WKE

APR 2017

PROJECT ID: 2788-00-72/2788-02-70

WITH:

COUNTY: WAUKESHA

ORDER OF SHEETS

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

TOTAL SHEETS = 906

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WEST WAUKESHA BYPASS

SUMMIT AVE
TO NORTHVIEW RD
CTH TT
WAUKESHA COUNTY

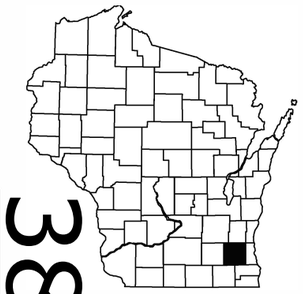
STATE PROJECT NUMBER
2788-00-72

WAUKESHA BYPASS

INTERSECT SUMMIT AV
& MEADOWBROOK RD
USH 018
WAUKESHA COUNTY

STATE PROJECT NUMBER
2788-02-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2788-00-72	WISC 2017024	1
2788-02-70	WISC 2017025	1



38

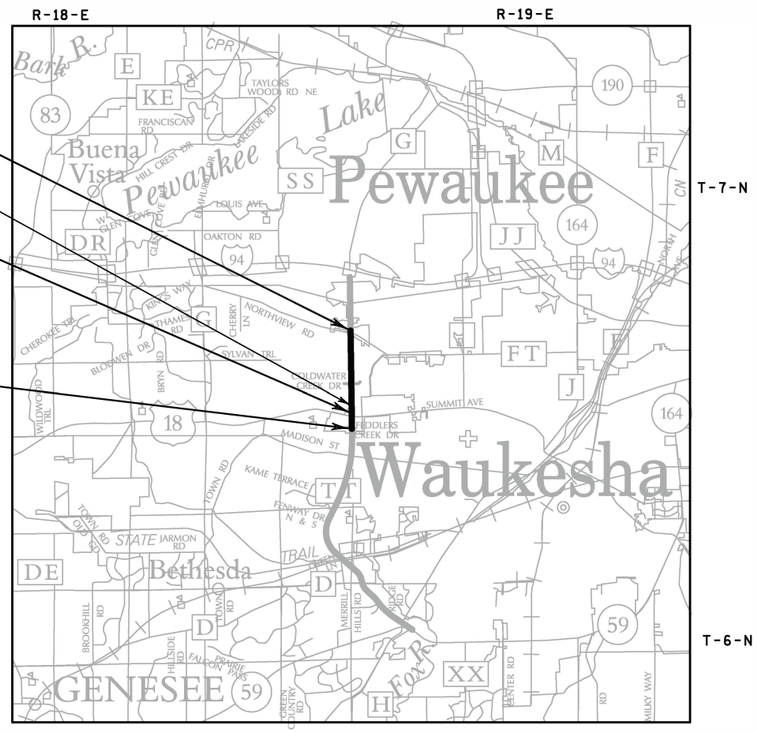
DESIGN DESIGNATION			MADISON ST TO SOUTH OF NORTHVIEW ROAD.	SOUTH OF NORTHVIEW ROAD TO I-94.
A.A.D.T.	2017	=	17200 - 19400	21200
A.A.D.T.	2037	=	22500 - 24900	26800
D.H.V.	2037	=	2520 - 2790	3000
D.D.		=	59/41	59/41
T.		=	8.3%	8.3%
DESIGN SPEED		=	50 mph	40 mph
ESALS		=	4100000	4400000

END PROJECT ID 2788-00-72
STA 342+31.74
X=668760.58
Y=170436.66

M-67-01

BEGIN PROJECT ID 2788-00-72
END PROJECT ID 2788-02-70
STA 284+74.64
X=668719.53
Y=164681.25

BEGIN PROJECT ID 2788-02-70
STA 273+75.00
X=668707.22
Y=163581.68



N

LAYOUT
SCALE 0 0.50 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.298 MI.

-COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WAUKESHA COUNTY NAVD 83 (2007).
-ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD 88 (1991).

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

ORIGINAL PLANS PREPARED BY
ch2m:
MILWAUKEE, WISCONSIN

WISCONSIN
KERRY C. MEYER
E-36986
MILWAUKEE, WI
PROFESSIONAL ENGINEER

8/1/2016 (Date) (Signature)

ACCEPTED FOR
COUNTY of WAUKESHA

8/1/2016 (Date) Gary M. Bruggink, P.E. ENGINEERING SERVICES MANAGER

8/1/2016 (Date) Allison Bussler DIRECTOR OF PUBLIC WORKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR & ASSOCIATES
Designer	CH2M HILL
Project Manager	DOUGLAS CAIN
Regional Examiner	WISDOT SE REGION
Regional Supervisor	BENEDICT ERUCHALU
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE 8-1-16 (Signature)

E

FILE NAME : FD_010101_ti.dgn PLOT DATE : 01-AUG-2016 PLOT BY : kmeyer1 PLOT NAME : PLOT SCALE : 16000:1

WISDOT/CADDS SHEET 10

GENERAL NOTES

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

ALL PRIVATE EXISTING UTILITIES NOT INCLUDED IN THE PLAN ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

THE EARTHWORK YARDAGE WAS ESTIMATED BY EXPANDING THE FILL VOLUME. AN EXPANSION FACTOR OF 1.2 WAS USED.

THE LOCATION AND LIMITS OF EBS (EXCAVATION BELOW SUBGRADE), IF REQUIRED, WILL BE DETERMINED BY THE ENGINEER. SUCH EBS SHALL NOT BE USED TO BALANCE YARDAGE.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN THE FLOODPLAIN OR WETLAND AREAS.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL OR SALVAGED TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE PLACED A MINIMUM OF 4 INCHES IN DEPTH AND 6 INCHES IN DEPTH UNDERNEATH SOD.

TOPSOIL OR SALVAGED TOPSOIL SHALL NOT BE PLACED ON SUBGRADE UNTIL APPROVED BY ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED BY DIRECTION OF THE ENGINEER WITH THE FOLLOWING FINISHING ITEMS UNLESS SHOWN OTHERWISE ELSEWHERE IN THE PLAN: SALVAGED TOPSOIL, SEED, FERTILIZER, AND EMAT. RE TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREA. SEED, FERTILIZED AND EROSION MAT TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN FOURTEEN (14) DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED STOCKPILE WITH TEMPORARY SEED.

EROSION CONTROL DEVICES WILL BE PLACED IN SEQUENCE WITH CONSTRUCTION ACTIVITIES AS DETERMINED BY THE ENGINEER.

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

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

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, IT IS THE CONTRACTOR RESPONSIBILITY TO VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN.

TEMPORARY SHORING METHODS AND/OR MATERIALS, AS DETERMINED BY THE CONTRACTOR, DEEMED NECESSARY TO COMPLETE ALL STAGES AND CONNECTIONS OF STORM SEWER OR PIPE CULVERTS IS CONSIDERED INCIDENTAL TO THE ASSOCIATED BIB ITEM WORK BEING PERFORMED. MAINTAIN THE INTEGRITY OF WORK COMPLETED IN PREVIOUS STAGES AND ANY PORTION OF EXISTING ROADWAY CARRYING STAGED TRAFFIC DURING THE PROJECT.

EXISTING INLET AND MANHOLE COVERS THAT ARE NOT REQUIRED TO BE REUSED ON THE PROJECT SHALL BECOME THE PROPERTY OF THE RESPECTIVE MUNICIPALITY.

CURB HEIGHTS AT THE END OF CURB AND GUTTER WILL BE TAPERED FROM 0 TO 6 INCHES OVER 10 FEET. CHANGES IN CURB TYPE SHALL TRANSITION OVER 10 FEET.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE. CURB AND GUTTER RADII ARE MEASURED TO THE FACE.

EXISTING DRIVEWAYS AND FIELD ENTRANCES WILL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

CONCRETE DRIVEWAY REMOVAL WILL BE PAID FOR AS REMOVING PAVEMENT.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING ASPHALTIC CONCRETE SURFACE.

TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

SIGNS TO BE MOVED SHALL BE STORED AND PROTECTED BY THE CONTRACTOR, FREE FROM DAMAGE, UNTIL SUCH TIME AS THEY ARE RE-INSTALLED.

CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER AND SEWRPC (JOHN WASHBURN) AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

ASPHALTIC PAVEMENT WILL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

5 1/2-INCH HMA PAVEMENT
2-INCH UPPER LAYER, HMA PAVEMENT 4 MT 58-28 S
3 1/2-INCH LOWER LAYER, HMA PAVEMENT 3 MT 58-28 S

5-INCH HMA PAVEMENT
2-INCH UPPER LAYER, HMA PAVEMENT 4 MT 58-28 S
3-INCH LOWER LAYER, HMA PAVEMENT 3 MT 58-28 S

4-INCH HMA PAVEMENT
4-INCH SINGLE LAYER, HMA PAVEMENT 4 LT 58-28 S

5-INCH ASPHALTIC SURFACE TEMPORARY
5-INCH LAYER

5-INCH ASPHALTIC SURFACE
5-INCH LAYER

3-INCH ASPHALTIC SURFACE
3-INCH LAYER

DESIGNER NOTES

DESIGN, PLANS, SPECIFICATIONS, AND ESTIMATE FOR CITY OF WAUKESHA SANITARY SEWER AND LIGHTING PROVIDED BY CITY OF WAUKESHA DEPARTMENT OF PUBLIC WORKS.

DESIGN, PLANS, SPECIFICATIONS, AND ESTIMATE FOR CITY OF PEWAUKEE SANITARY SEWER PROVIDED BY CITY OF PEWAUKEE DEPARTMENT OF PUBLIC WORKS.

DESIGN, PLANS, SPECIFICATIONS, AND ESTIMATE FOR WATERMAIN RELOCATION WORK PROVIDED BY WAUKESHA WATER UTILITY.

DESIGN, PLANS, SPECIFICATIONS, AND ESTIMATE FOR PONDS, EROSION CONTROL, AND STORM SEWER PROVIDED BY GREMMER & ASSOCIATES.

DESIGN, PLANS, SPECIFICATIONS, AND ESTIMATE FOR PERMANENT AND TEMPORARY SIGNALS PROVIDED BY GRAEF.

DESIGN, PLANS, SPECIFICATIONS, AND ESTIMATE FOR ALL REMAINING ITEMS PROVIDED BY CH2M HILL, INC.

UTILITY CONTACTS

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WE ENERGIES – ELECTRIC
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SUPERVISOR - OSP NETWORK
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OTHER CONTACTS

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DESIGN CONTACTS

PROJECT ID 2788-00-70

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PROJECT ID 2788-02-70

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

STANDARD ABBREVIATIONS

<	ANGLE
ADT	AVERAGE DAILY TRAFFIC
AC	ACRE
AE, AEW	APRON ENDWALL
AGG	AGGREGATE
AH	AHEAD
ASPH	ASPHALTIC
BC	BACK OF CURB
BF	BACK FACE
BIT	EXISTING BITUMINOUS
BM	BENCH MARK
BEG	BEGIN
BK	BACK
C & G	CURB AND GUTTER
CABC	CRUSHED AGGREGATE BASE COURSE
CB	CATCH BASIN
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CP	CULVERT PIPE
CY	CUBIC YARD
CL OR C/L	CENTER LINE
CO	COUNTY
CONC	CONCRETE
CONST	CONSTRUCTION
CR	CREEK
CTH	COUNTY TRUNK HIGHWAY
CWT	HUNDRED WEIGHT
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DISCH	DISCHARGE
E	EAST
EA	EACH
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EL, ELEV	ELEVATION
ELEC	ELECTRIC(AL), ELEC CABLE
EMB	EMBANKMENT
ESALS	EQUIVALENT SINGLE AXEL LOADS
ESMT	EASEMENT
EW	ENDWALL
EXC	EXCAVATION
EXIST	EXISTING BITUMINOUS
EXP	EXPANSION
FC	FACE OF CURB
FE	FIELD ENTRANCE
FF	FACE TO FACE
F/L, FL	FLOW LINE
FERT	FERTILIZER
FHWA	FEDERAL HIGHWAY
FT	FOOT (FEET)
G	GAS
GN	GRID NORTH
H	HOUSE
HP	HIGH POINT
HR	HANDICAP RAMP
HYD	HYDRANT
I	INTERSECTION ANGLE
ID	INSIDE DIAMETER
INL	INLET
INTER	INTERSECTION
INV	INVERT
IP	IRON PIPE
JT	JOINT
K	RATE OF VERTICAL CURVATURE
L	LENGTH OF CURVE
LB	POUND
LC	LONG CHORD OF CURVE
LP	LOW POINT
LF	LINEAR FOOT(FEET)
LHF	LEFT HAND FORWARD
LC	LONG CHORD
LS	LUMP SUM
LT	LEFT
M	MARSH
MATL	MATERIAL
MP	MARKER POST
MAX	MAXIMUM
MGAL	1000 GALLONS
MH	MANHOLE
MIN	MINIMUM
ML OR M/L	MATCH LINE
N	NORTH
NB	NORTHBOUND
NC	NORMAL CROWN OR NO CHANGE
NO	NUMBER
NW OR N/W	NORMAL WATER
OBLIT	OBLITERATE
OD	OUTSIDE DIAMETER
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
PRC	POINT OF REVERSE CURVE
PROJ	PROJECT
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PT	POINT OF TANGENCY
PAV'T	PAVEMENT
PCC	PORTLAND CEMENT CONCRETE
R	RADIUS OR RANGE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RCHECP	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE
RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
RHF	RIGHT HAND FORWARD
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RD	ROAD
RDWY	ROADWAY
REL	RELOCATE
REM	REMAINING
REQD	REQUIRED
RT	RIGHT
RW	RETAINING WALL
S	SOUTH
SALV	SALVAGED
SAN	SANITARY
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPERELEVATION
SEC	SECTION
SF	SQUARE FOOT (FEET)
S/L	SURVEY LINE
SHLDR	SHOULDER(S)
SHR	SHRINKAGE
SPECS	SPECIFICATIONS
SS	STORM SEWER
STA	STATION
STH	STATE TRUNK HIGHWAY
STR	STRUCTURE
SW	SIDEWALK
SY	SQUARE YARD
TAN	TANGENT
TEL	TELEPHONE
T	(TRUCKS) PERCENT OF
TC	TOP OF CURB
TAN	TANGENT
TEMP	TEMPORARY
TL OR T/L	TRANSIT LINE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
UG	UNDERGROUND (CABLE)
UNCL	UNCLASSIFIED
VAR	VARIABLE
VCL	VERTICAL CURVE LENGTH
VPC	VERTICAL POINT OF CURVATURE
VPCC	VERTICAL POINT OF COMPOUND CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVE
VPT	VERTICAL POINT OF TANGENCY
VLV	VALVE
VOL	VOLUME
W	WEST
WB	WESTBOUND
WV	WATER VALVE
X	EASTING OR EAST GRID COORDINATE
Y	NORTHING OR NORTH GRID COORDINATE
YD	YARD

ROADWAY NAME ABBREVIATIONS AS SHOWN ON EROSION CONTROL PLANS, STORM SEWER PLANS, AND MISCELLANEOUS QUANTITIES SHEETS

WB	WAUKESHA BYPASS
FC	FIDDLERS CREEK DRIVE
US	USH 18/SUMMIT AVENUE
DWY	MEADOWBROOK SHOPPING CENTER/GAS STATION DRIVEWAYS OFF OF WAUKESHA BYPASS
CC	COLDWATER CREEK DRIVE
NV	NORTHVIEW ROAD
TU	TURNBERRY OAK DRIVE
TO	TORHORST ROAD

DESIGN INDEX

TITLE
GEN. NOTES, UTILITIES AND STANDARD
ABBREVIATIONS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
UTILITY PLANS
SIGNING & PAVEMENT MARKING
LIGHTING PLAN
TRAFFIC SIGNALS
TRAFFIC CONTROL AND CONSTRUCTION STAGING
DETOUR ROUTES
ALIGNMENT PLAN

2

N

PEBBLE CREEK TRIBUTARIES

R/L MERRILL HILLS CT

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

R/L MADISON ST

MADISON ST

BEGIN CONSTRUCTION
STA 264+65.71

R/L KISDON HILL DR

KISDON HILL DR

BEGIN PROJECT
ID 2788-02-70
STA 273+75.00

ULTIMATE WAUKESHA BYPASS
SOUTH OF STA 273+75.00 WILL BE
CONSTRUCTED UNDER PROJECT ID
2788-00-71 AT A LATER DATE

FIDDLERS CREEK DR

R/L FIDDLERS
CREEK DR

CTH TT
(MERRILL HILLS RD)

BEGIN CONSTRUCTION
STA 8+75.00

END CONSTRUCTION
STA 51+53.00

BEGIN CONSTRUCTION
STA 8+87.15

BEGIN
CONSTRUCTION
STA 48+42.00

SUMMIT AVE

END CONSTRUCTION
STA 62+33.94

USH 18

R/L USH 18

BEGIN CONSTRUCTION
STA 38+50.00

TURNBERRY
OAK DR

END CONSTRUCTION
STA 11+90.00

TORHORST RD

PEBBLE CREEK

BEGIN CONSTRUCTION
STA 48+25.00

M-67-01

WAUKESHA BYPASS

CTH TT
(MEADOWBROOK RD)

END CONSTRUCTION
STA 51+50.00

END PROJECT
ID 2788-02-70
BEGIN PROJECT
ID 2788-00-72
STA 284+74.64

END CONSTRUCTION
STA 11+38.86

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROJECT OVERVIEW	SHEET 5	E

2

N

COLDWATER CREEK DR

45+00

BEGIN CONSTRUCTION
STA 48+00.00

R/L COLDWATER CREEK DR

295+00

300+00

305+00

310+00

315+00

320+00

WAUKESHA BYPASS

345+00

330+00

CTH TT
(MEADOWBROOK RD)

335+00

340+00

R/L WAUKESHA BYPASS

END CONSTRUCTION
STA 52+75.00

55+00

POND

BEGIN CONSTRUCTION
STA 44+50.00

45+00

END PROJECT
ID 2788-00-72
BEGIN CITY OF
WAUKESHA PROJECT
(BY OTHERS)
STA 342+31.74

JOANNE DR

R/L JOANNE DR

345+00

350+00

355+00

50+00

R/L LANCASTER DR

10+00

END
CONSTRUCTION
STA 12+00.00

R/L DRIVEWAY

55+00

R/L NORTHVIEW RD

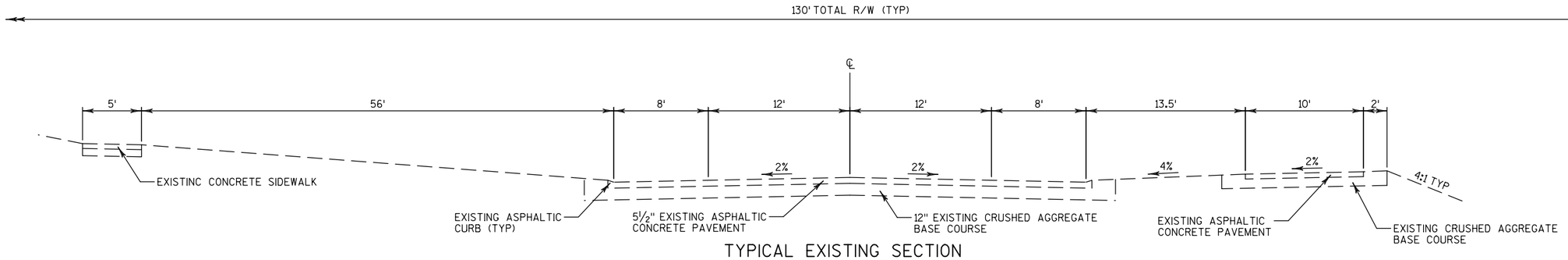
END CONSTRUCTION
STA 56+65.00

60+00

NORTHVIEW RD

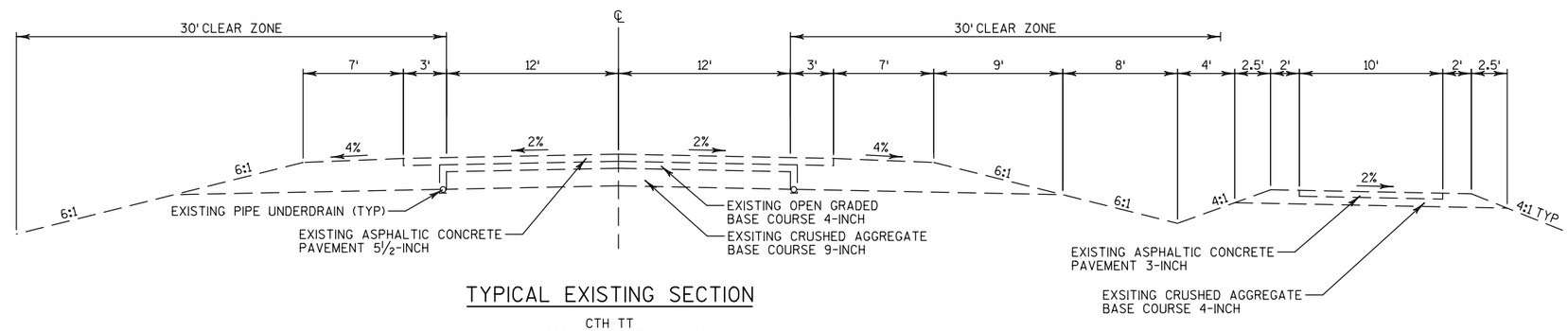
LANCASTER DR

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROJECT OVERVIEW	SHEET 6	E



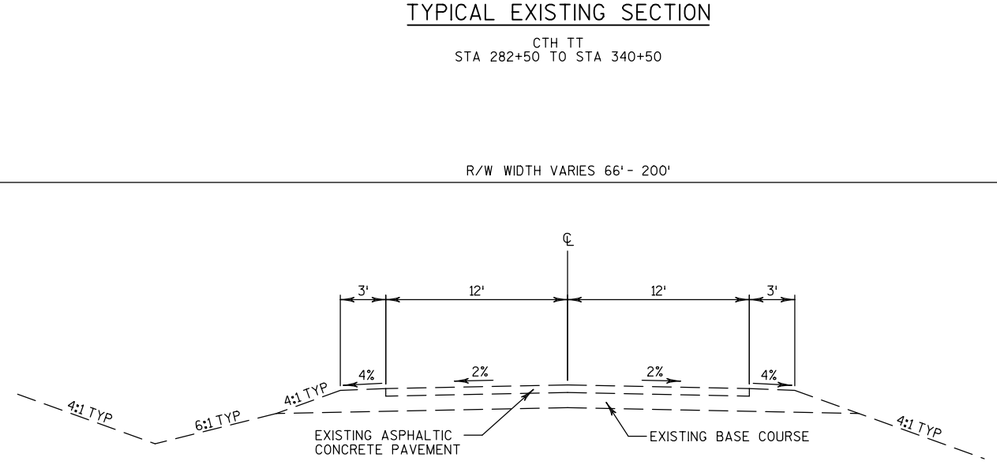
TYPICAL EXISTING SECTION

CTH TT
STA 340+50 TO STA 342+31.74



TYPICAL EXISTING SECTION

CTH TT
STA 282+50 TO STA 340+50

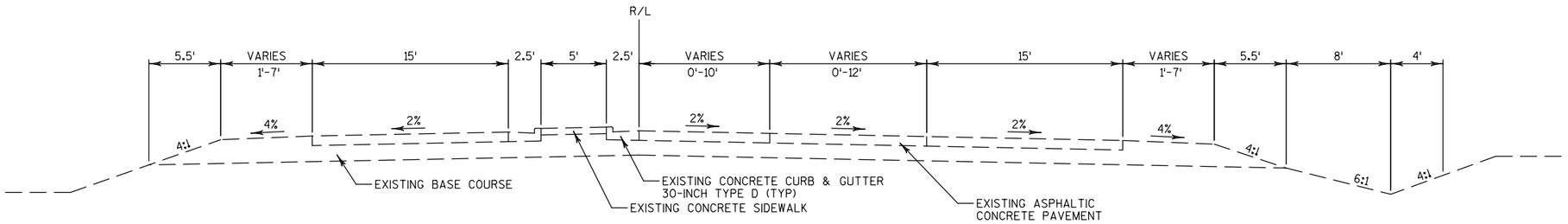


TYPICAL EXISTING SECTION

CTH TT
STA 261+00 TO STA 282+50

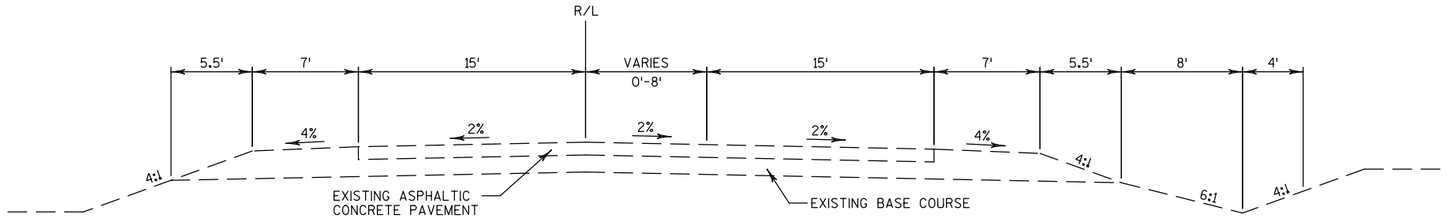
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL EXISTING SECTIONS	SHEET 7	E

2



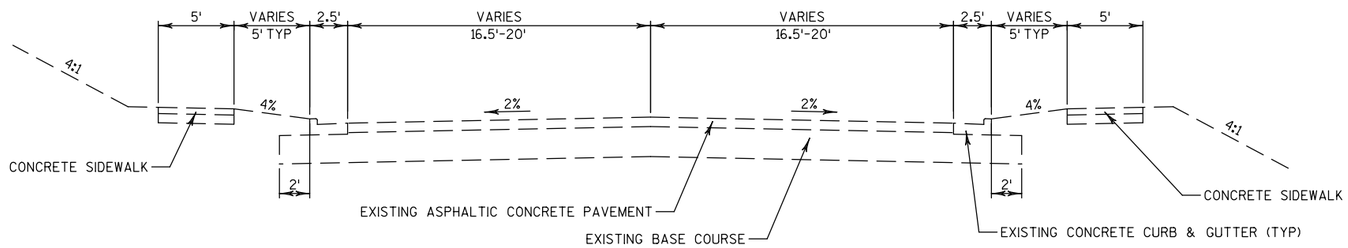
TYPICAL EXISTING SECTION

USH 18
STA 45+00 TO STA 49+50



TYPICAL EXISTING SECTION

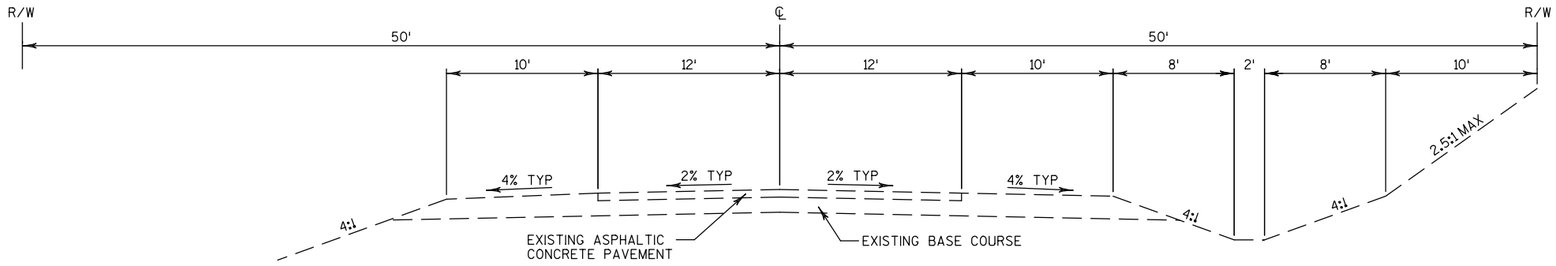
USH 18
STA 39+00 TO STA 45+00



TYPICAL EXISTING SECTION

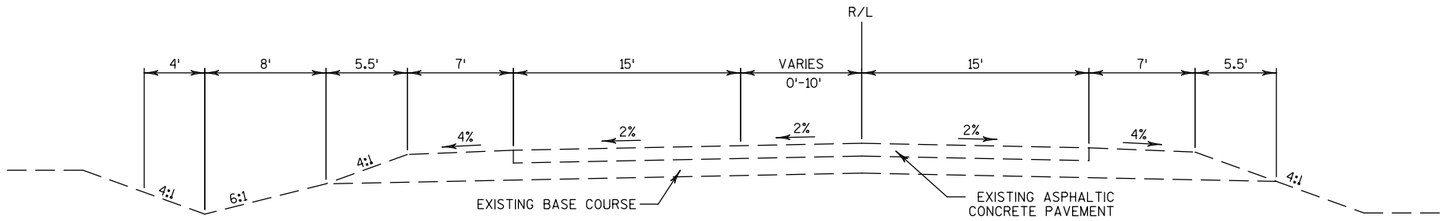
FIDDLERS CREEK DR
STA 49+00 TO STA 49+50

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL EXISTING SECTIONS	SHEET 8	E



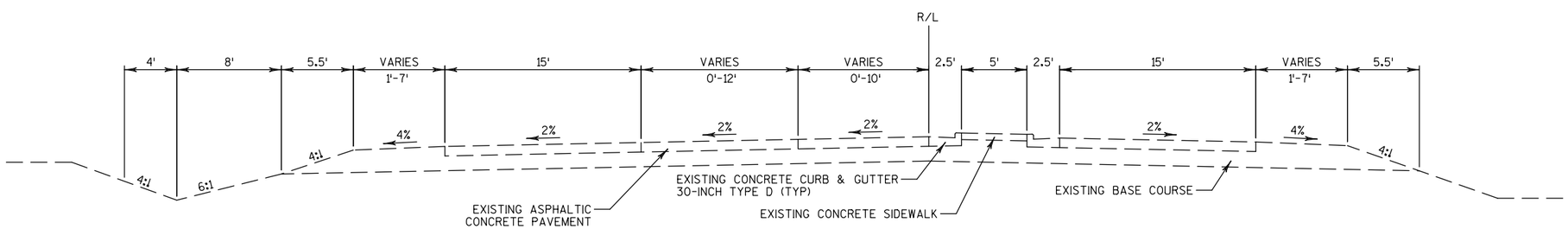
TYPICAL EXISTING SECTION

NORTHVIEW RD
STA 45+92 TO STA 54+79



TYPICAL EXISTING SECTION

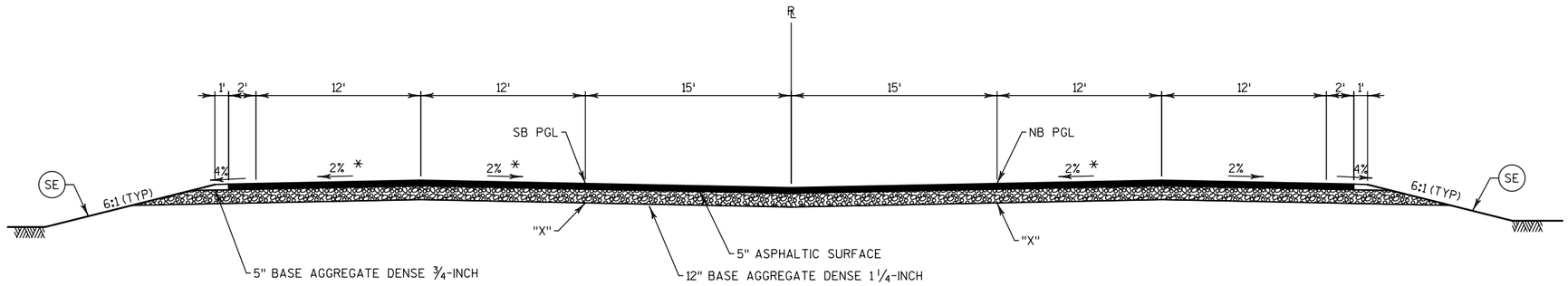
USH 18
STA 62+00 TO STA 66+00



TYPICAL EXISTING SECTION

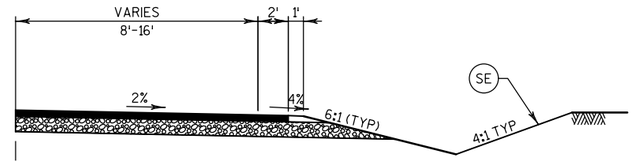
USH 18
STA 50+50 TO STA 62+00

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL EXISTING SECTIONS	SHEET 9	E

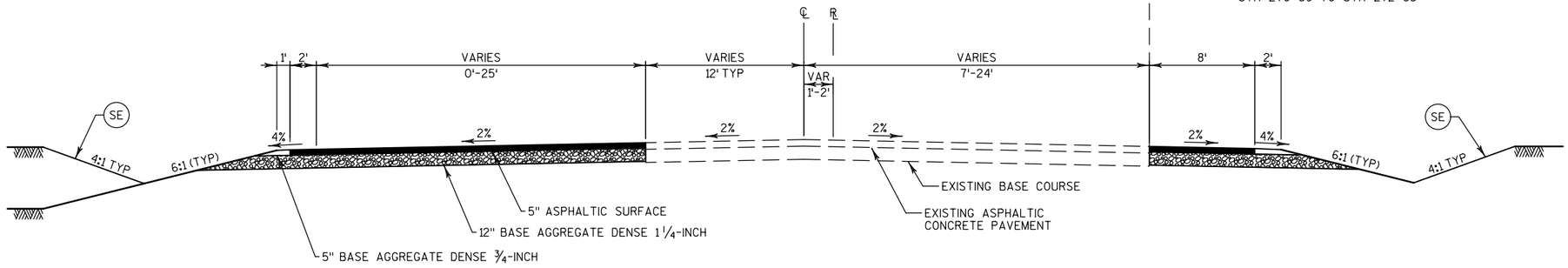


TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 272+85 TO STA 273+75

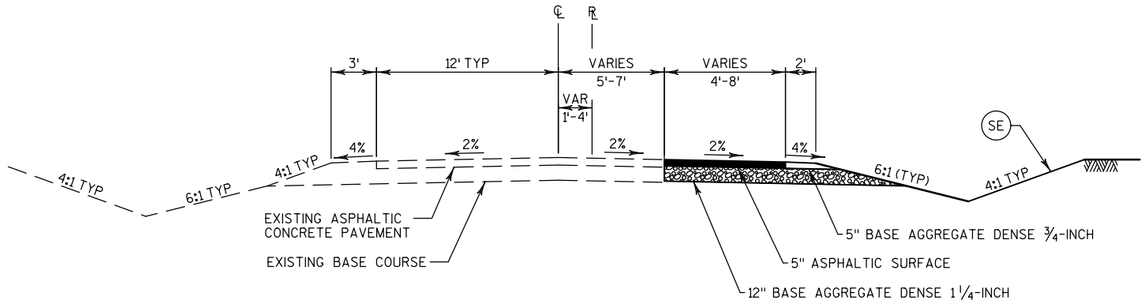


STA 270+59 TO STA 272+85



TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 266+58 TO STA 272+85



TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 264+66 TO STA 266+58

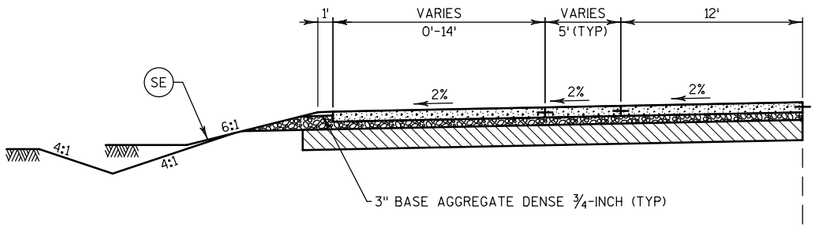
NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

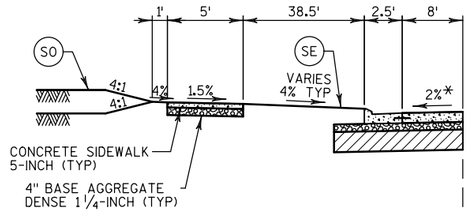
"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

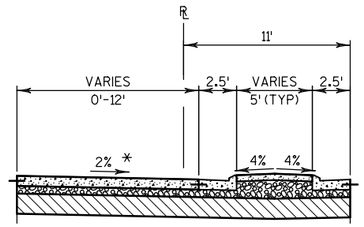
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 10	E



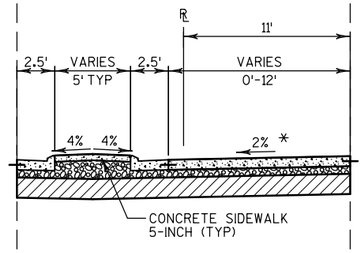
RIGHT TURN LANE DETAIL
STA 275+03 TO STA 278+80 **
STA 286+00 TO STA 287+47 #



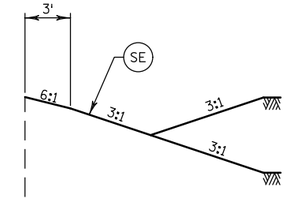
STA 273+75 TO STA 274+04



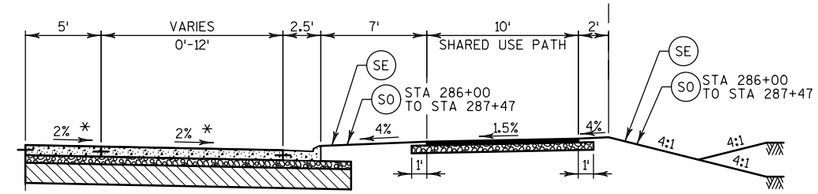
SB LEFT TURN LANE DETAIL
STA 275+04 TO STA 277+88 **
STA 286+00 TO STA 287+15



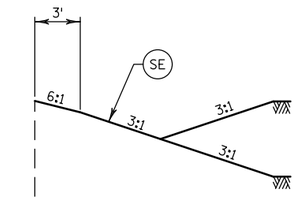
NB LEFT TURN LANE DETAIL
STA 273+75 TO STA 274+13
STA 276+38 TO STA 279+00 ** #
STA 286+00 TO STA 287+47



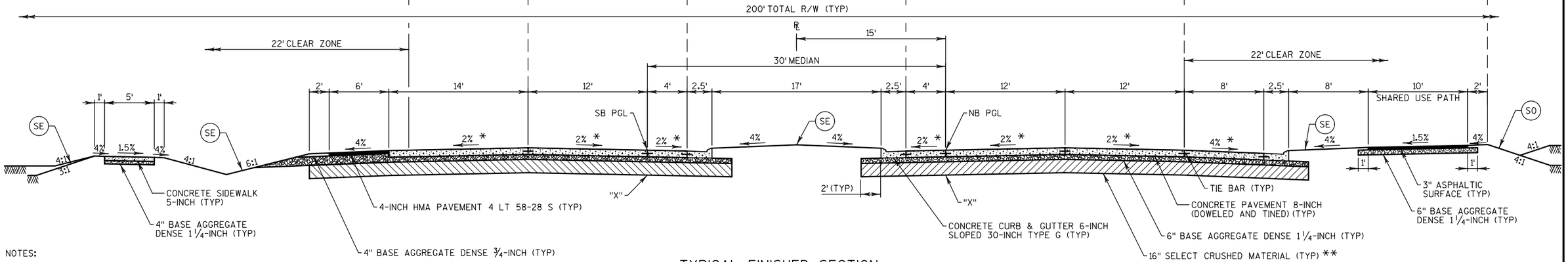
STA 273+75 TO STA 273+98
STA 277+17 TO STA 279+00



RIGHT TURN LANE DETAIL
STA 273+75 TO STA 273+98
STA 277+43 TO STA 279+00
STA 286+00 TO STA 287+47



STA 274+77 TO STA 277+17



TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 273+75 TO STA 279+00 ** #
STA 286+00 TO STA 287+47 #

NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

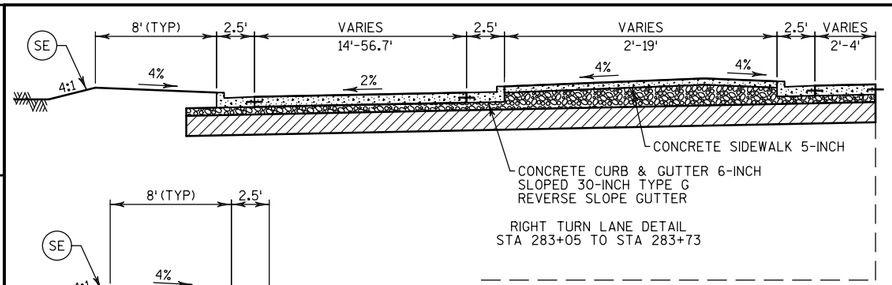
** DO NOT PLACE SELECT CRUSHED MATERIAL SUBGRADE FROM STA 276+00 - STA 280+50, STA 294+00 - STA 300+50, AND STA 320+50 - STA 328+50.

\# EXCAVATION BELOW SUBGRADE REQUIRED STA 275+50 TO STA 278+00 AND STA 287+00 TO 287+47 - SEE CONSTRUCTION DETAIL AND CROSS SECTIONS

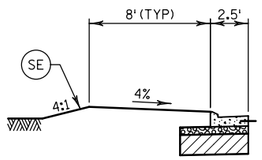
(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

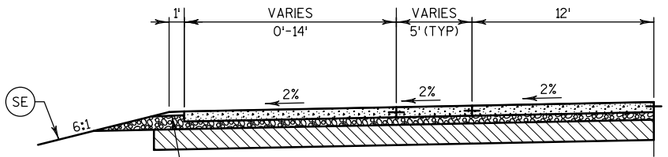
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 11	E



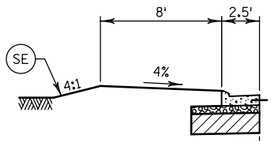
RIGHT TURN LANE DETAIL
STA 283+05 TO STA 283+73



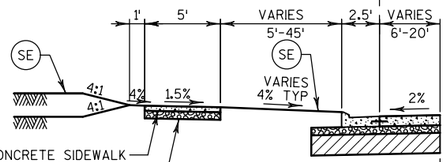
STA 283+73 TO STA 284+75



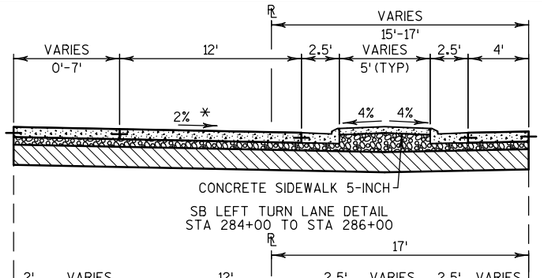
RIGHT TURN LANE DETAIL
STA 283+73 TO STA 286+00



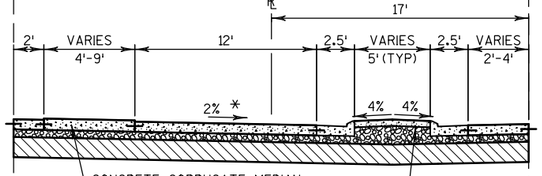
STA 281+10 TO STA 281+18 #



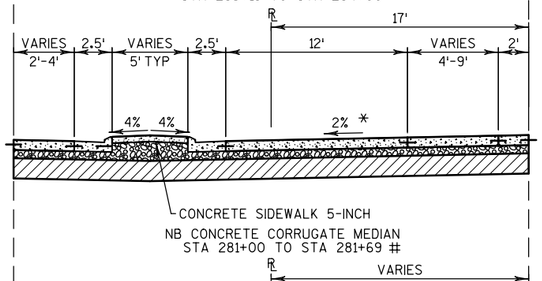
STA 281+10 TO STA 281+84 #



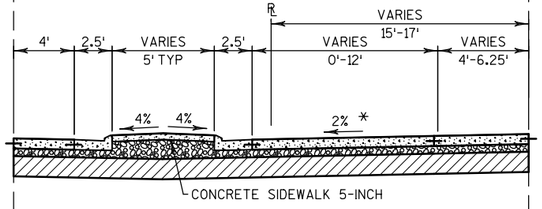
SB LEFT TURN LANE DETAIL
STA 284+00 TO STA 286+00



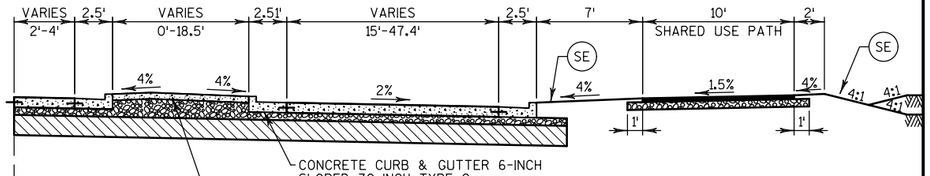
SB CONCRETE CORRUGATE MEDIAN
STA 283+18 TO STA 284+00



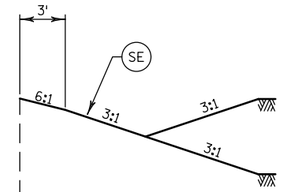
NB CONCRETE CORRUGATE MEDIAN
STA 281+00 TO STA 281+69 #



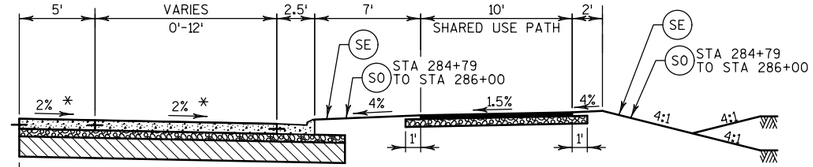
NB LEFT TURN LANE DETAIL ** #
STA 279+00 TO STA 281+00
STA 285+54 TO STA 286+00



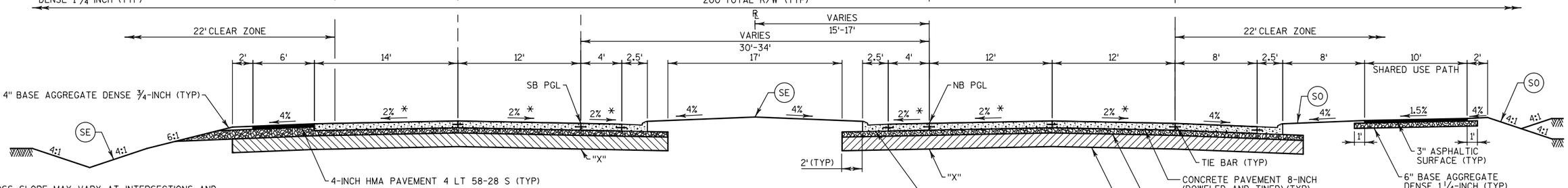
RIGHT TURN LANE DETAIL
STA 281+14 TO STA 281+83 #



STA 279+00 TO STA 280+75



RIGHT TURN LANE DETAIL
STA 279+00 TO STA 281+14 ** #
STA 284+79 TO STA 286+00



NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

** DO NOT PLACE SELECT CRUSHED MATERIAL SUBGRADE FROM STA 276+00 - STA 280+50, STA 294+00 - STA 300+50, AND STA 320+50 - STA 328+50.

\# EXCAVATION BELOW SUBGRADE REQUIRED STA 278+50 TO STA 283+00 - SEE CONSTRUCTION DETAIL AND CROSS SECTIONS

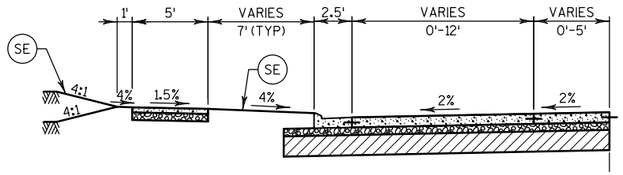
CONCRETE PAVEMENT SHALL BE KEPT TO 15' MAX WIDTH WITHOUT A PAVEMENT JOINT/TIE

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER (SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

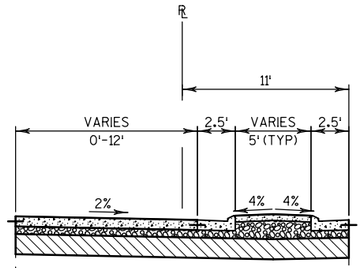
TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 279+00 TO STA 286+00 ** #

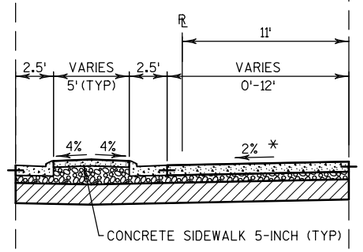
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 12	E



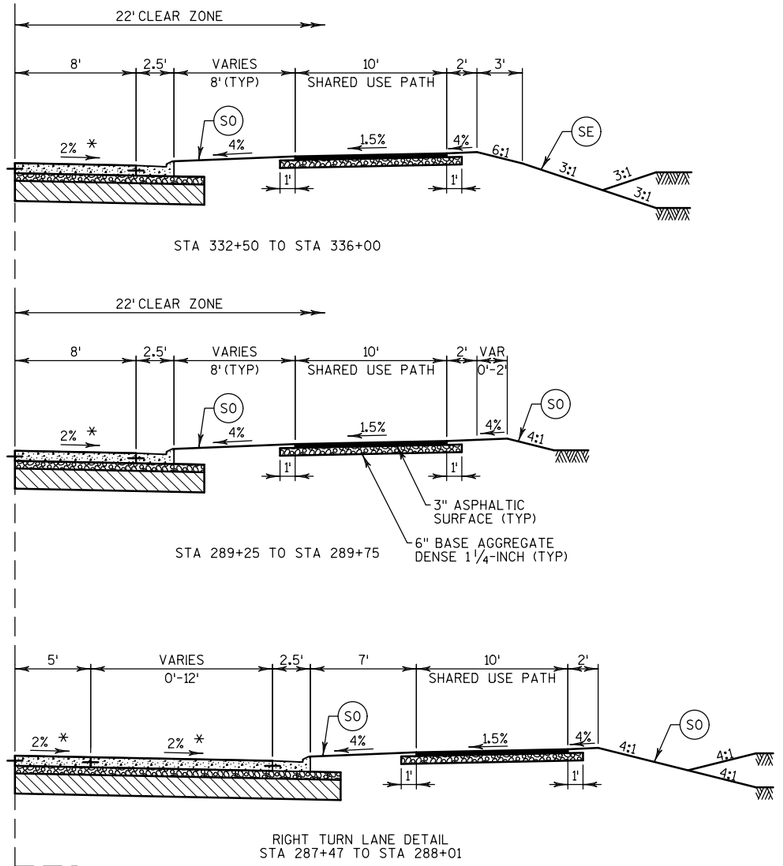
RIGHT TURN LANE DETAIL
STA 287+47 TO STA 287+86 #
STA 289+25 TO STA 289+75 #

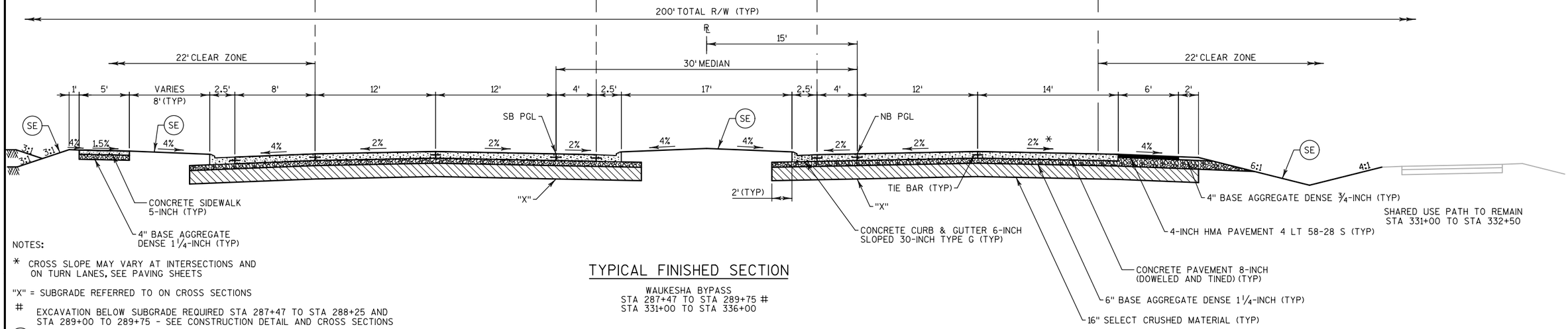


SB LEFT TURN LANE DETAIL
STA 289+19 TO STA 289+75 #



NB LEFT TURN LANE DETAIL
STA 287+47 TO STA 288+30





NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

\# EXCAVATION BELOW SUBGRADE REQUIRED STA 287+47 TO STA 288+25 AND STA 289+00 TO 289+75 - SEE CONSTRUCTION DETAIL AND CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 287+47 TO STA 289+75 #
STA 331+00 TO STA 336+00

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 13	E

NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

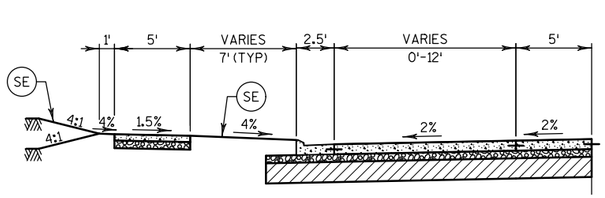
** DO NOT PLACE SELECT CRUSHED MATERIAL SUBGRADE FROM STA 276+00 - STA 280+50, STA 294+00 - STA 300+50, AND STA 320+50 - STA 328+50.

\# EXCAVATION BELOW SUBGRADE REQUIRED STA 289+75 TO STA 290+25 - SEE CONSTRUCTION DETAIL AND CROSS SECTIONS

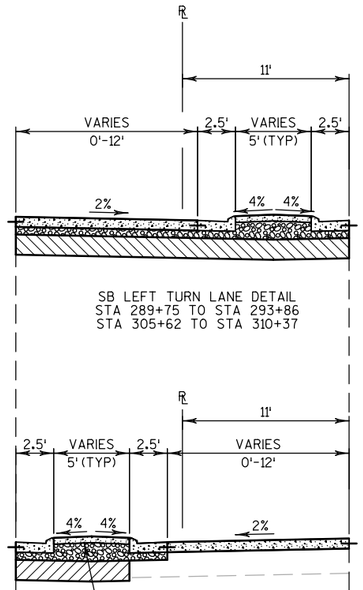
^ SOME AREAS ALONG NB WILL REQUIRE 6" AGGREGATE BASE UNDER INSIDE/OUSIDE SHOULDERS. SEE CROSS SECTIONS FOR DETAILS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

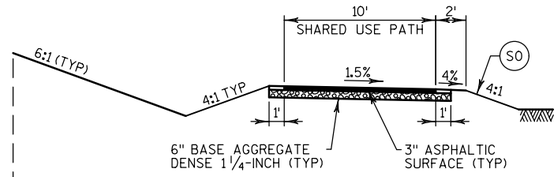


RIGHT TURN LANE DETAIL
STA 289+75 TO STA 292+29 #
STA 305+99 TO STA 308+93

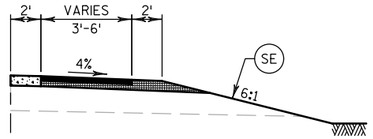


SB LEFT TURN LANE DETAIL
STA 289+75 TO STA 293+86
STA 305+62 TO STA 310+37

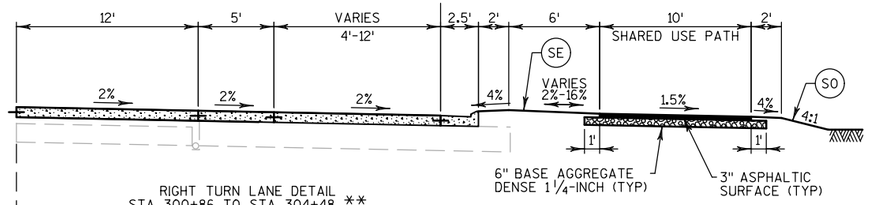
NB LEFT TURN LANE DETAIL
STA 289+75 TO STA 288+30
STA 300+10 TO STA 304+85 **



STA 305+95 TO STA 306+08

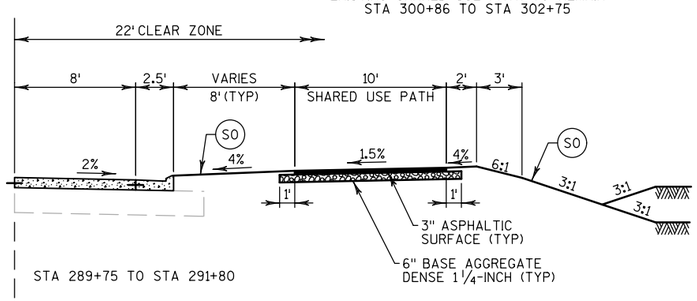


STA 300+86 TO STA 301+66



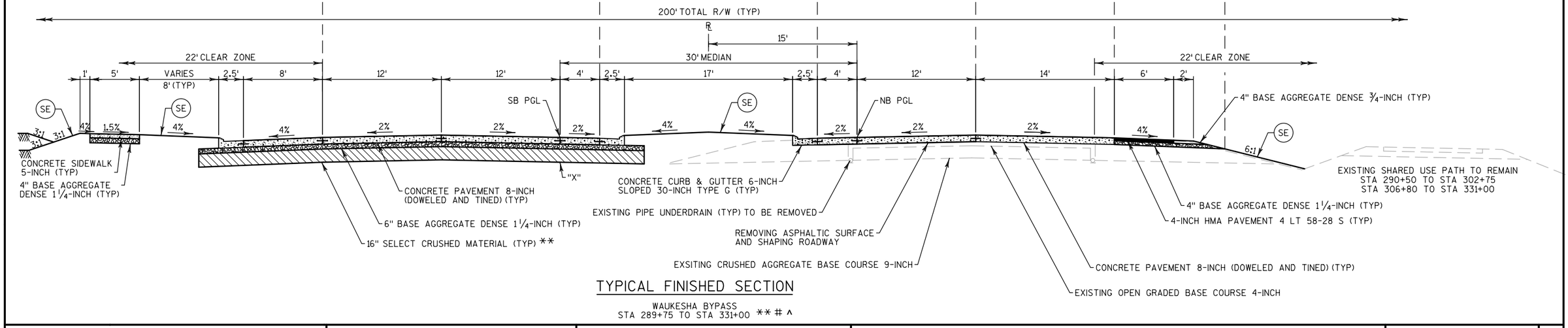
RIGHT TURN LANE DETAIL
STA 300+86 TO STA 304+48 **

EXISTING SHARED USE PATH TO REMAIN
STA 300+86 TO STA 302+75



STA 289+75 TO STA 291+80

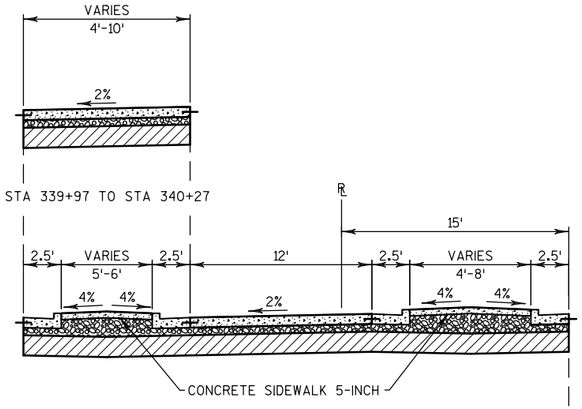
EXISTING SHARED USE PATH TO REMAIN
STA 290+50 TO STA 291+80



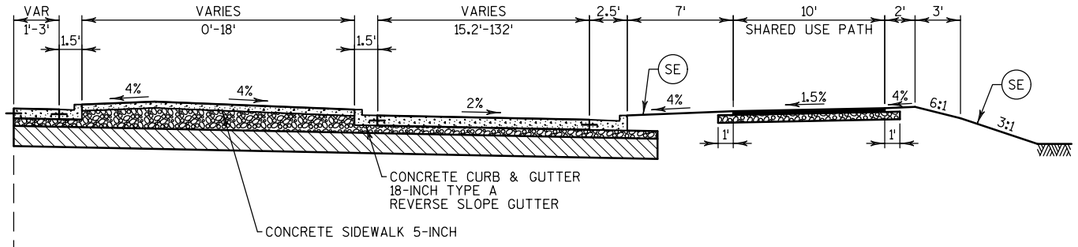
TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 289+75 TO STA 331+00 ** # ^

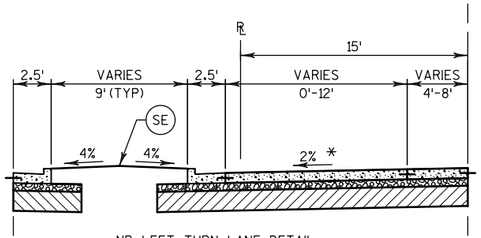
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 14	E



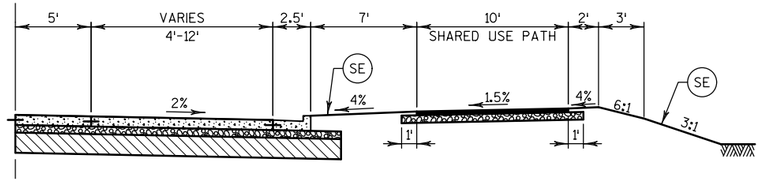
LEFT TURN LANE DETAIL
STA 339+83 TO 340+27



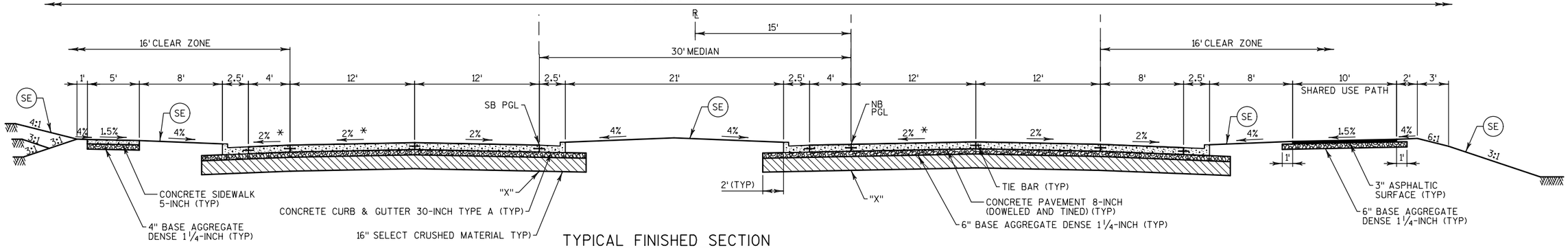
RIGHT TURN LANE DETAIL
STA 339+47 TO STA 340+15



NB LEFT TURN LANE DETAIL
STA 336+69 TO STA 339+83



RIGHT TURN LANE DETAIL
STA 336+75 TO STA 339+47



TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 336+00 TO 340+52

NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

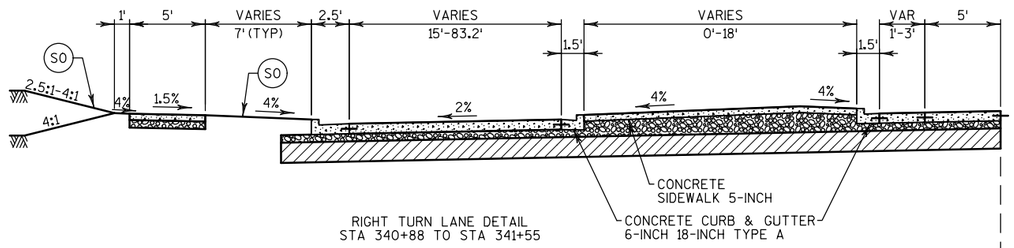
"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

CONCRETE PAVEMENT SHALL BE KEPT TO 15' MAX WIDTH WITHOUT A PAVEMENT JOINT/TIE

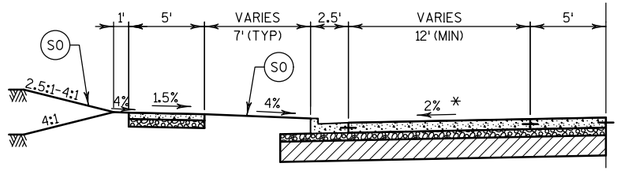
(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

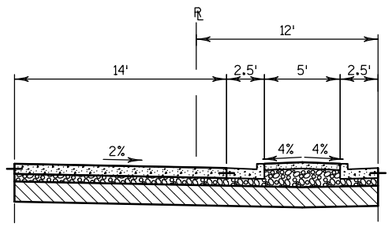
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 15	E



RIGHT TURN LANE DETAIL
STA 340+88 TO STA 341+55

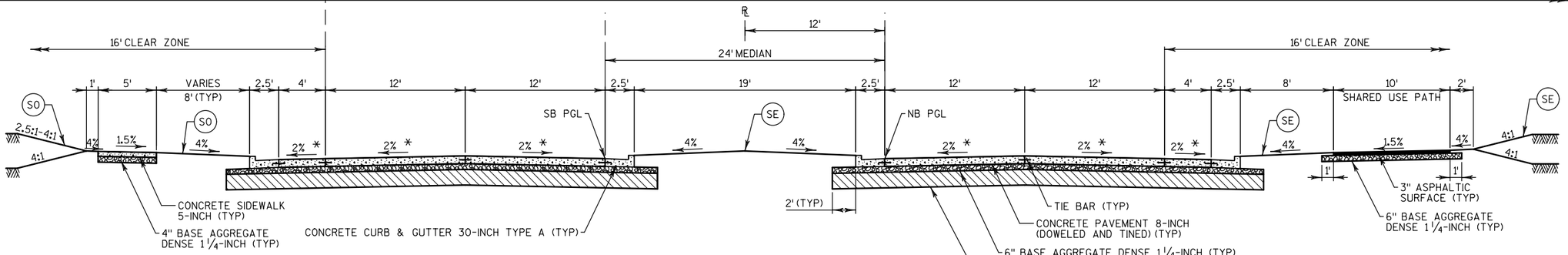


RIGHT TURN LANE DETAIL
STA 341+55 TO STA 342+31.71



SB LEFT TURN LANE DETAIL
STA 341+09 TO STA 342+31.71

130' TOTAL R/W (TYP)



TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 340+52 TO STA 342+31.71

NOTES:

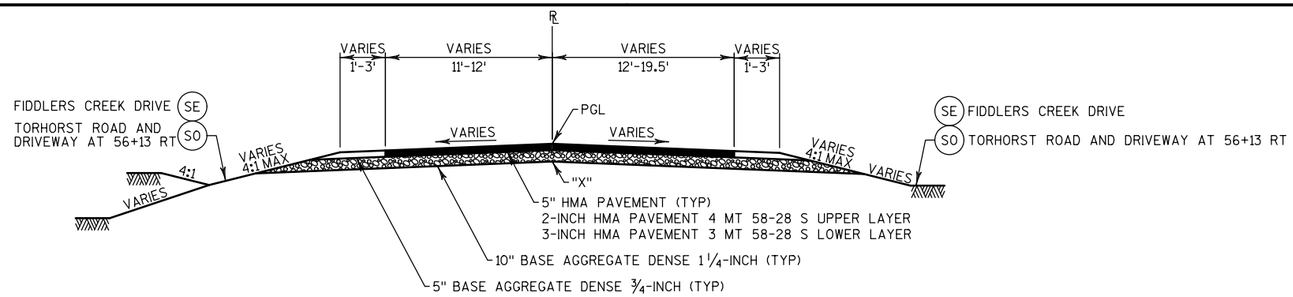
* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

CONCRETE PAVEMENT SHALL BE KEPT TO 15' MAX WIDTH WITHOUT A PAVEMENT JOINT/TIE

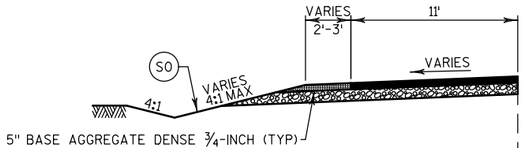
(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

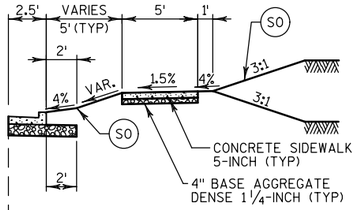


TYPICAL FINISHED SECTION

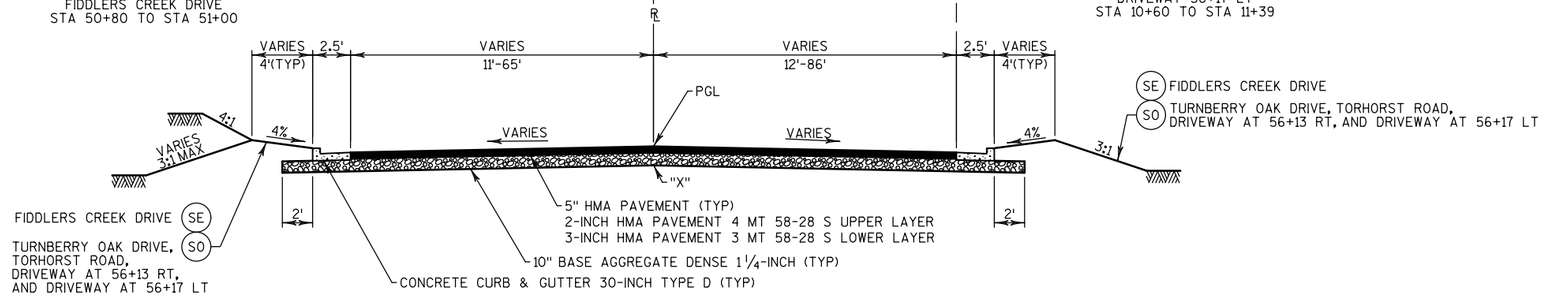
FIDDLERS CREEK DRIVE
STA 51+00 TO STA 51+53
TORHORST ROAD
STA 11+17 TO STA 11+90
DRIVEWAY 56+13 RT
STA 8+75 TO STA 8+98



TORHORST ROAD
STA 10+89 TO STA 11+17
FIDDLERS CREEK DRIVE
STA 50+80 TO STA 51+00



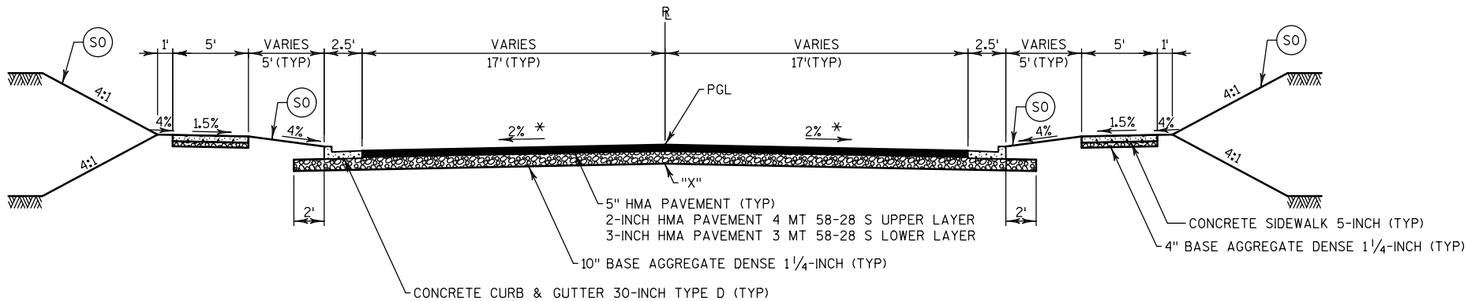
DRIVEWAY 56+17 LT
STA 10+60 TO STA 11+39



TYPICAL FINISHED SECTION

FIDDLERS CREEK DRIVE
STA 49+30 TO STA 49+56
STA 50+44 TO STA 51+00
TURNBERRY OAK DRIVE
STA 8+87 TO STA 9+56
TORHORST ROAD
STA 10+43 TO STA 11+17
DRIVEWAY 56+13 RT
STA 8+98 TO STA 9+56
DRIVEWAY 56+17 LT
STA 10+44 TO STA 11+39

NOTE:
FIDDLERS CREEK DRIVE
STA 49+30 TO STA 49+56 AND STA 50+44 TO STA 50+84
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH, OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH,
OVER 16" SELECT CRUSHED MATERIAL.



TYPICAL FINISHED SECTION

FIDDLERS CREEK DR
STA 48+42 TO STA 49+30

NOTE:
STA 49+00 TO STA 49+30
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH, OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH,
OVER 16" SELECT CRUSHED MATERIAL.

NOTES:

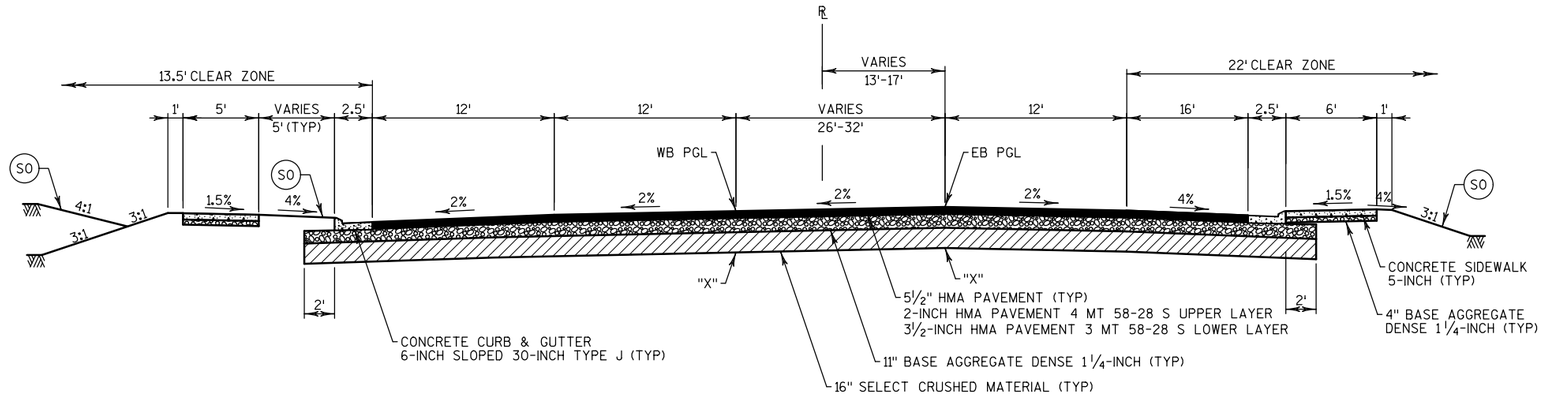
* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

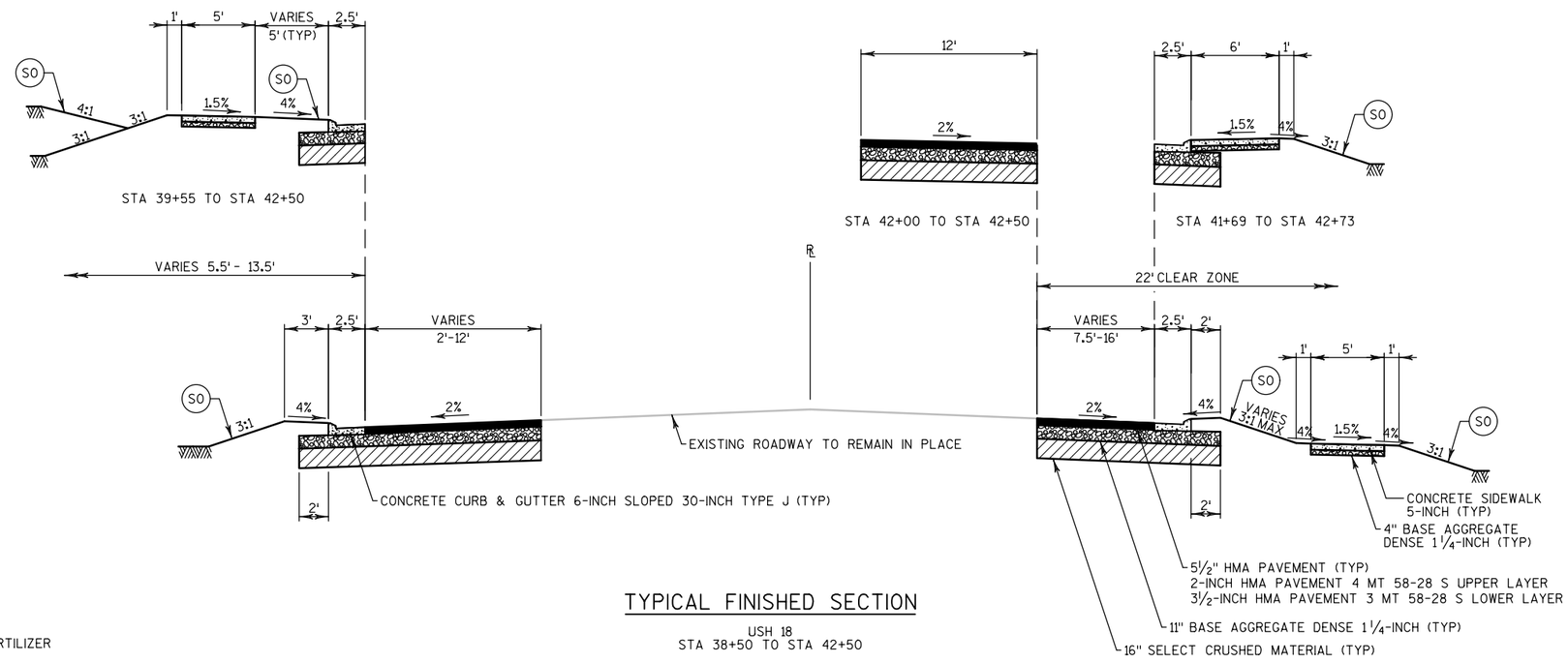
(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 17	E



TYPICAL FINISHED SECTION

USH 18
STA 42+50 TO STA 43+41



TYPICAL FINISHED SECTION

USH 18
STA 38+50 TO STA 42+50

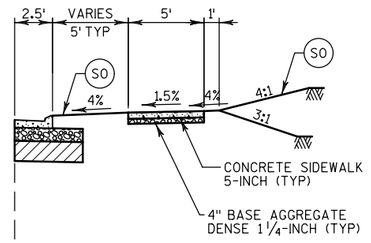
NOTES:

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

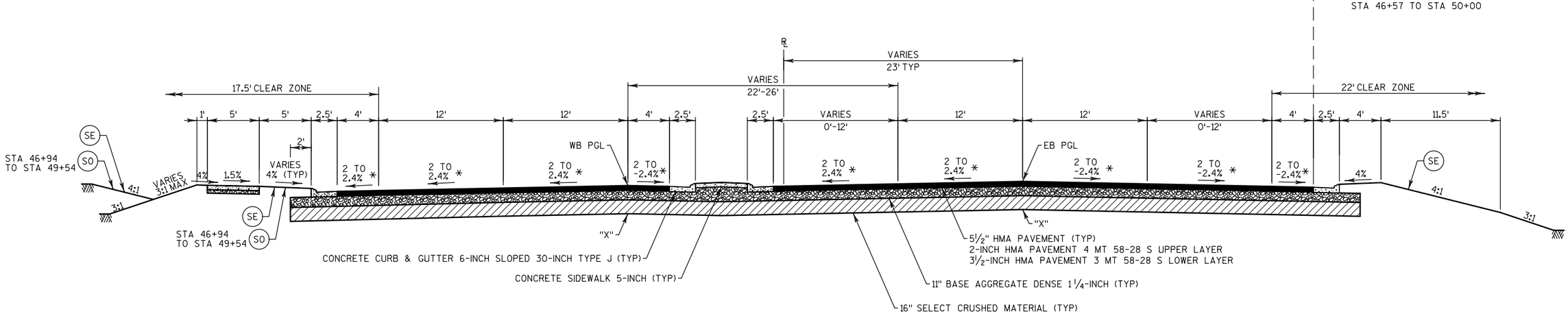
(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 18	E



STA 46+57 TO STA 50+00



TYPICAL FINISHED SECTION

USH 18
STA 43+41 TO STA 49+54 #

NOTE:
STA 48+50 TO STA 49+54
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH, OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH,
OVER 16" SELECT CRUSHED MATERIAL.

NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

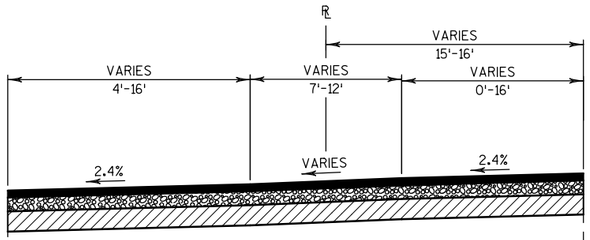
"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

\# EXCAVATION BELOW SUBGRADE REQUIRED STA 44+00 TO STA 45+00 - SEE CONSTRUCTION DETAIL AND CROSS SECTIONS

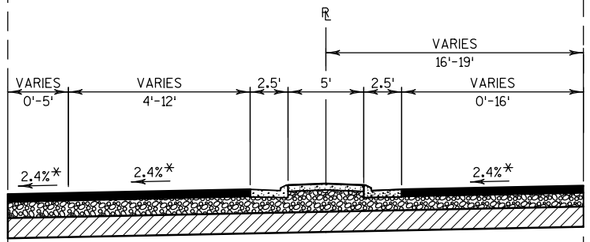
(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

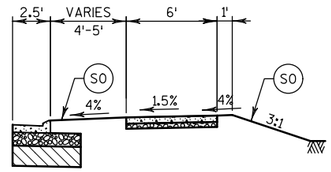
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 19	E



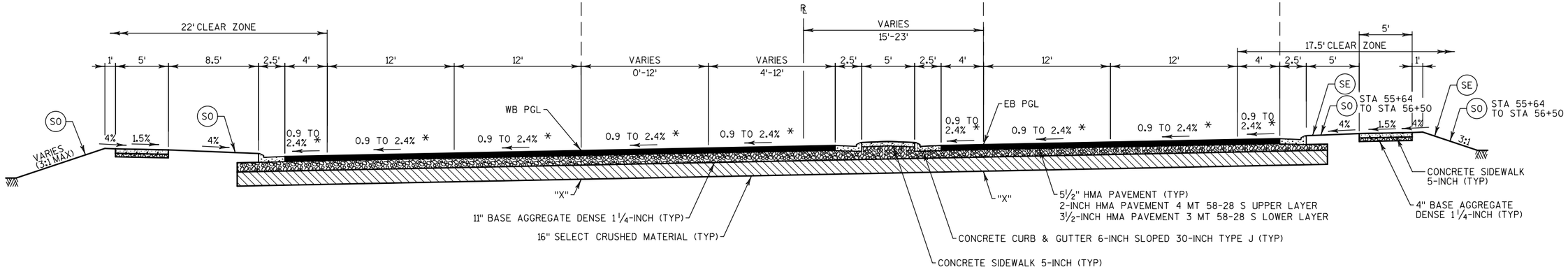
STA 55+89 TO STA 57+06 #



STA 53+60 TO STA 55+89 #



STA 56+50 TO STA 57+06



NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

\# EXCAVATION BELOW SUBGRADE REQUIRED STA 52+00 TO STA 60+00 - SEE CONSTRUCTION DETAIL AND CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

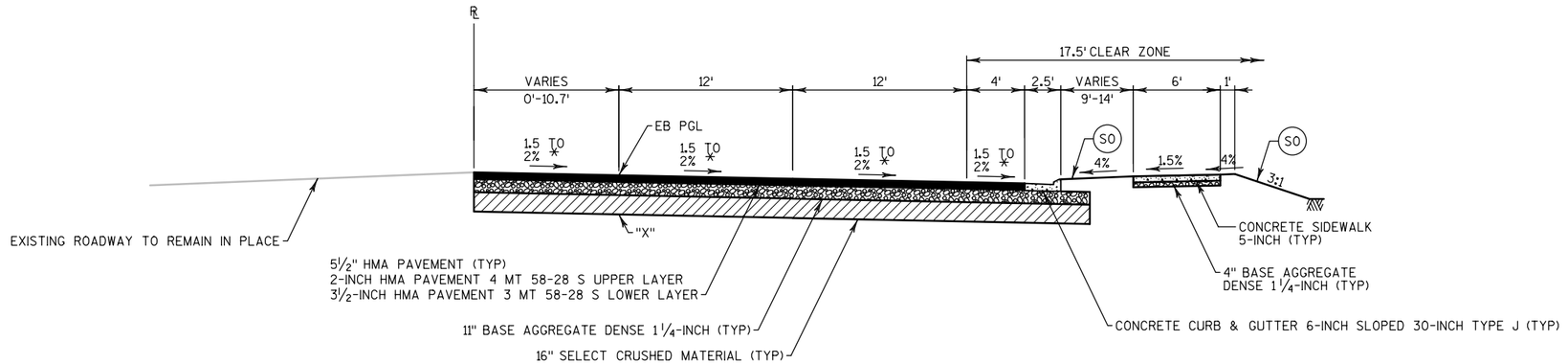
TYPICAL FINISHED SECTION

SUMMIT AVENUE
STA 50+46 TO STA 57+06 #

NOTE:
STA 50+46 TO STA 51+50
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH, OVER 6" BASE AGGREGATE DENSE 1¼-INCH,
OVER 16" SELECT CRUSHED MATERIAL.

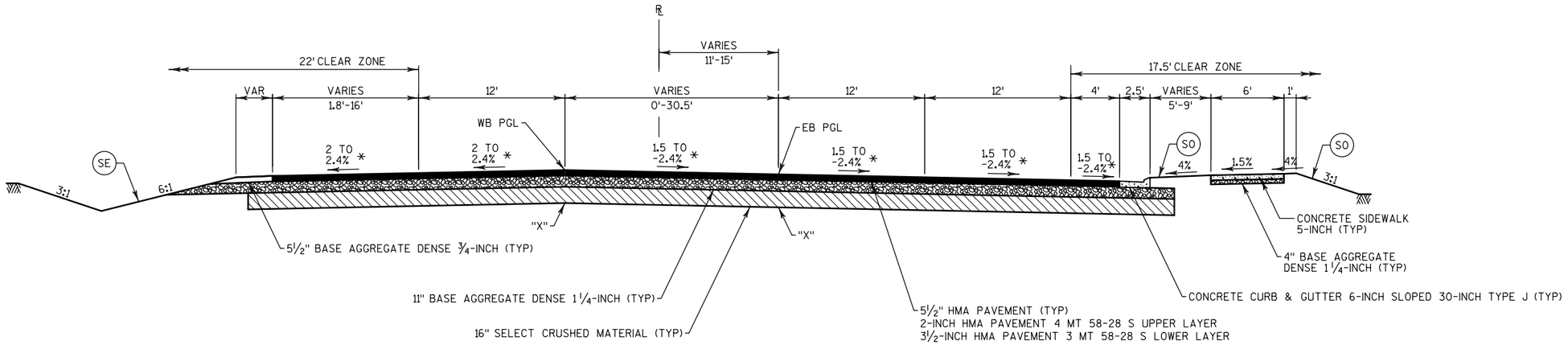
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 20	E

2



TYPICAL FINISHED SECTION

SUMMIT AVENUE
STA 59+70 TO STA 62+34 #



NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

\# EXCAVATION BELOW SUBGRADE REQUIRED STA 52+00 TO STA 60+00 - SEE CONSTRUCTION DETAIL AND CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

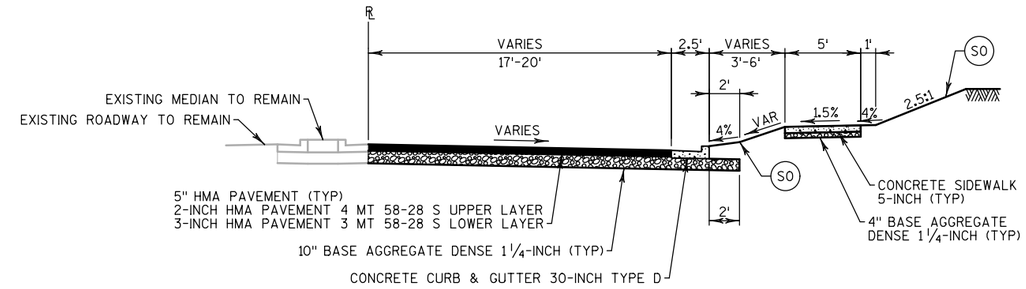
(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

TYPICAL FINISHED SECTION

SUMMIT AVENUE
STA 57+06 TO STA 59+70 #

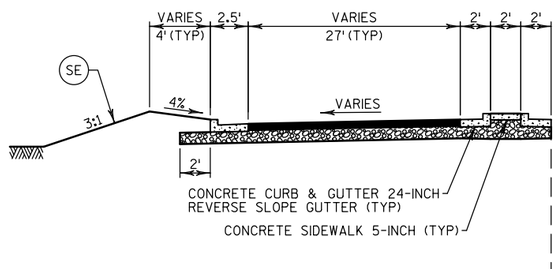
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2

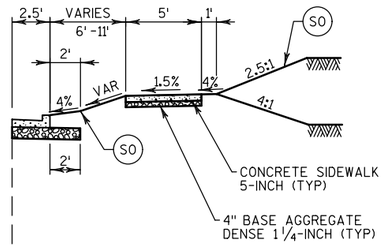


TYPICAL FINISHED SECTION

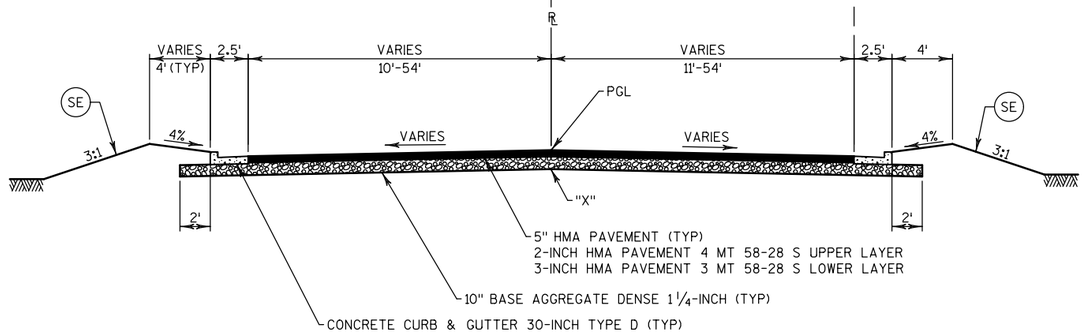
DRIVEWAY
STA 51+15 TO STA 51+50



STA 50+76 TO STA 51+15



STA 50+60 TO STA 51+15



TYPICAL FINISHED SECTION

DRIVEWAY
STA 48+25 TO STA 49+56
STA 50+44 TO STA 51+15

NOTE:
STA 49+25 TO STA 49+56 AND STA 50+44 TO STA 51+15
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH, OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH,
OVER 16" SELECT CRUSHED MATERIAL.

NOTES:

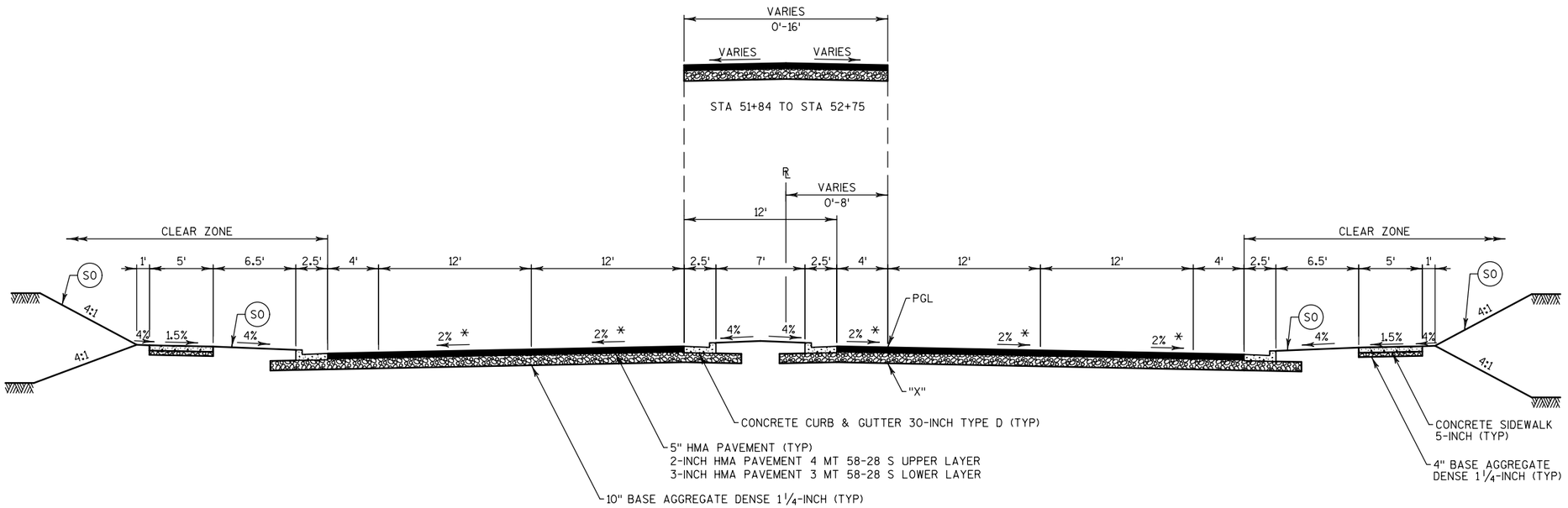
* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

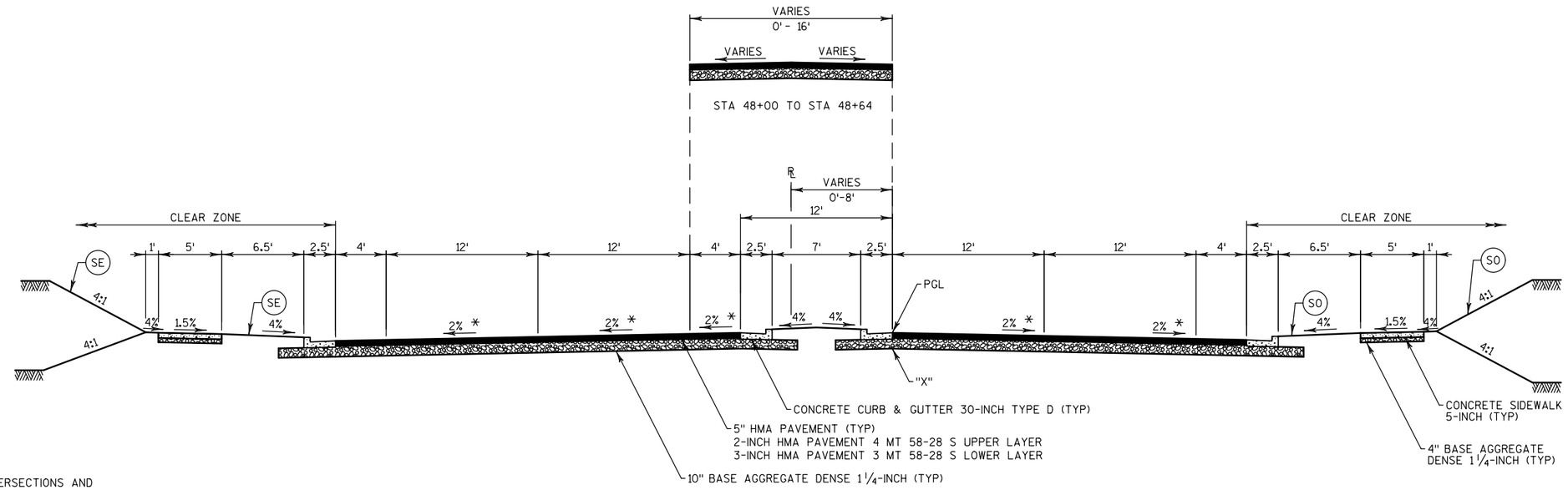
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 22	E



TYPICAL FINISHED SECTION

COLDWATER CREEK DRIVE
STA 50+44 TO STA 52+75

NOTE:
STA 50+44 TO STA 50+96
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
OVER 16" SELECT CRUSHED MATERIAL.



NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

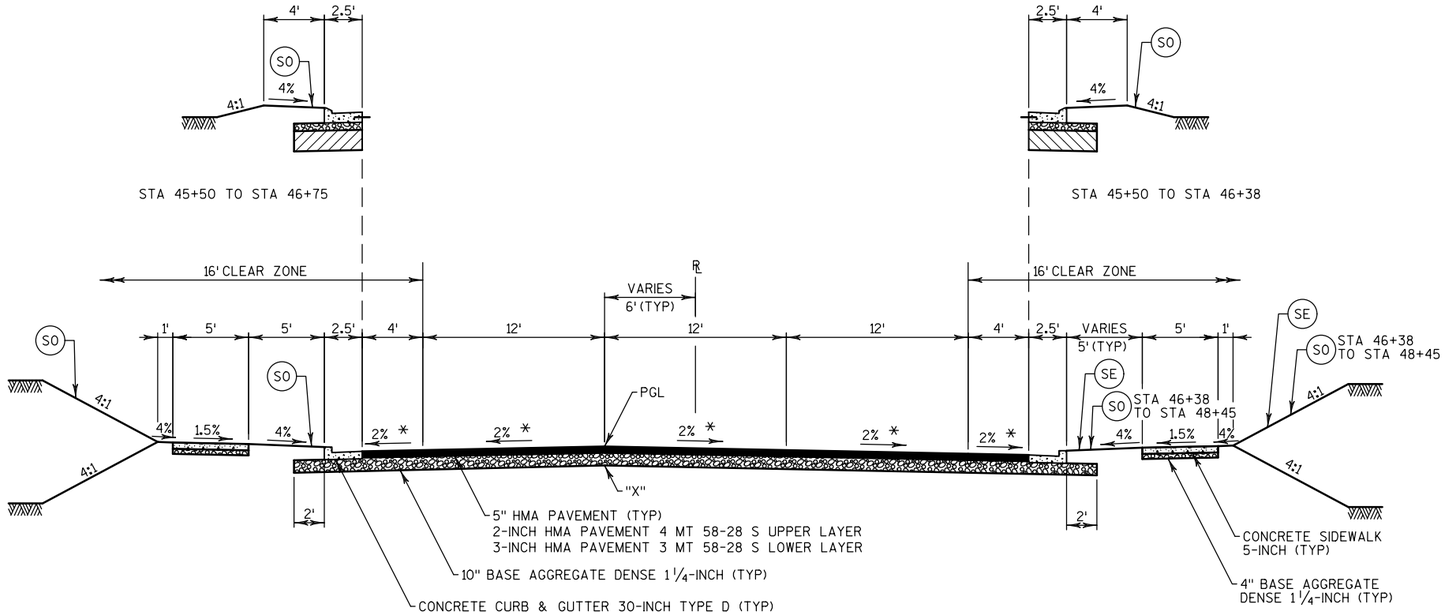
(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

TYPICAL FINISHED SECTION

COLDWATER CREEK DRIVE
STA 48+00 TO STA 49+56

NOTE:
STA 49+04 TO STA 49+56
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH, OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH,
OVER 16" SELECT CRUSHED MATERIAL.

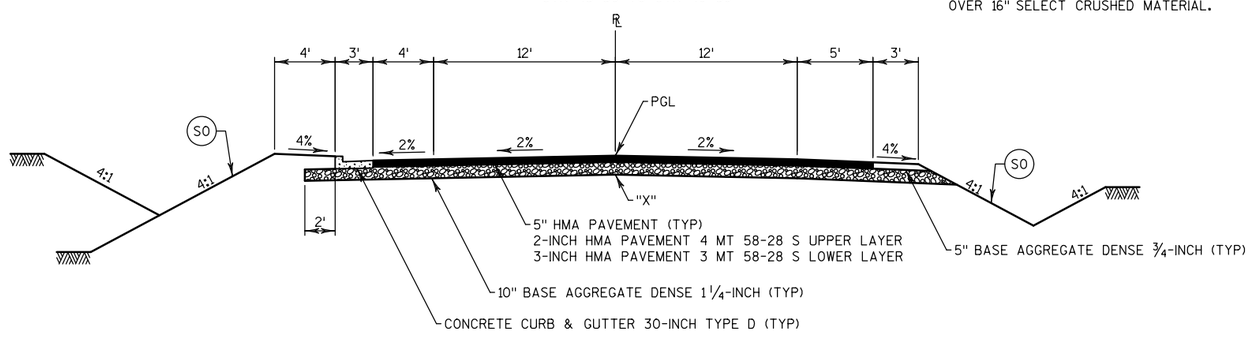
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 23	E



TYPICAL FINISHED SECTION

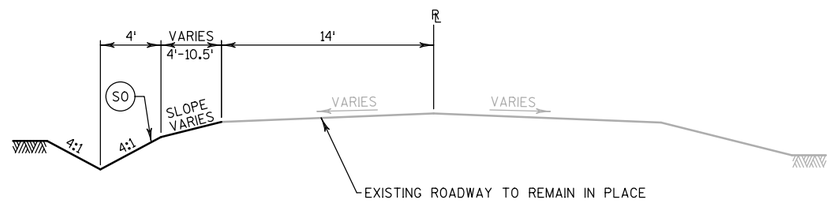
NORTHVIEW RD
STA 45+50 TO STA 49+59

NOTE:
STA 48+90 TO STA 49+59
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH, OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH,
OVER 16" SELECT CRUSHED MATERIAL.



TYPICAL FINISHED SECTION

NORTHVIEW RD
STA 44+50 TO STA 45+50



TYPICAL FINISHED SECTION

NORTHVIEW RD
STA 44+00 TO STA 44+50

NOTES:

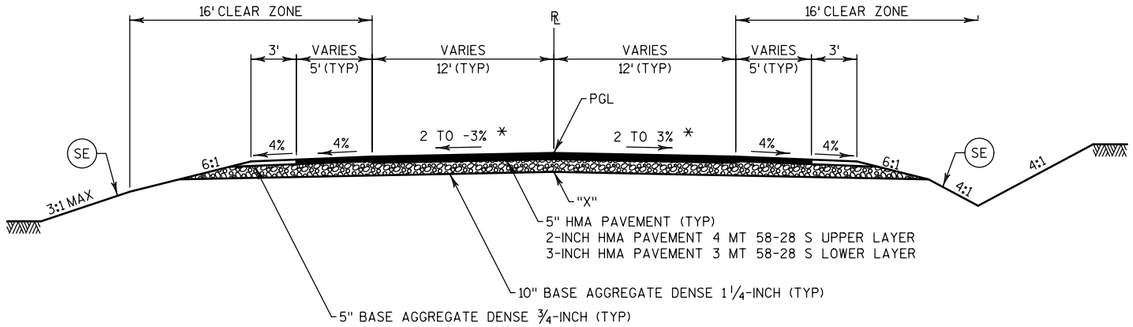
* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

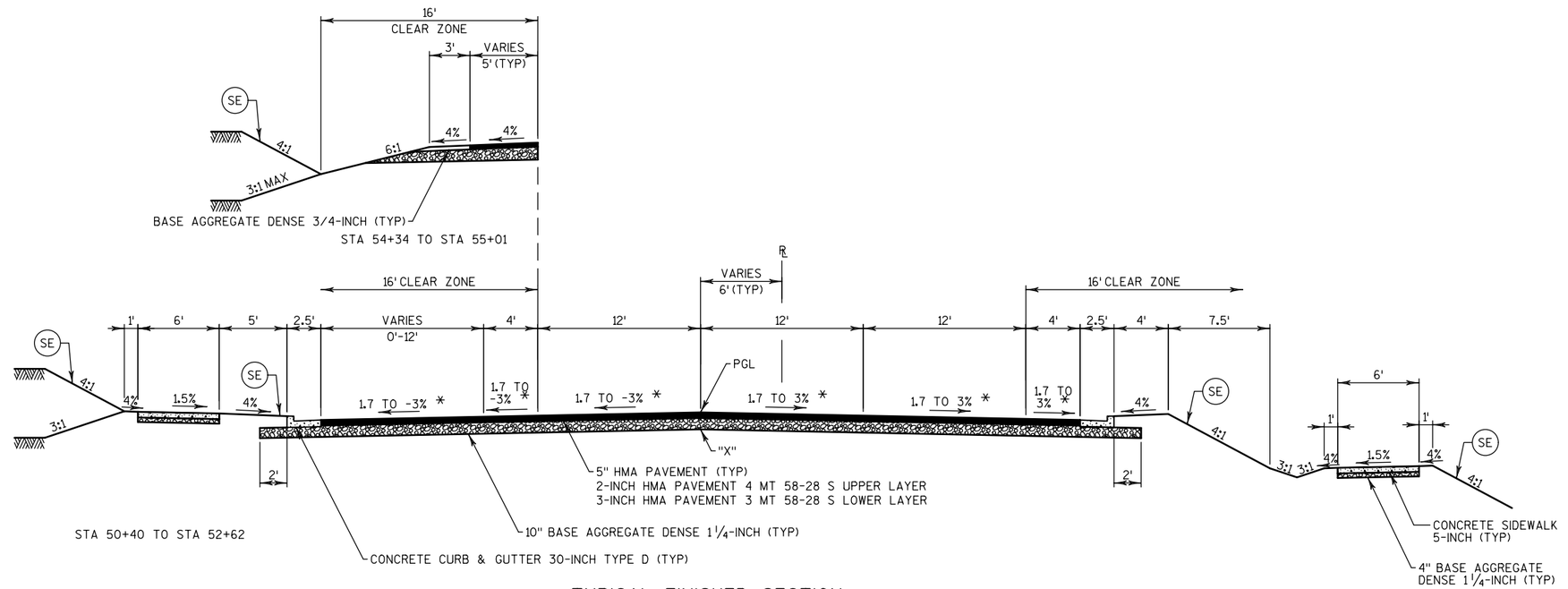
(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 24	E



TYPICAL FINISHED SECTION

NORTHVIEW RD
STA 55+01 TO STA 56+65



TYPICAL FINISHED SECTION

NORTHVIEW RD
STA 50+44 TO STA 55+01

NOTES:

* CROSS SLOPE MAY VARY AT INTERSECTIONS AND ON TURN LANES, SEE PAVING SHEETS

"X" = SUBGRADE REFERRED TO ON CROSS SECTIONS

(SE) TOPSOIL OR SALVAGED TOPSOIL, SEED, E-MAT AND FERTILIZER

(SO) TOPSOIL OR SALVAGED TOPSOIL, SOD AND FERTILIZER

NOTE:
STA 50+44 TO STA 51+20
PAVEMENT STRUCTURE CHANGES TO CONCRETE PAVEMENT
8-INCH, OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH,
OVER 16" SELECT CRUSHED MATERIAL.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 25	E

2

N

0 5 10

SCALE IN FEET

WAUKESHA BYPASS

FIDDLERS CREEK DR

50+61.79, 59.85' RT
858.80

50+62.25, 64.83' RT
858.79

50+63.61, 59.68' RT
858.73

50+64.07, 64.66' RT
858.71

50+61.36, 55.22' RT
858.81

50+69.97, 45.23' RT
859.30

50+69.51, 40.25' RT
859.22

50+65.15, 35.86' RT
858.91 (HIGH POINT)

50+68.96, 34.28' RT
858.80

50+68.86, 33.22' RT
858.79

50+67.35, 32.19' RT
858.86

50+71.71, 63.95' RT
859.25

50+72.88, 76.59' RT
859.45

50+71.25, 58.98' RT
859.26

4.0%

7.0%

0.30%

1.5%

0.50%

0.50%

1.5%

7.0%

1.5%

4.0%

0.30%

50+78.07, 24.22' RT
858.62

50+77.07, 22.69' RT
858.69

50+82.83, 75.67' RT
859.60

50+81.20, 58.05' RT
859.41

50+81.66, 63.03' RT
859.40

50+78.91, 33.36' RT
858.75

50+79.47, 39.33' RT
859.17

50+79.93, 44.31' RT
859.25

51+03.95, 16.43' RT
858.38

CURB RAMP TYPE 2

50+43.31, 44.26' LT
859.48

50+44.68, 39.12' LT
859.42

50+45.11, 44.61' LT
859.41

50+46.42, 39.71' LT
859.35

50+42.72, 48.31' LT
859.50

50+47.10, 39.77' LT
859.36

50+53.08, 40.33' LT
859.78

4.0%

1.5%

50+46.59, 44.75' LT
859.43

50+62.26, 30.31' LT
859.43

7.0%

1.5%

50+52.62, 45.31' LT
859.85

1.5%

50+56.33, 55.60' LT
860.36

50+63.43, 25.40' LT
859.35

50+59.73, 40.94' LT
859.88

50+58.59, 45.86' LT
859.94

50+63.98, 19.42' LT
858.93

50+63.17, 17.01' LT
858.99

50+64.06, 18.62' LT
858.92

1.2%

1.5%

7.0%

1.50%

4.0%

1.50%

1.50%

1.50%

50+66.07, 57.86' LT
860.51

50+74.46, 14.70' LT
858.70

50+74.07, 12.91' LT
858.77

50+72.24, 31.24' LT
859.28

50+68.33, 48.12' LT
859.79

50+73.38, 26.32' LT
859.20

50+82.55, 12.00' LT
858.62

50+73.94, 20.35' LT
858.78

50+69.47, 43.20' LT
859.73

CURB RAMP TYPE 2

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

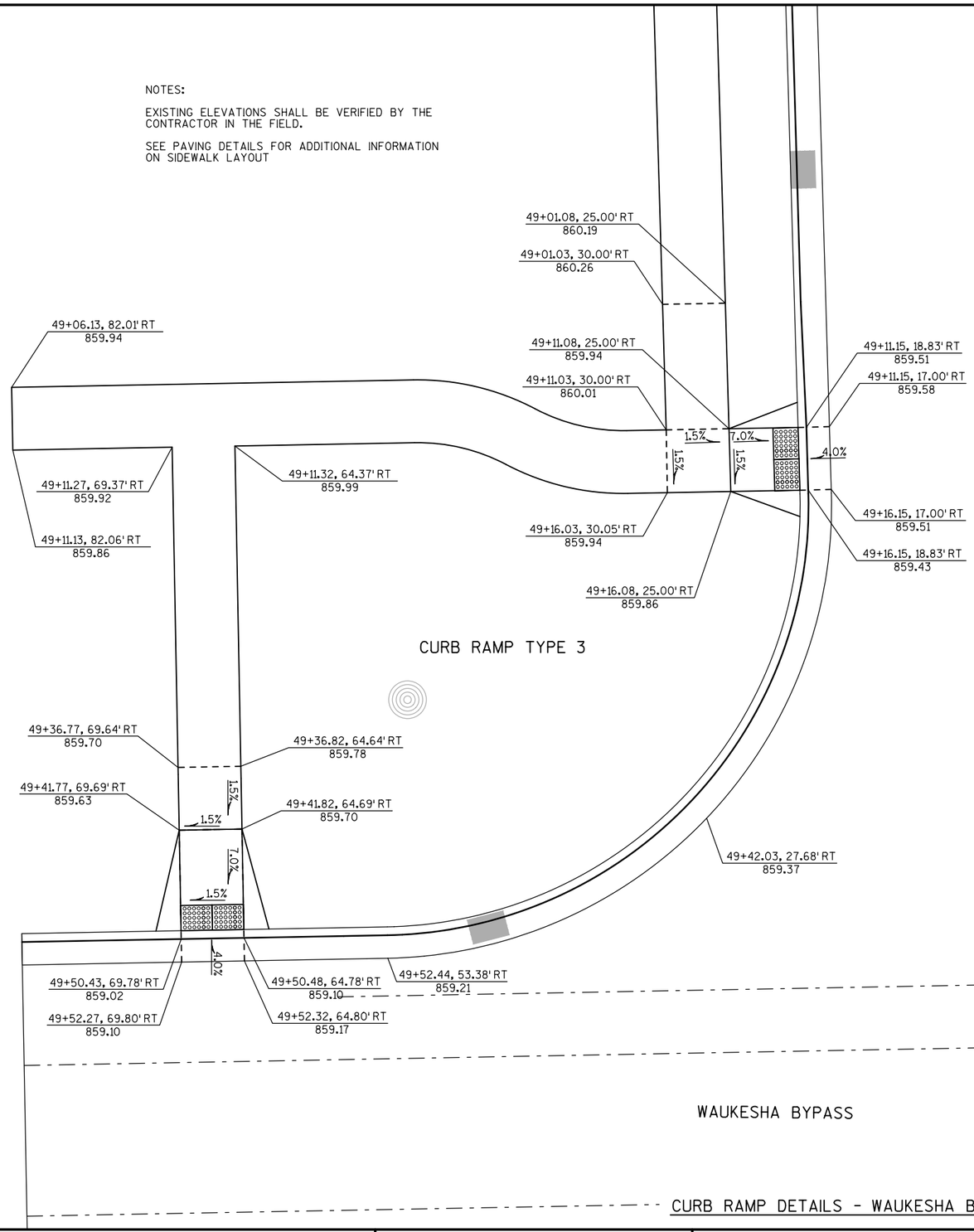
CURB RAMP DETAILS - WAUKESHA BYPASS AND FIDDLERS CREEK DRIVE INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 26	E

NOTES:

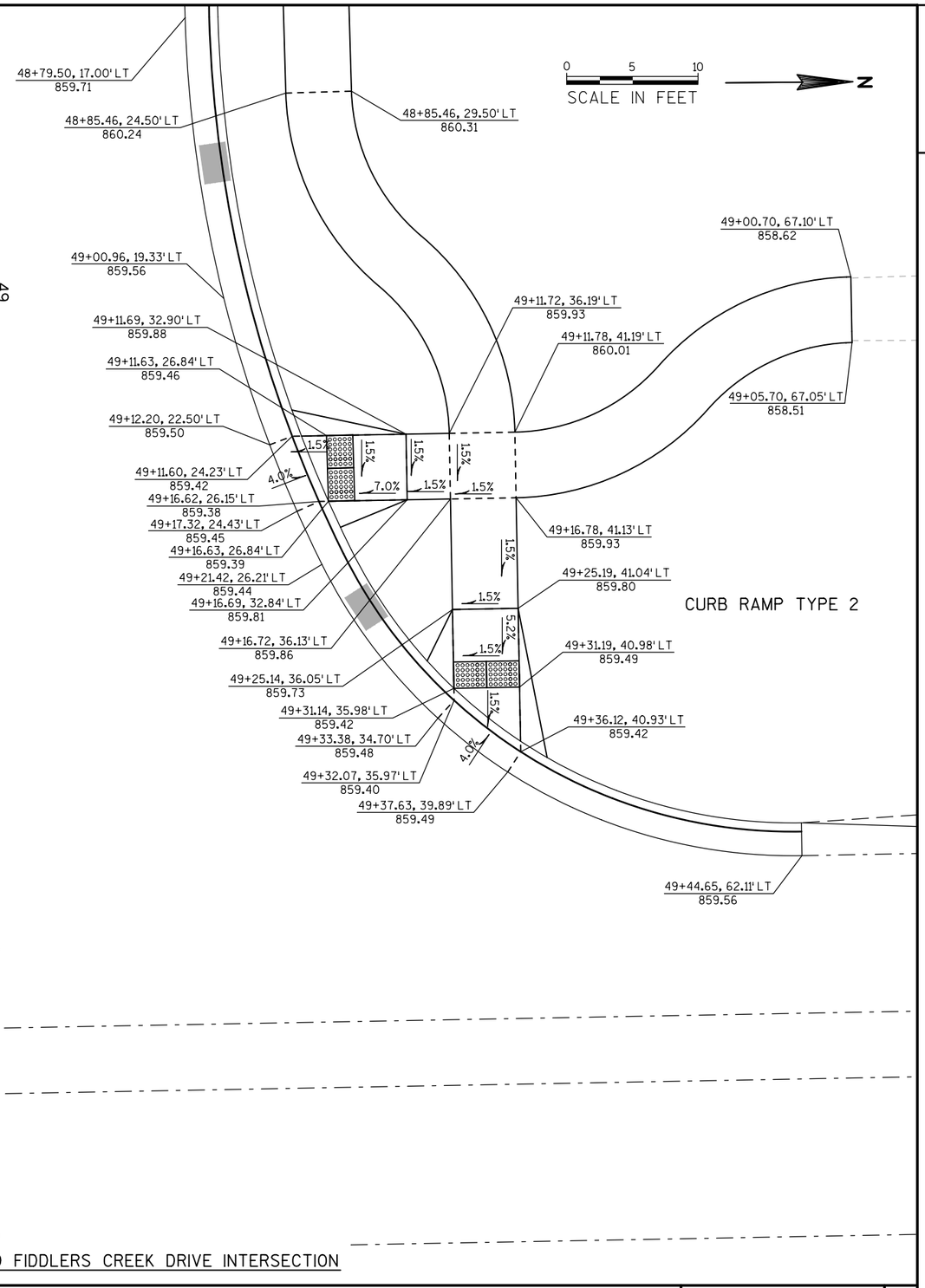
EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT



FIDDLERS CREEK DR

49



CURB RAMP DETAILS - WAUKESHA BYPASS AND FIDDLERS CREEK DRIVE INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 27	E

USH 18

282+10.66, 99.99' LT
856.70

282+00.97, 77.56' LT
856.99

282+00.70, 103.04' LT
857.39

281+96.19, 74.79' LT
856.98

281+97.52, 73.53' LT
857.05

281+96.69, 106.04' LT
857.46

281+91.48, 70.45' LT
857.05

281+91.33, 75.53' LT
857.05

281+92.62, 69.03' LT
857.13

281+84.93, 76.52' LT
857.50

281+90.58, 70.59' LT
857.07

281+84.17, 71.57' LT
857.52

281+80.15, 72.19' LT
857.58

281+81.81, 62.40' LT
857.25

281+80.27, 77.23' LT
857.51

281+80.72, 61.91' LT
857.27

281+79.98, 63.59' LT
857.20

281+80.00, 64.33' LT
857.21

281+75.63, 59.76' LT
857.31

281+74.94, 61.46' LT
857.24

282+75.27, 78.00' LT
857.58

281+75.17, 72.96' LT
857.66

281+75.00, 64.43' LT
857.28

4.0%
1.5%
7.0%
0.40%
VAR 1.5% MAX
1.5%
1.5%
4.7%
1.5%
4.0%

CURB RAMP TYPE 2

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

281+49.51, 88.46' LT
858.28

281+46.74, 50.89' LT
857.64

281+46.31, 84.61' LT
858.20

281+25.00, 47.64' LT
857.89

281+10.03, 47.00' LT
858.06

281+17.55, 100.00' LT
857.63

281+17.55, 95.00' LT
857.55

WAUKESHA BYPASS

282

N

0 5 10
SCALE IN FEET

2

CURB RAMP DETAILS - WAUKESHA BYPASS AND USH 18/SUMMIT AVE INTERSECTION

SUMMIT AVE

CURB RAMP TYPE 6

281+83.21, 54.24' RT
858.57
281+83.10, 64.33' RT
858.64
281+81.38, 54.22' RT
858.64
281+81.27, 64.31' RT
858.71
281+77.66, 53.68' RT
858.68
281+77.76, 48.91' RT
858.50
281+77.70, 47.08' RT
858.57
281+76.29, 63.59' RT
858.76
281+72.76, 67.05' RT
858.79
281+72.21, 67.59' RT
858.78
281+71.74, 69.36' RT
858.71
281+72.70, 47.24' RT
858.60
281+72.75, 49.07' RT
858.53
281+72.67, 53.14' RT
858.68
281+60.91, 64.66' RT
858.77
281+60.45, 66.43' RT
858.70
281+65.77, 59.90' RT
858.88
281+76.38, 173.02' RT
860.91
281+74.44, 150.20' RT
860.60
281+70.20, 127.70' RT
860.10
281+63.68, 105.74' RT
859.25
281+63.35, 135.97' RT
861.19
281+49.54, 89.78' RT
858.57
281+53.85, 89.11' RT
858.65
281+50.81, 88.54' RT
858.55
281+52.11, 87.25' RT
858.62
281+58.49, 137.14' RT
861.29
281+44.04, 80.62' RT
858.49
281+43.03, 82.16' RT
858.41
281+41.50, 79.06' RT
858.45
281+42.54, 82.63' RT
858.42
281+45.33, 93.90' RT
858.99
281+41.75, 97.40' RT
859.07
281+38.18, 100.89' RT
859.14
281+37.40, 87.67' RT
858.86
281+30.67, 74.42' RT
858.60
281+29.93, 94.98' RT
859.02
281+18.18, 80.79' RT
859.39
281+15.53, 90.42' RT
859.56
281+09.38, 68.75' RT
858.73

4.0%
3.6%
1.0%
5%
2.0%
1.5%
VAR 10% MAX
1.5%
1.5%

WAUKESHA BYPASS

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

N

0 5 10
SCALE IN FEET

CURB RAMP DETAILS - WAUKESHA BYPASS AND USH 18/SUMMIT AVE INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 29	E

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

N

0 5 10

SCALE IN FEET

284+01.35, 62.67' LT
855.44

283+73.93, 68.63' LT
855.55 (HIGH POINT)

283+63.67, 71.29' LT
855.51

283+53.26, 107.39' LT
856.23

283+50.05, 109.71' LT
856.14

283+51.09, 102.84' LT
856.28

283+46.62, 112.72' LT
856.06

283+46.95, 105.79' LT
856.21

283+43.13, 109.14' LT
856.14

283+39.40, 93.31' LT
855.19

283+50.00, 77.12' LT
855.42

283+42.25, 83.02' LT
855.36

283+37.80, 90.66' LT
855.15

283+36.34, 89.55' LT
855.22

283+33.44, 138.59' LT
854.78

283+33.15, 94.32' LT
855.18

283+34.73, 95.25' LT
855.11

283+35.12, 95.90' LT
855.12

283+28.49, 137.87' LT
854.85

283+28.93, 103.49' LT
855.03

283+22.64, 65.59' LT
855.85

283+18.51, 58.76' LT
856.18

283+21.51, 63.71' LT
855.89

283+14.72, 52.50' LT
856.28

283+23.10, 67.36' LT
855.78

283+14.63, 49.74' LT
856.20

283+14.60, 49.07' LT
856.19

283+18.05, 68.67' LT
855.88

283+14.66, 47.24' LT
856.26

283+17.59, 66.90' LT
855.95

283+17.23, 66.30' LT
855.96

283+09.65, 47.08' LT
856.33

283+14.23, 61.35' LT
856.25

283+09.60, 48.91' LT
856.25

283+11.65, 57.07' LT
856.31

283+09.63, 49.92' LT
856.27

283+07.43, 57.72' LT
856.15

283+09.71, 52.31' LT
856.34

283+06.23, 57.90' LT
856.13

283+06.67, 52.78' LT
856.22

283+04.40, 57.98' LT
856.06

283+06.01, 52.88' LT
856.21

283+04.18, 52.96' LT
856.14

7.0%

4.5%

4.0%

5.0%

3.0%

4.0%

CURB RAMP TYPE 6

WAUKESHA BYPASS

283

USH 18

CURB RAMP DETAILS - WAUKESHA BYPASS AND USH 18/SUMMIT AVE INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 30	E

FILE NAME : FD_021008_cd.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 10:1

WISDOT/CADDS SHEET 42

2

WAUKESHA BYPASS

283

N

0 5 10

SCALE IN FEET

CURB RAMP TYPE 2

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

283+45.61, 50.70' RT
857.47

283+25.00, 55.87' RT
857.65

283+19.93, 71.15' RT
858.62

283+21.65, 81.05' RT
858.76

283+10.40, 72.29' RT
858.21

283+10.56, 65.98' RT
857.76

283+10.65, 62.87' RT
857.72

283+10.01, 61.17' RT
857.79

283+08.49, 82.18' RT
858.36

283+08.73, 61.67' RT
857.80

283+04.75, 63.49' RT
857.82

283+05.59, 65.12' RT
857.74

283+05.57, 65.88' RT
857.76

283+05.40, 72.16' RT
858.20

282+97.62, 71.09' RT
857.82

282+96.73, 70.96' RT
857.81

282+95.56, 69.55' RT
857.88

282+87.66, 77.82' RT
857.94

282+86.94, 78.79' RT
857.95

283+03.47, 82.04' RT
858.33

282+96.19, 80.99' RT
857.99

282+88.43, 79.86' RT
857.88

282+95.17, 104.08' RT
859.19

282+90.75, 101.73' RT
859.12

282+77.83, 102.47' RT
858.24

1.5%

7.0%

4.0%

VARIES 0.5% MIN

4.5%

SUMMIT AVE

CURB RAMP DETAILS - WAUKESHA BYPASS AND USH 18/SUMMIT AVE INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 31	E

0 5 10
SCALE IN FEET

N

WAUKESHA BYPASS

50+58.90, 65.45' RT
853.98

50+67.89, 52.40' RT
854.46

50+67.66, 46.79' RT
854.06

50+65.85, 45.05' RT
854.12

50+66.23, 44.60' RT
854.12

50+67.62, 45.80' RT
854.05

50+68.52, 68.12' RT
854.65

50+68.12, 58.13' RT
854.54

1.5%

1.5%

1.5%

7.0%

1.5%

4.0%

50+77.30, 38.06' RT
854.09

50+76.30, 36.52' RT
854.16

50+79.05, 34.78' RT
854.17

50+78.51, 67.73' RT
854.80

50+78.11, 57.73' RT
854.69

50+77.65, 46.38' RT
854.21

50+77.88, 52.00' RT
854.61

50+94.89, 41.47' RT
855.57

50+98.78, 25.01' RT
854.60

CURB RAMP TYPE 4B1

50+97.52, 45.72' RT
855.65

51+19.97, 19.02' RT
855.25

51+41.90, 17.00' RT
855.87

MEADOWBROOK SHOPPING CENTER DRIVEWAY

51

50+43.89, 88.46' LT
854.47

50+49.64, 71.64' LT
854.38

50+54.24, 62.57' LT
854.35

50+62.17, 65.18' LT
854.80

50+62.46, 60.19' LT
854.73

50+62.80, 54.07' LT
854.30

50+62.86, 52.87' LT
854.28

50+61.31, 80.16' LT
855.32

50+61.40, 51.76' LT
854.35

1.4%

4.0%

1.5%

7.0%

1.4%

1.4%

50+72.40, 40.99' LT
854.33

50+73.44, 42.50' LT
854.26

50+75.83, 38.84' LT
854.33

50+72.78, 54.62' LT
854.44

50+72.44, 60.75' LT
854.87

50+72.16, 65.74' LT
854.94

50+71.30, 80.72' LT
855.47

50+98.00, 33.00' LT
854.73

CURB RAMP TYPE 4B1

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - WAUKESHA BYPASS AND MEADOWBROOK SHOPPING CENTER DRIVEWAY INTERSECTION

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 32	E

2

0 5 10
SCALE IN FEET

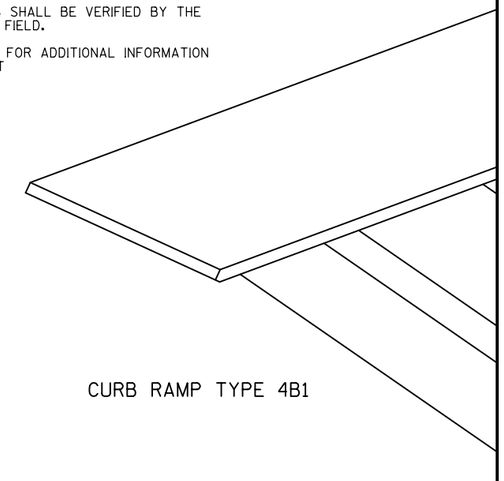
N

2

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT



CURB RAMP TYPE 4B1

49

48+80.96, 20.46' RT
850.98

48+40.65, 28.63' RT
850.71

49+13.95, 11.00' LT
851.87

49+01.09, 24.14' RT
851.57

48+40.26, 33.62' RT
850.63

49+25.85, 35.63' RT
852.04

49+25.47, 27.90' RT
851.93

49+26.93, 26.07' RT
852.00

49+32.07, 26.95' RT
852.09

49+31.88, 35.41' RT
852.12

49+36.07, 28.43' RT
852.16

49+31.59, 28.72' RT
852.02

49+43.74, 34.04' RT
852.60

CURB RAMP TYPE 4B1

1.5%
4.0%
7.0%

GAS STATION DRIVEWAY

49+25.29, 24.03' LT
852.28

49+25.29, 30.03' LT
852.70

49+25.69, 36.22' LT
852.77

49+26.97, 48.26' LT
853.40

49+24.47, 15.26' LT
852.21

49+26.10, 16.95' LT
852.27

49+25.29, 18.38' LT
852.19

49+30.70, 22.02' LT
852.41

49+29.30, 23.19' LT
852.34

49+29.25, 24.19' LT
852.35

49+33.50, 25.73' LT
852.50

49+29.39, 35.15' LT
852.85

49+28.99, 30.18' LT
852.77

49+31.90, 48.53' LT
853.44

49+39.59, 38.96' LT
852.95

49+41.14, 53.44' LT
853.22

CURB RAMP DETAILS - WAUKESHA BYPASS AND GAS STATION DRIVEWAY INTERSECTION

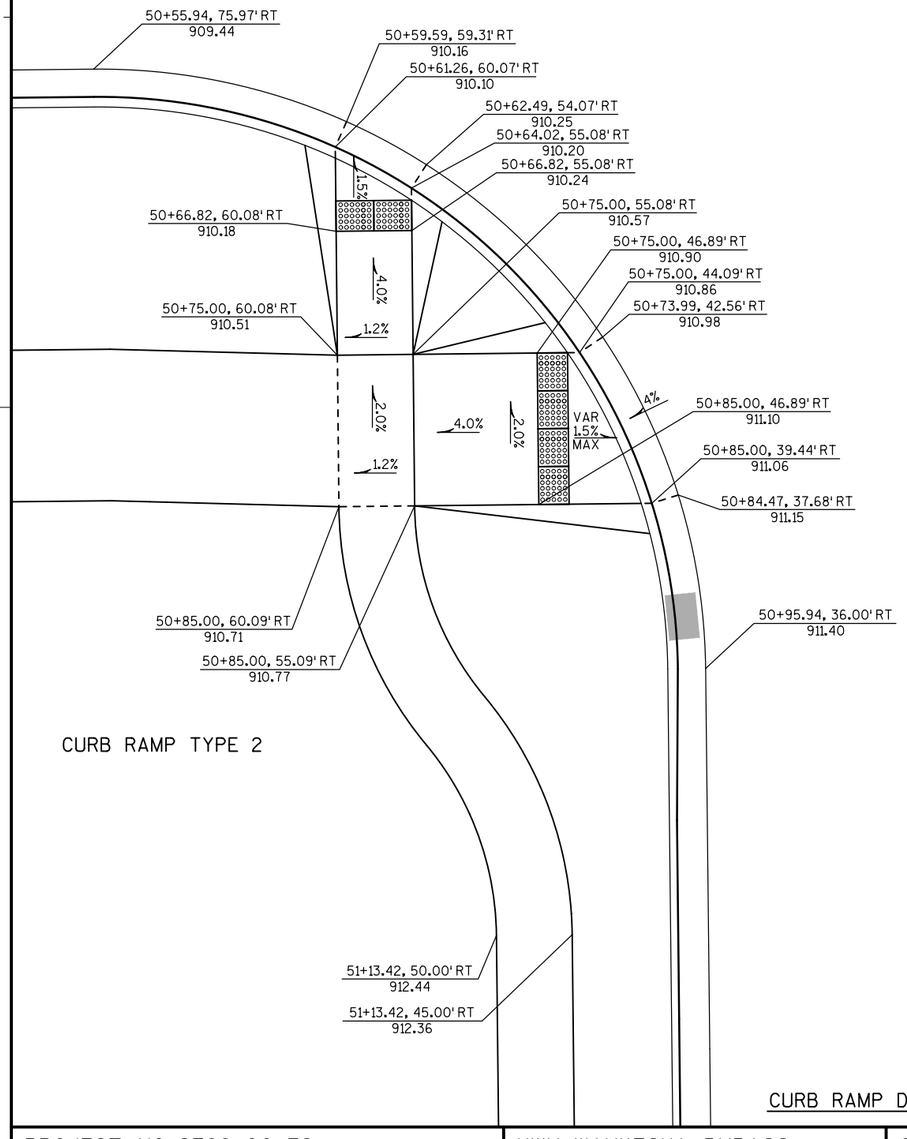
WAUKESHA BYPASS

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 33	E

WAUKESHA BYPASS

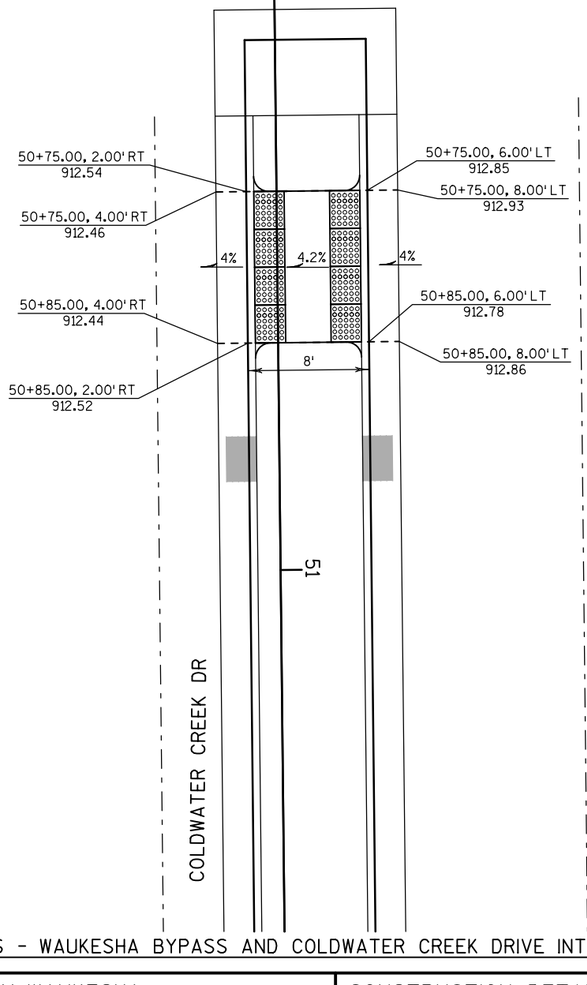
SCALE IN FEET 0 5 10 N

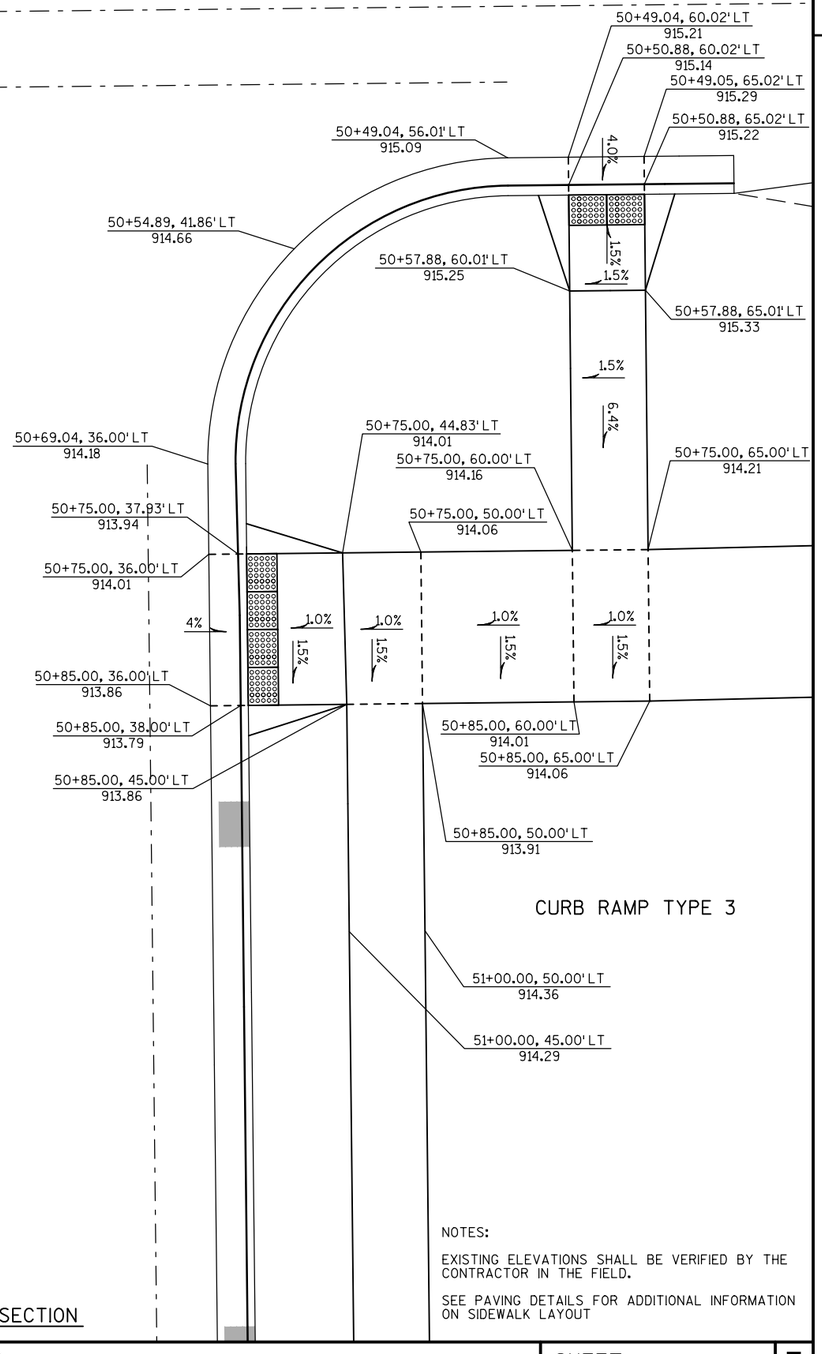
2



CURB RAMP TYPE 2

CURB RAMP TYPE 5





CURB RAMP TYPE 3

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - WAUKESHA BYPASS AND COLDWATER CREEK DRIVE INTERSECTION

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 34	E

2

2

0 5 10

SCALE IN FEET

N

COLDWATER CREEK DR

CURB RAMP TYPE 5

304+64.00, 11.00' LT
910.56

304+69.00, 10.94' LT
910.78

304+64.00, 9.17' LT
910.49

304+69.00, 9.10' LT
910.71

4.0%

2.1%

1.0%

6'

304+64.00, 6.00' LT
910.55

304+69.00, 6.02' LT
910.78

4.0%

305

304+64.00, 2.83' LT
910.52

304+64.00, 1.00' LT
910.59

304+69.00, 2.94' LT
910.75

304+69.00, 1.10' LT
910.82

WAUKESHA BYPASS

305+84.08, 1.00' RT
915.46

305+89.08, 1.00' RT
915.63

305+84.08, 2.83' RT
915.39

305+89.08, 2.83' RT
915.56

4.0%

305+84.08, 6.0' RT
915.42

1.0%

1.9%

305+89.08, 6.0' RT
915.59

6'

4.0%

305+84.08, 9.17' RT
915.35

305+89.08, 9.17' RT
915.54

305+84.08, 11.00' RT
915.42

305+89.08, 11.00' RT
915.61

CURB RAMP TYPE 5

COLDWATER CREEK DR

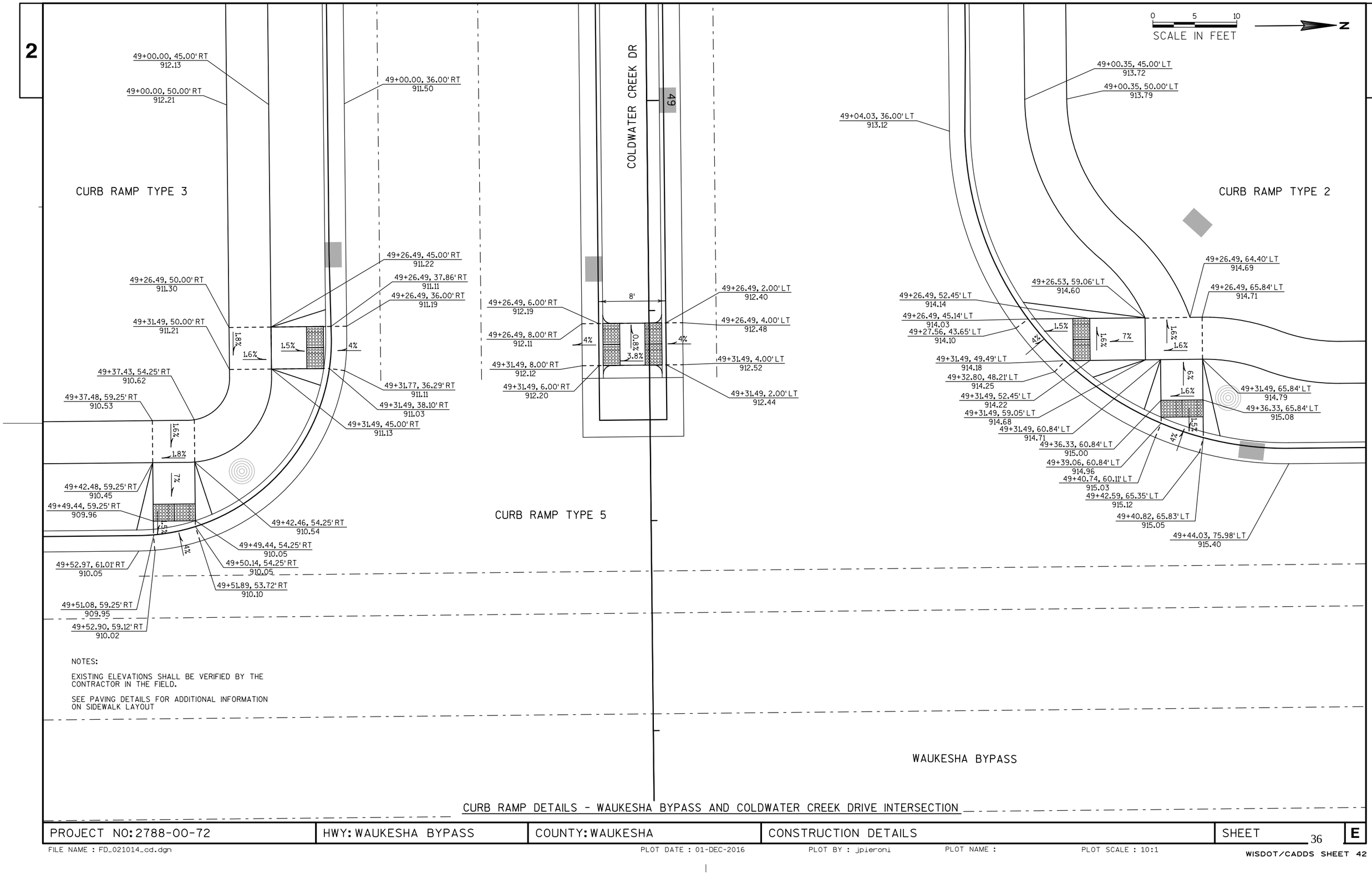
NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - WAUKESHA BYPASS AND COLDWATER CREEK DRIVE INTERSECTION

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 35	E



NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - WAUKESHA BYPASS AND COLDWATER CREEK DRIVE INTERSECTION

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 36	E

NORTHVIEW ROAD

CURB RAMP TYPE 2

CURB RAMP TYPE 5

WAUKESHA BYPASS

340

50

N

0 5 10
SCALE IN FEET

340+48.90, 81.06' LT
992.23

340+44.74, 95.59' LT
993.10

340+39.89, 96.79' LT
993.18

340+40.71, 67.03' LT
991.81

340+42.39, 65.94' LT
991.89

340+37.47, 62.58' LT
991.70

340+39.02, 61.31' LT
991.78

340+36.92, 62.69' LT
991.71

340+37.92, 67.59' LT
991.82

340+30.37, 69.13' LT
992.07

340+29.67, 64.17' LT
991.99

340+28.33, 54.62' LT
991.32

340+29.40, 52.31' LT
991.39

340+28.24, 53.94' LT
991.31

340+23.64, 48.76' LT
991.25

340+22.71, 50.53' LT
991.17

340+23.38, 55.32' LT
991.24

340+25.46, 70.13' LT
992.02

340+24.76, 65.17' LT
991.94

340+00.34, 43.00' LT
990.89

339+90.09, 58.50' LT
991.40

339+90.09, 53.50' LT
991.32

4.0%
10.3%
VAR
3.8%
MAX
1.0%
1.5%
7.0%
1.5%
4.0%

340+19.75, 2.56' RT
990.30

340+20.03, 4.54' RT
990.38

340+14.39, 3.31' RT
990.19

340+14.67, 5.29' RT
990.27

340+17.83, 13.00' RT
990.08

340+17.83, 15.00' RT
990.00

340+12.66, 13.00' RT
989.99

340+12.66, 15.00' RT
989.91

9'
7'
4.0%
1.5%
4.0%

NOTES:

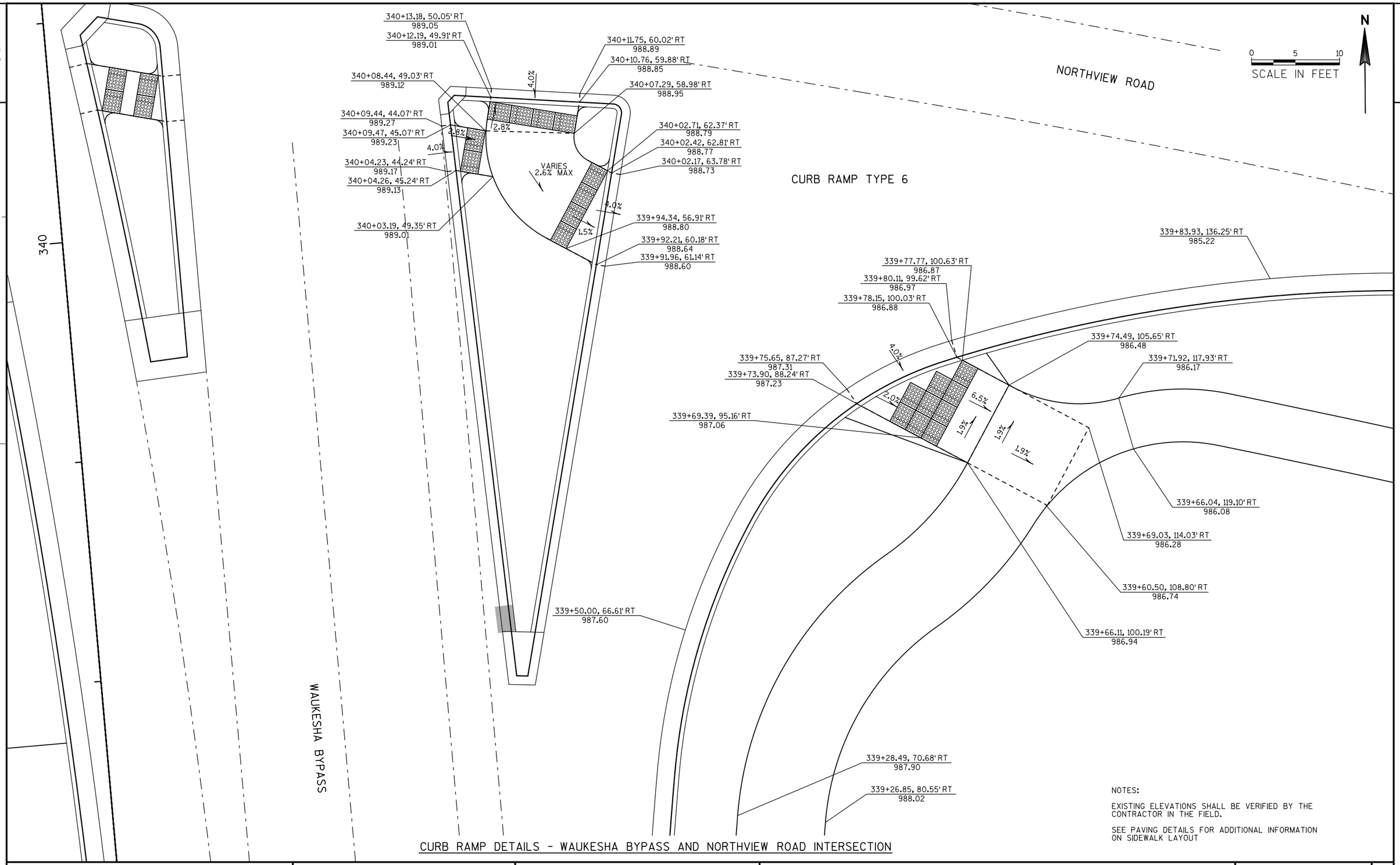
EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - WAUKESHA BYPASS AND NORTHVIEW ROAD INTERSECTION

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 37	E

FILE NAME : FD_021015_cd.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 10:1



CURB RAMP DETAILS - WAUKESHA BYPASS AND NORTHVIEW ROAD INTERSECTION

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 38	E

2

N

0 5 10
SCALE IN FEET

341+48.88, 75.12' LT
993.55

341+51.19, 79.56' LT
993.63

341+43.35, 84.43' LT
993.14

341+39.80, 87.25' LT
993.05

341+36.48, 83.51' LT
992.98

341+31.50, 101.95' LT
993.94

341+26.70, 100.58' LT
993.86

341+21.72, 91.35' LT
992.60

341+13.69, 134.41' LT
993.89

341+57.18, 61.51' LT
992.77

341+40.39, 80.39' LT
993.07

341+37.35, 70.93' LT
992.70

341+35.94, 75.30' LT
992.58

341+35.50, 74.79' LT
992.58

341+34.23, 73.25' LT
992.66

341+31.85, 78.21' LT
992.52

341+30.39, 76.85' LT
992.60

341+32.18, 78.59' LT
992.52

341+27.85, 79.85' LT
992.55

1.5%

1.5%

7.0%

4.0%

WAUKESHA BYPASS

341+17.44, 52.50' LT
992.52

341+19.20, 54.69' LT
992.49

341+19.45, 55.66' LT
992.53

4.0%

341+13.89, 56.06' LT
992.48

341+14.14, 57.03' LT
992.52

341+13.54, 55.64' LT
992.48

341+11.14, 52.66' LT
992.43

341+12.77, 46.71' LT
992.72

341+12.19, 41.71' LT
992.35

341+12.16, 42.71' LT
992.31

341+1224, 43.21' LT
992.31

4.0%

341+07.11, 41.54' LT
992.28

341+07.08, 42.54' LT
992.28

341+07.29, 43.96' LT
992.32

341+07.95, 48.23' LT
992.35

341

CURB RAMP TYPE 6

NORTHVIEW ROAD

4.0%

340+91.62, 56.64' LT
992.33

340+90.77, 56.81' LT
992.33

340+89.78, 56.94' LT
992.37

340+90.62, 51.74' LT
992.26

340+90.13, 51.84' LT
992.26

340+89.14, 51.97' LT
992.30

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - WAUKESHA BYPASS AND NORTHVIEW ROAD INTERSECTION

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 39	E

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

0 5 10
SCALE IN FEET

N

WAUKESHA BYPASS

341

341+31.58, 40.00' RT
990.74

341+25.09, 57.07' RT
991.64

341+25.86, 67.04' RT
991.79

340+95.58, 68.20' RT
990.30

341+02.10, 44.44' RT
990.39

340+98.13, 52.36' RT
990.36

340+98.85, 47.71' RT
990.29

340+98.11, 45.85' RT
990.37

340+97.23, 58.29' RT
990.45

340+89.28, 68.83' RT
990.19

340+92.48, 78.78' RT
990.13

340+92.30, 50.83' RT
990.26

340+91.32, 49.08' RT
990.34

340+92.20, 51.46' RT
990.27

340+89.41, 50.21' RT
990.33

340+91.30, 57.39' RT
990.36

340+86.70, 90.82' RT
990.32

340+81.54, 87.75' RT
990.27

340+86.02, 78.82' RT
990.03

340+80.84, 78.14' RT
989.95

340+81.42, 56.21' RT
990.10

340+83.37, 68.46' RT
990.10

340+73.10, 76.12' RT
989.45

340+74.65, 63.56' RT
989.70

340+73.48, 65.15' RT
989.67

340+75.11, 66.31' RT
989.59

340+75.62, 66.45' RT
989.60

340+69.96, 75.31' RT
989.40

340+65.10, 83.13' RT
989.32

340+68.14, 74.49' RT
989.48

4.0%
1.5%
6.3%

NORTHVIEW ROAD

50

CURB RAMP TYPE 2

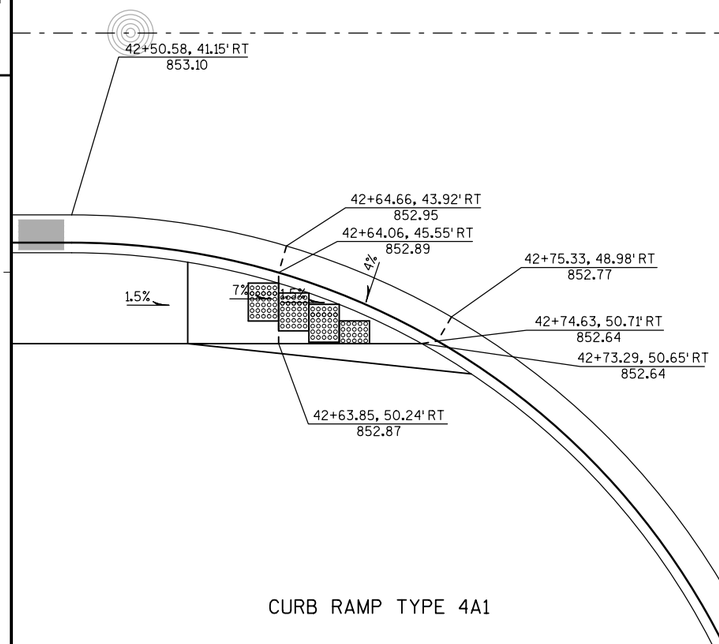
CURB RAMP DETAILS - WAUKESHA BYPASS AND NORTHVIEW ROAD INTERSECTION

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 40	E

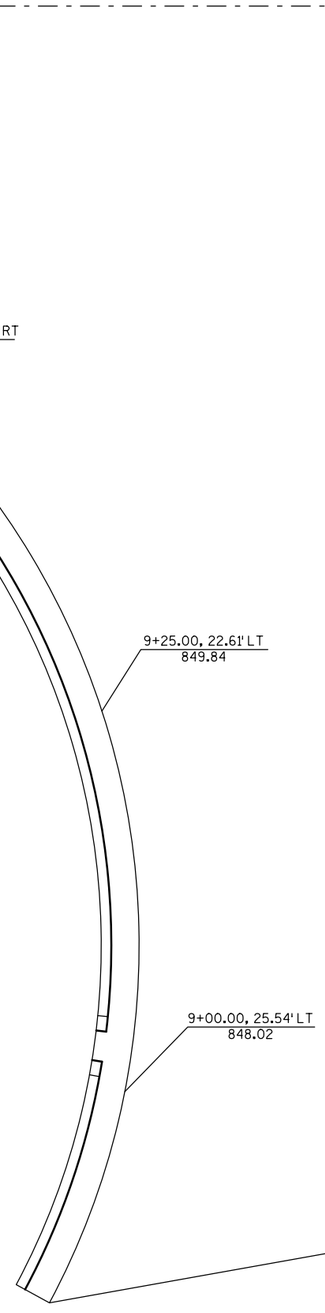
FILE NAME : FD_021018_cd.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 10:1

WISDOT/CADDS SHEET 42

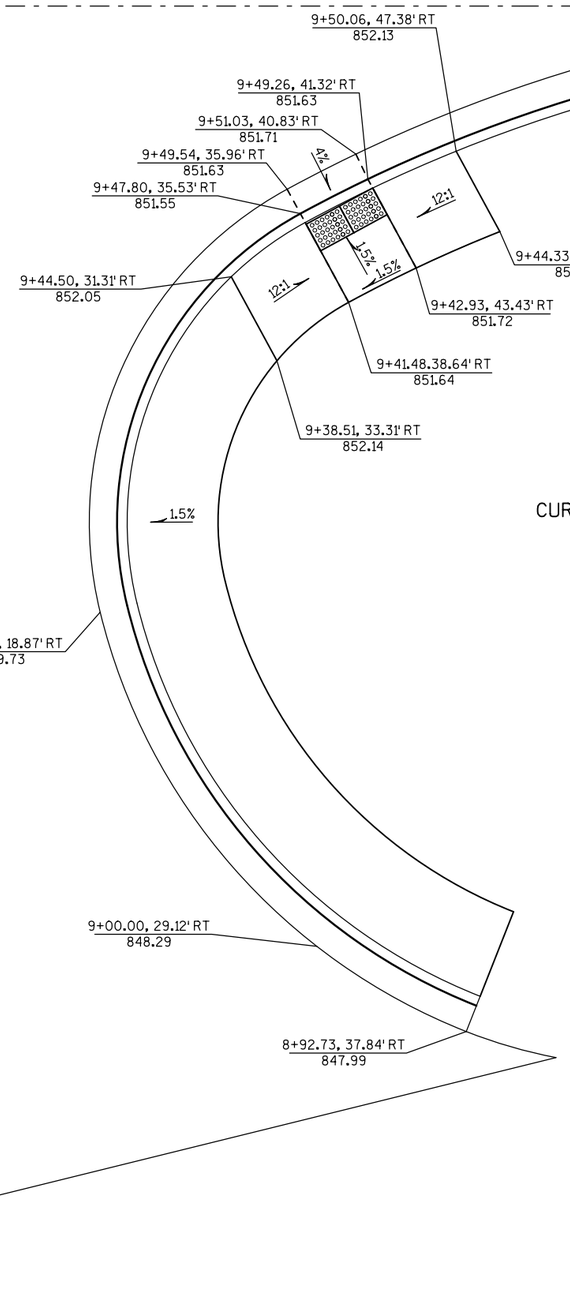
USH 18



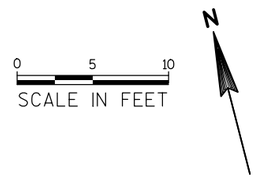
CURB RAMP TYPE 4A1



TURNBERRY OAK DRIVE



CURB RAMP TYPE 1



NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - USH 18 AND TURNBERRY OAK DRIVE INTERSECTION

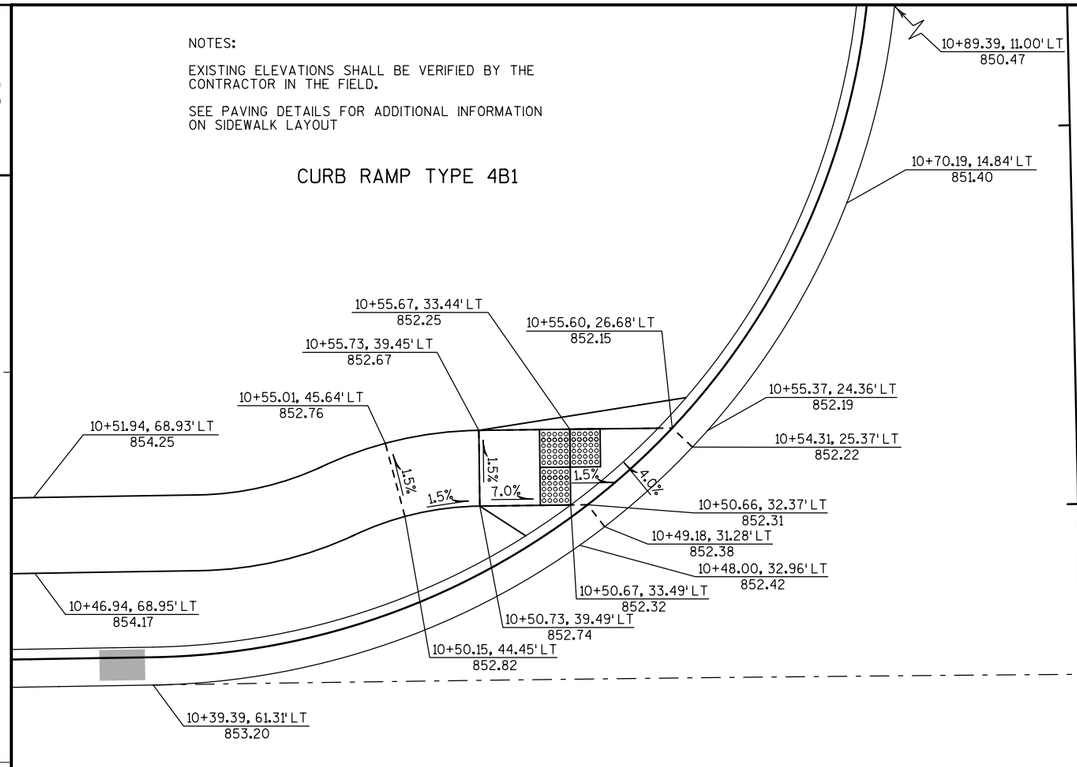
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 41	E

NOTES:

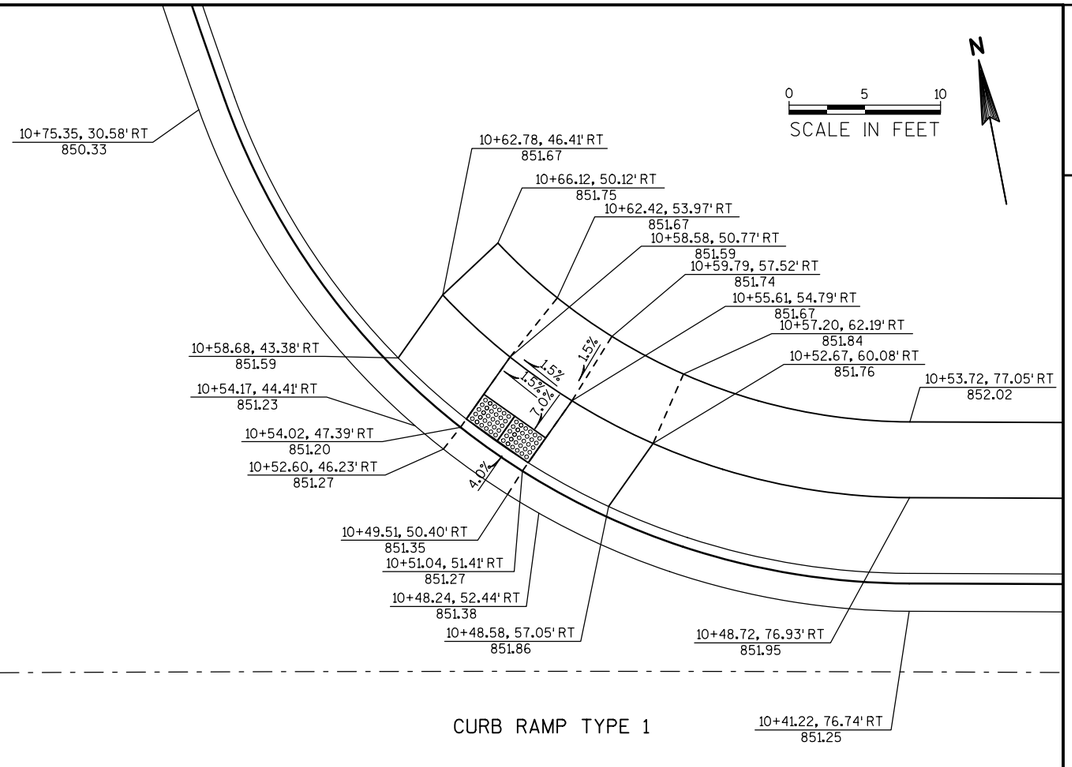
EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP TYPE 4B1



TORHORST RD

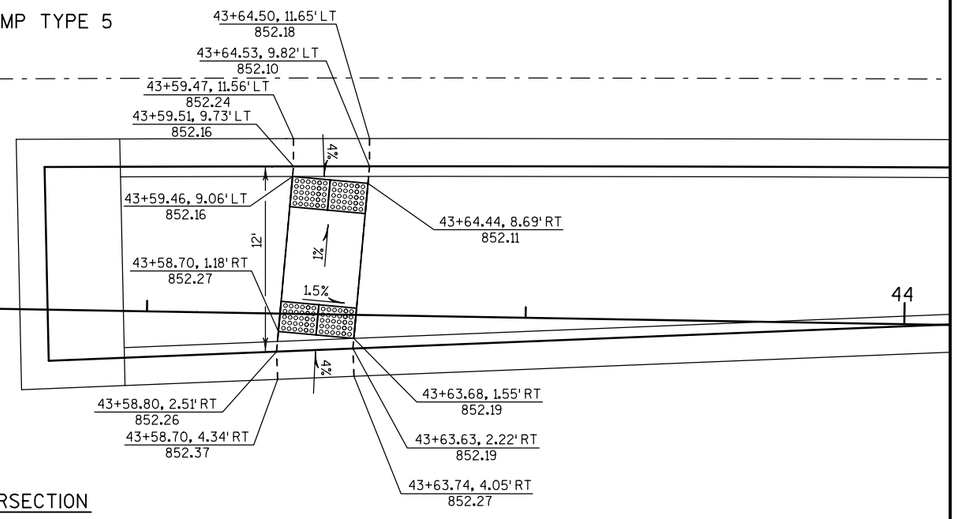


CURB RAMP TYPE 1

0 5 10
SCALE IN FEET

N

CURB RAMP TYPE 5



USH 18

43

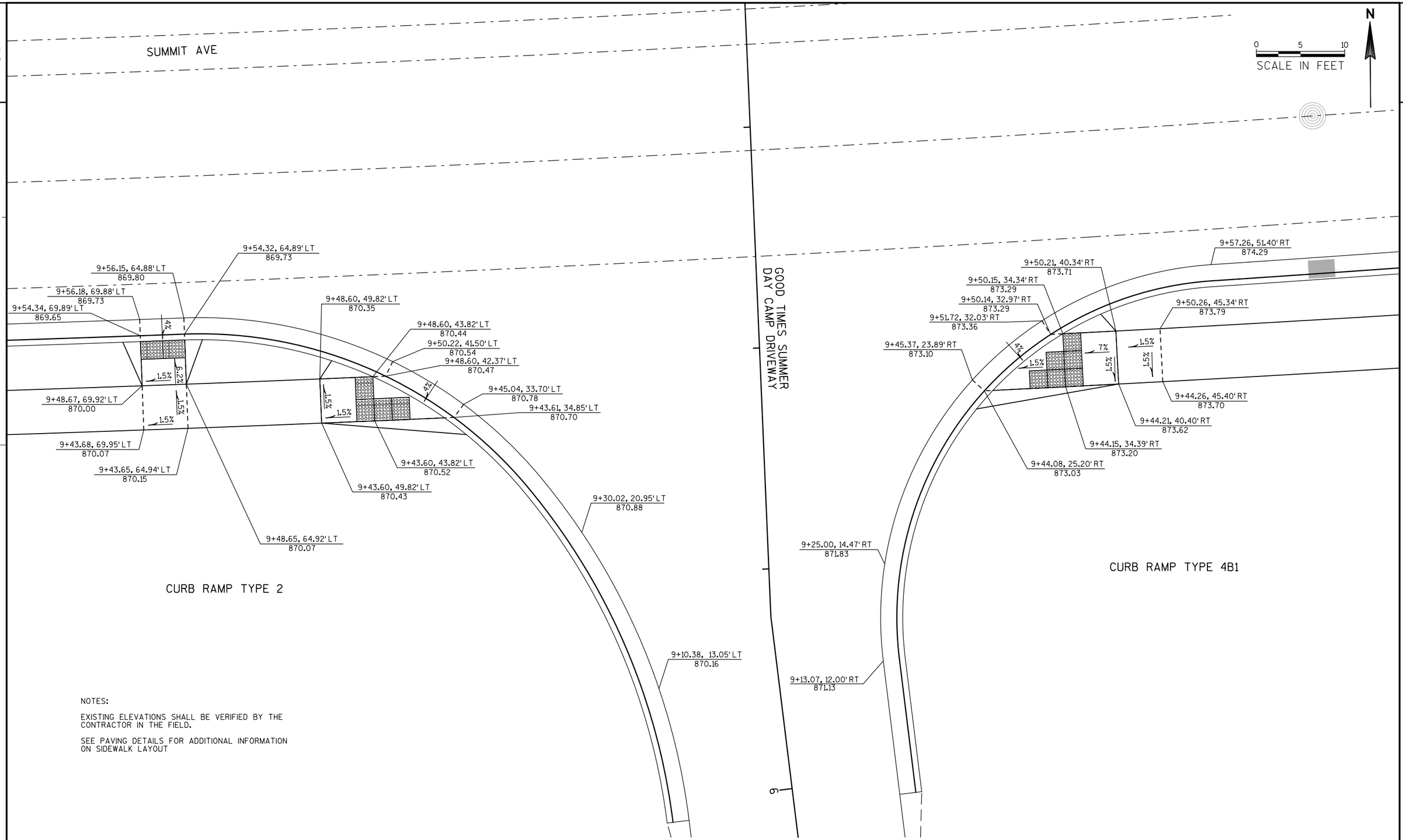
44

CURB RAMP DETAILS - USH 18 AND TORHORST ROAD INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 42	E

SUMMIT AVE

GOOD TIMES SUMMER CAMP DRIVEWAY



CURB RAMP TYPE 2

CURB RAMP TYPE 4B1

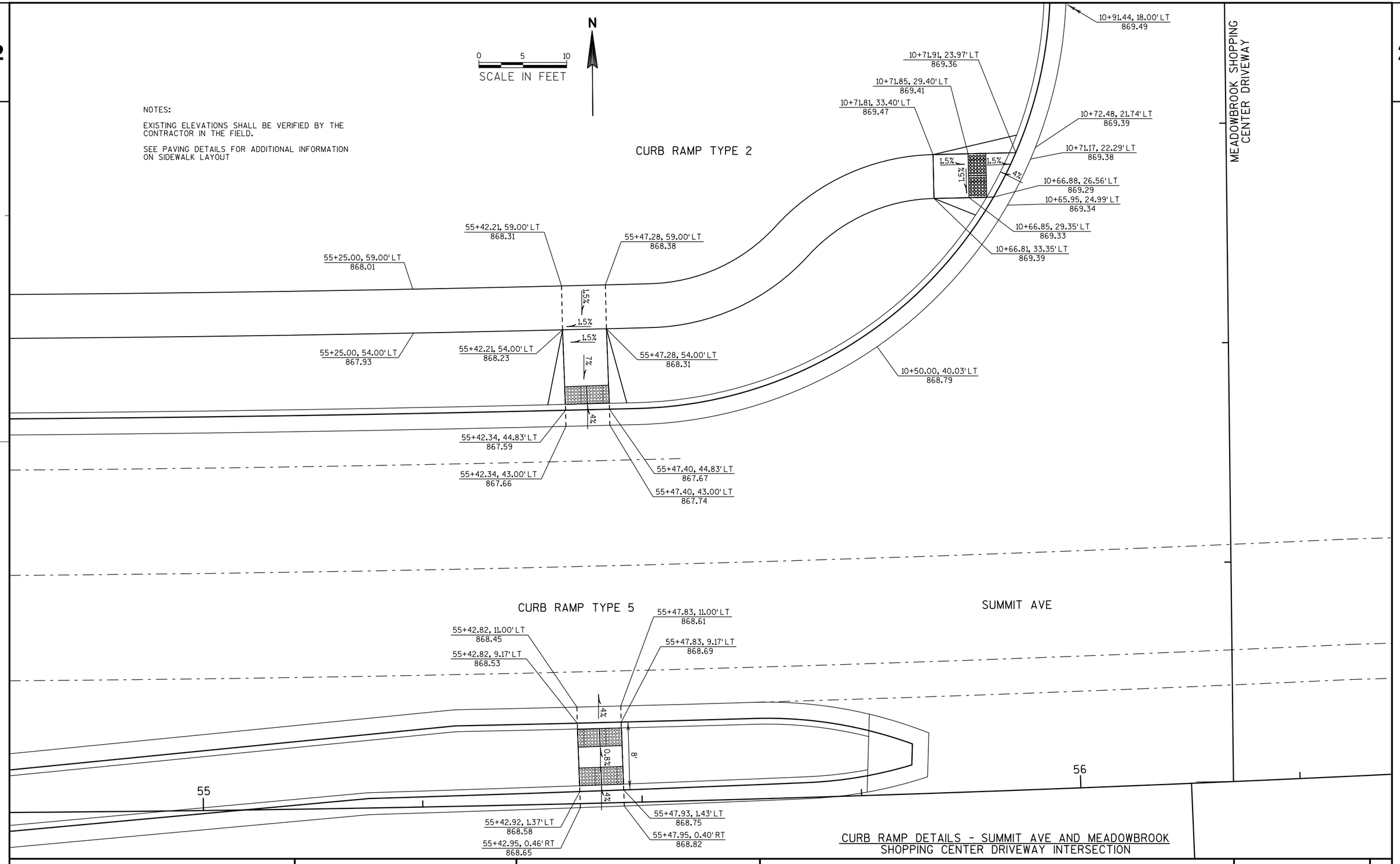
NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - SUMMIT AVE AND GOOD TIMES SUMMER CAMP DRIVEWAY INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 43	E



CURB RAMP DETAILS - SUMMIT AVE AND MEADOWBROOK SHOPPING CENTER DRIVEWAY INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 44	E

2

2

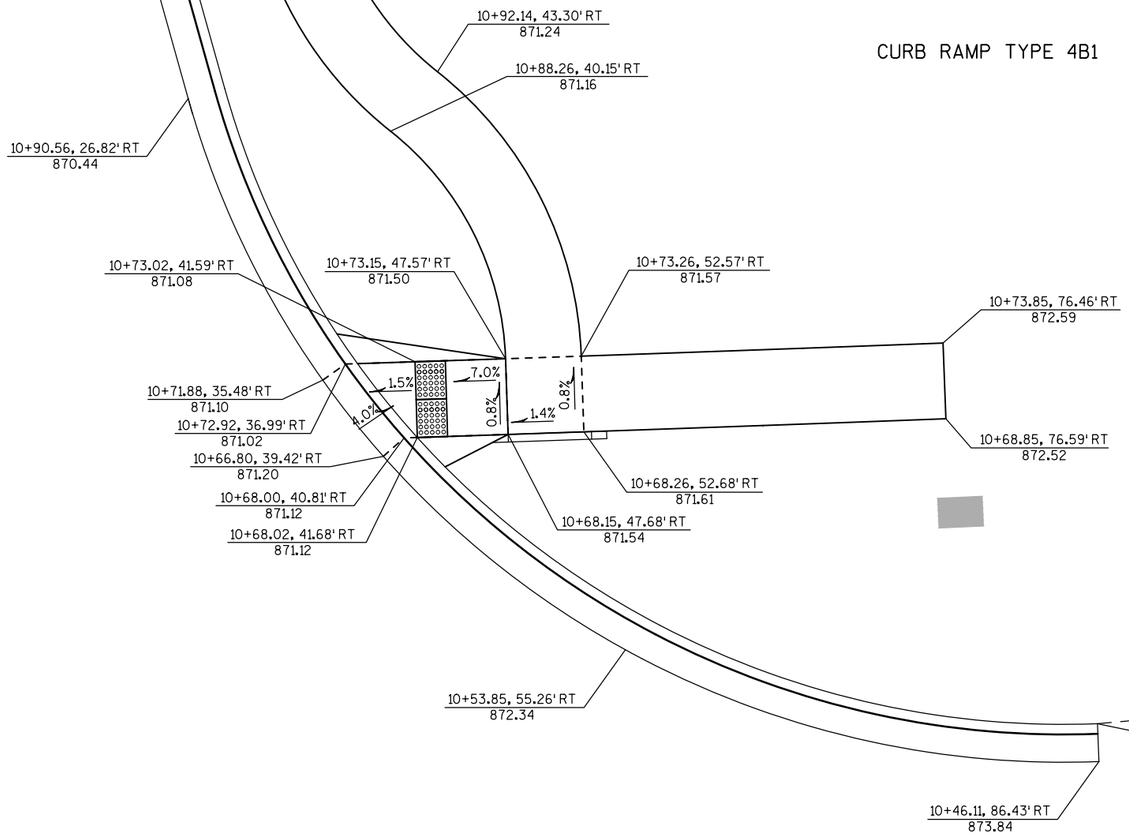
11

MEADOWBROOK SHOPPING CENTER DRIVEWAY

N

0 5 10
SCALE IN FEET

CURB RAMP TYPE 4B1



SUMMIT AVE

CURB RAMP DETAILS - SUMMIT AVE AND MEADOWBROOK
SHOPPING CENTER DRIVEWAY INTERSECTION

NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 45	E

2

62

2

SUMMIT AVE

N

0 5 10

SCALE IN FEET

61+83.91, 29.33' RT
895.01

62+10.58, 45.80' RT
895.59

62+00.00, 45.93' RT
895.90

62+16.58, 45.80' RT
895.42

62+17.48, 45.80' RT
895.41

62+18.85, 44.58' RT
895.48

VAR
2.9%
MAX

4%

1.5%

62+23.46, 50.84' RT
895.38

62+21.90, 51.80' RT
895.31

62+00.00, 51.93' RT
895.81

62+10.58, 51.80' RT
895.54

62+16.58, 51.80' RT
895.39

CHURCH, SPORTS COMPLEX, AND
FIRE STATION DRIVEWAY

62+29.96, 77.54' LT
893.83

CURB RAMP TYPE 4B1

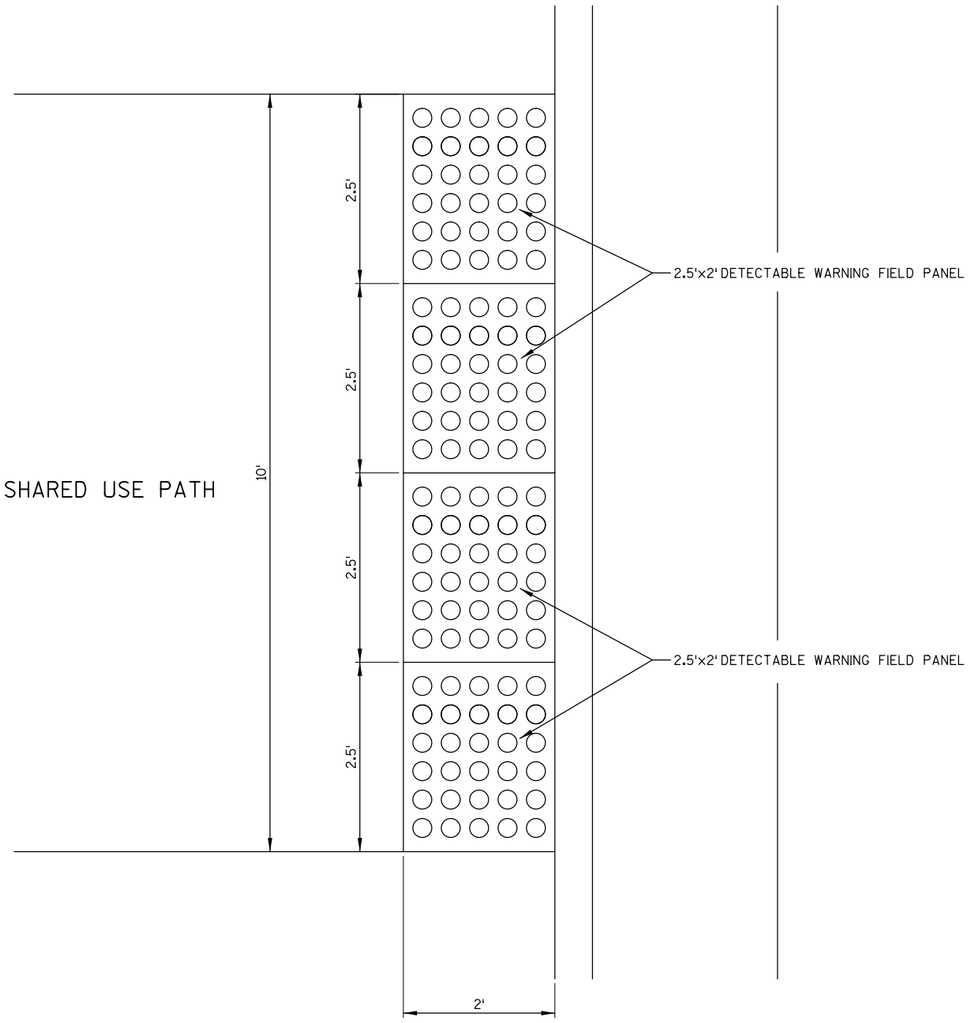
NOTES:

EXISTING ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

SEE PAVING DETAILS FOR ADDITIONAL INFORMATION ON SIDEWALK LAYOUT

CURB RAMP DETAILS - SUMMIT AVE AND CHURCH, SPORTS COMPLEX, AND FIRE STATION DRIVEWAY INTERSECTION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 46	E



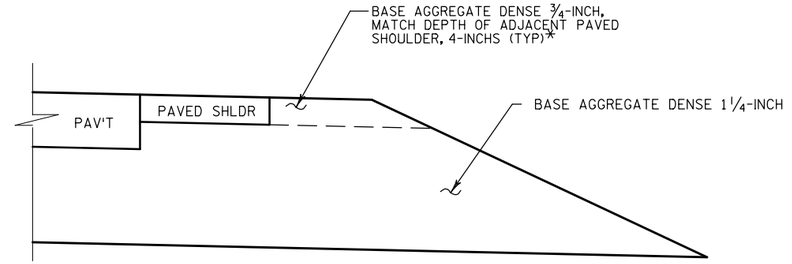
DETECTABLE WARNING FIELD FOR SHARED USE PATH

NOTES

THE DETECTABLE WARNING FIELD SHALL BE PLACED AT THE EDGE OF THE PAVED PORTION OF THE PATH WIDTH.

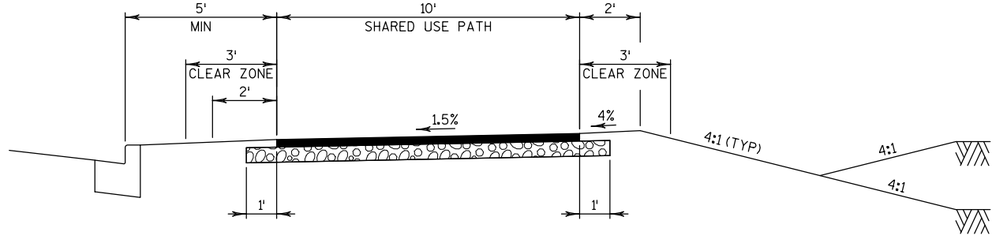
DO NOT PROVIDE SPACE BETWEEN MULTIPLE PANELS.

MAINTAIN A MAXIMUM 5-FOOT DISTANCE BETWEEN BACK OF CURB RAMP AND NEAR EDGE OF DWF PANEL(S). IF THIS DISTANCE EXCEEDS 5 FEET, MAINTAIN THE FULL-WIDTH DWF PANEL CONFIGURATION AND PROVIDE AN ADDITIONAL, STAGGERED PANEL TO REDUCE THIS DIMENSION TO LESS THAN 5 FEET. DO NOT STAGGER THE PANELS TRANSVERSALLY ACROSS THE SIDEWALK OR PATH.



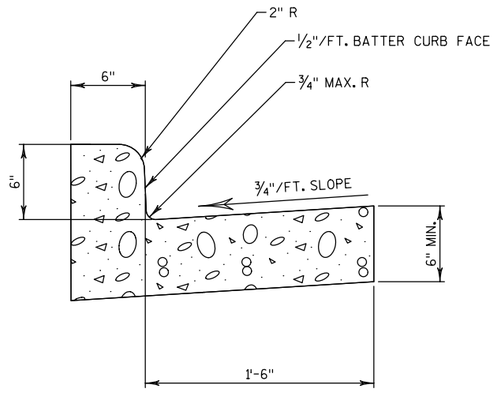
* IF NO PAVED SHOULDER IS PRESENT, ONLY 3-INCHES OF BASE AGGREGATE DENSE 3/4- INCH IS REQUIRED

BASE AGGREGATE DENSE DETAIL

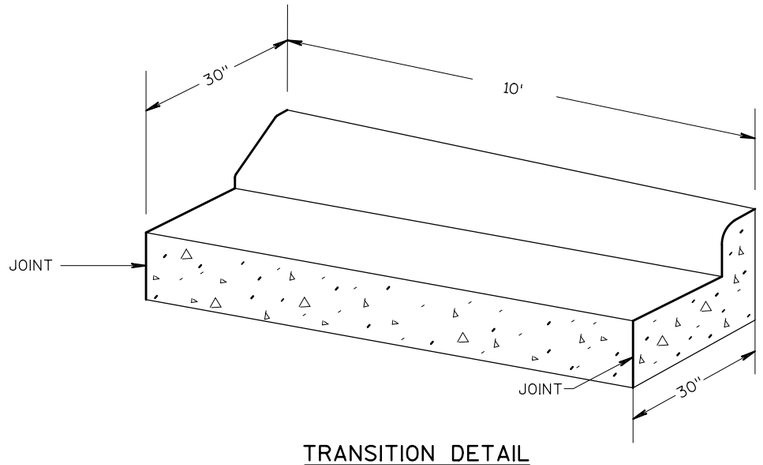


SHARED USE PATH CLEAR ZONE

NOTE:
CLEAR ZONE SHALL BE CLEAR OF TREES, ABUTMENTS, POLES, CULVERTS, GUARDRAILS, UTILITIES AND OTHER POTENTIAL HAZARDS.

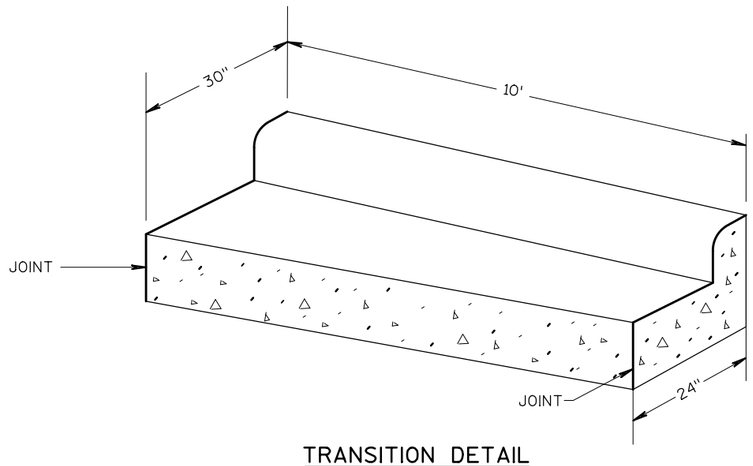


CONCRETE CURB & GUTTER 24-INCH DETAIL



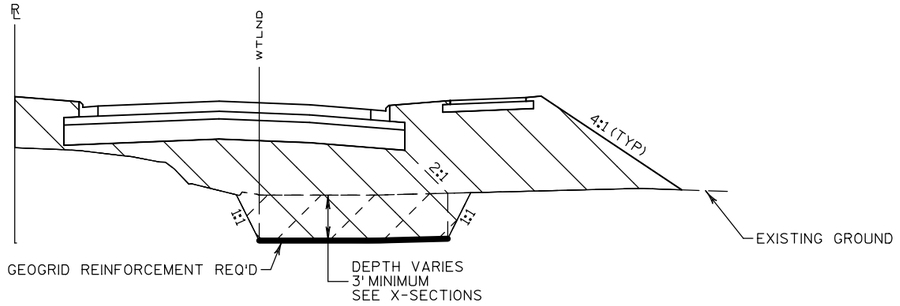
TRANSITION DETAIL

CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
TO CONCRETE CURB & GUTTER 30-INCH TYPE A OR D
(TO BE PAID FOR AS CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G)



TRANSITION DETAIL

CONCRETE CURB & GUTTER 30-INCH TYPE D
TO CONCRETE CURB & GUTTER 24-INCH
(TO BE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D)



MARSH EXCAVATION DETAIL

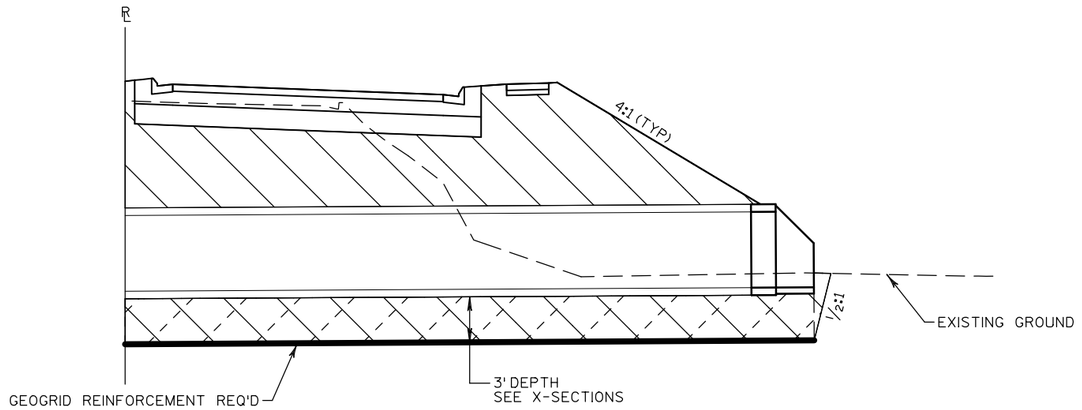
EXCAVATION AREA

FILL & BACKFILL AREA

NOTES:

THE BACKFILL PLACED IN THE LOWER 3 FEET OF THE EXCAVATION AREA SHOULD CONSIST OF BREAKER RUN.

THE SEAMS BETWEEN GEOGRID STRIPS SHOULD BE OVERLAPPED A MINIMUM OF 2 FEET OR THE AMOUNT RECOMMNDED BY THE MANUFACTURER.



MARSH EXCAVATION AT CULVERTS DETAIL

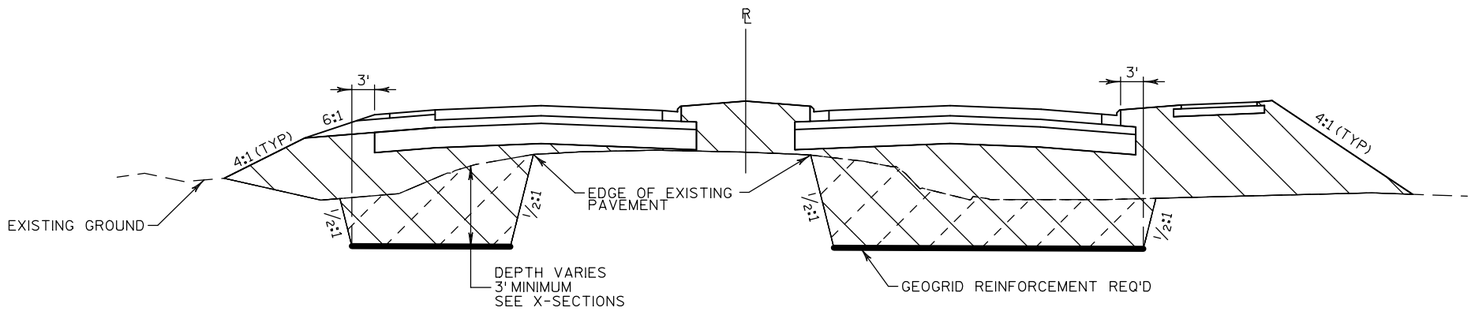
EXCAVATION AREA

FILL & BACKFILL AREA

NOTES:

THE BACKFILL PLACED IN THE LOWER 3 FEET OF THE EXCAVATION AREA SHOULD CONSIST OF BREAKER RUN. FILL PLACED ADJACENT TO THE CULVERT MUST CONFORM TO STANDARD SPECIFICATION 520.2.5.

THE SEAMS BETWEEN GEOGRID STRIPS SHOULD BE OVERLAPPED A MINIMUM OF 2 FEET OR THE AMOUNT RECOMMNDED BY THE MANUFACTURER.



EXCAVATION BELOW SUBGRADE (EBS) DETAIL

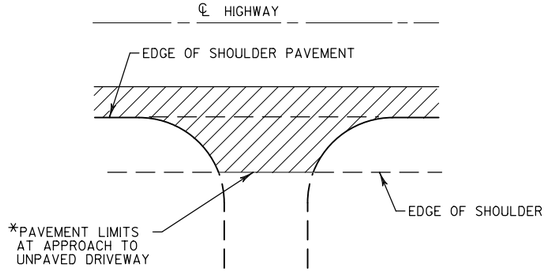
EXCAVATION AREA

FILL & BACKFILL AREA

NOTES:

THE BACKFILL PLACED IN THE LOWER 3 FEET OF THE EXCAVATION AREA SHOULD CONSIST OF BREAKER RUN.

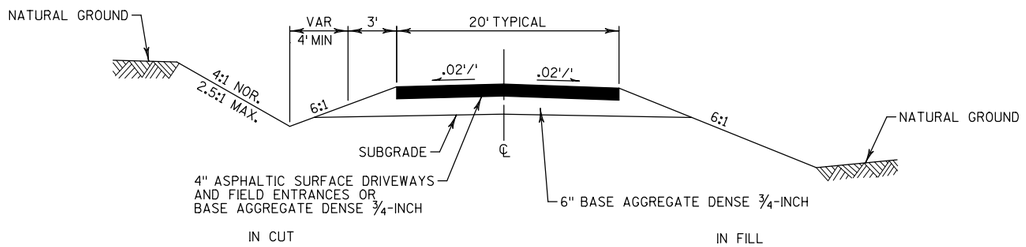
THE SEAMS BETWEEN GEOGRID STRIPS SHOULD BE OVERLAPPED A MINIMUM OF 2 FEET OR THE AMOUNT RECOMMNDED BY THE MANUFACTURER.



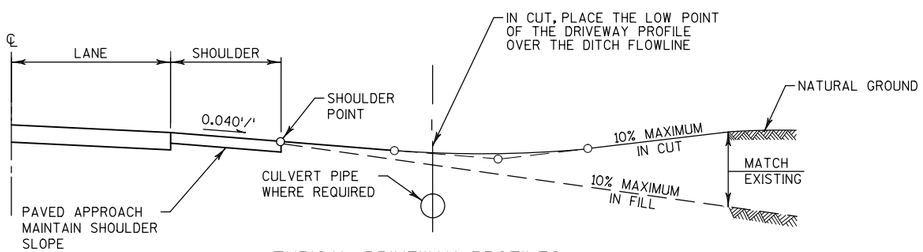
*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL

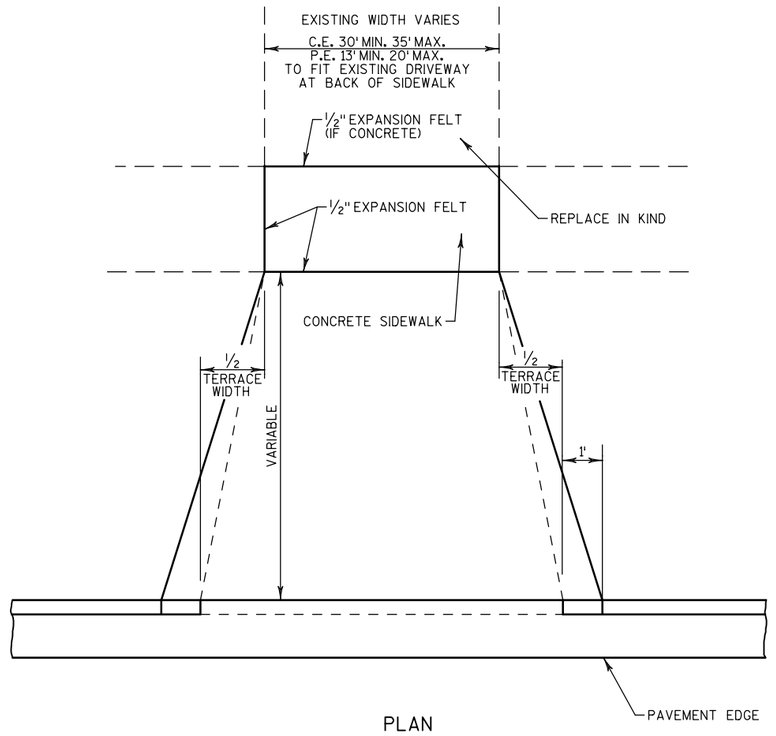


TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE

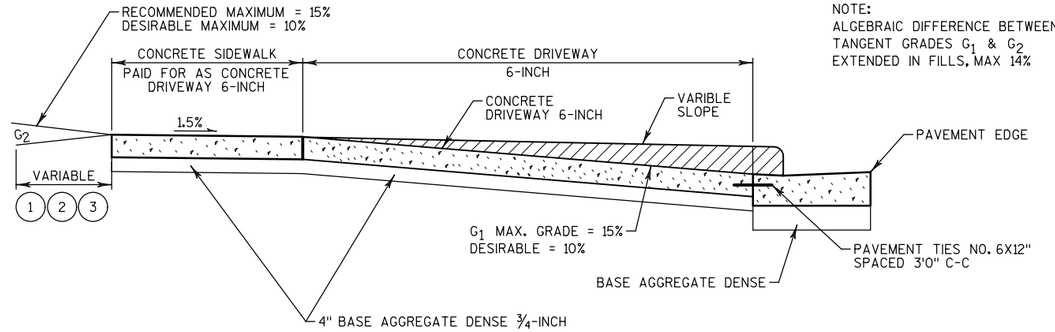


TYPICAL DRIVEWAY PROFILES

RURAL DRIVEWAY DETAIL



PLAN

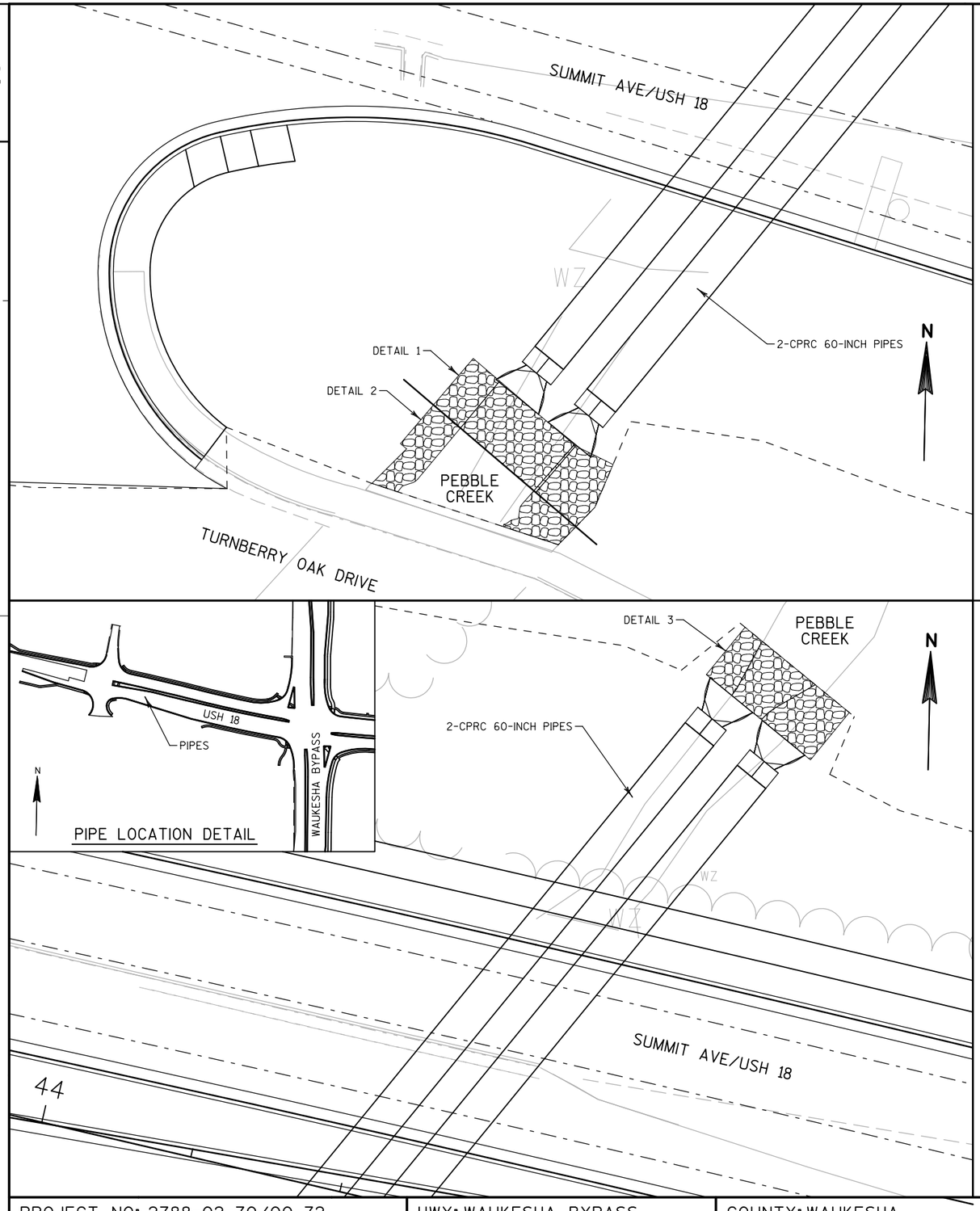


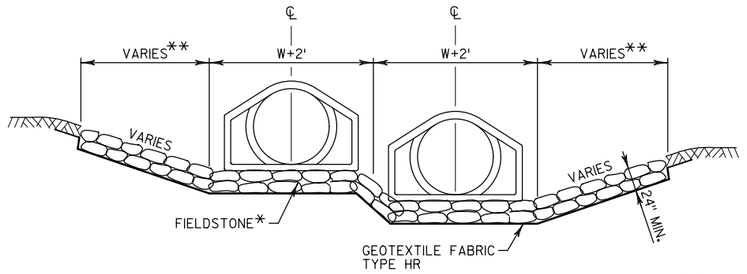
NOTE:
ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G_1 & G_2 EXTENDED IN FILLS, MAX 14%

1. 6" BASE AGGREGATE DENSE ¾-INCH WITH 4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
2. 4" BASE AGGREGATE DENSE ¾-INCH WITH CONCRETE DRIVEWAY 6-INCH
3. 10" BASE AGGREGATE DENSE ¾-INCH

PROFILE

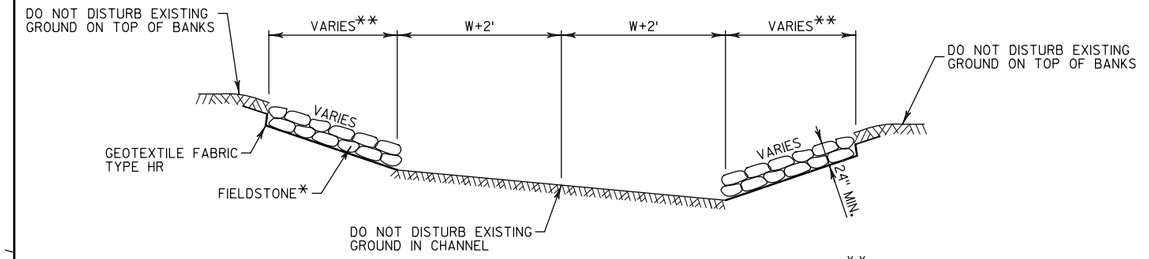
URBAN DRIVEWAY DETAIL





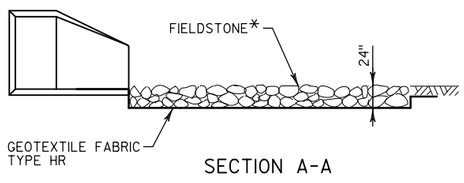
**SEE PLAN VIEW FOR FIELDSTONE LIMITS

DETAIL 1 FOR SPECIAL DITCH WITH FIELDSTONE AND GEOTEXTILE FABRIC

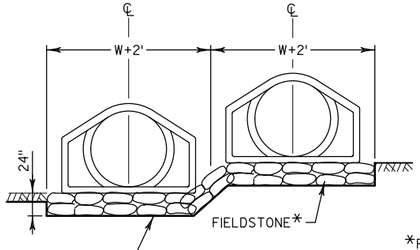


**SEE PLAN VIEW FOR FIELDSTONE LIMITS

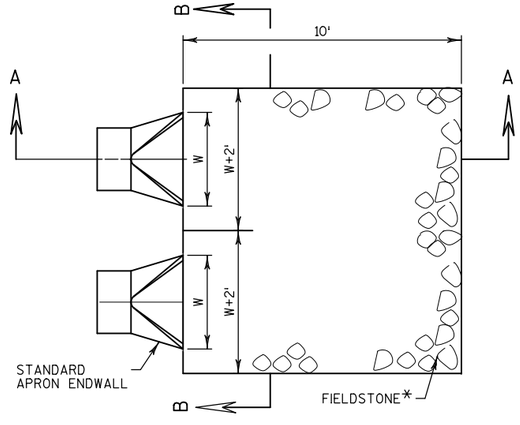
DETAIL 2 FOR SPECIAL DITCH WITH FIELDSTONE AND GEOTEXTILE FABRIC



SECTION A-A



SECTION B-B

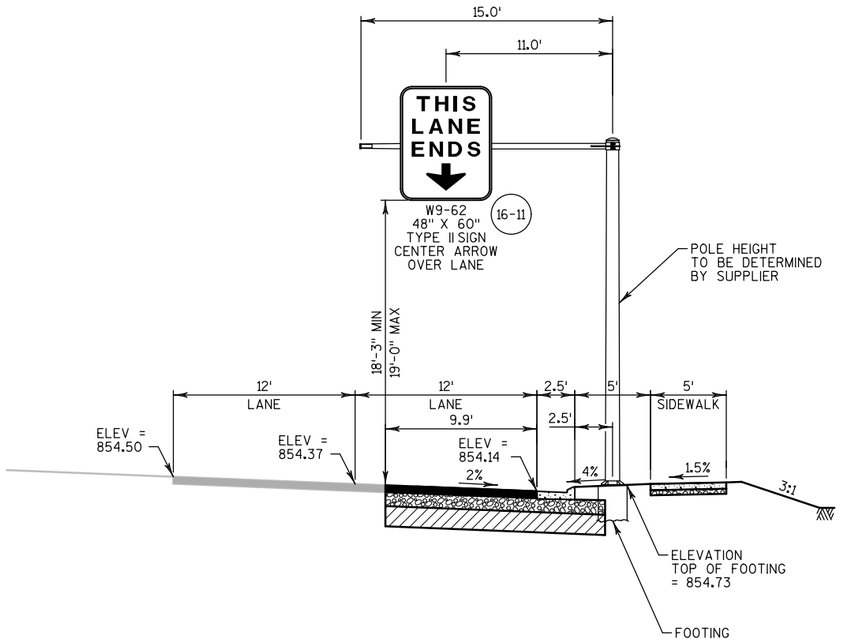


*FIELDSTONE CANNOT BE PLACED ABOVE PIPE INVERT

NOTE: FIELDSTONE MATERIAL AND CONTRUCTION PER FIELDSTONE RIPRAP HEAVY SPECIFICATIONS

DETAIL 3 FIELDSTONE AND GEOTEXTILE FABRIC DETAIL AT ENDWALLS IN PEBBLE CREEK

PROJECT NO: 2788-02-70/00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 51	E



OVERHEAD SIGN SUPPORT DETAIL

S-67-977
USH 18
WESTBOUND (LOOKING WEST)
STA 42+00

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT TO TOM HEYDEL, SE REGION TRAFFIC OPS, WISDOT. 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.
6. MOUNTING BRACKETS FOR TYPE II SIGNS TO BE FROM APPROVED PRODUCT LIST AND ARE INCIDENTAL TO OVERHEAD SIGN SUPPORT.
7. TYPE I SIGNS SHALL USE I5x3.7 I-BEAMS TO MOUNT SIGNS. THEY ARE INCIDENTAL TO OVERHEAD SIGN SUPPORT.

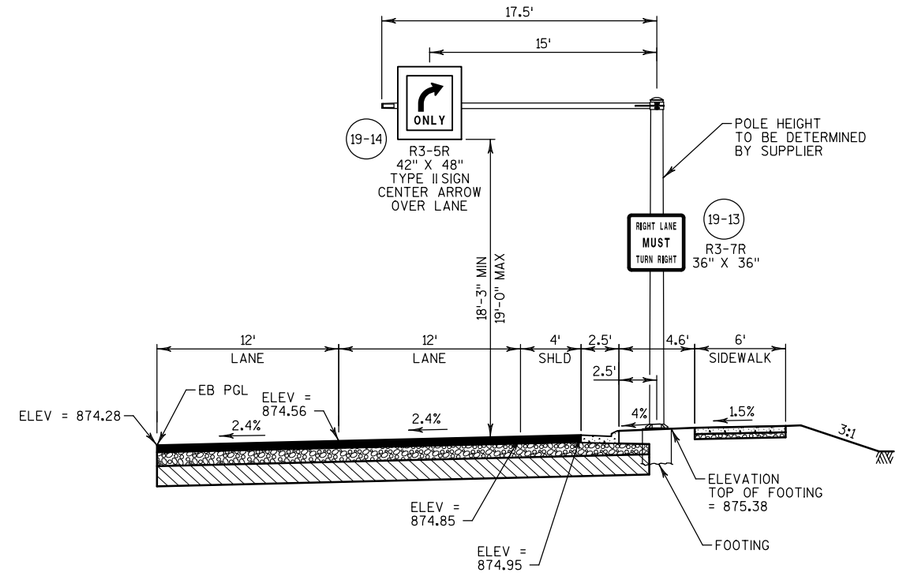
ALLOWABLE DESIGN STRESSES

CONCRETE MASONRY	FC=3500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	FY=60,000 PSI

FOUNDATION DATA

ALLOWABLE SOIL BEARING PREASURE = 3000 PSF

NOTE:
FOOTINGS SHALL BE PER SDD "30-INCH DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE" AND INCIDENTAL TO STRUCTURE.



OVERHEAD SIGN SUPPORT DETAIL

S-67-976
SUMMIT AVE
EASTBOUND (LOOKING EAST)
STA 56+80

GENERAL NOTES

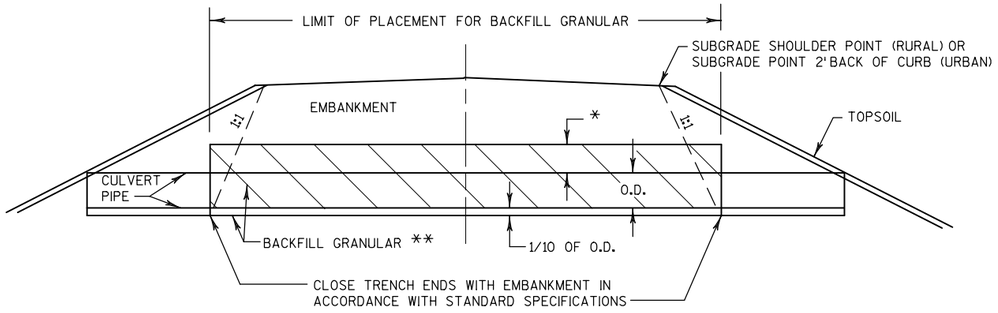
DRAWINGS NOT TO SCALE

DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGN SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFICATIONS

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

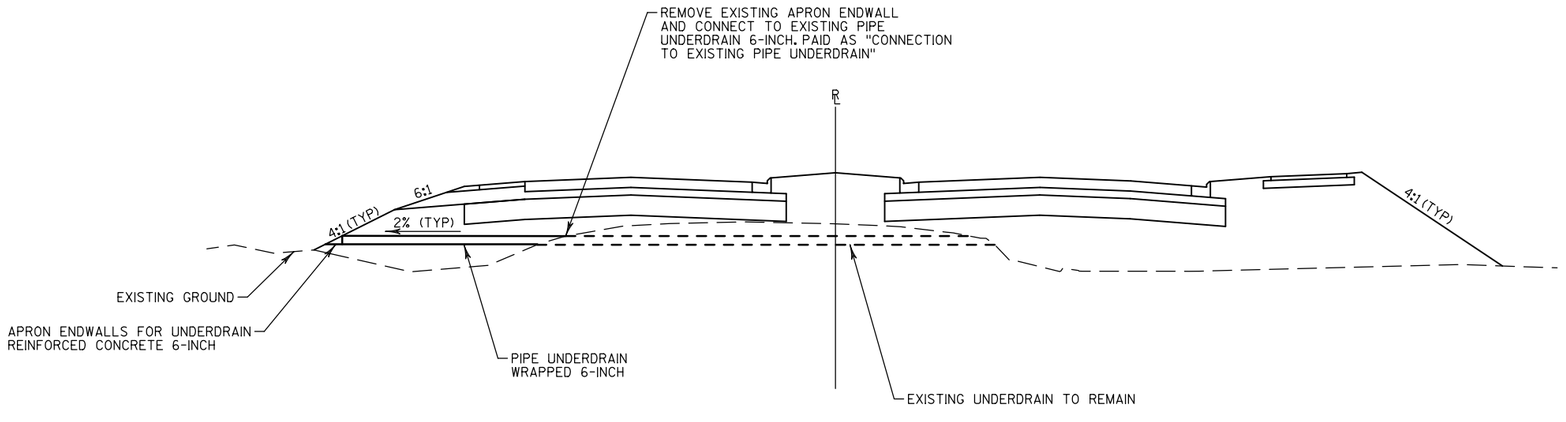


O.D. = OUTSIDE DIAMETER

* CULVERT PIPE IN NEW EMBANKMENT = 1' MIN
* CULVERT PIPE IN EXISTING EMBANKMENT = TO EXISTING GROUND ELEVATION

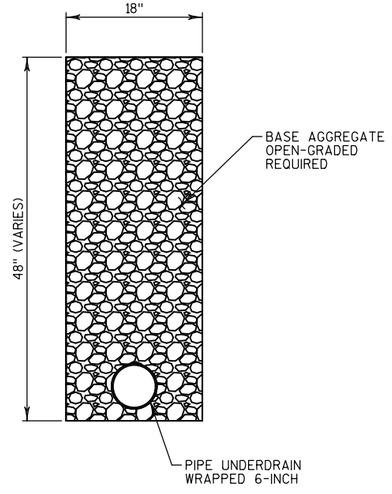
** INCIDENTAL TO CULVERT PIPE

CULVERT BACKFILL DETAIL



PIPE UNDERDRAIN EXTENSIONS DETAIL

NOTES:
SEE PLAN SHEETS FOR LOCATIONS AND LENGTHS OF EXTENSIONS



CROSS SECTION VIEW OF PIPE

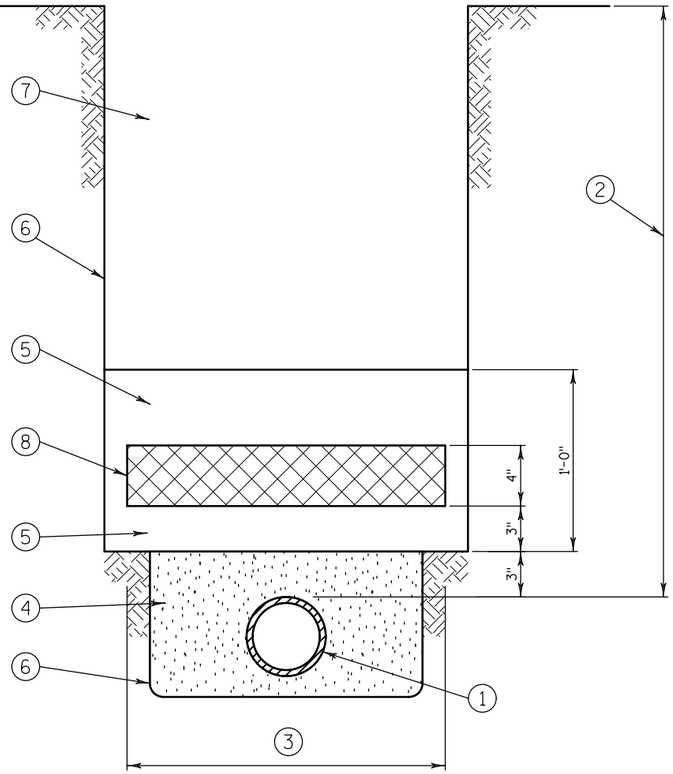
2

① WATER MAIN
② COVER, 4.5' MINIMUM
③ O.D. + 24"
④ BEDDING
⑤ MASON SAND
⑥ TRENCH WALL
⑦ BACKFILL
⑧ CLOSED CELL EXTRUDED POLYSTYRENE FOAM BOARDS
⑨ 1:8 MIX PERLITE OR VERMICULATE CONCRETE

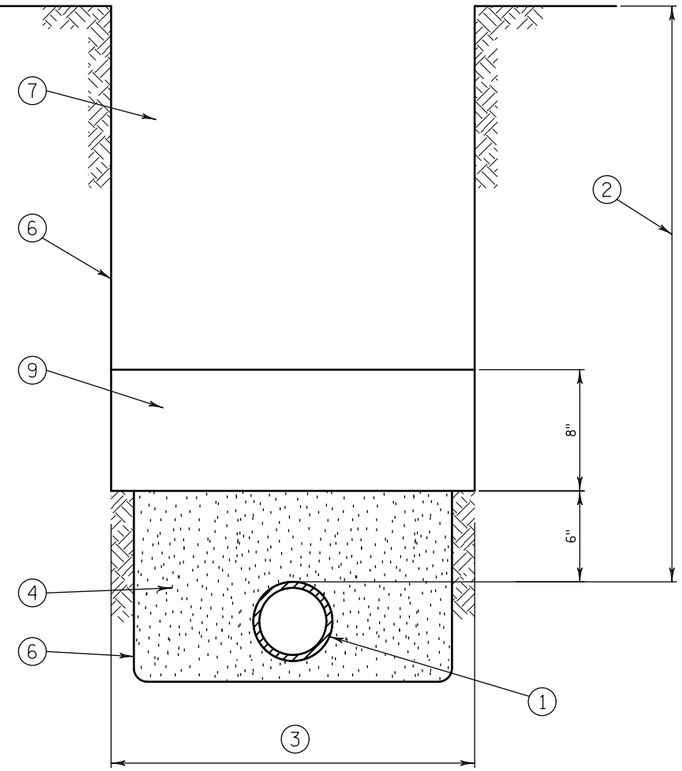
NOTE: IF ② IS LESS THAN 4.5': EXTEND ⑧ DOWN BOTH SIDES TO PIPE FLOWLINE

NOTES:

1. POLYETHYLENE FILM ENVELOPE NOT SHOWN.
2. WHEN INSULATING CONCRETE IS USED, 8" ENCASEMENT OF THE PIPE MAY BE USED AS AN ALTERNATIVE INSTALLATION WITH APPROVAL OF THE ENGINEER.

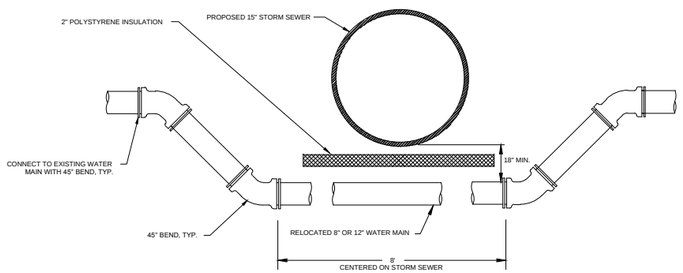


RIGID INSTALLATION



INSULATING CONCRETE

PROJECT NO: 2788-02-70/00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PIPE INSULATION DETAILS	SHEET 54	E



SECTION

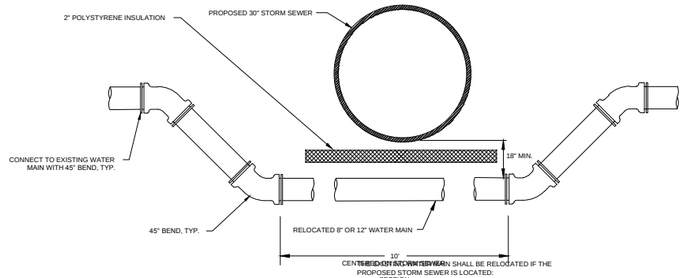
THE EXISTING WATER MAIN SHALL BE RELOCATED IF THE PROPOSED STORM SEWER IS LOCATED:

A. WITHIN 18 INCHES OF THE TOP OF THE WATER MAIN WHERE SEWER CROSSES OVER THE WATER MAIN.

B. WITHIN 6 INCHES OF THE BOTTOM OF THE WATER MAIN WHERE SEWER CROSSES UNDER THE WATER MAIN.

8" OR 12" WATER MAIN RELOCATION UNDER 15" STORM SEWER

NTS



SECTION

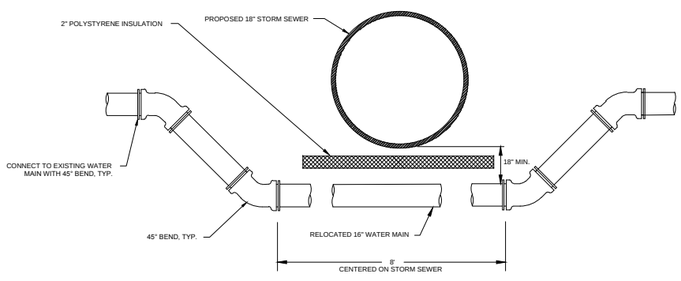
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A. WITHIN 18 INCHES OF THE TOP OF THE WATER MAIN WHERE SEWER CROSSES OVER THE WATER MAIN.

B. WITHIN 6 INCHES OF THE BOTTOM OF THE WATER MAIN WHERE SEWER CROSSES UNDER THE WATER MAIN.

8" OR 12" WATER MAIN RELOCATION UNDER 30" STORM SEWER

NTS



SECTION

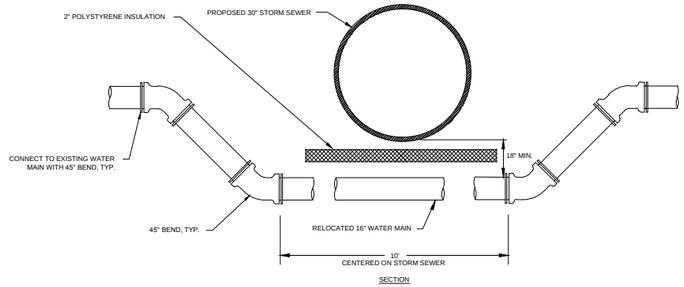
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A. WITHIN 18 INCHES OF THE TOP OF THE WATER MAIN WHERE SEWER CROSSES OVER THE WATER MAIN.

B. WITHIN 6 INCHES OF THE BOTTOM OF THE WATER MAIN WHERE SEWER CROSSES UNDER THE WATER MAIN.

16" WATER MAIN RELOCATION UNDER 18" STORM SEWER

NTS



SECTION

THE EXISTING WATER MAIN SHALL BE RELOCATED IF THE PROPOSED STORM SEWER IS LOCATED:

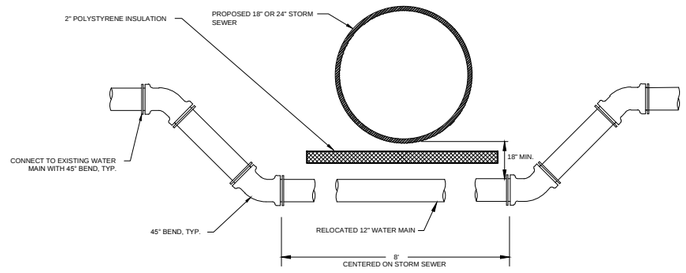
A. WITHIN 18 INCHES OF THE TOP OF THE WATER MAIN WHERE SEWER CROSSES OVER THE WATER MAIN.

B. WITHIN 6 INCHES OF THE BOTTOM OF THE WATER MAIN WHERE SEWER CROSSES UNDER THE WATER MAIN.

16" WATER MAIN RELOCATION UNDER 30" STORM SEWER

NTS

2



SECTION

THE EXISTING WATER MAIN SHALL BE RELOCATED IF THE PROPOSED STORM SEWER IS LOCATED:

A. WITHIN 18 INCHES OF THE TOP OF THE WATER MAIN WHERE SEWER CROSSES OVER THE WATER MAIN.

B. WITHIN 6 INCHES OF THE BOTTOM OF THE WATER MAIN WHERE SEWER CROSSES UNDER THE WATER MAIN.

12" WATER MAIN RELOCATION UNDER 18" OR 24" STORM SEWER

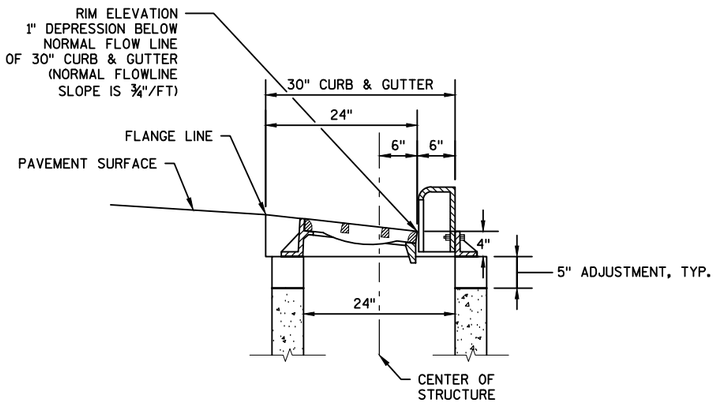
NTS

WATER MAIN OFFSET LOCATIONS			
STA	OFFSET	WATER MAIN SIZE (INCHES)	STORM SEWER SIZE (INCHES)
274+50	70 FT LT	16	30
274+70	100 FT LT	8	15
283+45	85 FT LT	12	15
305+15	60 FT LT	12	30
305+15	80 FT LT	12	15
305+40	60 FT LT	12	30
305+40	110 FT LT	12	15
305+40	90 FT LT	12	18
305+55	90 FT LT	12	18
305+60	100 FT LT	12	15
341+00	50 FT LT	16	18
43+18	82 FT LT	8	30
56+05	25 FT LT	12	24
53+50	35 FT LT	12	18

1) INSULATION SHALL BE PROVIDED AT ALL OFFSET LOCATIONS, AS SHOWN IN THE DETAILS.
2) ALL WATER MAIN OFFSETS SHALL CORRESPOND WITH LOCATIONS SHOWN AND NOTED IN THE STORM LAYOUT SHEETS.

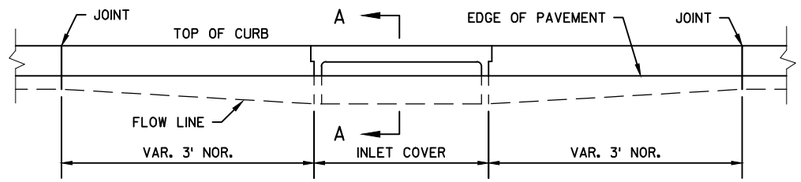
WATER MAIN INSULATION				
STA	OFFSET	QUANTITY (4'X8' SHEETS)	WATER MAIN SIZE (INCHES)	ITEM TO INSULATE UNDER
279+83	95 FT LT	1	12	RIP RAP
321+00	115 FT LT	1	12	SEDIMENT TRAP
325+00	118 FT LT	1	12	SEDIMENT TRAP
326+85 - 330+15	111 FT RT	42	12	RIP RAP
334+00	108 FT LT	2	12	RIP RAP
337+00	100 FT LT	1	12	RIP RAP
338+50	100 FT LT	1	12	RIP RAP
42+50	40 FT LT	2	12	CATHC BASINS
53+50	34 FT LT	1	12	18" STORM SEWER
55+00	37 FT LT	3	12	RIP RAP

1) ALL INSULATION SHALL BE CLOSED CELL RIGID 2-INCH POLYSTYRENE INSULATION BOARD
2) INSULATION LOCATIONS SHALL CORRESPOND WITH LOCATIONS SHOWN AND NOTED IN THE STORM SEWER LAYOUT SHEETS.

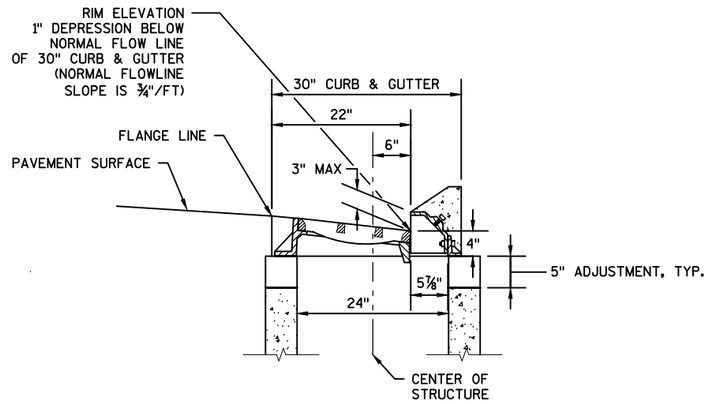


(INLETS 2'X3'-H & 2'X3'-HS)

SECTION A-A

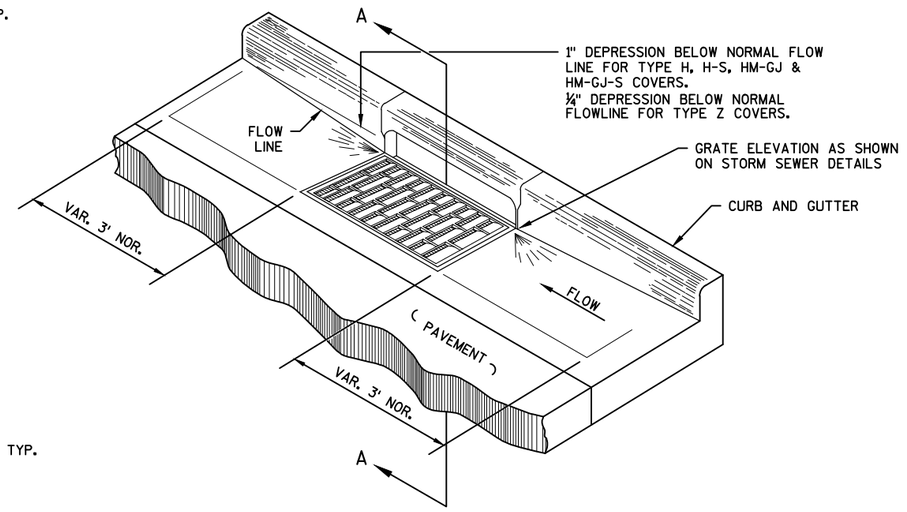


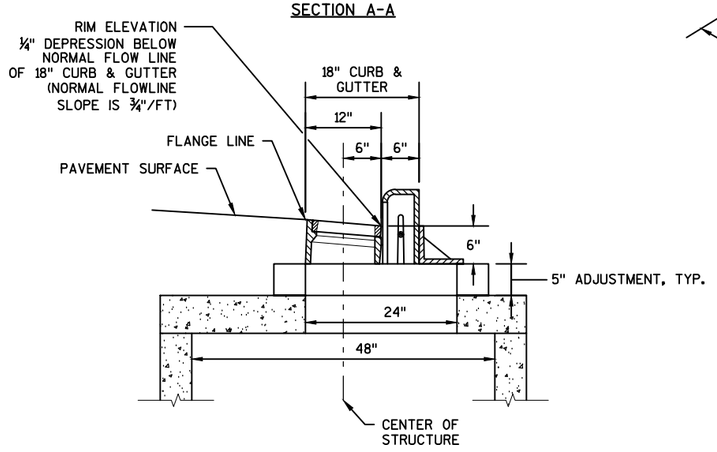
ELEVATION



(INLETS 2'X3'-HM-GJ & 2'X3'-HM-GJ-S)

SECTION A-A





(INLETS 4'-Z)

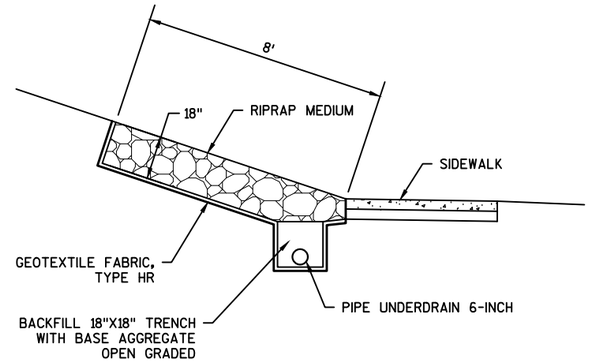
SECTION A-A

CURB AND GUTTER DETAIL AT INLETS

NOTES:

INSTALL ENDCAP AT UPSTREAM END OF PIPE UNDERDRAIN, STA 331'WB'+75 (INCIDENTAL TO PIPE UNDERDRAIN).

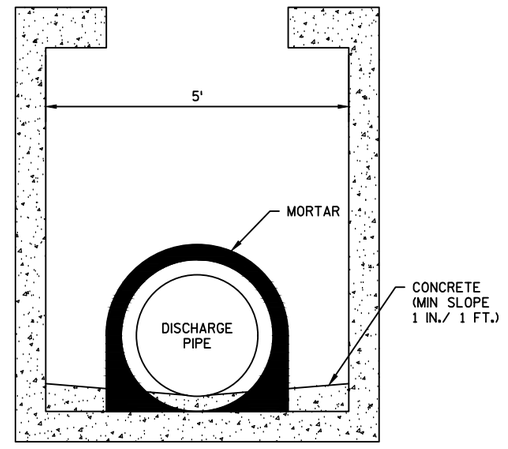
INSTALL APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH AT DISCHARGE END (STA 329'WB'+00). SEE WISDOT STANDARD DETAIL DRAWING 8F6: REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN.



RIPRAP SIDE SLOPE TREATMENT

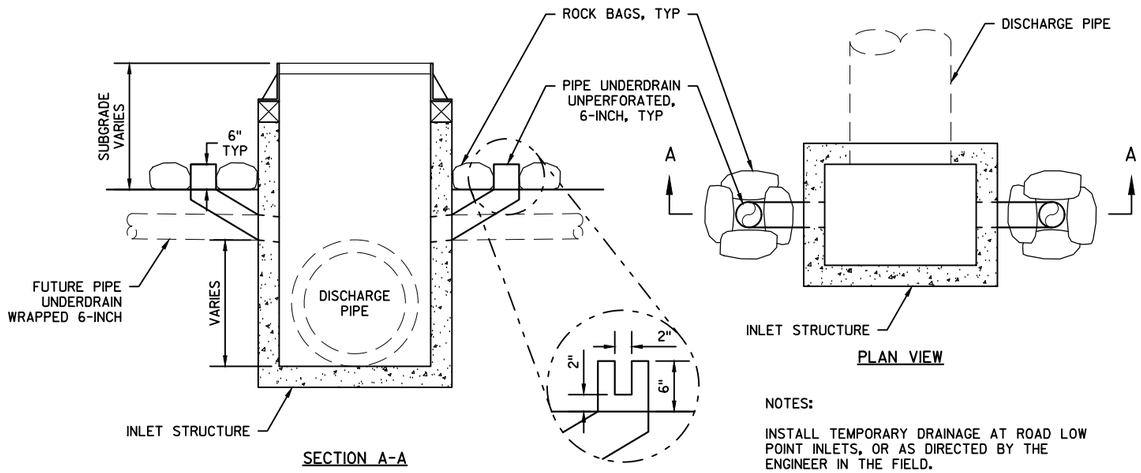
STA 329'WB'+00 - STA 331'WB'+75, LT

NOTES: DETAILS NOT SHOWN SHALL CONFORM TO WISDOT STANDARD DETAIL DRAWING 8A8: CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER



INLETS 5-FT DIAMETER

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 57	E



SECTION A-A

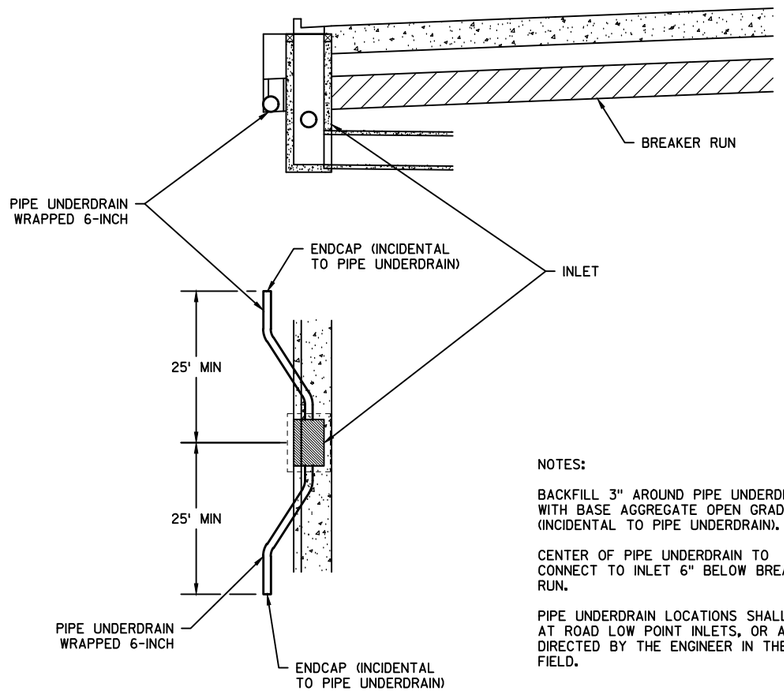
PLAN VIEW

NOTES:

INSTALL TEMPORARY DRAINAGE AT ROAD LOW POINT INLETS, OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

PAID FOR AS PIPE UNDERDRAIN UNPERFORATED AND ROCK BAGS BID ITEMS.

TEMPORARY SUBGRADE DRAINAGE AT ROAD LOW POINTS



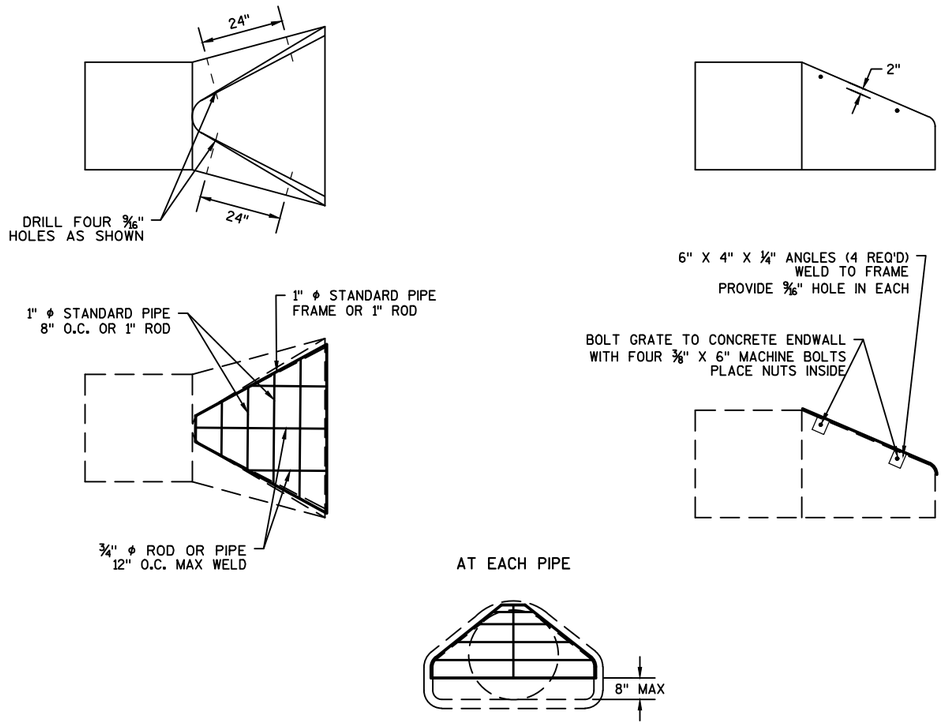
NOTES:

BACKFILL 3" AROUND PIPE UNDERDRAIN WITH BASE AGGREGATE OPEN GRADED (INCIDENTAL TO PIPE UNDERDRAIN).

CENTER OF PIPE UNDERDRAIN TO CONNECT TO INLET 6" BELOW BREAKER RUN.

PIPE UNDERDRAIN LOCATIONS SHALL BE AT ROAD LOW POINT INLETS, OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

DETAIL FOR PIPE UNDERDRAIN AT CURB & GUTTER INLETS

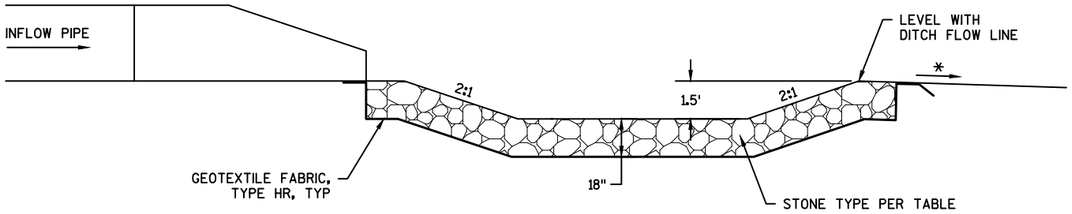


PIPE GRATE DETAIL

(SEE STORM SEWER SCHEDULE FOR LOCATIONS)

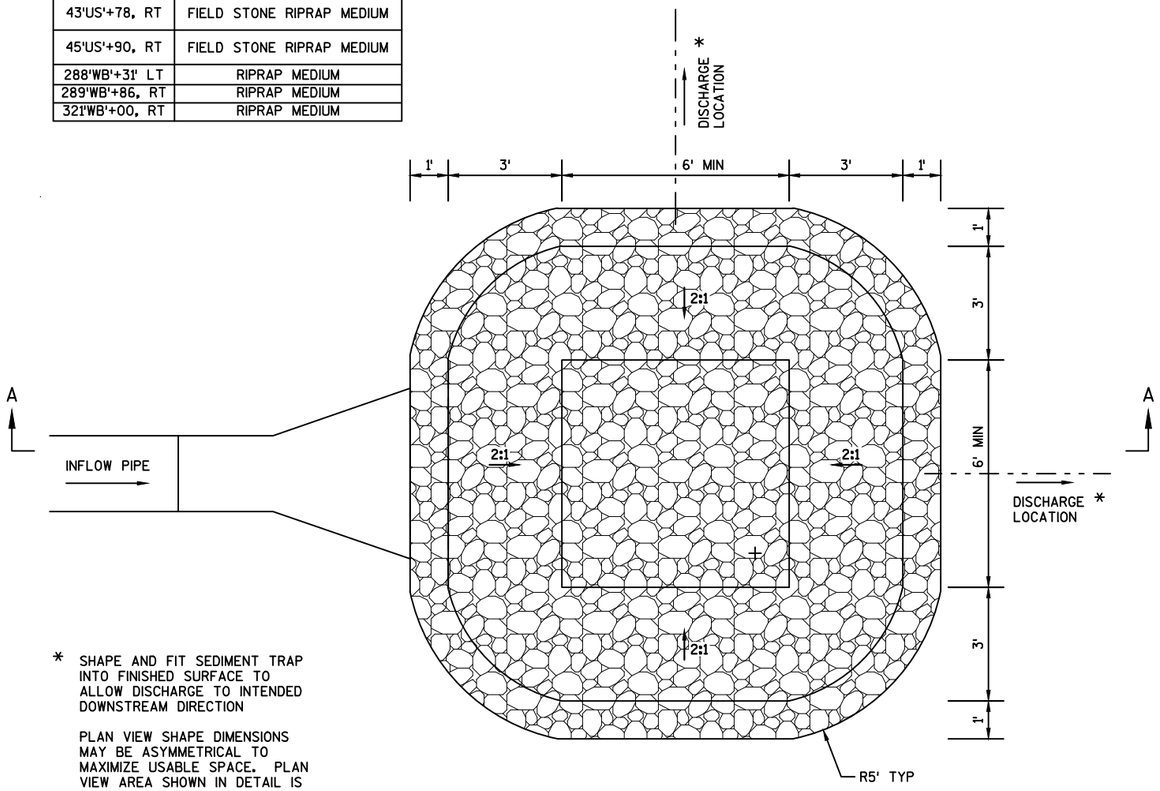
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 58 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_021001-CD.DWG
LAYOUT NAME - 27880072_021001-CD - SHEET-02
PLOT DATE : 11/30/2016 3:27 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:1
WISDOT/CADDS SHEET 42



SECTION A-A

LOCATION	STONE TYPE
280'WB'+71' LT	RIPRAP MEDIUM
280'WB'+91' RT	RIPRAP MEDIUM
43'US'+78, RT	FIELD STONE RIPRAP MEDIUM
45'US'+90, RT	FIELD STONE RIPRAP MEDIUM
288'WB'+31' LT	RIPRAP MEDIUM
289'WB'+86, RT	RIPRAP MEDIUM
321'WB'+00, RT	RIPRAP MEDIUM



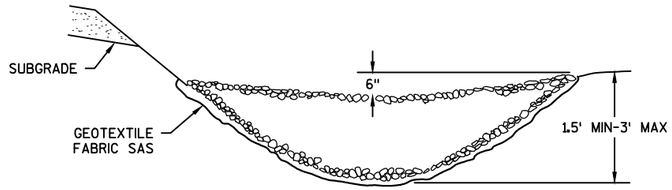
PLAN VIEW

* SHAPE AND FIT SEDIMENT TRAP INTO FINISHED SURFACE TO ALLOW DISCHARGE TO INTENDED DOWNSTREAM DIRECTION

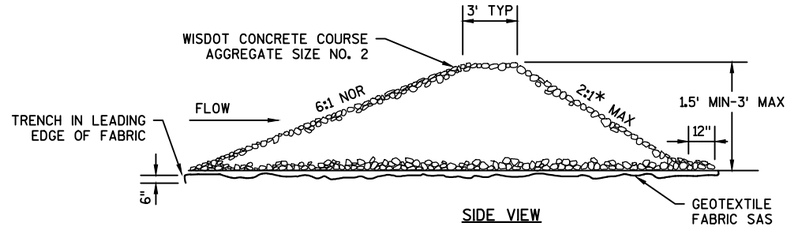
PLAN VIEW SHAPE DIMENSIONS MAY BE ASYMMETRICAL TO MAXIMIZE USABLE SPACE. PLAN VIEW AREA SHOWN IN DETAIL IS THE MINIMUM EQUIVALENT AREA.

OUTLET PIPE SEDIMENT TRAP DETAIL

NOT TO SCALE



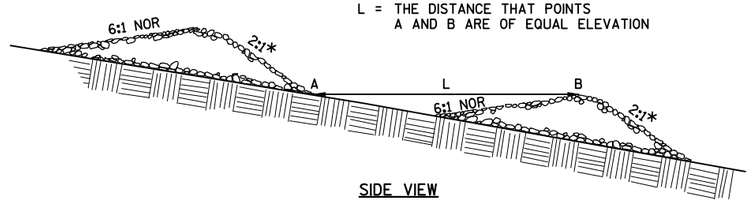
CROSS SECTIONAL VIEW



SIDE VIEW

* 6:1 WITHIN CLEAR ZONE

L = THE DISTANCE THAT POINTS A AND B ARE OF EQUAL ELEVATION



SIDE VIEW

STONE DITCH CHECK DETAIL

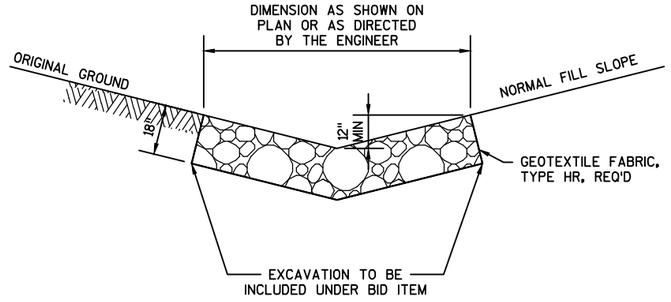
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 59	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_021001-CD.DWG
LAYOUT NAME - 27880072_021001-CD - SHEET-03
PLOT DATE : 11/30/2016 3:27 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1:1
WISDOT/CADDS SHEET 42

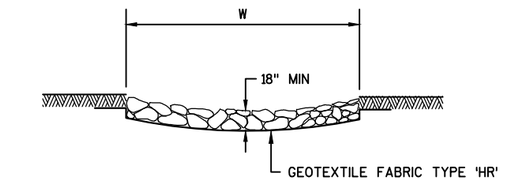
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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			.25 .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 = 48.75 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 37.79 ACRES

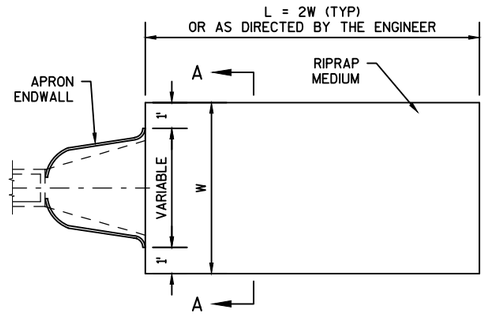
RUNOFF COEFFICIENT TABLE



DETAIL FOR RIPRAP MEDIUM IN DITCHES

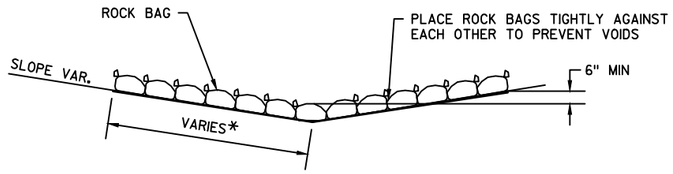


SECTION A-A

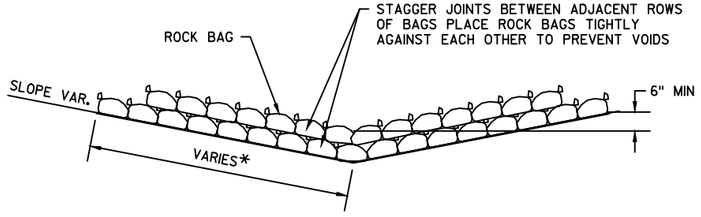


PLAN VIEW

RIPRAP MEDIUM AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS



SIDE VIEW (SINGLE LAYER)



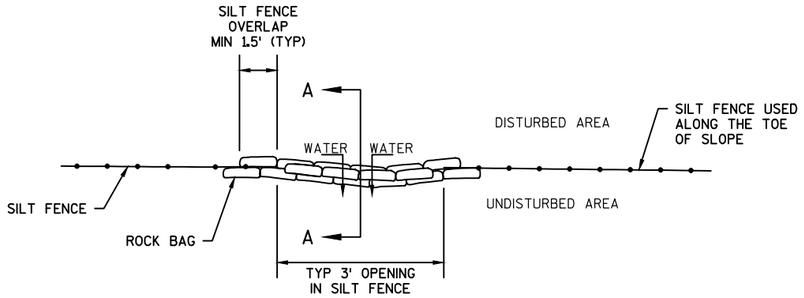
* LENGTH AND NUMBER OF BAGS MAY VARY DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)

ROCK BAGS USED FOR DITCH CHECKS

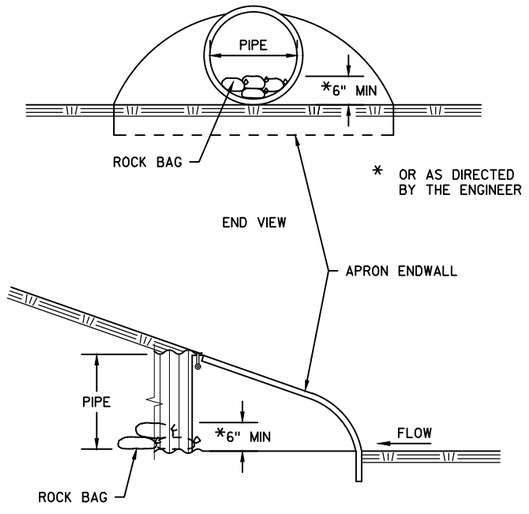


SECTION A-A



PLAN VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF POINT

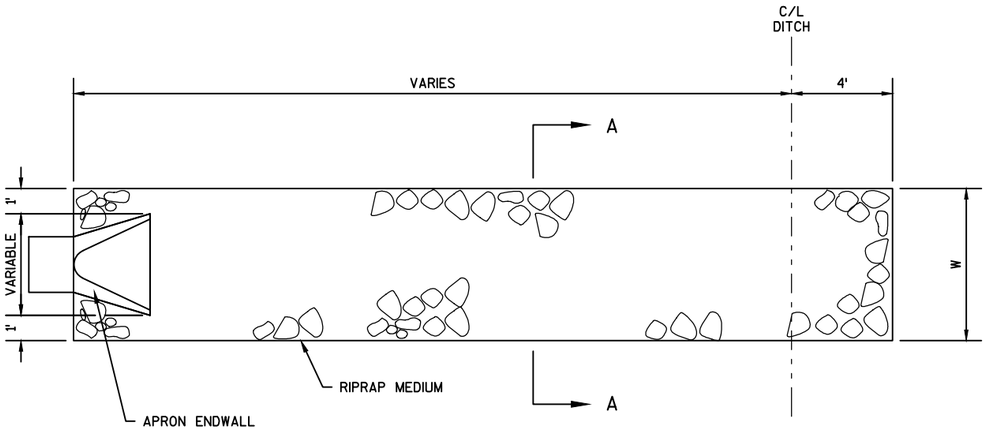


SIDE VIEW

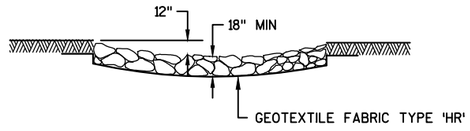
ROCK BAGS USED FOR CULVERT PIPE CHECKS

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NUMBER OF BAGS
12"	1
15"	2
18"	2
24"	3
30"	5
36"	7
42"	7
48"	10
54"	10
60"	13
66"	14
72"	16
17"X13"	2
30"X19"	5
38"X24"	7
45"X29"	10
53"X34"	10
60"X38"	13
76"X48"	18
27' WIDE BOX CULVERT	36

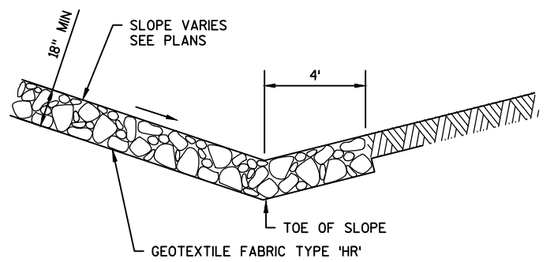
ROCK BAGS DETAIL



PLAN VIEW

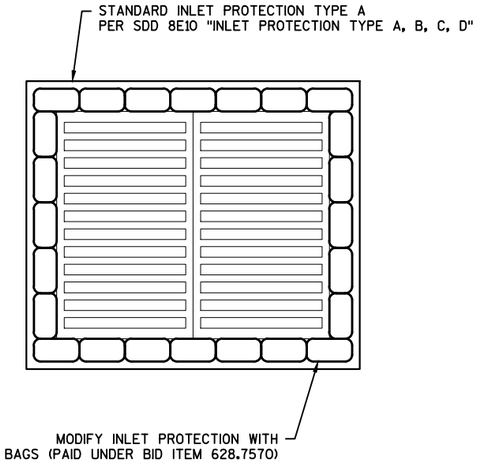


SECTION A-A

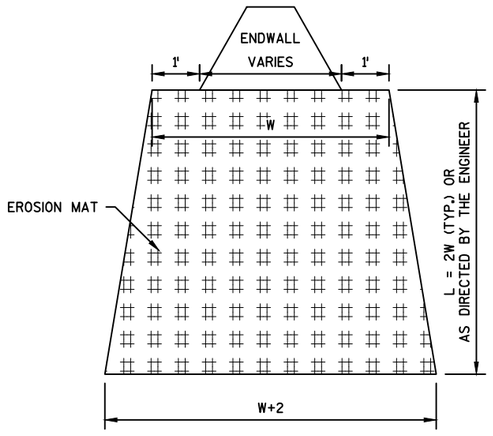


SIDE VIEW WHEN DISCHARGING TO DITCH

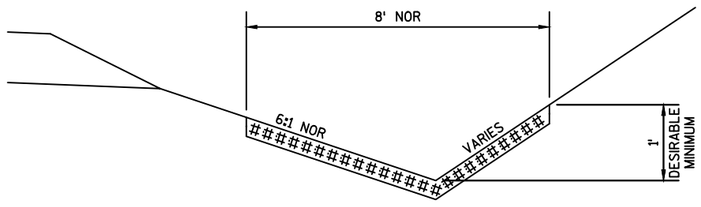
RIPRAP MEDIUM FLUME DETAIL



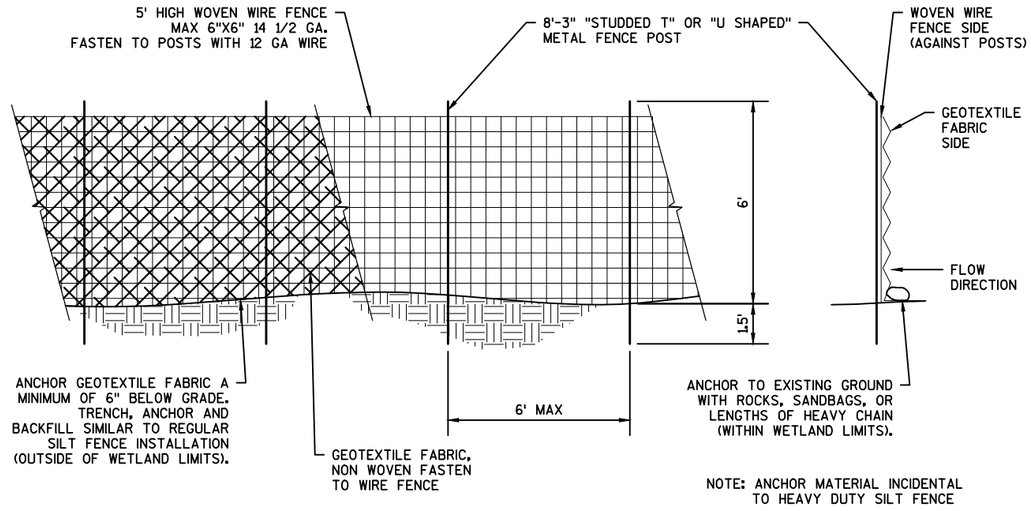
INLET PROTECTION TYPE A MODIFIED DETAIL



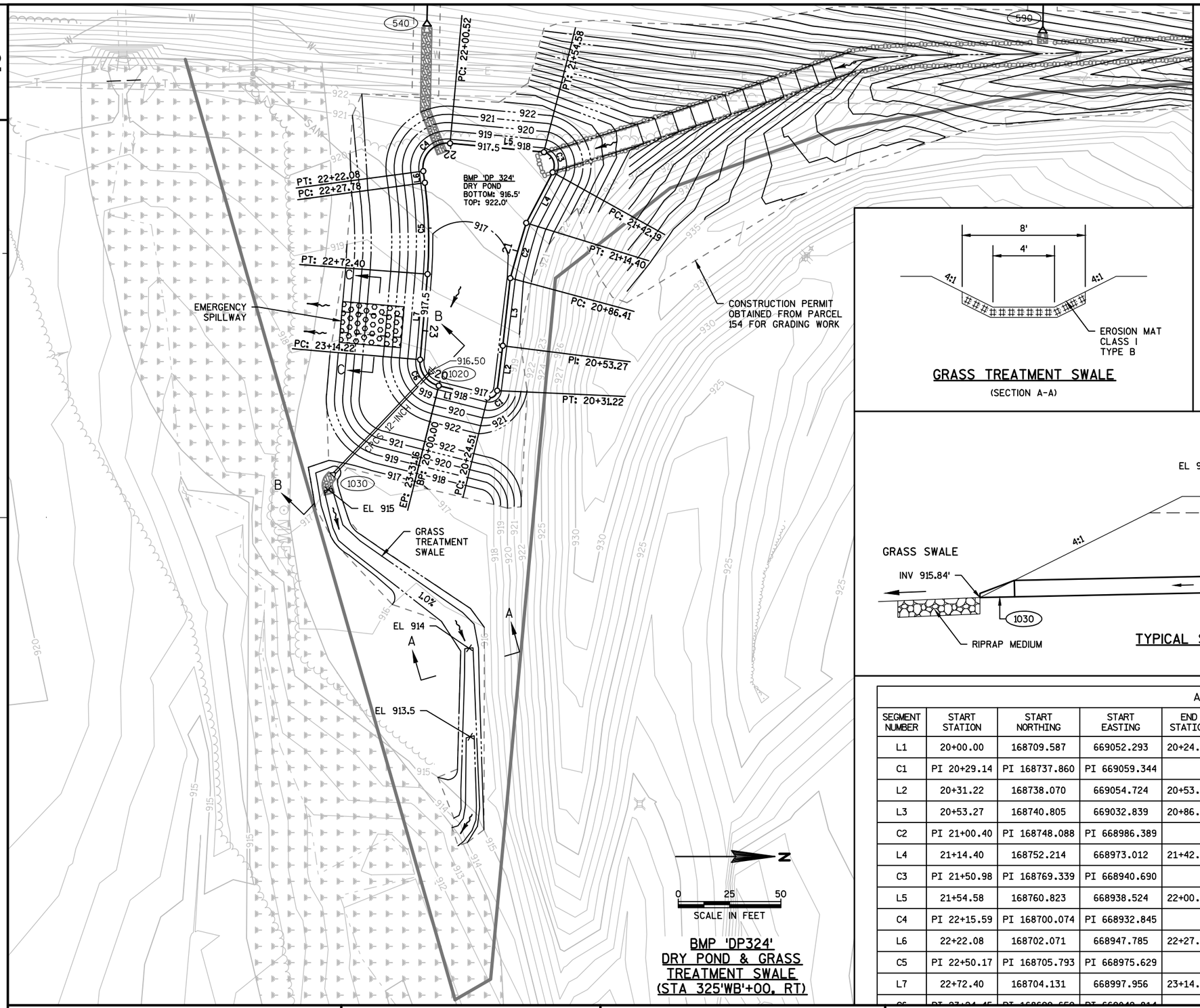
EROSION MAT TREATMENT AT CULVERTS



EROSION MAT DETAIL FOR DITCHES

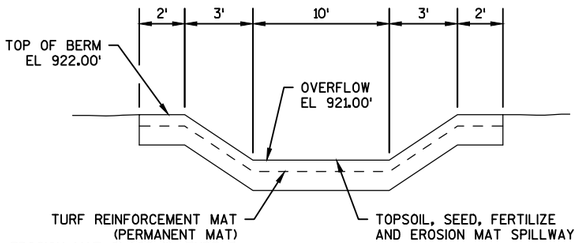


HEAVY DUTY SILT FENCE DETAIL



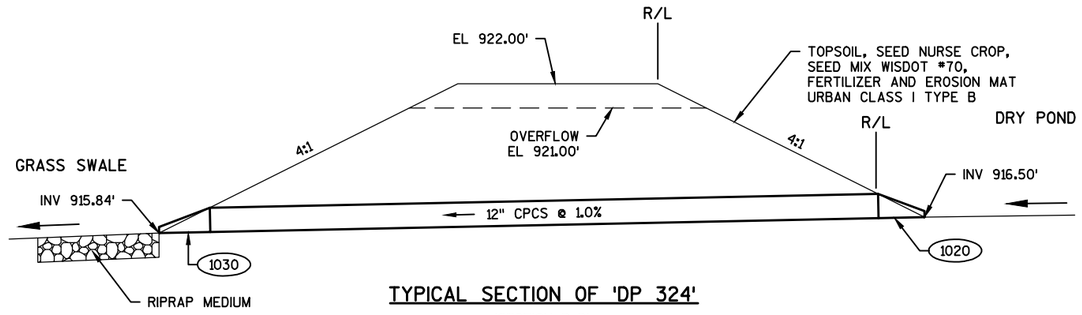
BMP 'DP324'
DRY POND & GRASS
TREATMENT SWALE
(STA 325'WB'+00, RT)

GRASS TREATMENT SWALE
(SECTION A-A)



NOTE:
PERMANENT EROSION MAT CLASS III, TYPE B IS SOIL FILLED (PER MANUFACTURER'S INSTRUCTIONS), AND TEMPORARY EROSION MAT PLACED OVER THE SEEDED SOIL AT THE FINISHED GRADE.

EMERGENCY SPILLWAY
(SECTION C-C)



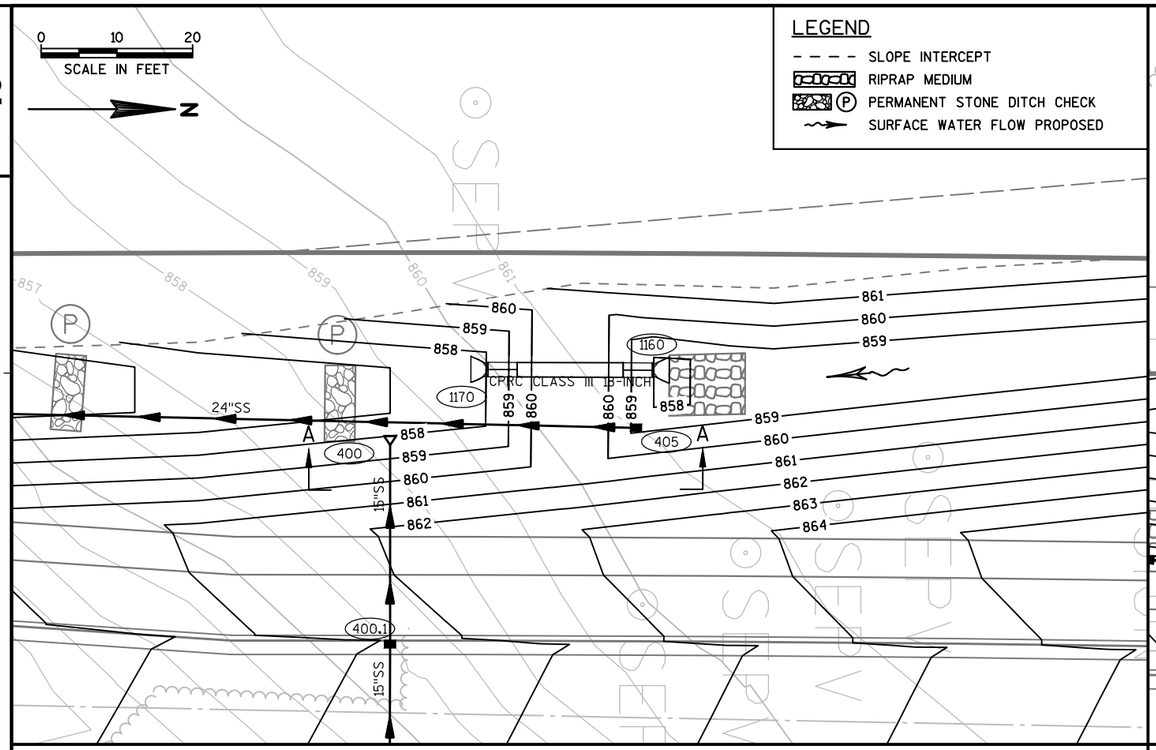
TYPICAL SECTION OF 'DP 324'
(SECTION B-B)

ALIGNMENT - DP324

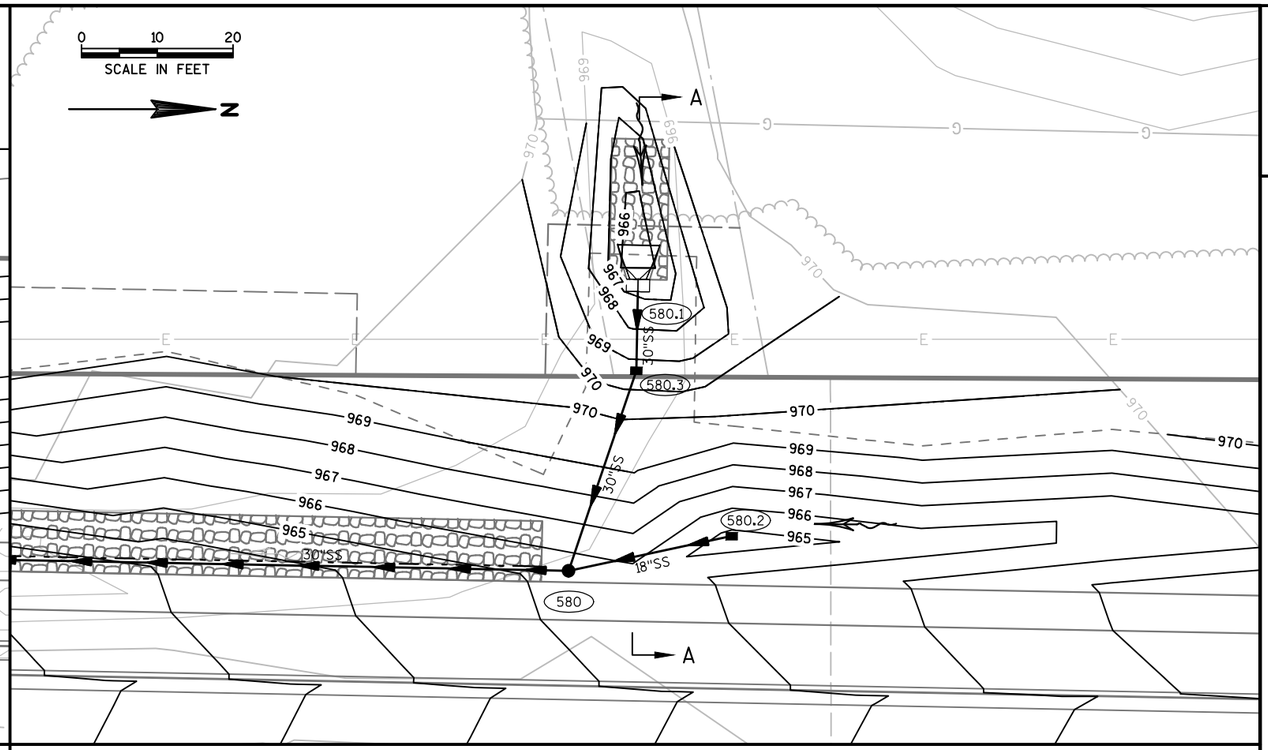
SEGMENT NUMBER	START STATION	START NORTHING	START EASTING	END STATION	END NORTHING	END EASTING	LENGTH	RADIUS	LINE/CHORD BEARING	DELTA ANGLE
L1	20+00.00	168709.587	669052.293	20+24.51	168733.371	669058.231	24.51		N14 33/64 01' 06"E	
C1	PI 20+29.14	PI 168737.860	PI 669059.344				6.70	3.79	N36 33/64 44' 07"W	101 33/64 19' 05"
L2	20+31.22	168738.070	669054.724	20+53.27	168740.805	669032.839	22.05		N82 33/64 52' 34"W	
L3	20+53.27	168740.805	669032.839	20+86.41	168744.451	668999.907	33.13		N83 33/64 41' 01"W	
C2	PI 21+00.40	PI 168748.088	PI 668986.389				27.99	769.26	N73 33/64 53' 56"W	2 33/64 05' 06"
L4	21+14.40	168752.214	668973.012	21+42.19	168765.074	668948.373	27.79		N62 33/64 26' 19"W	
C3	PI 21+50.98	PI 168769.339	PI 668940.690				12.38	6.77	S66 33/64 39' 15"W	104 33/64 46' 03"
L5	21+54.58	168760.823	668938.524	22+00.52	168715.083	668934.248	45.94		S5 33/64 20' 26"W	
C4	PI 22+15.59	PI 168700.074	PI 668932.845				21.56	12.00	S46 33/64 08' 11"E	102 33/64 57' 13"
L6	22+22.08	168702.071	668947.785	22+27.78	168702.827	668953.438	5.70		N82 33/64 23' 13"E	
C5	PI 22+50.17	PI 168705.793	PI 668975.629				44.62	215.36	N88 33/64 19' 19"E	11 33/64 52' 12"
L7	22+72.40	168704.131	668997.956	23+14.22	168700.538	669039.619	41.82		S85 33/64 04' 16"E	

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 62	E

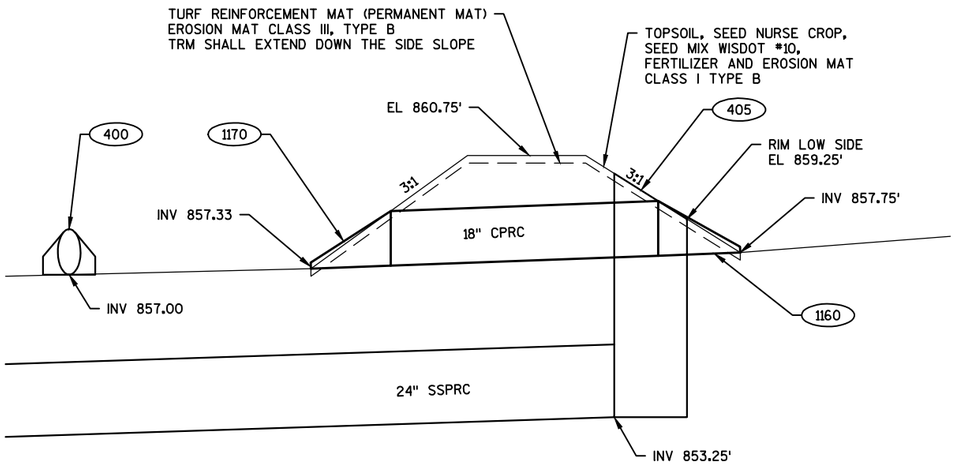
FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_021002-CD.DWG
LAYOUT NAME - 27880072_021002-CD - SHEET-01
PLOT DATE : 11/30/2016 3:28 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



PLAN VIEW



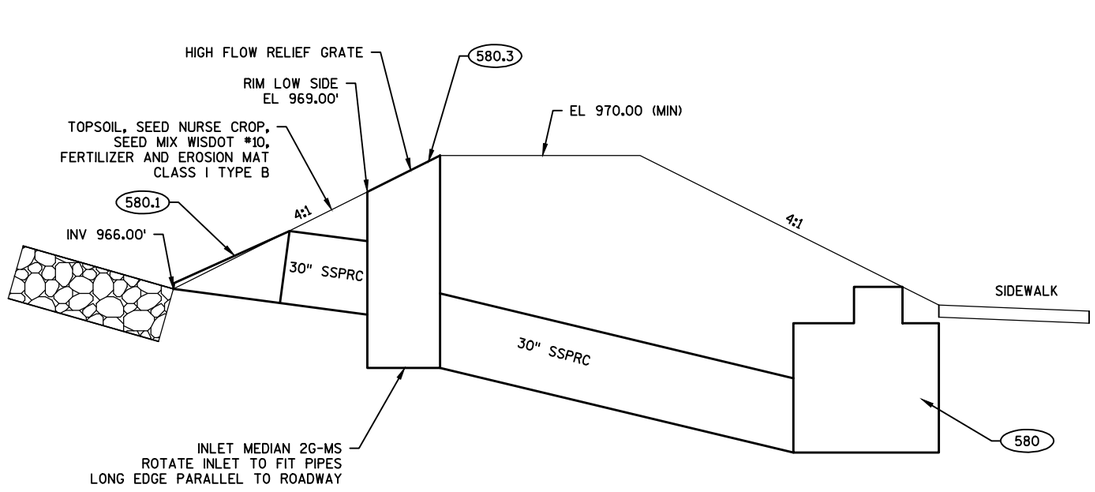
PLAN VIEW



SECTION A-A

HIGH FLOW RELIEF DETAIL

STA 292'WB'+75 LT



SECTION A-A

GRADING DETAIL AT 580.1

STA 331'WB'+87 LT

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 63	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_021003-CD.DWG
LAYOUT NAME - 27880072_021003-CD - SHEET-01
PLOT DATE : 11/30/2016 3:30 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

LEGEND

- (A1) CONCRETE DRIVEWAY 6-INCH, SEE CONSTRUCTION DETAIL
- (A2) CONCRETE DRIVEWAY HES 6-INCH
- (A3) CONCRETE MEDIAN SLOPED NOSE

- (B1) BASE AGGREGATE DENSE 3/4-INCH
- (B2) BASE AGGREGATE DENSE 1 1/4-INCH

- (C1) CONCRETE CURB & GUTTER 24-INCH
- (C2) CONCRETE CURB & GUTTER 30-INCH TYPE A
- (C3) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (C4) CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G
- (C5) CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
- (C6) CONCRETE CURB & GUTTER 18-INCH TYPE A
- (C7) CONCRETE CURB PEDESTRIAN

- (E1) CONCRETE SURFACE DRAIN

- (H1) HMA PAVEMENT 4-INCH
  4-INCH HMA PAVEMENT 4 LT 58-28 S SINGLE LAYER
- (H2) HMA PAVEMENT 5-INCH
  2-INCH HMA PAVEMENT 4 MT 58-28 S UPPER LAYER
  3-INCH HMA PAVEMENT 3 MT 58-28 S LOWER LAYER
- (H3) HMA PAVEMENT 5 1/2-INCH
  2-INCH HMA PAVEMENT 4 MT 58-28 S UPPER LAYER
  3 1/2-INCH HMA PAVEMENT 3 MT 58-28 S LOWER LAYER

- (K1) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (K2) CONCRETE PAVEMENT HES 8-INCH, DOWELED AND TINED

- (S1) SAWING ASPHALT
- (S2) SAWING CONCRETE

- (U1) ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES
- (U2) ASPHALTIC SURFACE, 3-INCH
- (U3) ASPHALTIC SURFACE, 5-INCH

- (W1) CONCRETE CURB RAMP TYPE 1
- (W2) CONCRETE CURB RAMP TYPE 2
- (W3) CONCRETE CURB RAMP TYPE 3
- (WA) CONCRETE CURB RAMP TYPE 4A1
- (WB) CONCRETE CURB RAMP TYPE 4B1
- (W5) CONCRETE CURB RAMP TYPE 5
- (W6) CONCRETE CURB RAMP TYPE 6
- (W7) CONCRETE CURB RAMP TYPE 7B
- (W8) CONCRETE SIDEWALK 5-INCH

NOTES:

ALL CURB RAMPS REQUIRE CURB RAMP DETECTABLE WARNING FIELDS YELLOW.

RADIUS DIMENSIONS ARE SHOWN TO THE FLANGE OF CURB.

LANE WIDTH DIMENSIONS ARE TYPICALLY SHOWN TO JOINT LINE.

PAVEMENT GRADES ARE GENERALLY SHOWN AT 25'INTERVALS.

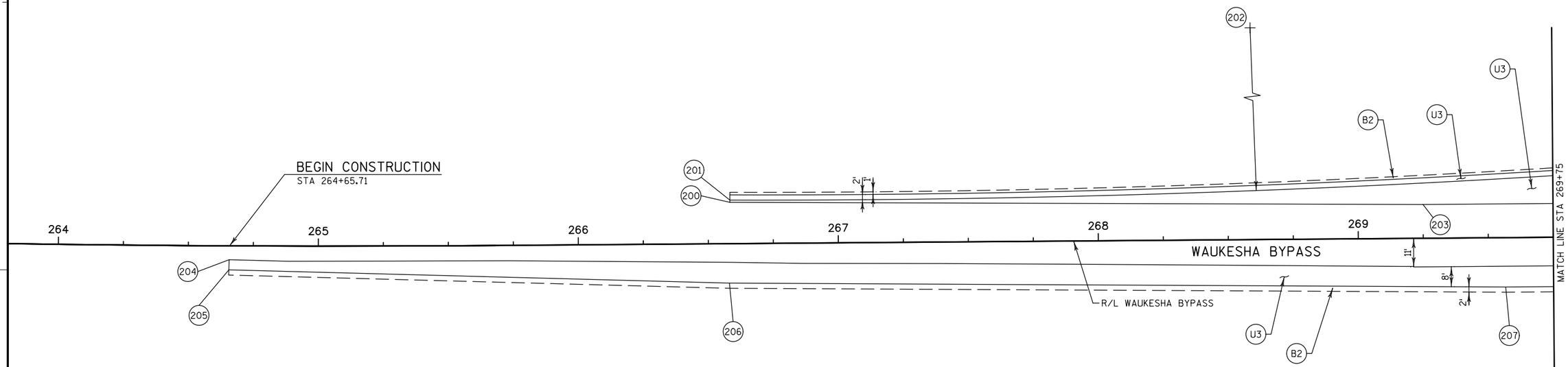
VERIFY EXISTING ELEVATIONS AT MATCHLINES IN FIELD.

SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION NOT SHOWN IN PAVING DETAILS.

- HES CONCRETE AREAS
- PROPOSED INLET
- PROPOSED INLET
- PROPOSED MANHOLE
- EXISTING MANHOLES TO BE ADJUSTED/RECONSTRUCTED
- XX SAW CUT

2

N



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
200	266+58.40	15.91' LT	
201	266+58.41	16.77' LT	PC
202	267+08.79	4944.51' LT	4928' R
203	269+25.00	13.00' LT	
204	264+65.71	5.33' RT	
205	264+65.63	9.23' RT	
206	266+58.01	15.17' RT	
207	269+56.56	19.00' RT	

52

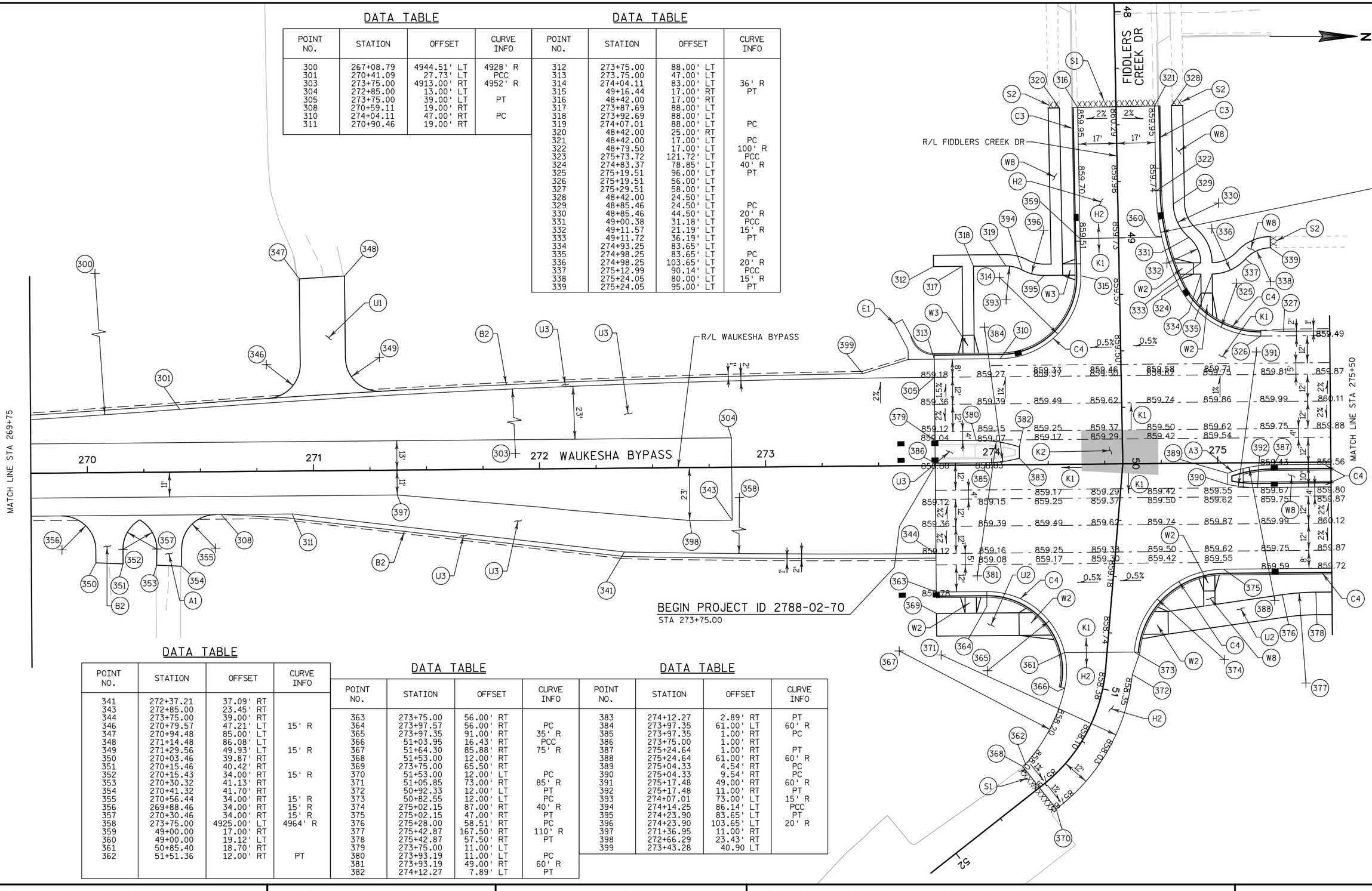
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 65	E

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
300	267+08.79	4944.51' LT	4928' R
301	270+41.09	27.73' LT	PCC
303	273+75.00	4913.00' RT	4952' R
304	272+85.00	13.00' LT	
305	273+75.00	39.00' LT	PT
308	270+59.11	19.00' RT	
310	274+04.11	47.00' RT	PC
311	270+90.46	19.00' RT	

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
312	273+75.00	88.00' LT	
313	273.75.00	47.00' LT	
314	274+04.11	83.00' LT	36' R
315	49+16.44	17.00' RT	PT
316	48+42.00	17.00' RT	
317	273+87.69	88.00' LT	
318	273+92.69	88.00' LT	
319	274+07.01	88.00' LT	PC
320	48+42.00	25.00' RT	
321	48+42.00	17.00' LT	PC
322	48+79.50	17.00' LT	100' R
323	275+73.72	121.72' LT	PCC
324	274+83.37	78.85' LT	40' R
325	275+19.51	96.00' LT	PT
326	275+19.51	56.00' LT	
327	275+29.51	58.00' LT	
328	48+42.00	24.50' LT	
329	48+85.46	24.50' LT	PC
330	48+85.46	44.50' LT	20' R
331	49+00.38	31.18' LT	PCC
332	49+11.57	21.19' LT	15' R
333	49+11.72	36.19' LT	PT
334	274+93.25	83.65' LT	
335	274+98.25	83.65' LT	PC
336	274+98.25	103.65' LT	20' R
337	275+12.99	90.14' LT	PCC
338	275+24.05	80.00' LT	15' R
339	275+24.05	95.00' LT	PT



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
341	272+37.21	37.09' RT	
343	272+85.00	23.45' RT	
344	273+75.00	39.00' RT	
346	270+79.57	47.21' LT	15' R
347	270+94.48	85.00' LT	
348	271+14.48	86.08' LT	
349	271+29.56	49.93' LT	15' R
350	270+03.46	39.87' RT	
351	270+15.46	40.42' RT	
352	270+15.43	34.00' RT	15' R
353	270+30.32	41.13' RT	
354	270+41.32	41.70' RT	
355	270+56.44	34.00' RT	15' R
356	269+88.46	34.00' RT	15' R
357	270+30.46	34.00' RT	15' R
358	273+75.00	4925.00' LT	4964' R
359	49+00.00	17.00' RT	
360	49+00.00	19.12' LT	
361	50+85.40	18.70' RT	
362	51+51.36	12.00' RT	PT

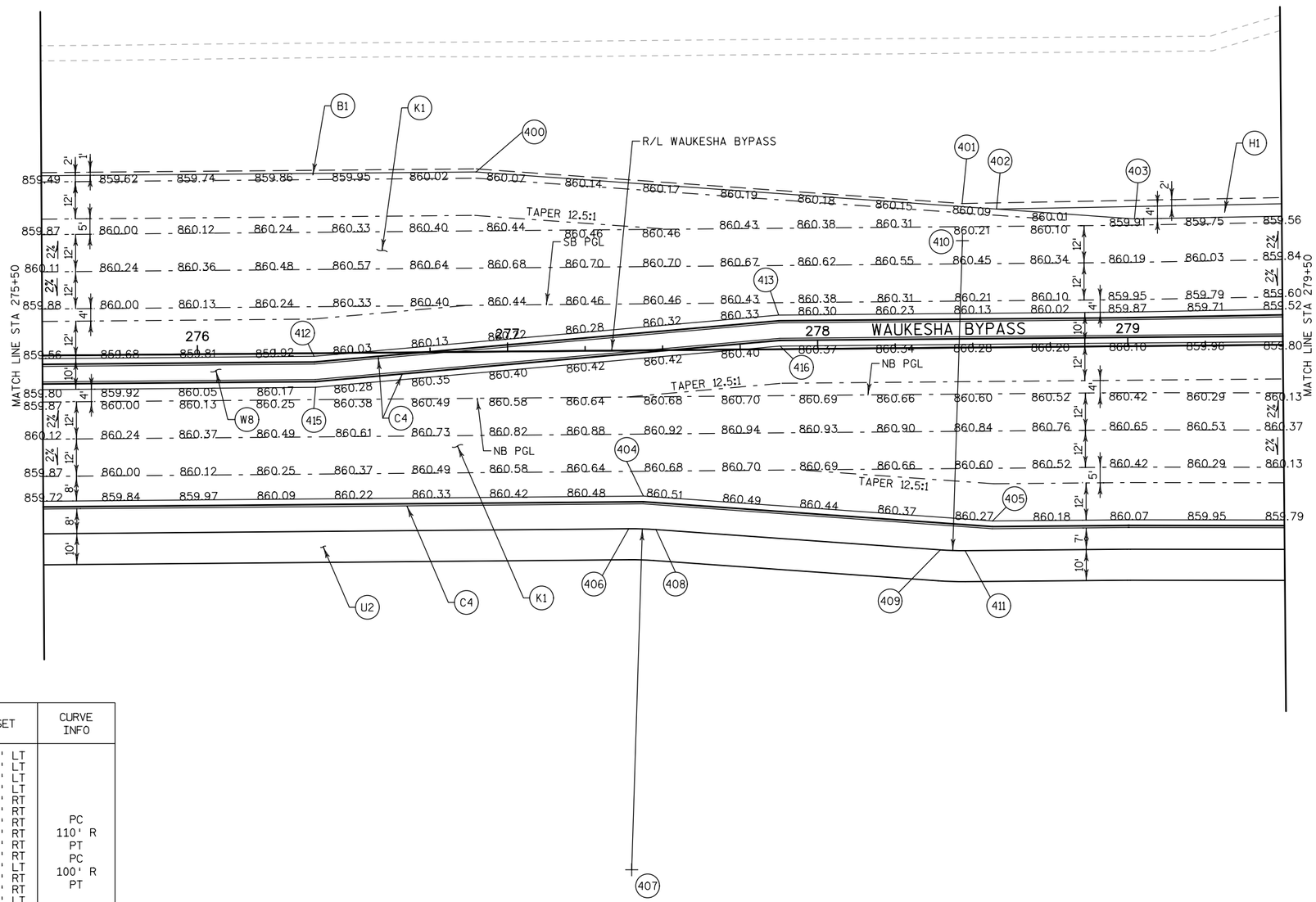
DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
363	273+75.00	56.00' RT	
364	273+97.57	56.00' RT	PC
365	273+97.35	91.00' RT	35' R
366	51+03.95	16.43' RT	PCC
367	51+64.30	85.88' RT	75' R
368	51+53.00	12.00' RT	
369	273+75.00	65.50' RT	
370	51+53.00	12.00' LT	PC
371	51+05.85	73.00' RT	85' R
372	50+92.33	12.00' LT	PT
373	50+82.55	12.00' LT	PC
374	275+02.15	87.00' RT	40' R
375	275+02.15	47.00' RT	PT
376	275+28.00	58.51' RT	PC
377	275+42.87	167.50' RT	110' R
378	275+42.87	57.50' RT	PT
379	273+75.00	11.00' LT	
380	273+93.19	11.00' LT	PC
381	273+93.19	49.00' RT	60' R
382	274+12.27	7.89' LT	PT

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
383	274+12.27	2.89' RT	PT
384	273+97.35	61.00' LT	60' R
385	273+97.35	1.00' RT	PC
386	273+75.00	1.00' RT	
387	275+24.64	1.00' RT	PT
388	275+24.64	61.00' RT	60' R
389	275+04.33	4.54' RT	PC
390	275+04.33	9.54' RT	PC
391	275+17.48	49.00' RT	60' R
392	275+17.48	11.00' RT	PT
393	274+07.01	73.00' LT	15' R
394	274+14.25	86.14' LT	PCC
395	274+23.90	83.65' LT	PT
396	274+23.90	103.65' LT	20' R
397	271+36.95	11.00' RT	
398	272+66.29	23.43' RT	
399	273+43.28	40.90 LT	

2



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
400	276+90.33	58.00' LT	
401	278+76.97	46.47' LT	
402	278+58.05	44.58' LT	
403	279+02.50	41.03' LT	
404	277+43.39	47.00' RT	
405	278+55.89	56.00' RT	
406	277+38.58	57.50' RT	PC
407	277+38.58	167.50' RT	110' R
408	277+47.35	57.85' RT	PT
409	278+38.99	65.18' RT	PC
410	278+46.97	34.50' LT	100' R
411	278+46.97	65.50' RT	PT
412	276+37.60	1.00' RT	
413	277+87.51	11.00' LT	
415	276+38.00	11.00' RT	
416	277+87.91	1.00' LT	

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
500	280+54.34	42.54' LT	
501	280+68.49	46+69' LT	
503	281+00.27	46.22' LT	
504	281+00.03	51.22' LT	
505	281+10.03	47.00' LT	PC
506	280+80.56	222.00' LT	175' R
507	49+48.09	73.67' RT	PCC
508	49+07.15	108.00' RT	50' R
509	49+07.15	51.00' RT	PT
510	281+17.55	95.00' LT	PC
511	281+17.55	50.00' LT	45' R
512	281+46.31	84.61' LT	PCC
513	281+78.27	123.07' LT	50' R
514	281+70.69	73.64' LT	PT
515	49+33.94	77.45' RT	PC
516	49+30.66	57.73' RT	20' R
517	49+14.50	69.14' RT	PCC
518	48+94.43	83.50' RT	25' R

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
549	281+00.04	13.00' LT	
550	281+50.00	15.00' LT	
551	281+71.43	15.00' LT	
552	281+71.92	6.31' LT	PT
553	280+80.56	789.00' LT	788' R
554	280+80.56	1.00' LT	PC
555	283+04.86	68.25' LT	PC
556	283+07.86	68.22' LT	3' R
557	283+08.61	71.12' LT	PT
558	283+74.28	54.07' LT	
559	283+73.72	49.11' LT	
560	283+05.38	46.95' LT	
561	283+03.97	48.37' LT	
562	283+17.90	15.00' LT	

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
570	281+13.44	49.11' RT	
571	281+81.84	46.95' RT	
572	281+83.27	48.35' RT	
573	281+83.06	68.46' RT	PC
574	281+80.06	68.43' RT	3' R
575	281+79.31	71.33' RT	PT
576	281+12.89	54.07' RT	

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
577	283+13.67	6.41' RT	PC
578	284+05.88	789.00' RT	788' R
579	284+05.88	1.00' RT	PT
580	283+99.96	13.00' RT	
581	283+50.00	15.00' RT	
582	283+14.15	15.00' RT	
583	283+51.09	102.84' LT	

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
519	283+28.93	103.49' LT	PCC
520	283+76.24	119.69' LT	50' R
521	283+63.67	71.29' LT	PCC
522	284+61.87	407.40' LT	350' R
523	284+58.37	57.42' LT	PT
524	284+74.65	57.26' LT	
525	284+84.67	59.16' LT	
526	48+76.27	78.18' LT	

N

END PROJECT ID 2788-02-70
BEGIN PROJECT ID 2788-00-72
STA 284+75.64

SEE PAVING DETAILS - USH 18

R/L USH 18

REVERSE SLOPE GUTTER

REVERSE SLOPE GUTTER

REVERSE SLOPE GUTTER

REVERSE SLOPE GUTTER

SB PGL

NB PGL

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

SUMMIT AVE

R/L SUMMIT AVE

SEE PAVING DETAILS - USH 18

MATCH LINE STA 279+50

MATCH LINE STA 285+00

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
527	280+15.06	57.15' RT	PC
528	280+10.82	481.13' RT	424' R
529	281+30.67	74.42' RT	PCC
530	281+16.53	122.38' RT	50' R
531	51+14.06	70.12' RT	PCC
533	280+14.97	66.65' RT	PC
534	281+27.98	85.35' RT	PCC
535	51+16.34	79.59' RT	PCC

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
536	50+98.47	43.00' LT	PC
537	283+27.52	108.00' RT	50' R
538	50+53.69	68.94' LT	PCC
539	283+83.90	247.00' RT	200' R
540	283+83.90	47.00' RT	PT
541	284+79.19	46.21' RT	
542	283+10.40	72.29' RT	PC
543	283+11.68	42.31' RT	30' R
544	283+28.20	67.35' RT	PCC
545	283+44.73	93.39' RT	30' R
546	283+37.36	63.30' RT	PCC
547	283+83.90	247.00' RT	189.5' R
548	283+83.90	57.50' RT	PT

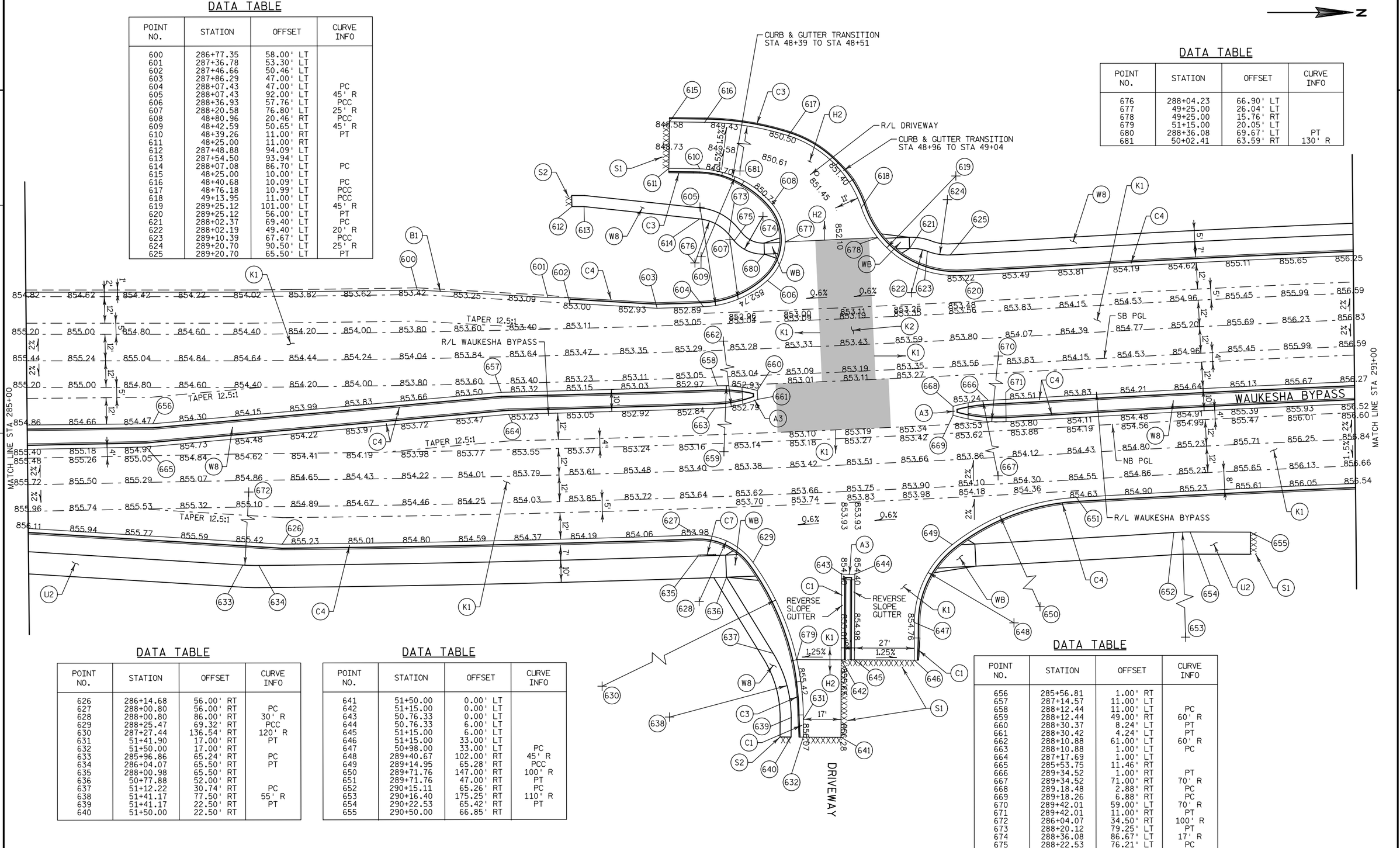
PROJECT NO: 2788-02-70/00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS -WAUKESHA BYPASS	SHEET 68	E

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
600	286+77.35	58.00' LT	
601	287+36.78	53.30' LT	
602	287+46.66	50.46' LT	
603	287+86.29	47.00' LT	
604	288+07.43	47.00' LT	PC
605	288+07.43	92.00' LT	45' R
606	288+36.93	57.76' LT	PCC
607	288+20.58	76.80' LT	25' R
608	48+80.96	20.46' RT	PCC
609	48+42.59	50.65' LT	45' R
610	48+39.26	11.00' RT	PT
611	48+25.00	11.00' RT	
612	287+48.88	94.09' LT	
613	287+54.50	93.94' LT	
614	288+07.08	86.70' LT	PC
615	48+25.00	10.00' LT	
616	48+40.68	10.09' LT	PC
617	48+76.18	10.99' LT	PCC
618	49+13.95	11.00' LT	PCC
619	289+25.12	101.00' LT	45' R
620	289+25.12	56.00' LT	PT
621	288+02.37	69.40' LT	PC
622	288+02.19	49.40' LT	20' R
623	289+10.39	67.67' LT	PCC
624	289+20.70	90.50' LT	25' R
625	289+20.70	65.50' LT	PT

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
676	288+04.23	66.90' LT	
677	49+25.00	26.04' LT	
678	49+25.00	15.76' RT	
679	51+15.00	20.05' LT	
680	288+36.08	69.67' LT	PT
681	50+02.41	63.59' RT	130' R



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
626	286+14.68	56.00' RT	
627	288+00.80	56.00' RT	PC
628	288+00.80	86.00' RT	30' R
629	288+25.47	69.32' RT	PCC
630	287+27.44	136.54' RT	120' R
631	51+41.90	17.00' RT	PT
632	51+50.00	17.00' RT	
633	285+96.86	65.24' RT	PC
634	286+04.07	65.50' RT	PT
635	288+00.98	65.50' RT	
636	50+77.88	52.00' RT	
637	51+12.22	30.74' RT	PC
638	51+41.17	77.50' RT	55' R
639	51+41.17	22.50' RT	PT
640	51+50.00	22.50' RT	

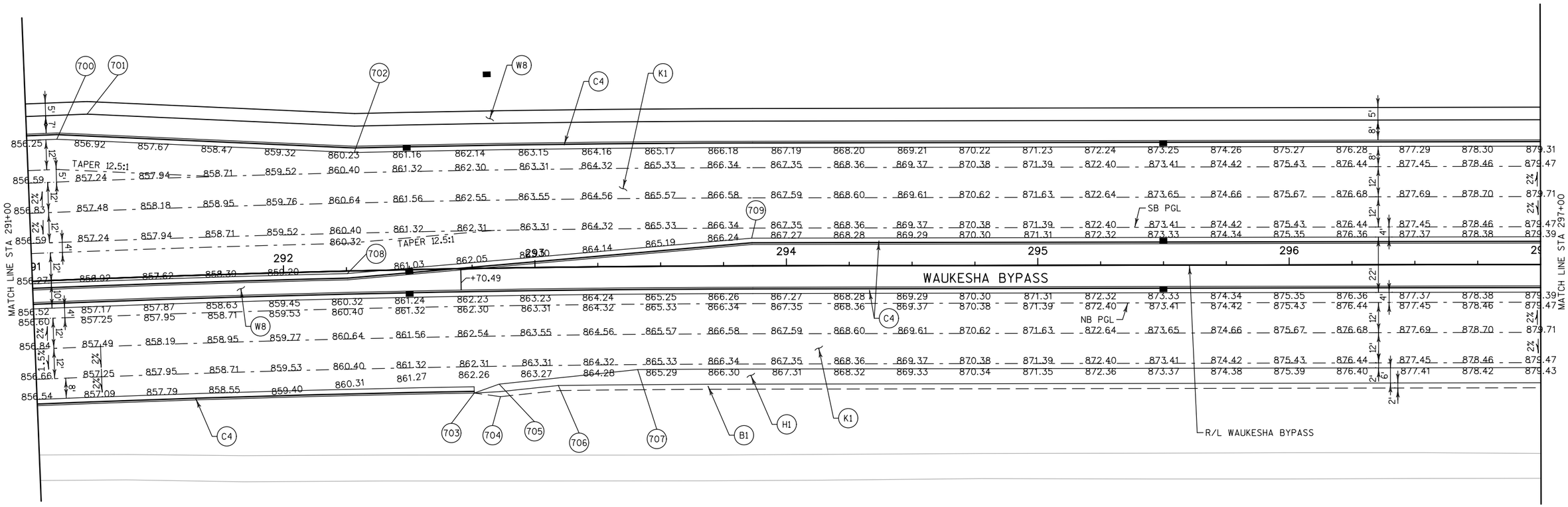
DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
641	51+50.00	0.00' LT	
642	51+15.00	0.00' LT	
643	50.76.33	0.00' LT	
644	50.76.33	6.00' LT	
645	51+15.00	6.00' LT	
646	51+15.00	33.00' LT	
647	50+98.00	33.00' LT	PC
648	289+40.67	102.00' RT	45' R
649	289+14.95	65.28' RT	PCC
650	289+71.76	147.00' RT	100' R
651	289+71.76	47.00' RT	PT
652	290+15.11	65.26' RT	PC
653	290+16.40	175.25' RT	110' R
654	290+22.53	65.42' RT	PT
655	290+50.00	66.85' RT	

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
656	285+56.81	1.00' RT	
657	287+14.57	11.00' LT	
658	288+12.44	11.00' LT	PC
659	288+12.44	49.00' RT	60' R
660	288+30.37	8.24' LT	PT
661	288+30.42	4.24' LT	PT
662	288+10.88	61.00' LT	60' R
663	288+10.88	1.00' LT	PC
664	287+17.69	1.00' LT	
665	285+53.75	11.46' RT	
666	289+34.52	1.00' RT	PT
667	289+34.52	71.00' RT	70' R
668	289.18.48	2.88' RT	PC
669	289+18.26	6.88' RT	PC
670	289+42.01	59.00' LT	70' R
671	289+42.01	11.00' RT	PT
672	286+04.07	34.50' RT	100' R
673	288+20.12	79.25' LT	PT
674	288+36.08	86.67' LT	17' R
675	288+22.53	76.21' LT	PC

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 69	E



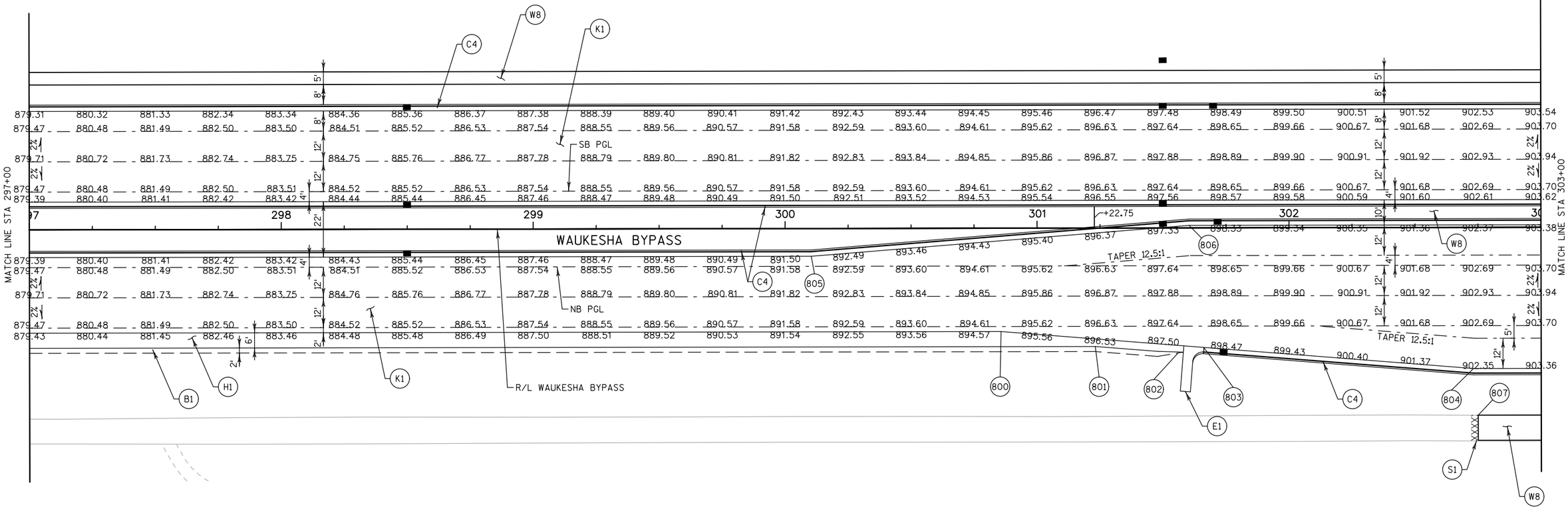
DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
700	291+11.92	56.00' LT	
701	291+24.24	65.50' LT	
702	292+29.17	47.00' LT	
703	292+75.00	49.50' RT	
704	292+85.47	51.10' RT	
705	292+85.03	46.12' RT	
706	293+08.72	47.00' RT	
707	293+40.53	41.00' RT	
708	292+25.32	1.00' RT	
709	293+86.23	11.00' LT	

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 70	E

2

N



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
800	300+85.66	41.00' RT	
801	301+23.04	47.00' RT	
802	301+55.89	49.63' RT	
803	301+66.10	47.44' RT	
804	302+73.16	56.00' RT	
805	300+10.35	11.00' RT	
806	301+60.35	1.00' LT	
807	302+75.00	74.50' RT	

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
900	304+62.24	47.00' LT	PC
901	304+69.00	57.52' LT	PC
902	304+68.25	67.49' LT	10' R
903	304+62.24	72.00' LT	25' R
904	49+31.49	45.00' RT	PT
905	49+27.97	36.00' RT	PT
906	49+40.00	8.00' RT	
907	49+40.00	4.00' LT	
908	49+04.03	36.00' LT	PC
909	305+89.08	68.54' LT	PC
910	305+89.18	48.54' LT	20' R
911	305+99.23	96.00' LT	40' R
912	305+96.41	67.19' LT	PCC
913	306+05.44	90.50' LT	25' R
914	306+05.44	65.50' LT	PT
915	305+99.23	56.00' LT	PT
916	307+80.99	56.00' LT	
917	307+93.91	65.50' LT	
918	308+93.49	47.00' LT	
919	304+48.10	56.00' RT	PC
921	304+48.10	96.00' RT	40' R
922	50+75.00	55.08' RT	
923	50+85.00	55.09' RT	

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
924	50+95.94	36.00' RT	PT
925	50+63.00	4.00' RT	
926	50+63.00	8.00' LT	
927	50+69.04	36.00' LT	PC
928	50+75.00	44.83' LT	
929	50+69.04	56.00' LT	20' R
930	305+80.08	49.00' RT	PT
931	50+75.00	60.00' LT	
932	306+80.00	73.74' RT	
933	305+95.00	49.00' RT	
934	306+31.00	47.00' RT	
935	306+79.00	41.00' RT	
936	304+65.24	1.00' LT	PC
937	304+66.07	59.00' RT	70' R
938	304+84.21	3.62' LT	PT
939	304+84.18	8.62' LT	PT
940	304+65.24	71.00' LT	70' R
941	304+66.07	11.00' LT	PC
942	305+63.15	8.62' RT	PC
943	305+82.08	71.00' RT	70' R
944	305+81.25	11.00' RT	PT
945	305+82.08	1.00' RT	PT
946	305+81.25	59.00' LT	70' R
947	305+63.11	3.62' RT	PC

R/L COLDWATER CREEK DR

SEE PAVING DETAILS - COLDWATER CREEK DRIVE

COLDWATER CREEK DR

REVERSE SLOPE GUTTER (THROUGH RAMP)

SB PGL

NB PGL

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

R/L COLDWATER CREEK DR

SEE PAVING DETAILS - COLDWATER CREEK DRIVE

COLDWATER CREEK DR

REVERSE SLOPE GUTTER (THROUGH RAMP)

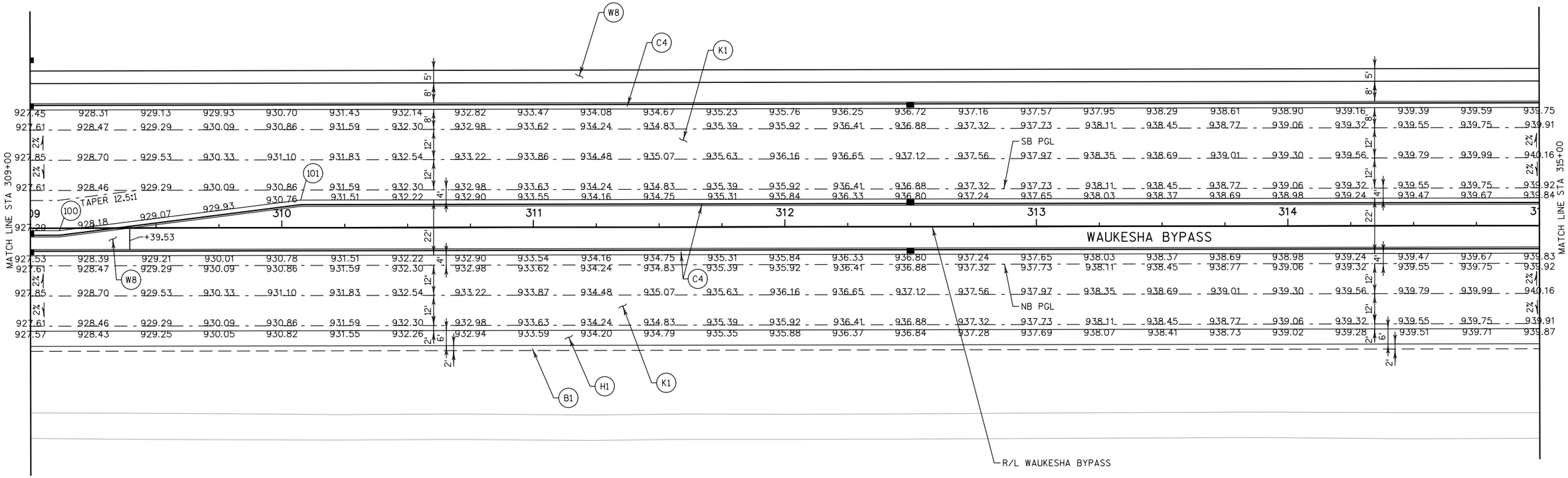
MATCH LINE STA 303+00

MATCH LINE STA 309+00

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 72	E

2

N



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
100	309+11.53	1.00' RT	
101	310+07.53	11.00' LT	

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 73	E

2

N

W8
K1
C4
SB PGL
NB PGL
B1
H1
K1
C4
R/L WAUKESHA BYPASS
S1
U2

939.75 939.89 940.00 940.08 940.13 940.15 940.14 940.10 940.03 939.93 939.79 939.63 939.44 939.22 938.97 938.69 938.38 938.04 937.68 937.31 936.94 936.60 936.30 936.05 935.85
939.91 940.05 940.16 940.24 940.29 940.31 940.30 940.26 940.19 940.09 939.96 939.79 939.60 939.38 939.13 938.85 938.54 938.20 937.84 937.47 937.10 936.76 936.46 936.21 936.01
940.16 940.29 940.40 940.48 940.53 940.55 940.54 940.50 940.43 940.33 940.20 940.04 939.84 939.62 939.37 939.09 938.78 938.44 938.08 937.71 937.34 937.00 936.70 936.45 936.25
939.92 940.05 940.16 940.24 940.29 940.31 940.30 940.26 940.19 940.09 939.95 939.80 939.60 939.38 939.13 938.85 938.54 938.20 937.84 937.47 937.10 936.76 936.46 936.21 936.01
939.84 939.97 940.08 940.16 940.21 940.23 940.22 940.18 940.11 940.01 939.87 939.72 939.52 939.30 939.05 938.77 938.46 938.12 937.76 937.39 937.02 936.68 936.38 936.13 935.93

MATCH LINE STA 315+00

5 316 317 318 319 320 3

MATCH LINE STA 321+00

WAUKESHA BYPASS

939.83 939.97 940.08 940.16 940.21 940.23 940.22 940.18 940.11 940.01 939.88 939.71 939.52 939.30 939.05 938.77 938.46 938.12 937.76 937.39 937.02 936.68 936.38 936.13 935.93
939.92 940.05 940.16 940.24 940.29 940.31 940.30 940.26 940.19 940.09 939.96 939.79 939.60 939.38 939.13 938.85 938.54 938.20 937.84 937.47 937.10 936.76 936.46 936.21 936.01
940.16 940.29 940.40 940.48 940.53 940.55 940.54 940.50 940.43 940.33 940.20 940.04 939.84 939.62 939.37 939.09 938.78 938.44 938.08 937.71 937.35 937.00 936.70 936.45 936.25
939.91 940.05 940.16 940.24 940.29 940.31 940.30 940.26 940.19 940.09 939.96 939.80 939.61 939.38 939.13 938.85 938.54 938.20 937.84 937.47 937.11 936.76 936.46 936.21 936.01
939.87 940.01 940.12 940.20 940.25 940.27 940.26 940.22 940.15 940.05 939.92 939.75 939.57 939.34 939.09 938.81 938.50 938.16 937.80 937.43 937.07 936.72 936.42 936.17 935.97

5' 8' 8' 12' 12' 4' 22' 4' 12' 12' 2' 6 2'
2% 2% 2% 2% 2% 2%

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 74	E

2

N

W8

C4

K1

SB PGL

NB PGL

MATCH LINE STA 321+00

MATCH LINE STA 327+00

WAUKESHA BYPASS

B1

H1

K1

R/L WAUKESHA BYPASS

S1

U2

S1

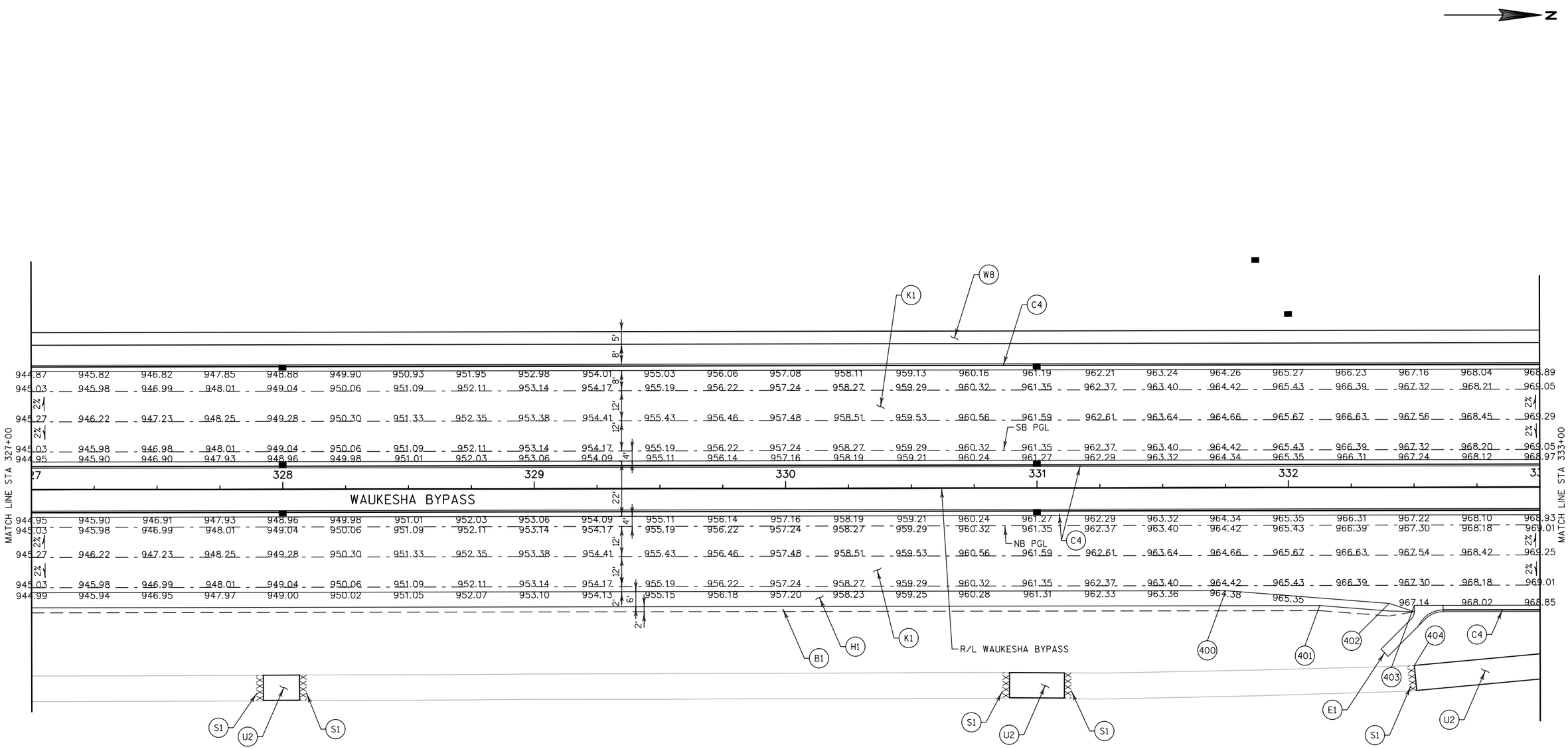
U2

S1

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 75	E

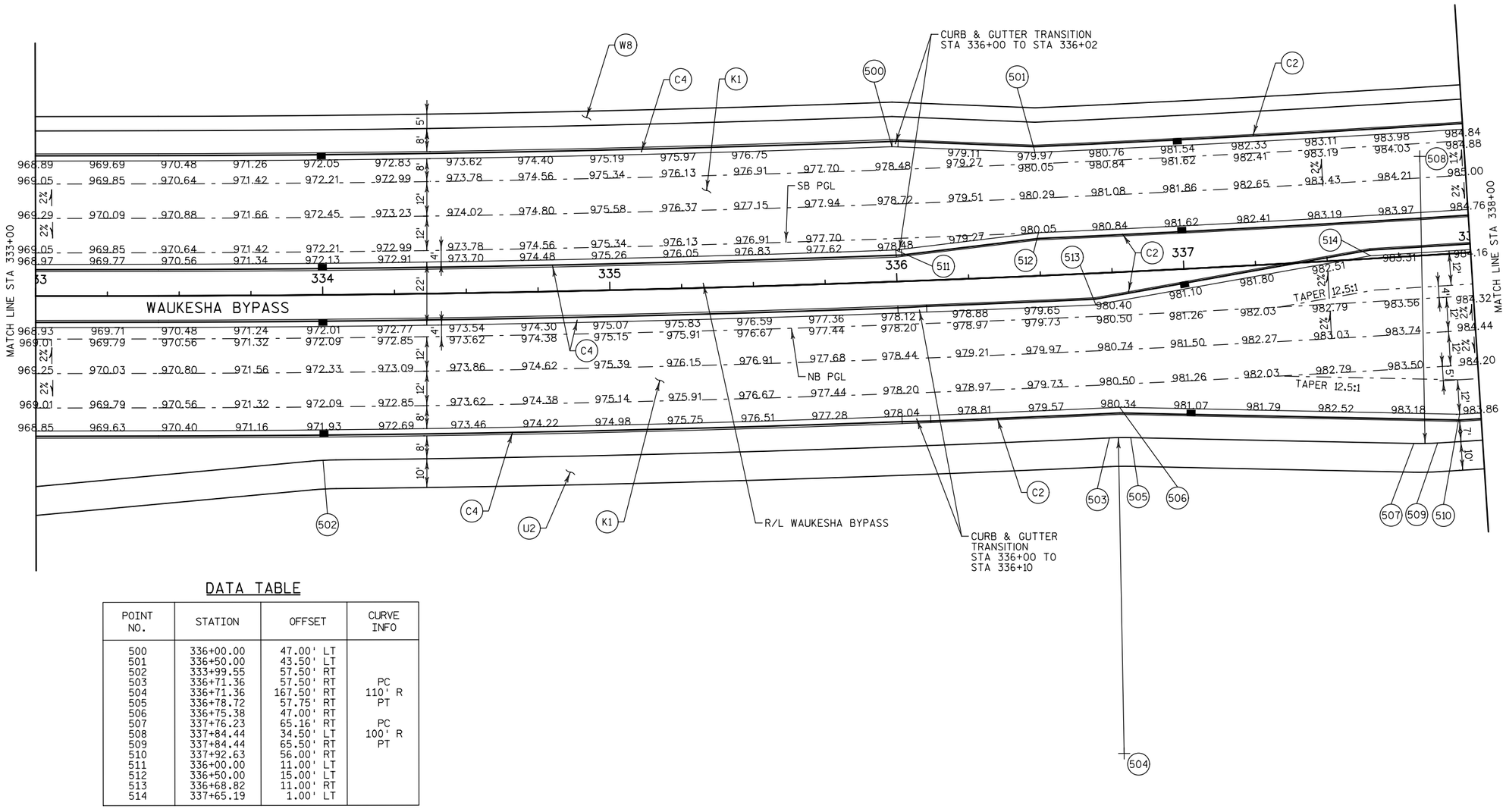
FILE NAME : FD_021212_pd.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

2



DATA TABLE

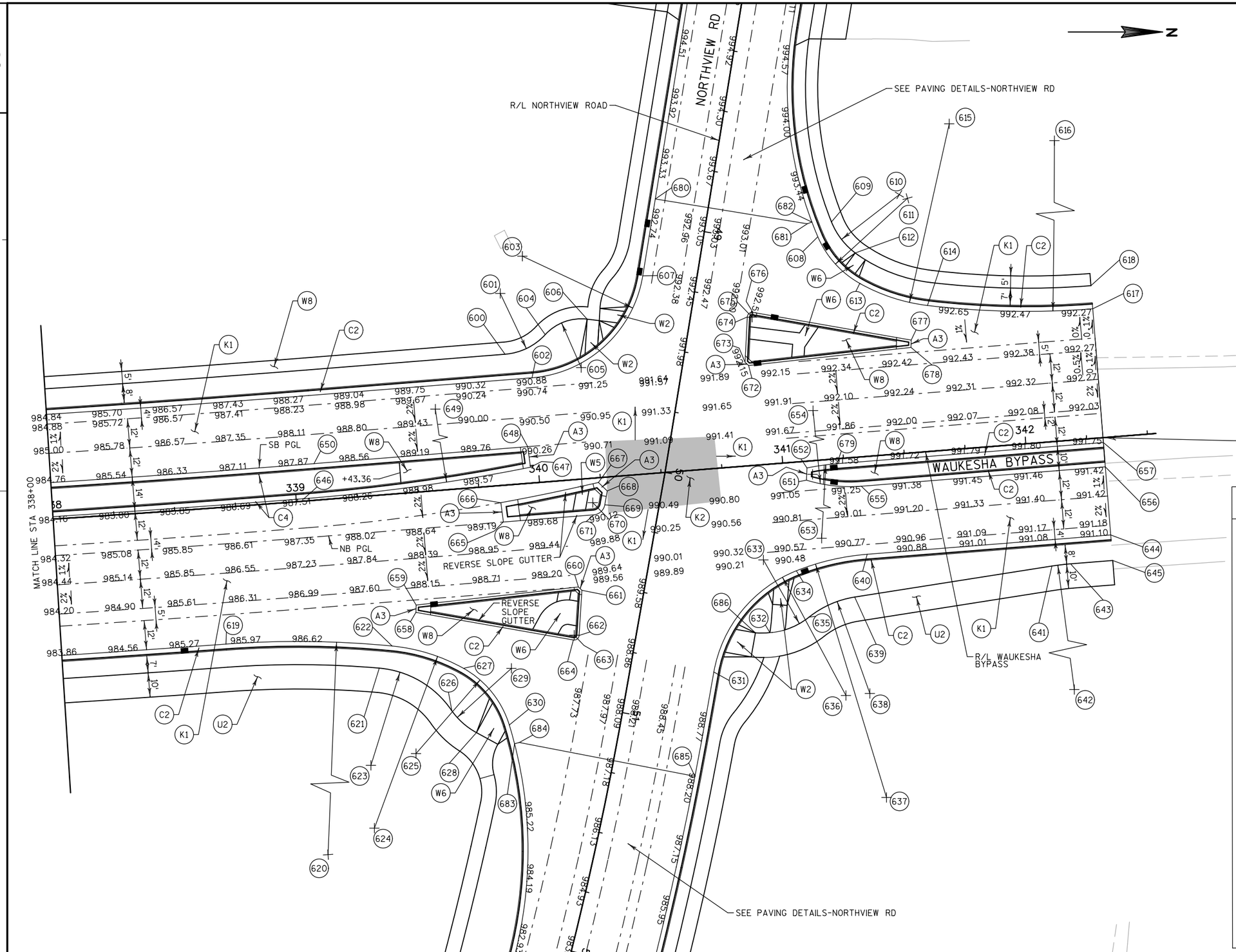
POINT NO.	STATION	OFFSET	CURVE INFO
400	331+75.00	41.00' RT	
401	332+12.38	47.00' RT	
402	332+40.00	46.20' RT	
403	332+50.00	47.00' RT	
404	332+50.00	70.89' RT	



