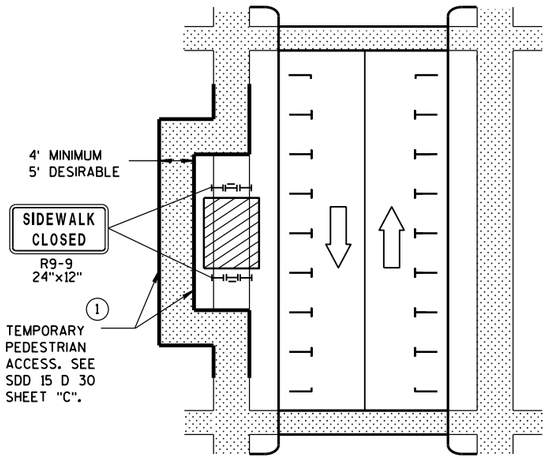
S.D.D. 15 D 21-3

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

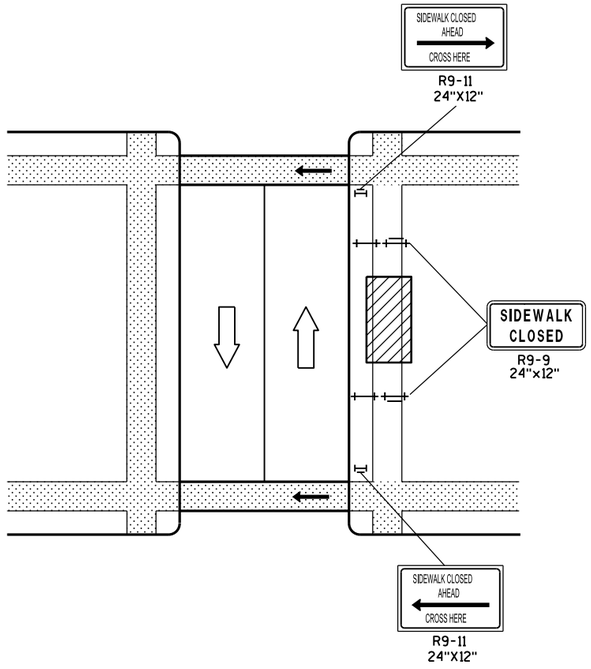


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

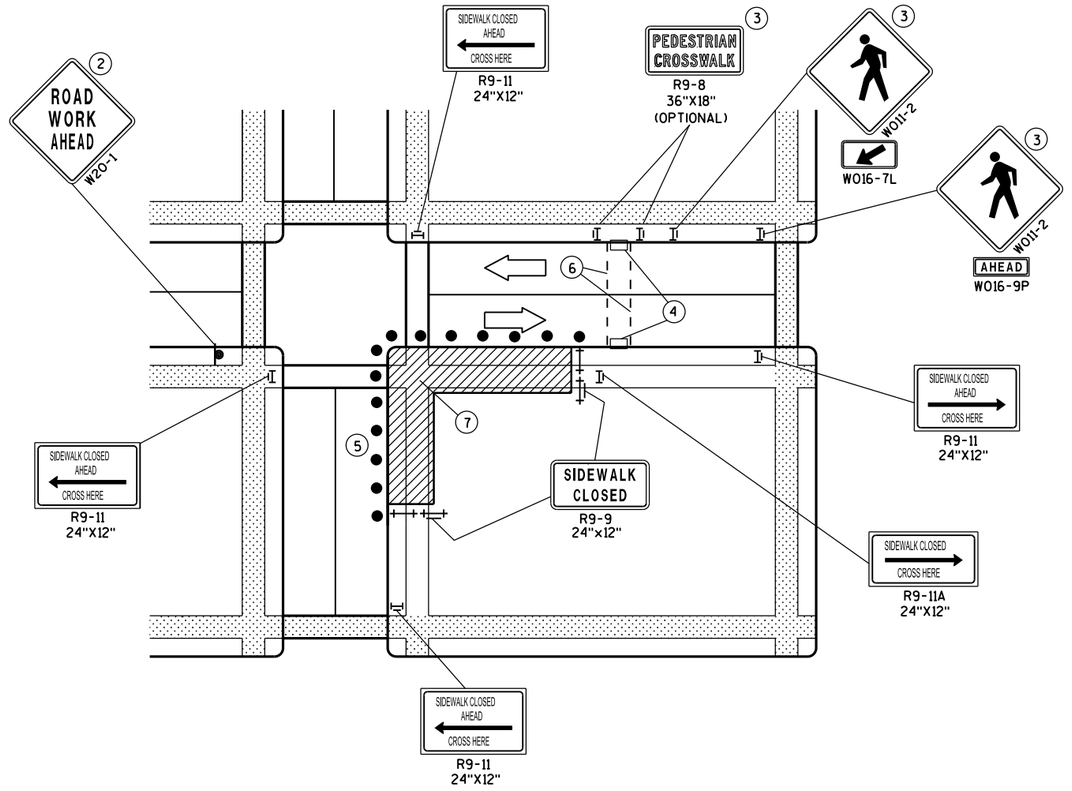
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

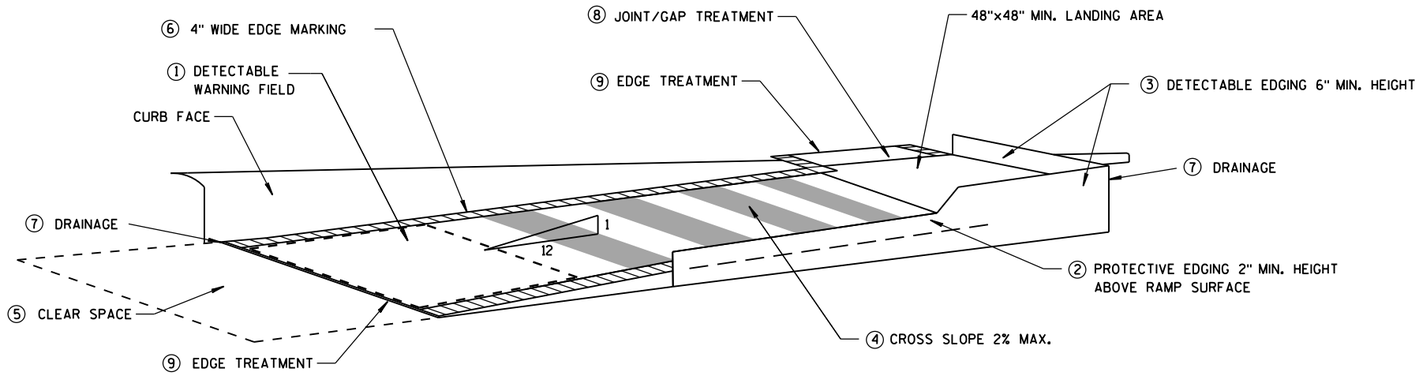
- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 30-2a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

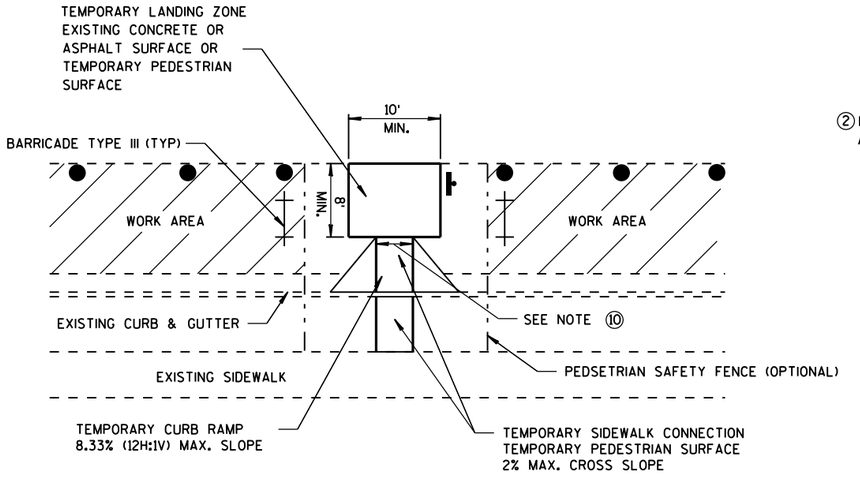
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

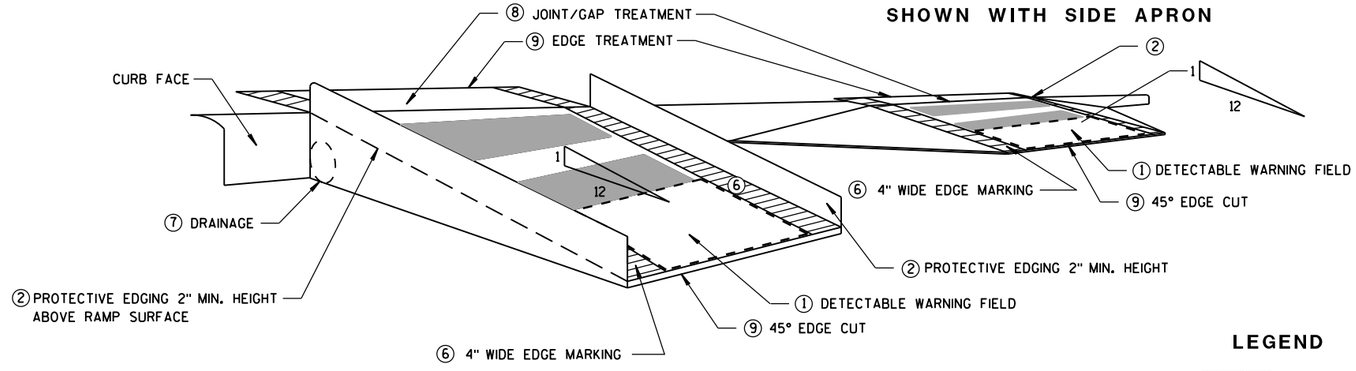
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

SHOWN WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2015 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEER — SIGN

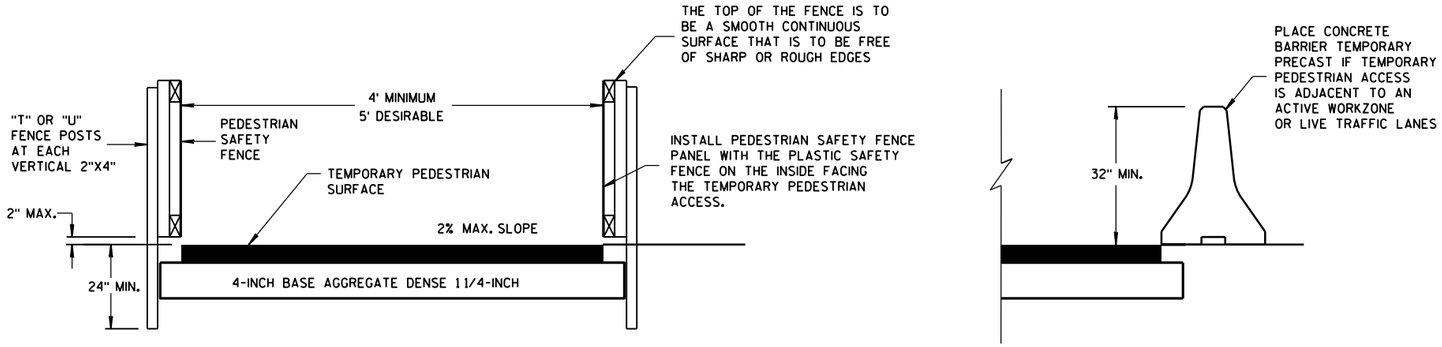
FHWA

6

S.D.D. 15 D 30-2b

6

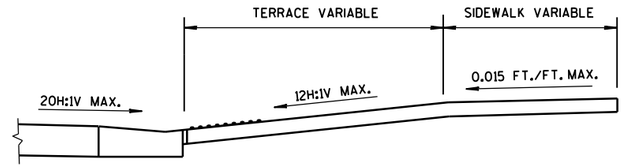
S.D.D. 15 D 30-2b



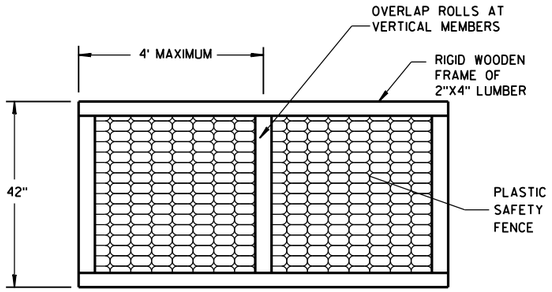
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

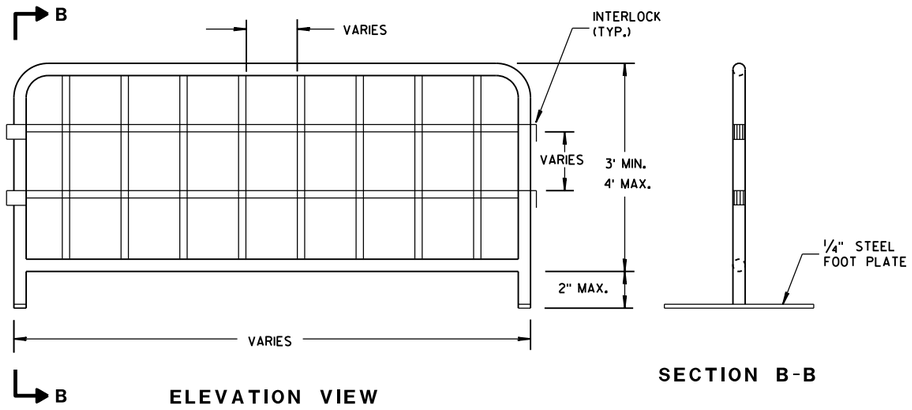
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



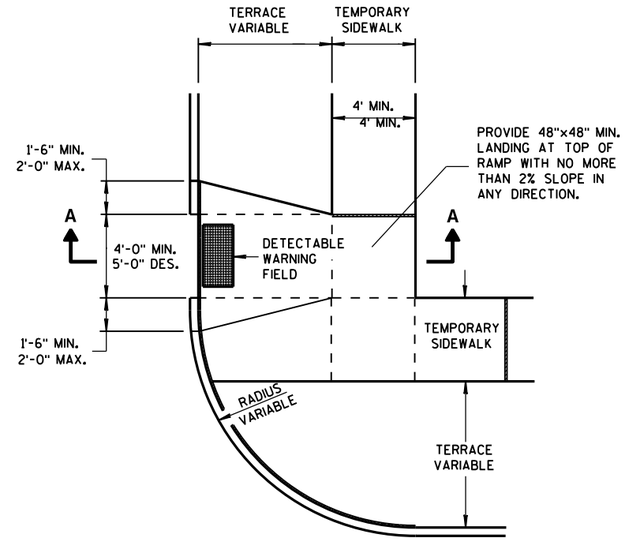
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

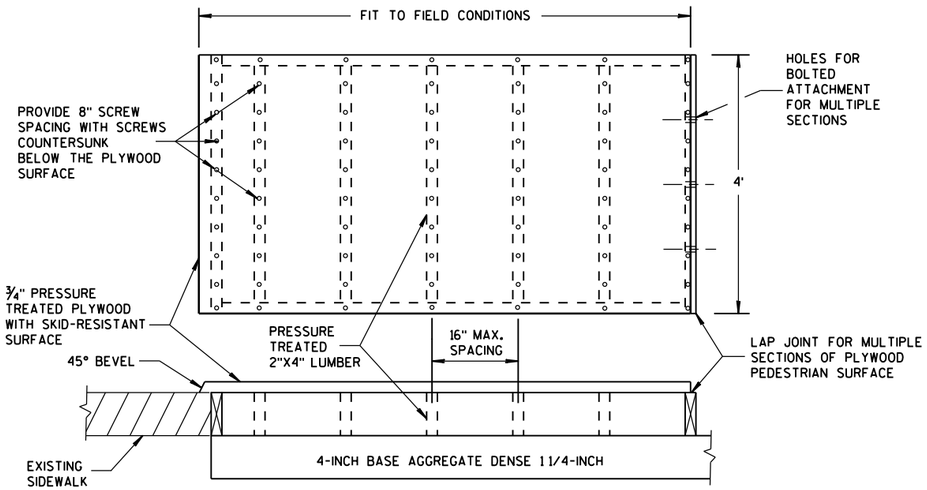
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



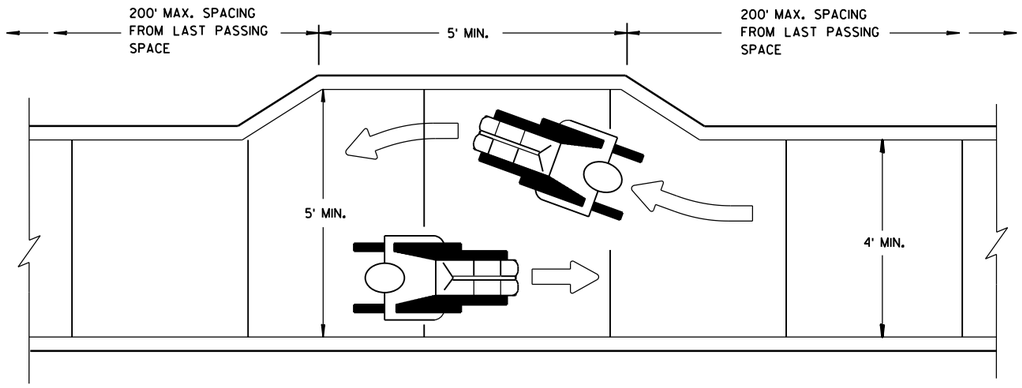
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

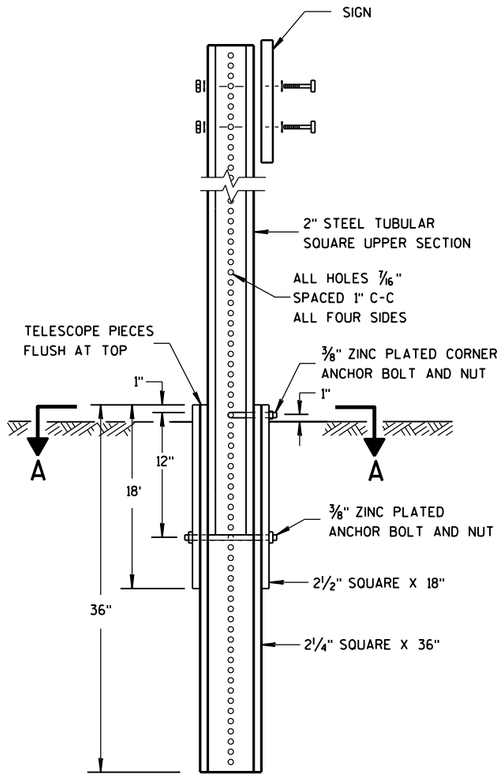
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

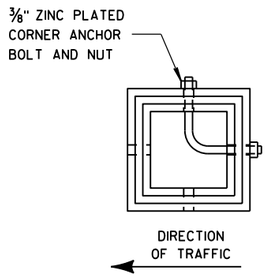
APPROVED
March 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN
FHWA

6 S.D.D. 15 D 30-2c

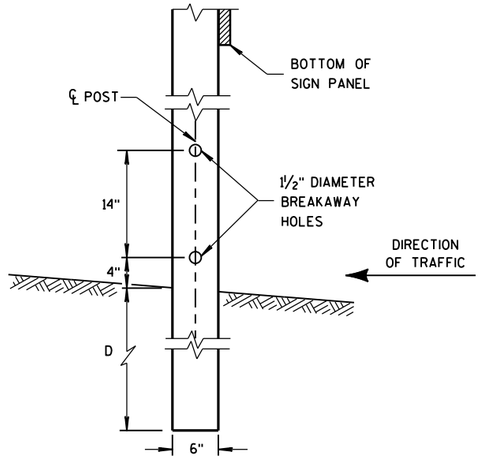
6 S.D.D. 15 D 30-2c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



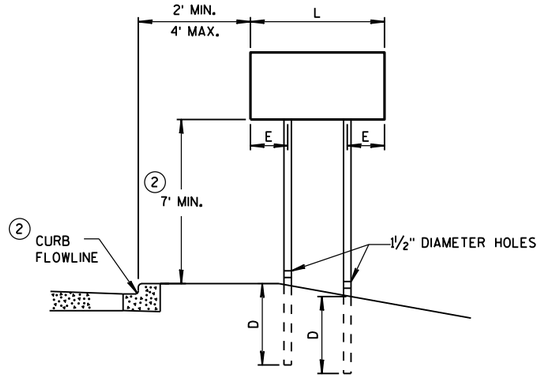
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

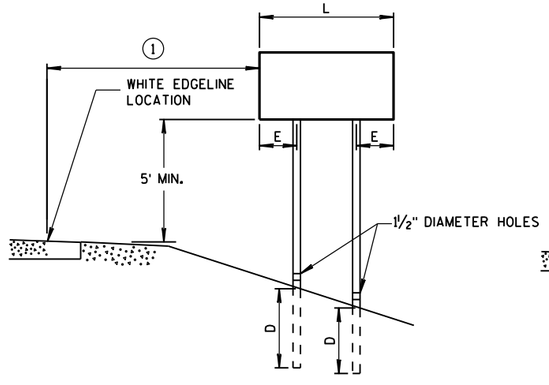
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

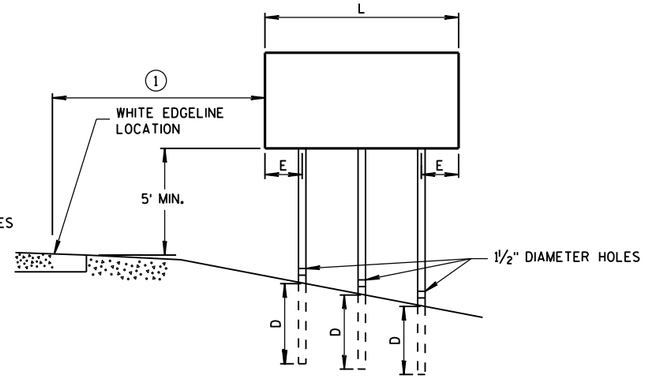
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

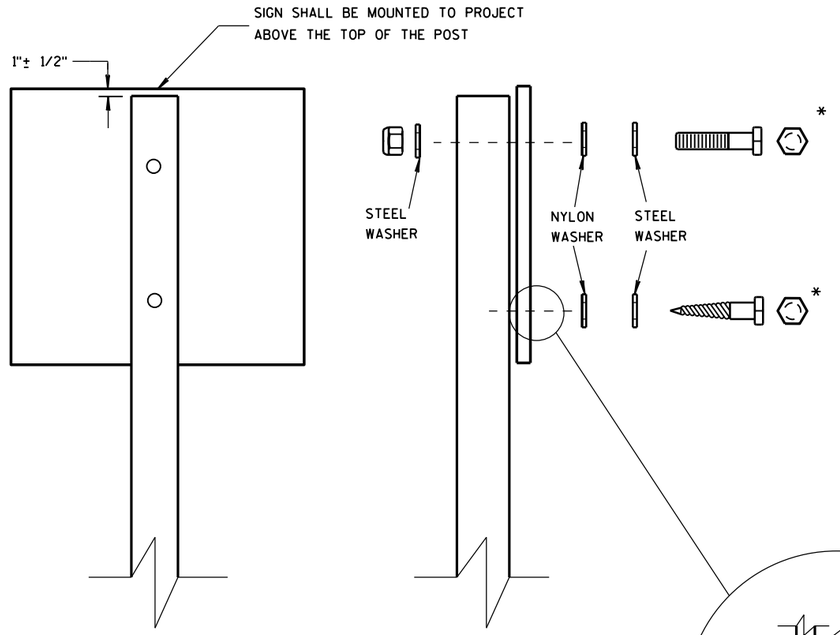
SEE NOTE (3)

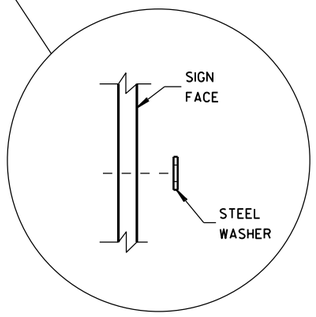
TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-1a





WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

SIGN

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 II".

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 UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E. ALL LOWER CASE MESSAGE WITH AN INITIAL UPPER CASE LETTER SHALL BE "SERIES E.

6. TYPE I SIGNS - ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE SERIES "E" MODIFIED. ALL LOWER CASE MESSAGE WITH AN INITIAL UPPER CASE LETTER SHALL BE SERIES "E" MODIFIED. ALL CAP WORDS ARE "SERIES E"

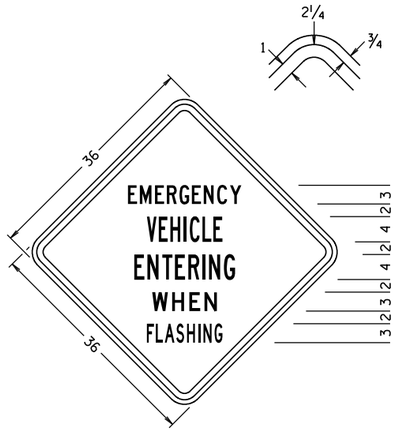
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.

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.

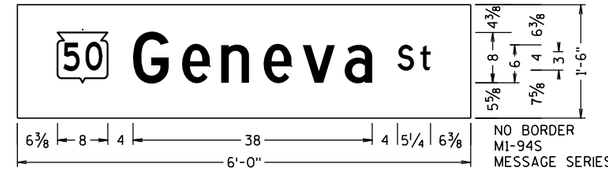


1 6

SIGN IS TYPE II - TYPE F SHEETING

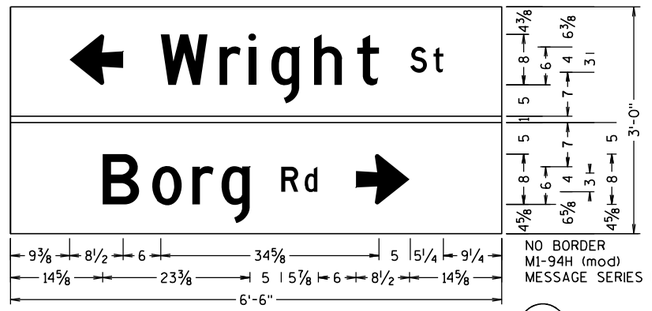
COLOR:
BACKGROUND - YELLOW
MESSAGE - BLACK

MESSSAGE SERIES:
LINES 1, 2 & 3 ARE SERIES C
LINES 4 & 5 ARE SERIES D



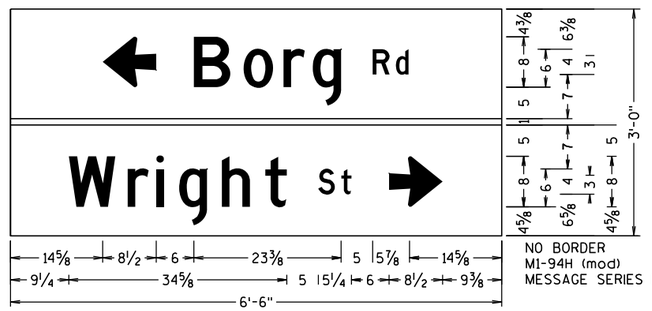
NO BORDER
M1-94S
MESSAGE SERIES D

107 129



NO BORDER
M1-94H (mod)
MESSAGE SERIES D

117



NO BORDER
M1-94H (mod)
MESSAGE SERIES D

135

SHEET 1 OF 1

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	SIGNING DETAIL - TYPE II SIGNS	SCALE: 0 ½" 1"	SHEET	E



SEE TRAFFIC CONTROL PEDESTRIAN
ROUTING FOR LOCATION OF SIGN

NOTES:

1. SIGN IS TYPE II - TYPE H REFLECTIVE

2. COLOR:
   BACKGROUND - WHITE
   MESSAGE - BLACK

3. MESSAGE SERIES - D

7

7

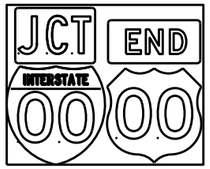
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	SIGNING DETAIL	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\070101_sd.dgn PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 47

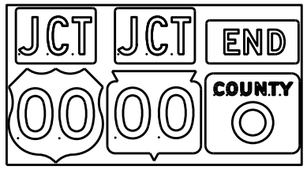
TYPICAL ASSEMBLIES



J1-1



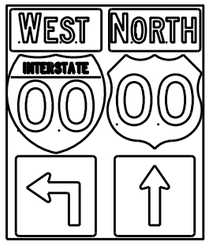
J1-2



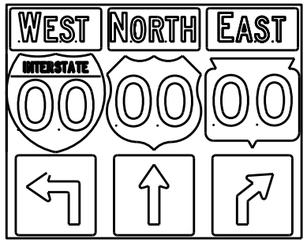
J1-3



J2-1



J2-2

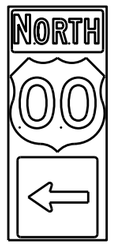


J2-3

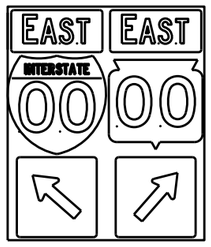


JV

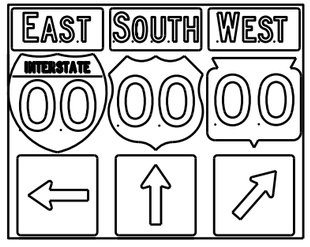
(Typical Vertical J-Assembly
See Note 10 and 11)



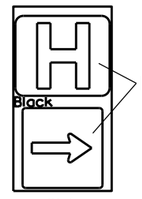
J3-1



J3-2



J3-3

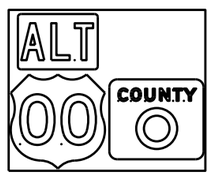


Blue Background

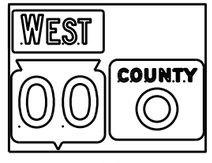
JH-1



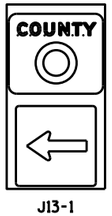
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

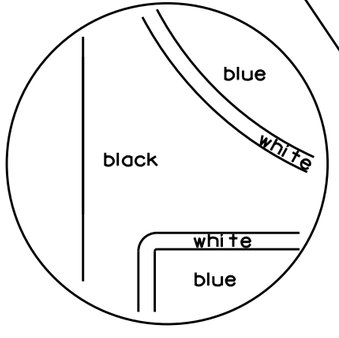


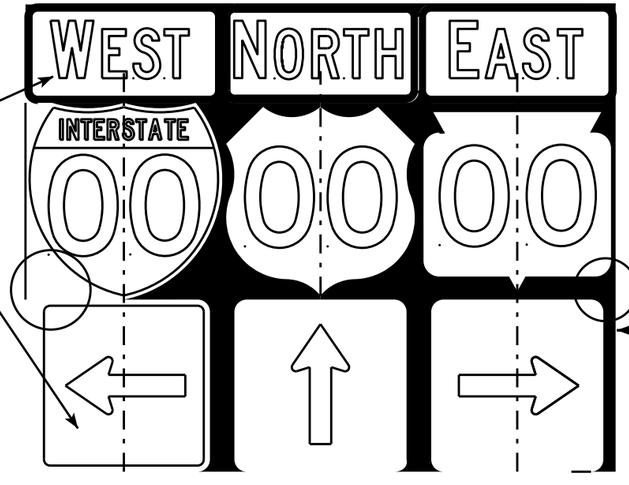
J23-1

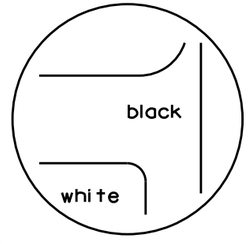


J22-1

[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

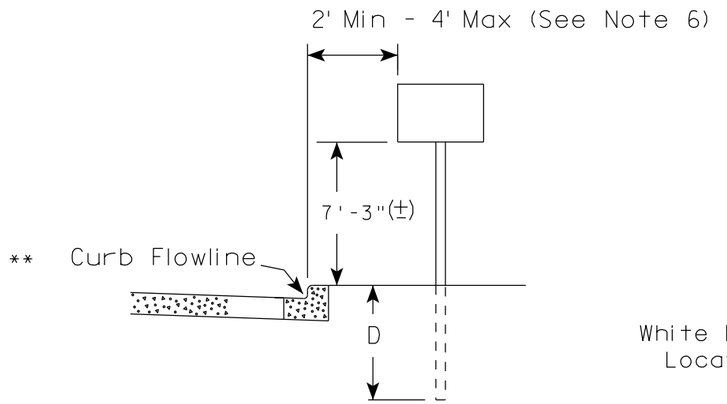
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

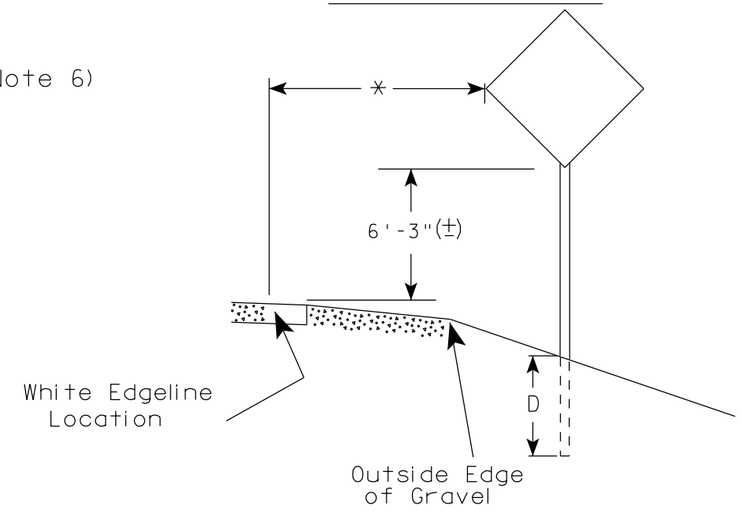
PROJECT NO: | SHEET NO: E

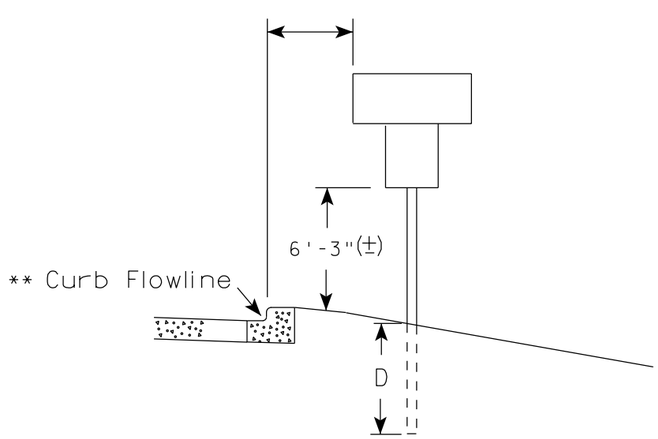
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42

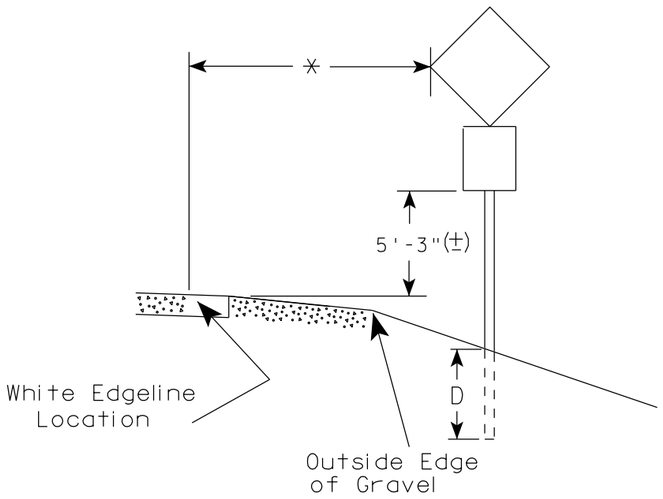
URBAN AREA



RURAL AREA (See Note 2)







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" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** 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.

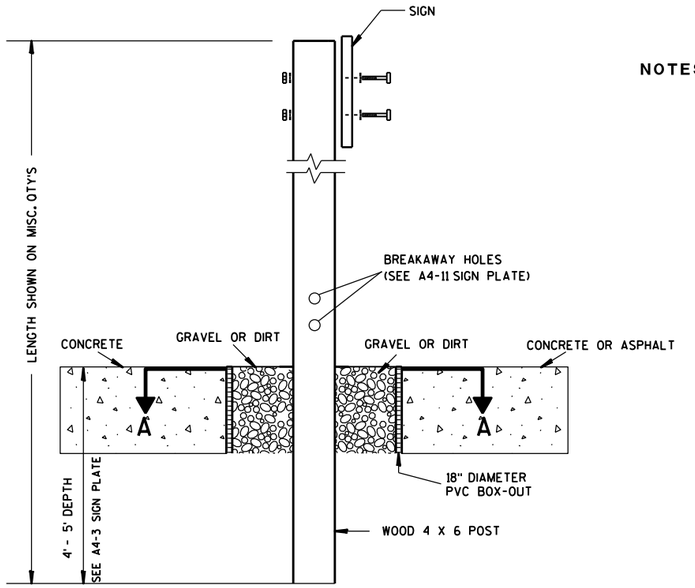
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

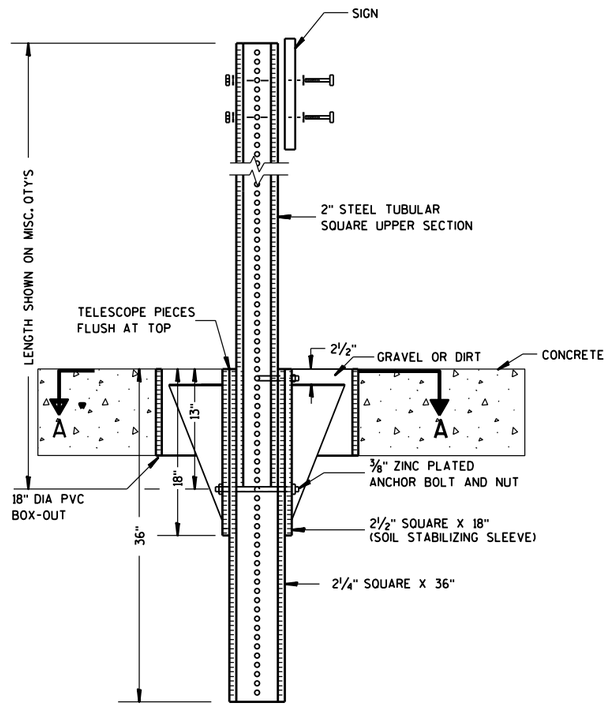
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

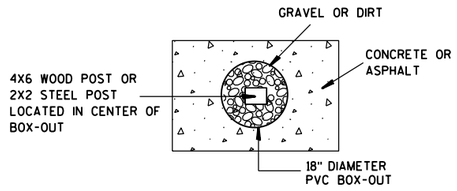
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

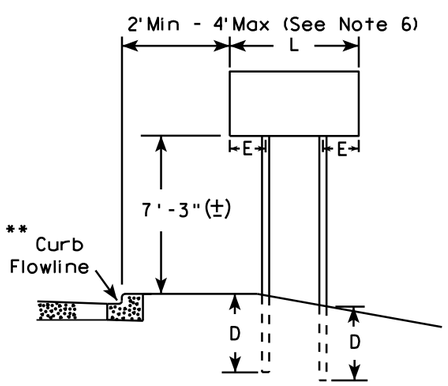
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

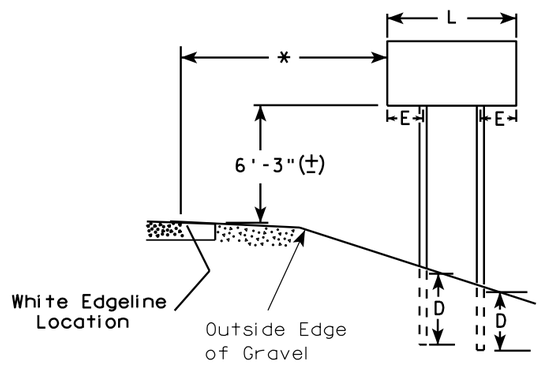
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

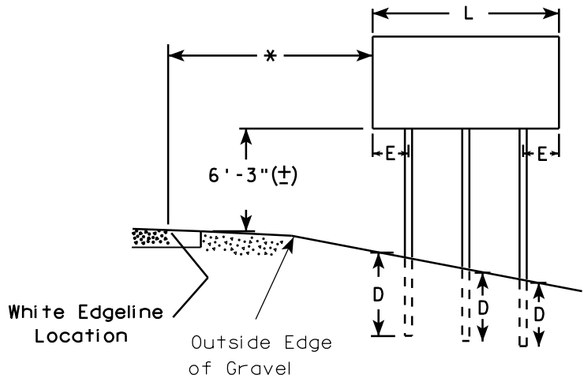
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

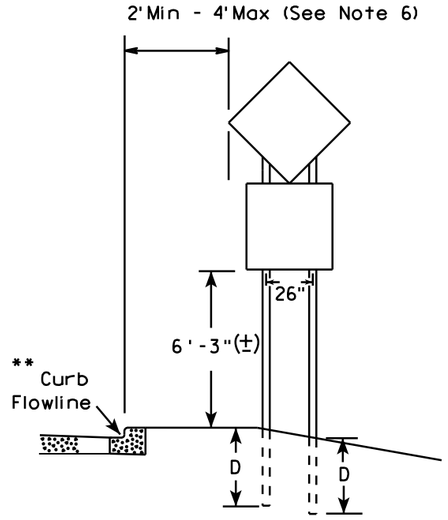
URBAN AREA



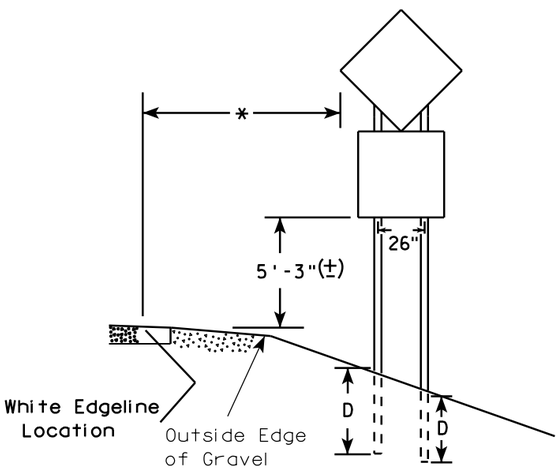
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

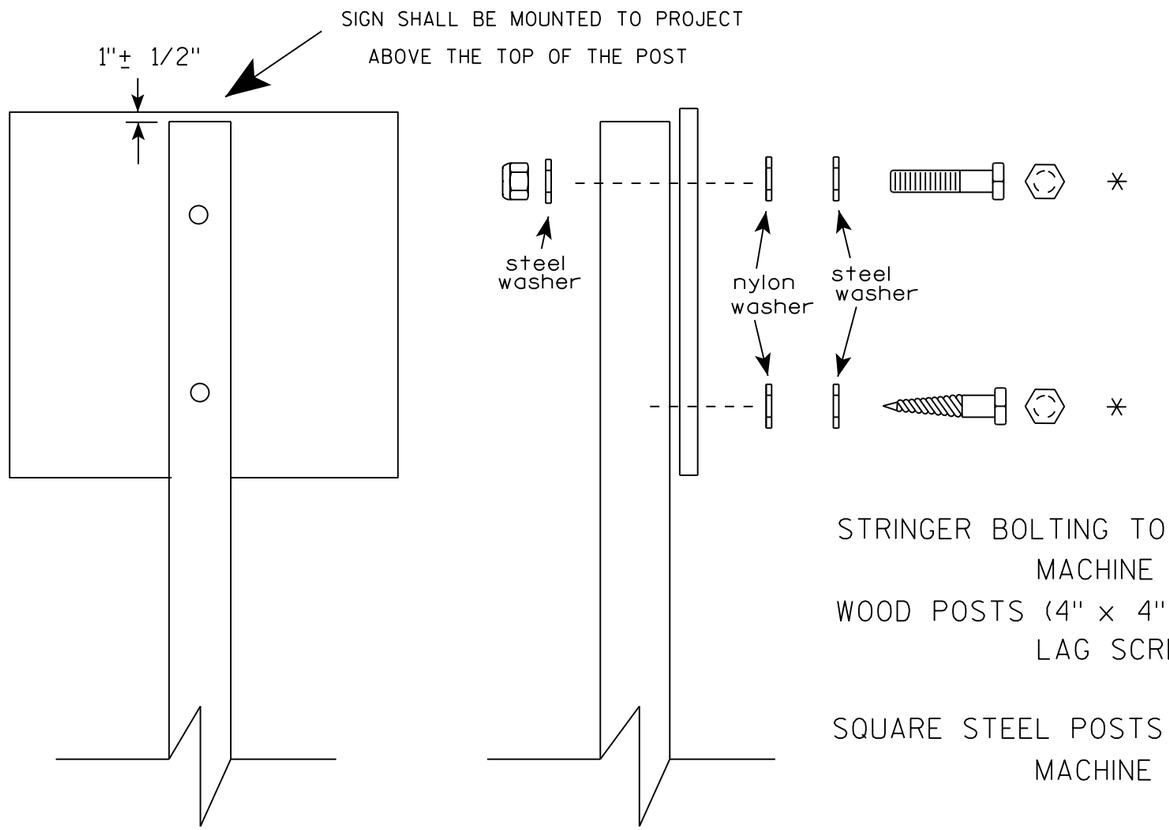
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14

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/ lock 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

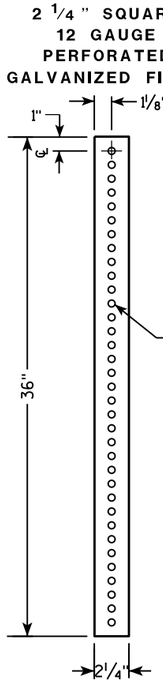
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

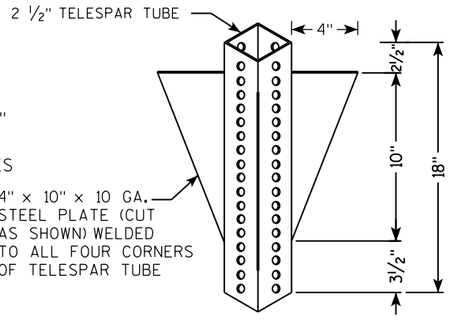
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

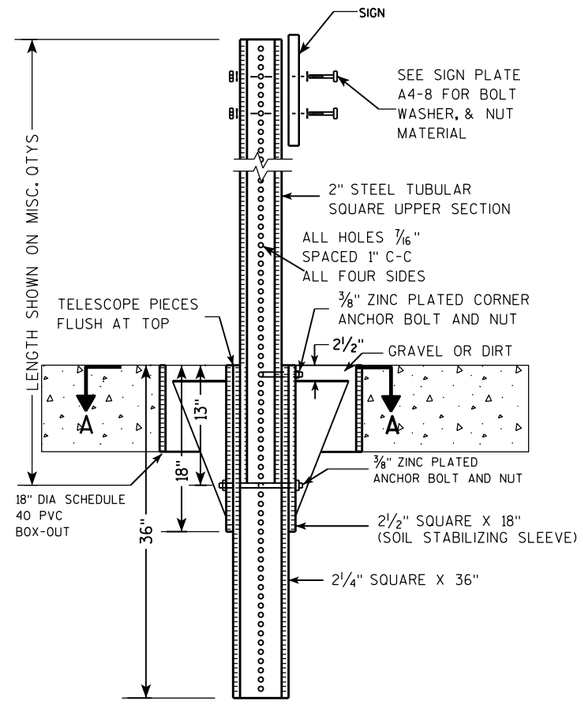
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



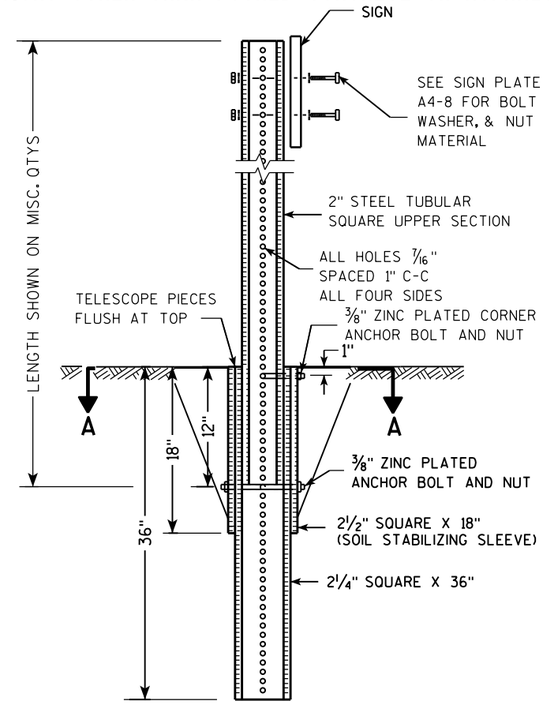
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

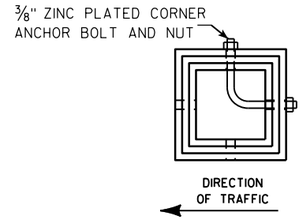


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

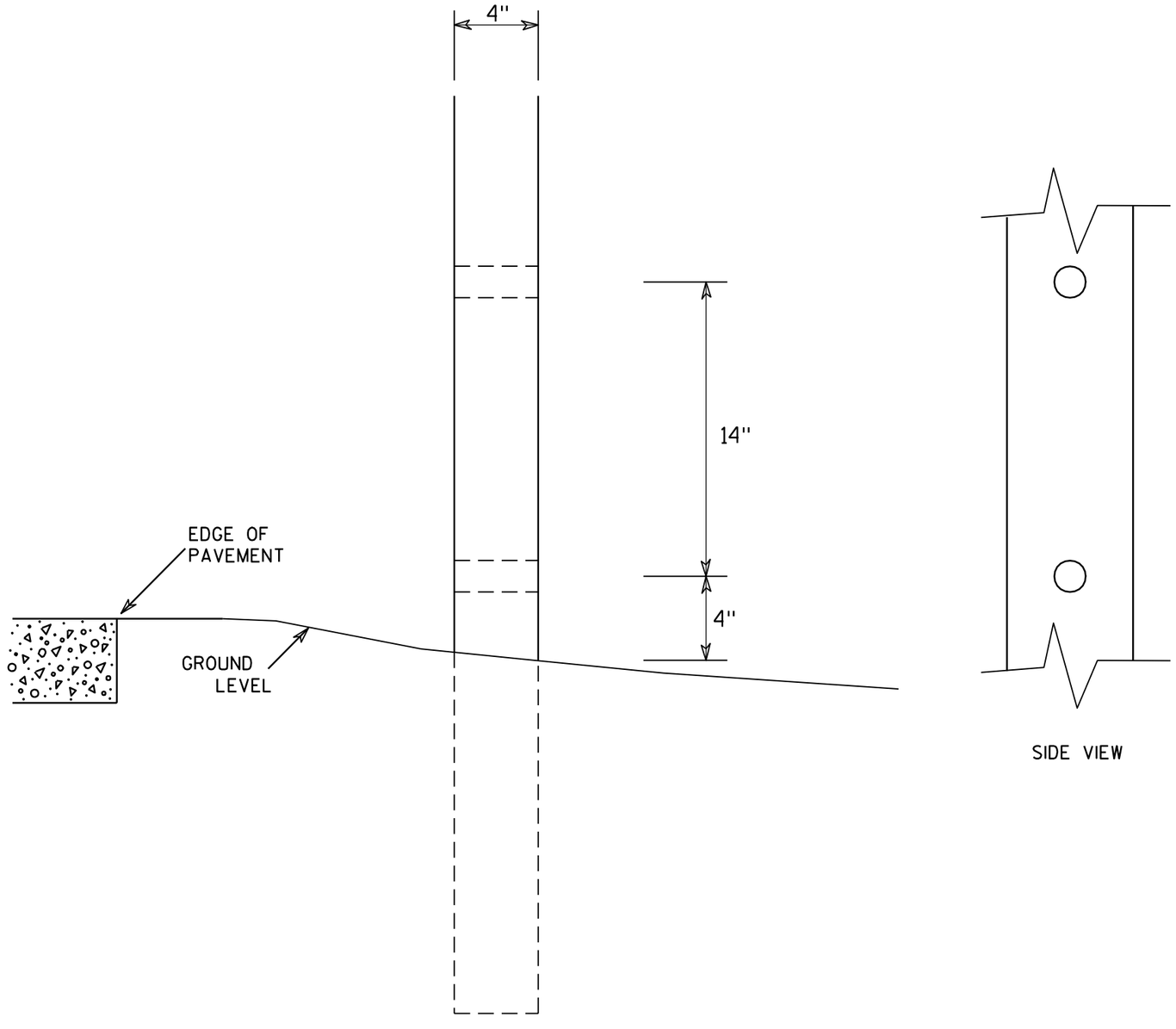
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

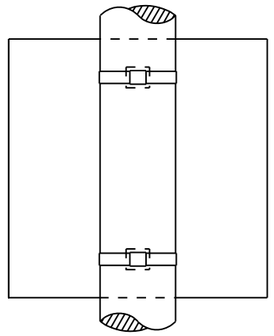
APPROVED Chester J Spang for State Traffic Engineer

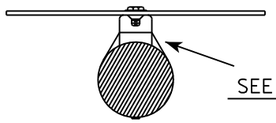
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 322	E

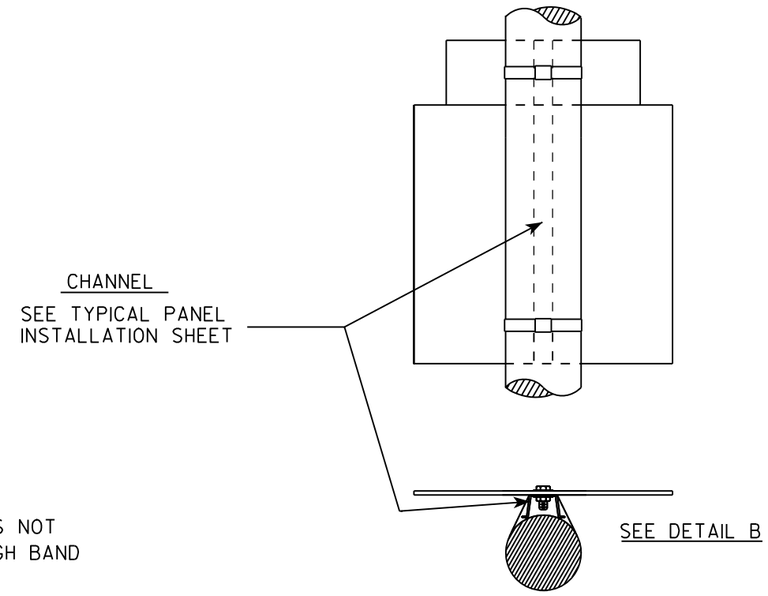
BANDING

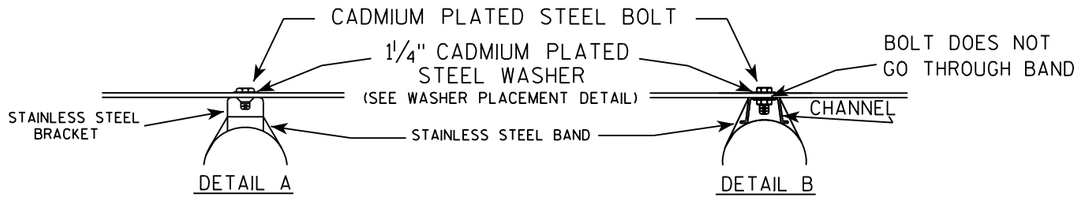
SINGLE SIGN



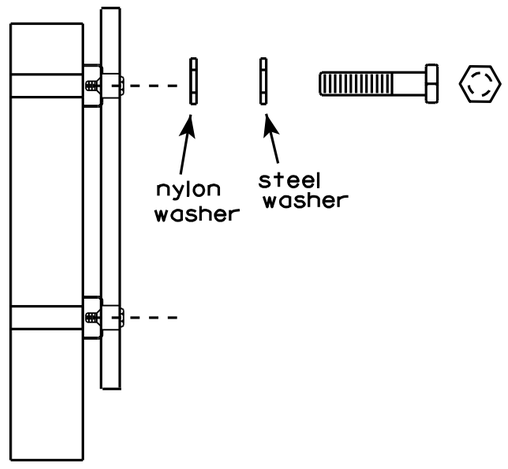


"J" ASSEMBLY





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 ¾" in width and 0.025" thickness.

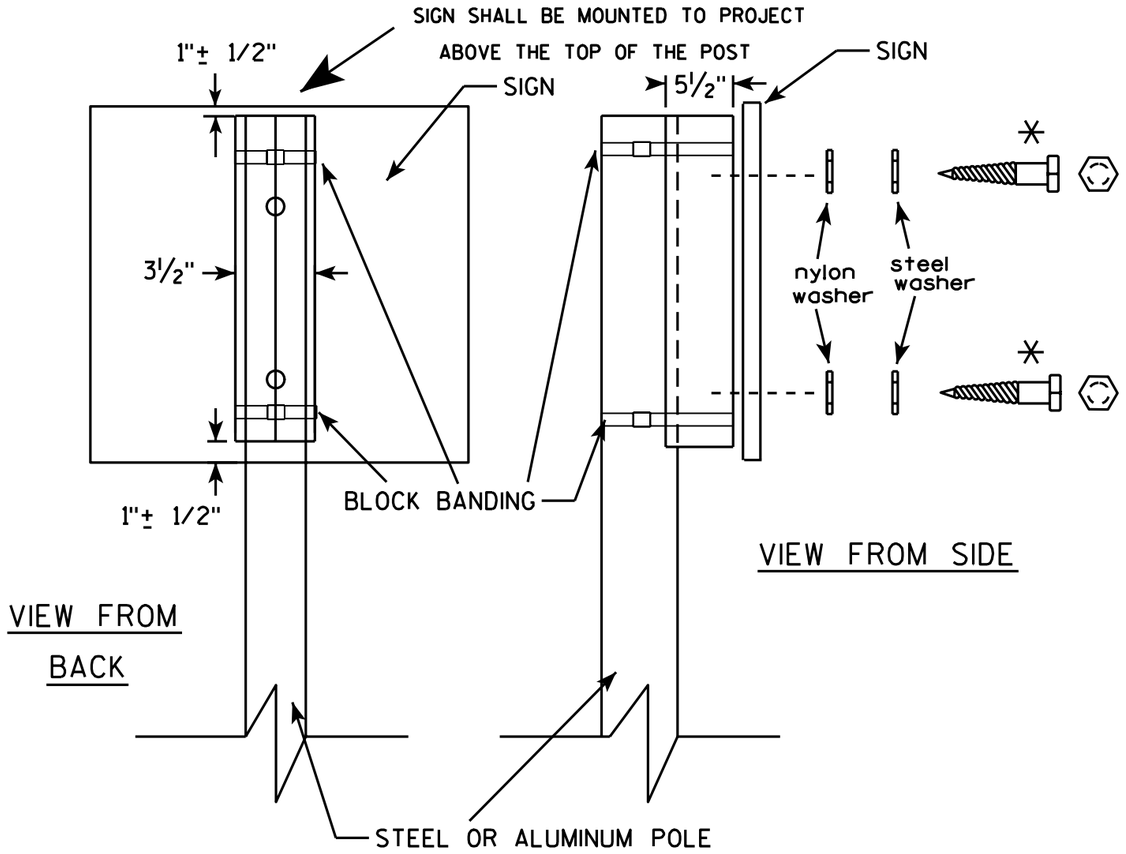
STANDARD SIGN
SIGN BANDING DETAILS

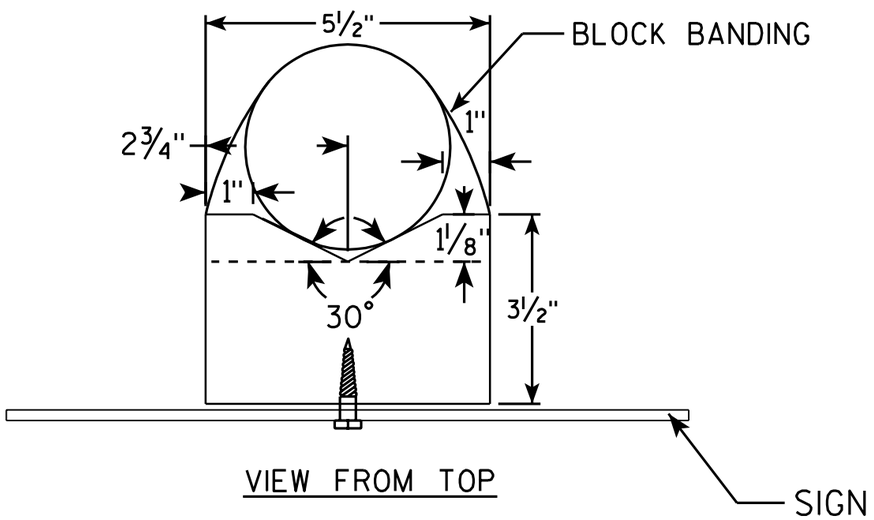
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 323	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

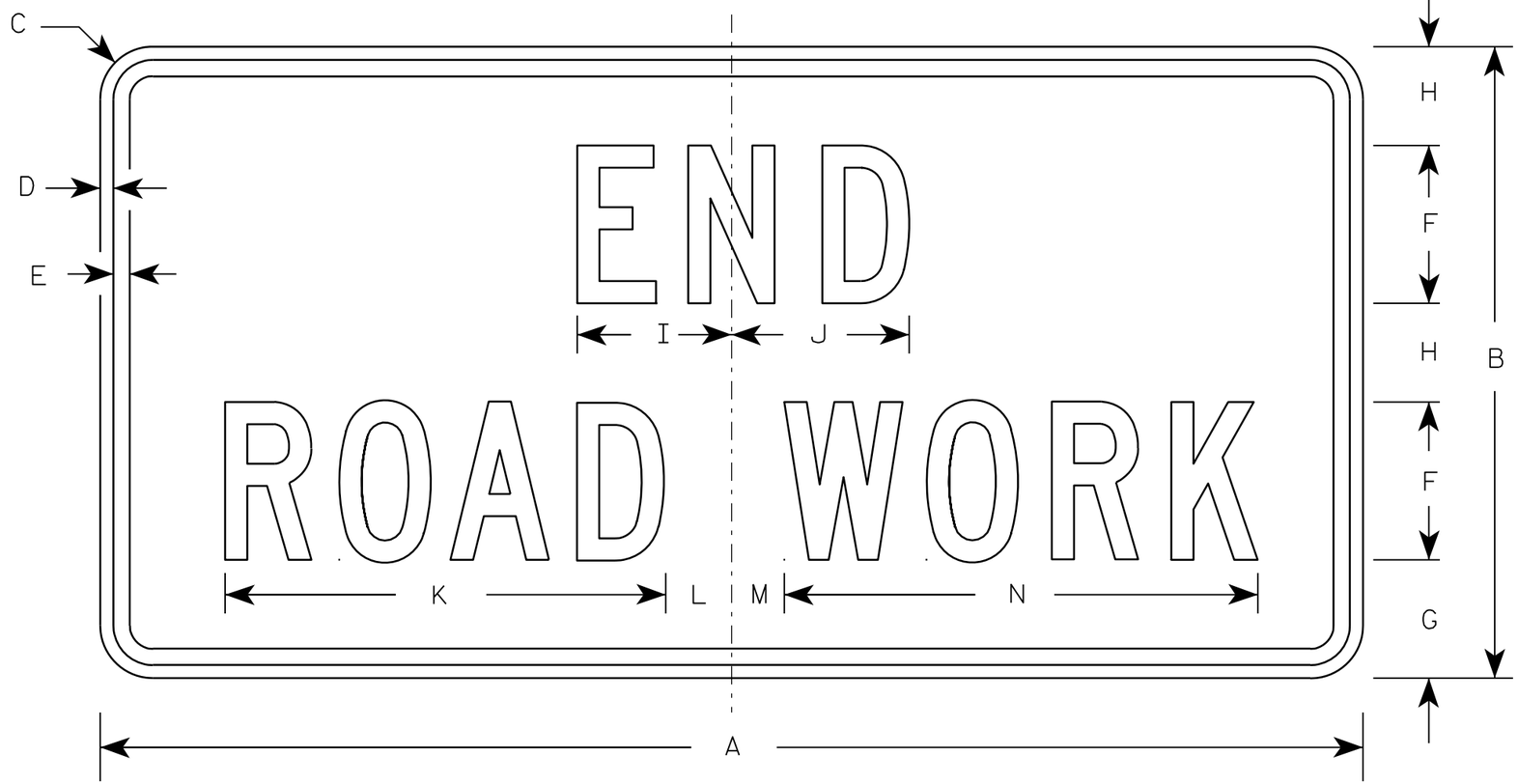
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 324 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



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

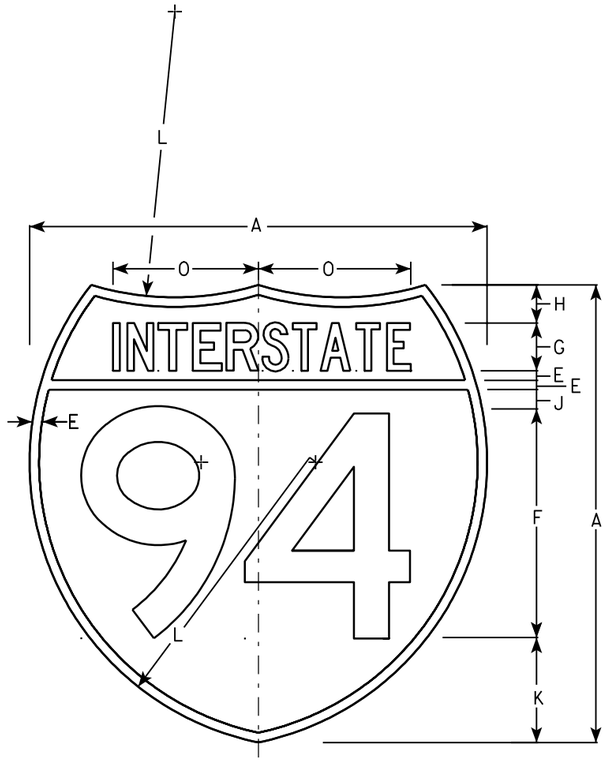
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

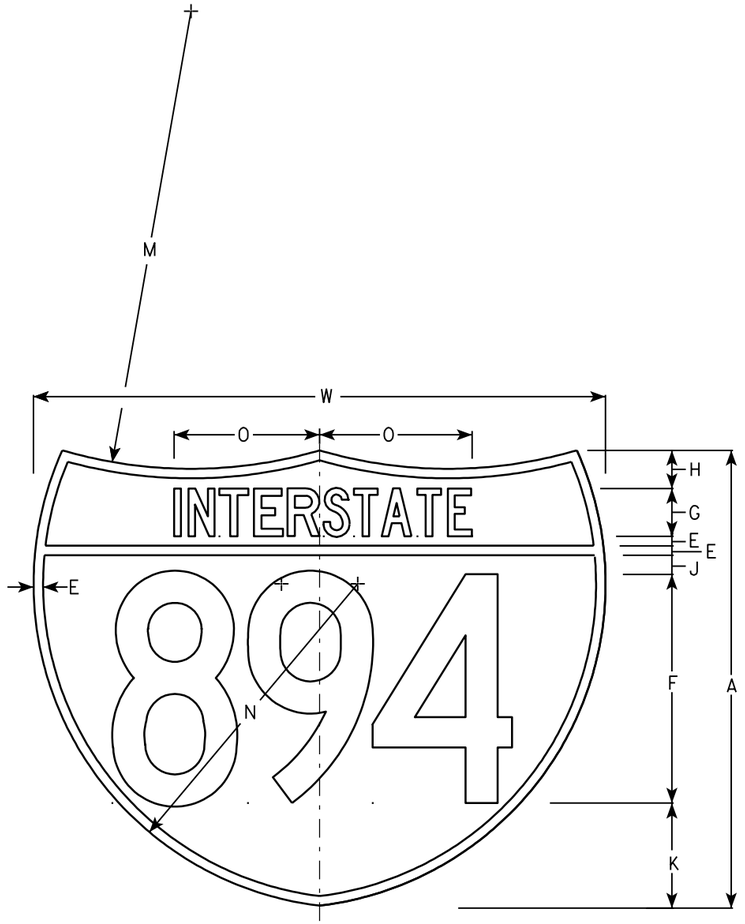
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 325	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 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	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

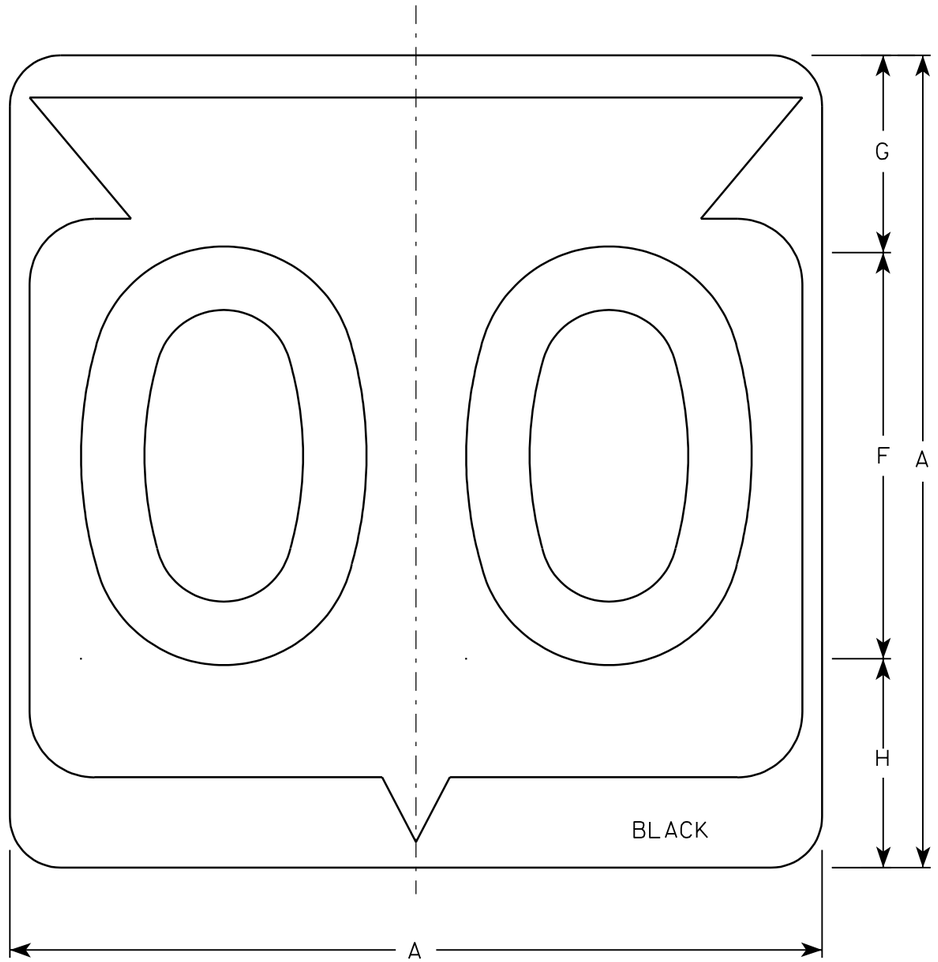
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

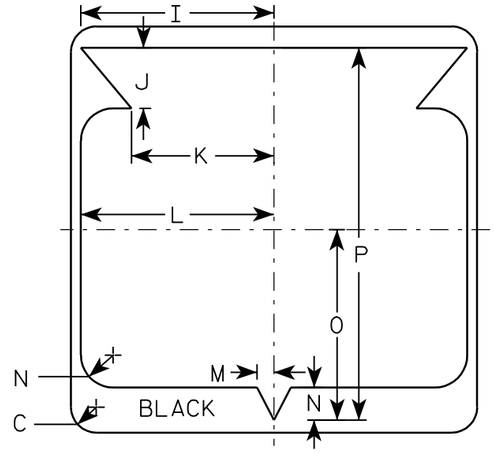
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 326	E



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

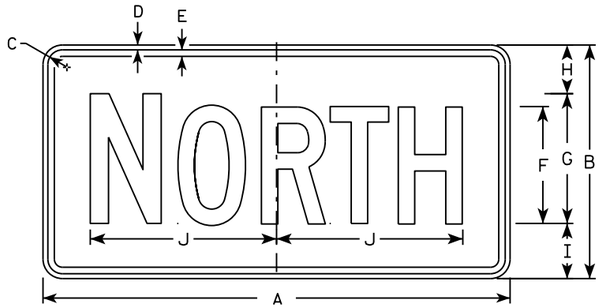
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

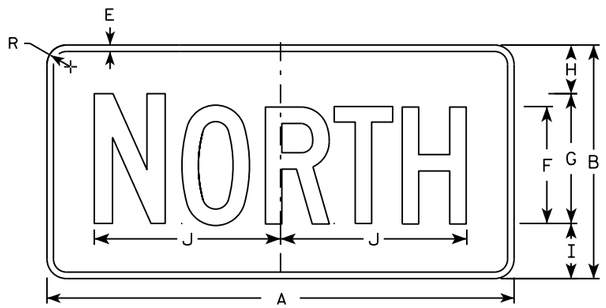
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 327	E



M3-1
MM3-1
MP3-1



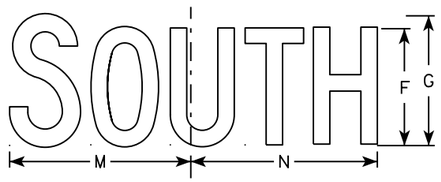
MB3-1
MK3-1
MN3-1



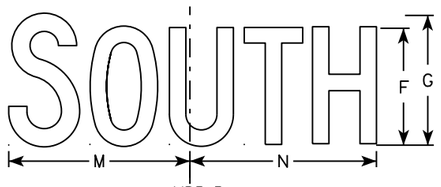
M3-2
MM3-2
MP3-2



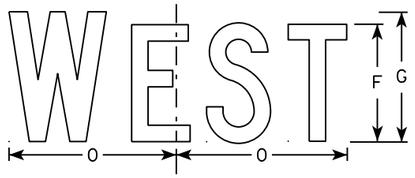
MB3-2
MK3-2
MN3-2



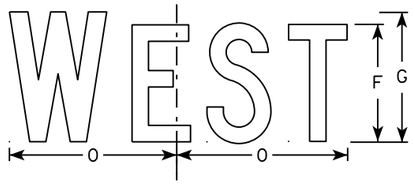
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

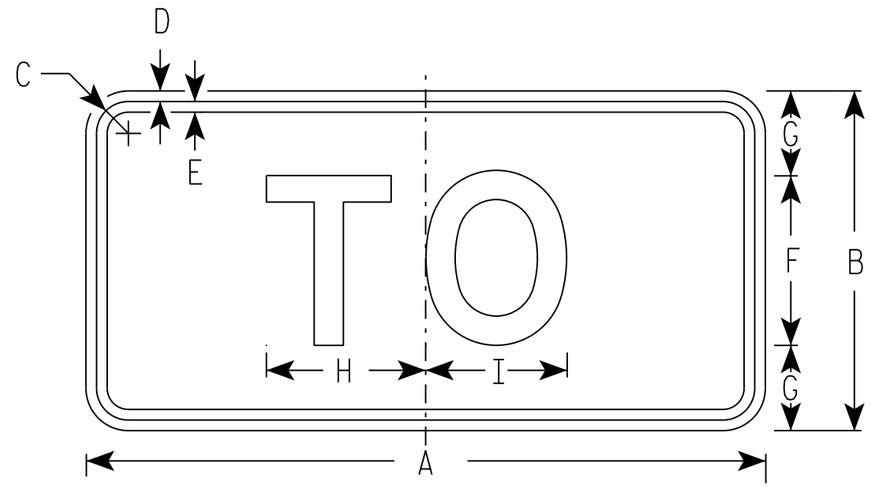
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

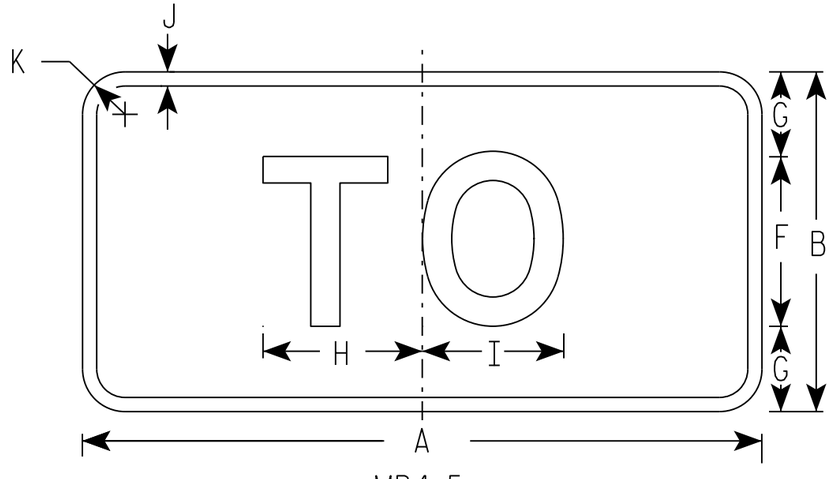
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

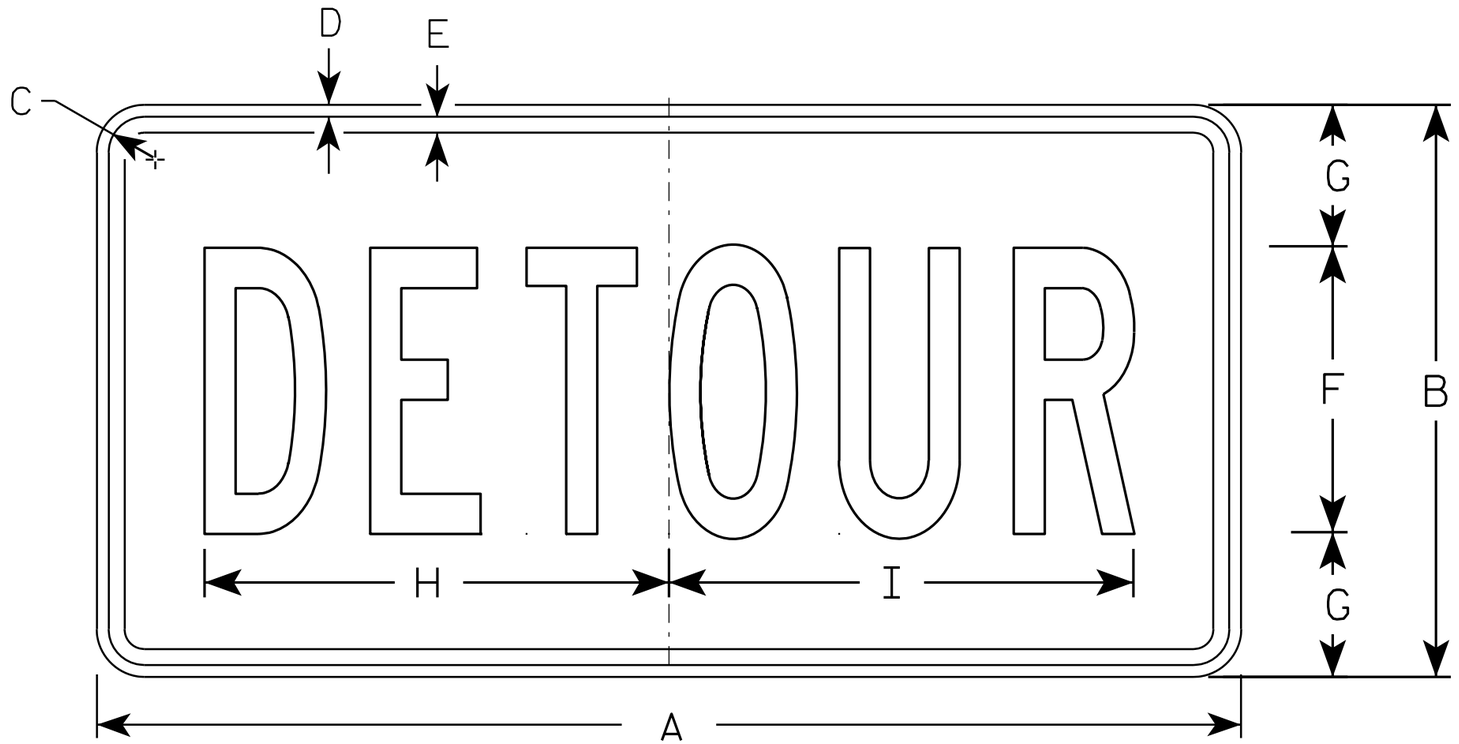
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 329 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

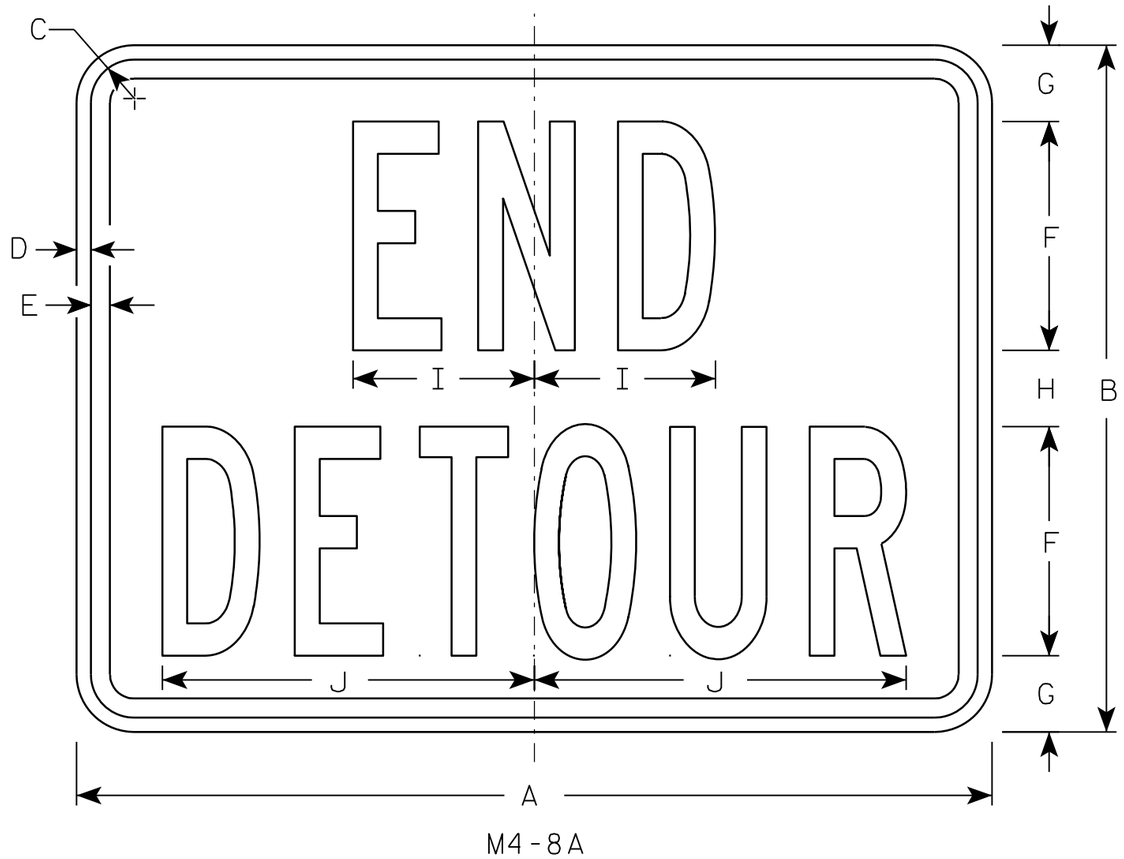
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 330	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M48.DGN PLOT DATE : 10-NOV-2010 13:18 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.767233:1.000000