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
500	336+00.00	47.00' LT	
501	336+50.00	43.50' LT	
502	333+99.55	57.50' RT	
503	336+71.36	57.50' RT	PC
504	336+71.36	167.50' RT	110' R
505	336+78.72	57.75' RT	PT
506	336+75.38	47.00' RT	
507	337+76.23	65.16' RT	PC
508	337+84.44	34.50' LT	100' R
509	337+84.44	65.50' RT	PT
510	337+92.63	56.00' RT	
511	336+00.00	11.00' LT	
512	336+50.00	15.00' LT	
513	336+68.82	11.00' RT	
514	337+65.19	1.00' LT	

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 77	E



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
600	339+90.09	53.50' LT	PC
601	339+90.09	78.50' LT	25' R
602	340+00.34	43.00' LT	PC
603	340+00.34	93.00' LT	50' R
604	340+07.13	60.21' LT	PCC
605	340+20.77	45.58' LT	20' R
606	340+24.76	65.17' LT	PT
607	340+48.90	81.06' LT	PT
608	341+21.72	91.35' LT	PCC
609	341+27.77	96.98' LT	PC
610	341+56.41	105.93' LT	30' R
611	341+59.61	104.16' LT	40' R
612	341+36.48	83.51' LT	PCC
613	341+37.35	70.93' LT	PCC
614	341+64.30	59.72' LT	PCC
615	341+79.08	133.25' LT	75' R
616	342+31.74	395.00' LT	342' R
617	342+31.74	53.00' LT	PT
618	342+31.74	62.50' LT	
619	338+66.93	56.00' RT	PC
620	338+66.93	456.00' RT	400' R
621	339+28.49	70.68' RT	PC
622	339+34.47	62.07' RT	PCC
623	339+21.92	110.14' RT	40' R
624	339+21.32	135.91' RT	75' R
625	339+40.73	106.79' RT	40' R
626	339+56.54	90.09' RT	PCC
627	339+62.92	73.51' RT	PCC
628	339+66.11	100.19' RT	PT
629	339+82.50	75.06' RT	30' R
630	339+79.79	98.13' RT	PCC
631	340+65.10	83.13' RT	PC
632	340+89.28	68.83' RT	
633	340+89.00	38.93' RT	30' R
634	341+02.10	44.44' RT	PCC
635	341+05.78	63.80' RT	PCC
636	341+18.32	97.00' RT	55' R
637	341+31.58	140.00' RT	100' R
638	341+28.16	96.95' RT	40' R

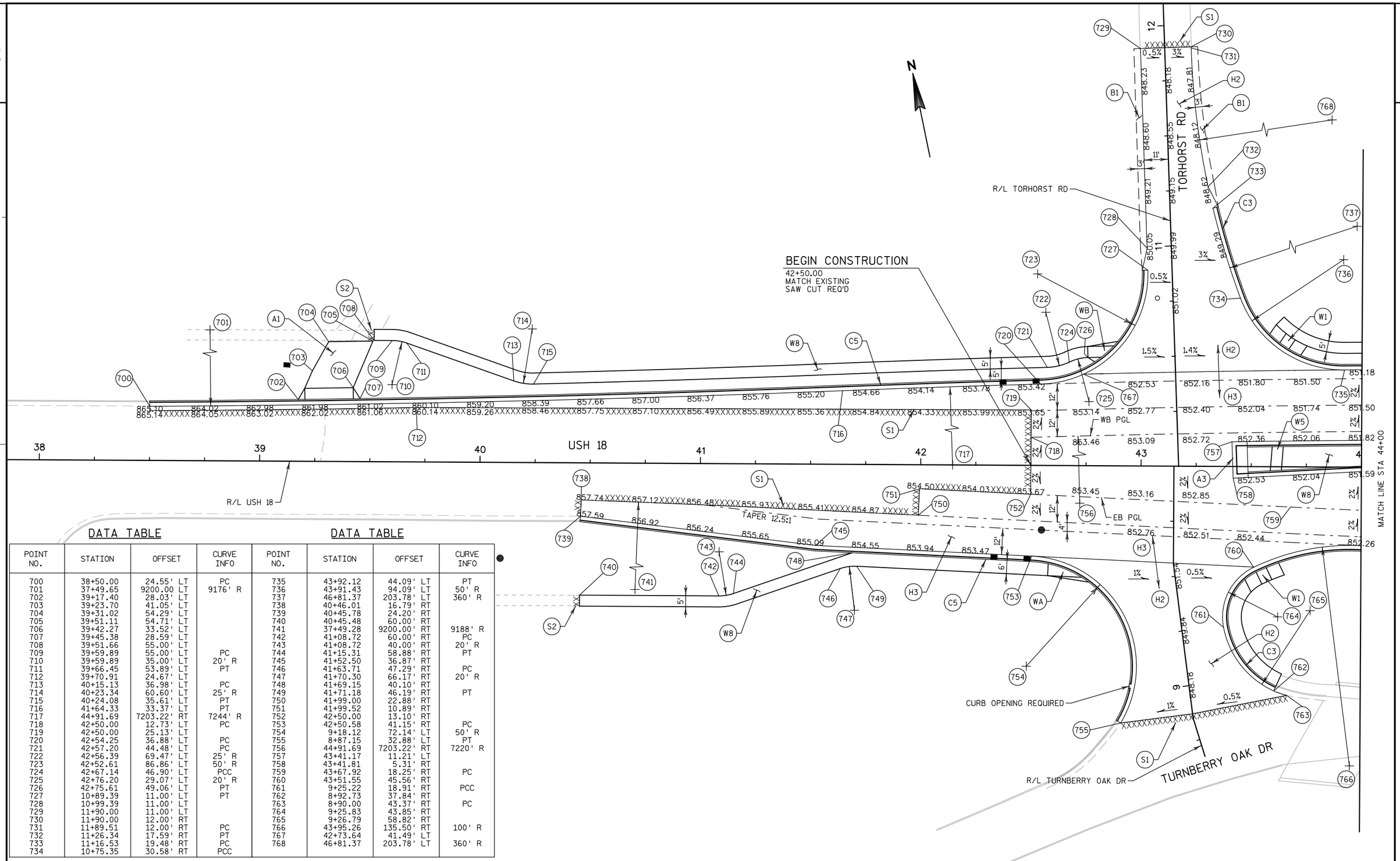
END PROJECT ID 2788-00-02
BEGIN CITY OF WAUKESHA PROJECT
STA 342+31.74

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
639	341+25.09	57.07' RT	PT
640	341+31.58	40.00' RT	PT
641	342+06.71	50.79' RT	PC
642	342+14.38	150.50' RT	100' R
643	342+14.38	50.50' RT	PT
644	342+31.72	40.00' RT	
645	342+31.74	50.50' RT	
646	339+03.20	1.00' LT	PC
647	339+96.81	6.51' LT	PT
648	339+96.33	15.00' LT	
649	339+03.20	789.00' LT	789' R
650	339+08.45	15.00' LT	
651	341+09.17	7.74' RT	PC
652	341+09.78	2.77' RT	PC
653	341+22.18	102.00' RT	100' R
654	341+31.39	48.00' LT	60' R
655	341+31.39	12.00' RT	PT
656	342+31.74	12.00' RT	
657	342+31.74	2.00' RT	
658	339+45.27	49.09' RT	
659	339+45.60	46.11' RT	
660	340+12.50	43.97' RT	
661	340+13.83	45.46' RT	
662	340+11.21	63.82' RT	PT
663	340+09.23	63.54' RT	2' R
664	340+08.73	65.48' RT	PC
665	339+83.85	15.00' RT	
666	339+83.45	7.02' RT	
667	340+24.08	1.95' RT	
668	340+27.41	5.68' RT	
669	340+25.95	11.26' RT	PT
670	340+21.12	10.00' RT	5' R
671	340+21.12	15.00' RT	PC
672	340+89.26	40.98' LT	
673	340+87.91	42.46' LT	
674	340+90.28	60.87' LT	PC
675	340+92.27	60.61' LT	2' R
676	340+92.77	62.55' LT	PT
677	341+56.52	46.09' LT	
678	341+56.19	43.11' LT	
679	341+22.18	2.00' RT	PT
680	48+90.00	22.00' RT	
681	48+90.00	41.15' LT	
682	48+89.00	42.88' LT	
683	51+20.88	41.14' RT	
684	51+20.00	39.33' RT	
685	51+20.00	34.00' LT	
686	340+83.37	68.46' RT	PC

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - WAUKESHA BYPASS	SHEET 78	E

FILE NAME : FD_021215_pd.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1



DATA TABLE

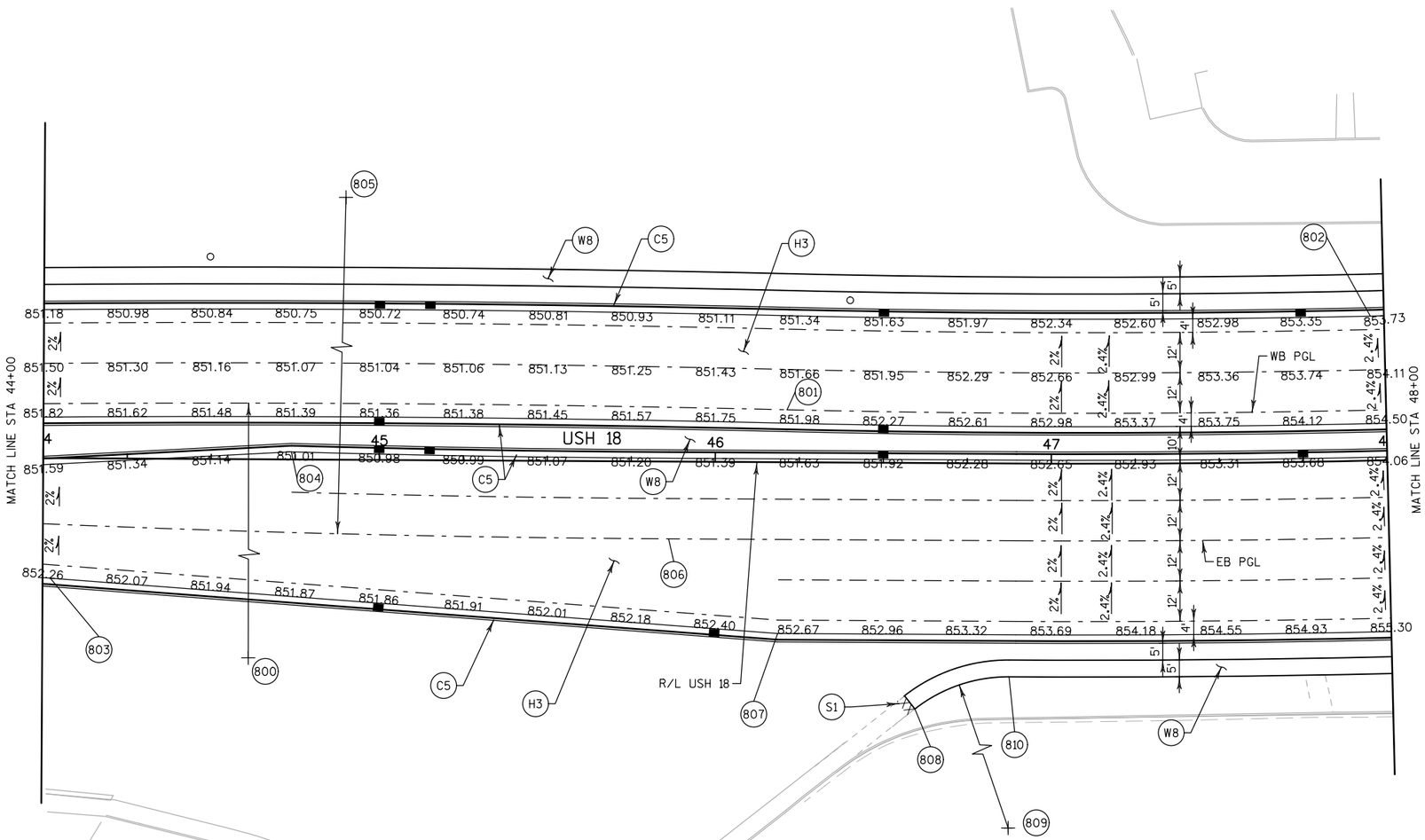
POINT NO.	STATION	OFFSET	CURVE INFO
700	38+50.00	24.55' LT	PC
701	37+49.65	9200.00 LT	9176' R
702	39+17.40	28.03' LT	
703	39+23.70	41.05' LT	
704	39+31.02	54.29' LT	
705	39+51.11	54.71' LT	
706	39+42.27	33.52' LT	
707	39+45.38	28.59' LT	
708	39+51.66	55.00' LT	
709	39+59.89	55.00' LT	PC
710	39+59.89	35.00' LT	20' R
711	39+66.45	53.89' LT	PT
712	39+70.91	24.67' LT	
713	40+15.13	36.98' LT	PC
714	40+23.34	60.60' LT	25' R
715	40+24.08	35.61' LT	PT
716	41+64.33	33.37' LT	PT
717	44+91.69	7203.22' RT	7244' R
718	42+50.00	12.73' LT	PC
719	42+50.00	25.13' LT	
720	42+54.25	36.88' LT	PC
721	42+57.20	44.48' LT	PC
722	42+56.39	69.47' LT	25' R
723	42+52.61	86.86' LT	50' R
724	42+67.14	46.90' LT	PCC
725	42+76.20	29.07' LT	20' R
726	42+75.61	49.06' LT	PT
727	10+89.39	11.00' LT	PT
728	10+99.39	11.00' LT	
729	11+90.00	11.00' LT	
730	11+90.00	12.00' RT	
731	11+89.51	12.00' RT	PC
732	11+26.34	17.59' RT	PT
733	11+16.53	19.48' RT	PC
734	10+75.35	30.58' RT	PCC

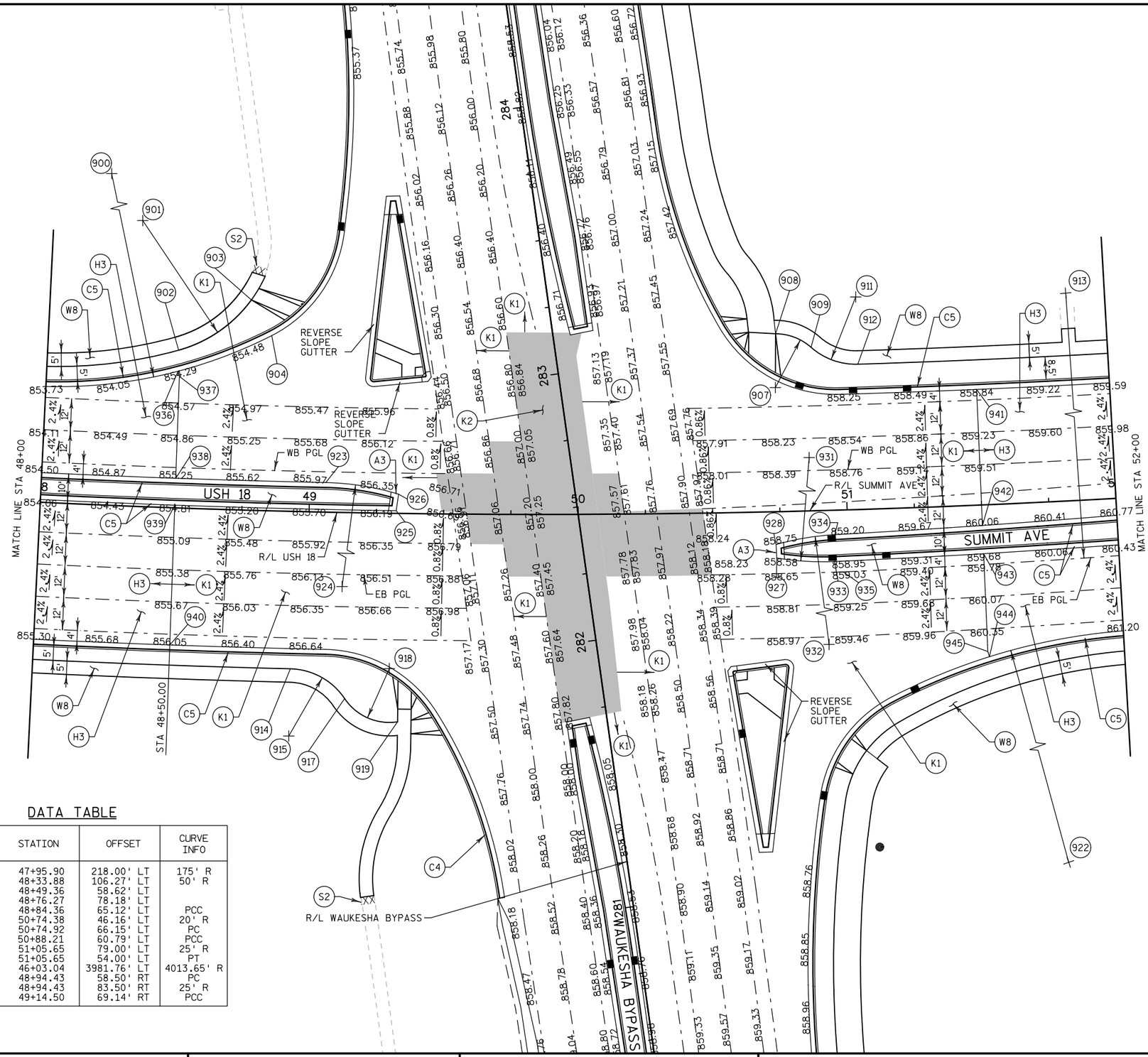
DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
735	43+92.12	44.09' LT	PT
736	43+91.43	94.09' LT	50' R
737	46+81.37	203.78' LT	360' R
738	40+46.01	16.79' RT	
739	40+45.78	24.20' RT	
740	40+45.48	60.00' RT	
741	37+49.28	9200.00' RT	9188' R
742	41+08.72	60.00' RT	PC
743	41+08.72	40.00' RT	20' R
744	41+15.31	58.88' RT	PT
745	41+52.50	36.87' RT	
746	41+63.71	47.29' RT	PC
747	41+70.30	66.17' RT	20' R
748	41+69.15	40.10' RT	
749	41+71.18	46.19' RT	PT
750	41+99.00	22.88' RT	
751	41+99.52	10.89' RT	
752	42+50.00	13.10' RT	
753	42+50.58	41.15' RT	PC
754	9+18.12	72.14' LT	50' R
755	8+87.15	32.88' LT	PT
756	44+91.69	7203.22' RT	7220' R
757	43+41.17	11.21' LT	
758	43+41.81	5.31' RT	
759	43+67.92	18.25' RT	PC
760	43+51.55	45.56' RT	
761	9+25.22	18.91' RT	PCC
762	8+92.73	37.84' RT	
763	8+90.00	43.37' RT	PC
764	9+25.83	43.85' RT	
765	9+26.79	58.82' RT	
766	43+95.26	135.50' RT	100' R
767	42+73.64	41.49' LT	
768	46+81.37	203.78' LT	360' R

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - USH 18	SHEET 79	E

2


N
805
W8
C5
H3
802
851.18 850.98 850.84 850.75 850.72 850.74 850.81 850.93 851.11 851.34 851.63 851.97 852.34 852.60 852.98 853.35 853.73
851.50 851.30 851.16 851.07 851.04 851.06 851.13 851.25 851.43 851.66 851.95 852.29 852.66 852.99 853.36 853.74 854.11
801
851.82 851.62 851.48 851.39 851.36 851.38 851.45 851.57 851.75 851.98 852.27 852.61 852.98 853.37 853.75 854.12 854.50
MATCH LINE STA 44+00
MATCH LINE STA 48+00
4 45 USH 18 46 47 4
851.59 851.34 851.14 851.01 850.98 850.99 851.07 851.20 851.39 851.63 851.92 852.28 852.65 852.93 853.31 853.68 854.06
804
C5
W8
WB PGL
EB PGL
852.26 852.07 851.94 851.87 851.86 851.91 852.01 852.18 852.40 852.67 852.96 853.32 853.69 854.18 854.55 854.93 855.30
803
800
806
C5
H3
R/L USH 18
807
S1
808
810
809
W8
5' 5' 12' 12' 12' 12' 12' 12' 10' 12' 12' 12' 12' 4' 4' 4



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
900	47+95.90	218.00' LT	175' R
901	48+33.88	106.27' LT	50' R
902	48+49.36	58.62' LT	
903	48+76.27	78.18' LT	
904	48+84.36	65.12' LT	PCC
907	50+74.38	46.16' LT	20' R
908	50+74.92	66.15' LT	PC
909	50+88.21	60.79' LT	PCC
911	51+05.65	79.00' LT	25' R
912	51+05.65	54.00' LT	PT
913	46+03.04	3981.76' LT	4013.65' R
914	48+94.43	58.50' RT	PC
915	48+94.43	83.50' RT	25' R
917	49+14.50	69.14' RT	PCC

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
918	49+30.66	57.73' RT	20' R
919	49+33.94	77.45' RT	PT
922	279+51.51	180.63' RT	225' R
923	49+05.96	11.00' LT	PC
924	49+05.96	89.00' RT	100' R
925	49+32.36	1.00' LT	
926	49+33.15	7.15' LT	PT
927	50+73.46	17.17' RT	PC
928	50+73.31	12.17' RT	PC
931	50+93.03	80.93' LT	100' R
932	50+97.75	109.04' RT	100' R
933	50+94.79	19.05' RT	PT
934	50+95.17	9.07' RT	PT
935	50+97.88	23.00' RT	PCC
936	48+49.42	50.79' LT	
937	48+50.00	48.87' LT	
938	48+50.00	11.00' LT	
939	48+50.00	0.00' RT	
940	48+50.00	51.00' RT	
941	51+50.00	43.00' LT	
942	51+50.00	7.61' LT	
943	51+50.00	18.12' RT	
944	51+50.00	54.52' RT	
945	51+50.51	56.45' RT	

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - USH 18/SUMMIT AVE	SHEET 81	E

DATA TABLE

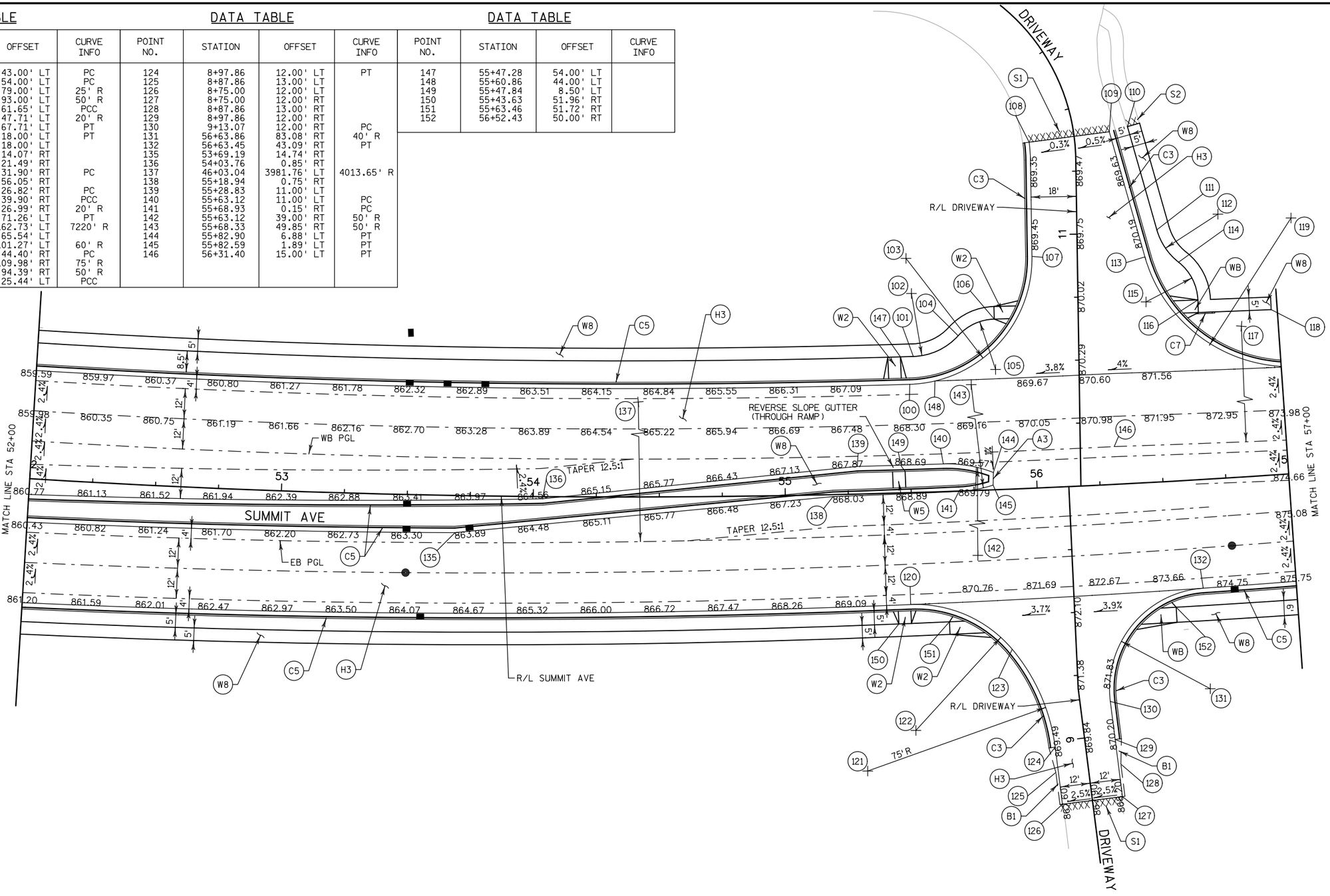
POINT NO.	STATION	OFFSET	CURVE INFO
100	55+50.73	43.00' LT	PC
101	55+52.50	54.00' LT	PC
102	55+52.50	79.00' LT	25' R
103	55+50.73	93.00' LT	50' R
104	55+70.83	61.65' LT	PCC
105	55+85.38	47.71' LT	20' R
106	55+85.64	67.71' LT	PT
107	10+91.44	18.00' LT	PT
108	11+38.86	18.00' LT	
109	11+38.86	14.07' RT	
110	11+39.73	21.49' RT	
111	11+00.59	31.90' RT	PC
112	11+07.06	56.05' RT	
113	10+90.56	26.82' RT	PC
114	10+87.97	39.90' RT	PCC
115	10+72.69	26.99' RT	20' R
116	56+68.23	71.26' LT	PT
117	39+84.13	7162.73' LT	7220' R
118	56+97.53	65.54' LT	
119	57+08.17	101.27' LT	60' R
120	55+48.47	44.40' RT	PC
121	55+30.02	109.98' RT	75' R
122	55+49.05	94.39' RT	50' R
123	9+36.57	25.44' LT	PCC

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
124	8+97.86	12.00' LT	PT
125	8+87.86	13.00' LT	
126	8+75.00	12.00' LT	
127	8+75.00	12.00' RT	
128	8+87.86	13.00' RT	
129	8+97.86	12.00' RT	
130	9+13.07	12.00' RT	PC
131	56+63.86	83.08' RT	40' R
132	56+63.45	43.09' RT	PT
135	53+69.19	14.74' RT	
136	54+03.76	0.85' RT	
137	46+03.04	3981.76' LT	4013.65' R
138	55+18.94	0.75' RT	
139	55+28.83	11.00' LT	
140	55+63.12	11.00' LT	PC
141	55+68.93	0.15' RT	PC
142	55+63.12	39.00' RT	50' R
143	55+68.33	49.85' RT	50' R
144	55+82.90	6.88' LT	PT
145	55+82.59	1.89' LT	PT
146	56+31.40	15.00' LT	PT

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
147	55+47.28	54.00' LT	
148	55+60.86	44.00' LT	
149	55+47.84	8.50' LT	
150	55+43.63	51.96' RT	
151	55+63.46	51.72' RT	
152	56+52.43	50.00' RT	



2

N

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
200	57+06.25	42.30' LT	
201	57+16.36	42.02' LT	
202	57+62.92	4.47' RT	
203	58+07.27	38.91' LT	
204	39+84.13	7162.73' LT	7220' R
205	58+57.65	50.00' RT	
206	58+84.73	32.29' LT	
207	46+03.04	3981.76' LT	4013.65' R
208	59+69.56	29.45' LT	
209	59+69.56	18.27' LT	
210	59+69.56	3.41' LT	PT
211	59+69.56	0.00' RT	
212	59+38.46	85.56' RT	
213	59+91.59	40.39' RT	
214	59+93.44	50.00' RT	
215	59+93.07	58.94' RT	
216	60+27.01	79.75' RT	PT
217	60+24.52	72.71' RT	PC
218	60+25.47	50.00' RT	
219	60+28.81	38.67' RT	
220	60+55.66	6.67' RT	PCC
221	62+86.60	4000.00' RT	4000' R
222	61+83.91	29.33' RT	PC
223	61+85.07	74.31' RT	45' R
224	9+21.14	18.00' LT	PT
225	9+13.03	18.00' LT	
226	9+13.03	14.00' LT	
227	9+21.14	14.00' LT	
228	62+33.94	0.35' RT	PT
229	62+33.94	0.00' RT	
230	60+34.51	73.13' RT	10' R
231	60+38.96	93.29' RT	

END CONSTRUCTION
59+69.56
MATCH EXISTING
SAW CUT REQ'D

MATCH LINE STA 57+00

TAPER 12.5:1

TAPER 12.5:1

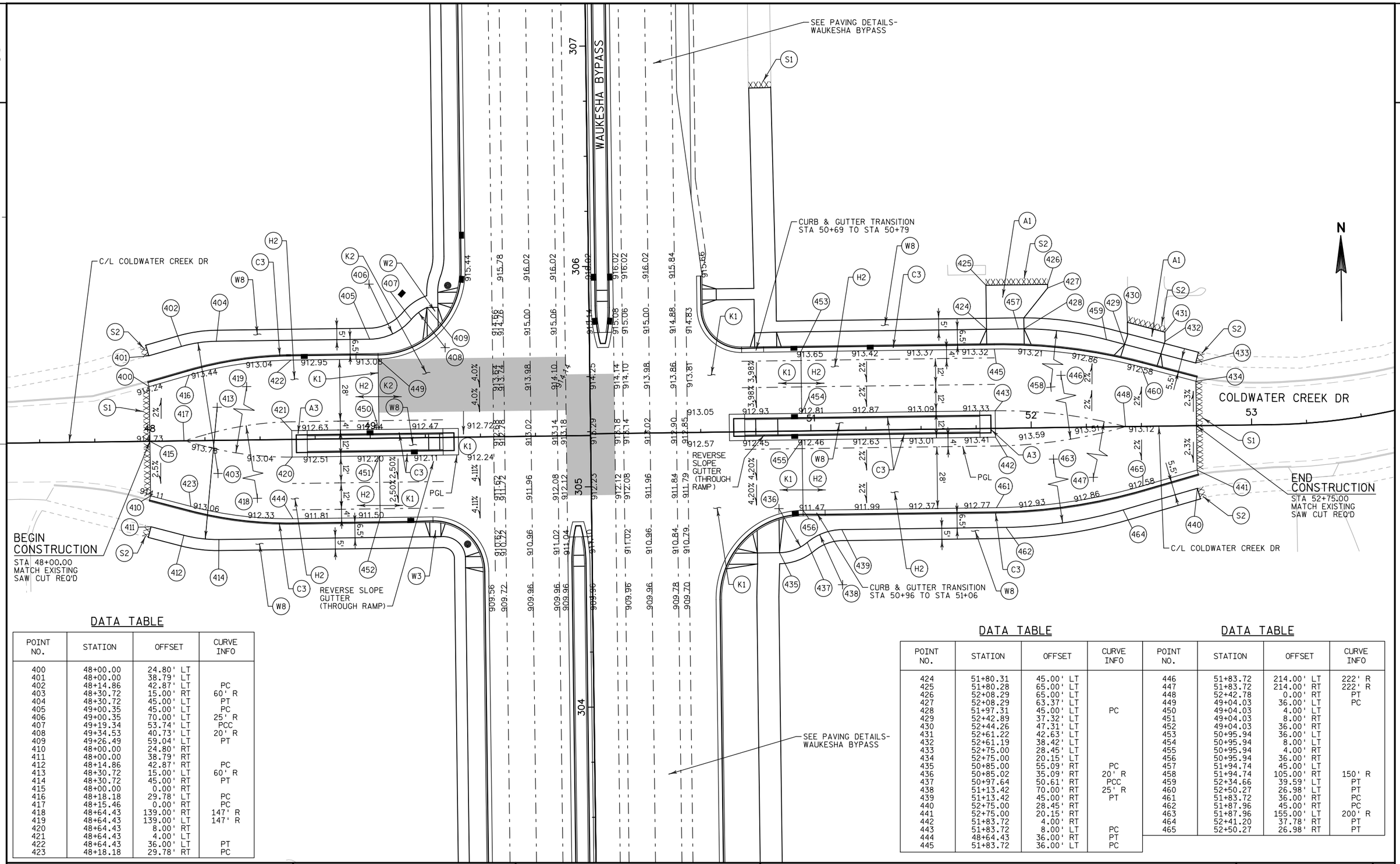
WB PGL

EB PGL

SUMMIT AVE

R/L SUMMIT AVE

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - SUMMIT AVE	SHEET 83	E



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
400	48+00.00	24.80' LT	
401	48+00.00	38.79' LT	
402	48+14.86	42.87' LT	PC
403	48+30.72	15.00' RT	60' R
404	48+30.72	45.00' LT	PT
405	49+00.35	45.00' LT	PC
406	49+00.35	70.00' LT	25' R
407	49+19.34	53.74' LT	PCC
408	49+34.53	40.73' LT	20' R
409	49+26.49	59.04' LT	PT
410	48+00.00	24.80' RT	
411	48+00.00	38.79' RT	
412	48+14.86	42.87' RT	PC
413	48+30.72	15.00' LT	60' R
414	48+30.72	45.00' RT	PT
415	48+00.00	0.00' RT	
416	48+18.18	29.78' LT	PC
417	48+15.46	0.00' RT	PC
418	48+64.43	139.00' RT	147' R
419	48+64.43	139.00' LT	147' R
420	48+64.43	8.00' RT	
421	48+64.43	4.00' LT	
422	48+64.43	36.00' LT	PT
423	48+18.18	29.78' RT	PC

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
424	51+80.31	45.00' LT	
425	51+80.28	65.00' LT	
426	52+08.29	65.00' LT	
427	52+08.29	63.37' LT	
428	51+97.31	45.00' LT	PC
429	52+42.89	37.32' LT	
430	52+44.26	47.31' LT	
431	52+61.22	42.63' LT	
432	52+61.19	38.42' LT	
433	52+75.00	28.45' LT	
434	52+75.00	20.15' LT	
435	50+85.00	55.09' RT	PC
436	50+85.02	35.09' RT	20' R
437	50+97.64	50.61' RT	PCC
438	51+13.42	70.00' RT	25' R
439	51+13.42	45.00' RT	PT
440	52+75.00	28.45' RT	
441	52+75.00	20.15' RT	
442	51+83.72	4.00' RT	
443	51+83.72	8.00' LT	PC
444	48+64.43	36.00' RT	PT
445	51+83.72	36.00' LT	PC

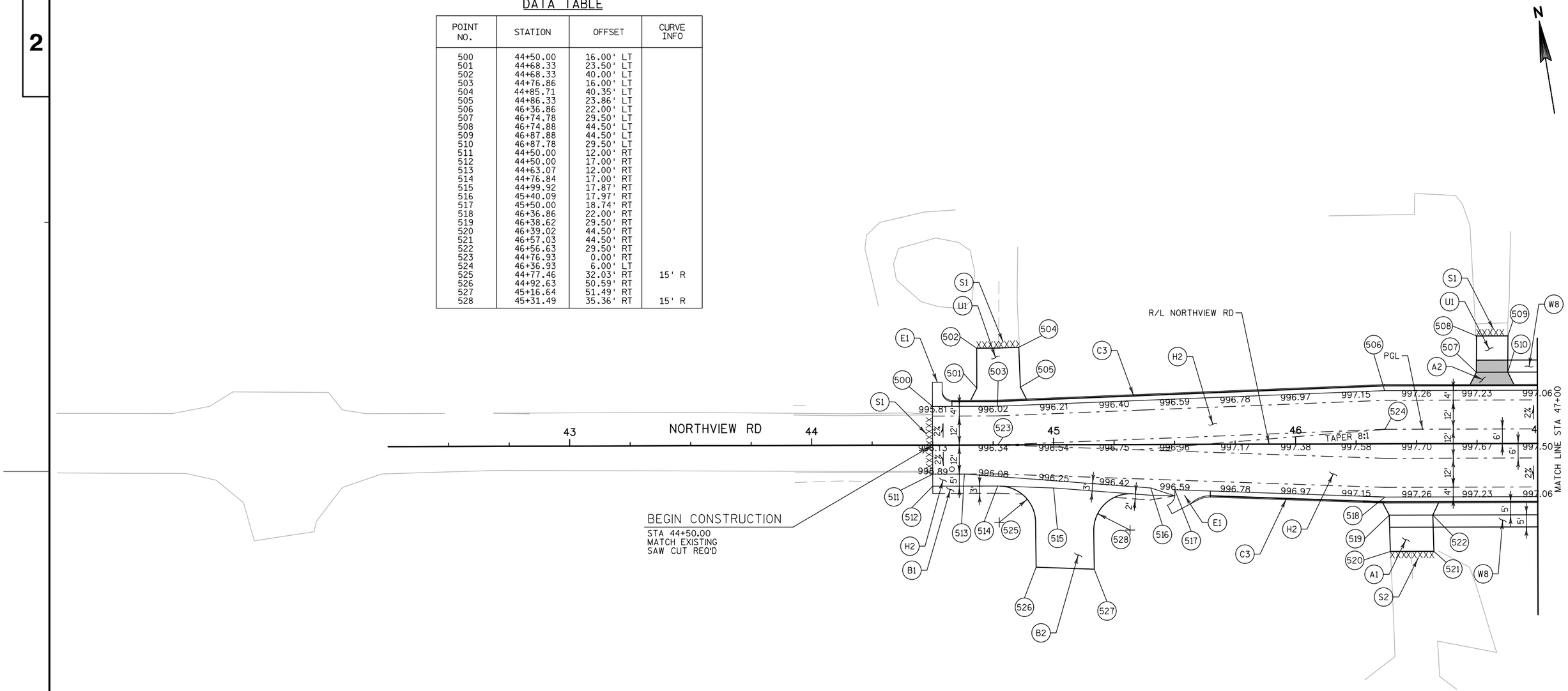
DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
446	51+83.72	214.00' LT	222' R
447	51+83.72	214.00' RT	222' R
448	52+42.78	0.00' RT	PT
449	49+04.03	36.00' LT	PC
450	49+04.03	4.00' LT	
451	49+04.03	8.00' RT	
452	49+04.03	36.00' RT	
453	50+95.94	36.00' LT	
454	50+95.94	8.00' LT	
455	50+95.94	4.00' RT	
456	50+95.94	36.00' RT	
457	51+94.74	45.00' LT	
458	51+94.74	105.00' RT	150' R
459	52+34.66	39.59' LT	PT
460	52+50.27	26.98' LT	PT
461	51+83.72	36.00' RT	PC
462	51+87.96	45.00' RT	PC
463	51+87.96	155.00' LT	200' R
464	52+41.20	37.78' RT	PT
465	52+50.27	26.98' RT	PT

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - COLDWATER CREEK DRIVE	SHEET 84	E

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
500	44+50.00	16.00' LT	
501	44+68.33	23.50' LT	
502	44+68.33	40.00' LT	
503	44+76.86	16.00' LT	
504	44+85.71	40.35' LT	
505	44+86.33	23.86' LT	
506	46+36.86	22.00' LT	
507	46+74.78	29.50' LT	
508	46+74.88	44.50' LT	
509	46+87.88	44.50' LT	
510	46+87.78	29.50' LT	
511	44+50.00	12.00' RT	
512	44+50.00	17.00' RT	
513	44+63.07	12.00' RT	
514	44+76.84	17.00' RT	
515	44+99.92	17.87' RT	
516	45+40.09	17.97' RT	
517	45+50.00	18.74' RT	
518	46+36.86	22.00' RT	
519	46+38.62	29.50' RT	
520	46+39.02	44.50' RT	
521	46+57.03	44.50' RT	
522	46+56.63	29.50' RT	
523	44+76.93	0.00' RT	
524	46+36.93	6.00' LT	
525	44+77.46	32.03' RT	15' R
526	44+92.63	50.59' RT	
527	45+16.64	51.49' RT	
528	45+31.49	35.36' RT	15' R

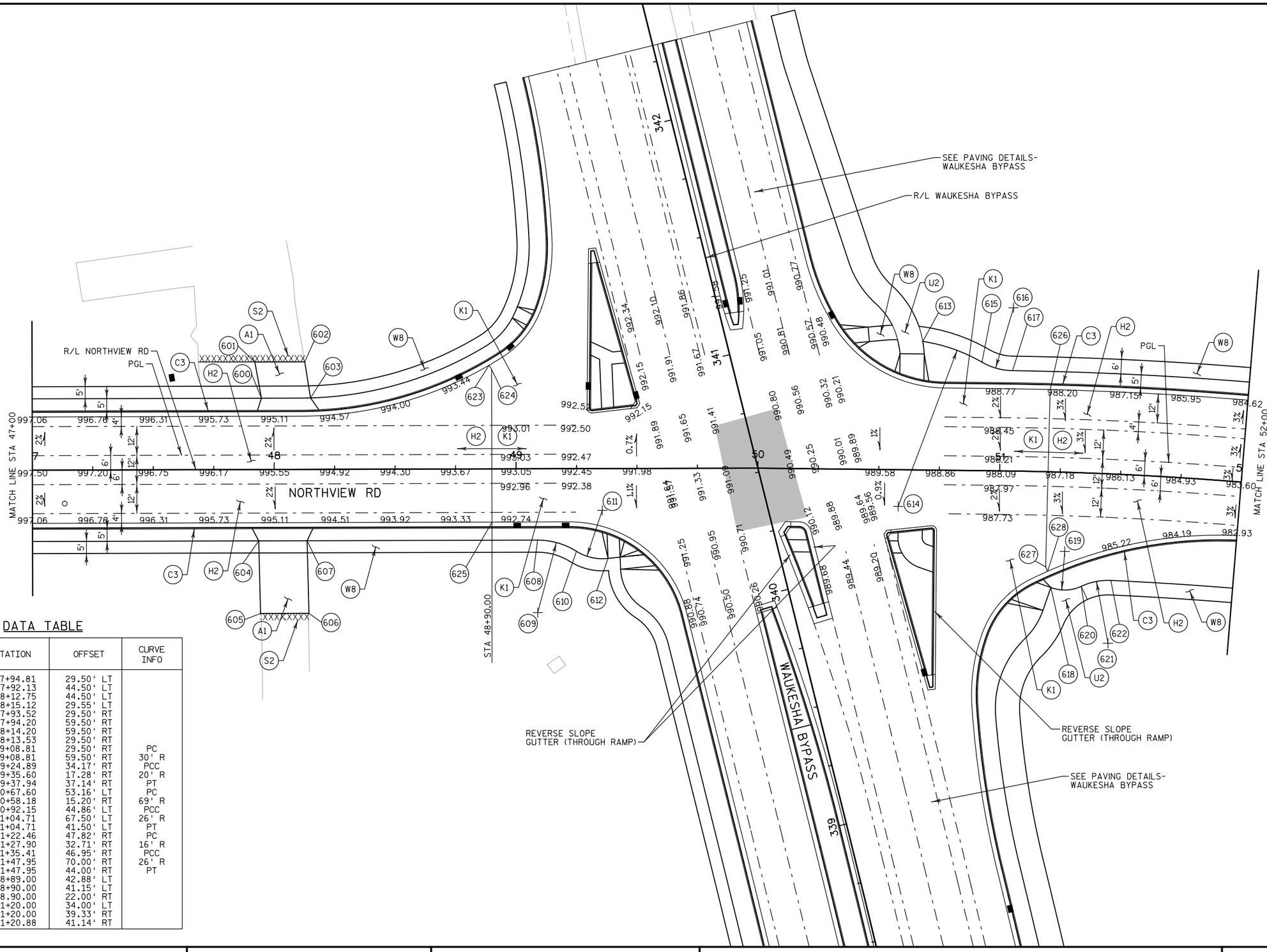


PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - NORTHVIEW ROAD	SHEET 85	E

FILE NAME : FD_021224_pd.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2



DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
600	47+94.81	29.50' LT	
601	47+92.13	44.50' LT	
602	48+12.75	44.50' LT	
603	48+15.12	29.55' LT	
604	47+93.52	29.50' RT	
605	47+94.20	59.50' RT	
606	48+14.20	59.50' RT	
607	48+13.53	29.50' RT	
608	49+08.81	29.50' RT	PC
609	49+08.81	59.50' RT	30' R
610	49+24.89	34.17' RT	PCC
611	49+35.60	17.28' RT	20' R
612	49+37.94	37.14' RT	PT
613	50+67.60	53.16' LT	PC
614	50+58.18	15.20' RT	69' R
615	50+92.15	44.86' LT	PCC
616	51+04.71	67.50' LT	26' R
617	51+04.71	41.50' LT	PT
618	51+22.46	47.82' RT	PC
619	51+27.90	32.71' RT	16' R
620	51+35.41	46.95' RT	PCC
621	51+47.95	70.00' RT	26' R
622	51+47.95	44.00' RT	PT
623	48+89.00	42.88' LT	
624	48+90.00	41.15' LT	
625	48.90.00	22.00' RT	
626	51+20.00	34.00' LT	
627	51+20.00	39.33' RT	
628	51+20.88	41.14' RT	

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - NORTHVIEW ROAD	SHEET 86	E

DATA TABLE

POINT NO.	STATION	OFFSET	CURVE INFO
700	52+61.92	41.50' LT	
701	52+81.41	41.50' LT	
702	52+95.12	34.00' LT	PC
703	50+57.99	1055.60' RT	1102.56' R
704	53+53.11	6.00' LT	PC
705	54+33.64	19.98' LT	
706	54+43.44	18.82' LT	
707	50+57.99	1055.60' RT	1105.56' R
708	54+58.38	22.06' LT	
709	54+69.83	18.63' LT	PC
710	50+43.90	1426.11' RT	1459.95' R
711	54+91.81	12.82' LT	PT
712	55+13.79	0.00' RT	PT
713	55+14.01	12.00' LT	
714	56+18.20	12.00' LT	
715	56+65.00	15.00' LT	
716	56+65.00	20.02' LT	
717	53+53.42	22.00' RT	PC
718	50+43.90	1426.11' RT	1442.95' R
719	59+35.88	1391.70' RT	1389.42' R
720	54+41.94	18.67' RT	PT
721	55+00.00	44.00' RT	
722	55+01.41	15.08' RT	
724	55+11.48	14.22' RT	
725	55+14.10	17.00' RT	
726	55+34.50	12.00' RT	
727	56+13.56	12.00' RT	
728	56+65.00	22.02' RT	
729	56+65.00	17.00' RT	
730	12+00.00	10.00' LT	
731	12+00.00	10.00' RT	

END CONSTRUCTION
STA 56+65.00
MATCH EXISTING
SAW CUT REQ'D

MATCH LINE STA 52+00

R/L NORTHVIEW RD

NORTHVIEW RD

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVING DETAILS - NORTHVIEW ROAD	SHEET 87	E

FILE NAME : FD_021226_pd.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

BEGIN CONSTRUCTION
STA 264'WB'+65.71

CTH TT
MERRILL HILLS RD

KISDON HILL DR

260'WB' 261'WB' 262'WB' 263'WB' 264'WB' 265'WB' 266

STA 266'WB'+00

MATCH LINE

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 88	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-02

PLOT DATE : 11/30/2016 4:37 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

PRIVATE STORMWATER POND

GAS ABANDONED PER PLAN

STA 266'WB+00

STA 272'WB+00

266'WB'

267'WB'

268'WB'

CTH TT
MERRILL HILLS RD

269'WB'

270'WB'

271'WB'

272'WB'

MATCH LINE

MATCH LINE

HSE

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-03

PLOT DATE : 11/30/2016 4:38 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

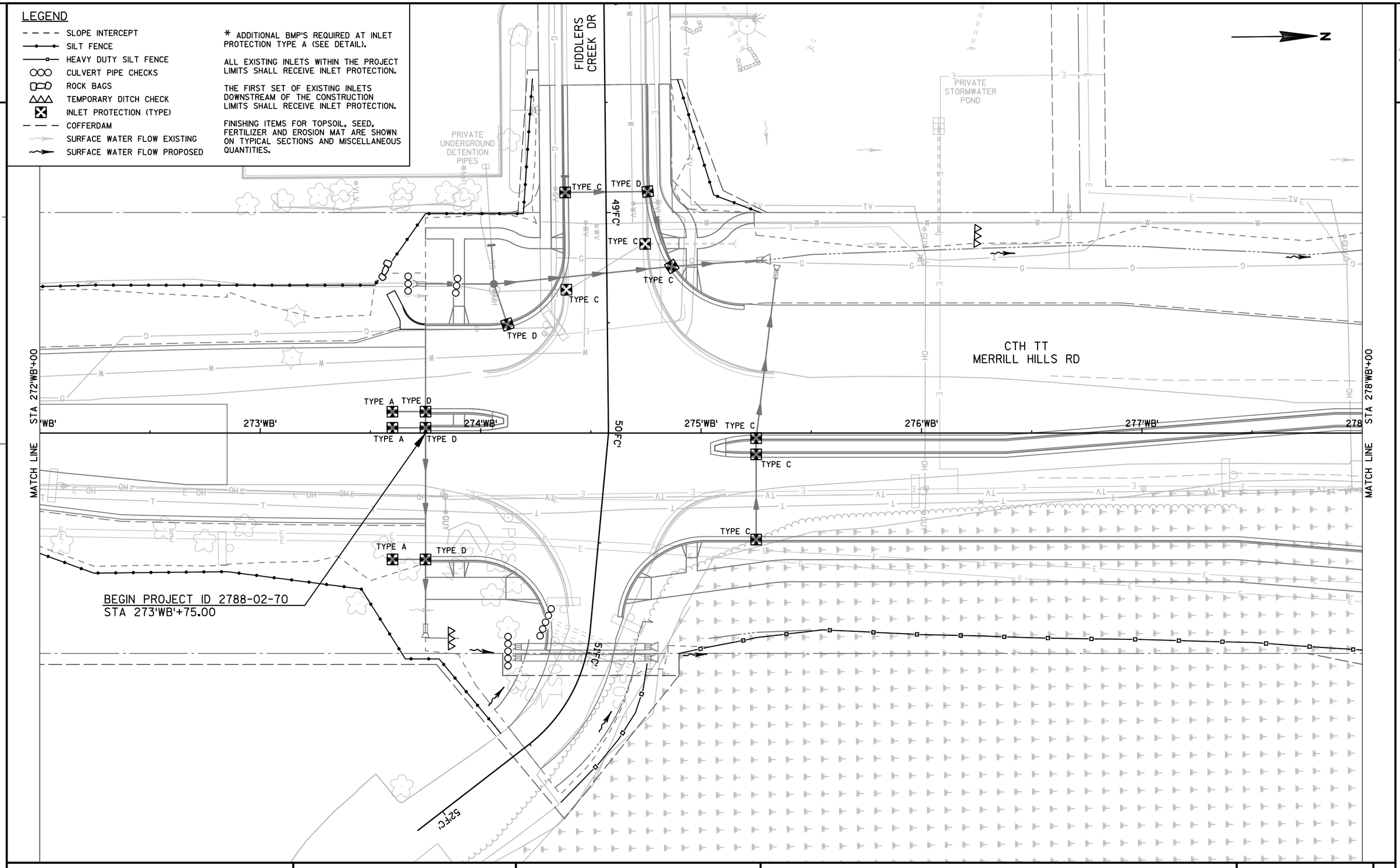
- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.



LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

MATCH LINE STA 278'WB'+00

279'WB'

280'WB'

281'WB'

282'WB'

283'WB'

284

MATCH LINE STA 284'WB'+00

CTH TT
MERRILL HILLS RD

USH 18
SUMMIT AVE

TYPE C
TYPE D
GUY POLE

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

** TWO COFFERDAMS AT DIFFERENT TIMES REQUIRED. ONE BARREL OF PIPE EXTENSION MUST REMAIN OPEN FOR ACTIVE STREAM FLOW. NO SIMULTANEOUS CLOSURE OF ALL BARRELS.

END PROJECT ID 2788-02-70
BEGIN PROJECT ID 2788-00-72
STA 284'WB'+74.64

CTH TT
MEADOWBROOK RD

48'DWY'
49'DWY'
SOTDWY
S16DWY

MATCH LINE STA 284'WB'+00
MATCH LINE STA 290'WB'+00

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 92 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-06
PLOT DATE : 11/30/2016 4:38 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

HIGH FLOW RELIEF
(SEE DETAIL)

TYPE A*

TYPE C

TYPE C

TYPE C

TYPE C

TYPE C

TYPE C

STA 290'WB'+00

MATCH LINE

291'WB'

292'WB'

293'WB'

294'WB'

295'WB'

296

STA 296'WB'+00

MATCH LINE

CTH TT
MEADOWBROOK RD

COFFERDAM**

PRIVATE STORMWATER POND

** TWO COFFERDAMS AT DIFFERENT TIMES REQUIRED. ONE BARREL OF PIPE EXTENSION MUST REMAIN OPEN FOR ACTIVE STREAM FLOW. NO SIMULTANEOUS CLOSURE OF ALL BARRELS.

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 93	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-07
PLOT DATE : 11/30/2016 4:39 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PRIVATE STORMWATER POND

PRIVATE STORMWATER POND

MATCH LINE STA 296'WB'+00

MATCH LINE STA 302'WB'+00

296'WB' 297'WB' 298'WB' 299'WB' 300'WB' 301'WB' 302'WB'

TYPE C

TYPE C

TYPE C

TYPE C

TYPE A

TYPE C

TYPE C

TYPE C

TYPE C

TYPE C

CTH TT
MEADOWBROOK RD

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-08

PLOT DATE : 11/30/2016 4:39 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

COLDWATER CREEK DR

TYPE D

TYPE C

TYPE A*

STA 302'WB'+00

303'WB'

304'WB'

305'WB'

306'WB'

307'WB'

STA 308'WB'+00

MATCH LINE

CTH TT
MEADOWBROOK RD

COLDWATER CREEK DR

TYPE C

TYPE A*

MATCH LINE

CTH TT
MEADOWBROOK RD

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 95	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-09
PLOT DATE : 11/30/2016 4:39 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

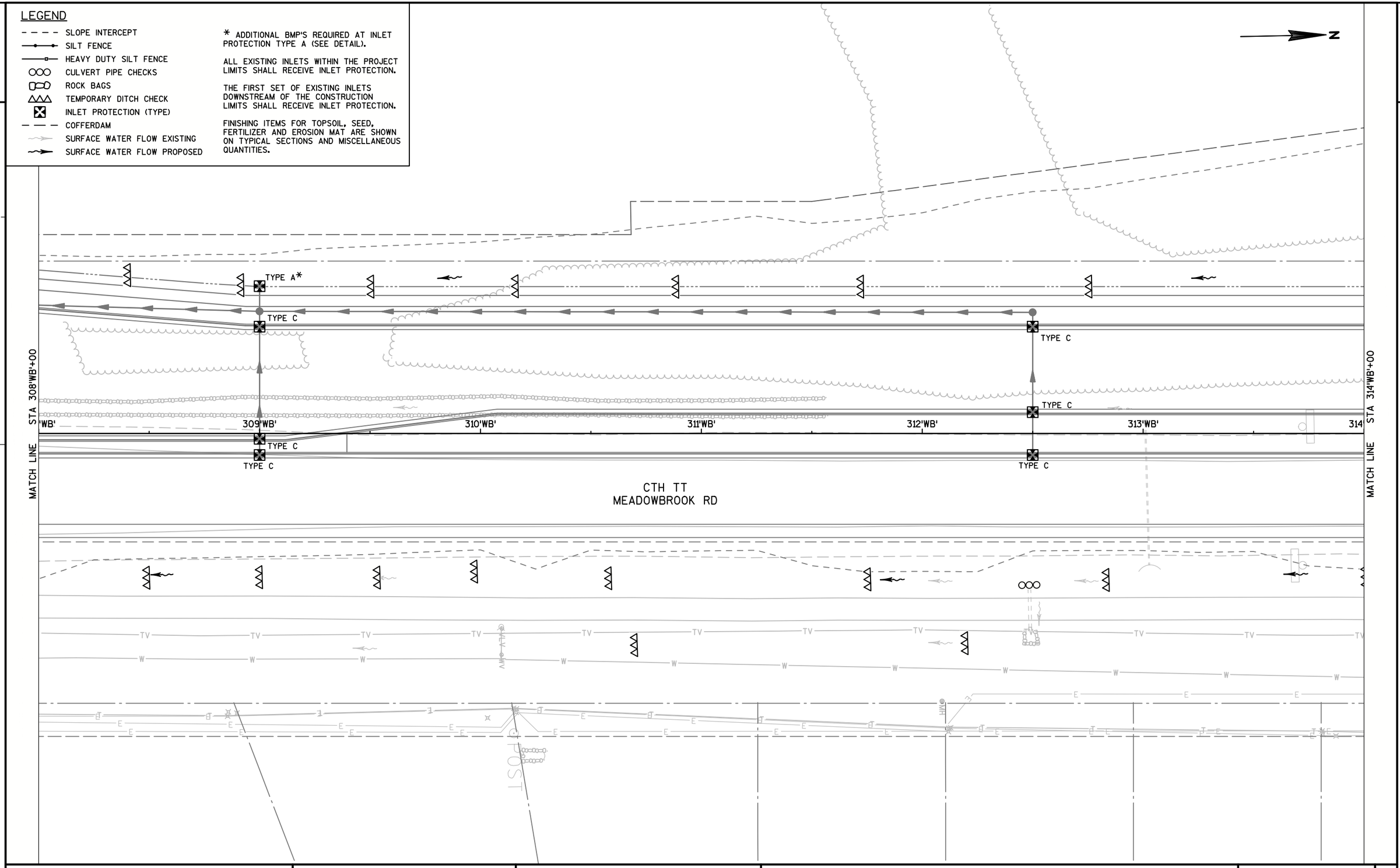
- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 96	E

2

2

N

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

MATCH LINE STA 314'WB'+00

WB' 315'WB' 316'WB' 317'WB' 318'WB' 319'WB' 320

STA 320'WB'+00 MATCH LINE

TYPE C

TYPE C

TYPE C

CTH TT
MEADOWBROOK RD

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 97	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-11

PLOT DATE : 11/30/2016 4:40 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

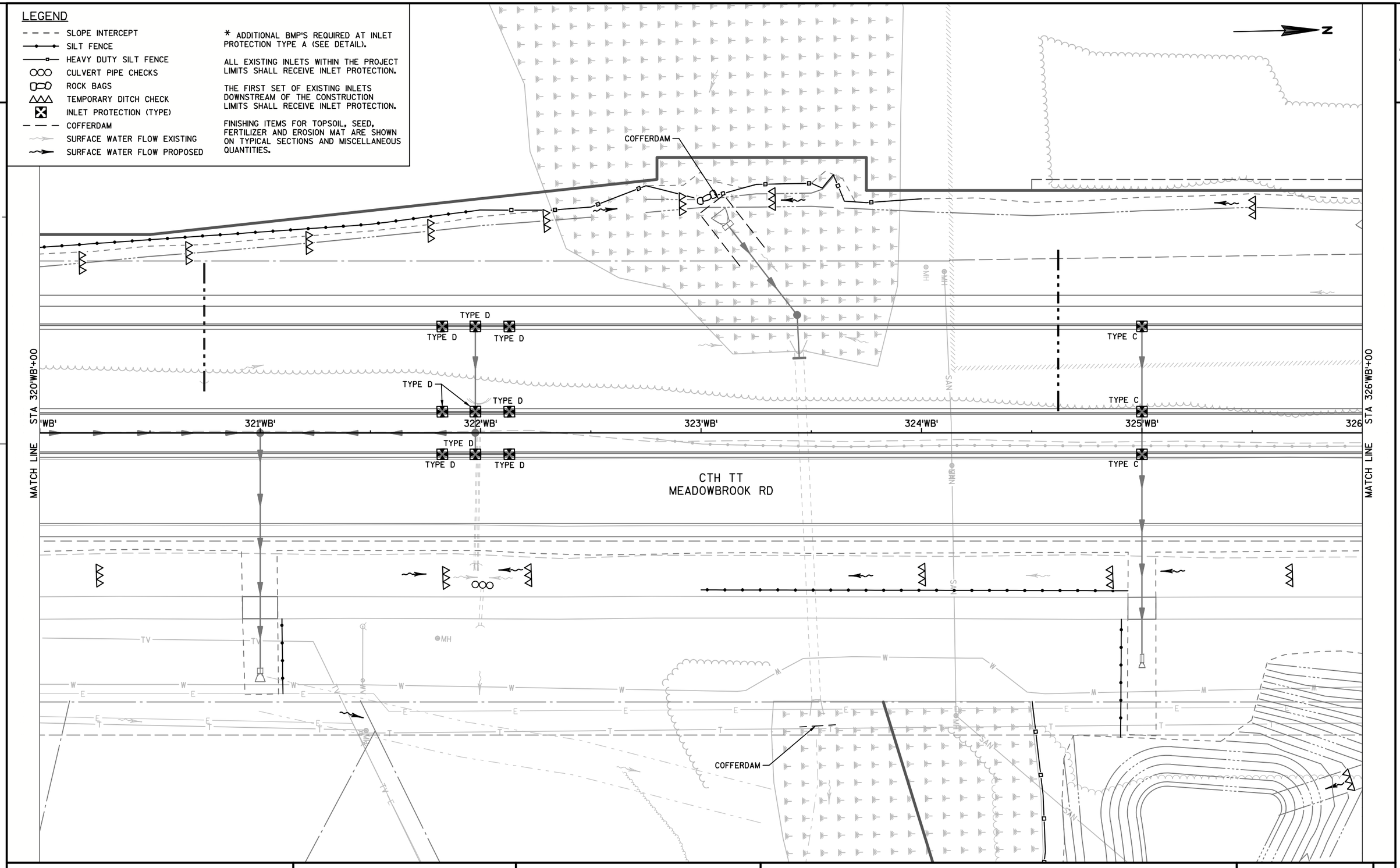
- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.



2

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 98	E

2

LEGEND

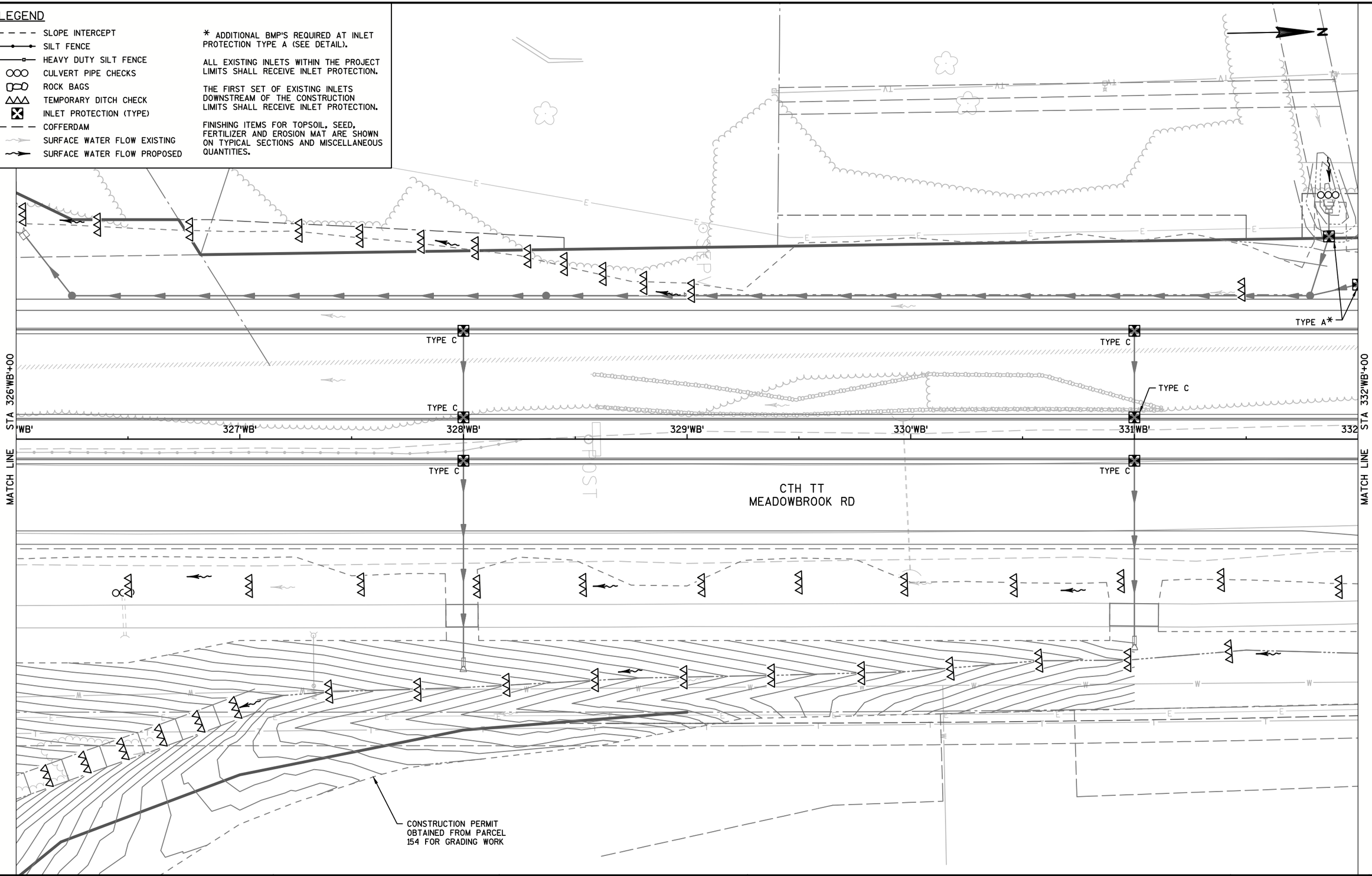
- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 99	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-13

PLOT DATE : 11/30/2016 4:40 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

TYPE A*

TYPE C

STA 332'WB'+00

MATCH LINE

'WB'

333'WB'

334'WB'

335'WB'

336'WB'

337'WB'

338

STA 338'WB'+00

MATCH LINE

CTH TT
MEADOWBROOK RD

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 100	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-14
PLOT DATE : 11/30/2016 4:41 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

END PROJECT ID 2788-00-72
BEGIN CITY OF WAUKESHA PROJECT (BY OTHERS)
STA 342'WB'+31.74

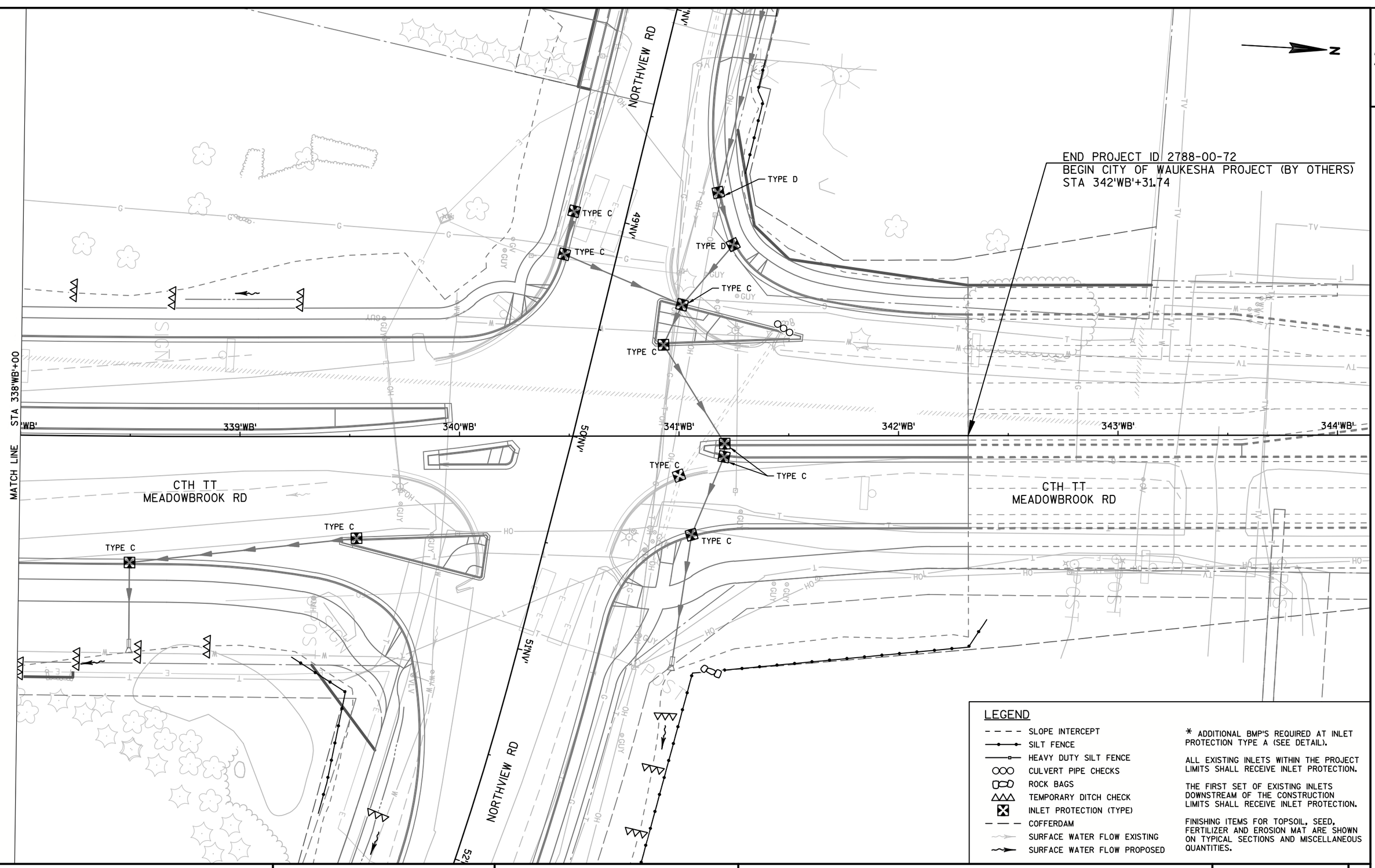
MATCH LINE STA 338'WB'+00

339'WB' 340'WB' 341'WB' 342'WB' 343'WB' 344'WB'

NORTHVIEW RD

CTH TT
MEADOWBROOK RD

TYPE C
TYPE D



LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

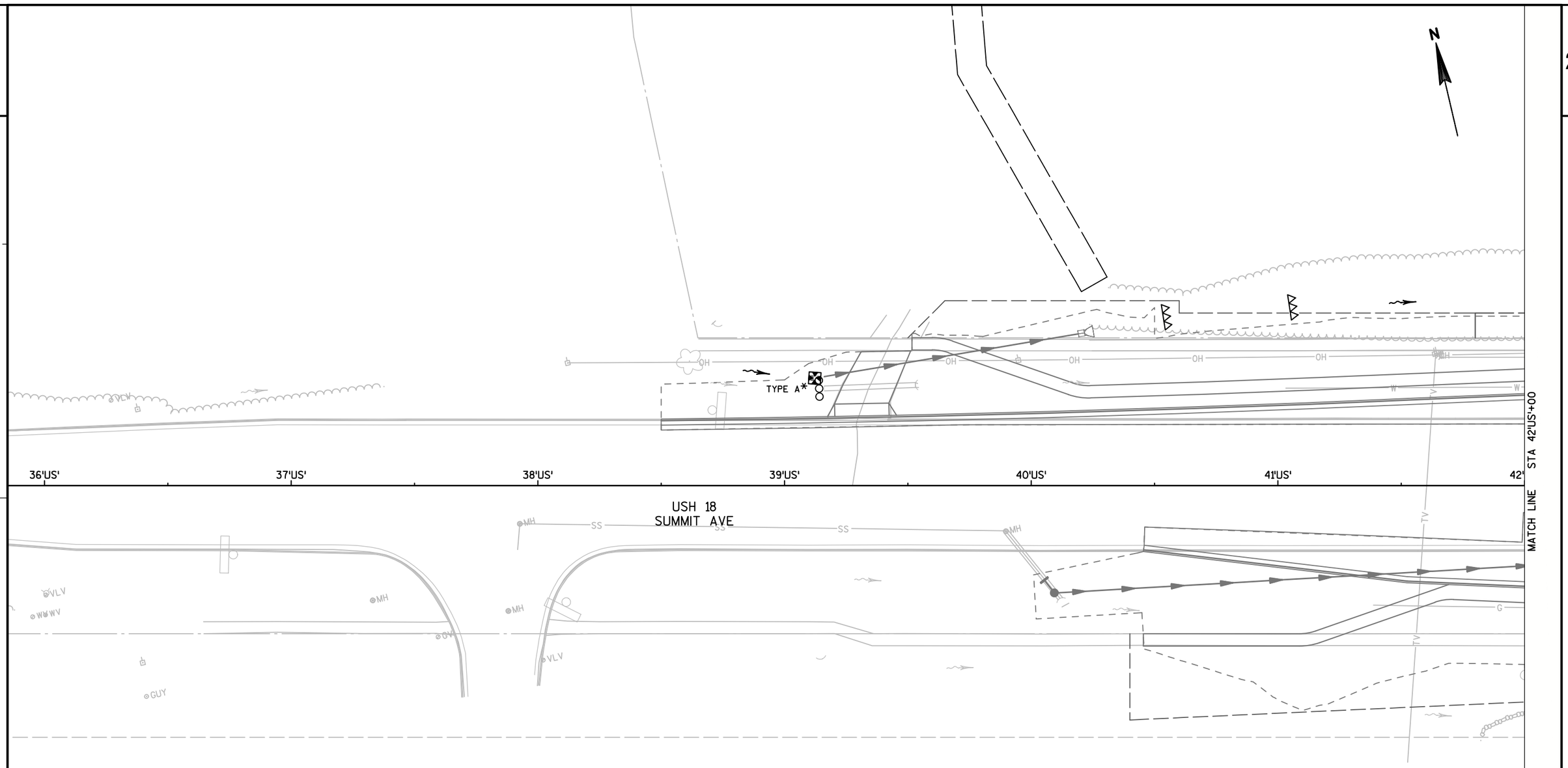
FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 101	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022001-ECT.DWG
LAYOUT NAME - 27880072_022001-ECT - SHEET-15

PLOT DATE : 11/30/2016 4:41 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

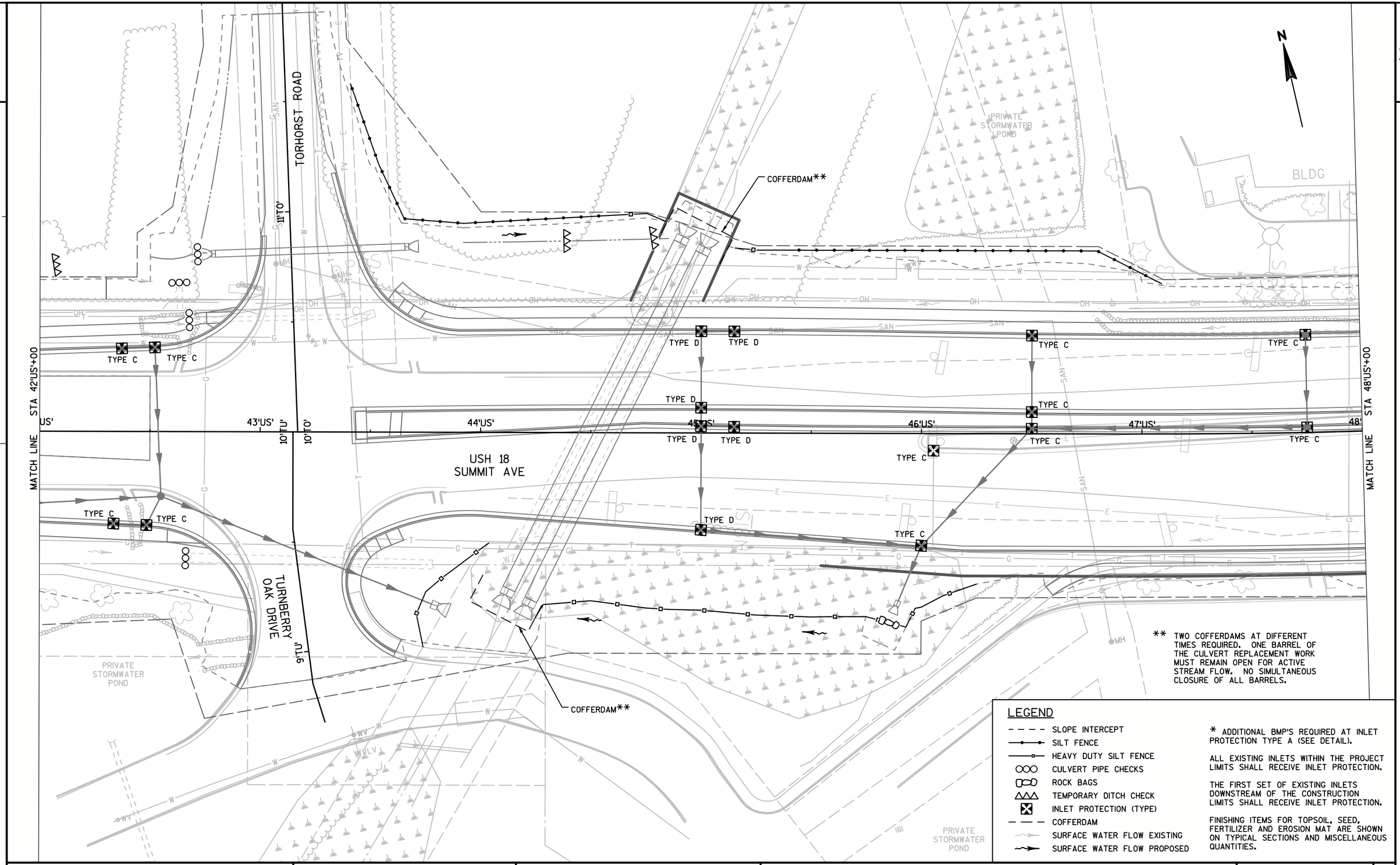
* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: USH 18	SHEET 102	E



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: USH 18	SHEET 103	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022002-ECT.DWG
LAYOUT NAME - 27880072_022002-ECT - SHEET-02

PLOT DATE : 11/30/2016 3:36 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

CTH TT
MEADOWBROOK RD

284'WB'

283'WB'

282'WB'

281'WB'

CTH TT
MERRILL HILLS RD

USH 18
SUMMIT AVE

STA 48'US'+00

STA 54'US'+00

MATCH LINE

MATCH LINE

48'US'

49'US'

50'US'

51'US'

52'US'

53'US'

54'US'

TYPE C

TYPE D

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: USH 18	SHEET 104 E

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

TYPE A*

TYPE C

USH 18
SUMMIT AVE

MATCH LINE STA 54'US'+00

MATCH LINE STA 60'US'+00

54'US'

55'US'

56'US'

57'US'

58'US'

59'US'

60'US'

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: USH 18	SHEET	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022002-ECT.DWG
LAYOUT NAME - 27880072_022002-ECT - SHEET-04

PLOT DATE : 12/7/2016 2:36 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STA 60'US'+00

61'US'

62'US'

63'US'

64'US'

65'US'

66'US'

USH 18
SUMMIT AVE

MATCH LINE

TYPE C

SIGN

SIGN

SWV

WV

10

9

8

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: USH 18	SHEET 106	E

LEGEND

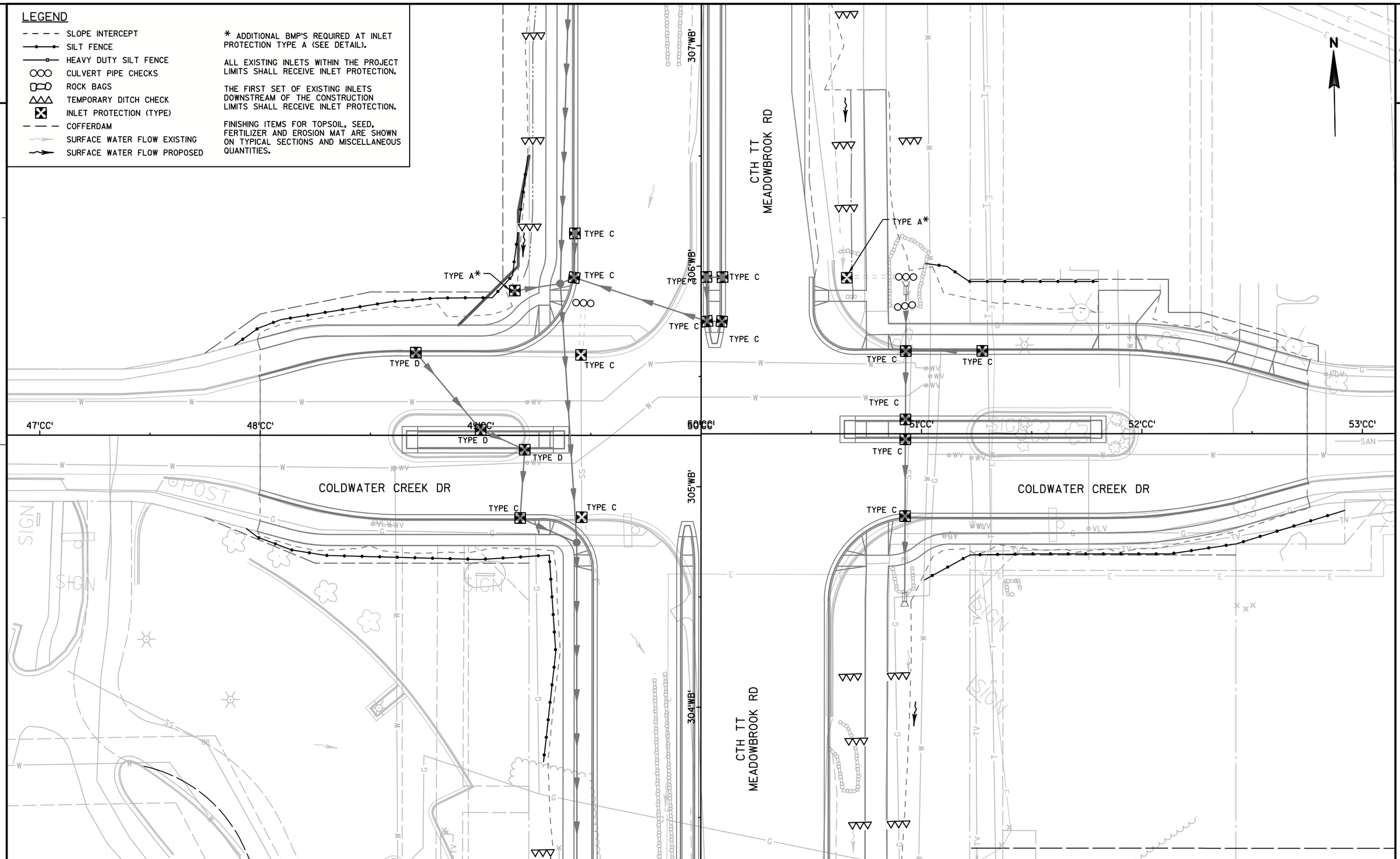
- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

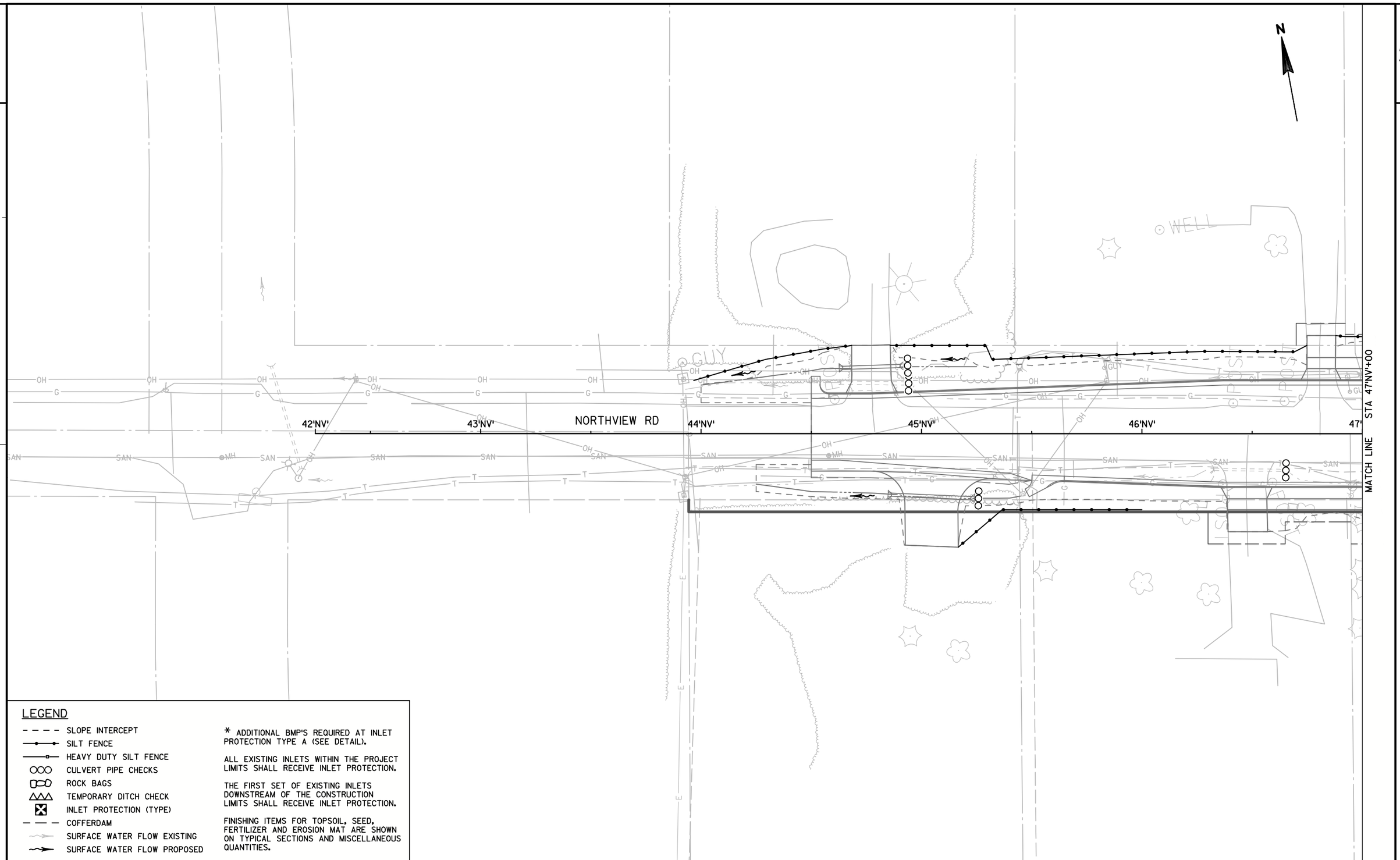
THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: COLDWATER CREEK DRIVE	SHEET 107	E

2



LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

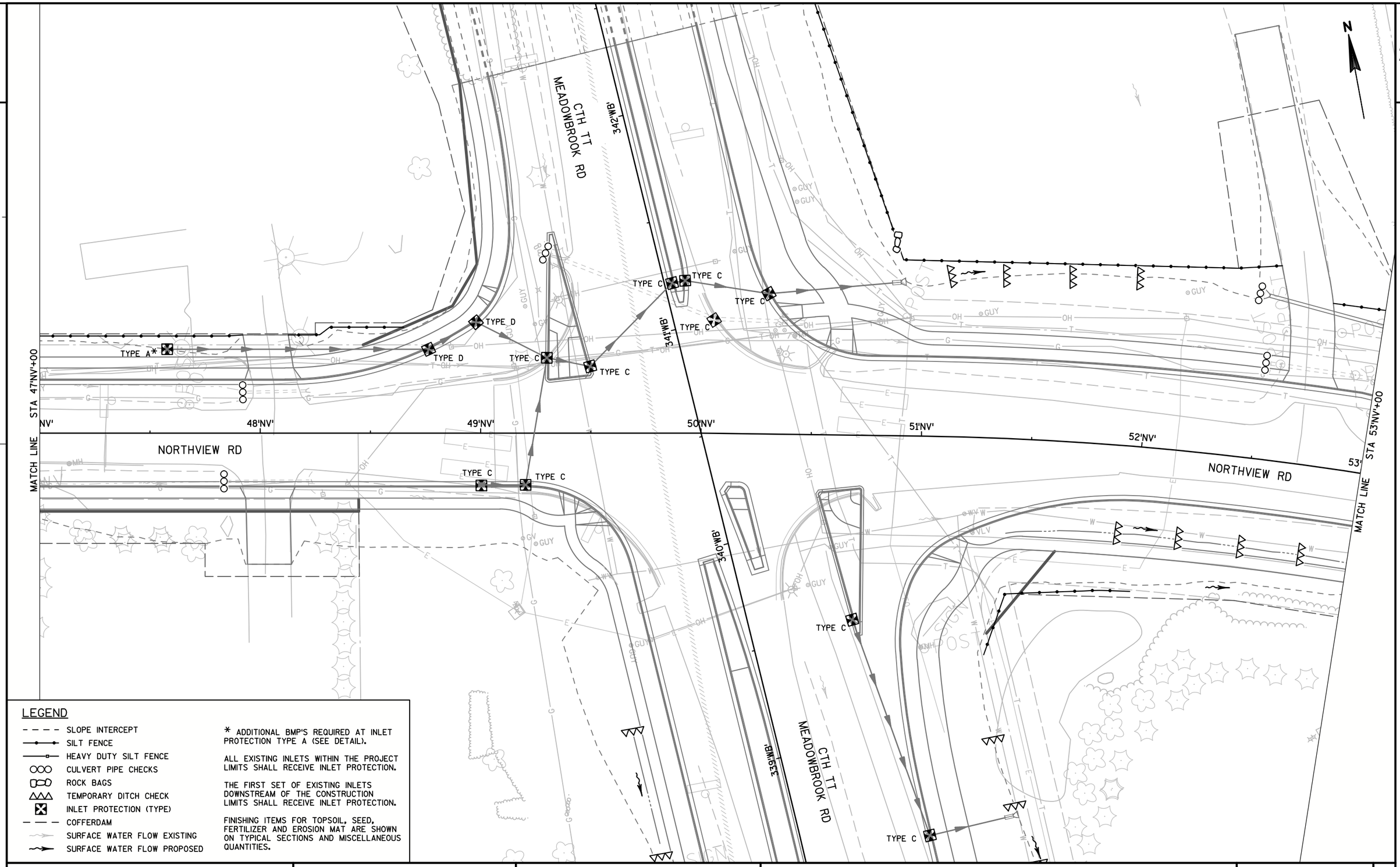
ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: NORTHVIEW ROAD	SHEET 108	E

2



LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: NORTHVIEW ROAD	SHEET 109	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022002-ECT.DWG
LAYOUT NAME - 27880072_022002-ECT - SHEET-08
PLOT DATE : 11/30/2016 3:37 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

MATCH LINE STA 53'NV'+00

53'NV'

54'NV'

55'NV'

56'NV'

57'NV'

58'NV'

59'NV'

NORTHVIEW RD

TYPE C

TYPE A*

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	TEMPORARY EROSION CONTROL PLAN: NORTHVIEW ROAD	SHEET 110	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022002-ECT.DWG
LAYOUT NAME - 27880072_022002-ECT - SHEET-09
PLOT DATE : 11/30/2016 3:38 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

- SLOPE INTERCEPT
- SILT FENCE
- HEAVY DUTY SILT FENCE
- CULVERT PIPE CHECKS
- ROCK BAGS
- TEMPORARY DITCH CHECK
- INLET PROTECTION (TYPE)
- COFFERDAM
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

* ADDITIONAL BMP'S REQUIRED AT INLET PROTECTION TYPE A (SEE DETAIL).

ALL EXISTING INLETS WITHIN THE PROJECT LIMITS SHALL RECEIVE INLET PROTECTION.

THE FIRST SET OF EXISTING INLETS DOWNSTREAM OF THE CONSTRUCTION LIMITS SHALL RECEIVE INLET PROTECTION.

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

CONSTRUCTION PERMIT OBTAINED FROM PARCEL 154 FOR GRADING WORK

EMERGENCY SPILLWAY (SEE DETAIL)

327'WB'

326'WB'

325'WB'

324'WB'

TYPE C

TYPE C

TYPE C

SAN

SAN

SAN

SAN

MH

W

W

W

2

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

BEGIN CONSTRUCTION
STA 264'WB'+65.71

CTH TT
MERRILL HILLS RD

KISDON HILL DR

260'WB' 261'WB' 262'WB' 263'WB' 264'WB' 265'WB' 266

STA 266'WB'+00

MATCH LINE

GUY POLE

POST

GATE

2

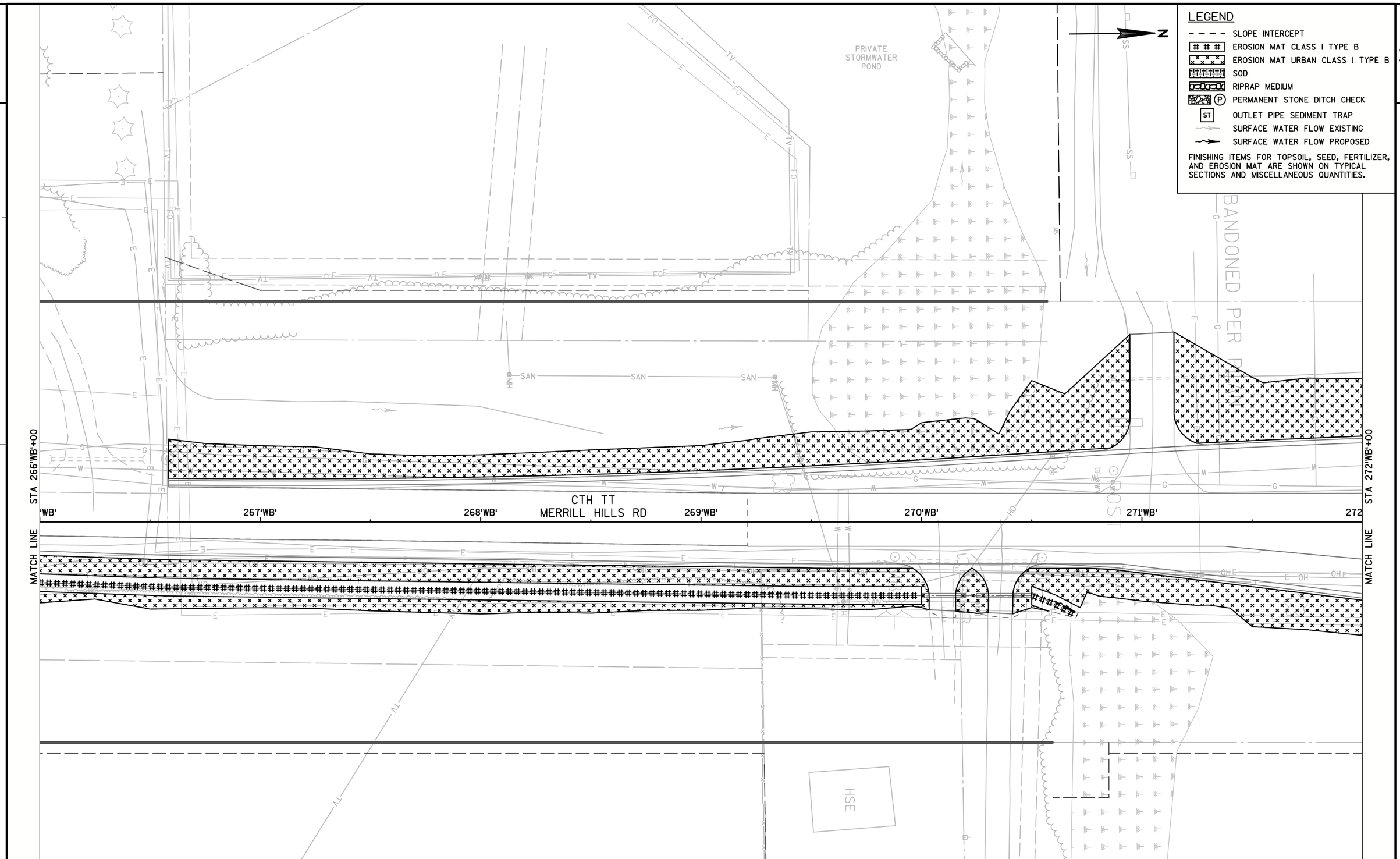
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 112	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-02

PLOT DATE : 11/30/2016 4:09 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 113	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-03
PLOT DATE : 11/30/2016 4:09 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

BEGIN PROJECT ID 2788-02-70
STA 273'WB'+75.00

FIDDLERS CREEK DR

PRIVATE UNDERGROUND DETENTION PIPES

PRIVATE STORMWATER POND

CTH TT
MERRILL HILLS RD

49FC

50FC

51FC

52FC

52FC

STA 272'WB+00

273'WB'

274'WB'

275'WB'

276'WB'

277'WB'

STA 278'WB+00

MATCH LINE

MATCH LINE

N

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 114	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-04
PLOT DATE : 11/30/2016 4:09 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

STA 278'WB+00

279'WB'

280'WB'

281'WB'

282'WB'

283'WB'

284

STA 284'WB+00

MATCH LINE

MATCH LINE

CTH TT
MERRILL HILLS RD

USH 18
SUMMIT AVE

49US

51US

ST

NON-STANDARD
8' WIDE X 14' LONG

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 115	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-05

PLOT DATE : 11/30/2016 3:39 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

END PROJECT ID 2788-02-70
BEGIN PROJECT ID 2788-00-72
STA 284'WB'+74.64

RIPRAP HEAVY

ST

48'DWY'

49'DWY'

STA 284'WB'+00

MATCH LINE

285'WB'

286'WB'

287'WB'

288'WB'

289'WB'

290

STA 290'WB'+00

MATCH LINE

CTH TT
MEADOWBROOK RD

50'DWY'

51'DWY'

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-06

PLOT DATE : 11/30/2016 3:40 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

RIPRAP LIMITS

HIGH FLOW RELIEF (SEE DETAIL)

TRAPEZOIDAL TREATMENT SWALE

STA 290'WB'+00

MATCH LINE

291'WB'

292'WB'

293'WB'

294'WB'

295'WB'

296

STA 296'WB'+00

MATCH LINE

CTH TT
MEADOWBROOK RD

PRIVATE STORMWATER POND

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 117	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-07

PLOT DATE : 11/30/2016 3:40 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PRIVATE STORMWATER POND

PRIVATE STORMWATER POND

RIPRAP LIMITS

STA 296'WB+00

MATCH LINE

STA 302'WB+00

MATCH LINE

297'WB

298'WB

299'WB

300'WB

301'WB

CTH TT
MEADOWBROOK RD

POST

POST

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 118	E

2

2

COLDWATER CREEK DR

STA 302'WB'+00

STA 308'WB'+00

303'WB'

304'WB'

305'WB'

306'WB'

307'WB'

MATCH LINE

MATCH LINE

CTH TT
MEADOWBROOK RD

CTH TT
MEADOWBROOK RD

COLDWATER CREEK DR

N

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 119	E

2

2

N

STA 308'WB'+00

MATCH LINE

'WB'

309'WB'

310'WB'

311'WB'

312'WB'

313'WB'

314

STA 314'WB'+00

MATCH LINE

CTH TT
MEADOWBROOK RD

TV

W

E

SD

MH

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 120	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-10

PLOT DATE : 11/30/2016 3:41 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE STA 314+00 WB

MATCH LINE STA 320+00 WB

315 WB

316 WB

317 WB

318 WB

319 WB

320

CTH TT
MEADOWBROOK RD

TV

W

E

T

m

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 121	E

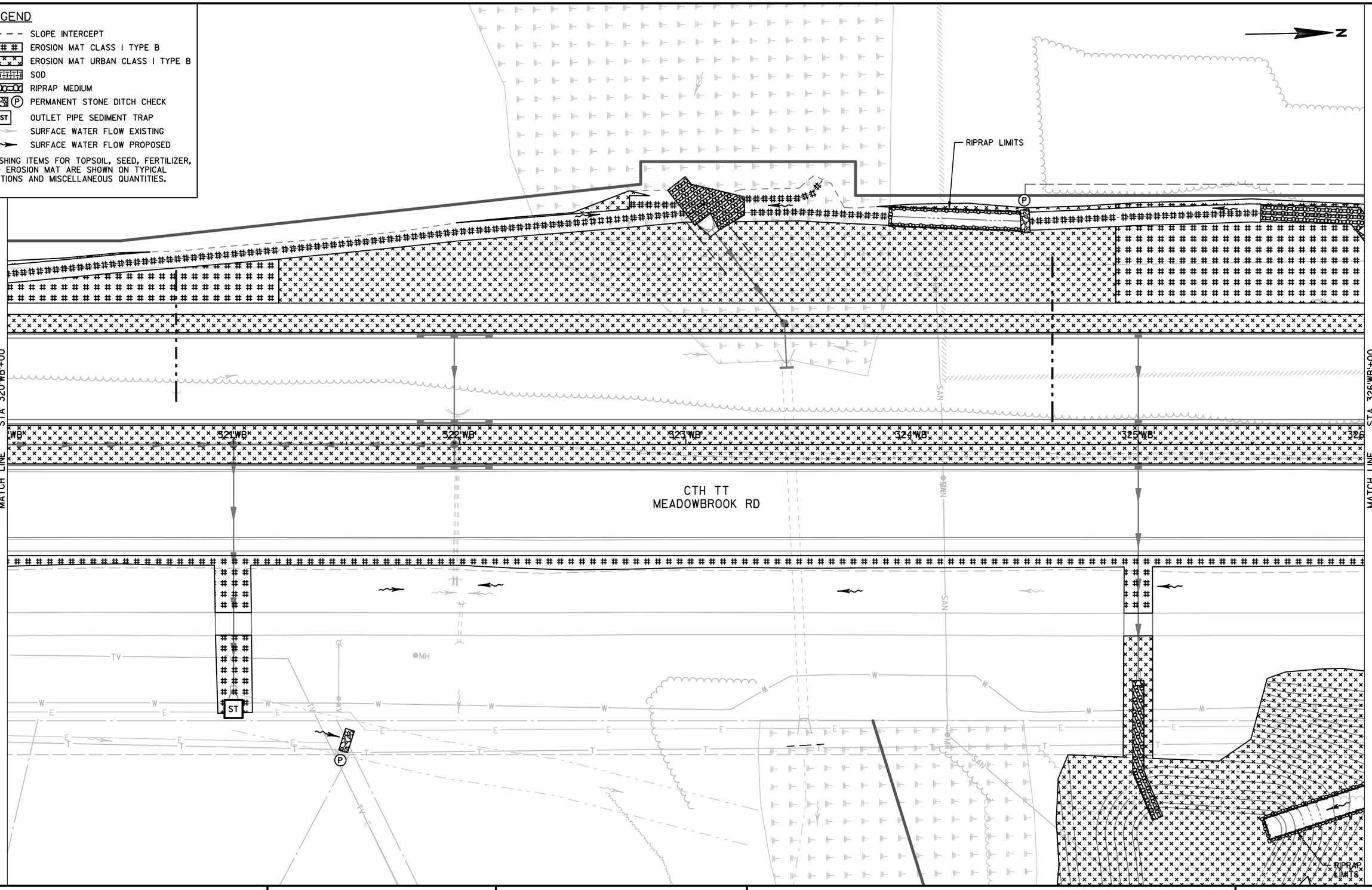
FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-11
PLOT DATE : 11/30/2016 3:41 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.



2

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 122	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-12

PLOT DATE : 11/30/2016 3:41 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

RIPRAP SIDE SLOPE TREATMENT (SEE DETAIL)

STA 326+00 WB

MATCH LINE

326 WB 327 WB 328 WB 329 WB 330 WB 331 WB 332

STA 332+00 WB

MATCH LINE

CTH TT
MEADOWBROOK RD

RIPRAP LIMITS

CONSTRUCTION PERMIT OBTAINED FROM PARCEL 154 FOR GRADING WORK

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 123	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-13

PLOT DATE : 11/30/2016 3:42 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

STA 332+00

MATCH LINE

333'WB'

334'WB'

335'WB'

336'WB'

337'WB'

STA 338+00

MATCH LINE

CTH TT
MEADOWBROOK RD

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 124	E

2

2

N

NORTHVIEW RD

49'NV

50'NV

51'NV

END PROJECT ID 2788-00-72
STA 342'WB'+31.74

STA 338'WB+00

MATCH LINE

338'WB'

339'WB'

340'WB'

341'WB'

342'WB'

343'WB'

344'WB'

CTH TT
MEADOWBROOK RD

CTH TT
MEADOWBROOK RD

NORTHVIEW RD

GUY

HO

TV

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: WAUKESHA BYPASS	SHEET 125	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022101-ECP.DWG
LAYOUT NAME - 27880072_022101-ECP - SHEET-15

PLOT DATE : 11/30/2016 3:42 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

36'US'

37'US'

38'US'

39'US'

40'US'

41'US'

42'

STA 42'US'+00

MATCH LINE

USH 18
SUMMIT AVE

MH

SS

VLV

GUY

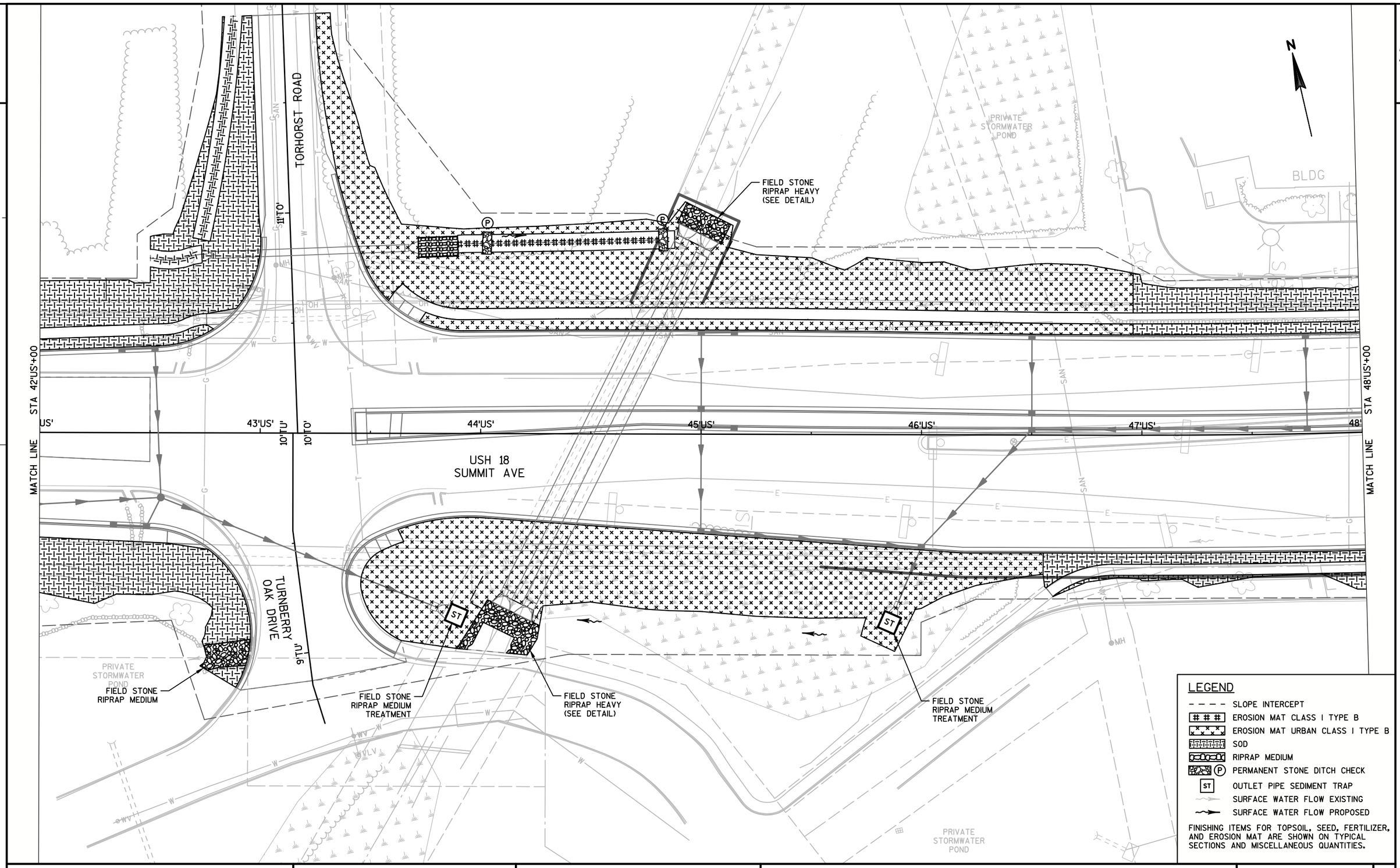
LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: USH 18	SHEET 126 E

2



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: USH 18	SHEET 127	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022102-ECP.DWG
LAYOUT NAME - 27880072_022102-ECP - SHEET-02
PLOT DATE : 11/30/2016 3:43 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

284'WB'

CTH TT
MEADOWBROOK RD

283'WB'

USH 18
SUMMIT AVE

STA 48'US'+00

MATCH LINE

48'US'

49'US'

50'US'

51'US'

52'US'

53'US'

54'

STA 54'US'+00

MATCH LINE

USH 18
SUMMIT AVE

282'WB'

CTH TT
MERRILL HILLS RD

281'WB'

ST

NON-STANDARD
8' WIDE X 14' LONG

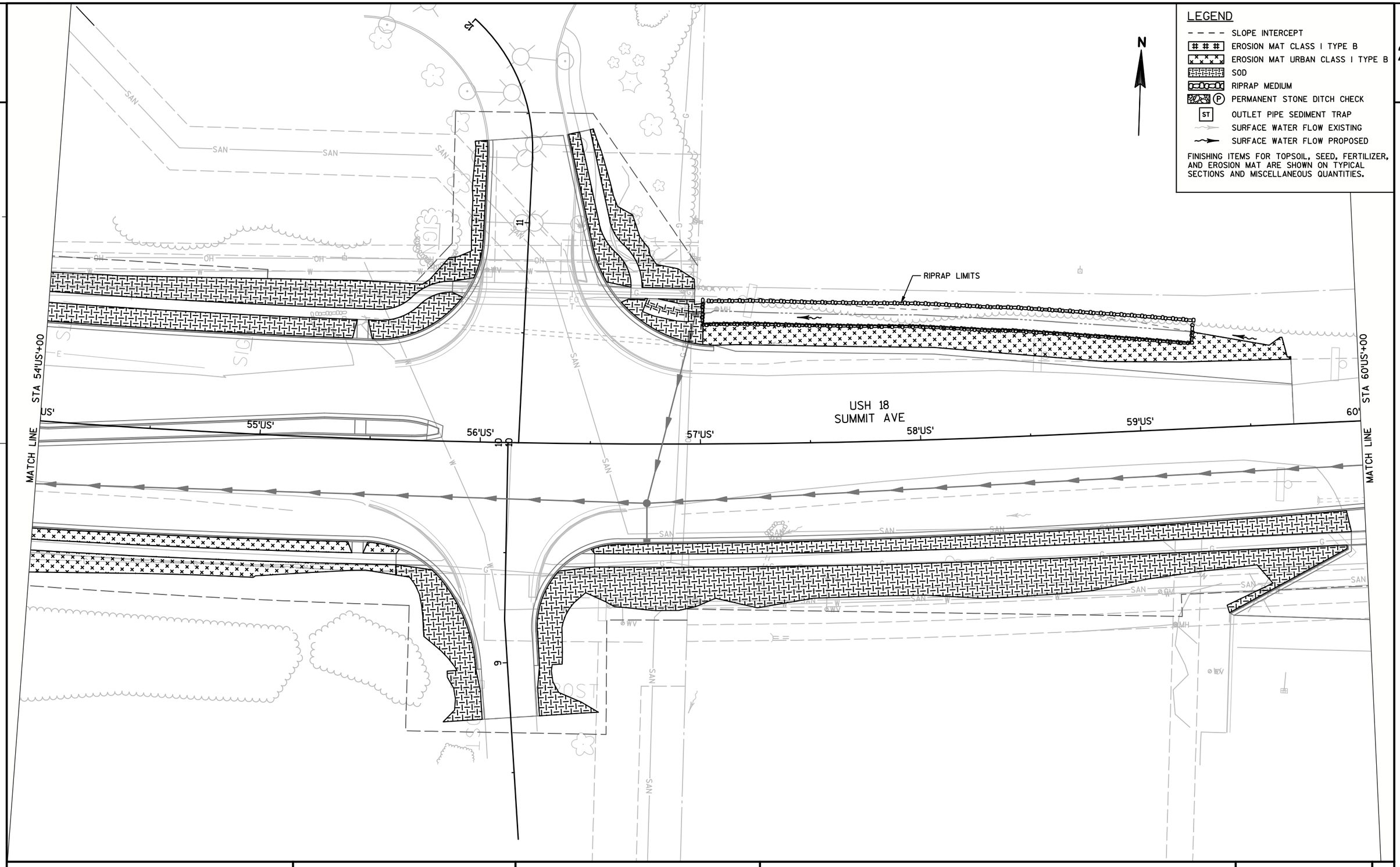
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: USH 18	SHEET 128	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022102-ECP.DWG
LAYOUT NAME - 27880072_022102-ECP - SHEET-03

PLOT DATE : 1/19/2017 3:54 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2


LEGEND
SLOPE INTERCEPT
EROSION MAT CLASS I TYPE B
EROSION MAT URBAN CLASS I TYPE B
SOD
RIPRAP MEDIUM
PERMANENT STONE DITCH CHECK
OUTLET PIPE SEDIMENT TRAP
SURFACE WATER FLOW EXISTING
SURFACE WATER FLOW PROPOSED
FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.
N
RIPRAP LIMITS
USH 18
SUMMIT AVE
MATCH LINE
STA 54'US'+00
STA 60'US'+00
55'US'
56'US'
57'US'
58'US'
59'US'
60'
SAN
SAN
SAN

2

2

N

STA 60'US'+00

61'US'

62'US'

63'US'

64'US'

65'US'

66'US'

USH 18
SUMMIT AVE

MATCH LINE

10

9

SIGN

SIGN

W

W

W

SWV

WV

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: USH 18	SHEET 130	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022102-ECP.DWG
LAYOUT NAME - 27880072_022102-ECP - SHEET-05

PLOT DATE : 11/30/2016 3:44 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

CTH TT
MEADOWBROOK RD

307'WB'

306'WB'

305'WB'

304'WB'

47'CC'

48'CC'

49'CC'

50'CC'

51'CC'

52'CC'

53'CC'

COLDWATER CREEK DR

COLDWATER CREEK DR

CTH TT
MEADOWBROOK RD

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: COLDWATER CREEK DRIVE	SHEET 131	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022102-ECP.DWG
LAYOUT NAME - 27880072_022102-ECP - SHEET-06
PLOT DATE : 11/30/2016 3:44 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

2

N

WELL

GUY

NORTHVIEW RD

42'NV'

43'NV'

44'NV'

45'NV'

46'NV'

47'

STA 47'NV'+00

MATCH LINE

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

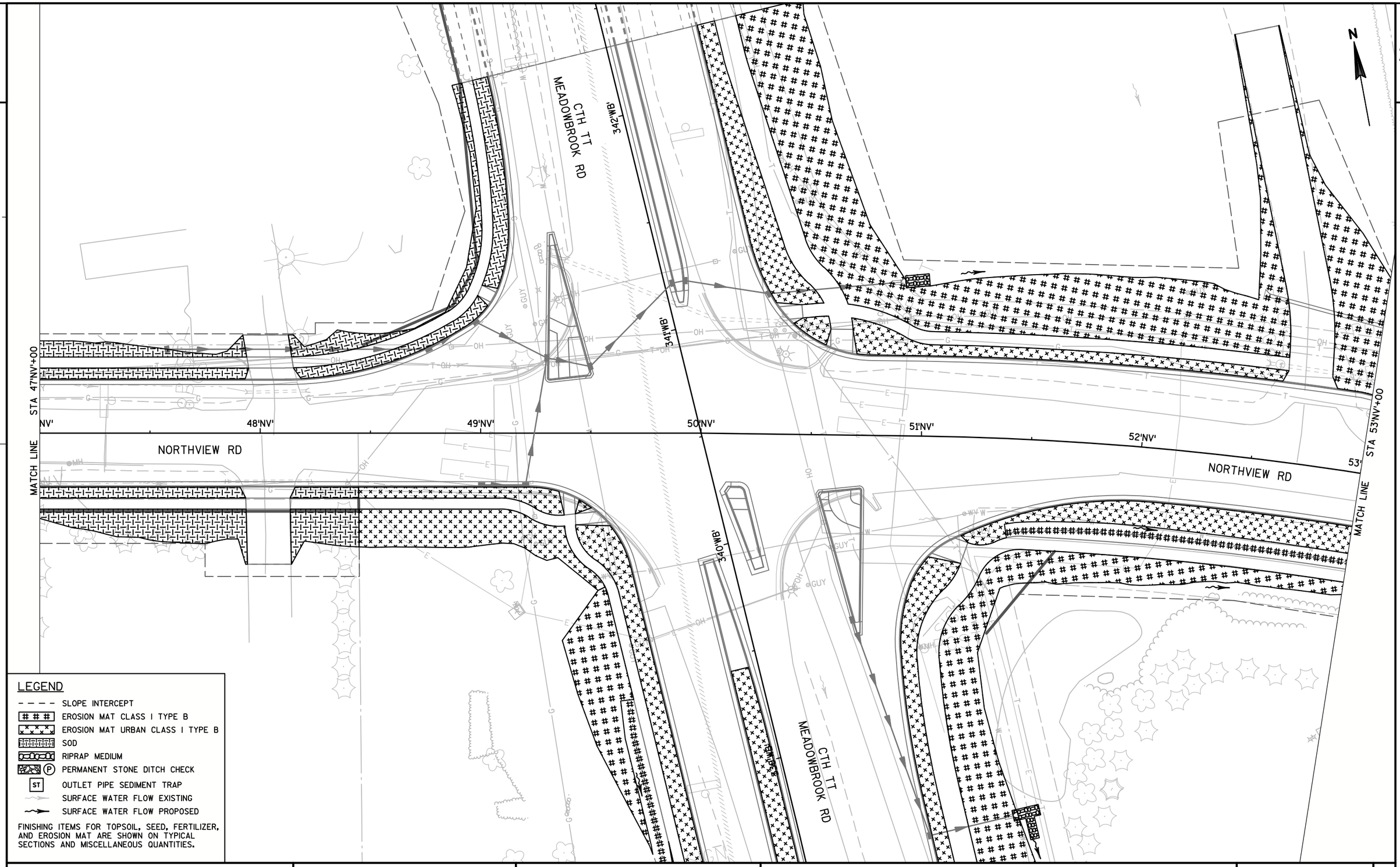
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: NORTHVIEW ROAD	SHEET 132	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022102-ECP.DWG
LAYOUT NAME - 27880072_022102-ECP - SHEET-07

PLOT DATE : 11/30/2016 3:45 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: NORTHVIEW ROAD	SHEET	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022102-ECP.DWG
LAYOUT NAME - 27880072_022102-ECP - SHEET-08

PLOT DATE : 11/30/2016 3:45 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- SLOPE INTERCEPT
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SOD
- RIPRAP MEDIUM
- (P) PERMANENT STONE DITCH CHECK
- ST OUTLET PIPE SEDIMENT TRAP
- SURFACE WATER FLOW EXISTING
- SURFACE WATER FLOW PROPOSED

FINISHING ITEMS FOR TOPSOIL, SEED, FERTILIZER, AND EROSION MAT ARE SHOWN ON TYPICAL SECTIONS AND MISCELLANEOUS QUANTITIES.

N

MATCH LINE STA 53'NV'+00

53'NV'

54'NV'

55'NV'

56'NV'

57'NV'

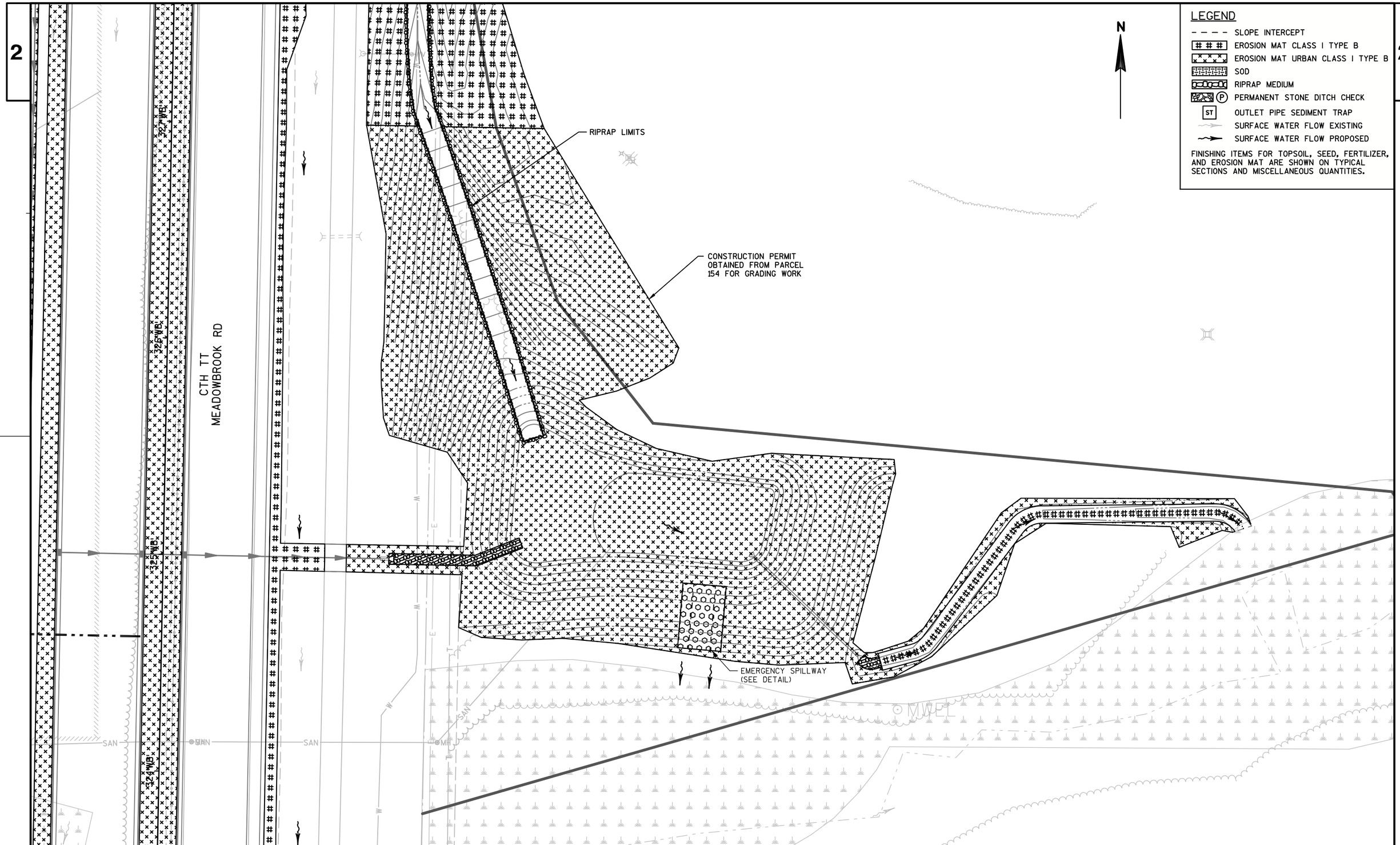
58'NV'

59'NV'

NORTHVIEW RD

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: NORTHVIEW ROAD	SHEET 134	E

2



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT EROSION CONTROL PLAN: DRY POND '324'	SHEET 135	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022102-ECP.DWG
LAYOUT NAME - 27880072_022102-ECP - SHEET-10
PLOT DATE : 11/30/2016 3:45 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

STORM SEWER NOTES

1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES, THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS, OR TOP OF STRUCTURE FOR COVER PLATES.

2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.

3. "TOTAL DEPTH" = RIM/GRATE ELEVATION MINUS STRUCTURE INVERT ELEVATION. STRUCTURE DEPTH SHOWN ON SDD SHEETS SHALL BE DETERMINED BY THE CONTRACTOR.

4. STORM SEWER PROFILE VIEWS SHOW EXISTING AND PROPOSED GROUND SURFACES FOR REFERENCE PURPOSES ONLY. PROPOSED GROUND SURFACES MAY NOT ACCURATELY ILLUSTRATE THE FINISHED CONDITION DUE TO THE AUTOMATED PROJECTION OF MULTIPLE DTM'S.

5. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING PIPES PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.

6. UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE, LOCATIONS SHOWN ARE TAKEN FROM FIELD SURVEY AND FROM BEST INFORMATION AVAILABLE FROM EXISTING PLANS. IT IS EXPECTED THAT THERE MAY BE DISCREPANCIES, AND OMISSIONS IN THE LOCATION AND QUANTITIES OF UTILITIES AND STRUCTURES SHOWN. VERIFY ALL LOCATIONS IN THE FIELD.

7. SEE STORM SEWER PLANS AND MISCELLANEOUS QUANTITY SHEETS FOR REMOVAL LOCATIONS OF EXISTING DRAINAGE COMPONENTS. REMOVALS MUST BE DONE IN COORDINATION WITH CONSTRUCTION STAGING.

8. PROVIDE TEMPORARY POSITIVE DRAINAGE THROUGHOUT THE PROJECT DURING ALL PROJECT STAGES.

9. TEMPORARY SHORING METHODS AND/OR MATERIALS, AS DETERMINED BY THE CONTRACTOR, DEEMED NECESSARY TO COMPLETE ALL STAGES AND CONNECTIONS OF STORM SEWER OR PIPE CULVERTS IS CONSIDERED INCIDENTAL TO THE ASSOCIATED BID ITEM WORK BEING PERFORMED. MAINTAIN THE INTEGRITY OF WORK COMPLETED IN PREVIOUS STAGES AND ANY PORTION OF EXISTING ROADWAY CARRYING STAGED TRAFFIC DURING THE PROJECT.

10. SUPPORTING UTILITIES DURING STORM SEWER CONSTRUCTION IS INCIDENTAL TO STORM SEWER PIPE AND/OR STORM SEWER STRUCTURE.

11. WATER MAIN INSULATION AND WATER MAIN ADJUSTMENT INFORMATION PROVIDED BY THE WAUKESHA WATER UTILITY.

    11.1. INSULATION: PROVIDE INSULATION UNDER PROPOSED RIPRAP AT EXISTING WATER MAIN CROSSINGS AS SHOWN ON THE STORM SEWER PLANS. INSULATION SHALL BE CLOSED CELL RIGID POLYSTYRENE INSULATION BOARD, 2-INCH THICK. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.

    11.2. WATER MAIN OFFSETS: WATER MAIN WILL NEED OFFSET (LOWERED) AND INSULATED AT APPROXIMATE LOCATIONS SHOWN ON THE STORM SEWER PLANS. FIELD VERIFY AND CONFIRM CONFLICT EXISTS WITH WAUKESHA WATER UTILITY BEFORE RELOCATING. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.

STORM SEWER LEGEND

- (XXX.X) STRUCTURE NUMBER
- STORM SEWER ENDWALL
- STORM SEWER MANHOLE
- STORM SEWER INLET
- SURFACE WATER FLOW (EXISTING)
- SURFACE WATER FLOW (PROPOSED)

2

N

CAS ABANDONED PER PLAN

CULVERT TO REMAIN

266'WB' 267'WB' 268'WB' CTH TT MERRILL HILLS RD 269'WB' 270'WB' 271'WB' 272

STA 272WB+00

MATCH LINE

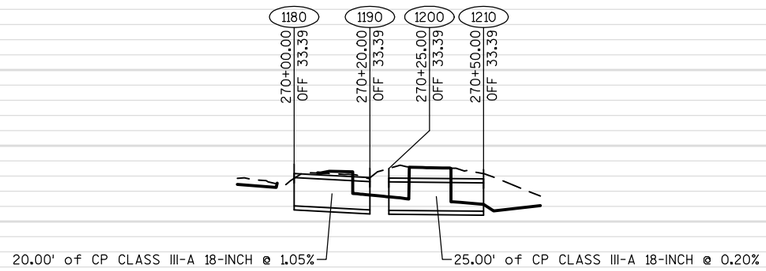
REMOVE CULVERTS

1180 1190 1200 1210

HSE

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 137 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-03-A
PLOT DATE : 11/30/2016 5:28 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



1180	1190	1200	1210
INV: 856.82	INV: 856.61	INV: 856.59	INV: 856.54

872 868 864 860 856 852 848 844 840 836

872 868 864 860 856 852 848 844 840 836

2

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 138 E

2

FIDDLERS CREEK DR

PRIVATE UNDERGROUND DETENTION

PRIVATE STORMWATER POND

CONCRETE COLLAR

STA 274'WB'+70, 100' LT
8" WM OFFSET

CLEAN AND PROTECET EXISTING PIPE END

REMOVE SS

REMOVE CB & SS

REMOVE SS

REMOVE MH & SS

REMOVE CB & SS

STA 274'WB'+50, 70' LT
16" WM OFFSET

CTH TT
MERRILL HILLS RD

STA 272'WB'+00

273'WB'

274'WB'

275'WB'

276'WB'

277'WB'

STA 278'WB'+00

MATCH LINE

COVER PLATE REQ'D
NO INLET CASTING NEEDED

BEGIN PROJECT ID 2788-02-70
STA 273'WB'+75.00

COVER PLATE REQ'D
NO INLET CASTING NEEDED

REMOVE CULVERTS

CPRCHE CLASS HE-IV 19x30-INCH

CPRCHE CLASS HE-IV 19x30-INCH

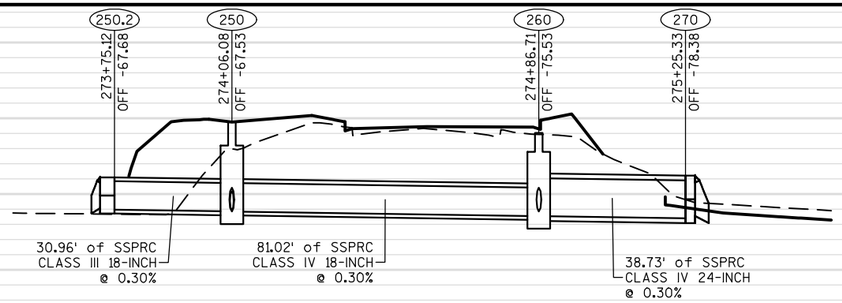
MATCH LINE

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 139	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-04-A

PLOT DATE : 11/30/2016 5:28 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

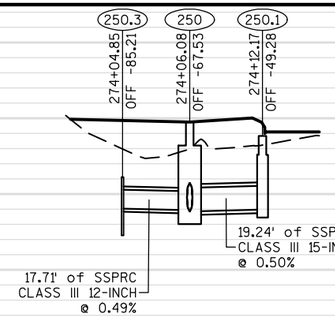


250.2
INV: 855.17

250
RIM: 859.80
SUMP: 855.08
TOTAL DEPTH: 4.72
W INV IN: 855.14
E INV IN: 855.08
S INV IN: 855.08
N INV OUT: 855.08

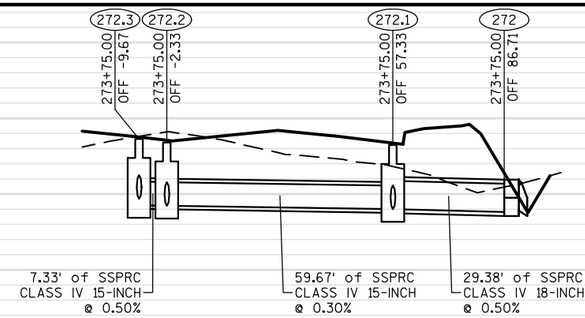
260
RIM: 859.23
SUMP: 854.84
TOTAL DEPTH: 4.39
S INV IN: 854.84
W INV IN: 855.08
N INV OUT: 854.84

270
INV: 854.72



250.3
INV: 855.23

250.1
RIM: 859.07
SUMP: 855.18
TOTAL DEPTH: 3.89
W INV OUT: 855.18

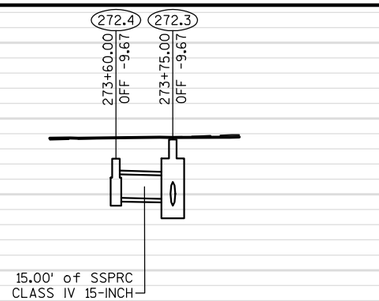


272.3
RIM: 858.90
SUMP: 855.41
TOTAL DEPTH: 3.48
S INV IN: 855.75
E INV OUT: 855.41

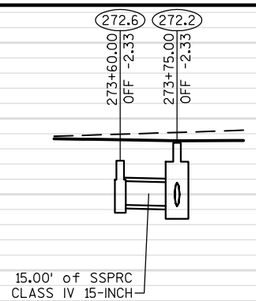
272.2
RIM: 858.72
SUMP: 855.38
TOTAL DEPTH: 3.35
W INV IN: 855.38
S INV IN: 855.38
E INV OUT: 855.38

272.1
RIM: 858.58
SUMP: 855.20
TOTAL DEPTH: 3.38
W INV IN: 855.20
S INV IN: 855.20
E INV OUT: 855.20

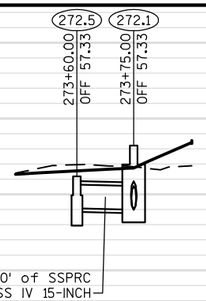
272
INV: 855.05



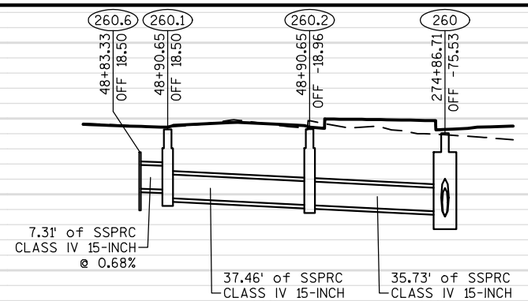
272.4
RIM: 857.88
SUMP: 855.82
TOTAL DEPTH: 2.06
N INV OUT: 855.82



272.6
RIM: 857.78
SUMP: 855.45
TOTAL DEPTH: 2.33
N INV OUT: 855.45



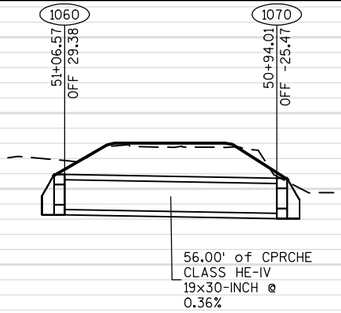
272.5
RIM: 856.96
SUMP: 854.77
TOTAL DEPTH: 2.19
N INV OUT: 855.27



260.6
INV: 856.30

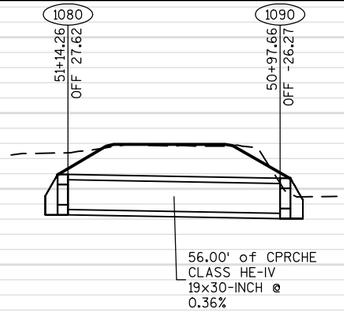
260.1
RIM: 859.44
SUMP: 855.81
TOTAL DEPTH: 3.63
W INV IN: 856.25
N INV OUT: 855.81

260.2
RIM: 859.44
SUMP: 855.43
TOTAL DEPTH: 4.01
S INV IN: 855.43
E INV OUT: 855.43



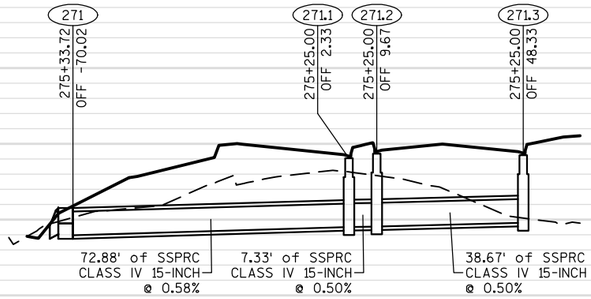
1060
INV: 854.90

1070
INV: 854.70



1080
INV: 854.90

1090
INV: 854.70



271
INV: 855.18

271.1
RIM: 859.24
SUMP: 855.60
TOTAL DEPTH: 3.63
E INV IN: 855.60
W INV OUT: 855.60

271.2
RIM: 859.48
SUMP: 855.64
TOTAL DEPTH: 3.84
E INV IN: 855.64
W INV OUT: 855.64

271.3
RIM: 859.40
SUMP: 855.83
TOTAL DEPTH: 3.56
W INV OUT: 855.83

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 140	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-04-B
PLOT DATE : 11/30/2016 5:29 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

INSULATE WM
(4'X8'X2")

1000

ST

275

15"SS

ABANDON SEWER
(AFTER STA 279+82
CPRC IS FULLY
INSTALLED)

275.1

275.3

15"SS

275.4

275.2

STA 278'WB'+00

279'WB'

280'WB'

281'WB'

282'WB'

283'WB'

284

STA 284'WB'+00

MATCH LINE

CTH TT
MERRILL HILLS RD

CPRC CLASS IV 30-INCH

1010

290.3

290.2

290.1

290

18"SS

15"SS

290.4

REMOVE
SS

290.5

290.6

290.7

15"SS

15"US

REMOVE
CB & SS

USH 18
SUMMIT AVE

49"US

370.3

370.2

300

300.1

300.2

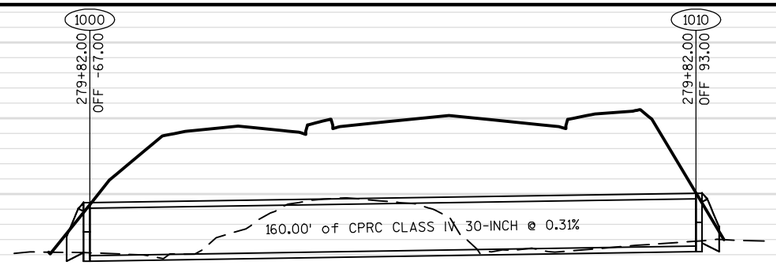
STA 283'WB'+45, 85' RT
12" WM OFFSET

REMOVE
CULVERT

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET	E

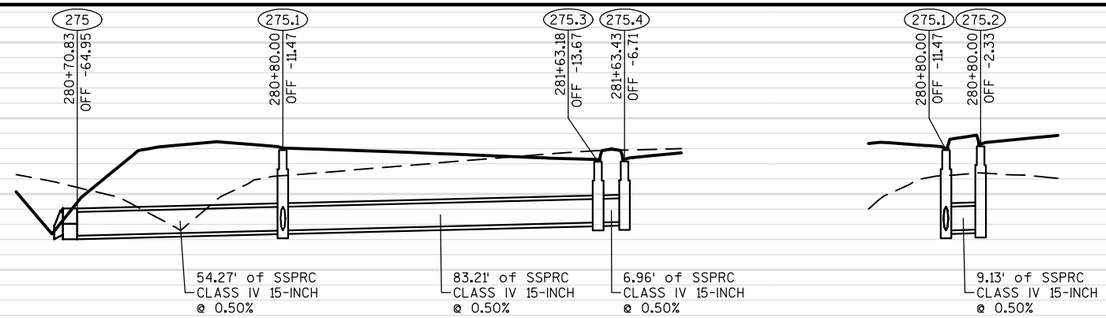
FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-05-A

PLOT DATE : 11/30/2016 5:29 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT



1000
INV: 852.75

1010
INV: 853.25



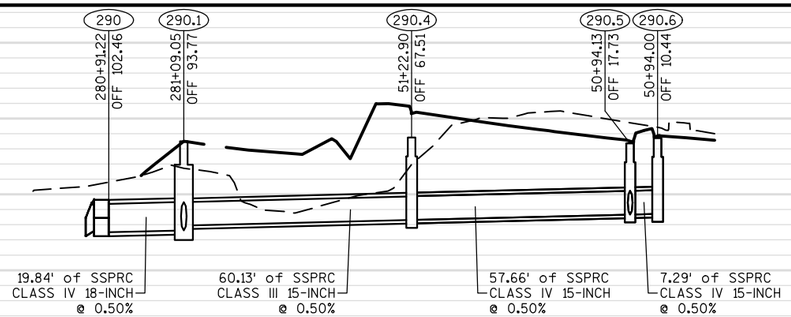
275
INV: 853.81

275.1
RIM: 858.31
SUMP: 854.08
TOTAL DEPTH: 4.23
E INV IN: 854.08
N INV IN: 854.08
W INV OUT: 854.08

275.3
RIM: 857.71
SUMP: 854.49
TOTAL DEPTH: 3.21
E INV IN: 854.49
S INV OUT: 854.49

275.4
RIM: 857.71
SUMP: 854.53
TOTAL DEPTH: 3.19
W INV OUT: 854.53

275.2
RIM: 858.52
SUMP: 854.12
TOTAL DEPTH: 4.40
W INV OUT: 854.12



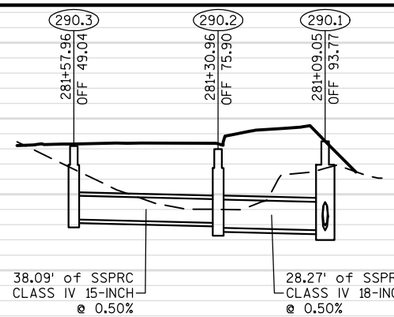
290
INV: 854.00

290.1
RIM: 858.81
SUMP: 854.10
TOTAL DEPTH: 4.71
NW INV IN: 854.10
N INV IN: 854.35
SE INV OUT: 854.10

290.4
RIM: 859.00
SUMP: 854.65
TOTAL DEPTH: 4.35
NW INV IN: 854.65
S INV OUT: 854.65

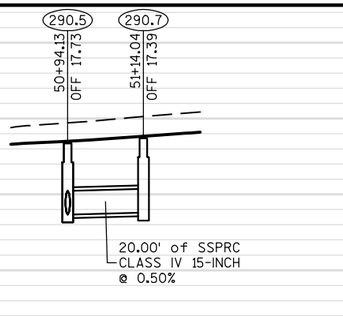
290.5
RIM: 858.70
SUMP: 854.94
TOTAL DEPTH: 3.76
N INV IN: 854.94
E INV IN: 854.94
SE INV OUT: 854.94

290.6
RIM: 858.98
SUMP: 854.98
TOTAL DEPTH: 4.00
S INV OUT: 854.98

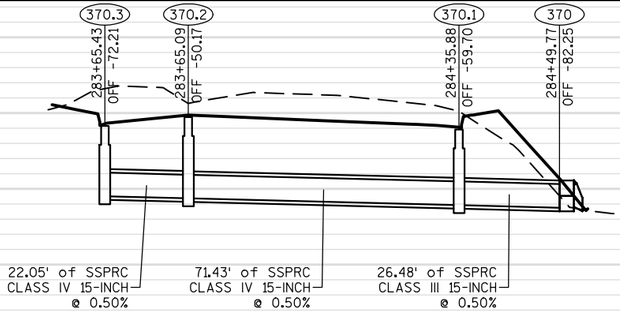


290.3
RIM: 858.55
SUMP: 854.68
TOTAL DEPTH: 3.87
SE INV OUT: 854.68

290.2
RIM: 858.39
SUMP: 854.24
TOTAL DEPTH: 4.15
NW INV IN: 854.49
SE INV OUT: 854.24



290.7
RIM: 858.96
SUMP: 855.04
TOTAL DEPTH: 3.92
W INV OUT: 855.04

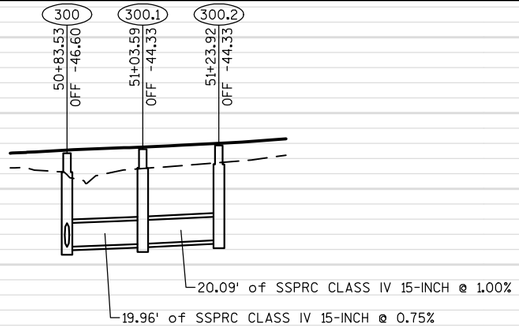


370.3
RIM: 855.32
SUMP: 851.60
TOTAL DEPTH: 3.71
E INV OUT: 851.60

370.2
RIM: 855.78
SUMP: 851.49
TOTAL DEPTH: 4.29
W INV IN: 851.49
N INV OUT: 851.49

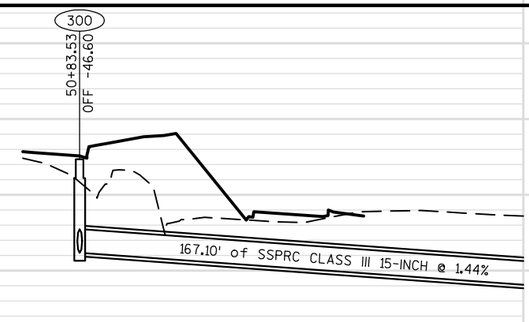
370.1
RIM: 855.13
SUMP: 851.14
TOTAL DEPTH: 4.00
S INV IN: 851.14
NW INV OUT: 851.14

370
INV: 851.00



300.1
RIM: 858.09
SUMP: 853.09
TOTAL DEPTH: 5.01
E INV IN: 853.09
W INV OUT: 853.09

300.2
RIM: 858.29
SUMP: 853.29
TOTAL DEPTH: 5.00
W INV OUT: 853.29



300
RIM: 857.88
SUMP: 852.94
TOTAL DEPTH: 4.94
E INV IN: 852.94
N INV OUT: 852.94

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 142 E

2

N

END PROJECT ID 2788-02-70
BEGIN PROJECT ID 2788-00-72
STA 284'WB'+74.64

STA 284'WB'+00

MATCH LINE

'WB'

285'WB'

286'WB'

287'WB'

288'WB'

289'WB'

290

STA 290'WB'+00

MATCH LINE

CTH TT
MEADOWBROOK RD

48'DWY'

49'DWY'

SOUTH DWY

SAN

STORM

370

370.1

380'

380.1

380.2

380.3

380.4

380.6

405.1

405.2

M-67-1

REMOVE CULVERT

CPRC CLASS III 48-INCH

CPRC CLASS III 72-INCH

CPRC CLASS III 48-INCH

350.4

350.5

310

310.1

310.2

320

320.1

320.2

320.3

325

325.1

325.2

325.3

325.4

325.5

330

340

350

350.1

350.2

350.3

350.6

360

REMOVE CULVERT

REMOVE INL, CB & SS

REMOVE CB & SS

REMOVE INL & SS

REMOVE INL & SS

15"SS

18"SS

24"SS

30"SS

ST

SS

HO

G

W

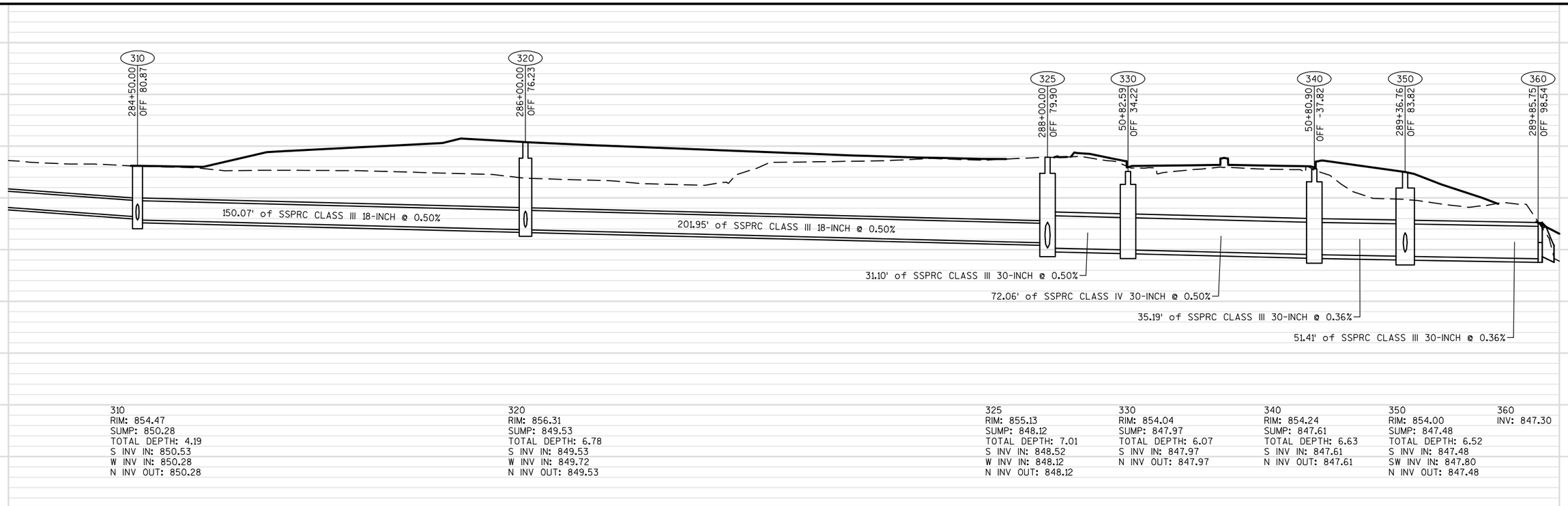
E

MH

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 143 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-06-A

PLOT DATE : 11/30/2016 5:30 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT



310
RIM: 854.47
SUMP: 850.28
TOTAL DEPTH: 4.19
S INV IN: 850.53
W INV IN: 850.28
N INV OUT: 850.28

320
RIM: 856.31
SUMP: 849.53
TOTAL DEPTH: 6.78
S INV IN: 849.53
W INV IN: 849.72
N INV OUT: 849.53

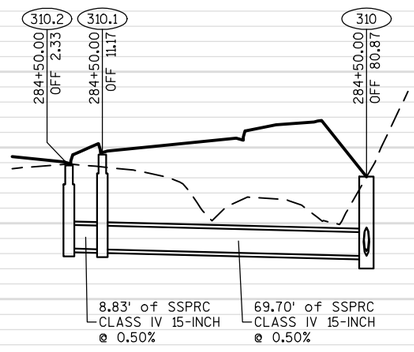
325
RIM: 855.13
SUMP: 848.12
TOTAL DEPTH: 7.01
S INV IN: 848.52
W INV IN: 848.12
N INV OUT: 848.12

330
RIM: 854.04
SUMP: 847.97
TOTAL DEPTH: 6.07
S INV IN: 847.97
N INV OUT: 847.97

340
RIM: 854.24
SUMP: 847.61
TOTAL DEPTH: 6.63
S INV IN: 847.61
N INV OUT: 847.61

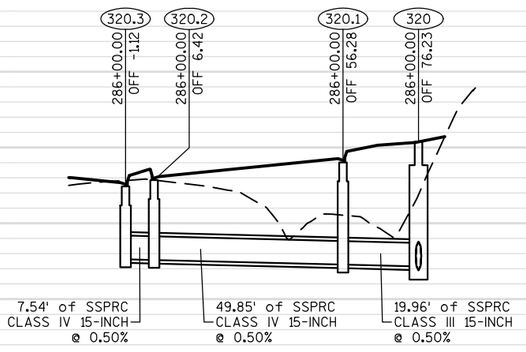
350
RIM: 854.00
SUMP: 847.48
TOTAL DEPTH: 6.52
S INV IN: 847.48
SW INV IN: 847.80
N INV OUT: 847.48

360
INV: 847.30



310.2
RIM: 855.06
SUMP: 850.67
TOTAL DEPTH: 4.38
E INV OUT: 850.67

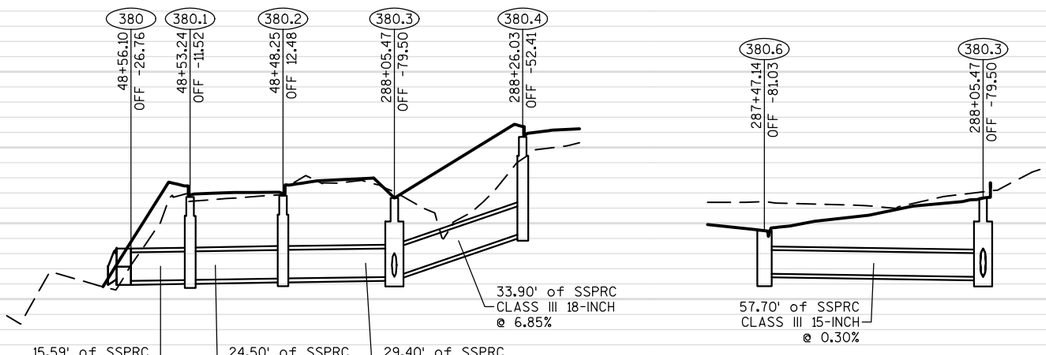
310.1
RIM: 855.63
SUMP: 850.63
TOTAL DEPTH: 5.00
W INV IN: 850.63
E INV OUT: 850.63



320.3
RIM: 853.96
SUMP: 850.11
TOTAL DEPTH: 3.85
E INV OUT: 850.11

320.2
RIM: 854.28
SUMP: 850.07
TOTAL DEPTH: 4.21
W INV IN: 850.07
E INV OUT: 850.07

320.1
RIM: 855.23
SUMP: 849.82
TOTAL DEPTH: 5.40
W INV IN: 849.82
E INV OUT: 849.82



380
INV: 844.97

380.1
RIM: 849.39
SUMP: 845.02
TOTAL DEPTH: 4.38
E INV IN: 845.02
W INV OUT: 845.02

380.2
RIM: 849.46
SUMP: 845.10
TOTAL DEPTH: 4.37
E INV IN: 845.10
W INV OUT: 845.10

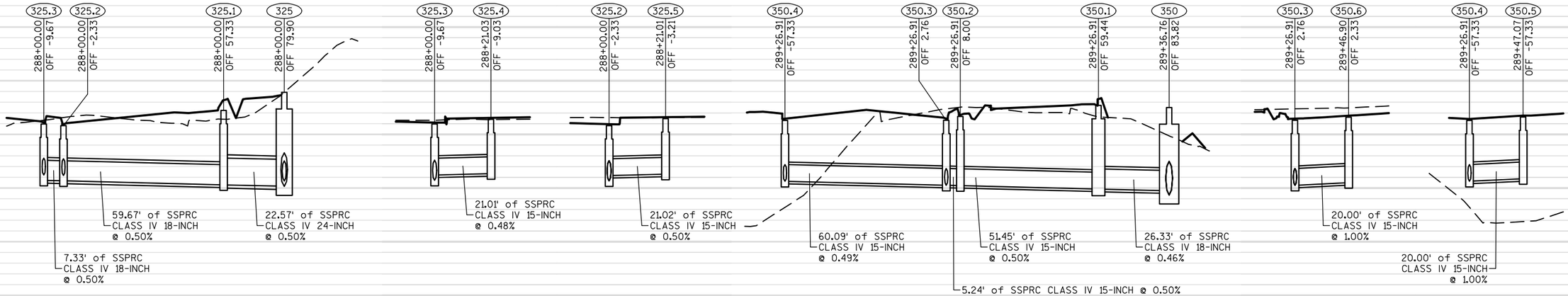
380.4
RIM: 852.57
SUMP: 847.50
TOTAL DEPTH: 5.07
SW INV OUT: 847.50

380.6
RIM: 847.62
SUMP: 845.35
TOTAL DEPTH: 2.27
N INV OUT: 845.35

380.3
RIM: 849.34
SUMP: 845.18
TOTAL DEPTH: 4.16
NE INV IN: 845.18
S INV IN: 845.18
W INV OUT: 845.18

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 144 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-06-B
PLOT DATE : 11/30/2016 5:30 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



325.3
RIM: 852.77
SUMP: 848.57
TOTAL DEPTH: 4.20
N INV IN: 848.97
E INV OUT: 848.57

325.2
RIM: 852.65
SUMP: 848.54
TOTAL DEPTH: 4.11
N INV IN: 848.93
W INV IN: 848.54
E INV OUT: 848.54

325.1
RIM: 853.78
SUMP: 848.24
TOTAL DEPTH: 5.54
W INV IN: 848.24
E INV OUT: 848.24

325.4
RIM: 853.12
SUMP: 849.07
TOTAL DEPTH: 4.05
S INV OUT: 849.07

325.5
RIM: 853.17
SUMP: 849.04
TOTAL DEPTH: 4.14
S INV OUT: 849.04

350.4
RIM: 853.04
SUMP: 848.50
TOTAL DEPTH: 4.54
N INV IN: 848.50
E INV OUT: 848.50

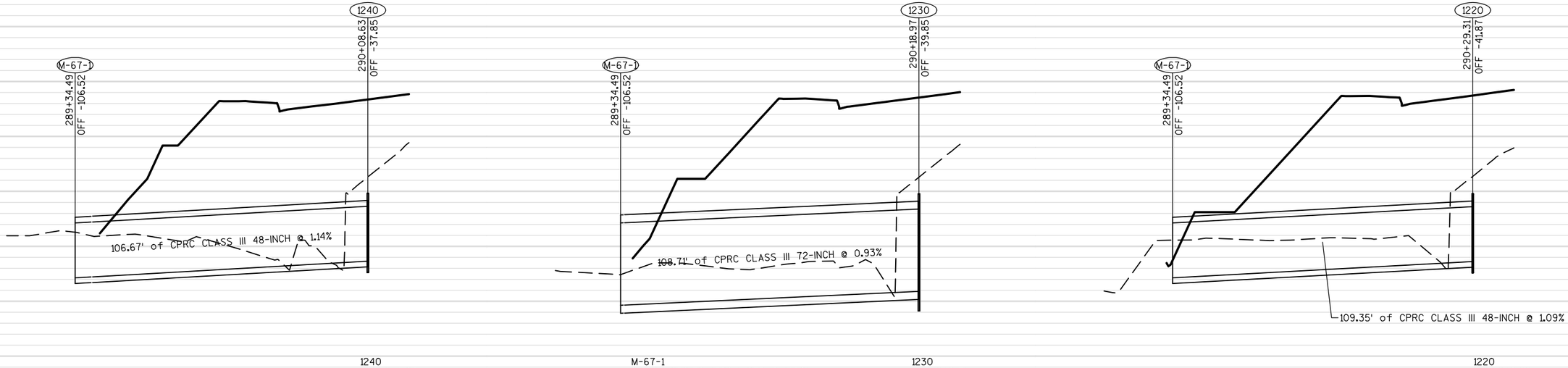
350.3
RIM: 853.06
SUMP: 848.20
TOTAL DEPTH: 4.85
W INV IN: 848.20
N INV IN: 848.20
E INV OUT: 848.20

350.2
RIM: 853.33
SUMP: 848.18
TOTAL DEPTH: 5.15
W INV IN: 848.18
E INV OUT: 848.18

350.1
RIM: 854.16
SUMP: 847.92
TOTAL DEPTH: 6.24
W INV IN: 847.92
NE INV OUT: 847.92

350.6
RIM: 853.28
SUMP: 848.40
TOTAL DEPTH: 4.87
S INV OUT: 848.40

350.5
RIM: 853.29
SUMP: 848.70
TOTAL DEPTH: 4.59
S INV OUT: 848.70



1240
INV: 842.92

M-67-1
INV IN: 839.70 (FROM STRUC 1230)
INV IN: 841.70 (FROM STRUC 1240)
INV IN: 841.70 (FROM STRUC 1220)

1230
INV: 840.71

1220
INV: 842.89

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 145 E

2

N

HIGH FLOW RELIEF
(SEE DETAIL)

1170
1160
CPRC CLASS III 18-INCH
400
405
410

REMOVE
MASONRY
ENDWALL

24"SS
15"SS

1220
1230
1240

REMOVE PIPE TO NEAREST JOINT
CONCRETE COLLAR, REQ'D

400.1
410.1
400.2
410.2
400.3
410.3

STA 290'WB'+00
291'WB'
292'WB'
293'WB'
294'WB'
295'WB'
296
STA 296'WB'+00

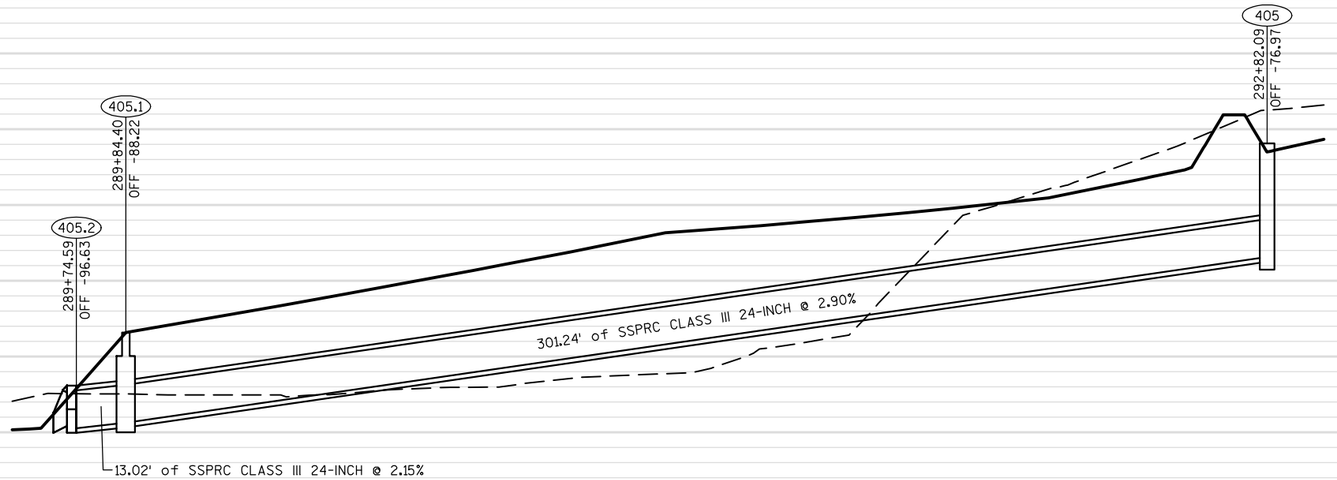
MATCH LINE
MATCH LINE

CTH TT
MEADOWBROOK RD

CLEAN EXISTING CULVERT PIPE

PRIVATE
STORMWATER
POND

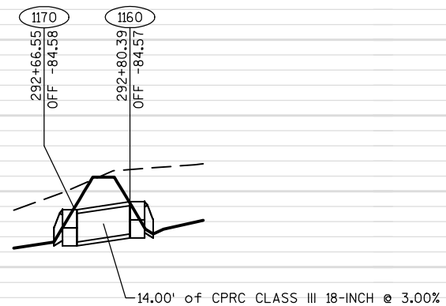
PROJECT NO:2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 146	E



405.2
INV: 844.22

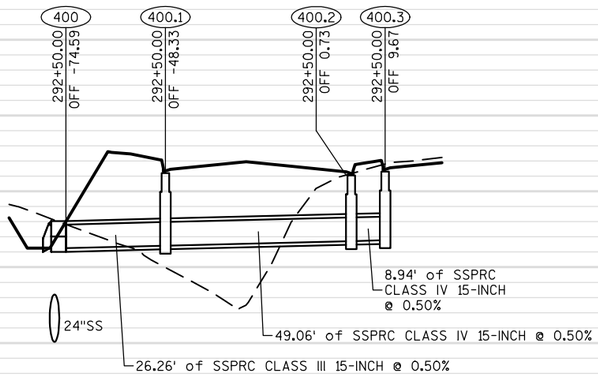
405.1
RIM: 849.27
SUMP: 844.50
TOTAL DEPTH: 4.77
N INV IN: 844.50
SW INV OUT: 844.50

405
RIM: 859.25
SUMP: 853.25
TOTAL DEPTH: 6.00
S INV OUT: 853.25



1170
INV: 857.33

1160
INV: 857.75

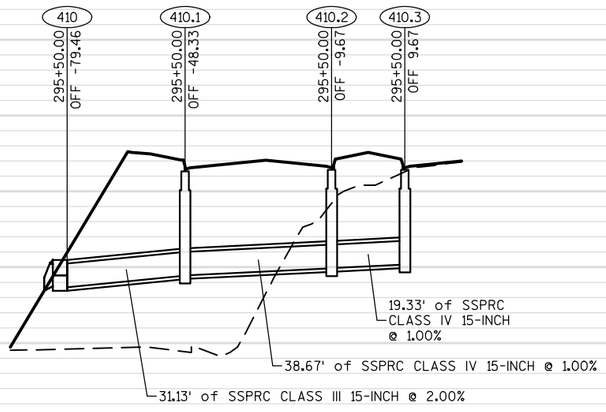


400
INV: 857.00

400.1
RIM: 860.97
SUMP: 857.13
TOTAL DEPTH: 3.84
E INV IN: 857.13
W INV OUT: 857.13

400.2
RIM: 860.84
SUMP: 857.38
TOTAL DEPTH: 3.46
E INV IN: 857.38
W INV OUT: 857.38

400.3
RIM: 861.05
SUMP: 857.42
TOTAL DEPTH: 3.63
W INV OUT: 857.42



410
INV: 866.94

410.1
RIM: 873.05
SUMP: 867.56
TOTAL DEPTH: 5.49
E INV IN: 867.56
W INV OUT: 867.56

410.2
RIM: 873.13
SUMP: 867.95
TOTAL DEPTH: 5.19
E INV IN: 867.95
W INV OUT: 867.95

410.3
RIM: 873.13
SUMP: 868.14
TOTAL DEPTH: 4.99
W INV OUT: 868.14

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 147	E

2

N

PRIVATE STORMWATER POND

PRIVATE STORMWATER POND

420

30"SS

430

430.1

430.2

430.3

15"SS

30"SS

440.7

440

440.1

440.5

440.2

440.3

440.6

440.4

15"SS

STA 296'WB+00

297'WB'

298'WB'

299'WB'

300'WB'

301'WB'

STA 302'WB+00

MATCH LINE

MATCH LINE

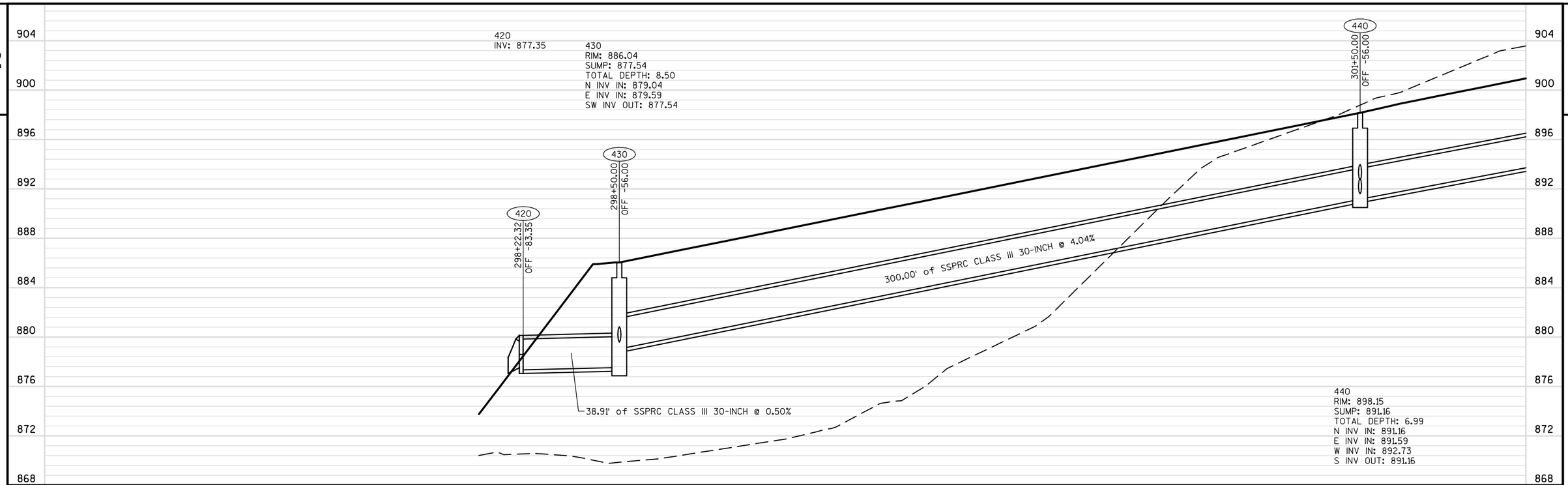
CTH TT
MEADOWBROOK RD

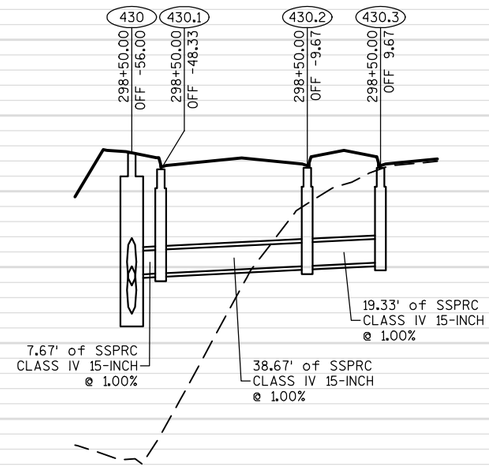
CLEAN EXISTING CULVERT PIPE

POST

POST

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 148	E

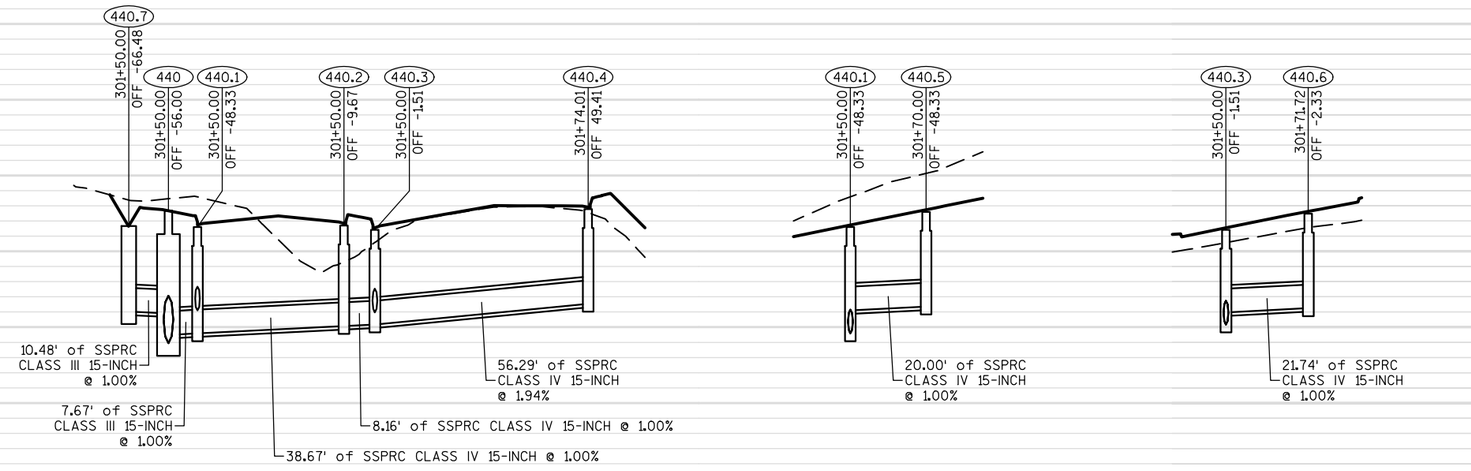




430.1
RIM: 885.17
SUMP: 879.67
TOTAL DEPTH: 5.50
E INV IN: 879.67
W INV OUT: 879.67

430.2
RIM: 885.25
SUMP: 880.06
TOTAL DEPTH: 5.19
E INV IN: 880.06
W INV OUT: 880.06

430.3
RIM: 885.25
SUMP: 880.25
TOTAL DEPTH: 5.00
W INV OUT: 880.25



440.7
RIM: 897.33
SUMP: 892.83
TOTAL DEPTH: 4.50
E INV OUT: 892.83

440.1
RIM: 897.28
SUMP: 891.67
TOTAL DEPTH: 5.61
E INV IN: 891.67
N INV IN: 892.89
W INV OUT: 891.67

440.2
RIM: 897.36
SUMP: 892.06
TOTAL DEPTH: 5.30
E INV IN: 892.06
W INV OUT: 892.06

440.3
RIM: 897.14
SUMP: 892.14
TOTAL DEPTH: 5.00
NE INV IN: 892.14
N INV IN: 892.78
W INV OUT: 892.14

440.4
RIM: 898.23
SUMP: 893.23
TOTAL DEPTH: 5.00
SW INV OUT: 893.23

440.5
RIM: 898.09
SUMP: 893.09
TOTAL DEPTH: 5.00
S INV OUT: 893.09

440.6
RIM: 898.00
SUMP: 893.00
TOTAL DEPTH: 5.00
S INV OUT: 893.00

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 149 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-08-B
PLOT DATE : 11/30/2016 5:32 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

STA 302'WB'+00

MATCH LINE

'WB'

303'WB'

304'WB'

305'WB'

306'WB'

307'WB'

308

STA 308'WB'+00

MATCH LINE

CTH TT
MEADOWBROOK RD

COLDWATER CREEK DR

50CC'

50CC'

460.4

15"SS

STA 305'WB'+40, 110' LT
12" WM OFFSET

STA 305'WB'+40, 60' LT
12" WM OFFSET

STA 305'WB'+15, 80' LT
12" WM OFFSET

460.3

460.1

15"SS

460.2

15"SS

460

15"SS

30"SS

REMOVE
CB & SS

STA 305'WB'+15, 60' LT
12" WM OFFSET

470.1

24"SS

470

15"SS

470.5

470.2

24"SS

30"SS

REMOVE
CB & SS

15"SS

470.3

470.6

15"SS

15"SS

15"SS

470.4

470.7

CTH TT
MEADOWBROOK RD

STA 305'WB'+40, 90' RT
12" WM OFFSET

STA 305'WB'+55, 90' RT
12" WM OFFSET

INLET & PIPE
TO REMAIN

CLEAN EXISTING CULVERT PIPE

CLOSE EXISTING CULVERT PIPE

18"SS

500

18"SS

500.1

18"SS

500.2

18"SS

500.3

18"SS

500.4

18"SS

500.5

REMOVE
CB & SS

15"SS

STA 305'WB'+60, 100' RT
12" WM OFFSET

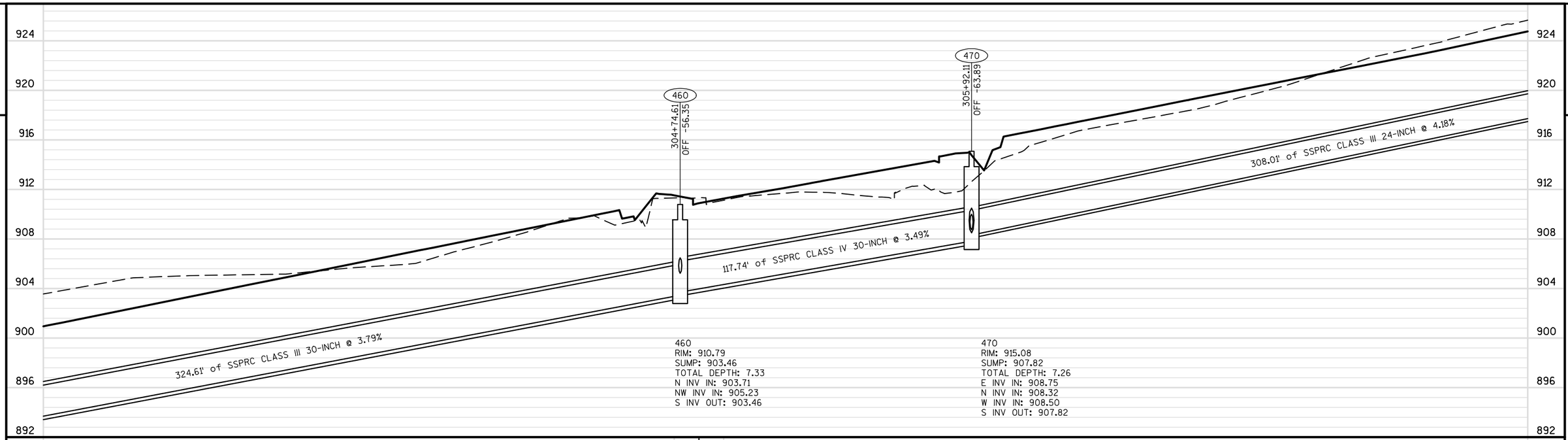
500.6

REMOVE
CB & SS

VERIFY WITH ENGINEER IF INLET 500.6 IS
REQUIRED PRIOR TO ORDERING MATERIAL.
IF POSITIVE DRAINAGE CAN BE OBTAINED IN
CURB AND GUTTER, THEN STRUCTURE 500.6
AND ASSOCIATED PIPE NOT REQUIRED.

COLDWATER CREEK DR

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 150	E



460.1
RIM: 911.13
SUMP: 906.02
TOTAL DEPTH: 5.10
N INV IN: 906.02
SE INV OUT: 906.02

460 304+74.61 OFF -56.35
460.1 49+17.97 OFF 37.50
460.2 49+20.00 OFF 6.50
460.3 49+00.00 OFF -2.50
460.4 48+70.61 OFF -37.50

460.3
RIM: 912.20
SUMP: 907.27
TOTAL DEPTH: 4.93
NW INV IN: 907.27
SE INV OUT: 907.27

460.2
RIM: 911.83
SUMP: 906.82
TOTAL DEPTH: 5.01
NW INV IN: 906.82
S INV OUT: 906.82

460.4
RIM: 912.76
SUMP: 907.76
TOTAL DEPTH: 5.00
SE INV OUT: 907.76

45.71' of SSPRC CLASS IV 15-INCH @ 1.07%
21.93' of SSPRC CLASS IV 15-INCH @ 2.06%
31.07' of SSPRC CLASS IV 15-INCH @ 2.56%
27.96' of SSPRC CLASS III 15-INCH @ 2.85%

470.1
RIM: 913.10
SUMP: 908.69
TOTAL DEPTH: 4.41
E INV OUT: 908.69

470.1 305+88.67 OFF -84.79
470 305+92.11 OFF -63.89
470.2 305+94.83 OFF -57.58
470.3 305+75.00 OFF 2.70
470.4 305+75.00 OFF 9.38
470.5 306+14.83 OFF -57.33
470.2 305+94.83 OFF -57.58

470.3
RIM: 914.95
SUMP: 909.45
TOTAL DEPTH: 5.49
E INV IN: 909.45
N INV IN: 909.89
W INV OUT: 909.45

470.5
RIM: 915.83
SUMP: 910.16
TOTAL DEPTH: 5.67
S INV OUT: 910.16

470.2
RIM: 915.08
SUMP: 908.82
TOTAL DEPTH: 6.26
E INV IN: 908.82
N INV IN: 909.96
W INV OUT: 908.82

470.4
RIM: 914.88
SUMP: 909.52
TOTAL DEPTH: 5.36
W INV OUT: 909.52

21.17' of SSPRC CLASS III 24-INCH @ 0.90%
6.87' of SSPRC CLASS III 15-INCH @ 0.95%
63.46' of SSPRC CLASS IV 15-INCH @ 1.00%
6.68' of SSPRC CLASS IV 15-INCH @ 1.00%
20.00' of SSPRC CLASS IV 15-INCH @ 1.00%

470.7
RIM: 915.63
SUMP: 910.44
TOTAL DEPTH: 5.19
W INV OUT: 910.44

470.7 305+95.00 OFF 9.67
470.6 305+95.00 OFF 2.33
470.3 305+75.00 OFF 2.70

470.6
RIM: 915.65
SUMP: 910.09
TOTAL DEPTH: 5.56
E INV IN: 910.09
S INV OUT: 910.09

7.33' of SSPRC CLASS IV 15-INCH @ 4.84%
20.00' of SSPRC CLASS IV 15-INCH @ 1.00%

500
INV: 907.35

500 50+92.36 OFF 72.15
500.1 50+92.51 OFF 37.49
500.2 50+92.67 OFF 2.50
500.3 50+92.71 OFF -6.50
500.4 50+92.85 OFF -37.50
500.5 50+92.97 OFF -63.10

500.1
RIM: 911.15
SUMP: 907.62
TOTAL DEPTH: 3.53
N INV IN: 907.62
S INV OUT: 907.62

500.2
RIM: 912.24
SUMP: 907.88
TOTAL DEPTH: 4.36
N INV IN: 907.88
S INV OUT: 907.88

500.3
RIM: 912.63
SUMP: 907.97
TOTAL DEPTH: 4.65
N INV IN: 907.97
S INV OUT: 907.98

500.4
RIM: 913.54
SUMP: 908.38
TOTAL DEPTH: 5.16
N INV IN: 909.22
E INV IN: 908.38
S INV OUT: 908.38

500.5
INV: 910.50

500.4 50+92.85 OFF -37.50
500.6 51+27.50 OFF -37.50

500.6
RIM: 913.21
SUMP: 908.73
TOTAL DEPTH: 4.49
W INV OUT: 908.73

34.67' of SSPRC CLASS III 18-INCH @ 0.76%
34.99' of SSPRC CLASS IV 18-INCH @ 0.75%
9.00' of SSPRC CLASS IV 18-INCH @ 1.08%
31.00' of SSPRC CLASS IV 18-INCH @ 1.31%
25.60' of SSPRC CLASS III 18-INCH @ 5.00%
34.65' of SSPRC CLASS IV 15-INCH @ 1.00%

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 151	E

2

2

N

480.4

480

480.1

480.2

480.3

490

490.1

490.2

490.3

15"SS

24"SS

STA 308'WB'+00

STA 314'WB'+00

MATCH LINE

MATCH LINE

309'WB'

310'WB'

311'WB'

312'WB'

313'WB'

CTH TT
MEADOWBROOK RD

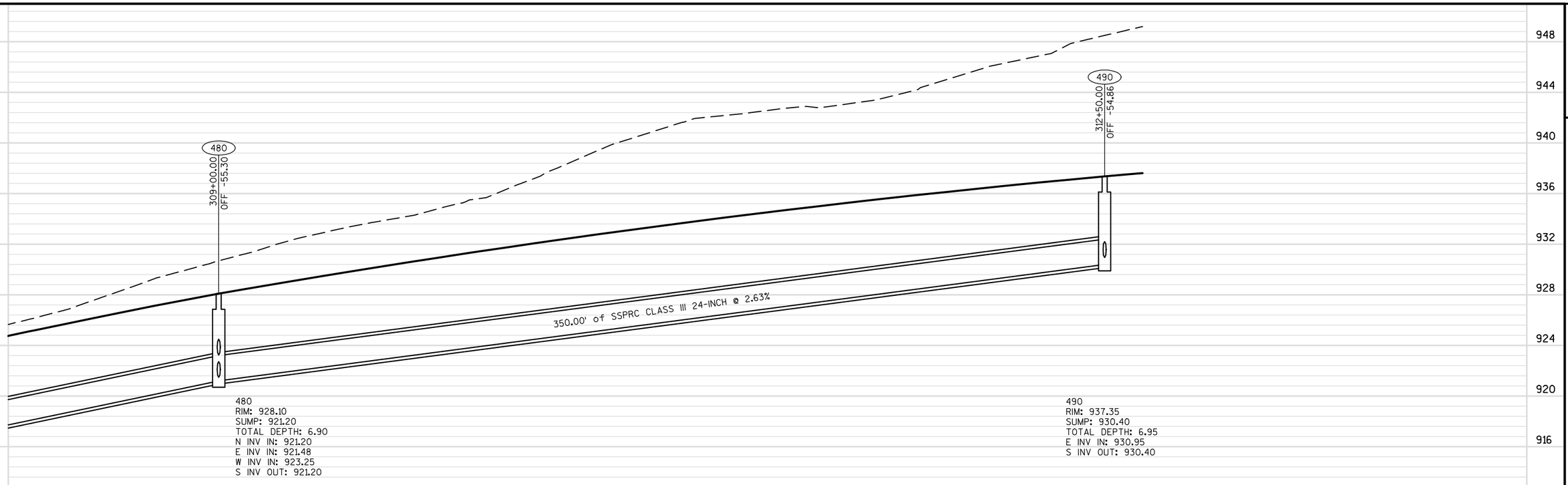
CLEAN EXISTING CULVERT PIPE

TV

W

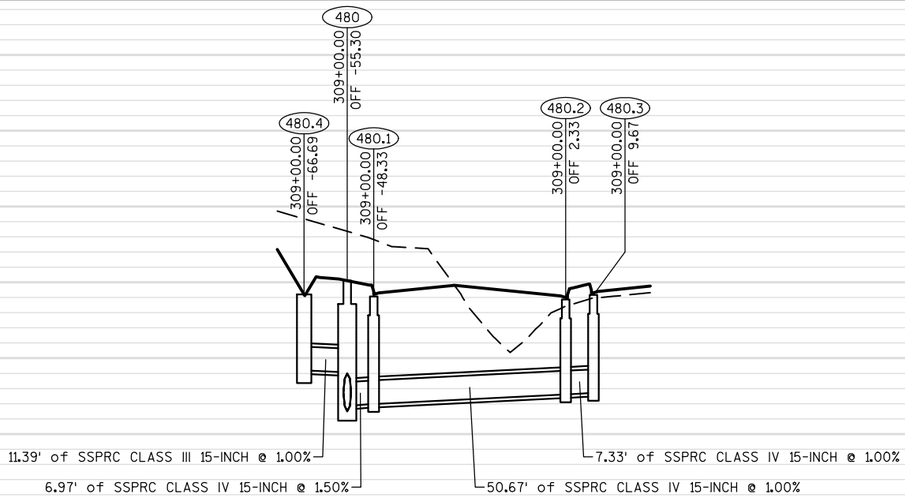
E

PROJECT NO:2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 152	E



480
RIM: 928.10
SUMP: 921.20
TOTAL DEPTH: 6.90
N INV IN: 921.20
E INV IN: 921.48
W INV IN: 923.25
S INV OUT: 921.20

490
RIM: 937.35
SUMP: 930.40
TOTAL DEPTH: 6.95
E INV IN: 930.95
S INV OUT: 930.40

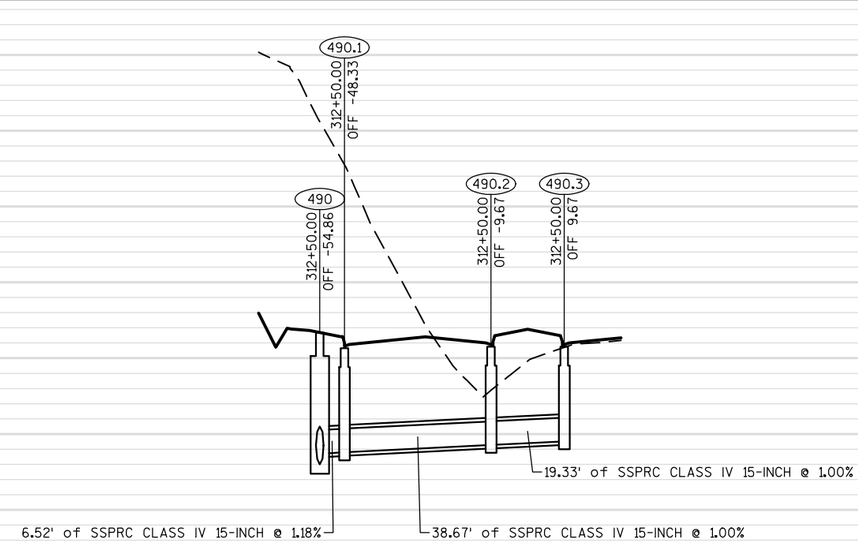


480.4
RIM: 927.36
SUMP: 923.36
TOTAL DEPTH: 4.00
E INV OUT: 923.36

480.1
RIM: 927.26
SUMP: 921.58
TOTAL DEPTH: 5.67
E INV IN: 921.58
W INV OUT: 921.58

480.2
RIM: 927.10
SUMP: 922.09
TOTAL DEPTH: 5.01
E INV IN: 922.09
W INV OUT: 922.09

480.3
RIM: 927.34
SUMP: 922.16
TOTAL DEPTH: 5.17
W INV OUT: 922.16



490.1
RIM: 936.53
SUMP: 931.03
TOTAL DEPTH: 5.50
E INV IN: 931.03
W INV OUT: 931.03

490.2
RIM: 936.61
SUMP: 931.42
TOTAL DEPTH: 5.19
E INV IN: 931.42
W INV OUT: 931.42

490.3
RIM: 936.61
SUMP: 931.61
TOTAL DEPTH: 5.00
W INV OUT: 931.61

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 153 E

2

2

N

STA 314'WB'+00

MATCH LINE

315'WB'

316'WB'

317'WB'

318'WB'

319'WB'

320

STA 320'WB'+00

MATCH LINE

510.2

15"SS

510.1

24"SS

15"SS

510

510.3

CTH TT
MEADOWBROOK RD

TV

W

E

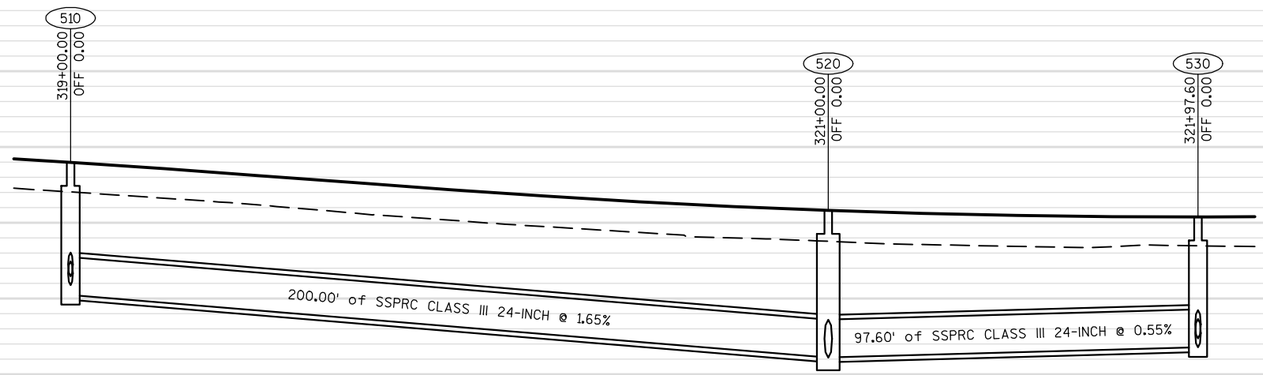
M

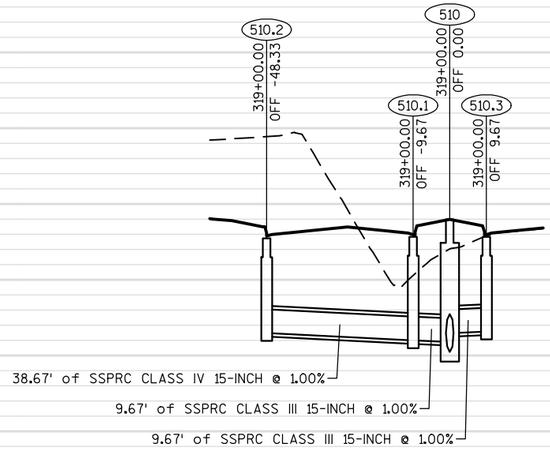
PROJECT NO:2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 154	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-11-A

PLOT DATE : 11/30/2016 5:34 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42





510
RIM: 939.19
SUMP: 932.19
TOTAL DEPTH: 7.00
W INV IN: 932.71
E INV IN: 933.17
N INV OUT: 932.19

520
RIM: 936.65
SUMP: 928.88
TOTAL DEPTH: 7.77
N INV IN: 928.89
S INV IN: 928.89
E INV OUT: 928.88

530
RIM: 936.30
SUMP: 929.42
TOTAL DEPTH: 6.88
W INV IN: 929.42
E INV IN: 929.89
S INV OUT: 929.42

510.2
RIM: 938.19
SUMP: 933.19
TOTAL DEPTH: 5.00
E INV OUT: 933.19

510.1
RIM: 938.27
SUMP: 932.80
TOTAL DEPTH: 5.47
W INV IN: 932.80
E INV OUT: 932.80

510.3
RIM: 938.27
SUMP: 933.27
TOTAL DEPTH: 5.00
W INV OUT: 933.27

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 155 E

2

2

N

STA 320'WB'+00

STA 326'WB'+00

MATCH LINE

MATCH LINE

321'WB'

322'WB'

323'WB'

324'WB'

325'WB'

24"SS

24"SS

24"SS

48"SS

48"SS

18"SS

15"SS

15"SS

15"SS

15"SS

15"SS

15"SS

15"SS

15"SS

15"SS

520

520.1

530

530.1

530.2

530.3

530.4

530.5

530.6

530.7

530.8

530.9

535

535.1

535.2

540

540.1

540.2

540.3

CTH TT
MEADOWBROOK RD

REMOVE PIPE TO NEAREST JOINT
CONCRETE COLLAR, REQ'D

CLEAN EXISTING CULVERT PIPE

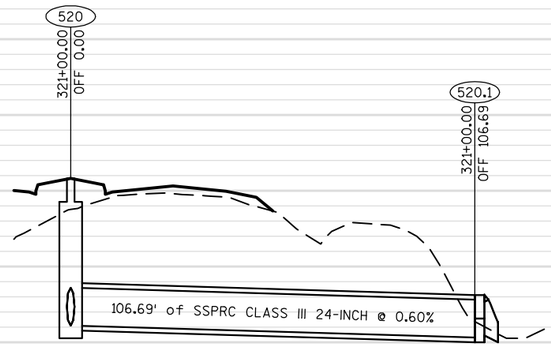
INSULATE WM
(4'X16'X2")

INSULATE WM
(4'X8'X2")

BMP 'DP 324'
DRY POND
BOTTOM: 916.5'
TOP: 922.0'

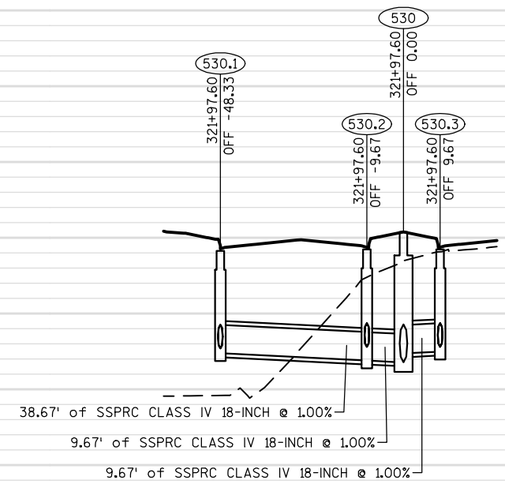
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-12-A
PLOT DATE : 11/30/2016 5:35 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



520
RIM: 936.65
SUMP: 928.88
TOTAL DEPTH: 7.77
N INV IN: 928.89
S INV IN: 928.89
E INV OUT: 928.88

520.1
INV: 928.25

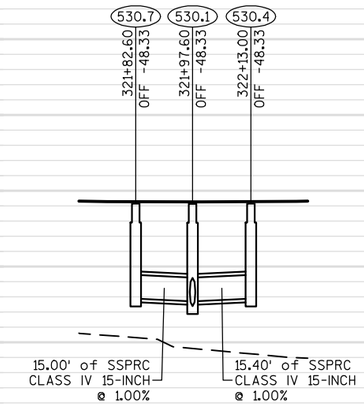


530.1
RIM: 935.30
SUMP: 929.91
TOTAL DEPTH: 5.40
N INV IN: 930.16
S INV IN: 930.16
E INV OUT: 929.91

530.2
RIM: 935.38
SUMP: 929.52
TOTAL DEPTH: 5.86
W INV IN: 929.52
N INV IN: 930.24
S INV IN: 930.24
E INV OUT: 929.52

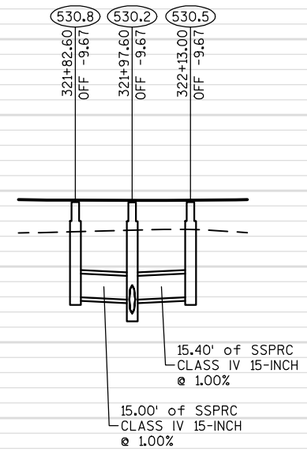
530
RIM: 936.30
SUMP: 929.42
TOTAL DEPTH: 6.88
W INV IN: 929.42
E INV IN: 929.89
S INV OUT: 929.42

530.3
RIM: 935.38
SUMP: 929.99
TOTAL DEPTH: 5.39
N INV IN: 930.25
S INV IN: 930.24
W INV OUT: 929.99



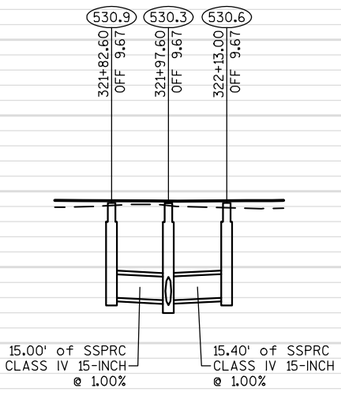
530.7
RIM: 935.31
SUMP: 930.31
TOTAL DEPTH: 5.00
N INV OUT: 930.31

530.4
RIM: 935.31
SUMP: 930.31
TOTAL DEPTH: 5.00
S INV OUT: 930.31



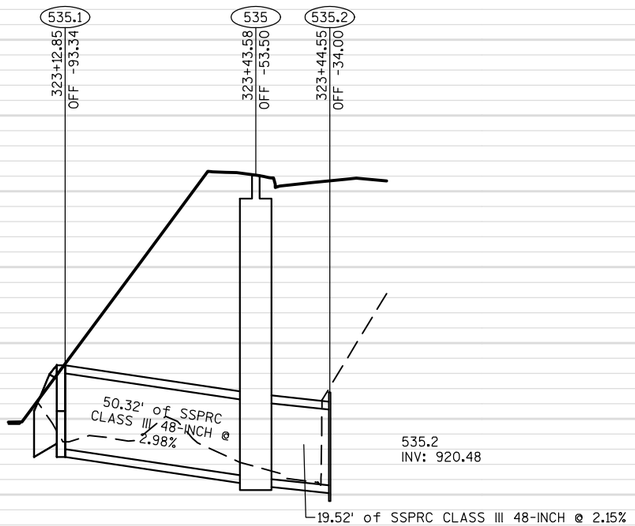
530.8
RIM: 935.39
SUMP: 930.39
TOTAL DEPTH: 5.00
N INV OUT: 930.39

530.5
RIM: 935.39
SUMP: 930.39
TOTAL DEPTH: 5.00
S INV OUT: 930.39



530.9
RIM: 935.39
SUMP: 930.39
TOTAL DEPTH: 5.00
N INV OUT: 930.39

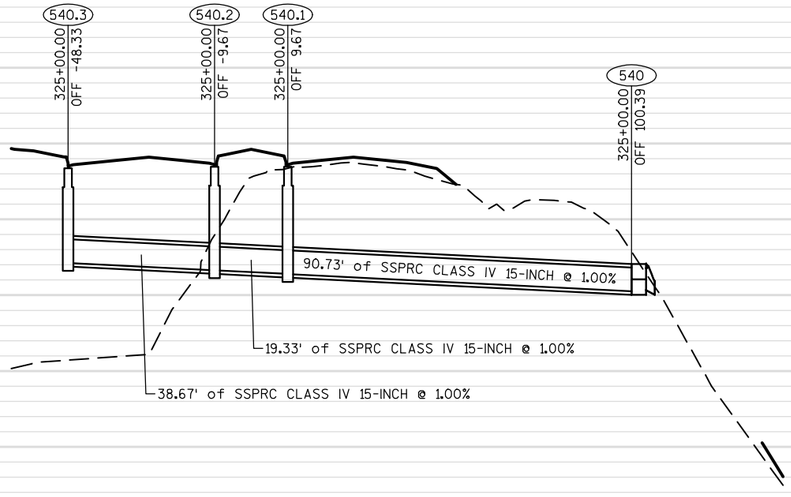
530.6
RIM: 935.40
SUMP: 930.40
TOTAL DEPTH: 5.00
S INV OUT: 930.40



535.1
INV: 922.40

535
RIM: 936.87
SUMP: 920.90
TOTAL DEPTH: 15.97
SW INV IN: 920.90
E INV OUT: 920.90

535.2
INV: 920.48



540.3
RIM: 938.70
SUMP: 933.70
TOTAL DEPTH: 5.00
E INV OUT: 933.70

540.2
RIM: 938.78
SUMP: 933.31
TOTAL DEPTH: 5.46
W INV IN: 933.31
E INV OUT: 933.31

540.1
RIM: 938.78
SUMP: 933.12
TOTAL DEPTH: 5.66
W INV IN: 933.12
E INV OUT: 933.12

540
INV: 932.21

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 157 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-12-B
PLOT DATE : 11/30/2016 5:35 PM
PLOT BY : AARON SARAUER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

AEW FOR UNDERDRAIN
REINFORCED CONCRETE

550
560
570
580
580.1
580.2
580.3
590
590.1
590.2
590.3
600
600.1
600.2
600.3

36"SS
30"SS
18"SS
15"SS

STA 326'WB'+00
326'WB'
327'WB'
328'WB'
329'WB'
330'WB'
331'WB'
332
STA 332'WB'+00

MATCH LINE
MATCH LINE

CTH TT
MEADOWBROOK RD

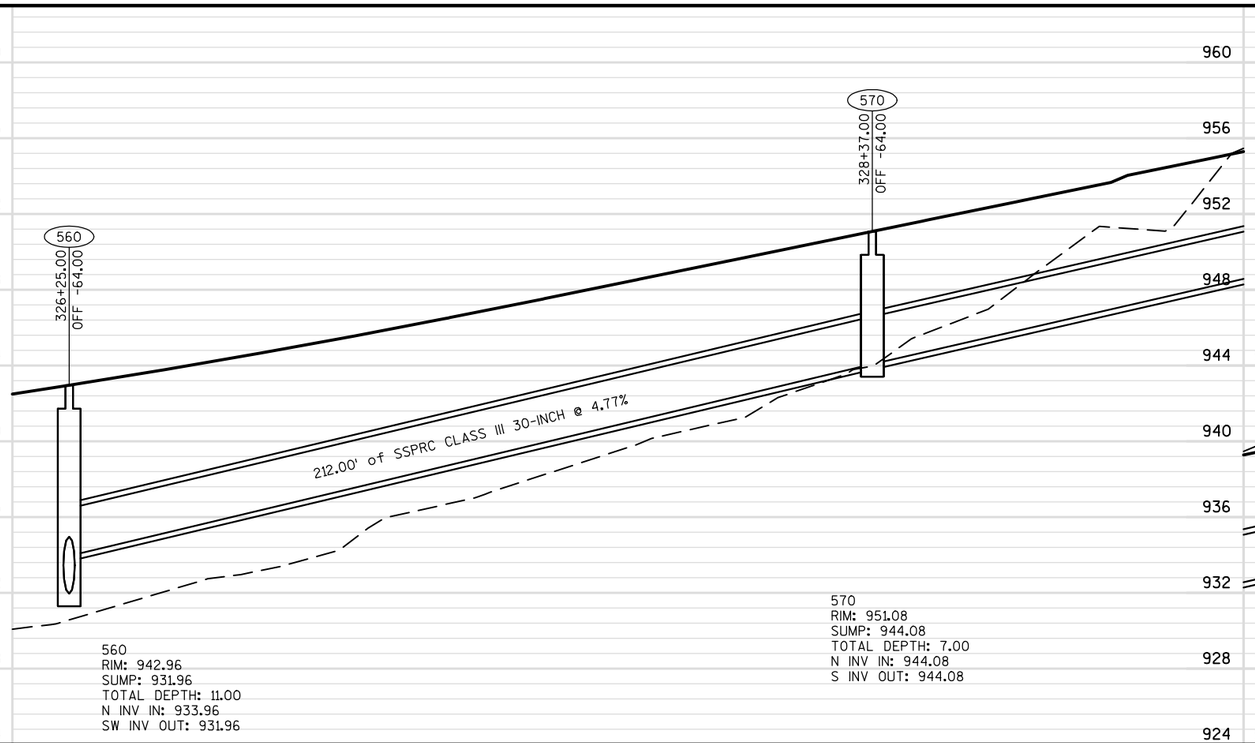
CLEAN EXISTING CULVERT PIPE

INSULATE WM
(4'X330'X2")

CONSTRUCTION PERMIT
OBTAINED FROM PARCEL
154 FOR GRADING WORK

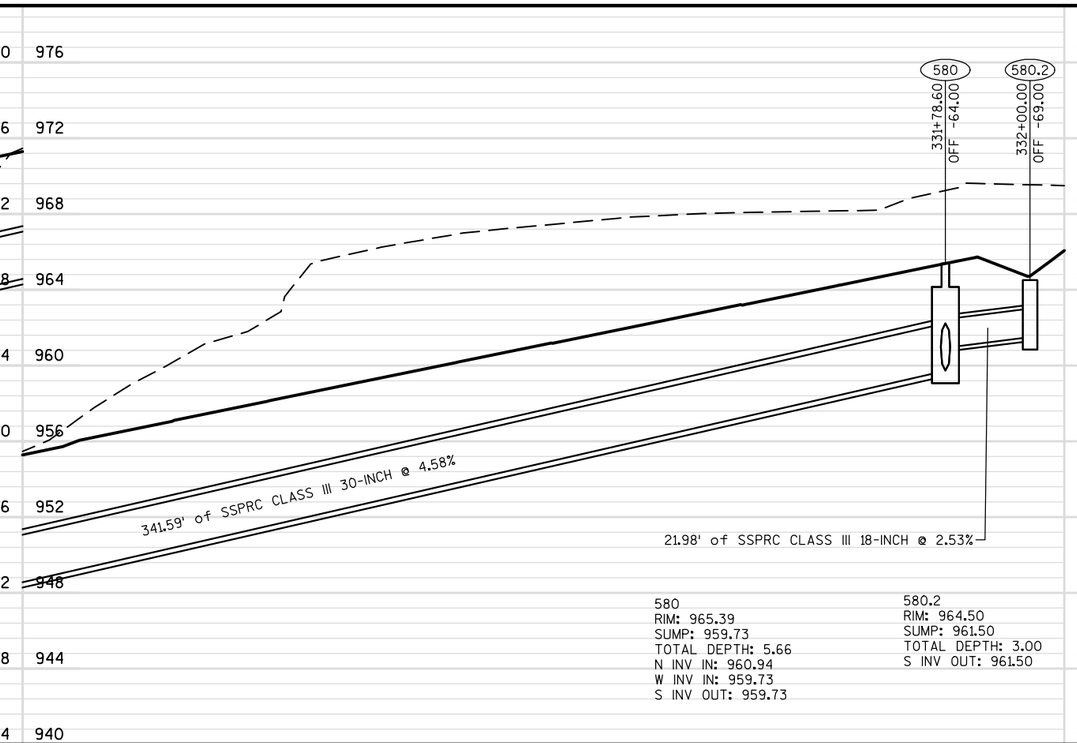
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 158	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-13-A
PLOT DATE : 11/30/2016 5:35 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



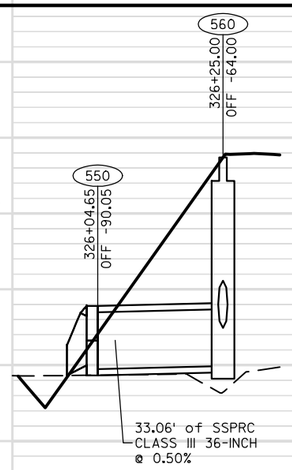
560
RIM: 942.96
SUMP: 931.96
TOTAL DEPTH: 11.00
N INV IN: 933.96
SW INV OUT: 931.96

570
RIM: 951.08
SUMP: 944.08
TOTAL DEPTH: 7.00
N INV IN: 944.08
S INV OUT: 944.08

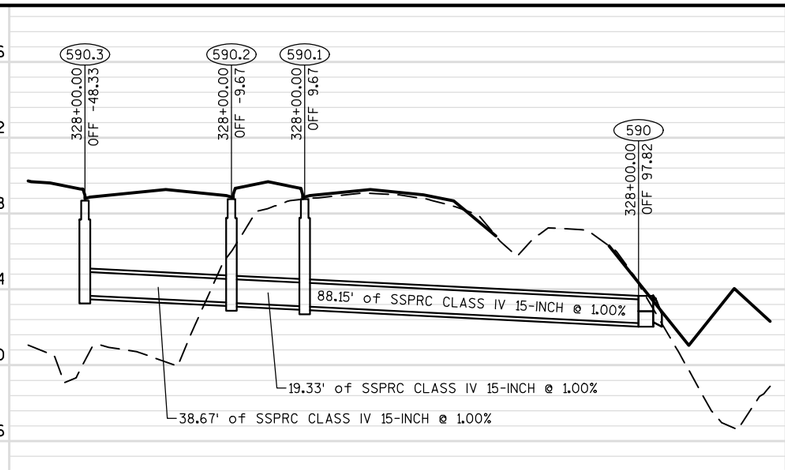


580
RIM: 965.39
SUMP: 959.73
TOTAL DEPTH: 5.66
N INV IN: 960.94
W INV IN: 959.73
S INV OUT: 959.73

580.2
RIM: 964.50
SUMP: 961.50
TOTAL DEPTH: 3.00
S INV OUT: 961.50



550
INV: 931.79

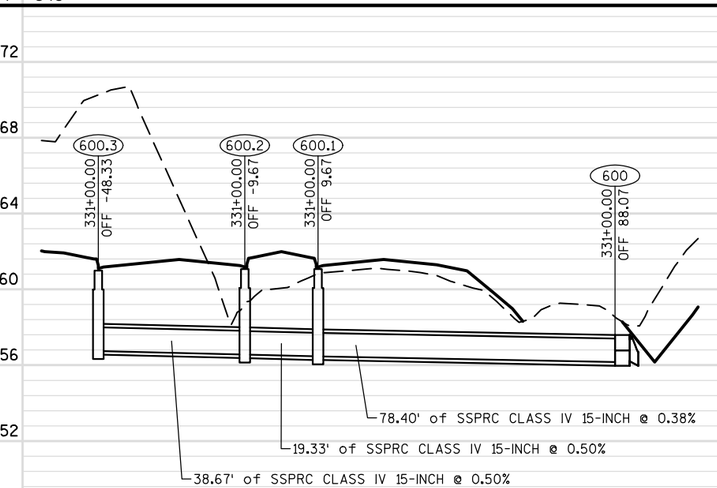


590.3
RIM: 948.68
SUMP: 943.68
TOTAL DEPTH: 5.00
E INV OUT: 943.68

590.2
RIM: 948.76
SUMP: 943.29
TOTAL DEPTH: 5.47
W INV IN: 943.29
E INV OUT: 943.29

590.1
RIM: 948.76
SUMP: 943.10
TOTAL DEPTH: 5.66
W INV IN: 943.10
E INV OUT: 943.10

590
INV: 942.22

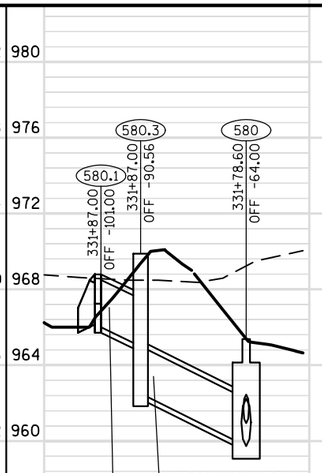


600.3
RIM: 960.99
SUMP: 956.75
TOTAL DEPTH: 4.24
E INV OUT: 956.75

600.2
RIM: 961.07
SUMP: 956.56
TOTAL DEPTH: 4.52
W INV IN: 956.56
E INV OUT: 956.56

600.1
RIM: 961.07
SUMP: 956.46
TOTAL DEPTH: 4.61
W INV IN: 956.46
E INV OUT: 956.46

600
INV: 956.16



580.1
INV: 966.00

580.3
RIM: 969.89
SUMP: 962.50
TOTAL DEPTH: 7.39
W INV IN: 965.00
E INV OUT: 962.50

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 159	E

2

N

STA 332'WB'+00

MATCH LINE

333'WB'

334'WB'

335'WB'

336'WB'

337'WB'

STA 338'WB'+00

MATCH LINE

610.4

610.3

610.2

610.1

610

620.4

620.3

620.2

620.1

620

15"SS

CTH TT
MEADOWBROOK RD

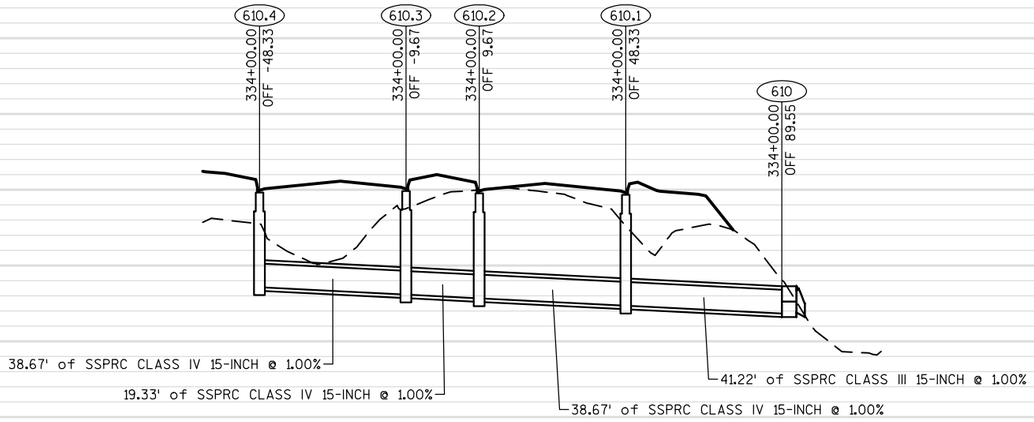
REMOVE
CULVERT

INSULATE WM
(4'X16'X2")

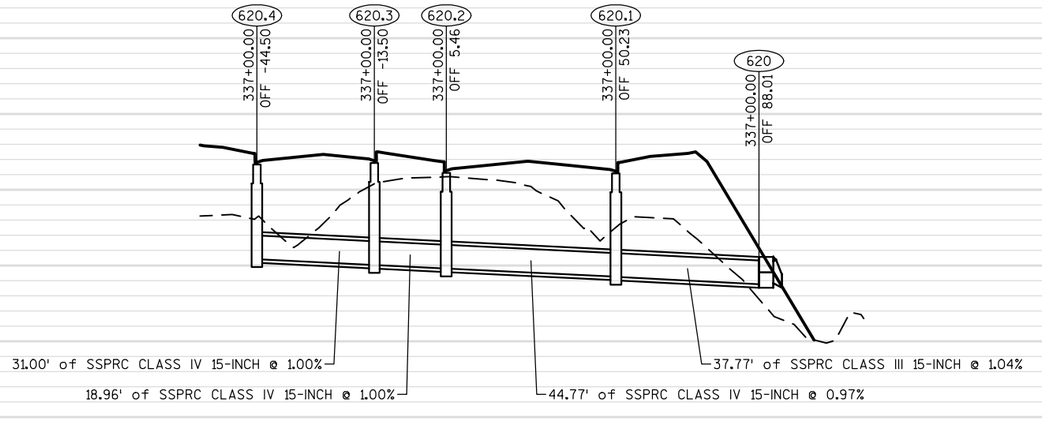
INSULATE WM
(4'X8'X2")

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 160	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-14-A
PLOT DATE : 11/30/2016 5:36 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



610.4	610.3	610.2	610.1	610
RIM: 971.85	RIM: 971.93	RIM: 971.81	RIM: 971.73	INV: 965.47
SUMP: 966.85	SUMP: 966.46	SUMP: 966.27	SUMP: 965.88	
TOTAL DEPTH: 5.00	TOTAL DEPTH: 5.47	TOTAL DEPTH: 5.54	TOTAL DEPTH: 5.85	
E INV OUT: 966.85	W INV IN: 966.46	W INV IN: 966.27	W INV IN: 965.88	
	E INV OUT: 966.46	E INV OUT: 966.27	E INV OUT: 965.88	



620.4	620.3	620.2	620.1	620
RIM: 981.34	RIM: 981.42	RIM: 980.90	RIM: 980.86	INV: 975.01
SUMP: 976.34	SUMP: 976.03	SUMP: 975.84	SUMP: 975.41	
TOTAL DEPTH: 5.00	TOTAL DEPTH: 5.39	TOTAL DEPTH: 5.06	TOTAL DEPTH: 5.45	
E INV OUT: 976.34	W INV IN: 976.03	W INV IN: 975.84	W INV IN: 975.41	
	E INV OUT: 976.03	E INV OUT: 975.84	E INV OUT: 975.41	

2

N

REMOVE CULVERT

NORTHVIEW RD

49TH AVE

END PROJECT ID 2788-00-02
BEGIN CITY OF WAUKESHA PROJECT (BY OTHERS)
STA 342'WB'+31.74

640.8
642
640.7
640.6
640.5
640.4
640.3
640.2
640.1
640
630.2
630.1
630

15"SS
18"SS

STA 341'WB'+00, 50' LT
16" WM OFFSET

REMOVE CB & SS

INSULATE WM (4'X8'X2")

STA 338'WB'+00
339'WB'
340'WB'
341'WB'
342'WB'
343'WB'
344'WB'

MATCH LINE

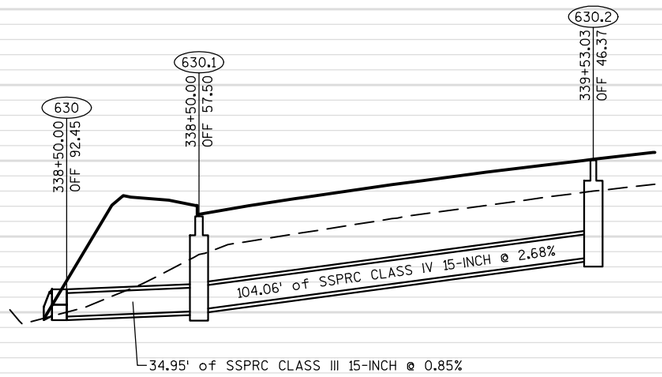
CTH TT
MEADOWBROOK RD

CTH TT
MEADOWBROOK RD

NORTHVIEW RD

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 162	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-15-A
PLOT DATE : 11/30/2016 5:37 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



630
INV: 979.77

630.1
RIM: 985.06
SUMP: 980.07
TOTAL DEPTH: 5.00
N INV IN: 980.13
E INV OUT: 980.07

630.2
RIM: 988.02
SUMP: 982.92
TOTAL DEPTH: 5.10
S INV OUT: 982.92

1000
996
992
988
984
980
976
972
968
964

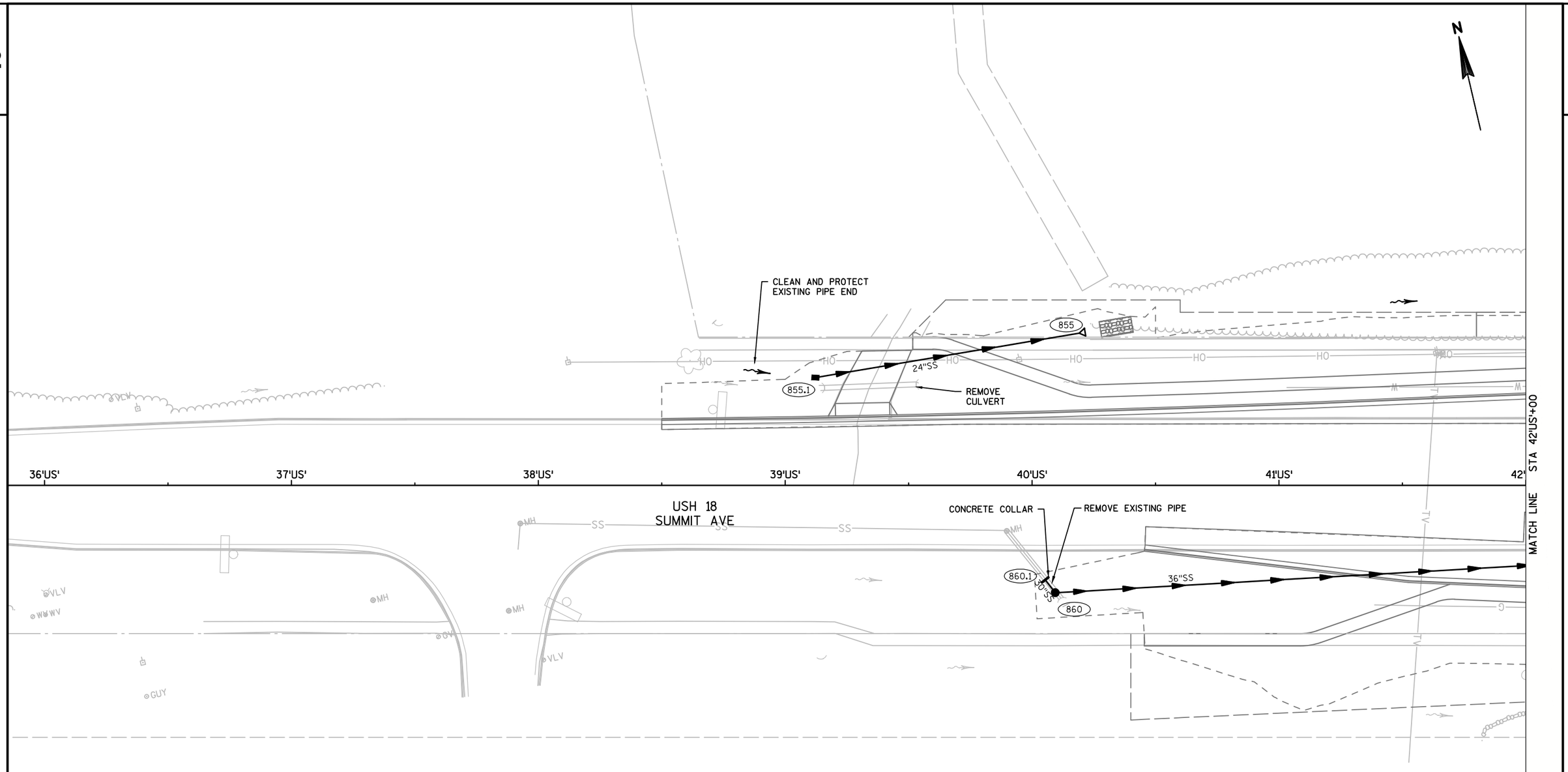
2

PROJECT NO:2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: WAUKESHA BYPASS	SHEET 163 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022501-SS.DWG
LAYOUT NAME - 27880072_022501-SS - SHEET-15-B
PLOT DATE : 11/30/2016 5:37 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

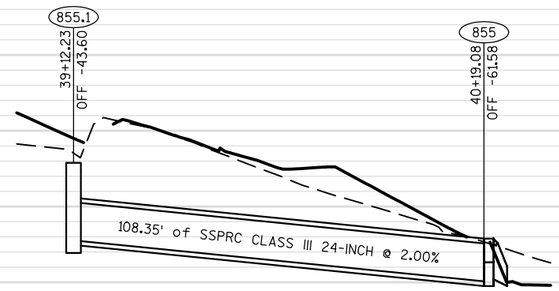


PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 164	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022502-SS.DWG
LAYOUT NAME - 27880072_022502-SS - SHEET-01 - USH18 (01-A)

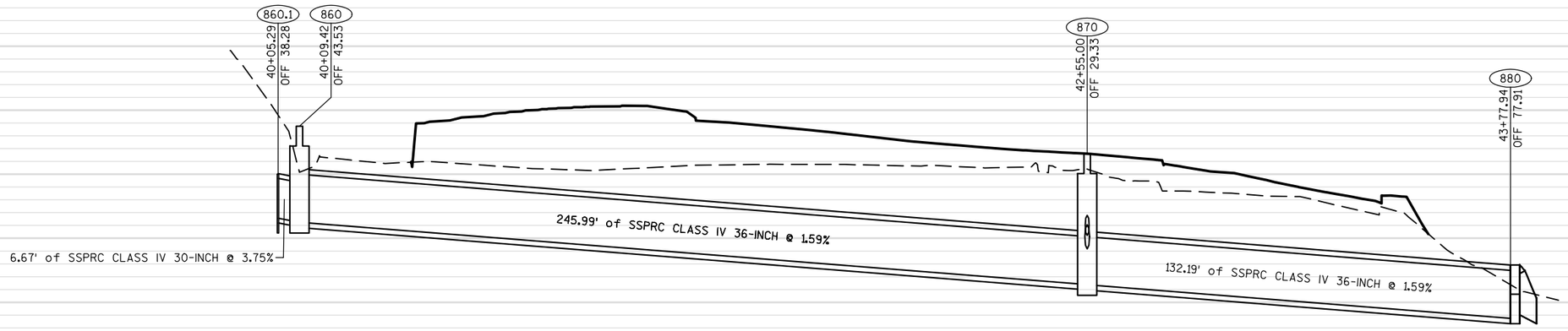
PLOT DATE : 11/30/2016 5:37 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



855.1
RIM: 858.30
SUMP: 854.22
TOTAL DEPTH: 4.08
E INV OUT: 854.22

855
INV: 852.05



860.1
INV: 849.25

860
RIM: 855.00
SUMP: 849.00
TOTAL DEPTH: 6.00
NW INV IN: 849.00
E INV OUT: 849.00

870
RIM: 853.29
SUMP: 845.10
TOTAL DEPTH: 8.19
W INV IN: 845.10
N INV IN: 847.34
SW INV IN: 848.18
SE INV OUT: 845.10

880
INV: 843.00

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 165 E

2

N

STA 43'US'+20, 80' LT
8" WM OFFSET

REMOVE CULVERTS

INSULATE WM (4'X16'X2")

CPRC CLASS III 30-INCH

REMOVE CULVERTS

CPRC CLASS III 60-INCH

CPRC CLASS III 60-INCH

REMOVE CB & SS

REMOVE CULVERT

TORHORST ROAD

USH 18
SUMMIT AVE

TURNBERRY OAK DRIVE

PRIVATE STORMWATER POND

PRIVATE STORMWATER POND

PRIVATE STORMWATER POND

BLDG

MH

MATCH LINE STA 42'US'+00

MATCH LINE STA 48'US'+00

42'US'

43'US'

44'US'

45'US'

46'US'

47'US'

48'US'

11'TU'

10'TU'

10'TU'

9'TU'

1270
1110
1290
1100
870.2
870.1
890.3
890.4
900.3
900.5
890.2
900.2
890.1
890.5
900.1
900.4
870
870.4
870.3
890
900
880
1280
1300
895

36"SS
15"SS
18"SS
24"SS

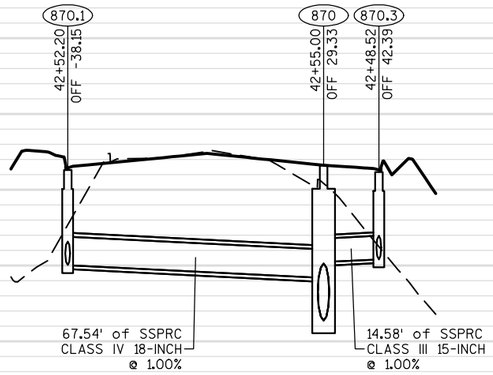
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 166	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022502-SS.DWG
LAYOUT NAME - 27880072_022502-SS - SHEET-01 - USH18 (02-A)

PLOT DATE : 11/30/2016 5:38 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

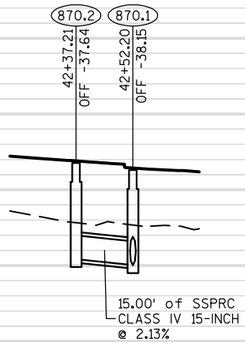
WISDOT/CADDS SHEET 42



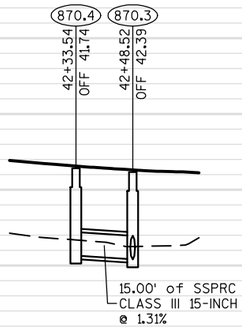
870.1
RIM: 853.04
SUMP: 848.02
TOTAL DEPTH: 5.02
W INV IN: 848.02
S INV OUT: 848.02

870
RIM: 853.29
SUMP: 845.10
TOTAL DEPTH: 8.19
W INV IN: 845.10
N INV IN: 847.34
SW INV IN: 848.18
SE INV OUT: 845.10

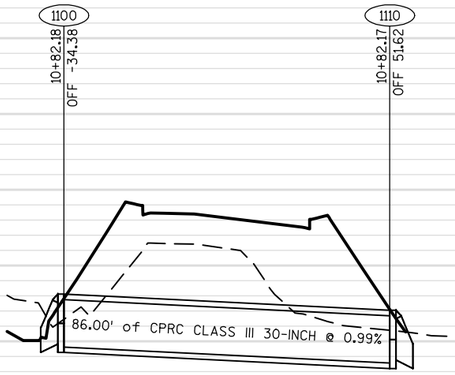
870.3
RIM: 852.94
SUMP: 848.32
TOTAL DEPTH: 4.61
W INV IN: 848.32
NE INV OUT: 848.32



870.2
RIM: 853.41
SUMP: 848.34
TOTAL DEPTH: 5.07
E INV OUT: 848.34

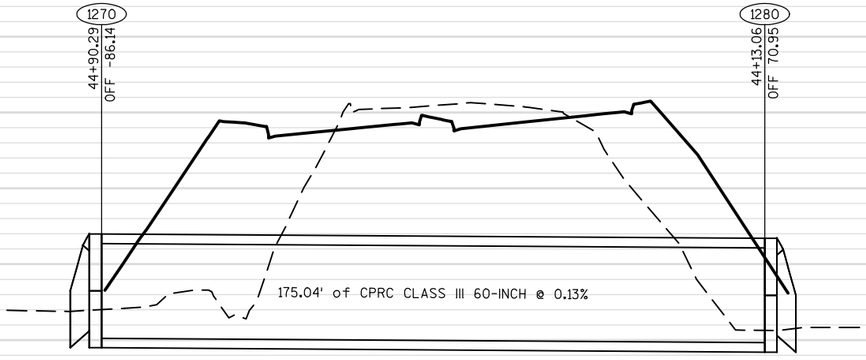


870.4
RIM: 853.14
SUMP: 848.52
TOTAL DEPTH: 4.62
E INV OUT: 848.52



1100
INV: 843.70

1110
INV: 842.85



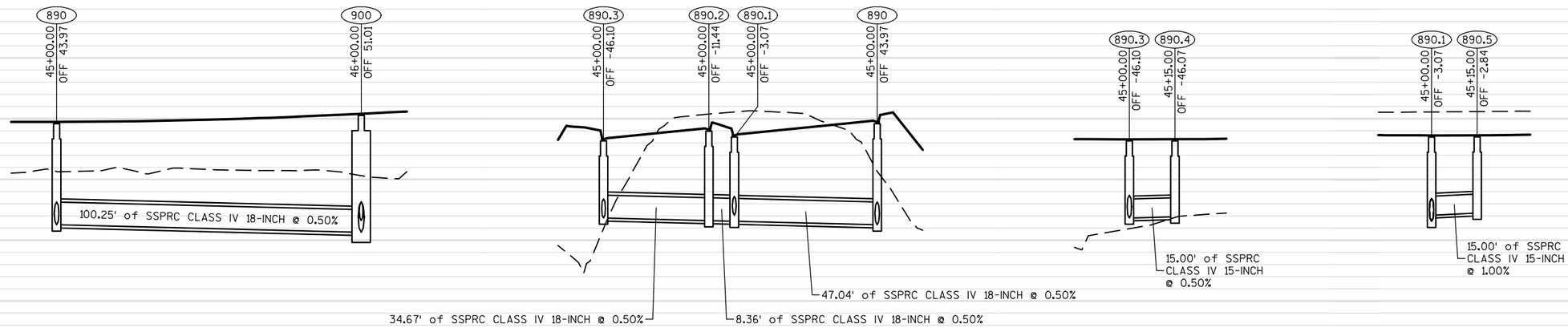
1270
INV: 840.09

1280
INV: 839.86



1290
INV: 838.00

1300
INV: 837.50



890
RIM: 851.67
SUMP: 845.01
TOTAL DEPTH: 6.65
N INV IN: 845.01
E INV OUT: 845.02

900
RIM: 852.21
SUMP: 844.51
TOTAL DEPTH: 7.69
W INV IN: 844.51
NE INV IN: 845.29
SW INV OUT: 844.51

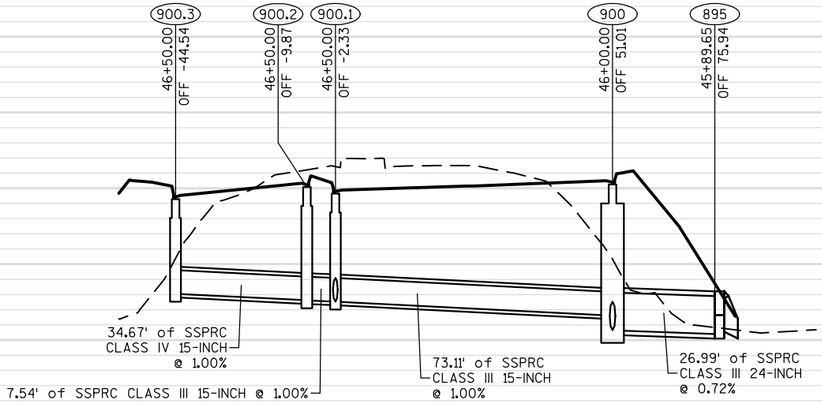
890.3
RIM: 850.53
SUMP: 845.46
TOTAL DEPTH: 5.06
E INV IN: 845.46
S INV OUT: 845.46

890.2
RIM: 851.17
SUMP: 845.29
TOTAL DEPTH: 5.87
N INV IN: 845.29
S INV OUT: 845.29

890.1
RIM: 850.78
SUMP: 845.25
TOTAL DEPTH: 5.53
N INV IN: 845.25
E INV IN: 845.64
S INV OUT: 845.25

890.4
RIM: 850.54
SUMP: 845.54
TOTAL DEPTH: 5.00
W INV OUT: 845.54

890.5
RIM: 850.79
SUMP: 845.79
TOTAL DEPTH: 5.00
W INV OUT: 845.79



900.3
RIM: 851.44
SUMP: 846.44
TOTAL DEPTH: 5.00
S INV OUT: 846.44

900.2
RIM: 852.08
SUMP: 846.09
TOTAL DEPTH: 5.98
N INV IN: 846.09
S INV OUT: 846.09

900.1
RIM: 851.73
SUMP: 846.02
TOTAL DEPTH: 5.71
N INV IN: 846.02
E INV IN: 846.02
SW INV OUT: 846.02

895
INV: 844.32

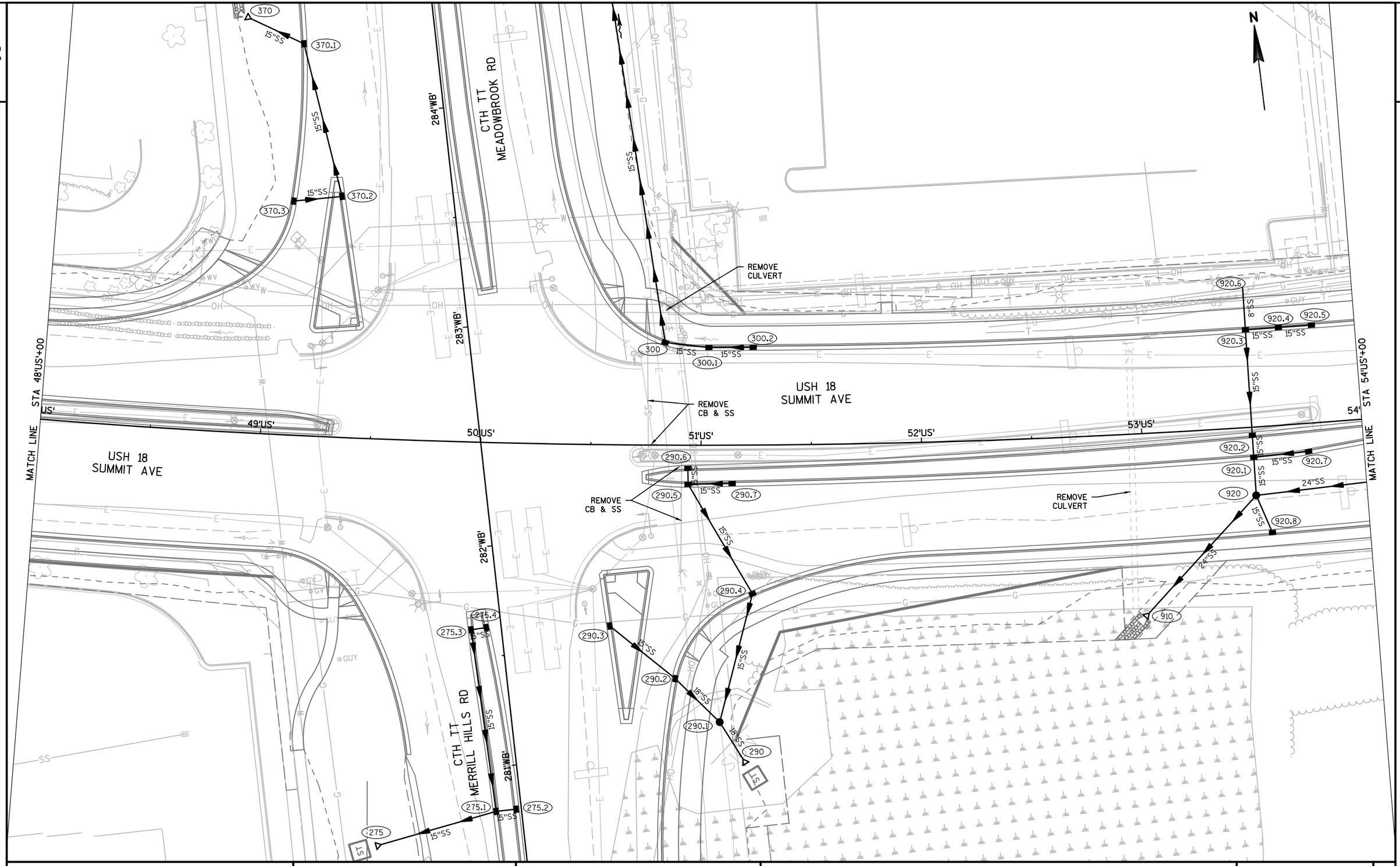
900.4
RIM: 853.49
SUMP: 847.85
TOTAL DEPTH: 5.64
N INV IN: 847.85
W INV OUT: 847.85

900.5
RIM: 853.16
SUMP: 848.27
TOTAL DEPTH: 4.89
S INV OUT: 848.27

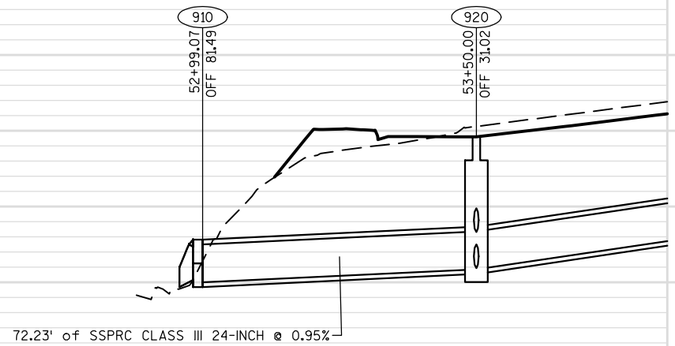
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 168 E

2

2

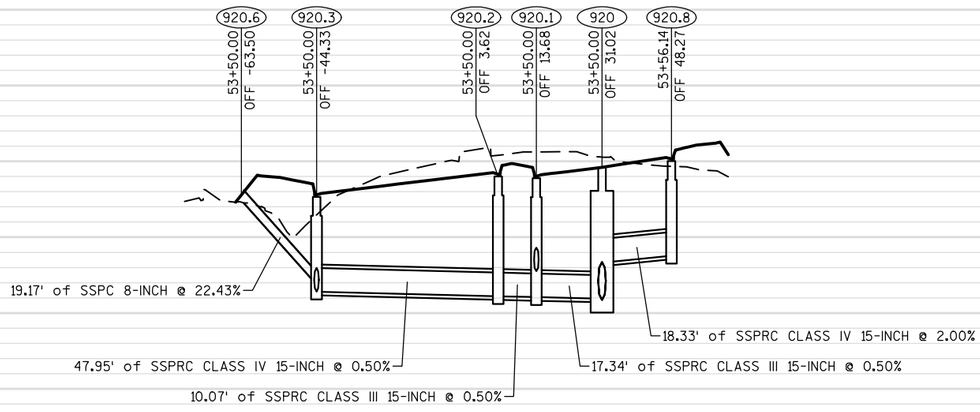


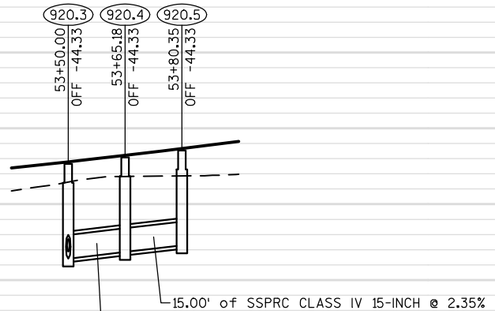
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 169	E

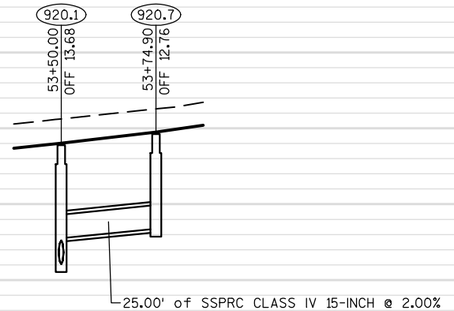


910
INV: 856.00

920
RIM: 863.68
SUMP: 856.69
TOTAL DEPTH: 7.00
E INV IN: 856.69
N INV IN: 856.75
S INV IN: 858.65
SW INV OUT: 856.69







920.6
INV: 861.80

920.3
RIM: 862.13
SUMP: 857.12
TOTAL DEPTH: 5.00
N INV IN: 857.50
E INV IN: 857.12
S INV OUT: 857.12

920.2
RIM: 863.21
SUMP: 856.88
TOTAL DEPTH: 6.33
N INV IN: 856.88
S INV OUT: 856.88

920.1
RIM: 863.11
SUMP: 856.83
TOTAL DEPTH: 6.27
N INV IN: 856.83
E INV IN: 858.20
S INV OUT: 856.83

920.8
RIM: 864.02
SUMP: 859.02
TOTAL DEPTH: 5.00
N INV OUT: 859.02

920.4
RIM: 862.48
SUMP: 857.48
TOTAL DEPTH: 5.00
E INV IN: 857.48
W INV OUT: 857.48

920.5
RIM: 862.83
SUMP: 857.83
TOTAL DEPTH: 5.00
W INV OUT: 857.83

920.7
RIM: 863.70
SUMP: 858.70
TOTAL DEPTH: 5.00
W INV OUT: 858.70

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 170 E

2

N

MATCH LINE STA 54'US'+00

MATCH LINE STA 60'US'+00

54'US'

55'US'

56'US'

57'US'

58'US'

59'US'

60'US'

USH 18
SUMMIT AVE

REMOVE CULVERT

930.1

930

930.2

24"SS

15"SS

STA 56'US'+05, 25' RT
12" WM OFFSET

REMOVE CULVERT

REMOVE CULVERT

SAN

SIGN

G

W

OH

T

E

MH

VLV

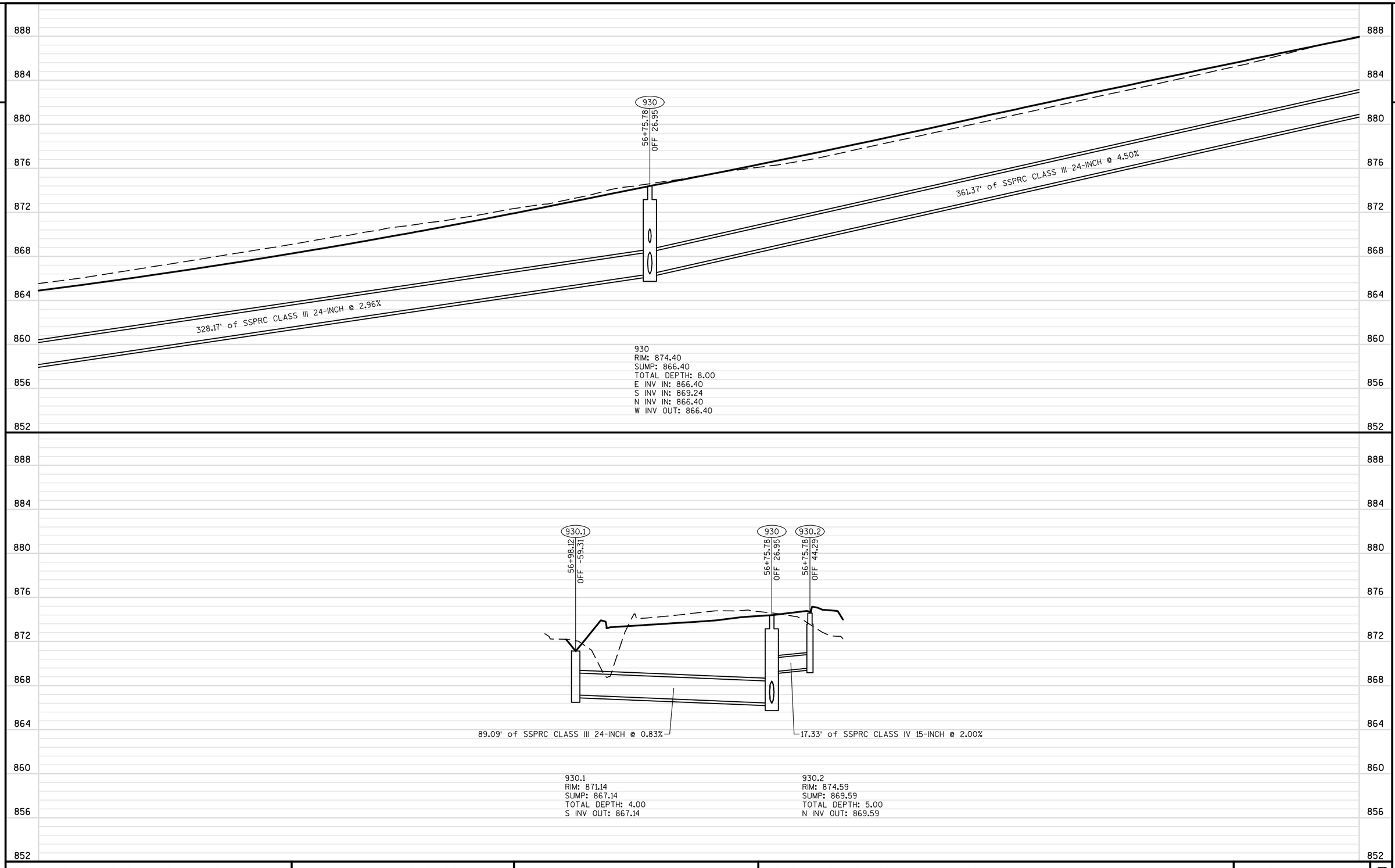
GV

WV

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 171	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022502-SS.DWG
LAYOUT NAME - 27880072_022502-SS - SHEET-01 - USH18 (04-A)

PLOT DATE : 12/7/2016 2:37 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 172 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022502-SS.DWG
LAYOUT NAME - 27880072_022502-SS - SHEET-01 - USH18 (04-B)
PLOT DATE : 11/30/2016 5:39 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

STA 60'US'+00

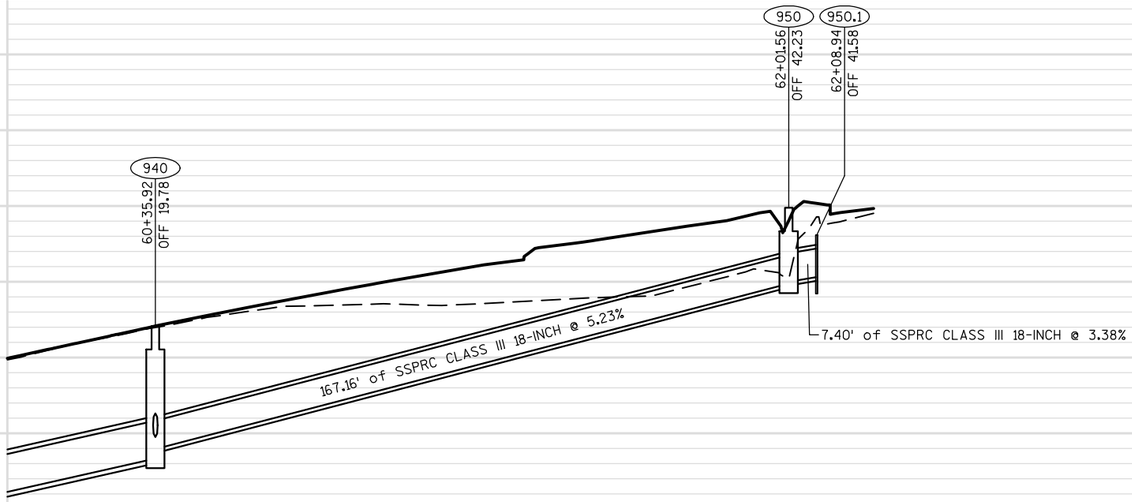
61'US' 62'US' 63'US' 64'US' 65'US' 66'US'

USH 18
SUMMIT AVE

MATCH LINE

940
24"SS
15"SS
940.1
18"SS
950
950.1
18"SS
REMOVE
EXISTING PIPE
CONCRETE COLLAR
SIGN
SIGN
SWV
WV
10
9

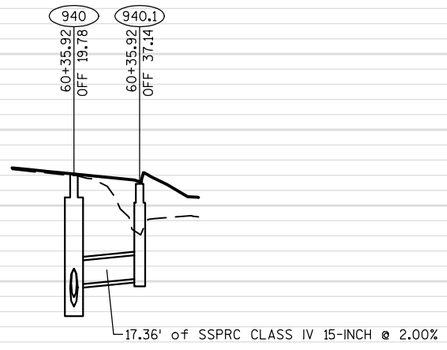
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: USH 18	SHEET 173	E



940
RIM: 889.66
SUMP: 882.66
TOTAL DEPTH: 7.00
E INV IN: 883.16
S INV IN: 883.80
W INV OUT: 882.66

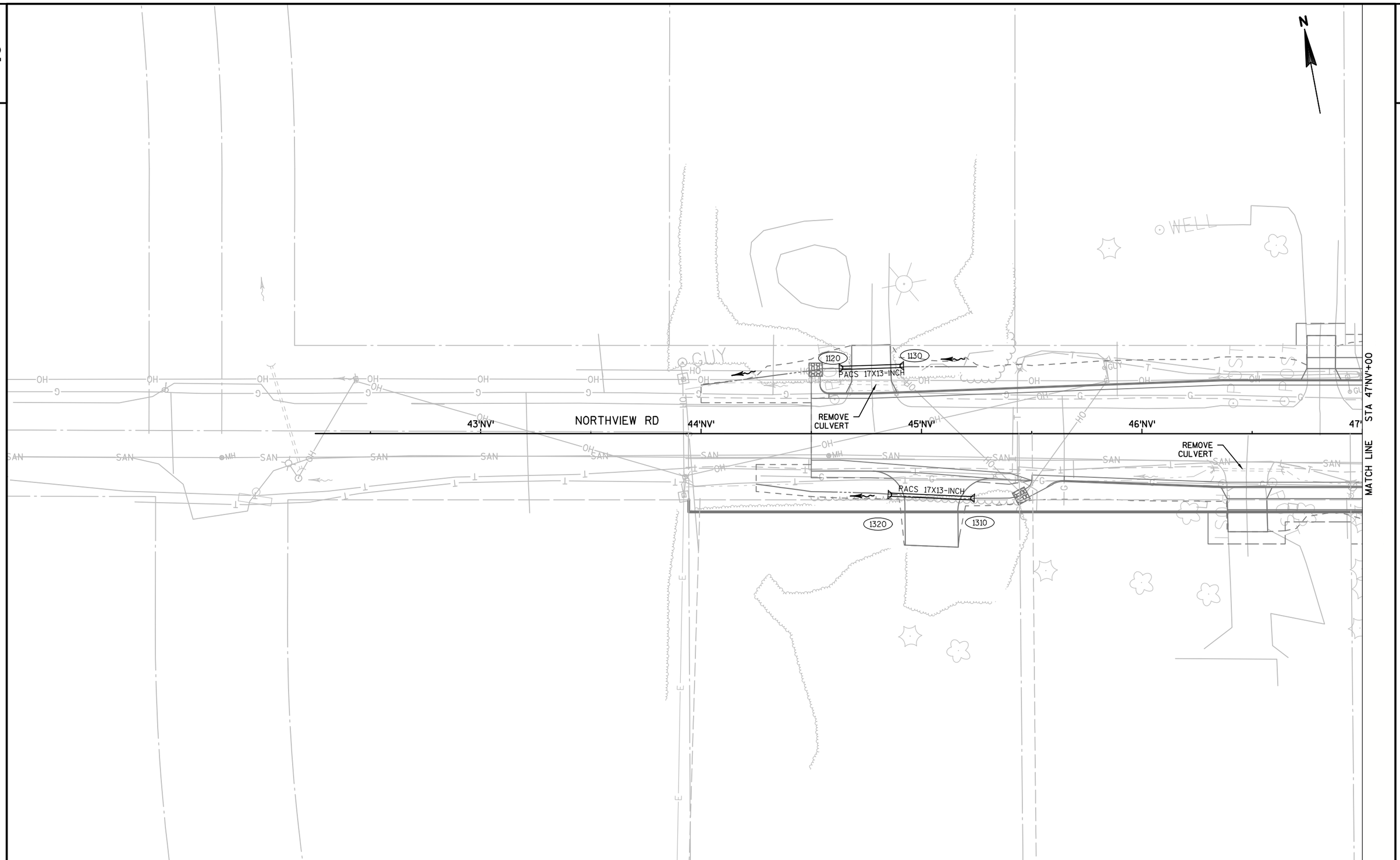
950
RIM: 895.90
SUMP: 891.90
TOTAL DEPTH: 4.00
E INV IN: 892.00
W INV OUT: 891.90

950.1
INV: 892.25

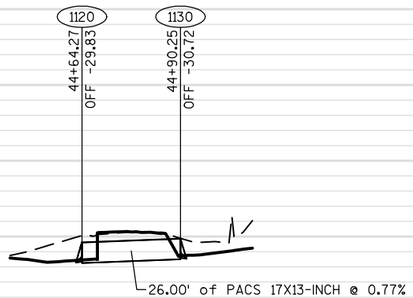


940.1
RIM: 889.15
SUMP: 884.15
TOTAL DEPTH: 5.00
N INV OUT: 884.15

2

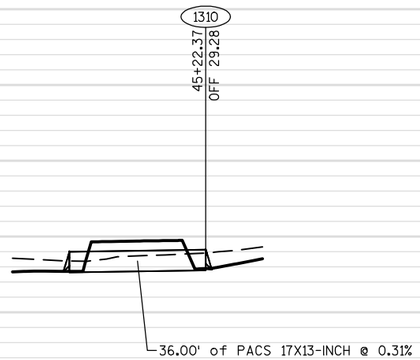


PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: NORTHVIEW ROAD	SHEET 175	E



1120
INV: 994.60

1130
INV: 994.80



1310
INV: 994.22

1012
1008
1004
1000
996
992
988
984
980
976

2

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: NORTHVIEW ROAD	SHEET 176 E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022502-SS.DWG
LAYOUT NAME - 27880072_022502-SS - SHEET-02 - NORTHVIEW (01-B)
PLOT DATE : 11/30/2016 5:41 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

CTH TT
MEADOWBROOK RD

34'WB'

34'WB'

640.9

15"SS

640.8

15"SS

640.6

15"SS

640.5

18"SS

640.4

18"SS

640.3

18"SS

640.2

18"SS

640.1

18"SS

640

1140

CPCS 18-INCH

REMOVE
CB & SS

REMOVE
CULVERT

STA 47'NV'+00

47'NV'

48'NV'

49'NV'

50'NV'

51'NV'

52'NV'

53'NV'

STA 53'NV'+00

MATCH LINE

NORTHVIEW RD

REMOVE
CULVERT

642

15"SS

640.7

15"SS

NORTHVIEW RD

MATCH LINE

33'WB'

33'WB'

630.2

15"SS

630

15"SS

630.1

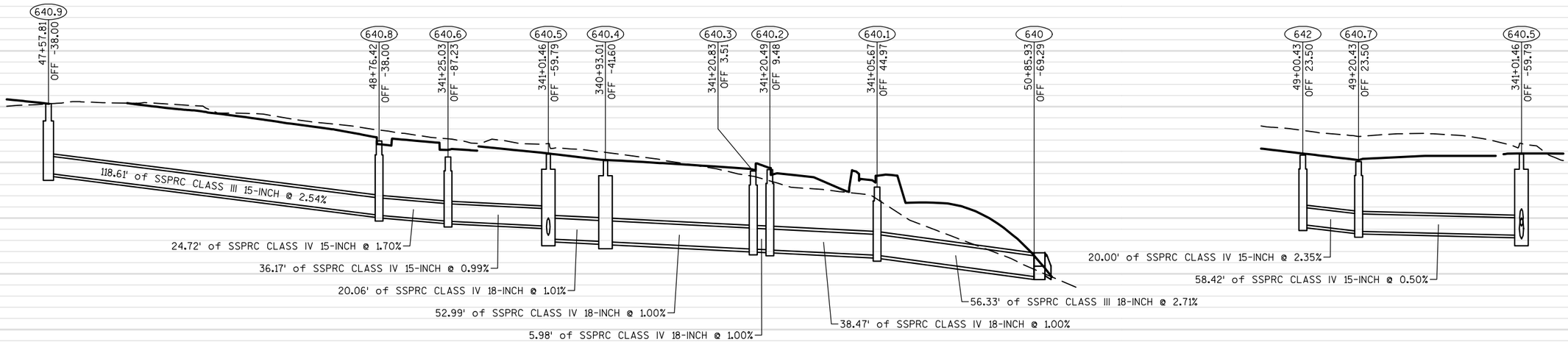
CTH TT
MEADOWBROOK RD

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: NORTHVIEW ROAD	SHEET 177	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022502-SS.DWG
LAYOUT NAME - 27880072_022502-SS - SHEET-02 - NORTHVIEW (02-A)

PLOT DATE : 11/30/2016 5:41 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



640.9
RIM: 996.21
SUMP: 991.21
TOTAL DEPTH: 5.00
E INV OUT: 991.21

640.8
RIM: 993.53
SUMP: 988.20
TOTAL DEPTH: 5.33
W INV IN: 988.20
E INV OUT: 988.20

640.6
RIM: 992.38
SUMP: 987.78
TOTAL DEPTH: 4.60
W INV IN: 987.78
SE INV OUT: 987.78

640.5
RIM: 992.58
SUMP: 986.51
TOTAL DEPTH: 6.08
NW INV IN: 987.42
S INV IN: 986.76
E INV OUT: 986.51

640.4
RIM: 992.12
SUMP: 986.30
TOTAL DEPTH: 5.82
W INV IN: 986.31
NE INV OUT: 986.30

640.3
RIM: 991.37
SUMP: 985.77
TOTAL DEPTH: 5.59
SW INV IN: 985.77
E INV OUT: 985.77

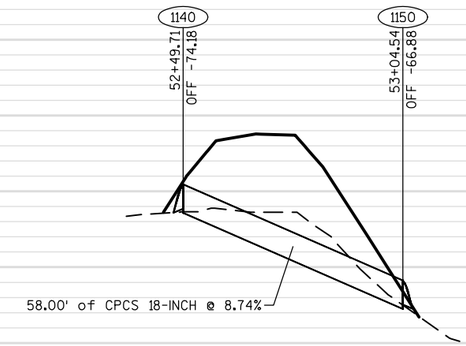
640.2
RIM: 991.49
SUMP: 985.71
TOTAL DEPTH: 5.77
W INV IN: 985.71
E INV OUT: 985.71

640.1
RIM: 990.22
SUMP: 985.33
TOTAL DEPTH: 4.89
W INV IN: 985.33
E INV OUT: 985.33

640
INV: 983.80

642
RIM: 992.52
SUMP: 987.52
TOTAL DEPTH: 5.00
E INV OUT: 987.52

640.7
RIM: 992.05
SUMP: 987.05
TOTAL DEPTH: 5.00
W INV IN: 987.05
N INV OUT: 987.05

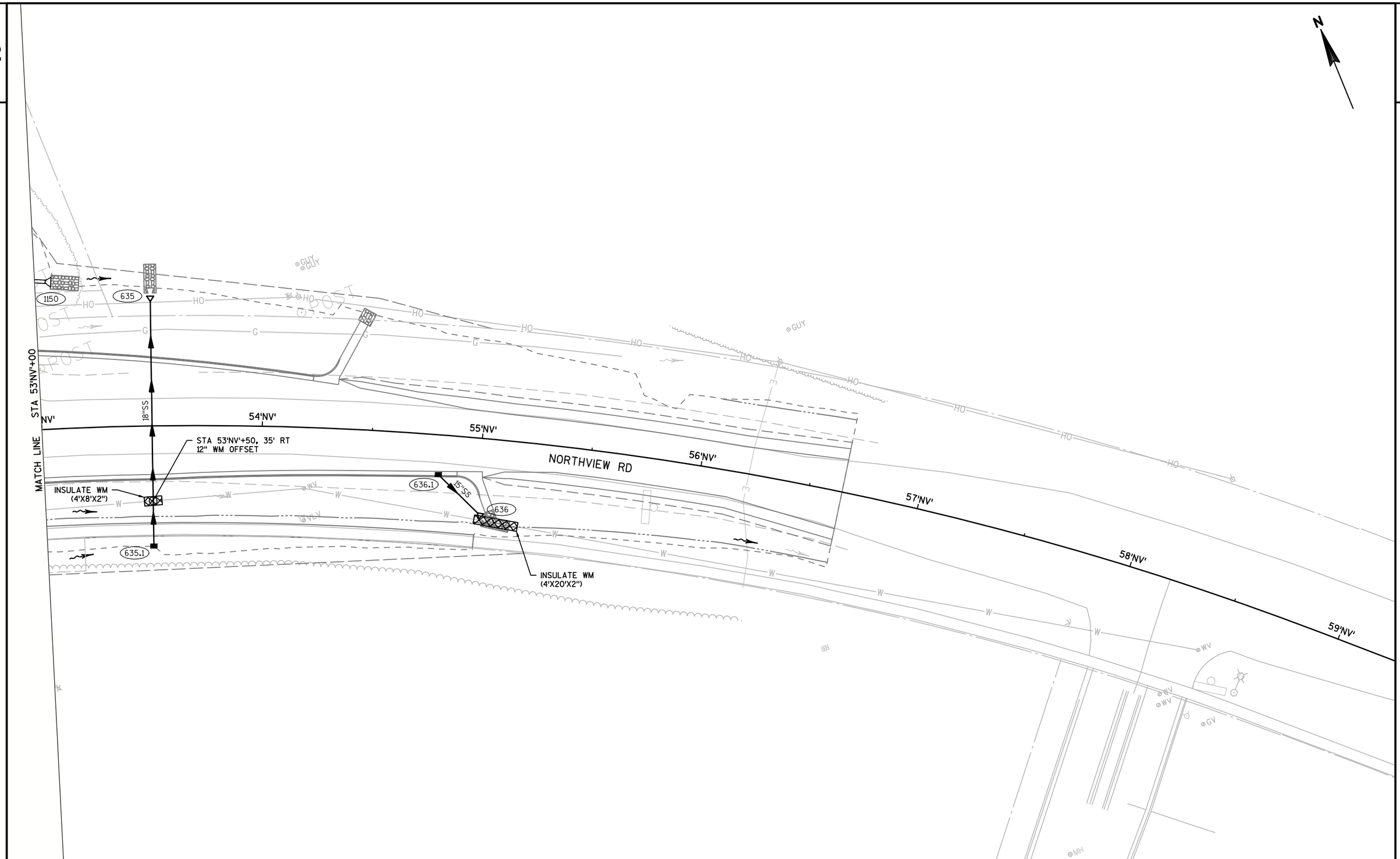


1140
INV: 974.87

1150
INV: 969.80

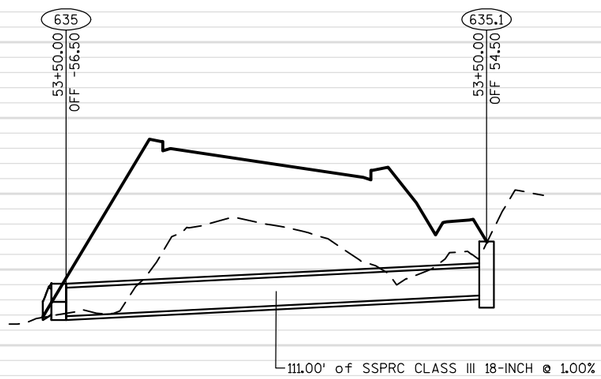
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: NORTHVIEW ROAD	SHEET 178 E

2



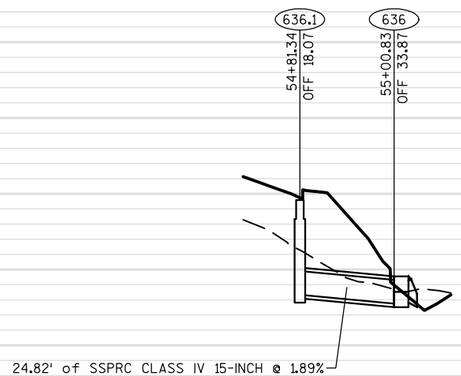
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: NORTHVIEW ROAD	SHEET 179	E

2



635
INV: 965.54

635.1
RIM: 969.48
SUMP: 966.65
TOTAL DEPTH: 2.83
N INV OUT: 966.65



636.1
RIM: 963.67
SUMP: 958.67
TOTAL DEPTH: 5.00
SE INV OUT: 958.67

636
INV: 958.20

2

PROJECT NO:2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	STORM SEWER LAYOUT: NORTHVIEW ROAD	SHEET 180	E

FILE NAME : S:\CURRPROJ\WAUKESHA COUNTY\WAUKESHA_BYPASS\CIVIL3D\27880072\SHEETSPLAN\27880072_022502-SS.DWG
LAYOUT NAME - 27880072_022502-SS - SHEET-02 - NORTHVIEW (03-B)
PLOT DATE : 11/30/2016 5:42 PM PLOT BY : AARON SARAUER PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
250	AL_WB	274+06.08	-67.53	LT	MANHOLES 5-J	859.80	855.08	4.72'	0.00'	250.3-250 IN 250.1-250 IN 250.2-250 IN 250-260 OUT	W E S N	SSPRC CLASS III 12-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 18-INCH SSPRC CLASS IV 18-INCH	855.14 855.08 855.08 855.08	FROM STR: 250.3 FROM STR: 250.1 FROM STR: 250.2 TO STR: 260	-- -- -- 81.02'	-- -- -- 0.30%	
250.1	AL_WB	274+12.17	-49.28	LT	INLETS 2X3-HM-GJ-S	859.07	855.18	3.89'	0.00'	250.1-250 OUT	W	SSPRC CLASS III 15-INCH	855.18	TO STR: 250	19.24'	0.50%	
250.2	AL_WB	273+75.12	-67.68	LT	APRON ENDWALLS FOR CPRC 18-INCH					250.2-250 OUT	N	SSPRC CLASS III 18-INCH	855.17	TO STR: 250	30.96'	0.30%	PIPE GRATE REQUIRED
250.3	AL_WB	274+04.85	-85.21	LT	CONCRETE COLLAR					250.3-250 OUT	E	SSPRC CLASS III 12-INCH	855.23	TO STR: 250	17.71'	0.49%	CONNECT TO EXIST PIPE
260	AL_WB	274+86.71	-75.53	LT	INLETS 5-HM-GJ	859.23	854.84	4.39'	0.00'	250-260 IN 260.2-260 IN 260-270 OUT	S W N	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 24-INCH	854.84 855.08 854.84	FROM STR: 250 FROM STR: 260.2 TO STR: 270	-- -- 38.73'	-- -- 0.30%	
260.1	AL_FC	48+90.65	18.50	RT	INLETS 2X3-H	859.44	855.81	3.63'	0.00'	260.6-260.1 IN 260.1-260.2 OUT	W N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	856.25 855.81	FROM STR: 260.6 TO STR: 260.2	-- 37.46'	-- 1.00%	
260.2	AL_FC	48+90.65	-18.96	LT	INLETS 2X3-HM-GJ-S	859.44	855.43	4.01'	0.00'	260.1-260.2 IN 260.2-260 OUT	S E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	855.43 855.43	FROM STR: 260.1 TO STR: 260	-- 35.73'	-- 1.00%	
260.6	AL_FC	48+83.33	18.50	RT	CONCRETE COLLAR					260.6-260.1 OUT	E	SSPRC CLASS IV 15-INCH	856.30	TO STR: 260.1	7.31'	0.68%	CONNECT TO EXIST PIPE
270	AL_WB	275+25.33	-78.38	LT	APRON ENDWALLS FOR CPRC 24-INCH					260-270 IN	S	SSPRC CLASS IV 24-INCH	854.72	FROM STR: 260	--	--	PIPE GRATE REQUIRED
271	AL_WB	275+33.72	-70.02	LT	APRON ENDWALLS FOR CPRC 15-INCH					271.1-271 IN	E	SSPRC CLASS IV 15-INCH	855.18	FROM STR: 271.1	--	--	PIPE GRATE REQUIRED
271.1	AL_WB	275+25.00	2.33	RT	INLETS 2X3-HM-GJ	859.24	855.60	3.63'	0.00'	271.2-271.1 IN 271.1-271 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	855.60 855.60	FROM STR: 271.2 TO STR: 271	-- 72.88'	-- 0.58%	
271.2	AL_WB	275+25.00	9.67	RT	INLETS 2X3-HM-GJ	859.48	855.64	3.84'	0.00'	271.3-271.2 IN 271.2-271.1 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	855.64 855.64	FROM STR: 271.3 TO STR: 271.1	-- 7.33'	-- 0.50%	
271.3	AL_WB	275+25.00	48.33	RT	INLETS 2X3-HM-GJ	859.40	855.83	3.56'	0.00'	271.3-271.2 OUT	W	SSPRC CLASS IV 15-INCH	855.83	TO STR: 271.2	38.67'	0.50%	
272	AL_WB	273+75.00	86.71	RT	APRON ENDWALLS FOR CPRC 18-INCH					272.1-272 IN	W	SSPRC CLASS IV 18-INCH	855.05	FROM STR: 272.1	--	--	PIPE GRATE REQUIRED
272.1	AL_WB	273+75.00	57.33	RT	INLETS 5-HM-GJ-S	858.58	855.20	3.38'	0.00'	272.2-272.1 IN 272.5-272.1 IN 272.1-272 OUT	W S E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	855.20 855.20 855.20	FROM STR: 272.2 FROM STR: 272.5 TO STR: 272	-- -- 29.38'	-- -- 0.50%	
272.2	AL_WB	273+75.00	-2.33	LT	INLETS 5-HM-GJ-S	858.72	855.38	3.35'	0.00'	272.3-272.2 IN 272.6-272.2 IN 272.2-272.1 OUT	W S E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	855.38 855.38 855.38	FROM STR: 272.3 FROM STR: 272.6 TO STR: 272.1	-- -- 59.67'	-- -- 0.30%	
272.3	AL_WB	273+75.00	-9.67	LT	INLETS 5-HM-GJ-S	858.90	855.41	3.48'	0.00'	272.4-272.3 IN 272.3-272.2 OUT	S E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	855.75 855.41	FROM STR: 272.4 TO STR: 272.2	-- 7.33'	-- 0.50%	
272.4	AL_WB	273+60.00	-9.67	LT	INLETS 2X3-COVER PLATE	857.88	855.82	2.06'	0.00'	272.4-272.3 OUT	N	SSPRC CLASS IV 15-INCH	855.82	TO STR: 272.3	15.00'	0.50%	NO CASTING REQUIRED
272.5	AL_WB	273+60.00	57.33	RT	INLETS 2X3-COVER PLATE	856.96	854.77	2.19'	0.00'	272.5-272.1 OUT	N	SSPRC CLASS IV 15-INCH	855.27	TO STR: 272.1	15.00'	0.50%	NO CASTING REQUIRED
272.6	AL_WB	273+60.00	-2.33	LT	INLETS 2X3-COVER PLATE	857.78	855.45	2.33'	0.00'	272.6-272.2 OUT	N	SSPRC CLASS IV 15-INCH	855.45	TO STR: 272.2	15.00'	0.50%	NO CASTING REQUIRED
275	AL_WB	280+70.83	-64.95	LT	APRON ENDWALLS FOR CPRC 15-INCH					275.1-275 IN	E	SSPRC CLASS IV 15-INCH	853.81	FROM STR: 275.1	--	--	PIPE GRATE REQUIRED
275.1	AL_WB	280+80.00	-11.47	LT	INLETS 2X3-HM-GJ	858.31	854.08	4.23'	0.00'	275.2-275.1 IN 275.3-275.1 IN 275.1-275 OUT	E N W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	854.08 854.08 854.08	FROM STR: 275.2 FROM STR: 275.3 TO STR: 275	-- -- 54.27'	-- -- 0.50%	
275.2	AL_WB	280+80.00	-2.33	LT	INLETS 2X3-HM-GJ	858.52	854.12	4.40'	0.00'	275.2-275.1 OUT	W	SSPRC CLASS IV 15-INCH	854.12	TO STR: 275.1	9.13'	0.50%	
275.3	AL_WB	281+63.18	-13.67	LT	INLETS 2X3-HM-GJ	857.71	854.49	3.21'	0.00'	275.4-275.3 IN 275.3-275.1 OUT	E S	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	854.49 854.49	FROM STR: 275.4 TO STR: 275.1	-- 83.21'	-- 0.50%	
275.4	AL_WB	281+63.43	-6.71	LT	INLETS 2X3-HM-GJ	857.71	854.53	3.19'	0.00'	275.4-275.3 OUT	W	SSPRC CLASS IV 15-INCH	854.53	TO STR: 275.3	6.96'	0.50%	
290	AL_WB	280+91.22	102.46	RT	APRON ENDWALLS FOR CPRC 18-INCH					290.1-290 IN	NW	SSPRC CLASS IV 18-INCH	854.00	FROM STR: 290.1	--	--	PIPE GRATE REQUIRED
290.1	AL_WB	281+09.05	93.77	RT	MANHOLES 4-J	858.81	854.10	4.71'	0.00'	290.2-290.1 IN 290.4-290.1 IN 290.1-290 OUT	NW N SE	SSPRC CLASS IV 18-INCH SSPRC CLASS III 15-INCH SSPRC CLASS IV 18-INCH	854.10 854.35 854.10	FROM STR: 290.2 FROM STR: 290.4 TO STR: 290	-- -- 19.84'	-- -- 0.50%	
290.2	AL_WB	281+30.96	75.90	RT	INLETS 2X3-HM-GJ-S	858.39	854.24	4.15'	0.00'	290.3-290.2 IN 290.2-290.1 OUT	NW SE	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	854.49 854.24	FROM STR: 290.3 TO STR: 290.1	-- 28.27'	-- 0.50%	
290.3	AL_WB	281+57.96	49.04	RT	INLETS 2X3-HM-GJ	858.55	854.68	3.87'	0.00'	290.3-290.2 OUT	SE	SSPRC CLASS IV 15-INCH	854.68	TO STR: 290.2	38.09'	0.50%	
290.4	AL_US	51+22.90	67.51	RT	INLETS 2X3-HM-GJ-S	859.00	854.65	4.35'	0.00'	290.5-290.4 IN 290.4-290.1 OUT	NW S	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	854.65 854.65	FROM STR: 290.5 TO STR: 290.1	-- 60.13'	-- 0.50%	

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES, THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS, OR TOP OF STRUCTURE FOR COVER PLATES.
2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "TOTAL DEPTH" = RIM/GRATE ELEVATION MINUS STRUCTURE INVERT ELEVATION. STRUCTURE DEPTH SHOWN ON SDD SHEETS SHALL BE DETERMINED BY THE CONTRACTOR.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING PIPES.

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
290.5	AL_US	50+94.13	17.73	RT	INLETS 2X3-HM-GJ	858.70	854.94	3.76'	0.00'	290.6-290.5 IN 290.7-290.5 IN 290.5-290.4 OUT	N E SE	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	854.94 854.94 854.94	FROM STR: 290.6 FROM STR: 290.7 TO STR: 290.4	-- -- 57.66'	-- -- 0.50%	
290.6	AL_US	50+94.00	10.44	RT	INLETS 2X3-HM-GJ	858.98	854.98	4.00'	0.00'	290.6-290.5 OUT	S	SSPRC CLASS IV 15-INCH	854.98	TO STR: 290.5	7.29'	0.50%	
290.7	AL_US	51+14.04	17.39	RT	INLETS 2X3-HM-GJ	858.96	855.04	3.92'	0.00'	290.7-290.5 OUT	W	SSPRC CLASS IV 15-INCH	855.04	TO STR: 290.5	20.00'	0.50%	
300	AL_US	50+83.53	-46.60	LT	INLETS 2X3-HM-GJ	857.88	852.94	4.94'	0.00'	300.1-300 IN 300-310 OUT	E N	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	852.94 852.94	FROM STR: 300.1 TO STR: 310	-- 167.10'	-- 1.44%	
300.1	AL_US	51+03.59	-44.33	LT	INLETS 2X3-HM-GJ	858.09	853.09	5.01'	0.00'	300.2-300.1 IN 300.1-300 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	853.09 853.09	FROM STR: 300.2 TO STR: 300	-- 19.96'	-- 0.75%	
300.2	AL_US	51+23.92	-44.33	LT	INLETS 2X3-HM-GJ	858.29	853.29	5.00'	0.00'	300.2-300.1 OUT	W	SSPRC CLASS IV 15-INCH	853.29	TO STR: 300.1	20.09'	1.00%	
310	AL_WB	284+50.00	80.87	RT	INLETS MEDIAN 1G-MS	854.47	850.28	4.19'	0.00'	300-310 IN 310.1-310 IN 310-320 OUT	S W N	SSPRC CLASS III 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 18-INCH	850.53 850.28 850.28	FROM STR: 300 FROM STR: 310.1 TO STR: 320	-- -- 150.07'	-- -- 0.50%	
310.1	AL_WB	284+50.00	11.17	RT	INLETS 2X3-HM-GJ	855.63	850.63	5.00'	0.00'	310.2-310.1 IN 310.1-310 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	850.63 850.63	FROM STR: 310.2 TO STR: 310	-- 69.70'	-- 0.50%	
310.2	AL_WB	284+50.00	2.33	RT	INLETS 2X3-HM-GJ	855.06	850.67	4.38'	0.00'	310.2-310.1 OUT	E	SSPRC CLASS IV 15-INCH	850.67	TO STR: 310.1	8.83'	0.50%	
320	AL_WB	286+00.00	76.23	RT	MANHOLES 4-J	856.31	849.53	6.78'	0.00'	310-320 IN 320.1-320 IN 320-325 OUT	S W N	SSPRC CLASS III 18-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 18-INCH	849.53 849.72 849.53	FROM STR: 310 FROM STR: 320.1 TO STR: 325	-- -- 201.95'	-- -- 0.50%	
320.1	AL_WB	286+00.00	56.28	RT	INLETS 2X3-HM-GJ	855.23	849.82	5.40'	0.00'	320.2-320.1 IN 320.1-320 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	849.82 849.82	FROM STR: 320.2 TO STR: 320	-- 19.96'	-- 0.50%	
320.2	AL_WB	286+00.00	6.42	RT	INLETS 2X3-HM-GJ	854.28	850.07	4.21'	0.00'	320.3-320.2 IN 320.2-320.1 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	850.07 850.07	FROM STR: 320.3 TO STR: 320.1	-- 49.85'	-- 0.50%	
320.3	AL_WB	286+00.00	-1.12	LT	INLETS 2X3-HM-GJ	853.96	850.11	3.85'	0.00'	320.3-320.2 OUT	E	SSPRC CLASS IV 15-INCH	850.11	TO STR: 320.2	7.54'	0.50%	
325	AL_WB	288+00.00	79.90	RT	MANHOLES 5-J	855.13	848.12	7.01'	0.00'	320-325 IN 325.1-325 IN 325-330 OUT	S W N	SSPRC CLASS III 18-INCH SSPRC CLASS IV 24-INCH SSPRC CLASS III 30-INCH	848.52 848.12 848.12	FROM STR: 320 FROM STR: 325.1 TO STR: 330	-- -- 31.10'	-- -- 0.50%	
325.1	AL_WB	288+00.00	57.33	RT	INLETS 2X3-HM-GJ-S	853.78	848.24	5.54'	0.00'	325.2-325.1 IN 325.1-325 OUT	W E	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 24-INCH	848.24 848.24	FROM STR: 325.2 TO STR: 325	-- 22.57'	-- 0.50%	
325.2	AL_WB	288+00.00	-2.33	LT	INLETS 2X3-HM-GJ-S	852.65	848.54	4.11'	0.00'	325.5-325.2 IN 325.3-325.2 IN 325.2-325.1 OUT	N W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH	848.93 848.54 848.54	FROM STR: 325.5 FROM STR: 325.3 TO STR: 325.1	-- -- 59.67'	-- -- 0.50%	
325.3	AL_WB	288+00.00	-9.67	LT	INLETS 2X3-HM-GJ-S	852.77	848.57	4.20'	0.00'	325.4-325.3 IN 325.3-325.2 OUT	N E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	848.97 848.57	FROM STR: 325.4 TO STR: 325.2	-- 7.33'	-- 0.50%	
325.4	AL_WB	288+21.03	-9.03	LT	INLETS 2X3-HM-GJ-S	853.12	849.07	4.05'	0.00'	325.4-325.3 OUT	S	SSPRC CLASS IV 15-INCH	849.07	TO STR: 325.3	21.01'	0.48%	
325.5	AL_WB	288+21.01	-3.21	LT	INLETS 2X3-HM-GJ-S	853.17	849.04	4.14'	0.00'	325.5-325.2 OUT	S	SSPRC CLASS IV 15-INCH	849.04	TO STR: 325.2	21.02'	0.50%	
330	AL_DW	50+82.59	34.22	RT	INLETS 5-HM-GJ	854.04	847.97	6.07'	0.00'	325-330 IN 330-340 OUT	S N	SSPRC CLASS III 30-INCH SSPRC CLASS IV 30-INCH	847.97 847.97	FROM STR: 325 TO STR: 340	-- 72.06'	-- 0.50%	
340	AL_DW	50+80.90	-37.82	LT	INLETS 5-HM-GJ	854.24	847.61	6.63'	0.00'	330-340 IN 340-350 OUT	S N	SSPRC CLASS IV 30-INCH SSPRC CLASS III 30-INCH	847.61 847.61	FROM STR: 330 TO STR: 350	-- 35.19'	-- 0.36%	
350	AL_WB	289+36.76	83.82	RT	MANHOLES 6-J	854.00	847.48	6.52'	0.00'	340-350 IN 350.1-350 IN 350-360 OUT	S SW N	SSPRC CLASS III 30-INCH SSPRC CLASS IV 18-INCH SSPRC CLASS III 30-INCH	847.48 847.80 847.48	FROM STR: 340 FROM STR: 350.1 TO STR: 360	-- -- 51.41'	-- -- 0.36%	
350.1	AL_WB	289+26.91	59.44	RT	INLETS 4-HM-GJ	854.16	847.92	6.24'	0.00'	350.2-350.1 IN 350.1-350 OUT	W NE	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	847.92 847.92	FROM STR: 350.2 TO STR: 350	-- 26.33'	-- 0.46%	
350.2	AL_WB	289+26.91	8.00	RT	INLETS 2X3-HM-GJ	853.33	848.18	5.15'	0.00'	350.3-350.2 IN 350.2-350.1 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	848.18 848.18	FROM STR: 350.3 TO STR: 350.1	-- 51.45'	-- 0.50%	
350.3	AL_WB	289+26.91	2.76	RT	INLETS 2X3-HM-GJ	853.06	848.20	4.85'	0.00'	350.4-350.3 IN 350.6-350.3 IN 350.3-350.2 OUT	W N E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	848.20 848.20 848.20	FROM STR: 350.4 FROM STR: 350.6 TO STR: 350.2	-- -- 5.24'	-- -- 0.50%	
350.4	AL_WB	289+26.91	-57.33	LT	INLETS 2X3-HM-GJ	853.04	848.50	4.54'	0.00'	350.5-350.4 IN 350.4-350.3 OUT	N E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	848.50 848.50	FROM STR: 350.5 TO STR: 350.3	-- 60.09'	-- 0.49%	
350.5	AL_WB	289+47.07	-57.33	LT	INLETS 2X3-HM-GJ	853.29	848.70	4.59'	0.00'	350.5-350.4 OUT	S	SSPRC CLASS IV 15-INCH	848.70	TO STR: 350.4	20.00'	1.00%	
350.6	AL_WB	289+46.90	2.33	RT	INLETS 2X3-HM-GJ	853.28	848.40	4.87'	0.00'	350.6-350.3 OUT	S	SSPRC CLASS IV 15-INCH	848.40	TO STR: 350.3	20.00'	1.00%	
360	AL_WB	289+85.75	98.54	RT	APRON ENDWALLS FOR CPRC 30-INCH					350-360 IN	S	SSPRC CLASS III 30-INCH	847.30	FROM STR: 350	--	--	PIPE GRATE REQUIRED
370	AL_WB	284+49.77	-82.25	LT	APRON ENDWALLS FOR CPRC 15-INCH					370.1-370 IN	SE	SSPRC CLASS III 15-INCH	851.00	FROM STR: 370.1	--	--	PIPE GRATE REQUIRED

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES. THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS, OR TOP OF STRUCTURE FOR COVER PLATES.
2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "TOTAL DEPTH" = RIM/GRATE ELEVATION MINUS STRUCTURE INVERT ELEVATION. STRUCTURE DEPTH SHOWN ON SDD SHEETS SHALL BE DETERMINED BY THE CONTRACTOR.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING PIPES.

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
370.1	AL_WB	284+35.88	-59.70	LT	INLETS 2X3-HM-GJ	855.13	851.14	4.00'	0.00'	370.2-370.1 IN 370.1-370 OUT	S NW	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	851.14 851.14	FROM STR: 370.2 TO STR: 370	-- 26.48'	-- 0.50%	
370.2	AL_WB	283+65.09	-50.17	LT	INLETS 2X3-HM-GJ	855.78	851.49	4.29'	0.00'	370.3-370.2 IN 370.2-370.1 OUT	W N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	851.49 851.49	FROM STR: 370.3 TO STR: 370.1	-- 71.43'	-- 0.50%	
370.3	AL_WB	283+65.43	-72.21	LT	INLETS 2X3-HM-GJ	855.32	851.60	3.71'	0.00'	370.3-370.2 OUT	E	SSPRC CLASS IV 15-INCH	851.60	TO STR: 370.2	22.05'	0.50%	
380	AL_DW	48+56.10	-26.76	LT	APRON ENDWALLS FOR CPRC 18-INCH					380.1-380 IN	E	SSPRC CLASS III 18-INCH	844.97	FROM STR: 380.1	--	--	PIPE GRATE REQUIRED
380.1	AL_DW	48+53.24	-11.52	LT	INLETS 2X3-H	849.39	845.02	4.38'	0.00'	380.2-380.1 IN 380.1-380 OUT	E W	SSPRC CLASS IV 18-INCH SSPRC CLASS III 18-INCH	845.02 845.02	FROM STR: 380.2 TO STR: 380	-- 15.59'	-- 0.30%	
380.2	AL_DW	48+48.25	12.48	RT	INLETS 2X3-H	849.46	845.10	4.37'	0.00'	380.3-380.2 IN 380.2-380.1 OUT	E W	SSPRC CLASS III 18-INCH SSPRC CLASS IV 18-INCH	845.10 845.10	FROM STR: 380.3 TO STR: 380.1	-- 24.50'	-- 0.34%	
380.3	AL_WB	288+05.47	-79.50	LT	MANHOLES 4-J	849.34	845.18	4.16'	0.00'	380.4-380.3 IN 380.6-380.3 IN 380.3-380.2 OUT	NE S W	SSPRC CLASS III 18-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 18-INCH	845.18 845.18 845.18	FROM STR: 380.4 FROM STR: 380.6 TO STR: 380.2	-- -- 29.40'	-- -- 0.27%	
380.4	AL_WB	288+26.03	-52.41	LT	INLETS 2X3-HM-GJ-S	852.57	847.50	5.07'	0.00'	380.4-380.3 OUT	SW	SSPRC CLASS III 18-INCH	847.50	TO STR: 380.3	33.90'	6.85%	
380.6	AL_WB	287+47.14	-81.03	LT	INLETS MEDIAN 2G-MS	847.62	845.35	2.27'	0.00'	380.6-380.3 OUT	N	SSPRC CLASS III 15-INCH	845.35	TO STR: 380.3	57.70'	0.30%	
400	AL_WB	292+50.00	-74.59	LT	APRON ENDWALLS FOR CPRC 15-INCH					400.1-400 IN	E	SSPRC CLASS III 15-INCH	857.00	FROM STR: 400.1	--	--	PIPE GRATE REQUIRED
400.1	AL_WB	292+50.00	-48.33	LT	INLETS 2X3-HM-GJ	860.97	857.13	3.84'	0.00'	400.2-400.1 IN 400.1-400 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	857.13 857.13	FROM STR: 400.2 TO STR: 400	-- 26.26'	-- 0.50%	
400.2	AL_WB	292+50.00	0.73	RT	INLETS 2X3-HM-GJ	860.84	857.38	3.46'	0.00'	400.3-400.2 IN 400.2-400.1 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	857.38 857.38	FROM STR: 400.3 TO STR: 400.1	-- 49.06'	-- 0.50%	
400.3	AL_WB	292+50.00	9.67	RT	INLETS 2X3-HM-GJ	861.05	857.42	3.63'	0.00'	400.3-400.2 OUT	W	SSPRC CLASS IV 15-INCH	857.42	TO STR: 400.2	8.94'	0.50%	
405	AL_WB	292+82.09	-76.97	LT	INLETS MEDIAN 1G-MS	859.25	853.25	6.00'	0.00'	405-405.1 OUT	S	SSPRC CLASS III 24-INCH	853.25	TO STR: 405.1	301.24'	2.90%	SEE DETAIL
405.1	AL_WB	289+84.40	-88.22	LT	MANHOLES 4-J	849.27	844.50	4.77'	0.00'	405-405.1 IN 405.1-405.2 OUT	N SW	SSPRC CLASS III 24-INCH SSPRC CLASS III 24-INCH	844.50 844.50	FROM STR: 405 TO STR: 405.2	-- 13.02'	-- 2.15%	
405.2	AL_WB	289+74.59	-96.63	LT	APRON ENDWALLS FOR CPRC 24-INCH					405.1-405.2 IN	NE	SSPRC CLASS III 24-INCH	844.22	FROM STR: 405.1	--	--	PIPE GRATE REQUIRED
410	AL_WB	295+50.00	-79.46	LT	APRON ENDWALLS FOR CPRC 15-INCH					410.1-410 IN	E	SSPRC CLASS III 15-INCH	866.94	FROM STR: 410.1	--	--	PIPE GRATE REQUIRED
410.1	AL_WB	295+50.00	-48.33	LT	INLETS 2X3-HM-GJ	873.05	867.56	5.49'	0.00'	410.2-410.1 IN 410.1-410 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	867.56 867.56	FROM STR: 410.2 TO STR: 410	-- 31.13'	-- 2.00%	
410.2	AL_WB	295+50.00	-9.67	LT	INLETS 2X3-HM-GJ	873.13	867.95	5.19'	0.00'	410.3-410.2 IN 410.2-410.1 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	867.95 867.95	FROM STR: 410.3 TO STR: 410.1	-- 38.67'	-- 1.00%	
410.3	AL_WB	295+50.00	9.67	RT	INLETS 2X3-HM-GJ	873.13	868.14	4.99'	0.00'	410.3-410.2 OUT	W	SSPRC CLASS IV 15-INCH	868.14	TO STR: 410.2	19.33'	1.00%	
420	AL_WB	298+22.32	-83.35	LT	APRON ENDWALLS FOR CPRC 30-INCH					430-420 IN	NE	SSPRC CLASS III 30-INCH	877.35	FROM STR: 430	--	--	PIPE GRATE REQUIRED
430	AL_WB	298+50.00	-56.00	LT	MANHOLES 5-J	886.04	877.54	8.50'	0.00'	440-430 IN 430.1-430 IN 430-420 OUT	N E SW	SSPRC CLASS III 30-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 30-INCH	879.04 879.59 877.54	FROM STR: 440 FROM STR: 430.1 TO STR: 420	-- -- 38.91'	-- -- 0.50%	
430.1	AL_WB	298+50.00	-48.33	LT	INLETS 2X3-HM-GJ	885.17	879.67	5.50'	0.00'	430.2-430.1 IN 430.1-430 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	879.67 879.67	FROM STR: 430.2 TO STR: 430	-- 7.67'	-- 1.00%	
430.2	AL_WB	298+50.00	-9.67	LT	INLETS 2X3-HM-GJ	885.25	880.06	5.19'	0.00'	430.3-430.2 IN 430.2-430.1 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	880.06 880.06	FROM STR: 430.3 TO STR: 430.1	-- 38.67'	-- 1.00%	
430.3	AL_WB	298+50.00	9.67	RT	INLETS 2X3-HM-GJ	885.25	880.25	5.00'	0.00'	430.3-430.2 OUT	W	SSPRC CLASS IV 15-INCH	880.25	TO STR: 430.2	19.33'	1.00%	
440	AL_WB	301+50.00	-56.00	LT	MANHOLES 5-J	898.15	891.16	6.99'	0.00'	460-440 IN 440.1-440 IN 440.7-440 IN 440-430 OUT	N E W S	SSPRC CLASS III 30-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 30-INCH	891.16 891.59 892.73 891.16	FROM STR: 460 FROM STR: 440.1 FROM STR: 440.7 TO STR: 430	-- -- -- 300.00'	-- -- -- 4.04%	
440.1	AL_WB	301+50.00	-48.33	LT	INLETS 2X3-HM-GJ	897.28	891.67	5.61'	0.00'	440.2-440.1 IN 440.5-440.1 IN 440.1-440 OUT	E N W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	891.67 892.89 891.67	FROM STR: 440.2 FROM STR: 440.5 TO STR: 440	-- -- 7.67'	-- -- 1.00%	
440.2	AL_WB	301+50.00	-9.67	LT	INLETS 2X3-HM-GJ	897.36	892.06	5.30'	0.00'	440.3-440.2 IN 440.2-440.1 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	892.06 892.06	FROM STR: 440.3 TO STR: 440.1	-- 38.67'	-- 1.00%	
440.3	AL_WB	301+50.00	-1.51	LT	INLETS 2X3-HM-GJ	897.14	892.14	5.00'	0.00'	440.4-440.3 IN 440.6-440.3 IN 440.3-440.2 OUT	NE N W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	892.14 892.78 892.14	FROM STR: 440.4 FROM STR: 440.6 TO STR: 440.2	-- -- 8.16'	-- -- 1.00%	
440.4	AL_WB	301+74.01	49.41	RT	INLETS 2X3-HM-GJ	898.23	893.23	5.00'	0.00'	440.4-440.3 OUT	SW	SSPRC CLASS IV 15-INCH	893.23	TO STR: 440.3	56.29'	1.94%	

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STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
440.5	AL_WB	301+70.00	-48.33	LT	INLETS 2X3-HM-GJ	898.09	893.09	5.00'	0.00'	440.5-440.1 OUT	S	SSPRC CLASS IV 15-INCH	893.09	TO STR: 440.1	20.00'	1.00%	
440.6	AL_WB	301+71.72	-2.33	LT	INLETS 2X3-HM-GJ	898.00	893.00	5.00'	0.00'	440.6-440.3 OUT	S	SSPRC CLASS IV 15-INCH	893.00	TO STR: 440.3	21.74'	1.00%	
440.7	AL_WB	301+50.00	-66.48	LT	INLETS MEDIAN 1G-MS	897.33	892.83	4.50'	0.00'	440.7-440 OUT	E	SSPRC CLASS III 15-INCH	892.83	TO STR: 440	10.48'	1.00%	
460	AL_WB	304+74.61	-56.35	LT	MANHOLES 5-J	910.79	903.46	7.33'	0.00'	470-460 IN 460.1-460 IN 460-440 OUT	N NW S	SSPRC CLASS IV 30-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 30-INCH	903.71 905.23 903.46	FROM STR: 470 FROM STR: 460.1 TO STR: 440	-- -- 324.61'	-- -- 3.79%	
460.1	AL_CC_West	49+17.97	37.50	RT	INLETS 2X3-H	911.13	906.02	5.10'	0.00'	460.2-460.1 IN 460.1-460 OUT	N SE	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	906.02 906.02	FROM STR: 460.2 TO STR: 460	-- 27.96'	-- 2.85%	
460.2	AL_CC_West	49+20.00	6.50	RT	INLETS 2X3-H-S	911.83	906.82	5.01'	0.00'	460.3-460.2 IN 460.2-460.1 OUT	NW S	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	906.82 906.82	FROM STR: 460.3 TO STR: 460.1	-- 31.07'	-- 2.56%	
460.3	AL_CC_West	49+00.00	-2.50	LT	INLETS 2X3-H-S	912.20	907.27	4.93'	0.00'	460.4-460.3 IN 460.3-460.2 OUT	NW SE	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	907.27 907.27	FROM STR: 460.4 TO STR: 460.2	-- 21.93'	-- 2.06%	
460.4	AL_CC_West	48+70.61	-37.50	LT	INLETS 2X3-H-S	912.76	907.76	5.00'	0.00'	460.4-460.3 OUT	SE	SSPRC CLASS IV 15-INCH	907.76	TO STR: 460.3	45.71'	1.07%	
470	AL_WB	305+92.11	-63.89	LT	MANHOLES 5-J	915.08	907.82	7.26'	0.00'	470.2-470 IN 480-470 IN 470.1-470 IN 470-460 OUT	E N W S	SSPRC CLASS III 15-INCH SSPRC CLASS III 24-INCH SSPRC CLASS III 24-INCH SSPRC CLASS IV 30-INCH	908.75 908.32 908.50 907.82	FROM STR: 470.2 FROM STR: 480 FROM STR: 470.1 TO STR: 460	-- -- -- 117.74'	-- -- -- 3.49%	
470.1	AL_WB	305+88.67	-84.79	LT	INLETS MEDIAN 2G-MS	913.10	908.69	4.41'	0.00'	470.1-470 OUT	E	SSPRC CLASS III 24-INCH	908.69	TO STR: 470	21.17'	0.90%	
470.2	AL_WB	305+94.83	-57.58	LT	INLETS 2X3-HM-GJ	915.08	908.82	6.26'	0.00'	470.3-470.2 IN 470.5-470.1 IN 470.2-470 OUT	E N W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	908.82 909.96 908.82	FROM STR: 470.3 FROM STR: 470.5 TO STR: 470	-- -- 6.87'	-- -- 0.95%	
470.3	AL_WB	305+75.00	2.70	RT	INLETS 2X3-HM-GJ	914.95	909.45	5.49'	0.00'	470.4-470.3 IN 470.6-470.3 IN 470.3-470.2 OUT	E N W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	909.45 909.89 909.45	FROM STR: 470.4 FROM STR: 470.6 TO STR: 470.2	-- -- 63.46'	-- -- 1.00%	
470.4	AL_WB	305+75.00	9.38	RT	INLETS 2X3-HM-GJ	914.88	909.52	5.36'	0.00'	470.4-470.3 OUT	W	SSPRC CLASS IV 15-INCH	909.52	TO STR: 470.3	6.68'	1.00%	
470.5	AL_WB	306+14.83	-57.33	LT	INLETS 2X3-HM-GJ	915.83	910.16	5.67'	0.00'	470.5-470.1 OUT	S	SSPRC CLASS IV 15-INCH	910.16	TO STR: 470.2	20.00'	1.00%	
470.6	AL_WB	305+95.00	2.33	RT	INLETS 2X3-HM-GJ	915.65	910.09	5.56'	0.00'	470.7-470.6 IN 470.6-470.3 OUT	E S	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	910.09 910.09	FROM STR: 470.7 TO STR: 470.3	-- 20.00'	-- 1.00%	
470.7	AL_WB	305+95.00	9.67	RT	INLETS 2X3-HM-GJ	915.63	910.44	5.19'	0.00'	470.7-470.6 OUT	W	SSPRC CLASS IV 15-INCH	910.44	TO STR: 470.6	7.33'	4.84%	
480	AL_WB	309+00.00	-55.30	LT	MANHOLES 4-J	928.10	921.20	6.90'	0.00'	490-480 IN 480.1-480 IN 480.4-480 IN 480-470 OUT	N E W S	SSPRC CLASS III 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 24-INCH	921.20 921.48 923.25 921.20	FROM STR: 490 FROM STR: 480.1 FROM STR: 480.4 TO STR: 470	-- -- -- 308.01'	-- -- -- 4.18%	
480.1	AL_WB	309+00.00	-48.33	LT	INLETS 2X3-HM-GJ	927.26	921.58	5.67'	0.00'	480.2-480.1 IN 480.1-480 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	921.58 921.58	FROM STR: 480.2 TO STR: 480	-- 6.97'	-- 1.50%	
480.2	AL_WB	309+00.00	2.33	RT	INLETS 2X3-HM-GJ	927.10	922.09	5.01'	0.00'	480.3-480.2 IN 480.2-480.1 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	922.09 922.09	FROM STR: 480.3 TO STR: 480.1	-- 50.67'	-- 1.00%	
480.3	AL_WB	309+00.00	9.67	RT	INLETS 2X3-HM-GJ	927.34	922.16	5.17'	0.00'	480.3-480.2 OUT	W	SSPRC CLASS IV 15-INCH	922.16	TO STR: 480.2	7.33'	1.00%	
480.4	AL_WB	309+00.00	-66.69	LT	INLETS MEDIAN 1G-MS	927.36	923.36	4.00'	0.00'	480.4-480 OUT	E	SSPRC CLASS III 15-INCH	923.36	TO STR: 480	11.39'	1.00%	
490	AL_WB	312+50.00	-54.86	LT	MANHOLES 4-J	937.35	930.40	6.95'	0.00'	490.1-490 IN 490-480 OUT	E S	SSPRC CLASS IV 15-INCH SSPRC CLASS III 24-INCH	930.95 930.40	FROM STR: 490.1 TO STR: 480	-- 350.00'	-- 2.63%	
490.1	AL_WB	312+50.00	-48.33	LT	INLETS 2X3-HM-GJ	936.53	931.03	5.50'	0.00'	490.2-490.1 IN 490.1-490 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	931.03 931.03	FROM STR: 490.2 TO STR: 490	-- 6.52'	-- 1.18%	
490.2	AL_WB	312+50.00	-9.67	LT	INLETS 2X3-HM-GJ	936.61	931.42	5.19'	0.00'	490.3-490.2 IN 490.2-490.1 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	931.42 931.42	FROM STR: 490.3 TO STR: 490.1	-- 38.67'	-- 1.00%	
490.3	AL_WB	312+50.00	9.67	RT	INLETS 2X3-HM-GJ	936.61	931.61	5.00'	0.00'	490.3-490.2 OUT	W	SSPRC CLASS IV 15-INCH	931.61	TO STR: 490.2	19.33'	1.00%	
500	AL_CC_East	50+92.36	72.15	RT	APRON ENDWALLS FOR CPRC 18-INCH					500.1-500 IN	N	SSPRC CLASS III 18-INCH	907.35	FROM STR: 500.1	--	--	PIPE GRATE REQUIRED
500.1	AL_CC_East	50+92.51	37.49	RT	INLETS 2X3-HM-GJ	911.15	907.62	3.53'	0.00'	500.2-500.1 IN 500.1-500 OUT	N S	SSPRC CLASS IV 18-INCH SSPRC CLASS III 18-INCH	907.62 907.62	FROM STR: 500.2 TO STR: 500	-- 34.67'	-- 0.76%	
500.2	AL_CC_East	50+92.67	2.50	RT	INLETS 2X3-H	912.24	907.88	4.36'	0.00'	500.3-500.2 IN 500.2-500.1 OUT	N S	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH	907.88 907.88	FROM STR: 500.3 TO STR: 500.1	-- 34.99'	-- 0.75%	
500.3	AL_CC_East	50+92.71	-6.50	LT	INLETS 2X3-H	912.63	907.97	4.65'	0.00'	500.4-500.3 IN 500.3-500.2 OUT	N S	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH	907.97 907.98	FROM STR: 500.4 TO STR: 500.2	-- 9.00'	-- 1.08%	
500.4	AL_CC_East	50+92.85	-37.50	LT	INLETS 2X3-H	913.54	908.38	5.16'	0.00'	500.5-500.4 IN 500.6-500.4 IN 500.4-500.3 OUT	N E S	SSPRC CLASS III 18-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	909.22 908.38 908.38	FROM STR: 500.5 FROM STR: 500.6 TO STR: 500.3	-- -- 31.00'	-- -- 1.31%	

NOTES:
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2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
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STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
500.5	AL_CC_East	50+92.97	-63.10	LT	APRON ENDWALLS FOR CPRC 18-INCH					500.5-500.4 OUT	S	SSPRC CLASS III 18-INCH	910.50	TO STR: 500.4	25.60'	5.00%	PIPE GRATE REQUIRED
500.6	AL_CC_East	51+27.50	-37.50	LT	INLETS 2X3-H	913.21	908.73	4.49'	0.00'	500.6-500.4 OUT	W	SSPRC CLASS IV 15-INCH	908.73	TO STR: 500.4	34.65'	1.00%	SEE PLAN NOTE
510	AL_WB	319+00.00	0.00		MANHOLES 4-J	939.19	932.19	7.00'	0.00'	510.1-510 IN 510.3-510 IN 510-520 OUT	W E N	SSPRC CLASS III 15-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 24-INCH	932.71 933.17 932.19	FROM STR: 510.1 FROM STR: 510.3 TO STR: 520	-- -- 200.00'	-- -- 1.65%	
510.1	AL_WB	319+00.00	-9.67	LT	INLETS 2X3-HM-GJ	938.27	932.80	5.47'	0.00'	510.2-510.1 IN 510.1-510 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	932.80 932.80	FROM STR: 510.2 TO STR: 510	-- 9.67'	-- 1.00%	
510.2	AL_WB	319+00.00	-48.33	LT	INLETS 2X3-HM-GJ	938.19	933.19	5.00'	0.00'	510.2-510.1 OUT	E	SSPRC CLASS IV 15-INCH	933.19	TO STR: 510.1	38.67'	1.00%	
510.3	AL_WB	319+00.00	9.67	RT	INLETS 2X3-HM-GJ	938.27	933.27	5.00'	0.00'	510.3-510 OUT	W	SSPRC CLASS III 15-INCH	933.27	TO STR: 510	9.67'	1.00%	
520	AL_WB	321+00.00	0.00		MANHOLES 5-J	936.65	928.88	7.77'	0.00'	530-520 IN 510-520 IN 520-520.1 OUT	N S E	SSPRC CLASS III 24-INCH SSPRC CLASS III 24-INCH SSPRC CLASS III 24-INCH	928.89 928.89 928.88	FROM STR: 530 FROM STR: 510 TO STR: 520.1	-- -- 106.69'	-- -- 0.60%	
520.1	AL_WB	321+00.00	106.69	RT	APRON ENDWALLS FOR CPRC 24-INCH					520-520.1 IN	W	SSPRC CLASS III 24-INCH	928.25	FROM STR: 520	--	--	PIPE GRATE REQUIRED
530	AL_WB	321+97.60	0.00		MANHOLES 4-J	936.30	929.42	6.88'	0.00'	530.2-530 IN 530.3-530 IN 530-520 OUT	W E S	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH SSPRC CLASS III 24-INCH	929.42 929.89 929.42	FROM STR: 530.2 FROM STR: 530.3 TO STR: 520	-- -- 97.60'	-- -- 0.55%	
530.1	AL_WB	321+97.60	-48.33	LT	INLETS 2X3-HM-GJ-S	935.30	929.91	5.40'	0.00'	530.4-530.1 IN 530.7-530.1 IN 530.1-530.2 OUT	N S E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	930.16 930.16 929.91	FROM STR: 530.4 FROM STR: 530.7 TO STR: 530.2	-- -- 38.67'	-- -- 1.00%	
530.2	AL_WB	321+97.60	-9.67	LT	INLETS 2X3-HM-GJ-S	935.38	929.52	5.86'	0.00'	530.1-530.2 IN 530.5-530.2 IN 530.8-530.2 IN 530.2-530 OUT	W N S E	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	929.52 930.24 930.24 929.52	FROM STR: 530.1 FROM STR: 530.5 FROM STR: 530.8 TO STR: 530	-- -- -- 9.67'	-- -- -- 1.00%	
530.3	AL_WB	321+97.60	9.67	RT	INLETS 2X3-HM-GJ-S	935.38	929.99	5.39'	0.00'	530.6-530.3 IN 530.9-530.3 IN 530.3-530 OUT	N S W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	930.25 930.24 929.99	FROM STR: 530.6 FROM STR: 530.9 TO STR: 530	-- -- 9.67'	-- -- 1.00%	
530.4	AL_WB	322+13.00	-48.33	LT	INLETS 2X3-HM-GJ	935.31	930.31	5.00'	0.00'	530.4-530.1 OUT	S	SSPRC CLASS IV 15-INCH	930.31	TO STR: 530.1	15.40'	1.00%	
530.5	AL_WB	322+13.00	-9.67	LT	INLETS 2X3-HM-GJ	935.39	930.39	5.00'	0.00'	530.5-530.2 OUT	S	SSPRC CLASS IV 15-INCH	930.39	TO STR: 530.2	15.40'	1.00%	
530.6	AL_WB	322+13.00	9.67	RT	INLETS 2X3-HM-GJ	935.40	930.40	5.00'	0.00'	530.6-530.3 OUT	S	SSPRC CLASS IV 15-INCH	930.40	TO STR: 530.3	15.40'	1.00%	
530.7	AL_WB	321+82.60	-48.33	LT	INLETS 2X3-HM-GJ	935.31	930.31	5.00'	0.00'	530.7-530.1 OUT	N	SSPRC CLASS IV 15-INCH	930.31	TO STR: 530.1	15.00'	1.00%	
530.8	AL_WB	321+82.60	-9.67	LT	INLETS 2X3-HM-GJ	935.39	930.39	5.00'	0.00'	530.8-530.2 OUT	N	SSPRC CLASS IV 15-INCH	930.39	TO STR: 530.2	15.00'	1.00%	
530.9	AL_WB	321+82.60	9.67	RT	INLETS 2X3-HM-GJ	935.39	930.39	5.00'	0.00'	530.9-530.3 OUT	N	SSPRC CLASS IV 15-INCH	930.39	TO STR: 530.3	15.00'	1.00%	
535	AL_WB	323+43.58	-53.50	LT	MANHOLES 7-J	936.87	920.90	15.97'	0.00'	535.1-535 IN 535-535.2 OUT	SW E	SSPRC CLASS III 48-INCH SSPRC CLASS III 48-INCH	920.90 920.90	FROM STR: 535.1 TO STR: 535.2	-- 19.52'	-- 2.15%	
535.1	AL_WB	323+12.85	-93.34	LT	APRON ENDWALLS FOR CPRC 48-INCH					535.1-535 OUT	NE	SSPRC CLASS III 48-INCH	922.40	TO STR: 535	50.32'	2.98%	
535.2	AL_WB	323+44.55	-34.00	LT	CONCRETE COLLAR					535-535.2 IN	W	SSPRC CLASS III 48-INCH	920.48	FROM STR: 535	--	--	CONNECT TO EXIST PIPE
540	AL_WB	325+00.00	100.39	RT	APRON ENDWALLS FOR CPRC 15-INCH					540.1-540 IN	W	SSPRC CLASS IV 15-INCH	932.21	FROM STR: 540.1	--	--	PIPE GRATE REQUIRED
540.1	AL_WB	325+00.00	9.67	RT	INLETS 2X3-HM-GJ	938.78	933.12	5.66'	0.00'	540.2-540.1 IN 540.1-540 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	933.12 933.12	FROM STR: 540.2 TO STR: 540	-- 90.73'	-- 1.00%	
540.2	AL_WB	325+00.00	-9.67	LT	INLETS 2X3-HM-GJ	938.78	933.31	5.46'	0.00'	540.3-540.2 IN 540.2-540.1 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	933.31 933.31	FROM STR: 540.3 TO STR: 540.1	-- 19.33'	-- 1.00%	
540.3	AL_WB	325+00.00	-48.33	LT	INLETS 2X3-HM-GJ	938.70	933.70	5.00'	0.00'	540.3-540.2 OUT	E	SSPRC CLASS IV 15-INCH	933.70	TO STR: 540.2	38.67'	1.00%	
550	AL_WB	326+04.65	-90.05	LT	APRON ENDWALLS FOR CPRC 36-INCH					560-550 IN	NE	SSPRC CLASS III 36-INCH	931.79	FROM STR: 560	--	--	PIPE GRATE REQUIRED
560	AL_WB	326+25.00	-64.00	LT	MANHOLES 5-J	942.96	931.96	11.00'	0.00'	570-560 IN 560-550 OUT	N SW	SSPRC CLASS III 30-INCH SSPRC CLASS III 36-INCH	933.96 931.96	FROM STR: 570 TO STR: 550	-- 33.06'	-- 0.50%	
570	AL_WB	328+37.00	-64.00	LT	MANHOLES 5-J	951.08	944.08	7.00'	0.00'	580-570 IN 570-560 OUT	N S	SSPRC CLASS III 30-INCH SSPRC CLASS III 30-INCH	944.08 944.08	FROM STR: 580 TO STR: 560	-- 212.00'	-- 4.77%	
580	AL_WB	331+78.60	-64.00	LT	MANHOLES 6-J	965.39	959.73	5.66'	0.00'	580.2-580 IN 580.3-580 IN 580-570 OUT	N W S	SSPRC CLASS III 18-INCH SSPRC CLASS III 30-INCH SSPRC CLASS III 30-INCH	960.94 959.73 959.73	FROM STR: 580.2 FROM STR: 580.3 TO STR: 570	-- -- 341.59'	-- -- 4.58%	
580.1	AL_WB	331+87.00	-101.00	LT	APRON ENDWALLS FOR CPRC 30-INCH					580.1-580.3 OUT	E	SSPRC CLASS III 30-INCH	966.00	TO STR: 580.3	10.44'	9.58%	PIPE GRATE REQUIRED

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES. THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS, OR TOP OF STRUCTURE FOR COVER PLATES.
2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "TOTAL DEPTH" = RIM/GRATE ELEVATION MINUS STRUCTURE INVERT ELEVATION. STRUCTURE DEPTH SHOWN ON SDD SHEETS SHALL BE DETERMINED BY THE CONTRACTOR.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING PIPES.

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
580.2	AL_WB	332+00.00	-69.00	LT	INLETS MEDIAN 2G-MS	964.50	961.50	3.00'	0.00'	580.2-580 OUT	S	SSPRC CLASS III 18-INCH	961.50	TO STR: 580	21.98'	2.53%	
580.3	AL_WB	331+87.00	-90.56	LT	INLETS MEDIAN 2G-MS	969.89	962.50	7.39'	0.00'	580.1-580.3 IN 580.3-580 OUT	W E	SSPRC CLASS III 30-INCH SSPRC CLASS III 30-INCH	965.00 962.50	FROM STR: 580.1 TO STR: 580	-- 27.86'	-- 9.94%	SEE DETAIL
590	AL_WB	328+00.00	97.82	RT	APRON ENDWALLS FOR CPRC 15-INCH					590.1-590 IN	W	SSPRC CLASS IV 15-INCH	942.22	FROM STR: 590.1	--	--	PIPE GRATE REQUIRED
590.1	AL_WB	328+00.00	9.67	RT	INLETS 2X3-HM-GJ	948.76	943.10	5.66'	0.00'	590.2-590.1 IN 590.1-590 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	943.10 943.10	FROM STR: 590.2 TO STR: 590	-- 88.15'	-- 1.00%	
590.2	AL_WB	328+00.00	-9.67	LT	INLETS 2X3-HM-GJ	948.76	943.29	5.47'	0.00'	590.3-590.2 IN 590.2-590.1 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	943.29 943.29	FROM STR: 590.3 TO STR: 590.1	-- 19.33'	-- 1.00%	
590.3	AL_WB	328+00.00	-48.33	LT	INLETS 2X3-HM-GJ	948.68	943.68	5.00'	0.00'	590.3-590.2 OUT	E	SSPRC CLASS IV 15-INCH	943.68	TO STR: 590.2	38.67'	1.00%	
600	AL_WB	331+00.00	88.07	RT	APRON ENDWALLS FOR CPRC 15-INCH					600.1-600 IN	W	SSPRC CLASS IV 15-INCH	956.16	FROM STR: 600.1	--	--	PIPE GRATE REQUIRED
600.1	AL_WB	331+00.00	9.67	RT	INLETS 2X3-HM-GJ	961.07	956.46	4.61'	0.00'	600.2-600.1 IN 600.1-600 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	956.46 956.46	FROM STR: 600.2 TO STR: 600	-- 78.40'	-- 0.38%	
600.2	AL_WB	331+00.00	-9.67	LT	INLETS 2X3-HM-GJ	961.07	956.56	4.52'	0.00'	600.3-600.2 IN 600.2-600.1 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	956.56 956.56	FROM STR: 600.3 TO STR: 600.1	-- 19.33'	-- 0.50%	
600.3	AL_WB	331+00.00	-48.33	LT	INLETS 2X3-HM-GJ	960.99	956.75	4.24'	0.00'	600.3-600.2 OUT	E	SSPRC CLASS IV 15-INCH	956.75	TO STR: 600.2	38.67'	0.50%	
610	AL_WB	334+00.00	89.55	RT	APRON ENDWALLS FOR CPRC 15-INCH					610.1-610 IN	W	SSPRC CLASS III 15-INCH	965.47	FROM STR: 610.1	--	--	PIPE GRATE REQUIRED
610.1	AL_WB	334+00.00	48.33	RT	INLETS 2X3-HM-GJ	971.73	965.88	5.85'	0.00'	610.2-610.1 IN 610.1-610 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	965.88 965.88	FROM STR: 610.2 TO STR: 610	-- 41.22'	-- 1.00%	
610.2	AL_WB	334+00.00	9.67	RT	INLETS 2X3-HM-GJ	971.81	966.27	5.54'	0.00'	610.3-610.2 IN 610.2-610.1 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	966.27 966.27	FROM STR: 610.3 TO STR: 610.1	-- 38.67'	-- 1.00%	
610.3	AL_WB	334+00.00	-9.67	LT	INLETS 2X3-HM-GJ	971.93	966.46	5.47'	0.00'	610.4-610.3 IN 610.3-610.2 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	966.46 966.46	FROM STR: 610.4 TO STR: 610.2	-- 19.33'	-- 1.00%	
610.4	AL_WB	334+00.00	-48.33	LT	INLETS 2X3-HM-GJ	971.85	966.85	5.00'	0.00'	610.4-610.3 OUT	E	SSPRC CLASS IV 15-INCH	966.85	TO STR: 610.3	38.67'	1.00%	
620	AL_WB	337+00.00	88.01	RT	APRON ENDWALLS FOR CPRC 15-INCH					620.1-620 IN	W	SSPRC CLASS III 15-INCH	975.01	FROM STR: 620.1	--	--	PIPE GRATE REQUIRED
620.1	AL_WB	337+00.00	50.23	RT	INLETS 2X3-H	980.86	975.41	5.45'	0.00'	620.2-620.1 IN 620.1-620 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	975.41 975.41	FROM STR: 620.2 TO STR: 620	-- 37.77'	-- 1.04%	
620.2	AL_WB	337+00.00	5.46	RT	INLETS 2X3-H	980.90	975.84	5.06'	0.00'	620.3-620.2 IN 620.2-620.1 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	975.84 975.84	FROM STR: 620.3 TO STR: 620.1	-- 44.77'	-- 0.97%	
620.3	AL_WB	337+00.00	-13.50	LT	INLETS 2X3-H	981.42	976.03	5.39'	0.00'	620.4-620.3 IN 620.3-620.2 OUT	W E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	976.03 976.03	FROM STR: 620.4 TO STR: 620.2	-- 18.96'	-- 1.00%	
620.4	AL_WB	337+00.00	-44.50	LT	INLETS 2X3-H	981.34	976.34	5.00'	0.00'	620.4-620.3 OUT	E	SSPRC CLASS IV 15-INCH	976.34	TO STR: 620.3	31.00'	1.00%	
630	AL_WB	338+50.00	92.45	RT	APRON ENDWALLS FOR CPRC 15-INCH					630.1-630 IN	W	SSPRC CLASS III 15-INCH	979.77	FROM STR: 630.1	--	--	PIPE GRATE REQUIRED
630.1	AL_WB	338+50.00	57.50	RT	INLETS 4-H	985.06	980.07	5.00'	0.00'	630.2-630.1 IN 630.1-630 OUT	N E	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	980.13 980.07	FROM STR: 630.2 TO STR: 630	-- 34.95'	-- 0.85%	
630.2	AL_WB	339+53.03	46.37	RT	INLETS 4-Z	988.02	982.92	5.10'	0.00'	630.2-630.1 OUT	S	SSPRC CLASS IV 15-INCH	982.92	TO STR: 630.1	104.06'	2.68%	
635	AL_NV	53+50.00	-56.50	LT	APRON ENDWALLS FOR CPRC 18-INCH					635.1-635 IN	S	SSPRC CLASS III 18-INCH	965.54	FROM STR: 635.1	--	--	PIPE GRATE REQUIRED
635.1	AL_NV	53+50.00	54.50	RT	INLETS MEDIAN 1G-MS	969.48	966.65	2.83'	0.00'	635.1-635 OUT	N	SSPRC CLASS III 18-INCH	966.65	TO STR: 635	111.00'	1.00%	
636	AL_NV	55+00.83	33.87	RT	APRON ENDWALLS FOR CPRC 15-INCH					636.1-636 IN	NW	SSPRC CLASS IV 15-INCH	958.20	FROM STR: 636.1	--	--	PIPE GRATE REQUIRED
636.1	AL_NV	54+81.34	18.07	RT	INLETS 2X3-H	963.67	958.67	5.00'	0.00'	636.1-636 OUT	SE	SSPRC CLASS IV 15-INCH	958.67	TO STR: 636	24.82'	1.89%	
640	AL_NV	50+85.93	-69.29	LT	APRON ENDWALLS FOR CPRC 18-INCH					640.1-640 IN	W	SSPRC CLASS III 18-INCH	983.80	FROM STR: 640.1	--	--	PIPE GRATE REQUIRED
640.1	AL_WB	341+05.67	44.97	RT	INLETS 2X3-H	990.22	985.33	4.89'	0.00'	640.2-640.1 IN 640.1-640 OUT	W E	SSPRC CLASS IV 18-INCH SSPRC CLASS III 18-INCH	985.33 985.33	FROM STR: 640.2 TO STR: 640	-- 56.33'	-- 2.71%	
640.2	AL_WB	341+20.49	9.48	RT	INLETS 2X3-H	991.49	985.71	5.77'	0.00'	640.3-640.2 IN 640.2-640.1 OUT	W E	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH	985.71 985.71	FROM STR: 640.3 TO STR: 640.1	-- 38.47'	-- 1.00%	

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES. THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS, OR TOP OF STRUCTURE FOR COVER PLATES.
2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "TOTAL DEPTH" = RIM/GRATE ELEVATION MINUS STRUCTURE INVERT ELEVATION. STRUCTURE DEPTH SHOWN ON SDD SHEETS SHALL BE DETERMINED BY THE CONTRACTOR.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING PIPES.

2

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
640.3	AL_WB	341+20.83	3.51	RT	INLETS 2X3-H	991.37	985.77	5.59'	0.00'	640.4-640.3 IN 640.3-640.2 OUT	SW E	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH	985.77 985.77	FROM STR: 640.4 TO STR: 640.2	-- 5.98'	-- 1.00%	
640.4	AL_WB	340+93.01	-41.60	LT	INLETS 4-Z	992.12	986.30	5.82'	0.00'	640.5-640.4 IN 640.4-640.3 OUT	W NE	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH	986.31 986.30	FROM STR: 640.5 TO STR: 640.3	-- 52.99'	-- 1.00%	
640.5	AL_WB	341+01.46	-59.79	LT	INLETS 4-Z	992.58	986.51	6.08'	0.00'	640.6-640.5 IN 640.7-640.5 IN 640.5-640.4 OUT	NW S E	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	987.42 986.76 986.51	FROM STR: 640.6 FROM STR: 640.7 TO STR: 640.4	-- -- 20.06'	-- -- 1.01%	
640.6	AL_WB	341+25.03	-87.23	LT	INLETS 2X3-H-S	992.38	987.78	4.60'	0.00'	640.8-640.6 IN 640.6-640.5 OUT	W SE	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	987.78 987.78	FROM STR: 640.8 TO STR: 640.5	-- 36.17'	-- 0.99%	
640.7	AL_NV	49+20.43	23.50	RT	INLETS 2X3-H	992.05	987.05	5.00'	0.00'	642-640.7 IN 640.7-640.5 OUT	W N	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	987.05 987.05	FROM STR: 642 TO STR: 640.5	-- 58.42'	-- 0.50%	
640.8	AL_NV	48+76.42	-38.00	LT	INLETS 2X3-H-S	993.53	988.20	5.33'	0.00'	640.9-640.8 IN 640.8-640.6 OUT	W E	SSPRC CLASS III 15-INCH SSPRC CLASS IV 15-INCH	988.20 988.20	FROM STR: 640.9 TO STR: 640.6	-- 24.72'	-- 1.70%	
640.9	AL_NV	47+57.81	-38.00	LT	INLETS 3-C	996.21	991.21	5.00'	0.00'	640.9-640.8 OUT	E	SSPRC CLASS III 15-INCH	991.21	TO STR: 640.8	118.61'	2.54%	
642	AL_NV	49+00.43	23.50	RT	INLETS 2X3-H	992.52	987.52	5.00'	0.00'	642-640.7 OUT	E	SSPRC CLASS IV 15-INCH	987.52	TO STR: 640.7	20.00'	2.35%	
855	AL_US	40+19.08	-61.58	LT	APRON ENDWALLS FOR CPRC 24-INCH					855.1-855 IN	W	SSPRC CLASS III 24-INCH	852.05	FROM STR: 855.1	--	--	PIPE GRATE REQUIRED
855.1	AL_US	39+12.23	-43.60	LT	INLETS MEDIAN 2G-MS	858.30	854.22	4.08'	0.00'	855.1-855 OUT	E	SSPRC CLASS III 24-INCH	854.22	TO STR: 855	108.35'	2.00%	
860	AL_US	40+09.42	43.53	RT	MANHOLES 5-J	855.00	849.00	6.00'	0.00'	860.1-860 IN 860-870 OUT	NW E	SSPRC CLASS IV 30-INCH SSPRC CLASS IV 36-INCH	849.00 849.00	FROM STR: 860.1 TO STR: 870	-- 245.99'	-- 1.59%	
860.1	AL_US	40+05.29	38.28	RT	CONCRETE COLLAR					860.1-860 OUT	SE	SSPRC CLASS IV 30-INCH	849.25	TO STR: 860	6.67'	3.75%	CONNECT TO EXIST PIPE
870	AL_US	42+55.00	29.33	RT	MANHOLES 5-J	853.29	845.10	8.19'	0.00'	860-870 IN 870.1-870 IN 870.3-870 IN 870-880 OUT	W N SW SE	SSPRC CLASS IV 36-INCH SSPRC CLASS IV 18-INCH SSPRC CLASS III 15-INCH SSPRC CLASS IV 36-INCH	845.10 847.34 848.18 845.10	FROM STR: 860 FROM STR: 870.1 FROM STR: 870.3 TO STR: 880	-- -- -- 132.19'	-- -- -- 1.59%	
870.1	AL_US	42+52.20	-38.15	LT	INLETS 2X3-HM-GJ	853.04	848.02	5.02'	0.00'	870.2-870.1 IN 870.1-870 OUT	W S	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	848.02 848.02	FROM STR: 870.2 TO STR: 870	-- 67.54'	-- 1.00%	
870.2	AL_US	42+37.21	-37.64	LT	INLETS 2X3-HM-GJ	853.41	848.34	5.07'	0.00'	870.2-870.1 OUT	E	SSPRC CLASS IV 15-INCH	848.34	TO STR: 870.1	15.00'	2.13%	
870.3	AL_US	42+48.52	42.39	RT	INLETS 2X3-HM-GJ	852.94	848.32	4.61'	0.00'	870.4-870.3 IN 870.3-870 OUT	W NE	SSPRC CLASS III 15-INCH SSPRC CLASS III 15-INCH	848.32 848.32	FROM STR: 870.4 TO STR: 870	-- 14.58'	-- 1.00%	
870.4	AL_US	42+33.54	41.74	RT	INLETS 2X3-HM-GJ	853.14	848.52	4.62'	0.00'	870.4-870.3 OUT	E	SSPRC CLASS III 15-INCH	848.52	TO STR: 870.3	15.00'	1.31%	
880	AL_US	43+77.94	77.91	RT	APRON ENDWALLS FOR CPRC 36-INCH					870-880 IN	NW	SSPRC CLASS IV 36-INCH	843.00	FROM STR: 870	--	--	PIPE GRATE REQUIRED
890	AL_US	45+00.00	43.97	RT	INLETS 2X3-HM-GJ-S	851.67	845.01	6.65'	0.00'	890.1-890 IN 890-900 OUT	N E	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH	845.01 845.02	FROM STR: 890.1 TO STR: 900	-- 100.25'	-- 0.50%	
890.1	AL_US	45+00.00	-3.07	LT	INLETS 2X3-HM-GJ-S	850.78	845.25	5.53'	0.00'	890.2-890.1 IN 890.5-890.1 IN 890.1-890 OUT	N E S	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	845.25 845.64 845.25	FROM STR: 890.2 FROM STR: 890.5 TO STR: 890	-- -- 47.04'	-- -- 0.50%	
890.2	AL_US	45+00.00	-11.44	LT	INLETS 2X3-HM-GJ-S	851.17	845.29	5.87'	0.00'	890.3-890.2 IN 890.2-890.1 OUT	N S	SSPRC CLASS IV 18-INCH SSPRC CLASS IV 18-INCH	845.29 845.29	FROM STR: 890.3 TO STR: 890.1	-- 8.36'	-- 0.50%	
890.3	AL_US	45+00.00	-46.10	LT	INLETS 2X3-HM-GJ-S	850.53	845.46	5.06'	0.00'	890.4-890.3 IN 890.3-890.2 OUT	E S	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 18-INCH	845.46 845.46	FROM STR: 890.4 TO STR: 890.2	-- 34.67'	-- 0.50%	
890.4	AL_US	45+15.00	-46.07	LT	INLETS 2X3-HM-GJ-S	850.54	845.54	5.00'	0.00'	890.4-890.3 OUT	W	SSPRC CLASS IV 15-INCH	845.54	TO STR: 890.3	15.00'	0.50%	
890.5	AL_US	45+15.00	-2.84	LT	INLETS 2X3-HM-GJ-S	850.79	845.79	5.00'	0.00'	890.5-890.1 OUT	W	SSPRC CLASS IV 15-INCH	845.79	TO STR: 890.1	15.00'	1.00%	
895	AL_US	45+89.65	75.94	RT	APRON ENDWALLS FOR CPRC 24-INCH					900-900.4 IN	NE	SSPRC CLASS III 24-INCH	844.32	FROM STR: 900	--	--	PIPE GRATE REQUIRED
900	AL_US	46+00.00	51.01	RT	INLETS 5-HM-GJ	852.21	844.51	7.69'	0.00'	890-900 IN 900.1-900 IN 900-900.4 OUT	W NE SW	SSPRC CLASS IV 18-INCH SSPRC CLASS III 15-INCH SSPRC CLASS III 24-INCH	844.51 845.29 844.51	FROM STR: 890 FROM STR: 900.1 TO STR: 895	-- -- 26.99'	-- -- 0.72%	
900.1	AL_US	46+50.00	-2.33	LT	INLETS 2X3-HM-GJ	851.73	846.02	5.71'	0.00'	900.2-900.1 IN 900.4-900.1 IN 900.1-900 OUT	N E SW	SSPRC CLASS III 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	846.02 846.02 846.02	FROM STR: 900.2 FROM STR: 900.4 TO STR: 900	-- -- 73.11'	-- -- 1.00%	
900.2	AL_US	46+50.00	-9.87	LT	INLETS 2X3-HM-GJ	852.08	846.09	5.98'	0.00'	900.3-900.2 IN 900.2-900.1 OUT	N S	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	846.09 846.09	FROM STR: 900.3 TO STR: 900.1	-- 7.54'	-- 1.00%	
900.3	AL_US	46+50.00	-44.54	LT	INLETS 2X3-HM-GJ	851.44	846.44	5.00'	0.00'	900.3-900.2 OUT	S	SSPRC CLASS IV 15-INCH	846.44	TO STR: 900.2	34.67'	1.00%	
900.4	AL_US	47+75.00	-2.33	LT	INLETS 2X3-HM-GJ	853.49	847.85	5.64'	0.00'	900.5-900.4 IN 900.4-900.1 OUT	N W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	847.85 847.85	FROM STR: 900.5 TO STR: 900.1	-- 124.94'	-- 1.47%	

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES, THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS, OR TOP OF STRUCTURE FOR COVER PLATES.
2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "TOTAL DEPTH" = RIM/GRATE ELEVATION MINUS STRUCTURE INVERT ELEVATION. STRUCTURE DEPTH SHOWN ON SDD SHEETS SHALL BE DETERMINED BY THE CONTRACTOR.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING PIPES.

2

STORM SEWER STRUCTURE DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	RIM/GRATE ELEVATION	STRUCTURE INV ELEV	TOTAL DEPTH	SUMP DEPTH	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
900.5	AL_US	47+75.00	-44.33	LT	INLETS 2X3-HM-GJ	853.16	848.27	4.89'	0.00'	900.5-900.4 OUT	S	SSPRC CLASS IV 15-INCH	848.27	TO STR: 900.4	42.00'	1.00%	
910	AL_US	52+99.07	81.49	RT	APRON ENDWALLS FOR CPRC 24-INCH					920-910 IN	NE	SSPRC CLASS III 24-INCH	856.00	FROM STR: 920	--	--	PIPE GRATE REQUIRED
920	AL_US	53+50.00	31.02	RT	MANHOLES 5-J	863.68	856.69	7.00'	0.00'	930-920 IN 920.1-920 IN 920.8-920 IN 920-910 OUT	E N S SW	SSPRC CLASS III 24-INCH SSPRC CLASS III 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 24-INCH	856.69 856.75 858.65 856.69	FROM STR: 930 FROM STR: 920.1 FROM STR: 920.8 TO STR: 910	-- -- -- 72.23'	-- -- -- 0.95%	
920.1	AL_US	53+50.00	13.68	RT	INLETS 2X3-HM-GJ	863.11	856.83	6.27'	0.00'	920.2-920.1 IN 920.7-920.1 IN 920.1-920 OUT	N E S	SSPRC CLASS III 15-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	856.83 858.20 856.83	FROM STR: 920.2 FROM STR: 920.7 TO STR: 920	-- -- 17.34'	-- -- 0.50%	
920.2	AL_US	53+50.00	3.62	RT	INLETS 2X3-HM-GJ	863.21	856.88	6.33'	0.00'	920.3-920.2 IN 920.2-920.1 OUT	N S	SSPRC CLASS IV 15-INCH SSPRC CLASS III 15-INCH	856.88 856.88	FROM STR: 920.3 TO STR: 920.1	-- 10.07'	-- 0.50%	
920.3	AL_US	53+50.00	-44.33	LT	INLETS 2X3-HM-GJ	862.13	857.12	5.00'	0.00'	920.6-920.3 IN 920.4-920.3 IN 920.3-920.2 OUT	N E S	SSPC 8-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	857.50 857.12 857.12	FROM STR: 920.6 FROM STR: 920.4 TO STR: 920.2	-- -- 47.95'	-- -- 0.50%	
920.4	AL_US	53+65.18	-44.33	LT	INLETS 2X3-HM-GJ	862.48	857.48	5.00'	0.00'	920.5-920.4 IN 920.4-920.3 OUT	E W	SSPRC CLASS IV 15-INCH SSPRC CLASS IV 15-INCH	857.48 857.48	FROM STR: 920.5 TO STR: 920.3	-- 15.00'	-- 2.35%	
920.5	AL_US	53+80.35	-44.33	LT	INLETS 2X3-HM-GJ	862.83	857.83	5.00'	0.00'	920.5-920.4 OUT	W	SSPRC CLASS IV 15-INCH	857.83	TO STR: 920.4	15.00'	2.35%	
920.6	AL_US	53+50.00	-63.50	LT	PIPE END					920.6-920.3 OUT	S	SSPC 8-INCH	861.80	TO STR: 920.3	19.17'	22.43%	
920.7	AL_US	53+74.90	12.76	RT	INLETS 2X3-HM-GJ	863.70	858.70	5.00'	0.00'	920.7-920.1 OUT	W	SSPRC CLASS IV 15-INCH	858.70	TO STR: 920.1	25.00'	2.00%	
920.8	AL_US	53+56.14	48.27	RT	INLETS 2X3-HM-GJ	864.02	859.02	5.00'	0.00'	920.8-920 OUT	N	SSPRC CLASS IV 15-INCH	859.02	TO STR: 920	18.33'	2.00%	
930	AL_US	56+75.78	26.95	RT	MANHOLES 5-J	874.40	866.40	8.00'	0.00'	940-930 IN 930.2-930 IN 930.1-930 IN 930-920 OUT	E S N W	SSPRC CLASS III 24-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 24-INCH SSPRC CLASS III 24-INCH	866.40 869.24 866.40 866.40	FROM STR: 940 FROM STR: 930.2 FROM STR: 930.1 TO STR: 920	-- -- -- 328.17'	-- -- -- 2.96%	
930.1	AL_US	56+98.12	-59.31	LT	INLETS MEDIAN 2G-MS	871.14	867.14	4.00'	0.00'	930.1-930 OUT	S	SSPRC CLASS III 24-INCH	867.14	TO STR: 930	89.09'	0.83%	
930.2	AL_US	56+75.78	44.29	RT	INLETS 2X3-HM-GJ	874.59	869.59	5.00'	0.00'	930.2-930 OUT	N	SSPRC CLASS IV 15-INCH	869.59	TO STR: 930	17.33'	2.00%	
940	AL_US	60+35.92	19.78	RT	MANHOLES 4-J	889.66	882.66	7.00'	0.00'	950-940 IN 940.1-940 IN 940-930 OUT	E S W	SSPRC CLASS III 18-INCH SSPRC CLASS IV 15-INCH SSPRC CLASS III 24-INCH	883.16 883.80 882.66	FROM STR: 950 FROM STR: 940.1 TO STR: 930	-- -- 361.37'	-- -- 4.50%	
940.1	AL_US	60+35.92	37.14	RT	INLETS 2X3-HM-GJ	889.15	884.15	5.00'	0.00'	940.1-940 OUT	N	SSPRC CLASS IV 15-INCH	884.15	TO STR: 940	17.36'	2.00%	
950	AL_US	62+01.56	42.23	RT	MANHOLES 4-J	895.90	891.90	4.00'	0.00'	950.1-950 IN 950-940 OUT	E W	SSPRC CLASS III 18-INCH SSPRC CLASS III 18-INCH	892.00 891.90	FROM STR: 950.1 TO STR: 940	-- 167.16'	-- 5.23%	
950.1	AL_US	62+08.94	41.58	RT	CONCRETE COLLAR					950.1-950 OUT	W	SSPRC CLASS III 18-INCH	892.25	TO STR: 950	7.40'	3.38%	CONNECT TO EXIST PIPE

2

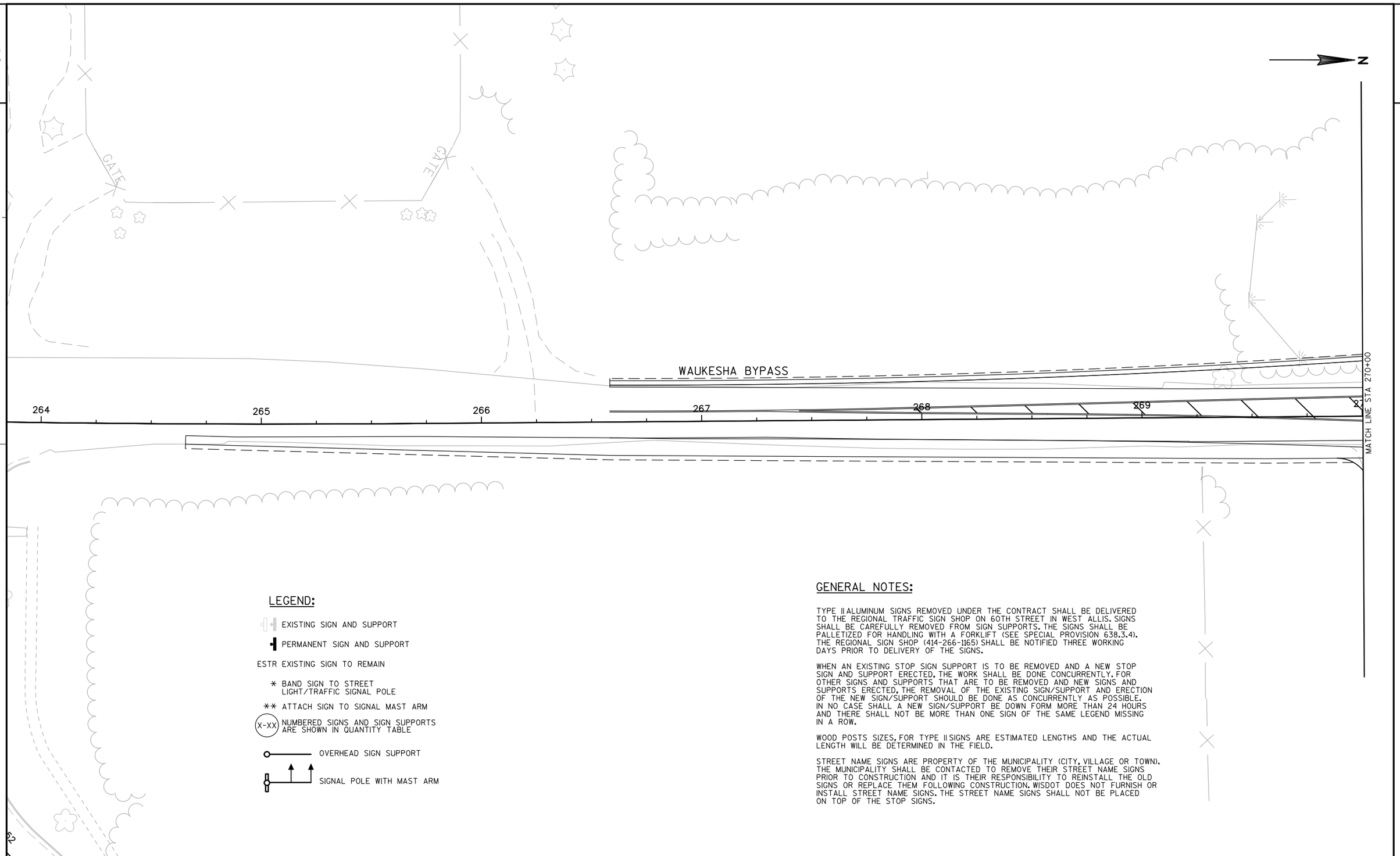
NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES. THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS, OR TOP OF STRUCTURE FOR COVER PLATES.
2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "TOTAL DEPTH" = RIM/GRATE ELEVATION MINUS STRUCTURE INVERT ELEVATION. STRUCTURE DEPTH SHOWN ON SDD SHEETS SHALL BE DETERMINED BY THE CONTRACTOR.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING PIPES.

CULVERT DATA

STRUCTURE NUMBER	ALIGNMENT	STATION	OFFSET	LOCATION	TYPE	CONNECTING PIPES	PIPE DIRECTION	PIPE SIZE & TYPE	PIPE INVERT	PIPE ROUTE	PIPE LENGTH	PIPE SLOPE	REMARKS
1000	AL_WB	279+82.00	-67.00	LT	APRON ENDWALLS FOR CPRC 30-INCH	1010-1000 IN	E	CPRC CLASS IV 30-INCH	852.75	FROM STR: 1010	--	--	
1010	AL_WB	279+82.00	93.00	RT	APRON ENDWALLS FOR CPRC 30-INCH	1010-1000 OUT	W	CPRC CLASS IV 30-INCH	853.25	TO STR: 1000	160.00	0.31%	
1020	AL_WB	325+04.29	272.75	RT	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	1020-1030 OUT	SE	CPCS 12-INCH	916.50	TO STR: 1030	66.50	1.00%	SEE DETAIL FOR 'DP 324' FOR PLAN & PROFILE
1030	AL_WB	324+59.41	321.82	RT	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	1020-1030 IN	NW	CPCS 12-INCH	915.84	FROM STR: 1020	--	--	SEE DETAIL FOR 'DP 324' FOR PLAN & PROFILE
1060	AL_FC	51+06.57	29.38	RT	APRON ENDWALLS FOR CPRCHE 19X30-INCH	1060-1070 OUT	N	CPRCHE CLASS HE-IV 19X30-INCH	854.90	TO STR: 1070	56.00	0.36%	
1070	AL_FC	50+94.01	-25.47	LT	APRON ENDWALLS FOR CPRCHE 19X30-INCH	1060-1070 IN	S	CPRCHE CLASS HE-IV 19X30-INCH	854.70	FROM STR: 1060	--	--	
1080	AL_FC	51+14.26	27.62	RT	APRON ENDWALLS FOR CPRCHE 19X30-INCH	1080-1090 OUT	N	CPRCHE CLASS HE-IV 19X30-INCH	854.90	TO STR: 1090	56.00	0.36%	
1090	AL_FC	50+97.66	-26.27	LT	APRON ENDWALLS FOR CPRCHE 19X30-INCH	1080-1090 IN	S	CPRCHE CLASS HE-IV 19X30-INCH	854.70	FROM STR: 1080	--	--	
1100	AL_TO	10+82.18	-34.38	LT	APRON ENDWALLS FOR CPRC 30-INCH	1100-1110 OUT	E	CPRC CLASS III 30-INCH	843.70	TO STR: 1110	86.00	0.99%	
1110	AL_TO	10+82.17	51.62	RT	APRON ENDWALLS FOR CPRC 30-INCH	1100-1110 IN	W	CPRC CLASS III 30-INCH	842.85	FROM STR: 1100	--	--	
1120	AL_NV	44+64.27	-29.83	LT	APRON ENDWALLS FOR PIPE ARCH STEEL 17X13-INCH	1120-1130 IN	E	PACS 17X13-INCH	994.60	FROM STR: 1130	--	--	
1130	AL_NV	44+90.25	-30.72	LT	APRON ENDWALLS FOR PIPE ARCH STEEL 17X13-INCH	1120-1130 OUT	W	PACS 17X13-INCH	994.80	TO STR: 1120	26.00	0.77%	
1140	AL_NV	52+49.71	-74.18	LT	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	1140-1150 OUT	SE	CPCS 18-INCH	974.87	TO STR: 1150	58.00	8.74%	
1150	AL_NV	53+04.54	-66.88	LT	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	1140-1150 IN	NW	CPCS 18-INCH	969.80	FROM STR: 1140	--	--	
1160	AL_WB	292+80.39	-84.57	LT	APRON ENDWALLS FOR CPRC 18-INCH	1160-1170 OUT	S	CPRC CLASS III 18-INCH	857.75	TO STR: 1170	14.00	3.00%	SEE DETAIL
1170	AL_WB	292+66.55	-84.58	LT	APRON ENDWALLS FOR CPRC 18-INCH	1160-1170 IN	N	CPRC CLASS III 18-INCH	857.33	FROM STR: 1160	--	--	SEE DETAIL
1180	AL_WB	270+00.00	33.39	RT	PIPE END	1180-1190 OUT	N	CP CLASS III-A 18-INCH	856.82	TO STR: 1190	20.00	1.05%	
1190	AL_WB	270+20.00	33.39	RT	PIPE END	1180-1190 IN	S	CP CLASS III-A 18-INCH	856.61	FROM STR: 1180	--	--	
1200	AL_WB	270+25.00	33.39	RT	PIPE END	1200-1210 OUT	N	CP CLASS III-A 18-INCH	856.59	TO STR: 1210	25.00	0.20%	
1210	AL_WB	270+50.00	33.39	RT	PIPE END	1200-1210 IN	S	CP CLASS III-A 18-INCH	856.54	FROM STR: 1200	--	--	
1220	AL_WB	290+29.31	-41.87	LT	CONCRETE COLLAR	1220-M671 OUT	SW	CPRC CLASS III 48-INCH	842.89	TO STR: M-67-1	109.35	1.09%	ASSUMED 8' TO NEXT JOINT FOR CONNECTION
1230	AL_WB	290+18.97	-39.85	LT	CONCRETE COLLAR	1230-M671 OUT	SW	CPRC CLASS III 72-INCH	840.71	TO STR: M-67-1	108.71	0.93%	ASSUMED 8' TO NEXT JOINT FOR CONNECTION
1240	AL_WB	290+08.63	-37.85	LT	CONCRETE COLLAR	1240-M671 OUT	SW	CPRC CLASS III 48-INCH	842.92	TO STR: M-67-1	106.67	1.14%	ASSUMED 8' TO NEXT JOINT FOR CONNECTION
1270	AL_US	44+90.29	-86.14	LT	APRON ENDWALLS FOR CPRC 60-INCH	1270-1280 OUT	SW	CPRC CLASS III 60-INCH	840.09	TO STR: 1280	175.04	0.13%	
1280	AL_US	44+13.06	70.95	RT	APRON ENDWALLS FOR CPRC 60-INCH	1270-1280 IN	NE	CPRC CLASS III 60-INCH	839.86	FROM STR: 1270	--	--	
1290	AL_US	45+00.16	-81.29	LT	APRON ENDWALLS FOR CPRC 60-INCH	1290-1300 OUT	SW	CPRC CLASS III 60-INCH	838.00	TO STR: 1300	175.04	0.29%	
1300	AL_US	44+22.93	75.80	RT	APRON ENDWALLS FOR CPRC 60-INCH	1290-1300 IN	NE	CPRC CLASS III 60-INCH	837.50	FROM STR: 1290	--	--	
1310	AL_NV	45+22.37	29.28	RT	APRON ENDWALLS FOR PIPE ARCH STEEL 17X13-INCH	1310-1320 OUT	W	PACS 17X13-INCH	994.22	TO STR: 1320	36.00	0.31%	
1320	AL_NV	44+86.41	27.72	RT	APRON ENDWALLS FOR PIPE ARCH STEEL 17X13-INCH	1310-1320 IN	E	PACS 17X13-INCH	994.11	FROM STR: 1310	--	--	
M-67-1	AL_WB	289+34.49	-106.52	LT	CONCRETE MASONRY ENDWALL	1230-M671 IN 1240-M671 IN 1220-M671 IN	NE NE NE	CPRC CLASS III 72-INCH CPRC CLASS III 48-INCH CPRC CLASS III 48-INCH	839.70 841.70 841.70	FROM STR: 1230 FROM STR: 1240 FROM STR: 1220	-- -- --	-- -- --	STATION AND OFFSET ARE BASED ON CENTERLINE OF 72" CPRC. SEE STRUCTURE PLANS FOR M-67-1 FOR EXACT LOCATION

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLOW LINE FOR INLET GRATES, THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS, OR TOP OF STRUCTURE FOR COVER PLATES.
2. STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURES OR TO THE END OF PIPE WHERE THERE IS AN ENDWALL.
3. "TOTAL DEPTH" = RIM/GRATE ELEVATION MINUS STRUCTURE INVERT ELEVATION. STRUCTURE DEPTH SHOWN ON SDD SHEETS SHALL BE DETERMINED BY THE CONTRACTOR.
4. FIELD CHECK INVERT ELEVATION AND PIPE SIZE OF ALL CONNECTIONS TO EXISTING PIPES.

2



LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM

GENERAL NOTES:

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC SIGN SHOP ON 60TH STREET IN WEST ALLIS. SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE SPECIAL PROVISION 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

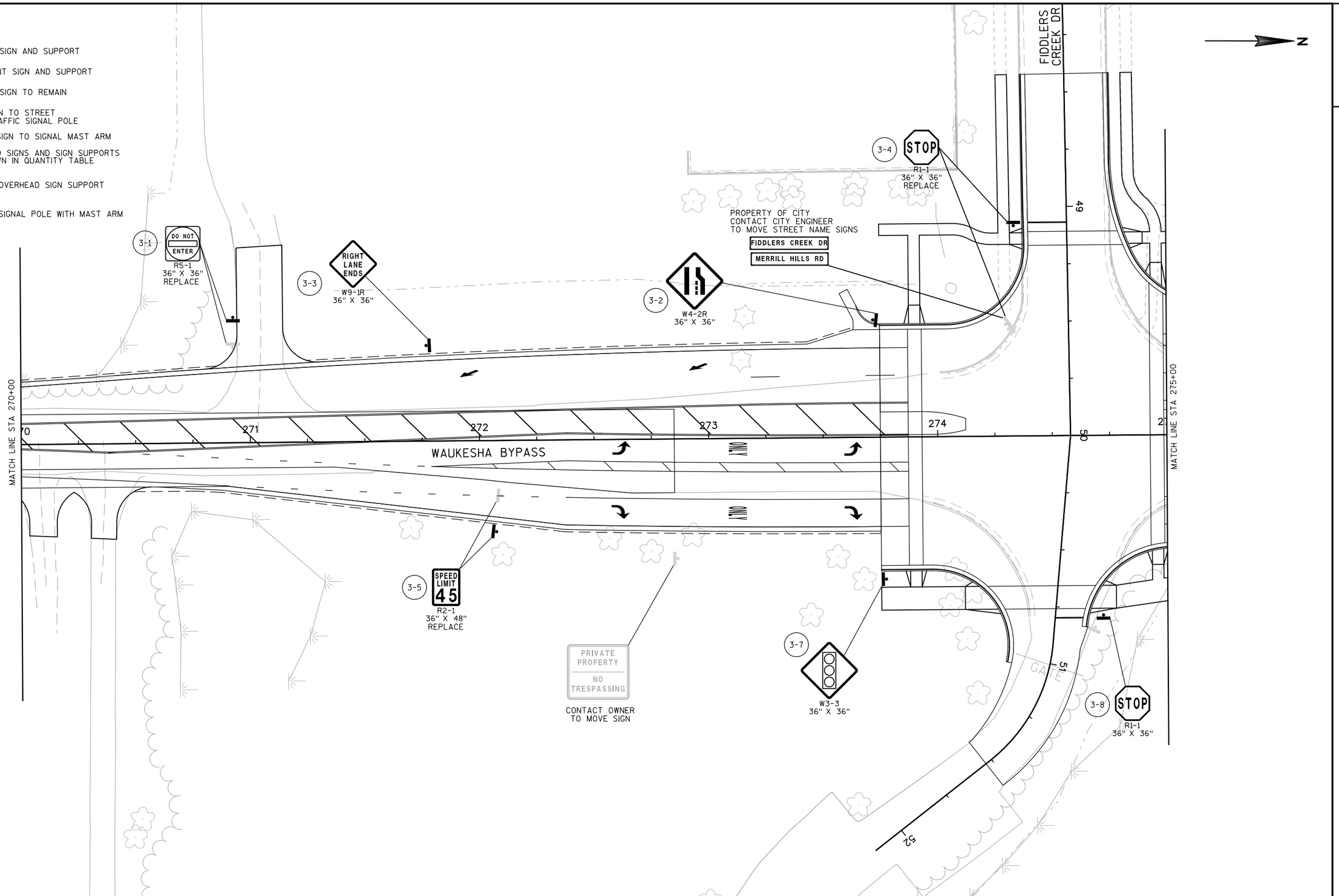
WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FORM MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

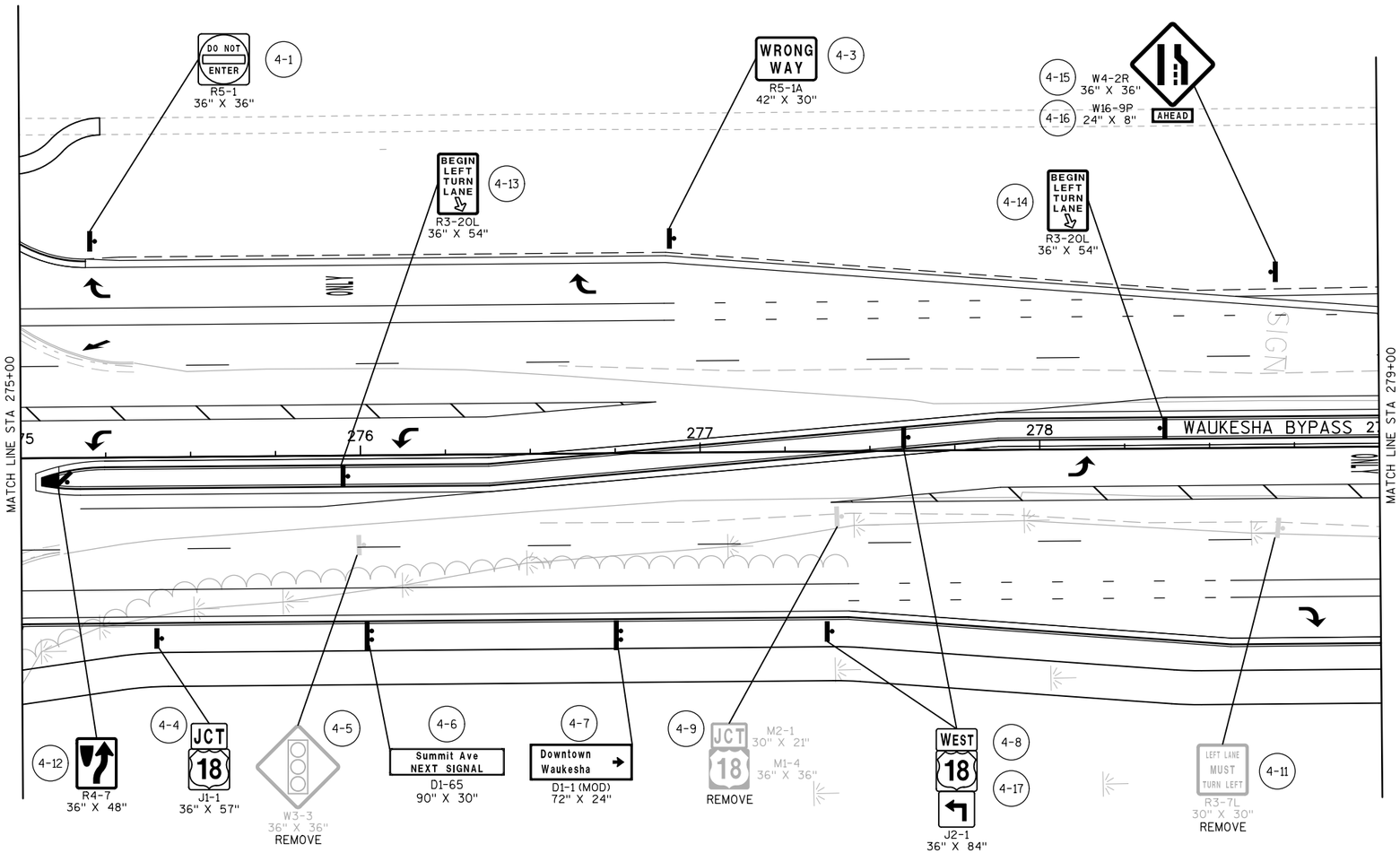
STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 191	E



LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 192	E

2

LEGEND:

EXISTING SIGN AND SUPPORT

PERMANENT SIGN AND SUPPORT

ESTR EXISTING SIGN TO REMAIN

* BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE

** ATTACH SIGN TO SIGNAL MAST ARM

(X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE

OVERHEAD SIGN SUPPORT

SIGNAL POLE WITH MAST ARM

N

MATCH LINE STA 279+00

MATCH LINE STA 285+00

SEE USH 18 SHEETS FOR PERMANENT SIGNING DETAILS

5-1 RIGHT LANE ENDS W9-1R 36" X 36"

5-2 SPEED LIMIT 45 R2-1 36" X 48" REPLACE

5-23 SPEED LIMIT 45 R2-1 36" X 48"

5-3 COUNTY TT M1-5A 36" X 36" REPLACE

5-24 STOP R1-1F 36" X 36"

5-25 R4-7 36" X 48"

5-41 ONE WAY R6-2L 30" X 36"

5-40 LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30" X 36"

5-7 YIELD R1-2 48" X 42"

Merrill Hills Rd / Meadowbrook Rd M1-94H 132" X 36"

5-27

PROPERTY OF CITY CONTACT CITY ENGINEER TO MOVE STREET NAME SIGNS

SUMMIT AVE / MEADOWBROOK RD

5-30 W12-1D 24" X 24" 2' MOUNTING HEIGHT

5-8 WEST 18 J3-1 36" X 84"

5-9 WRONG WAY R5-1A 42" X 30"

5-39 BEGIN LEFT TURN LANE R3-20L 36" X 54"

5-26 ONE WAY R6-2L 30" X 36"

5-4 LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30" X 36"

5-28 DO NOT ENTER R5-1 36" X 36"

5-29 STOP R1-1F 36" X 36" REPLACE

5-33 DO NOT ENTER R5-1 36" X 36"

5-17 LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L 30" X 36"

5-35 Meadowbrook Rd / Merrill Hills Rd M1-94H 132" X 36"

5-36 R4-7 36" X 48"

USH 18 / USH 49

WAUKESHA BYPASS

5-22 WEST 18 J3-1 36" X 84"

5-45 END COUNTY TT J1-1 36" X 57"

5-10 WRONG WAY R5-1A 42" X 30"

5-12 M1-4 36" X 36" 18 M6-4 30" X 30" REMOVE

5-31 W12-1D 24" X 24" 2' MOUNTING HEIGHT

5-32 STOP R1-1F 36" X 36" REPLACE

5-14 YIELD R1-2 48" X 42"

SUMMIT AVE / MERRILL HILLS RD

PROPERTY OF CITY CONTACT CITY ENGINEER TO MOVE STREET NAME SIGNS

SEE SUMMIT AVE SHEETS FOR PERMANENT SIGNING DETAILS

5-34 ONE WAY R6-2L 30" X 36"

SUMMIT AVE

5-37 STOP R1-1F 36" X 36"

5-18 COUNTY TT M1-5A 36" X 36" REMOVE

5-19 REMOVE

Waukesha County ADOPT-A-HIGHWAY LITTER CONTROL Next 2 Miles

EDWARD JONES CHIP TINDER

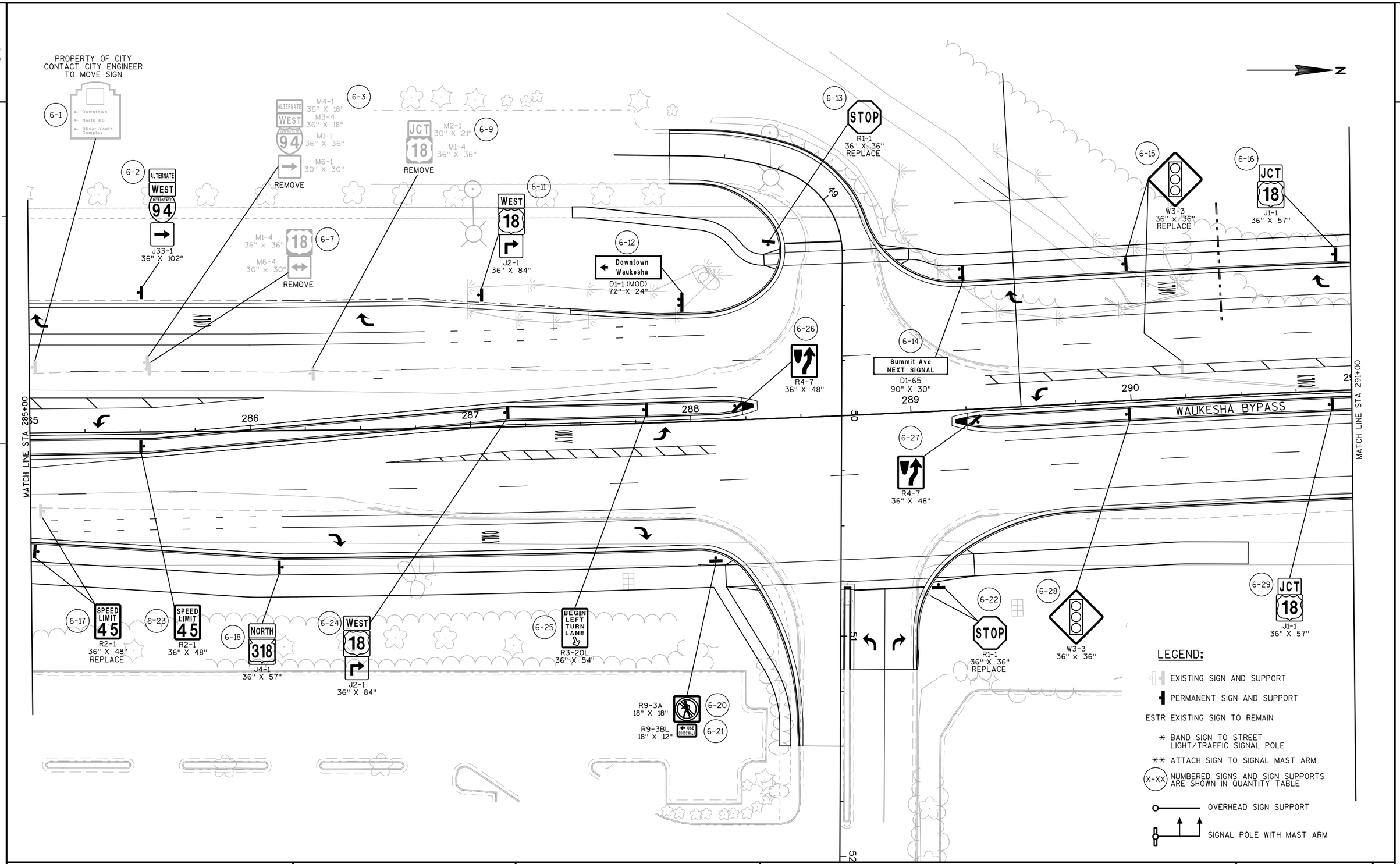
REMOVE

WORKERS AHEAD

REMOVE

5-42 ONE WAY R6-2L 30" X 36"

PROJECT NO: 2788-02-70/00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 193	E



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 194	E

2

LEGEND:

EXISTING SIGN AND SUPPORT

PERMANENT SIGN AND SUPPORT

ESTR EXISTING SIGN TO REMAIN

* BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE

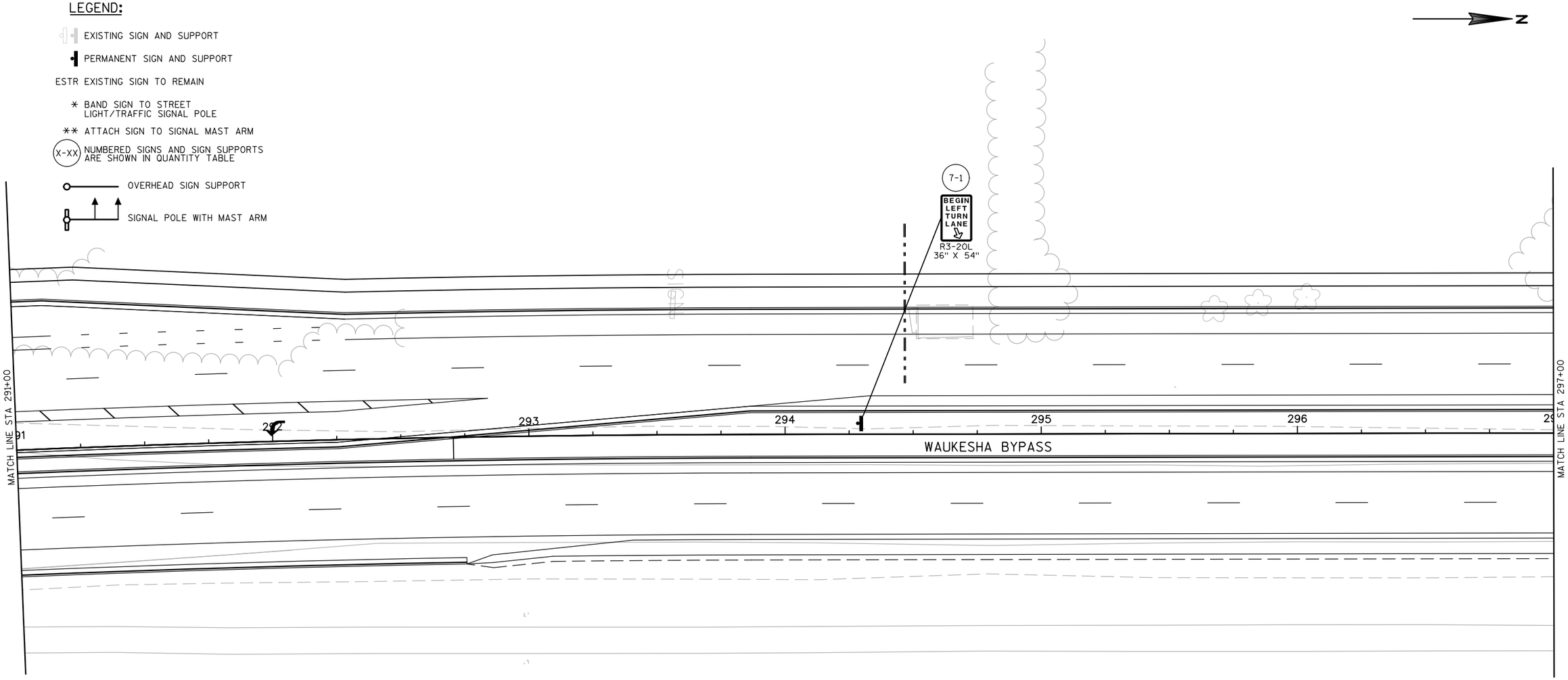
** ATTACH SIGN TO SIGNAL MAST ARM

(X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE

OVERHEAD SIGN SUPPORT

SIGNAL POLE WITH MAST ARM

N





PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 195	E

FILE NAME : FD_023207_ps.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

LEGEND:

EXISTING SIGN AND SUPPORT

PERMANENT SIGN AND SUPPORT

ESTR EXISTING SIGN TO REMAIN

* BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE

** ATTACH SIGN TO SIGNAL MAST ARM

(X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE

OVERHEAD SIGN SUPPORT

SIGNAL POLE WITH MAST ARM

N

8-1

BEGIN LEFT TURN LANE

R3-20L
36" X 54"

MATCH LINE STA 297+00

298

299

300

301

302

MATCH LINE STA 303+00

WAUKESHA BYPASS

8-2

WRONG WAY

R5-1A
42" X 30"

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 196	E

FILE NAME : FD_023208_ps.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

COLDWATER CREEK DR

WAUKESHA BYPASS

MATCH LINE STA 303+00

MATCH LINE STA 309+00

9-1 SPEED LIMIT 45 R2-1 36" X 48"

9-10 SPEED LIMIT 45 R2-1 36" X 48"

9-17 ONE WAY R6-2L 30" X 36"

9-2 STOP R1-1 36" X 36" REPLACE

9-12 R4-7 24" X 30"

9-13 R4-7 36" X 48"

9-3 DO NOT ENTER R5-1 36" X 36"

9-4 WRONG WAY R5-1A 42" X 30"

9-11 R4-7 36" X 48"

9-16 R4-7 36" X 48"

9-5 DO NOT ENTER R5-1 36" X 36"

9-14 R4-7 36" X 48"

9-6 SPEED LIMIT 25 R2-1 24" X 30" REPLACE

9-15 R4-7 24" X 30"

COLDWATER CREEK DR
MEADOWBROOK RD
PROPERTY OF CITY
CONTACT CITY ENGINEER
TO MOVE STREET NAME SIGNS

9-7 STOP R1-1 36" X 36" REPLACE

9-18 ONE WAY R6-2L 30" X 36"

LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 197	E

2

LEGEND:

EXISTING SIGN AND SUPPORT

PERMANENT SIGN AND SUPPORT

ESTR EXISTING SIGN TO REMAIN

* BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE

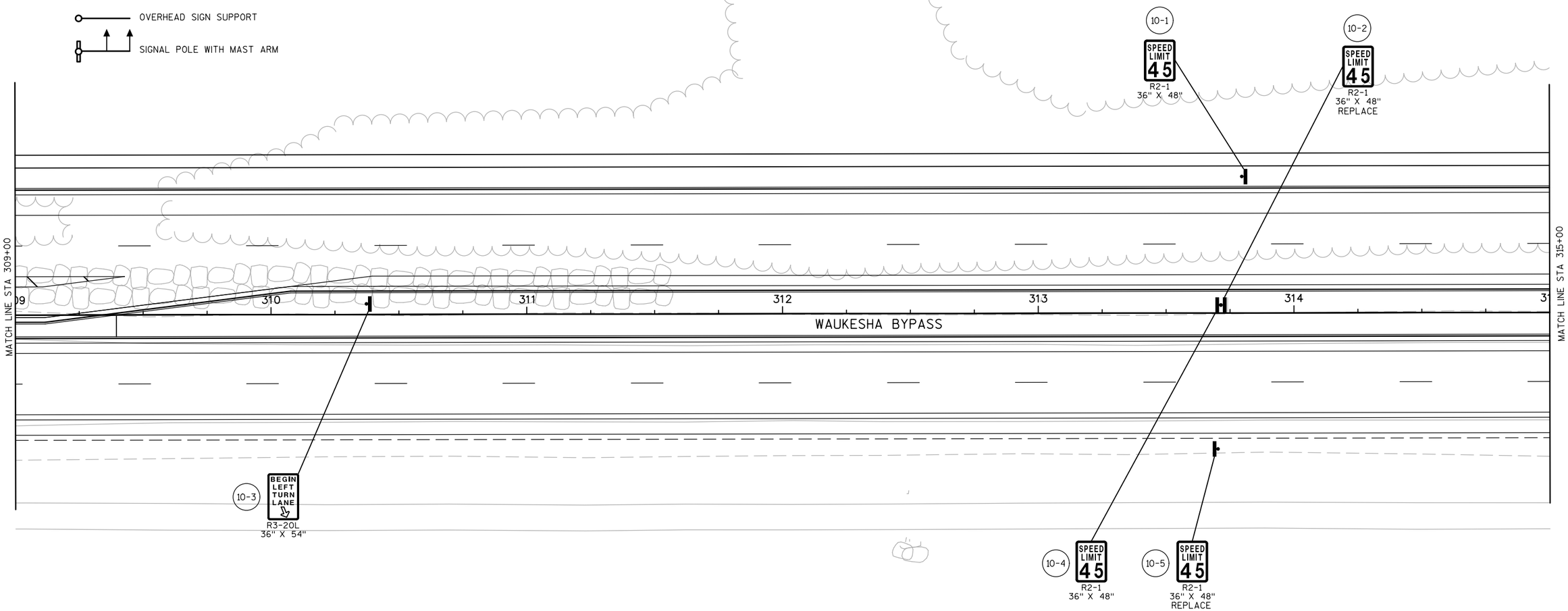
** ATTACH SIGN TO SIGNAL MAST ARM

(X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE

OVERHEAD SIGN SUPPORT

SIGNAL POLE WITH MAST ARM

N



2

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 198	E

LEGEND:

EXISTING SIGN AND SUPPORT

PERMANENT SIGN AND SUPPORT

ESTR EXISTING SIGN TO REMAIN

* BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE

** ATTACH SIGN TO SIGNAL MAST ARM

(X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE

OVERHEAD SIGN SUPPORT

SIGNAL POLE WITH MAST ARM

N

MATCH LINE STA 315+00

315

316

317

318

319

320

321

MATCH LINE STA 321+00

WAUKESHA BYPASS

11-1

W11-3
36" X 36"
REMOVE
PER STATEWIDE POLICY W11-3
NO LONGER ALLOWED

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 199	E

FILE NAME : FD_023211_ps.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

LEGEND:

EXISTING SIGN AND SUPPORT

PERMANENT SIGN AND SUPPORT

ESTR EXISTING SIGN TO REMAIN

* BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE

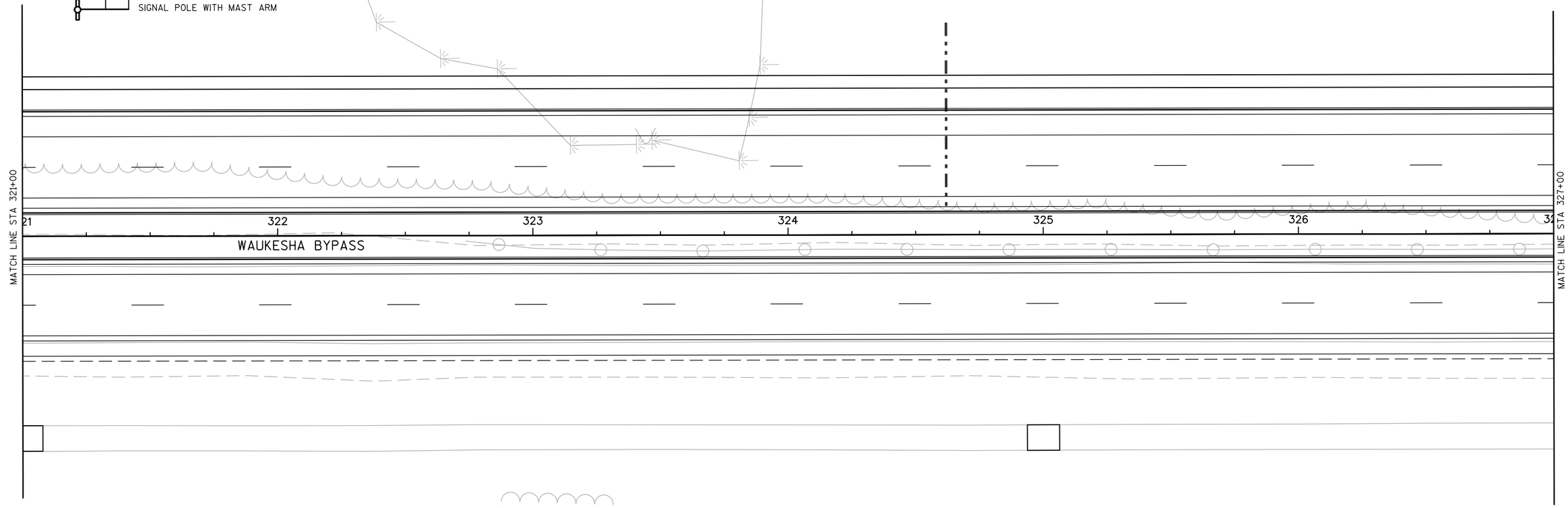
** ATTACH SIGN TO SIGNAL MAST ARM

(X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE

OVERHEAD SIGN SUPPORT

SIGNAL POLE WITH MAST ARM

N



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 200	E

FILE NAME : FD_023212_ps.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

13-1

W11-3
36" X 36"
REMOVE
PER STATEWIDE POLICY W11-3
NO LONGER ALLOWED

MATCH LINE STA 327+00

327 328 329 330 331 332

MATCH LINE STA 333+00

WAUKESHA BYPASS

13-4

SPEED LIMIT 35

W3-5
36" X 36"

13-5

SPEED LIMIT 35

W3-5
36" X 36"

13-3

W3-3
36" X 36"

13-2

W3-3
36" X 36"
REPLACE

LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 201	E

2

N

14-11
Northview Rd
NEXT SIGNAL
D1-65
96" X 30"

14-1
SPEED LIMIT 45
R2-1
36" X 48"

14-12
SPEED LIMIT 45
R2-1
36" X 48"
REPLACE

14-2
M4-1
36" X 18"
M1-1
36" X 36"
M6-1
30" X 30"
REMOVE

14-5
ALTERNATE
INTERSTATE
94
J3-1
36" X 84"

MATCH LINE STA 333+00

333

334

335

336

337

338

MATCH LINE STA 338+00

WAUKESHA BYPASS

14-6
14-7
REDUCE SPEED AHEAD
35 M.P.H.
REMOVE

14-9
Northview Rd
NEXT SIGNAL
D1-65
96" X 30"

14-13
BEGIN LEFT TURN LANE
R3-20L
36" X 54"

LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 202	E

2

N

NORTHVIEW RD

SEE NORTHVIEW RD SHEETS FOR PERMANENT SIGNING DETAILS

PROPERTY OF CITY
CONTACT CITY ENGINEER
TO MOVE STREET NAME SIGNS

NORTHVIEW RD
MEADOWBROOK RD

15-1 REMOVE
Waukesha County ADOPT-A-HIGHWAY LITTER CONTROL Next 2 Miles
EDWARD JONES CHIP TINDER
REMOVE
WORKERS AHEAD
REMOVE

15-33
SOUTH TO 318 COUNTY TT
J4-2
72" X 84"

15-4
COUNTY TT
M1-5A
36" X 36"
REMOVE

15-16
R4-7
36" X 48"

15-17
STOP
R1-1F
36" X 36"

15-5
ONE WAY
R6-2L
30" X 36"

15-19 **
Meadowbrook Rd
M1-94H
108" X 18"

15-20 *
DO NOT ENTER
R5-1
36" X 36"

15-12 **
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30" X 36"

15-21 *
STOP
R1-1F
36" X 36"
REPLACE

15-31
STOP
R1-1
36" X 36"

15-22
W12-1D
24" X 24"
2' MOUNTING HEIGHT

15-8
H
D9-2
36" X 36"

15-9
M6-1
30" X 30"

15-13
Waukesha Memorial Hospital
REMOVE

15-10
WRONG WAY
R5-1A
42" X 30"

PERMANENT SIGNING BY OTHERS

15-18
DO NOT ENTER
R5-1
36" X 36"

15-23
R4-7
36" X 48"

339 340 341 342 343 344

WAUKESHA BYPASS

MATCH LINE STA 338+00

15-28 *
DO NOT ENTER
R5-1
36" X 36"

15-30 **
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30" X 36"

15-6
ONE WAY
R6-2L
30" X 36"

15-24
STOP
R1-1F
36" X 36"

15-14
SPEED LIMIT 35
R2-1
36" X 48"
REPLACE

15-25
SPEED LIMIT 35
R2-1
36" X 48"

15-7
NORTH 318
J4-1
36" X 57"

15-26
W12-1D
24" X 24"
2' MOUNTING HEIGHT

15-27 *
STOP
R1-1F
36" X 36"
REPLACE

15-32
STOP
R1-1
36" X 36"

15-11
WRONG WAY
R5-1A
42" X 30"

15-29 **
Meadowbrook Rd
M1-94H
108" X 18"

SEE NORTHVIEW RD SHEETS FOR PERMANENT SIGNING DETAILS

NORTHVIEW RD
ONLY

LEGEND:

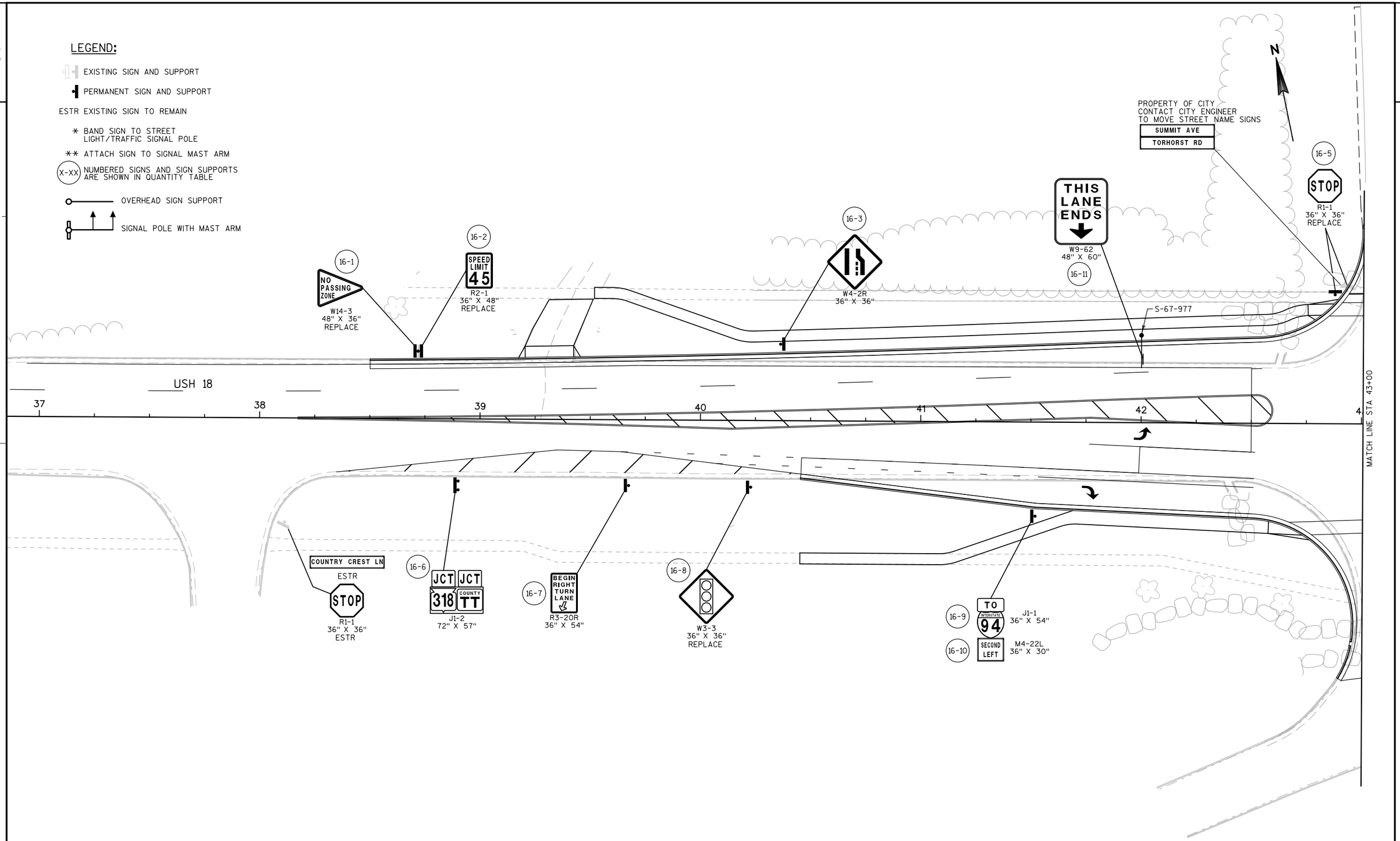
- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - WAUKESHA BYPASS	SHEET 203	E

2

LEGEND:

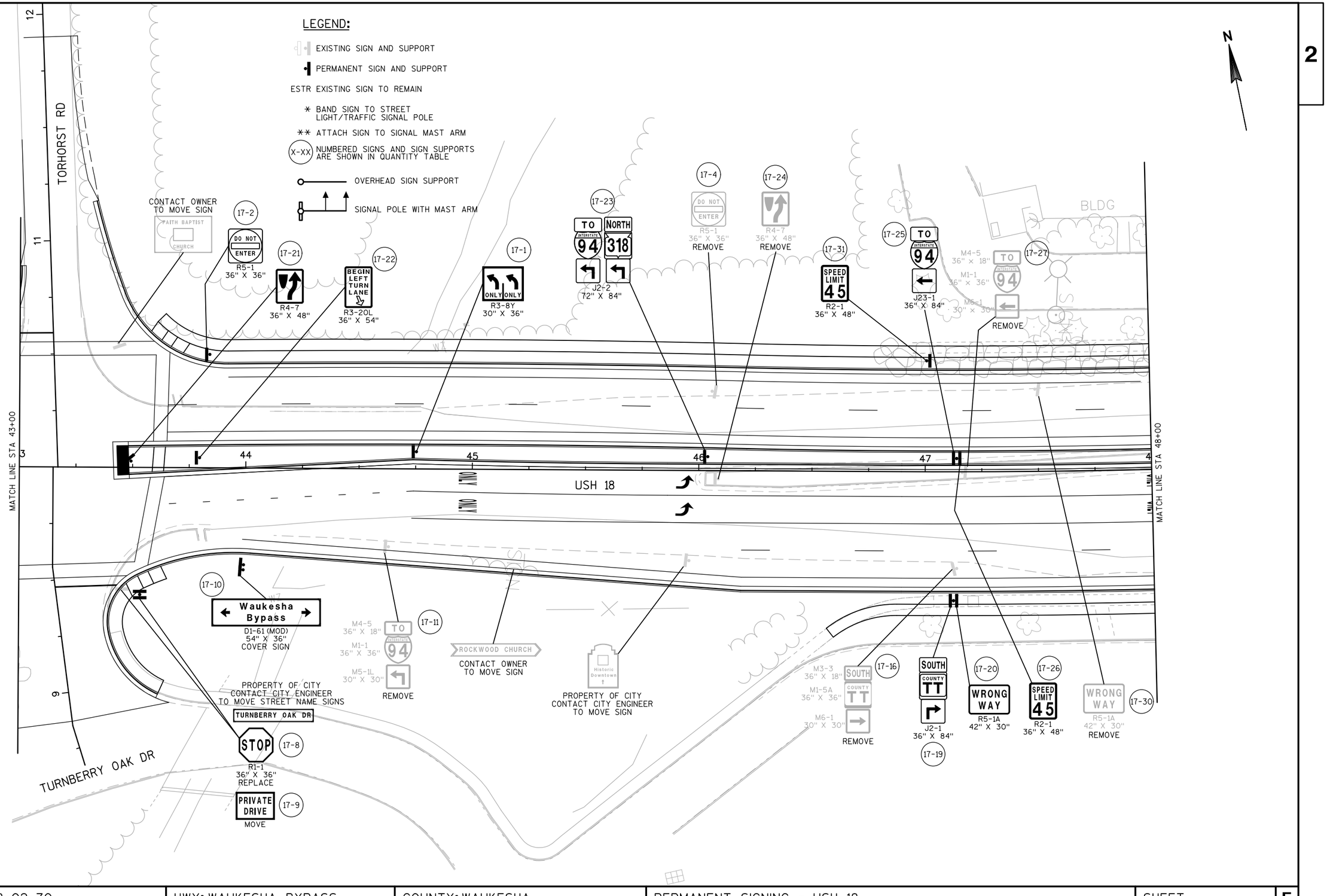
- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - USH 18	SHEET 204	E

FILE NAME : FD_023216_ps.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - USH 18	SHEET 205	E

SEE WAUKESHA BYPASS SHEETS
FOR PERMANENT SIGNING DETAILS

18-1 **
18 Summit Ave
M1-94S
108" X 18"

18-3 *
STOP
R1-1F
36" X 36"
REPLACE

18-2 *
DO NOT ENTER
R5-1
36" X 36"

18-20 *
ONE WAY
R6-2L
30" X 36"

18-16
R4-7
36" X 48"
REPLACE

18-17
R4-7
36" X 48"
REPLACE

MATCH LINE STA 48+00

USH 18

MATCH LINE STA 52+00

SUMMIT AVE

18-6 *
STOP
R1-1F
36" X 36"
REPLACE

18-7 *
DO NOT ENTER
R5-1
36" X 36"

18-18
STOP
R1-1F
36" X 36"
REPLACE

18-10
WRONG WAY
R5-1A
42" X 30"
REMOVE

18-9
SPEED LIMIT 45
R2-1
36" X 48"
REPLACE

18-19
SOUTH
COUNTY TT
J3-1
36" X 84"

18-11
M3-1
36" X 18"
NORTH
M1-5A
36" X 36"
COUNTY TT
M6-1
30" X 30"
REMOVE

18-14
NORTH
318
J3-1
36" X 84"

18-15
STOP
R1-1F
36" X 36"

18-5
SOUTH
COUNTY TT
J3-1
36" X 84"

18-21 *
ONE WAY
R6-2L
30" X 36"

WAUKESHA BYPASS

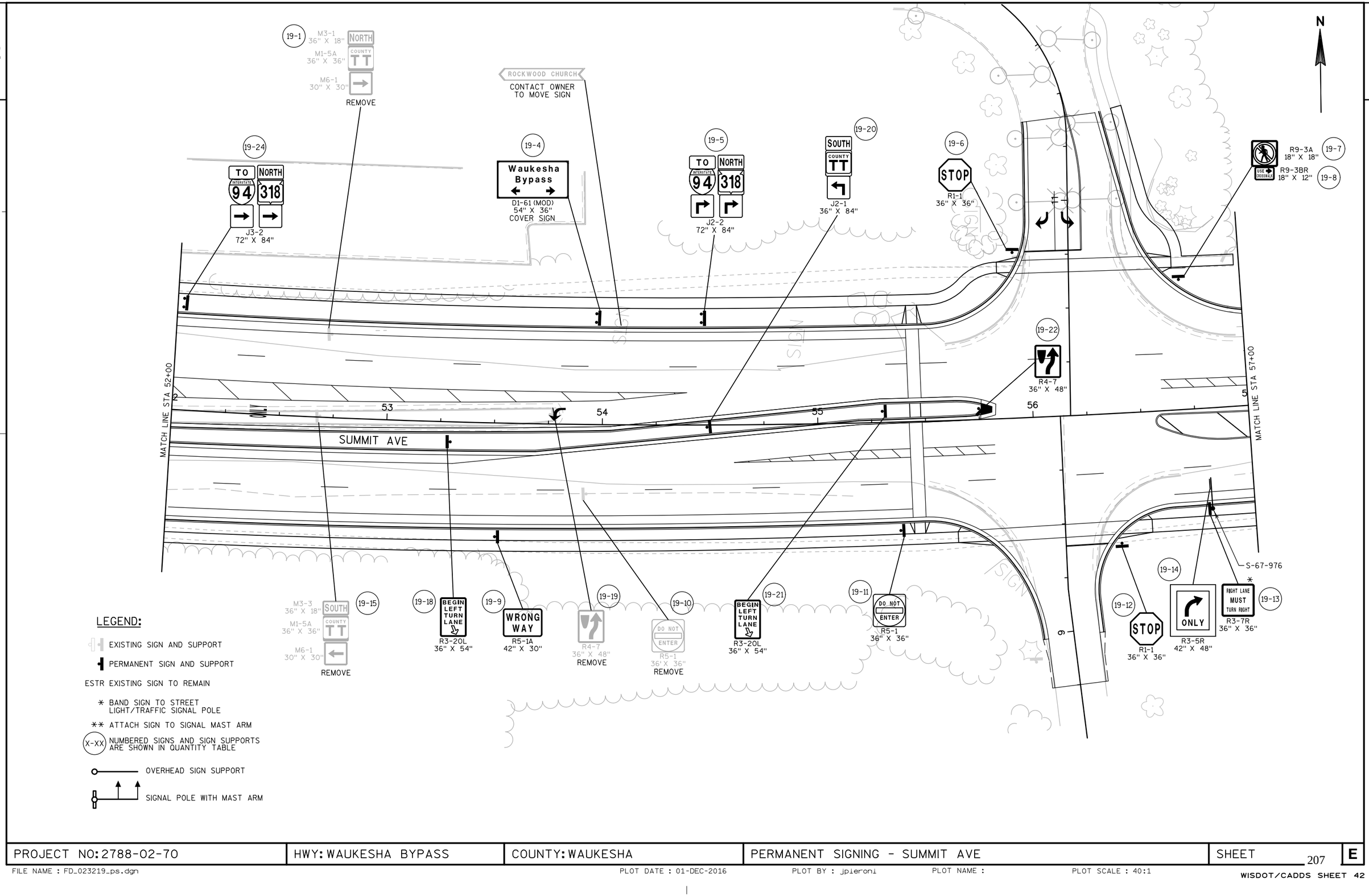
18-8 **
18 Summit Ave
M1-94S
108" X 18"

SEE WAUKESHA BYPASS SHEETS
FOR PERMANENT SIGNING DETAILS

LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - USH 18/SUMMIT AVE	SHEET 206	E



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - SUMMIT AVE	SHEET 207 E

2

2

LEGEND:

EXISTING SIGN AND SUPPORT

PERMANENT SIGN AND SUPPORT

ESTR EXISTING SIGN TO REMAIN

* BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE

** ATTACH SIGN TO SIGNAL MAST ARM

(X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE

OVERHEAD SIGN SUPPORT

SIGNAL POLE WITH MAST ARM

N

MATCH LINE STA 57+00

58 59 60 61 62 63

SUMMIT AVE

20-1 W3-3 36" X 36" REPLACE

20-2 BEGIN RIGHT TURN LANE R3-2OR 36" X 54"

20-3 END SCHOOL ZONE S5-2 36" X 42" REPLACE

20-4 JCT COUNTY TT M2-1 30" X 21" M1-5A 36" X 36" REMOVE

20-6 JCT COUNTY TT J1-1 36" X 57"

20-7 S1-1 36" X 36"

20-8 W16-9P 30" X 18" R2-6P 36" X 24" AHEAD FINES HIGHER REPLACE

20-9

20-10 DO NOT ENTER FIRE TRUCK EXIT ONLY MOVE

20-11 DO NOT ENTER R5-1 30" X 30" MOVE

DO NOT ENTER R5-1 30" X 30" ESTR

20-12 RIGHT LANE MUST TURN RIGHT R3-7R 36" X 36"

STOP R1-1 36" X 36" ESTR

MH SIGN SIGN

9

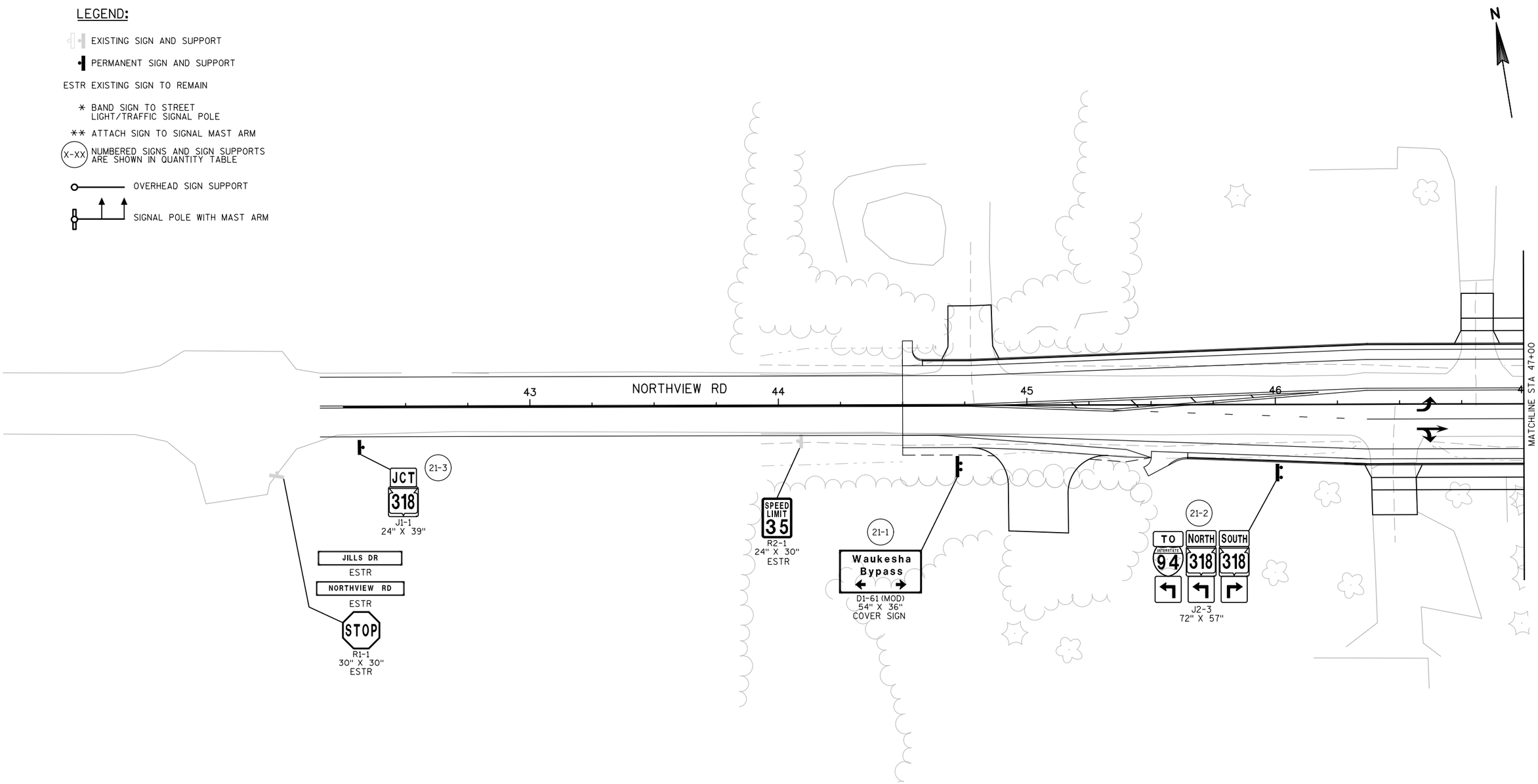
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - SUMMIT AVE	SHEET 208	E

2

2

LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - NORTHVIEW RD	SHEET 209	E

2

N

SEE WAUKESHA BYPASS SHEETS
FOR PERMANENT SIGNING DETAILS

WAUKESHA BYPASS

ONLY

342

341

340

WELCOME TO
PEWAUKEE

PROPERTY OF CITY
CONTACT CITY ENGINEER
TO MOVE SIGN

(22-2) R2-1
24" X 30"
REMOVE

SPEED LIMIT 35

NO PARKING

PROPERTY OF CITY
CONTACT CITY ENGINEER
TO MOVE SIGN

(22-4) SPEED LIMIT 35
R2-1
24" X 30"

(22-9) ** LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30" X 36"

(22-5) ** Northview Rd
M1-94H
102" x 18"

(22-10) * ONE WAY
R6-2L
30" X 36"

(22-6) * STOP
R1-1F
36" X 36"
REPLACE

MATCHLINE STA 47+00

NORTHVIEW RD

MATCHLINE STA 52+00

(22-13) TO INTERSTATE 94 318
J12-2
48" X 57"

(22-7) * STOP
R1-1F
36" X 36"
REPLACE

(22-11) * ONE WAY
R6-2L
30" X 36"

(22-8) ** Northview Rd
M1-94H
102" x 18"

SEE WAUKESHA BYPASS SHEETS
FOR PERMANENT SIGNING DETAILS

(22-12) ** LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-50L
30" X 36"

LEGEND:

- EXISTING SIGN AND SUPPORT
- PERMANENT SIGN AND SUPPORT
- ESTR EXISTING SIGN TO REMAIN
- * BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE
- ** ATTACH SIGN TO SIGNAL MAST ARM
- (X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE
- OVERHEAD SIGN SUPPORT
- SIGNAL POLE WITH MAST ARM

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - NORTHVIEW RD	SHEET 210	E

2

2

LEGEND:

EXISTING SIGN AND SUPPORT

PERMANENT SIGN AND SUPPORT

ESTR EXISTING SIGN TO REMAIN

* BAND SIGN TO STREET LIGHT/TRAFFIC SIGNAL POLE

** ATTACH SIGN TO SIGNAL MAST ARM

(X-XX) NUMBERED SIGNS AND SIGN SUPPORTS ARE SHOWN IN QUANTITY TABLE

OVERHEAD SIGN SUPPORT

SIGNAL POLE WITH MAST ARM

N

23-4
TO 318 INTERSTATE 94
J12-2
48" X 57"

23-5
SOUTH 318 NORTH 318
J2-2
48" X 57"

23-1
BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

23-2
Waukesha Bypass
D1-61 (MOD)
54" X 36"
COVER SIGN

23-6
JCT 318
J1-1
24" X 39"

MATCHLINE STA 52+00

53

54

55

56

57

NORTHVIEW RD

23-3
SPEED LIMIT 35
R2-1
24" X 30"
REPLACE

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - NORTHVIEW RD	SHEET 211	E

FILE NAME : FD_023223_ps.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

GOLF ROAD

N

MH

INL

IH 94 WB OFF RAMP

CTH SS

5+00

4+00

3+00

2+00

1+00

I 94

IH 94 WB

390 392 394 396 398 400 402 404

IH 94 EB

I 94

INL

SIGN

IH 94 EB ON RAMP

40-FOOT

31-FOOT

IH 94 EB OFF RAMP

SILVERNAIL ROAD

EXIT 291

G

TT

Pewaukee

Waukesha

1/2 MILE

TYPE I
ESTR

1

REMOVE PLAQUE
& REPLACE PLAQUE
WITH

318

M1-56A
(45x36)

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
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

SHEET 1 OF 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 212	E

FILE NAME : J:\PROJECTS\D2_27880059\27880270\023201_PS.DWG PLOT DATE : 10/5/2016 6:46 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

N

ESTR

BERM

W

I 94

IH 94 WB

406 408 410 412 414 416 418 420

INL

I 94

IH 94 EB

SIGN

SIGN

SIGN

INL

INL

INL

Downtown
Waukesha
EXIT 295

TYPE I
ESTR

Meadowbrook
Park & Ride
EXIT 291

TYPE I
ESTR

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
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

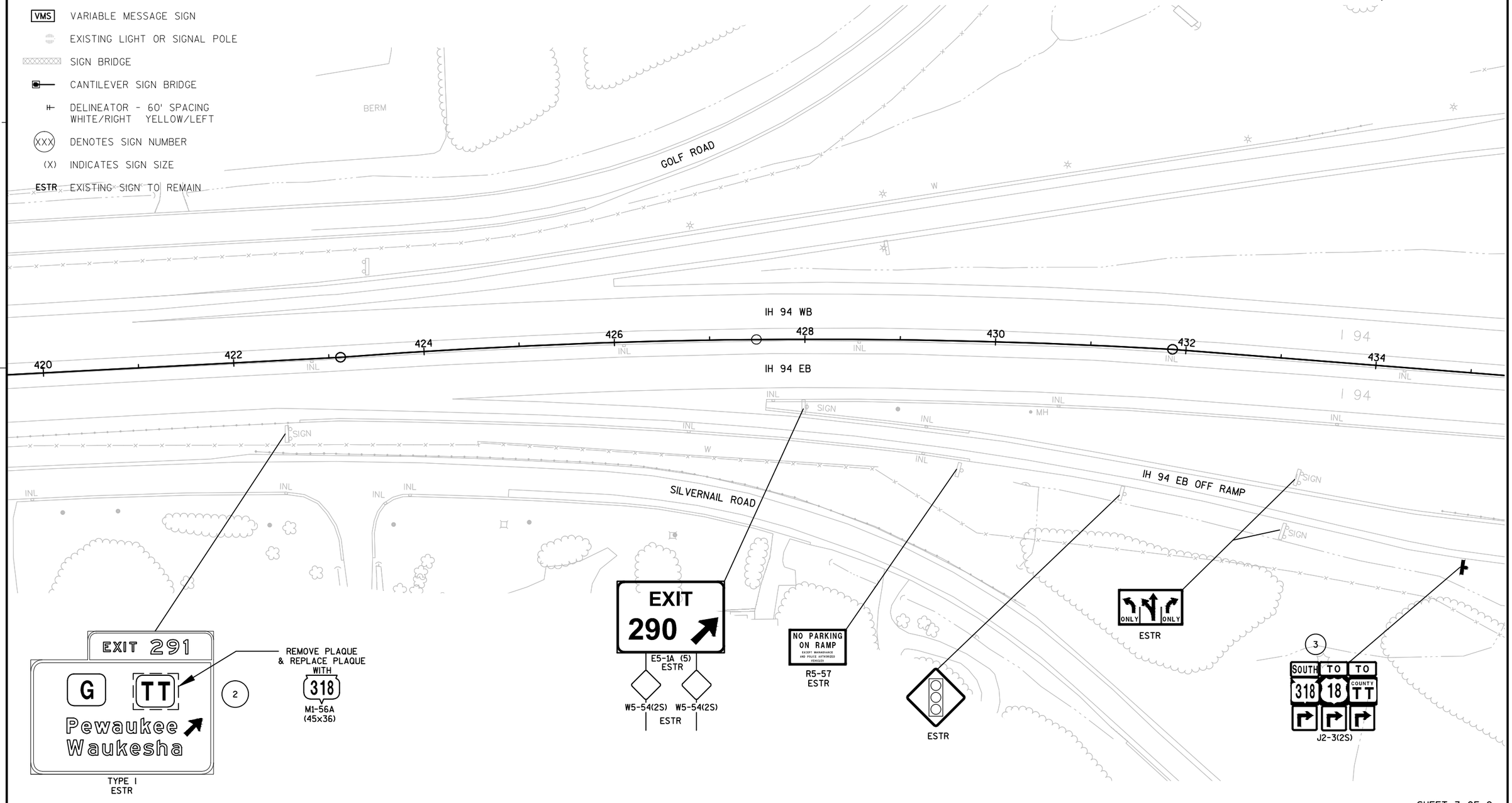
SHEET 2 OF 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 213	E

FILE NAME : J:\PROJECTS\D2_27880059\27880270\023201_PS.DWG PLOT DATE : 10/5/2016 6:46 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF

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
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

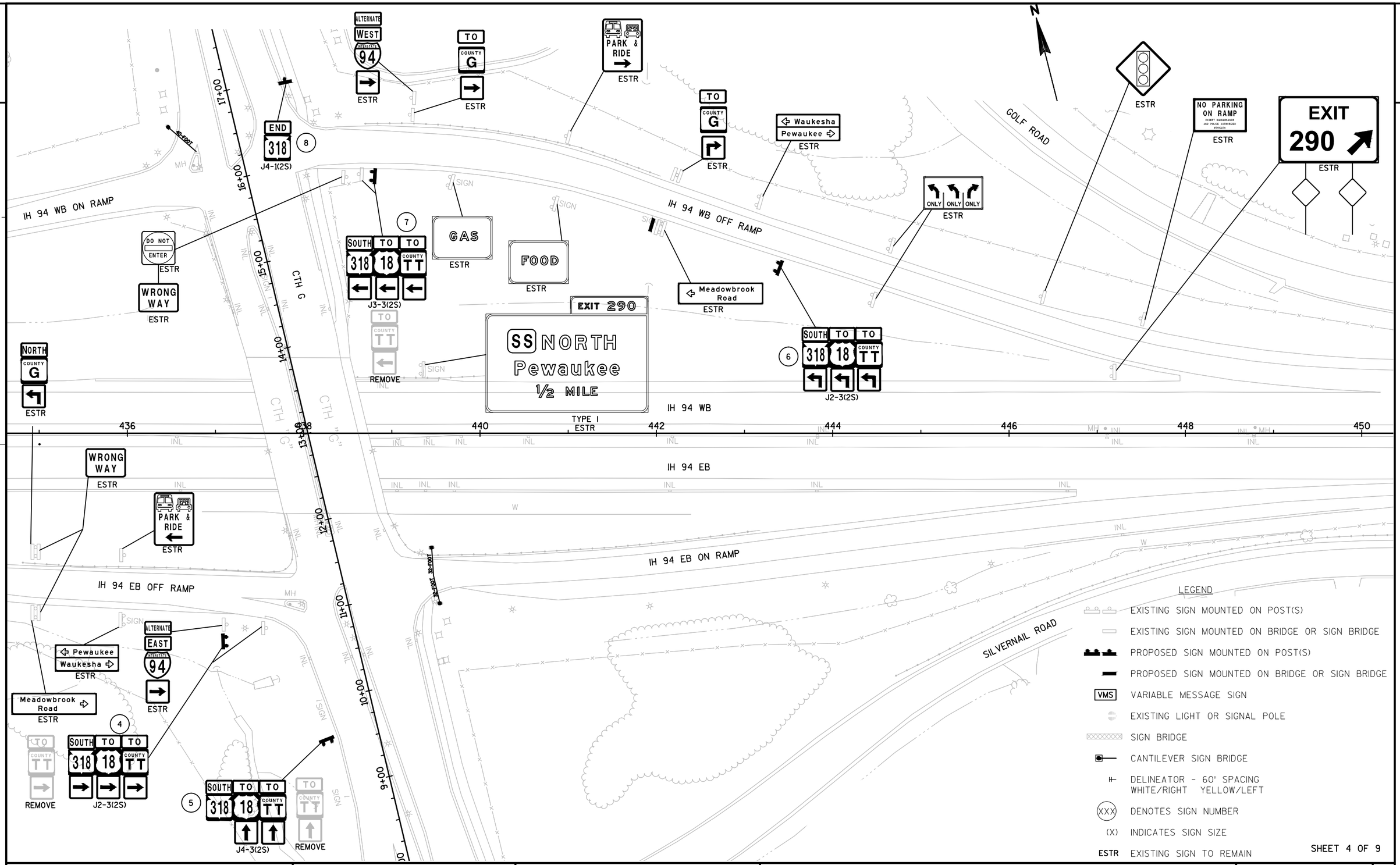


SHEET 3 OF 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 214	E

FILE NAME : J:\PROJECTS\D2_27880059\27880270\023201_PS.DWG PLOT DATE : 10/5/2016 6:47 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 215	E

FILE NAME : J:\PROJECTS\D2_27880059\27880270\023201_PS.DWG PLOT DATE : 10/5/2016 6:48 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF

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
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

EXIT 291
G
TT
Pewaukee
Waukesha
EXIT ONLY

TYPE I
ESTR
ON SIGN BRIDGE
S-67-40

REMOVE PLAQUE & REPLACE PLAQUE WITH
318
9
M1-56A
(45x36)

N

SIGN
MH
INL
W

GOLF ROAD

I 94
IH 94 WB

450 452 454 456 458 460 462 464

I 94
IH 94 EB

SILVERNAIL ROAD

EXIT 293
T
Pewaukee
Waukesha
3/4 MILE

ESTR
TYPE I

SHEET 5 OF 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 216 E

FILE NAME : J:\PROJECTS\D2_27880059\27880270\023201_PS.DWG PLOT DATE : 10/5/2016 6:48 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

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
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

EXIT 291
G TT
Pewaukee
Waukesha
EXIT ONLY

REMOVE PLAQUE & REPLACE PLAQUE WITH
318 10
M1-56A
(45x36)

ESTR
TYPE I
ON SIGN BRIDGE
S-67-39

GAS-EXIT 291
FOOD-EXIT 291

ESTR
TYPE I

N

GOLF ROAD GOLF RD.

IH 94 WB I 94

466 468 470 472 474 476 478 480

IH 94 EB I 94

SILVERNAIL ROAD CTH "TJ"

Univ of Wisconsin
Waukesha Co

Waukesha Co
Tech College
EXIT 293

ESTR
TYPE I

SHEET 6 OF 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 217	E

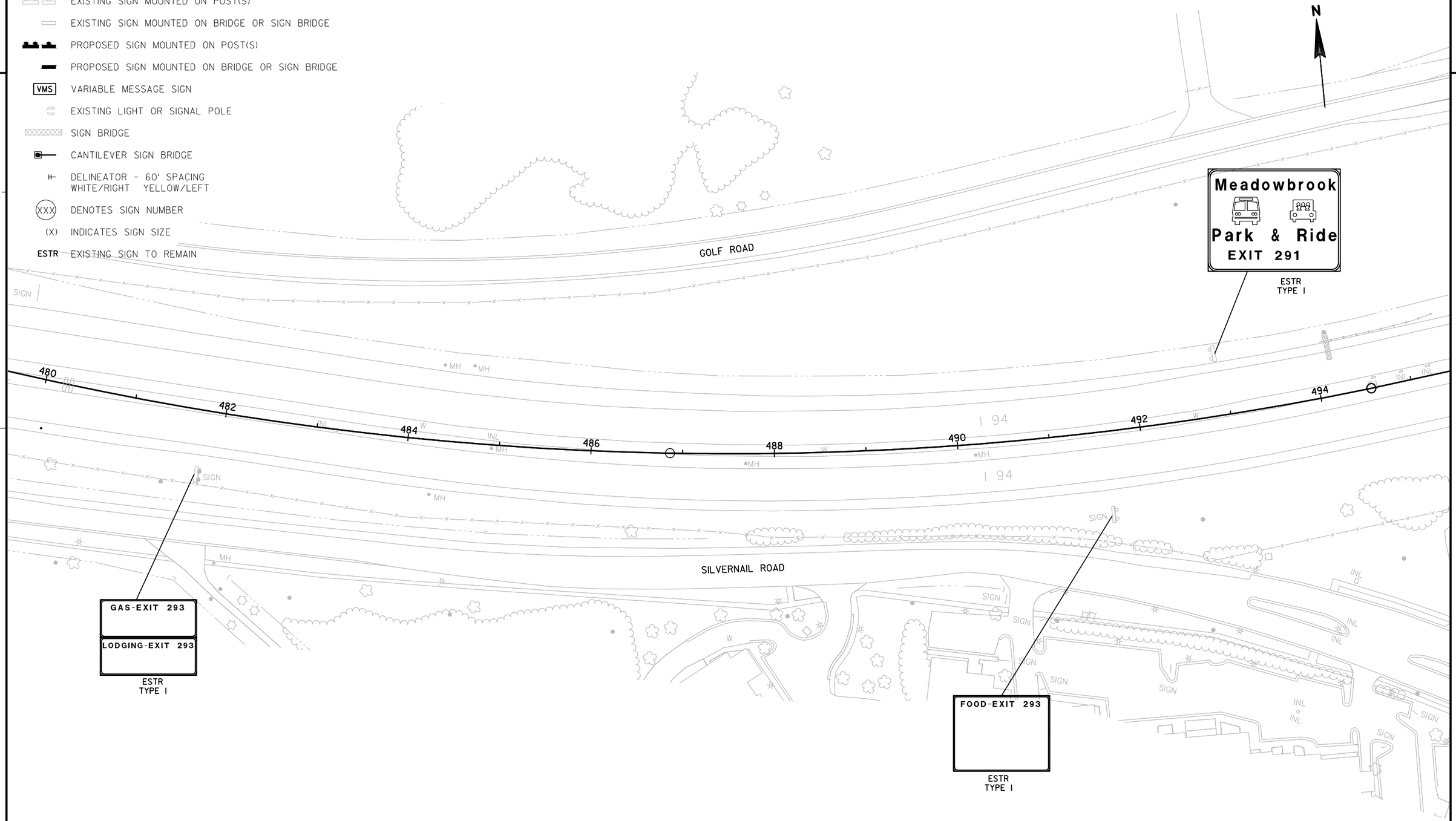
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WISDOT/CADDS SHEET 42

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
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN

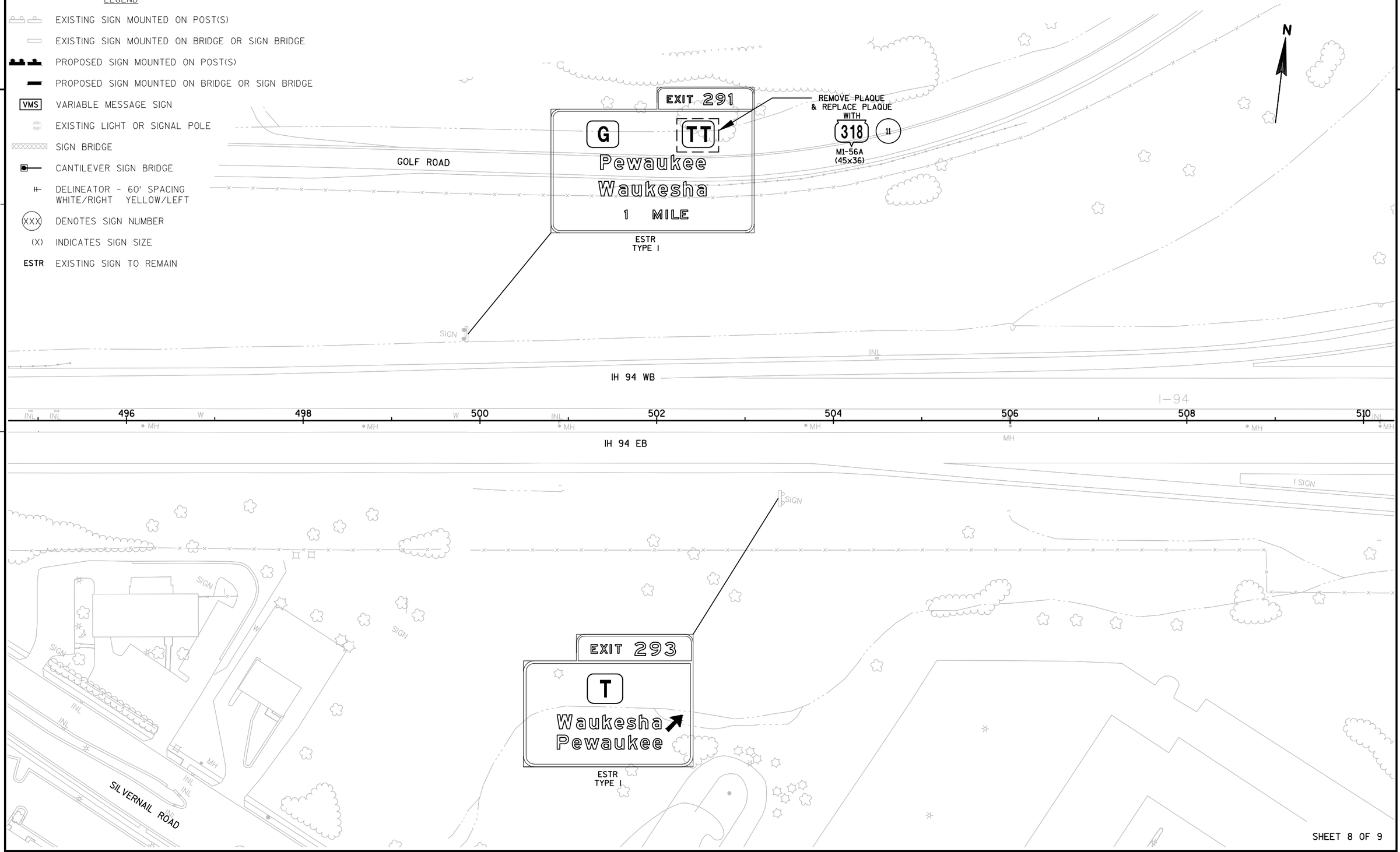


SHEET 7 OF 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 218	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
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING WHITE/RIGHT YELLOW/LEFT
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR — EXISTING SIGN TO REMAIN



SHEET 8 OF 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 219	E

2

E1-5P
EXIT 293
T
Waukesha
Pewaukee
½ MILE
ESTR
TYPE I
ON SIGN BRIDGE

E1-5P
EXIT 293 C
16 WEST
Pewaukee
EXIT ONLY
ESTR
TYPE I
ON SIGN BRIDGE

12 13
REMOVE PLAQUE
& REPLACE PLAQUE
WITH
318 G
M1-56A M1-55
(24x30) (24x20)
20" SPACE
BETWEEN PLAQUES

T
C 318 G
SS
½
2
3
ESTR

N

S-67-19

IH 94 WB

556 558 560 562 564 566 568 570

IH 94 EB

S-67-204

S-67-31

164 NORTH ½
F 1 ½
18 JJ 3 ½
ESTR
TYPE I ON BUTTERFLY
SIGN BRIDGE

GAS-EXIT 294
FOOD-EXIT 294
ESTR

E1-5P
EXIT 294
NORTH SOUTH
164 J
Waukesha
Pewaukee
EXIT ONLY
ESTR
TYPE I
ON SIGN BRIDGE

CTH JJ
C.T.H. "J"

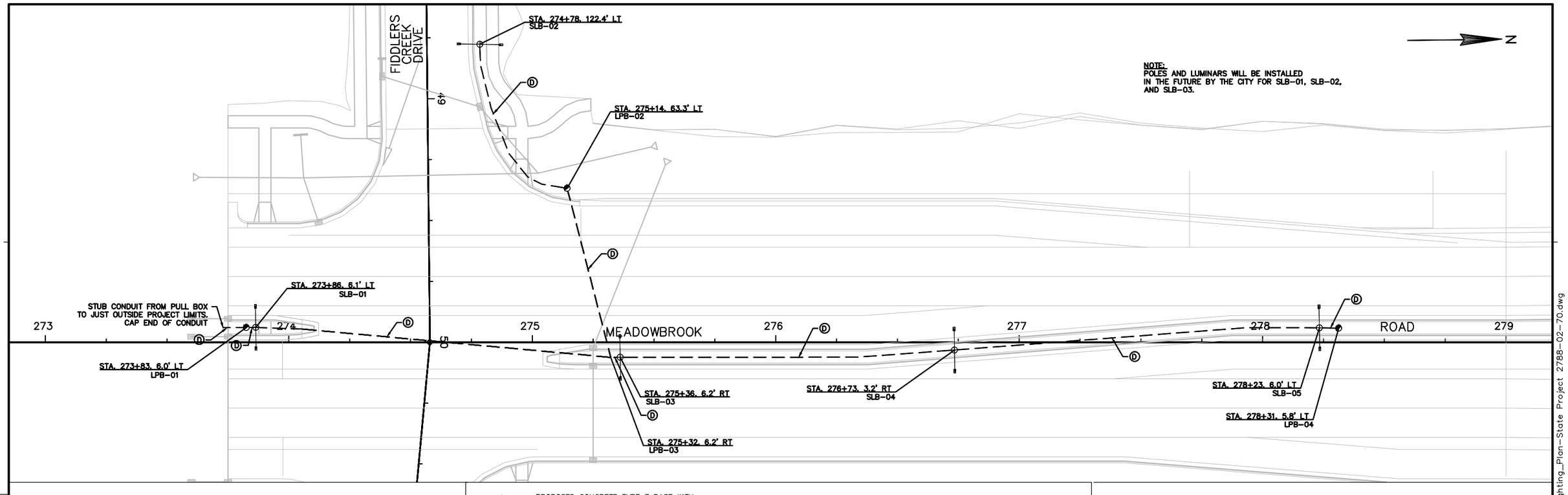
LEGEND

- 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
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- DELINEATOR - 60' SPACING
  WHITE/RIGHT YELLOW/LEFT
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 9 OF 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PERMANENT SIGNING - I94	SHEET 220	E

FILE NAME : J:\PROJECTS\D2_27880059\27880270\023201_PS.DWG PLOT DATE : 10/5/2016 6:51 AM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1:100_XREF



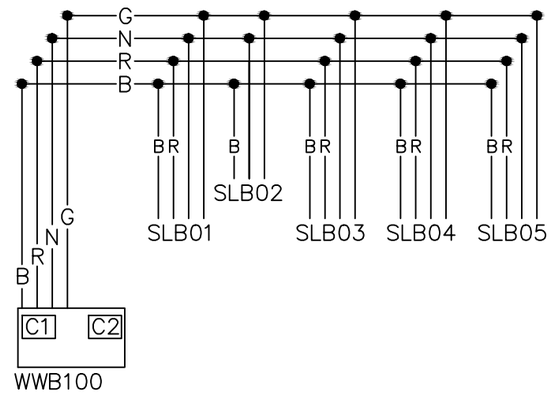
PROPOSED CONCRETE TYPE 7 BASE WITH TRANSFORMER BASE	(R)	#4 AWG RED	Ⓐ #4–BRN #6–G
PROPOSED LIGHT CONTROL CABINET	(B)	#4 AWG BLACK	Ⓑ #4–BN #6–G
PROPOSED POLYETHYLENE DUCT 2 INCH, STREET LIGHTING	(N)	#4 AWG WHITE	Ⓒ #4–RN #6– G
PROPOSED TWIN LUMINARE	(G)	#6 AWG GREEN	Ⓓ EMPTY CONDUIT w/tracer
PROPOSED SINGLE LUMINARE	(TRACER)	#10 AWG ORANGE	
PROPOSED 24"x 36" PULL BOX			

ROADWAY LIGHTING PLAN WAS DESIGNED BY THE CITY OF WAUKESHA. THIS SHEET WAS PREPARED BY THE CITY OF WAUKESHA.

CITY OF WAUKESHA DEPARTMENT OF PUBLIC WORKS	WAUKESHA BYPASS PROJECT ID 2788–02–70 ROADWAY LIGHTING PLAN	APPROVED:____ DATE:____ APPROVED:____ DATE:____	DRAWN BY: MFG CHECKED BY: JJH	PLOT SCALE : 1 IN : 40 FT PLOT DATE : 11/18/2016 2:05 PM	SHEET NO. 1 27 221 PROJECT NO: 2016–WAUK W. BYPASS

FILE NAME : O:_PROJECTS\2018\2018_Waukesha West Bypass–South\Street Lights\Z–001–ByPass_Lighting_Plan–State Project 2788–02–70.dwg

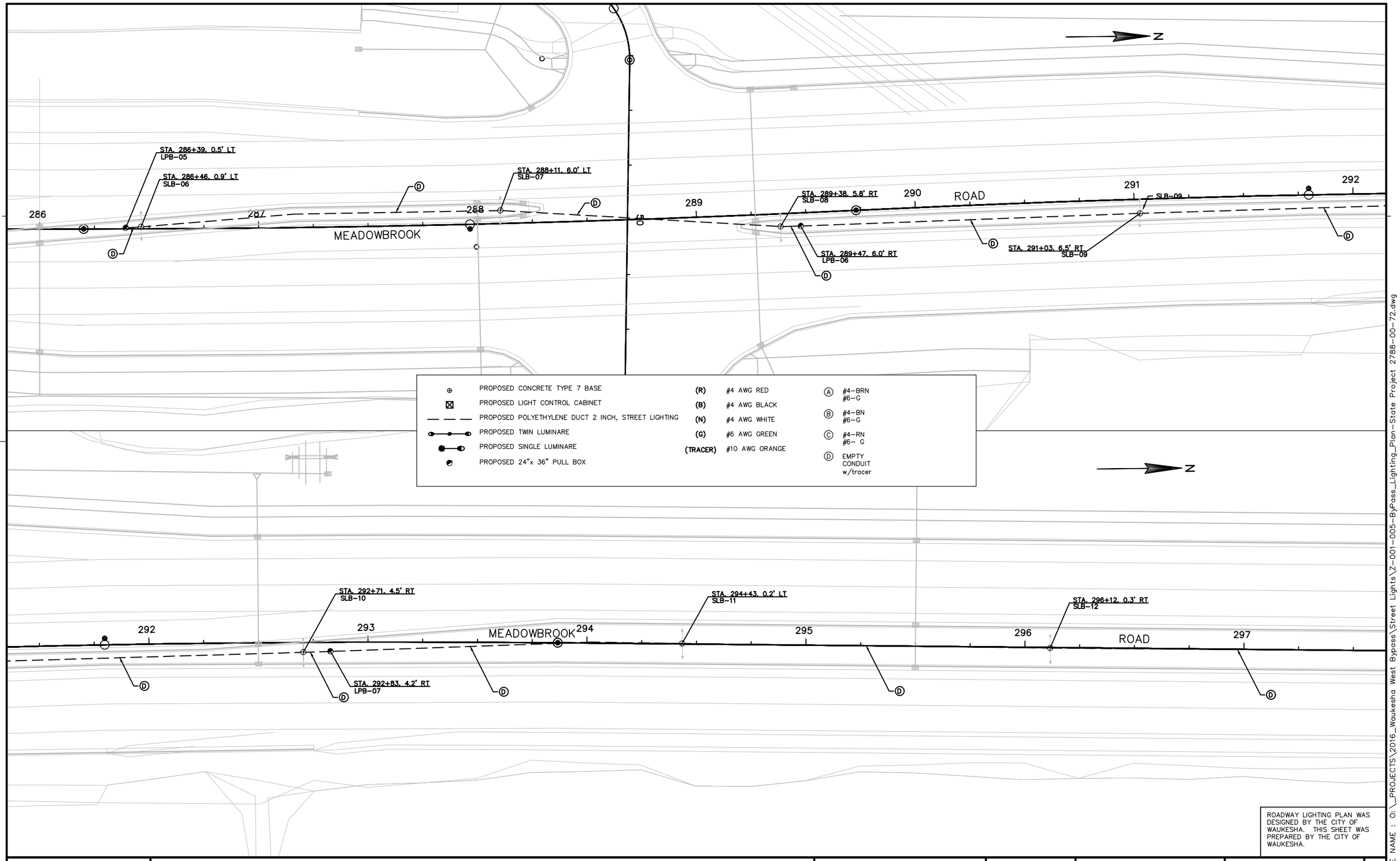
N



ROADWAY LIGHTING PLAN WAS DESIGNED BY THE CITY OF WAUKESHA. THIS SHEET WAS PREPARED BY THE CITY OF WAUKESHA.

CITY OF WAUKESHA DEPARTMENT OF PUBLIC WORKS	WAUKESHA BYPASS PROJECT ID 2788-02-70 ROADWAY LIGHTING PLAN	APPROVED:____ DATE:____ APPROVED:____ DATE:____	DRAWN BY: MFG CHECKED BY: JJH	PLOT SCALE : 1 IN : 40 FT PLOT DATE : 11/18/2016 2:05 PM	SHEET NO. 222 PROJECT NO: 2016-WAUK W. BYPASS

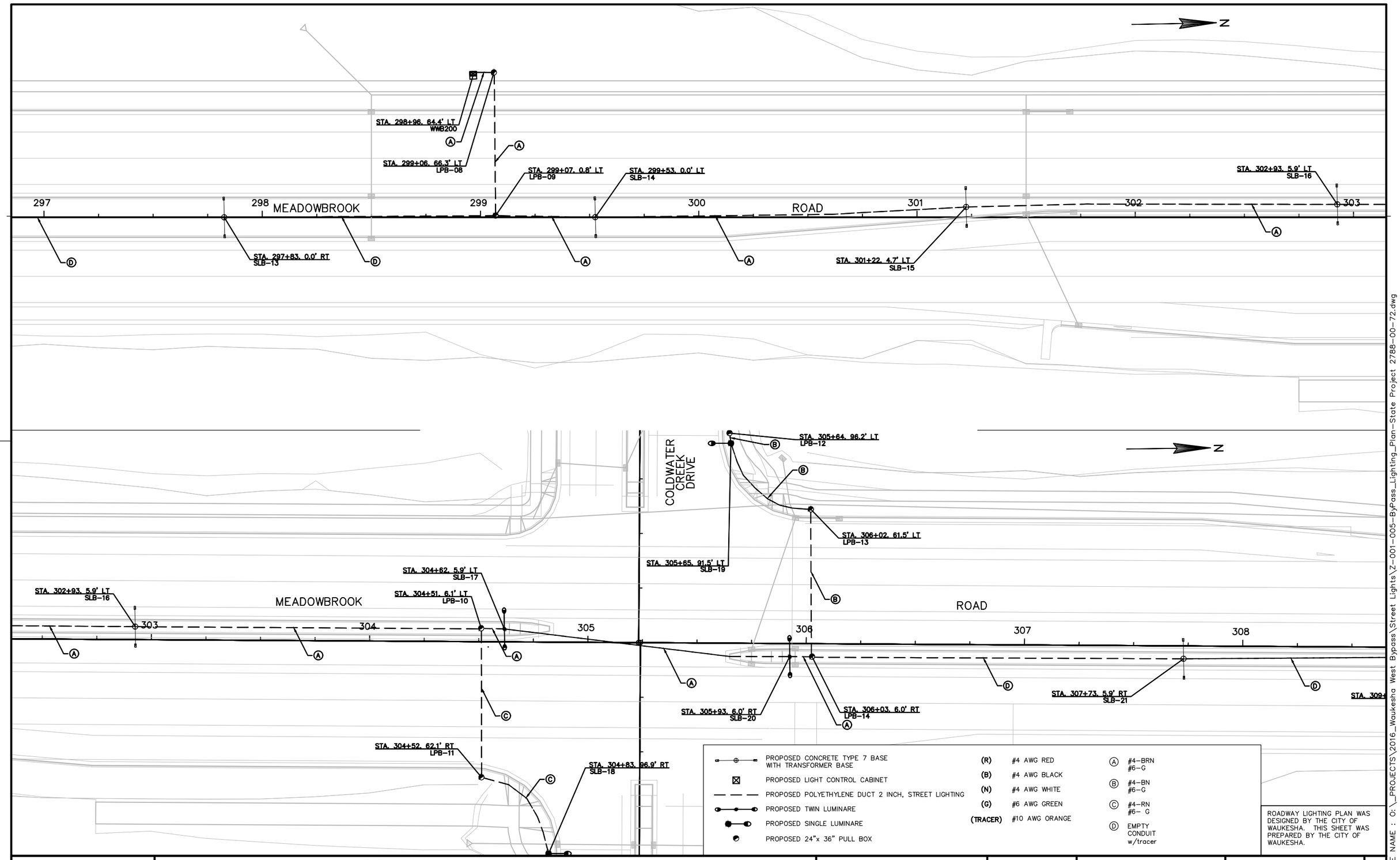
FILE NAME : O:_PROJECTS\2018\2018_Waukesha West Bypass-South\Street Lights\Z-001-ByPass_Lighting_Plan-State Project 2788-02-70.dwg



ROADWAY LIGHTING PLAN WAS DESIGNED BY THE CITY OF WAUKESHA. THIS SHEET WAS PREPARED BY THE CITY OF WAUKESHA.

CITY OF WAUKESHA DEPARTMENT OF PUBLIC WORKS	WAUKESHA BYPASS PROJECT ID #2788-00-72 ROADWAY LIGHTING PLAN	APPROVED:____ DATE:____ APPROVED:____ DATE:____	DRAWN BY: MFG CHECKED BY: JJH	PLOT SCALE : 1 IN : 40 FT PLOT DATE : 7/18/2016 9:20 AM	SHEET NO. 1 223 PROJECT NO: 2016-WAUK W. BYPASS

FILE NAME : O:_PROJECTS\2016_Waukesha West Bypass\Street Lights\Z-001-005-ByPass_Lighting_Plan-State Project 2788-00-72.dwg



ROADWAY LIGHTING PLAN WAS DESIGNED BY THE CITY OF WAUKESHA. THIS SHEET WAS PREPARED BY THE CITY OF WAUKESHA.

CITY OF WAUKESHA
DEPARTMENT OF PUBLIC WORKS

WAUKESHA BYPASS PROJECT ID 2788-00-72
ROADWAY LIGHTING PLAN

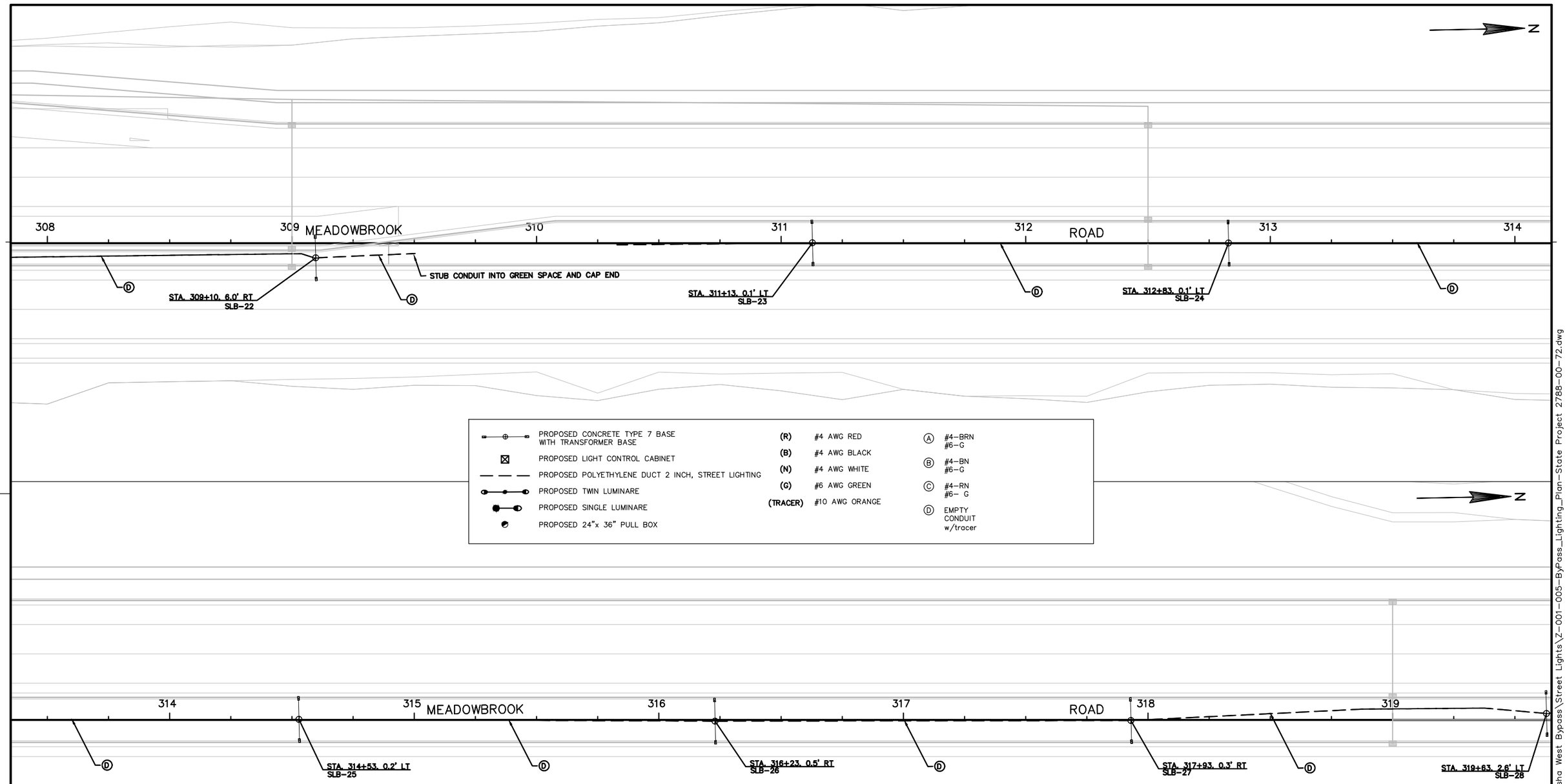
APPROVED:_____ DATE:_____
APPROVED:_____ DATE:_____

DRAWN BY: MFG
CHECKED BY: JJH

PLOT SCALE : 1 IN : 40 FT
PLOT DATE : 11/18/2016 4:08 PM

SHEET NO. 224
PROJECT NO: 2016-WAUK W. BYPASS

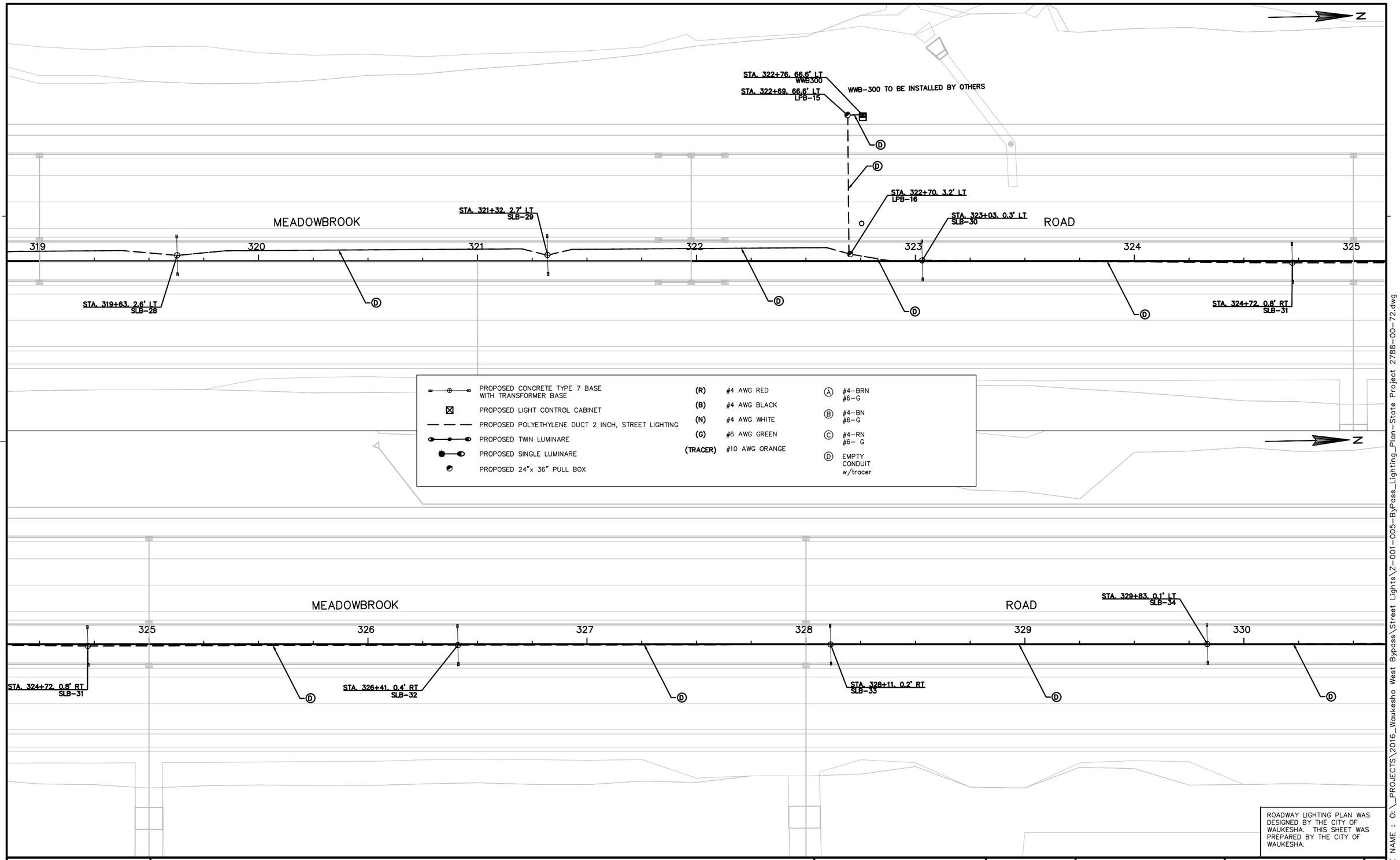
FILE NAME : O:_PROJECTS\2016_Waukesha West Bypass\Street Lights\Z-001-005-ByPass_Lighting_Plan-State Project 2788-00-72.dwg



ROADWAY LIGHTING PLAN WAS DESIGNED BY THE CITY OF WAUKESHA. THIS SHEET WAS PREPARED BY THE CITY OF WAUKESHA.

CITY OF WAUKESHA DEPARTMENT OF PUBLIC WORKS	WAUKESHA BYPASS PROJECT ID 2788-00-72 ROADWAY LIGHTING PLAN	APPROVED:____ DATE:____ APPROVED:____ DATE:____	DRAWN BY: MFG CHECKED BY: JJH	PLOT SCALE : 1 IN : 40 FT PLOT DATE : 11/18/2016 4:08 PM	SHEET NO. 3 225 PROJECT NO: 2016-WAUK W. BYPASS

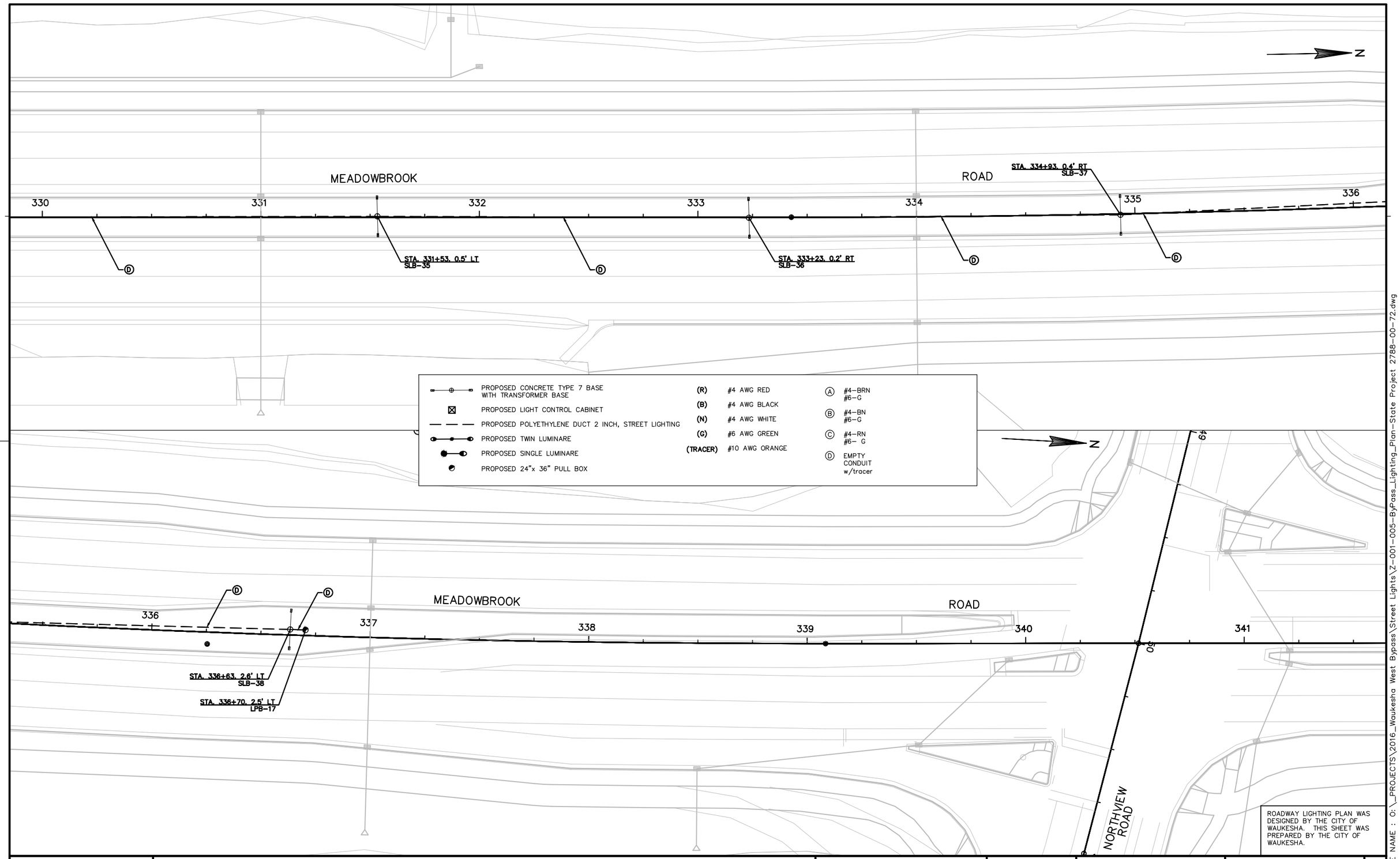
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ROADWAY LIGHTING PLAN WAS DESIGNED BY THE CITY OF WAUKESHA. THIS SHEET WAS PREPARED BY THE CITY OF WAUKESHA.

CITY OF WAUKESHA DEPARTMENT OF PUBLIC WORKS	WAUKESHA BYPASS PROJECT ID 2788-00-72 ROADWAY LIGHTING PLAN	APPROVED:____ DATE:____ APPROVED:____ DATE:____	DRAWN BY: MFG CHECKED BY: JJH	PLOT SCALE : 1 IN : 40 FT PLOT DATE : 11/18/2016 4:08 PM	SHEET NO. 4 226 PROJECT NO: 2016-WAUK W. BYPASS

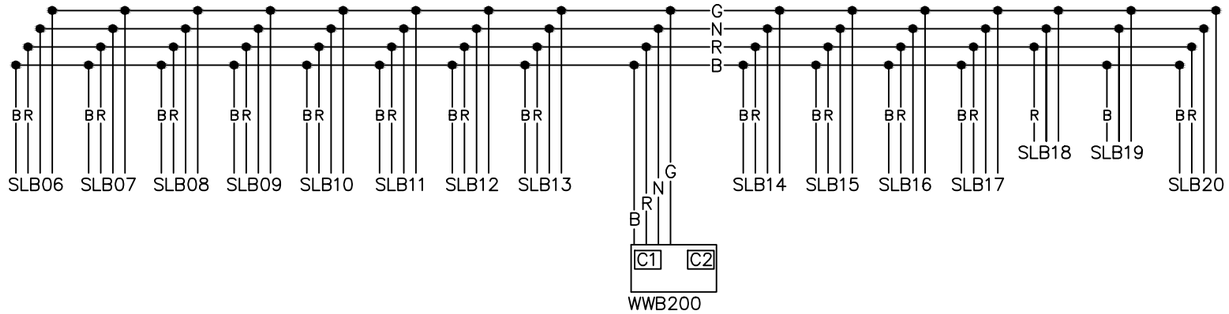
FILE NAME : O:_PROJECTS\2016_Waukesha West Bypass\Street Lights\Z-001-005-ByPass_Lighting_Plan-State Project 2788-00-72.dwg

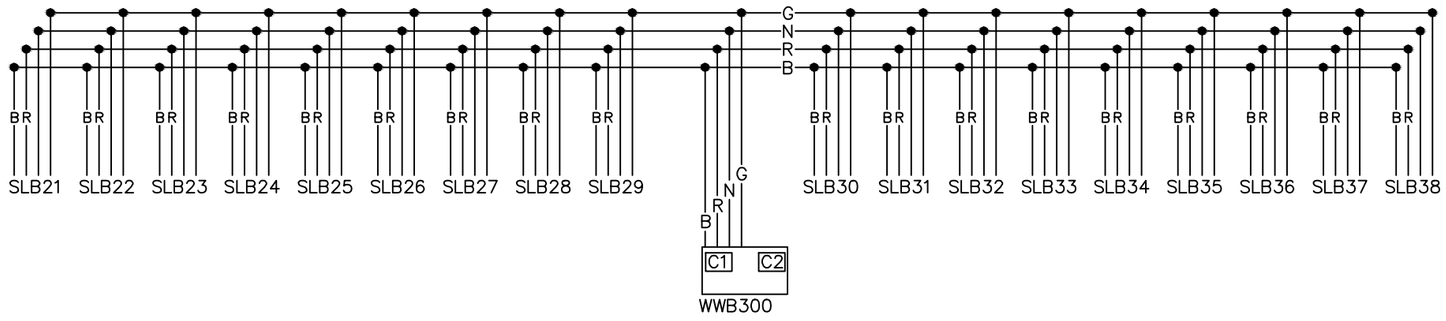


ROADWAY LIGHTING PLAN WAS DESIGNED BY THE CITY OF WAUKESHA. THIS SHEET WAS PREPARED BY THE CITY OF WAUKESHA.

CITY OF WAUKESHA DEPARTMENT OF PUBLIC WORKS	WAUKESHA BYPASS PROJECT ID 2788-00-72 ROADWAY LIGHTING PLAN	APPROVED: _____ DATE: _____ APPROVED: _____ DATE: _____	DRAWN BY: MFG CHECKED BY: JJH	PLOT SCALE : 1 IN : 40 FT PLOT DATE : 11/18/2016 4:08 PM	SHEET NO. 5 227 PROJECT NO: 2016-WAUK W. BYPASS

FILE NAME : O:_PROJECTS\2016_Waukesha West Bypass\Street Lights\Z-001-005-ByPass_Lighting_Plan-State Project 2788-00-72.dwg





ROADWAY LIGHTING PLAN WAS DESIGNED BY THE CITY OF WAUKESHA. THIS SHEET WAS PREPARED BY THE CITY OF WAUKESHA.

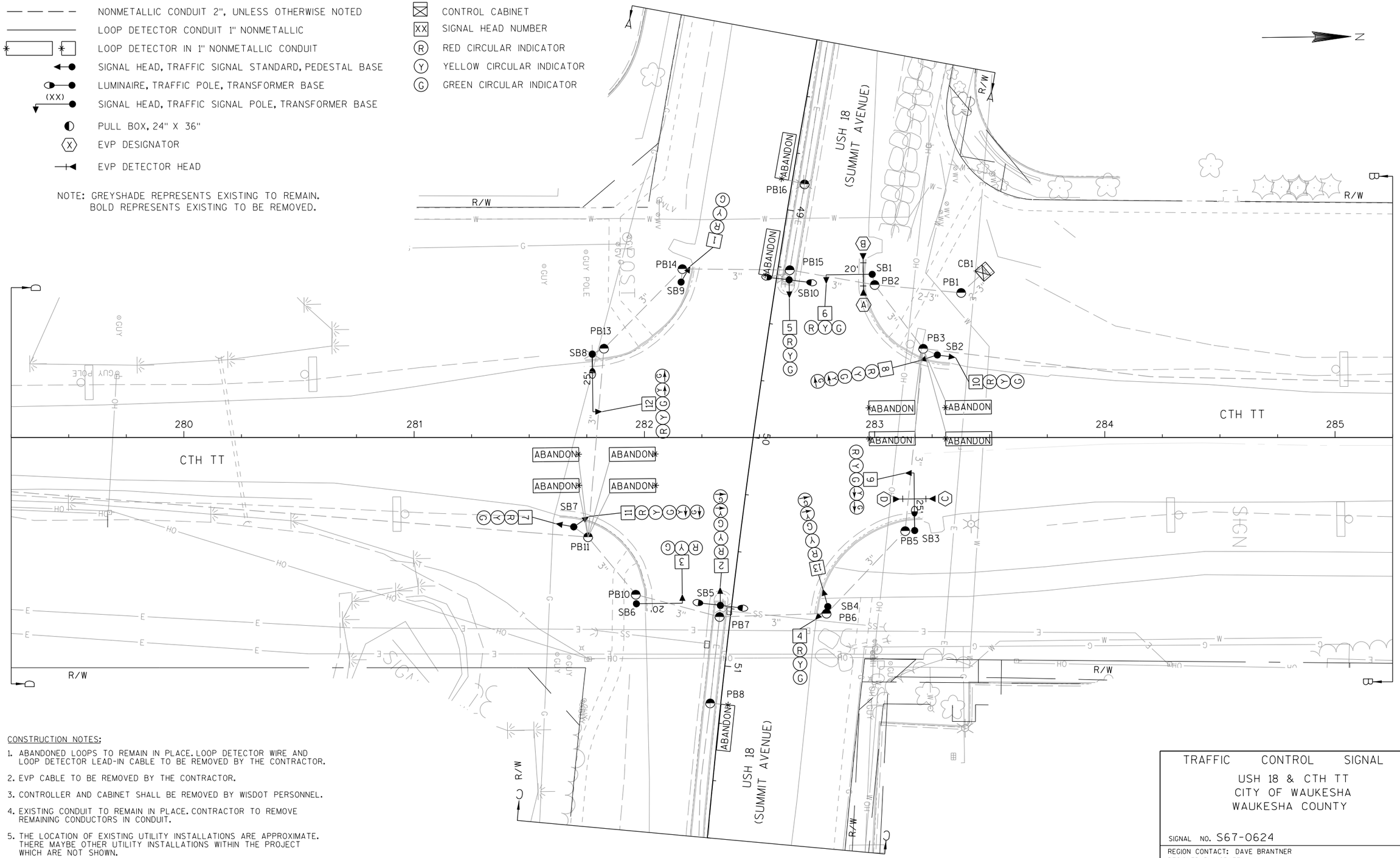
CITY OF WAUKESHA DEPARTMENT OF PUBLIC WORKS	WAUKESHA BYPASS PROJECT ID 2788-00-72 ROADWAY LIGHTING PLAN	APPROVED: _____ DATE: _____ APPROVED: _____ DATE: _____	DRAWN BY: MFG CHECKED BY: JJH	PLOT SCALE : 1 IN : 40 FT PLOT DATE : 11/18/2016 4:08 PM	SHEET NO. 6 228 PROJECT NO: 2016-WAUK W. BYPASS

FILE NAME : O:_PROJECTS\2016_Waukesha West Bypass\Street Lights\Z-001-005-ByPass_Lighting_Plan-State Project 2788-00-72.dwg

LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONTROL CABINET
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR

NOTE: GREYSHADE REPRESENTS EXISTING TO REMAIN.
BOLD REPRESENTS EXISTING TO BE REMOVED.



CONSTRUCTION NOTES:

1. ABANDONED LOOPS TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LOOP DETECTOR LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
2. EVP CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CONTROLLER AND CABINET SHALL BE REMOVED BY WISDOT PERSONNEL.
4. EXISTING CONDUIT TO REMAIN IN PLACE. CONTRACTOR TO REMOVE REMAINING CONDUCTORS IN CONDUIT.
5. THE LOCATION OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAYBE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

TRAFFIC CONTROL SIGNAL
USH 18 & CTH TT
CITY OF WAUKESHA
WAUKESHA COUNTY

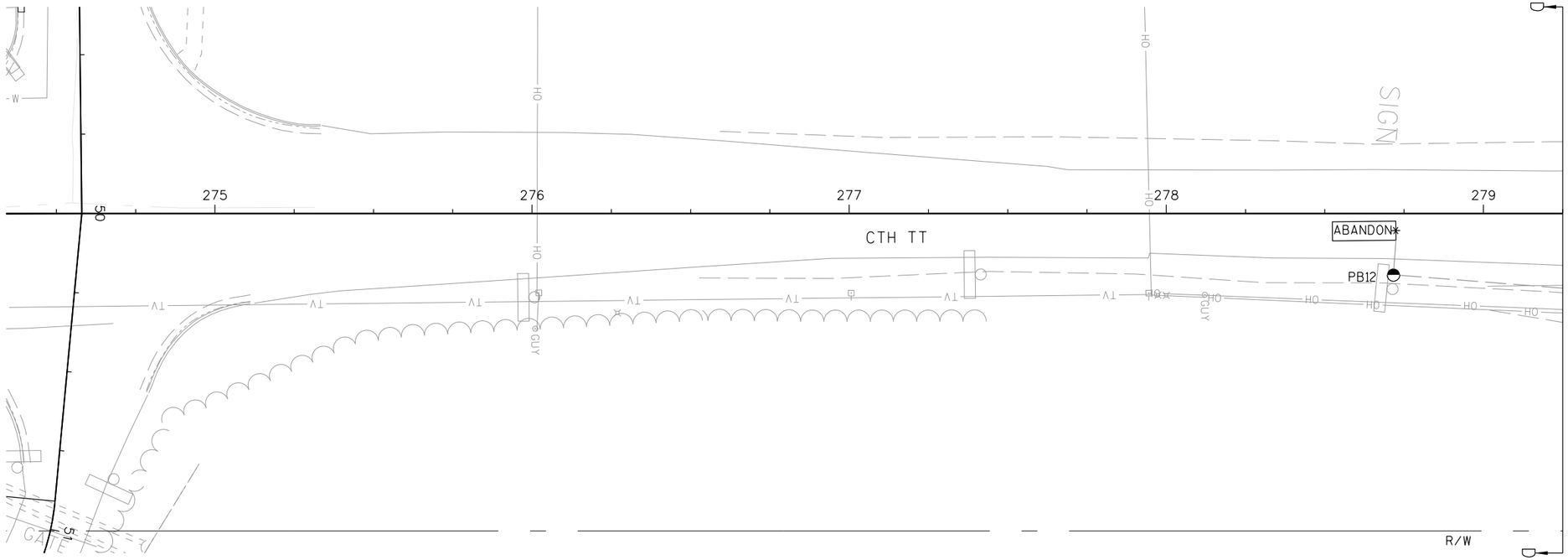
SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 229	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024011_sp.dgn
PLOT DATE : 7/6/2016
PLOT BY : GRAEF
PLOT NAME :
PLOT SCALE : 40.0000 sf / in.



TRAFFIC CONTROL SIGNAL
USH 18 & CTH TT
CITY OF WAUKEHSA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

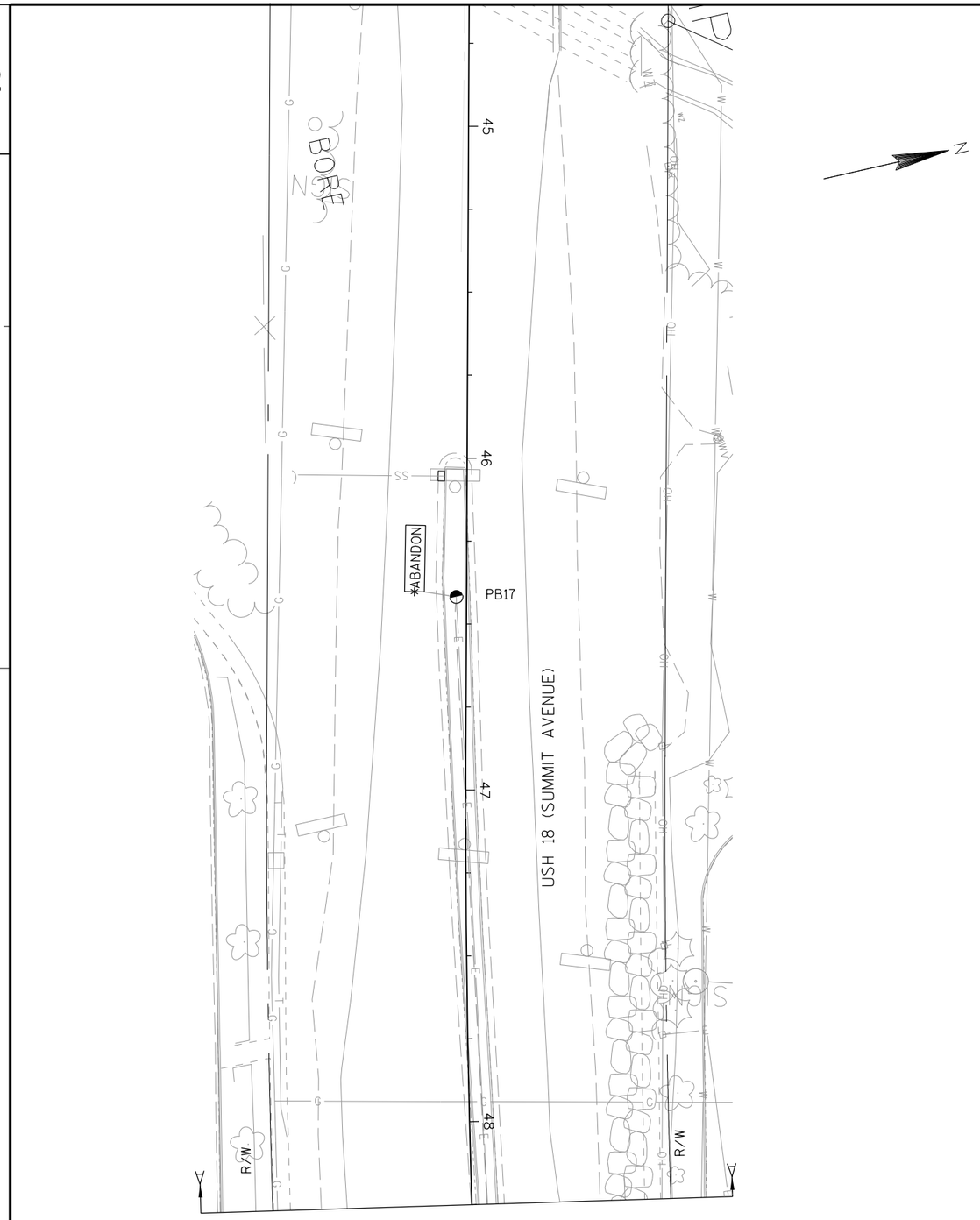
REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

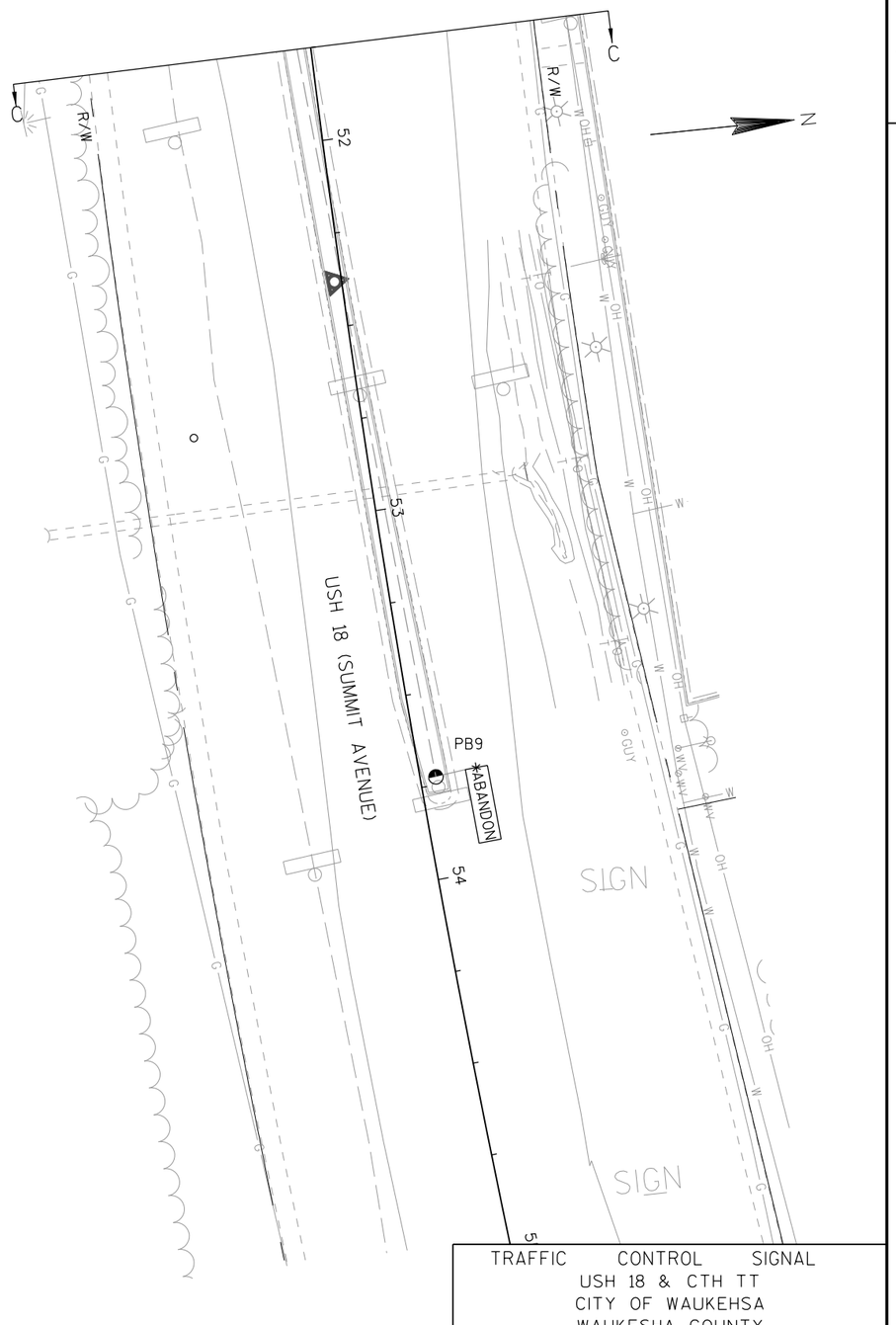
PAGE 2 OF 3

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 230	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024012_sp.dgn
PLOT DATE : 7/6/2016
PLOT BY : GRAEF
PLOT NAME :
PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42





2

TRAFFIC CONTROL SIGNAL
USH 18 & CTH TT
CITY OF WAUKEHSA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 231	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024013_sp.dgn
PLOT DATE : 7/6/2016
PLOT BY : GRAEF
PLOT NAME :
PLOT SCALE : 40.0000 sf / in.
WISDOT/CADDS SHEET 42

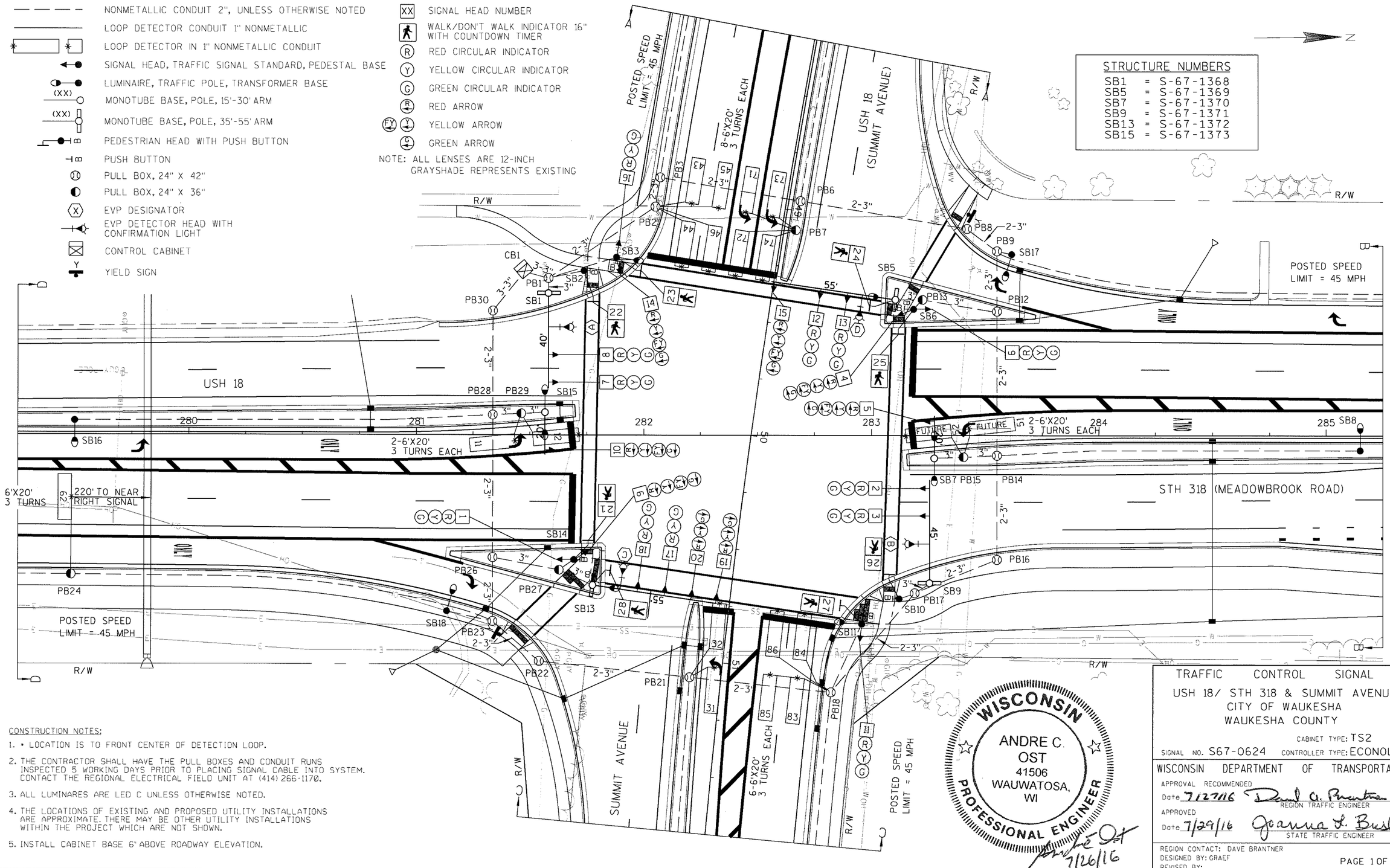
LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- EVP DESIGNATOR
- EVP DETECTOR HEAD WITH CONFIRMATION LIGHT
- CONTROL CABINET
- Y YIELD SIGN
- XX SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 16" WITH COUNTDOWN TIMER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

STRUCTURE NUMBERS

SB1	=	S-67-1368
SB5	=	S-67-1369
SB7	=	S-67-1370
SB9	=	S-67-1371
SB13	=	S-67-1372
SB15	=	S-67-1373



CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTION LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRICAL FIELD UNIT AT (414) 266-1170.
3. ALL LUMINARES ARE LED C UNLESS OTHERWISE NOTED.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.

WISCONSIN
ANDRE C. OST
41506
WAUWATOSA, WI
PROFESSIONAL ENGINEER
7/26/16

TRAFFIC CONTROL SIGNAL

USH 18/ STH 318 & SUMMIT AVENUE
CITY OF WAUKESHA
WAUKESHA COUNTY

CABINET TYPE: TS2
SIGNAL NO. S67-0624 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 7/27/16 David C. Brantner, P.E. REGION TRAFFIC ENGINEER

APPROVED
Date 7/29/16 Joanna L. Bush STATE TRAFFIC ENGINEER

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

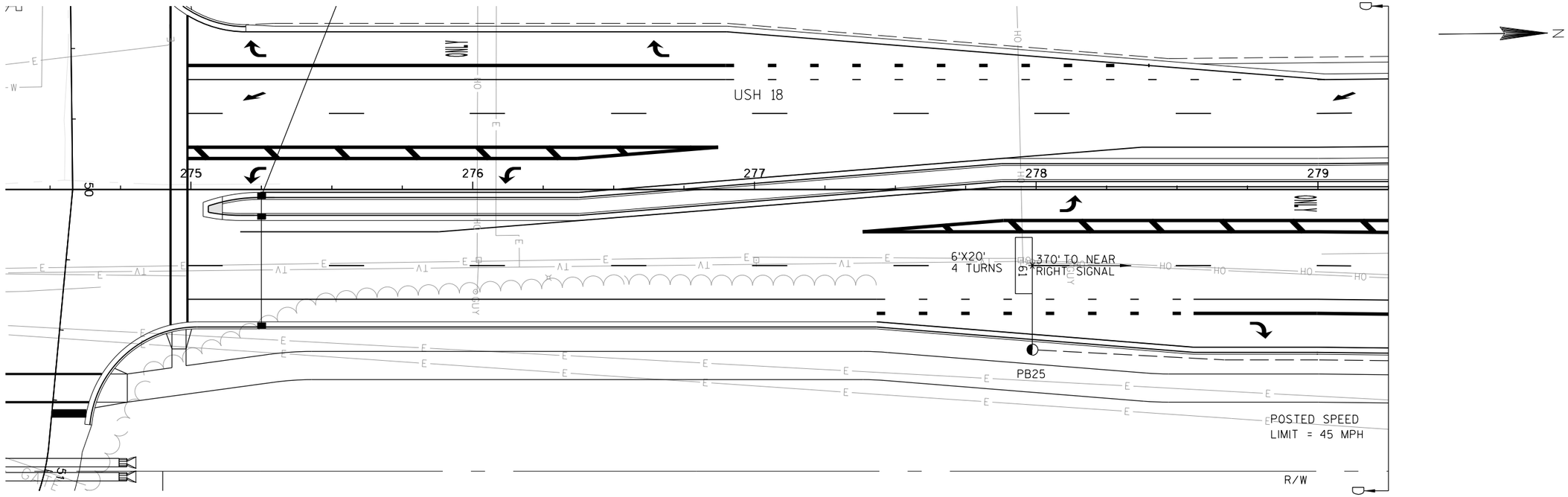
PAGE 1 OF 4

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 232

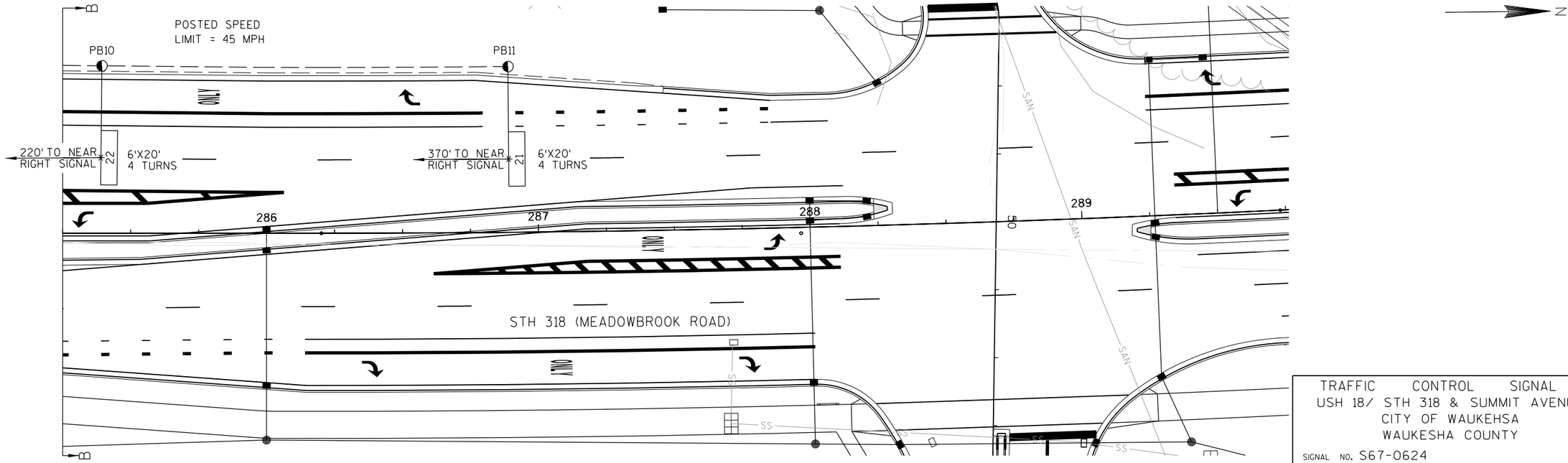
FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024021_sp.dgn PLOT DATE : 7/26/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

7/27/16 ACO



2



TRAFFIC CONTROL SIGNAL
USH 18/ STH 318 & SUMMIT AVENUE
CITY OF WAUKEHSA
WAUKESHA COUNTY

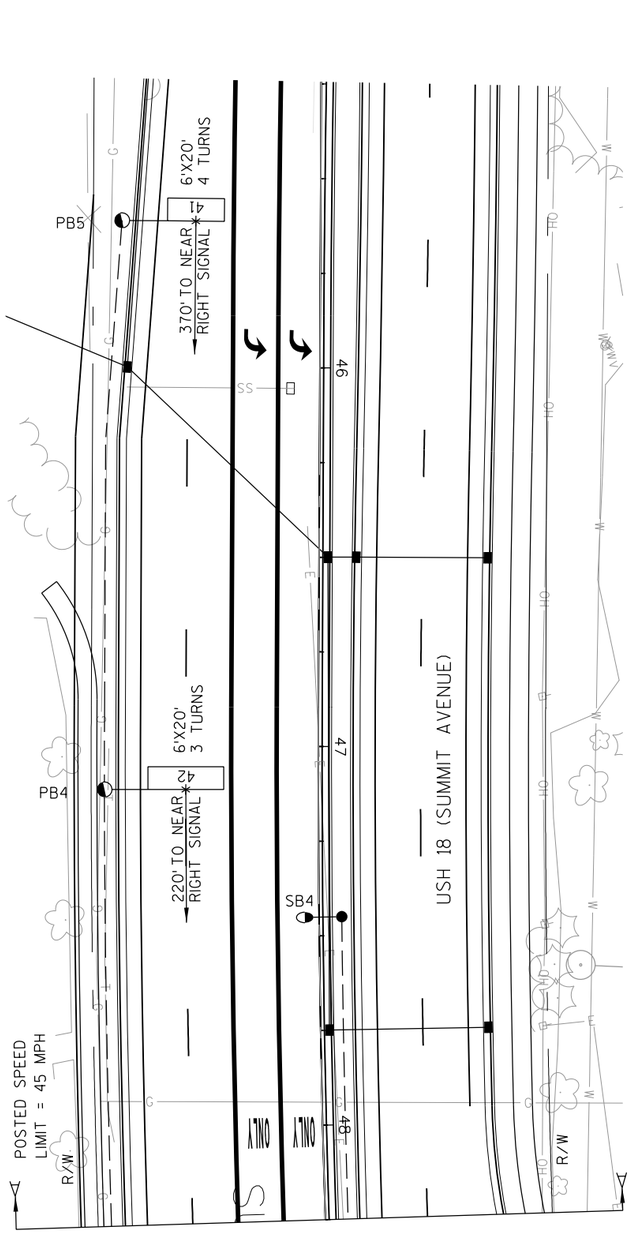
SIGNAL NO. S67-0624

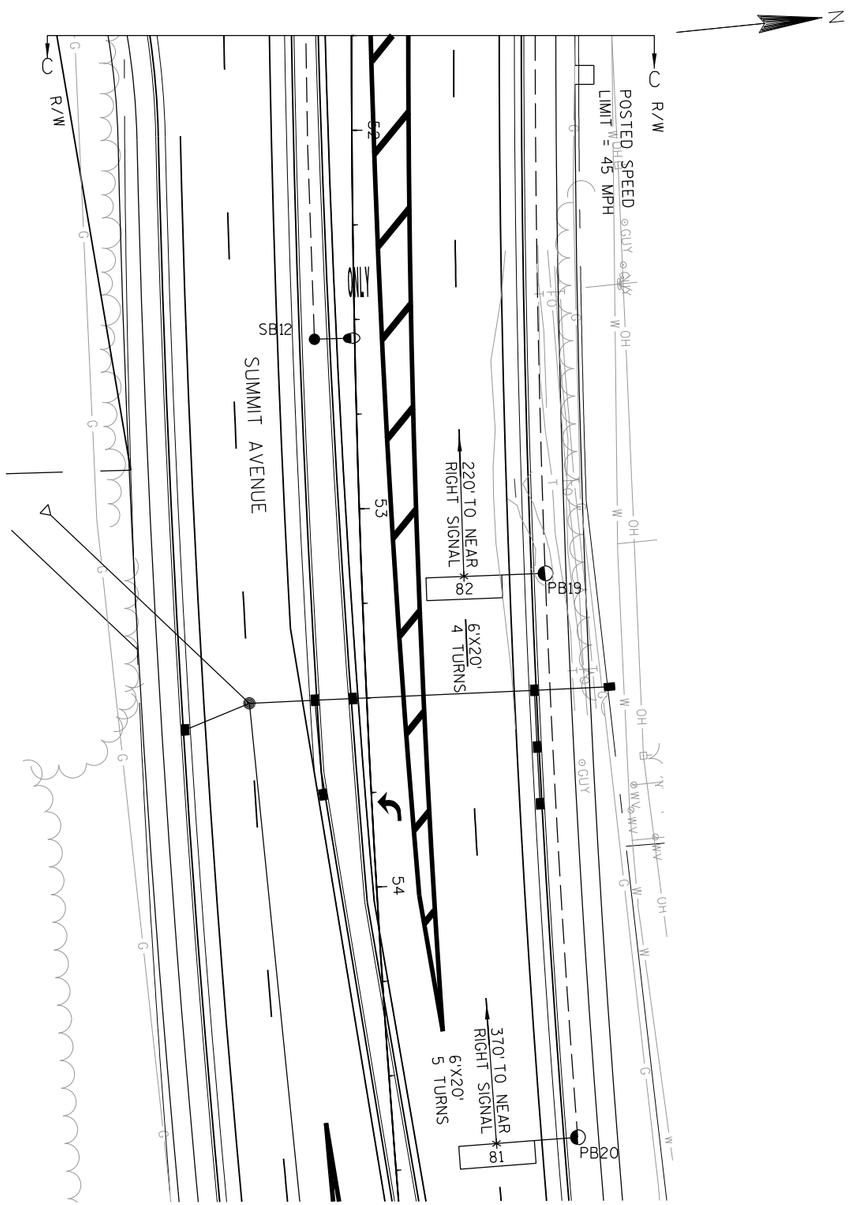
REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 233	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024022_sp.dgn PLOT DATE : 7/26/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.





TRAFFIC CONTROL SIGNAL
USH 18/ STH 318 & SUMMIT AVENUE
CITY OF WAUKEHSA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

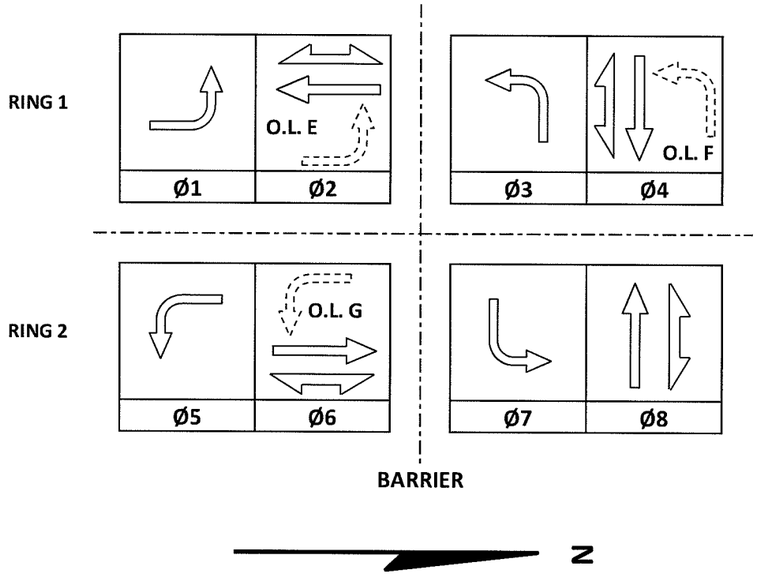
PAGE 3 OF 4

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 234 E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024023_sp.dgn PLOT DATE : 7/26/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3	14,15	R ←
Ø4	16,17,18	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7	19,20	R ←
Ø8	11,12,13	R
Ø2P	23,24	
Ø4P	21,22	
Ø6P	27,28	
Ø8P	25,26	
OLE	4,5	-
OLF	14,15	-
OLG	9,10	-
OLH		



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓	↑
PHASE	2+5	6+1	4+7	8+3

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

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	31	41	43	45	51	61
CALLED PHASE	1	2	3	4	4	4	FUTURE	6
CALL OPTION	X	X	X		X	X		X
DELAY TIME					X			
EXTENTION OPTION	X	X	X	X	X	X		X
EXTEND TIME				X				
USE ADDED INITIAL		X						X
CROSS SWITCH PHASE	2		4					

19	17	23	21	27	25	31	29	DETECTOR INPUT
71	73	81	83	85				PLAN LOOP DETECTOR*(S)
7	7	8	8	8				CALLED PHASE
X	X		X	X				CALL OPTION
			X					DELAY TIME
X	X	X	X	X				EXTENTION OPTION
		X						EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	22	32	42	44	46	52	62
CALLED PHASE	1	2	3	4	4	4	FUTURE	6
CALL OPTION	X	X	X		X	X		X
DELAY TIME					X			
EXTENTION OPTION	X	X	X	X	X	X		X
EXTEND TIME				X				
USE ADDED INITIAL		X						X
CROSS SWITCH PHASE	2		4					

20	18	24	22	28	26	32	30	DETECTOR INPUT
72	74	82	84	86				PLAN LOOP DETECTOR*(S)
7	7	8	8	8				CALLED PHASE
X	X		X	X				CALL OPTION
			X					DELAY TIME
X	X	X	X	X				EXTENTION OPTION
		X						EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

USH 18 / STH 318 & SUMMIT AVENUE
CITY OF WAUKESHA
WAUKESHA COUNTY
SIGNAL NO: S67-0624 CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE
DATE: 7/16 PAGE NO. 4 OF 4

DTO 7/26/16
DAB 7/26/16

PROJECT ID:	2788-02-70
INTERSECTION:	USH 18/STH 318 & SUMMIT AVENUE

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR								PED BUTTON
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	
SB1	7											
		7	RED	ORG	GRN							
		8	RED	ORG	GRN							
SB2	7											
		22								BLK	BLU	
		B										WHT/BLK
SB3	12											
		14				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		16	RED	ORG	GRN							
		23								BLK	BLU	
		B										WHT/BLK
SB5	12											
		12	RED	ORG	GRN							
		13	RED	ORG	GRN							
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		24								BLK	BLU	
		B										WHT/BLK
SB6	12											
		4				RED	ORG	GRN	BLK/WHT			
		6	RED/BLK	ORG/BLK	GRN/BLK							
		25								BLK	BLU	
		B										WHT/BLK
SB7	7											
		5				RED	ORG	GRN	BLK			
SB9	7											
		2	RED	ORG	GRN							
		3	RED	ORG	GRN							
SB10	7											
		26								BLK	BLU	
		B										WHT/BLK
SB11	12											
		11	RED	ORG	GRN							
		27								BLK	BLU	
		B										WHT/BLK
SB13	12											
		17	RED	ORG	GRN							
		18	RED	ORG	GRN							
		19				RED/BLK	ORG/BLK	GRN/BLK				
		20				RED/BLK	ORG/BLK	GRN/BLK				
		28								BLK	BLU	
		B										WHT/BLK
SB14	12											
		1	RED	ORG	GRN							
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		21								BLK	BLU	
		B										WHT/BLK
SB15	7											
		10				RED	ORG	GRN	BLK			

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB5
SB5	SB6
SB6	SB7
SB7	SB9
SB9	SB10
SB10	SB11
SB11	SB13
SB13	SB14
SB14	SB15
SB15	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	HEAD A (SB1)
CB1	HEAD B (SB9)
CB1	HEAD C (SB13)
CB1	HEAD D (SB5)

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	SB1
PB2	SB1
PB3	SB1
PB6	SB4
PB8	SB17
PB9	SB17
PB12	SB6
PB13	SB6
PB14	SB7
PB15	SB7
PB16	SB9
PB17	SB9
PB18	SB11
PB21	SB11
PB22	SB18
PB23	SB18
PB26	SB14
PB27	SB14
PB28	SB15
PB29	SB15
PB30	CB1

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB3
SB3	SB4
SB4	SB17
SB17	SB5
SB5	SB7
SB7	SB8
CB1	SB15
SB15	SB16
SB16	SB13
SB13	SB18
SB18	SB12
SB12	SB11

NOTES:
*USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
*ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
*RECONNECT THE GROUNDING CONDUCTORS WHENEVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.

TRAFFIC CONTROL SIGNAL
USH 18 / STH 318 & SUMMIT AVENUE
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

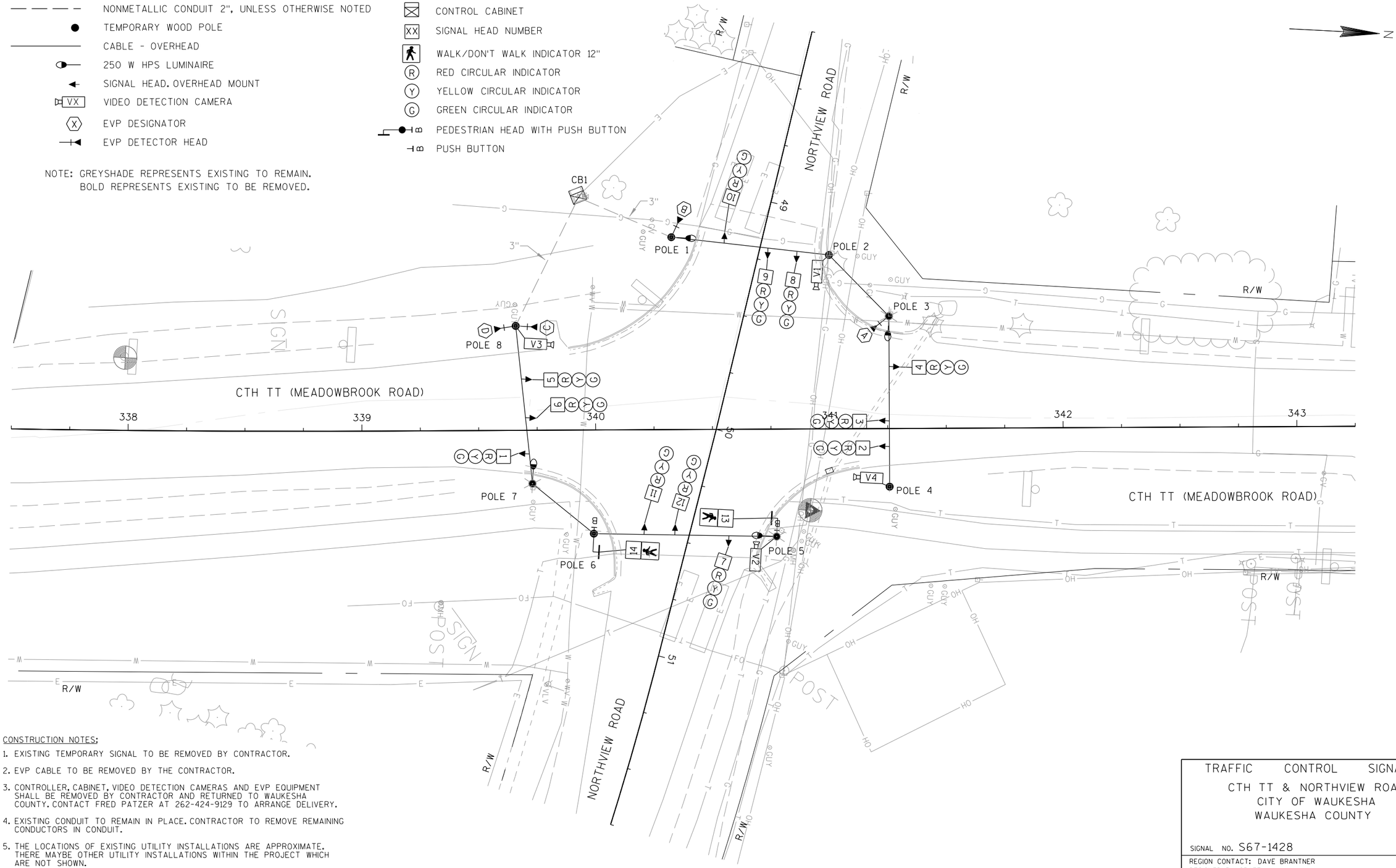
REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 1

LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- TEMPORARY WOOD POLE
- CABLE - OVERHEAD
- 250 W HPS LUMINAIRE
- SIGNAL HEAD. OVERHEAD MOUNT
- VX — VIDEO DETECTION CAMERA
- X — EVP DESIGNATOR
- EVP DETECTOR HEAD
- CONTROL CABINET
- XX — SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 12"
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- B — PEDESTRIAN HEAD WITH PUSH BUTTON
- B — PUSH BUTTON

NOTE: GREYSHADE REPRESENTS EXISTING TO REMAIN.
BOLD REPRESENTS EXISTING TO BE REMOVED.



CONSTRUCTION NOTES:

1. EXISTING TEMPORARY SIGNAL TO BE REMOVED BY CONTRACTOR.
2. EVP CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CONTROLLER, CABINET, VIDEO DETECTION CAMERAS AND EVP EQUIPMENT SHALL BE REMOVED BY CONTRACTOR AND RETURNED TO WAUKESHA COUNTY. CONTACT FRED PATZER AT 262-424-9129 TO ARRANGE DELIVERY.
4. EXISTING CONDUIT TO REMAIN IN PLACE. CONTRACTOR TO REMOVE REMAINING CONDUCTORS IN CONDUIT.
5. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAYBE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

TRAFFIC CONTROL SIGNAL

CTH TT & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-1428

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 237	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\02_Northview\024011_sp.dgn
PLOT DATE : 7/6/2016
PLOT BY : GRAEF
PLOT NAME :
PLOT SCALE : 40.0000 sf / in.

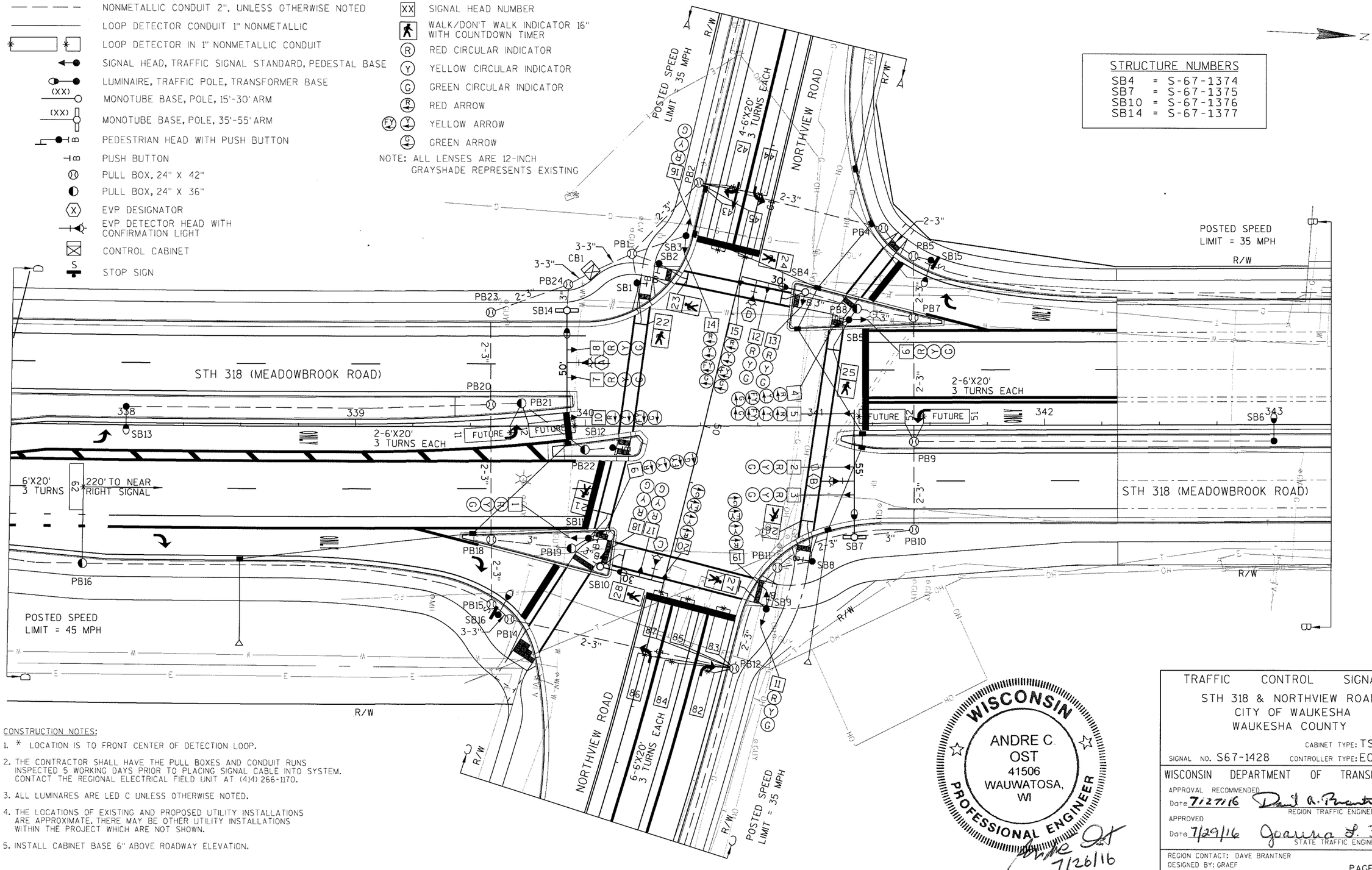
WISDOT/CADDS SHEET 42

LEGEND

- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- EVP DESIGNATOR
- EVP DETECTOR HEAD WITH CONFIRMATION LIGHT
- CONTROL CABINET
- S STOP SIGN
- XX SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 16" WITH COUNTDOWN TIMER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY YELLOW ARROW
- G GREEN ARROW

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

STRUCTURE NUMBERS
SB4 = S-67-1374
SB7 = S-67-1375
SB10 = S-67-1376
SB14 = S-67-1377



CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTION LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE REGIONAL ELECTRICAL FIELD UNIT AT (414) 266-1170.
3. ALL LUMINARES ARE LED C UNLESS OTHERWISE NOTED.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
5. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.

WISCONSIN
ANDRE C. OST
41506
WAUWATOSA, WI
PROFESSIONAL ENGINEER
7/26/16

TRAFFIC CONTROL SIGNAL
STH 318 & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

CABINET TYPE: TS2
SIGNAL NO. S67-1428 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVAL RECOMMENDED
Date 7/27/16 David A. Brantner, P.E. REGION TRAFFIC ENGINEER
APPROVED
Date 7/29/16 Joanna L. Bush STATE TRAFFIC ENGINEER

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 238

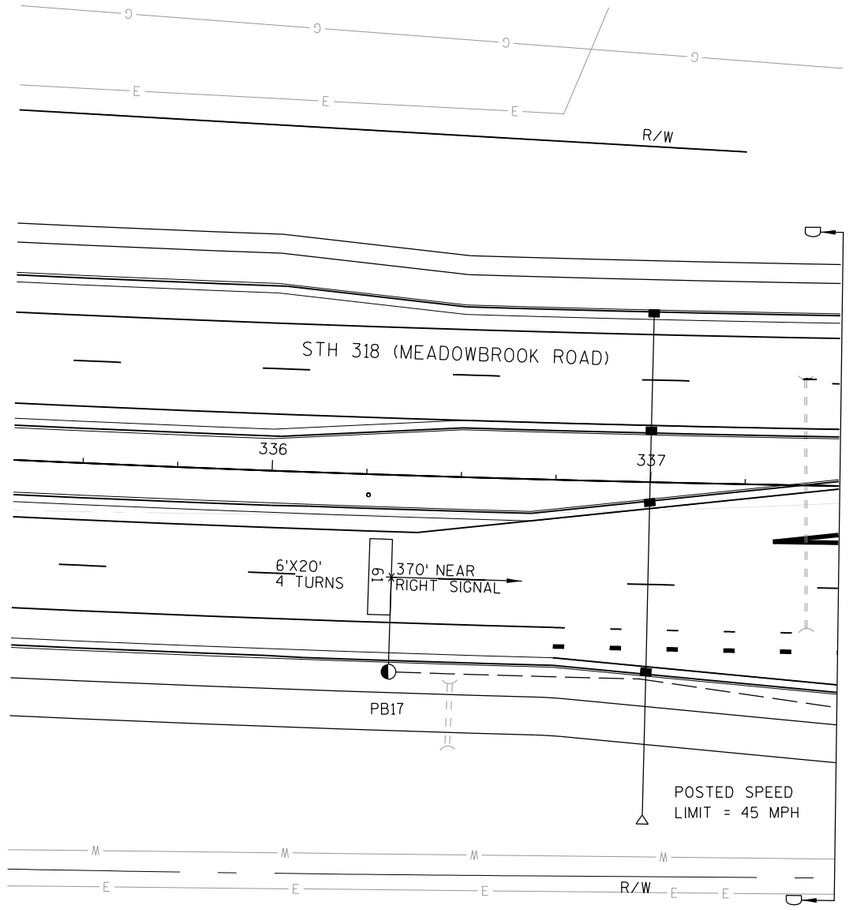
FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\02_Northview\024021_sp.dgn PLOT DATE : 7/26/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.

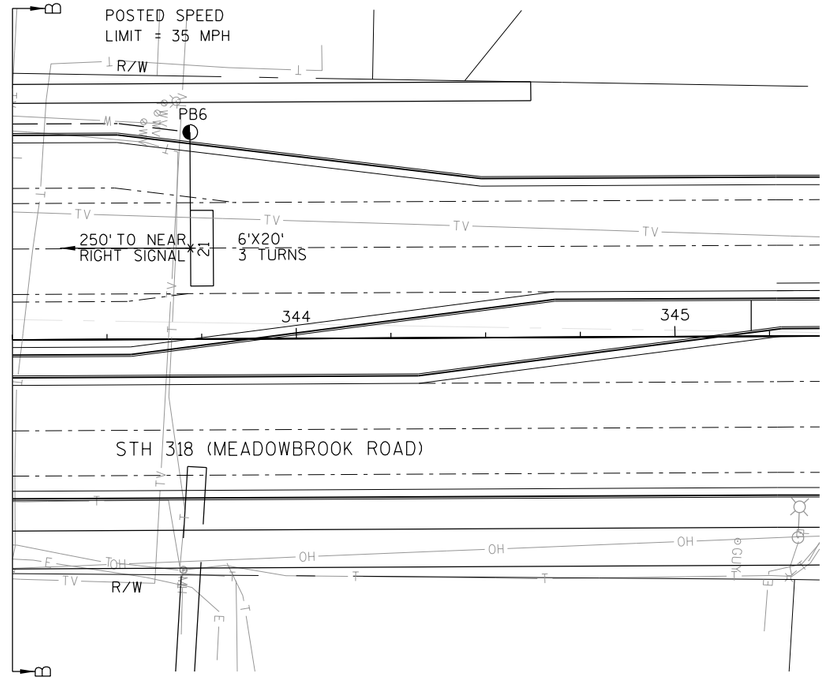
WISDOT/CADDS SHEET 42

1/27/16

2

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TRAFFIC CONTROL SIGNAL
STH 318 & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

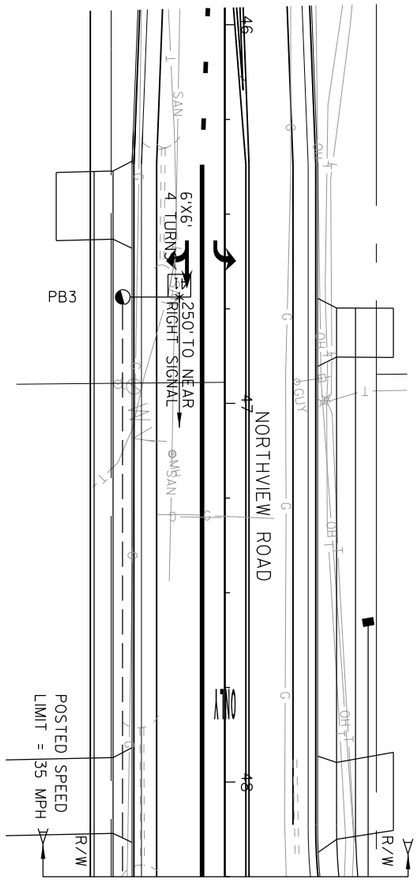
SIGNAL NO. S67-1428

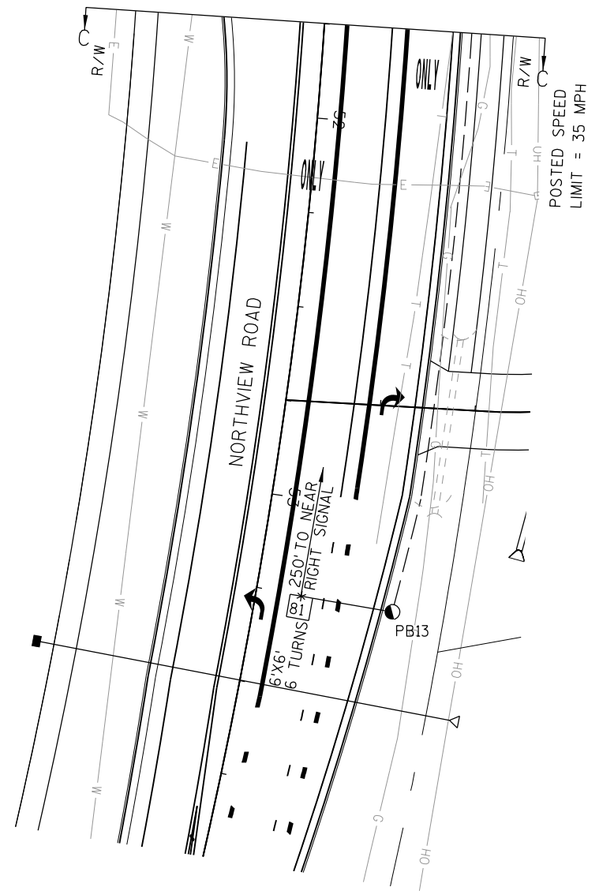
REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 239	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\02_Northview\024022_sp.dgn PLOT DATE : 7/26/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.





TRAFFIC CONTROL SIGNAL
STH 318 & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-1428

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

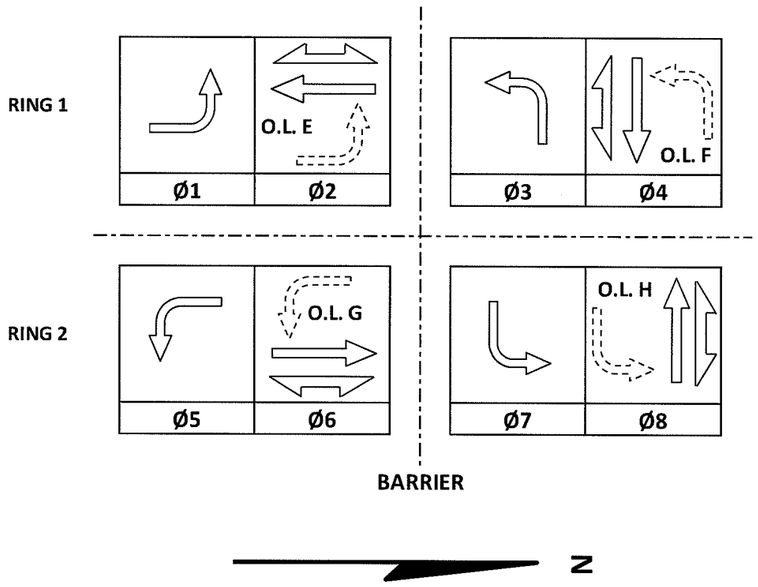
PAGE 3 OF 4

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 240	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\02_Northview\024023_sp.dgn PLOT DATE : 7/26/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	R
Ø2	6,7,8	R
Ø3	14,15	R
Ø4	16,17,18	R
Ø5	9,10	R
Ø6	1,2,3	R
Ø7	19,20	R
Ø8	11,12,13	R
Ø2P	23,24	
Ø4P	21,22	
Ø6P	27,28	
Ø8P	25,26	
OLE	4,5	-
OLF	14,15	-
OLG	9,10	-
OLH	19,20	-



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	42	44	51	61	81	83
CALLED PHASE	FUTURE	2	4	4	FUTURE	6	8	8
CALL OPTION		X	X	X		X		X
DELAY TIME			X					X
EXTENTION OPTION		X	X	X		X	X	X
EXTEND TIME							X	
USE ADDED INITIAL		X				X		
CROSS SWITCH PHASE								

19	17	23	21	27	25	31	29	DETECTOR INPUT
85	87							PLAN LOOP DETECTOR*(S)
8	8							CALLED PHASE
X	X							CALL OPTION
	X							DELAY TIME
X	X							EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	41	43	45	52	62	82	84
CALLED PHASE	FUTURE	4	4	4	FUTURE	6	8	8
CALL OPTION			X	X		X	X	X
DELAY TIME			X	X			X	
EXTENTION OPTION		X	X	X		X	X	X
EXTEND TIME		X						
USE ADDED INITIAL						X		
CROSS SWITCH PHASE								

20	18	24	22	28	26	32	30	DETECTOR INPUT
86								PLAN LOOP DETECTOR*(S)
8								CALLED PHASE
X								CALL OPTION
								DELAY TIME
X								EXTENTION OPTION
								EXTEND TIME
								USE ADDED INITIAL
								CROSS SWITCH PHASE

STH 318 & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY
SIGNAL NO: S67-1428 CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE
DATE: 7/16 PAGE NO. 4 OF 4

DWB 7/26/16
DTD 7/26/16

PROJECT ID:	2788-00-72
INTERSECTION:	STH 318 & NORTHVIEW ROAD

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	FLASHING <YELLOW>	D/WALK	WALK	
SB1	7											
		22								BLK	BLU	
		B										WHT/BLK
SB2	7											
		23								BLK	BLU	
		B										WHT/BLK
SB3	12											
		14				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		16	RED	ORG	GRN							
SB4	12											
		12	RED	ORG	GRN							
		13	RED	ORG	GRN							
		15				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		24								BLK	BLU	
		B										WHT/BLK
SB5	12											
		4				RED	ORG	GRN	BLK/WHT			
		6	RED/BLK	ORG/BLK	GRN/BLK							
		25								BLK	BLU	
		B										WHT/BLK
SB7	12											
		2	RED	ORG	GRN							
		3	RED	ORG	GRN							
		5				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
SB8	7											
		26								BLK	BLU	
		B										WHT/BLK
SB9	12											
		11	RED/BLK	ORG/BLK	GRN/BLK							
		19				RED	ORG	GRN	BLK/WHT			
		27								BLK	BLU	
		B										WHT/BLK
SB10	12											
		17	RED	ORG	GRN							
		18	RED	ORG	GRN							
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		28								BLK	BLU	
		B										WHT/BLK
SB11	12											
		1	RED	ORG	GRN							
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			
		21								BLK	BLU	
		B										WHT/BLK
SB12	7											
		B										WHT/BLK
SB14	12											
		7	RED	ORG	GRN							
		8	RED	ORG	GRN							
		10				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT			

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB14
SB14	CB1

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB1	HEAD A (SB14)
CB1	HEAD B (SB7)
CB1	HEAD C (SB10)
CB1	HEAD D (SB4)

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	SB1
PB2	SB1
PB4	SB15
PB5	SB15
PB7	SB5
PB8	SB5
PB9	SB7
PB10	SB7
PB11	SB8
PB12	SB8
PB14	SB16
PB15	SB16
PB18	SB11
PB19	SB11
PB20	SB12
PB21	SB12
PB22	SB12
PB23	SB14
PB24	SB14

LIGHTING UF 10 AWG W/ GROUND	
FROM	TO
CB1	SB15
SB15	SB4
SB4	SB6
SB6	SB7
CB1	SB14
SB14	SB13
SB13	SB10
SB10	SB16

NOTES:
*USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
*ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
*RECONNECT THE GROUNDING CONDUCTORS WHENEVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.

TRAFFIC CONTROL SIGNAL
STH 318 & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-1428

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 1

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (FY) (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- Y YIELD SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

N

SUMMARY OF TEMPORARY SIGNAL QUANTITES
INTERSECTIONS OF USH 18 & CTH TT

QUANTITY	UNIT	DESCRIPTION
3	EACH	4X4 WOOD POST OR SKID
6	EACH	CLASS 4 WOOD POLE
735	FEET	SPAN WIRE
6	EACH	TEMPORARY LUMINAIRE 250W HPS / LED C
1	L.S.	NON-INTRUSINVE DETECTION SYSTEM
1	L.S.	INFRARED EVP SYSTEM

POSTED SPEED LIMIT = 45 MPH

USH 18 (SUMMIT AVENUE)

CTH TT

R/W

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. NON-INTRUSIVE DETECTION ZONES ARE APPROXIMATE. ZONES SHALL BE ADJUSTED TO MATCH FIELD CONDITIONS.
5. NON-INTRUSIVE DETECTION SHALL BE MOUNTED AT THE HEIGHT RECOMMENDED BY THE MANUFACTURER IN THE SPECIFICATIONS.
6. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
8. MAINTAIN CROSSWALK ACCESS ACROSS INTERSECTION AT ALL TIMES. SEE STAGING PLANS FOR DETAILS. COVER & DE-ENERGIZE PEDESTRIAN HEADS WHEN NOT IN USE.
9. INCLUDE "LEFT TURN YIELD ON FLASHING YELLOW ARROW" SIGN R10-50L (30"X36") ON SPAN WIRE NEXT TO SIGNAL HEADS 5, 10, 15 AND 20.

TRAFFIC CONTROL SIGNAL

USH 18 & CTH TT
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 7

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 243	E

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (FY) (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- Y YIELD SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

N

USH 18 (SUMMIT AVENUE)

POSTED SPEED LIMIT = 45 MPH

CTH TT

R/W

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9

280 281 282 283 284 285

TRAFFIC CONTROL SIGNAL

USH 18 & CTH TT
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 2 OF 7

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A	SHEET 244	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024002A_sp.dgn PLOT DATE : 8/11/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- Y YIELD SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

N

USH 18 (SUMMIT AVENUE)

POSTED SPEED LIMIT = 45 MPH

CTH TT

R/W

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9

TRAFFIC CONTROL SIGNAL

USH 18 & CTH TT
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 3 OF 7

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET 245	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024002B_sp.dgn
PLOT DATE : 8/11/2016
PLOT BY : GRAEF
PLOT NAME :
PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (FY) (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- Y YIELD SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

N

USH 18 (SUMMIT AVENUE)

POSTED SPEED LIMIT = 45 MPH

CTH TT

R/W

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9

280 281 282 283 284 285

TRAFFIC CONTROL SIGNAL
USH 18 & CTH TT
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 4 OF 7

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3A	SHEET 246 E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024003A_sp.dgn PLOT DATE : 8/11/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (EY) (Y) YELLOW ARROW
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- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
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- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

N

USH 18 (SUMMIT AVENUE)

POSTED SPEED LIMIT = 45 MPH

R/W

CTH TT

280 281 282 283 284 285

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9

TRAFFIC CONTROL SIGNAL

USH 18 & CTH TT
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 5 OF 7

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3B	SHEET 247	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\03_USH 18\024003B_sp.dgn
PLOT DATE : 8/11/2016
PLOT BY : GRAEF
PLOT NAME :
PLOT SCALE : 40.0000 sf / in.
WISDOT/CADDS SHEET 42

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (FY) (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- Y YIELD SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

N

USH 18 (SUMMIT AVENUE)

POSTED SPEED LIMIT = 45 MPH

R/W

CTH TT

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8 WP9

MONOTUBE CONSTRUCTION NOTE:

THE TEMPORARY TRAFFIC SIGNAL HEADS INSTALLED ON THE TEMPORARY TRAFFIC SIGNAL SPAN WIRE SHALL BE ACTIVE UNTIL THE MONOTUBE ARMS IN FRONT OF THE TRAFFIC SIGNAL SPAN WIRE ARE INSTALLED. THE CONTRACTOR SHALL OPERATE THE PERMANENT TRAFFIC SIGNAL HEADS ON THE MONOTUBE POLES WITH THE TEMPORARY TRAFFIC SIGNAL INSTALLATION ONCE THE MONOTUBE ARM IS INSTALLED IN FRONT OF THE TEMPORARY TRAFFIC SIGNAL SPAN WIRE. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE MOST APPROPRIATE METHOD TO FEED THE PERMANENT TRAFFIC SIGNAL HEADS BEING USED WITH THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THEN CONTRACTOR SHALL HAVE THE TRAFFIC SIGNAL HEADS ON THE MONOTUBE TRAFFIC SIGNALS OPERATIONAL WITH THE TEMPORARY TRAFFIC SIGNAL WITHIN 2 HOURS OF THE MONOTUBE INSTALLATION.

ALL PERMANENT TRAFFIC SIGNAL HEADS NOT BEING USED SHALL BE COVERED AND TURNED UNTIL THE PERMANENT TRAFFIC SIGNAL INSTALLATION IS ACTIVATED.

TRAFFIC CONTROL SIGNAL
USH 18 & CTH TT
CITY OF WAUKESHA
WAUKESHA COUNTY

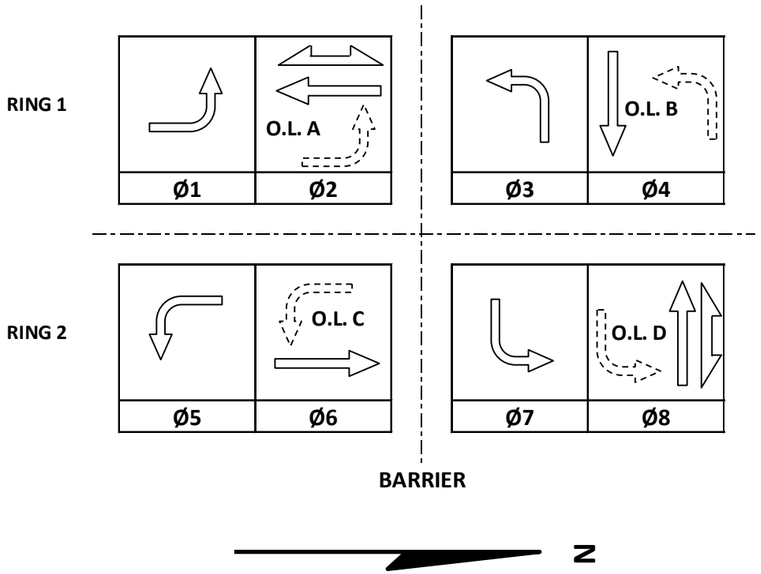
SIGNAL NO. S67-0624

REGION CONTACT: DAVE BRANTNER
DESIGNED BY: GRAEF
REVISED BY:

PAGE 6 OF 7

PROJECT NO: 2788-02-70	HWY: USH 18 / STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 248	E

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3	14,15	R ←
Ø4	16,17,18	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7	19,20	R ←
Ø8	11,12,13	R
Ø2P	21,22	
Ø4P		
Ø6P		
Ø8P	23,24	
OLA	4,5	-
OLB	14,15	-
OLC	9,10	-
OLD	19,20	-



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

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

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	31	42	61	81			
ASSIGNED PHASE	1	3	4	6	8			
OPTION MODE	VEH	VEH	VEH	VEH	VEH			
SWITCH								
EXTEND TIME								
DELAY	X	X		X	X			

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
								OPTION MODE
								SWITCH
								EXTEND TIME
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	21	41	51	71	82			
ASSIGNED PHASE	2	4	5	7	8			
OPTION MODE	VEH	VEH	VEH	VEH	VEH			
SWITCH								
EXTEND TIME								
DELAY	X	X	X	X				

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
								OPTION MODE
								SWITCH
								EXTEND TIME
								DELAY

USH 18 & CTH TT
CITY OF WAUKESHA
WAUKESHA COUNTY
SIGNAL NO: S67-0624 CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 8/16 PAGE NO. 7 OF 7

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- (B) PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (EY) (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- (S) STOP SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

SUMMARY OF TEMPORARY SIGNAL QUANTITES
INTERSECTION OF CTH TT & NORTHVIEW ROAD

QUANTITY	UNIT	DESCRIPTION
4	EACH	4X4 WOOD POST OR SKID
6	EACH	CLASS 4 WOOD POLE
670	FEET	SPAN WIRE
6	EACH	TEMPORARY LUMINAIRE 250W HPS / LED C
1	L.S.	NON-INTRUSIVE DETECTION SYSTEM
1	L.S.	INFRARED EVP SYSTEM

CONSTRUCTION NOTES:

1. FINAL LOCATION OF SIGNAL POLES, SIGNAL CABINET, & HEADS SHALL BE AS DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. NON-INTRUSIVE DETECTION ZONES ARE APPROXIMATE. ZONES SHALL BE ADJUSTED TO MATCH FIELD CONDITIONS.
5. NON-INTRUSIVE DETECTION SHALL BE MOUNTED AT THE HEIGHT RECOMMENDED BY THE MANUFACTURER IN THE SPECIFICATIONS.
6. ADJUST TEMPORARY SIGNALS WITHIN EACH CONSTRUCTION STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
7. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
8. MAINTAIN CROSSWALK ACCESS ACROSS INTERSECTION AT ALL TIMES. SEE STAGING PLANS FOR DETAILS. COVER & DE-ENERGIZE PEDESTRIAN HEADS WHEN NOT IN USE.
9. INCLUDE "LEFT TURN YIELD ON FLASHING YELLOW ARROW" SIGN R10-50L (30"X36") ON SPAN WIRE NEXT TO SIGNAL HEADS 5 AND 10.

TRAFFIC CONTROL SIGNAL
CTH TT & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-1428

COUNTY CONTACT: BRUCE BARNES
DESIGNED BY: GRAEF
REVISED BY:

PAGE 1 OF 5

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 250	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\02_Northview\024001_sp.dgn
PLOT DATE : 8/12/2016
PLOT BY : GRAEF
PLOT NAME :
PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- S STOP SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

N

NORTHVIEW ROAD

POSTED SPEED LIMIT = 35 MPH

POSTED SPEED LIMIT = 45 MPH

CTH TT (MEADOWBROOK ROAD)

R/W

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

338 339 340 341 342 343

TRAFFIC CONTROL SIGNAL

CTH TT & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-1428

COUNTY CONTACT: BRUCE BARNES
DESIGNED BY: GRAEF
REVISED BY:

PAGE 2 OF 5

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A & 2B	SHEET 251	E

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- S STOP SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH

CTH TT (MEADOWBROOK ROAD)

POSTED SPEED LIMIT = 45 MPH

POSTED SPEED LIMIT = 35 MPH

NORTHVIEW ROAD

R/W

WP1 WP2 WP3 WP4 WP5 WP6 WP7 WP8

338 339 340 341 342 343

TRAFFIC CONTROL SIGNAL

CTH TT & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO. S67-1428

COUNTY CONTACT: BRUCE BARNES
DESIGNED BY: GRAEF
REVISED BY:

PAGE 3 OF 5

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3A & 3B	SHEET 252	E

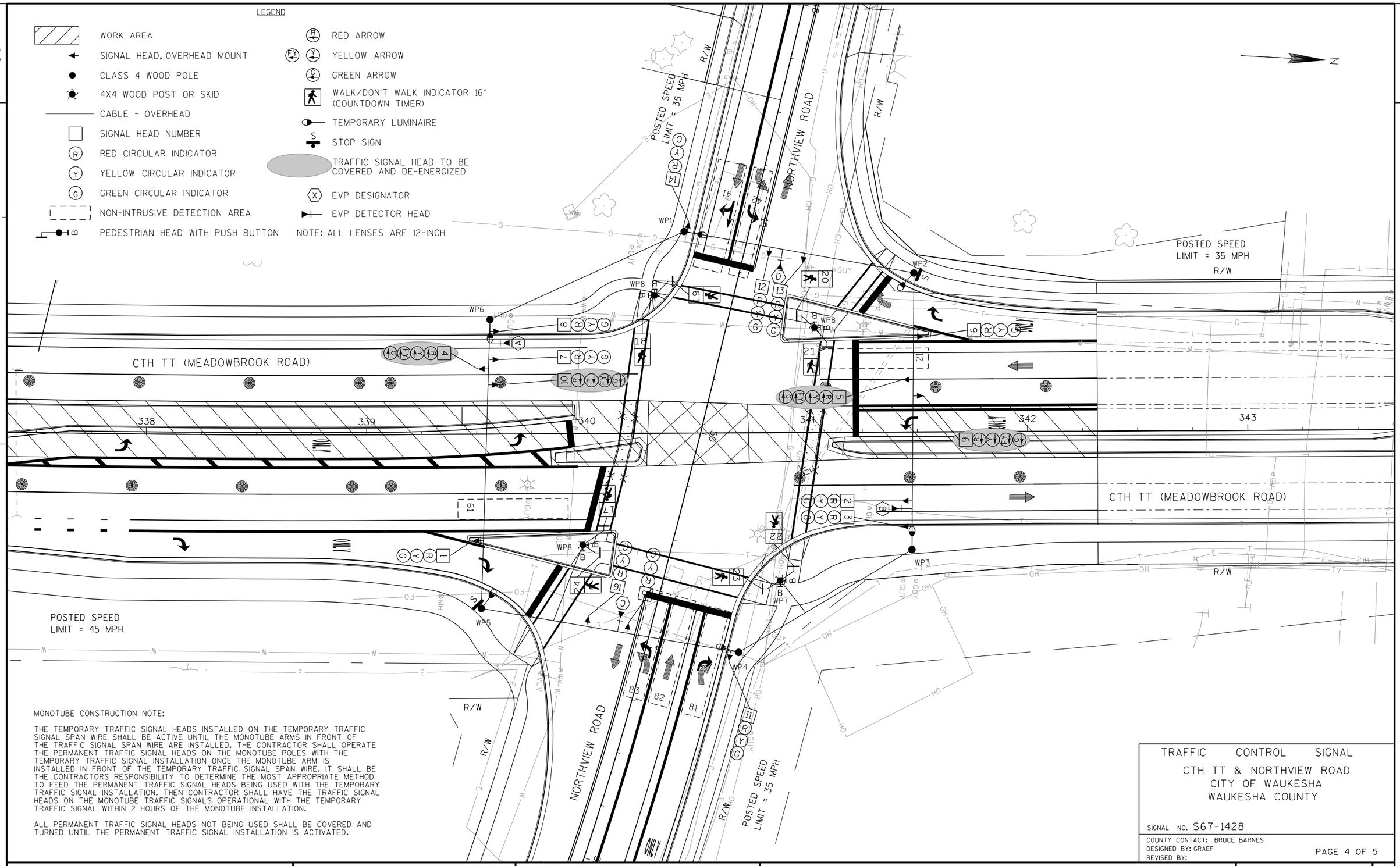
FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\02_Northview\024003_sp.dgn PLOT DATE : 8/12/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

LEGEND

- WORK AREA
- SIGNAL HEAD, OVERHEAD MOUNT
- CLASS 4 WOOD POLE
- 4X4 WOOD POST OR SKID
- CABLE - OVERHEAD
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- NON-INTRUSIVE DETECTION AREA
- PEDESTRIAN HEAD WITH PUSH BUTTON
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- TEMPORARY LUMINAIRE
- STOP SIGN
- TRAFFIC SIGNAL HEAD TO BE COVERED AND DE-ENERGIZED
- EVP DESIGNATOR
- EVP DETECTOR HEAD

NOTE: ALL LENSES ARE 12-INCH



MONOTUBE CONSTRUCTION NOTE:

THE TEMPORARY TRAFFIC SIGNAL HEADS INSTALLED ON THE TEMPORARY TRAFFIC SIGNAL SPAN WIRE SHALL BE ACTIVE UNTIL THE MONOTUBE ARMS IN FRONT OF THE TRAFFIC SIGNAL SPAN WIRE ARE INSTALLED. THE CONTRACTOR SHALL OPERATE THE PERMANENT TRAFFIC SIGNAL HEADS ON THE MONOTUBE POLES WITH THE TEMPORARY TRAFFIC SIGNAL INSTALLATION ONCE THE MONOTUBE ARM IS INSTALLED IN FRONT OF THE TEMPORARY TRAFFIC SIGNAL SPAN WIRE. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE MOST APPROPRIATE METHOD TO FEED THE PERMANENT TRAFFIC SIGNAL HEADS BEING USED WITH THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THEN CONTRACTOR SHALL HAVE THE TRAFFIC SIGNAL HEADS ON THE MONOTUBE TRAFFIC SIGNALS OPERATIONAL WITH THE TEMPORARY TRAFFIC SIGNAL WITHIN 2 HOURS OF THE MONOTUBE INSTALLATION.

ALL PERMANENT TRAFFIC SIGNAL HEADS NOT BEING USED SHALL BE COVERED AND TURNED UNTIL THE PERMANENT TRAFFIC SIGNAL INSTALLATION IS ACTIVATED.

TRAFFIC CONTROL SIGNAL

CTH TT & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

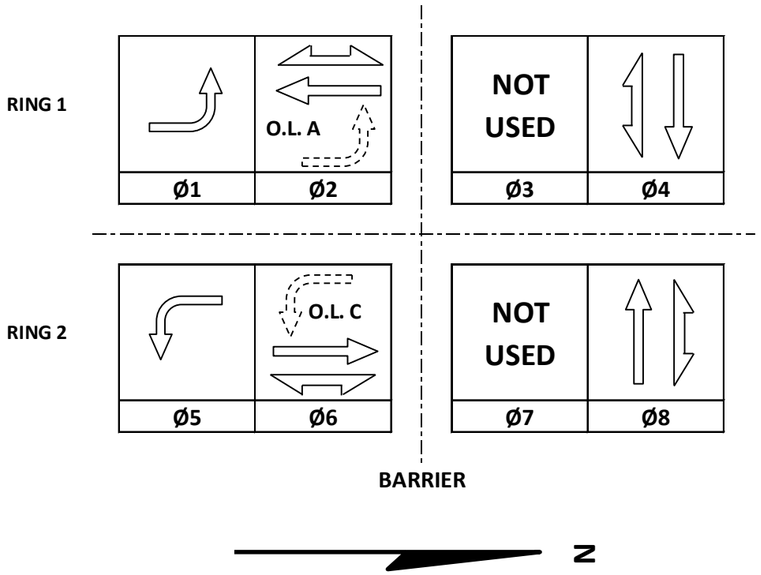
SIGNAL NO. S67-1428

COUNTY CONTACT: BRUCE BARNES
DESIGNED BY: GRAEF
REVISED BY:

PAGE 4 OF 5

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 253	E

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3		
Ø4	14,15,16	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7		
Ø8	11,12,13	R
Ø2P	19,20	
Ø4P	17,18	
Ø6P	23,24	
Ø8P	21,22	
OLA	4,5	-
OLB		
OLC	9,10	-
OLD		



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	←	→	↓↑	↓↑
PHASE	2+5	6+1	4+8	8+4

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

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

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

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

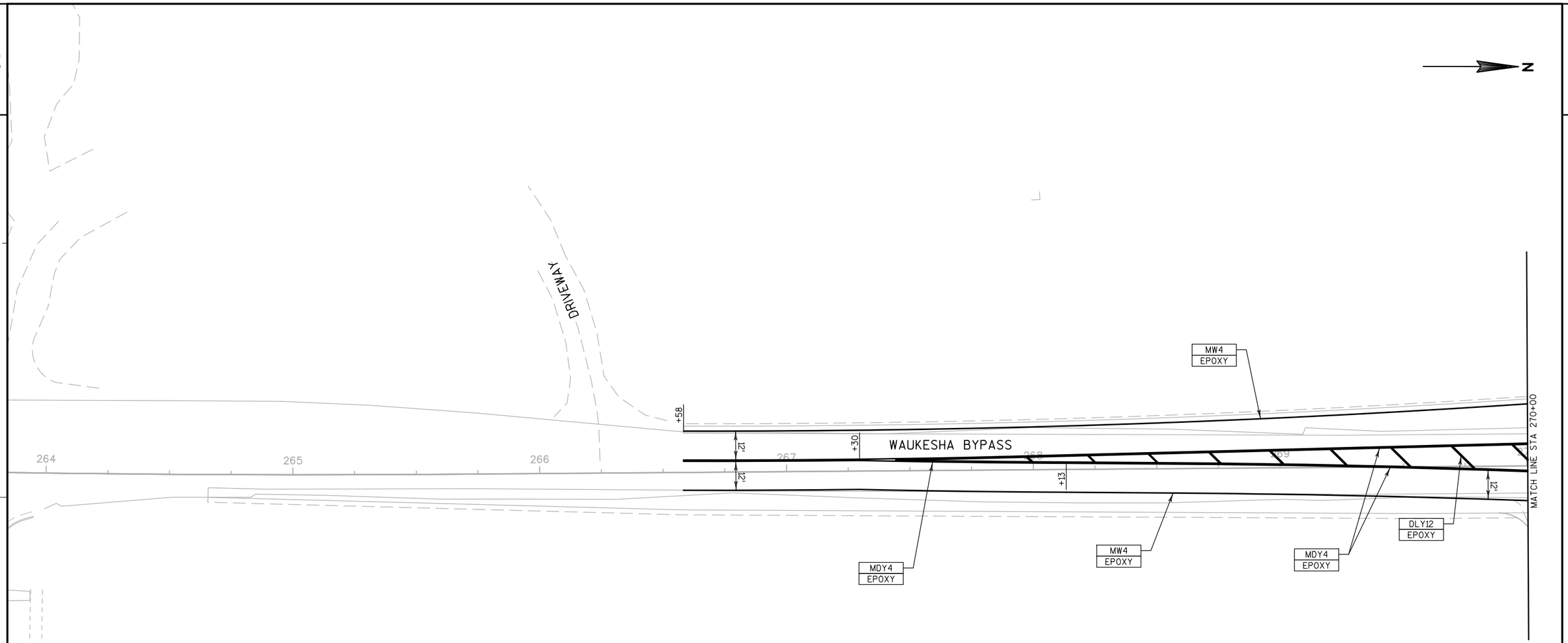
DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	41	51	81	83												PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	4	5	8	8												ASSIGNED PHASE
OPTION MODE	VEH	VEH	VEH	VEH	VEH												OPTION MODE
SWITCH																	SWITCH
EXTEND TIME																	EXTEND TIME
DELAY	X	X	X	X	X												DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	42	61	82													PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	4	6	8													ASSIGNED PHASE
OPTION MODE	VEH	VEH	VEH	VEH													OPTION MODE
SWITCH																	SWITCH
EXTEND TIME																	EXTEND TIME
DELAY	X	X	X														DELAY

CTH TT & NORTHVIEW ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO: S67-1428 CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 8/1 PAGE NO. 5 OF 5

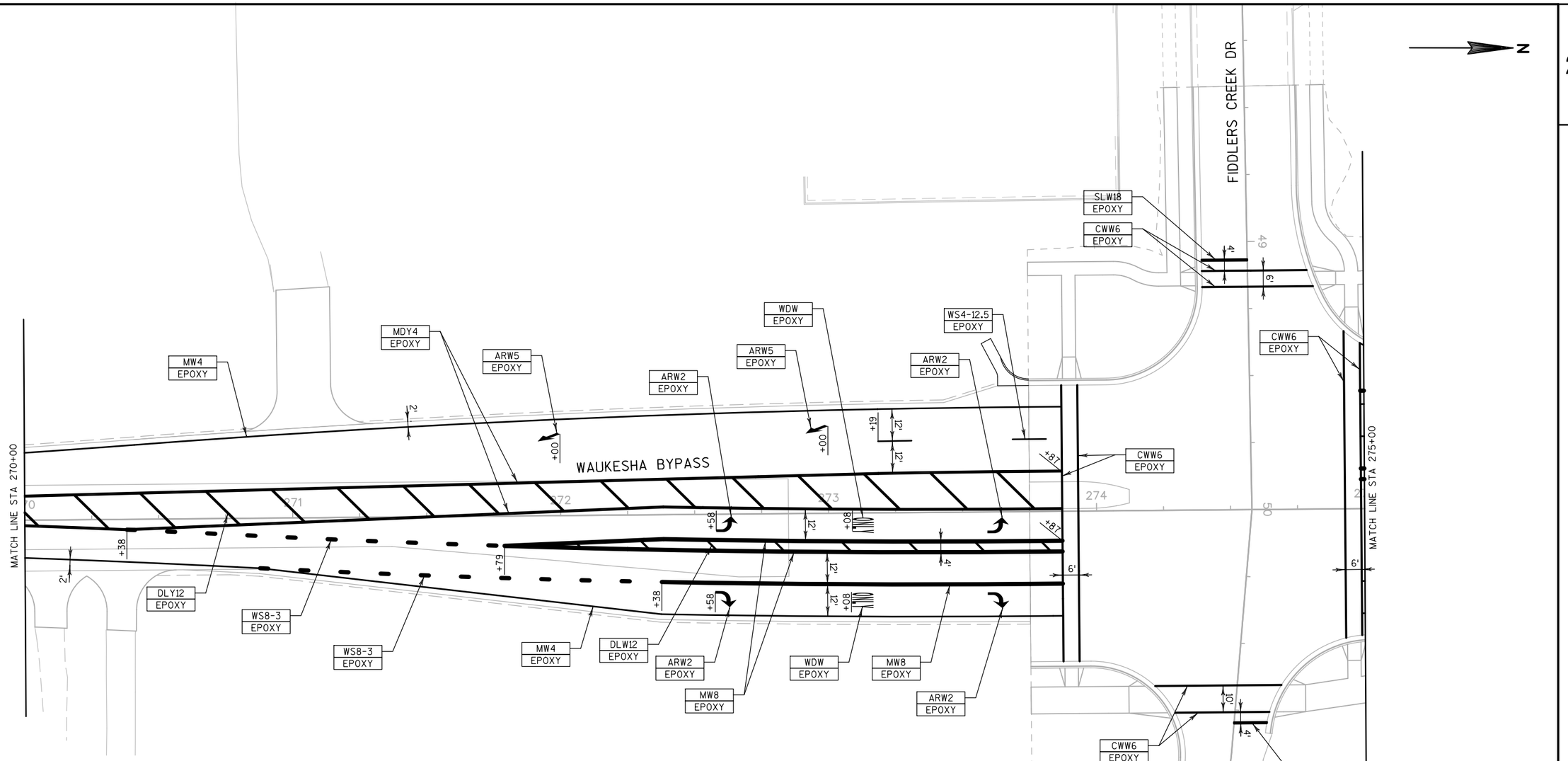


2

LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 ' SEGMENT, 37 1/2 ' GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 255	E

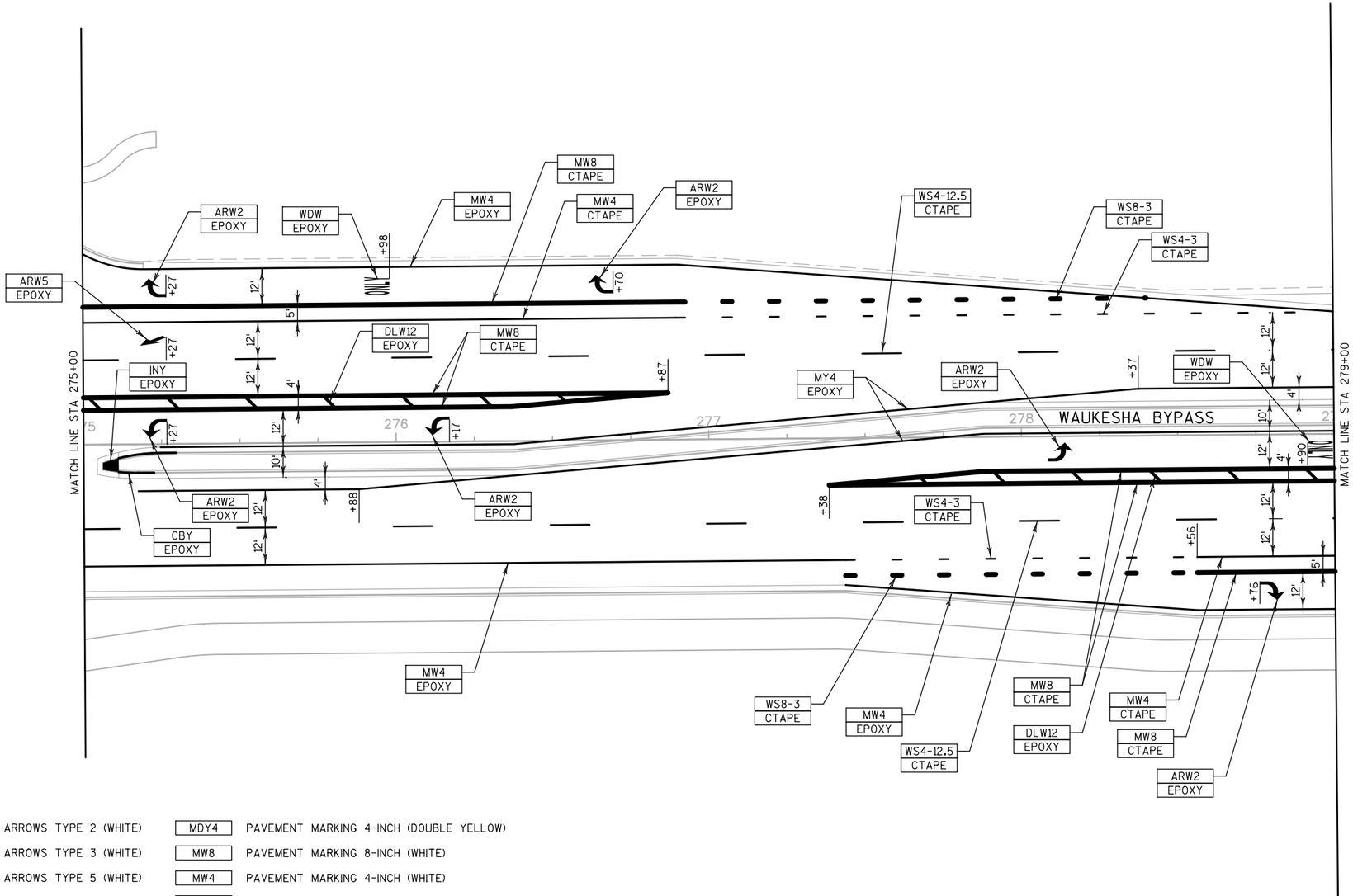


LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 256	E

2



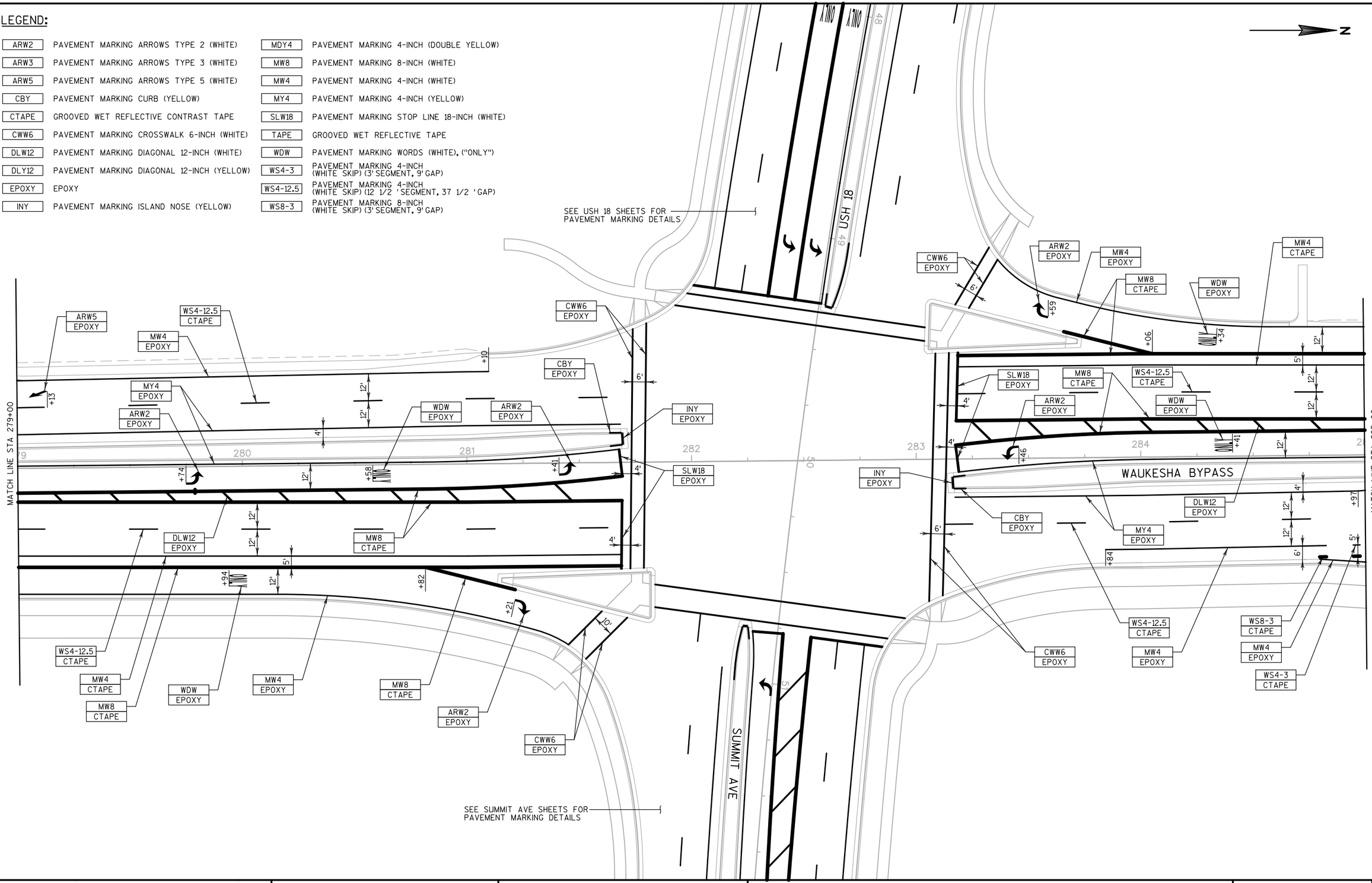
LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 257	E

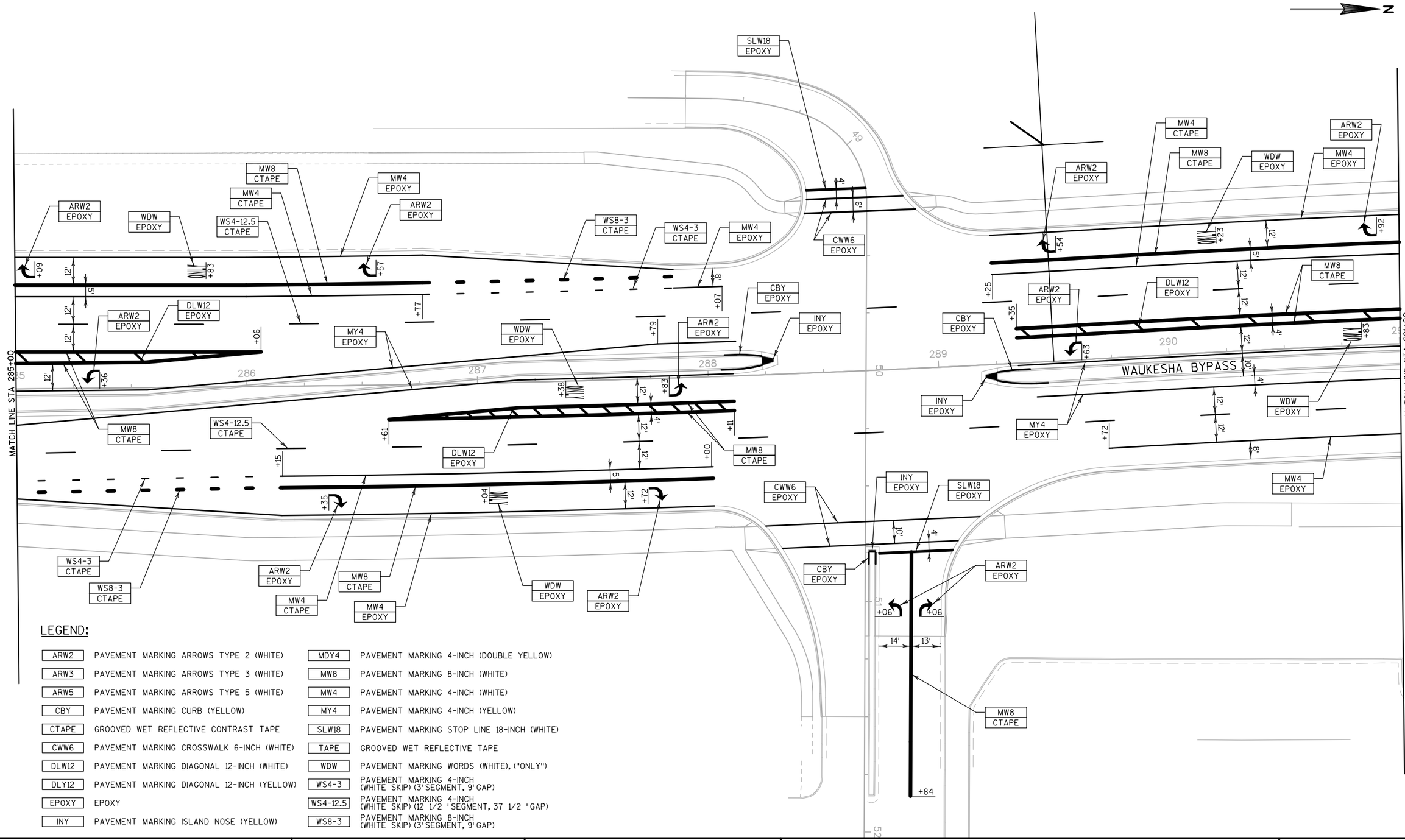
LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)



PROJECT NO: 2788-02-70/00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 258	E

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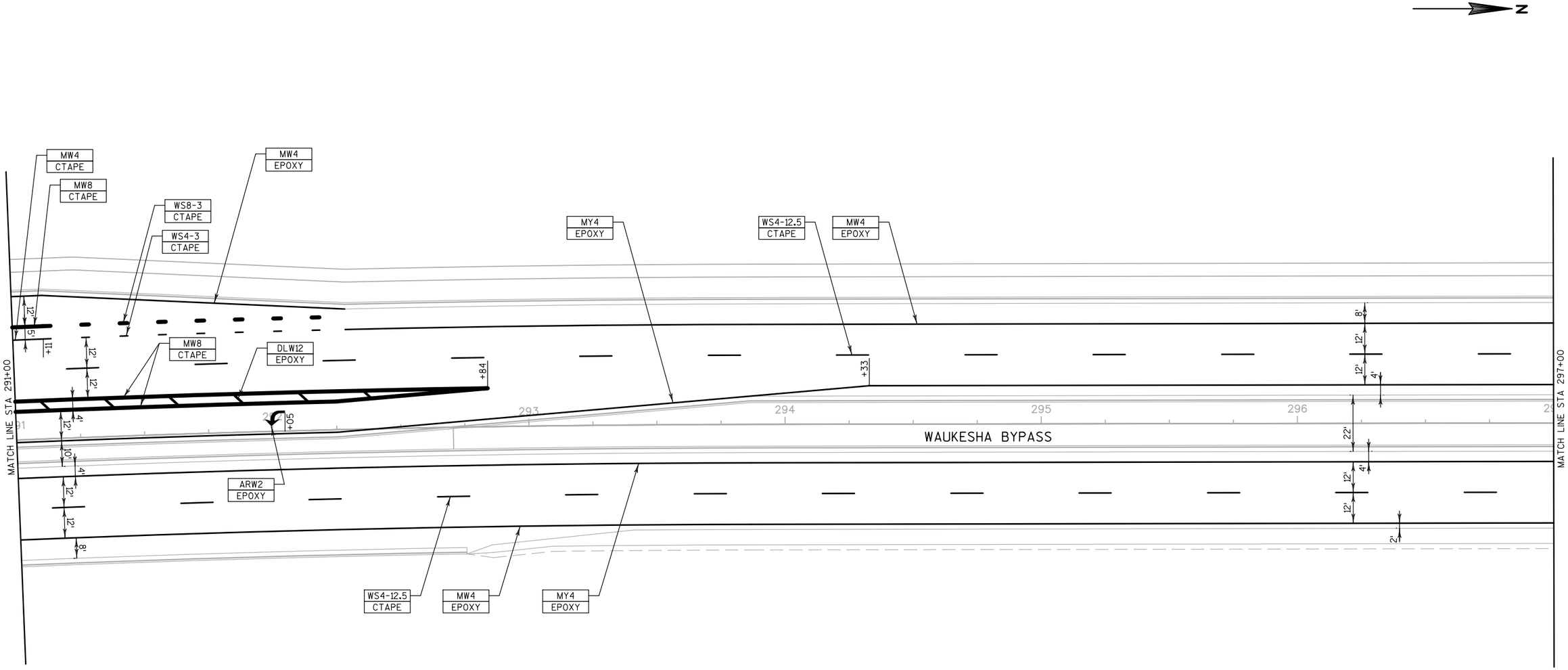


LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 259	E

2



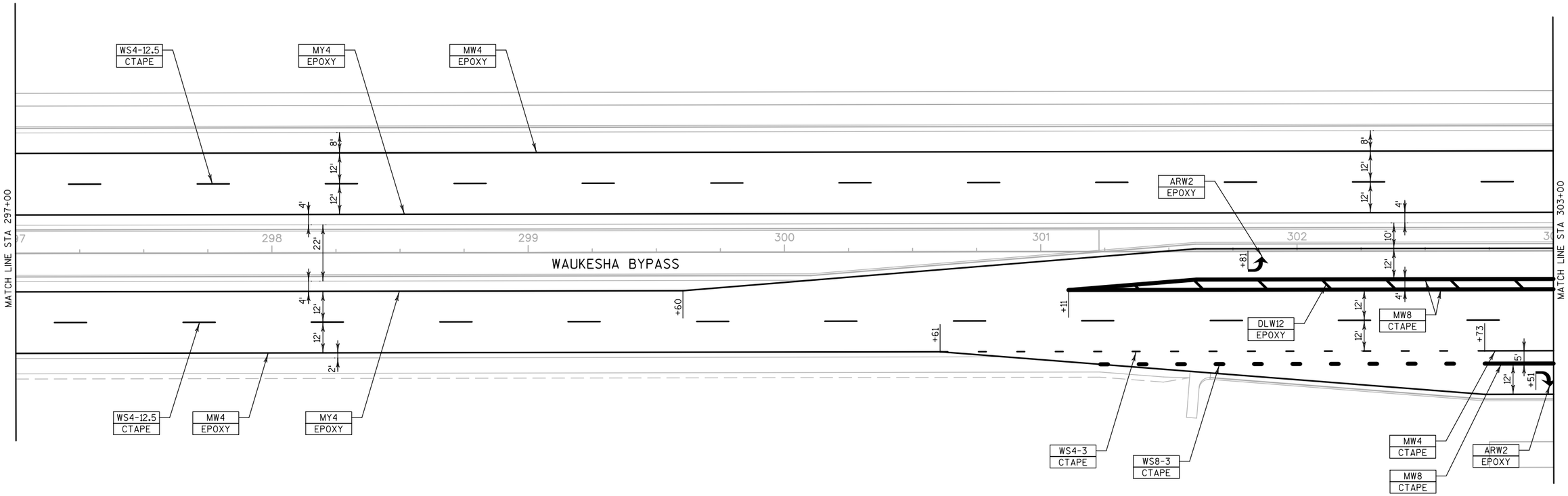
LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
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DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 260	E

2

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LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
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DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 261	E

2

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COLDWATER CREEK DR

SEE COLDWATER CREEK DR SHEETS FOR PAVEMENT MARKING DETAILS

MATCH LINE STA 303+00

MATCH LINE STA 309+00

WAUKESHA BYPASS

MW4 EPOXY
WS4-12.5 CTAPE
WDW EPOXY
MY4 EPOXY
ARW2 EPOXY
CWW6 EPOXY
INY EPOXY
CBY EPOXY
DLW12 EPOXY
MW8 CTAPE
WS4-3 CTAPE
DLY12 EPOXY

SEE COLDWATER CREEK DR SHEETS FOR PAVEMENT MARKING DETAILS

COLDWATER CREEK DR

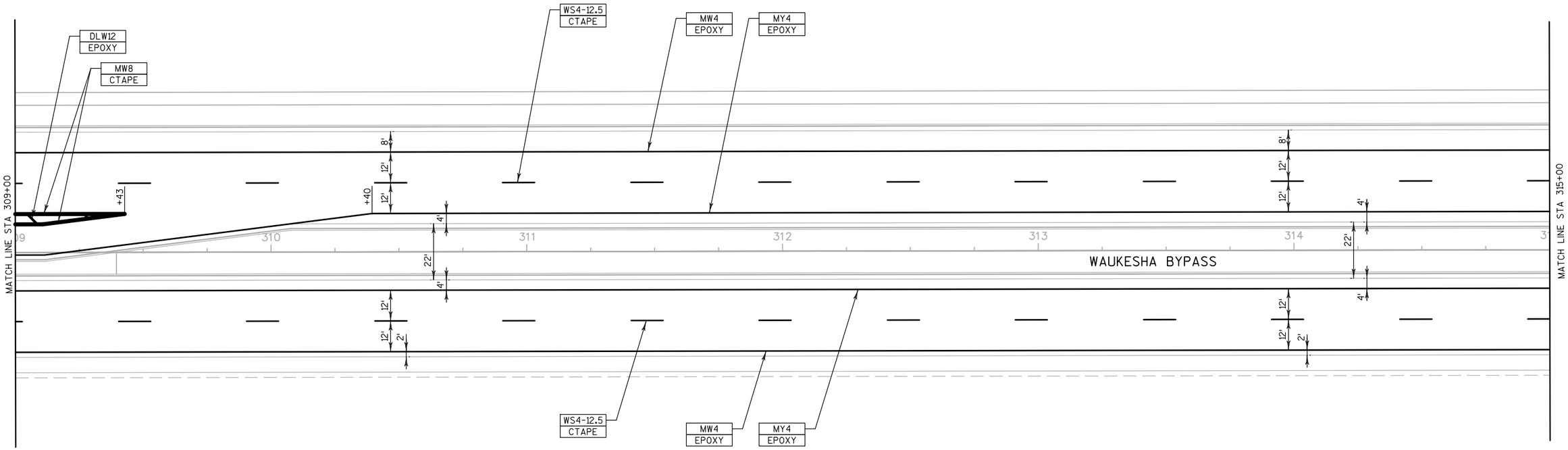
LEGEND:

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ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
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INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 262	E

2

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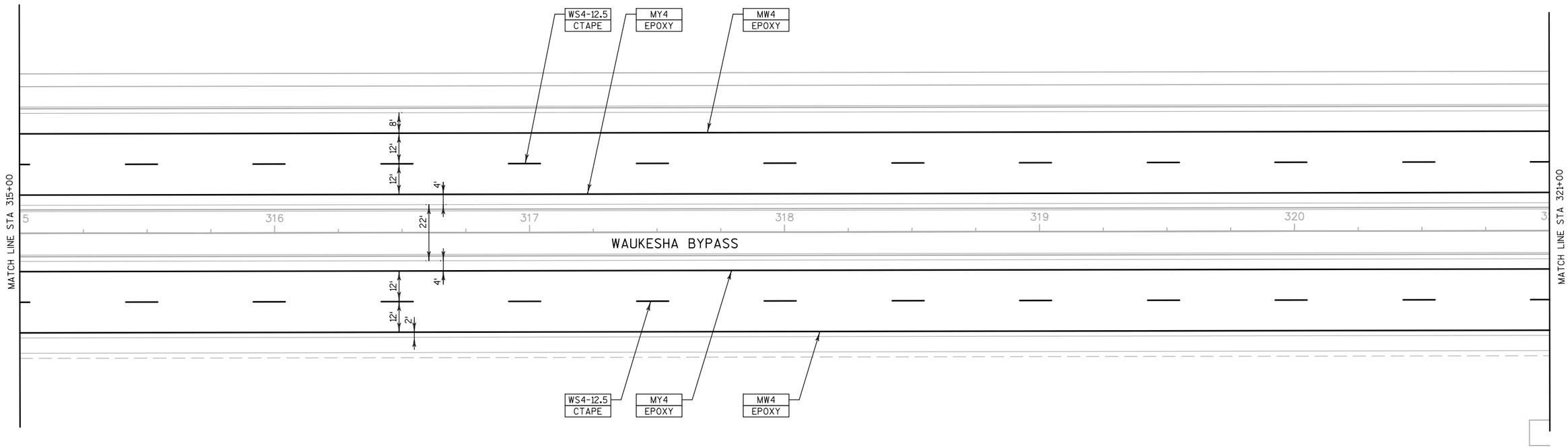


LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
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CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
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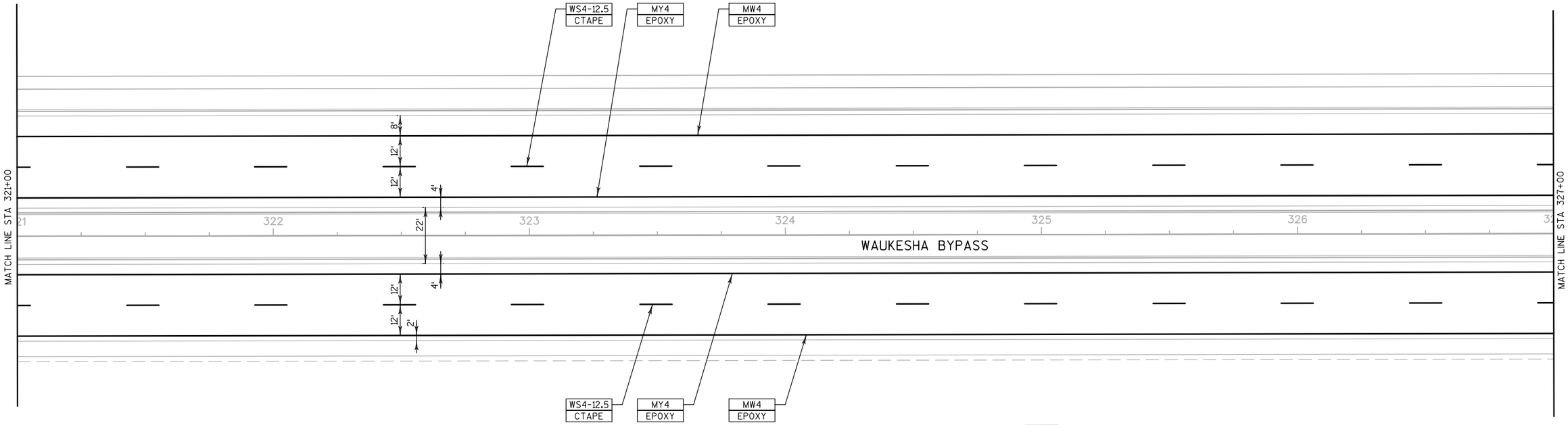
LEGEND:

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EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 ' SEGMENT, 37 1/2 ' GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 264	E

2

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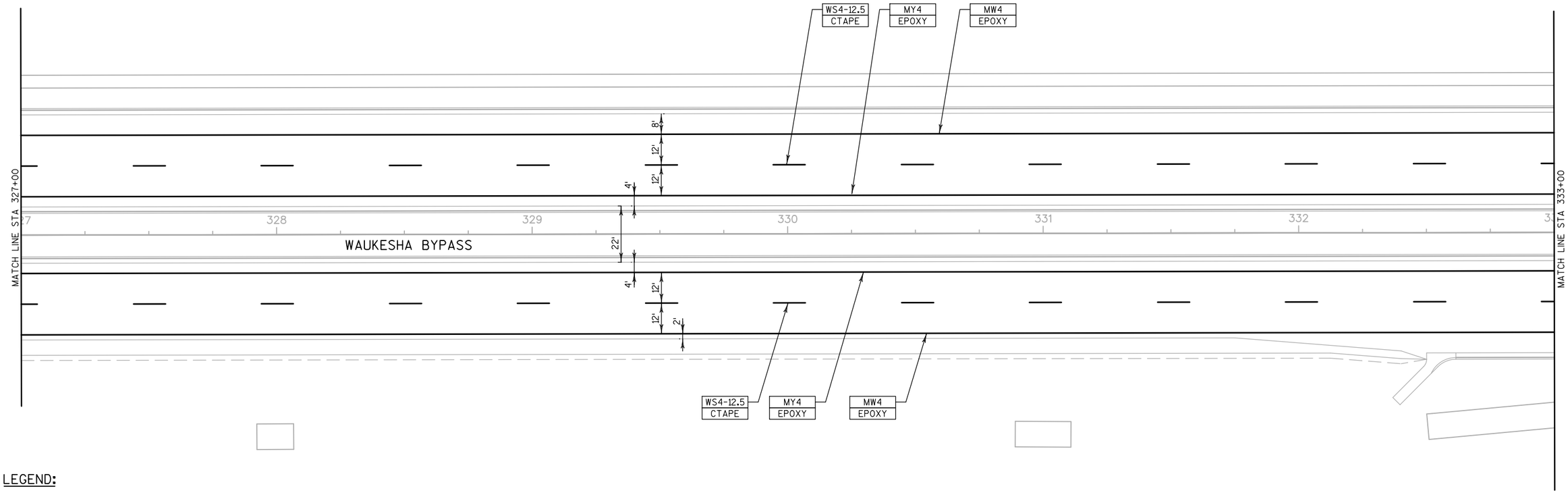


LEGEND:

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INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

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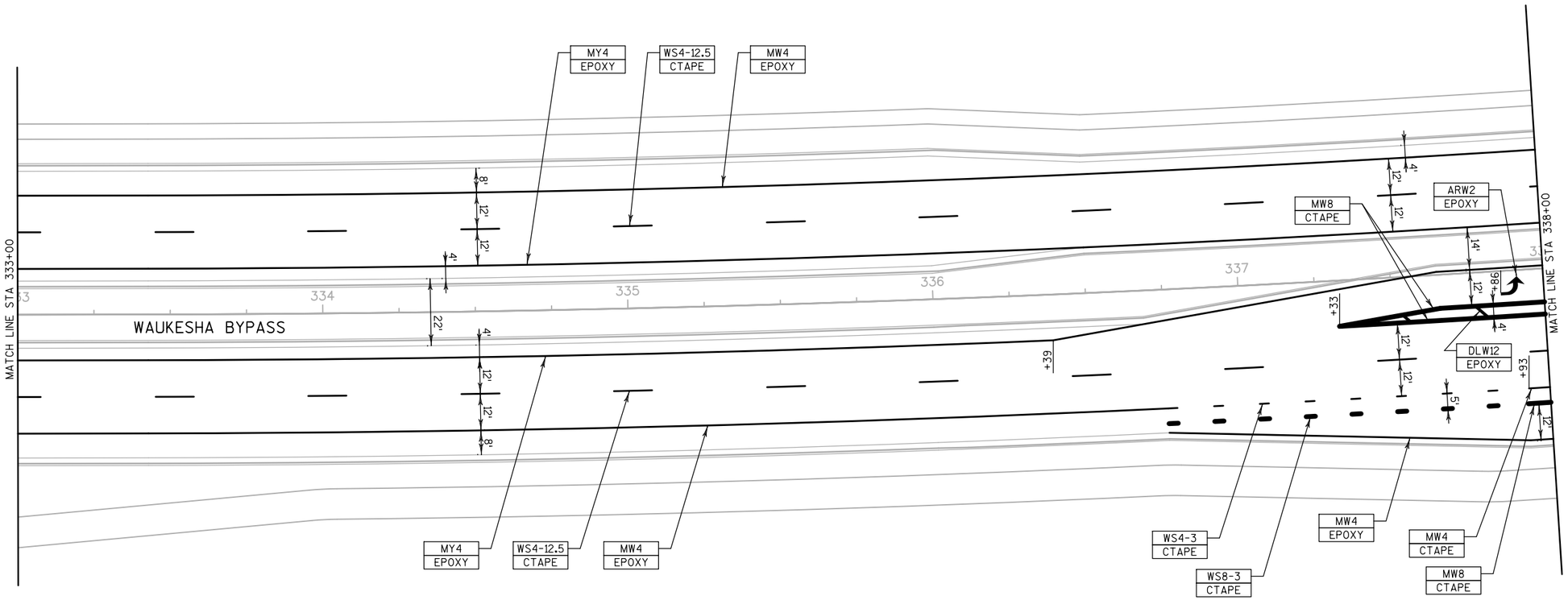


LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
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EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 266	E

2



LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
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CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
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INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 267	E

2

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NORTHVIEW RD

SEE NORTHVIEW RD SHEETS FOR PAVEMENT MARKING DETAILS

PAVEMENT MARKING BY OTHERS

WAUKESHA BYPASS

MATCH LINE STA 338+00

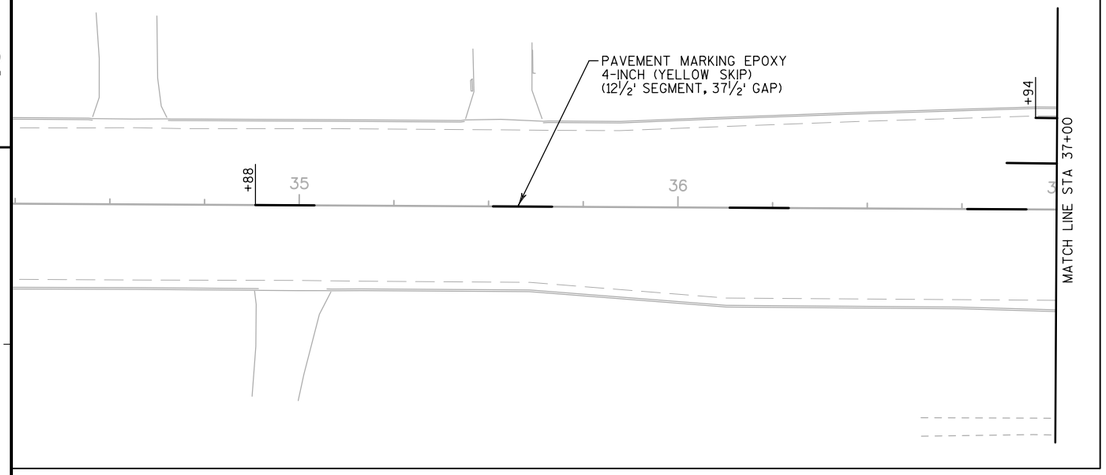
CWW6 EPOXY
SLW18 EPOXY
ARW2 EPOXY
WDW EPOXY
MW8 CTAPE
MW4 EPOXY
MW4 CTAPE
MY4 EPOXY
WS4-12.5 CTAPE
DLW12 EPOXY
CBY EPOXY
INY EPOXY
ARW5 EPOXY

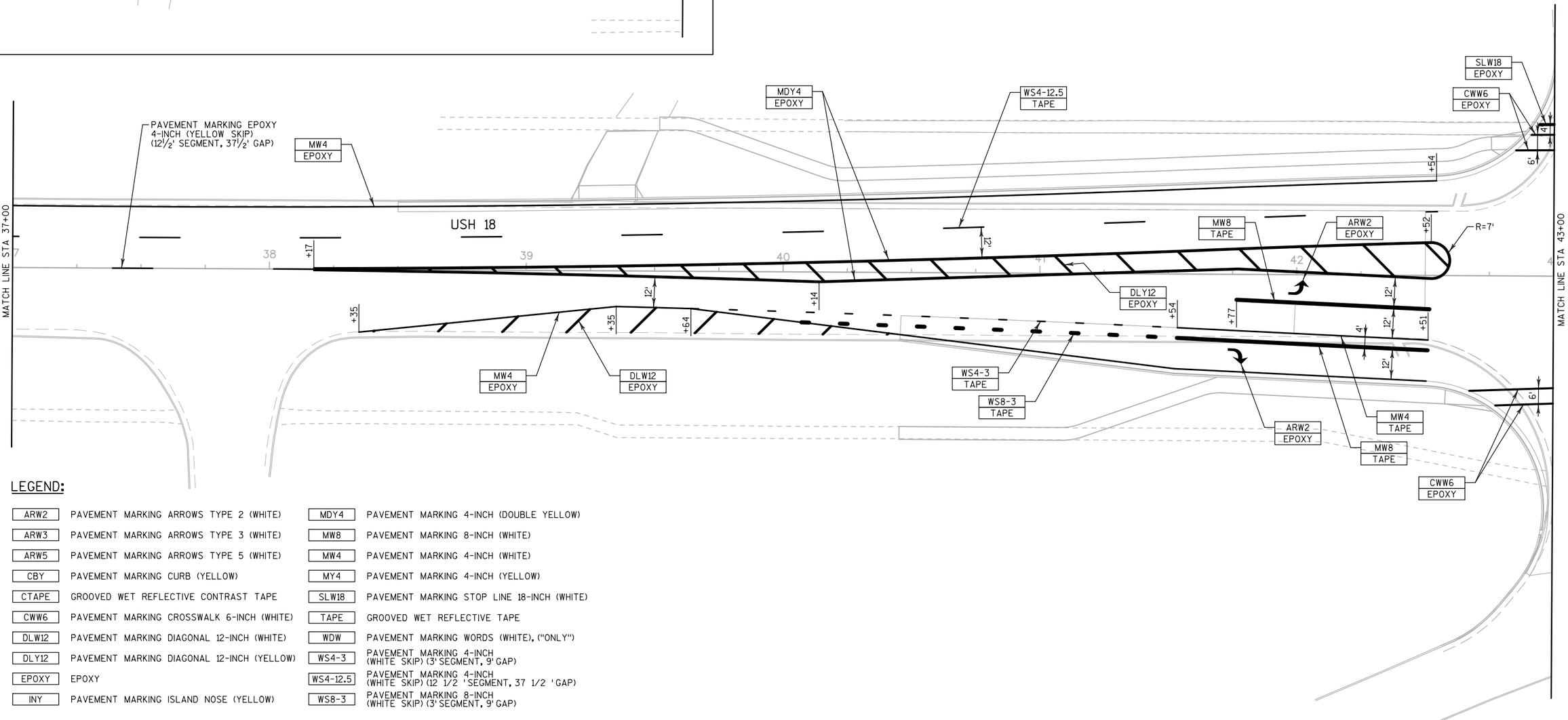
LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
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DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - WAUKESHA BYPASS	SHEET 268	E

FILE NAME : FD_024515_pm.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1





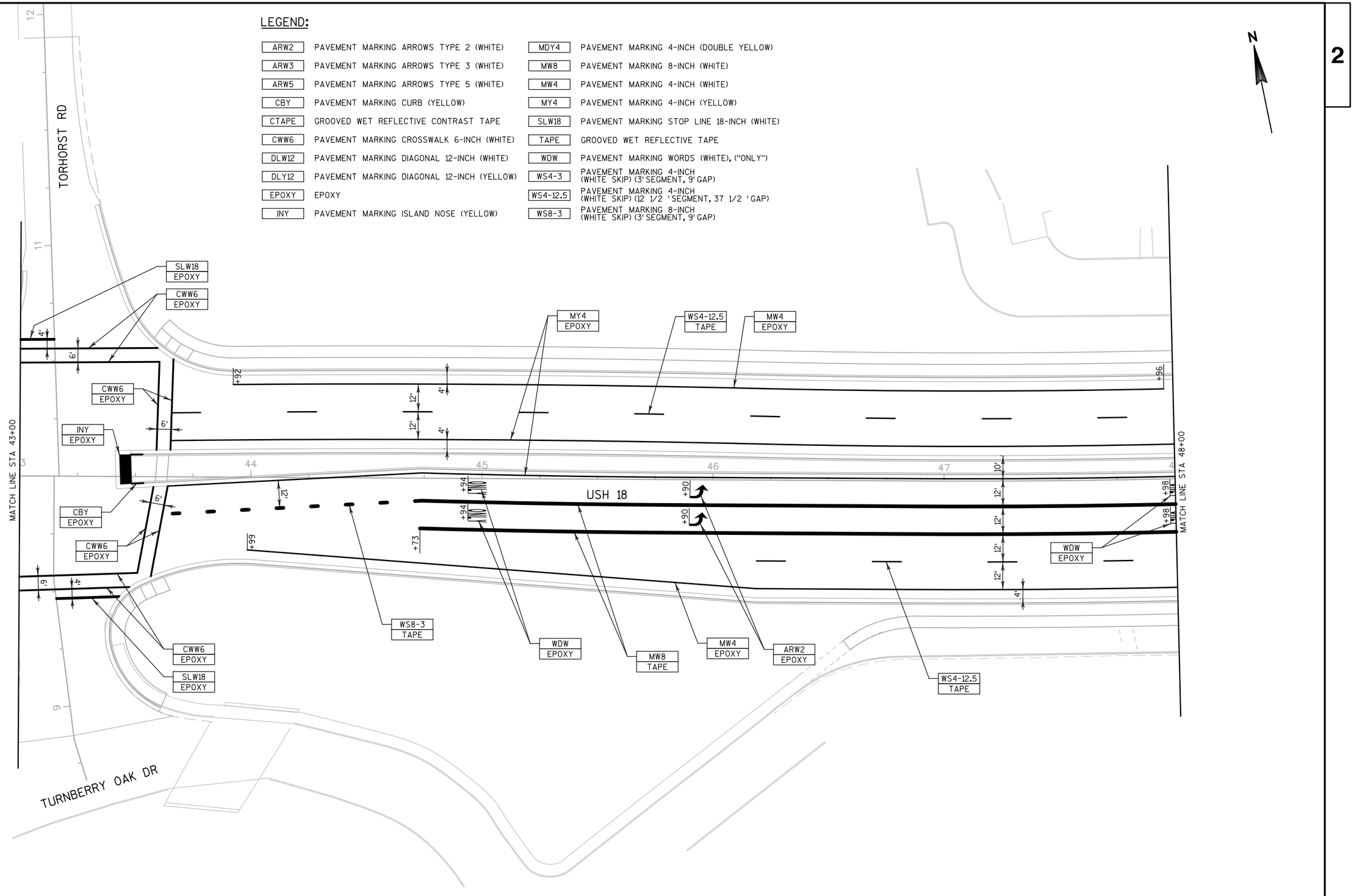
LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
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DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 ' SEGMENT, 37 1/2 ' GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

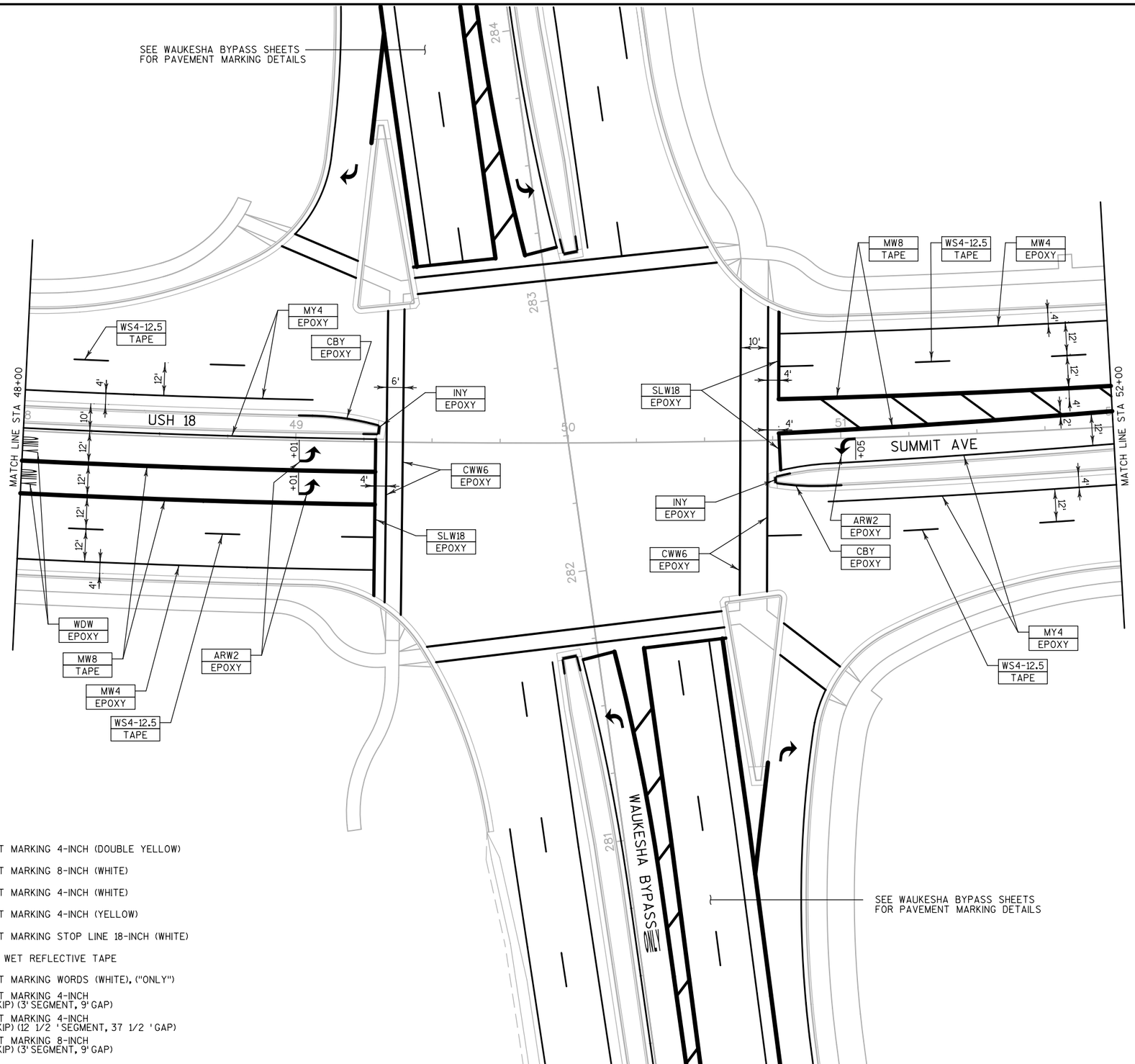
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - USH 18	SHEET 269	E

LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
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DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)



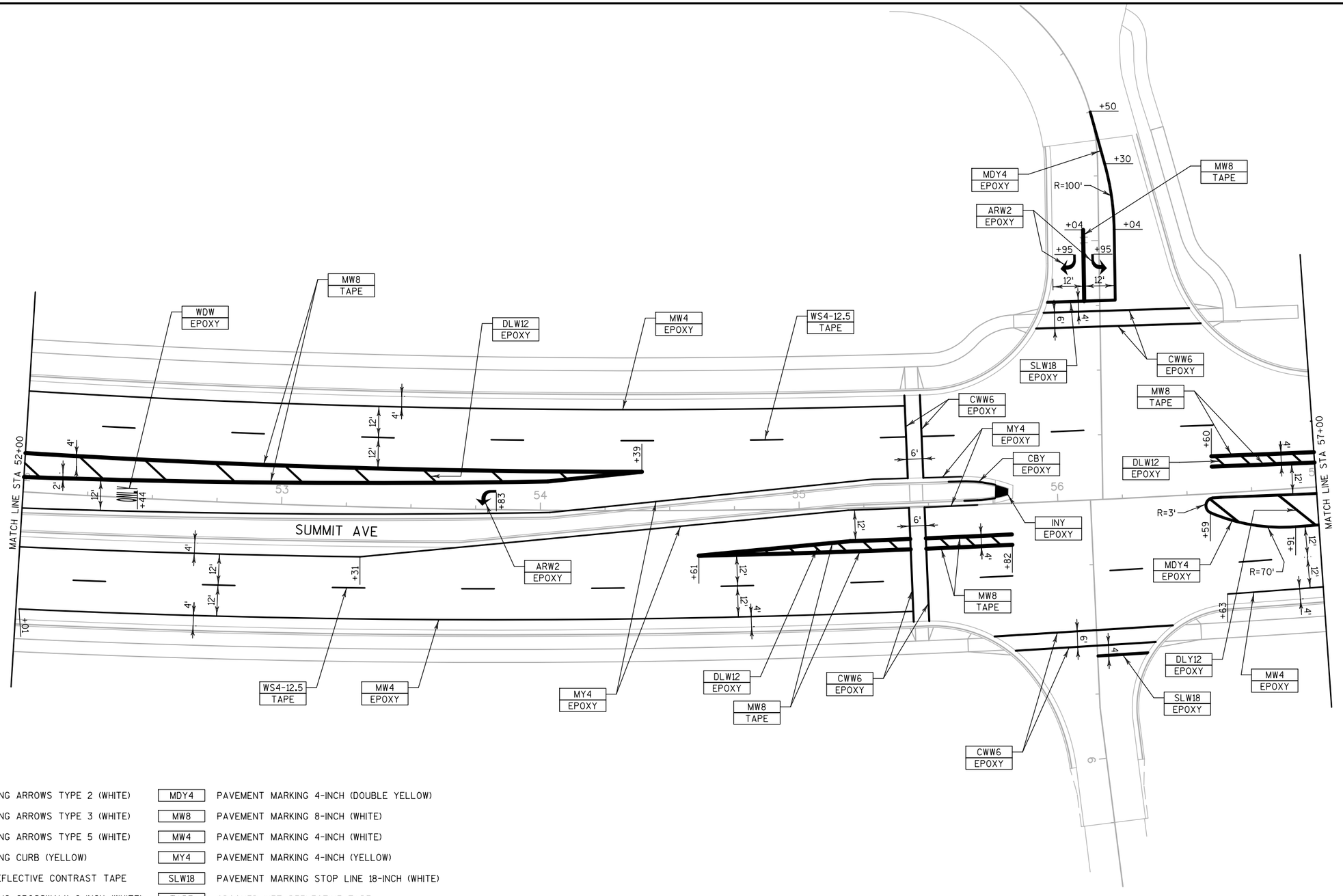
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - USH 18	SHEET 270	E



LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3'SEGMENT, 9'GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3'SEGMENT, 9'GAP)

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - USH 18/SUMMIT AVE	SHEET 271	E



LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

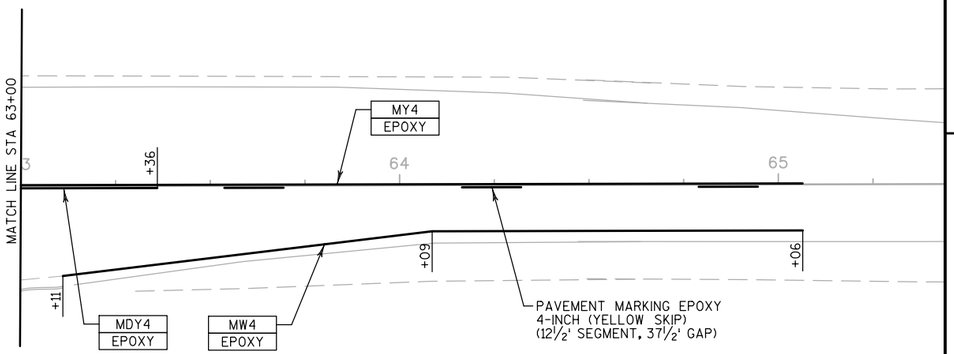
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - SUMMIT AVE	SHEET 272	E

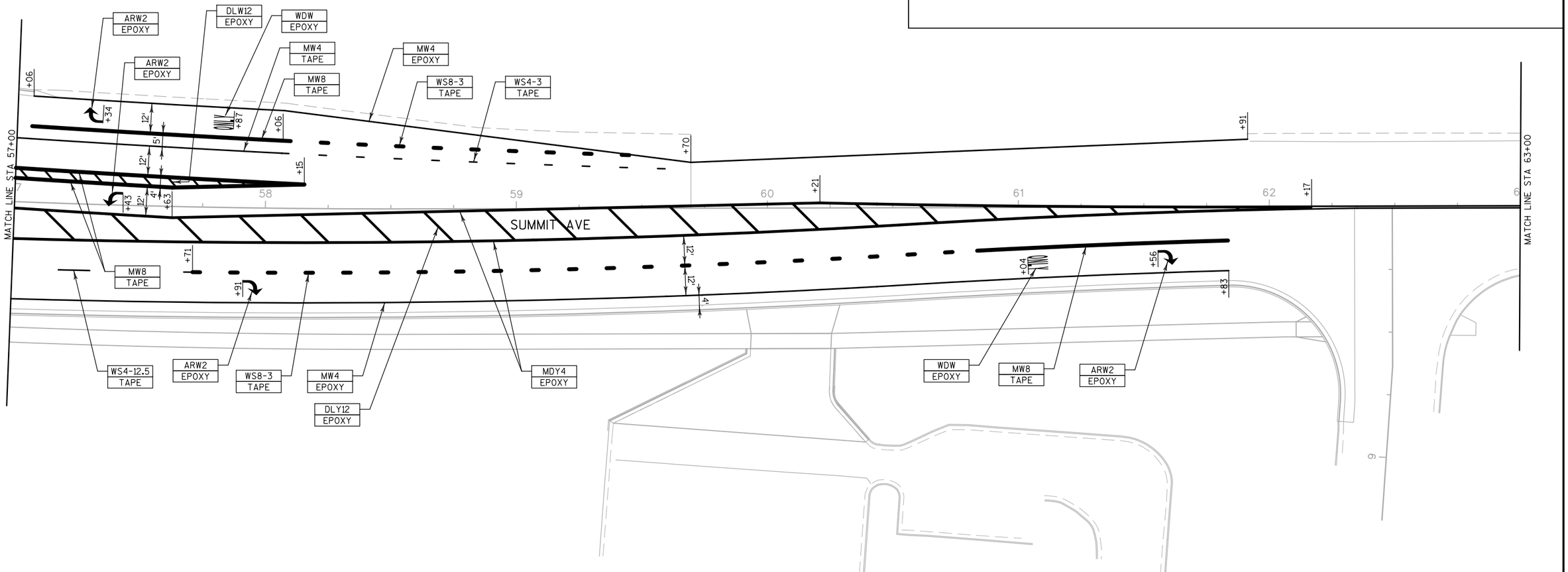
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LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
EPOXY	EPOXY
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MW8	PAVEMENT MARKING 8-INCH (WHITE)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
TAPE	GROOVED WET REFLECTIVE TAPE
WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

N





PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - SUMMIT AVE	SHEET 273 E

FILE NAME : FD_024520_pm.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
CWW6	PAVEMENT MARKING CROSSWALK 6-INCH (WHITE)	TAPE	GROOVED WET REFLECTIVE TAPE
DLW12	PAVEMENT MARKING DIAGONAL 12-INCH (WHITE)	WDW	PAVEMENT MARKING WORDS (WHITE), ("ONLY")
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)	WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)
EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 ' SEGMENT, 37 1/2 ' GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

SEE WAUKESHA BYPASS SHEETS FOR PAVEMENT MARKING DETAILS

SEE WAUKESHA BYPASS SHEETS FOR PAVEMENT MARKING DETAILS

WAUKESHA BYPASS

ONLY

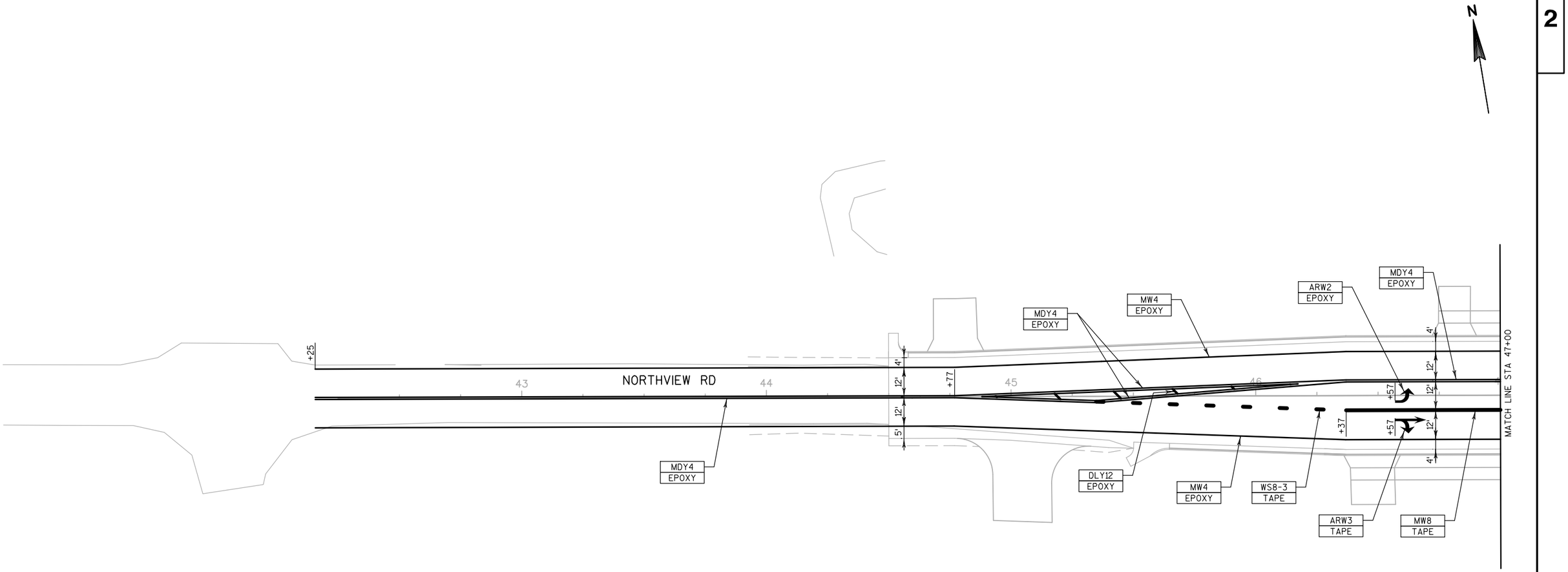
COLDWATER CREEK DR

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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - COLDWATER CREEK DR	SHEET 274	E

FILE NAME : FD_024523_pm.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

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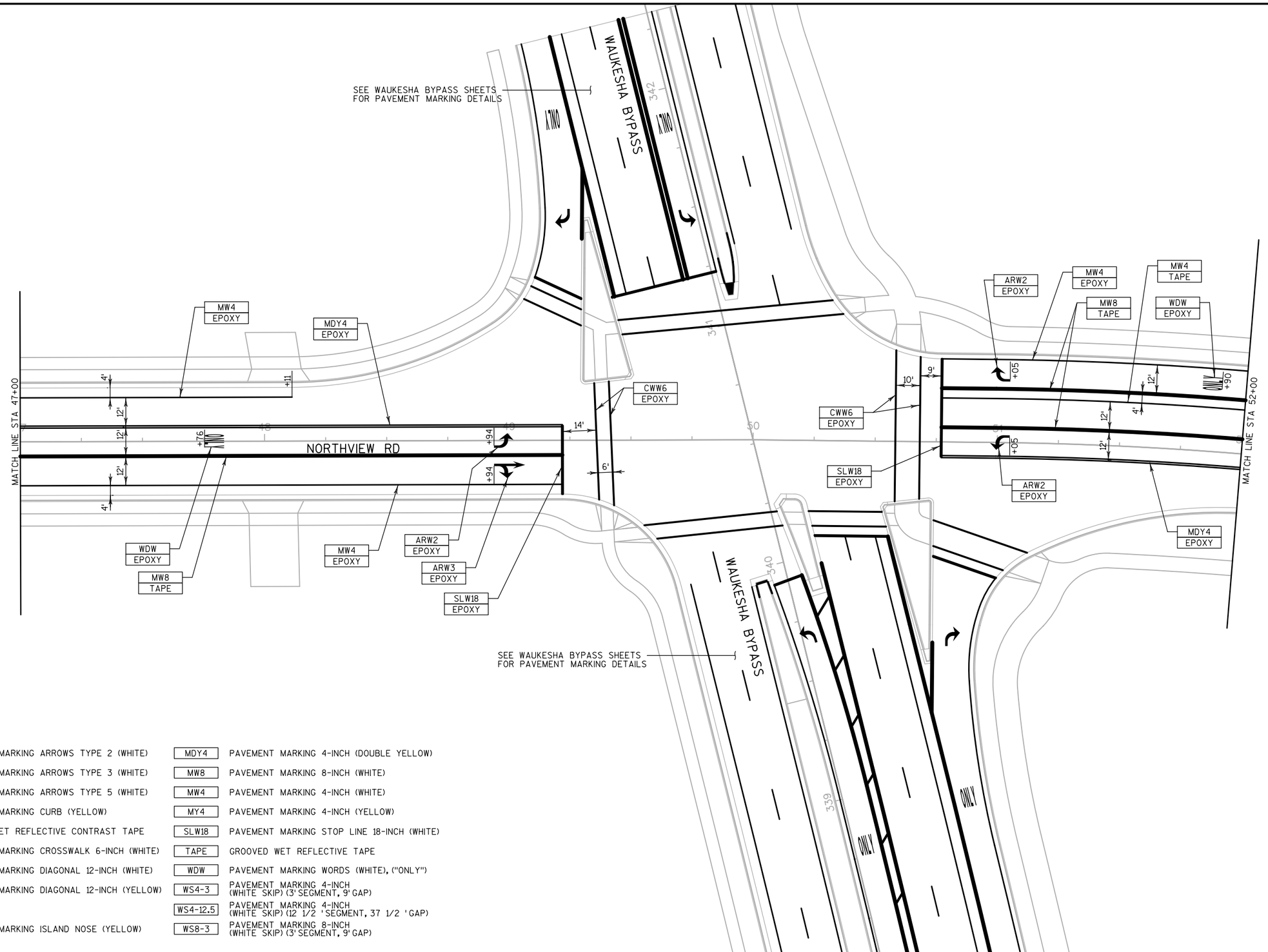


LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
CTAPE	GROOVED WET REFLECTIVE CONTRAST TAPE	SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
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EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - NORTHVIEW RD	SHEET 275	E

2

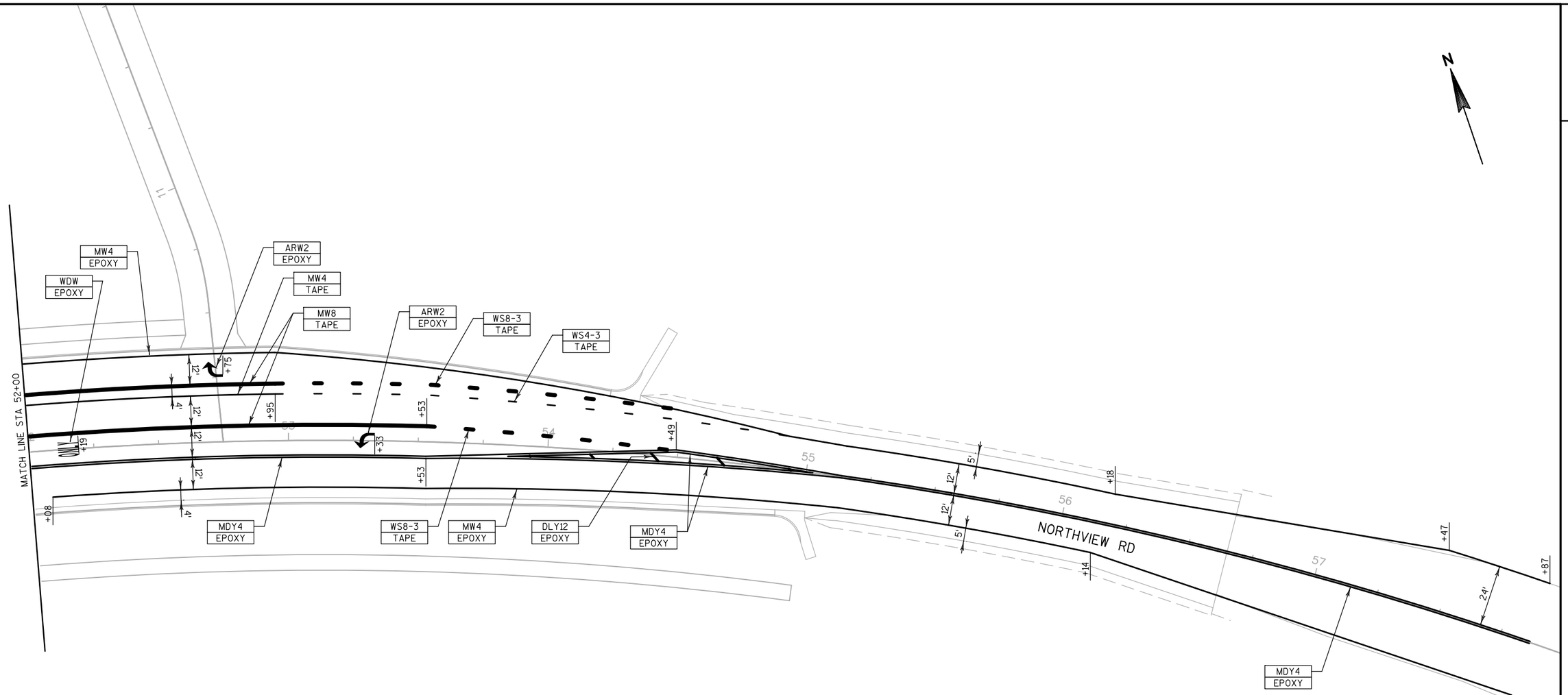


LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
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EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 ' SEGMENT, 37 1/2 ' GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3' SEGMENT, 9' GAP)

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - NORTHVIEW RD	SHEET 276	E

2

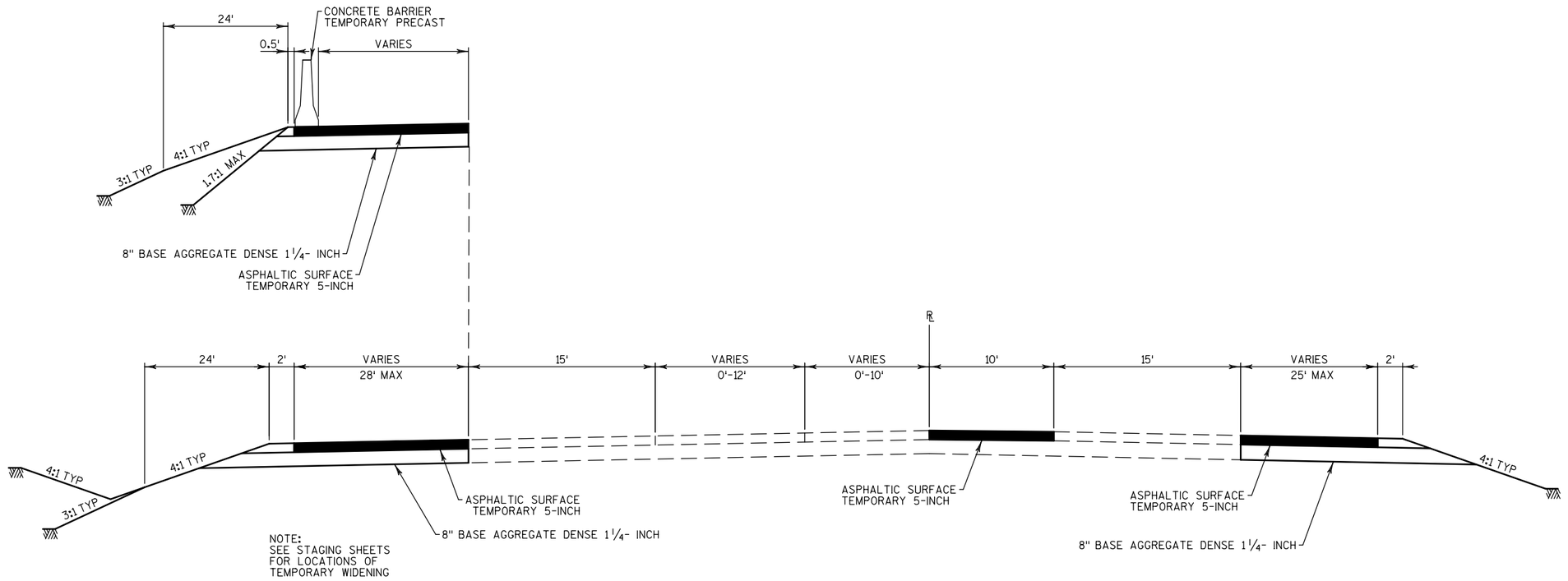


LEGEND:

ARW2	PAVEMENT MARKING ARROWS TYPE 2 (WHITE)	MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
ARW3	PAVEMENT MARKING ARROWS TYPE 3 (WHITE)	MW8	PAVEMENT MARKING 8-INCH (WHITE)
ARW5	PAVEMENT MARKING ARROWS TYPE 5 (WHITE)	MW4	PAVEMENT MARKING 4-INCH (WHITE)
CBY	PAVEMENT MARKING CURB (YELLOW)	MY4	PAVEMENT MARKING 4-INCH (YELLOW)
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EPOXY	EPOXY	WS4-12.5	PAVEMENT MARKING 4-INCH (WHITE SKIP) (12 1/2 'SEGMENT, 37 1/2 'GAP)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)	WS8-3	PAVEMENT MARKING 8-INCH (WHITE SKIP) (3'SEGMENT, 9'GAP)

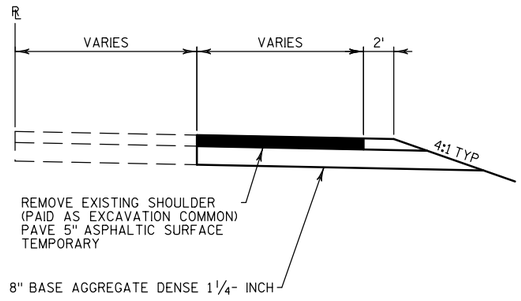
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PAVEMENT MARKING - NORTHVIEW RD	SHEET 277	E

2



NOTE:
SEE STAGING SHEETS
FOR LOCATIONS OF
TEMPORARY WIDENING

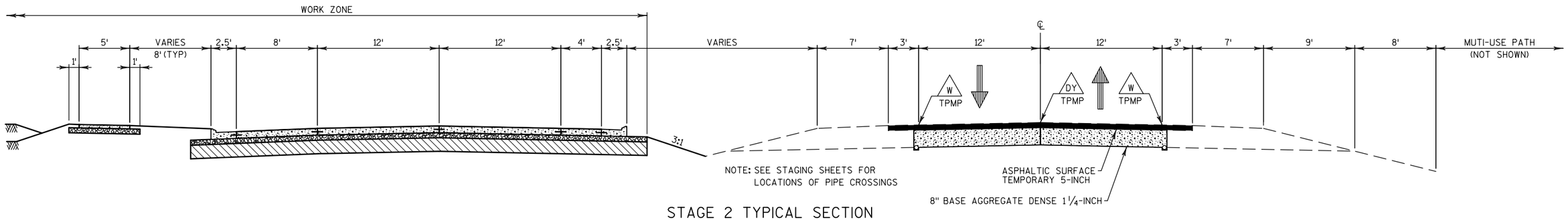
STAGE 1 TYPICAL SECTION
USH 18



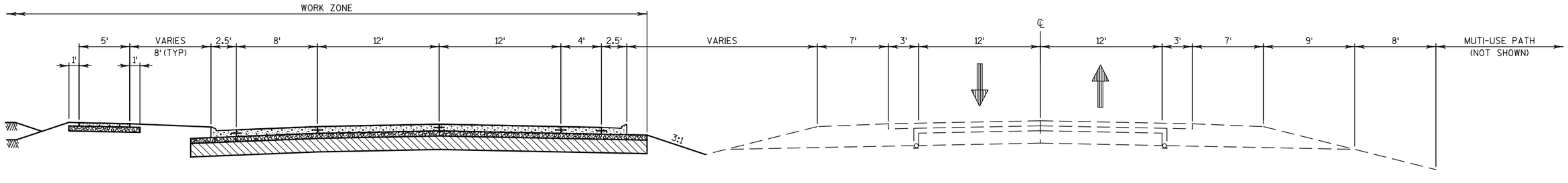
NOTE:
SEE STAGING SHEETS
FOR LOCATIONS OF
TEMPORARY WIDENING

STAGE 1 TYPICAL SECTION
WAUKESHA BYPASS

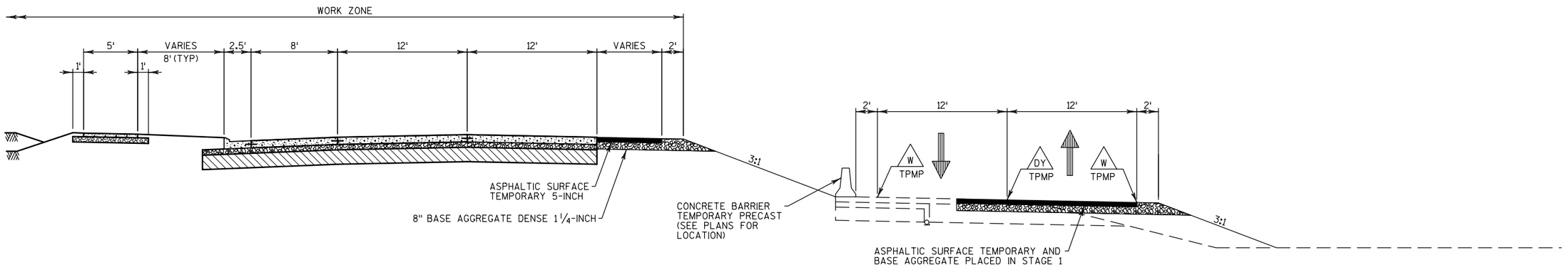
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICALS - TEMPORARY PAVING STAGE 1	SHEET 278	E



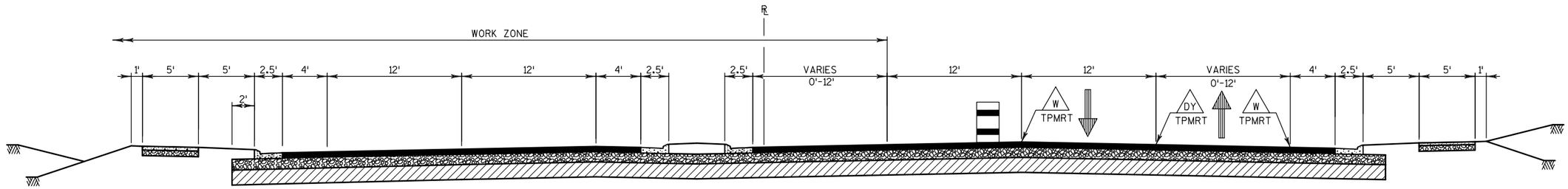
STAGE 2 TYPICAL SECTION
WAUKESHA BYPASS
AT STORM SEWER PIPE CROSSINGS



STAGE 2 TYPICAL SECTION
WAUKESHA BYPASS
NORTH OF USH 18

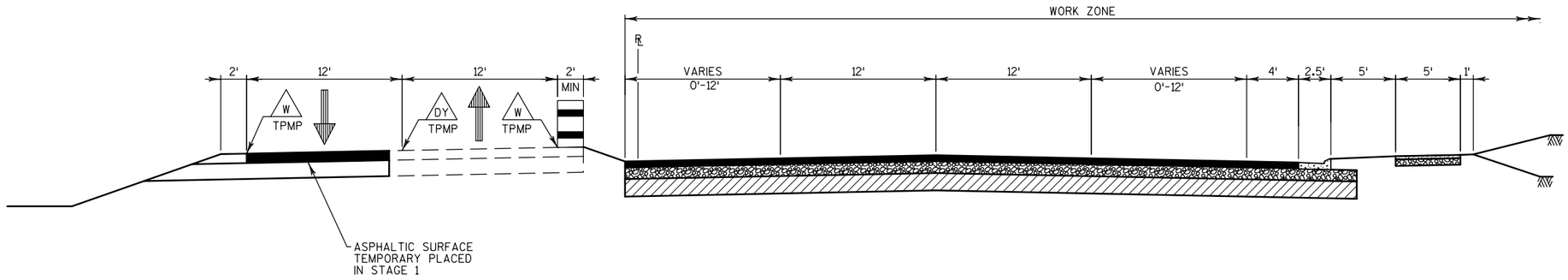


STAGE 2 TYPICAL SECTION
WAUKESHA BYPASS
SOUTH OF USH 18



STAGE 2B TYPICAL SECTION

USH 18

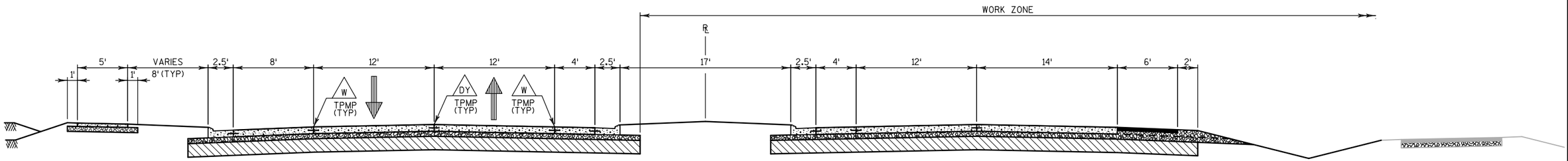


STAGE 2A TYPICAL SECTION

USH 18

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICALS - STAGE 2	SHEET 280	E

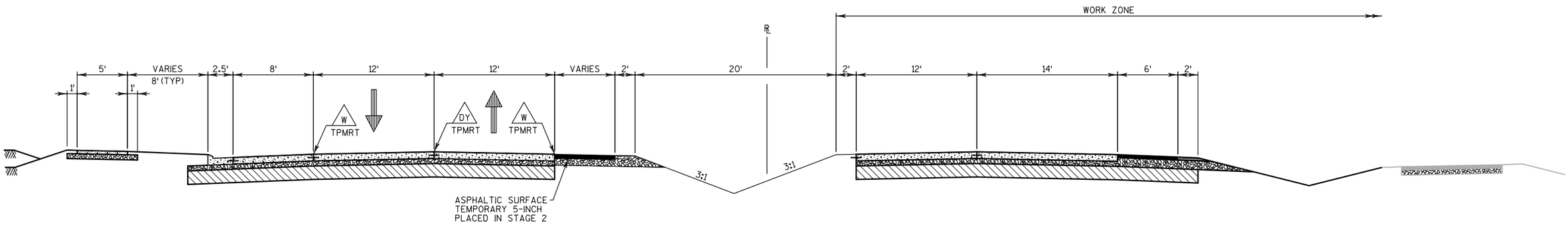
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STAGE 3 TYPICAL SECTION

WAUKESHA BYPASS

NORTH OF USH 18



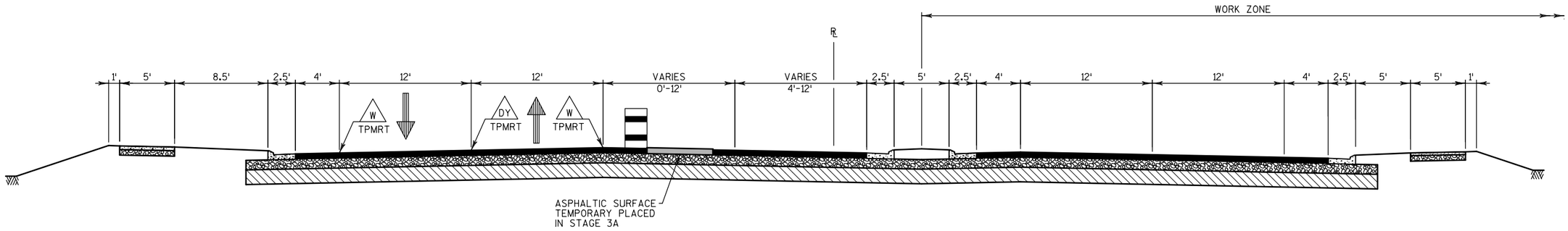
STAGE 3 TYPICAL SECTION

WAUKESHA BYPASS

SOUTH OF USH 18

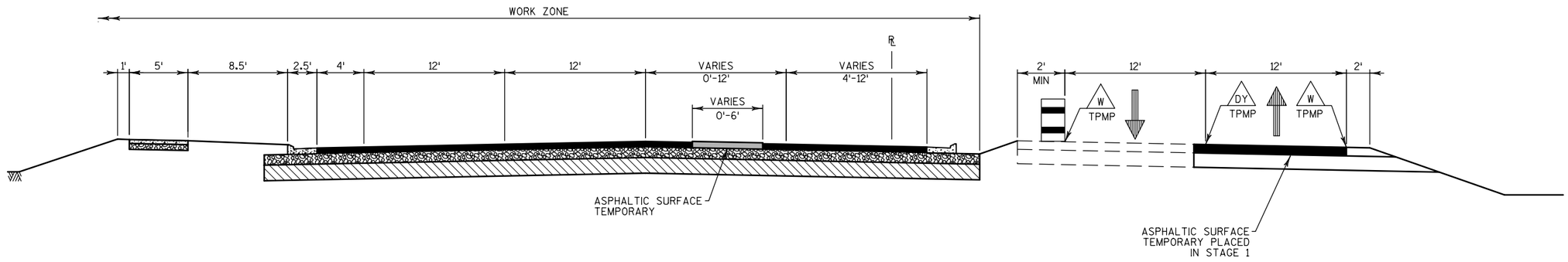
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICALS - STAGE 3	SHEET 281	E

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STAGE 3B TYPICAL SECTION

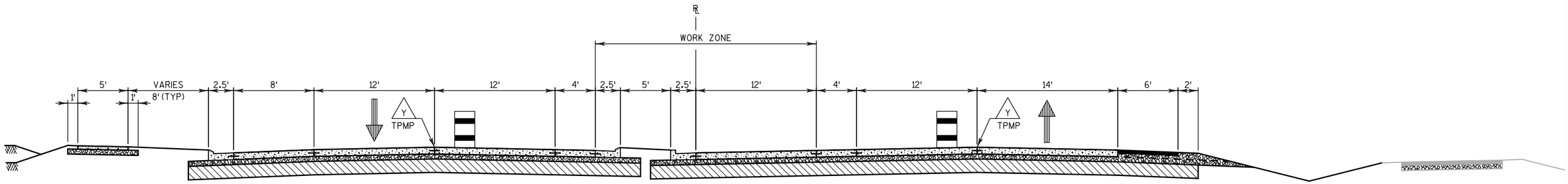
USH 18



STAGE 3A TYPICAL SECTION

USH 18

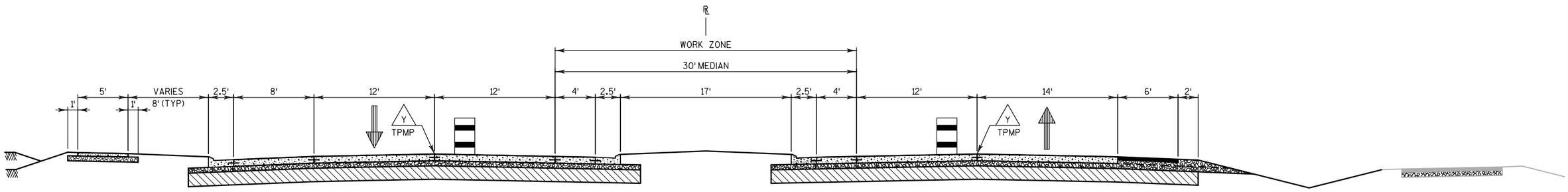
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STAGE 4 TYPICAL SECTION

WAUKESHA BYPASS

NORTH OF USH 18



STAGE 4 TYPICAL SECTION

WAUKESHA BYPASS

SOUTH OF USH 18

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CONSTRUCTION STAGING TYPICALS - STAGE 4	SHEET 283	E

GENERAL NOTES FOR TRAFFIC CONTROL

1) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

2) CONFLICTING TRAFFIC SIGNS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

5) LANES ARE 12' UNLESS NOTED OTHERWISE.

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

7) OFF PEAK HOURS ARE DEFINED AS WEEKDAYS FROM 9:00 AM TO 3:00 PM AND 6:00 PM TO 9:00 PM OR WEEKENDS.

8) UTILIZE REMOVING PAVEMENT MARKING WATER BLASTING TO REMOVE TEMPORARY PAVEMENT MARKINGS PAINT PLACED ON PROPOSED CONCRETE PAVEMENT.

9) PLACE PORTABLE CHANGABLE MESSAGE SIGN TO INFORM PUBLIC OF ROAD CLOSURES AT LEAST 7 DAYS PRIOR TO CLOSURE.

10) SEE TEMPORARY SIGNAL PLANS FOR INTERSECTION CONTROL ON CTH TT AT SUMMIT AVE. AND NORTHVIEW RD.

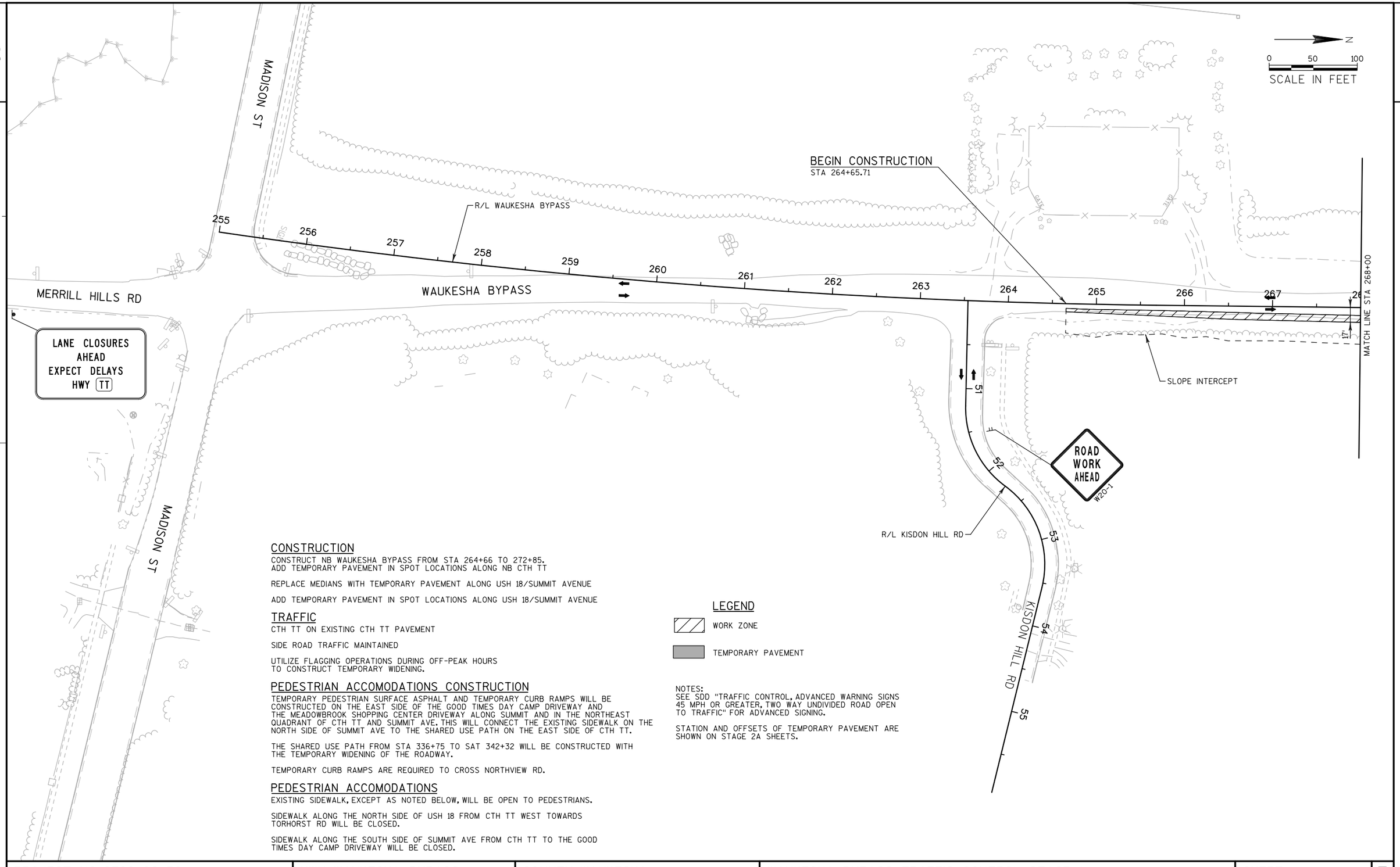
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STANDARD WISDOT WORK ZONE TRAFFIC CONTROL SYMBOLS

⊢⊣	TYPE III BARRICADE
⊢⊟⊣	TYPE III BARRICADE WITH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
◉	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
⊙	FLEXIBLE TUBULAR MARKER
▬	CRASH CUSHION BARRIER
⇉	FLASHING ARROW BOARD
⊸	SIGN ON PERMANENT SUPPORT
⊤	SIGN ON TEMPORARY SUPPORT
➡	DIRECTION OF TRAFFIC
MB	PORTABLE CHANGEABLE MESSAGE BOARD
▭▭▭	CONCRETE BARRIER TEMPORARY PRECAST
—×—	TEMPORARY PEDESTRIAN SAFETY FENCE / TEMPORARY PEDESTRIAN STEEL BARRICADE

NON-STANDARD WORK ZONE TRAFFIC CONTROL SYMBOLS

Y	CONTINUOUS YELLOW, 4-INCH
DY	CONTINUOUS DOUBLE YELLOW, 4-INCH
W	CONTINUOUS WHITE, 4-INCH
CH	CHANNELIZING, 8-INCH, WHITE
S1	DASHED WHITE, 8-INCH, (3' LINE, 12' SKIP)
S2	DASHED WHITE, 4-INCH, (12.5' LINE, 37.5' SKIP)
TPMP	TEMPORARY PAVEMENT MARKING PAINT
TPMRT	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE



CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS
TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO SAT 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

LEGEND

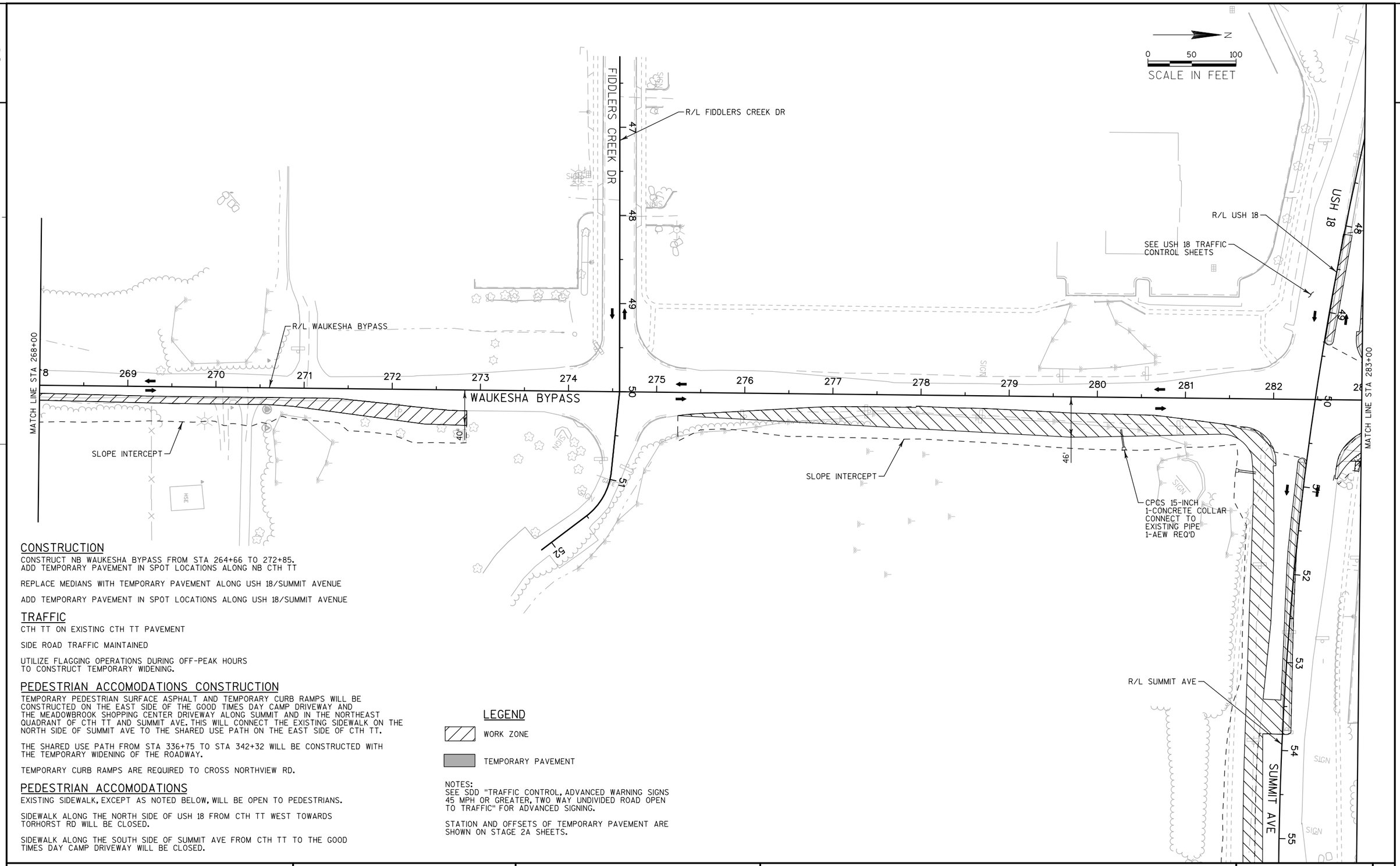
WORK ZONE

TEMPORARY PAVEMENT

NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 1	SHEET 285	E



CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS
TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO STA 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 1	SHEET 286	E

2

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.

CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

N

0 50 100

SCALE IN FEET

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO SAT 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

USH 18

45

49

47

SEE USH 18 TRAFFIC CONTROL SHEETS

SLOPE INTERCEPT

END PROJECT
ID 2788-02-70
BEGIN PROJECT
ID 2788-00-72
STA 284+74.64

R/L WAUKESHA BYPASS

SIGN

MATCH LINE STA 283+00

283 284 285 286 287 288 289 290 291 292 293 294 295 296 297

MATCH LINE STA 298+00

WAUKESHA BYPASS

50

69'

SLOPE INTERCEPT

REMOVE RAISED PAVEMENT MARKERS ALONG EXISTING CENTERLINE NORTH OF THE INTERSECTION DUE TO CONFLICT WITH STAGE 2 TRAFFIC

R/L DRIVEWAY

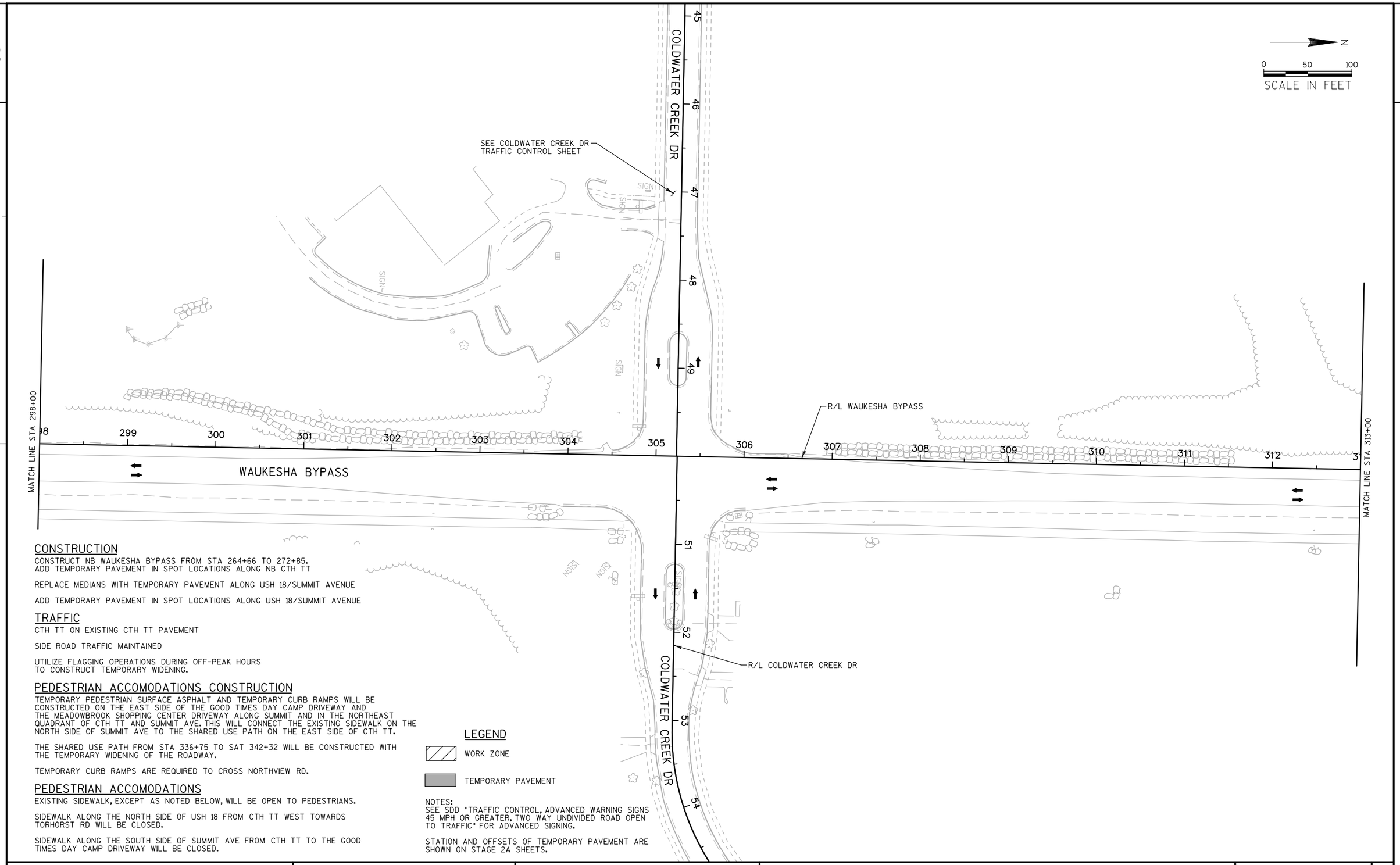
51

52

53

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 1	SHEET 287	E

2



CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS
TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO SAT 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.

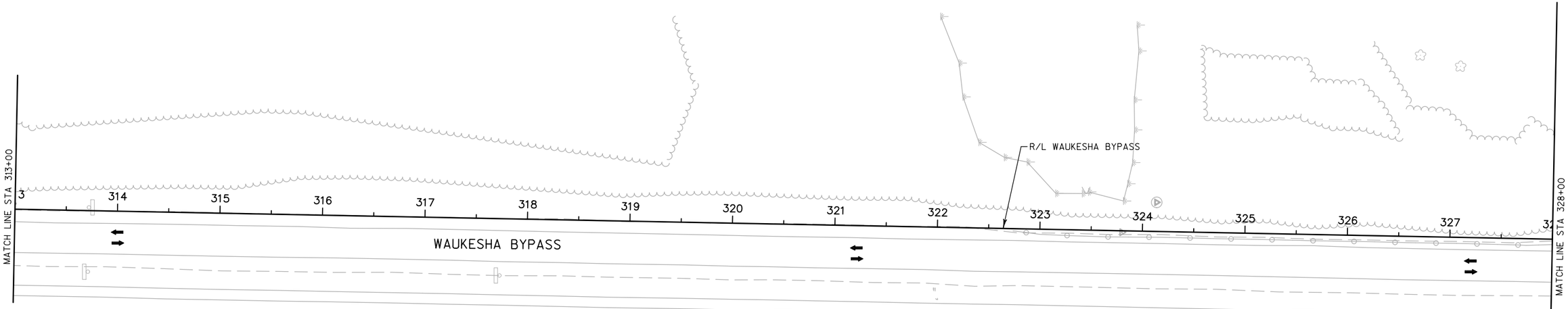
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 1	SHEET 288	E

2

N

0 50 100

SCALE IN FEET



CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS
TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO SAT 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

LEGEND

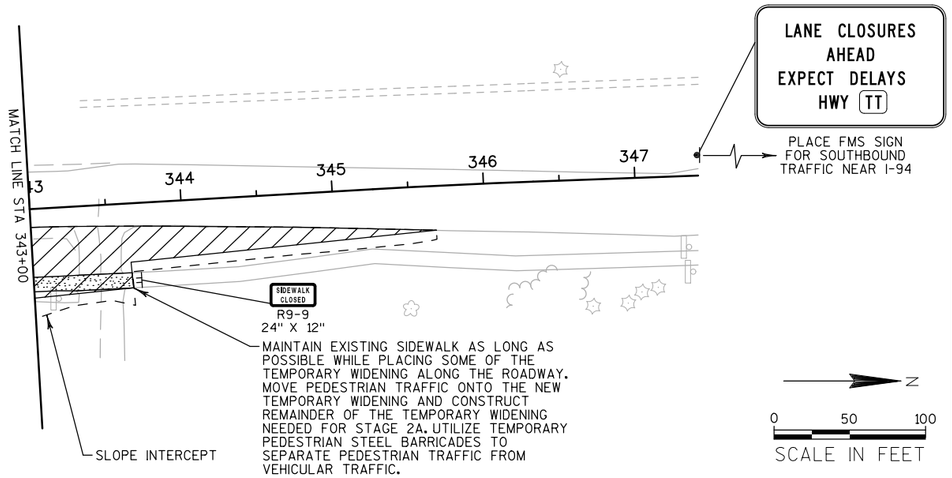
WORK ZONE

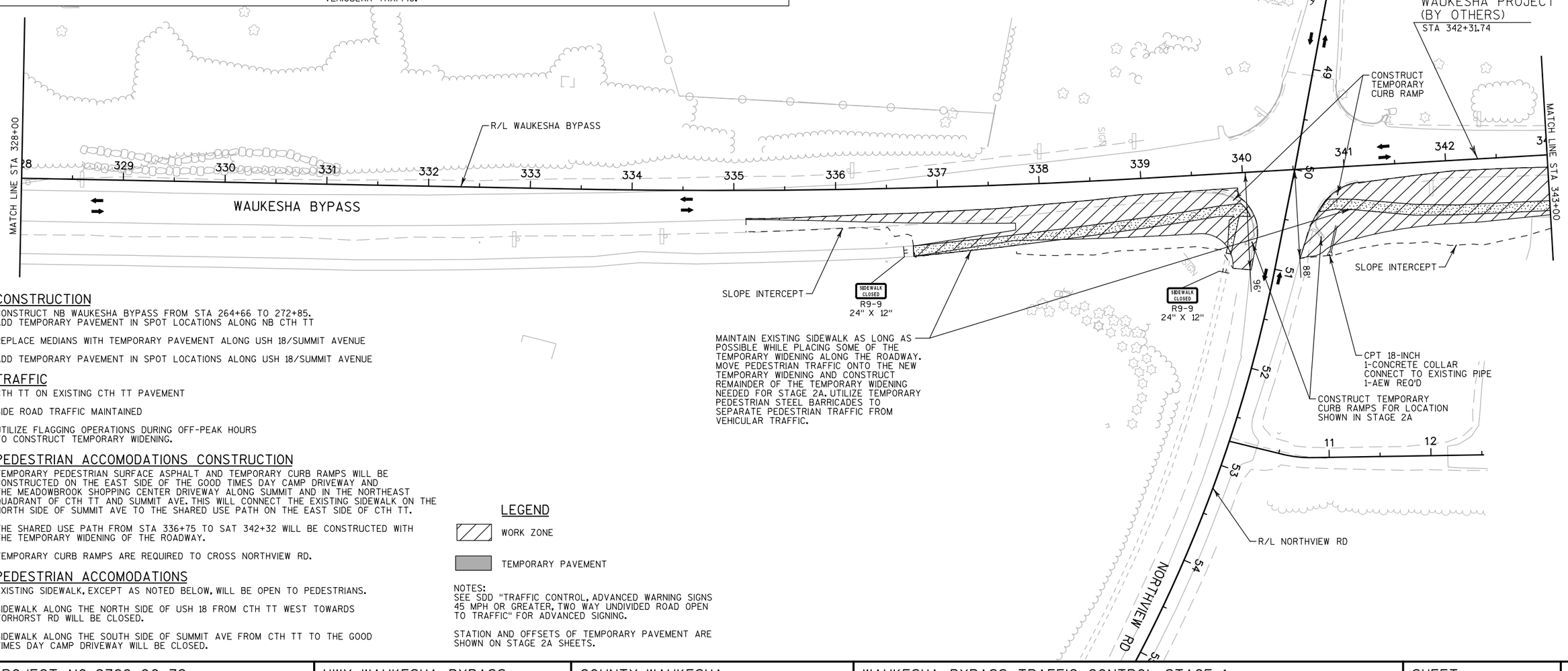
TEMPORARY PAVEMENT

NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 1	SHEET 289	E





CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO SAT 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 1	SHEET 290	E

2

CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS
TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO SAT 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

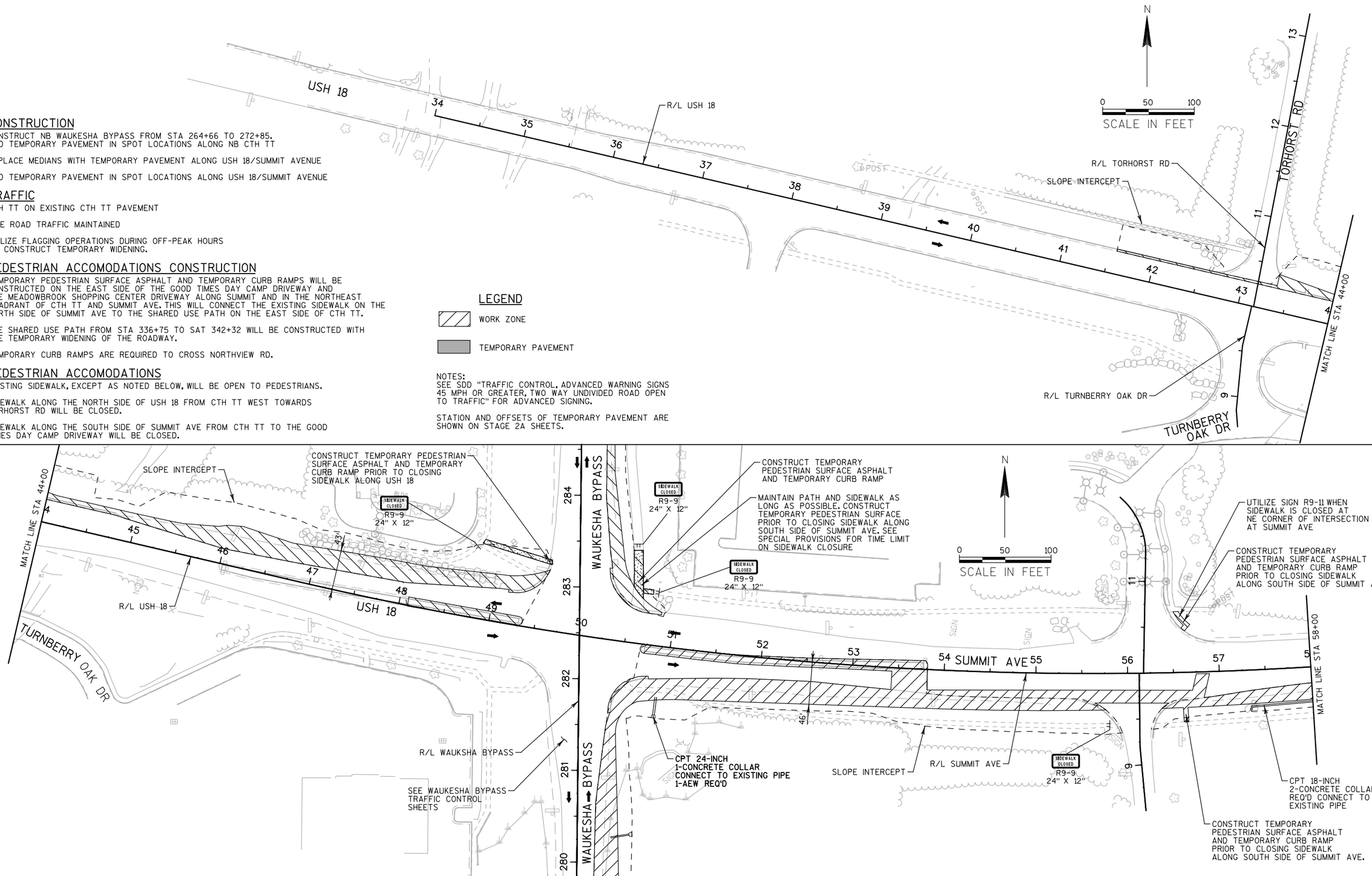
LEGEND

WORK ZONE

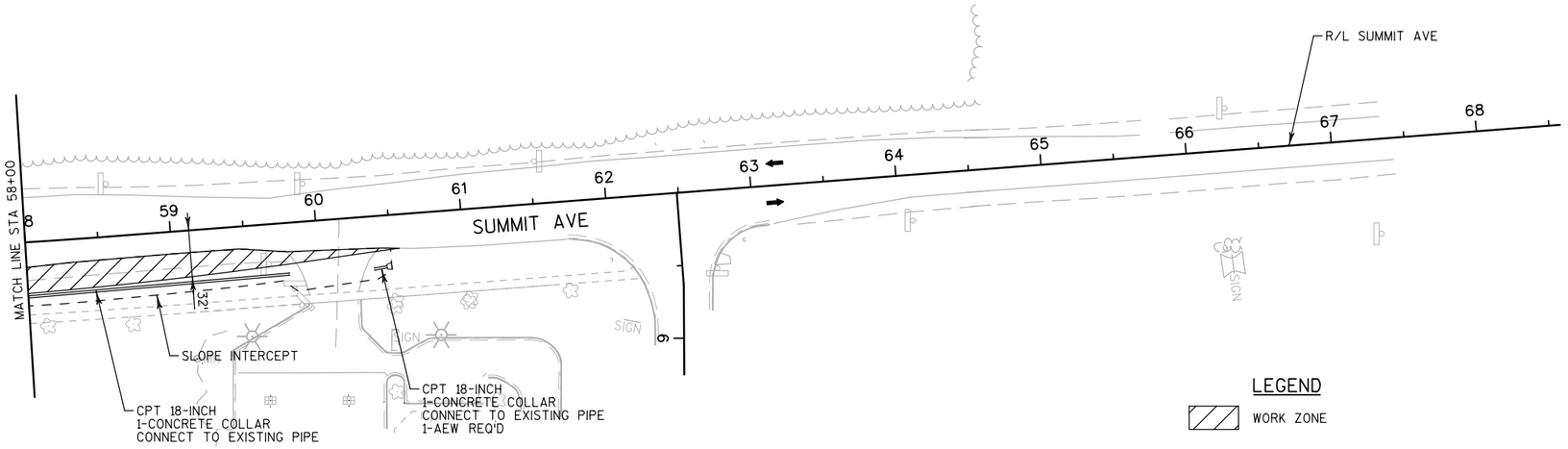
TEMPORARY PAVEMENT

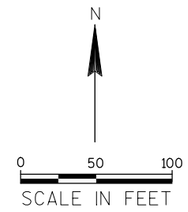
NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18 TRAFFIC CONTROL STAGE 1	SHEET 291	E





CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS
TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO SAT 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

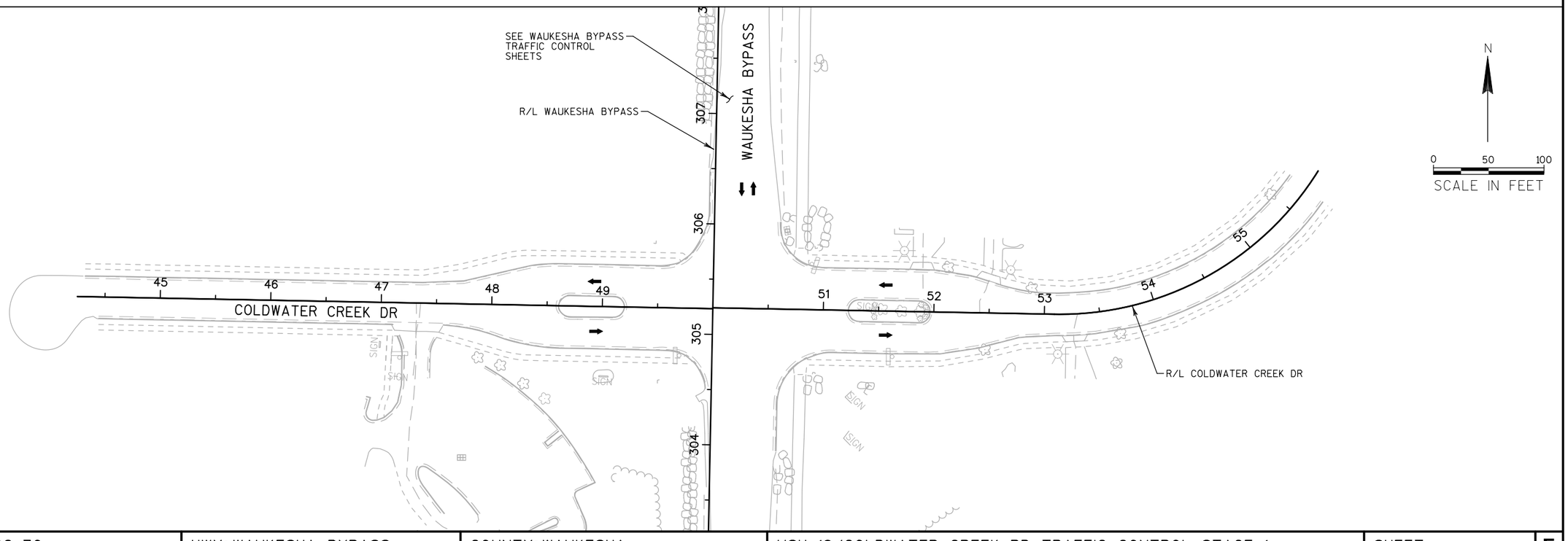
LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18/COLDWATER CREEK RD TRAFFIC CONTROL STAGE 1	SHEET 292	E

2

CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS FROM STA 264+66 TO 272+85.
ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG NB CTH TT

REPLACE MEDIANS WITH TEMPORARY PAVEMENT ALONG USH 18/SUMMIT AVENUE

ADD TEMPORARY PAVEMENT IN SPOT LOCATIONS ALONG USH 18/SUMMIT AVENUE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT

SIDE ROAD TRAFFIC MAINTAINED

UTILIZE FLAGGING OPERATIONS DURING OFF-PEAK HOURS
TO CONSTRUCT TEMPORARY WIDENING.

PEDESTRIAN ACCOMODATIONS CONSTRUCTION

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMPS WILL BE CONSTRUCTED ON THE EAST SIDE OF THE GOOD TIMES DAY CAMP DRIVEWAY AND THE MEADOWBROOK SHOPPING CENTER DRIVEWAY ALONG SUMMIT AND IN THE NORTHEAST QUADRANT OF CTH TT AND SUMMIT AVE. THIS WILL CONNECT THE EXISTING SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE TO THE SHARED USE PATH ON THE EAST SIDE OF CTH TT.

THE SHARED USE PATH FROM STA 336+75 TO SAT 342+32 WILL BE CONSTRUCTED WITH THE TEMPORARY WIDENING OF THE ROADWAY.

TEMPORARY CURB RAMPS ARE REQUIRED TO CROSS NORTHVIEW RD.