WISDOT/CADDS SHEET 42

7

7



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																											

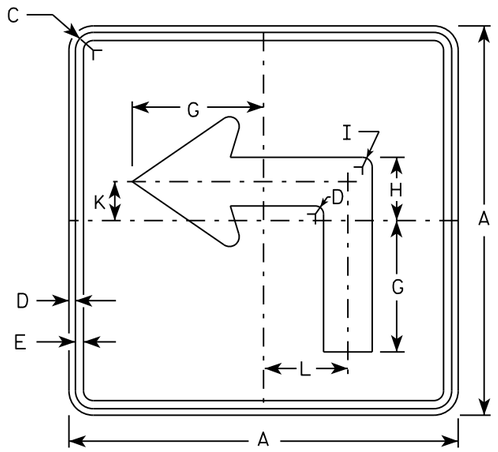
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

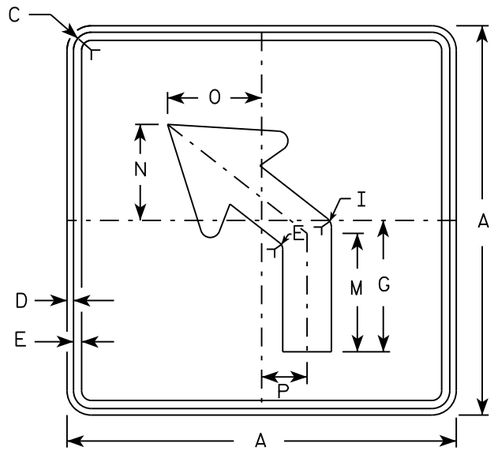
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

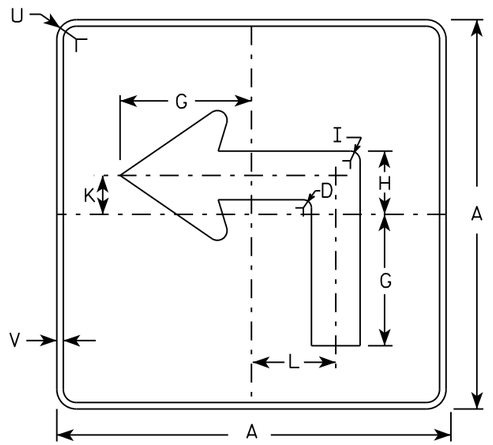
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 331	E



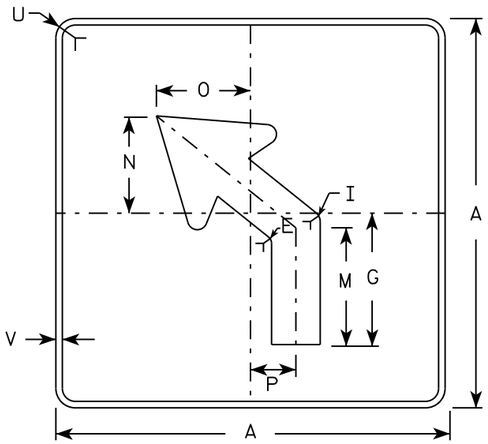
M5-1L
MM5-1L
MO5-1L
MP5-1L



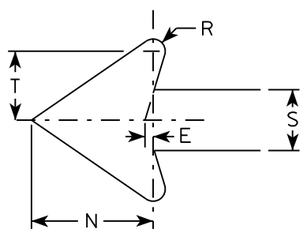
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

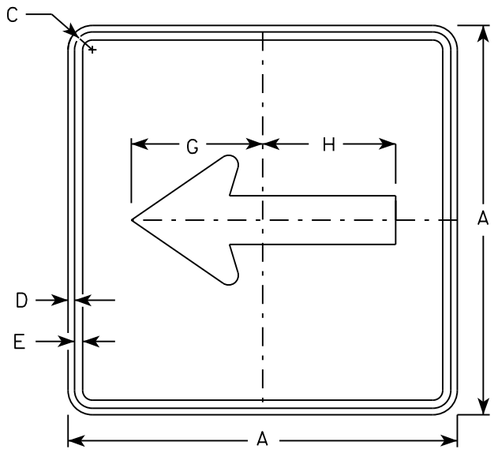
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

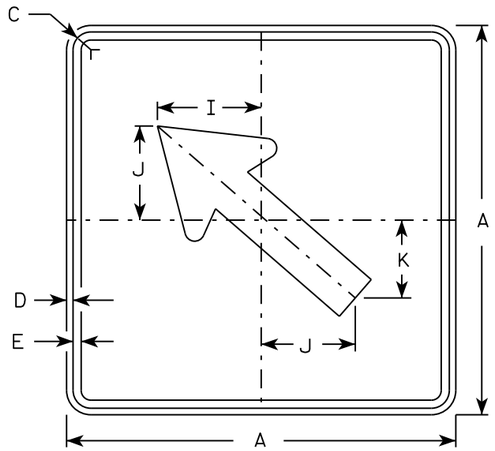
DATE 10/15/15 PLATE NO. M5-1.13

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



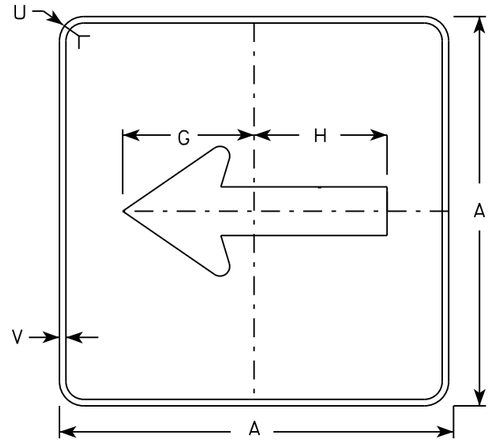
M6-1
MM6-1
MO6-1
MP6-1



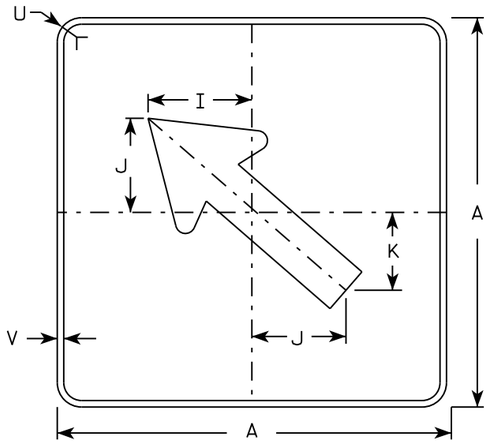
M6-2
MM6-2
MO6-2
MP6-2

NOTES

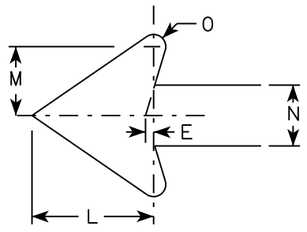
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

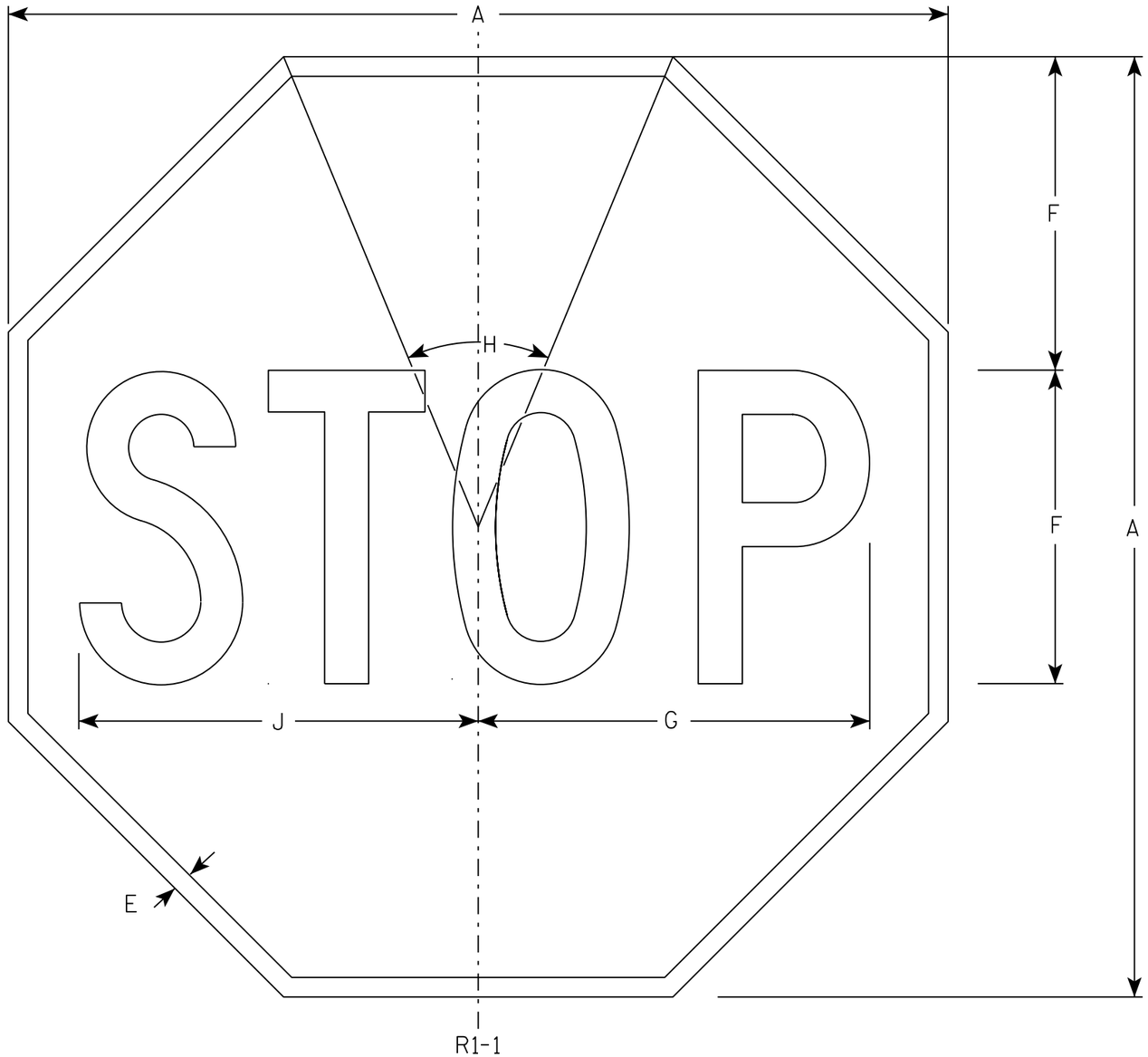
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 333 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



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

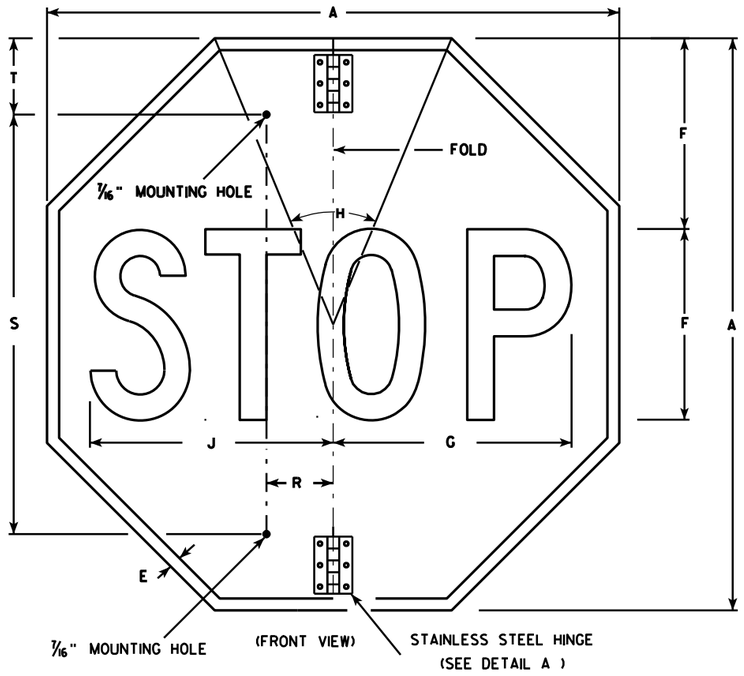
WISCONSIN DEPT OF TRANSPORTATION

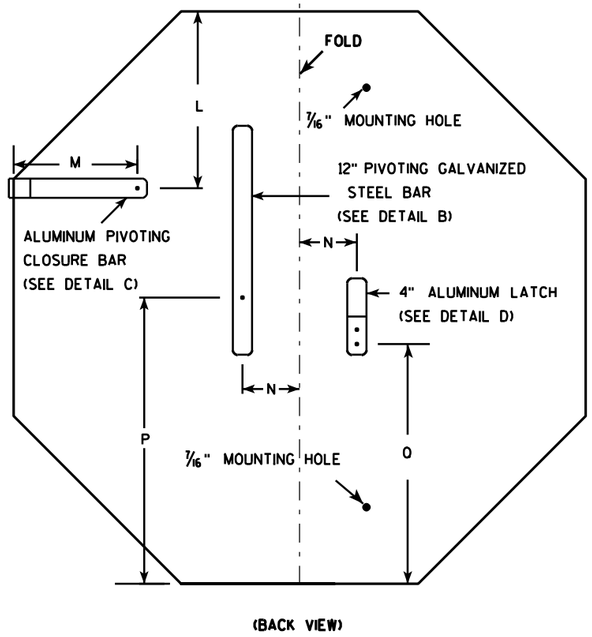
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

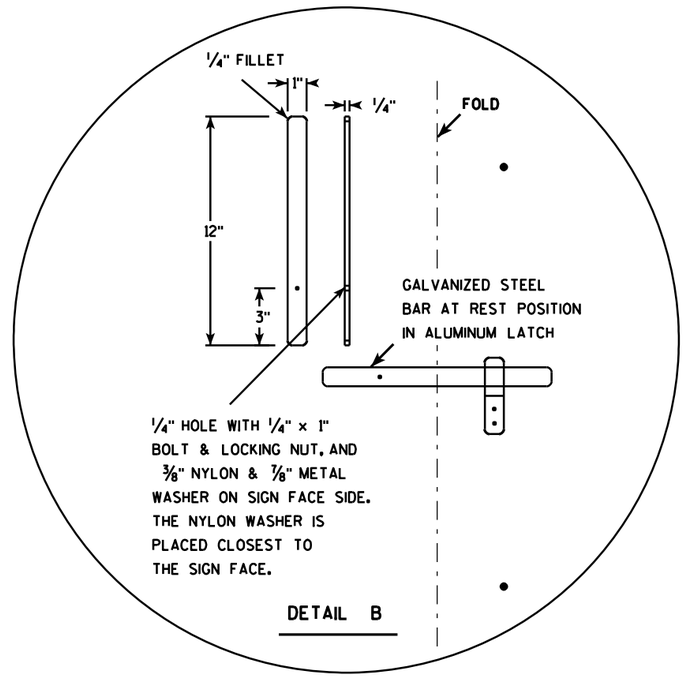
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000

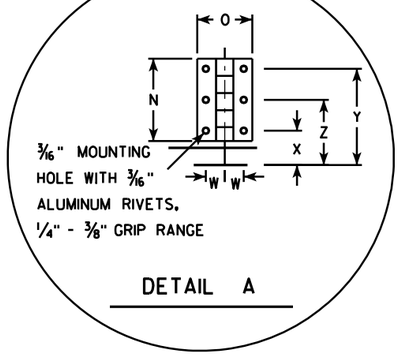


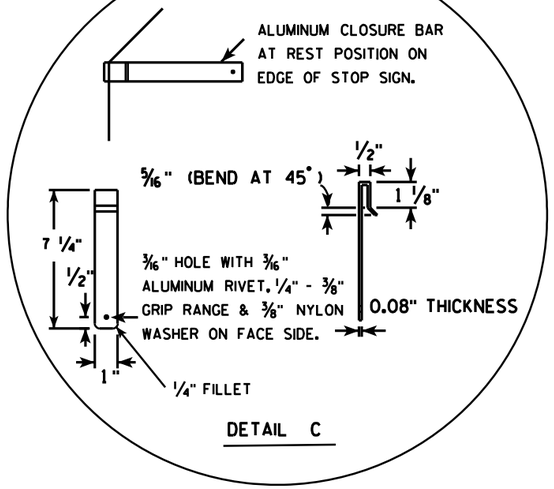


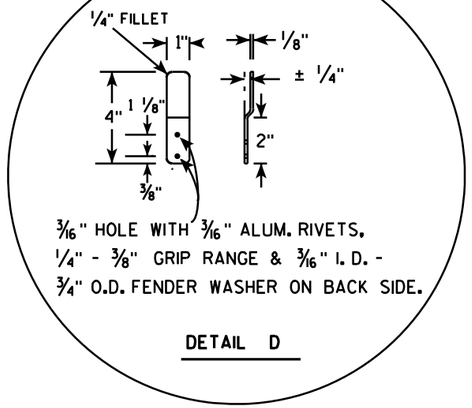
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

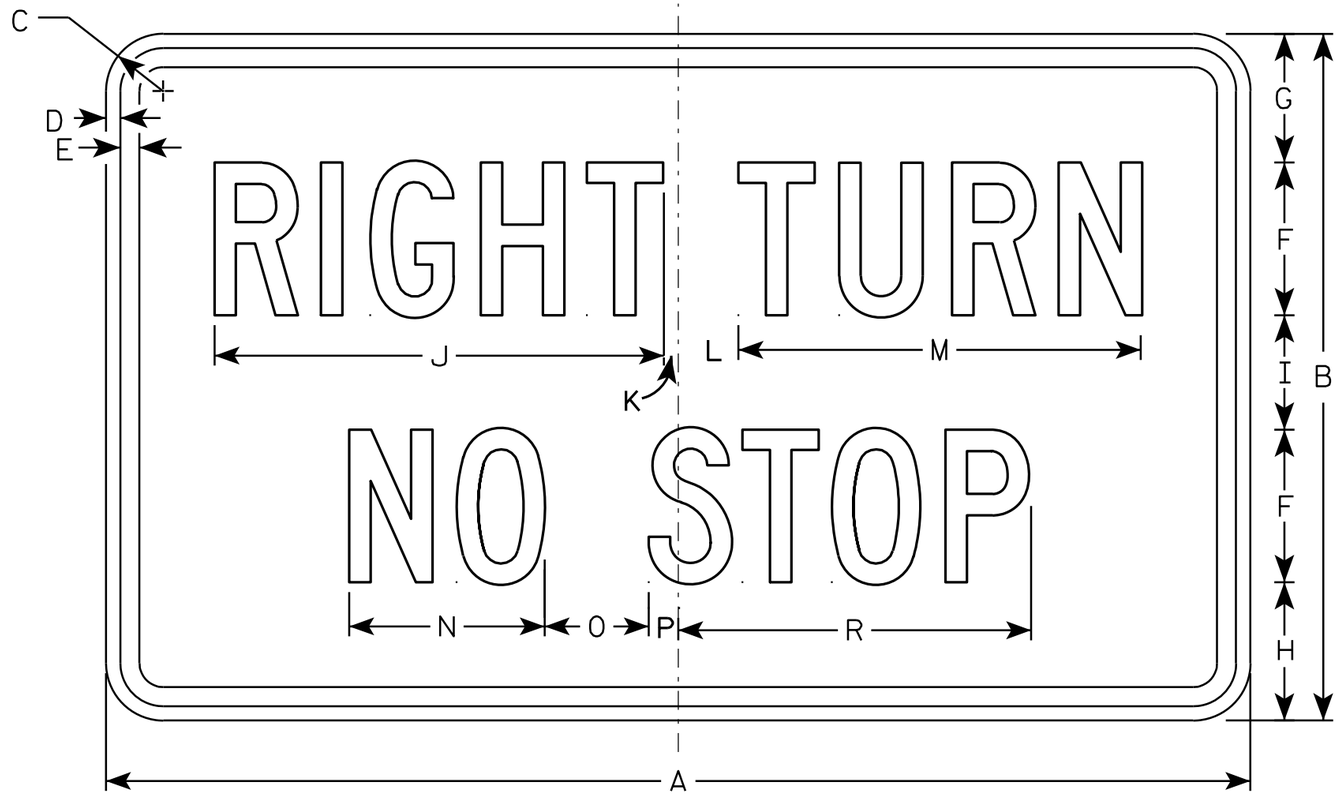
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 335 | E



R1-51

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	30	18	1 1/8	3/8	1/2	4	3 3/8	3 5/8	3	11 3/4	3/8	1 5/8	10 1/2	5 1/8	2 3/4	3/4		9 1/4									3.75
2M	48	24	1 3/8	1/2	5/8	6	4	4	4	18 3/4	1	3	16 3/4	8	5	5/8		14 5/8									8.00
3																											
4																											
5																											

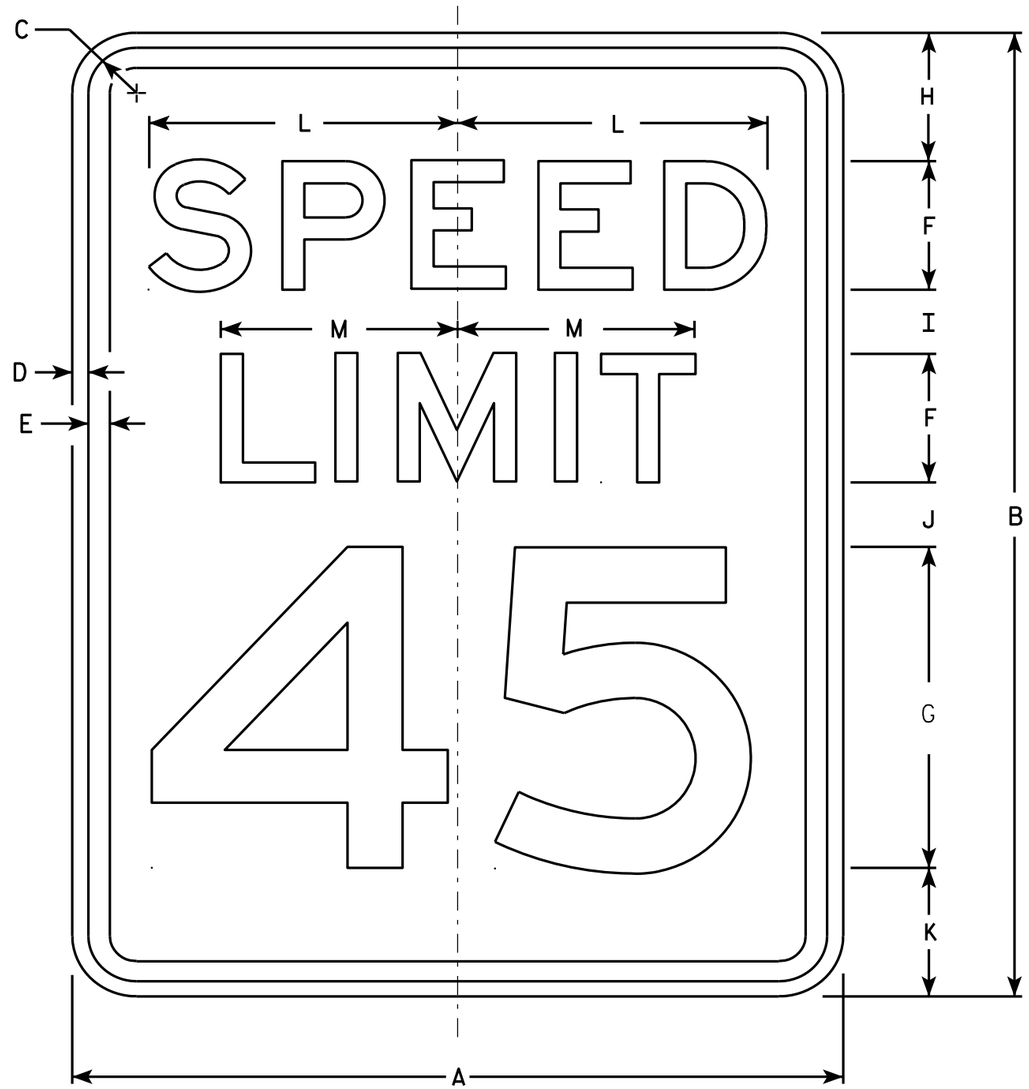
STANDARD SIGN
R1-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/11 PLATE NO. R1-51.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 336	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

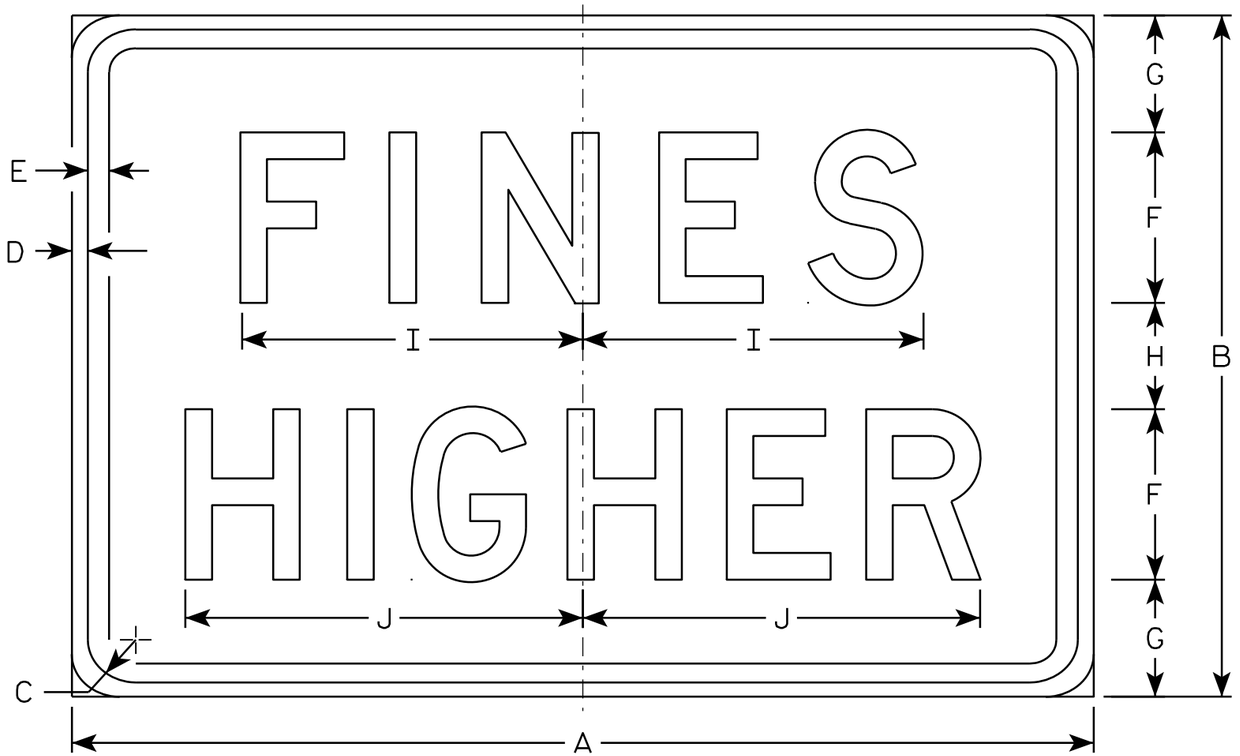
STANDARD SIGN
R2-1

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: 337	E



R2-6P

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																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

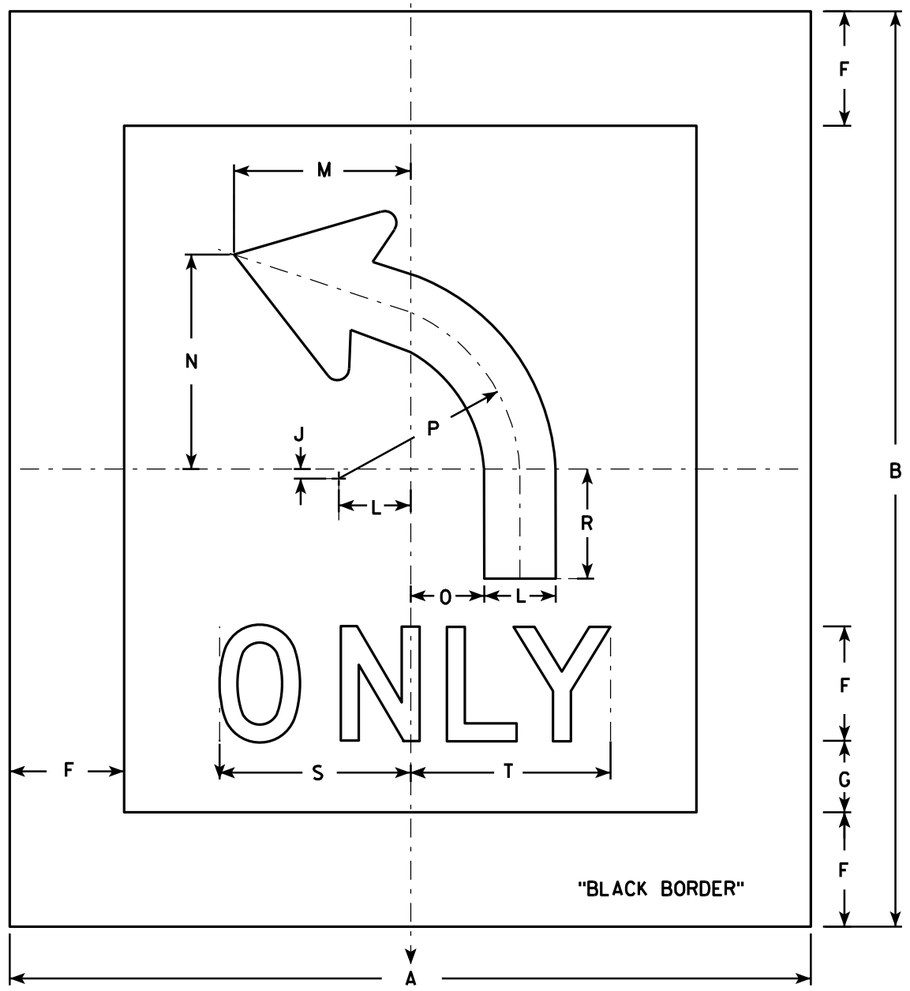
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

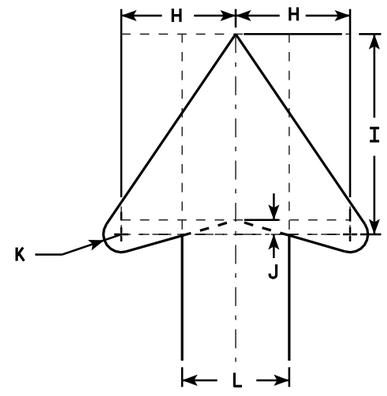
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 338 | E



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. 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	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

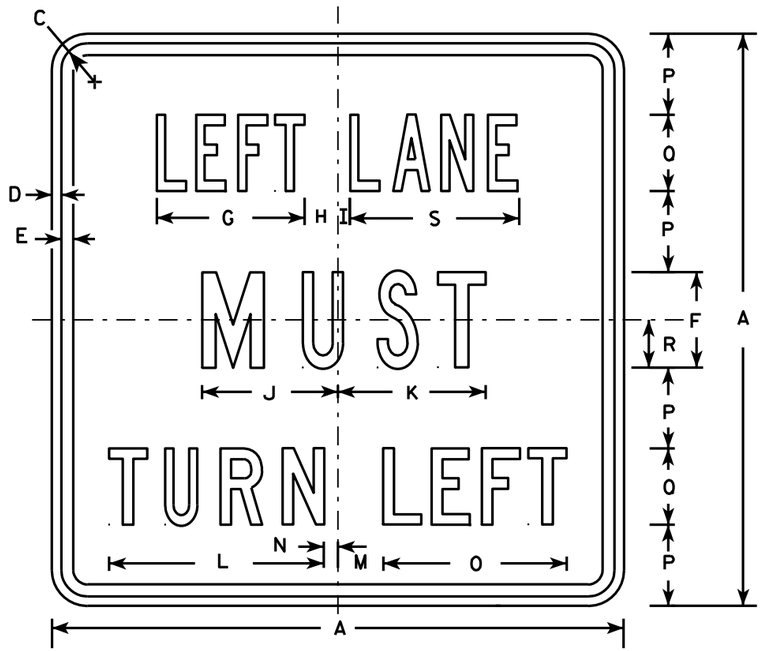
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

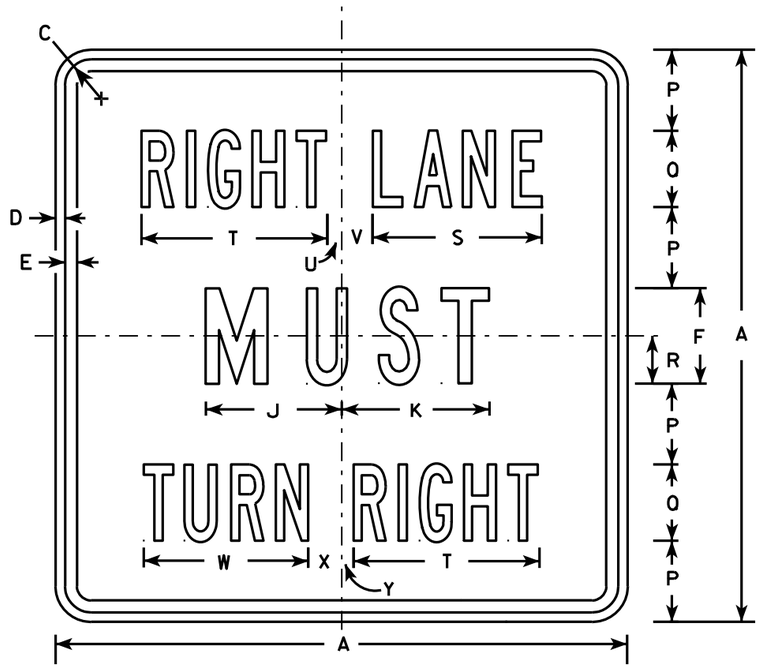
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 339 | E



R3-7L



R3-7R

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 - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
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		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

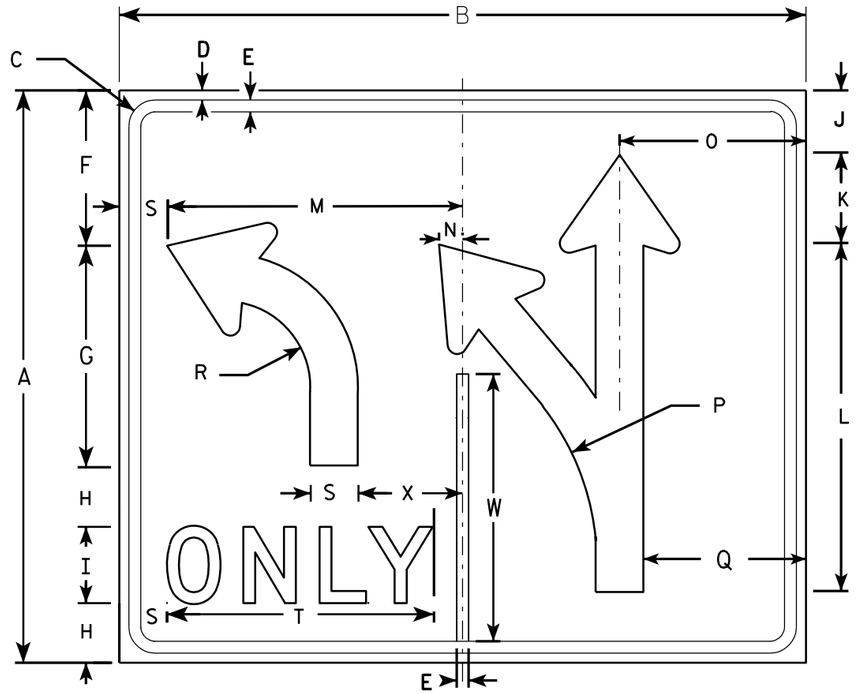
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

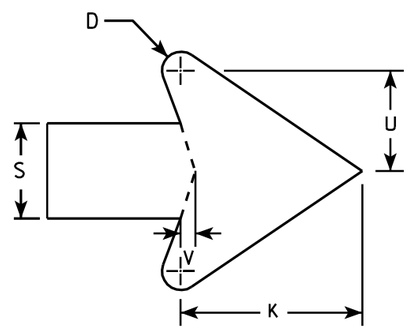
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 | E



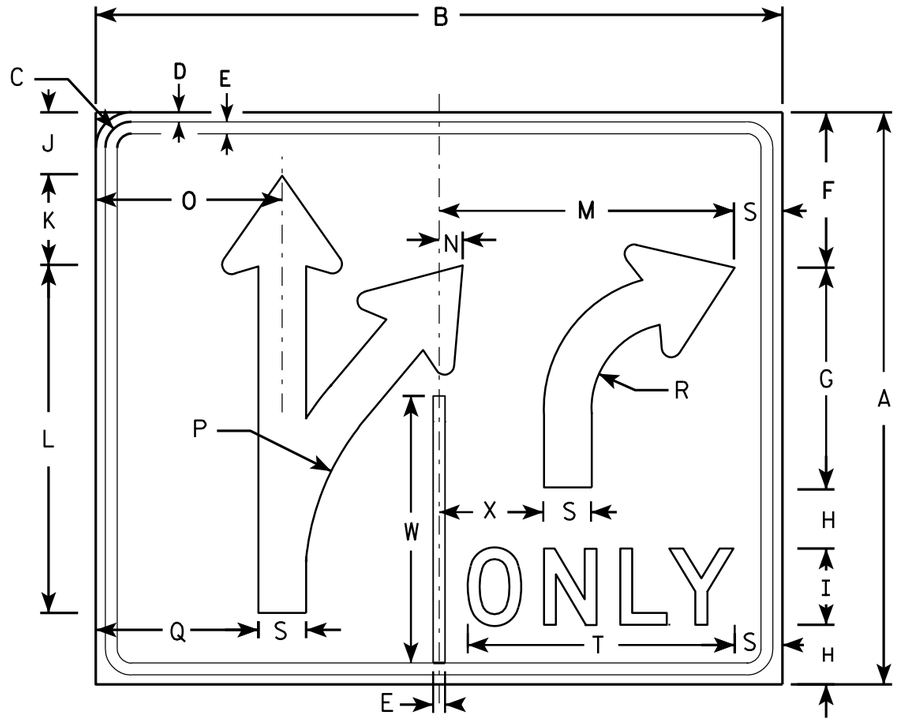
R3-8B



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-8B & R3-8C is the same but reversed.



R3-8C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4	9 3/4	13 1/4	8 1/2	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4			7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4	9 3/4	13 1/4	8 1/2	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 5/8	23 1/8	1 7/8	14 5/8	21 7/8	12 3/4	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	8 1/8			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 5/8	23 1/8	1 7/8	14 5/8	21 7/8	12 3/4	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	8 1/8			18.0

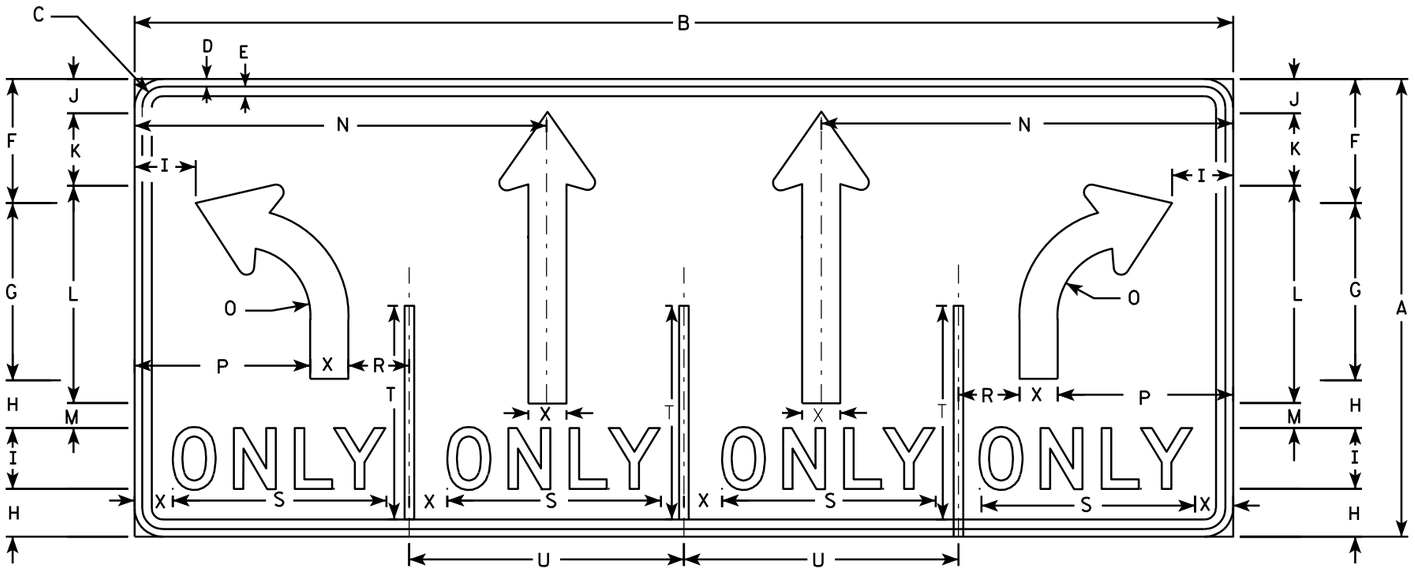
STANDARD SIGN
R3-8B & R3-8C

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8B.2

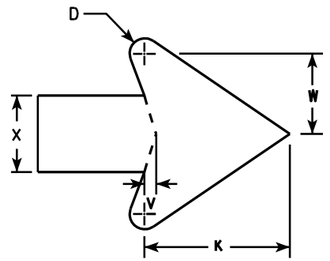
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 341	E



R3-8V

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	27	4 1/2	11 1/2		4	14	14	18	3/8	2 5/8	2 1/2			15.0
2M	30	72	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	27	4 1/2	11 1/2		4	14	14	18	3/8	2 5/8	2 1/2			15.0
3																											
4	48	108	2 1/4	3/4	1	14 3/8	17 1/4	5 3/8	6	5 3/8	7 1/8	21 1/2	3	40 1/2	7 1/4	17 1/4		6	20 5/8	22 3/8	27	5/8	4	3 3/4			36.0
5	48	108	2 1/4	3/4	1	14 3/8	17 1/4	5 3/8	6	5 3/8	7 1/8	21 1/2	3	40 1/2	7 1/4	17 1/4		6	20 5/8	22 3/8	27	5/8	4	3 3/4			36.0

STANDARD SIGN
R3-8V

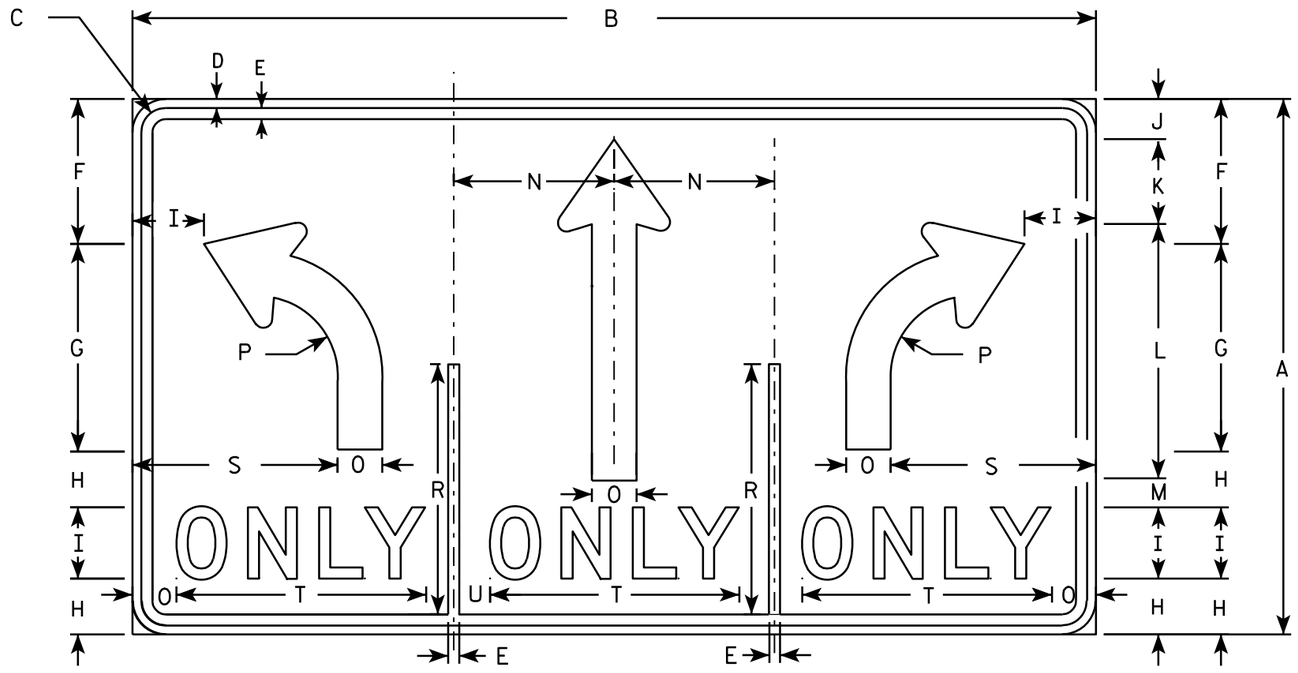
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/18/11 PLATE NO. R3-8V.3

PROJECT NO:

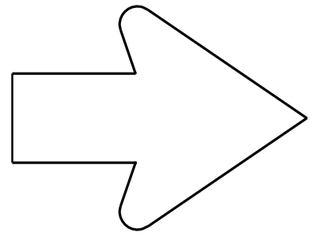
SHEET NO: 342 E



R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8W

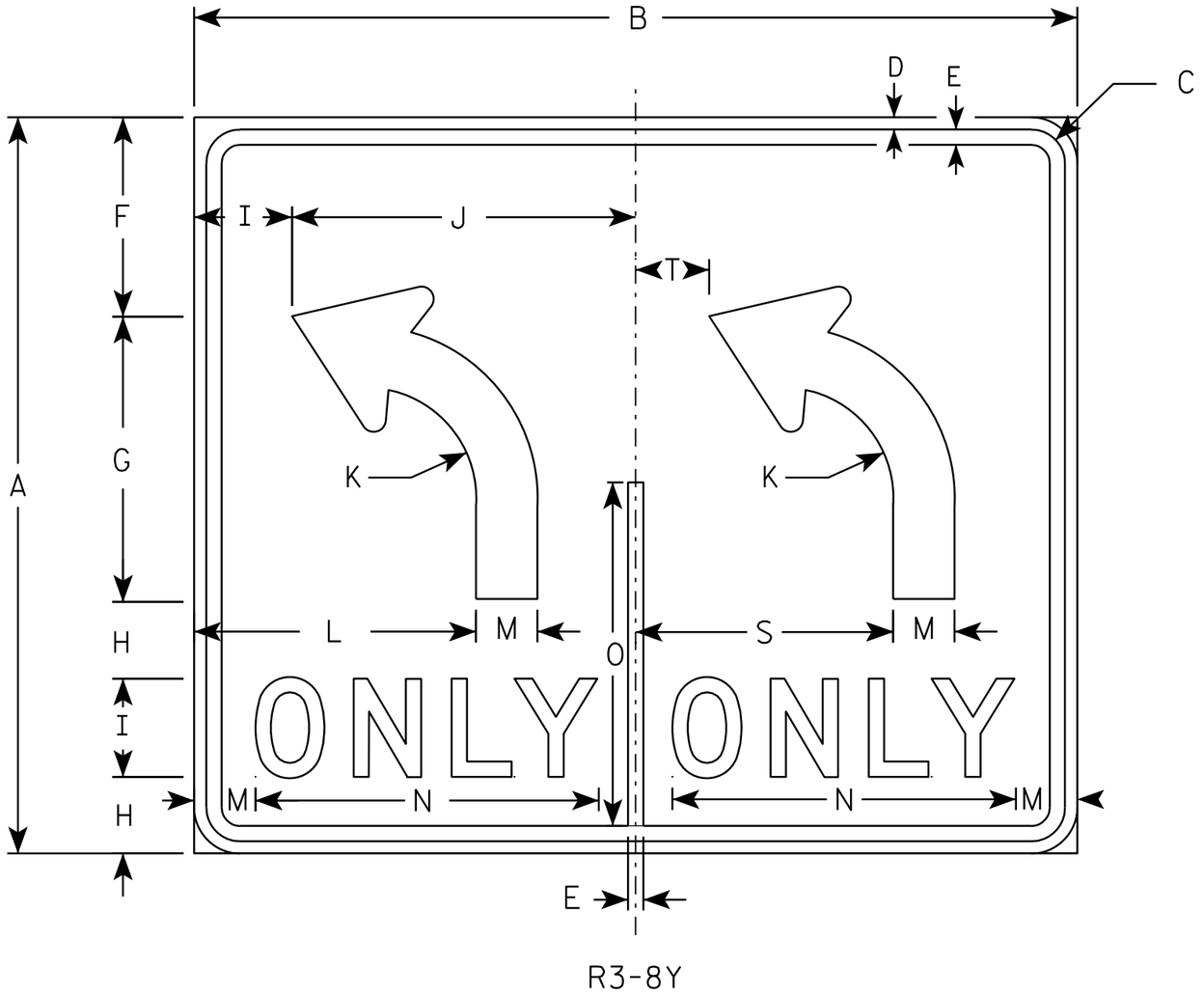
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

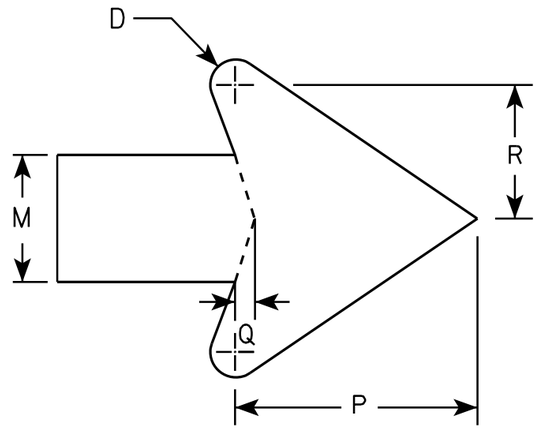
SHEET NO: 343 E



R3-8Y

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8	10 1/2	3							7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8	10 1/2	3							7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4	15 3/4	4 1/2							18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4	15 3/4	4 1/2							18.0

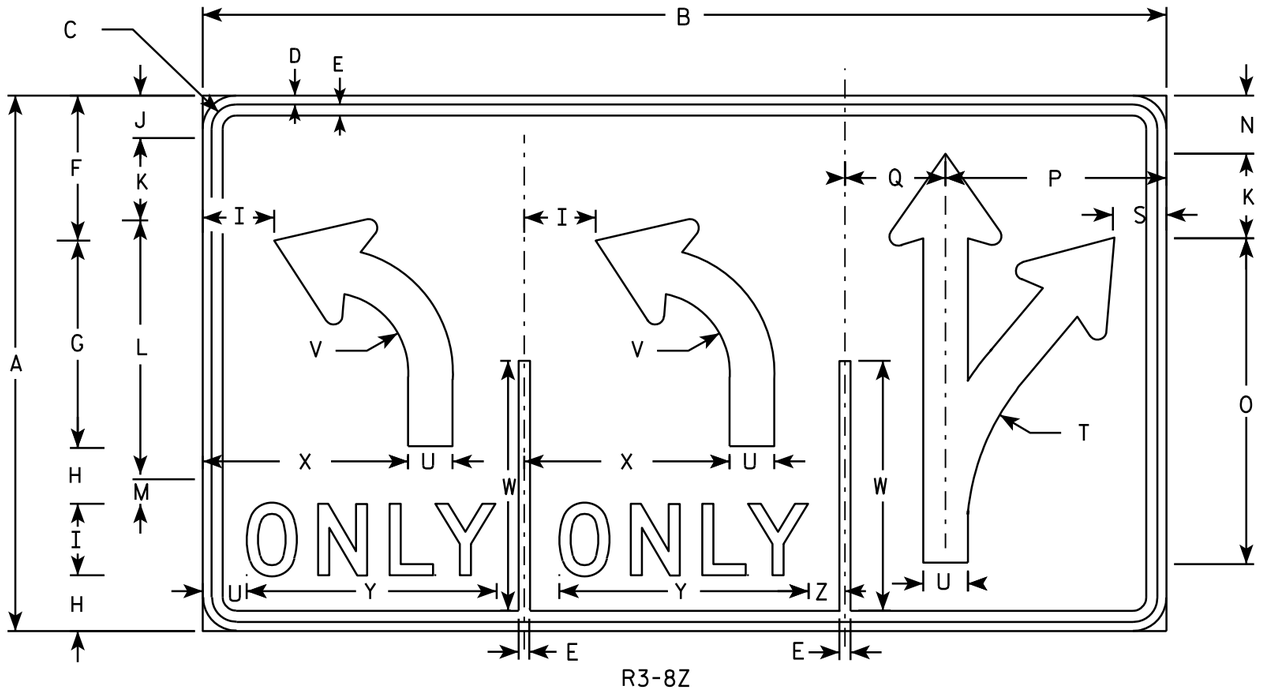
STANDARD SIGN
R3-8Y

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8Y.2

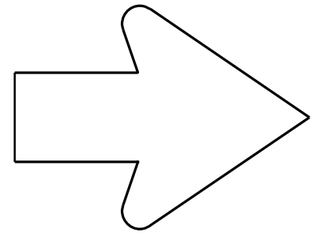
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 344	E



R3-8Z

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	3 1/4	18 1/4	12 3/8	5 5/8		3	13 1/4	2 1/2	4 1/2	14	11 1/2	14	2	11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	3 1/4	18 1/4	12 3/8	5 5/8		3	13 1/4	2 1/2	4 1/2	14	11 1/2	14	2	11.25
3																											
4	48	84	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7	29 1/8	2 7/8	5 1/4	29 1/8	18 5/8	8 3/4		4 3/8	21 7/8	3 3/4	7 1/4	22 3/8	17 1/4	20 5/8	3 1/4	28.0
5	48	84	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7	29 1/8	2 7/8	5 1/4	29 1/8	18 5/8	8 3/4		4 3/8	21 7/8	3 3/4	7 1/4	22 3/8	17 1/4	20 5/8	3 1/4	28.0

STANDARD SIGN
R3-8Z

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8Z.2

PROJECT NO:

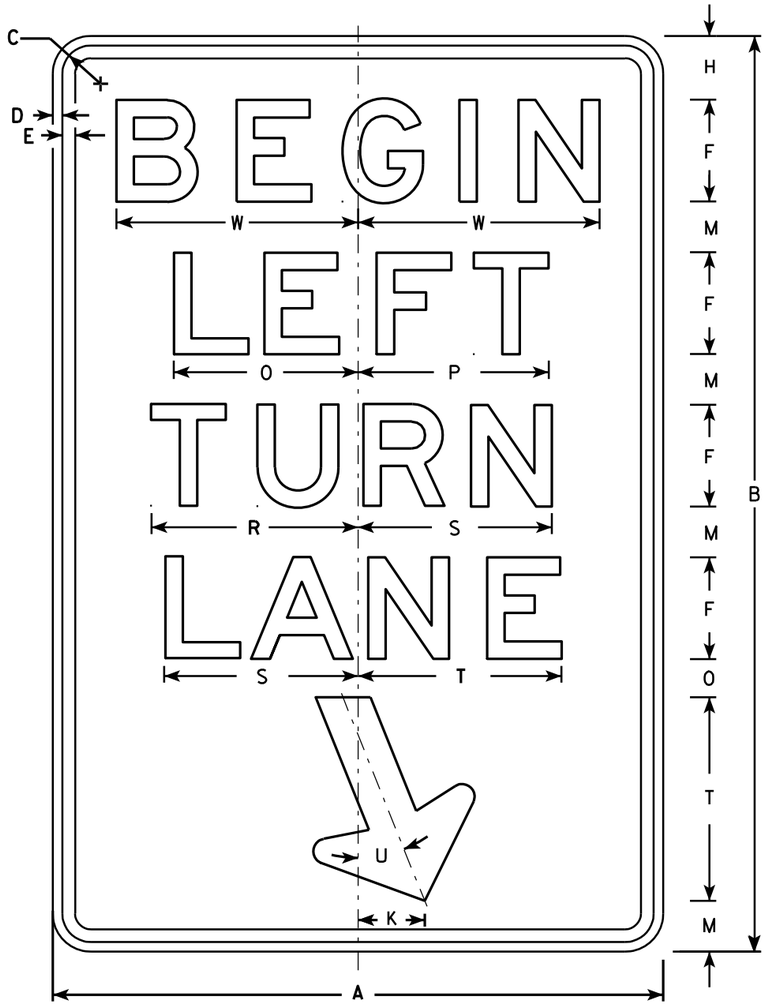
SHEET NO: 345 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38Z.DGN PLOT DATE : 24-MAR-2011 10:48 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42

7

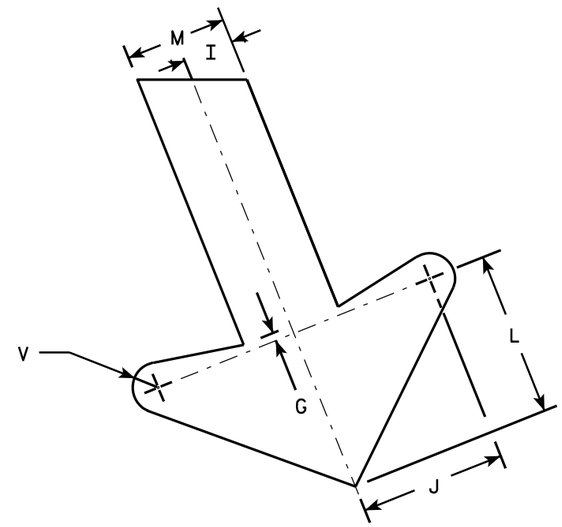
7



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

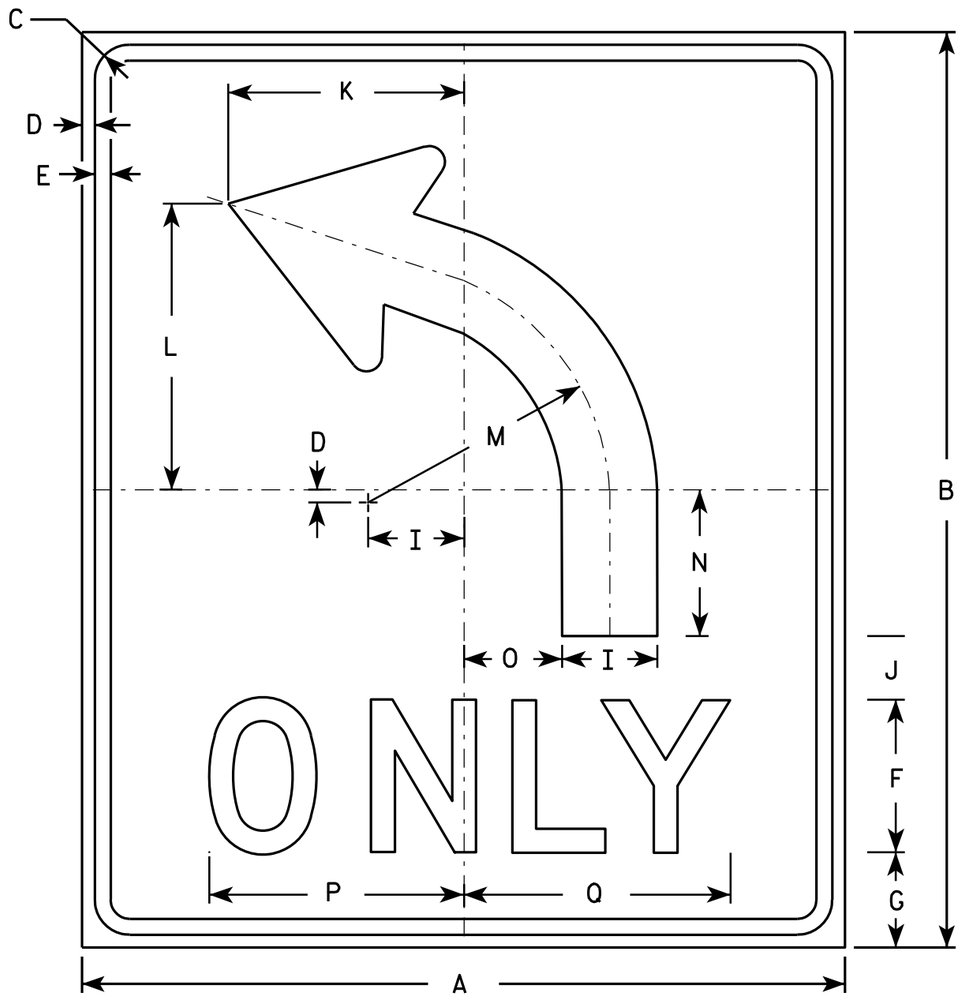
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

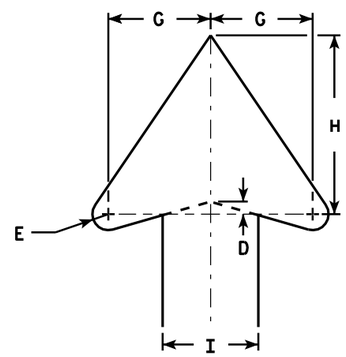
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 346 | E



R3-50L

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. R3-50R is the same as R3-50L except curved portion of arrow points right.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

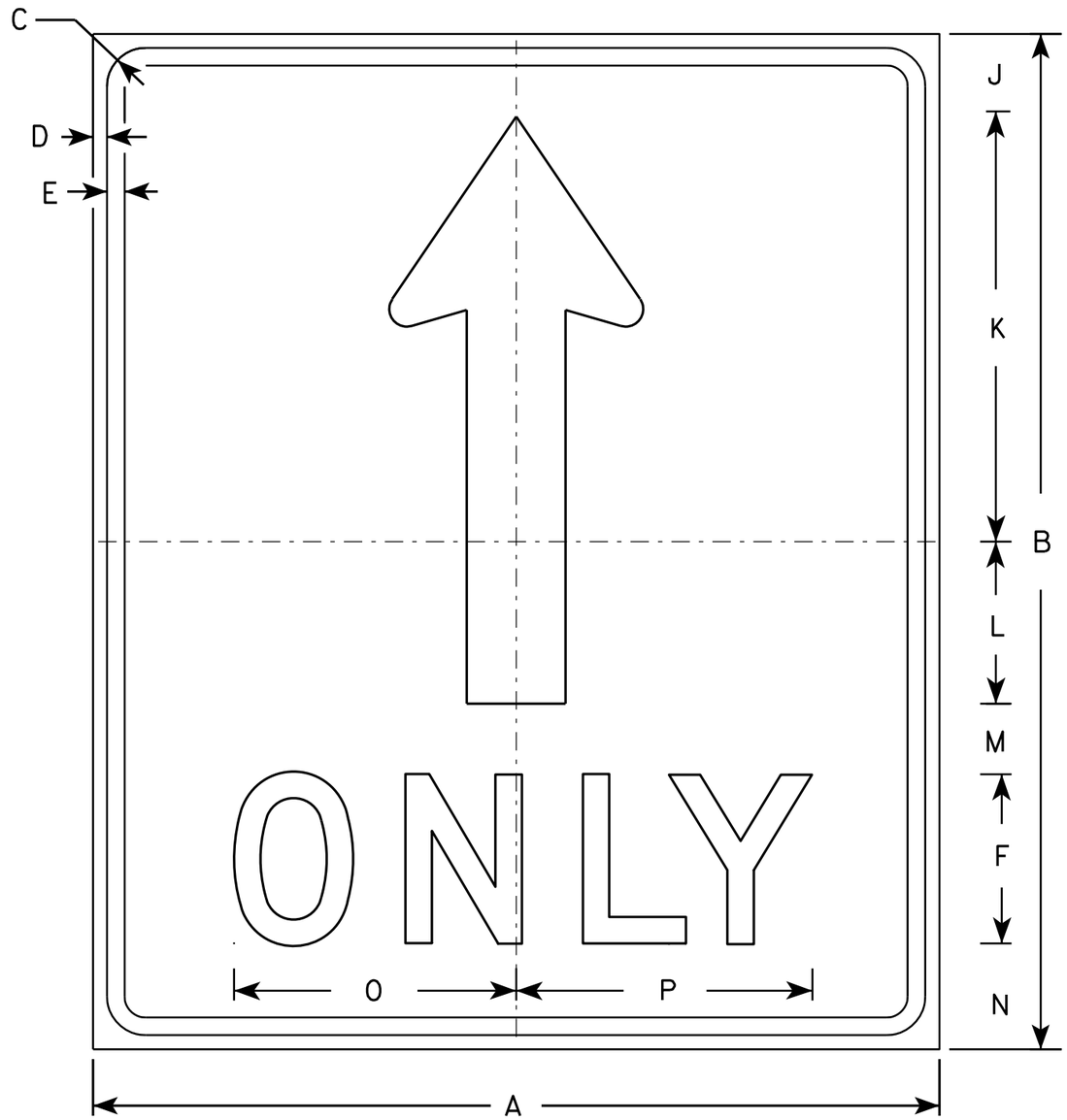
STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

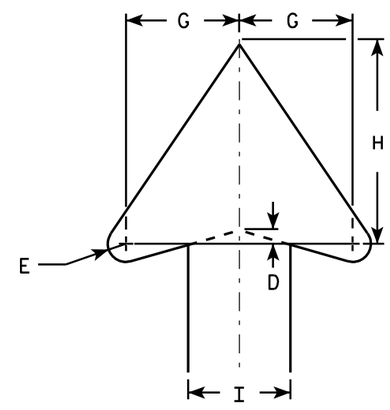
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 347 | E



R3-50A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 1/2	2 3/4	15 1/4	5 3/4	2 1/2	3 3/4	10	10 1/2											7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 1/2	2 3/4	15 1/4	5 3/4	2 1/2	3 3/4	10	10 1/2											7.5
3																											
4																											
5																											

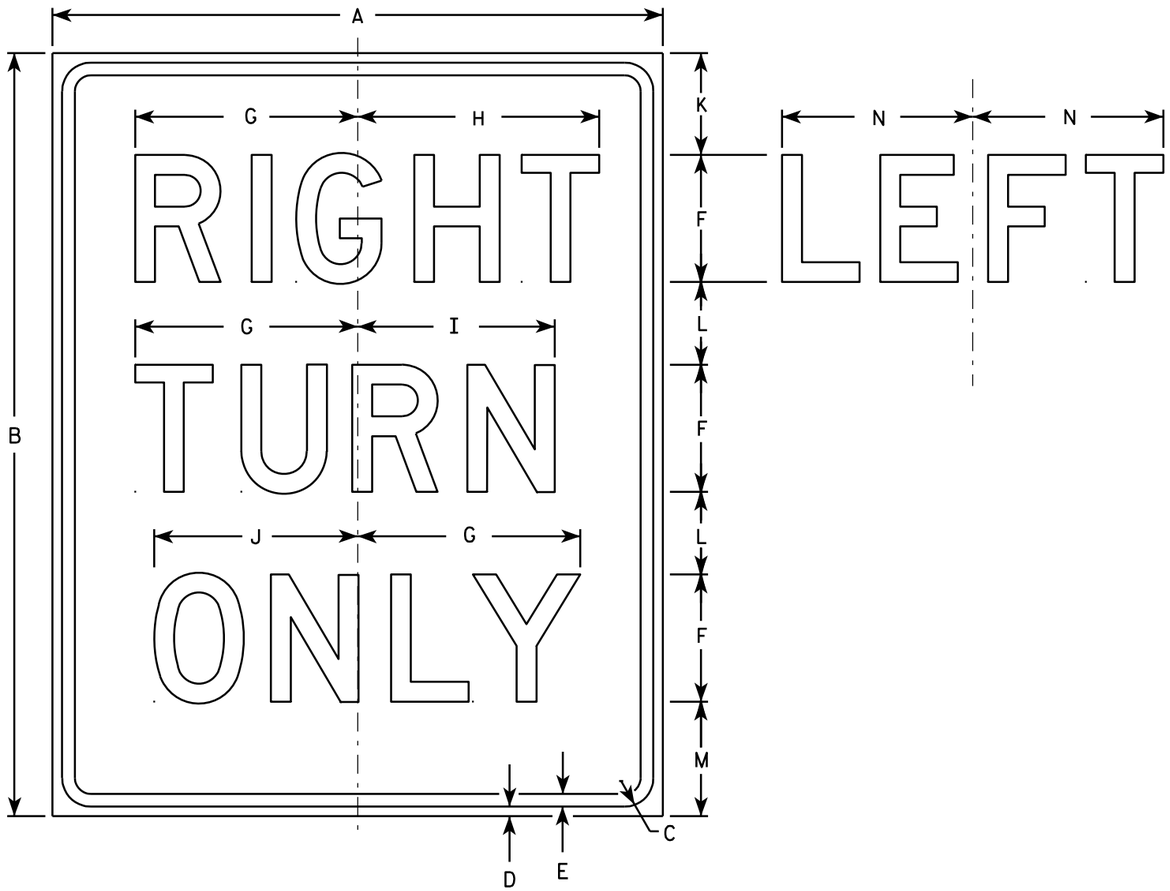
STANDARD SIGN
R3-50A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50A.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 348	E



R3-53R

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. R3-53L same as R3-53R except LEFT is substituted for 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																											
2S	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
2M	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
3	24	30	1 1/8	3/8	1/2	5	8 3/4	9 1/2	7 3/4	8	4	3 1/4	4 1/2	7 1/2													5.0
4																											
5																											

STANDARD SIGN
R3-53

WISCONSIN DEPT OF TRANSPORTATION

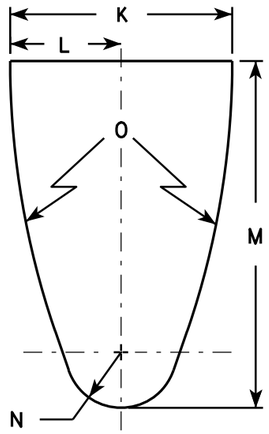
APPROVED Matthew R Rauch
for State Traffic Engineer

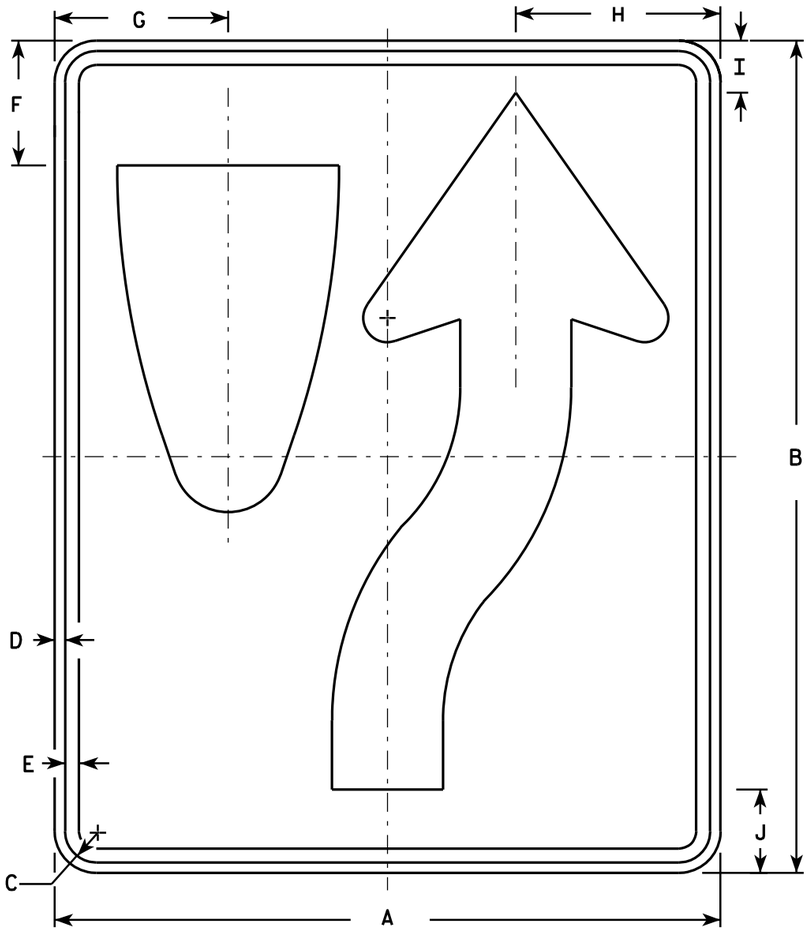
DATE 3/24/2011 PLATE NO. R3-53.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 349 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R353.DGN PLOT DATE : 24-MAR-2011 14:54 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000 WISDOT/CADDS SHEET 42

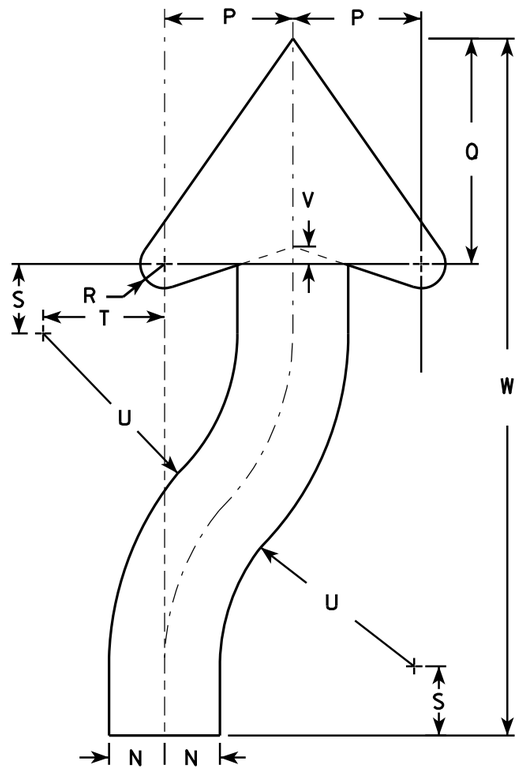




R4-7

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

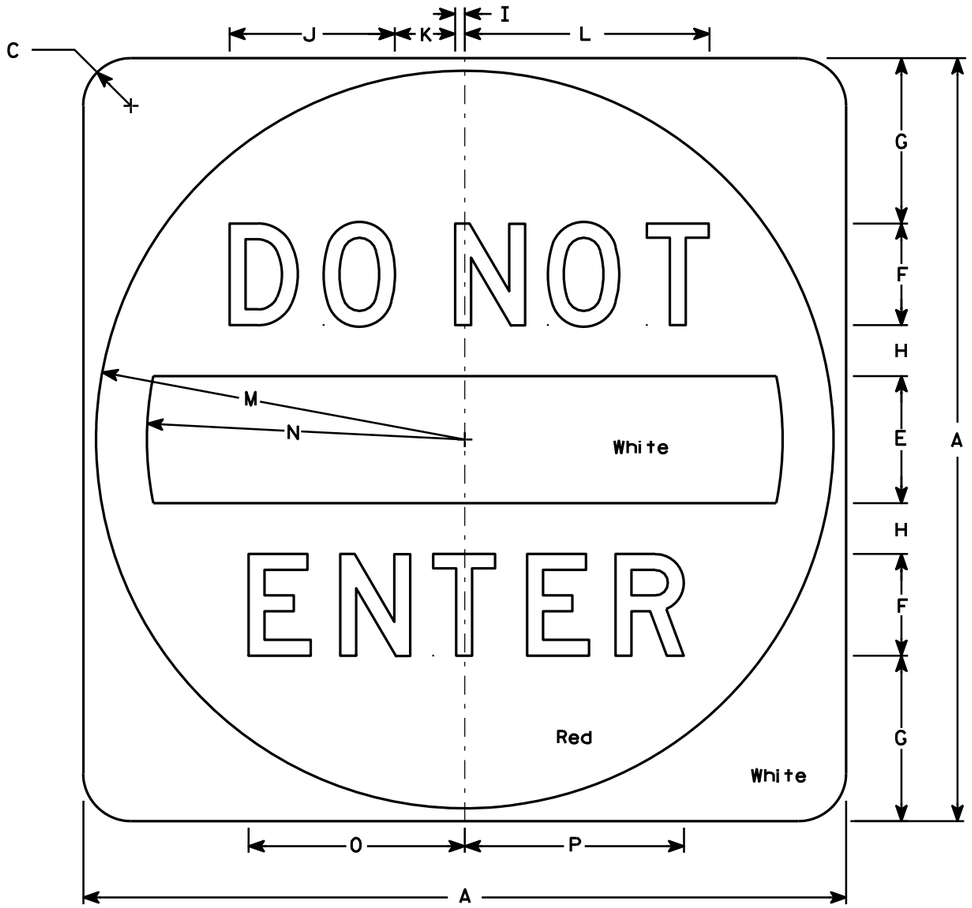
STANDARD SIGN
R4-7 & R4-8

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: 350	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

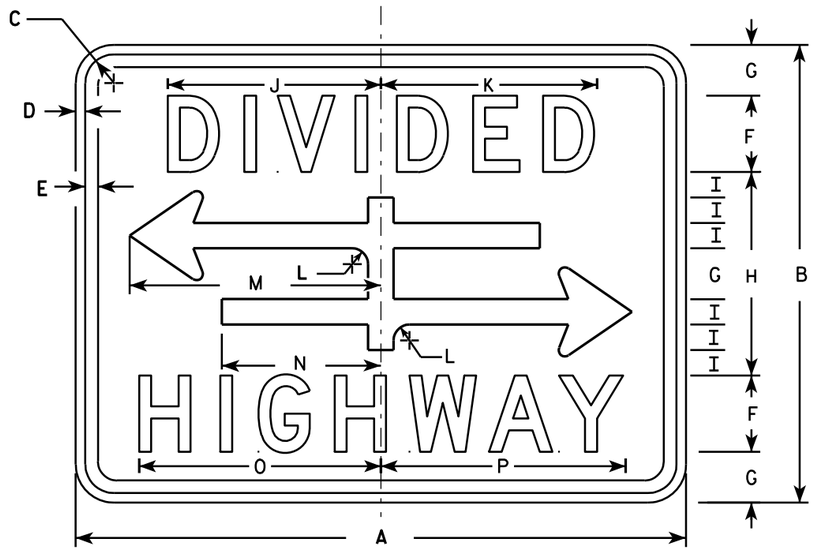
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

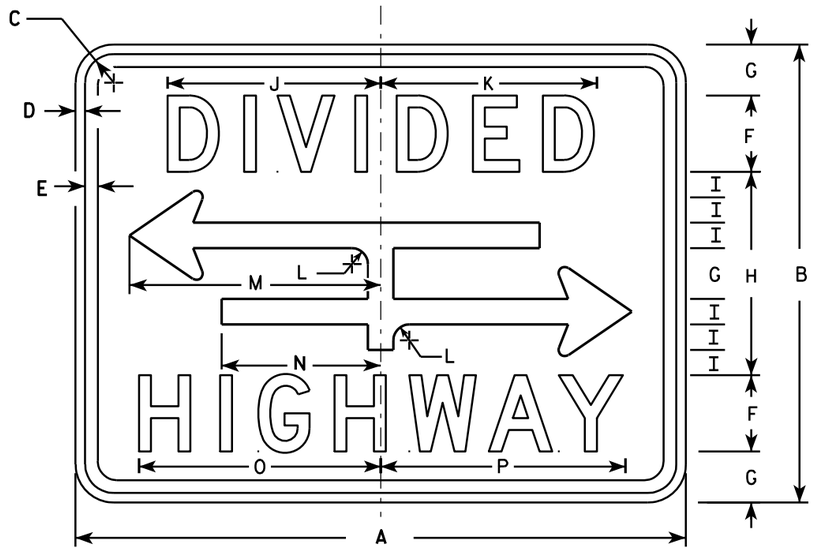
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 351 | E



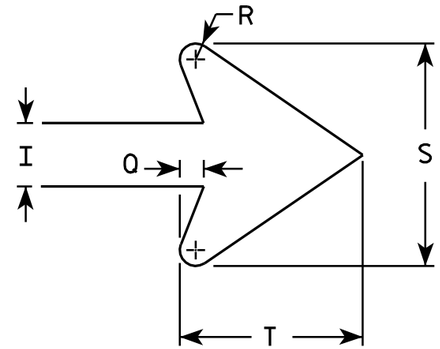
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

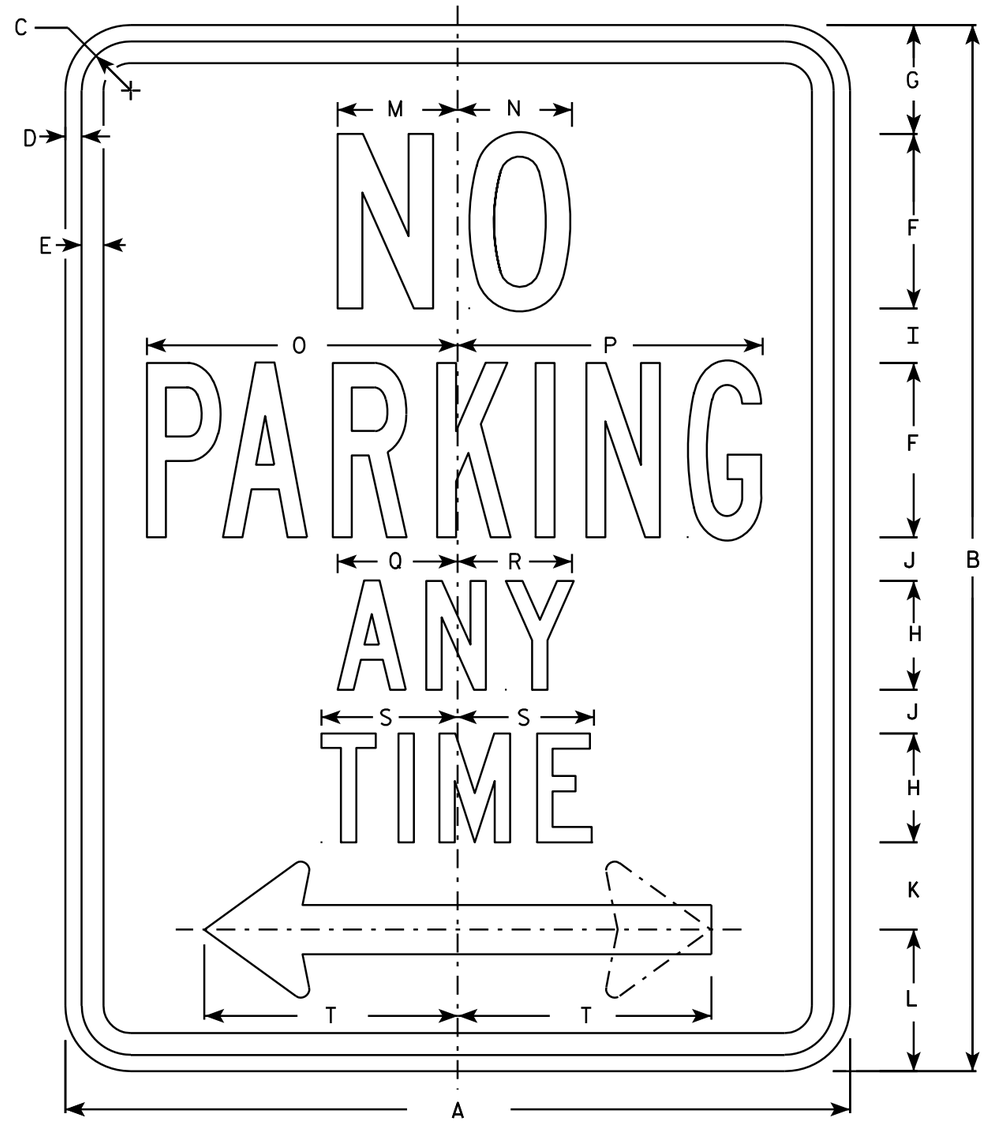
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