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM CTH TT WEST TOWARDS TORHORST RD WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

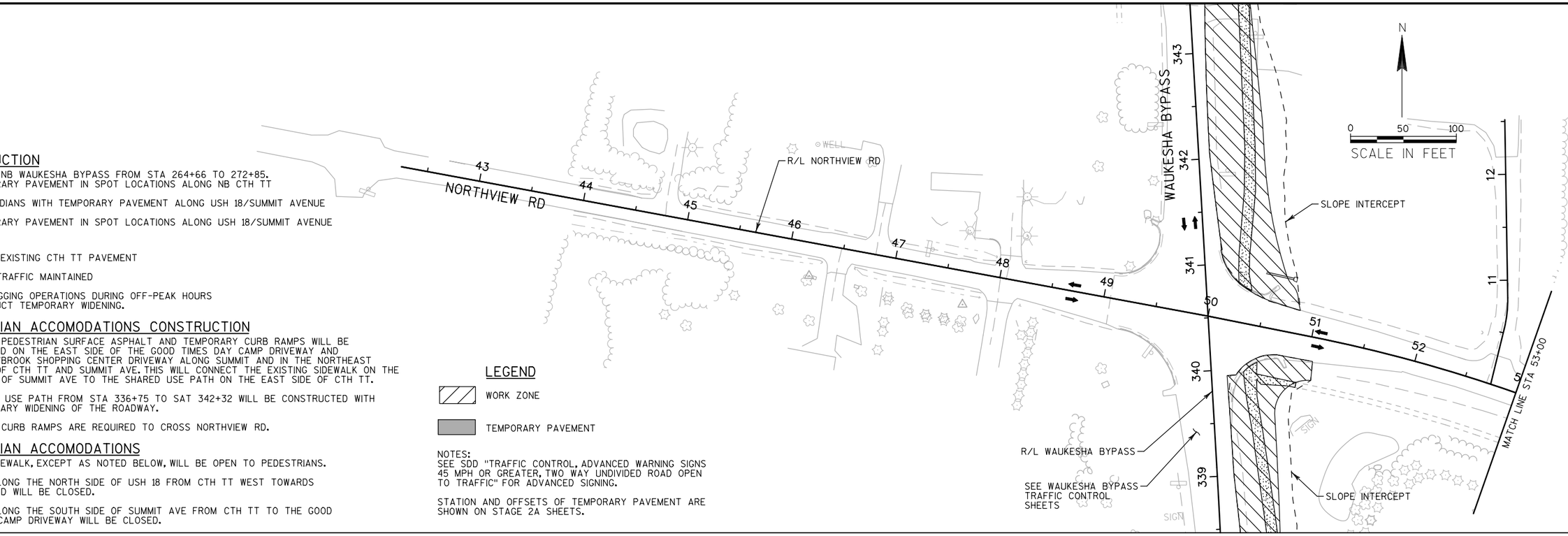
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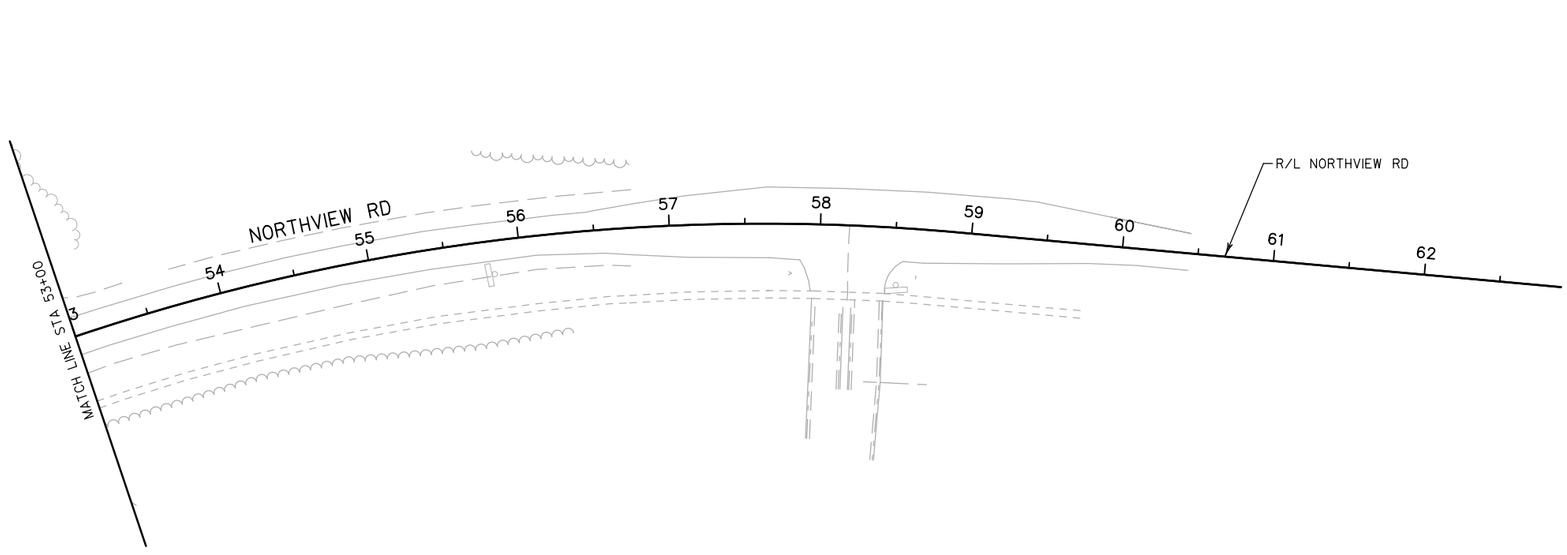
WORK ZONE

TEMPORARY PAVEMENT

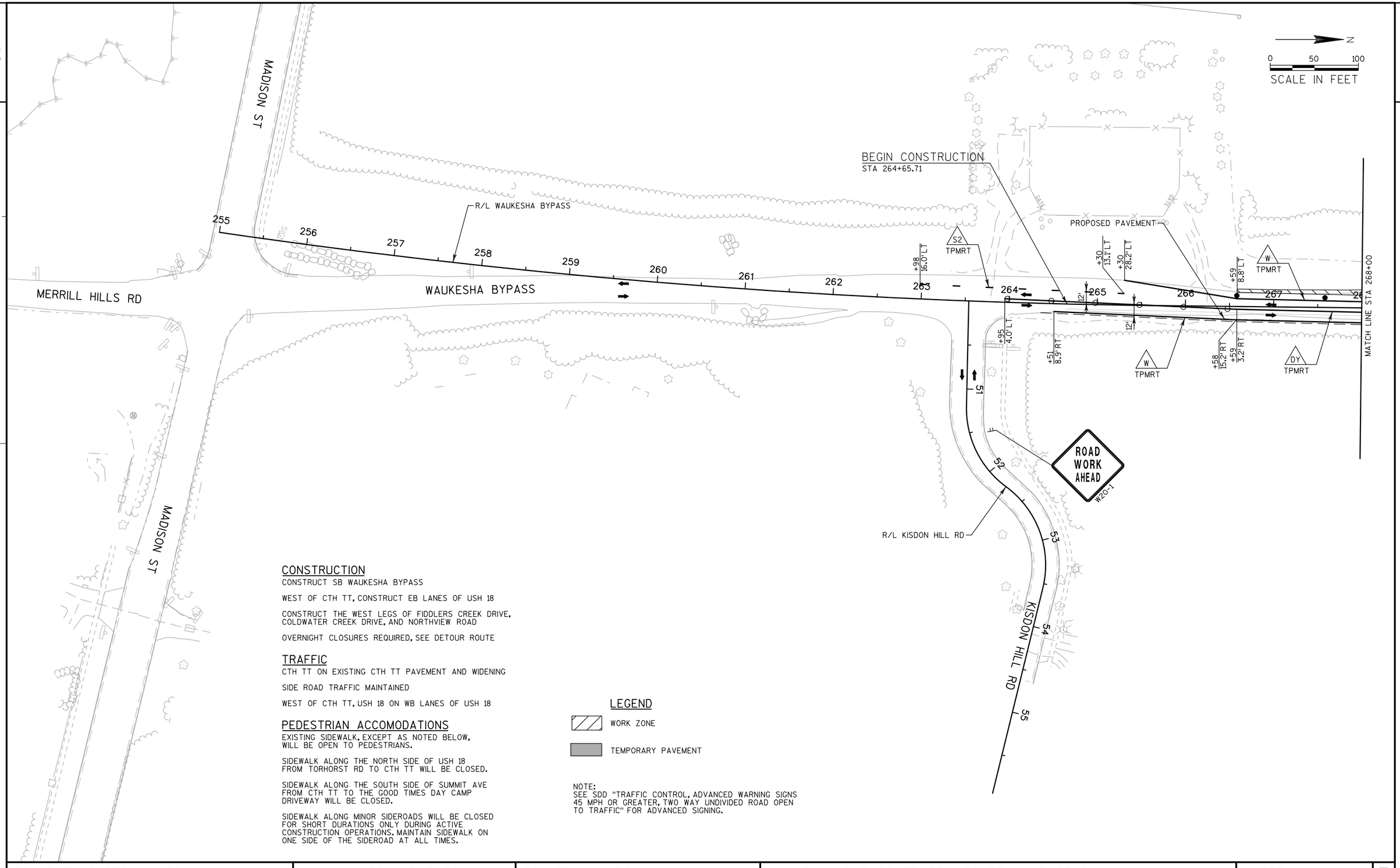
NOTES:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSETS OF TEMPORARY PAVEMENT ARE SHOWN ON STAGE 2A SHEETS.





PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	NORTHVIEW RD TRAFFIC CONTROL STAGE 1	SHEET 293	E



CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

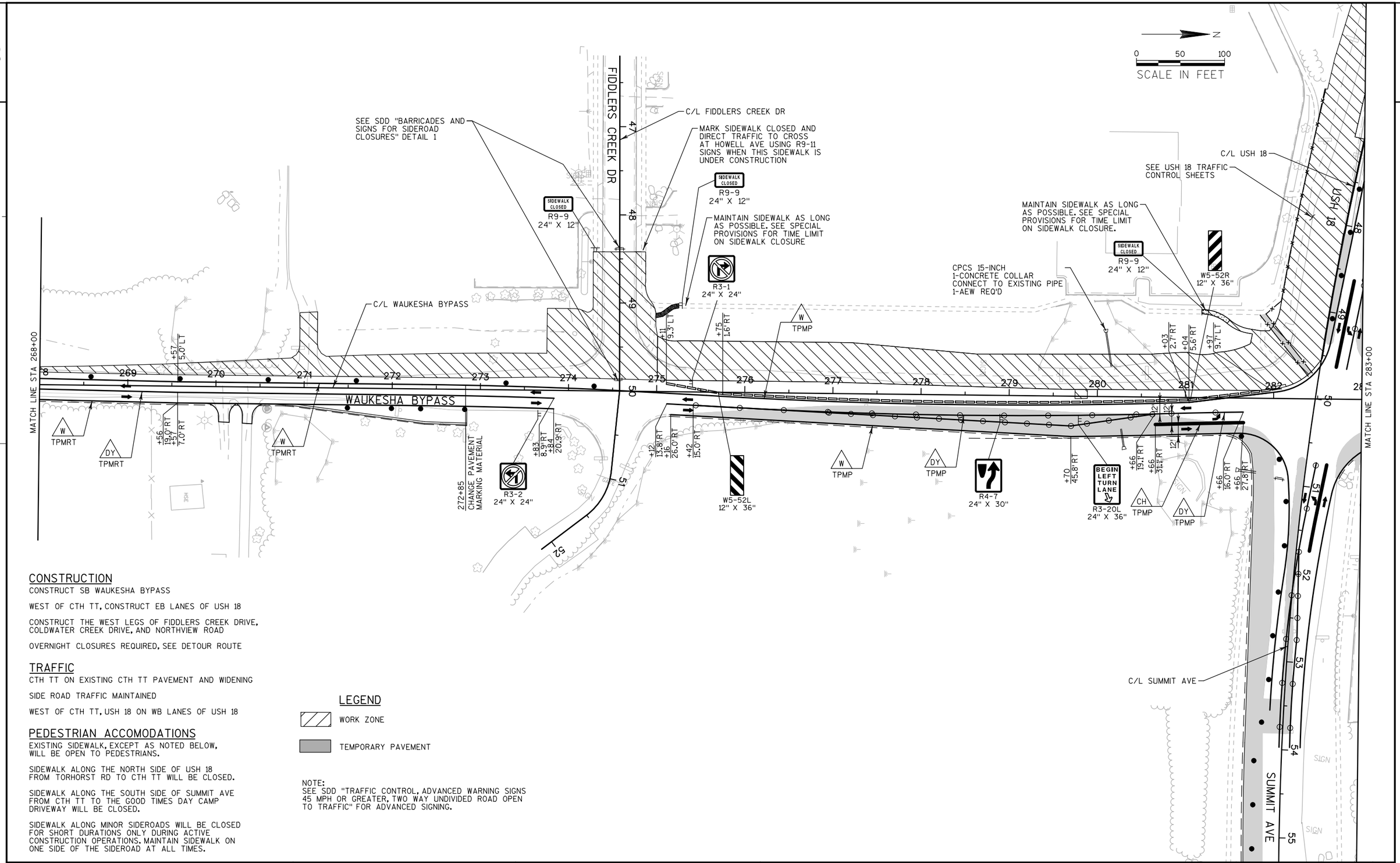
LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2A	SHEET 294	E



CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

2

N

0 50 100

SCALE IN FEET

USH 18

SEE USH 18 TRAFFIC CONTROL SHEETS

MAINTAIN SIDEWALK AS LONG AS POSSIBLE. SEE SPECIAL PROVISIONS FOR TIME LIMIT ON SIDEWALK CLOSURE.

PAVEMENT GAP REQ'D

WORK ZONE TO INSTALL STORM SEWER PIPE

R/L WAUKESHA BYPASS

END PROJECT
ID 2788-02-70
BEGIN PROJECT
ID 2788-00-72
STA 284+74.64

SIDEWALK CLOSED
R9-9
24" X 12"

MATCH LINE STA 283+00

MATCH LINE STA 298+00

284 285 286 287 288 289 290 291 292 293 294 295 296 297

8:1 TAPER

3'R

2.5'R

WAUKESHA BYPASS

+33 13.0' RT
+33 25.0' RT
DY TPMP

+33 25.0' RT
CH TPMP

W TPMP

+29 13.0' RT
BEGIN LEFT TURN LANE
R3-20L
24" X 36"

Y TPMP

+29 13.0' RT
BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

R4-7
24" X 30"

+95 16.2' RT
+98 41.7' RT

+38 18.7' RT
+39 45.3' RT

Y TPMP

+67 24.7' RT

+40 38.0' RT

W TPMP

DY TPMP

W TPMP

R/L DRIVEWAY

52

53

CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2A	SHEET 296	E

2

N

0 50 100

SCALE IN FEET

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

COLDWATER CREEK DR

45 46 47 48 49 51 52 53 54

PAVEMENT GAP REQ'D

R/L WAUKESHA BYPASS

MATCH LINE STA 298+00

MATCH LINE STA 313+00

298 299 300 301 302 303 304 305 306 307 308 309 310 311 312

WAUKESHA BYPASS

12' 12' 12' 20' 12' 12' 12' 12' 12' 12'

3.25' R

8:1 TAPER

W TPMP

DY TPMP

W TPMP

+35 40.0' RT

+51 27.6' RT

+53 39.6' RT

CH TPMP

Y TPMP

+43 42.2' RT

+44 27.0' RT

+74 21.1' RT

+74 33.1' RT

+03 57.3' RT

CH TPMP

S1 TPMP

+92 22.4' RT

+92 34.4' RT

+93 24.4' RT

+90 30.5' RT

BEGIN LEFT TURN LANE

R3-20L 24" X 36"

+90 26.4' RT

DY TPMP

W TPMP

+50.00 MATCH EXISTING PAVEMENT MARKING

EXISTING PAVEMENT MARKING STA 310+50 TO STA 330+50

R/L COLDWATER CREEK DR

CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

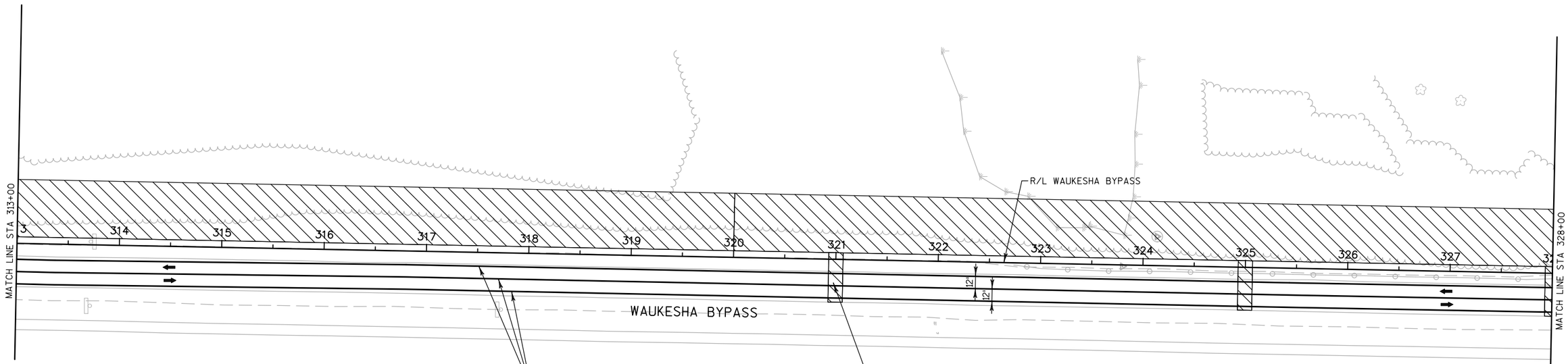
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2A	SHEET 297	E

2

N

0 50 100

SCALE IN FEET



CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

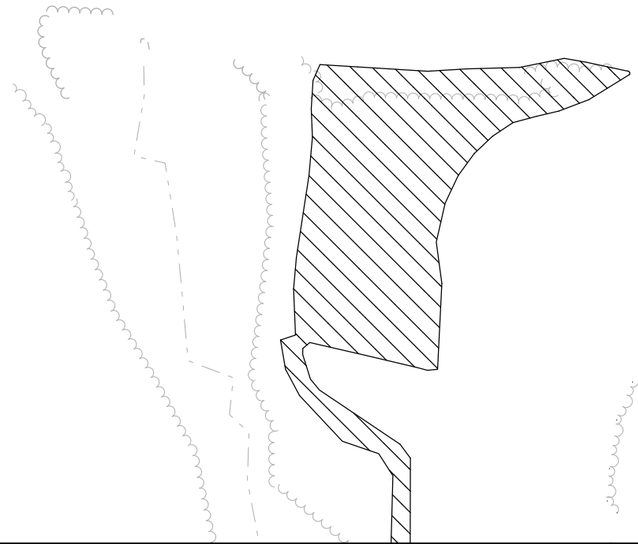
SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

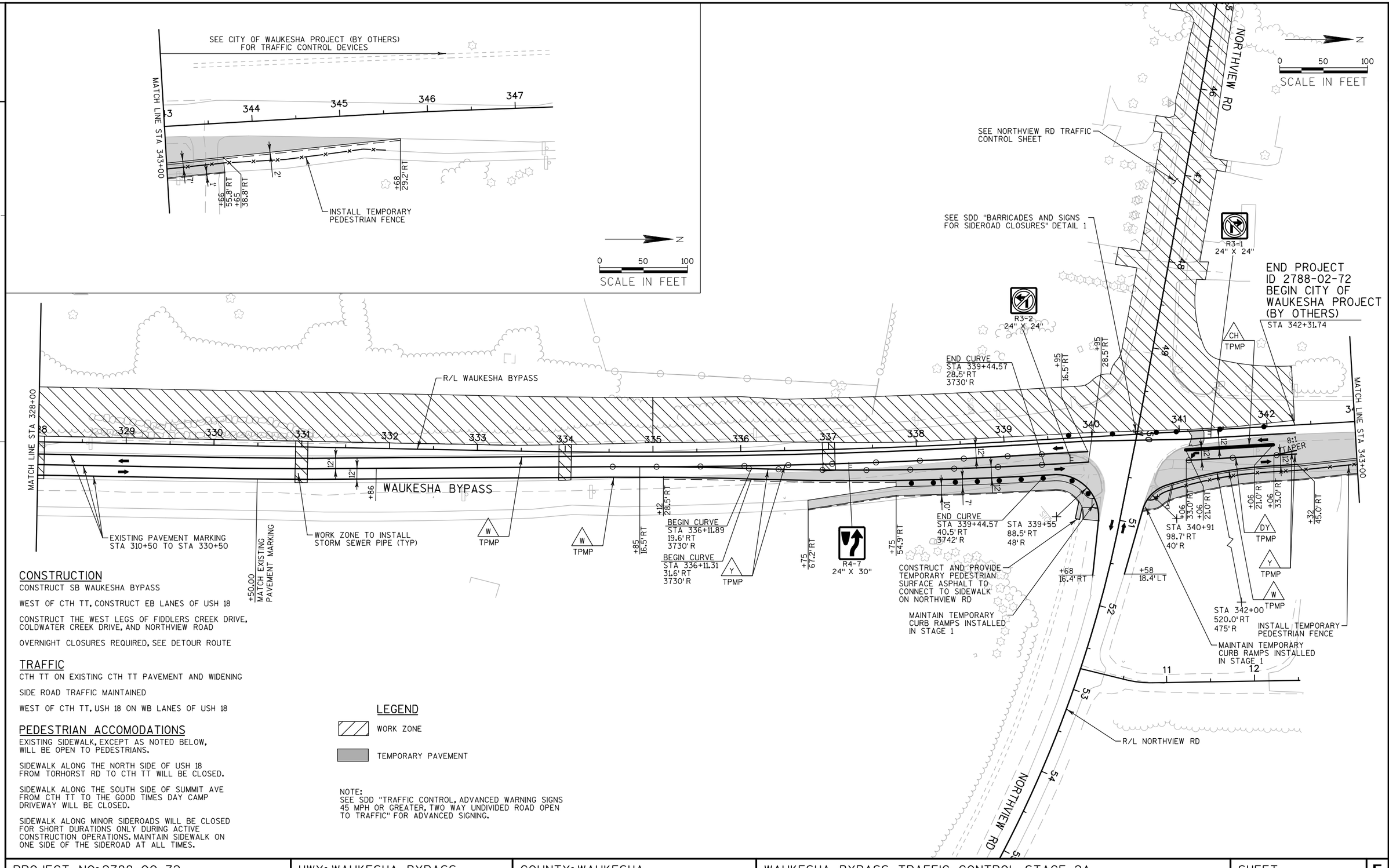
WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2A	SHEET 298	E



CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2A	SHEET 299	E

CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

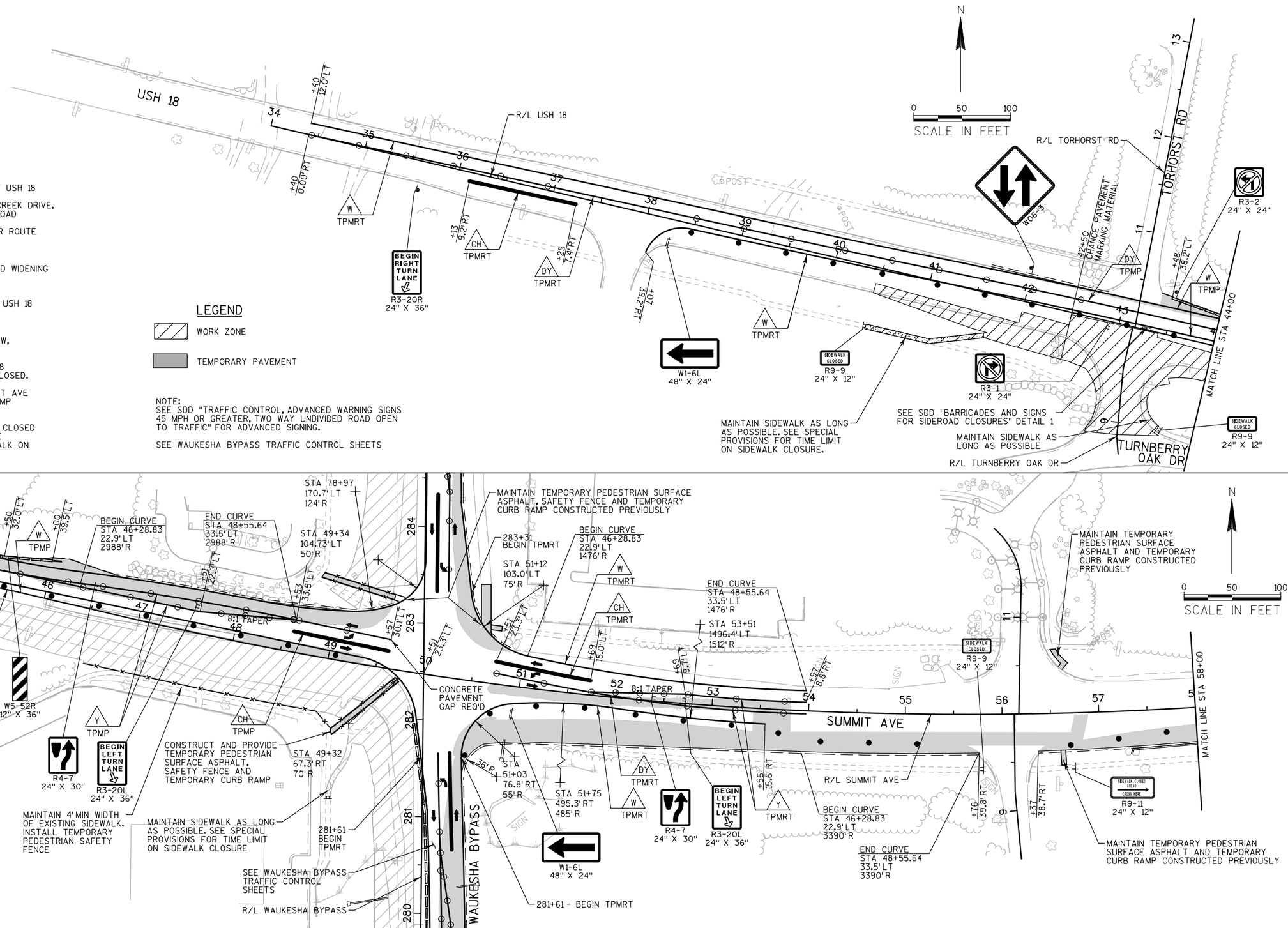
PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

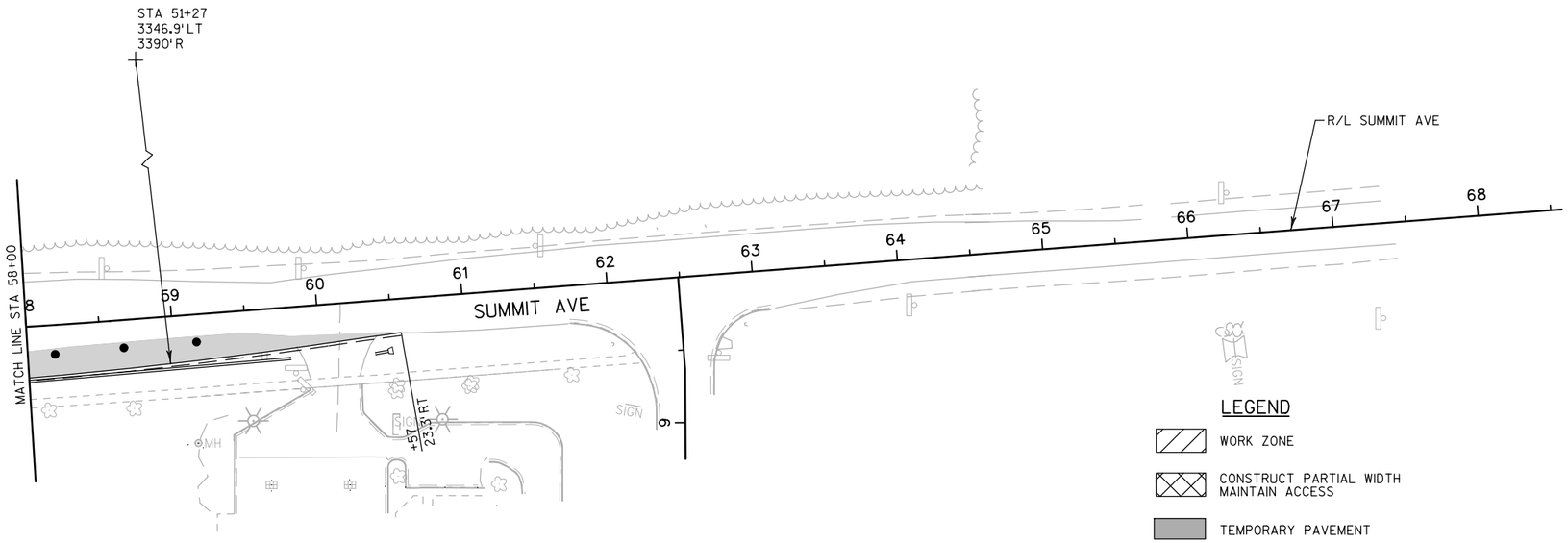
SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

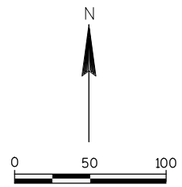
SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18 TRAFFIC CONTROL STAGE 2A	SHEET 300	E





LEGEND

- WORK ZONE
- CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS
- TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

SEE WAUKESHA BYPASS TRAFFIC CONTROL SHEETS

CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

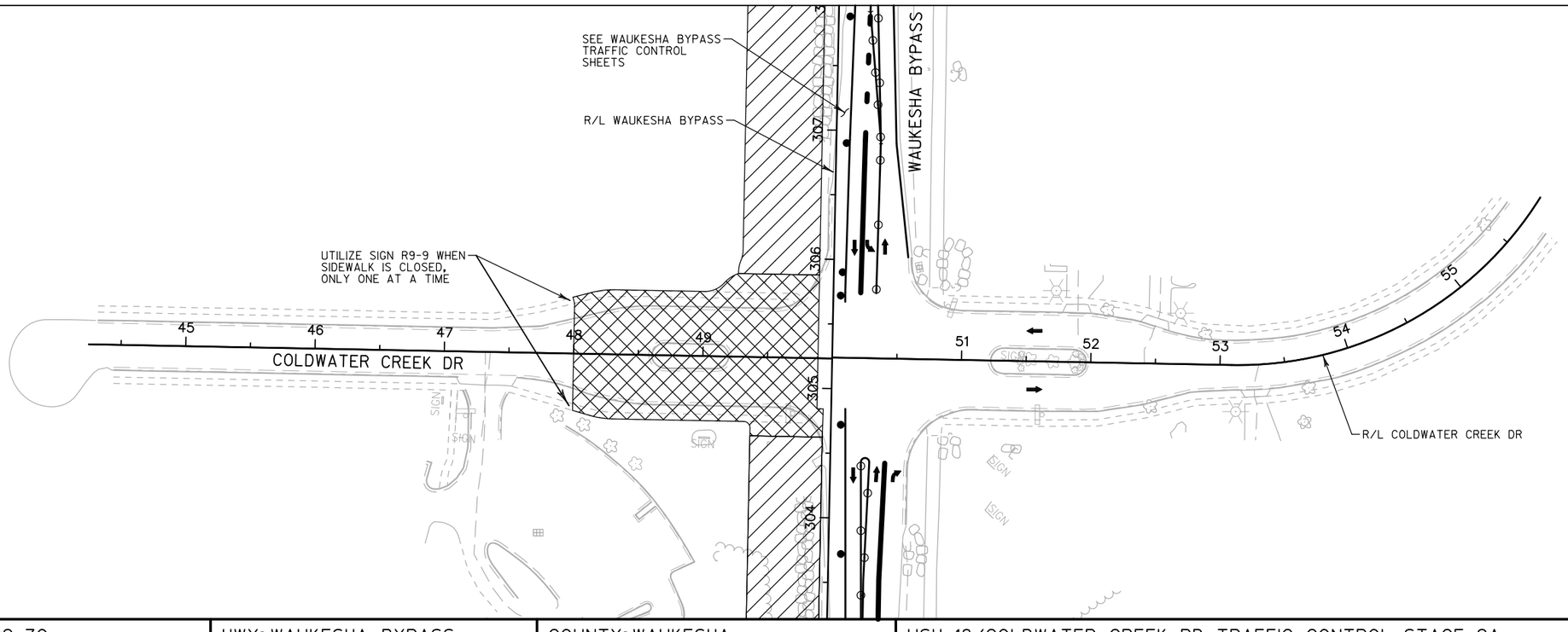
PEDESTRIAN ACCOMODATIONS

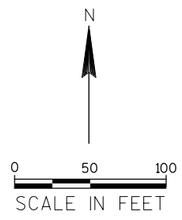
EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.





PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18/COLDWATER CREEK RD TRAFFIC CONTROL STAGE 2A	SHEET 301	E

CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

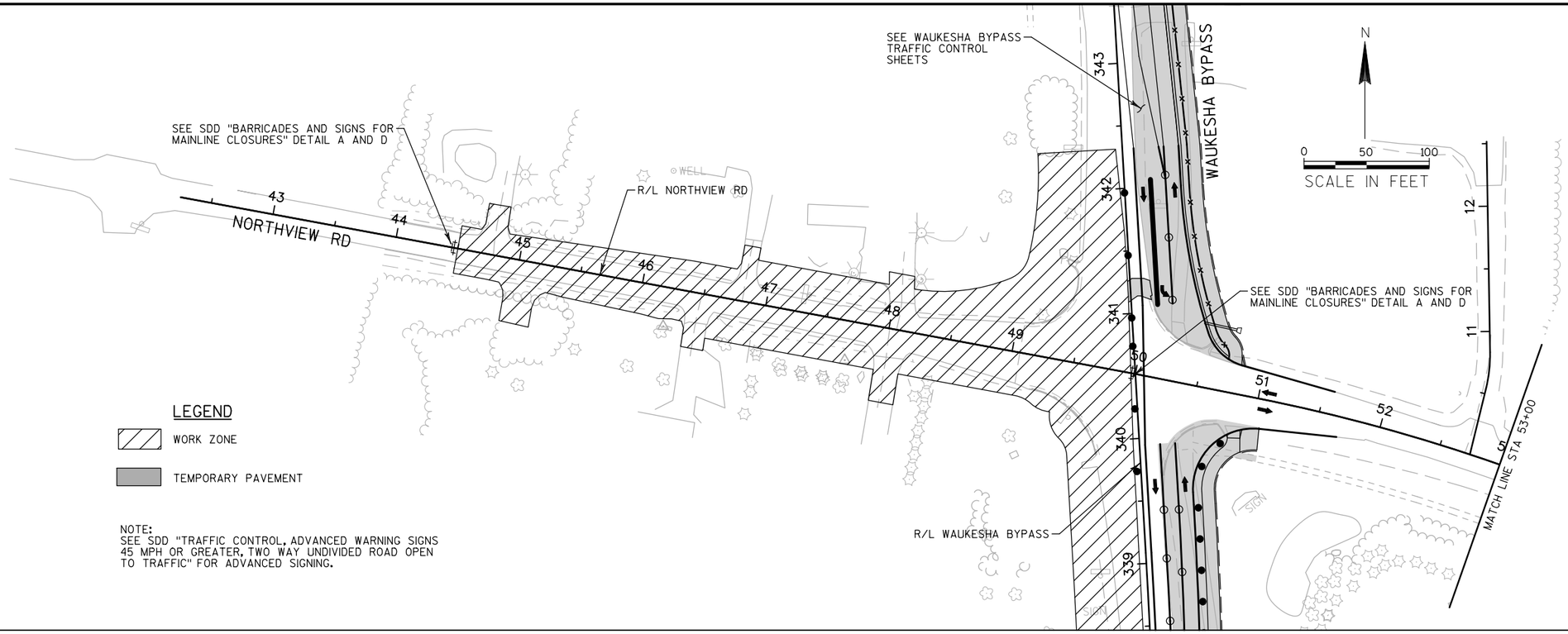
PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

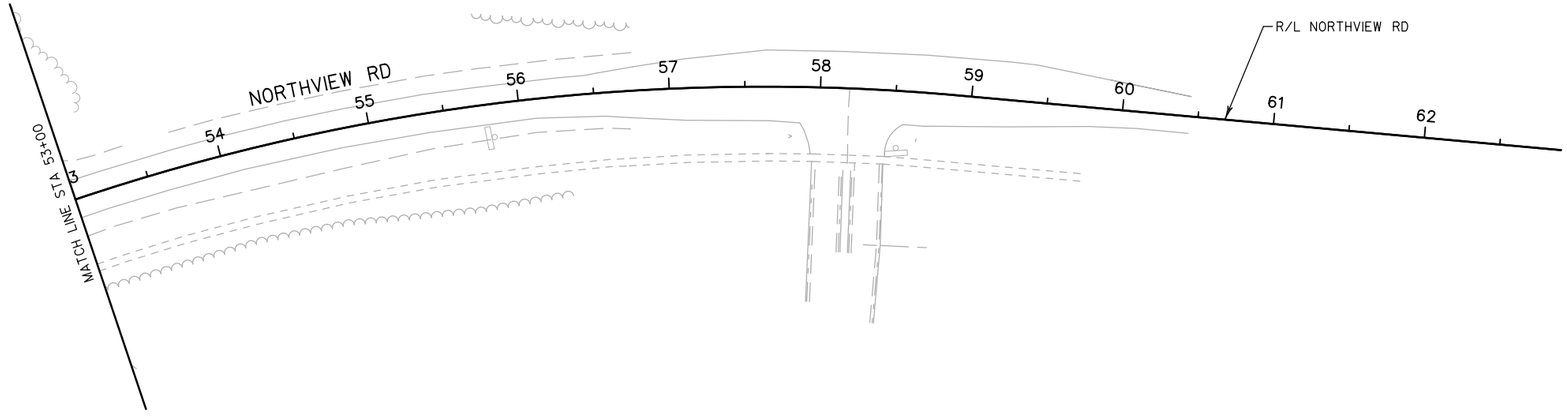
SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

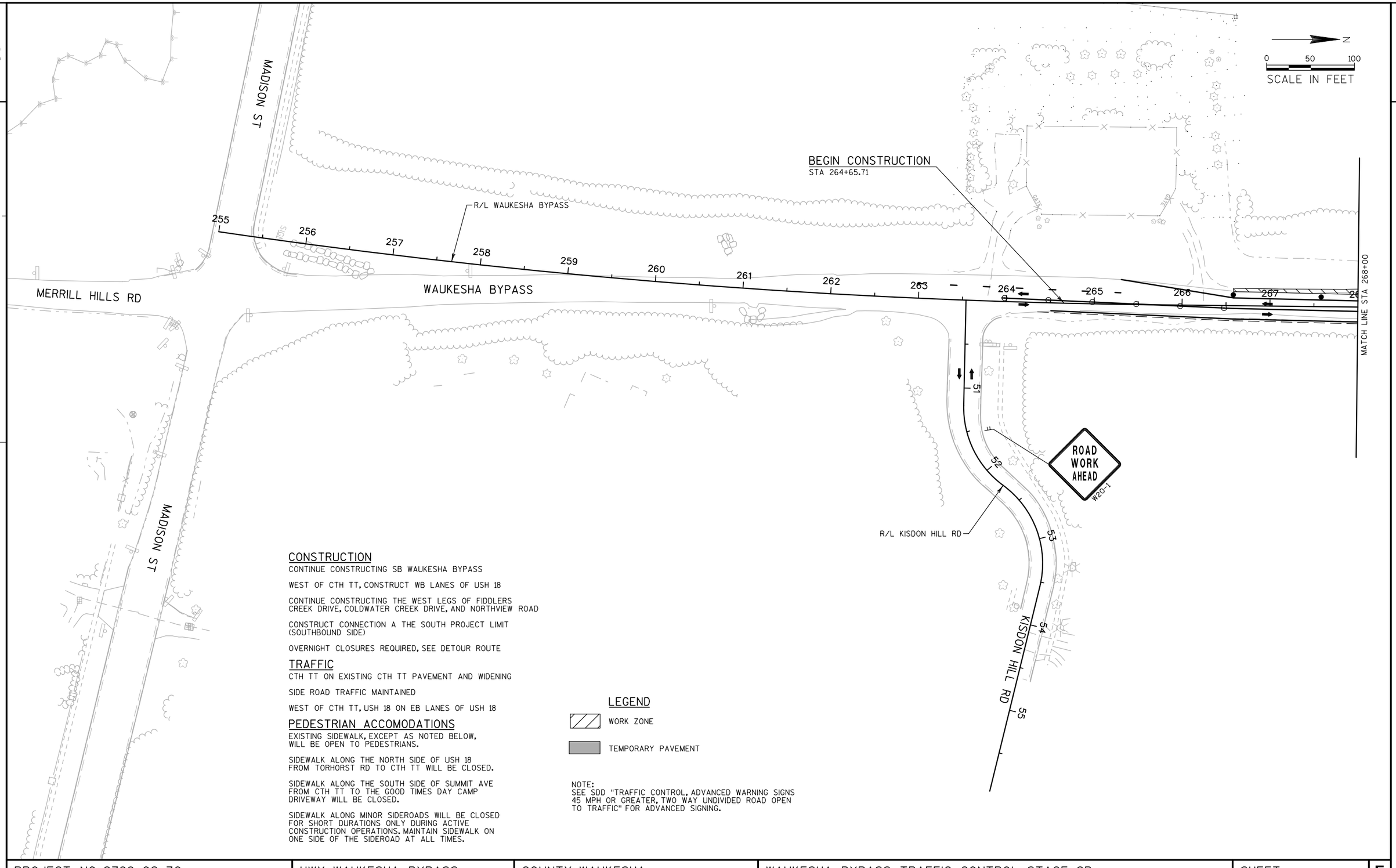
SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.



NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	NORTHVIEW RD TRAFFIC CONTROL STAGE 2A	SHEET 302	E



CONSTRUCTION

CONTINUE CONSTRUCTING SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT WB LANES OF USH 18

CONTINUE CONSTRUCTING THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION A THE SOUTH PROJECT LIMIT (SOUTHBOUND SIDE)

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON EB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

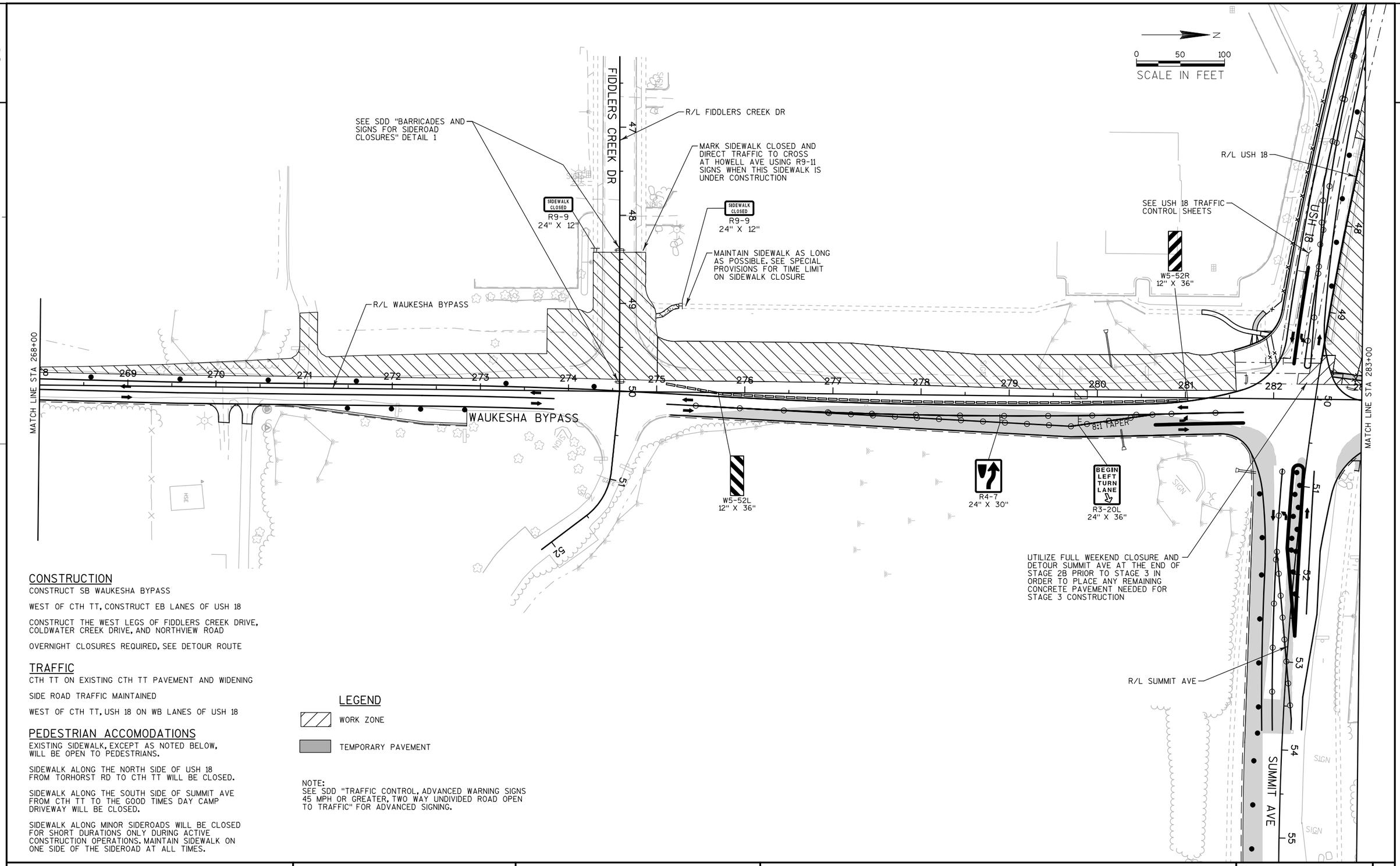
LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2B	SHEET 303	E



CONSTRUCTION

CONSTRUCT SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT EB LANES OF USH 18

CONSTRUCT THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON WB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2B	SHEET 304	E

CONSTRUCTION

CONTINUE CONSTRUCTING SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT WB LANES OF USH 18

CONTINUE CONSTRUCTING THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION A THE SOUTH PROJECT LIMIT (SOUTHBOUND SIDE)

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON EB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

- WORK ZONE
- CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS
- TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

N

0 50 100

SCALE IN FEET

USH 18

SEE USH 18 TRAFFIC CONTROL SHEETS

END PROJECT
ID 2788-02-70
BEGIN PROJECT
ID 2788-00-72
STA 284+74.64

MAINTAIN SIDEWALK AS LONG AS POSSIBLE. SEE SPECIAL PROVISIONS FOR TIME LIMIT ON SIDEWALK CLOSURE.

SIDEWALK CLOSED
R9-9
24" X 12"

R/L WAUKESHA BYPASS

MATCH LINE STA 283+00

MATCH LINE STA 298+00

284 285 286 287 288 289 290 291 292 293 294 295 296 297

8:1 TAPER

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

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

R4-7
24" X 30"

R/L DRIVEWAY

WAUKESHA BYPASS

ST

52

53

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2B	SHEET 305	E

2

N

0 50 100

SCALE IN FEET

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

COLDWATER CREEK DR

45 46 47 48 49

SIGN

R/L WAUKESHA BYPASS

MATCH LINE STA 298+00

298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313

MATCH LINE STA 313+00

WAUKESHA BYPASS

BEGIN LEFT TURN LANE

R3-20L
24" X 36"

+50.00
MATCH EXISTING
PAVEMENT MARKING

51 52 53 54

R/L COLDWATER CREEK DR

COLDWATER CREEK DR

CONSTRUCTION

CONTINUE CONSTRUCTING SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT WB LANES OF USH 18

CONTINUE CONSTRUCTING THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION A THE SOUTH PROJECT LIMIT (SOUTHBOUND SIDE)

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON EB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

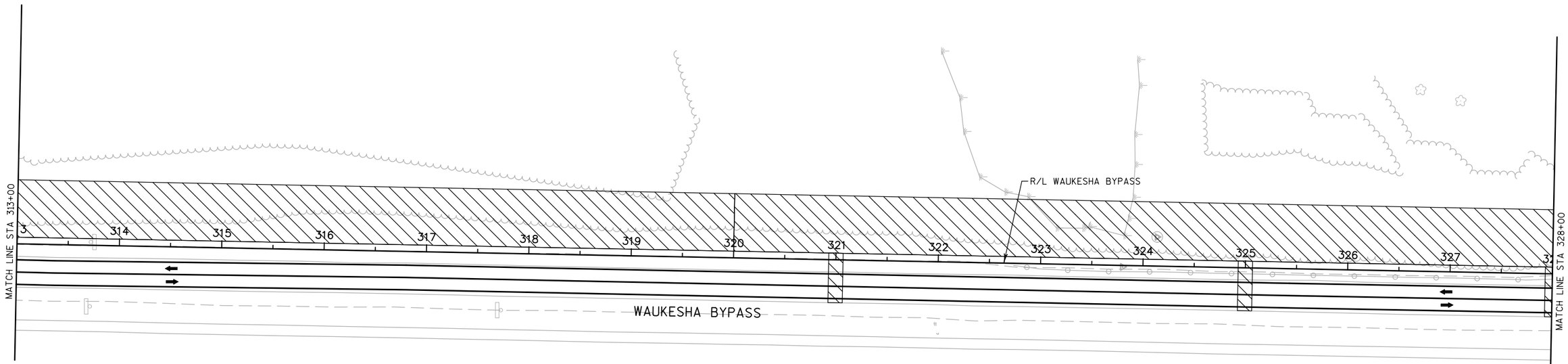
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2B	SHEET 306	E

2

N

0 50 100

SCALE IN FEET



CONSTRUCTION

CONTINUE CONSTRUCTING SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT WB LANES OF USH 18

CONTINUE CONSTRUCTING THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION A THE SOUTH PROJECT LIMIT (SOUTHBOUND SIDE)

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON EB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

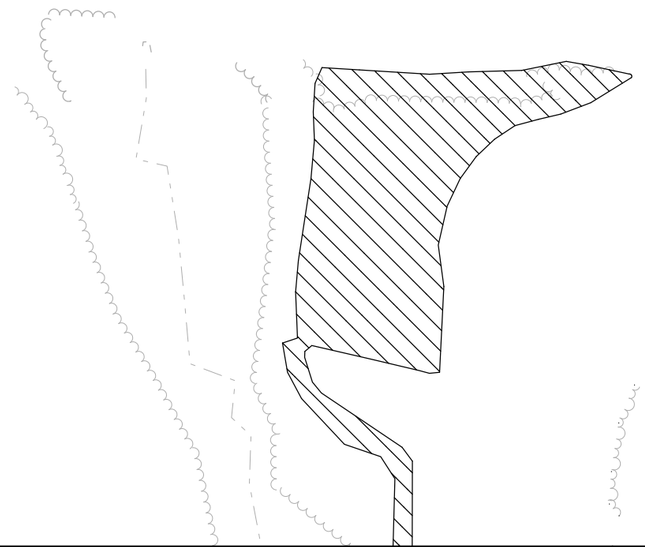
SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

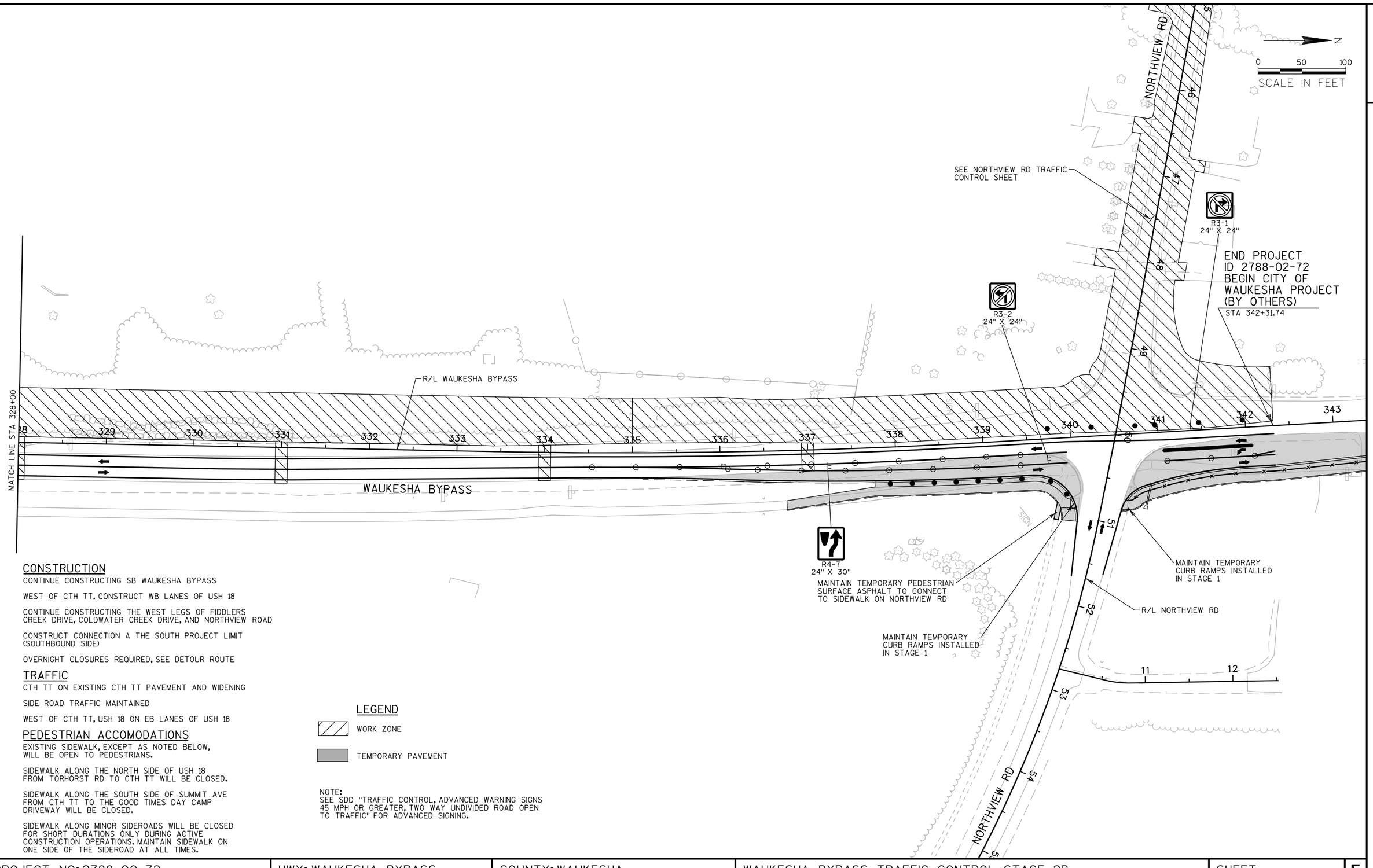
TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2B	SHEET 307	E

2



CONSTRUCTION

CONTINUE CONSTRUCTING SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT WB LANES OF USH 18

CONTINUE CONSTRUCTING THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION A THE SOUTH PROJECT LIMIT (SOUTHBOUND SIDE)

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON EB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 2B	SHEET 308	E

CONSTRUCTION

CONTINUE CONSTRUCTING SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT WB LANES OF USH 18

CONTINUE CONSTRUCTING THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION A THE SOUTH PROJECT LIMIT (SOUTHBOUND SIDE)

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON EB LANES OF USH 18

PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

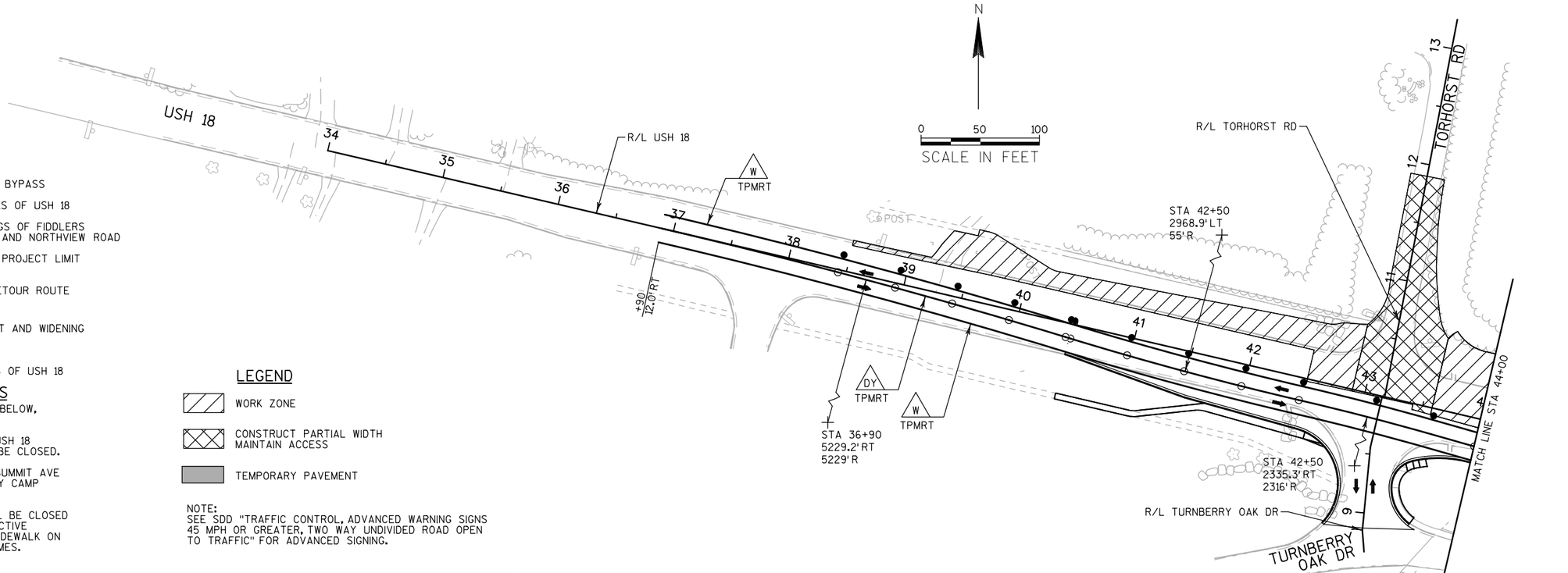
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SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

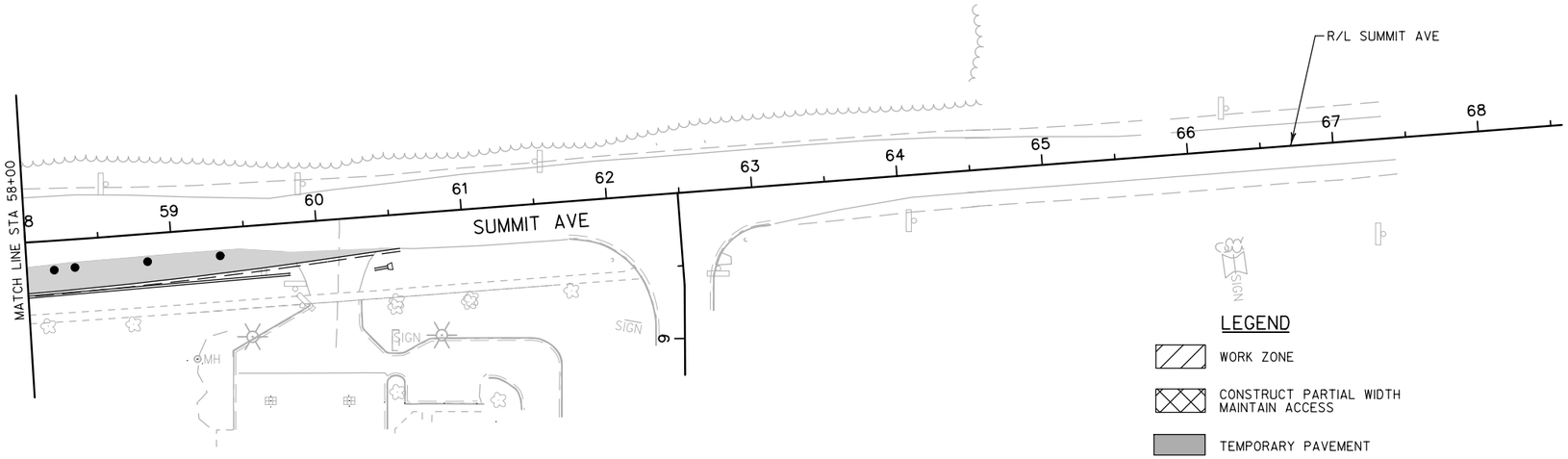
LEGEND

- WORK ZONE
- CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS
- TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18 TRAFFIC CONTROL STAGE 2B	SHEET 309	E



LEGEND

- WORK ZONE
- CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS
- TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

N

0 50 100

SCALE IN FEET

CONSTRUCTION

CONTINUE CONSTRUCTING SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT WB LANES OF USH 18

CONTINUE CONSTRUCTING THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION A THE SOUTH PROJECT LIMIT (SOUTHBOUND SIDE)

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON EB LANES OF USH 18

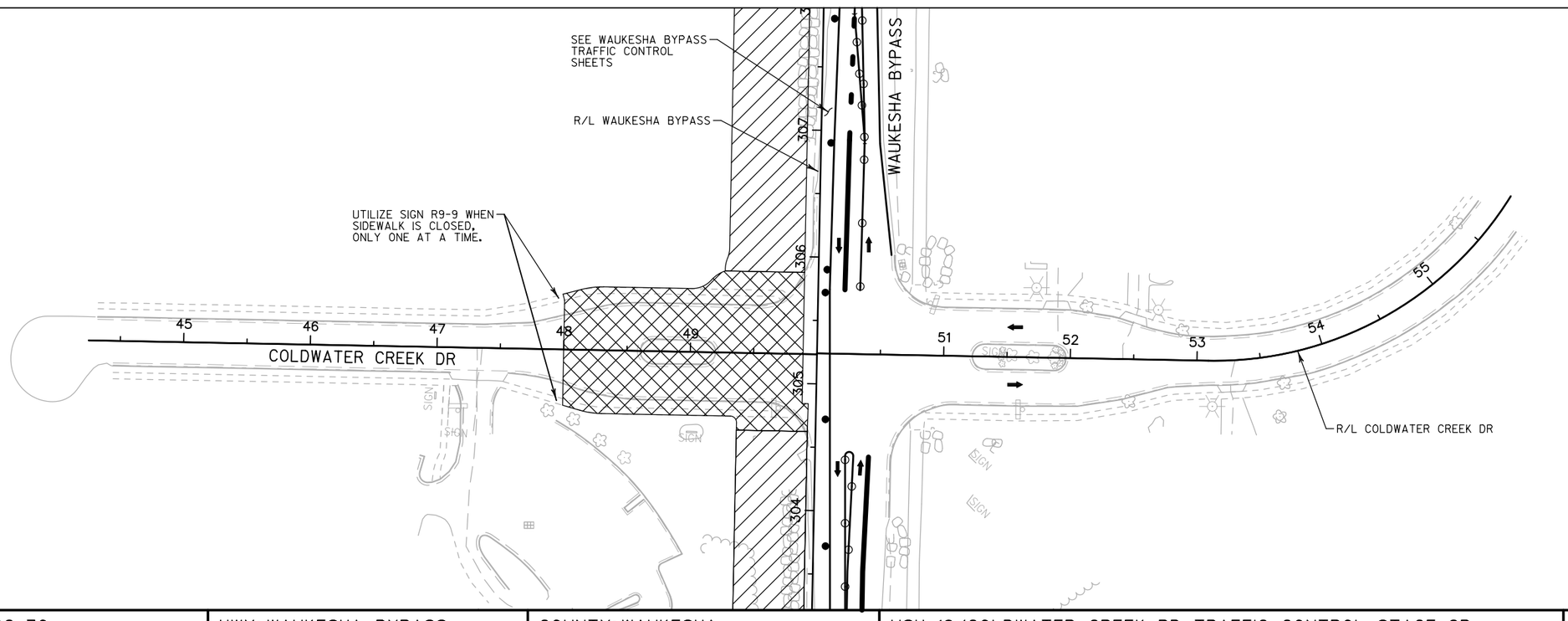
PEDESTRIAN ACCOMODATIONS

EXISTING SIDEWALK, EXCEPT AS NOTED BELOW, WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE NORTH SIDE OF USH 18 FROM TORHORST RD TO CTH TT WILL BE CLOSED.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.



N

0 50 100

SCALE IN FEET

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18/COLDWATER CREEK RD TRAFFIC CONTROL STAGE 2B	SHEET 310	E

2

CONSTRUCTION

CONTINUE CONSTRUCTING SB WAUKESHA BYPASS

WEST OF CTH TT, CONSTRUCT WB LANES OF USH 18

CONTINUE CONSTRUCTING THE WEST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION A THE SOUTH PROJECT LIMIT (SOUTHBOUND SIDE)

OVERNIGHT CLOSURES REQUIRED, SEE DETOUR ROUTE

TRAFFIC

CTH TT ON EXISTING CTH TT PAVEMENT AND WIDENING

SIDE ROAD TRAFFIC MAINTAINED

WEST OF CTH TT, USH 18 ON EB LANES OF USH 18

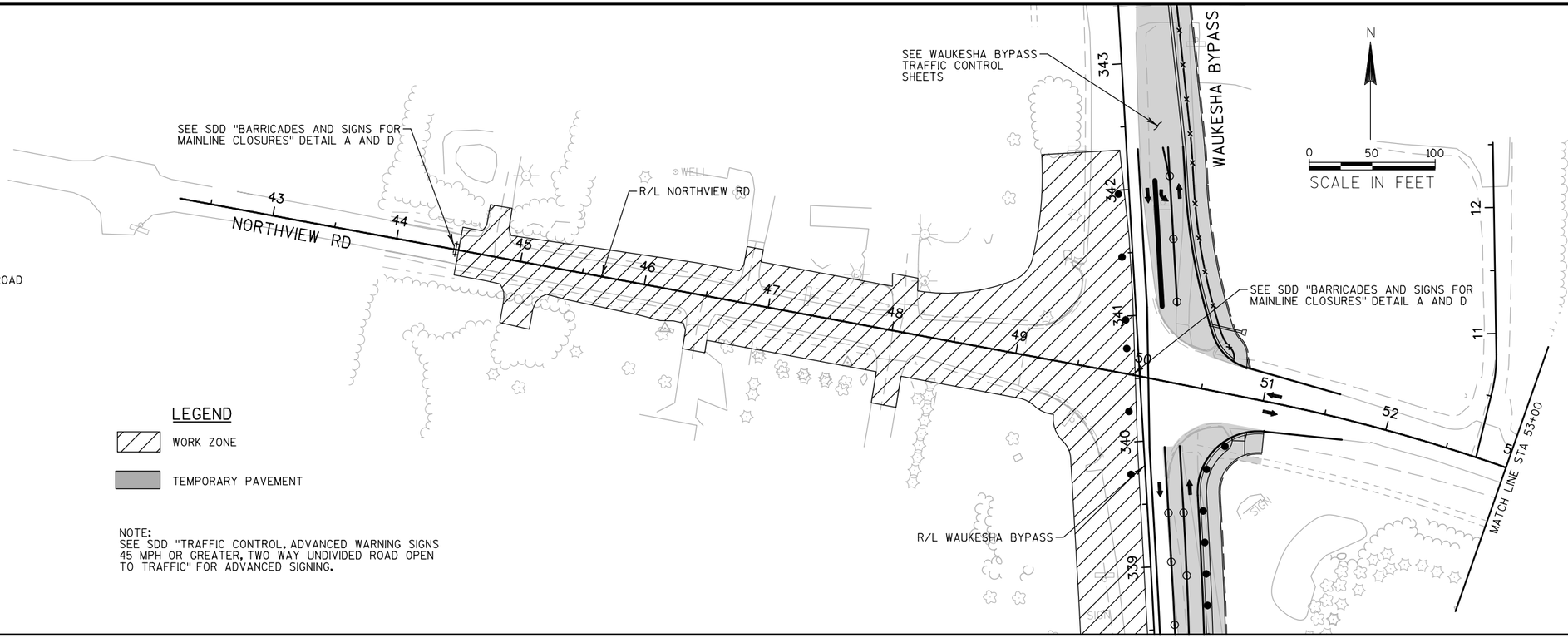
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SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

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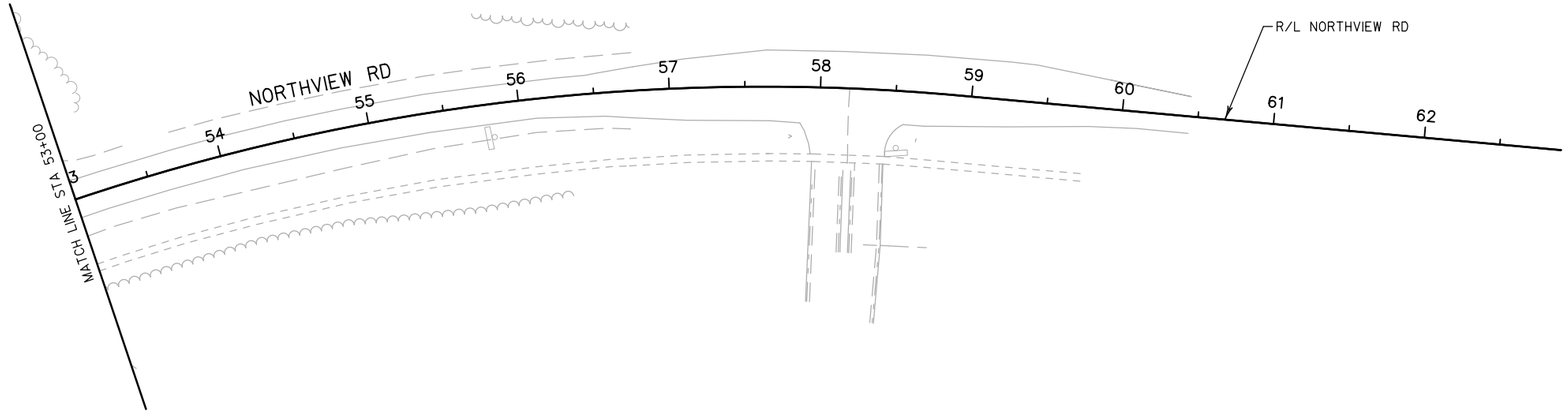


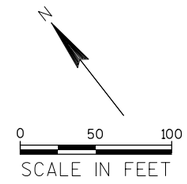
LEGEND

WORK ZONE

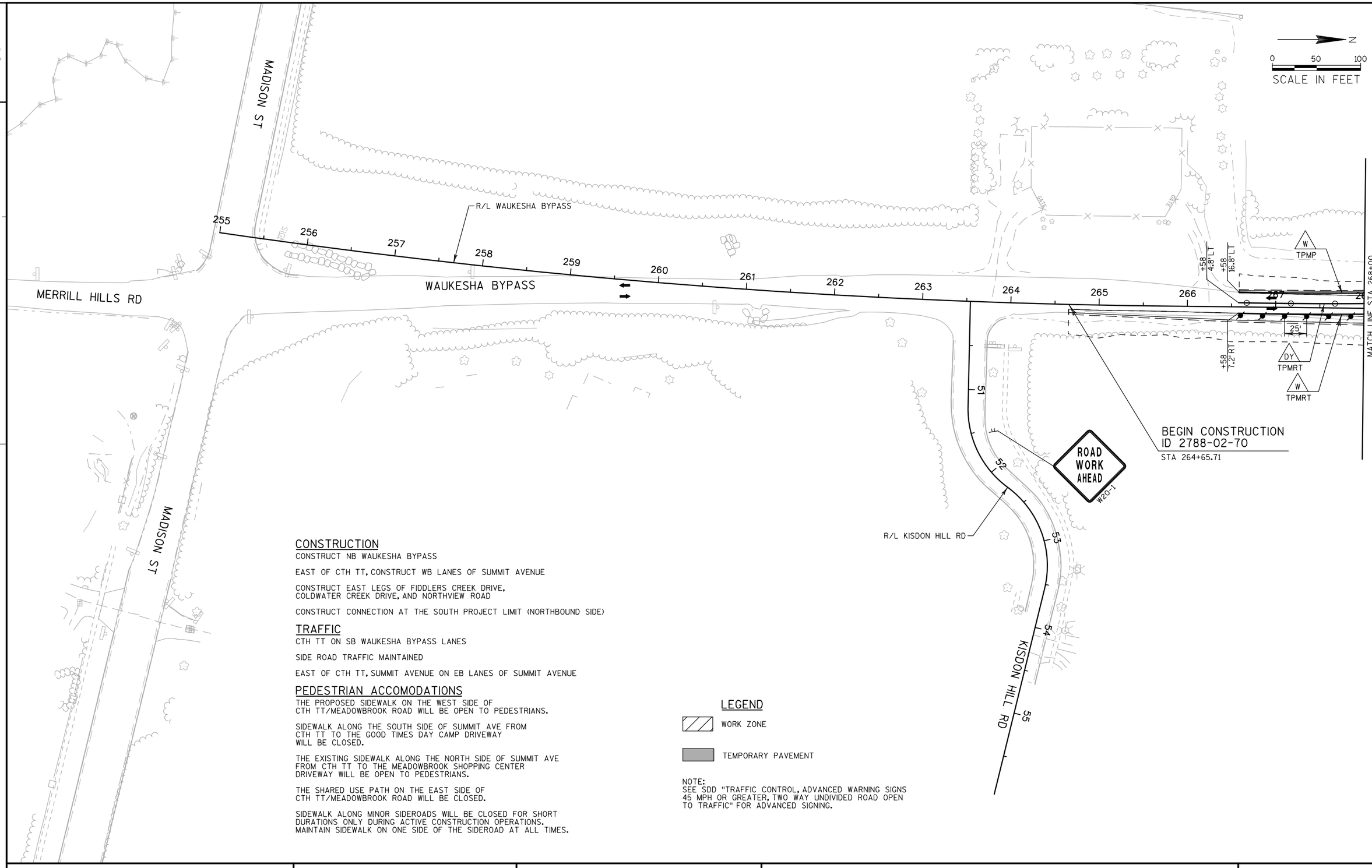
TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.





PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	NORTHVIEW RD TRAFFIC CONTROL STAGE 2B	SHEET 311	E



CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

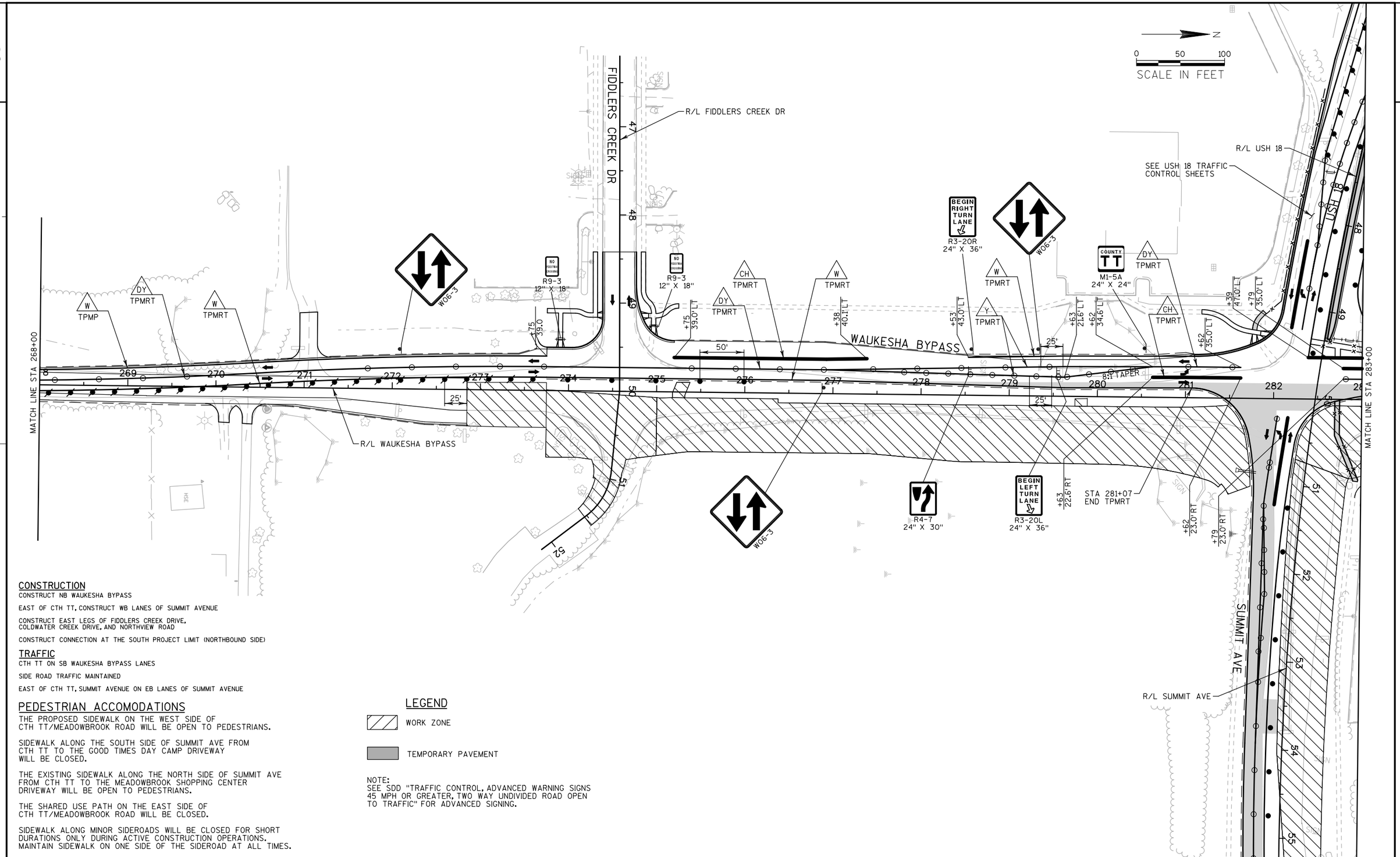
LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3A	SHEET 312	E



CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3A	SHEET 313	E

2

N

0 50 100

SCALE IN FEET

USH 18

SEE USH 18 TRAFFIC CONTROL SHEETS

END PROJECT
ID 2788-02-70
BEGIN PROJECT
ID 2788-00-72
STA 284+74.64

WOG-3

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

289+25
CHANGE PAVEMENT MARKING MATERIAL

CH TPMRT
DY TPMRT
CH TPMRT
+29 34.7' LT
+29 22.7' LT
+29 33.1' LT
+77 43.0' LT
+07 27.0' LT
+25 39.0' LT
+25 27.0' LT
CH TPMP
+12 39.0' LT
DY TPMP
W TPMP
BEGIN RIGHT TURN LANE
R3-20R
24" X 36"
+29 39.0' LT
W TPMP
DY TPMP

R/L WAUKESHA BYPASS

WAUKESHA BYPASS

50'
25'
8:1 TAPER

MATCH LINE STA 283+00

MATCH LINE STA 298+00

283 284 285 286 287 288 289 290 291 292 293 294 295 296 297

49 50 51 52 53

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

Y TPMRT

COUNTY TT
M1-5A
24" X 24"

R4-7
24" X 30"

W TPMRT

R3-1
24" X 24"

R3-2
24" X 24"

R/L DRIVEWAY

(DRIVEWAY)

SIDEWALK CLOSED
R9-9
24" X 12"

WOG-3

STA 289+73
7300.0' RT
7327' R

DRIVEWAY SHALL REMAIN OPEN WHILE DRIVEWAY TO SUMMIT IS CLOSED

CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3A	SHEET 314	E

2

N

0 50 100

SCALE IN FEET

COLDWATER CREEK DR

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

SIGN

W6-3

W TPMP

DY TPMP

W TPMP

50'

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

+99 55.0' LT

CH TPMP

+81 39.0' LT

+69 27.0' LT

W TPMP

DY TPMP

W TPMP

MATCH LINE STA 298+00

MATCH LINE STA 313+00

299 300 301 302 303 304 305 306 307 308 309 310 311 312

45 46 47 48 49 51 52 53 54

SIDEWALK CLOSED R9-9 24" X 12"

R3-1 24" X 24"

R3-2 24" X 24"

SIDEWALK CLOSED R9-9 24" X 12"

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

W06-3

R/L COLDWATER CREEK DR

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

COLDWATER CREEK DR

CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

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LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

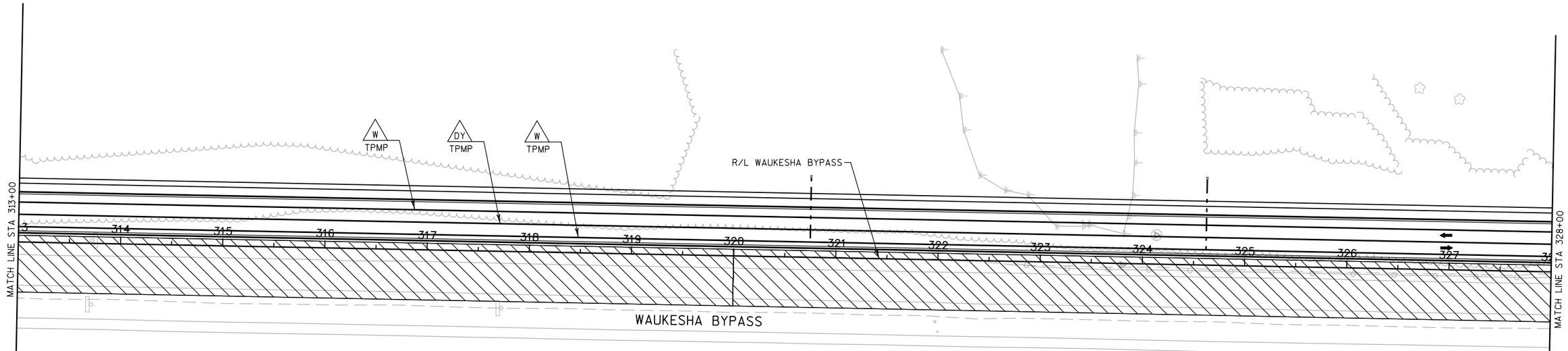
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3A	SHEET 315	E

2

N

0 50 100

SCALE IN FEET



CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

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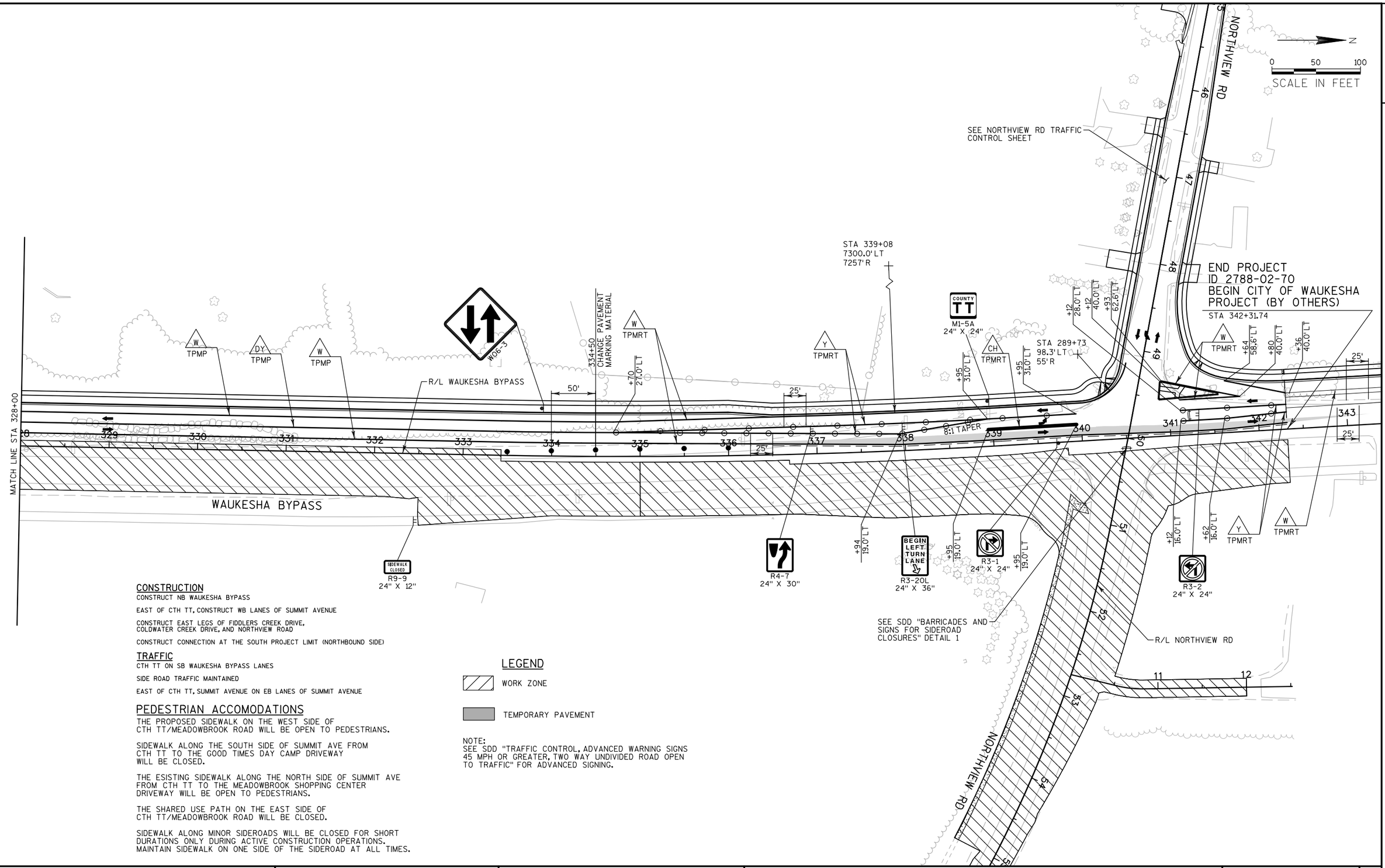
LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3A	SHEET 316	E



CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

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LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3A	SHEET 317	E

CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

N

0 50 100
SCALE IN FEET

USH 18

R/L USH 18

TORHORST RD

R/L TORHORST RD

TPMRT

MATCH LINE STA 44+00

R/L TURNBERRY OAK DR

TURNBERRY OAK DR

INSTALL TEMPORARY PEDESTRIAN STEEL BARRICADES

W011-2

W016-7L

STA 48+62
985.0' LT
1012' R

SEE WAUKESHA BYPASS TRAFFIC CONTROL SHEETS

STA 48+62
87.0' LT
60' R

STA 44+17
971.7' RT
988' R

8:1 TAPER

STA 49+07
101.0' RT
50' R

MAINTAIN TEMPORARY PEDESTRAIN SURFACE ASPHALT AND SAFETY FENCE CONSTRUCTED PREVIOUSLY

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

R4-7
24" X 30"

STA 48+07
171.2' RT
175' R

STA 281+07
BEGIN TPMRT

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

CONSTRUCT AND PROVIDE TEMPORARY PEDESTRIAN SURFACE ASPHALT, SAFETY FENCE AND TEMPORARY CURB RAMP

SIDEWALK CLOSED AHEAD CROSS HERE
R9-11
24" X 12"

W016-9P

STA 282+69
BEGIN TPMP
STA 50+56
43.5' LT, 60' R

TPMP

MAINTAIN EXISTING SIDEWALK

STA 50+71
122.1' RT
65' R

STA 51+40
354.1' LT
300' R

CONCRETE PAVEMENT GAP REQ'D

STA 54+89
173.6' LT
500' R

STA 51+28
3346.9' LT
3378' R

CONSTRUCT TEMPORARY CURB RAMP

R3-1
24" X 24"

SUMMIT AVE

R/L SUMMIT AVE

R3-2
24" X 24"

SIDEWALK CLOSED
R9-9
24" X 12"

W006-3

CONSTRUCT TEMPORARY PEDESTRIAN SURFACE ASPHALT AND SAFETY FENCE THROUGH WORK ZONE

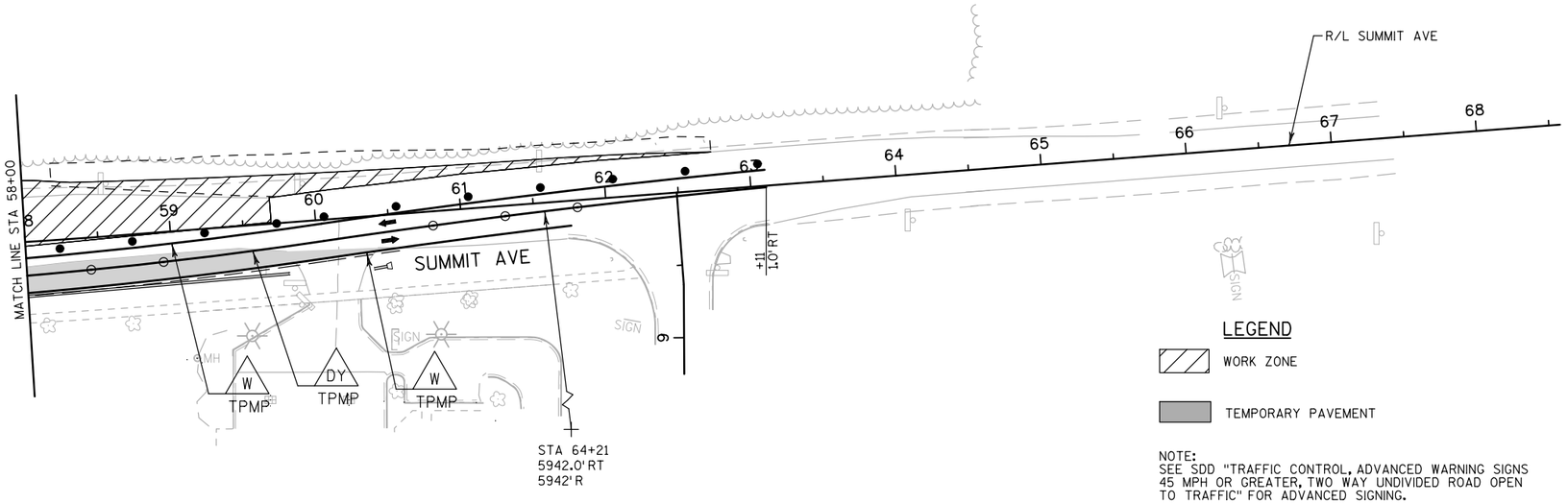
MAINTAIN TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMP CONSTRUCTED PREVIOUSLY

DRIVEWAY SHALL REMAIN OPEN WHILE DRIVEWAY TO BYPASS IS CLOSED.

MATCH LINE STA 58+00

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18 TRAFFIC CONTROL STAGE 3A	SHEET 318	E

2



LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

STATION AND OFFSET OF TEMPORARY PAVEMENT ALONG SUMMIT AVE ARE SHOWN ON STAGE 3B.

N

0 50 100

SCALE IN FEET

CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

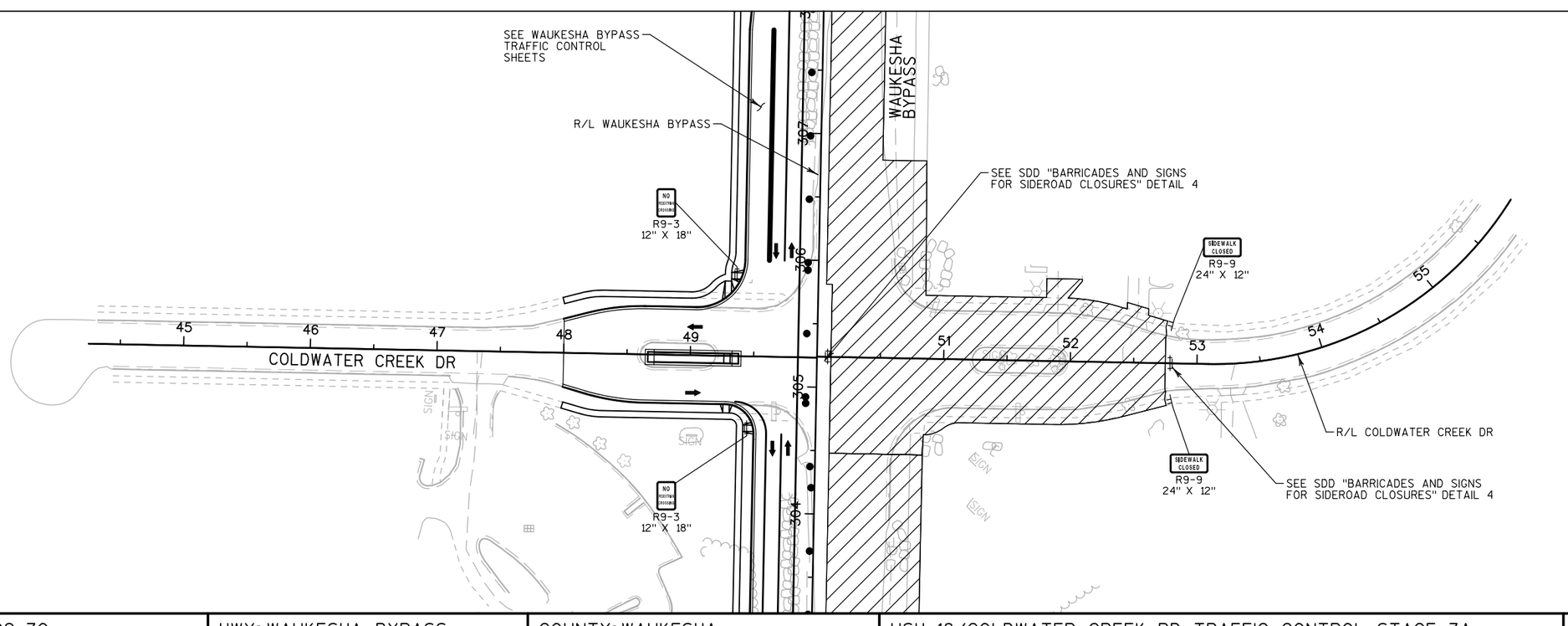
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SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.



N

0 50 100

SCALE IN FEET

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18/COLDWATER CREEK RD TRAFFIC CONTROL STAGE 3A	SHEET 319	E

CONSTRUCTION

CONSTRUCT NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT WB LANES OF SUMMIT AVENUE

CONSTRUCT EAST LEGS OF FIDDLERS CREEK DRIVE,
COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONSTRUCT CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON EB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF
CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM
CTH TT TO THE GOOD TIMES DAY CAMP DRIVEWAY
WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE
FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER
DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF
CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

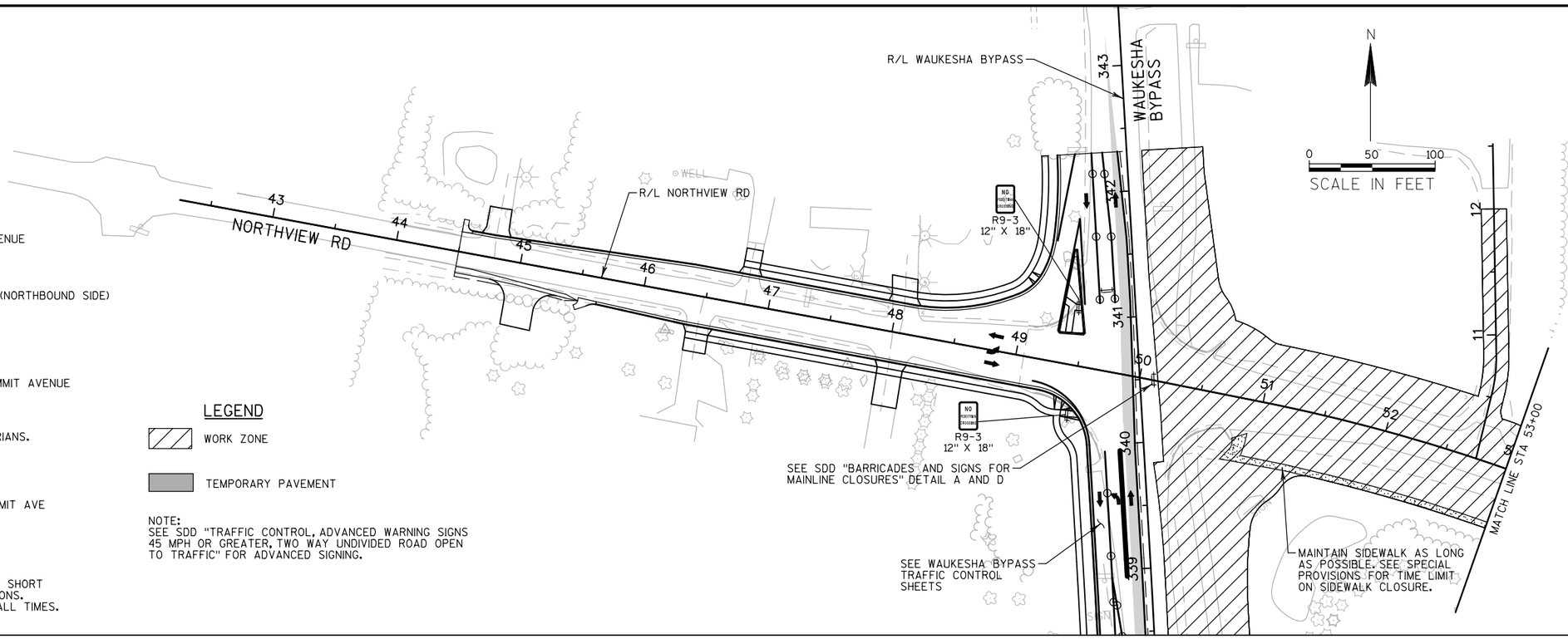
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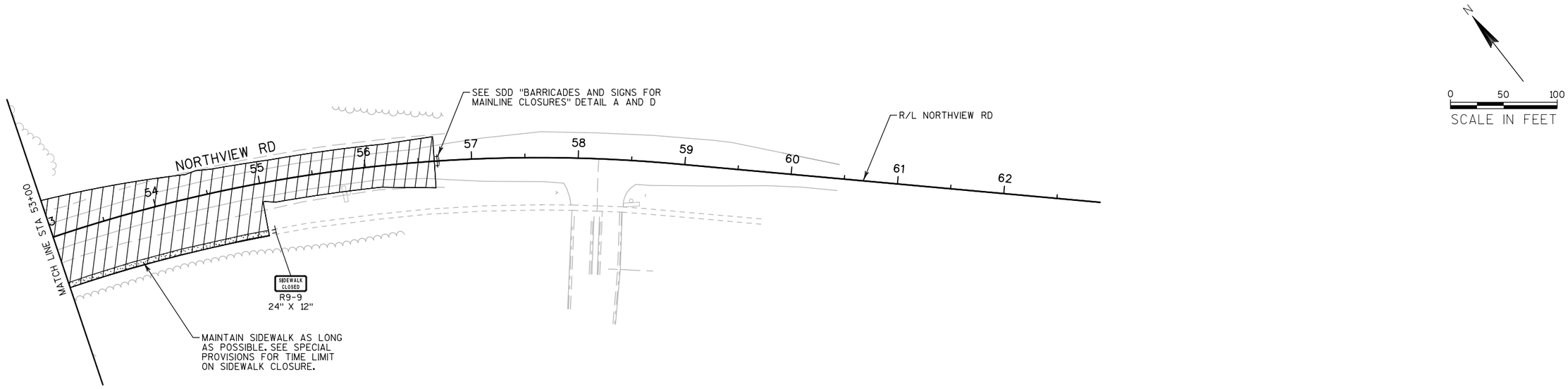
LEGEND

WORK ZONE

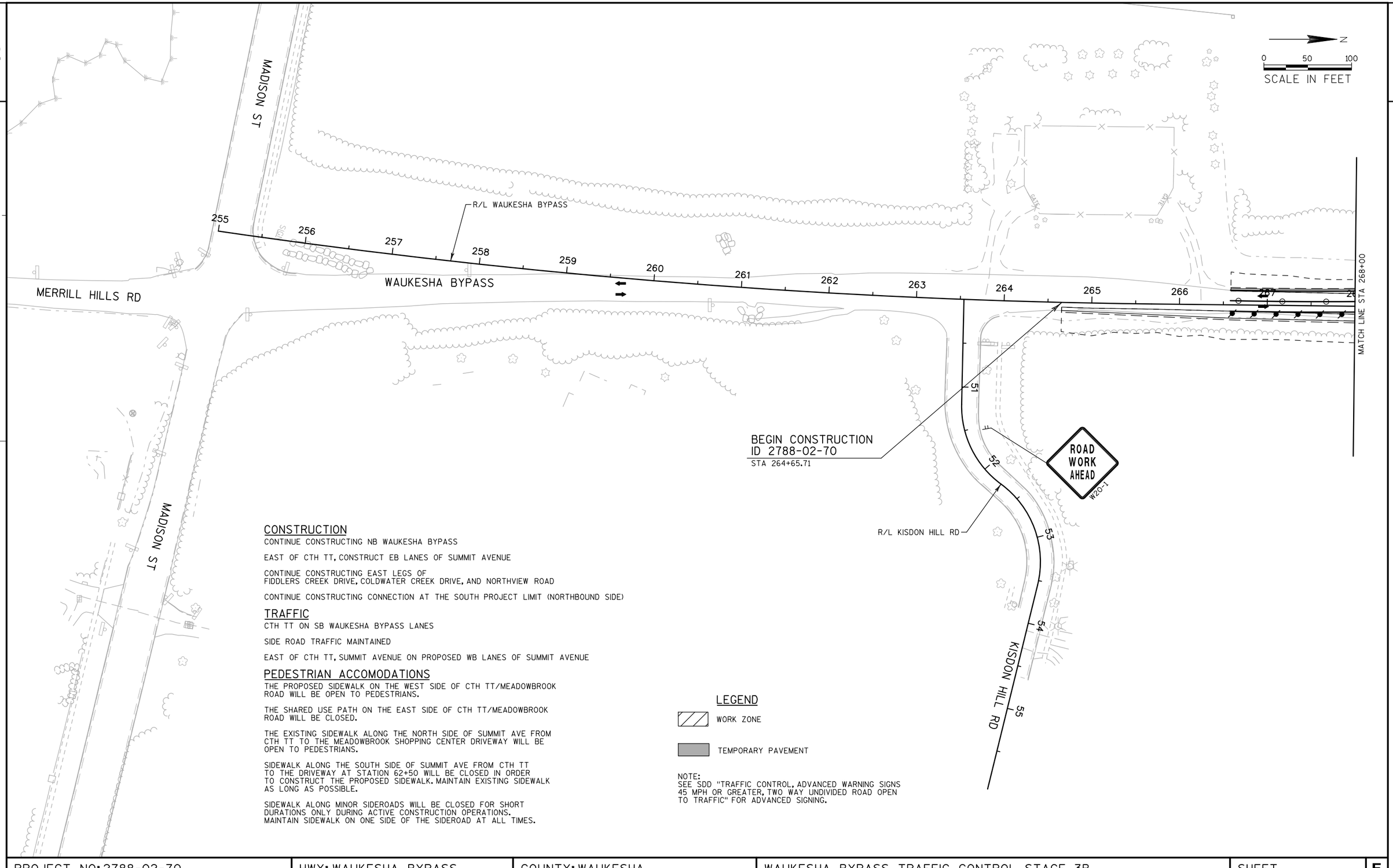
TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS
45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN
TO TRAFFIC" FOR ADVANCED SIGNING.





PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	NORTHVIEW RD TRAFFIC CONTROL STAGE 3A	SHEET 320	E



CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF
FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE DRIVEWAY AT STATION 62+50 WILL BE CLOSED IN ORDER TO CONSTRUCT THE PROPOSED SIDEWALK. MAINTAIN EXISTING SIDEWALK AS LONG AS POSSIBLE.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

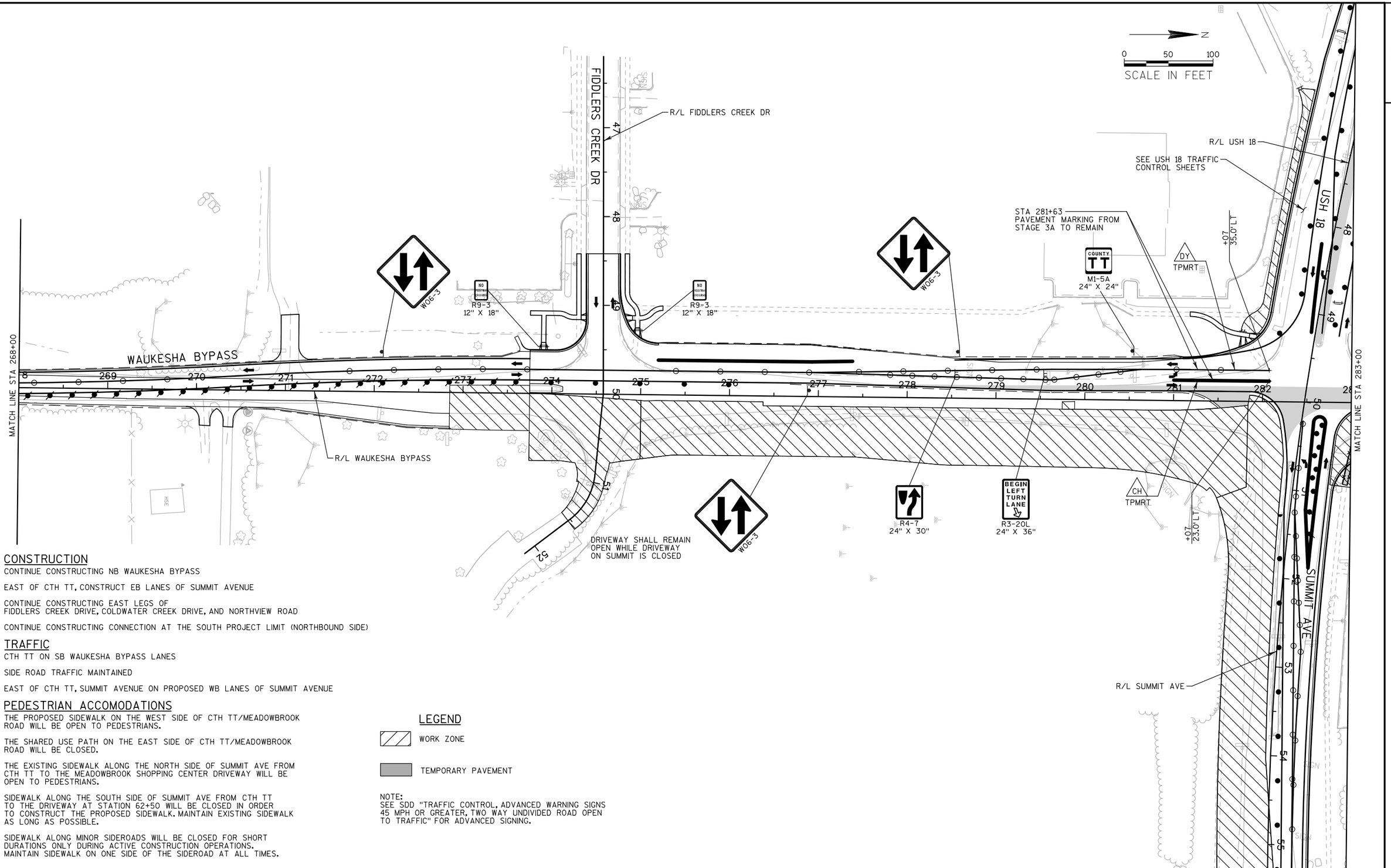
LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3B	SHEET 321	E



CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF
FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

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SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

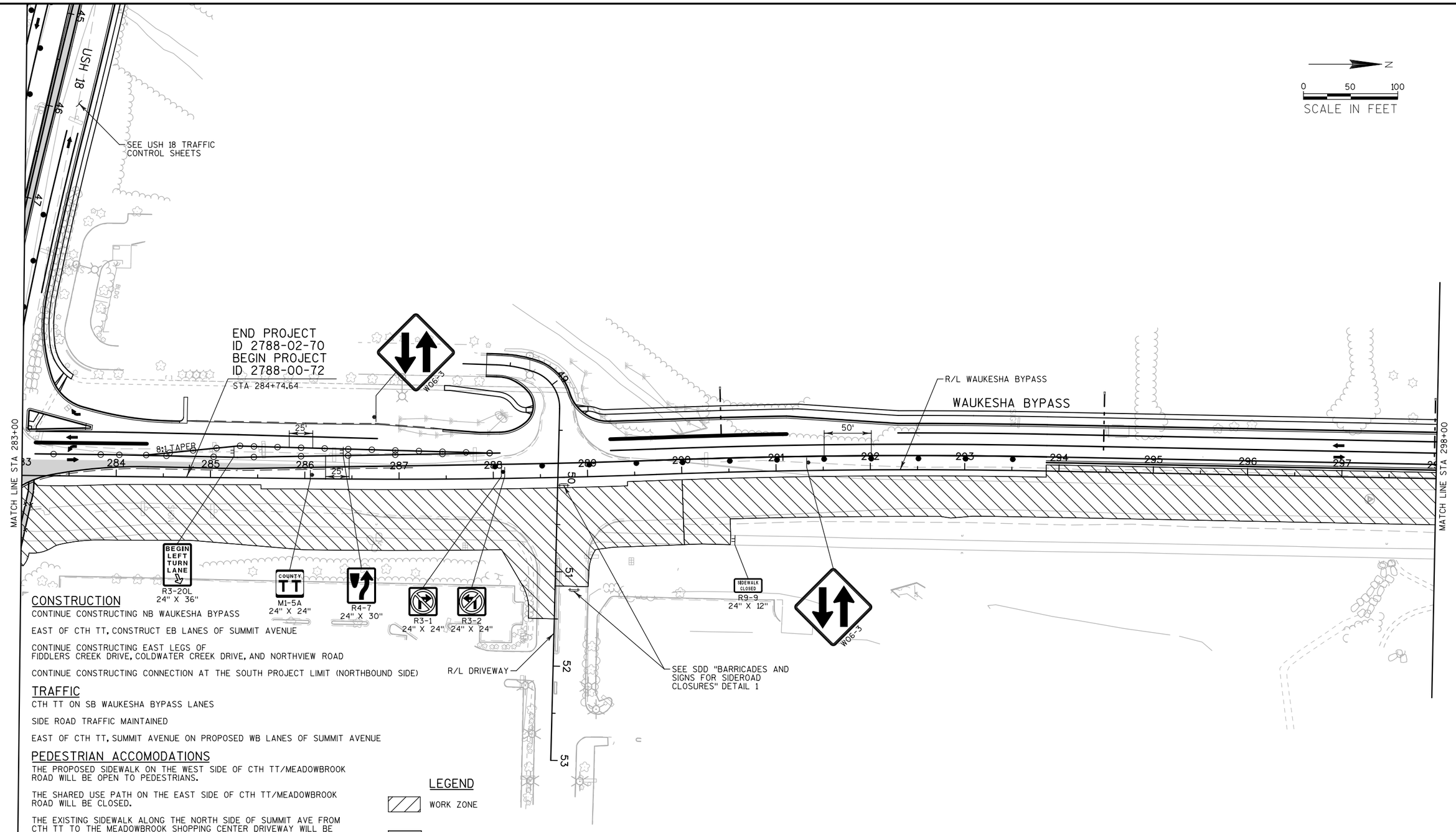
WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3B	SHEET 322	E

2



CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

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SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3B	SHEET 323	E

2

N

0 50 100

SCALE IN FEET

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

COLDWATER CREEK DR

45 46 47 48 49 51 52 53 54

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

50'

MATCH LINE STA 298+00

MATCH LINE STA 313+00

299 300 301 302 303 304 305 306 307 308 309 310 311 312

W06-5

SIGN

SIDEWALK CLOSED
R9-9
24" X 12"

R3-1
24" X 24"

R3-2
24" X 24"

SIDEWALK CLOSED
R9-9
24" X 12"

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

W06-3

R/L COLDWATER CREEK DR

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

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SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE DRIVEWAY AT STATION 62+50 WILL BE CLOSED IN ORDER TO CONSTRUCT THE PROPOSED SIDEWALK. MAINTAIN EXISTING SIDEWALK AS LONG AS POSSIBLE.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

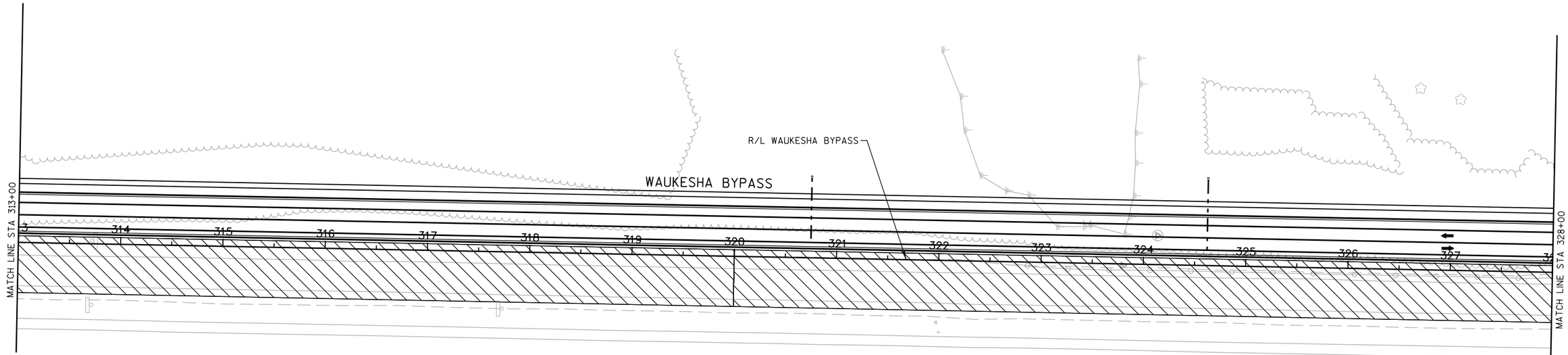
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3B	SHEET 324	E

2

N

0 50 100

SCALE IN FEET



CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF
FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

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LEGEND

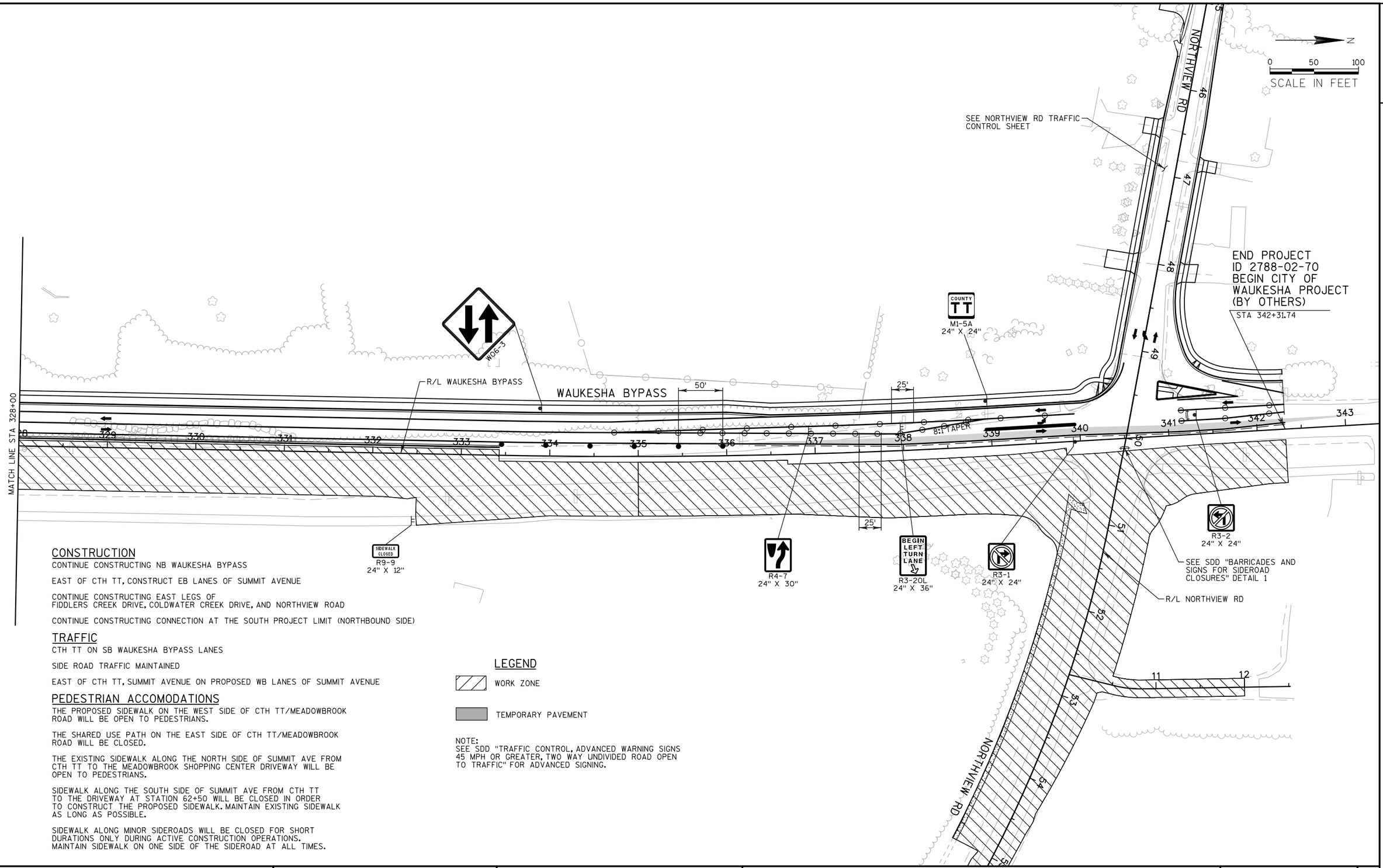
WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3B	SHEET 325	E

2



CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF
FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

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SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 3B	SHEET 326	E

CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF
FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

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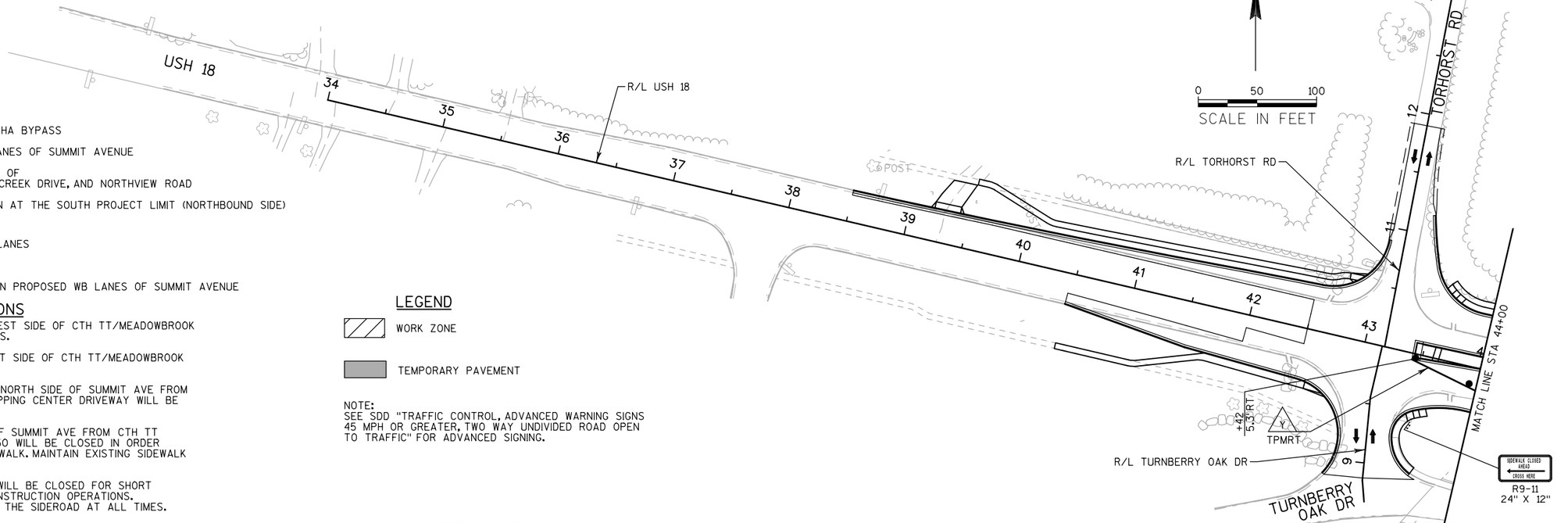
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LEGEND

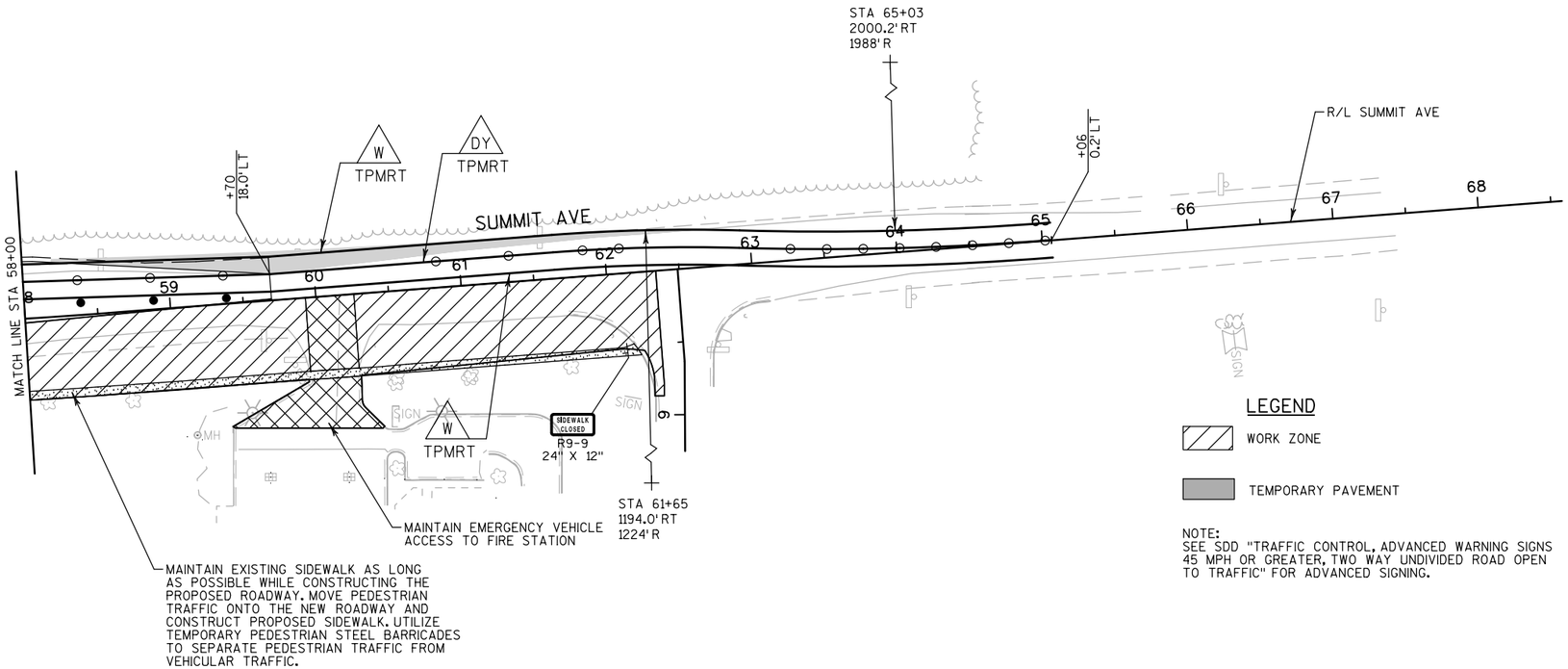
WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18 TRAFFIC CONTROL STAGE 3B	SHEET 327	E



LEGEND

WORK ZONE

TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

N

0 50 100

SCALE IN FEET

CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

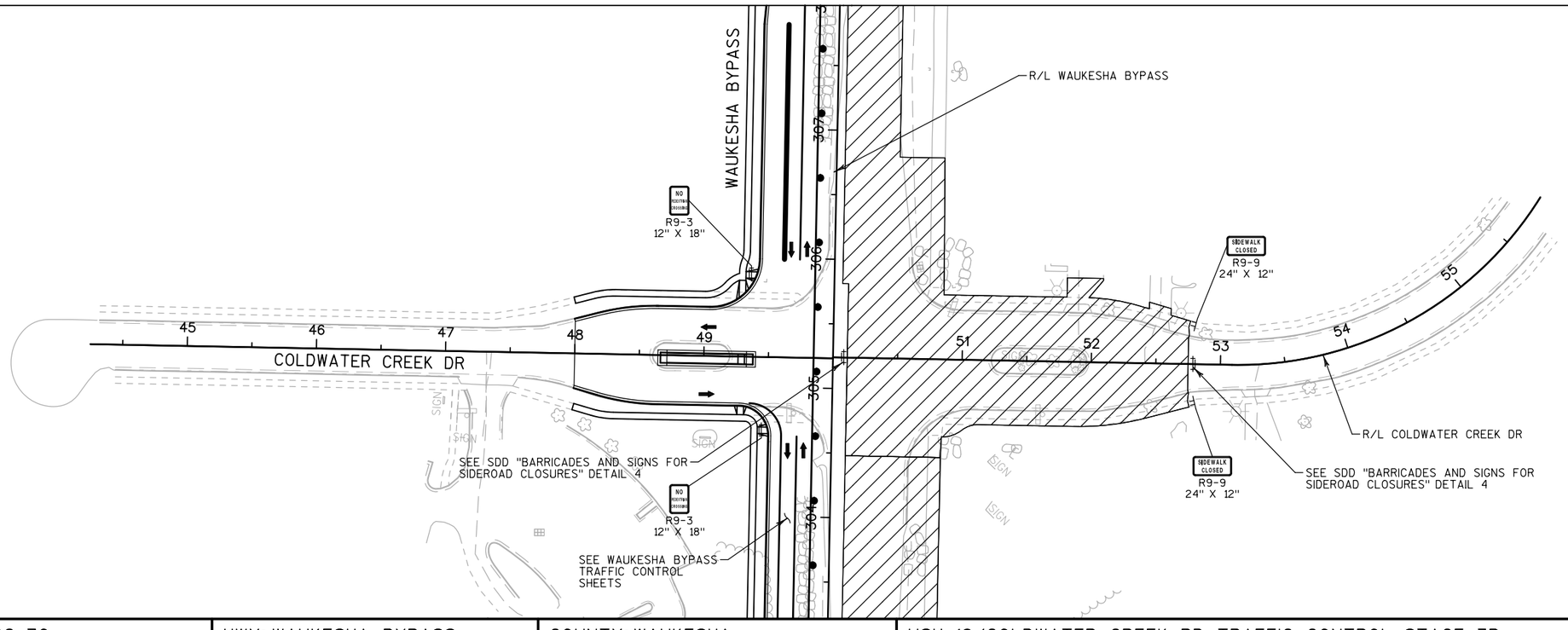
THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE DRIVEWAY AT STATION 62+50 WILL BE CLOSED IN ORDER TO CONSTRUCT THE PROPOSED SIDEWALK. MAINTAIN EXISTING SIDEWALK AS LONG AS POSSIBLE.

SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.



N

0 50 100

SCALE IN FEET

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18/COLDWATER CREEK RD TRAFFIC CONTROL STAGE 3B	SHEET 328	E

CONSTRUCTION

CONTINUE CONSTRUCTING NB WAUKESHA BYPASS

EAST OF CTH TT, CONSTRUCT EB LANES OF SUMMIT AVENUE

CONTINUE CONSTRUCTING EAST LEGS OF
FIDDLERS CREEK DRIVE, COLDWATER CREEK DRIVE, AND NORTHVIEW ROAD

CONTINUE CONSTRUCTING CONNECTION AT THE SOUTH PROJECT LIMIT (NORTHBOUND SIDE)

TRAFFIC

CTH TT ON SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

EAST OF CTH TT, SUMMIT AVENUE ON PROPOSED WB LANES OF SUMMIT AVENUE

PEDESTRIAN ACCOMODATIONS

THE PROPOSED SIDEWALK ON THE WEST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE OPEN TO PEDESTRIANS.

THE SHARED USE PATH ON THE EAST SIDE OF CTH TT/MEADOWBROOK ROAD WILL BE CLOSED.

THE EXISTING SIDEWALK ALONG THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO THE MEADOWBROOK SHOPPING CENTER DRIVEWAY WILL BE OPEN TO PEDESTRIANS.

SIDEWALK ALONG THE SOUTH SIDE OF SUMMIT AVE FROM CTH TT TO THE DRIVEWAY AT STATION 62+50 WILL BE CLOSED IN ORDER TO CONSTRUCT THE PROPOSED SIDEWALK. MAINTAIN EXISTING SIDEWALK AS LONG AS POSSIBLE.

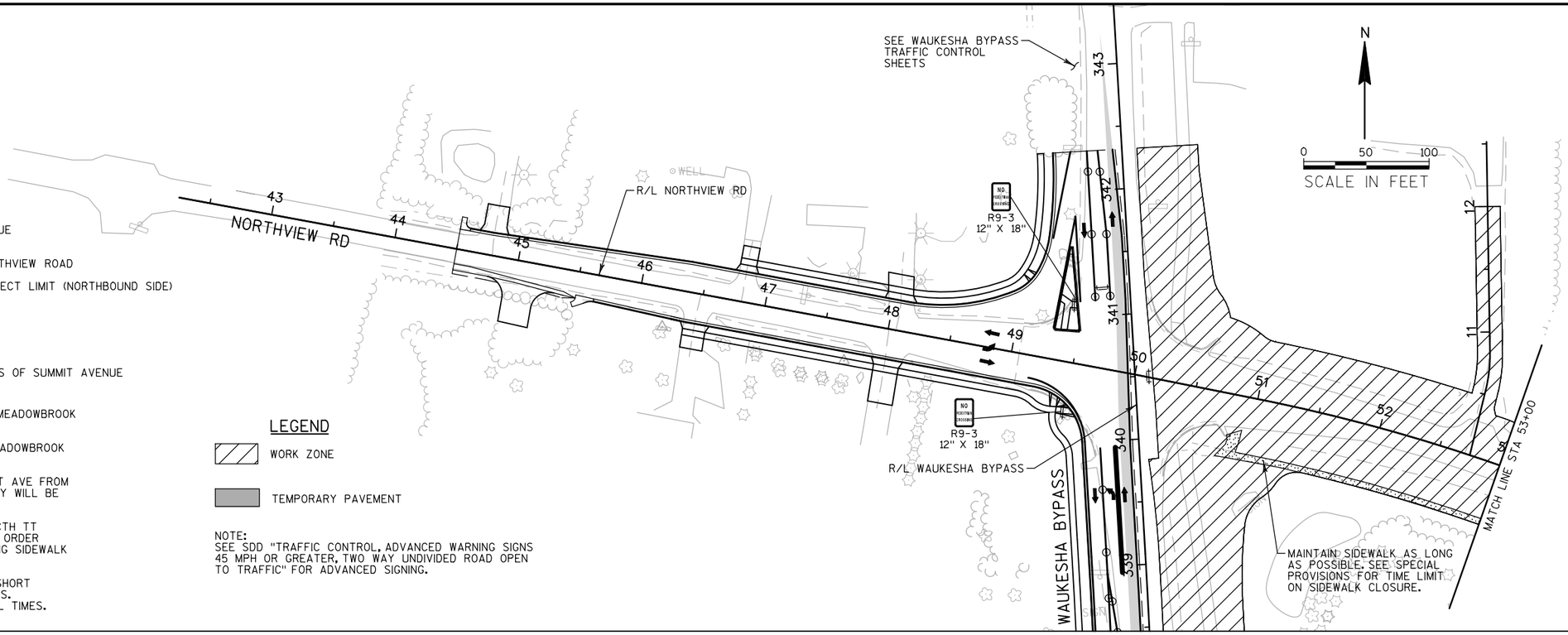
SIDEWALK ALONG MINOR SIDEROADS WILL BE CLOSED FOR SHORT DURATIONS ONLY DURING ACTIVE CONSTRUCTION OPERATIONS. MAINTAIN SIDEWALK ON ONE SIDE OF THE SIDEROAD AT ALL TIMES.

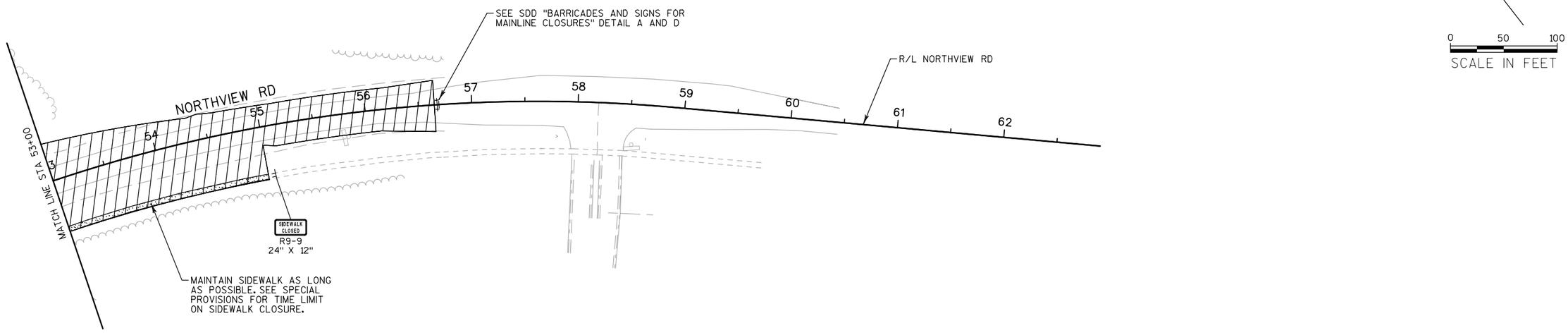
LEGEND

WORK ZONE

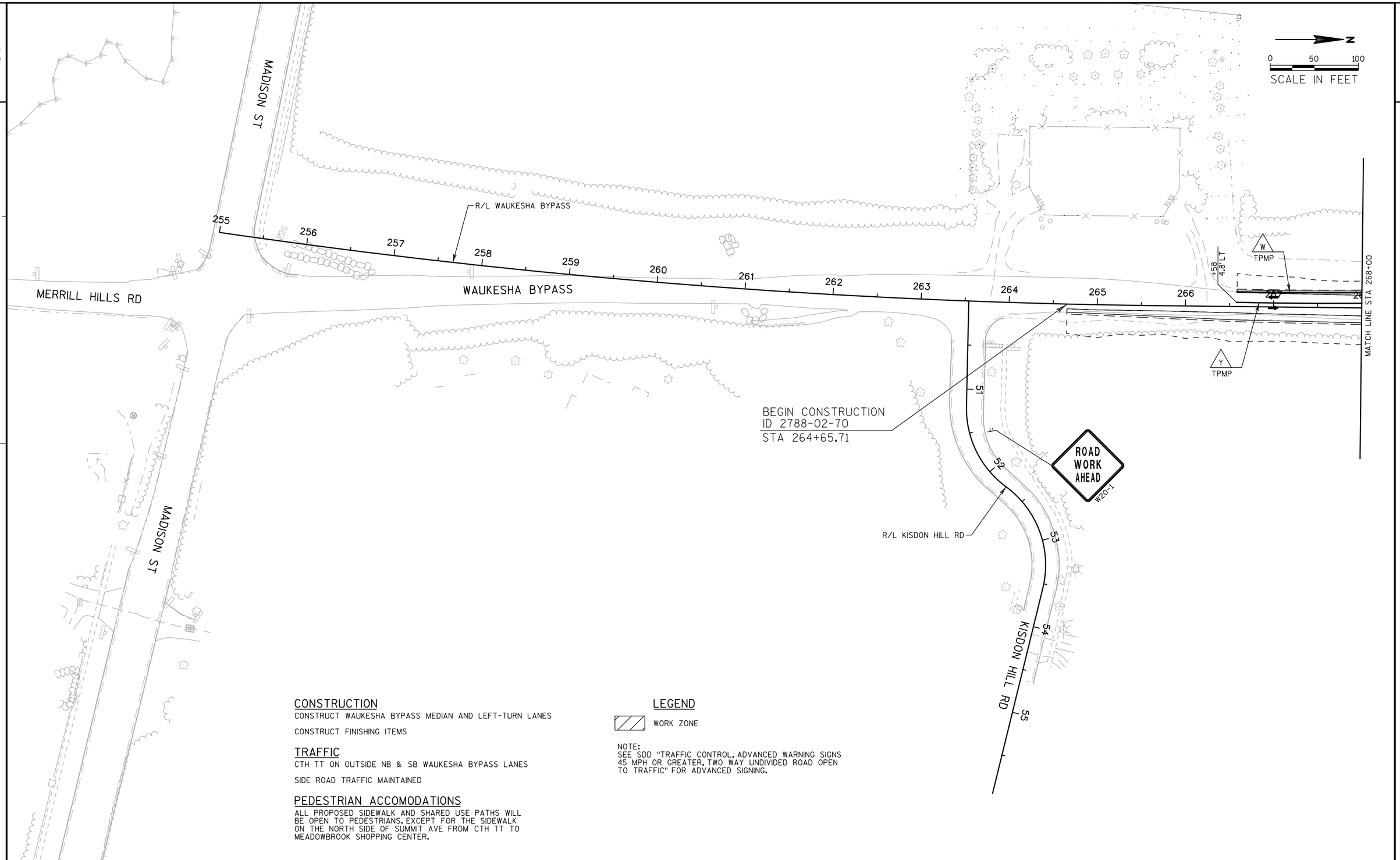
TEMPORARY PAVEMENT

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.





PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	NORTHVIEW RD TRAFFIC CONTROL STAGE 3B	SHEET 329	E



CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

PEDESTRIAN ACCOMODATIONS

ALL PROPOSED SIDEWALK AND SHARED USE PATHS WILL BE OPEN TO PEDESTRIANS. EXCEPT FOR THE SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO MEADOWBROOK SHOPPING CENTER.

LEGEND

WORK ZONE

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 4	SHEET 330	E

CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

PEDESTRIAN ACCOMODATIONS

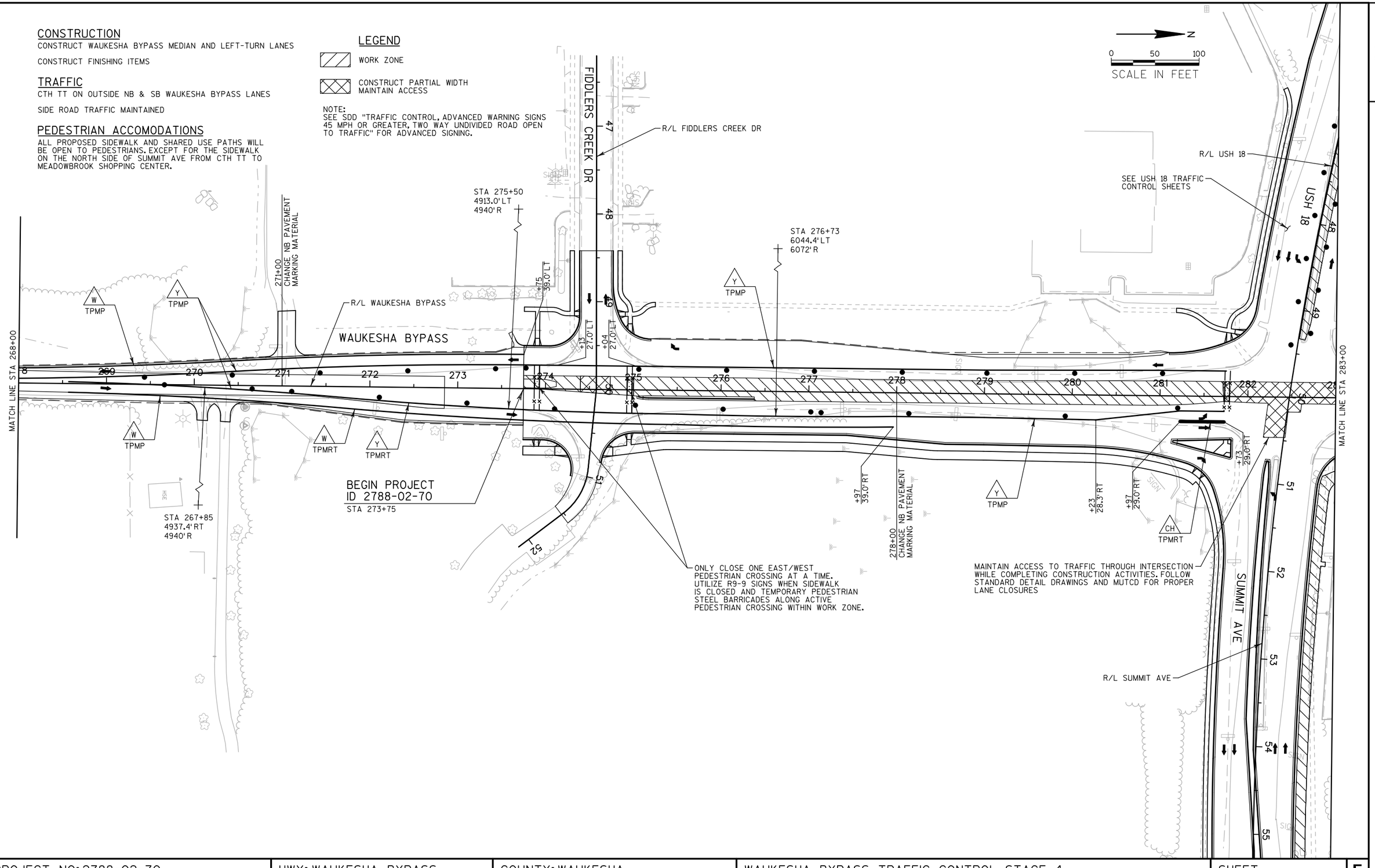
ALL PROPOSED SIDEWALK AND SHARED USE PATHS WILL BE OPEN TO PEDESTRIANS. EXCEPT FOR THE SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO MEADOWBROOK SHOPPING CENTER.

LEGEND

WORK ZONE

CONSTRUCT PARTIAL WIDTH
MAINTAIN ACCESS

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 4	SHEET 331	E

CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

PEDESTRIAN ACCOMODATIONS

ALL PROPOSED SIDEWALK AND SHARED USE PATHS WILL BE OPEN TO PEDESTRIANS. EXCEPT FOR THE SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO MEADOWBROOK SHOPPING CENTER.

LEGEND

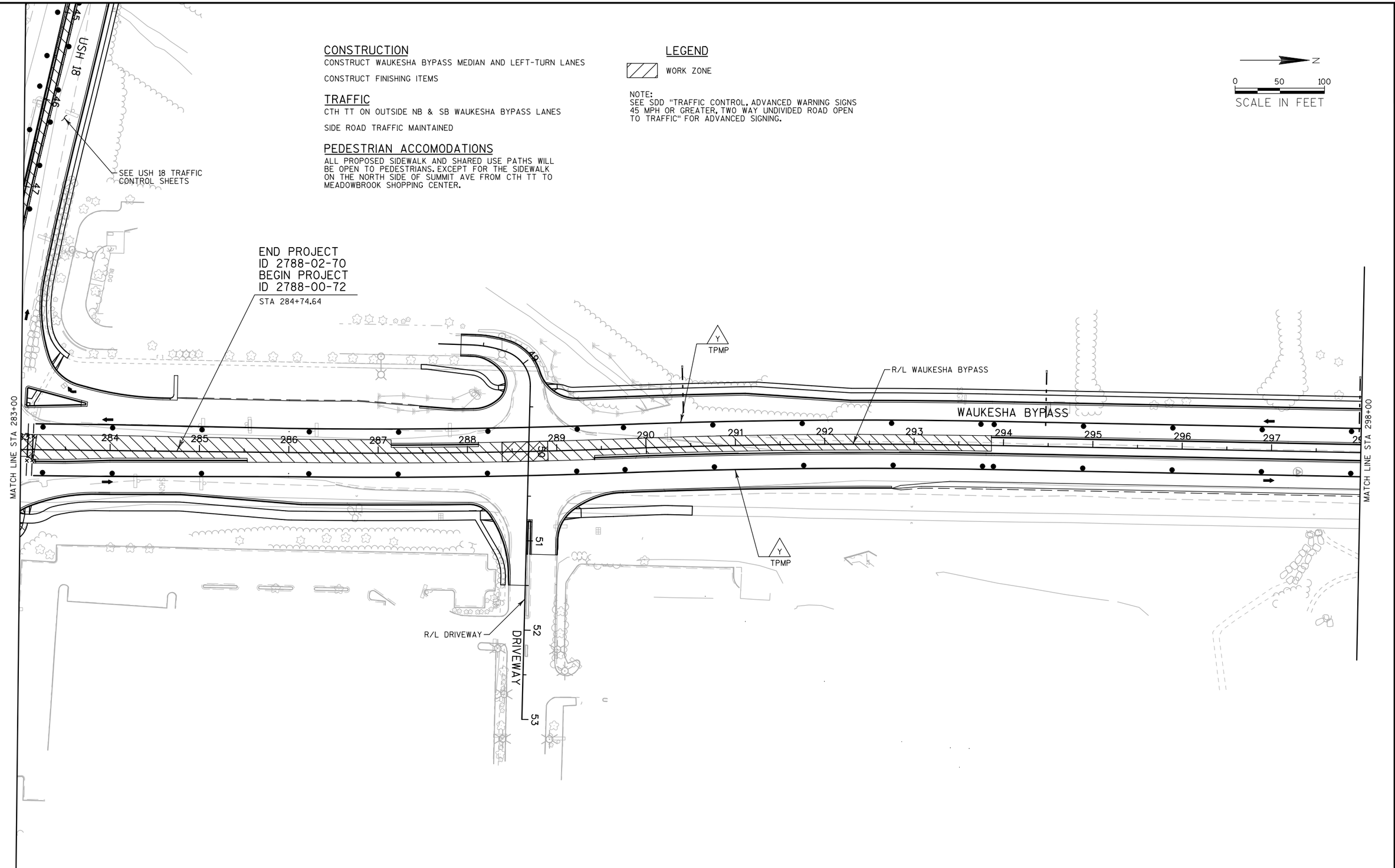
WORK ZONE

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

N

0 50 100

SCALE IN FEET



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 4	SHEET 332	E

2

2

N

0 50 100

SCALE IN FEET

SEE COLDWATER CREEK DR TRAFFIC CONTROL SHEET

COLDWATER CREEK DR

45 46 47 48 49

TPMP

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

MATCH LINE STA 298+00

299 300 301 302 303 304 305 306 307 308 309 310 311 312

MATCH LINE STA 313+00

TPMP

51 52

R/L COLDWATER CREEK DR

COLDWATER CREEK DR

53 54

SIGN

CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

PEDESTRIAN ACCOMODATIONS

ALL PROPOSED SIDEWALK AND SHARED USE PATHS WILL BE OPEN TO PEDESTRIANS. EXCEPT FOR THE SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO MEADOWBROOK SHOPPING CENTER.

LEGEND

WORK ZONE

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

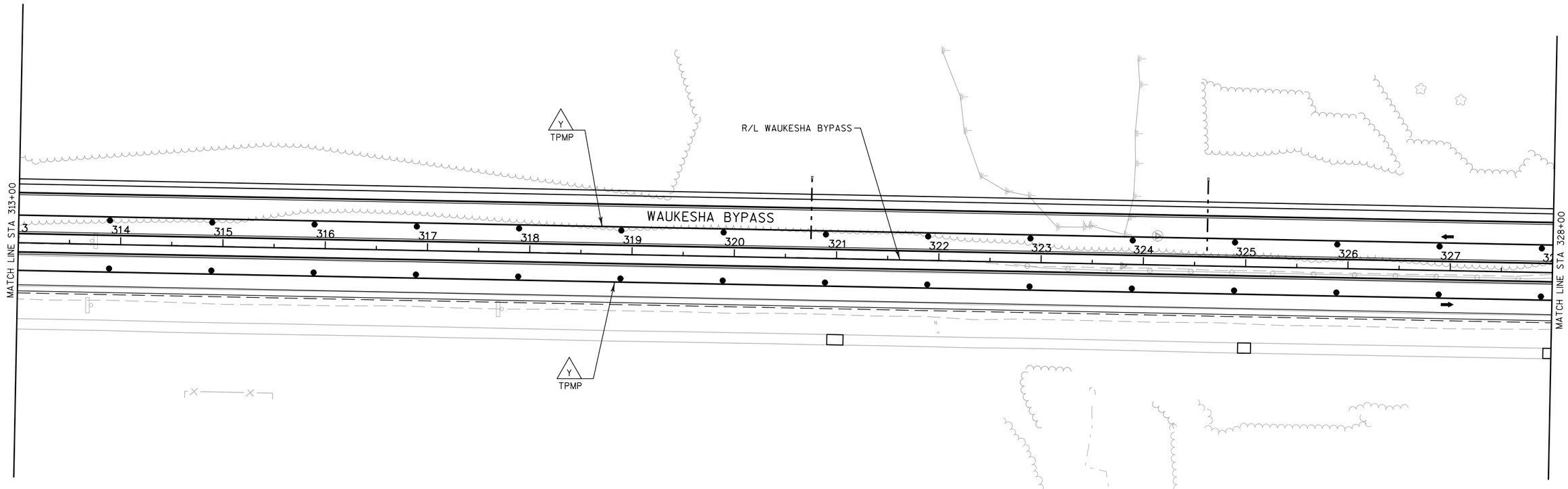
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 4	SHEET 333	E

2

N

0 50 100

SCALE IN FEET



CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

PEDESTRIAN ACCOMODATIONS

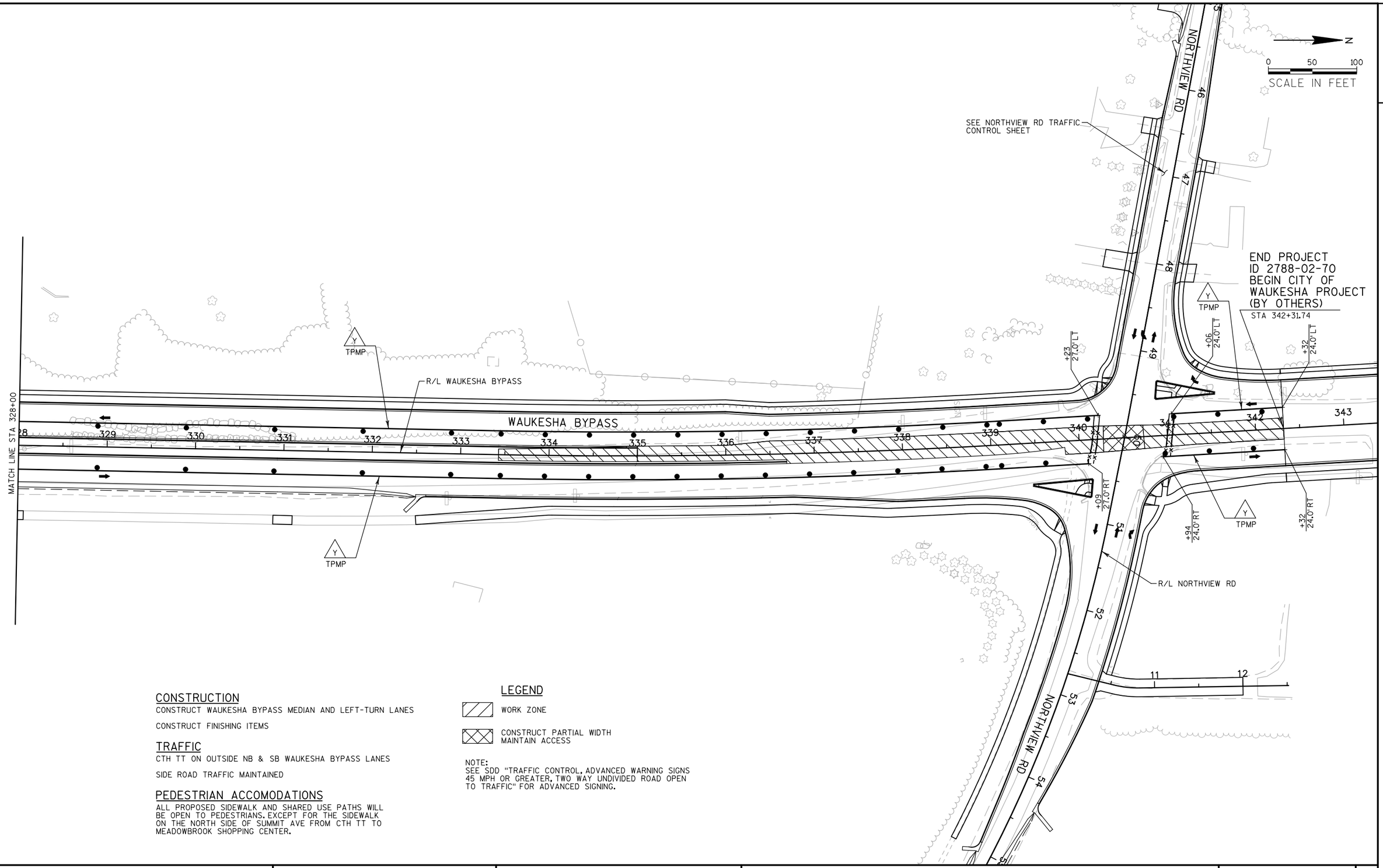
ALL PROPOSED SIDEWALK AND SHARED USE PATHS WILL BE OPEN TO PEDESTRIANS. EXCEPT FOR THE SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO MEADOWBROOK SHOPPING CENTER.

LEGEND

WORK ZONE

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 4	SHEET 334	E



CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

PEDESTRIAN ACCOMODATIONS

ALL PROPOSED SIDEWALK AND SHARED USE PATHS WILL BE OPEN TO PEDESTRIANS. EXCEPT FOR THE SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO MEADOWBROOK SHOPPING CENTER.

LEGEND

WORK ZONE

CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS TRAFFIC CONTROL STAGE 4	SHEET 335	E

2

2

CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

PEDESTRIAN ACCOMODATIONS

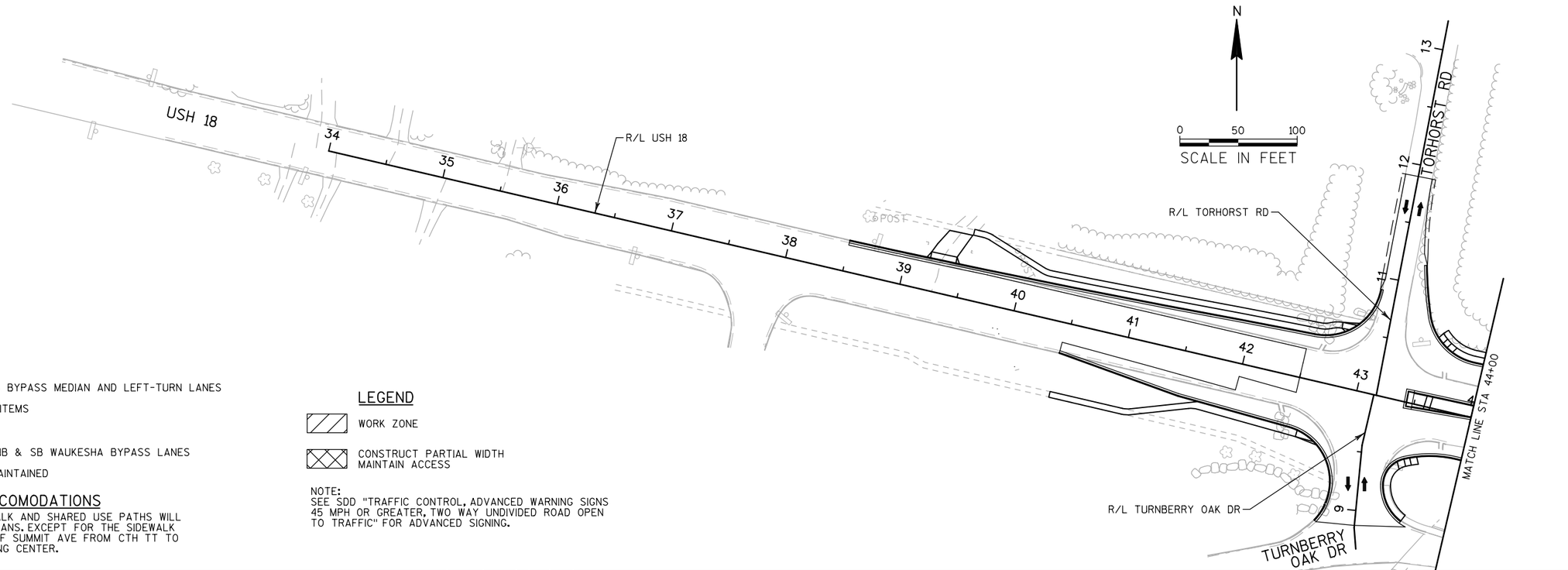
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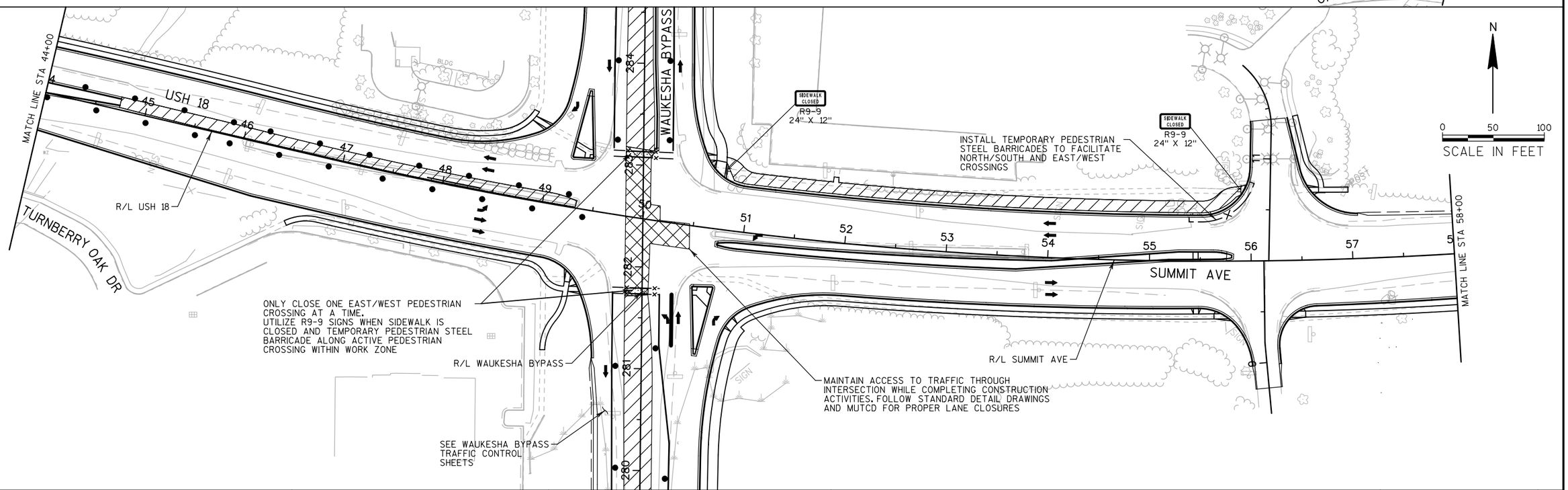
LEGEND

WORK ZONE

CONSTRUCT PARTIAL WIDTH
MAINTAIN ACCESS

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.

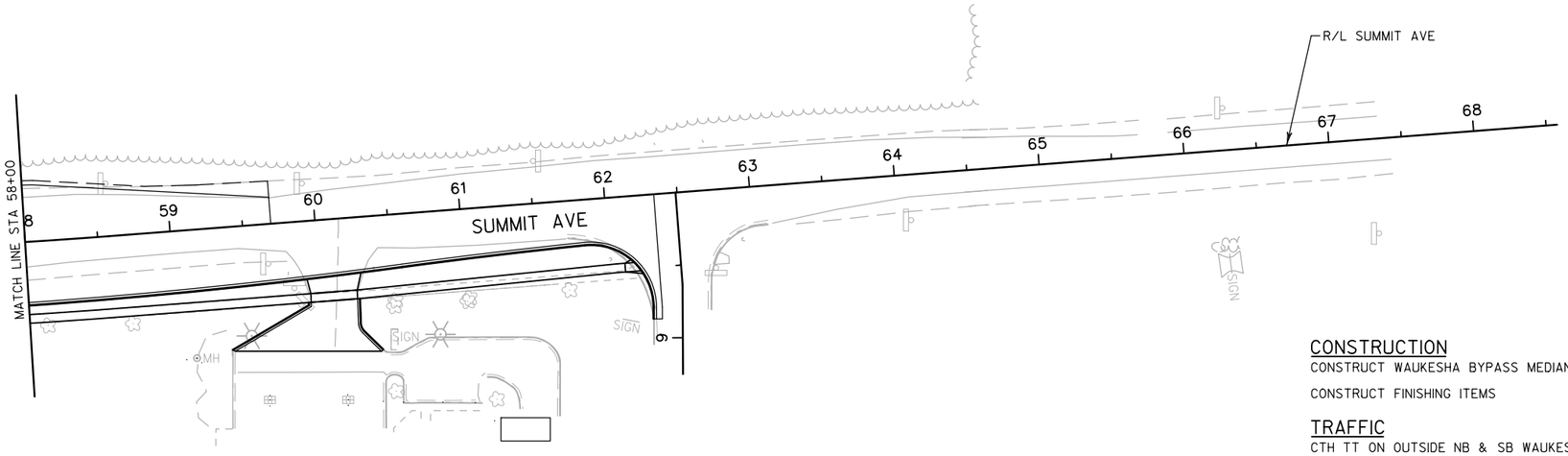


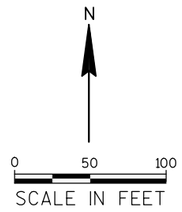


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18 TRAFFIC CONTROL STAGE 4	SHEET 336	E

FILE NAME : FD_026265_S4.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42





CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

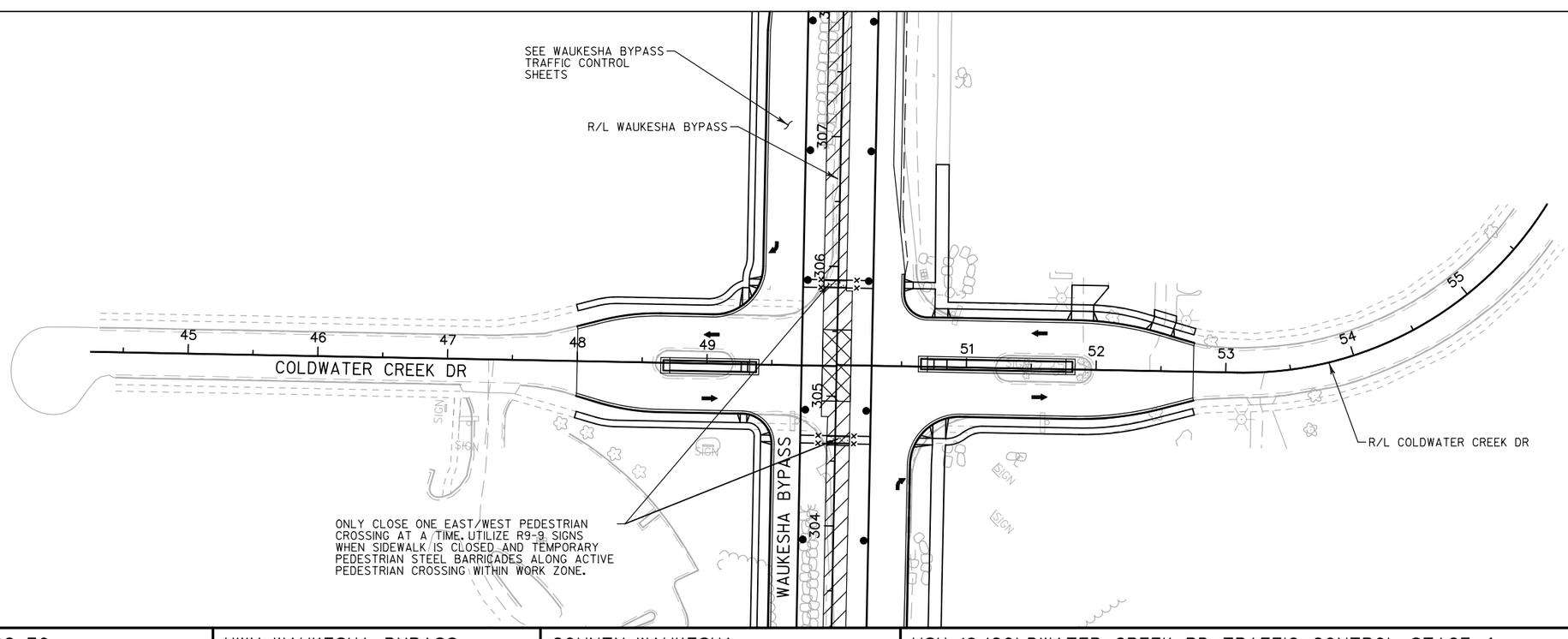
PEDESTRIAN ACCOMODATIONS

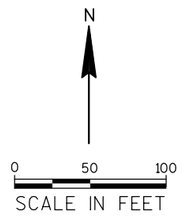
ALL PROPOSED SIDEWALK AND SHARED USE PATHS WILL BE OPEN TO PEDESTRIANS. EXCEPT FOR THE SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO MEADOWBROOK SHOPPING CENTER.

LEGEND

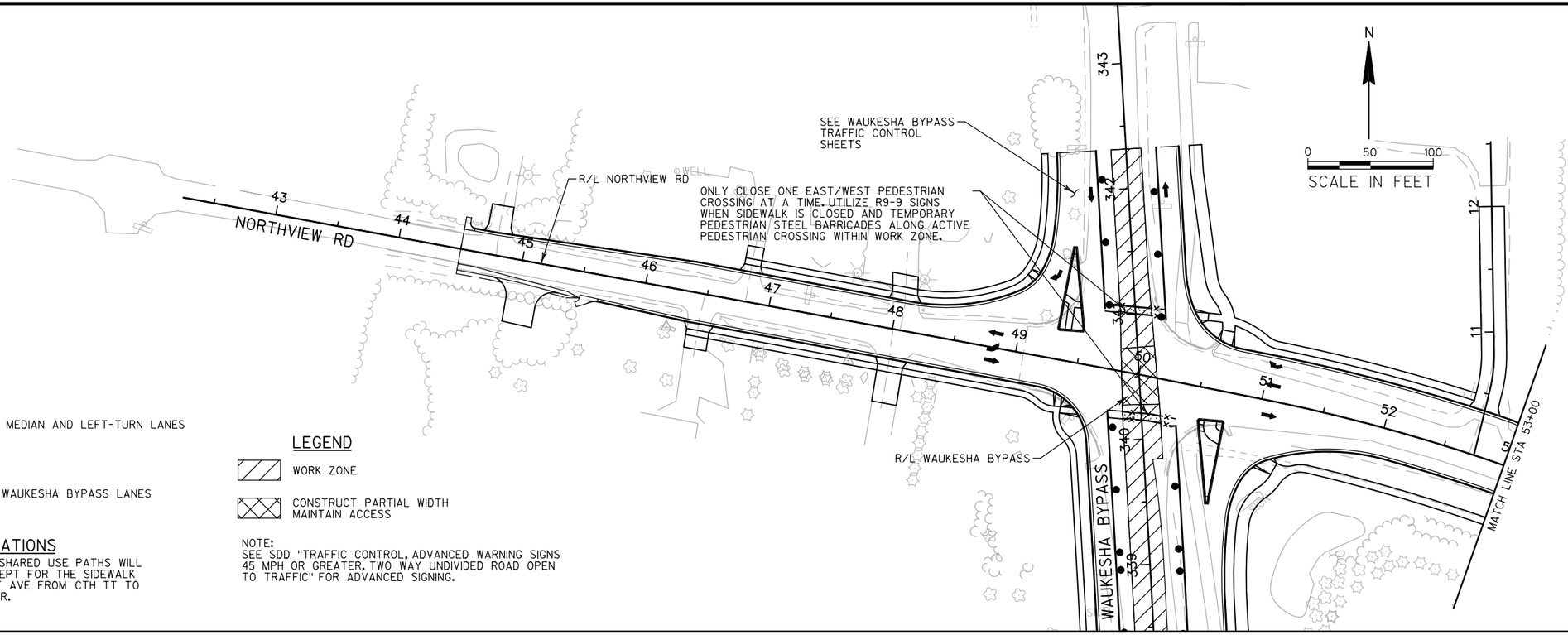
WORK ZONE

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.





PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	USH 18/COLDWATER CREEK RD TRAFFIC CONTROL STAGE 4	SHEET 337	E



CONSTRUCTION

CONSTRUCT WAUKESHA BYPASS MEDIAN AND LEFT-TURN LANES

CONSTRUCT FINISHING ITEMS

TRAFFIC

CTH TT ON OUTSIDE NB & SB WAUKESHA BYPASS LANES

SIDE ROAD TRAFFIC MAINTAINED

PEDESTRIAN ACCOMODATIONS

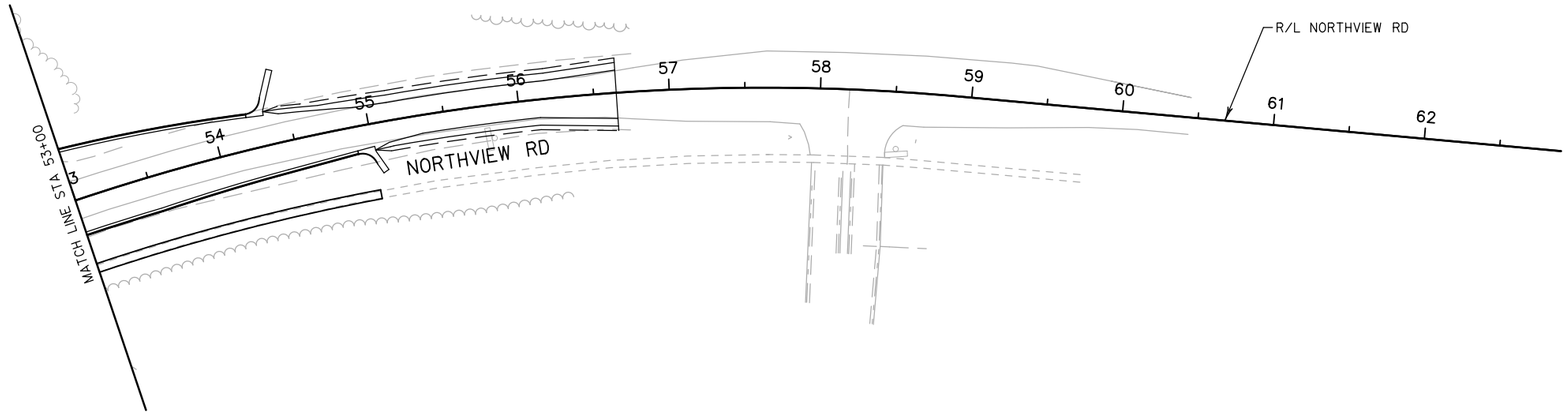
ALL PROPOSED SIDEWALK AND SHARED USE PATHS WILL BE OPEN TO PEDESTRIANS. EXCEPT FOR THE SIDEWALK ON THE NORTH SIDE OF SUMMIT AVE FROM CTH TT TO MEADOWBROOK SHOPPING CENTER.

LEGEND

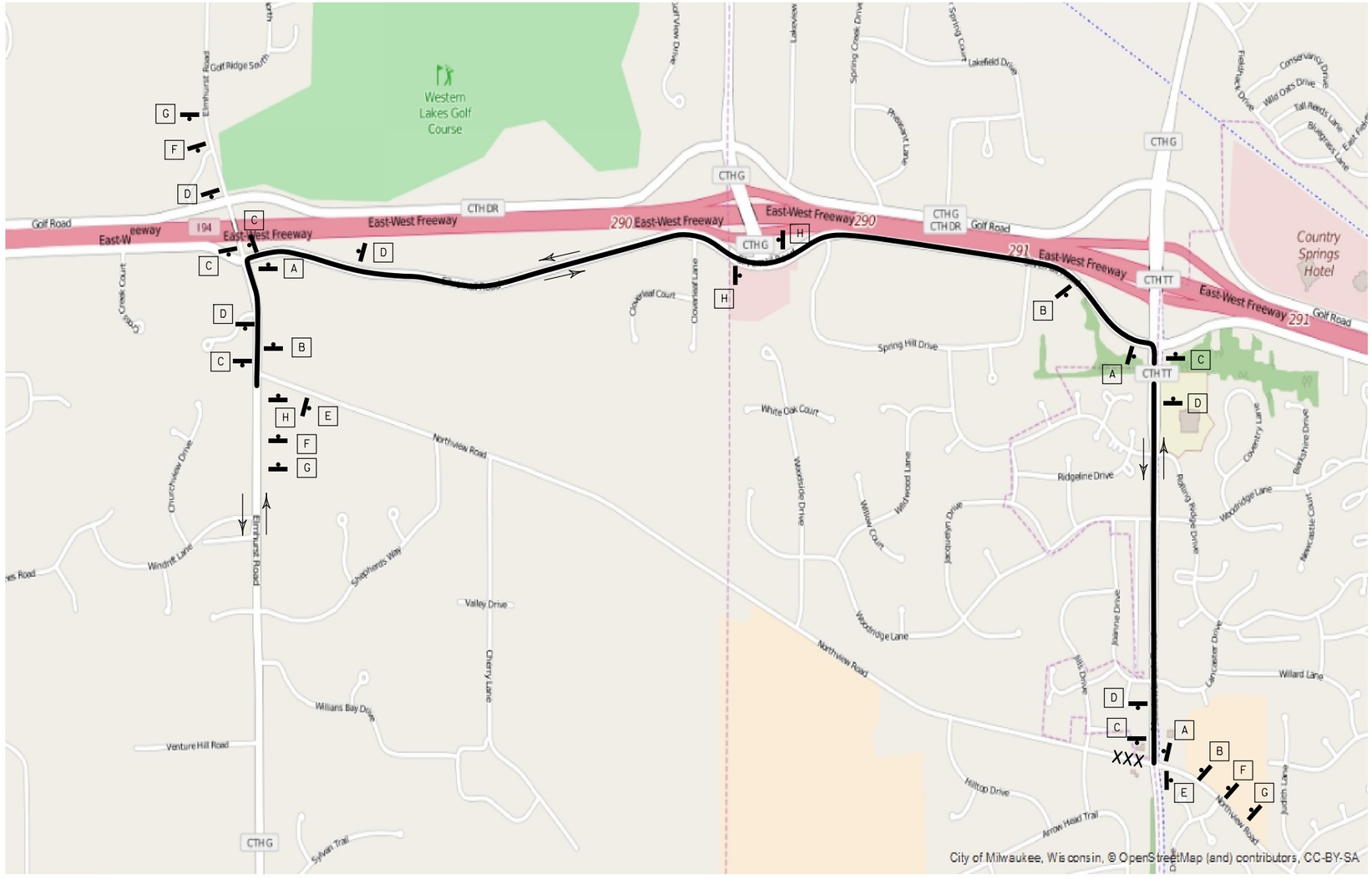
WORK ZONE

CONSTRUCT PARTIAL WIDTH MAINTAIN ACCESS

NOTE:
SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCED SIGNING.



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	NORTHVIEW RD TRAFFIC CONTROL STAGE 4	SHEET 338	E



A
NORTHVIEW RD
DETOUR
M4-9R

B
NORTHVIEW RD
DETOUR
M4-9R (MOD)

C
NORTHVIEW RD
DETOUR
M4-9L

D
NORTHVIEW RD
DETOUR
M4-9L (MOD)

E
NORTHVIEW RD
END DETOUR
M4-8A

F
DETOUR AHEAD
W20-2

G
NORTHVIEW RD CLOSED AT HWY TT FOLLOW DETOUR

H
NORTHVIEW RD
DETOUR M4-8
M6-1

NOTES:

CONTRACTOR SHALL COVER, AS DIRECTED BY THE ENGINEER, ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN.

SEE TRAFFIC CONTROL SHEETS FOR SPECIFIC STAGING DETAILS.

SEE FIXED MESSAGE SIGN DETAILS FOR SIGN [G] DETAILS, AND "NORTHVIEW RD" SIGN DETAILS.

SEE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" SDD FOR ADDITIONAL DETAILS.

LEGEND

SIGNED DETOUR

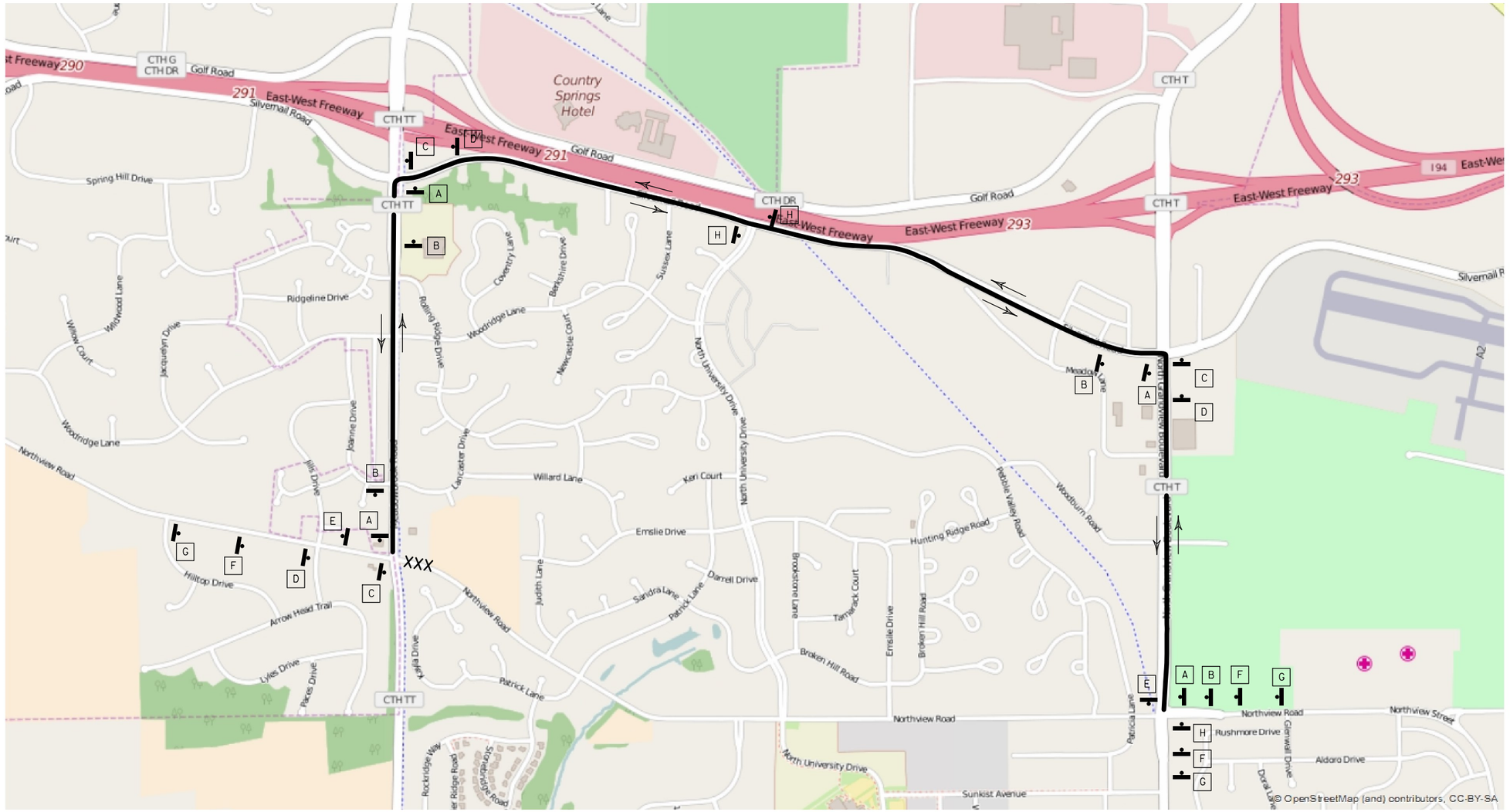
SIGN ON PERMANENT SUPPORT

[X] SIGN ASSEMBLY NUMBER

XXX ROAD CLOSED

N

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	NORTHVIEW ROAD DETOUR ROUTE STAGE 2	SHEET 339	E



A
NORTHVIEW RD
DETOUR
M4-9R

B
NORTHVIEW RD
DETOUR
M4-9R (MOD)

C
NORTHVIEW RD
DETOUR
M4-9L

D
NORTHVIEW RD
DETOUR
M4-9L (MOD)

E
NORTHVIEW RD
END DETOUR
M4-8A

F
DETOUR AHEAD
W20-2

G
NORTHVIEW RD
CLOSED AT HWY TT
FOLLOW DETOUR

H
NORTHVIEW RD
DETOUR M4-8
M6-1

NOTES:

CONTRACTOR SHALL COVER, AS DIRECTED BY THE ENGINEER, ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN.

SEE TRAFFIC CONTROL SHEETS FOR SPECIFIC STAGING DETAILS.

SEE FIXED MESSAGE SIGN DETAILS FOR SIGN [G] DETAILS, AND "NORTHVIEW RD" SIGN DETAILS.

SEE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" SDD FOR ADDITIONAL DETAILS.

LEGEND

SIGNED DETOUR

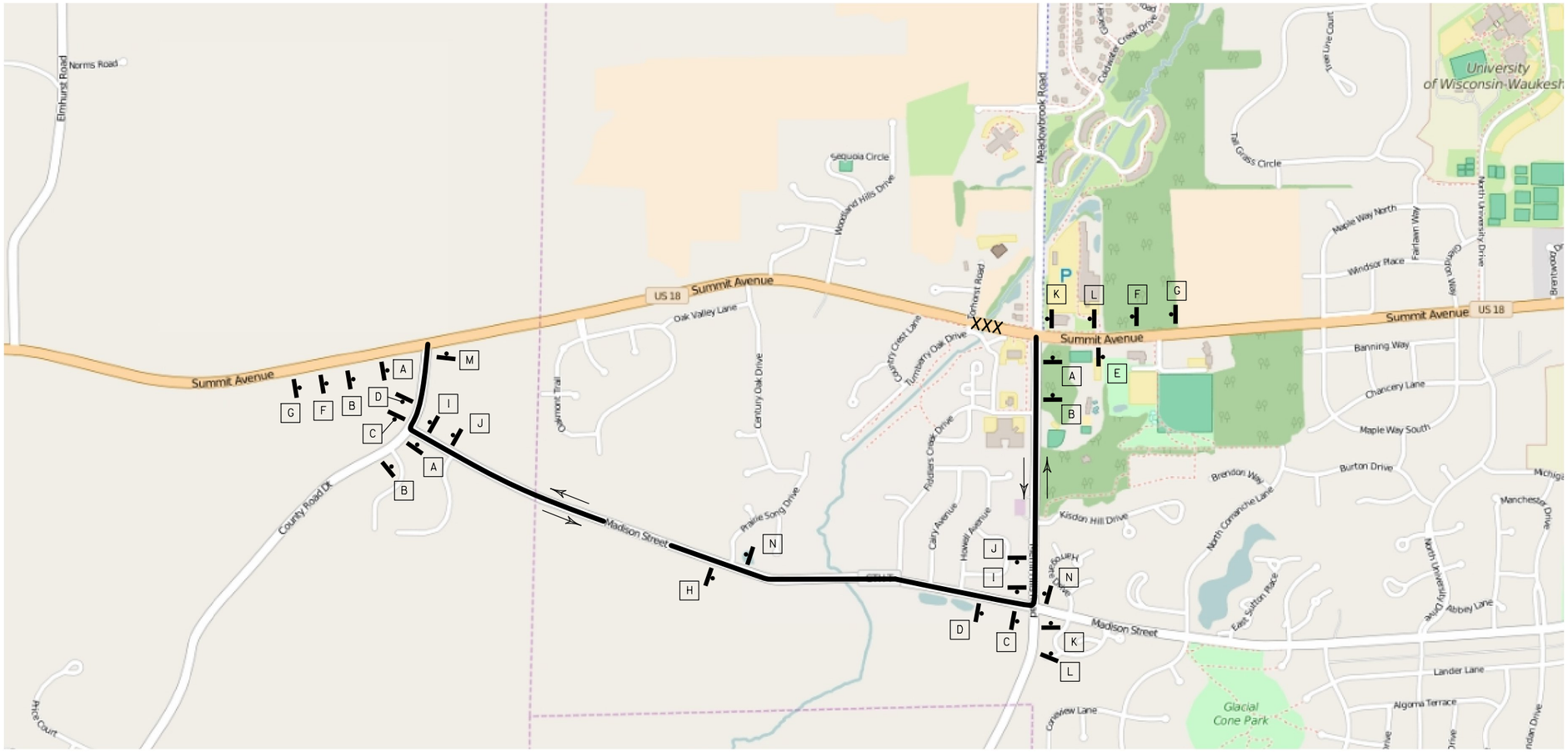
SIGN ON PERMANENT SUPPORT

[X] SIGN ASSEMBLY NUMBER

XXX ROAD CLOSED

N

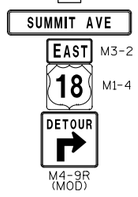
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	NORTHVIEW ROAD DETOUR ROUTE STAGE 3	SHEET 340	E



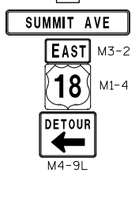
A



B



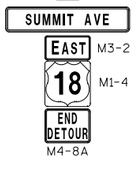
C



D



E



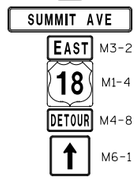
F



G



H



I



J



K



L



M



N



NOTES:

CONTRACTOR SHALL COVER, AS DIRECTED BY THE ENGINEER, ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN.

SEE TRAFFIC CONTROL SHEETS FOR SPECIFIC STAGING DETAILS.

SEE FIXED MESSAGE SIGN DETAILS FOR SIGN [G] DETAILS, AND "SUMMIT AVE" SIGN DETAILS.

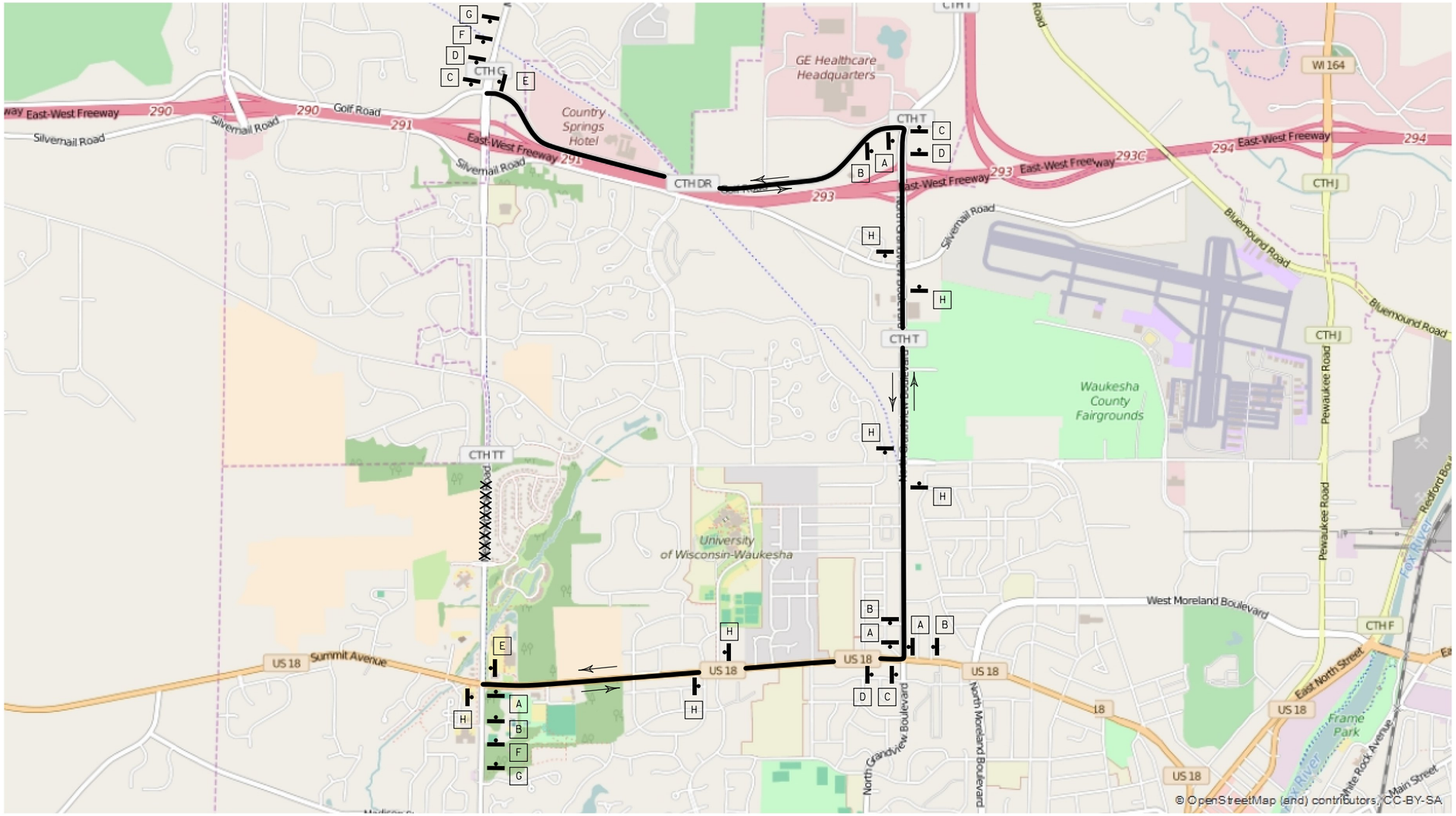
SEE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" SDD FOR ADDITIONAL DETAILS.

LEGEND

- SIGNED DETOUR
- SIGN ON PERMANENT SUPPORT
- [X] SIGN ASSEMBLY NUMBER
- XXX ROAD CLOSED

N

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	SUMMIT AVENUE DETOUR - WEEKEND CLOSURE	SHEET 341	E



A
MEADOWBROOK RD
DETOUR
M4-9R

B
MEADOWBROOK RD
DETOUR
M4-9R (MOD)

C
MEADOWBROOK RD
DETOUR
M4-9L

D
MEADOWBROOK RD
DETOUR
M4-9L (MOD)

E
MEADOWBROOK RD
END DETOUR
M4-8A

F
DETOUR AHEAD
W20-2

G
MEADOWBROOK RD CLOSED FROM COLDWATER CREEK DR TO NORTHVIEW RD FOLLOW DETOUR

H
MEADOWBROOK RD
DETOUR M4-8
M6-1

NOTES:

CONTRACTOR SHALL COVER, AS DIRECTED BY THE ENGINEER, ALL CONFLICTING ROUTE MARKINGS PERTAINING TO THIS PLAN.

SEE TRAFFIC CONTROL SHEETS FOR SPECIFIC STAGING DETAILS.

SEE FIXED MESSAGE SIGN DETAILS FOR SIGN [G] DETAILS, AND "SUMMIT AVE" SIGN DETAILS.

SEE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" SDD FOR ADDITIONAL DETAILS.

LEGEND

SIGNED DETOUR

SIGN ON PERMANENT SUPPORT

[X] SIGN ASSEMBLY NUMBER

XXX ROAD CLOSED

N

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	WAUKESHA BYPASS DETOUR - OVERNIGHT CLOSURE	SHEET 342	E

CONTROL POINT	NORTHING	EASTING
CP 128	668627.24	164978.31
CP 129	668785.16	165029.22
CP 130	668528.49	164491.12
CP 131	668781.48	164502.6
CP 132	668953.07	164424.35
CP 139	668683.48	162864.23
CP 140	668742.93	162598.35
CP 141	668974.79	162659.77

CONCRETE MONUMENT
W/BRASS CAP
Y = 163264.67
X = 668728.11

T 6 N
31 32
6 5
R 19 E

CONCRETE MONUMENT
W/BRASS CAP
Y = 163264.65
X = 668749.35

T 7 N
31 32
6 5
R 19 E

N

R/L WAUKESHA BYPASS

R/L MADISON ST

R/L KISDON HILL DR

R/L USH 18

R/L TORHORST ROAD

R/L FIDDLERS CREEK DR

R/L DRIVEWAY

CURVE 9

CURVE 10

CURVE 23

CURVE 24

CURVE 25

CURVE 26

CURVE 35

R/L SUMMIT AVE

BEGIN PROJECT ID 2788-02-70
STA 273+75.00
X = 668707.22
Y = 163581.68

BEGIN CONSTRUCTION
STA 38+50.00
X = 667594.49
Y = 164702.62

BEGIN CONSTRUCTION
STA 48+42.00
X = 668550.15
Y = 163664.77

BEGIN CONSTRUCTION
STA 8+87.15
X = 668030.63
Y = 164485.68

BEGIN CONSTRUCTION
PI 48+25.00
X = 668600.06
Y = 164999.38

BEGIN CONSTRUCTION
STA 8+75.00
X = 669332.71
Y = 164287.73

END CONSTRUCTION
STA 11+90.00
X = 668085.21
Y = 164783.06

END CONSTRUCTION
STA 51+53.00
X = 668850.64
Y = 163624.94

END CONSTRUCTION
STA 51+50.00
X = 668869.67
Y = 165071.27

END CONSTRUCTION
STA 11+38.86
X = 669334.33
Y = 164551.42

END CONSTRUCTION
STA 62+33.94
X = 669947.48
Y = 164452.33

END PROJECT ID 2788-02-70
BEGIN PROJECT ID 2788-00-72
STA 284+74.64
X = 668719.53
Y = 164681.25

PI 34+00.00
X = 667156.24
Y = 164804.79

PI 9+55.81
X = 668037.23
Y = 164554.02

PI 8+85.21
X = 668030.44
Y = 164483.75

PI 8+66.99
X = 668031.84
Y = 164465.58

PI 43+14.91
PI 10+00.00
X = 668047.26
Y = 164597.06

PI 13+25.00
X = 668110.72
Y = 164915.63

PI 43+17.05
PI 10+00.00
X = 668049.32
Y = 164596.48

PI 46+20.00
X = 668328.15
Y = 163664.93

PI 274+57.99
PI 50+00.00
X = 668708.15
Y = 163664.66

PI 48+00.00
X = 668599.23
Y = 164974.40

PI 52+14.10
X = 668887.48
Y = 163576.20

PI 51+22.72

PI 51+50.85

PI 52+78.19

PI 56+12.61
PI 10+00.00
X = 669327.55
Y = 164412.53

PI 8+50.00
X = 669335.03
Y = 164262.84

PI 56+17.40
PI 10+00.00
X = 669332.33
Y = 164412.60

PT 58+57.65

PI 8+75.00
X = 669967.69
Y = 164328.68

PI 9+36.46
X = 669967.37
Y = 164390.14

PI 62+49.01
PI 10+00.00
X = 669962.50
Y = 164453.49

PI 68+57.65
X = 670569.36
Y = 164500.16

PI 288+68.48
PI 50+00.00
X = 668719.72
Y = 165075.06

PI 53+00.00
X = 669019.63
Y = 165067.47

PT 265+67.97
X = 668698.19
Y = 162774.70

PC 50+90.99

PT 293+86.66

PC 286+20.16

PC 289+73.02

PC 48+36.01

PC 48+56.68

PCC 48+77.01

PC 49+05.87

PC 46+89.55

PC 11+29.74

PT 12+00.00

PI 11+67.33

S 76°52'35" E
1289.55'

N 0°47'12" E
2050.84'

S 89°57'35" E
380.00'

S 84°03'53" E
90.99'

S 37°04'46" E
63.25'

N 4°23'43" W
18.22'

N 5°30'55" E
70.60'

N 13°07'25" E
44.19'

N 10°53'22" E
325.00'

N 5°20'00 W
69.64'

N 00°43'20 W
80.36'

N 01°02'12 E
129.74'

N 85°36'08 E
1000.00'

N 00°17'30 W
61.46'

N 04°23'52 W
63.54'

SUPERELEVATION CURVE 24		
	STATION	SE
	43+20	N.C.
	43+92	R.C.
BT	47+03	R.C.
FS	47+18.00	2.40%
FS	58+30.90	2.40%
ET	59+88.90	N.C.

CURVE 9	CURVE 10	FIDDLERS CREEK DR. CURVE 23	USH 18/ SUMMIT AVE CURVE 24	GAS STATION DRIVEWAY CURVE 25	GAS STATION DRIVEWAY CURVE 26	MEADOWBROOK SHOPPING CENTER SOUTH DRIVEWAY CURVE 35
PC = 286+20.16	PRC = 289+73.02	PC = 50+90.99	PC = 46+89.55	PC = 48+36.01	PCC = 48+77.01	PC = 11+29.74
X = 668721.16	X = 668716.59	X = 668798.65	X = 668412.11	X = 668600.42	X = 668608.12	X = 669334.68
Y = 164826.76	Y = 165179.55	Y = 163655.25	Y = 164511.99	Y = 165010.39	Y = 165050.49	Y = 164542.32
PI = 287+96.63	PI = 291+79.89	PI = 51+22.72	PI = 52+78.19	PI = 48+56.68	PI = 49+05.87	PI = 11+67.33
X = 668723.14	X = 668708.91	X = 668830.21	X = 668985.39	X = 668601.11	X = 668617.91	X = 669335.36
Y = 165003.21	Y = 165386.28	Y = 163651.97	Y = 164378.34	Y = 165031.05	Y = 165077.64	Y = 164579.90
PRC = 289+73.02	PT = 293+86.66	PT = 51+50.85	PT = 58+57.65	PCC = 48+77.01	PT = 49+27.01	PT = 12+00.00
X = 668716.59	X = 668712.94	X = 668849.35	X = 669572.30	X = 668608.12	X = 668646.76	X = 669306.83
Y = 165179.55	Y = 165593.12	Y = 163626.65	Y = 164423.48	Y = 165050.49	Y = 165076.91	Y = 164604.37
R = 7300.00	R = 7300.00	R = 73.00	R = 3819.72	R = 131.00	R = 40.00	R = 79.83
DELTA = 2°46'10" LT	DELTA = 3°14'48" RT	DELTA = 46°59'07" RT	DELTA = 17°31'18" LT	DELTA = 17°55'56" RT	DELTA = 71°37'11" RT	DELTA = 50°25'21" LT
D = 0°47'06"	D = 0°47'06"	D = 78°29'15"	D = 1°30'00"	D = 43°44'14"	D = 143°14'22"	D = 71°46'09"
L = 352.85	L = 413.64	L = 59.86	L = 1168.10	L = 41.00	L = 50.00	L = 70.26
T = 176.46	T = 206.88	T = 31.73	T = 588.65	T = 20.67	T = 28.86	T = 37.59
BK = N 0°38'29" E	BK = N 2°07'41" W	BK = S 84°03'53" E	BK = S 76°52'35" E	BK = N 1°53'50" E	BK = N 19°49'46" E	BK = N 01°02'12" E
AH = N 2°07'41" W	AH = N 1°07'07" E	AH = S 37°04'46" E	AH = N 85°36'08" E	AH = N 19°49'46" E	AH = S 88°33'03" E	AH = N 49°23'09" W
S.E. = N.C.	S.E. = N.C.	S.E. = N.C.	S.E. = 2.4%	S.E. = N.C.	S.E. = N.C.	S.E. = N.C.

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	ALIGNMENT PLAN - WAUKESHA BYPASS	SHEET 343	E

2

2

CURVE 11	COLDWATER CREEK DR CURVE 27	NORTHVIEW RD CURVE 28	NORTHVIEW RD DRIVEWAY CURVE 39
PC = 333+42.79	PC = 53+09.03	PC = 50+99.43	PC = 10+53.87
X = 668790.18	X = 669044.12	X = 668868.52	X = 669050.86
Y = 169548.50	Y = 166724.47	Y = 170237.39	Y = 170244.88
PI = 336+25.76	PI = 54+65.27	PI = 55+06.01	PI = 10+68.72
X = 668795.70	X = 669200.34	X = 669267.24	X = 669054.39
Y = 169831.42	Y = 166721.54	Y = 170157.82	Y = 170259.30
PT = 339+08.45	PT = 55+93.19	PT = 58+91.55	PT = 10+83.40
X = 668779.31	X = 669282.82	X = 669563.95	X = 669054.14
Y = 170113.91	Y = 166854.24	Y = 169879.84	Y = 170274.14
R = 7300.00	R = 274.96	R = 1425.00	R = 115.00
DELTA = 4°26'23" LT	DELTA = 59°12'49" LT	DELTA = 31°50'56" RT	DELTA = 14°42'34" LT
D = 0° 47'06"	D = 20°50'16"	D = 4°01'15"	D = 49°49'21"
L = 565.66	L = 284.16	L = 792.11	L = 29.52
T = 282.97	T = 156.24	T = 406.58	T = 14.84
BK = N 1°07'07" E	BK = S 88°55'27" E	BK = S 78°42'54" E	BK = N 13°45'56" E
AH = N 3°19'16" W	AH = N 31°51'45" E	AH = S 46°51'57" E	AH = N 00°56'38" W
S.E. = N.C.	S.E. = N.C.	S.E. = 3.0%	S.E. = N.C.

T 7 N
31 32
31 32
R 19 E

CONCRETE MONUMENT
W/BRASS CAP
Y = 165935.99
X = 668742.80

T 7 N
30 29
31 32
R 19 E

CONCRETE MONUMENT
W/BRASS CAP
Y = 168619.82
X = 668743.61

PI 44+25.00
X = 668160.24
Y = 166740.50

45+00

S 88°54'19" E
575.00'

BEGIN CONSTRUCTION
STA 48+00.00
X = 668535.17
Y = 166733.34

PI 305+23.27
PI 50+00.00
X = 668735.13
Y = 166729.52

CP 125

295+00
300+00
305+00
310+00
315+00
320+00
325+00
330+00
335+00
340+00
345+00
350+00
355+00

CP 127

N 1°07'07" E
3956.13'

CP 124

PI 305+24.03
PI 50+00.00
X = 668735.15
Y = 166730.27

CP 123
CP 122
CP 121
R/L WAUKESHA BYPASS
CP 120

S 88°55'27" E
309.03'

PC 53+09.03

CP 126

END CONSTRUCTION
STA 52+75.00
X = 669010.10
Y = 166725.11

CURVE 27

55+00

PI 54+65.27

R/L COLDWATER CREEK DR

PT 55+93.19
X = 669282.82
Y = 166854.24

PC 333+42.79

CURVE 11

CP 119

PT 339+08.45

PI 336+25.76

PI 42+25.00
X = 668008.96
Y = 170397.94

BEGIN CONSTRUCTION
STA 44+50.00
X = 668230.20
Y = 170356.97

S 79°30'39" E
775.00'

CP 118

45+00

END PROJECT
ID 2788-00-72
STA 342+31.74
X = 668760.58
Y = 170436.66

R/L JOANNE DR

CP 114

CP 113

50+00

CP 112

CP 111

PI 340+51.62
PI 50+00.00
X = 668771.01
Y = 170256.85

CP 117

N 3°19'16" W
618.47'

S 78°42'53" E
99.43'

PC 50+99.43

10+00

CURVE 39

PI 12+51.63
X = 669051.37
Y = 170442.35

CP 116

CP 115

END CONSTRUCTION
STA 12+00.00
X = 669052.22
Y = 170390.73

R/L
LANCASTER DR

PI 52+74.89
PI 10+00.00
X = 669038.04
Y = 170192.56

N 00°56'38" W
168.23'

PT 10+83.40

PI 10+68.72

PC 10+53.87

N 13°45'56" E
53.87'

55+00

PI 55+06.01

END CONSTRUCTION
STA 56+65.00
X = 669387.03
Y = 170020.97

CURVE 28

S 46°51'57" E
399.01'

PI 62+90.55
X = 669855.12
Y = 169607.04

60+00

PT 58+91.55

R/L NORTHVIEW RD

T 7 N
30 29
30 29
R 19 E

CONCRETE MONUMENT
W/BRASS CAP
Y = 171291.29
X = 668756.57

CONTROL POINT	NORTHING	EASTING
CP 111	668670.44	171822.74
CP 112	668700.26	171290.8
CP 113	668696.05	171005.35
CP 114	688508.92	171075.94
CP 115	669077.05	170952.16
CP 116	669060.28	170200.94
CP 117	668803.4	170298.98
CP 118	668490.93	170298.04
CP 119	668855.85	169632.22
CP 120	668853.06	168935.28
CP 121	668841.97	168349.49
CP 122	668830.51	167753.35
CP 123	668819.53	167213.93
CP 124	668818.54	166669.73
CP 125	668595.53	166731.72
CP 126	669085.09	166720.92
CP 127	668742.77	165935.95

SUPERELEVATION
CURVE 28

	STATION	SE
BT	50+00.00	1.00%
FS	51+25.00	3.00%
FS	56+25.00	3.00%

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	ALIGNMENT PLAN - WAUKESHA BYPASS	SHEET 344	E

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0010	201.0105	Clearing	STA	90.000	53.000	37.000
0020	201.0205	Grubbing	STA	90.000	53.000	37.000
0030	203.0100	Removing Small Pipe Culverts	EACH	24.000	8.000	16.000
0040	204.0110	Removing Asphaltic Surface	SY	13,750.000	13,750.000	
0050	204.0150	Removing Curb & Gutter	LF	5,973.000	2,378.000	3,595.000
0060	204.0155	Removing Concrete Sidewalk	SY	2,612.000	787.000	1,825.000
0070	204.0165	Removing Guardrail	LF	553.000	553.000	
0080	204.0185	Removing Masonry **P**	CY	27.000	17.000	10.000
0090	204.0195	Removing Concrete Bases	EACH	12.000	1.000	11.000
0100	204.0210	Removing Manholes	EACH	1.000		1.000
0110	204.0215	Removing Catch Basins	EACH	13.000	8.000	5.000
0120	204.0220	Removing Inlets	EACH	3.000	3.000	
0130	204.0245	Removing Storm Sewer (size) 01. 12-INCH	LF	280.000	70.000	210.000
0140	204.0245	Removing Storm Sewer (size) 02. 18-INCH	LF	240.000	240.000	
0150	204.0245	Removing Storm Sewer (size) 03. 21-INCH	LF	130.000	130.000	
0160	204.0245	Removing Storm Sewer (size) 04. 24-INCH	LF	390.000	271.000	119.000
0170	204.0245	Removing Storm Sewer (size) 05. 30-INCH	LF	109.000	52.000	57.000
0180	204.0275	Closing Culvert Pipes	EACH	1.000	1.000	
0190	204.0291.S	Abandoning Sewer	CY	7.000		7.000
0200	204.9090.S	Removing (item description) 01. 18-INCH CULVERT	LF	8.000		8.000
0210	204.9090.S	Removing (item description) 02. 48-INCH CULVERT	LF	24.000	24.000	
0220	204.9090.S	Removing (item description) 03. 72-INCH CULVERT	LF	8.000	8.000	
0230	205.0100	Excavation Common	CY	93,127.000	58,804.000	34,323.000
0240	205.0200	Excavation Rock	CY	425.000	375.000	50.000
0250	205.0400	Excavation Marsh	CY	4,066.000	859.000	3,207.000
0260	206.2000	Excavation for Structures Culverts (structure) 01. M-67-1	LS	1.000	1.000	
0270	206.5000	Cofferdams (structure) 01. 44+45	LS	1.000		1.000
0280	206.5000	Cofferdams (structure) 02. 44+60	LS	1.000		1.000
0290	206.5000	Cofferdams (structure) 03. 290+55	LS	1.000	1.000	
0300	206.5000	Cofferdams (structure) 04. 290+85	LS	1.000	1.000	
0310	206.5000	Cofferdams (structure) 05. 323+45	LS	1.000	1.000	
0320	208.0100	Borrow	CY	16,329.000	15,579.000	750.000
0330	210.1100	Backfill Structure Type A	CY	55.000	55.000	
0340	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,305.000	702.000	603.000
0350	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	54,394.000	27,814.000	26,580.000
0360	305.0502.S	Shaping Roadway 01. 2788-00-72	STA	42.000	42.000	
0370	310.0110	Base Aggregate Open-Graded	TON	169.000	169.000	
0380	311.0110	Breaker Run	TON	16,568.000	1,700.000	14,868.000
0390	312.0110	Select Crushed Material	TON	56,240.000	30,559.000	25,681.000

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0400	415.0080	Concrete Pavement 8-Inch	SY	64,102.000	50,310.000	13,792.000
0410	415.0210	Concrete Pavement Gaps	EACH	4.000	2.000	2.000
0420	415.1080	Concrete Pavement HES 8-Inch	SY	1,495.000	799.000	696.000
0430	416.0160	Concrete Driveway 6-Inch	SY	300.000	286.000	14.000
0440	416.0260	Concrete Driveway HES 6-Inch	SY	78.000	16.000	62.000
0450	416.1010	Concrete Surface Drains	CY	18.000	14.000	4.000
0460	440.4410	Incentive IRI Ride	DOL	14,940.000	12,502.000	2,438.000
0470	455.0605	Tack Coat	GAL	1,300.000	473.000	827.000
0480	460.2000	Incentive Density HMA Pavement	DOL	4,958.000	1,657.000	3,301.000
0490	460.5223	HMA Pavement 3 LT 58-28 S	TON	304.000	293.000	11.000
0500	460.5224	HMA Pavement 4 LT 58-28 S	TON	237.000	228.000	9.000
0510	460.6223	HMA Pavement 3 MT 58-28 S	TON	4,486.000	1,241.000	3,245.000
0520	460.6224	HMA Pavement 4 MT 58-28 S	TON	2,720.000	827.000	1,893.000
0530	465.0105	Asphaltic Surface	TON	1,213.000	317.000	896.000
0540	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	116.000	10.000	106.000
0550	465.0125	Asphaltic Surface Temporary	TON	3,927.000	1,372.000	2,555.000
0560	504.0900	Concrete Masonry Endwalls	CY	23.000	23.000	
0570	505.0400	Bar Steel Reinforcement HS Structures	LB	1,830.000	1,830.000	
0580	520.2018	Culvert Pipe Temporary 18-Inch	LF	287.000	26.000	261.000
0590	520.2024	Culvert Pipe Temporary 24-Inch	LF	20.000		20.000
0600	520.3318	Culvert Pipe Class III-A 18-Inch	LF	45.000	45.000	
0610	520.5115	Culvert Pipe Class V 15-Inch	LF	60.000		60.000
0620	520.8000	Concrete Collars for Pipe	EACH	16.000	5.000	11.000
0630	520.8700	Cleaning Culvert Pipes	EACH	8.000	6.000	2.000
0640	521.0112	Culvert Pipe Corrugated Steel 12-Inch	LF	67.000	67.000	
0650	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	58.000	58.000	
0660	521.0717	Pipe Arch Corrugated Steel 17x13-Inch	LF	62.000	62.000	
0670	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	2.000	2.000	
0680	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	2.000		2.000
0690	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	4.000	3.000	1.000
0700	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	1.000		1.000
0710	521.1217	Apron Endwalls for Pipe Arch Steel 17x13-Inch	EACH	4.000	4.000	
0720	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	14.000	14.000	
0730	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	86.000		86.000
0740	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	216.000	216.000	
0750	522.0160	Culvert Pipe Reinforced Concrete Class III 60-Inch	LF	350.000		350.000
0760	522.0172	Culvert Pipe Reinforced Concrete Class III 72-Inch	LF	109.000	109.000	
0770	522.0330	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	160.000		160.000
0780	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	12.000	9.000	3.000

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0790	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	10.000	7.000	3.000
0800	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	6.000	2.000	4.000
0810	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	7.000	3.000	4.000
0820	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	1.000	1.000
0830	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	1.000	1.000	
0840	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	4.000		4.000
0850	523.0419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	112.000		112.000
0860	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	4.000		4.000
0870	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	275.000	275.000	
0880	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,492.000	1,492.000	
0890	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	3,001.000	2,570.000	431.000
0900	601.0413	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G	LF	20,280.000	17,115.000	3,165.000
0910	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	5,992.000		5,992.000
0920	601.0600	Concrete Curb Pedestrian	LF	16.000	8.000	8.000
0930	602.0410	Concrete Sidewalk 5-Inch	SF	79,563.000	47,654.000	31,909.000
0940	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	1,028.000	495.000	533.000
0950	603.8000	Concrete Barrier Temporary Precast Delivered	LF	941.000		941.000
0960	603.8125	Concrete Barrier Temporary Precast Installed	LF	941.000		941.000
0970	606.0200	Riprap Medium	CY	1,145.000	933.000	212.000
0980	606.0300	Riprap Heavy	CY	35.000	35.000	
0990	608.0005	Storm Sewer Rock Excavation	CY	150.000	100.000	50.000
1000	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	18.000		18.000
1010	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	862.000	452.000	410.000
1020	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	886.000	681.000	205.000
1030	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	2,383.000	1,398.000	985.000
1040	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	1,373.000	1,373.000	
1050	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	33.000	33.000	
1060	608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF	70.000	70.000	

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
1070	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	3,185.000	1,984.000	1,201.000
1080	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	784.000	368.000	416.000
1090	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	62.000	23.000	39.000
1100	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	197.000	190.000	7.000
1110	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	378.000		378.000
1120	608.6008	Storm Sewer Pipe Composite 8-Inch	LF	20.000		20.000
1130	611.0530	Manhole Covers Type J	EACH	26.000	18.000	8.000
1140	611.0612	Inlet Covers Type C	EACH	1.000	1.000	
1150	611.0624	Inlet Covers Type H	EACH	19.000	18.000	1.000
1160	611.0630	Inlet Covers Type HM-GJ	EACH	100.000	61.000	39.000
1170	611.0633	Inlet Covers Type HM-GJ-S	EACH	22.000	9.000	13.000
1180	611.0639	Inlet Covers Type H-S	EACH	5.000	5.000	
1190	611.0642	Inlet Covers Type MS	EACH	17.000	12.000	5.000
1200	611.0666	Inlet Covers Type Z	EACH	3.000	3.000	
1210	611.2004	Manholes 4-FT Diameter	EACH	10.000	7.000	3.000
1220	611.2005	Manholes 5-FT Diameter	EACH	13.000	8.000	5.000
1230	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000	
1240	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000	
1250	611.3003	Inlets 3-FT Diameter	EACH	1.000	1.000	
1260	611.3004	Inlets 4-FT Diameter	EACH	5.000	5.000	
1270	611.3230	Inlets 2x3-FT	EACH	140.000	89.000	51.000
1280	611.3901	Inlets Median 1 Grate	EACH	5.000	4.000	1.000
1290	611.3902	Inlets Median 2 Grate	EACH	6.000	4.000	2.000
1300	611.8120.S	Cover Plates Temporary	EACH	30.000	25.000	5.000
1310	611.9800.S	Pipe Grates	EACH	32.000	21.000	11.000
1320	612.0106	Pipe Underdrain 6-Inch	LF	275.000	275.000	
1330	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	84.000	42.000	42.000
1340	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,016.000	666.000	350.000
1350	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	6.000	6.000	
1360	614.0905	Crash Cushions Temporary	EACH	2.000		2.000
1370	616.0204	Fence Chain Link 4-FT	LF	110.000	110.000	
1380	619.1000	Mobilization	EACH	1.000	0.550	0.450
1390	620.0300	Concrete Median Sloped Nose	SF	1,122.000	731.000	391.000
1400	624.0100	Water	MGAL	2,661.000	1,708.000	953.000
1410	625.0100	Topsoil	SY	12,059.000	3,846.000	8,213.000

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
1420	625.0500	Salvaged Topsoil	SY	91,347.000	73,473.000	17,874.000
1430	627.0200	Mulching	SY	45,666.000	36,731.000	8,935.000
1440	628.1104	Erosion Bales	EACH	500.000	300.000	200.000
1450	628.1504	Silt Fence	LF	8,400.000	5,116.000	3,284.000
1460	628.1520	Silt Fence Maintenance	LF	11,500.000	6,039.000	5,461.000
1470	628.1905	Mobilizations Erosion Control	EACH	28.000	14.000	14.000
1480	628.1910	Mobilizations Emergency Erosion Control	EACH	17.000	8.000	9.000
1490	628.2002	Erosion Mat Class I Type A	SY	7,321.000	1,646.000	5,675.000
1500	628.2004	Erosion Mat Class I Type B	SY	43,600.000	42,129.000	1,471.000
1510	628.2008	Erosion Mat Urban Class I Type B	SY	47,300.000	29,173.000	18,127.000
1520	628.2033	Erosion Mat Class III Type B	SY	140.000	140.000	
1530	628.5505	Polyethylene Sheeting	SY	150.000	100.000	50.000
1540	628.6505	Soil Stabilizer Type A	ACRE	1.000	0.500	0.500
1550	628.6510	Soil Stabilizer Type B	ACRE	5.500	3.500	2.000
1560	628.7005	Inlet Protection Type A	EACH	25.000	16.000	9.000
1570	628.7015	Inlet Protection Type C	EACH	165.000	108.000	57.000
1580	628.7020	Inlet Protection Type D	EACH	40.000	24.000	16.000
1590	628.7504	Temporary Ditch Checks	LF	3,315.000	2,895.000	420.000
1600	628.7515.S	Stone or Rock Ditch Checks	CY	90.000	64.000	26.000
1610	628.7555	Culvert Pipe Checks	EACH	200.000	65.000	135.000
1620	628.7560	Tracking Pads	EACH	6.000	3.000	3.000
1630	628.7570	Rock Bags	EACH	565.000	355.000	210.000
1640	629.0210	Fertilizer Type B	CWT	65.000	49.000	16.000
1650	630.0110	Seeding Mixture No. 10	LB	470.000	470.000	
1660	630.0130	Seeding Mixture No. 30	LB	173.000	173.000	
1670	630.0140	Seeding Mixture No. 40	LB	789.000	461.000	328.000
1680	630.0170	Seeding Mixture No. 70	LB	16.000	16.000	
1690	630.0200	Seeding Temporary	LB	1,457.000	1,049.000	408.000
1700	630.0400	Seeding Nurse Crop	LB	31.000	31.000	
1710	631.1000	Sod Lawn	SY	12,059.000	3,846.000	8,213.000
1720	633.5200	Markers Culvert End	EACH	44.000	25.000	19.000
1730	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	2.000	2.000
1740	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	24.000	17.000	7.000
1750	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	80.000	47.000	33.000
1760	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	35.000	11.000	24.000
1770	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	34.000	15.000	19.000
1780	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	10.000		10.000
1790	637.2210	Signs Type II Reflective H	SF	2,386.470	1,018.840	1,367.630
1800	637.2215	Signs Type II Reflective H Folding	SF	105.980	44.760	61.220
1810	637.2230	Signs Type II Reflective F	SF	170.330	62.000	108.330

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
1820	638.2102	Moving Signs Type II	EACH	3.000		3.000
1830	638.2602	Removing Signs Type II	EACH	64.000	28.000	36.000
1840	638.3000	Removing Small Sign Supports	EACH	61.000	28.000	33.000
1850	638.3210	Revising Signs Type I Demountable	EACH	6.000		6.000
1860	638.4000	Moving Small Sign Supports	EACH	2.000		2.000
1870	641.8100	Overhead Sign Support (structure) 01. S-67-976	LS	1.000		1.000
1880	641.8100	Overhead Sign Support (structure) 02. S-67-977	LS	1.000		1.000
1890	642.5401	Field Office Type D	EACH	1.000	0.550	0.450
1900	643.0100	Traffic Control (project) 01. 2788-00-72	EACH	1.000	1.000	
1910	643.0100	Traffic Control (project) 02. 2788-02-70	EACH	1.000		1.000
1920	643.0300	Traffic Control Drums	DAY	28,482.000	12,563.000	15,919.000
1930	643.0420	Traffic Control Barricades Type III	DAY	4,976.000	3,036.000	1,940.000
1940	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	467.000	161.000	306.000
1950	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	467.000	161.000	306.000
1960	643.0705	Traffic Control Warning Lights Type A	DAY	5,378.000	3,169.000	2,209.000
1970	643.0715	Traffic Control Warning Lights Type C	DAY	5,847.000	1,730.000	4,117.000
1980	643.0800	Traffic Control Arrow Boards	DAY	40.000	20.000	20.000
1990	643.0900	Traffic Control Signs	DAY	12,151.000	4,290.000	7,861.000
2000	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	2.000	2.000
2010	643.1000	Traffic Control Signs Fixed Message	SF	611.000	457.000	154.000
2020	643.1050	Traffic Control Signs PCMS	DAY	215.000	83.000	132.000
2030	643.2000	Traffic Control Detour (project) 01. 2788-00-72	EACH	1.000	1.000	
2040	643.2000	Traffic Control Detour (project) 02. 2788-02-70	EACH	1.000		1.000
2050	643.3000	Traffic Control Detour Signs	DAY	4,583.000	4,415.000	168.000
2060	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	4,740.000	327.000	4,413.000
2070	644.1601.S	Temporary Curb Ramp	EACH	14.000	2.000	12.000
2080	644.1616.S	Temporary Pedestrian Safety Fence	LF	3,455.000	1,443.000	2,012.000
2090	645.0120	Geotextile Type HR	SY	2,450.000	1,913.000	537.000
2100	645.0140	Geotextile Type SAS	SY	255.000	182.000	73.000
2110	646.0106	Pavement Marking Epoxy 4-Inch	LF	46,209.000	28,287.000	17,922.000
2120	646.0126	Pavement Marking Epoxy 8-Inch	LF	639.000		639.000
2130	646.0600	Removing Pavement Markings	LF	57,429.000	43,022.000	14,407.000
2140	646.0841.S	Pavement Marking Grooved Wet Reflective Contrast Tape 4-Inch	LF	4,900.000	4,241.000	659.000
2150	646.0843.S	Pavement Marking Grooved Wet Reflective Contrast Tape 8-Inch	LF	7,560.000	5,201.000	2,359.000
2160	646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF	1,250.000	271.000	979.000
2170	646.0883.S	Pavement Marking Grooved Wet Reflective Tape 8-Inch	LF	3,625.000	871.000	2,754.000
2180	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	64.000	35.000	29.000
2190	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	4.000	4.000	

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
2200	647.0196	Pavement Marking Arrows Epoxy Type 5	EACH	4.000		4.000
2210	647.0356	Pavement Marking Words Epoxy	EACH	32.000	17.000	15.000
2220	647.0456	Pavement Marking Curb Epoxy	LF	429.000	267.000	162.000
2230	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	636.000	316.000	320.000
2240	647.0606	Pavement Marking Island Nose Epoxy	EACH	4.000	1.000	3.000
2250	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	2,710.000	1,050.000	1,660.000
2260	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	4,010.000	1,601.000	2,409.000
2270	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	37,980.000	5,253.000	32,727.000
2280	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	58,465.000	42,205.000	16,260.000
2290	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	2,212.000	302.000	1,910.000
2300	649.0802	Temporary Pavement Marking Paint 8-Inch	LF	1,288.000	777.000	511.000
2310	650.4000	Construction Staking Storm Sewer	EACH	223.000	144.000	79.000
2320	650.4500	Construction Staking Subgrade	LF	12,474.000	7,770.000	4,704.000
2330	650.5000	Construction Staking Base	LF	4,710.000	2,015.000	2,695.000
2340	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	9,177.000	2,642.000	6,535.000
2350	650.6000	Construction Staking Pipe Culverts	EACH	8.000	2.000	6.000
2360	650.7000	Construction Staking Concrete Pavement	LF	6,855.000	5,755.000	1,100.000
2370	650.8500	Construction Staking Electrical Installations (project) 01. 2788-00-72	LS	1.000	1.000	
2380	650.8500	Construction Staking Electrical Installations (project) 02. 2788-02-70	LS	1.000		1.000
2390	650.9910	Construction Staking Supplemental Control (project) 01. 2788-00-72	LS	1.000	1.000	
2400	650.9910	Construction Staking Supplemental Control (project) 02. 2788-02-70	LS	1.000		1.000
2410	650.9920	Construction Staking Slope Stakes	LF	12,474.000	7,770.000	4,704.000
2420	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	3,660.000	1,508.000	2,152.000
2430	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	3,238.000	1,517.000	1,721.000
2440	652.0800	Conduit Loop Detector	LF	3,805.000	1,618.000	2,187.000
2450	653.0135	Pull Boxes Steel 24x36-Inch	EACH	39.000	22.000	17.000
2460	653.0140	Pull Boxes Steel 24x42-Inch	EACH	32.000	15.000	17.000
2470	653.0905	Removing Pull Boxes	EACH	17.000		17.000
2480	654.0101	Concrete Bases Type 1	EACH	12.000	8.000	4.000
2490	654.0102	Concrete Bases Type 2	EACH	2.000		2.000
2500	654.0105	Concrete Bases Type 5	EACH	10.000	4.000	6.000
2510	654.0107	Concrete Bases Type 7	EACH	22.000	17.000	5.000
2520	654.0110	Concrete Bases Type 10	EACH	4.000	2.000	2.000
2530	654.0113	Concrete Bases Type 13	EACH	6.000	2.000	4.000
2540	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	1.000	1.000
2550	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000	
2560	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,318.000	523.000	795.000

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
2570	655.0240	Cable Traffic Signal 7-14 AWG	LF	3,207.000	1,193.000	2,014.000
2580	655.0260	Cable Traffic Signal 12-14 AWG	LF	4,191.000	2,281.000	1,910.000
2590	655.0315	Cable Type UF 2-10 AWG	LF	4,592.000	1,786.000	2,806.000
2600	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	5,730.000	2,748.000	2,982.000
2610	655.0610	Electrical Wire Lighting 12 AWG	LF	2,772.000	972.000	1,800.000
2620	655.0615	Electrical Wire Lighting 10 AWG	LF	2,477.000	1,764.000	713.000
2630	655.0625	Electrical Wire Lighting 6 AWG	LF	1,171.000	1,171.000	
2640	655.0630	Electrical Wire Lighting 4 AWG	LF	3,374.000	3,374.000	
2650	655.0700	Loop Detector Lead In Cable	LF	12,138.000	4,813.000	7,325.000
2660	655.0800	Loop Detector Wire	LF	12,929.000	5,514.000	7,415.000
2670	655.0900	Traffic Signal EVP Detector Cable	LF	2,746.000	1,284.000	1,462.000
2680	656.0100	Electrical Service Meter Socket (location) 01. 2788-00-72	LS	1.000	1.000	
2690	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. USH 18/STH 318 & SUMMIT AVENUE	LS	1.000		1.000
2700	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. STH 318 & NORTHVIEW ROAD	LS	1.000	1.000	
2710	656.0400	Electrical Service Main Lugs Only Meter Pedestal (location) 01. 2788-00-72	LS	1.000	1.000	
2720	657.0100	Pedestal Bases	EACH	12.000	8.000	4.000
2730	657.0205	Transformer Bases Breakaway 13-15 Inch Bolt Circle	EACH	22.000	17.000	5.000
2740	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	10.000	2.000	8.000
2750	657.0310	Poles Type 3	EACH	2.000		2.000
2760	657.0322	Poles Type 5-Aluminum	EACH	8.000	2.000	6.000
2770	657.0330	Poles Type 7	EACH	4.000	4.000	
2780	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	1.000	1.000	
2790	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	6.000	4.000	2.000
2800	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	5.000	3.000	2.000
2810	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	2.000		2.000
2820	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	8.000	2.000	6.000
2830	657.0630	Luminaire Arms Single Member 6-Inch Clamp 8-FT	EACH	6.000	6.000	
2840	657.1350	Install Poles Type 10	EACH	4.000	2.000	2.000
2850	657.1355	Install Poles Type 12	EACH	2.000		2.000
2860	657.1360	Install Poles Type 13	EACH	4.000	2.000	2.000
2870	657.1520	Install Monotube Arms 20-FT	EACH	2.000		2.000
2880	657.1530	Install Monotube Arms 30-FT	EACH	2.000	2.000	
2890	657.1540	Install Monotube Arms 40-FT	EACH	1.000		1.000
2900	657.1545	Install Monotube Arms 45-FT	EACH	1.000		1.000
2910	657.1550	Install Monotube Arms 50-FT	EACH	1.000	1.000	
2920	657.1555	Install Monotube Arms 55-FT	EACH	3.000	1.000	2.000
2930	657.1815	Install Luminaire Arms Steel 15-FT	EACH	10.000	4.000	6.000

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
2940	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	26.000	12.000	14.000
2950	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	14.000	8.000	6.000
2960	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	26.000	12.000	14.000
2970	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	14.000	8.000	6.000
2980	658.0416	Pedestrian Signal Face 16-Inch	EACH	16.000	8.000	8.000
2990	658.0500	Pedestrian Push Buttons	EACH	17.000	9.000	8.000
3000	658.0600	Led Modules 12-Inch Red Ball	EACH	24.000	12.000	12.000
3010	658.0605	Led Modules 12-Inch Yellow Ball	EACH	24.000	12.000	12.000
3020	658.0610	Led Modules 12-Inch Green Ball	EACH	24.000	12.000	12.000
3030	658.0615	Led Modules 12-Inch Red Arrow	EACH	16.000	8.000	8.000
3040	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	30.000	16.000	14.000
3050	658.0625	Led Modules 12-Inch Green Arrow	EACH	16.000	8.000	8.000
3060	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	16.000	8.000	8.000
3070	658.5069	Signal Mounting Hardware (location) 01. USH 18/STH 318 & SUMMIT AVENUE	LS	1.000		1.000
3080	658.5069	Signal Mounting Hardware (location) 02. STH 318 & NORTHVIEW ROAD	LS	1.000	1.000	
3090	659.1125	Luminaires Utility LED C	EACH	22.000	8.000	14.000
3100	661.0200	Temporary Traffic Signals for Intersections (location) 01. USH 18/STH 318 & SUMMIT AVENUE	LS	1.000		1.000
3110	661.0200	Temporary Traffic Signals for Intersections (location) 02. STH 318 & NORTHVIEW ROAD	LS	1.000	1.000	
3120	661.0300	Generators	DAY	4.000	2.000	2.000
3130	671.0112	Conduit HDPE 1-Duct 2-Inch	LF	3,232.000	2,616.000	616.000
3140	690.0150	Sawing Asphalt	LF	6,272.000	1,323.000	4,949.000
3150	690.0250	Sawing Concrete	LF	202.000	162.000	40.000
3160	715.0415	Incentive Strength Concrete Pavement	DOL	19,232.000	15,094.000	4,138.000
3170	999.1000.S	Seismograph 01. 2788-00-72	LS	1.000	1.000	
3180	999.1000.S	Seismograph 02. 2788-02-70	LS	1.000		1.000
3190	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	1,100.000	900.000
3200	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,000.000	1,100.000	900.000
3210	SPV.0035	Special 21. FIELD STONE RIPRAP MEDIUM	CY	15.000		15.000
3220	SPV.0035	Special 22. FIELD STONE RIPRAP HEAVY	CY	55.000		55.000
3230	SPV.0060	Special 10. SECTION CORNER MONUMENTS SPECIAL	EACH	3.000	2.000	1.000
3240	SPV.0060	Special 11. REMOVING RAISED PAVEMENT MARKERS MODIFIED	EACH	12.000	6.000	6.000
3250	SPV.0060	Special 21. TEMPORARY SEDIMENT TRAPS	EACH	10.000	5.000	5.000
3260	SPV.0060	Special 23. Cover Plates Permanent	EACH	3.000		3.000
3270	SPV.0060	Special 24. INLETS 5-FT DIAMETER	EACH	7.000	2.000	5.000
3280	SPV.0060	Special 25. CONNECTION TO EXISTING PIPE	EACH	5.000	5.000	

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
		UNDERDRAIN				
3290	SPV.0060	Special 31. OUTLET PIPE SEDIMENT TRAPS RIPRAP MEDIUM	EACH	5.000	3.000	2.000
3300	SPV.0060	Special 32. OUTLET PIPE SEDIMENT TRAPS FIELD STONE MEDIUM	EACH	2.000		2.000
3310	SPV.0060	Special 70. LIGHTING CONTROL CABINET	EACH	1.000	1.000	
3320	SPV.0060	Special 71. LUMINAIRES UTILITY 21 COUNT LED 75 WATT TYPE III	EACH	6.000	6.000	
3330	SPV.0060	Special 72. INTERNAL MANHOLE SEALING SYSTEM	EACH	8.000	5.000	3.000
3340	SPV.0060	Special 73. PRE-PAVING TELEVISING SANITARY LATERALS	EACH	5.000	4.000	1.000
3350	SPV.0090	Special 01. CONCRETE CURB & GUTTER 24-INCH	LF	176.000	72.000	104.000
3360	SPV.0090	Special 02. CONSTRUCTION STAKING SIDEWALK	LF	4,526.000	2,610.000	1,916.000
3370	SPV.0090	Special 21. HEAVY DUTY SILT FENCE	LF	3,090.000	917.000	2,173.000
3380	SPV.0090	Special 41. TYPE UF CABLE 2-CONDUCTOR NO. 14	LF	2,746.000	1,284.000	1,462.000
3390	SPV.0090	Special 72. PRE-PAVING TELEVISING SANITARY MAIN LINE	LF	1,616.000	756.000	860.000
3400	SPV.0090	Special 82. 8-INCH WATER MAIN RELOCATION	LF	36.000		36.000
3410	SPV.0090	Special 83. 12-INCH WATER MAIN RELOCATION	LF	180.000	144.000	36.000
3420	SPV.0090	Special 84. 16-INCH WATER MAIN RELOCATION	LF	36.000	18.000	18.000
3430	SPV.0105	Special 01. CONCRETE PAVEMENT JOINT LAYOUT	LS	1.000	0.500	0.500
3440	SPV.0105	Special 41. REMOVE TRAFFIC SIGNALS, USH 18 AND CTH TT	LS	1.000		1.000
3450	SPV.0105	Special 42. REMOVE TRAFFIC SIGNALS, CTH TT & NORTHVIEW ROAD	LS	1.000	1.000	
3460	SPV.0105	Special 43. REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE, USH 18 & CTH TT	LS	1.000		1.000
3470	SPV.0105	Special 45. INSTALL STATE-FURNISHED TRAFFIC SIGNAL CABINET, USH 18/STH 318 & SUMMIT	LS	1.000		1.000
3480	SPV.0105	Special 46. INSTALL STATE-FURNISHED TRAFFIC SIGNAL CABINET, STH 318 & NORTHVIEW ROAD	LS	1.000	1.000	
3490	SPV.0105	Special 47. EVP DETECTOR HEAD INSTALLATION, USH 18/STH 318 & SUMMIT AVE	LS	1.000		1.000
3500	SPV.0105	Special 48. EVP DETECTOR HEAD INSTALLATION, STH 318 & NORTHVIEW ROAD	LS	1.000	1.000	
3510	SPV.0105	Special 49. TRANSPORTING SIGNAL AND LIGHTING MATERIALS AT USH 18/STH 318 & SUMMIT AVE	LS	1.000		1.000
3520	SPV.0105	Special 50. TRANSPORTING SIGNAL AND LIGHTING MATERIALS AT STH 318 & NORTHVIEW ROAD	LS	1.000	1.000	
3530	SPV.0105	Special 51. TEMPORARY VEHICLE DETECTION SYSTEM, USH 18/STH 318 & SUMMIT AVE	LS	1.000		1.000
3540	SPV.0105	Special 52. TEMPORARY VEHICLE DETECTION SYSTEM, STH 318 & NORTHVIEW ROAD	LS	1.000	1.000	

					2788-00-72	2788-02-70
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
3550	SPV.0105	Special 53. TEMPORARY INFRARED EVP SYSTEM, USH 18/STH 318 & SUMMIT AVE	LS	1.000		1.000
3560	SPV.0105	Special 54. TEMPORARY INFRARED EVP SYSTEM, STH 318 & NORTHVIEW ROAD	LS	1.000	1.000	
3570	SPV.0120	Special 01. Water For Seeded Areas	MGAL	2,226.000	1,700.000	526.000
3580	SPV.0180	Special 08. GEOGRID REINFORCEMENT	SY	9,097.000	1,588.000	7,509.000
3590	SPV.0180	Special 82. WATER MAIN INSULATION 2-INCH	SY	199.000	188.000	11.000
3600	SPV.0195	Special 01. COLD PATCH	TON	20.000	10.000	10.000
3610	SPV.0200	Special 72. RECONSTRUCTING SANITARY MANHOLES	VF	38.000	17.000	21.000

CLEARING AND GRUBBING ITEMS

STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
CAT 0010			
PROJECT NO: 2788-02-70			
STAGE 1			
WB 264+00 - 282+00	RT	18	18
US 40+00 - 43+00	LT	3	3
US 43+00 - 47+00	RT	4	4
US 43+00 - 46+00	LT	3	3
US 47+00 - 49+00	LT	2	2
US 51+00 - 54+00	RT	3	3
US 52+00 - 54+00	LT	2	2
US 57+00 - 59+00	LT	2	2
STAGE 1 SUBTOTAL		**37**	**37**
2788-02-70 TOTAL		**37**	**37**
PROJECT NO: 2788-00-72			
STAGE 1			
WB 285+00 - 289+00	RT	4	4
WB 288+00 - 293+00	LT	5	5
WB 294+00 - 296+00	LT	2	2
WB 296+00 - 298+00	LT	2	2
WB 298+00 - 304+00	LT	6	6
WB 308+00 - 338+00	LT	30	30
WB 340+00 - 342+00	LT	2	2
NV 44+00 - 46+00	RT	2	2
STAGE 1 SUBTOTAL		**53**	**53**
2788-00-72 TOTAL		**53**	**53**
CONSTRUCTION TOTAL		**90**	**90**

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100 EACH	COMMENTS
CATEGORY CODE 0010			
PROJECT 2788-02-70			
269'WB'+94 - 270'WB'+16	RT	1	REMOVE 22 LF OF CPCM 15-INCH
270'WB'+21 - 270'WB'+52	RT	1	REMOVE 31 LF OF CPCM 15-INCH
274'WB'+30 - 274'WB'+77	RT	2	REMOVE 50 LF OF TWIN CPCM 18-INCH
39'US'+16 - 39'US'+53	LT	1	REMOVE 37 LF OF CPCM 24-INCH
42'US'+63 - 42'US'+64	LT	1	REMOVE 14 LF OF CPCM 15-INCH
42'US'+68 - 43'US'+79	RT	1	REMOVE 110 LF OF CPCM 48-INCH
42'US'+70 - 43'US'+49	LT	1	REMOVE 79 LF OF CPCM 24-INCH
44'US'+19 - 44'US'+85	LT & RT	3	REMOVE 109 LF OF TRIPLE CPCM 40-INCH
50'US'+80 - 50'US'+86	LT	1	REMOVE 17 LF OF CPRC 18-INCH
52'US'+93 - 52'US'+96	LT & RT	1	REMOVE 125 LF OF CPCM 30-INCH
55'US'+46 - 56'US'+93	LT	1	REMOVE 145 LF OF CPCM 24-INCH
57'US'+26 - 57'US'+33	RT	1	REMOVE 20 LF OF CPCM 18-INCH
59'US'+80 - 60'US'+37	RT	1	REMOVE 57 LF OF CPCM 18-INCH
PROJECT 2788-02-70 SUBTOTAL		16	
PROJECT 2788-00-72			
286'WB'+76	RT	1	REMOVE 17 LF OF CPCM 12-INCH
288'WB'+13 - 289'WB'+01	LT	1	REMOVE 88 LF OF CPCM 18-INCH
336'WB'+48 - 336'WB'+49	RT	1	REMOVE 17 LF OF CPRC 15-INCH
44'NV'+63 - 44'NV'+92	LT	1	REMOVE 29 LF OF CPCM 18-INCH
46'NV'+32 - 46'NV'+63	RT	1	REMOVE 31 LF OF CPCM 12-INCH
47'NV'+86 - 48'NV'+22	RT	1	REMOVE 37 LF OF CPCM 12-INCH
47'NV'+94 - 48'NV'+21	LT	1	REMOVE 27 LF OF CPCM 12-INCH
52'NV'+53 - 52'NV'+99	LT	1	REMOVE 47 LF OF CPCM 18-INCH
PROJECT 2788-00-72 SUBTOTAL		8	
TOTAL		**24**	

REMOVING MASONRY

STATION	LOCATION	204.0185 CY
CATEGORY CODE 0010		
PROJECT 2788-02-70		
44'US'+27	RT	5
44'US'+77	LT	5
PROJECT 2788-02-70 SUBTOTAL		10
PROJECT 2788-00-72		
290'WB'+13	LT	17
PROJECT 2788-00-72 SUBTOTAL		17
TOTAL		**27**

ROADWAY REMOVAL ITEMS

STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB AND GUTTER LF	204.0155 REMOVING SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	SPV.0060.11 REMOVING RAISED PAVEMENT MARKERS MODIFIED EACH
CAT 0010						
PROJECT NO: 2788-02-70						
STAGE 1						
WB 283+25 - 284+00	RT	--	--	--	--	6
US 38+50 - 43+25	LT	--	473	--	--	--
US 43+25 - 45+00	LT	--	171	--	--	--
US 46+00 - 49+50	MED	--	669	--	--	--
US 49+00 - 50+00	LT	--	66	--	--	--
US 50+00 - 51+00	RT	--	63	--	--	--
US 50+00 - 51+00	LT	--	68	--	--	--
US 50+50 - 54+00	MED	--	620	--	--	--
US 55+50 - 56+00	RT	--	66	--	--	--
US 56+25 - 56+75	RT	--	65	--	--	--
STAGE 1 SUBTOTAL		**--**	**2,262**	**--**	**--**	**6**
STAGE 2						
FC 48+43 - 50+00	RT	--	151	56	--	--
FC 48+43 - 50+00	LT	--	163	77	--	--
US 39+50 - 43+00	LT	--	--	188	--	--
US 40+50 - 43+25	RT	--	319	135	--	--
US 43+25 - 44+00	RT	--	103	--	--	--
US 46+75 - 49+75	RT	--	--	196	--	--
US 47+00 - 49+50	LT	--	--	144	--	--
US 49+00 - 50+00	RT	--	68	--	--	--
STAGE 2 SUBTOTAL		**--**	**804**	**796**	**--**	**--**
STAGE 3						
FC 50+00 - 51+00	RT	--	74	--	--	--
FC 50+00 - 51+00	LT	--	46	--	--	--
US 50+50 - 56+00	LT	--	123	294	--	--
US 50+50 - 56+00	RT	--	--	298	--	--
US 56+25 - 62+25	RT	--	149	370	--	--
US 56+00 - 57+00	LT	--	138	67	--	--
STAGE 3 SUBTOTAL		**--**	**530**	**1,029**	**--**	**--**
2788-02-70 TOTAL		**--**	**3,595**	**1,825**	**--**	**6**

ROADWAY REMOVAL ITEMS (CONT.)

STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB AND GUTTER LF	204.0155 REMOVING SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	SPV.0060.11 REMOVING RAISED PAVEMENT MARKERS MODIFIED EACH
CAT 0010						
PROJECT NO: 2788-00-72						
STAGE 1						
NV 50+00 - 51+50	LT	--	61	--	--	--
NV 50+00 - 50+75	RT	--	66	--	--	--
STAGE 1 SUBTOTAL		**--**	**128**	**--**	**--**	**--**
STAGE 2						
WB 334+25 - 337+75	LT	--	--	--	--	--
DWY 48+25 - 50+00	RT	--	154	54	--	--
DWY 48+25 - 50+00	LT	--	209	--	--	--
CC 48+00 - 50+00	RT	--	215	101	--	--
CC 48+00 - 50+00	MED	--	140	--	--	--
CC 48+00 - 50+00	LT	--	263	92	--	--
NV 49+00 - 49+50	LT	--	64	--	--	--
NV 49+00 - 50+00	RT	--	80	--	--	--
STAGE 2 SUBTOTAL		**--**	**1,126**	**247**	**--**	**--**
STAGE 3						
WB 286+50 - 288+50	RT	--	275	--	--	--
WB 289+75 - 331+00	RT	13,750	--	--	--	--
WB 322+75 - 328+25	RT	--	--	--	553	--
DWY 50+75 - 51+50	RT	--	--	47	--	--
DWY 50+75 - 51+25	MED	--	61	--	--	--
DWY 50+50 - 51+25	LT	--	91	--	--	--
CC 50+50 - 52+75	RT	--	287	118	--	--
CC 50+50 - 52+75	MED	--	170	--	--	--
CC 50+50 - 52+75	LT	--	241	119	--	--
NV 50+50 - 55+00	RT	--	--	255	--	--
STAGE 3 SUBTOTAL		**13,750**	**1,125**	**539**	**553**	**--**
2788-00-72 TOTAL		**13,750**	**2,378**	**787**	**553**	**--**
CONSTRUCTION TOTAL		**13,750**	**5,974**	**2,612**	**553**	**6**

REMOVING STORM SEWER STRUCTURE ITEMS

STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0215 REMOVING CATCH BASINS EACH	204.0220 REMOVING INLETS EACH
CATEGORY CODE 0010				
PROJECT 2788-02-70				
274'WB'+06	LT	1	--	--
274'WB'+38	LT	--	1	--
274'WB'+76	LT	--	1	--
46'US'+05	RT	--	1	--
50'US'+76	RT	--	1	--
50'US'+92	RT	--	1	--
PROJECT 2788-02-70 SUBTOTALS		1	5	--
PROJECT 2788-00-72				
287'WB'+70	RT	--	--	1
287'WB'+71	RT	--	1	--
288'WB'+42	RT	--	1	--
288'WB'+99	RT	--	1	--
289'WB'+43	RT	--	--	1
289'WB'+46	RT	--	--	1
304'WB'+83	RT	--	1	--
304'WB'+85	LT	--	1	--
305'WB'+61	LT	--	1	--
305'WB'+62	RT	--	1	--
341'WB'+00	RT	--	1	--
PROJECT 2788-00-72 SUBTOTALS		--	8	3
TOTALS		**1**	**13**	**3**

REMOVING LINEAR FOOT ITEMS

STATION	LOCATION	204.9090.S.01 18-INCH CULVERT PIPE LF	204.9090.S.02 48-INCH CULVERT PIPE LF	204.9090.S.03 72-INCH CULVERT PIPE LF	COMMENTS
CATEGORY CODE 0010					
PROJECT 2788-02-70					
62'US'+02	RT	8	--	--	--
PROJECT 2788-02-70 SUBTOTALS		8	--	--	
PROJECT 2788-00-72					
290'WB'+02	LT	--	8	--	REMOVE PIPE TO NEAREST JOINT
290'WB'+13	LT	--	8	--	REMOVE PIPE TO NEAREST JOINT
290'WB'+23	LT	--	--	8	REMOVE PIPE TO NEAREST JOINT
323'WB'+44	LT	--	8	--	REMOVE PIPE TO NEAREST JOINT
PROJECT 2788-00-72 SUBTOTALS		--	24	8	
TOTALS		**8**	**24**	**8**	

REMOVING STORM SEWER ITEMS

STATION - STATION	LOCATION	204.0245.01 12-INCH LF	204.0245.02 18-INCH LF	204.0245.03 21-INCH LF	204.0245.04 24-INCH LF	204.0245.05 30-INCH LF
CATEGORY CODE 0010						
PROJECT 2788-02-70						
273'WB'+91 - 274'WB'+06	LT	16	--	--	--	--
274'WB'+05 - 274'WB'+06	LT	22	--	--	--	--
274'WB'+06 - 274'WB'+38	LT	33	--	--	--	--
274'WB'+38	LT	53	--	--	--	--
274'WB'+38 - 274'WB'+76	LT	44	--	--	--	--
274'WB'+76 - 275'WB'+16	LT	42	--	--	--	--
40'US'+05 - 40'US'+12	RT	--	--	--	--	10
46'US'+05	RT	--	--	--	--	47
50'US'+75	LT	--	--	--	70	--
50'US'+92	RT	--	--	--	49	--
PROJECT 2788-02-70 SUBTOTALS		210	--	--	119	57
PROJECT 2788-00-72						
286'WB'+81 - 287'WB'+70	RT	--	--	--	91	--
287'WB'+70	RT	30	--	--	--	--
287'WB'+70 - 288'WB'+42	RT	--	--	--	75	--
288'WB'+42 - 288'WB'+99	RT	--	--	--	58	--
288'WB'+99 - 289'WB'+43	RT	--	--	--	47	--
289'WB'+43 - 289'WB'+46	RT	40	--	--	--	--
289'WB'+43 - 289'WB'+92	RT	--	--	--	--	52
304'WB'+58 - 304'WB'+85	LT	--	--	29	--	--
304'WB'+67 - 304'WB'+83	RT	--	17	--	--	--
304'WB'+83 - 305'WB'+62	RT	--	80	--	--	--
304'WB'+85 - 305'WB'+61	LT	--	--	79	--	--
305'WB'+61 - 305'WB'+81	LT	--	--	22	--	--
305'WB'+62 - 305'WB'+80	RT	--	18	--	--	--
340'WB'+89 - 341'WB'+00	RT	--	42	--	--	--
341'WB'+00 - 341'WB'+47	LT & RT	--	83	--	--	--
PROJECT 2788-00-72 SUBTOTALS		70	240	130	271	52
TOTALS		**280**	**240**	**130**	**390**	**109**

3

EARTHWORK SUMMARY - 2788-02-70 & 2788-00-72

DIVISION	FROM/TO STATION	LOCATION	EXCAVATION COMMON (ITEM #205.0100)		SALVAGED / UNUSABLE PAVEMENT MATERIAL (NOTE 3)	AVAILABLE MATERIAL (NOTE 4)	EXCAVATION MARSH (ITEM #205.0400) (NOTE 2)	EXCAVATION ROCK (ITEM #205.0200) (NOTE 5)	REDUCED MARSH IN FILL (NOTE 6)	REDUCED EBS IN FILL (NOTE 7)	BREAKER RUN BACKFILL IN MARSH (NOTE 8)	BREAKER RUN BACKFILL IN EBS (NOTE 9)	EXPANDED MARSH IN BACKFILL (NOTE 10)	EXPANDED EBS BACKFILL (NOTE 11)	UNEXPANDED FILL	EXPANDED FILL (NOTE 12)	MASS ORDINATE +/- (NOTE 13)	WASTE (NOTE 14)	BORROW (ITEM #208.0100) (NOTE 15)	COMMENTS
			CUT (NOTE 1)	EBS EXCAVATION (NOTE 2)					FACTOR 0.60	FACTOR 0.80			FACTOR 1.50	FACTOR 1.30		FACTOR 1.25			FACTOR 1.15	
DIVISION 1	264+66 to 284+75	WAUKESHA BYPASS TEMP	1,439	944	0	1,439	2,174	0	1,305	755	2,392	694	0	325	220	599	839			
	46+00 to 61+00	USH 18/SUMMIT AVE TEMP	1,779	2,125	0	1,779	0	0	0	1,700	0	2,049	0	98	1,817	2,369	-590			
		2788-02-70 SUBTOTAL	**3,218**	**3,068**	**0**	**3,218**	**2,174**	**0**	**1,305**	**2,455**	**2,392**	**2,743**	**0**	**423**	**2,036**	**2,968**	**250**	**4009**		
	284+75 to 345+67	WAUKESHA BYPASS TEMP	676	0	0	676	0	0	0	0	0	0	0	0	563	704	-28			
		2788-00-72 SUBTOTAL	**676**	**0**	**0**	**676**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**563**	**704**	**-28**	**0**		
SUBTOTAL			3,894	3,068	0	3,894	2,174	0	1,305	2,455	2,392	2,743	0	423	2,599	3,672	222	3981		
DIVISION 2	266+58 to 284+75	WAUKESHA BYPASS	2,952	1,151	0	2,952	391	0	235	921	430	1,011	0	182	4,823	6,210	-3,258			
	48+42 to 49+50	FIDDLERS CREEK DR	460	0	0	460	0	0	0	0	0	0	0	0	32	40	420			
	38+50 to 49+50	USH 18/SUMMIT AVE	8,289	0	0	8,289	553	50	332	0	609	0	0	0	4,700	5,875	2,413			
	10+39 to 11+90	TORHORST ROAD	165	0	0	165	0	0	0	0	0	0	0	0	456	570	-405			
	8+87 to 9+50	TURNBERRY OAK DR	113	0	0	113	0	0	0	0	0	0	0	0	68	85	28			
		2788-02-70 SUBTOTAL	**11,980**	**1,151**	**0**	**11,980**	**944**	**50**	**567**	**921**	**1,039**	**1,011**	**0**	**182**	**10,079**	**12,780**	**-801**	**1487**	**533**	USE USABLE WASTE MATERIAL FROM DIVISION 1
	284+75 to 342+32	WAUKESHA BYPASS	43,508	0	0	43,508	859	200	515	0	945	0	0	0	41,446	51,807	-8,299			
	48+25 to 49+50	DRIVEWAY	230	0	0	230	0	0	0	0	0	0	0	0	171	214	16			
	48+00 to 49+50	COLDWATER CREEK DR	515	0	0	515	0	0	0	0	0	0	0	0	84	106	409			
	44+00 to 49+50	NORTHVIEW RD	2,526	0	0	2,526	0	0	0	0	0	0	0	0	157	197	2,329			
	324+00	DRY POND 324	975	0	0	975	0	0	0	0	0	0	0	0	750	937	38			
		2788-00-72 SUBTOTAL	**47,754**	**0**	**0**	**47,754**	**859**	**200**	**515**	**0**	**945**	**0**	**0**	**0**	**42,608**	**53,260**	**-5,507**	**515**	**5,066**	
SUBTOTAL			59,734	1,151	0	59,734	1,803	250	1,082	921	1,984	1,011	0	182	52,687	66,041	-6,307	2002	5,599	
DIVISION 3	272+85 to 284+75	WAUKESHA BYPASS	1,633	0	0	1,633	88	0	53	0	97	0	0	0	8,532	10,665	-9,032			
	50+00 to 51+60	FIDDLERS CREEK DR	312	0	0	312	0	0	0	0	0	0	0	0	26	33	278			
	50+00 to 62+40	USH 18/SUMMIT AVE	10,571	1,138	0	10,571	0	0	0	910	0	978	0	208	1,889	2,569	8,002			
	8+75 to 9+60	DWY_US_5613	151	0	0	151	0	0	0	0	0	0	0	0	28	35	115			
	10+43 to 11+39	DWY_US_5617	401	0	0	401	0	0	0	0	0	0	0	0	0	0	401			
		2788-02-70 SUBTOTAL	**13,067**	**1,138**	**0**	**13,067**	**88**	**0**	**53**	**910**	**97**	**978**	**0**	**208**	**10,477**	**13,303**	**-236**	**963**	**217**	
	284+75 to 342+32	WAUKESHA BYPASS	5,810	0	0	5,810	0	100	0	0	0	0	0	0	9,075	11,344	-5,534			
	50+00 to 51+50	DRIVEWAY	575	0	0	575	0	0	0	0	0	0	0	0	6	8	567			
	50+00 to 52+75	COLDWATER CREEK DR	934	0	0	934	0	0	0	0	0	0	0	0	69	87	847			
	50+50 to 56+65	NORTHVIEW RD	255	0	0	255	0	0	0	0	0	0	0	0	5,641	7,052	-6,797			
	10+42 to 12+00	DWY_NV_5272	8	0	0	8	0	0	0	0	0	0	0	0	414	518	-510			
		2788-00-72 SUBTOTAL	**7,581**	**0**	**0**	**7,581**	**0**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**15,206**	**19,008**	**-11,427**	**0**	**10,513**	
SUBTOTAL			20,648	1,138	0	20,648	88	100	53	910	97	978	0	208	25,683	32,311	-11,663	963	10,730	
DIVISION 4	273+75 to 284+75	WAUKESHA BYPASS MEDIAN	701	0	0	701	0	0	0	0	0	1,046	0	0	1,020	1,275	-574			
		2788-02-70 SUBTOTAL	**701**	**0**	**0**	**701**	**0**	**0**	**0**	**0**	**0**	**1,046**	**0**	**0**	**1,020**	**1,275**	**-574**	**0**		
	284+75 to 342+32	WAUKESHA BYPASS MEDIAN	2,794	0	0	2,794	0	75	0	0	0	0	0	0	402	502	2,291			
		2788-00-72 SUBTOTAL	**2,794**	**0**	**0**	**2,794**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**402**	**502**	**2,291**	**2291**		
SUBTOTAL			3,494	0	0	3,494	0	75	0	0	0	1,046	0	0	1,422	1,777	1,717	1717		
		2788-02-70 TOTAL	**28,966**	**5,357**	**0**	**28,966**	**3,207**	**50**	**1,924**	**4,286**	**3,528**	**5,778**	**0**	**812**	**23,612**	**30,327**	**-1,361**	**6238**	**750**	USABLE WASTE FROM DIVISION 1 REMOVED FROM WASTE SUBTOTAL
		2788-02-70 TOTAL EXCAVATION COMMON	**34,323**																	
		2788-00-72 TOTAL	**58,804**	**0**	**0**	**58,805**	**859**	**375**	**515**	**0**	**945**	**0**	**0**	**0**	**58,780**	**73,475**	**-14,670**	**2806**	**15,579**	
		2788-00-72 TOTAL EXCAVATION COMMON	**58,804**																	
GRAND TOTAL			87,770	5,357	0	87,770	4,066	425	2,439	4,286	4,473	5,778	0	812	82,391	103,801	-16,031	9044	16,328	USABLE WASTE FROM DIVISION 1 REMOVED FROM WASTE SUBTOTAL
		TOTAL EXCAVATION COMMON	93,127																	

1) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2) LOWER 3 FEET OF EBS EXCAVATION AND EXCAVATION MARSH TO BE BACKFILLED WITH BREAKER RUN.
3) SALVAGED/UNUSABLE PAVEMENT MATERIAL = LENGTH * TYPICAL WIDTH * TYPICAL DEPTH
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) ROCK EXCAVATION MAY OR MAY NOT BE ENCOUNTERED. FOR THIS REASON IT IS NOT INCLUDED OR BALANCED WITH OTHER EARTHWORK ITEMS. IF IT IS ENCOUNTERED, THE TOTAL EXCAVATION COMMON AMOUNT WILL DECREASE AND THE ROCK MAY BE USED AS FILL.
6) REDUCED MARSH IN FILL - EXCAVATED MARSH MATERIAL IS ASSUMED WASTE. MARSH IN FILL REDUCTION FACTOR = 0.6. MATERIAL IS POTENTIALLY USABLE IN FILLS OUTSIDE THE 1:1 SLOPE IF APPROVED BY THE ENGINEER.
7) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS ASSUMED WASTE. EBS IN FILL REDUCTION FACTOR = 0.8. MATERIAL IS POTENTIALLY USABLE IN FILLS OUTSIDE THE 1:1 SLOPE IF APPROVED BY THE ENGINEER.
8) LOWER 3 FEET OF EXCAVATION MARSH TO BE BACKFILLED WITH BREAKER RUN. SEE SEPARATE QUANTITY TABLE.
9) LOWER 3 FEET OF EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN. SEE SEPARATE QUANTITY TABLE.
10) EXPANDED MARSH BACKFILL - AREA ABOVE BREAKER RUN TO BE FILLED WITH CUT MATERIAL. MARSH BACKFILL FACTOR = 1.5.
11) EXPANDED EBS BACKFILL - AREA ABOVE BREAKER RUN TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
12) EXPANDED FILL. FACTOR = 1.25. EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR + EXPANDED MARSH + EXPANDED EBS
13) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF USABLE MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
14) WASTE = REDUCED MARSH IN FILL + REDUCED EBS IN FILL + EXCESS USABLE MATERIAL FROM MASS ORDINATE
15) BORROW = (MASS ORDINATE + USABLE WASTE MATERIAL FROM PREVIOUS DIVISION) / FILL FACTOR * BORROW FACTOR

UNDISTRIBUTED STORM SEWER ROCK EXCAVATION

	STATION	LOCATION	608.0005 STORM SEWER ROCK EXCAVATION CY
CAT 0010			
PROJECT NO: 2788-02-70			
STAGE 2			
	US 44+00 - 46+00	LT/RT	50
STAGE 2 SUBTOTAL			**50**
2788-02-70 TOTAL			**50**
PROJECT NO: 2788-00-72			
STAGE 2			
	WB 338+50 - 339+50	RT	100
STAGE 2 SUBTOTAL			**100**
2788-00-72 TOTAL			**100**
CONSTRUCTION TOTAL			**150**

COFFERDAMS

STATION	206.5000 LS
CATEGORY CODE 0010	
PROJECT 2788-02-70	
01. 44'US'+45	1
02. 44'US'+60	1
PROJECT 2788-02-70 SUBTOTAL	2
PROJECT 2788-00-72	
03. 290'WB'+55	1
04. 290'WB'+85	1
05. 323'WB'+45	1
PROJECT 2788-00-72 SUBTOTAL	3
TOTAL	**5**

SHAPING ROADWAY

	STATION	LOCATION	305.0502.S SHAPING ROADWAY STA
CAT 0010			
PROJECT NO: 2788-00-72			
STAGE 3			
	WB 289+75 - 331+00 NORTHBOUND ONLY	RT	42
STAGE 3 SUBTOTAL			**42**
2788-00-72 TOTAL			**42**
CONSTRUCTION TOTAL			**42**

BASES AND SUBBASES

STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON
CAT 0010				
PROJECT NO: 2788-02-70				
STAGE 1				
WB 264+00 - 272+85	RT	58	641	--
WB 275+25 - 282+00	RT	44	851	--
WB 282+75 - 284+75	RT	15	195	--
US 41+50 - 49+75	LT	48	701	--
US 50+50 - 55+75	RT	33	592	--
US 56+25 - 60+50	RT	28	371	--
UNDISTRIBUTED	N/A	--	101	--
STAGE 1 SUBTOTAL		**226**	**3,452**	**--**
STAGE 2				
WB 266+58 - 273+75	LT	77	1,161	--
WB 273+75 - 281+10	LT	29	1,231	1,319
WB 281+10 - 284+75	LT	--	974	2,300
FC 48+43 - 49+10	LT/RT	--	201	--
US 38+50 - 49+00	LT/RT	27	5,872	7,583
TO 10+75 - 11+90	LT/RT	--	195	--
UNDISTRIBUTED	N/A	2	289	--
STAGE 2 SUBTOTAL		**135**	**9,923**	**11,202**
STAGE 3				
WB 264+66 - 273+75	RT	70	1,345	--
WB 273+75 - 280+75	RT	--	1,655	1,312
WB 280+75 - 284+75	RT	--	1,159	2,553
FC 50+85 - 51+53	LT/RT	--	119	--
US 51+00 - 62+40	LT/RT	167	7,412	9,510
UNDISTRIBUTED	N/A	5	310	--
STAGE 3 SUBTOTAL		**242**	**12,000**	**13,375**
STAGE 4				
WB 273+75 - 281+00	MED	--	954	717
WB 281+00 - 284+75	MED	--	216	387
UNDISTRIBUTED	N/A	--	35	--
STAGE 4 SUBTOTAL		**--**	**1,205**	**1,104**
2788-02-70 TOTAL		**603**	**26,580**	**25,681**

BASES AND SUBBASES (CONT.)

STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON
CAT 0010				
PROJECT NO: 2788-00-72				
STAGE 1				
WB 284+75 - 287+25	LT	23	103	--
WB 284+75 - 286+50	RT	16	94	--
WB 335+25 - 340+25	RT	86	784	--
WB 336+25 - 342+50	LT/RT	56	357	--
WB 340+50 - 345+67	RT	48	991	--
UNDISTRIBUTED	N/A	--	3	--
STAGE 1 SUBTOTAL		**229**	**2,332**	**--**
STAGE 2				
WB 284+75 - 288+50	LT	10	747	1,749
WB 288+50 - 305+25	LT	--	3,207	4,530
WB 305+25 - 336+50	LT	--	5,972	10,004
WB 336+50 - 342+31	LT	--	1,130	2,360
DWY 48+50 - 49+25	LT/RT	--	224	--
CC 48+00 - 49+50	LT/RT	--	536	--
NV 44+50 - 49+00	LT/RT	81	1,461	--
UNDISTRIBUTED	N/A	3	398	--
STAGE 2 SUBTOTAL		**94**	**13,675**	**18,643**
STAGE 3				
WB 284+75 - 288+50	RT	--	968	2,020
WB 288+50 - 289+75	RT	--	339	692
WB 289+75 - 305+25*	RT	69	896	125
WB 305+25 - 331+00*	RT	196	1,415	152
WB 331+00 - 336+50	RT	12	1,165	2,297
WB 336+50 - 342+31	RT	--	1,456	2,849
DWY 51+00 - 51+50	LT/RT	--	60	--
CC 50+50 - 52+75	LT/RT	33	898	--
NV 51+00 - 56+75	LT/RT	58	2,040	--
NV 58+75	LT	--	120	--
UNDISTRIBUTED	N/A	11	281	--
STAGE 3 SUBTOTAL		**379**	**9,638**	**8,135**
STAGE 4				
WB 284+75 - 288+75	MED	--	469	848
WB 288+75 - 305+25	MED	--	656	1,015
WB 305+25 - 336+50	MED	--	422	741
WB 336+75 - 342+50	MED	--	559	1,177
UNDISTRIBUTED	N/A	--	63	--
STAGE 4 SUBTOTAL		**--**	**2,169**	**3,781**
2788-00-72 TOTAL		**702**	**27,814**	**30,559**
CONSTRUCTION TOTAL		**1,304**	**54,394**	**56,240**

3

CONCRETE PAVEMENT

STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	415.1080 CONCRETE PAVEMENT HES 8-INCH SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0260 CONCRETE DRIVEWAY HES 6-INCH SY	416.1010 CONCRETE SURFACE DRAINS CY	715.0415 INCENTIVE STRENGTH CONCRETE PAVEMENT DOL	SPV.0105.01 CONCRETE PAVEMENT JOINT LAYOUT LS
CAT 0010									
PROJECT NO: 2788-02-70									
STAGE 1									
PROJECT	N/A	--	--	--	--	--	--	--	0.5
STAGE 1 SUBTOTAL		**--**	**--**	**--**	**--**	**--**	**--**	**--**	**0.5**
STAGE 2									
WB 273+75 - 281+10	LT	3,095	--	--	--	--	--	929	--
WB 281+10 - 284+75	LT	2,622	1	117	--	--	--	787	--
US 39+25	LT	--	--	--	14	--	--	--	--
UNDISTRIBUTED	N/A	--	--		--	--	4	--	--
STAGE 2 SUBTOTAL		**5,717**	**1**	**117**	**14**	**--**	**4**	**1,716**	**--**
STAGE 3									
WB 273+75 - 280+90	RT	3,459	--	--	--	--	--	1,038	--
WB 280+90 - 284+75	RT	2,956	1	--	--	--	--	887	--
US 60+07	RT	--	--	--	--	62	--	--	--
STAGE 3 SUBTOTAL		**6,416**	**1**	**--**	**--**	**62**	**--**	**1,925**	**--**
STAGE 4									
WB 273+75 - 281+00	MED	1,328	--	72	--	--	--	398	--
WB 277+00 - 284+75	MED	331	--	508	--	--	--	100	--
STAGE 4 SUBTOTAL		**1,659**	**--**	**579**	**--**	**--**	**--**	**498**	**--**
2788-02-70 TOTAL		**13,792**	**2**	**696**	**14**	**62**	**4**	**4,138**	**0.5**

CONCRETE PAVEMENT (CONT.)

STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	415.1080 CONCRETE PAVEMENT HES 8-INCH SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0260 CONCRETE DRIVEWAY HES 6-INCH SY	416.1010 CONCRETE SURFACE DRAINS CY	715.0415 INCENTIVE STRENGTH CONCRETE PAVEMENT DOL	SPV.0105.01 CONCRETE PAVEMENT JOINT LAYOUT LS
CAT 0010									
PROJECT NO: 2788-00-72									
STAGE 1									
PROJECT	N/A	--	--	--	--	--	--	--	0.5
STAGE 1 SUBTOTAL		**--**	**--**	**--**	**--**	**--**	**--**	**--**	**0.5**
STAGE 2									
WB 284+75 - 288+50	LT	1,819	1	49	--	--	--	546	--
WB 288+50 - 305+25	LT	7,074	1	122	--	--	--	2,122	--
WB 305+25 - 336+50	LT	12,739	--	227	--	--	--	3,822	--
WB 336+50 - 342+50	LT	2,526	--	--	--	--	--	758	--
NV 44+75	LT	--	--	--	12	--	--	--	--
NV 46+50	RT	--	--	--	41	--	--	--	--
NV 46+75	LT	--	--	--	--	16	--	--	--
NV 48+00	LT	--	--	--	79	--	--	--	--
NV 48+00	RT	--	--	--	47	--	--	--	--
UNDISTRIBUTED	N/A	--	--	--	--	--	6	--	--
STAGE 2 SUBTOTAL		**24,158**	**2**	**397**	**179**	**16**	**6**	**7,247**	**--**
STAGE 3									
WB 284+75 - 288+50	RT	2,109	--	--	--	--	--	633	--
WB 288+50 - 305+25	RT	6,876	--	--	--	--	--	2,063	--
WB 305+25 - 336+50	RT	10,992	--	--	--	--	--	3,298	--
WB 336+75 - 342+50	RT	3,109	--	--	--	--	--	933	--
CC 51+75	LT	--	--	--	63	--	--	--	--
CC 52+50	LT	--	--	--	31	--	--	--	--
NV 52+75	LT	--	--	--	12	--	--	--	--
UNDISTRIBUTED	N/A	--	--		--	--	8	--	--
STAGE 3 SUBTOTAL		**23,086**	**--**	**--**	**107**	**--**	**8**	**6,927**	**--**
STAGE 4									
WB 284+75 - 288+50	MED	612	--	76	--	--	--	184	--
WB 288+50 - 293+86	MED	592	--	49	--	--	--	178	--
WB 300+00 - 305+25	MED	563	--	70	--	--	--	169	--
WB 305+25 - 336+50	MED	561	--	64	--	--	--	168	--
WB 336+75 - 342+50	MED	738	--	143	--	--	--	221	--
STAGE 4 SUBTOTAL		**3,067**	**--**	**402**	**--**	**--**	**--**	**920**	**--**
2788-00-72 TOTAL		**50,310**	**2**	**799**	**286**	**16**	**14**	**15,094**	**0.5**
CONSTRUCTION TOTAL		**64,102**	**4**	**1,495**	**300**	**77**	**18**	**19,232**	**1**

INCENTIVE IRI RIDE

STATION	LOCATION	440.4410 INCENTIVE IRI RIDE DOL
CAT 0010		
PROJECT NO: 2788-02-70		
STAGE 2		
WB 273+75 - 284+75	LT	1,051
STAGE 2 SUBTOTAL		**1,051**
STAGE 3		
WB 273+75 - 284+75	RT	1,023
STAGE 3 SUBTOTAL		**1,023**
STAGE 4		
WB 273+75 - 281+75	LT/RT	303
WB 283+15 - 284+75	LT/RT	61
STAGE 4 SUBTOTAL		**364**
2788-02-70 TOTAL		**2,438**
PROJECT NO: 2788-00-72		
STAGE 2		
WB 284+75 - 342+32	LT	6,393
STAGE 2 SUBTOTAL		**6,393**
STAGE 3		
WB 284+75 - 342+32	RT	5,166
STAGE 3 SUBTOTAL		**5,166**
STAGE 4		
WB 284+75 - 294+00	LT/RT	350
WB 300+10 - 310+10	LT/RT	379
WB 336+70 - 342+32	LT/RT	213
STAGE 4 SUBTOTAL		**942**
2788-00-72 TOTAL		**12,502**
CONSTRUCTION TOTAL		**14,939**

HMA PAVEMENTS AND MATERIALS

STATION	LOCATION	455.0605 TACK COAT GAL	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON
CAT 0010							
PROJECT NO: 2788-02-70							
STAGE 2							
WB 278+75 - 281+00	LT	4	13	11	9	--	--
FC 48+25 - 49+25	LT/RT	11	41	--	--	38	25
US 38+50 - 48+50	LT/RT	297	1,202	--	--	1,196	683
TU 8+87 - 9+56	LT/RT	20	75	--	--	71	47
TO 10+43 - 11+90	LT/RT	31	113	--	--	106	71
STAGE 2 SUBTOTAL		**364**	**1,444**	**11**	**9**	**1,410**	**826**
STAGE 3							
FC 50+75 - 51+53	LT/RT	10	38	--	--	36	24
US 51+50 - 62+50	LT/RT	409	1,655	--	--	1,645	940
DWY 8+50 - 9+56	LT/RT	16	60	--	--	57	38
DWY 10+44 - 11+39	LT/RT	28	104	--	--	97	65
STAGE 3 SUBTOTAL		**464**	**1,857**	**--**	**--**	**1,835**	**1,067**
2788-02-70 TOTAL		**827**	**3,301**	**11**	**9**	**3,245**	**1,893**
PROJECT NO: 2788-00-72							
STAGE 2							
DWY 48+50 - 49+25	LT/RT	15	54	--	--	50	34
CC 48+00 - 49+50	LT/RT	36	133	--	--	125	83
NV 44+50 - 49+00	LT/RT	104	384	--	--	360	240
STAGE 2 SUBTOTAL		**155**	**571**	**--**	**--**	**535**	**357**
STAGE 3							
WB 291+50 - 301+75	RT	28	81	71	56	--	--
WB 306+25 - 332+50	RT	85	252	221	172	--	--
DWY 51+00 - 51+15	RT	3	13	--	--	12	8
CC 50+50 - 52+75	LT/RT	60	221	--	--	207	138
NV 51+00 - 56+65	LT/RT	141	519	--	--	487	324
STAGE 3 SUBTOTAL		**318**	**1,086**	**293**	**228**	**706**	**471**
2788-00-72 TOTAL		**473**	**1,657**	**293**	**228**	**1,241**	**827**
CONSTRUCTION TOTAL		**1,300**	**4,958**	**304**	**236**	**4,486**	**2,720**

3

ASPHALTIC SURFACES

STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	SPV.0195.01 COLD PATCH TON
CAT 0010					
PROJECT NO: 2788-02-70					
STAGE 1					
WB 264+00 - 272+85	RT	236	--	--	--
WB 275+25 - 282+00	RT	--	--	423	--
WB 282+75 - 284+75	RT	--	--	87	--
US 41+50 - 49+75	LT	--	--	320	--
US 48+00 - 49+50	LT	--	--	37	--
US 50+50 - 54+00	RT	--	--	98	--
US 50+50 - 60+50	RT	--	--	581	--
UNDISTRIBUTED	N/A	--	--	387	10
STAGE 1 SUBTOTAL		**236**	**--**	**1,934**	**10**
STAGE 2					
WB 266+58 - 273+75	LT	339	--	--	--
WB 277+00 - 284+75	LT/RT	--	--	376	--
WB 271+00	LT	--	28	--	--
US 39+25	LT	--	11	--	--
US 44+25 - 49+50	LT	--	--	145	--
STAGE 2 SUBTOTAL		**339**	**39**	**521**	**--**
STAGE 3					
WB 264+66- 273+75	RT	151	--	--	--
WB 269+88 - 270+56	RT	--	17	--	--
WB 273+75 - 274+10	SUP RT	7	--	--	--
WB 274+50 - 281+75	SUP RT	123	--	--	--
WB 283+00 - 284+50	SUP RT	31	--	--	--
US 50+50 - 52+50	LT	--	--	--	--
US 60+07	RT	--	50	--	--
US 64+50 - 86+50	LT	--	--	100	--
STAGE 3 SUBTOTAL		**311**	**67**	**100**	**--**
STAGE 4					
		11	--	--	--
STAGE 4 SUBTOTAL		**11**	**--**	**--**	**--**
2788-02-70 TOTAL		**896**	**106**	**2,555**	**10**

ASPHALTIC SURFACES (CONT.)

STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	SPV.0195.01 COLD PATCH **TON**
CAT 0010					
PROJECT NO: 2788-00-72					
STAGE 1					
WB 284+75 - 286+50	RT	--	--	32	--
WB 335+00 - 340+25	RT	--	--	403	--
WB 340+75 - 345+67	RT	--	--	540	--
UNDISTRIBUTED	N/A	--	--	244	10
STAGE 1 SUBTOTAL		**--**	**--**	**1,218**	**10**
STAGE 2					
WB 284+75 - 287+25	LT	--	--	27	--
WB 336+25 - 342+31	LT	--	--	128	--
NV 44+75	LT	--	7	--	--
NV 46+75	LT	--	3	--	--
STAGE 2 SUBTOTAL		**--**	**10**	**154**	**--**
STAGE 3					
WB 284+75 - 288+50	SUP RT	62	--	--	--
WB 289+00 - 290+50	SUP RT	23	--	--	--
WB 302+75 - 305+00	SUP RT	36	--	--	--
WB 305+50 - 306+80	SUP RT	20	--	--	--
WB 320+92 - 331+11	SUP RT	12	--	--	--
WB 332+50 - 340+00	SUP RT	136	--	--	--
WB 340+75 - 342+25	SUP RT	28	--	--	--
STAGE 3 SUBTOTAL		**317**	**--**	**--**	**--**
2788-00-72 TOTAL		**317**	**10**	**1,372**	**10**
CONSTRUCTION TOTAL		**1,213**	**116**	**3,927**	**20**

NOTE: SUP = SHARED USE PATH

CULVERT PIPE ITEMS

STATION	LOCATION	520.3318 Culvert Pipe Class III-A 18-Inch LF	521.0112 Culvert Pipe Corrugated Steel 12-Inch LF	521.0118 Culvert Pipe Corrugated Steel 18-Inch LF	521.0717 Pipe Arch Corrugated Steel 17x13-Inch LF	522.0118 Culvert Pipe Reinforced Concrete Class III 18-Inch LF	522.0130 Culvert Pipe Reinforced Concrete Class III 30-Inch LF	522.0148 Culvert Pipe Reinforced Concrete Class III 48-Inch LF	522.0160 Culvert Pipe Reinforced Concrete Class III 60-Inch LF	522.0172 Culvert Pipe Reinforced Concrete Class III 72-Inch LF	522.0330 Culvert Pipe Reinforced Concrete Class IV 30-Inch LF	523.0419 Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch LF
CATEGORY CODE 0010												
PROJECT 2788-02-70												
279+82	AL_WB										160	
44+52	AL_US								175			
44+62	AL_US								175			
51+00	AL_FC											56
51+06	AL_FC											56
10+82	AL_TO						86					
PROJECT 2788-02-70 SUBTOTALS		0	0	0	0	0	86	0	350	0	160	112
PROJECT 2788-00-72												
270+10, RT	AL_WB	20										
270+37, RT	AL_WB	25										
289+67, LT	AL_WB							107				
289+76, LT	AL_WB									109		
289+86, LT	AL_WB							109				
292+73, LT	AL_WB					14						
324+82, RT	AL_WB		67									
44+77, LT	AL_NV				26							
45+04, RT	AL_NV				36							
52+77, LT	AL_NV			58								
PROJECT 2788-00-72 SUBTOTALS		45	67	58	62	14	0	216	0	109	0	0
TOTALS		**45**	**67**	**58**	**62**	**14**	**86**	**216**	**350**	**109**	**160**	**112**

CULVERT PIPE ITEMS (CONT)

STATION	LOCATION	520.8000* Concrete Collars for Pipe EACH	521.1012 Apron Endwalls for Culvert Pipe Steel 12-Inch EACH	521.1018* Apron Endwalls for Culvert Pipe Steel 18-Inch EACH	521.1217 Apron Endwalls for Pipe Arch Steel 17x13-Inch EACH	522.1018* Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	522.1030* Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch EACH	522.1060 Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch EACH	523.0519 Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch EACH	633.5200* Markers Culvert End EACH	650.6000 Construction Staking Pipe Culverts EACH	ALUMINUM THICKNESS (INCHES)	STEEL THICKNESS (INCHES)	** JOINT TIES EACH
CATEGORY CODE 0010														
PROJECT 2788-02-70														
279+82	AL_WB						2			2	1			8
44+52	AL_US							2		2	1			8
44+62	AL_US							2		2	1			8
51+00	AL_FC								2		1			8
51+06	AL_FC								2		1			8
10+82	AL_TO						2			2	1			8
PROJECT 2788-02-70 SUBTOTALS		0	0	0	0	0	4	4	4	8	6			
PROJECT 2788-00-72														
270+10, RT	AL_WB													
270+37, RT	AL_WB													
289+67, LT	AL_WB	1												
289+76, LT	AL_WB	1												
289+86, LT	AL_WB	1												
292+73, LT	AL_WB						2			2	1			8
324+82, RT	AL_WB		2							2	1		0.064	
44+77, LT	AL_NV				2								0.064	
45+04, RT	AL_NV				2								0.064	
52+77, LT	AL_NV			2									0.064	
PROJECT 2788-00-72 SUBTOTALS		3	2	2	4	2	0	0	0	4	2			
TOTALS		**3**	**2**	**2**	**4**	**2**	**4**	**4**	**4**	**12**	**8**			

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

** NON-BID ITEM: FOR INFORMATION ONLY

CULVERT PIPE

STATION	LOCATION	520.8000* CONCRETE COLLARS FOR PIPE EACH	520.5115 CULVERT PIPE CLASS V 15-INCH LF	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF	520.2024 CULVERT PIPE TEMPORARY 24-INCH LF	521.1015 APRON ENDWALL FOR CULVERT PIPE STEEL 15-INCH EACH	521.1018* APRON ENDWALL FOR CULVERT PIPE STEEL 18-INCH EACH	521.1024 APRON ENDWALL FOR CULVERT PIPE STEEL 24-INCH EACH
CAT 0010								
PROJECT NO: 2788-02-70								
STAGE 1								
WB 280+27	RT	1	20	--	--	1	--	
US 50+91	RT	1	--	--	20	--	--	1
US 57+34 - 59+80	RT	3	--	252	--	--	--	
US 60+38 - 60+50	RT	1	--	9	--	--	1	
STAGE 1 SUBTOTAL		**6**	**20**	**261**	**20**	**1**	**1**	**1**
STAGE 2								
WB 280+16	LT	1	40	--	--	1	--	
STAGE 2 SUBTOTAL		**1**	**40**	**--**	**--**	**1**	**--**	**--**
2788-02-70 TOTAL		**7**	**60**	**261**	**20**	**2**	**1**	**1**
PROJECT NO: 2788-00-72								
STAGE 1								
WB 340+89	RT	1	--	26	--	--	1	--
STAGE 1 SUBTOTAL		**1**	**--**	**26**	**--**	**--**	**1**	**--**
2788-00-72 TOTAL		**1**	**--**	**26**	**--**	**--**	**1**	**--**
CONSTRUCTION TOTAL		**8**	**60**	**287**	**20**	**2**	**2**	**1**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CLEANING CULVERT PIPES

STATION	LOCATION	520.8700 EACH
CATEGORY CODE 0010		
PROJECT 2788-02-70		
276'WB'+08	LT	1
38'US'+88	LT	1
PROJECT 2788-02-70 SUBTOTAL		2
PROJECT 2788-00-72		
292'WB'+98	RT	1
297'WB'+49	RT	1
307'WB'+49	RT	1
312'WB'+49	RT	1
322'WB'+01	RT	1
326'WB'+48	RT	1
PROJECT 2788-00-72 SUBTOTAL		6
TOTAL		**8**

PIPE UNDERDRAIN

STATION	LOCATION	310.0110 * BASE AGGREGATE OPEN GRADED TON	612.0406 * PIPE UNDERDRAIN WRAPPED 6-INCH LF	612.0806 * AEW FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	SPV.0060.25 CONNECTION TO EXISTING PIPE UNDERDRAIN EACH
CAT 0010					
PROJECT NO: 2788-00-72					
STAGE 3					
WB 290+43	LT	22	55	1	1
WB 294+47	LT	25	62	1	1
WB 297+98	LT	28	68	1	1
WB 320+75	LT	24	58	1	1
WB 324+62	LT	30	73	1	1
STAGE 3 SUBTOTAL		**129**	**316**	**5**	**5**
2788-00-72 TOTAL		**129**	**316**	**5**	**5**
CONSTRUCTION TOTAL		**129**	**316**	**5**	**5**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CURB AND GUTTER ITEMS

STATION	LOCATION	SPV.0090.01 CONCRETE CURB & GUTTER 24-INCH LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0413 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G LF	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	601.0600 CONCRETE CURB PEDESTRIAN LF
CAT 0010								
PROJECT NO: 2788-02-70								
STAGE 1								
		--	--	--	--	--	--	--
STAGE 1 SUBTOTAL		**--**	**--**	**--**	**--**	**--**	**--**	**--**
STAGE 2								
WB 273+75 - 274+50	LT	--	--	--	--	125	--	--
WB 274+75 - 275+25	LT	--	--	--	--	90	--	--
WB 283+00 - 283+75	PKCP LT	--	--	--	--	141	--	--
FC 48+40 - 48+75	RT	--	--	--	33	--	--	--
FC 48+40 - 48+75	LT	--	--	--	33	--	--	--
US 40+50 - 43+00	RT	--	--	--	--	--	305	--
US 38+50 - 43+00	LT	--	--	--	--	--	480	--
US 43+00 - 48+50	LT	--	--	--	63	--	690	--
US 43+00 - 49+75	MED	--	--	--	--	--	1,163	--
US 43+00 - 48+50	RT	--	--	--	78	--	670	--
STAGE 2 SUBTOTAL		**--**	**--**	**--**	**207**	**356**	**3,308**	**--**
STAGE 3								
WB 273+75 - 274+50	RT	--	--	--	--	82	--	--
WB 274+50 - 282+00	RT	--	--	--	--	733	--	--
WB 281+25 - 282+00	PKCP RT	--	--	--	--	142	--	--
WB 283+75 - 284+75	RT	--	--	--	--	219	--	--
US 51+50 - 56+00	RT	--	--	--	50	--	478	--
US 52+00 - 56+00	LT	--	--	--	45	--	522	--
US 50+75 - 56+00	MED	--	--	--	--	--	1,003	--
US 56+25 - 62+25	RT	--	--	--	77	--	603	--
US 56+50 - 57+00	LT	--	--	--	52	--	78	--
US 56+50 - 56+60	LT	--	--	--	--	--	--	8
US 59+37 - 60+40	RT	104	--	--	--	--	--	--
STAGE 3 SUBTOTAL		**104**	**--**	**--**	**224**	**1,176**	**2,684**	**8**
STAGE 4								
WB 275+00 - 281+75	MED	--	--	--	--	1,317	--	--
WB 283+25 - 284+75	MED	--	--	--	--	316	--	--
STAGE 4 SUBTOTAL		**--**	**--**	**--**	**--**	**1,633**	**--**	**--**
2788-02-70 TOTAL		**104**	**--**	**--**	**431**	**3,165**	**5,992**	**8**

(CONTINUED ON NEXT SHEET)

CURB AND GUTTER ITEMS (CONT.)

		SPV.0090.01	601.0405	601.0409	601.0411	601.0413	601.0415	601.0600
		CONCRETE CURB & GUTTER 24-INCH	CONCRETE CURB & GUTTER 18-INCH TYPE A	CONCRETE CURB & GUTTER 30-INCH TYPE A	CONCRETE CURB & GUTTER 30-INCH TYPE D	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE G	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J	CONCRETE CURB PEDESTRIAN
STATION	LOCATION	LF	LF	LF	LF	LF	LF	LF
CAT 0010								
PROJECT NO: 2788-00-72								
STAGE 2								
WB 287+00 - 288+50	MED	--	--	--	--	98	--	--
WB 287+25 - 288+50	LT	--	--	--	--	111	--	--
WB 288+75 - 304+75	LT	--	--	--	--	1,664	--	--
WB 294+00 - 304+75	MED	--	--	--	--	1,091	--	--
WB 305+50 - 340+50	LT	--	--	444	--	3,108	--	--
WB 310+25 - 336+50	MED	--	--	--	--	2,642	--	--
WB 340+75 - 341+50	PRKCP LT	--	138	--	--	--	--	--
WB 341+00 - 342+31	LT	--	--	127	--	--	--	--
DWY 48+25 - 49+25	LT	--	--	--	118	--	--	--
DWY 48+25 - 49+25	RT	--	--	--	67	--	--	--
CC 48+00 - 49+00	LT	--	--	--	109	--	--	--
CC 48+00 - 49+25	RT	--	--	--	107	--	--	--
CC 48+50 - 49+50	MED	--	--	--	123	--	--	--
NV 44+50 - 48+00	LT	--	--	--	434	--	--	--
NV 45+50 - 48+00	RT	--	--	--	325	--	--	--
STAGE 2 SUBTOTAL		**--**	**138**	**571**	**1,283**	**8,714**	**--**	**--**
STAGE 3								
WB 284+75 - 288+50	RT	--	--	--	--	403	--	--
WB 284+75 - 285+50	MED	--	--	--	--	79	--	--
WB 288+00 - 288+10	RT	--	--	--	--	--	--	8
WB 289+00 - 292+00	RT	--	--	--	--	417	--	--
WB 289+50 - 300+25	MED	--	--	--	--	1,068	--	--
WB 301+50 - 305+00	RT	--	--	--	--	341	--	--
WB 305+50 - 306+00	RT	--	--	--	--	69	--	--
WB 305+75 - 336+75	MED	--	--	--	--	3,088	--	--
WB 332+50 - 340+00	RT	--	--	395	--	350	--	--
WB 339+50 - 340+25	PRKCP RT	--	137	--	--	--	--	--
WB 340+75 - 342+31	RT	--	--	226	--	--	--	--
DWY 50+75 - 51+15	MED	72	--	--	--	--	--	--
DWY 51+25 - 51+50	RT	--	--	--	35	--	--	--
CC 50+50 - 52+75	LT	--	--	--	182	--	--	--
CC 50+50 - 52+75	RT	--	--	--	182	--	--	--
CC 50+75 - 52+00	MED	--	--	--	213	--	--	--
NV 51+00 - 54+50	LT	--	--	--	311	--	--	--
NV 51+00 - 55+00	RT	--	--	--	364	--	--	--
STAGE 3 SUBTOTAL		**72**	**137**	**621**	**1,287**	**5,815**	**--**	**8**
STAGE 4								
WB 284+75 - 288+25	MED	--	--	--	--	521	--	--
WB 289+25 -293+75	MED	--	--	--	--	478	--	--
WB 300+00 - 304+75	MED	--	--	--	--	468	--	--
WB 305+75- 310+25	MED	--	--	--	--	450	--	--
WB 336+50 - 340+00	MED	--	--	--	--	669	--	--
WB 339+75 - 340+25	SPLIT	--	--	69	--	--	--	--
WB 341+10 - 342+31	MED	--	--	231	--	--	--	--
STAGE 4 SUBTOTAL		**--**	**--**	**300**	**--**	**2,586**	**--**	**--**
2788-00-72 TOTAL		**72**	**275**	**1,492**	**2,570**	**17,115**	**--**	**8**
CONSTRUCTION TOTAL		**176**	**275**	**1,492**	**3,001**	**20,280**	**5,992**	**16**

SIDEWALK AND MEDIAN

STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
CAT 0010				
PROJECT NO: 2788-02-70				
STAGE 2				
WB 283+00 - 283+75	PKCP LT	644	30	51
FC 48+25 - 49+50	LT	700	20	--
FC 48+25 - 49+50	RT	882	20	--
US 40+50 - 43+00	RT	1,233	18	--
US 39+50 - 43+00	LT	1,703	15	--
US 43+50 - 49+00	LT	2,844	40	--
US 43+50 - 49+50	MED	3,509	20	131
US 43+50 - 49+50	RT	2,346	55	--
STAGE 2 SUBTOTAL		**13,861**	**218**	**182**
STAGE 3				
WB 273+90	RT	49	10	--
WB 274+25	RT	128	45	--
WB 274+75	RT	105	30	--
WB 274+90	RT	77	10	--
WB 281+25 - 282+00	PKCP RT	653	60	51
US 50+75 - 56+00	LT	2,925	65	--
US 51+00	RT	97	20	--
US 51+00 - 56+00	RT	2,464	20	--
US 50+75 - 56+00	MED	3,044	--	63
US 56+50 - 57+00	LT	582	10	--
US 56+50 - 62+50	RT	3,324	45	--
STAGE 3 SUBTOTAL		**13,448**	**315**	**114**
STAGE 4				
WB 275+00 - 281+75	MED	3,562	--	70
WB 283+25 - 284+75	MED	1,038	--	25
STAGE 4 SUBTOTAL		**4,600**	**--**	**95**
2788-02-70 TOTAL		**31,909**	**533**	**391**

SIDEWALK AND MEDIAN (CONT.)

STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
CAT 0010				
PROJECT NO: 2788-00-72				
STAGE 2				
WB 287+40 - 288+50	LT	508	10	--
WB 288+90 - 304+90	LT	8,019	30	--
WB 305+75 - 340+50	LT	17,501	40	--
WB 340+ 75 - 341+50	LT PKCHP	618	30	30
WB 341+90 - 342+31	LT	610	--	--
CC 48+50 - 49+50	LT/MED/RT	1,973	20	168
NV 46+40 - 49+00	RT	1,160	10	--
NV 46+75 - 49+25	LT	910	--	--
STAGE 2 SUBTOTAL		**31,299**	**140**	**198**
STAGE 3				
WB 339+50 - 340+25	RT PKCHP	615	50	30
WB 341+00	RT	130	15	--
DWY 50+75	LT	148	60	--
DWY 50+75	RT	118	45	--
DWY 50+75	MED	--	--	15
DWY 50+75 - 51+50	RT	398	--	--
CC 50+50 - 50+75	LT	129	10	--
CC 50+50 - 50+75	RT	82	10	--
CC 50+75	LT	77	20	--
CC 50+75	RT	154	20	--
CC 50+75 - 52+00	MED	747	40	168
CC 50+75 - 52+75	LT	794	--	--
CC 50+75 - 52+75	RT	975	--	--
NV 50+40 - 52+60	LT	1,213	--	--
NV 50+60	LT	114	20	--
NV 51+10	RT	122	45	--
NV 51+25 - 55+00	RT	2,150	--	--
STAGE 3 SUBTOTAL		**7,966**	**335**	**213**
STAGE 4				
WB 284+50 - 288+25	MED	1,835	--	41
WB 289+25 - 292+75	MED	1,778	--	40
WB 301+25 - 304+25	MED	1,821	--	45
WB 305+75 - 309+40	MED	1,888	--	45
WB 339+50 - 339+90	MED	311	--	26
WB 339+90 - 340+25	SPLIT	189	20	77
WB 341+10 - 342+31	MED	566	--	46
STAGE 4 SUBTOTAL		**8,388**	**20**	**320**
2788-00-72 TOTAL		**47,654**	**495**	**731**
CONSTRUCTION TOTAL		**79,563**	**1,028**	**1,122**

RIPRAP AND GEOTEXTILE FABRIC ITEMS

STATION - STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY	SPV.0035.21 FIELD STONE RIPRAP MEDIUM CY	SPV.0035.22 FIELD STONE RIPRAP HEAVY CY	COMMENTS
CATEGORY CODE 0010							
PROJECT 2788-02-70							
273'WB'+59	LT	2	--	4	--	--	CONC SURF DRAIN
273'WB'+75	RT	3	--	6	--	--	SS OUTFALL
274'WB'+80	RT	6	--	12	--	--	CULVERT END
275'WB'+31	LT	5	--	10	--	--	SS OUTFALL
276'WB'+08	LT	2	--	5	--	--	SS OUTFALL
279'WB'+82	LT	7	--	14	--	--	CULVERT END
284'WB'+52	LT	3	--	6	--	--	SS OUTFALL
40'US'+28	LT	5	--	9	--	--	SS OUTFALL
42'US'+95	RT	--	--	25	13	--	FLUME
43'US'+72	LT	9	--	18	--	--	CULVERT END
44'US'+14	RT	--	--	44	--	29	CULVERT END/ PEBBLE CREEK
44'US'+99	LT	--	--	24	--	16	CULVERT END/ PEBBLE CREEK
52'US'+95	RT	4	--	9	--	--	SS OUTFALL
57'US'+01 - 59'US'+25	LT	123	--	247	--	--	DITCH BOTTOM
UNDISTRIBUTED		43	--	104	2	10	
PROJECT 2788-02-70 SUBTOTALS		212	--	537	15	55	
PROJECT 2788-00-72							
284'WB'+73	LT	2	--	4	--	--	CONC SURF DRAIN
289'WB'+27	LT	--	30	45	--	--	CULVERT END/ PEBBLE CREEK
291'WB'+25 - 292'WB'+00	LT	43	--	87	--	--	DITCH BOTTOM
292'WB'+86	LT	4	--	9	--	--	HIGH FLOW RELIEF
295'WB'+50	LT	12	--	25	--	--	SS OUTFALL
297'WB'+00 - 298'WB'+19	LT	67	--	134	--	--	DITCH BOTTOM
301'WB'+60	RT	2	--	4	--	--	CONC SURF DRAIN
304'WB'+41	RT	3	--	7	--	--	SS OUTFALL
323'WB'+07	LT	24	--	47	--	--	SS OUTFALL
323'WB'+90 - 324'WB'+50	LT	27	--	53	--	--	DITCH BOTTOM
324+58	RT	3	--	6	--	--	CULVERT END/ POND OUTFALL
325'WB'+00	RT	17	--	33	--	--	SS OUTFALL/ FLUME
325'WB'+57 - 331'WB'+50	RT	336	--	672	--	--	DITCH BOTTOM
325'WB'+54 - 326'WB'+03	LT	21	--	41	--	--	SS OUTFALL
329'WB'+00 - 331'WB'+75	LT	122	--	244	--	--	SIDE SLOPE TREATMENT
331'WB'+87	LT	7	--	13	--	--	SS OUTFALL
332'WB'+38	RT	2	--	4	--	--	CONC SURF DRAIN
334'WB'+00	RT	6	--	13	--	--	SS OUTFALL
337'WB'+00	RT	7	--	14	--	--	SS OUTFALL
338'WB'+50	RT	5	--	11	--	--	SS OUTFALL
44'NV'+52	LT	2	--	4	--	--	CONC SURF DRAIN
45'NV'+48	RT	2	--	4	--	--	CONC SURF DRAIN
50'NV'+92	LT	3	--	7	--	--	SS OUTFALL
53'NV'+07	LT	4	--	9	--	--	CULVERT END
53'NV'+50	LT	4	--	7	--	--	SS OUTFALL
54'NV'+44	LT	2	--	4	--	--	CONC SURF DRAIN
55'NV'+06	RT	4	--	7	--	--	CONC SURF DRAIN
UNDISTRIBUTED		187	5	375	--	--	
PROJECT 2788-00-72 SUBTOTALS		933	35	1,913	--	--	
	TOTALS	**1,145**	**35**	**2,450**	**15**	**55**	

COVER PLATES TEMPORARY

STATION	611.8120.S EACH
CATEGORY CODE 0010	
PROJECT 2788-02-70	
UNDISTRIBUTED	5
PROJECT 2788-02-70 SUBTOTAL	5
PROJECT 2788-00-72	
UNDISTRIBUTED	25
PROJECT 2788-00-72 SUBTOTAL	25
TOTAL	**30**

PIPE UNDERDRAIN ITEMS

STATION	LOCATION	310.0110* BASE AGGREGATE OPEN GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0406* PIPE UNDERDRAIN WRAPPED 6-INCH LF	612.0806* AEW FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	COMMENTS
CATEGORY CODE 0010							
PROJECT 2788-02-70							
273'WB'+75	LT	--	--	6	50	--	CONNECT TO SS 250.2
273'WB'+75	LT	--	--	6	50	--	CONNECT TO SS 250.3
273'WB'+75	RT	--	--	6	50	--	CONNECT TO SS 250.4
45'US'+00	LT	--	--	6	50	--	CONNECT TO SS 890.1
45'US'+00	LT	--	--	6	50	--	CONNECT TO SS 890.2
45'US'+00	LT	--	--	6	50	--	CONNECT TO SS 890.3
45'US'+00	RT	--	--	6	50	--	CONNECT TO SS 890
PROJECT 2788-02-70 SUBTOTALS		--	--	42	350	--	
PROJECT 2788-00-72							
287'WB'+99	RT	--	--	6	50	--	CONNECT TO SS 330.1
288'WB'+05	LT	--	--	6	50	--	CONNECT TO SS 380.9
288'WB'+14	LT	--	--	6	50	--	CONNECT TO SS 380.4
288'WB'+14	LT	--	--	6	50	--	CONNECT TO SS 380.5
321'WB'+98	LT	--	--	6	50	--	CONNECT TO SS 530.1
321'WB'+98	LT	--	--	6	50	--	CONNECT TO SS 530.2
321'WB'+98	RT	--	--	6	50	--	CONNECT TO SS 530.3
329'WB'+00 - 331'WB'+75	LT	40	275	--	--	1	--
PROJECT 2788-00-72 SUBTOTALS		40	275	42	350	1	
	TOTALS	**40**	**275**	**84**	**700**	**1**	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER PIPES

FROM - TO	LOCATION	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch LF	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch LF	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch LF	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch LF	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch LF	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch LF	608.0348 Storm Sewer Pipe Reinforced Concrete Class III 48-Inch LF	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch LF	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch LF	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch LF	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch LF	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch LF	608.6008 Storm Sewer Pipe Composite 8-Inch LF	* JOINT TIES EACH
CATEGORY CODE 0010															
PROJECT 2788-02-70															
250 - 260	AL_WB									81					
250.1 - 250	AL_FC		19												
250.2 - 250	AL_WB			31											4
250.3 - 250	AL_WB	18													
260 - 270	AL_WB										39				4
260.1 - 260.2	AL_FC								37						
260.2 - 260	AL_FC								36						
260.6 - 260.1	AL_FC								7						
271.1 - 271	AL_FC								73						4
271.2 - 271.1	AL_FC								7						
271.3 - 271.2	AL_FC								39						
272.1 - 272	AL_WB									29					4
272.2 - 272.1	AL_WB								60						
272.3 - 272.2	AL_WB								7						
272.4 - 272.3	AL_WB								15						
272.5 - 272.1	AL_WB								15						
272.6 - 272.2	AL_WB								15						
275.1 - 275	AL_WB								54						4
275.2 - 275.1	AL_WB								9						
275.3 - 275.1	AL_WB								83						
275.4 - 275.3	AL_WB								7						
290.1 - 290	AL_WB									20					4
290.2 - 290.1	AL_WB									28					
290.3 - 290.2	AL_WB								38						
290.4 - 290.1	AL_WB		60												
290.5 - 290.4	AL_US								58						
290.6 - 290.5	AL_US								7						
290.7 - 290.5	AL_US								20						
300 - 310	AL_WB		167												
300.1 - 300	AL_US								20						
300.2 - 300.1	AL_US								20						
310.1 - 310	AL_WB								70						
310.2 - 310.1	AL_WB								9						
370.1 - 370	AL_WB		26												4
370.2 - 370.1	AL_WB								71						
370.3 - 370.2	AL_WB								22						
855.1 - 855	AL_US				108										4
860 - 870	AL_US												246		
860.1 - 860	AL_US											7			
870 - 880	AL_US												132		4
870.1 - 870	AL_WB									68					
870.2 - 870.1	AL_US								15						
870.3 - 870	AL_US		15												
870.4 - 870.3	AL_US		15												
890 - 900	AL_US									100					
890.1 - 890	AL_US									47					
890.2 - 890.1	AL_US									8					
890.3 - 890.2	AL_US									35					
890.4 - 890.3	AL_US								15						
890.5 - 890.1	AL_US								15						
900 - 895	AL_US				27										4
900.1 - 900	AL_US		73												
900.2 - 900.1	AL_US		8												
900.3 - 900.2	AL_US								35						
900.4 - 900.1	AL_US								125						
900.5 - 900.4	AL_WB								42						
920 - 910	AL_US				72										4
920.1 - 920	AL_US		17												
920.2 - 920.1	AL_US		10												
920.3 - 920.2	AL_US								48						
920.4 - 920.3	AL_US								15						
920.5 - 920.4	AL_US								15						
920.6 - 920.3	AL_US													20	
920.7 - 920.1	AL_US								25						
920.8 - 920	AL_WB								18						
930 - 920	AL_US				328										
930.1 - 930	AL_US				89										
930.2 - 930	AL_US								17						
940 - 930	AL_US				361										
940.1 - 940	AL_US								17						
950 - 940	AL_US			167											
950.1 - 950	AL_US			7											
PROJECT 2788-02-70 SUBTOTALS		18	410	205	985	0	0	0	1201	416	39	7	378	20	

REMARKS

* NON-BID ITEM: FOR INFORMATION ONLY

(CONTINUED ON NEXT SHEET)

STORM SEWER PIPES

FROM - TO	LOCATION	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch LF	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch LF	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch LF	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch LF	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch LF	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch LF	608.0348 Storm Sewer Pipe Reinforced Concrete Class III 48-Inch LF	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch LF	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch LF	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch LF	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch LF	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch LF	608.6008 Storm Sewer Pipe Composite 8-Inch LF	* JOINT TIES EACH
PROJECT 2788-00-72															
310 - 320	AL_WB			150											
320 - 325	AL_WB			202											
320.1 - 320	AL_WB		20												
320.2 - 320.1	AL_WB								50						
320.3 - 320.2	AL_WB								8						
325 - 330	AL_WB					31									
325.1 - 325	AL_WB										23				
325.2 - 325.1	AL_WB									60					
325.3 - 325.2	AL_WB									7					
325.4 - 325.3	AL_NV								21						
325.5 - 325.2	AL_WB								21						
330 - 340	AL_WB											72			
340 - 350	AL_WB					35									
350 - 360	AL_WB					51									4
350.1 - 350	AL_WB									26					
350.2 - 350.1	AL_WB								51						
350.3 - 350.2	AL_WB								5						
350.4 - 350.3	AL_WB								60						
350.5 - 350.4	AL_WB								20						
350.6 - 350.3	AL_WB								20						
380.1 - 380	AL_WB			16											4
380.2 - 380.1	AL_WB									24					
380.3 - 380.2	AL_WB			29											
380.4 - 380.3	AL_WB			34											
380.6 - 380.3	AL_WB		58												
400.1 - 400	AL_WB		26												4
400.2 - 400.1	AL_WB								49						
400.3 - 400.2	AL_WB								9						
405 - 405.1	AL_WB				301										
405.1 - 405.2	AL_WB				13										4
410.1 - 410	AL_WB		31												4
410.2 - 410.1	AL_WB								39						
410.3 - 410.2	AL_WB								19						
430 - 420	AL_WB					39									4
430.1 - 430	AL_WB								8						
430.2 - 430.1	AL_WB								39						
430.3 - 430.2	AL_WB								19						
440 - 430	AL_WB					300									
440.1 - 440	AL_WB		8												
440.2 - 440.1	AL_WB								39						
440.3 - 440.2	AL_WB								8						
440.4 - 440.3	AL_WB								56						
440.5 - 440.1	AL_WB								20						
440.6 - 440.3	AL_WB								22						
440.7 - 440	AL_WB		10												
460 - 440	AL_WB					325									
460.1 - 460	AL_CC_WEST		28												
460.2 - 460.1	AL_CC_WEST								31						
460.3 - 460.2	AL_CC_WEST								22						
460.4 - 460.3	AL_CC_WEST								46						
470 - 460	AL_WB											118			
470.1 - 470	AL_WB				21										
470.2 - 470	AL_WB		7												
470.3 - 470.2	AL_WB								63						
470.4 - 470.3	AL_WB								7						
470.5 - 470.2	AL_WB								20						
470.6 - 470.3	AL_WB								20						
470.7 - 470.6	AL_WB								7						
480 - 470	AL_WB				308										
480.1 - 480	AL_WB								7						
480.2 - 480.1	AL_WB								51						
480.3 - 480.2	AL_WB								7						
480.4 - 480	AL_WB		11												
490 - 480	AL_WB				350										
490.1 - 490	AL_WB								7						

REMARKS

* NON-BID ITEM: FOR INFORMATION ONLY

(CONTINUED ON NEXT SHEET)

STORM SEWER PIPES

FROM		TO	LOCATION	608.0312 Storm Sewer Pipe Reinforced Concrete Class III 12-Inch LF	608.0315 Storm Sewer Pipe Reinforced Concrete Class III 15-Inch LF	608.0318 Storm Sewer Pipe Reinforced Concrete Class III 18-Inch LF	608.0324 Storm Sewer Pipe Reinforced Concrete Class III 24-Inch LF	608.0330 Storm Sewer Pipe Reinforced Concrete Class III 30-Inch LF	608.0336 Storm Sewer Pipe Reinforced Concrete Class III 36-Inch LF	608.0348 Storm Sewer Pipe Reinforced Concrete Class III 48-Inch LF	608.0415 Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch LF	608.0418 Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch LF	608.0424 Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch LF	608.0430 Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch LF	608.0436 Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch LF	608.6008 Storm Sewer Pipe Composite 8-Inch LF	* JOINT TIES EACH
490.2	-	490.1	AL_WB								39						
490.3	-	490.2	AL_WB								19						
500.1	-	500	AL_CC_EAST			35											4
500.2	-	500.1	AL_CC_EAST									35					
500.3	-	500.2	AL_CC_EAST									9					
500.4	-	500.3	AL_CC_EAST									31					
500.5	-	500.4	AL_CC_EAST			26											4
500.6	-	500.4	AL_CC_EAST								35						
510	-	520	AL_WB				200										
510.1	-	510	AL_WB		10												
510.2	-	510.1	AL_WB								39						
510.3	-	510	AL_WB		10												
520	-	520.1	AL_WB				107										4
530	-	520	AL_WB				98										
530.1	-	530.2	AL_WB									39					
530.2	-	530	AL_WB									10					
530.3	-	530	AL_WB									10					
530.4	-	530.1	AL_NV								15						
530.5	-	530.2	AL_NV								15						
530.6	-	530.3	AL_NV								15						
530.7	-	530.1	AL_WB								15						
530.8	-	530.2	AL_WB								15						
530.9	-	530.3	AL_WB								15						
535	-	535.2	AL_WB							20							
535.1	-	535	AL_WB							50							4
540.1	-	540	AL_WB								91						4
540.2	-	540.1	AL_WB								19						
540.3	-	540.2	AL_WB								39						
560	-	550	AL_WB						33								4
570	-	560	AL_WB					212									
580	-	570	AL_WB					342									
580.1	-	580.3	AL_WB					10									4
580.2	-	580	AL_WB			22											
580.3	-	580	AL_WB					28									
590.1	-	590	AL_WB								88						4
590.2	-	590.1	AL_WB								19						
590.3	-	590.2	AL_WB								39						
600.1	-	600	AL_WB								78						4
600.2	-	600.1	AL_WB								19						
600.3	-	600.2	AL_WB								39						
610.1	-	610	AL_WB		41												4
610.2	-	610.1	AL_WB								39						
610.3	-	610.2	AL_WB								19						
610.4	-	610.3	AL_WB								39						
620.1	-	620	AL_WB		38												4
620.2	-	620.1	AL_WB								45						
620.3	-	620.2	AL_WB								19						
620.4	-	620.3	AL_WB								31						
630.1	-	630	AL_WB		35												4
630.2	-	630.1	AL_WB								104						
635.1	-	635	AL_NV			111											4
636.1	-	636	AL_NV								25						4
640.1	-	640	AL_WB			56											4
640.2	-	640.1	AL_WB									38					
640.3	-	640.2	AL_WB									6					
640.4	-	640.3	AL_WB									53					
640.5	-	640.4	AL_WB									20					
640.6	-	640.5	AL_WB								36						
640.7	-	640.5	AL_WB								58						
640.8	-	640.6	AL_NV								25						
640.9	-	640.8	AL_NV		119												
642	-	640.7	AL_WB								20						
PROJECT 2788-00-72 SUBTOTALS				0	452	681	1398	1373	33	70	1984	368	23	190	0	0	
			TOTALS	**18**	**862**	**886**	**2383**	**1373**	**33**	**70**	**3185**	**784**	**62**	**197**	**378**	**20**	

REMARKS

* NON-BID ITEM: FOR INFORMATION ONLY

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET**	LOCATION	520.8000* Concrete Collars for Pipe EACH	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch EACH	522.1018* Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch EACH	522.1030* Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch EACH	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch EACH	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch EACH	611.0530 Manhole Covers Type J EACH	611.0612 Inlet Covers Type C EACH	611.0624 Inlet Covers Type H EACH	611.0630 Inlet Covers Type HM-GJ EACH	611.0633 Inlet Covers Type HM-GJ-S EACH	611.0639 Inlet Covers Type H-S EACH	611.0642 Inlet Covers Type MS EACH	611.0666 Inlet Covers Type Z EACH	611.2004 Manholes 4-FT Diameter EACH	611.2005 Manholes 5-FT Diameter EACH	611.2006 Manholes 6-FT Diameter EACH	611.2007 Manholes 7-FT Diameter EACH	611.3003 Inlets 3-FT Diameter EACH	611.3004 Inlets 4-FT Diameter EACH	611.3230 Inlets 2x3-FT EACH	611.3901 Inlets Median 1 Grate EACH	611.3902 Inlets Median 2 Grate EACH	611.9800.S Pipe Grates EACH	633.5200* Markers Culvert End EACH	650.4000 Construction Staking Storm Sewer EACH	SPV.0060.23 Cover Plates Permanent EACH	SPV.0060.24 Inlets 5-FT Diameter EACH
CATEGORY CODE 0010																																
PROJECT 2788-02-70																																
250	274+06	67.5' LT	AL_WB								1									1										1		
250.1	274+12	49.3' LT	AL_WB												1										1					1		
250.2	273+75	67.7' LT	AL_WB			1																					1	1	1		
250.3	274+05	85.2' LT	AL_WB	1																												
260	274+87	75.5' LT	AL_WB											1																1		1
260.1	48+91	18.5' RT	AL_FC										1												1					1		
260.2	48+91	19' LT	AL_FC												1										1					1		
260.6	48+83	18.5' RT	AL_FC	1																												
270	275+25	78.4' LT	AL_WB				1																					1	1	1		
271	275+34	70' LT	AL_WB		1																							1	1	1		
271.1	275+25	2.3' RT	AL_WB											1											1					1		
271.2	275+25	9.7' RT	AL_WB											1											1					1		
271.3	275+25	48.3' RT	AL_WB											1											1					1		
272	273+75	86.7' RT	AL_WB			1																						1	1	1		
272.1	273+75	57.3' RT	AL_WB												1															1		1
272.2	273+75	2.3' LT	AL_WB												1															1		1
272.3	273+75	9.7' LT	AL_WB												1															1		1
272.4	273+60	9.7' LT	AL_WB																						1					1	1	
272.5	273+60	57.3' RT	AL_WB																						1					1	1	
272.6	273+60	2.3' LT	AL_WB																						1					1	1	
275	280+71	65' LT	AL_WB		1																							1	1	1		
275.1	280+80	11.5' LT	AL_WB											1											1					1		
275.2	280+80	2.3' LT	AL_WB											1											1					1		
275.3	281+63	13.7' LT	AL_WB											1											1					1		
275.4	281+63	6.7' LT	AL_WB											1											1					1		
290	280+91	102.5' RT	AL_WB			1																						1	1	1		
290.1	281+09	93.8' RT	AL_WB								1									1										1		
290.2	281+31	75.9' RT	AL_WB												1										1					1		
290.3	281+58	49' RT	AL_WB											1											1					1		
290.4	51+23	67.5' RT	AL_US												1										1					1		
290.5	50+94	17.7' RT	AL_US											1											1					1		
290.6	50+94	10.4' RT	AL_US											1											1					1		
290.7	51+14	17.4' RT	AL_US											1											1					1		
300	50+84	46.6' LT	AL_US											1											1					1		
300.1	51+04	44.3' LT	AL_US											1											1					1		
300.2	51+24	44.3' LT	AL_US											1											1					1		
310	284+50	80.9' RT	AL_WB															1								1				1		
310.1	284+50	11.2' RT	AL_WB											1											1					1		
310.2	284+50	2.3' RT	AL_WB											1											1					1		
370	284+50	82.3' LT	AL_WB		1																							1	1	1		
370.1	284+36	59.7' LT	AL_WB											1											1					1		
370.2	283+65	50.2' LT	AL_WB											1											1					1		
370.3	283+65	72.2' LT	AL_WB											1											1					1		
855	40+19	61.6' LT	AL_US				1																					1	1	1		
855.1	39+12	43.6' LT	AL_US															2								1				1		
860	40+09	43.5' RT	AL_US								1									1										1		
860.1	40+05	38.3' RT	AL_US	1																												
870	42+55	29.3' RT	AL_US								1									1										1		
870.1	42+52	38.1' LT	AL_US											1											1					1		
870.2	42+37	37.6' LT	AL_US											1											1					1		
870.3	42+49	42.4' RT	AL_US											1											1					1		
870.4	42+34	41.7' RT	AL_US											1											1					1		
880	43+78	77.9' RT	AL_US						1																			1	1	1		
890	45+00	44' RT	AL_US												1										1					1		
890.1	45+00	3.1' LT	AL_US												1										1					1		
890.2	45+00	11.4' LT	AL_US												1										1					1		
890.3	45+00	46.1' LT	AL_US												1										1					1		
890.4	45+15	46.1' LT	AL_US												1										1					1		
890.5	45+15	2.8' LT	AL_US												1										1					1		
895	45+90	75.9' RT	AL_US				1																					1	1	1		
900	46+00	51' RT	AL_US											1																1		1
900.1	46+50	2.3' LT	AL_US											1											1					1		
900.2	46+50	9.9' LT	AL_US											1											1					1		
900.3	46+50	44.5' LT	AL_US											1											1					1		
900.4	47+75	2.3' LT	AL_US											1											1					1		
900.5	47+75	44.3' LT	AL_US											1											1					1		
910	52+99	81.5' RT	AL_US				1																					1	1	1		
920	53+50	31' RT	AL_US								1									1										1		
920.1	53+50	13.7' RT	AL_US											1											1					1		
920.2	53+50	3.6' RT	AL_US											1											1					1		
920.3	53+50	44.3' LT	AL_US											1											1					1		
920.4	53+65	44.3' LT	AL_US											1											1					1		
920.5	53+80	44.3' LT	AL_US											1											1					1		
920.6	53+50	63.5' LT	AL_US																											1		
920.7	53+75	12.8' RT	AL_US											1											1					1		
920.8	53+56	48.3' RT	AL_US											1											1					1		
930	56+76	27' RT	AL_US								1									1										1		
930.1	56+98	59.3' LT	AL_US															2								1				1		
930.2	56+76	44.3' RT	AL_US											1											1					1		
940	60+36	19.8' RT	AL_US								1										1									1		
940.1	60+36	37.1' RT	AL_US											1											1					1		
950	62+02	42.2' RT	AL_US								1										1									1		
950.1	62+09	41.6' RT	AL_US	1																												
	PROJECT 2788-02-70 SUBTOTALS			4	3	3	4	0	1	0	8	0	1	39	13	0	5	0	3	5	0	0	0	0	51	1	2	11	11	79	3	5

(CONTINUED ON NEXT SHEET)

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET**	LOCATION	520.8000* Concrete Collars for Pipe EACH	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch EACH	522.1018* Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch EACH	522.1030* Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch EACH	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch EACH	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch EACH	611.0530 Manhole Covers Type J EACH	611.0612 Inlet Covers Type C EACH	611.0624 Inlet Covers Type H EACH	611.0630 Inlet Covers Type HM-GJ EACH	611.0633 Inlet Covers Type HM-GJ-S EACH	611.0639 Inlet Covers Type H-S EACH	611.0642 Inlet Covers Type MS EACH	611.0666 Inlet Covers Type Z EACH	611.2004 Manholes 4-FT Diameter EACH	611.2005 Manholes 5-FT Diameter EACH	611.2006 Manholes 6-FT Diameter EACH	611.2007 Manholes 7-FT Diameter EACH	611.3003 Inlets 3-FT Diameter EACH	611.3004 Inlets 4-FT Diameter EACH	611.3230 Inlets 2x3-FT EACH	611.3901 Inlets Median 1 Grate EACH	611.3902 Inlets Median 2 Grate EACH	611.9800.S Pipe Grates EACH	633.5200* Markers Culvert End EACH	650.4000 Construction Staking Storm Sewer EACH	SPV.0060.23 Cover Plates Permanent EACH	SPV.0060.24 Inlets 5-FT Diameter EACH
CATEGORY CODE 0010																															
PROJECT 2788-00-72																															
320	286+00	76.2' RT	AL_WB								1								1										1		
320.1	286+00	56.3' RT	AL_WB											1										1					1		
320.2	286+00	6.4' RT	AL_WB											1										1					1		
320.3	286+00	1.1' LT	AL_WB											1										1					1		
325	288+00	79.9' RT	AL_WB								1										1								1		
325.1	288+00	57.3' RT	AL_WB												1									1					1		
325.2	288+00	2.3' LT	AL_WB												1									1					1		
325.3	288+00	9.7' LT	AL_WB												1									1					1		
325.4	288+21	9' LT	AL_WB												1									1					1		
325.5	288+21	3.2' LT	AL_WB												1									1					1		
330	50+83	34.2' RT	AL_DW											1															1		1
340	50+81	37.8' LT	AL_DW											1															1		1
350	289+37	83.8' RT	AL_WB								1										1								1		
350.1	289+27	59.4' RT	AL_WB											1											1				1		
350.2	289+27	8' RT	AL_WB											1										1					1		
350.3	289+27	2.8' RT	AL_WB											1										1					1		
350.4	289+27	57.3' LT	AL_WB											1										1					1		
350.5	289+47	57.3' LT	AL_WB											1										1					1		
350.6	289+47	2.3' RT	AL_WB											1										1					1		
360	289+86	98.5' RT	AL_WB					1																			1	1	1		
380	48+56	26.8' LT	AL_DW			1																					1	1	1		
380.1	48+53	11.5' LT	AL_DW										1											1					1		
380.2	48+48	12.5' RT	AL_DW										1											1					1		
380.3	288+05	79.5' LT	AL_WB								1										1								1		
380.4	288+26	52.4' LT	AL_WB												1									1					1		
380.6	287+47	81' LT	AL_WB															2								1			1		
400	292+50	74.6' LT	AL_WB		1																						1	1	1		
400.1	292+50	48.3' LT	AL_WB											1										1					1		
400.2	292+50	0.7' RT	AL_WB											1										1					1		
400.3	292+50	9.7' RT	AL_WB											1										1					1		
405	292+82	77' LT	AL_WB															1								1			1		
405.1	289+84	88.2' LT	AL_WB								1										1								1		
405.2	289+75	96.6' LT	AL_WB				1																				1	1	1		
410	295+50	79.5' LT	AL_WB		1																						1	1	1		
410.1	295+50	48.3' LT	AL_WB											1										1					1		
410.2	295+50	9.7' LT	AL_WB											1										1					1		
410.3	295+50	9.7' RT	AL_WB											1										1					1		
420	298+22	83.3' LT	AL_WB					1																			1	1	1		
430	298+50	56' LT	AL_WB								1										1								1		
430.1	298+50	48.3' LT	AL_WB											1										1					1		
430.2	298+50	9.7' LT	AL_WB											1										1					1		
430.3	298+50	9.7' RT	AL_WB											1										1					1		
440	301+50	56' LT	AL_WB								1										1								1		
440.1	301+50	48.3' LT	AL_WB											1										1					1		
440.2	301+50	9.7' LT	AL_WB											1										1					1		
440.3	301+50	1.5' LT	AL_WB											1										1					1		
440.4	301+74	49.4' RT	AL_WB											1										1					1		
440.5	301+70	48.3' LT	AL_WB											1										1					1		
440.6	301+72	2.3' LT	AL_WB											1										1					1		
440.7	301+50	66.5' LT	AL_WB															1							1				1		
460	304+75	56.4' LT	AL_WB								1										1								1		
460.1	49+18	37.5' RT	AL_CC_WEST										1											1					1		
460.2	49+20	6.5' RT	AL_CC_WEST													1								1					1		
460.3	49+00	2.5' LT	AL_CC_WEST													1								1					1		
460.4	48+71	37.5' LT	AL_CC_WEST													1								1					1		
470	305+92	63.9' LT	AL_WB								1										1								1		
470.1	305+89	84.8' LT	AL_WB															2								1			1		
470.2	305+95	57.6' LT	AL_WB											1										1					1		
470.3	305+75	2.7' RT	AL_WB											1										1					1		
470.4	305+75	9.4' RT	AL_WB											1										1					1		
470.5	306+15	57.3' LT	AL_WB											1										1					1		
470.6	305+95	2.3' RT	AL_WB											1										1					1		
470.7	305+95	9.7' RT	AL_WB											1										1					1		
480	309+00	55.3' LT	AL_WB								1										1								1		
480.1	309+00	48.3' LT	AL_WB											1										1					1		
480.2	309+00	2.3' RT	AL_WB											1										1					1		
480.3	309+00	9.7' RT	AL_WB											1										1					1		
480.4	309+00	66.7' LT	AL_WB															1							1				1		
490	312+50	54.9' LT	AL_WB								1										1								1		
490.1	312+50	48.3' LT	AL_WB											1										1					1		
490.2	312+50	9.7' LT	AL_WB											1										1					1		
490.3	312+50	9.7' RT	AL_WB											1										1					1		
500	50+92	72.2' RT	AL_CC_EAST			1																					1	1	1		
500.1	50+93	37.5' RT	AL_CC_EAST											1										1					1		
500.2	50+93	2.5' RT	AL_CC_EAST										1											1					1		
500.3	50+93	6.5' LT	AL_CC_EAST										1											1					1		
500.4	50+93	37.5' LT	AL_CC_EAST										1											1					1		
500.5	50+93	63.1' LT	AL_CC_EAST			1																					1	1	1		
500.6	51+28	37.5' LT	AL_CC_EAST										1											1					1		
510	319+00	0' RT	AL_WB								1										1								1		

(CONTINUED ON NEXT SHEET)

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET**	LOCATION	520.8000* Concrete Collars for Pipe EACH	522.1015 Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch EACH	522.1018* Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	522.1024 Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch EACH	522.1030* Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch EACH	522.1036 Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch EACH	522.1048 Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch EACH	611.0530 Manhole Covers Type J EACH	611.0612 Inlet Covers Type C EACH	611.0624 Inlet Covers Type H EACH	611.0630 Inlet Covers Type HM-GJ EACH	611.0633 Inlet Covers Type HM-GJ-S EACH	611.0639 Inlet Covers Type H-S EACH	611.0642 Inlet Covers Type MS EACH	611.0666 Inlet Covers Type Z EACH	611.2004 Manholes 4-FT Diameter EACH	611.2005 Manholes 5-FT Diameter EACH	611.2006 Manholes 6-FT Diameter EACH	611.2007 Manholes 7-FT Diameter EACH	611.3003 Inlets 3-FT Diameter EACH	611.3004 Inlets 4-FT Diameter EACH	611.3230 Inlets 2x3-FT EACH	611.3901 Inlets Median 1 Grate EACH	611.3902 Inlets Median 2 Grate EACH	611.9800.S Pipe Grates EACH	633.5200* Markers Culvert End EACH	650.4000 Construction Staking Storm Sewer EACH	SPV.0060.23 Cover Plates Permanent EACH	SPV.0060.24 Inlets 5-FT Diameter EACH
CATEGORY CODE 0010																																	
510.1	319+00	9.7' LT	AL_WB											1																1			
510.2	319+00	48.3' LT	AL_WB											1																1			
510.3	319+00	9.7' RT	AL_WB											1																1			
520	321+00	0' RT	AL_WB								1										1									1			
520.1	321+00	106.7' RT	AL_WB				1																							1	1	1		
530	321+98	0' RT	AL_WB								1									1										1				
530.1	321+98	48.3' LT	AL_WB												1													1		1				
530.2	321+98	9.7' LT	AL_WB												1													1		1				
530.3	321+98	9.7' RT	AL_WB												1													1		1				
530.4	322+13	48.3' LT	AL_WB											1													1		1				
530.5	322+13	9.7' LT	AL_WB											1													1		1				
530.6	322+13	9.7' RT	AL_WB											1													1		1				
530.7	321+83	48.3' LT	AL_WB											1													1		1				
530.8	321+83	9.7' LT	AL_WB											1													1		1				
530.9	321+83	9.7' RT	AL_WB											1													1		1				
535	323+44	53.5' LT	AL_WB								1													1					1				
535.1	323+13	93.3' LT	AL_WB							1																				1	1	1		
535.2	323+45	34' LT	AL_WB	1																														
540	325+00	100.4' RT	AL_WB		1																									1	1	1		
540.1	325+00	9.7' RT	AL_WB											1													1		1				
540.2	325+00	9.7' LT	AL_WB											1													1		1				
540.3	325+00	48.3' LT	AL_WB											1													1		1				
550	326+05	90.1' LT	AL_WB						1																					1	1	1		
560	326+25	64' LT	AL_WB								1										1									1				
570	328+37	64' LT	AL_WB								1										1									1				
580	331+79	64' LT	AL_WB								1											1								1				
580.1	331+87	101' LT	AL_WB					1																						1	1	1		
580.2	332+00	69' LT	AL_WB															2											1		1			
580.3	331+87	90.6' LT	AL_WB															2											1		1			
590	328+00	97.8' RT	AL_WB		1																									1	1	1		
590.1	328+00	9.7' RT	AL_WB											1													1		1				
590.2	328+00	9.7' LT	AL_WB											1													1		1				
590.3	328+00	48.3' LT	AL_WB											1													1		1				
600	331+00	88.1' RT	AL_WB		1																									1	1	1		
600.1	331+00	9.7' RT	AL_WB											1													1		1				
600.2	331+00	9.7' LT	AL_WB											1													1		1				
600.3	331+00	48.3' LT	AL_WB											1													1		1				
610	334+00	89.5' RT	AL_WB		1																									1	1	1		
610.1	334+00	48.3' RT	AL_WB											1													1		1				
610.2	334+00	9.7' RT	AL_WB											1													1		1				
610.3	334+00	9.7' LT	AL_WB											1													1		1				
610.4	334+00	48.3' LT	AL_WB											1													1		1				
620	337+00	88' RT	AL_WB		1																									1	1	1		
620.1	337+00	50.2' RT	AL_WB										1														1		1				
620.2	337+00	5.5' RT	AL_WB										1														1		1				
620.3	337+00	13.5' LT	AL_WB										1														1		1				
620.4	337+00	44.5' LT	AL_WB										1														1		1				
630	338+50	92.5' RT	AL_WB		1																									1	1	1		
630.1	338+50	57.5' RT	AL_WB										1													1					1			
630.2	339+53	46.4' RT	AL_WB																1							1								
635	53+50	56.5' LT	AL_NV			1																								1	1	1		
635.1	53+50	54.5' RT	AL_NV															1											1			1		
636	55+01	33.9' RT	AL_NV		1																									1	1	1		
636.1	54+81	18.1' RT	AL_NV										1														1		1				
640	50+86	69.3' LT	AL_NV			1																								1	1	1		
640.1	341+06	45' RT	AL_WB										1														1		1				
640.2	341+20	9.5' RT	AL_WB										1														1		1				
640.3	341+21	3.5' RT	AL_WB										1														1		1				
640.4	340+93	41.6' LT	AL_WB																1							1			1				
640.5	341+01	59.8' LT	AL_WB																1							1			1				
640.6	341+25	87.2' LT	AL_WB													1											1			1				
640.7	49+20	23.5' RT	AL_NV										1														1			1				
640.8	48+76	38' LT	AL_NV													1											1			1				
640.9	47+58	38' LT	AL_NV									1													1					1				
642	49+00	23.5' RT	AL_NV										1														1			1				
	PROJECT 2788-00-72 SUBTOTALS			1	9	5	2	3	1	1	18	1	18	61	9	5	12	3	7	8	2	1	1	5	89	4	4	21	21	144	0	2
		TOTALS		**5**	**12**	**8**	**6**	**3**	**2**	**1**	**26**	**1**	**19**	**100**	**22**	**5**	**17**	**3**	**10**	**13**	**2**	**1**	**1**	**5**	**140**	**5**	**6**	**32**	**32**	**223**	**3**	**7**

REMARKS
* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN
** STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

SECTION SURVEY MONUMENTS

	STATION	LOCATION	SPV.0060.10 SECTION CORNER MONUMENTS SPECIAL EACH
CAT 0010			
PROJECT NO: 2788-02-70			
STAGE 3			
	WB 270+58	RT	1
STAGE 3 SUBTOTAL			**1**
2788-02-70 TOTAL			**1**
PROJECT NO: 2788-00-72			
STAGE 2			
	WB 324+14	LT	1
STAGE 2 SUBTOTAL			**1**
STAGE 3			
	WB 297+30	RT	1
STAGE 3 SUBTOTAL			**1**
2788-00-72 TOTAL			**2**
CONSTRUCTION TOTAL			**3**

WATER

	STATION	LOCATION	624.0100 WATER MGAL
CAT 0010			
PROJECT NO: 2788-02-70			
STAGE 1			
	WB 264+00 - 272+85	RT	18
	WB 275+25 - 282+00	RT	24
	WB 282+75 - 284+75	RT	6
	US 41+50 - 49+75	LT	20
	US 50+50 - 55+75	RT	17
	US 56+25 - 60+50	RT	11
STAGE 1 SUBTOTAL			**11**
STAGE 2			
	WB 266+58 - 273+75	LT	24
	WB 273+75 - 281+10	LT	67
	WB 281+10 - 284+75	LT	74
	FC 48+43 - 49+10	LT/RT	7
	US 38+50 - 49+00	LT/RT	246
	TO 10+75 - 11+90	LT/RT	4
STAGE 2 SUBTOTAL			**398**
STAGE 3			
	WB 264+66 - 273+75	RT	28
	WB 273+75 - 280+75	RT	86
	WB 280+75 - 284+75	RT	86
	FC 50+85 - 51+53	LT/RT	3
	US 51+00 - 62+40	LT/RT	309
STAGE 3 SUBTOTAL			**483**
STAGE 4			
	WB 273+75 - 281+00	MED	48
	WB 281+00 - 284+75	MED	14
STAGE 4 SUBTOTAL			**62**
2788-02-70 TOTAL			**953**

WATER (CONT.)

	STATION	LOCATION	624.0100 WATER MGAL
CAT 0010			
PROJECT NO: 2788-00-72			
STAGE 1			
	WB 284+75 - 287+25	LT	3
	WB 284+75 - 286+50	RT	3
	WB 335+25 - 340+25	RT	22
	WB 336+25 - 342+50	LT/RT	10
	WB 340+50 - 342+50	RT	28
STAGE 1 SUBTOTAL			**66**
STAGE 2			
	WB 284+75 - 288+50	LT	54
	WB 288+50 - 305+25	LT	240
	WB 305+25 - 336+50	LT	469
	WB 336+50 - 342+31	LT	85
	DWY 48+50 - 49+25	LT/RT	3
	CC 48+00 - 49+50	LT/RT	7
	NV 44+50 - 49+00	LT/RT	17
STAGE 2 SUBTOTAL			**875**
STAGE 3			
	WB 284+75 - 288+50	RT	70
	WB 288+50 - 289+75	RT	24
	WB 289+75 - 305+25	RT	113
	WB 305+25 - 331+00	RT	172
	WB 331+00 - 336+50	RT	84
	WB 336+50 - 342+31	RT	101
	DWY 51+00 - 51+50	LT/RT	1
	CC 50+50 - 52+75	LT/RT	11
	NV 51+00 - 56+75	LT/RT	25
	NV 52+75	LT/RT	2
STAGE 3 SUBTOTAL			**602**
STAGE 4			
	WB 284+75 - 288+75	MED	31
	WB 288+75 - 305+25	MED	55
	WB 305+25 - 336+50	MED	37
	WB 336+75 - 342+50	MED	41
STAGE 4 SUBTOTAL			**164**
2788-00-72 TOTAL			**1,708**
CONSTRUCTION TOTAL			**2,661**

3

DITCH CHECK ITEMS

STATION	628.7504 TEMPORARY DITCH CHECKS LF	628.7515.S STONE OR ROCK DITCH CHECKS CY	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	645.0140 GEOTEXTILE TYPE SAS SY
CATEGORY CODE 0010					
PROJECT 2788-02-70					
264'WB'+66 - 274'WB'+50	132	--	26	24	--
274'WB'+50 - 284'WB'+74.64	36	--	45	79	--
USH 18 WEST	60	20	22	30	58
USH 18 EAST	108	--	15	29	--
UNDISTRIBUTED	84	6	27	48	15
PROJECT 2788-02-70 SUBTOTALS	420	26	135	210	73
PROJECT 2788-00-72					
284'WB'+74.64 - 295'WB'+00	168	30	10	145	87
295'WB'+00 - 305'WB'+00	456	--	4	10	--
305'WB'+00 - 315'WB'+00	348	--	11	34	--
315'WB'+00 - 325'WB'+00	204	20	2	24	58
325'WB'+00 - 335'WB'+00	624	--	6	20	--
335'WB'+00 - 345'WB'+00	216	--	4	12	--
NORTHVIEW	300	--	14	32	--
UNDISTRIBUTED	579	14	14	78	37
PROJECT 2788-00-72 SUBTOTALS	2,895	64	65	355	182
TOTALS	**3,315**	**90**	**200**	**565**	**255**

EROSION MAT ITEMS

STATION - STATION	LOCATION	628.2004 CLASS I TYPE B SY	628.2008 URBAN CLASS I TYPE B SY	628.2033 CLASS III TYPE B SY
CATEGORY CODE 0010				
PROJECT 2788-02-70				
264'WB'+66 - 274'WB'+30	RT	558	2,167	--
266'WB'+58 - 274'WB'+40	LT	--	2,060	--
274'WB'+30 - 55'US'+65	RT	129	4,010	--
274'WB'+95 - 281'WB'+75	LT	484	2,515	--
283'WB'+39 - 284'WB'+75	LT	6	342	--
43'US'+46 - 46'US'+55	RT	--	1,343	--
11'TO'+90 - 46'US'+96	LT	--	1,644	--
57'US'+01 - 59'US'+70	LT	--	434	--
UNDISTRIBUTED		294	3,612	--
PROJECT 2788-02-70 SUBTOTALS		1,471	18,127	--
PROJECT 2788-00-72				
284'WB'+75 - 288'WB'+43	LT	298	1,301	--
287'WB'+95 - 304'WB'+84	LT	4,677	3,627	44
290'WB'+50 - 304'WB'+65	RT	2,477	--	--
292'WB'+70 - 301'WB'+23	LT & RT	--	1,494	--
48'CC'+00 - 48'NV'+45	LT	12,367	5,155	--
305'WB'+90 - 56'NV'+65	RT	11,126	5,978	67
309'WB'+40 - 339'WB'+43	LT & RT	--	5,478	--
342'WB'+32 - 56'NV'+65	LT	2,765	327	--
UNDISTRIBUTED		8,419	5,813	29
PROJECT 2788-00-72 SUBTOTALS		42,129	29,173	140
TOTALS		**43,600**	**47,300**	**140**

SILT FENCE ITEMS

STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520* SILT FENCE MAINTENANCE LF	SPV.0090.21 HEAVY DUTY SILT FENCE LF	COMMENTS
CATEGORY CODE 0010					
PROJECT 2788-02-70					
266'WB'+58 - 275'WB'+27	LT	737	923	186	CTH TT
270'WB'+41 - 62'WB'+27	RT	1,142	2,256	1,115	CTH TT/ USH 118
279'WB'+52 - 280'WB'+36	LT	--	111	111	CTH TT
283'WB'+50 - 284'WB'+75	LT	125	125	--	CTH TT
43'US'+41 - 47'US'+09	LT	333	383	50	USH 18
43'US'+71 - 46'US'+25	RT	--	275	275	USH 18
55'US'+00 - 57'US'+50	LT	291	291	--	USH 18
UNDISTRIBUTED		656	1,097	436	
PROJECT 2788-02-70 SUBTOTALS		3,284	5,461	2,173	
PROJECT 2788-00-72					
284'WB'+75 - 291'WB'+25	LT	489	613	125	CTH TT
287'WB'+95 - 289'WB'+70	RT	168	168	--	CTH TT
293'WB'+00 - 300'WB'+28	LT	733	733	--	CTH TT
297'WB'+51 - 301'WB'+75	RT	424	424	--	CTH TT
320'WB'+00 - 324'WB'+00	LT	201	416	215	CTH TT
321'WB'+10	RT	34	34	--	CTH TT
323'WB'+00 - 325'WB'+20	RT	247	640	393	CTH TT/ DRY POND
47'NV'+88 - 51'NV'+80	LT	270	270	--	COLDWATER CREEK DR
47'NV'+94 - 52'NV'+92	RT	430	430	--	COLDWATER CREEK DR
43'NV'+97 - 54'NV'+50	LT	922	922	--	NORTH VIEW RD/ CTH TT
45'NV'+17 - 46'NV'+00	RT	90	90	--	NORTH VIEW RD
51'NV'+32 - 52'NV'+00	RT	86	86	--	NORTH VIEW RD/ CTH TT
UNDISTRIBUTED		1,022	1,213	184	
PROJECT 2788-00-72 SUBTOTALS		5,116	6,039	917	
TOTALS		**8,400**	**11,500**	**3,090**	

*INCLUDES MAINTENANCE FOR BOTH REGULAR AND HEAVY DUTY SILT FENCE.

EROSION BALES

STATION	628.1104 LF
CATEGORY CODE 0010	
PROJECT 2788-02-70	
UNDISTRIBUTED	200
PROJECT 2788-02-70 SUBTOTAL	200
PROJECT 2788-00-72	
UNDISTRIBUTED	300
PROJECT 2788-00-72 SUBTOTAL	300
TOTAL	**500**

EROSION CONTROL MOBILIZATIONS ITEMS

LOCATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
CATEGORY CODE 0010		
PROJECCT 2788-02-70	14	9
PROJECCT 2788-00-72	14	8
TOTALS	**28**	**17**

LANDSCAPING ITEMS

STATION - STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2002 EROSION MAT CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0110 SEEDING MIXTURE NO. 10 LB	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	630.0400 SEEDING NURSE CROP LB	SPV.0120.01 WATER FOR SEEDED AREAS MGAL	631.1000 SOD LAWN SY	COMMENTS
CAT 0010															
PROJECT NO: 2788-02-70															
STAGE 1															
WB 264+65 - 272+85	RT	--	2,175	1,087	--	1.40	--	--	40	--	30	--	49	--	
WB 275+24 - 281+77	RT	--	--	--	879	0.60	--	--	--	--	24	--	20	--	TEMP GRADING
WB 282+68 - 284+75	RT	--	--	--	204	0.20	--	--	--	--	6	--	5	--	TEMP GRADING
US 41+58 - 49+58	LT	--	--	--	1,803	1.20	--	--	--	--	49	--	41	--	TEMP GRADING
US 50+89 - 55+95	RT	--	--	--	780	0.50	--	--	--	--	22	--	18	--	TEMP GRADING
US 56+25 - 60+50	RT	--	--	--	265	0.20	--	--	--	--	8	--	6	--	TEMP GRADING
STAGE 1 SUBTOTAL		**--**	**2,175**	**1,087**	3,931	**4.10**	**--**	**--**	**40**	**--**	**139**	**--**	**139**	**--**	
STAGE 2															
FC 48+42 - 49+50	LT/RT	195	--	--	--	--	--	--	--	--	--	--	--	195	
US 38+50 - 43+15	LT/RT	2,590	--	--	--	--	--	--	--	--	--	--	--	2,590	
US 43+15 - 49+50	LT/RT	721	2,585	1,292	--	1.70	--	--	47	--	35	--	59	721	
WB 266+58 - 273+75	LT	--	1,821	910	--	1.20	--	--	33	--	25	--	41	--	
WB 273+75 - 282+00	LT	--	2,686	1,343	--	1.70	--	--	49	--	37	--	61	--	
WB 283+75 - 284+75	LT	--	344	172	--	0.30	--	--	7	--	5	--	8	--	
STAGE 2 SUBTOTAL		**3,506**	**7,436**	**3,717**	**--**	**5**	**--**	**--**	**136**	**--**	**102**	**--**	**161**	**3,506**	
STAGE 3															
WB 272+75 - 281+50	RT	--	3,460	1,730	--	2.20	--	--	63	--	47	--	78	--	
WB 283+00 - 284+75	RT	413	--	--	--	--	--	--	--	--	--	--	--	413	
US 50+50 - 56+00	LT/RT	1,111	936	468	--	0.60	--	--	17	--	13	--	22	1,111	
US 56+00 - 62+50	LT/RT	1,540	292	146	--	0.20	--	--	6	--	8	--	7	1,540	
US 58+20 - 62+75	LT	--	--	--	609	0.40	--	--	--	--	17	--	14	--	TEMP GRADING
STAGE 3 SUBTOTAL		**3,064**	**4,688**	**2,343**	**609**	**3.4**	**--**	**--**	**86**	**--**	**85**	**--**	**121**	**3,064**	
UNDISTRIBUTED		**1,643**	**3,575**	**1,787**	**1,135**	**3**	**--**	**--**	**66**	**--**	**82**	**--**	**105**	**1,643**	
2788-02-70 TOTAL		**8,213**	**17,874**	**8,935**	**5,675**	**16**	**--**	**--**	**328**	**--**	**408**	**--**	**526**	**8,213**	

(CONTINUED ON NEXT SHEET)

LANDSCAPING ITEMS (CONT.)

STATION - STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2002 EROSION MAT CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0110 SEEDING MIXTURE NO. 10 LB	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	630.0400 SEEDING NURSE CROP LB	SPV.0120.01 WATER FOR SEEDED AREAS MGAL	631.1000 SOD LAWN SY	COMMENTS
CAT 0010															
PROJECT NO: 2788-00-72															
STAGE 1															
WB 284+75 - 286+50	RT	--	--	--	191	0.20	--	--	--	--	6	--	5	--	TEMP GRADING
WB 335+11 - 339+85	RT	--	--	--	587	0.40	--	--	--	--	16	--	14	--	TEMP GRADING
WB 340+52 - 345+67	RT	--	--	--	540	0.40	--	--	--	--	15	--	13	--	TEMP GRADING
STAGE 1 SUBTOTAL		**--**	**--**	**--**	**1317**	**1.00**	**--**	**--**	**--**	**--**	**37**	**--**	**32**	**--**	
STAGE 2															
WB 284+75 - 287+50	LT	--	1,121	560	--	.8	--	--	21	--	16	--	26	--	
WB 287+50 - 304+75	LT	--	9,077	4,538	--	5.8	65	--	78	--	123	--	204	--	
WB 305+75 - 340+50	LT	--	17,360	8,680	--	11.0	168	--	90	--	235	--	390	--	
WB 324+50 - 326+75	RT	--	3,453	1,726	--	2.2	--	--	--	13	47	25	78	--	POND
WB 341+00 - 342+42	LT	118	--	--	--	--	--	--	--	--	--	--	--	118	
CC 48+00 - 49+50	LT/RT	143	201	100	--	.2	--	--	4	--	3	--	5	143	
NV 44+00 - 49+50	LT/RT	1,036	250	125	--	.2	--	--	5	--	4	--	6	1,036	
STAGE 2 SUBTOTAL		**1,297**	**31,462**	**15,729**	**--**	**20**	**233**	**--**	**198**	**13**	**428**	**25**	**709**	**1,297**	
STAGE 3															
WB 284+75 - 288+50	RT	666	--	--	--	--	--	--	--	--	--	--	--	666	
WB 289+00 - 290+50	RT	553	--	--	--	--	--	--	--	--	--	--	--	553	
WB 290+50 - 304+75	RT	--	2,640	1,320	--	1.7	3	45	--	--	36	--	60	--	
WB 293+86 - 300+10	MED	--	1,179	589	--	.8	--	--	22	--	16	--	27	--	
WB 305+75 - 340+00	RT	--	13,001	6,500	--	8.2	103	81	16	--	176	--	292	--	
WB 310+08 - 333+43	MED	--	4,411	2,205	--	2.8	--	--	80	--	60	--	100	--	
WB 340+75 - 342+42	RT	--	719	360	--	.5	8	--	4	--	10	--	17	--	
CC 50+50 - 52+75	LT/RT	561	--	--	--	--	--	--	--	--	--	--	--	561	
NV 51+00 - 56+75	LT/RT	--	3,962	1,981	--	2.5	29	12	23	--	54	--	89	--	
STAGE 3 SUBTOTAL		**1,780**	**25,912**	**12,955**	**--**	**16.5**	**143**	**138**	**145**	**--**	**352**	**--**	**585**	**1,780**	
STAGE 4															
WB 292+70 - 293+86	MED	--	160	80	--	.2	--	--	3	--	3	--	4	--	
WB 300+10 - 301+23	MED	--	157	78	--	.1	--	--	3	--	3	--	4	--	
WB 309+39 - 310+08	MED	--	97	48	--	.1	--	--	2	--	2	--	3	--	
WB 333+43 - 339+43	MED	--	990	495	--	.7	--	--	18	--	14	--	23	--	
STAGE 4 SUBTOTAL		**--**	**1,404**	**701**	**--**	**1**	**--**	**--**	**26**	**--**	**22**	**--**	**34**	**--**	
UNDISTRIBUTED		**769**	**14,695**	**7,346**	**329**	**10**	**94**	**35**	**92**	**3**	**210**	**6**	**340**	**769**	
2788-00-72 TOTAL		**3,846**	**73,473**	**36,731**	**1,646**	**49**	**470**	**173**	**461**	**16**	**1,049**	**31**	**1,700**	**3,846**	
CONSTRUCTION TOTAL		**12,059**	**91,346**	**45,666**	**7,322**	**64.0**	**470**	**173**	**789**	**16**	**1,456**	**31**	**2,226**	**12,059**	

NOTE: APPLY MULCH TO TEMPORARY SEEDED AREAS

3

POLYETHELENE SHEETING

STATION	LOCATION	628.5505 SY
CATEGORY CODE 0010		
PROJECT 2788-02-70		
UNDISTRIBUTED		50
PROJECT 2788-02-70 SUBTOTAL		50
PROJECT 2788-00-72		
UNDISTRIBUTED		100
PROJECT 2788-00-72 SUBTOTAL		100
TOTAL		**150**

SOIL STABILIZER

STATION - STATION	LOCATION	628.6505 TYPE A ACRE	628.6510 TYPE B ACRE
CATEGORY CODE 0010			
PROJECT 2788-02-70			
UNDISTRIBUTED		0.50	2.00
PROJECT 2788-02-70 SUBTOTAL		0.50	2.00
PROJECT 2788-00-72			
UNDISTRIBUTED		0.50	3.50
PROJECT 2788-00-72 SUBTOTAL		0.50	3.50
TOTAL		**1.00**	**5.50**

INLET PROTECTION ITEMS

LOCATION	628.7005 TYPE A* EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
CATEGORY CODE 0010			
PROJECT 2788-02-70			
EXISTING STRUCTURES	--	5	--
PROPOSED STRUCTURES	6	40	13
UNDISTRIBUTED	3	12	3
PROJECT 2788-02-70 SUBTOTALS	9	57	16
PROJECT 2788-00-72			
EXISTING STRUCTURES	4	11	--
PROPOSED STRUCTURES	9	75	20
UNDISTRIBUTED	3	22	4
PROJECT 2788-00-72 SUBTOTALS	16	108	24
TOTALS	**25**	**165**	**40**

*TYPE A MODIFIED TO INCLUDE ROCK BAGS, PAID SEPARATELY

TRACKING PAD

STATION	628.7560 EACH
CATEGORY CODE 0010	
PROJECT 2788-02-70	3
PROJECT 2788-00-72	3
TOTAL	**6**

CLOSING CULVERT PIPES

STATION	LOCATION	204.0275 EACH
CATEGORY CODE 0010		
PROJECT 2788-00-72		
302'WB'+49	RT	1
TOTAL		**1**

OUTLET PIPE SEDIMENT TRAPS

STATION	LOCATION	SPV.0060.31 OUTLET PIPE SEDIMENT TRAPS RIPRAP MEDIUM EACH	SPV.0060.32 OUTLET PIPE SEDIMENT TRAPS FIELD STONE MEDIUM EACH
CATEGORY CODE 0010			
PROJECT 2788-02-70			
280'WB'+71	LT	1	--
280'WB'+91	RT	1	--
43'US'+78	RT	--	1
45'US'+90	RT	--	1
PROJECT 2788-02-70 SUBTOTAL		2	2
PROJECT 2788-00-72			
288'WB'+31	LT	1	--
289'WB'+86	RT	1	--
321'WB'+00	RT	1	--
PROJECT 2788-00-72 SUBTOTAL		3	--
TOTAL		**5**	**2**

ABANDONING SEWER

STATION	LOCATION	204.0291.S CY	COMMENTS
CATEGORY CODE 0010			
PROJECT 2788-02-70			
280'WB'+09 - 280'WB'+31	LT & RT	7	FILL 15-INCH CP
TOTAL		**7**	

TEMPORARY SEDIMENT TRAPS

STATION	SPV.0060.21 EACH
CATEGORY CODE 0010	
PROJECT 2788-02-70	
UNDISTRIBUTED	5
PROJECT 2788-02-70 SUBTOTAL	5
PROJECT 2788-00-72	
UNDISTRIBUTED	5
PROJECT 2788-00-72 SUBTOTAL	5
TOTAL	**10**

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	REMARKS
CAT 0010																					
PROJECT NO: 2788-02-70																					
3-1	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	1	--	--	1	1	--	--	--	--	--	--	
3-2	W4-2R	RIGHT LANE ENDS	36 X 36	--	--	9.00	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
3-3	W9-1R	RIGHT LANE ENDS	36 X 36	--	--	9.00	--	--	1	--	--	--	--	--	--	.	--	--	--	--	
3-4	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
3-5	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	--	1	--	--	1	1	--	--	--	--	--	--	
3-7	W3-3	SIGNAL AHEAD	36 X 36	--	--	9.00	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
3-8	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
4-1	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
4-3	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
4-4	J1-1	JCT 18	36 X 57	14.25	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
--	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
4-5	W3-3	SIGNAL AHEAD	36 X 36	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
4-6	D1-65	SUMMIT AVE NEXT SIGNAL	90 X 30	18.75	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	
4-7	D1-1	DOWNTOWN WAUKESHA	72 X 24	12.00	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	
4-8	J2-1	WEST 18 AHEAD LEFT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M3-4	WEST	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M5-1L	AHEAD LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
4-9	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 4-9
4-11	R3-7L	LEFT LANE MUST TURN LEFT	30 X 30	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
4-12	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
4-13	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
4-14	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
4-15	W4-2R	RIGHT LANE ENDS	36 X 36	--	--	9.00	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
4-16	W16-9P	AHEAD	24 X 8	--	--	1.33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 4-15
4-17	J2-1	WEST 18 AHEAD LEFT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M3-4	WEST	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M5-1L	AHEAD LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
5-1	W9-1R	RIGHT LANE ENDS	36 X 36	--	--	9.00	--	--	--	1	--	--	--	--	--	.	--	--	--	--	
5-2	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	--	1	--	--	1	1	--	--	--	--	--	--	
5-3	M1-5A	COUNTY TT	36 X 36	9.00	--	--	--	--	--	1	--	--	1	1	--	--	--	--	--	--	
5-4	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
5-7	R1-2	YIELD	48 X 42	7.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
5-8	J3-1	WEST 18 RIGHT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M3-4	WEST	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M6-1R	RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
5-10	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	

(CONTINUED ON NEXT SHEET)

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	REMARKS
CAT 0010																						
5-12	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	
--	M6-4	RIGHT/LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 5-12
5-14	R1-2	YIELD	48 X 42	7.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
5-17	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
5-18	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	
5-19	--	WAUKESHA COUNTY ADOPT-A-HIGHWAY	-- X --	--	--	--	--	--	--	--	--	--	1	2	--	--	--	--	--	--	--	
--	--	EDWARD JONES CHIP TINDER	-- X --	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 5-19
--	--	FOLDING WORKERS AHEAD	-- X --	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 5-19
5-22	J3-1	WEST 18 LEFT	36 X 84	21.00	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 5-23
--	M3-4	WEST	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M6-1L	LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
5-23	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 5-22
5-24	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-25	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-26	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-27	M1-94H	MERRILL HILLS RD LEFT MEADOWBROOK RD RIGHT	132 X 36	33.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
5-28	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-29	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-30	W12-1D	DOUBLE ARROW	24 X 24	--	--	4.00	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2' MOUNTING HEIGHT
5-31	W12-1D	DOUBLE ARROW	24 X 24	--	--	4.00	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2' MOUNTING HEIGHT
5-32	R1-1F	FOLDING STOP	36 X 36	--	9.00	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-33	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-34	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-35	M1-94H	MERRILL HILLS RD LEFT MEADOWBROOK RD RIGHT	132 X 36	33.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
5-36	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-37	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-40	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
5-41	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-42	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
5-45	J1-1	END TT	36 X 57	14.25	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
--	M4-6	END	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
16-1	W14-3	NO PASSING ZONE	48 X 36	--	--	6.00	--	--	1	--	--	--	1	1	--	--	--	--	--	--	--	SAME SUPPORT AS 16-2
16-2	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 16-1
16-3	W4-2R	RIGHT LANE ENDS	36 X 36	--	--	9.00	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
16-5	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	--	

(CONTINUED ON NEXT SHEET)

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NO. OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NO. OF SIGNS	REMARKS
CAT 0010																					
16-6	J1-2	JCT 318 JCT TT	72 X 57	28.50	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	
--	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-2
--	M1-6	STH 318	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-2
--	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-2
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-2
16-7	R3-20R	BEGIN RIGHT TURN LANE	36 X 54	13.50	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
16-8	W3-3	SIGNAL AHEAD	36 X 36	--	--	9.00	--	--	--	1	--	--	1	1	--	--	--	--	--	--	
16-9	J1-1	TO I-94	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 16-10
--	M4-5	TO	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
16-10	M4-22L	SECOND LEFT	36 X 30	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 16-9
16-11	W9-62	THIS LANE ENDS	48 X 60	20.00	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	MOUNT ON OH SIGN SUPPORT
17-1	R3-Y8	DUAL LEFT TURN ONLY	30 X 36	7.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
17-2	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
17-4	R5-1	DO NOT ENTER	36 X 36	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
17-8	R1-1	STOP	36 X 36	9.00	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	SAME SUPPORT AS 17-9
17-9	--	PRIVATE DRIVE	-- X --	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	SAME SUPPORT AS 17-8
17-10	D1-61	WAUKESHA BYPASS	54 X 36	13.50	--	--	--	--	--	2	--	--	--	--	--	--	--	1	1	1	
17-11	M4-5	TO	36 X 18	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 17-11
--	M5-1L	AHEAD LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 17-11
17-16	M3-3	SOUTH	36 X 18	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 17-16
--	M6-1	RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 17-16
17-19	J2-1	SOUTH COUNTY TT AHEAD RIGHT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 17-20
--	M3-3	SOUTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M5-1R	AHEAD RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
17-20	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 17-19
17-21	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
17-22	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
17-23	J2-2	TO 94 AHEAD LT N 318 AHEAD LT	72 X 84	42.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M4-5	TO	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M5-1L	AHEAD LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M3-1	NORTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M1-6	STH 318	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M5-1L	AHEAD LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
17-24	R4-7	KEEP RIGHT	36 X 48	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
17-25	J23-1	TO I-94 LEFT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 17-26
--	M4-5	TO	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J23-1
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J23-1
--	M6-1L	LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J23-1
17-26	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 17-25
17-27	M4-5	TO	36 X 18	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	

(CONTINUED ON NEXT SHEET)

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	REMARKS
CAT 0010																					
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 17-27
--	M6-1L	LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 17-27
17-30	R5-1A	WRONG WAY	42 X 30	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
17-31	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
18-1	M1-94S	STH 18 SUMMIT AVE	108 X 18	13.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
18-2	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
18-3	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
18-5	J3-1	SOUTH TT RIGHT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M3-3	SOUTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M6-1R	RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
18-6	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
18-7	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
18-8	M1-94S	STH 18 SUMMIT AVE	108 X 18	13.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
18-9	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
18-10	R5-1A	WRONG WAY	42 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
18-11	M3-1	NORTH	36 X 18	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 18-11
--	M6-1L	LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 18-11
18-14	J3-1	NORTH 318 LEFT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 18-15, 18-16
--	M3-1	NORTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M1-6	STH 318	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M6-1L	LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
18-15	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 18-14, 18-16
18-16	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 18-14, 18-15
18-17	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	1	--	--	--	--	--	--	--	SAME SUPPORT AS 18-18
18-18	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 18-17
18-19	J3-1	SOUTH TT LEFT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M3-3	SOUTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M6-1L	LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
18-20	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
18-21	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
19-1	M3-1	NORTH	36 X 18	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 19-1
--	M6-1R	RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 19-1
19-4	D1-61	WAUKESHA BYPASS	54 X 36	13.50	--	--	--	--	2	--	--	--	--	--	--	--	--	--	1	1	1	
19-5	J2-2	TO 94 AHEAD RT N 318 AHEAD RT	72 X 84	42.00	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	
--	M4-5	TO	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M5-1R	AHEAD RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M3-1	NORTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M1-6	STH 318	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M5-1R	AHEAD RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
19-6	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
19-7	R9-3A	NO PEDESTRIAN CROSSING	18 X 18	2.25	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 19-8

(CONTINUED ON NEXT SHEET)

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	REMARKS
CAT 0010																					
19-8	R9-3BR	USE CROSSWALK	18 X 12	1.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 19-7
19-9	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
19-10	R5-1	DO NOT ENTER	36 X 36	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
19-11	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
19-12	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
19-13	R3-7R	RIGHT LANE MUST TURN RIGHT	36 X 36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON OH SIGN POLE
19-14	R3-5R	RIGHT TURN ONLY	42 X 48	14.00	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	MOUNT ON OH SIGN SUPPORT
19-15	M3-3	SOUTH	36 X 18	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 19-15
--	M6-1L	LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 19-15
19-18	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
19-19	R4-7	KEEP RIGHT	36 X 48	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
19-20	J2-1	SOUTH TT AHEAD LEFT	36 X 84	21.00	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	
--	M3-3	SOUTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M5-1L	AHEAD LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
19-21	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
19-22	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
19-24	J3-2	TO 94 RIGHT NORTH 318 RIGHT	72 X 84	42.00	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	
--	M4-5	TO	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-2
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-3
--	M6-1R	RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-4
--	M3-1	NORTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-5
--	M1-6	STH 318	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-6
--	M6-1R	RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-7
20-1	W3-3	SIGNAL AHEAD	36 X 36	--	--	9.00	--	--	--	1	--	--	1	1	--	--	--	--	--	--	
20-2	R3-20R	BEGIN RIGHT TURN LANE	36 X 54	13.50	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
20-3	S5-2	END SCHOOL ZONE	36 X 42	--	--	10.50	--	--	--	1	--	--	1	1	--	--	--	--	--	--	
20-4	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 20-4
20-6	J1-1	JCT TT	36 X 57	14.25	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
--	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
20-7	S1-1	SCHOOL CROSSING	36 X 36	--	--	6.75	--	--	--	1	--	--	1	1	--	--	--	--	--	--	SAME SUPPORT AS 20-8, 20-9
20-8	W16-9P	AHEAD	30 X 18	--	--	3.75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 20-7, 20-9
20-9	R2-6P	FINES HIGHER	36 X 24	6.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 20-7, 20-8
20-10	--	DO NOT ENTER FIRE TRUCK EXIT ONLY	-- X --	--	--	--	--	--	--	--	--	1	--	--	1	--	--	--	--	--	
20-11	R5-1	DO NOT ENTER	-- X --	--	--	--	--	--	--	--	--	1	--	--	1	--	--	--	--	--	
20-12	R3-7R	RIGHT LANE MUST TURN RIGHT	36 X 36	9.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
		2788-02-70 TOTAL		**1154.55**	**61.22**	**108.33**	**2**	**7**	**33**	**24**	**19**	**3**	**36**	**33**	**2**	**1**	**1**	**2**			

(CONTINUED ON NEXT SHEET)

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	REMARKS
CAT 0010																					
PROJECT NO: 2788-00-72																					
5-9	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
5-39	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
6-2	J33-1	ALTERNATE WEST I-94 RIGHT	36 X 102	25.50	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M4-1	ALTERNATE	36 X 18	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	PART OF J33-1
--	M3-4	WEST	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J33-1
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J33-1
--	M6-1R	RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J33-1
6-3	M4-1	ALTERNATE	36 X 18	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M3-4	WEST	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 6-3
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 6-3
--	M6-1R	RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 6-3
6-7	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M6-4	RIGHT/LEFT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 6-7
6-9	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 6-9
6-11	J2-1	WEST 18 AHEAD RIGHT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M3-4	WEST	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M5-1R	AHEAD RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
6-12	D1-1	DOWNTOWN WAUKESHA	72 X 24	12.00	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	
6-13	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
6-14	D1-65	SUMMIT AVE NEXT SIGNAL	90 X 30	18.75	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	
6-15	W3-3	SIGNAL AHEAD	36 X 36	--	--	9.00	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
6-16	J1-1	JCT 18	36 X 57	14.25	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
--	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
6-17	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
6-18	J4-1	NORTH 318	36 X 57	14.25	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
--	M3-1	NORTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-1
--	M1-6	STH 318	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-1
6-20	R9-3A	NO PEDESTRIAN CROSSING	18 X 18	2.25	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 6-21
6-21	R9-3BL	USE CROSSWALK	18 X 12	1.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 6-20
6-22	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
6-23	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
6-24	J2-1	WEST 18 AHEAD RIGHT	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M3-4	WEST	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M5-1R	AHEAD RIGHT ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
6-25	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
6-26	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
6-27	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
6-28	W3-3	SIGNAL AHEAD	36 X 36	--	--	9.00	--	--	1	--	--	--	--	--	--	--	--	--	--	--	

(CONTINUED ON NEXT SHEET)

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	REMARKS
CAT 0010																					
6-29	J1-1	JCT 18	36 X 57	14.25	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
--	M2-1	JCT	30 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
--	M1-4	STH 18	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
7-1	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
8-1	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
8-2	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-1	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-2	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
9-3	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-4	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
9-5	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-6	R2-1	SPEED LIMIT 25	24 X 30	5.00	--	--	--	1	--	--	--	--	1	1	--	--	--	--	--	--	
9-7	R1-1	STOP	36 X 36	7.46	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
9-10	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-11	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-12	R4-7	KEEP RIGHT	24 X 30	5.00	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
9-13	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-14	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-15	R4-7	KEEP RIGHT	24 X 30	5.00	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
9-16	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-17	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
9-18	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
10-1	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
10-2	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	SAME SUPPORT AS 10-4
10-3	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
10-4	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 10-2
10-5	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	--	1	--	--	1	1	--	--	--	--	--	--	
11-1	W11-3	DEER CROSSING	36 X 36	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
13-1	W11-3	DEER CROSSING	36 X 36	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
13-2	W3-3	SIGNAL AHEAD	36 X 36	--	--	9.00	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
13-3	W3-3	SIGNAL AHEAD	36 X 36	--	--	9.00	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
13-4	W3-5	SPEED LIMIT 35 AHEAD	36 X 36	--	--	9.00	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
13-5	W3-5	SPEED LIMIT 35 AHEAD	36 X 36	--	--	9.00	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
14-1	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
14-2	M4-1	ALTERNATE	36 X 18	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 14-2
--	M6-1	AHEAD ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 14-2
14-5	J3-1	ALTERNATE I-94 AHEAD	36 X 84	21.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M4-1	ALTERNATE	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M1-1	I-94	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
--	M6-1	AHEAD ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J3-1
14-6	--	REDUCED SPEED AHEAD	-- X --	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	SAME SUPPORT AS 14-7
14-7	--	35 MPH	-- X --	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 14-6
14-9	D1-65	NORTHVIEW RD NEXT SIGNAL	96 X 30	20.00	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	
14-11	D1-65	NORTHVIEW RD NEXT SIGNAL	96 X 30	20.00	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	
14-12	R2-1	SPEED LIMIT 45	36 X 48	12.00	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
14-13	R3-20L	BEGIN LEFT TURN LANE	36 X 54	13.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	

(CONTINUED ON NEXT SHEET)

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	REMARKS
CAT 0010																					
15-1	--	WAUKESHA COUNTY ADOPT-A-HIGHWAY	-- X --	--	--	--	--	--	--	--	--	--	1	2	--	--	--	--	--	--	
--	--	EDWARD JONES CHIP TINDER	-- X --	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 15-1
--	--	FOLDING WORKERS AHEAD	-- X --	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	REMOVE WITH 15-1
15-4	M1-5A	COUNTY TT	-- X --	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
15-5	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
15-6	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
15-7	J4-1	NORTH 318	36 X 57	14.25	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
--	M3-1	NORTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-1
--	M1-6	STH 318	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-1
15-8	D9-2	HOSPITAL H	36 X 36	9.00	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 15-9
15-9	M6-1L	LEFT ARROW	30 X 30	6.25	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 15-8
15-10	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
15-11	R5-1A	WRONG WAY	42 X 30	8.75	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
15-12	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
15-13	--	WAUKESHA MEMORIAL HOSPITAL	-- X --	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
15-14	R2-1	SPEED LIMIT 35	36 X 48	12.00	--	--	--	--	1	--	--	--	1	1	--	--	--	--	--	--	
15-16	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
15-17	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 15-18
15-18	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 15-17
15-19	M1-94H	MEADOWBROOK RD	108 X 18	13.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
15-20	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
15-21	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
15-22	W12-1D	DOUBLE ARROW	24 X 24	--	--	4.00	1	--	--	--	--	--	--	--	--	--	--	--	--	--	2' MOUNTING HEIGHT
15-23	R4-7	KEEP RIGHT	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 15-24
15-24	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SAME SUPPORT AS 15-23
15-25	R2-1	SPEED LIMIT 35	36 X 48	12.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
15-26	W12-1D	DOUBLE ARROW	24 X 24	--	--	4.00	1	--	--	--	--	--	--	--	--	--	--	--	--	--	2' MOUNTING HEIGHT
15-27	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
15-28	R5-1	DO NOT ENTER	36 X 36	9.00	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
15-29	M1-94H	MEADOWBROOK RD	108 X 18	13.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
15-30	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
15-31	R1-1	STOP	36 X 36	9.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
15-32	R1-1	STOP	36 X 36	9.00	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	
15-33	J4-2	SOUTH 318 TO TT AHEAD	72 X 84	42.00	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M3-3	SOUTH	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-2
--	M1-6	STH 318	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-2
--	M4-5	TO	36 X 18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-2
--	M1-5A	COUNTY TT	36 X 36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-2
--	M6-1	AHEAD ARROW	30 X 30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J4-2
21-1	D1-61	WAUKESHA BYPASS	54 X 36	13.50	--	--	--	--	--	2	--	--	--	--	--	--	--	1	1	1	
21-2	J2-3	TO 94 AH LT N 318 AH LT S 318 AH	72 X 57	28.50	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	
--	M4-5	TO	24 X 12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1
--	M1-1	I-94	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-0
--	M6-1	AHEAD ARROW	21 X 12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-1

(CONTINUED ON NEXT SHEET)

SIGN LISTING

SIGN NO.	SIGN CODE	MESSAGE	SIZE IN X IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12-FT EACH	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	641.8100.001 OVERHEAD SIGN SUPPORT S-67-976 LS	641.8100.002 OVERHEAD SIGN SUPPORT S-67-977 LS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NO. OF CYCLES	NO. OF SIGNS	REMARKS
CAT 0010																					
--	M3-3	SOUTH	24 X 12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-3
--	M1-6	STH 318	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-3
--	M5-1L	AHEAD LEFT ARROW	21 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-3
--	M3-1	NORTH	24 X 12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-3
--	M1-6	STH 318	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-3
--	M5-1R	AHEAD RIGHT ARROW	21 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-3
21-3	J1-1	JCT 318	24 X 39	6.50	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
--	M2-1	JCT	21 X 15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
--	M1-6	STH 318	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
22-2	R2-1	SPEED LIMIT 35	24 X 30	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	
22-4	R2-1	SPEED LIMIT 35	24 X 30	5.00	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	
22-5	M1-94H	NORTHVIEW RD	102 X 18	12.75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
22-6	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
22-7	R1-1F	FOLDING STOP	36 X 36	--	7.46	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
22-8	M1-94H	NORTHVIEW RD	102 X 18	12.75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
22-9	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
22-10	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
22-11	R6-2L	ONE WAY	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE
22-12	R10-50L	LEFT TURN YIELD ON FLASHING YELLOW ARROW	30 X 36	7.50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL MAST ARM
22-13	J12-2	TO I-94 LEFT 318 R/L ARROW	48 X 57	19.00	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	
--	M4-5	TO	24 X 12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
--	M1-1	I-94	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
--	M6-1L	LEFT ARROW	21 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
--	M1-6	STH 318	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
--	M6-4	RIGHT/LEFT ARROW	21 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
23-1	R3-20R	BEGIN RIGHT TURN LANE	24 X 36	6.00	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
23-2	D1-61	WAUKESHA BYPASS	54 X 36	13.50	--	--	--	--	--	2	--	--	--	--	--	--	--	1	1	1	
23-3	R2-1	SPEED LIMIT 35	24 X 30	5.00	--	--	--	1	--	--	--	--	1	1	--	--	--	--	--	--	
23-4	J12-2	TO I-94 LEFT	48 X 57	19.00	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	
--	M1-6	STH 318	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
--	M6-4	RIGHT/LEFT ARROW	21 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
--	M4-5	TO	24 X 12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
--	M1-1	I-94	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
--	M6-1R	RIGHT ARROW	21 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J12-2
23-5	J2-2	S 318 AHEAD LT N 318 AHEAD RT	48 X 57	19.00	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	
--	M3-3	SOUTH	24 X 12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M1-6	STH 318	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M5-1L	AHEAD LEFT ARROW	21 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M3-1	NORTH	24 X 12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M1-6	STH 318	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
--	M5-1R	AHEAD RIGHT ARROW	21 X 21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J2-2
23-6	J1-1	JCT 318	24 X 39	6.50	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	
--	M2-1	JCT	21 X 15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
--	M1-6	STH 318	24 X 24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PART OF J1-1
		2788-00-72 TOTAL		**1018.84**	**44.76**	**62.00**	**2**	**17**	**47**	**11**	**15**	**--**	**28**	**28**	**--**	**--**	**--**	**2**			
		CONSTRUCTION TOTAL		**2173.39**	**105.98**	**170.33**	**4**	**24**	**80**	**35**	**34**	**3**	**64**	**61**	**2**	**1**	**1**	**4**			

TYPE I & II PERMANENT SIGNING -

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.]	x	H [IN.]	**637.2210** SIGNS TYPE II REFLC H [SF]	**634.0618** WOOD POSTS 4"X 6"x18' [EA]	**634.0622** WOOD POSTS 4"X 6"x22' [EA]	**638.2602** REMOVING SIGNS TYPE II (EA)	**638.3000** REM SMALL SIGN SUP [EA]	REMARKS / NEW SIGN LOCATION	**638.3210** REVISING SIGNS TYPE I [EA]
1	M1-56A	II	318 SHIELD	45	X	36	11.250					REMOVE TT PLAQUE AND INSERT 318 PLAQUE	1
2	M1-56A	II	318 SHIELD	45	X	36	11.250					REMOVE TT PLAQUE AND INSERT 318 PLAQUE	1
3	J2-3 (2S) M3-3 M1-6 M5-1R M4-5 M1-4 M5-1R M4-5 M1-5A M5-1R	II	 318 SHIELD USH 18 SHIELD CTH TT SHIELD 	72	X	57	28.500		2				
4	J3-3 (2S) M3-3 M1-6 M6-1 M4-5 M1-4 M6-1 M4-5 M1-5A M6-1	II	 318 SHIELD USH 18 SHIELD CTH TT SHIELD 	72	X	57	28.500		2	1	1		
5	J4-3(2S) M3-3 M1-6 M4-5 M1-4 M6-1 M4-5 M1-5A M6-1	II	 STH 318 SHIELD USH 18 SHIELD CTH TT SHIELD 	72	X	57	28.500		2	1	1		
6	J2-3(2S) M3-3 M1-6 M5-1L M4-5 M1-4 M5-1L M4-5 M1-5A M5-1L	II	 STH 318 SHIELD USH 18 SHIELD CTH TT SHIELD 	72	X	57	28.500		2				

FILE NAME : N:\SPO\Operations\Signing\Miscellaneous Quantities\2788-02-70\030501_MQ.pptx PLOT DATE : 10/3/2016 PLOT BY : DOTCMV PLOT NAME : 030501_MQ.pdf PLOT SCALE : 1:1

TYPE I & II PERMANENT SIGNING -

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x x H [IN.]	**637.2210** SIGNS TYPE II REFLC H [SF]	**634.0618** WOOD POSTS 4"X 6"x18' [EA]	**634.0622** WOOD POSTS 4"X 6"x22' [EA]	**638.2602** REMOVING SIGNS TYPE II (EA)	**638.3000** REM SMALL SIGN SUP [EA]	REMARKS / NEW SIGN LOCATION	**638.3210** REVISING SIGNS TYPE I [EA]
7	J3-3 (2S) M3-3 M1-6 M6-1 M4-5 M1-4 M6-1 M4-5 M1-5A M6-1	II	 STH 318 SHIELD USH 18 SHIELD CTH TT SHIELD	72 X 57	28.500		2	1	1		
8	J4-1(2S) M4-6 M1-6	II	 STH 318 SHIELD	24 X 36	6.000	1					
9	M1-56A	II	318 SHIELD	45 X 36	11.250					REMOVE TT PLAQUE AND INSERT 318 PLAQUE	1
10	M1-56A	II	318 SHIELD	45 X 36	11.250					REMOVE TT PLAQUE AND INSERT 318 PLAQUE	1
11	M1-56A	II	318 SHIELD	45 X 36	11.250					REMOVE TT PLAQUE AND INSERT 318 PLAQUE	1
12	M1-56A	II	318 SHIELD	24 X 30	5.000					REMOVE G PLAQUE AND INSERT 318 AND G PLAQUE	1
13	M1-55	II	G SHIELD	24 X 20	3.330					SEE SIGN # 12 . REVISION PART OF SIGN # 12	
TOTALS					213.08*	1*	10	3*	3*		6

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL ITEMS

STAGE	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	643.0300 DRUMS EACH	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III EACH	643.0420 BARRICADES TYPE III DAYS	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 DAYS	643.0715 WARNING LIGHTS TYPE C EACH	643.0715 WARNING LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS EACH	643.0800 ARROW BOARDS DAYS	643.0900 SIGNS EACH	643.0900 SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PCMS EACH	643.1050 SIGNS PCMS DAYS	643.3000 DETOUR SIGNS EACH	643.3000 DETOUR SIGNS DAYS
PROJECT NO: 2788-02-70																					
STAGE 1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	18	576	32	4	28	--	--
STAGE 2A	253	253	55	2,695	22	1,078	92	92	28	1,372	--	--	--	--	47	2,303	123	4	28	28	84
STAGE 2B	688	688	65	3,120	10	480	49	49	12	576	3	144	--	--	29	1,392	--	3	21	28	84
STAGE 3A	--	--	112	3,808	5	170	83	83	4	136	68	2,312	--	--	35	1,190	--	2	14	--	--
STAGE 3B	--	--	100	3,400	3	102	42	42	--	--	42	1,428	--	--	40	1,360	--	3	21	--	--
STAGE 4	--	--	57	1,995	--	--	--	--	--	--	--	--	--	--	17	595	--	--	--	--	--
UNDISTRIBUTED	--	--		901		110	40	40		125		233	1	20		445	--		20		--
2788-02-70 TOTAL	**941**	**941**		**15,919**		**1,940**	**306**	**306**		**2,209**		**4,117**		**20**		**7,861**	**154**		**132**		**168**
PROJECT NO: 2788-00-72																					
STAGE 1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2	64	32	3	21	--	--
STAGE 2A	--	--	37	1,813	12	588	80	80	14	686	--	--	--	--	13	637	296	2	14	59	1,419
STAGE 2B	--	--	37	1,776	12	576	--	--	14	672	--	--	--	--	13	624	--	3	21	27	1,296
STAGE 3A	--	--	51	1,734	20	680	60	60	18	612	24	816	--	--	39	1,326	130	--	--	25	850
STAGE 3B	--	--	51	1,734	30	1,020	--	--	30	1,020	24	816	--	--	39	1,326	--	1	7	25	850
STAGE 4	--	--	137	4,795	--	--	--	--	--	--	--	--	--	--	2	70	--	--	--	--	--
UNDISTRIBUTED				711		172	21	21		179		98	1	20		243	--		20		--
2788-00-72 TOTAL	**--**	**--**		**12,563**		**3,036**	**161**	**161**		**3,169**		**1,730**		**20**		**4,290**	**457**		**83**		**4,415**
CONSTRUCTION TOTALS	**941**	**941**		**28,482**		**4,976**	**467**	**467**		**5,378**		**5,847**		**40**		**12,151**	**611**		**215**		**4,583**

CRASH CUSHIONS

	STATION	LOCATION	614.0905 CRASH CUSHION TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
CAT 0010									
PROJECT NO: 2788-02-70									
STAGE 2									
	WB 281+97 - 282+15	LT	1	2	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	L	BLUNT END OF TEMPORARY BARRIER
	US 45+99 - 46+17	LT	1	2	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	L	BLUNT END OF TEMPORARY BARRIER
STAGE 2 SUBTOTAL			2						
2788-02-70 TOTAL			**2**						
CONSTRUCTION TOTALS			**2**						

TEMPORARY PEDESTRIAN

	STATION	LOCATION	644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601.S TEMPORARY CURB RAMP EACH	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE LF
CAT 0010					
PROJECT NO: 2788-02-70					
STAGE 1					
	US 48+75 - 49+50	LT	388	1	--
	US 50+50 - 51+00	LT	519	1	--
	US 56+50 - 56+75	LT	126	1	--
	US 56+50 - 56+75	RT	77	1	--
STAGE 1 SUBTOTAL			**1,110**	**4**	**--**
STAGE 2					
2A	WB 281+75 - 282+50	LT	435	1	--
2A	US 46+50 - 49+75	RT	--	--	443
2A	US 48+75 - 49+50	LT	--	--	170
2B	US 48+75 - 49+75	LT	711	2	383
2B	US 49+00 - 49+50	RT	120	--	--
STAGE 2 SUBTOTAL			**1,266**	**3**	**996**
STAGE 3					
3A	US 49+25 - 49+50	LT/RT	--	--	141
3A	US 50+00 - 51+00	LT	477	1	190
3A	US 55+75 - 56+75	LT	597	1	124
3B	US 50+00 - 51+00	LT	444	1	177
3B	US 56+75	LT	40	1	--
3B	US 56+75	RT	258	1	136
STAGE 3 SUBTOTAL			**1,816**	**5**	**768**
STAGE 4					
	WB 273+75 - 275+00	LT/RT	107	--	72
	WB 281+75 - 283+25	LT/RT	114	--	98
	US 55+25 - 56+00	LT	--	--	78
STAGE 4 SUBTOTAL			**221**	**--**	**248**
2788-02-70 TOTAL			**4,413**	**12**	**2,012**
PROJECT NO: 2788-00-72					
STAGE 1					
	WB 339+75 - 345+25	RT	87	2	770
STAGE 1 SUBTOTAL			**87**	**2**	**770**
STAGE 2					
	WB 340+62 - 345+50	RT	--	--	492
STAGE 2 SUBTOTAL			**--**	**--**	**492**
STAGE 4					
	WB 304+50- 306+00	RT/LT	88	--	70
	WB 340+00 - 341+25	RT/LT	152	--	111
STAGE 4 SUBTOTAL			**240**	**--**	**181**
2788-00-72 TOTAL			**327**	**2**	**1,443**
CONSTRUCTION TOTAL			**4,740**	**14**	**3,455**

FENCING

	STATION	LOCATION	616.0204 FENCE CHAIN LINK 4-FT LF
CAT 0010			
PROJECT NO: 2788-00-72			
STAGE 2			
	WB 289+08 - 289+49	LT	56
STAGE 2 SUBTOTAL			**56**
STAGE 3			
	WB 292+20 - 292+58	RT	54
STAGE 3 SUBTOTAL			**54**
2788-00-72 TOTAL			**110**
CONSTRUCTION TOTAL			**110**

3

3

PAVEMENT MARKING

STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0166 EPOXY ARROWS TYPE 2 WHITE EACH	647.0176 EPOXY ARROWS TYPE 3 WHITE EACH	647.0196 EPOXY ARROWS TYPE 5 WHITE EACH	647.0356 EPOXY WORDS WHITE EACH	647.0456 EPOXY CURB YELLOW LF	647.0566 EPOXY STOP LINE 18-INCH WHITE LF	647.0606 EPOXY ISLAND NOSE YELLOW EACH	647.0726 EPOXY DIAGONAL 12-INCH WHITE LF	647.0726 EPOXY DIAGONAL 12-INCH YELLOW LF	647.0766 CROSS WALK EPOXY WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH WHITE LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH WHITE LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH YELLOW LF	649.0802 TEMPORARY PAVEMENT MARKING PAINT 8-INCH WHITE LF
CAT 0010																									
PROJECT NO: 2788-02-70																									
STAGE 2																									
WB 262+98 - 274+55	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,649	1,782	--	272	198	--
WB 263+00 - 274+25	RT/LT	--	--	--	--	--	--	--	3,260	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 264+50 - 267+00	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 274+55 - 282+00	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1394	1312	100
WB 275+00 - 281+75	RT/LT	--	--	--	--	--	--	--	890	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 280+50 - 282+54	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	104	--	--	--	--	--
WB 283+00 - 283+71	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	--	--	--	--	--
WB 283+00 - 284+75	RT/LT	--	--	--	--	--	--	--	510	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 283+33 - 284+75	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	254	284	100
FC 49+07	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	17	--	--	--	--	--	--	--	--	--	--
FC 49+14	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	80	--	--	--	--	--	--
US 34+25 - 43+00	LT/RT	--	--	--	--	--	--	--	1,940	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 34+40 - 38+35	LT/RT	--	94	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 34+45 - 50+00	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,270	1,620	113	1544	1420	100
US 36+94 - 50+00	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2,628	2,565	--	--	--	111
US 36+94 - 42+52	LT/RT	560	1,786	--	--	--	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--
US 38+35 - 40+40	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	79	--	--	--	--	--	--	--	--
US 38+35 - 42+52	RT	417	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 38+87 - 49+25	LT	--	--	--	--	--	141	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 39+64 - 41+54	RT	--	--	--	--	--	48	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 40+00 - 41+54	RT	--	--	--	--	--	--	37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 41+54 - 42+51	RT	--	--	--	--	--	98	98	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 41+77	RT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 41+77 - 42+51	RT	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 42+00	RT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 43+00 - 49+50	LT/RT	--	--	--	--	--	--	--	680	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 43+45 - 44+73	RT/LT	--	1,135	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 43+80	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	155	--	--	--	--	--	--
US 43+99 - 49+10	RT	534	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 44+00 - 47+96	LT	402	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 44+00 - 49+35	LT	--	--	--	--	--	142	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 44+45 - 49+10	RT	--	--	--	--	--	--	942	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 44+94	RT	--	--	--	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
US 45+90	RT	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 46+25 - 49+10	RT	--	--	--	--	--	78	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 46+94	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 47+98	RT	--	--	--	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
US 49+01	RT	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 49+15	LT	--	--	--	--	--	--	--	--	--	--	--	--	40	--	--	--	--	--	--	--	--	--	--	--
US 49+30	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	57	--	--	--	--	--	--	--	--	--	--
US 49+40	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	219	--	--	--	--	--	--
US 50+25 - 54+00	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	774	652	100	--	--	--
US 50+50 - 53+75	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	727	595	396	--	--	--
US 50+75 - 54+00	LT/RT	--	--	--	--	--	--	--	960	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TO 9+40	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	27	--	--	--	--	--	--	--	--	--	--
TO 9+52	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	154	--	--	--	--	--	--
TO 10+52	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	143	--	--	--	--	--	--
TO 10+60	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	21	--	--	--	--	--	--	--	--	--	--
STAGE 2 SUBTOTAL		**1,913**	**3,015**	**--**	**--**	**--**	**507**	**1,152**	**8,240**	**6**	**--**	**--**	**4**	**40**	**122**	**--**	**79**	**150**	**751**	**7,213**	**7,214**	**609**	**3,464**	**3,214**	**411**

PAVEMENT MARKING (CONT.)

STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0166 EPOXY ARROWS TYPE 2 WHITE EACH	647.0176 EPOXY ARROWS TYPE 3 WHITE EACH	647.0196 EPOXY ARROWS TYPE 5 WHITE EACH	647.0356 EPOXY WORDS WHITE EACH	647.0456 EPOXY CURB YELLOW LF	647.0566 EPOXY STOP LINE 18-INCH WHITE LF	647.0606 EPOXY ISLAND NOSE YELLOW EACH	647.0726 EPOXY DIAGONAL 12-INCH WHITE LF	647.0726 EPOXY DIAGONAL 12-INCH YELLOW LF	647.0766 CROSS WALK EPOXY WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH WHITE LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH YELLOW LF	649.0802 TEMPORARY PAVEMENT MARKING PAINT 8-INCH LF
CAT 0010																									
STAGE 3																									
WB 266+58 - 274+55	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	801	1,602	--	718	--	--
WB 266+58 - 273+87	LT	729	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 266+58 - 273+87	RT	730	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 266+58 - 273+87	LT	--	2,744	--	--	--	--	--	--	--	--	--	--	--	--	--	--	322	--	--	--	--	--	--	--
WB 270+38 - 271+79	RT	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 270+88 - 272+38	RT	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 271+79 - 273+87	RT	--	--	416	--	--	--	--	--	--	--	--	--	--	--	--	42	--	--	--	--	--	--	--	--
WB 272+38 - 273+87	RT	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 272+58	RT	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 273+08	RT	--	--	--	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--
WB 273+19 - 273+87	RT	17	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 273+58	RT	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 274+55 - 281+70	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	981	1,411	319	--	--	--
WB 274+99 - 277+38	RT	245	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 274+99 - 281+73	RT	--	--	--	173	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 275+10 - 275+30	RT	--	--	--	--	--	--	--	--	--	--	--	--	43	--	--	--	--	--	--	--	--	--	--	--
WB 277+38 - 281+50	RT	--	--	--	--	861	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--
WB 277+56 - 278+56	RT	--	--	--	28	28	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 277+56 - 281+73	RT	405	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 278+10	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 278+56 - 281+73	RT	313	--	--	--	313	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 278+76	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 278+90	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 279+74	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 279+94	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 280+58	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 280+77 - 282+10	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	181	90	45	--	--	--
WB 280+77 - 281+21	RT	--	--	--	--	41	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 281+21	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 281+41	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 281+45	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	12	--	--	--	--	--	--	--	--	--	--
WB 281+48	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--
WB 281+51	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	--	--	--	--	--	--
WB 282+75 - 284+75	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	207	392	386	--	--	--
WB 283+00 - 284+50	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	135	--	--	--	--	--
WB 283+10 - 284+75	RT	--	--	--	41	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 283+15	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
WB 283+15 - 284+75	RT	--	158	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 283+18 - 284+75	RT	--	157	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 283+20	RT	--	--	--	--	--	--	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--	--	--	--
WB 283+84 - 284+75	RT	91	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FC 50+71	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	82	--	--	--	--	--	--
FC 50+80	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	12	--	--	--	--	--	--	--	--	--	--
US 42+50 - 49+50	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,966	1,358	100	--	--	--
US 43+50 - 49+50	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	894	881	101	--	--	--
US 49+75 - 63+10	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2,667	2,588	100
US 49+75 - 65+00	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3,037	2,967	350	--	--	--
US 50+67	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	217	--	--	--	--	--	--
US 50+77	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	52	--	--	--	--	--	--	--	--	--	--
US 50+77 - 54+39	LT	--	--	--	--	--	--	722	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 50+77 - 55+48	LT	459	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 50+77 - 57+00	LT	--	--	--	--	--	155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 50+77 - 57+70	RT	--	--	--	--	--	176	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 50+80	RT	--	--	--	--	--	--	--	--	--	--	--	--	29	--	1	--	--	--	--	--	--	--	--	--
US 50+80 - 55+70	RT	--	951	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 51+05	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 52+44	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
US 52+01 - 55+48	RT	347	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 51+00 - 54+39	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	215	--	--	--	--	--	--	--	--
US 53+83	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 54+00 - 55+75	RT	--	--	--	--	--	--	--	420	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 54+61 - 55+82	RT	--	--	--	--	--	--	230	--	--	--	--	--	--	--	--	45	--	--	--	--	--	--	--	--
US 55+45	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	152	--	--	--	--	--	--
US 55+74 - 56+42	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	20	--	--	--	123	--	--	--	--	--	--
US 55+75	LT	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--	--	--	--
US 55+94 - 56+59	LT	--	148	--	--	--	--	27	--	--	--	--	--	--	26	--	--	--	120	--	--	--	--	--	--
US 56+08 - 58+20	LT	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 56+50 - 65+25	LT/RT	--	--	--	--	--	--	--	3,700	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 56+59 - 65+06	LT/RT	--	2,703	--	--	--	--	--	--	--	--	--	--	--	--	--	--	538	--	--	--	--	--	--	--
US 56+60 - 58+15	LT	--	--	--	--	--	--	310	--	--	--	--	--	--	--	--	73	--	--	--	--	--	--	--	--
US 56+63 - 65+06	RT	719	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 57+06 - 61+91	LT	485	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 57+06 - 58+06	LT	--	--	--	--	--	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 57+34	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 57+43	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 57+70 - 60+75	RT	--	--	--	--	--	--	78	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 57+87	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
US 57+91	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 58+06 - 59+70	LT	--	--	--	--	--	41	35	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 60+75 - 61+75	RT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
US 61+04	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
US 61+56	RT	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 3 SUBTOTAL		**4,540**	**6,861**	**639**	**242**	**1,243**	**472**	**1,602**	**4,120**	**17**	**--**	**--**	**8**	**112**	**154**	**2**	**475**	**860**	**741**	**8,202**	**8,701**	**1,301**	**3,385**	**2,588**	**100**

3

PAVEMENT MARKING (CONT.)

STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0166 EPOXY ARROWS TYPE 2 WHITE EACH	647.0176 EPOXY ARROWS TYPE 3 WHITE EACH	647.0196 EPOXY ARROWS TYPE 5 WHITE EACH	647.0356 EPOXY WORDS WHITE EACH	647.0456 EPOXY CURB YELLOW LF	647.0566 EPOXY STOP LINE 18-INCH WHITE LF	647.0606 EPOXY ISLAND NOSE YELLOW EACH	647.0726 EPOXY DIAGONAL 12-INCH WHITE LF	647.0726 EPOXY DIAGONAL 12-INCH YELLOW LF	647.0766 CROSS WALK EPOXY WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH WHITE LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH YELLOW LF	649.0802 TEMPORARY PAVEMENT MARKING PAINT 8-INCH LF
CAT 0010																									
STAGE 4																									
WB 266+58 - 274+55	RT/LT	--	--	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	355	356	--	962	1000	--
WB 273+87	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	206	--	--	--	--	--	--
WB 274+55 - 282+50	RT/LT	--	--	--	--	--	--	--	1,192	--	--	--	--	--	--	--	--	--	--	342	344	--	--	1192	--
WB 274+96	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	223	--	--	--	--	--	--
WB 274+99 - 276+87	LT	--	--	--	--	376	--	--	--	--	--	--	--	--	--	--	--	39	--	--	--	--	--	--	--
WB 274+99 - 276+98	LT	191	--	--	--	191	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 274+99 - 281+10	LT	613	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 274+99 - 281+73	LT	--	--	--	169	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 275+25 - 281+73	RT/LT	--	645	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 275+27	LT	--	--	--	--	--	--	--	--	2	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 275+98	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 276+17	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 276+70	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 276+98 - 279+00	LT	--	--	--	53	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 276+98 - 279+50	LT	--	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 279+14	LT	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 281+70	LT	--	--	--	--	--	--	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--	--	--	--
WB 281+72	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
WB 281+76	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	215	--	--	--	--	--	--
WB 282+50 - 284+75	RT/LT	--	--	--	--	--	--	--	455	--	--	--	--	--	--	--	--	--	--	--	--	--	--	455	--
WB 283+10	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	218	--	--	--	--	--	--
WB 283+15	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--
WB 283+15 - 284+75	LT	144	--	--	195	470	--	--	--	--	--	--	--	--	--	--	57	--	--	--	--	--	--	--	--
WB 283+18	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	12	--	--	--	--	--	--	--	--	--	--
WB 283+25	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	--	--	--	--	--	--
WB 283+46	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 283+59	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 283+67 - 284+06	LT	--	--	--	--	41	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+34	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+41	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 4 SUBTOTAL		**948**	**645**	**--**	**417**	**1,116**	**--**	**--**	**1,647**	**6**	**--**	**4**	**3**	**10**	**44**	**1**	**96**	**--**	**917**	**697**	**700**	**--**	**962**	**2,647**	**--**
UNDISTRIBUTED		**--**	**--**	**--**	**--**	**--**	**--**	**--**	**400**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
2788-02-70 TOTAL		**7,401**	**10,521**	**639**	**659**	**2,359**	**979**	**2,754**	**14,407**	**29**	**--**	**4**	**15**	**162**	**320**	**3**	**650**	**1,010**	**2,409**	**16,112**	**16,615**	**1,910**	**7,811**	**8,449**	**511**

3

PAVEMENT MARKING (CONT.)

STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0166 EPOXY ARROWS TYPE 2 WHITE EACH	647.0176 EPOXY ARROWS TYPE 3 WHITE EACH	647.0196 EPOXY ARROWS TYPE 5 WHITE EACH	647.0356 EPOXY WORDS WHITE EACH	647.0456 EPOXY CURB YELLOW LF	647.0566 EPOXY STOP LINE 18-INCH WHITE LF	647.0606 EPOXY ISLAND NOSE YELLOW EACH	647.0726 EPOXY DIAGONAL 12-INCH WHITE LF	647.0726 EPOXY DIAGONAL 12-INCH YELLOW LF	647.0766 CROSS WALK EPOXY WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH WHITE LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH YELLOW LF	649.0802 TEMPORARY PAVEMENT MARKING PAINT 8-INCH LF
CAT 0010																									
PROJECT NO: 2788-00-72																									
STAGE 2																									
WB 284+75 - 288+25	RT	--	--	--	--	--	--	--	1,040	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+75 - 288+60	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	719	652	--
WB 288+60 - 305+25	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2750	3028	190
WB 289+50 - 304+75	LT/RT	--	--	--	--	--	--	--	6,400	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 305+25 - 310+50	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	974	952	118
WB 305+50 - 310+50	LT/RT	--	--	--	--	--	--	--	2,030	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 330+50 - 340+00	LT/RT	--	--	--	--	--	--	--	3,270	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 330+50 - 340+50	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2053	1892	--
WB 340+50 - 342+32	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	450	252	100
WB 341+00 - 342+50	LT/RT	--	--	--	--	--	--	--	120	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DWY 49+10	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	26	--	--	--	--	--	--	--	--	--	--
DWY 49+20	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	90	--	--	--	--	--	--
CC 47+99 - 48+63	RT	--	110	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CC 47+99 - 49+26	LT	--	223	--	--	--	--	--	--	--	--	--	--	--	--	--	--	91	--	--	--	--	--	--	--
CC 48+22 - 49+22	RT	--	--	--	--	58	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CC 48+42	RT	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CC 48+63 - 49+22	RT	--	57	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CC 49+22	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	28	--	--	--	--	--	--	--	--	--	--
CC 49+29	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--	--	--	138	--	--	--	--	--	--
NV 42+25 - 47+11	LT	596	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 42+25 - 49+20	RT	706	1,672	--	--	--	--	--	--	--	--	--	--	--	--	--	--	25	--	--	--	--	--	--	--
NV 44+50 - 49+50	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 46+37 - 49+20	RT	--	--	--	--	--	--	311	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 50+00 - 51+50	LT/RT	--	--	--	--	--	--	--	360	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 46+57	RT	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 47+76	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
NV 48+94	RT	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 49+20	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	28	--	--	--	--	--	--	--	--	--	--
NV 49+30	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	99	--	--	--	--	--	--
STAGE 2 SUBTOTAL		**1,302**	**2,062**	**--**	**--**	**58**	**--**	**311**	**13,220**	**3**	**3**	**--**	**1**	**30**	**82**	**--**	**--**	**116**	**327**	**--**	**--**	**--**	**6,946**	**6,776**	**408**

3

PAVEMENT MARKING (CONT.)

STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0166 EPOXY ARROWS TYPE 2 WHITE EACH	647.0176 EPOXY ARROWS TYPE 3 WHITE EACH	647.0196 EPOXY ARROWS TYPE 5 WHITE EACH	647.0356 EPOXY WORDS WHITE EACH	647.0456 EPOXY CURB YELLOW LF	647.0566 EPOXY STOP LINE 18-INCH WHITE LF	647.0606 EPOXY ISLAND NOSE YELLOW EACH	647.0726 EPOXY DIAGONAL 12-INCH WHITE LF	647.0726 EPOXY DIAGONAL 12-INCH YELLOW LF	647.0766 CROSS WALK EPOXY WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH WHITE LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH YELLOW LF	649.0802 TEMPORARY PAVEMENT MARKING PAINT 8-INCH LF
CAT 0010																										
STAGE 3																										
WB 284+75 - 289+25	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	450	666	202	--	--	--
WB 284+75 - 284+79	RT	4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+75 - 288+00	RT	325	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+75 - 288+11	RT	--	675	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+75 - 288+68	RT	--	--	--	99	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+79 - 286+02	RT	--	--	--	34	34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 286+ 35	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 286+15 - 288+00	RT	--	--	--	187	187	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 286+61 - 288+11	RT	--	--	--	--	300	--	--	--	--	--	--	--	--	--	--	--	137	--	--	--	--	--	--	--
WB 287+04	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 287+21	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 287+38	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 287+72	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 288+60 - 305+25	LT/RT	--	--	--	--	--	--	--	6,138	--	--	--	--	--	--	--	--	--	--	--	--	--	2,873	3,078	187
WB 288+75 - 304+64	RT	--	--	--	399	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 289+25	RT	--	--	--	--	--	--	--	--	--	--	--	--	46	--	--	--	--	--	--	--	--	--	--	--
WB 289+40 - 304+64	RT	--	1,521	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 289+72 - 304+64	RT	1,492	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 300+61 - 302+73	RT	--	--	--	53	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 301+11 - 302+73	RT	--	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 301+11 - 304+75	RT	--	--	--	--	706	--	--	--	--	--	--	--	--	--	--	--	153	--	--	--	--	--	--	--
WB 301+81	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 302+73 - 304+75	RT	--	--	--	190	190	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 302+91	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 303+09	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 303+61	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 304+36	RT	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 304+75	RT	--	--	--	--	--	--	--	--	--	--	--	--	46	--	--	--	--	--	--	--	--	--	--	--
WB 305+25 - 340+50	LT/RT	--	--	--	--	--	--	--	11,365	--	--	--	--	--	--	--	--	--	--	1,223	1,087	100	5,483	5,700	182
WB 305+75	RT	--	--	--	--	--	--	--	--	--	--	--	--	46	--	--	--	--	--	--	--	--	--	--	--
WB 305+80 - 340+00	RT	3,088	3,404	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 305+80 - 340+23	RT	--	--	--	854	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 310+50 - 330+50	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 336+75 - 337+93	RT	--	--	--	30	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 336+75 - 340+00	RT	306	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 337+33 - 340+00	RT	--	--	--	--	525	--	--	--	--	--	--	--	--	--	--	--	124	--	--	--	--	--	--	--
WB 337+86	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 337+93 - 340+00	RT	--	--	--	209	208	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 338+12	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 338+75	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 338+85	RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 339+26 - 339+50	RT	--	--	--	--	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 339+50	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 339+65	RT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 339+80	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	27	--	--	--	--	--	--	--	--	--	--
WB 339+85	RT	--	--	--	--	--	--	--	--	--	--	--	--	10	--	1	--	--	--	--	--	--	--	--	--
WB 339+85	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	12	--	--	--	--	--	--	--	--	--	--
WB 340+15	RT	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--	--	--
WB 340+50 - 345+25	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	997	830	--	--	--	--
WB 341+24 - 342+32	RT	--	110	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 341+32 - 342+32	RT	100	100	--	32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DWY 50+70	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	15	--	--	--	--	170	--	--	--	--	--	--
DWY 50+70 - 51+84	LT	--	--	--	--	107	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DWY 51+06	LT	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DWY 50+77	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--
CC 50+75	LT	--	--	--	--	--	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--	--	--	--
CC 50+80	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	127	--	--	--	--	--	--
CC 50+85 - 52+59	RT	--	317	--	--	--	--	--	--	--	--	--	--	--	--	--	--	110	--	--	--	--	--	--	--
CC 50+90	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	28	--	--	--	--	--	--	--	--	--	--
CC 50+90 - 51+89	LT	--	90	--	--	95	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CC 51+69	LT	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CC 51+89 - 52+59	LT	--	130	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 50+25 - 56+75	LT/RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 50+60	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	120	--	--	--	--	--	--
NV 50+69	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--	--	--	--	--	--	--	--	--	--
NV 50+69 - 52+95	LT	--	--	--	--	--	221	221	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 50+69 - 53+53	LT	--	--	--	--	--	--	277	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 50+69 - 57+87	RT/LT	723	1,653	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 51+05	LT	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 51+90	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
NV 52+08 - 57+87	RT	573	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 52+19	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
NV 52+75	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 52+95 - 54+49	LT	--	--	--	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 52+95 - 54+85	LT	--	--	--	--	--	50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 53+33	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV 53+53 - 55+00	RT	--	--	--	--	--	--	24	--	--	--	--	--	--	--	--	--	24	--	--	--	--	--	--	--
STAGE 3 SUBTOTAL		**6,611**	**8,000**	**--**	**2,087**	**2,449**	**271**	**561**	**17,503**	**18**	**1**	**--**	**8**	**193**	**169**	**1**	**414**	**134**	**417**	**2,670**	**2,583**	**302**	**8,356**	**8,778**	**369**

3

PAVEMENT MARKING (CONT.)

STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	646.0126 EPOXY 8-INCH WHITE LF	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH WHITE LF	646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF	646.0881.S GROOVED WET REFLECTIVE TAPE 4-INCH WHITE LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH WHITE LF	646.0600 REMOVING PAVEMENT MARKINGS LF	647.0166 EPOXY ARROWS TYPE 2 WHITE EACH	647.0176 EPOXY ARROWS TYPE 3 WHITE EACH	647.0196 EPOXY ARROWS TYPE 5 WHITE EACH	647.0356 EPOXY WORDS WHITE EACH	647.0456 EPOXY CURB YELLOW LF	647.0566 EPOXY STOP LINE 18-INCH WHITE LF	647.0606 EPOXY ISLAND NOSE YELLOW EACH	647.0726 EPOXY DIAGONAL 12-INCH WHITE LF	647.0726 EPOXY DIAGONAL 12-INCH YELLOW LF	647.0766 CROSS WALK EPOXY WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	649.0801 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH WHITE LF	649.0402 TEMPORARY PAVEMENT MARKING PAINT 4-INCH YELLOW LF	649.0802 TEMPORARY PAVEMENT MARKING PAINT 8-INCH LF
CAT 0010																									
STAGE 4																									
WB 284+75 - 288+60	RT/LT	--	--	--	--	--	--	--	788	--	--	--	--	--	--	--	--	--	--	--	--	--	--	788	--
WB 284+75 - 286+06	LT	--	--	--	--	264	--	--	--	--	--	--	--	--	--	--	63	--	--	--	--	--	--	--	--
WB 284+75 - 286+77	LT	--	--	--	202	202	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+75 - 288+07	LT	332	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 284+75 - 288+68	LT	--	--	--	99	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 285+09	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 285+36	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 285+83	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 286+57	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 286+77 - 288+07	LT	--	--	--	27	27	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 288+25	LT	--	--	--	--	--	--	--	--	--	--	--	--	44	--	--	--	--	--	--	--	--	--	--	--
WB 288+60 - 305+25	RT/LT	--	--	--	--	--	--	--	3,311	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3,311	--
WB 288+75 - 304+64	LT	--	--	--	399	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 289+25 - 291+11	LT	--	--	--	186	187	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 289+25 - 292+25	LT	306	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 289+35 - 292+84	LT	--	--	--	--	700	--	--	--	--	--	--	--	--	--	--	148	--	--	--	--	--	--	--	--
WB 289+35 - 304+64	LT	--	1,529	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 289+54	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 289+63	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 290+23	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 290+83	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 290+96	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 291+11 - 292+25	LT	--	--	--	30	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 292+00	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 292+86 - 304+64	LT	1,235	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 304+75	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	198	--	--	--	--	--	--
WB 305+25 - 340+23	RT/LT	--	--	--	--	--	--	--	6,986	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6,986	--
WB 305+80 - 308+95	LT	--	--	--	191	191	--	--	--	--	--	--	--	--	--	--	--	--	194	--	--	--	--	--	--
WB 305+80 - 308+95	LT	305	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 305+80 - 309+43	LT	--	--	--	--	707	--	--	--	--	--	--	--	--	--	--	175	--	--	--	--	--	--	--	--
WB 305+80 - 340+23	LT	--	3,404	--	857	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 306+18	LT	--	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 306+86	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 306+89	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 307+54	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 307+61	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 307+81 - 308+91	LT	--	--	--	28	28	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 308+23	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 308+91	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 308+91 - 340+00	LT	3,104	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 340+20	RT/LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	238	--	--	--	--	--	--
WB 340+94 - 342+32	RT/LT	--	--	--	--	--	--	--	264	--	--	--	--	--	--	--	--	--	--	--	--	--	--	264	--
WB 341+10	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	179	--	--	--	--	--	--
WB 341+15	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	48	--	--	--	--	--	--
WB 341+20	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	21	--	--	--	--	--	--	--	--	--	--
WB 341+24	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	44	--	--	--	--	--	--	--	--	--	--
WB 341+24 - 342+32	LT	97	--	--	137	358	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 341+50	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 341+76	LT	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WB 341+90	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
WB 342+03	LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--
STAGE 4 SUBTOTAL		**5,379**	**4,933**	**--**	**2,154**	**2,694**	**--**	**--**	**11,349**	**14**	**--**	**--**	**8**	**44**	**65**	**--**	**386**	**--**	**857**	**--**	**--**	**--**	**--**	**11,349**	**--**
UNDISTRIBUTED		**--**	**--**	**--**	**--**	**--**	**--**	**--**	**950**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
2788-00-72 TOTAL		**13,292**	**14,995**	**--**	**4,241**	**5,201**	**271**	**871**	**43,022**	**35**	**4**	**--**	**17**	**267**	**316**	**1**	**800**	**250**	**1,601**	**2,670**	**2,583**	**302**	**15,302**	**26,903**	**777**
CONSTRUCTION TOTAL		**20,693**	**25,516**	**639**	**4,900**	**7,560**	**1,250**	**3,625**	**57,429**	**64**	**4**	**4**	**32**	**429**	**636**	**4**	**1,450**	**1,260**	**4,010**	**18,782**	**19,198**	**2,212**	**23,113**	**35,352**	**1,288**

CONSTRUCTION STAKING

STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0090.02 CONSTRUCTION STAKING SIDEWALK LF
CAT 0010							
PROJECT NO: 2788-02-70							
WB 264+66- 273+75	LT/RT	909	--	--	--	909	--
WB 273+75 - 282+50	LT/RT	875	--	--	875	875	507
WB 282+50 - 284+75	LT/RT	225	--	--	225	225	170
FC 48+40 - 50+00	LT/RT	160	160	66	--	160	43
FC 50+00 - 51+50	LT/RT	150	150	--	--	150	--
US 38+50 - 50+00	LT/RT	1,150	1,150	3,449	--	1,150	532
US 50+00 - 62+35	LT/RT	1,235	1,235	3,020	--	1,235	664
2788-02-70 TOTAL		**4,704**	**2,695**	**6,535**	**1,100**	**4,704**	**1916**
PROJECT NO: 2788-00-72							
WB 284+75 - 288+75	LT/RT	400	--	--	400	400	516
WB 288+75 - 305+25	LT/RT	1,650	--	--	1,650	1,650	144
WB 305+25 - 340+50	LT/RT	3,525	--	--	3,525	3,525	890
WB 340+50 - 342+30	LT/RT	180	--	--	180	180	142
DWY 48+25 - 50+00	LT/RT	175	175	185	--	175	--
DWY 50+00 - 51+50	LT/RT	150	150	107	--	150	--
CC 48+00 - 50+00	LT/RT	200	200	339	--	200	283
CC 50+00 - 52+75	LT/RT	275	275	577	--	275	218
NV 44+50 - 50+00	LT/RT	550	550	759	--	550	31
NV 50+00 - 56+65	LT/RT	665	665	675	--	665	386
2788-00-72 TOTAL		**7,770**	**2,015**	**2,642**	**5,755**	**7,770**	**2610**
CONSTRUCTION TOTAL		**12,474**	**4,710**	**9,178**	**6,855**	**12,474**	**4,526**

GEOGRID

STATION	LOCATION	311.0110 BREAKER RUN TON	SPV.0180.08 GEOGRID REINFORCEMENT SY
CAT 0010			
PROJECT NO: 2788-02-70			
STAGE 1			
WB 275+50 - 281+50	RT	5555	2,806
US 52+00 - 60+00	RT	3689	1,863
STAGE 1 SUBTOTAL		**9244**	**4,669**
STAGE 2			
WB 278+50 - 283+00	LT	2593	1,310
US 44+00 - 45+00	LT	1096	553
STAGE 2 SUBTOTAL		**3689**	**1,863**
STAGE 3			
WB 279+75 - 280+00	RT	175	88
US 52+00 - 60+00	LT	1760	889
STAGE 3 SUBTOTAL		**1935**	**977**
2788-02-70 TOTAL		**14,868**	**7,509**
PROJECT NO: 2788-00-72			
STAGE 2			
WB 287+00 - 288+25	LT	361	912
WB 289+00 - 290+25	LT	830	419
WB 322+90 - 324+00	LT	509	257
STAGE 2 SUBTOTAL		**1,700**	**1,588**
2788-00-72 TOTAL		**1,700**	**1,588**
CONSTRUCTION TOTAL		**16,568**	**9,097**

3

LIGHTING UNIT QUANTITIES

LOCATION	SYSTEM (CIRCUIT)	LABEL	LUMINAIRE VOLTAGE	654.0107 CONCRETE BASES TYPE 7 EACH	SPV.0060.71 LUMINAIRES UTILITY 21 COUNT LED 75 WATT TYPE III EACH	657.0205 TRANSFORMER BREAK AWAY BASE 13-15 BOLT CIRLCE EACH	657.0330 POLES TYPE 7 ALUMINUM EACH	657.0630 LUMINAIRE ARMS SINGLE MEMBER 6-INCH CLAMP 8-FT EACH
PROJECT NO 2788-02-70								
273+86, 6.1' LT	WWB100	SLB-01	240 VAC	1	--	1	--	--
274+78, 122.4' LT	WWB100	SLB-02	240 VAC	1	--	1	--	--
275+15, 6.5' RT	WWB100	SLB-03	240 VAC	1	--	1	--	--
276+73, 3.2' RT	WWB100	SLB-04	240 VAC	1	--	1	--	--
278+23, 6.0' LT	WWB100	SLB-05	240 VAC	1	--	1	--	--
2788-02-70 TOTALS				5	0	5	0	0
PROJECT NO 2788-00-72								
286+46, 0.9' LT	WWB200	SLB-06	240 VAC	1	--	1	--	--
288+11, 6.0' LT	WWB200	SLB-07	240 VAC	1	--	1	--	--
289+38, 5.8' RT	WWB200	SLB-08	240 VAC	1	--	1	--	--
291+03, 6.5' RT	WWB200	SLB-09	240 VAC	1	--	1	--	--
292+71, 4.5' RT	WWB200	SLB-10	240 VAC	1	--	1	--	--
294+43, 0.2' LT	WWB200	SLB-11	240 VAC	1	--	1	--	--
296+12, 0.3' RT	WWB200	SLB-12	240 VAC	1	--	1	--	--
297+83, 0.0' RT	WWB200	SLB-13	240 VAC	1	--	1	--	--
299+53, 0.0' LT	WWB200	SLB-14	240 VAC	1	--	1	--	--
301+22, 4.7' LT	WWB200	SLB-15	240 VAC	1	--	1	--	--
302+93, 5.9' LT	WWB200	SLB-16	240 VAC	1	--	1	--	--
304+62, 5.9' LT	WWB200	SLB-17	240 VAC	1	2	1	1	2
304+83, 96.9' RT	WWB200	SLB-18	240 VAC	1	1	1	1	1
305+65, 91.5' LT	WWB200	SLB-19	240 VAC	1	1	1	1	1
305+93, 6.0' RT	WWB200	SLB-20	240 VAC	1	2	1	1	2
307+73, 5.9' RT	WWB300	SLB-21	240 VAC	1	--	1		
309+10, 6.0' RT	WWB300	SLB-22	240 VAC	1	--	1	--	--
2788-00-72 TOTALS				17	6	17	4	6
CONSTRUCTION TOTALS				22	6	22	4	6

* OTHER QUANTITIES SHOWN ELSEWHERE

3

CONDUIT AND WIRE QUANTITIES (1 of 2)

LOCATION TO LOCATION	SYSTEM (CIRCUIT)	671.0112 Conduit HDPE 1-Duct 2-Inch LF	655.0615 Electrical Wire Lighting 10 AWG LF	655.0625 Electrical Wire Lighting 6 AWG LF	655.0630 Electrical Wire Lighting 4 AWG LF
PROJECT NO 2788-02-70					
CONDUIT STUB TO LPB-01	WWB100	9	19	--	--
LPB-01 TO SLB-01	WWB100	4	15	--	--
SLB-01 TO LPB-03	WWB100	127	138	--	--
LPB-03 TO LPB-02	WWB100	68	78	--	--
LPB-02 TO SLB-02	WWB100	75	84	--	--
LPB-03 TO SLB-03	WWB100	23	34	--	--
SLB-03 TO SLB-04	WWB100	155	167	--	--
SLB-04 TO SLB-05	WWB100	148	160	--	--
SLB-05 TO LPB-04	WWB100	7	18	--	--
2788-02-70 TOTALS		**616**	**713**	**0**	**0**

* OTHER QUANTITIES SHOWN ELSEWHERE

LIGHTING PULL BOX QUANTITIES

LOCATION	LABEL	653.0135 PULL BOXES STEEL 24X36-INCH EACH
PROJECT NO 2788-02-70		
273+83, 6.0' 'LT	LPB-01	1
275+14, 63.3' LT	LPB-02	1
275+32, 6.2 'RT	LPB-03	1
278+31, 5.8 'LT	LPB-04	1
2788-02-70 TOTALS		**4**
PROJECT NO 2788-00-72		
286+39, 0.5' LT	LPB-05	1
289+47, 6.0' LT	LPB-06	1
292+83, 4.2' RT	LPB-07	1
299+06, 66.3' LT	LPB-08	1
299+07, 0.8' LT	LPB-09	1
304+51, 6.1' LT	LPB-10	1
304+52, 62.1' RT	LPB-11	1
305+64, 96.2' LT	LPB-12	1
306+02, 61.5' LT	LPB-13	1
306+03, 6.0' RT	LPB-14	1
322+69, 66.6' LT	LPB-15	1
322+70, 3.2' LT	LPB-16	1
336+70, 2.5' LT	LPB-17	1
2788-00-72 TOTALS		**13**
CONSTRUCTION TOTALS		**17**

* OTHER QUANTITIES SHOWN ELSEWHERE

LIGHTING CONTROLLER QUANTITIES

LOCATION	SYSTEM	LABEL	656.0100 ELECTRICAL SERVICE METER EACH	654.0230 CONCRETE CONTROL CABINET BASE TYPE L30 EACH	656.0400 ELECTRIC SERVICE MAIN LUGS ONLY METER PEDESTAL EACH	SPV.0060.70 LIGHTING CONTROL CABINET EACH
PROJECT NO 2788-02-70						
	WWB100	-- **	--	--	--	--
2788-02-70 TOTALS			**0**	**0**	**0**	**0**
PROJECT NO 2788-00-72						
298+96, 64.4' LT	WWB200	CABINET WWB200	1	1	1	1
222+76, 66.6' LT	WWB300	-- **	--	--	--	--
2788-00-72 TOTALS			**1**	**1**	**1**	**1**
CONSTRUCTION TOTALS			**1**	**1**	**1**	**1**

** CABINET TO BE INSTALLED BY OTHERS

CONDUIT AND WIRE QUANTITIES (2 of 2)

LOCATION TO LOCATION	SYSTEM (CIRCUIT)	671.0112 Conduit HDPE 1-Duct 2-Inch LF	655.0615 Electrical Wire Lighting 10 AWG LF	655.0625 Electrical Wire Lighting 6 AWG LF	655.0630 Electrical Wire Lighting 4 AWG LF
PROJECT NO 2788-00-72					
LPB-05 TO SLB-06	WWB200	5	16	--	--
SLB-06 TO SLB-07	WWB200	162	174	--	--
SLB-07 TO SLB-08	WWB200	126	138	--	--
SLB-08 TO LPB-06	WWB200	7	18	--	--
LPB-06 TO SLB-09	WWB200	153	164	--	--
SLB-09 TO SLB-10	WWB200	166	178	--	--
SLB-10 TO LPB-07	WWB200	10	21	--	--
LPB-07 TO SLB-11	WWB200	159	170	--	--
SLB-11 TO SLB-12	WWB200	166	178	--	--
SLB-12 TO SLB 13	WWB200	169	181	--	--
SLB-13 TOLPB-09	WWB200	122	133	--	--
LPB-09 TO LPB-10	WWB200	64	--	74	222
LPB-10 TO CAB. WWB200	WWB200	7	--	22	66
LPB-09 TO SLB-14	WWB200	44	--	55	165
SLB-14 TO SLB-15	WWB200	167	--	179	537
SLB-15 TO SLB-16	WWB200	169	--	181	543
SLB-16 TO LPB-10	WWB200	157	--	168	504
LPB-10 TO LPB-11	WWB200	66	--	76	152
LPB-11 TO SLB-18	WWB200	52	--	63	126
LPB-10 TO SLB-17	WWB200	19	--	30	90
SLB-17 TO SLB-20	WWB200	140	--	152	456
SLB-20 TO LPB-14	WWB200	22	--	33	99
LPB-14 TO LPB-13	WWB200	66	--	76	228
LPB-13 TO SLB-19	WWB200	51	--	62	186
SLB-19 TO LPB-12	WWB200	4	15	--	--
LPB-14 TO SLB-21	WWB200	168	179	--	--
SLB-21 TO SLB-22	WWB300	135	147	--	--
SLB-22 TO CONDUIT STUB	WWB300	40	52	--	--
2788-00-72 TOTALS		**2616**	**1764**	**1171**	**3374**
CONSTRUCTION TOTALS		**3,232**	**2,477**	**1,171**	**3,374**

* OTHER QUANTITIES SHOWN ELSEWHERE

CONSTRUCTION STAKING

LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL LUMP SUM
PROJECT NO 2788-02-70	
WAUKESHA BYPASS	1.0
2788-02-70 TOTALS	**1.0**
PROJECT NO 2788-00-72	
WAUKESHA BYPASS	1.0
2788-00-72 TOTALS	**1.0**
CONSTRUCTION TOTALS	**2**

* OTHER QUANTITIES SHOWN ELSEWHERE

3

SAWING

STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CAT 0010			
PROJECT NO: 2788-02-70			
STAGE 1			
WB 264+50 - 273+00	LT/RT	1,483	--
WB 275+25 - 282+00	RT	711	--
WB 282+75 - 284+75	RT	242	--
US 38+50 - 49+75	LT	219	--
US 50+75 - 55+75	RT	505	--
US 56+25 - 60+50	RT	426	--
STAGE 1 SUBTOTAL		**3,586**	**--**
STAGE 2			
WB 275+24	LT	--	5
WB 281+18	LT	--	5
WB 283+51	LT	--	5
FC 48+50	LT/RT	34	10
US 38+50 - 42+50	LT/RT	663	--
US 39+52	LT	--	5
US 40+45	RT	--	5
US 46+58	RT	5	--
TO 11+90	LT/RT	23	--
TU 8+87 - 8+90	LT/RT	77	--
STAGE 2 SUBTOTAL		**802**	**35**
STAGE 3			
FC 51+50	LT/RT	24	--
US 56+00 - 56+39	LT	37	5
US 56+05 - 56+27	RT	23	--
US 59+37 - 60+40	RT	105	--
US 59+75 - 62+25	LT/RT	372	--
STAGE 3 SUBTOTAL		**561**	**5**
2788-02-70 TOTAL		**4,949**	**40**

SAWING (CONT.)

STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CAT 0010			
PROJECT NO: 2788-00-72			
STAGE 1			
WB 284+75 - 286+50	RT	173	--
WB 335+00 - 340+25	RT	572	--
WB 340+50 - 345+75	RT	218	--
STAGE 1 SUBTOTAL		**963**	**--**
STAGE 2			
WB 287+49	LT	--	5
DWY 48+25	LT/RT	21	--
CC 48+00	LT/RT	50	10
NV 44+50	LT/RT	24	--
NV 44+68 - 44+86	LT	18	--
NV 46+39 - 46+57	RT	--	18
NV 46+75 - 46+88	LT	13	--
NV 47+69 - 48+13	LT	--	44
NV 47+94 - 48+14	RT	--	20
STAGE 2 SUBTOTAL		**125**	**97**
STAGE 3			
WB 290+50	RT	10	--
WB 302+75	RT	10	--
WB 306+80	RT	10	--
WB 320+92	RT	10	--
WB 321+08	RT	10	--
WB 324+94	RT	10	--
WB 325+06	RT	10	--
WB 327+92	RT	10	--
WB 328+07	RT	10	--
WB 330+89	RT	10	--
WB 331+11	RT	10	--
WB 332+50	RT	10	--
DWY 51+25	LT	27	--
DWY 51+50	RT	17	5
CC 51+80 - 52+08	LT	--	28
CC 52+44 - 52+61	LT	--	17
CC 52+75	LT/RT	40	10
NV 55+00	RT	--	5
NV 56+75	LT/RT	31	--
STAGE 3 SUBTOTAL		**235**	**65**
2788-00-72 TOTAL		**1,323**	**162**
CONSTRUCTION TOTAL		**6,272**	**202**

3

REMOVING CONCRETE BASES

EXISTING BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
CB1	1
SB1	1
SB2	1
SB3	1
SB4	1
SB5	1
SB6	1
SB7	1
SB8	1
SB9	1
SB10	1
*** TOTAL	11

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING PULL BOXES

PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
PB1	1
PB2	1
PB3	1
PB4	1
PB5	1
PB6	1
PB7	1
PB8	1
PB9	1
PB10	1
PB11	1
PB12	1
PB13	1
PB14	1
PB15	1
PB16	1
PB17	1
*** TOTAL	17

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
CB1	PB1	--	33
PB1	PB2	--	112
PB2	PB3	--	26
PB3	PB4	187	--
PB4	PB5	150	--
PB3	PB6	--	126
PB6	PB7	13	--
PB6	PB8	--	148
PB8	PB9	--	32
PB9	PB10	185	--
PB10	PB11	149	--
PB9	PB12	--	52
PB12	PB13	--	33
PB12	PB14	--	126
PB14	PB15	--	15
PB14	PB16	--	90
PB16	PB17	--	78
PB17	PB18	--	114
PB18	PB19	209	--
PB19	PB20	149	--
PB18	PB21	--	124
PB21	PB22	--	134
PB22	PB23	--	54
PB23	PB24	188	--
PB24	PB25	149	--
PB23	PB26	--	56
PB26	PB27	--	30
PB26	PB28	--	124
PB28	PB29	--	12
PB28	PB30	--	90
PB30	CB1	--	44
PB1	SB1	--	7
PB1	SB2	16	--
PB1	SB3	31	--
PB6	SB4	150	--
PB13	SB5	--	12
PB13	SB6	6	--
PB15	SB7	--	13
PB14	SB8	160	--
PB17	SB9	--	8
PB17	SB10	8	--
PB18	SB11	33	--
PB21	SB12	148	--
PB27	SB13	--	17
PB27	SB14	9	--
PB29	SB15	--	11
PB28	SB16	184	--
PB9	SB17	7	--
PB23	SB18	21	--
	***TOTALS	2152	1721

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PULL BOXES STEEL 24X36 INCH
PULL BOXES STEEL 24X42-INCH

PULL BOX NO.	STATION	OFFSET	653.0135 PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	281+58.1	68.5 LT	--	1
PB2	49+08.3	56.5 RT	--	1
PB3	48+95.6	56.5 RT	--	1
PB4	47+11.3	56.5 RT	1	--
PB5	45+61.3	52.5 RT	1	--
PB6	48+95.6	6.0 LT	--	1
PB7	49+08.5	6.0 LT	1	--
PB8	48+95.6	80.4 LT	--	1
PB9	283+55.3	80.4 LT	--	1
PB10	285+39.4	61.6 LT	1	--
PB11	286+89.3	61.0 LT	1	--
PB12	283+55.3	54.1 LT	--	1
PB13	283+22.5	59.2 LT	1	--
PB14	283+55.3	8.7 RT	--	1
PB15	283+40.6	9.4 RT	1	--
PB16	283+55.3	54.1 RT	--	1
PB17	283+19.2	68.7 RT	--	1
PB18	51+07.5	48.5 LT	--	1
PB19	53+18.9	48.5 LT	1	--
PB20	54+70.0	48.5 LT	1	--
PB21	51+07.8	13.8 RT	--	1
PB22	51+08.1	80.3 RT	--	1
PB23	281+33.8	81.2 RT	--	1
PB24	279+48.3	61.0 RT	1	--
PB25	277+98.6	56.9 RT	1	--
PB26	281+33.8	53.4 RT	--	1
PB27	281+62.8	58.7 RT	1	--
PB28	281+33.8	8.8 LT	--	1
PB29	281+46.2	9.4 LT	1	--
PB30	281+33.8	54.2 LT	--	1
		***TOTALS	13	17

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

3

CONDUIT LOOP DETECTOR
LOOP DETECTOR LEAD IN CABLE
LOOP DETECTOR WIRE

LOOP NO.	HOME RUN PB	STATION	LOCATION	SIZE	NO. OF TURNS	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
11	PB29	281+43.6	2.6 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	71	94	223
12	PB29	281+71.4	0.2 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	71	94	224
21	PB11	286+89.3	27.0 LT	6'x20'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	566	410
22	PB10	285+39.0	27.8 LT	6'x20'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	421	410
31	PB21	51+02.3	3.3 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	254	220
32	PB21	50+74.4	4.2 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	82	254	256
41	PB5	45+61.4	32.9 RT	6'x20'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	425	314
42	PB4	47+11.3	35.0 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	75	279	235
43	PB2	49+04.4	40.9 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	78	87	244
44	PB2	49+32.1	41.0 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	78	87	244
45	PB2	49+04.4	28.9 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	102	87	316
46	PB2	49+32.2	29.0 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	102	87	316
FUTURE 51	PB15	283+43.1	3.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	329	226
FUTURE 52	PB15	283+15.3	0.2 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	72	329	226
61	PB25	277+98.6	27.0 RT	6'x20'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	497	378
62	PB24	279+48.6	27.5 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	99	352	307
71	PB7	49+04.4	16.9 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	164	286
72	PB7	49+32.3	17.0 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	92	164	286
73	PB7	49+04.4	4.9 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	164	220
74	PB7	49+32.4	5.0 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	164	220
81	PB20	54+70.0	27.0 LT	6'x20'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	75	662	385
82	PB19	53+18.9	27.0 LT	6'x20'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	75	517	310
83	PB18	51+02.8	33.3 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	78	312	244
84	PB18	50+74.6	33.3 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	87	312	271
85	PB18	51+02.8	21.3 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	102	312	316
86	PB18	50+74.6	21.3 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	106	312	328
						*** TOTALS	2187	7325	7415

* STATION AND LOCATION IS TO FRONT CENTER OF DETECTION LOOP
** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

CONCRETE BASES TYPE 1
CONCRETE BASES TYPE 2
CONCRETE BASES TYPE 5
CONCRETE BASES TYPE 10
CONCRETE BASES TYPE 13
CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL

BASE NO.	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
CB1	281+47.8	71.5 LT	--	--	--	--	--	1
SB1	281+58.1	61.9 LT	--	--	--	--	1	--
SB2	281+73.7	71.7 LT	1	--	--	--	--	--
SB3	49+32.4	69.9 RT	--	1	--	--	--	--
SB4	47+45.0	6.0 LT	--	--	1	--	--	--
SB5	49+31.7	54.1 LT	--	--	--	--	1	--
SB6	283+18.7	55.1 LT	1	--	--	--	--	--
SB7	283+27.8	9.9 RT	--	--	--	1	--	--
SB8	285+15.0	6.4 RT	--	--	1	--	--	--
SB9	283+25.7	64.3 RT	--	--	--	--	1	--
SB10	283+12.4	71.2 RT	1	--	--	--	--	--
SB11	50+75.9	58.6 LT	--	1	--	--	--	--
SB12	52+55.0	10.6 RT	--	--	1	--	--	--
SB13	50+73.1	60.8 RT	--	--	--	--	1	--
SB14	281+69.4	54.3 RT	1	--	--	--	--	--
SB15	281+56.6	9.9 LT	--	--	--	1	--	--
SB16	279+50.0	6.2 LT	--	--	1	--	--	--
SB17	283+61.6	79.1 LT	--	--	1	--	--	--
SB18	281+13.5	76.8 RT	--	--	1	--	--	--
		*** TOTALS	4	2	6	2	4	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITIONAL QUANTITIES FOUND ELSEWHERE

CABLE TRAFFIC SIGNAL 5-14 AWG
CABLE TRAFFIC SIGNAL 7-14 AWG
CABLE TRAFFIC SIGNAL 12-14 AWG

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SB1	--	45	--
SB1	HEAD 7	64	--	--
SB1	HEAD 8	52	--	--
CB1	SB2	--	54	--
SB2	HEAD 22	15	--	--
CB1	SB3	--	--	69
SB3	HEAD 14	--	22	--
SB3	HEAD 16	21	--	--
SB3	HEAD 23	15	--	--
CB1	SB5	--	--	443
SB5	HEAD 12	58	--	--
SB5	HEAD 13	46	--	--
SB5	HEAD 15	--	79	--
SB5	HEAD 24	15	--	--
CB1	SB6	--	--	437
SB6	HEAD 4	--	22	--
SB6	HEAD 6	21	--	--
SB6	HEAD 25	15	--	--
CB1	SB7	--	505	--
SB7	HEAD 5	--	42	--
CB1	SB9	--	517	--
SB9	HEAD 2	66	--	--
SB9	HEAD 3	54	--	--
CB1	SB10	--	516	--
SB10	HEAD 26	15	--	--
CB1	SB11	--	--	469
SB11	HEAD 11	21	--	--
SB11	HEAD 27	15	--	--
CB1	SB13	--	--	250
SB13	HEAD 17	57	--	--
SB13	HEAD 18	45	--	--
SB13	HEAD 19	80	--	--
SB13	HEAD 20	69	--	--
SB13	HEAD 28	15	--	--
CB1	SB14	--	--	242
SB14	HEAD 1	21	--	--
SB14	HEAD 9	--	22	--
SB14	HEAD 21	15	--	--
CB1	SB15	--	148	--
SB15	HEAD 10	--	42	--
	*** TOTALS	795	2,014	1,910

*** ADDITIONAL QUANTITIES FOUND ELSEWHERE

INTERSECTION OF
USH 18 / STH 318 & SUMMIT AVENUE
ALL ITEMS CATEGORY 0020

3

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

FROM	TO	655.0515 L.F.
CB1	SB1	45
SB1	SB2	47
SB2	SB3	71
SB3	SB5	460
SB5	SB6	42
SB6	SB7	202
SB7	SB9	192
SB9	SB10	40
SB10	SB11	138
SB11	SB13	368
SB13	SB14	50
SB14	SB15	196
SB15	CB1	149
PB1	SB1	17
PB2	SB1	75
PB3	SB1	90
PB6	SB4	124
PB8	SB17	39
PB9	SB17	23
PB12	SB6	51
PB13	SB6	16
PB14	SB7	40
PB15	SB7	23
PB16	SB9	59
PB17	SB9	18
PB18	SB11	43
PB21	SB11	107
PB22	SB18	65
PB23	SB18	31
PB26	SB14	51
PB27	SB14	19
PB28	SB15	35
PB29	SB15	21
PB30	CB1	35
	***TOTAL	2982

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.
USH 18/STH 318 & SUMMIT AVENUE	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

TRAFFIC SIGNAL EVP DETECTOR CABLE
TYPE UF CABLE 2-CONDUCTOR NO. 14

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	SPV.0090.41 TYPE UF CABLE 2-CONDUCTOR NO. 14 L.F.
CB1	SB1 (HEAD A)	80	80
CB1	SB9 (HEAD B)	622	622
CB1	SB13 (HEAD C)	282	282
CB1	SB5 (HEAD D)	478	478
	*** TOTAL	1462	1462

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CABLE TYPE UF 2-10 AWG
ELECTRICAL WIRE LIGHTING 12 AWG

		655.0315 CABLE TYPE UF 2-10 AWG (W/ GROUND) L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB3	69	--
SB3	LUMIN	--	117
SB3	SB4	385	--
SB4	LUMIN	--	117
SB4	SB17	303	--
SB17	LUMIN	--	117
SB17	SB5	118	--
SB5	LUMIN	--	144
SB5	SB7	208	--
SB7	LUMIN	--	288
SB7	SB8	228	--
SB8	LUMIN	--	117
CB1	SB15	148	--
SB15	LUMIN	--	288
SB15	SB16	246	--
SB16	LUMIN	--	117
SB16	SB13	348	--
SB13	LUMIN	--	144
SB13	SB18	151	--
SB18	LUMIN	--	117
SB18	SB12	319	--
SB12	LUMIN	--	117
SB12	SB11	283	--
SB11	LUMIN	--	117
	***TOTALS	2806	1800

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SHEET 4 OF 7

INTERSECTION OF
USH 18 / STH 318 & SUMMIT AVENUE
ALL ITEMS CATEGORY 0020

PEDESTAL BASES
TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE
POLES TYPE 3
POLES TYPE 5 ALUMINUM
TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT
TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT
LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT
LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT
INSTALL POLES TYPE 10
INSTALL POLES TYPE 12
INSTALL POLES TYPE 13
INSTALL MONOTUBE ARMS 20-FT
INSTALL MONOTUBE ARMS 40-FT
INSTALL MONOTUBE ARMS 45-FT
INSTALL MONOTUBE ARMS 55-FT
INSTALL LUMINAIRE ARM STEEL 15-FT
PEDESTRIAN PUSH BUTTONS
LUMINAIRES UTILITY LED CATEGORY C

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	657.1350 INSTALL POLES TYPE 10 EACH	657.1355 INSTALL POLES TYPE 12 EACH	657.1360 INSTALL POLES TYPE 13 EACH	657.1520 INSTALL MONOTUBE ARMS 20-FT EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1545 INSTALL MONOTUBE ARMS 45-FT EACH	657.1555 INSTALL MONOTUBE ARMS 55-FT EACH	657.1815 INSTALL LUMINAIRE ARMS STEEL 15-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	--	--	--	--	--	--	--	--	--	1	--	--	1	--	--	--	--	--
SB2	1	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	1	--
SB3	--	1	1	--	--	--	1	--	--	--	--	--	--	--	--	--	1	1
SB4	--	1	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	1
SB5	--	--	--	--	--	--	--	--	--	--	1	--	--	--	1	1	1	1
SB6	1	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--
SB7	--	--	--	--	--	--	--	--	1	--	--	1	--	--	--	2	--	2
SB8	--	1	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	1
SB9	--	--	--	--	--	--	--	--	--	1	--	--	--	1	--	--	--	--
SB10	1	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	1	--
SB11	--	1	1	--	--	--	1	--	--	--	--	--	--	--	--	--	1	1
SB12	--	1	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	1
SB13	--	--	--	--	--	--	--	--	--	--	1	--	--	--	1	1	1	1
SB14	1	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	1	--
SB15	--	--	--	--	--	--	--	--	1	--	--	1	--	--	--	2	--	2
SB16	--	1	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	1
SB17	--	1	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	1
SB18	--	1	--	1	--	--	--	1	--	--	--	--	--	--	--	--	--	1
***TOTALS	4	8	2	6	2	2	2	6	2	2	2	2	1	1	2	6	8	14

*** ADDITIONAL QUANTITIES FOUND ELSEWHERE

SHEET 5 OF 7

INTERSECTION OF
USH 18 / STH 318 & SUMMIT AVENUE
ALL ITEMS CATEGORY 0020

3

3

TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL
TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL
BACKPLATES SIGNAL FACE 3 SECTION 12-INCH
BACKPLATES SIGNAL FACE 4 SECTION 12-INCH
PEDESTRIAN SIGNAL FACE 16-INCH
LED MODULES 12-INCH RED BALL
LED MODULES 12-INCH YELLOW BALL
LED MODULES 12-INCH GREEN BALL
LED MODULES 12-INCH RED ARROW
LED MODULES 12-INCH YELLOW ARROW
LED MODULES 12-INCH GREEN ARROW
LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
1	SB14	1	--	1	--	--	1	1	1	--	--	--	--
2	SB9	1	--	1	--	--	1	1	1	--	--	--	--
3	SB9	1	--	1	--	--	1	1	1	--	--	--	--
4	SB6	--	1	--	1	--	--	--	--	1	2	1	--
5	SB7	--	1	--	1	--	--	--	--	1	2	1	--
6	SB6	1	--	1	--	--	1	1	1	--	--	--	--
7	SB1	1	--	1	--	--	1	1	1	--	--	--	--
8	SB1	1	--	1	--	--	1	1	1	--	--	--	--
9	SB14	--	1	--	1	--	--	--	--	1	2	1	--
10	SB15	--	1	--	1	--	--	--	--	1	2	1	--
11	SB11	1	--	1	--	--	1	1	1	--	--	--	--
12	SB5	1	--	1	--	--	1	1	1	--	--	--	--
13	SB5	1	--	1	--	--	1	1	1	--	--	--	--
14	SB3	--	1	--	1	--	--	--	--	1	2	1	--
15	SB5	--	1	--	1	--	--	--	--	1	2	1	--
16	SB3	1	--	1	--	--	1	1	1	--	--	--	--
17	SB13	1	--	1	--	--	1	1	1	--	--	--	--
18	SB13	1	--	1	--	--	1	1	1	--	--	--	--
19	SB13	1	--	1	--	--	--	--	--	1	1	1	--
20	SB13	1	--	1	--	--	--	--	--	1	1	1	--
21	SB14	--	--	--	--	1	--	--	--	--	--	--	1
22	SB2	--	--	--	--	1	--	--	--	--	--	--	1
23	SB3	--	--	--	--	1	--	--	--	--	--	--	1
24	SB5	--	--	--	--	1	--	--	--	--	--	--	1
25	SB6	--	--	--	--	1	--	--	--	--	--	--	1
26	SB10	--	--	--	--	1	--	--	--	--	--	--	1
27	SB11	--	--	--	--	1	--	--	--	--	--	--	1
28	SB13	--	--	--	--	1	--	--	--	--	--	--	1
	***TOTAL	14	6	14	6	8	12	12	12	8	14	8	8

*** ADDITIONAL QUANTITIES FOUND ELSEWHERE

SHEET 6 OF 7

INTERSECTION OF
USH 18 / STH 318 & SUMMIT AVENUE
ALL ITEMS CATEGORY 0020

3

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS, USH 18/ STH 318 & SUMMIT AVENUE
GENERATORS
TEMPORARY INFRARED EVP SYSTEM, USH 18/ STH 318 & SUMMIT AVENUE
TEMPORARY VEHICLE DETECTION SYSTEM, USH 18/ STH 318 & SUMMIT AVENUE

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.	661.0300 GENERATORS DAYS	SPV.0105.53 TEMPORARY INFRARED EVP SYSTEM L.S.	SPV.0105.51 TEMPORARY VEHICLE DETECTION SYSTEM L.S.
USH 18/ STH 318 & SUMMIT AVENUE	1	2	1	1
*** TOTALS	1	2	1	1

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

EVP DETECTOR HEAD INSTALLATION AT USH 18/STH 318 & SUMMIT AVENUE

LOCATION	SPV.0105.47 EVP DETECTOR HEAD INSTALLATION L.S.
USH 18/STH 318 & SUMMIT AVENUE	1
TOTAL	1

3

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 L.S.
USH 18/STH 318 & SUMMIT AVENUE	1
TOTAL	1

TRANSPORTING SIGNAL AND LIGHTING MATERIALS AT USH 18/STH 318 & SUMMIT AVENUE

LOCATION	SPV.0105.49 TRANSPORTING SIGNAL AND LIGHTING MATERIALS L.S.
USH 18/STH 318 & SUMMIT AVENUE	1
TOTAL	1

REMOVE TRAFFIC SIGNALS, USH 18 & CTH TT
REMOVE LOOP DETECTOR WITE AND LEAD-IN CABLE, USH 18 & CTH TT

LOCATION	SPV.0105.41 REMOVE TRAFFIC SIGNALS L.S.	SPV.0105.43 REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE L.S.
USH 18 & CTH TT	1	1
TOTAL	1	1

INSTALL STATE-FURNISHED TRAFFIC SIGNAL CABINET, USH 18/STH 318 & SUMMIT AVENUE

LOCATION	SPV.0105.45 INSTALL STATE-FURNISHED TRAFFIC SIGNAL CABINET L.S.
USH 18/STH 318 & SUMMIT AVENUE	1
TOTAL	1

SUMMARY OF STATE FURNISHED MATERIALS - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
1	LS	TRAFFIC SIGNAL CONTROLLER AND CABINET
2	EACH	POLES TYPE 10
2	EACH	POLES TYPE 12
2	EACH	POLES TYPE 13
2	EACH	MONOTUBE ARMS 20-FT
1	EACH	MONOTUBE ARMS 40-FT
1	EACH	MONOTUBE ARMS 45-FT
2	EACH	MONOTUBE ARMS 55-FT
6	EACH	LUMINAIRE ARMS STEEL 15-FT
1	LS	EVP DETECTION SYSTEM

SHEET 7 OF 7

INTERSECTION OF
STH 318 & NORTHVIEW ROAD
ALL ITEMS CATEGORY 0020

3

3

REMOVING CONCRETE BASES

EXISTING BASE NO.	204.0195 REMOVING CONCRETE BASES EACH
CB1	1
*** TOTAL	1

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH

FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.
CB1	PB1	--	57
PB1	PB2	--	84
PB2	PB3	226	--
PB2	PB4	--	166
PB4	PB5	--	36
PB5	PB6	230	--
PB5	PB7	--	54
PB7	PB8		25
PB7	PB9	--	108
PB9	PB10	--	76
PB10	PB11	--	124
PB11	PB12	--	96
PB12	PB13	233	--
PB12	PB14	--	200
PB14	PB15	--	20
PB15	PB16	179	--
PB16	PB17	151	--
PB15	PB18	--	56
PB18	PB19	--	35
PB18	PB20	--	116
PB20	PB21	13	--
PB21	PB22	34	--
PB20	PB23	--	80
PB23	PB24	--	72
PB24	CB1	--	36
PB1	SB1	13	--
PB1	SB2	12	--
PB1	SB3	25	--
PB8	SB4	--	24
PB8	SB5	6	--
PB9	SB6	157	--
PB10	SB7	--	26
PB11	SB8	16	--
PB11	SB9	19	--
PB19	SB10	--	15
PB19	SB11	9	--
PB22	SB12	12	--
PB20	SB13	159	--
PB24	SB14	--	11
PB5	SB15	8	--
PB15	SB16	6	--
	***TOTALS	1508	1517

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PULL BOXES STEEL 24X36 INCH
PULL BOXES STEEL 24X42-INCH

PULL BOX NO.	STATION	OFFSET	653.0135 PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH
PB1	340+20.6	74.5 LT	--	1
PB2	48+98.3	27.0 RT	--	1
PB3	46+71.9	27.0 RT	1	--
PB4	48+98.3	55.8 LT	--	1
PB5	341+43.0	73.3 LT	--	1
PB6	343+72.2	54.6 LT	1	--
PB7	341+43.0	46.8 LT	--	1
PB8	341+18.5	50.6 LT	1	--
PB9	341+43.0	7.0 RT	--	1
PB10	341+43.0	45.0 RT	--	1
PB11	340+83.4	61.2 RT	--	1
PB12	50+98.1	39.0 LT	--	1
PB13	53+25.3	36.3 LT	1	--
PB14	51+02.2	61.1 RT	--	1
PB15	339+59.0	76.9 RT	--	1
PB16	337+81.8	60.0 RT	1	--
PB17	336+32.4	52.0 RT	1	--
PB18	339+59.0	49.0 RT	--	1
PB19	339+93.9	52.8 RT	1	--
PB20	339+58.9	9.4 LT	--	1
PB21	339+72.1	9.9 LT	1	--
PB22	339+99.8	10.2 RT	1	--
PB23	339+58.9	49.2 LT	--	1
PB24	339+92.8	61.3 LT	--	1
		***TOTALS	9	15

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SHEET 1 OF 7

3

3

CONDUIT LOOP DETECTOR
LOOP DETECTOR LEAD IN CABLE
LOOP DETECTOR WIRE

LOOP NO.	HOME RUN PB	STATION	LOCATION	SIZE	NO. OF TURNS	SDD INSTALLATION REFERENCE	652.0800 CONDUIT LOOP DETECTOR L.F.	655.0700 LOOP DETECTOR LEAD IN CABLE L.F.	655.0800 LOOP DETECTOR WIRE L.F.
FUTURE 11	PB21	339+67.4	2.8 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	74	112	232
FUTURE 12	PB21	339+95.4	0.3 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	112	220
21	PB6	343+72.2	24.0 LT	6'x20'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	94	400	386
41	PB3	46+71.9	12.0 RT	6'x6'	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	48	302	250
42	PB2	48+96.7	12.0 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	76	80	238
43	PB2	49+24.7	12.0 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	80	80	250
44	PB2	48+96.9	0.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	80	310
45	PB2	49+24.9	0.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	102	80	316
FUTURE 51	PB9	341+47.2	4.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	245	220
FUTURE 52	PB9	341+19.2	4.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	245	220
61	PB17	336+32.4	27.0 RT	6'x20'	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	82	507	338
62	PB16	337+81.8	27.0 RT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	98	360	304
81	PB13	53+25.3	12.0 LT	6'x6'	6	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	66	512	406
82	PB12	51+02.0	28.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	283	220
83	PB12	50+74.1	28.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)	70	283	220
84	PB12	51+02.0	12.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	283	310
85	PB12	50+74.1	12.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	100	283	310
86	PB12	51+02.1	0.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	124	283	382
87	PB12	50+74.1	0.0 LT	6'x20'	3	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	124	283	382
						*** TOTALS	1618	4813	5514

* STATION AND LOCATION IS TO FRONT CENTER OF DETECTION LOOP
** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

CONCRETE BASES TYPE 1
CONCRETE BASES TYPE 5
CONCRETE BASES TYPE 10
CONCRETE BASES TYPE 13
CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL

BASE NO.	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
CB1	340+03.2	66.7 LT	--	--	--	--	1
SB1	340+22.8	61.9 LT	1	--	--	--	--
SB2	340+32.3	70.3 LT	1	--	--	--	--
SB3	340+44.0	82.3 LT	1	--	--	--	--
SB4	340+95.9	57.8 LT	--	--	1	--	--
SB5	341+15.0	45.8 LT	1	--	--	--	--
SB6	343+00.0	7.0 RT	--	1	--	--	--
SB7	341+17.1	48.1 RT	--	--	--	1	--
SB8	340+98.7	58.5 RT	1	--	--	--	--
SB9	340+78.5	79.1 RT	1	--	--	--	--
SB10	340+06.5	60.7 RT	--	--	1	--	--
SB11	340+01.4	48.4 RT	1	--	--	--	--
SB12	340+12.1	9.3 RT	1	--	--	--	--
SB13	338+00.0	8.0 LT	--	1	--	--	--
SB14	339+92.1	50.0 LT	--	--	--	1	--
SB15	341+40.7	71.4 LT	--	1	--	--	--
SB16	339+62.0	81.5 RT	--	1	--	--	--
		*** TOTALS	8	4	2	2	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD
*** ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

CABLE TRAFFIC SIGNAL 5-14 AWG
CABLE TRAFFIC SIGNAL 7-14 AWG
CABLE TRAFFIC SIGNAL 12-14 AWG

FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG L.F.
CB1	SB1	--	59	--
SB1	HEAD 22	15	--	--
CB1	SB2	--	58	--
SB2	HEAD 23	15	--	--
CB1	SB3	--	--	71
SB3	HEAD 14	--	22	--
SB3	HEAD 16	21	--	--
CB1	SB4	--	--	345
SB4	HEAD 12	41	--	--
SB4	HEAD 13	21	--	--
SB4	HEAD 15	--	56	--
SB4	HEAD 24	15	--	--
CB1	SB5	--	--	327
SB5	HEAD 4	--	22	--
SB5	HEAD 6	21	--	--
SB5	HEAD 25	15	--	--
CB1	SB7	--	--	430
SB7	HEAD 2	55	--	--
SB7	HEAD 3	43	--	--
SB7	HEAD 5	--	79	--
CB1	SB8	--	487	--
SB8	HEAD 26	15	--	--
CB1	SB9	--	--	490
SB9	HEAD 11	21	--	--
SB9	HEAD 19	--	22	--
SB9	HEAD 27	15	--	--
CB1	SB10	--	--	287
SB10	HEAD 17	42	--	--
SB10	HEAD 18	21	--	--
SB10	HEAD 20	--	56	--
SB10	HEAD 28	15	--	--
CB1	SB11	--	--	281
SB11	HEAD 1	21	--	--
SB11	HEAD 9	--	22	--
SB11	HEAD 21	15	--	--
CB1	SB12	--	238	--
CB1	SB14	--	--	50
SB14	HEAD 7	54	--	--
SB14	HEAD 8	42	--	--
SB14	HEAD 10	--	72	--
	***TOTALS	523	1,193	2,281

***ADDITIONAL QUANTITIES FOUND ELSEWHERE

INTERSECTION OF
STH 318 & NORTHVIEW ROAD
ALL ITEMS CATEGORY 0020

3

3

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

FROM	TO	655.0515 L.F.
CB1	SB1	59
SB1	SB2	49
SB2	SB3	61
SB3	SB4	348
SB4	SB5	54
SB5	SB7	221
SB7	SB8	144
SB8	SB9	59
SB9	SB10	359
SB10	SB11	48
SB11	SB12	249
SB12	SB14	234
SB14	CB1	50
PB1	SB2	22
PB2	SB2	70
PB4	SB15	42
PB5	SB15	18
PB7	SB5	47
PB8	SB5	16
PB9	SB7	80
PB10	SB7	36
PB11	SB8	26
PB12	SB8	80
PB14	SB16	16
PB15	SB16	32
PB18	SB11	60
PB19	SB11	19
PB20	SB12	81
PB21	SB12	62
PB22	SB12	22
PB23	SB14	63
PB24	SB14	21
	***TOTAL	2748

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CABLE TYPE UF 2-10 AWG
ELECTRICAL WIRE LIGHTING 12 AWG

		655.0315 CABLE TYPE UF 2-10 AWG (W/ GROUND) L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.
CB1	SB15	245	--
SB15	LUMIN	--	117
SB15	SB4	150	--
SB4	LUMIN	--	126
SB4	SB6	316	--
SB6	LUMIN	--	117
SB6	SB7	261	--
SB7	LUMIN	--	126
CB1	SB14	50	--
SB14	LUMIN	--	126
SB14	SB13	302	--
SB13	LUMIN	--	117
SB13	SB10	323	--
SB14	LUMIN	--	126
SB10	SB16	139	--
SB16	LUMIN	--	117
	***TOTALS	1786	972

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC SIGNAL EVP DETECTOR CABLE
TYPE UF CABLE 2-CONDUCTOR NO. 14

FROM	TO	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	SPV.0090.41 TYPE UF CABLE 2-CONDUCTOR NO. 14 L.F.
CB1	SB14 (HEAD A)	93	93
CB1	SB7 (HEAD B)	474	474
CB1	SB10 (HEAD C)	330	330
CB1	SB4 (HEAD D)	387	387
	*** TOTAL	1284	1284

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATIION	656.0200.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.
STH 318 & NORTHVIEW ROAD	1
TOTAL	1

* FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

SHEET 4 OF 7

INTERSECTION OF
STH 318 & NORTHVIEW ROAD
ALL ITEMS CATEGORY 0020

PEDESTAL BASES
TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE
POLES TYPE 5 ALUMINUM
TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT
TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT
TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT
LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT
INSTALL POLES TYPE 10
INSTALL POLES TYPE 13
INSTALL MONOTUBE ARMS 30-FT
INSTALL MONOTUBE ARMS 50-FT
INSTALL MONOTUBE ARMS 55-FT
INSTALL LUMINAIRE ARM STEEL 15-FT
PEDESTRIAN PUSH BUTTONS
LUMINAIRES UTILITY LED CATEGORY C

SIGNAL BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	657.1350 INSTALL POLES TYPE 10 EACH	657.1360 INSTALL POLES TYPE 13 EACH	657.1530 INSTALL MONOTUBE ARMS 30-FT EACH	657.1550 INSTALL MONOTUBE ARMS 50-FT EACH	657.1555 INSTALL MONOTUBE ARMS 55-FT EACH	657.1815 INSTALL LUMINAIRE ARMS STEEL 15-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
SB1	1	--	--	--	--	1	--	--	--	--	--	--	--	1	--
SB2	1	--	--	--	--	1	--	--	--	--	--	--	--	1	--
SB3	1	--	--	--	1	--	--	--	--	--	--	--	--	--	--
SB4	--	--	--	--	--	--	--	1	--	1	--	--	1	1	1
SB5	1	--	--	--	1	--	--	--	--	--	--	--	--	1	--
SB6	--	1	1	--	--	--	1	--	--	--	--	--	--	--	1
SB7	--	--	--	--	--	--	--	--	1	--	--	1	1	--	1
SB8	1	--	--	--	--	1	--	--	--	--	--	--	--	1	--
SB9	1	--	--	--	1	--	--	--	--	--	--	--	--	1	--
SB10	--	--	--	--	--	--	--	1	--	1	--	--	1	1	1
SB11	1	--	--	--	1	--	--	--	--	--	--	--	--	1	--
SB12	1	--	--	1	--	--	--	--	--	--	--	--	--	1	--
SB13	--	1	1	--	--	--	1	--	--	--	--	--	--	--	1
SB14	--	--	--	--	--	--	--	--	1	--	1	--	1	--	1
SB15	--	1	1	--	--	--	1	--	--	--	--	--	--	--	1
SB16	--	1	1	--	--	--	1	--	--	--	--	--	--	--	1
***TOTALS	8	2	2	1	4	3	2	2	2	2	1	1	4	9	8

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SHEET 5 OF 7

PROJECT NO: 2788-00-72	HWY: STH 318	COUNTY: WAUKESHA	MISCELLANEOUS QUANTITIES	SHEET 418	E

FILE NAME : L:\Jobs2010\20100001\CAD\WisDOT_Trans\dgn\00\02_Northview\030201_mq.dgn PLOT DATE : 7/6/2016 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 34.0000 sf / in.

WISDOT/CADDS SHEET 43

3

3

TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL
TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL
BACKPLATES SIGNAL FACE 3 SECTION 12-INCH
BACKPLATES SIGNAL FACE 4 SECTION 12-INCH
PEDESTRIAN SIGNAL FACE 16-INCH
LED MODULES 12-INCH RED BALL
LED MODULES 12-INCH YELLOW BALL
LED MODULES 12-INCH GREEN BALL
LED MODULES 12-INCH RED ARROW
LED MODULES 12-INCH YELLOW ARROW
LED MODULES 12-INCH GREEN ARROW
LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH

SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
1	SB11	1	--	1	--	--	1	1	1	--	--	--	--
2	SB7	1	--	1	--	--	1	1	1	--	--	--	--
3	SB7	1	--	1	--	--	1	1	1	--	--	--	--
4	SB5	--	1	--	1	--	--	--	--	1	2	1	--
5	SB7	--	1	--	1	--	--	--	--	1	2	1	--
6	SB5	1	--	1	--	--	1	1	1	--	--	--	--
7	SB14	1	--	1	--	--	1	1	1	--	--	--	--
8	SB14	1	--	1	--	--	1	1	1	--	--	--	--
9	SB11	--	1	--	1	--	--	--	--	1	2	1	--
10	SB14	--	1	--	1	--	--	--	--	1	2	1	--
11	SB9	1	--	1	--	--	1	1	1	--	--	--	--
12	SB4	1	--	1	--	--	1	1	1	--	--	--	--
13	SB4	1	--	1	--	--	1	1	1	--	--	--	--
14	SB3	--	1	--	1	--	--	--	--	1	2	1	--
15	SB4	--	1	--	1	--	--	--	--	1	2	1	--
16	SB3	1	--	1	--	--	1	1	1	--	--	--	--
17	SB10	1	--	1	--	--	1	1	1	--	--	--	--
18	SB10	1	--	1	--	--	1	1	1	--	--	--	--
19	SB9	--	1	--	1	--	--	--	--	1	2	1	--
20	SB10	--	1	--	1	--	--	--	--	1	2	1	--
21	SB11	--	--	--	--	1	--	--	--	--	--	--	1
22	SB1	--	--	--	--	1	--	--	--	--	--	--	1
23	SB2	--	--	--	--	1	--	--	--	--	--	--	1
24	SB4	--	--	--	--	1	--	--	--	--	--	--	1
25	SB5	--	--	--	--	1	--	--	--	--	--	--	1
26	SB8	--	--	--	--	1	--	--	--	--	--	--	1
27	SB9	--	--	--	--	1	--	--	--	--	--	--	1
28	SB10	--	--	--	--	1	--	--	--	--	--	--	1
	***TOTALS	12	8	12	8	8	12	12	12	8	16	8	8

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

INTERSECTION OF
STH 318 & NORTHVIEW ROAD
ALL ITEMS CATEGORY 0020

3

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS, STH 318 & NORTHVIEW ROAD
GENERATORS
TEMPORARY INFRARED EVP SYSTEM, STH 318 & NORTHVIEW ROAD
TEMPORARY VEHICLE DETECTION SYSTEM, STH 318 & NORTHVIEW ROAD

LOCATION	661.0200.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.	661.0300 GENERATORS DAYS	SPV.0105.54 TEMPORARY INFRARED EVP SYSTEM L.S.	SPV.0105.52 TEMPORARY VEHICLE DETECTION SYSTEM L.S.
STH 318 & NORTHVIEW ROAD	1	2	1	1
*** TOTALS	1	2	1	1

***ADDITIONAL QUANTITIES SHOWN ELSEWHERE

EVP DETECTOR HEAD INSTALLATION AT STH 318 & NORTHVIEW ROAD

LOCATION	SPV.0105.48 EVP DETECTOR HEAD INSTALLATION L.S.
STH 318 & NORTHVIEW ROAD	1
TOTAL	1

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.02 L.S.
STH 318 & NORTHVIEW ROAD	1
TOTAL	1

TRANSPORTING SIGNAL AND LIGHTING MATERIALS AT STH 318 & NORTHVIEW ROAD

LOCATION	SPV.0105.50 TRANSPORTING SIGNAL AND LIGHTING MATERIALS L.S.
STH 318 & NORTHVIEW ROAD	1
TOTAL	1

REMOVE TRAFFIC SIGNALS CTH TT & NORTHVIEW ROAD

LOCATION	SPV.0105.42 REMOVE TRAFFIC SIGNALS L.S.
CTH TT & NORTHVIEW ROAD	1
TOTAL	1

INSTALL STATE-FURNISHED TRAFFIC SIGNAL CABINET, STH 318 & NORTHVIEW ROAD

LOCATION	SPV.0105.46 INSTALL STATE-FURNISHED TRAFFIC SIGNAL CABINET L.S.
STH 318 & NORTHVIEW ROAD	1
TOTAL	1

SUMMARY OF STATE FURNISHED MATERIALS - FOR INFORMATION ONLY

QUANTITY	UNIT	DESCRIPTION
1	LS	TRAFFIC SIGNAL CONTROLLER AND CABINET
2	EACH	POLES TYPE 10
2	EACH	POLES TYPE 13
2	EACH	MONOTUBE ARMS 30-FT
1	EACH	MONOTUBE ARMS 50-FT
1	EACH	MONOTUBE ARMS 55-FT
4	EACH	LUMINAIRE ARMS STEEL 15-FT
1	LS	EVP DETECTION SYSTEM

SHEET 7 OF 7

WAUKESHA WATER UTILITY

STATION	LOCATION	SPV.0090.82 8-INCH WATER MAIN RELOCATION LF	SPV.0090.83 12-INCH WATER MAIN RELOCATION LF	SPV.0090.84 16-INCH WATER MAIN RELOCATION LF	SPV.0180.82 WATER MAIN INSULATION 2-INCH SY
CAT 0040					
PROJECT NO: 2788-02-70					
WB 274+50	LT	--	--	18	--
WB 274+70	LT	18	--	--	--
WB 283+45	RT	--	18	--	--
US 43+18	RT	18	--	--	--
US 56+05	RT	--	18	--	--
WB 279+83	LT	--	--	--	4
US 42+50	LT	--	--	--	7
2788-02-70 TOTAL		**36**	**36**	**18**	**11**
CONSTRUCTION TOTAL		**36**	**36**	**18**	**11**

WAUKESHA WATER UTILITY

STATION	LOCATION	SPV.0090.82 8-INCH WATER MAIN RELOCATION LF	SPV.0090.83 12-INCH WATER MAIN RELOCATION LF	SPV.0090.84 16-INCH WATER MAIN RELOCATION LF	SPV.0180.82 WATER MAIN INSULATION 2-INCH SY
CAT 0050					
PROJECT NO: 2788-00-72					
WB 305+15	LT	--	18	--	--
WB 305+15	LT	--	18	--	--
WB 305+40	LT	--	18	--	--
WB 305+40	LT	--	18	--	--
WB 305+40	RT	--	18	--	--
WB 305+55	RT	--	18	--	--
WB 305+60	RT	--	18	--	--
WB 341+00	RT	--	--	18	--
WB 321+00	RT	--	--	--	4
WB 325+00	RT	--	--	--	4
WB 326+85 - 333+15	RT	--	--	--	150
WB 334+00	RT	--	--	--	7
WB 337+00	RT	--	--	--	4
WB 338+50	RT	--	--	--	4
NV 53+50	RT	--	18	--	4
NV 55+00	RT	--	--	--	11
2788-00-72 TOTAL		**--**	**144**	**18**	**188**
CONSTRUCTION TOTAL		**--**	**144**	**18**	**188**

CITY OF WAUKESHA SANITARY

STATION	LOCATION	SPV.0200.72 RECONSTRUCTING SANITARY MANHOLES VF	SPV.0060.72 INTERNAL MANHOLE SEALING SYSTEM EACH	SPV.0060.73 PRE-PAVING TELEVISING SANITARY LATERALS EACH	SPV.0090.72 PRE-PAVING TELEVISING SANITARY MAIN LINE LF
PROJECT NO: 2788-02-70					
CAT 0010					
US 43+10	LT	3	1	--	--
CAT 0010 TOTAL		**3**	**1**	**--**	**--**
CAT 0030					
WB 269+34 - 269+65	RT	--	--	--	120
WB 269+65 - 270+25	RT	--	--	--	60
WB 270+25	RT	--	--	1	--
US 43+10 - 44+50	LT	--	--	--	145
US 44+50 - 46+45	LT	--	--	--	205
US 45+94 - 46+45	LT	--	--	--	180
US 46+45 - 46+86	RT	--	--	--	150
US 44+50	LT	11	1	--	--
		--	--	--	--
CAT 0030 TOTAL		**18**	**2**	**1**	**860**
2788-02-70 TOTAL		**21**	**3**	**1**	**860**

CITY OF WAUKESHA SANITARY

STATION	LOCATION	SPV.0200.72 RECONSTRUCTING SANITARY MANHOLES VF	SPV.0060.72 INTERNAL MANHOLE SEALING SYSTEM EACH	SPV.0060.73 PRE-PAVING TELEVISING SANITARY LATERALS EACH	SPV.0090.72 PRE-PAVING TELEVISING SANITARY MAIN LINE LF
PROJECT NO: 2788-00-72					
CAT 0010					
DWY 48+94	LT	3	1	--	--
CAT 0010 TOTAL		**3**	**1**	**--**	**--**
CAT 0040					
DWY 48+94 - 51+55	LT	--	--	--	265
WB 324+15 - 326+54	RT	--	--	--	320
CC 51-82	LT	2	1	--	--
CC 51+82 - 53+53	RT	--	--	--	171
CC 51+86		--	--	1	--
CC 51+93		--	--	1	--
CC 52+64		--	--	1	--
CC 52+81		--	--	1	--
CAT 0040 TOTAL		**2**	**1**	**4**	**756**
2788-00-72 TOTAL		**5**	**2**	**4**	**756**

CITY OF PEWAUKEE SANITARY

STATION	LOCATION	SPV.0200.72 RECONSTRUCTING SANITARY MANHOLES VF	SPV.0060.72 INTERNAL MANHOLE SEALING SYSTEM EACH
CAT 0060			
PROJECT NO: 2788-00-72			
WB 324+13	80' LT	6	1
NV 47+15	13' RT	3	1
NV 44+70	11' RT	3	1
2788-00-72 TOTAL		**12**	**3**
CONSTRUCTION TOTAL		**12**	**3**

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
2788-00-22		
FEDERAL PROJECT NUMBER	4.01	

PLAT OF RIGHT-OF-WAY REQUIRED FOR

WEST WAUKESHA BYPASS

USH 18

WIS 59 I-94

CONSTRUCTION PROJECT NUMBER

2788-00-71 / 2788-02-70

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER (23 24 26 25)
NOTATION FOR COMBUSTABLE FLUIDS — CAUTION
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN — IP
VALVE (GAS, WATER, ETC.) — (TYPE)
SIGN — SIGN
OFF-PREMISE SIGN — I-25 — SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

BRIDGE

PARCEL NUMBER 25
UTILITY NUMBER 40

CONVENTIONAL ABBREVIATIONS

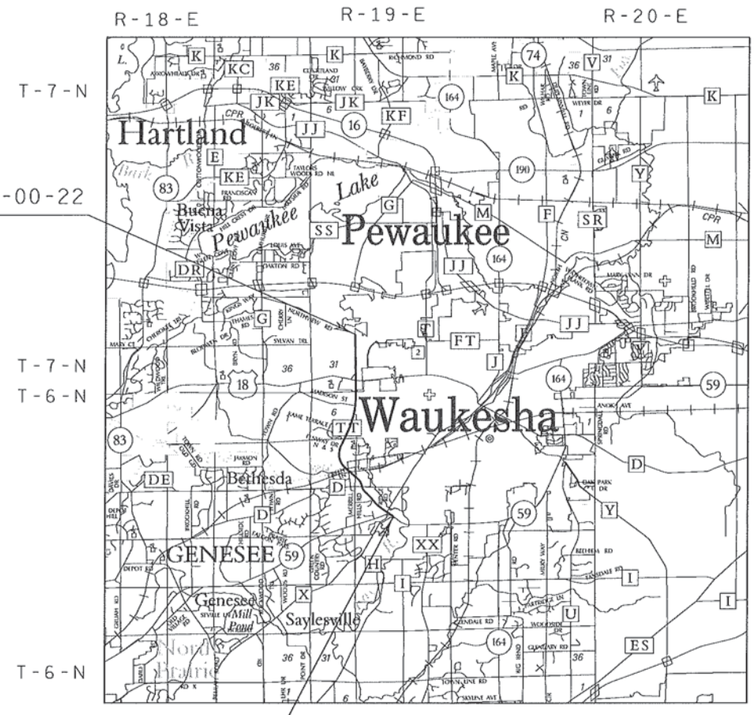
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
CORNER	COR	SUBDIVISION	SUBD
DOCUMENT NUMBER	DOC	TANGENT	TAN
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

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—



END RELOCATION ORDER 2788-00-22

STA 345+31.00
555.87' SOUTH OF AND
13.33' WEST OF THE
EAST 1/4 CORNER OF
SECTION 30, T7N, R19E

BEGIN RELOCATION ORDER 2788-00-22

STA 89+50.00
1451.65' SOUTH OF AND
196.52' EAST OF THE
EAST 1/4 CORNER OF
SECTION 17, T6N, R19E

TOTAL NET LENGTH OF CENTERLINE = 4.84 MI.

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WAUKESHA COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD."

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGION OFFICE IN WAUKESHA

REVISION DATE
August 28, 2015
March 2, 2016
April 27, 2016
June 3, 2016
July 29, 2016
September 30, 2016

ORIGINAL PLANS PREPARED BY

KAPUR & ASSOCIATES
CONSULTING ENGINEERS
414.751.7200

WISCONSIN — MICHAEL V. BECKER — S-2574 — PORT WASHINGTON, WISCONSIN — LAND SURVEYOR

MAY 21, 2015 (Date) — Michael V. Becker (Signature)

APPROVED FOR WAUKESHA COUNTY DEPARTMENT OF PUBLIC WORKS

5-21-15 (Date) — Allison Bussler, DIRECTOR

5/21/15 (Date) — ENGINEERING SERVICES MANAGER

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

AREAS SHOWN IN THE TOTAL AREA MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED (ACRES) NEW	EXISTING	TOTAL	TOTAL REMAINING	TLE ACRES	PLE ACRES	PARCEL NUMBER
1 (2)	4.06	THOMAS & JOYCE HOFFMANN	TLE	1.798				1.798	0.056		1 (2)
2 (2)	4.06,07,08	JEWEL FOOD STORES INC (STORE 36AY)	PLE, TLE	29.323				29.323	0.036	0.014	2 (2)
3 (2)	4.06	BRETT & AMBER MUELLER	TLE	0.976				0.976	0.050		3 (2)
4 (2)	4.06	JOSE G & IDA R MEDINA REVOCABLE TRUST	TLE	1.000				1.000	0.005		4 (2)
6 (6)	4.07,09,10	ROBERT F. SMART & CAROL O. SMART	FEE, PLE, TLE, AR	45.339	7.429		7.429	37.910	0.379	0.025	6 (6)
7 (3)	4.07	MERLYN W MINSTER	FEE, TLE	0.897	0.004		0.004	0.893	0.059		7 (3)
8 (2)	4.07,09	MERLYN W & KAREN D MINSTER	FEE, TLE	0.915	0.727		0.727	0.188	0.032		8 (2)
9 (2)	4.08	ST. JOHN NEUMANN CONGREGATION	TLE	9.000				9.000	0.030		9 (2)
11 (3)	4.09	WAUKESHA COUNTY PARKS & LAND USE	FEE	1.535	0.219		0.219	1.316			11 (3)
12 (6)	4.09	MICHAEL & SUSAN BELL	FEE, TLE	4.216	0.013		0.013	4.203	0.060		12 (6)
13	4.10, 11	CHRISTINE K WHITSTONE	FEE	5.595	5.595		5.595	0.000			13
16 (6)	4.11	GIBSON FUND LLP	FEE, TLE	30.984	0.270		0.270	30.714	0.036		16 (6)
17 (6)	4.11,12,13	LEESLEY B & JOAN J HARDY LIVING TRUST	FEE, PLE, TLE	42.374	6.755		6.755	35.619	0.426	0.047	17 (6)
18 (6)	4.12	MARY H THORP C/O JANET HORNING	FEE, AR	2.860	0.191		0.191	2.669			18 (6)
19 (6)	4.12	DEBORAH THIEM ROLLO	FEE	4.947	4.947		4.947	0.000			19 (6)
20 (4)	4.15,15A	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	TLE	VAST					1.001		20 (4)
21 (4)	4.13	TENLEY C HELLER	FEE, AR	4.320	0.110		0.110	4.210			21 (4)
22 (3)	4.13,14,15	CHRISTOPH FAMILY TRUST	FEE, PLE, TLE, AR	89.336	12.770	3.090	15.860	73.476	0.665	0.178	22 (3)
25 (4)	4.15A	ROBERT V. HARTMANN & DARLENE C. HARTMAN AS TRUSTEES U/D/T	FEE	14.900	2.143		2.143	12.757			25 (4)
26 (6)	4.15	WAUKESHA STORAGE LLC	TLE	10.167				10.167	0.033		26 (6)
27 (6)	4.16	RICHARD HASE	FEE, PLE, TLE, AR	30.982	5.571		5.571	25.411	0.388	0.068	27 (6)
28 (6)	4.16	RONALD J PIETROWIAK	FEE, PLE, TLE, AR	2.869	0.253		0.253	2.616	0.013	0.014	28 (6)
29 (6)	4.16	ROBERT V HARTMANN TRUSTEE U/D/T JACKIE KANE ET AL C/O JUDITH MANEY	FEE, PLE, AR	0.823	0.011		0.011	0.812		0.007	29 (6)
30 (6)	4.15,15A	STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURSES	TLE	VAST					1.939		30 (6)
33 (2)	4.16,17	SEE PROJECT #2788-00-20									33 (2)
34 (6)	4.18	ROBERT J JOHNSON FARM TRUST C/O CAROL JEAN HENDRICKS	FEE, TLE, AR	150.887	8.885		8.885	142.002	0.396		34 (6)
36 (6)	4.19	HAZEL DANNER & SUCCESSORS	FEE, TLE, AR	17.648	1.227		1.227	16.421	0.484		36 (6)
38 (6)	4.19,20	CHRISTOPH FAMILY TRUST	FEE, TLE, AR	29.179	8.507	1.546	10.053	19.126	0.730		38 (6)
39 (6)	4.21	FHB INVESTMENTS LLC	PLE, TLE, AR	23.445				23.445	0.084	0.014	39 (6)
40 (3)	4.20	ARTHUR FAULKNER	PLE, TLE	0.699				0.699	0.029	0.059	40 (3)
41 (6)	4.21	CITY OF WAUKESHA	FEE, TLE, AR	6.676	0.080		0.080	6.596	0.004		41 (6)
42 (6)	4.21	BROOKSHIRE CONDOMINIUM	TLE, AR	11.429				11.429	0.019		42 (6)
43 (5)	4.06	JASON KRAFT	FEE, TLE, AR	0.350	0.004		0.004	0.346	0.009		43 (5)
44 (5)	4.06	EUGENE J & CATHERINE GANIERE	PLE, TLE	4.506				4.506	0.037	0.002	44 (5)
45 (5)	4.06	TIMOTHY J NATVIG	FEE	0.482	0.010		0.010	0.472			45 (5)
46 (5)	4.06	GIBSON FUND LLP	TLE	4.643				4.643	0.081		46 (5)

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED
700	4.21	WE ENERGIES - GAS	RELEASE OF RIGHTS
701	4.06-16,18-20	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
704	4.21	CITY OF WAUKESHA - SANITARY SEWER	RELEASE OF RIGHTS
706	4.06-08,13, 15	AT & T WISCONSIN	RELEASE OF RIGHTS
708	4.09,10	TOWN OF WAUKESHA FOR DRAINAGE FACILITIES	RELEASE OF RIGHTS

4

4

REVISION DATE: 08/28/2015, 07/29/2016, 03/02/2016, 09/30/2016, 04/27/2016, 06/03/2016

DATE: 05/21/2015

SCALE, FEET 0 N/A

HWY: USH 18 | STATE R/W PROJ. #2788-00-22 | PLAT SHEET 4.02

COUNTY: WAUKESHA | CONST. PROJ. #2788-00-71,72 ; 2788-02-70 | PS&E SHEET 423 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_02_li.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

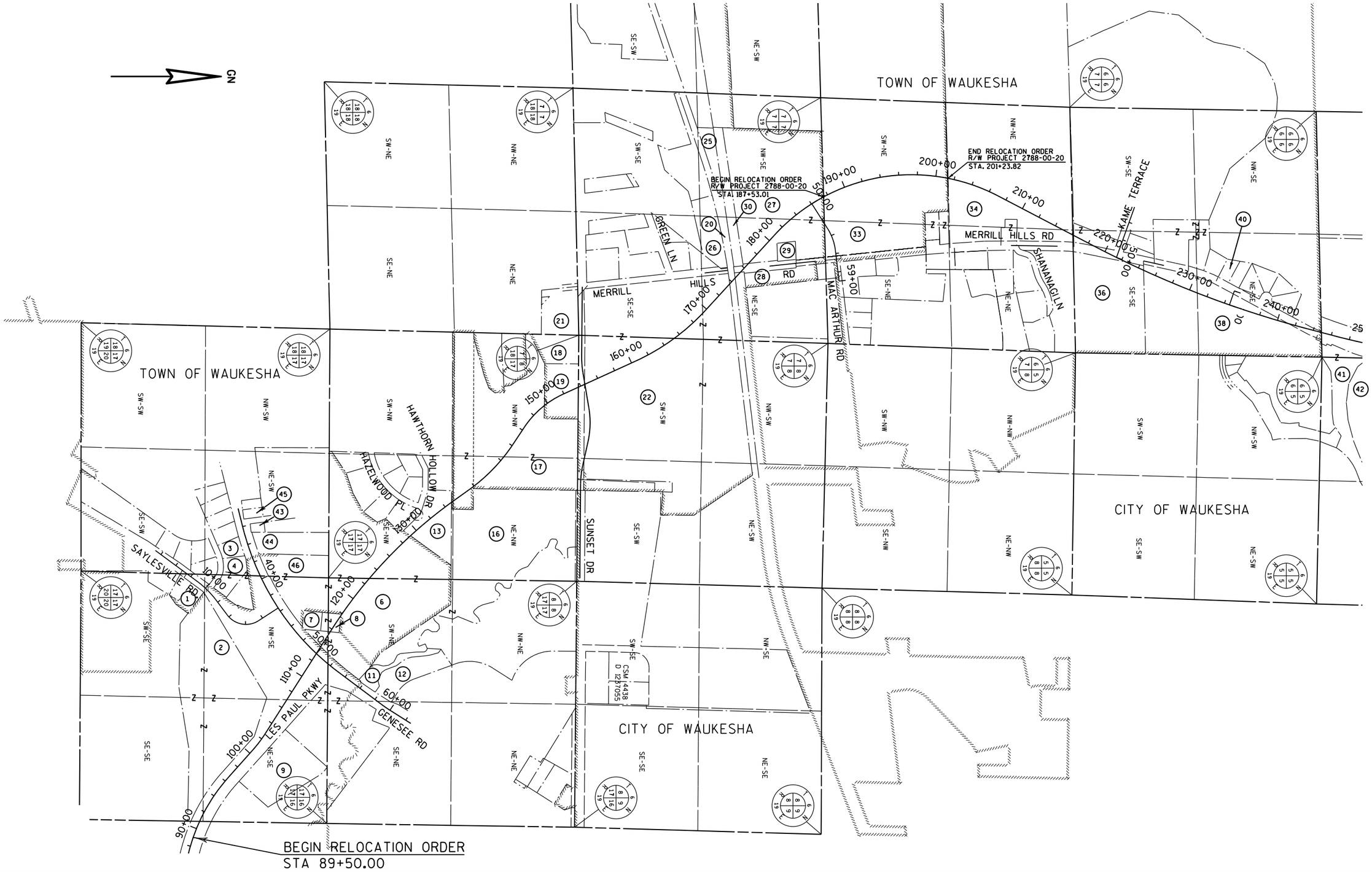
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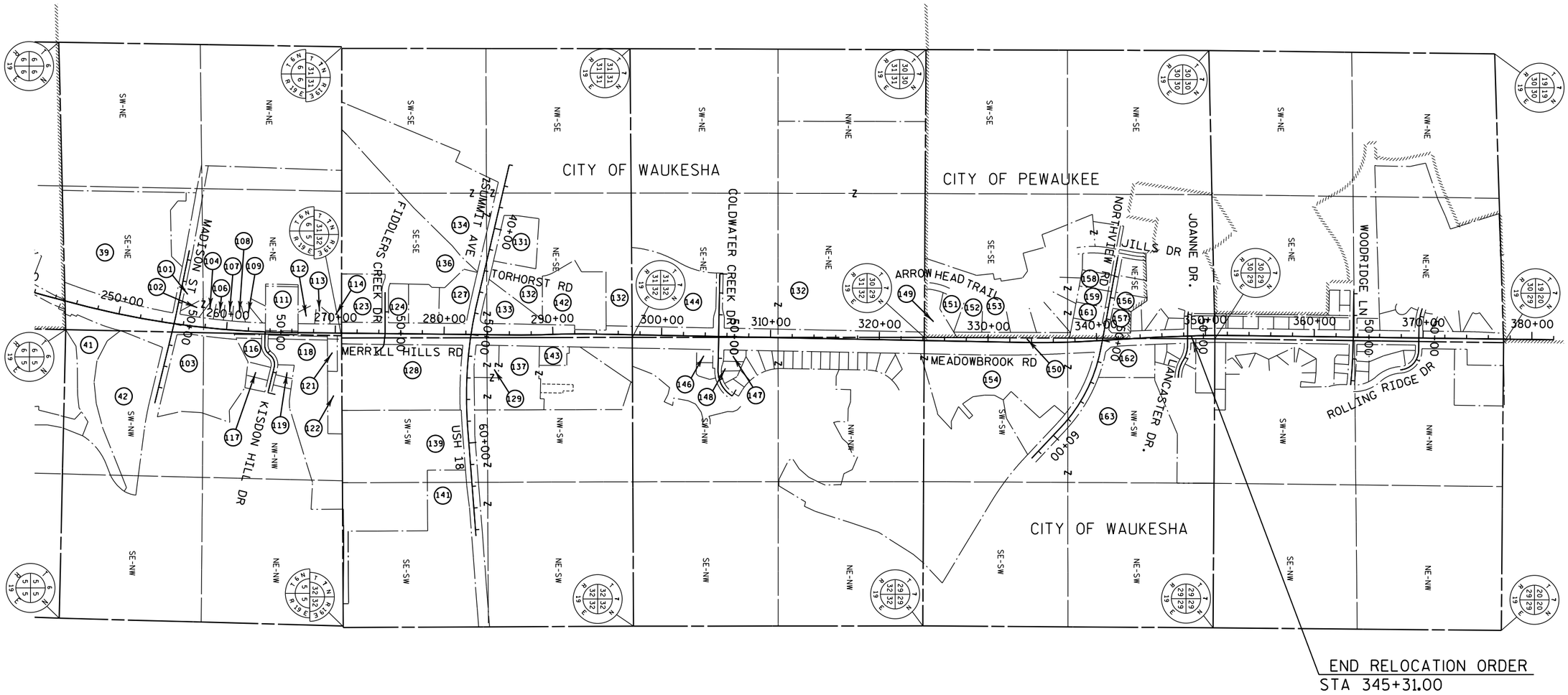
PARCEL NUMBE	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED NEW	EXISTING	TOTAL	TOTAL REMAIN	TLE ACRES	PLE ACRES	PARCEL NUMBER
101	4.21	HOWARD G & TRICIA M TIMM	FEE, TLE	0.540	0.002		0.002	0.538	0.017		101
102	4.21	JON M SODEMANN & KAREN A KLEIN-SODEMANN	FEE, TLE	0.589	0.014		0.014	0.575	0.072		102
103 (2)	4.21,22	HARROGATE A VILLAGE OF BROOKSHIRE CONDOMINUM	FEE, TLE, AR	11.270	0.070		0.070	11.200	0.137		103 (2)
104	4.21,22	JERRY S & VALERIE M ZOREK	TLE	0.323					0.012		104
106 (2)	4.22	BRADLEY & JAMIE ANFINSON	TLE	0.281					0.021		106 (2)
107 (2)	4.22	GREGORY M BACKUS	TLE	0.259					0.032		107 (2)
108 (2)	4.22	HYMAN & KAREN S FELDMAN	TLE	0.317					0.060		108 (2)
109 (2)	4.22	JEFFREY D & LESLIE J GIFFORD	TLE	0.410					0.044		109 (2)
111 (2)	4.22	WISCONSIN ELECTRIC POWER CO.	FEE, TLE, AR	3.030	0.593	0.227	0.820	2.210	0.770		111 (2)
112 (2)	4.22	JUSTIN A RADICHEL & JANEA R ROWE	FEE, TLE	0.499	0.061		0.061	0.438	0.025		112 (2)
113 (2)	4.22	IRSHAD & SEEMI ALI	FEE, TLE	0.397	0.057		0.057	0.340	0.016		113 (2)
114	4.22	OWNERS OF LOTS IN HERITGAGE HILLS	FEE	1.016	0.045		0.045	0.971			114
116 (2)	4.22	CITY OF WAUKESHA	FEE, PLE, TLE, AR	1.047	0.178	0.186	0.364	0.683	0.203	0.028	116 (2)
117	4.22	JOHN P NEBEL	TLE	0.588					0.004		117
118 (2)	4.22	CITY OF WAUKESHA	FEE, TLE, AR	13.008	0.458	0.412	0.870	12.138	0.126		118 (2)
119	4.22	DOROTHY A HEALE	TLE	0.385					0.013		119
121 (2)	4.22	LOIS MAE KAPLAN	FEE, TLE	0.683	0.091	0.068	0.159	0.524	0.524		121 (2)
122	4.22	ROBERT J & JEAN M MOGENSEN	FEE, TLE	2.034	0.041	0.031	0.072	1.962	0.061		122
123 (2)	4.23	HEALTH CARE REIT INC	TLE	3.834					0.011		123 (2)
124 (2)	4.23	BANK MUTUAL	TLE	1.516					0.024		124 (2)
126		ELIMINATED									126
127	4.23,24	SUMMIT CORPORATE CENTER LLC	FEE, TLE, AR	2.870	0.034		0.034	2.836	0.254		127
128 (2)	4.23,25	GOOD TIMES DAY CAMP LLC	FEE, PLE, TLE, AR	15.148	0.073		0.073	15.075	0.498	0.092	128 (2)
129	4.23,25,26	MEADOWBROOK MARKETPLACE LLC	FEE, TLE	1.512	0.012		0.012	1.500	0.071		129
131 (2)	4.24	TARA HILL CONDOMINIUM	PLE, TLE	3.694					0.165	0.011	131 (2)
132 (3)	4.24,26,27,28	ROBERT F SMART & C O SMART REVOCABLE TRUST OF 2010	FEE, PLE, TLE, AR	130.877	0.534		0.534	130.343	1.519	0.024	132 (3)
133 (2)	4.24,26	MCMAHON PETROLEUM LLC	PLE, TLE	2.989					0.285	0.117	133 (2)
133A (5)	4.24	MCMAHON PETROLEUM LLC	FEE	2.989	0.032		0.032	2.957			133A (5)
134 (2)	4.24	WEST RESERVE AT FIDDLERS CREEK CONDOMINUM	TLE	20.389					0.348		134 (2)
136 (2)	4.24	ARBOR OAKS AT WEST RESERVE AT FIDDLERS CREEK CONDOMINUM	TLE	6.599					0.019		136 (2)
137 (2)	4.25,26,23	MEADOWBROOK MARKETPLACE LLC	TLE	6.712					0.239		137 (2)
139 (2)	4.25	CITY OF WAUKESHA	TLE	24.768					0.348		139 (2)
141	4.25	ELIMINATED									141
142 (2)	4.26	FAITH BAPTIST CHURCH INC.	FEE, PLE, TLE, AR	7.196	0.531		0.531	6.665	0.094	0.041	142 (2)
143	4.26	MEADOWBROOK MARKETPLACE LLC	TLE	0.993					0.011		143 0
144 (2)	4.27	WAUKESHA MEMORIAL HOSPITAL INC	FEE, TLE	10.857	0.227		0.227	10.630	0.092		144 (2)
146	4.27	BUTTS FAMILY TRUST	TLE	0.413					0.014		146
147 (2)	4.27	KENNETH R & LAURA J BUTTS FAMILY COMBINED REVOCABLE TRUST	TLE	0.482					0.044		147 (2)
148 (2)	4.27	SAMUEL CLOUD	TLE	0.362					0.009		148 (2)
149 (2)	4.29	JOHN & PATRICIA DURHAM	FEE, TLE, AR	1.947	0.490		0.490	1.457	0.017		149 (2)
150	4.29	WALTER H. AND HELEN L. GOLEMGESKE	FEE	1.210	1.210		1.210				150
151	4.29	MICHAEL W & LOU ANN NEWMAN	TLE, AR	1.000					0.003		151
152 (2)	4.29	DEBRA E BAKER	TLE	1.217					0.039		152 (2)
153 (2)	4.29	RANDAL & LORA JENDRUSIAK	PLE, TLE, AR	1.223					0.059	0.012	153 (2)
154 (2)	4.28,29,30	GM DEVELOPMENT LLC	FEE, TLE	15.725	1.415		1.415	14.310	0.166		154 (2)
156 (2)	4.30	JULIE A MESSNER	TLE	0.823					0.005		156 (2)
157 (2)	4.30	RONALD R & PATRICI A SENNOTT	FEE, TLE, AR	0.891	0.073		0.073	0.818	0.081		157 (2)
158	4.30	JEROME & NANCY BRUCHERT	FEE	1.039	0.019	0.103	0.122	0.917			158
159 (2)	4.30	THOMAS POWELEIT	FEE, TLE	1.035	0.019	0.103	0.122	0.913	0.015		159 (2)
161 (2)	4.30	MAJESKIE FAMILY IRREVOCABLE TRUST, VENDOR	FEE, TLE	1.033	0.019	0.103	0.122	0.911	0.074		161 (2)
162 (2)	4.30	CITY OF WAUKESHA	TLE, AR	3.176					0.544		162 (2)
163	4.30	CITY OF WAUKESHA	TLE	22.030					0.049		163

PARCEL	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED
600	4.23,24,25,30	WE ENERGIES - GAS	RELEASE OF RIGHTS
601	4.21,22/23,24,25,26,27,29,30	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
602	4.21,22,23,24,26,27,30,	CITY OF WAUKESHA - STORM	RELEASE OF RIGHTS
603	4.21,22,23,24,25,26,27,31	WAUKESHA WATER UTILITY	RELEASE OF RIGHTS
604	4.22,23,24,25,26,29	CITY OF WAUKESHA SEWER	RELEASE OF RIGHTS
605	4.21,22,23,25,26,27,29,30	TIME WARNER	RELEASE OF RIGHTS
606	4.22,25,26,27,29,30	AT & T WISCONSIN	RELEASE OF RIGHTS
607	4.29	CITY OF PEWAUKEE	RELEASE OF RIGHTS
608	4.29	CENTURY LINK	RELEASE OF RIGHTS



REVISION DATE: 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 500 1000	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.04
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 425 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_04_1o.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:1000



4

REVISION DATE: 08/28/2015, 07/29/2016, 03/02/2016, 09/30/2016, 04/27/2016, 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 500 1000	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.05
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 426 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_05_lo.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:1000

GN

CLOVER KNOLL HEIGHTS SUBDIVISION

DOC. 425193

BLOCK 2
LOT 6

BLOCK 3

701 706
DOC. 4259142
V.683 P.438
5' AND 10' LINE POLE RIGHTS

LOT 6 43
KRAFT
TAX KEY: WAKT1363023

45
NATVIG
TAX KEY: WAKT1363997
DOC. 3744288

VALLEY VIEW DR.

60'

CONC. MON.
W/BRASS CAP
Y 150064.58
X 668370.33

44
GANIERE
TAX KEY: WAKT1363998
DOC. 2105875

2674.29 S89°40'44"E 1/4 S/L

701
WE ENERGY EASEMENT
ALONG HIGHWAY
DOC. 145325

46
GIBSON FUND LLP
TAX KEY: WAKT1363999
DOC. 2105875

NE-SW
NW-SE

CONC. MON.
W/BRASS CAP
Y 150049.59
X 671044.57

1/4 S/L 2640.62 S89°35'06"E

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
STH-59 / CTH-X	STATE PROJECT #2773-03-22	1995	VARIES
STH-59 / CTH-X	STATE PROJECT #DF063-1(11)	1958	VARIES
STH-59 / CTH-X	CSM 9033	2000	VARIES
STH-59 / CTH-X	CLOVER KNOLL HEIGHTS	1955	33'
STH-59 / CTH-X	LAWRENCE WOODS SUBDIVISION	1960	VARIES

CONC. MON.
W/BRASS CAP
Y 150030.47
X 673685.12

TLE1649 TLE1648 TLE1647 TLE1643 TLE1645 TLE1644 TLE1646 TLE1642 PLE1405 PRW1223 PLE1406 PLE1224 PLE1407 PRW1345 PRW1226 TLE1661 TLE1662 TLE1663 TLE1664 TLE1665

TLE FOR SLOPES & DRIVEWAY
TLE DRIVEWAY
SLOPE INTERCEPT
PLE DRAINAGE
NO ACCESS PER COVENANT DOC. 515940 V.837 P.17 OF LAWRENCE WOODS SUB
TLE FOR SLOPES
SLOPE INTERCEPTS

One AP Per ROW Plat DF063-1(11), Date 1958

SEE SHEET 4.07

39+64.83 R/L= 1/4 S/L

SEE SHEET 4.07 MATCH LINE STA. 18+00

PT 17+50.60
Y=149295.01
X=671604.23

PI 39+21.63

PI 32+00.00

PI 16+08.44

TOWN OF WAUKESHA

TAX KEY: WAKT1364997

ACCESS TO COUNTY HIGHWAY CONTROLLED BY WAUKESHA COUNTY CODE OF ORDINANCES

WE ENERGY AND ATT EASEMENT
DOC. 526122
V.852 P.529

ATT
DOC. 2054250
R.2094 I.374

WE ENERGY AND ATT EASEMENT
DOC. 526122
V.852 P.529

AT&T WISCONSIN
EXISTING EASEMENT
IN R/W
DOC. 680566
V.1076 P.639

LOT 4 LOT 5 LOT 6 LOT 7 LOT 8

BLOCK 3

MEDINA REVOCABLE TRUST
TAX KEY: WAKT1363063

LAWRENCE WOODS SUBDIVISION
DOC. 520601

50' HWY BUILDING SET BACK LINE PER SUBDIVISION PLAT DOC. 520601

MASIAKOWSKI
TAX KEY: WAKT1363061

3
MUELLER
TAX KEY: WAKT1363062

TAX KEY: WAKT1363064

GENESEE RD

VELMA DR

SAYLESVILLE RD

PC 13+74.71
Y=148896.64
X=671445.42

PT 11+54.02
Y=148835.82
X=671277.78

PI 10+30.19

PC 8+94.47
Y=148643.00
X=671088.13

CSM 9033
PARCEL 1
DOC. 2585747
V.81 P.137-140

2
JEWEL FOOD STORES
TAX KEY: WAKC1364018
DOC.2585749

CITY OF WAUKESHA

TOWN OF WAUKESHA

1/16" LINE

NE-SW NW-SE SE-SW SW-SE

TLE FOR SLOPES
WE ENERGIES
DOC. 145327
V.203 P.362

1
HOFFMANN
TAX KEY: WAKT1364996
DOC.733171

PLE1401 PLE1404 PLE1403 PLE1402 PLE1640 TLE1639 TLE1638 TLE1636 TLE1637

PLE FOR DRAINAGE

CONC. MON.
W/BRASS CAP
Y 147388.92
X 670971.27

7+50.74
R/L=S/L

1140.93'

SEE SHEET 4.07

STATION & OFFSET TABLE (GENESEE RD.)		
Point	Station	Offset
PRW1226	32+94.98	35.80L
PRW1345	33+28.10	62.06L
PRW1223	34+30.29	80.00L
TLE1642	34+25.00	87.00L
PRW1224	34+85.26	80.00L
PLE1405	34+86.72	85.00L
TLE1643	34+87.31	87.00L
TLE1644	34+89.67	95.00L
TLE1661	34+91.36	70.00R
TLE1662	34+92.62	80.00R
PLE1406	35+00.00	85.00L
PLE1407	35+00.00	80.00L
TLE1645	35+25.00	95.00L
TLE1646	35+30.00	85.00L
TLE1663	37+01.11	80.00R
TLE1664	37+02.22	75.00R
TLE1647	37+36.85	85.00L
TLE1665	37+57.24	75.00R
TLE1648	37+75.00	90.00L
TLE1649	39+00.00	90.00L
ERW1955	33+24.52	32.28L
ERW1915	34+83.19	72.98L

STATION & OFFSET TABLE (SAYLESVILLE RD.)		
Point	Station	Offset
TLE1636	8+60.00	50.00R
TLE1637	8+60.00	65.00R
TLE1639	8+90.00	55.00R
TLE1638	8+90.00	65.00R
PLE1401	11+00.00	60.41R
TLE1640	11+00.00	75.00R
PLE1402	11+00.00	85.00R
PLE1404	11+30.00	64.94R
PLE1403	11+30.00	85.00R

COURSE TABLE

POINT No.	BEARING	DISTANCE
1223-1224*	N74°51'41"E	53.43'
1642-1643	N74°53'38"E	55.29'
1224-1407*	N74°09'52"E	14.33'
1407-1406	N15°58'59"W	5.00'
1915-1224	N0°11'35"E	7.31'
1224-1405	N0°11'35"E	5.20'
1405-1406*	N74°08'59"E	12.88'
1405-1644	N0°11'35"E	10.40'
1407-1912*	N71°40'10"E	228.12'
1646-1647*	N71°20'54"E	200.67'
1912-1901*	N66°36'10"E	264.24'
1402-1401	N40°55'54"W	24.59'
1401-1640	S40°55'54"E	14.59'
1638-1639	N53°31'33"W	10.00'
1638-1637	N36°28'27"E	30.00'
1637-1636	N53°31'33"W	15.00'
1915-1405	N00°11'35"E	12.50'
1647-1912	S01°34'41"W	5.40'
1643-1224	S00°11'35"W	7.28'
1643-1644	N00°11'35"E	10.40'
1911-1663	S07°13'54"E	10.25'
1663-1662*	S72°04'47"W	214.27'
1662-1661	N23°11'56"W	10.08'
1661-1911	N72°04'12"E	217.10'
1665-1664*	S69°25'21"W	56.46'
1664-1911	N07°13'54"W	5.13'
1911-1913*	N69°36'32"E	34.98'
1836-1900	N59°10'51"E	0.79'

* INDICATES LC AND LCB

CURVE DATA				
NO.	RADIUS	DELTA	LENGTH	TANGENT
1663-1662	2944.79	4°10'11"	214.32	107.20
1661-1911	2934.79	4°14'22"	217.15	108.62
1665-1664	2939.79	1°06'02"	56.46	28.23
1911-1913	2934.79	0°40'58"	34.98	17.49
1223-1224	2784.79	1°05'58"	53.43	26.72
1405-1406	2779.79	0°15'56"	12.88	6.44
1407-1224	2784.79	0°17'41"	14.33	7.16
1644-1645	2769.79	0°42'24"	34.16	17.08
1646-1647	2779.79	4°08'13"	200.71	100.40
1912-1224	2784.79	4°59'23"	242.51	121.33
1901-1912	2784.79	5°26'19"	264.33	132.27
1912-1407	2784.79	4°41'41"	228.18	114.16

CURVE DATA
PI = 39+21.63
Y = 149254.20
X = 670998.90
DELTA= 20°12'43"L
D = 2°00'00"
T = 510.60' T
L = 1010.59' L
R = 2864.79' R
PC = 34+11.03
PCC = 44+21.62

CURVE DATA R/L
PI = 10+30.19
Y = 148754.13
X = 671168.81
DELTA= 16°31'02"R
D = 6°07'40"
T = 135.71'
L = 269.54'
R = 935.00'

CURVE DATA R/L
PI = 16+08.44
Y = 149103.33
X = 671632.07
DELTA= 86°08'54"L
D = 22°55'06"
T = 233.73'
L = 375.89'
R = 250.00'

REVISION DATE: 08/28/2015, 03/02/2016, 04/27/2016, 06/03/2016, 07/29/2016, 09/30/2016

DATE: 05/21/2015

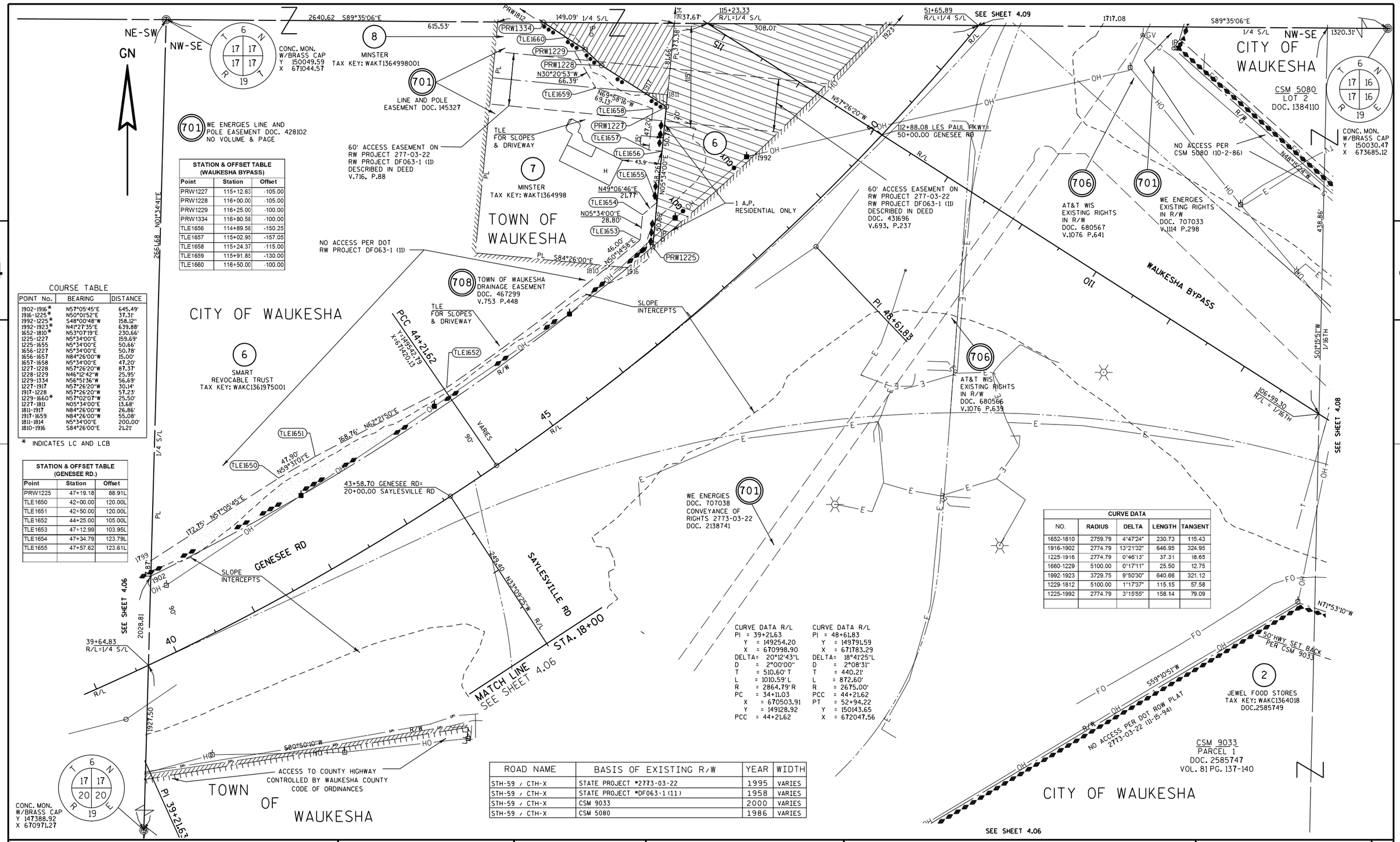
SCALE, FEET 0 50 100

HWY: USH 18 | STATE R/W PROJ. #2788-00-22 | PLAT SHEET 4.06

COUNTY: WAUKESHA | CONST. PROJ. #2788-00-71,72 ; 2788-02-70 | PS&E SHEET 427 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_06_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

USH 18 2788-00-22 4.06



STATION & OFFSET TABLE (WAUKESHA BYPASS)		
Point	Station	Offset
PRW1227	115+12.63	-105.00
PRW1228	116+00.00	-105.00
PRW1229	116+25.00	-100.00
PRW1334	116+80.58	-100.00
TLE1656	114+89.58	-150.25
TLE1657	115+02.95	-157.05
TLE1658	115+24.37	-115.00
TLE1659	115+91.85	-130.00
TLE1660	116+50.00	-100.00

COURSE TABLE

POINT No.	BEARING	DISTANCE
1902-1916*	N57°05'45"E	645.49'
1916-1225*	N50°01'52"E	37.31'
1992-1225*	S48°00'48"W	158.12"
1992-1923*	N41°27'35"E	639.88'
1652-1810*	N53°07'19"E	230.66'
1225-1227	N5°34'00"E	159.69'
1225-1655	N5°34'00"E	50.66'
1656-1227	N5°34'00"E	50.78'
1656-1657	N84°26'00"W	15.00'
1657-1658	N5°34'00"E	47.20'
1227-1228	N57°26'20"W	87.37'
1228-1229	N46°12'42"W	25.95'
1229-1334	N56°51'36"W	56.69'
1227-1917	N57°26'20"W	30.14'
1917-1228	N57°26'20"W	57.23'
1229-1660*	N57°02'07"W	25.50'
1227-1811	N05°34'00"E	13.68'
1811-1917	N84°26'00"W	26.86'
1917-1659	N84°26'00"W	55.08'
1811-1814	N5°34'00"E	200.00'
1810-1916	S84°26'00"E	21.21'

* INDICATES LC AND LCB

STATION & OFFSET TABLE (GENESEE RD.)		
Point	Station	Offset
PRW1225	47+19.18	88.91L
TLE1650	42+00.00	120.00L
TLE1651	42+50.00	120.00L
TLE1652	44+25.00	105.00L
TLE1653	47+12.99	103.95L
TLE1654	47+34.79	123.79L
TLE1655	47+57.62	123.61L

CURVE DATA				
NO.	RADIUS	DELTA	LENGTH	TANGENT
1652-1810	2759.79	4°47'24"	230.73	115.43
1916-1902	2774.79	13°21'32"	646.95	324.95
1225-1916	2774.79	0°46'13"	37.31	18.65
1660-1229	5100.00	0°17'11"	25.50	12.75
1992-1923	3729.75	9°50'30"	640.66	321.12
1229-1812	5100.00	1°17'37"	115.15	57.58
1225-1992	2774.79	3°15'55"	158.14	79.09

CURVE DATA R/L
PI = 39+21.63
Y = 149254.20
X = 670998.90
DELTA= 20°12'43"L
D = 2°00'00"
T = 510.60' T
L = 1010.59' L
R = 2864.79' R
PC = 34+11.03
X = 670503.91
Y = 149128.92
PCC = 44+21.62

CURVE DATA R/L
PI = 48+61.83
Y = 149791.59
X = 671783.29
DELTA= 18°41'25"L
D = 2°08'31"
T = 440.21'
L = 872.60'
R = 2675.00'
PCC = 44+21.62
PT = 52+94.22
Y = 150143.65
X = 672047.56

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
STH-59 / CTH-X	STATE PROJECT #2773-03-22	1995	VARIES
STH-59 / CTH-X	STATE PROJECT #DF063-1 (11)	1958	VARIES
STH-59 / CTH-X	CSM 9033	2000	VARIES
STH-59 / CTH-X	CSM 5080	1986	VARIES

REVISION DATE: 08/28/2015, 07/29/2016, 03/02/2016, 09/30/2016, 04/27/2016, 06/03/2016

DATE: 05/21/2015

SCALE, FEET 0 50 100

HWY: USH 18 | STATE R/W PROJ. #2788-00-22 | PLAT SHEET 4.07

COUNTY: WAUKESHA | CONST. PROJ. #2788-00-71,72 ; 2788-02-70 | PS&E SHEET 428 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_07_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

USH 18 2788-00-22 4.07

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
STH-59 / CTH-X	CSM 9033	2000	VARIES
STH-59 / CTH-X	CSM 5080	1986	VARIES
STH-59 / CTH-X	PROJECT 2773-3-22	1995	VARIES

STATION & OFFSET TABLE		
Point	Station	Offset
TLE1666	104+20.27	157.82R
TLE1667	104+15.47	187.43R
TLE1668	103+74.35	180.79R
TLE1669	103+74.35	150.40R

CURVE DATA R/L	
PI	= 101+57.44
Y	= 149309.37
X	= 672812.29
DELTA	= 9°10'56"L
D	= 3°49'11"
T	= 120.45'
L	= 240.39'
R	= 1500.00'

CURVE DATA R/L	
PI	= 89+80.78
Y	= 148480.46
X	= 673741.22
DELTA	= 42°19'23"R
D	= 2°58'44"
T	= 744.54'
L	= 1420.75'
R	= 1923.37'

REVISION DATE			DATE: 05/21/2015	SCALE. FEET	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.08	
	08/28/2015	07/29/2016		0 50 100	COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 429	E
	10/30/2015	09/30/2016						
	04/27/2016							
	06/03/2016							

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_08_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

USH 18 2788-00-22 4.08

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
STH-59 / CTH-X	CSM 5080	1995	VARIES
STH-59 / CTH-X	STATE PROJECT #2370-08-70	2007	VARIES
STH-59 / CTH-X	CSM 8521	1998	VARIES
STH-59 / CTH-X	STATE PROJECT #DF063-1(11)	1958	VARIES

CONC. MON.
W/BRASS CAP
Y 152717.47
X 671080.79

T 6 N, R 19 E, 8 8 17 17

GN

CITY OF WAUKESHA

TOWN OF WAUKESHA

CURVE DATA R/L
PI = 125+62.72
Y = 150604.16
X = 670784.64
DELTA= 21°44'49"R
D = 1°08'45"
T = 960.45'
L = 1897.77'
R = 5000.00'
PC = 116+02.27
Y = 150087.25
X = 671594.13
PT = 135+00.04
Y = 151384.20
X = 670224.29

CURVE DATA R/L
PI = 48+61.83
Y = 149791.59
X = 671783.29
DELTA= 18°41'25"L
D = 2°08'31"
T = 440.21'
L = 872.60'
R = 2675.00'
PCC = 44+21.62
Y = 149542.79
X = 671420.13
PT = 51+94.22

CURVE DATA R/L
PI = 59+51.53
Y = 150669.33
X = 672442.17
DELTA= 4°38'11"L
D = 3°49'13"
T = 60.71'
L = 121.36'
R = 1499.75'

COURSE TABLE

POINT No.	BEARING	DISTANCE
1333-1237*	S52°22'32"E	625.07'
1923-1992*	S41°27'35"W	639.88'
1812-1332*	N53°14'54"W	469.22'
1229-1812*	N56°31'54"W	115.15'
1921-1923*	S36°21'07"W	24.32'
1232-1815*	S32°49'09"W	43.74'
1919-1232*	S32°22'12"W	14.90'
1674-1672*	S50°18'11"E	254.97'
1812-1813	N05°34'00"E	104.09'
1813-1814	S84°26'00"E	200.00'
1814-1811	S05°34'00"W	200.00'
1233-1232	N63°07'17"E	49.77'
1232-1670	S63°07'17"W	29.68'
1903-1815*	S34°39'35"W	196.52'
1234-1235*	S38°58'03"W	146.14'
1232-1815*	S32°49'09"W	43.74'

* INDICATES LC AND LCB

CURVE DATA				
NO.	RADIUS	DELTA	LENGTH	TANGENT
1229-1812	5100.00	1°17'37"	115.15	57.58
1333-1237	4900.00	7°18'50"	625.50	313.17
1923-1992	3729.75	9°50'30"	640.66	321.12
1812-1332	5100.00	5°16'24"	469.39	234.86
1919-1232	3739.75	0°13'42"	14.90	7.45
1674-1672	5100.00	2°51'53"	255.00	127.53
1815-1903	3739.75	3°00'40"	196.54	98.29
1921-1923	3729.75	0°22'25"	24.32	12.16
1235-1234	2520.00	2°19'23"	146.16	73.10
1232-1815	3739.75	0°40'13"	43.74	21.87

STATION & OFFSET TABLE (WAUKESHA BYPASS)		
Point	Station	Offset
TLE1845	114+21.36	150'R
PRW1235	114+22.75	140'R
PRW1236	114+50.00	140'R
PLE1676	115+75.00	122.33'R
PLE1682	115+75.00	140'R
TLE1844	115+75.00	150'R
PRW1334	116+80.58	100'L
PRW1237	117+25.00	100'R
TLE1672	121+00.00	100'L
PRW1332	121+98.07	100'L
PRW1333	123+63.26	100'R

STATION & OFFSET TABLE (GENESEE RD.)		
Point	Station	Offset
PRW1232	58+00.00	68.01'L
PRW1233	57+55.35	90.00'L
PRW1234	52+75.00	155.00'L
PRW1235	51+19.85	155.00'L
TLE1670	57+73.38	81.12'L
TLE1671	59+62.87	94.28'L

60' ACCESS EASEMENT ON RW PROJECT 277-03-22
RW PROJECT DF063-1 (11)
DOC. 486310 V.785
P.491-492

NO ACCESS PER DOT
RW PROJECT DF063-1 (11)
DOC. 486310 V.785
P.491-492

701 WE ENERGIES LINE AND POLE EASEMENT OVER AND ACROSS PREMISIS DOC. 428102

6 SMART REVOCABLE TRUST
TAX KEY: WAKC1361975001
DOC. 3822686

708 TOWN OF WAUKESHA DRAINAGE EASEMENT
DOC. 467299
V.753 P.448,449

8 MINSTER
TAX KEY: WAKT1364998001

12 BELL
TAX KEY: WAKT1361976003

LOT 1
CSM 8521
V74, P.348-354
DOC. 2308378

NO ACCESS PER CSM 8521 V.74 P.348-354

OUTLOT 1

706 AT&T LINE AND POLE EASEMENT EXACT LOCATION NOT GIVEN
DOC. 676320

11 WAUKESHA CO. PARKS & LAND USE
TAX KEY: WAKT1361976003

1 A.P. RESIDENTIAL ONLY

700 WE ENERGIES GAS NO RECORDED EASEMENT

30' ACCESS POINT PER CSM 8521 V.74 P.348-354

TAX KEY: WAKT1361037

WAUKESHA CO. PARKS & LAND USE
TAX KEY: WAKT1361974

NO ACCESS PER CSM 5080 DOC. 13841100 V.41 P.239-242

CSM 5080
LOT 2
DOC. 1384110

PEBBLE CREEK

WAUKESHA BYPASS

GENESEE RD

SEE SHEET 4.10

SEE SHEET 4.07

PT 60+12.18 Y=150720.67 X=672474.37

PC 58+90.81 Y=150620.77 X=672405.72

PT 52+94.23 Y=150143.65 X=672047.96

PC 116+02.27

51+65.89 R/L=1/4 S/L

115+23.33 R/L=1/4 S/L

122+77.77 R/L=1/4 S/L

SLOPE INTERCEPTS

CONC. MON.
W/BRASS CAP
Y 150049.59
X 671044.57

CONC. MON.
W/BRASS CAP
Y 150030.47
X 673685.12

T 6 N, R 19 E, 17 17 17 17

T 6 N, R 19 E, 17 16 17 16

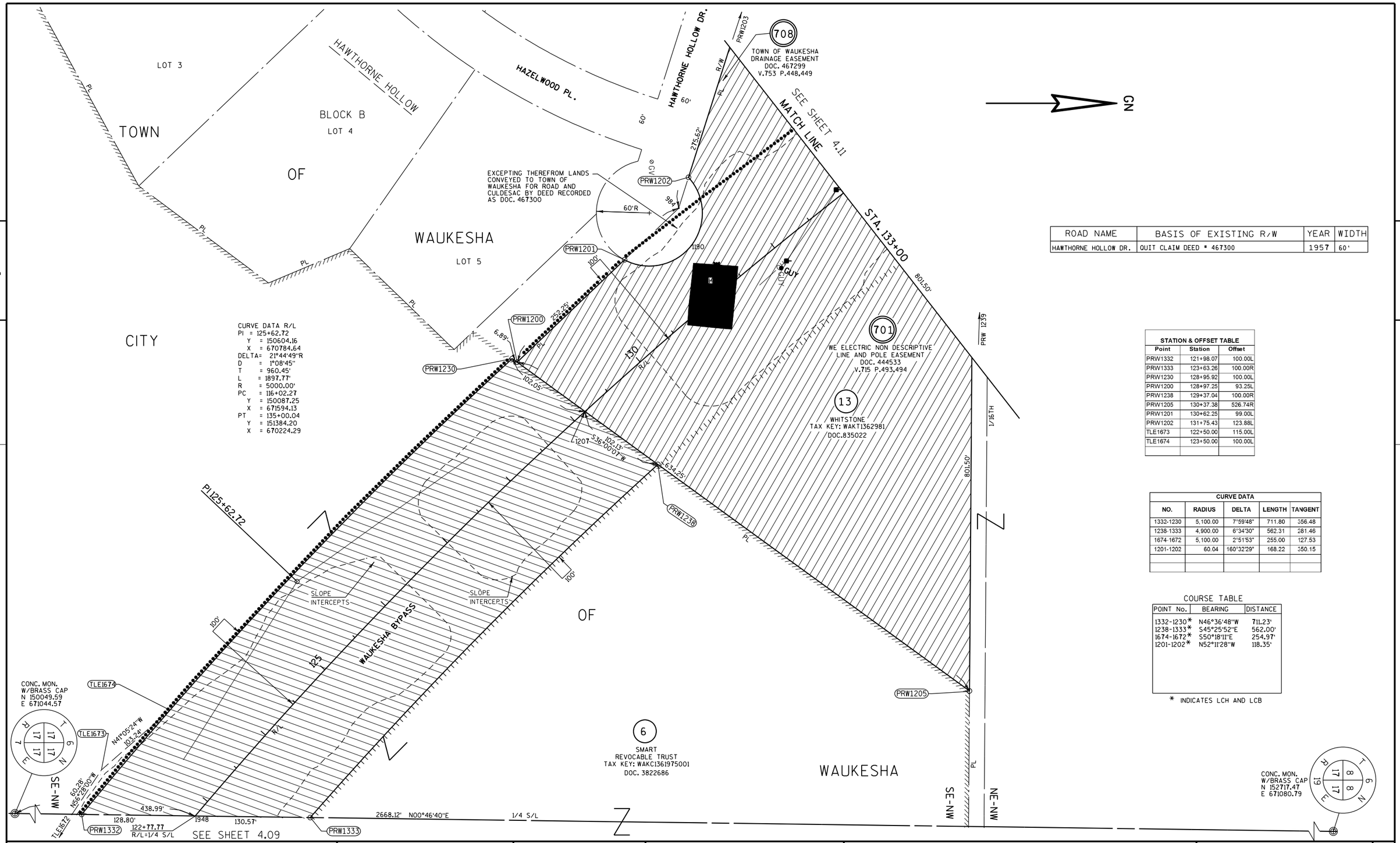
SW-NE 1/4 S/L 2640.62 S89°35'6"E 615.53'

SE-NE 1/4 S/L 2640.62 S89°35'06"E

REVISION DATE: 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.09
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 430 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_09_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

USH 18 2788-00-22 4.09



ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
HAWTHORNE HOLLOW DR.	QUIT CLAIM DEED # 467300	1957	60'

STATION & OFFSET TABLE

Point	Station	Offset
PRW1332	121+98.07	100.00L
PRW1333	123+63.26	100.00R
PRW1230	128+95.92	100.00L
PRW1200	128+97.25	93.25L
PRW1238	129+37.04	100.00R
PRW1205	130+37.38	526.74R
PRW1201	130+62.25	99.00L
PRW1202	131+75.43	123.88L
TLE1673	122+50.00	115.00L
TLE1674	123+50.00	100.00L

CURVE DATA

NO.	RADIUS	DELTA	LENGTH	TANGENT
1332-1230	5,100.00	7°59'48"	711.80	356.48
1238-1333	4,900.00	6°34'30"	562.31	281.46
1674-1672	5,100.00	2°51'53"	255.00	127.53
1201-1202	60.04	160°32'29"	168.22	350.15

COURSE TABLE

POINT No.	BEARING	DISTANCE
1332-1230*	N46°36'48"W	711.23'
1238-1333*	S45°25'52"E	562.00'
1674-1672*	S50°18'11"E	254.97'
1201-1202*	N52°11'28"W	118.35'

* INDICATES LCH AND LCB

REVISION DATE: 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE. FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.10	
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 431	E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_10_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

4

GN

TOWN OF WAUKESHA

CITY OF WAUKESHA

STATION & OFFSET TABLE		
Point	Station	Offset
PRW1203	133+65.65	257.42'L
PRW1239	134+09.37	100.00'R
PRW1240	134+97.65	100.00'R
PRW1335	135+61.20	100.00'L
PRW1241	136+46.47	199.68'R
PRW1242	137+00.48	125.00'R
PRW1245	137+39.02	100.00'L
PRW1254	137+39.02	125.00'R
PRW1290	138+00.00	125.00'R
PRW1295	138+50.00	100.00'R
TLE1677	138+50.00	125.00'R
TLE1678	139+60.00	115.00'R
TLE1683	140+25.00	105.00'R
PLE1675	141+00.00	100.00'R
TLE1829	141+05.08	105.00'R
PLE1828	141+25.00	125.00'R
PLE1826	141+90.00	100.00'R
PLE1827	141+90.00	125.00'R
PRW1243	144+15.28	100.00'R
PRW1246	144+15.28	100.00'L

CONC. MON.
W/ BRASS CAP
Y 150064.58
X 668370.33

CONC. MON.
W/ BRASS CAP
Y 152739.79
X 668436.82

CONC. MON.
W/BRASS CAP
Y 152717.47
X 671080.79

MN-MS
MN-SE
MN-NE
MN-MN

1/16TH

PRW1203
PRW1335
PRW1245
PRW1246
PRW1247
PRW1239
PRW1240
PRW1241
PRW1242
PRW1254
PRW1290
PRW1295
PRW1243
PRW1244
PRW1205

PLE1826
PLE1675
PLE1828
PLE1827
TLE1678
TLE1683
TLE1829
TLE1677

275.62'
252.75'
APPARENT GAP +/-5'
984
1995
1204
160.73 N35°41'32"W
1924
300.03'
541.69'
1322.05'
794.33'
222.86' N56°21'25"W
100'
7.33'
66.11
51.34
58.60'
133.83'
130.78'
165.16
92.16
80.50'
36.43
25.00'
84.55'
69.53
53.34'
38.54
988.61'
976.59'
2644.07' N89°30'59"W
1322.05'
1326.39'
2676.03' N01°25'25"E
1358.015'
1329.59' N01°25'25"E
N01°06'04"E
N35°41'32"W
N56°21'25"W
N40°31'37"E
N45°39'17"W
S51°42'20"E
S38°19'10"E
S45°38'47"E
S03°46'25"E
S00°59'01"W
S89°48'52"E
S01°25'50"W
N35°41'32"W
S63°34'47"E
S89°35'55"E
N35°41'32"W

701
WE ENERGIES LINE POLE EASEMENT
OVER AND ACROSS PREMISES
DOC. 375568
V.594 P.111

13
WHITSTONE
TAX KEY: WAKT1362981

17
HARDY LIVING TRUST
TAX KEY:WAKC1362999003
DOC.3179430

701
WE ENERGY LINE AND POLE EASEMENT
OVER AND ACROSS PREMISES DOC. 310917
V.461 P.162

701
WE ENERGIES LINE POLE EASEMENT
OVER AND ACROSS PREMISES
DOC. 375568
V.594 P.111

16
GIBSON FUND LLP
TAX KEY: WAKT1361976002
DOC. 2107957

MATCH LINE
SEE SHEET 4.10
STA. 133+00

MATCH LINE
SEE SHEET 4.12
STA. 145+00

SLOPE INTERCEPT

TLE FOR SLOPES

PLE FOR DRAINAGE

GUY

AHEAD 136+00.00
BACK 135+82.92

PT 135+00.04

RC 137+39.02

PT 144+15.28

PI 140+80.86

WAUKESHA BYPASS

CURVE DATA R/L
PI = 125+62.72
Y = 150604.16
X = 670784.64
DELTA= 21°44'49"R
D = 1°08'45"
T = 960.45'
L = 1897.77'
R = 5000.00'
PC = 116+02.27
Y = 150087.25
X = 671594.13
PT = 135+00.04
Y = 151384.20
X = 670224.29

CURVE 1245-1246
DELTA= 20°39'54"L
R = 1775.00'
T = 323.61'
L = 640.19'
LCB = N46°01'28"W
LCH = 636.73 '

CURVE 1239-1240
DELTA= 1°00'42"L
R = 4900.00'
T = 43.26'
L = 86.51'
LCB = N36°13'31"W
LCH = 86.51 '

CURVE 1290-1254
DELTA= 1°51'49"R
R = 2000.00'
T = 32.53'
L = 65.05'
LCB = S36°37'26"E
LCH = 65.04 '

CURVE 1922-1295
DELTA= 0°48'46"R
R = 1975.00'
T = 14.01'
L = 28.02'
LCB = S39°29'24"E
LCH = 28.02 '

CURVE 1922-1675
DELTA= 6°49'35"L
R = 1975.00'
T = 117.80'
L = 235.31'
LCB = N43°18'35"W
LCH = 235.17 '

CURVE 1675-1826
DELTA= 2°45'01"L
R = 1975.00'
T = 47.41'
L = 94.80'
LCB = N48°05'53"W
LCH = 94.79 '

CURVE 1827-1828
DELTA= 1°59'11"R
R = 2000.00'
T = 34.67'
L = 69.33'
LCB = S48°28'48"E
LCH = 69.33 '

CURVE 1243-1922
DELTA= 16°27'38"R
R = 1975.00'
T = 285.67'
L = 567.40'
LCB = S48°07'36"E
LCH = 565.45 '

CURVE C4
PI = 140+80.86
Y = 151842.05
X = 669895.39
DELTA= 20°39'54"L
D = 3°03'21"
T = 341.84'
L = 676.26'
R = 1875.00'
PC = 137+39.02
Y = 151564.41
X = 670094.83
PT = 144+15.28
Y = 152031.43
X = 669610.81

TOWN OF WAUKESHA

REVISION DATE	08/28/2015	07/29/2016	DATE: 05/21/2015	SCALE. FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.11	
	03/02/2016	09/30/2016			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 432	E
	04/27/2016							
	06/03/2016							

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_11_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

CONC. MON.
W/BRASS CAP
Y 152739.79
X 668436.82
STA. 44+71.41
OFFSET 33.00'

CONC. MON.
W/BRASS CAP
Y 155418.28
X 668524.90

S01°53'01"W 2679.94'

44+72.22
R/L=S/L

PC 46+99.12

PT 48+73.65

SEE SHEET 4.14

154+50.00 WAUK. BYPASS=
50+00 SUNSET DR.

N80°29'01"E

SEE SHEET 4.13

GN

SUNSET DR

S89°30'59"E

S/L 45

SE-SE
SEE SHEET 4.13
NE-NE

SW-SW

33.01'

33'

2644.07'
N89°30'59"W

S/L 308.45'

R/L

PRW1210

153+72.59
R/L=S/L

592.00'

342.08'

PRW1211

1743.50'

276.77'

SW-SW

TLE1714

SE-SE

S/L

S79°30'59"E
101.41'

TLE1700

NW-NE

322.04'

TLE1696

S 58°47'38" E
41.30'

S17°19'48"E
45.00'

N38°19'44"E
69.28'

TLE1697

TLE1698

TLE1699

NW-NE

27.00'

PRW1305

308.93'

60'

27'

PRW1304

PI 47+86.61

PL

NW-NW

TOWN OF WAUKESHA

701

WE ENERGIES LINE AND POLE
EASEMENT OVER AND ACROSS
PREMISES DOC. 310917
V.461 P.162

TLE FOR SLOPES
& DRIVEWAY

701

STATION & OFFSET TABLE (SUNSET DR.)		
Point	Station	Offset
PRW1210	47+77.17	36.15'R
PRW1304	47+75.18	63.07'R
PRW1305	44+70.97	60'R

180.61'

364.00'

R/L
N24°30'59"W

PT 151+93.86

364.00'

N10°22'00"E

PRW1248

HSE

701

WE ENERGIES LINE AND POLE
EASEMENT OVER AND ACROSS
PREMISES DOC. 310917
V.461 P.162

17
HARDY
TAX KEY: WAKC1362999003

18
THORP
C/O HORNING
TAX KEY: WAKT1362997

19
ROLLO
TAX KEY: WAKT1362998

130.91'

PRW1209

326.75'

592.00'

PL

265.52'

PRW1213

PRW1248

7.91'

100'

TLE1689

PRW1208

CURVE 1248-1244
DELTA= 12°08'41"L
R = 900.00'
T = 95.74'
L = 190.77'
LCB = S50°17'05"E
LCH = 190.41'

701

WE ENERGIES LINE AND POLE
EASEMENT OVER AND ACROSS
PREMISES DOC. 310917
V.461 P.162

CURVE DATA R/L
SUNSET DR.
PI = 47+86.61
Y = 152770.12
X = 668752.28
DELTA= 10°00'00"L
D = 5°43'46"
T = 87.49'
L = 174.53'
R = 1000.00'
PC = 46+99.12
Y = 152770.86
X = 668664.79
PT = 48+73.65
Y = 152784.59
X = 668838.56

S/L 2676.03' N01°25'25"E

PL

CITY OF WAUKESHA

SLOPE
INTERCEPT

PI 149+23.38

10'

TLE1688

17
HARDY
LIVING TRUST
TAX KEY: WAKC1362999003

WAUKESHA BYPASS

PRW1244

N56°21'25"W

222.86'

S60°12'00"E
140.19'

PC 146+38.14

CURVE 1688-1689
DELTA= 7°27'15"R
R = 1140.00'
T = 74.26'
L = 148.31'
LCB = N36°28'48"W
LCH = 148.21'

R/L CURVE DATA
PI = 149+23.38
Y = 152312.93
X = 669187.81
DELTA= 31°50'26"R
D = 5°43'46"
T = 285.24'
L = 555.72'
R = 1000.00'
PC = 146+38.14
Y = 152154.90
X = 669425.28
PT = 151+93.86
Y = 152572.45
X = 669069.45

100'

TLE1687

TLE1681

S29°59'37"E
71.28'

CURVE 1687-1208
DELTA= 12°57'03"L
R = 1100.00'
T = 124.85'
L = 248.64'
LCB = N40°36'26"W
LCH = 248.11'

TLE1680

S64°16'22"E

78.13'

N56°21'25"W
160.44'

PRW1247

222.86'

TLE1679

CURVE 1681-1247
DELTA= 7°33'20"L
R = 1100.00'
T = 72.63'
L = 145.05'
LCB = N52°34'45"W
LCH = 144.95'

CURVE 1247-1208
DELTA= 22°13'30"R
R = 1100.00'
T = 216.06'
L = 426.69'
LCB = N45°14'40"W
LCH = 424.02'

MATCH LINE

STA. 145+00

145

PRW1243

SEE SHEET 4.11

PRW1246

STATION & OFFSET TABLE (WAUKESHA BYPASS)		
Point	Station	Offset
TLE1679	145+60.00	100.00'L
PRW1244	146+38.14	100.00'R
PRW1247	146+38.14	100.00'L
TLE1680	147+10.00	125.00'L
TLE1681	147+70.00	100.00'L
TLE1687	148+00.00	100.00'L
PRW1248	148+50.10	100.00'R
PRW1213	148+56.38	105.54'R
TLE1688	149+20.00	140.00'L
PRW1208	150+26.04	100.00'L
TLE1689	150+50.10	140.00'L
PRW1209	151+60.99	381.31'L
PRW1211	152+28.02	310.03'R
PRW1304	154+53.78	237.99'L
PRW1210	154+78.24	226.56'L

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
SUNSET DR.	WARRANTY DEED #1292129	1985	33'

CONC. MON.
W/BRASS CAP
Y 150064.58
X 668370.33

CONC. MON.
W/BRASS CAP
Y 152717.47
X 671080.79

4

4

REVISION DATE 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE: FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.12
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 433 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_12_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
SUNSET DR.	WARRANTY DEED #1292129	1985	33'
SUNSET DR.	WARRANTY DEED #867154	1973	66'
SUNSET DR.	WARRANTY DEED #1578901	1990	17'
SUNSET DR.	AWARD OF DAMAGES FOR FEE SIMPLE #486551	1958	17'

TOWN OF WAUKESHA

701 WE ENERGIES UTILITIES EASEMENT DOC. 517932 V.840 P.106

22 CHRISTOPH FAMILY TRUST TAX KEY: WAKT1327998

WAUKESHA COUNTY PUBLIC WORKS TAX KEY: WAKT1327996

CITY OF WAUKESHA TAX KEY: WAKC1328996

CITY OF WAUKESHA

GN

SEE SHEET 4.14

4

PRW1710 N83°35'27"E 214.86 PRW1256 PRW1708 S78°21'23"E 197.99 PRW1255

PC 52+60.15 R 54+45.24 PT 56+25.69 R/L 55

278.34 N67°00'54"W 121.96 N77°40'23"W S77°19'48"E

ERW1818 R/W 1545.70' N89°30'59"W

260' S01°44'23"W 1/16TH S01°53'01"W N02°24'30"E PL N01°00'15"E

PC 58+81.99 PRW1706 APPARENT GAP +/-8' PRW1258 PT 60+82.78

23.40' 1931 1930 60 33' S89°30'59"E 50' 65 R/L S89°30'59"E

CURVE C2
PI = 54+45.24
Y = 152879.09
X = 669402.28
DELTA= 22°11'11"R
D = 6°04'10"
T = 185.09'
L = 365.54'
R = 944.00'
PC = 52+60.15
Y = 152848.49
X = 669219.74
PT = 56+25.69
Y = 152838.49
X = 669582.87

CURVE C3
PI = 59+82.77
Y = 152760.17
X = 669931.25
DELTA= 12°11'11"L
D = 6°04'10"
T = 100.77'
L = 200.78'
R = 944.00'
PC = 58+81.99
Y = 152782.28
X = 669832.93
PT = 60+82.78
Y = 152759.32
X = 670032.01

CONC. MON. W/BRASS CAP Y 152717.47 X 671080.79

T 6 N R 8 8 17 17 19 E

PRW1211 1322.035' SW-SW SE-SW 1411.93' PL S/L 1950 1951 N89°30'59"W 255.54' 1954 1926 33' SUNSET DR 33' 2644.07' S/L R/W N89°30'59"W

SEE SHEET 4.12

S79°51'59"E 101.41 PRW1250 TLE1700 NW-NW NE-NW N89°30'59"W 194.90 27' S89°30'59"E 72.35 PRW1249 PRW1251 PI 59+82.77 S00°59'01"W 17.00' SLOPE INTERCEPT

CURVE 1249-1250
DELTA= 10°36'43"R
R = 994.00'
T = 92.31'
L = 184.10'
LCB = N84°12'38"W
LCH = 183.84'

701 LINE AND POLE 6' EASEMENT OVER NORTH DOC. 516583 V.838 P.40

T 6 N R 7 8 18 17 19 E

NW-17-6-19
Y 152739.79
X 668436.82

CITY OF WAUKESHA

1/16TH N01°06'04"E

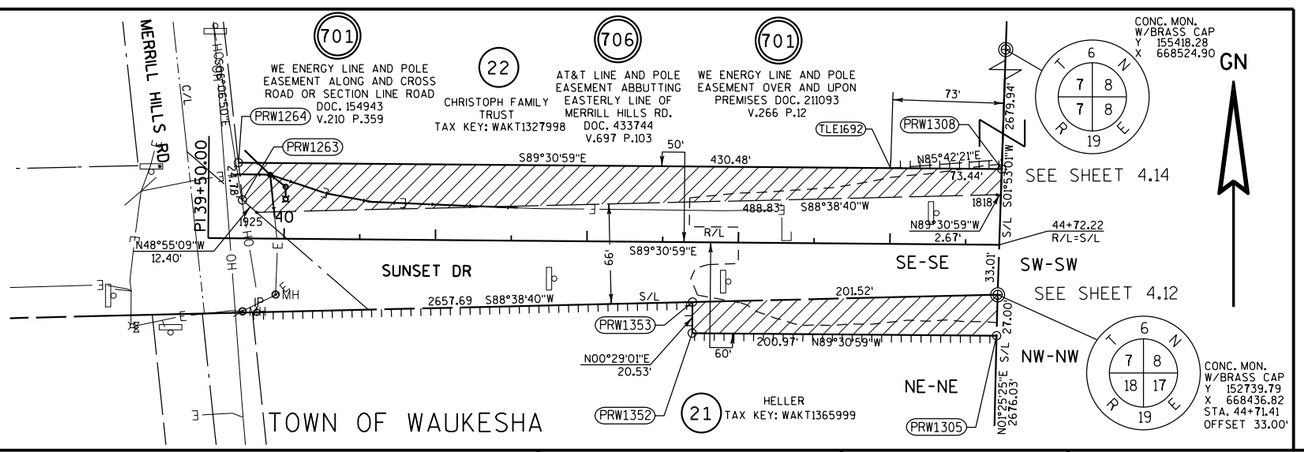
701 LINE AND POLE 6' EASEMENT OVER NORTH DOC. 516582 V.838 P.38

17 HARDY LIVING TRUST TAX KEY: WAKC1362999003

16 GIBSON FUND LLP TAX KEY: WAKT1361976002

N00°59'01"E

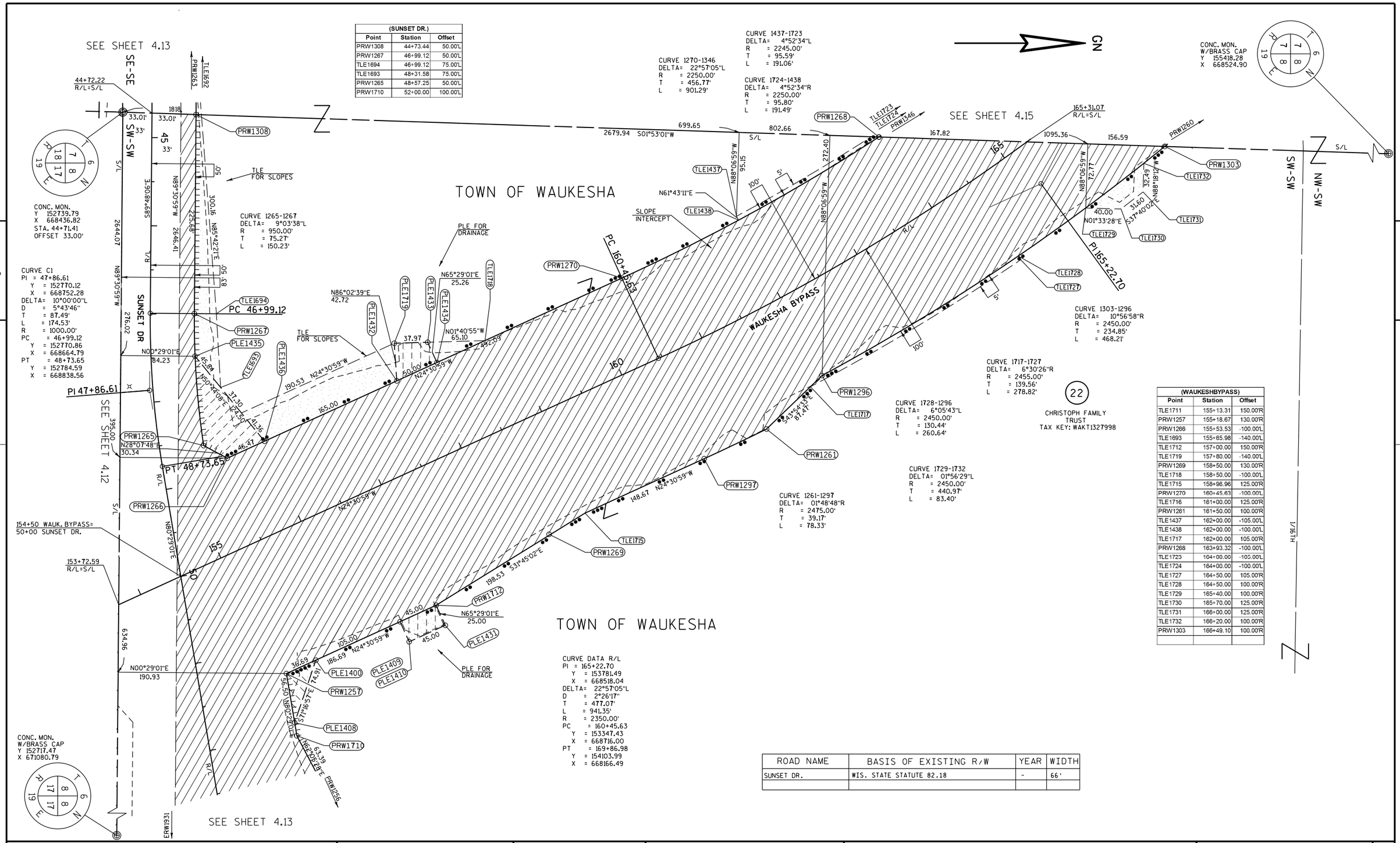
STATION & OFFSET TABLE		
Point	Station	Offset
PRW1264	39+69.52	50'L
PRW1263	39+72.36	25.38'L
PRW1352	42+70.00	60'R
PRW1353	42+70.00	39.47'R
TLE1692	44+00.00	50'L
PRW1305	44+70.97	60'R
PRW1308	44+73.44	50'L
PRW1256	52+60.15	100'L
PRW1708	54+50.00	130'L
PRW1255	56+25.69	100'L
PRW1706	59+00.00	65'L
PRW1258	59+50.00	50'L
PRW1259	60+82.78	50'L



TOWN OF WAUKESHA

4

REVISION DATE	08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.13	
				COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 434	E



REVISION DATE 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.14
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 435 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_14_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MERRILL HILLS RD @ RRW CROSSING	WI AND SOUTHER RR	-	66'
MERRILL HILLS RD @ RRW CROSSING	WI DOT DOC #1267242	1983	100'
MERRILL HILLS RD	CSM 1505, DOC #805033	1971	50'

GN

TOWN OF WAUKESHA

Parcel 2
CSM 01505
V10 P.127-128
Doc. #805033

Parcel 3
CSM 01505
V10 P.127-128
Doc. #805033

Parcel 3

K R AUTO REPAIR LLC
TAX KEY: WAKT1324994003

26
WAUKESHA STORAGE LLC
TAX KEY: WAKT1324991001
DOC. 2719464

701
WE ENERGIES LINE AND POLE EASEMENT OVER AND ACROSS
DOC. 264546
V.274 P.273

701
WE ENERGIES 12'POLE EASEMENT DOC. 509711
V.825 P.323-324
ALSO V.825 P.327
DOC. 509713

SEE SHEET 4.15A

SEE SHEET 4.16

MERRILL HILLS RD

GLACIAL DRUMLIN STATE TRAIL

CURVE 1276-1906
DELTA= 0°08'13"R
R = 7123.82'
T = 8.51'
L = 17.02'
LCB = N81°10'28"E
LC = 17.02'

CURVE 1906-1936
DELTA= 0°04'14"R
R = 7123.82'
T = 4.38'
L = 8.76'
LCB = N81°16'41"E
LC = 8.76'

706
ATT TELEPHONE LINE EASEMENT D. 433744
V.697 P.103

TLE FOR SLOPES

SLOPE INTERCEPTS

FIBER OPTIC EASEMENT
US SPRINT COMM. CO
EASEMENT DEED
DOC. 1459241
EXACT LOCATION NOT GIVEN

BLDG

CURVE 1346-1833
DELTA= 10°39'15"R
R = 2250.00'
T = 209.80'
L = 418.38'
LCB = S42°08'26"E
LC = 417.78'

CURVE DATA R/L
PI = 165+22.70
Y = 153781.49
X = 668518.04
DELTA= 22°57'05"L
D = 2°26'17"
T = 477.07'
L = 941.35'
R = 2350.00'
PC = 160+45.63
Y = 153347.43
X = 668716.00
PT = 169+86.98
Y = 154103.99
X = 668166.49

CURVE 1268-1346
DELTA= 14°28'27"L
R = 2250.00'
T = 285.72'
L = 568.40'

CURVE 1270-1346
DELTA= 22°57'05"L
R = 2250.00'
T = 456.77'
L = 901.29'

CURVE 1268-1833
DELTA= 3°49'12"L
R = 2250.00'
T = 75.04'
L = 150.02'

STATION & OFFSET TABLE		
Point	Station	Offset
TLE1723	164+00.00	105'L
TLE1724	164+00.00	100'L
TLE1833	165+50.00	100'L
TLE1834	165+50.00	115'L
TLE1835	166+21.52	115'L
PRW1303	166+49.10	100'R
TLE1738	168+25.00	140'L
PRW1260	169+86.98	100'R
PRW1346	169+86.98	100'L
TLE1739	170+50.00	100'L
TLE1358	171+73.89	328.74'R
TLE1733	172+00.00	100'L
TLE1734	172+00.00	105'L
TLE1360	172+10.41	185.11'R
TLE1357	172+50.78	394.91'R
TLE1359	172+60.44	228.16'R
PRW1274	172+83.65	100'R
PRW1272	173+25.00	100'L
PRW1273	173+25.00	189.45'L
TLE1735	173+25.00	105'L
ERW1934	174+41.02	87.34'L

22
CHRISTOPH FAMILY TRUST
TAX KEY: WAKT1327998
DOC. 2797191

701
WE ENERGIES 15' UNDERGROUND ELECTRICAL EASEMENT
D. 1061106
R.318 I.621-623

701
WE ENERGIES LINE AND POLE EASEMENT OVER AND ACROSS PREMISES D. 154943
V.210-359

701
WE ENERGIES 12' LINE AND POLE EASEMENT D. 517932
V.840 P.106-108

30
STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURSES
TAX KEY: WAKT 1329988

20
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TAX KEY: WAKT 1324978

CITY OF WAUKESHA

TOWN OF WAUKESHA

CITY OF WAUKESHA

CONC. MON. W/BRASS CAP
Y 152739.79
X 668436.82

CONC. MON. W/BRASS CAP
Y 155418.28
X 668524.90

SEE SHEET 4.14

PI 165+22.70

165+31.07 R/L=S/L

165+72.70 WAUK. BYPASS =50+00.00 GREEN LN

REVISION DATE	08/28/2015	07/29/2016
	03/02/2016	09/30/2016
	04/27/2016	
	06/03/2016	

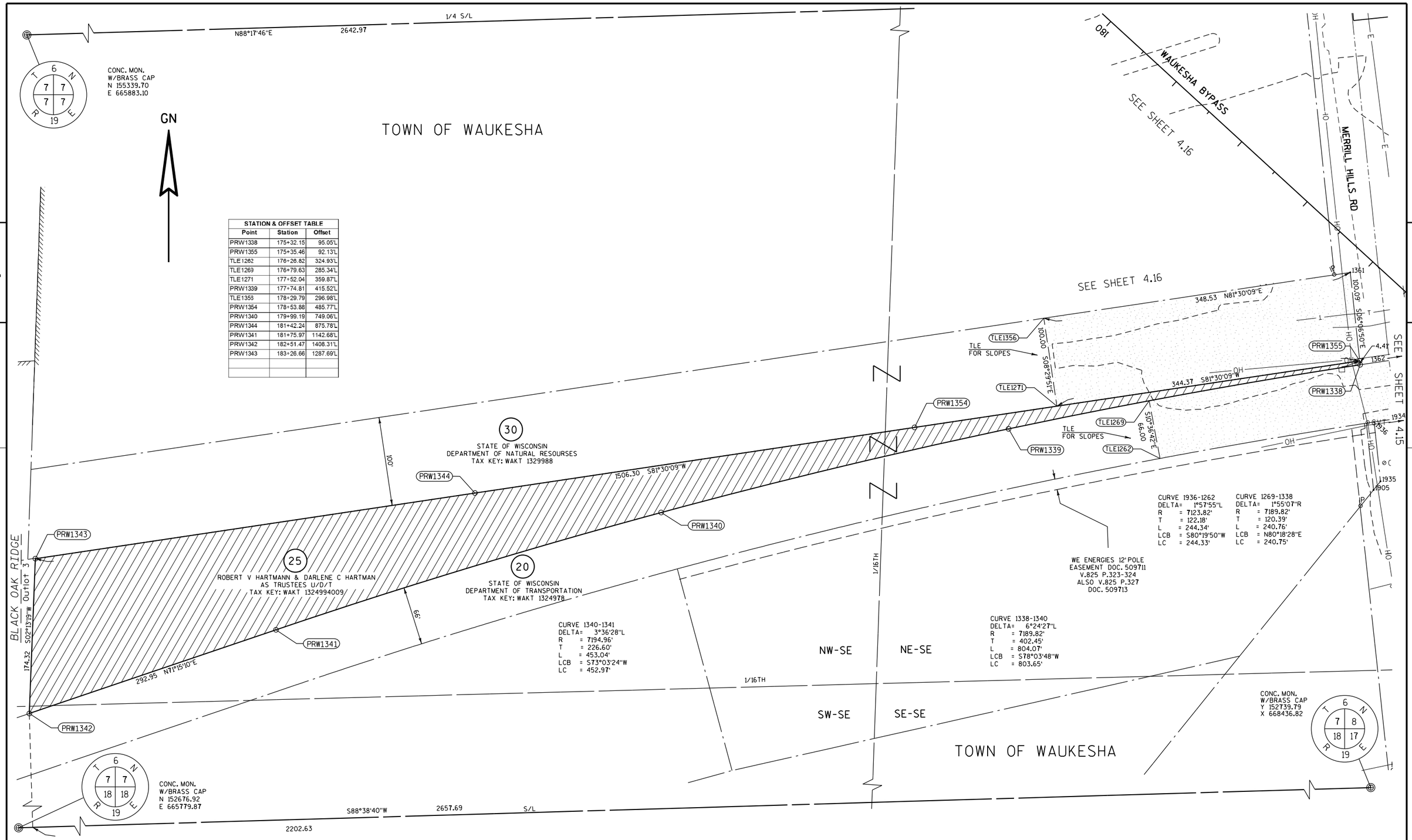
DATE: 05/21/2015

SCALE, FEET 0 50 100

HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.15	
COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 436	E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_15_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

USH 18 2788-00-22 4.15



REVISION DATE 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.15A
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 437 E

STATION & OFFSET TABLE		
Point	Station	Offset
PRW1338	175+32.15	95.05'L
PRW1355	175+35.46	92.13'L
TLE1262	176+26.82	324.93'L
TLE1269	176+79.63	285.34'L
TLE1271	177+52.04	359.87'L
PRW1339	177+74.81	415.52'L
TLE1355	178+29.79	296.98'L
PRW1354	178+53.88	485.77'L
PRW1340	179+99.19	749.06'L
PRW1344	181+42.24	875.78'L
PRW1341	181+75.97	1142.68'L
PRW1342	182+51.47	1408.31'L
PRW1343	183+26.66	1287.69'L

CURVE DATA				
NO.	RADIUS	DELTA	LENGTH	TANGENT
1278-1298	2100.00	20°33'41"	753.61	380.90
1299-1296	1900.00	0°26'44"	14.77	7.39
1301-1289	495.00	1°56'27"	16.77	8.38
1287-1286	1900.00	12°43'06"	421.75	211.75
1294-1293	595.00	25°41'02"	266.72	135.64
1290-1301	495.00	23°44'35"	205.13	104.06
1411-1278	2100.00	4°04'44"	149.50	74.78
1412-1413	2135.00	1°04'27"	40.03	20.02
1414-1411	2100.00	1°04'27"	39.38	19.69
1743-1744	2120.00	8°57'09"	331.25	165.96
1415-1414	2100.00	8°35'40"	315.00	157.80
1748-1419	1900.00	2°51'53"	95.00	47.51
1419-1422	1900.00	1°25'57"	47.50	23.75
1421-1420	1880.00	0°41'13"	22.54	11.27
1422-1287	1900.00	5°03'30"	167.74	83.92
1750-1749	1885.00	5°29'43"	180.79	90.47
1416-1417	2110.00	1°04'27"	39.56	19.78

COURSE TABLE

POINT No.	BEARING	DISTANCE
1278-1298*	N37°11'13"W	749.57'
1301-1289*	S58°28'59"W	16.77'
1287-1286*	S41°06'31"E	420.89'
1294-1293*	N70°21'17"E	264.49'
1411-1278*	S45°25'42"E	149.47'
1412-1413*	N42°51'06"W	40.03'
1414-1411*	S42°51'06"E	39.37'
1743-1744*	N37°50'17"W	330.91'
1415-1414*	S38°01'02"E	314.70'
1748-1419*	N42°40'21"W	94.99'
1419-1422*	N40°31'26"W	47.50'
1421-1420*	S40°09'04"E	22.54'
1422-1287*	N37°16'43"W	167.68'
1750-1749*	S37°03'36"E	180.72'
1411-1412	S46°36'41"W	35.00'
1413-1414	N47°41'08"E	35.00'
1411-1412	S46°36'41"W	35.00'
1413-1414	N47°41'08"E	35.00'
1415-1416	S56°16'48"W	10.00'
1416-1417*	N33°10'58"W	39.56'
1417-1418	N21°10'15"W	53.57'
1740-1741	S42°31'56"W	10.00'
1742-1411	N46°36'41"E	25.00'
1278-1740	S47°28'04"E	36.62'
1419-1817	N01°44'36"W	15.78'
1287-1750	N11°33'53"E	20.82'
1447-1445	N47°28'04"W	5.75'
1445-1446	S42°31'56"W	15.00'
1298-1414*	S34°36'37"E	563.03'
1298-1411*	S35°08'51"E	602.03'
1287-1419*	S37°58'41"E	215.12'

* INDICATES LCH AND LCB

STATION & OFFSET TABLE (WAUKESHA BYPASS)		
Point	Station	Offset
PRW1283	176+70.44	100.00L
PRW1278	180+82.62	100.00L
PRW1279	174+79.00	130.00R
PRW1280	174+95.00	130.00R
PRW1281	175+05.00	120.00R
PRW1282	176+51.88	120.00R
PRW1285	180+12.52	100.00R
PRW1286	180+82.62	100.00R
PRW1287	185+26.57	100.00R
PRW1298	188+00.34	100.00L
PRW1299	187+00.04	100.00R
PLE1411	182+25.00	100.00L
PLE1412	182+25.00	135.00L
PLE1413	182+62.50	135.00L
PLE1414	182+62.50	100.00L
PLE1415	185+62.50	100.00L
PLE1416	185+62.50	110.00L
PLE1417	186+00.00	110.00L
PLE1418	186+50.00	100.00L
PLE1419	183+00.00	100.00R
PLE1420	183+26.02	120.00R
PLE1421	183+50.00	120.00R
PLE1422	183+50.00	100.00R
TLE1740	180+50.00	100.00L
TLE1741	180+50.00	110.00L
TLE1742	182+25.00	125.00L
TLE1743	182+62.50	120.00L
TLE1744	185+75.00	120.00L
TLE1745	185+90.00	175.00L
TLE1746	186+20.00	175.00L
TLE1747	186+40.00	101.89L
TLE1748	182+00.00	100.00R
TLE1749	183+50.00	115.00R
TLE1750	185+41.82	115.00R
ERW1817	183+12.89	110.00R

STATION & OFFSET TABLE (MacARTHUR RD.)		
Point	Station	Offset
PLE1295	51+25.66	50.00L
PLE1288	51+25.67	50.00R
PLE1300	51+68.84	50.00L
PLE1289	53+20.41	50.00R
PLE1294	53+20.41	50.00L
PLE1301	53+38.87	50.00R
PLE1290	55+64.72	50.00R
PLE1293	55+64.72	50.00L
PLE1291	56+27.41	50.00R
PLE1292	56+28.93	50.00L

CURVE DATA R/L
PI = 196+18.01
Y = 155882.58
X = 666227.69
DELTA= 75°01'36"R
D = 2°51'53"
T = 1535.39'
L = 2618.92'
R = 2000.00'
PC = 180+82.62
Y = 154844.65
X = 667359.12
PT = 207+01.54
Y = 157243.76
X = 666938.06

CURVE DATA R/L
PI = 54+44.65
Y = 155483.05
X = 667399.17
DELTA= 25°41'02"R
D = 10°30'47"
T = 124.24'
L = 244.31'
R = 545.00'
PC = 53+20.41
PT = 55+64.72

CONC. MON. W/BRASS CAP
N 155339.70
E 665883.10

CONC. MON. W/BRASS CAP
N 155418.28
E 668524.90

SEE RIGHT OF WAY PROJECT PLAT #2788-00-20 FOR COMPLETE INFORMATION STA.187+53.01 TO STA.201+23.82 AS STATIONED IN RIGHT OF WAY PROJECT #2788-00-22. ALSO THAT PART OF Mac ARTHUR ROAD FROM STA.52+52.27 TO STA.56+28.93

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MERRILL HILLS RD.	WARRANTY DEED DOC. 2705551	2001	VARIES
MERRILL HILLS RD.	AWARD OF DAMAGES	2001	VARIES
MERRILL HILLS RD.	CSM 7971	1996	100'

REVISION DATE: 08/28/2015, 07/29/2016, 03/02/2016, 09/30/2016, 04/27/2016, 06/03/2016

DATE: 05/21/2015

SCALE, FEET 0 50 100

HWY: USH 18 | STATE R/W PROJ. #2788-00-22 | PLAT SHEET 4.16

COUNTY: WAUKESHA | CONST. PROJ. #2788-00-71,72 ; 2788-02-70 | PS&E SHEET 438 | E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_16_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

USH 18 2788-00-22 4.16

CITY OF WAUKESHA

CONC. MON.
W/BRASS CAP
Y 155339.70
N 665883.10

T 6 N
R 19 E
7 7 7

GN

1 A.P.
AGRICULTURE ONLY

100'

CITY OF WAUKESHA
TOWN OF WAUKESHA

2642.97' N88°17'46"E

SW-NE

Pl

S/L

955.79'

111.14'

188+00.34
-100.00'

187+53.01
R/L=S/L

195
R/L
200

WAUKESHA BYPASS

190

100'

102'

47.52
N18°3'30"W

102'

100'

112.54'

SEE SHEET 4.16

187+00.04
100'R

25'

SW-NE

701

WE ENERGIES UNDERGROUND
CABLE EASEMENT DOC. 912173
R.121 l.530

T 6 N
R 19 E
7 8 8

CONC. MON.
W/BRASS CAP
Y 155418.28
X 668524.90

SE-NE

201+23.92
R/L=1/16TH

SEE SHEET 4.18

1/16TH

CITY OF WAUKESHA
TOWN OF WAUKESHA

SEE RIGHT OF WAY PROJECT PLAT
#2788-00-20 FOR COMPLETE
INFORMATION STA.187+53.01 TO
STA.201+23.82 AS STATIONED IN RIGHT
OF WAY PROJECT #2788-00-22. ALSO
THAT PART OF Mac ARTHUR ROAD FROM
STA.52+52.27 TO STA.56+28.93

CURVE DATA R/L
PI = 196+18.01
Y = 155882.58
X = 666227.69
DELTA= 75°01'36"R
D = 2°51'53"
T = 1535.39'
L = 2618.92'
R = 2000.00'
PC = 180+82.62
Y = 154844.65
X = 667359.12
PT = 207+01.54
Y = 157243.76
X = 666938.06

PL

TOWN OF WAUKESHA

CSM 694

N88°29'21"E

CITY OF WAUKESHA

1/16TH

CSM 7971
D.2109301

SW-NE

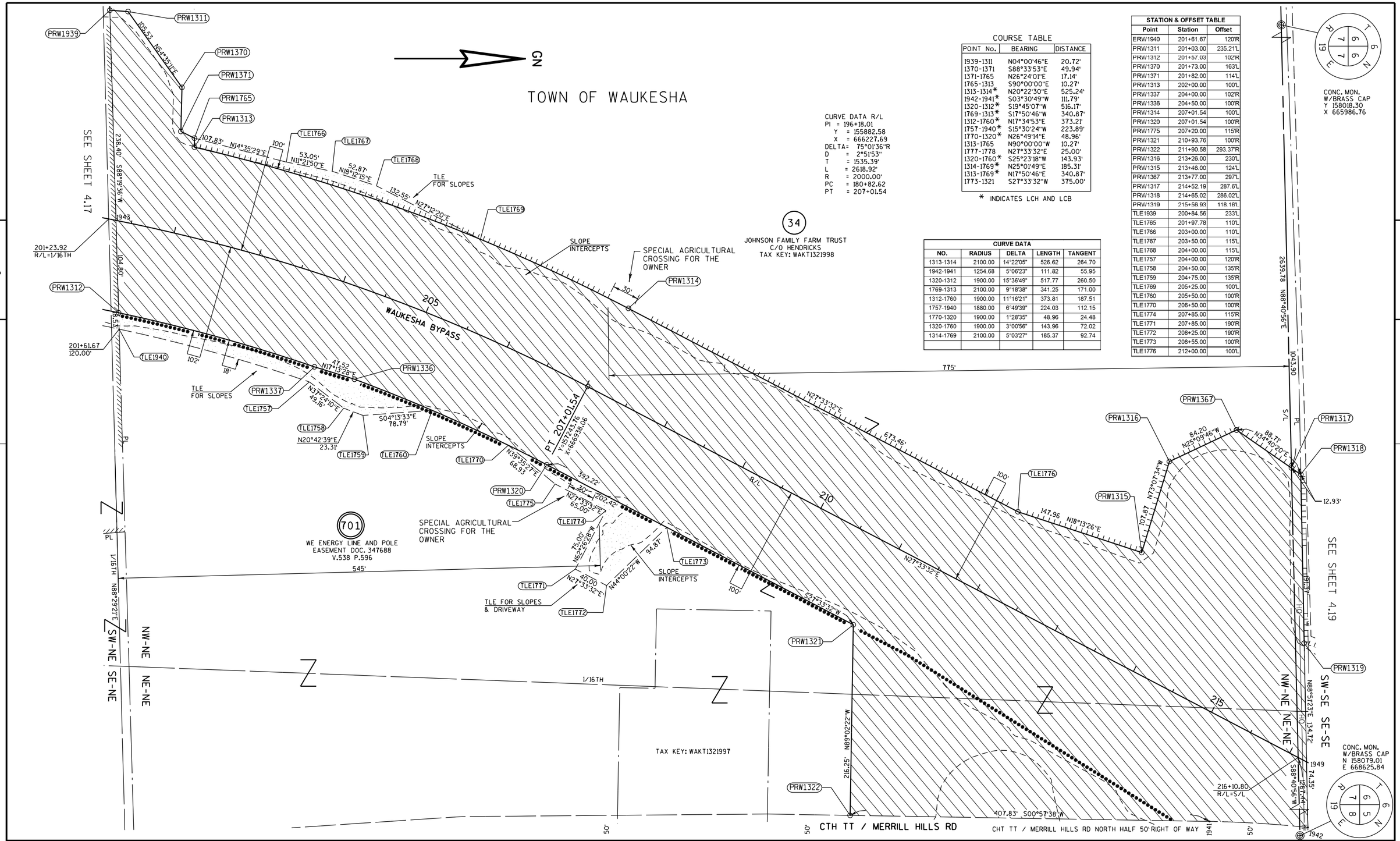
SE-NE

NW-NE

NE-NE

REVISION DATE: 08/28/2015, 07/29/2016, 03/02/2016, 09/30/2016, 04/27/2016, 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.17
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_17_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100



CURVE DATA R/L
PI = 196+18.01
Y = 155882.58
X = 666227.69
DELTA= 75°01'36"R
D = 2°51'53"
T = 1535.39'
L = 2618.92'
R = 2000.00'
PC = 180+82.62
PT = 207+01.54

COURSE TABLE

POINT No.	BEARING	DISTANCE
1939-1311	N04°00'46"E	20.72'
1370-1371	S88°33'53"E	49.94'
1371-1765	N26°24'01"E	17.14'
1765-1313	S90°00'00"E	10.27'
1313-1314*	N20°22'30"E	525.24'
1942-1941*	S03°30'49"W	111.79'
1320-1312*	S19°45'07"W	516.17'
1769-1313*	S17°50'46"W	340.87'
1312-1760*	N17°34'53"E	373.21'
1757-1940*	S15°30'24"W	223.89'
1770-1320*	N26°49'14"E	48.96'
1313-1765	N90°00'00"W	10.27'
1777-1778	N27°33'32"E	25.00'
1320-1760*	S25°23'18"W	143.93'
1314-1769*	N25°01'49"E	185.31'
1313-1769*	N17°50'46"E	340.87'
1773-1321	S27°33'32"W	375.00'

* INDICATES LCH AND LCB

CURVE DATA				
NO.	RADIUS	DELTA	LENGTH	TANGENT
1313-1314	2100.00	14°22'05"	526.62	264.70
1942-1941	1254.68	5°06'23"	111.82	55.95
1320-1312	1900.00	15°36'49"	517.77	260.50
1769-1313	2100.00	9°18'38"	341.25	171.00
1312-1760	1900.00	11°16'21"	373.81	187.51
1757-1940	1880.00	6°49'39"	224.03	112.15
1770-1320	1900.00	1°28'35"	48.96	24.48
1320-1760	1900.00	3°00'56"	143.96	72.02
1314-1769	2100.00	5°03'27"	185.37	92.74

STATION & OFFSET TABLE		
Point	Station	Offset
ERW1940	201+61.67	120'R
PRW1311	201+03.00	235.21'L
PRW1312	201+57.03	102'R
PRW1370	201+73.00	163'L
PRW1371	201+82.00	114'L
PRW1313	202+00.00	100'L
PRW1337	204+00.00	102'R
PRW1336	204+50.00	100'R
PRW1314	207+01.54	100'L
PRW1320	207+01.54	100'R
PRW1775	207+20.00	115'R
PRW1321	210+93.76	100'R
PRW1322	211+90.58	293.37'R
PRW1316	213+26.00	230'L
PRW1315	213+48.00	124'L
PRW1367	213+77.00	297'L
PRW1317	214+52.19	287.6'L
PRW1318	214+85.02	286.02'L
PRW1319	215+56.93	118.16'L
TLE1939	200+84.56	233'L
TLE1765	201+97.78	110'L
TLE1766	203+00.00	110'L
TLE1767	203+50.00	115'L
TLE1768	204+00.00	115'L
TLE1757	204+00.00	120'R
TLE1758	204+50.00	135'R
TLE1759	204+75.00	135'R
TLE1769	205+25.00	100'L
TLE1760	205+50.00	100'R
TLE1770	206+50.00	100'R
TLE1774	207+85.00	115'R
TLE1771	207+85.00	190'R
TLE1772	208+25.00	190'R
TLE1773	208+55.00	100'R
TLE1776	212+00.00	100'L

REVISION DATE: 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.18
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 440 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_18_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

4

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
CTH TT/MERRILL HILLS RD	WISCONSIN STATE STATUE 82.18	2002	33'

CONC. MON.
W/BRASS CAP
Y 158018.30
X 665986.76

T 6 N R 19 E — 7 6 / 7 6

701 706
WE ENERGIES AND AT&T WIS
EXISTING RIGHT IN R/W
DOC. 1251515
R.6011.023

GN

SW-SE SE-SE NW-SE NE-SE

1372.34'

N21°25'31"E 510.72'

KAME LOT 1

OUTLOT 2

KAME TERRACE

S70°12'04"E

1/16TH

CSM 3153
PARCEL 2
Doc. 1026372
Vol.23 Pg.272-273

LOT III TERRACE

OUTLOT 1

TOWN OF WAUKESHA

CSM 3657
PARCEL B
DOC. 1102827
Vol.28 Pg.68-70

216+10.81
R/L=S/L

SEE SHEET 4.18

1267.44'

122.50'

N27°33'32"E

PC 218+81.01
Y=158289.41
X=667483.75

R/W R/L S11°30'05"W

50'

50'

N62°26'28"W 15.00

P190+00.00

P191+19.16

P192+25.00

WAUKESHA
COUNTY - PARKS
& LAND USE

S12°21'16"W

MERRILL HILLS RD / CTH TT

220

N09°11'19"E 57.29'

S09°11'19"W 37.88'

1819

421.89'

S20°58'57"W

PRW1323

1088.21'

TLE1779
TLE1780

99.70'

N20°58'57"E

5'

254.44'

573.59' N11°30'05"E

221+38.31 KAME TERRACE
50+00.00 USH 18
Y=158518.88
X=667600.12

N88°40'52"E 17.50'

1816

103.20'
N12°21'16"E

1809

91

92

N12°21'16"E

560'

COURSE TABLE

POINT No.	BEARING	DISTANCE
1218-1217	S23°46'53"W	101.19'
1217-1216*	S21°36'01"W	151.57'
1216-1215	S38°40'03"W	52.67'
1215-1214*	S23°15'55"W	392.86'
1215-1601*	S22°36'34"W	138.75'
1214-1601*	N23°37'24"E	254.13'
1214-1601*	N23°37'24"E	254.13'
1605-1215*	N22°26'48"E	75.68'
1800-1801	N12°21'16"E	490.14'
1324-1214*	N25°13'07"E	363.92'
1600-1787*	S24°42'41"W	177.15'
1779-1780	N69°01'03"W	5.00'
1214-1600	N88°40'52"E	11.09'
1602-1603*	S23°03'55"W	37.99'
1604-1600*	S23°42'31"W	211.70'
1606-1607*	S22°24'11"W	92.64'

* INDICATES LCH AND LCB

TLE1781

PRW1324

TLE1782

50.00'
N6°33'54"W

TLE1783

S26°11'02"W 91.39'

TLE1784

S5°20'58"W 54.17'

TLE1785

S25°36'39"W 40.73'

111.56'

S28°26'36"E

TLE1787

1 A.P.
RESIDENTIAL ONLY

SLOPE
INTERCEPT

TLE1786

701
WE ENERGIES LINE AND POLE
NON DESCRIPTIVE EASEMENT
DOC. 212650 V.268
P.502

TLE
FOR SLOPES & DRIVEWAY

36
HAZEL DANNER & SUCCESSORS
TAX KEY: WAKT1320998001

100'

178.07'

225

160.57'

S88°40'52"W

TLE1600

PRW1214

TLE
FOR SLOPES

CSM 5416
LOT 1
V43 P306-308
D. 1465954

701
WE ENERGIES LINE AND POLE
NON DESCRIPTIVE EASEMENT
DOC. 212650
V.268 P.502

TLE1604

S77°22'38"W 43.18'

TLE1603

1 A.P.
RESIDENTIAL ONLY

TLE1602

TLE1601

TLE1605
TLE1607

S67°01'57"E 45.00

5'

100'

N38°40'03"E 17.65'

PRW1215

TLE1606

PRW1216

PRW1217

S23°46'53"W 101.19'

PRW1218

CURVE DATA R/L
PI = 231+15.16
Y = 159383.52
X = 668054.74
DELTA= 12°48'11"L
D = 0°31'15"
T = 1234.14'
L = 2458.01'
R = 11000.00'
PT = 243+39.02
Y = 160576.96
X = 668369.08

CURVE DATA				
NO.	RADIUS	DELTA	LENGTH	TANGENT
1214-1324	11100.00	1°52'43"	363.93	181.98
1217-1216	11115.00	0°46'53"	151.57	75.79
1215-1214	11100.00	2°01'41"	392.88	196.46
1600-1787	11110.00	0°54'49"	177.15	88.58
1214-1601	11100.00	1°18'42"	254.13	127.07
1602-1603	11145.00	0°11'43"	37.99	19.00
1604-1600	11110.00	0°57'42"	186.45	93.23
1605-1215	11100.00	0°23'26"	75.68	37.84
1606-1607	11105.00	0°28'41"	92.64	46.32
1215-1601	11100.00	0°42'58"	138.75	69.38

701
WE ENERGIES LINE AND POLE
EASEMENT ALONG HIGHWAY
DOC. 154942
V.210 P358

38
CHRISTOPH FAMILY TRUST
TAX KEY: WAKT1320998

TLE
FOR SLOPES & DRIVEWAY

701
WE ENERGIES LINE AND POLE
EASEMENT ALONG HIGHWAY
DOC. 154942
V.210 P.358

WAUKESHA BYPASS

378'

230

230+88.39
R/L=1/16TH

PI 231+15.16

1802

SEE SHEET 4.20

1/16TH

STATION & OFFSET TABLE		
Point	Station	Offset
PRW1323	217+33.31	145.00R
PRW1324	221+50.00	100.00R
PRW1214	225+10.65	100.00R
PRW1215	229+00.00	100.00R
PRW1216	229+50.00	115.00R
PRW1217	231+00.00	115.00R
TLE1779	218+99.44	125.84R
TLE1780	219+00.00	130.81R
TLE1781	219+97.99	120.00R
TLE1782	221+00.00	120.00R
TLE1783	221+00.00	170.00R
TLE1784	221+90.00	170.00R
TLE1785	222+35.00	200.00R
TLE1786	222+75.00	200.00R
TLE1787	223+40.00	110.00R
TLE1600	225+15.40	110.00R
TLE1604	227+00.00	110.00R
TLE1603	227+25.00	145.00R
TLE1601	227+62.50	100.00R
TLE1602	227+62.50	145.00R
TLE1605	228+25.00	100.00R
TLE1607	228+25.00	105.00R
TLE1606	229+16.77	105.00R

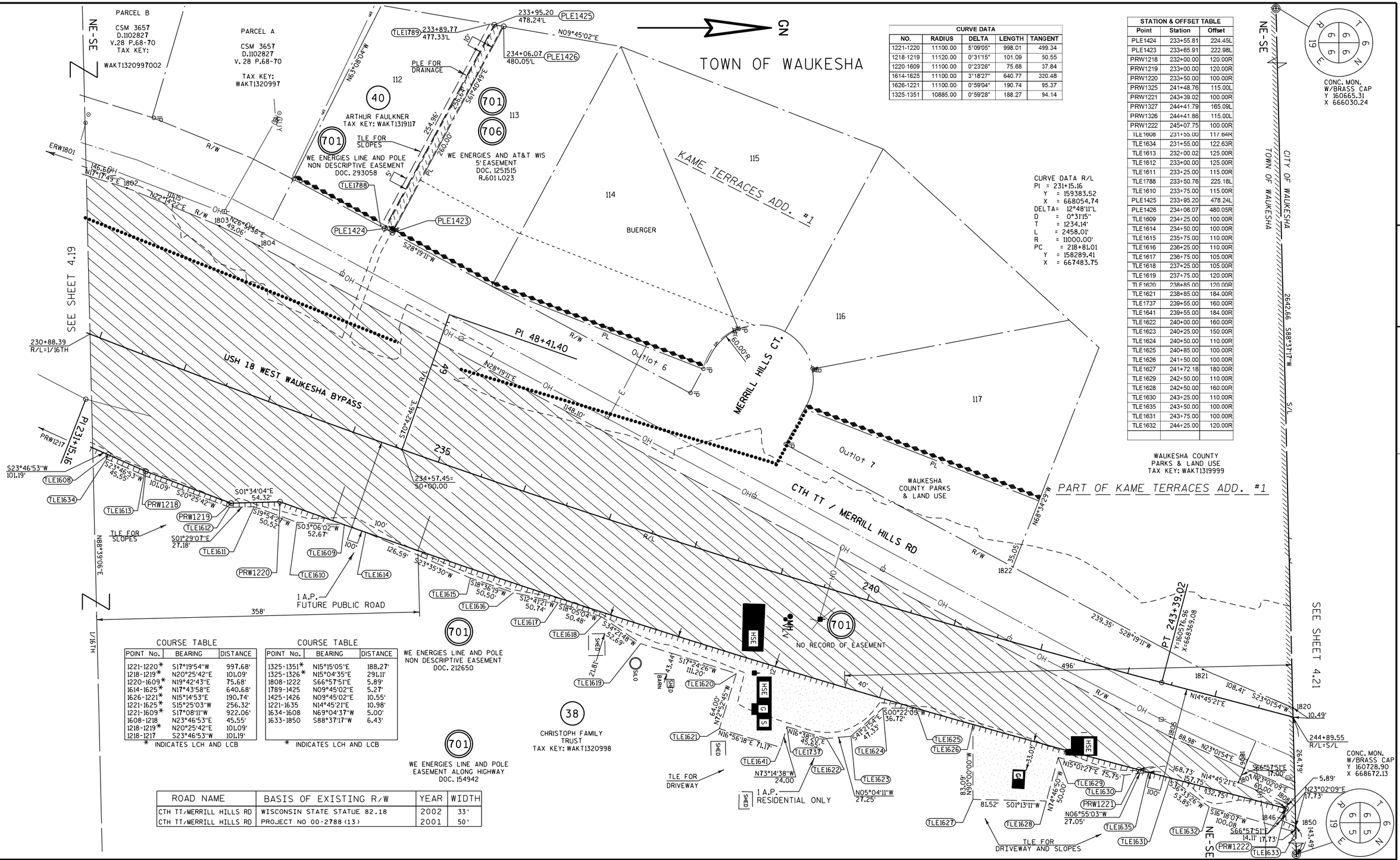
2639.78' N88°40'05"E

CONC. MON.
W/BRASS CAP.
Y 158079.01
X 668625.84

T 6 N R 19 E — 7 6 5 / 8

REVISION DATE: 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.19	
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 441	E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_19_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100



CURVE DATA				
NO.	RADIUS	DELTA	LENGTH	TANGENT
1221-1220	11100.00	5°09'05"	998.01	499.34
1218-1219	11120.00	0°31'15"	101.09	50.55
1220-1609	11100.00	0°23'26"	75.68	37.84
1614-1625	11100.00	3°18'27"	640.77	320.48
1626-1221	11100.00	0°59'04"	190.74	95.37
1325-1351	10885.00	0°59'28"	188.27	94.14

STATION & OFFSET TABLE		
Point	Station	Offset
PLE1424	233+55.81	224.45L
PLE1423	233+65.91	222.98L
PRW1218	232+00.00	120.00R
PRW1219	233+00.00	120.00R
PRW1220	233+50.00	100.00R
PRW1325	241+48.76	115.00L
PRW1221	243+39.02	100.00R
PRW1327	244+41.79	165.09L
PRW1326	244+41.86	115.00L
PRW1222	245+07.75	100.00R
TLE1608	231+55.00	117.64R
TLE1634	231+55.00	122.63R
TLE1613	232+00.02	125.00R
TLE1612	233+00.00	125.00R
TLE1611	233+25.00	115.00R
TLE1788	233+50.76	225.18L
TLE1610	233+75.00	115.00R
PLE1425	233+95.20	478.24L
PLE1426	234+06.07	480.05R
TLE1609	234+25.00	100.00R
TLE1614	234+50.00	100.00R
TLE1615	235+75.00	110.00R
TLE1616	236+25.00	110.00R
TLE1617	236+75.00	105.00R
TLE1618	237+25.00	105.00R
TLE1619	237+75.00	120.00R
TLE1620	238+85.00	120.00R
TLE1621	238+85.00	184.00R
TLE1737	239+55.00	160.00R
TLE1641	239+55.00	184.00R
TLE1622	240+00.00	160.00R
TLE1623	240+25.00	150.00R
TLE1624	240+50.00	110.00R
TLE1625	240+85.00	100.00R
TLE1626	241+50.00	100.00R
TLE1627	241+72.18	180.00R
TLE1629	242+50.00	110.00R
TLE1628	242+50.00	160.00R
TLE1630	243+25.00	110.00R
TLE1635	243+50.00	100.00R
TLE1631	243+75.00	100.00R
TLE1632	244+25.00	120.00R

COURSE TABLE		
POINT No.	BEARING	DISTANCE
1221-1220*	S17°19'54"W	997.68'
1218-1219*	N20°25'42"E	101.09'
1220-1609*	N19°42'43"E	75.68'
1614-1625*	N17°43'58"E	640.68'
1626-1221*	N15°14'53"E	190.74'
1221-1625*	S15°25'03"W	256.32'
1221-1609*	S17°08'11"W	922.06'
1608-1218	N23°46'53"E	45.55'
1218-1219*	N20°25'42"E	101.09'
1218-1217	S23°46'53"W	101.19'

* INDICATES LCH AND LCB

COURSE TABLE		
POINT No.	BEARING	DISTANCE
1325-1351*	N15°15'05"E	188.27'
1325-1326*	N15°04'35"E	291.11'
1808-1222	S66°57'51"E	5.89'
1789-1425	N09°45'02"E	5.27'
1425-1426	N09°45'02"E	10.55'
1221-1635	N14°45'21"E	10.98'
1634-1608	N69°04'37"W	5.00'
1633-1850	S88°37'17"W	6.43'

* INDICATES LCH AND LCB

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
CTH TT/MERRILL HILLS RD	WISCONSIN STATE STATUE 82.18	2002	33'
CTH TT/MERRILL HILLS RD	PROJECT NO 00-2788 (13)	2001	50'

REVISION DATE: 08/28/2015 07/29/2016
03/02/2016 09/30/2016
04/27/2016
06/03/2016

DATE: 05/21/2015

SCALE, FEET
0 50 100

HWY: USH 18

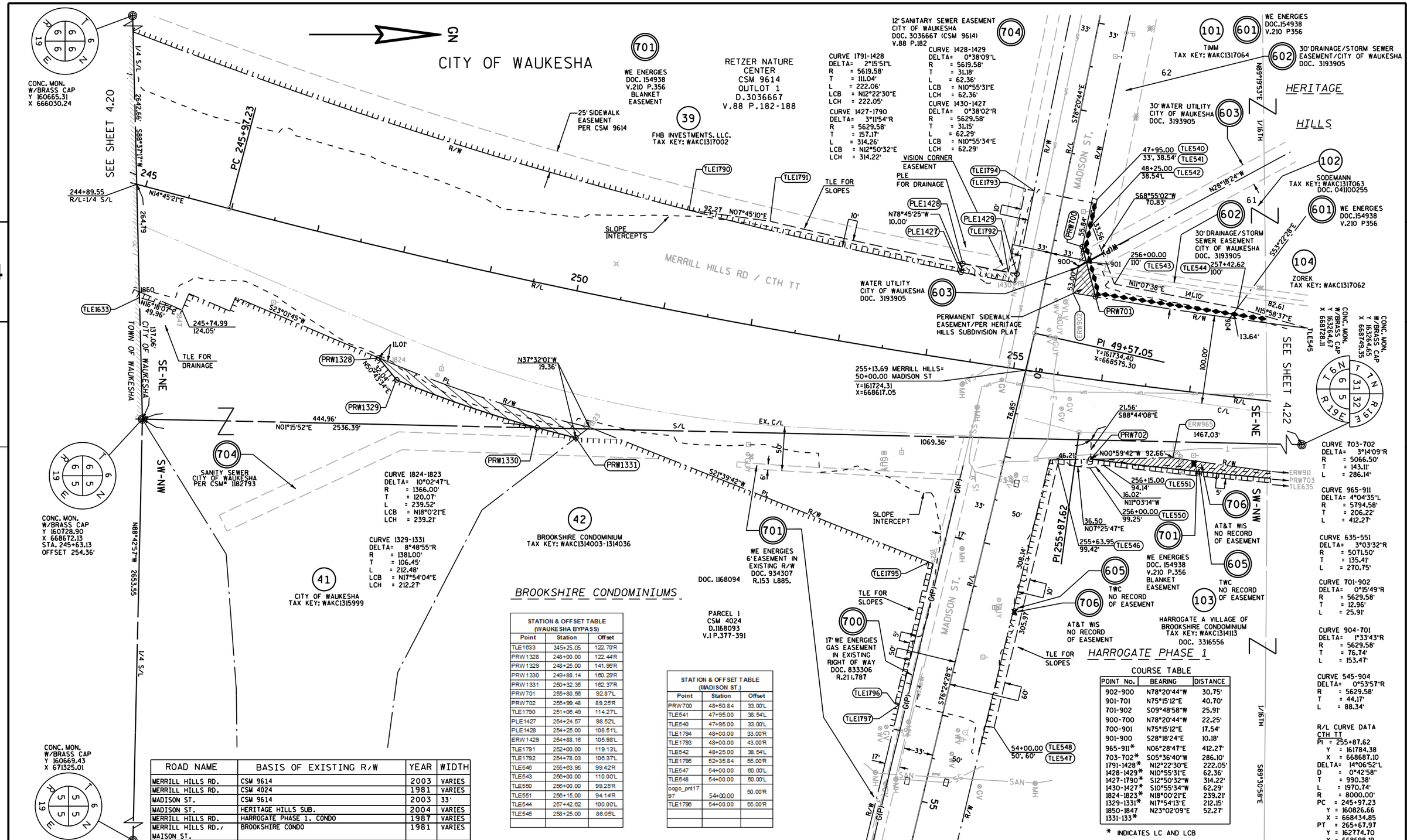
STATE R/W PROJECT NUMBER 2788-00-22

PLAT SHEET 4.20

COUNTY: WAUKESHA

CONSTRUCTION PROJECT NUMBER 2788-00-70,71,72

PS&E SHEET 442 E



ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MERRILL HILLS RD.	CSM 9614	2003	VARIES
MERRILL HILLS RD.	CSM 4024	1981	VARIES
MADISON ST.	CSM 9614	2003	33'
MADISON ST.	HERITAGE HILLS SUB.	2004	VARIES
MERRILL HILLS RD.	HARROGATE PHASE 1, CONDO	1987	VARIES
MERRILL HILLS RD./ MAISON ST.	BROOKSHIRE CONDO	1981	VARIES

STATION & OFFSET TABLE (WAUKESHA BYPASS)

Point	Station	Offset
TLE1633	245+25.05	122.70'R
PRW1328	248+00.00	122.44'R
PRW1329	248+25.00	141.96'R
PRW1330	249+88.14	160.29'R
PRW1331	250+32.35	162.37'R
PRW701	255+80.56	92.87'L
PRW702	256+99.48	89.25'R
TLE1790	251+06.49	114.27'L
PLE1427	254+24.57	98.52'L
PLE1428	254+25.00	108.51'L
ERW1429	254+88.16	105.98'L
TLE1791	252+00.00	119.13'L
TLE1792	254+78.03	106.37'L
TLE546	255+63.95	99.42'R
TLE543	256+00.00	110.00'L
TLE550	256+00.00	99.25'R
TLE551	256+15.00	94.14'R
TLE544	257+42.62	100.00'L
TLE545	258+25.00	86.05'L

STATION & OFFSET TABLE (MADISON ST.)

Point	Station	Offset
PRW700	48+50.84	33.00'L
TLE541	47+95.00	38.54'L
TLE540	47+95.00	33.00'L
TLE1794	48+00.00	33.00'R
TLE1793	48+00.00	43.00'R
TLE542	48+25.00	38.54'L
TLE1795	52+35.84	55.00'R
TLE547	54+00.00	60.00'L
TLE548	54+00.00	50.00'L
cogo_pnt1797	54+00.00	50.00'R
TLE1796	54+00.00	55.00'R

COURSE TABLE

POINT No.	BEARING	DISTANCE
902-900	N78°20'44"W	30.75'
901-701	N75°15'12"E	40.70'
701-902	S09°48'58"W	25.91'
900-700	N78°20'44"W	22.25'
700-901	N75°15'12"E	17.54'
901-900	S28°18'24"E	10.18'
965-911*	N06°28'47"E	412.27'
703-702*	S05°36'40"W	286.10'
1791-1428*	N12°22'30"E	222.05'
1428-1429*	N10°55'31"E	62.36'
1427-1790*	S12°50'32"W	314.22'
1430-1427*	S10°55'34"W	62.29'
1824-1823*	N18°00'21"E	239.21'
1329-1331*	N17°54'13"E	212.15'
1850-1847	N23°02'09"E	52.27'
1331-133*		

* INDICATES LC AND LCB

REVISION DATE: 08/28/2015, 03/02/2016, 04/27/2016, 06/03/2016, 07/29/2016, 09/30/2016

DATE: 05/21/2015

SCALE, FEET 0 50 100

HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.21	
COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET	E

FILE NAME : s:\wauk_co\co_gov\100075 waukesha bypass study\survey\dgn\rw_plat_sheets\140275_rw_21_rp.dgn PLOT DATE : 11/14/2016 10:43:36 AM PLOT BY : imerriweather PLOT NAME : PLOT SCALE : 100:1

CN

CURVE 553-907
DELTA= 0°57'24"R
R = 5629.58'
T = 47.00'
L = 94.00'

CUR5VE 907-908
DELTA= 0°48'52"R
R = 5629.58'
T = 40.01'
L = 80.02'

CURVE 908-909
DELTA= 1°14'59"R
R = 5629.58'
T = 61.40'
L = 122.79'

CURVE 909-556
DELTA= 1°36'05"R
R = 5629.58'
T = 78.68'
L = 157.35'

STATION & OFFSET TABLE

POINT	STATION	OFFSET
703	258+82.49	84.49R
704	259+66.98	82.62R
705	261+03.89	92.57R
706	261+08.29	100.00R
707	263+26.06	100.00R
711	263+54.34	100.00'L
969	263+55.04	81.58'L
708	263+85.32	99.99R
709	265+67.97	100.00R
712	265+67.97	100.00'L
713	270+56.93	100.00'L
710	270+59.38	100.00R

COURSE TABLE

POINT No.	BEARING	DISTANCE
711-712*	N01°24'23"E	210.95'
712-1008	S00°38'29"W	89.04'
1008-560	S00°38'29"W	153.55'
924-925	N01°15'52"E	130.88'
912-913"	N63°45'45"E	129.28'
706-802	N03°41'41"E	67.54'
913-915*	N70°00'55"E	88.89'
915-914	S76°13'07"E	8.00'
561-801*	S03°01'10"W	123.70'
914-1004	S13°45'52"W	10.00'
802-707	N02°54'54"E	152.94'

* INDICATES LCH AND LCB

CITY OF WAUKESHA

HERITAGE HILLS

UNPLATTED LANDS

111 WISCONSIN ELECTRIC POWER CO
TAX KEY: WAKC1317997
UNPLATTED
DOC. 562882

SHAH
TAX KEY: WAKC1317057

STORM SEWER
CITY OF WAUKESHA
DOC. 3361304

30' WATER UTILITY
CITY OF WAUKESHA
DOC. 3193905
V.52 P.65

602 30' STORMWATER EASEMENT PER HERITAGE HILLS SUB.

603 NO RECORD OF EASEMENT

601 605 606 WE ENERGIES, AT&T TIME WARNER CABLE
DOC. 3225612

604 SANITARY SEWER
CITY OF WAUKESHA
DOC. 3193905

ZOREK
TAX KEY: WAKC1317062
DOC. 3263689

ANFINSON
TAX KEY: WAKC1317061
DOC. 4111604

BACKUS
TAX KEY: WAKC1317060
DOC. 3817023

FELDMAN
TAX KEY: WAKC1317059
DOC. 3485019

GIFFORD
TAX KEY: WAKC1317058
DOC. 3470901

RADICHEL & ROWE 20'
TAX KEY: WAKC1317051
DOC. 1210A0609A

ALI
TAX KEY: WAKC1317050
DOC. 3470892

OWNERS OF LOTS IN HERITGAGE HILLS
TAX KEY: WAKC1317106
DOC. 3193905
OUTLOT 2

25' HIGHWAY SLOPE EASEMENT PER HERITAGE HILLS SUB.

SEE SHEET 4.21

SEE SHEET 4.23

CTH TT / MERRILL HILLS RD

263+54.12 MERRILL HILLS 50+00.00 KISDON HILL
Y=162560.92
X=668692.94

PI 50+00.00

PI 265+67.97

PC 51+19.63

PRC 52+25.23

PI 51+16.89

PI 52+98.73

PT 53+54.82

HARROGATE PHASE 1

HARROGATE A VILLAGE OF BROOKSHIRE CONDOMINIUM
TAX KEY: WAKC1314113

CITY OF WAUKESHA
TAX KEY: WAKC1314069
DOC. 1281448

CSM 4649
PARCEL 2
Doc. 1281448

VISION CORNER EASEMENT CSM 4649

PER CSM #4649 LABELED AS APPROXIMATELY LOCATION OF HIGHWAY PER ORD 53.79

CITY WAUKESHA SANITARY SEWER EASEMENT
DOC. 1259916

20' PERMANENT WATER UTILITY
CITY OF WAUKESHA
DOC. 1260685

EASEMENT PER PLAT OF KIDSON HILL, V.44 P.322

10' WE ENERGIES ELECTRC, AT&T WIS
DOC. 1294768
R.670, P.506

CSM 4649
PARCEL 1
CITY OF WAUKESHA

FUTURE LOCATION OF WAUKESHA CIRCUMFERENTIAL HWY PER CSM 4649

CITY OF WAUKESHA
TAX KEY: WAKC1314068
DOC.1281448
V.37 P.199-203

6' WE ENERGIES, AT&T
DOC. 565551
V.917 P.13

KAPLAN
TAX KEY: WAKC1314996
DOC. 564635

WE ENERGIES, AT&T WIS
DOC. 3786728

MOGENSEN
TAX KEY: WAKC1314997
DOC. 3005595

HEALE
TAX KEY: WAKC1314037

NEBEL
TAX KEY: WAKC1314065

KISDON HILL DR

KISDON HILL

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MERRILL HILLS RD.	HERITAGE HILLS SUB.	2004	VARIES
MERRILL HILLS RD.	WARRANTY DEED #562882	1962	NOT GIVEN
MERRILL HILLS RD.	HARROGATE PHASE 1, CONDO	1987	VARIES
MERRILL HILLS RD.	CSM 4649	1984	VARIES
KISDON HILL DR.	KISDON HILL SUB	1984	60'

CONC. MON. W/BRASS CAP Y 163266.42 X 666071.97

CONC. MON. W/BRASS CAP Y 163264.65 X 668086.44

CONC. MON. W/BRASS CAP Y 160728.90 X 668672.13

CONC. MON. W/BRASS CAP Y 163264.67 X 668728.11

CONC. MON. W/BRASS CAP Y 163279.20 X 671911.09

CONC. MON. W/BRASS CAP Y 163278.90 X 671396.27

COURSE TABLE

POINT No.	BEARING	DISTANCE
705-704	N08°34'01"E	138.75'
704-703	N03°59'35"E	85.20'
703-702*	S05°36'40"W	286.10'
706-707*	N03°09'14"E	220.48'
1006-709	N00°38'29"E	360.54'
709-708*	S01°17'52"W	184.93'
710-1007	S00°38'29"W	40.87'
1008-985	S89°57'24"W	87.09'
708-567*	N01°51'28"E	30.00'

* INDICATES LCH AND LCB

R/L CURVE DATA
CTH TT
PI = 255+87.62
Y = 161784.38
X = 668687.10
DELTA= 14°06'52"L
D = 0°42'58"
T = 990.38'
L = 1970.74'
R = 8000.00'
PC = 245+97.23
Y = 160826.66
X = 668434.85
PT = 265+67.97
Y = 162774.70
X = 668698.19

C/L CURVE DATA
KISDON HILL DR
PI = 51+76.89
Y = 162557.02
X = 668869.79
DELTA= 55°00'02"L
D = 52°05'13"
T = 57.26'
L = 105.59'
R = 110.00'
PC = 51+19.63
Y = 162558.28
X = 668812.54
PT = 52+25.23
Y = 162603.19
X = 668903.66

C/L CURVE DATA
KISDON HILL DR
PI = 52+98.73
Y = 162662.45
X = 668947.13
DELTA= 67°30'04"R
D = 52°05'13"
T = 73.50'
L = 129.59'
R = 110.00'
PC = 52+25.23
Y = 162603.19
X = 668903.66
PT = 53+54.82
Y = 162644.96
X = 669018.52

CURVE 703-702
DELTA= 3°14'09"R
R = 5066.50'
T = 143.11'
L = 286.14'

CURVE 635-551
DELTA= 3°03'32"R
R = 5071.50'
T = 135.41'
L = 270.75'

CURVE 965-911
DELTA= 4°04'35"L
R = 5794.58'
T = 206.22'
L = 412.27'

CURVE 707-706
R = 8100.00'
T = 110.25'
L = 220.49'

CURVE 706-802
DELTA= 0°28'40"L
R = 8100.00'
T = 33.77'
L = 67.54'

CURVE 711-712
DELTA= 1°31'48"L
R = 7900.00'
T = 105.49'
L = 210.96'

CURVE 635-711
DELTA= 0°35'49"R
R = 7900.00'
T = 41.16'
L = 82.32'

CURVE 708-709
DELTA= 1°18'29"L
R = 8100.00'
T = 92.47'
L = 184.93'

CURVE 708-567
DELTA= 0°12'44"L
R = 8100.00'
T = 15.00'
L = 30.00'

CURVE 918-708
DELTA= 54°59'48"R
R = 80.00'
T = 41.64'
L = 76.79'

CURVE 918-919
DELTA= 54°59'48"R
R = 80.00'
T = 73.88'
L = 76.79'

CURVE 569-1005
DELTA= 42°00'55"R
R = 150.00'
T = 57.60'
L = 110.00'

CURVE 1005-571
DELTA= 12°34'53"R
R = 150.00'
T = 16.54'
L = 32.94'

CURVE 917-918
DELTA= 54°54'50"L
R = 140.00'
T = 72.75'
L = 134.18'

CURVE 572-917
DELTA= 12°35'19"L
R = 140.00'
T = 15.44'
L = 30.76'

REVISION DATE:	08/28/2015	07/29/2016
	03/02/2016	09/30/2016
	04/27/2016	
	06/03/2016	

DATE: 05/21/2015

SCALE, FEET 0 50 100

HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET	4.22
COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET	E

FILE NAME : s:\wauk_co\co_gov\100075 waukesha bypass study\survey\dgn\rw_plat_sheets\140275_rw_22_rp.dgn PLOT DATE : 11/14/2016 10:43:38 AM PLOT BY : imerriweather PLOT NAME : PLOT SCALE : 100:1

CITY OF WAUKESHA

SEE SHEET 4.22

SEE SHEET 4.24
MATCH LINE STA 47+00

SEE SHEET 4.26

MERRILL HILLS RD / CTH TT

SUMMIT AVE / USH 18

MATCH LINE STA 55+00
SEE SHEET 4.25

FIDDLERS CREEK DR

PRIVATE DRIVE

ABANDONED PIPELINE

LOT 1
CSM 8884
DOC. 2522341
VOL. 79 PG. 177-181

LOT 2
CSM 10439
DOC. 3036667
VOL. 99 PG. 206-211

LOT 1
CSM 10439

LOT 1
CSM 8683

123 HEALTH CARE REIT INC
TAX KEY: WAKC0988151
CSM 10613
DOC. 3609575

124 BANK MUTUAL
TAX KEY: WAKC0988001
DOC. 3237941

127 SUMMIT CORPORATE CENTER LLC
TAX KEY: WAKC0988149
DOC. 2825080

128 GOOD TIMES DAY CAMP LLC
TAX KEY: WAKC0991001
DOC. 2330488

129 MEADOWBROOK MARKETPLACE LLC
TAX KEY: WAKC0990047
DOC. 3968494

137 MEADOWBROOK MARKETPLACE LLC
TAX KEY: WAKC0990048
DOC.3968494

SUMMIT CORPORATE CENTER LLC
TAX KEY: WAKC0988150
DOC. 3964751

PARCEL 1
CSM 8791
DOC. 2473818
VOL. 78 PG. 159-162

WE ENERGIES
DOC. 3410554

WE ENERGIES
DOC. 3514623
DOC. 3531515

WE ENERGIES
DOC. 331635
V.505 P.241
NON DESCRIPTIVE EASEMENT

WE ENERGIES
DOC. 331635
V.505 P.241
NON DESCRIPTIVE EASEMENT
PUBLIC SIDEWALK EASEMENT
CSM 10439

WE ENERGIES
EXISTING EASEMENT IN R/W
DOC. 735845
V.1115 P.336-338

WE ENERGIES
EXISTING RIGHTS IN R/W
DOC. 562128
V.911 P.627

WE ENERGIES
EXISTING RIGHTS IN R/W
DOC. 2201346
R.2410 I.1406

WE ENERGIES
CONVEYANCE OF RIGHTS
94-2788(11)
DOC. 2222955

WE ENERGIES
CONVEYANCE OF RIGHTS
DOC. 991286
R. 230 I. 1227

WE ENERGIES
ELECTRIC EASEMENT
DOC. 2182106
R.2369 I.1082

WE ENERGIES GAS OPERATIONS
NO RECORD OF EASEMENT

20' PUBLIC STORM SEWER EASEMENT
PER CSM 10439
V.99 P.206

TWC
NO RECORDED EASEMENT

SLOPE INTERCEPT

TLE FOR SLOPES

PLE FOR DRAINAGE

WATER UTILITY
CITY OF WAUKESHA
CSM 8683

WATERMAIN EASEMENT
CSM 8683

12' OVERHEAD JOINT EASEMENT
DOC. 3573803

20" FORCEMAIN EASEMENT
CSM 8683

LOT 2
CSM 8683
DOC. 2395481
VOL. 77 PG. 9-18

CONC. MON. W/BRASS CAP
Y 163264.67
X 668749.35
STA. 270+58.47
OFFSET 45.68'

CONC. MON. W/BRASS CAP
Y 163264.32
X 666086.44

CONC. MON. W/BRASS CAP
Y 163264.65
X 668749.24
STA. 270+58.24
OFFSET 24.43'

CONC. MON. W/BRASS CAP
Y 165279.20
X 671396.27

CONC. MON. W/BRASS CAP
Y 163276.90
X 671411.09

CONC. MON. W/BRASS CAP
Y 165935.99
X 668742.80

N89°57'49"W 2662.91'

S89°57'35"E

S00°02'25"W

N89°57'49"W 21.24'

S89°41'36"W 2661.78'

N00°38'29"E 74.48'

N00°38'29"E 2671.34'

N00°08'26"W

S88°53'50"E

S77°16'55"E 285.96'

N84°44'59"W 139.54'

S81°30'28"E 112.83'

S88°13'45"E 105.10'

N86°10'00"W 164.49'

S49°16'38"W 47.15'

N84°44'59"W 28.37'

S71°12'44"W 92.80'

N11°57'05"E 50.99'

N51°41'55"W 83.24'

S37°04'46"E 63.35'

N89°57'49"W 64.77'

S85°32'21"E 64.68'

N89°57'35"W 64.77'

N27°12'24"E 53.72'

N61°18'40"E 60.31'

S00°02'25"W 48+40.00 35'L, 30'L

48+35.00 35'R, 30'R

270+57.99 R/L=S/L

270+59.38 100.00'

270+59.79 125.00'R

270+85.00 125'R, 105'R, 100'R

273+80.00 105'R

274+10.00 110'R, 100'R

274+16.95 100'L

274+38.00 175'R

274+57.99 MERRILL HILLS RD= 50+00.00 FIDDLERS CREEK DR
Y=163664.66
X=668708.15

274+90.00 110'R, 100'R

275+10.00 110'L

275+30.00 100'L

277+75.00 100'R

278+25.00 110'R

279+49.43 105'L

279+49.39 100'L

279+60.00 120'R, 110'R, 100'R

280+00.00 120'R, 110'R, 100'R

280+35.00 105'L, 100'L

280+60.00 120'R, 110'R, 100'R

281+00.00 105'L, 100'L

281+00.00 100.00'L

281+83.34 105'L

281+96.98 100'L

282+43.30 USH 18 29.77' R/L=S/L

282+47.24 MERRILL HILLS RD= 50+00.00 U.S.H. 18

PC 50+90.99

PI 51+50.85

PI 51+22.72

PI 52+14.10
Y=163516.20
X=668887.48

PI 52+78.19

51+10.25 70'L

51+26.73 104.87'R

51+51.77 92.80'R

52+25.00 65'L, 75'L

52+88.00 93', 60'

53+01.59 93'R

53+19.50 75'R

53+34.61 60'R

53+92.79 75'L

55+00.00 75'L, 70.95'L

PRW710 PRW715 PRW716 PRW717 PRW714 PRW827 PRW791

PLE867 PLE866 PLE868 PLE839 PLE837 PLE838 PLE586 PLE804 PLE589 PLE803 PLE805 PLE590 PLE806 PLE808 PLE591 PLE807 PLE810 PLE828

TLE581 TLE582 TLE598 TLE597 TLE599 TLE601 TLE580 TLE584 TLE583 TLE585 TLE587 TLE588 TLE592 TLE593 TLE603 TLE602 TLE604 TLE605 TLE692 TLE691 TLE693 TLE790 TLE830 TLE549 TLE596 TLE595 TLE594 TLE552 TLE846 TLE784

ERW970 ERW932 ERW931 ERW930 ERW937

R/W 100' 66' 60' 50' 90' 43.06' 295.00' 135.00' 60.00' 74.48' 285.96' 105.17' 39.54' 91.91'

S/L 2661.78' S89°41'36"W

R/L N00°38'29"E 2671.34' N00°08'26"W

EX. C/L

1 AP

TLE FOR SLOPES & DRIVE

TLE FOR SLOPES

PLE FOR DRAINAGE

GUY POLE

GUY

CURVE 791-795
DELTA= 3°17'46"R
R = 3884.22'
T = 111.76'
L = 223.46'

CURVE 970-932
DELTA= 3°17'08"L
R = 3879.72'
T = 111.27'
L = 222.47'

CURVE 716-931
DELTA= 0°26'57"R
R = 3759.72'
T = 14.74'
L = 29.47'

CURVE 975-716
DELTA= 2°41'47"R
R = 3759.72'
T = 88.49'
L = 176.94'

CURVE 930-827
DELTA= 2°42'38"L
R = 3879.72'
T = 91.78'
L = 183.53'

CURVE 827-830
DELTA= 0°41'57"L
R = 3879.72'
T = 23.67'
L = 47.34'

CURVE 830-977
DELTA= 5°23'44"L
R = 3879.72'
T = 182.81'
L = 365.36'

CURVE 784-790
DELTA= 3°45'27"R
R = 3894.72'
T = 127.76'
L = 255.42'

C/L CURVE DATA
PRIVATE DR
PI = 51+22.72
Y = 163651.97
X = 668830.21
DELTA= 46°59'07"R
D = 78°29'15"
T = 31.73'
L = 59.86'
R = 73.00'
PC = 50+90.99
Y = 163655.25
X = 668798.65
PT = 51+50.85
Y = 163626.65
X = 668849.35

R/L CURVE DATA
USH 18
PI = 52+78.19
Y = 164378.34
X = 668985.39
DELTA= 17°31'18"L
D = 1°30'00"
T = 588.65'
L = 1168.10'
R = 3819.72'
PC = 46+89.55
Y = 164511.99
X = 668412.11
PT = 58+57.65
Y = 164423.48
X = 669572.30

COURSE TABLE

POINT No.	BEARING	DISTANCE
714-930	N00°38'29"E	74.48'
930-827*	S84°29'52"E	183.52'
827-715	N86°11'08"W	157.88'
715-714	N29°14'58"W	53.15'
827-830*	S86°12'10"E	47.34'
716-931*	N83°06'31"W	29.47'
931-717	N01°07'07"E	34.35'
717-716	S37°02'22"E	47.45'
791-795*	N80°10'21"W	223.43'
829-828	N85°57'18"W	13.93'
828-827	S04°08'49"E	33.00'

* INDICATES LC AND LCB

STATION & OFFSET TABLE

POINT	STATION	OFFSET
714	281+00.00	100'R
810	281+00.00	120'L
791	281+96.98	100'L
717	283+30.00	96.41'R
716	51+20.00	60'L
715	51+35.00	85'R

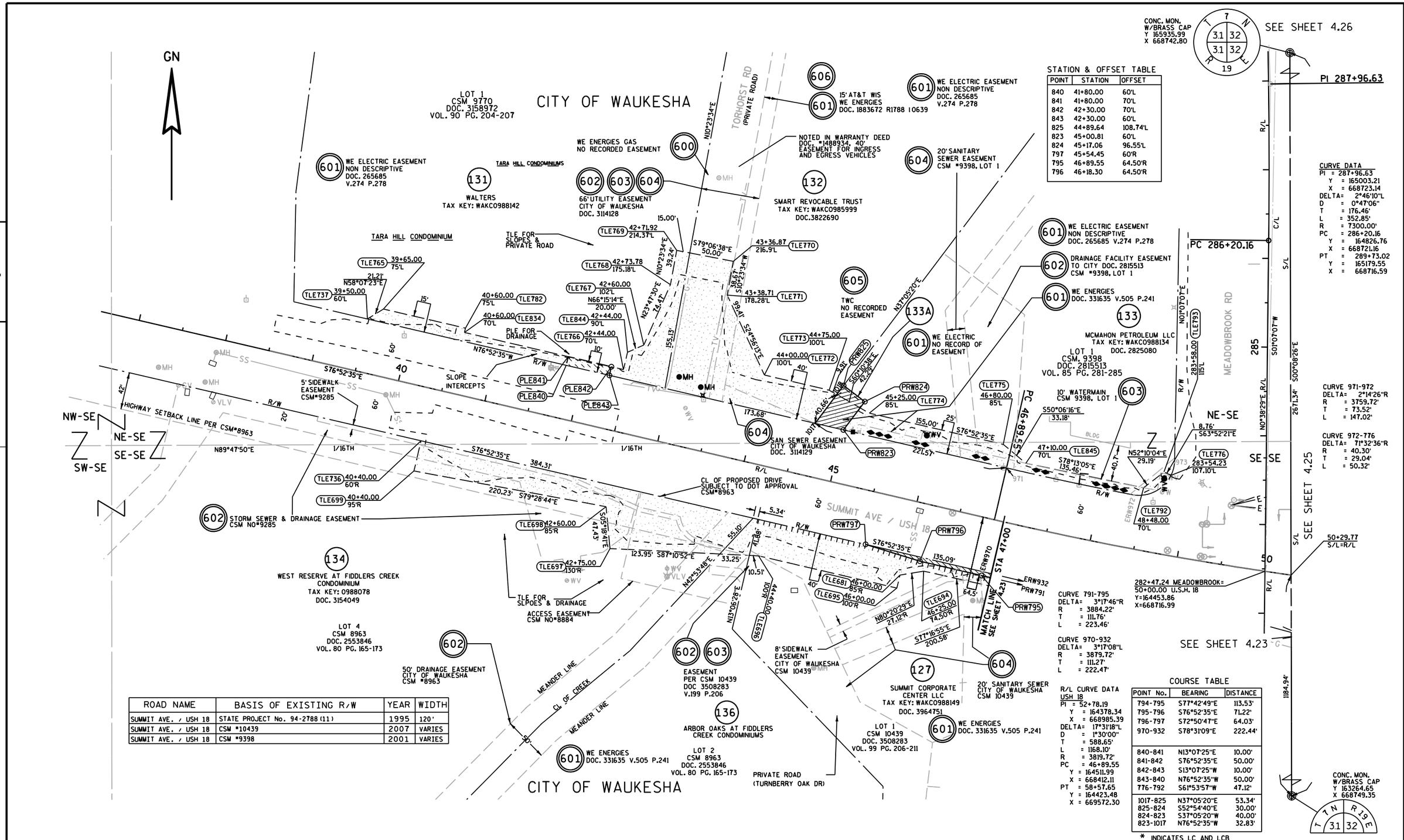
ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MEADOWBROOK RD/CTH TT	STATE PROJECT No. 94-2788(11)	1996	VARIES
MEADOWBROOK RD/CTH TT	CSM 10439	2007	VARIES
MEADOWBROOK RD/CTH TT	CSM 8848	1999	95'
MEADOWBROOK RD/CTH TT	CSM 10613	2008	VARIES
FIDDLERS CREEK DRIVE	CSM 10613	2008	30'
FIDDLERS CREEK DRIVE	CSM 8884	1999	30'
MEADOWBROOK RD/CTH TT	CSM 8791	1999	VARIES

CITY OF WAUKESHA

REVISION DATE: 08/28/2015, 03/02/2016, 04/27/2016, 06/03/2016, 07/29/2016, 09/30/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18
			COUNTY: WAUKESHA

STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.23	
CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET	E

FILE NAME : s:\wauk_co\co_gov\100075 waukesha bypass study\survey\dgn\rw_plat_sheets\140275_rw_23_rp.dgn PLOT DATE : 11/17/2016 2:39:14 PM PLOT BY : imerriweather PLOT NAME : PLOT SCALE : 100:1



REVISION DATE: 08/28/2015, 07/29/2016, 03/02/2016, 09/30/2016, 04/27/2016, 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18
STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.24		
COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET	E

4

4

CONC. MON.
W/BRASS CAP
Y 165935.99
X 668742.80

CONC. MON.
W/BRASS CAP
Y 165947.09
X 671398.87

GN

1/4 S/L — 2656.09' N89°45'38"E — 1/4 S/L

1355.57' S00°10'14"E

CITY OF WAUKESHA

WINNIFRED
TAX KEY: WAKC0991999004
DOC. 37949028

COURSE TABLE

POINT No.	BEARING	DISTANCE
830-977*	S89°15'00"E	365.22'
784-790*	N88°12'16"W	255.38'

* INDICATES LC AND LCB

137
MEADOWBROOK MARKETPLACE LLC
TAX KEY: WAKC0990048
DOC. 3968494

LOT 2
CSM 8683
DOC. 2395481
VOL. 77 PG. 9-18

600 WE ENERGIES GAS
NO RECORDED EASEMENT

ACCESS EASEMENTS PER CSM 8683

TLE SLOPES

1/16TH

NW-SW NE-SW
SW-SW SE-SW

20" FORCE MAIN EASEMENT CSM 8683

604 — TLE779 55+85.00 150'L

62.45' N89°12'16"E

56+50.00 150'L TLE780

601 605 606

12' JOINT OVERHEAD EASEMENT DOC. 3573803

PT 58+57.65

S00°18'29"E 60.00'

TLE778 55+85.00 90'L

23.62' N41°20'54"E

S36°48'18"E 14.58'

56+99.06 81.03'L TLE781

S00°10'14"E 9.44'

56+98.75 71.60'L TLE1020

623.07' N89°17'08"E

55+69.00 72.32'L TLE777

603 WATER MAIN EASEMENT CSM 8683

SLOPE INTERCEPTS

1763.69' N85°36'08"E

R/W

601 WE ENERGIES CONVEYANCE OF RIGHTS 94-2788 (11) DOC. 2222955

1486.40'

282+43.30 USH 18
29.77' R/L=S/L

CURVE A-B
R = 3819.72'
L = 827.89'
CHB = S88°11'19"E
CH = 826.27'

SEE SHEET 4.23 STA 55+00

391.61' N85°36'08"E

SUMMIT AVE / USH 18

MATCH LINE

WE GAS NO RECORD OF EASEMENT 600

SLOPE INTERCEPTS

532.81' N85°36'08"E

387.94'

50.14'

200.00' N82°44'10"E

1102.87' N85°36'08"E

10' WATER UTILITY CITY OF WAUKESHA DOC. 2422712

20' WI ENERGIES GAS MAIN DOC. 2494154

PLE830

TLE790

TLE784 55+70.00 75'R

57.00' S00°04'59"E

TLE789 55+70.00 132'R

91.04' N89°15'25"E

224.71' N89°04'00"E

56+93.86 75'R TLE851

56+93.71 80'R TLE1019

36.46' N88°19'45"E

TLE849 59+15.00 75'R

TLE850 59+15.00 85'R

PRIVATE EASEMENT

TLE848 62+15.00 75'R

TLE852 62+15.00 90'R

603 15' WAUKESHA WATER EASEMENT DOC#2403554 R.2812 I.37

TLE FOR SLOPES & DRAINAGE

62+45.57 50'R TLE785

40.11'

62+42.62 90'R TLE786

S00°10'17"E 351.12'

2671.34' N00°08'26"W

CURVE 788-789
DELTA= 5°38'13"L
R = 3879.72'
T = 191.00'
L = 381.70'

CURVE 978-979
DELTA= 2°26'42"L
R = 3869.72'
T = 82.58'
L = 165.14'

CURVE 784-790
DELTA= 3°45'27"R
R = 3894.72'
T = 127.76'
L = 255.42'

CURVE 830-977
DELTA= 5°23'44"L
R = 3879.72'
T = 182.81'
L = 365.36'

603 WATERMAIN EASEMENT PER CSM #8791

TLE847 56+58.00 80'R

TLE788 56+58.00 132'R

TLE

TLE SLOPES

601 606 20' WE ENERGIES/AT&T WIS DOC. 2522203 R.3030 I.874

12' WE ELECTRIC 601 DOC. 3599882

40'

N00°10'02"E 1211.11'

R/L CURVE DATA
USH 18
PI = 52+78.19
Y = 164378.34
X = 668985.39
DELTA= 17°31'18"L
D = 1°30'00"
T = 588.65'
L = 1168.10'
R = 3819.72'
PC = 46+89.55
Y = 164511.99
X = 668412.11
PT = 58+57.65
X = 164423.48
Y = 669572.3

35' JOINT DRIVEWAY CITY OF WAUKESHA DOC. 3766396

35' 35'

CHRIST THE LIFE EVANGELICAL LUTHERAN CHURCH
TAX KEY: WAKC0991999001
DOC. 2015309

139
CITY OF WAUKESHA
TAX KEY: WAKC0991999002
DOC. 2015312

128
GOOD TIMES DAY CAMP LLC
TAX KEY: WAKC0991001
DOC. 2330488

PARCEL 1
CSM 8791
DOC. 2473818
VOL. 78 PG. 159-162

CONC. MON.
W/BRASS CAP
Y 163264.65
X 668749.35

CONC. MON.
W/BRASS CAP
Y 163264.67
X 668728.11

CITY OF WAUKESHA

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
SUMMIT AVE. / USH 18	STATE PROJECT #94-2788(11)	1995	120'
SUMMIT AVE. / USH 18	FEDERAL PROJECT #2212-1-21	1975	VARIES
SUMMIT AVE. / USH 18	CSM #8791	1999	VARIES

REVISION DATE: 08/28/2015 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016

DATE: 05/21/2015

SCALE, FEET 0 50 100

HWY: USH 18 | STATE R/W PROJ. #2788-00-22 | PLAT SHEET 4.25

COUNTY: WAUKESHA | CONST. PROJ. #2788-00-71,72 ; 2788-02-70 | PS&E SHEET E

FILE NAME : s:\wauk_co\co_gov\100075 waukesha bypass study\survey\dgn\rw_plat_sheets\140275_rw_25_rp.dgn PLOT DATE : 11/17/2016 2:39:16 PM PLOT BY : imerriweather PLOT NAME : PLOT SCALE : 100:1

COURSE TABLE		
POINT No.	BEARING	DISTANCE
811-812	S68°58'39"E	80.30'
812-813	N35°18'21"W	20.58'
813-814	N37°05'20"E	9.00'
814-1042	S37°05'20"W	62.84'
1042-1009	S37°05'20"W	77.51'
1009-819	S01°07'07"W	48.51'
819-818	N37°05'20"E	92.06'
818-817	N68°58'27"W	58.06'
817-811	S01°07'07"W	21.26'
814-815	N52°54'40"W	18.51'
815-1041	N37°05'20"E	48.78'
1041-1042	S89°51'34"W	23.24'
1041-816	N37°05'20"E	117.08'
816-1009	S01°11'37"W	31.51'
814-1009	N37°05'20"E	140.35'
817-819	N01°07'07"E	95'
815-718	S37°05'20"W	131.68'

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MEADOWBROOK RD/CTH TT	STATE PROJECT * 94-2788(11)	1996	VARIES
MEADOWBROOK RD/CTH TT	CSM *9398	2001	VARIES
MEADOWBROOK RD/CTH TT	CSM *8683	1998	95'
MEADOWBROOK RD/CTH TT	DEED DOC *2136453	1996	VARIES
MEADOWBROOK RD/CTH TT	DEED DOC *2136454	1996	VARIES

COURSE TABLE		
POINT No.	BEARING	DISTANCE
816-718	S37°05'20"W	34.31'
718-719*	N01°19'58"W	204.34'
719-720	N89°27'26"E	10.00'
720-836*	N00°17'17"E	214.55'
836-721	S01°07'07"W	100.86'
721-936	N89°46'47"E	62.01'
935-934	N88°52'53"W	40.00'
937-722	S89°46'47"W	42.01'
723-938	N89°33'25"E	42.01'

* INDICATES LCH AND LCB

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
718	289+73.69	110'L
719	291+75.00	110'L
720	291+75.00	100'L
836	293+86.66	100'l
721	294+87.52	100'L
722	294+87.05	120'L
723	297+26.14	120'L
724	297+26.28	115'L
811	288+02.00	97.45'L
812	288+32.55	171.94'L
813	288+50.00	183.52'L
814	288+57.24	177.94'L
815	288+69.03	192.46'L
816	289+99.95	88.36'L
817	288+23.54	96.72'L
818	288+45.73	150.53'L
819	289+19.70	92.65'L

CITY OF WAUKESHA

CITY OF WAUKESHA

CONC. MON. W/BRASS CAP Y 165915.51 X 666089.00

CONC. MON. W/BRASS CAP Y 165935.99 X 668742.80 STA. 297+30.04 OFFSET 23.16'

CONC. MON. W/BRASS CAP Y 165947.09 X 671398.87

CONC. MON. W/BRASS CAP Y 163264.65 X 668749.35

R/L CURVE DATA CTH TT
PI = 287+96.63
Y = 165003.21
X = 668723.14
DELTA= 2°46'10"L
D = 0°47'06"
T = 176.46'
L = 352.85'
R = 7300.00'
PC = 286+20.16
Y = 164826.76
X = 668721.16
PT = 289+73.02
Y = 165179.55
X = 668716.59

R/L CURVE DATA CTH TT
PI = 291+79.89
Y = 165386.28
X = 668708.91
DELTA= 3°14'48"R
D = 0°47'06"
T = 206.88'
L = 413.64'
R = 7300.00'
PC = 289+73.02
Y = 165179.55
X = 668716.59
PT = 293+86.66
Y = 165593.12
X = 668712.94

REVISION DATE: 08/28/2015 NC 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.26
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET E

FILE NAME : s:\wauk_co\co_gov\100075 waukesha bypass study\survey\dgn\rw_plat_sheets\140275_rw_26_rp.dgn PLOT DATE : 11/14/2016 10:43:41 AM PLOT BY : imerriweather PLOT NAME : PLOT SCALE : 100:1

CITY OF WAUKESHA

CONC. MON.
W/BRASS CAP
Y 165915.51
X 666089.00

N89°33'28"E
2655.88'

1/4 S/L

602
CITY OF WAUKESHA
STORM WATER
EASEMENT
PER CSM 10394

144
WAUKESHA MEMORIAL
HOSPITAL INC
TAX KEY: WAKC0985300
DOC. 3490683

603
WATER MAIN EASEMENT
CITY OF WAUKESHA
DOC. 3674257

LOT 1
CSM 10394
DOC. 3487280
VOL. 98 PG. 331-334

WE ENERGIES, AT&T
DISTRIBUTION EASEMENT
DOC. 3568505

606 601

CURVE 941-940
DELTA= 14°58'01"L
R = 75.00'
T = 9.85'
L = 19.59'

CURVE 982-983
DELTA= 14°58'01"L
R = 75.00'
T = 9.85'
L = 19.59'

COLDWATER CREEK DR

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MEADOWBROOK RD/CTH TT	ROLLING RIDGE SOUTH ADDITION NO. 8	2004	VARIES
MEADOWBROOK RD/CTH TT	STATE PROJECT No.94-2788(11)	1996	200'
MEADOWBROOK RD/CTH TT	CSM 10541	2008	VARIES
MEADOWBROOK RD/CTH TT	DEED DOC # 2136453	1966	VARIES
COLDWATER CREEK DRIVE	ROLLING RIDGE SOUTH ADDITION NO. 8 & 9	2004	VARIES
COLDWATER CREEK DRIVE	CSM 10541 & CSM 10394	2008	VARIES

STATION & OFFSET TABLE

POINT	STATION	OFFSET
729	48+90.00	50L
723	297+26.14	120L
724	297+26.28	115L
725	298+50.00	115L
726	299+00.00	100L
727	300+75.00	100L
728	300+75.00	78L
730	306+00.00	83L
798	306+25.00	83L
799	306+50.00	78L

132
SMART
REVOCABLE TRUST
TAX KEY: WAKC0985999
DOC. 3822690

UNPLATTED LAND

TLE620 297+26.01 125'L
TLE621 298+50.00 125'L
TLE622 298+75.00 115'L
TLE747 299+00.00 115'L
TLE853 299+80.00 105.00'L
TLE612 300+50.00 105'L, 100'L
TLE613
TLE623 304+65.24 78'L
TLE624 48+25.00 58'L
TLE625 47+75.00 37.32'L
TLE626 47+75.00 37.32'L
TLE627 48+00.05 55'L
TLE628 48+50.00 65'L
TLE629 49+05.15 65'L
TLE689 305+93.06 90'L
TLE630 310+68.22 90'L
TLE631 304+69.12 122'R
TLE632 52+42.60 55'R
TLE633 52+42.60 50'R
TLE634 305+94.12 122'R
TLE637 52+12.00 70'L, 55'L
TLE638
TLE639 52+26.87 55'L
TLE640 52+80.00 40'L
TLE641 52+80.00 32.69'L

PRW724 PRW725 PRW726 PRW727 PRW728 PRW729 PRW730 PRW798 PRW799

TLE SLOPES
SLOPE INTERCEPTS
25'X25' VISION CORNER EASEMENT PER CSM 10394

N01°07'07"E 123.72'
N22°55'12"E 26.93'
N12°25'43"E 50.99'
N01°07'07"E 175.00'
N01°07'07"E 347.71'
N01°07'07"E 475.16'
N01°07'07"E 418.46'
N01°07'07"E 843.39'
N01°07'07"E 508.97'
N01°07'07"E 78.34'
N01°07'07"E 83.46'
N01°07'07"E 76.76'
N19°46'21"E 50.94'
N66°53'41"W 55.98'
N73°56'08"E 135.26'
N88°55'27"W 89.95'
N88°42'14"W 85.38'
N88°43'36"W 84.95'
S88°55'27"E 89.95'
S88°55'27"E 14.87'
N19°46'21"E 57.71'
N00°01'40"E 55.15'
N00°09'32"W 55.21'
S00°01'02"W 2683.84'

938 943 944 947 948 946 982 983 387 386 385 384 383 382 381 Out Lot 14

SEE SHEET 4.26
SEE SHEET 4.28
SE-NE
SW-NW
1/16TH

297+29.41
R/L=1/4 S/L

309+34.86
R/L=S/L

310+70.00
R/L=16TH LINE

CONC. MON.
W/BRASS CAP
Y 168619.82
X 668743.61

MEADOWBROOK RD / CTH TT

305+23.27 MEADOWBROOK=
50+00.00 COLDWATER CREEK WEST
Y=166729.52
X=668735.13

305+24.03 MEADOWBROOK=
50+00.00 COLDWATER CREEK EAST
Y=166730.27
X=668735.15

CONC. MON.
W/BRASS CAP
Y 165942.80
X 668742.80
STA. 297+30.04
OFFSET 23.16'

2656.09'
S89°45'53"W

CONC. MON.
W/BRASS CAP
Y 165947.09
X 671398.87

15' UTILIY EASE.
PER ROLLING RIDGE
SOUTH ADD. NO.8
DOC. 3377485

10' JOINT DISTRIBUTION EASEMENT
WE ENERGIES, AT&T AND TWC
DOC. 3417940

MK/S-EP LLC
TAX KEY: WAKC0990128 146
DOC. 4016317

KYLE & ELIZABETH UDOVICH
TAX KEY: WAKC0990129
DOC. 4064912

LOT 431
LOT 432

LOT 2
CSM 10541
DOC. 3569324
VOL. 101 PG. 14-32

ROLLING SOUTH RIDGE NO.9

SIDEWALK EASEMENT
PER CSM 10541

10' WE ENERGIES,
DOC. 3459746

147
KENNETH R & LAURA J BUTTS
REVOCABLE TRUST
TAX KEY: WAKC0990068
DOC. 4080707

148
SAMUEL CLOUD
TAX KEY: WAKC0990067
DOC. 4114537

PC 53+09.03
PC 53+09.03

PT 55+93

COURSE TABLE

POINT No.	BEARING	DISTANCE
725-726	S17°49'04"W	52.20'
727-728	S88°52'53"E	22.00'
729-730	N46°23'02"E	38.04
730-798	S01°07'07"W	25.00'
798-799	S12°25'43"W	25.50'
629-730	S46°23'02"W	16.72'

R/L CURVE DATA
CTH TT
PI = 54+65.27
Y = 166721.54
X = 669200.34
DELTA= 59°12'49"L
D = 20°50'16"
T = 156.24'
L = 284.16'
R = 274.96'

PI 54+65.27

CURVE 946-948
DELTA= 10°20'35"L
R = 190.00'
T = 17.20'
L = 34.30'

CURVE 947-948
DELTA= 9°10'35"L
R = 190.00'
T = 15.25'
L = 30.43'

CURVE 641-947
DELTA= 8°55'56"R
R = 158.00'
T = 12.34'
L = 24.63'

CITY OF WAUKESHA

COLDWATER CREEK DR

REVISION DATE: 08/28/2015 NC 07/29/2016 03/02/2016 09/30/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE: FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.27
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 449 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_27_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MEADOWBROOK RD/CTH TT	ROLLING RIDGE SOUTH ADDITION NO. 7 & 8	2004	VARIES
MEADOWBROOK RD/CTH TT	STATE PROJECT No.94-2788(11)	1996	200'
MEADOWBROOK RD/CTH TT	DEED DOC # 2136453	1996	VARIES

COURSE TABLE

POINT No.	BEARING	DISTANCE
739-740	N88°52'53"W	10.00'
741-742	S88°52'53"E	15.00'
742-1022	N01°07'07"E	37.28'
826-735	S88°52'53"E	12.00'

STATION & OFFSET TABLE
PROPOSED ROW POINTS

POINT	STATION	OFFSET
731	310+67.93	105'L
732	311+50.00	105'L
733	314+50.00	145'L
734	316+55.00	145'L
735	319+50.00	90'L
826	319+50.00	78'L
738	320+50.00	90'L
739	322+80.00	115'L
740	322+80.00	125'L
741	323+75.00	125'L
742	323+75.00	110'L
950	323+82.67	122'R
1022	324+12.29	110'L

CITY OF WAUKESHA

CITY OF WAUKESHA

CONC. MON.
W/BRASS CAP
Y 165935.99
X 668742.80

310+69.95
2.60'L

310+70.00
R/L=1/16TH

CONC. MON.
W/BRASS CAP
Y 168635.87
X 666098.40

CONC. MON.
W/BRASS CAP
Y 168619.82
X 668743.61
STA. 324+13.38
OFFSET 28.42'L

324+13.79
R/L=S/L

SEE SHEET 4.27

SEE SHEET 4.29

1/16TH N89°59'25"E

1/16TH N89°59'25"E 5303.49'

S/L PL CITY OF WAUKESHA S89°39'09"E 2645.26'

CITY OF PEWAUKEE

132
SMART
REVOCABLE TRUST
TAX KEY: WAKC0985999
DOC.3822690

154
GM DEVELOPMENT
LLC
TAX KEY: WAKC0979305
DOC. 3947966

LOT 291

TLE731 TLE732 TLE733 TLE734 TLE735 TLE736 TLE737 TLE738 TLE739 TLE740 TLE741 TLE742 TLE1022 PRW747

314+50.00 150'L
316+55.00 150'L

TLE FOR SLOPES

145' 105' 82.07' 27.01' 944' 302.65' N06°28'34"W 205.00' 300.08' N11°40'47"E 881.54' 1344.25' N01°07'07"E 100.00' 90' 231.35' N05°05'05"W 462.71' 95.00' 125' 122.00' 150.44' 78.00' 75.42' 22.00' 27' 756.00' 2683.84' S00°01'02"W 113.42' 416.47' S13°55'42"W 2651.95' S89°42'11"E

R/W S/L R/L EX C/L NE-NE NW-NW

MEADOWBROOK RD / CTH TT

SLOPE INTERCEPTS

15' UTILIY EASEMENT PER ROLLING RIDGE SOUTH ADD. NO.7 DOC. 3218346

CITY OF WAUKESHA DPW 20' SAN SEWER EASEMENT PER ROLLING RIDGE PLAT ADD.7

MH HW W TV T

315 320

380 379 378 377 376 375 374 373 372 371 370 369 368

ROLLING RIDGE SOUTH NO.8

ROLLING RIDGE SOUTH NO.7

CITY OF WAUKESHA

REVISION DATE: 08/28/2015 NC, 07/29/2016, 03/02/2016, 09/30/2016, 04/27/2016, 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.28
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET 450 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_28_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

CITY OF PEWAUKEE

CITY OF WAUKESHA

ARROWHEAD TRAILS SUBDIVISION

GN

PARCEL A CSM 3123
V23 P186-188
DOC. 1024041

149 JOHN & PATRICIA DURHAM
TAX KEY: PWC 0984999001
DOC. 3117200

151 MICHAEL W & LOU ANN NEWMAN
TAX KEY: PWC 0984012
DOC. 795972

152 DEBRA E BAKER
TAX KEY: PWC 0984011
DOC. 39552000

153 RANDAL & LORA JENDRUSIAK
TAX KEY: PWC 0984010
DOC. 2699277

SMOLINSKI
TAX KEY: PWC 0984007

CHEESMAN
TAX KEY: PWC 0984008

KUSCH
TAX KEY: PWC 0984009

BLK 2

CONC. MON.
W/BRASS CAP
Y 168635.87
X 666098.40

STA. 324+13.38
OFFSET 28.42'L
CONC. MON.
W/BRASS CAP
Y 168619.82
X 668743.61

NE-NE
SE-SE
NW-NW
SW-SW

SEE SHEET 4.28

SEE SHEET 4.30

4

TLE831 324+50.00 115'L, 110'L
TLE809
TLE832 326+00.00 115'L, 110'L
TLE644 326+87.10 98'L
TLE645 327+50.00 98'L
TLE646 328+45.00 90'L, 84.76'L
TLE690
TLE647 329+40.47 86.15'L
TLE648 329+40.60 100.00'L
TLE833 331+50.00 100'L, 96.24'L
TLE750
PLE820
PLE821
PLE822
PLE1028
PLE FOR DRAINAGE
TLE SLOPES

PRW1022
PRW743
PRW744
PRW745
PRW746
PRW747
PRW748
PRW749
PRW750
PRW751
PRW752
PRW753
PRW855
PRW865
PRW871
PRW872
PRW873
PRW876
PRW877
PRW878
PRW880
PRW950
PRW952

S59°04'42"W 2613.67'
N70°28'09"W
S79°08'44"W
N88°21'16"W
N79°20'45"W
S89°39'09"E 2645.26'
S89°42'11"E 2651.99'

110
5'
16.47'
62.37' N03°52'32"E
95.13' N04°07'53"E
328+45.00 90'L, 84.76'L
S88°52'53"E 5.20'
50'
209.40 N01°07'07"E
10.76
13.84'
20'
31.59'
28.43'
269.82' N00°16'40"E
50' RESERVED HIGHWAY RIGHT OF WAY
258.00'
264.06'
240.00'
S00°16'40"W 312.09'
PC 333+42.79
PI 336+25.76
R/W VARIES
98.00'
300.15'
1023
2671.49' S00°16'40"W
SLOPE INTERCEPT
325
330
335
50'
R/W
S/L
PL
C/L
EX. C/L
MEADOWBROOK RD / CTH TT
N01°07'07"E
122.00'
102.21'
324+13.79 R/L=S/L
S01°07'07"W 32.87'
484.46'
329+00.00 122'R
24.68'
329+24.68 127'R
328+37.50 127'R
TLE651
TLE650
TLE SLOPES
101.98' S10°11'29"E
85.44' S19°26'15"E
326+20.00 180'R
325+65.00 225'R
325+40.06 566.98'R
325+22.96 577.35'R
416.47' S13°59'42"W
342.88' S84°42'36"E
320.00' S30°07'02"E
1.06'
S38°10'15"E
158.66' S02°37'12"E
337+28.65 110'R
S11°32'55"E 29.52'
337+00.00 115'R
334+00.00 120'R
336+00.00 115'R, 120'R
N89°05'59"E 5'R
333+42.79 114.26'R
333+79.78 117.92'R
327+00.00 150'R
328+00.00 130'R

607 CITY OF PEWAUKEE DRAINAGE DITCH EASEMENT DOC. 899815

607 DRAINAGE EASEMENT PER ARROWHEAD TRAILS SUBDIVISION V.26 P.14

607 N LINE OF DRAINAGE EASEMENT DOC. 899815

DRAINAGE DITCH EASEMENT DOC. 899815 R.103 I.526

601 WE ENERGIES NO RECORDED EASEMENT

601 605 608 15' UTILITY EASEMENT WE ENERGIES, TWC, CENTURY LINK PER ROLLING RIDGE SOUTH ADD. NO.7 DOC. 3218346

604 CITY OF WAUKESHA SANITARY SEWER PER ROLLING RIDGE SOUTH ADD. NO.7 DOC. 3218346

603 CITY OF WAUKESHA WATER CSM 10795 DOC. 3763368 V. 104 P. 241

150 GOLEMGESKE
GOLEMGESKE RESERVED BY ARROWHEAD TRAILS SUBDIVISION

154 GM DEVELOPMENT LLC
TAX KEY: WAKC0979305

KAYLA DRIVE (PRIVATE ROAD)

TURNBERRY RESERVE CONDOMINIUM

LOT 2
CSM 10795
DOC. 3763368
VOL. 104 PG. 241-251

STATION & OFFSET TABLE

POINT	STATION	OFFSET
950	323+82.67	122'R
1022	324+12.29	-110'L
743	326+00.00	110'L
744	326+25.00	98'L
745	326+72.72	98'L
746	326+82.50	82.38'L
821	331+75.00	109.68'L
820	331+75.00	89.60'L
822	332+00.29	109.68'L
1028	332+04.45	90.04'L
865	337+61.67	86.27'L

COURSE TABLE

POINT No.	BEARING	DISTANCE
743-744	N26°45'35"E	27.73'
744-745	N01°07'07"E	47.72'
745-746	N59°04'42"E	18.43'
1023-746	S59°04'42"W	58.45'
746-865	N00°16'40"E	1074.11'
865-1024	S79°20'45"E	50.83'
1024-1023	S00°16'40"W	1034.67'
820-821	S88°52'53"W	20.07'
821-822	N01°07'07"E	25.29'
822-1028	N79°08'44"E	20.08'
1028-820	S00°16'40"W	29.46'
647-833	S00°16'14"E	209.55'

COURSE TABLE

POINT No.	BEARING	DISTANCE
650-855	NXX°51'04"W	XX6'
650-651	S01°07'07"W	87.18'
749-855	S03°27'19"E	100.32'
650-855	N03°27'19"W	62.70'
952-871*	N00°03'27"E	418.18'
871-652	N06°32'19"E	37.75'
871-872	S06°32'19"W	58.41'
651-652*	S00°02'07"E	455.79'
877-876*	S01°17'33"E	101.57'
871-953*	N01°47'59"W	330.78'
874-873*	S01°31'19" E	465.91'

* INDICATES LCH AND LCB

CURVE 952-871
DELTA= 2°04'26"L
R = 11554.16'
T = 209.12'
L = 418.20'

CURVE 652-651
DELTA= 2°15'34"R
R = 11559.16'
T = 227.94'
L = 455.81'

CURVE 871-953
DELTA= 1°38'25"L
R = 11554.16'
T = 165.41'
L = 330.79'

CURVE 872-873
DELTA= 1°34'11"R
R = 7420.00'
T = 101.65'
L = 203.29'

CURVE 877-876
DELTA= 0°47'06"R
R = 7415.00'
T = 50.79'
L = 101.58'

R/L CURVE DATA
CTH TT
PI = 336+25.76
Y = 169831.42
X = 668795.70
DELTA= 4°26'23"L
D = 0°47'06"
T = 282.97'
L = 565.66'
R = 7300.00'
PC = 333+42.79
Y = 169548.50
X = 668790.18
PT = 339+08.45
Y = 170113.91
X = 668779.3

CONC. MON.
W/BRASS CAP
Y 171291.29
X 668756.57

CITY OF WAUKESHA

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MEADOWBROOK RD/CTH TT	CSM #10795	2010	VARIES
MEADOWBROOK RD/CTH TT	STATE PROJECT No.94-2788(11)	1996	VARIES
MEADOWBROOK RD/CTH TT	CSM 3123	1977	50'

REVISION DATE: 08/28/2015, 03/02/2016, 04/27/2016, 06/03/2016, 07/29/2016, 09/30/2016

DATE: 05/21/2015

SCALE, FEET 0 50 100

HWY: USH 18

COUNTY: WAUKESHA

STATE R/W PROJ. #2788-00-22

CONST. PROJ. #2788-00-71,72 ; 2788-02-70

PLAT SHEET 4.29

PS&E SHEET 451 E

FILE NAME : S:\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\Survey\DGN\RW_Plat_sheets\140275_rw_29_rp.dgn PLOT DATE : 10/3/2016 PLOT BY : mmyaskovsky PLOT NAME : PLOT SCALE : 1:100

USH 18 2788-00-22 4.29

GN

MEADOW BROOK HEIGHTS SOUTH

CONC. MON. W/BRASS CAP Y 171291.29 X 668756.57

T 7 N — R 1 E — 3.0 2.9 / 3.0 2.9 / 1.9

WE ENERGIES, TWC, AT&T PER CSM 10795

END RELOCATION ORDER
STA 345+31.00
X=668743.24
Y=170735.42

CITY OF WAUKESHA
CITY OF PEWAUKEE

LOT 3 CSM 1024

CITY OF PEWAUKEE

LOT 2 CSM 1024

TAX KEY: PWC 0984993

156 MESSNER
TAX KEY: PWC 0984992

157 SENNOTT
TAX KEY: PWC 0984994
DOC. 1626721

LOT 1 CSM 1024
V6 P352-353
DOC. 738289

AT&T NO RECORD OF EASEMENT 606

TLE679 345+31.33 64.25'R

10.75' 345+30.64 75'R TLE678

PC 345+26.92

S89°43'20"E

162
TAX KEY: WAKC0979996001
CITY OF WAUKESHA
LOT 1
CSM 361
DOC. 651418

606 22' AT&T EASEMENT VOL. 2 PG. 244-245
DOC. 2438259
R. 2868 I. 1318

344+50.00 75'R TLE677

FIRE STATION EASEMENT TOWER SITE AS SHOWN ON PLAT OF SURVEY(1983) NOT REFERENCED IN TITLE

606 12' AT&T EASEMENT
DOC. 2236561
R.2486 I.1944

342+50.00 96'R TLE600

TLE669 343+17.50 95'L

N88°40'23"W PL 26.59' 35.45'

PRW764

TLE642 342+25.00 80'L

TLE SLOPES

PRW763

TLE662 46+92.24 50'L

TLE661 46+70.00 50'L, 40'L

TLE660

46+92.26 45'L TLE663

TLE668 341+75.00 80'L

TLE667 48+78.13 55.90'L

PRW762

TLE665 48+25.00 50'L, 45'L

TLE664

TLE666 48+65.00 50'L

TLE SLOPES

TLE DRIVE & SLOPES

TLE674 52+20.00 150'L

TLE673 52+60.00 165'L

TLE676 50+90.80 79.85'L

TLE675 52+35.00 85'L

CITY OF WAUKESHA

601 12' WE ENERGIES
DOC. 1589977
R.1198 I.110

163
CITY OF WAUKESHA
TAX KEY: WAKC0979998004

TLE672 53+10.00 75'L

PRW754 PRW755 PRW760 PRW761 PRW757

PRW756 29.50'

TLE671 54+50.00 60'L

TLE670 55+00.00 50'L

158 BRUCHERT
TAX KEY: PWC 0984998

159 POWELEIT
TAX KEY: PWC 0984997
DOC. 4180618

601 WE ENERGIES
DOC. 444337

601 WE ENERGIES
DOC. 225692
V.274 P.77

161 MAJESKIE FAMILY IRREVOCABLE TRUST, VENDOR
TAX KEY: PWC 0984996

601 WE ENERGIES
DOC. 225692
V.274 P.77

601 606 WE ENERGIES, AT&T
DOC. 497923

TLE TO BE FOR SLOPES & DRIVES

TLE856 48+45.03 65'R

TLE857 47+75.00 65'R

TLE858 47+75.00 50'R

TLE859 46+94.88 50'R

TLE860 46+94.79 40'R

TLE861 46+64.98 50'R, 40'R

TLE862

TLE863 46+30.00 50'R, 35.50'R

TLE864

46+94.77 35.50'R

45+44.49 35.50'R

49"NV"+80.23 R/L=S/L

601 EXIST RIGHTS IN R/W DOC. 1589977 R.1198 I.110

PC 50+99.43

25' RADIUS SIDEWALK EASE. PER CSM 10795

51+63.36 50'R PRW875

51+47.56 70.34' TLE656

339+32.53 104.06' PRW874

52+50.00 65'R TLE658

PI 55+06.01

NORTHVIEW RD

PT 339+08.45

R/W VARIES

MEADOWBROOK RD / CTH TT

338+25.00 103.22'R, 110'R PRW880 PRW879

154 GM DEVELOPMENT LLC
TAX KEY: WAKC0979305

TLE659 55+25.00 50'R

606 NO RECORDED EASEMENT

601 605 608 15' UTILIY EASEMENT PER ROLLING RIDGE SOUTH ADDITION NO. 7
DOC. 3218346

337+28.65 110'R PRW878

1/16TH

S89°57'11"W

LOT 2
CSM 10795
DOC. 3763368
VOL. 104 PG. 241-251

CITY OF WAUKESHA

NE-SE NW-SW SW-SE

CONC. MON. W/BRASS CAP Y 168619.82 X 668743.61

T 7 N — R 1 E — 3.0 2.9 / 3.1 3.2 / 1.9

SEE SHEET 4.29

ROAD NAME	BASIS OF EXISTING R/W	YEAR	WIDTH
MEADOWBROOK RD./CTH TT	MEADOWBROOK HEIGHTS SOUTH (SUBDIVISION)	1997	VARIES
MEADOWBROOK RD./CTH TT	CSM #1024	1969	VARIES
MEADOWBROOK RD./CTH TT	COUNTY PROJECT 94-2788(11)	1996	VARIES
MEADOWBROOK RD./CTH TT	CSM #10795	2010	VARIES
NORTHVIEW RD.	STATE PROJECT #2717-01-70	1988	100'
NORTHVIEW RD.	CSM #1024	1969	40'

STATION & OFFSET TABLE

POINT	STATION	OFFSET
754	43+94.41	30'R
755	43+94.43	35.50'R
756	48+44.75	35.50'R
757	48+44.70	30'R
760	48+46.70	40'L
761	48+87.23	57.60'L
762	341+50.33	80.44'L
763	342+31.74	68.50'L
764	343+15.34	68.50'L
865	337+61.67	86.27'L

COURSE TABLE

POINT No.	BEARING	DISTANCE
755-754	N10°14'14"E	5.50'
1032-1031	S09°56'44"W	5.50'
1030-1029	S09°56'40"W	5.50'
757-756	S09°56'40"W	5.50'
760-761	N77°01'02"E	44.19'
761-762	N40°42'02"E	22.04'
762-763	N05°01'23"E	82.28'
763-764	N03°19'16"W	83.60'
657-656	S58°20'05"W	18.46'
954-875*	S76°58'40"E	40.00'
880-789	N87°20'02"E	6.78'
879-878*	S02°17'17"E	97.80'
656-875	N50°12'04"E	25.36'
874-875	S50°12'04"W	48.34'
874-959	N02°37'12"W	148.72'
875-659*	S68°52'27"E	348.01'

* INDICATES LCH AND LCB

CURVE 670-955
DELTA= 6°41'56"L
R = 1475.00'
T = 86.33'
L = 172.46'

CURVE 955-956
DELTA= 9°32'26"L
R = 1475.00'
T = 123.09'
L = 245.61'

CURVE 879-878
DELTA= 0°45'22"R
R = 7410.00'
T = 48.90'
L = 97.80'

CURVE 954-875
DELTA= 1°40'01"R
R = 1375.00'
T = 20.00'
L = 40.00'

CURVE 875-659
DELTA= 14°32'26"R
R = 1375.00'
T = 175.42'
L = 348.95'

R/L CURVE DATA
CTH TT
PI = 336+25.76
Y = 169831.42
X = 668795.70
DELTA= 4°26'23"L
D = 0°47'06"
T = 282.97'
L = 565.66'
R = 7300.00'
PC = 333+42.79
Y = 169548.50
X = 668790.18
PT = 339+08.45
Y = 170113.91
X = 668779.3

R/L CURVE DATA
NORTHVIEW RD
PI = 55+06.01
Y = 170157.82
X = 669267.24
DELTA= 31°50'56"R
D = 4°01'15"
T = 406.58'
L = 792.11'
R = 1425.00'

REVISION DATE: 08/28/2015 07/29/2016 03/02/2016 04/27/2016 06/03/2016	DATE: 05/21/2015	SCALE, FEET 0 50 100	HWY: USH 18	STATE R/W PROJ. #2788-00-22	PLAT SHEET 4.30	
			COUNTY: WAUKESHA	CONST. PROJ. #2788-00-71,72 ; 2788-02-70	PS&E SHEET	E

WE ENERGIES

JUSTIN A. RADICHEL
& JANEA R. ROWE

IRSHAD &
SEEMI ALI

OWNERS OF LOTS
IN HERITGAGE HILLS

N

R/W

TLE

BEGIN CONSTRUCTION
STA 264+65.71

R/L WAUKESHA BYPASS

BM 727

PRE-PAVING TELEVISING
SANITARY MAIN LINE

5

264 265 266 267 268 269

WAUKESHA BYPASS

MATCH LINE STA 270+00

EXISTING PAVEMENT TO REMAIN

PRE-PAVING TELEVISING
SANITARY MAIN LINE

R/W

TLE

HSE

LOIS M. KAPLAN

CITY OF WAUKESHA

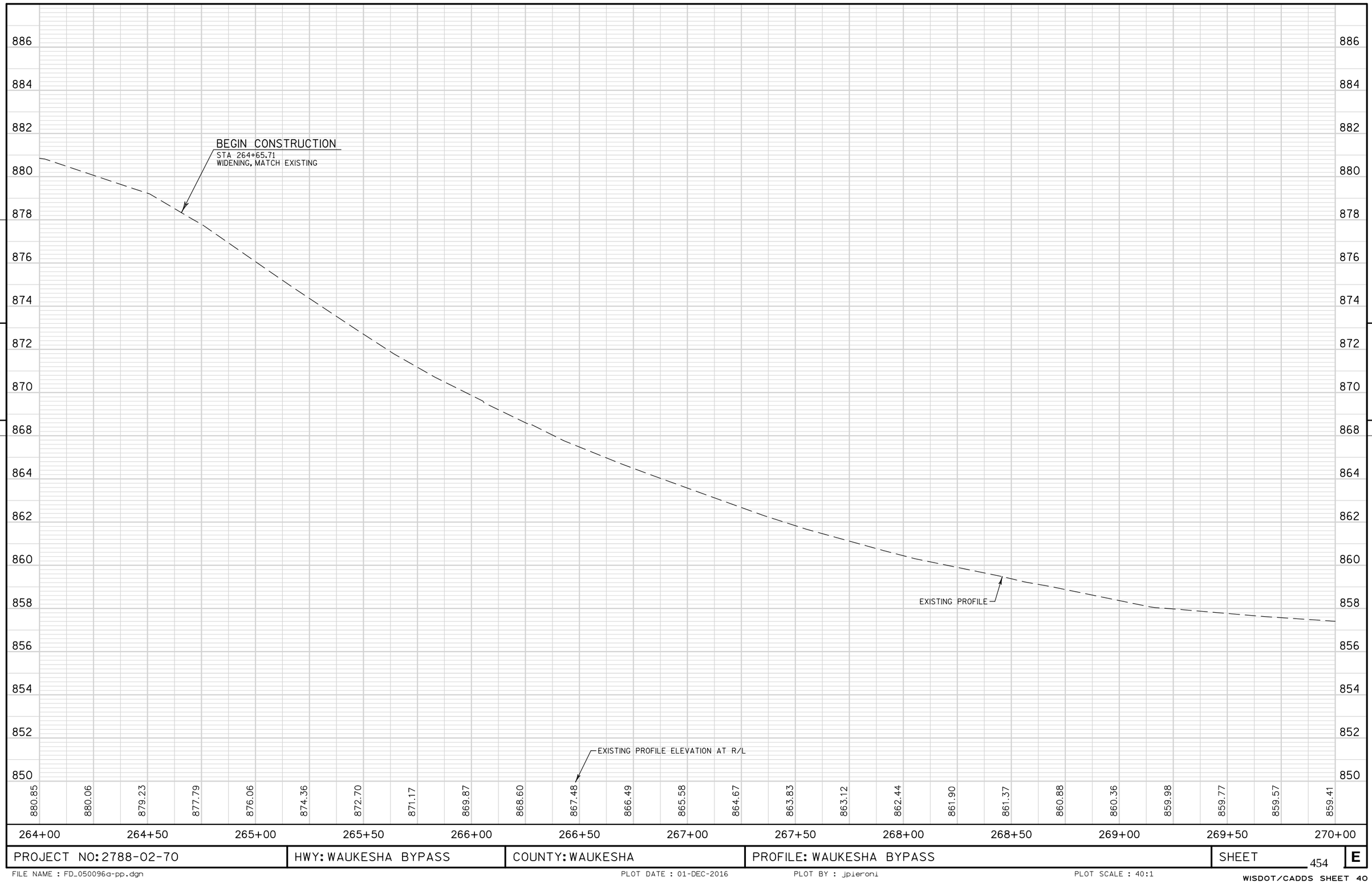
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
727	266+58.46 LT	UPPER NNE BOLT ON 2nd HYDRANT	866.18
		NORTH OF KISDON HILL DR. ON WEST	
		SIDE OF CTH TT	

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 453	E

FILE NAME : FD_050095-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 454	E

5

T 6 N
31 32
6 5
R 19 E

EXISTING CONCRETE MONUMENT
W/BRASS CAP, SEE SECTION
CORNER MONUMENTS SPECIAL
FOR REQUIREMENTS
Y = 163264.67
X = 668728.11

HEALTH CARE REIT INC

GAS ABANDONED PER PLAN

BANK MUTUAL

FIDDLERS CREEK DR

N

R/L FIDDLERS CREEK DR

SLOPE INTERCEPT

REMOVE CURB & GUTTER

STA 274+57.99 BYPASS =
STA 50+00.00 FIDDLERS CREEK DR

EXISTING R/W

R/W

20'

BEGIN PROJECT
ID 2788-02-70
STA 273+75.00

R/L WAUKESHA BYPASS

PE

MATCH LINE STA 270+00

270

271

WAUKESHA BYPASS

272

273

274

MATCH LINE STA 275+00

PE

PE

12'

11'

11'

PRE-PAVING TELEVISING
SANITARY LATERAL

T 7 N
31 32
6 5
R 19 E

DO NOT DISTURB EXISTING
CONCRETE MONUMENT W/BRASS CAP
Y = 163264.65
X = 668749.35

EXISTING PAVEMENT TO REMAIN

REMOVE CURB & GUTTER

R/W

TLE

TLE

EXISTING R/W

SLOPE INTERCEPT

TLE

2-CPRCHE
CLASS HE-III
19 X 30-INCH

ROBERT J. &
JEAN M. MOGENSEN

X = CLEARING AND GRUBBING

GOOD TIMES DAY CAMP LLC

GOOD TIMES DAY CAMP LLC

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 455	E

NORTHBOUND WAUKESHA BYPASS

884 882 880 878 876 874 872 870 868 864 862 860 858 856 854 852 850 848

5

VCL 400.00
K 102.76

PVC STA 270+25.00
PVC EL 865.03
S=-3.39%

FINISHED PROFILE TO BE PLACED
BY OTHERS UNDER PROJECT ID 2788-00-71

PVI STA 272+25.00
PVI EL 858.25

BEGIN CONSTRUCTION
STA 272+85.00

PVI STA 272+85.00
PVI EL 858.70

S=0.47%

FINISHED PROFILE

BEGIN PROJECT
STA 273+75.00

273+73.62
859.12
273+75.00
859.12

PVT STA 274+25.00
PVT EL 859.25

S=0.50%

EXISTING PROFILE

PVI STA 274+80.50
PVI EL 854.70
S=-0.28%

SPECIAL DITCH RT

PVI STA 274+80.00
PVI EL 854.70

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

| | | |

SOUTHBOUND WAUKESHA BYPASS

VCL 400.00
K 104.80

PVC STA 270+25.00
PVC EL 864.88

S=-3.32%

FINISHED PROFILE TO BE PLACED BY
OTHERS UNDER PROJECT ID 2788-00-71

PVI STA 272+25.00
PVI EL 858.25

BEGIN CONSTRUCTION
STA 272+85.00

PVI STA 272+85.00
PVI EL 858.70

S=0.47%

FINISHED PROFILE

BEGIN PROJECT
STA 273+75.00

273+72.60
859.12

273+75.00
859.12

PVT STA 274+25.00
PVT EL 859.25

S=0.50%

EXISTING PROFILE

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

270+00	270+50	271+00	271+50	272+00	272+50	273+00	273+50	274+00	274+50	275+00
859.41	859.29	859.19	859.17	859.18	859.16	859.15	859.16	859.15	859.15	859.12	859.10	859.01	**858.77**	858.98	**858.89**	859.07	**859.00**	859.24	**859.12**	859.35	**859.15**	859.49	**859.25**	859.41	**859.38**	859.24	**859.50**	858.91	**859.63**

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 457	E

FILE NAME : FD_050098b-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

BANK MUTUAL

SUMMIT CORPORATE CENTER LLC

N

PRIVATE STORMWATER POND

SLOPE INTERCEPT

REMOVE CURB & GUTTER

EXISTING R/W

EXISTING R/W

R/L WAUKESHA BYPASS

MATCH LINE STA 275+00

MATCH LINE STA 279+00

275

276

277

278 WAUKESHA BYPASS

REMOVE CURB & GUTTER

EXISTING R/W

EXISTING R/W

SLOPE INTERCEPT

GOOD TIMES DAY CAMP LLC

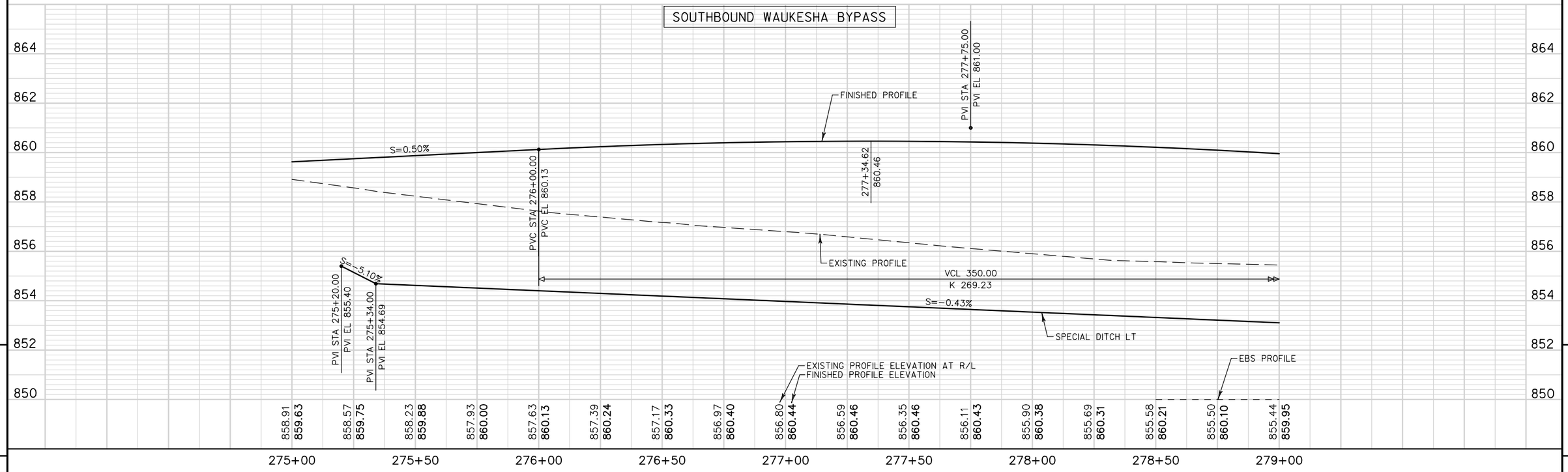
X = CLEARING AND GRUBBING

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 458	E

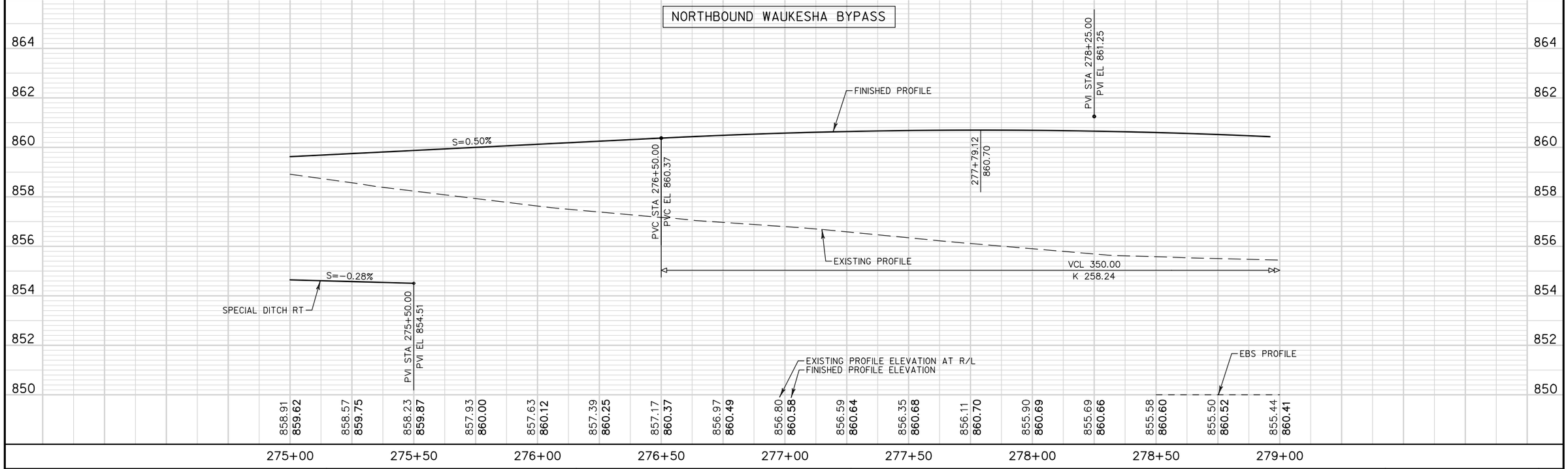
FILE NAME : FD_050099-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

SOUTHBOUND WAUKESHA BYPASS



NORTHBOUND WAUKESHA BYPASS



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 459	E

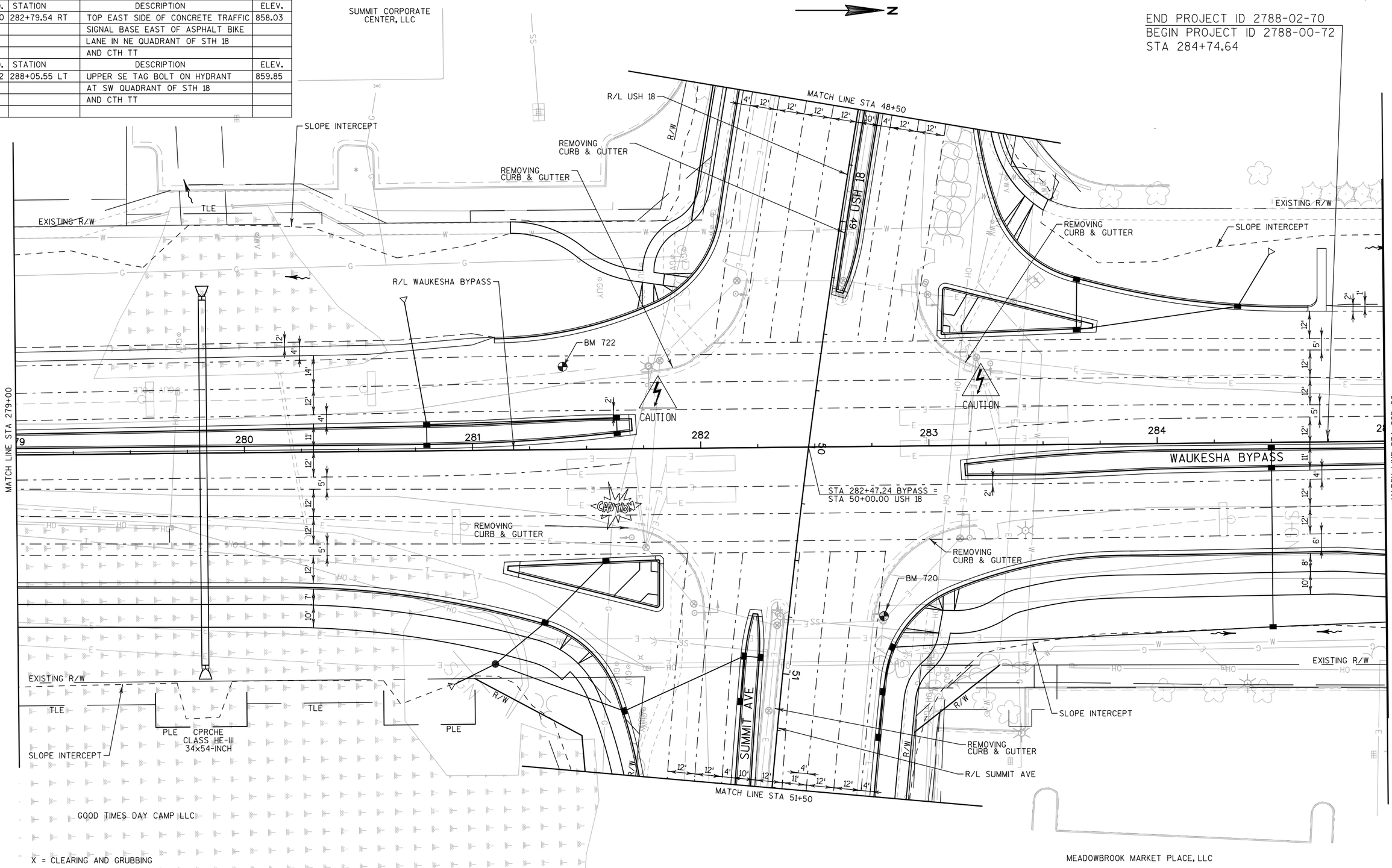
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
720	282+79.54 RT	TOP EAST SIDE OF CONCRETE TRAFFIC	858.03
		SIGNAL BASE EAST OF ASPHALT BIKE	
		LANE IN NE QUADRANT OF STH 18	
		AND CTH TT	
NO.	STATION	DESCRIPTION	ELEV.
722	288+05.55 LT	UPPER SE TAG BOLT ON HYDRANT	859.85
		AT SW QUADRANT OF STH 18	
		AND CTH TT	

SUMMIT CORPORATE CENTER, LLC

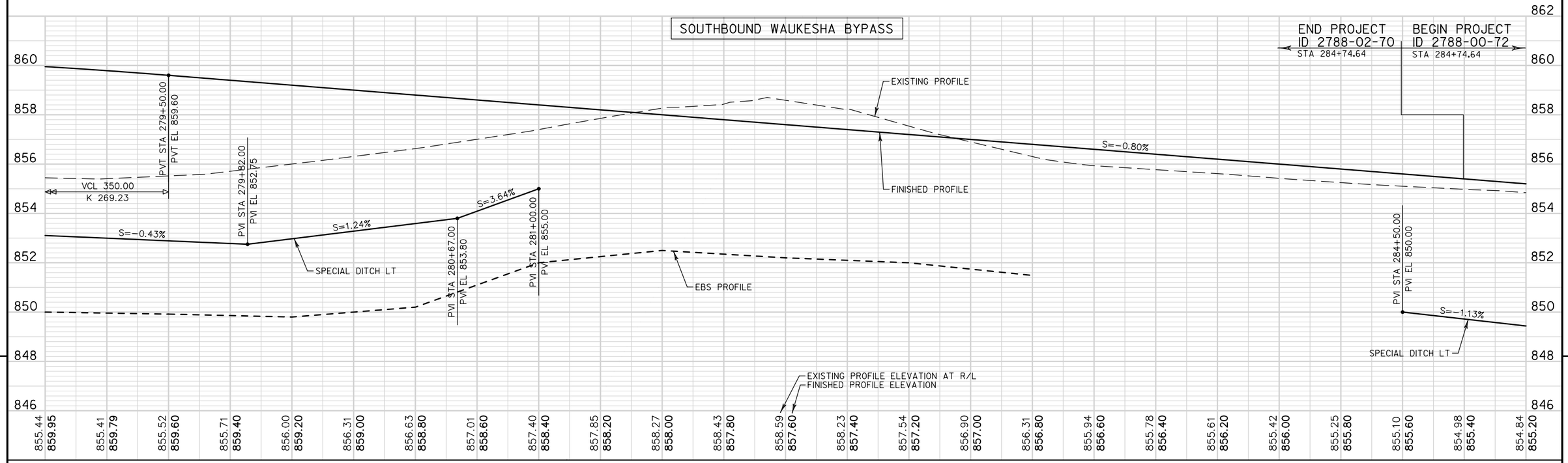
MCMAHON PETROLEUM, LLC

END PROJECT ID 2788-02-70
BEGIN PROJECT ID 2788-00-72
STA 284+74.64

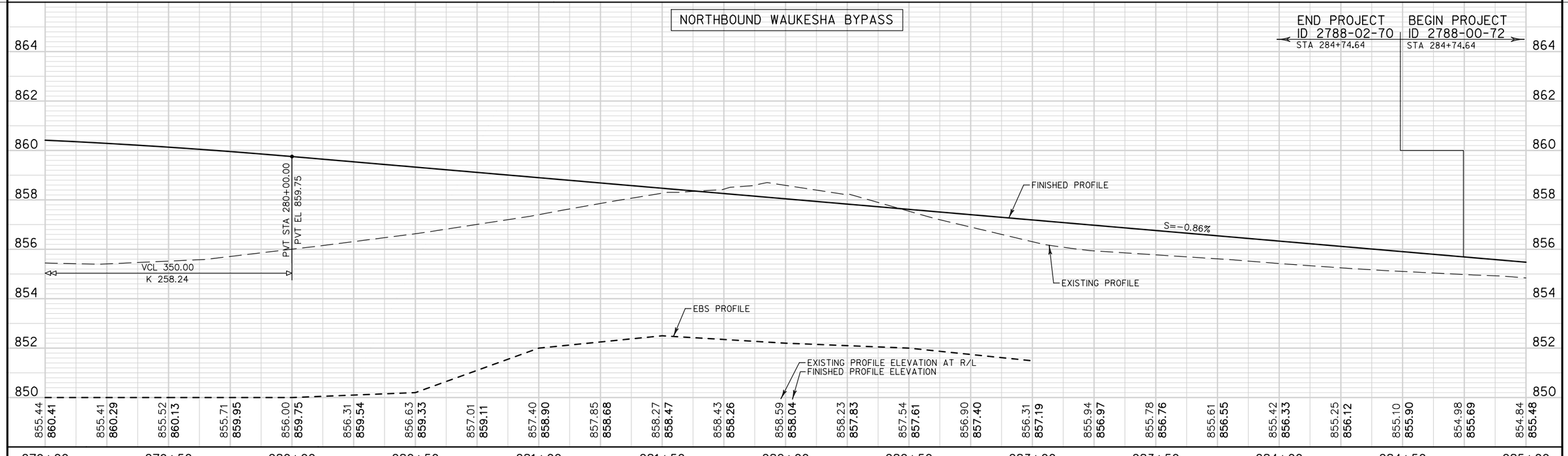


PROJECT NO: 2788-02-70/00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 460	E

SOUTHBOUND WAUKESHA BYPASS



NORTHBOUND WAUKESHA BYPASS



PROJECT NO: 2788-02-70/00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 461	E

MCMAHON PETROLEUM, LLC

ROBERT F. SMART
AND C Q SMART

FAITH BAPTIST CHURCH INC

INSTALL BID ITEM "FENCE CHAIN LINK 4-FT" PLACE DIRECTLY BEHIND WING WALLS AND HEAD WALL

RECONSTRUCTING SANITARY MANHOLE

REMOVE APRON ENDWALL AND CONNECT TO EXISTING PIPE UNDERDRAIN
55' PIPE UNDERDRAIN WRAPPED
6-INCH AT 2% SLOPE
1-APRON ENDWALLS FOR UNDERDRAIN
REINFORCED CONCRETE 6-INCH REQ'D

M-67-01
1 - CPRC 72-INCH EXTENSION
2 - CPRC 48-INCH EXTENSIONS

SLOPE INTERCEPT

R/L DRIVEWAY

TLE

PROPOSED R/W

EXISTING R/W

REMOVING CURB & GUTTER

SLOPE INTERCEPT

MATCH LINE STA 285+00

MATCH LINE STA 291+00

285 286 287 288 289 290

STA 288+68.48 BYPASS =
STA 50+00.00 DRIVEWAY

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

CAUTION

BM 719

27'

17'

MEADOWBROOK MARKET PLACE, LLC

MEADOWBROOK MARKET PLACE, LLC

X = CLEARING & GRUBBING

BENCH MARKS

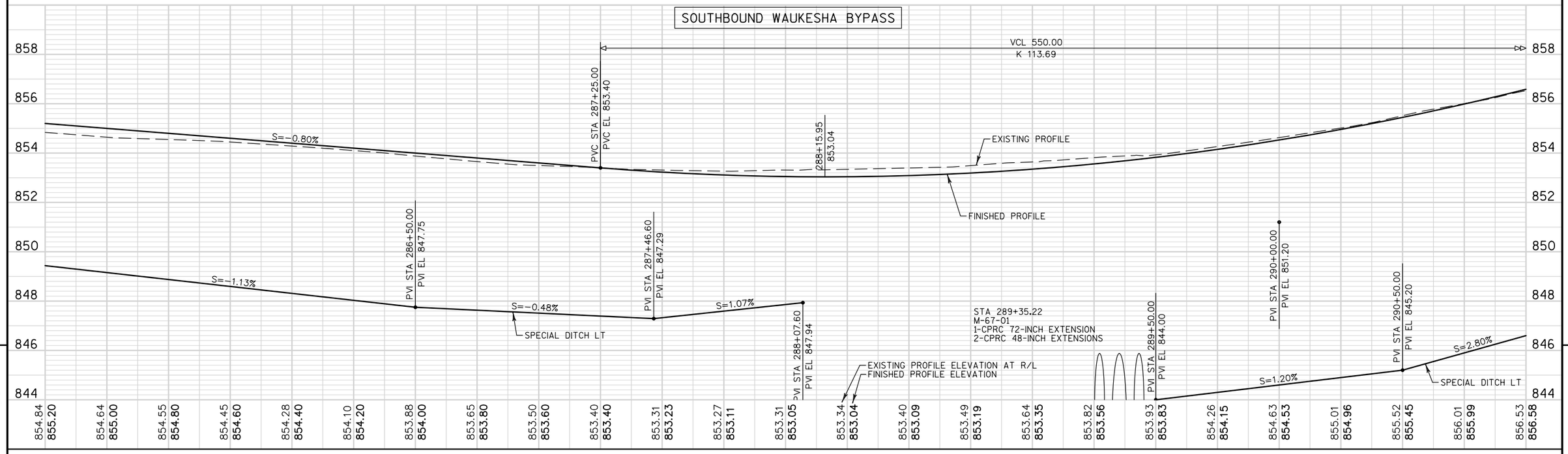
NO.	STATION	DESCRIPTION	ELEV.
719	288+66.00 RT	TOP WEST SIDE OF WESTERN LIGHT	858.80
		POLE IN MEDIAN TO McDONALD'S JUST	
		NORTH OF STH 18; EAST OC CTH TT	

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 462	E

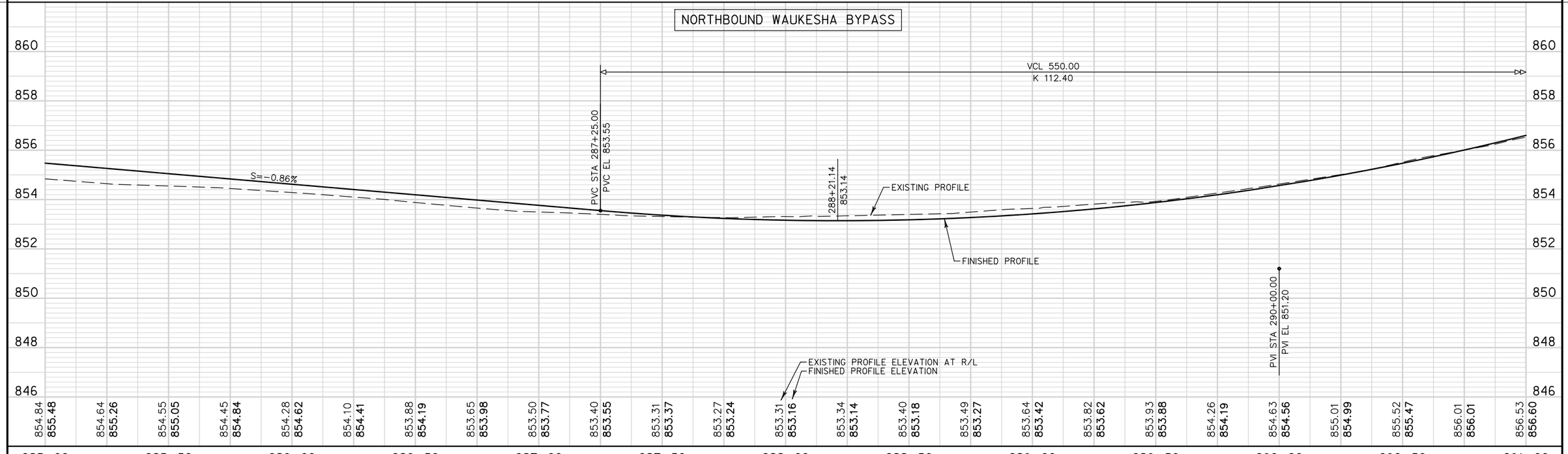
FILE NAME : FD_050103-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

SOUTHBOUND WAUKESHA BYPASS



NORTHBOUND WAUKESHA BYPASS



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 463 E

FAITH BAPTIST CHURCH INC

REMOVE APRON ENDWALL AND CONNECT
TO EXISTING PIPE UNDERDRAIN
62' PIPE UNDERDRAIN WRAPPED
6-INCH AT 2% SLOPE
1-APRON ENDWALLS FOR UNDERDRAIN
REINFORCED CONCRETE 6-INCH REQ'D

N

SLOPE INTERCEPT

TLE

R/W

TLE

R/W

TLE

R/W

EXISTING R/W

MATCH LINE STA 291+00

291

292

293

294

295

296

MATCH LINE STA 297+00

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

SLOPE INTERCEPT

C-67-89

INSTALL BID ITEM "FENCE
CHAIN LINK 4-FT" PLACE
DIRECTLY BEHIND WING
WALLS AND HEAD WALL

EXISTING R/W

EXISTING R/W

OWNER'S OF LOTS IN ROLLING

MEADOWBROOK MARKET PLACE, LLC

X = CLEARING & GRUBBING

MEADOWBROOK MARKET PLACE, LLC

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 464	E

FILE NAME : FD_050105-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

NORTHBOUND WAUKESHA BYPASS

882 880 878 876 874 872 870 868 866 864 862 860 858 856 854 852 850 848

VCL 550.00
K 112.40

PVT STA 292+75.00
PVT EL 862.30

S=4.04%

FINISHED PROFILE

EXISTING PROFILE

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

291+00	291+50	292+00	292+50	293+00	293+50	294+00	294+50	295+00	295+50	296+00	296+50	297+00
856.53 / **856.60**	857.03 / **857.25**	857.63 / **857.95**	858.25 / **858.71**	859.00 / **859.53**	859.95 / **860.40**	860.90 / **861.32**	861.74 / **862.30**	862.52 / **863.31**	863.46 / **864.32**	864.44 / **865.33**	865.46 / **866.34**	866.52 / **867.35**	867.56 / **868.36**	868.51 / **869.37**	869.34 / **870.38**	870.30 / **871.39**	871.29 / **872.40**	872.33 / **873.41**	873.40 / **874.42**	874.36 / **875.43**	875.31 / **876.44**	876.40 / **877.45**	877.37 / **878.45**	878.37 / **879.46**

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 465	E

FILE NAME : FD_050106a-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

SOUTHBOUND WAUKESHA BYPASS

VCL 550.00
K 113.69

PVT STA 292+75.00
PVT EL 862.30

FINISHED PROFILE

EXISTING PROFILE

S=4.04%

PVI STA 297+00.00
PVI EL 863.75

PVI STA 295+50.00
PVI EL 860.00

S=2.50%

S=0.60%

SPECIAL DITCH LT

PVI STA 293+00.00
PVI EL 858.50

S=3.00%

PVI STA 292+00.00
PVI EL 855.50

S=15.00%

PVI STA 291+50.00
PVI EL 848.00

S=2.80%

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

880	878	876	874	872	870	868	866	864	862	860	858	856	854	852	850	848	846

291+00	291+50	292+00	292+50	293+00	293+50	294+00	294+50	295+00	295+50	296+00	296+50	297+00
856.53 **856.58**	857.03 **857.24**	857.63 **857.94**	858.25 **858.71**	859.00 **859.52**	859.95 **860.39**	860.90 **861.32**	861.74 **862.30**	862.52 **863.31**	863.46 **864.32**	864.44 **865.33**	865.46 **866.34**	866.52 **867.35**	867.56 **868.36**	868.51 **869.37**	869.34 **870.38**	870.30 **871.39**	871.29 **872.40**	872.33 **873.41**	873.40 **874.42**	874.36 **875.43**	875.31 **876.44**	876.40 **877.45**	877.37 **878.46**	878.37 **879.46**

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 466	E

FILE NAME : FD_050106b-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

PRIVATE STORMWATER POND

WAUKESHA MEMORIAL HOSPITAL INC

T 7 N
31 | 32
31 | 32
R 19 E

EXISTING CONCRETE MONUMENT W/ BRASS CAP,
SEE SECTION CORNER MONUMENTS SPECIAL
FOR REQUIREMENTS
Y = 165935.99
X = 668742.80

REMOVE APRON ENDWALL AND CONNECT
TO EXISTING PIPE UNDERDRAIN
68' PIPE UNDERDRAIN WRAPPED
6-INCH AT 2% SLOPE
1-APRON ENDWALLS FOR UNDERDRAIN
REINFORCED CONCRETE 6-INCH REQ'D

SLOPE INTERCEPT

TLE
R/W
EXISTING R/W
M/R/W

MATCH LINE STA 297+00

297 298 299 300 301 302 303

MATCH LINE STA 303+00

8' 5'
8'
12'
12'
4'
22'
4'
12'
14'
6'
7'

WAUKESHA BYPASS

R/L WAUKESHA BYPASS

SLOPE INTERCEPT

BM 718

OWNER'S OF
LOT IN ROLLING

THE LODGE LLC &
BRYCE P. STYZA

X = CLEARING & GRUBBING

BENCH MARKS

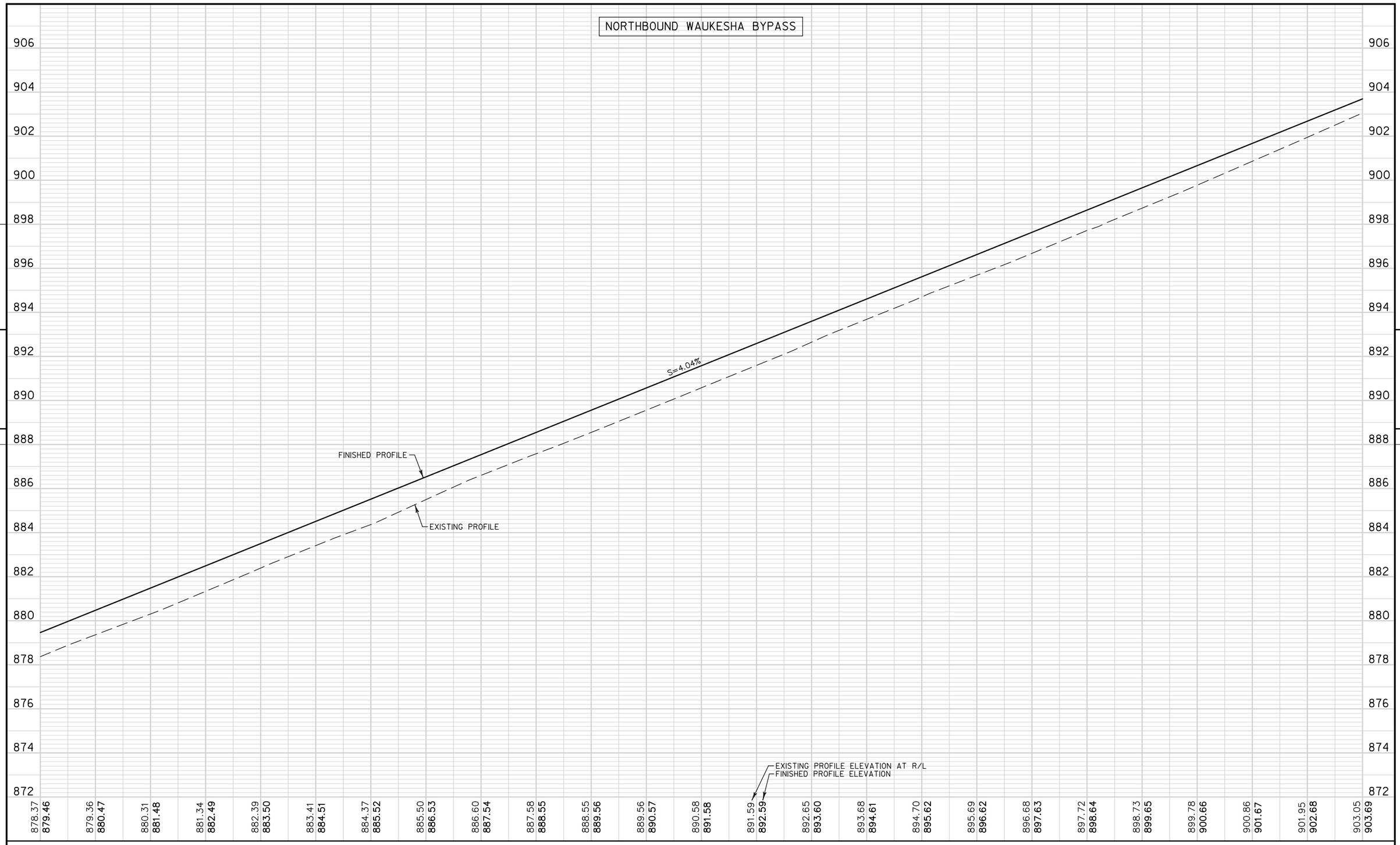
NO.	STATION	DESCRIPTION	ELEV.
718	297+48.96 RT	TOP OF 12 INCH CONCRETE CULVERT ON	878.99
		EAST SIDE OF CTH TT; JUST SW OF	
		"TH LODGE APARTMENTS", SOUTH OF	
		COLDWATER CREEK DR.	