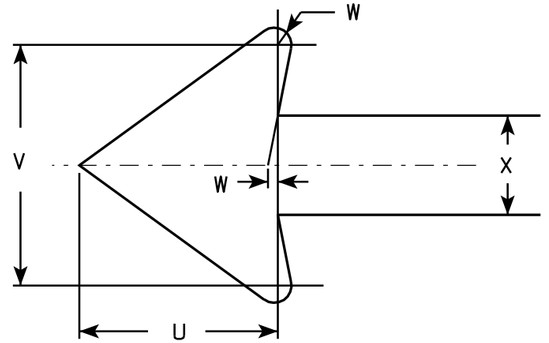
SHEET NO: 352 E



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

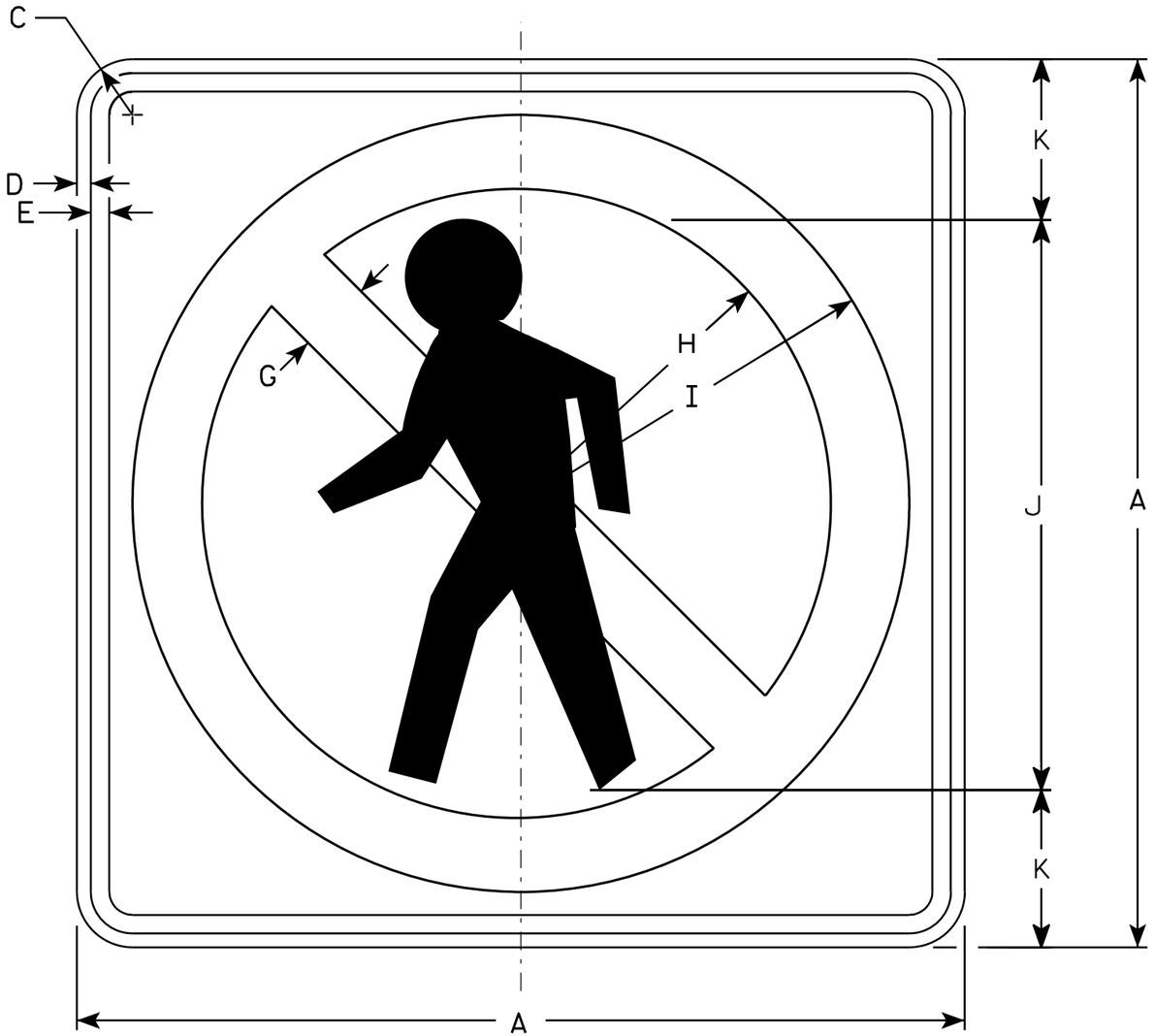
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 353	E



R9-3A

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 & Pedistrian are non-reflective black. 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	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

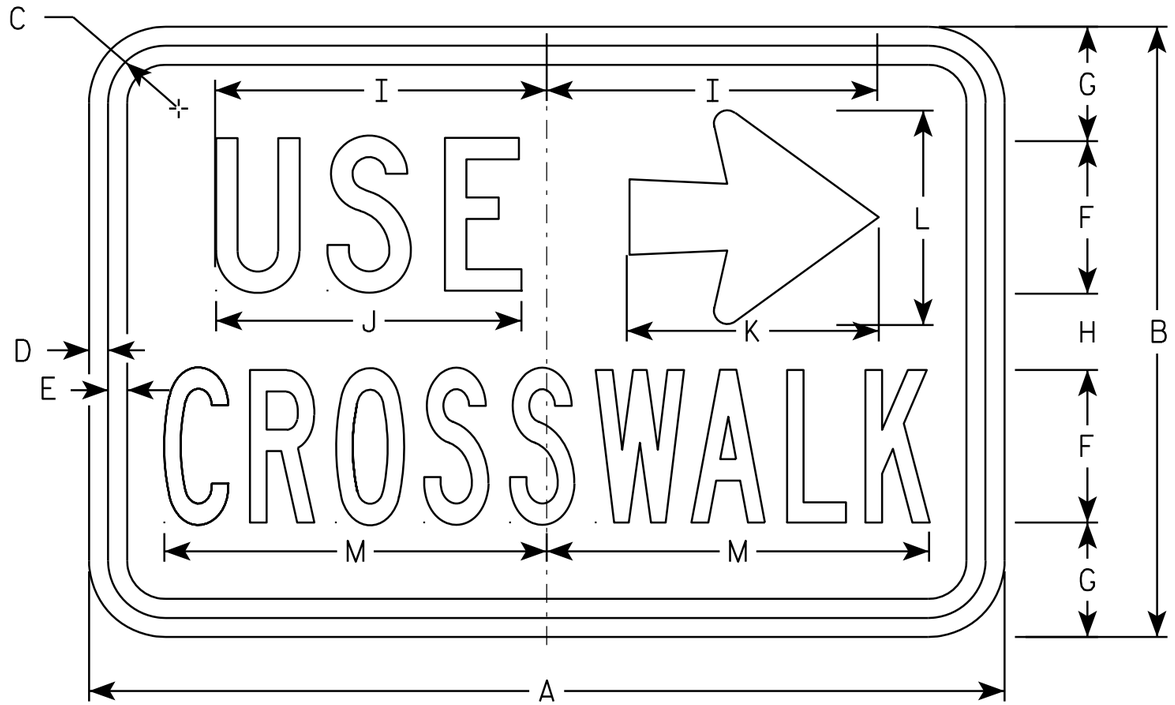
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 354 | E



R9-3BR

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 Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

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	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

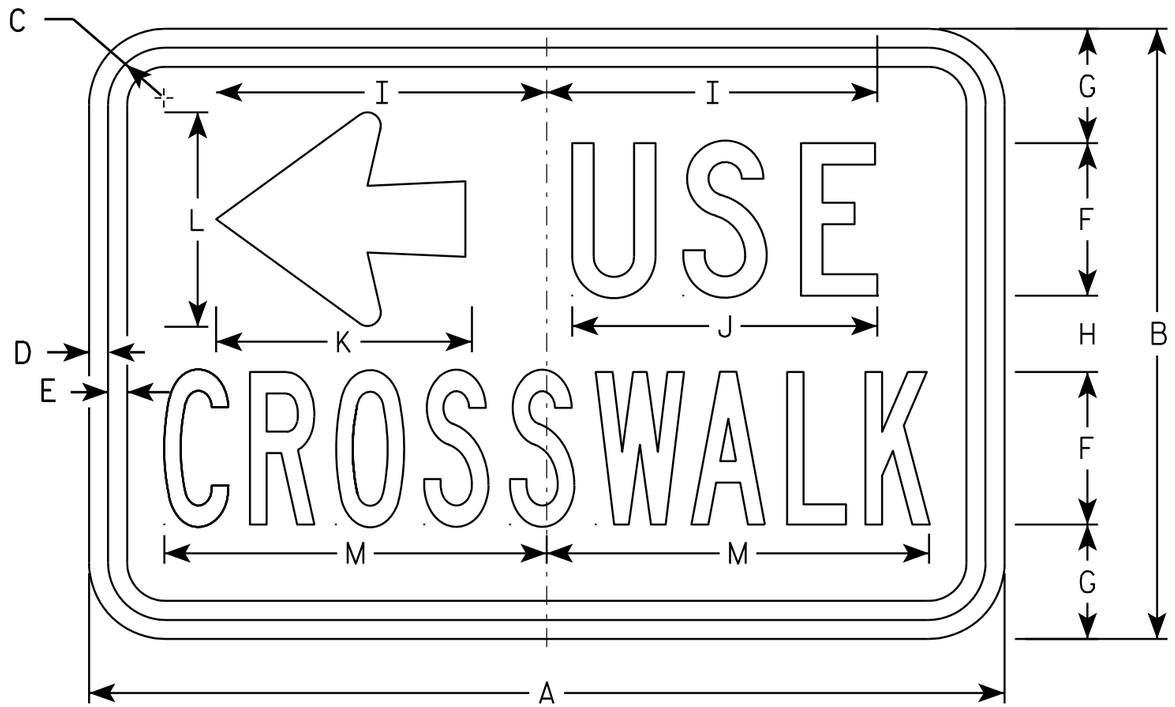
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 355 | E



R9-3BL

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 Line 1, Series B Line 2
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	
2	450 mm X 300 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5	0.14
3																												
4																												
5																												

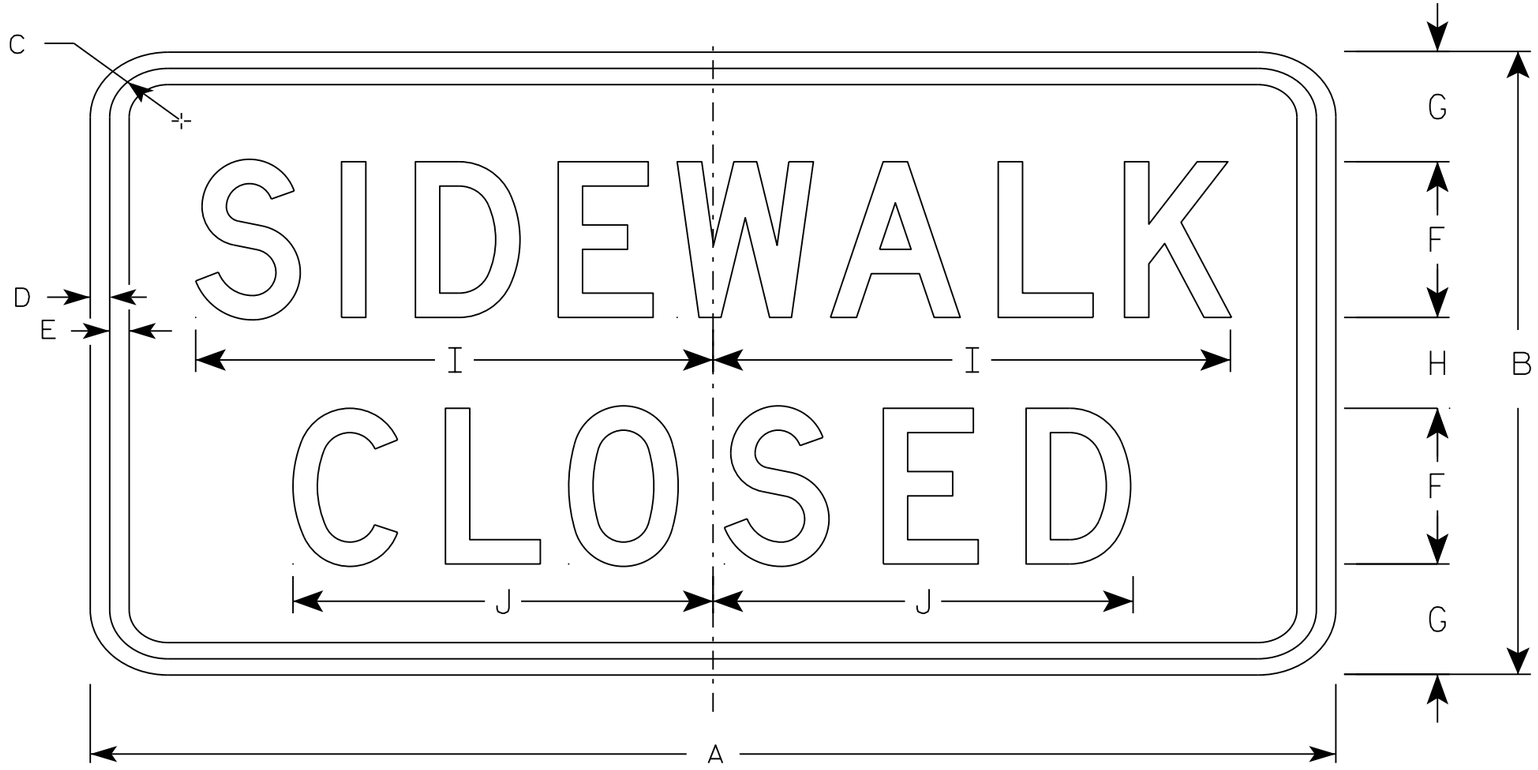
STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/05/09 PLATE NO. R9-3BL.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 | E



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.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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

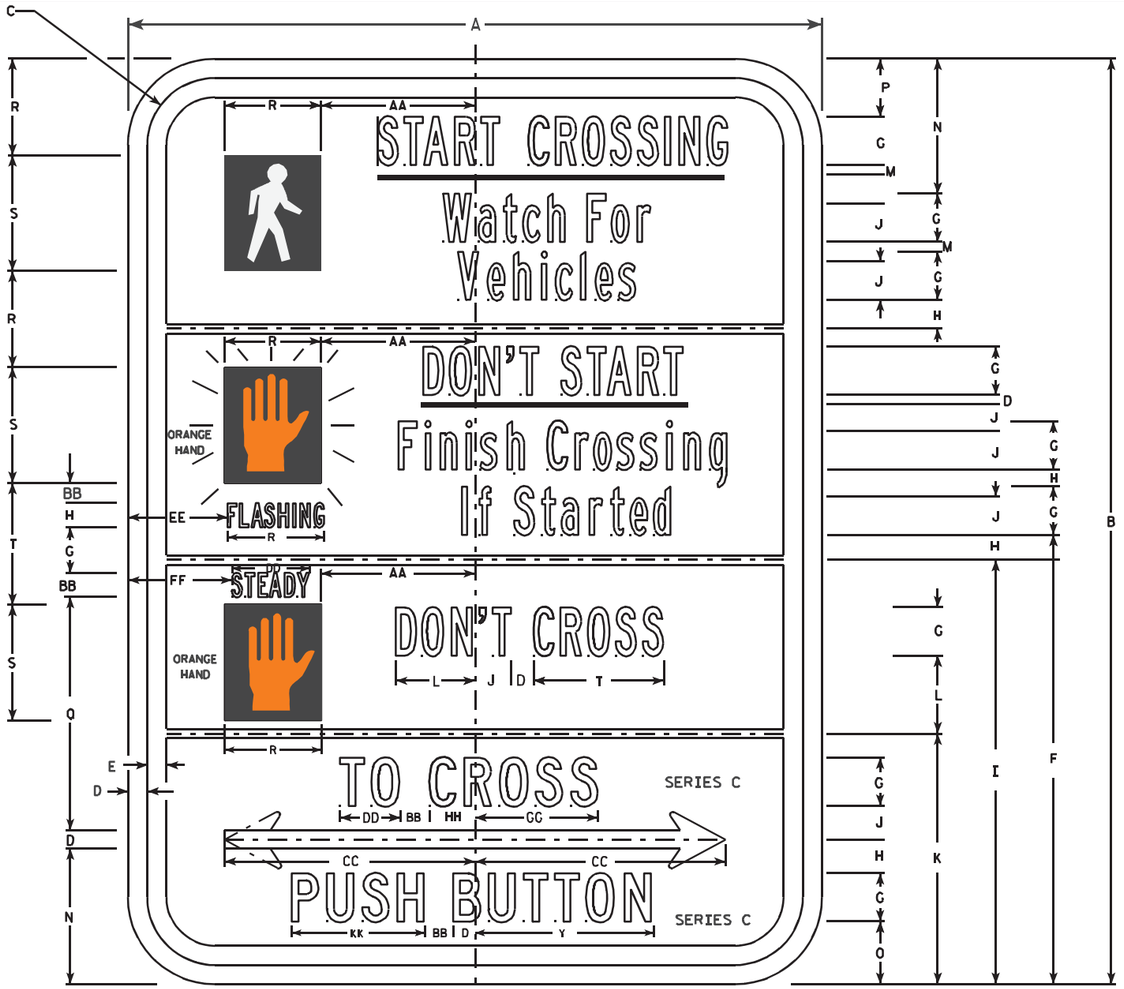
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 357 R9-9.6

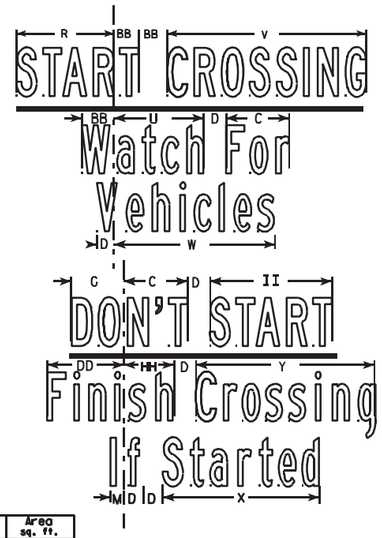
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK except Hand Symbol which is Orange with black background.
3. Message Series - B or as noted on the sign.
4. R10-3BR (right arrow)
   R10-3BL (left arrow)
   R10-3BD (double arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	9	1/2	1/8	1/8	4 1/4	1/2	1/8	4 1/8	3/8	2 3/8	7/8	1/8	1 3/8	5/8	5/8	2 1/4	7/8	1 1/8	1 1/4	3/4	1 3/4	1 5/8	1 3/8	1 1/2	5/8	0.38
2S	9	12	7/8	1/4	1/4	5 7/8	5/8	3/8	5 1/2	1/2	3 1/4	1	1/8	1 3/4	7/8	3/4	3	1 1/4	1 1/2	1 5/8	1 1/8	2 5/8	2 1/8	2	2 3/8	1 3/8	0.75
2M	9	12	7/8	1/4	1/4	5 7/8	5/8	3/8	5 1/2	1/2	3 1/4	1	1/8	1 3/4	7/8	3/4	3	1 1/4	1 1/2	1 5/8	1 1/8	2 5/8	2 1/8	2	2 3/8	1 3/8	0.75
3																											
4																											
5																											

SIZE	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ	Area sq. ft.
1	1 1/2	1/4	2 1/4	5/8	5/8	5/8	1 1/8	3/8	1	1/2	1 1/8																
2S	2	3/8	3 1/4	1	1 1/4	1 3/8	1 5/8	5/8	1 5/8	3/4	1 3/4																
2M	2	3/8	3 1/4	1	1 1/4	1 3/8	1 5/8	5/8	1 5/8	3/4	1 3/4																
3																											
4																											
5																											

STANDARD SIGN
R10-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/11 PLATE NO. R10-3B.2

PROJECT NO:

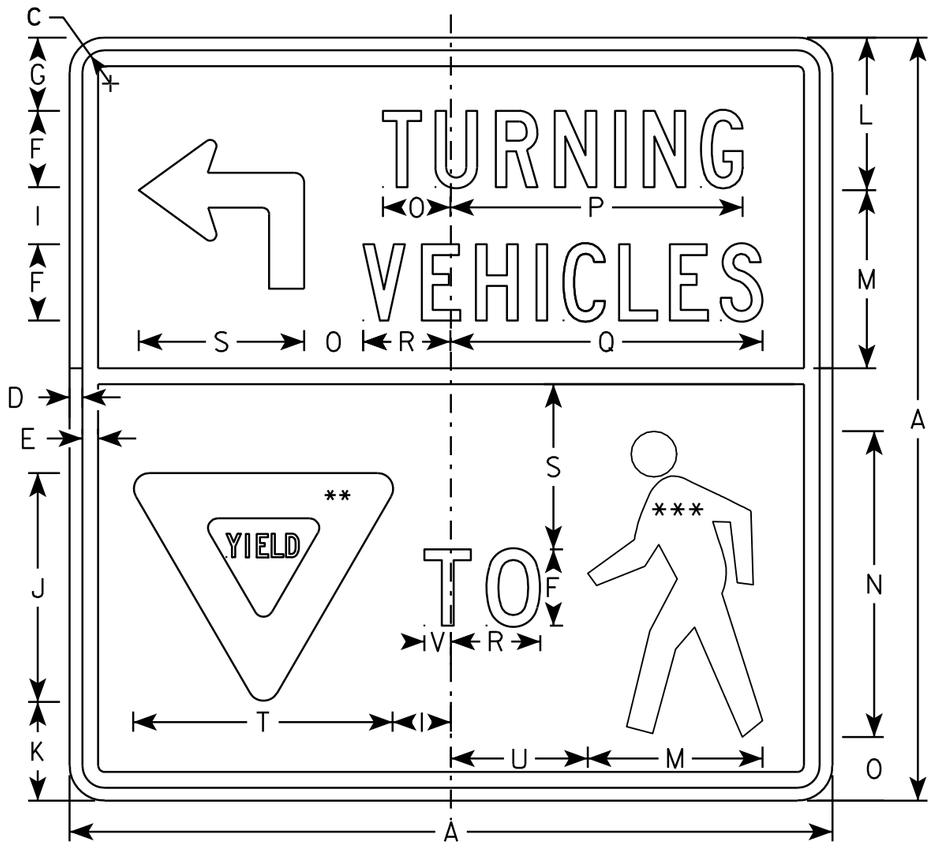
SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R103B.DGN PLOT DATE : 12-APR-2011 15:28 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



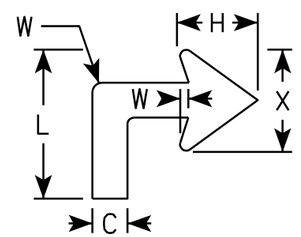
R10-15L

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Half- Yellow
   Bottom Half - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - C except "TO" Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 3/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

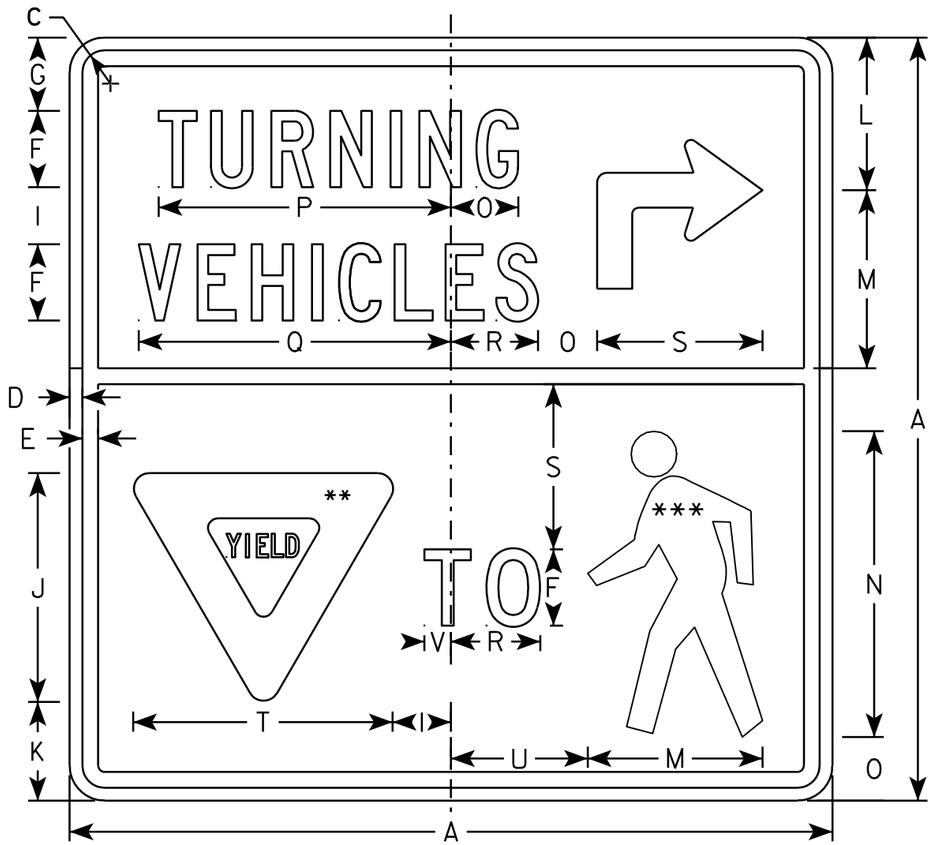
STANDARD SIGN
R10-15L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/2/10 PLATE NO. R10-15L.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 359	E



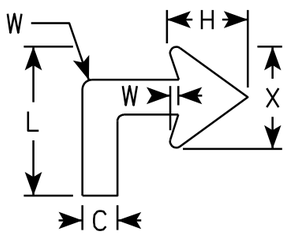
R10-15R

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Half- Yellow
   Bottom Half - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - C except "TO" Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 3/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

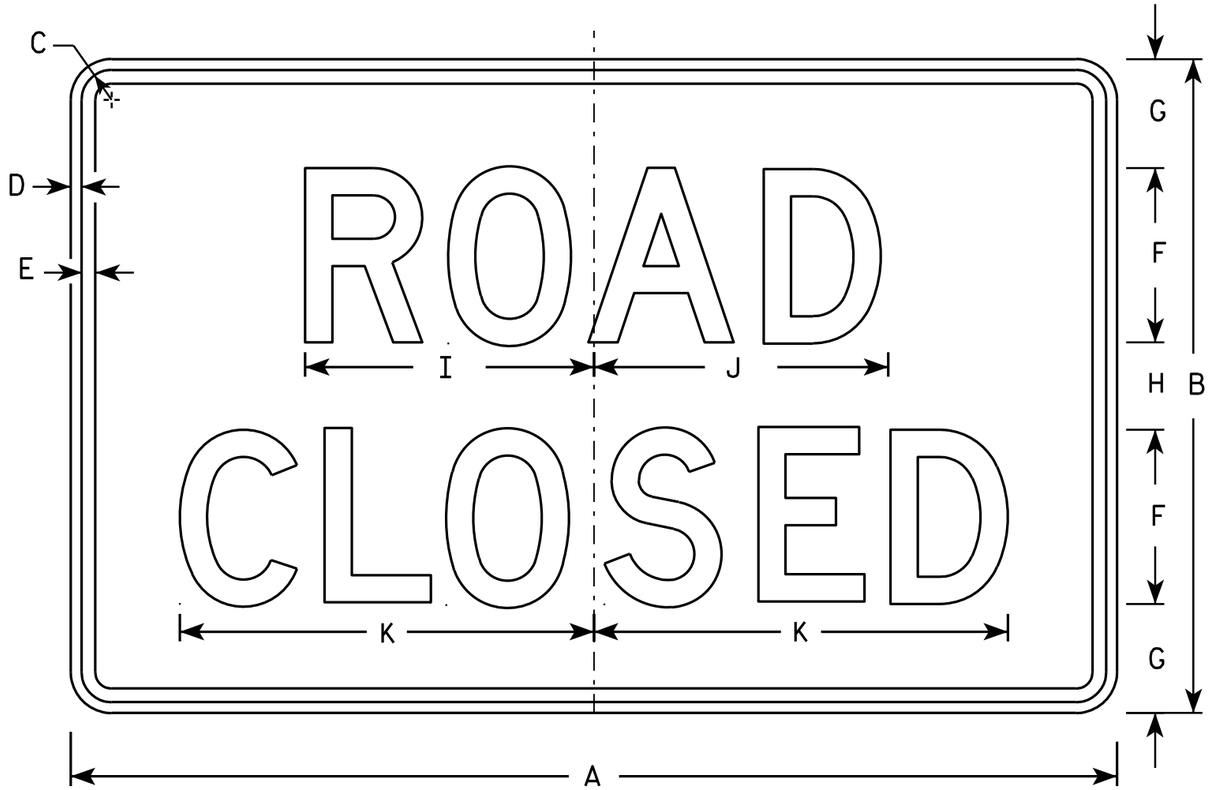
STANDARD SIGN
R10-15R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/2/10 PLATE NO. R10-15R.1

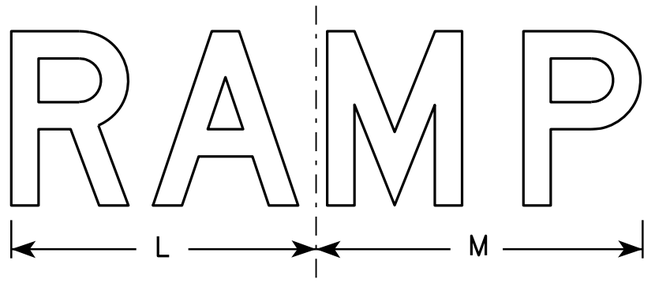
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E



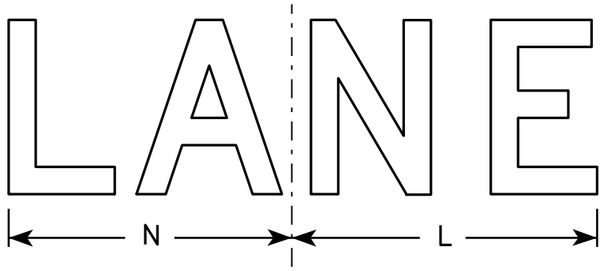
R11-2

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

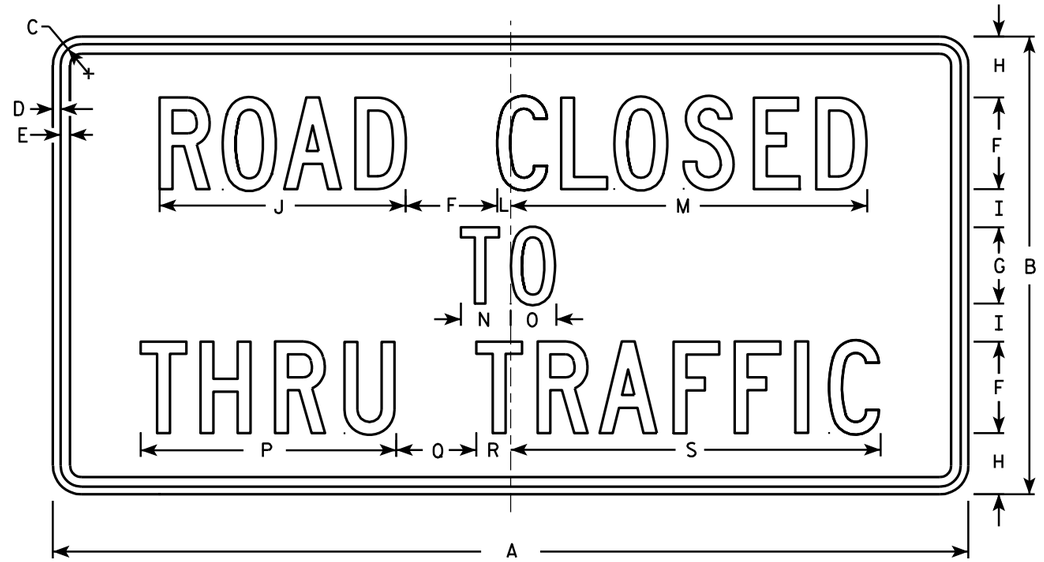
STANDARD SIGN
R11-2

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: 361 | E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

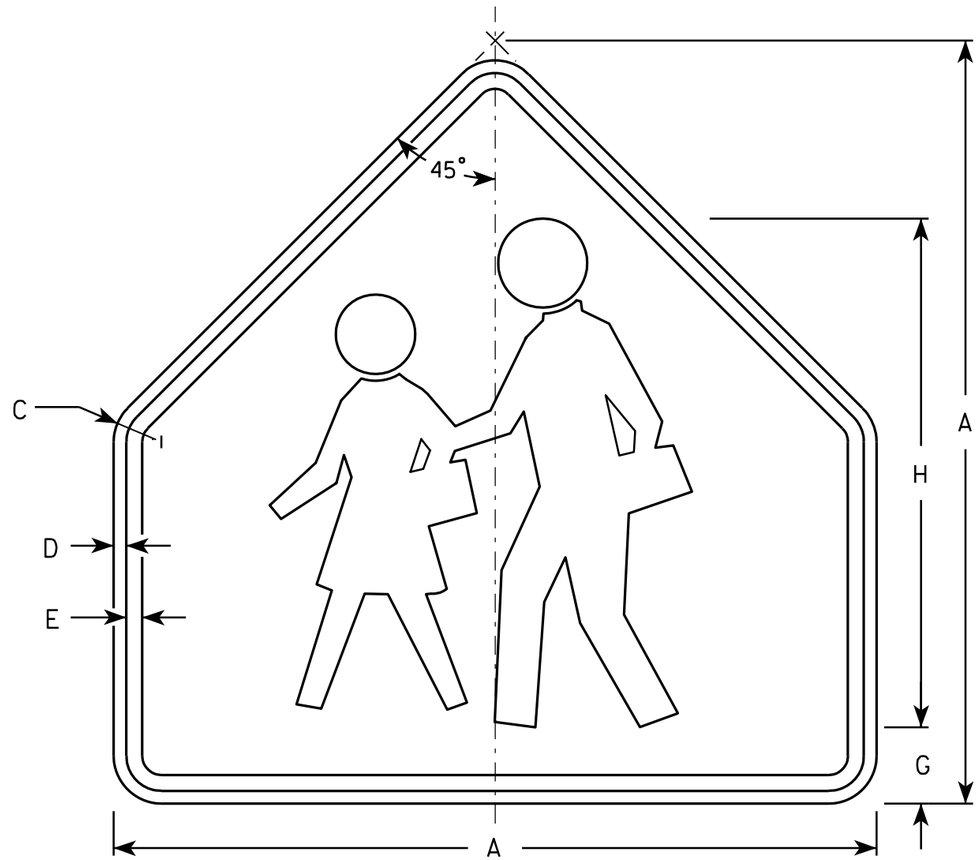
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 362 | E



S1-1

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-Green
   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		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

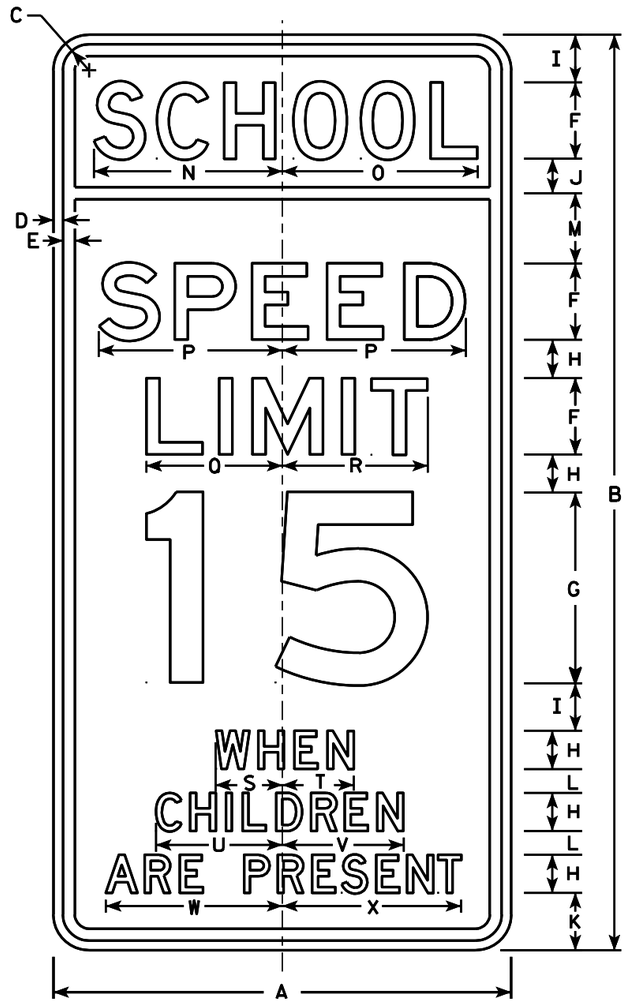
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 363	E



S4-51

NOTES

1. Sign is Type II - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. (See note 5).
2. Color:
   Background - See note 5
   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. Top panel (SCHOOL) background - Yellow Green -Type F Reflective.
   Lower panel background - White -Type H Reflective.
6. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
7. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 1200 mm
3	900 mm X 1800 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00	0.72
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00	1.62
4																												
5																												

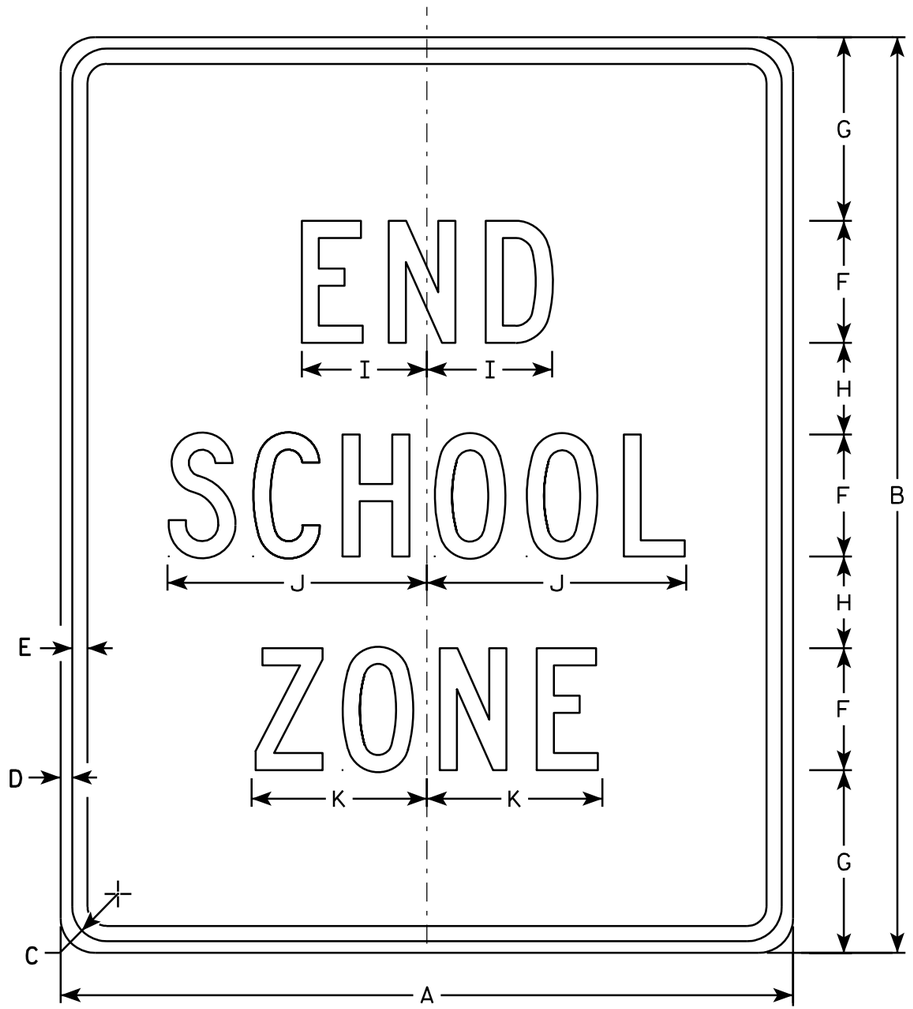
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/10 PLATE NO. S4-51.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 364	E



S5-2

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 - 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																											
2	24	30	1 1/8	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 5/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

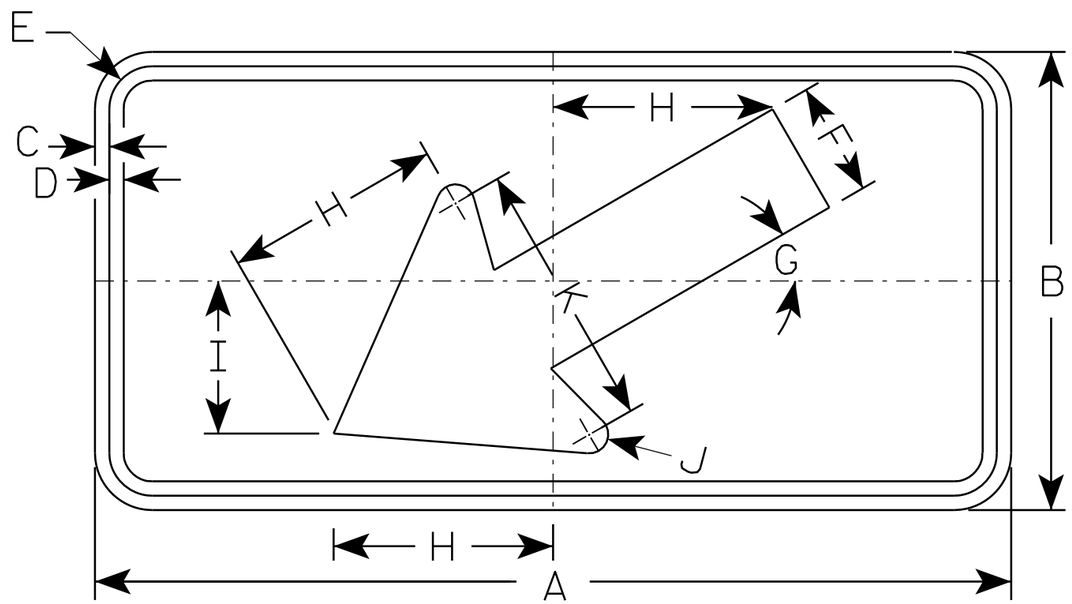
STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 365 | E



S16-7L

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-Green
   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. S16-7R are the same as S16-7L 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	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

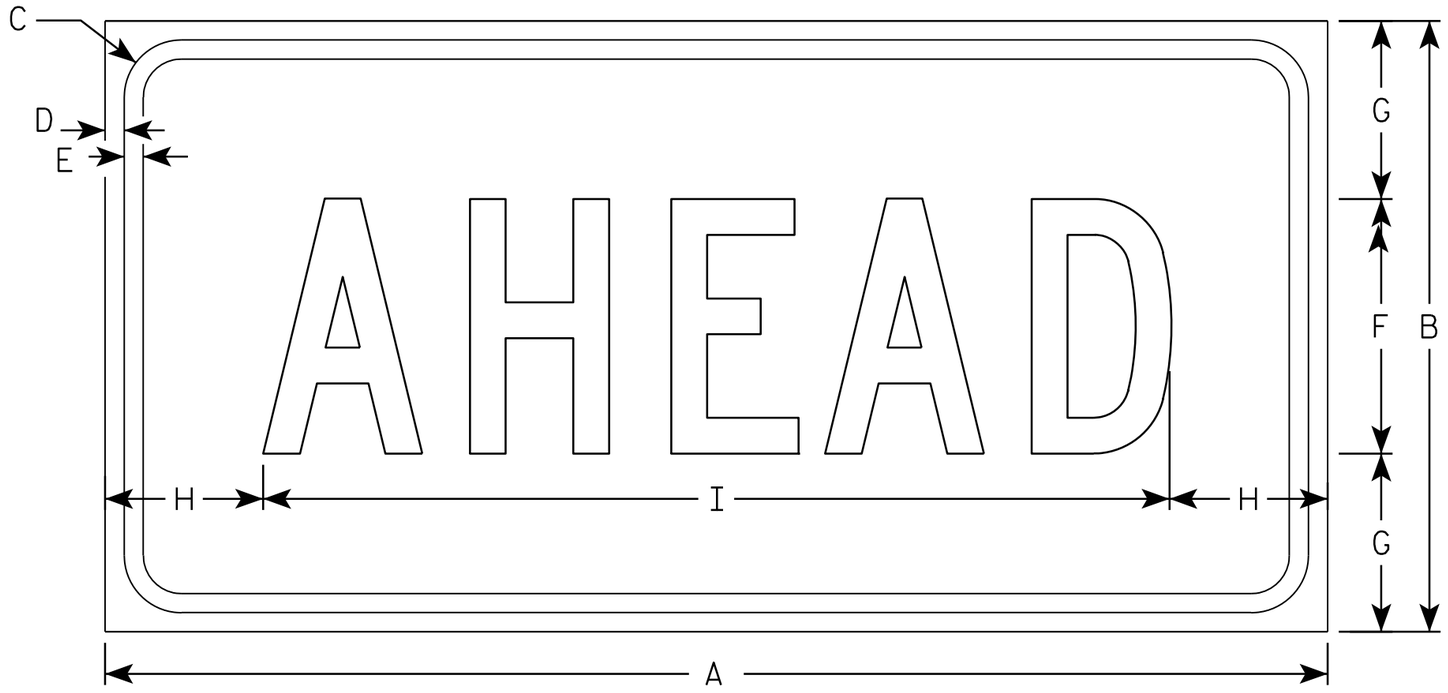
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 366 | E



S16-9P

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-Green
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

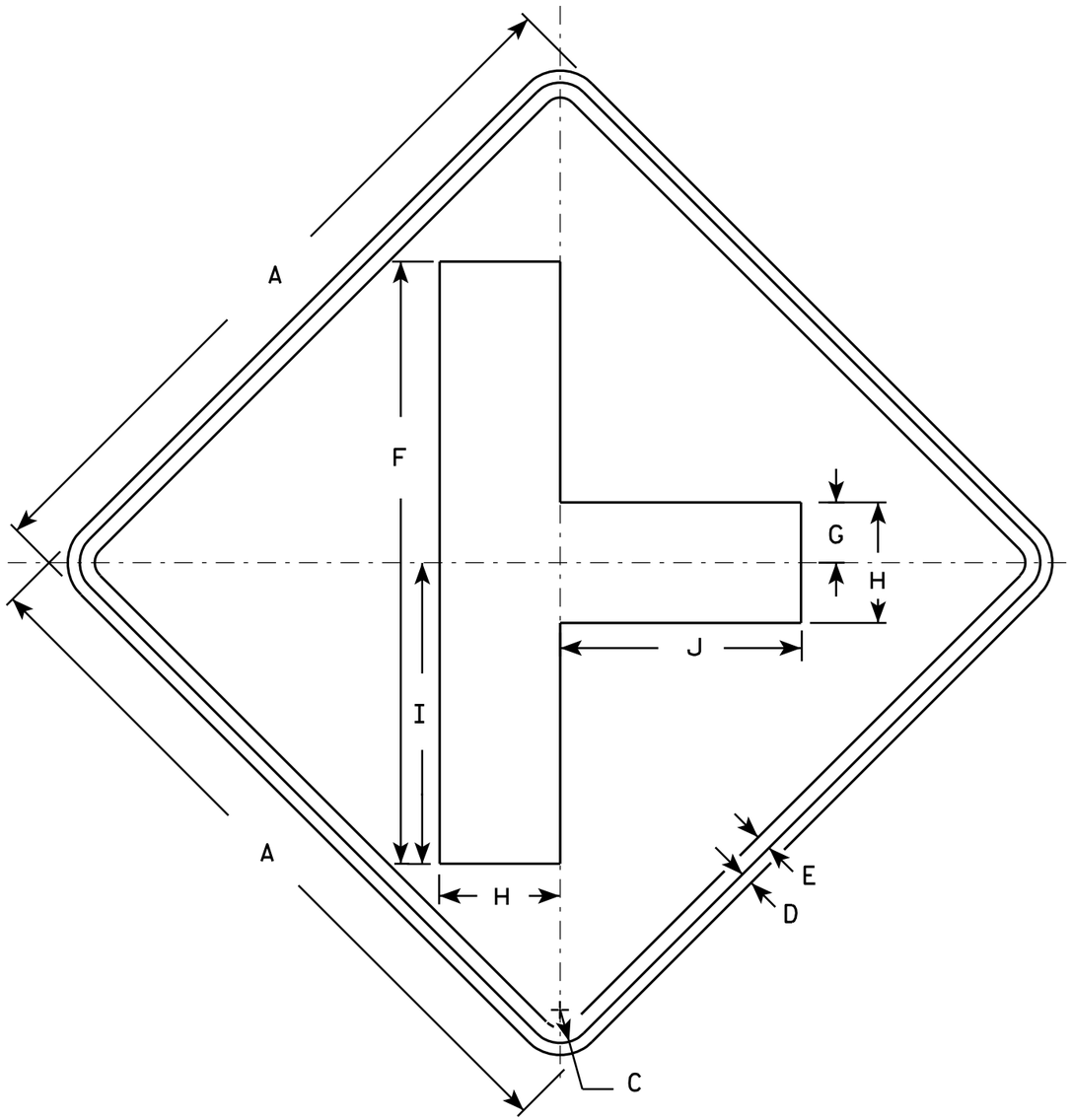
STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 367 | 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																											

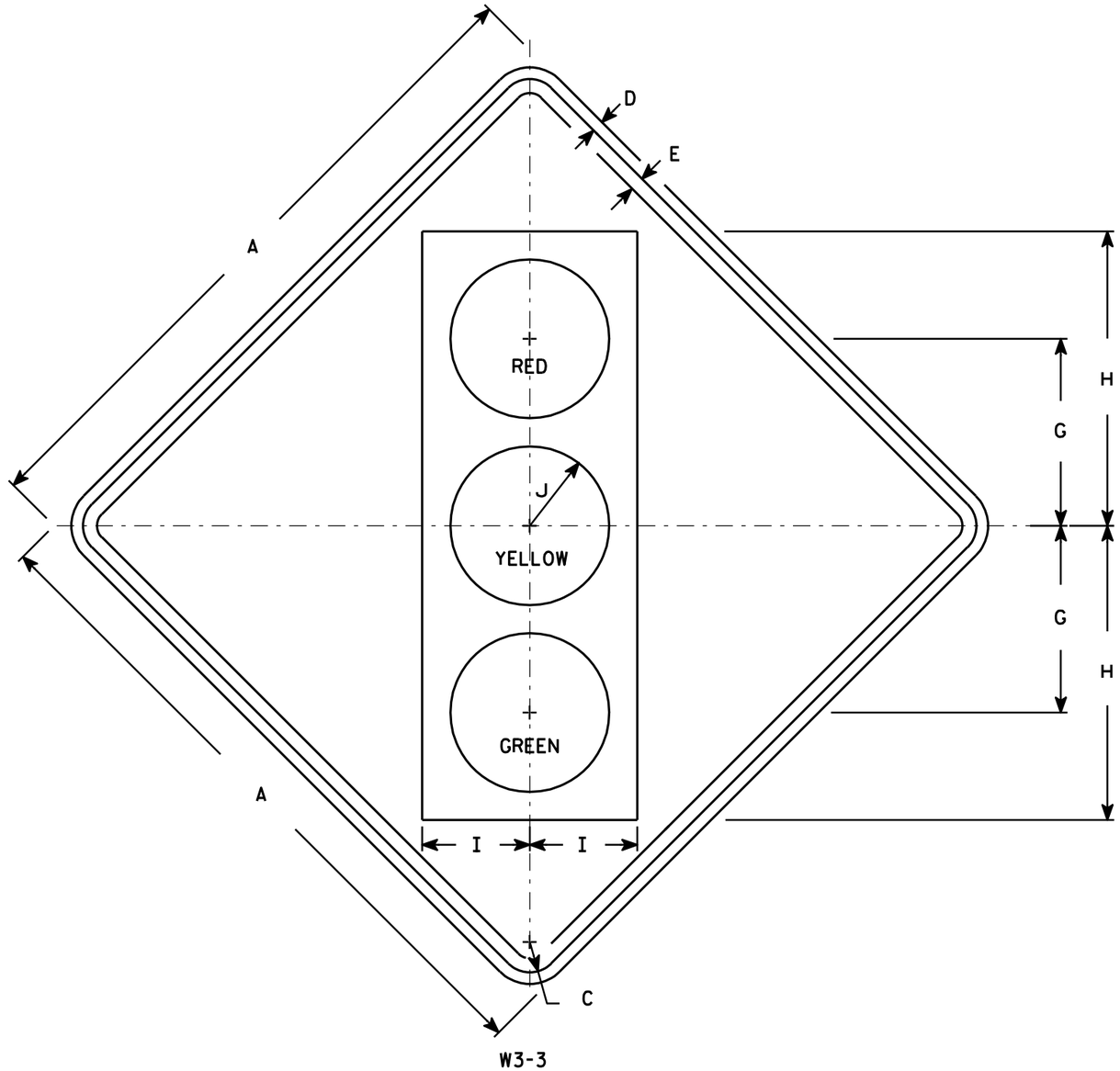
STANDARD SIGN
W2-2

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: 368 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

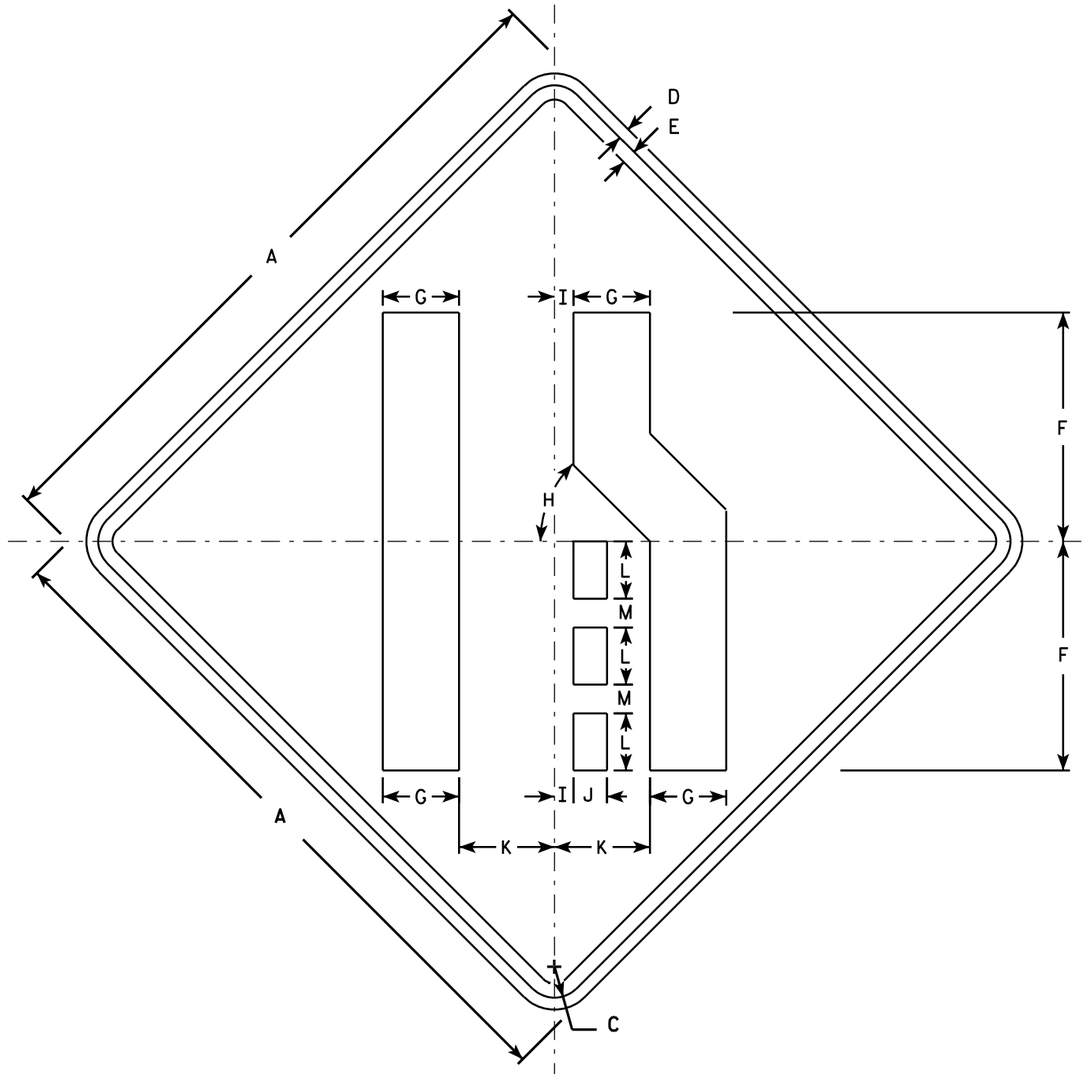
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 369 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000
WISDOT/CADDS SHEET 42



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R 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	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
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
W4-2

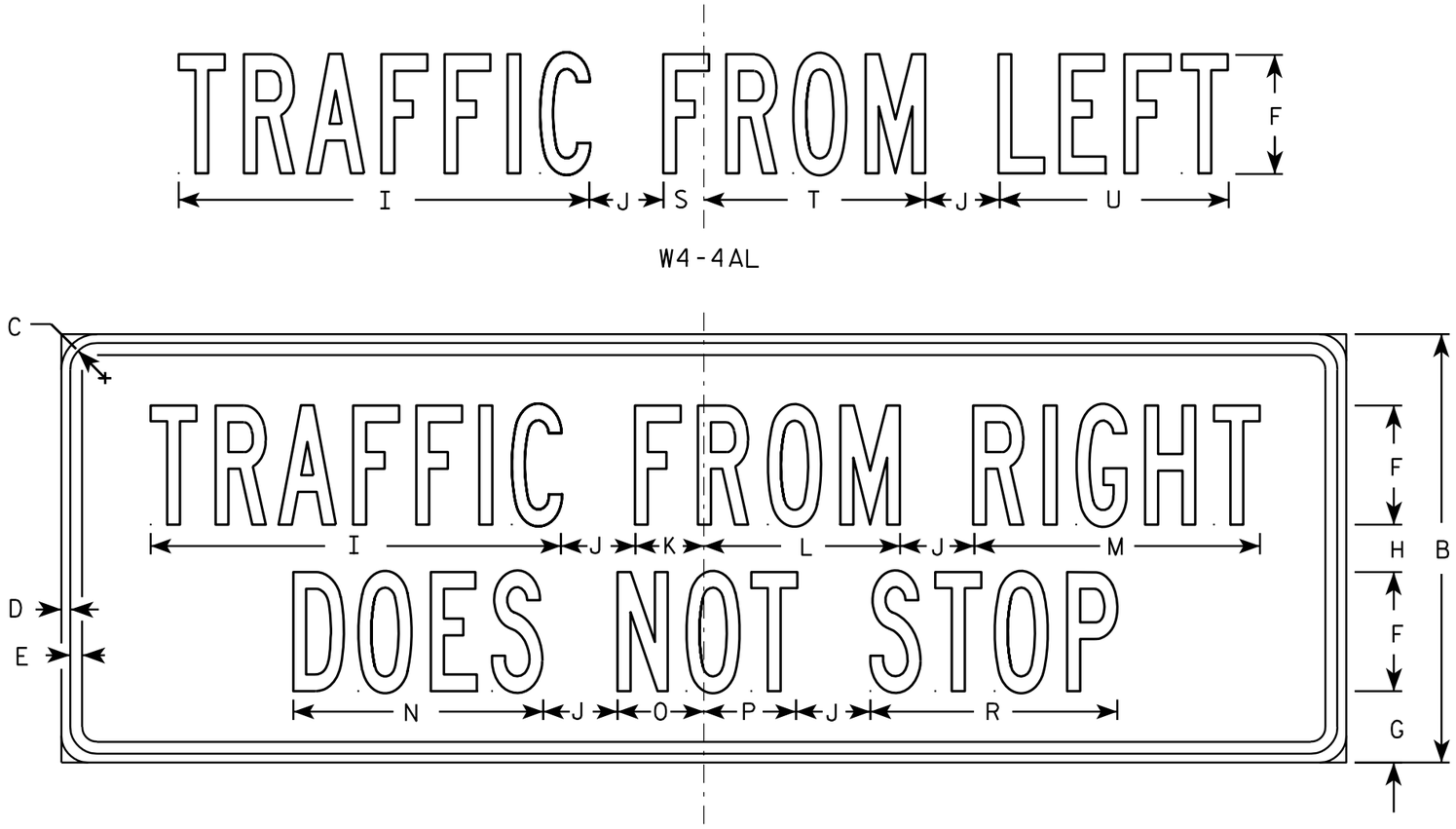
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 370 E



W4-4AL

W4-4AR

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
2M	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	13 7/8	2 3/8	2 1/8	6 3/4	9 3/4	8 3/8	2 3/4	3 3/8		8 3/8	1 1/8	7 3/4	7 3/4						4.4
4	54	18	1 1/8	3/8	1/2	5	3	2	17 1/4	3 1/8	2 7/8	8 1/4	12	10 1/2	3 5/8	3 7/8		10 3/8	1 3/4	9 3/8	9 5/8						6.8
5																											

STANDARD SIGN
W4-4AL & W4-4AR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 371 | E



W4-4B

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
2M	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	16 7/8	5/8	2 3/8	13 7/8	8 3/8	3	3 1/8	8 3/8											4.17
4	48	18	1 1/8	3/8	1/2	5	3	2	21	5/8	3 1/8	17 1/4	10 1/2	3 5/8	3 7/8	10 3/8											6.0
5																											

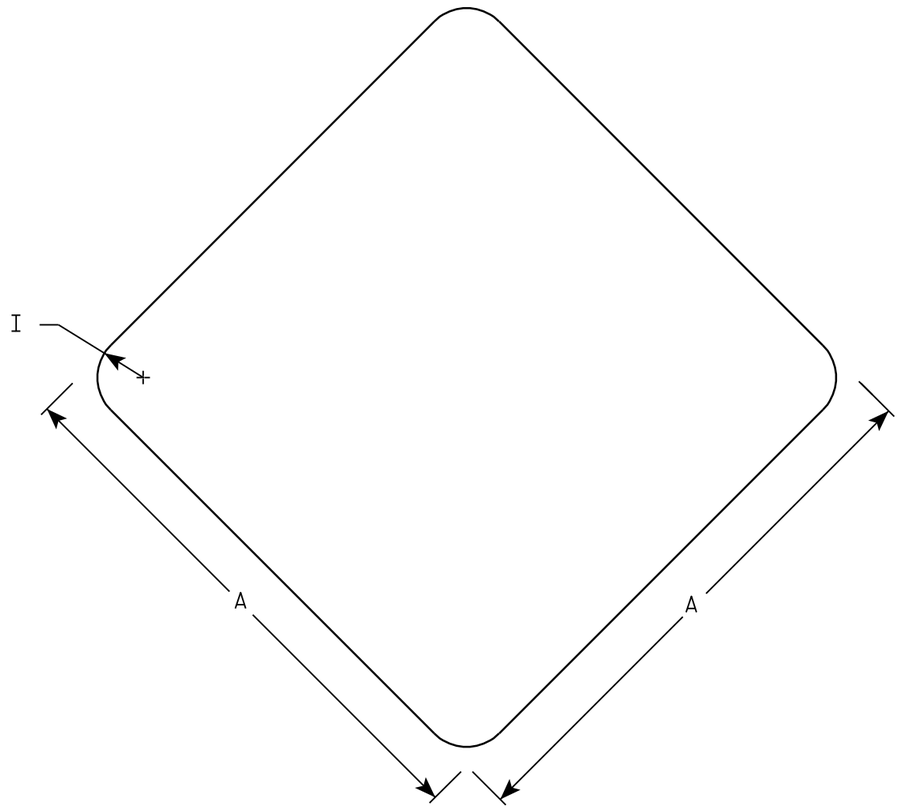
STANDARD SIGN
W4-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 372	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																											

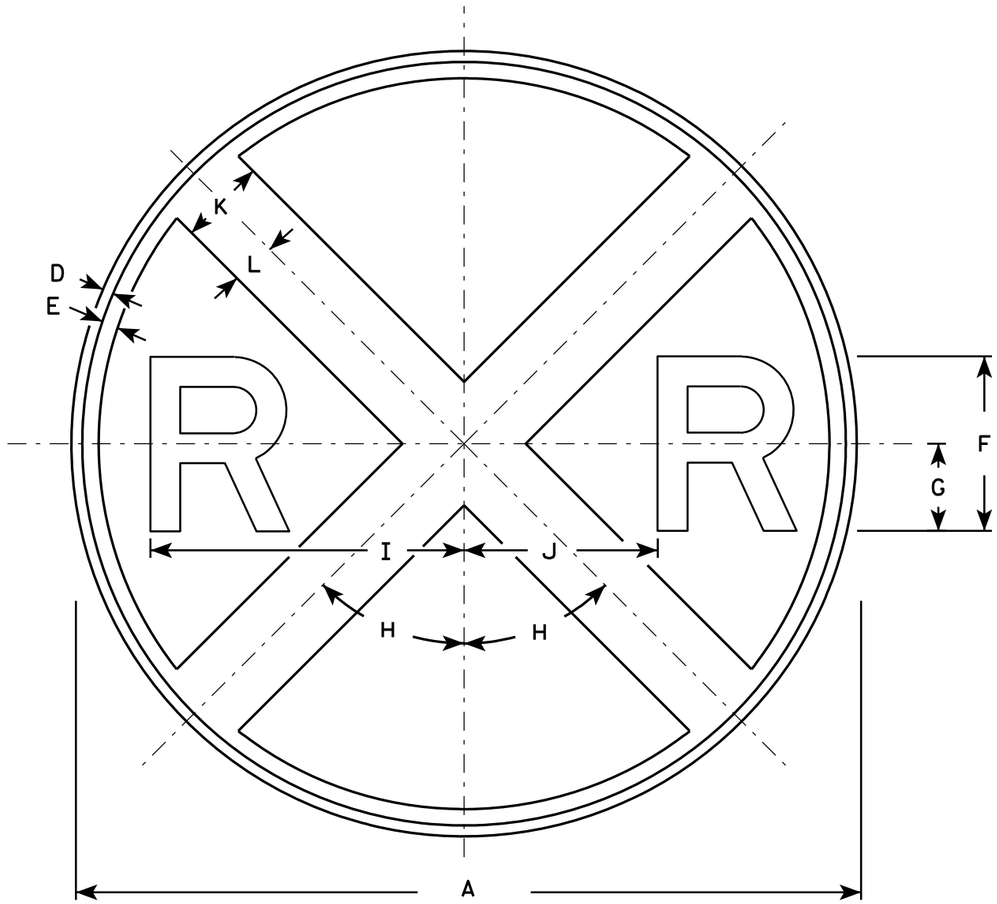
STANDARD SIGN
W5-54

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: 373 | 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																											

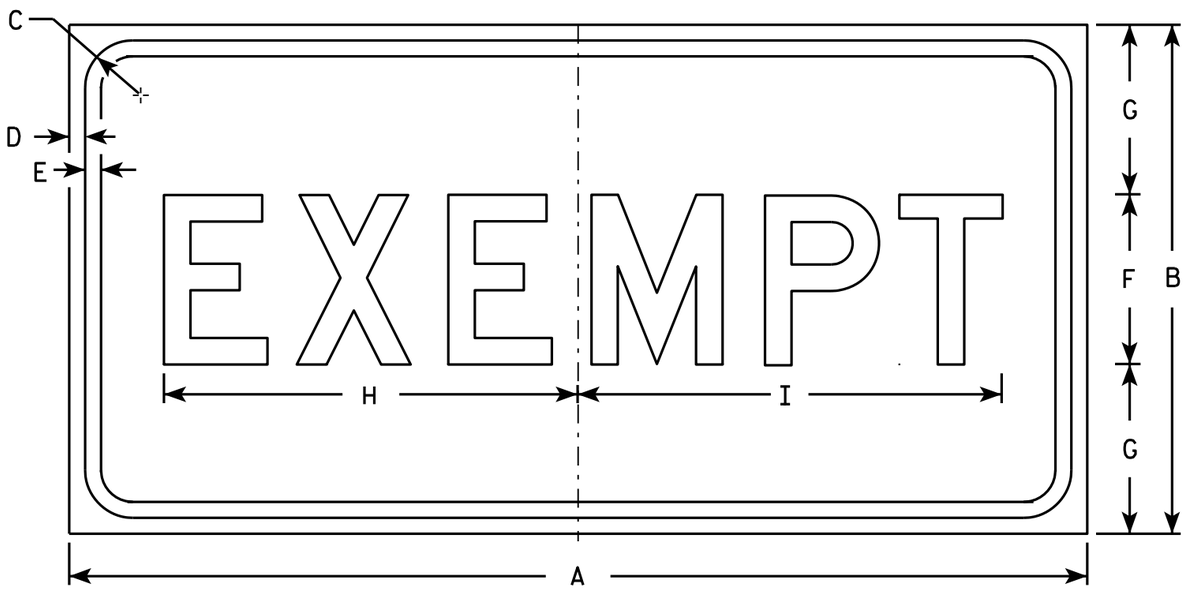
STANDARD SIGN
W10-1

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: 374	E



R15-3
and
W10-1A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 5
   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. Background - R15-3 is White Type H Reflective
   W10-1A is 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																											
2S	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
2M	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
3																											
4																											
5																											

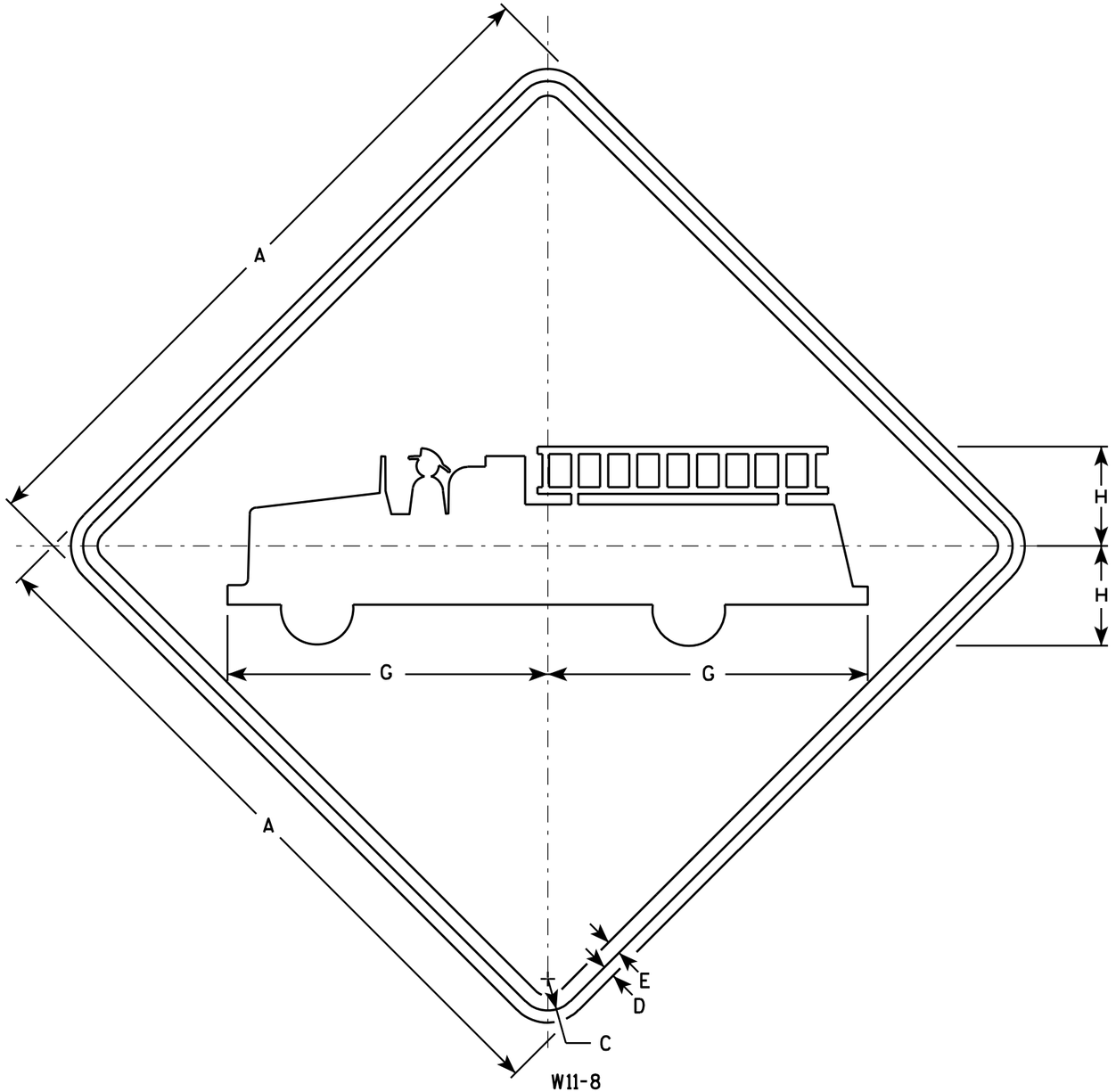
STANDARD SIGN
R15-3 & W10-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. R15-3.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 375	E



W11-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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		11	3 3/8																			4.0
2S	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
2M	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
3	36		1 5/8	5/8	3/4		16 1/2	5 1/4																			9.0
4	48		2 1/4	3/4	1		22	7																			16.0
5																											

STANDARD SIGN
W11-8

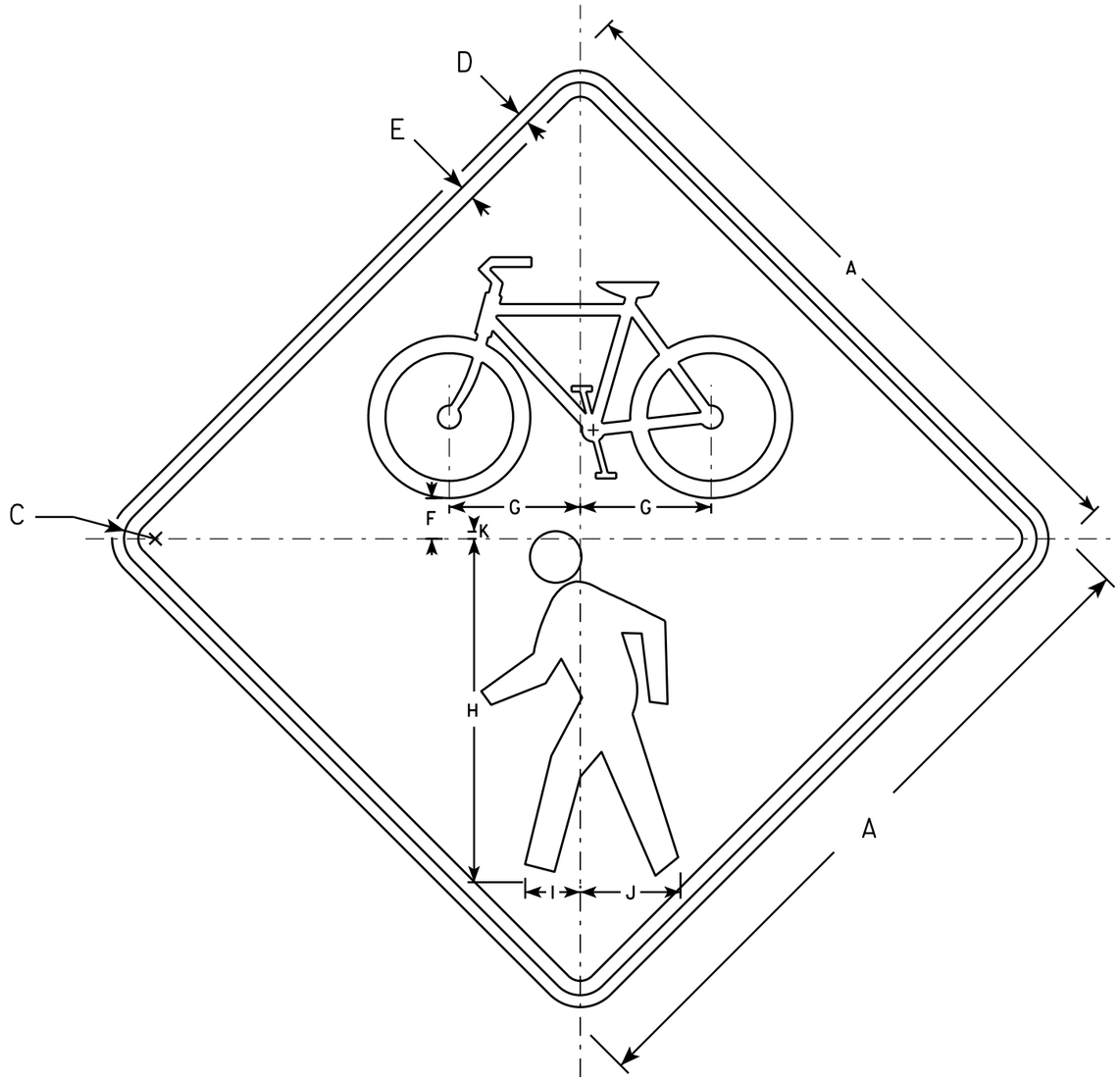
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W11-8.7

PROJECT NO:

SHEET NO: 376 E



W11-15

NOTES

1. Sign is Type II - Type F Reflective
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	1 3/8	4 5/8	12	1 7/8	3 1/2	1/4																4.0
2S	30		1 3/8	1/2	5/8	1 3/4	5 3/4	15	2 3/8	4 3/8	3/8																6.25
2M	36		1 5/8	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																9.0
3	36		1 5/8	5/8	3/4	2 1/8	6 7/8	18	2 7/8	5 1/4	3/8																16.0
4	48		2 1/4	3/4	1	2 7/8	9 1/8	24	3 7/8	7	1/2																16.0
5																											

STANDARD SIGN
W11-15

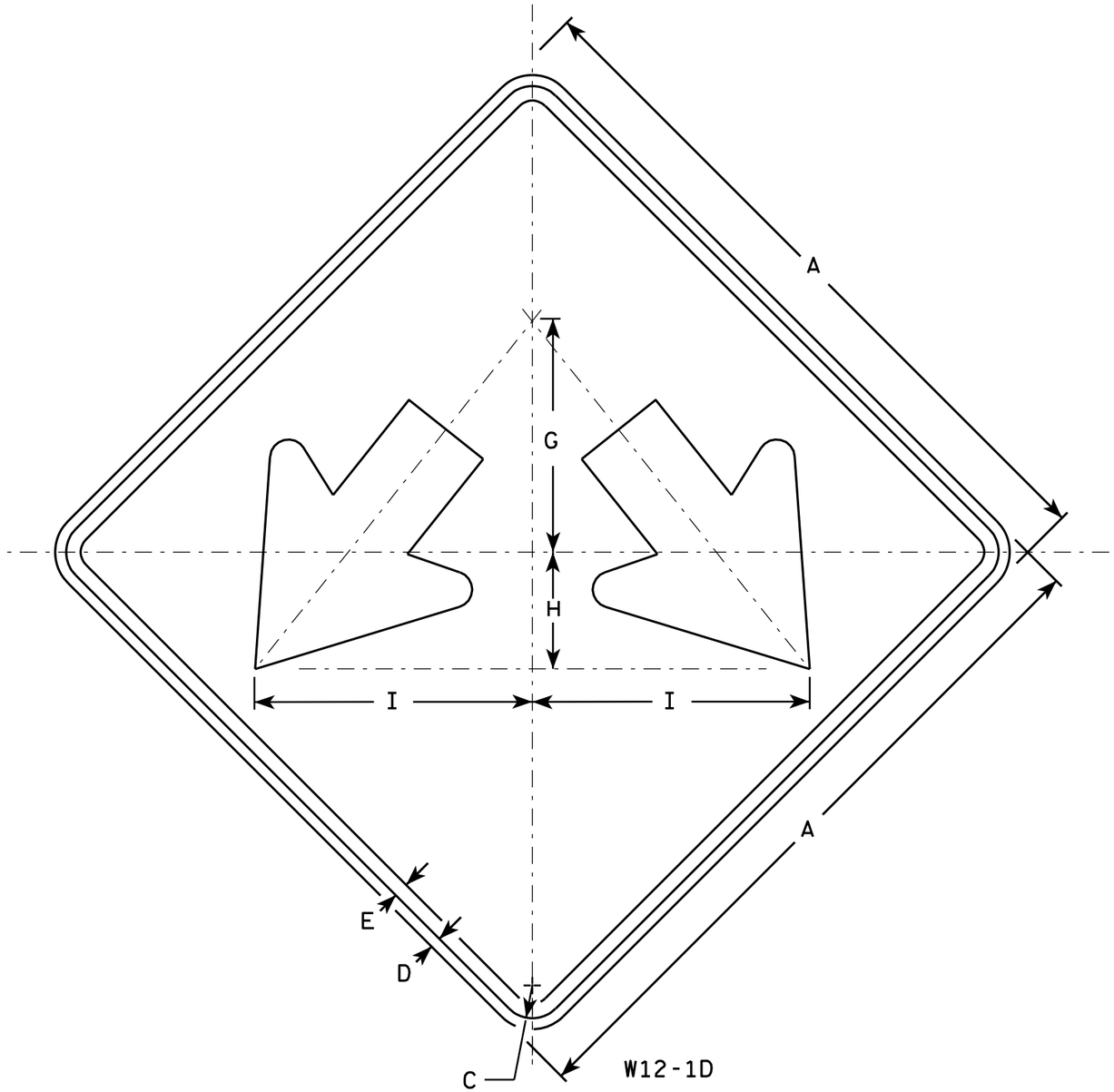
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/13/14 PLATE NO. W11-15.4