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 467	E

FILE NAME : FD_050107-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

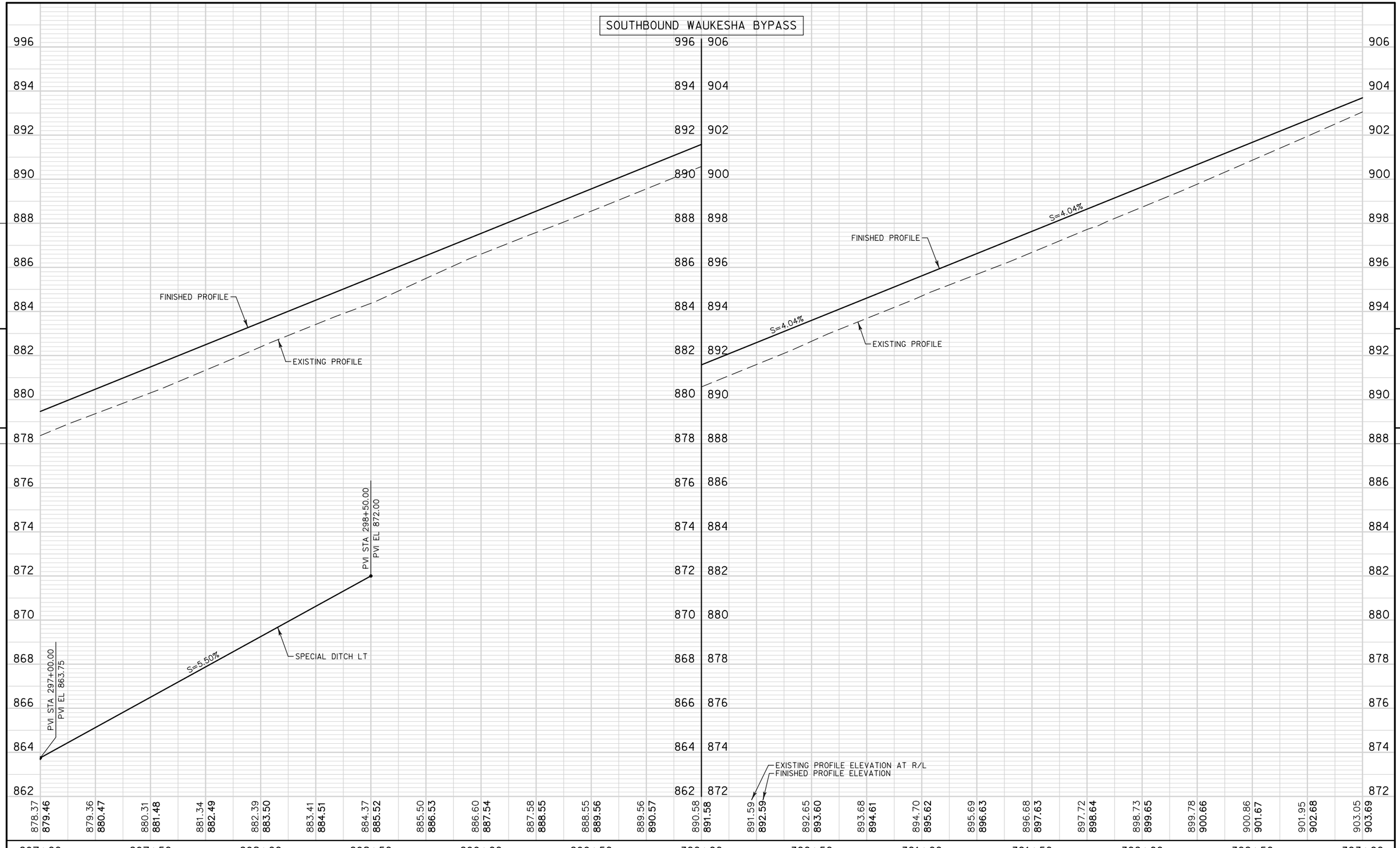
WISDOT/CADDS SHEET 44

NORTHBOUND WAUKESHA BYPASS



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 468 E

SOUTHBOUND WAUKESHA BYPASS



878.37	879.36	880.31	881.34	882.39	883.41	884.37	885.50	886.60	887.58	888.55	889.56	890.58	891.59	892.65	893.68	894.70	895.69	896.68	897.72	898.73	899.78	900.86	901.95	903.05
879.46	**880.47**	**881.48**	**882.49**	**883.50**	**884.51**	**885.52**	**886.53**	**887.54**	**888.55**	**889.56**	**890.57**	**891.58**	**892.59**	**893.60**	**894.61**	**895.62**	**896.63**	**897.63**	**898.64**	**899.65**	**900.66**	**901.67**	**902.68**	**903.69**

297+00 297+50 298+00 298+50 299+00 299+50 300+00 300+50 301+00 301+50 302+00 302+50 303+00

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 469	E

WAUKESHA MEMORIAL HOSPITAL INC

ROBERT F SMART & C O SMART

N

COLDWATER CREEK DR

REMOVING CURB & GUTTER

R/L COLDWATER CREEK DR

SLOPE INTERCEPT

EXISTING R/W

TLE

R/W

MATCH LINE STA 303+00

MATCH LINE STA 309+00

STA 305+23.27 BYPASS = STA 50+00.00 COLDWATER CREEK DRIVE

STA 305+24.03 BYPASS = STA 50+00.00 COLDWATER CREEK DRIVE

303 304 305 306 307 308

WAUKESHA BYPASS

5' 8' 12' 12' 4' 12' 12' 12' 5' 5' 12' 12' 12' 4' 12' 10' 4' 12' 14' 6' 2'

28' 12' 12' 12' 4'

CAUTION

BM 717

R/L WAUKESHA BYPASS

R/L COLDWATER CREEK DR

THE LODGE LLC & BRYCE P. STYZA

MK/S-EP LLC

MATT K NEUMANN

= CLEARING & GRUBBING

PETER & CARMEN M GULCZYSKI

CHRISTIAN J MONAHAN

WILLIAM RYAN HOMES WIS INC

OWNER'S OF LOTS IN ROLLING

BENCH MARKS

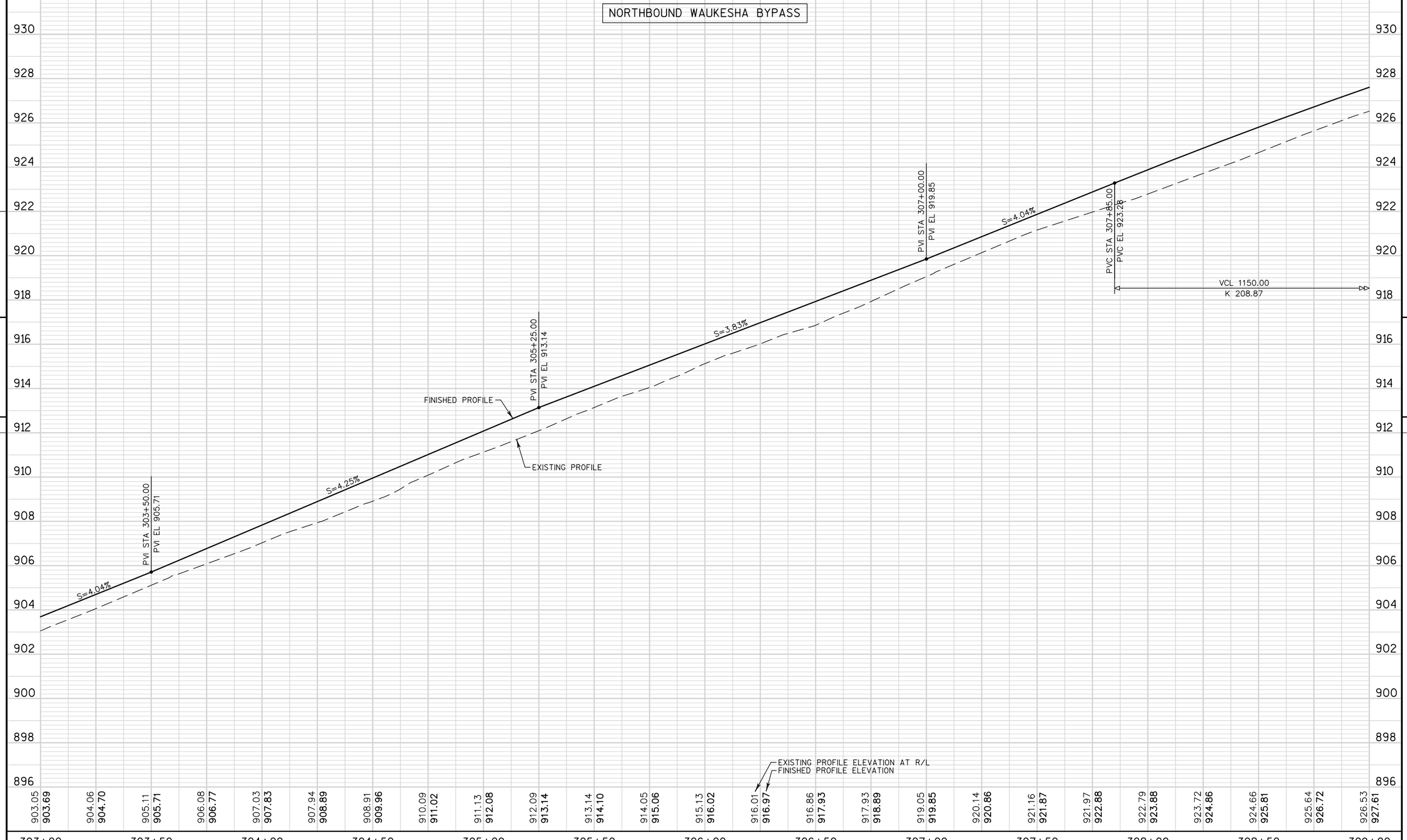
NO.	STATION	DESCRIPTION	ELEV.
717	304+82.53 RT	UPPER SSE BOLT ON HYDRANT AT SE QUADRANT OF COLDWATER CREEK DR AND CTH TT	914.77

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 470	E

FILE NAME : FD_050109-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

NORTHBOUND WAUKESHA BYPASS



5

5

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 471	E

SOUTHBOUND WAUKESHA BYPASS

930 928 926 924 922 920 918 916 914 912 910 908 906 904 902 900 898 896

PVI STA 303+50.00
PVI EL 905.71

PVI STA 305+25.00
PVI EL 913.14

PVI STA 307+00.00
PVI EL 919.85

PVC STA 307+85.00
PVC EL 923.28

VCL 1150.00
K 208.86

S=4.04%

S=4.25%

S=3.83%

S=4.04%

FINISHED PROFILE

EXISTING PROFILE

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

903.05	904.06	905.11	906.08	907.03	907.94	908.91	910.09	911.13	912.09	913.14	914.05	915.13	916.01	916.86	917.93	919.05	920.14	921.16	921.97	922.79	923.72	924.66	925.64	926.53
903.69	**904.70**	**905.71**	**906.77**	**907.83**	**908.89**	**909.96**	**911.02**	**912.08**	**913.14**	**914.10**	**915.06**	**916.02**	**916.97**	**917.93**	**918.89**	**919.85**	**920.86**	**921.87**	**922.88**	**923.88**	**924.86**	**925.81**	**926.72**	**927.61**

303+00 303+50 304+00 304+50 305+00 305+50 306+00 306+50 307+00 307+50 308+00 308+50 309+00

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 472	E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
716	310+08.91 RT	UPPER SE BOLT ON 1st HYDRANT	930.32
		NORTH OF COLDWATER CREEK DR;	
		EAST SIDE OF CTH TT	

ROBERT F SMART & C O SMART

N

SLOPE INTERCEPT

R/W

R/W

R/W

TLE

TLE

EXISTING R/W

EXISTING R/W

MATCH LINE STA 309+00

MATCH LINE STA 315+00

5'
8'
12'
4'
22'
4'
12'
14'
6'
2'

309
310
311
312
313
314

WAUKESHA BYPASS

SLOPE INTERCEPT

BM 716

R/L WAUKESHA BYPASS

TV

W

E

EXISTING R/W

EXISTING R/W

X = CLEARING & GRUBBING

CHRISTIAN J MONAHAN

HARMONY HOMES INC

SHREYA SHAH

YONG BIN KIM & SAMANTHA VANG

ARUN KUMAR NATESAN & KAVYA CHANDRAMOULI KOUSHIK

GLENN A & ELEEN P SMILEY

VIJAY C APPALARAJU & SRUJANA L KONKALA

THOMAS & TINA SENTOSA

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 473	E

FILE NAME : FD_050111-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

NORTHBOUND WAUKESHA BYPASS

PVI STA 313+60.00
PVI EL 946.50

FINISHED PROFILE

EXISTING PROFILE

VCL 1150.00
K 208.87

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

309+00	309+50	310+00	310+50	311+00	311+50	312+00	312+50	313+00	313+50	314+00	314+50	315+00
926.53 / **927.61**	927.33 / **928.47**	928.05 / **929.29**	928.88 / **930.09**	929.66 / **930.86**	930.43 / **931.59**	931.17 / **932.30**	931.84 / **932.98**	932.43 / **933.63**	933.05 / **934.24**	933.70 / **934.83**	934.29 / **935.39**	934.79 / **935.92**	935.30 / **936.41**	935.85 / **936.88**	936.30 / **937.32**	936.74 / **937.73**	937.07 / **938.11**	937.49 / **938.45**	937.82 / **938.77**	938.14 / **939.06**	938.37 / **939.32**	938.57 / **939.55**	938.77 / **939.75**	938.93 / **939.92**

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 474	E

SOUTHBOUND WAUKESHA BYPASS

PVI STA 313+60.00
PVI EL 946.50

950 948 946 944 942 940 938 936 934 932 930 928 926 924 922 920 918 916

FINISHED PROFILE

EXISTING PROFILE

VCL 1150.00
K 208.86

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

309+00	309+50	310+00	310+50	311+00	311+50	312+00	312+50	313+00	313+50	314+00	314+50	315+00
926.53 / **927.61**	927.33 / **928.47**	928.05 / **929.29**	928.88 / **930.09**	929.66 / **930.86**	930.43 / **931.59**	931.17 / **932.30**	931.84 / **932.98**	932.43 / **933.63**	933.05 / **934.24**	933.70 / **934.83**	934.29 / **935.39**	934.79 / **935.92**	935.30 / **936.41**	935.85 / **936.88**	936.30 / **937.32**	936.74 / **937.73**	937.07 / **938.11**	937.49 / **938.45**	937.82 / **938.77**	938.14 / **939.06**	938.37 / **939.32**	938.57 / **939.55**	938.77 / **939.75**	938.93 / **939.91**

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 475	E

FILE NAME : FD_050112b-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

ROBERT F SMART & C O SMART

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
714	315+48.78 LT	UPPER SE BOLT ON 2nd HYDRANT	940.54
		NORTH OF COLDWATER CREEK DR;	
		EAST SIDE OF CTH TT	

N

TLE

SLOPE INTERCEPT

TLE

REMOVE APRON ENDWALL AND CONNECT
TO EXISTING PIPE UNDERDRAIN
58'PIPE UNDERDRAIN WRAPPED
6-INCH AT 2% SLOPE
1-APRON ENDWALLS FOR UNDERDRAIN
REINFORCED CONCRETE 6-INCH REQ'D

R/W

EXISTING R/W

EXISTING R/W

5'
8'
8'
12'
12'
4'

316 317 318 319 320

WAUKESHA BYPASS

4'
12'
14'
6'
2'

MATCH LINE STA 315+00

MATCH LINE STA 321+00

SLOPE INTERCEPT

BM 714

R/L WAUKESHA BYPASS

EXISTING R/W

EXISTING R/W

X = CLEARING & GRUBBING

THOMAS & TINA SENTOSA

DARRIN J & LISA A HANNEMANN

THOMAS J & MARINA T HECK

RICHARD J & RENEE B KAPUSNIAK

ROY W & SHELLY L SPIELMANN

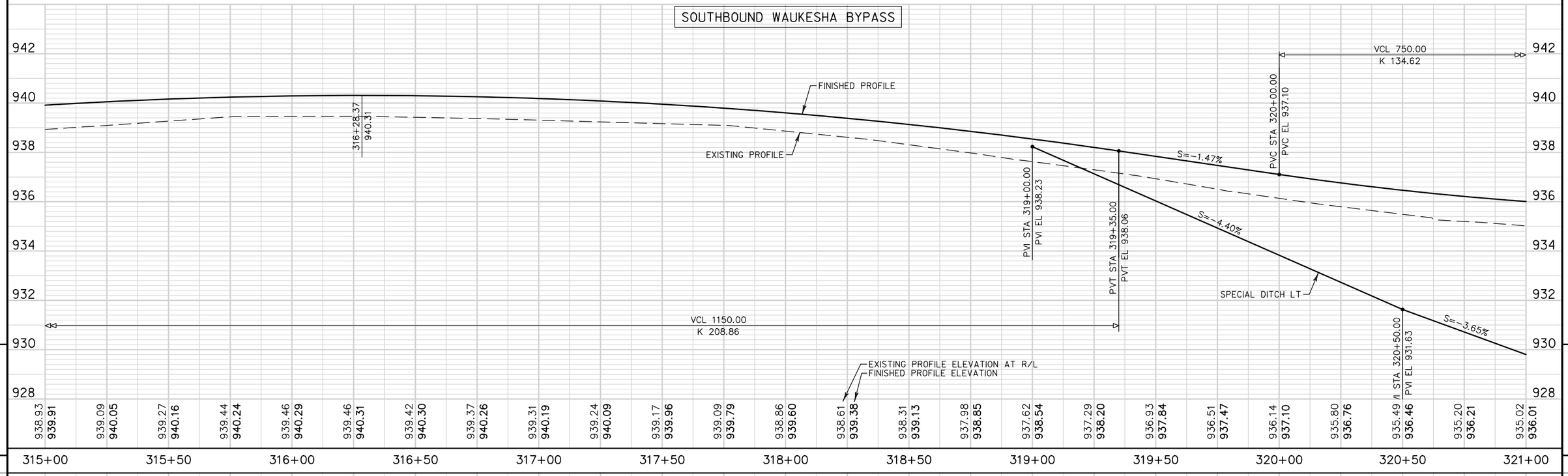
DWAYNE A LATZKE

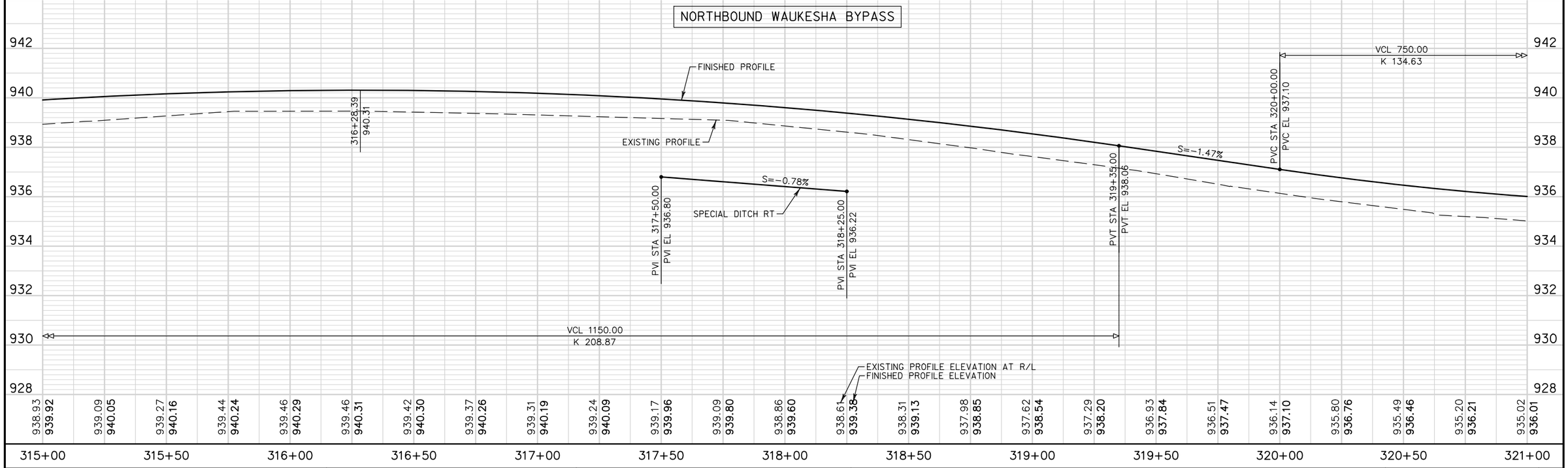
BRIAN T & KIM M WENCKA

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 476	E

FILE NAME : FD_050113-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44





PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 477	E

FILE NAME : FD_050114-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 30

ROBERT F SMART & C O SMART

JOHN & PATRICIA DURHAM

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
713	321+46.15 RT	UPPER SE BOLT ON 3rd HYDRANT	935.82
		NORTH OF COLDWATER CREEK DR;	
		EAST SIDE OF CTH TT	

T 7 N
30 29
31 32
R 19 E

EXISTING CONCRETE MONUMENT
W/BRASS CAP, SEE SECTION CORNER
MONUMENTS SPECIAL FOR REQUIREMENTS
Y = 168619.82
X = 668743.61

N

REMOVE APRON ENDWALL AND CONNECT
TO EXISTING PIPE UNDERDRAIN
73' PIPE UNDERDRAIN WRAPPED
6-INCH AT 2% SLOPE
1-APRON ENDWALLS FOR UNDERDRAIN
REINFORCED CONCRETE 6-INCH REQ'D

MICHAEL &
L A NEWMAN

SLOPE INTERCEPT

TLE

R/W

EXISTING R/W

RECONSTRUCT
SANITARY
MANHOLE

MH

SAN

5'
8'
8'
12'
12'
4'
22'
4'
12'
14'
6'
2'

MATCH LINE STA 321+00

321 322 323 324 325 326 32

MATCH LINE STA 327+00

WAUKESHA BYPASS

SLOPE INTERCEPT

REMOVING GUARDRAIL

R/L WAUKESHA BYPASS

BM 713

MH

W

TV

T

E

TR

EXISTING R/W

PRE-PAVING TELEVISING
SANITARY MAIN LINE

X = CLEARING & GRUBBING

SLOPE INTERCEPT

EXISTING R/W

CONSTRUCTION
PERMIT OBTAINED
FROM PARCEL 154
FOR GRADING WORK

BRIAN T &
KIM M WENCKA

DAVID W & MARIA A WILLS

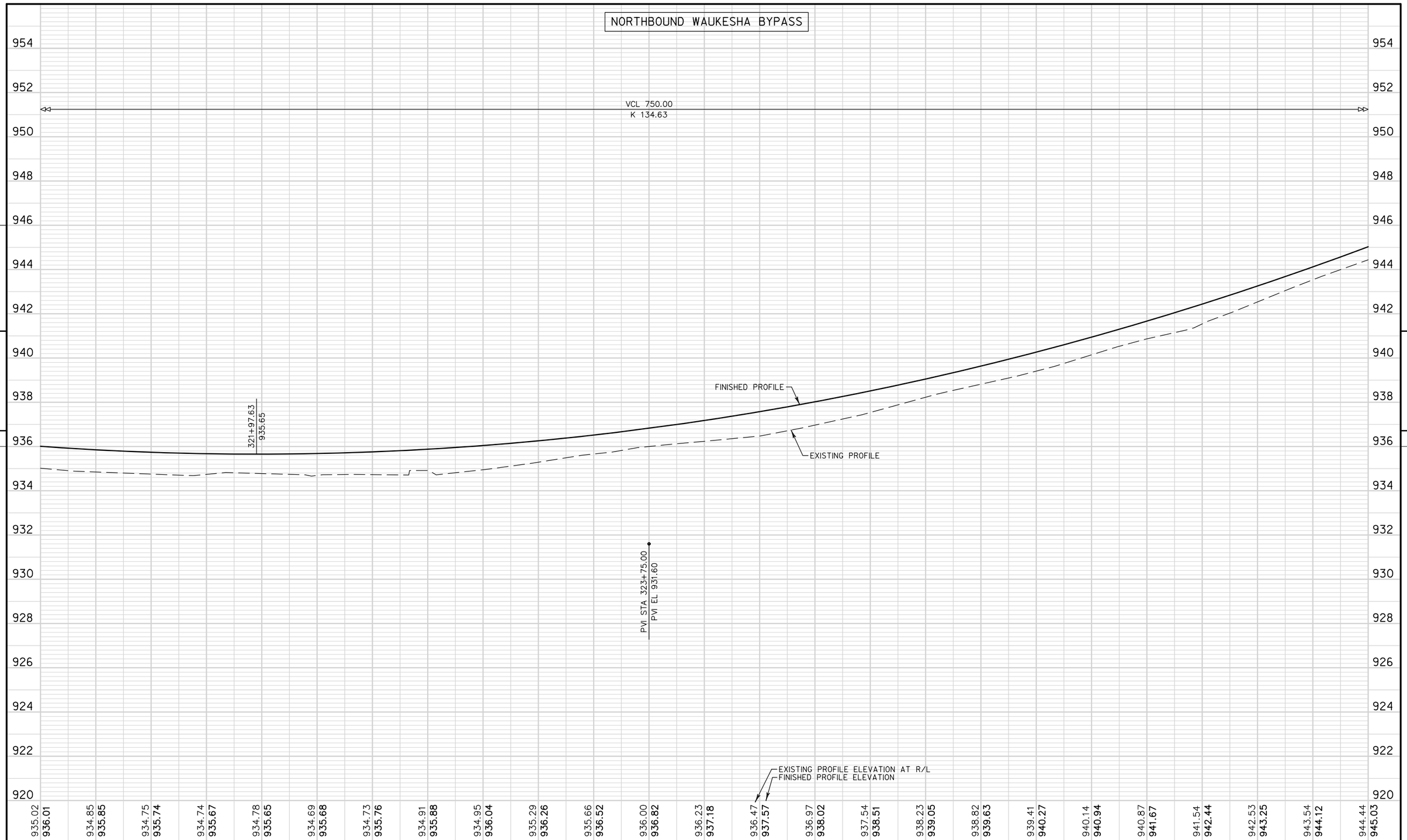
OWNERS OF LOTS IN ROLLING

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 478	E

FILE NAME : FD_050115-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

NORTHBOUND WAUKESHA BYPASS



5

5

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 479	E

FILE NAME : FD_050116a-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

SOUTHBOUND WAUKESHA BYPASS

954 952 950 948 946 944 942 940 938 936 934 932 930 928 926 924 922 920

VCL 750.00
K 134.62

FINISHED PROFILE

EXISTING PROFILE

321+97.64
935.65

S=-3.65%

PVI STA 322+00.00
PVI EL 926.15

S=-2.35%

PVI STA 323+00.00
PVI EL 923.80

STA 323+11.53
1-48" CPRC EXTENSION
1-AEW REQ'D

S=0.60%

PVI STA 323+50.00
PVI EL 924.10

PVI STA 323+75.00
PVI EL 931.60

S=2.90%

PVI STA 324+50.00
PVI EL 927.00

S=0.60%

PVI STA 325+00.00
PVI EL 927.30

SPECIAL DITCH LT

S=1.40%

PVI STA 325+50.00
PVI EL 928.00

S=3.80%

PVI STA 326+00.00
PVI EL 929.90

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

935.02	934.85	934.75	934.74	934.78	934.69	934.73	934.91	934.95	935.29	935.66	936.00	936.23	936.47	936.97	937.54	938.23	938.82	939.41	940.14	940.87	941.54	942.53	943.54	944.44
936.01	**935.85**	**935.74**	**935.67**	**935.65**	**935.68**	**935.76**	**935.88**	**936.04**	**936.26**	**936.52**	**936.82**	**937.17**	**937.57**	**938.02**	**938.51**	**939.05**	**939.63**	**940.26**	**940.94**	**941.67**	**942.44**	**943.25**	**944.12**	**945.03**

321+00 321+50 322+00 322+50 323+00 323+50 324+00 324+50 325+00 325+50 326+00 326+50 327+00

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 480 **E**

FILE NAME : FD_050116b-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

MICHAEL & L A NEWMAN

DEBRA E BAKER

RANDAL & LORA JENDRUSIAK

MARK & DEBRA KUSCH

N

SLOPE INTERCEPT

TLE

TLE

TLE

EXISTING R/W

EXISTING R/W

5'
8'
8'
12'
12'
4'
22'
4'
12'
14'
6'
2'

MATCH LINE STA 327+00

MATCH LINE STA 333+00

327

328

329

330

331

332

WAUKESHA BYPASS

REMOVING GUARDRAIL

BM 712

R/L WAUKESHA BYPASS

EXISTING R/W

EXISTING R/W

R/W

TLE

TLE

TLE

SLOPE INTERCEPT

CONSTRUCTION PERMIT OBTAINED
FROM PARCEL 154 FOR GRADING WORK

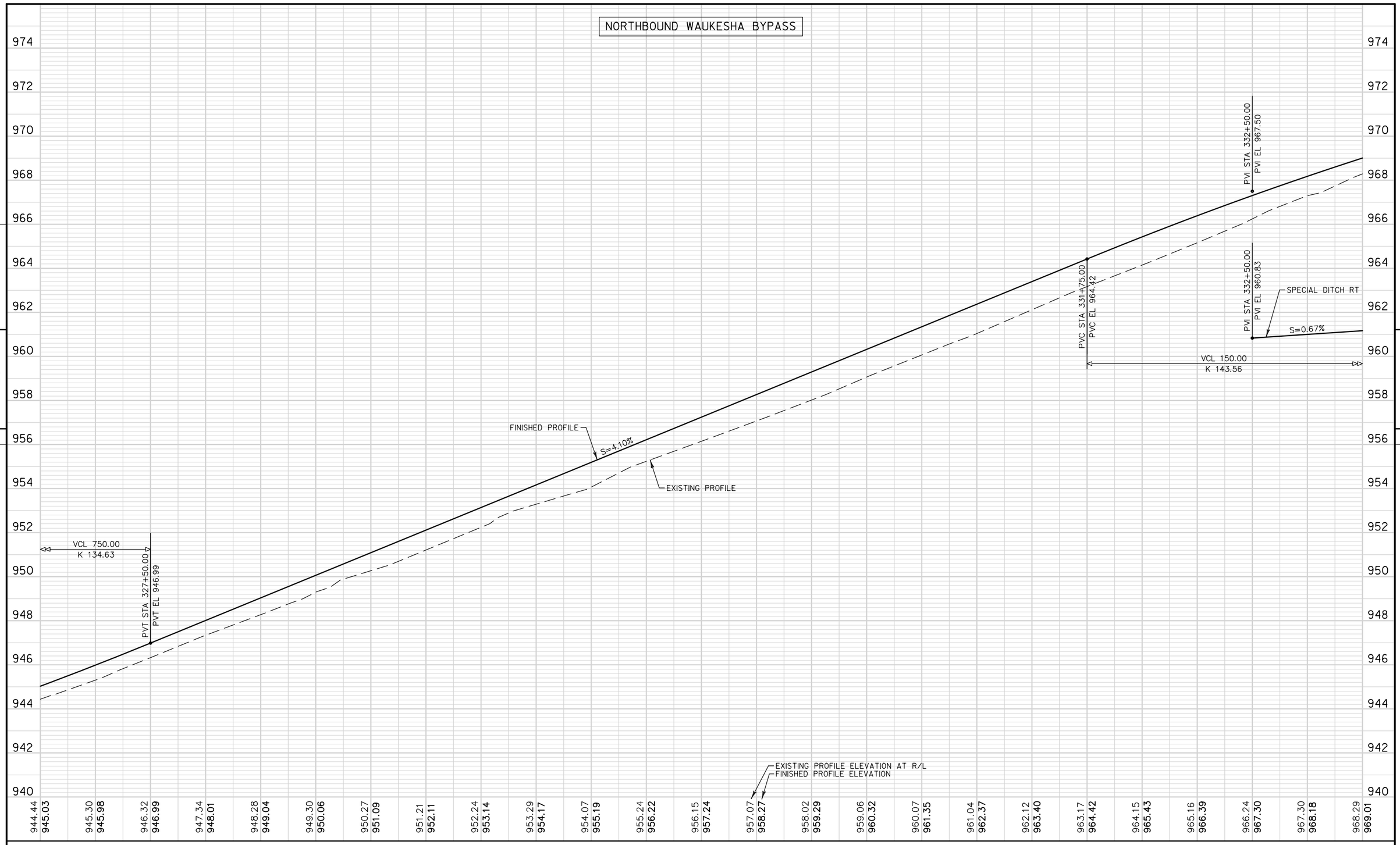
X = CLEARING & GRUBBING

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
712	327+32.60 RT	UPPER SE BOLT ON 2nd HYDRANT	946.02
		SOUTH OF NORTHVIEW RD;	
		EAST SIDE OF CTH TT	

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 481	E

NORTHBOUND WAUKESHA BYPASS

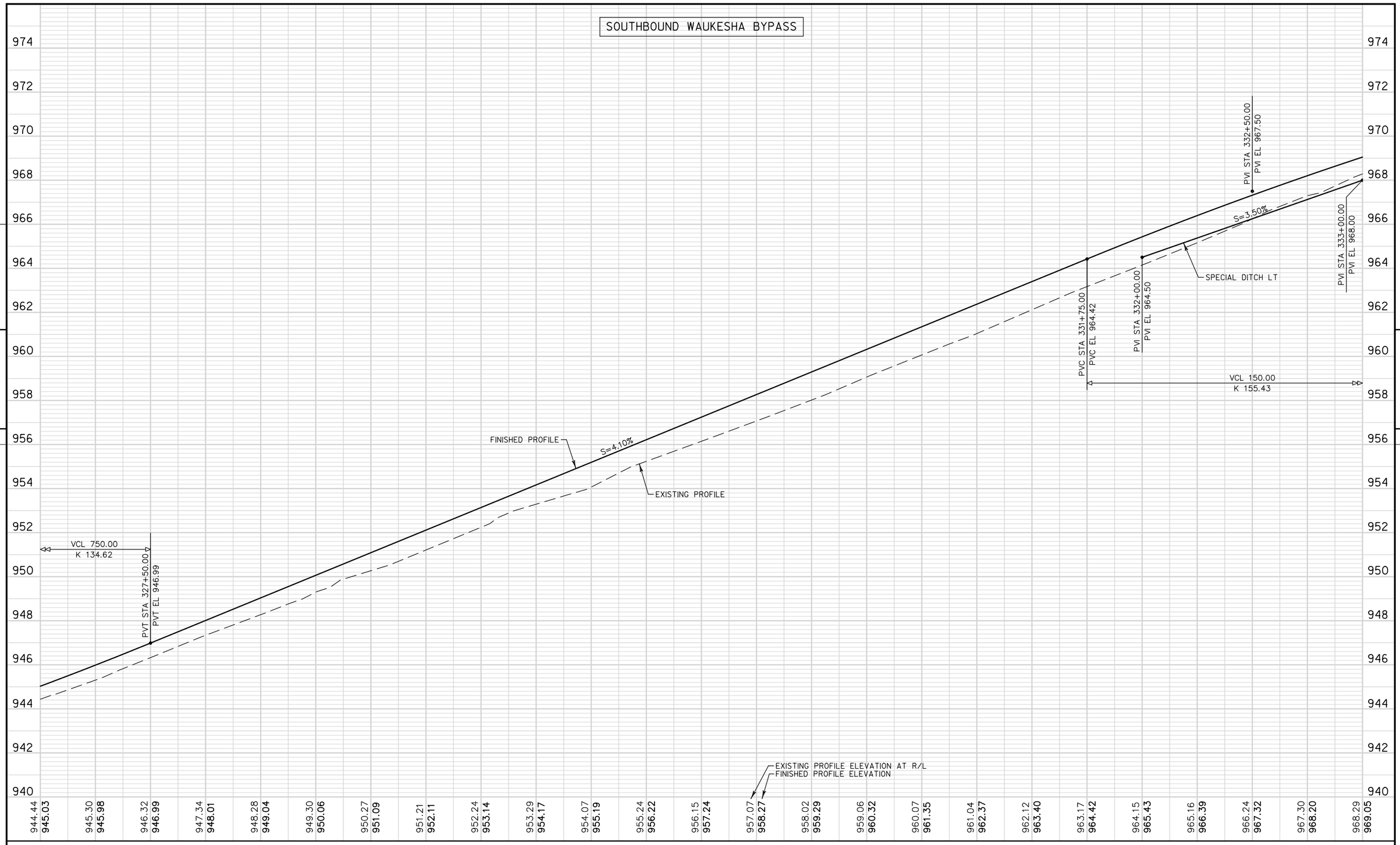


PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 482	E

FILE NAME : FD_050118a-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

SOUTHBOUND WAUKESHA BYPASS



5

5

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 483	E

MARK & DEBRA KUSCH

ROBERT CHESMAN
ANGELA CHESMAN

JASON & LAURA SMOLINSKI

WAUKESHA COUNTY
COUNTY TREASURE

N

SLOPE INTERCEPT

FENCE TO BE MOVED
BY OWNER PRIOR TO
CONSTRUCTION

REMOVING FENCE

EXISTING R/W

EXISTING R/W

BM 710

MATCH LINE STA 333+00

MATCH LINE STA 338+00

333

334

335

336

337

338

WAUKESHA BYPASS

5'
8'
8'
12'
12'
4'
22'
4'
12'
12'
8'
8'
10'

12'
4'
12'
12'
15'
12'
7'
10'

BM 711

R/L WAUKESHA BYPASS

EXISTING R/W

EXISTING R/W

TLE

R/W

R/W

SLOPE INTERCEPT

X = CLEARING & GRUBBING

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
711	334+31.74 RT	UPPER SE BOLT ON 1st HYDRANT	973.00
		SOUTH OF NORTHVIEW RD;	
		EAST SIDE OF CTH TT	

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
710	337+98.48 LT	RAILROAD SPIKE SET IN EAST FACE OF	982.99
		194 SIGN SOUTH OF NORTHVIEW RD;	
		WEST SIDE OF CTH TT	

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 484	E

FILE NAME : FD_050119-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

NORTHBOUND WAUKESHA BYPASS

992
990
988
986
984
982
980
978
976
974
972
970
968
966
964
962
960
958

FINISHED PROFILE
S=3.06%
EXISTING PROFILE
PVT STA 333+25.00
PVT EL 969.79
PVI STA 333+50.00
PVI EL 961.50
VCL 150.00
K 143.56
SPECIAL DITCH RT
EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

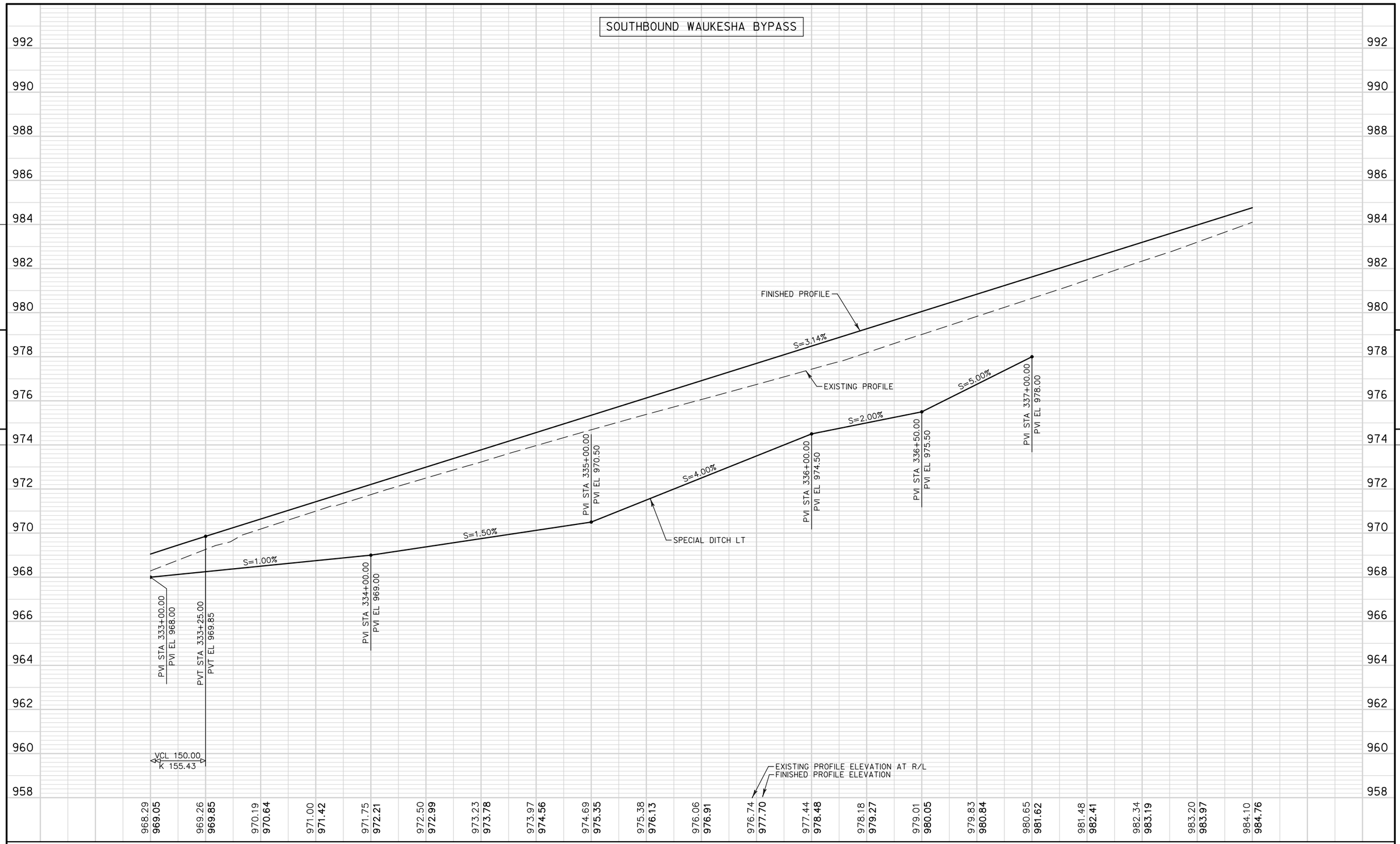
333+00	333+50	334+00	334+50	335+00	335+50	336+00	336+50	337+00	337+50	338+00
968.29 / **969.01**	969.26 / **969.79**	970.19 / **970.56**	971.00 / **971.32**	971.75 / **972.09**	972.50 / **972.85**	973.23 / **973.62**	973.97 / **974.38**	974.69 / **975.14**	975.38 / **975.91**	976.06 / **976.67**	976.74 / **977.44**	977.44 / **978.20**	978.18 / **978.97**	979.01 / **979.73**	979.83 / **980.50**	980.65 / **981.26**	981.48 / **982.03**	982.34 / **982.79**	983.20 / **983.55**	984.10 / **984.32**

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 485	E

FILE NAME : FD_050120a-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

SOUTHBOUND WAUKESHA BYPASS



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 486	E

FILE NAME : FD_050120b-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

EXISTING R/W

WAUKESHA COUNTY
COUNTY TREASURE

NORTHVIEW RD

RONALD & PATRICIA SENNOTT

CITY OF WAUKESHA WATER UTILITY

N

STA 340+51.62 BYPASS =
STA 50+00.00 NORTHVIEW ROAD

REMOVING
CURB & GUTTER

SLOPE INTERCEPT

BM 710

BM 709

EXISTING R/W

CAUTION

MATCH LINE STA 338+00

339

340

341

342

343

WAUKESHA BYPASS

REMOVING
CURB &
GUTTER

EXISTING R/W

R/W

SLOPE INTERCEPT

TLE

R/W

SLOPE
INTERCEPT

END PROJECT ID 2788-00-72
BEGIN CITY OF WAUKESHA PROJECT
(BY OTHERS)
STA 342+31.74

R/L WAUKESHA BYPASS

REMOVING
CURB & GUTTER

R/L NORTHVIEW ROAD

CITY OF WAUKESHA

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
710	337+98.48 LT	RAILROAD SPIKE SET IN EAST FACE OF	982.99
		194 SIGN SOUTH OF NORTHVIEW RD;	
		WEST SIDE OF CTH TT	

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
709	343+67.82 LT	CHISEL X ON SW TOP OF 1st HYDRANT	994.71
		NORTH OF NORTHVIEW RD.	
		ON WEST SIDE OF CTH TT	

X = CLEARING & GRUBBING

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: WAUKESHA BYPASS	SHEET 487	E

NORTHBOUND WAUKESHA BYPASS

1004
1002
1000
998
996
994
992
990
988
986
984
982
980
978
976
974
972
970

PVI STA 342+50.00
PVI EL 998.08

END PROJECT ID 2788-00-72
BEGIN CITY OF WAUKESHA PROJECT
(BY OTHERS)
STA 342+31.74

EXISTING PROFILE

FINISHED PROFILE

341+92.53
991.47

S=3.06%

PVC STA 338+75.00
PVC EL 986.61

VCL 750.00
K 103.84

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

984.10	984.94	985.77	986.52	987.36	988.10	988.72	989.19	989.74	990.52	991.22	991.17	990.99	991.29	991.87	992.27	992.55	992.67	992.57	992.41	992.15	991.89	991.79	991.43	990.88
984.32	**985.08**	**985.85**	**986.61**	**987.35**	**988.02**	**988.64**	**989.19**	**989.68**	**990.12**	**990.49**	**990.80**	**991.06**	**991.25**	**991.38**	**991.45**	**991.46**	**991.42**	**991.31**	**991.14**	**990.91**	**990.62**	**990.27**	**989.86**	**989.39**

338+00 338+50 339+00 339+50 340+00 340+50 341+00 341+50 342+00 342+50 343+00 343+50 344+00

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 488	E

FILE NAME : FD_050122a-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

SOUTHBOUND WAUKESHA BYPASS

1004
1002
1000
998
996
994
992
990
988
986
984
982
980
978
976
974
972
970

PVI STA 342+50.00
PVI EL 998.88

END PROJECT ID 2788-00-72
BEGIN CITY OF WAUKESHA PROJECT
(BY OTHERS)
STA 342+31.74

FINISHED PROFILE

EXISTING PROFILE

341+91.92
992.09

S=3.14%

PVC STA 338+75.00
PVC EL 987.11

VCL 750.00
K 101.00

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

338+00	338+50	339+00	339+50	340+00	340+50	341+00	341+50	342+00	342+50	343+00	343+50	344+00
984.10 **984.76**	984.94 **985.54**	985.77 **986.33**	986.52 **987.11**	987.36 **987.87**	988.10 **988.56**	988.72 **989.19**	989.19 **989.76**	989.74 **990.26**	990.52 **990.71**	991.22 **991.09**	991.17 **991.41**	990.99 **991.67**	991.29 **991.86**	991.87 **992.00**	992.27 **992.07**	992.55 **992.08**	992.67 **992.03**	992.57 **991.92**	992.41 **991.74**	992.15 **991.51**	991.89 **991.21**	991.79 **990.85**	991.43 **990.43**	990.88 **989.94**

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: WAUKESHA BYPASS	SHEET 489	E

FILE NAME : FD_050122b-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

BANK MUTUAL

SLOPE INTERCEPT

TLE

R/L FIDDLERS CREEK DR

EXISTING R/W

FIDDLERS CREEK DR

EXISTING R/W

TLE

PRIVATE UNDERGROUND DETENTION PIPES

SLOPE INTERCEPT

WAUKESHA BYPASS 274

STA 50+00.00 FIDDLERS CREEK DR =
STA 274+57.99 BYPASS

GOOD TIMES DAY CAMP LLC

SLOPE INTERCEPT

R/L DRIVEWAY

TLE

DRIVEWAY 52

2-CPRCHE
CLASS HE-III
19x30 INCH

SLOPE INTERCEPT

R/L WAUKESHA BYPASS

TLE

GOOD TIMES DAY CAMP LLC

HEALTH CARE REIT INC

BEGIN CONSTRUCTION
STA 42+42.00
MATCH EXISTING
SAW CUT REQ'D

END CONSTRUCTION
STA 51+53.00
MATCH EXISTING
SAW CUT REQ'D

X = CLEARING AND GRUBBING

N

5

5

PVI STA 48+42.00
PVI EL 860.40

PVC STA 48+67.00
PVC EL 860.07

VCL 90.00
K 69.57

PVT STA 49+57.00
PVT EL 859.49

PVC STA 50+43.00
PVC EL 859.32

VCL 110.00
K 73.59

PVT STA 51+53.00
PVT EL 857.90

S=-1.29%

EXISTING PROFILE

FINISHED PROFILE

PVI STA 49+12.00
PVI EL 859.49

49+57.00
859.49

EXCEPTION TO VERTICAL PROFILE

PVI STA 50+98.00
PVI EL 858.20

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

| | | |

TARA HILLS CONDOMINIUM

BEGIN CONSTRUCTION
STA 38+50.00
MATCH EXISTING
SAW CUT REQ'D

BEGIN CONSTRUCTION
STA 42+50.00
MATCH EXISTING
SAW CUT REQ'D

EXISTING R/W

20'

PE

SLOPE INTERCEPT

TLE

PLE

REMOVING
CURB & GUTTER

EXISTING
R/W

USH 18

37 38 39 40 41 42 43

MATCH LINE STA 43+00

12' 12' 13' 14' 12' 4' 12' 6'

10'

5'

R/L USH 18

EXISTING R/W

SLOPE INTERCEPT

TLE

REMOVING
CURB & GUTTER

PRIVATE
STORMWATER
POND

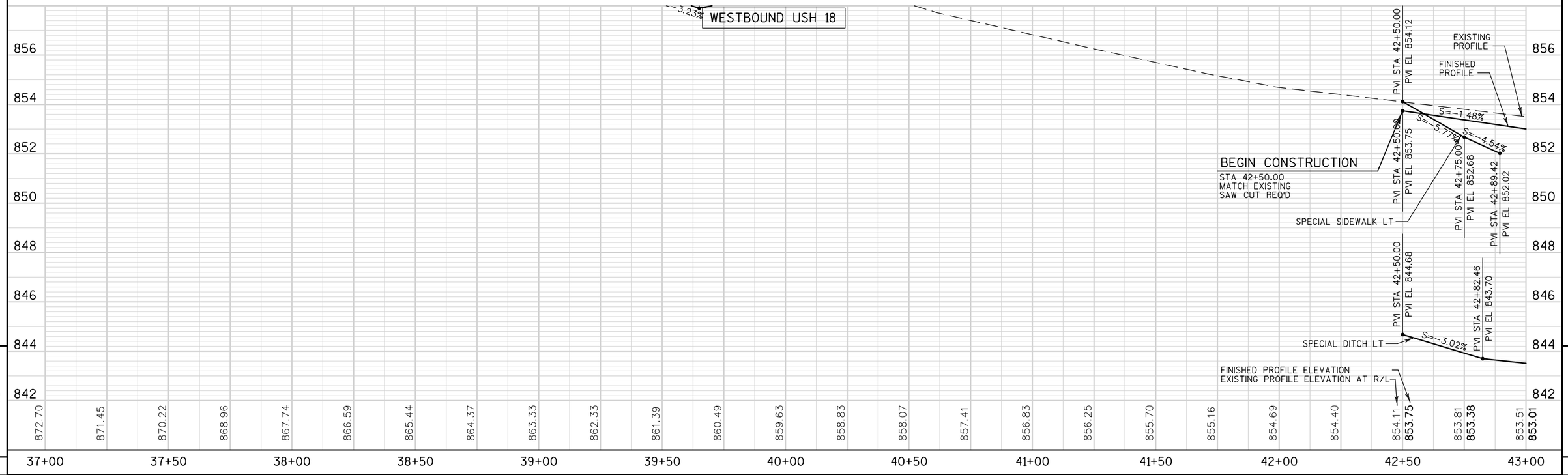
WEST RESERVE AT
FIDDLERS CREEK
CONDOMINIUM

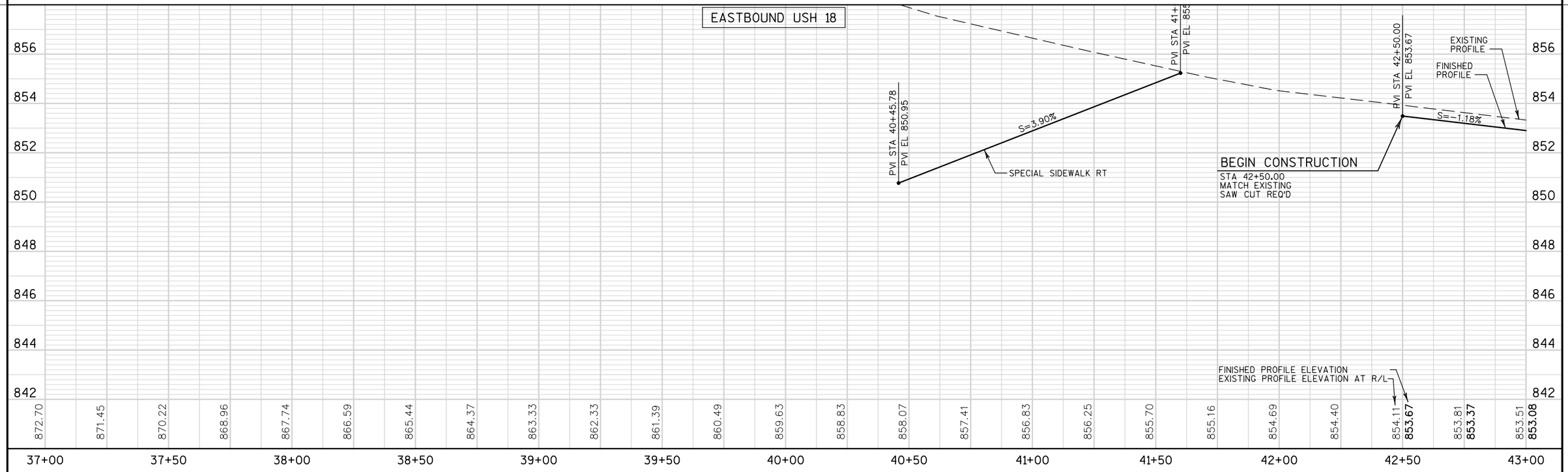
X = CLEARING & GRUBBING

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: USH 18	SHEET 491 E

FILE NAME : FD_050136-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44





PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: USH 18	SHEET 492	E

ROBERT F SMART & C O SMART

MCMAHON PETROLEUM LLC

TORHORST RD

PRIVATE STORMWATER POND

BLDG

RECONSTRUCT SANITARY MANHOLE

CPRC CLASS III 30-INCH

RECONSTRUCT SANITARY MANHOLE

REMOVING CURB & GUTTER

2 - CPRC 60-INCH
4 - AEW REQ'D
SEE STORM SEWER PLANS

PRE-PAVING TELEVISING SANITARY MAIN LINE

SLOPE INTERCEPT

RECONSTRUCT SANITARY MANHOLE

EXISTING R/W

STA 43+14.90 USH 18 =
STA 10+00.00 TORHORST RD

STA 43+17.05 USH 18 =
STA 10+00.00 TURNBERRY OAK DR

REMOVING CURB & GUTTER

USH 18

REMOVING CURB & GUTTER

MATCH LINE STA 43+00

MATCH LINE STA 48+00

EXISTING R/W

SLOPE INTERCEPT

TURNBERRY OAK DR

R/L USH 18

MAINTAIN CONNECTION TO EXISTING SIDEWALK

SUMMIT CORPORATE CENTER LLC

PRIVATE

X = CLEARING & GRUBBING

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: USH 18	SHEET 493	E

FILE NAME : FD_050138-pp.dgn PLOT DATE : 07-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

EASTBOUND USH 18

872 870 868 866 864 862 860 858 856 854 852 850 848 846 844 842 840 838

VCL 300.50
K 112.28

PVC STA 43+72.00
PVC EL 852.23

S=-1.18%

45+04.08
851.46

PVI STA 45+22.25
PVI EL 850.47

STA 44+18
2-CPRC 60-INCH
4-AEW REQ'D

EXISTING PROFILE

PVI STA 46+55.31
PVI EL 852.04

PVT STA 46+72.50
PVT EL 852.72

S=5.01%

PVI STA 47+00.00
PVI EL 854.28

FINISHED PROFILE

SPECIAL SIDEWALK RT

S=1.50%

PVI STA 47+50.00
PVI EL 855.14

S=4.01%

PVI STA 47+77.41
PVI EL 856.24

PVI STA 47+80.50
PVI EL 856.28

S=1.29%

PVI STA 47+95.00
PVI EL 855.81

SPECIAL SIDEWALK RT

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

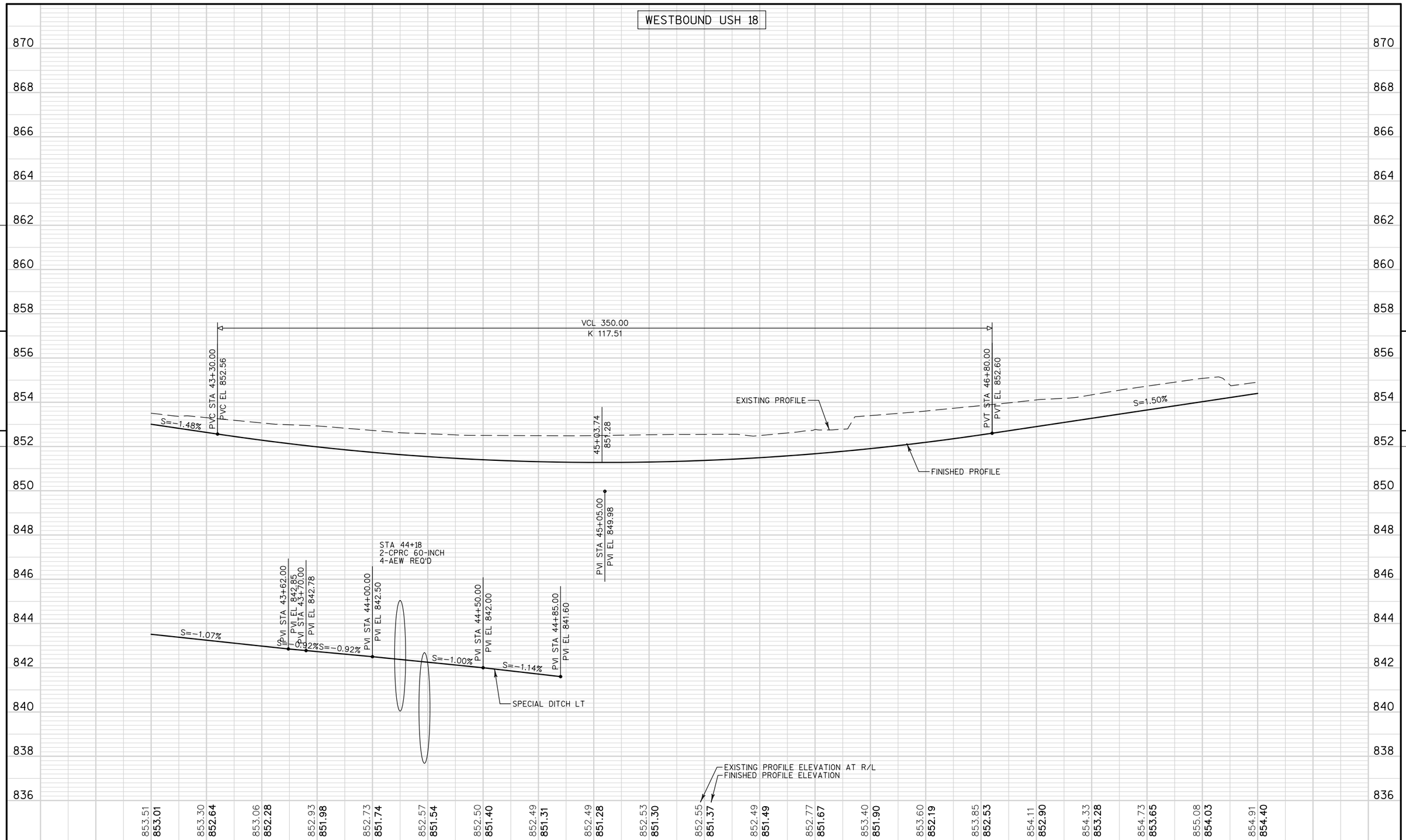
43+00	43+50	44+00	44+50	45+00	45+50	46+00	46+50	47+00	47+50	48+00
853.51 / **853.08**	853.30 / **852.79**	853.06 / **852.49**	852.93 / **852.20**	852.73 / **851.94**	852.57 / **851.73**	852.50 / **851.59**	852.49 / **851.49**	852.49 / **851.46**	852.53 / **851.48**	852.55 / **851.55**
852.49 / **851.68**	852.77 / **851.87**	853.40 / **852.11**	853.60 / **852.40**	853.85 / **852.76**	854.11 / **853.13**	854.33 / **853.51**	854.73 / **853.88**	855.08 / **854.26**	854.91 / **854.63**	

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: USH 18	SHEET 494	E

FILE NAME : FD_050139a-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

WESTBOUND USH 18



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: USH 18	SHEET 495	E

FILE NAME : FD_050139b-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

MCMAHON PETROLEUM LLC

MEADOWBROOK MARKETPLACE LLC

N

EXISTING R/W

SLOPE INTERCEPT

14'

TLE

EXISTING R/W

CAUTION

CAUTION

284

283

282

281

EXISTING R/W

SLOPE INTERCEPT

REMOVING
CURB & GUTTER

MAINTAIN CONNECTION
TO EXISTING SIDEWALK

R/W

TLE

5'

8'

4'

12'

12'

12'

2'

5'

BM 720

REMOVING
CURB & GUTTER

CAUTION

CAUTION

MATCH LINE STA 48+00

MATCH LINE STA 52+00

8'

10'

4'

USH 18

49

50

51

12'

11'

4'

12'

12'

SUMMIT AVE

R/L USH 18

R/L SUMMIT AVE

12'

12'

4'

5'

5'

R/W

TLE

BM 722

CAUTION

R/W

TLE

SLOPE INTERCEPT

14'

REMOVING
CURB & GUTTER

PLE

REMOVING
CURB & GUTTER

STA 50+00.00 USH 18 =
STA 282+47.24 BYPASS

WAUKESHA BYPASS

EXISTING R/W

TLE

SLOPE INTERCEPT

R/L WAUKESHA BYPASS

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
720	282+79.54 RT	TOP EAST SIDE OF CONCRETE TRAFFIC	858.03
		SIGNAL BASE EAST OF ASPHALT BIKE	
		LANE IN NE QUADRANT OF STH 18	
		AND CTH TT	
NO.	STATION	DESCRIPTION	ELEV.
722	288+05.55 LT	UPPER SE TAG BOLT ON HYDRANT	859.85
		AT SW QUADRANT OF STH 18	
		AND CTH TT	

X = CLEARING & GRUBBING

SUMMIT CORPORATE CENTER LLC

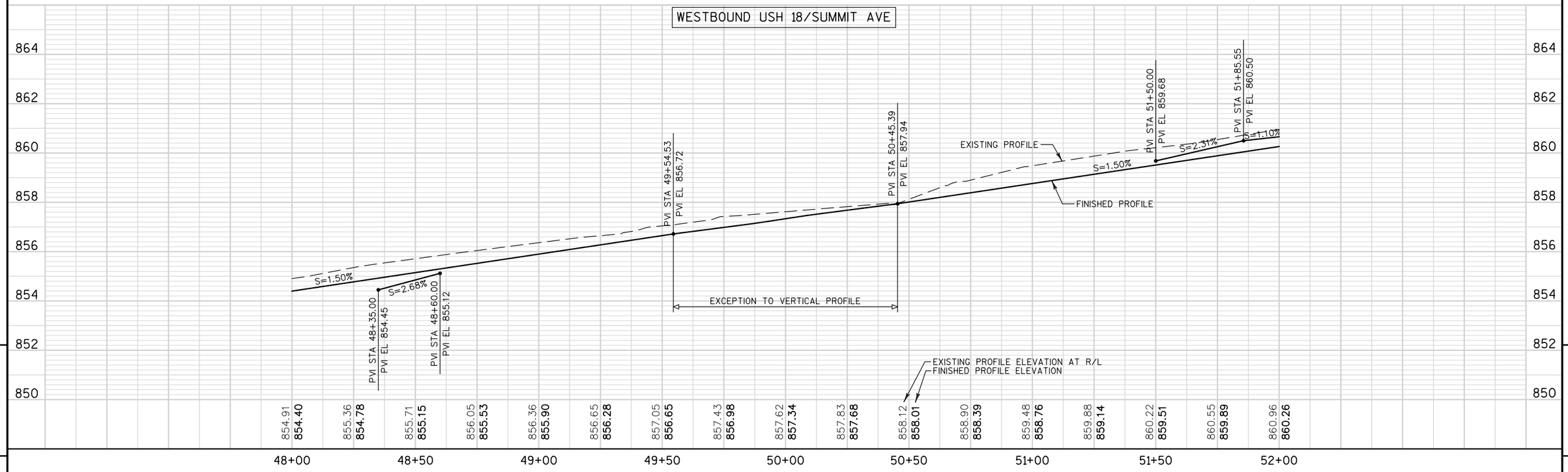
GOOD TIMES DAY CAMP LLC

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: USH 18/SUMMIT AVE	SHEET 496	E

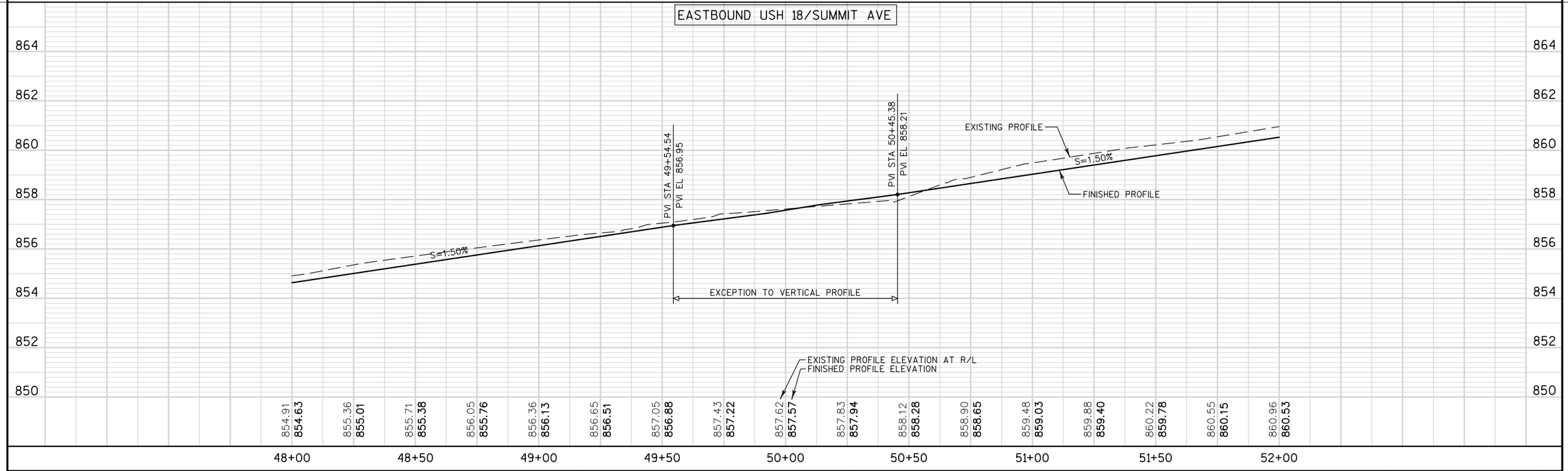
FILE NAME : FD_050140-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

WESTBOUND USH 18/SUMMIT AVE



EASTBOUND USH 18/SUMMIT AVE



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: USH 18/SUMMIT AVE	SHEET 497	E

MEADOWBROOK MARKETPLACE LLC

MEADOWBROOK MARKETPLACE LLC
C/O SIEGEL-GALLAGHER

N

STA 56+17.40 USH 18 =
10+00.00 DRIVEWAY

TLE

REMOVING
CURB & GUTTER

GRADE AROUND EXISTING
LIGHT POLES TO REMAIN

SLOPE INTERCEPT

GRADE AROUND EXISTING
LIGHT POLES TO REMAIN

REMOVING
CURB & GUTTER

EXISTING
R/W

EXISTING R/W

CAUTION

MATCH LINE STA 52+00

MATCH LINE STA 57+00

SUMMIT AVE

EXISTING R/W

R/W

TLE

SLOPE INTERCEPT

TLE

REMOVING
CURB & GUTTER

R/L SUMMIT AVE

CAUTION

EXISTING R/W

REMOVING
CURB & GUTTER

TLE

STA 56+12.61 USH 18 =
10+00.00 DRIVEWAY

GOOD TIMES DAY CAMP LLC

X = CLEARING & GRUBBING

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: SUMMIT AVE	SHEET 498	E

FILE NAME : FD_050142-pp.dgn PLOT DATE : 20-JAN-2017 PLOT BY : szongolo PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44

EASTBOUND SUMMIT AVE

VCL 420.00
K 170.00

VCL 150.00
K 255.00

PVC STA 52+05.00
PVC EL 860.60

S=1.50%

PVI STA 54+15.00
PVI EL 863.75

PVT STA 56+25.00
PVT EL 872.09

S=3.91%

PVC STA 56+75.00
PVC EL 874.08

EXISTING PROFILE

FINISHED PROFILE

EBS PROFILE

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

52+00	52+50	53+00	53+50	54+00	54+50	55+00	55+50	56+00	56+50	57+00
860.96 / **860.53**	861.93 / **860.91**	862.40 / **861.34**	862.91 / **861.80**	863.48 / **862.29**	864.07 / **862.83**	864.69 / **863.40**	864.79 / **864.00**	865.42 / **864.65**	866.17 / **865.33**	866.92 / **866.04**	867.70 / **866.80**	868.56 / **867.59**	869.40 / **868.41**	870.24 / **869.28**	870.98 / **870.18**	871.85 / **871.12**	872.70 / **872.09**	873.52 / **873.08**	874.42 / **874.08**	875.42 / **875.08**

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: SUMMIT AVE	SHEET 499	E

FILE NAME : FD_050143a-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40:1

WISDOT/CADDS SHEET 40

WESTBOUND SUMMIT AVE

VCL 564.00
K 177.01

PVC STA 52+20.00
PVC EL 860.56

PVI STA 52+50.00
PVI EL 861.21

S=1.10%

S=1.50%

EXISTING PROFILE

FINISHED PROFILE

PVI STA 55+02.00
PVI EL 864.79

EBS PROFILE

PVI STA 56+67.42
PVI EL 871.82

PVI STA 57+07.00
PVI EL 872.52

S=2.32%

S=0.57%

PVI STA 56+75.00
PVI EL 871.00

SPECIAL DITCH LT

	52+00	52+50	53+00	53+50	54+00	54+50	55+00	55+50	56+00	56+50	57+00
EXISTING PROFILE ELEVATION AT R/L	860.96	861.93	862.40	862.91	863.48	864.07	864.69	864.79	865.42	866.17	866.92
FINISHED PROFILE ELEVATION	**860.26**	**860.64**	**861.04**	**861.47**	**861.94**	**862.45**	**862.99**	**863.57**	**864.18**	**864.83**	**865.51**
	867.70	868.56	869.40	870.24	870.98	871.85	872.70	873.52	874.42	875.42	
	866.23	**866.98**	**867.77**	**868.59**	**869.45**	**870.34**	**871.27**	**872.24**	**873.24**	**874.27**	

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PROFILE: SUMMIT AVE	SHEET 500	E

HARRY J & WINNIFRED S WILKINS FAMILY TRUST

N

END CONSTRUCTION
62+33.94
MATCH EXISTING
SAW CUT REQ'D

EXISTING R/W

SLOPE INTERCEPT

EXISTING R/W

MATCH LINE STA 57+00

3'
12'
5'
12'
4'
12'
10'
12'
12'
4'
5'
6'

58 59 60 61 62 63

SUMMIT AVE

TLE

BM 721

SLOPE INTERCEPT

R/L SUMMIT AVE

CE

TLE

101'

TLE

REMOVING
CURB & GUTTER

SIGN

SIGN

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
721	57+55.70 RT	UPPER BOLT ON 1st HYDRANT WEST OF	877.44
		WAUKESHA FIRE DEPT. 5 ON THE SOUTH	
		SIDE OF STH 18; EAST OF CTH TT	

X = CLEARING & GRUBBING

CITY OF WAUKESHA

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: SUMMIT AVE	SHEET 501	E

EASTBOUND SUMMIT AVE

904
902
900
898
896
894
892
890
888
886
884
882
880
878
876
874
872
870

PVI STA 57+50.00
PVI EL 877.05

VCL 150.00
K 255.00

PVT STA 58+25.00
PVT EL 880.47

S=4.56%

PVI STA 58+75.00
PVI EL 882.75

S=4.44%

PVI STA 59+69.56
PVI EL 886.95

S=-3.26%

PVI STA 59+75.00
PVI EL 887.49

PVI STA 59+94.00
PVI EL 886.87

PVI STA 60+26.00
PVI EL 887.98

S=4.96%

PVI STA 60+75.00
PVI EL 890.41

PVI STA 61+25.00
PVI EL 892.28

S=4.83%

PVI STA 62+05.00
PVI EL 896.14

EXISTING PROFILE

SPECIAL SIDEWALK RT

END CONSTRUCTION
STA 59+69.56
MATCH EXISTING
SAW CUT REQ'D

FINISHED PROFILE

EBS PROFILE

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

| | | |

WESTBOUND SUMMIT AVE

902 900 898 896 894 892 890 888 886 884 882 880 878 876 874 872 870 868

EXISTING PROFILE

PVI STA 59+69.56
PVI EL 886.70

END CONSTRUCTION
STA 59+69.56
MATCH EXISTING
SAW CUT REQ'D

S=4.69%

VCL 564.00
K 177.01

PVT STA 57+84.00
PVT EL 878.01

FINISHED PROFILE

EBS PROFILE

PVI STA 59+25.00
PVI EL 881.23

S=4.59%

SPECIAL DITCH LT

STA 57+06.00
PVT EL 871.18

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

| | | |

FAITH BAPTIST CHURCH INC

M-67-01
1 - CPRC 72-INCH EXTENSION
2 - CPRC 48-INCH EXTENSION

SLOPE INTERCEPT

REMOVING CURB & GUTTER

ROBERT F. SMART
AND C O SMART

PLE

TLE

SAN

SS

STA 288+68.48 BYPASS =
STA 50+00.00 DRIVEWAY

R/L WAUKESHA BYPASS

WAUKESHA BYPASS

PRE-PAVING TELEVISING SANITARY MAIN LINE

CAUTION

C/L DRIVEWAY

DRIVEWAY

REMOVING CURB & GUTTER

SLOPE INTERCEPT

END CONSTRUCTION
STA 51+50.00
MATCH EXISTING
SAW CUT REQ'D

X = CLEARING & GRUBBING

MATT K NEUMANN

BEGIN CONSTRUCTION
STA 48+25.00
MATCH EXISTING
SAW CUT REQ'D

PVI STA 48+25.00
PVI EL 848.73

PVI STA 48+39.00
PVI EL 849.13

PVI STA 48+82.00
PVI EL 850.90

PVI STA 49+24.00
PVI EL 852.20

PVI STA 49+35.00
PVI EL 852.41

PVI STA 49+57.00
PVI EL 853.09

PVI STA 50+43.00
PVI EL 853.79

PVI STA 50+80.00
PVI EL 854.50

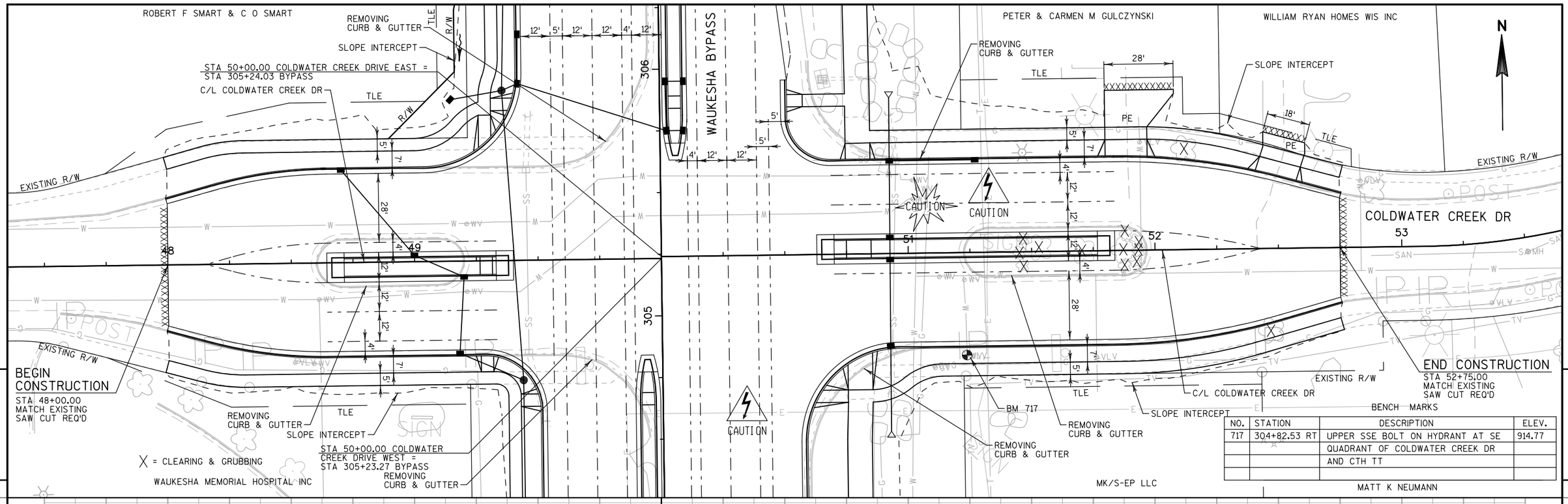
PVI STA 51+50.00
PVI EL 856.29

S=2.91%
S=4.10%
S=3.10%
S=1.90%
S=3.10%
S=1.91%
S=2.55%

EXISTING PROFILE
FINISHED PROFILE
EXCEPTION TO VERTICAL PROFILE

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

| | | |



PROJECT NO: 2788-00-72 | HWY: WAUKESHA BYPASS | COUNTY: WAUKESHA | PLAN & PROFILE: COLDWATER CREEK DRIVE | SHEET 505 | E

FILE NAME : FD_050149-pp.dgn | PLOT DATE : 01-DEC-2016 | PLOT BY : jpieroni | PLOT NAME : | PLOT SCALE : 40:1

WISDOT/CADDS SHEET 30

5

5

TIMOTHY J MOAT
LATTICIA A KOKAN

JULIE A MESSNER

WELL

N

BEGIN GRADING
OF LEFT DITCH
STA 44+00

R/L NORTHVIEW RD

SLOPE INTERCEPT

TLE

17'

PE

13'

PE

4'

12'

12'

CAUTION

CAUTION

CAUTION

43

NORTHVIEW RD

44

45

46

4

12'

12'

5'

5'

4'

12'

MATCHLINE STA 47+00

CAUTION

PE

R/W

R/W

R/W

PE

18'

24'

BEGIN GRADING
OF RIGHT DITCH
STA 44+25

SLOPE INTERCEPTS

BEGIN CONSTRUCTION
STA 44+50.00
MATCH EXISTING
SAW CUT REQ'D

RECONSTRUCT
SANITARY
MANHOLE

JEROME &
NANCY BRUCHERT

MARGARET A POWELEIT
C/O THOMAS POWELEIT

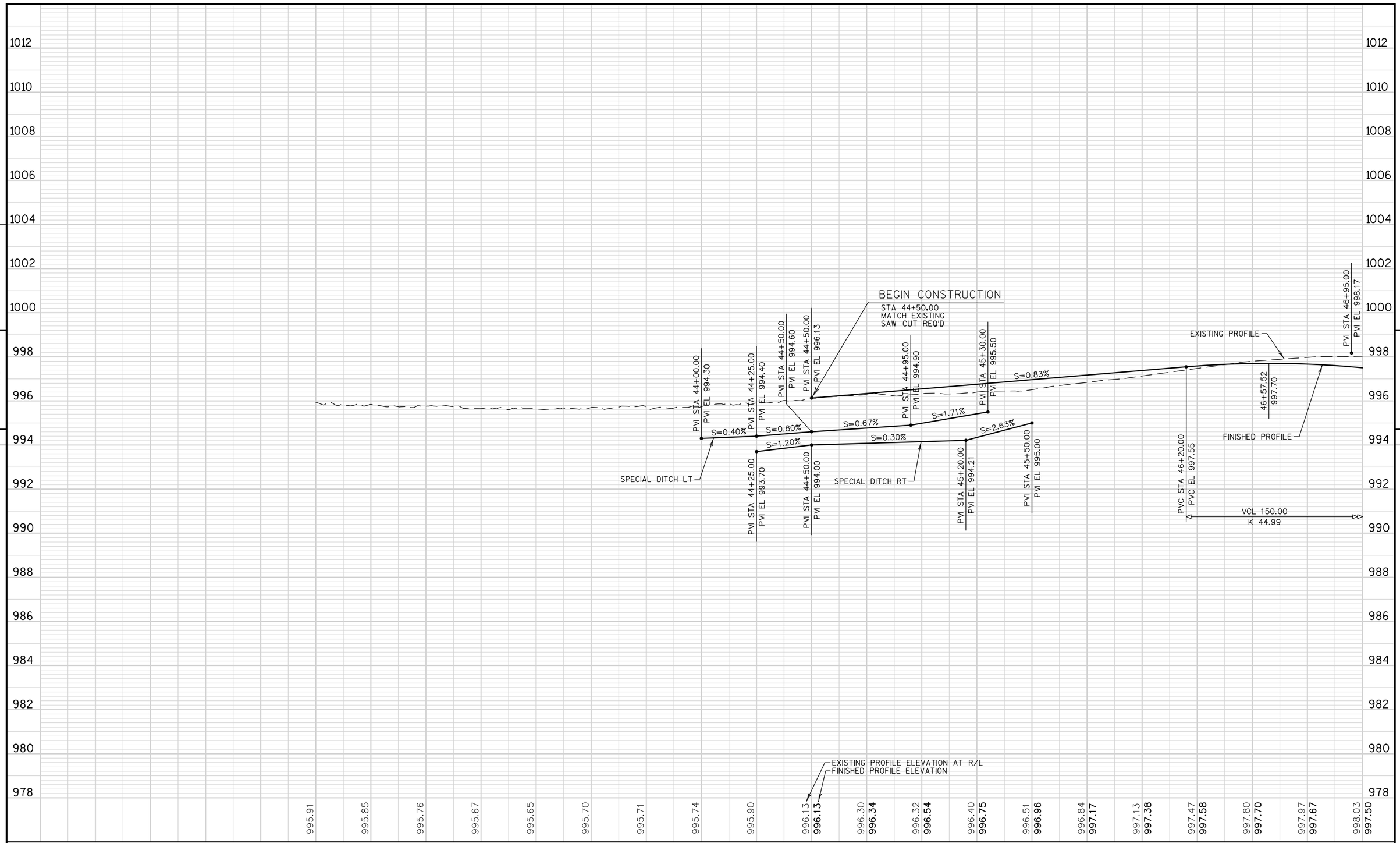
CP 135

X = CLEARING & GRUBBING

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN & PROFILE: NORTHVIEW ROAD	SHEET 506	E

FILE NAME : FD_050150-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN & PROFILE: NORTHVIEW ROAD	SHEET 507	E

RONALD & PATRICIA SENNOTT

MAJESKIE FAMILY IRREVOCABLE TRUST

WAUKESHA COUNTY COUNTY TREASURER

CITY OF WAUKESHA

R/L NORTHVIEW RD

R/L WAUKESHA BYPASS

NORTHVIEW RD

WAUKESHA BYPASS

MATCHLINE STA 47+00

MATCHLINE STA 52+00

STA 50+00.00 NORTHVIEW ROAD =
STA 340+51.62 BYPASS

SLOPE INTERCEPT

REMOVING CURB & GUTTER

RECONSTRUCT SANITARY MANHOLE

TLE

PE

R/W

CAUTION

44'

20'

5'

4'

12'

6'

342

341

340

339

48

49

50

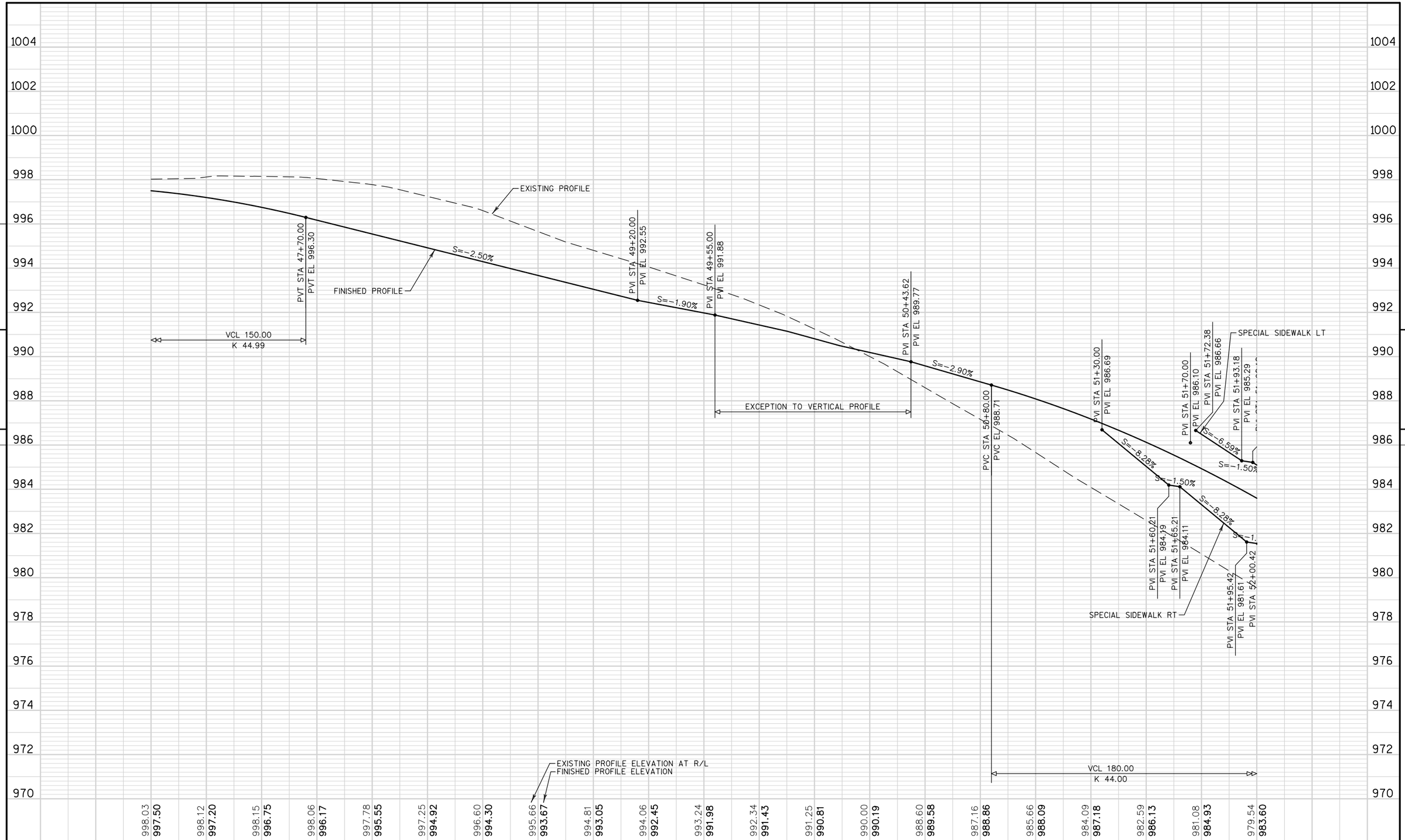
51

X = CLEARING & GRUBBING

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN & PROFILE: NORTHVIEW ROAD	SHEET 508	E

FILE NAME : FD_050151-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN & PROFILE: NORTHVIEW ROAD	SHEET 509 E

CITY OF WAUKESHA

THOS E. &
SANDRA MARTIN

TLE

SLOPE INTERCEPT

PE

CAUTION

CAUTION

MATCHLINE STA 52+00

R/L NORTHVIEW RD

NORTHVIEW RD

END CONSTRUCTION
STA 56+65.00
MATCH EXISTING
SAW CUT REQ'D

STA 10+00.00 DRIVEWAY =
STA 52+74.89 NORTHVIEW ROAD

X = CLEARING & GRUBBING

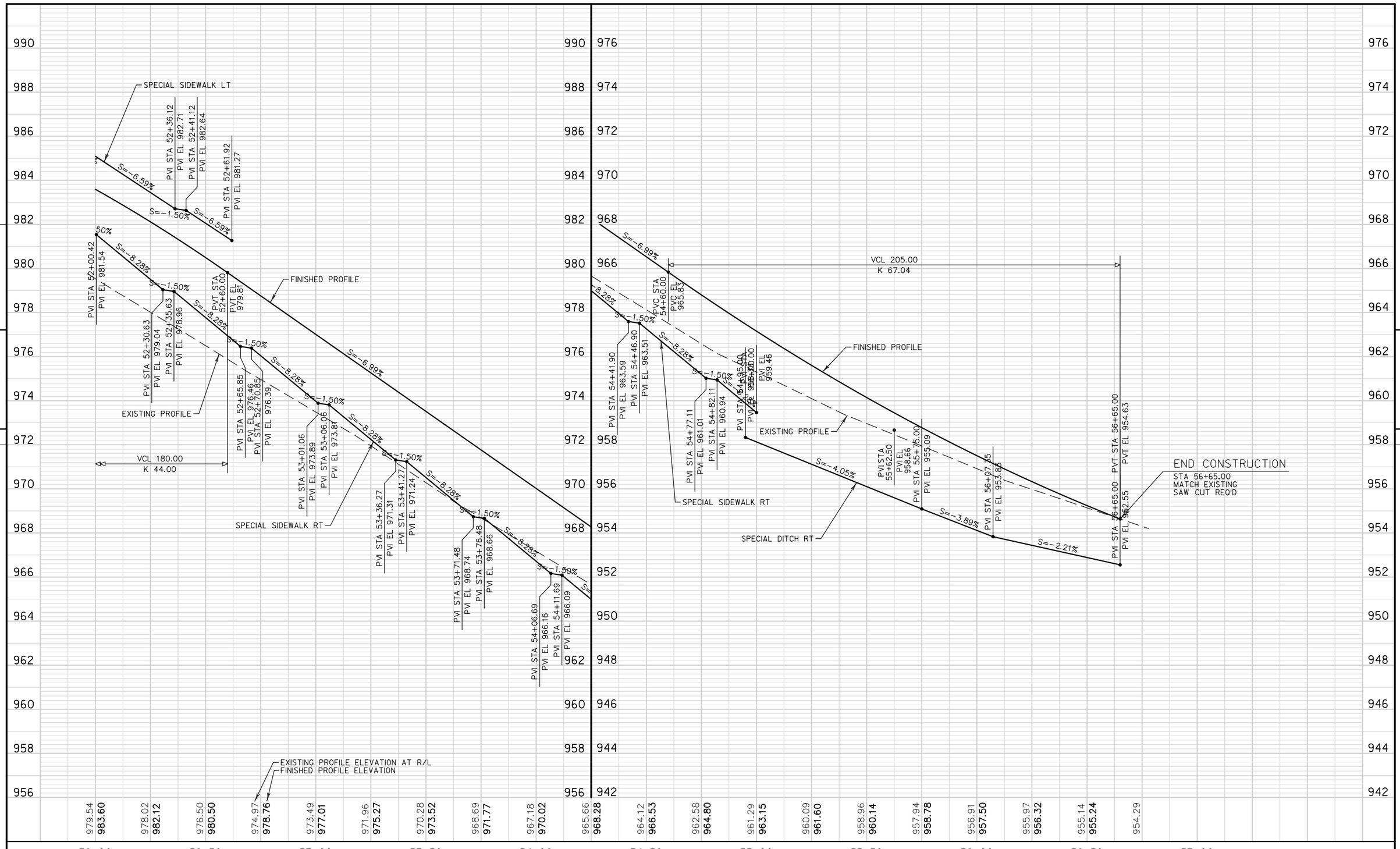
Dirt Fill

N

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN & PROFILE: NORTHVIEW ROAD	SHEET 510	E

FILE NAME : FD_050152-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN & PROFILE: NORTHVIEW ROAD	SHEET 511	E

FILE NAME : FD_050152a-pp.dgn PLOT DATE : 01-DEC-2016 PLOT BY : jpieroni PLOT SCALE : 40.000002:1

WISDOT/CADDS SHEET 40

R/L USH 18
STA 10+00.00 TURNBERRY OAK DR =
STA 43+17.05 USH 18

TURNBERRY OAK DR

USH 18

EXISTING R/W

TLE

REMOVING
CURB & GUTTER

SLOPE INTERCEPT

R/L TURNBERRY OAK DR

22'

19'

9

43

44

SLOPE INTERCEPT

REMOVING
CURB & GUTTER

EXISTING
R/W

X = CLEARING & GRUBBING

STA 10+00.00 TORHORST RD =
STA 43+14.91 USH 18

SLOPE INTERCEPT

R/L TORHORST RD

REMOVING
CURB & GUTTER

TORHORST RD

11

12

13

3'

11'

12'

3'

CPRC
CLASS III
30-INCH

SLOPE INTERCEPT

REMOVING
CURB & GUTTER

ROBERT F SMART & C O SMART

N

5

5

BEGIN
CONSTRUCTION
STA 8+87.15
MATCH EXISTING
SAW CUT REQ'D

END CONSTRUCTION
STA 11+90.00
MATCH EXISTING
SAW CUT REQ'D

VCL 100.00
K 26.64

PVI STA 8+87.15
PVI EL 847.65

PVI STA 8+96.75
PVI EL 847.99

PVI STA 8+90.32
PVI EL 847.71

PVI STA 9+03.00
PVI EL 848.34

PVI STA 9+58.00
PVI EL 852.08

PVI STA 9+68.05
PVI EL 852.59

PVI STA 9+63.00
PVI EL 852.36

PVI STA 10+38.75
PVI EL 852.30

PVI STA 10+40.00
PVI EL 852.27

PVI STA 10+60.00
PVI EL 851.65

PVC STA 10+90.00
PVC EL 850.39

PVI STA 10+83.12
PVI EL 844.60

PVI STA
0+87.75
PVI EL
843.70

PVI STA 11+40.00
PVI EL 848.29

PVI STA 11+90.00
PVI EL 848.07

PVI STA 12+16.06
PVI EL 846.49

S=1.70%
S=4.43%
S=5.60%
S=6.80%
S=5.60%
S=4.40%
S=1.94%
S=3.10%
S=4.20%
S=6.1%
S=3.70%
S=2.17%

EXCEPTION TO VERTICAL PROFILE

EXISTING PROFILE
FINISHED PROFILE

FINISHED PROFILE
EXISTING PROFILE

SPECIAL DITCH LT

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

| | | |

GOOD TIMES DAY CAMP LLC

MEADOWBROOK MARKETPLACE LLC
C/O SIEGEL-GALLAGHER

STA 10+00.00 DRIVEWAY =
STA 56+12.61 USH 18

REMOVING
CURB & GUTTER

SLOPE INTERCEPT

R/L DRIVEWAY

DRIVEWAY

CAUTION

EXISTING R/W

USH 18

56

57

TLE

REMOVING
CURB & GUTTER

R/L USH 18

SLOPE INTERCEPT

REMOVING
CURB & GUTTER

SLOPE INTERCEPT

R/L DRIVEWAY

DRIVEWAY

CAUTION

CAUTION

TLE

SLOPE INTERCEPT

REMOVING
CURB & GUTTER

STA 10+00.00 DRIVEWAY =
STA 56+17.40 USH 18

EXISTING R/W

EXISTING R/W

N

X = CLEARING & GRUBBING

BEGIN
CONSTRUCTION
STA 8+75.00
MATCH EXISTING
SAW CUT REQ'D

END CONSTRUCTION
STA 11+38.86
MATCH EXISTING
SAW CUT REQ'D

5

5

876
874
872
870
868
866
864
862

VCL 20.00
K 12.95

PVC STA 8+75.00
PVC EL 867.90

PVI STA 8+85.00
PVI EL 868.59

PVI STA 9+25.00
PVI EL 871.97

PVT STA 9+55.00
PVT EL 872.15

S=0.60%

PVI STA 9+60.36
PVI EL 872.18

FINISHED PROFILE

EXISTING PROFILE

VCL 60.00
K 7.65

EXCEPTION TO VERTICAL PROFILE

PVI STA 10+43.03
PVI EL 870.37

EXISTING PROFILE

S=-1.09%

FINISHED PROFILE

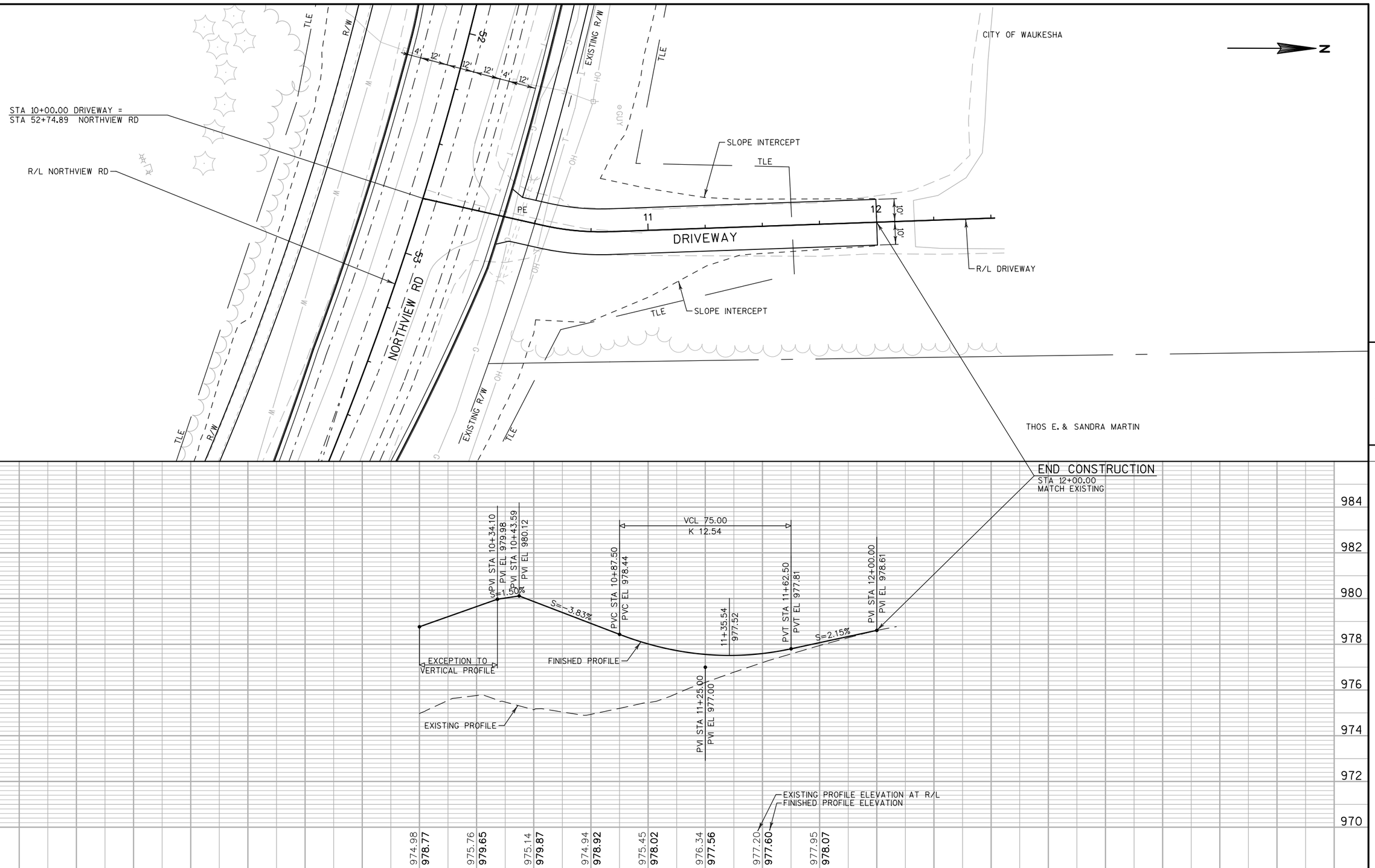
PVI STA 11+38.86
PVI EL 869.32

EXISTING PROFILE ELEVATION AT R/L
FINISHED PROFILE ELEVATION

867.90 **867.90** 869.28 **869.84** 870.23 **871.38** 871.34 **872.10** 872.30 872.27 871.54 870.94 **870.29** 870.46 **870.02** 870.06 **869.75** 869.61 **869.47** 869.09 868.44 867.97

8+50 9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: DRIVEWAY - 56+12.61 RT/56+17.40 LT USH 18	SHEET 513 E



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	PLAN: DRIVEWAY - 52+74.89 LT NORTHVIEW RD	SHEET 514	E

Standard Detail Drawing List

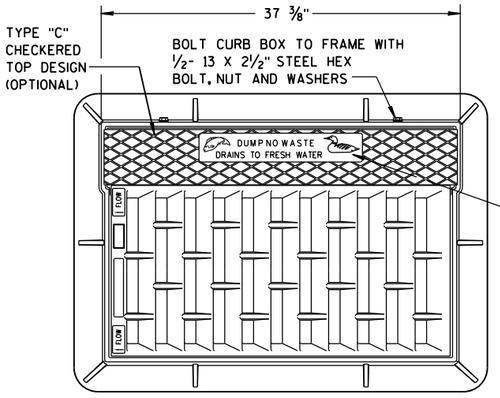
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-01	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-01	INLETS 3-FT AND 4-FT DIAMETER
08C07-01	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
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
09C08-05	CONCRETE BASE, TYPE 7
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
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-07B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-07C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-07D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-07E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
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
10A17-04A	POLES, TYPES 7 ALUMINUM - 35'-10" SHAFT
10A18-05A	LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-06	CONCRETE PAVEMENT SHOULDERS
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C13-08	URBAN DOWELED CONCRETE PAVEMENT

6

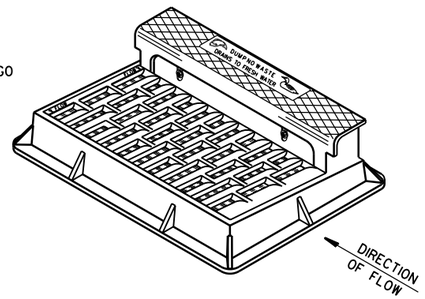
Standard Detail Drawing List

13C18-03A	CONCRETE PAVEMENT JOINTING
13C18-03B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-03C	CONCRETE PAVEMENT JOINT TIES
13C18-03D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
14B07-14A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-14H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C23-03	30" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-03A	BICYCLE LANE MARKING
15C29-03B	BICYCLE LANE MARKING
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-03	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
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

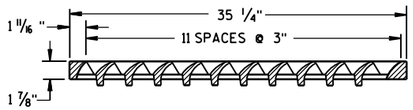
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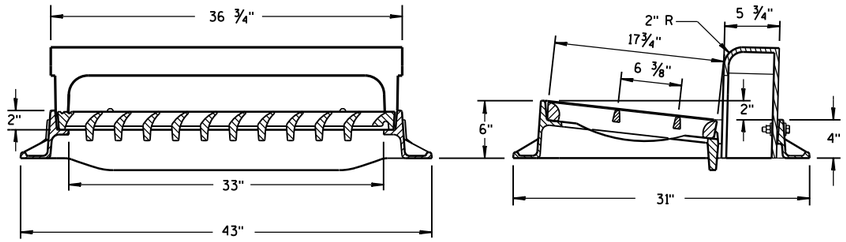


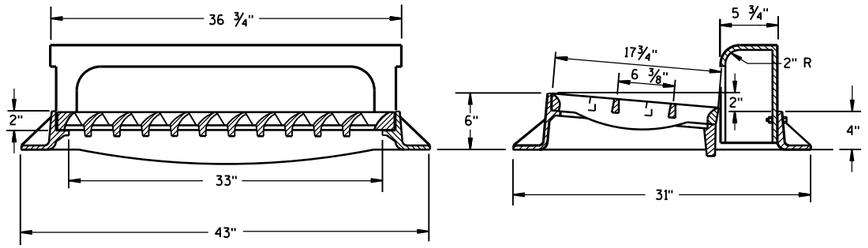
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

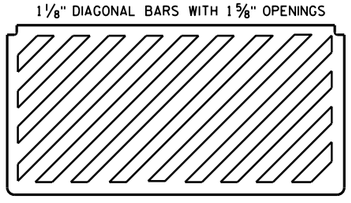






TYPE "H"

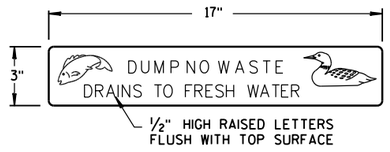
NOTE: EITHER CASTING IS ACCEPTABLE



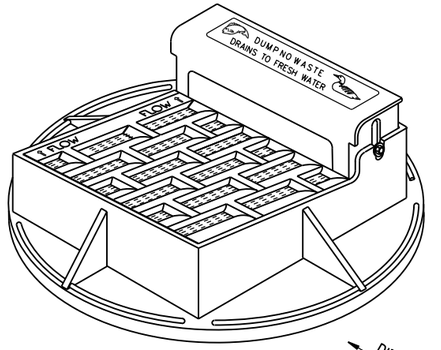
SPECIAL GRATE FOR TYPE "H" COVER

(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"

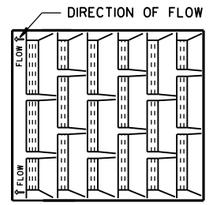
NOTE:
GRATE IS REVERSIBLE.

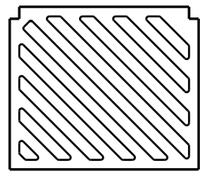
GENERAL NOTES

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.

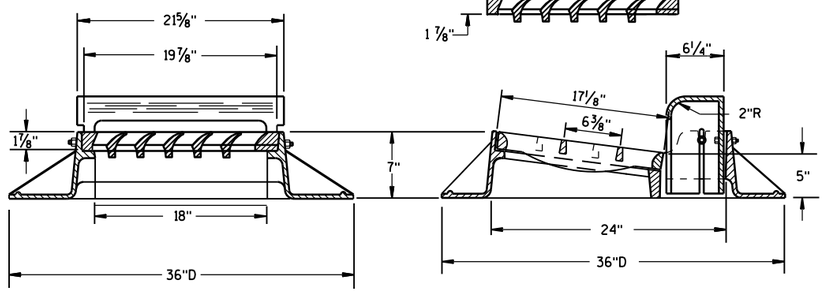




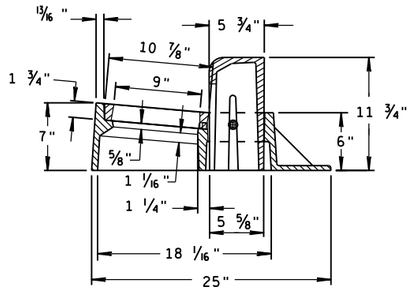
SPECIAL GRATE FOR TYPE "A" COVER

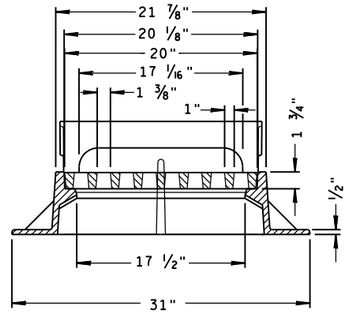
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

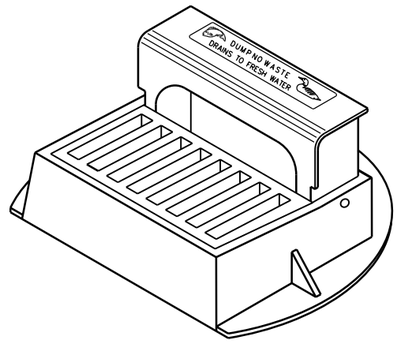


TYPE "A"





TYPE "Z"



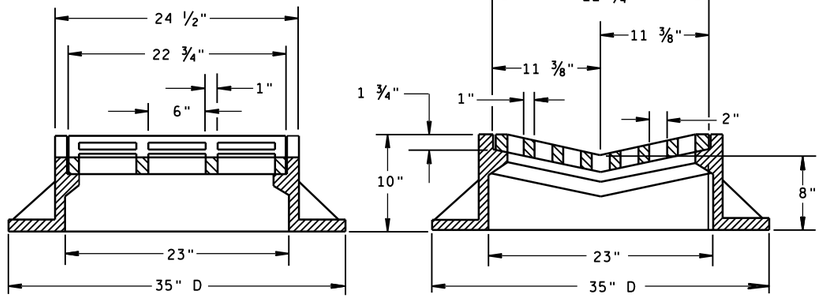
INLET COVERS
TYPE A, H, A-S, H-S & Z

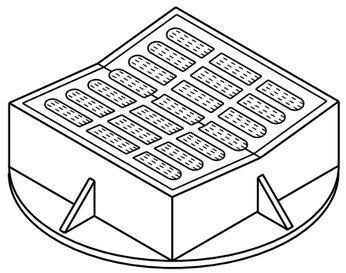
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

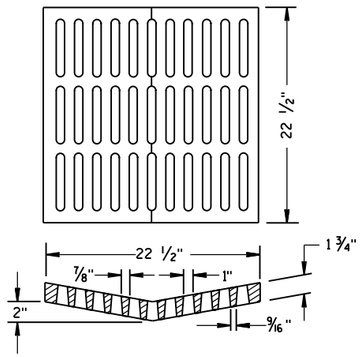
6

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



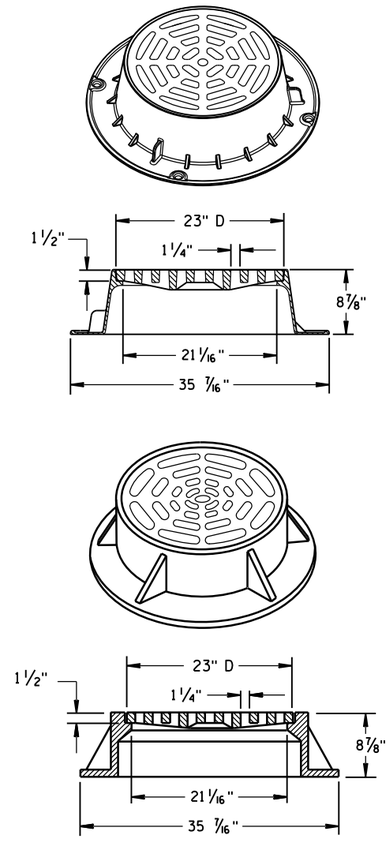


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

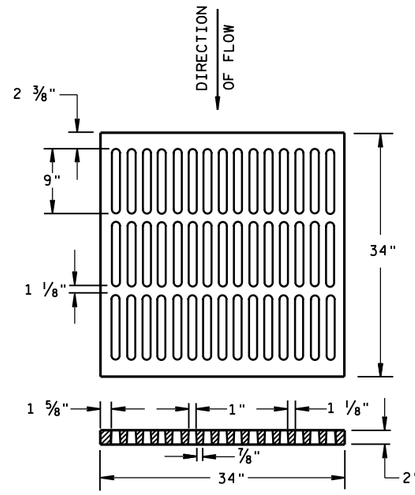
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

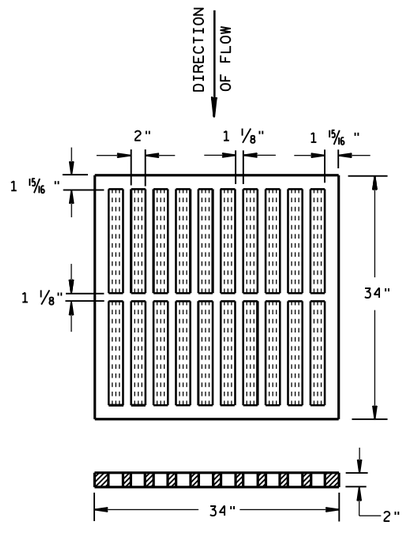
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



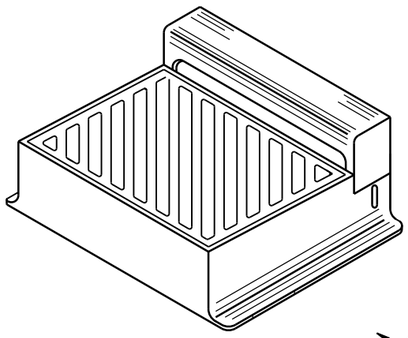
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

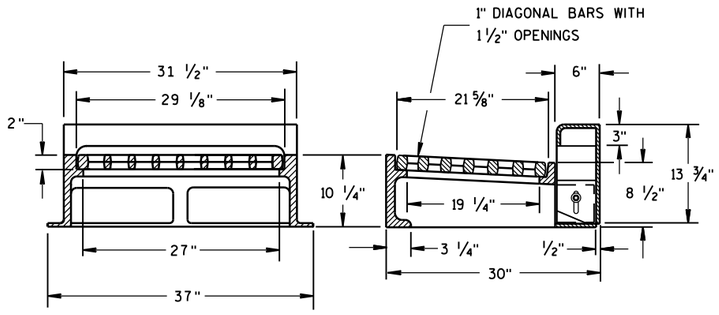


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

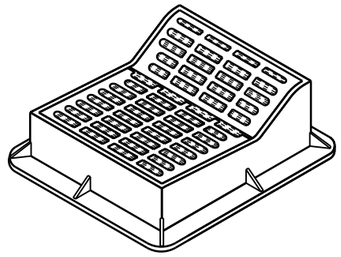
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

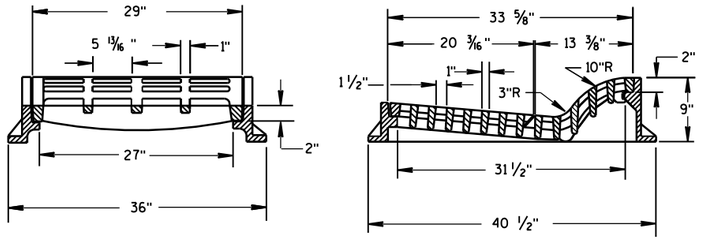
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

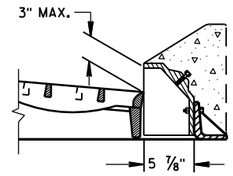
S.D.D. 8 A 5-19b





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

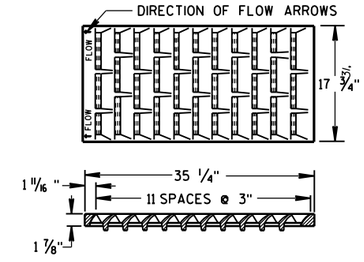
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

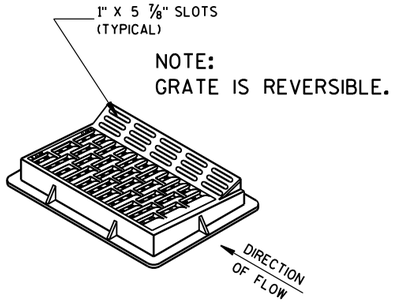
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

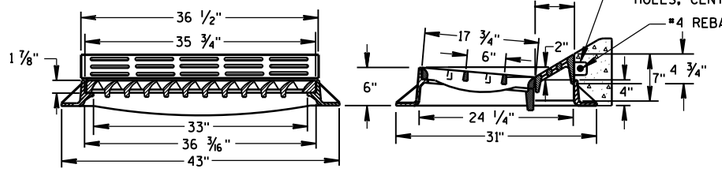
GENERAL NOTES

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

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



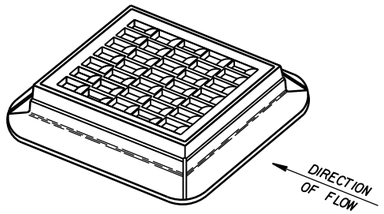


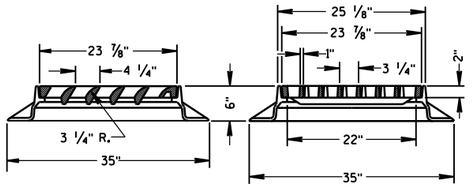


TYPE "HM"

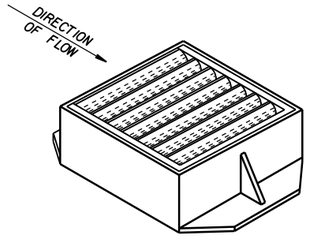
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

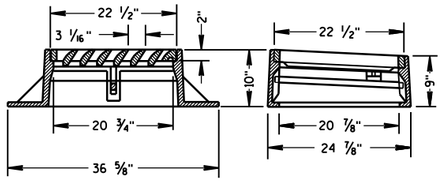
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



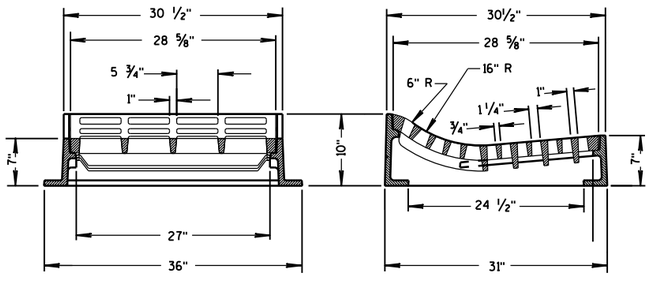


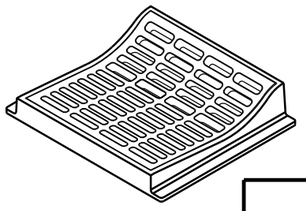
TYPE "S"





TYPE "V"





TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

519

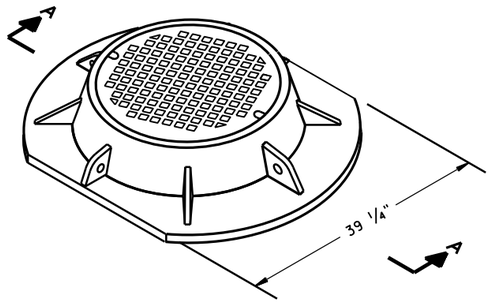
FHWA

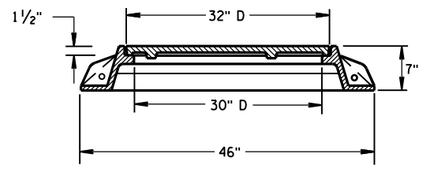
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S.D.D. 8 A 5-19c

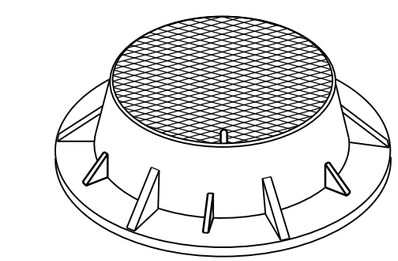
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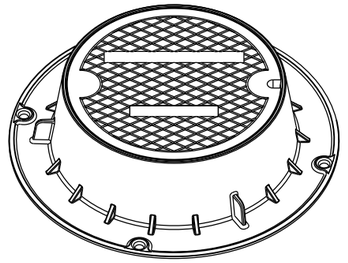
S.D.D. 8 A 5-19c

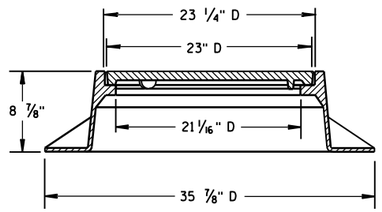


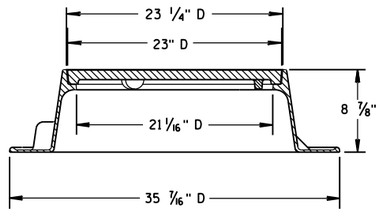


SECTION A-A
TYPE "K"









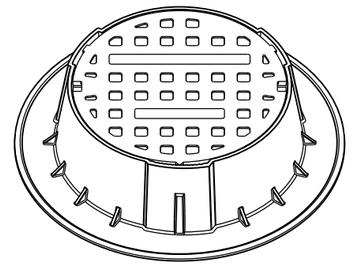
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

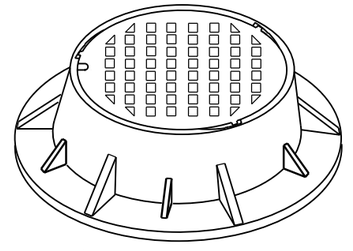
GENERAL NOTES

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

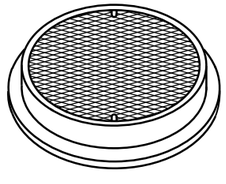
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

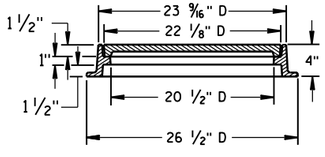
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



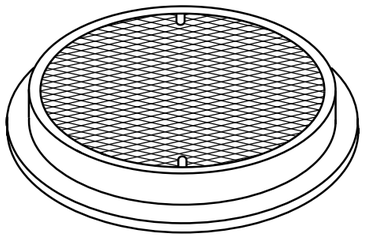


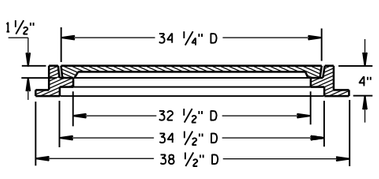
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



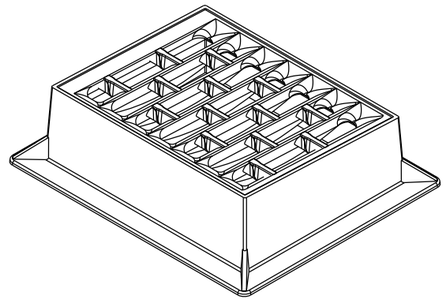


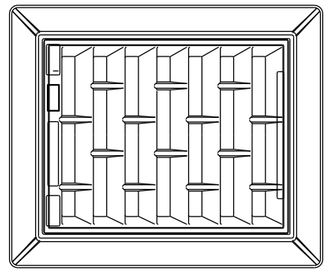
TYPE "L"

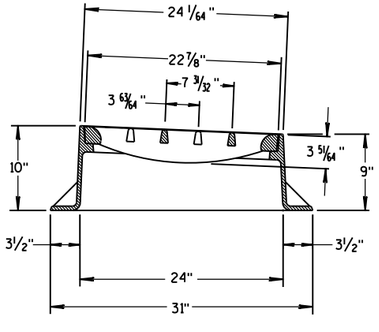


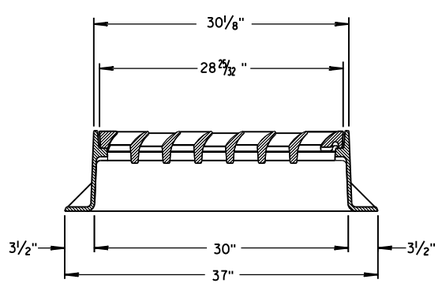


TYPE "M"









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

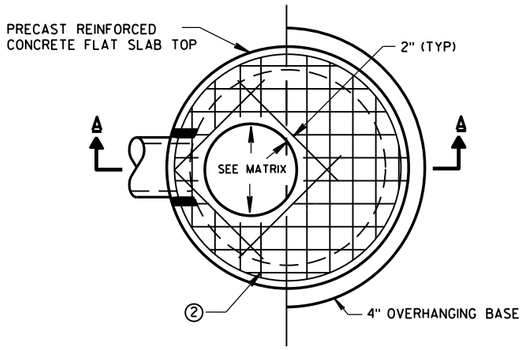
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

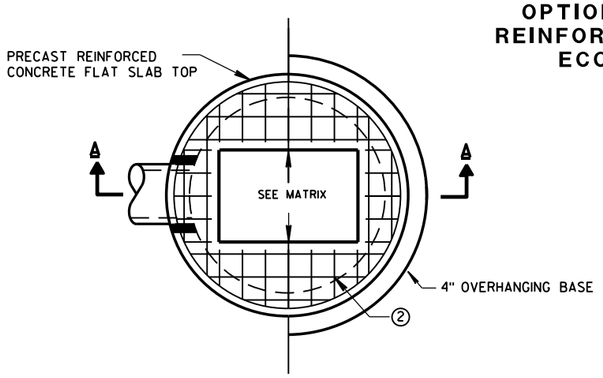
S.D.D. 8 A 5-19d

6

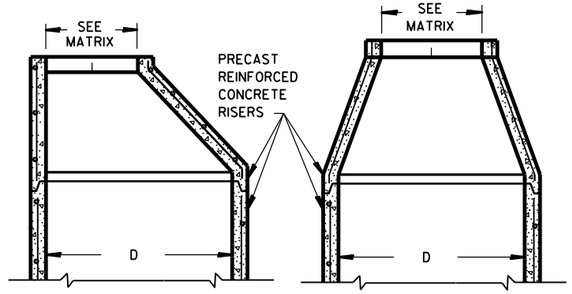
S.D.D. 8 A 5-19d



PLAN VIEW CIRCULAR OPENING

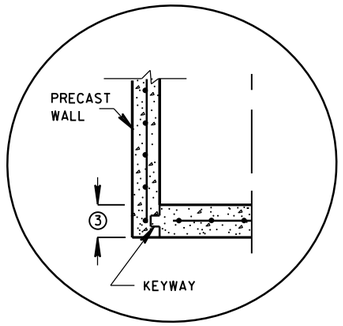


PLAN VIEW RECTANGULAR OPENING

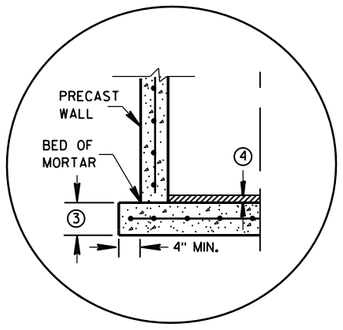


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

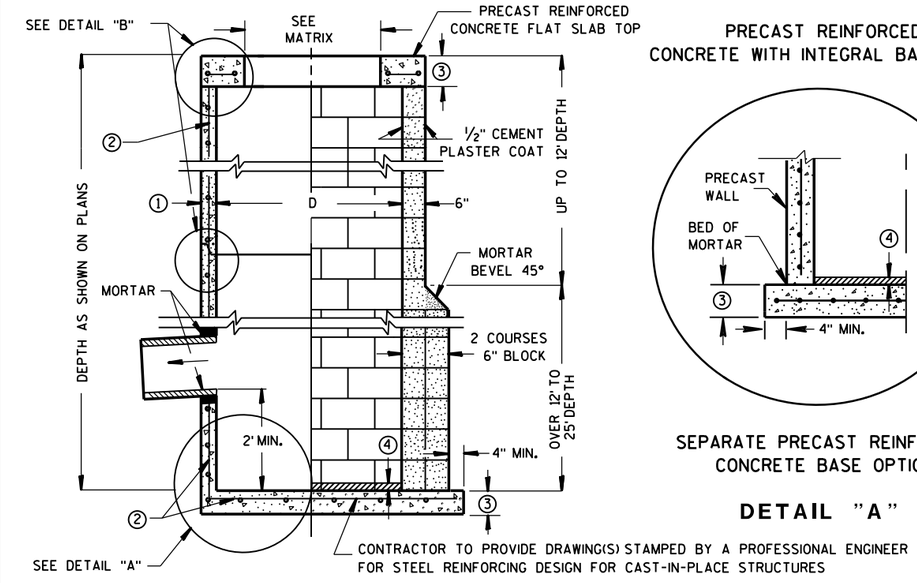


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

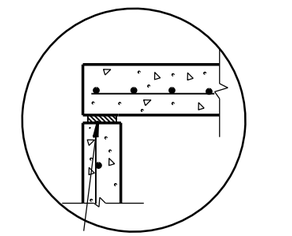
DETAIL "A"



SECTION A-A

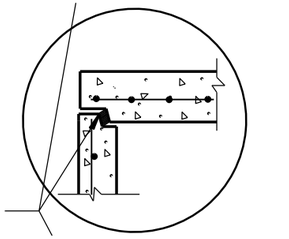
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

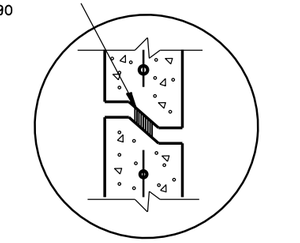


TOP WITH PLAIN END JOINT

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

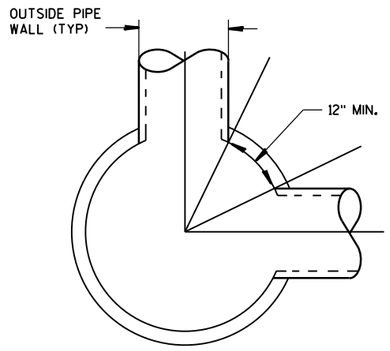


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"

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
521
FHWA

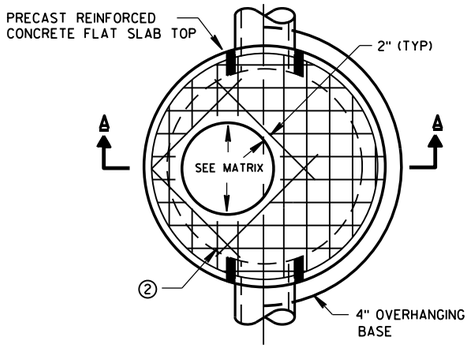
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

6

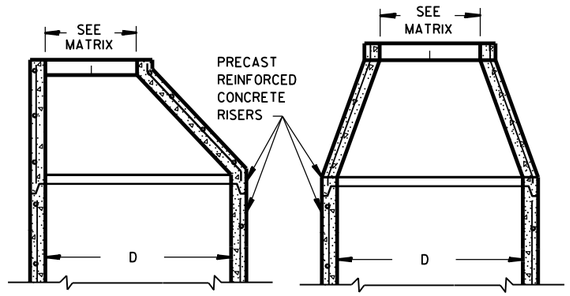
S.D.D. 8 A 8-1

6

S.D.D. 8 A 8-1

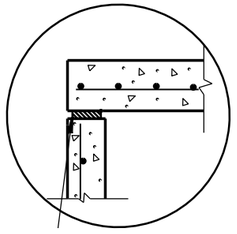


PLAN VIEW CIRCULAR OPENING

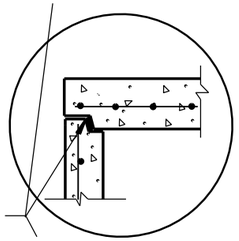


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

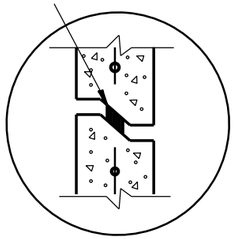


TOP WITH PLAIN END JOINT



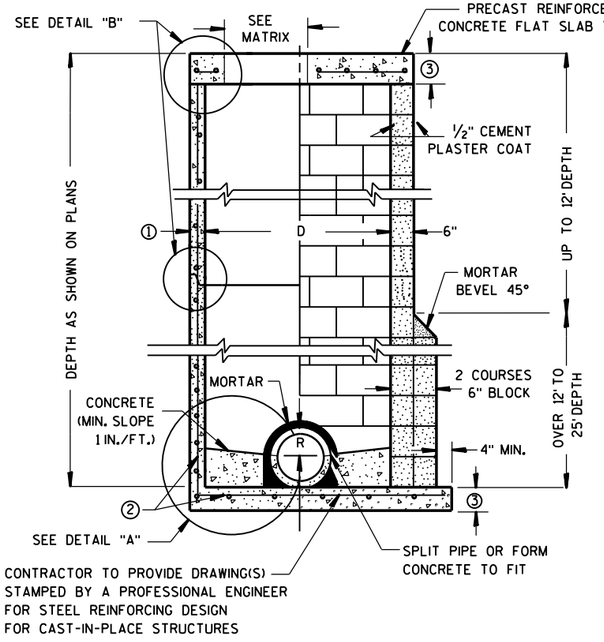
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



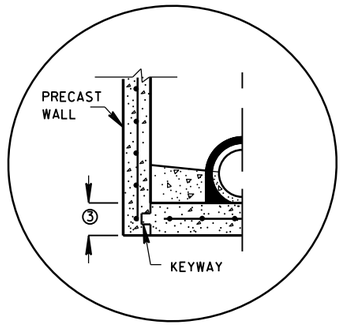
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

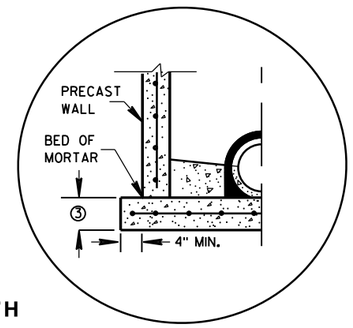


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

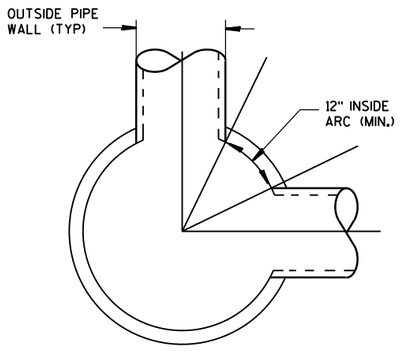


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

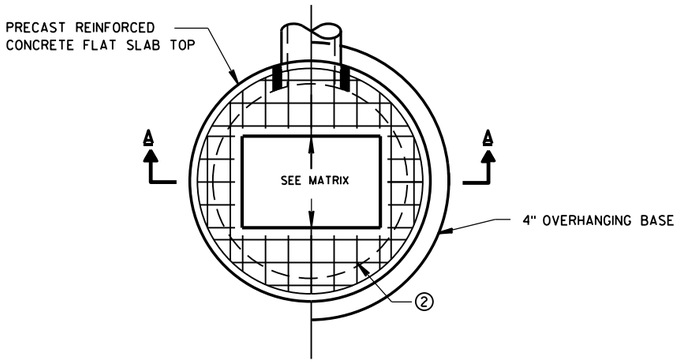
MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

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

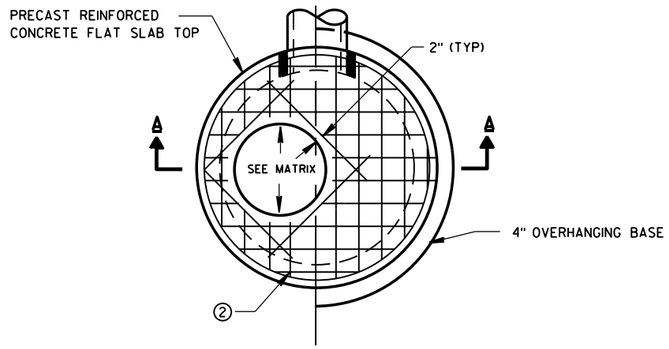
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

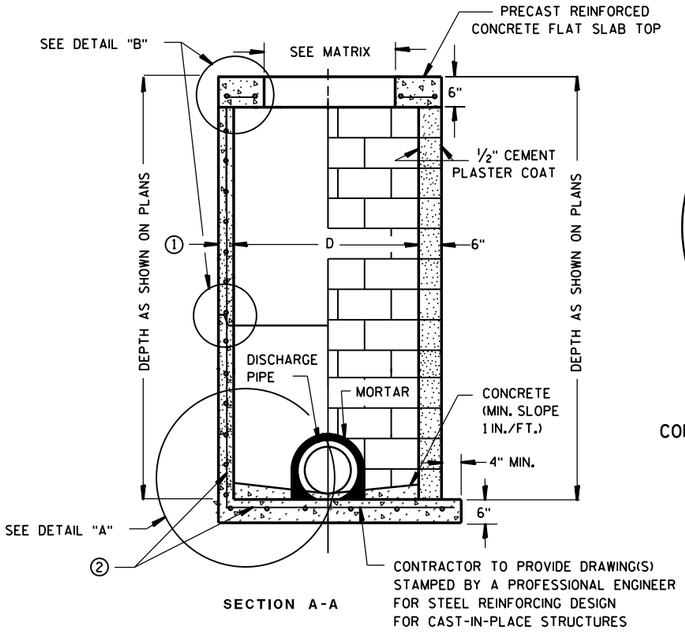
6
S.D.D. 8 B 9-1



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

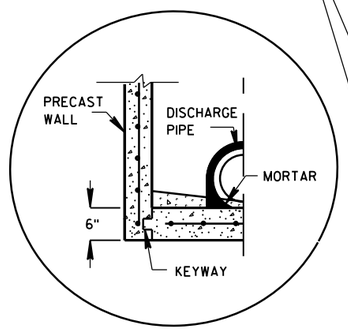


SECTION A-A

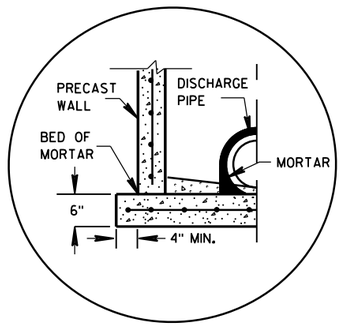
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

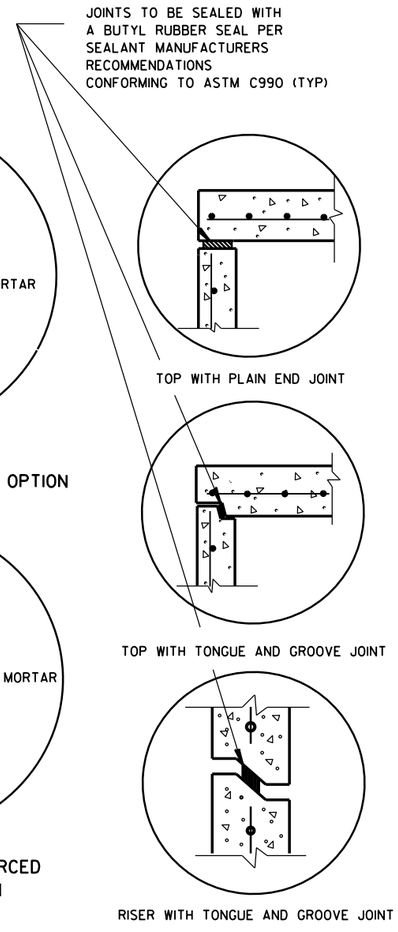


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

ALL 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.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

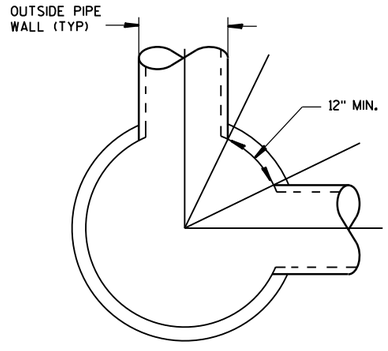
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

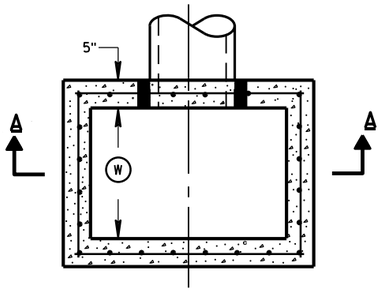
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

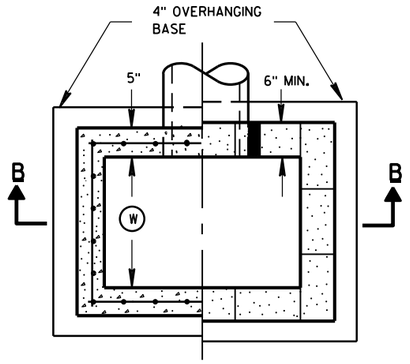
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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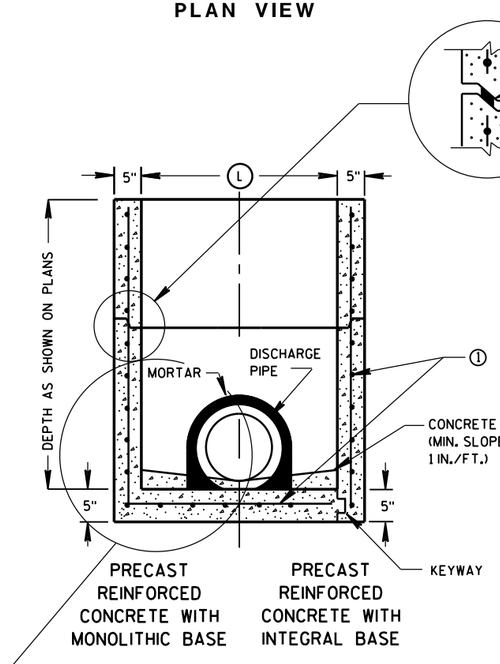
S.D.D. 8 C 6-1



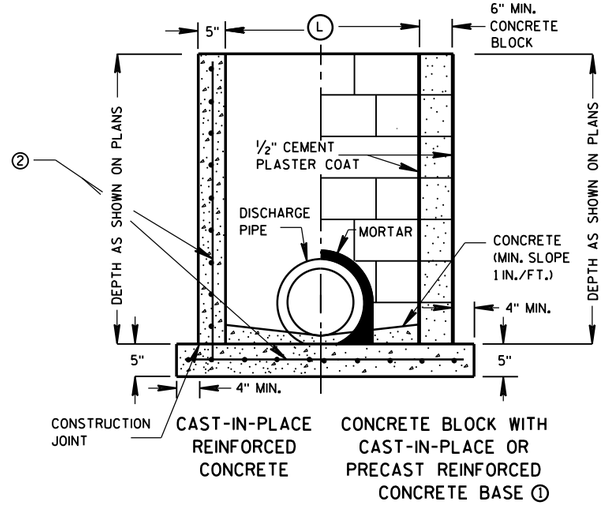
PLAN VIEW



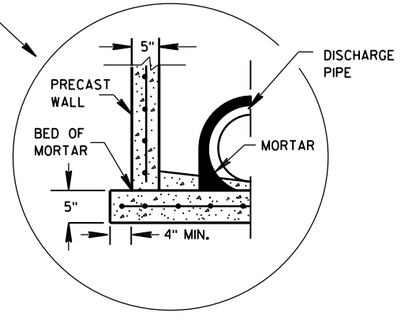
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

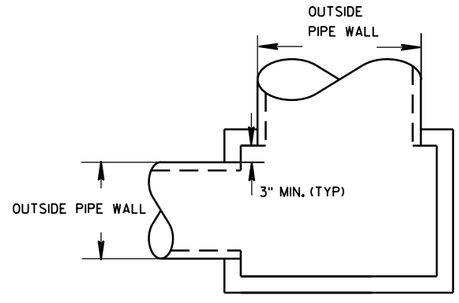
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

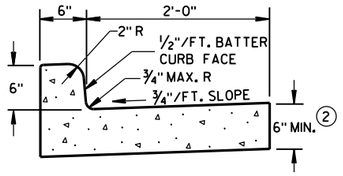
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

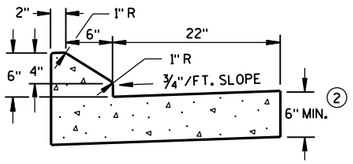
APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE ENGINEER
FHWA

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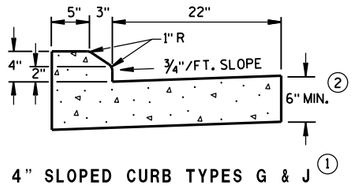
S.D.D. 8 C 7-1



TYPES A & D ①

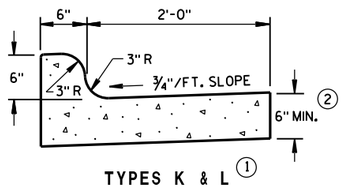


6" SLOPED CURB TYPES G & J ①

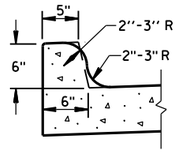


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

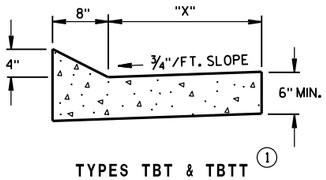


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

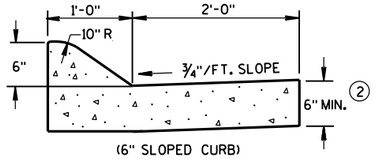
CONCRETE CURB & GUTTER 30"



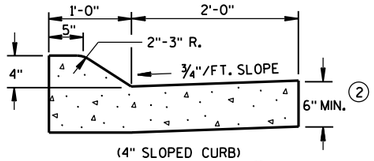
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

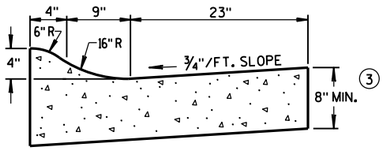


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

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

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

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

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

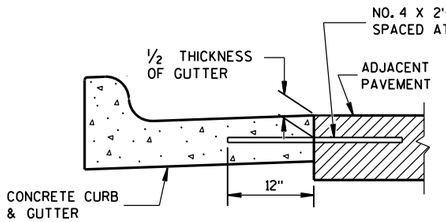
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

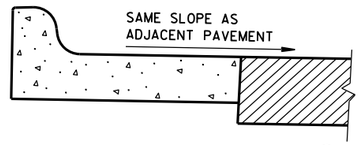
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

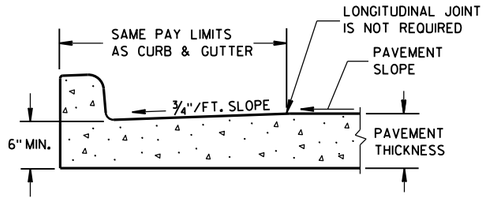
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



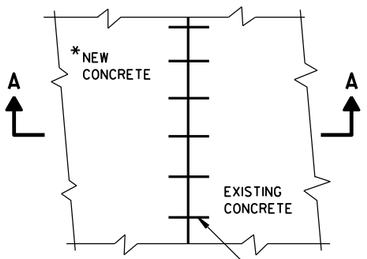
TYPICAL TIE BAR LOCATION ①



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

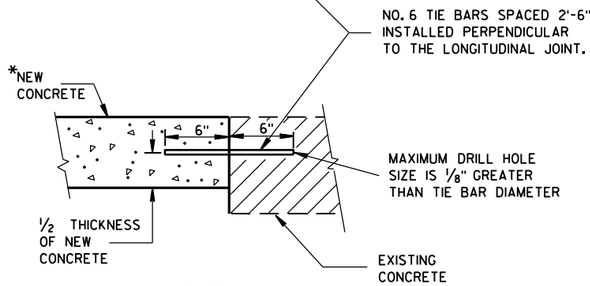


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



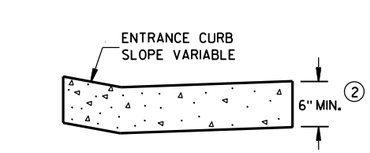
PLAN VIEW

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

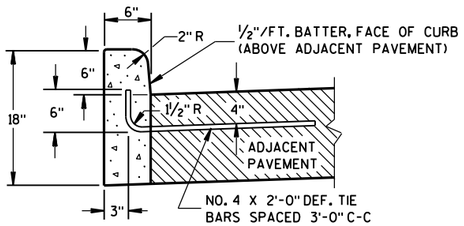


SECTION A-A

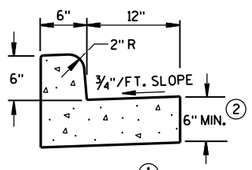
TIE BARS DRILLED
INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

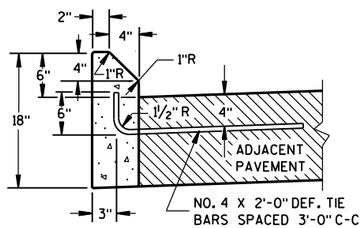


① TYPES A & D

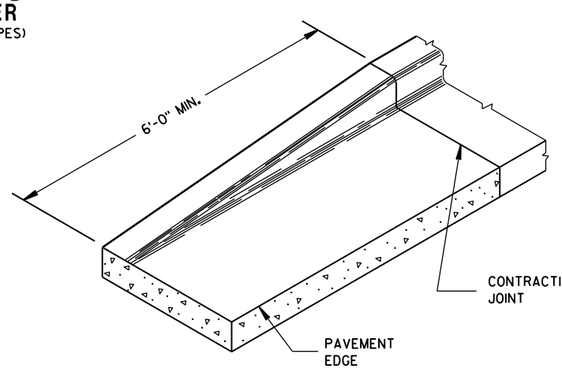


① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

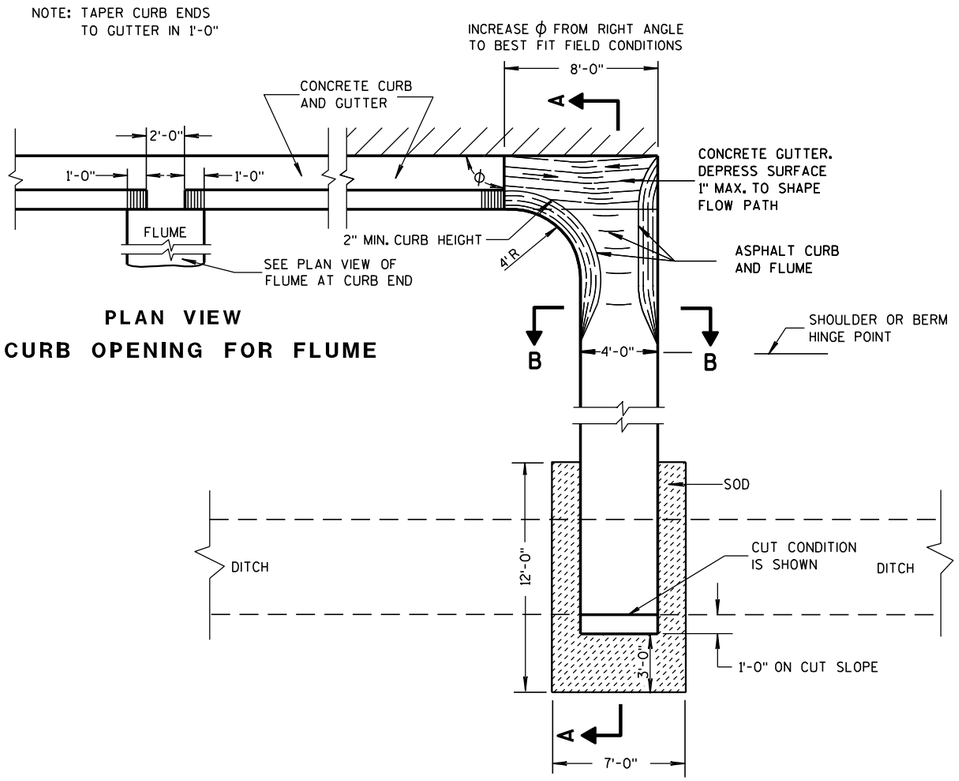
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

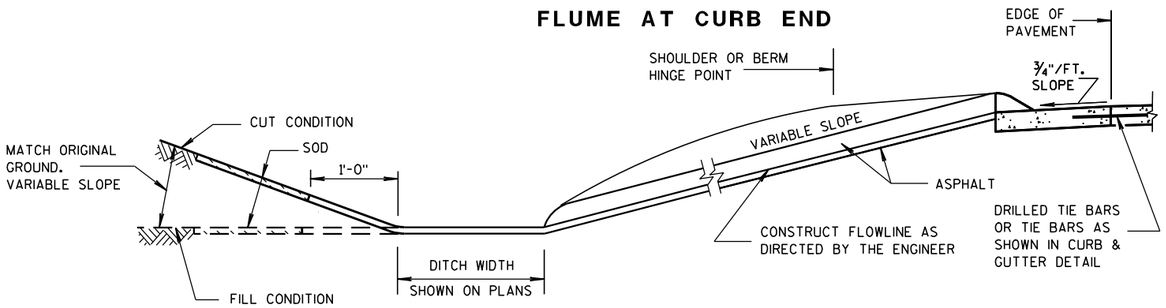
S.D.D. 8 D 1-18

ASPHALTIC FLUME

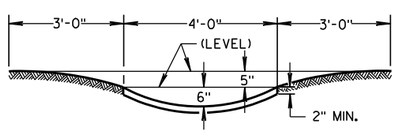


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

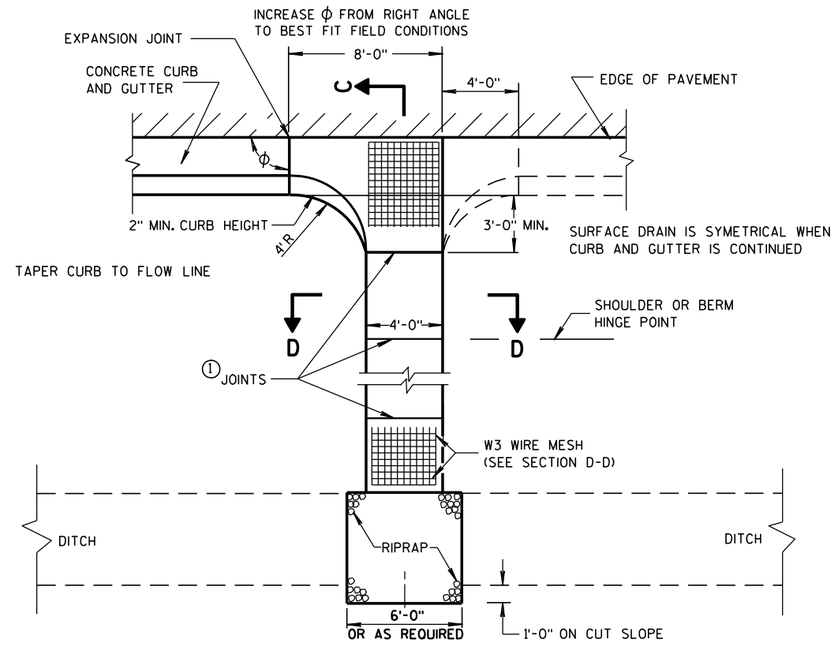
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

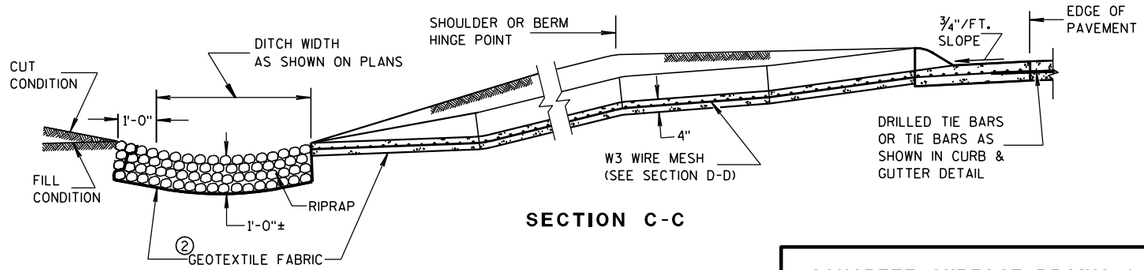
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

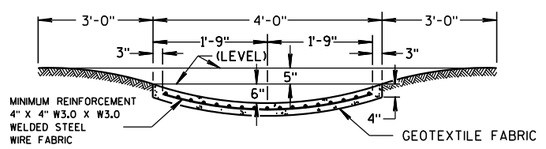
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-4-08 DATE — /S/ Jerry H. ... ROADWAY STANDARDS ENGINEER — MENT

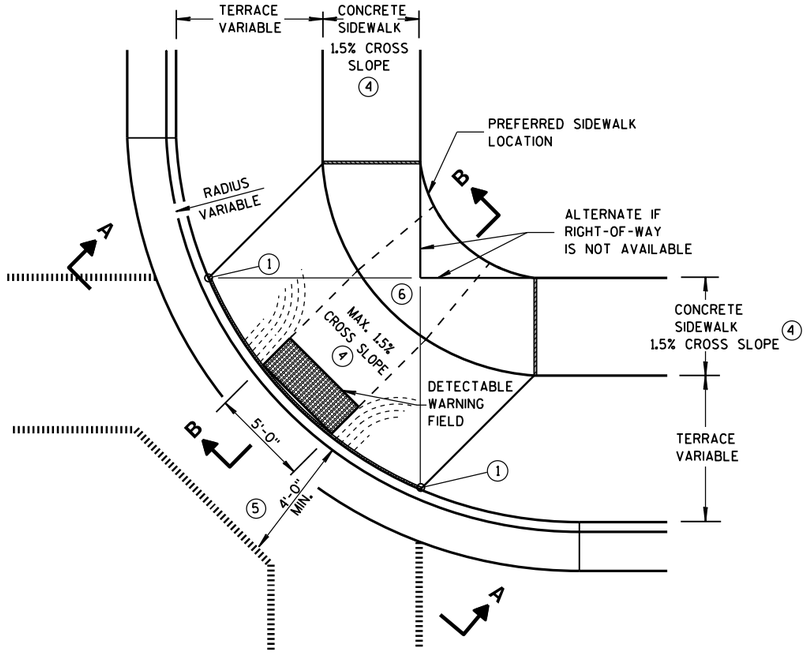
FHWA

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S.D.D. 8 D 4-5

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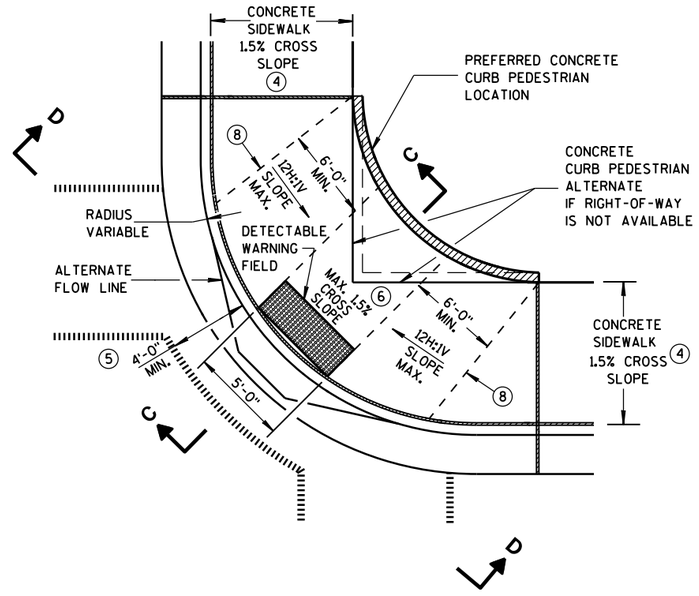
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

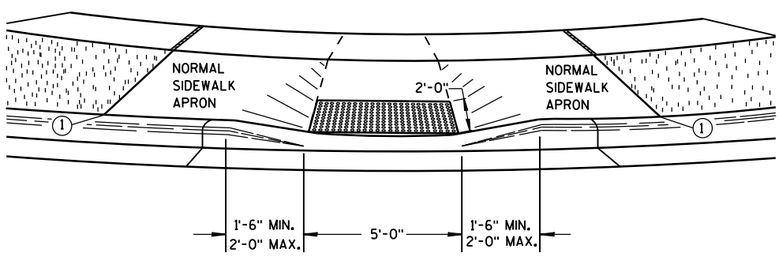
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

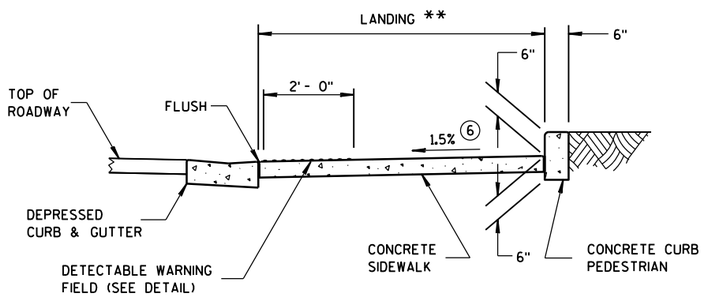
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

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



VIEW A-A

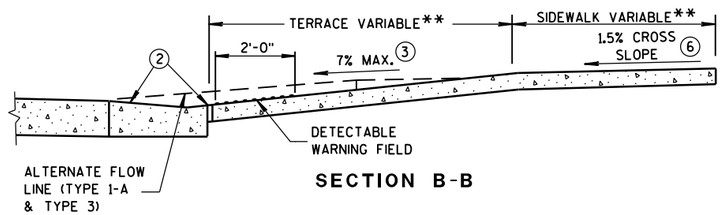
** WIDTH SHOWN ELSEWHERE IN THE PLANS



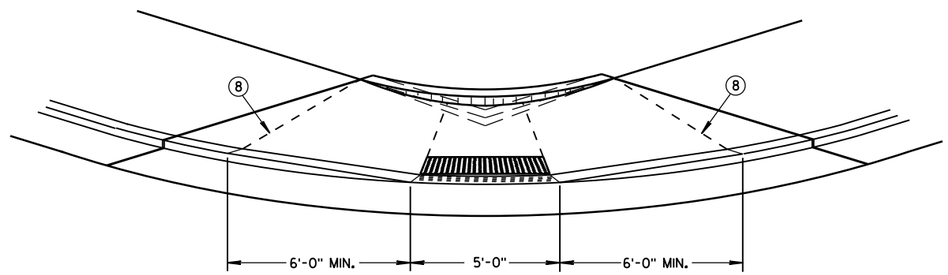
SECTION C-C

LEGEND

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



SECTION B-B



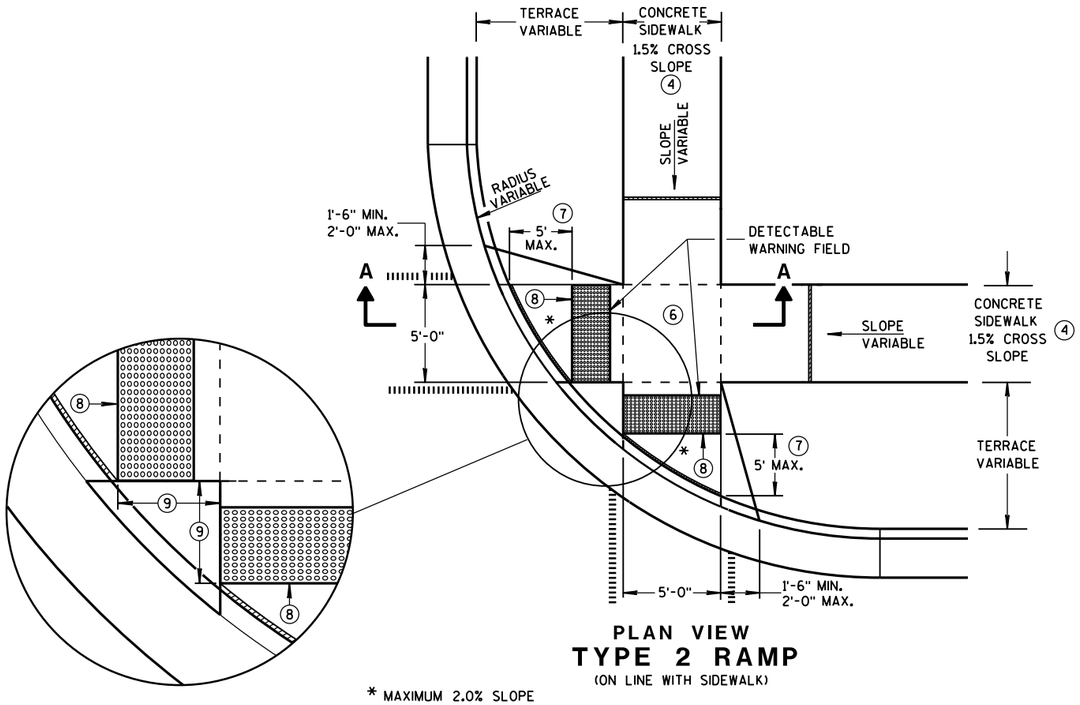
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

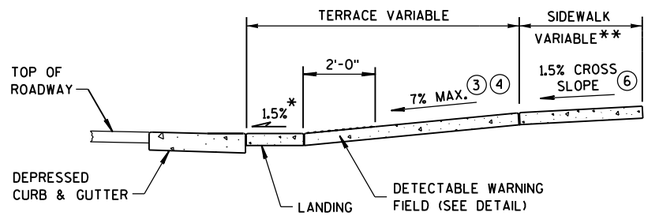


PLAN VIEW

TYPE 2 RAMP

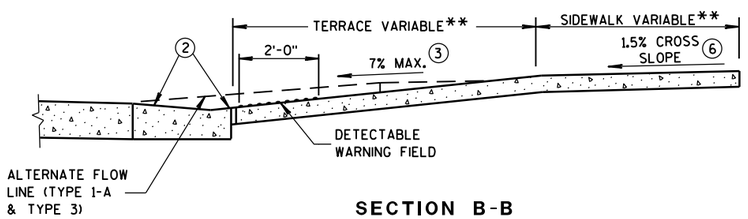
(ON LINE WITH SIDEWALK)

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



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

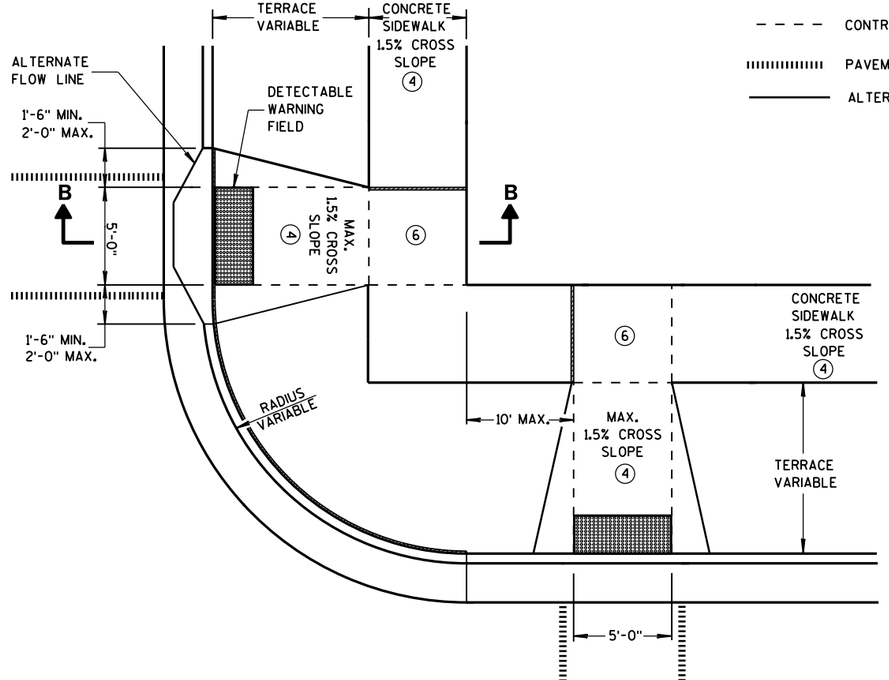
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

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

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

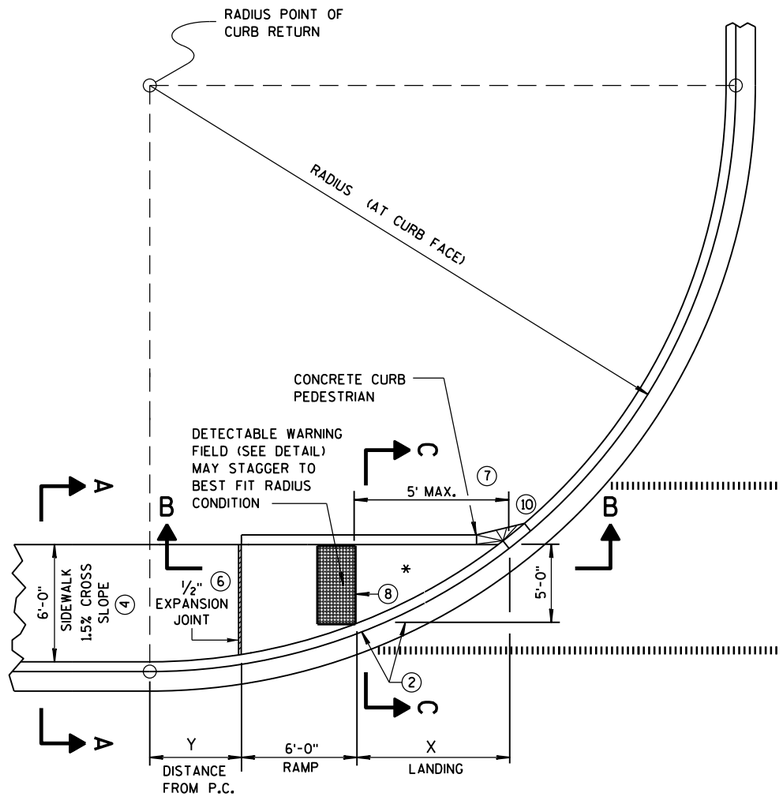
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 528

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

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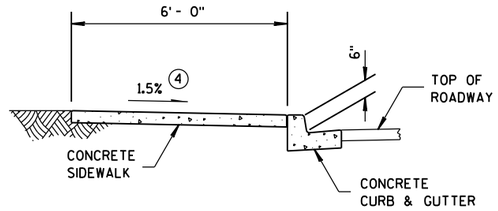
S.D.D. 8 D 5-16b



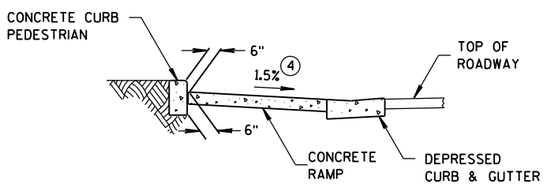
CURB RAMP TYPE 4A
PLAN VIEW

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

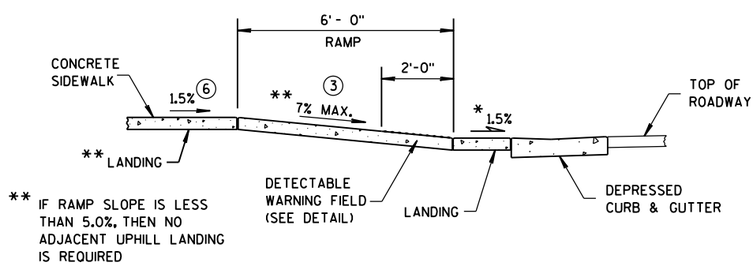
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

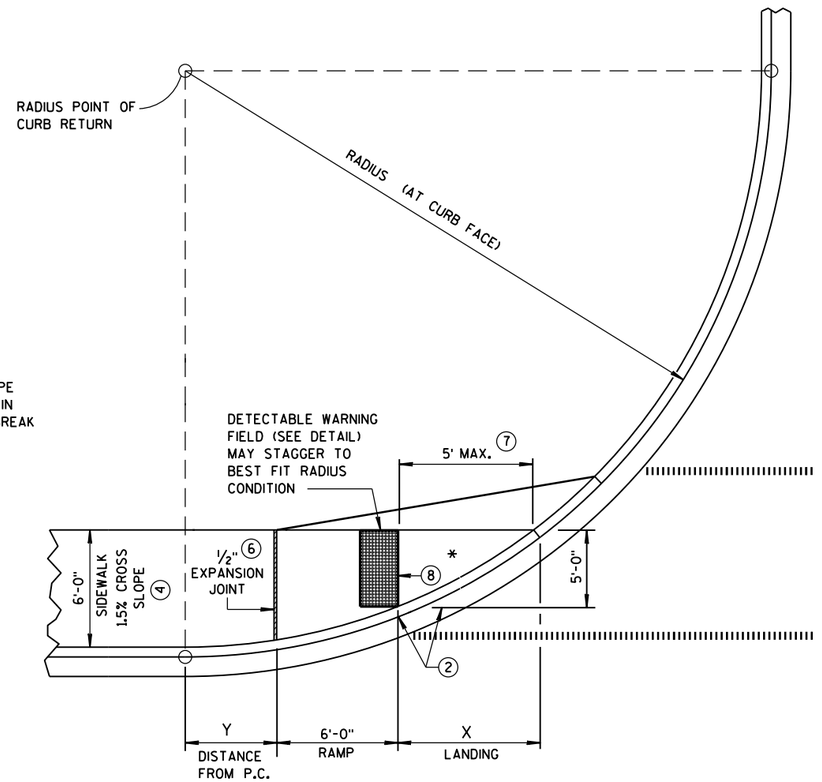


SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A

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



CURB RAMP TYPE 4A1
PLAN VIEW

GENERAL NOTES

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

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

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

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

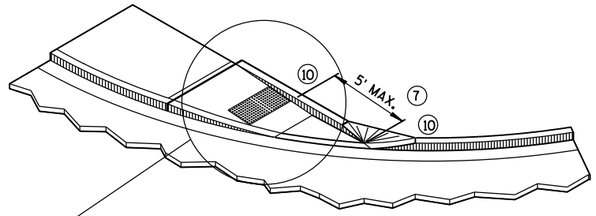
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

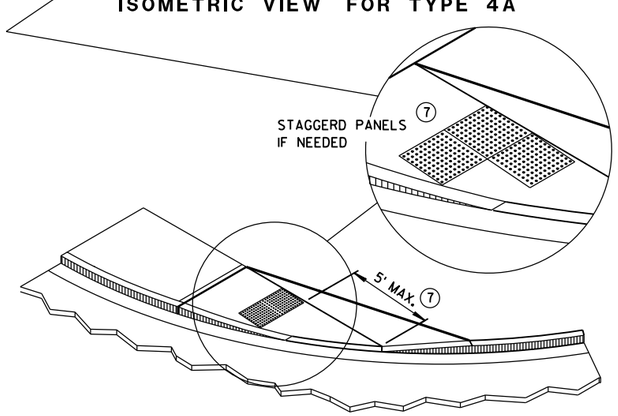
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

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



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

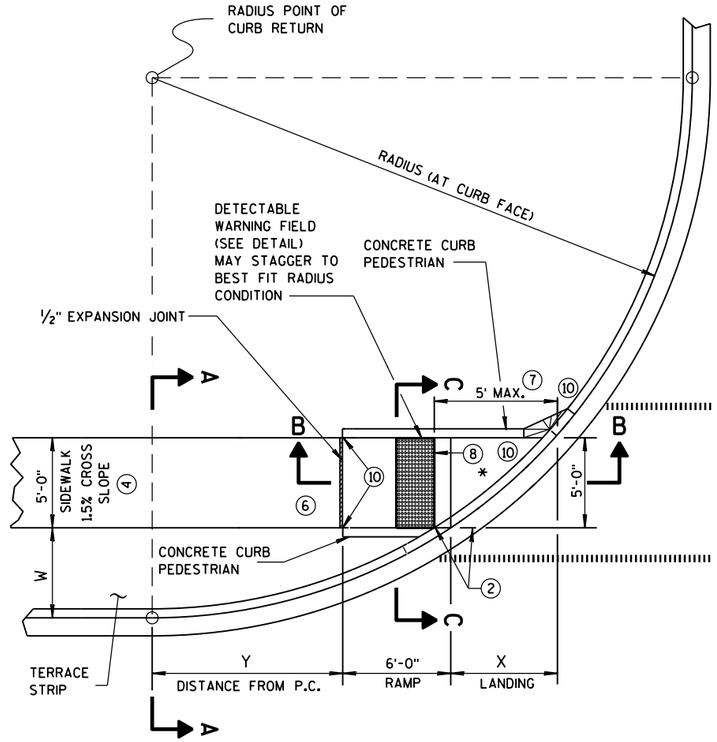
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

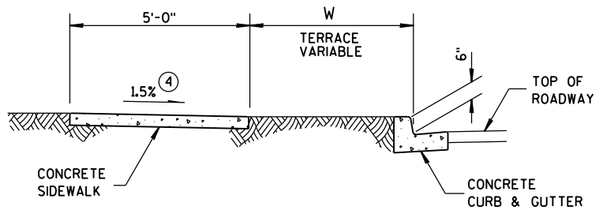
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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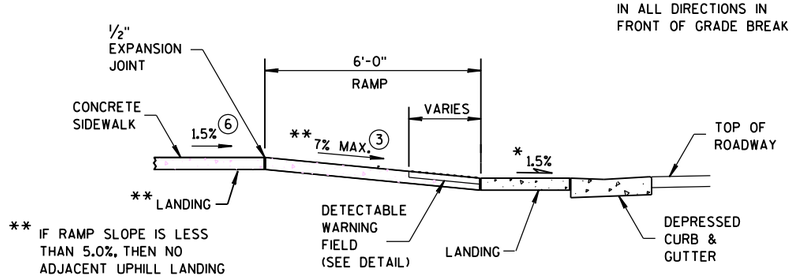
S.D.D. 8 D 5-16c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



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

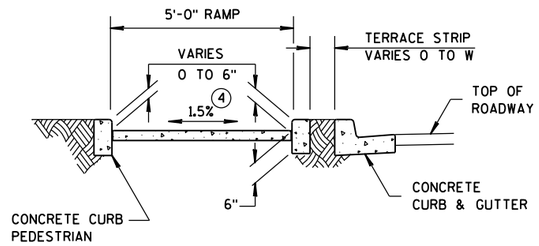
SECTION B-B FOR TYPE 4B

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.

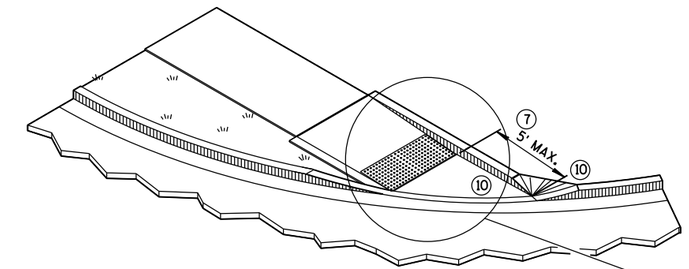
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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).

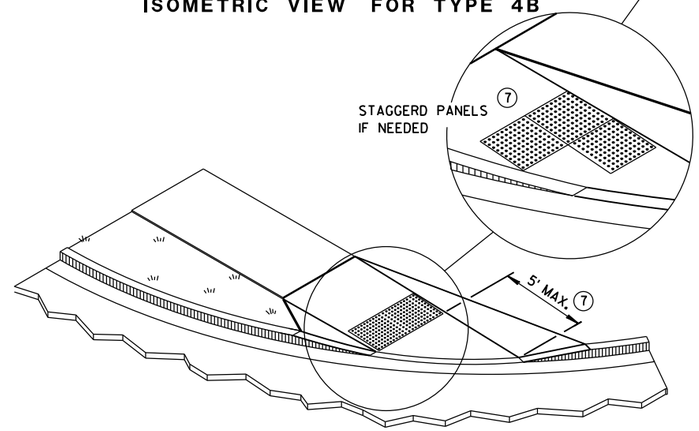
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

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

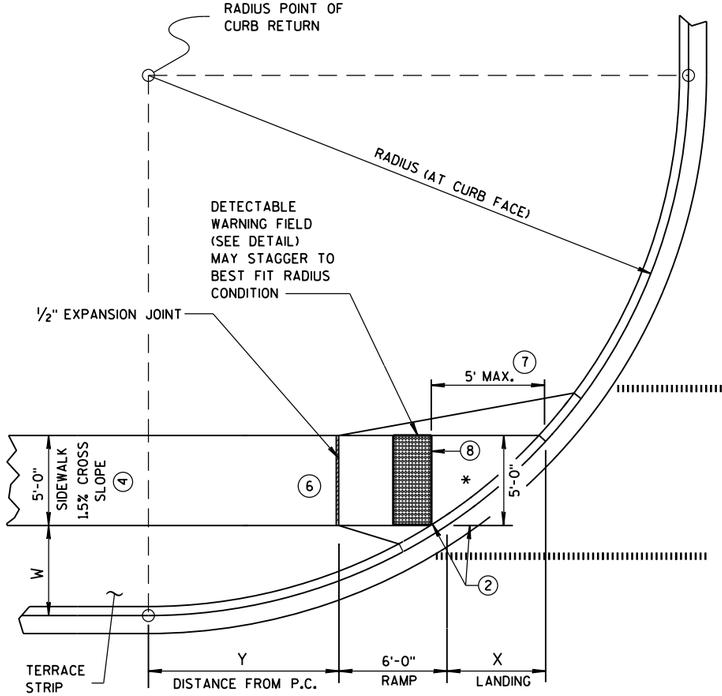
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



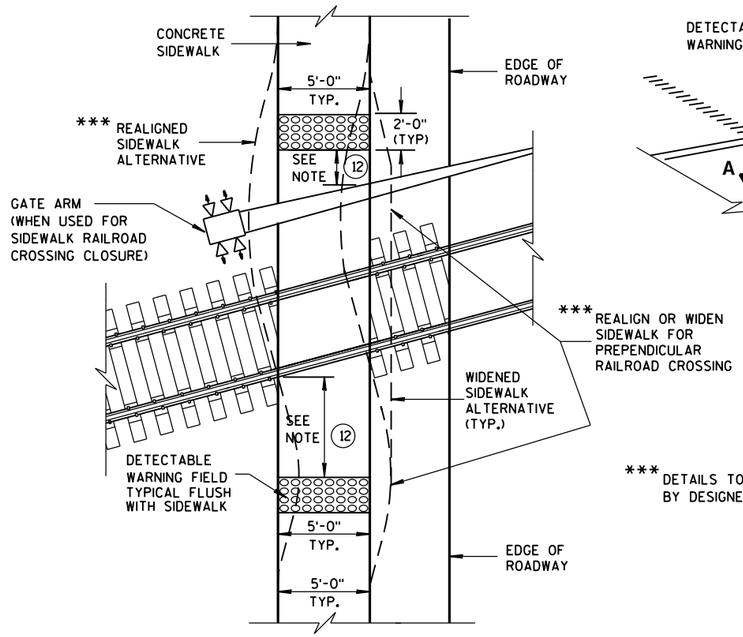
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

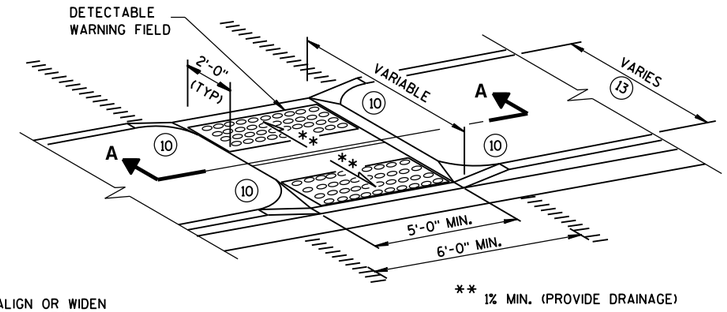
6

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.

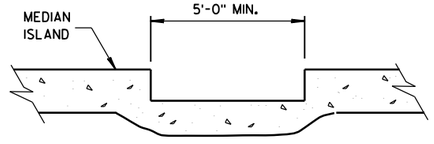
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(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.

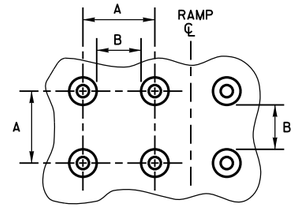
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



SECTION A-A

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

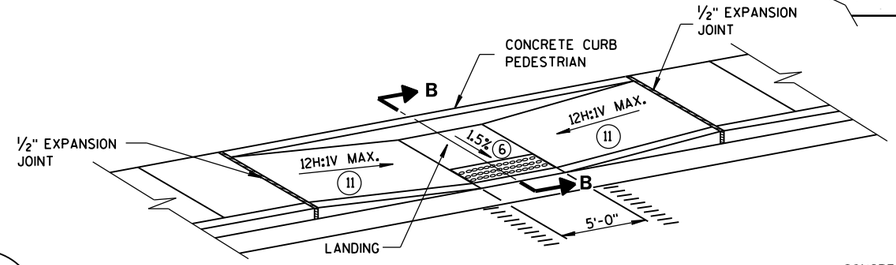
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



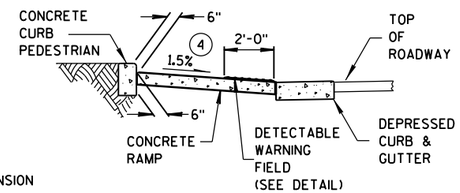
PLAN VIEW

ELEVATION VIEW

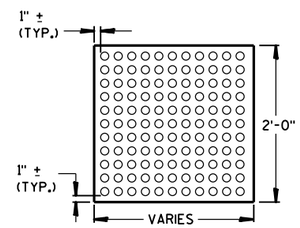
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



MID-BLOCK CROSSING
TYPE 7A

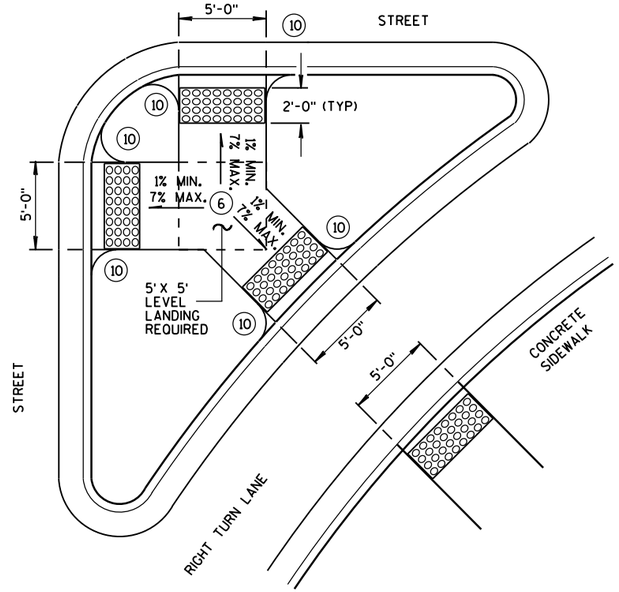


SECTION B-B

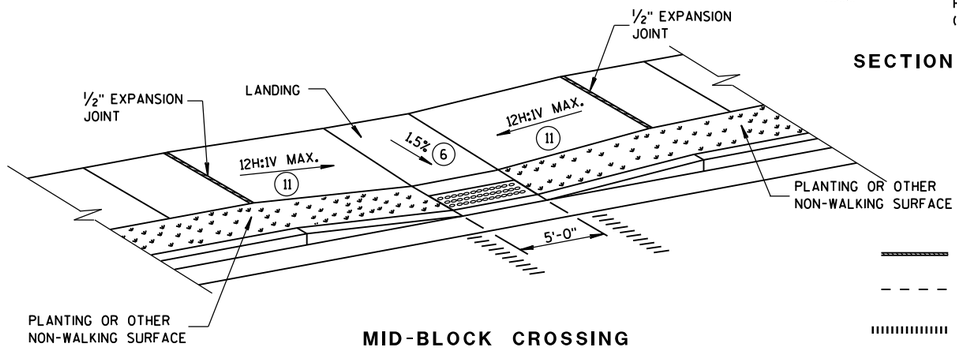


PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

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

LEGEND

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

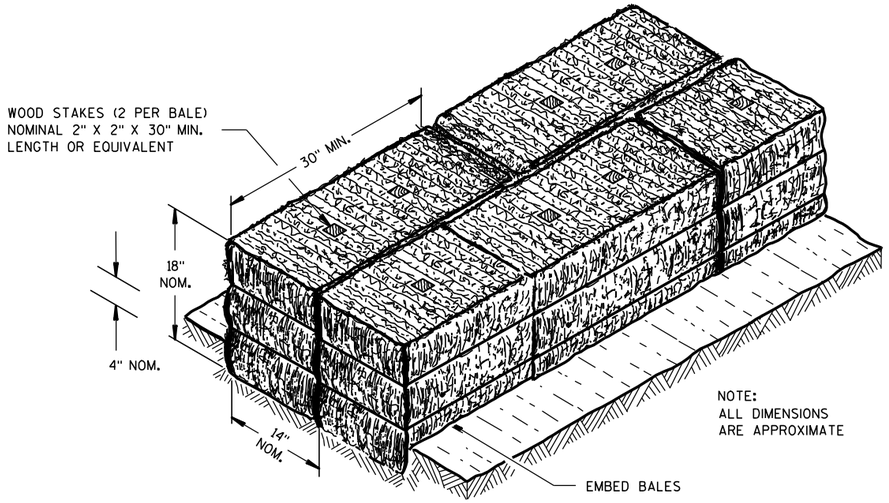
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

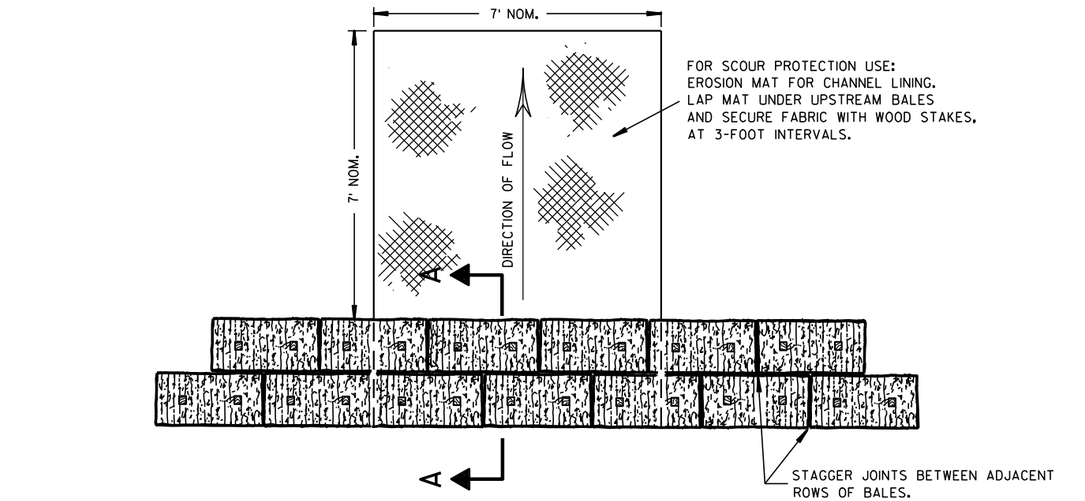
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

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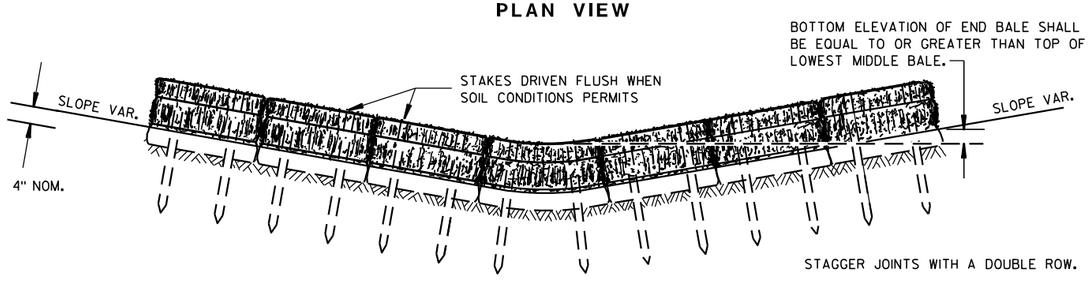
S.D.D. 8 D 5-16e



SECTION A-A



PLAN VIEW



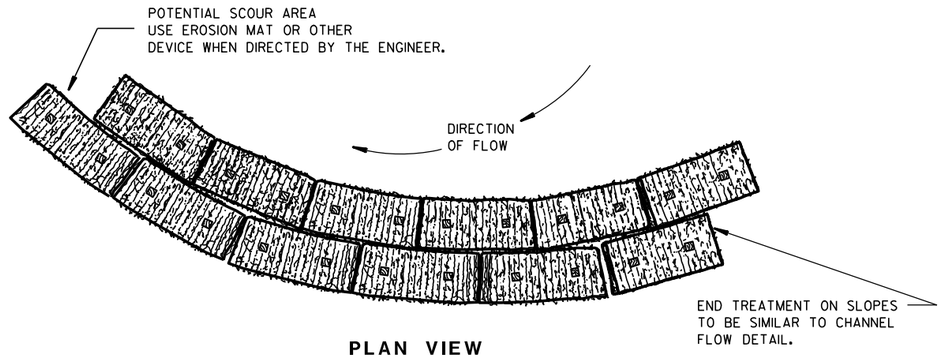
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

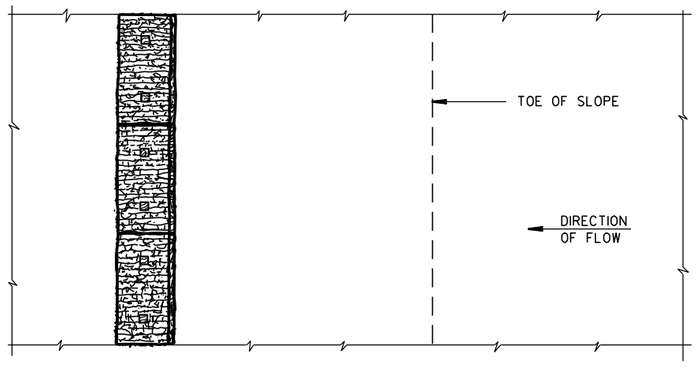
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

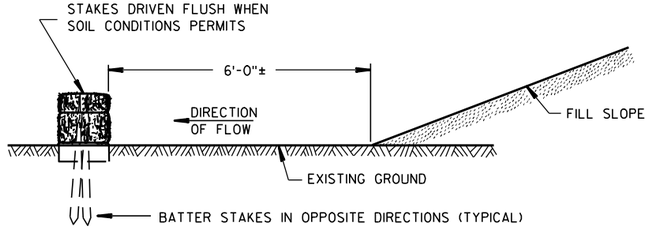


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

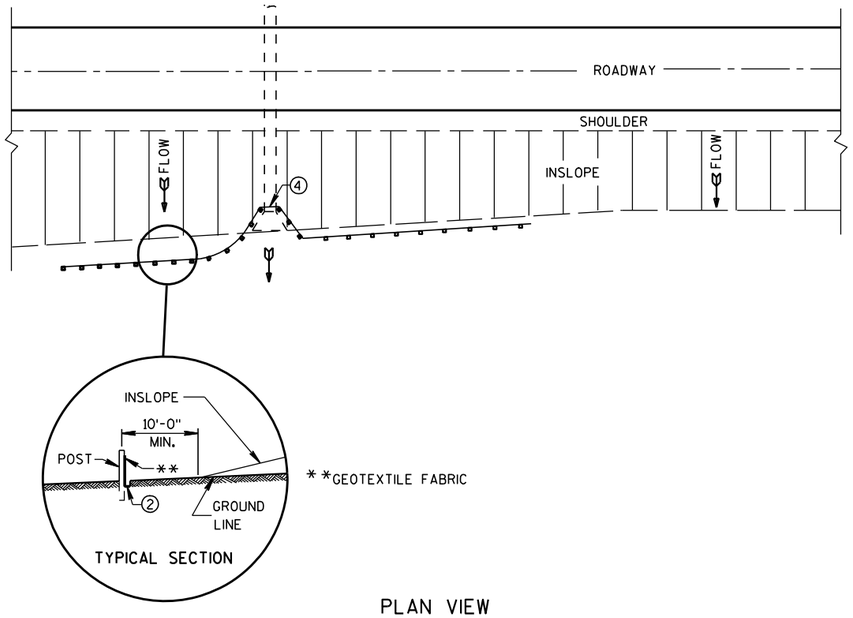
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

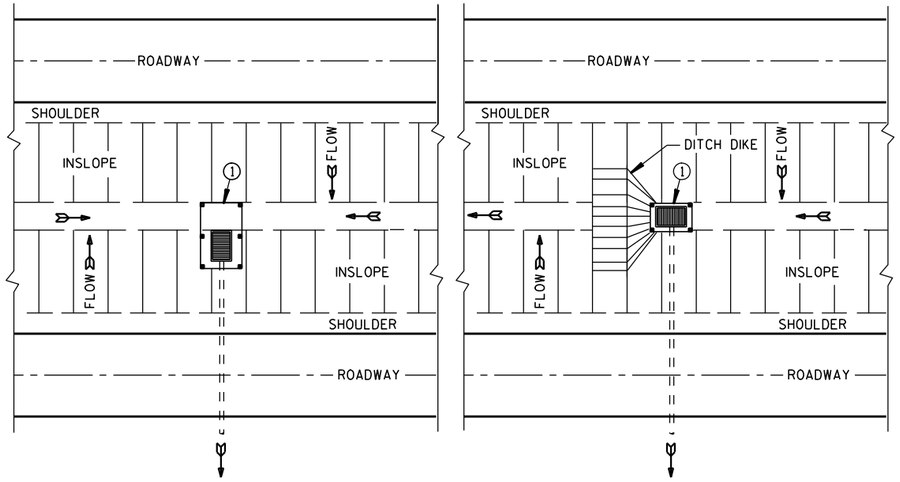
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

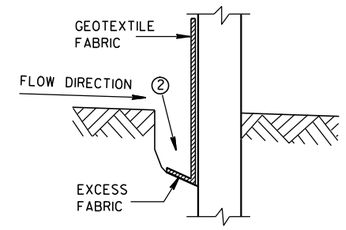
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

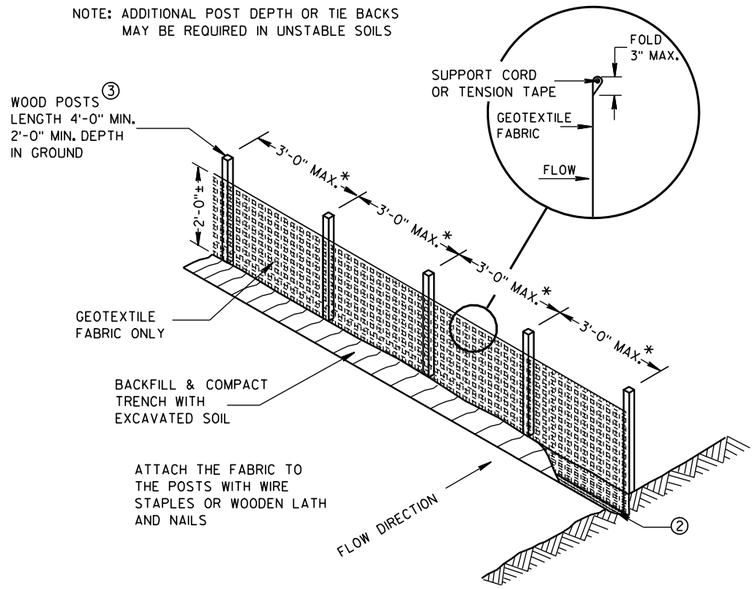
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

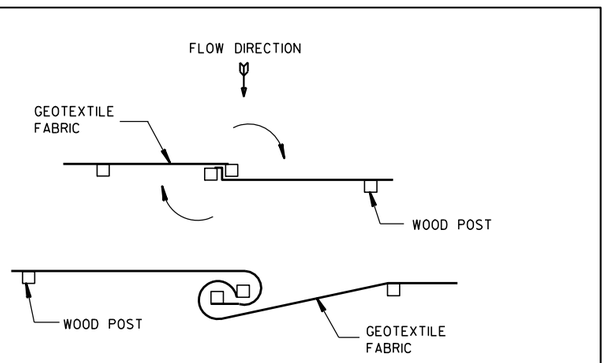
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



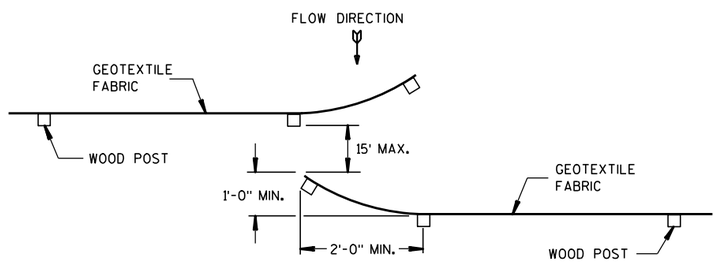
TRENCH DETAIL



SILT FENCE

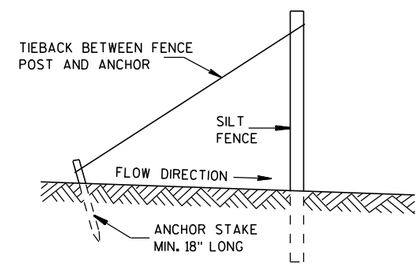


TWIST METHOD



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

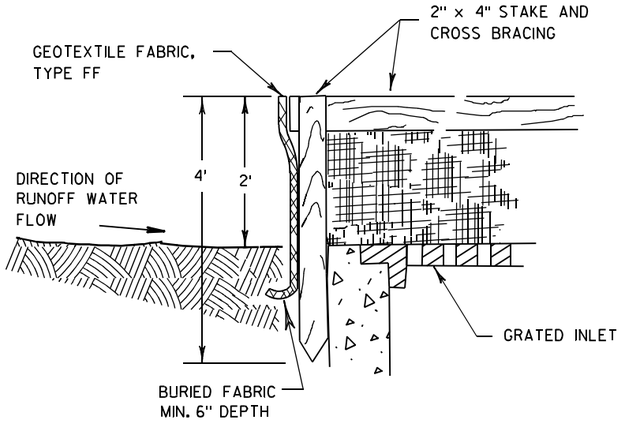
APPROVED
4-29-05
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
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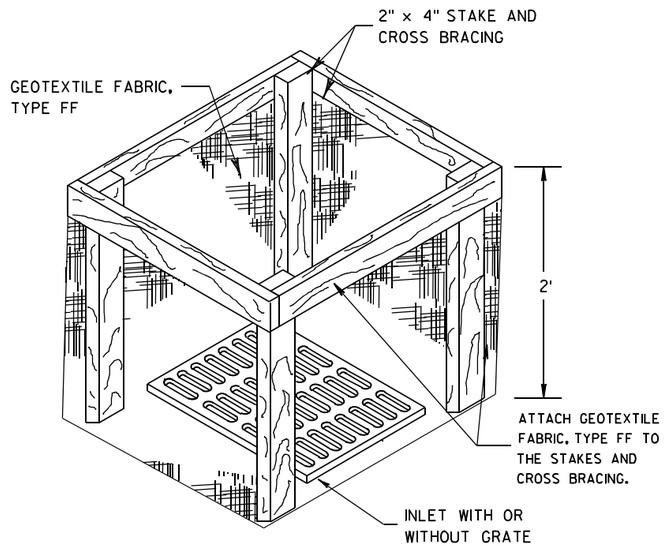
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S.D.D. 8 E 9-6

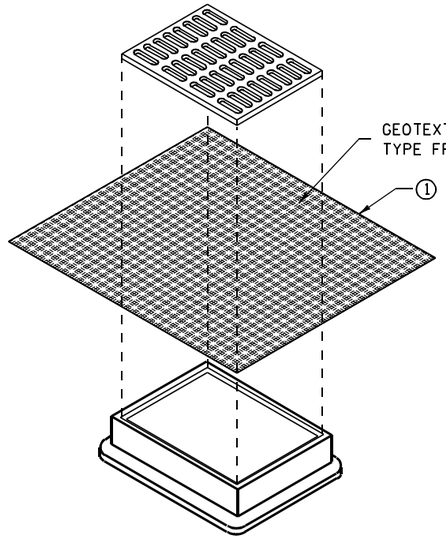
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S.D.D. 8 E 9-6



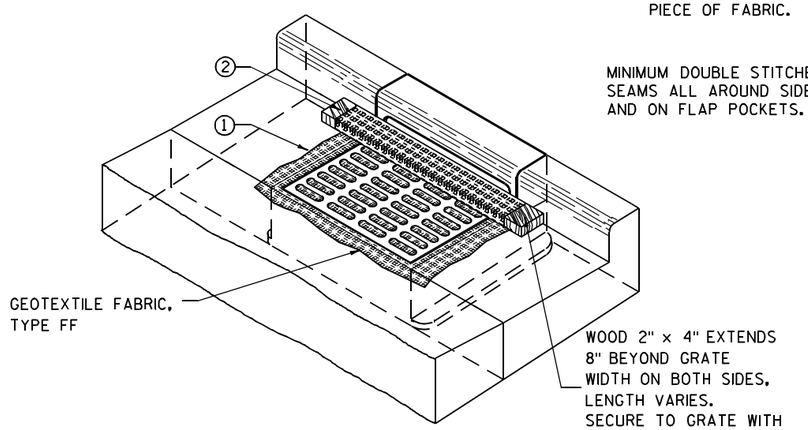


INLET PROTECTION, TYPE A

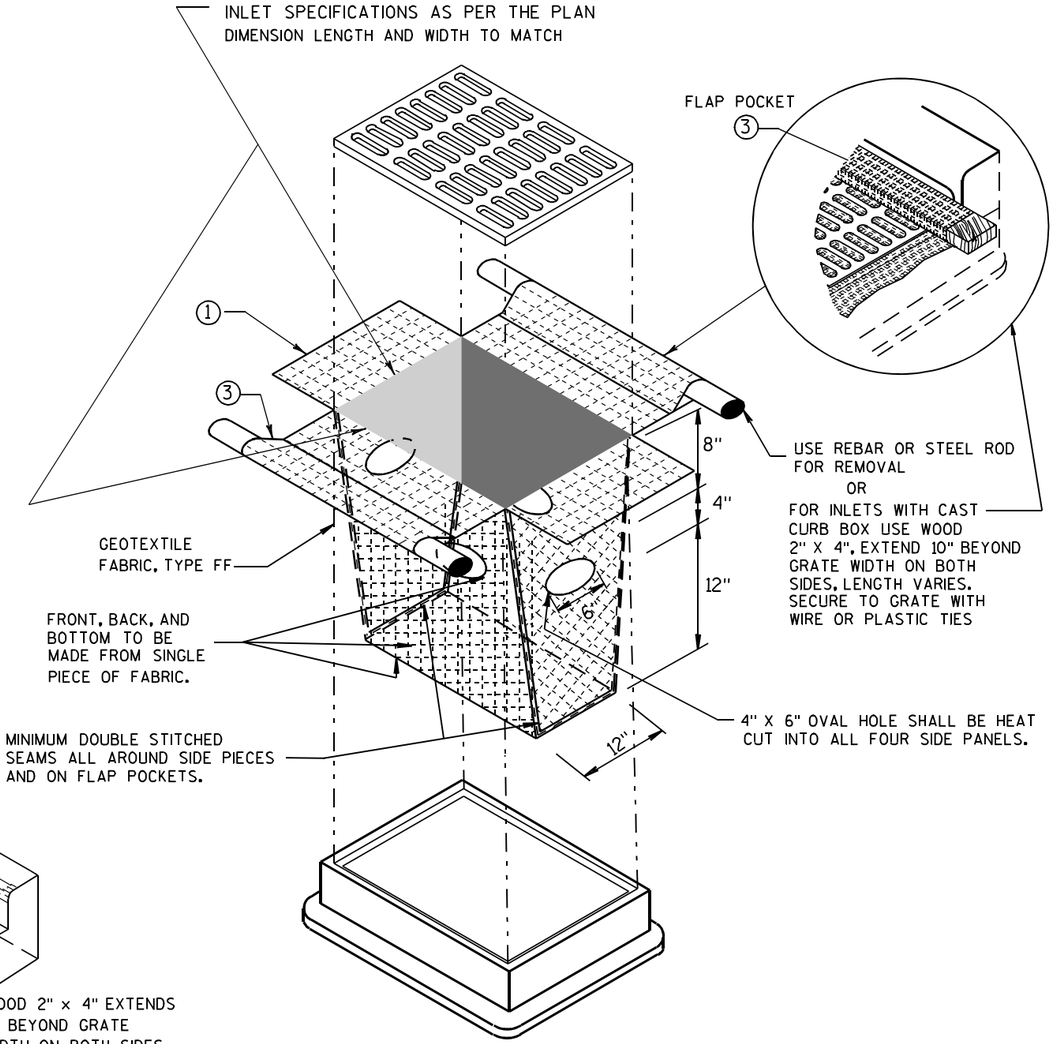


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

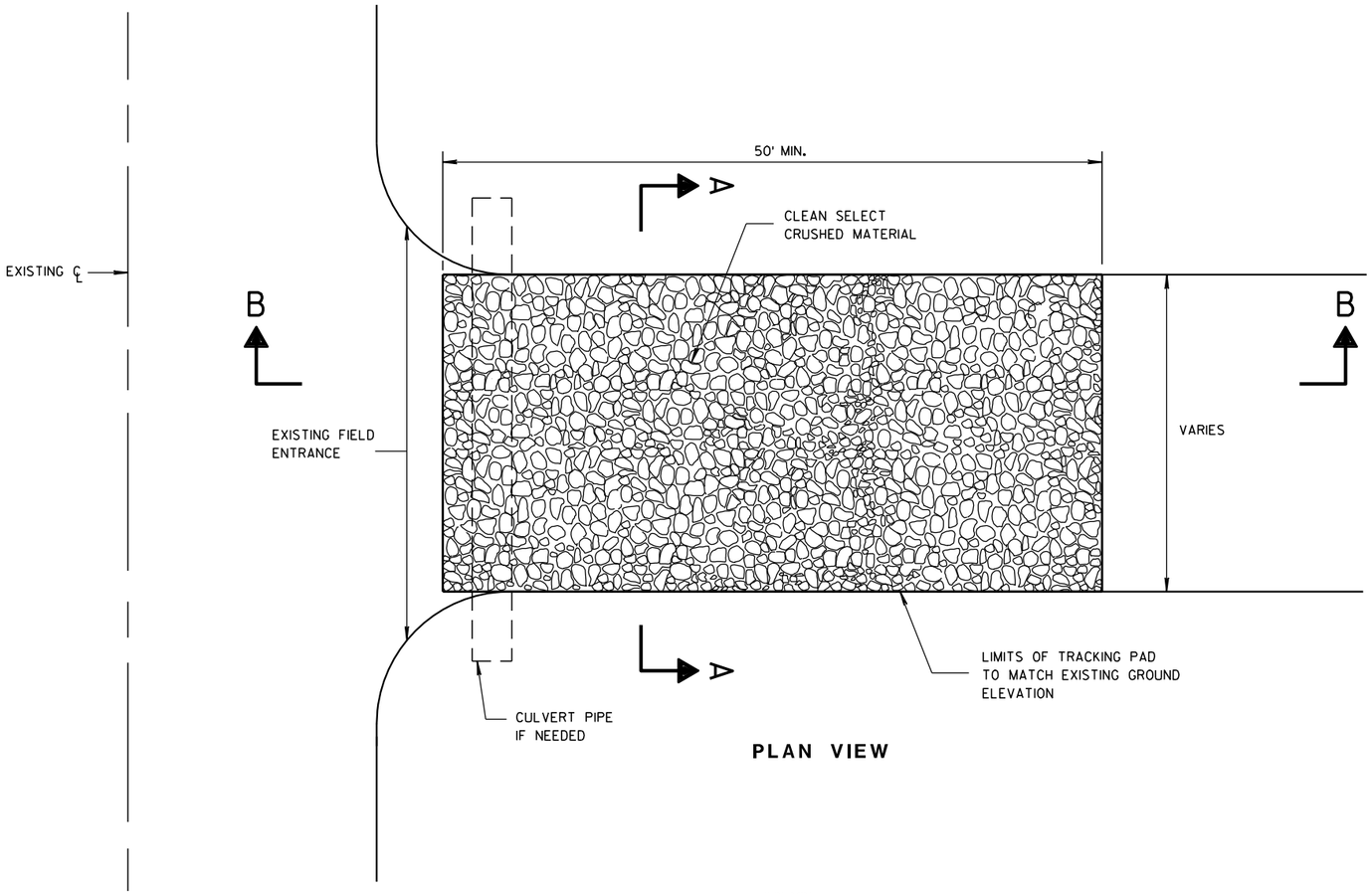
FHWA

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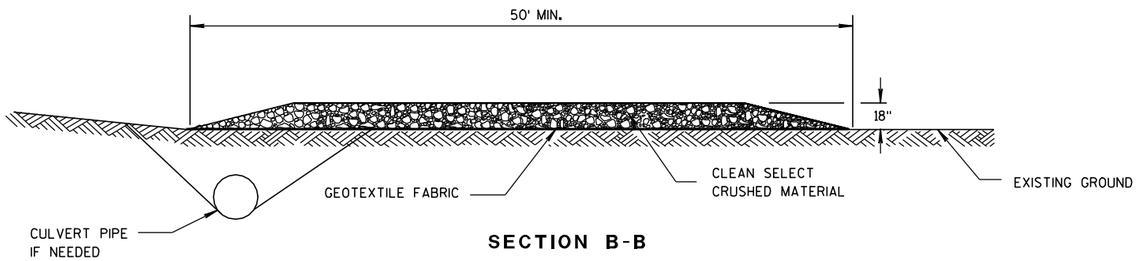
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

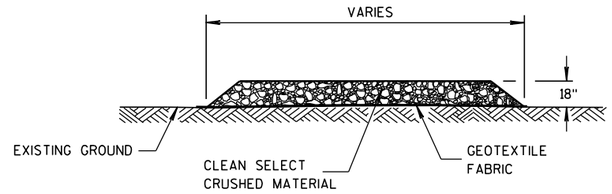
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zona — ROADWAY STANDARDS ENGINEER
535 — ENT
FHWA

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

METAL APRON ENDWALLS

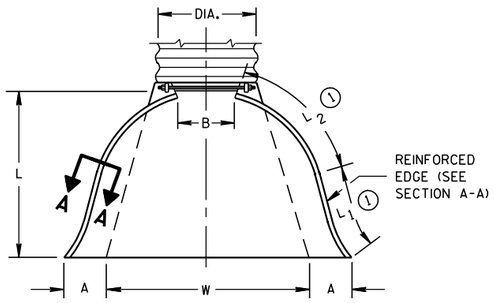
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

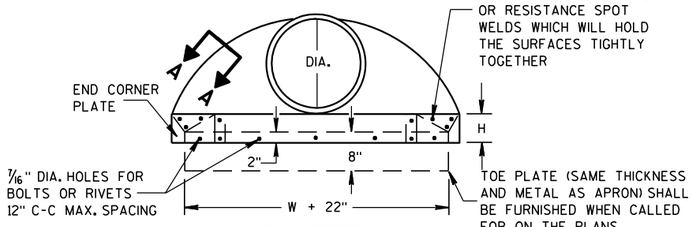
REINFORCED CONCRETE APRON ENDWALLS

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

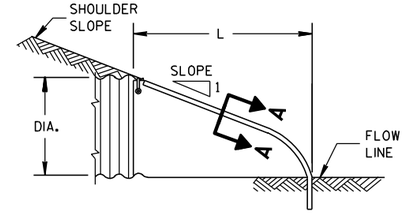
* MINIMUM
** MAXIMUM



PLAN VIEW

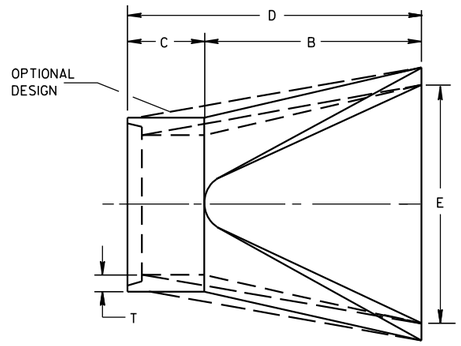


END VIEW

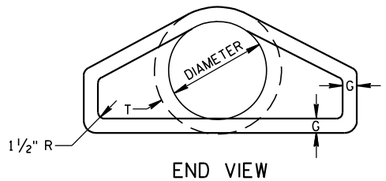


SIDE ELEVATION

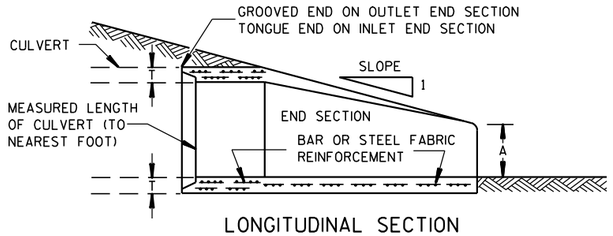
METAL ENDWALLS



PLAN

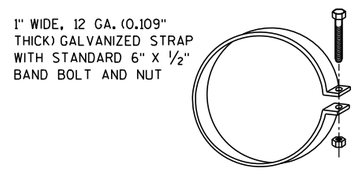


END VIEW



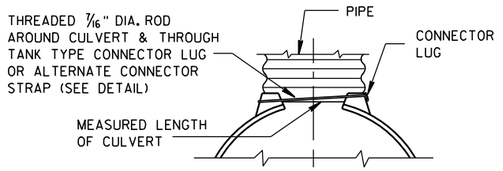
LONGITUDINAL SECTION

CONCRETE ENDWALLS

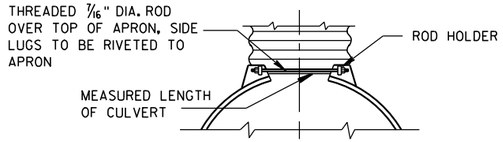


ALTERNATE FOR TYPE 1 CONNECTION

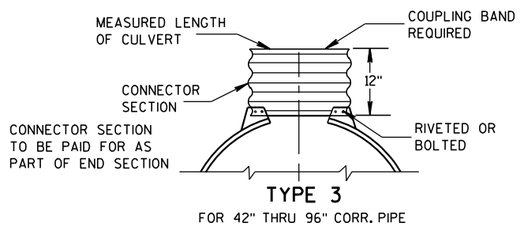
END SECTION CONNECTOR STRAP



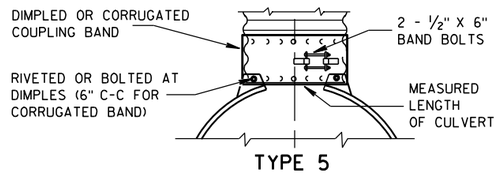
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

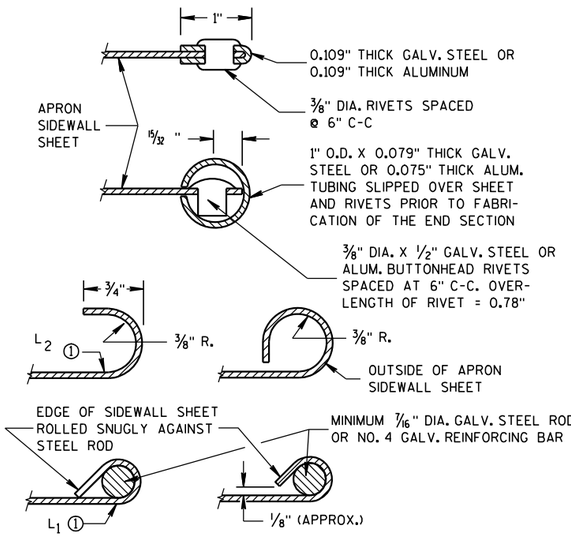
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

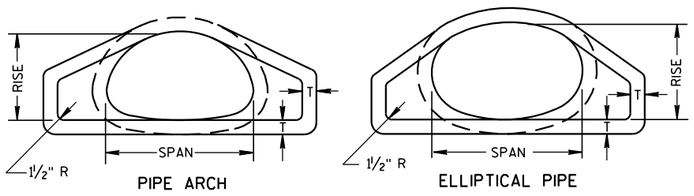
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 536 NEER
FHWA

6

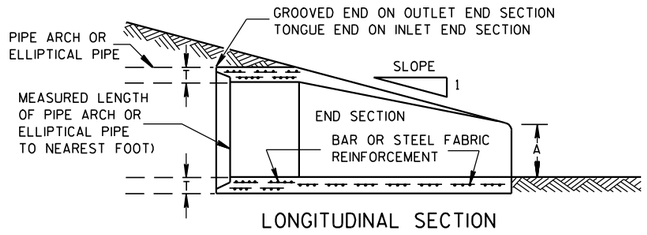
S.D.D. 8 F 1-11

6

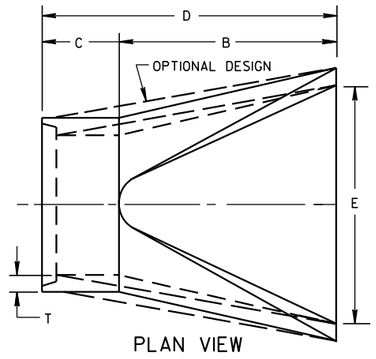
S.D.D. 8 F 1-11



END VIEW

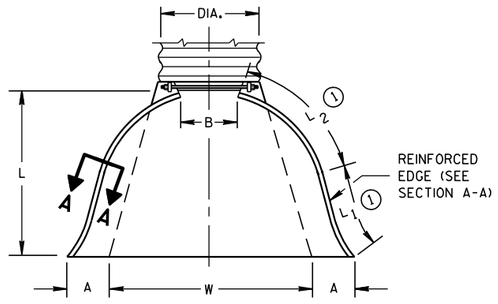


LONGITUDINAL SECTION

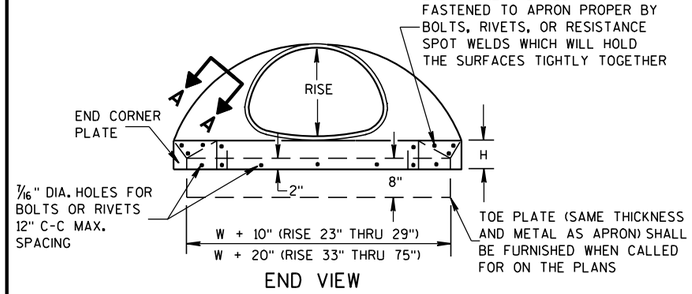


PLAN VIEW

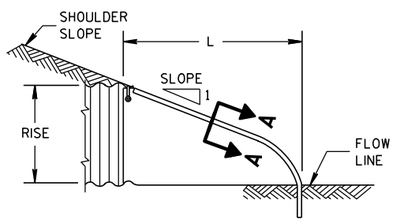
CONCRETE ENDWALLS



PLAN VIEW

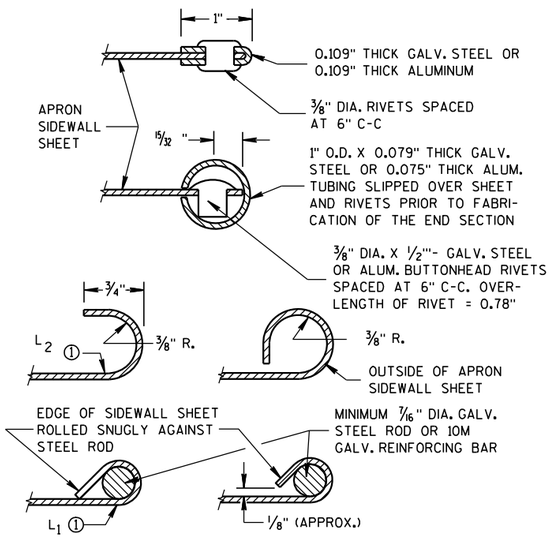


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

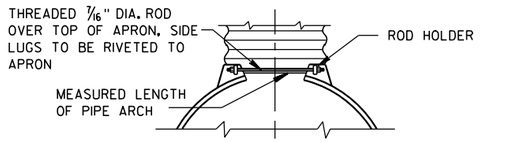
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

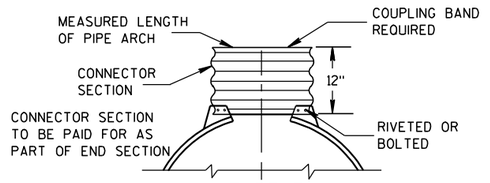
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



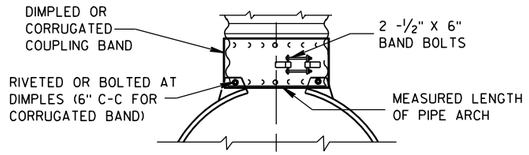
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

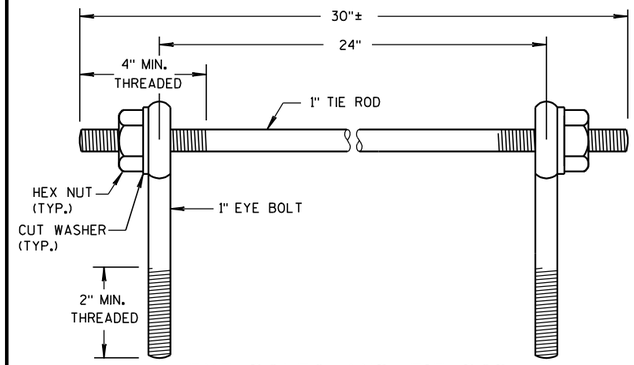
APPROVED

11/30/94 — DATE

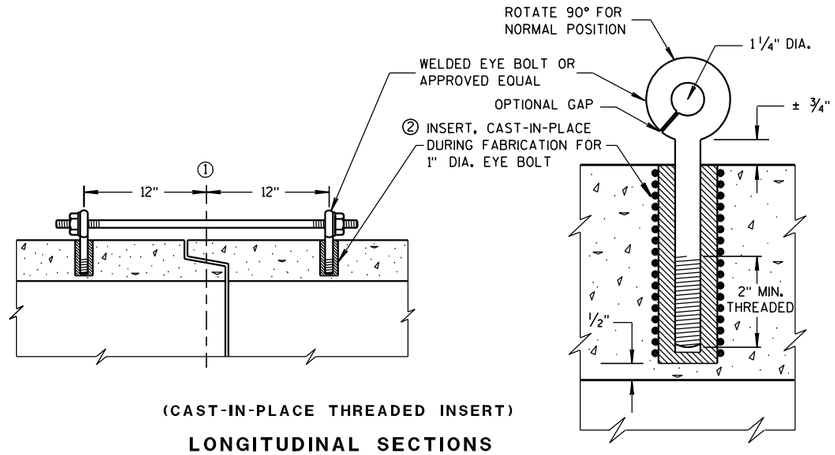
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

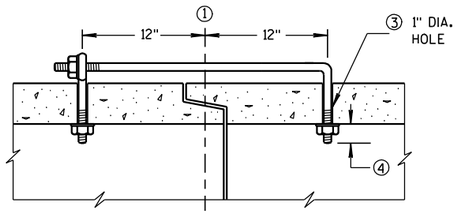
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

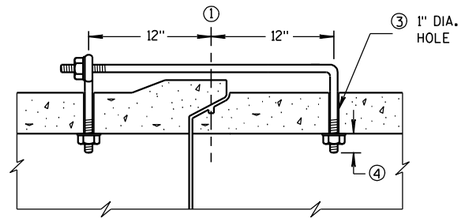
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

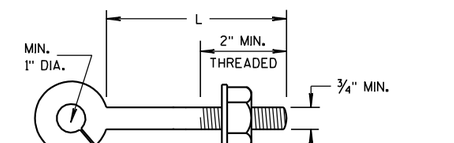


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

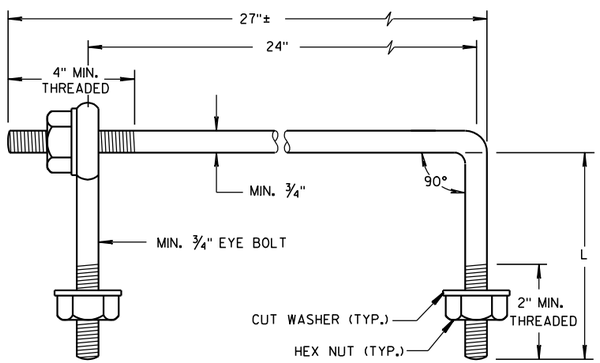
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

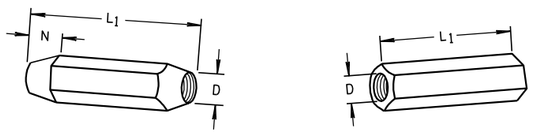
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

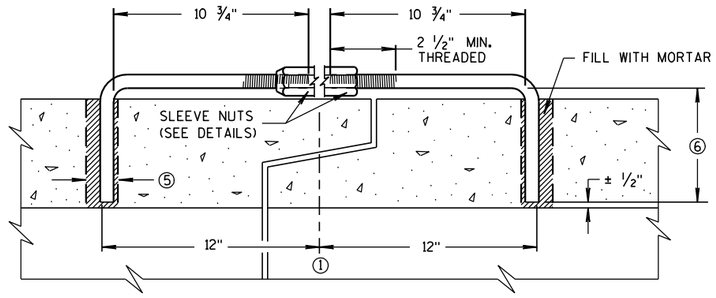
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

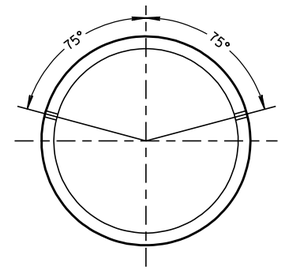
SLEEVE NUTS



LONGITUDINAL SECTION

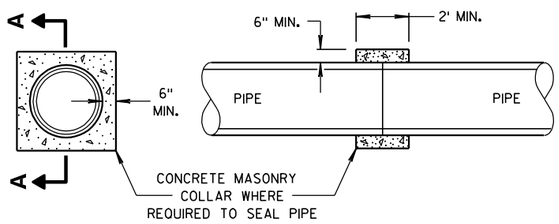
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

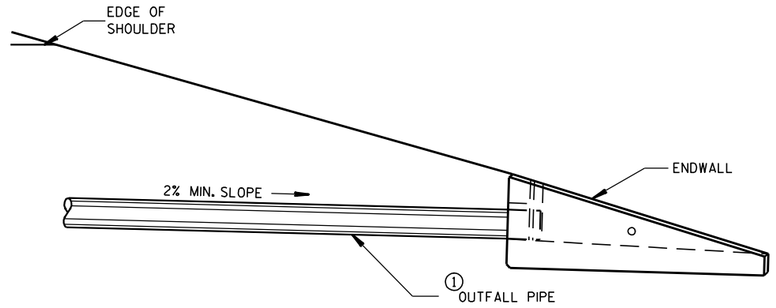
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
538 — FHWA

S.D.D. 8 F 4-7

6

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

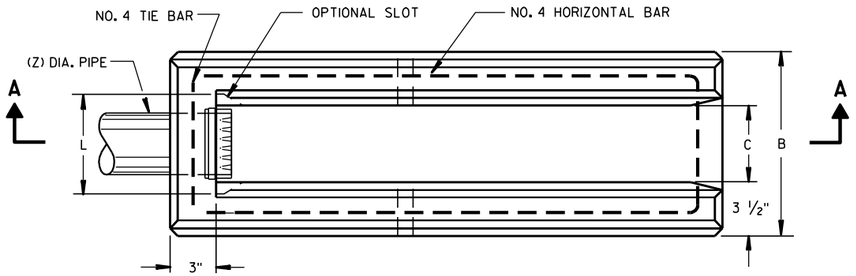
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

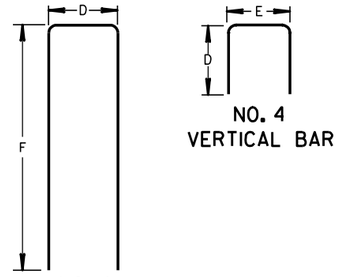
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

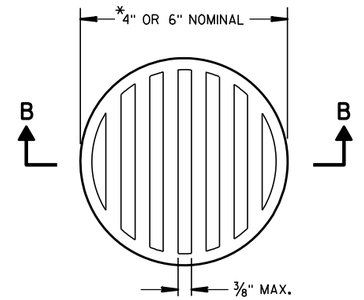
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



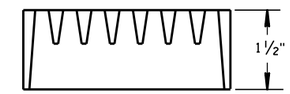
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS



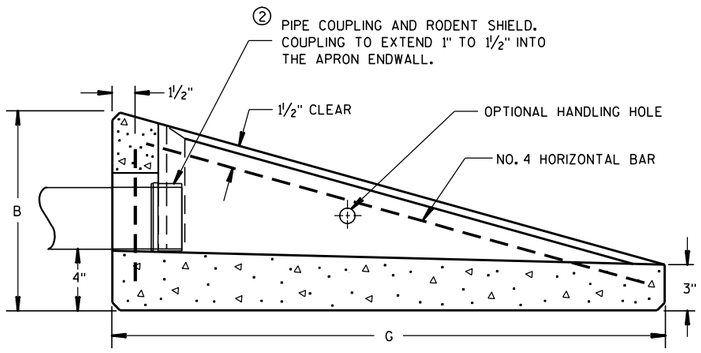
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



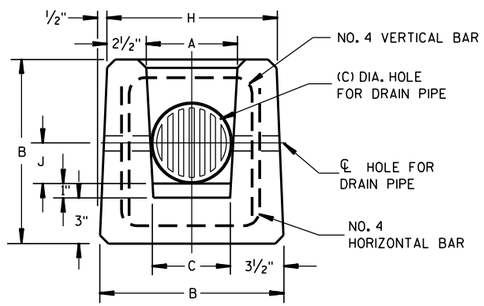
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

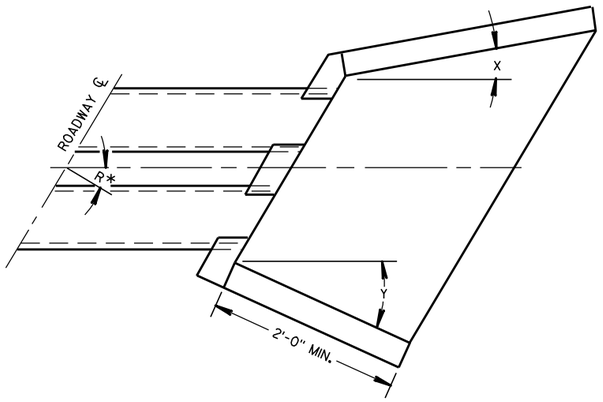
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 6-4



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

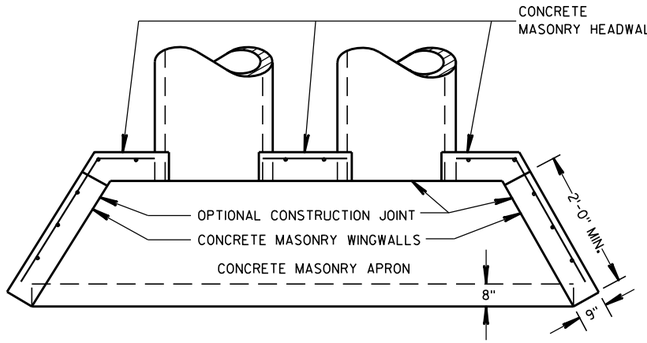
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

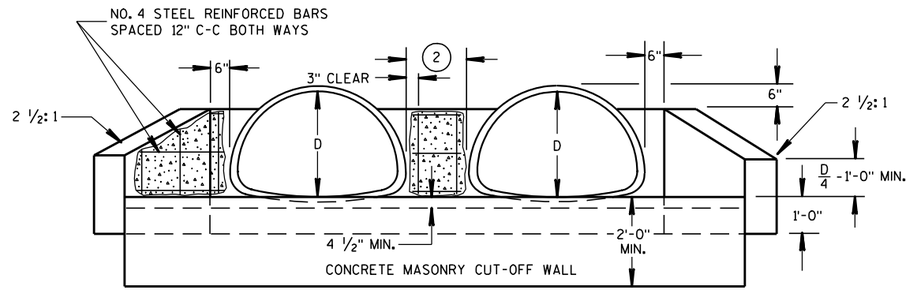
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



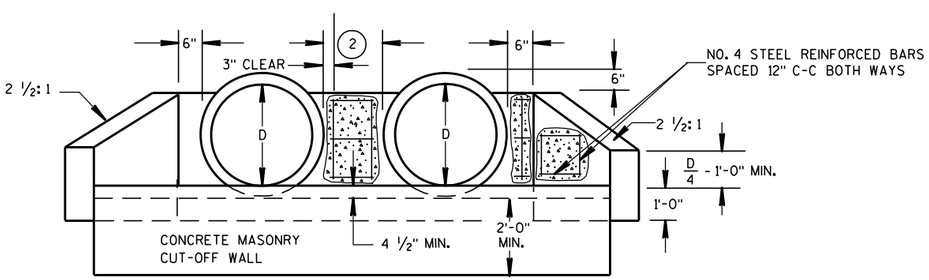
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



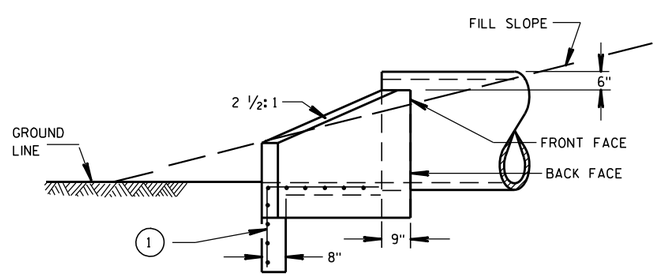
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

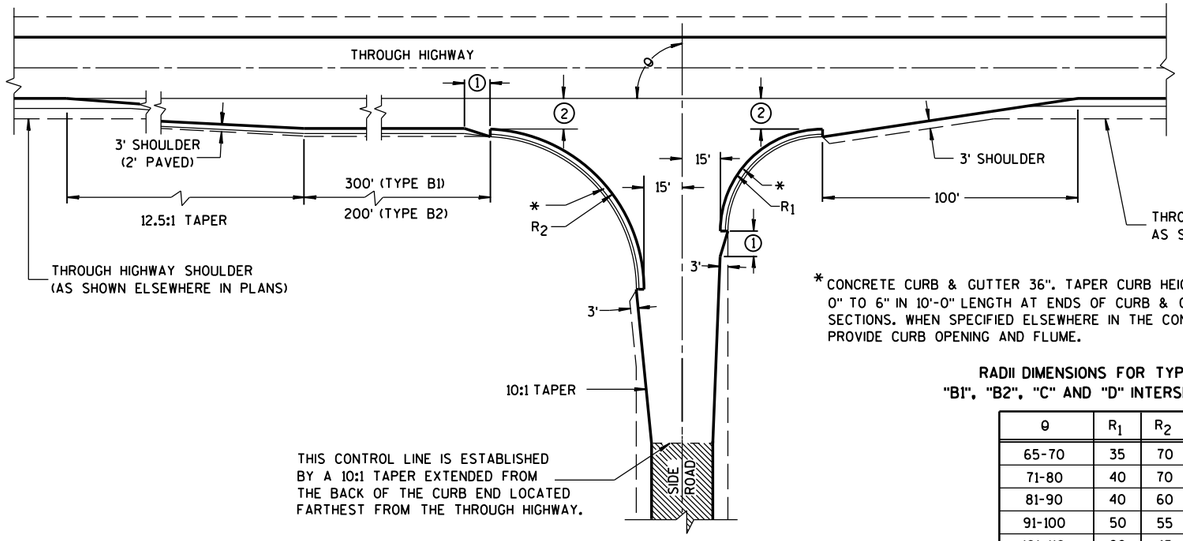
CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/98 DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 10-1

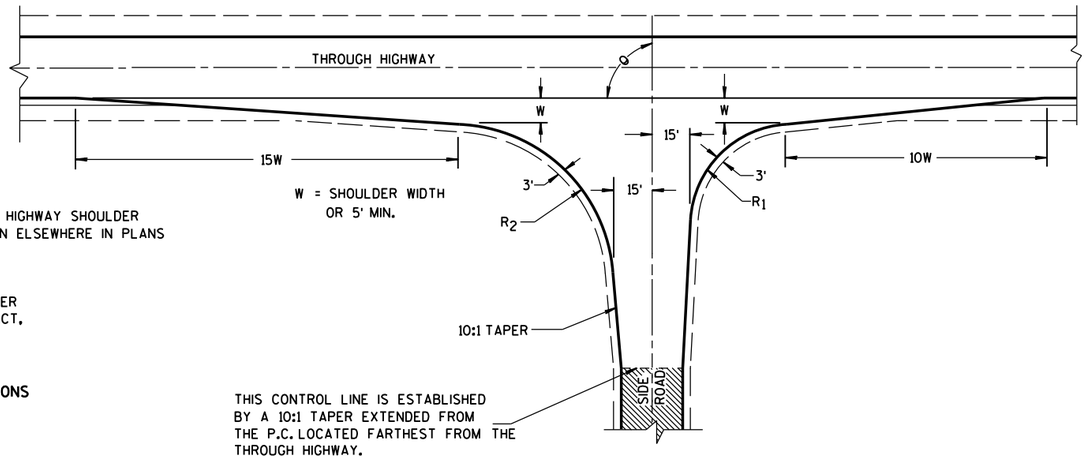


TYPE "B1" AND "B2"

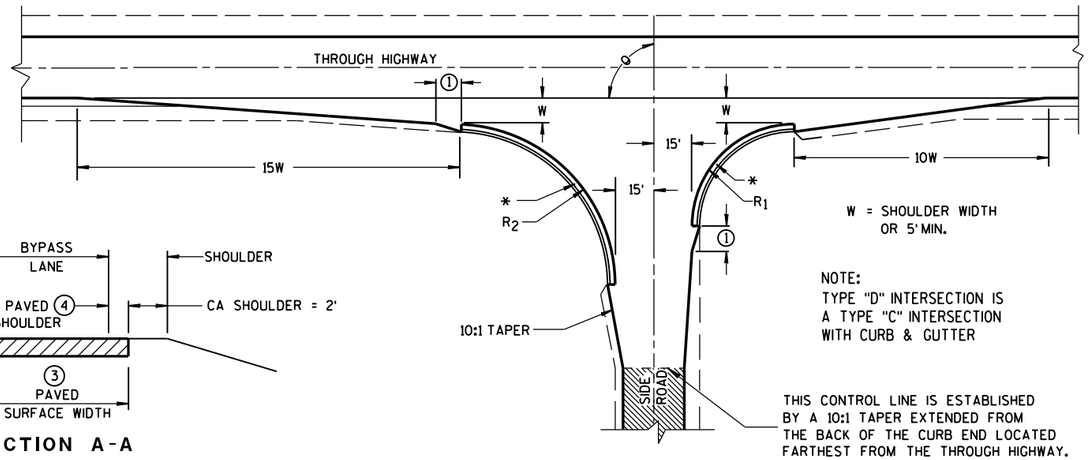
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

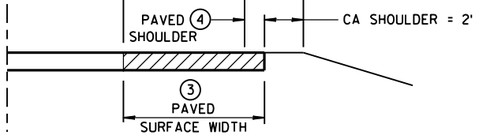
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

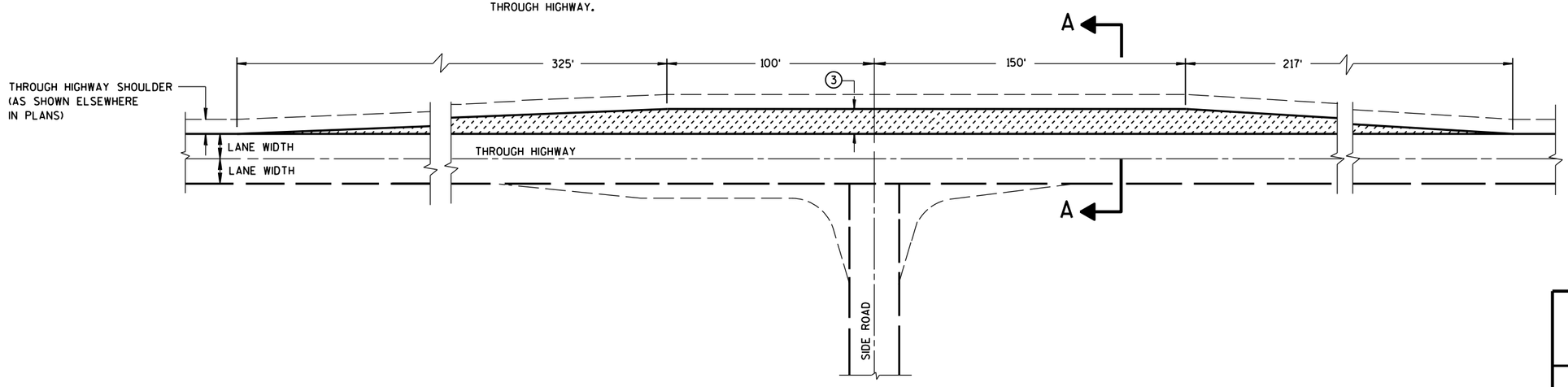
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



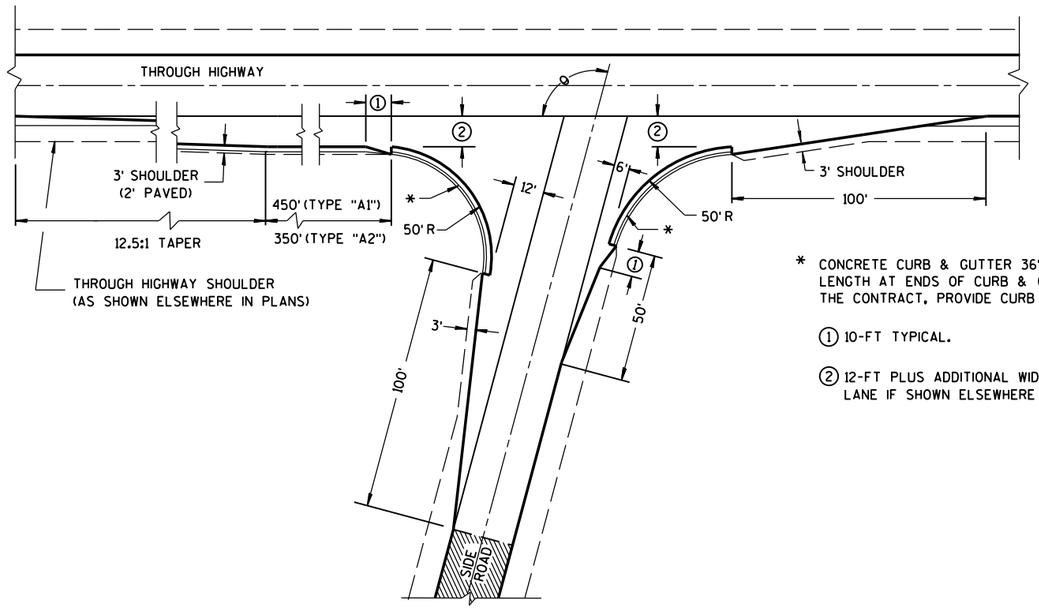
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 9 A 1-13a



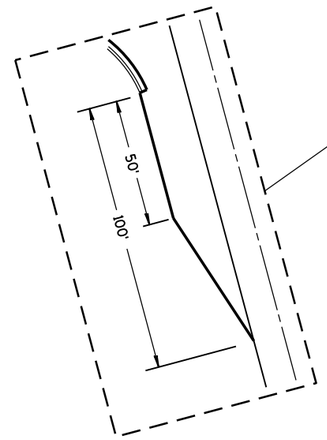
θ = MORE THAN 80°

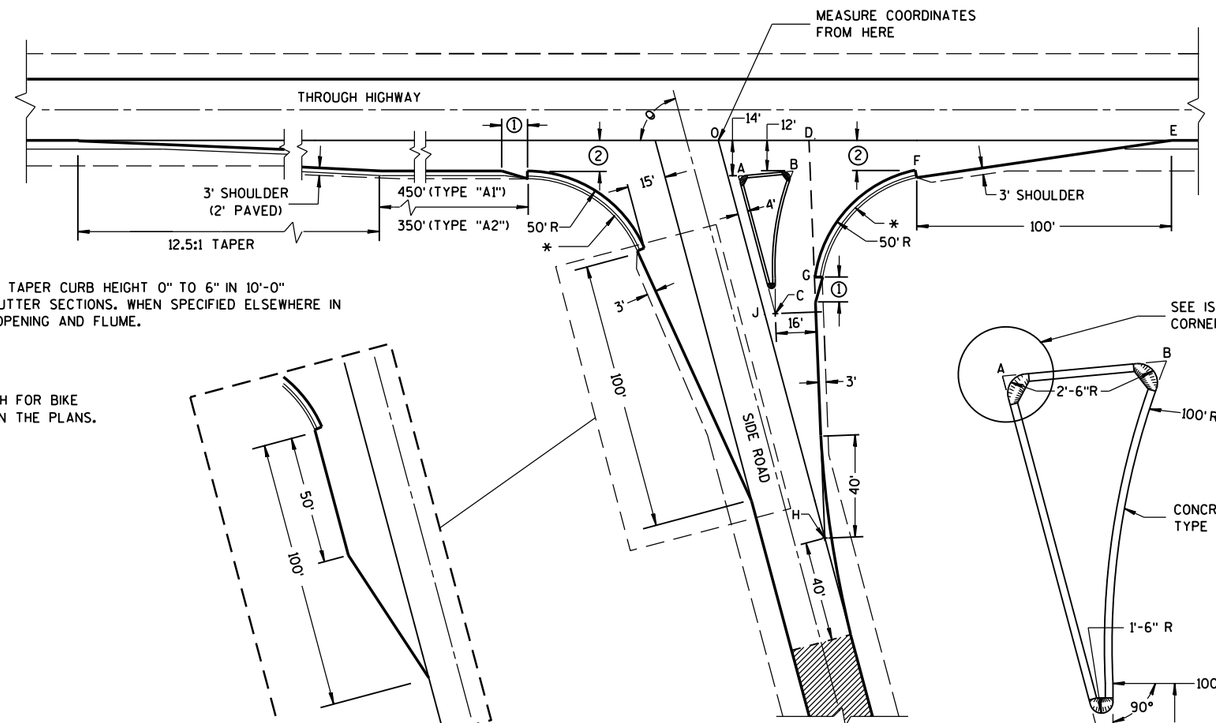
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

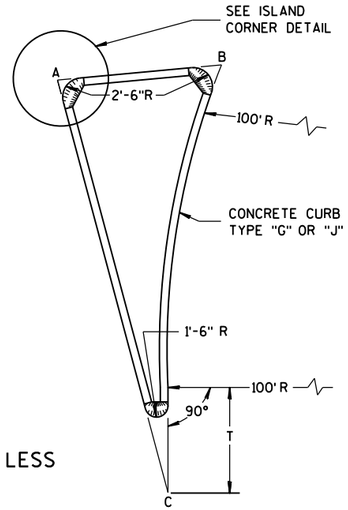
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE





θ = ACUTE ANGLES 80° OR LESS

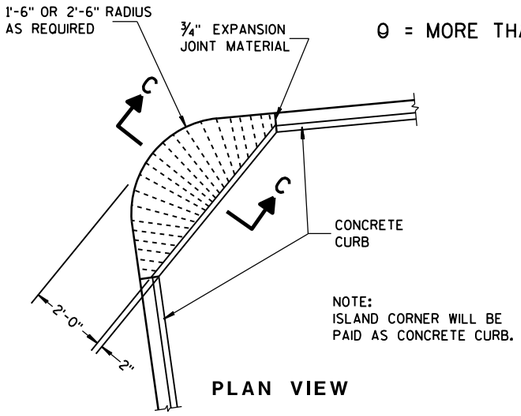


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

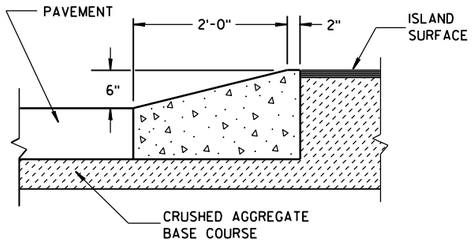
ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

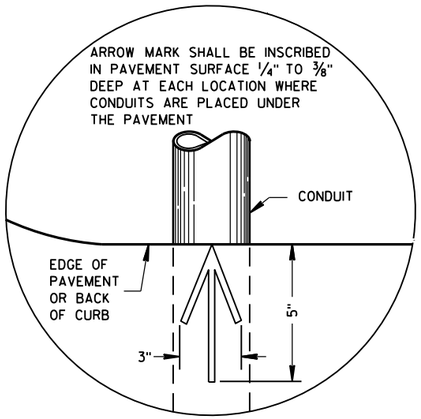
(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

AT-GRADE SIDE ROAD
INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

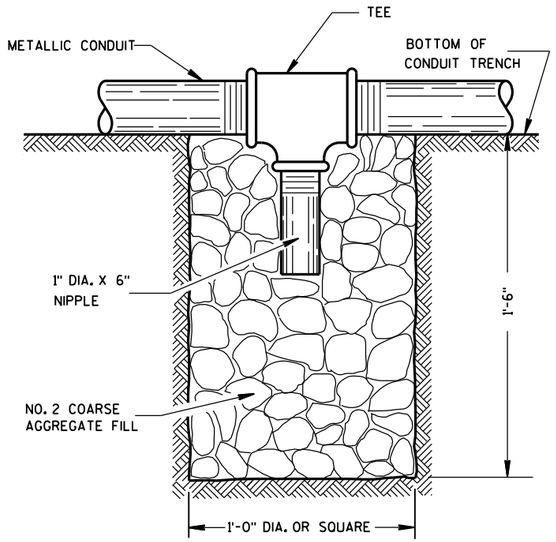
APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 9 A 1-13b



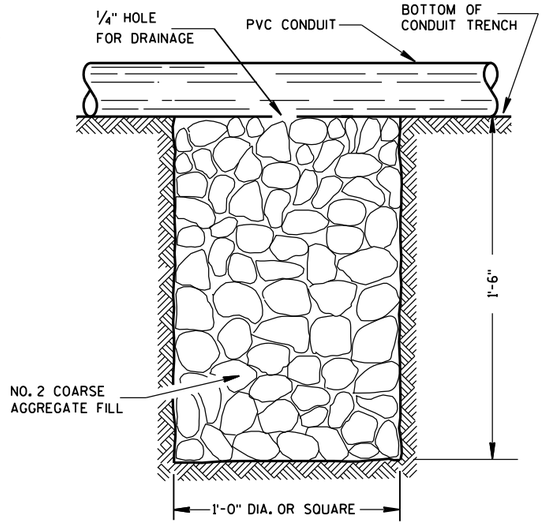
PLAN VIEW

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.

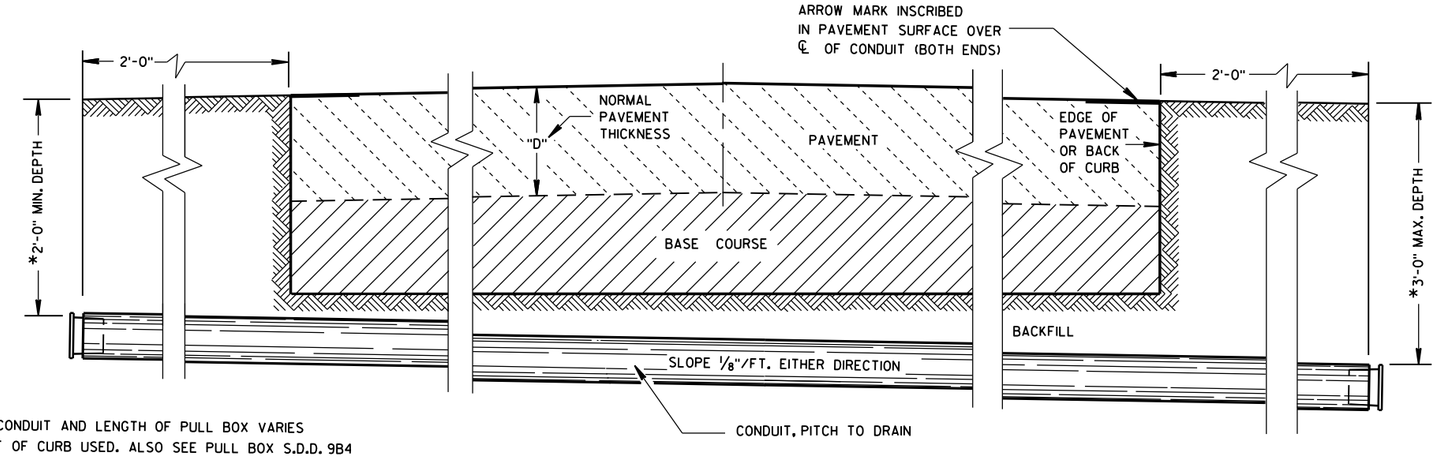
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

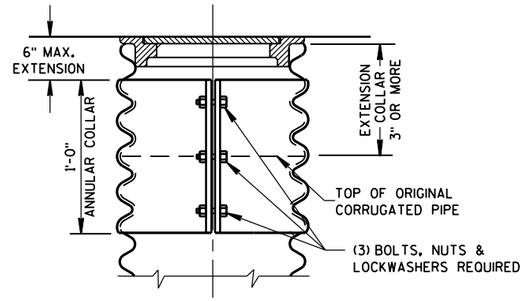
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

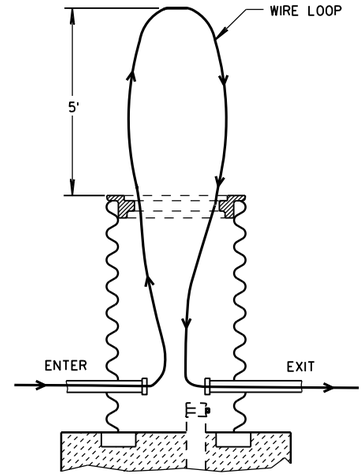
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

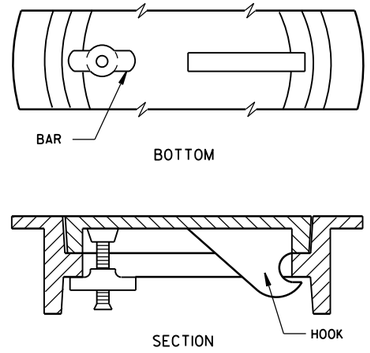
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

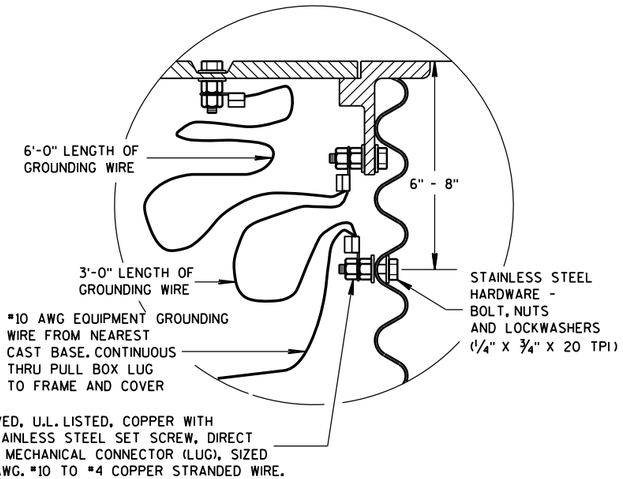


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

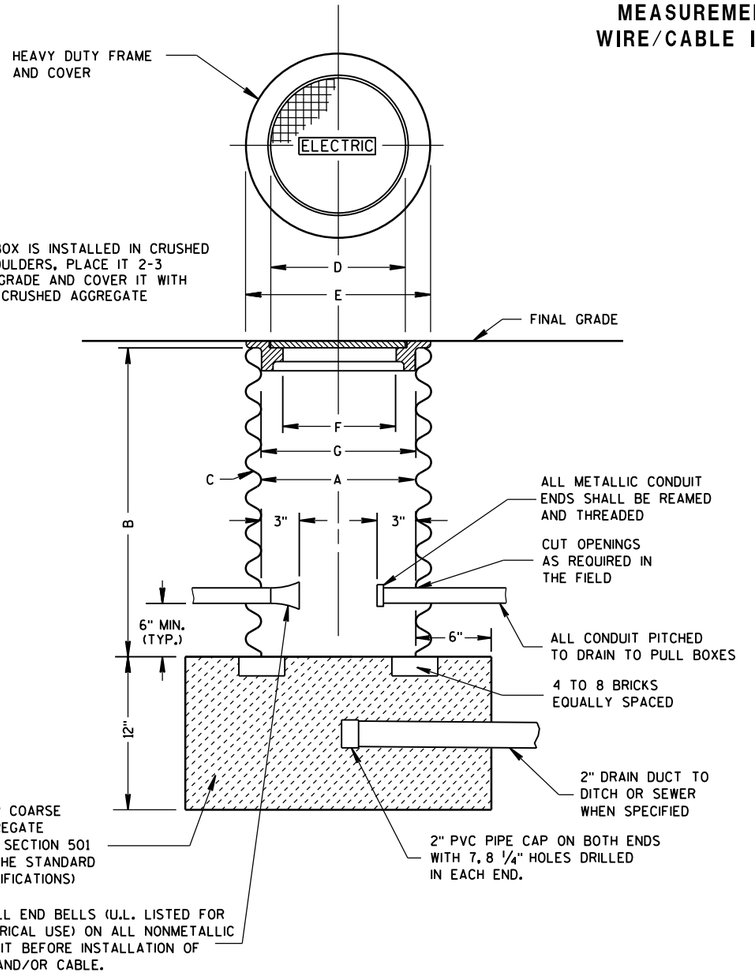


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

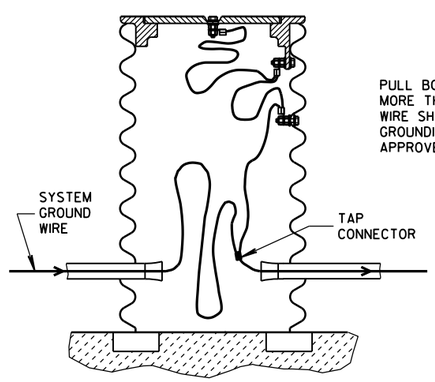
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

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

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

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



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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

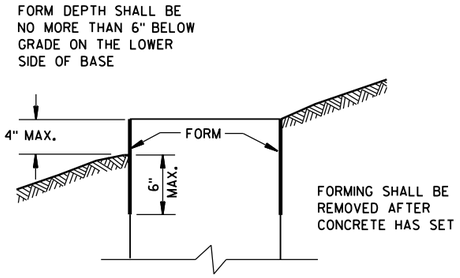
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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.

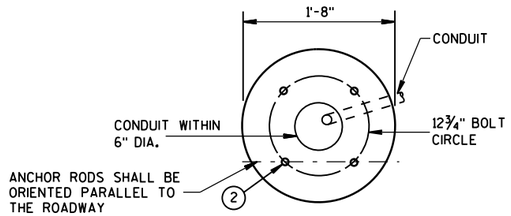
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

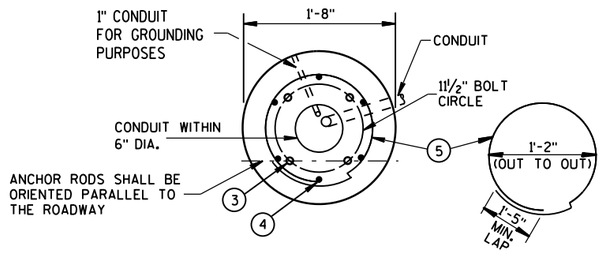
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

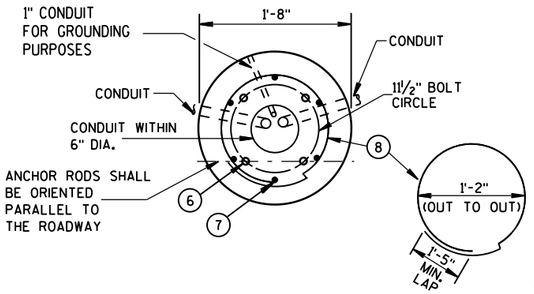
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

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

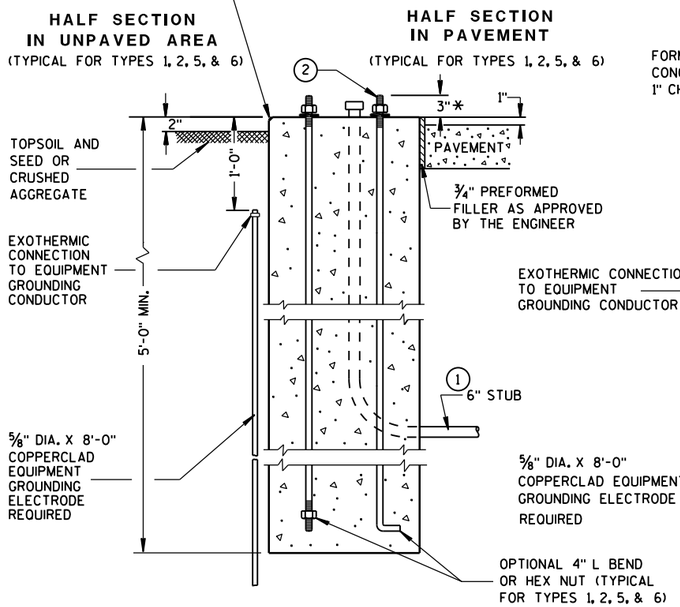






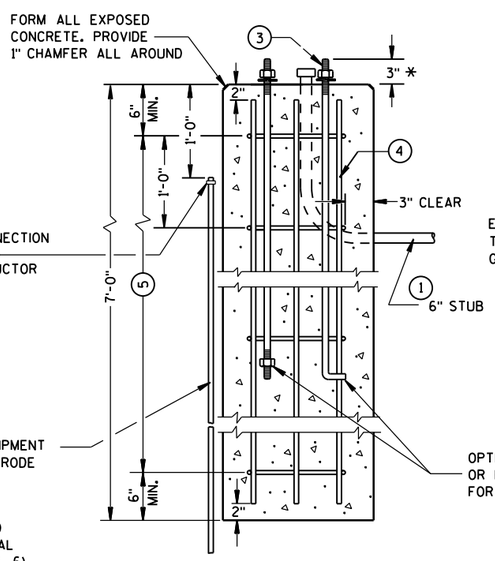
HALF SECTION IN UNPAVED AREA

(TYPICAL FOR TYPES 1, 2, 5, & 6)

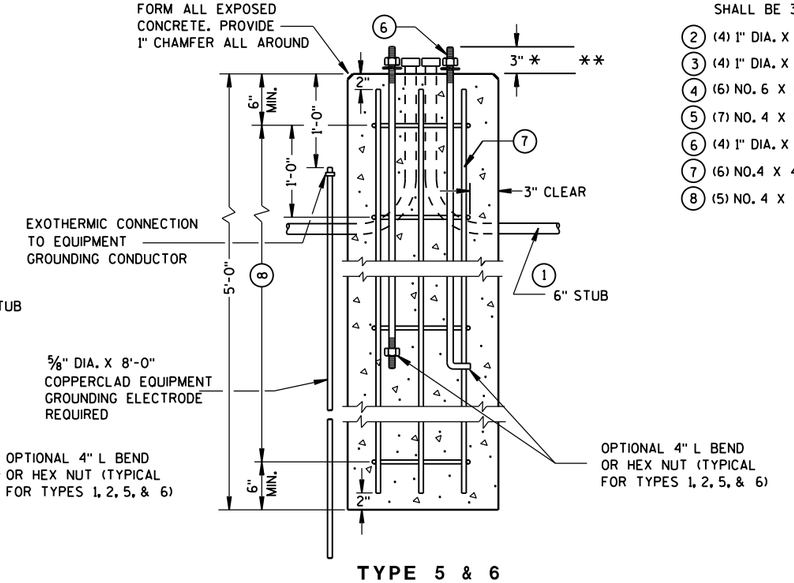


HALF SECTION IN PAVEMENT

(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.

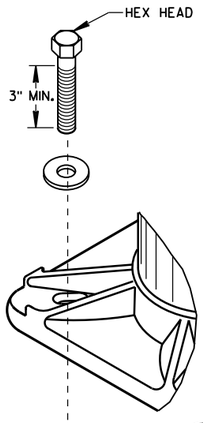
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

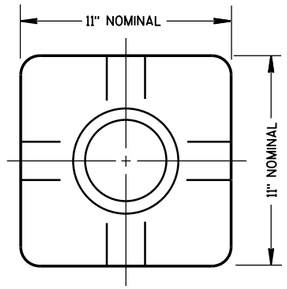
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

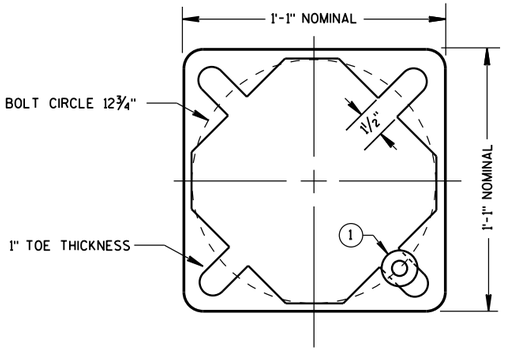
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

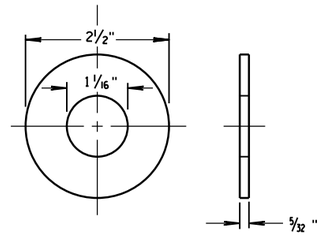




TOP VIEW
(PEDESTAL BASE)

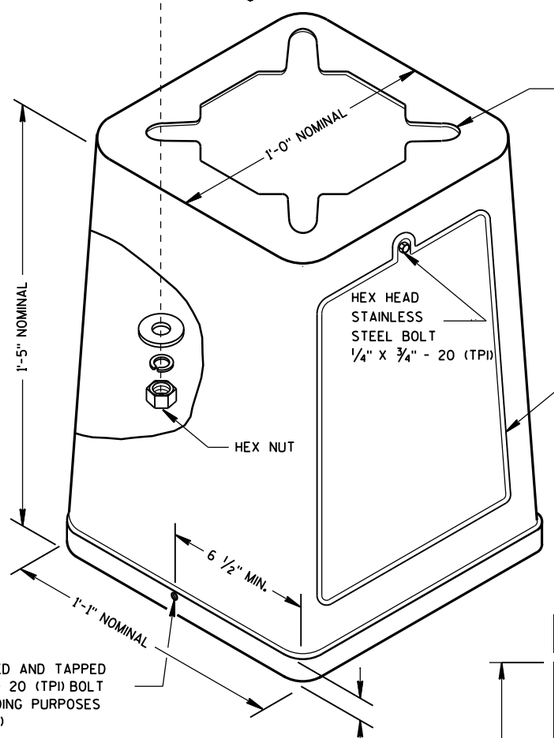


BOTTOM VIEW
(PEDESTAL BASE)

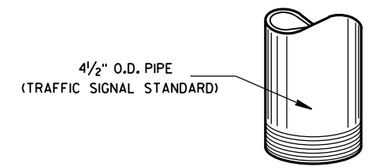


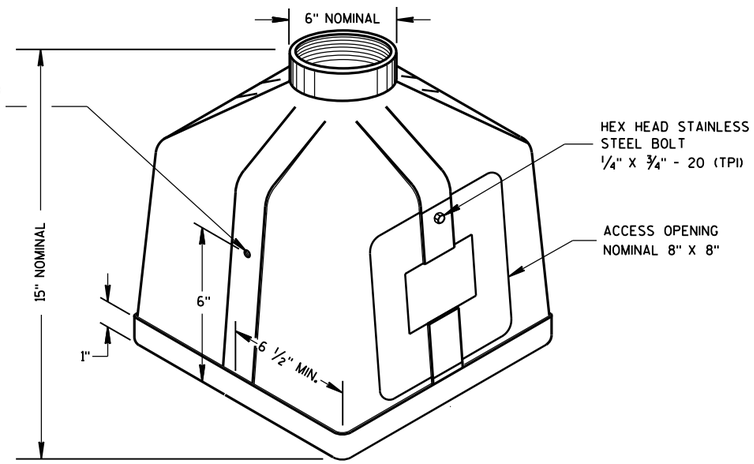
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)



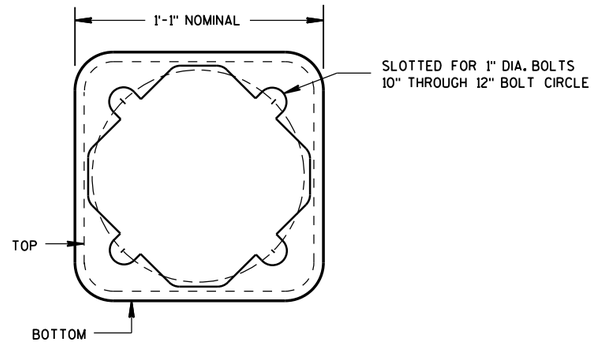
ISOMETRIC VIEW



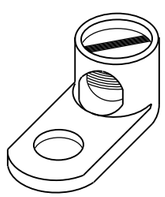


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

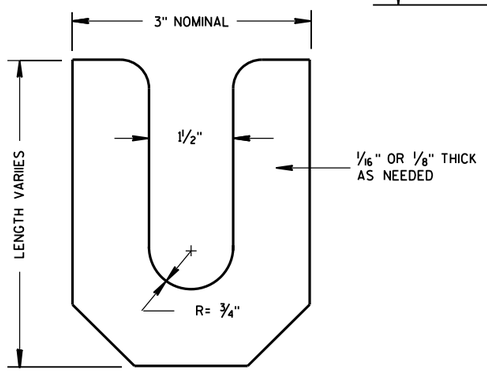


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

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



LEVELING SHIM

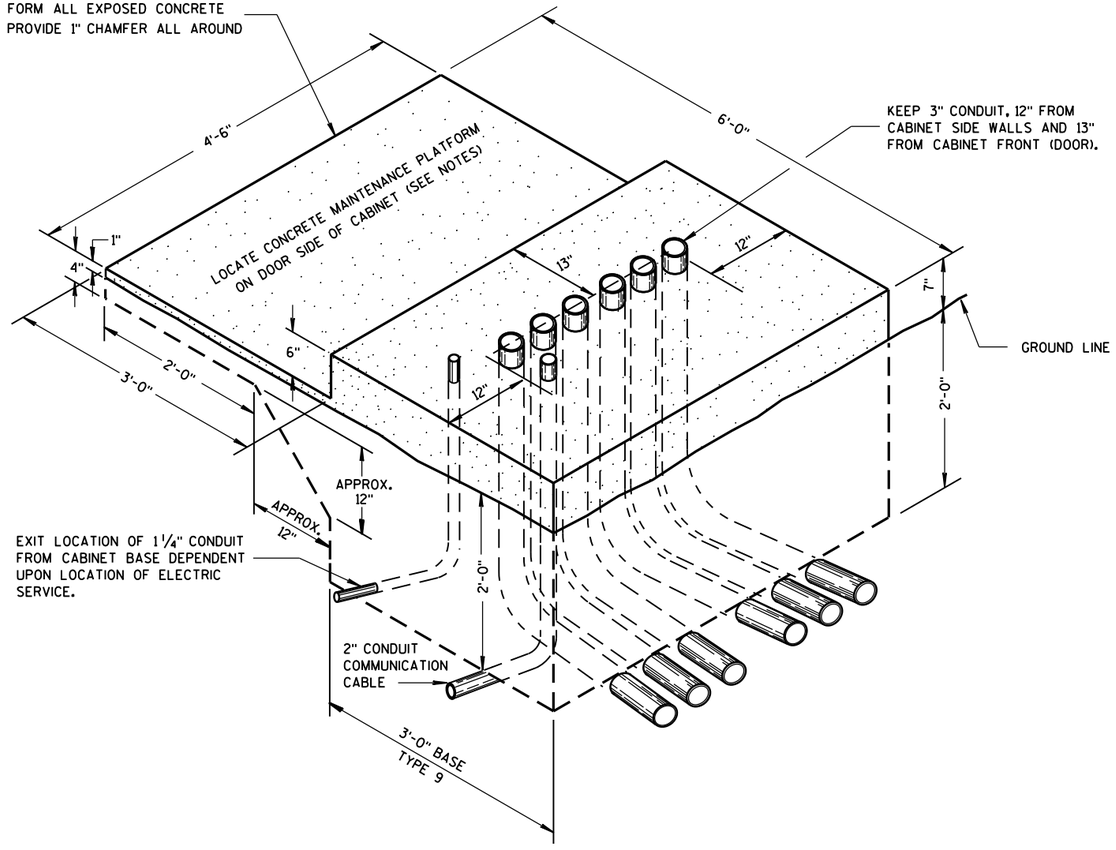
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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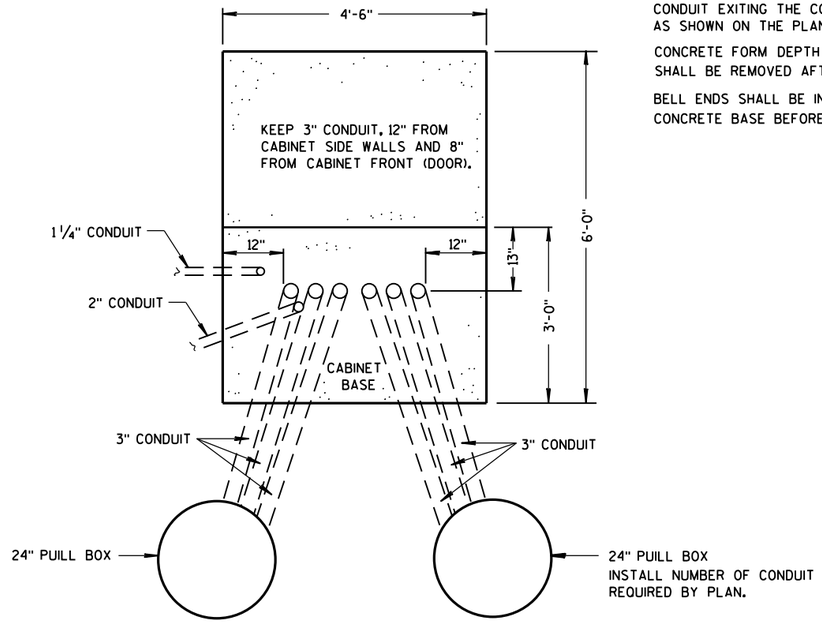
S.D.D. 9 C 3-4



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 547
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 SMOOTH AND LEVEL.

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

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

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

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

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

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

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

ANCHOR RODS SHALL BE 1" X 60".

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

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

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

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

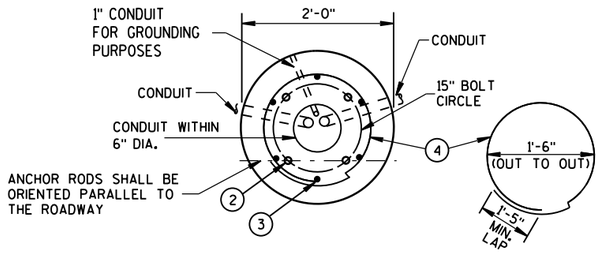
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

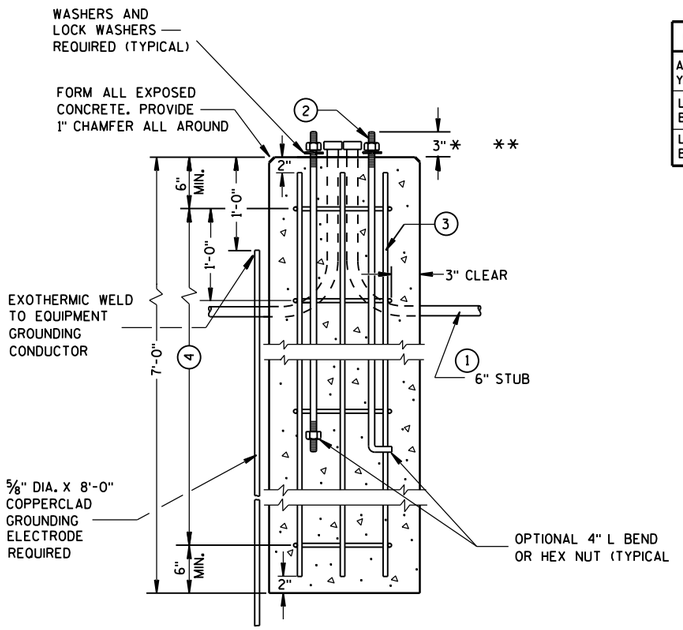
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN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

(2) (4) 1" DIA. X 5'-0" ANCHOR RODS.

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

(4) (7) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

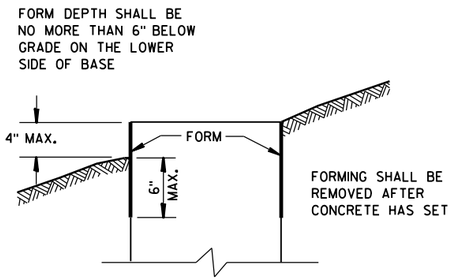




CONCRETE BASE, TYPE 7 (FOR 40' LIGHT POLES)

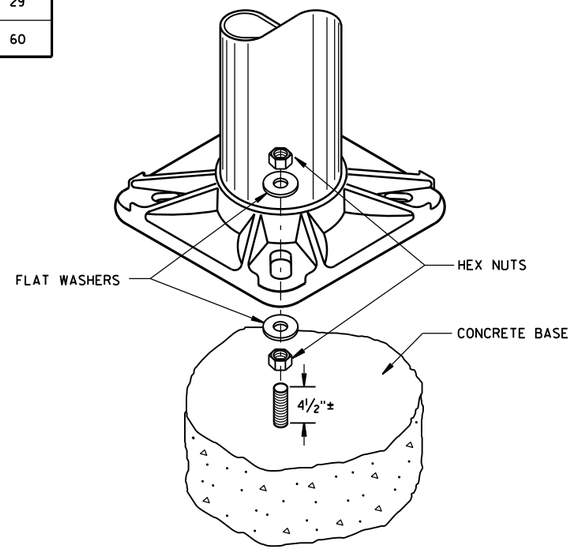
* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

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



FORMING DETAIL

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.8
LBS. OF HOOP BAR STEEL	29
LBS. OF VERTICAL BAR STEEL	60



NON-BREAKAWAY INSTALLATION (LEVELING NUT)

CONCRETE BASE, TYPE 7

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 9 C 8-5

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).

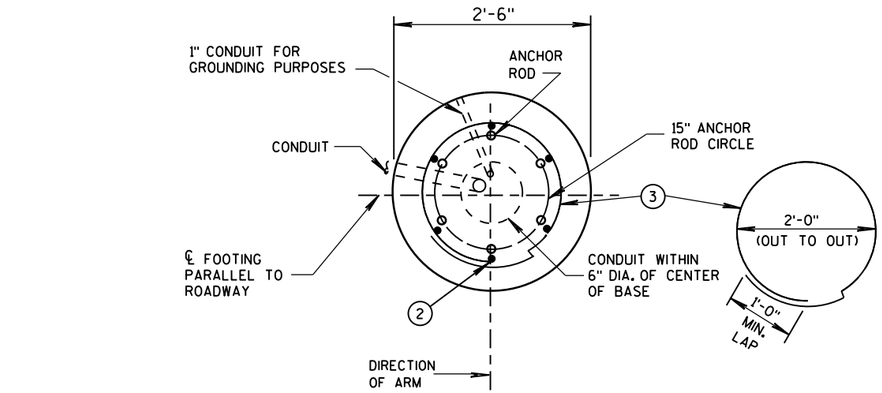
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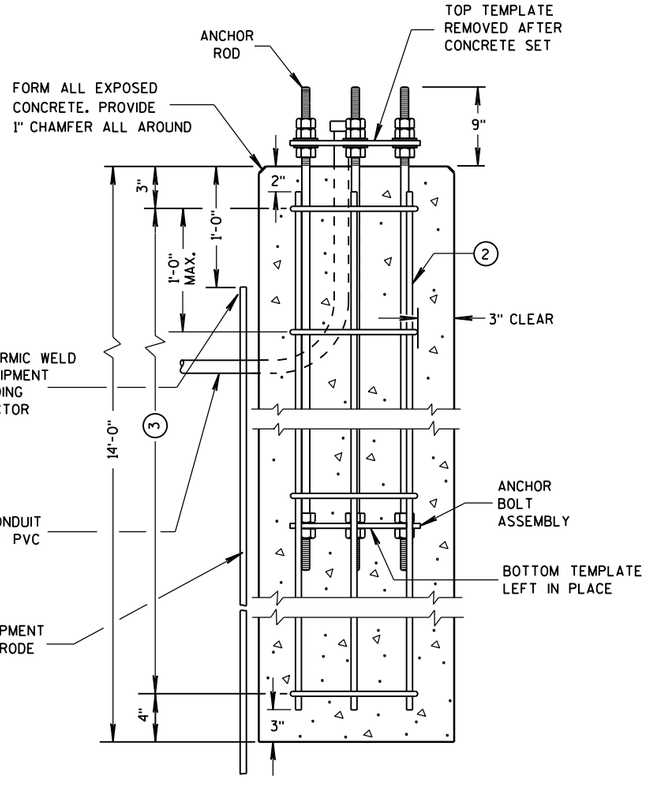
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(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

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

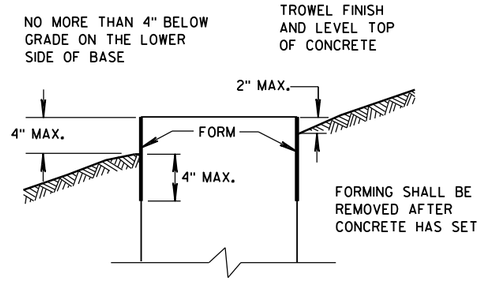
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.



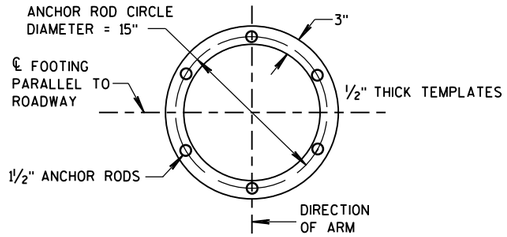


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

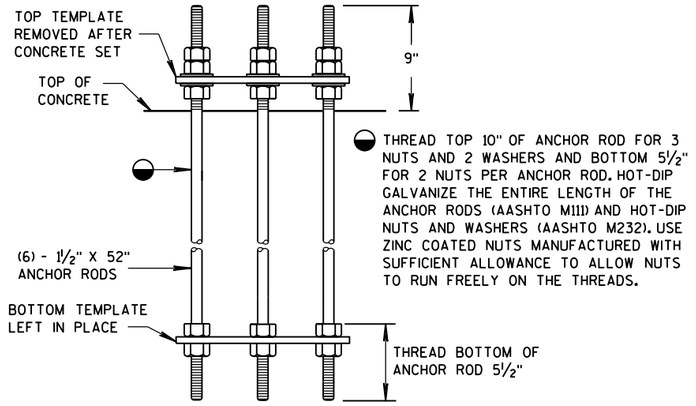
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



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

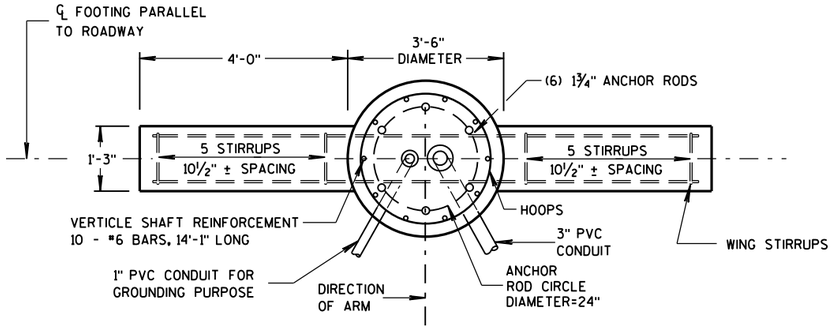
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

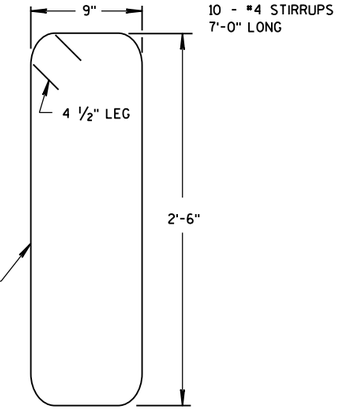
APPROVED
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6

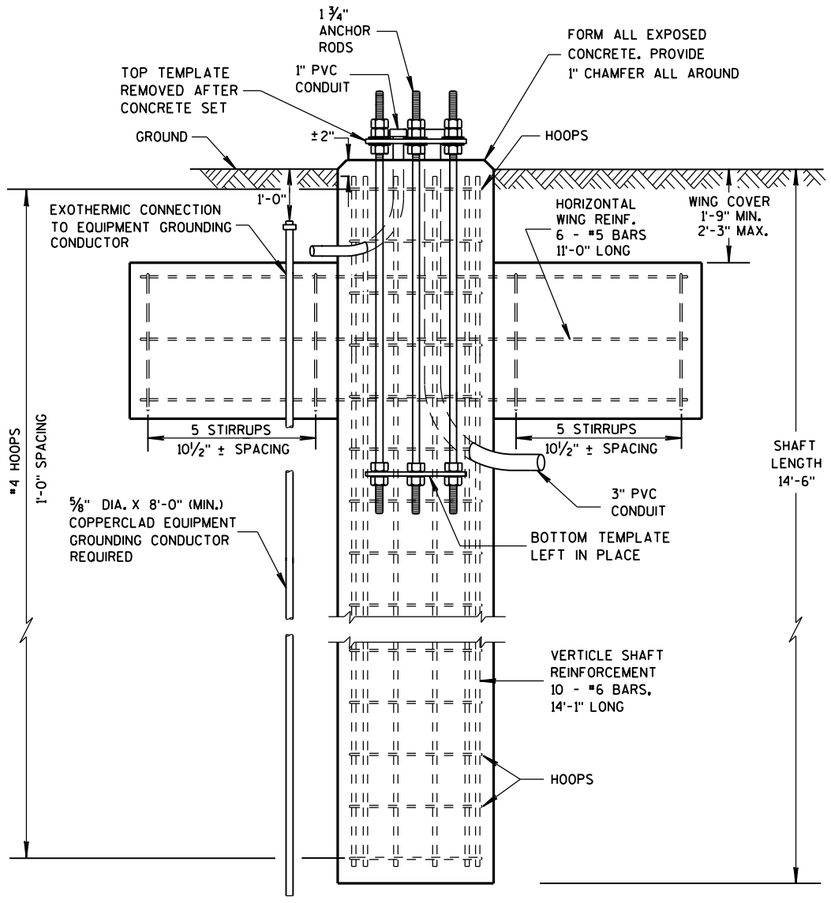
S.D.D. 9 C 11-8



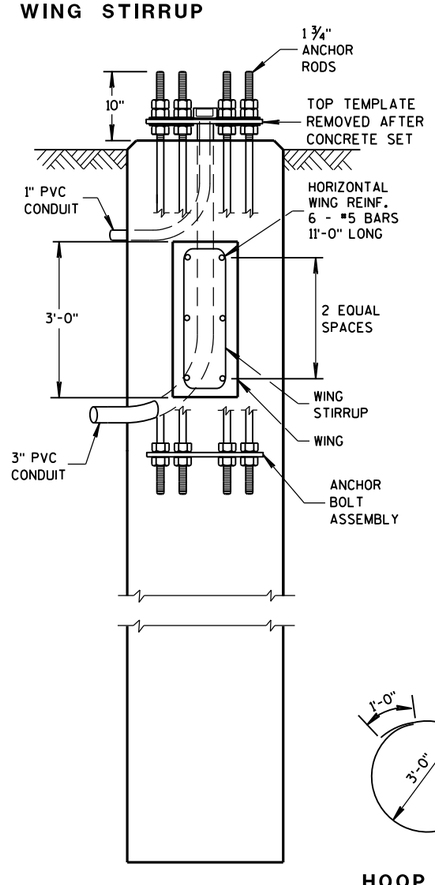
PLAN VIEW



WING STIRRUP

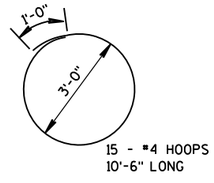


ELEVATION VIEW



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.

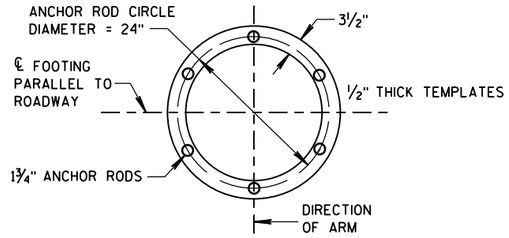
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

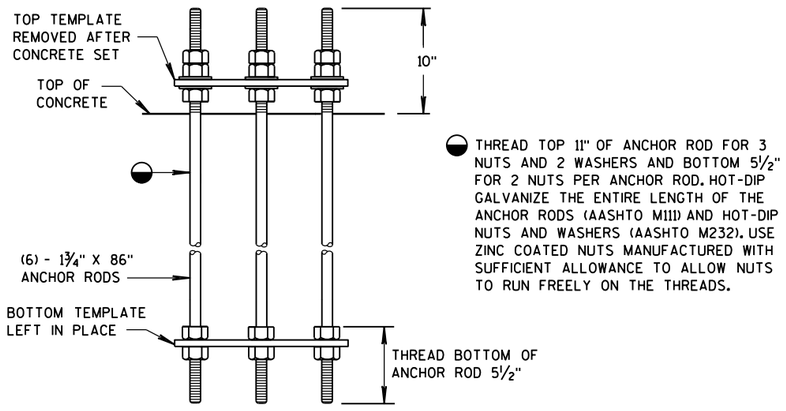
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 9 C 12-7a

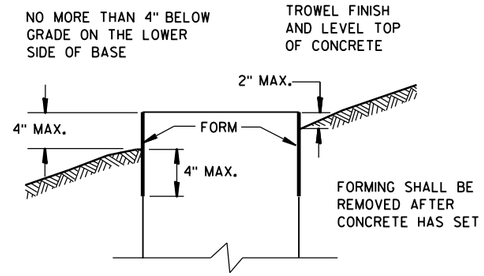


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

6

CONCRETE BASE TYPE 13

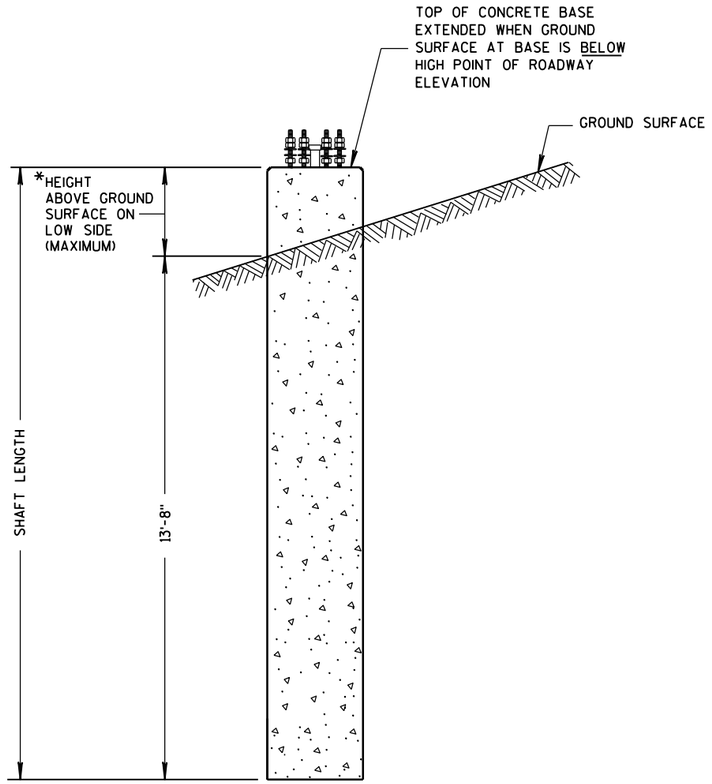
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

S.D.D. 9 C 12-7b

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

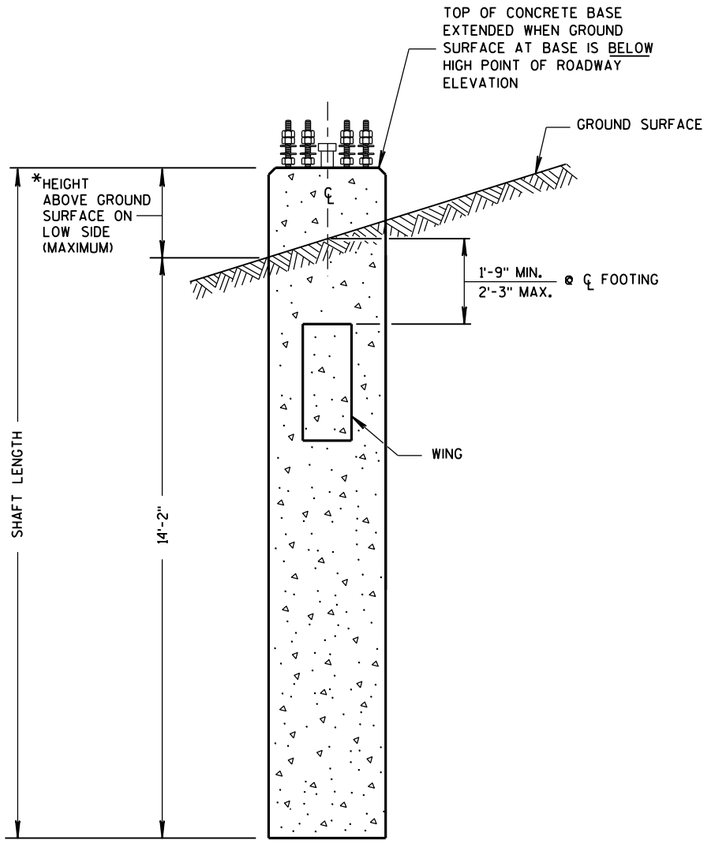
HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL BAR STEEL
>0" TO 6"	10"	14'-6"	14'-1"	16	2.6	78	127
>6" TO 1'-0"	1'-4"	15'-0"	14'-7"	16	2.7	78	131
>1'-0" TO 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

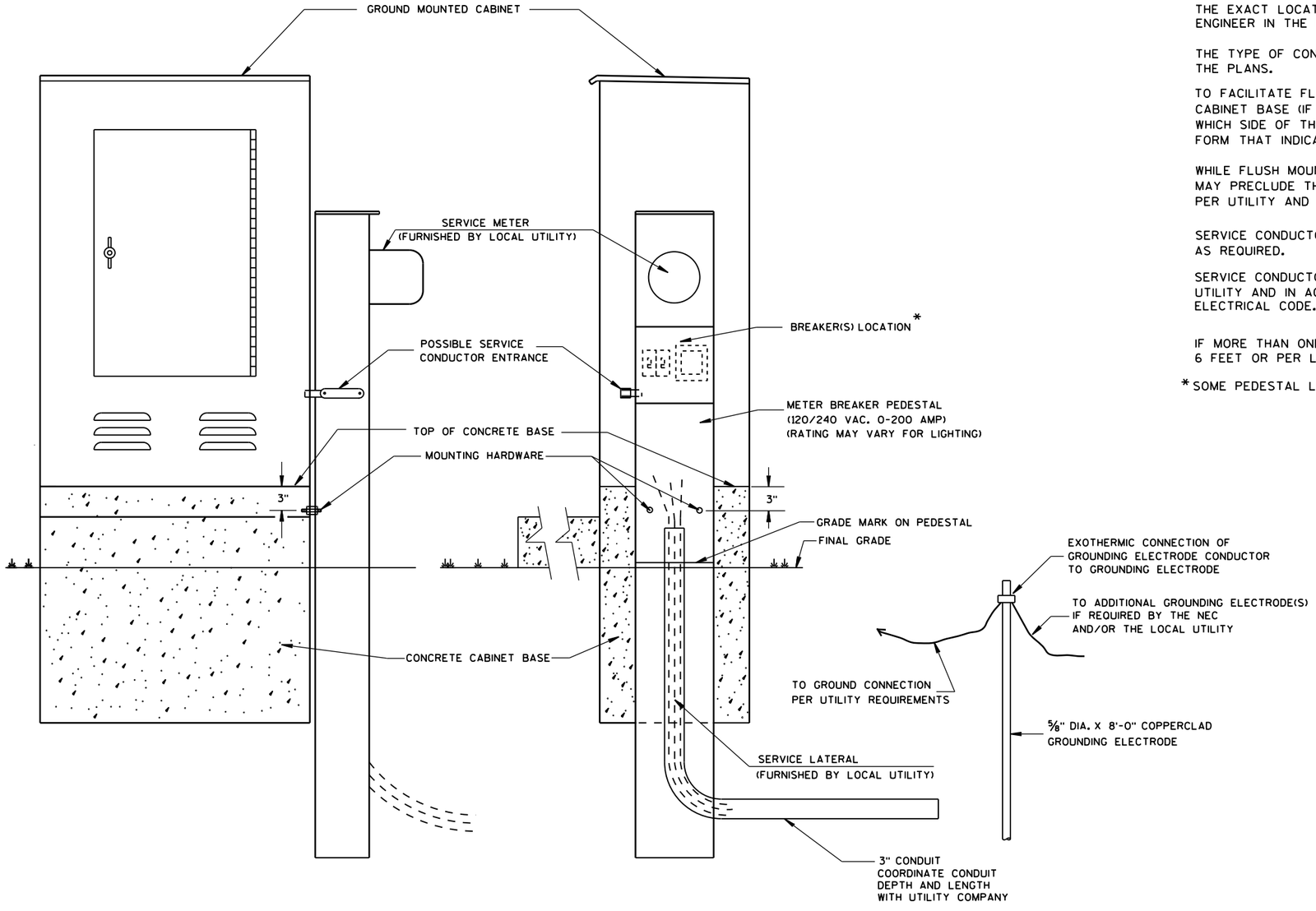
APPROVED
11-26-2013 DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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S.D.D. 9 C 13-2

6

S.D.D. 9 C 13-2



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

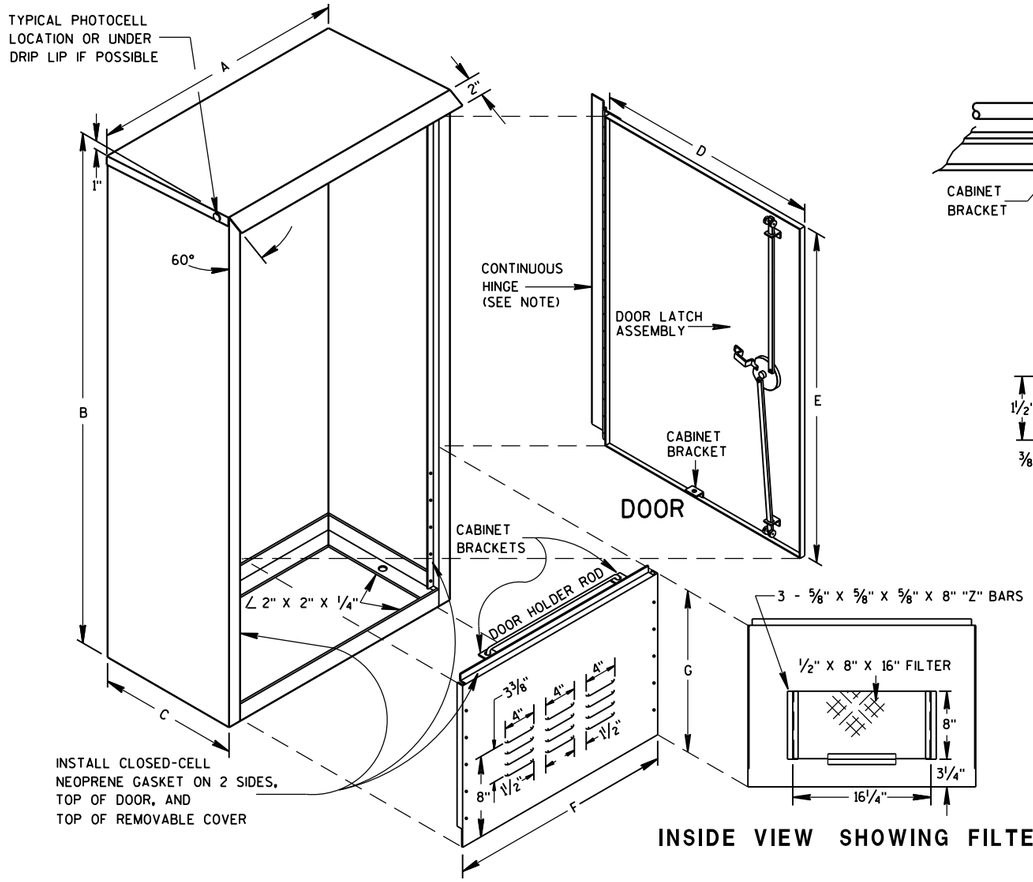
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

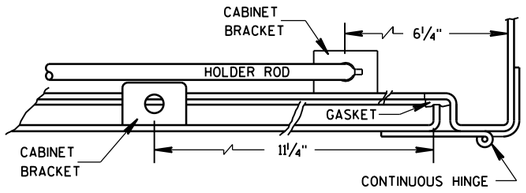
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

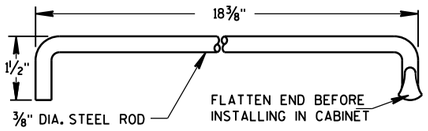


REMOVABLE COVER

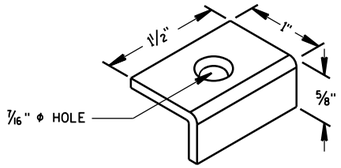
INSIDE VIEW SHOWING FILTER



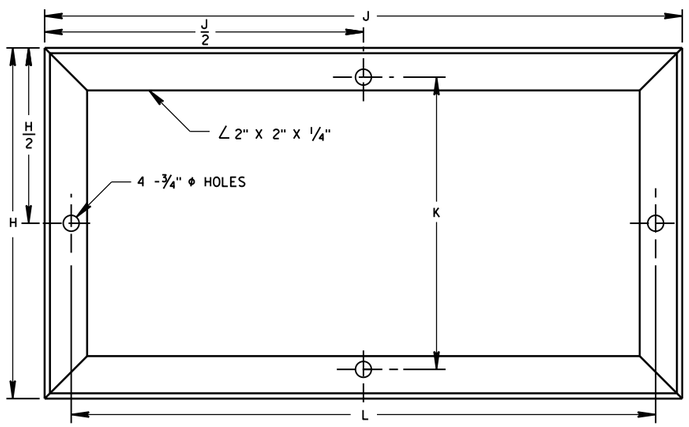
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

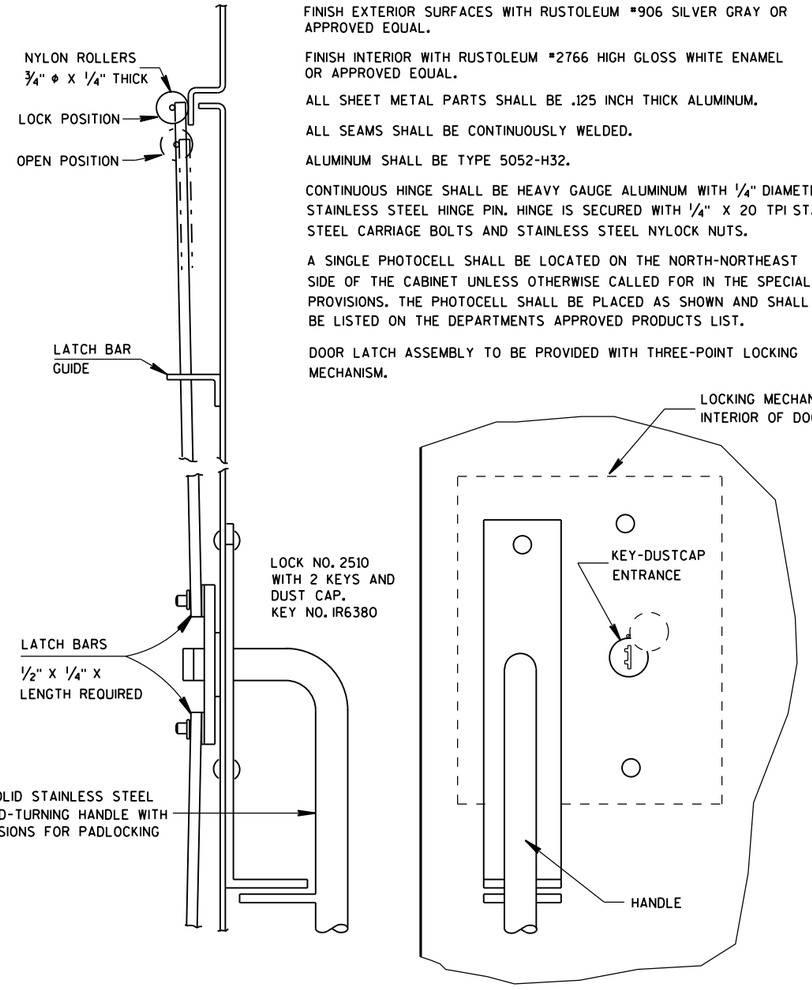
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

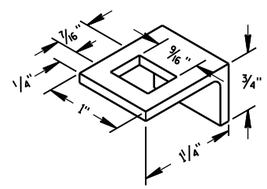
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 554

FHWA

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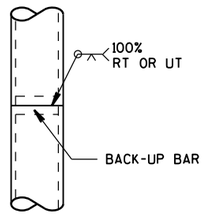
S.D.D. 9 D 2-3

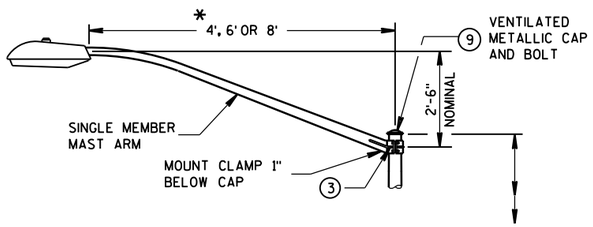
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S.D.D. 9 D 2-3

FOR MANUFACTURERS USE ONLY

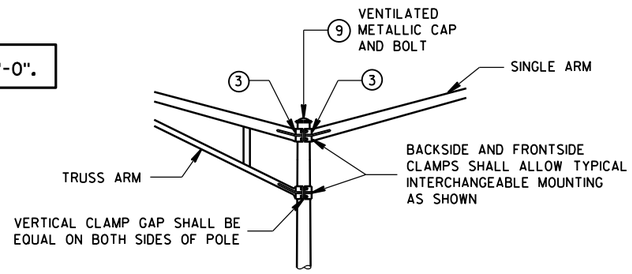
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.





POLE SPLICE DETAIL

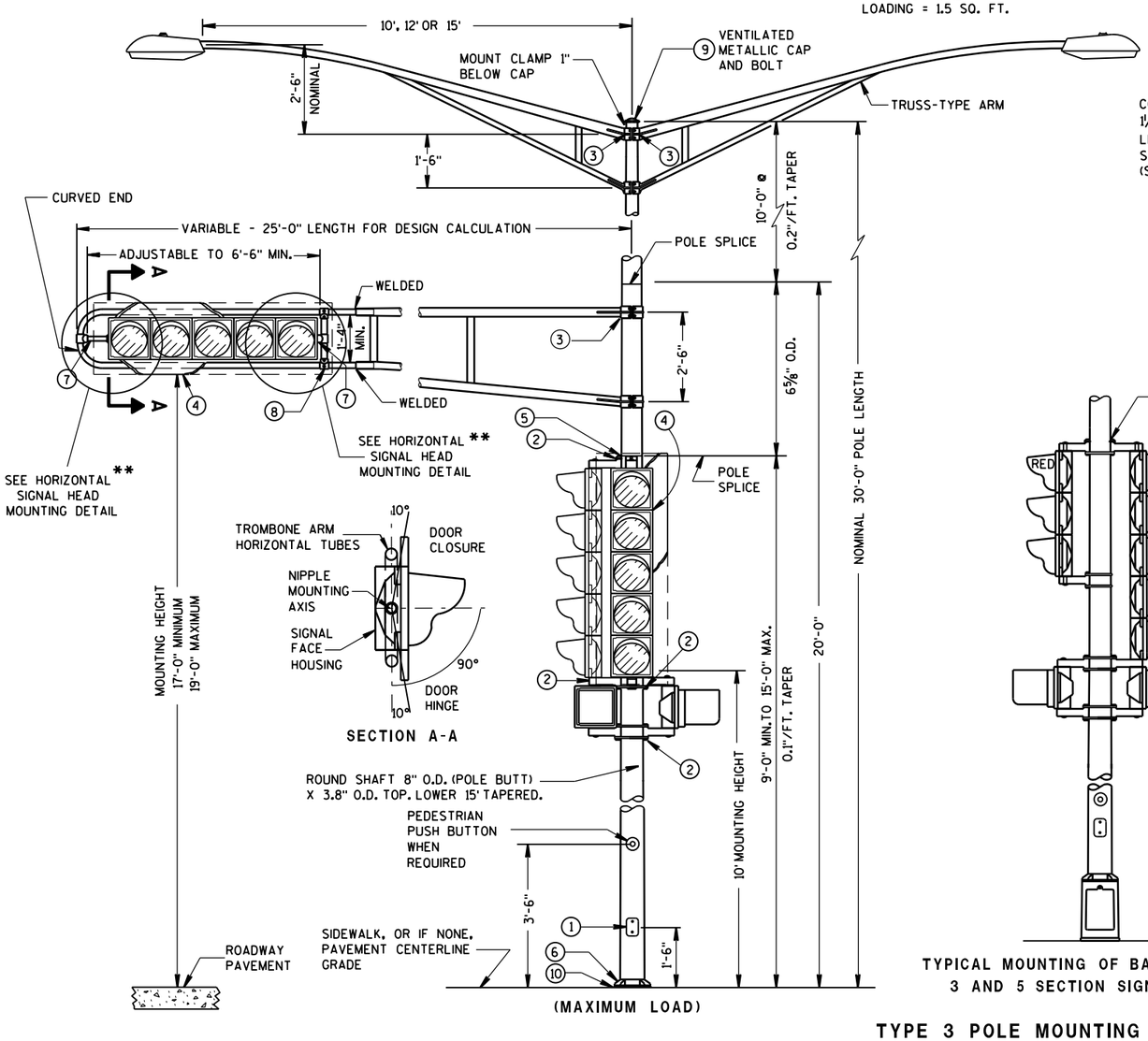
***RISE FOR 4' ARM SHALL BE 2'-0".**

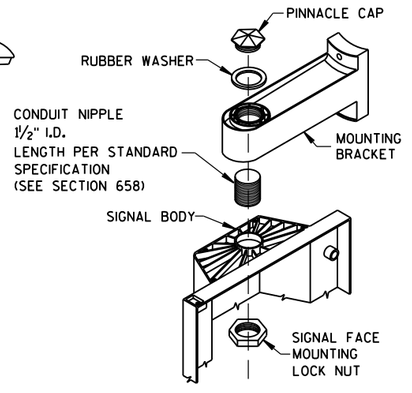


INTERCHANGEABLE MOUNTING DETAIL

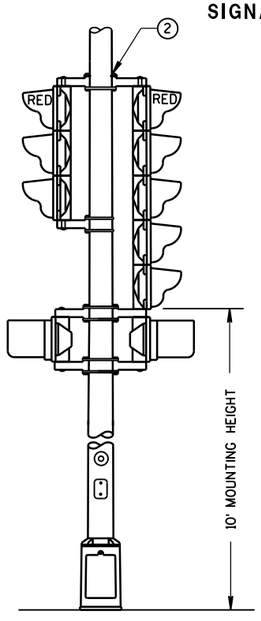
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

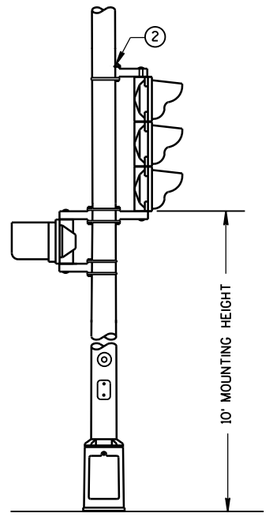




SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

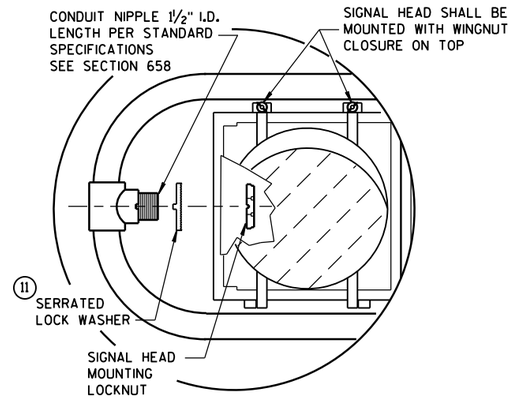
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL**

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

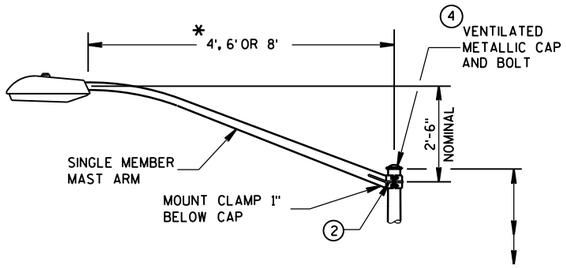
TYPE 3 POLE MOUNTING CONFIGURATION

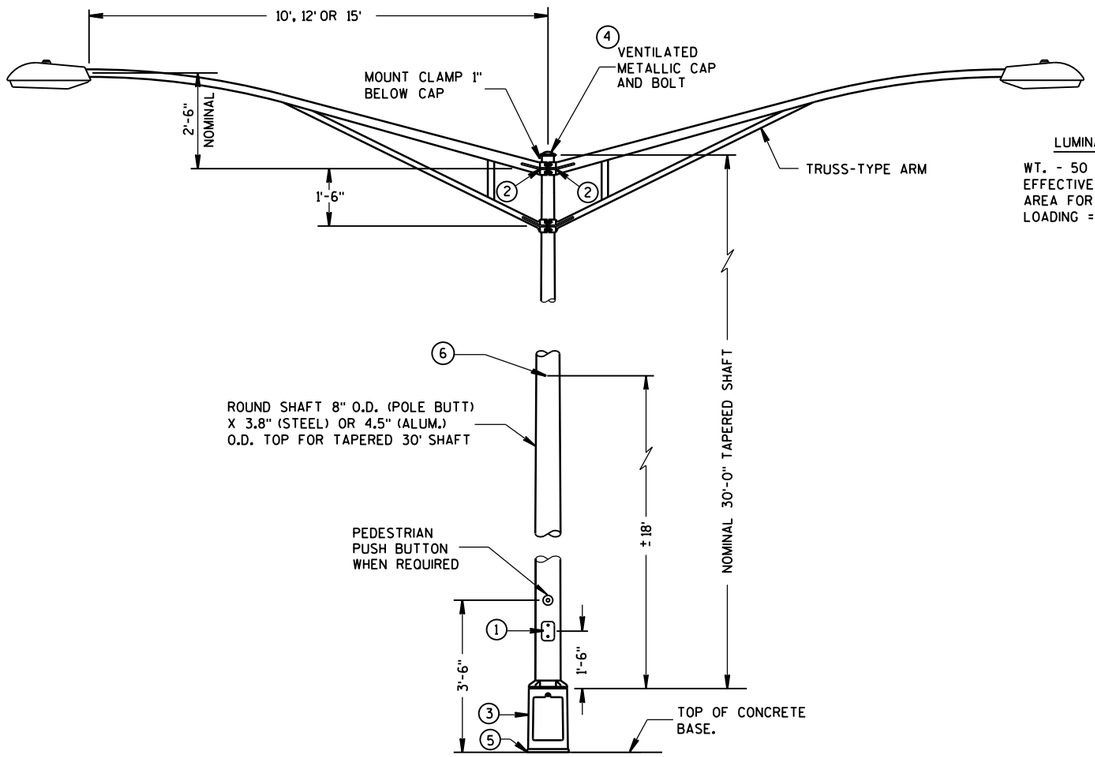
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 555

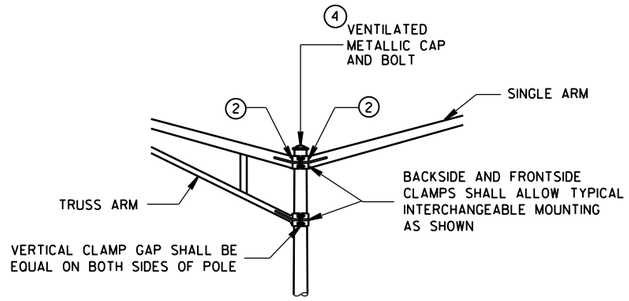
6
S.D.D. 9 E 1-14b

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

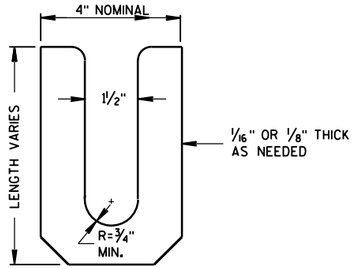
S.D.D. 9 E 1-14d

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S.D.D. 9 E 1-14d

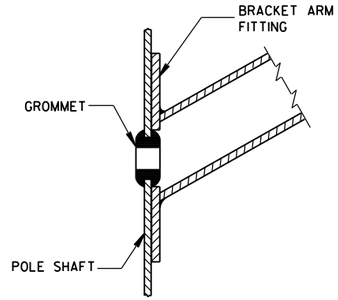
POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

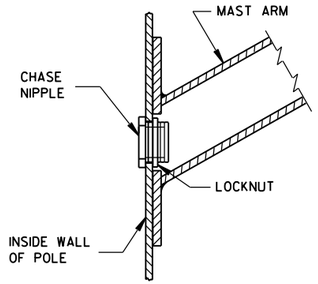


LEVELING SHIM (13)

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.

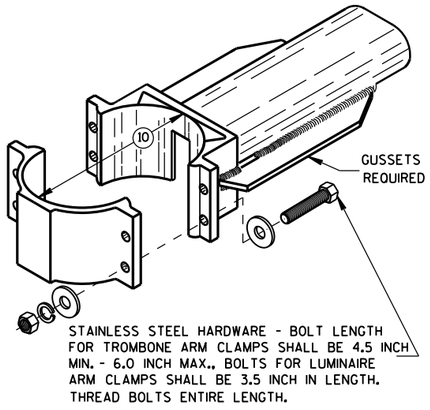
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

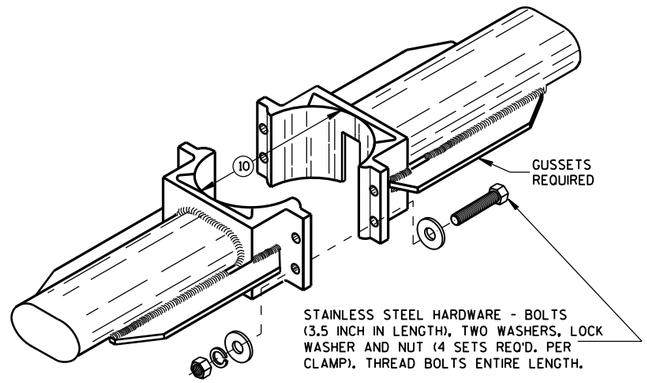
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

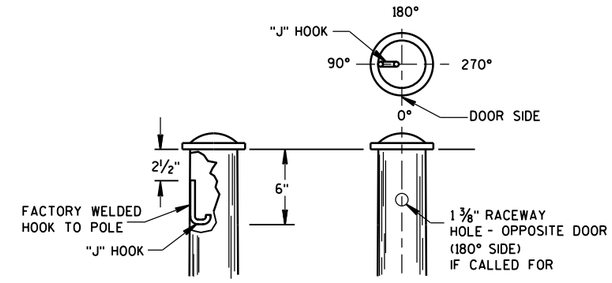
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



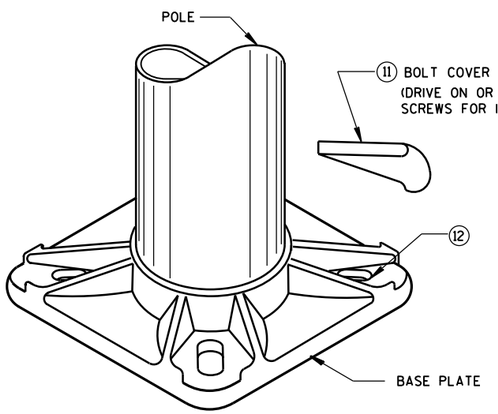
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



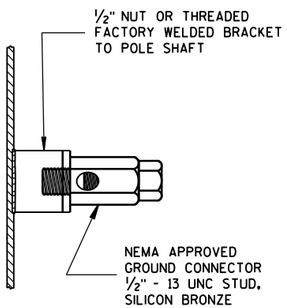
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

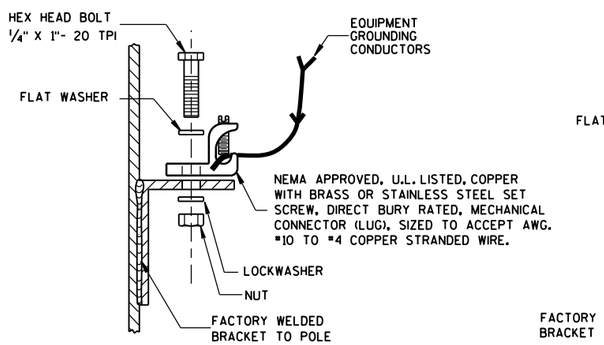


TYPICAL "J" HOOK LOCATION



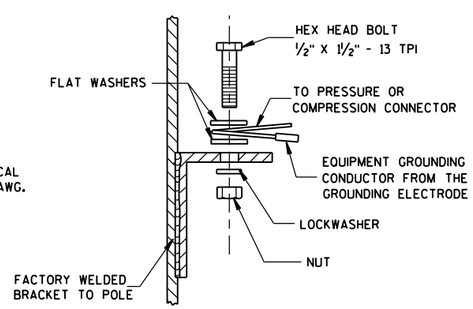
BASE PLATE





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 557

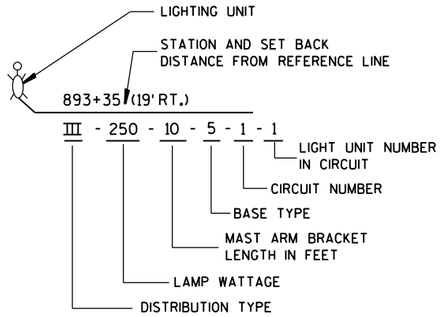
FHWA

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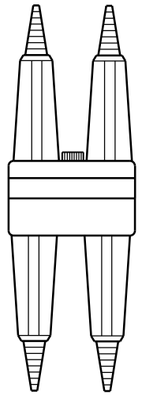
S.D.D. 9 E 1-14g

6

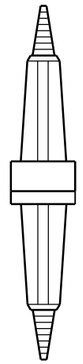
S.D.D. 9 E 1-14g



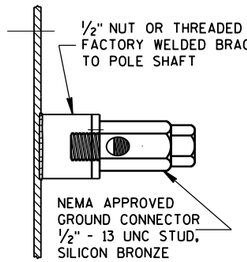
LIGHTING UNIT CODE
(TYPICAL)

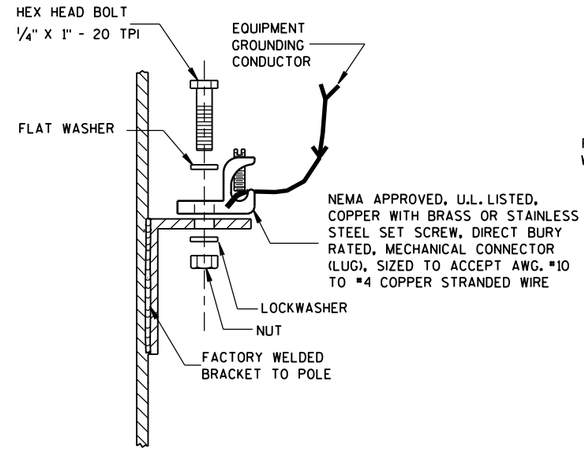


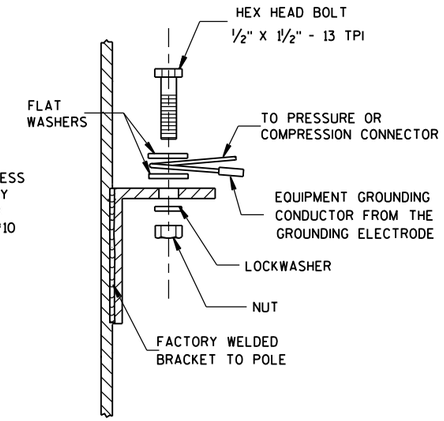
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



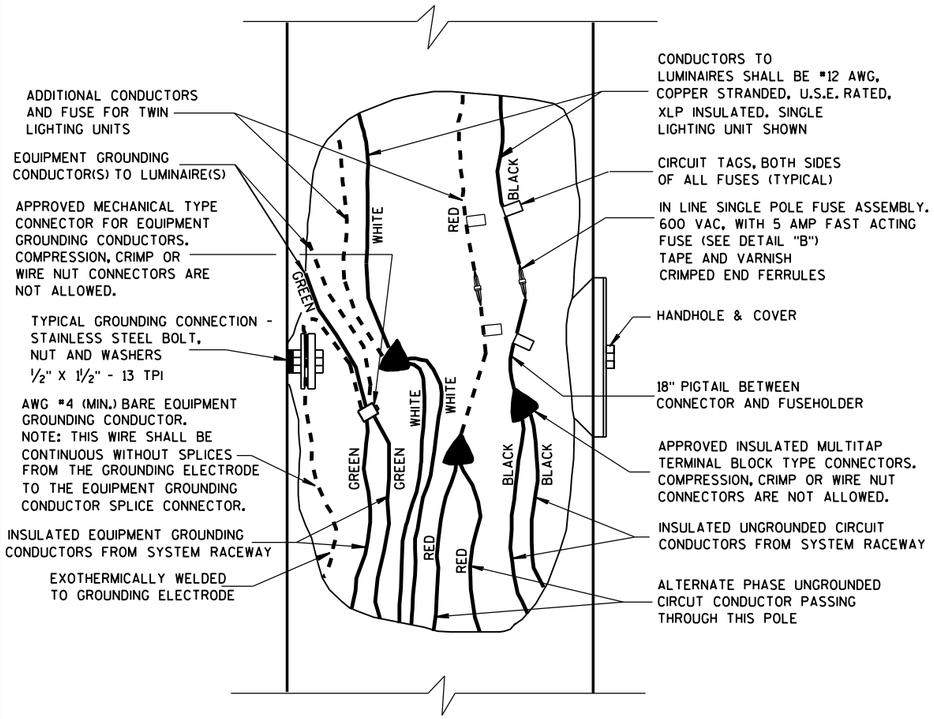
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



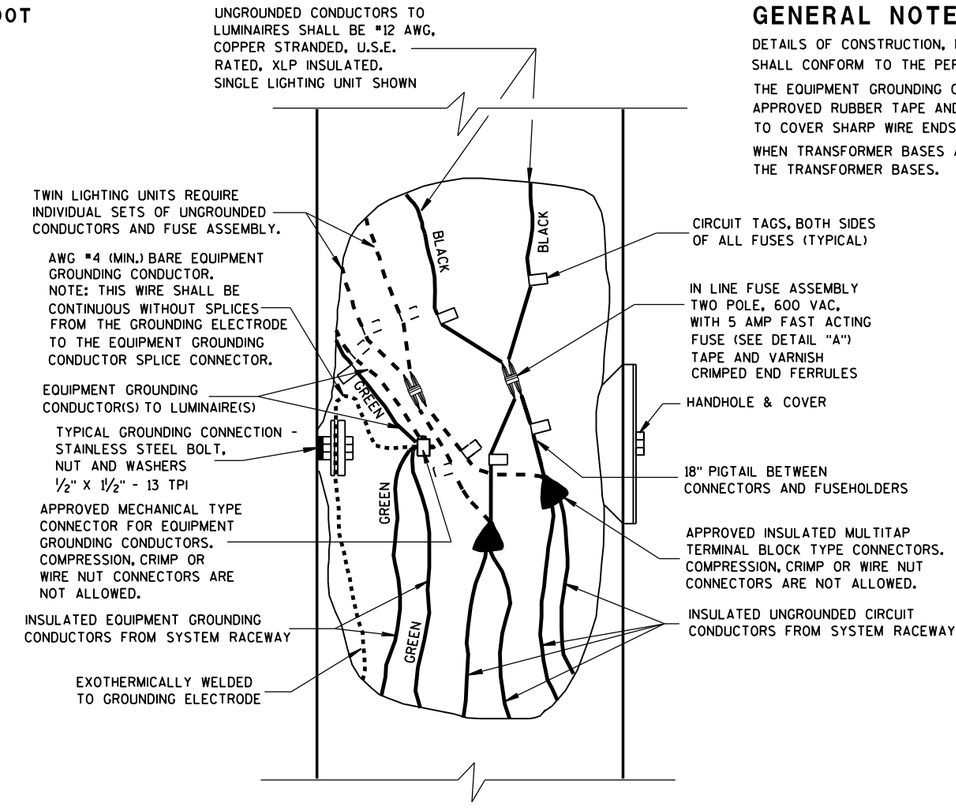




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

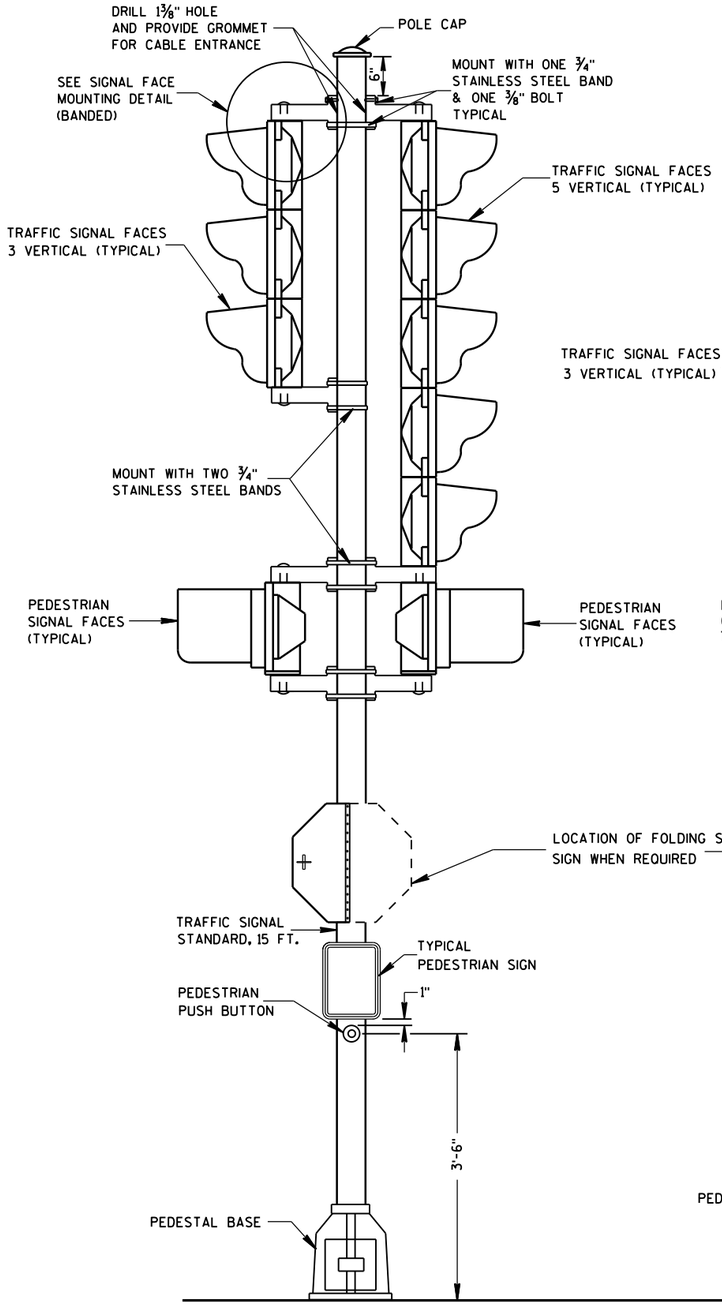
THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

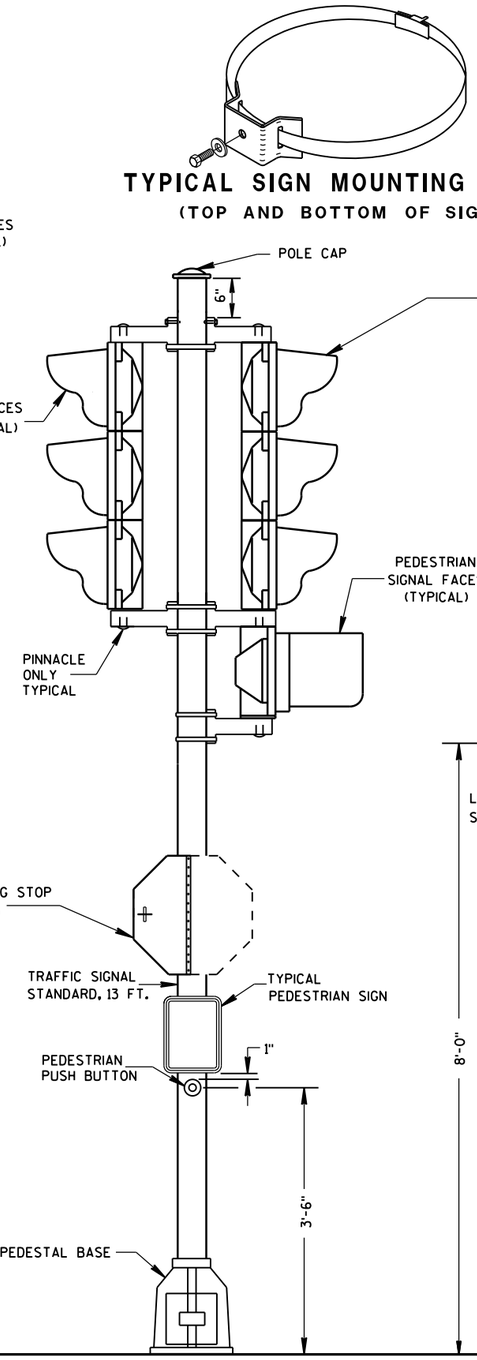
NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 558
FHWA

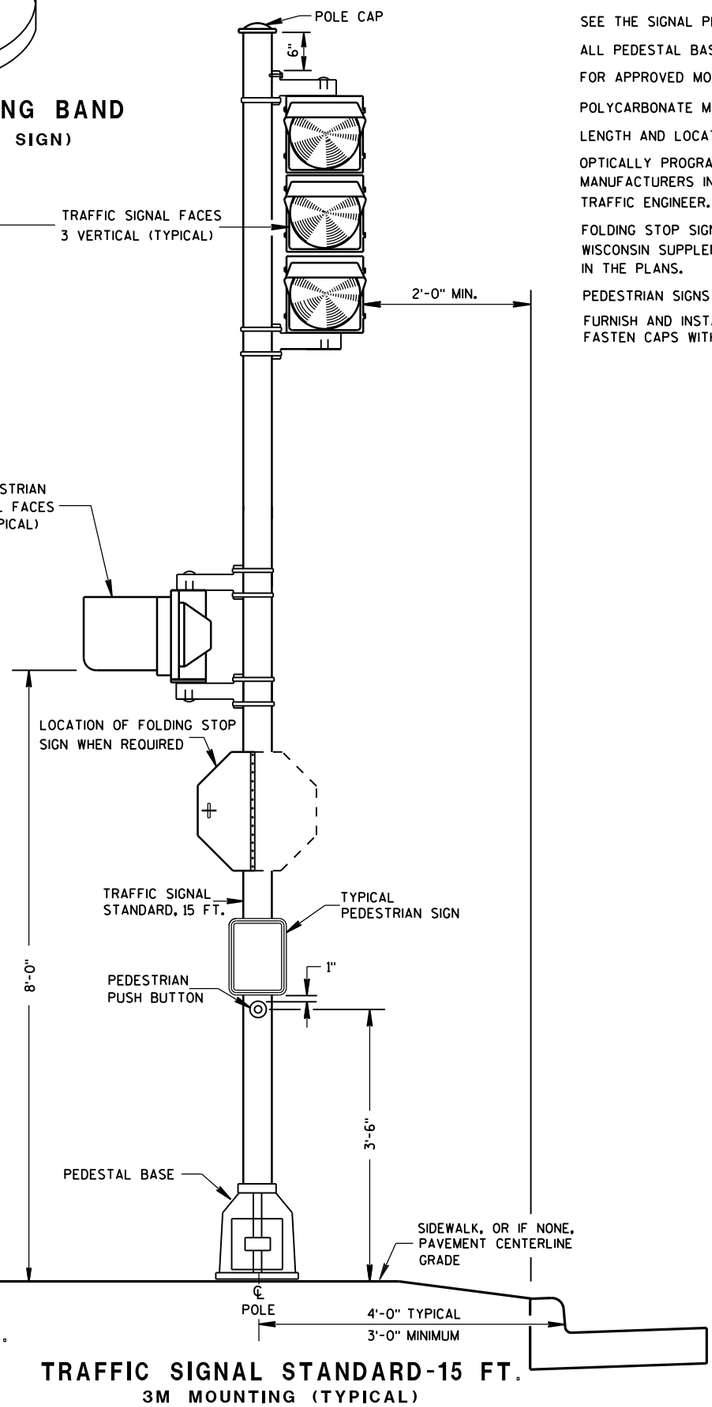


TRAFFIC SIGNAL STANDARD-15 FT.



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.

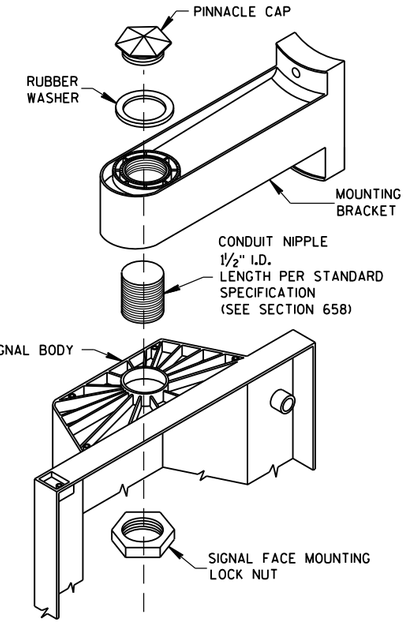
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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)

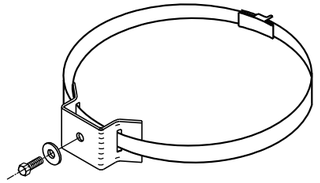
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

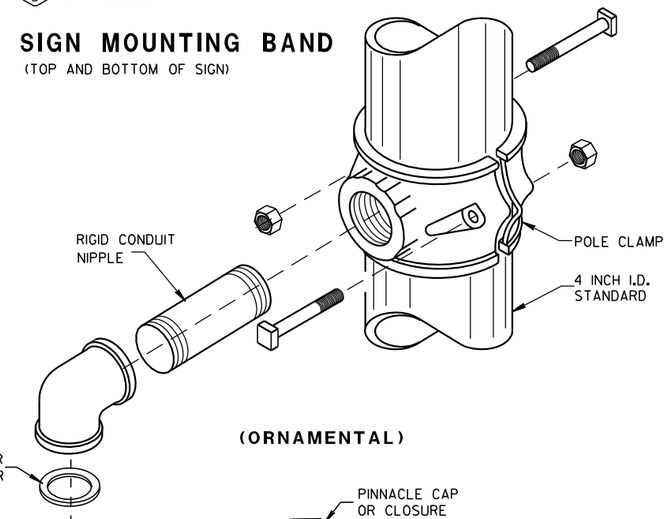
APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

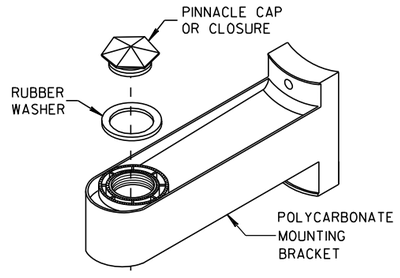
S.D.D. 9 E 6-5



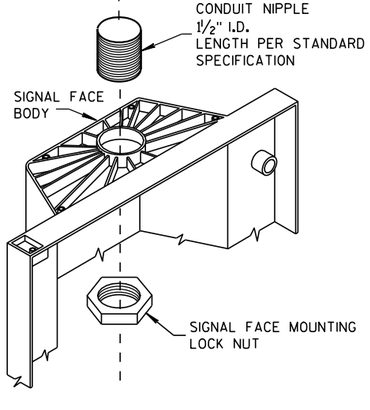
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



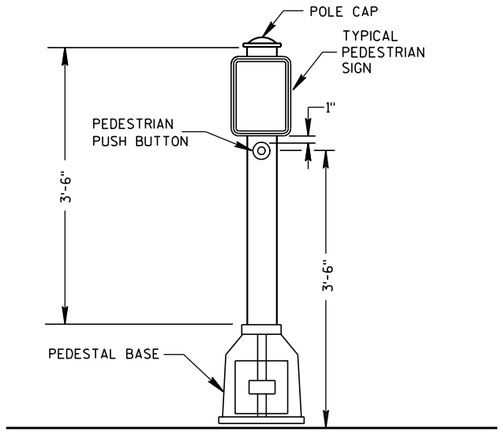
(ORNAMENTAL)



(BANDED)



SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

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.

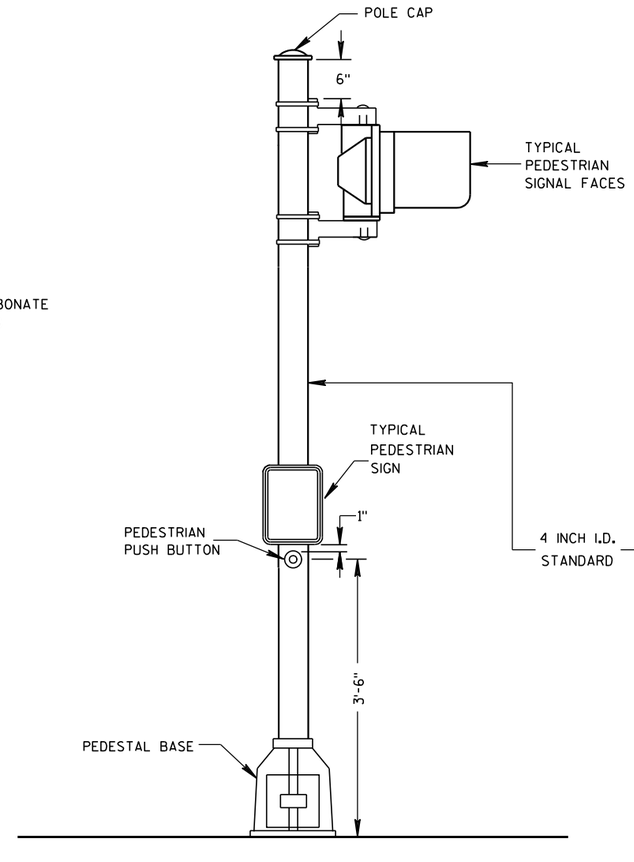
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

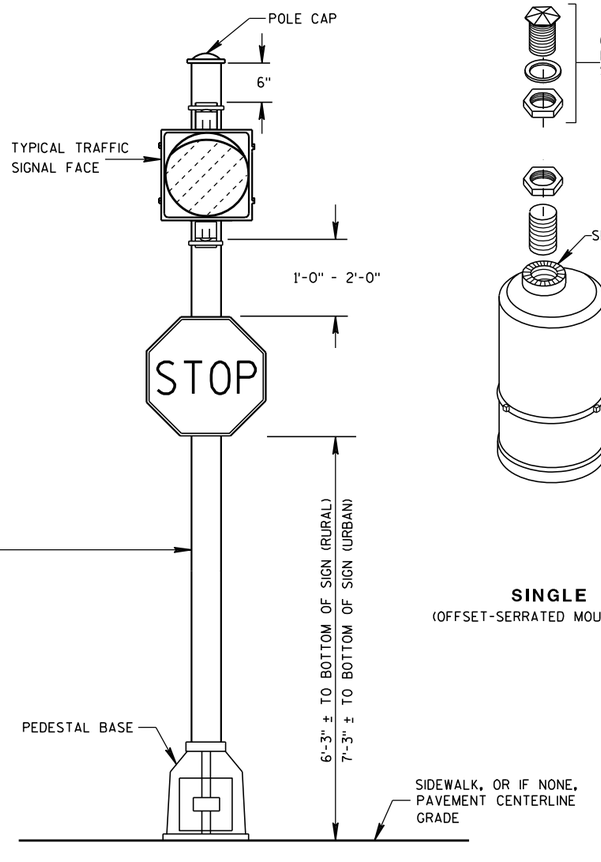
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

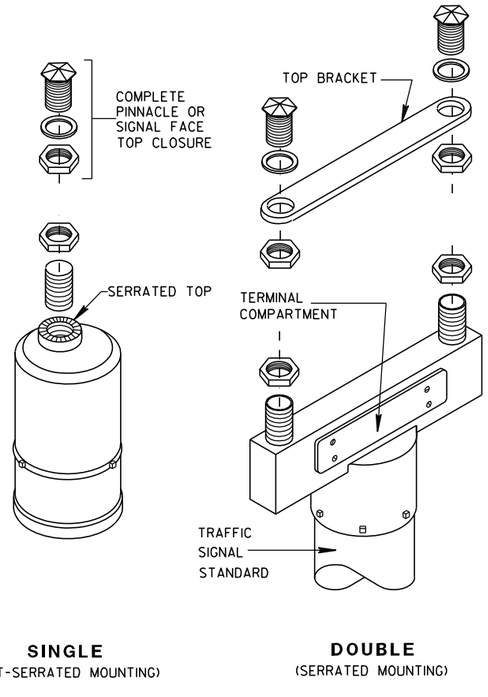
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



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 560

HWYS

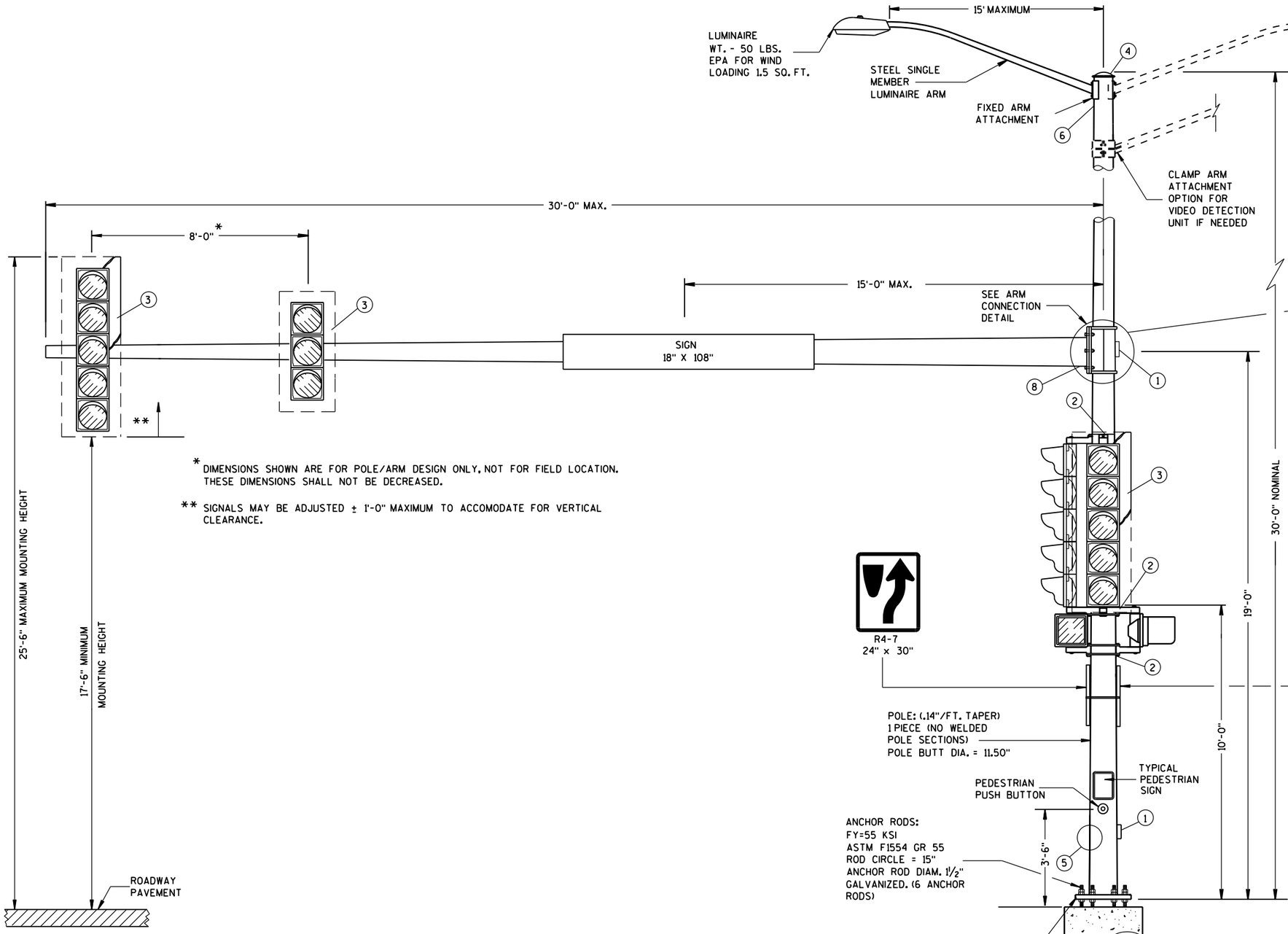
FHWA

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S.D.D. 9 E 7-5

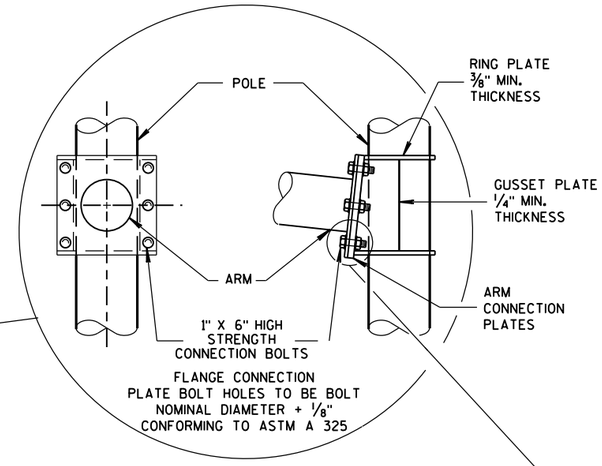
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S.D.D. 9 E 7-5

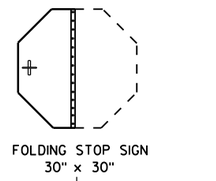


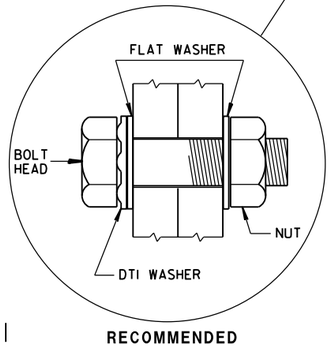
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

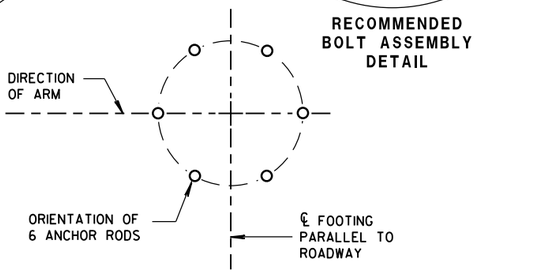


6 BOLT ARM CONNECTION DETAIL





RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 10 POLE
15'- 30' MONOTUBE ARM

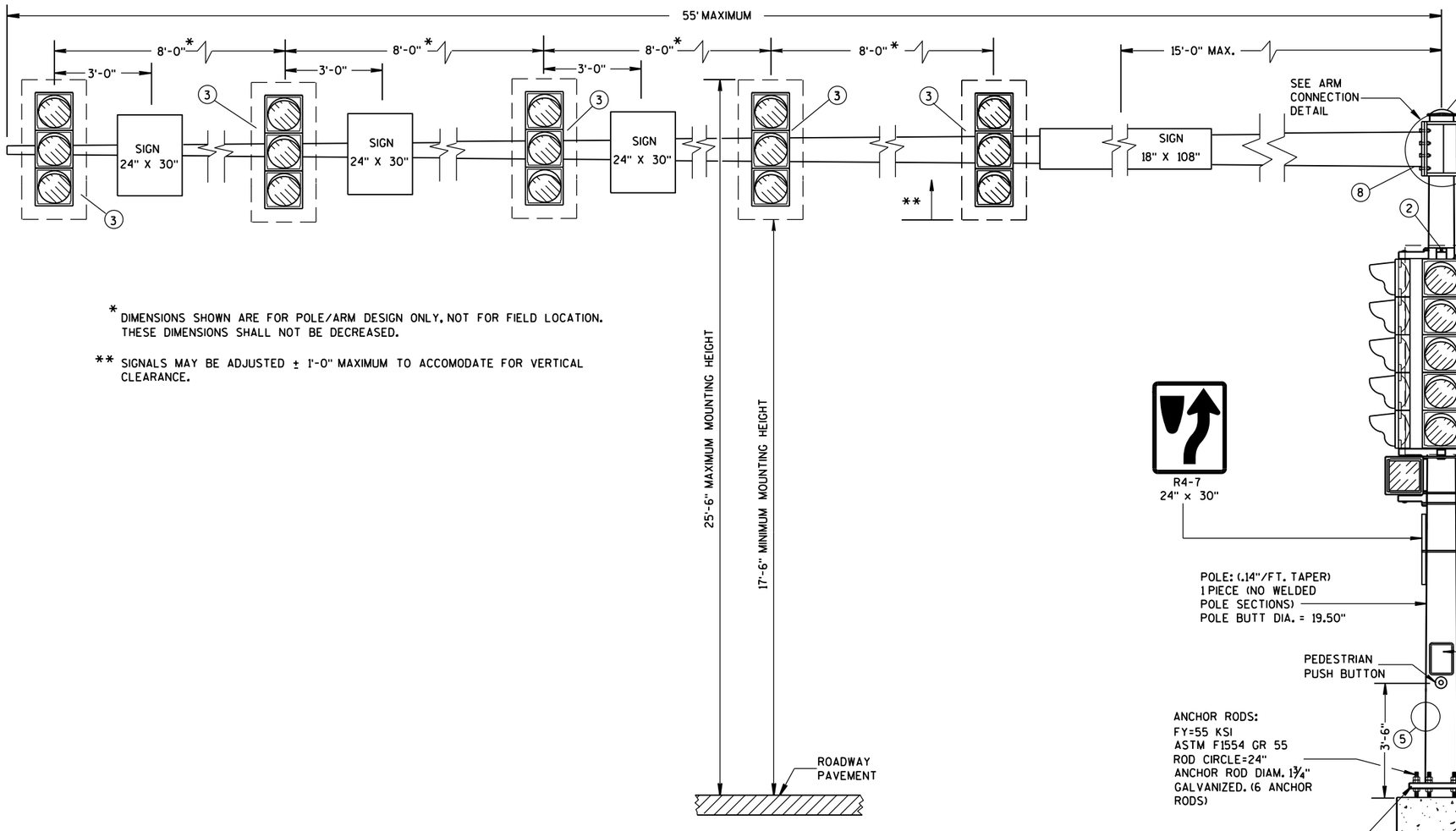
TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

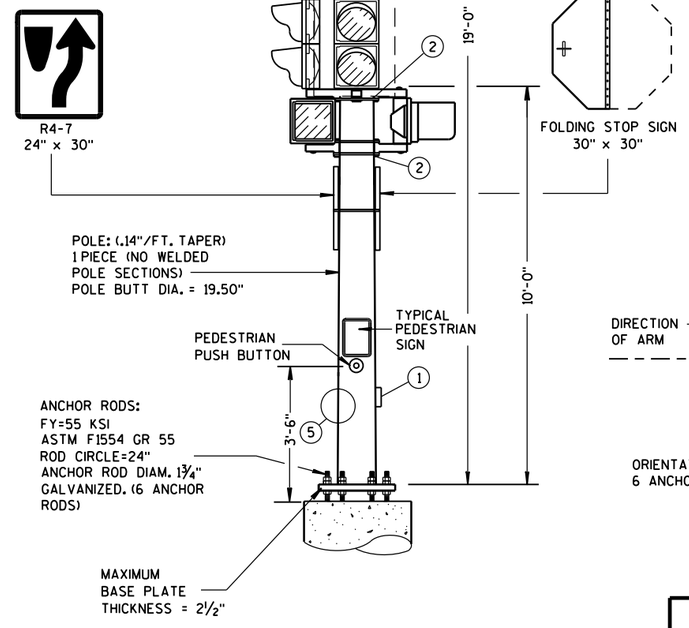
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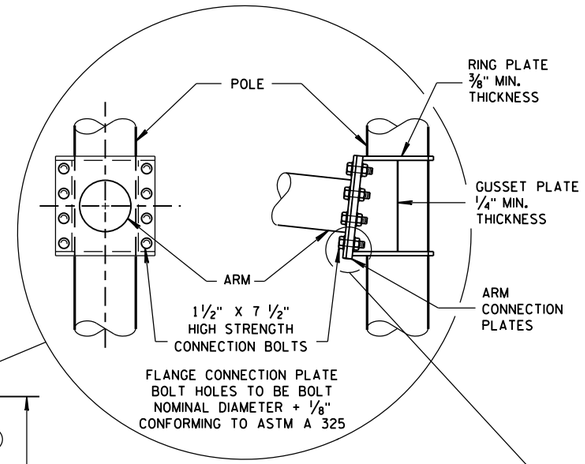
S.D.D. 9 E 8-7b



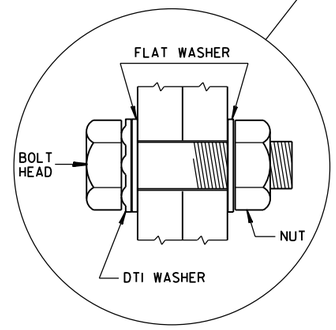
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

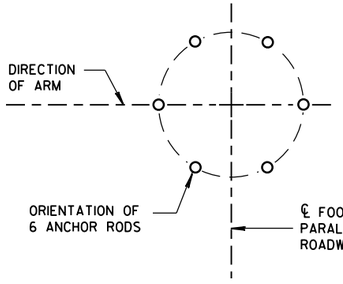




8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

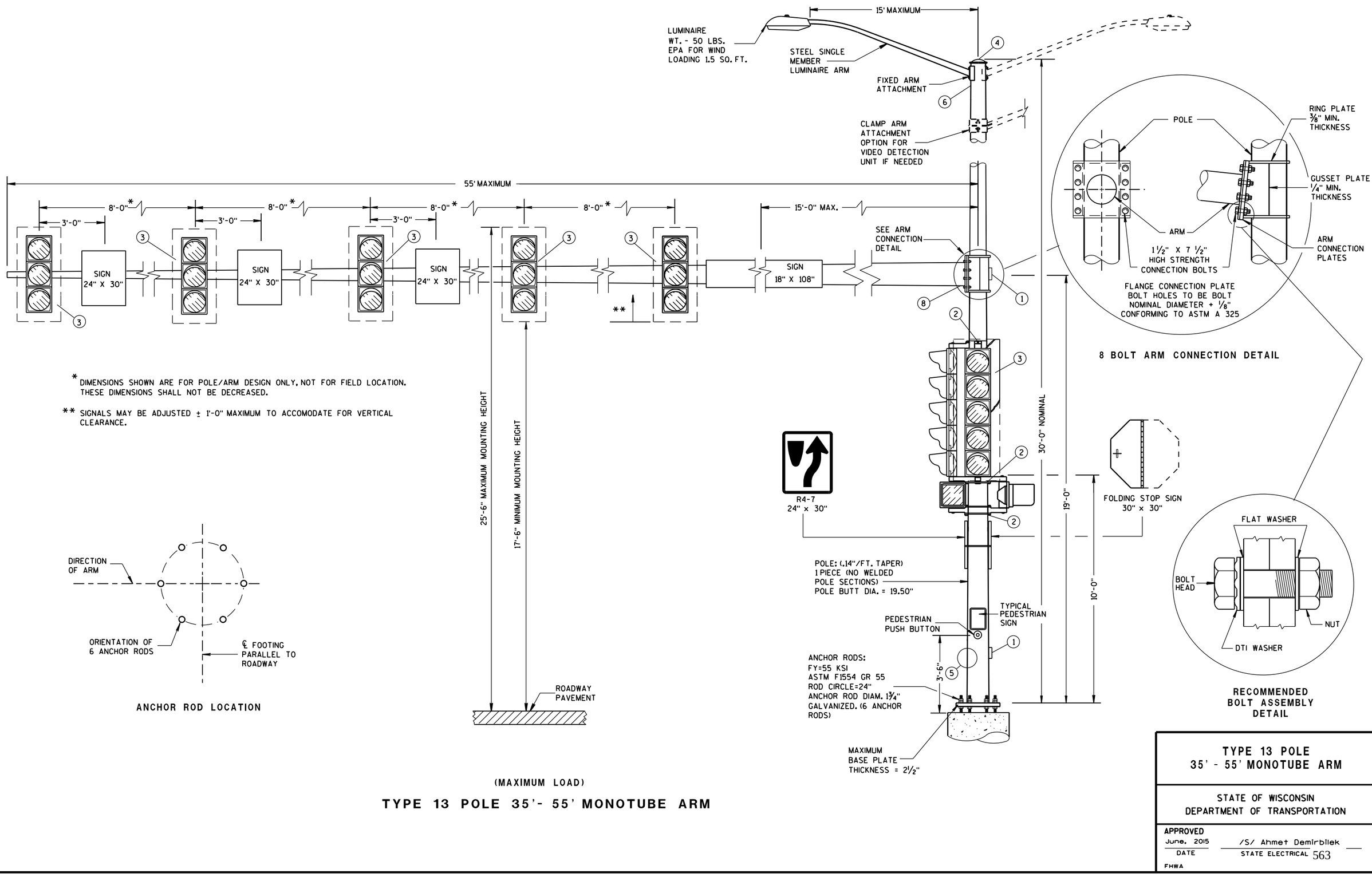
TYPE 12 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 562
FHWA

6

S.D.D. 9 E 8-7c



* 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.

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE 35' - 55' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June. 2015 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	563

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S.D.D. 9 E 8-7d

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

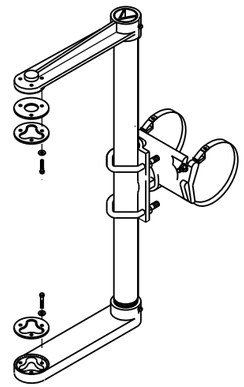
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

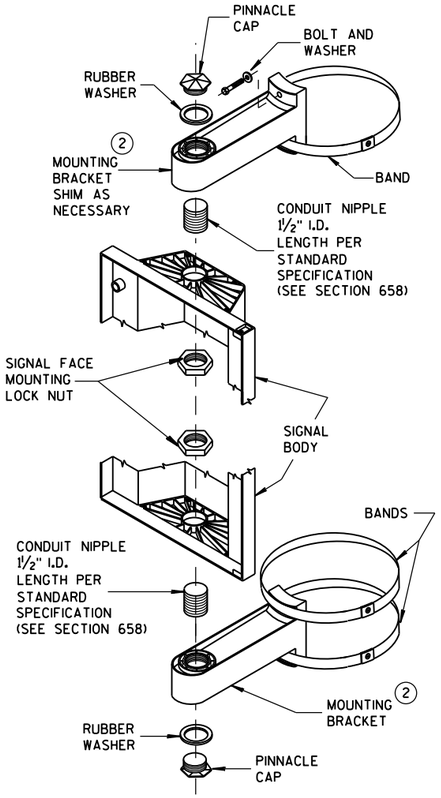
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

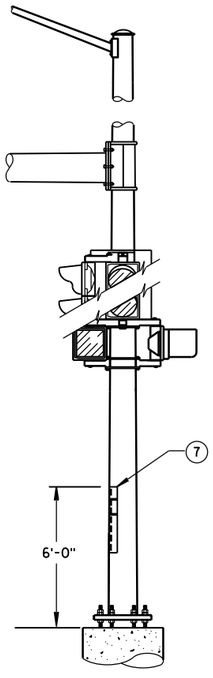


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

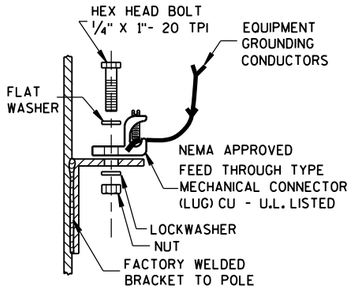
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

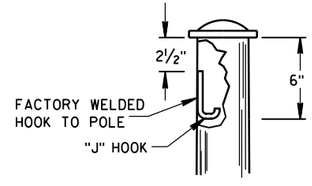


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

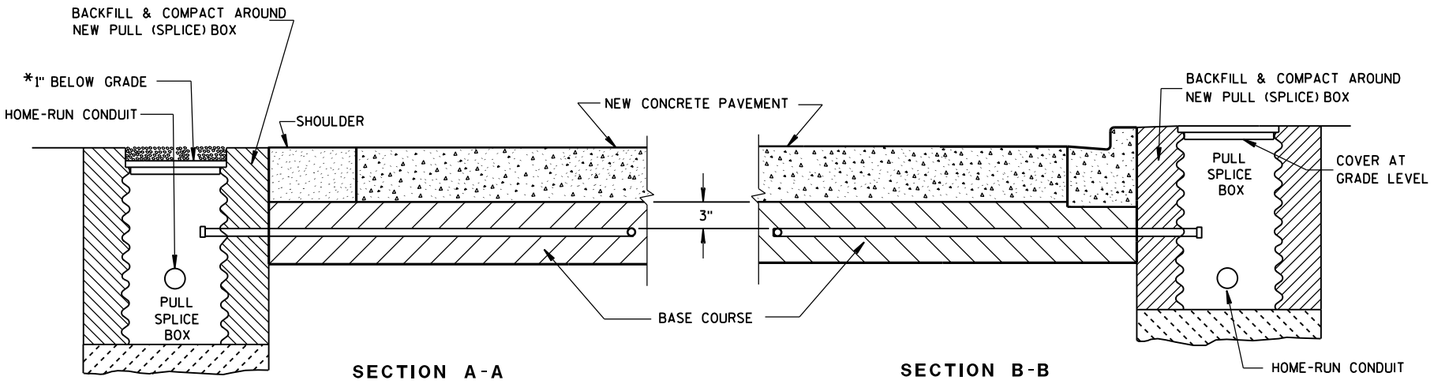
GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 564
FHWA

6

S.D.D. 9 E 8-7e



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.

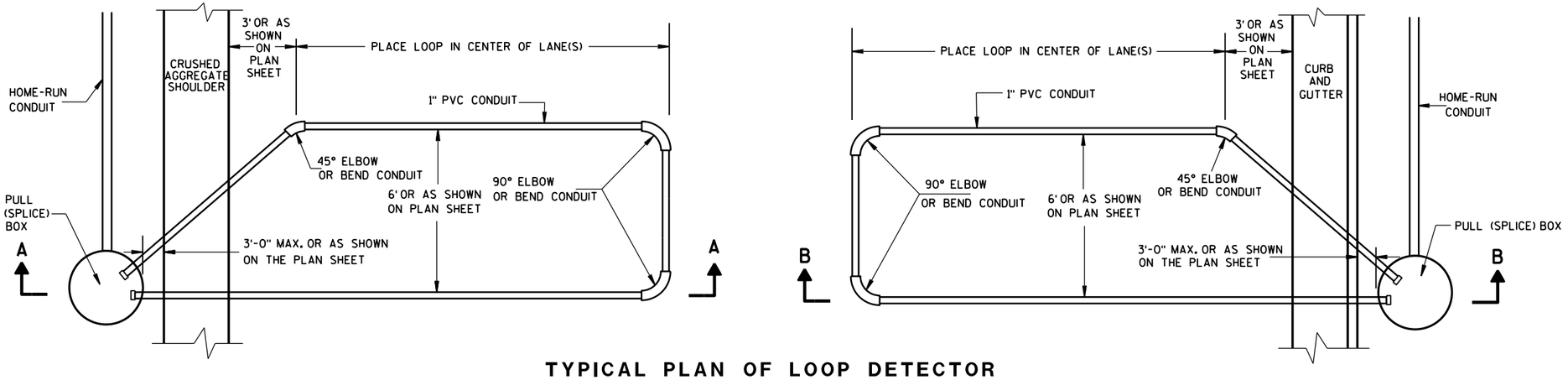
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT 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 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

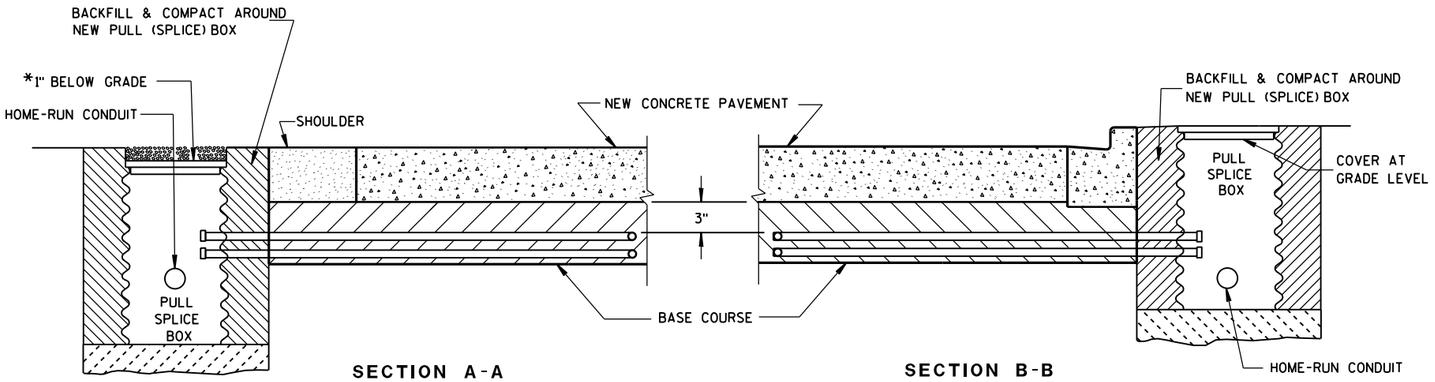
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 565
FHWA

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S.D.D. 9 F 15-4a

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S.D.D. 9 F 15-4a



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.

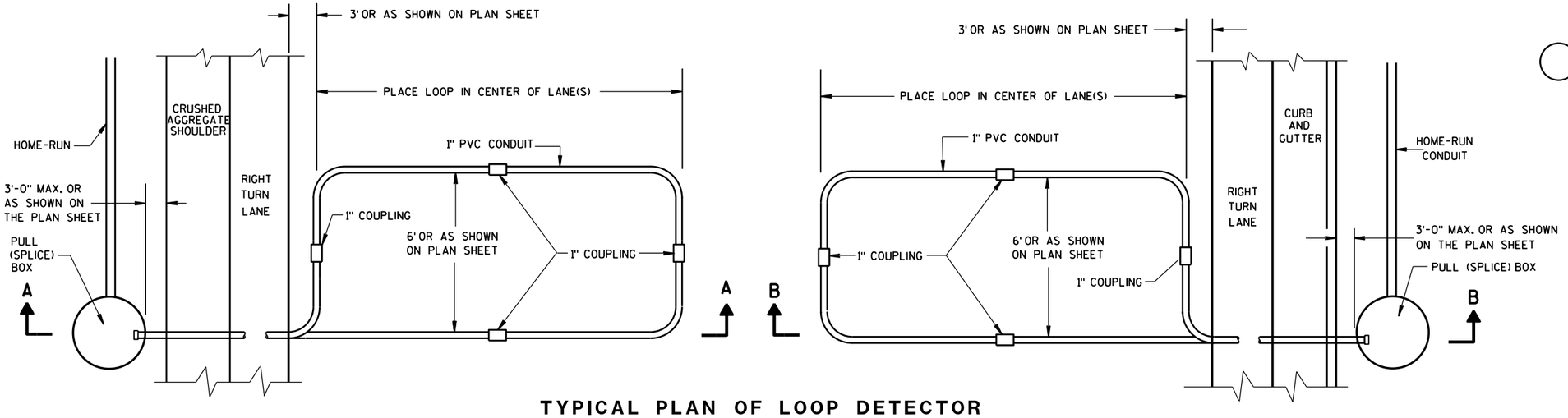
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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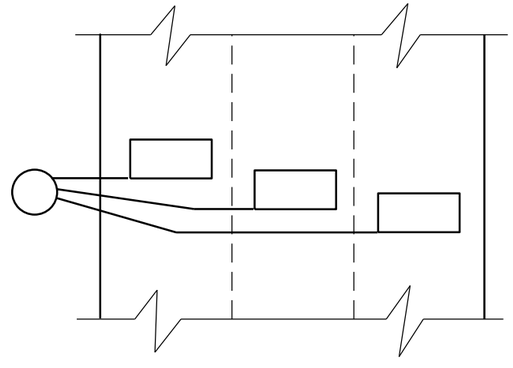
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PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

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S.D.D. 9 F 15-4b

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S.D.D. 9 F 15-4b

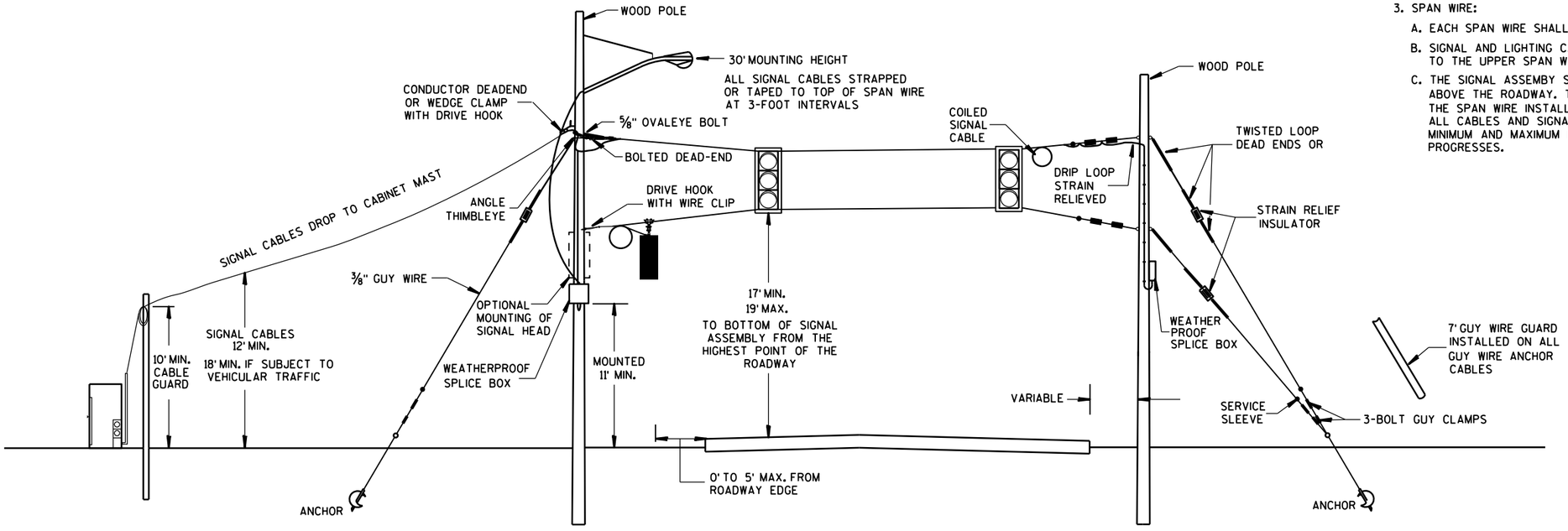
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



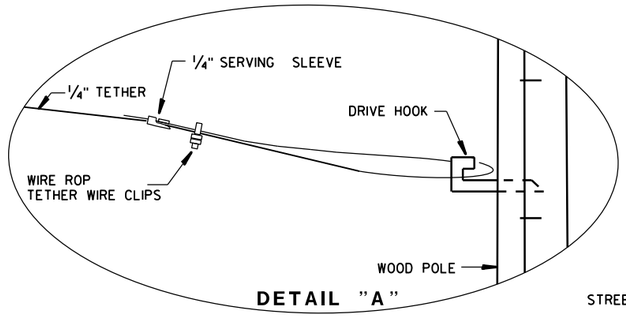
SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

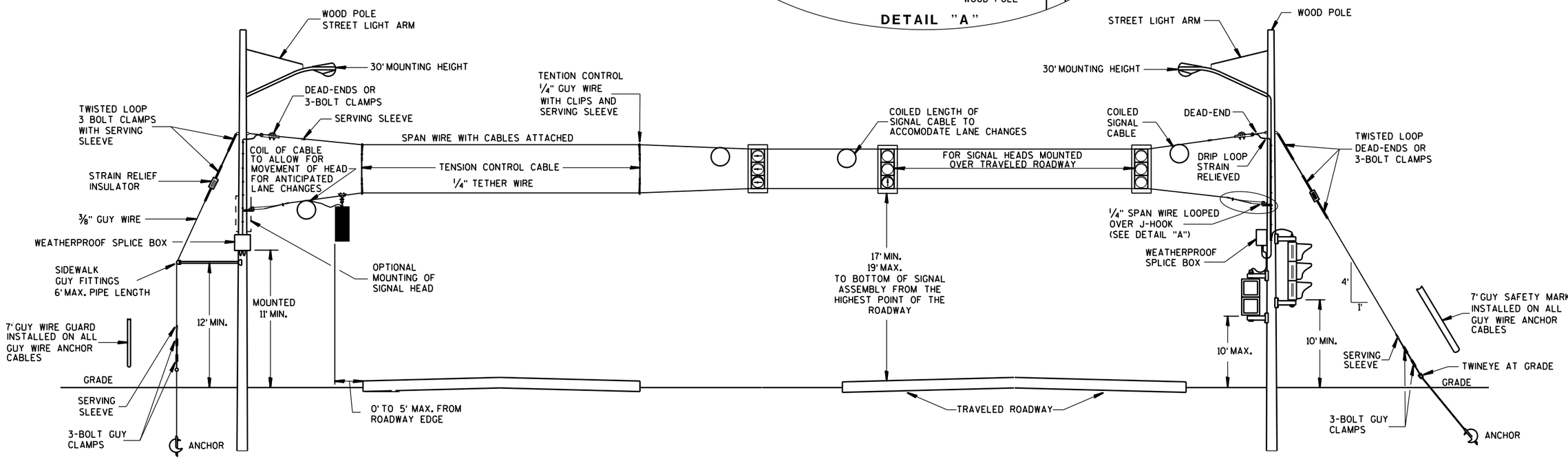
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 567
FHWA



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

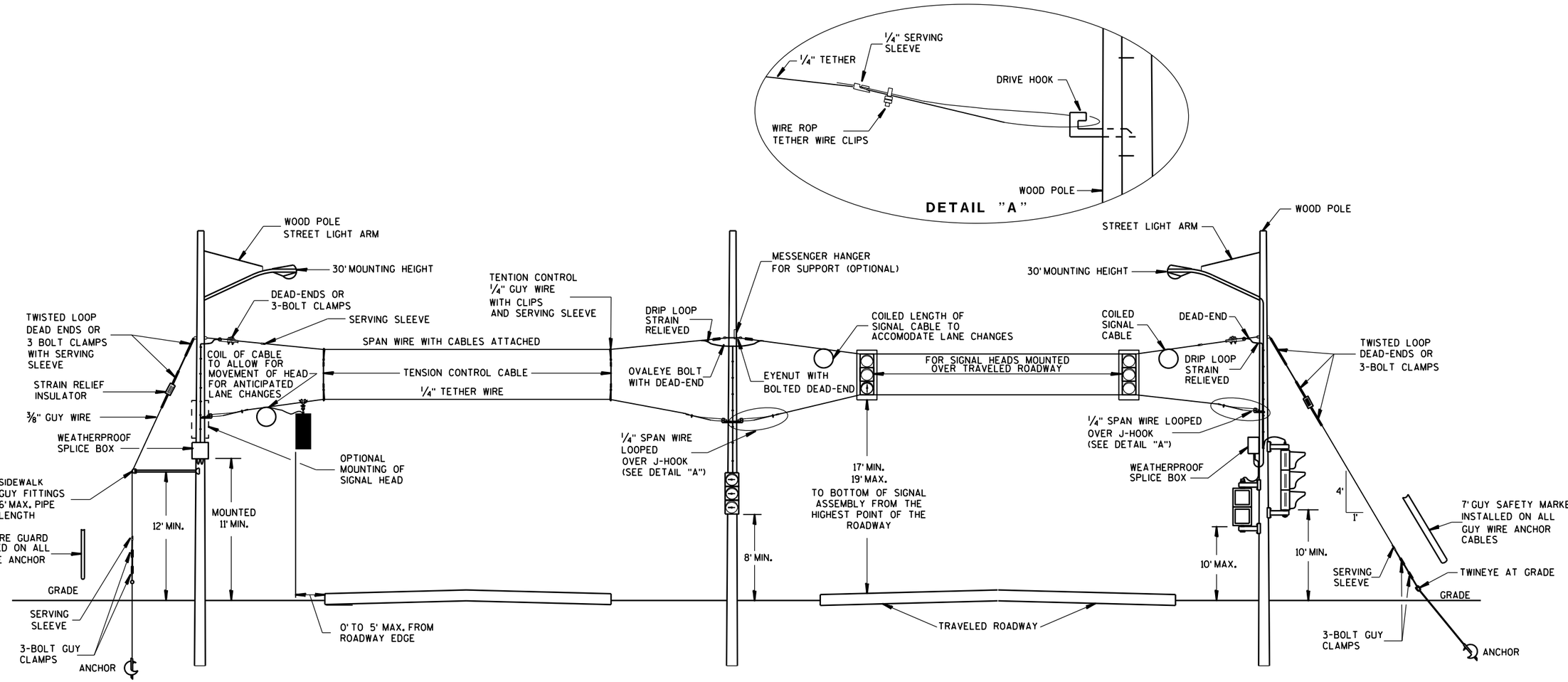
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 568
FHWA

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S.D.D. 9 G 1-4b

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S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

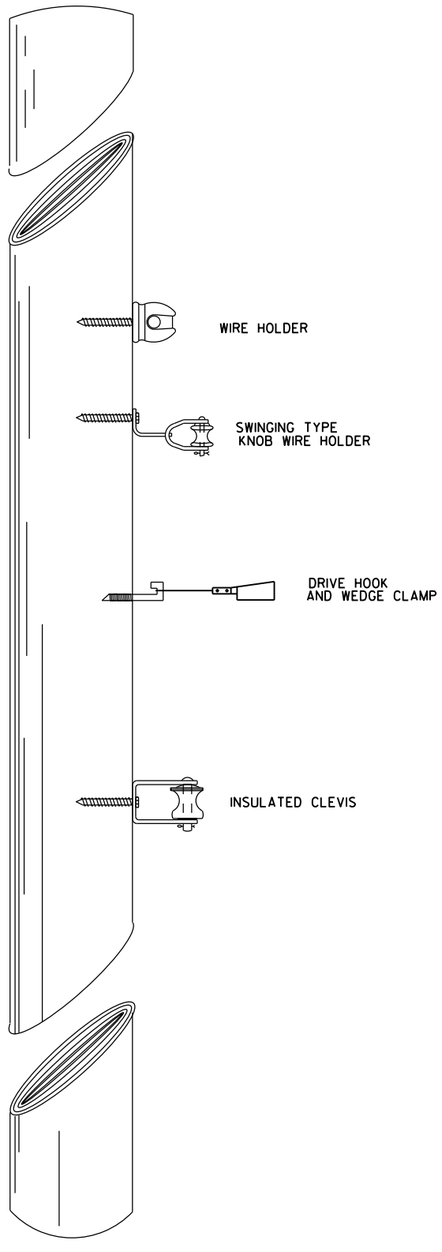
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

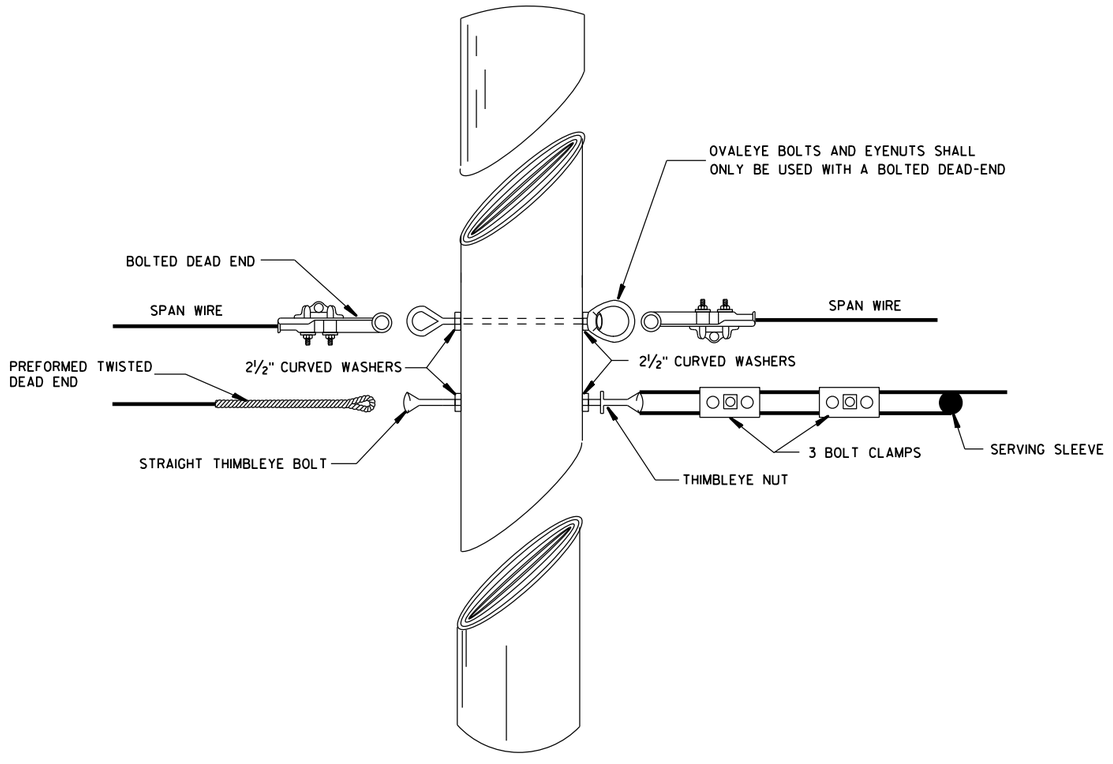
APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 570
FHWA

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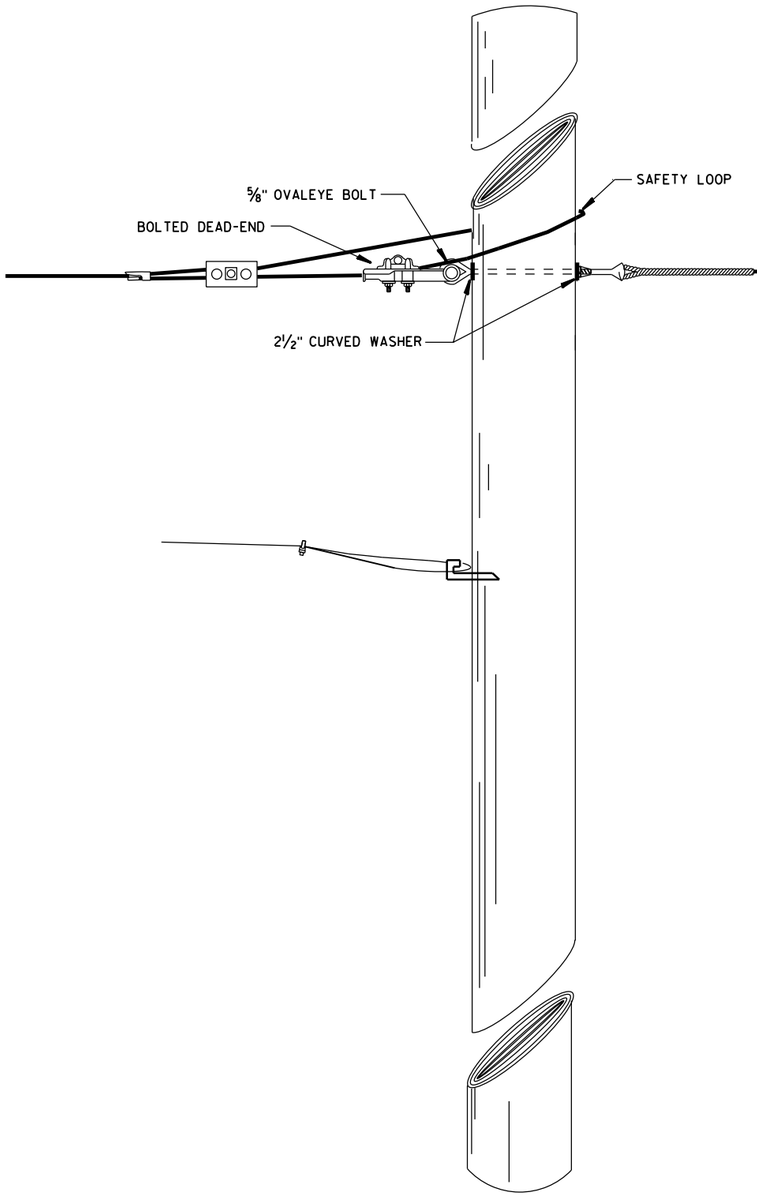
S.D.D. 9 G 1-4d

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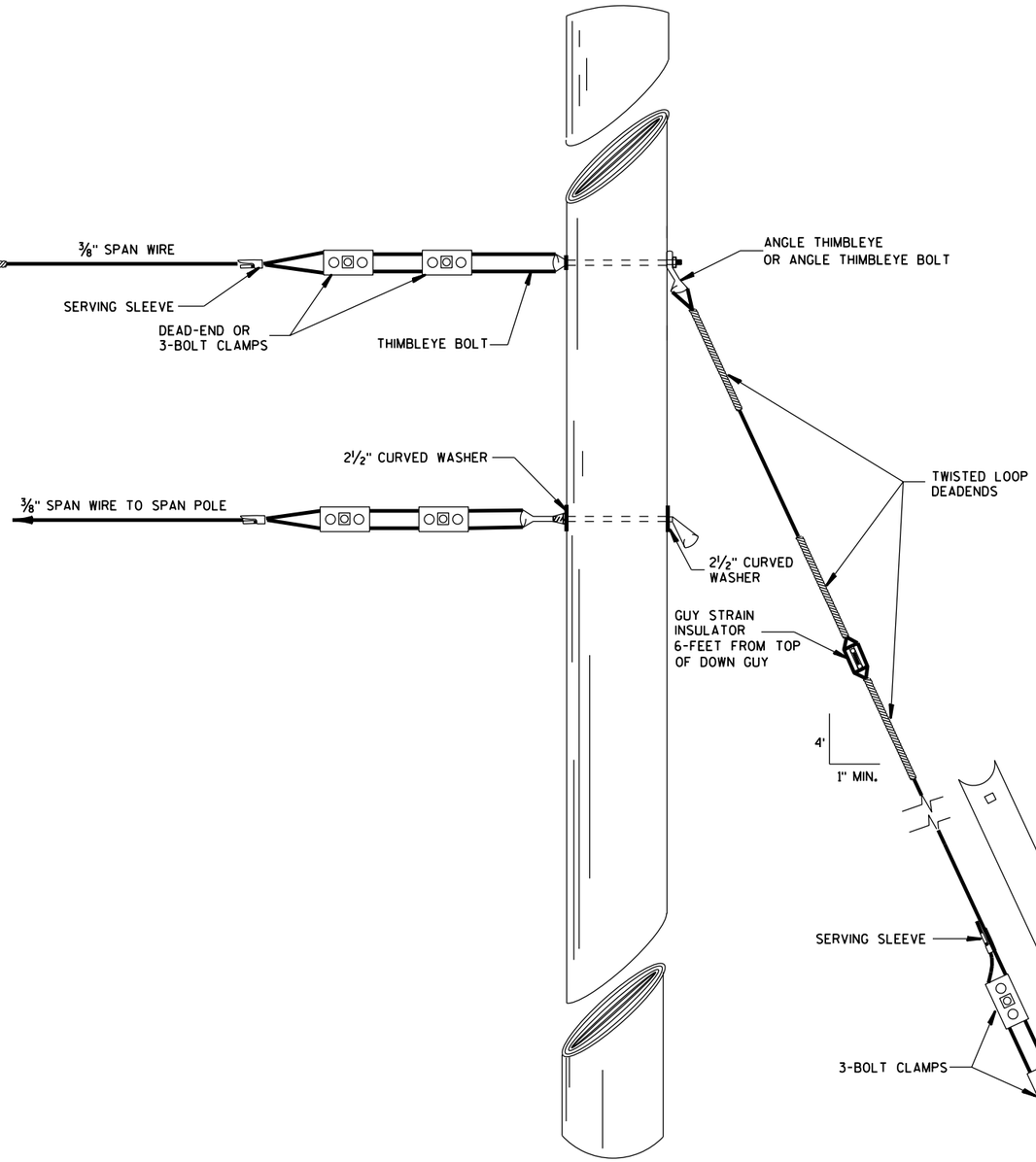
S.D.D. 9 G 1-4d

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.



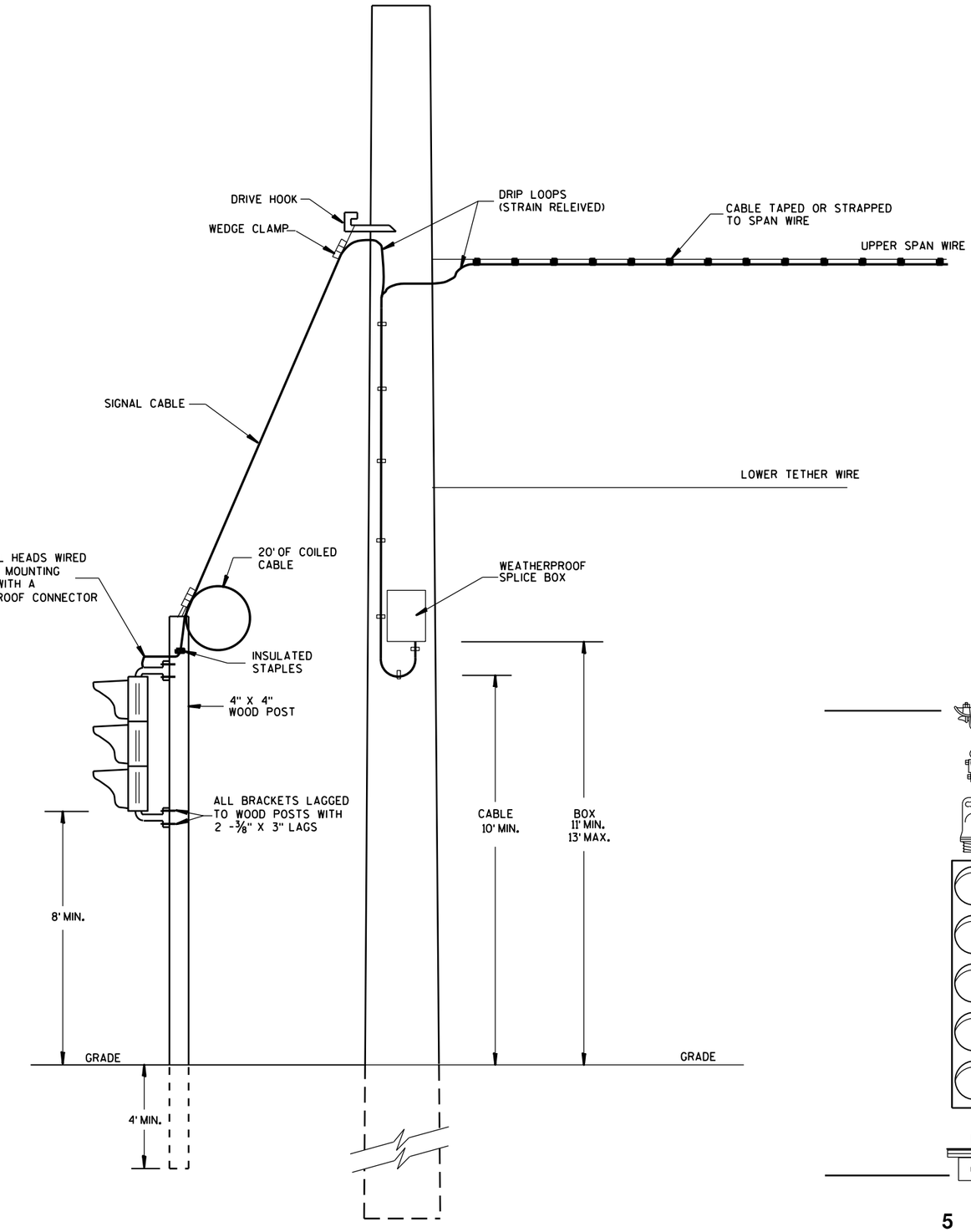
SPAN WIRE POLE



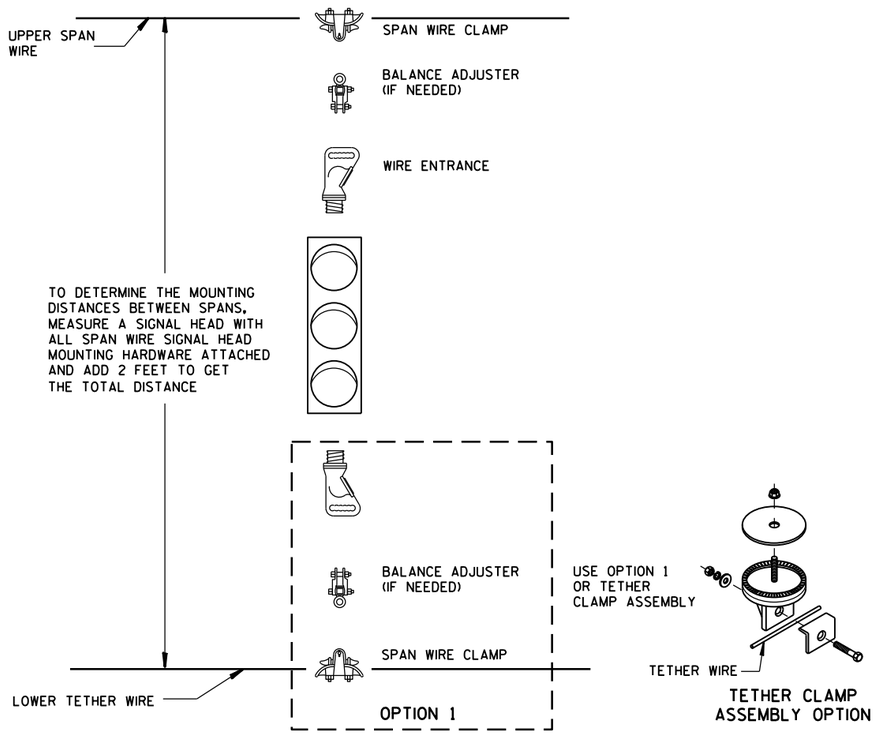
GUY POLE

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
FHWA

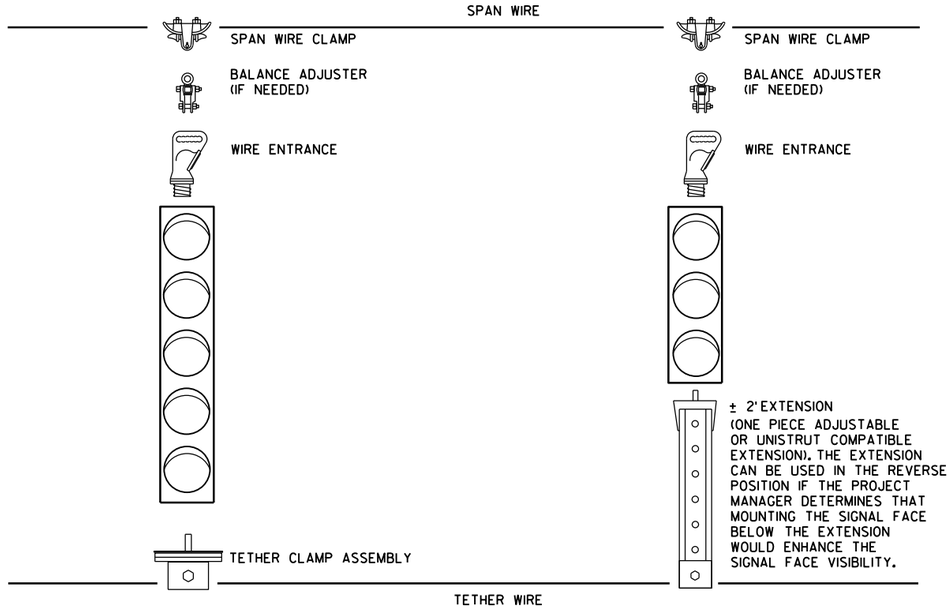


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



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 572

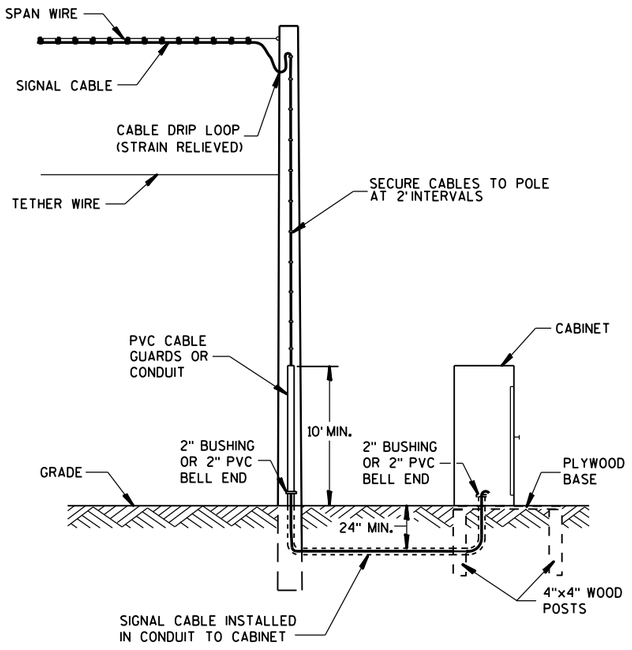
FHWA

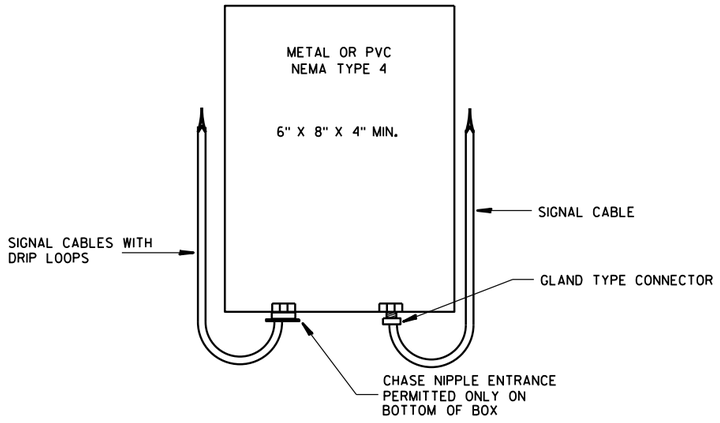
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S.D.D. 9 G 1-4f

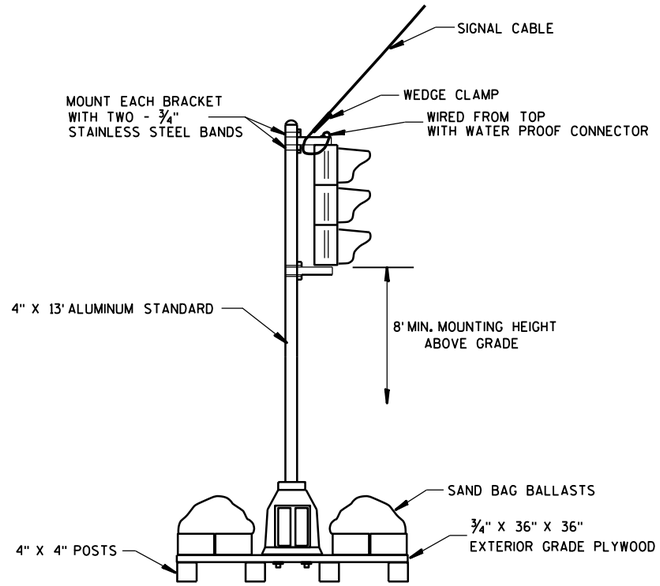
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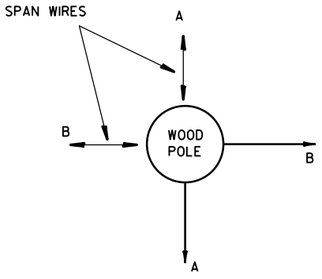




SPLICE BOX

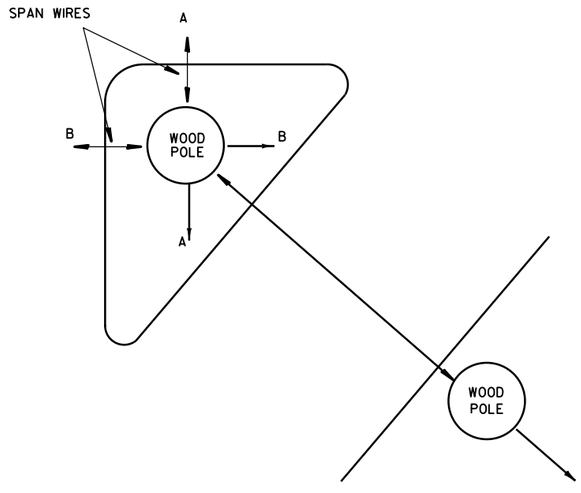


TYPICAL SKID TYPE TEMPORARY

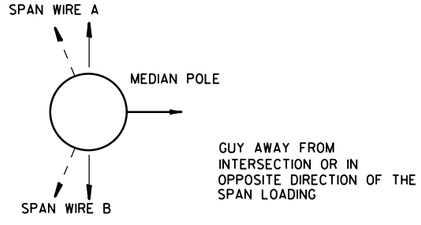


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



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

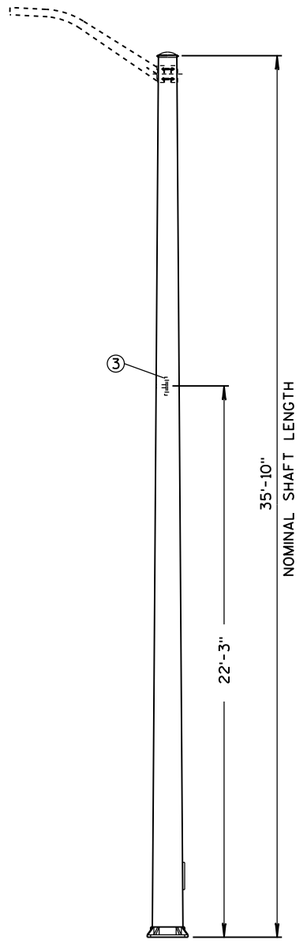
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June, 2015 — DATE
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6

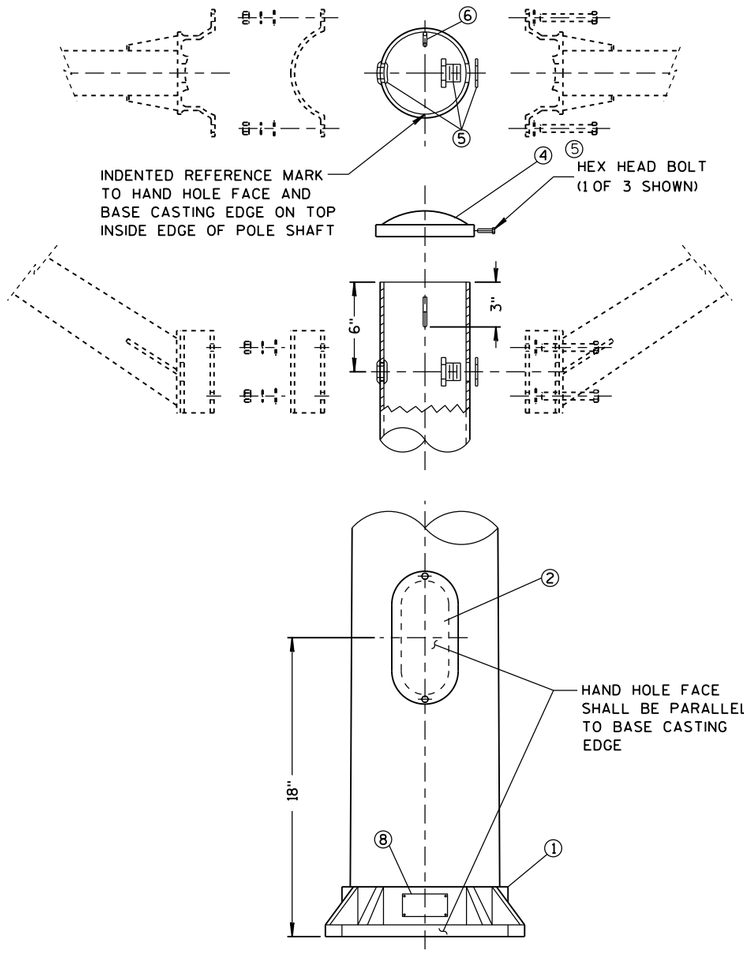
S.D.D. 9 G 1-4g

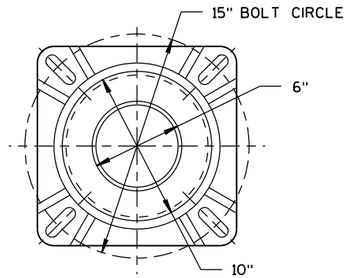
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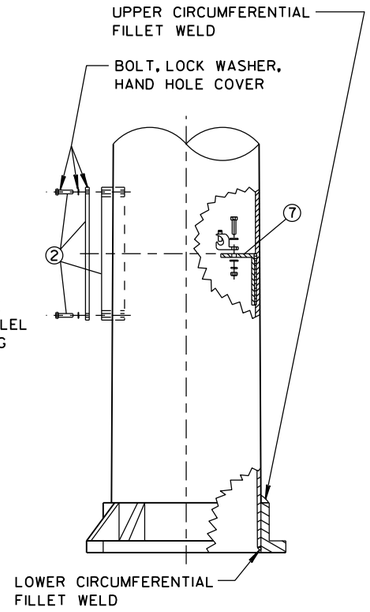


POLE, TYPE 7





(TOP VIEW)



GENERAL NOTES

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

SLOTTED ANCHOR ROD HOLES FOR 1"-8 UNC ANCHOR RODS (4 EACH, 15" BOLT CIRCLE), SHALL BE PROVIDED IN BASE CASTING.

POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM.
EXCEPT THAT BASE CASTINGS SHALL BE CONSTRUCTED OF 356-T6 ALUMINUM.
THE SHAFT SHALL BE ROUND AND UNIFORMLY TAPERED FROM A 10" O.D. BUTT TO A 6" O.D. TOP.

HEAT TREATMENT OF WELDMENTS IN STRUCTURAL AREAS (e.g. BASE CASTING, HAND HOLE, BRACKET FOR GROUNDING LUG) REQUIRED.

ALL THREADED FASTENER COMPONENTS SHALL BE STAINLESS STEEL. NUTS SHALL BE HEX NUTS. BOLTS SHALL BE HEX HEAD. ALL THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE COMPOUND PRIOR TO INSTALLATION.

LUMINAIRE ARMS AND CLAMP ASSEMBLIES SHOWN FOR INFORMATION ONLY (PAID SEPARATELY).

LUMINAIRE LOADING FOR DESIGN CALCULATION SHALL BE 50 LBS. IN WEIGHT AND 1.5 SQ. FT. FOR E.P.A.

① SHOE BASE.

② 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY SECURED BY TWO (2) 1/4" X 3/4" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

HANDHOLE SHALL BE 90 DEGREES FROM LUMINAIRE ARMS OF TWIN LUMINAIRE POLES; 180 DEGREES FROM LUMINAIRE ARM OF SINGLE LUMINAIRE POLES; 0 DEGREES FROM LUMINAIRE ARM FOR STRUCTURE MOUNTED POLES.

③ INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

④ FURNISH AND INSTALL CAST OR METALLIC (ALUMINUM ALLOY) POLE CAP. FASTEN CAP WITH THREE 1/4" X 3/4" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

⑤ 1 3/8" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET), PER EACH REQUIRED LUMINAIRE ARM.

⑥ FACTORY-WELDED "J" HOOK FOR POLE WIRE STRAIN RELIEF.

⑦ FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE. (LUG AND HARDWARE PAID UNDER SEPARATE ITEMS; SHOWN FOR INFORMATION ONLY). PROVIDE HOLE IN BRACKET FOR 1/4" X 3/4" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

⑧ MANUFACTURER'S PLATE SHOWING WisDOT POLE TYPE, MANUFACTURER, AND DATE.

POLE TYPE (NOM. SHAFT LENGTH)	TYPICAL APPLICATION	ARM & LUMINAIRE LOADS (MAX.)	ADDITIONAL (MAX.) LOADS
TYPE 7 (35'-10")	ARTERIALS	TWIN ARMS UP TO 10 FT. (SINGLE MEMBER)	UP TO 20 SQ. FT. ON TRAFFIC SIGNS, MOUNTED AS HIGH AS 15 FT. TO TOP OF SIGN, PLUS 1-3 SECTION, 1-5 SECTION, AND 2-PED. TRAFFIC HEAD
	FREEWAY	SINGLE ARM, UP TO 20 FT. TRUSS TYPE	UP TO 20 SQ. FT. OF TRAFFIC SIGNS, MOUNTED AS HIGH AS 15 FT. TO TOP OF SIGN

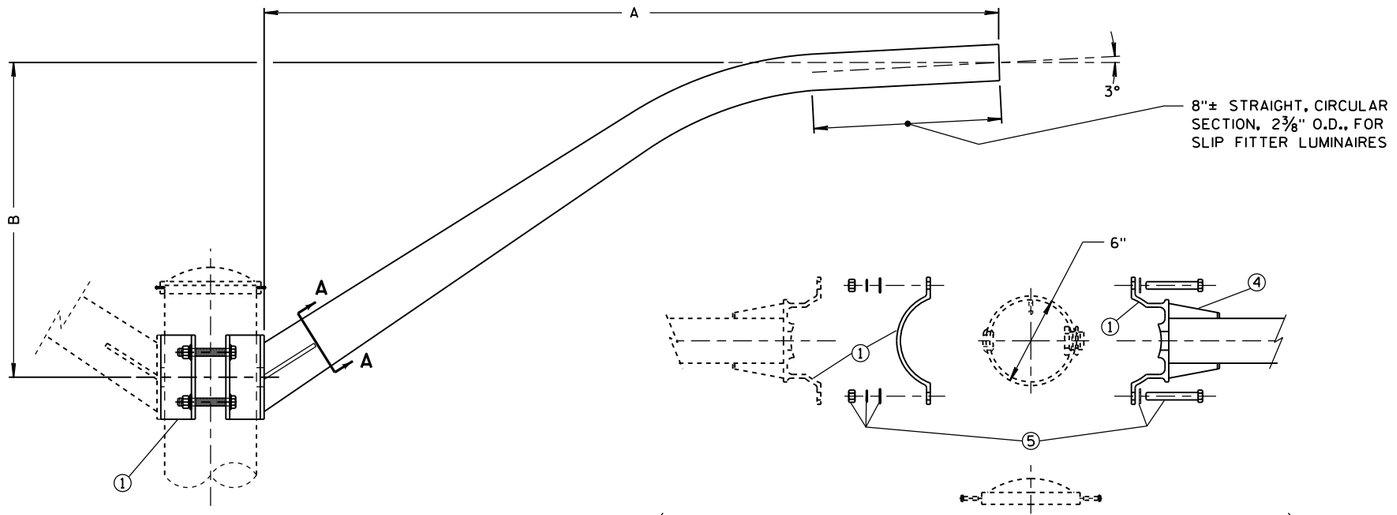
POLES, TYPE 7
ALUMINUM - 35'-10" SHAFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

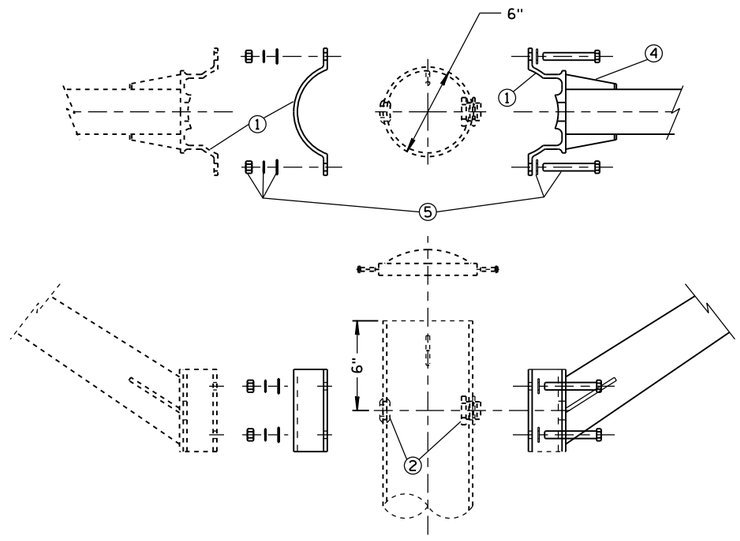
6

S.D.D. 10 A 17-4a



LUMINAIRE ARMS, SINGLE MEMBER, 6-INCH CLAMP - FOR POLES, TYPE 7, A OR E

VARIOUS LENGTHS (SEE TABLE)



CLAMP ASSEMBLY

SINGLE MEMBER CLAMP SHOWN

TYPE	DIM. A NOMINAL ARM LENGTH (FT)	DIM. B APPROX. RISE (FT)
SINGLE MEMBER	4.0	2.0
SINGLE MEMBER	8.0	3.0
SINGLE MEMBER	10.0	3.0
SINGLE MEMBER	15.0	3.0

GENERAL NOTES

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

ARMS AND CLAMP EXTRUSIONS SHALL BE CONSTRUCTED OF NATURAL FINISH 6063-T6 ALUMINUM.

HEAT TREATMENT OF WELDS IN STRUCTURAL AREAS IS REQUIRED.

ALL THREADED FASTENER COMPONENTS SHALL BE STAINLESS STEEL. NUTS SHALL BE HEX NUTS. BOLTS SHALL BE HEX HEAD. ALL THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE COMPOUND PRIOR TO INSTALLATION.

LUMINAIRE LOADING FOR DESIGN CALCULATION SHALL BE 50 LBS. IN WEIGHT AND 1.5 SQ. FT. FOR E.P.A..

① CLAMPS SHALL BE EXTRUDED ALUMINUM.

② RACE WAY: 1 3/8" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET) PER EACH REQUIRED LUMINAIRE ARM. PROVIDE 1 1/2" HOLE IN CLAMP EXTRUSION TO CONTINUE RACEWAY.

③ STIFFENER

④ GUSSETS REQUIRED.

⑤ CLAMP BOLT ASSEMBLY (BOLT - 1/2"-13 UNC, 2 EACH - FLAT WASHER, LOCK WASHER, NUT) - 4 EACH PER CLAMP.

6

S.D.D. 10 A 18-5a

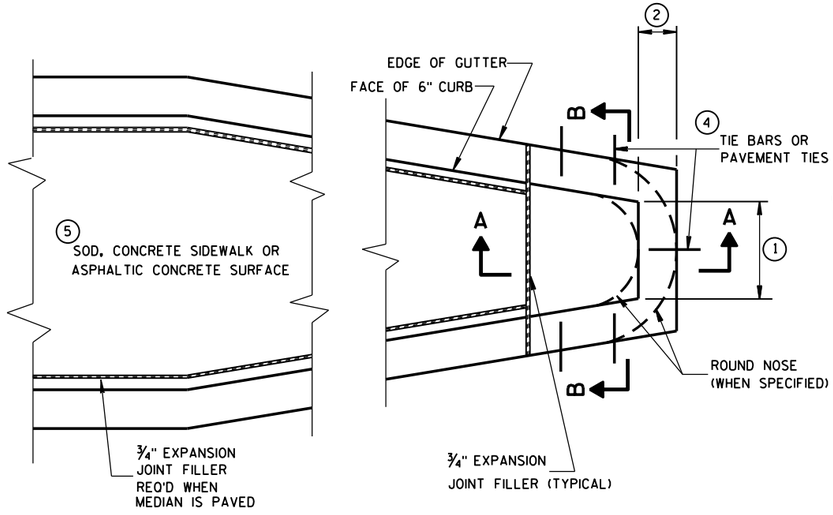
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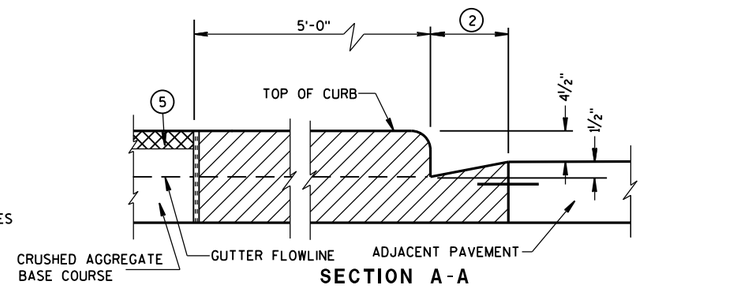
S.D.D. 10 A 18-5a

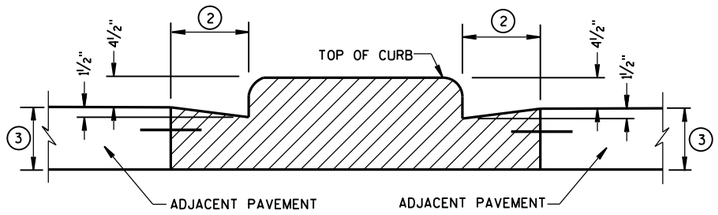
LUMINAIRE ARMS, SINGLE MEMBER 6-INCH CLAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

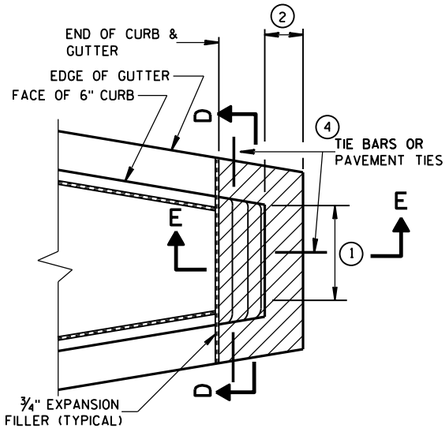
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

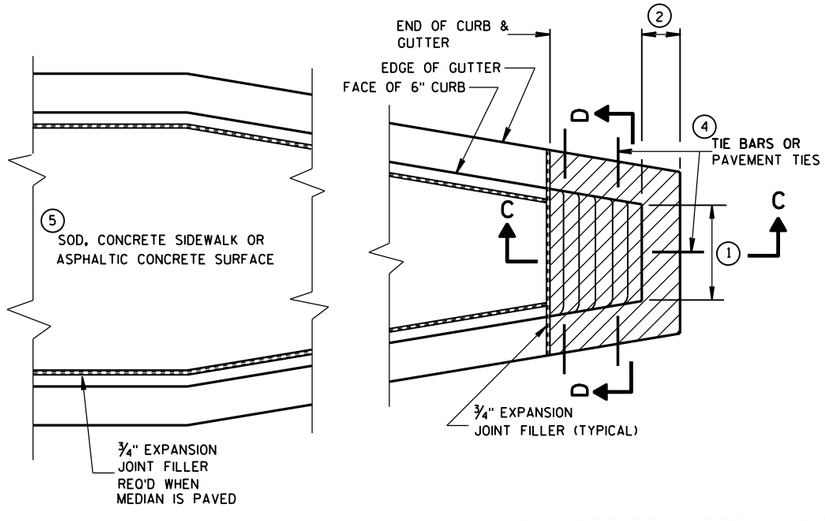
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

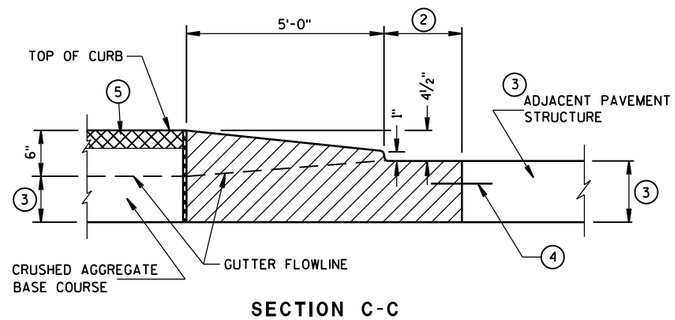
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

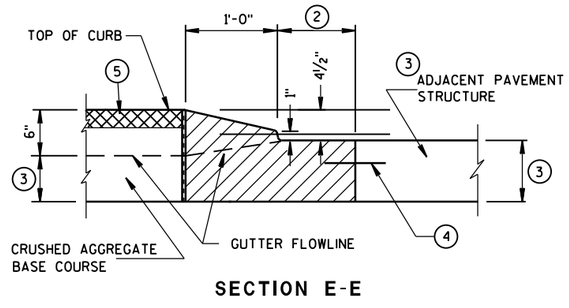
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



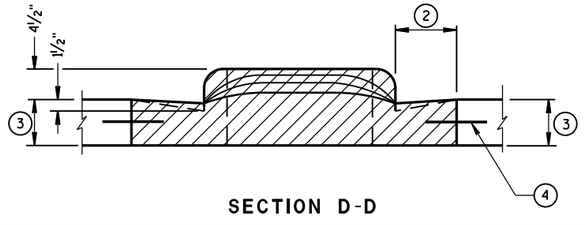






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

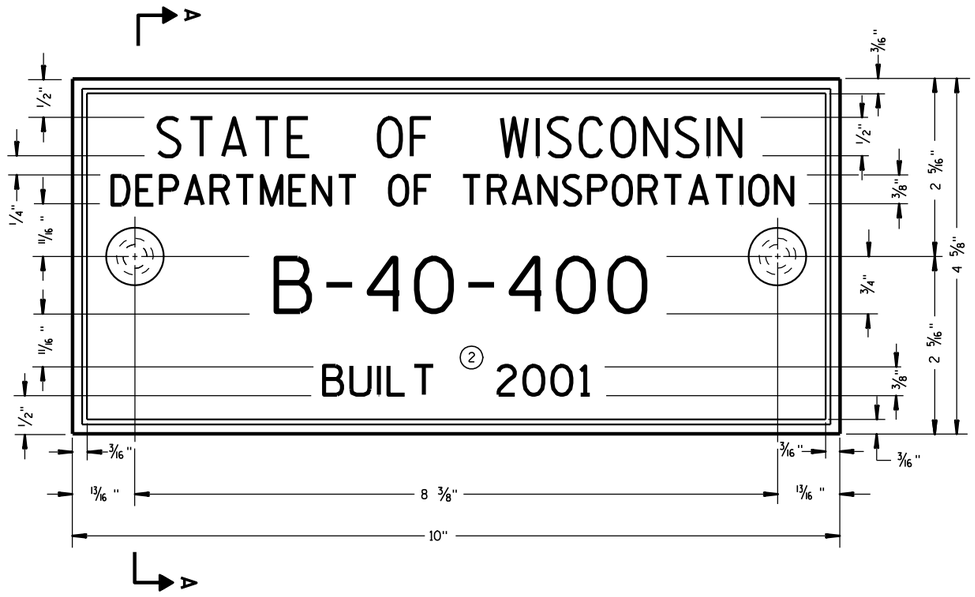
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
576
FHWA

6

S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

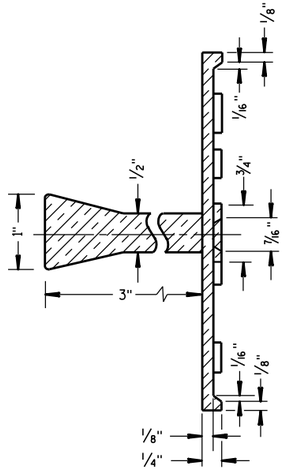
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

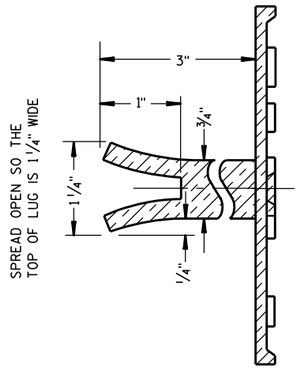
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

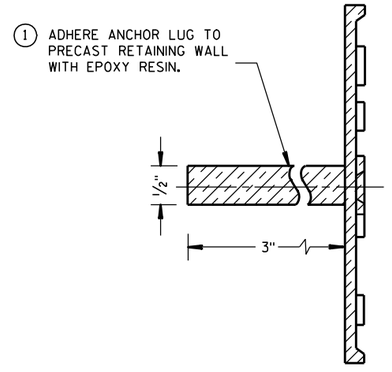
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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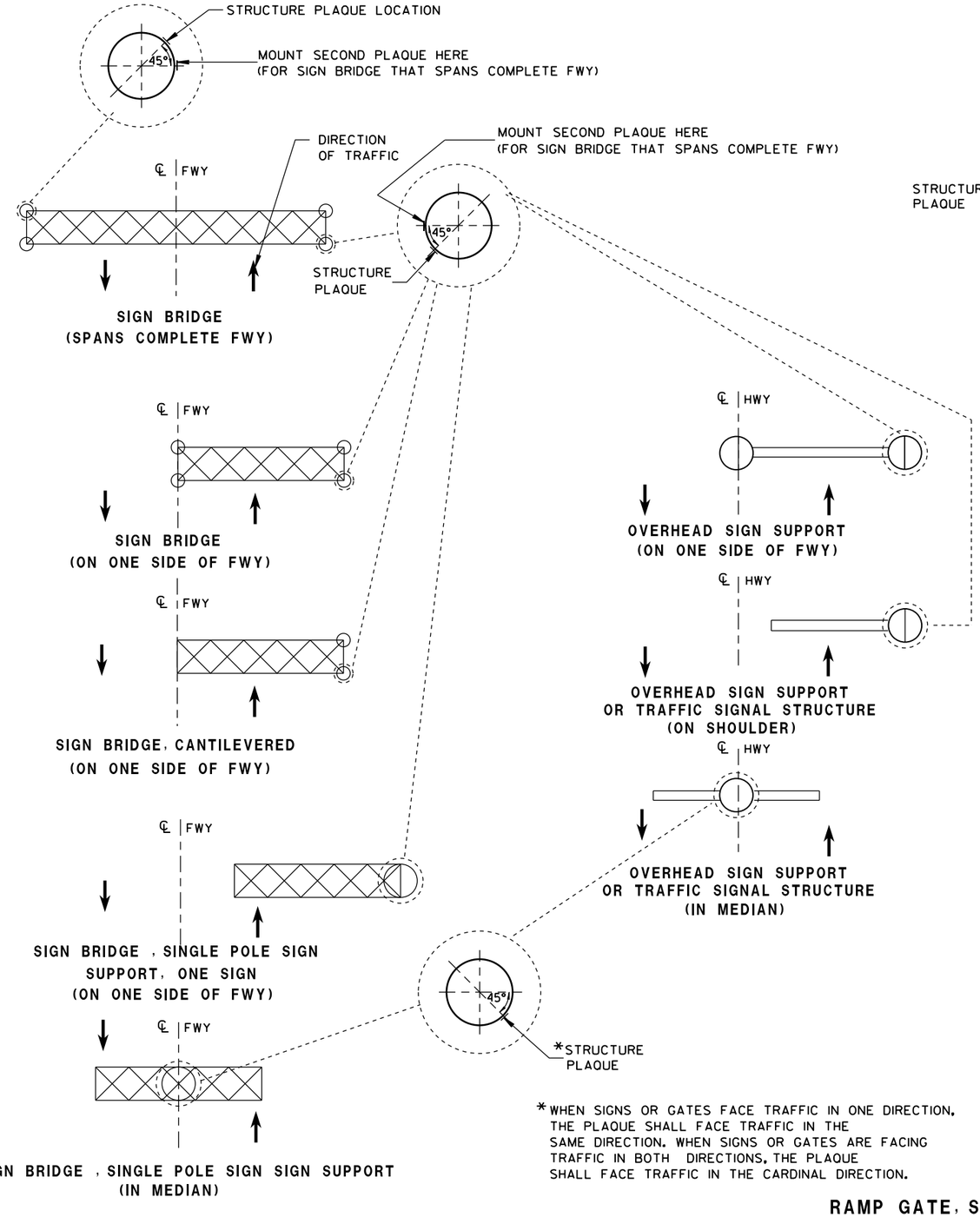
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP 577 ENGINEER

FHWA

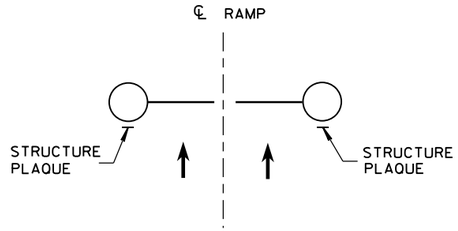
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S.D.D. 12 A 3-10

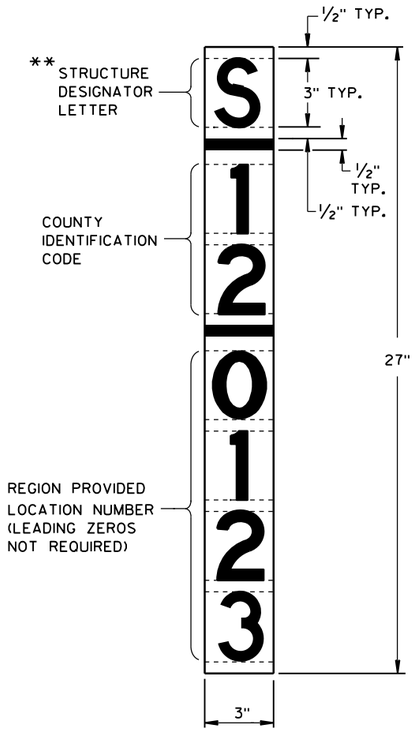


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

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.

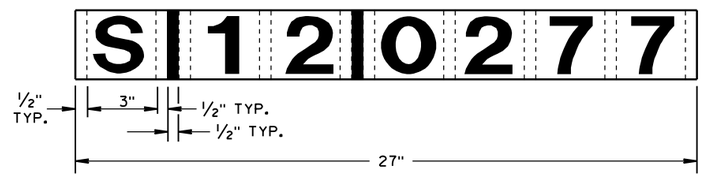
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

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

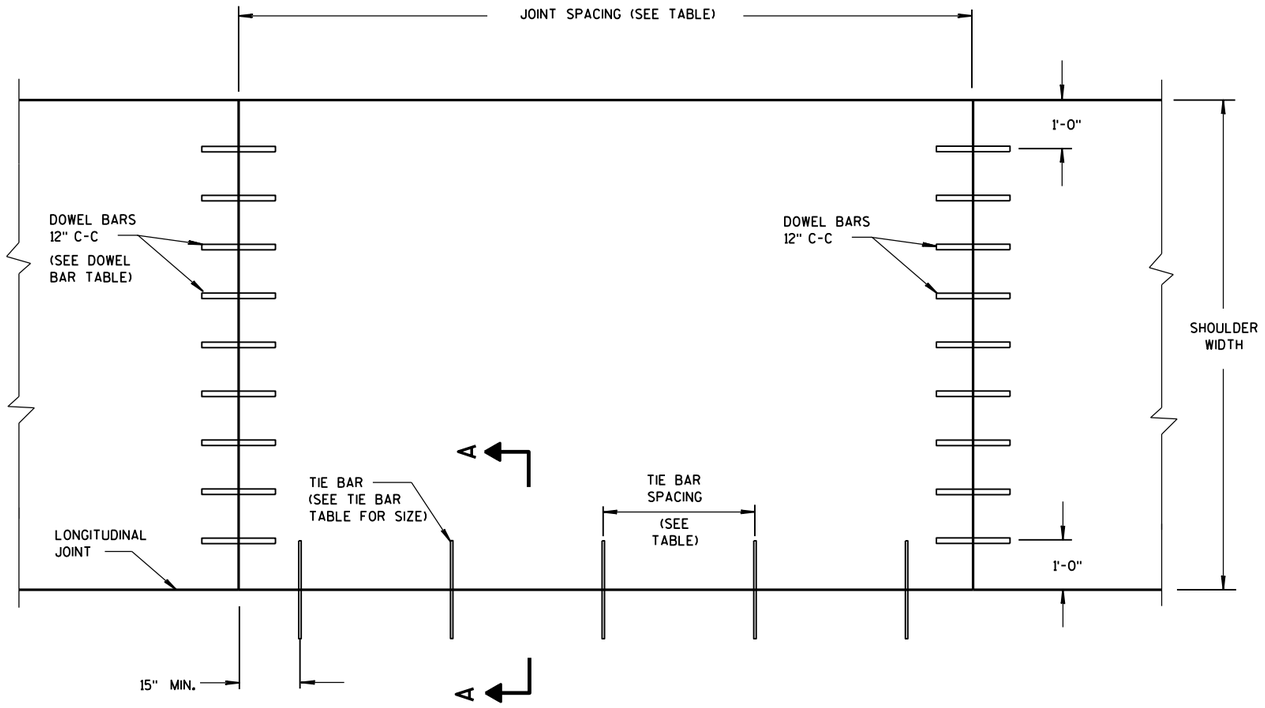
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

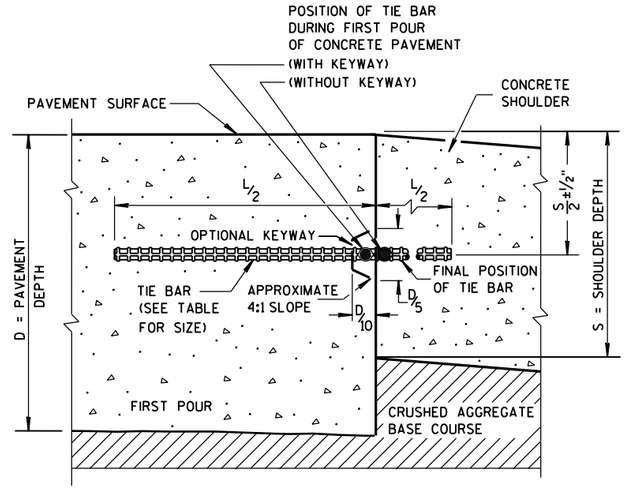
GENERAL NOTES

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.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	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.

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'

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
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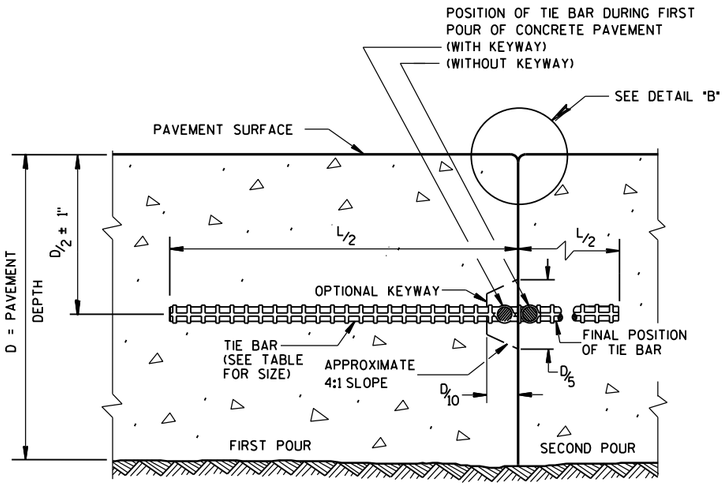
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPERF
FHWA

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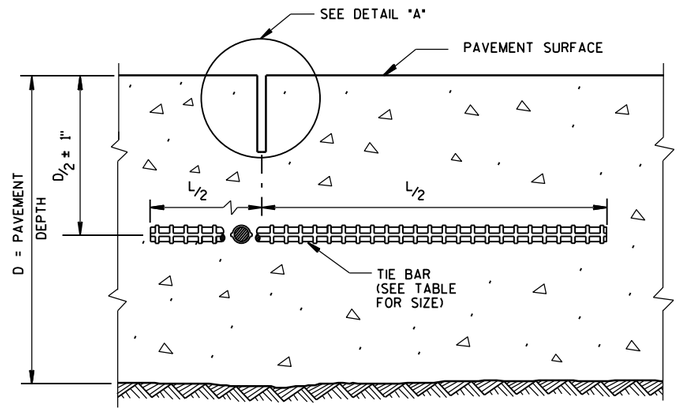
S.D.D. 13 A 3-6

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S.D.D. 13 A 3-6



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"

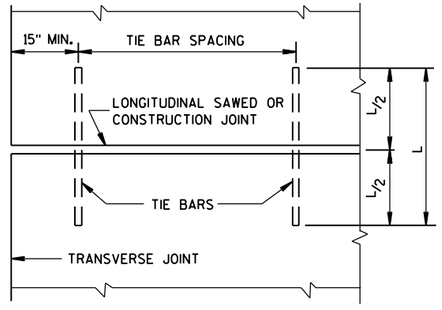
DETAIL "C"

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

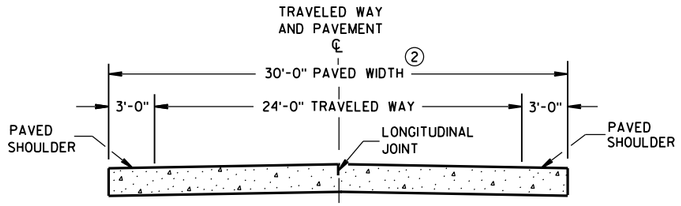
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
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June, 2015 — DATE
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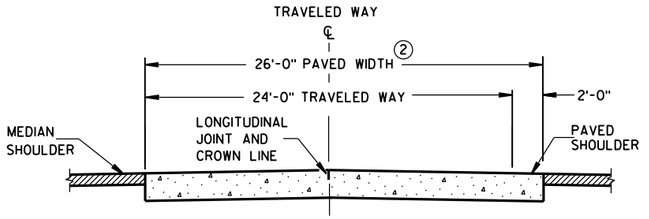
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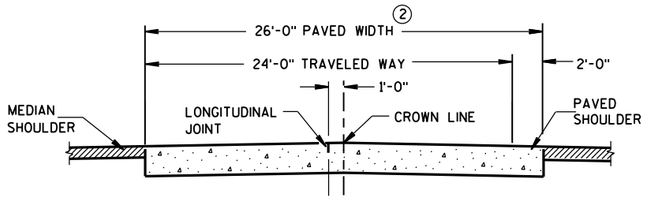


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

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 FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

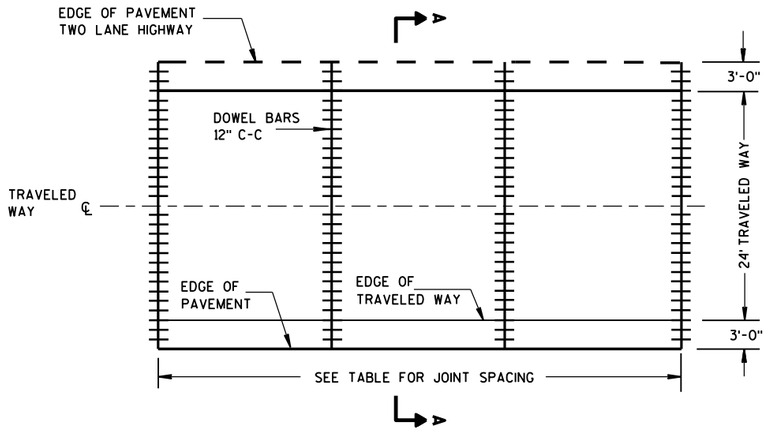
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

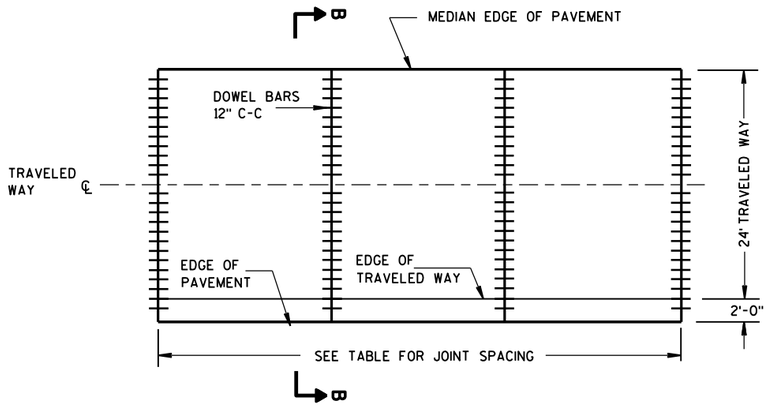
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

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'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



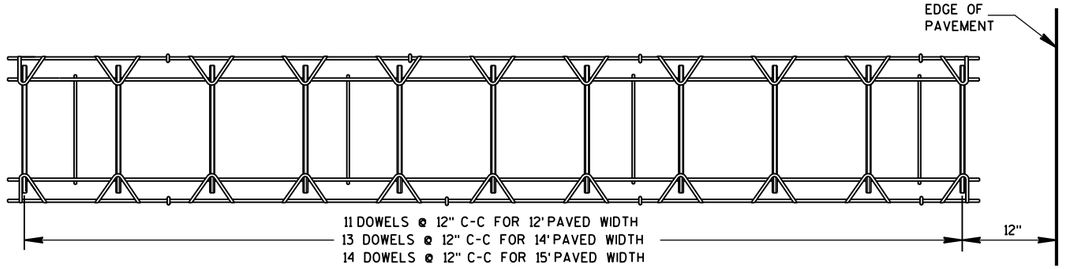
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

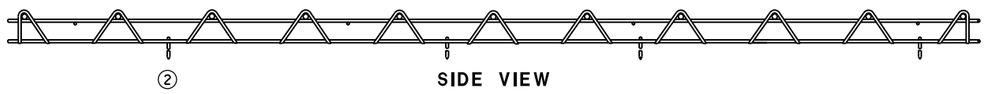
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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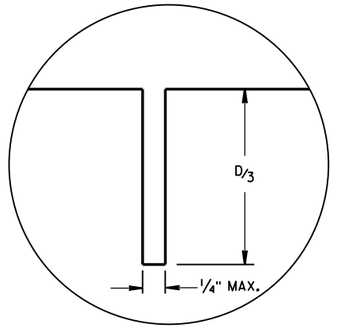
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

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.

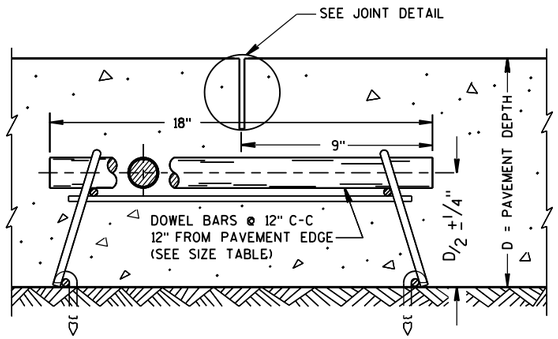
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

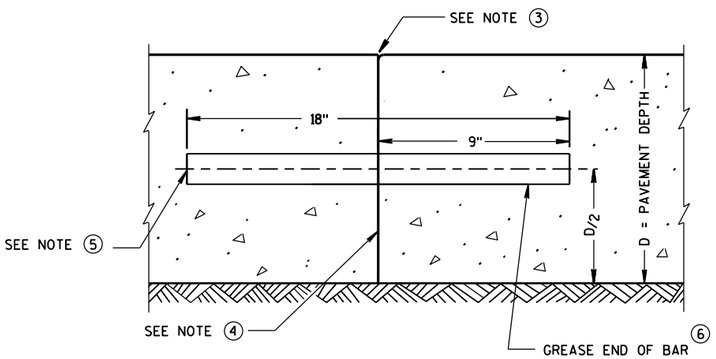
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

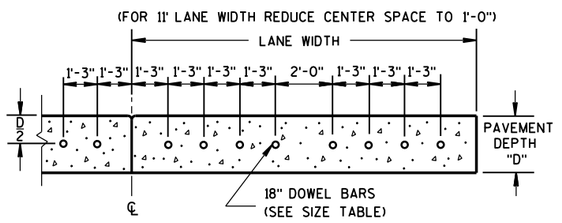
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

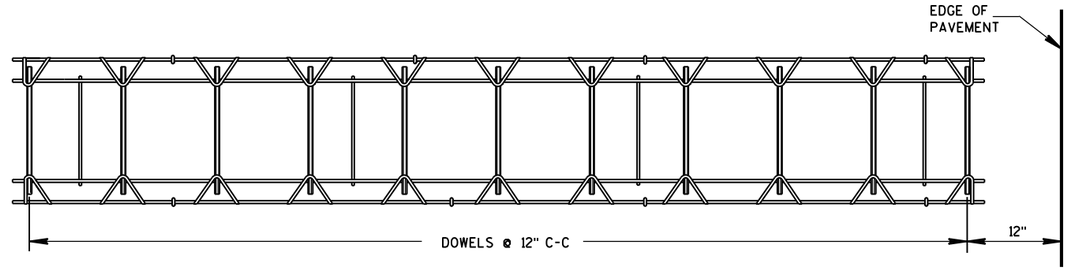
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE
FHWA

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S.D.D. 13 C 11-11b

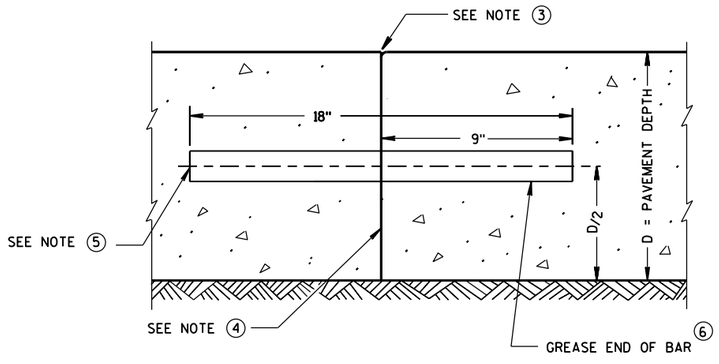


PLAN VIEW

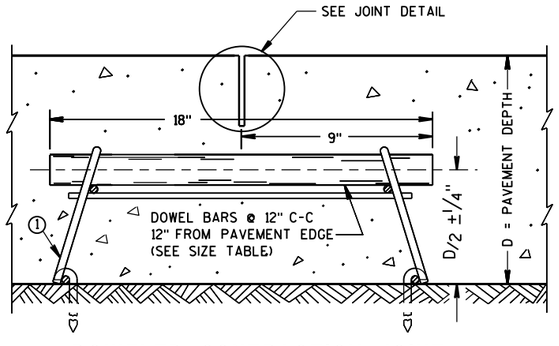


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



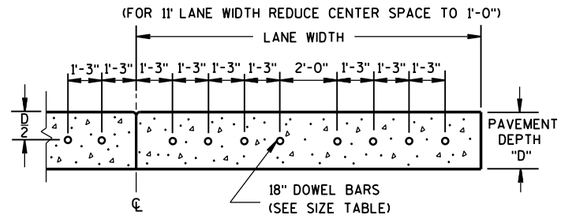
TRANSVERSE CONSTRUCTION JOINT



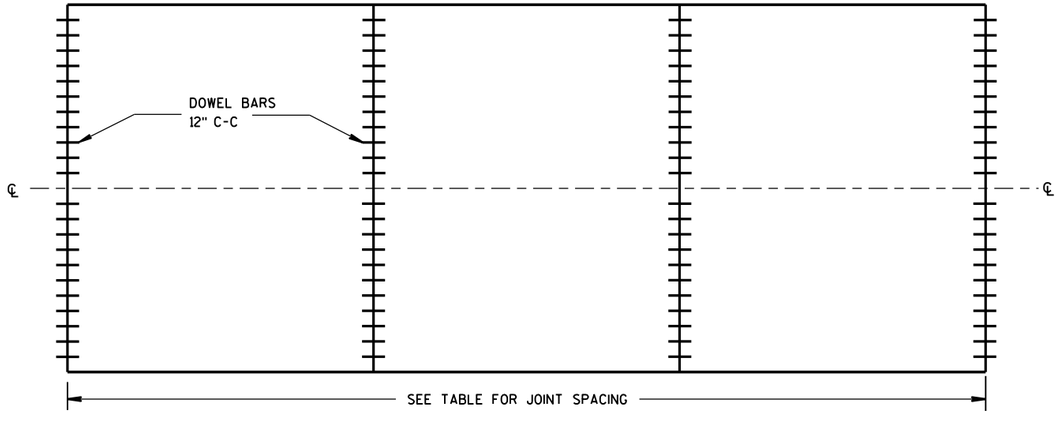
DOWELED CONTRACTION JOINT

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.

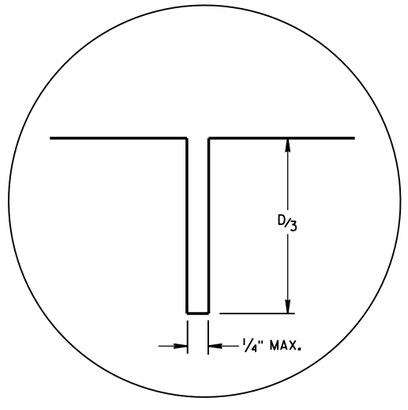
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

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

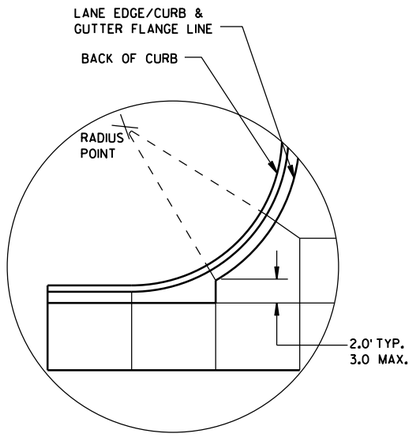
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
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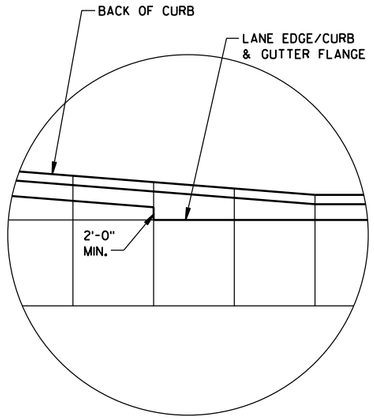
APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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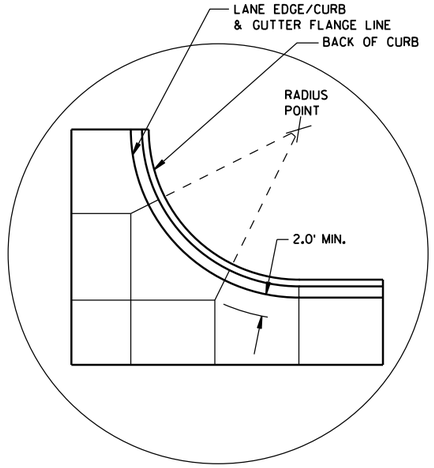
S.D.D. 13 C 13-8



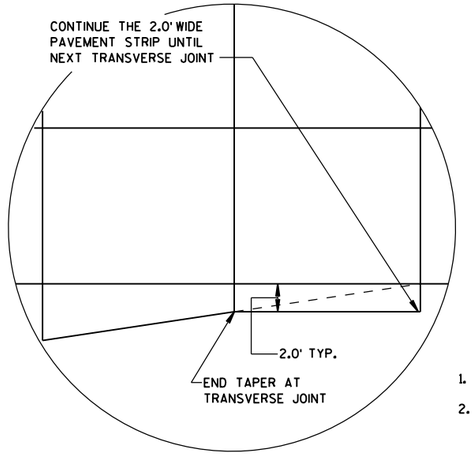
DETAIL "A"



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.

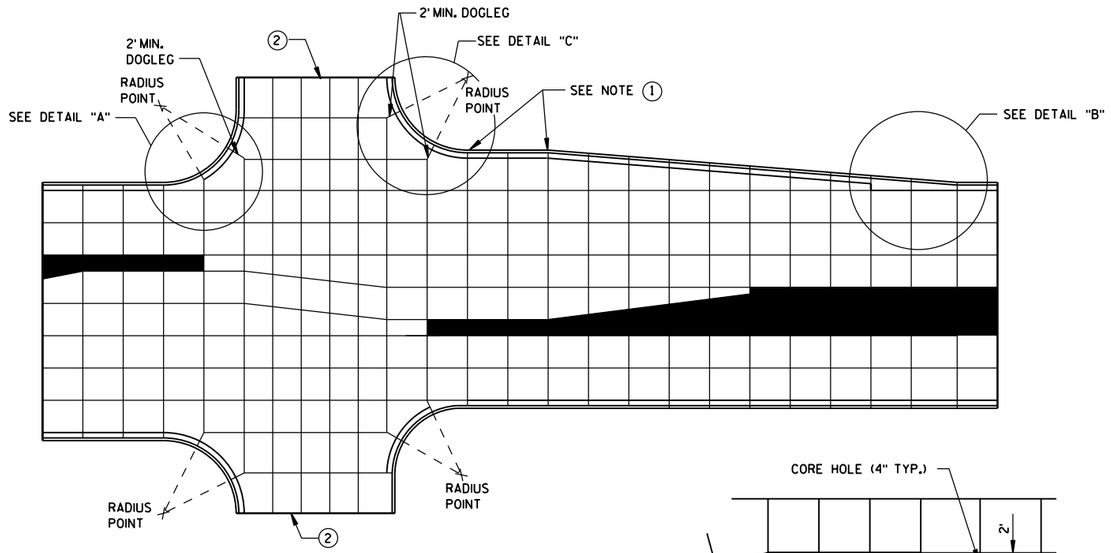
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

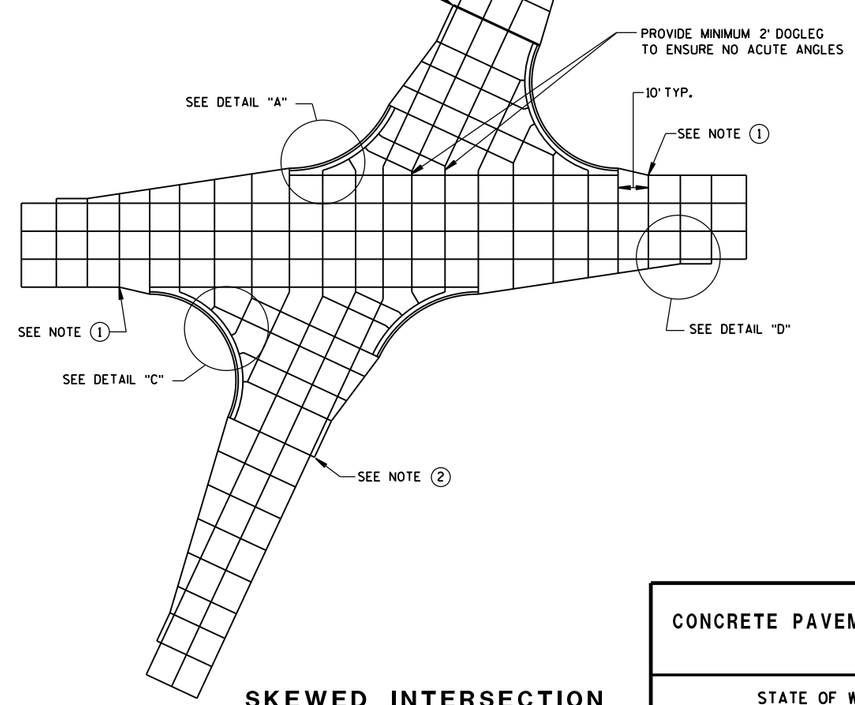
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



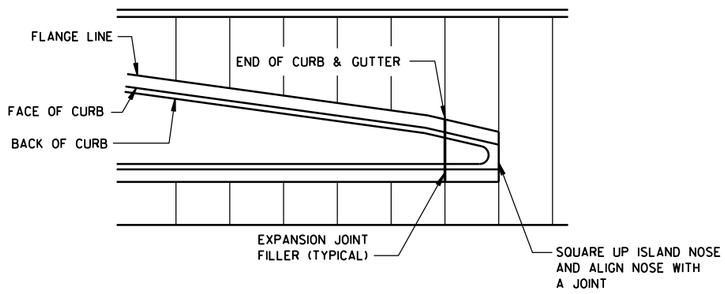
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

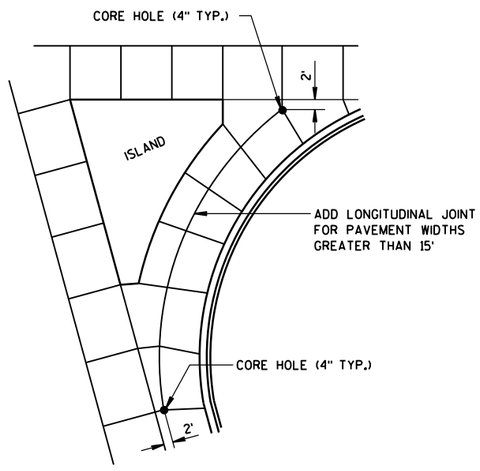
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 584

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S.D.D. 13 C 18-3a

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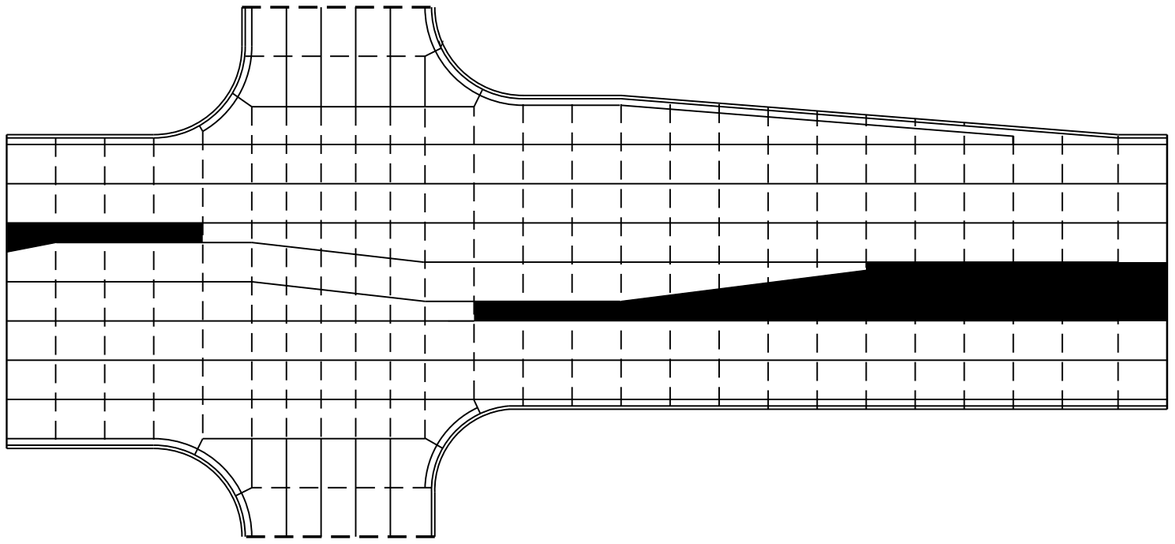
S.D.D. 13 C 18-3a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

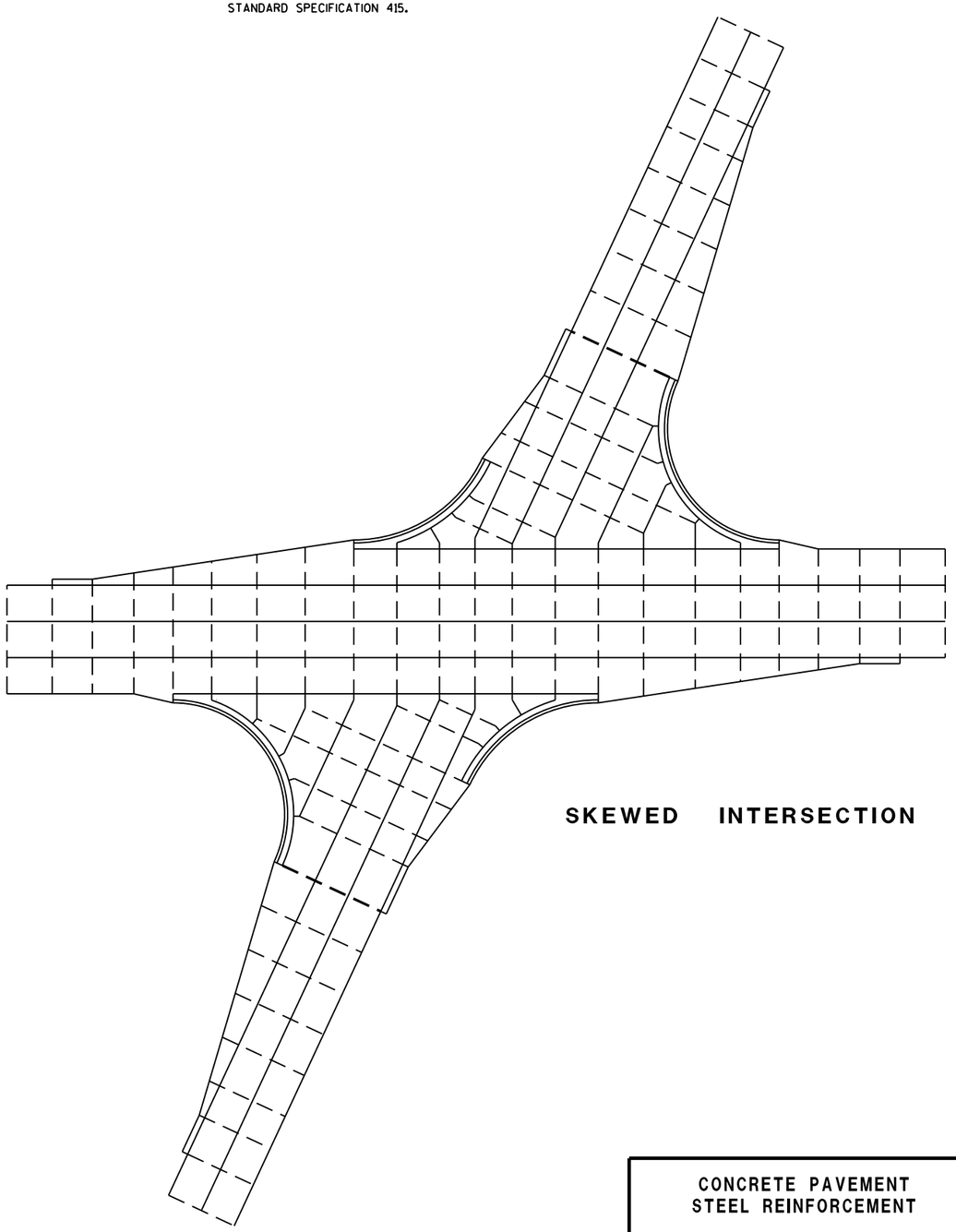
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

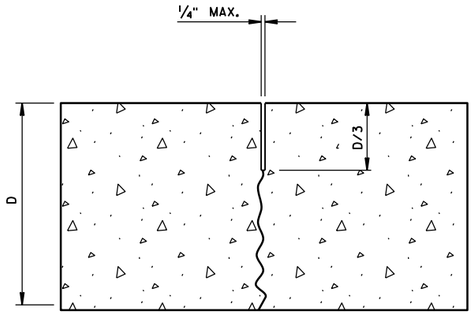
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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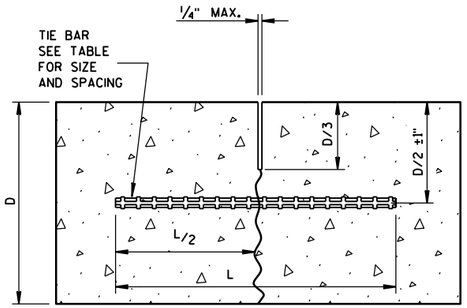
S.D.D. 13 C 18-3b

6

S.D.D. 13 C 18-3b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

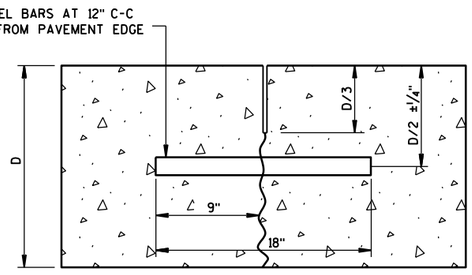
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

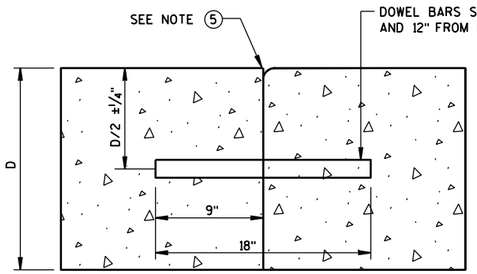
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



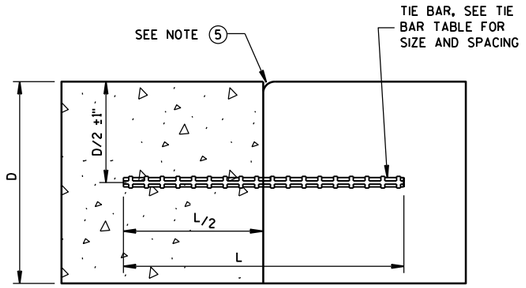
DOWELED-TRANSVERSE

CONTRACTION JOINTS

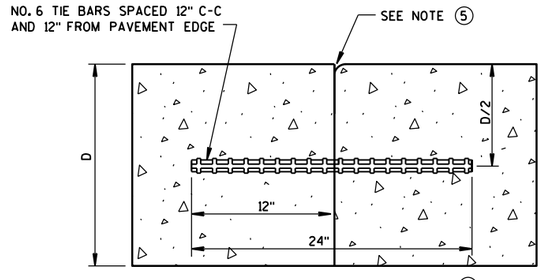
SEE NOTE (2)



DOWELED TRANSVERSE (3)

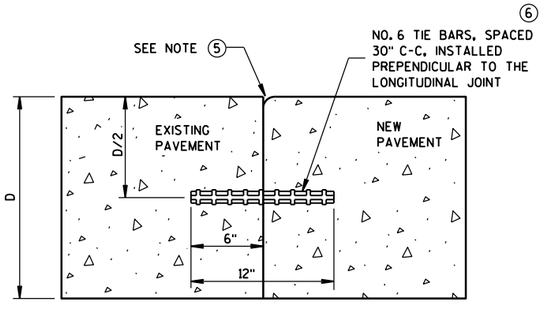


TIED LONGITUDINAL



TIED TRANSVERSE (3)

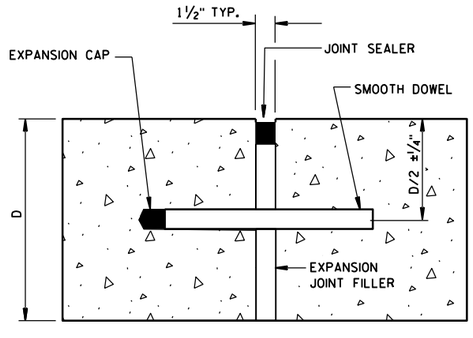
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

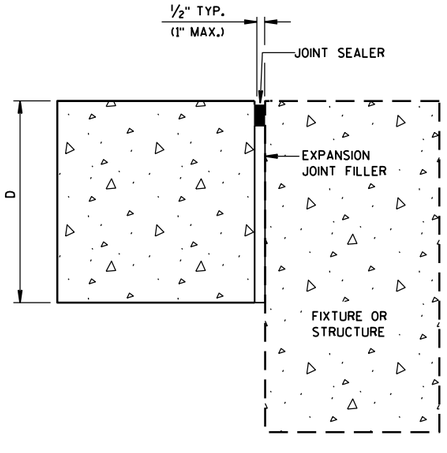
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

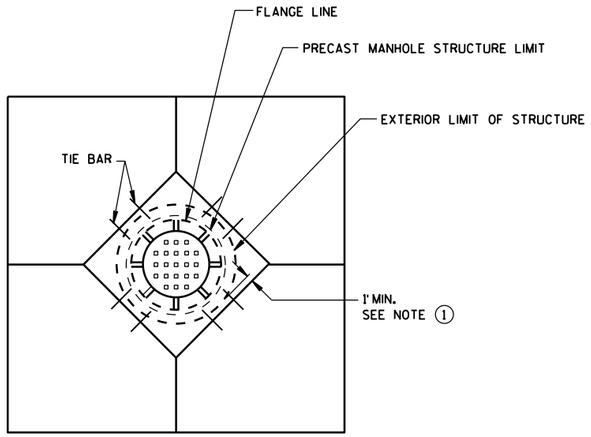
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 586

6

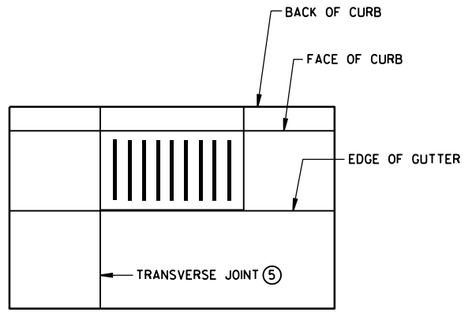
S.D.D. 13 C 18-3c

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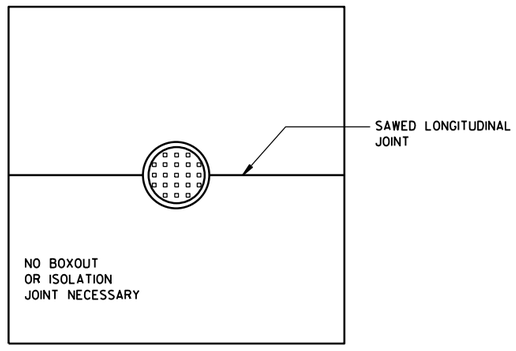
S.D.D. 13 C 18-3c



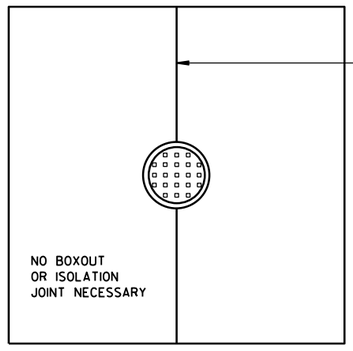
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



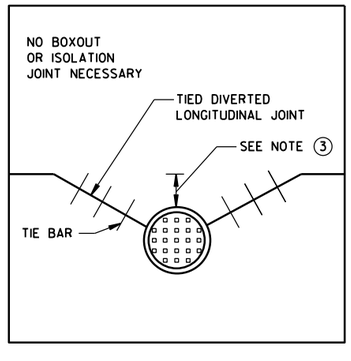
INLET WITH TRANSVERSE JOINT



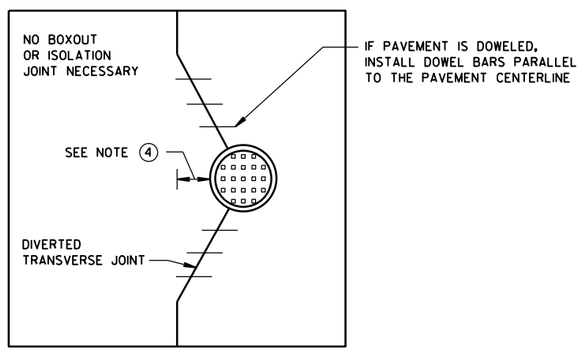
MANHOLE WITH LONGITUDINAL JOINT



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.

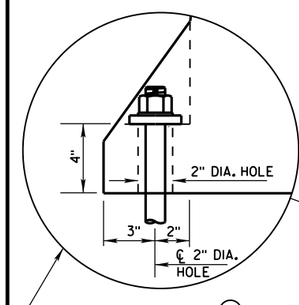
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

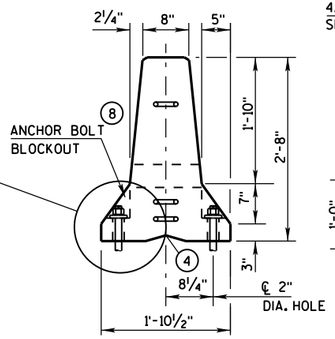
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

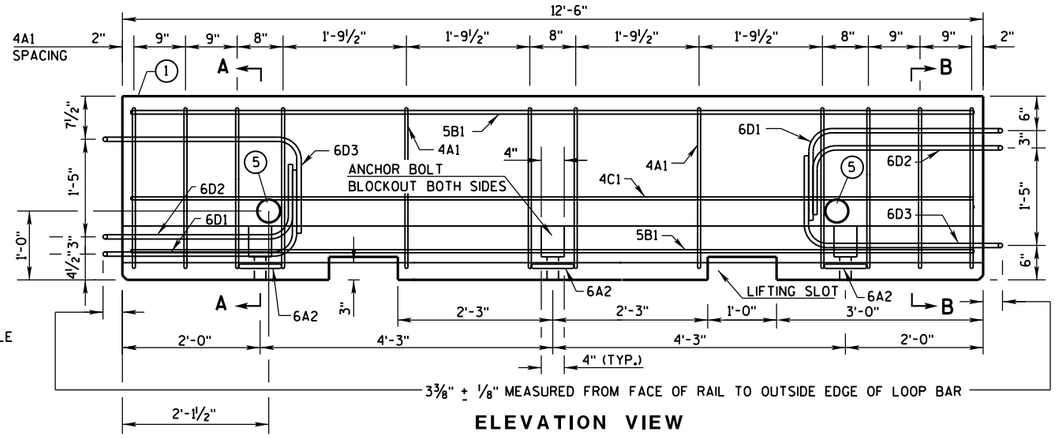
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S.D.D. 13 C 18-3d

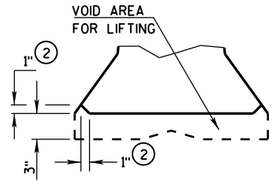




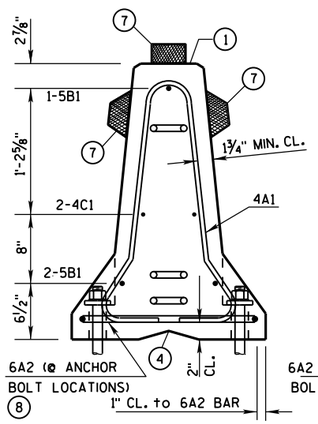
END VIEW



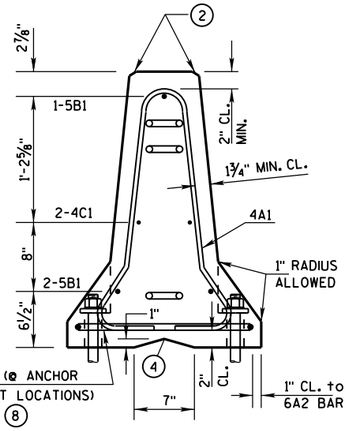
ELEVATION VIEW



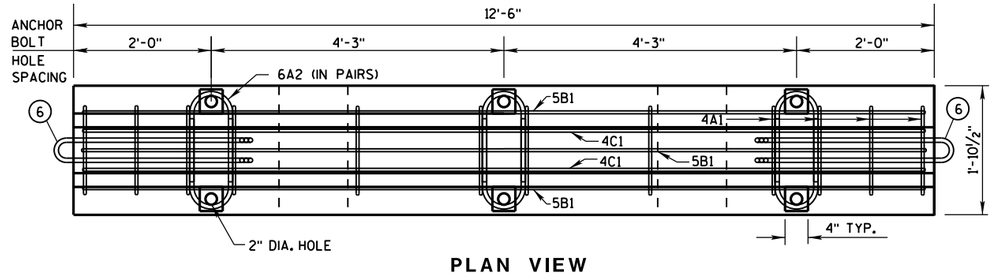
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

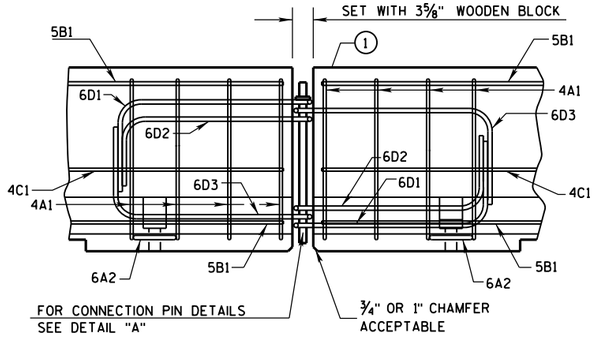


SECTION B-B
(STIRRUP PLACEMENT)

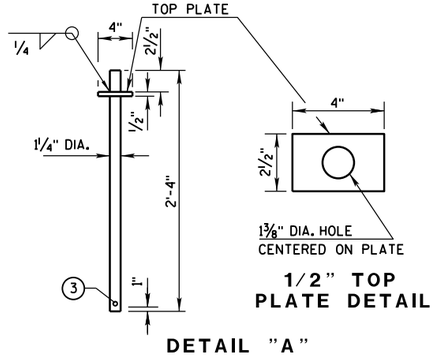


PLAN VIEW

DETAILS OF BARRIER SECTION

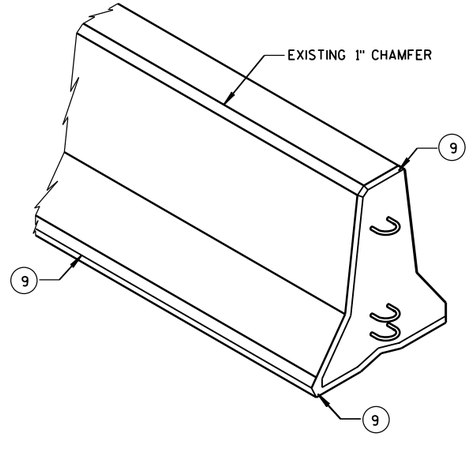


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

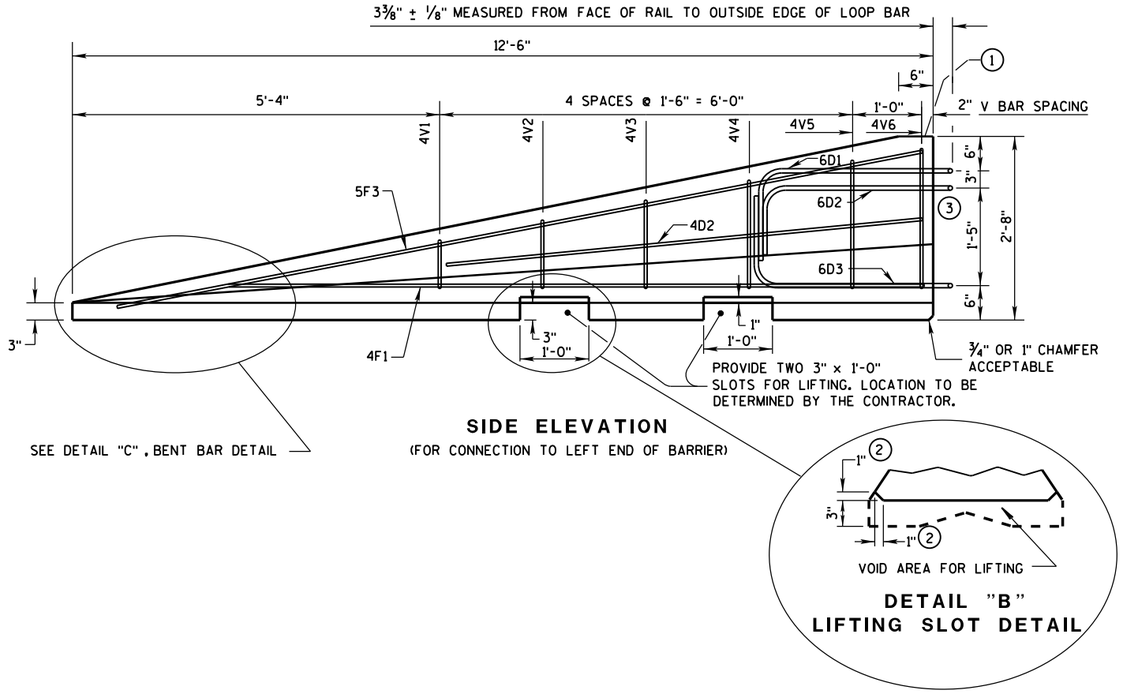
(9) 1" CHAMFER OPTIONAL.

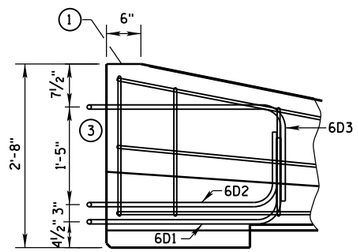
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

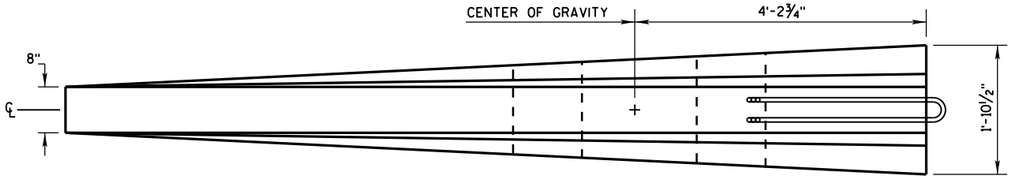
S.D.D. 14 B 7-14a

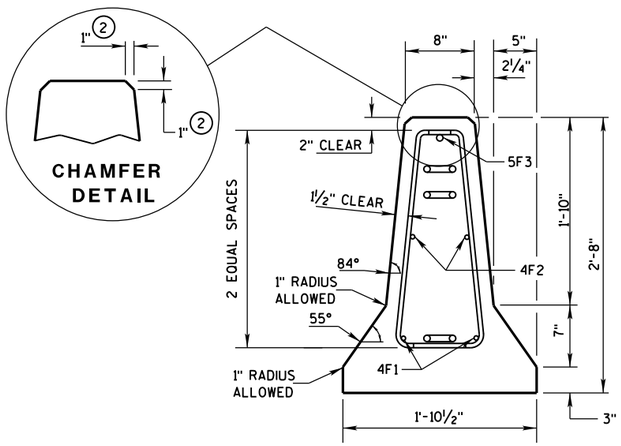


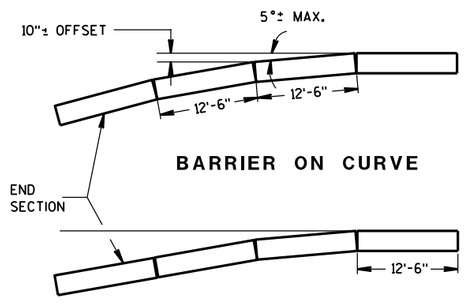


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

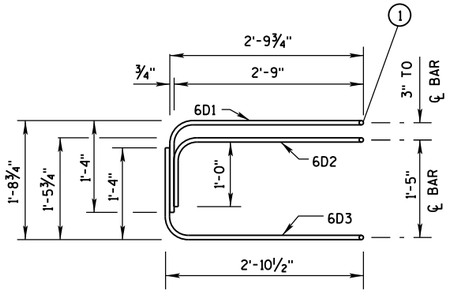
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14b

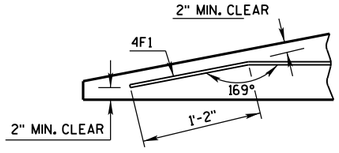
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

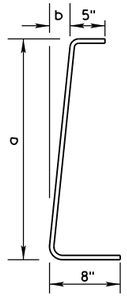
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

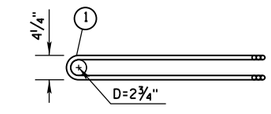
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

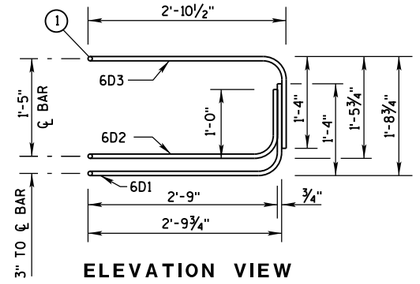
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

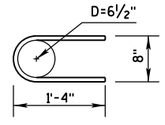
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



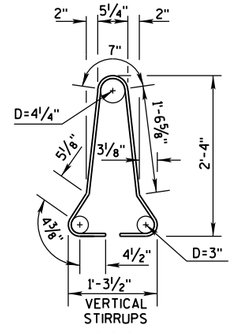
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

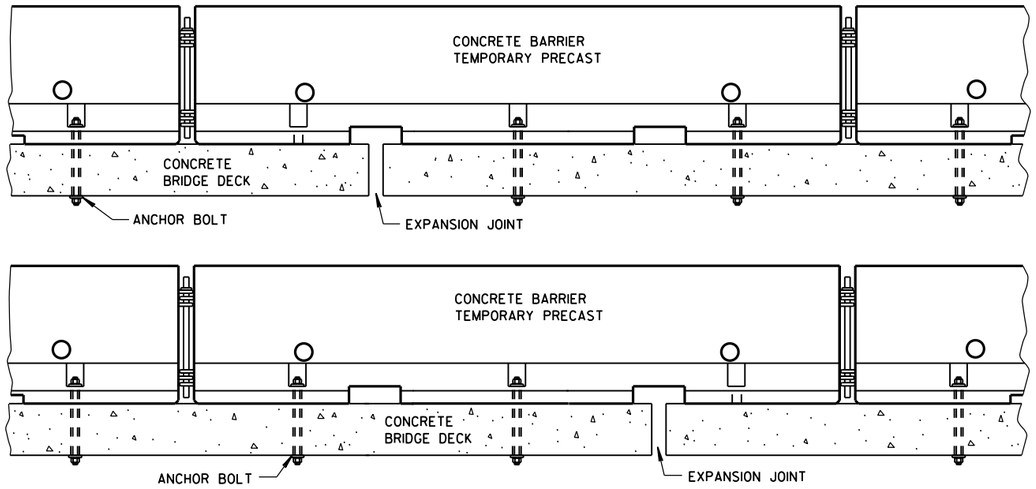
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

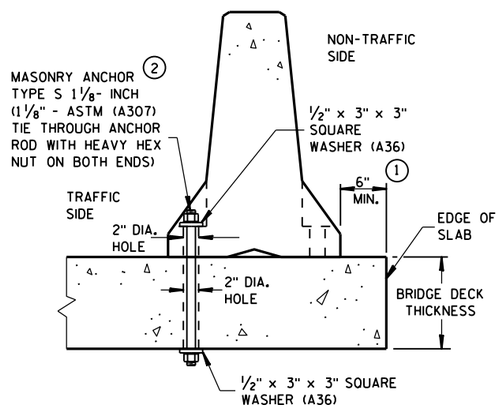
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S.D.D. 14 B 7-14c



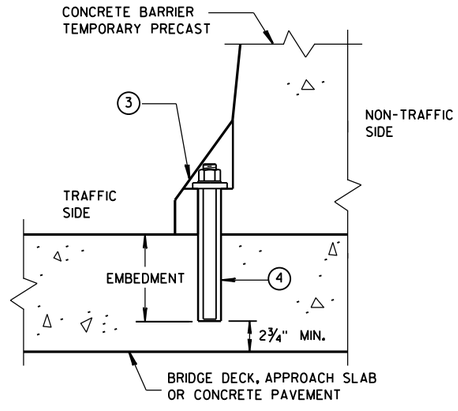
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR ② INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

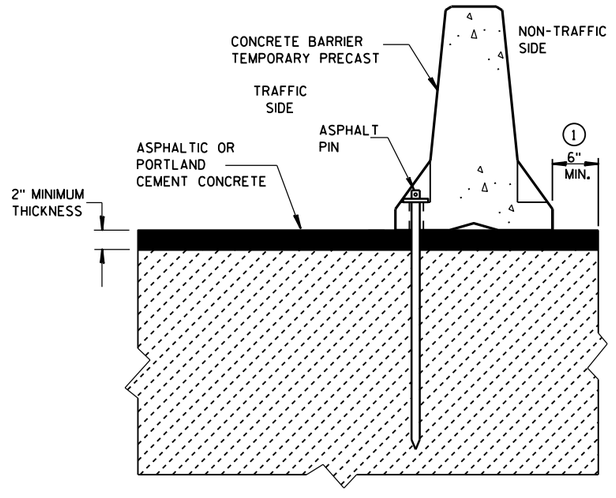
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALL ANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

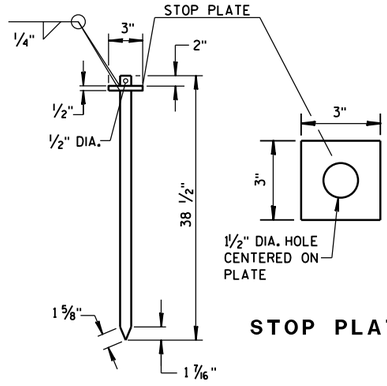
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

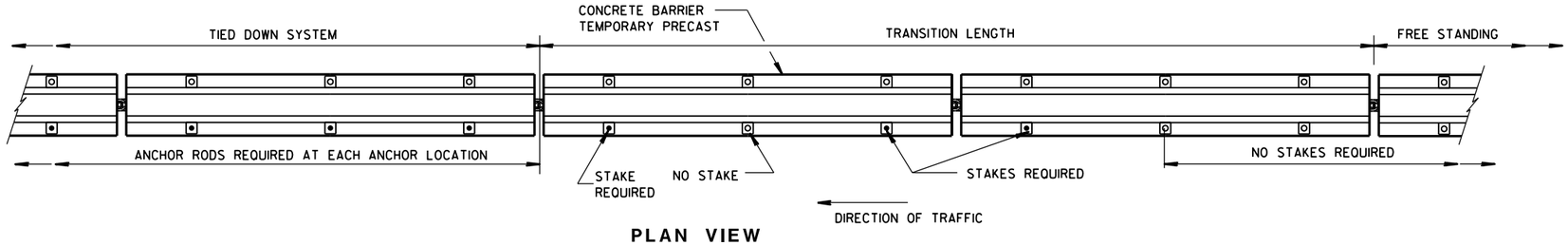
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

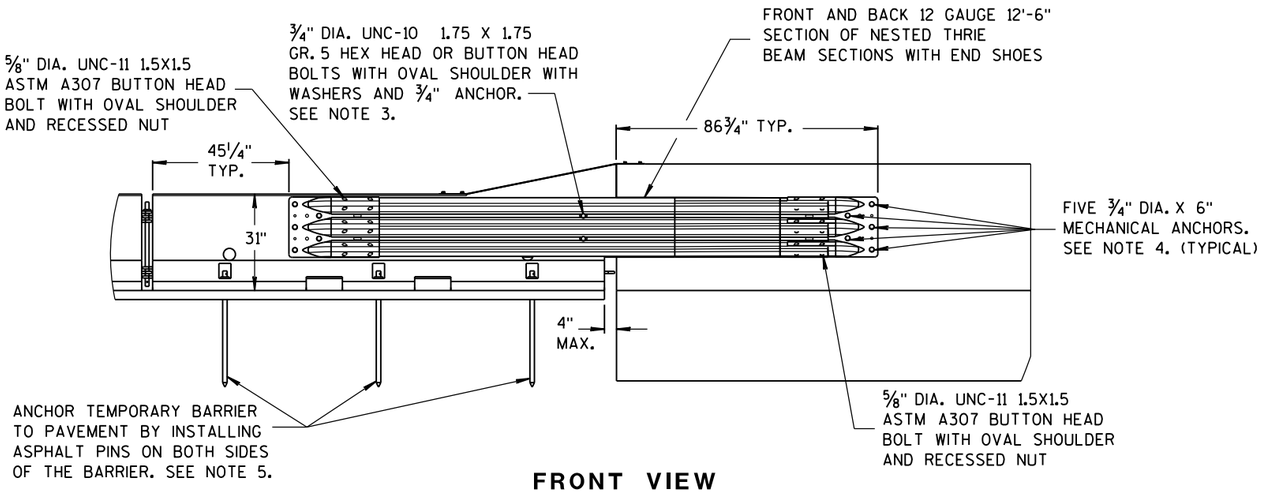
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

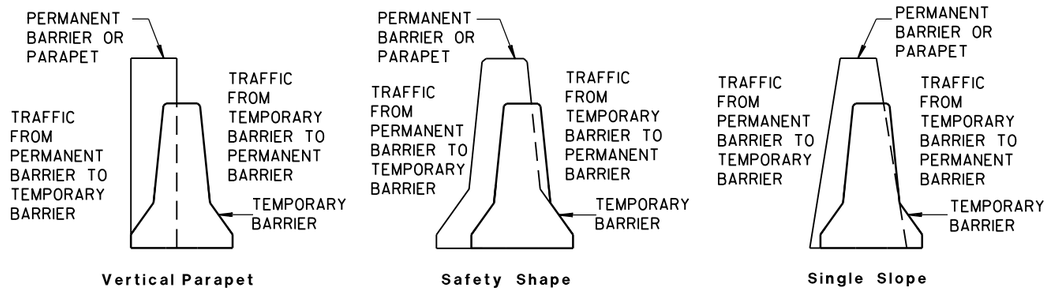
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14d



FRONT VIEW



TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

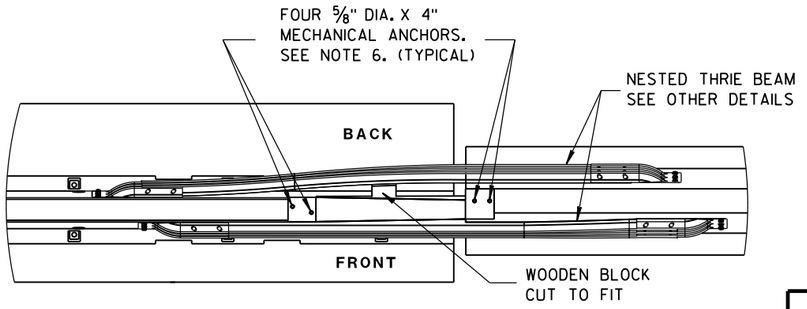
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.

BACK VIEW

FRONT VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

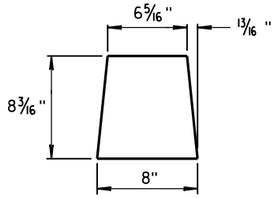
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 592

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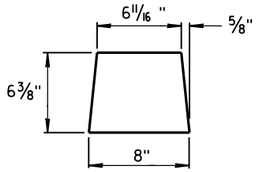
S.D.D. 14 B 7-14e

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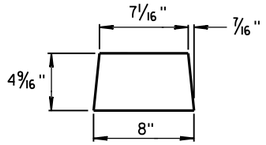
S.D.D. 14 B 7-14e



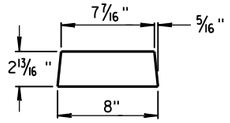
GUSSET 1



GUSSET 2

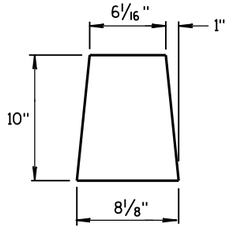


GUSSET 3

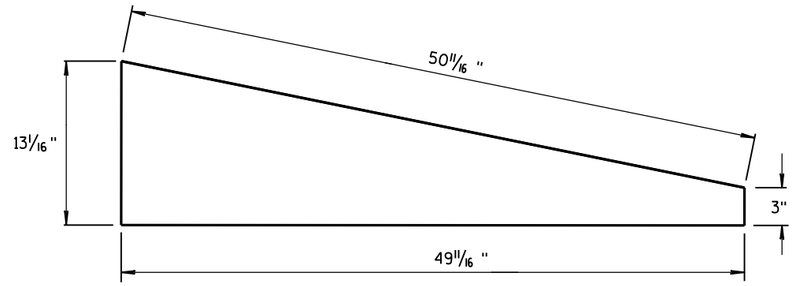


GUSSET 4

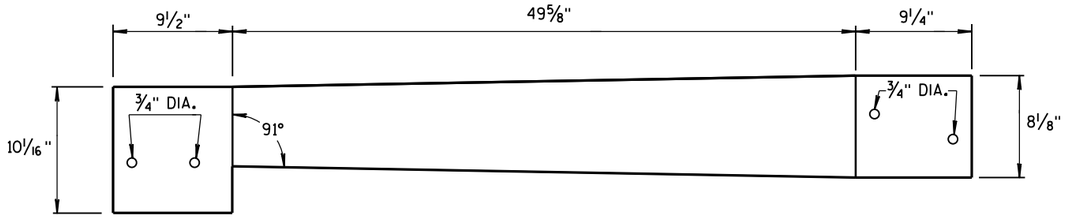
GUSSETS

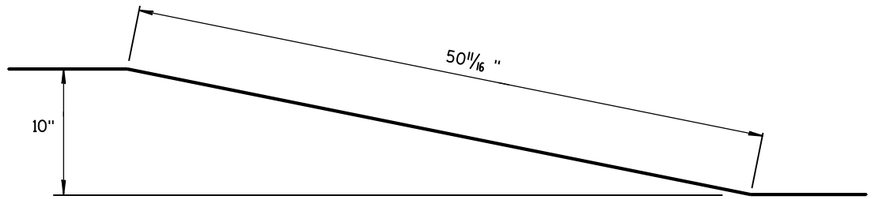


END PLATE



SIDE PLATE

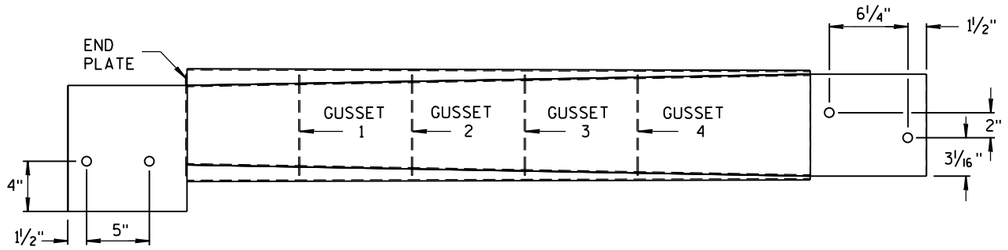


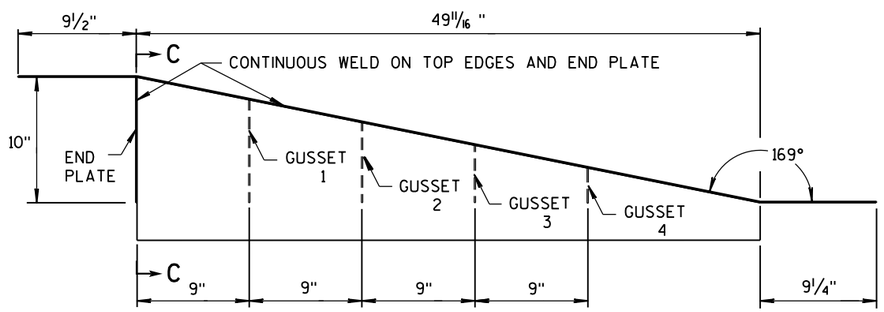


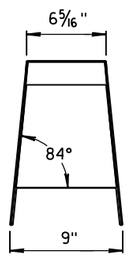
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

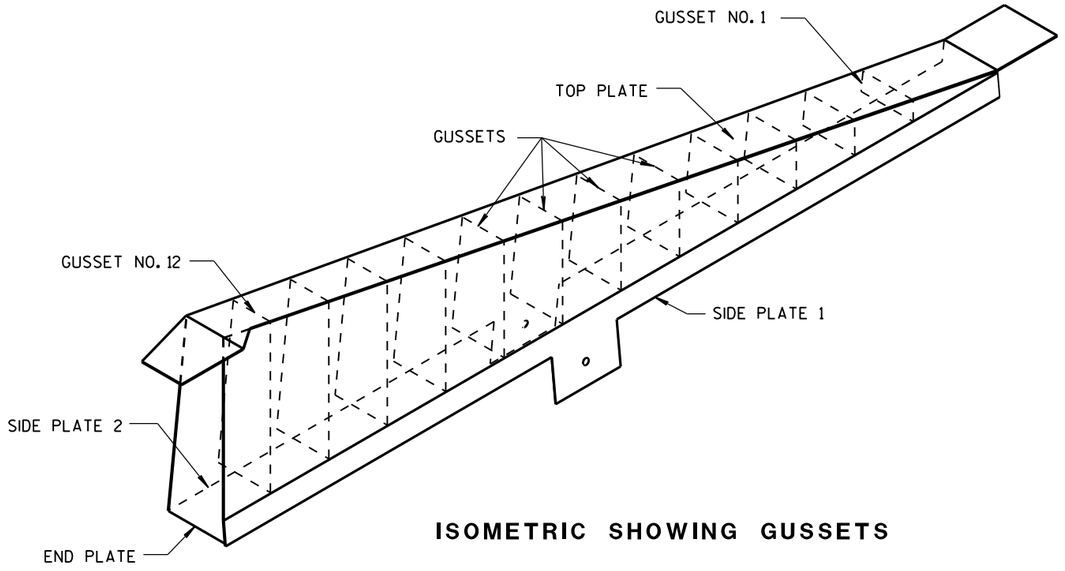
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

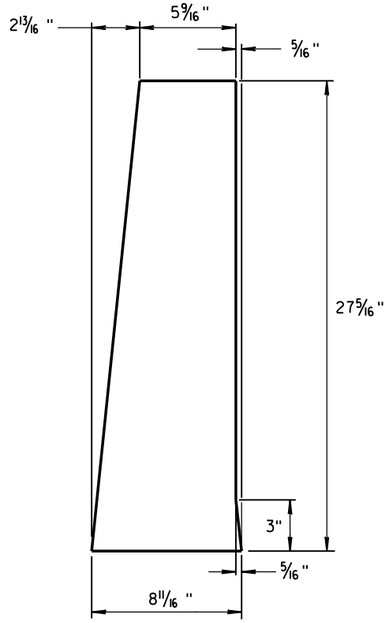
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-14f

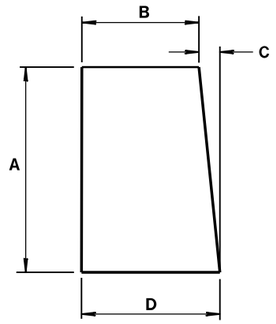


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



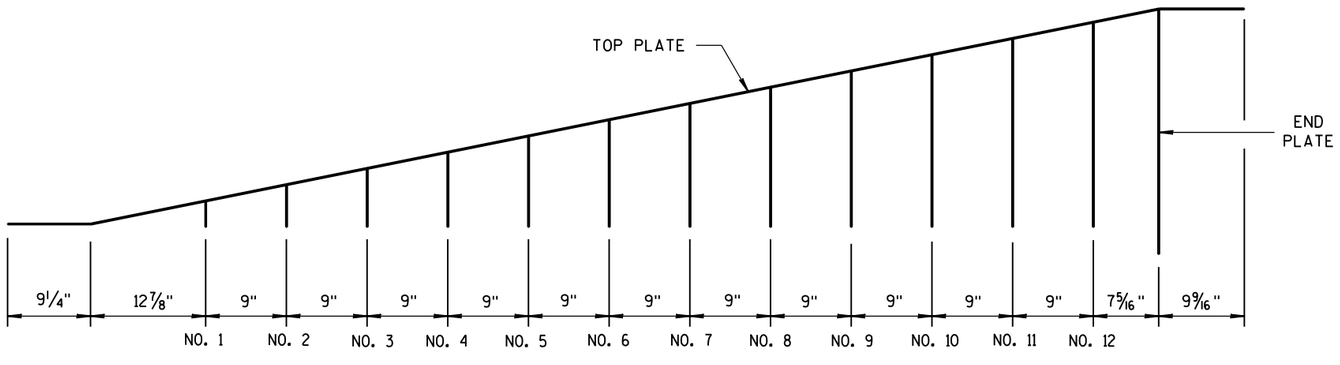
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

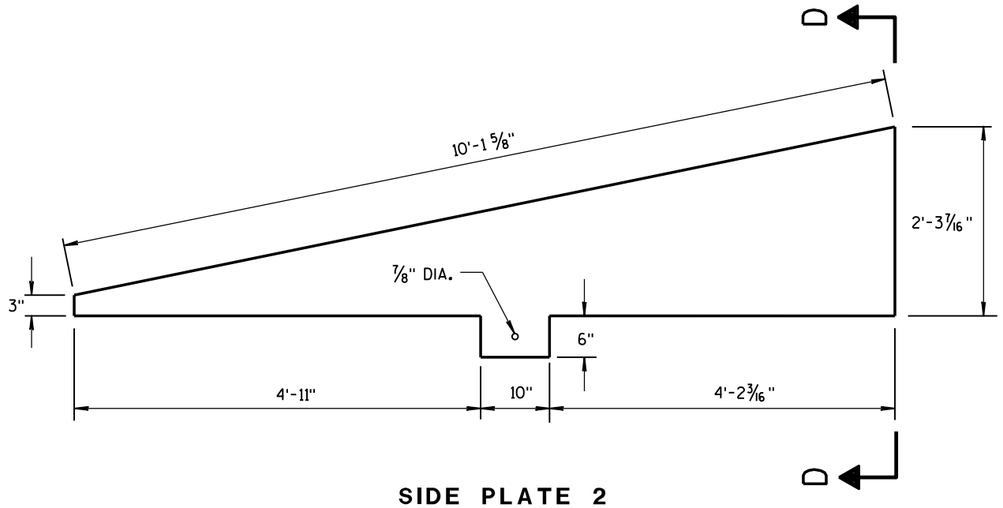
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

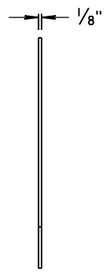
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

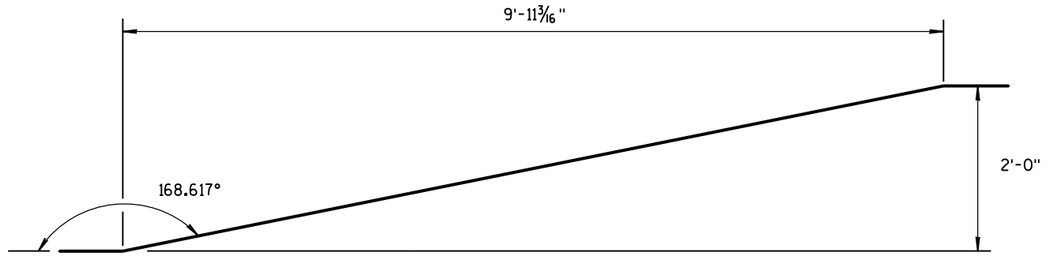
S.D.D. 14 B 7-14g



SIDE PLATE 2

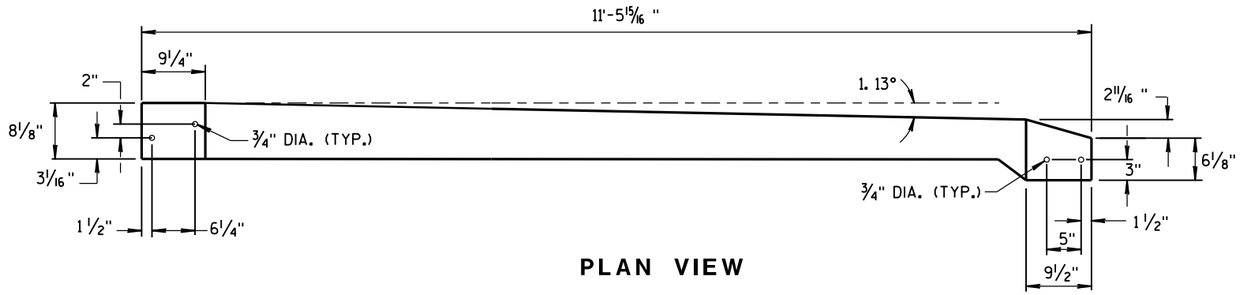


END VIEW



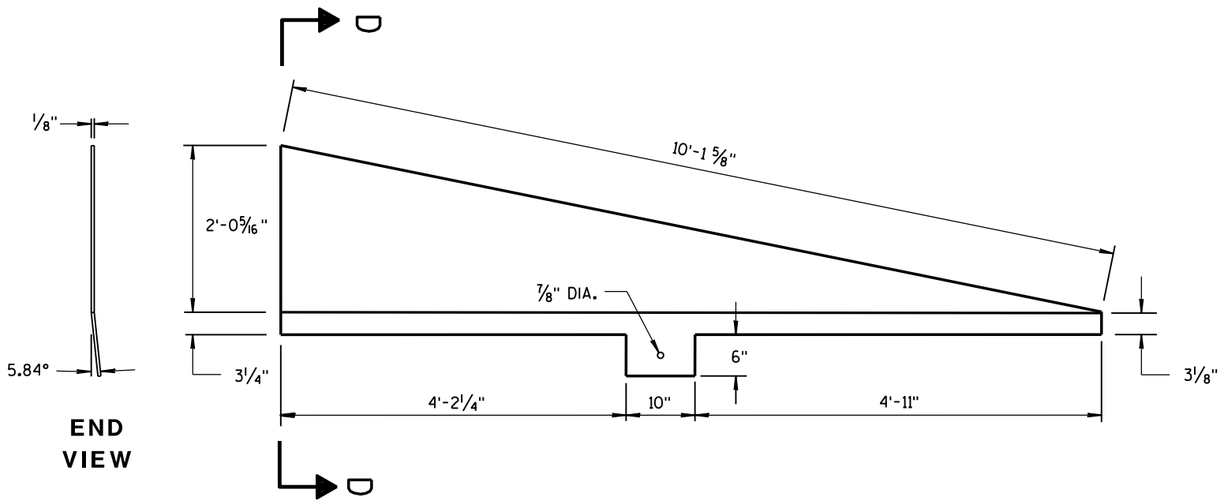
SIDE VIEW

TOP PLATE



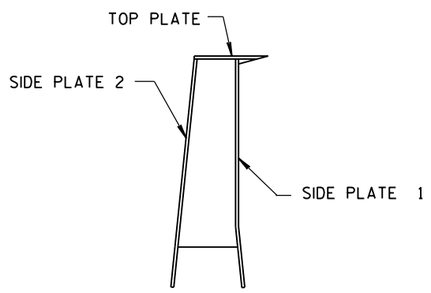
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zoaa — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

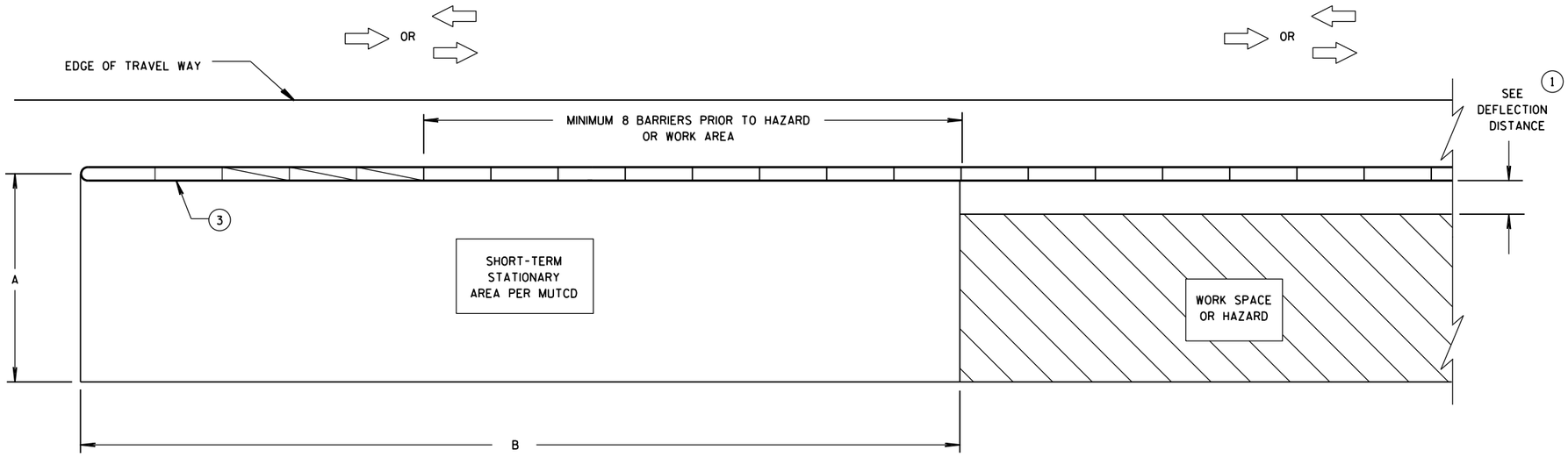
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S.D.D. 14 B 7-14h

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S.D.D. 14 B 7-14h



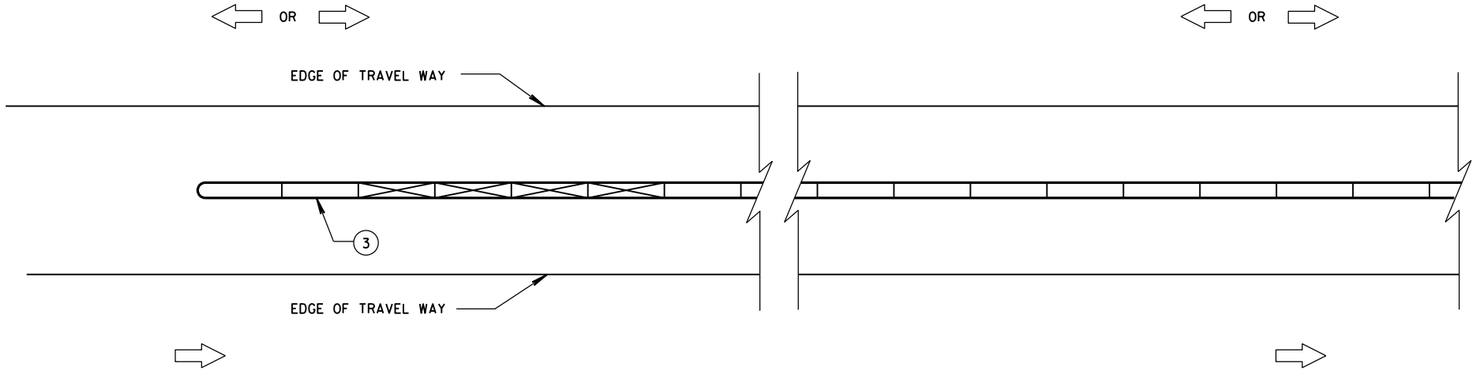
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

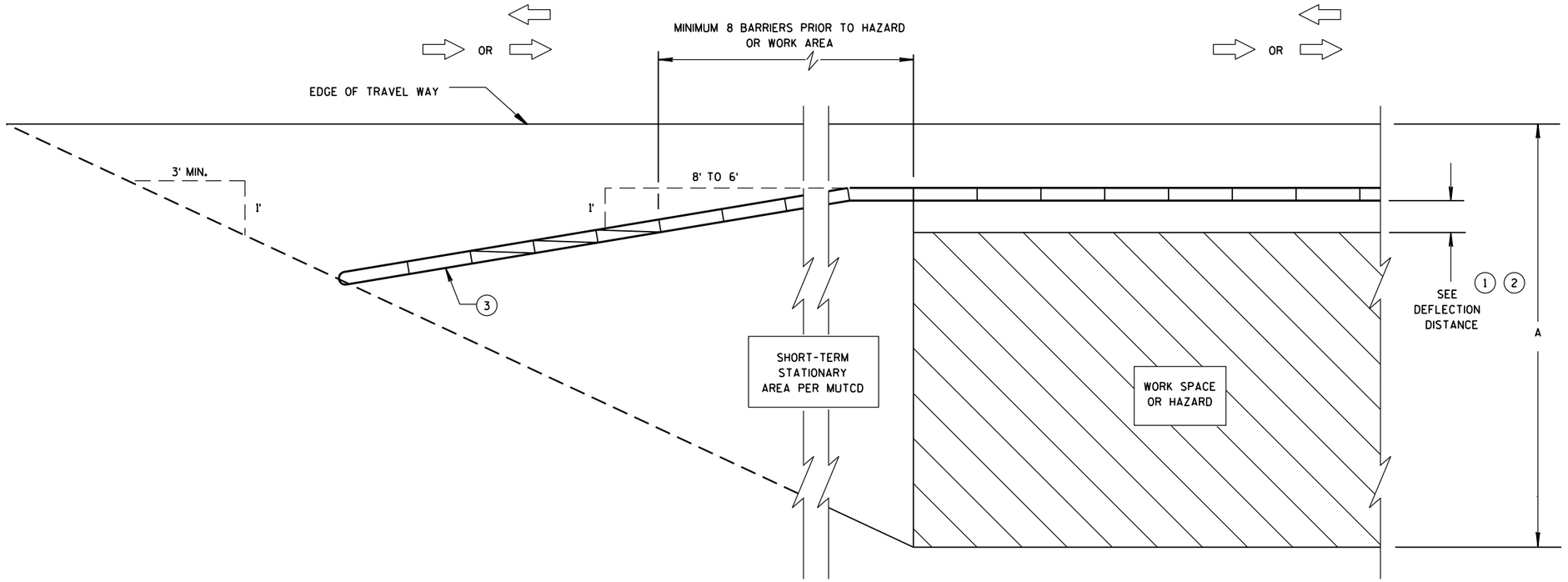
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 596

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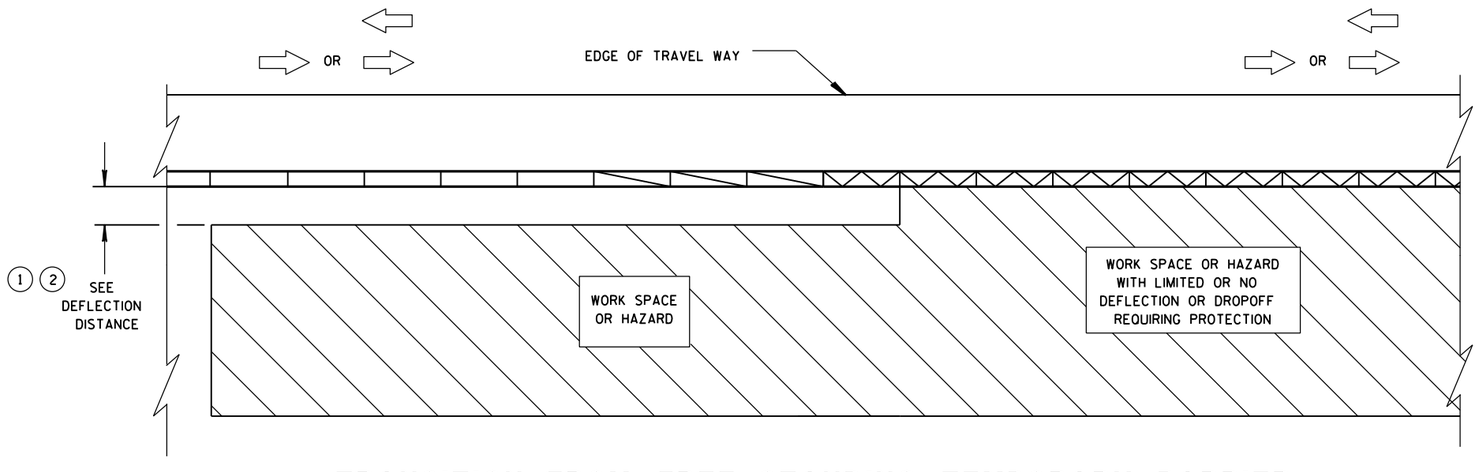
S.D.D. 14 B 8-2a

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

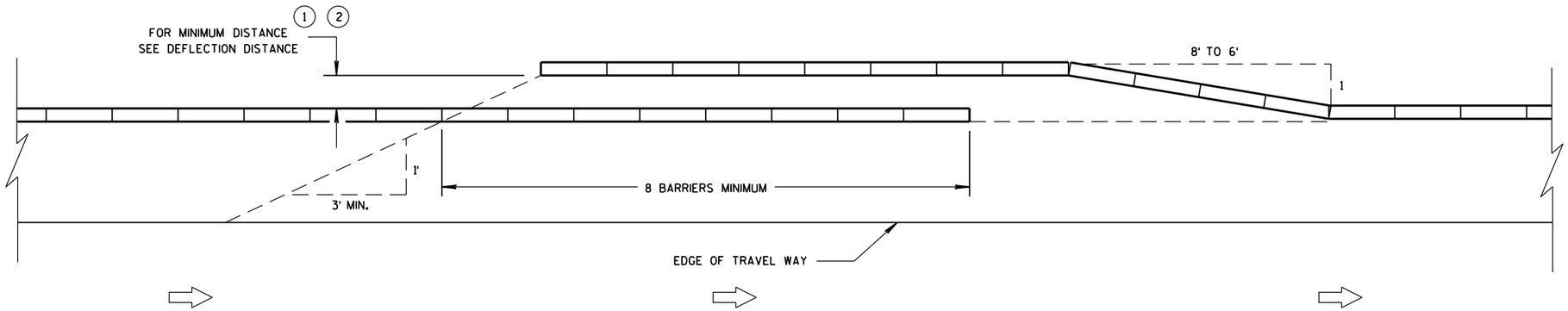
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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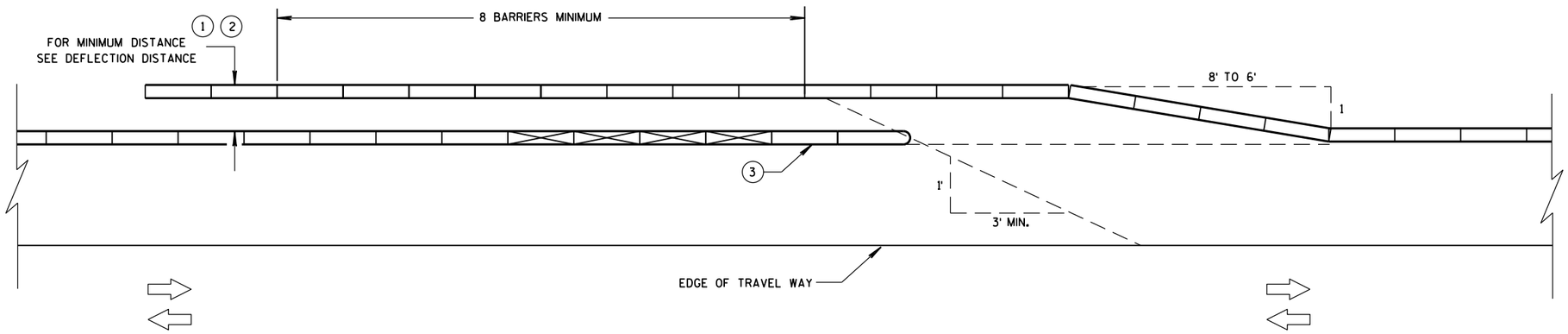
S.D.D. 14 B 8-2b

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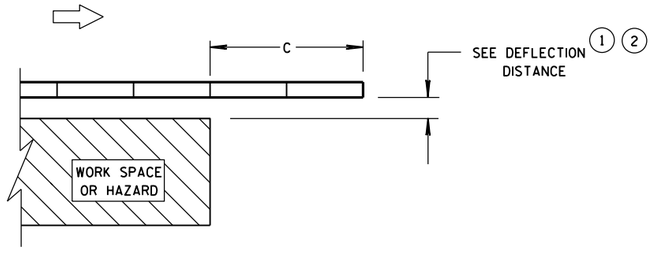
S.D.D. 14 B 8-2b



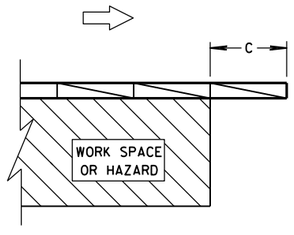
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

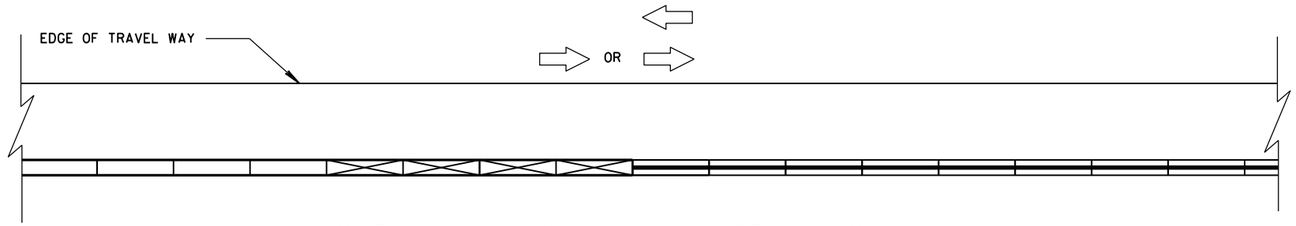
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

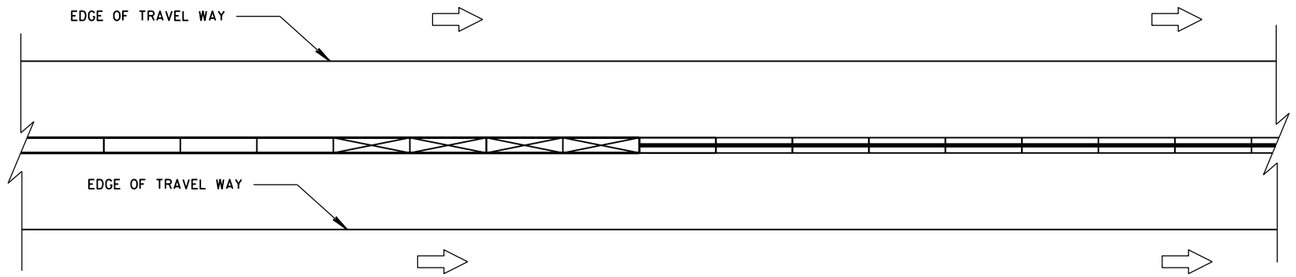
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2c



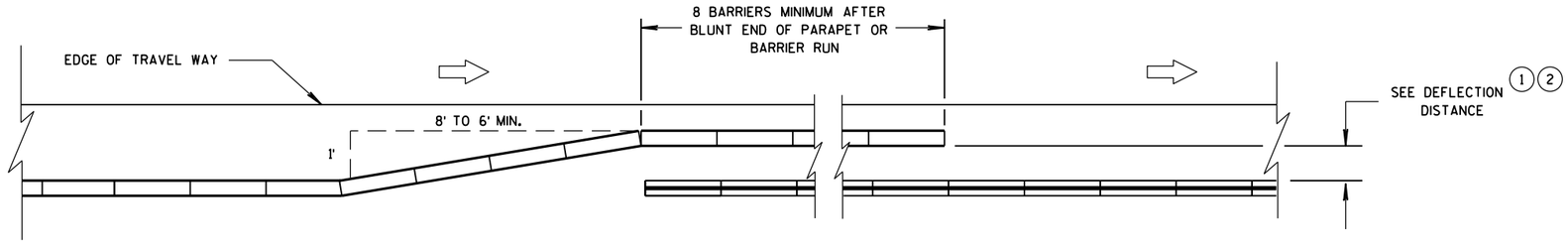
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



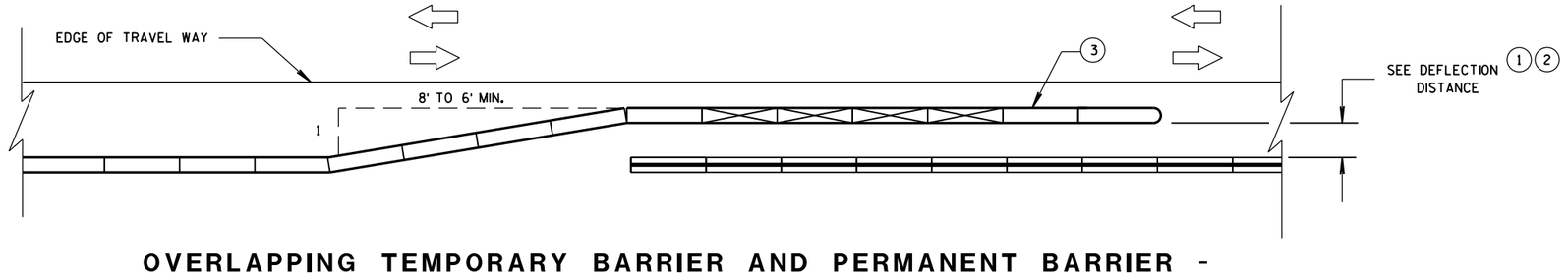
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

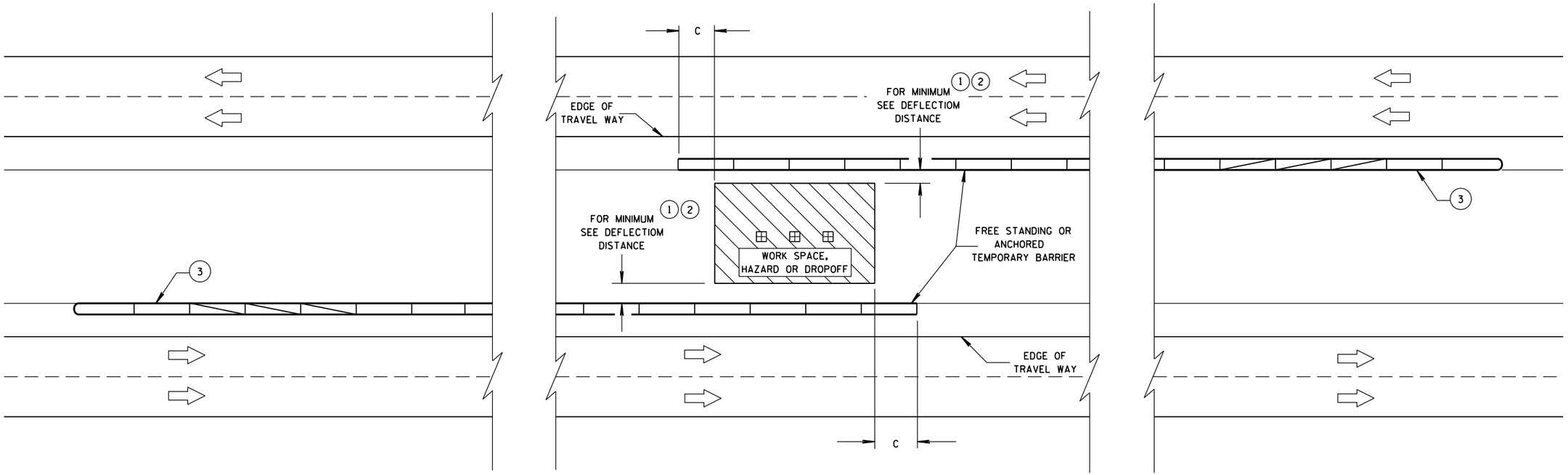
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

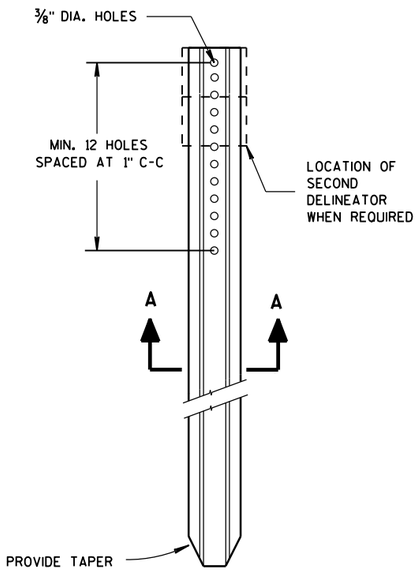
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
600
FHWA

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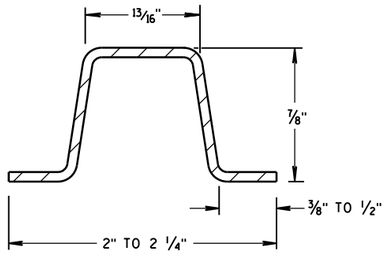
S.D.D. 14 B 8-2e

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S.D.D. 14 B 8-2e

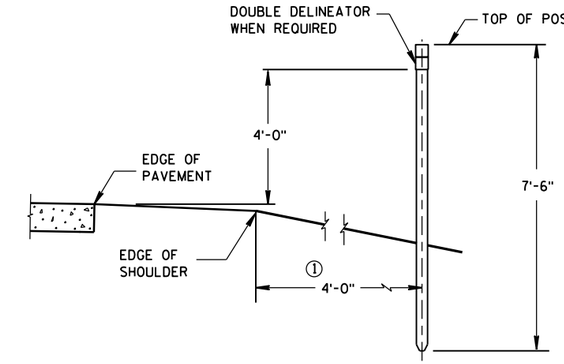


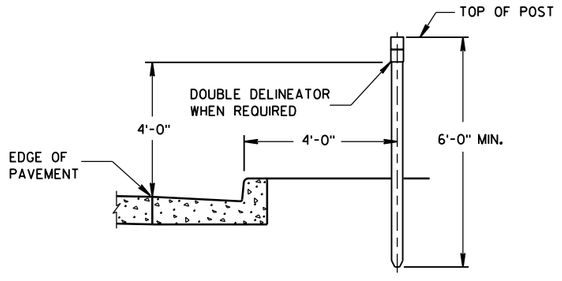
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



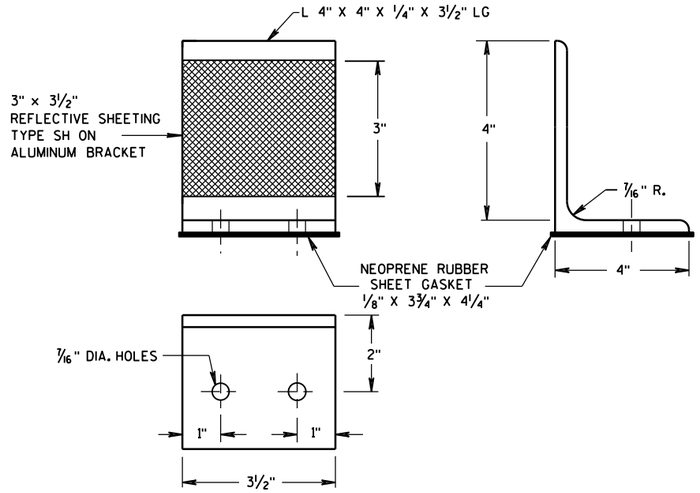


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

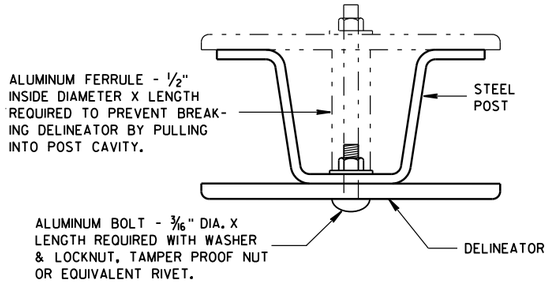
GENERAL NOTES

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

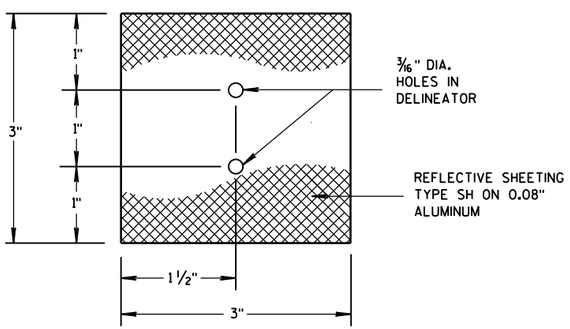
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



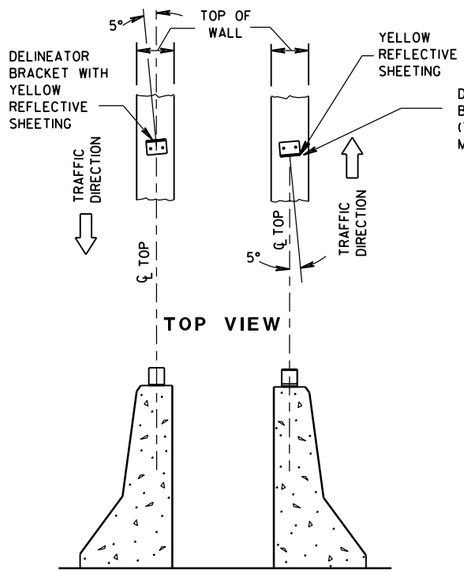
DELINEATOR BRACKET



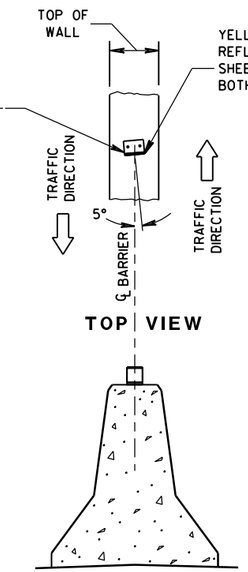
MOUNTING DETAIL FOR DELINEATOR



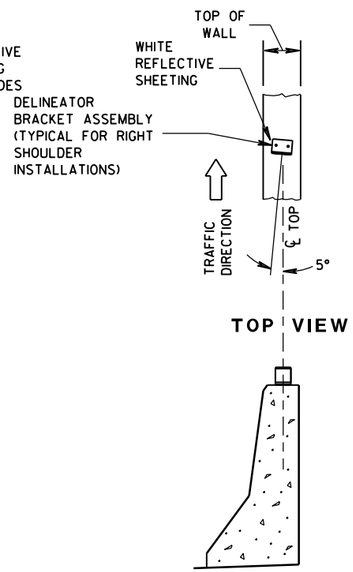
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

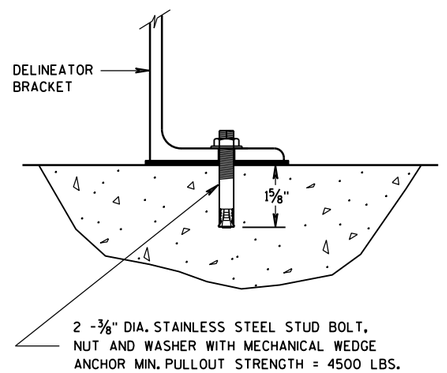


MEDIAN BARRIER



BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

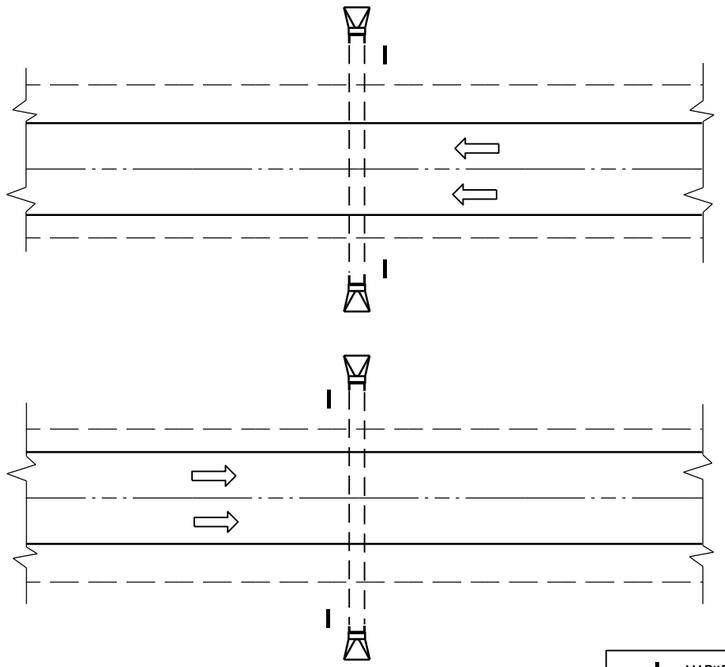
601

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S.D.D. 15 A 2-8

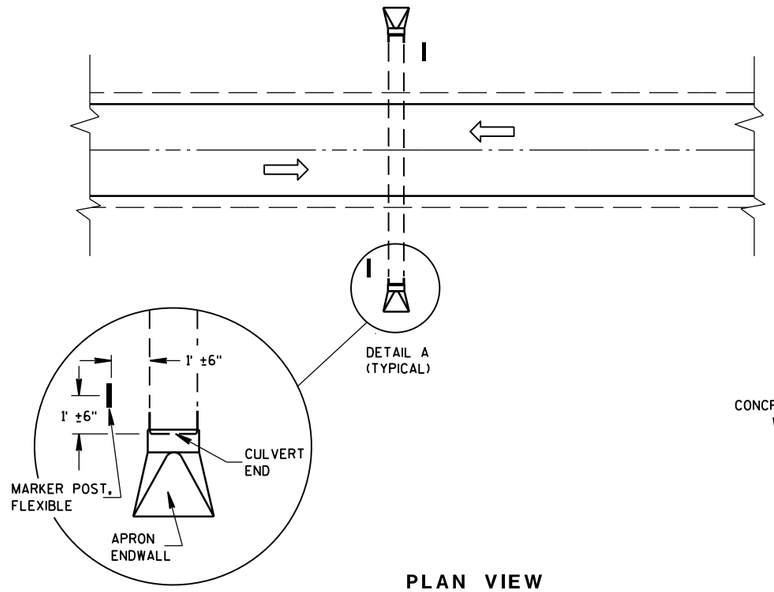
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S.D.D. 15 A 2-8



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

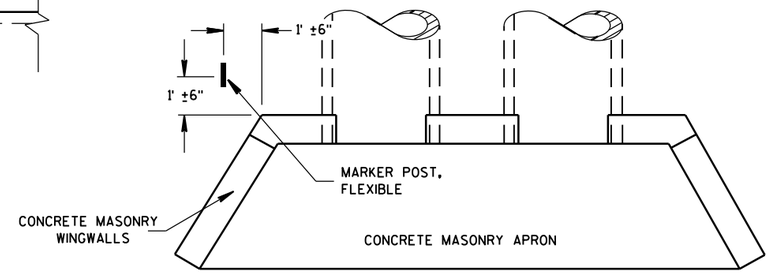
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

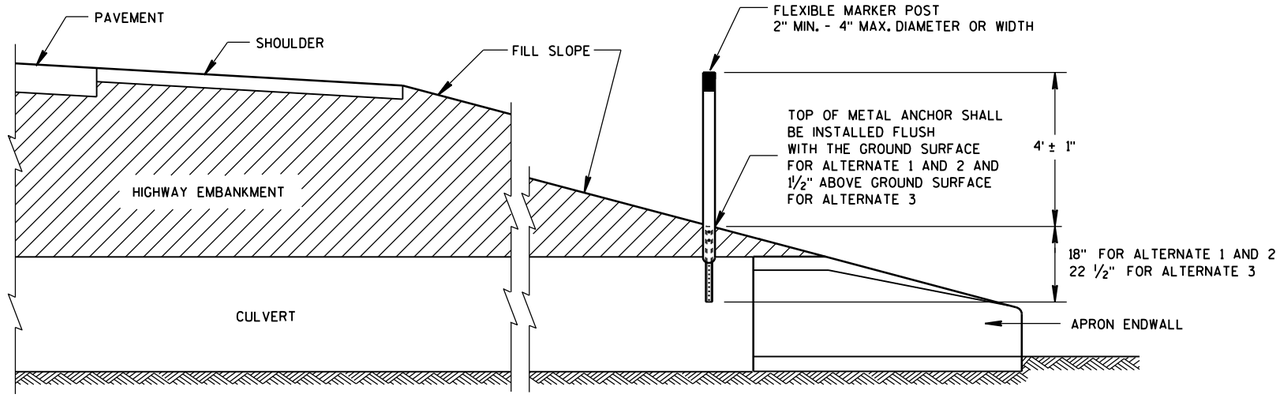
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

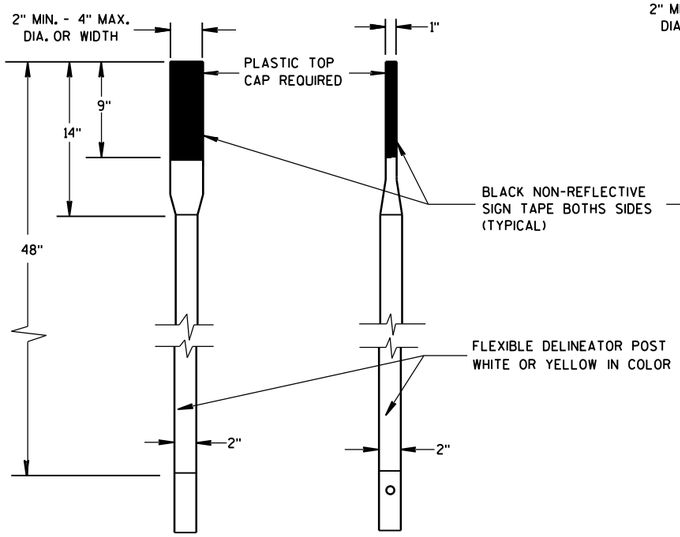
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

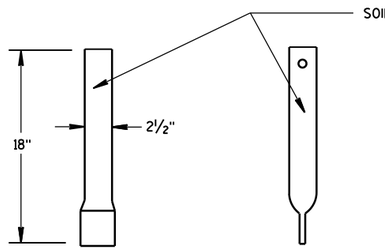
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S.D.D. 15 A 3-2a

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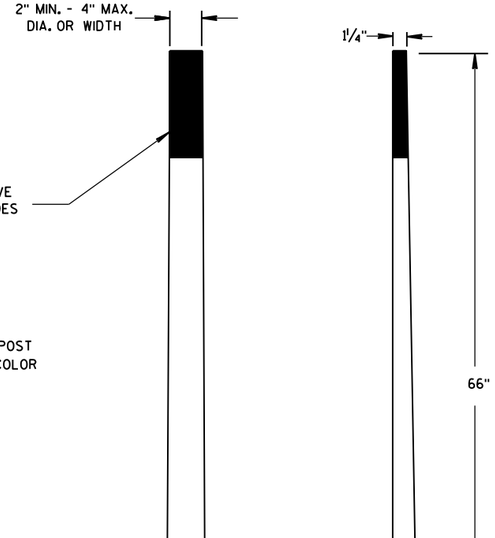
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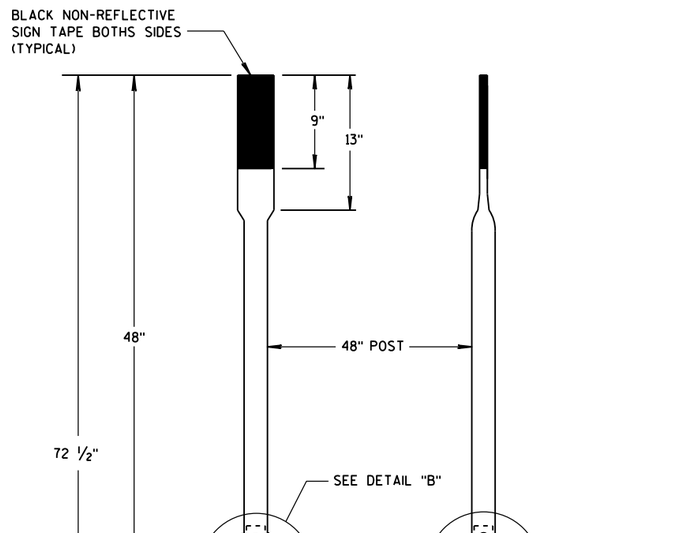
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

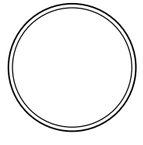
ALTERNATE 2



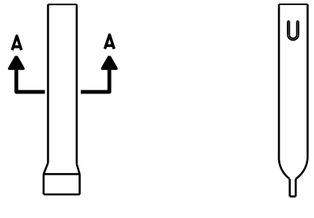
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

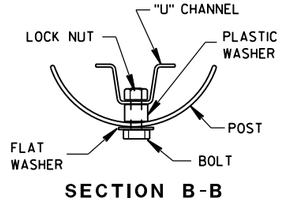


SECTION A-A

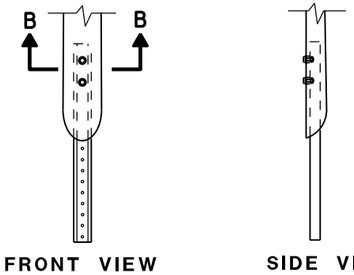


FRONT VIEW SIDE VIEW

ALTERNATE 1

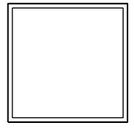


SECTION B-B

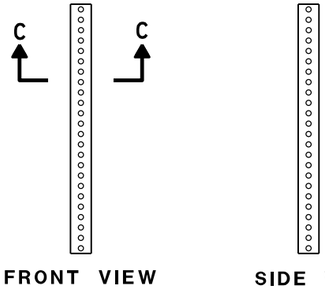


FRONT VIEW SIDE VIEW

ALTERNATE 2



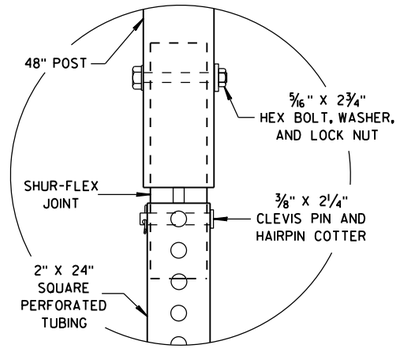
SECTION C-C



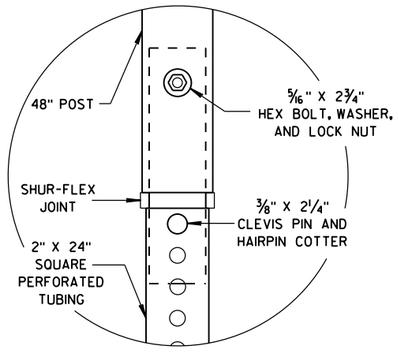
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

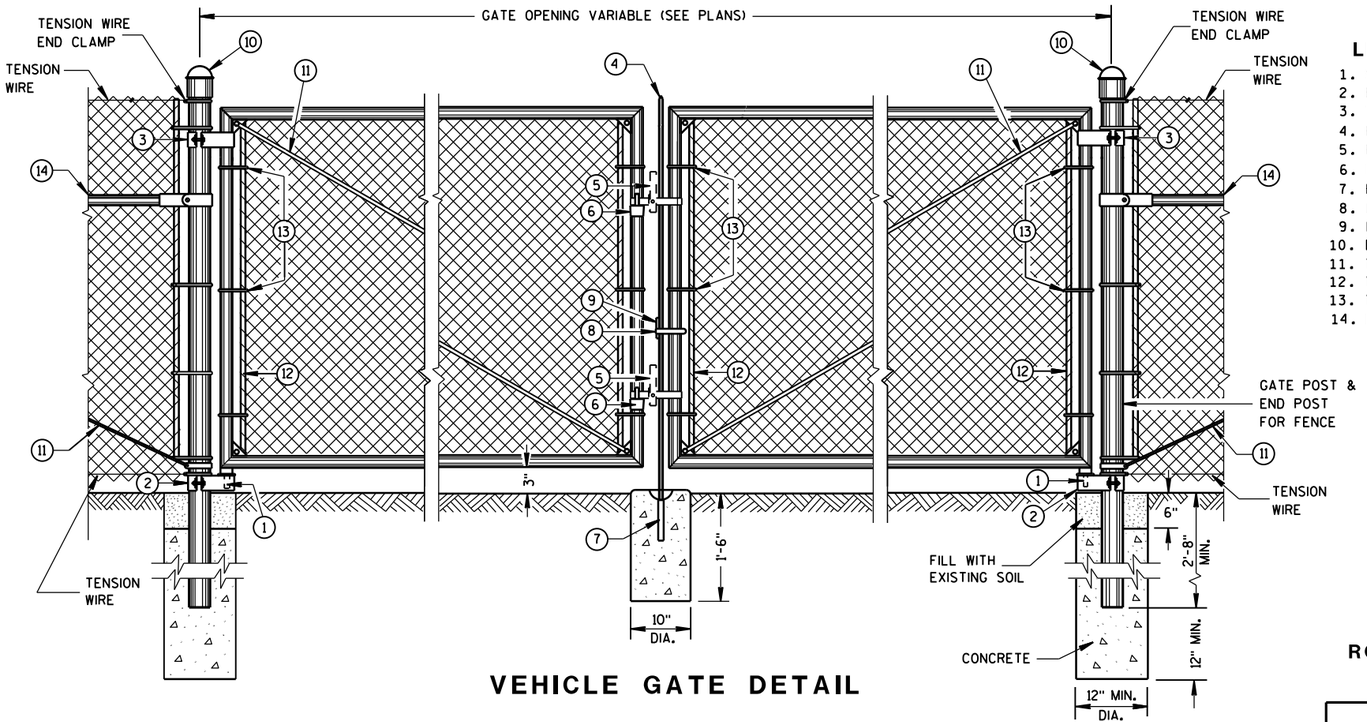
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
603 — IGN
FHWA

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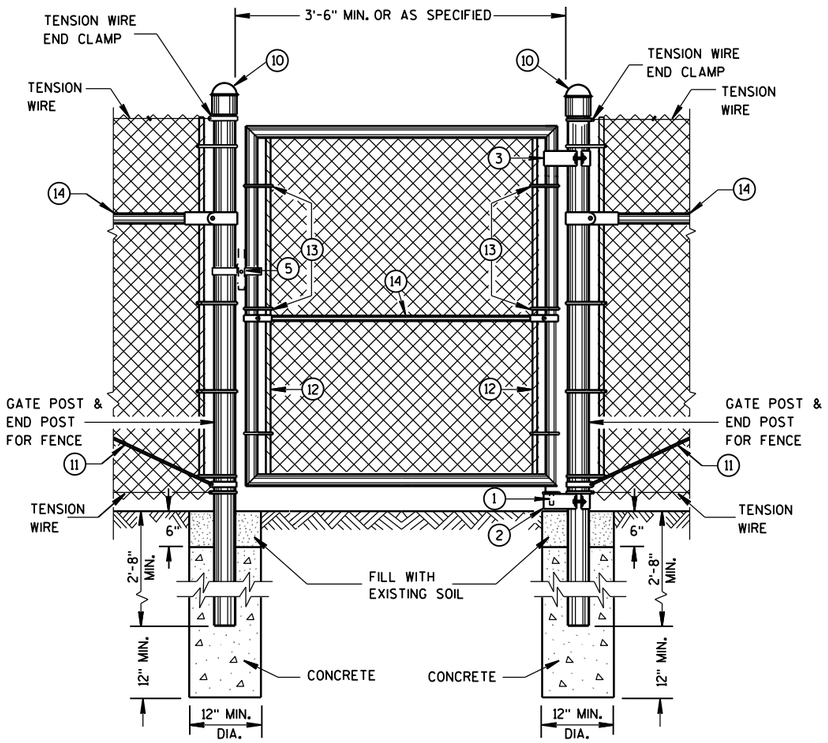
S.D.D. 15 A 3-2b

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S.D.D. 15 A 3-2b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

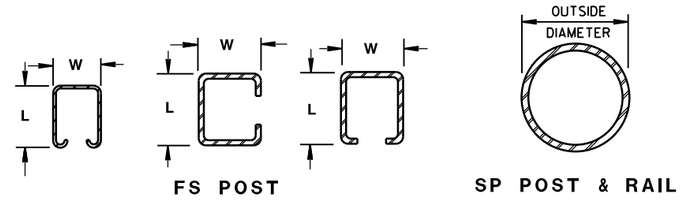
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST — SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

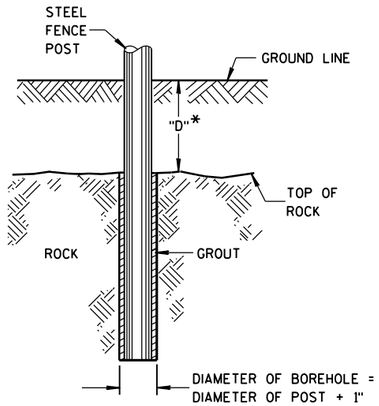
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

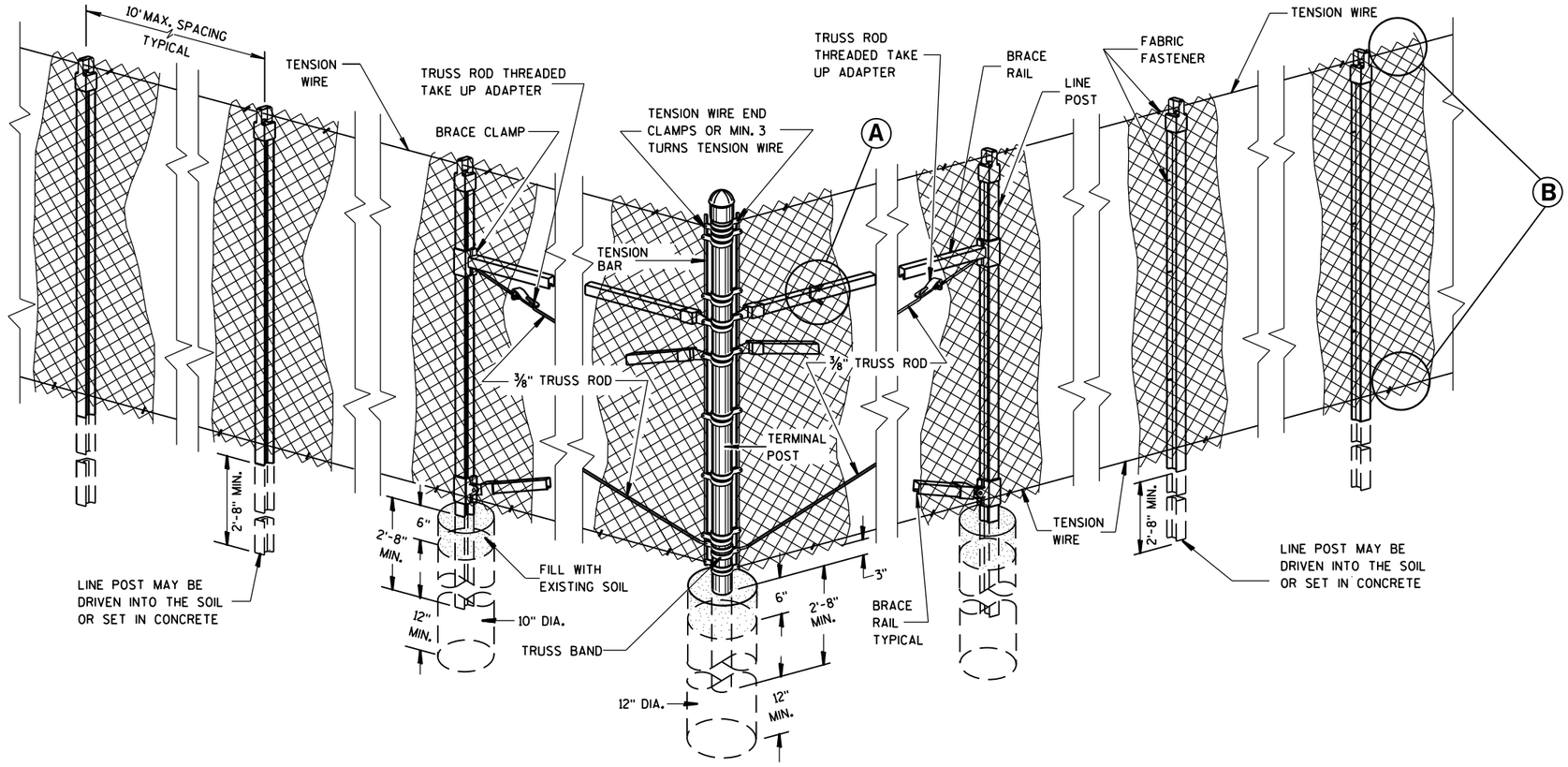
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S.D.D. 15 B 3-15a

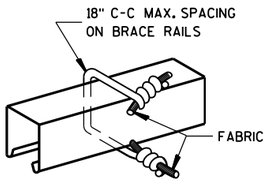


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



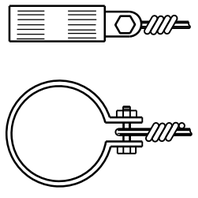
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



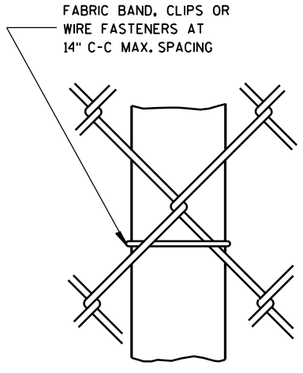
BRACE RAIL

FABRIC FASTENER

Ⓐ



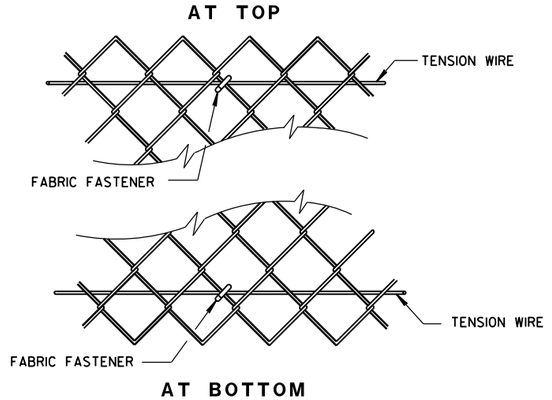
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

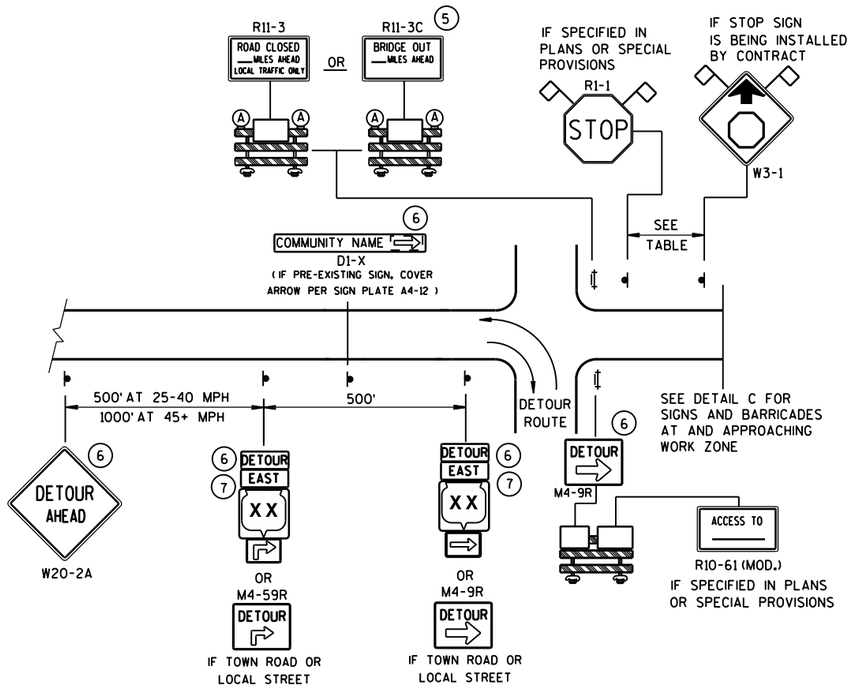
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

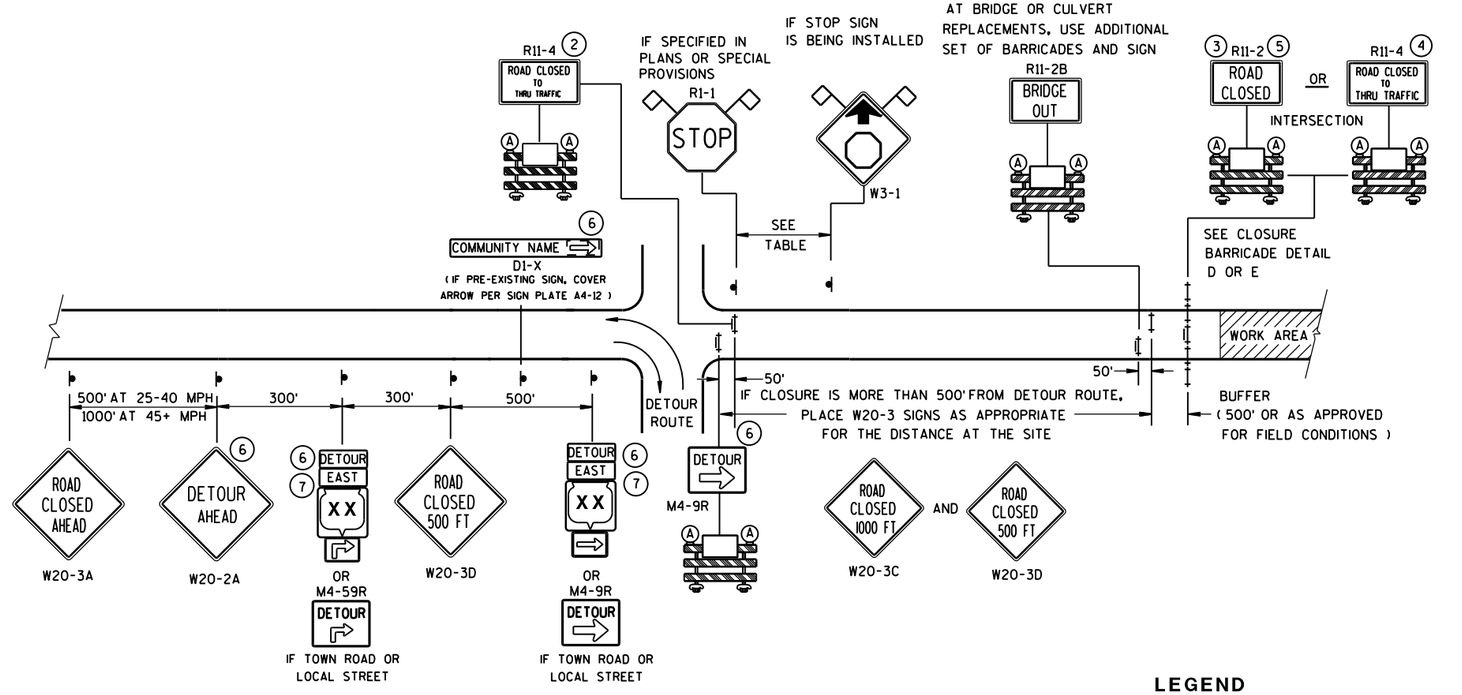
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S.D.D. 15 B 3-15b



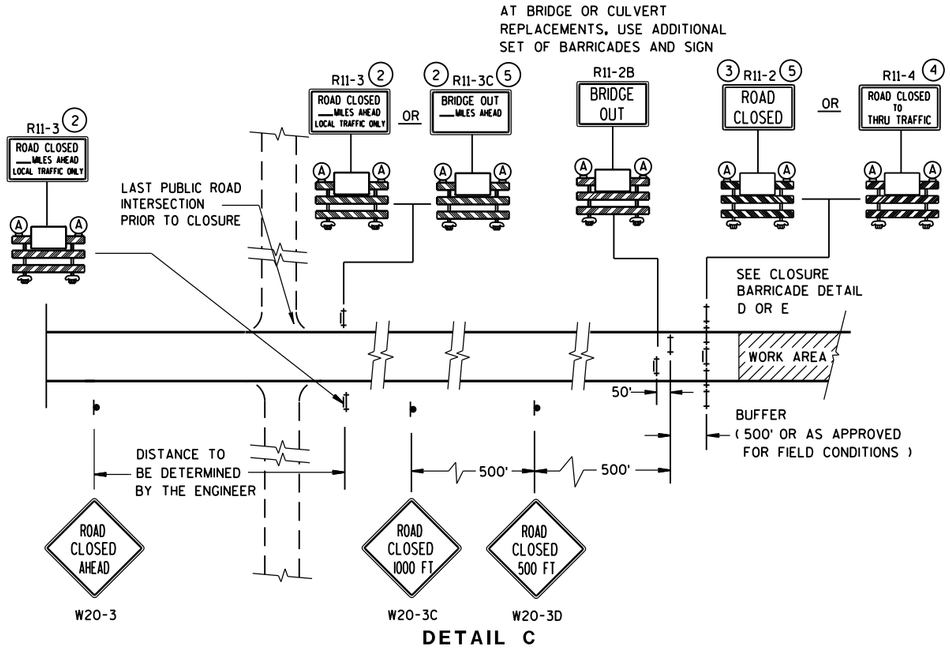
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)

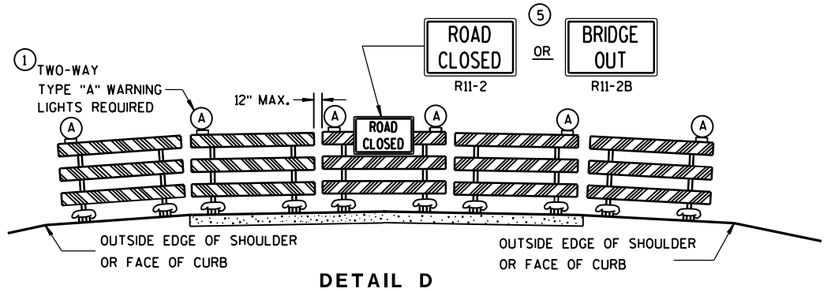
SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

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

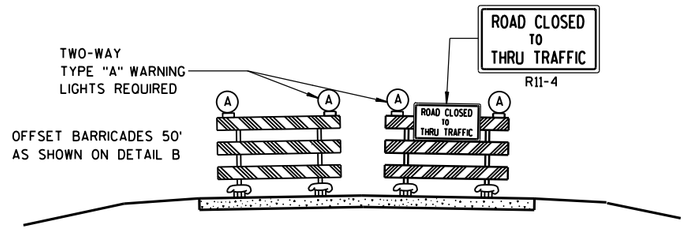
S.D.D. 15 C 2-6a



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

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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.

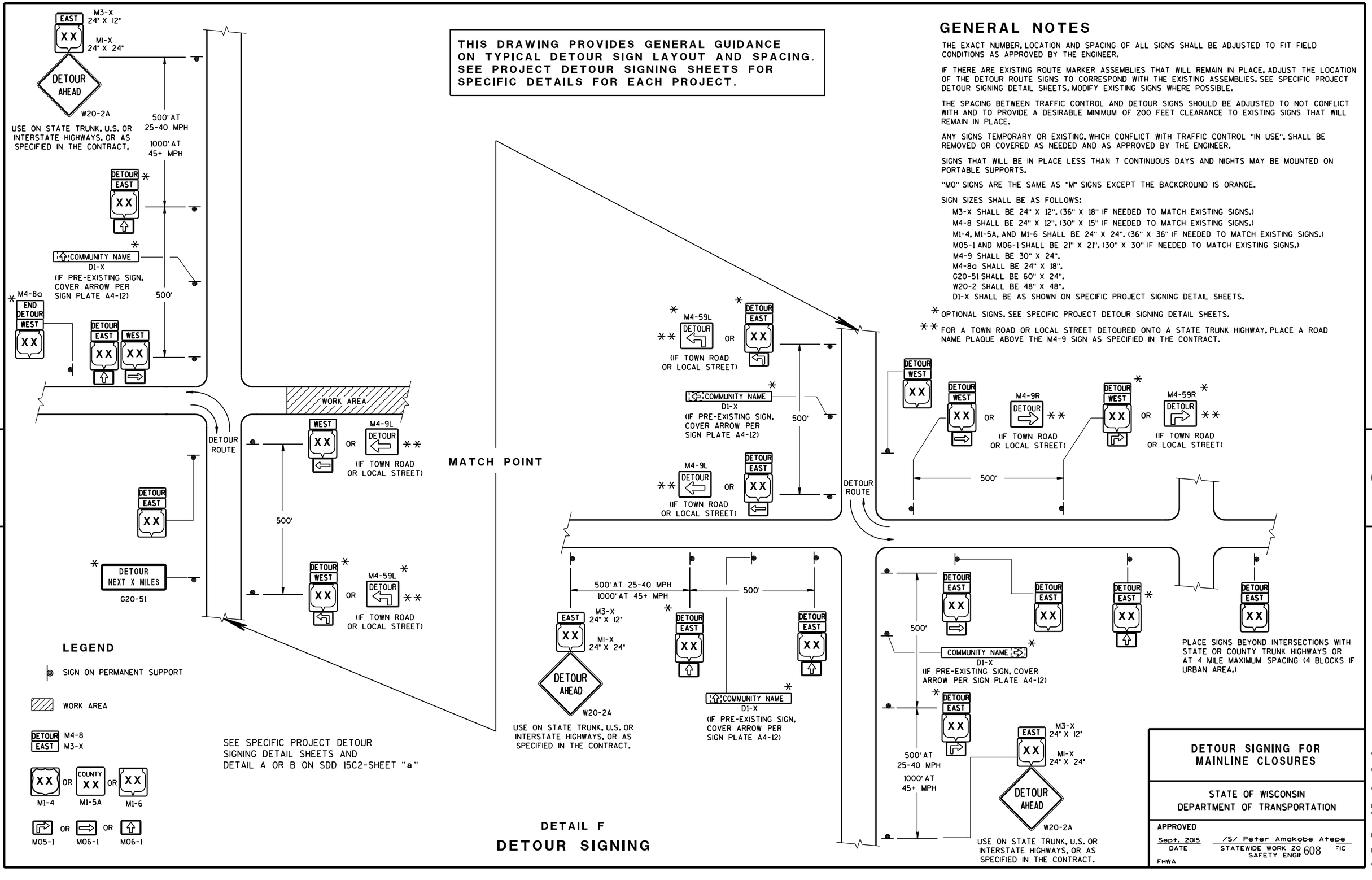
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

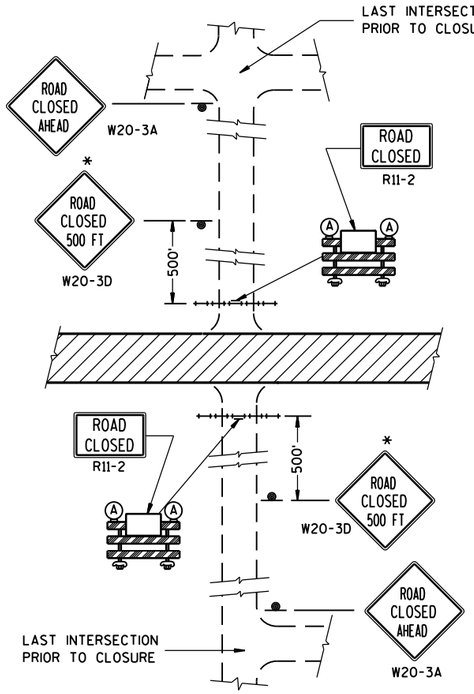
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI...

FHWA

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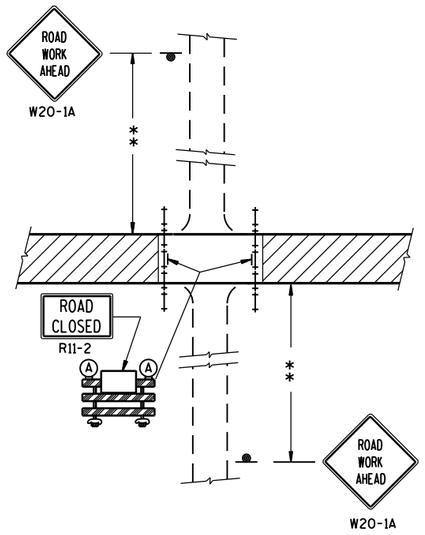
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S.D.D. 15 C 2-6c



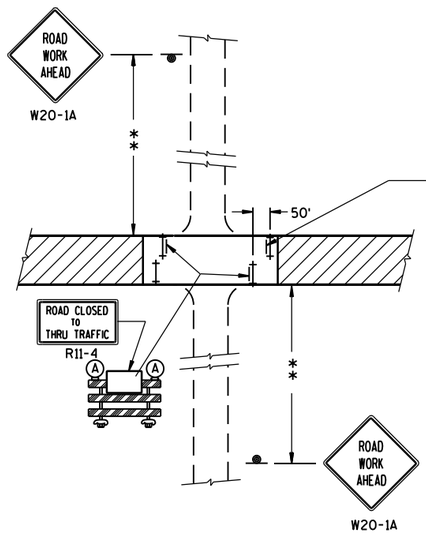
DETAIL 1

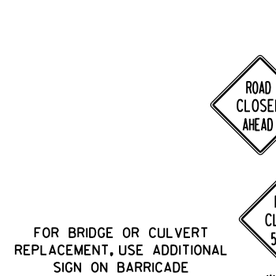
(NO ACCESS TO PROJECT)



DETAIL 2

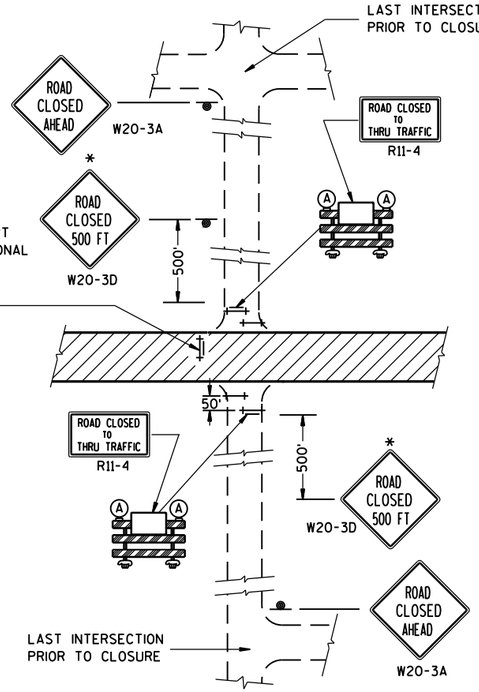
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

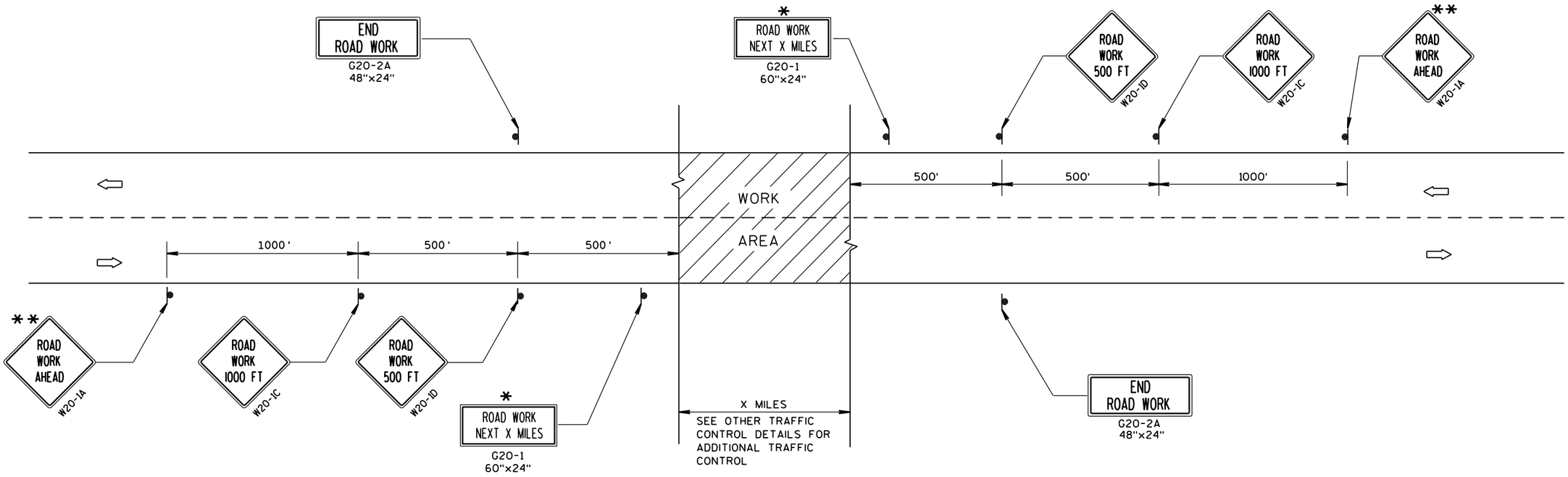
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... FIC
FHWA

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S.D.D. 15 C 3-3

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S.D.D. 15 C 3-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

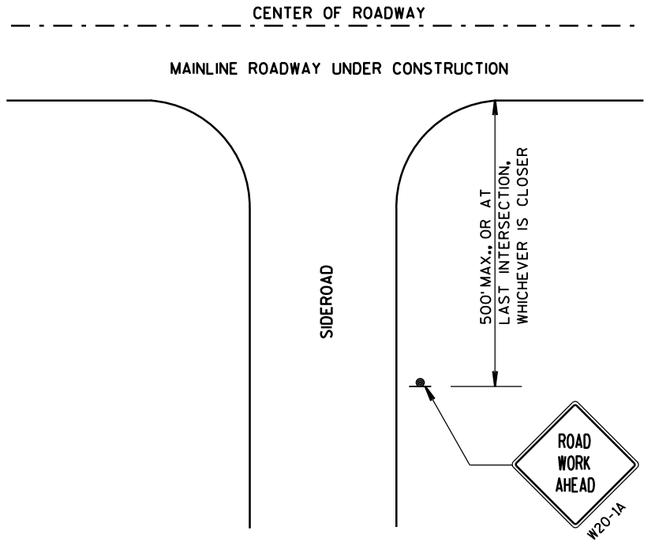
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

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S.D.D. 15 C 4-3

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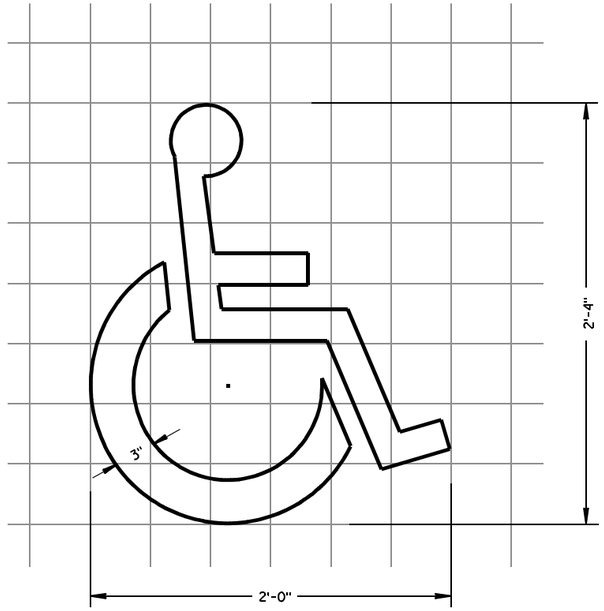
S.D.D. 15 C 4-3

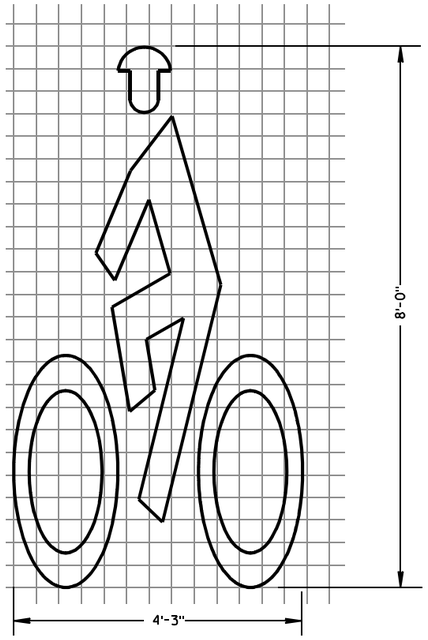
GENERAL NOTES

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.

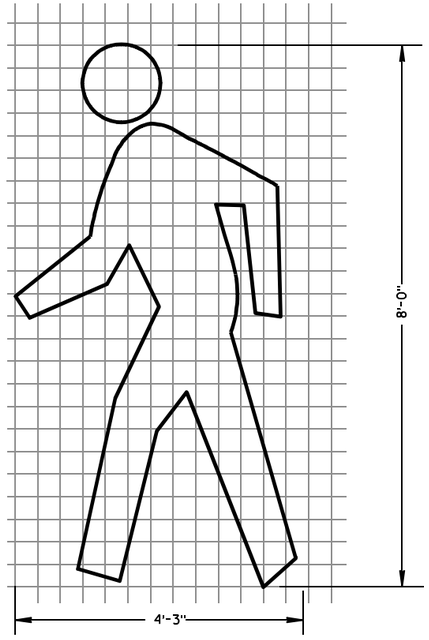
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A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

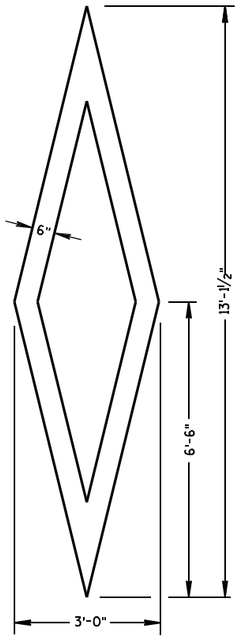




BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N Nathan — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 7-12a

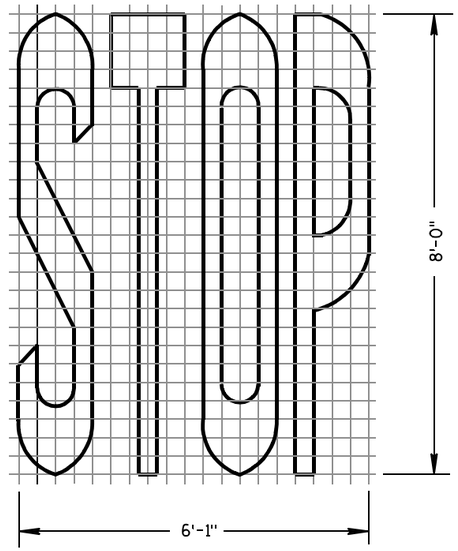
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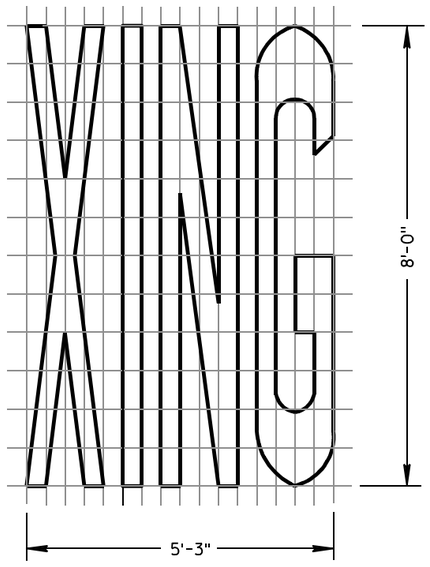
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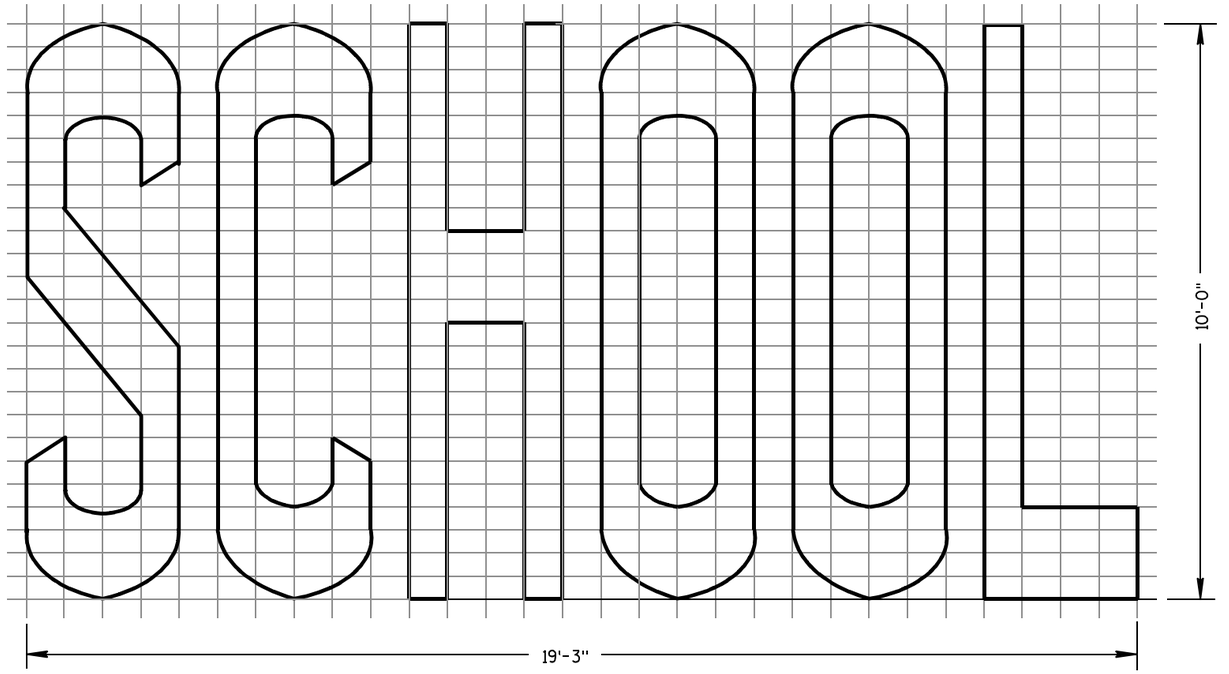
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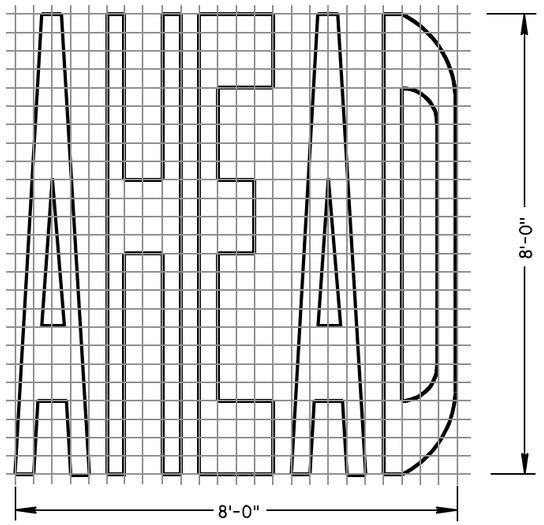
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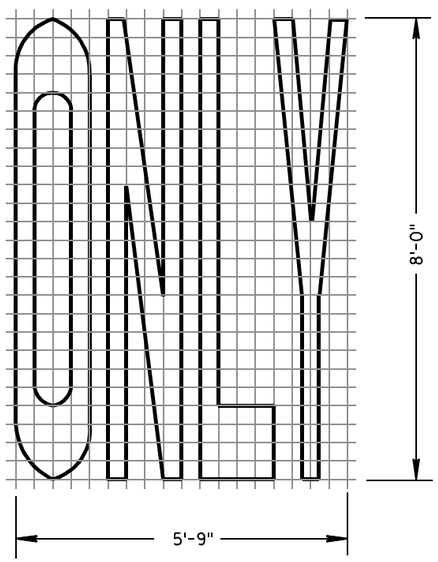


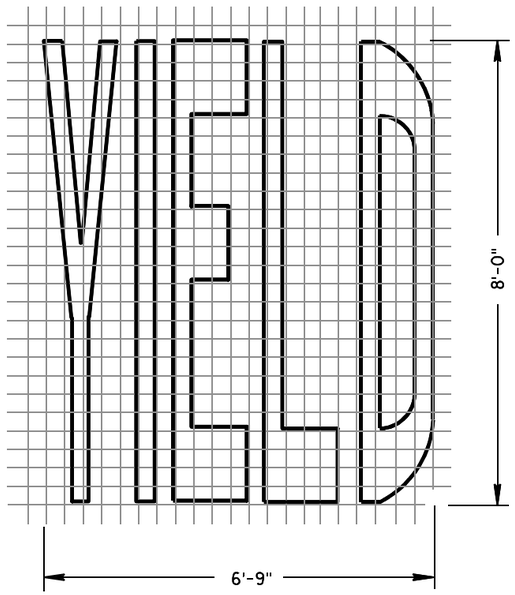


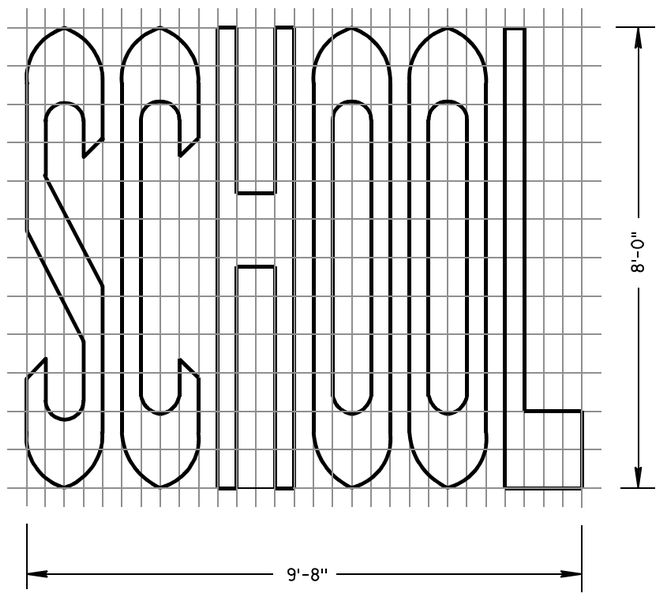


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 — DATE

/S/ Thomas N. Nothohm — STATE TRAFFIC ENGINEER

FHWA

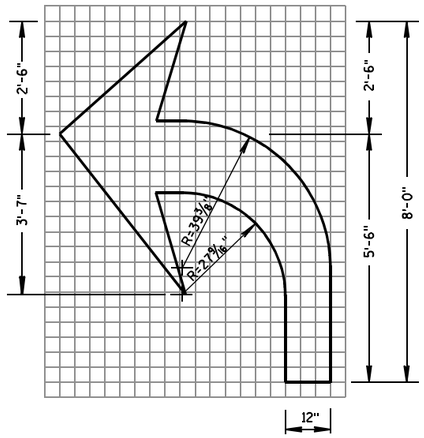
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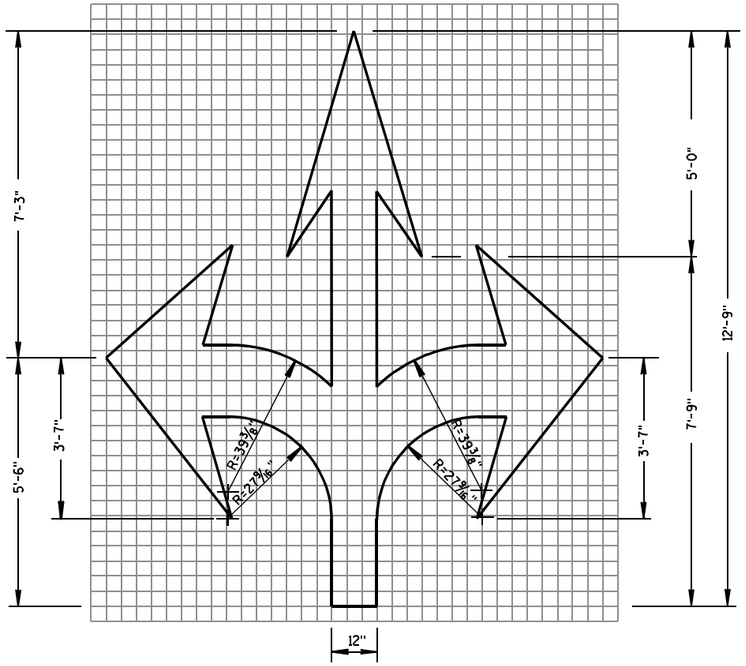
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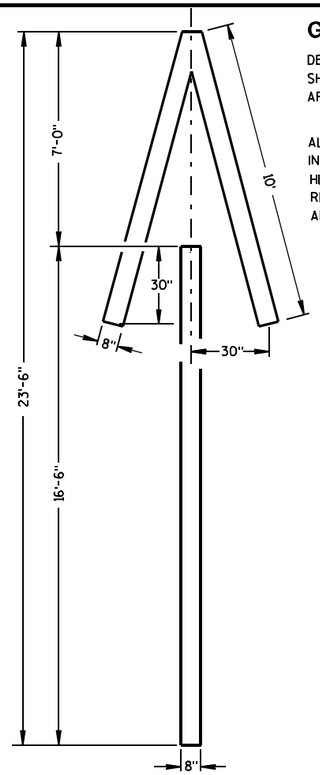
S.D.D. 15 C 7-12b



TYPE 2



TYPE 6

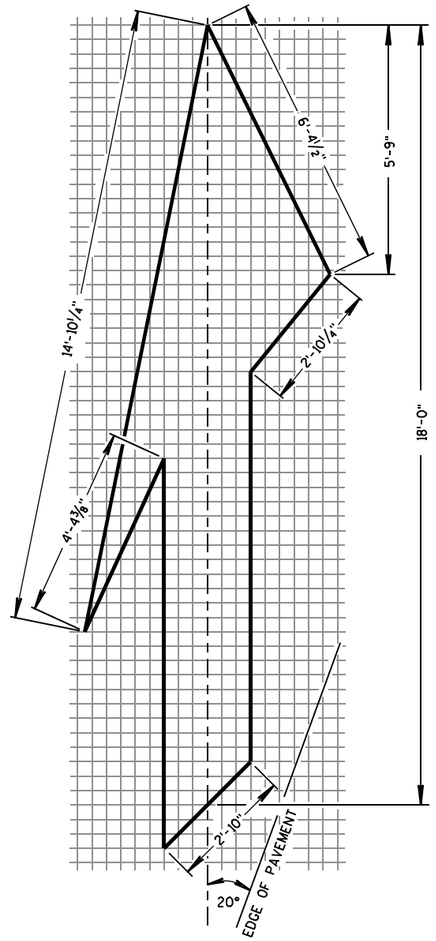


TYPE 4

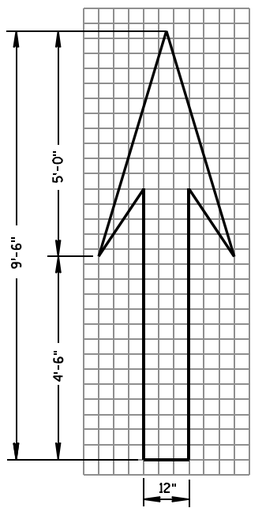
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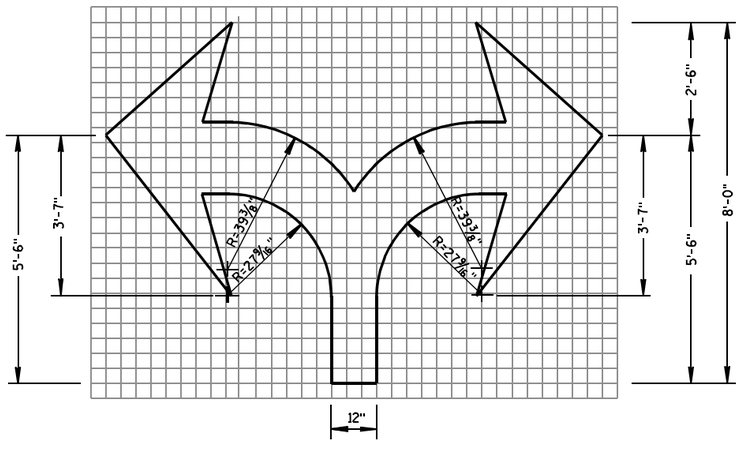
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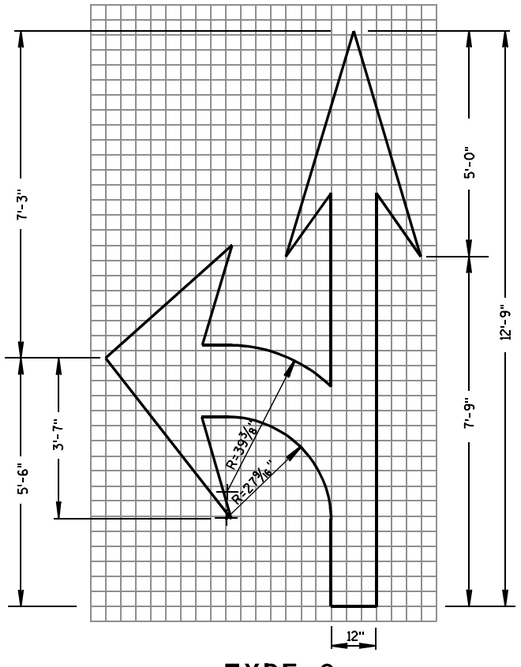
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

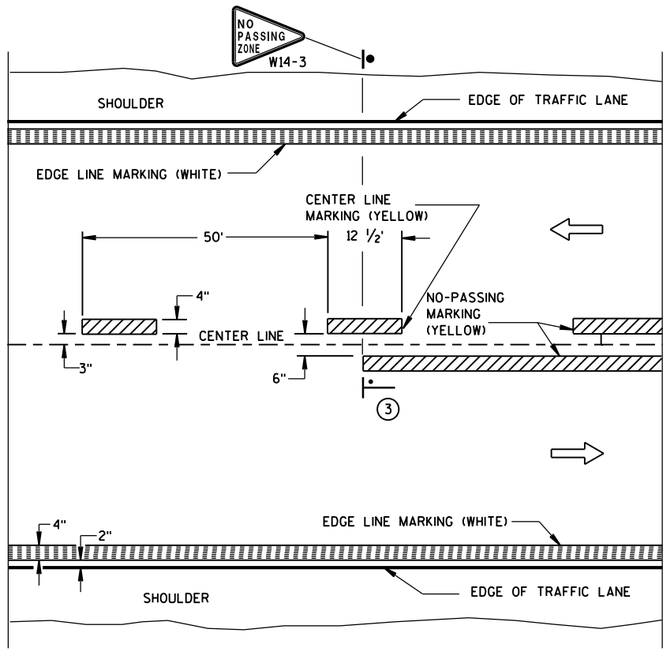
7/1/11 — DATE

/S/ Thomas N. Nothdurft — STATE TRAFFIC ENGINEER

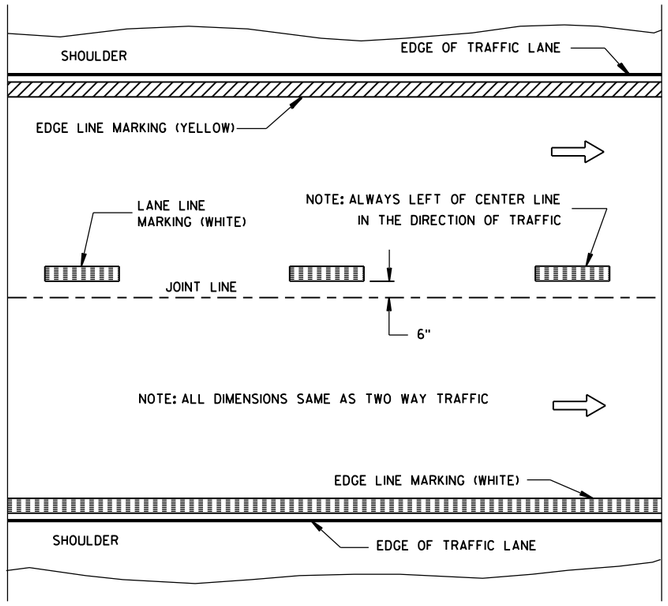
FHWA

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S.D.D. 15 C 7-12c

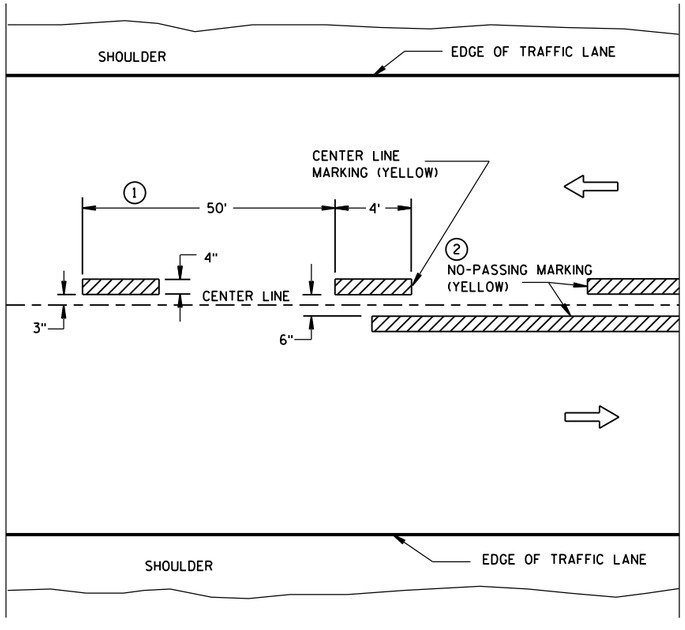


TWO WAY TRAFFIC

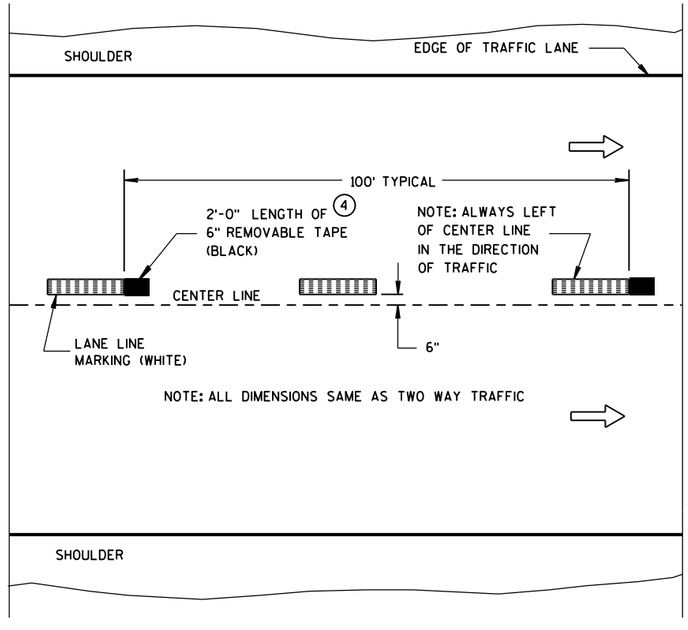


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

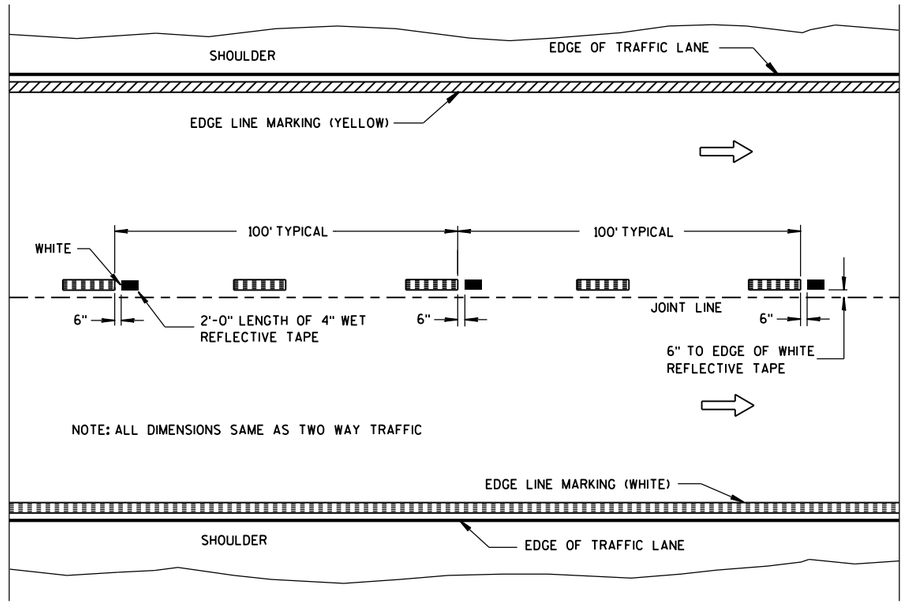
GENERAL NOTES

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

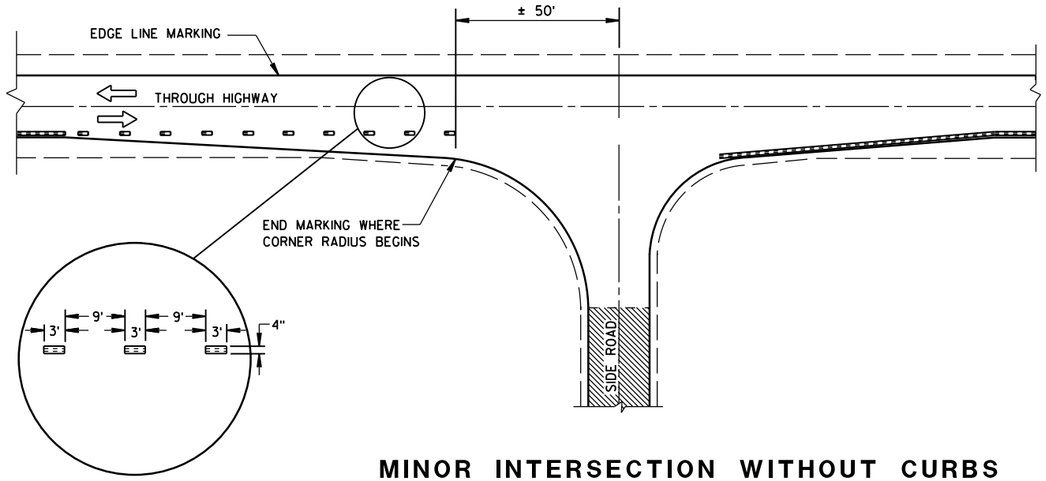
APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

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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.