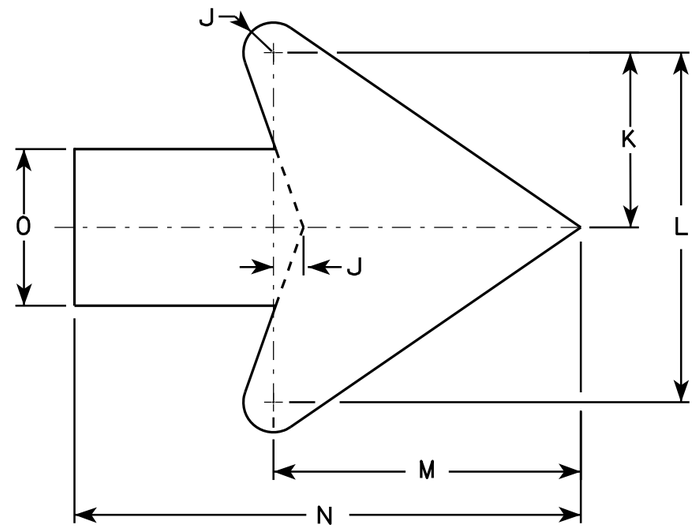
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W1115.DGN PLOT DATE : 13-FEB-2014 10:54 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.783368:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

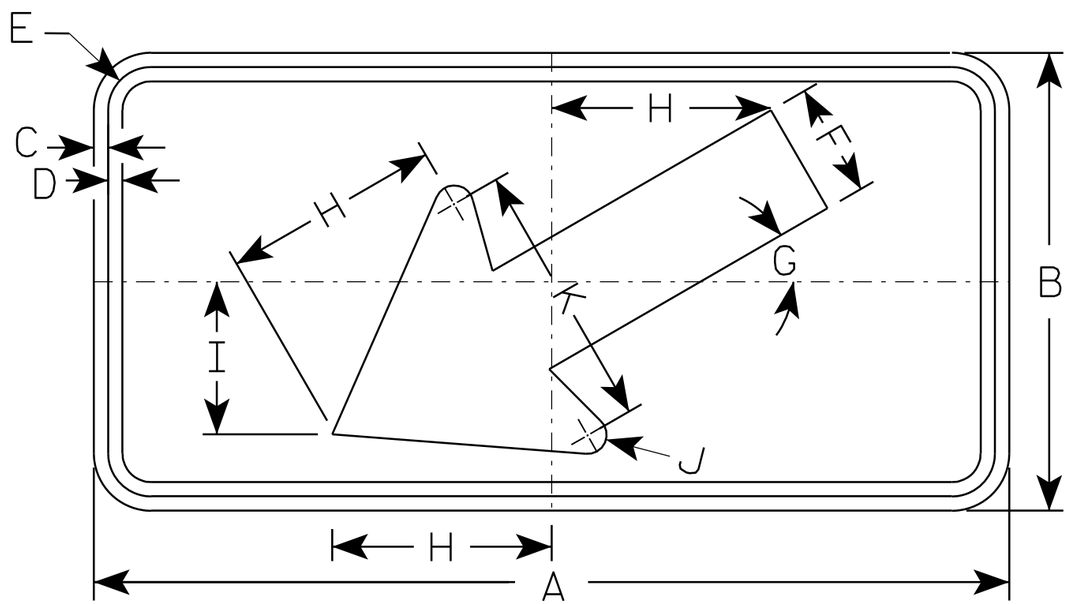
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 378	E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

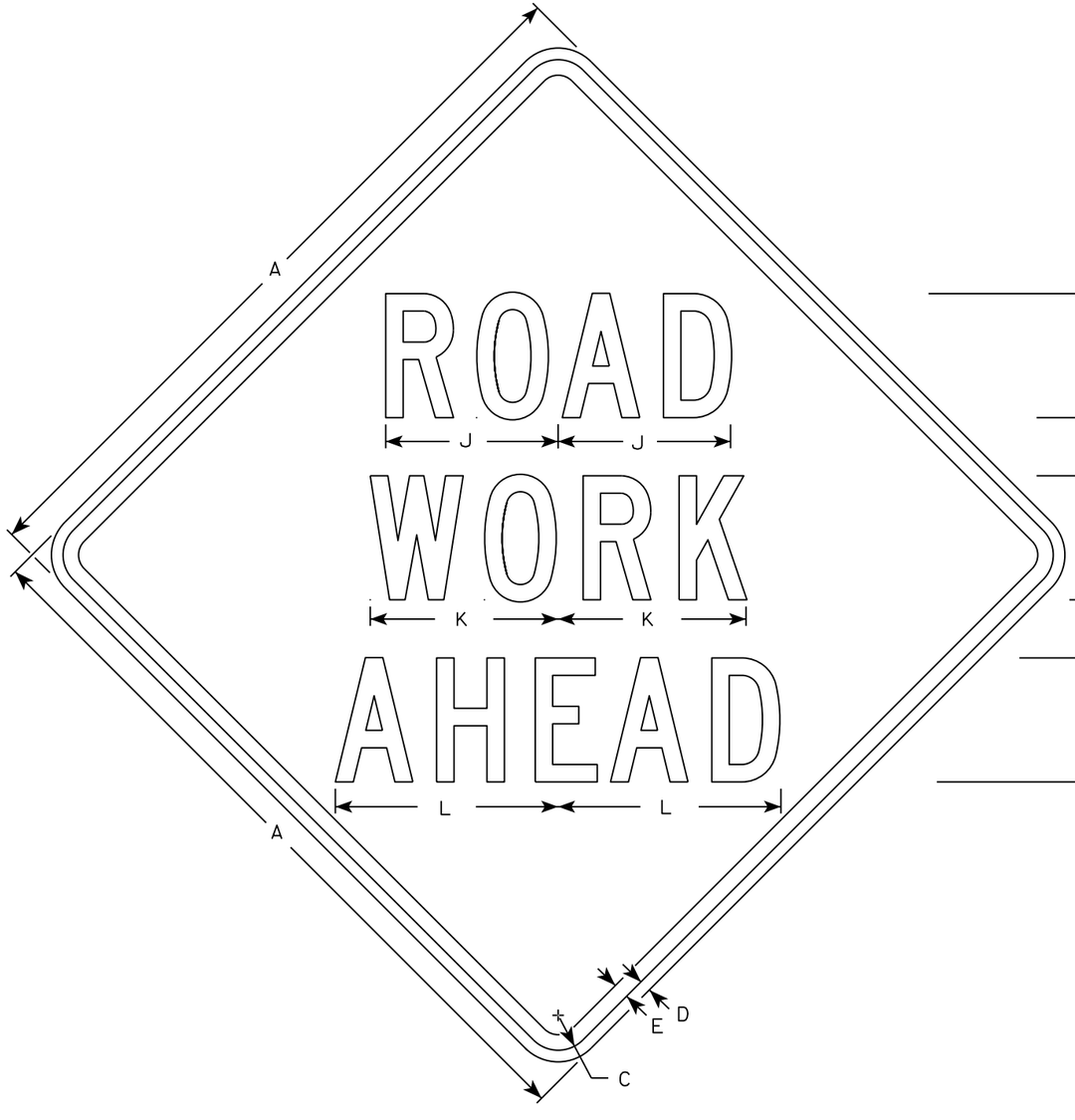
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

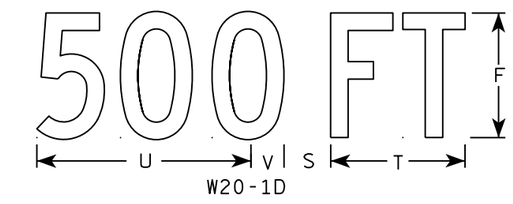
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

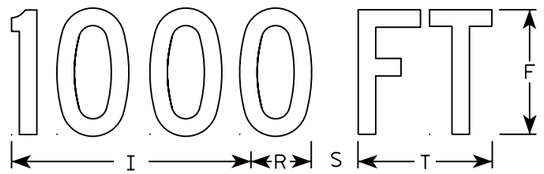
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 379	E



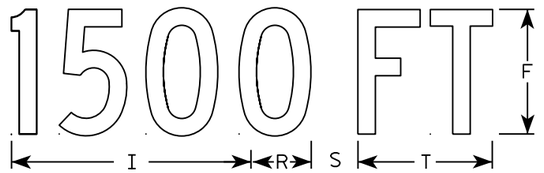
W20-1A



W20-1D



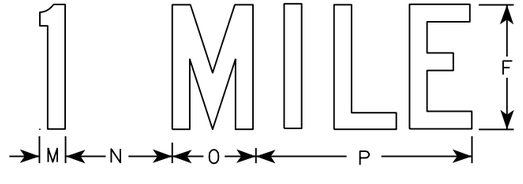
W20-1C



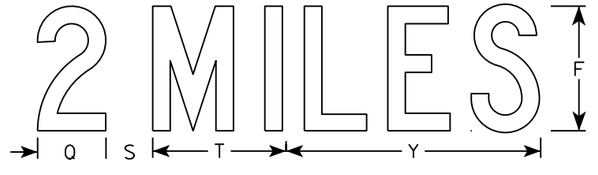
W20-1B



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

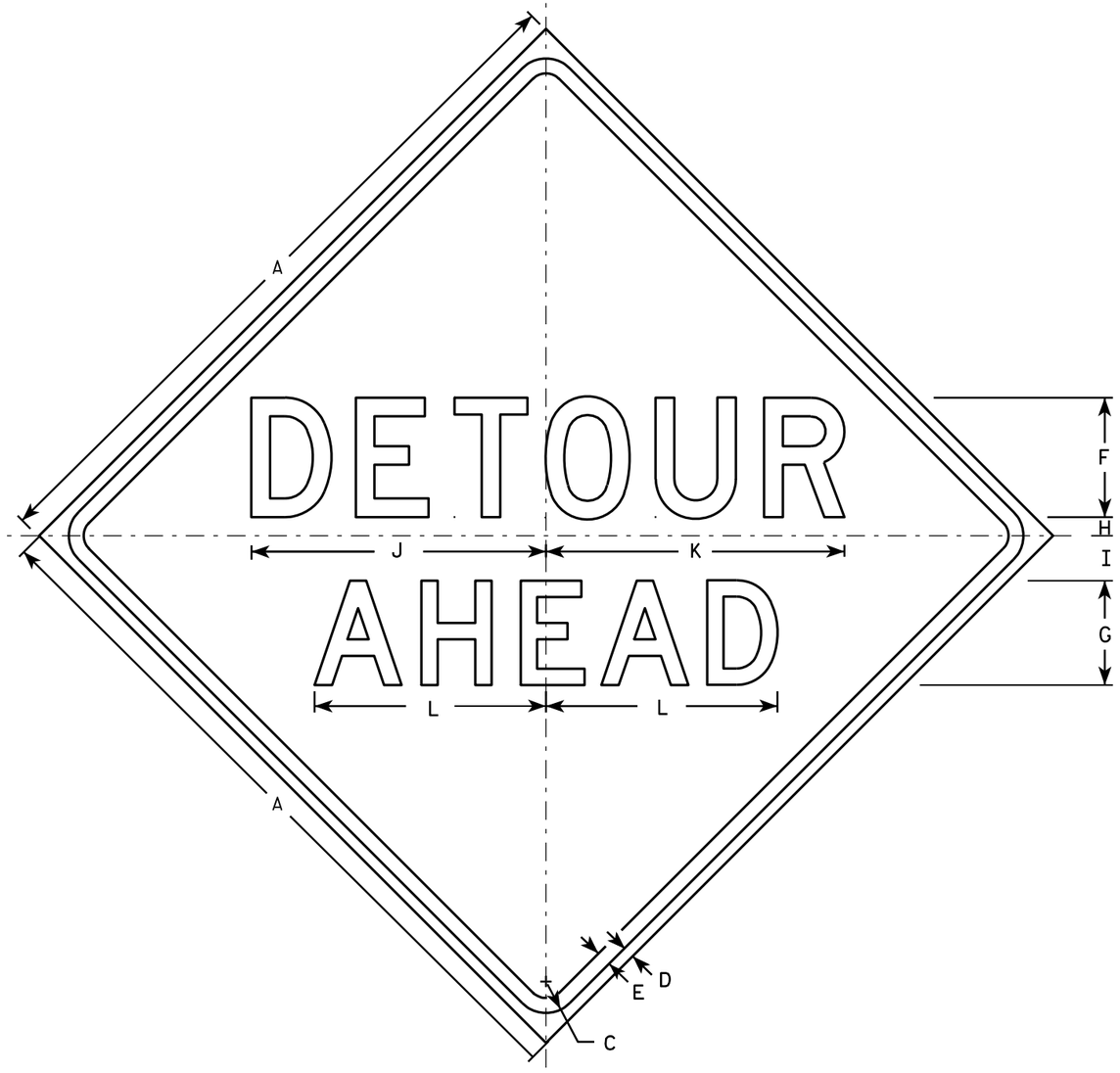
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

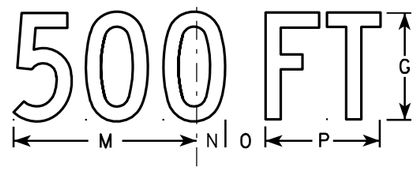
PROJECT NO:

SHEET NO: E

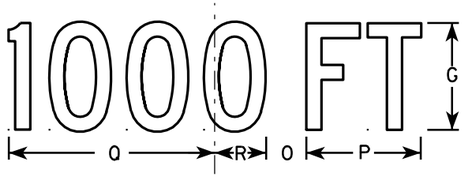
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



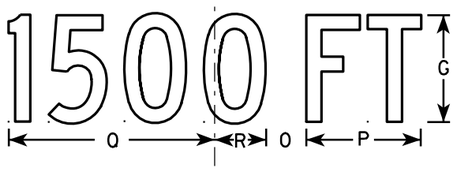
W20-2A



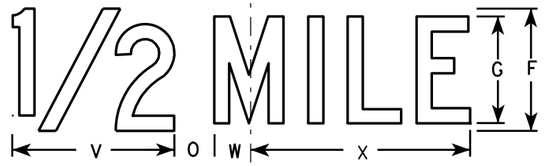
W20-2D



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

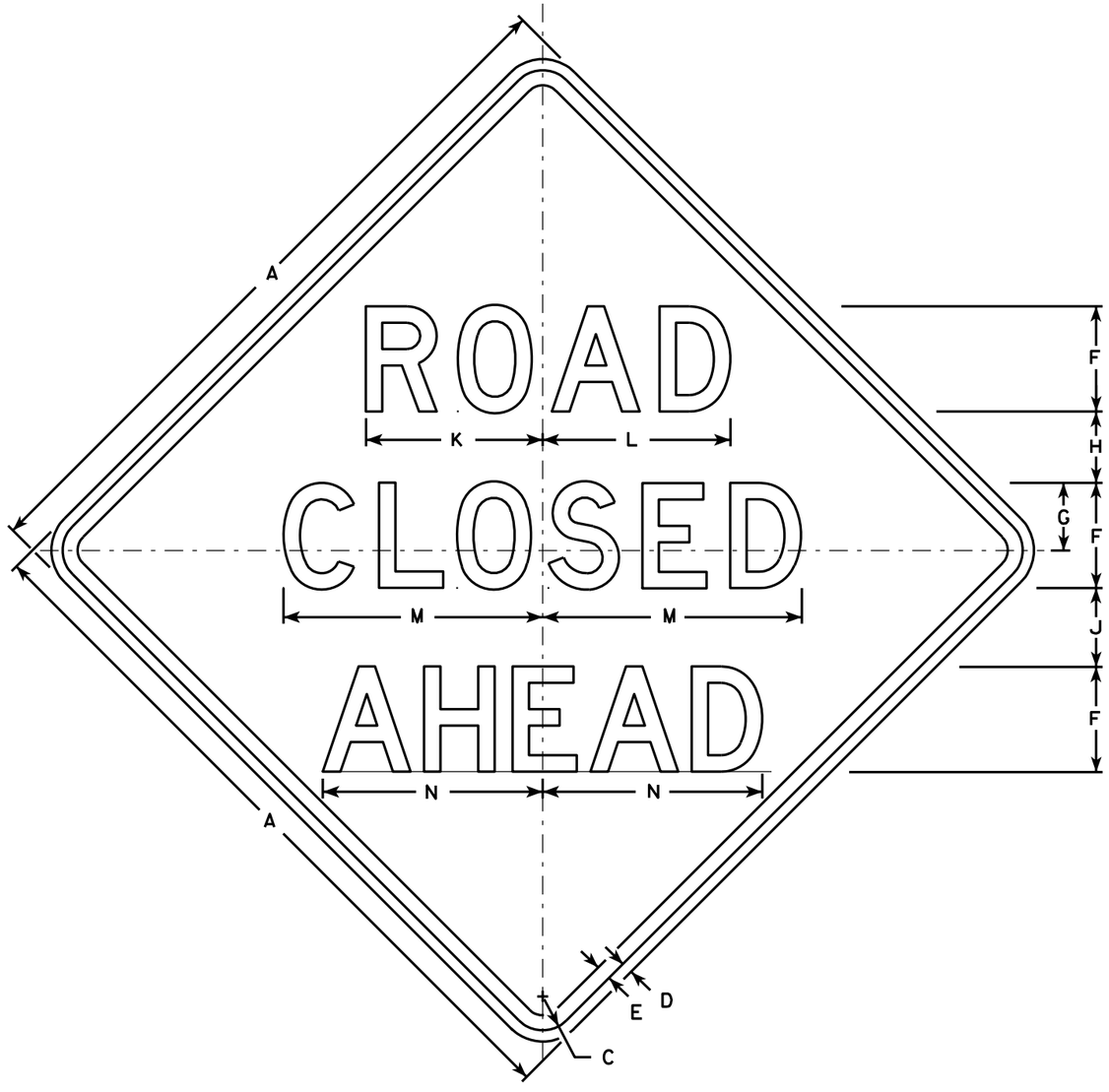
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

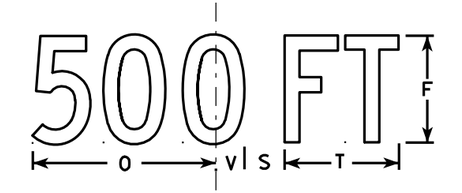
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 381 | E

7

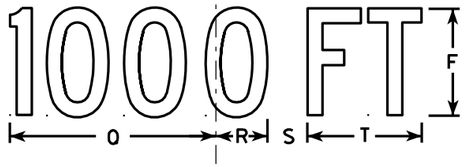
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



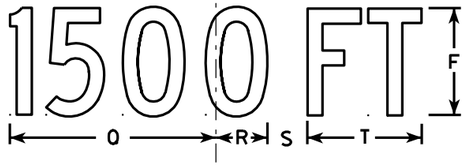
W20-3A



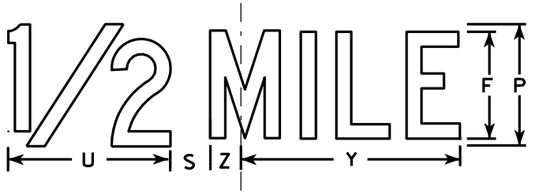
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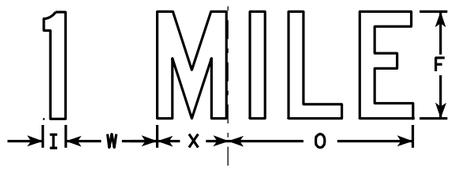
W20-3C



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

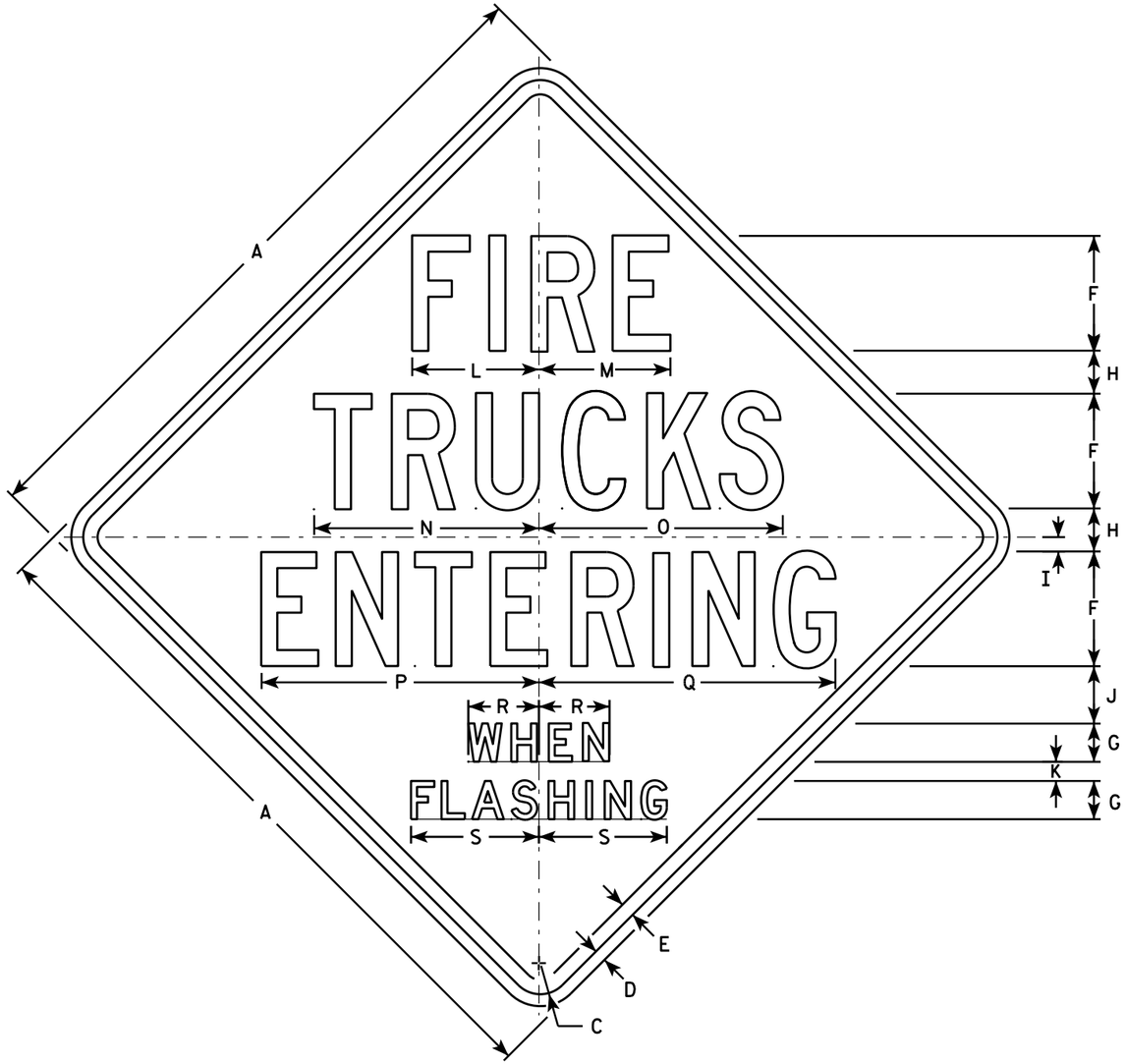
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 382 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

7

7



W54-60

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 - Lines 1, 2, & 3 are Series C
   Lines 4 & 5 are 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	4	1 1/2	1 1/2	1/2	1 3/4	3/4	4 3/8	4 1/2	7 7/8	8 1/2	9 5/8	10 1/4	2 3/4	5								4.00
2S	36		1 5/8	5/8	3/4	6	2	2 1/4	3/4	3	1	6 5/8	6 7/8	11 3/4	12 3/4	14 1/2	15 1/2	3 3/4	6 3/4								9.00
2M	36		1 5/8	5/8	3/4	6	2	2 1/4	3/4	3	1	6 5/8	6 7/8	11 3/4	12 3/4	14 1/2	15 1/2	3 3/4	6 3/4								9.00
3	36		1 5/8	5/8	3/4	6	2	2 1/4	3/4	3	1	6 5/8	6 7/8	11 3/4	12 3/4	14 1/2	15 1/2	3 3/4	6 3/4								9.00
4																											
5																											

STANDARD SIGN
W54-60

WISCONSIN DEPT OF TRANSPORTATION

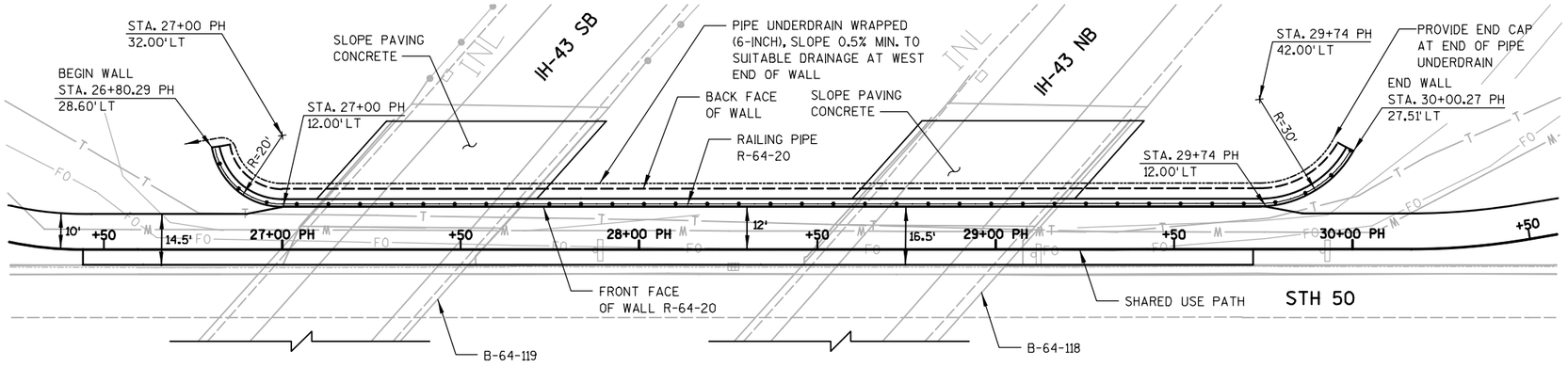
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/27/16 PLATE NO. W54.60.9

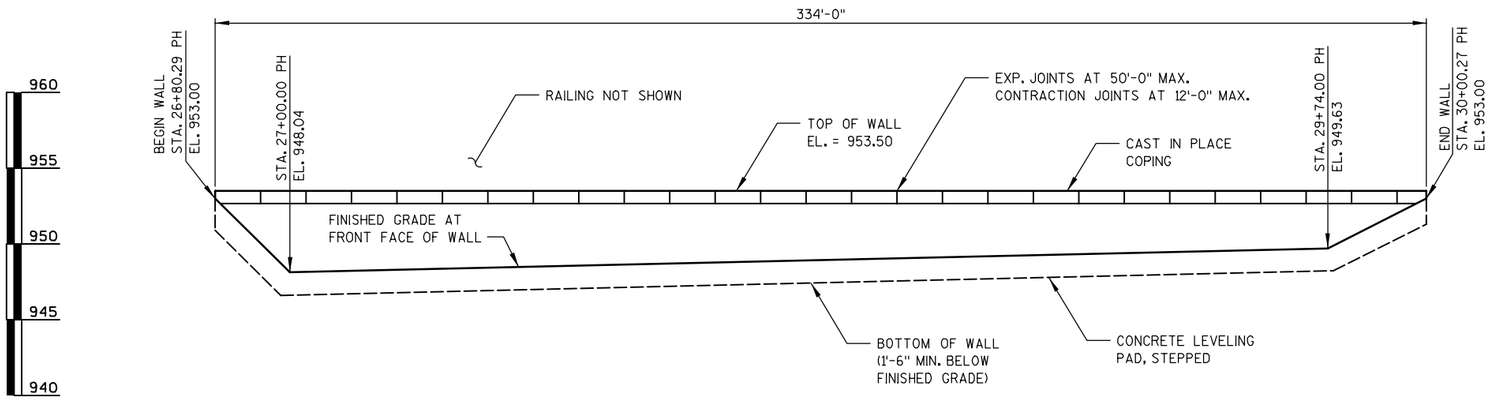
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

STATE PROJECT NUMBER

3170-08-70



PLAN
MODULAR BLOCK WALL



ELEVATION
(LOOKING AT F.F. OF WALL)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY LRFD R-64-20" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF THE WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

BLOCK FACE SHALL HAVE THE APPEARANCE OF NATURAL CUT LIMESTONE ROCK. COLOR TO BE CONCRETE GRAY.

EXCAVATION FOR WALL IS INCLUDED WITH ITEM "WALL MODULAR BLOCK GRAVITY LRFD, R-64-20".

THE CROSS SECTIONS OF THE WALL IN FRONT OF THE BRIDGE ABUTMENTS INDICATE A 1.5:1 EXCAVATION SLOPE WILL NOT UNDERMINE THE EXISTING BRIDGE ABUTMENTS. THE USE OF DEEPER BLOCKS, GREATER WALL EMBEDMENT, OR A FLATTER EXCAVATION SLOPE WILL REQUIRE TEMPORARY SHORING TO PROTECT THE EXISTING ABUTMENTS.

ALL DIMENSIONS AND STATIONING ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

WET CAST BLOCKS ARE REQUIRED FOR THIS WALL.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY LRFD, R-64-20."

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 TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.

GEOMETRY TABLE

ROADWAY STATION	WALL STATION	TOP OF WALL ELEV.	FINISHED GROUND ELEV.
26+80	0+00	953.50	953.00
27+00	0+28	953.50	948.04
27+50	0+78	953.50	948.30
28+00	1+28	953.50	948.58
28+50	1+78	953.50	948.87
29+00	2+28	953.50	949.16
29+50	2+78	953.50	949.52
29+74	3+02	953.50	949.81
30+00	3+34	953.50	953.00

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	QUANTITY	UNIT
310.0115	BASE AGGREGATE OPEN GRADED	5	CY
511.1200	TEMPORARY SHORING R-64-20	480	SF
513.2001	RAILING PIPE R-64-20	333	LF
604.0400	SLOPE PAVING CONCRETE	360	SY
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	475	LF
SPV.0165	WALL MODULAR BLOCK GRAVITY LRFD, R-64-20	1940	SF
SPV.0165	ANTI-GRAFFITI COATING	1770	SF

LIST OF DRAWINGS

1. GENERAL PLAN
2. SECTIONS & DETAILS
3. SLOPE PAVING
4. PIPE RAILING DETAILS
5. SUBSURFACE EXPLORATION

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
6/1/2016

DESIGN CONTACT:
BRETT OFTEDAHL (608) 251-4843

BUREAU OF STRUCTURES CONTACT:
WILLIAM DREHER (608) 261-8205

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 10/06/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-64-20

STH 50 (E. GENEVA STREET)

COUNTY: WALWORTH — ~~TOWN~~/CITY/~~VILLAGE~~: DELAVAN

DESIGN SPEC.: AASHTO LRFD DESIGN SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
BMO	KRB	DTH	BMO

GENERAL PLAN

SHEET 1 OF 5
384

8

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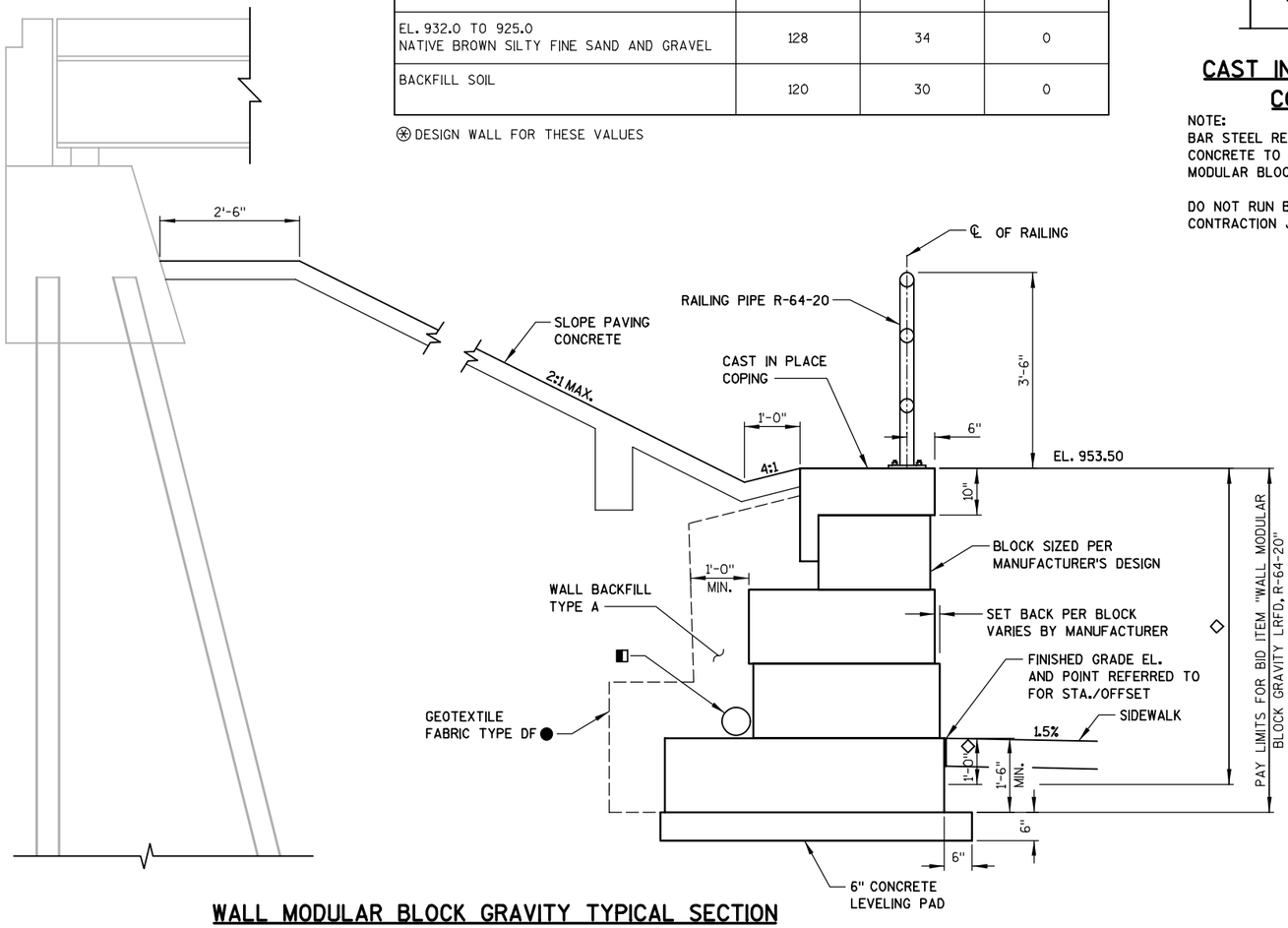
STATE PROJECT NUMBER

3170-08-70

SOIL PARAMETERS

STRATUM LOCATIONS AND SOIL DESCRIPTIONS	UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
BORING RW 4			
EL. 969.0 TO 945.5 ⊛ FILL - SILTY SAND AND GRAVEL	135	30	0
EL. 945.5 TO 941.0 NATIVE BROWN LEAN CLAY	123	0	1,570
EL. 941.0 TO 932.0 NATIVE BROWN SILTY FINE SAND AND GRAVEL	120	31	0
EL. 932.0 TO 925.0 NATIVE BROWN SILTY FINE SAND AND GRAVEL	128	34	0
BACKFILL SOIL	120	30	0

⊛ DESIGN WALL FOR THESE VALUES



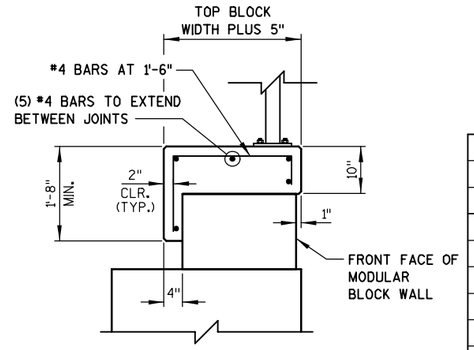
WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

● GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE WALL BACKFILL TYPE A FROM BACKFILL ON ALL SIDES.

◇ APPLY ANTI-GRAFFITI COATING FROM TOP OF CAST IN PLACE COPING TO 1'-0" BELOW FINISHED GRADE ELEVATION.

◧ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AT WEST END OF WALL. ATTACH END CAP AT EAST END OF PIPE UNDERDRAIN. ATTACH RODENT SHIELD AT WEST END OF PIPE UNDERDRAIN. SEE DETAIL THIS SHEET.

EXCAVATION LIMITS TO BE DETERMINED BY CONTRACTOR'S MEANS AND METHODS. CONTRACTOR SHALL PROVIDE TEMPORARY SHORING AS NECESSARY TO PREVENT UNDERMINING EXISTING BRIDGE ABUTMENT.



CAST IN PLACE CONCRETE COPING DETAIL

NOTE:
BAR STEEL REINFORCEMENT AND CAST IN PLACE CONCRETE TO BE INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY LRFD, R-64-20"

DO NOT RUN BAR STEEL THRU EXPANSION OR CONTRACTION JOINT.

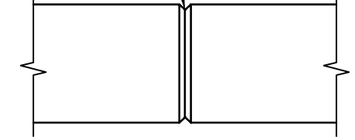
WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (FEET)[1]	6.0
EXPOSED WALL HEIGHT (FEET)	4.5
ROADWAY STATION	28+50 PH
BORING USED	RW 4
CAPACITY TO DEMAND RATIO (CDR)[2, 3, 4]	
SLIDING (CDR>1.0)	1.1
ECCENTRICITY (CDR>1.0)	1.2
OVERALL STABILITY (CDR>1.0)	1.2
BEARING RESISTANCE (CDR>1.0)	8.7
ULTIMATE BEARING CAPACITY (PSF)	18,800

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
4. DETERMINED BY SOILS ENGINEER BASED ON WALL EMBEDMENT OF 1.5 FEET AND MINIMUM BLOCK SIZE OF 1.33' X 5.0' WITH 1" SETBACK.

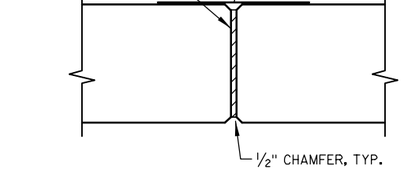
NOTES:
1. THE SOUTHEAST REGION SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.

2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH MODULAR BLOCK JOINT BELOW.

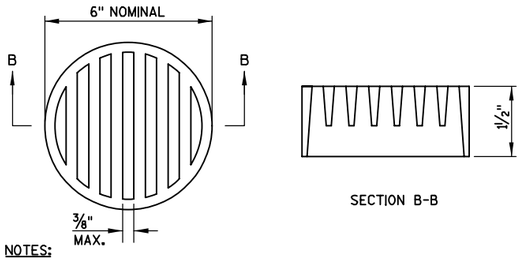


COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'

◧ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO BOTTOM OF COPING. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY LRFD, R-64-20".

† SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)



NOTES:

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

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-64-20

DRAWN BY DTH | PLANS CK'D. BMO

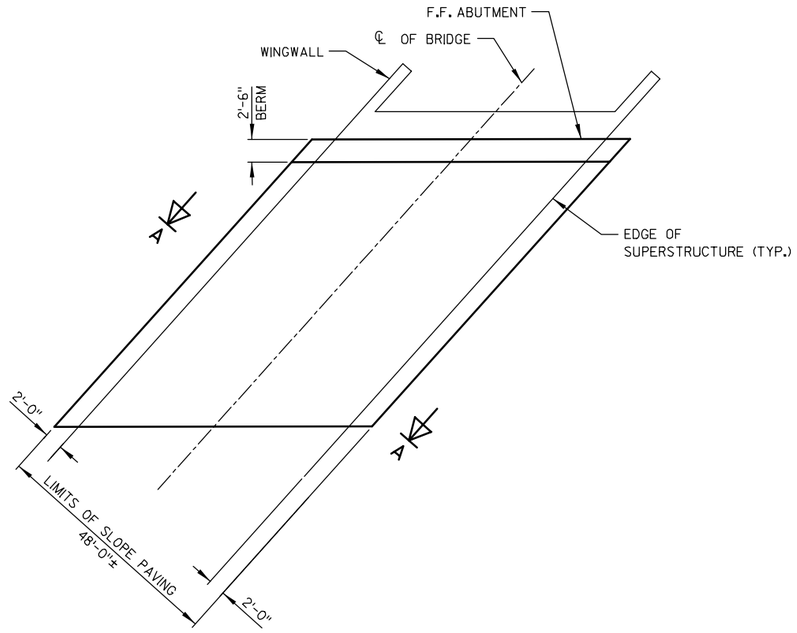
SECTIONS & DETAILS

SHEET 2
385

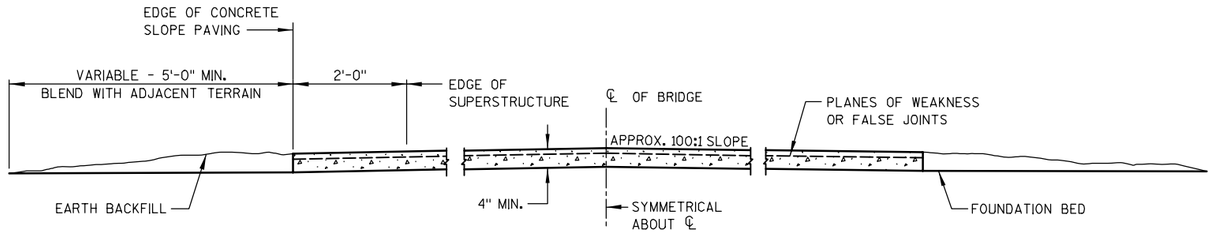
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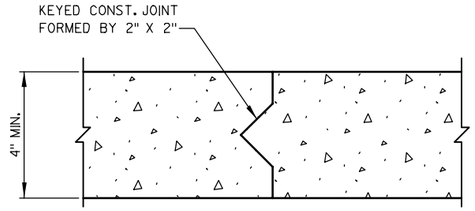
STATE PROJECT NUMBER
3170-08-70



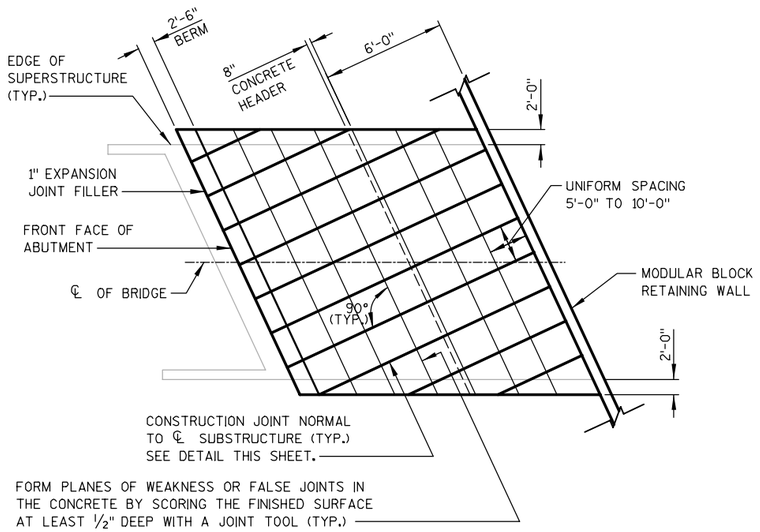
SLOPE PAVING PLAN

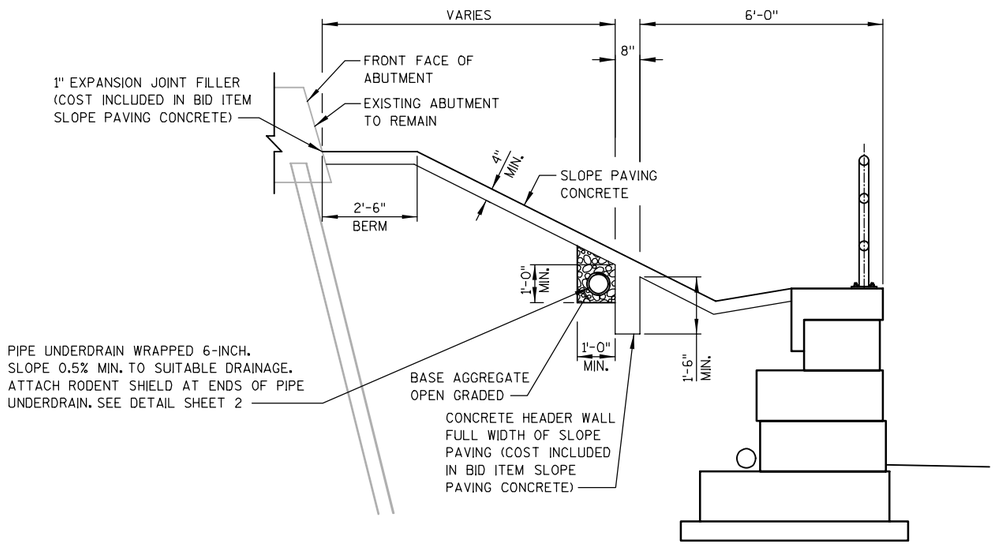


SECTION A-A



CONSTRUCTION JOINT





SLOPE PAVING CONCRETE DETAIL

GENERAL NOTES

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-64-20

DRAWN BY DTH | PLANS CK'D. BMO

SLOPE PAVING

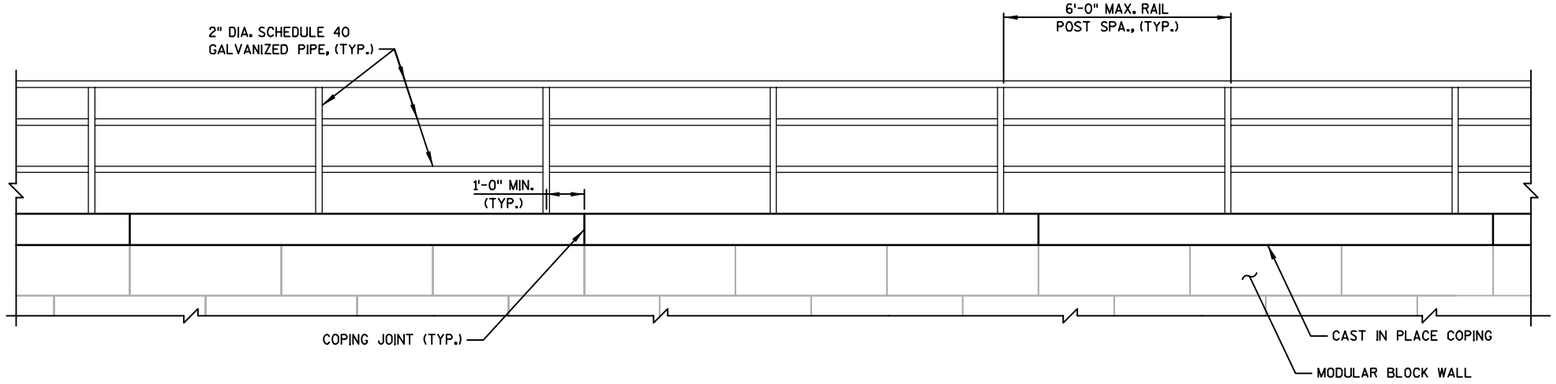
SHEET 3
386

8

8

STATE PROJECT NUMBER

3170-08-70



PARITIAL ELEVATION
(LOOKING NORTH AT F.F. WALL)

LEGEND

1. 2" ϕ SCH. 40 STEEL PIPE FOR POSTS: CUT BOTTOM OF POST AS REQUIRED TO SET POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.
2. 2" ϕ SCH. 40 STEEL PIPE FOR RAILS: WELD TO NO. 1.
3. 1½" ϕ SCH. 40 PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT."
4. 1½" ϕ SCH. 40 PIPE SLEEVE X 1'-10" LONG FOR NO. 2. PROVIDE ½" ϕ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜" ϕ X ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.
5. PLATE ¾" X 5" X 8", WITH ⅝" ϕ HOLE FOR ANCHOR BOLTS NO. 6. WELD TO NO. 1. OR PIPE SLEEVE AS SHOWN.
6. ½" DIA. CONCRETE MASONRY ANCHOR, TYPE "S", 6" MIN. EMBEDMENT (EPOXY ANCHORED) INTO CONCRETE. ANCHOR, WASHER AND NUT SHALL BE GALVANIZED. 2 REQ'D PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 5.

GENERAL NOTES

BID ITEM SHALL BE "RAILING PIPE R-64-20", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

FIELD ERECTION JOINTS MUST BE PLACED IN BETWEEN RAIL POSTS WHERE THERE IS ALSO A CONCRETE COPING EXPANSION JOINT IN BETWEEN RAIL POSTS.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL MATERIAL EXCEPT ANCHORAGE DETAIL (NO. 7) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER S.S.P.C. SPECIFICATIONS.

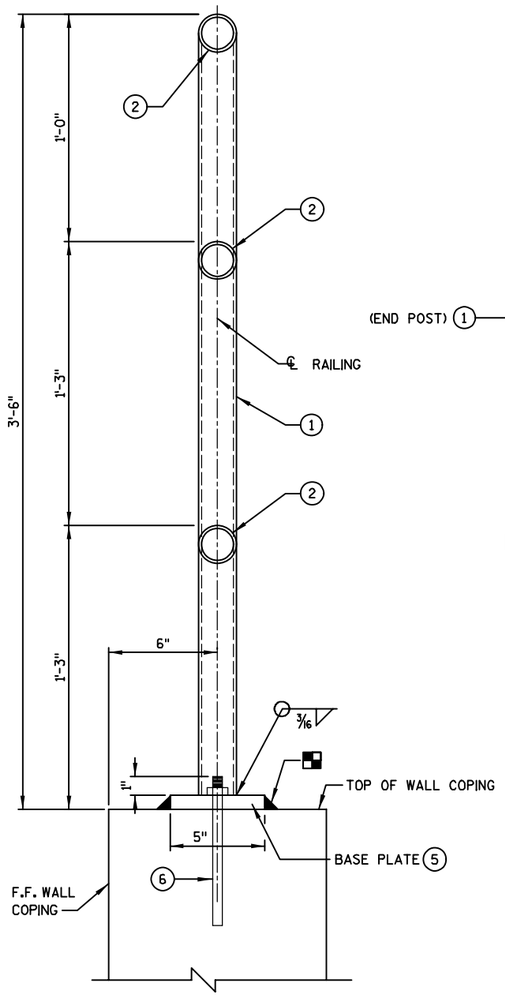
DRILL DRAIN HOLES PRIOR TO GALVANIZING.

ALL STEEL PLATE MATERIALS USED IN FABRICATION SHALL BE MADE FROM MATERIALS CONFORMING TO A.S.T.M. DESIGNATION A709 GRADE 36 UNLESS NOTED OTHERWISE.

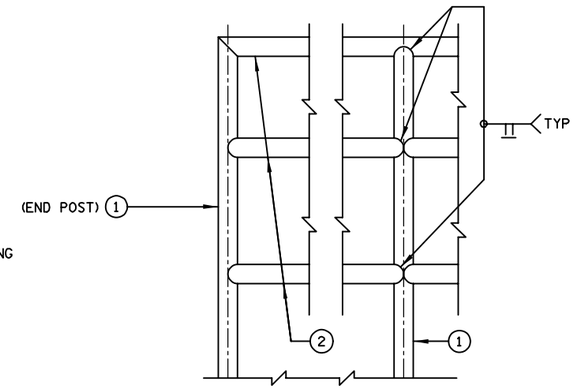
GALVANIZED STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D FOR ALIGNMENT.

ALL STEEL RAILS, POSTS AND SLEEVES SHALL CONFORM TO A.S.T.M. DESIGNATION A53 GRADE B.

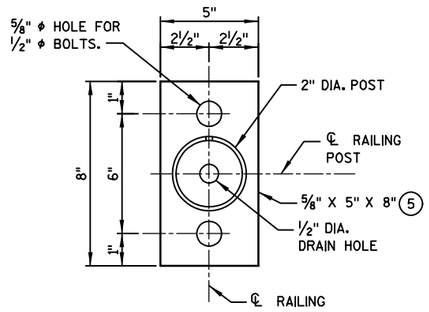
■ CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS IN POST SHIMS AND BASE PLATES WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER.



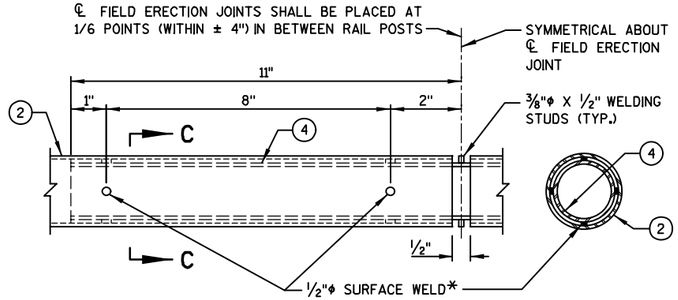
SECTION THRU RAILING



PART ELEVATION OF RAILING



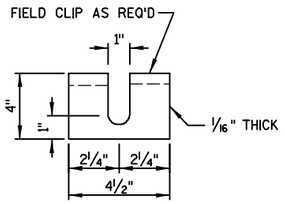
BASE PLATE



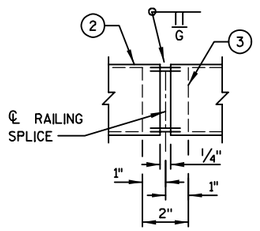
FIELD ERECTION JOINT DETAIL

*MIN ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE

SECTION C-C



POST SHIM DETAILS
PROVIDE 4 SHIMS PER POST.



SHOP RAILING SPLICE DETAIL
(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-64-20

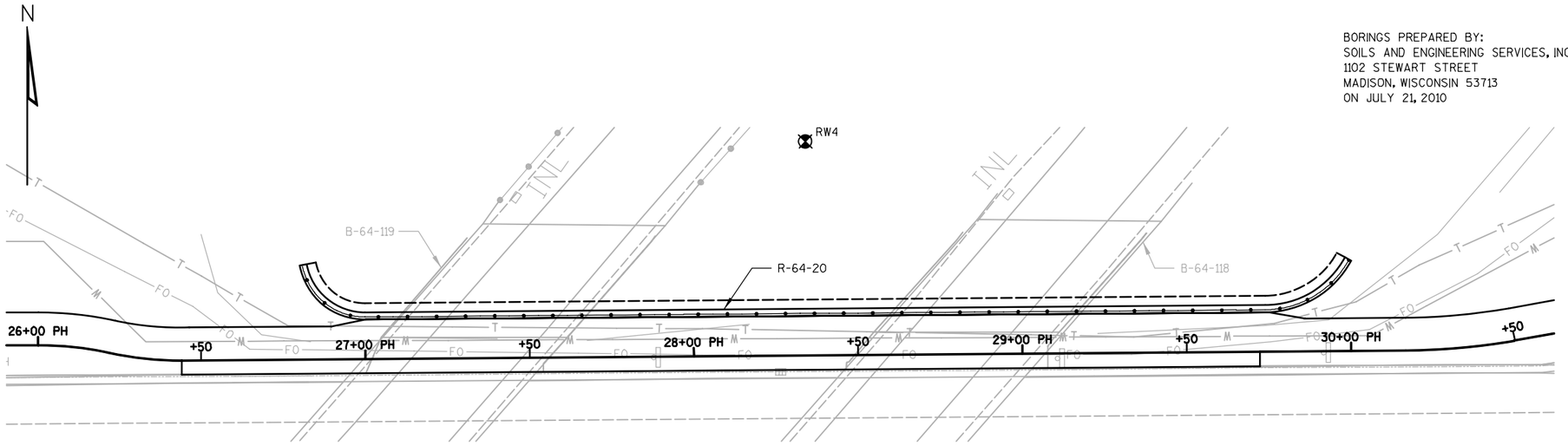
DRAWN BY DTH | PLANS CK'D. BMO

PIPE RAILING DETAILS

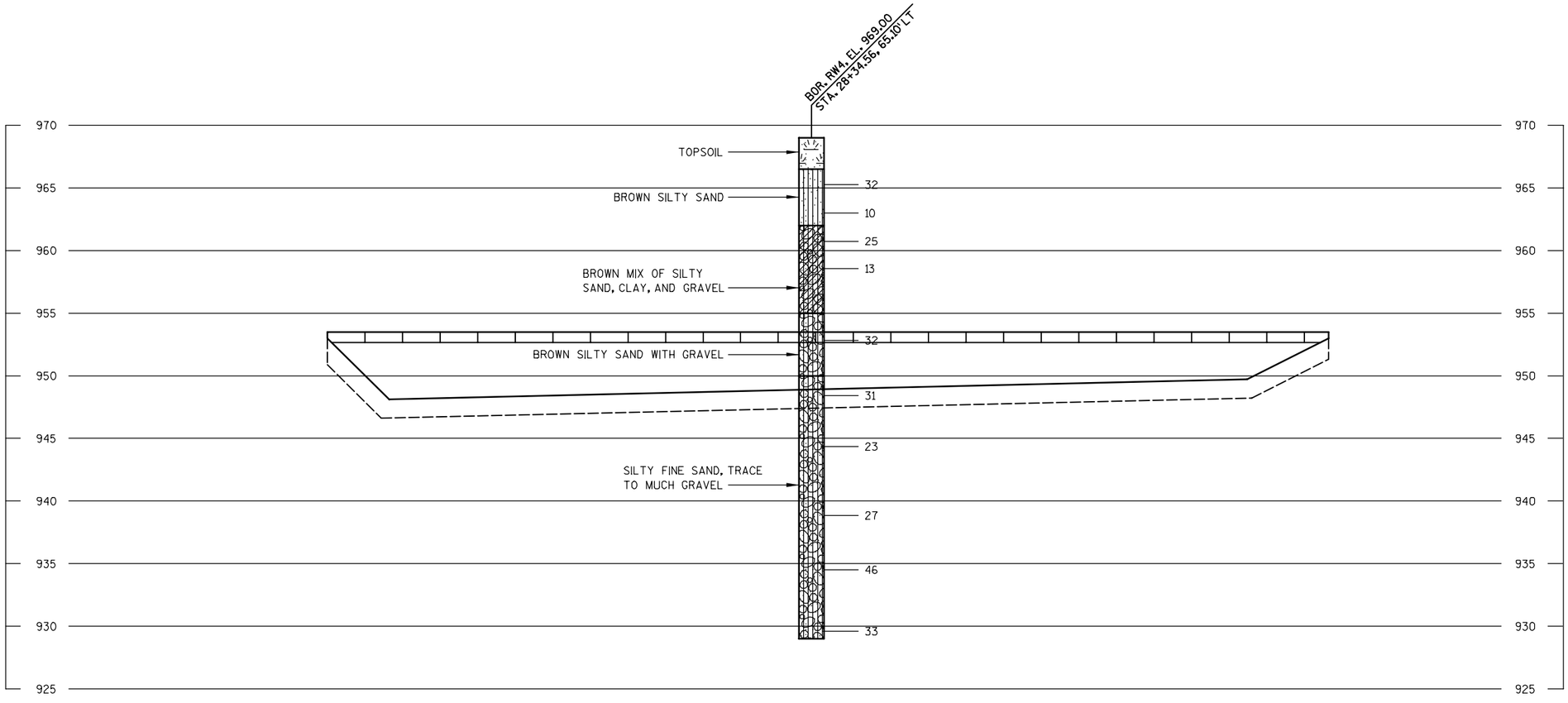
SHEET 4
387

8

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BORINGS PREPARED BY:
SOILS AND ENGINEERING SERVICES, INC.
1102 STEWART STREET
MADISON, WISCONSIN 53713
ON JULY 21, 2010



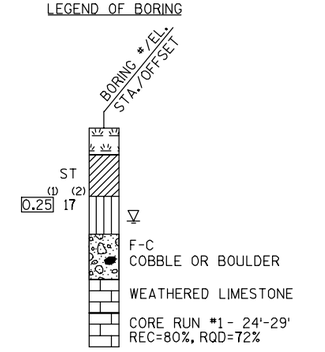
STATE PROJECT NUMBER

3170-08-70

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-64-20

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION

SHEET 5
388

SCALE =

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\080105_sx.dgn

STAGE 1 PHASE 1 (ML)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
141+83.00		0	2	0	0	0	0	0	0	0	0	0
142+00.00	17	7	2	0	0	2	1	0	0	2	0	1
142+50.00	50	14	2	0	0	20	3	0	0	22	0	18
142+66.00	16	62	3	0	0	23	1	0	0	44	0	39
143+00.00	34	14	3	0	0	48	4	0	0	92	0	83
143+50.00	50	14	3	0	0	26	6	0	0	118	0	102
144+00.00	50	28	3	0	0	39	6	0	0	157	0	135
144+50.00	50	24	3	0	0	49	6	0	0	206	0	177
144+91.67	42	0	3	0	0	19	5	0	0	224	0	191
146+00.00		12	3	0	0	0	0	0	0	224	0	191
146+50.00	50	26	2	0	0	34	5	0	0	259	0	221
147+00.00	50	20	2	0	0	42	3	0	0	301	0	260
147+50.00	50	17	2	0	0	34	3	0	0	335	0	291
148+00.00	50	16	2	1	0	31	3	1	0	366	1	318
148+50.00	50	18	2	0	0	32	3	1	0	398	2	346
149+00.00	50	16	2	0	0	32	3	0	0	430	2	375
149+50.00	50	7	2	0	0	22	3	0	0	451	2	394
149+92.27	42	0	2	0	0	6	2	0	0	457	2	398
				COLUMN TOTALS		457	57	2	0			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 1 PHASE 1 (BG)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
9+76.10 BG		12	2	0	0	0	0	0	0	0	0	0
10+00.00 BG	24	12	2	0	0	11	1	0	0	11	0	10
10+50.00 BG	50	12	2	0	0	22	3	0	0	33	0	29
11+00.00 BG	50	12	2	0	0	22	3	0	0	54	0	48
11+50.00 BG	50	12	2	0	0	22	3	0	0	77	0	67
12+00.00 BG	50	10	2	0	0	20	3	0	0	97	0	84
12+25.00 BG	25	10	2	0	0	9	1	0	0	106	0	92
12+50.00 BG	25	11	2	0	0	10	1	0	0	115	0	100
13+00.00 BG	50	12	2	0	0	21	3	0	0	136	0	117
13+50.00 BG	50	12	2	0	0	22	3	0	0	158	0	136
14+00.00 BG	50	24	2	0	0	33	3	0	0	191	0	167
14+50.00 BG	50	13	2	0	0	34	3	0	0	225	0	198
15+00.00 BG	50	29	3	0	0	39	4	0	0	264	0	233
15+32.00 BG	32	29	3	0	0	34	4	0	0	298	0	264
16+00.00 BG		103	2	0	0	0	0	0	0	298	0	264
16+50.00 BG	50	103	3	0	0	190	5	0	0	488	0	449
17+00.00 BG	50	84	3	0	0	173	6	0	0	661	1	615
17+50.00 BG	50	62	3	3	0	135	6	3	0	796	4	741
17+75.00 BG	25	65	3	0	0	59	3	1	0	855	5	795
18+00.00 BG	25	55	3	0	0	55	3	0	0	910	5	847
18+50.00 BG	50	44	3	0	0	91	6	0	0	1,001	5	932
19+00.00 BG	50	46	3	0	0	83	6	0	0	1,084	5	1,009
19+50.00 BG	50	44	3	0	0	83	6	0	0	1,168	5	1,086
20+00.00 BG	50	25	2	0	0	65	5	0	0	1,232	6	1,145
20+25.00 BG	25	29	2	1	0	25	1	0	0	1,257	6	1,169
20+50.00 BG	25	22	2	0	0	24	1	0	0	1,281	7	1,191
21+00.00 BG	50	16	2	0	0	35	3	0	0	1,316	7	1,223
21+50.00 BG	50	17	2	0	0	30	3	0	0	1,346	7	1,250
22+00.00 BG	50	18	2	0	0	31	3	0	0	1,378	7	1,279
22+50.00 BG	50	17	2	0	0	32	3	0	0	1,409	7	1,308
23+00.00 BG	50	10	2	0	0	25	3	0	0	1,434	7	1,330
23+50.00 BG	50	4	2	0	0	13	3	0	0	1,447	7	1,340
23+97.54 BG	48	4	2	0	0	7	3	0	0	1,454	7	1,344
				COLUMN TOTALS		1,454	103	5	0			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

9

9

STAGE 1 PHASE 2 (ML)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
153+01.93		26	3	0	0	0	0	0	0	0	0	0
153+50.00	48	26	3	0	0	45	5	0	0	45	0	40
154+00.00	50	29	3	0	0	51	6	0	0	96	0	85
154+50.00	50	33	3	0	0	58	6	0	0	154	0	138
155+00.00	50	46	3	0	0	73	6	0	0	227	0	205
155+50.00	50	53	3	0	0	91	6	0	0	318	0	291
156+00.00	50	60	3	0	0	104	6	0	0	423	0	389
156+50.00	50	58	3	0	0	108	6	0	0	531	0	492
157+00.00	50	58	3	0	0	107	6	0	0	638	0	594
157+50.00	50	58	3	0	0	107	6	0	0	746	0	696
				COLUMN TOTALS		746	50	0	0			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 2 (ML)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
131+75.19		84	3	0	0	0	0	0	0	0	0	0
132+00.00	25	84	3	0	0	77	3	0	0	77	0	74
132+50.00	50	96	3	0	0	167	6	0	0	244	0	235
132+75.00	25	104	3	0	0	92	3	0	0	337	0	324
133+00.00	25	116	3	0	0	102	3	0	0	438	0	423
133+40.00	40	129	3	0	0	181	5	0	0	619	0	599
133+50.00	10	181	3	0	0	57	1	0	0	677	0	655
134+00.00	50	114	3	0	0	273	6	0	0	950	0	922
134+15.00	15	125	3	0	0	66	2	0	0	1,017	0	986
134+50.00	35	103	3	8	0	147	4	5	0	1,164	6	1,123
135+00.00	50	113	3	5	0	200	6	12	0	1,364	21	1,302
135+50.00	50	137	3	0	0	232	6	5	0	1,596	27	1,522
136+00.00	50	152	3	1	0	267	6	1	0	1,863	28	1,781
136+50.00	50	159	3	0	0	287	6	1	0	2,150	29	2,061
137+00.00	50	162	3	0	0	297	6	0	0	2,447	29	2,352
137+50.00	50	133	3	9	0	273	6	8	0	2,721	39	2,609
138+00.00	50	139	3	3	0	252	6	11	0	2,973	53	2,841
138+50.00	50	141	3	1	0	260	6	4	0	3,233	58	3,090
139+00.00	50	148	3	0	0	268	6	1	0	3,501	59	3,351
139+50.00	50	127	3	1	0	254	6	1	0	3,755	59	3,599
140+00.00	50	136	3	2	0	243	6	3	0	3,998	63	3,832
140+50.00	50	134	3	2	0	250	6	4	0	4,248	68	4,070
141+00.00	50	129	3	3	0	244	6	5	0	4,492	75	4,301
141+25.00	25	110	3	4	0	111	3	3	0	4,603	79	4,405
141+50.00	25	119	3	0	0	106	3	2	0	4,709	81	4,506
142+00.00	50	149	3	0	0	248	6	0	0	4,957	81	4,748
142+50.00	50	109	3	0	0	240	6	0	0	5,197	81	4,981
142+70.00	20	96	3	1	0	76	3	0	0	5,273	81	5,054
143+00.00	30	130	3	0	0	126	4	1	0	5,398	82	5,175
143+50.00	50	145	3	1	0	255	6	1	0	5,653	83	5,422
144+00.00	50	146	3	2	0	270	6	3	0	5,923	87	5,682
144+50.00	50	149	3	2	0	273	6	4	0	6,196	92	5,944
145+00.00	50	123	3	0	0	251	6	2	0	6,447	94	6,187
145+50.00	50	110	16	0	0	215	29	0	0	6,662	94	6,373
146+00.00	50	91	9	0	0	186	16	0	0	6,848	94	6,542
146+50.00	50	57	15	6	0	137	27	5	0	6,985	101	6,646
147+00.00	50	54	13	32	0	103	24	35	0	7,088	145	6,681
147+50.00	50	56	14	37	0	102	25	64	0	7,191	225	6,678
148+00.00	50	58	16	41	0	106	29	72	0	7,296	315	6,664
148+50.00	50	59	17	34	0	109	32	70	0	7,405	403	6,653
149+00.00	50	62	17	35	0	112	32	64	0	7,517	482	6,653
149+50.00	50	64	17	30	0	116	32	59	0	7,633	557	6,663
150+00.00	50	68	17	23	0	123	32	49	0	7,756	618	6,692
150+50.00	50	72	20	16	0	130	37	36	0	7,886	663	6,740
150+73.10	23	72	21	16	0	62	18	14	0	7,948	680	6,766
150+73.11	0	3	2	5	0	0	0	0	0	7,948	680	6,766
151+00.00	50	3	2	5	0	5	3	10	0	7,953	693	6,755
				COLUMN TOTALS		7,953	505	554	0			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 2 (BG)

STATION		DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25 NOTE 4	MASS ORDINATE NOTE 5
9+69.94	BG		66	2	1	0	0	0	0	0	0	0	0
10+00.00	BG	30	66	2	1	0	74	2	1	0	74	2	70
10+50.00	BG	50	68	2	0	0	124	3	1	0	198	3	190
11+00.00	BG	50	79	2	0	0	136	3	0	0	334	3	324
11+50.00	BG	50	70	2	0	0	138	3	0	0	472	3	459
12+00.00	BG	50	76	3	0	0	135	5	0	0	607	3	589
12+25.00	BG	25	104	3	0	0	83	3	0	0	690	3	669
12+50.00	BG	25	71	3	0	0	81	3	0	0	771	3	747
13+00.00	BG	50	70	8	1	0	131	10	1	0	901	4	866
13+50.00	BG	50	70	3	0	0	130	10	1	0	1,031	6	984
14+00.00	BG	50	81	11	1	0	140	13	1	0	1,171	7	1,109
14+50.00	BG	50	101	19	4	0	169	27	5	0	1,340	13	1,244
15+00.00	BG	50	95	10	0	0	181	27	4	0	1,521	18	1,394
16+00.00	BG		154	0	4	0	0	0	0	0	1,521	18	1,394
16+50.00	BG	50	154	3	4	0	284	3	7	0	1,805	26	1,667
17+00.00	BG	50	175	3	0	0	304	6	3	0	2,109	30	1,961
17+50.00	BG	50	167	3	0	0	317	6	0	0	2,426	30	2,271
17+75.00	BG	25	181	3	0	0	161	3	0	0	2,588	30	2,430
18+00.00	BG	25	182	3	0	0	168	3	0	0	2,755	30	2,594
18+50.00	BG	50	151	3	0	0	308	6	0	0	3,063	30	2,896
19+00.00	BG	50	155	3	0	0	283	6	0	0	3,346	30	3,173
19+50.00	BG	50	130	3	0	0	264	6	0	0	3,610	30	3,430
20+00.00	BG	50	121	3	0	0	232	6	0	0	3,842	30	3,656
20+25.00	BG	25	129	3	0	0	116	3	0	0	3,958	30	3,768
20+50.00	BG	25	113	3	0	0	112	3	0	0	4,070	30	3,877
21+00.00	BG	50	51	3	0	0	151	6	0	0	4,221	30	4,021
21+50.00	BG	50	61	2	0	0	103	5	0	0	4,324	30	4,120
22+00.00	BG	50	47	2	0	0	99	3	0	0	4,423	30	4,217
					COLUMN TOTALS		4,423	176	24	0			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 3 (ML)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
133+71.41	0	5	3	0	0	0	0	0	0	0	0	0
134+00.00	29	5	3	0	0	5	4	0	0	5	0	1
134+15.00	15	4	3	0	0	3	2	0	0	8	0	2
134+50.00	35	4	3	0	0	5	4	0	0	13	0	3
135+00.00	50	4	3	0	0	7	6	0	0	20	0	4
135+50.00	50	4	3	0	0	7	6	0	0	27	0	5
136+00.00	50	4	3	0	0	7	6	0	0	35	0	6
136+50.00	50	4	3	0	0	7	6	0	0	42	0	7
137+00.00	50	22	3	0	0	24	6	0	0	66	0	25
137+50.00	50	28	3	0	0	46	6	0	0	112	0	64
138+00.00	50	31	3	0	0	55	6	0	0	166	0	112
138+50.00	50	4	3	0	0	33	6	0	0	199	0	139
139+00.00	50	5	3	0	0	9	6	0	0	208	0	142
139+50.00	50	5	3	0	0	10	6	0	0	218	0	145
140+00.00	50	4	3	0	0	9	6	0	0	227	0	147
140+50.00	50	4	3	0	0	8	6	0	0	235	1	149
141+00.00	50	4	3	0	0	8	6	0	0	242	1	150
141+25.00	25	5	3	0	0	4	3	0	0	246	1	151
141+50.00	25	4	3	0	0	4	3	0	0	251	1	152
142+00.00	50	19	2	1	0	21	3	1	0	271	2	168
142+50.00	50	99	2	4	0	109	3	5	0	380	8	267
142+70.00	20	124	0	0	0	83	0	2	0	463	10	348
143+00.00	30	104	0	3	0	127	0	1	0	589	12	473
143+50.00	50	98	0	0	0	187	0	2	0	776	15	657
144+00.00	50	92	0	2	0	176	0	1	0	952	17	831
144+50.00	50	102	0	1	0	179	0	2	0	1,132	20	1,007
145+00.00	50	98	0	0	0	185	0	1	0	1,316	21	1,191
145+50.00	50	126	22	0	0	208	40	0	0	1,524	21	1,359
146+00.00	50	90	22	0	0	200	42	0	0	1,724	21	1,517
146+50.00	50	89	21	4	0	165	38	4	0	1,890	25	1,640
147+00.00	50	85	21	11	0	161	39	14	0	2,051	42	1,745
147+50.00	50	86	21	40	0	158	39	47	0	2,209	101	1,807
148+00.00	50	85	17	74	0	158	32	106	0	2,367	233	1,800
148+50.00	50	88	14	102	0	160	26	164	0	2,527	438	1,729
149+00.00	50	93	14	87	0	167	26	175	0	2,695	657	1,651
149+50.00	50	96	14	130	0	175	26	201	0	2,870	909	1,549
150+00.00	50	85	16	166	0	168	29	274	0	3,038	1,252	1,345
150+50.00	50	76	16	143	0	149	29	286	0	3,186	1,610	1,107
150+72.59	23	76	16	143	0	63	13	120	0	3,250	1,760	1,008
150+72.60	0	24	3	124	0	0	0	0	0	3,250	1,760	1,008
151+00.00	27	24	3	124	0	24	3	126	0	3,274	1,918	871
151+18.08	18	24	5	124	0	16	3	83	0	3,290	2,022	779
				COLUMN TOTALS		3,290	488	1,618	0			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 3 (BG)

STATION		DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25 NOTE 4	MASS ORDINATE NOTE 5
9+69.94	BG		69	0	2	0	0	0	0	0	0	0	0
10+00.00	BG	30	69	0	2	0	76	0	2	0	76	3	73
10+50.00	BG	50	70	0	2	0	128	0	4	0	205	8	196
11+00.00	BG	50	82	0	0	0	141	0	2	0	346	11	334
11+50.00	BG	50	102	0	0	0	171	0	0	0	517	12	505
12+00.00	BG	50	143	2	0	0	227	2	0	0	744	12	731
12+25.00	BG	25	151	0	0	0	137	1	0	0	881	12	866
12+50.00	BG	25	151	2	0	0	140	1	0	0	1,021	12	1,005
13+00.00	BG	50	115	2	0	0	246	3	0	0	1,267	12	1,248
13+50.00	BG	50	120	2	0	0	218	3	0	0	1,485	12	1,463
14+00.00	BG	50	155	2	0	0	255	3	0	0	1,740	12	1,715
14+50.00	BG	50	165	2	0	0	296	3	0	0	2,036	12	2,007
15+00.00	BG	50	201	0	0	0	338	2	0	0	2,375	12	2,344
16+00.00	BG	0	130	30	0	0	0	0	0	0	2,375	12	2,344
16+50.00	BG	50	130	0	0	0	241	28	0	0	2,616	12	2,557
17+00.00	BG	50	110	0	0	0	222	0	0	0	2,838	12	2,779
17+50.00	BG	50	82	0	0	0	177	0	0	0	3,015	12	2,957
17+75.00	BG	25	73	0	0	0	72	0	0	0	3,087	12	3,028
18+00.00	BG	25	72	0	0	0	67	0	0	0	3,155	12	3,095
18+50.00	BG	50	70	0	2	0	132	0	2	0	3,286	14	3,225
19+00.00	BG	50	72	0	3	0	131	0	4	0	3,417	19	3,351
19+50.00	BG	50	79	0	3	0	139	0	5	0	3,557	25	3,484
20+00.00	BG	50	109	0	0	0	174	0	2	0	3,730	28	3,655
20+25.00	BG	25	95	0	0	0	94	0	0	0	3,825	28	3,749
20+50.00	BG	25	97	0	0	0	89	0	0	0	3,914	28	3,838
21+00.00	BG	50	66	0	7	0	151	0	6	0	4,065	36	3,982
21+50.00	BG	50	67	0	7	0	123	0	13	0	4,189	52	4,089
22+00.00	BG	50	62	0	8	0	120	0	14	0	4,308	70	4,191
22+00.01	BG	0	30	0	8	0	0	0	0	0	4,308	70	4,191
22+50.00	BG	50	25	0	0	0	50	0	7	0	4,359	79	4,232
23+00.00	BG	50	16	0	2	0	38	0	2	0	4,397	82	4,268
23+50.00	BG	50	16	0	0	0	30	0	2	0	4,426	84	4,295
23+97.51	BG	48	16	0	0	0	28	0	1	0	4,455	85	4,323
					COLUMN TOTALS		4,455	47	68	0			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

9

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STAGE 3 (PH)

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25 NOTE 4	MASS ORDINATE NOTE 4
14+54.00 PH		0	0	129	0	0	0	0	0	0	0	0
15+00.00 PH	46	0	0	129	0	0	0	220	0	0	275	-275
15+50.00 PH	50	0	0	93	0	0	0	206	0	0	532	-532
15+86.18 PH	36	0	0	93	0	0	0	125	0	0	687	-687
16+34.22 PH		9	0	4	0	0	0	0	0	0	687	-687
16+50.00 PH	16	9	0	4	0	5	0	2	0	0	690	-685
17+00.00 PH	50	1	0	46	0	9	0	46	0	0	748	-734
17+50.00 PH	50	0	0	63	0	1	0	101	0	0	874	-859
18+00.00 PH	50	0	0	71	0	0	0	124	0	0	1,029	-1,014
18+50.00 PH	50	0	0	69	0	0	0	130	0	0	1,192	-1,176
19+00.00 PH	50	0	0	73	0	0	0	131	0	0	1,356	-1,340
19+50.00 PH	50	1	0	73	0	1	0	135	0	0	1,525	-1,508
20+00.00 PH	50	1	0	68	0	2	0	131	0	0	1,688	-1,670
20+50.00 PH	50	0	0	64	0	1	0	122	0	0	1,841	-1,822
21+00.00 PH	50	1	0	57	0	1	0	112	0	0	1,981	-1,961
21+50.00 PH	50	0	0	53	0	1	0	102	0	0	2,108	-2,087
22+00.00 PH	50	0	0	52	0	0	0	97	0	0	2,230	-2,209
22+50.00 PH	50	0	0	16	0	0	0	63	0	0	2,308	-2,287
23+00.00 PH	50	4	0	3	0	4	0	18	0	0	2,330	-2,306
23+24.19 PH	24	4	0	3	0	4	0	3	0	0	2,334	-2,305
23+76.99 PH		6	0	2	0	0	0	0	0	0	2,334	-2,305
24+00.00 PH	23	6	0	2	0	5	0	2	0	0	2,336	-2,302
24+50.00 PH	50	6	0	2	0	11	0	4	0	0	2,341	-2,296
25+00.00 PH	50	10	0	0	0	15	0	2	0	0	2,343	-2,284
25+50.00 PH	50	12	0	0	0	20	0	0	0	0	2,343	-2,263
26+00.00 PH	50	9	0	0	0	19	0	0	0	0	2,343	-2,244
26+50.00 PH	50	16	0	0	0	23	0	0	0	0	2,343	-2,221
27+00.00 PH	50	12	0	0	0	26	0	0	0	0	2,343	-2,195
27+50.00 PH	50	12	0	0	0	22	0	0	0	0	2,343	-2,172
28+00.00 PH	50	12	0	0	0	22	0	0	0	0	2,343	-2,150
28+50.00 PH	50	12	0	0	0	22	0	0	0	0	2,343	-2,128
29+00.00 PH	50	12	0	0	0	22	0	0	0	0	2,343	-2,106
29+50.00 PH	50	11	0	0	0	21	0	0	0	0	2,343	-2,084
30+00.00 PH	50	4	0	1	0	14	0	1	0	0	2,344	-2,072
30+50.00 PH	50	0	0	15	0	4	0	15	0	0	2,363	-2,087
31+00.00 PH	50	0	0	30	0	0	0	42	0	0	2,415	-2,139
31+50.00 PH	50	0	0	40	0	0	0	65	0	0	2,496	-2,220
31+77.70 PH	28	0	0	40	0	0	0	41	0	0	2,547	-2,271
32+60.34 PH		12	0	0	0	0	0	0	0	0	2,547	-2,271
33+00.00 PH	40	0	0	49	0	9	0	36	0	0	2,592	-2,307
33+48.88 PH	49	12	0	0	0	11	0	44	0	0	2,647	-2,352
				COLUMN TOTALS		296	0	2,118	0			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 4 (ML)

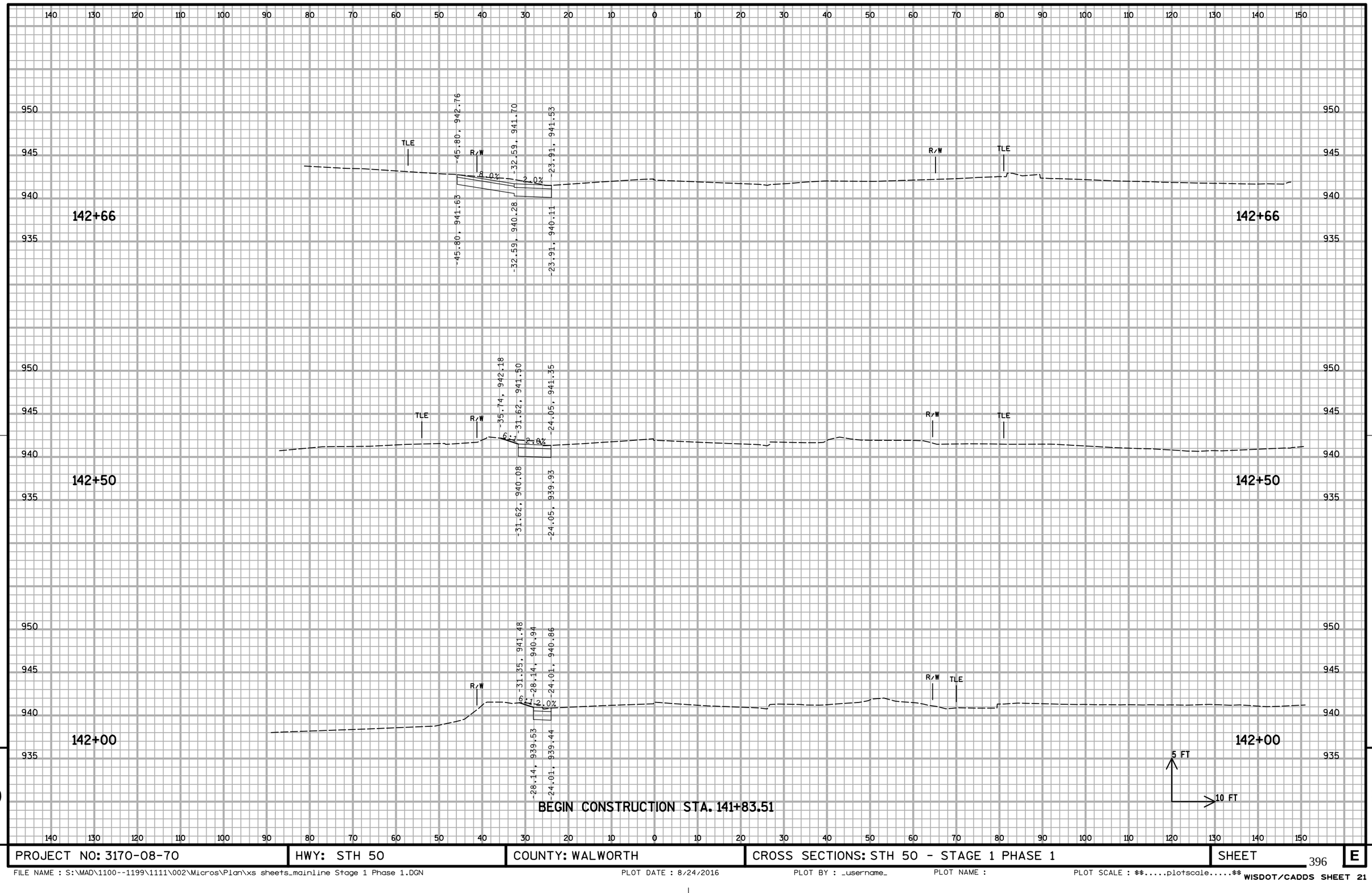
STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
142+04.95		16	0	0	0	0	0	0	0	0	0	0
142+50.00	45	16	0	0	0	27	0	0	0	27	0	27
142+70.00	20	17	0	0	0	12	0	0	0	39	0	39
143+00.00	30	14	0	0	0	17	0	0	0	56	0	56
143+50.00	50	12	0	0	0	24	0	0	0	81	0	81
144+00.00	50	13	0	0	0	23	0	0	0	104	0	104
144+50.00	50	14	0	0	0	25	0	0	0	128	0	128
145+00.00	50	14	0	0	0	26	0	0	0	155	0	155
146+23.62		10	0	2	0	0	0	0	0	155	0	155
146+50.00	26	10	0	2	0	10	0	2	0	164	2	162
147+00.00	50	10	0	2	0	18	0	3	0	183	6	177
147+50.00	50	11	0	2	0	19	0	3	0	202	10	192
148+00.00	50	12	0	9	0	22	0	10	0	224	23	201
148+50.00	50	14	0	12	0	24	0	19	0	248	47	201
149+00.00	50	15	0	8	0	27	0	18	0	275	70	205
149+50.00	50	15	0	5	0	28	0	12	0	303	85	218
150+00.00	50	16	0	4	0	29	0	8	0	332	95	237
150+50.00	50	18	0	1	0	32	0	4	0	364	100	263
150+73.11	23	18	0	1	0	16	0	1	0	379	101	278
153+01.93		7	0	5	0	0	0	0	0	379	101	278
153+50.00	48	7	0	5	0	13	0	8	0	393	112	281
154+00.00	50	7	0	5	0	14	0	9	0	406	124	283
154+50.00	50	7	0	6	0	14	0	11	0	420	137	283
155+00.00	50	7	0	10	0	14	0	15	0	434	155	279
155+50.00	50	7	0	13	0	14	0	21	0	448	181	266
156+00.00	50	7	0	15	0	14	0	25	0	462	213	248
156+50.00	50	7	0	14	0	14	0	27	0	475	247	229
157+00.00	50	7	0	14	0	14	0	27	0	489	280	209
157+50.00	50	7	0	14	0	14	0	27	0	503	314	189
				COLUMN TOTALS		503	0	251	0			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 4 (BG)

STATION		DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25 NOTE 4	MASS ORDINATE NOTE 5
12+54.74	BG		26	0	0	0	0	0	0	0	0	0	0
13+00.00	BG	45	26	0	0	0	44	0	0	0	44	0	44
13+50.00	BG	50	23	0	0	0	46	0	0	0	89	0	89
14+00.00	BG	50	22	0	0	0	42	0	0	0	132	0	132
14+50.00	BG	50	22	0	0	0	41	0	0	0	172	0	172
14+89.16	BG	39	22	0	0	0	31	0	0	0	204	0	204
			0		0								
16+07.74	BG		15	0	0	0	0	0	0	0	204	0	204
16+50.00	BG	42	15	0	0	0	24	0	0	0	227	0	227
17+00.00	BG	50	18	0	0	0	31	0	0	0	258	0	258
17+50.00	BG	50	16	0	0	0	31	0	0	0	289	0	289
17+75.00	BG	25	15	0	0	0	14	0	0	0	303	0	303
18+00.00	BG	25	14	0	0	0	14	0	0	0	317	0	317
18+50.00	BG	50	15	0	0	0	27	0	0	0	344	0	344
19+00.00	BG	50	15	0	0	0	28	0	0	0	372	0	372
19+50.00	BG	50	17	0	0	0	30	0	0	0	402	0	403
19+91.26	BG	41	17	0	0	0	26	0	0	0	428	0	429
			0		0								
20+68.70	BG	0	22	0	0	0	0	0	0	0	428	0	429
21+00.00	BG	31	38	0	1	0	35	0	0	0	463	1	463
21+50.00	BG	50	12	0	0	0	47	0	1	0	510	2	509
22+00.00	BG	50	11	0	0	0	21	0	0	0	531	2	530
22+00.01	BG	0	11	0	0	0	0	0	0	0	531	2	530
22+50.00	BG	50	29	0	0	0	37	0	0	0	569	2	567
23+00.00	BG	50	33	0	0	0	57	0	0	0	626	2	625
23+35.18	BG	35	33	0	0	0	43	0	0	0	669	2	667
					COLUMN TOTALS		669	0	2	0			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

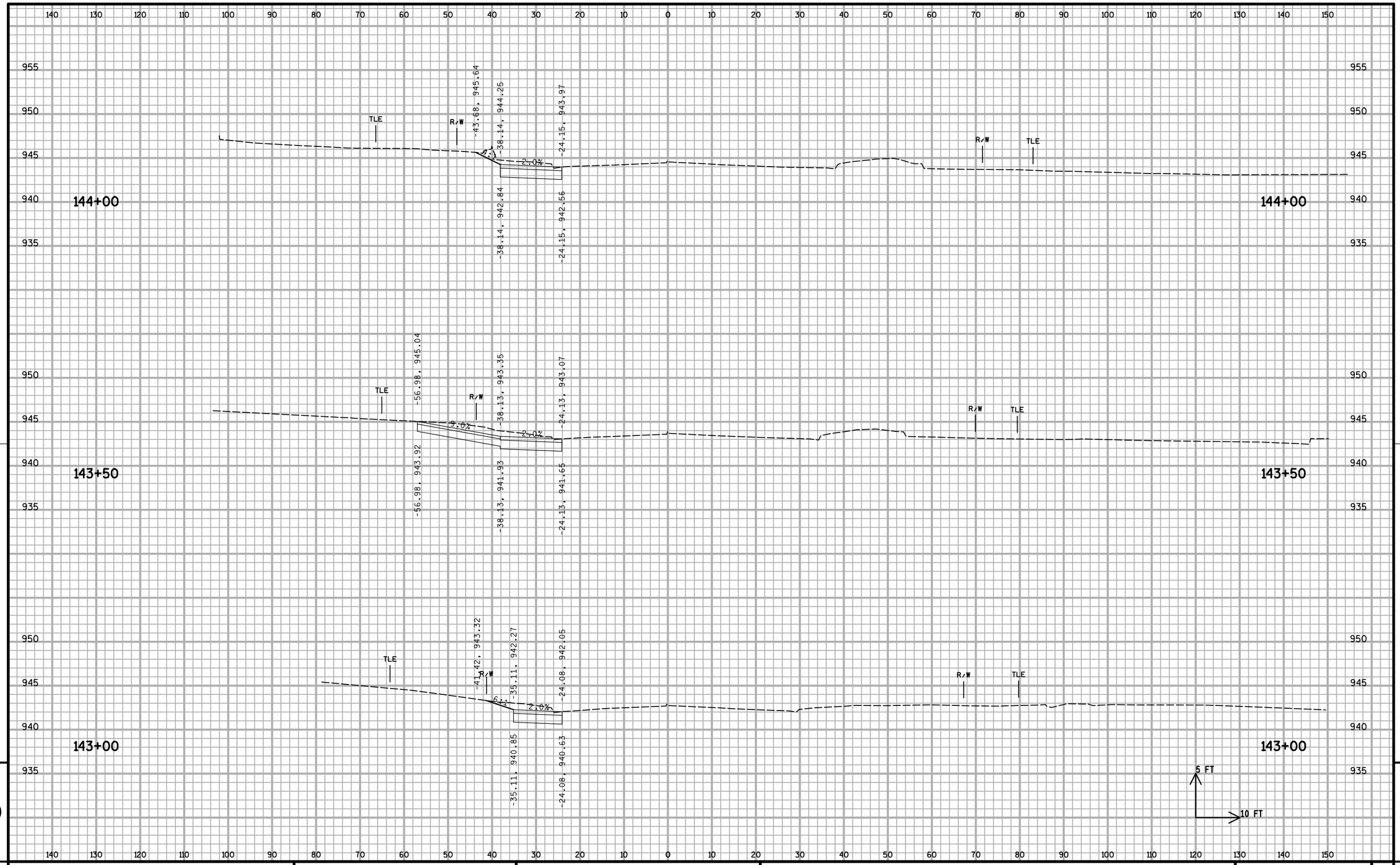


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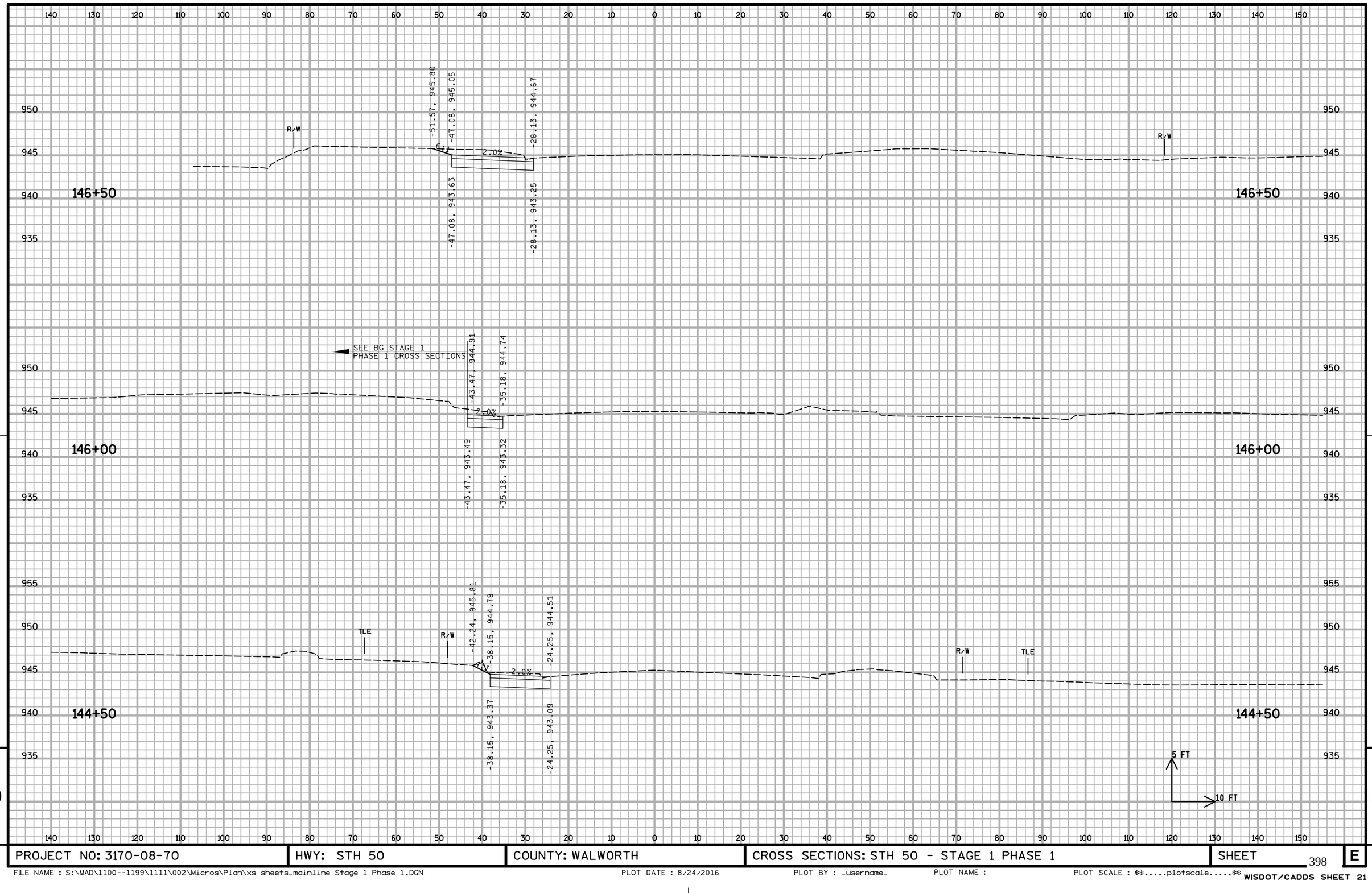
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50 - STAGE 1 PHASE 1	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline Stage 1 Phase 1.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

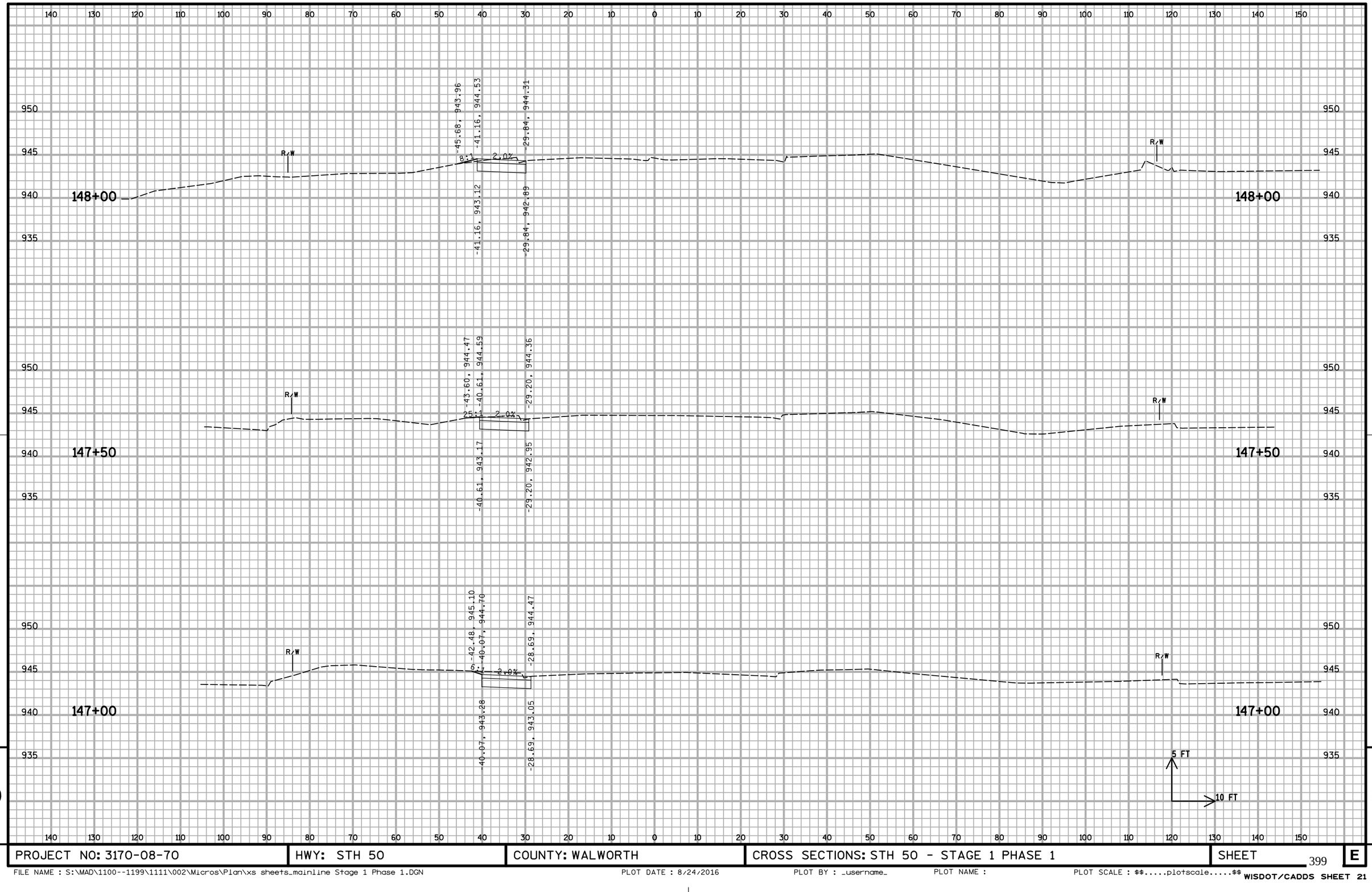


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50 - STAGE 1 PHASE 1	SHEET 397	E



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50 - STAGE 1 PHASE 1	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline Stage 1 Phase 1.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



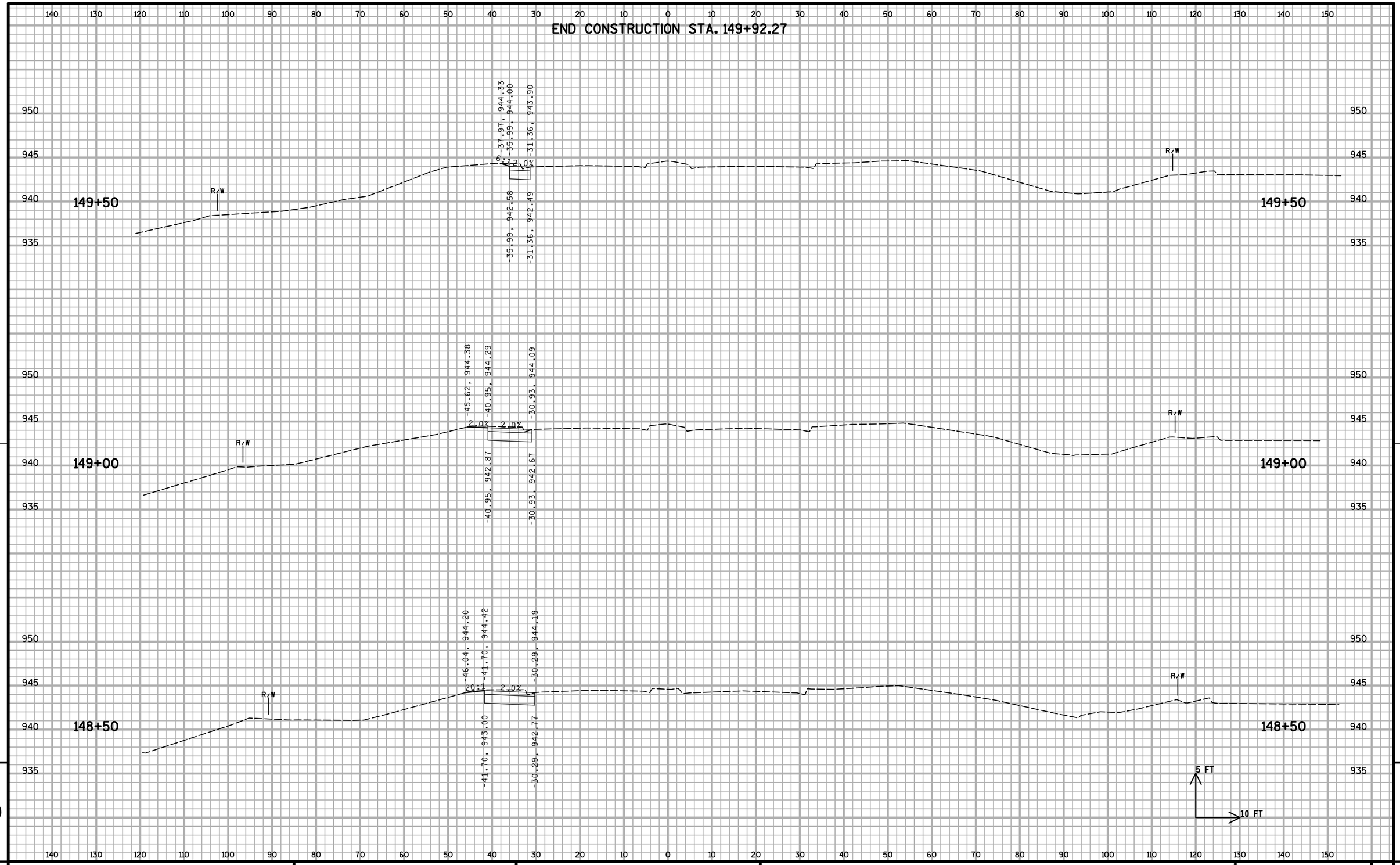
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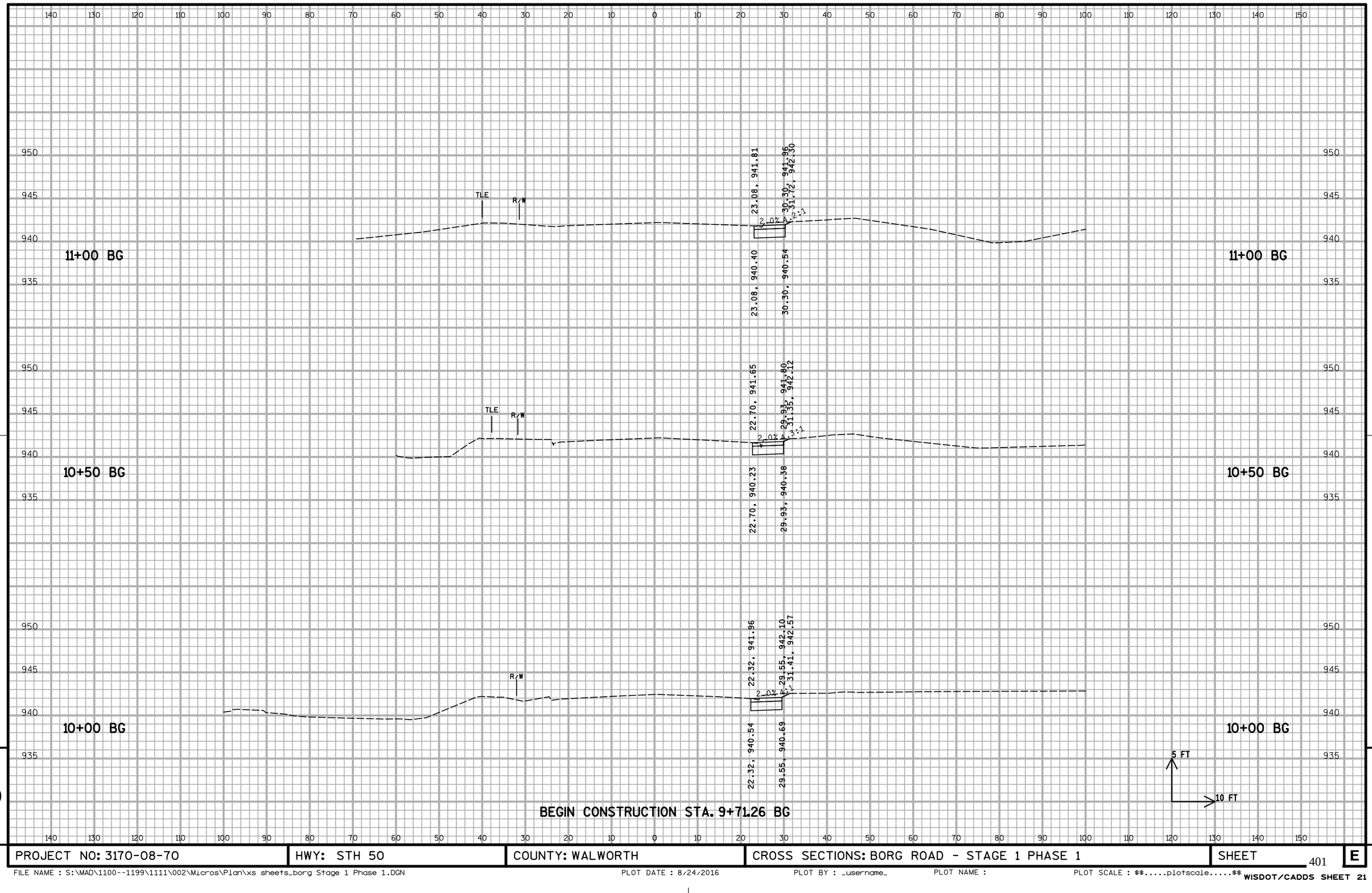
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50 - STAGE 1 PHASE 1	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline Stage 1 Phase 1.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION STA. 149+92.27



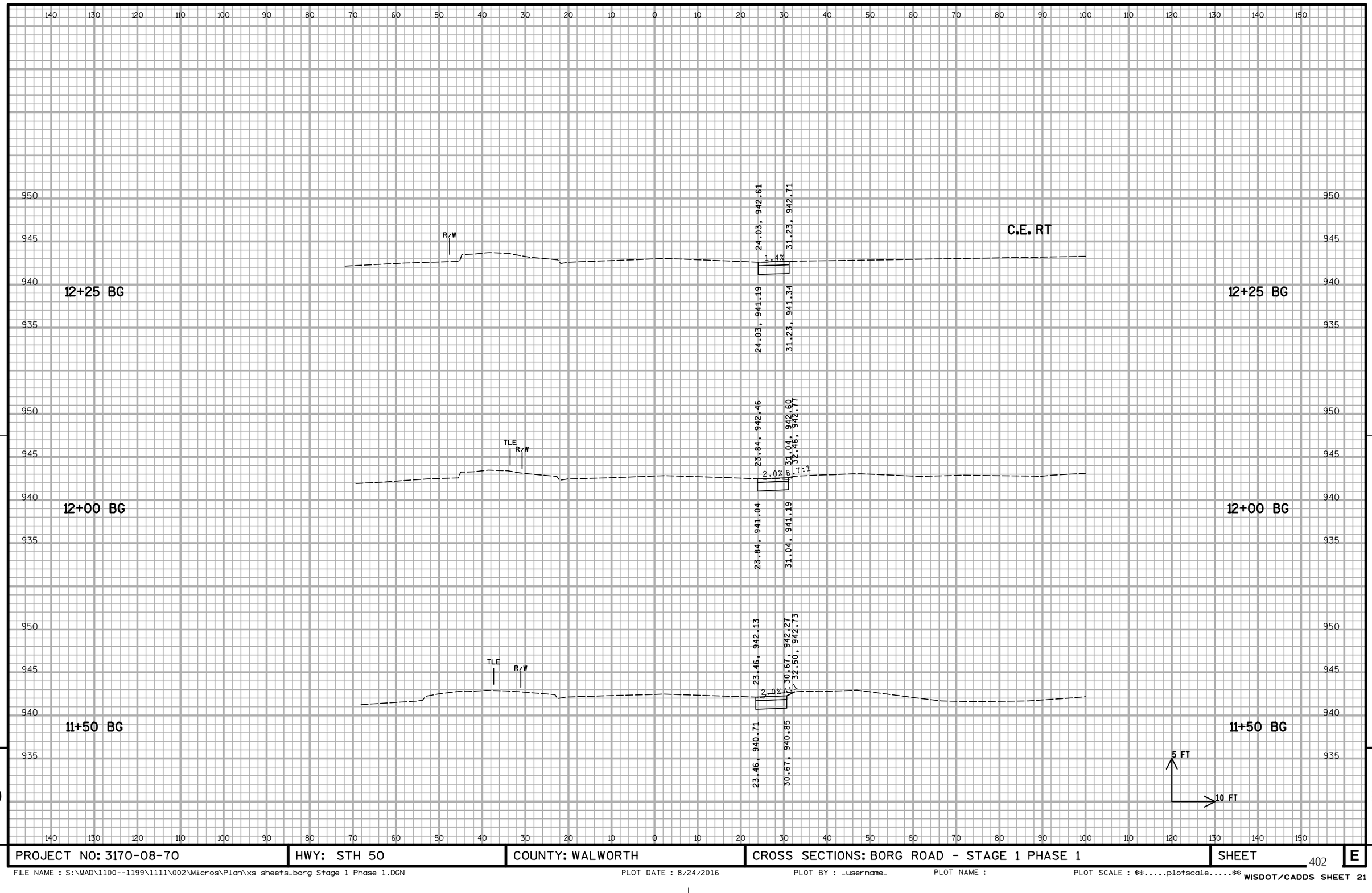
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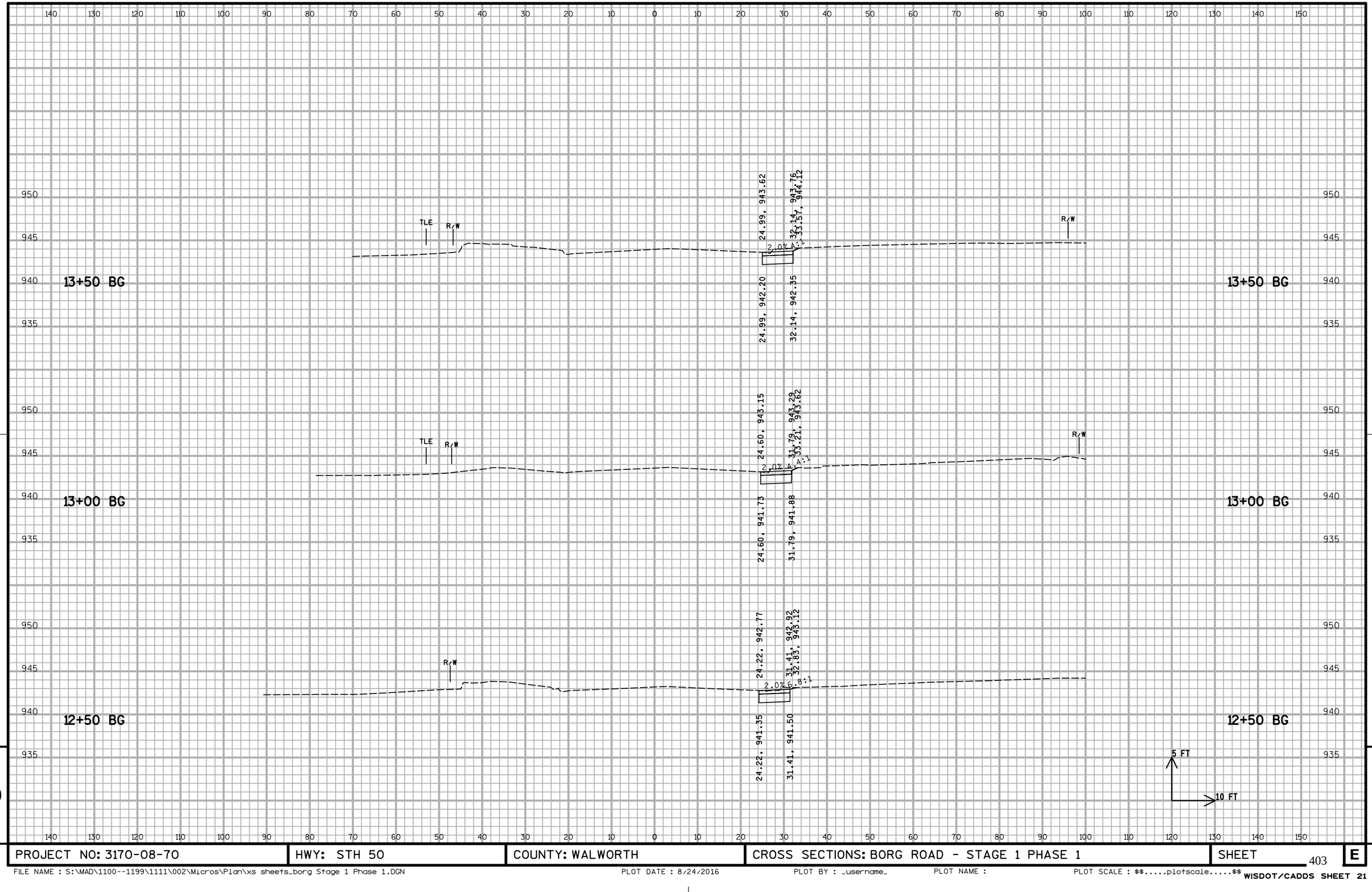
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD - STAGE 1 PHASE 1	SHEET 401	E

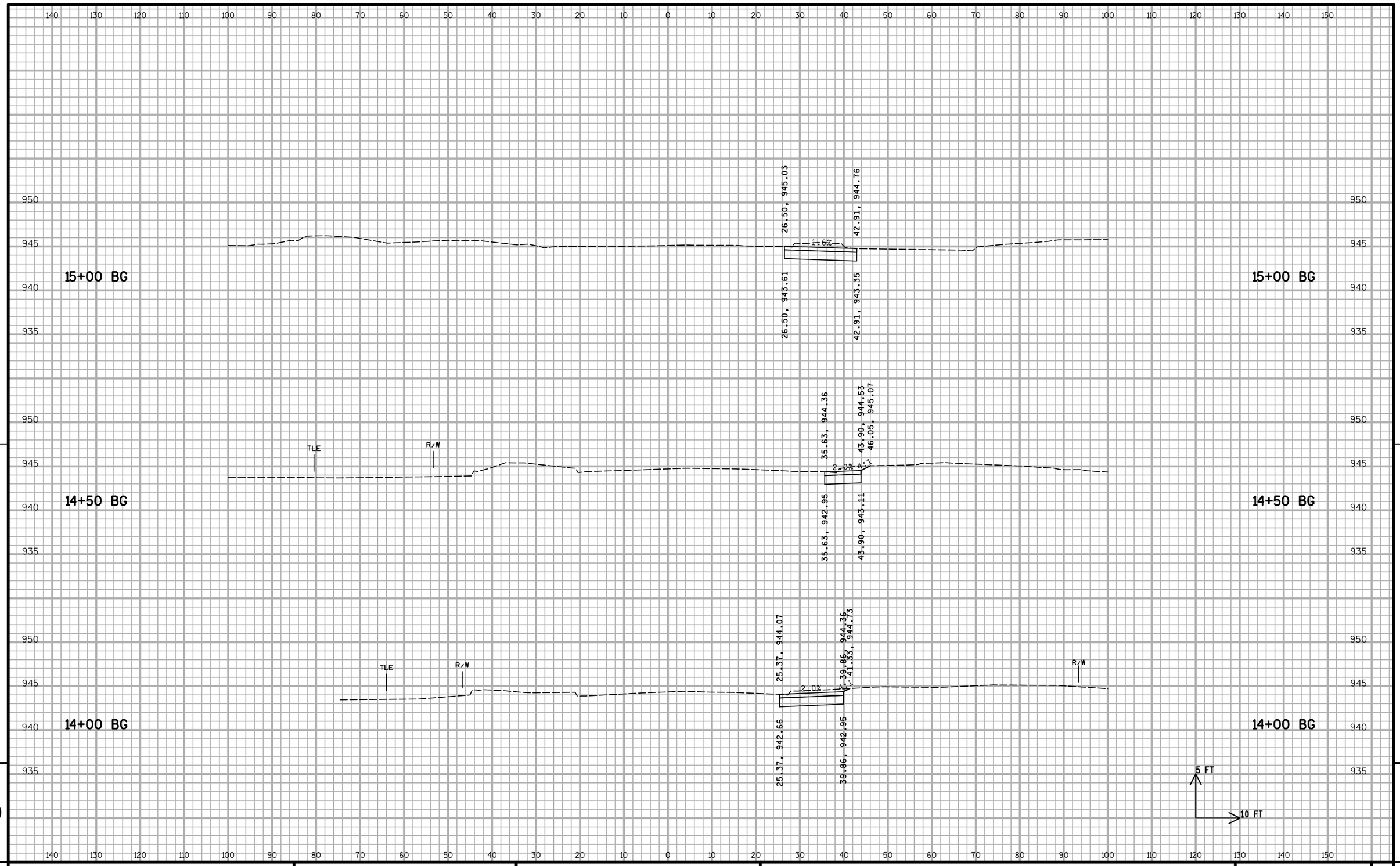


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD - STAGE 1 PHASE 1	SHEET 402	E

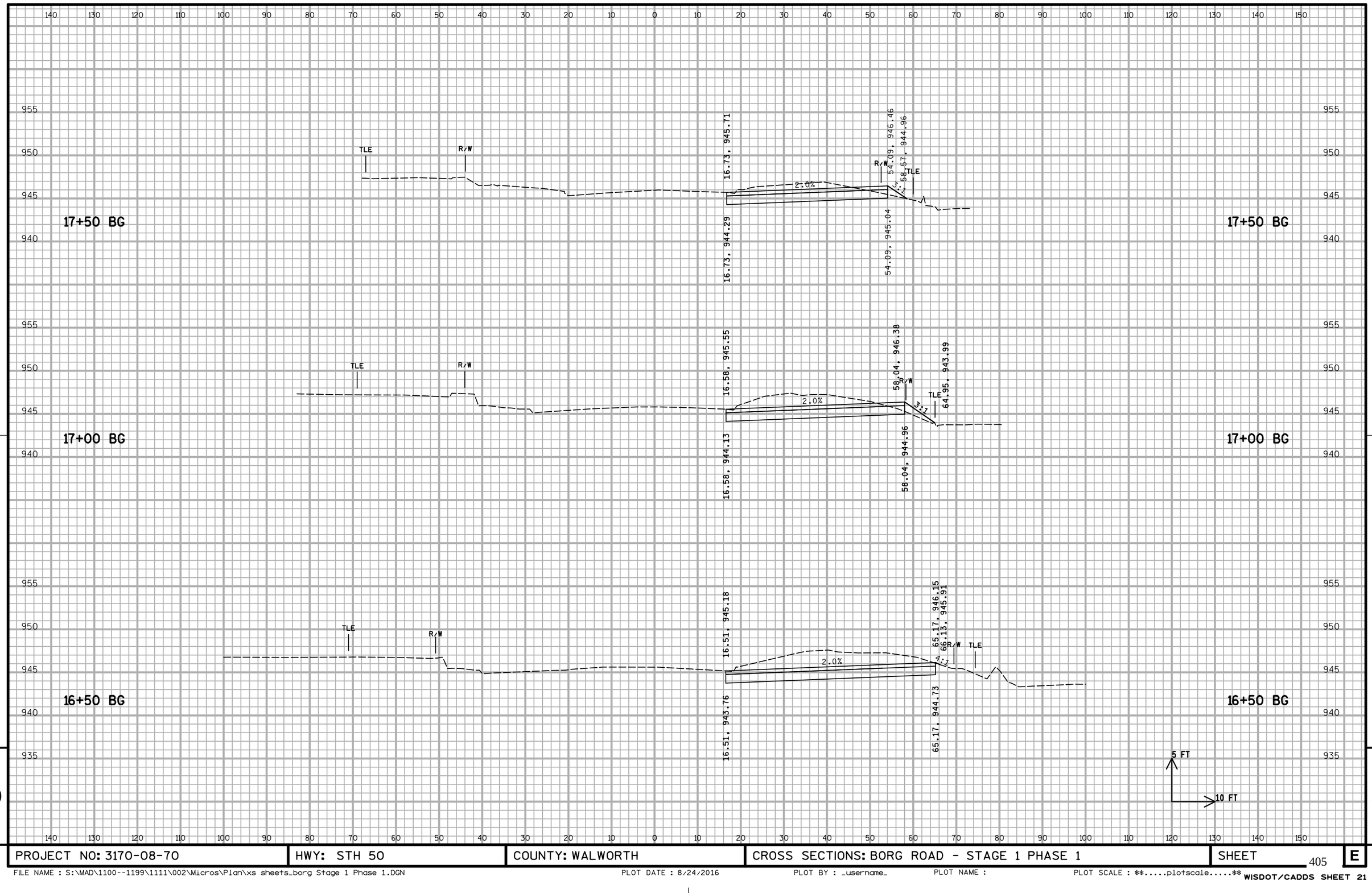
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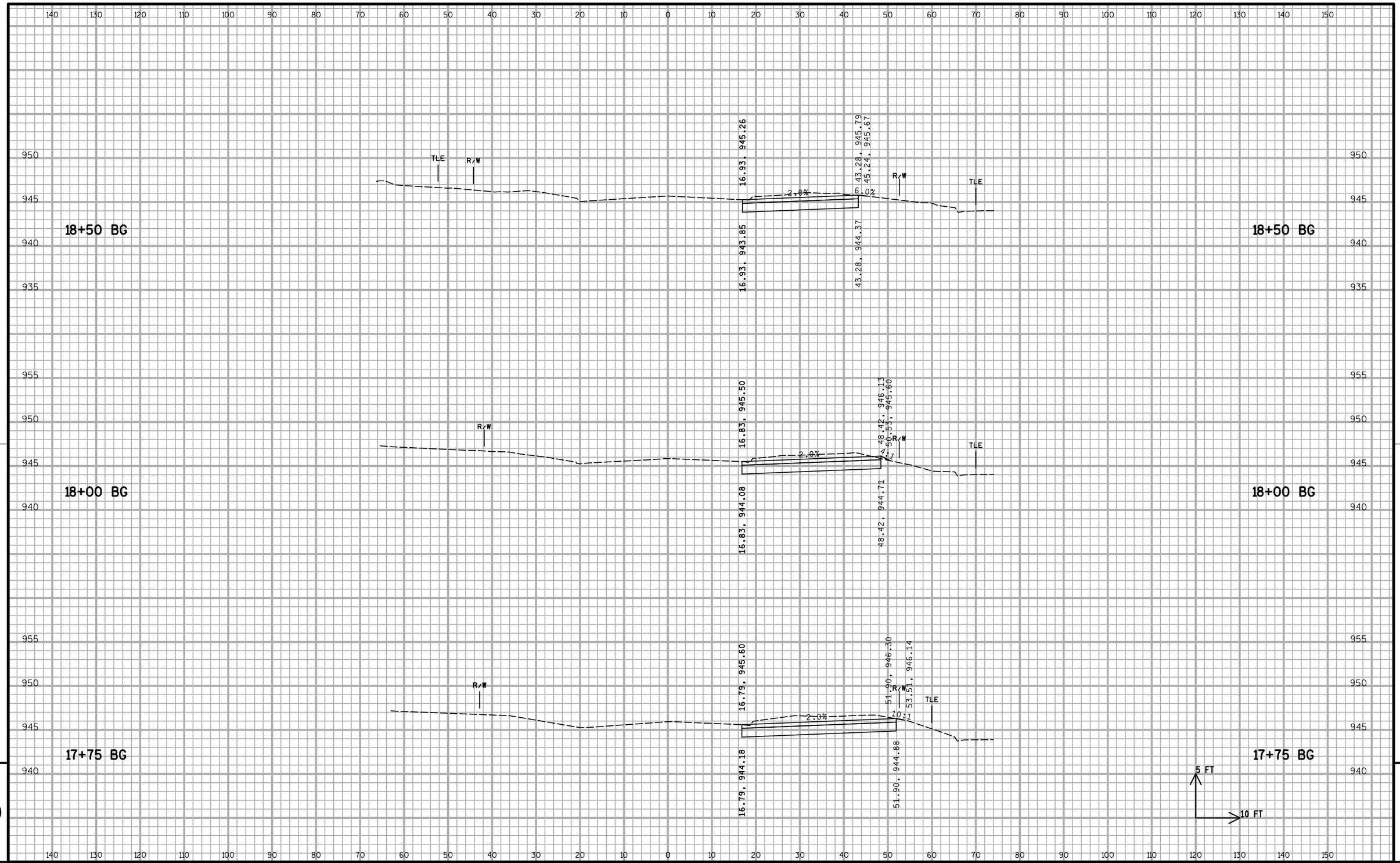
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD - STAGE 1 PHASE 1	SHEET 404	E



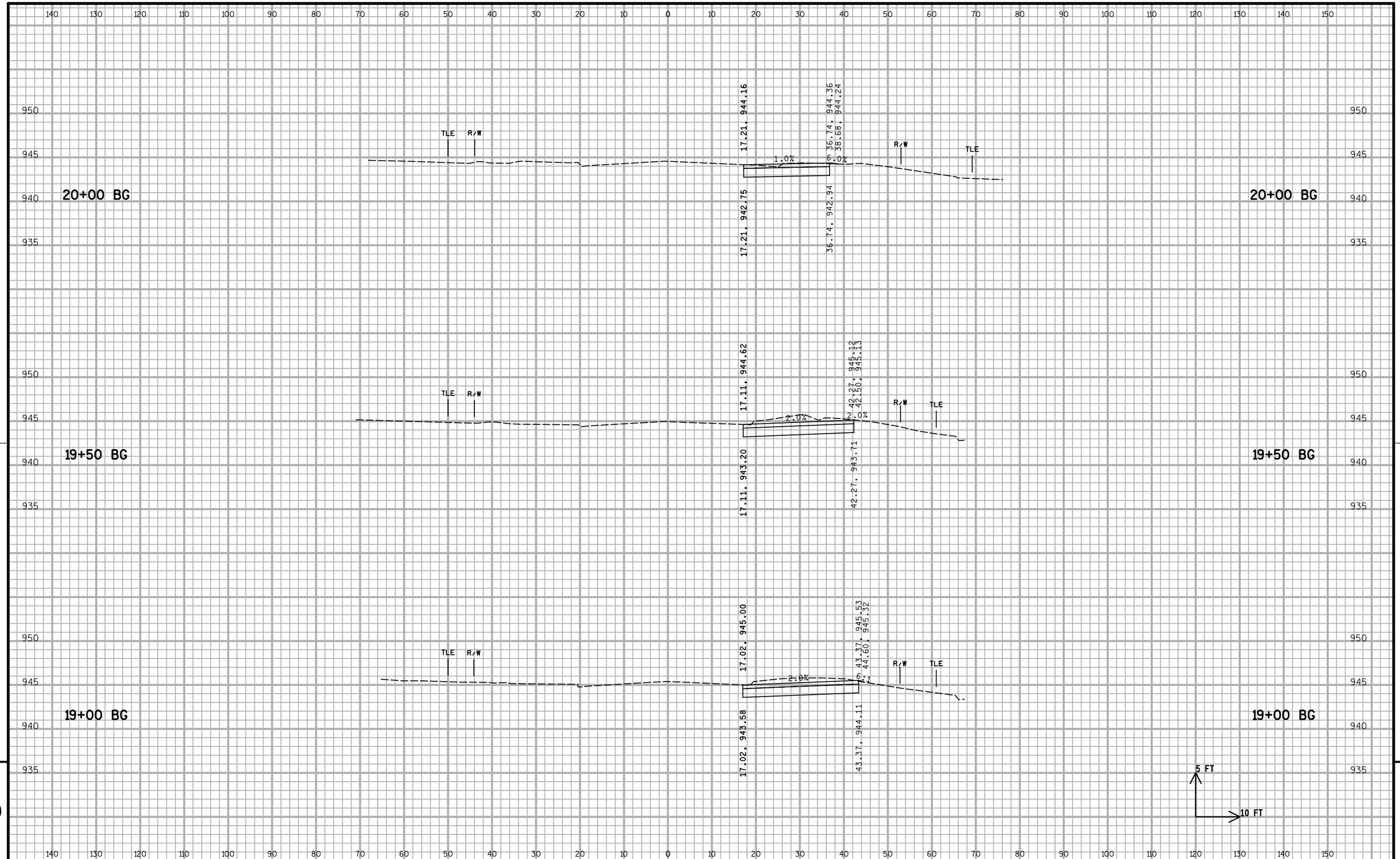
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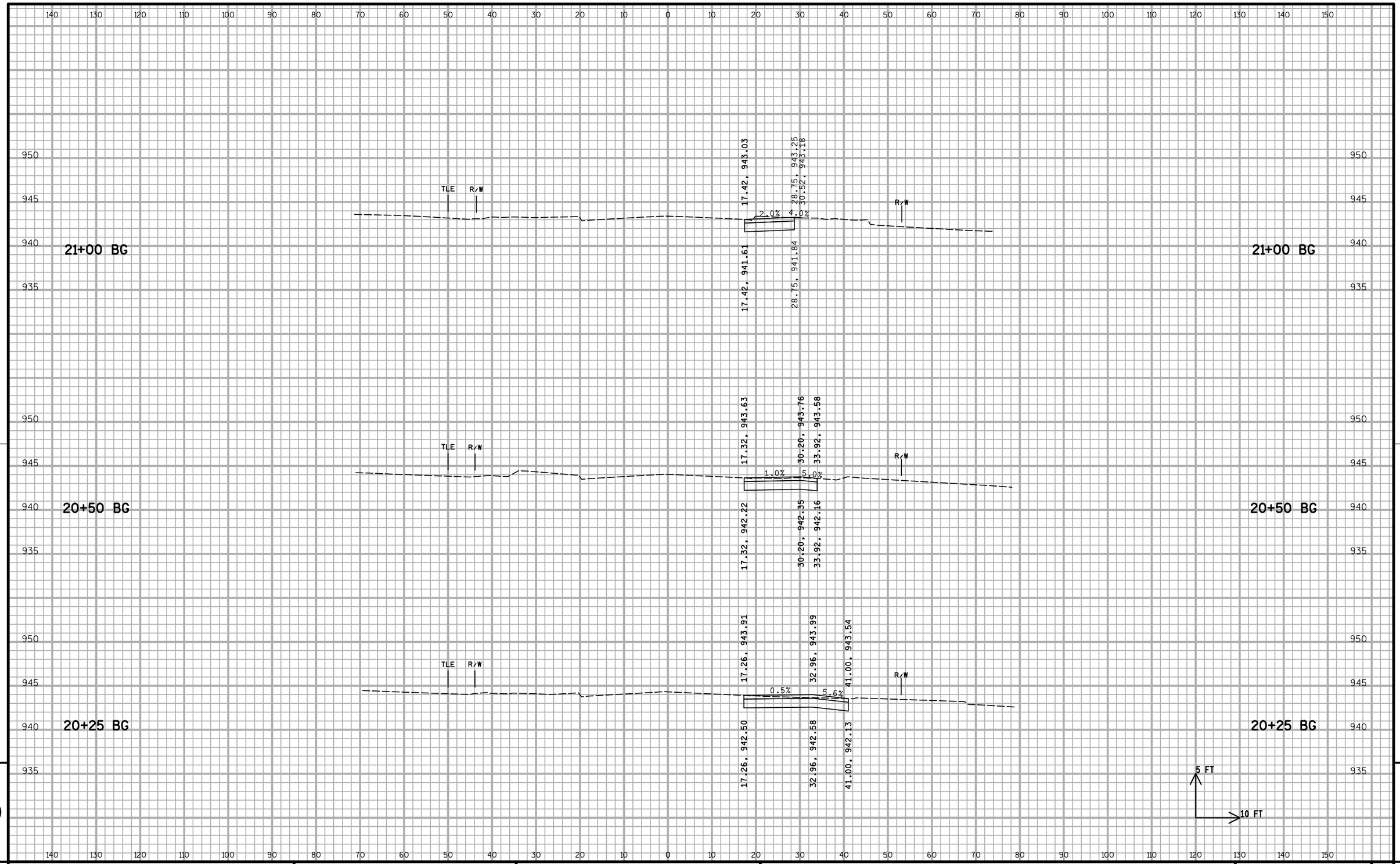
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD - STAGE 1 PHASE 1	SHEET 406	E



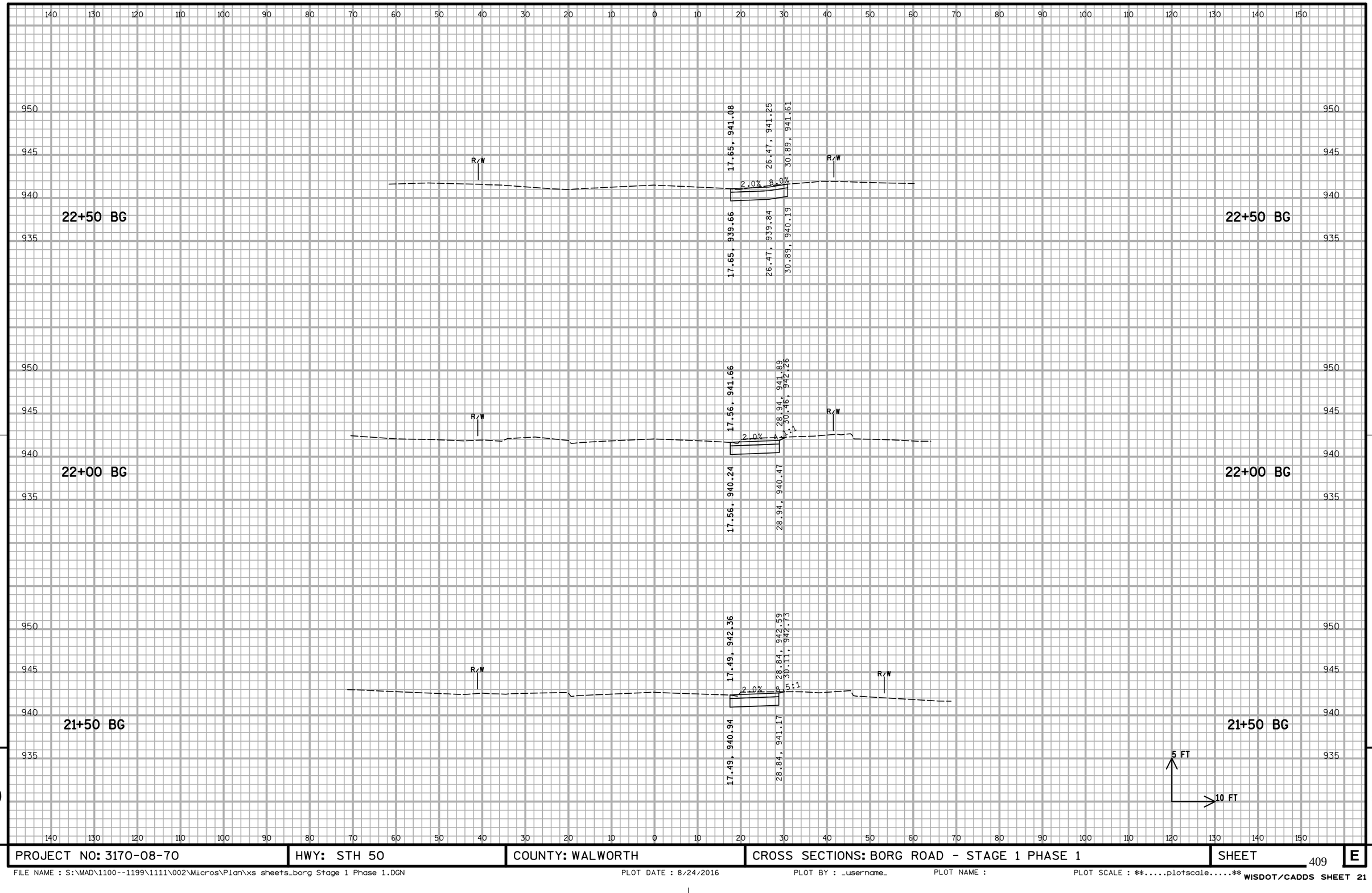
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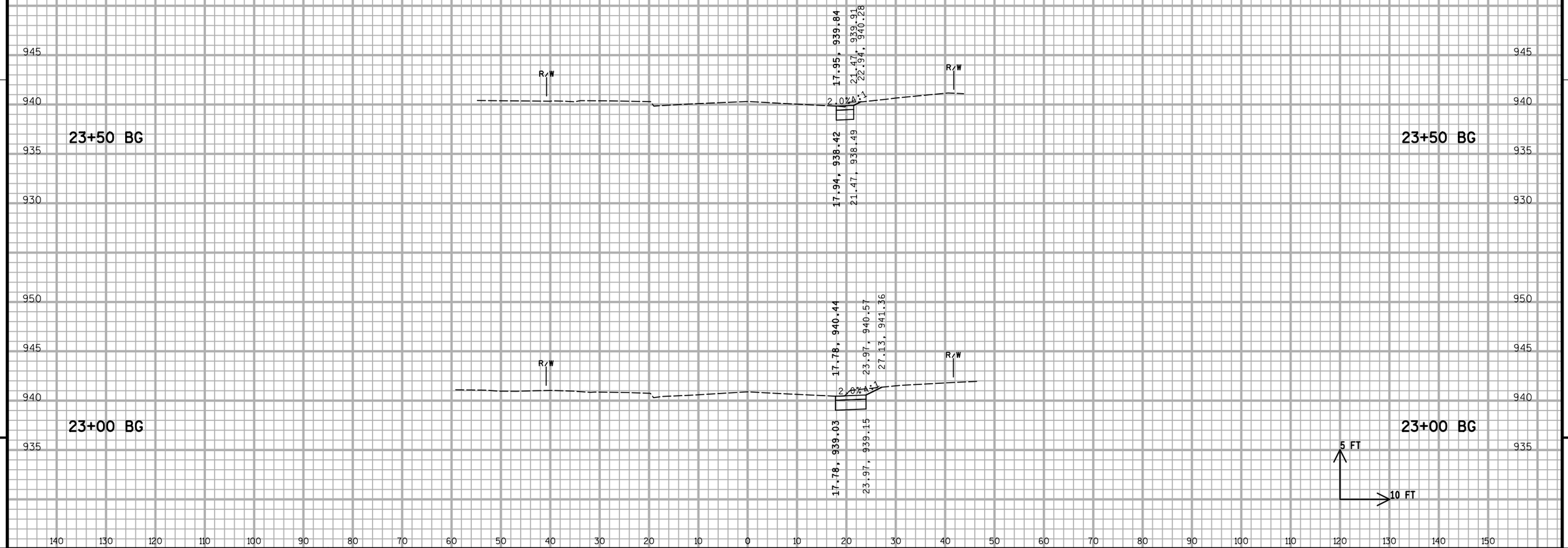
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD - STAGE 1 PHASE 1	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg Stage 1 Phase 1.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

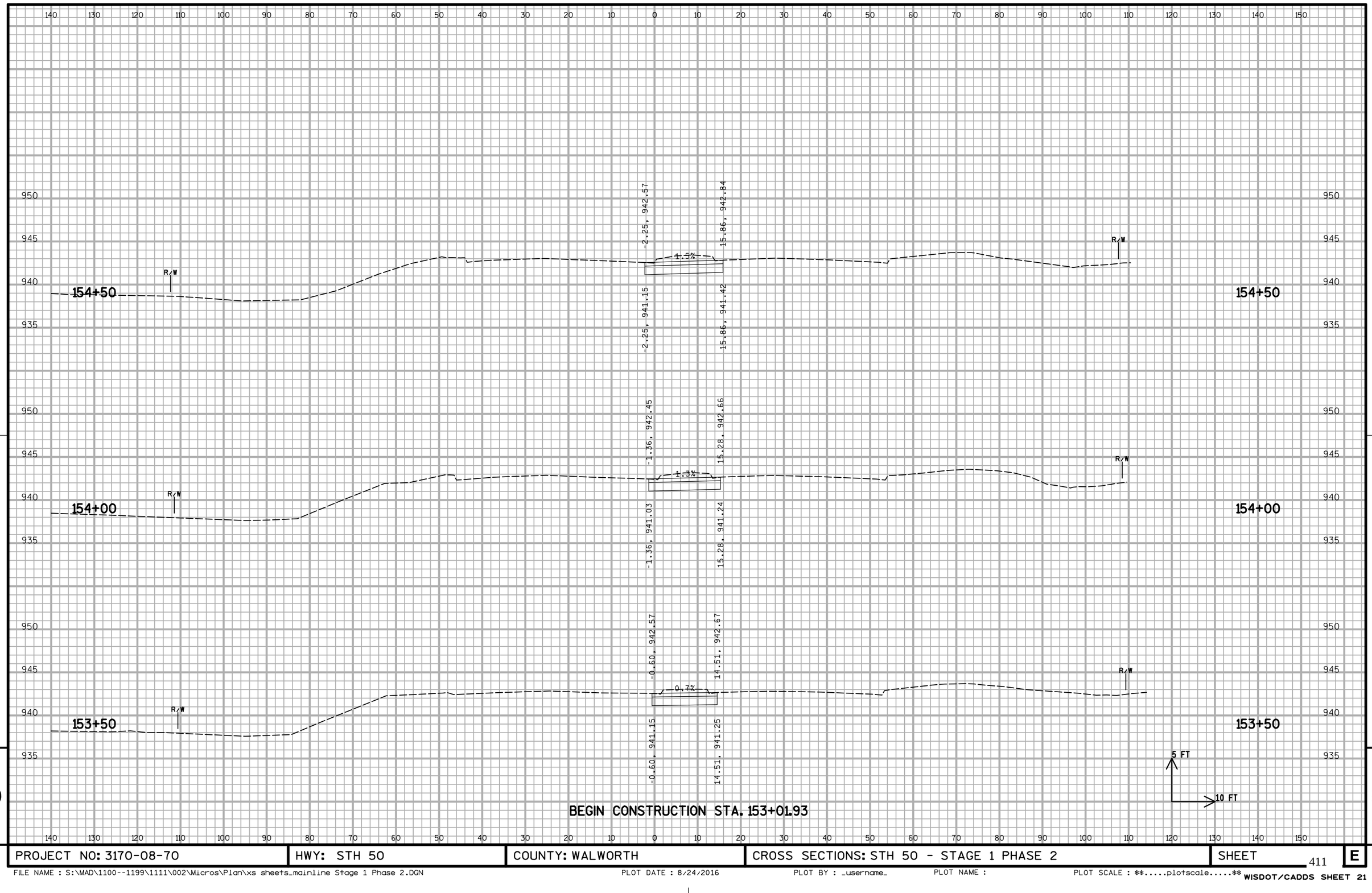
END CONSTRUCTION STA. 23+97.54 BG



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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD - STAGE 1 PHASE 1	SHEET 410	E



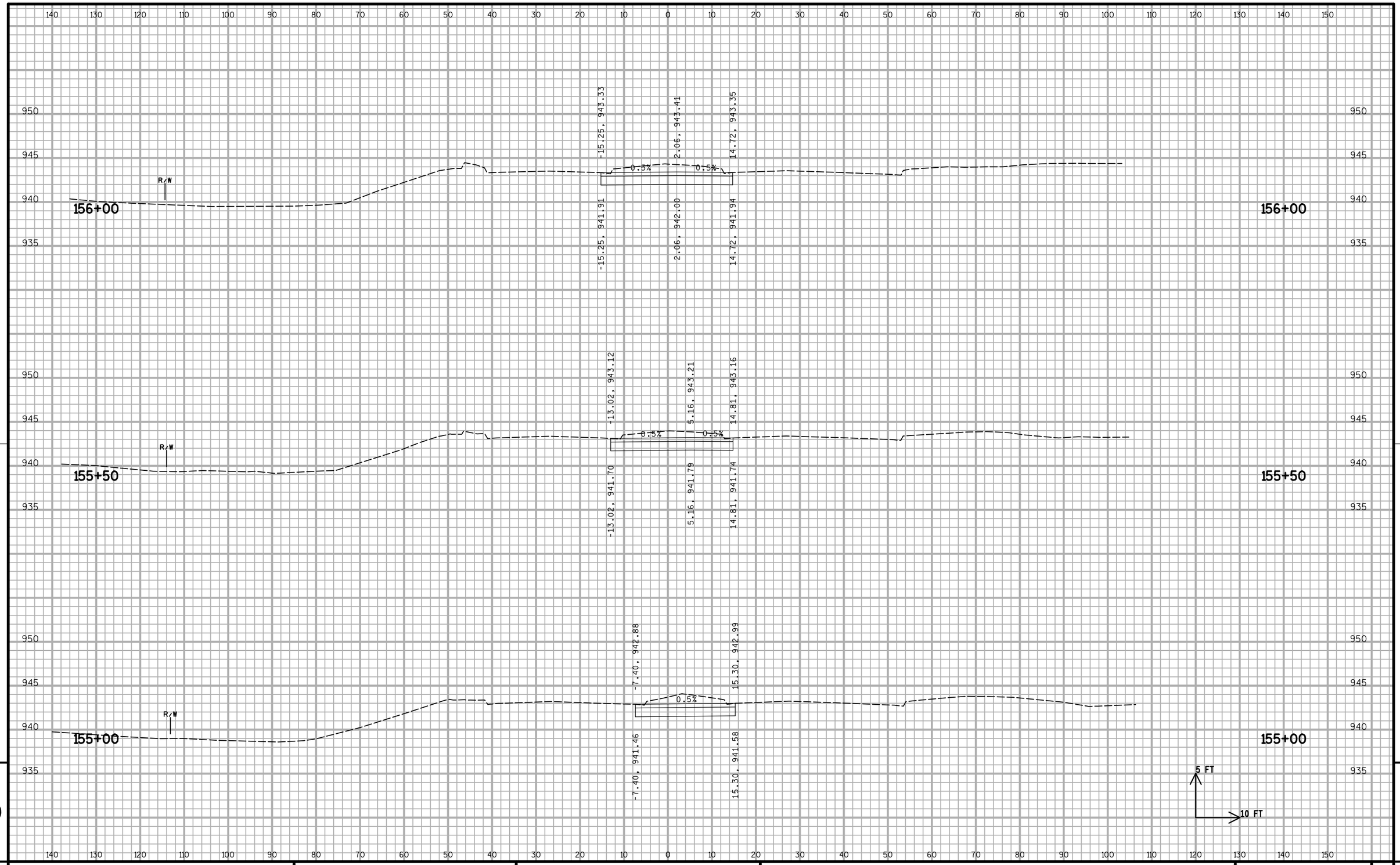
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50 - STAGE 1 PHASE 2	SHEET 411	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline Stage 1 Phase 2.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



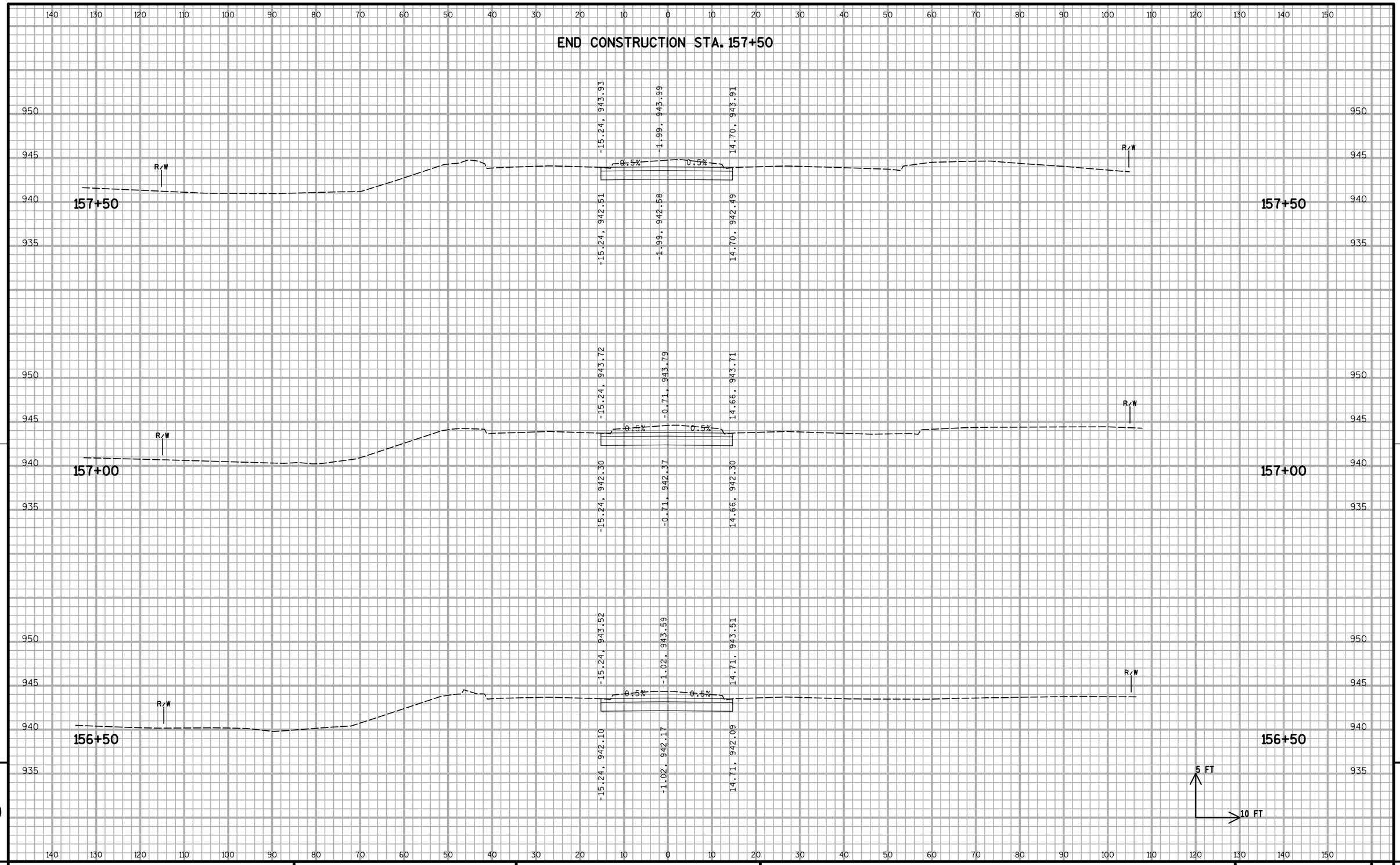
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50 - STAGE 1 PHASE 2	SHEET	E

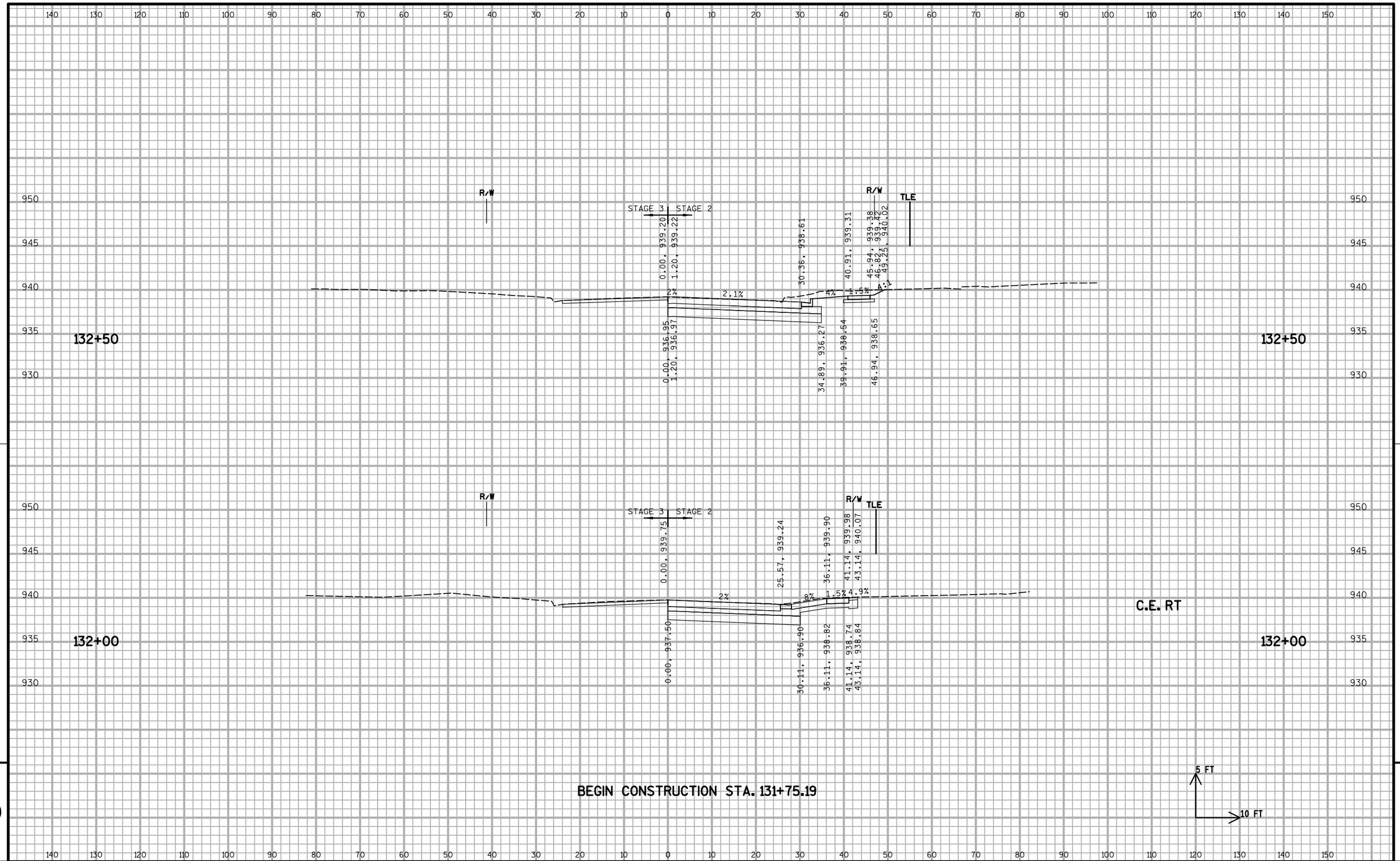
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END CONSTRUCTION STA. 157+50



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50 - STAGE 1 PHASE 2	SHEET	E

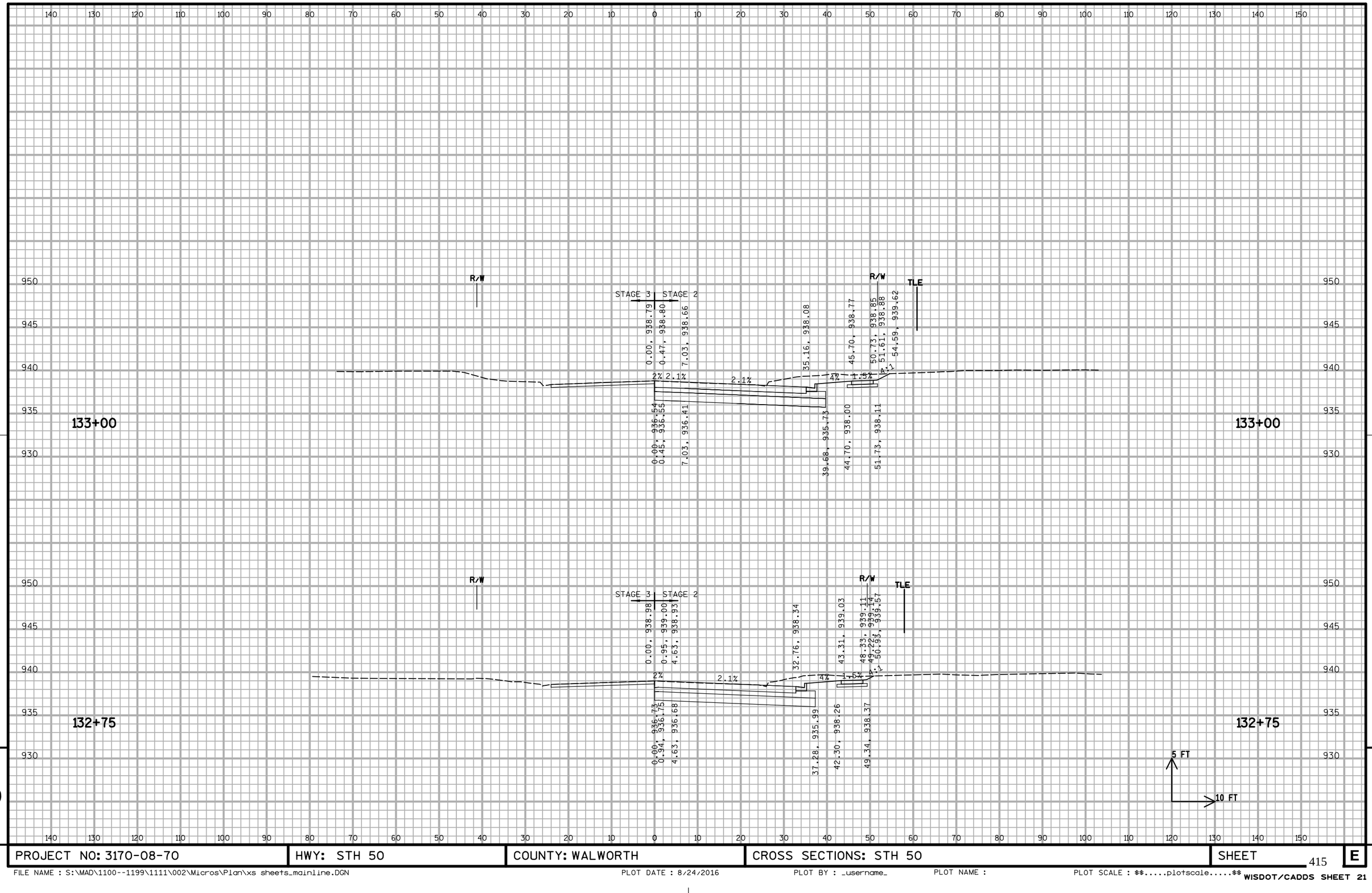
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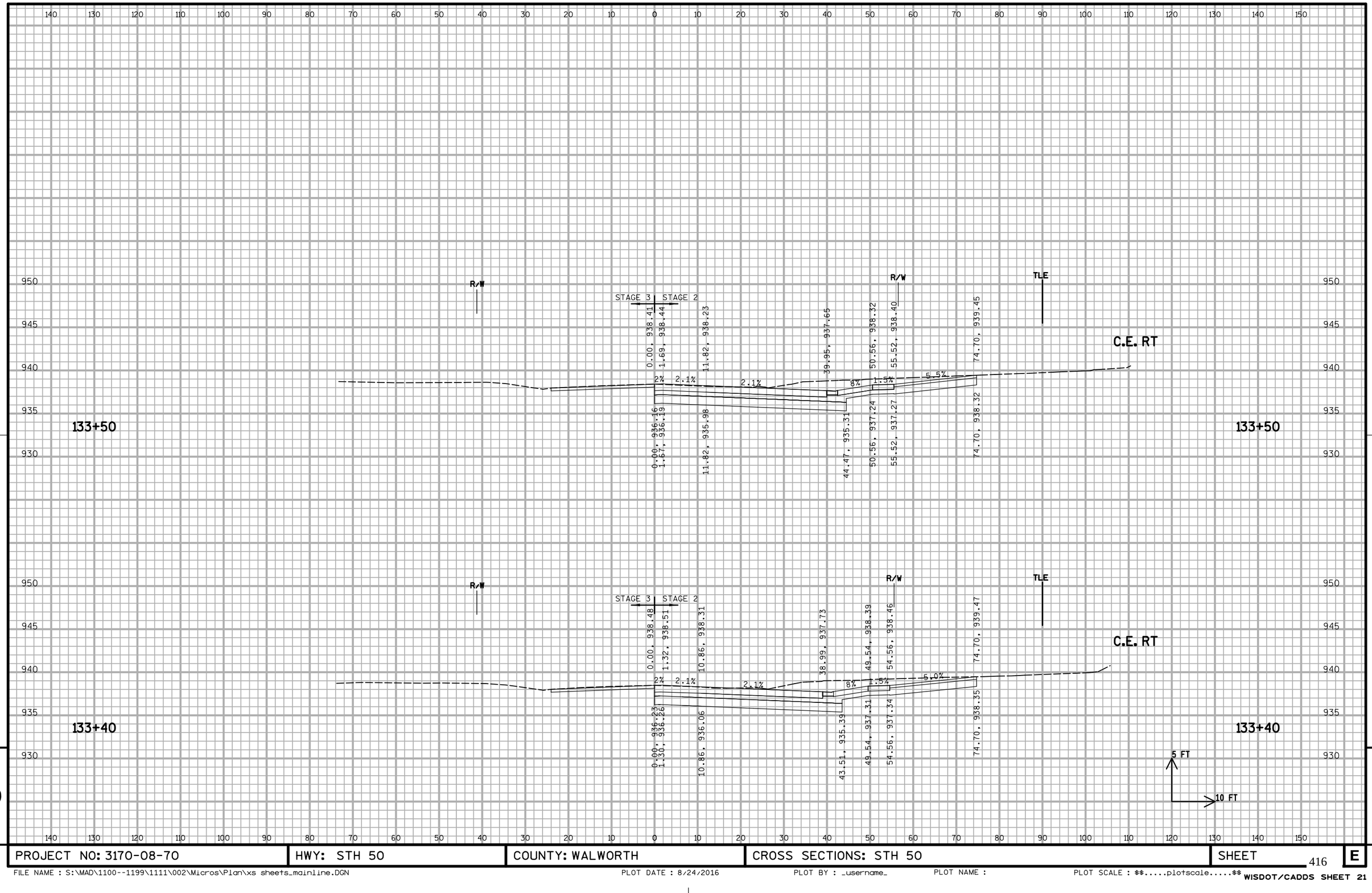
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 414	E



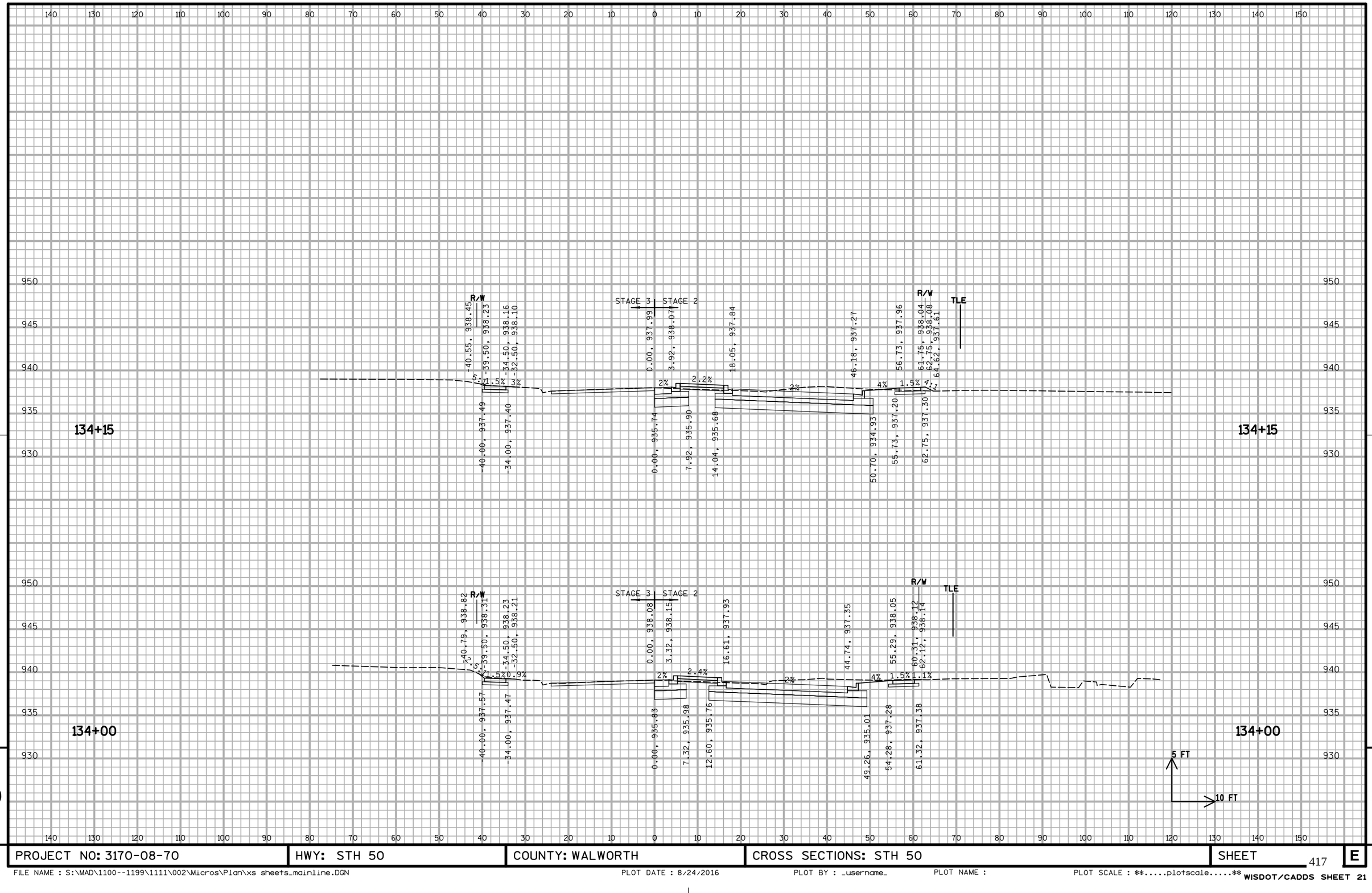
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 415	E



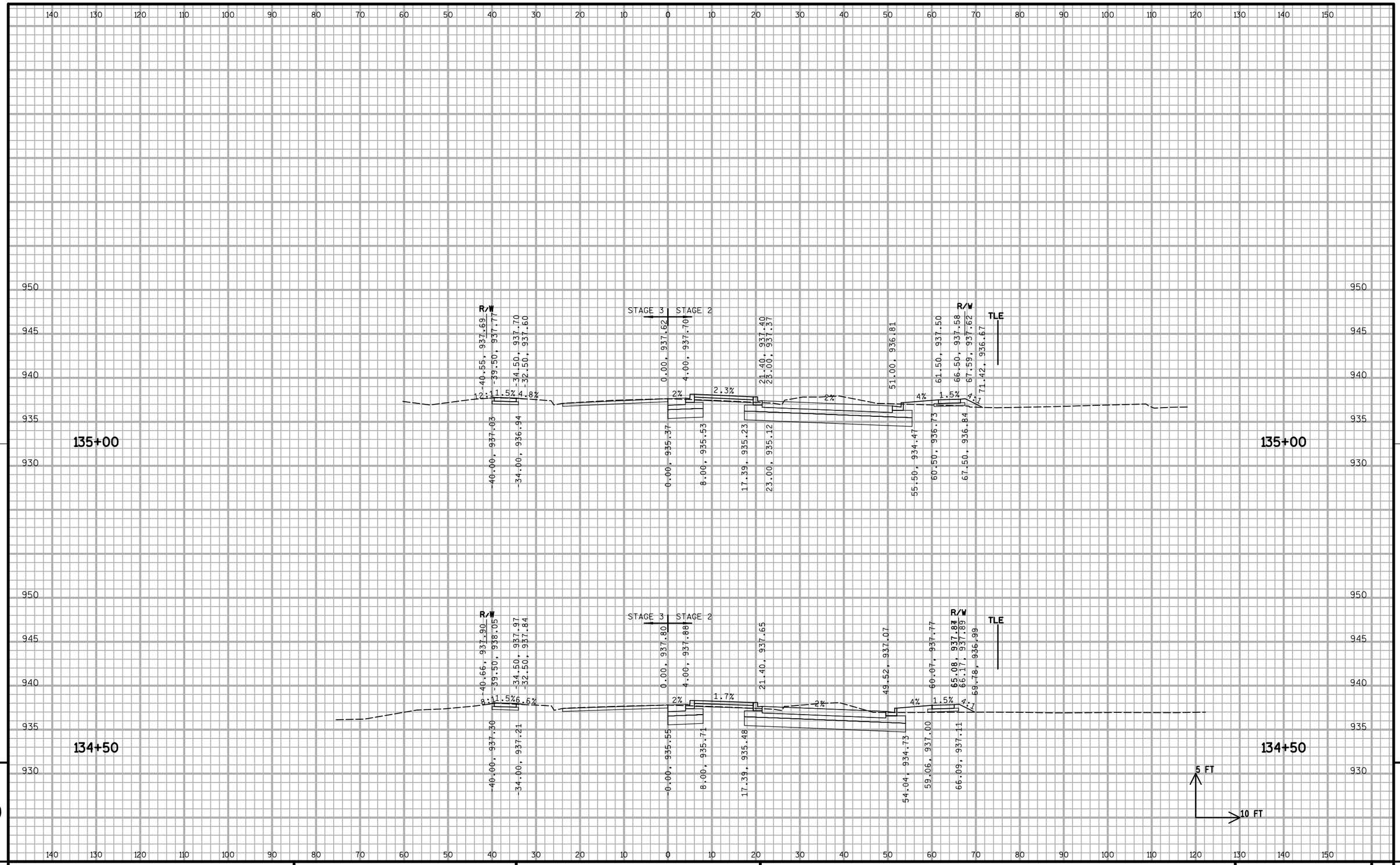
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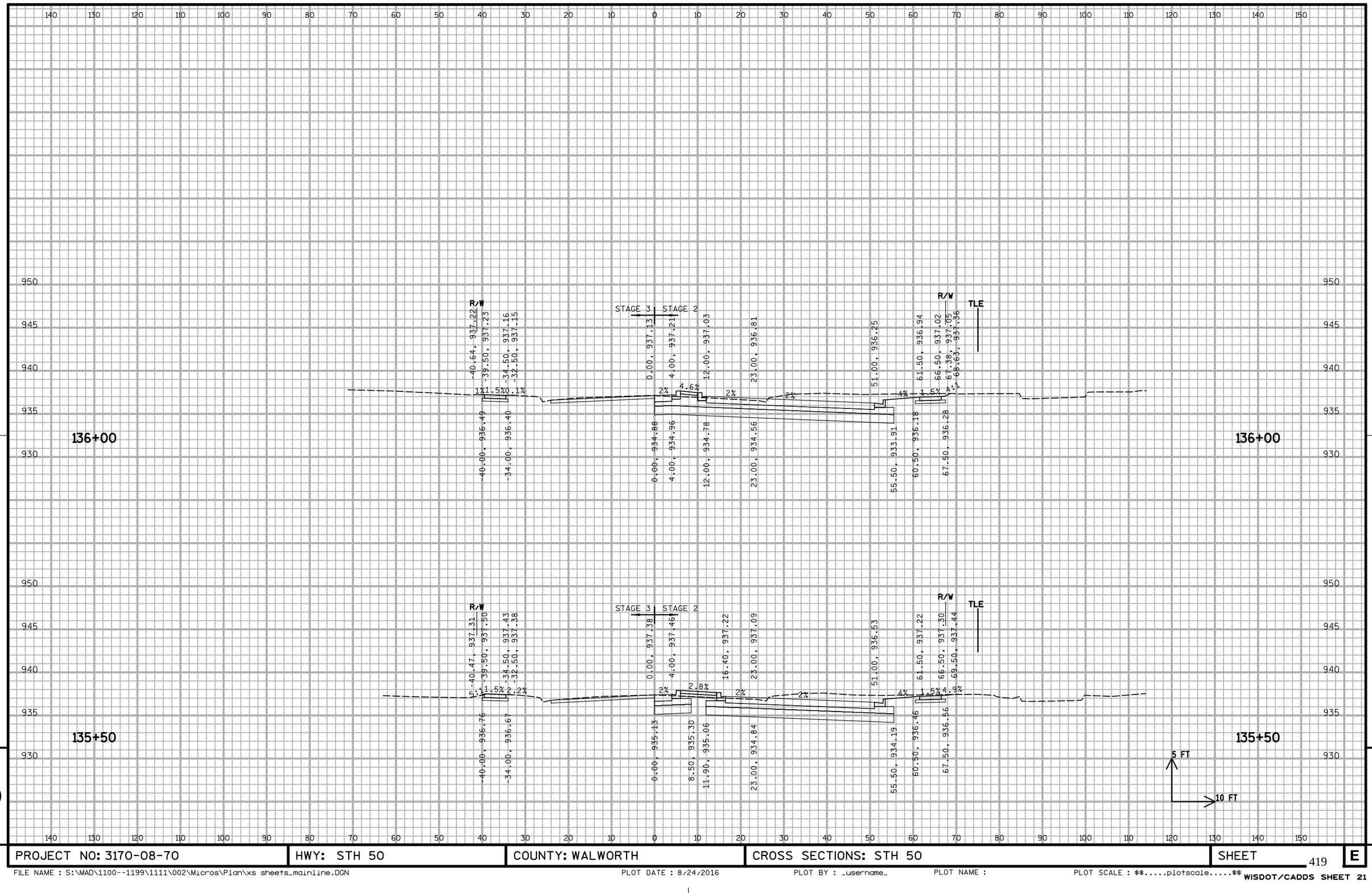
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FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET	E

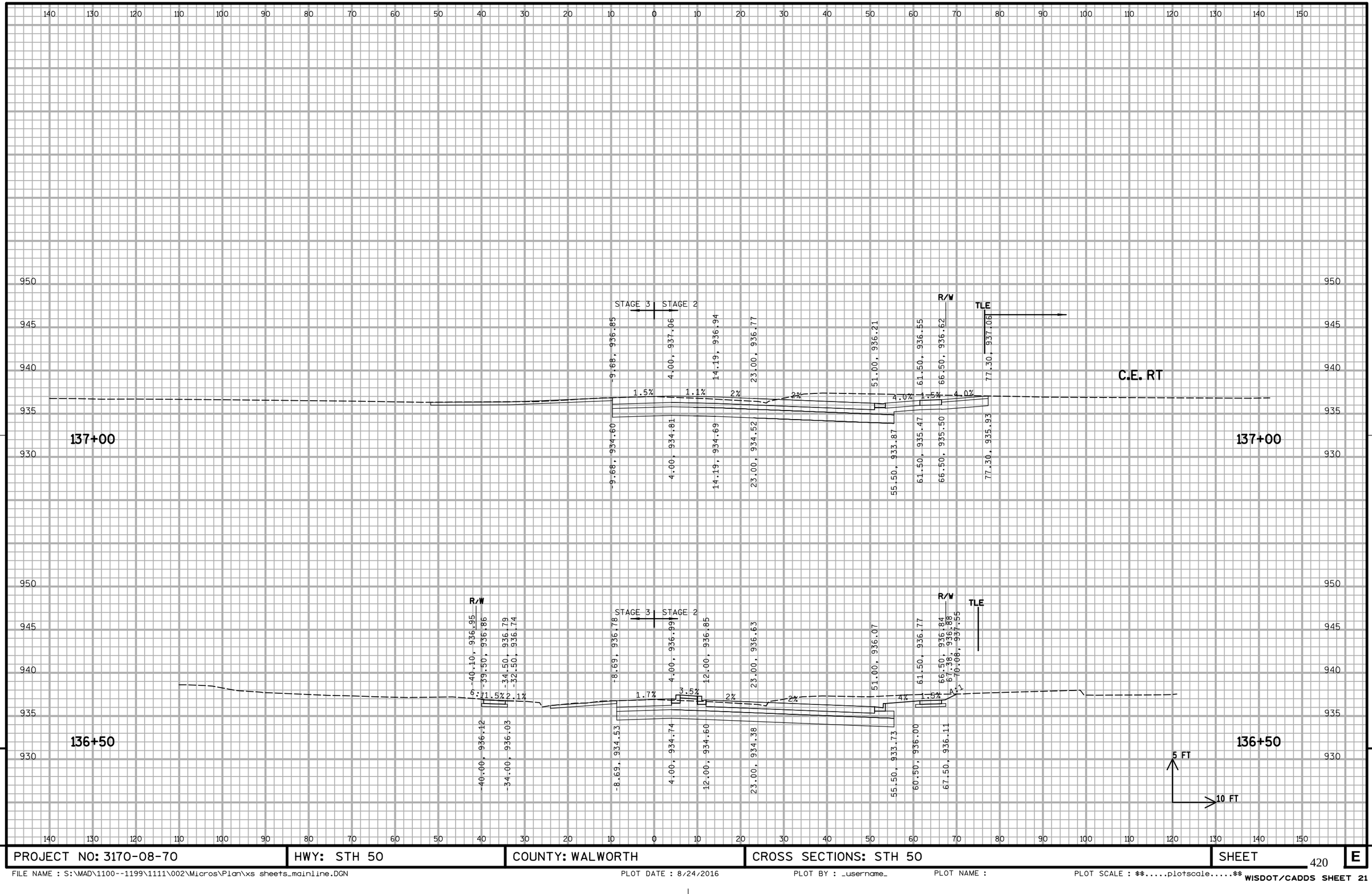
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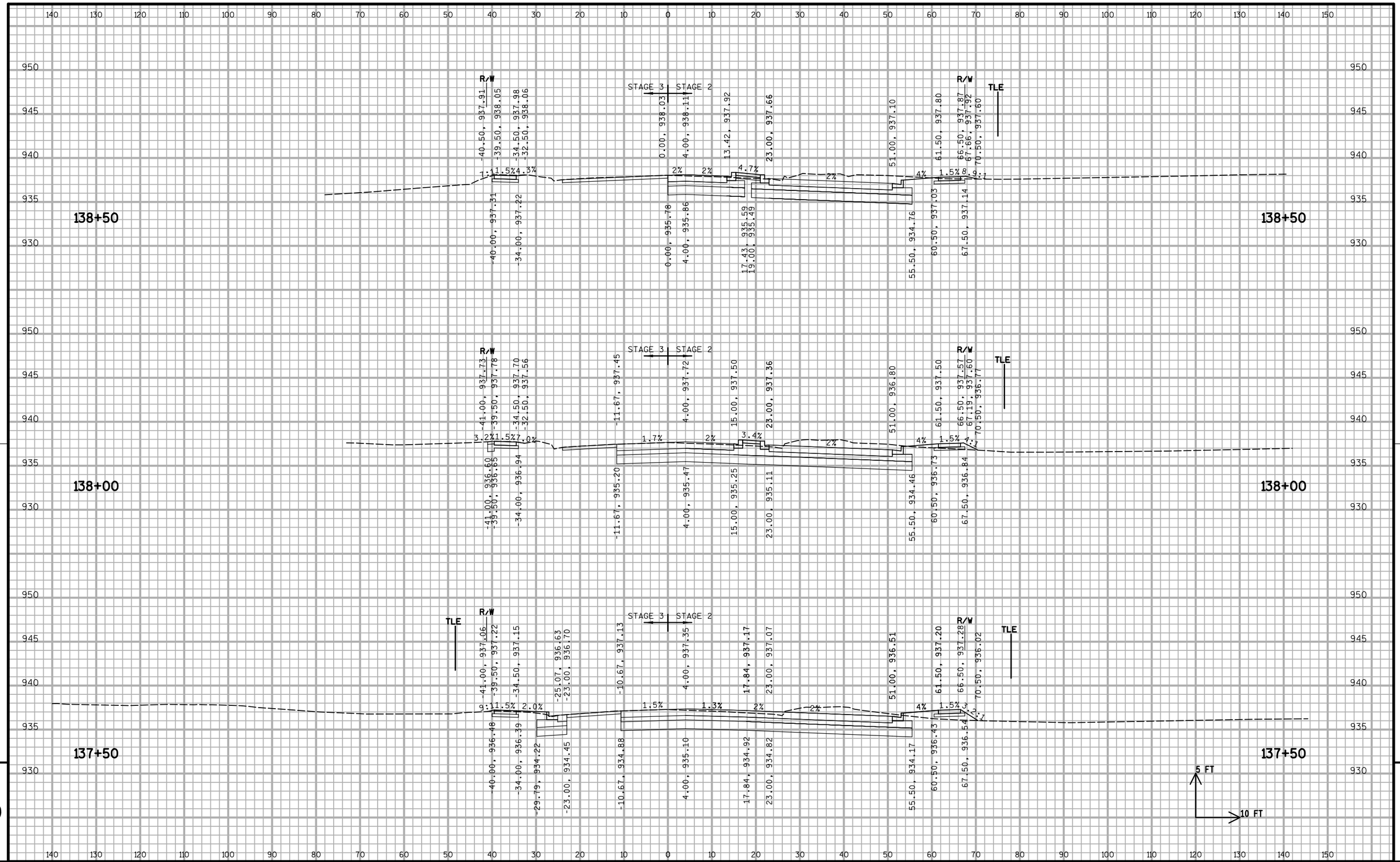
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 419	E



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 420	E

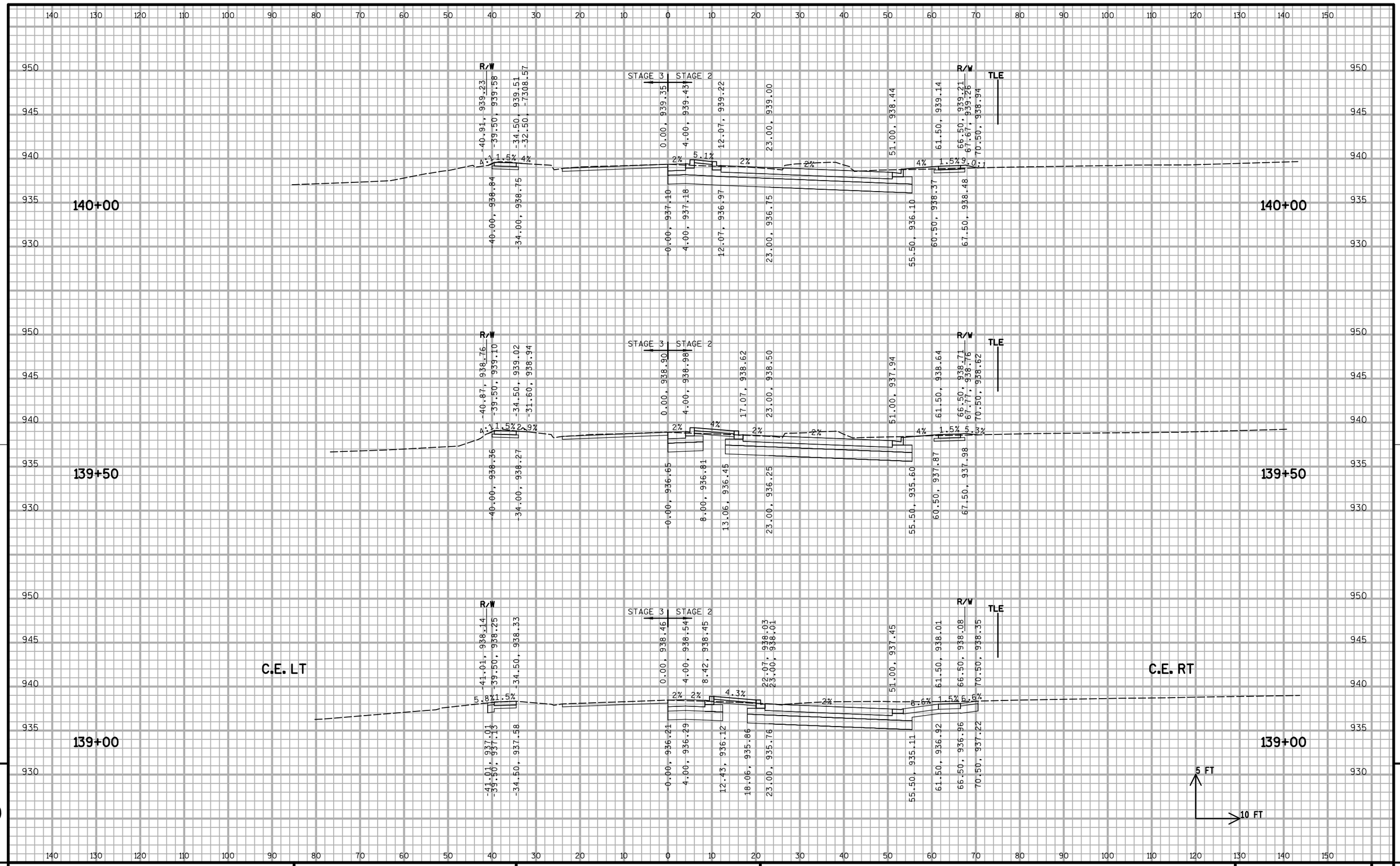
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 421	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



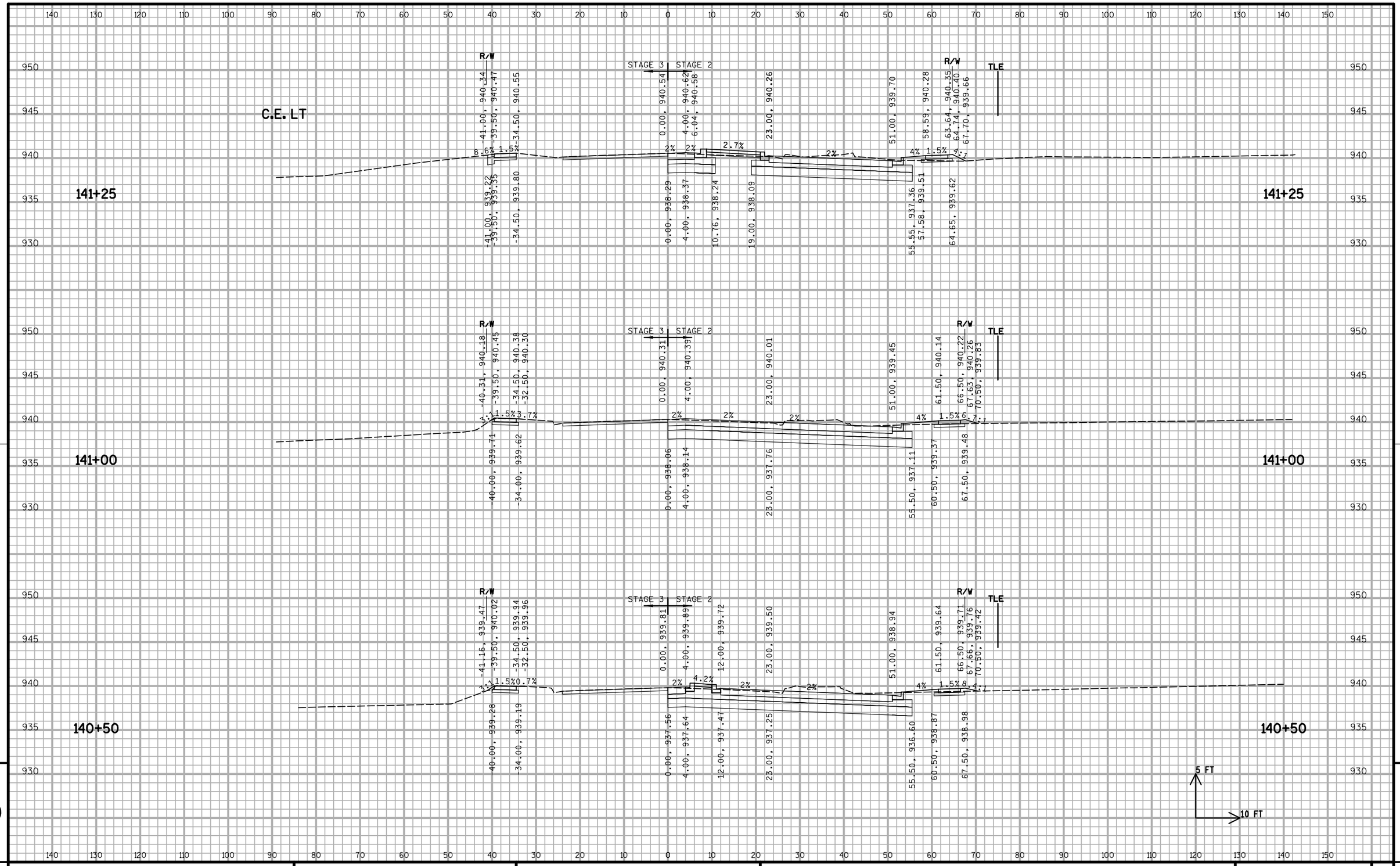
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 422	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

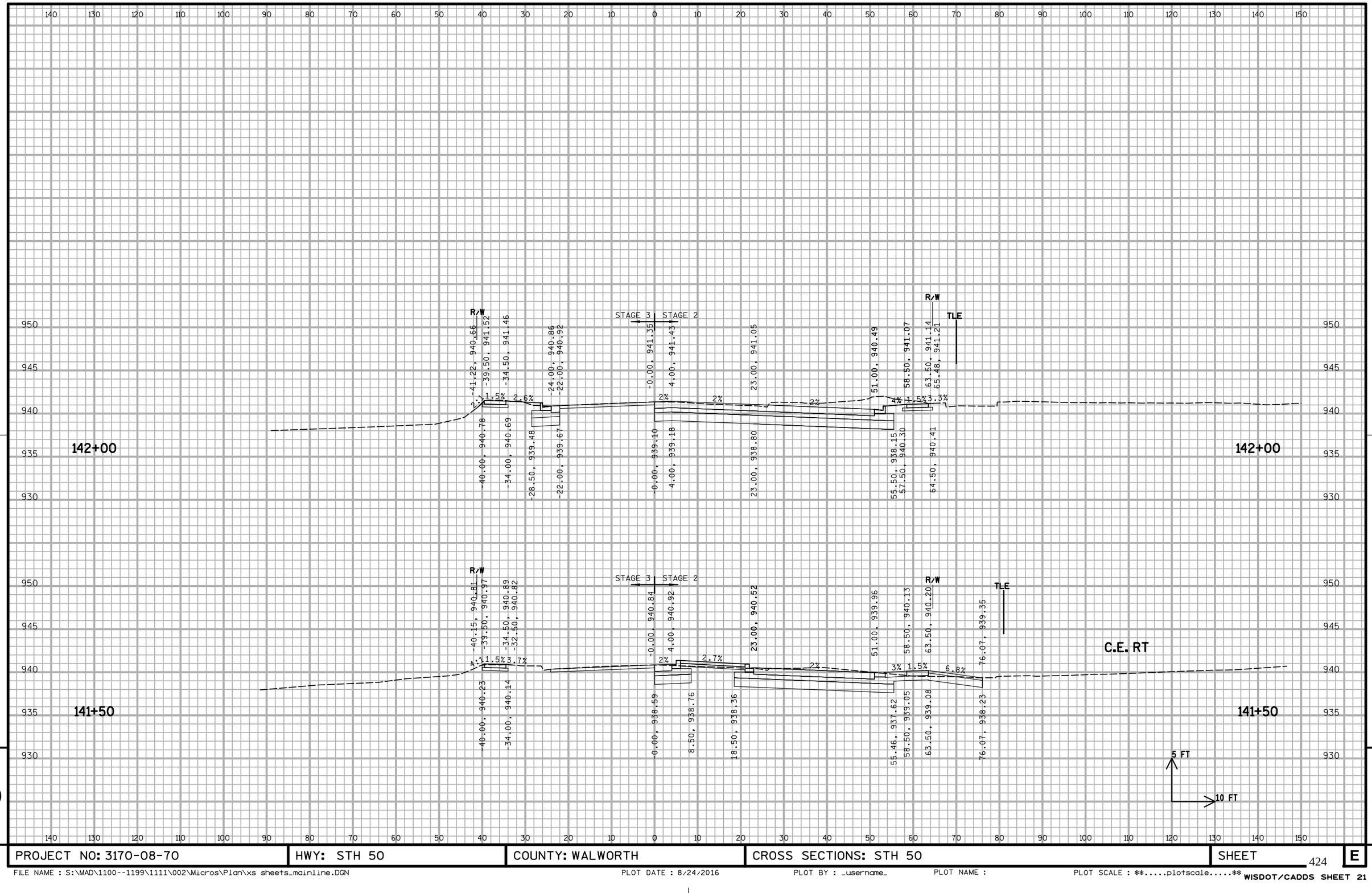
WISDOT/CADDS SHEET 21



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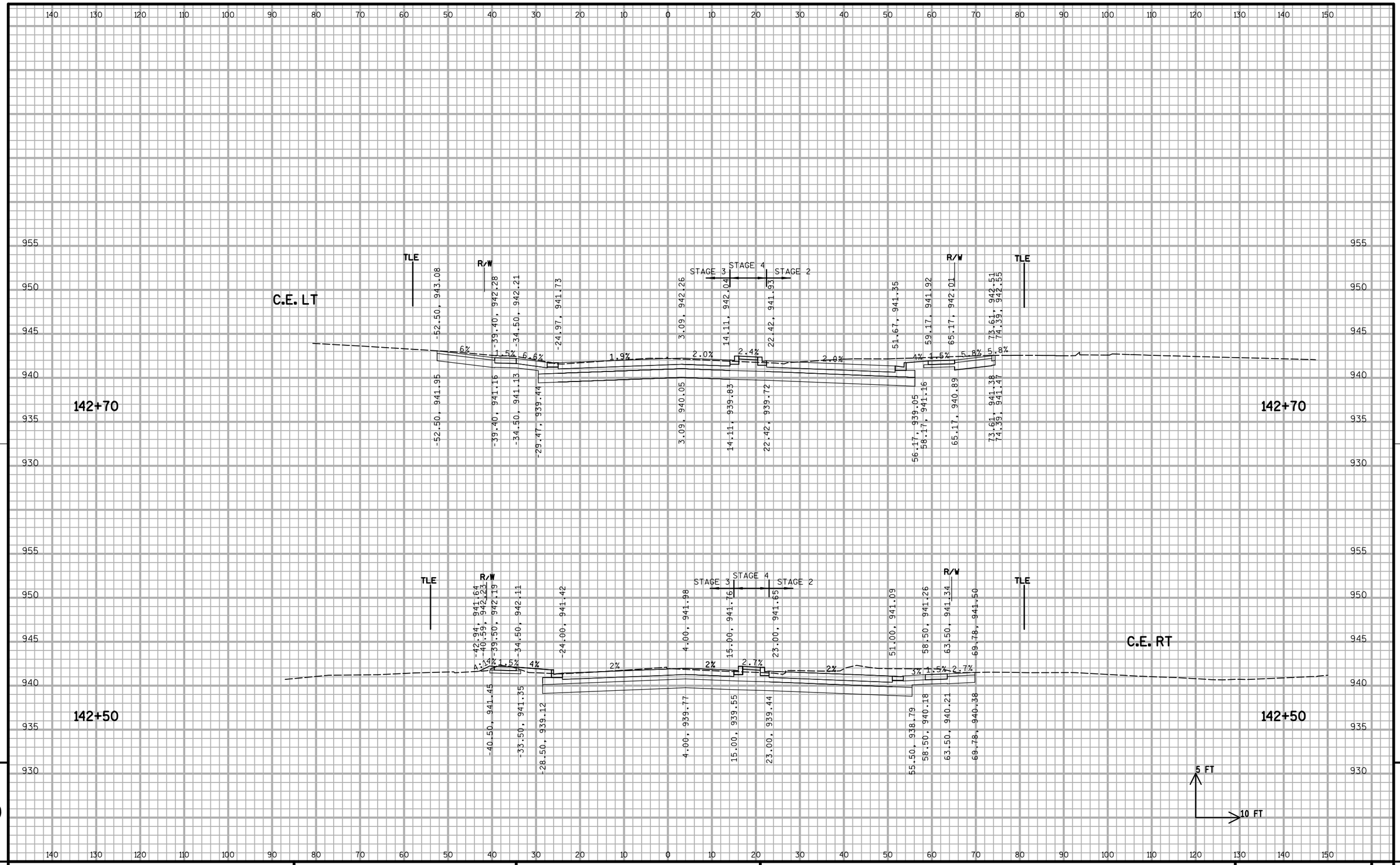
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 423	E



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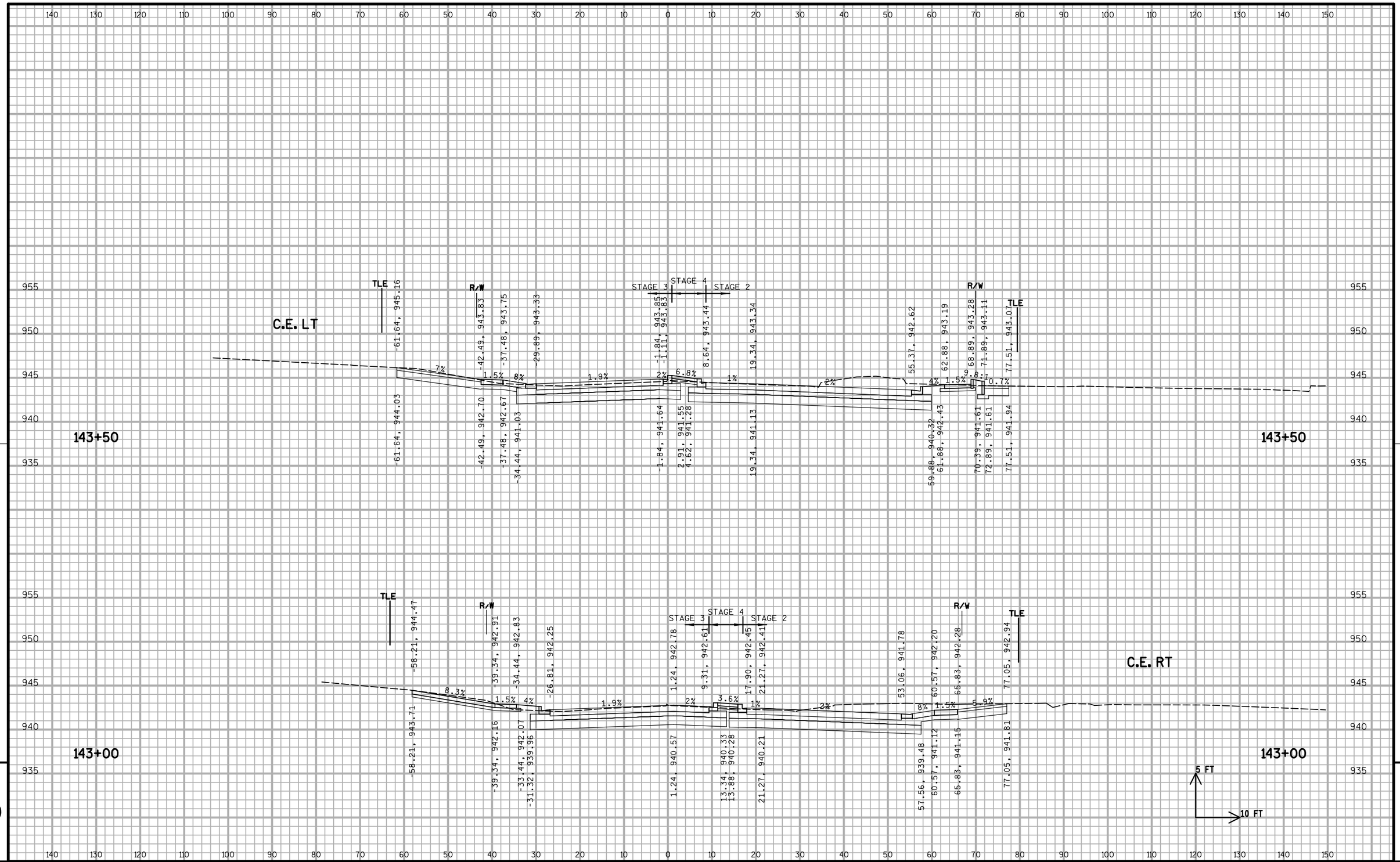
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 424	E



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 425	E

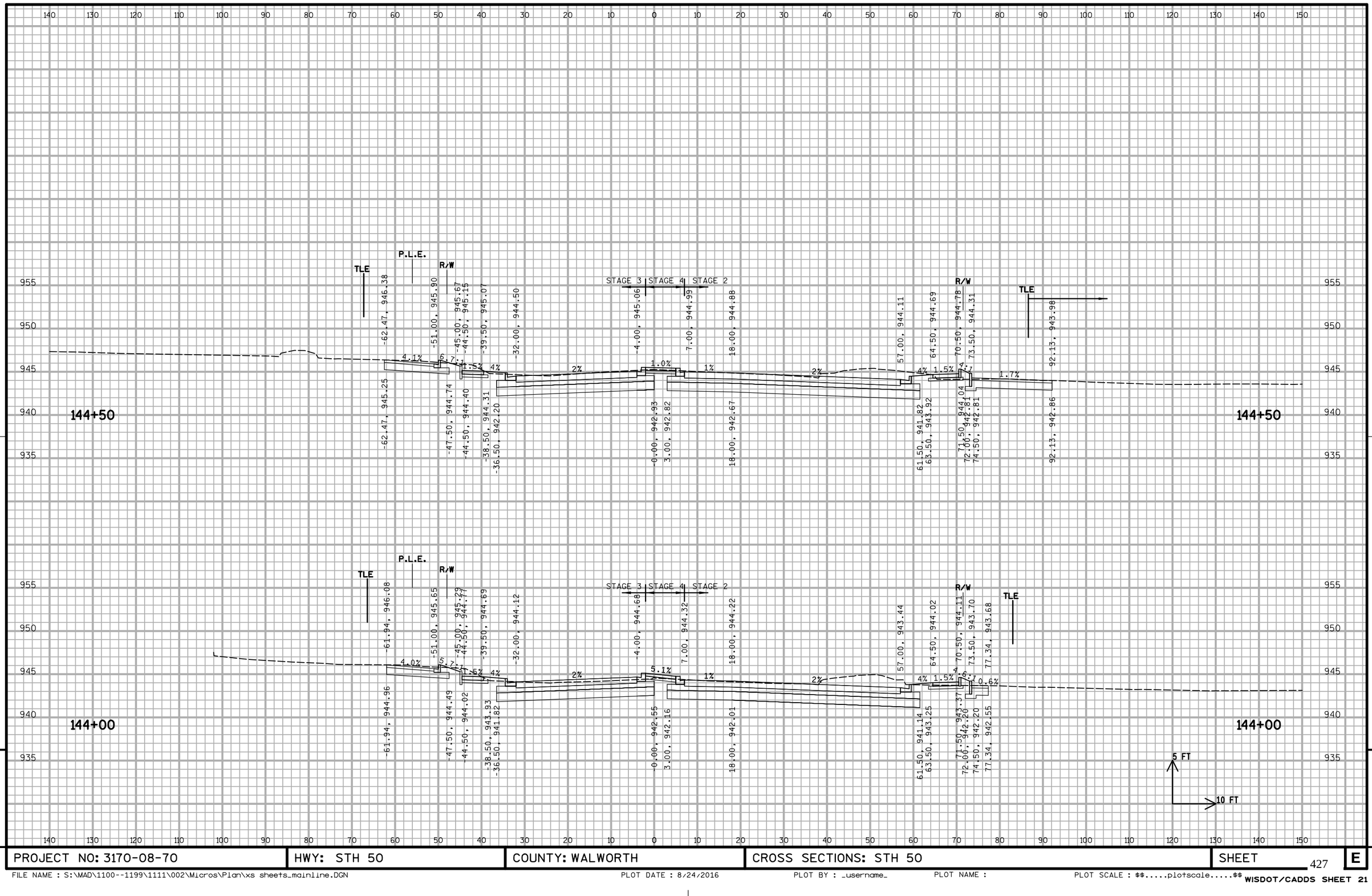
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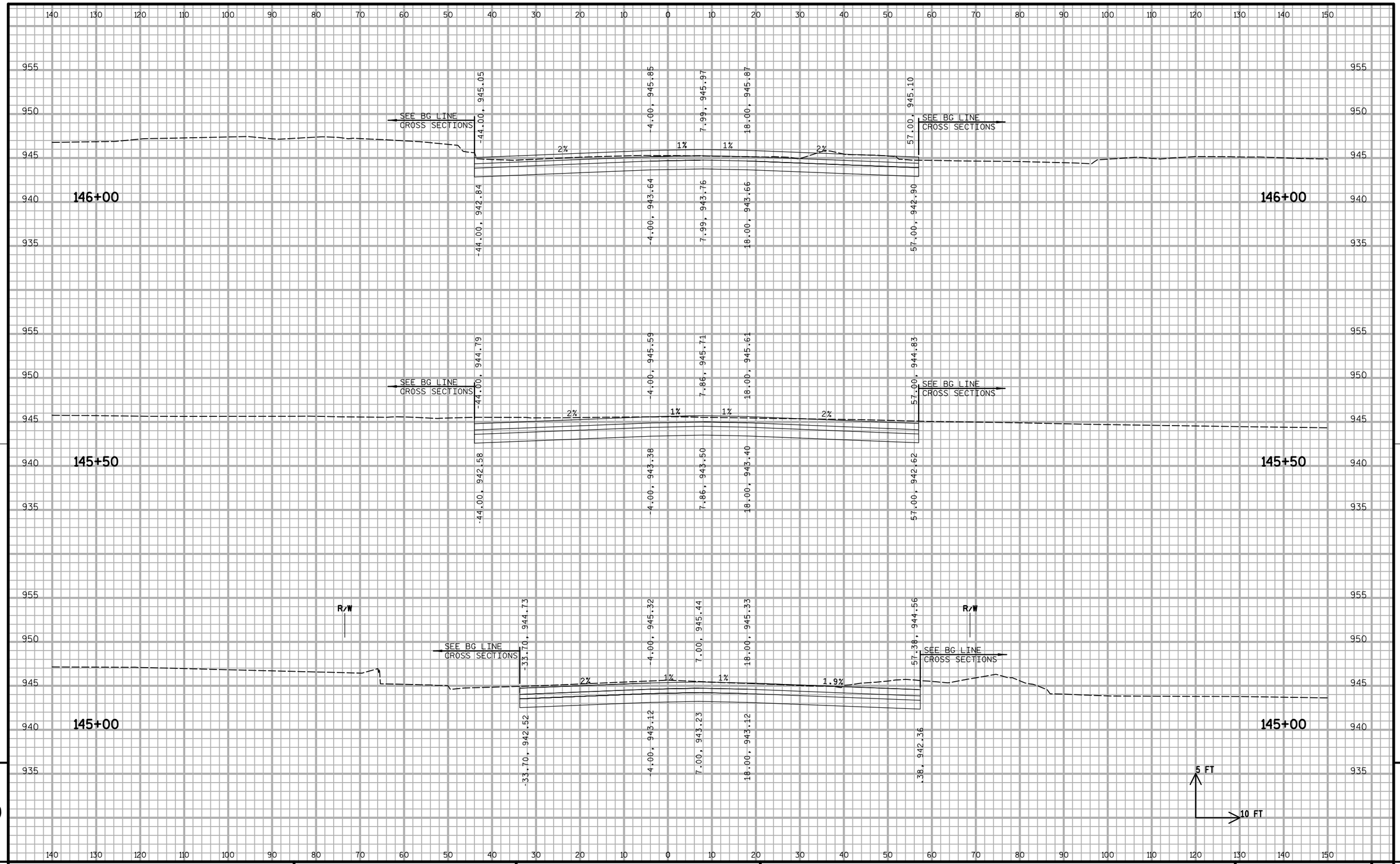
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 426	E



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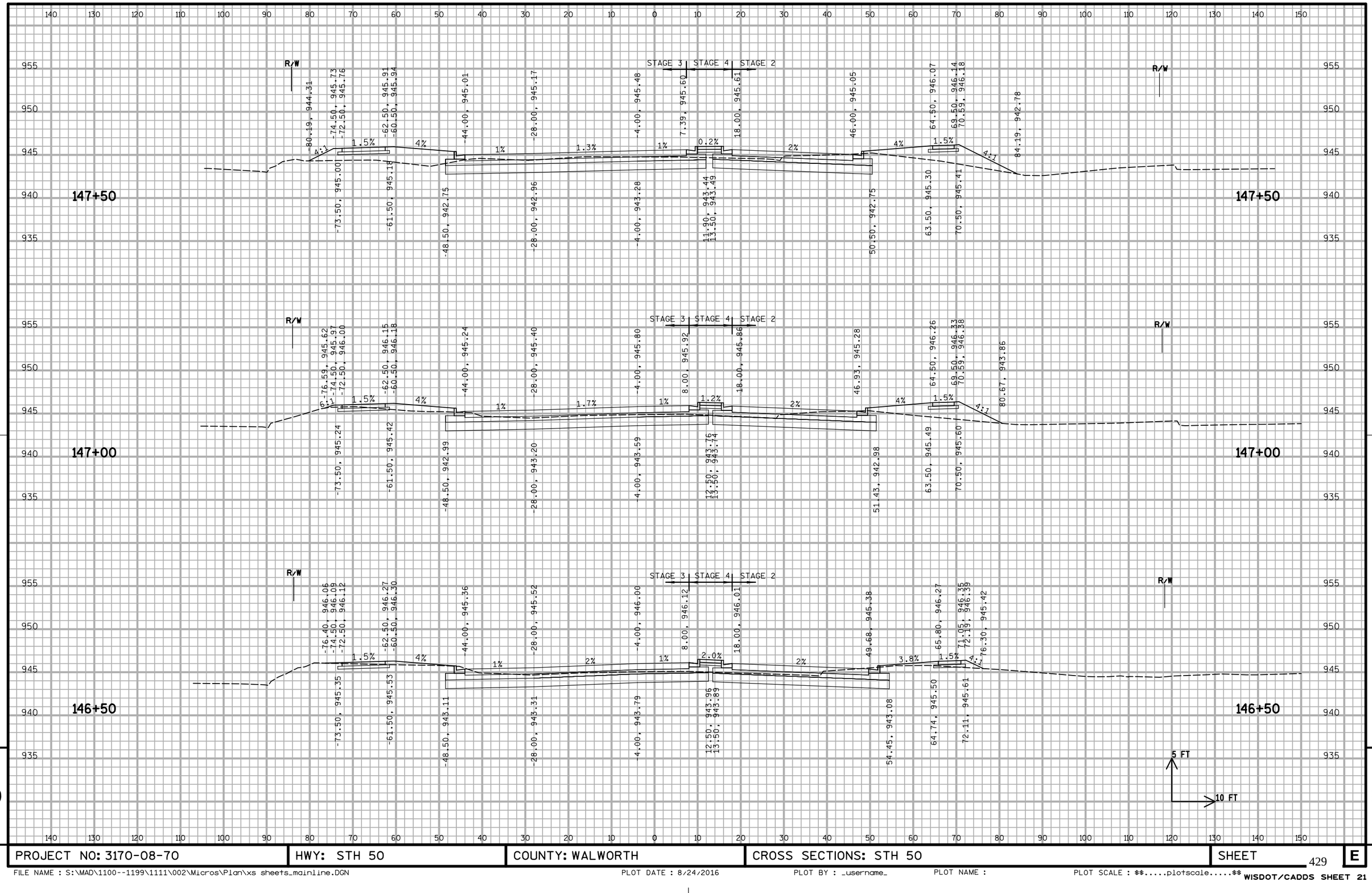
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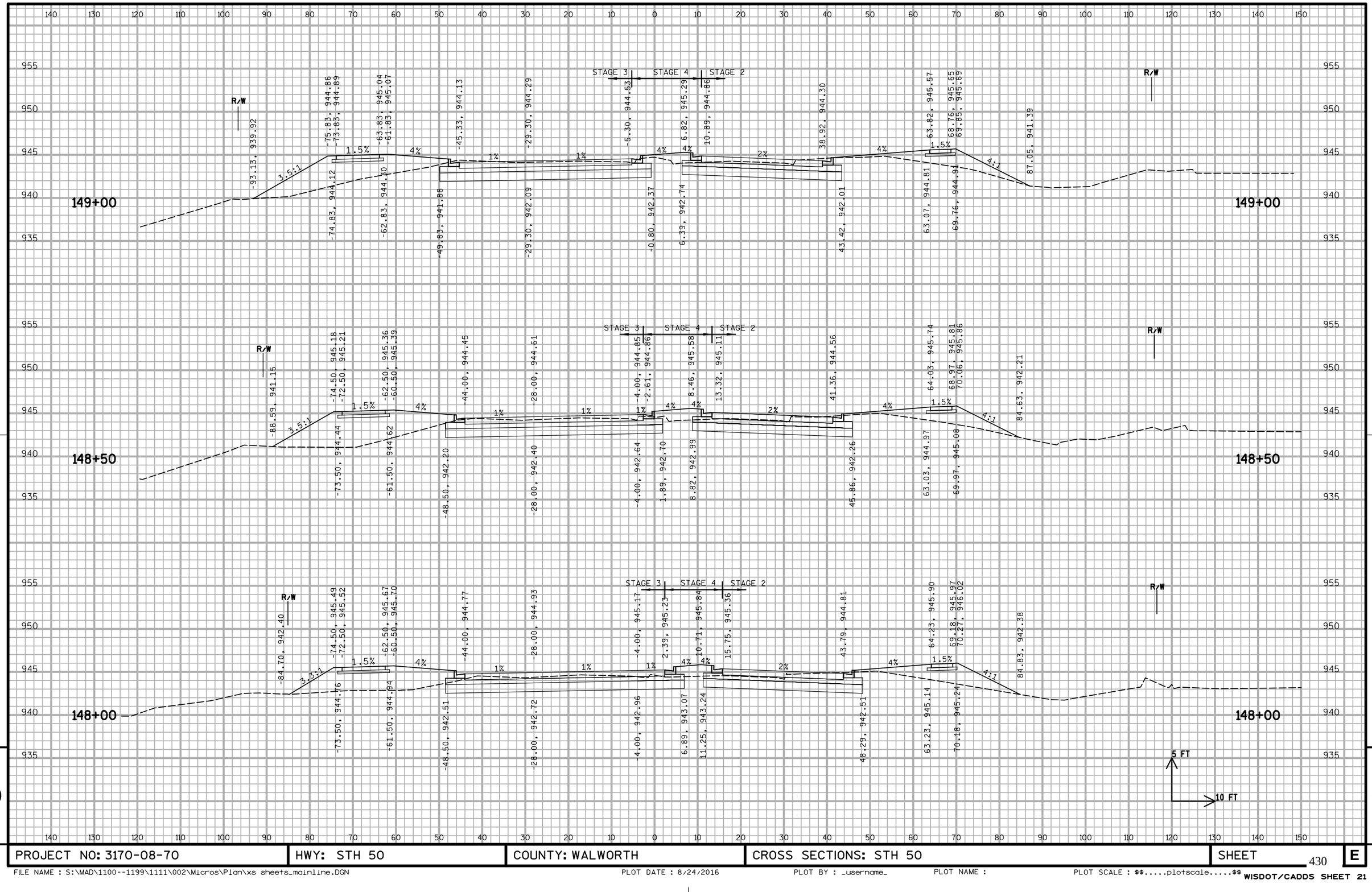
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 428	E



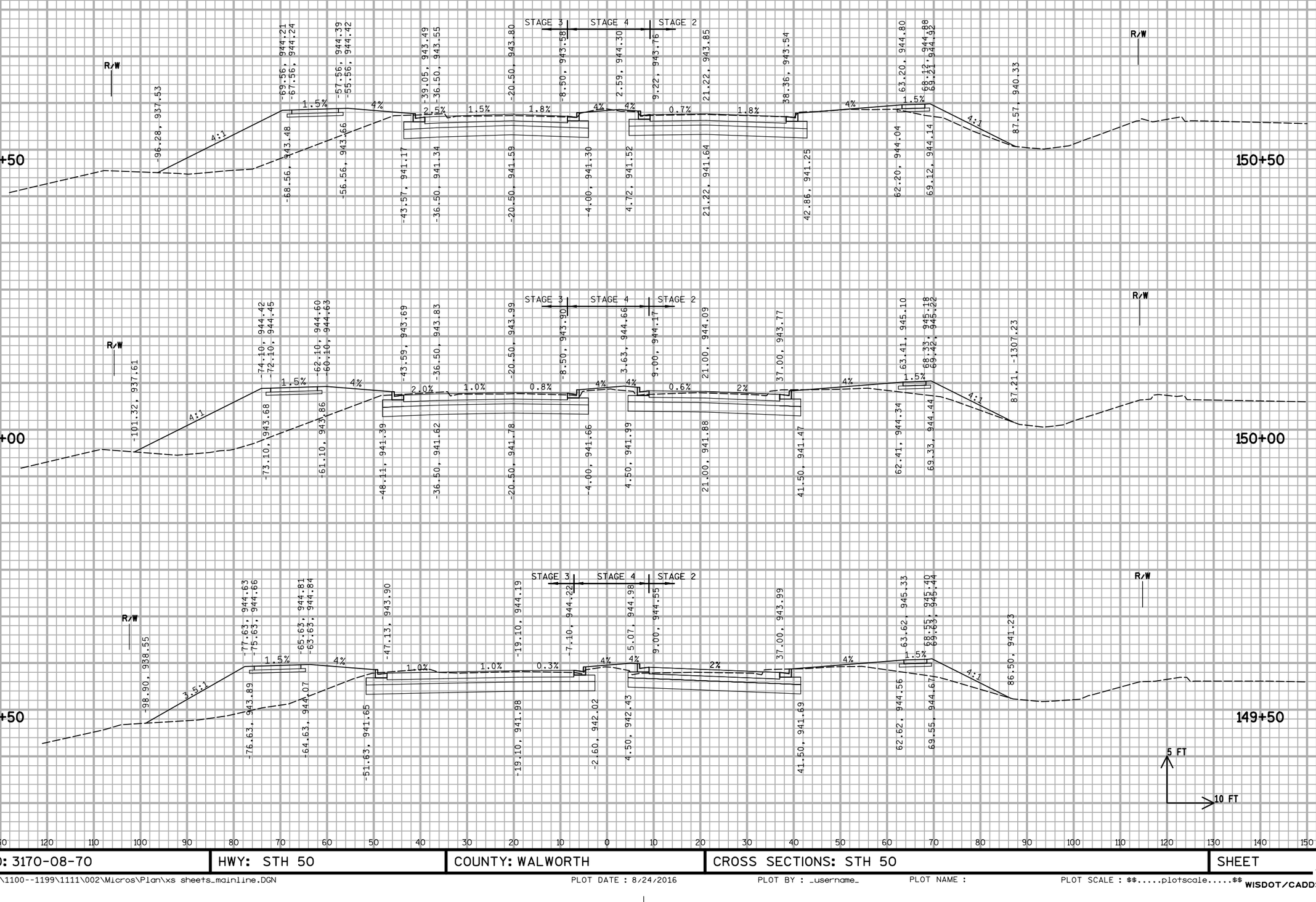
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 429	E



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 430	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

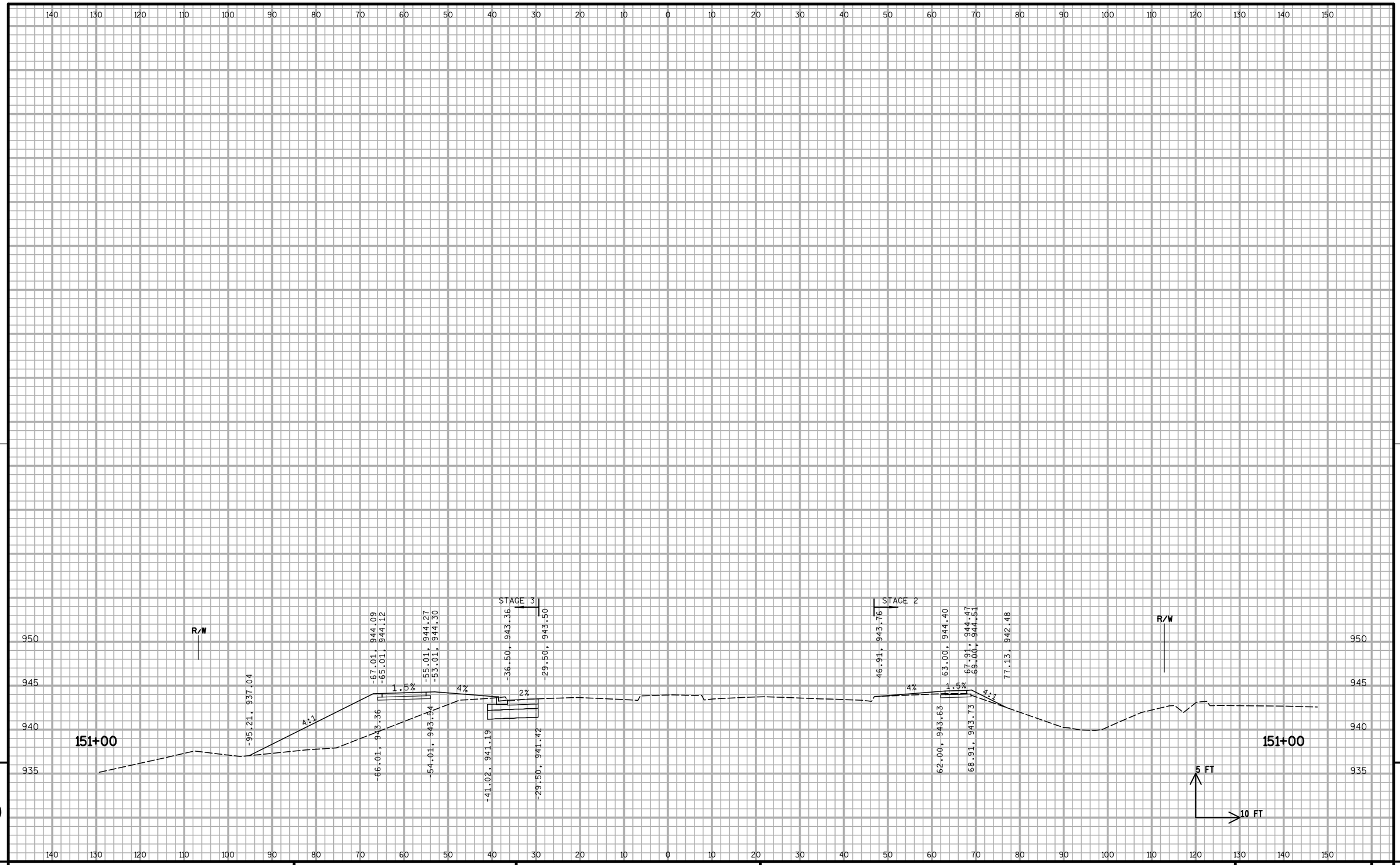
END PROJECT STA. 150+73.11



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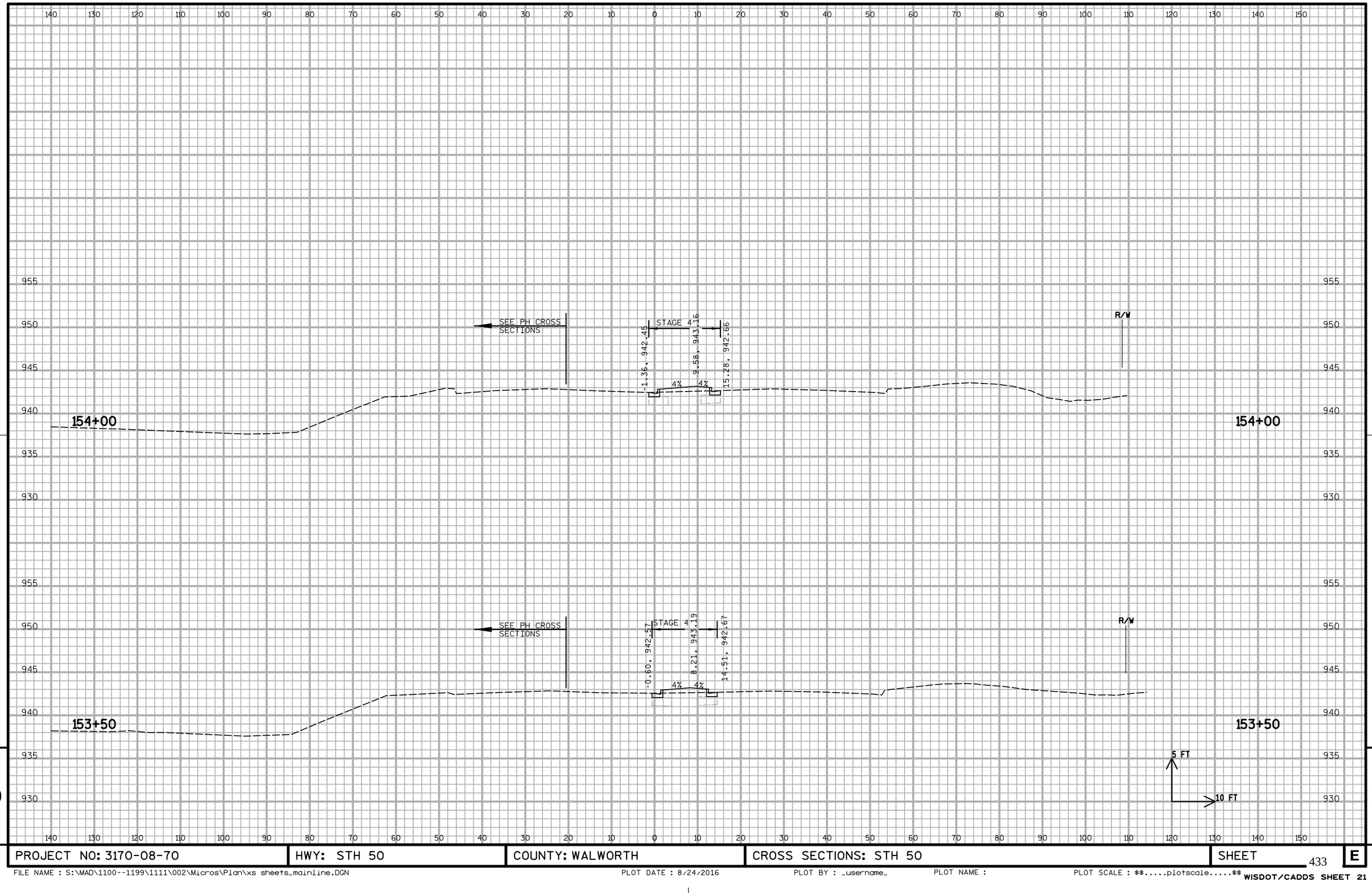
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 431	E



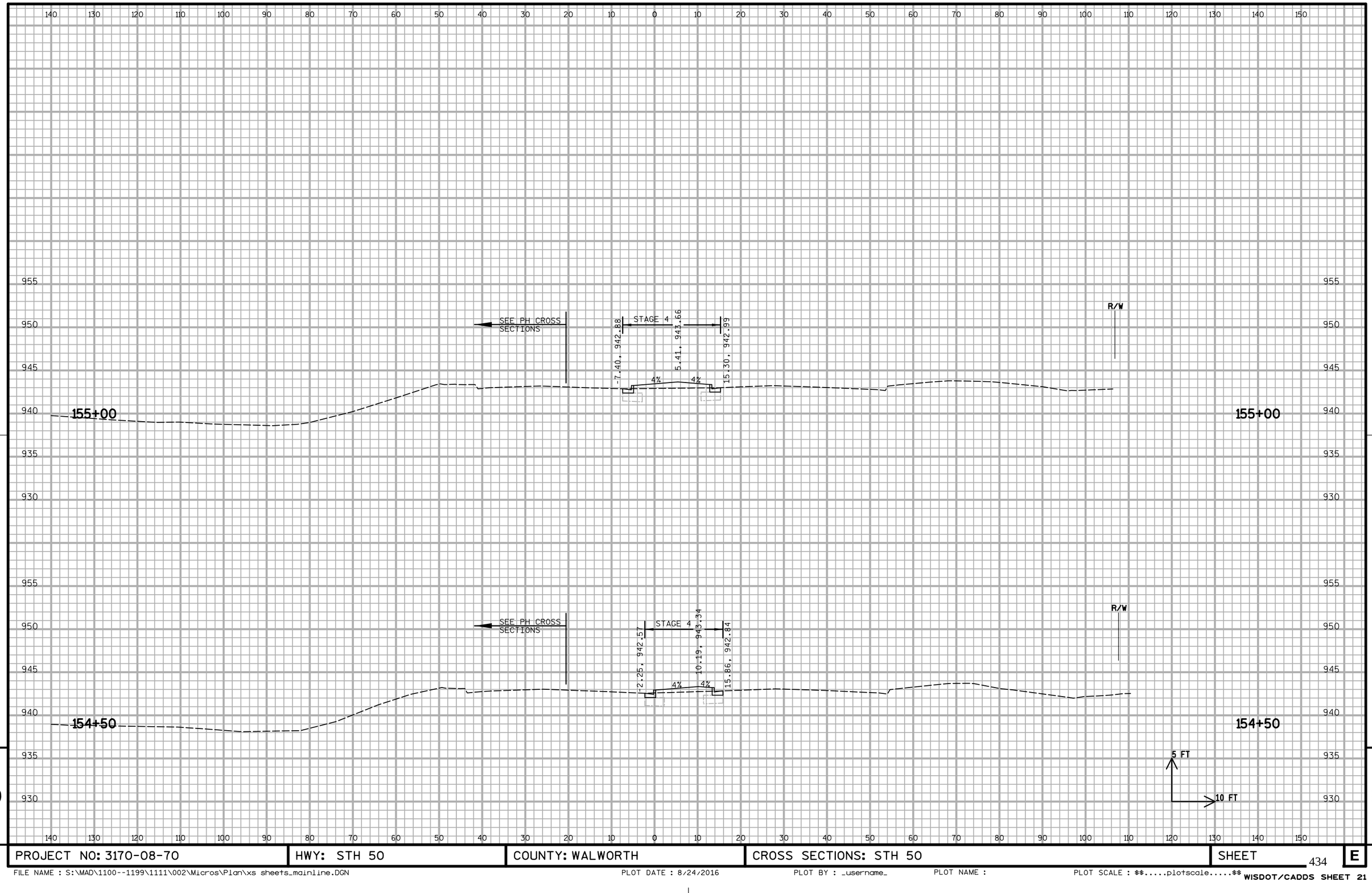
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 432	E



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET	E

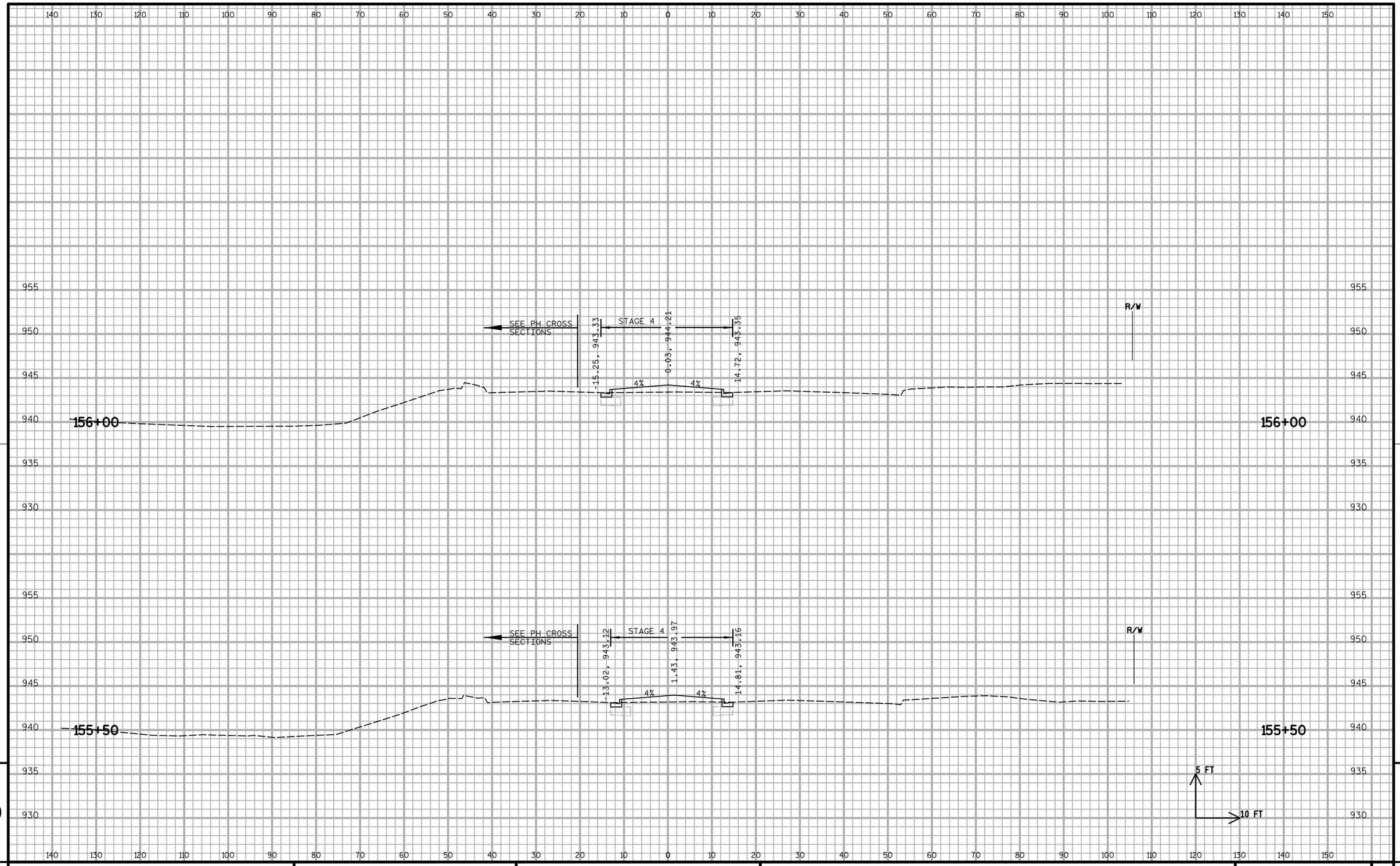
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 434	E



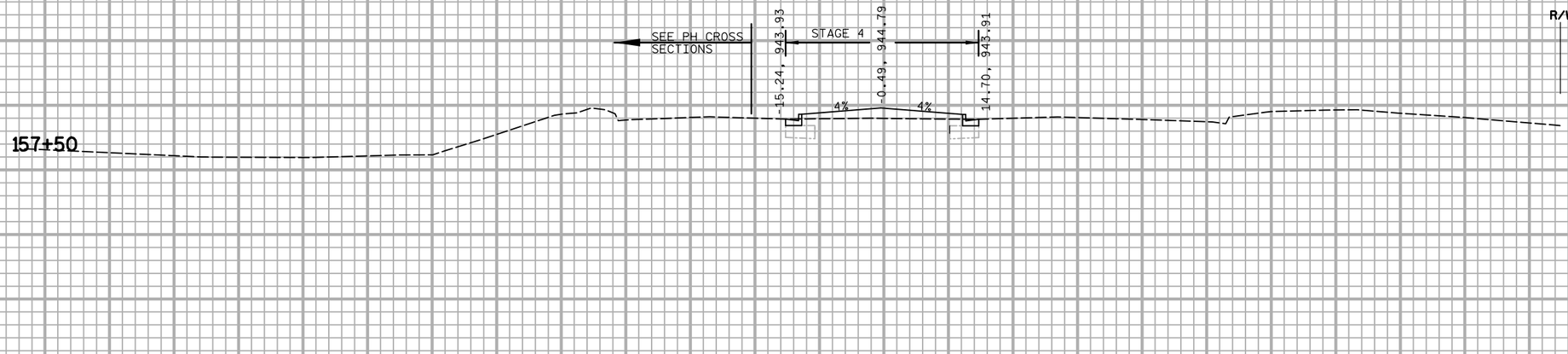
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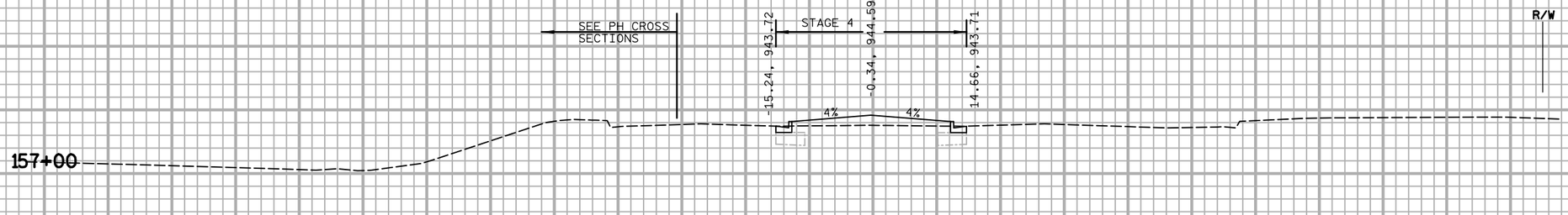
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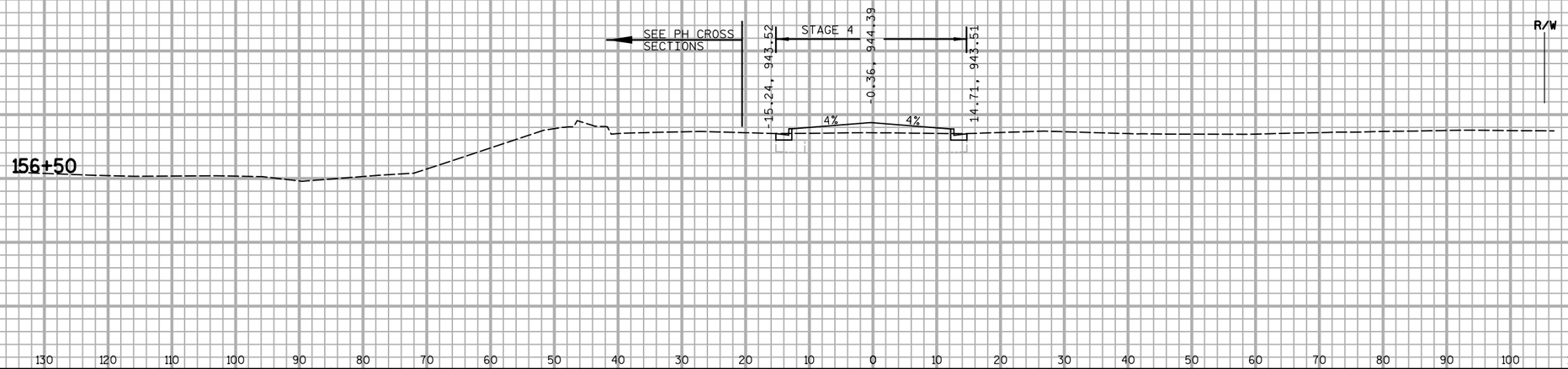
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 435	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_mainline.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION STA. 157+50



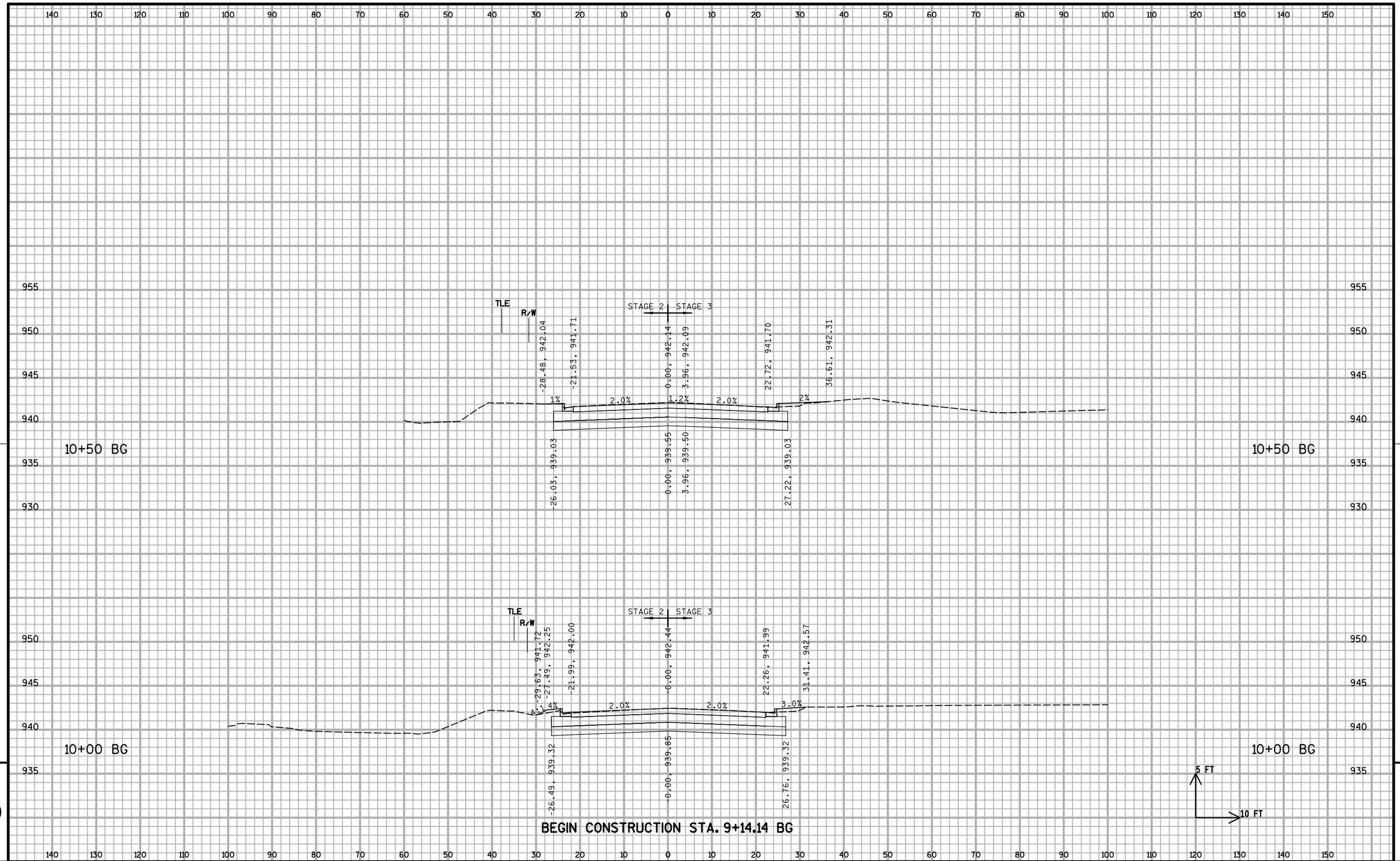




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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: STH 50	SHEET 436	E



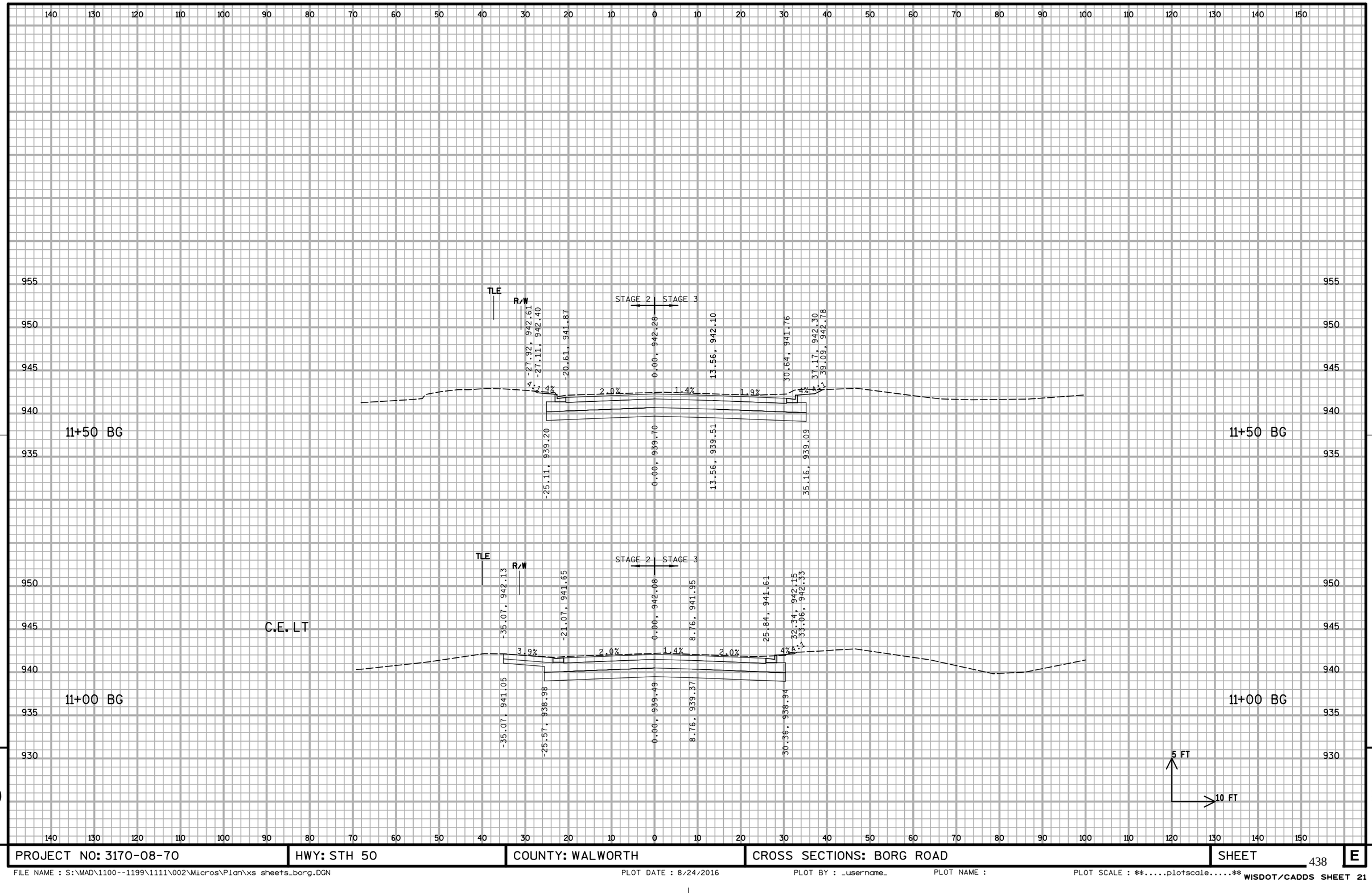
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD	SHEET 437	E

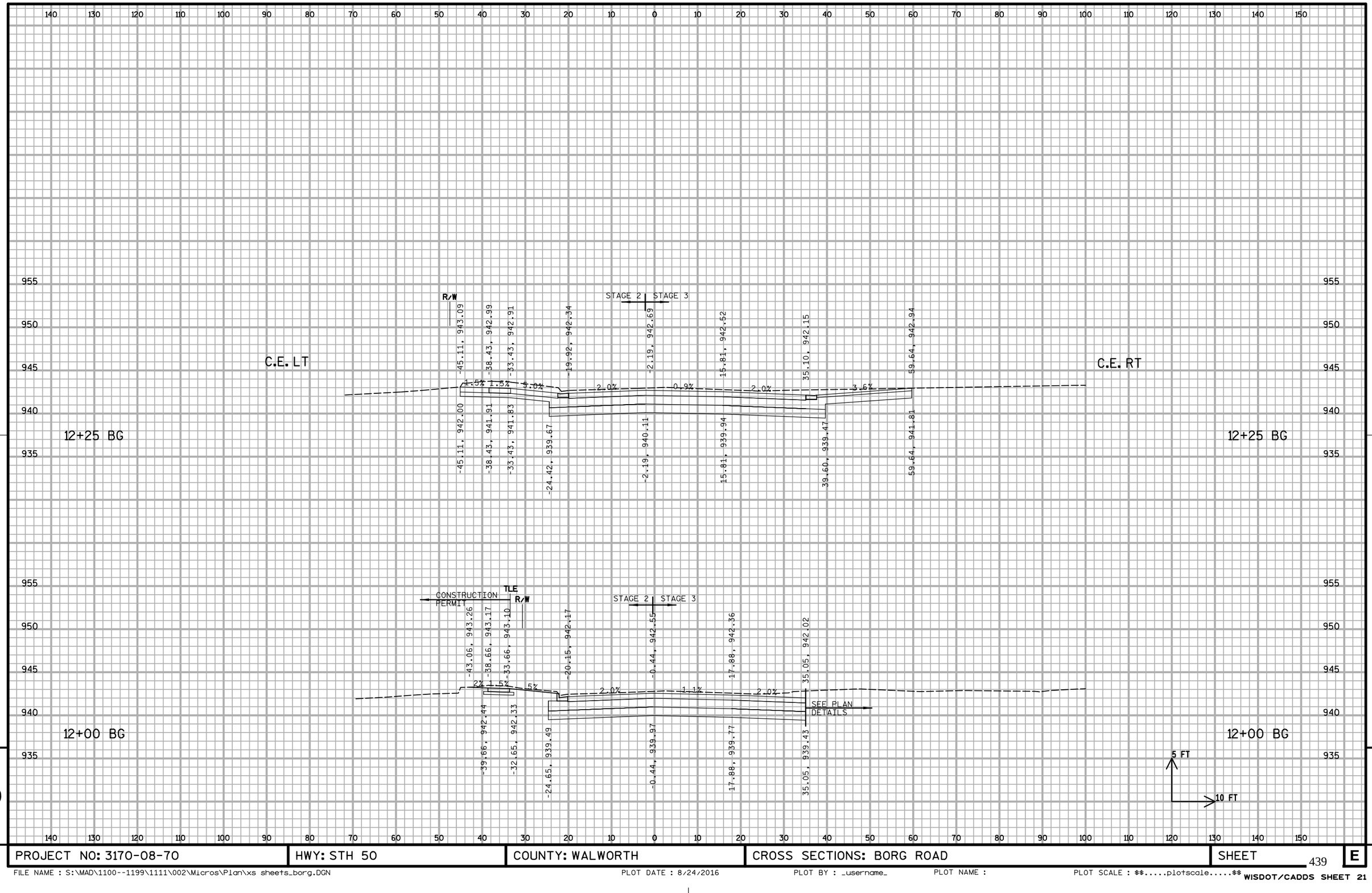
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD	SHEET	E

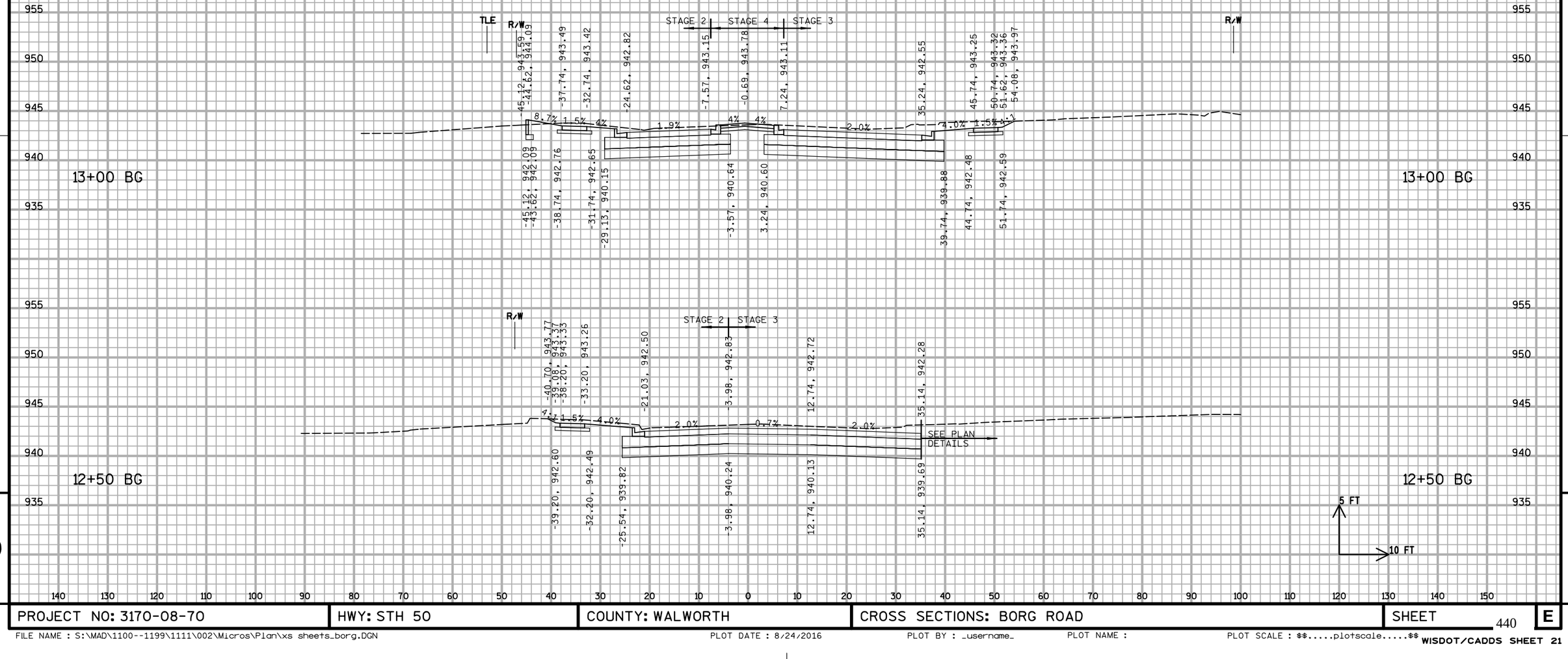
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



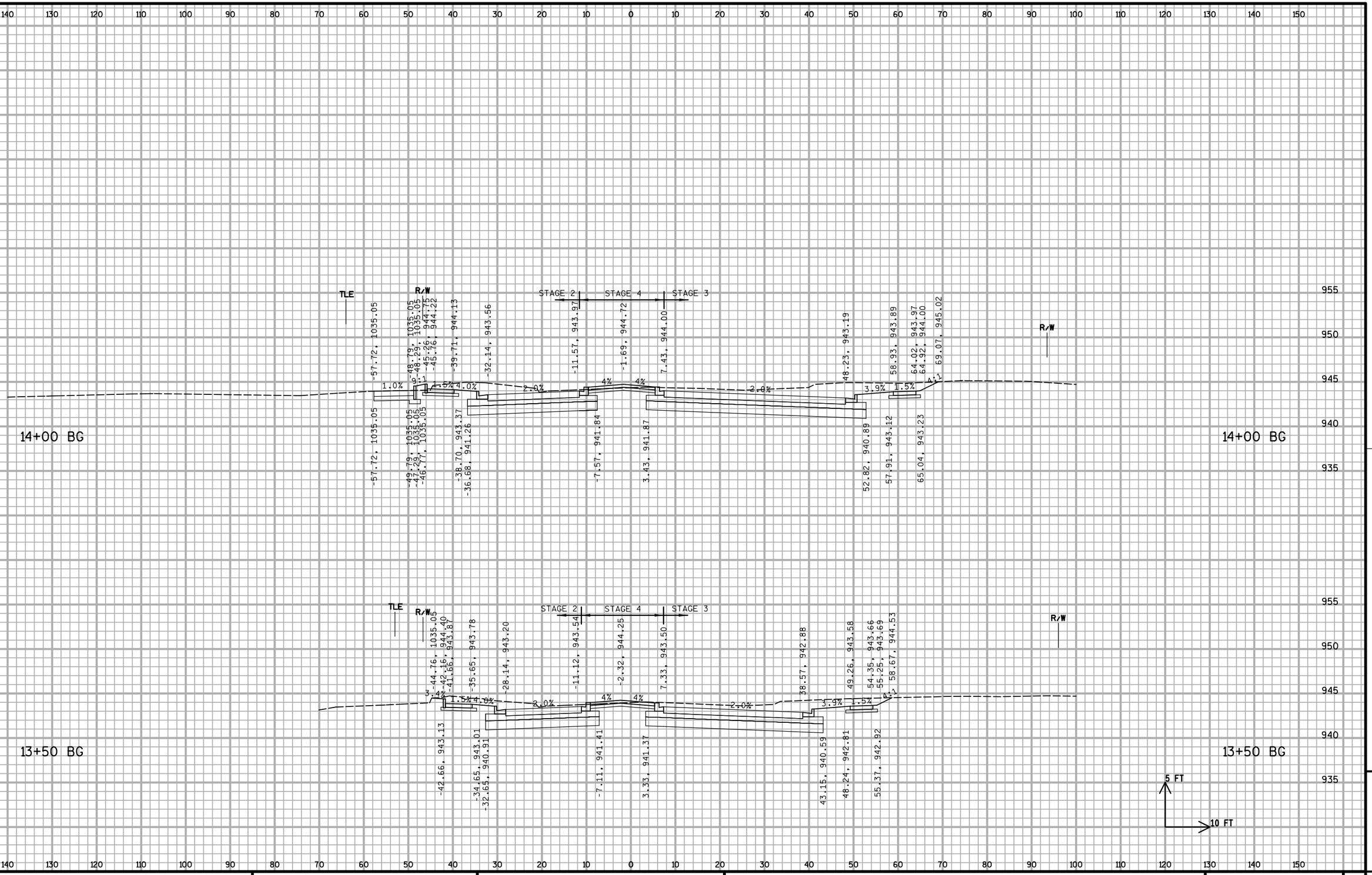
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



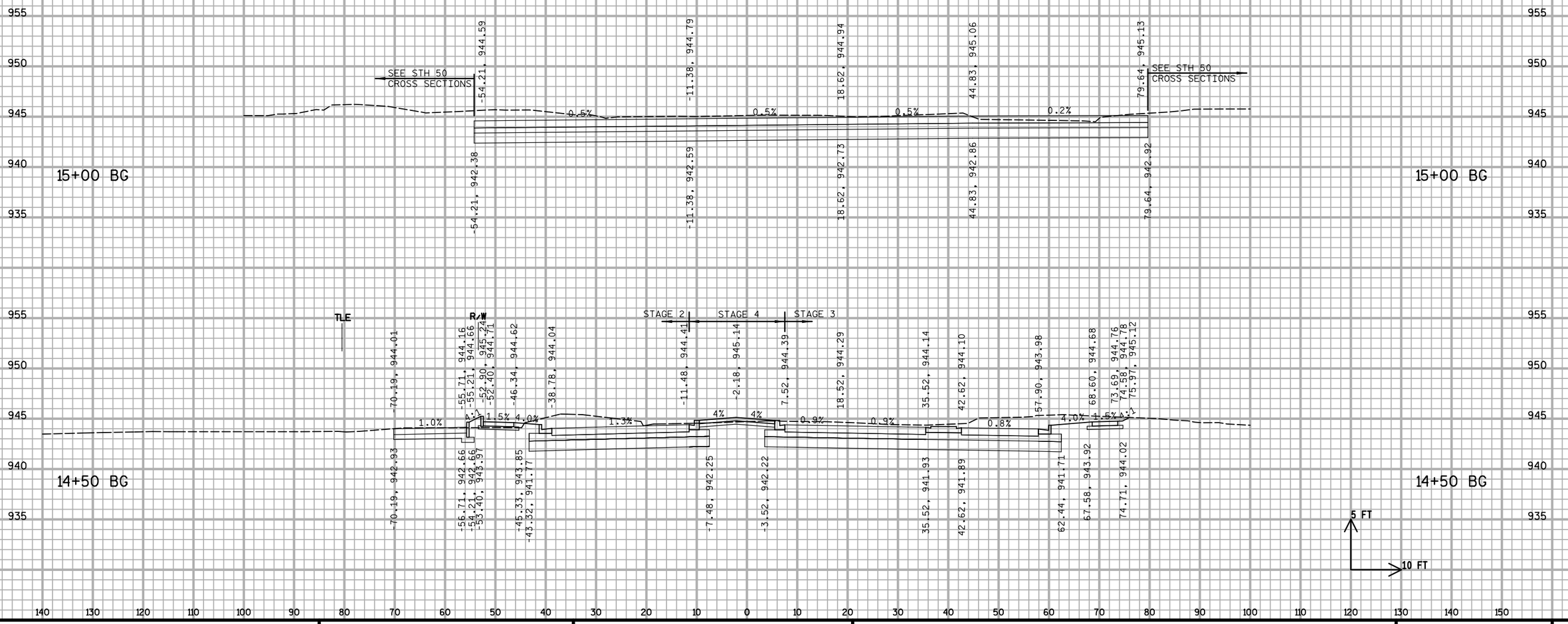
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD	SHEET 440	E



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD	SHEET 441	E

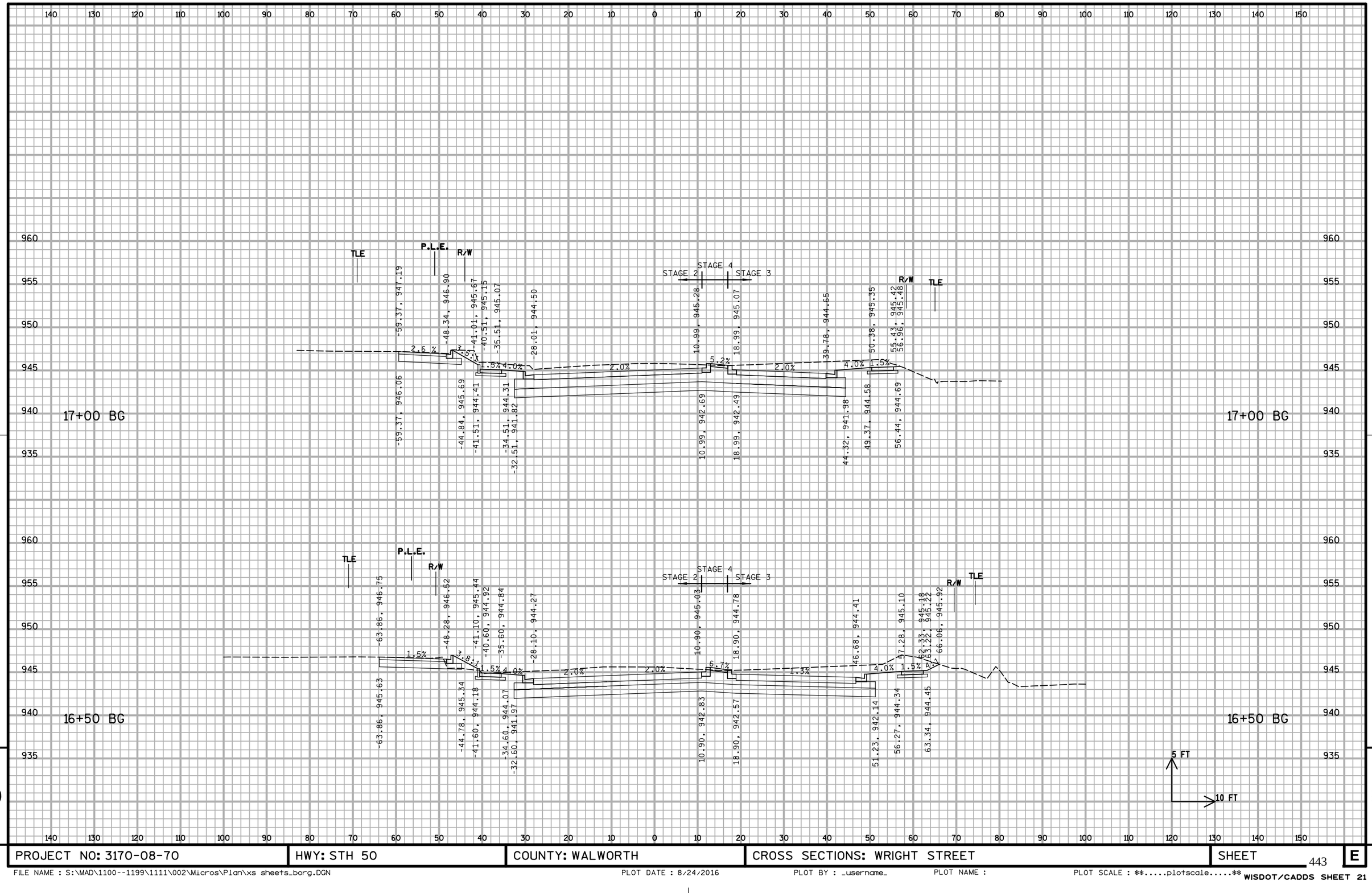
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STA. 15+04 BG TO STA. 15+94 BG
SEE STH 50 CROSS SECTION



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: BORG ROAD	SHEET	E

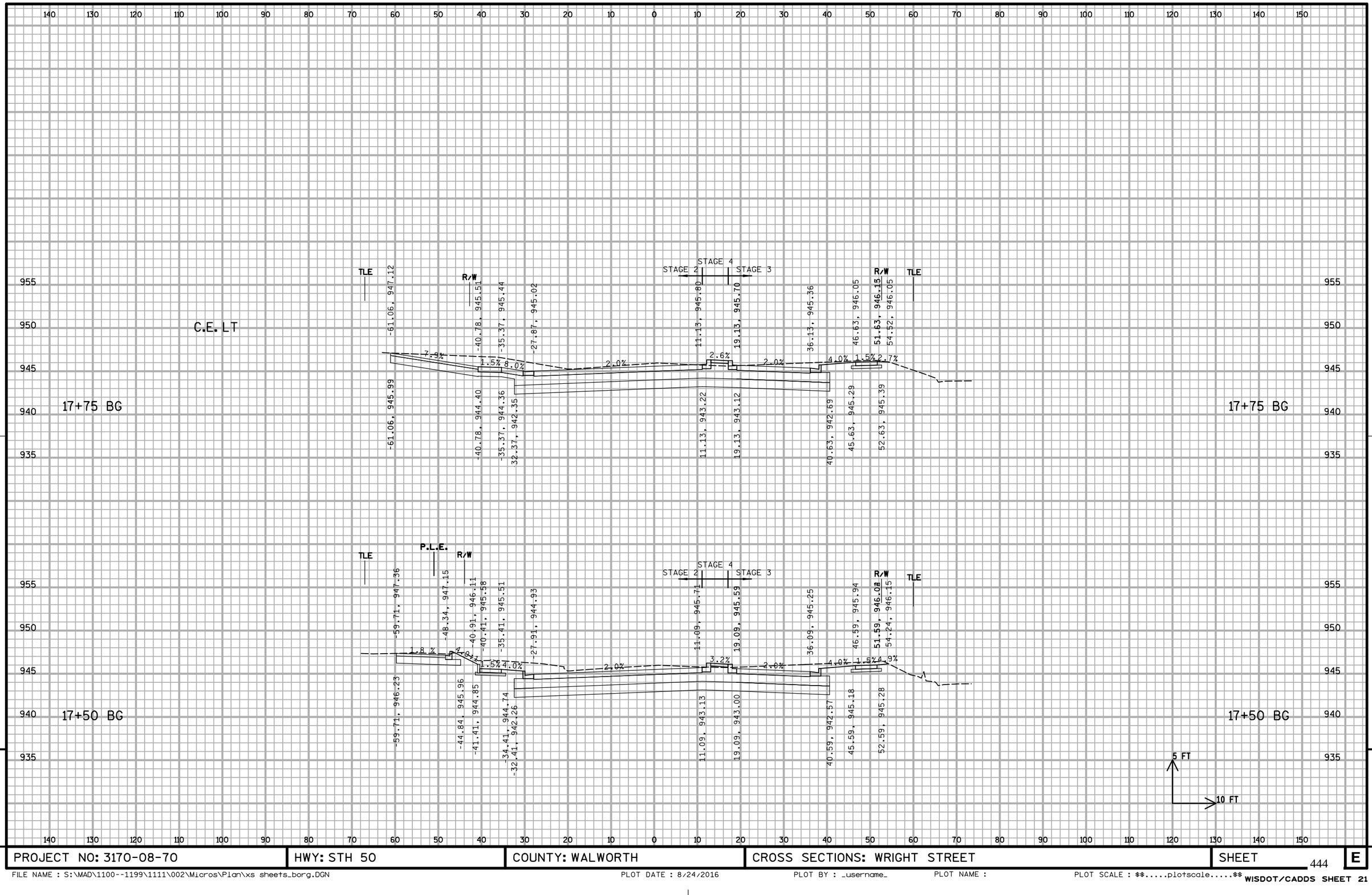
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

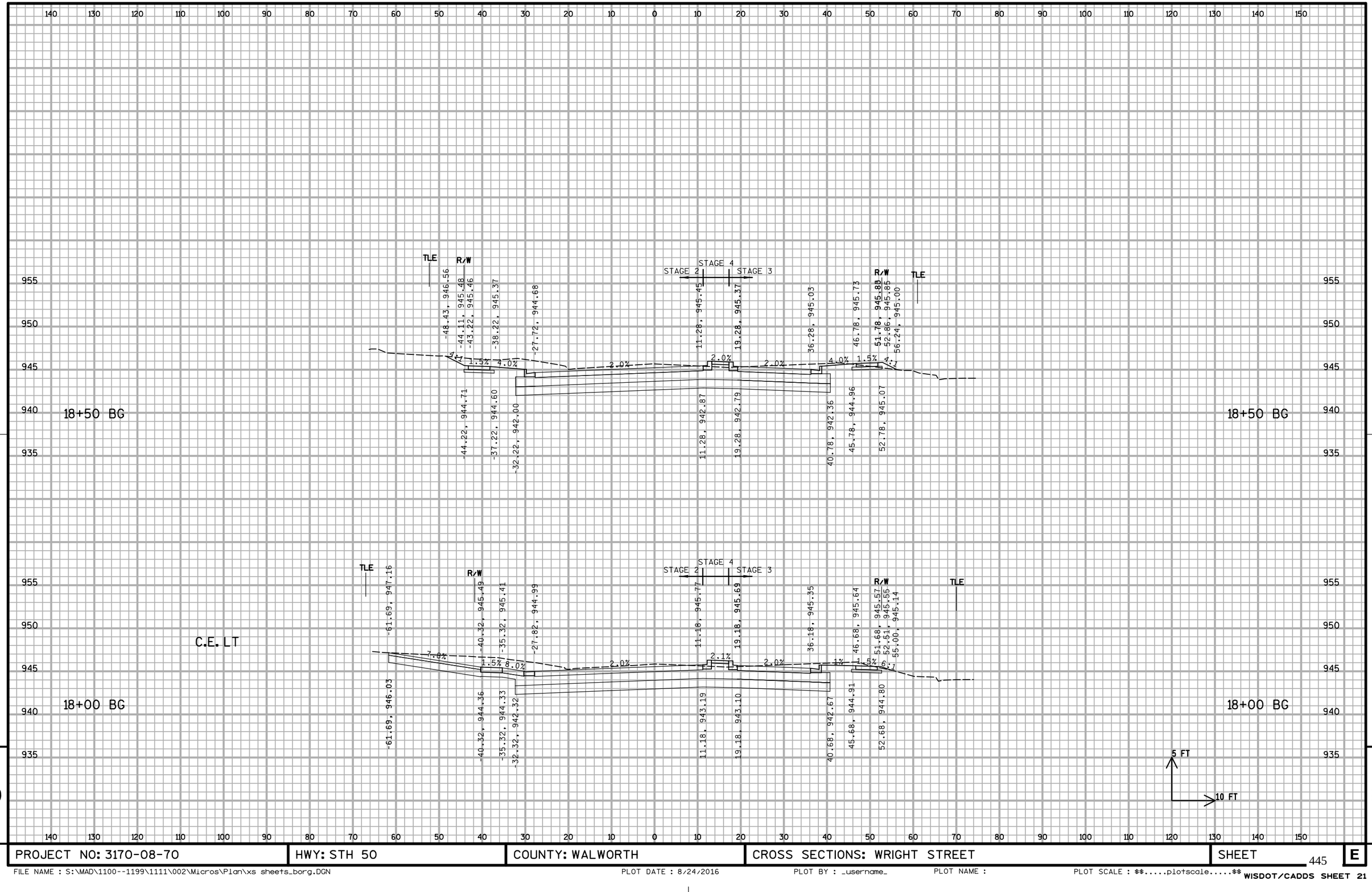


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9

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET 444	E

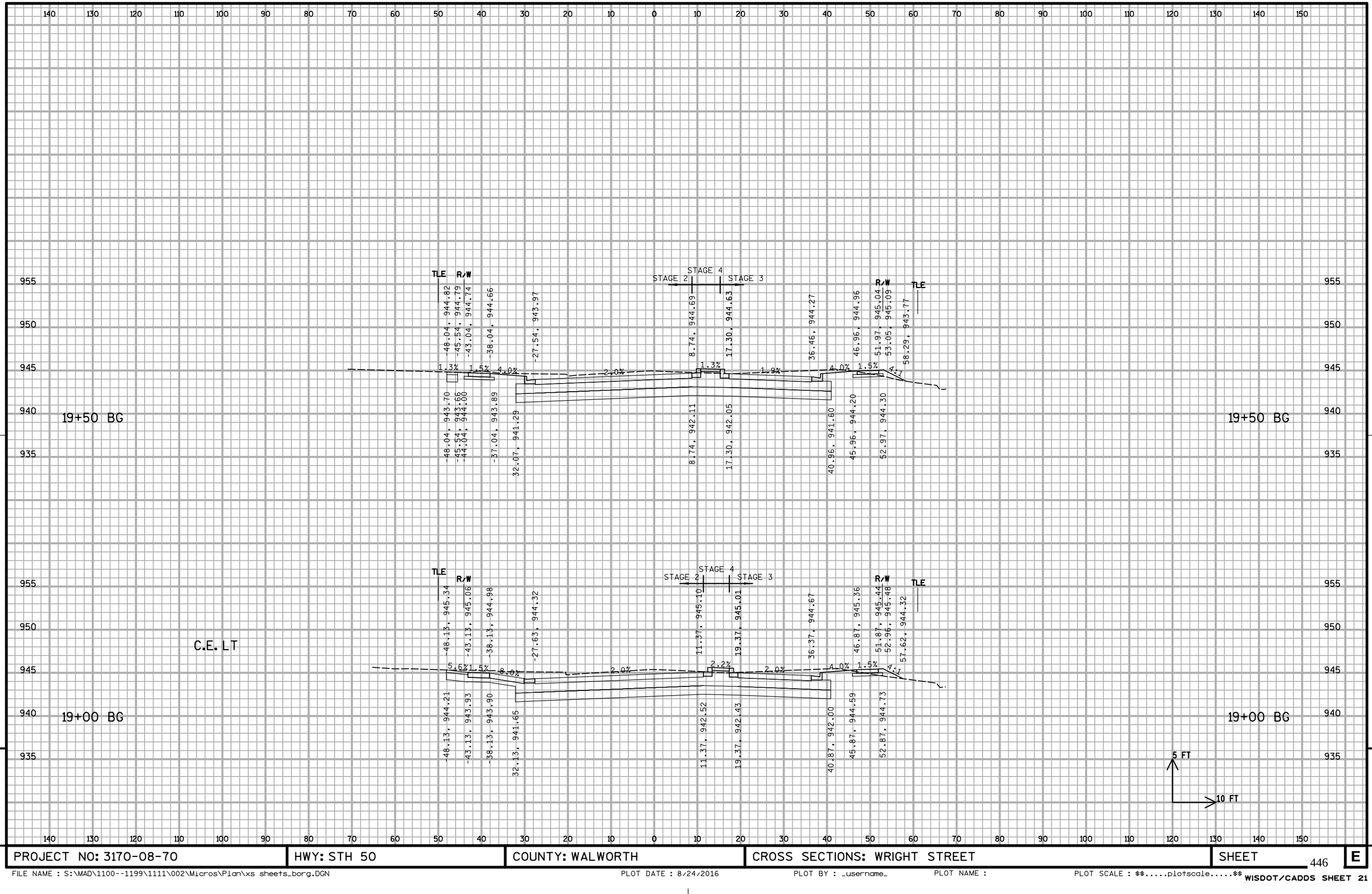
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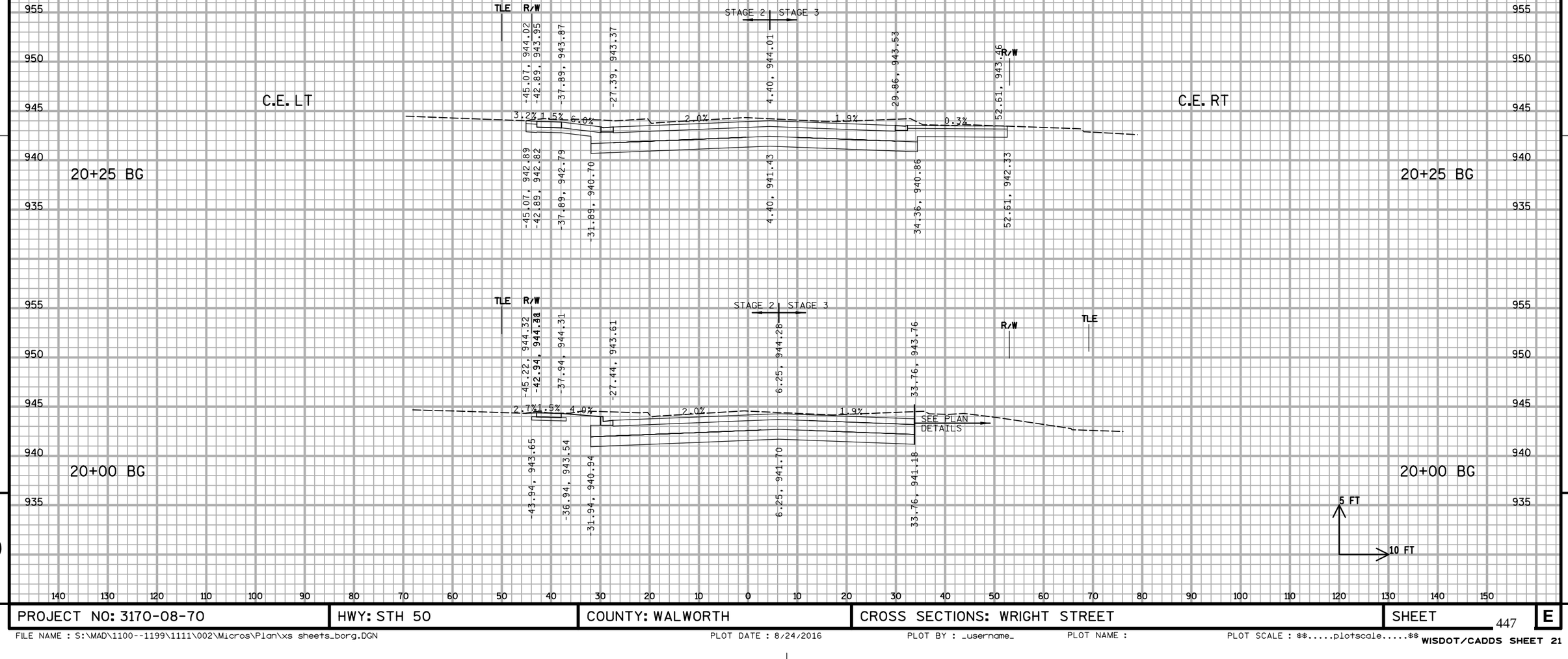
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET 445	E

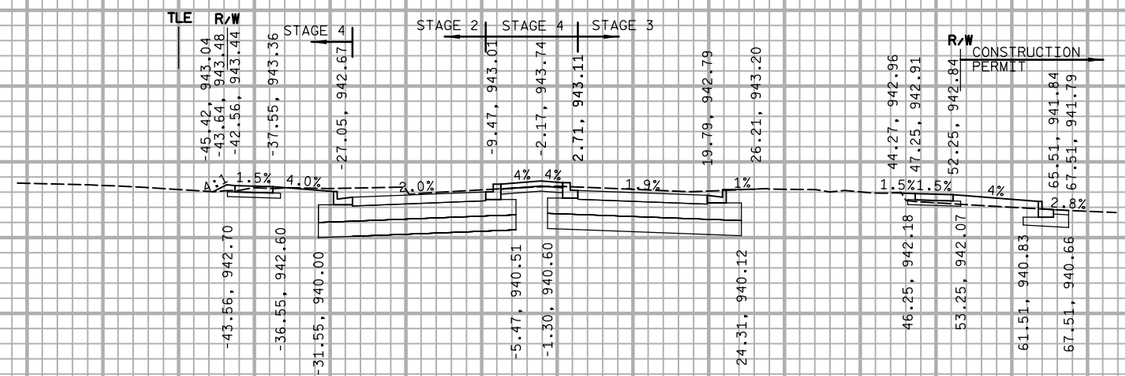
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

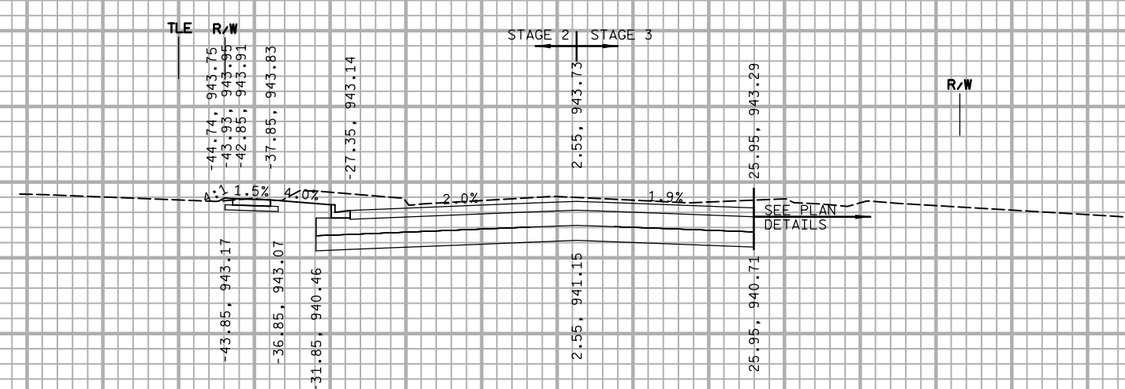


PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET 446	E



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET 447	E



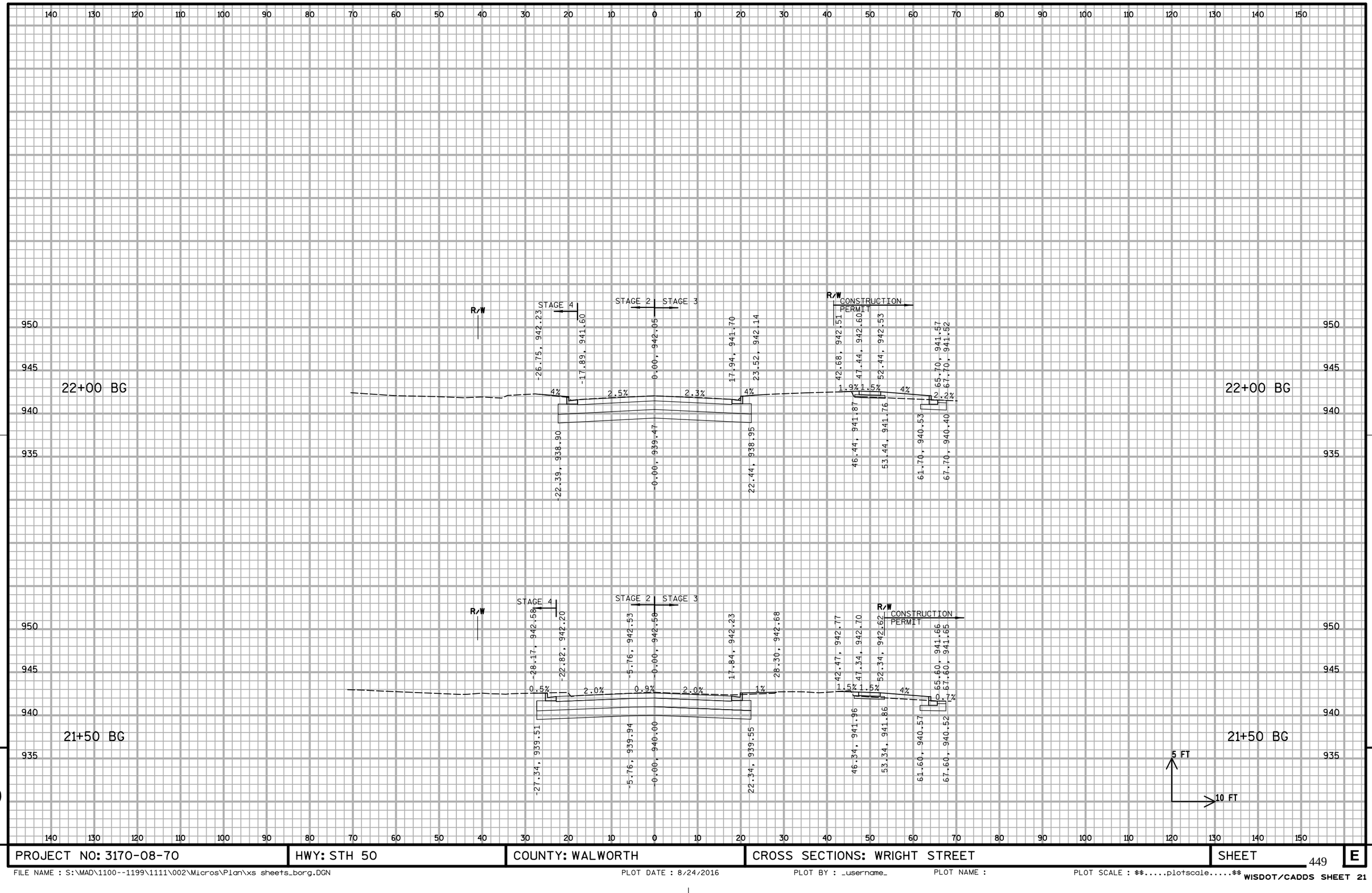


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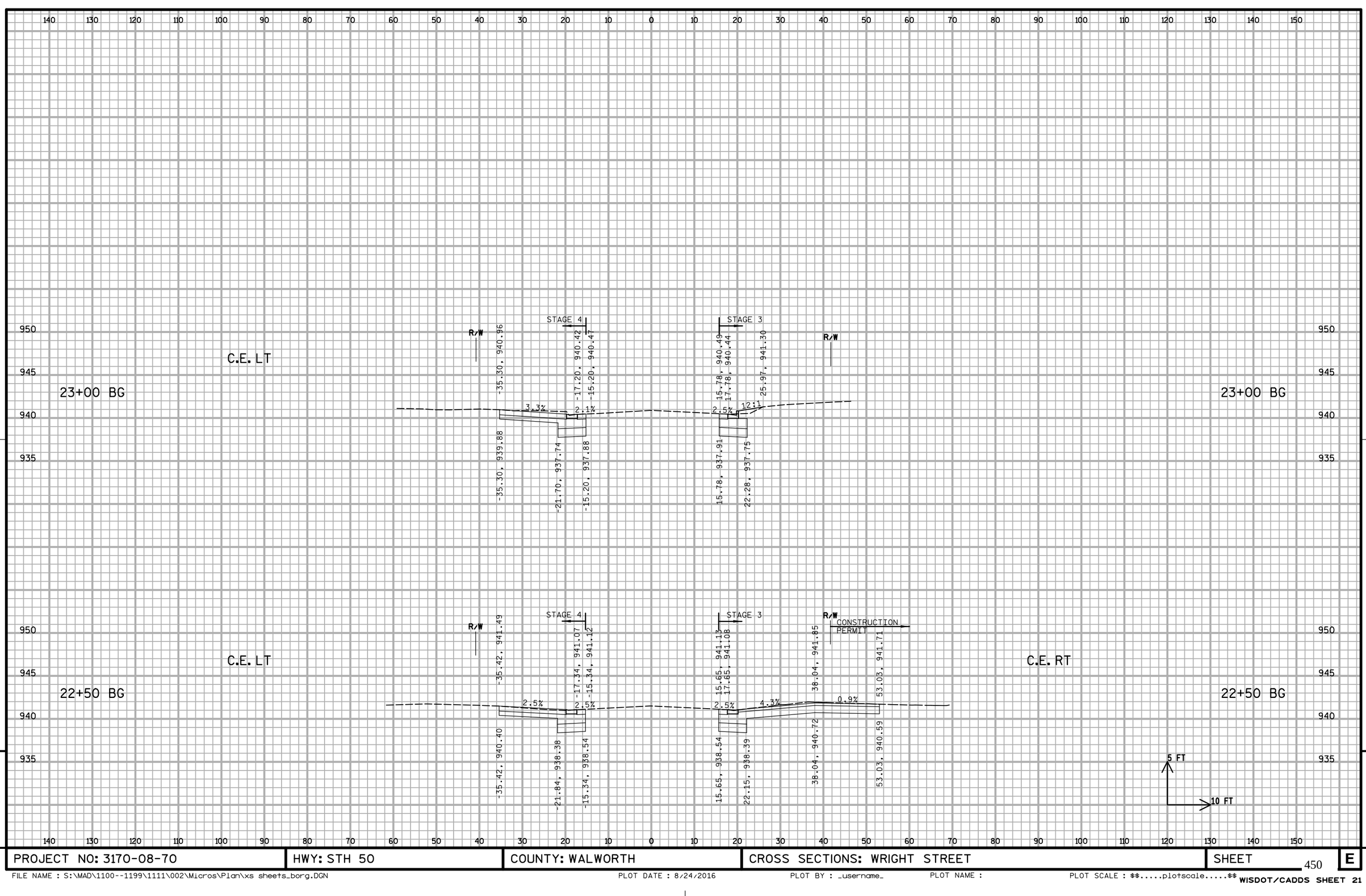
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET 448	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET	E

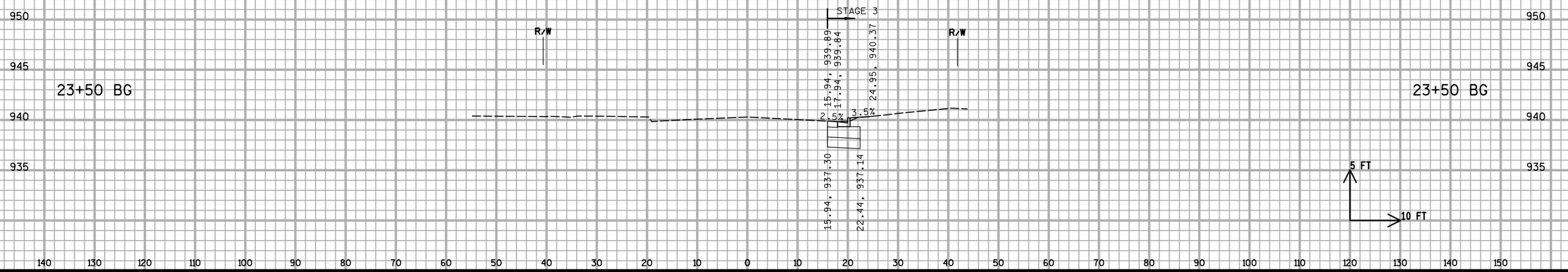
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET 450	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

END CONSTRUCTION STA. 23+97.54 BG

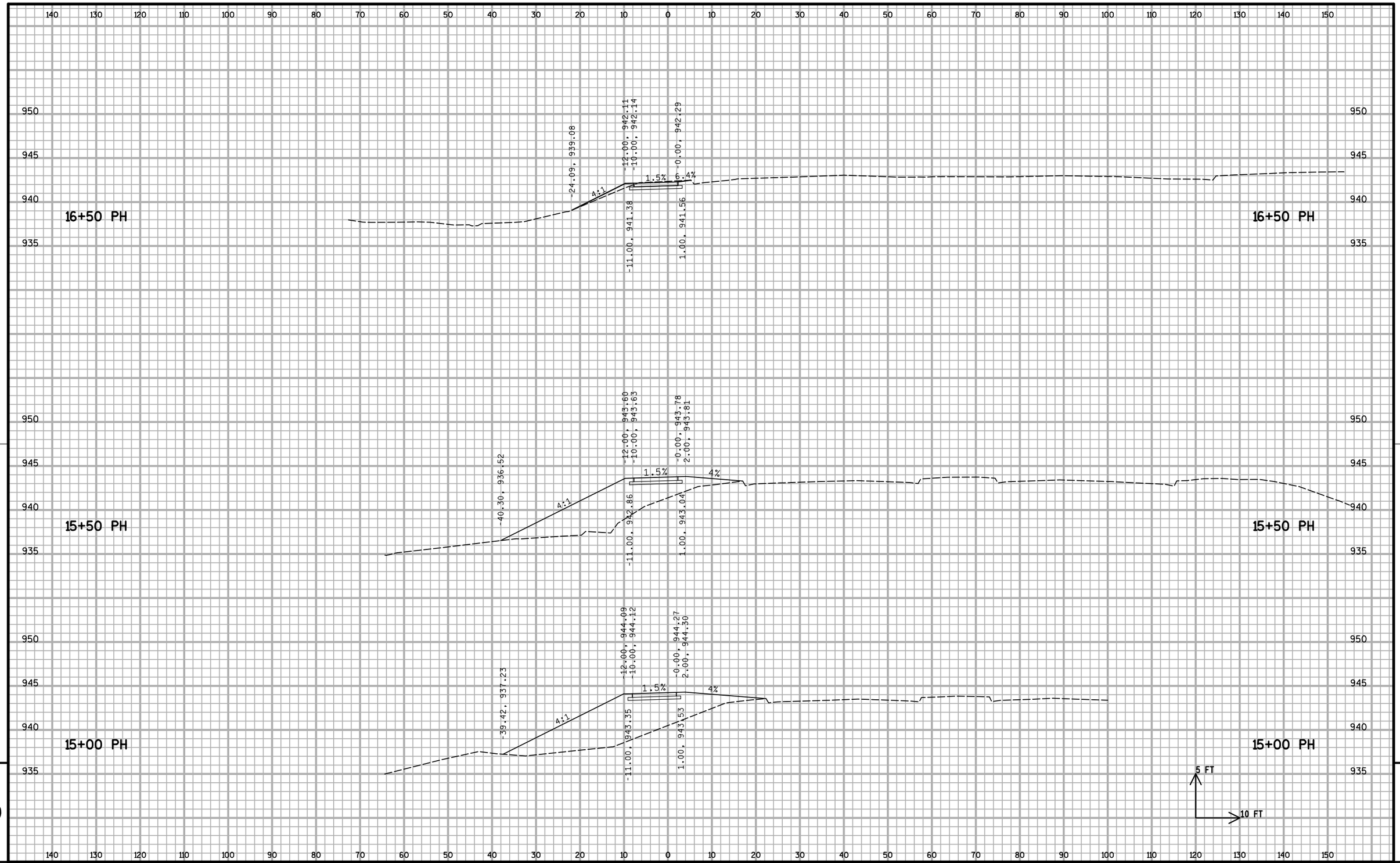


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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: WRIGHT STREET	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_borg.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

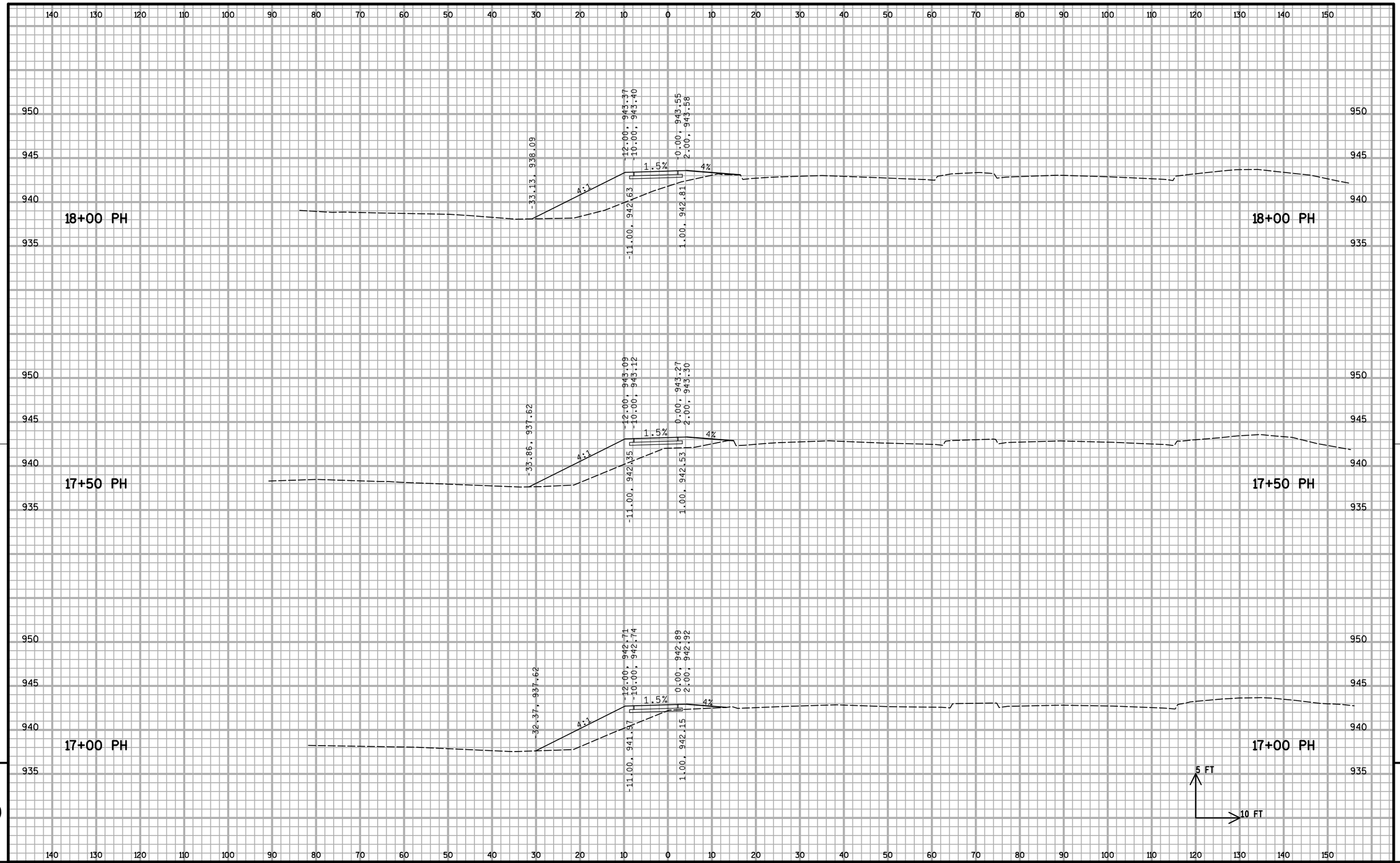


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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_path.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



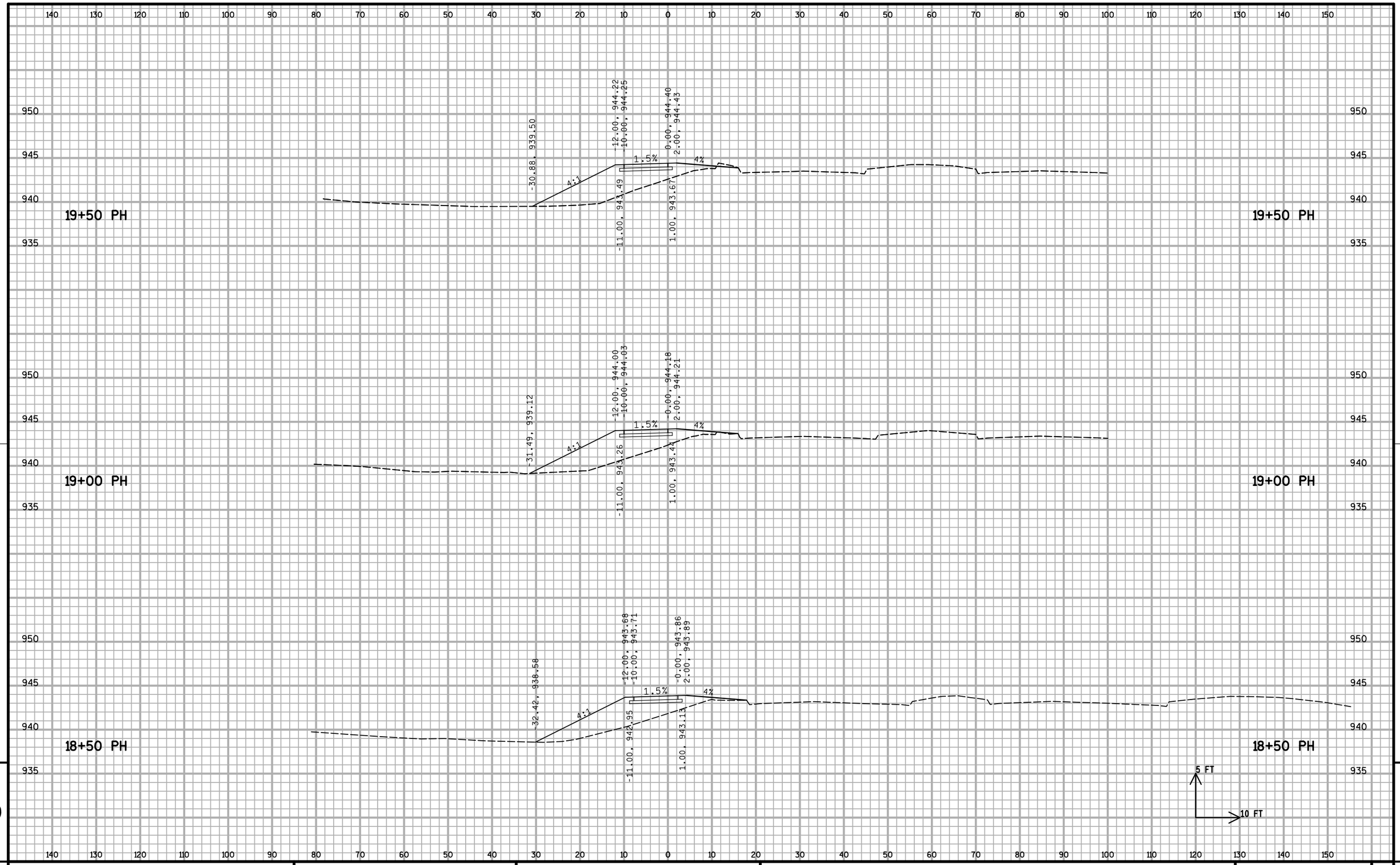
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET 453	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_path.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

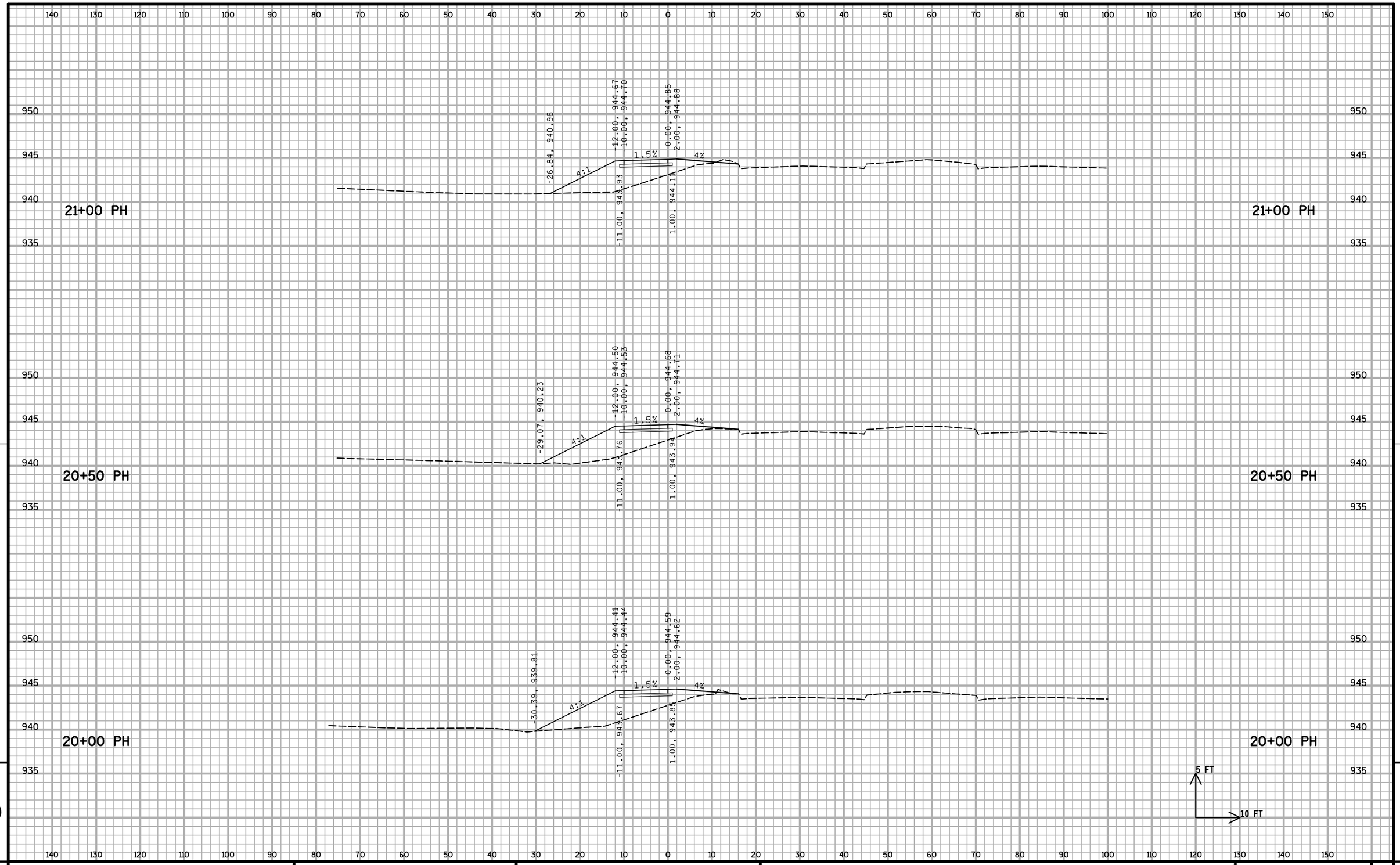
WISDOT/CADDS SHEET 21



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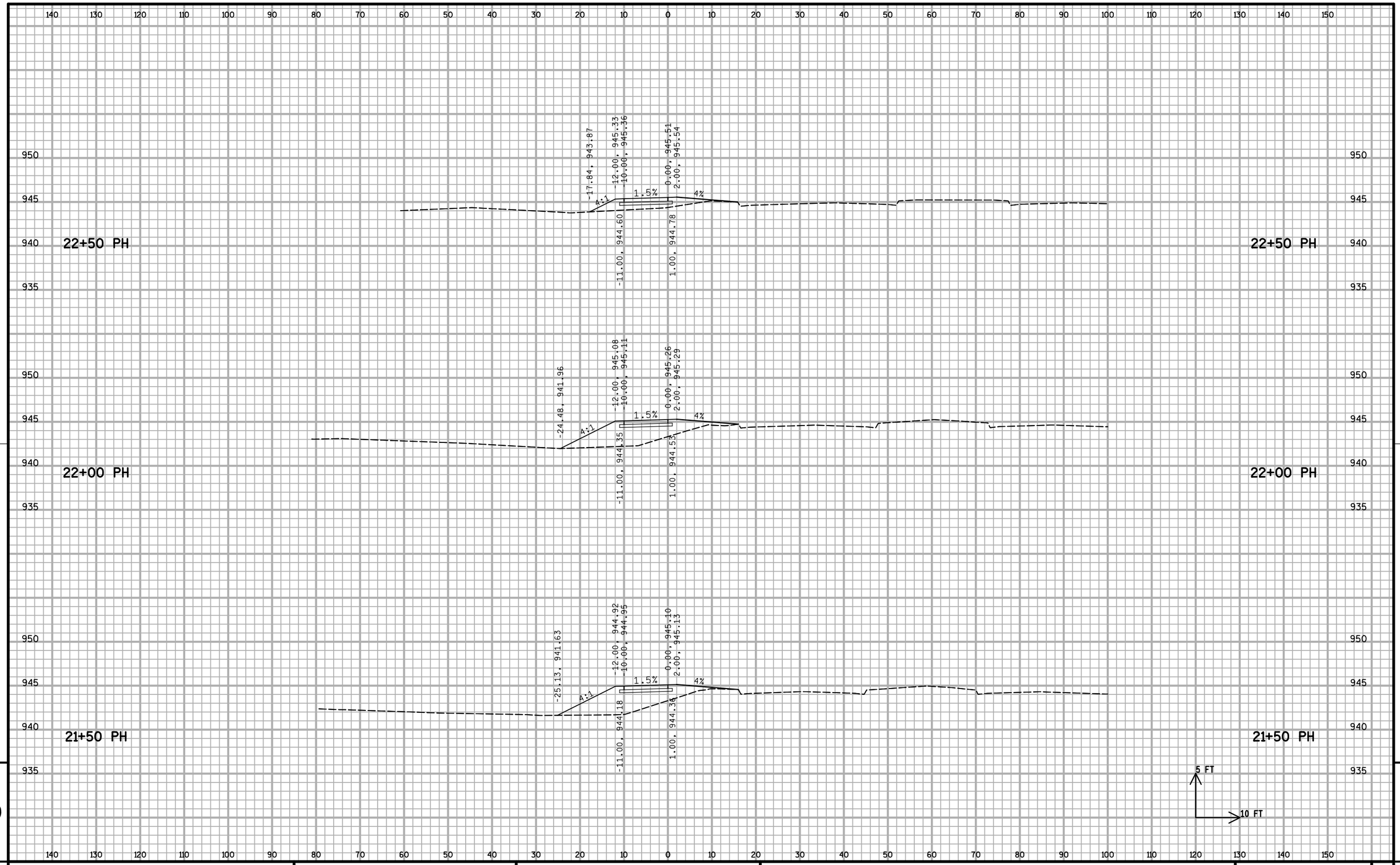
PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET 454	E



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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET 455	E

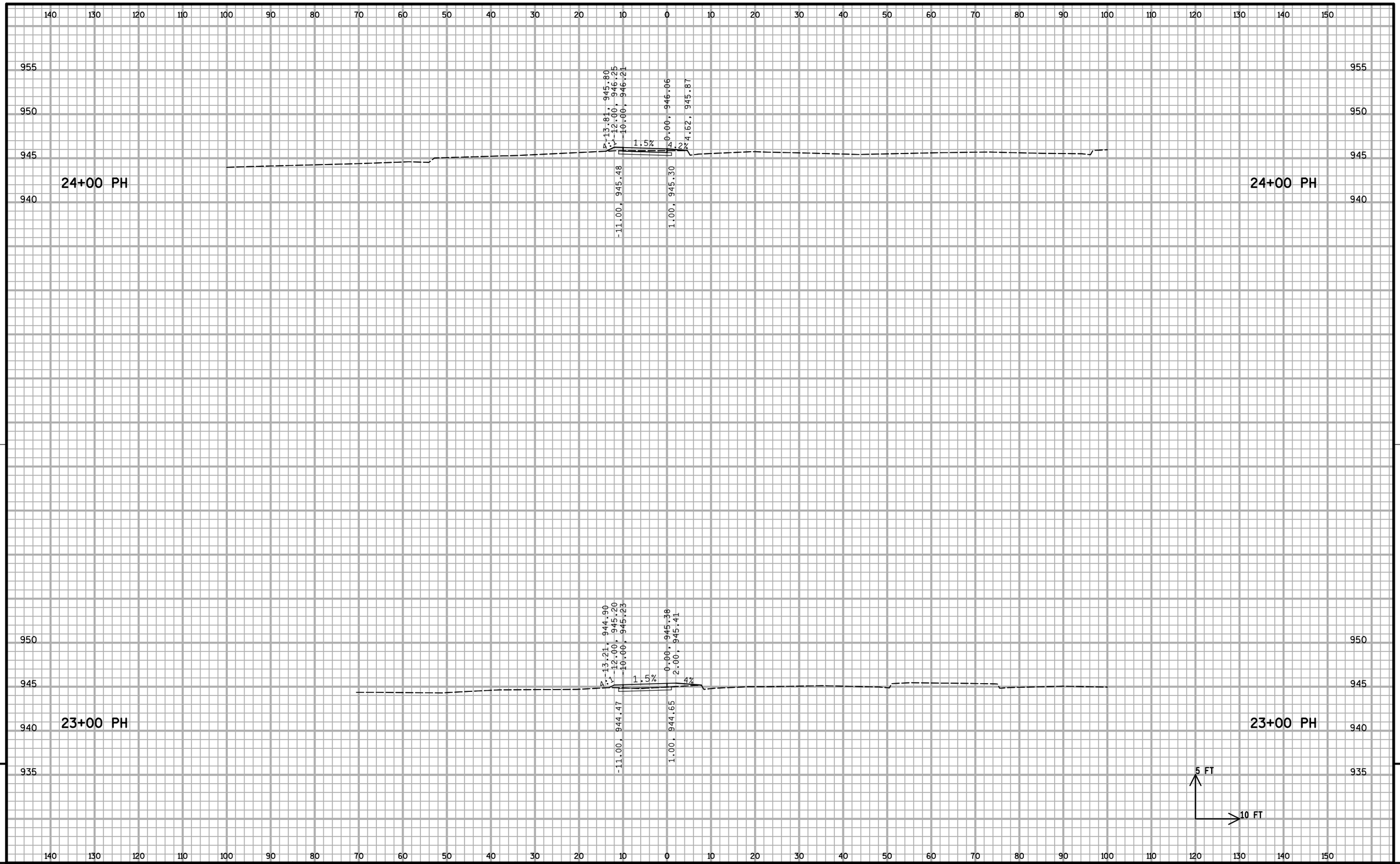


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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET 456	E

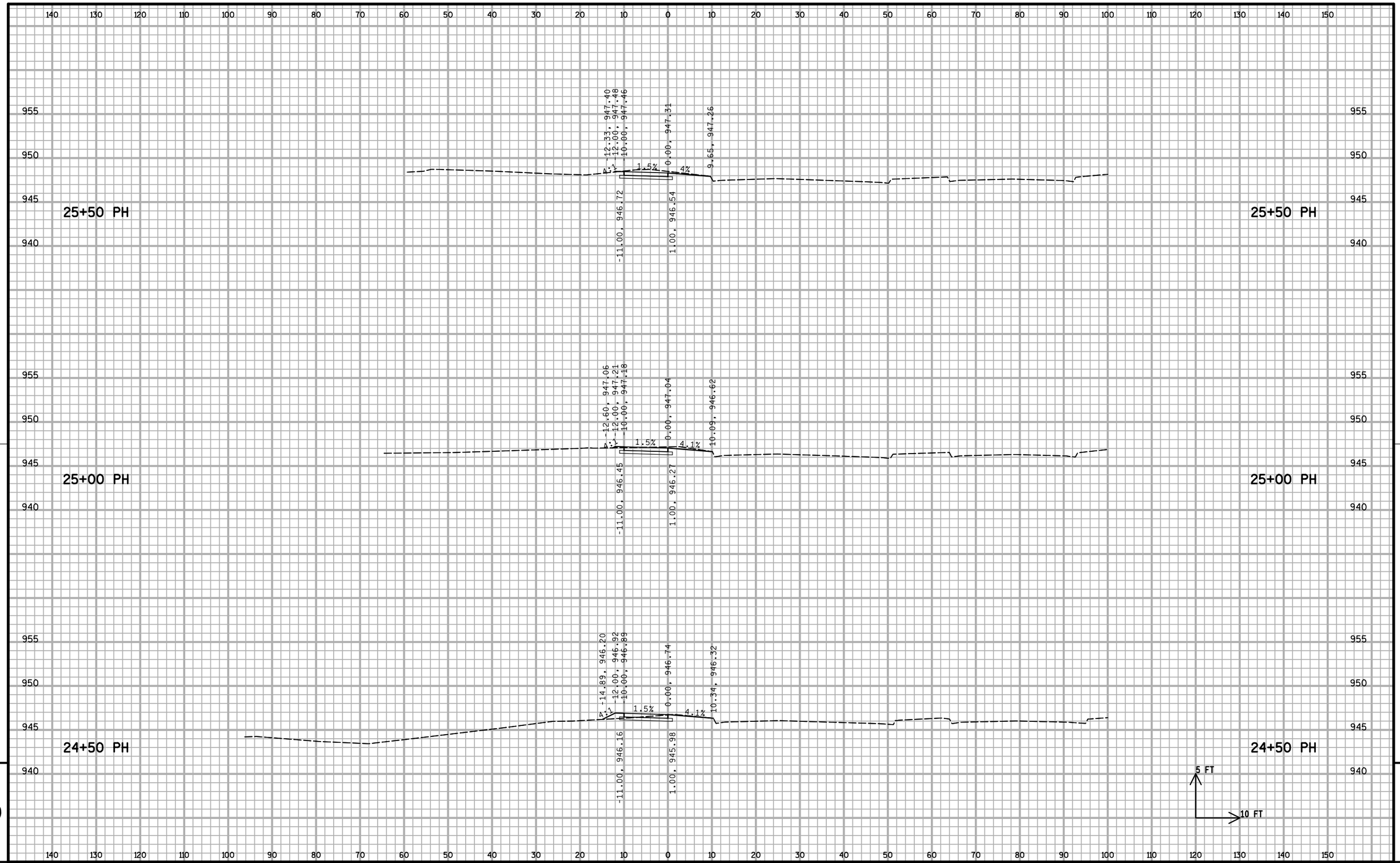
FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_path.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET 457	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_path.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



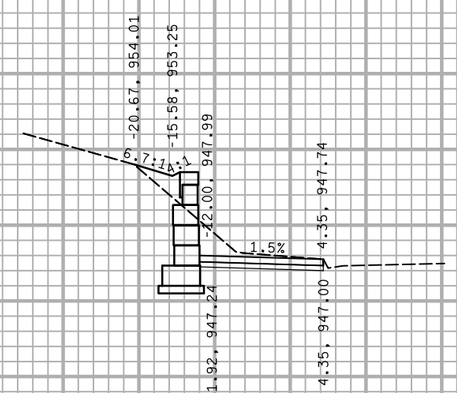
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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET 458	E

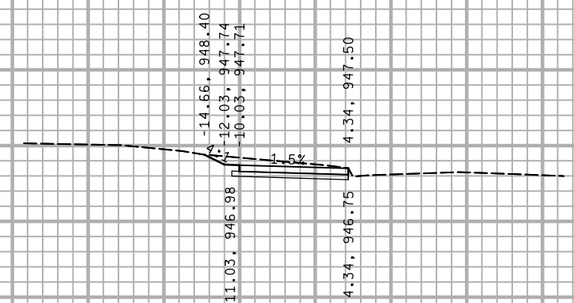
RETAINING WALL
R-64-20

27+00 PH



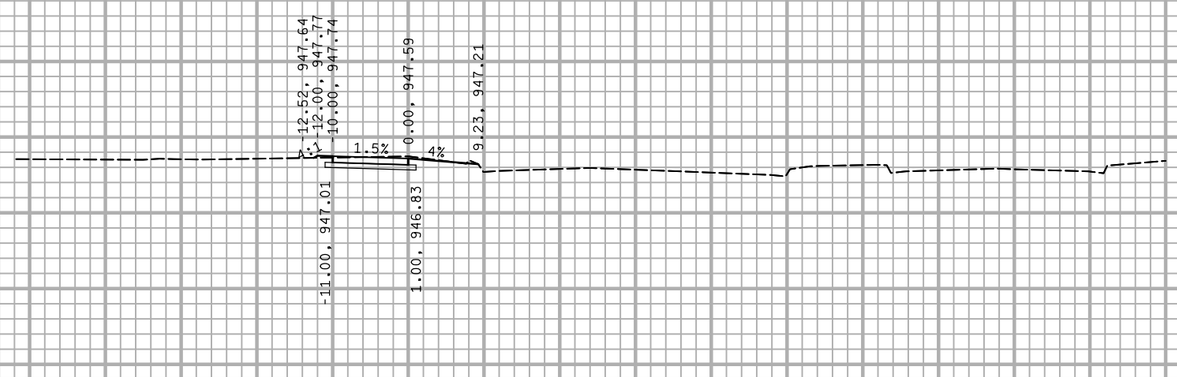
27+00 PH

26+50 PH

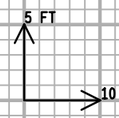


26+50 PH

26+00 PH



26+00 PH



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PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_path.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

RETAINING WALL
R-64-20

28+50 PH

-21.80, 955.74
2.6:1
-15.58, 953.25
1:1
-12.08, 948.81
1.5%
4.38, 948.56
-11.50, 948.06
4.38, 947.81

RETAINING WALL
R-64-20

28+00 PH

-21.32, 954.69
2.6:1
-15.58, 953.25
1:1
-12.00, 948.54
1.5%
4.37, 948.29
-12.00, 947.79
4.37, 947.54

RETAINING WALL
R-64-20

27+50 PH

-34.11, 960.44
2.6:1
-15.58, 953.25
1:1
-12.00, 948.27
1.5%
4.36, 948.02
-12.00, 947.52
4.36, 947.27

5 FT
10 FT

9

9

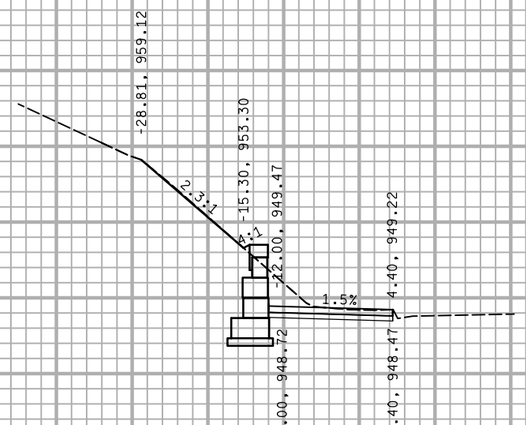
PROJECT NO: 3170-08-70 | HWY: STH 50 | COUNTY: WALWORTH | CROSS SECTIONS: PATH | SHEET E

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WISDOT/CADDS SHEET 21

RETAINING WALL
R-64-20

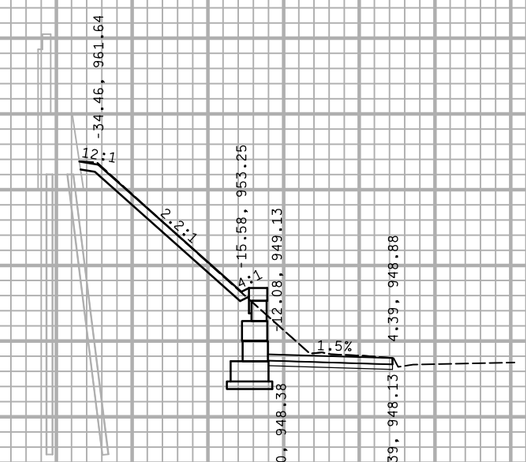
29+50 PH



29+50 PH

RETAINING WALL
R-64-20

29+00 PH



29+00 PH

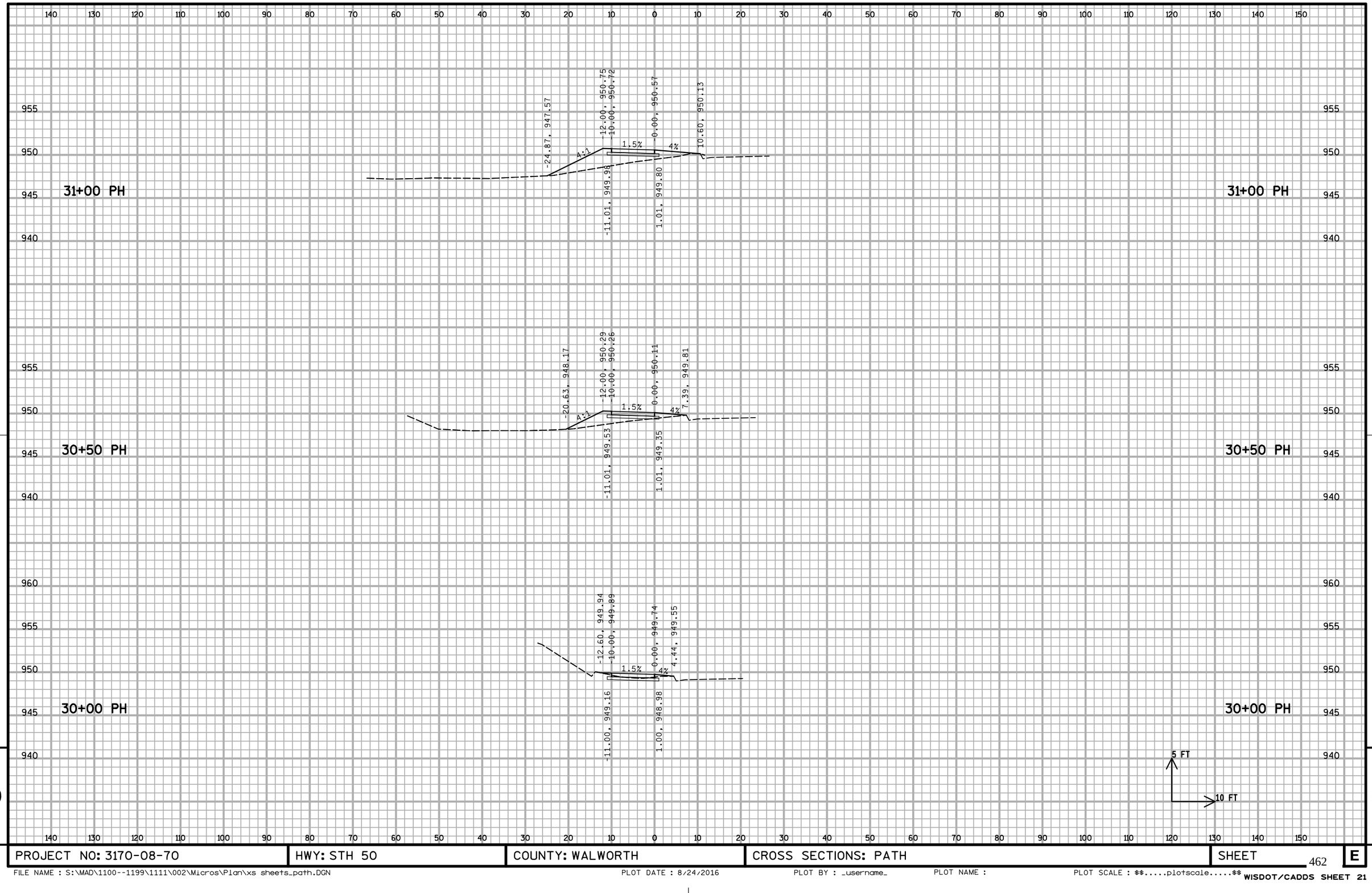
5 FT
10 FT

9

9

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET	E

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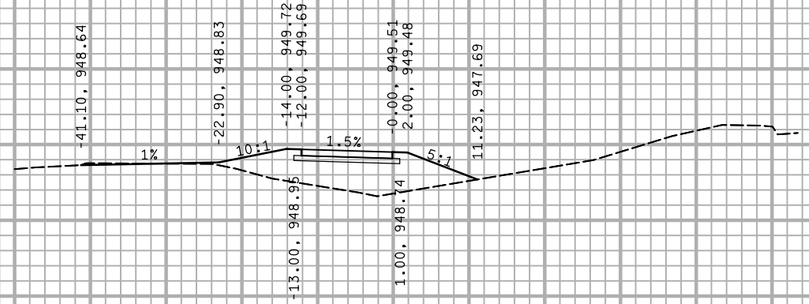
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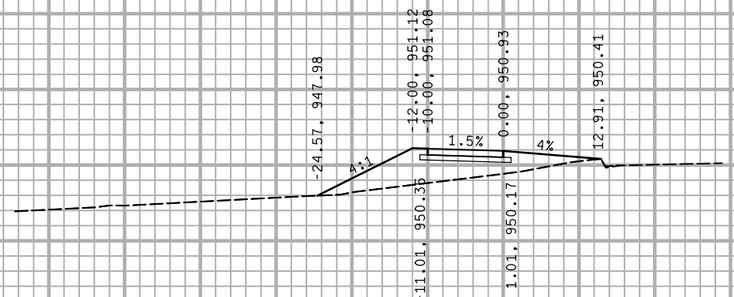
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END CONSTRUCTION STA. 33+48.88 PH



33+00 PH

33+00 PH



31+50 PH

31+50 PH

5 FT

10 FT

955 950 945 940

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

9

PROJECT NO: 3170-08-70	HWY: STH 50	COUNTY: WALWORTH	CROSS SECTIONS: PATH	SHEET	E

FILE NAME : S:\MAD\1100--1199\1111\002\Micros\Plan\xs sheets_path.DGN PLOT DATE : 8/24/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

DEC 2016

PROJECT ID: 3170-08-71
WITH: 3170-08-70

COUNTY: WALWORTH

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	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 = 20

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3170-08-71		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED WATER MAIN AND SANITARY SEWER IMPROVEMENTS

7TH ST. & GENEVA ST.
CITY OF DELAVAN

WISCONSIN ST. TO WRIGHT ST.

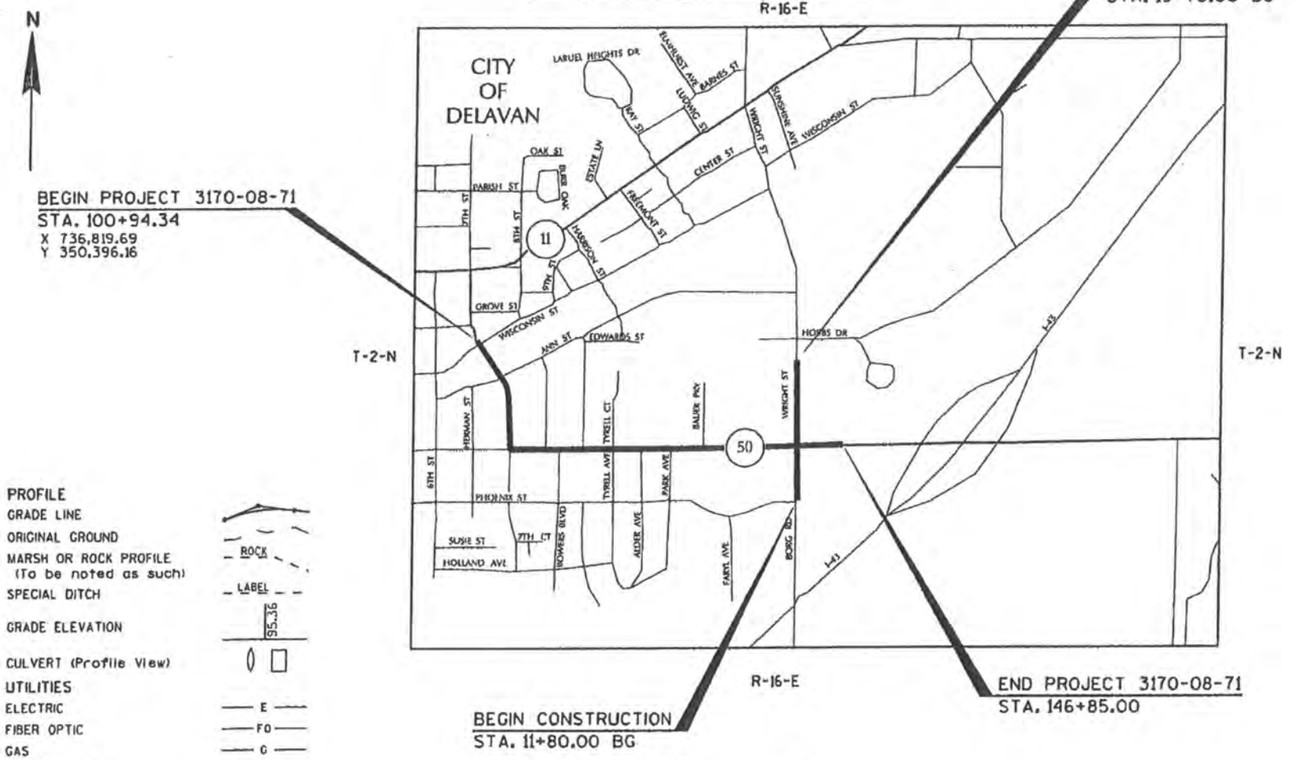
STH 50

WALWORTH COUNTY

STATE PROJECT NUMBER
3170-08-71



14



ACCEPTED FOR THE CITY OF DELAVAN

DATE: 28/7/16 _____ Public Works Director

SANITARY SEWER AND WATER MAIN PLANS PREPARED BY:

BAXTER & WOODMAN Consulting Engineers

WISCONSIN
GARY A. VOGEL
E-34025
ELKHORN, WI
PROFESSIONAL ENGINEER

Gary A Vogel 7/26/16

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	STRAND ASSOCIATES, INC.
Designer	BAXTER & WOODMAN, INC.
Project Manager	GARY METZER, P.E.
Regional Examiner	STEVE CHOJNACKI, P.E.
Regional Supervisor	JANET CANNON, P.E.
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 27 July 2016 _____ (Signature)

E

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

TOTAL NET LENGTH OF CENTERLINE = 0.955 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Walworth County, NAD 83 (2007) Adjustment. Elevations shown on this plan are referenced to the North American Vertical Datum of 1988, NAVD 88, (2007) Adjustment.

GENERAL NOTES

ROADWAY ALIGNMENT INFORMATION REFERENCES PROJECT ID 3170-08-70.

TRAFFIC CONTROL FOR THIS WORK IS TO BE PROVIDED BY THE DOT DETOUR. SEE DETOUR PLAN IN PROJECT ID 3170-08-70.

HMA PAVEMENT 3 MT 58-28 THICKNESS IN AREAS OF UTILITY IMPROVEMENTS:
LOWER LAYER 6-INCHES TOTAL TO BE PAVED IN TWO 3-INCH LIFTS
UPPER LAYER 2-INCHES

ALL BID ITEMS IN THE MISCELLANEOUS QUANTITIES ARE CATEGORY 0010.

ABBREVIATIONS

RJT	RESTRAINED JOINT
SAN	SANITARY SEWER
MH	MANHOLE
OH	OVERHEAD LINE
G	GAS
E	ELECTRIC
IP	IRON PIPE/PIN
SS	STORM SEWER
W	WATER LINE

UTILITIES

* WE ENERGIES (GAS)
ATTENTION: SCOTT HOLSTEIN
700 S. KANE STREET
BURLINGTON, WI 53105
PHONE: (262) 763-1084
E-MAIL: scott.holstein@we-energies.com

* CITY OF DELAVAN (STORM SEWER/LIGHTING)
ATTENTION: MARK WENDORF
123 SOUTH 2ND STREET
DELAVAN, WI 53115
PHONE: (262) 728-1891
E-MAIL: delavandpw@ci.delavan.wi.us

* CITY OF DELAVAN UTILITIES (WATER/SANITARY SEWER)
ATTENTION: JIM PIESTER
123 SOUTH 2ND STREET
DELAVAN, WI 53115
PHONE: (262) 728-5585 EXT. 140
E-MAIL: utilmanager@ci.delavan.wi.us

* ATC MANAGEMENT, INC. (ELECTRIC)
ATTENTION: ANTHONY MARCINIAK
W234 N2000 RIDGEVIEW PARKWAY COURT
WAUKESHA, WI 53188
PHONE: (262) 506-6814
E-MAIL: amarciniak@atcllc.com

* AT&T WISCONSIN (COMMUNICATIONS)
ATTENTION: CAROL ANASON
316 W. WASHINGTON AVE.
MADISON, WI 53703
PHONE: (608) 252-2385
E-MAIL: Ca2624@att.com

* ALLIANT ENERGY (ELECTRIC)
ATTENTION: BRUCE MURRAY
400B KOOPMAN LANE
ELKHORN, WI 53121
PHONE: (262) 741-0937
E-MAIL: BruceMurray@alliantenergy.com

* CHARTER COMMUNICATIONS (COMMUNICATIONS)
ATTENTION: BRANDON OPHEIM
510 BELOIT STREET
WALWORTH, WI 53184
PHONE: (608) 209-3195
E-MAIL: brandon.opheim@charter.com

* DENOTES DIGGERS HOTLINE MEMBERS

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

WISDOT CONTACT

GARY METZER, P.E.
WISDOT SE REGION
141 NW BARSTOW STREET
WAUKESHA, WI 53188
(262) 548-5685
E-MAIL: gary.metzer@dot.wi.gov

DESIGN CONTACT

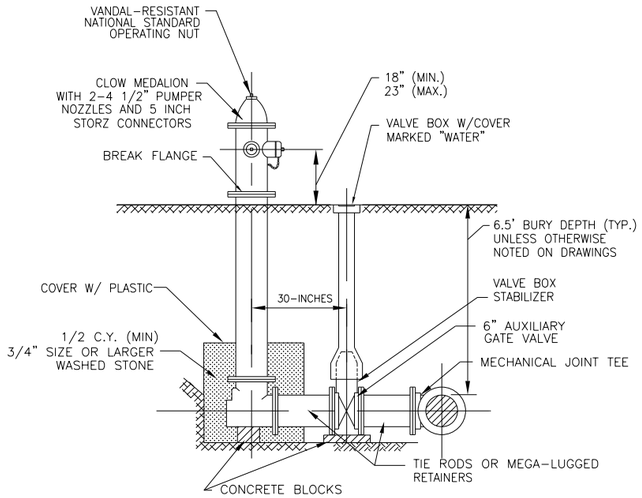
GARY VOGEL, P.E.
BAXTER & WOODMAN, INC.
256 SOUTH PINE STREET
BURLINGTON, WI 53105
(262) 763-7834
E-MAIL: gvogel@baxterwoodman.com

RAILROAD CONTACT

BEN MEIGHAN
WISCONSIN AND SOUTHERN RAILROAD
P.O. BOX 90229
MILWAUKEE, WI 53209
(608) 243-9101
E-MAIL: bmeighan@wsorrailroad.com

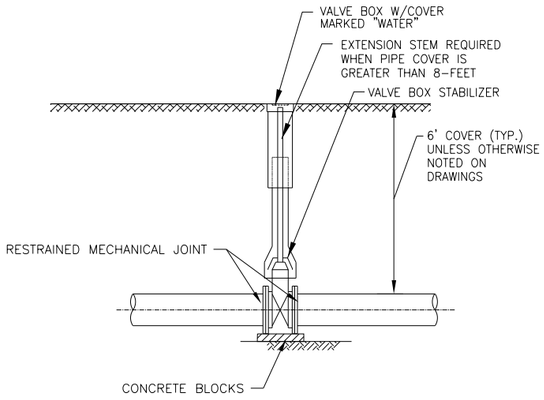
DNR LIAISON

CRAIG WEBSTER
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
141 NW BARSTOW STREET
ROOM 180
WAUKESHA, WI 53188
(262) 574-2141
E-MAIL: craig.webster@wisconsin.gov



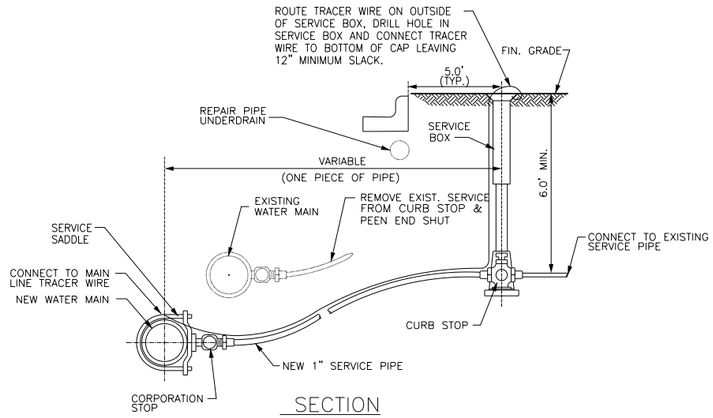
STANDARD FIRE HYDRANT INSTALLATION

NO SCALE



STANDARD VALVE W/VALVE BOX & EXT. STEM

NO SCALE



SECTION

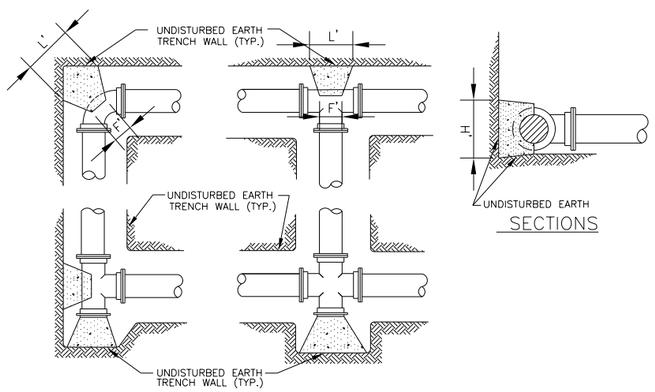
SERVICE PIPE	CORP. STOP	CURB STOP	SERVICE BOX
1"	1"	1"	2 1/2"

WATER SERVICE REPLACEMENT DETAIL

NO SCALE

THRUST BLOCK SCHEDULE

FITTING	DIMENSION (FT.)				BEARING AREA (SQ. FT.)
	H	L	W	F	A
12" X 12" X 12" TEE	4.0	4.0	1.5	1.5	15.4
12" X 90 DEGREE BEND	3.0	4.0	1.5	1.5	10.9
12" X 45 DEGREE BEND	2.0	3.0	1.5	1.5	5.9
12" X 22-1/2 DEGREE BEND	1.5	2.0	1.5	1.5	3.0
12" X 11-1/4 DEGREE BEND	1.0	1.5	1.5	1.5	1.5
10" X 10" X 10" TEE	3.0	4.0	1.5	1.5	10.9
10" X 90 DEGREE BEND	3.0	3.0	1.5	1.5	7.7
10" X 45 DEGREE BEND	2.0	3.0	1.5	1.5	4.2
10" X 22-1/2 DEGREE BEND	1.5	1.5	1.5	1.5	2.1
10" X 11-1/4 DEGREE BEND	1.0	1.5	1.5	1.5	1.1
8" X 8" X 8" TEE	2.5	3.0	1.0	1.0	7.2
8" X 90 DEGREE BEND	2.5	2.5	1.0	1.0	5.1
8" X 45 DEGREE BEND	1.5	2.0	1.0	1.0	2.8
8" X 22-1/2 DEGREE BEND	1.0	2.0	1.0	1.0	1.4
8" X 11-1/4 DEGREE BEND	1.0	1.0	1.0	1.0	1.0



PLANS

SECTIONS

TYPICAL THRUST BLOCK INSTALLATIONS

NO SCALE

NOTES

WHEN CONDITIONS PREVENT THE USE OF RESTRAINED JOINTS, USE CONCRETE THRUST BLOCKS OF AN APPROVED TYPE. THE USE OF CONCRETE THRUST BLOCKING IN LIEU OF RESTRAINED TYPE PIPE AND FITTINGS REQUIRES WRITTEN APPROVAL OF THE ENGINEER.

ALL THRUST BLOCKING INCIDENTAL TO WATER MAIN CONST.

BLOCKING FOR ALL FITTINGS UNDER 8" IN SIZE SHALL HAVE A MINIMUM DIMENSION OF 1' X 1' AT THE POINT OF CONTACT WITH UNDISTURBED EARTH.

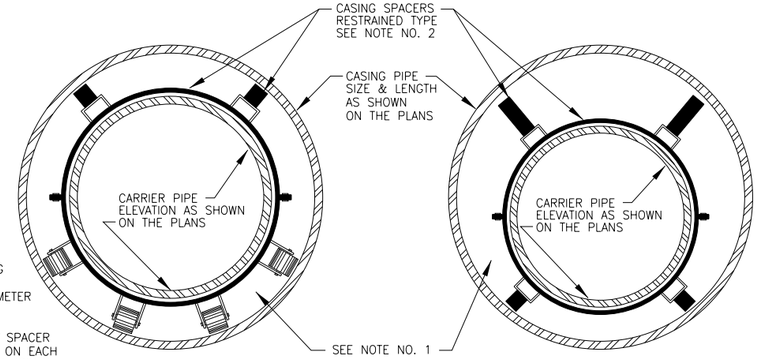
ALL THRUST BLOCKING SHALL BE FORM POURED GRADE "A" CONCRETE AGAINST UNDISTURBED EARTH.

IF IN THE OPINION OF THE ENGINEER GROUND CONDITIONS WARRANT LARGER THRUST BLOCKS, THE CONTRACTOR SHALL INSTALL BLOCKING AS DIRECTED BY THE ENGINEER.

PLUGGED ENDS SHALL BE BLOCKED THE SAME AS A TEE.

INSTALL DOUBLE LAYER OF ASPHALTIC BUILDING PAPER OR PLASTIC SHEETING BETWEEN FITTING AND CONCRETE.

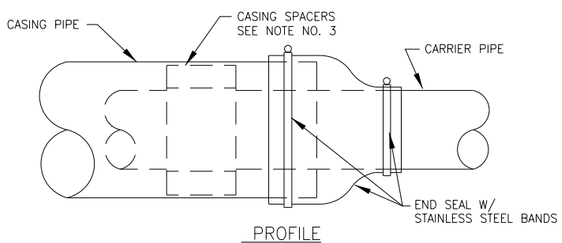
THE BLOCKING IS CALCULATED ON BEARING PRESSURE OF SOIL TO BE 4000 LBS. / S.F., IF BEARING PRESSURE OF SOIL IS FOUND TO BE 2000 LBS. / S.F., THE BEARING SURFACE SHALL BE DOUBLED.



SECTION SECTION

NOTES

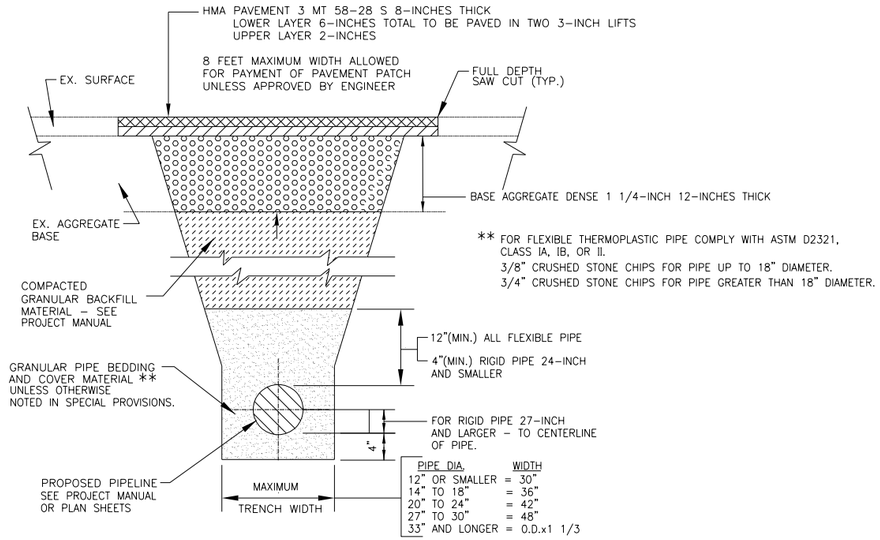
1. WHERE CARRIER PIPE IS NOT CENTERED IN CASING PIPE, PROVIDE CASING SPACERS WITH LEGS THAT EXTEND TO WITHIN 1-INCH OF CASING INSIDE DIAMETER ON ALL SIDES (RESTRAINED TYPE).
2. PROVIDE AMOUNT OF SPACERS AS INSTRUCTED BY SPACER MANUFACTURER, WITH A MINIMUM OF ONE SPACER ON EACH SIDE OF A PIPE JOINT, AND ONE SPACER BETWEEN JOINTS. (THREE PER PIPE LENGTH)
3. PROVIDE SMOOTH STEEL CASING PIPE, 36" DIAMETER, MINIMUM THICKNESS OF 9/16" (0.5625) WITH A YIELD STRENGTH OF 35,000 PSI.
4. INSTALL STEEL CASING PIPE BY AUGER BORING METHOD OR JACKING AND MINING.
5. PROVIDE CORROSION PROTECTION OF THE CASING PIPE WITH MAGNESIUM ANODE BAGS.
6. PROVIDE 12" PVC CARRIER PIPE MEETING THE REQUIREMENTS OF AWWA C900, CLASS 150. PROVIDE RESTRAINED JOINTS WITHIN CASING PIPE.
7. PROVIDE HARDWOOD SKIDS AND BLOCKING OR UTILIZE CASING SPACERS FOR CARRIER PIPE SUPPORT.
8. THE 12" PVC WATER MAIN HAS AN OPERATING PRESSURE OF 75 PSI AND A MAXIMUM TEST PRESSURE OF 150 PSI.
9. THE SPACE BETWEEN THE CASING PIPE AND THE CARRIER PIPE SHALL BE BLOWN FULL OF DRY SAND AND THE ENDS OF THE CASING PIPE SEALED.



PROFILE

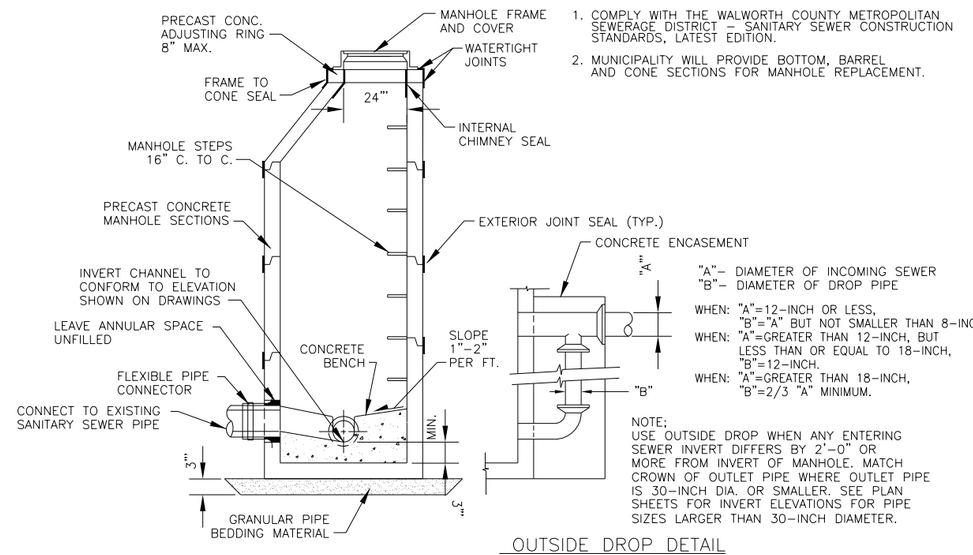
CASING DETAIL

NO SCALE



TYPICAL TRENCH DETAIL

NO SCALE



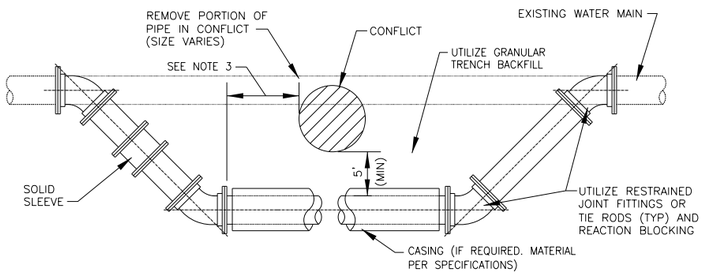
NOTE:
1. COMPLY WITH THE WALWORTH COUNTY METROPOLITAN SEWERAGE DISTRICT - SANITARY SEWER CONSTRUCTION STANDARDS, LATEST EDITION.
2. MUNICIPALITY WILL PROVIDE BOTTOM, BARREL AND CONE SECTIONS FOR MANHOLE REPLACEMENT.

NOTE;
USE OUTSIDE DROP WHEN ANY ENTERING SEWER INVERT DIFFERS BY 2'-0" OR MORE FROM INVERT OF MANHOLE. MATCH CROWN OF OUTLET PIPE WHERE OUTLET PIPE IS 30-INCH DIA. OR SMALLER. SEE PLAN SHEETS FOR INVERT ELEVATIONS FOR PIPE SIZES LARGER THAN 30-INCH DIAMETER.

OUTSIDE DROP DETAIL

SANITARY MANHOLE DETAIL

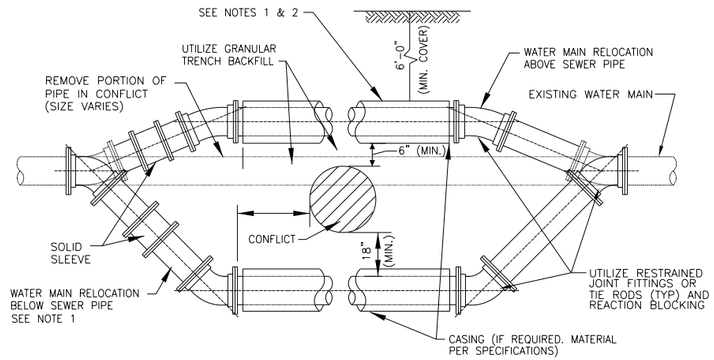
NO SCALE



NOTE: 1. WATER MAIN RELOCATIONS ARE SUBJECT TO INSPECTION AT NORMAL SYSTEM PRESSURE BEFORE BURIAL.
2. USE ONLY 45 DEGREE BENDS UNLESS OTHERWISE PERMITTED BY THE ENGINEER.
3. EXTEND PIPE PARALLEL TO EXISTING MAIN A MINIMUM OF 10 FEET BEYOND OUTSIDE EDGE OF CONFLICT - ON BOTH SIDES OF CONFLICT. INSTALL CASING TO SAME POINT IF REQUIRED.

WATER MAIN RELOCATION - HORIZONTAL

NO SCALE



NOTES: 1. ONLY TO BE USED IF WATER MAIN CANNOT CROSS ABOVE OR BELOW EXISTING SEWER AND MAINTAIN THE REQUIRED SEPARATION.
2. WHEN WATER MAIN CROSSES ABOVE EXISTING SEWER AND MAINTAINS THE REQUIRED SEPARATION, THE CASING PIPE IS NOT REQUIRED.
3. WATER MAIN RELOCATIONS ARE SUBJECT TO INSPECTION AT NORMAL SYSTEM PRESSURE BEFORE BURIAL.
4. USE ONLY 45 DEGREE BENDS UNLESS OTHERWISE PERMITTED BY THE ENGINEER.
5. EXTEND PIPE PARALLEL TO EXISTING MAIN A MINIMUM OF 10 FEET BEYOND OUTSIDE EDGE OF CONFLICT - ON BOTH SIDES OF CONFLICT. INSTALL CASING TO SAME POINT IF REQUIRED.

WATER MAIN RELOCATION - VERTICAL

NO SCALE

2

E. WISCONSIN STREET

ANN STREET

STH 50

WISCONSIN AND SOUTHERN RAILROAD

APPROX. LIMITS OF RECEIVING PIT

REMOVE PAVEMENT

REMOVE EXISTING VALVE BOX

REMOVE EXISTING PIPING AND CONNECT TO EXISTING 12" STUB

12" SLEEVE

12" BUTTERFLY VALVE W/BOX

128 LF 12" WATER MAIN

APPROX. LIMITS OF BORE PIT

29'

32'

8'

5'

5'

MATCH LINE STA. 106+00

174 LF 12" WATER MAIN

EXCAVATE AND LOCATE EXISTING SANITARY SEWER BEND. INSTALL SA-MH 1 AT PIPE BEND LOCATION. CITY OF DELAVAN TO PROVIDE STRUCTURE.

12" SLEEVE

CONNECT TO EXISTING 12" STUB

ABANDON EXISTING 4" WATER MAIN

WATER SERVICE BOX TO REMAIN

REMOVE EXISTING VALVE BOX

66 LF 12" RJT WATER MAIN IN JACKED CASING

REMOVE PAVEMENT

REMOVE EXISTING VALVE BOX

12" SLEEVE

82 LF 12" WATER MAIN

CONNECT TO EXISTING 12" STUB

ADDITIONAL ROADWAY WORK TO BE COMPLETED UNDER WISDOT ID 3170-08-70 IS SHOWN FOR REFERENCE PURPOSES ONLY. REFER TO THE MISCELLANEOUS QUANTITIES OF THIS PROJECT FOR SPECIFIC ROADWAY WORK REQUIRED FOR UTILITY INSTALLATION PURPOSES.

950
945
940
935
930
925
920

EXISTING SANITARY SEWER MANHOLE

PROPOSED SANITARY SEWER MANHOLE

EXISTING STORM

ABANDON EXISTING 4" WATER MAIN

PROPOSED 12" WATER MAIN

6'-6" TO TOP OF RAIL

PROPOSED 12" WATER MAIN IN JACKED CASING

EXISTING SANITARY SEWER MANHOLE

EXISTING ℄ PROFILE

EXISTING SANITARY SEWER MANHOLE

EXISTING STORM

6' COVER MIN.

EXISTING STORM

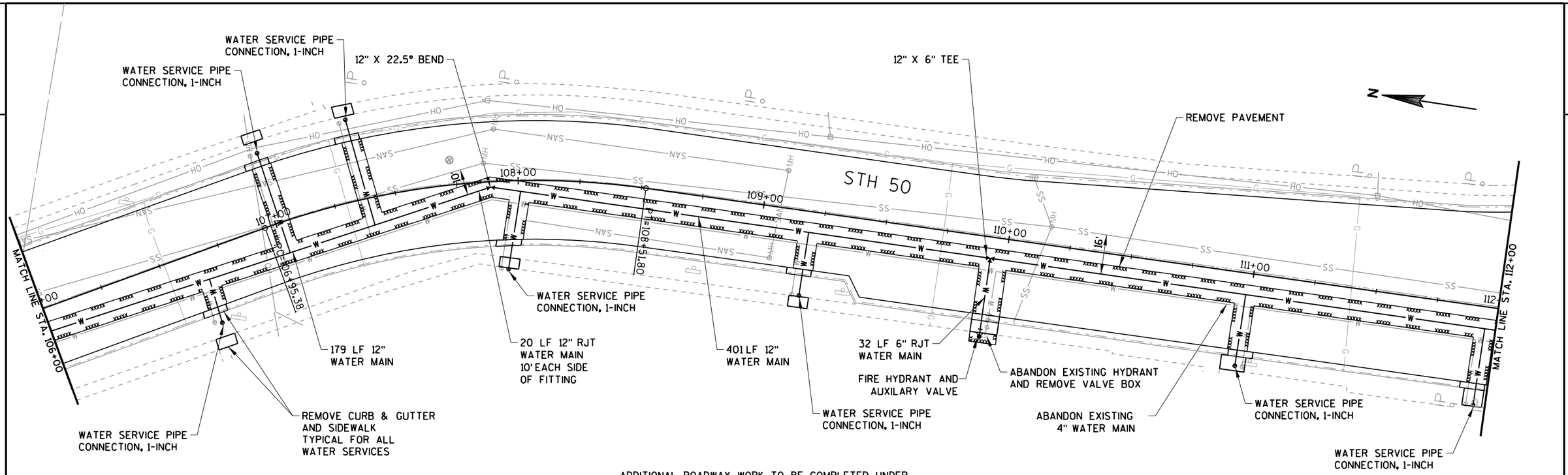
PROPOSED 12" WATER MAIN

100+00 101+00 102+00 103+00 104+00 105+00 106+00

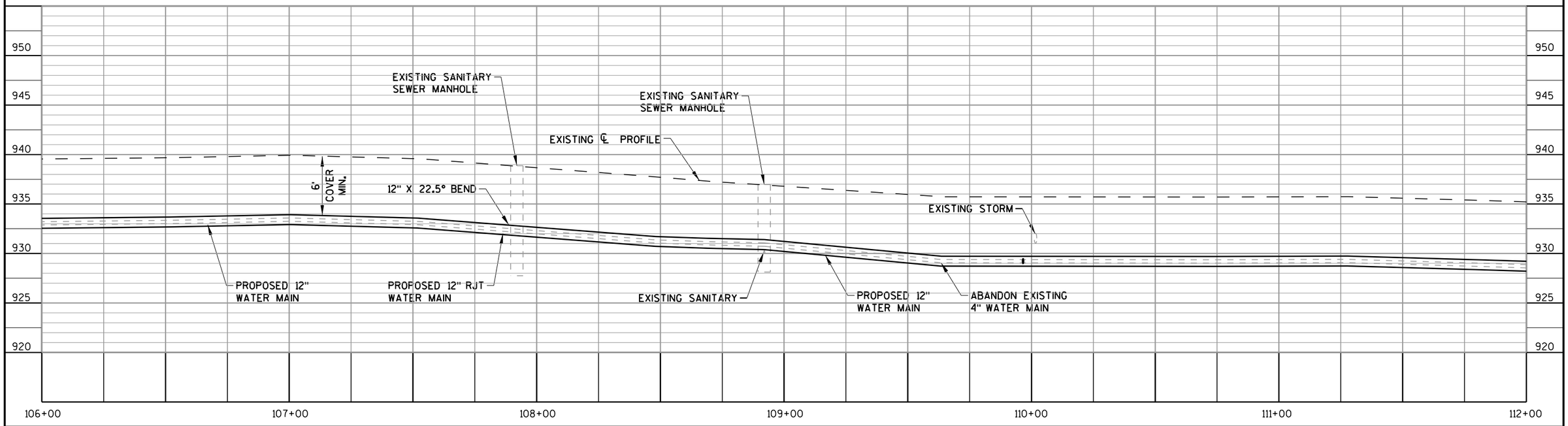
PROJECT NO: 3170-08-71	HWY: STH 50	COUNTY: WALWORTH	UTILITY PLAN - WATER MAIN / SANITARY SEWER	SHEET 5	E

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2

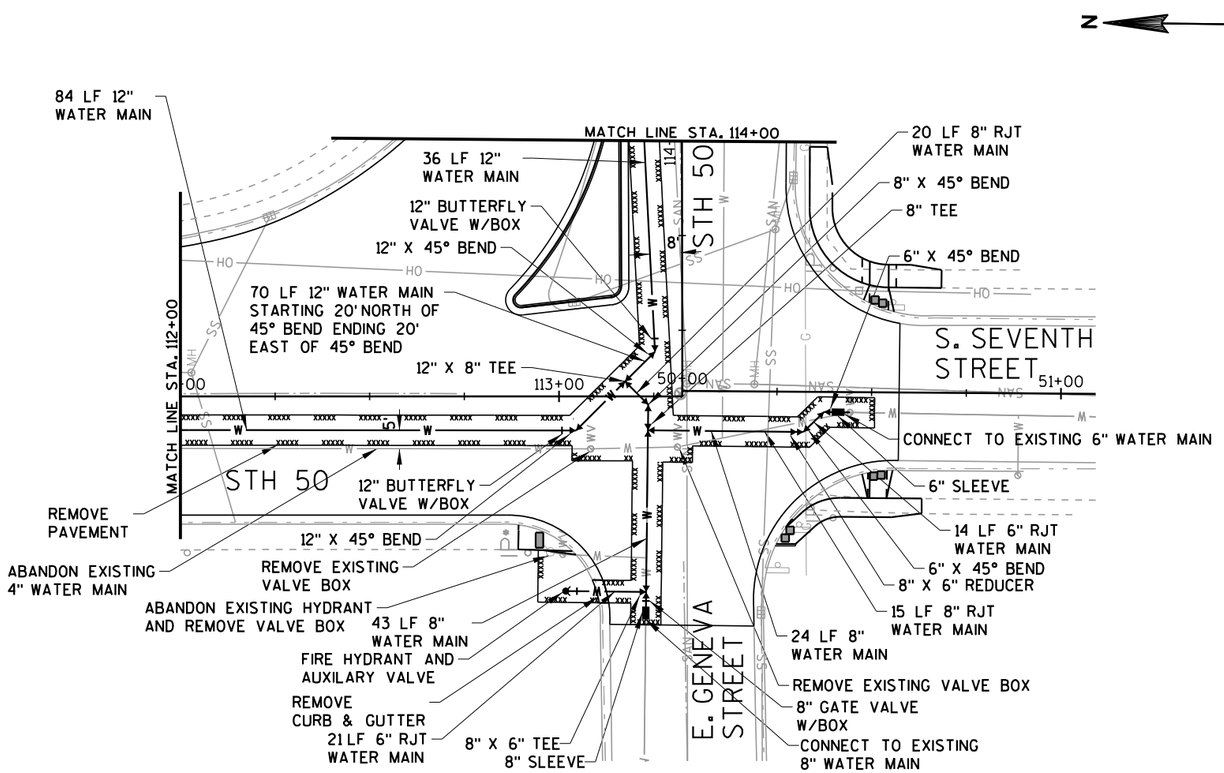


ADDITIONAL ROADWAY WORK TO BE COMPLETED UNDER WISDOT ID 3170-08-70 IS SHOWN FOR REFERENCE PURPOSES ONLY. REFER TO THE MISCELLANEOUS QUANTITIES OF THIS PROJECT FOR SPECIFIC ROADWAY WORK REQUIRED FOR UTILITY INSTALLATION PURPOSES.

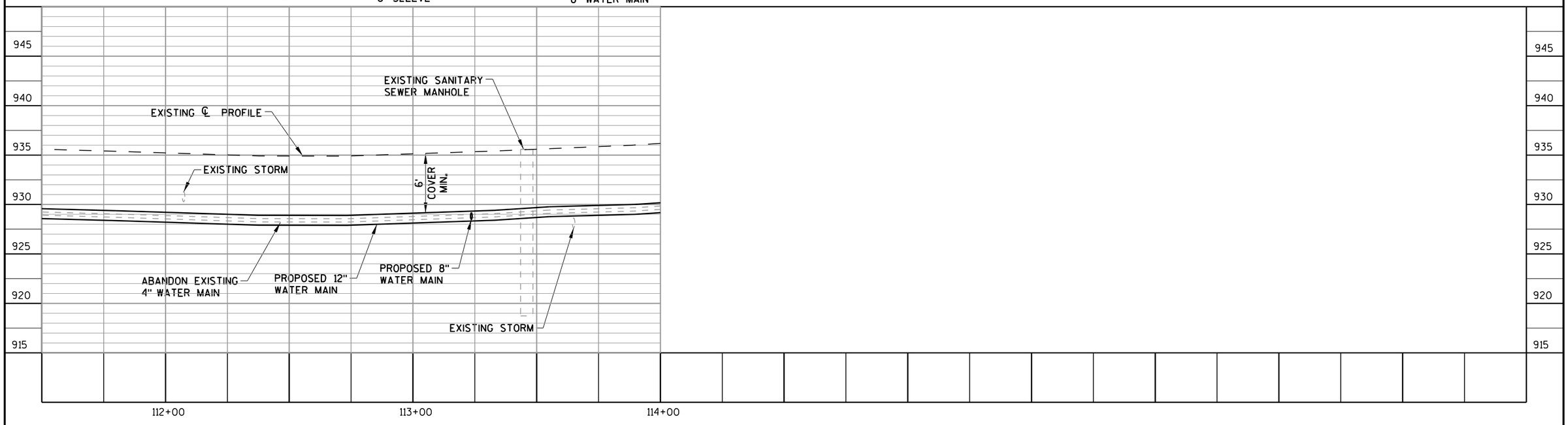


PROJECT NO: 3170-08-71	HWY: STH 50	COUNTY: WALWORTH	UTILITY PLAN - WATER MAIN	SHEET 6	E

2

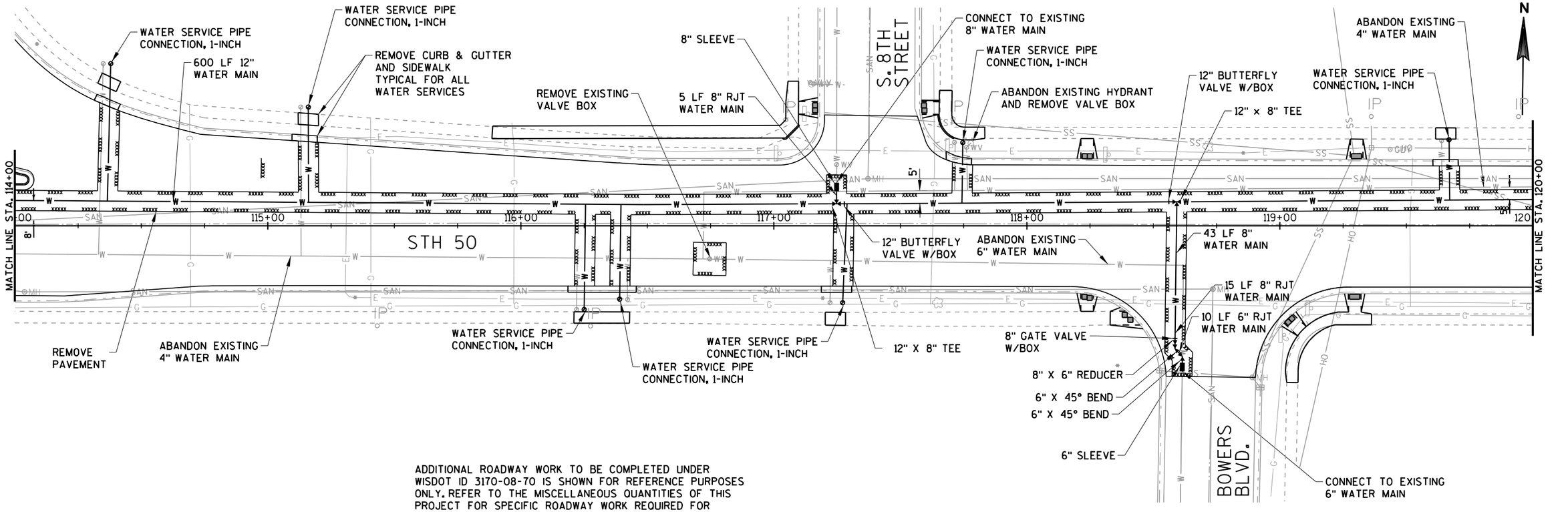


ADDITIONAL ROADWAY WORK TO BE COMPLETED UNDER WISDOT ID 3170-08-70 IS SHOWN FOR REFERENCE PURPOSES ONLY. REFER TO THE MISCELLANEOUS QUANTITIES OF THIS PROJECT FOR SPECIFIC ROADWAY WORK REQUIRED FOR UTILITY INSTALLATION PURPOSES.

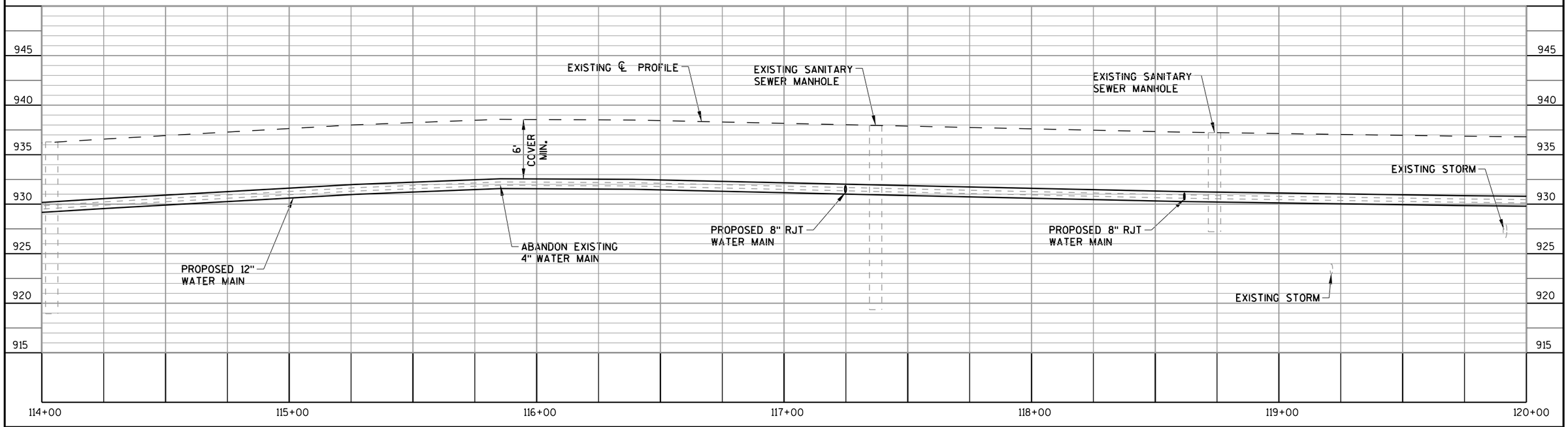


PROJECT NO: 3170-08-71	HWY: STH 50	COUNTY: WALWORTH	UTILITY PLAN - WATER MAIN	SHEET 7	E

2



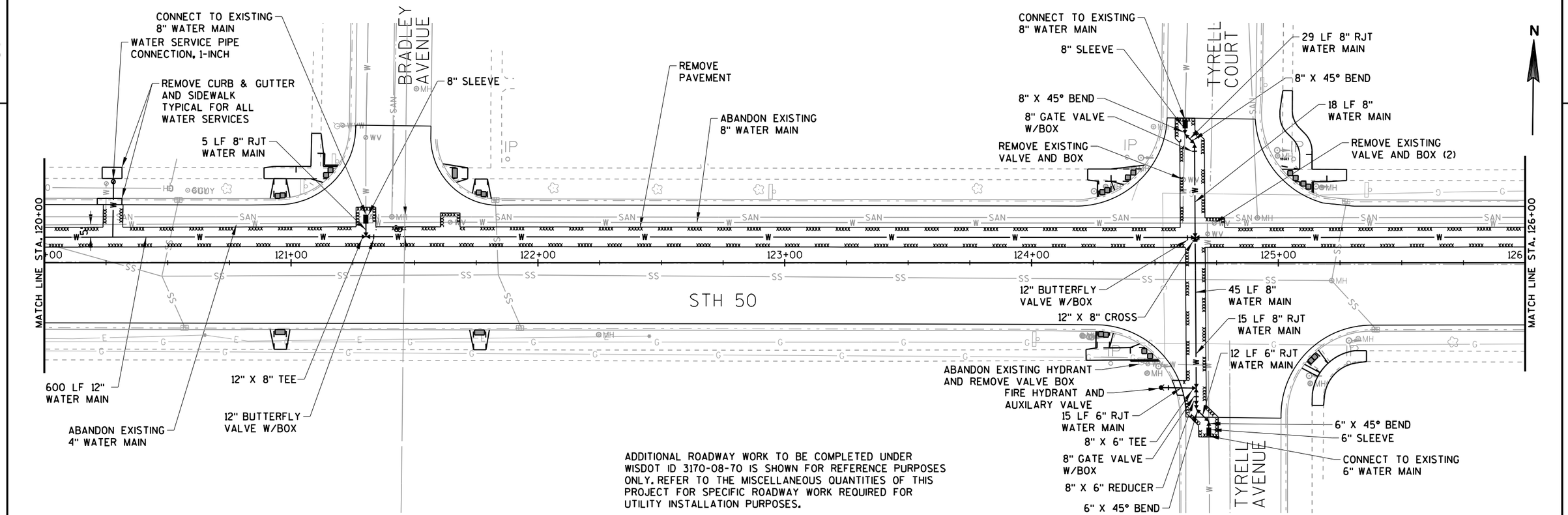
ADDITIONAL ROADWAY WORK TO BE COMPLETED UNDER WISDOT ID 3170-08-70 IS SHOWN FOR REFERENCE PURPOSES ONLY. REFER TO THE MISCELLANEOUS QUANTITIES OF THIS PROJECT FOR SPECIFIC ROADWAY WORK REQUIRED FOR UTILITY INSTALLATION PURPOSES.



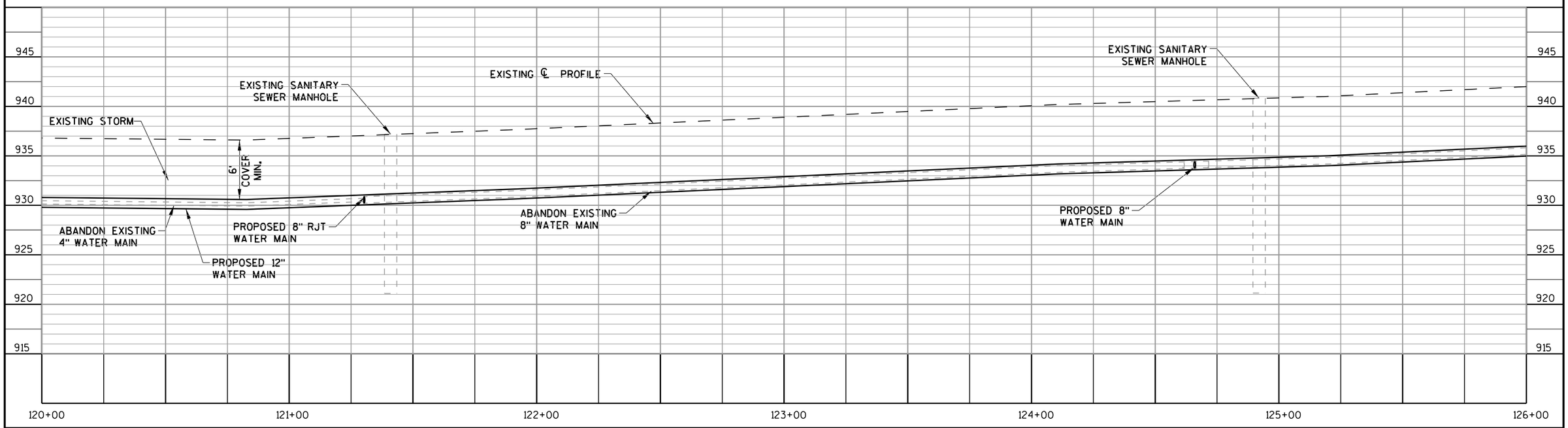
PROJECT NO: 3170-08-71	HWY: STH 50	COUNTY: WALWORTH	UTILITY PLAN - WATER MAIN	SHEET 8	E

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WISDOT/CADDS SHEET 41



ADDITIONAL ROADWAY WORK TO BE COMPLETED UNDER WISDOT ID 3170-08-70 IS SHOWN FOR REFERENCE PURPOSES ONLY. REFER TO THE MISCELLANEOUS QUANTITIES OF THIS PROJECT FOR SPECIFIC ROADWAY WORK REQUIRED FOR UTILITY INSTALLATION PURPOSES.



PROJECT NO: 3170-08-71	HWY: STH 50	COUNTY: WALWORTH	UTILITY PLAN - WATER MAIN	SHEET 9	E

2

WATER SERVICE PIPE CONNECTION, 1-INCH

REMOVE CURB & GUTTER AND SIDEWALK TYPICAL FOR ALL WATER SERVICES

172 LF 12" WATER MAIN

31 LF 12" RJT WATER MAIN

12" BUTTERFLY VALVE W/BOX

12" X 6" TEE

REMOVE EXISTING VALVE BOX

12" X 8" TEE

12" BUTTERFLY VALVE W/BOX

57 LF 8" WATER MAIN

8" SLEEVE

CONNECT TO EXISTING 8" WATER MAIN

MATCH LINE STA. 126+00

STH 50

ALDER AVENUE

12" CAP

REMOVE EXISTING VALVE BOX

CONNECT TO EXISTING 6" WATER MAIN

6" SLEEVE

10 LF 6" RJT WATER MAIN

6" X 90° BEND

8" GATE VALVE W/BOX

12" X 8" REDUCER

12" TEE

36 LF 12" RJT WATER MAIN

N

REMOVE PAVEMENT

ABANDON EXISTING 8" WATER MAIN

394 LF 8" WATER MAIN

DEFLECT JOINTS TO MAINTAIN HORIZONTAL SEPERATION BETWEEN WATER AND STORM SEWER LINE

ADDITIONAL ROADWAY WORK TO BE COMPLETED UNDER WISDOT ID 3170-08-70 IS SHOWN FOR REFERENCE PURPOSES ONLY. REFER TO THE MISCELLANEOUS QUANTITIES OF THIS PROJECT FOR SPECIFIC ROADWAY WORK REQUIRED FOR UTILITY INSTALLATION PURPOSES.

FIRE HYDRANT AND AUXILARY VALVE

ABANDON EXISTING HYDRANT AND REMOVE VALVE BOX

18 LF 6" RJT WATER MAIN

8" X 6" TEE

8" GATE VALVE W/BOX

8" TEE

49 LF 8" RJT WATER MAIN

15 LF 8" RJT WATER MAIN

8" GATE VALVE W/BOX

8" X 6" REDUCER

6" X 45° BEND

12 LF 6" RJT WATER MAIN

6" X 45° BEND

6" SLEEVE

CONNECT TO EXISTING 6" WATER MAIN

PARK AVENUE

24 LF 8" RJT WATER MAIN

8" GATE VALVE W/BOX

REMOVE EXISTING VALVE BOX (2)

CONNECT TO EXISTING 6" WATER MAIN

6" SLEEVE

6" GATE VALVE W/BOX

18 LF 6" RJT WATER MAIN

8" X 6" TEE

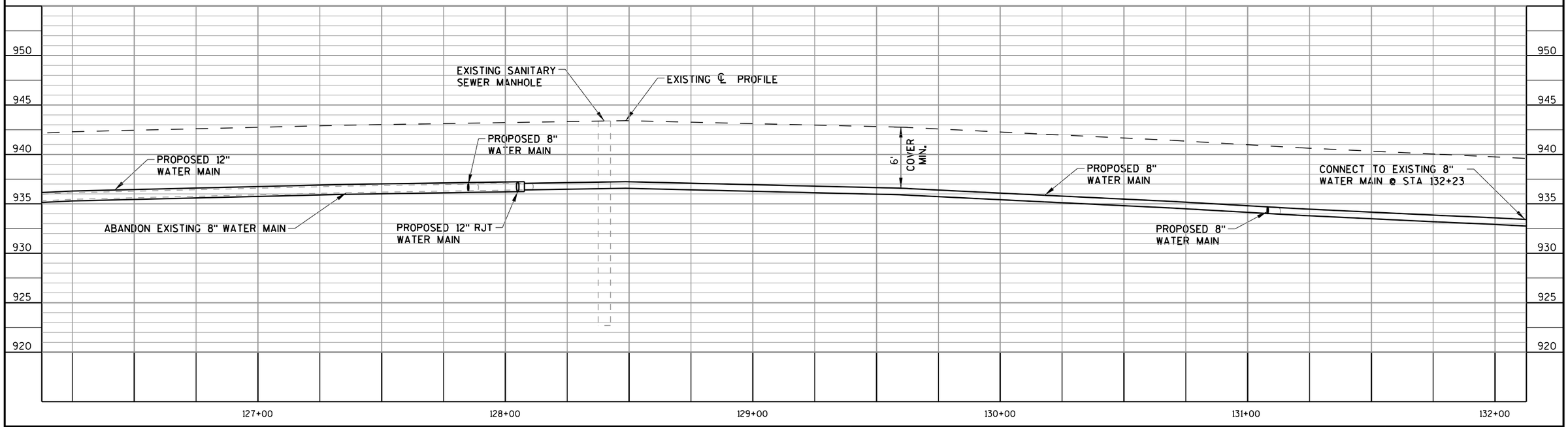
8" X 45° BEND

8" X 45° BEND

8" SLEEVE

CONNECT TO EXISTING 8" WATER MAIN

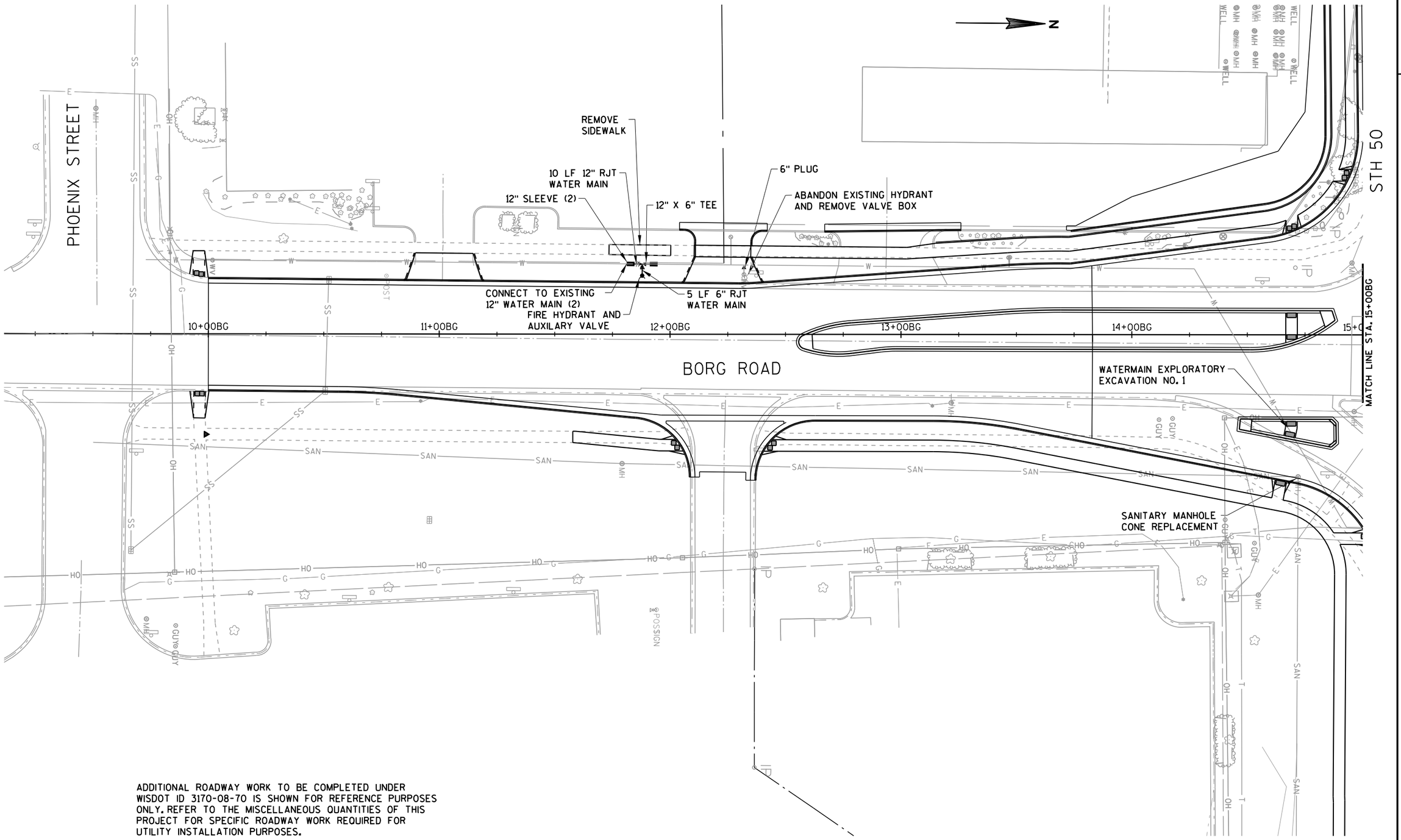
REMOVE EXISTING VALVE BOX



PROJECT NO: 3170-08-71	HWY: STH 50	COUNTY: WALWORTH	UTILITY PLAN - WATER MAIN	SHEET 10	E

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ADDITIONAL ROADWAY WORK TO BE COMPLETED UNDER WISDOT ID 3170-08-70 IS SHOWN FOR REFERENCE PURPOSES ONLY. REFER TO THE MISCELLANEOUS QUANTITIES OF THIS PROJECT FOR SPECIFIC ROADWAY WORK REQUIRED FOR UTILITY INSTALLATION PURPOSES.

PROJECT NO: 3170-08-71	HWY: STH 50	COUNTY: WALWORTH	UTILITY PLAN - WATER MAIN / SANITARY SEWER	SHEET 11	E

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2

ADDITIONAL ROADWAY WORK TO BE COMPLETED UNDER WISDOT ID 3170-08-70 IS SHOWN FOR REFERENCE PURPOSES ONLY. REFER TO THE MISCELLANEOUS QUANTITIES OF THIS PROJECT FOR SPECIFIC ROADWAY WORK REQUIRED FOR UTILITY INSTALLATION PURPOSES.

N

STH 50

WRIGHT STREET

MATCH LINE STA. 15+00BG

15+00BG

POT=145+56.21

16+00BG

17+00BG

18+00BG

19+00BG

20+00BG

21+0

145+00

146+00

147+00

6" PLUG

ABANDON EXISTING HYDRANT AND REMOVE VALVE BOX

SANITARY MANHOLE CONE REPLACEMENT

SANITARY MANHOLE CONE REPLACEMENT

6" SLEEVE

16 LF 6" RJT WATER MAIN

RELOCATE FIRE HYDRANT AND AUXILARY VALVE

8 LF 6" RJT WATER MAIN

12" BUTTERFLY VALVE W/BOX

FIRE HYDRANT AND AUXILARY VALVE

10 LF 12" RJT WATER MAIN

12" X 6" TEE

12" SLEEVE

CONNECT TO EXISTING 12" WATER MAIN (2)

PROJECT NO: 3170-08-71	HWY: STH 50	COUNTY: WALWORTH	UTILITY PLAN - WATER MAIN / SANITARY SEWER	SHEET 12	E

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DATE 06OCT16 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	3170-08-71 QUANTITY
0080	204.0150	Removing Curb & Gutter	LF	240.000	240.000
0090	204.0155	Removing Concrete Sidewalk	SY	120.000	120.000
0230	209.2100	Backfill Granular Grade 2	CY	6,700.000	6,700.000
0260	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,700.000	3,700.000
0380	455.0605	Tack Coat	GAL	100.000	100.000
0410	460.6223	HMA Pavement 3 MT 58-28 S	TON	1,925.000	1,925.000
0550	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	240.000	240.000
0570	602.0405	Concrete Sidewalk 4-Inch	SF	1,100.000	1,100.000
0820	612.0902.S	Insulation Board Polystyrene (inch) 001. 2-Inch	SY	60.000	60.000
0830	619.1000	Mobilization	EACH	0.200	0.200
0860	625.0100	Topsoil	SY	230.000	230.000
0870	627.0200	Mulching	SY	230.000	230.000
0970	629.0210	Fertilizer Type B	CWT	0.100	0.100
0980	630.0120	Seeding Mixture No. 20	LB	6.000	6.000
2330	690.0150	Sawing Asphalt	LF	7,900.000	7,900.000
2340	690.0250	Sawing Concrete	LF	290.000	290.000
2380	SPV.0035	Special 200. Removal and Replacement of Unsuitable Material	CY	100.000	100.000
2520	SPV.0060	Special 200. Remove Existing Valve Box	EACH	21.000	21.000
2530	SPV.0060	Special 201. Abandon Existing Hydrant	EACH	7.000	7.000
2540	SPV.0060	Special 202. Water Main Fitting 12-Inch Cap	EACH	1.000	1.000
2550	SPV.0060	Special 203. Water Main Fitting 12-Inch Sleeve	EACH	6.000	6.000
2560	SPV.0060	Special 204. Water Main Fitting 12-Inch X 45 Degree Bend	EACH	2.000	2.000
2570	SPV.0060	Special 205. Water Main Fitting 12-Inch X 22.5 Degree Bend	EACH	1.000	1.000
2580	SPV.0060	Special 206. Water Main Fitting 12-Inch Tee	EACH	1.000	1.000
2590	SPV.0060	Special 207. Water Main Fitting 12-Inch X 8-Inch Tee	EACH	5.000	5.000
2600	SPV.0060	Special 208. Water Main Fitting 12-Inch X 6-Inch Tee	EACH	4.000	4.000
2610	SPV.0060	Special 209. Water Main Fitting 12-Inch X 8-Inch Cross	EACH	1.000	1.000
2620	SPV.0060	Special 210. Water Main Fitting 12-Inch X 8-Inch Reducer	EACH	1.000	1.000
2630	SPV.0060	Special 211. Water Main Fitting 8-Inch Sleeve	EACH	6.000	6.000
2640	SPV.0060	Special 212. Water Main Fitting 8-Inch X 45 Degree Bend	EACH	7.000	7.000
2650	SPV.0060	Special 213. Water Main Fitting 8-Inch Tee	EACH	2.000	2.000
2660	SPV.0060	Special 214. Water Main Fitting 8-Inch X 6-Inch Tee	EACH	5.000	5.000
2670	SPV.0060	Special 215. Water Main Fitting 8-Inch X 6-Inch Reducer	EACH	4.000	4.000
2680	SPV.0060	Special 216. Water Main Fitting 6-Inch Sleeve	EACH	6.000	6.000
2690	SPV.0060	Special 217. Water Main Fitting 6-Inch X 90 Degree Bend	EACH	1.000	1.000
2700	SPV.0060	Special 218. Water Main Fitting 6-Inch X 45 Degree Bend	EACH	6.000	6.000
2710	SPV.0060	Special 219. Water Valves, 12-Inch	EACH	10.000	10.000
2720	SPV.0060	Special 220. Water Valves, 8-Inch	EACH	7.000	7.000

3

DATE 06OCT16 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	3170-08-71 QUANTITY
2730	SPV.0060	Special 221. Water Valves, 6-Inch	EACH	1.000	1.000
2740	SPV.0060	Special 222. Water Main Connection 12-Inch Non-Pressure	EACH	7.000	7.000
2750	SPV.0060	Special 223. Water Main Connection 8-Inch Non-Pressure	EACH	6.000	6.000
2760	SPV.0060	Special 224. Water Main Connection 6-Inch Non-Pressure	EACH	7.000	7.000
2770	SPV.0060	Special 225. Fire Hydrants	EACH	6.000	6.000
2780	SPV.0060	Special 226. Water Service Pipe Connections, 1-Inch	EACH	17.000	17.000
2790	SPV.0060	Special 227. Adjust Water Valve Box	EACH	11.000	11.000
2800	SPV.0060	Special 228. Replace Water Valve Box	EACH	6.000	6.000
2810	SPV.0060	Special 229. Adjust Curb Box	EACH	3.000	3.000
2820	SPV.0060	Special 230. Sanitary Manhole Installation	EACH	1.000	1.000
2830	SPV.0060	Special 231. Sanitary Manhole Exterior Joint Protection	EACH	1.000	1.000
2840	SPV.0060	Special 232. Sanitary Manhole Cone Replacement	EACH	3.000	3.000
2850	SPV.0060	Special 233. Sanitary Manhole Frame and Grate, Special	EACH	7.000	7.000
2860	SPV.0060	Special 234. Sanitary Manhole Chimney Seals	EACH	10.000	10.000
2870	SPV.0060	Special 235. Sanitary Manhole Frame Adjustment	EACH	18.000	18.000
2890	SPV.0075	Special 200. Water Main Exploratory Excavation	HRS	12.000	12.000
2970	SPV.0090	Special 200. Water Main (Open Cut), 12-Inch RJT	LF	225.000	225.000
2980	SPV.0090	Special 201. Water Main (Open Cut), 12-Inch	LF	2,460.000	2,460.000
2990	SPV.0090	Special 202. Water Main (Open Cut), 8-Inch RJT	LF	200.000	200.000
3000	SPV.0090	Special 203. Water Main (Open Cut), 8-Inch	LF	620.000	620.000
3010	SPV.0090	Special 204. Water Main (Open Cut), 6-Inch RJT	LF	170.000	170.000
3020	SPV.0090	Special 205. Water Service Pipe, 1-Inch C.T.S. HDPE	LF	605.000	605.000
3030	SPV.0090	Special 206. Steel Casing Pipe, 36-Inch	LF	66.000	66.000
3090	SPV.0105	Special 200. Water Main Spot Relocation 12-Inch RJT	LS	1.000	1.000
3100	SPV.0105	Special 201. Water Main Spot Relocation 8-Inch RJT	LS	1.000	1.000
3110	SPV.0105	Special 202. Water Main Spot Relocation 6-Inch RJT	LS	1.000	1.000

3

3

204.0150 REMOVING CURB AND GUTTER

STA.	- STA.	LOCATION	L.F.
106+60	106+70	RT	10
106+96	107+06	LT	10
107+31	107+41	LT	10
107+90	108+00	RT	10
109+13	109+23	RT	10
109+90	110+01	RT	11
110+94	111+04	RT	10
111+88	111+98	RT	10
113+10	113+12	RT	16
114+31	114+41	LT	10
115+09	115+19	LT	10
116+18	116+44	RT	26
117+20	117+30	RT	10
117+68	117+78	LT	10
119+60	119+70	LT	10
120+21	120+31	LT	10
126+30	126+40	LT	10
127+26	127+35	LT	9
128+01	128+11	LT	10
130+66	130+78	LT	12
131+73	131+89	LT	16
			240

204.0155 REMOVING CONCRETE SIDEWALK

STA.	- STA.	LOCATION	S.Y.
106+61	106+69	RT	4
106+98	107+06	LT	4
107+33	107+41	LT	4
107+91	107+99	RT	4
109+15	109+23	RT	4
109+90	110+01	RT	6
110+92	111+00	RT	4
111+90	111+98	RT	4
114+33	114+41	LT	4
115+12	115+20	LT	4
116+21	116+43	RT	21
117+20	117+30	RT	7
119+62	119+70	LT	4
120+24	120+32	LT	4
126+30	126+40	LT	5
127+25	127+35	LT	5
128+00	128+15	LT	8
130+66	130+79	LT	7
131+73	131+85	LT	6
11+74BG	12+00BG	LT	13
			120

209.2100 BACKFILL GRANULAR GRADE 2

STA.	- STA.	LOCATION	C.Y.
-	-	SANITARY MANHOLE	148
101+46	102+75	-	305
103+28	106+00	-	605
106+00	112+00	-	1116
112+00	114+00	-	480
114+00	120+00	-	1250
120+00	126+00	-	1334
126+00	132+23	-	1461
-	-	-	6700

305.0120 BASE AGGREGATE DENSE 1-1/4-INCH

STA.	- STA.	LOCATION	TON
-	-	SANITARY MANHOLE	44
101+46	102+75	-	168
103+28	106+00	-	328
106+00	112+00	-	670
112+00	114+00	-	288
114+00	120+00	-	750
120+00	126+00	-	678
126+00	132+23	-	658
-	-	CURB AND GUTTER	91
-	-	SIDEWALK	25
			3700

HMA PAVEMENT

STA.	- STA.	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON
-	-	SANITARY MANHOLE	1	23
101+46	102+75	-	6	84
103+28	106+00	-	10	177
106+00	112+00	-	20	362
112+00	114+00	-	9	156
114+00	120+00	-	19	405
120+00	126+00	-	17	346
126+00	132+23	-	18	372
			100	1925

NOTE: A UNIT WEIGHT OF 120 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES

601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D

STA.	- STA.	LOCATION	L.F.
106+60	106+70	RT	10
106+96	107+06	LT	10
107+31	107+41	LT	10
107+90	108+00	RT	10
109+13	109+23	RT	10
109+90	110+01	RT	11
110+94	111+04	RT	10
111+88	111+98	RT	10
113+10	113+12	RT	16
114+31	114+41	LT	10
115+09	115+19	LT	10
116+18	116+44	RT	26
117+20	117+30	RT	10
117+68	117+78	LT	10
119+60	119+70	LT	10
120+21	120+31	LT	10
126+30	126+40	LT	10
127+26	127+35	LT	9
128+01	128+11	LT	10
130+66	130+78	LT	12
131+73	131+89	LT	16
			240

619.1000 MOBILIZATION

LOCATION	EACH
3170-08-71	0.2

602.0405 CONCRETE SIDEWALK 4-INCH

STA.	- STA.	LOCATION	S.F.
106+61	106+69	RT	42
106+98	107+06	LT	40
107+33	107+41	LT	40
107+91	107+99	RT	40
109+15	109+23	RT	40
109+90	110+01	RT	55
110+92	111+00	RT	40
111+90	111+98	RT	40
114+33	114+41	LT	40
115+12	115+20	LT	40
116+21	116+43	RT	132
117+20	117+30	RT	60
119+62	119+70	LT	40
120+24	120+32	LT	40
126+30	126+40	LT	50
127+25	127+35	LT	50
128+00	128+15	LT	75
130+66	130+79	LT	65
131+73	131+85	LT	54
11+74BG	12+00BG	LT	117
			1100

FINISHING ITEMS

STA.	- STA.	LOCATION	625.0100 TOPSOIL S.Y.	627.0200 MULCHING S.Y.	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIX NO.20 LB.
106+60	106+70	RT	11	11	0.004	0.29
106+96	107+06	LT	11	11	0.004	0.29
107+31	107+41	LT	11	11	0.004	0.29
107+90	108+00	RT	9	9	0.004	0.23
109+13	109+23	RT	10	10	0.005	0.26
114+32	114+42	LT	11	11	0.005	0.29
115+10	115+20	LT	11	11	0.005	0.29
116+19	116+46	RT	30	30	0.013	0.78
117+19	117+29	RT	11	11	0.005	0.29
117+68	117+78	LT	11	11	0.005	0.29
119+60	119+70	LT	11	11	0.005	0.29
120+21	120+31	LT	11	11	0.005	0.29
124+48	124+58	RT	11	11	0.005	0.29
126+30	126+40	LT	11	11	0.005	0.29
127+25	127+35	LT	11	11	0.005	0.29
128+01	128+15	LT	16	16	0.007	0.41
130+66	130+79	LT	14	14	0.007	0.38
131+73	131+89	LT	18	18	0.008	0.46
			230	230	0.1	6

NOTES: SEEDING APPLICATION RATE NO.10 = 3LB./1000S.F.,
FERTILIZER TYPE B APPLICATION RATE = 3LB/1000S.F.

612.0902.S INSULATION BOARD POLYSTYRENE 2-INCH

STA.	LOCATION	S.Y.
102+31.	6' RT	4
104+87.	4' RT	4
105+80.	8' RT	4
110+12.	9' RT	4
112+07.	9' RT	4
113+33.	24' RT	4
113+65.	8' LT	4
119+16.	10' LT	4
120+51.	11' LT	4
121+83.	11' LT	4
124+66.	7' RT	4
125+24.	11' LT	4
UNDISTRIBUTED	-	18
		60

690.0150 SAWING ASPHALT

STA.	- STA.	LOCATION	L.F.
-	-	SANITARY MANHOLE	171
101+46	102+75	-	357
103+28	106+00	-	628
106+00	112+00	-	1521
112+00	114+00	-	541
114+00	120+00	-	1655
120+00	126+00	-	1484
126+00	132+23	-	1543
			7900

690.0250 SAWING CONCRETE

LOCATION	L.F.
CURB AND GUTTER	105
SIDEWALK	185
	290

3

SPV.0035.200 REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL

LOCATION	CY
UNDISTRIBUTED	100

SPV.0060.200 REMOVE EXISTING VALVE BOX

STA.	LOCATION	EACH
103+31	11' RT	1
103+36	27' LT	1
104+20	27' RT	1
109+96	36' RT	1
113+01	42' RT	1
113+09	14' RT	1
113+31	13' RT	1
116+75	14' RT	1
117+77	31' LT	1
121+65	17' LT	1
124+46	41' RT	1
124+61	34' LT	1
124+72	12' LT	1
124+74	16' LT	1
127+94	16' LT	1
130+68	28' LT	1
131+13	12' LT	1
131+77	26' LT	1
131+85	20' LT	1
12+32BG	26' LT	1
16+12BG	31' RT	1
		21

SPV.0060.201 ABANDON EXISTING HYDRANT

STA.	LOCATION	EACH
109+96	40' RT	1
112+98	41' RT	1
117+78	33' LT	1
124+44	40' RT	1
130+68	31' LT	1
12+32BG	25' LT	1
16+12BG	32' RT	1
		7

SPV.0060.202 WATER MAIN FITTING 12-INCH CAP

STA.	LOCATION	EACH
128+05	41' LT	1

SPV.0060.203 WATER MAIN FITTING 12-INCH SLEEVE

STA.	LOCATION	EACH
101+40	6' RT	1
105+08	4' RT	1
105+18	4' RT	1
11+83BG	31' LT	1
11+93BG	31' LT	1
16+03BG	129' RT	1
		6

SPV.0060.204 WATER MAIN FITTING 12-INCH X 45 DEGREE BEND

STA.	LOCATION	EACH
113+04	9' RT	1
113+44	7' LT	1
		2

SPV.0060.205 WATER MAIN FITTING 12-INCH X 22.5 DEGREE BEND

STA.	LOCATION	EACH
107+89	2' RT	1

SPV.0060.206 WATER MAIN FITTING 12-INCH TEE

STA.	LOCATION	EACH
128+05	11' LT	1

SPV.0060.207 WATER MAIN FITTING 12-INCH X 8-INCH TEE

STA.	LOCATION	EACH
113+17	4' LT	1
117+25	9' LT	1
118+59	10' LT	1
121+30	11' LT	1
127+85	11' LT	1
		5

SPV.0060.208 WATER MAIN FITTING 12-INCH X 6-INCH TEE

STA.	LOCATION	EACH
109+94	9' RT	1
128+05	27' LT	1
11+88BG	30' LT	1
16+03BG	119' RT	1
		4

SPV.0060.209 WATER MAIN FITTING 12-INCH X 8-INCH CROSS

STA.	LOCATION	EACH
124+66	10' LT	1

SPV.0060.210 WATER MAIN FITTING 12-INCH X 8-INCH REDUCER

STA.	LOCATION	EACH
128+08	10' LT	1

SPV.0060.211 WATER MAIN FITTING 8-INCH SLEEVE

STA.	LOCATION	EACH
113+23	57' RT	1
117+25	15' LT	1
121+30	16' LT	1
124+62	56' LT	1
127+85	46' RT	1
132+21	20' LT	1
		6

SPV.0060.212 WATER MAIN FITTING 8-INCH X 45 DEGREE BEND

STA.	LOCATION	EACH
113+24	2' RT	1
124+62	52' LT	1
124+66	48' LT	1
131+08	52' RT	1
131+12	56' RT	1
132+09	12' LT	1
132+17	20' LT	1
		7

SPV.0060.213 WATER MAIN FITTING 8-INCH TEE

STA.	LOCATION	EACH
113+24	9' RT	1
131+09	12' LT	1
		2

SPV.0060.214 WATER MAIN FITTING 8-INCH X 6-INCH TEE

STA.	LOCATION	EACH
113+23	51' RT	1
124+67	51' RT	1
128+05	27' LT	1
130+75	12' LT	1
131+77	13' LT	1
		5

SPV.0060.215 WATER MAIN FITTING 8-INCH X 6-INCH REDUCER

STA.	LOCATION	EACH
113+33	31' RT	1
118+59	43' RT	1
124+67	56' RT	1
131+08	49' RT	1
		4

SPV.0060.216 WATER MAIN FITTING 6-INCH SLEEVE

STA.	LOCATION	EACH
113+33	41' RT	1
118+61	55' RT	1
124+72	68' RT	1
131+12	60' RT	1
131+77	30' LT	1
19+65BG	30' RT	1
		6

SPV.0060.217 WATER MAIN FITTING 6-INCH X 90 DEGREE BEND

STA.	LOCATION	EACH
128+12	28' LT	1

SPV.0060.218 WATER MAIN FITTING 6-INCH X 45 DEGREE BEND

STA.	LOCATION	EACH
113+33	33' RT	1
113+33	38' RT	1
118+59	49' RT	1
118+61	52' RT	1
124+67	60' RT	1
124+72	64' RT	1
		6

SPV.0060.219 WATER VALVES, 12-INCH

STA.	LOCATION	EACH
101+45	6' RT	1
113+00	9' RT	1
113+48	7' LT	1
117+28	9' LT	1
118+56	10' LT	1
121+33	11' LT	1
124+63	10' LT	1
127+82	11' LT	1
128+05	30' LT	1
16+03BG	123' RT	1
		10

SPV.0060.220 WATER VALVES, 8-INCH

STA.	LOCATION	EACH
113+23	54' RT	1
118+59	45' RT	1
124+66	45' LT	1
124+67	54' RT	1
128+11	11' LT	1
131+08	46' RT	1
132+05	11' LT	1
		7

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SPV.0060.221 WATER VALVES, 6-INCH

STA.	LOCATION	EACH
131+77	27' LT	1

SPV.0060.222 WATER MAIN CONNECTION 12-INCH NON-PRESSURE

STA.	LOCATION	EACH
101+40	6' RT	1
105+08	4' RT	1
105+18	4' RT	1
11+83BG	30' LT	1
11+93BG	30' LT	1
16+04BG	119' RT	1
16+04BG	129' RT	1
		7

SPV.0060.223 WATER MAIN CONNECTION 8-INCH NON-PRESSURE

STA.	LOCATION	EACH
113+23	60' RT	1
117+25	15' LT	1
121+30	16' LT	1
124+62	56' LT	1
127+84	47' RT	1
132+25	20' LT	1
		6

SPV.0060.224 WATER MAIN CONNECTION 6-INCH NON-PRESSURE

STA.	LOCATION	EACH
113+33	41' RT	1
118+62	17' RT	1
124+72	68' RT	1
128+11	31' LT	1
131+12	60' RT	1
131+77	30' LT	1
19+66BG	29' RT	1
		7

SPV.0060.225 FIRE HYDRANTS

STA.	LOCATION	EACH
109+93	41' RT	1
113+02	51' RT	1
124+52	51' RT	1
130+75	30' LT	1
11+89BG	25' LT	1
16+12BG	119' RT	1
		6

SPV.0060.226 WATER SERVICE PIPE CONNECTIONS, 1-INCH

STA.	LOCATION	EACH
106+65	31' RT	1
107+02	30' LT	1
107+37	34' LT	1
107+95	36' RT	1
109+19	34' RT	1
110+97	38' RT	1
111+96	40' RT	1
114+38	64' LT	1
115+16	47' LT	1
116+25	33' RT	1
116+39	30' RT	1
117+28	30' RT	1
117+74	33' LT	1
119+67	34' RT	1
120+28	33' LT	1
126+37	33' LT	1
127+28	32' LT	1
		17

SPV.0060.227 ADJUST WATER VALVE BOX

STA.	EACH
UNDISTRIBUTED	11

SPV.0060.228 REPLACE WATER VALVE BOX

STA.	EACH
UNDISTRIBUTED	6

SPV.0060.229 ADJUST CURB BOX

STA.	EACH
UNDISTRIBUTED	3

SPV.0075.200 WATER MAIN EXPLORATORY EXCAVATION

STA.	HRS
LOCATION 1	4
UNDISTRIBUTED	8
	12

SPV.0090.200 WATER MAIN (OPEN CUT) 12-INCH RJT

STA.	- STA.	LOCATION	L.F.
102+68	103+34	RT	66
107+79	107+99	RT	20
112+84	113+04	RT	20
113+04	113+44	RT/LT	30
113+44	113+64	LT	20
127+72	128+08	LT	36
128+05	-	LT	33
			225

SPV.0090.201 WATER MAIN (OPEN CUT) 12-INCH

STA.	- STA.	LOCATION	L.F.
101+40	102+68	RT	130
103+34	105+08	RT	176
105+18	106+00	RT	82
106+00	107+79	RT	179
107+99	112+00	RT	401
112+00	112+84	RT	84
113+64	114+00	LT	36
114+00	120+00	LT	600
120+00	126+00	LT	600
126+00	127+72	LT	172
			2460

SPV.0090.202 WATER MAIN (OPEN CUT) 8-INCH RJT

STA.	- STA.	LOCATION	L.F.
-	-	EAST GENEVA STREET	20
-	-	SOUTH SEVENTH STREET	15
-	-	SOUTH EIGHTH STREET	5
-	-	BOWERS BOULEVARD	15
-	-	BRADLEY AVENUE	5
-	-	TYRELL COURT	29
-	-	TYRELL AVENUE	15
-	-	ALDER AVENUE	57
-	-	PARK AVENUE	15
132+02	132+23	-	24
			200

SPV.0090.203 WATER MAIN (OPEN CUT) 8-INCH

STA.	- STA.	LOCATION	L.F.
-	-	EAST GENEVA STREET	45
-	-	SOUTH SEVENTH STREET	26
-	-	BOWERS BOULEVARD	43
-	-	TYRELL COURT	18
-	-	TYRELL AVENUE	45
128+08	132+02	LT	394
-	-	PARK AVENUE	49
			620

SPV.0090.204 WATER MAIN (OPEN CUT) 6-INCH RJT

STA.	- STA.	LOCATION	L.F.
109+93	-	RT	33
113+02	113+23	RT	21
-	-	SOUTH SEVENTH STREET	14
-	-	BOWERS BOULEVARD	10
124+52	124+67	RT	15
-	-	TYRELL AVENUE	12
128+05	128+10	LT	12
-	-	PARK AVENUE	12
130+75	-	LT	18
131+77	-	LT	18
16+12BG	-	RT	5
			170

SANITARY MANHOLE

STA.	LOCATION	SPV.0060.230 INSTALLATION EACH	SPV.0060.231 EXTERIOR JOINT PROTECTION EACH	SPV.0060.232 CONE REPLACEMENT EACH	SPV.0060.233 FRAME AND GRATE, SPECIAL EACH	SPV.0060.234 CHIMNEY SEALS EACH	SPV.0060.235 FRAME ADJUSTMENT EACH
101+00	16' RT	1	1	-	1	1	-
14+72BG	61' RT	-	-	1	1	1	-
16+89BG	30' RT	-	-	1	1	1	-
19+49BG	31' RT	-	-	1	1	1	-
UNDISTRIBUTED	-	-	-	-	3	6	18
		1	1	3	7	10	18

3

SPV.0090.205 WATER SERVICE PIPE, 1-INCH C.T.S. HDPE

STA.	LOCATION	LF
106+65	RT	23
107+02	LT	47
107+37	LT	49
107+95	RT	36
109+19	RT	28
110+97	RT	33
111+96	RT	35
114+38	LT	58
115+16	LT	41
116+25	RT	45
116+39	RT	41
117+28	RT	43
117+74	LT	28
119+67	LT	27
120+28	LT	26
126+37	LT	23
127+28	LT	22
		605

SPV.0090.206 STEEL CASING PIPE, 36-INCH

STA.	- STA.	LOCATION	L.F.
102+68	103+34	RT	66

SPV.0105.200 WATER MAIN SPOT RELOCATION 12-INCH RJT

STA.	L.S.
UNDISTRIBUTED	1

SPV.0105.201 WATER MAIN SPOT RELOCATION 8-INCH RJT

STA.	L.S.
UNDISTRIBUTED	1

SPV.0105.202 WATER MAIN SPOT RELOCATION 6-INCH RJT

STA.	L.S.
UNDISTRIBUTED	1

3

Notes

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