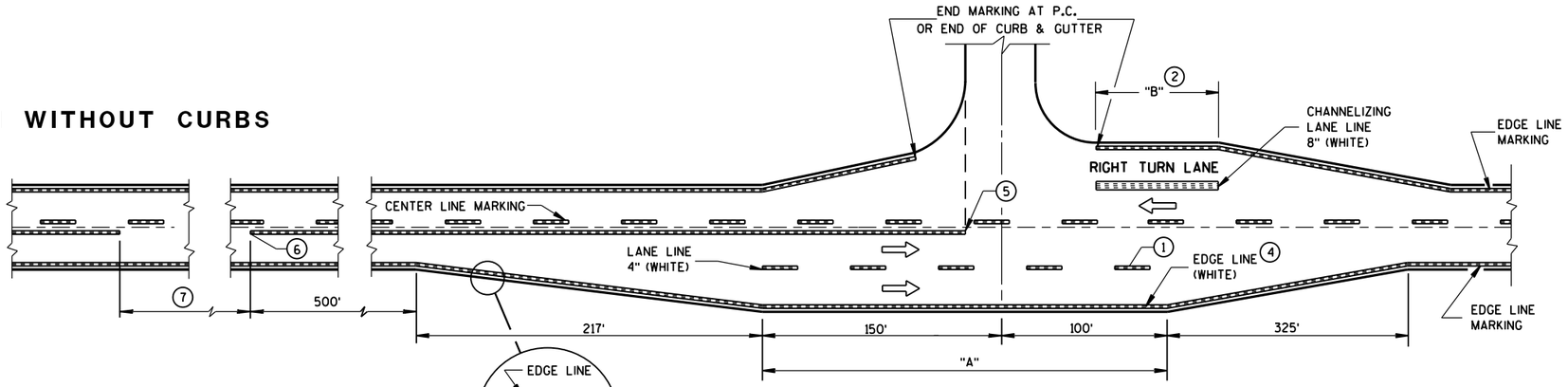
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

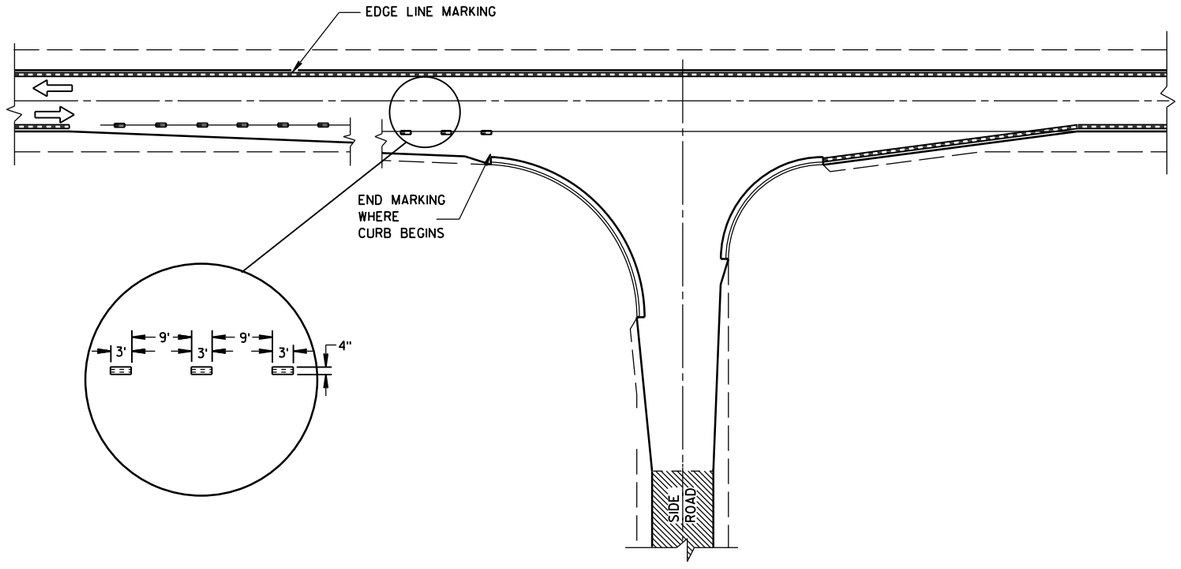
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



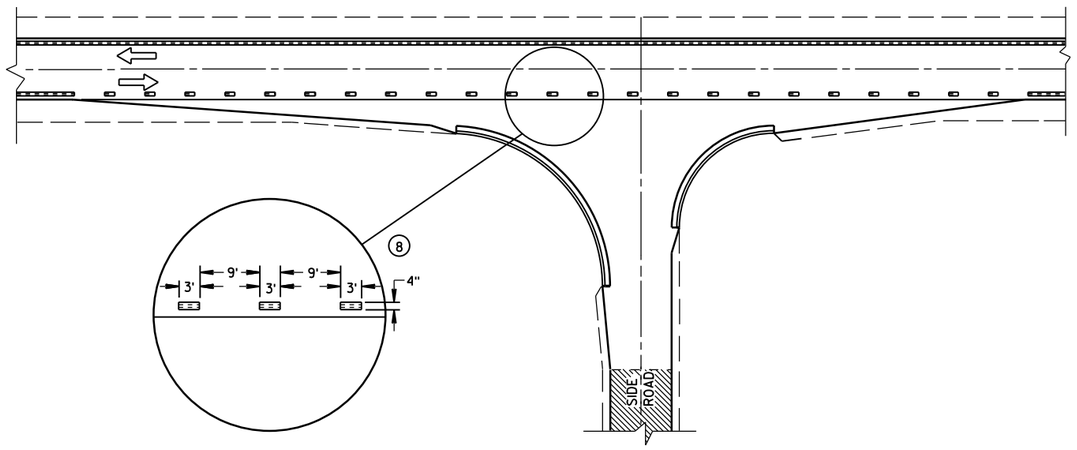
MAJOR INTERSECTIONS

(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)

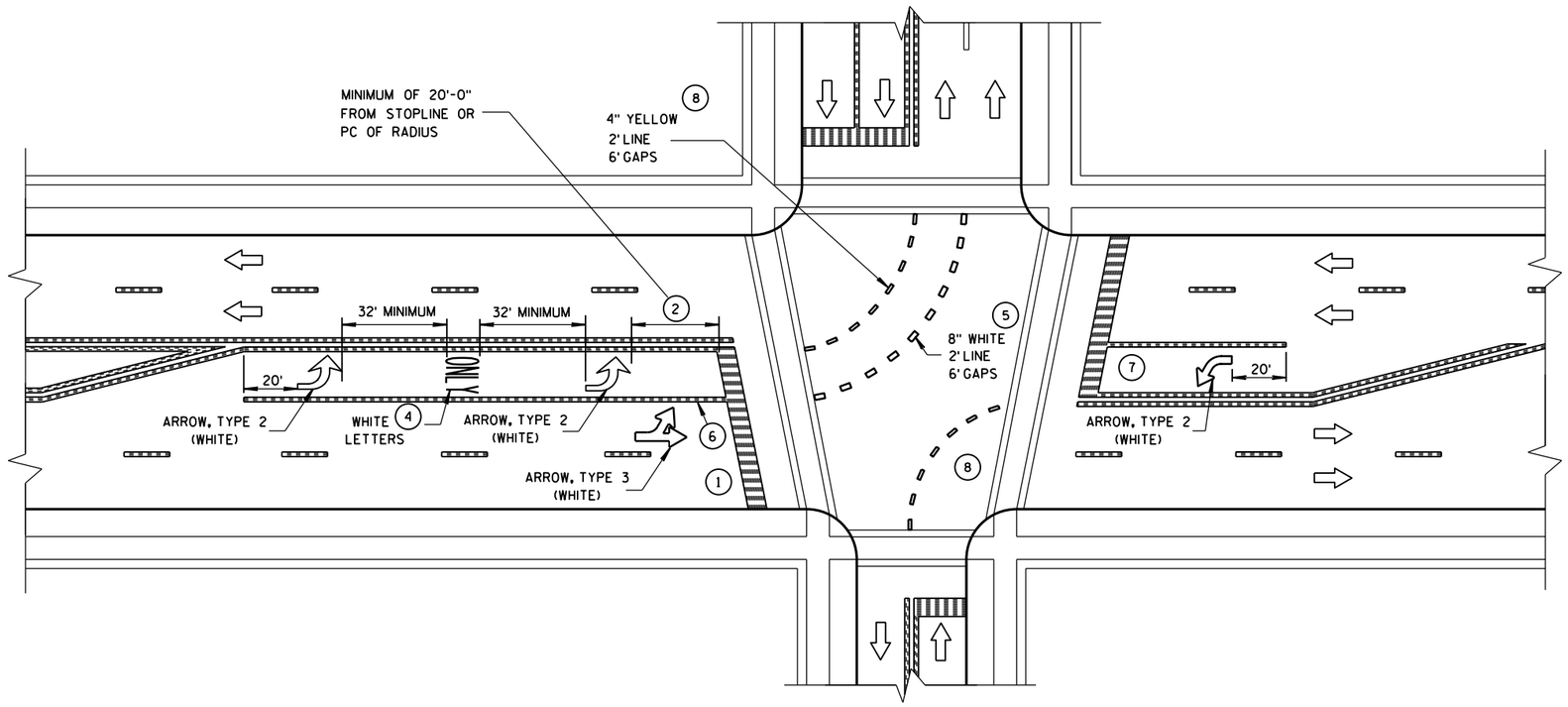
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 C 8-16b

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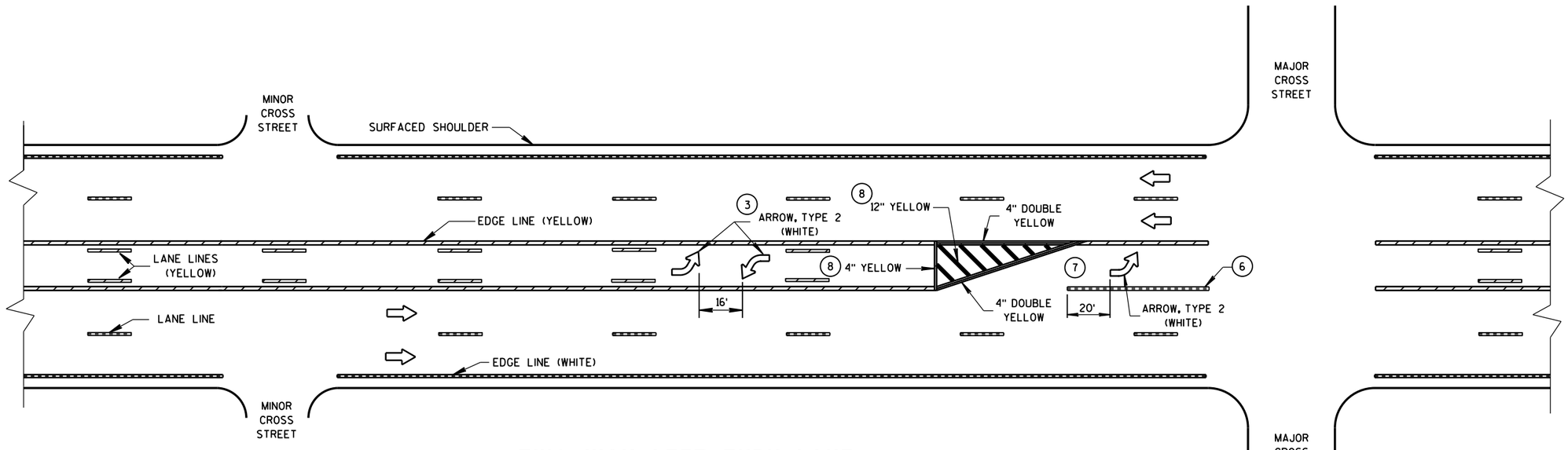
S.D.D. 15 C 8-16b



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

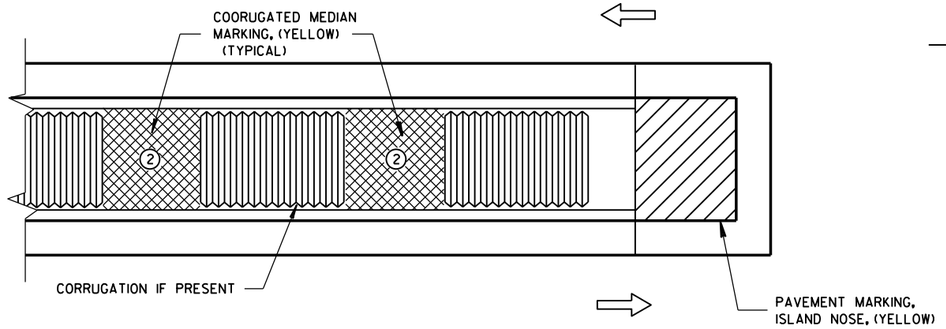
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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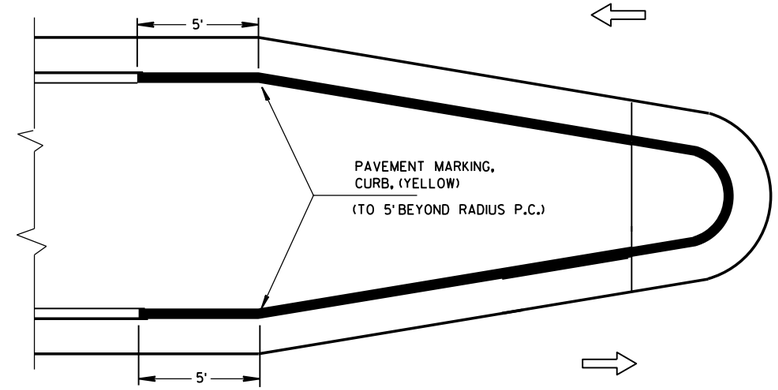
S.D.D. 15 C 8-16e

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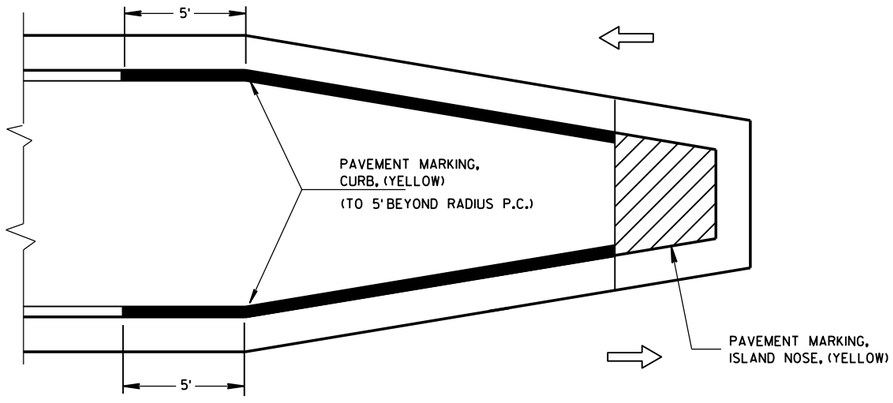
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

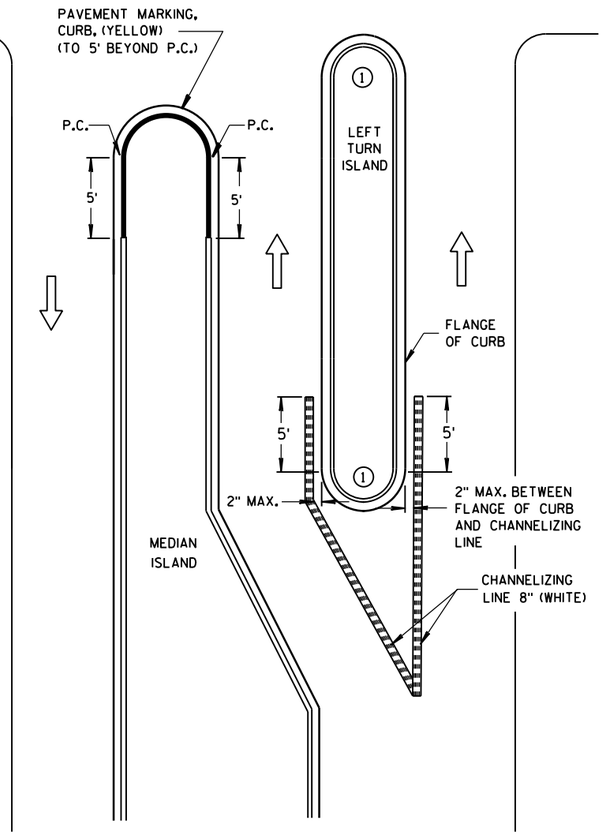


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

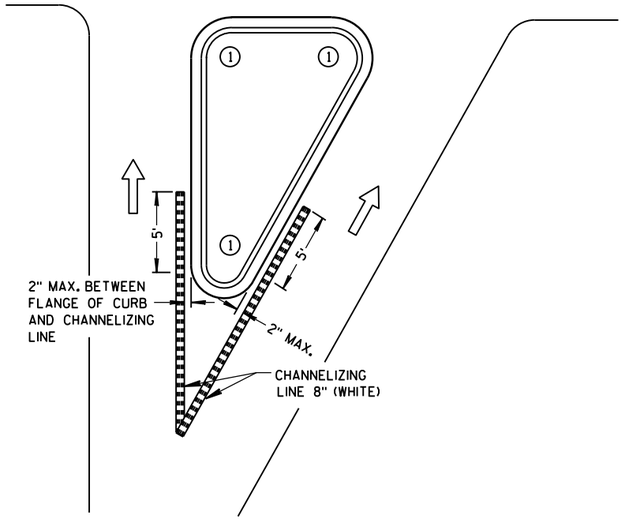


LEFT TURN & MEDIAN ISLAND

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)

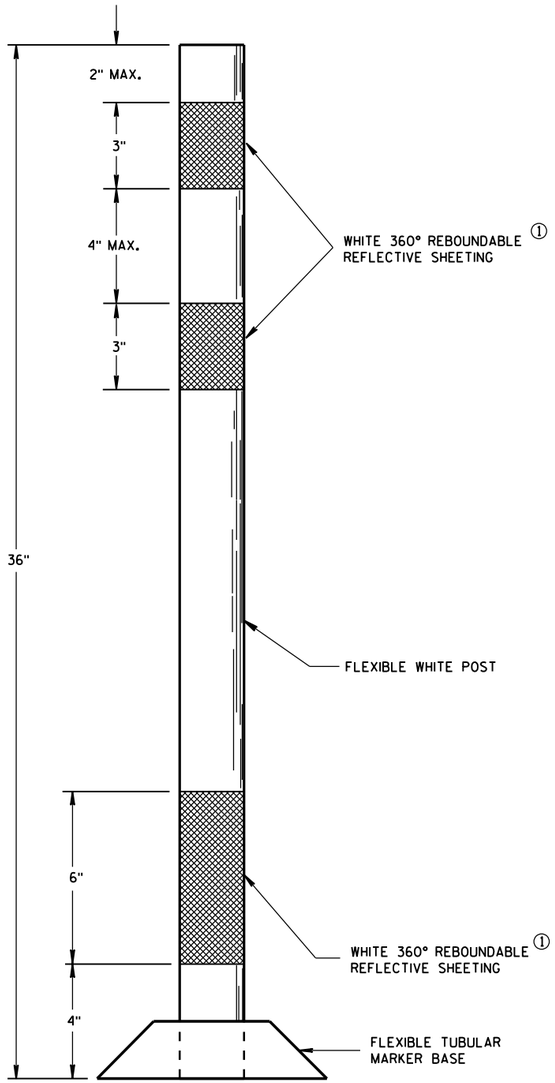
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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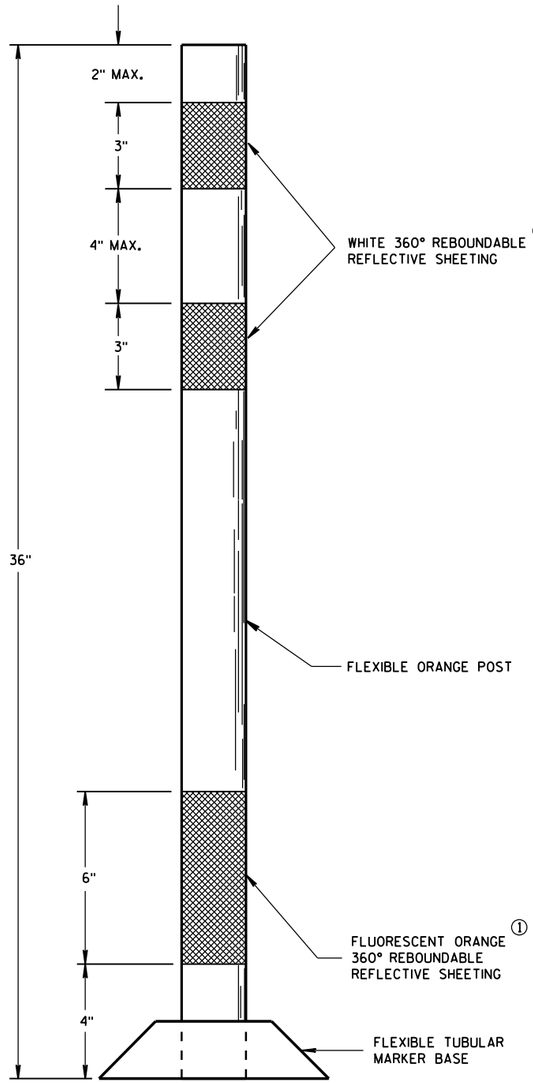
S.D.D. 15 C 8-16f

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S.D.D. 15 C 8-16f



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

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S.D.D. 15 C 11-6

S.D.D. 15 C 11-6

FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

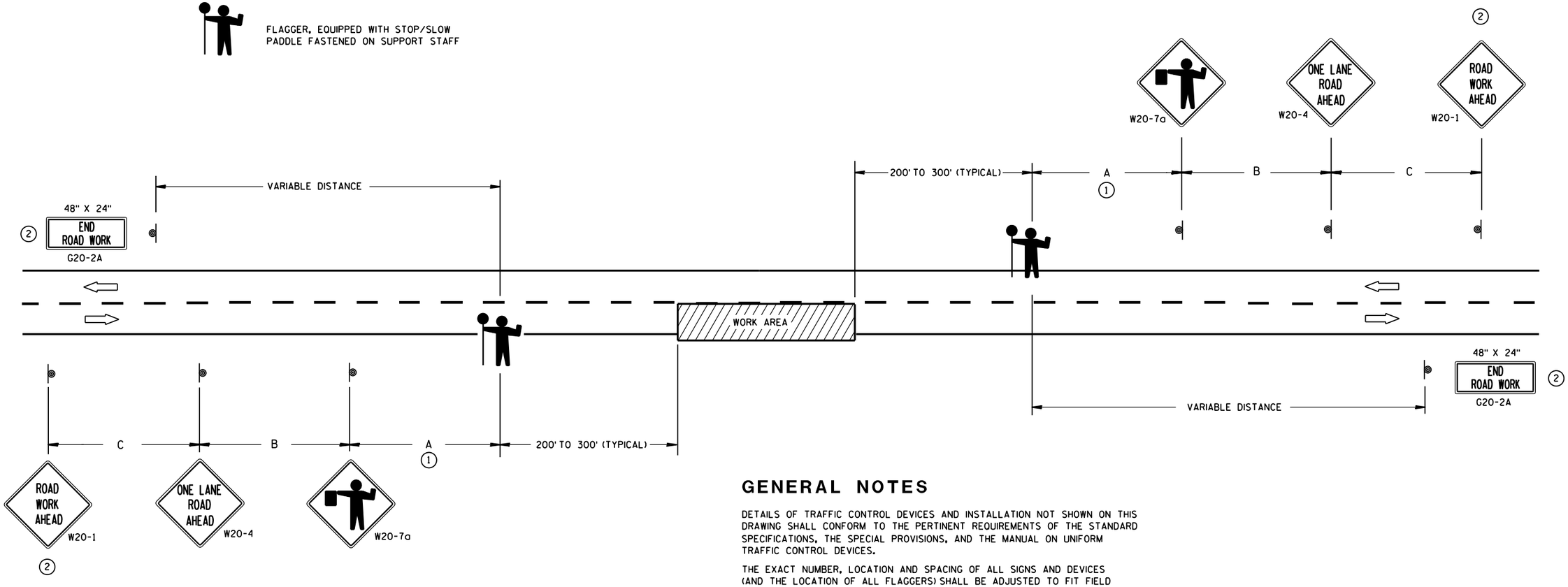
SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

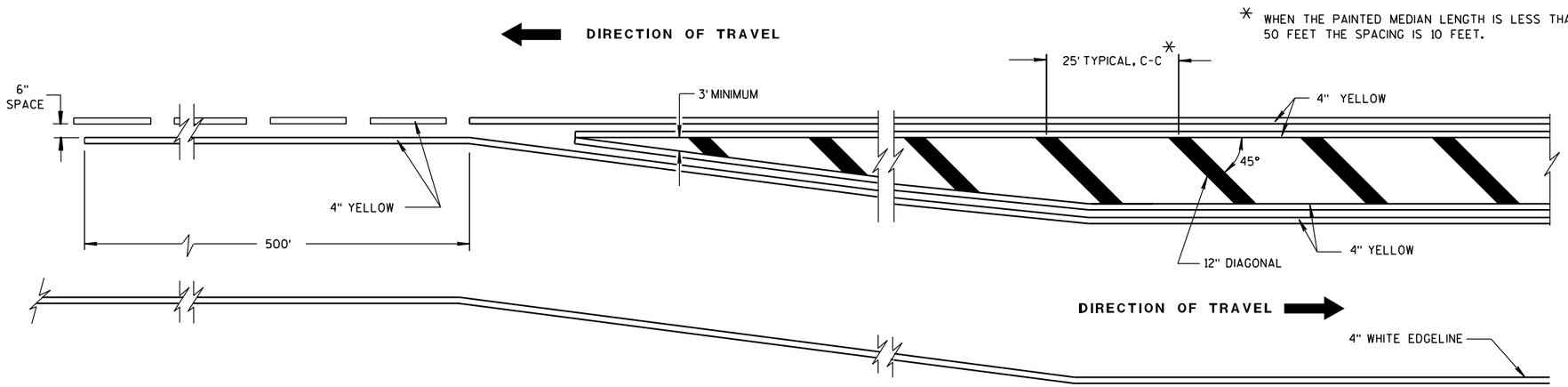
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 C 12-4

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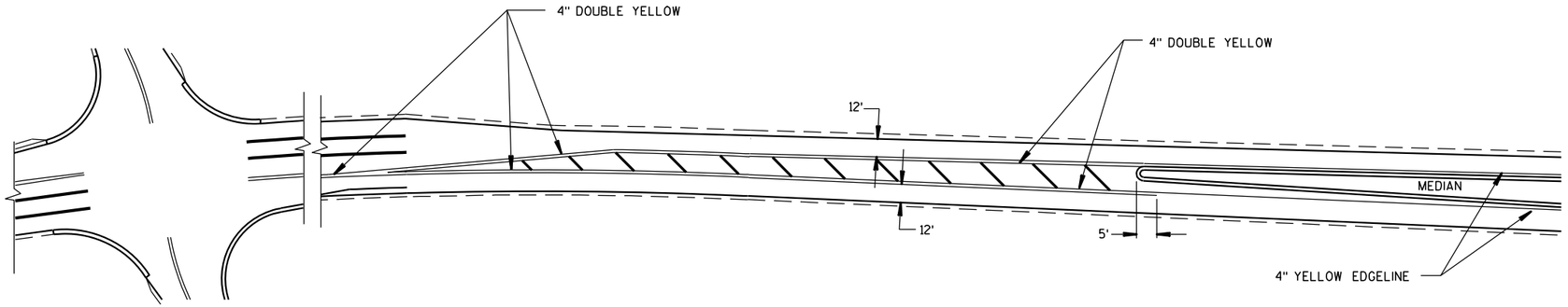
S.D.D. 15 C 12-4



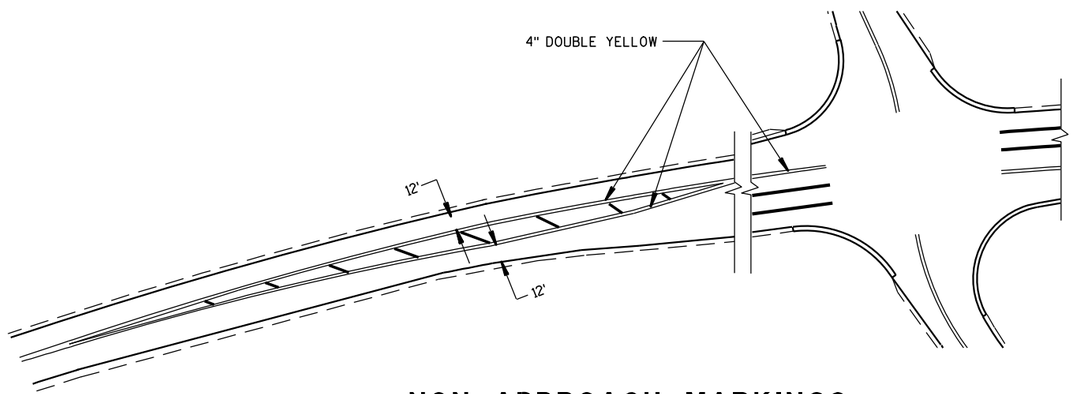
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 620 IGN
FHWA	

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S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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.

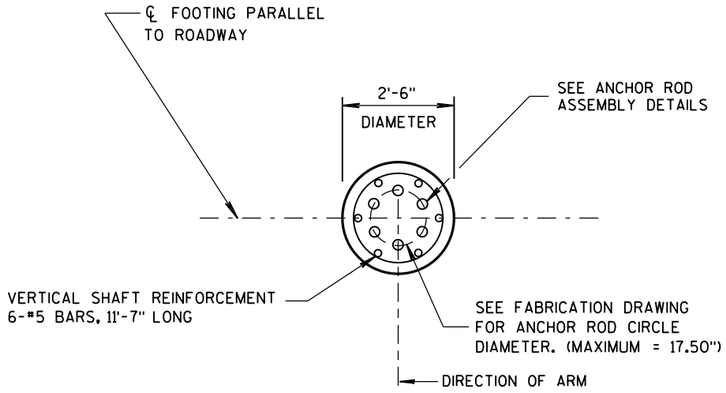
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

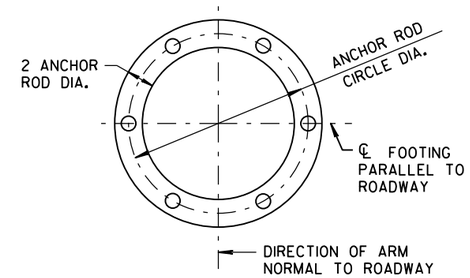
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

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.

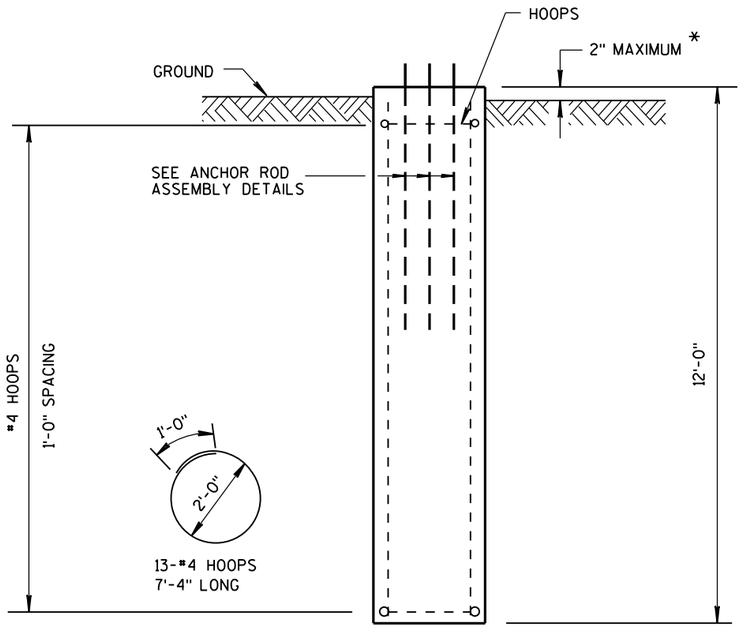
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



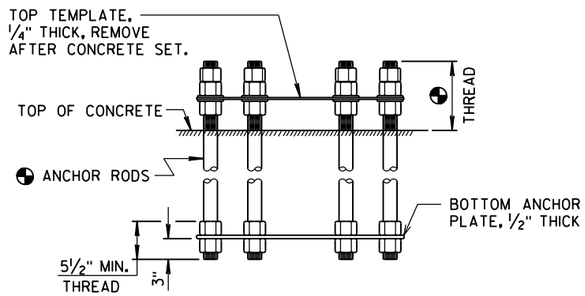
PLAN VIEW



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
FHWA

/S/ Vu Thao
WIND LOADED STRU
PROGRAM LEAD

6

S.D.D. 15 C 23-3

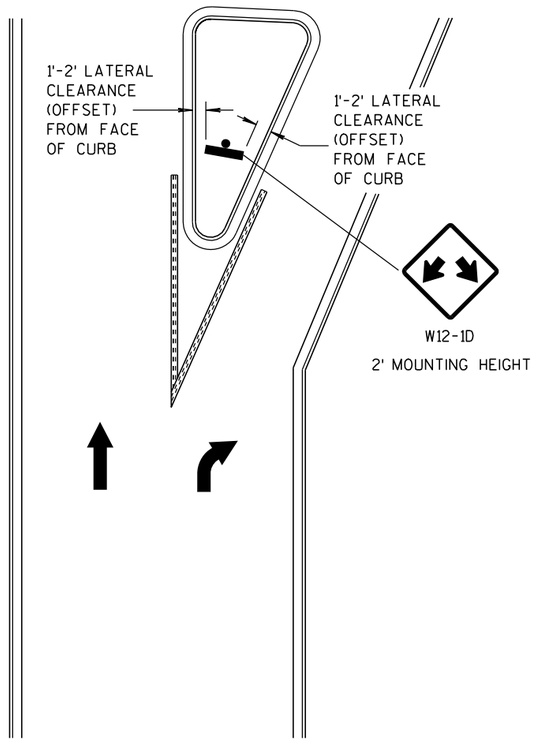
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S.D.D. 15 C 23-3

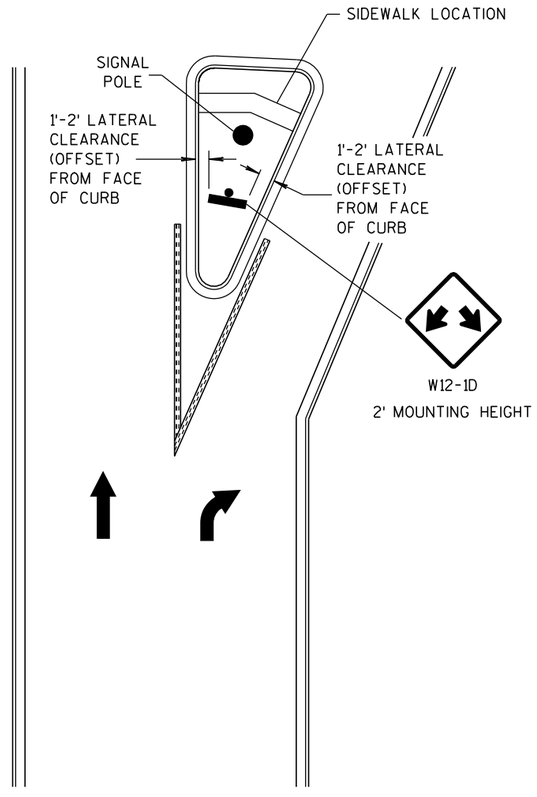
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

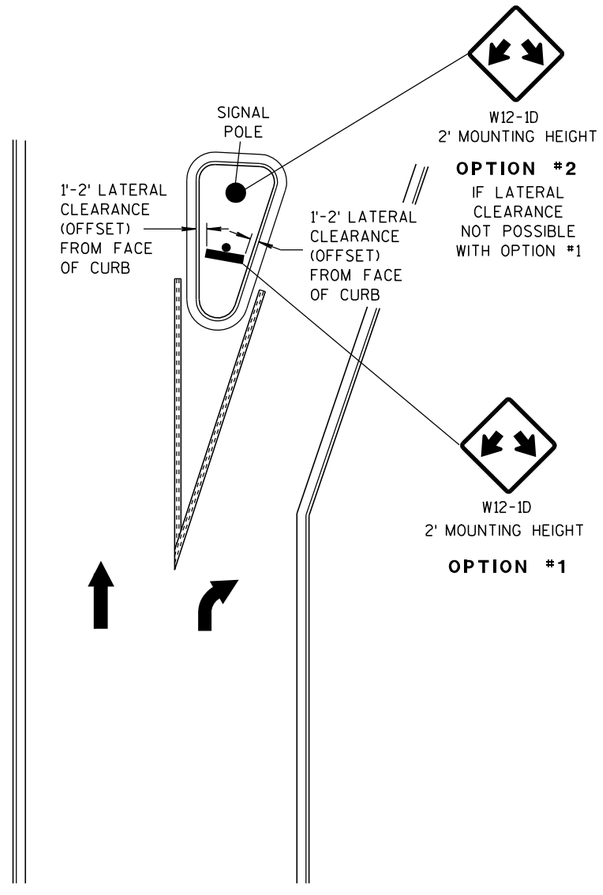
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

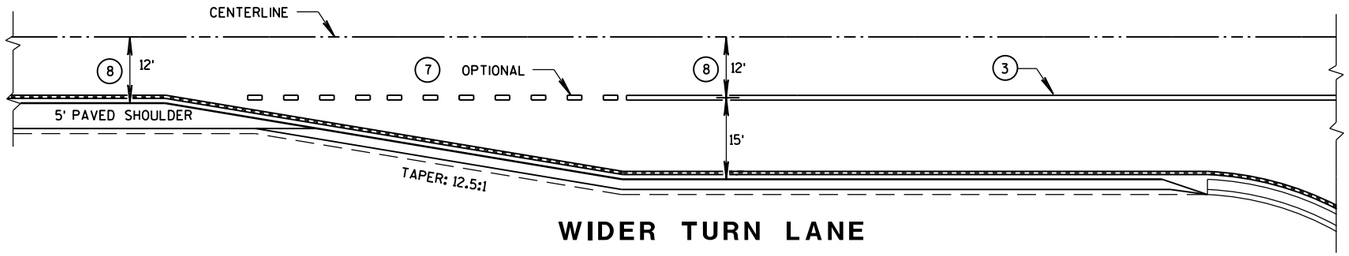
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA	622 IGN

6

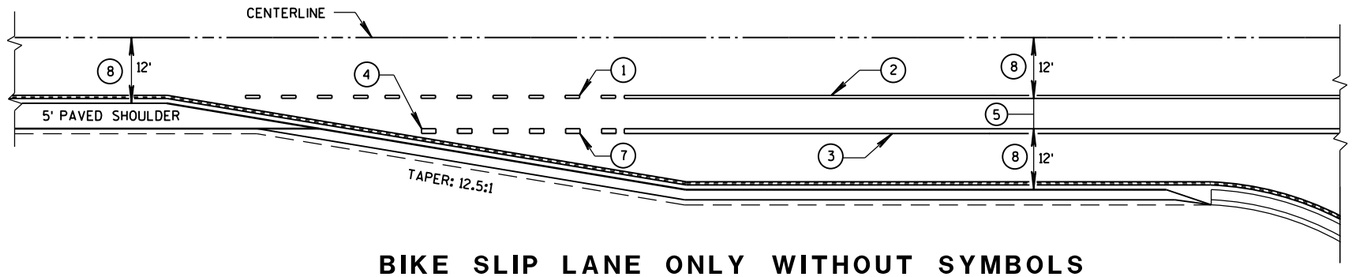
S.D.D. 15 C 27-1

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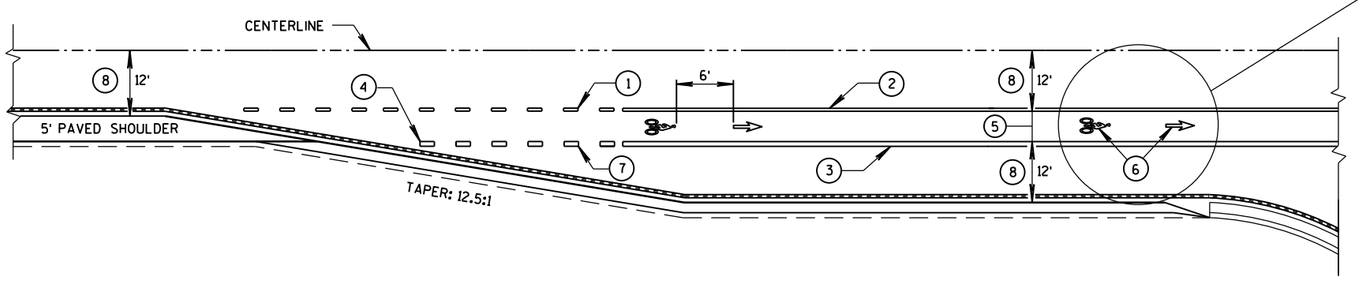
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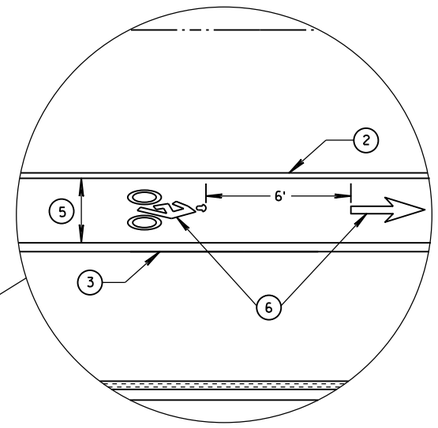
WIDER TURN LANE



BIKE SLIP LANE ONLY WITHOUT SYMBOLS



BIKE LANE WITH SYMBOLS



GENERAL NOTES

1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMMODATION FOR CONCRETE PAVEMENT IS 5' WIDE. BIKE ACCOMMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4', 5' AT ≥ 45 MPH.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.

6

S.D.D. 15 C 29-3a

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

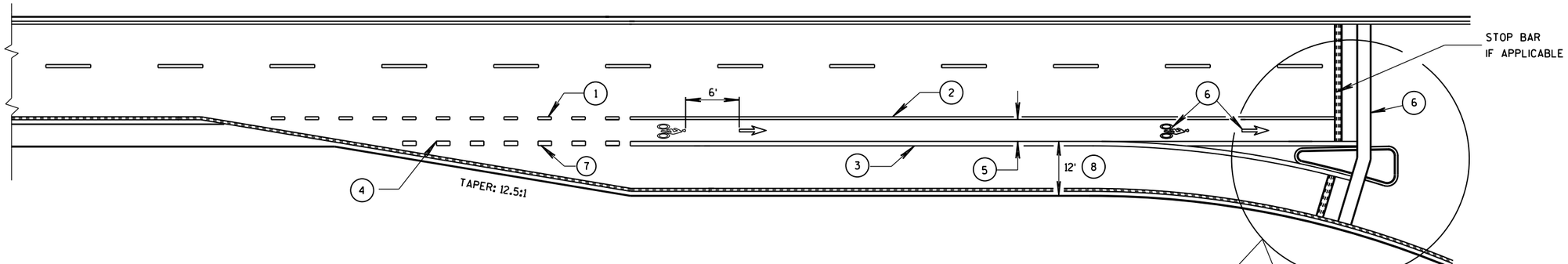
FHWA

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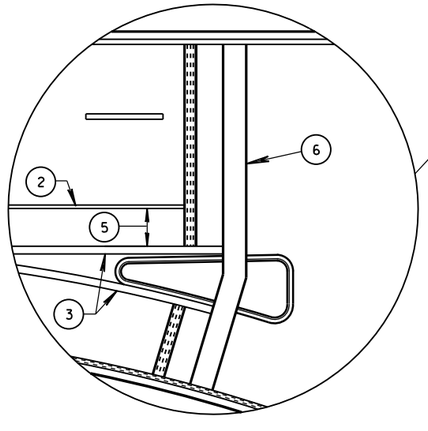
S.D.D. 15 C 29-3a

GENERAL NOTES

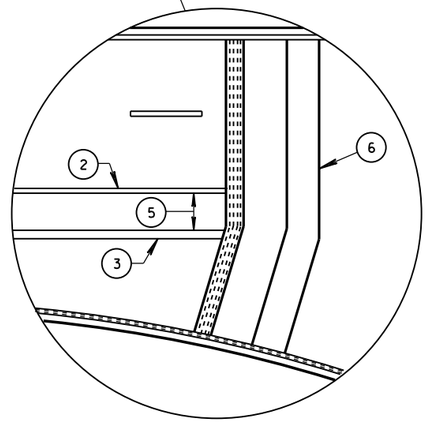
1. 3' LINE, 9' GAP - 4-INCH WIDE, WHITE.
2. 4-INCH, WHITE.
3. 8-INCH, WHITE.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. 5' TYPICAL.
6. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
7. 3' LINE, 9' GAP - 8-INCH WIDE, WHITE.
8. REFER TO CONTRACT PLANS.



BIKE LANE - 4-LANE DIVIDED WITH RIGHT TURN LANE



4 LANE DIVIDED WITH ISLAND



4 LANE DIVIDED WITHOUT ISLAND

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

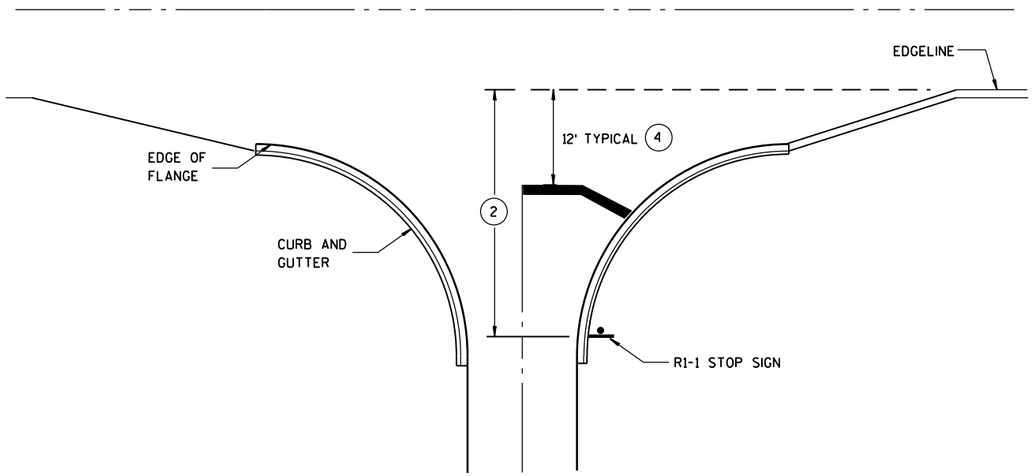
APPROVED
4/30/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

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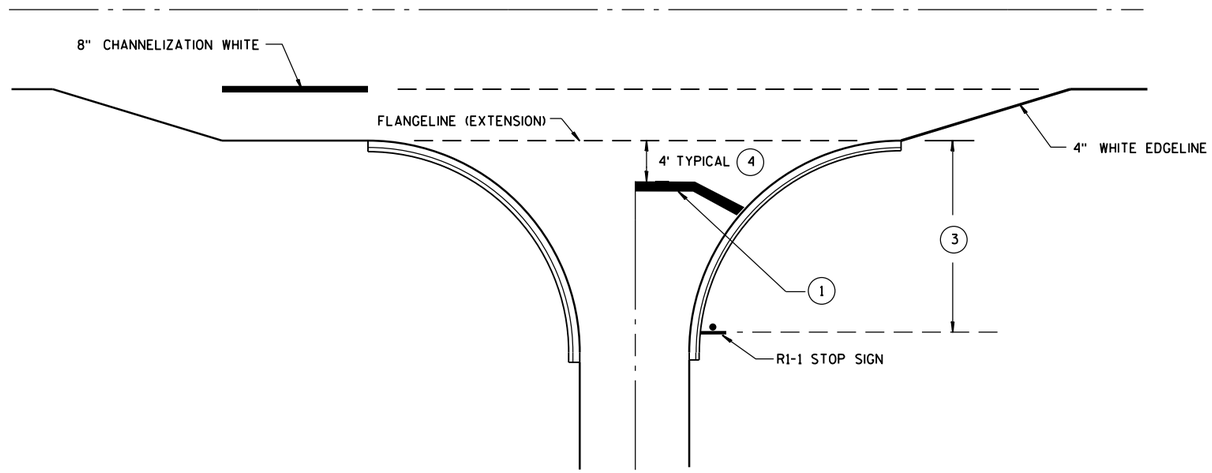
S.D.D. 15 C 29-3b

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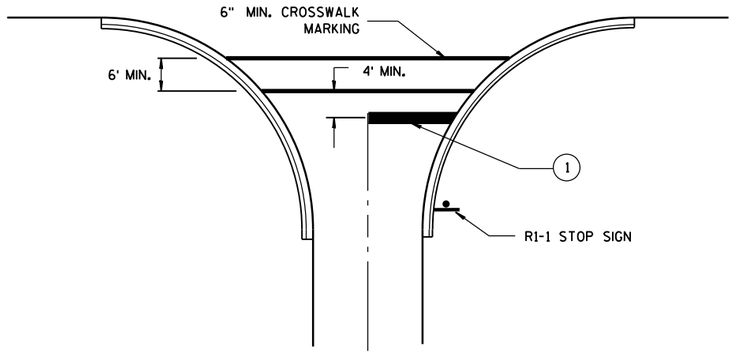
S.D.D. 15 C 29-3b



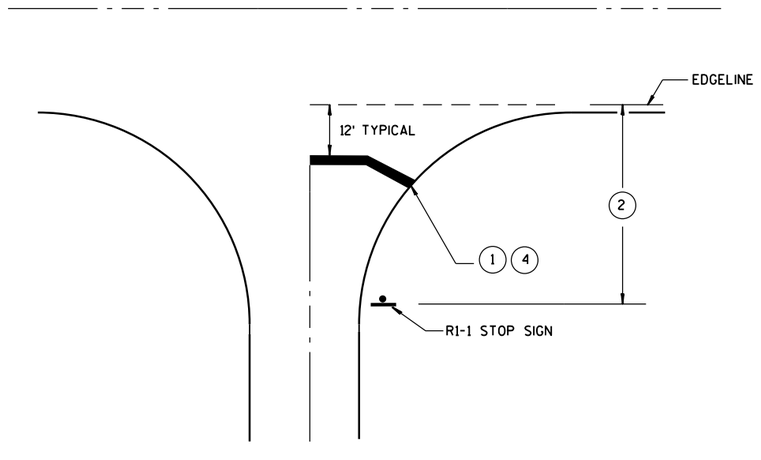
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]

FHWA

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S.D.D. 15 C 33-2

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

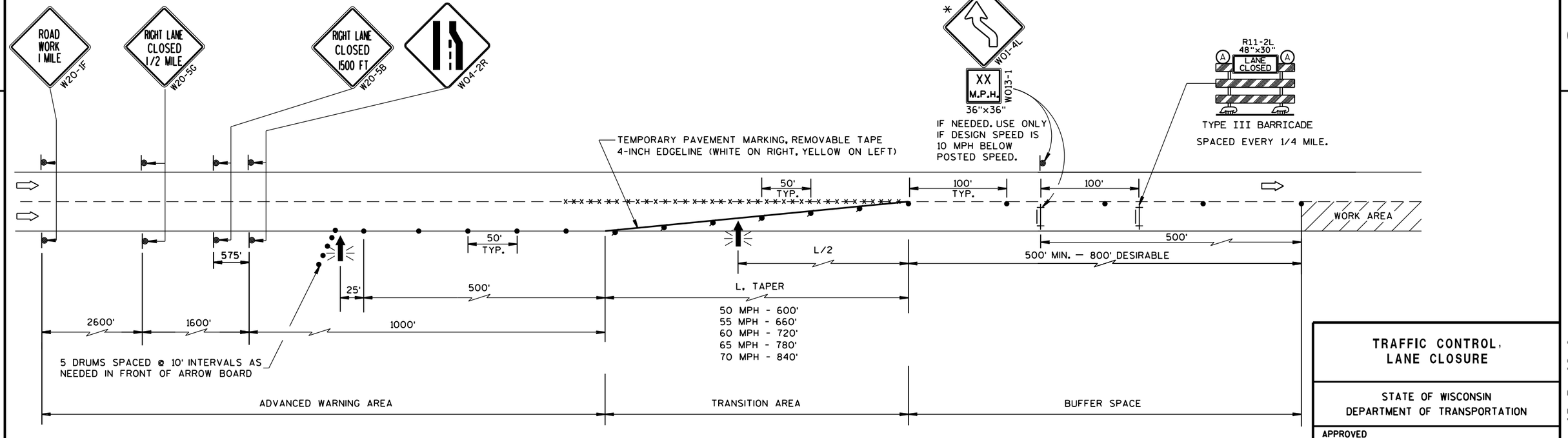
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

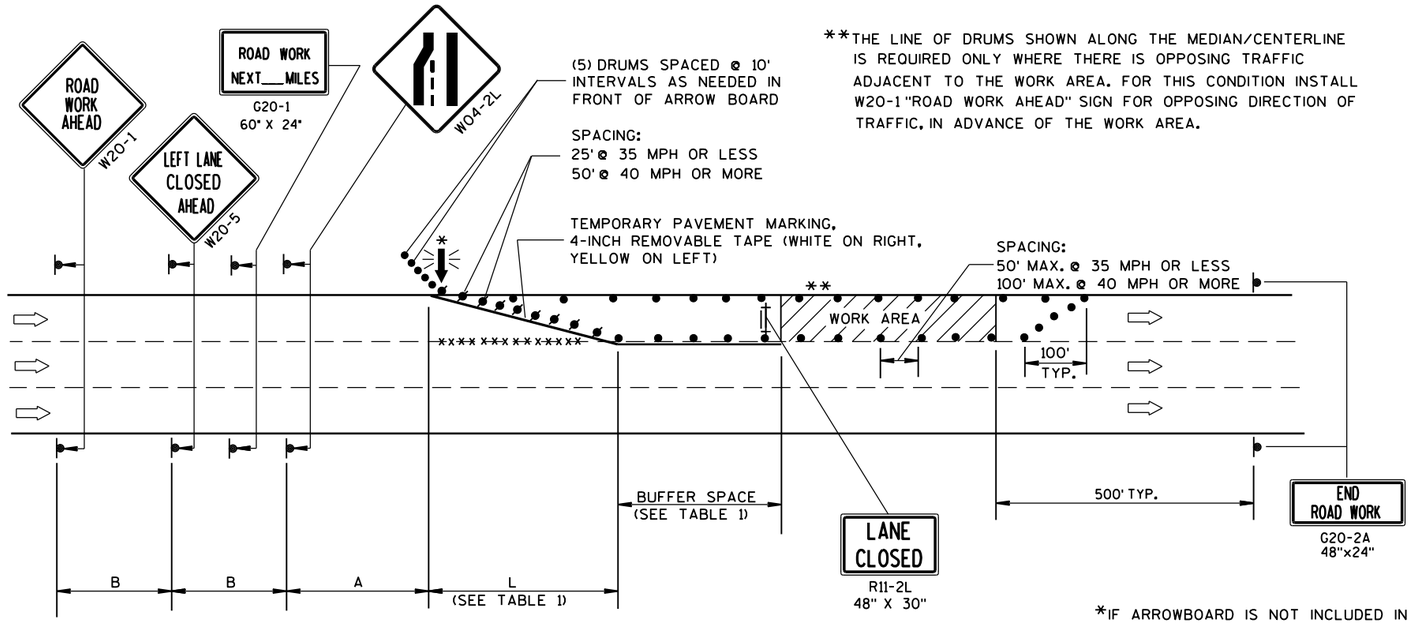
APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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S.D.D. 15 D 12-6a

6

S.D.D. 15 D 12-6a



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

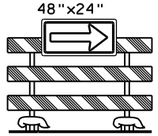


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

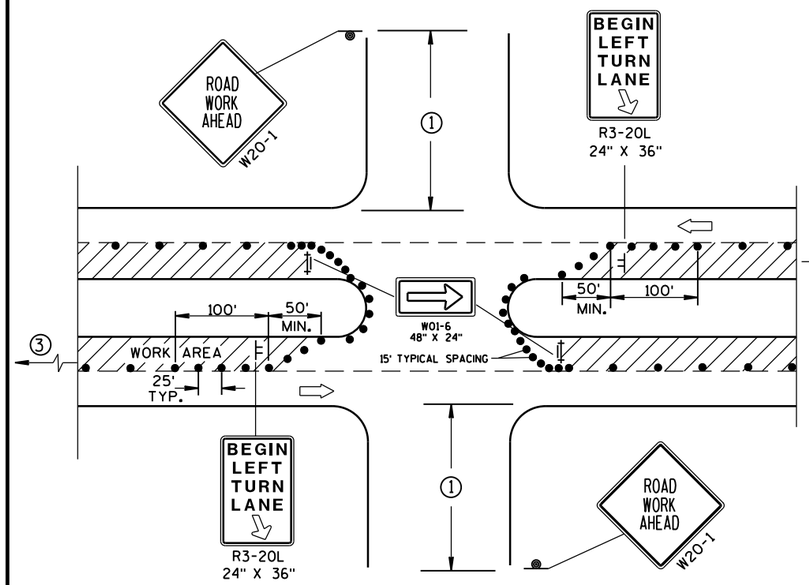
APPROVED
Feb. 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 D 20-3

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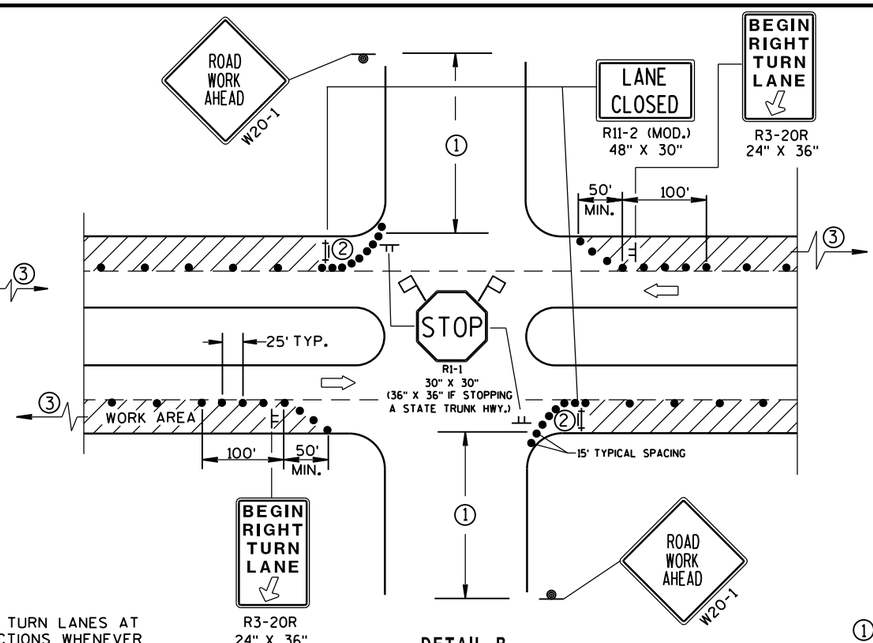
S.D.D. 15 D 20-3



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

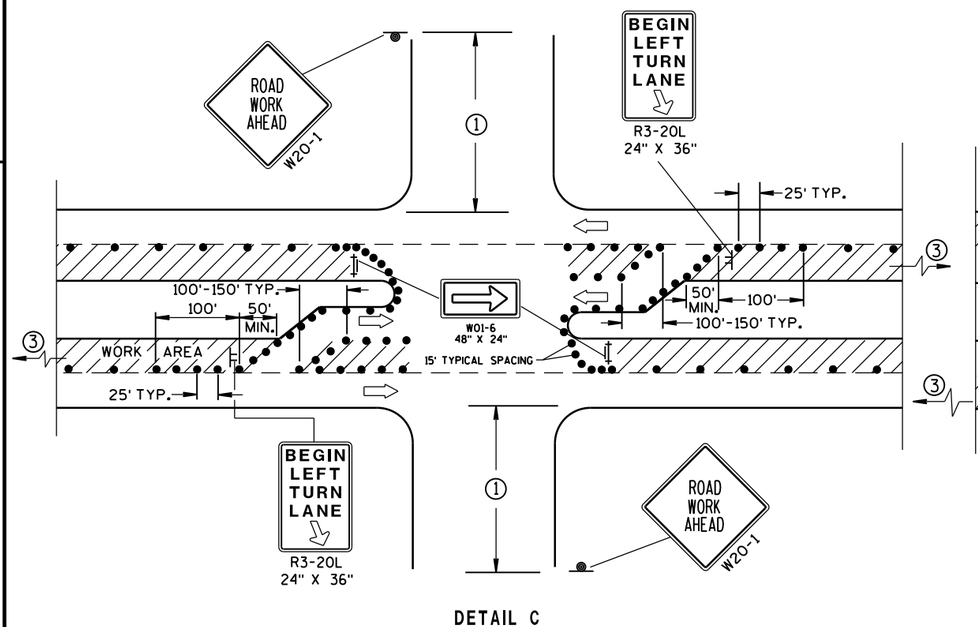
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

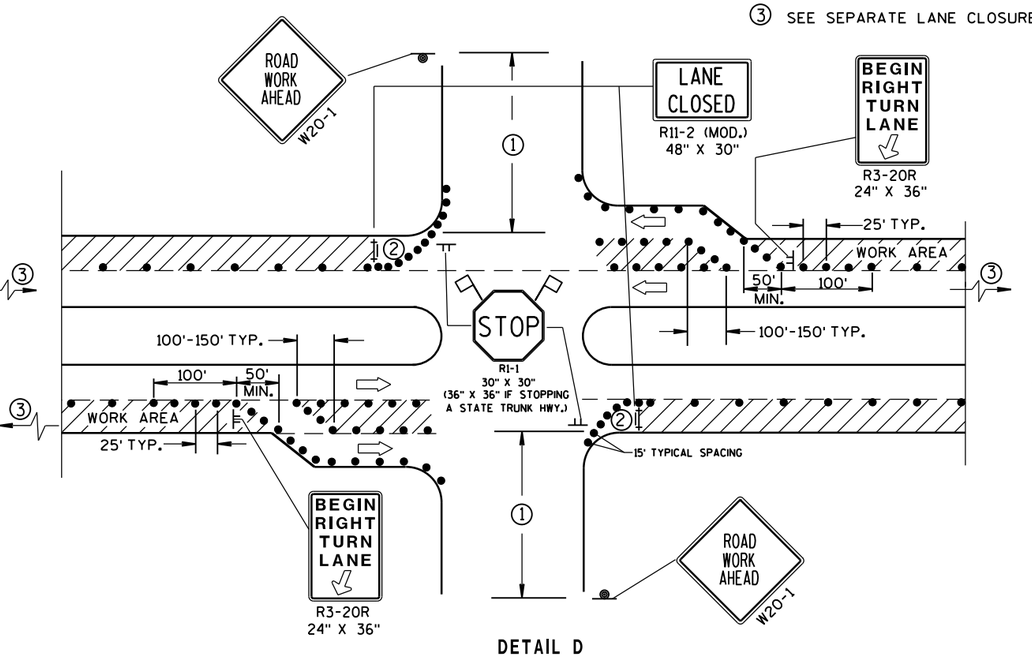
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 D 21-3

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

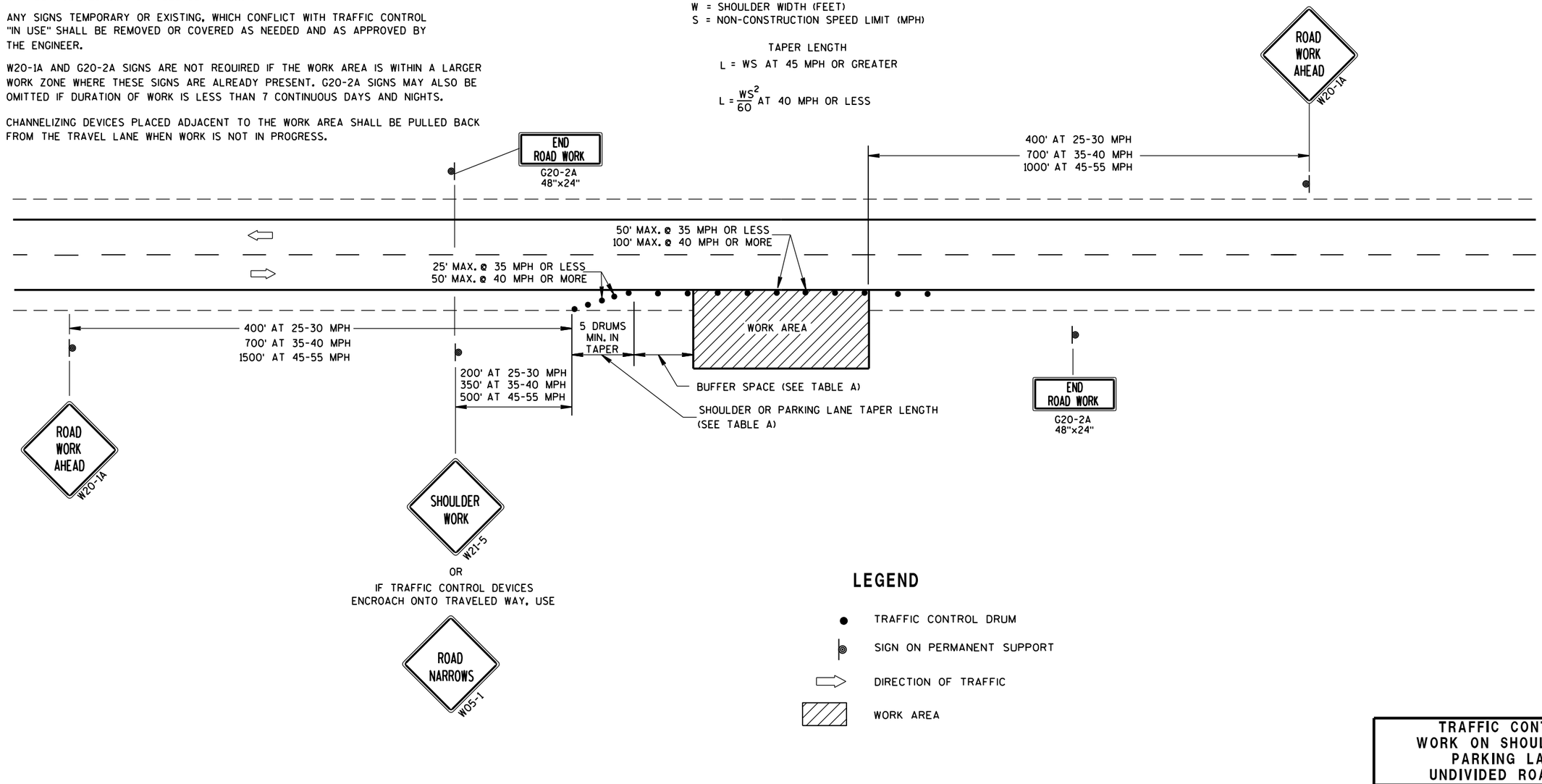
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

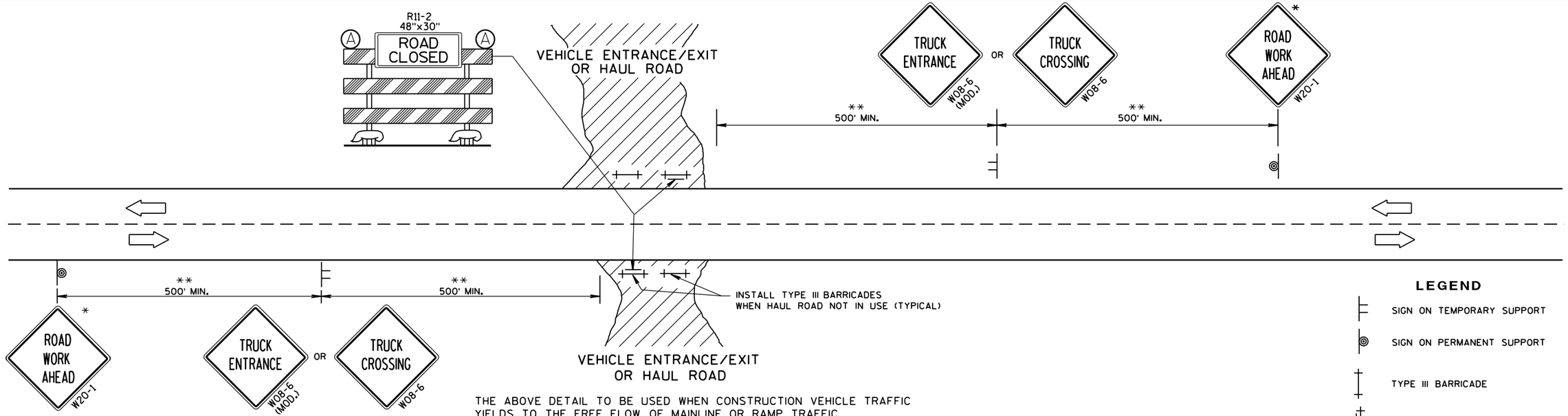
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THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, DEVICES AND FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

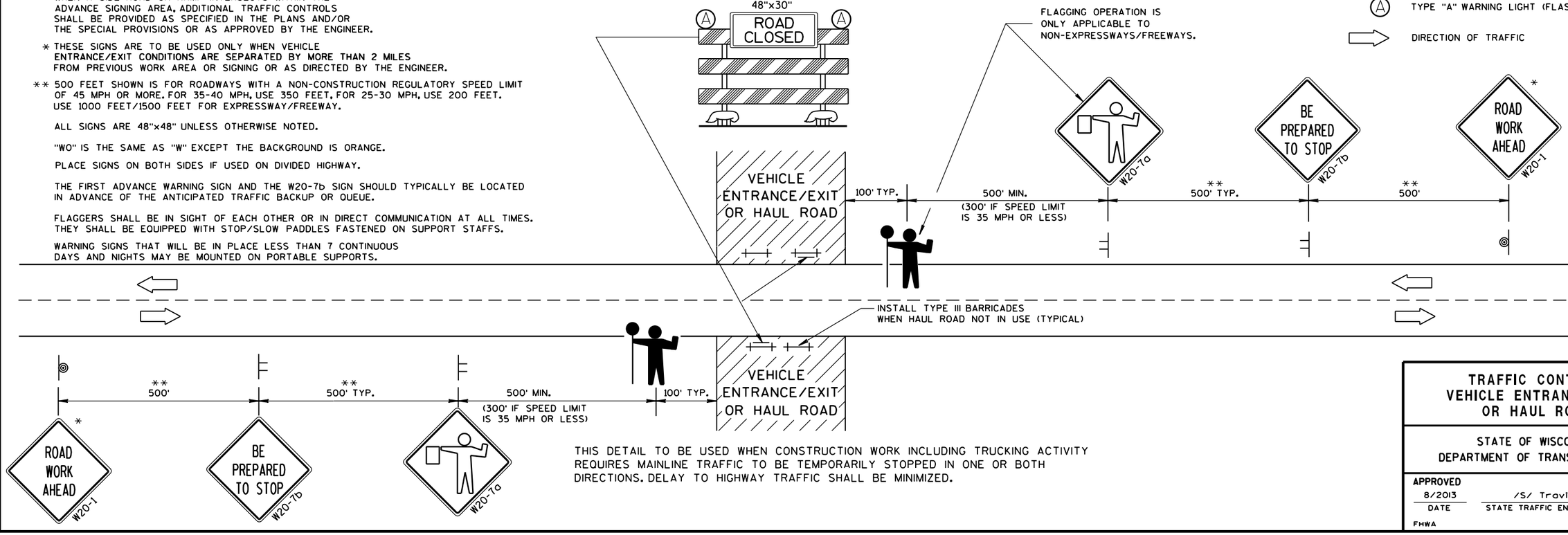
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013	/S/ Travis Feltes	
DATE	STATE TRAFFIC ENGINEER	IGN

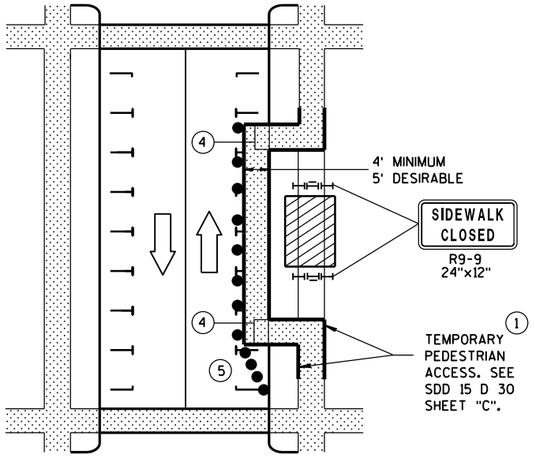
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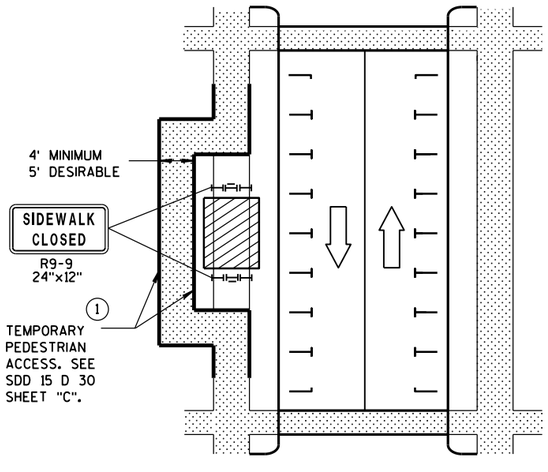
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NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

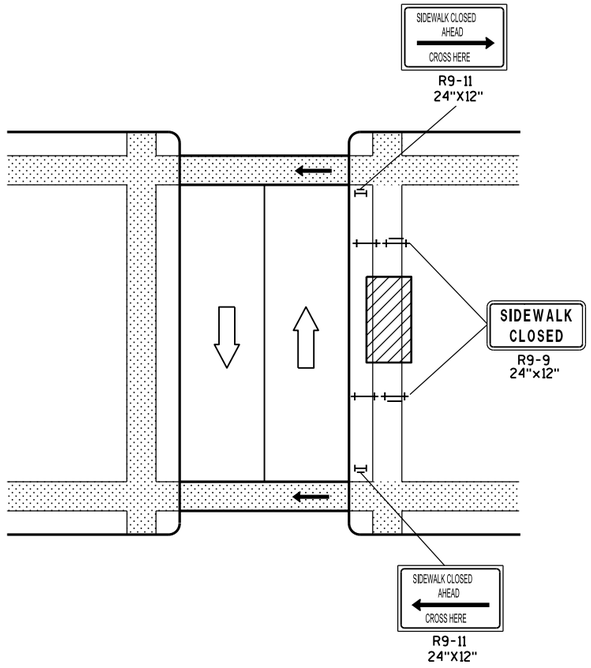


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

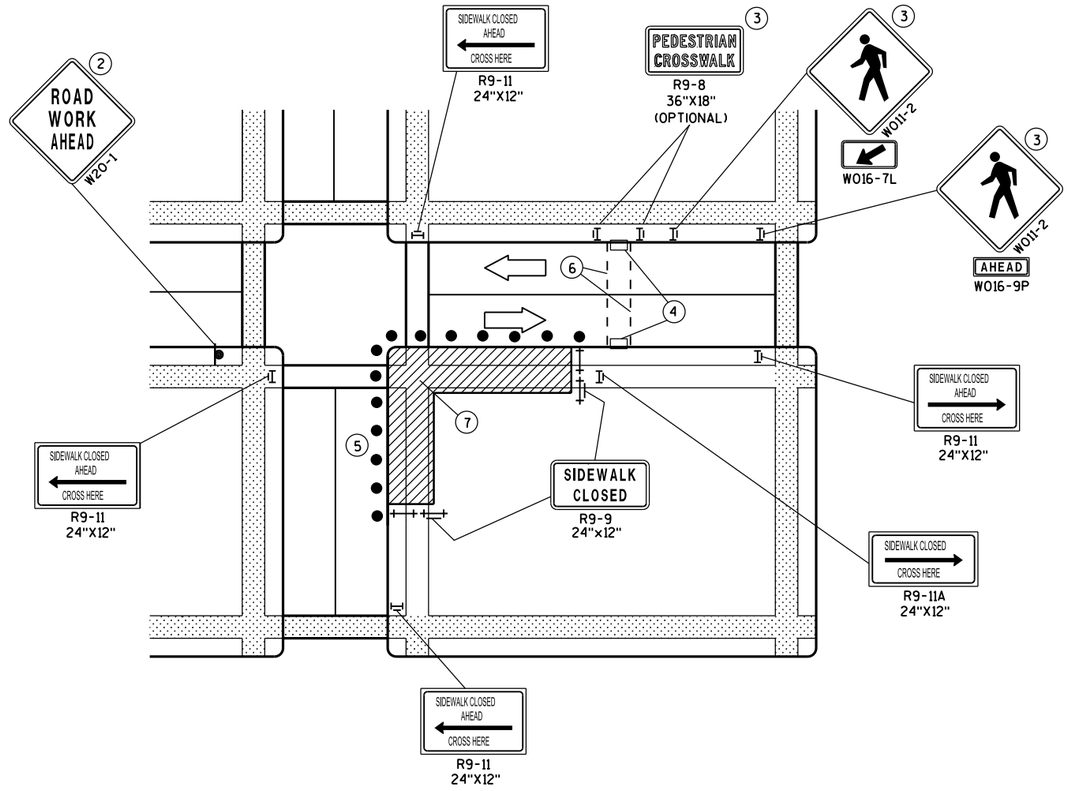
NOTE: LAYOUT SAME AS ABOVE.



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

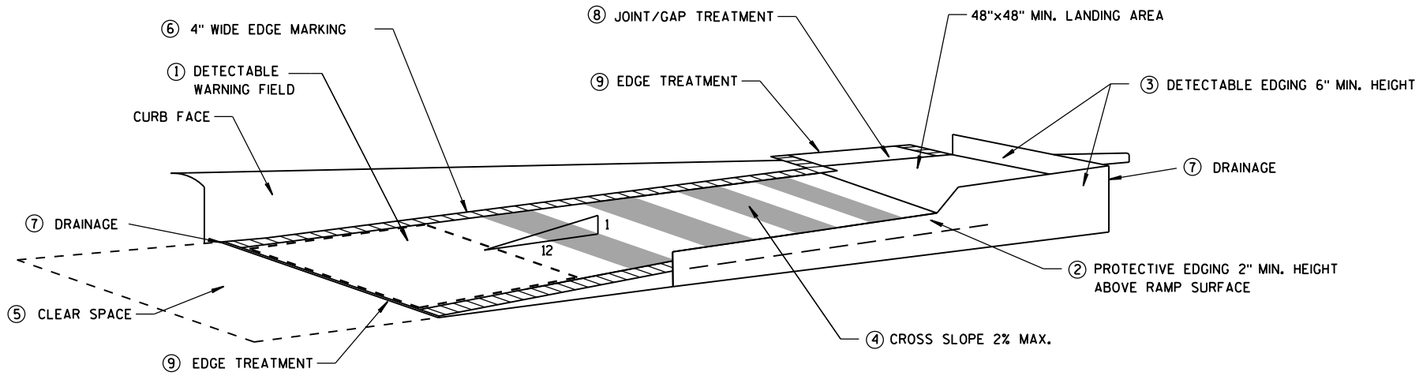
STATE OF WISCONSIN
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S.D.D. 15 D 30-2a

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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.

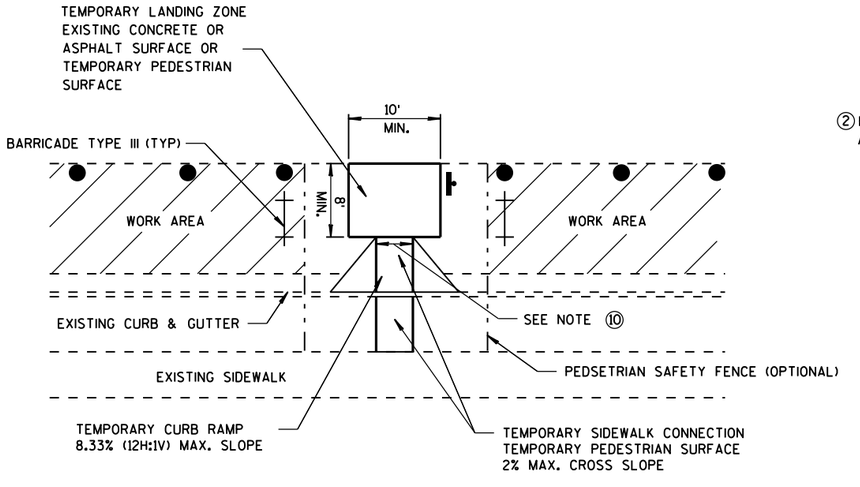
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

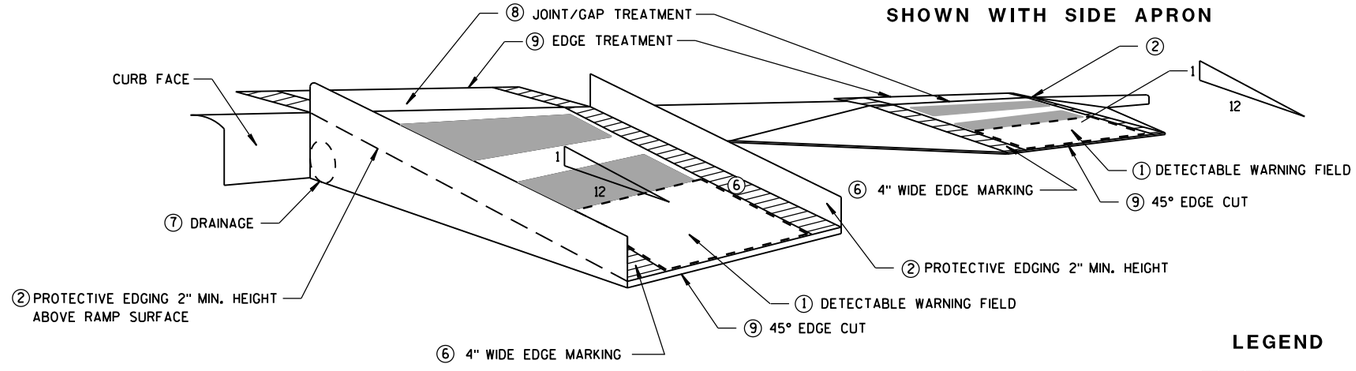
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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

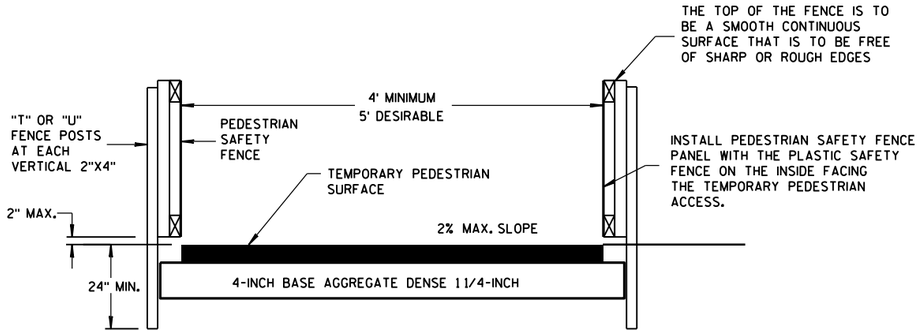
FHWA

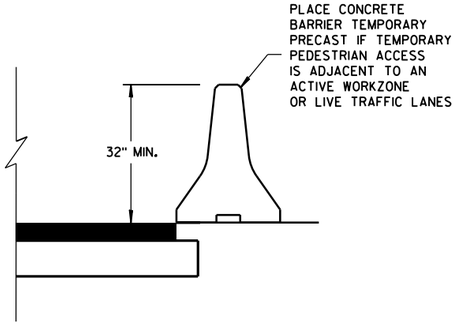
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S.D.D. 15 D 30-2b

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S.D.D. 15 D 30-2b

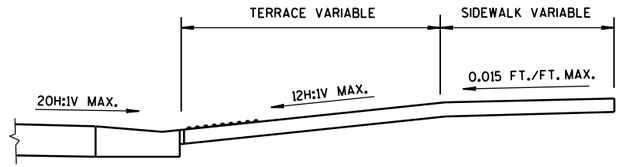




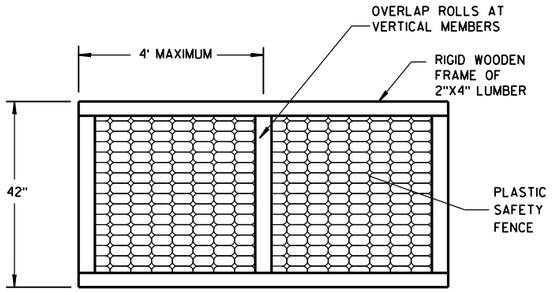
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

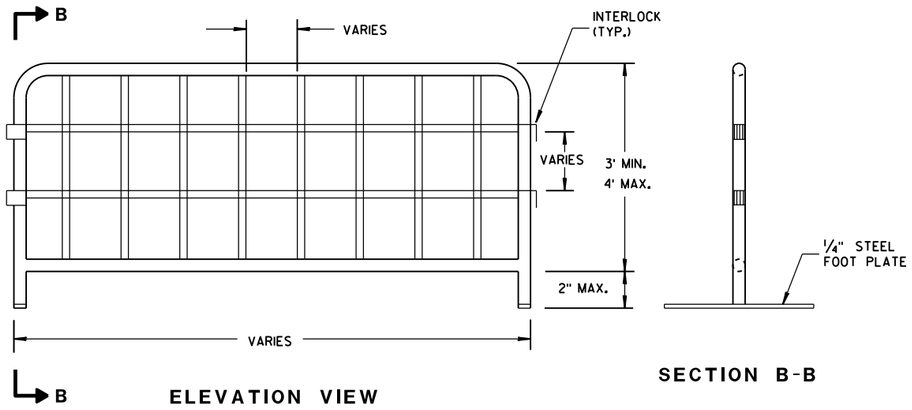
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



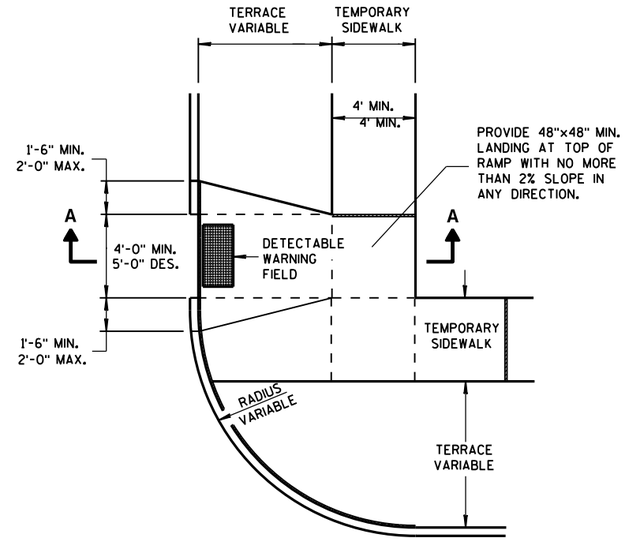
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

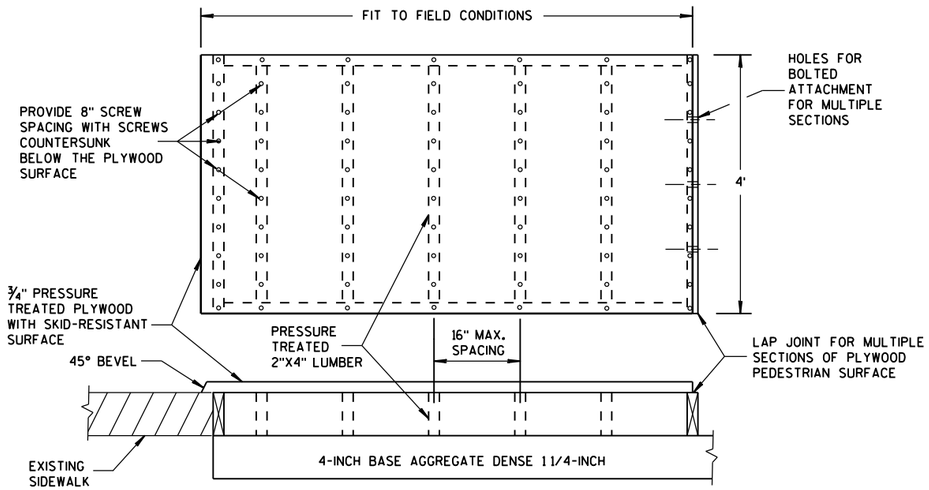
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



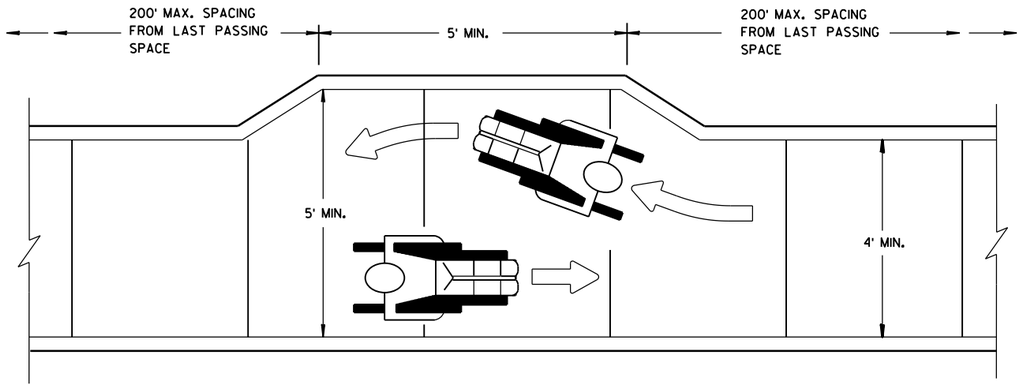
PLAN VIEW

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

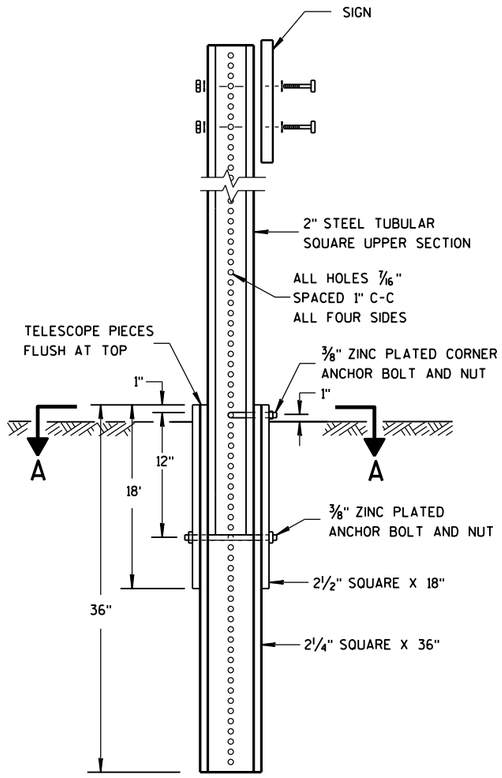
APPROVED
March 2015 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER — SIGN
633
FHWA

6

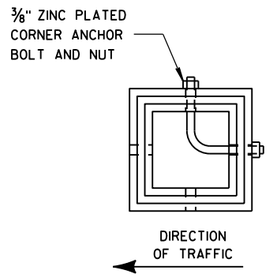
S.D.D. 15 D 30-2c

6

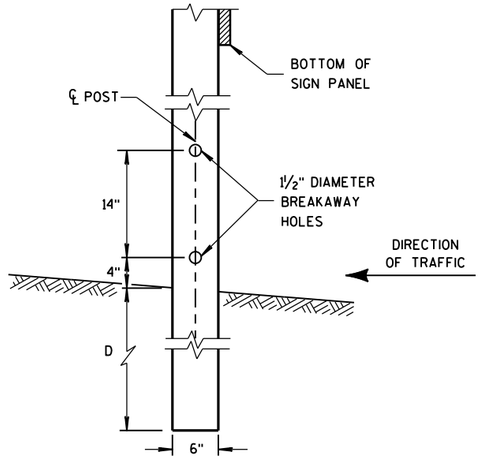
S.D.D. 15 D 30-2c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



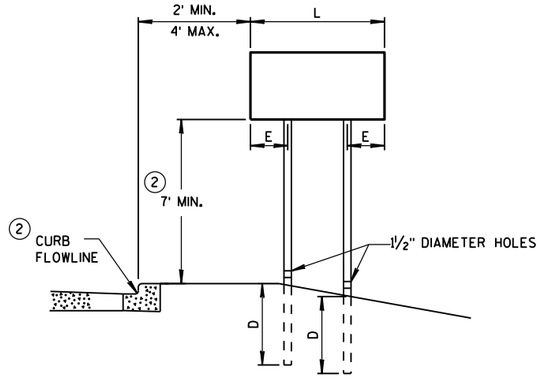
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

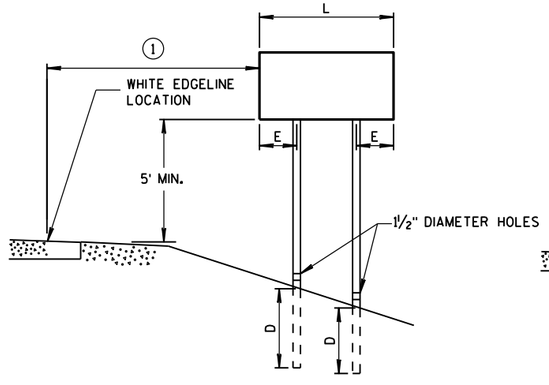
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

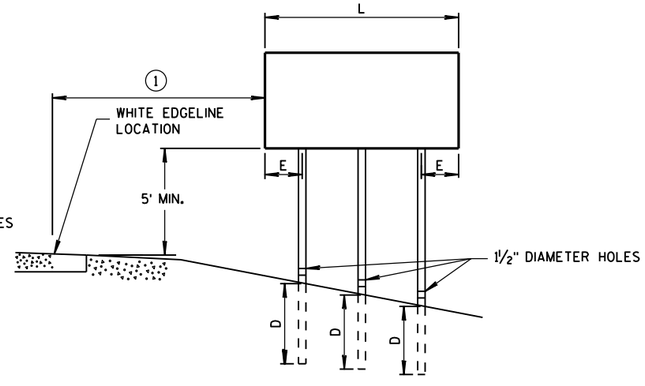
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

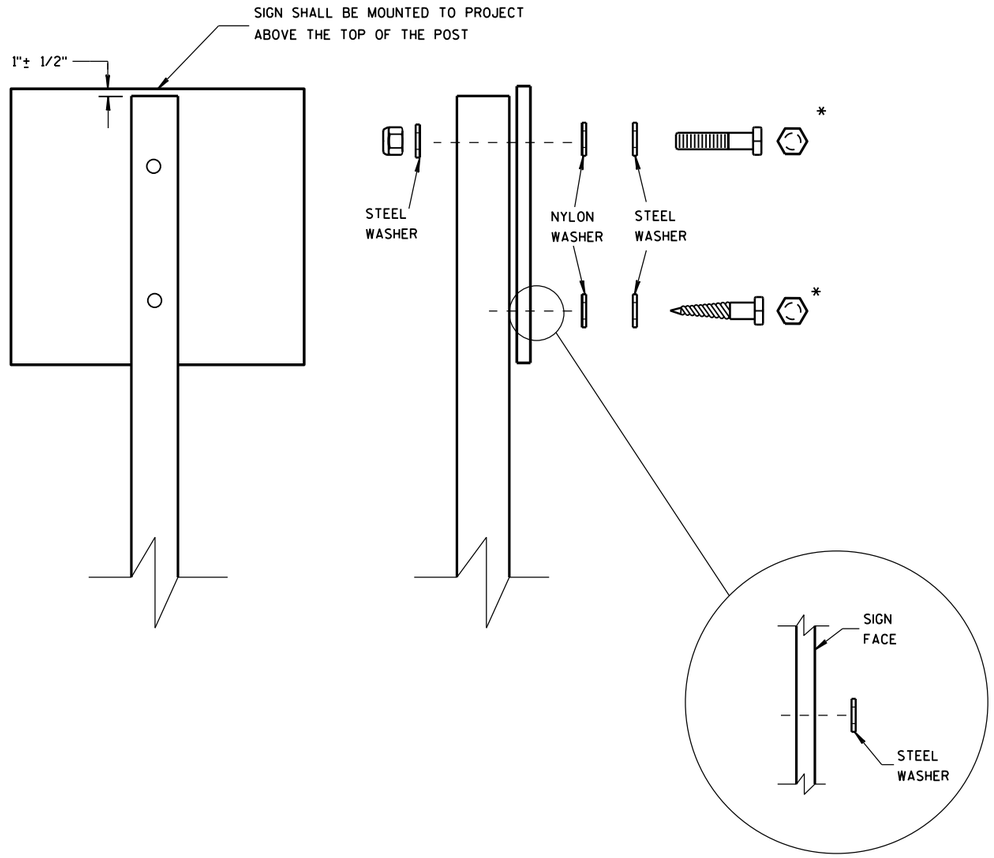
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPO

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

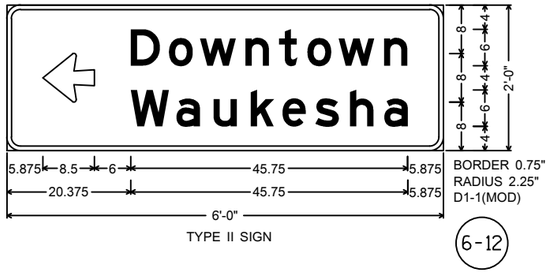
APPROVED

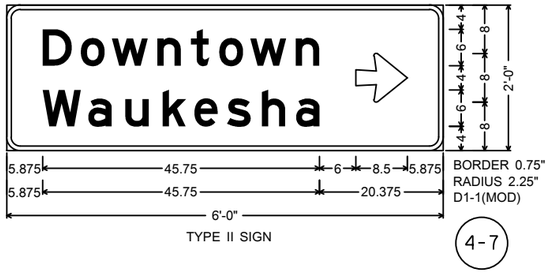
Feb. 2015 — DATE

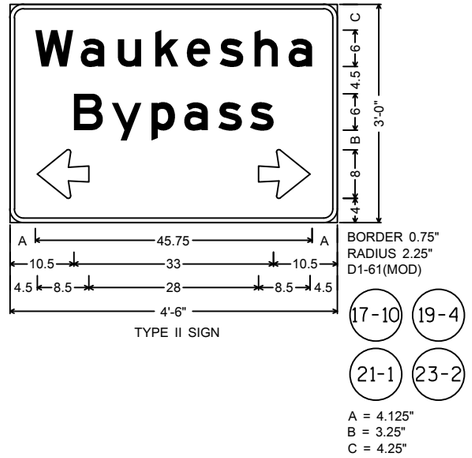
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

SIGN

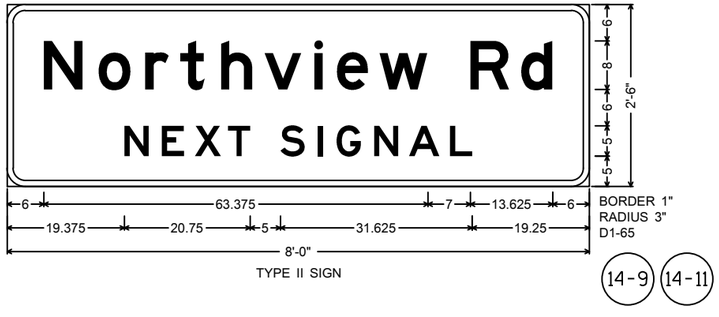


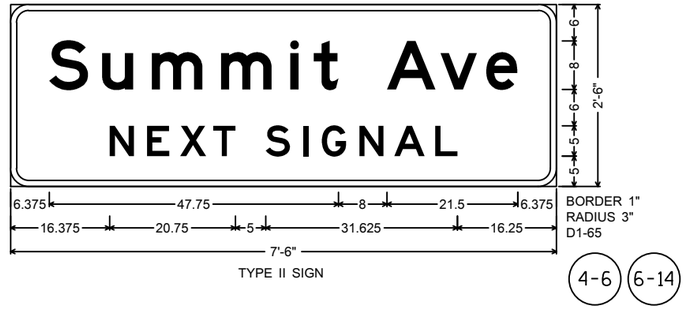




GENERAL NOTES:

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 UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.





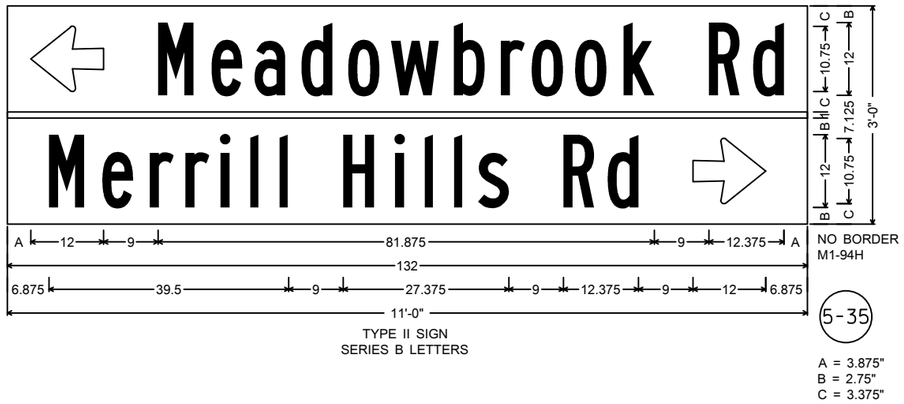
SHEET 1 OF 2

PROJECT NO: 2788-00-70/2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	SIGNING DETAIL - TYPE II SIGNS	SHEET 636	E

FILE NAME : J:\PROJECTS\D2_27880059\SIGNS\070101_MS_2788-00-70_72.DWG
LAYOUT NAME - 070101_MS

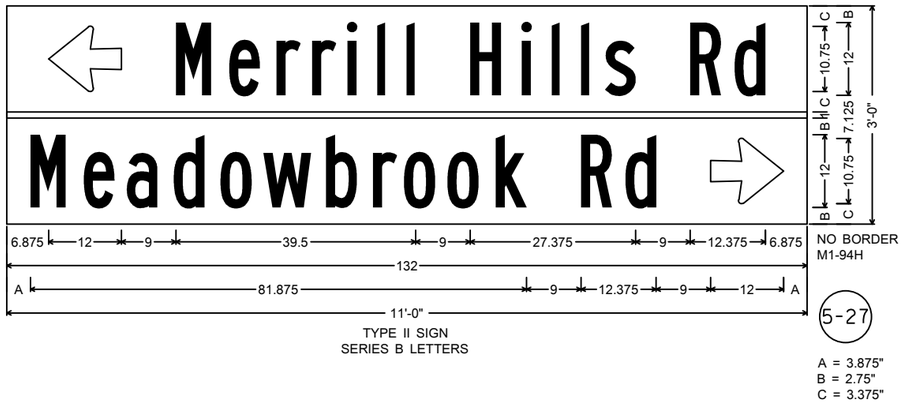
PLOT DATE : 3/22/2016 3:13 PM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET



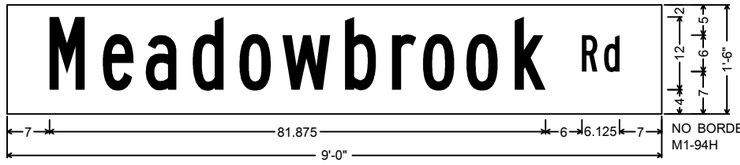
TYPE II SIGN
SERIES B LETTERS

A = 3.875"
B = 2.75"
C = 3.375"

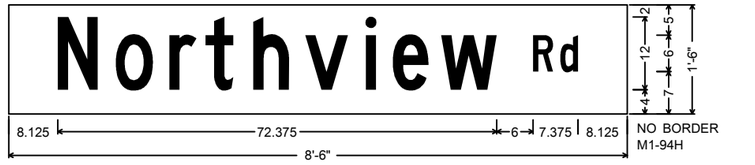


TYPE II SIGN
SERIES B LETTERS

A = 3.875"
B = 2.75"
C = 3.375"



TYPE II SIGN
SERIES B LETTERS



TYPE II SIGN
SERIES C LETTERS



TYPE II SIGN
SERIES B LETTERS

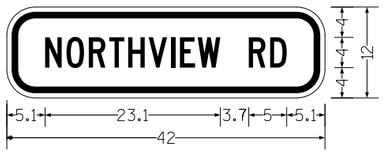
GENERAL NOTES:

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 UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E".
6. TYPE I SIGNS ALL UPPERCASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E MODIFIED". ALL LOWER CASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E MODIFIED". ALL CAP WORDS ARE "SERIES E".
7. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE "TYPE A" OR "TYPE C" ARROWS AS SHOWN. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS.
8. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
9. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
10. NUMBER FRACTIONS FOR INTERCHANGE SEQUENCE SIGNS SHALL BE "SERIES E" PER PLATES A11-7 AND A11-10.

PROJECT NO: 2788-00-70/2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	SIGNING DETAIL - TYPE II SIGNS	SHEET 637	E

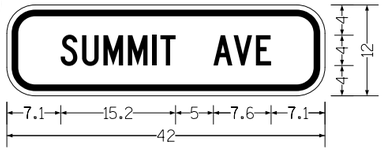
FILE NAME : J:\PROJECTS\D2_27880059\SIGNS\070101_MS_2788-00-70_72.DWG
LAYOUT NAME - 070101_MS (2)
PLOT DATE : 3/22/2016 3:13 PM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET

1



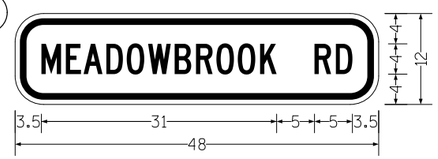
3.8" Radius, 0.9" Border, 0.6" Indent, Black on Orange
"NORTHVIEW RD" C 75% spacing;

2



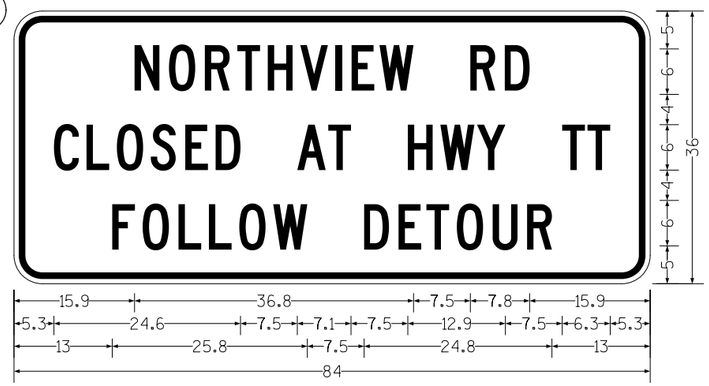
3.8" Radius, 0.9" Border, 0.6" Indent, Black on Orange
"SUMMIT AVE" C 75% spacing;

3



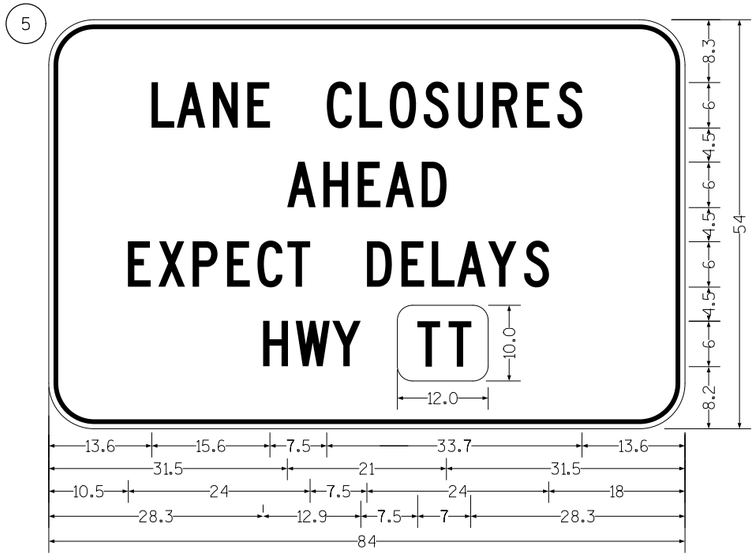
3.8" Radius, 0.9" Border, 0.6" Indent, Black on Orange
"MEADOWBROOK RD" C 75% spacing;

4



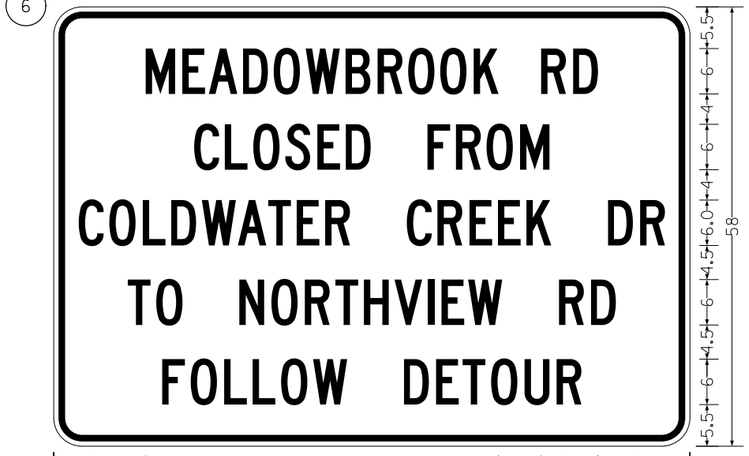
3.8" Radius, 0.9" Border, 0.6" Indent, Black on Orange
"NORTHVIEW RD" C 75% spacing; "CLOSED AT HWY TT" C 75% spacing;
"FOLLOW DETOUR" C 75% spacing;

5



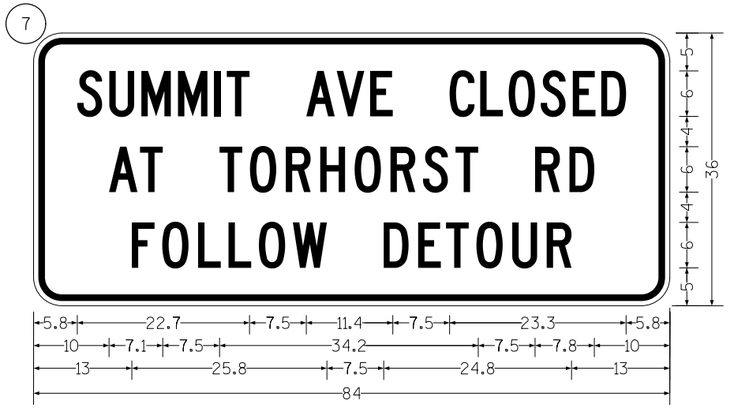
6.0" Radius, 0.9" Border, 0.6" Indent, Black on Orange
"LANE CLOSURES" C 75% spacing; "AHEAD" C 75% spacing;
"EXPECT DELAYS" C 75% spacing; "HWY FF" C 75% spacing

6



3.8" Radius, 0.9" Border, 0.6" Indent, Black on Orange
"MEADOWBROOK RD" C 75% spacing; "CLOSED FROM" C 75% spacing;
"COLDWATER CREEK DR" C 75% spacing; "TO NORTHVIEW RD" C 75% spacing;
"FOLLOW DETOUR" C 75% spacing;

7



3.8" Radius, 0.9" Border, 0.6" Indent, Black on Orange
"SUMMIT AVE CLOSED" C 75% spacing; "AT TORHORST RD" C 75% spacing;
"FOLLOW DETOUR" C 75% spacing;

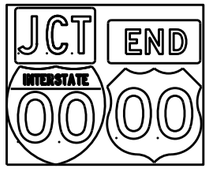
GENERAL NOTES:

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2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE XX".
3. UNLESS OTHERWISE NOTED, TYPE I AND TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND, "TYPE H MESSAGE MATERIAL".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E, MODIFIED". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E, MODIFIED".
6. 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.
7. SEE THE STANDARD SIGN PLATES FOR FURTHER DETAILS ON ROUTE MARKER SHIELDS.
8. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
9. DO NOT SCALE.

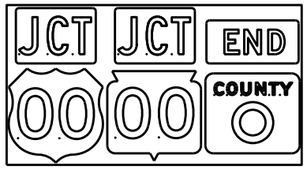
TYPICAL ASSEMBLIES



J1-1



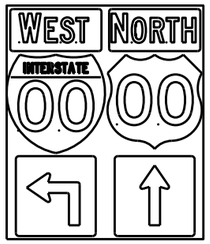
J1-2



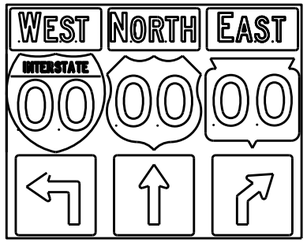
J1-3



J2-1



J2-2

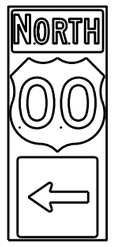


J2-3

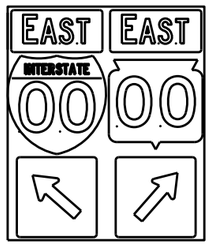


JV

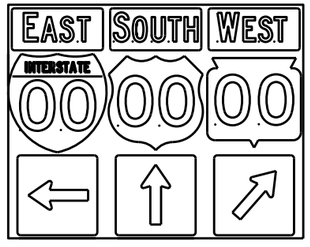
(Typical Vertical J-Assembly
See Note 10 and 11)



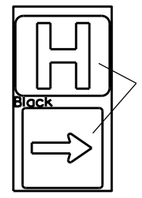
J3-1



J3-2



J3-3

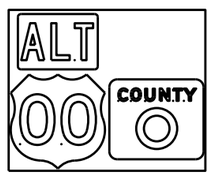


Blue Background

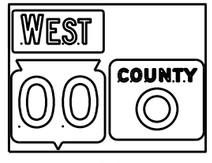
JH-1



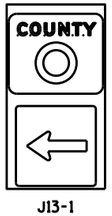
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

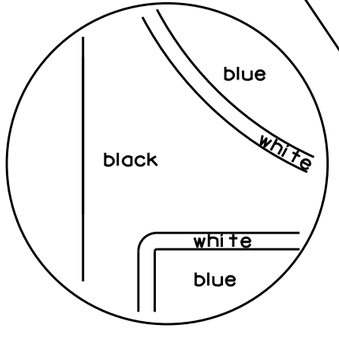


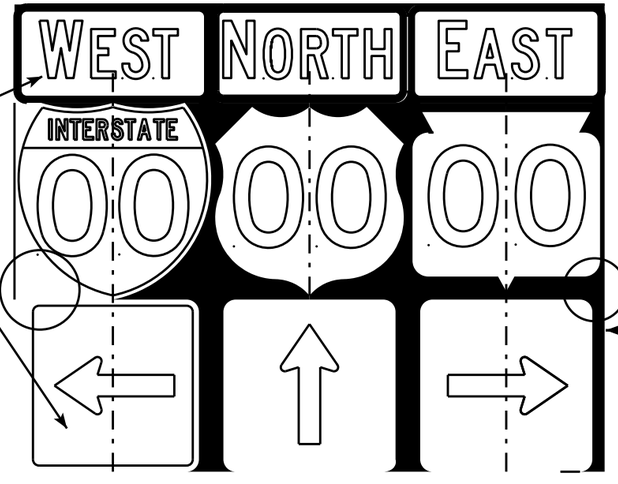
J23-1

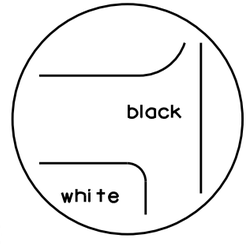


J22-1

[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

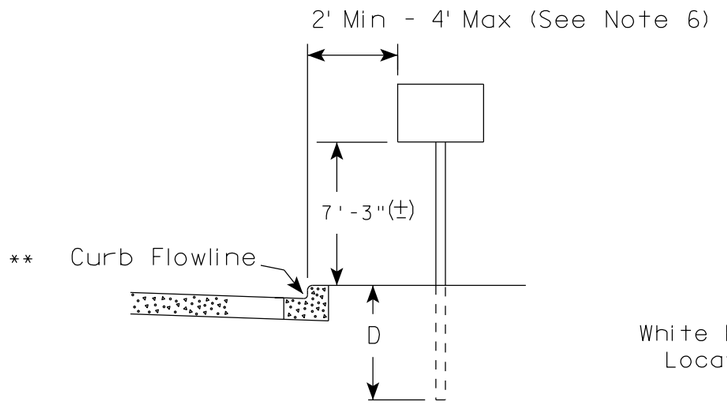
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: SHEET NO: E

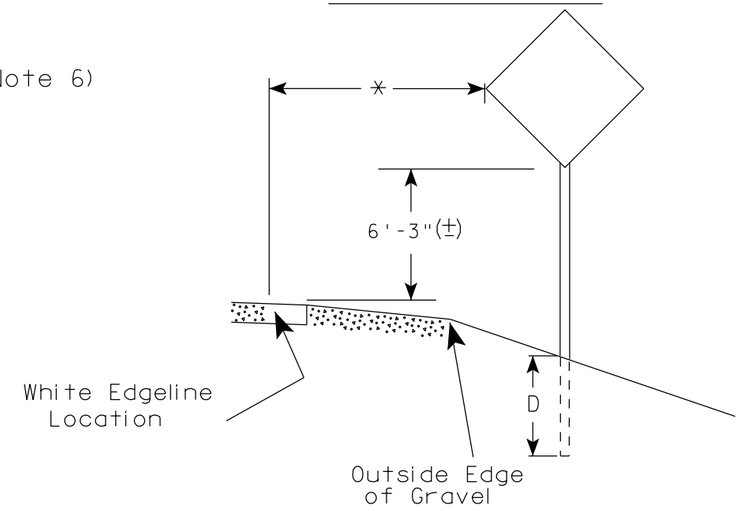
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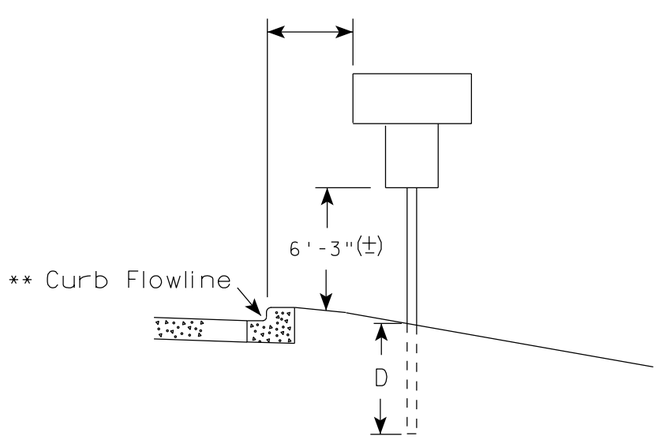
WISDOT/CADDS SHEET 42

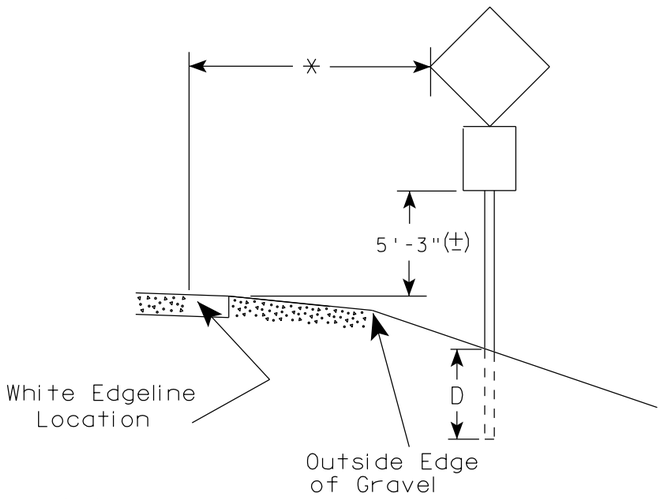
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

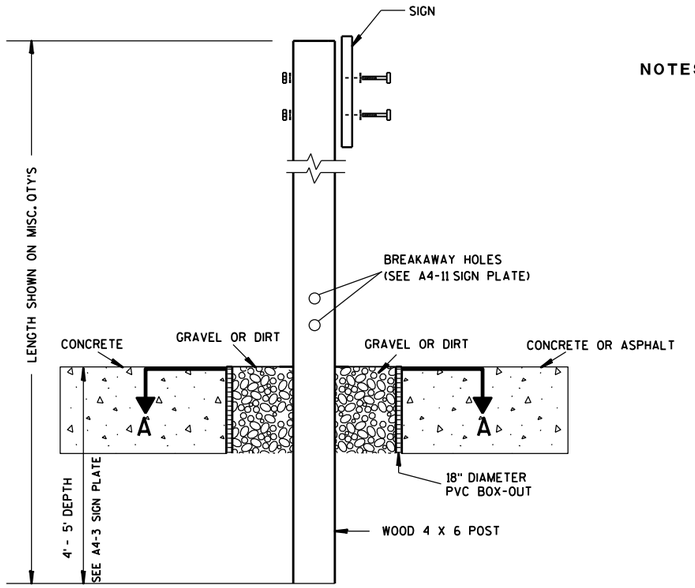
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

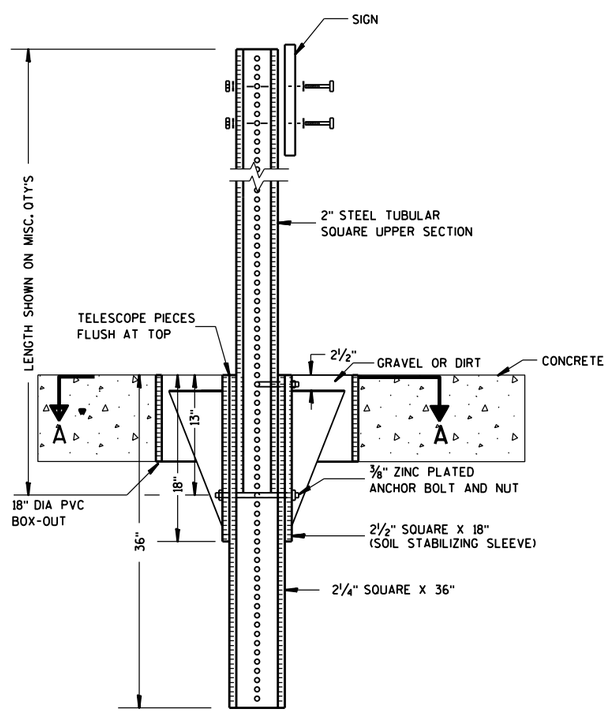
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

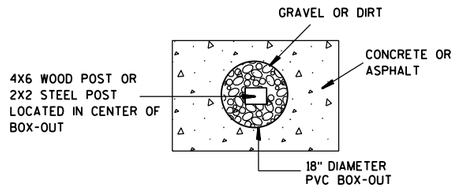
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

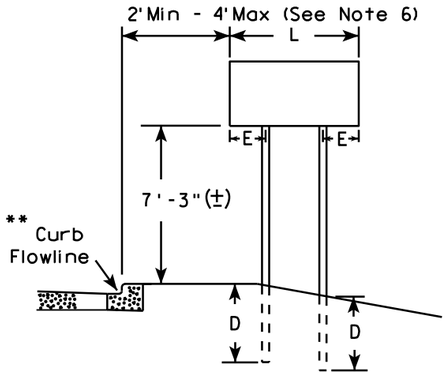
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

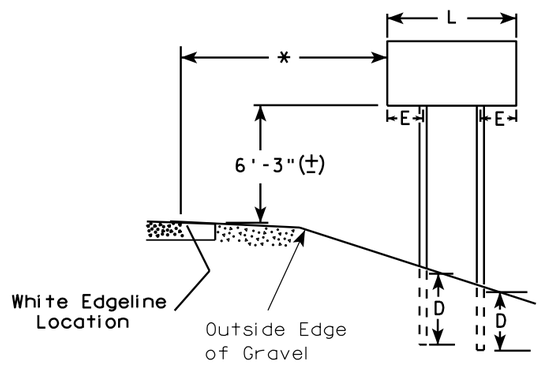
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

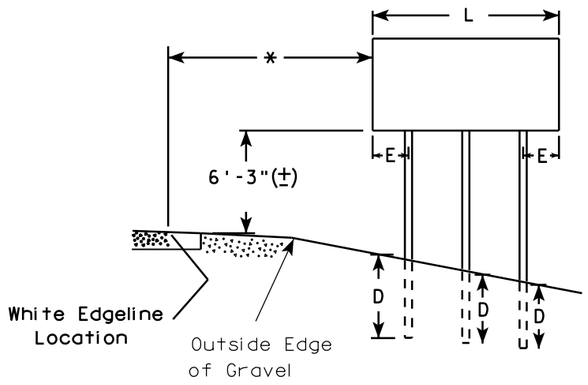
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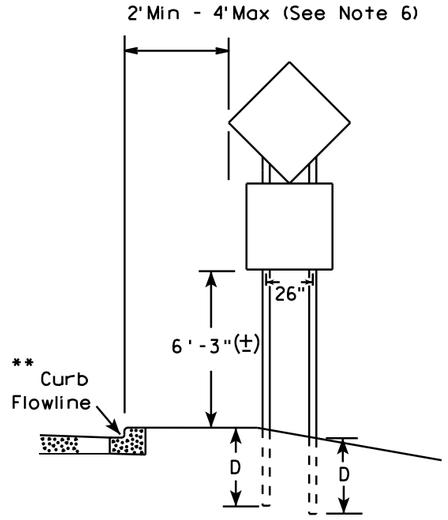
URBAN AREA



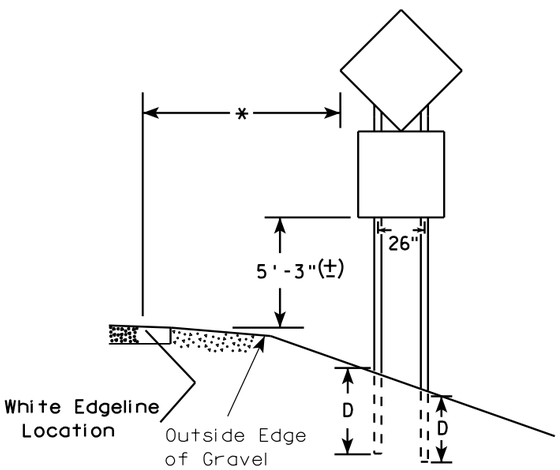
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

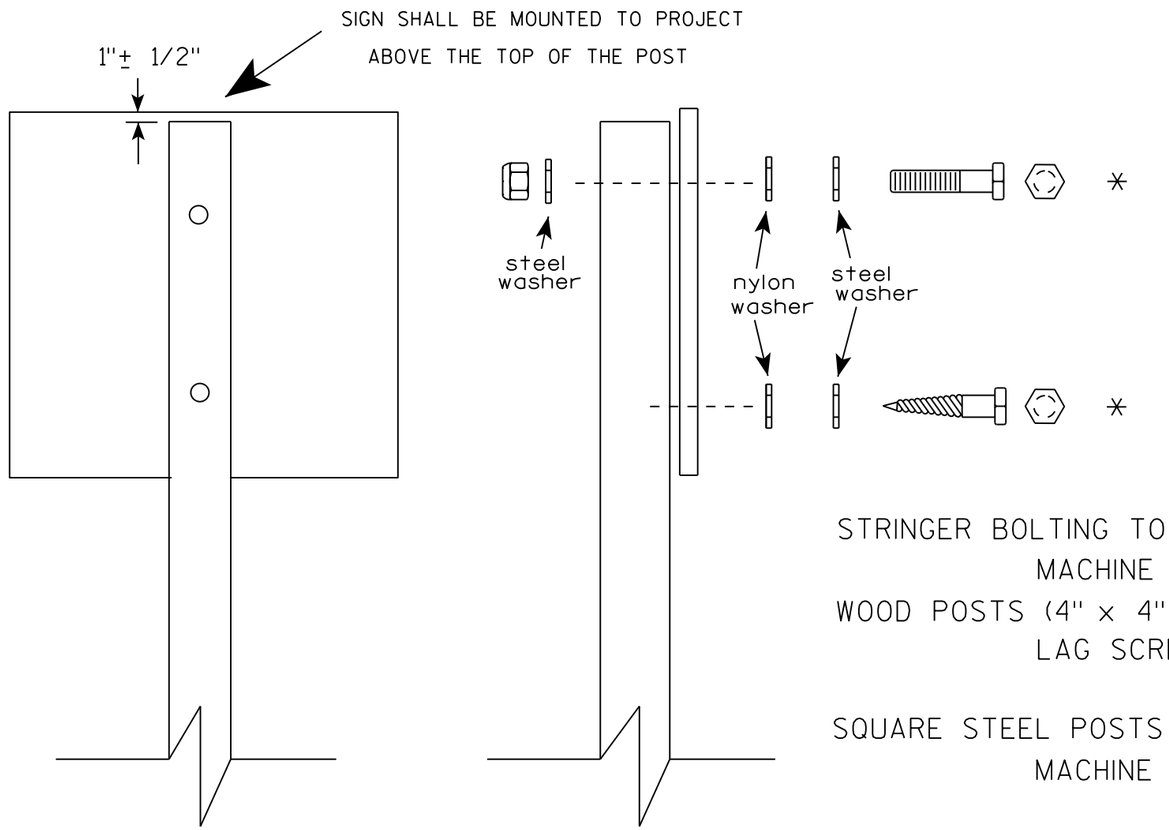
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. AA-4 642 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" 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

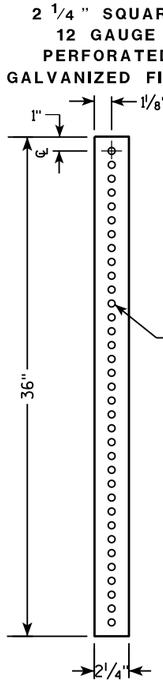
7

PROJECT NO: SHEET NO: E

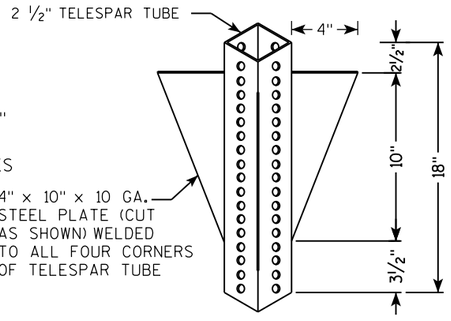
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

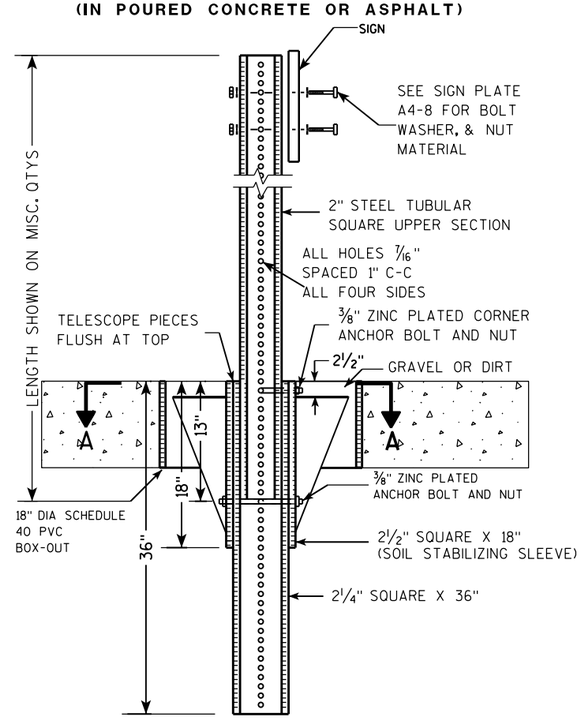
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



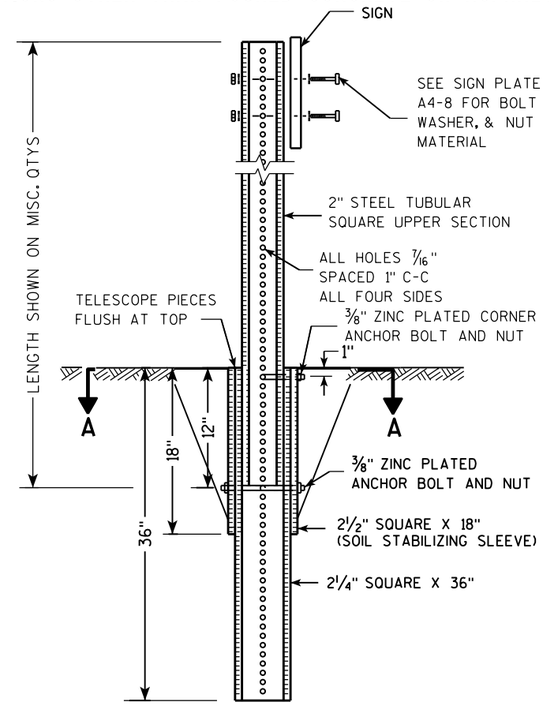
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

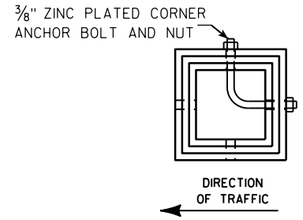


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

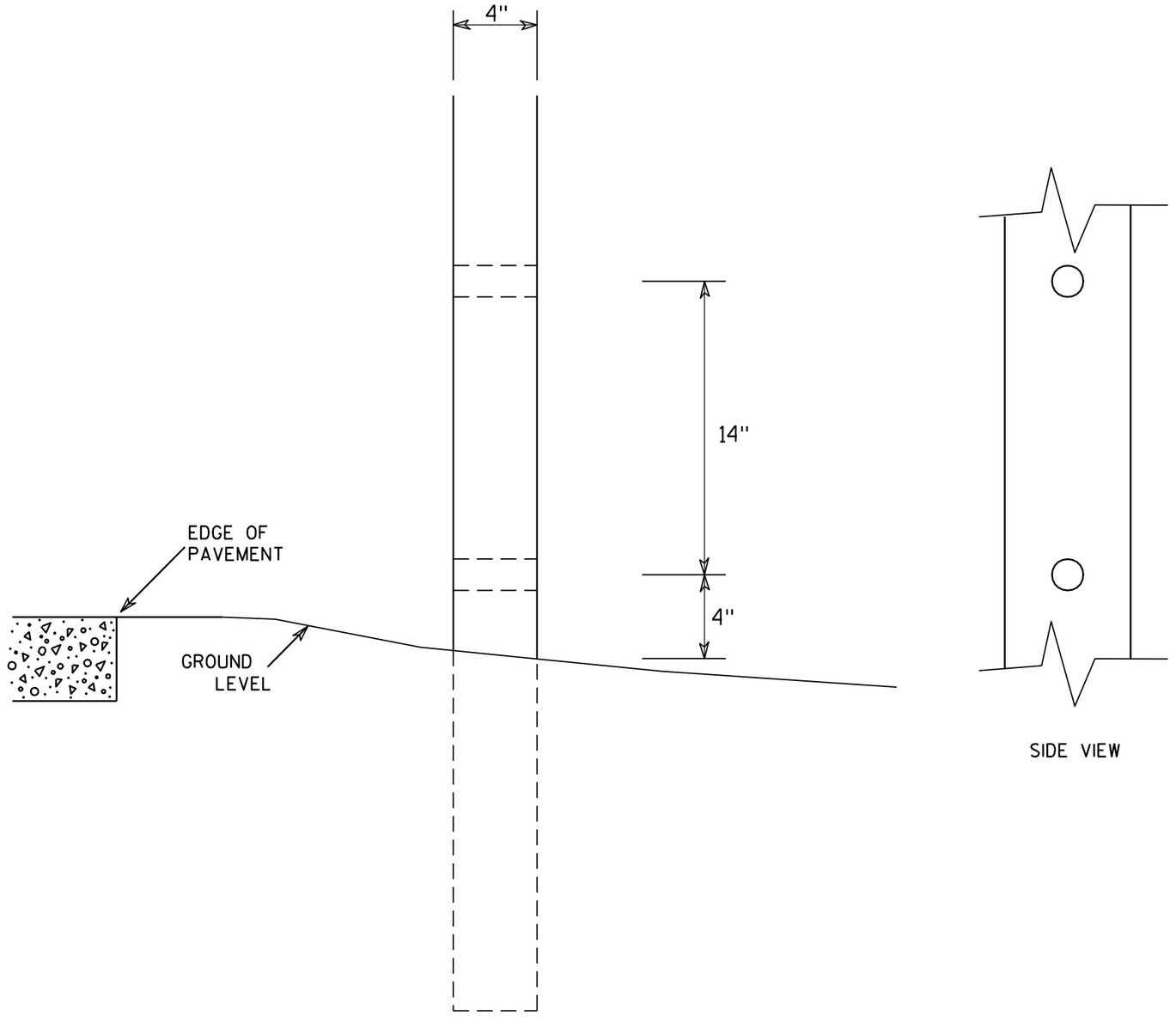
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 644 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

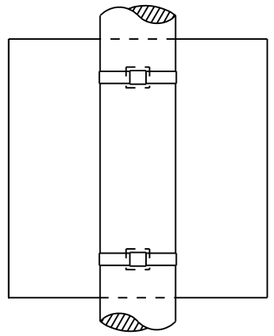
APPROVED Chester J Spang for State Traffic Engineer

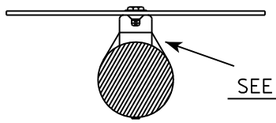
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 645	E

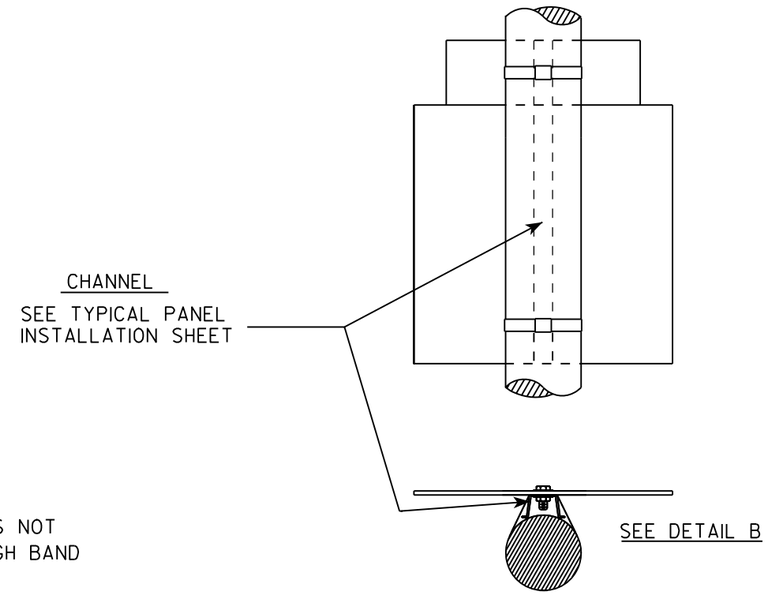
BANDING

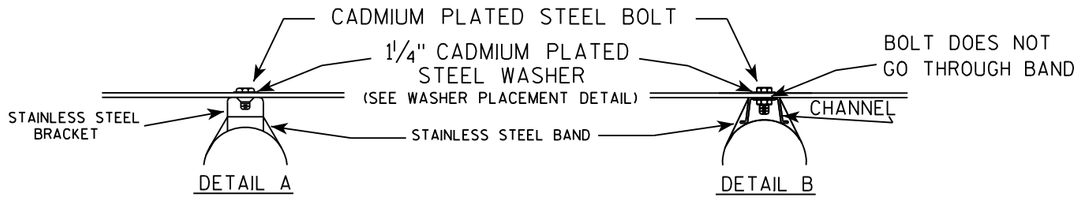
SINGLE SIGN



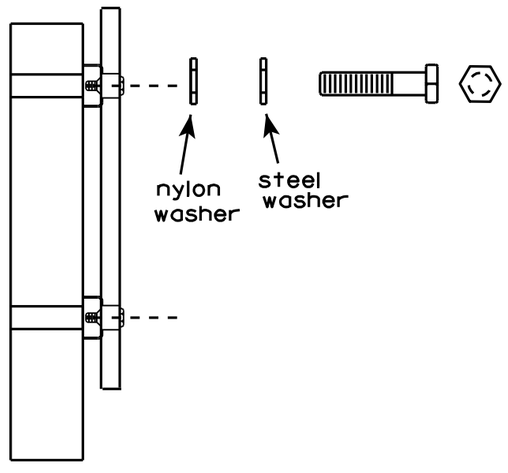


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

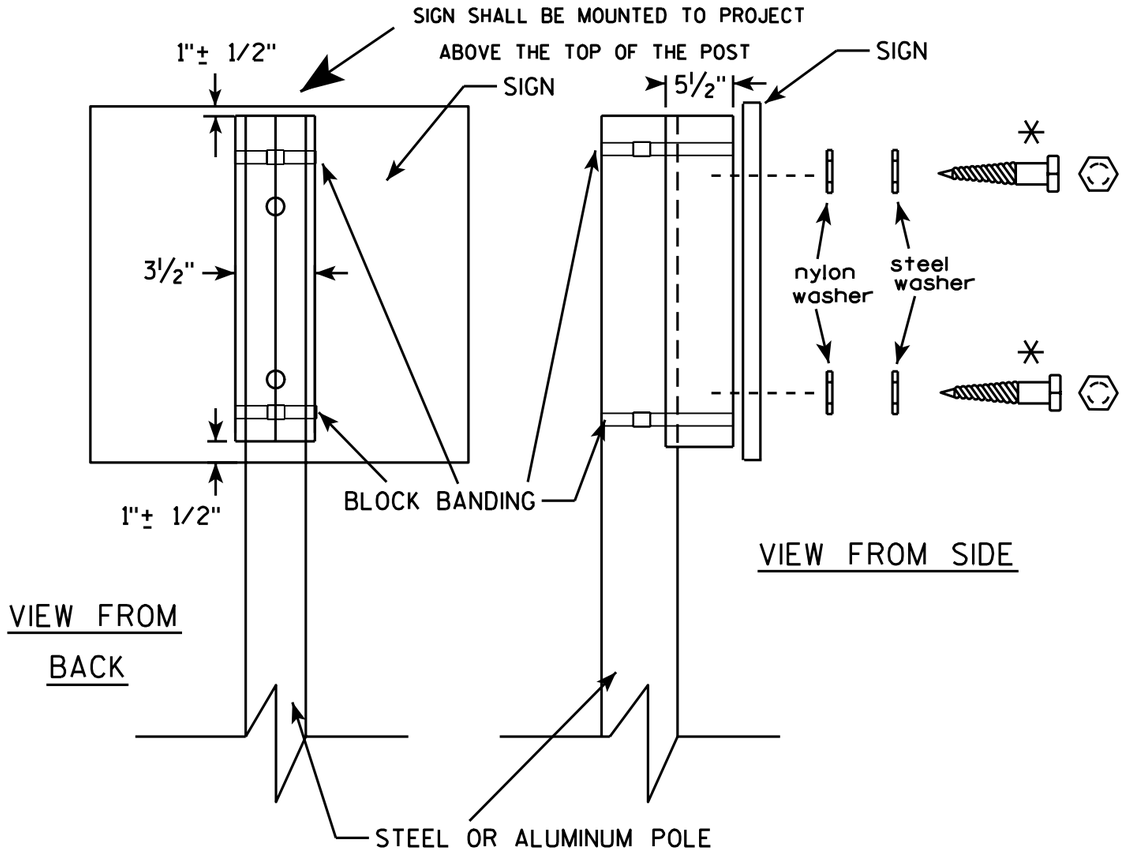
STANDARD SIGN
SIGN BANDING DETAILS

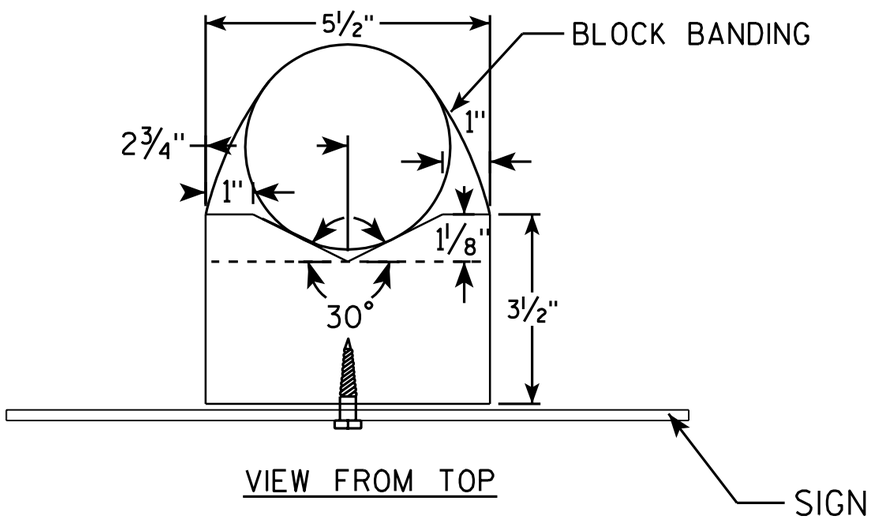
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 646	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

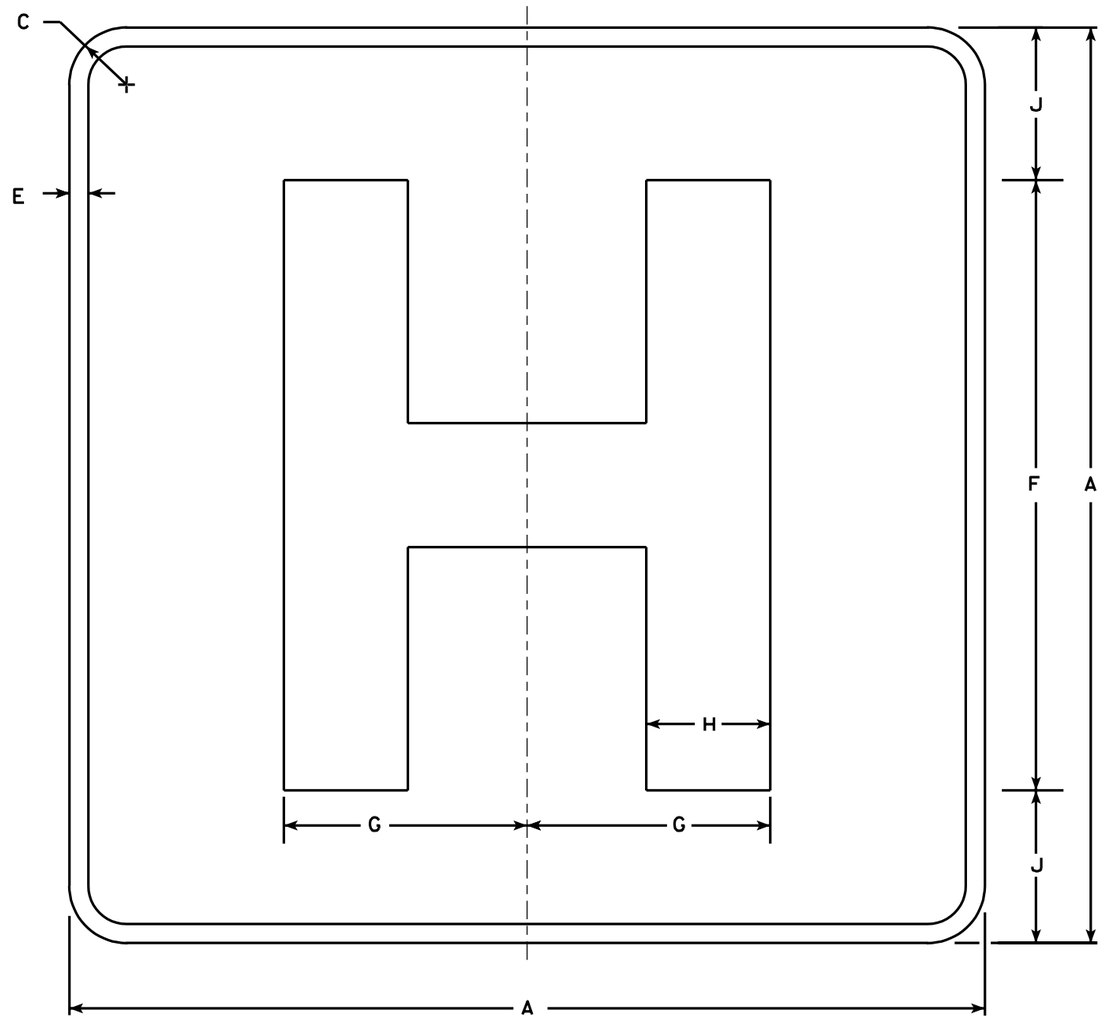
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO: | SHEET NO: 647 | E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

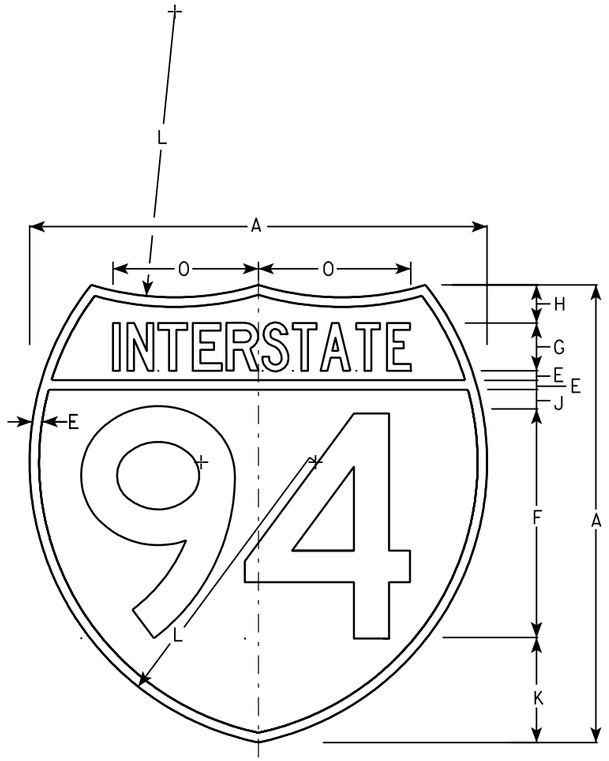
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

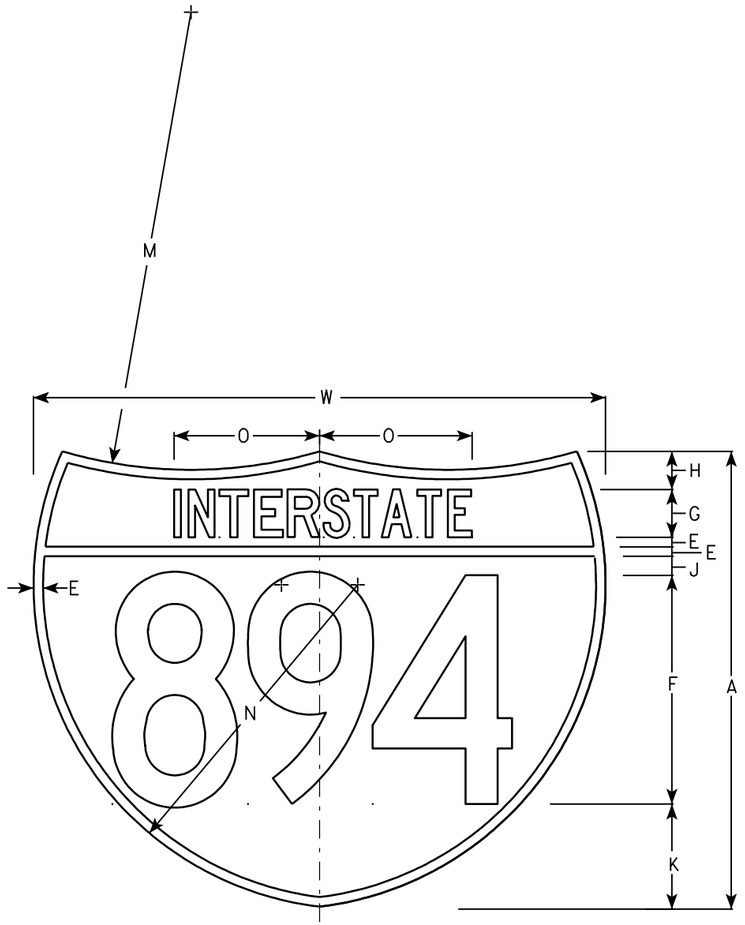
DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 648 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

7

7

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

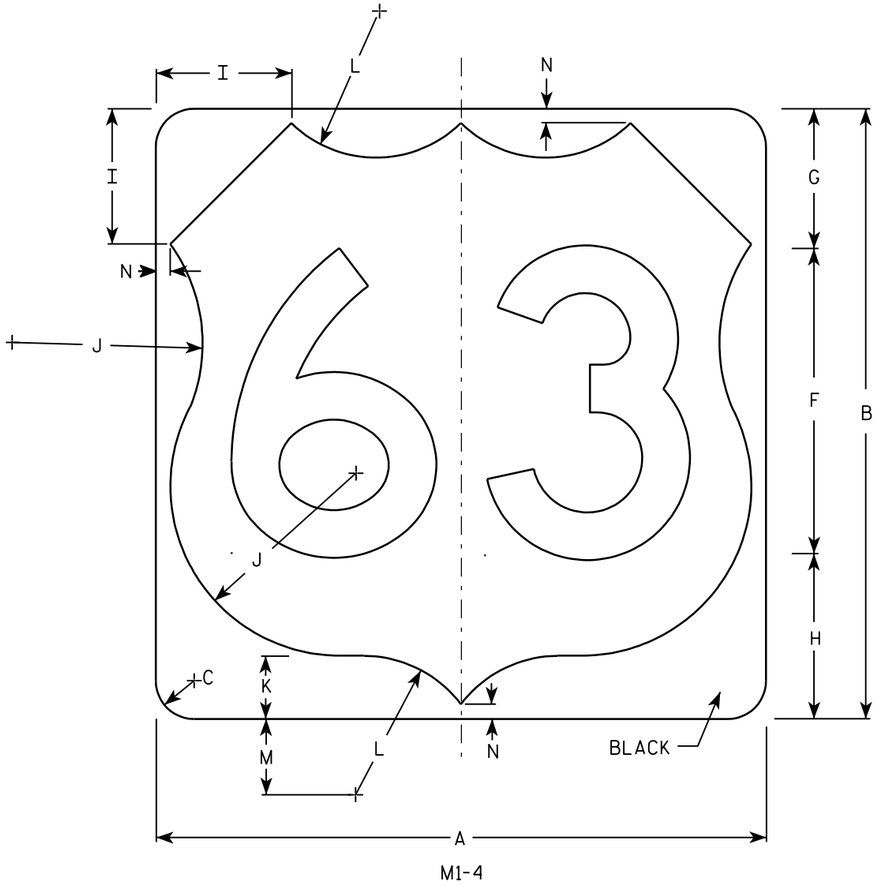
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

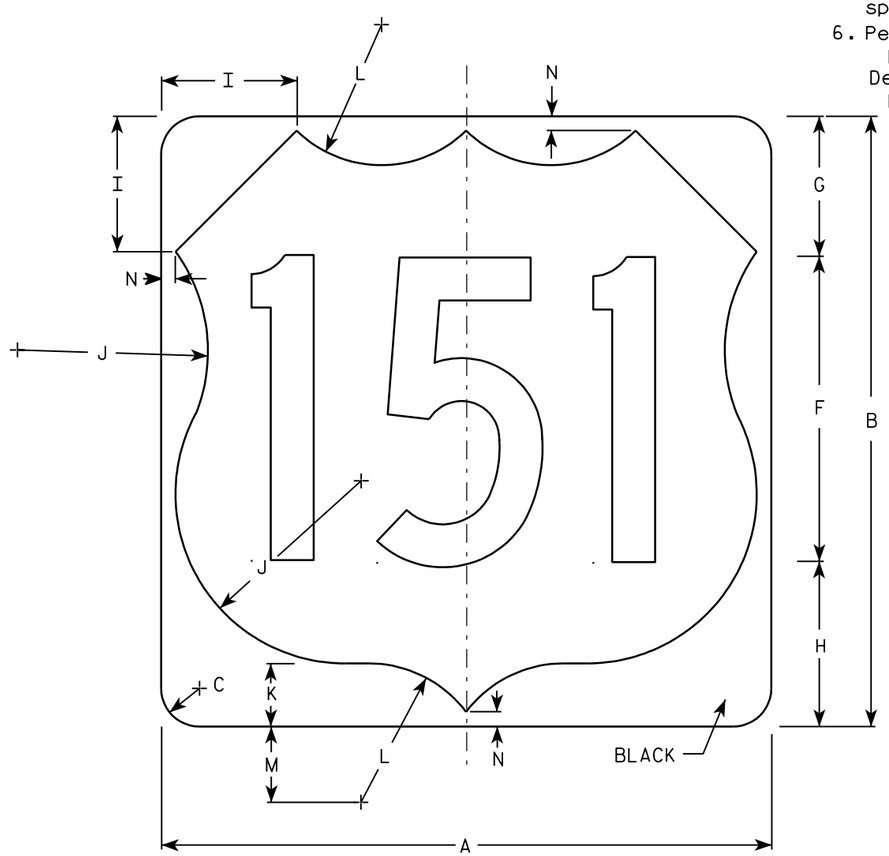
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 649	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

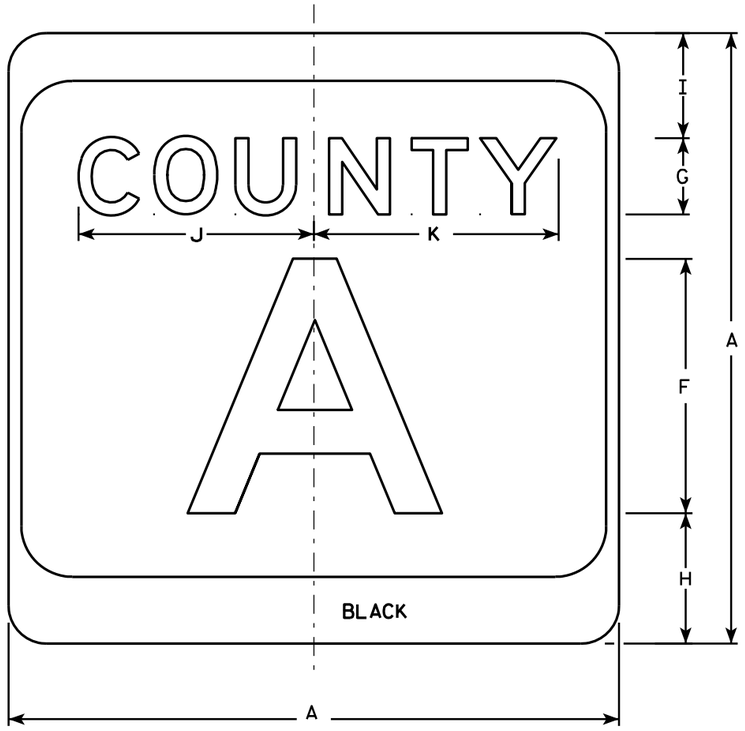
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

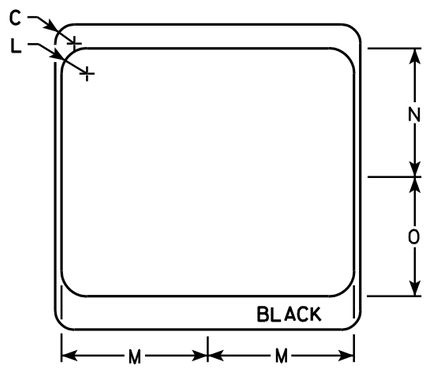
APPROVED Matthew R Rauch
for State Traffic Engineer

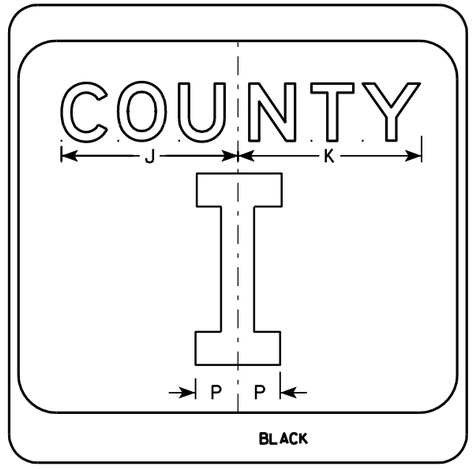
DATE 08/25/05 PLATE NO. M1-4.9

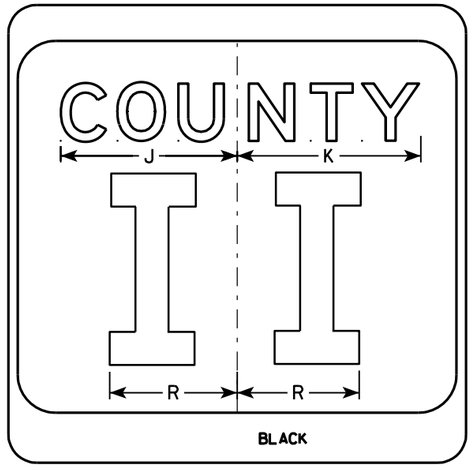
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 650 | E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

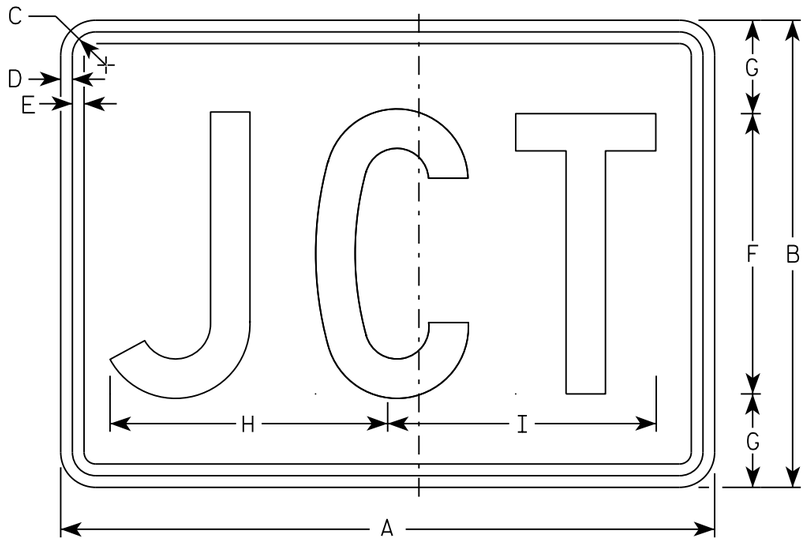
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 651	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M15A.DGN PLOT DATE : 29-SEP-2011 11:25 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

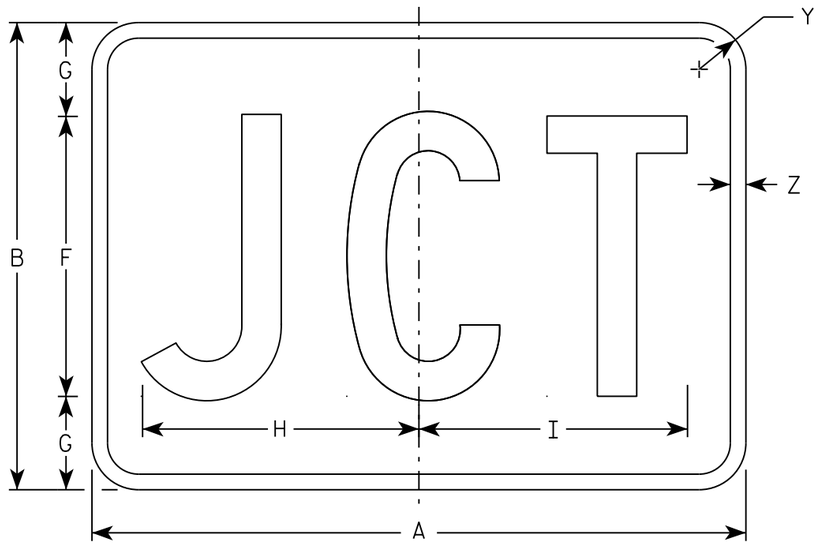
WISDOT/CADDS SHEET 42

7

7



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

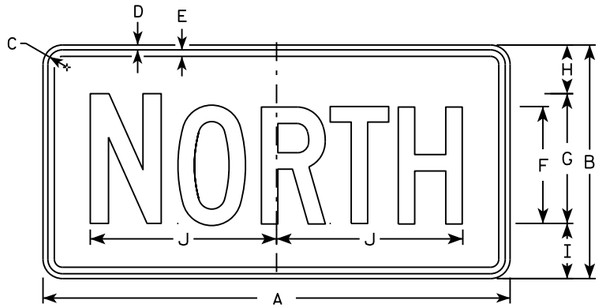
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

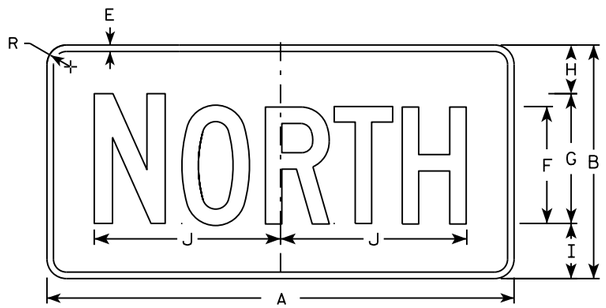
DATE 10/15/15 PLATE 652 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



M3-1
MM3-1
MP3-1



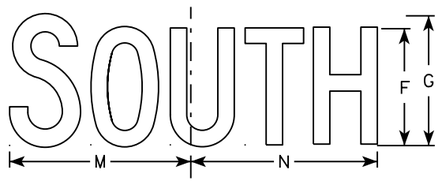
MB3-1
MK3-1
MN3-1



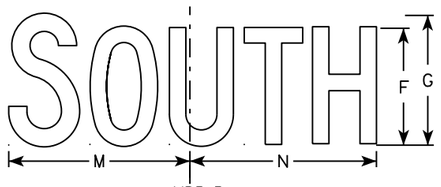
M3-2
MM3-2
MP3-2



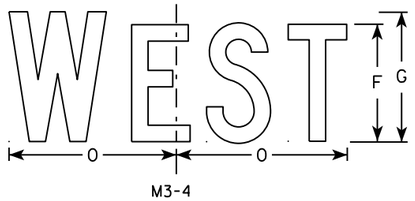
MB3-2
MK3-2
MN3-2



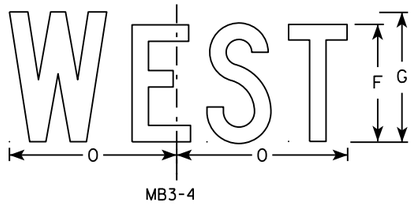
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

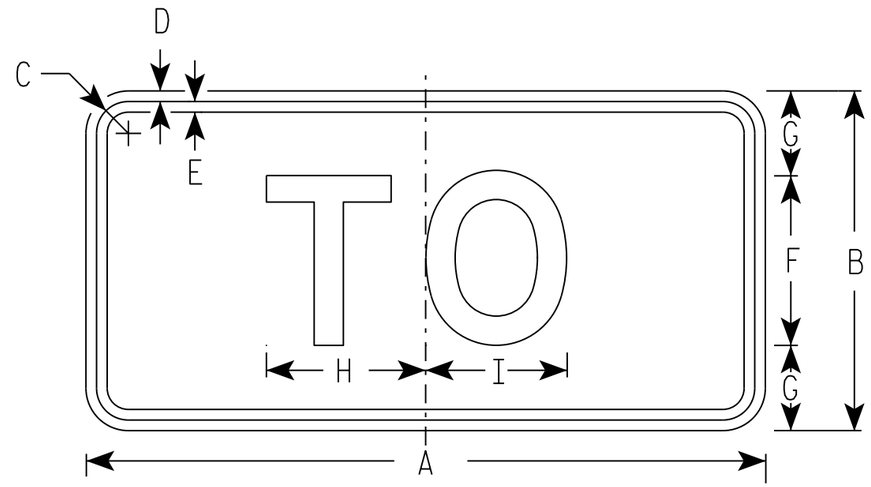
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

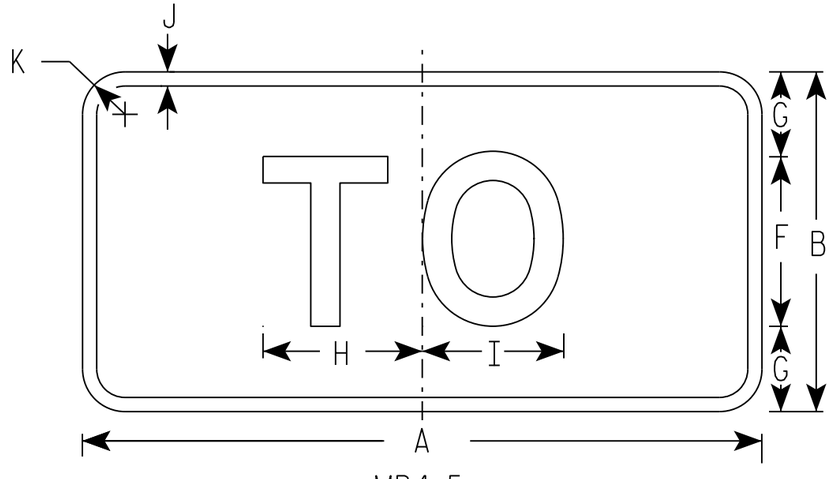
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

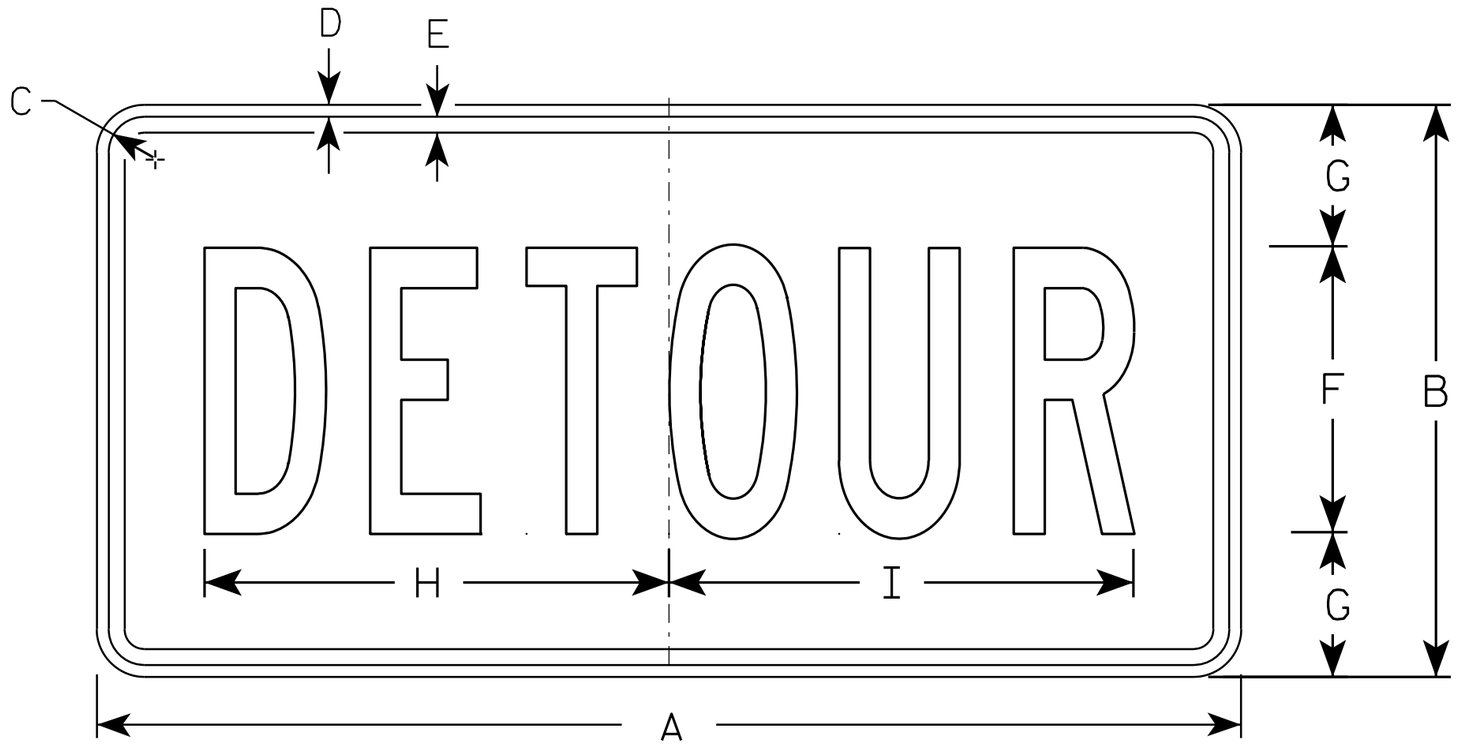
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 654 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																											

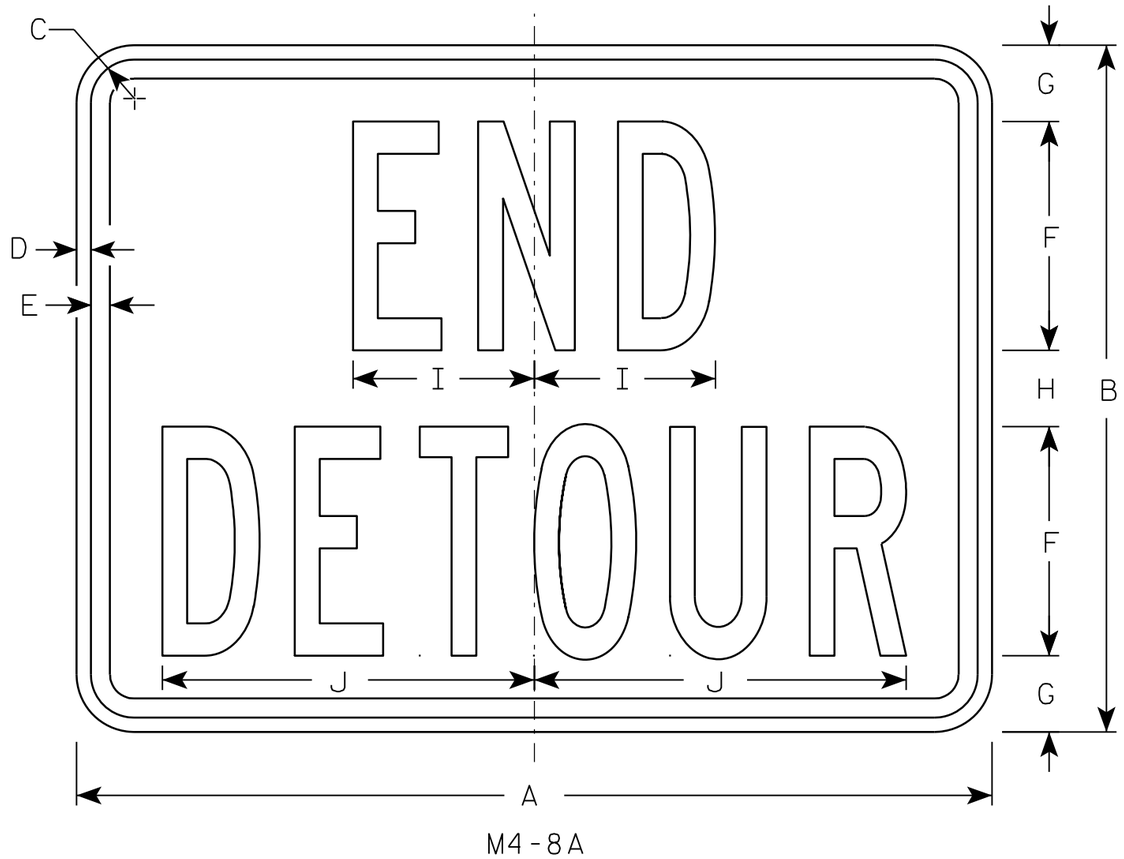
STANDARD SIGN
M4-8

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: 655	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

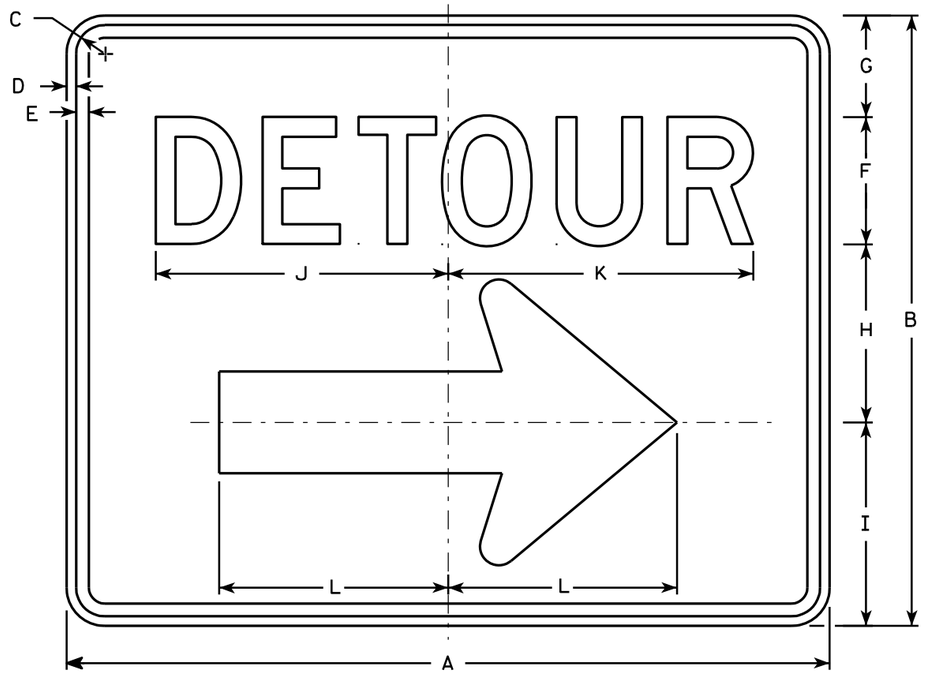
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

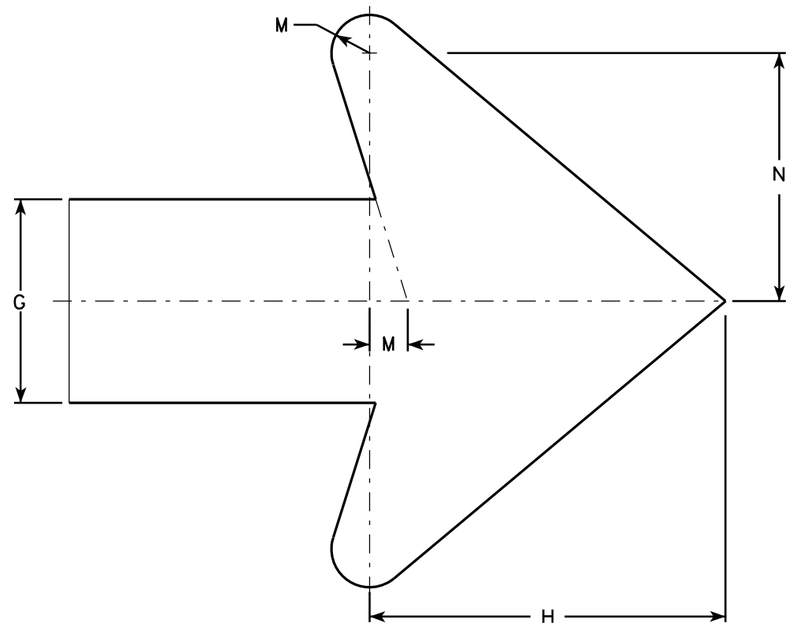
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 656	E



M4-9R

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow 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																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

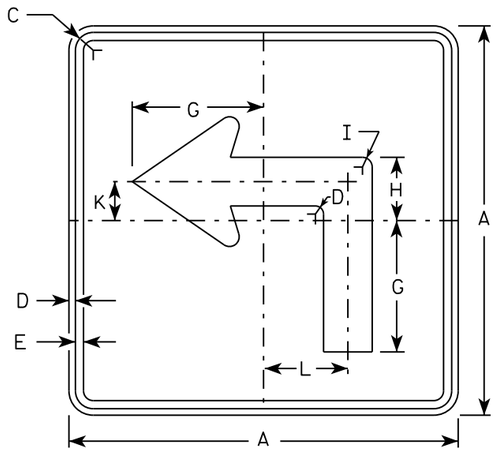
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

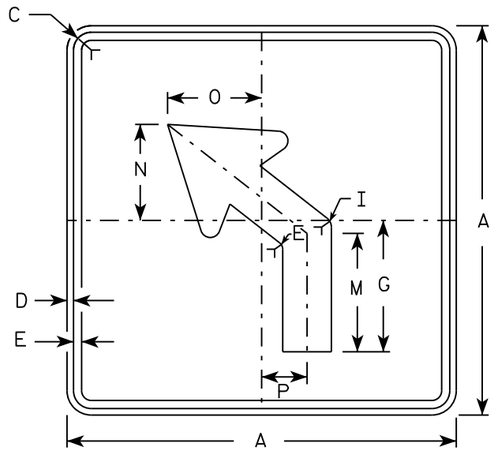
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

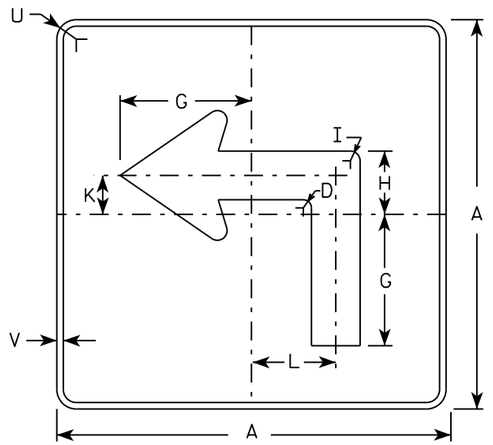
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 657 | E



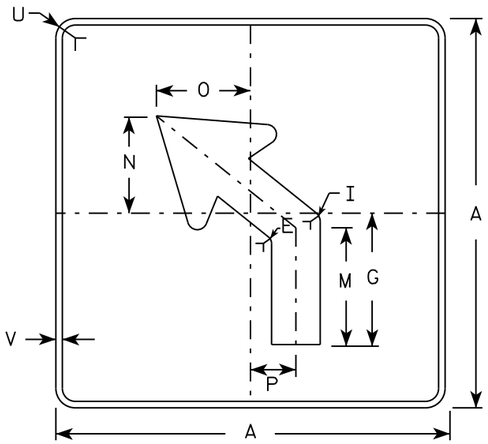
M5-1L
MM5-1L
MO5-1L
MP5-1L



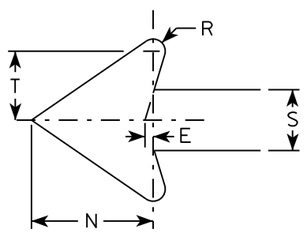
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

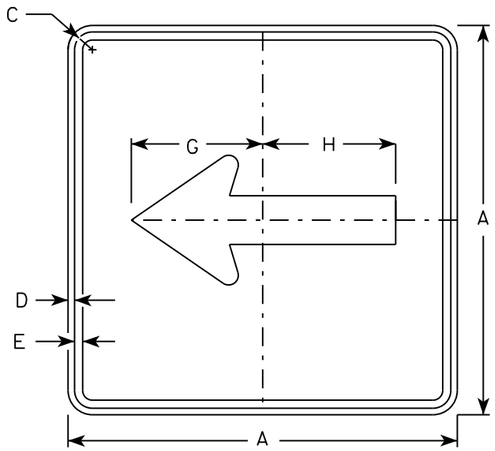
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

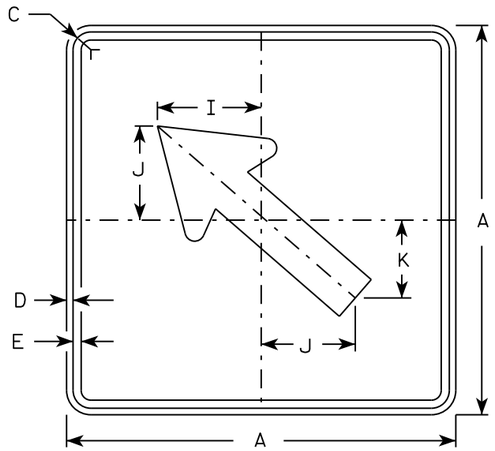
DATE 10/15/15 PLATE NO. M5-1.13

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



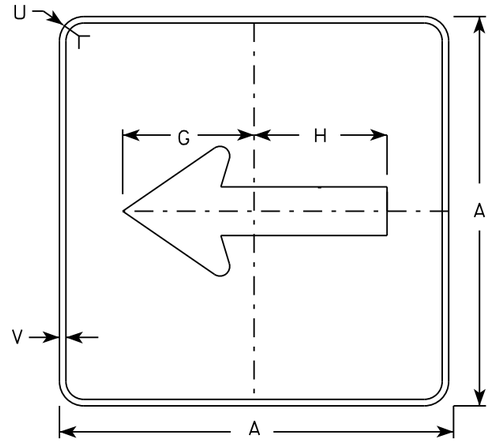
M6-1
MM6-1
MO6-1
MP6-1



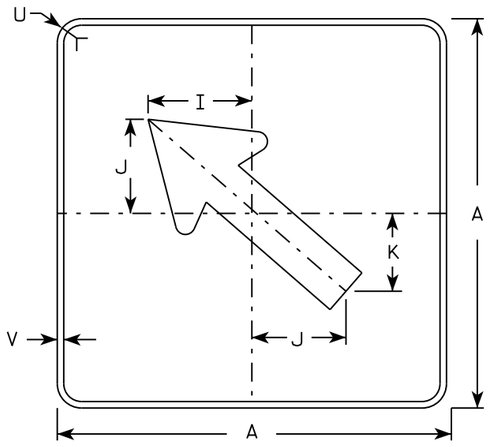
M6-2
MM6-2
MO6-2
MP6-2

NOTES

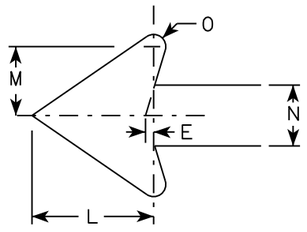
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

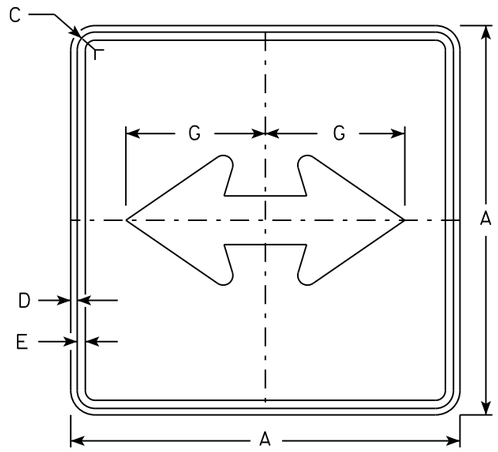
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

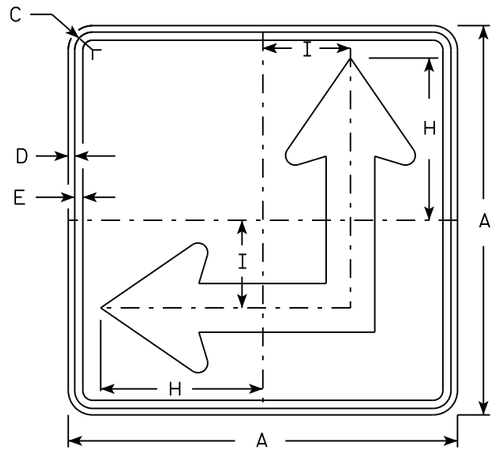
DATE 10/15/15 PLATE 659 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



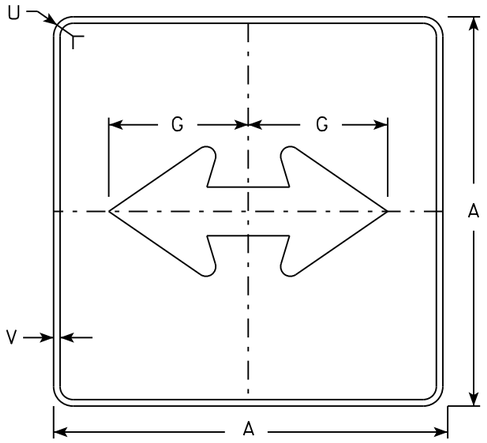
M6-4
MM6-4
MO6-4
MP6-4



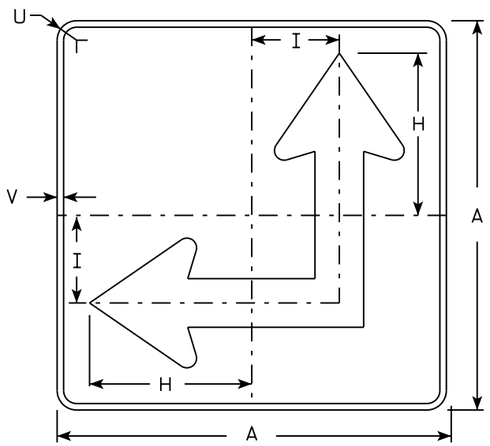
M6-6
MM6-6
MO6-6
MP6-6

NOTES

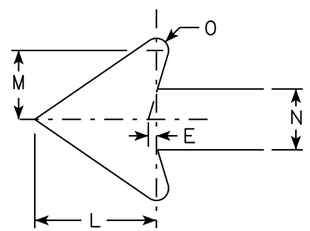
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

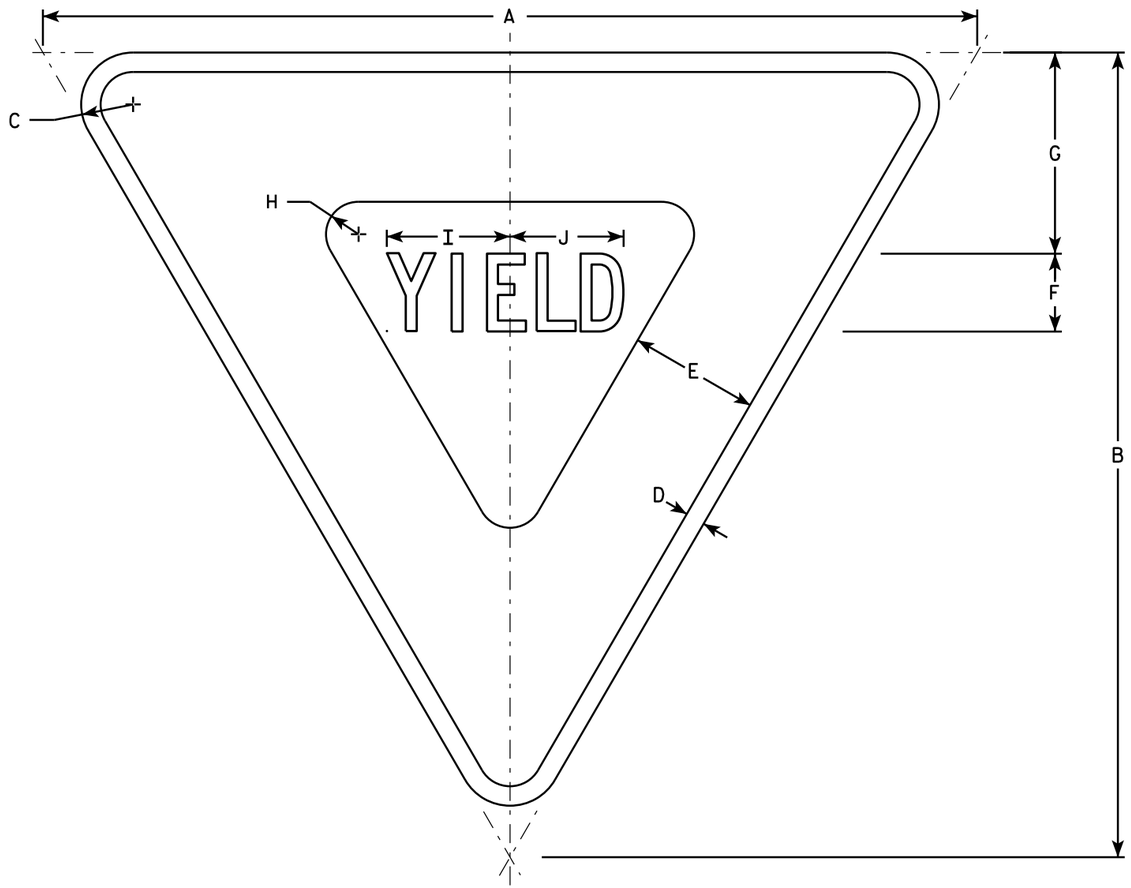
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 660 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

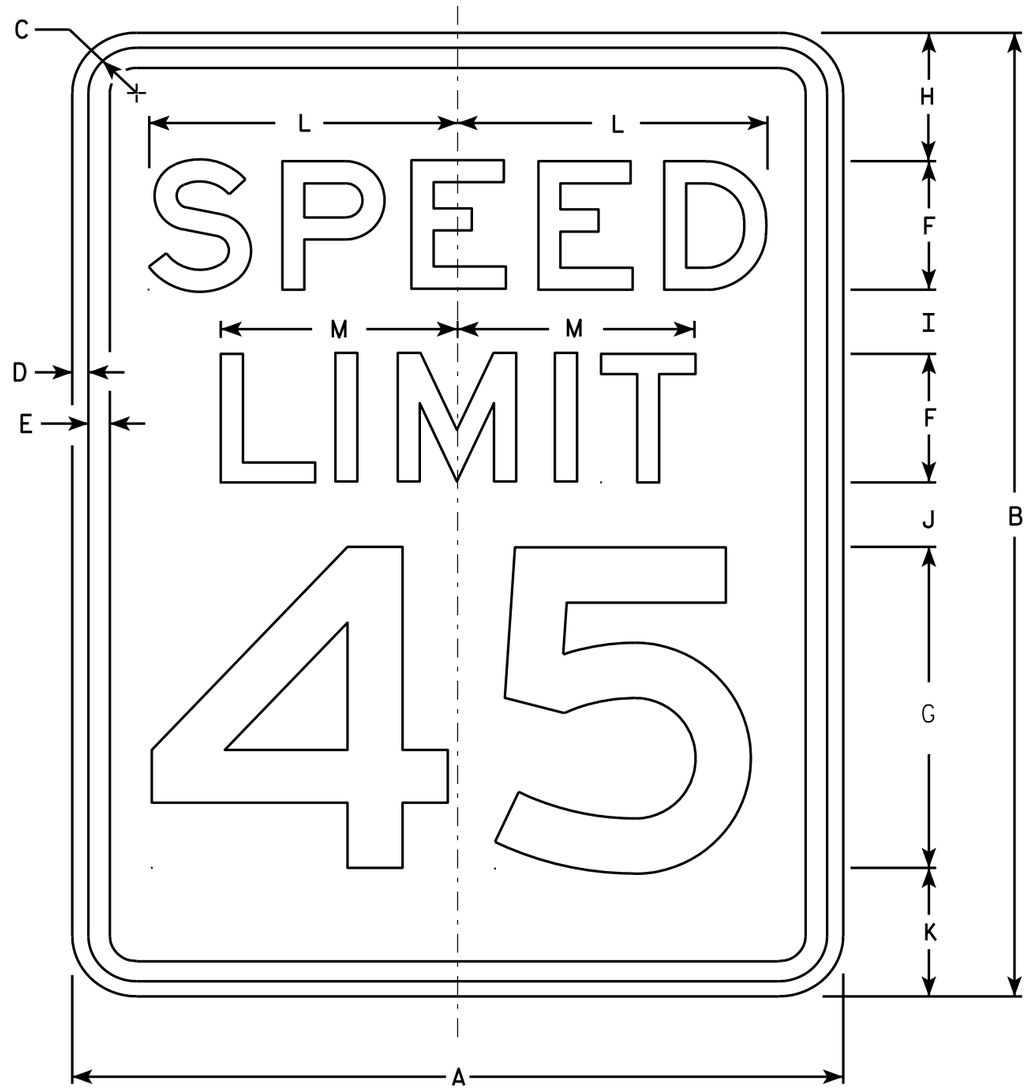
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE P1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

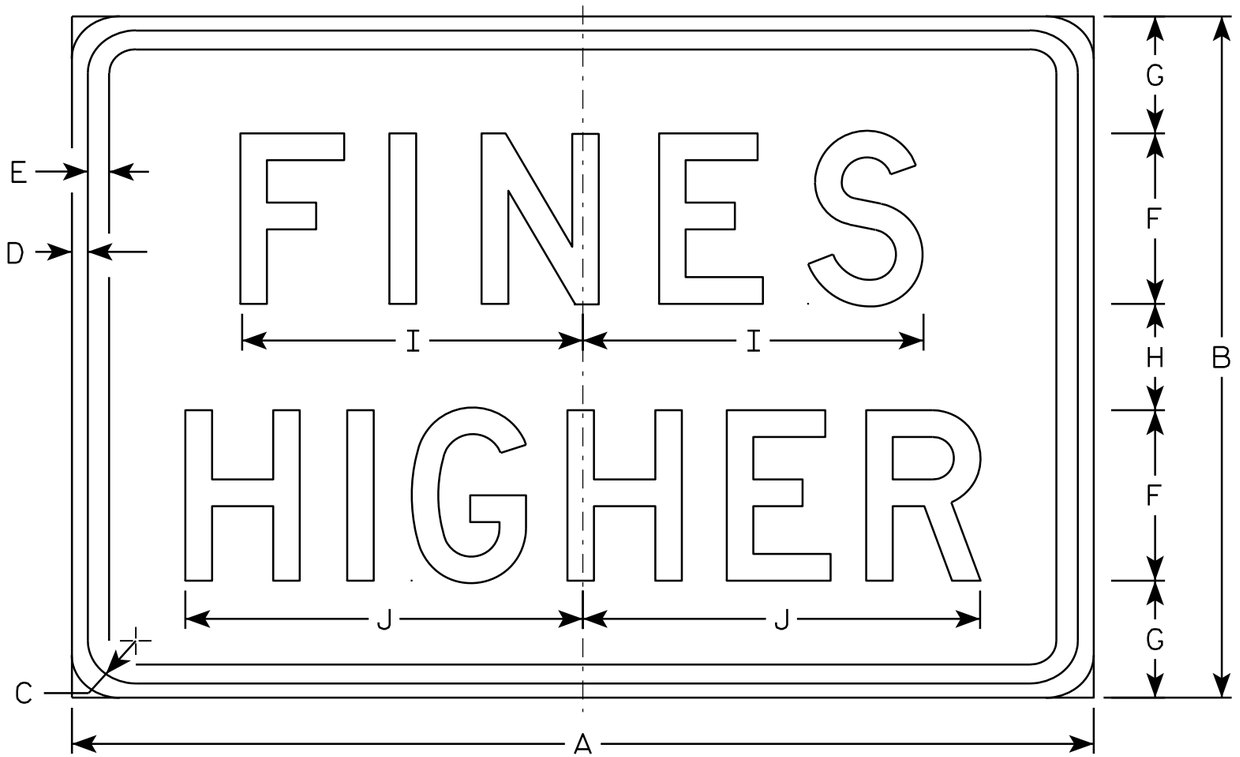
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 662	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

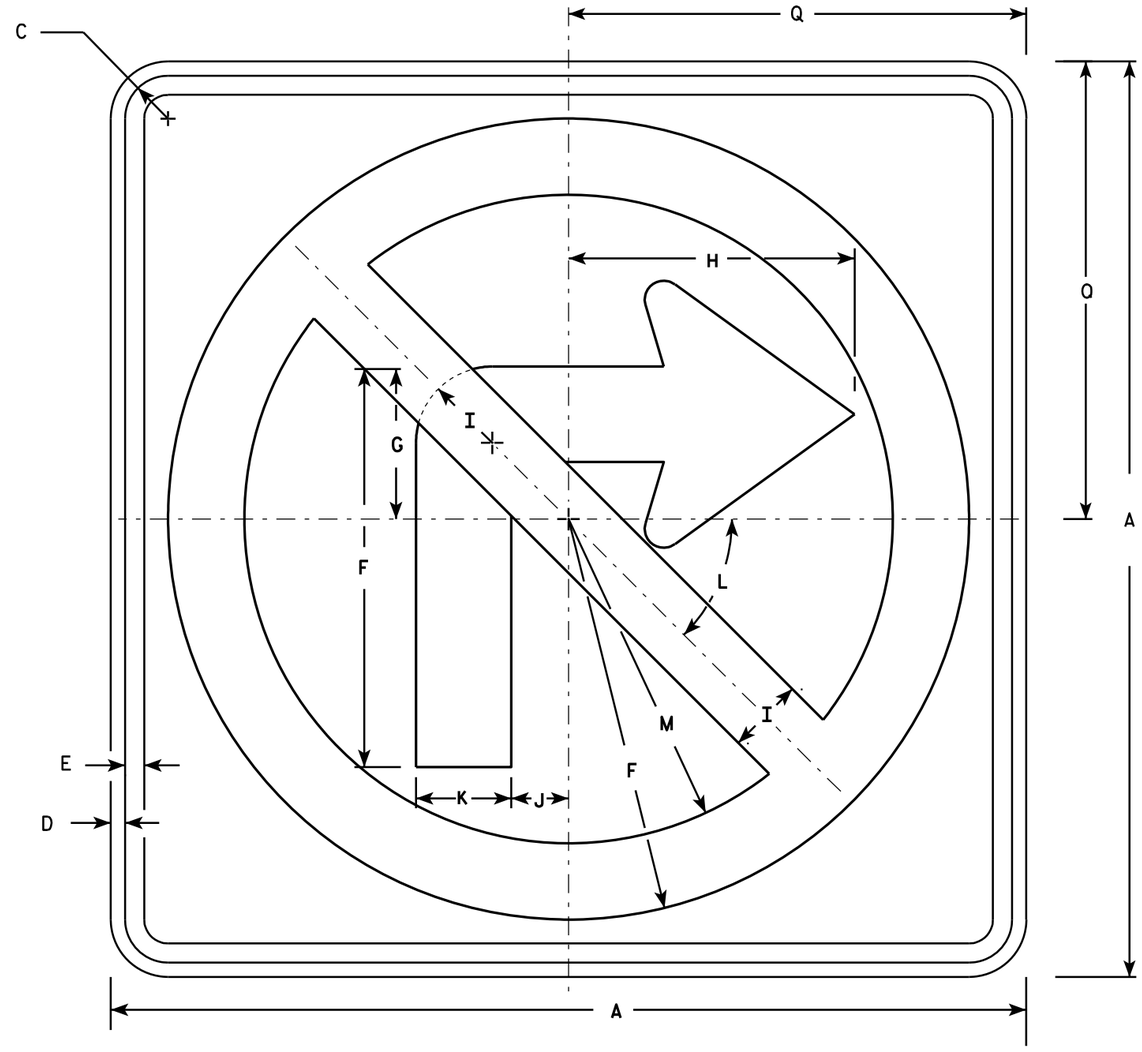
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 663 | E

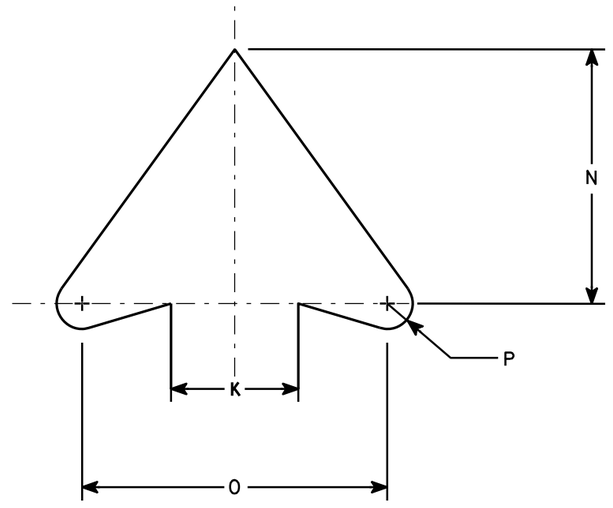
7



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

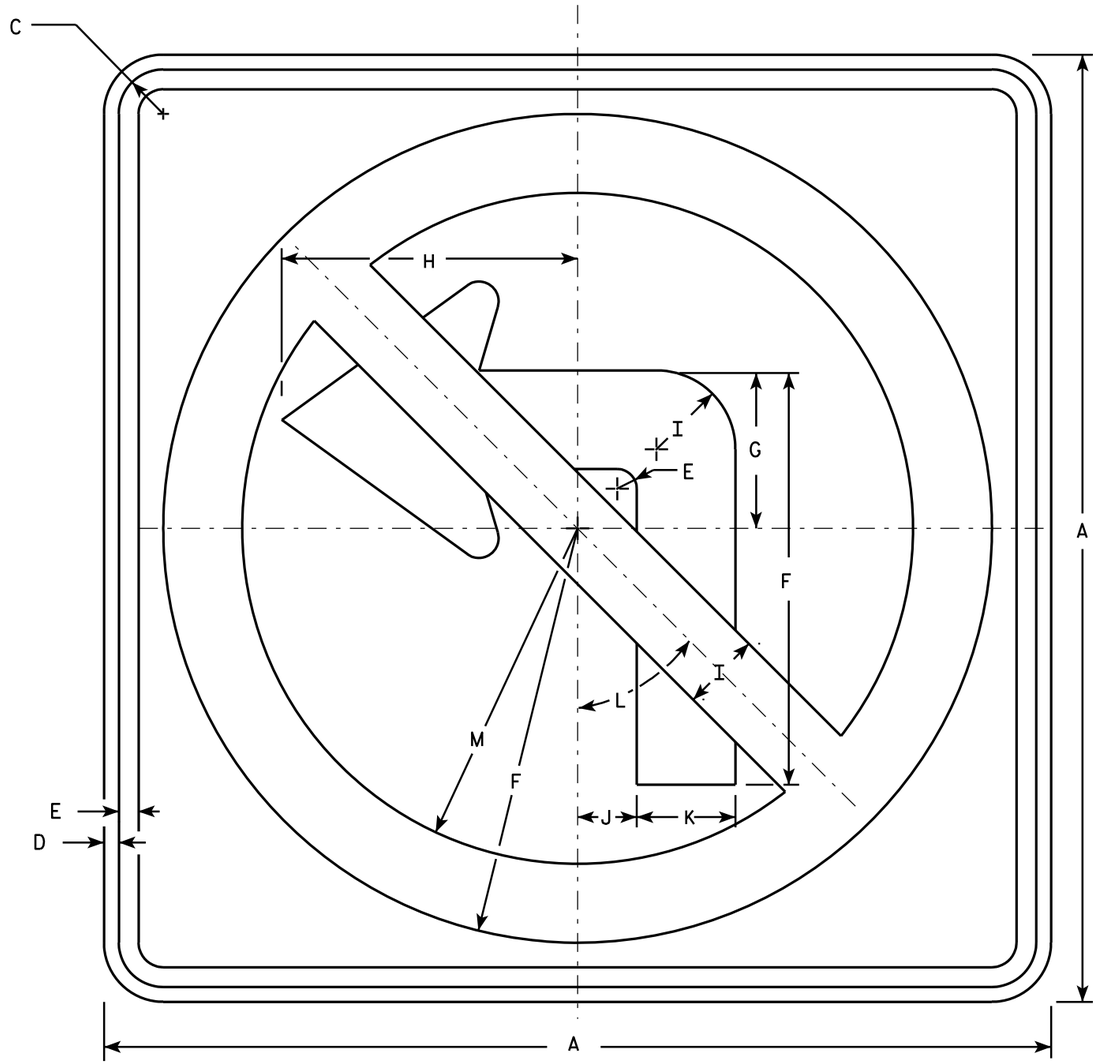
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

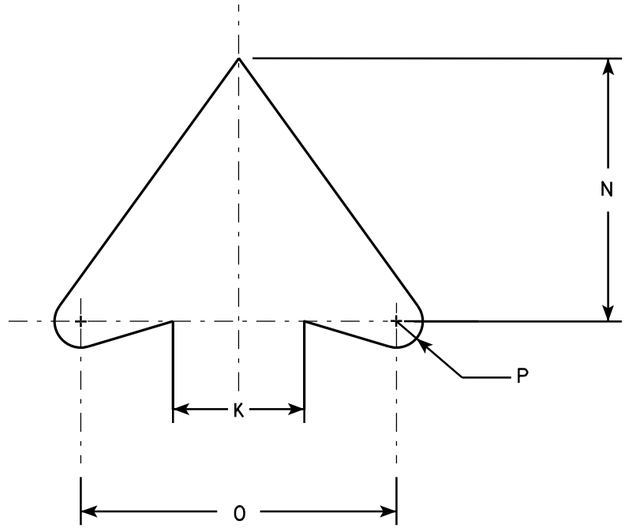
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 664	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

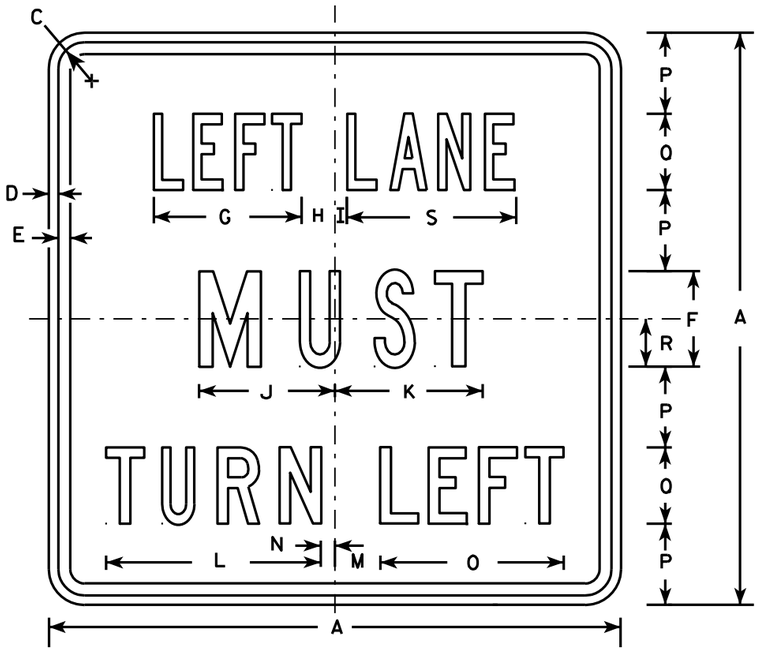
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

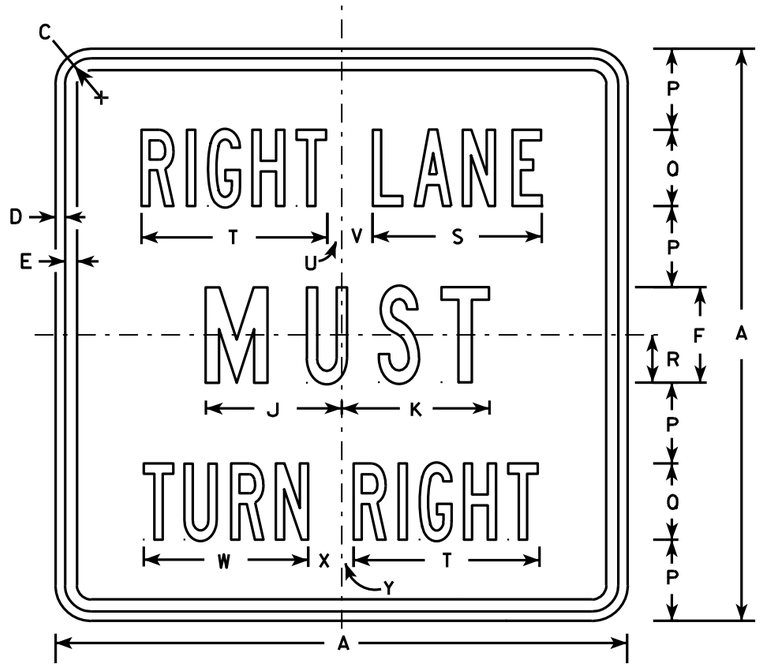
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 665	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																											

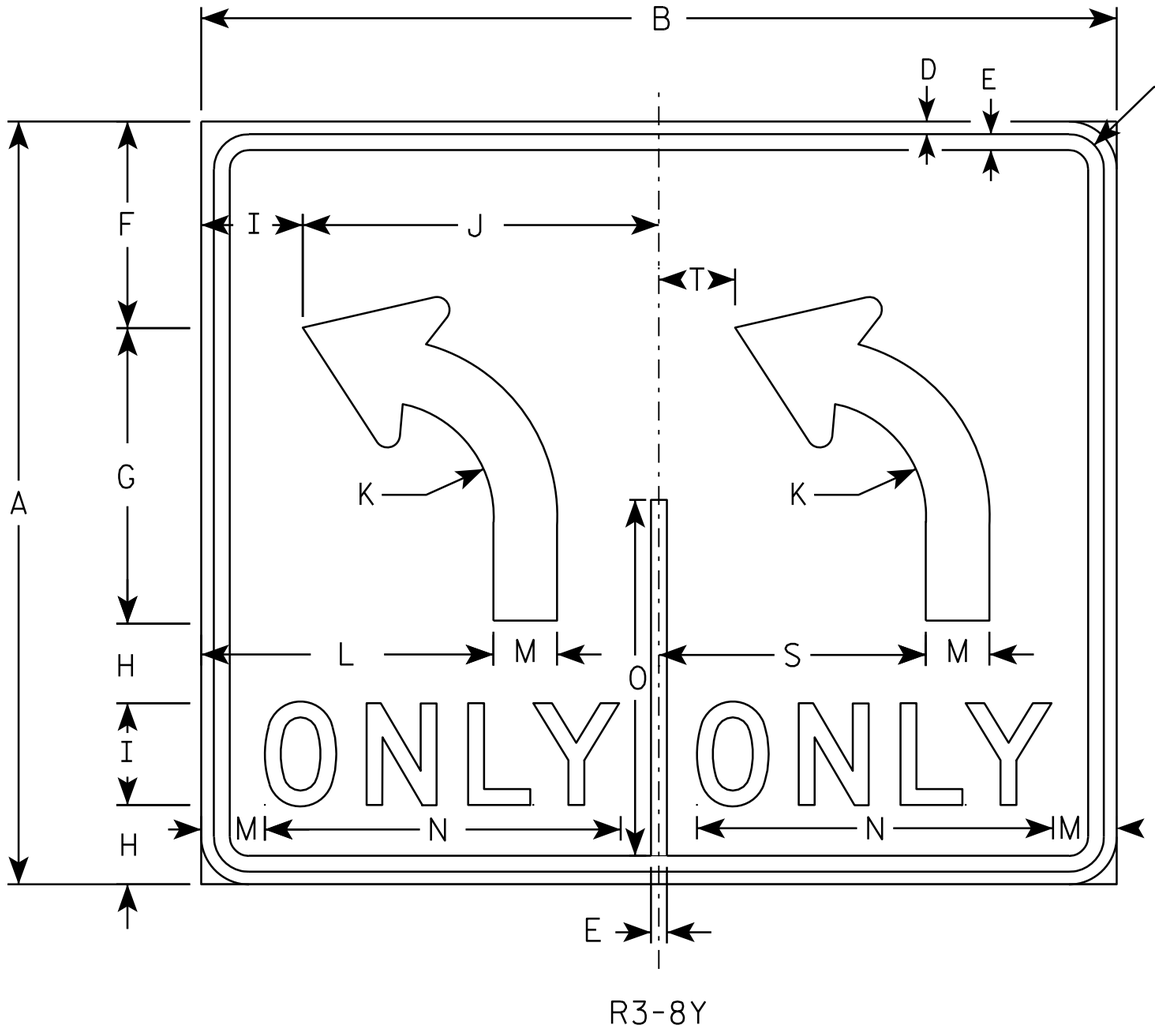
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

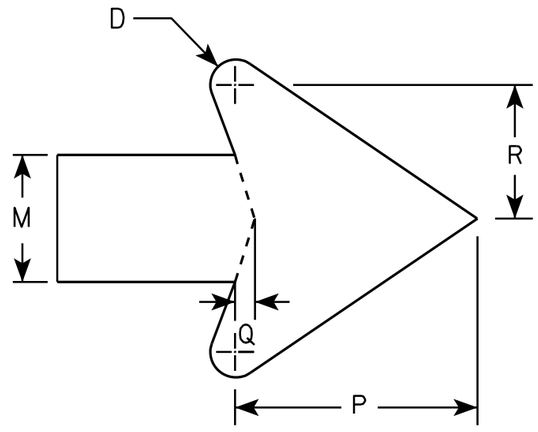
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 666 | E



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

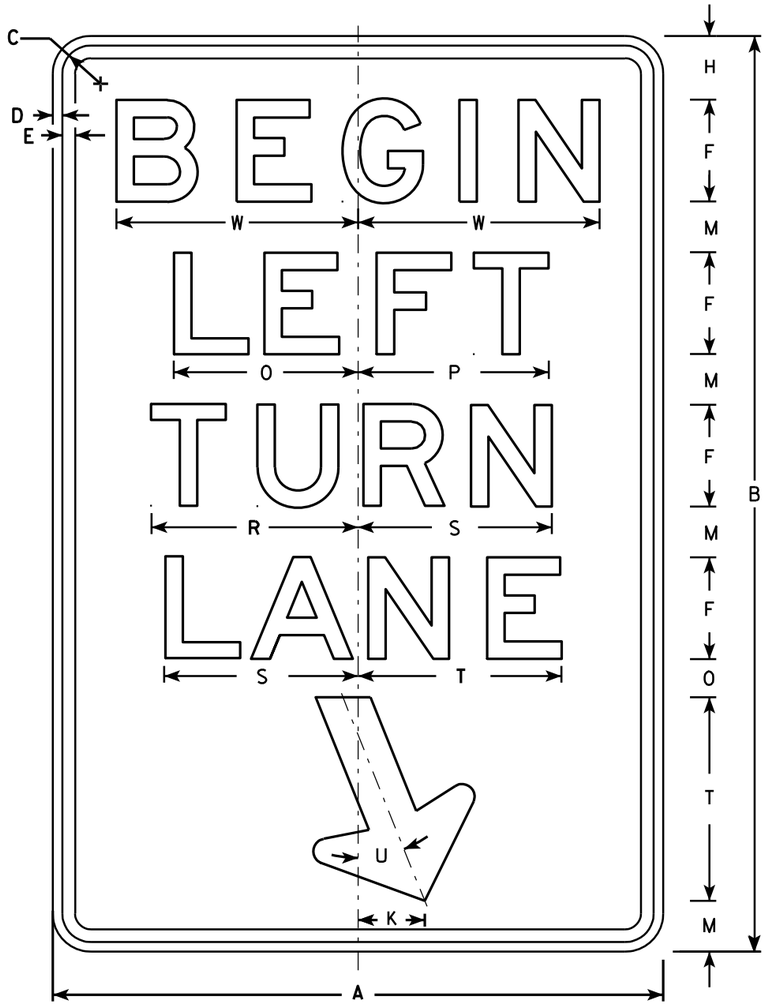
STANDARD SIGN
R3-8Y

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8Y.2

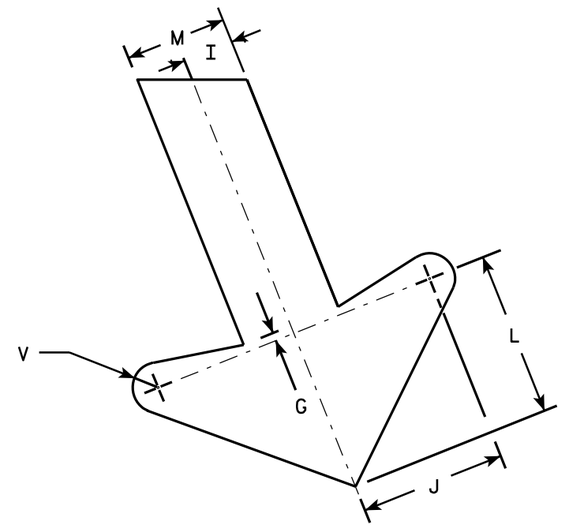
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 667	E



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																											

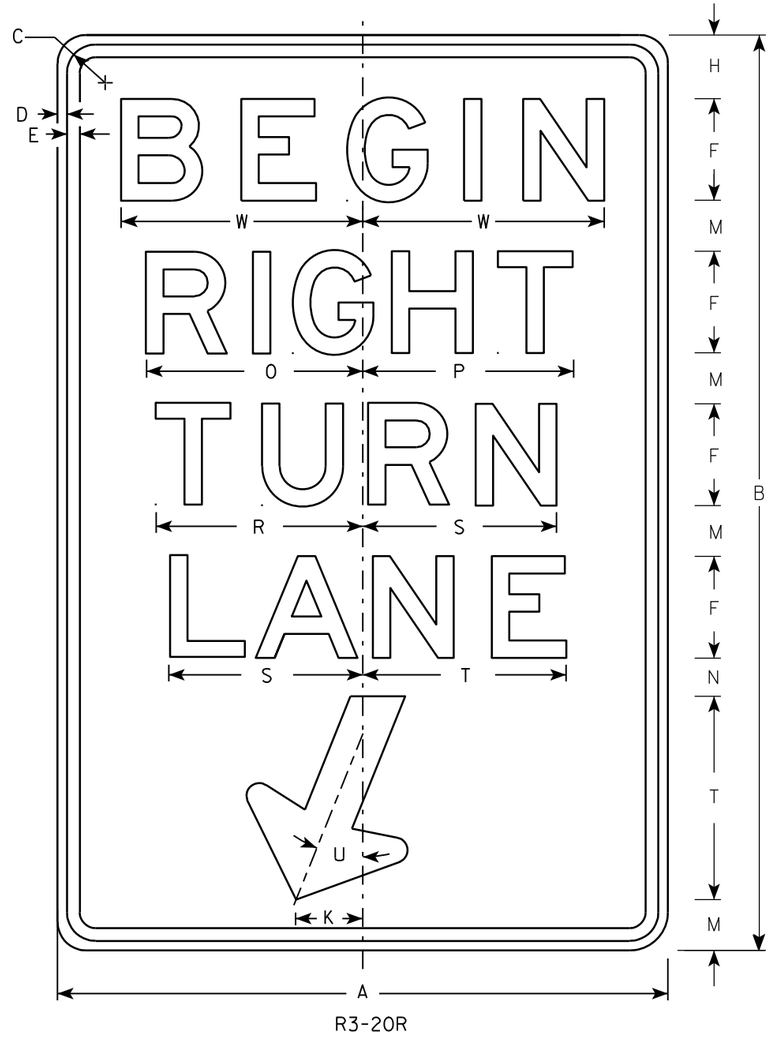
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

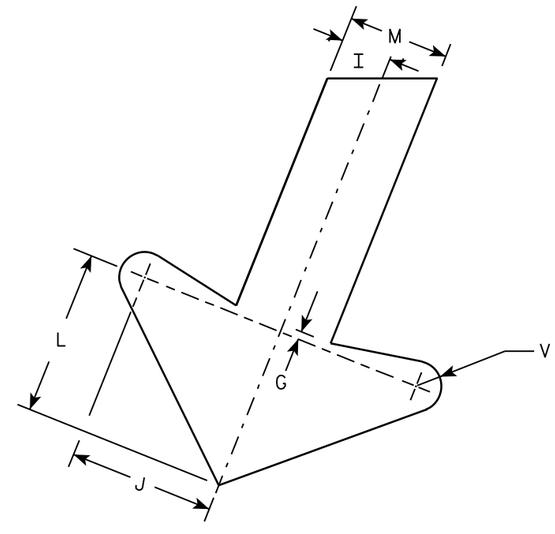
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 668 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

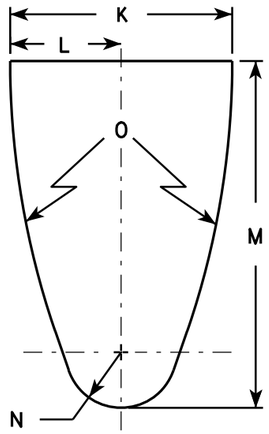
APPROVED Matthew R Rauch
for State Traffic Engineer

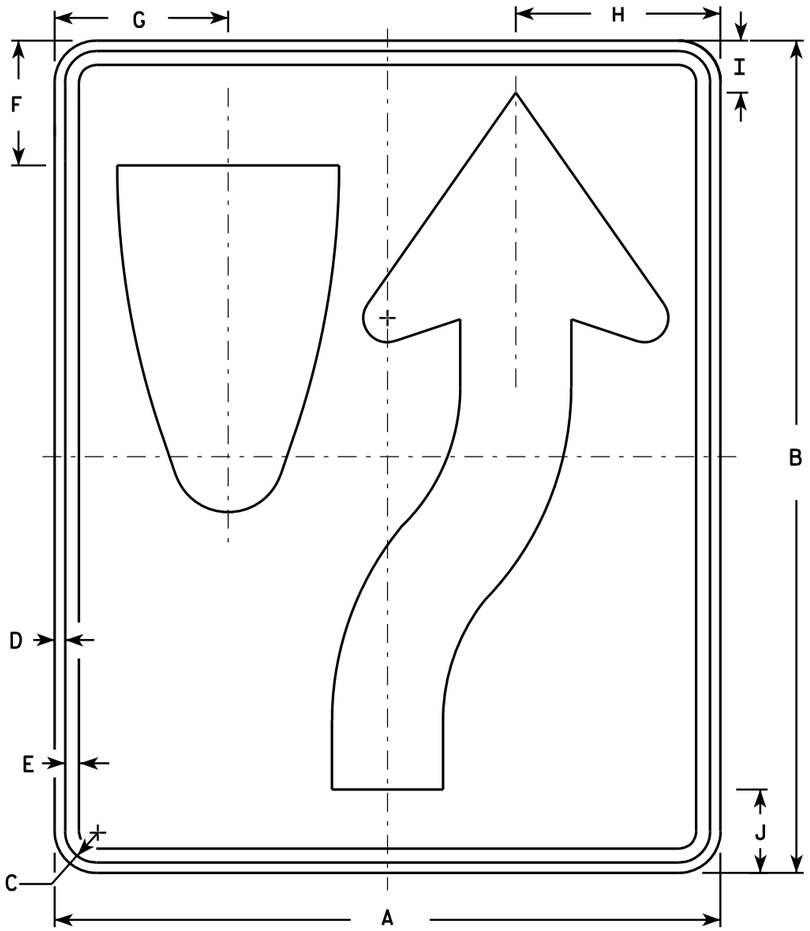
DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 669 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320R.DGN PLOT DATE : 15-OCT-2010 14:59 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

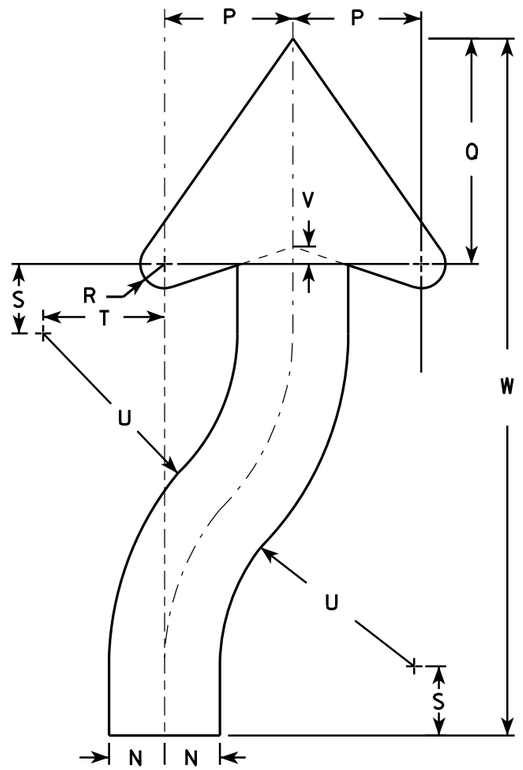




R4-7

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

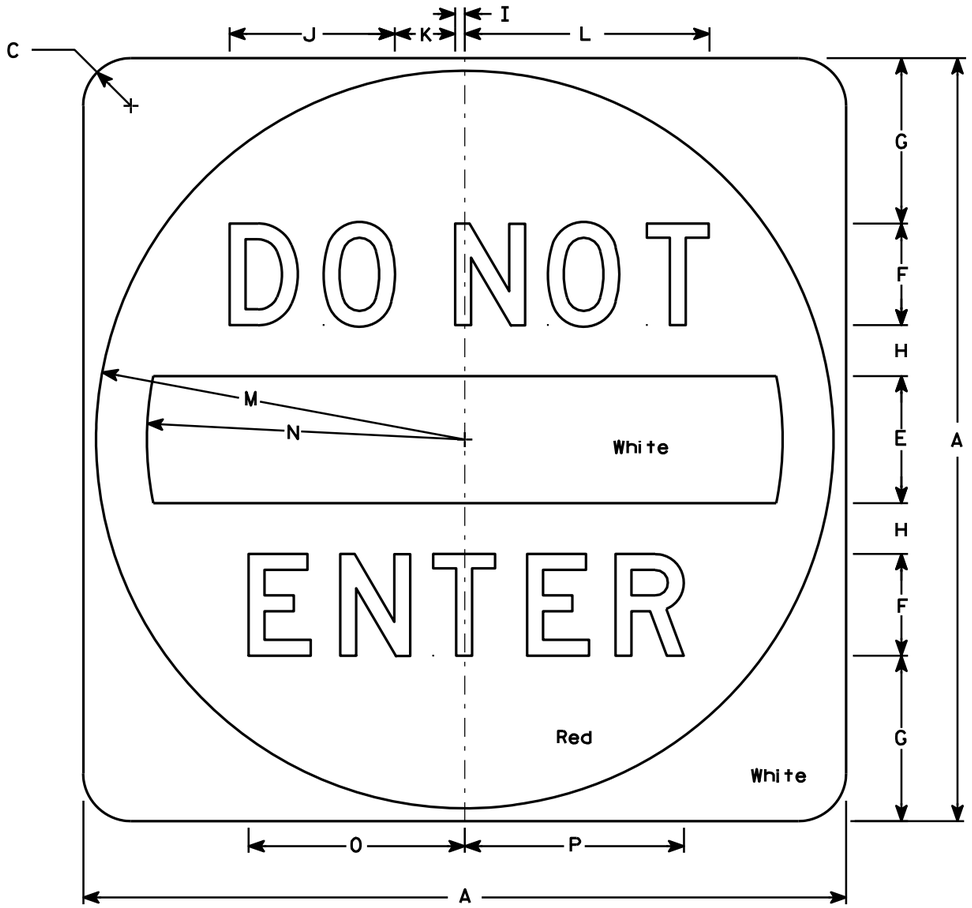
STANDARD SIGN
R4-7 & R4-8

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: 670	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

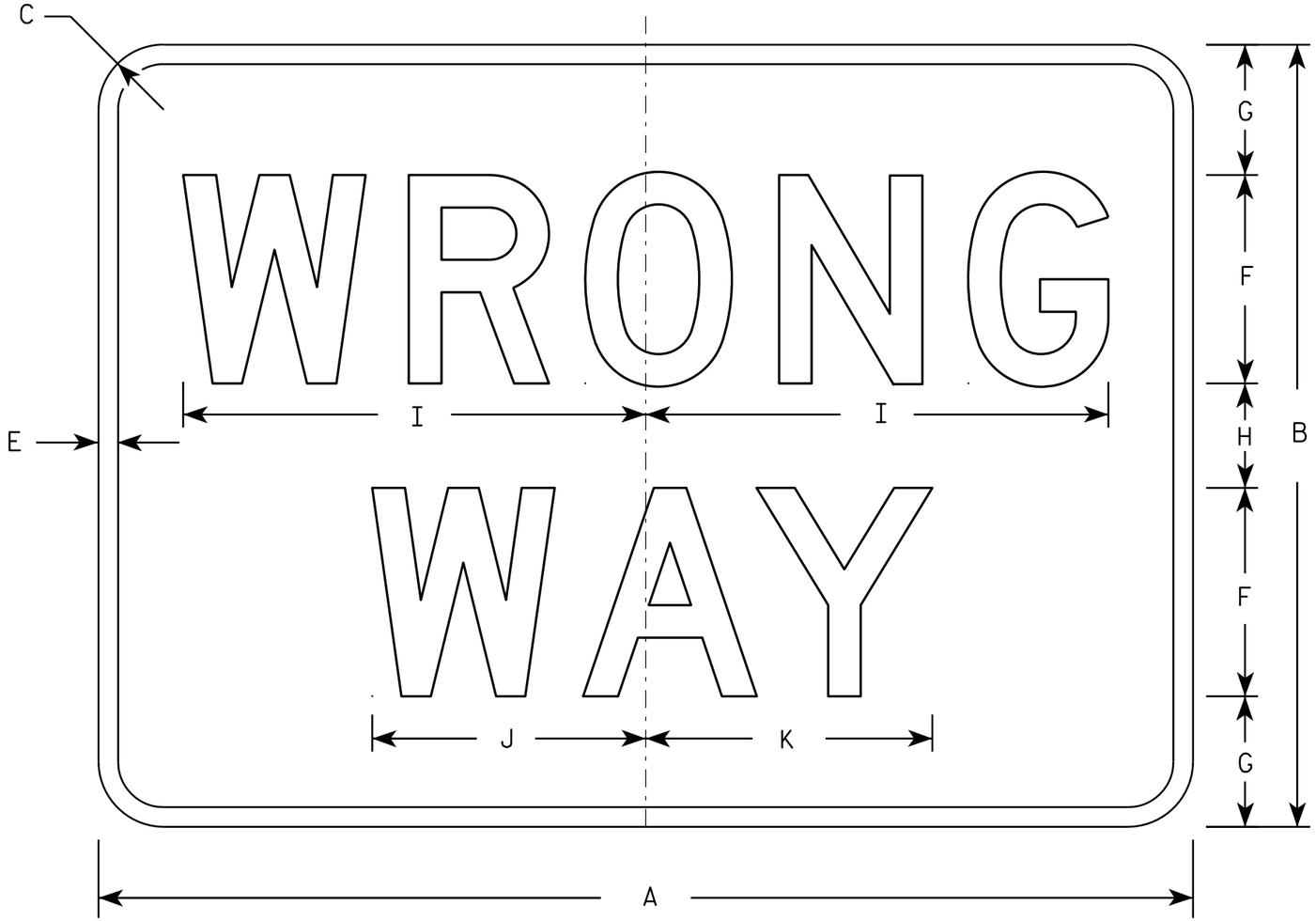
STANDARD SIGN
R5-1

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: 671 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

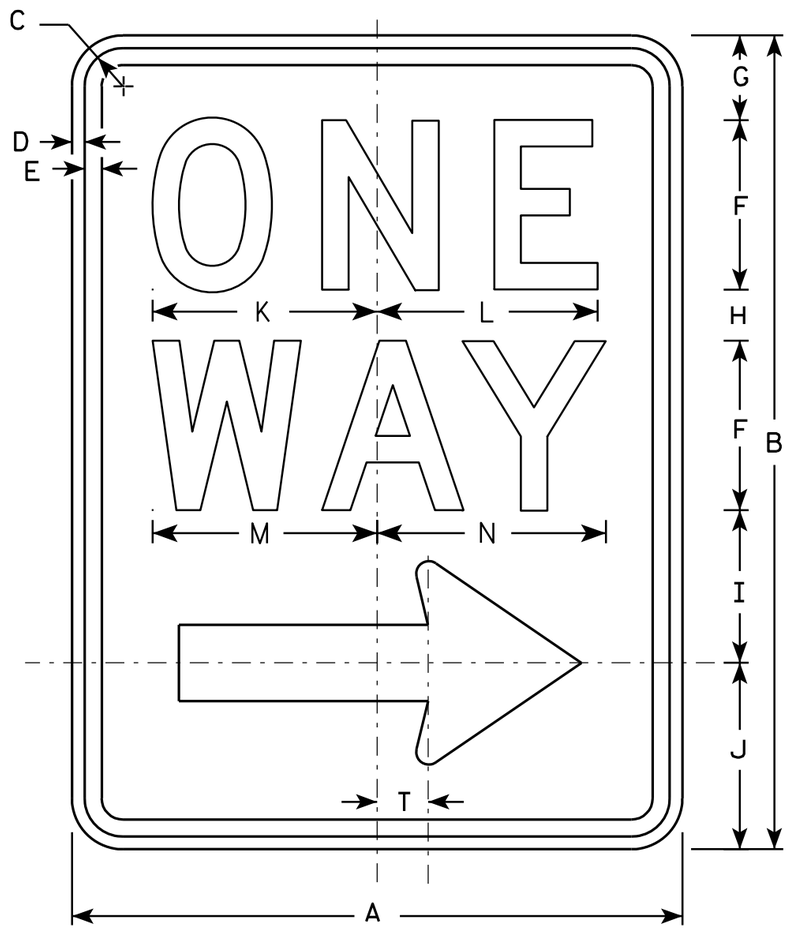
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

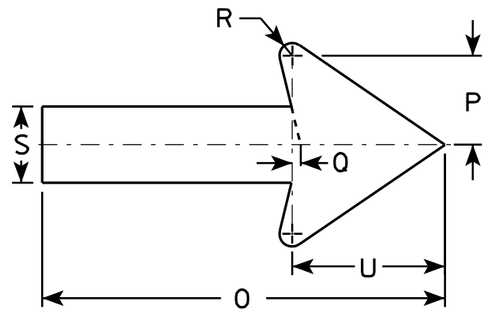
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 672 | E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 673 | E



R9-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 3 are Series C
   Line 2 is Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/8	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
2M	12	18	1 1/8	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
3																											
4																											
5																											

STANDARD SIGN
R9-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-3.6

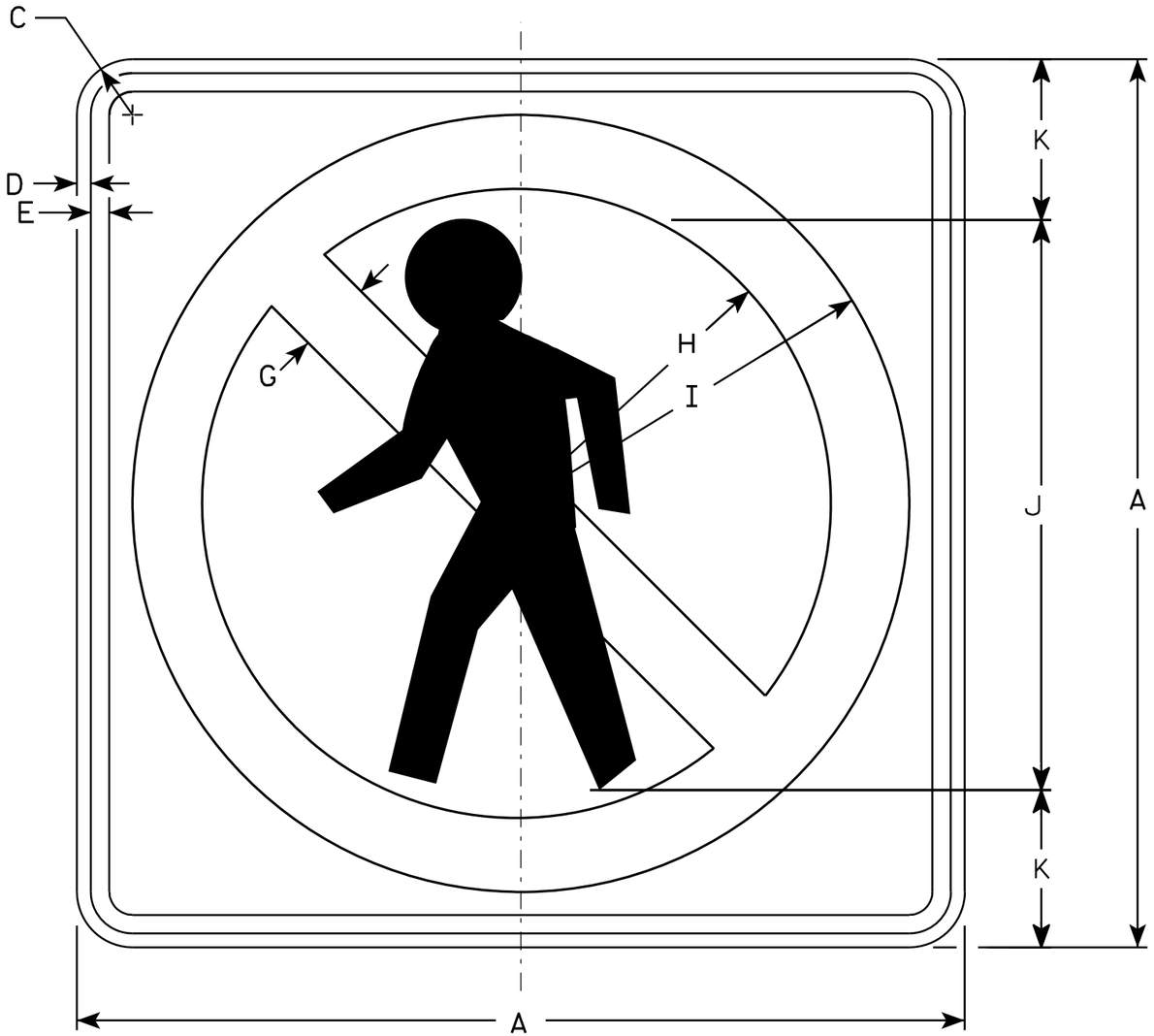
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 674	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R93.DGN PLOT DATE : 01-APR-2011 10:44 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 2.731229:1.000000

WISDOT/CADDS SHEET 42

7

7



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																											

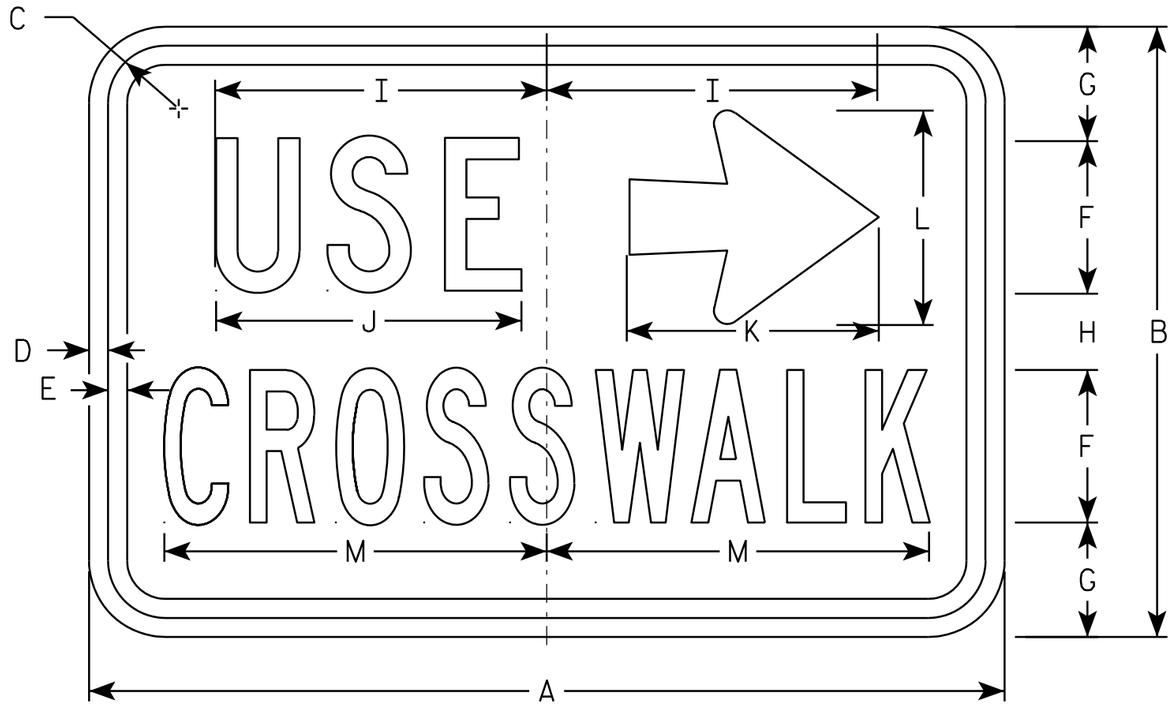
STANDARD SIGN
R9-3A

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: 675 | 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																											

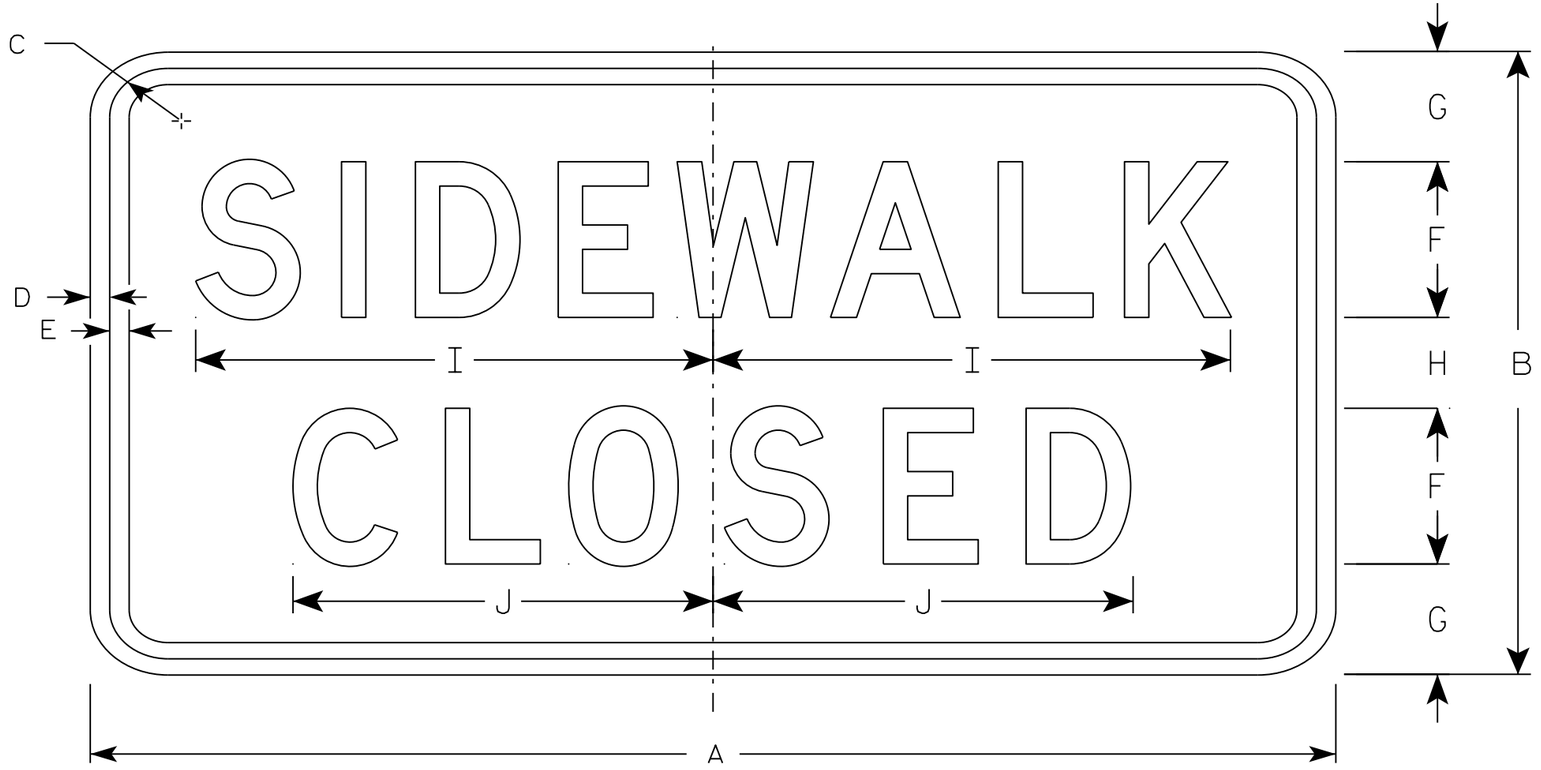
STANDARD SIGN
R9-3BR&L

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: 676 | 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

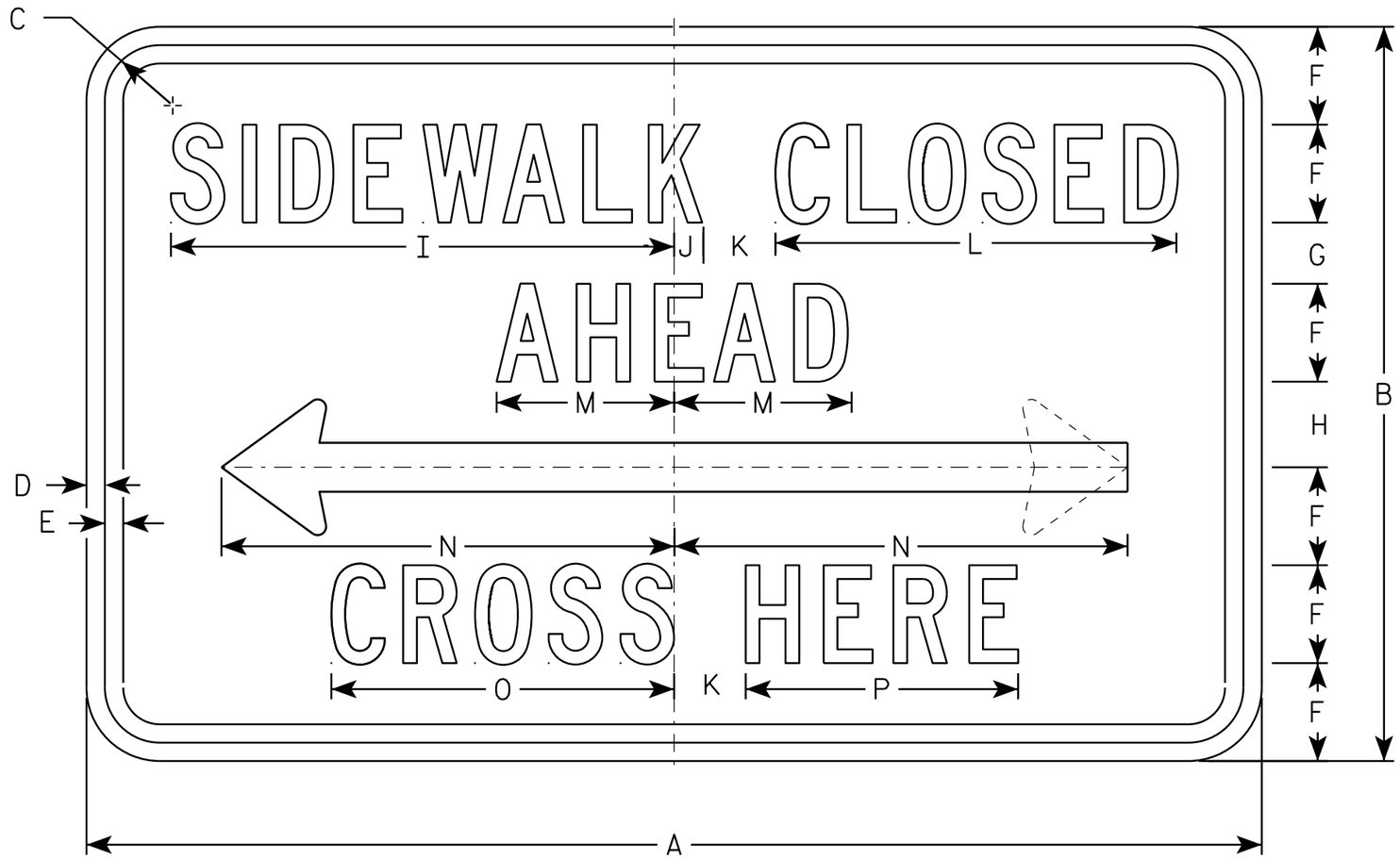
WISCONSIN DEPT OF TRANSPORTATION

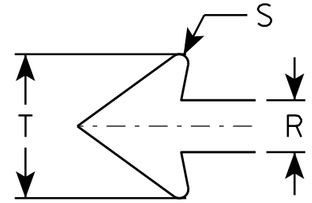
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 677 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





R9-11

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
4																											
5																											

STANDARD SIGN
R9-11

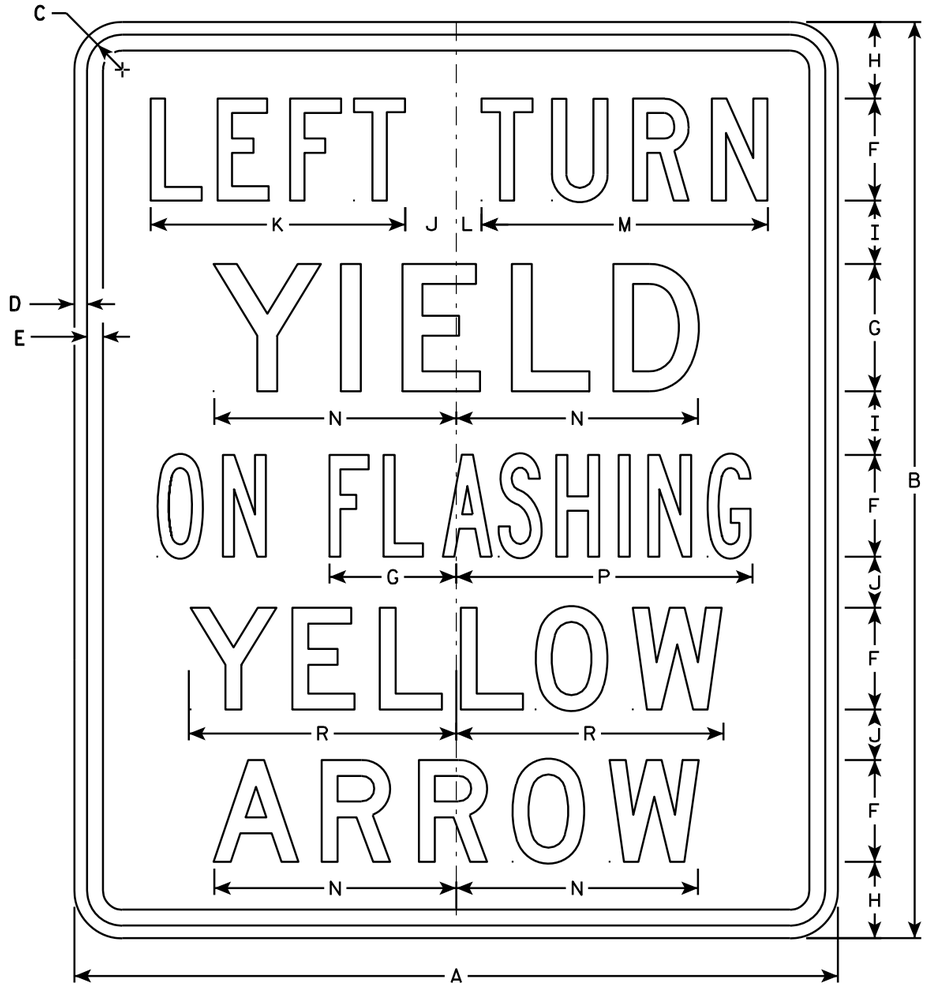
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE No. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R911.DGN PLOT DATE : 10-MAR-2016 14:57 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837529:1.000000
WISDOT/CADDS SHEET 42

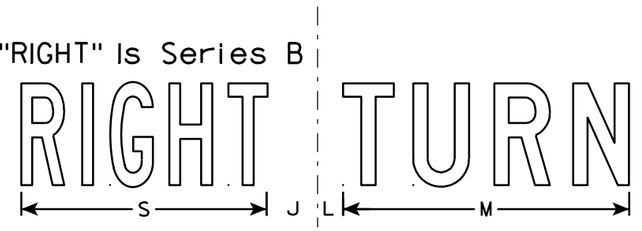


R10-50L

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 - 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 C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

"RIGHT" Is Series B



R10-50R

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	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

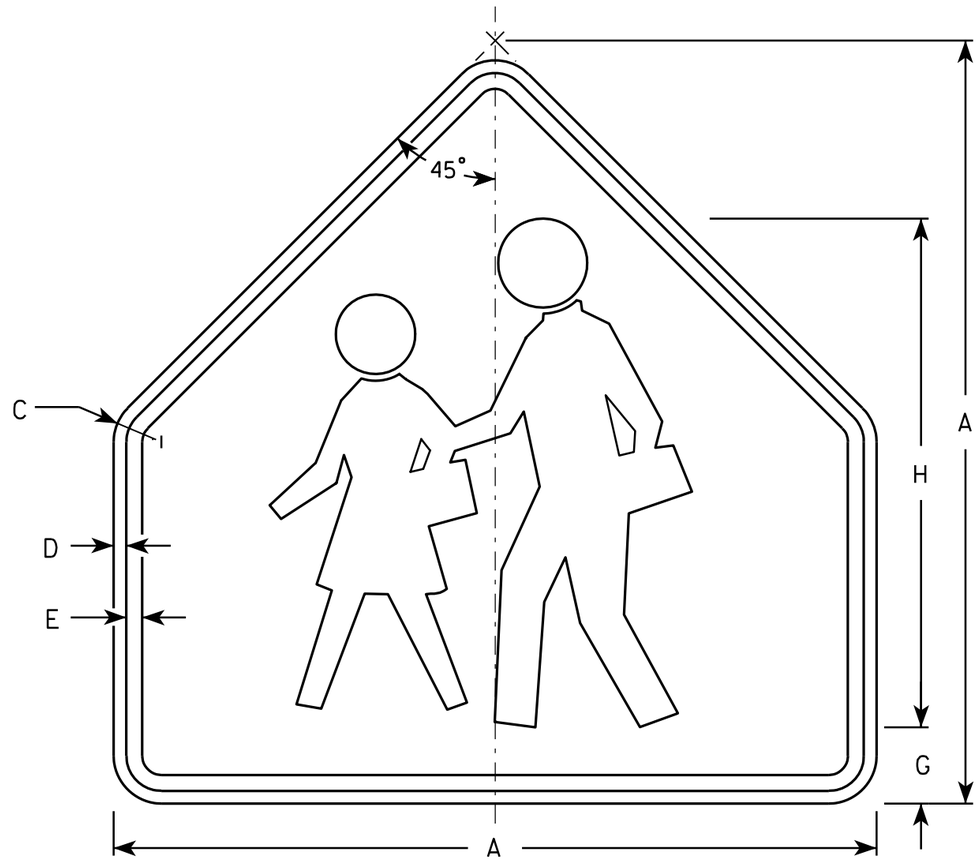
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 679	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																											

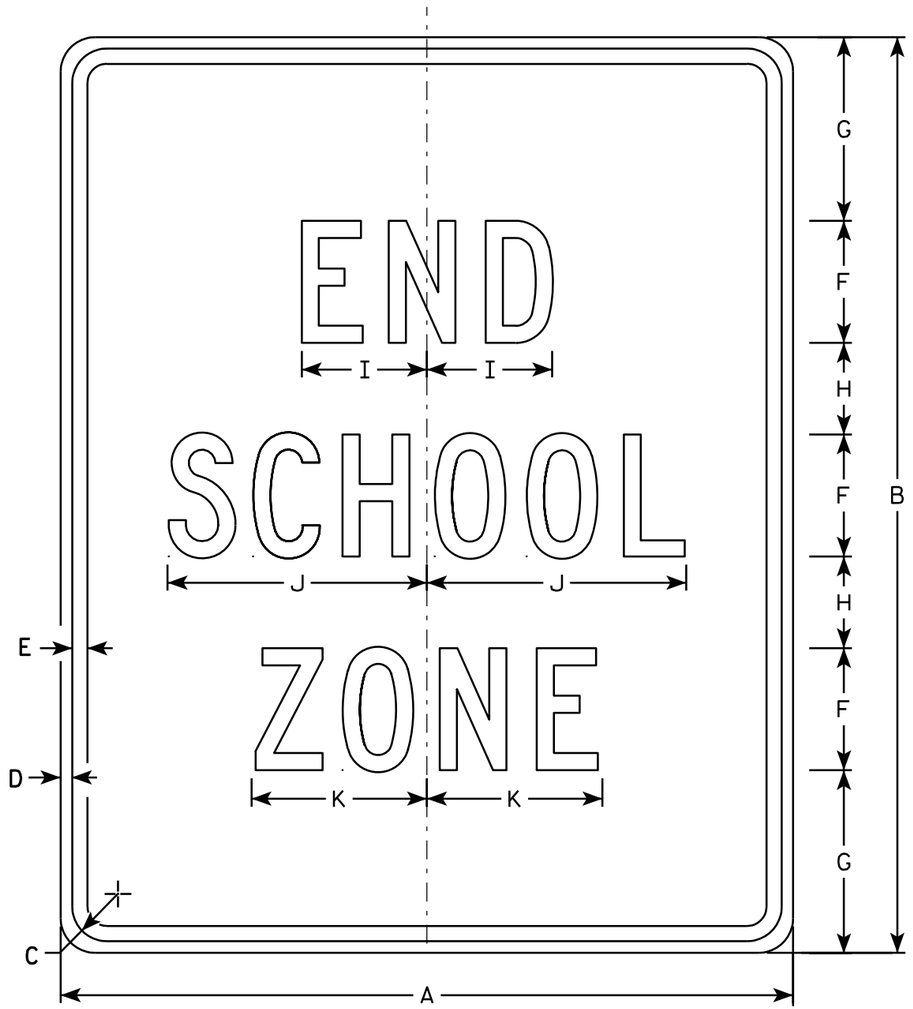
STANDARD SIGN
S1-1

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: 680	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

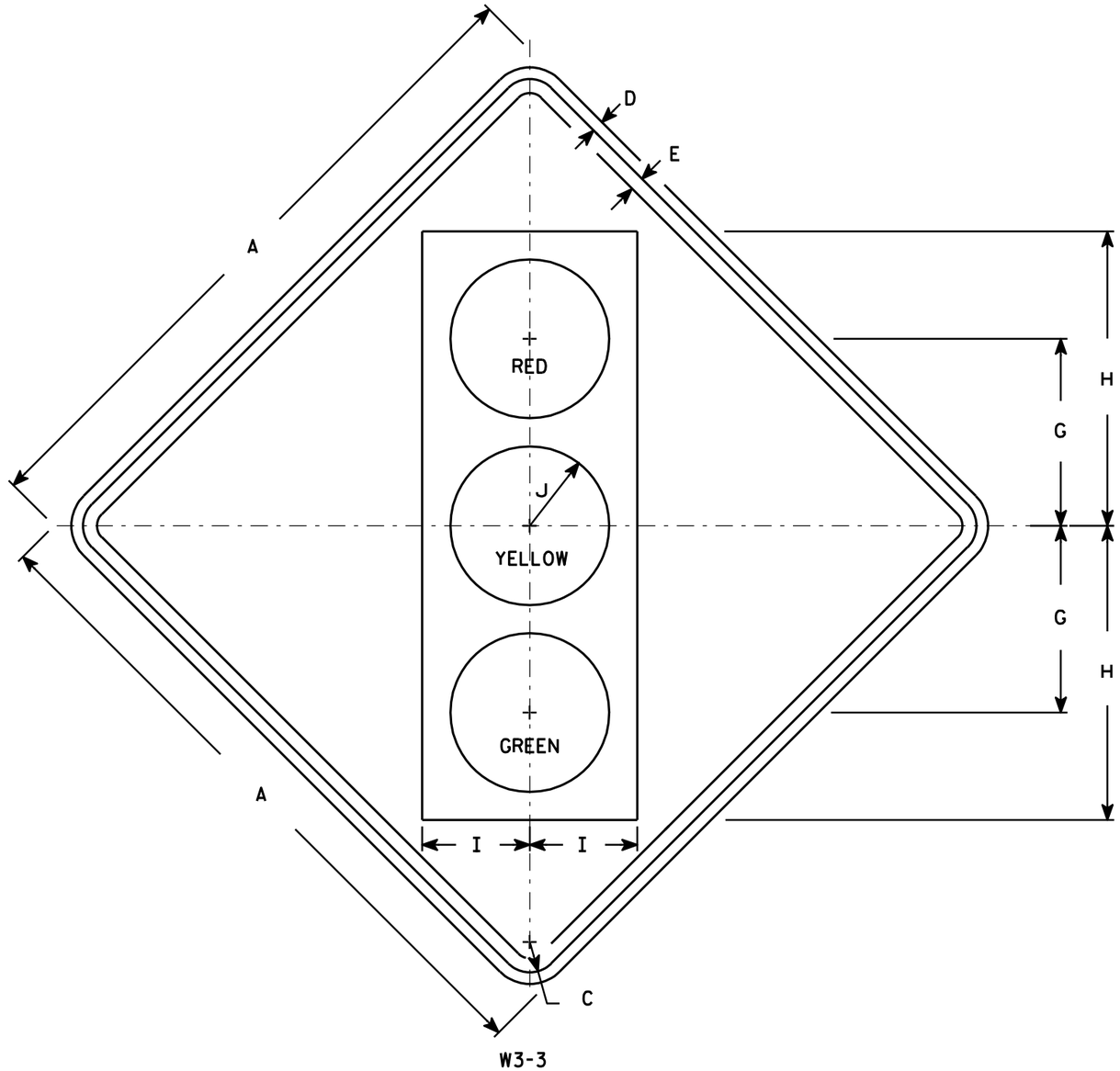
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/8/11 PLATE NO. S5-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 681 | E

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - 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

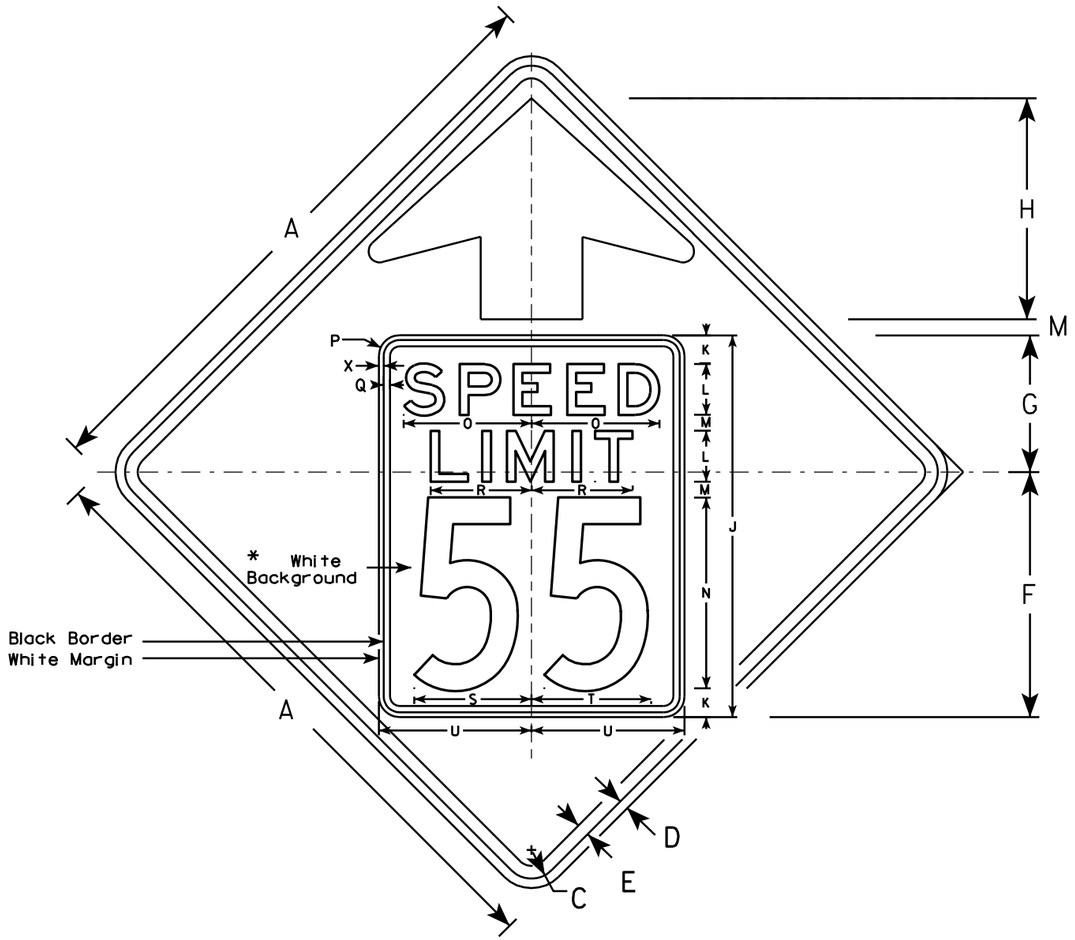
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 682 | E

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

7

7

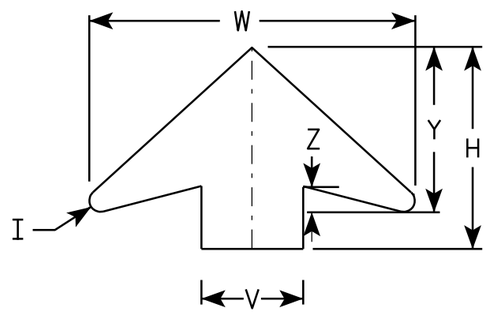


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

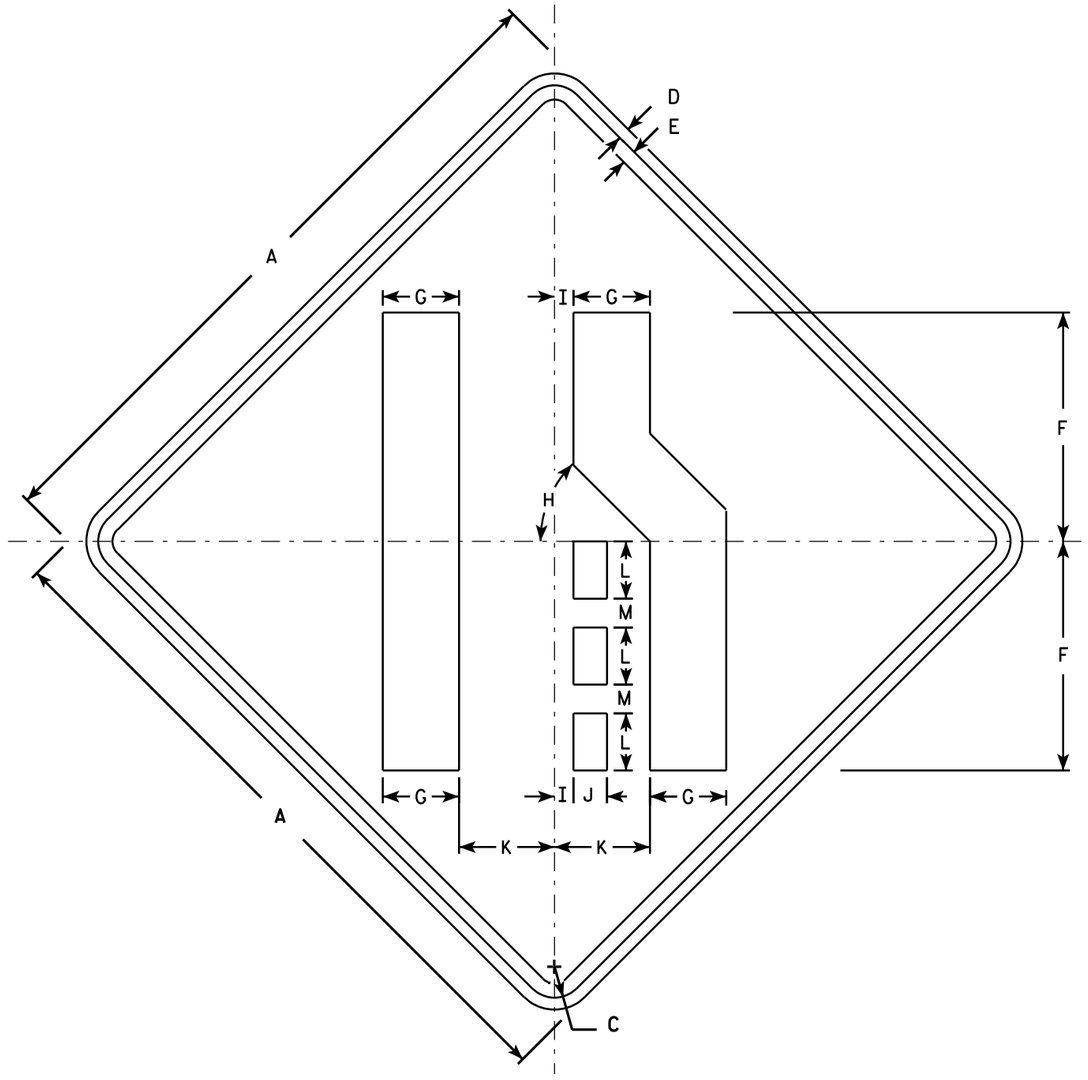
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 683 E



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

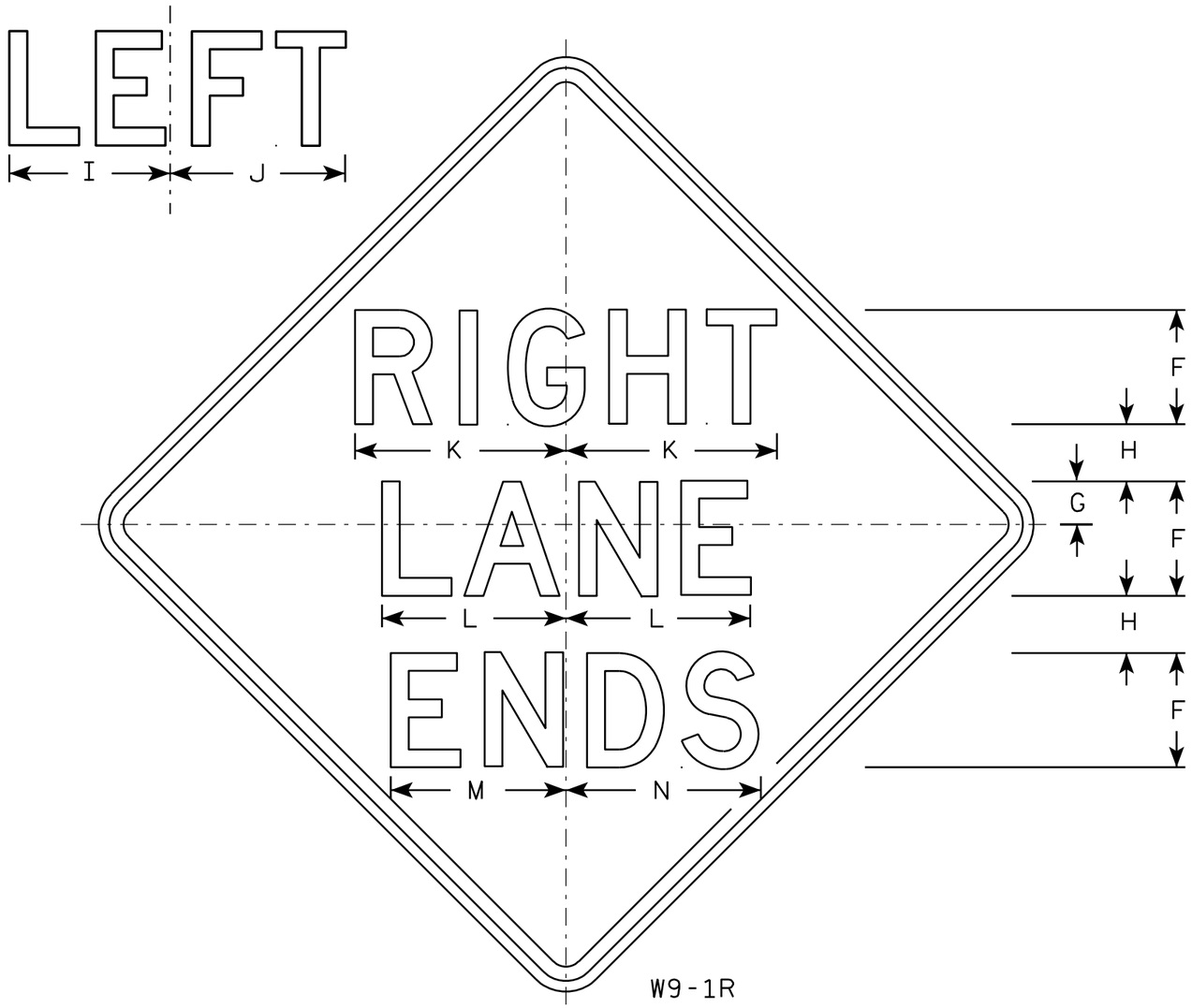
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 684 E



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

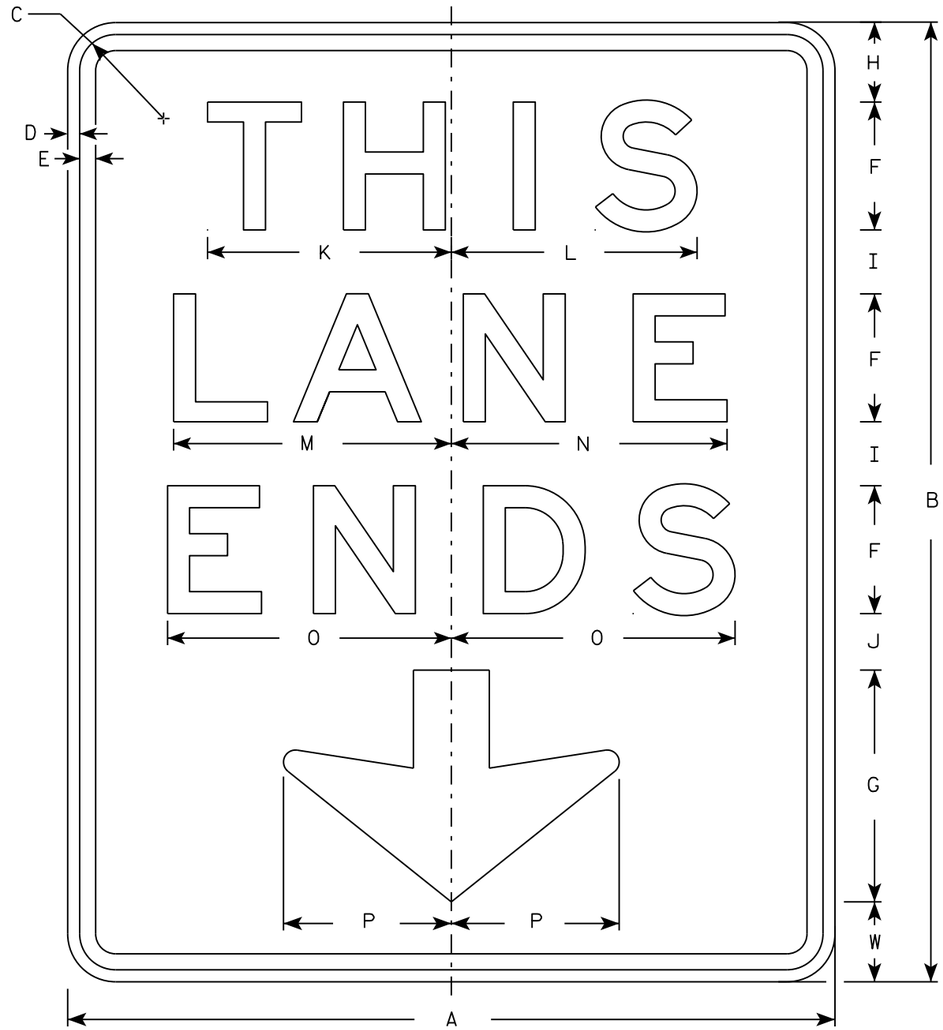
SHEET NO: 685 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

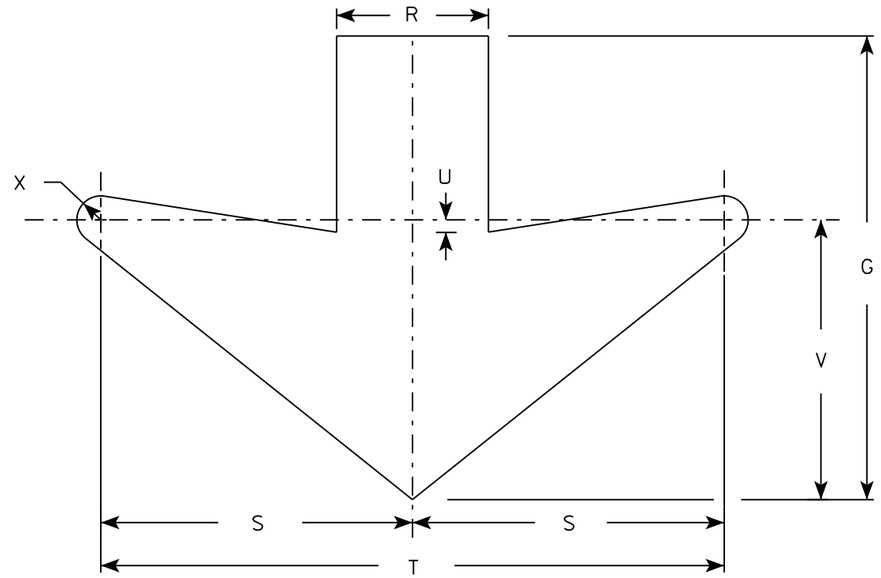
7



W9-62

NOTES

1. Sign is Type II - Type F Reflective except see Note 5
2. Color:
   Background - Yellow
   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. Size 4 and 5 shall be Type I sign.



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	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	15 1/4	15 3/8	17 3/8	17 1/4	17 3/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
2S	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	15 1/4	15 3/8	17 3/8	17 1/4	17 3/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
2M	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	15 1/4	15 3/8	17 3/8	17 1/4	17 3/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
3																											
4	72	90	6	1	1 1/2	12	22	8	6	5	23	23	26 1/8	26 1/8	26 5/8	16		6 1/2	15	30	2	15	7	1			45.0
5	72	90	6	1	1 1/2	12	22	8	6	5	23	23	26 1/8	26 1/8	26 5/8	16		6 1/2	15	30	2	15	7	1			45.0

STANDARD SIGN
W9-62

WISCONSIN DEPT OF TRANSPORTATION

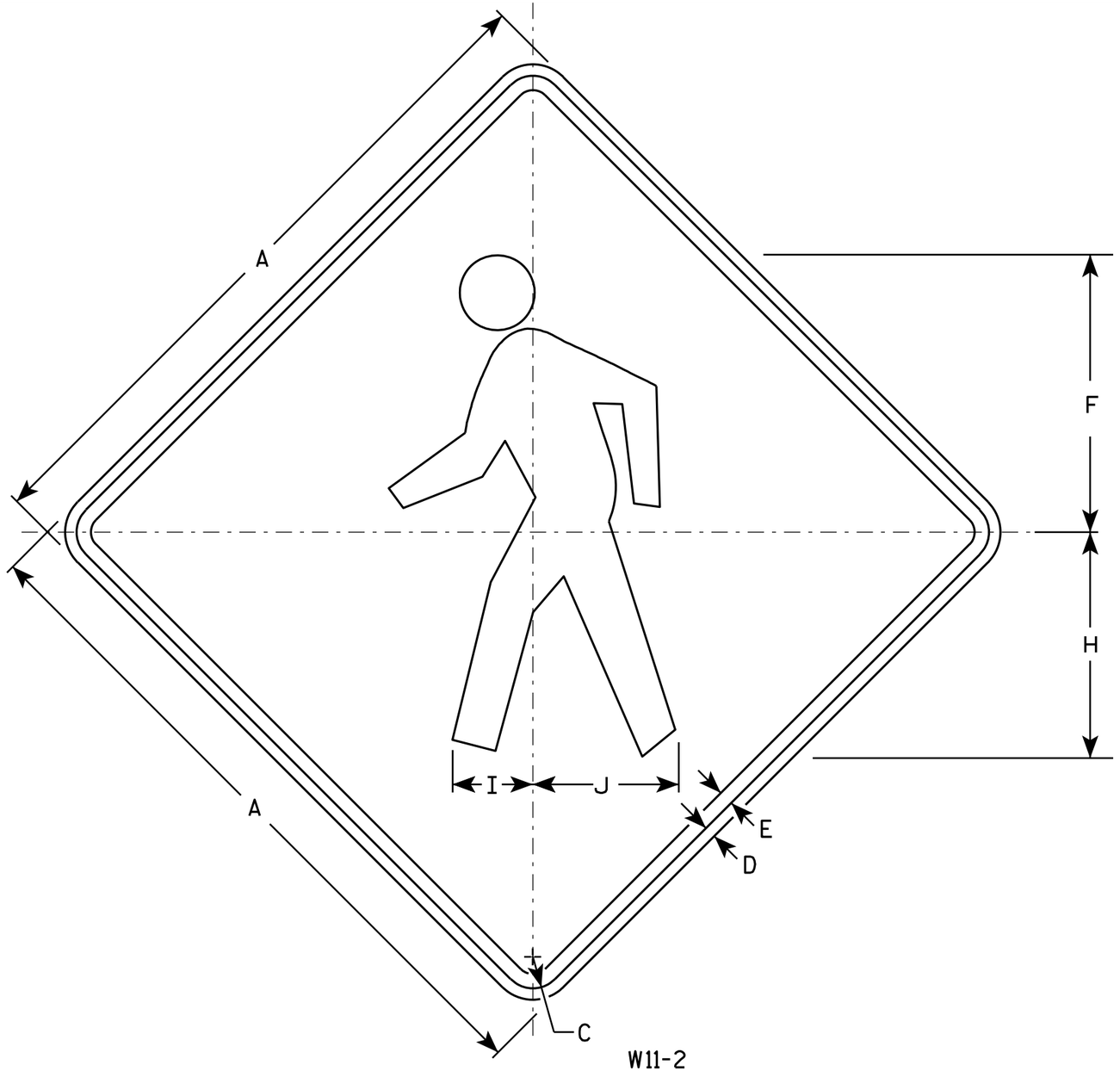
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLA 686 W9-62.10

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W962.DGN PLOT DATE : 01-DEC-2015 18:11 PLOT BY : ** plotuser **



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

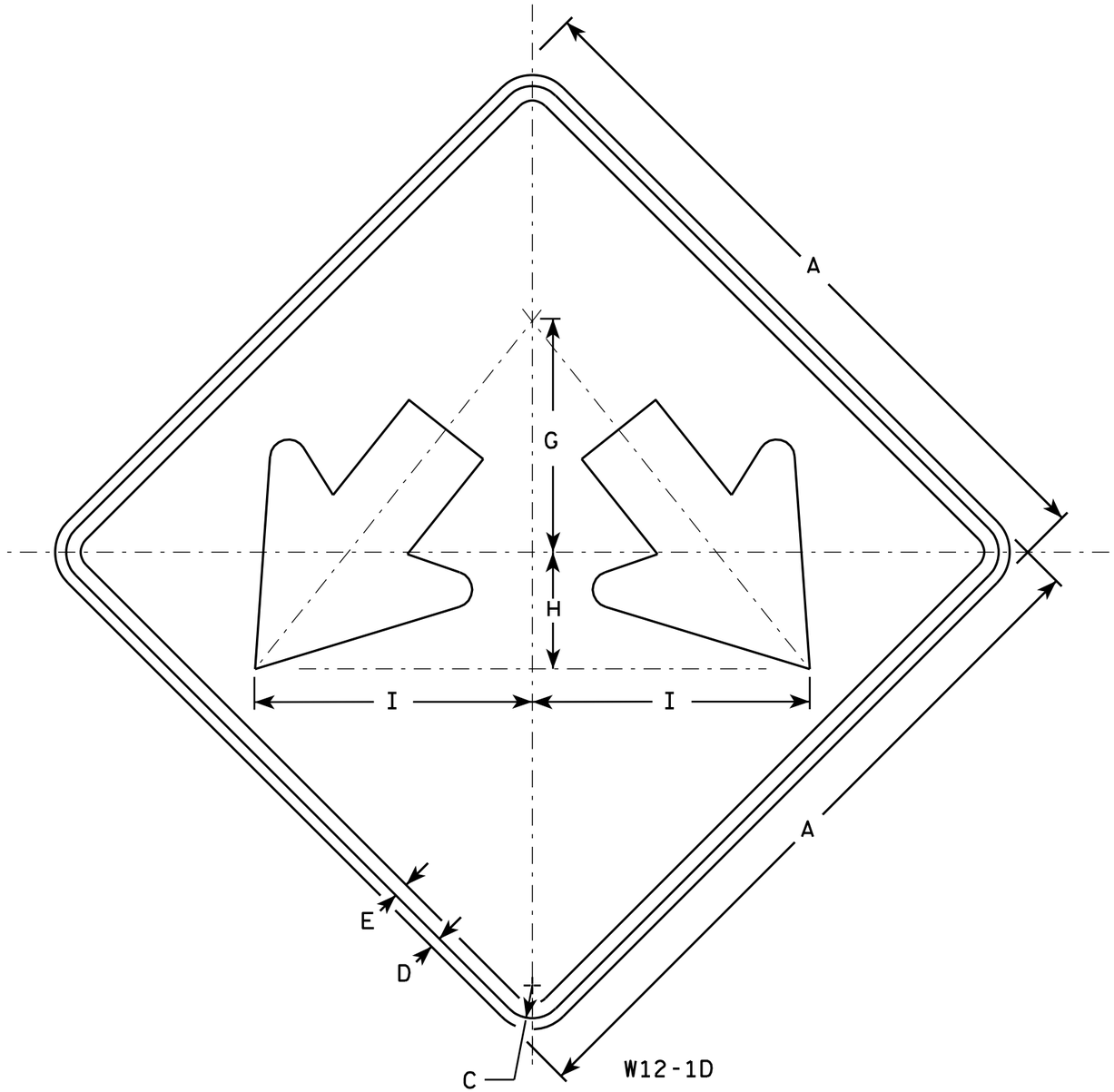
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

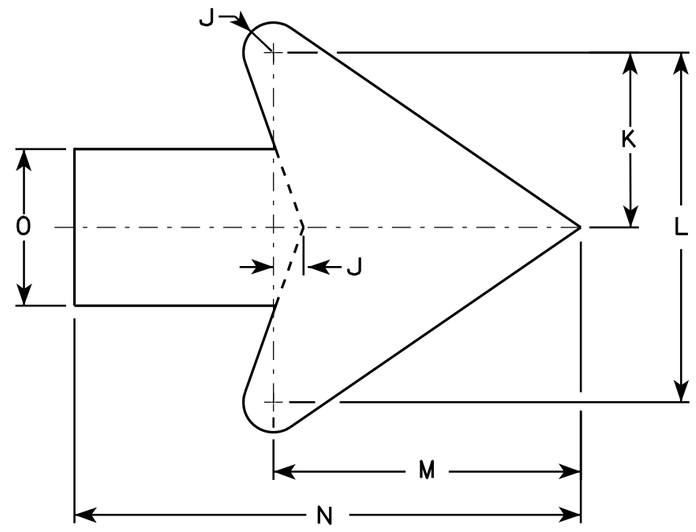
DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 687	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

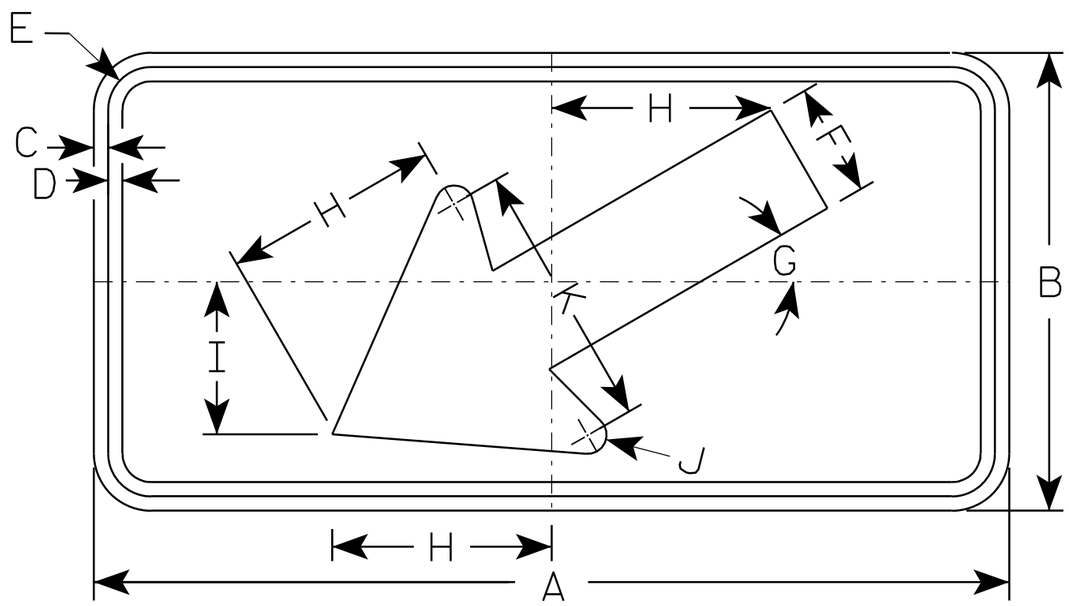
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 688	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

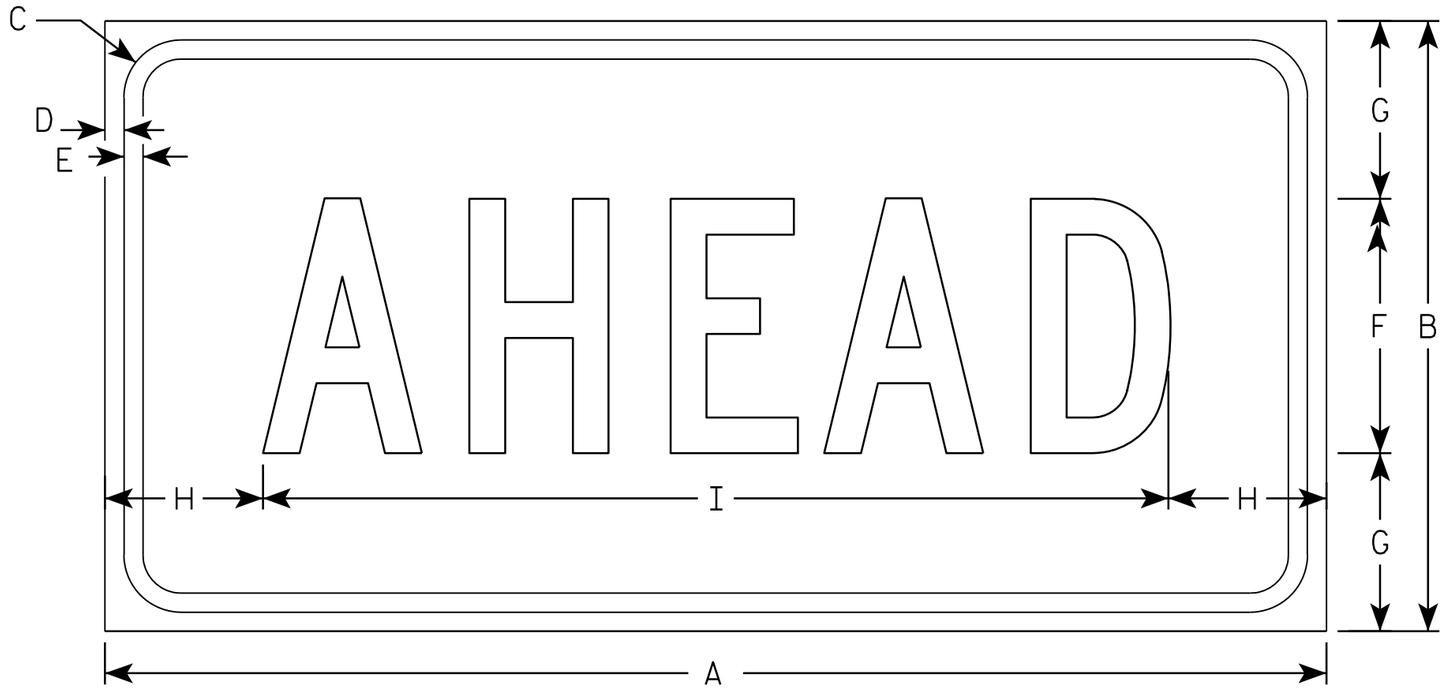
STANDARD SIGN
W16-7

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: 689	E



W16-9P

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
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
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																											

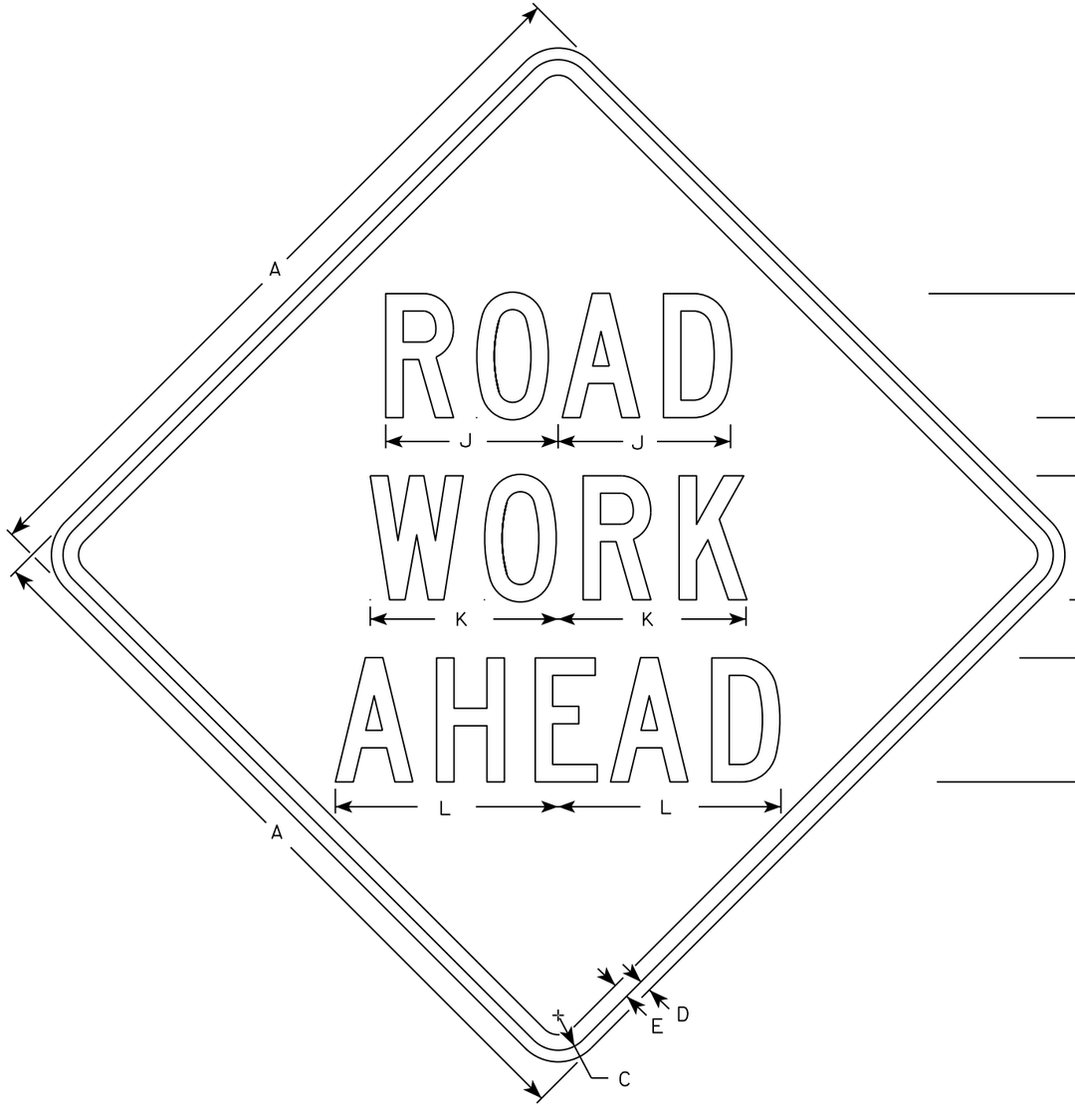
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

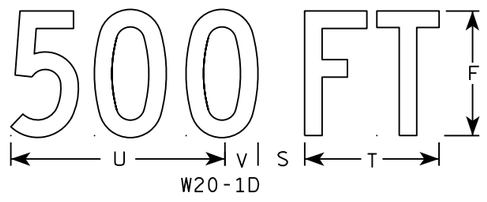
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

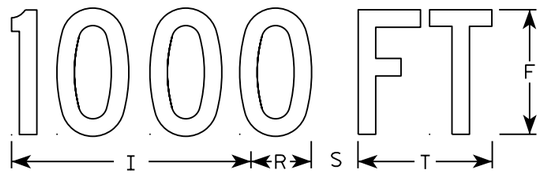
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 690 | E



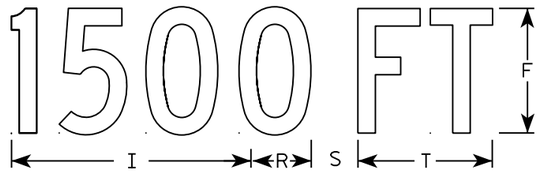
W20-1A



W20-1D



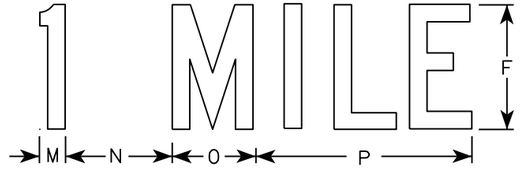
W20-1C



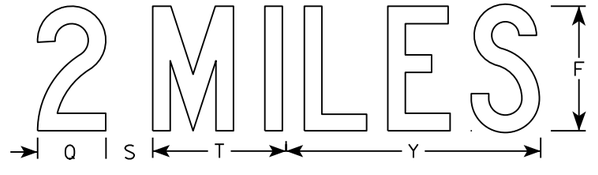
W20-1B



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

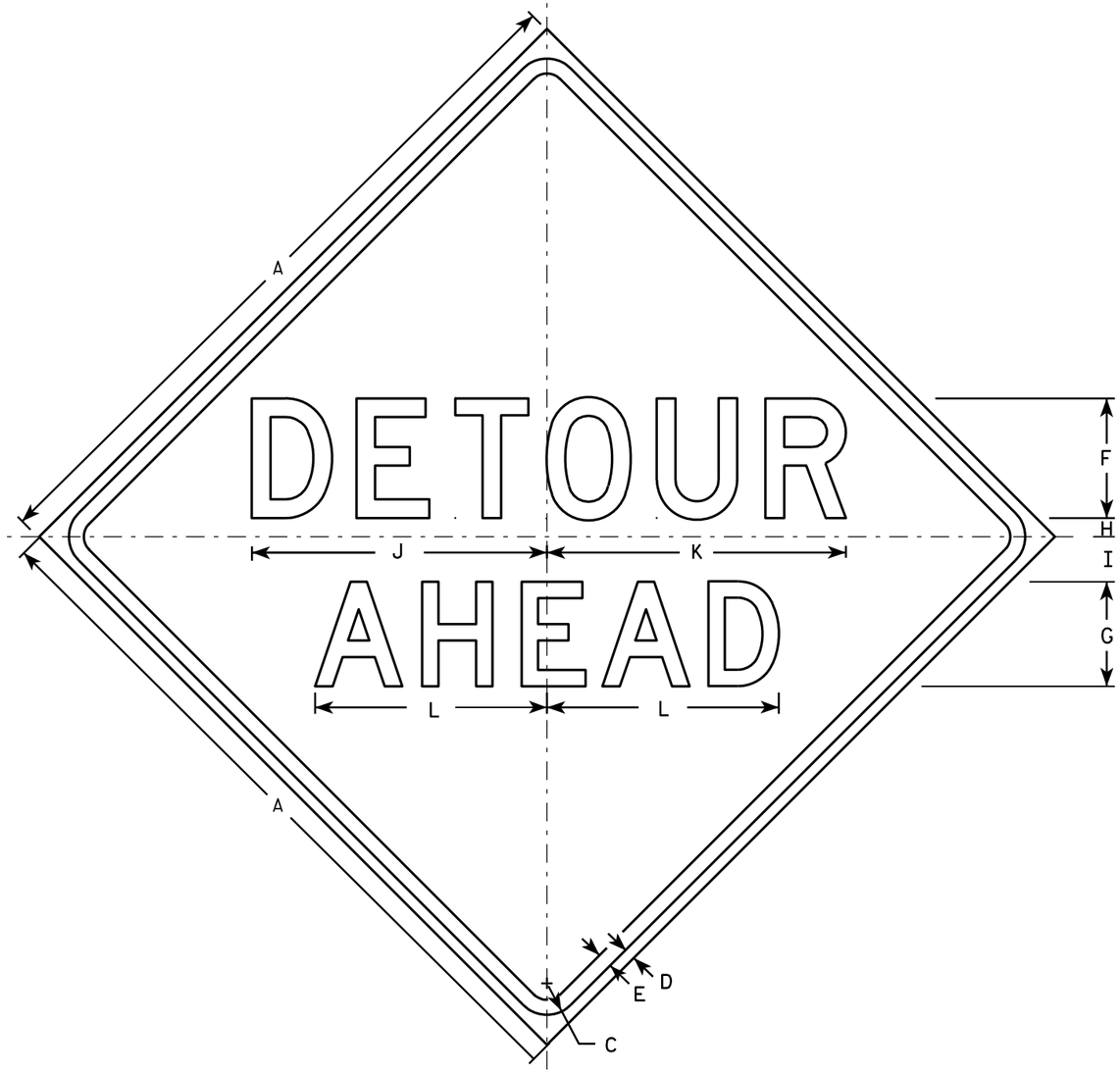
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

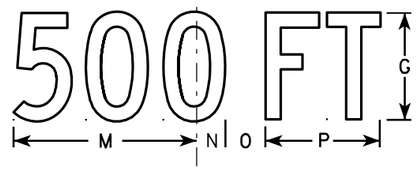
PROJECT NO:

SHEET NO: E

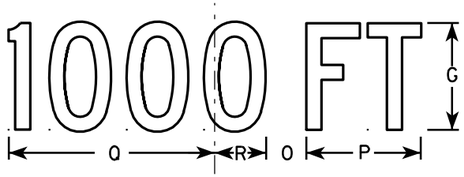
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



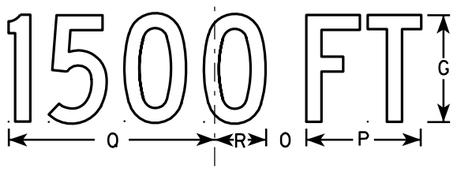
W20-2A



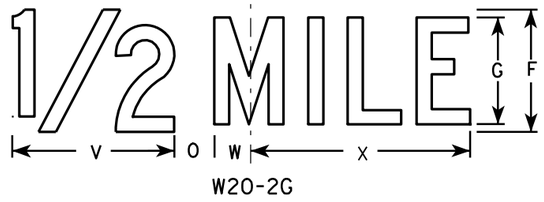
W20-2D



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	O	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

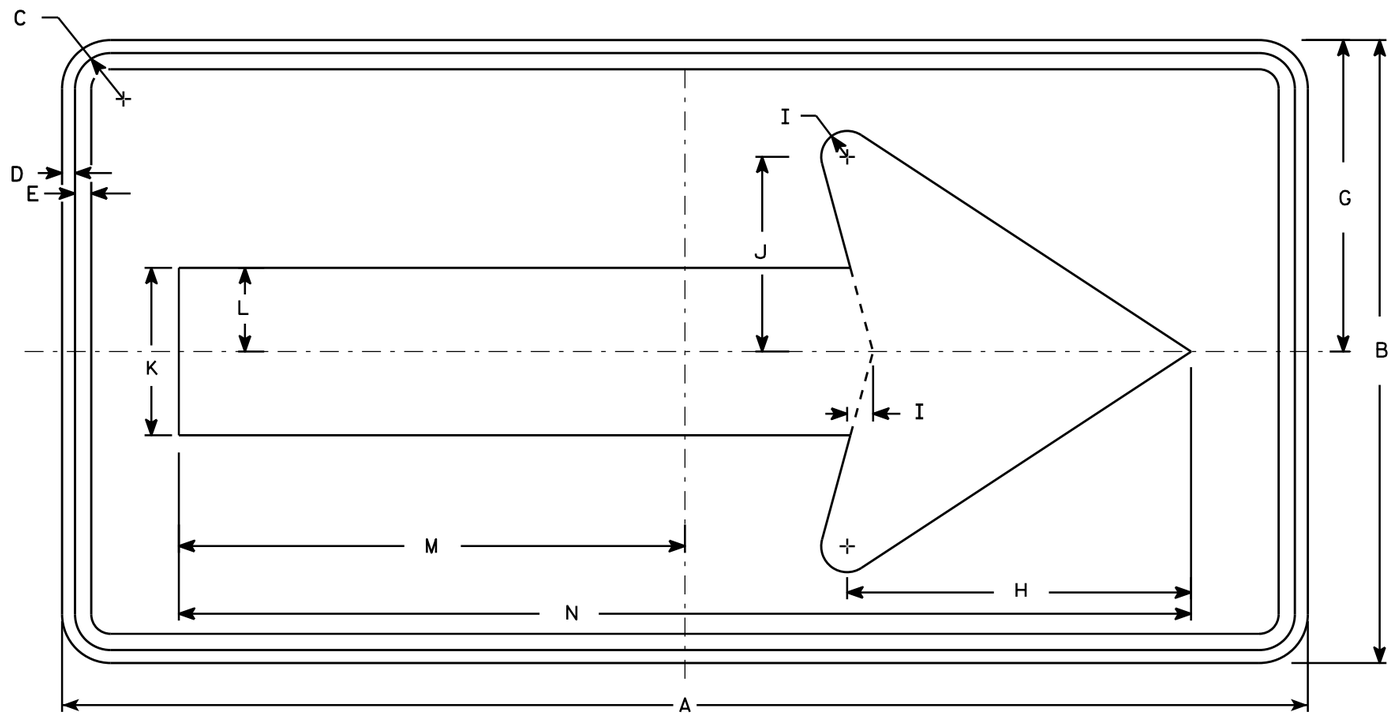
STANDARD SIGN
W20-2A,B,C,D,F & G

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: 692 | E



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

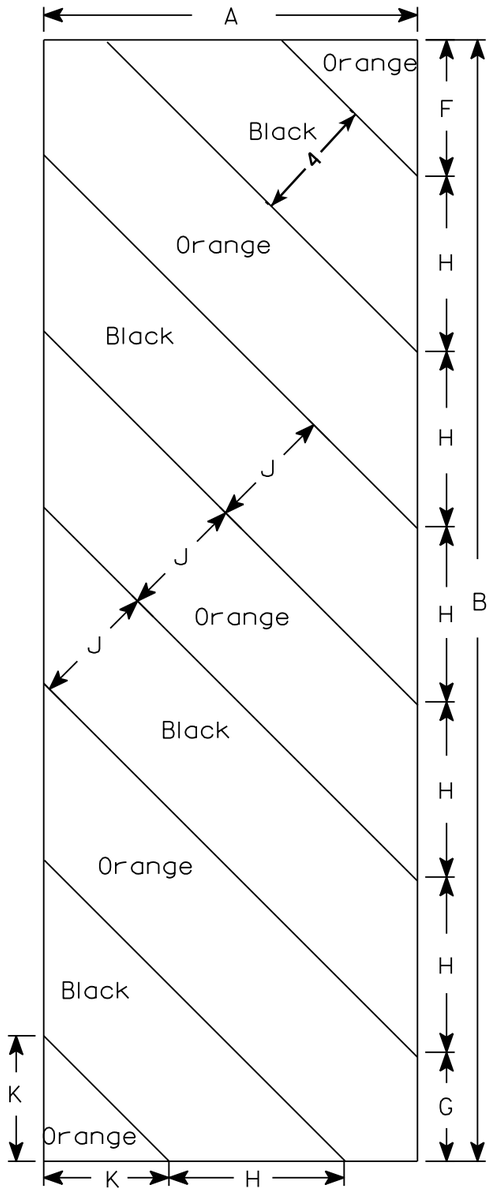
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

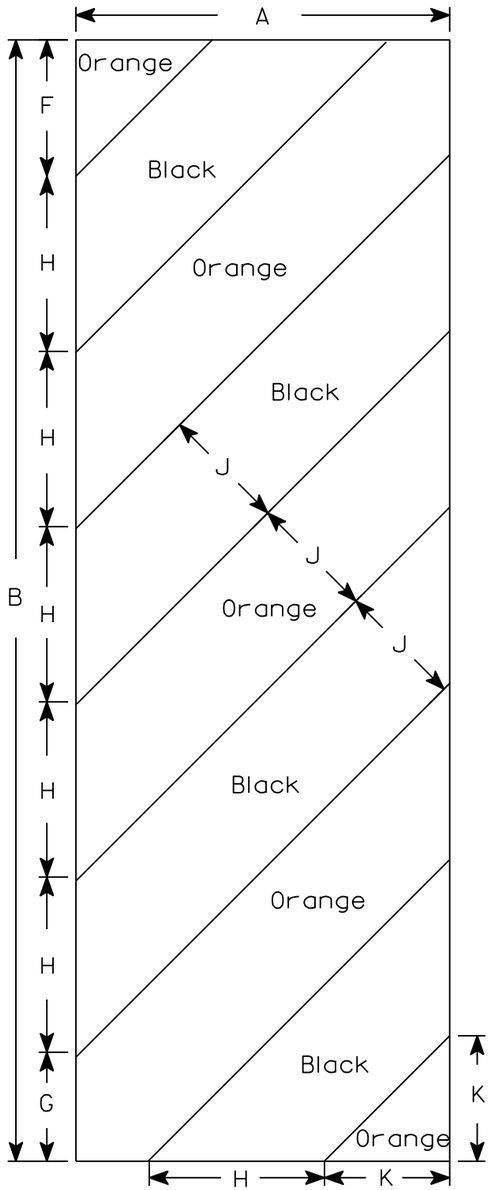
DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

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	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

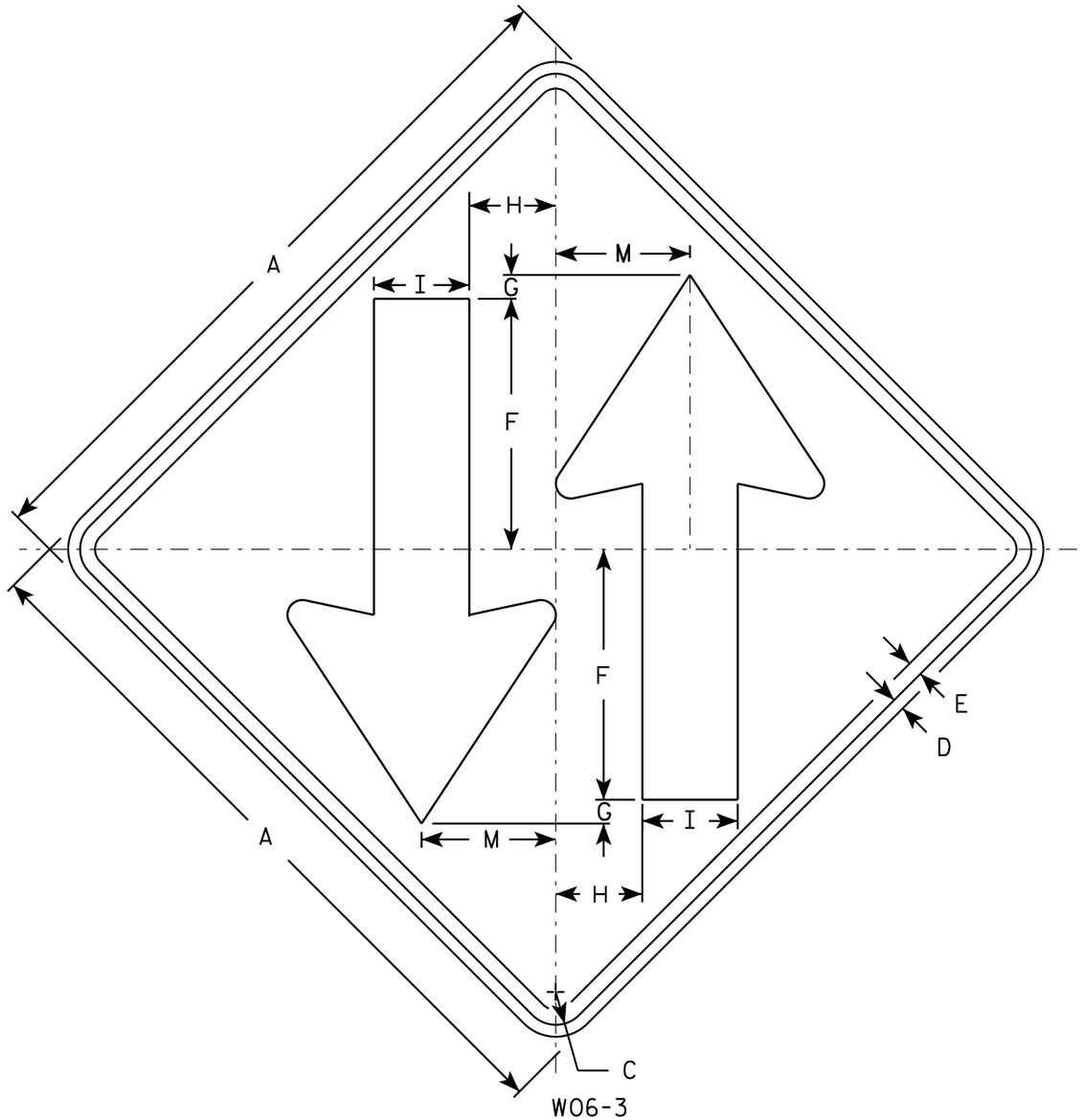
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

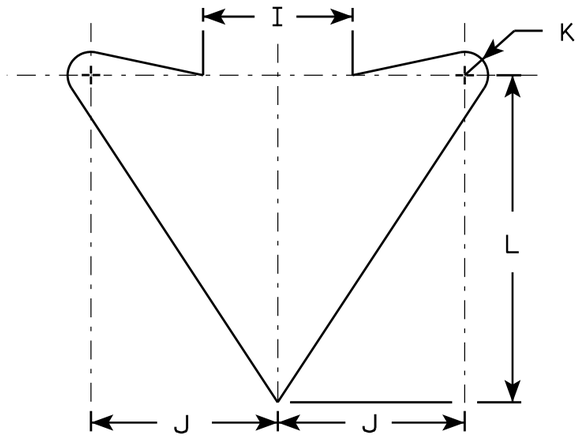
DATE 11/20/13 PLATE W05-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

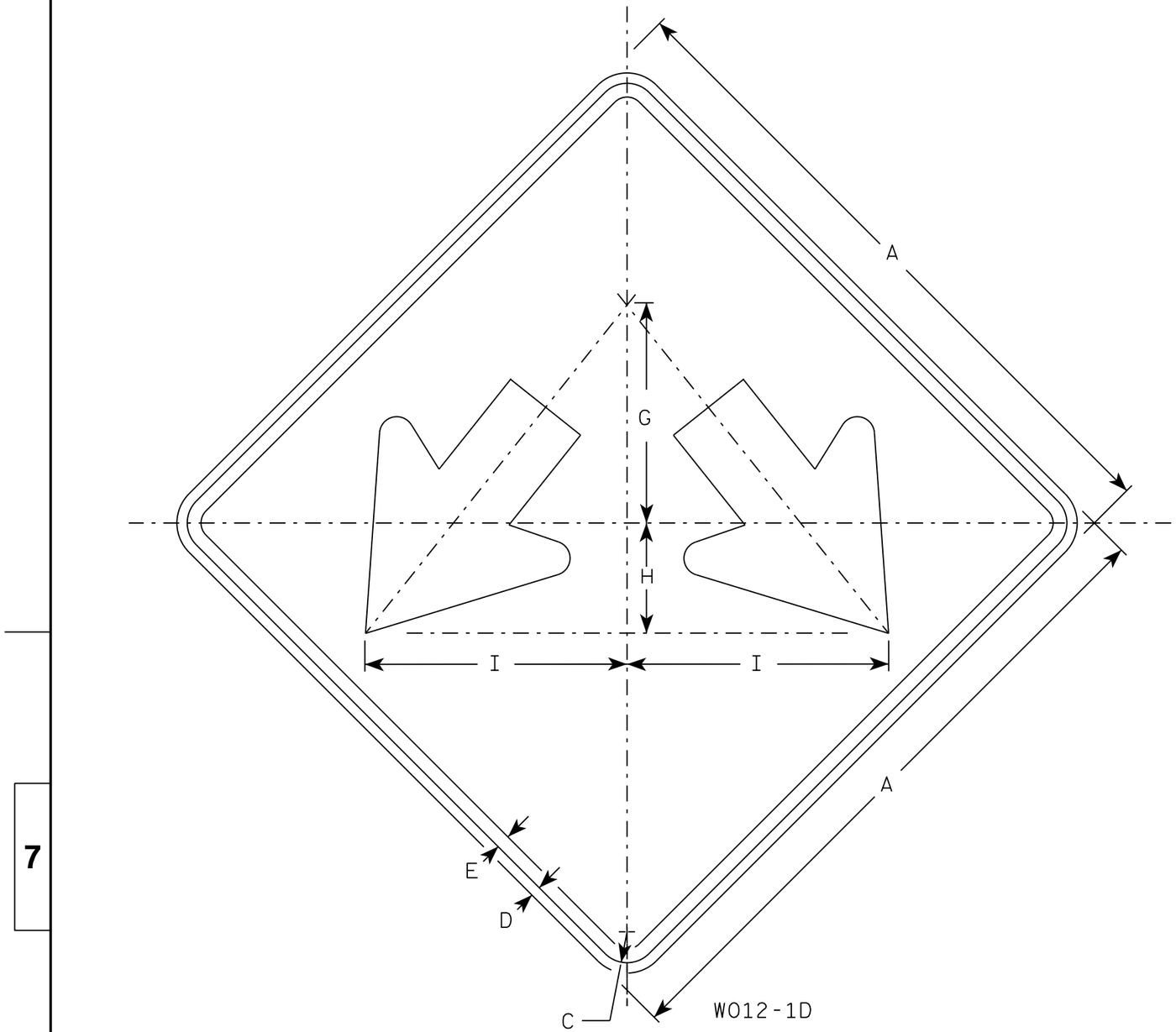
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 695 W06-3.1

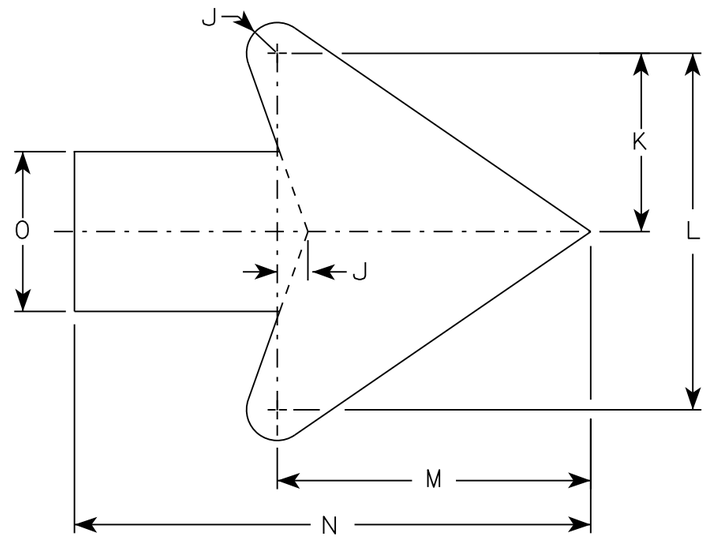
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W012-1D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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
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	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

STANDARD SIGN
W012-1D

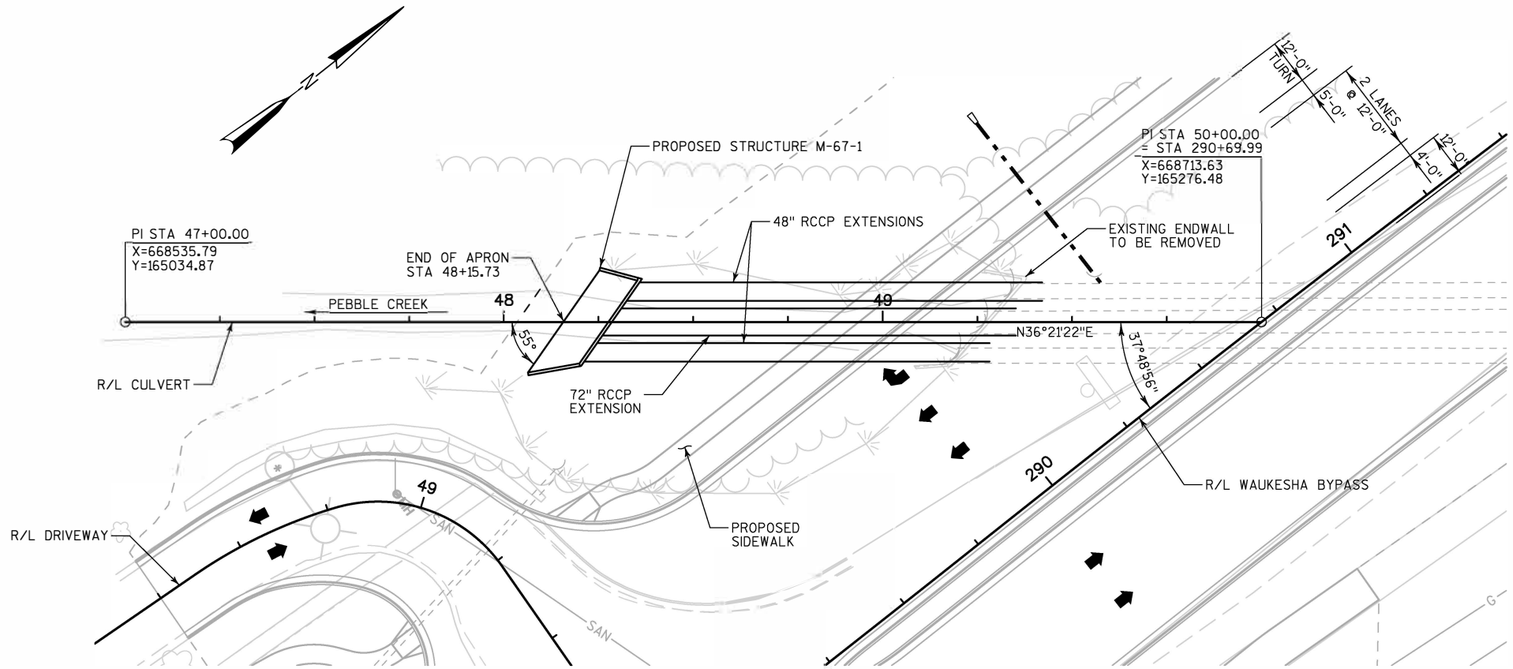
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO W012-1D.2

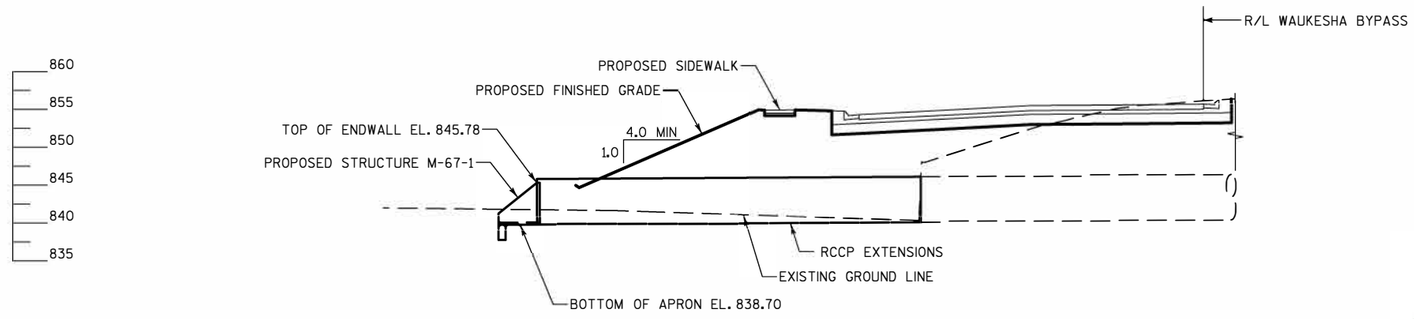
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CADfiles\Projects\tr_stdplate\W0121D.DGN PLOT DATE : 11-AUG-2016 11:28 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.621375:1.000000



PLAN

OUTLET ENDWALL AND APRON FOR 2-48" & 1-72" RCCP EXTENSION



ELEVATION

(DISTANCES AND STATIONS ARE GIVEN ALONG R/L CULVERT)

DESIGN DATA

MATERIAL PROPERTIES

CONCRETE MASONRY ENDWALLS ——— f'c = 3.5 K.S.I.
BAR STEEL REINFORCEMENT ——— fy = 60 K.S.I.

DESIGN SPECIFICATONS

AASHTO LRFD DESIGN SPECIFICATIONS, 6TH EDITION, 2012

LIVE LOAD

LIVE LOAD SURCHARGE (NON-ROADWAY) ——— 120 psf

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

BAR STEEL SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMIT FOR EXCAVATION FOR STRUCTURES.

NAME PLATE SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY ENDWALLS". REFER TO S.D.D "NAME PLATE (STRUCTURES)" FOR NAME PLATE DETAILS.

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS SHOWN OR NOTED OTHERWISE.

COORDINATES ON THIS PLAN SET ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WAUKESHA COUNTY ZONE, NAD 873 (2007). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2007).

ALL STATIONS ARE ALONG R/L CULVERT (C/L OF RCCP 72").

UTILITY INFORMATION SHOWN ON THIS DRAWING CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE. UTILITIES LABELED AS PROPOSED MAY BE INSTALLED BY OTHERS PRIOR TO THIS CONTRACT.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEM	UNIT	TOTAL
206.2000	EXCAVATION FOR STRUCTURES CULVERTS (M-67-1)	LS	1
210.1100	BACKFILL STRUCTURE TYPE A	CY	55
504.0900	CONCRETE MASONRY ENDWALLS	CY	23
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1,830
	NON-BID ITEM		
	NAME PLATE	EACH	1

LEGEND

➡ INDICATES FINAL ROADWAY LANE LOCATIONS AND DIRECTION OF TRAVEL

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. APRON DETAILS
3. ENDWALL DETAILS
4. WINGWALL DETAILS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
WILLIAM DREHER, PE (608) 266-8489
CONSULTANT:
STEVE G. MILLER, PE (414) 847-0480

WISCONSIN
STEVEN G. MILLER
E-26710
MILWAUKEE, WI
PROFESSIONAL ENGINEER
7/29/2016

NO.	DATE	REVISION	BY

ch2m:

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 11/10/16
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STATE PROJECT NUMBER
2788-00-70

STRUCTURE M-67-1

ENDWALL AND APRON FOR RCCP EXTENSION

COUNTY WAUKESHA	TOWN/~~CITY/VILLAGE~~ WAUKESHA
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS	
DESIGNED BY SGM / DESIGN CK'D. EKM	DRAWN BY MHM / PLANS CK'D. EKM

GENERAL PLAN & ELEVATION

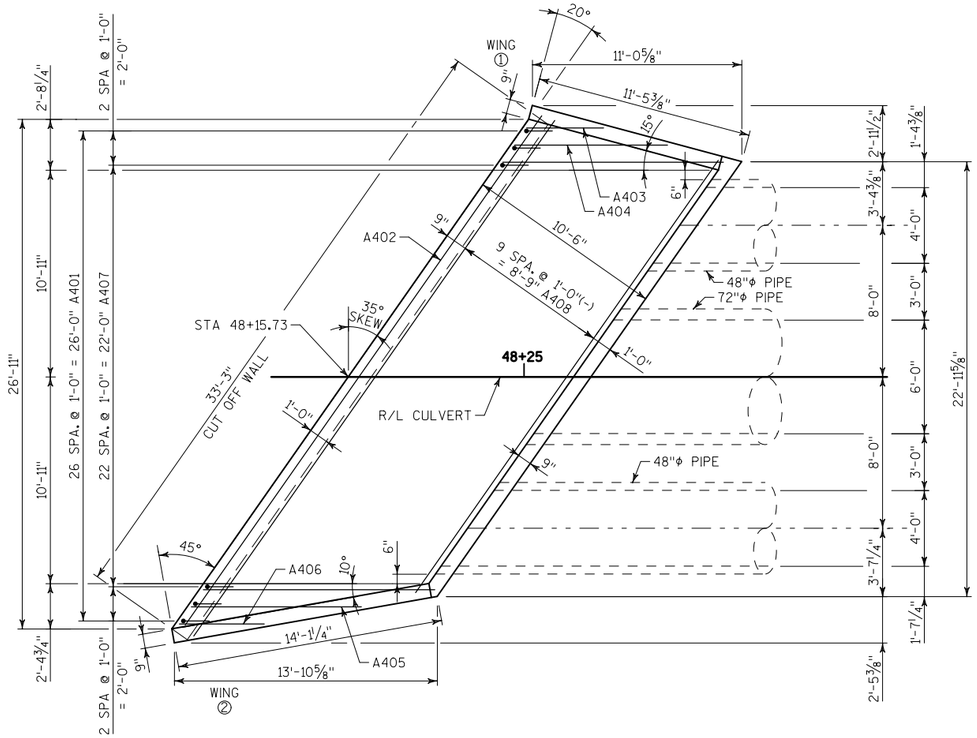
SHEET 1 OF 4

697

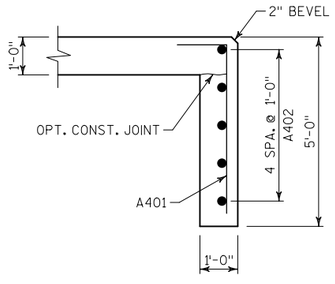
8

8

STATE PROJECT NUMBER
2788-00-70

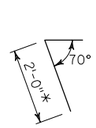


PLAN OF OUTLET APRON



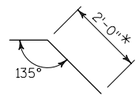
SECTION THRU CUTOFF WALL

OUTLET APRON



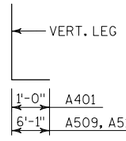
A437 THRU A444

* PLACE 2'-0" LEG IN WING WALL



A445 THRU A452

* PLACE 2'-0" LEG IN WING WALL



BAR SERIES TABLE

BAR MARK	NO REQ'D	LENGTH
A408	1 SERIES OF 10	28'-2" TO 33'-8"
A518	1 SERIES OF 9	2'-2" TO 5'-4"
A419	1 SERIES OF 9	2'-2" TO 5'-4"
A520	1 SERIES OF 12	2'-0" TO 5'-5"
A421	1 SERIES OF 12	2'-0" TO 5'-5"

BUNDLE AND TAG EACH SERIES SEPARATELY

BILL OF BARS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
A401		27	5'-6"	X		CUTOFF WALL VERTICAL
A402		5	32'-9"			CUTOFF WALL HORIZONTAL
A403		1	4'-0"			APRON AT WING 1
A404		1	8'-6"			APRON AT WING 1
A405		1	10'-4"			APRON AT WING 2
A406		1	5'-5"			APRON AT WING 2
A407		23	12'-4"			APRON
A408		10	30'-11"		◭	APRON
A509		2	8'-7"	X		APRON AT WINGS VERTICAL BACK FACE
A510		25	9'-1"	X		APRON AT WINGS VERTICAL BACK FACE
A411		3	11'-1"			APRON AT WING 1 BOTTOM
A412		3	13'-9"			APRON AT WING 2 BOTTOM
A413		25	2'-6"			APRON AT WINGS VERTICAL FRONT FACE
A514		22	8'-7"	X		APRON AT ENDWALL VERTICAL BACK FACE
A515		4	8'-4"	X		APRON AT ENDWALL VERTICAL BACK FACE
A416		26	2'-4"			APRON AT ENDWALL VERTICAL FRONT FACE
A417		2	27'-9"			APRON ENDWALL HORIZONTAL
A518		9	3'-9"		◭	WING 1 VERTICAL BACK FACE
A419		9	3'-9"		◭	WING 1 VERTICAL FRONT FACE
A520		12	3'-9"		◭	WING 2 VERTICAL BACK FACE
A421		12	3'-9"		◭	WING 2 VERTICAL FRONT FACE
A422		4	11'-0"			WING 1 HORIZONTAL
A423		2	7'-11"			WING 1 HORIZONTAL
A424		2	4'-3"			WING 1 HORIZONTAL
A525		2	11'-6"			WING 1 HORIZONTAL TOP
A426		4	13'-4"			WING 2 HORIZONTAL
A427		2	9'-3"			WING 2 HORIZONTAL
A428		2	5'-2"			WING 2 HORIZONTAL
A529		2	14'-1"			WING 2 HORIZONTAL TOP
A530		11	5'-11"			ENDWALL VERTICAL BACK FACE
A431		8	5'-11"			ENDWALL VERTICAL FRONT FACE
A432		4	4'-6"			ENDWALL HORIZONTAL
A433		8	2'-10"			ENDWALL HORIZONTAL
A434		8	2'-2"			ENDWALL HORIZONTAL
A435		4	9'-6"			ENDWALL HORIZONTAL
A436		4	10'-5"			ENDWALL HORIZONTAL
A437		2	2'-11"	X		ENDWALL AT WING 1 HORIZONTAL FRONT FACE
A438		2	3'-9"	X		ENDWALL AT WING 1 HORIZONTAL BACK FACE
A439		2	3'-1"	X		ENDWALL AT WING 1 HORIZONTAL FRONT FACE
A440		2	3'-0"	X		ENDWALL AT WING 1 HORIZONTAL BACK FACE
A441		1	2'-10"	X		ENDWALL AT WING 1 HORIZONTAL FRONT FACE
A442		1	2'-9"	X		ENDWALL AT WING 1 HORIZONTAL BACK FACE
A443		2	4'-0"	X		ENDWALL AT WING 1 HORIZONTAL FRONT FACE
A444		2	4'-0"	X		ENDWALL AT WING 1 HORIZONTAL BACK FACE
A445		2	3'-5"	X		ENDWALL AT WING 2 HORIZONTAL FRONT FACE
A446		2	4'-1"	X		ENDWALL AT WING 2 HORIZONTAL BACK FACE
A447		2	2'-7"	X		ENDWALL AT WING 2 HORIZONTAL FRONT FACE
A448		2	3'-3"	X		ENDWALL AT WING 2 HORIZONTAL BACK FACE
A449		1	2'-6"	X		ENDWALL AT WING 2 HORIZONTAL FRONT FACE
A450		1	3'-1"	X		ENDWALL AT WING 2 HORIZONTAL BACK FACE
A451		2	4'-0"	X		ENDWALL AT WING 2 HORIZONTAL FRONT FACE
A452		2	4'-0"	X		ENDWALL AT WING 2 HORIZONTAL BACK FACE

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE AND SHOULD ONLY BE USED FOR BAR WEIGHT CACULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

NOTE: BAR DIMENSIONS ARE OUT TO OUT OF BAR.
THE FIRST DIGIT OF A BAR SIGNIFIES THE BAR SIZE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE M-67-1

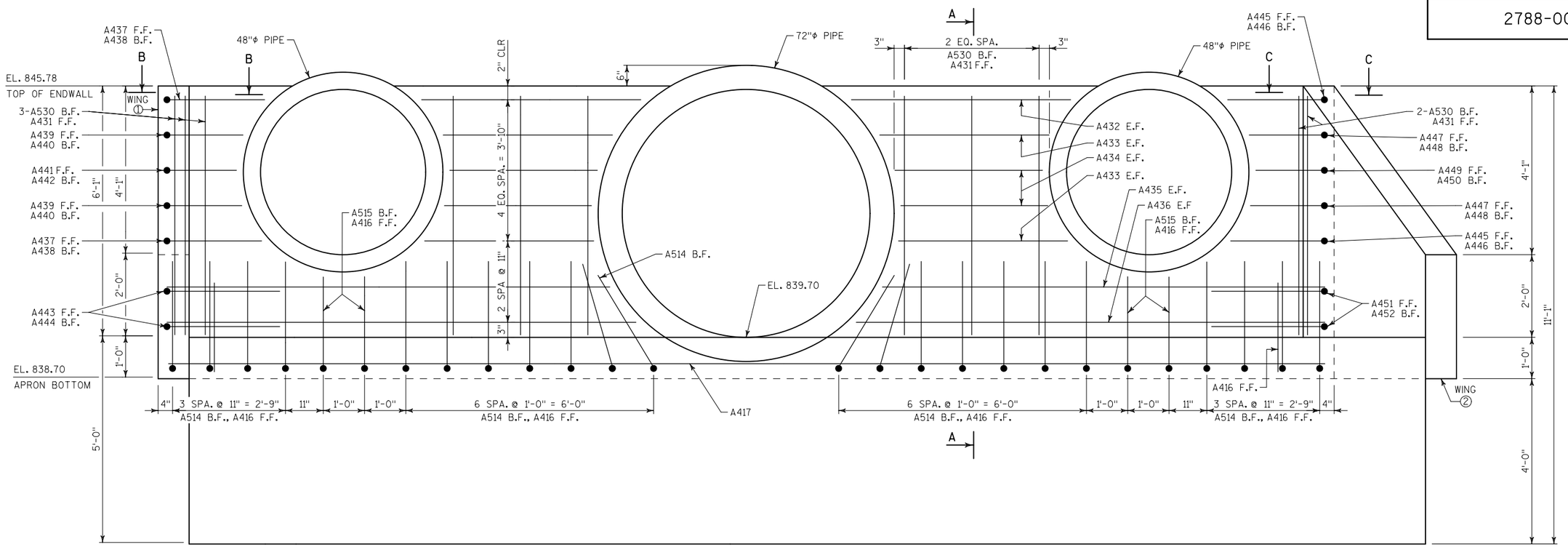
DRAWN BY MHM | PLANS CK'D. EKM

APRON DETAILS

SHEET 2 OF 4

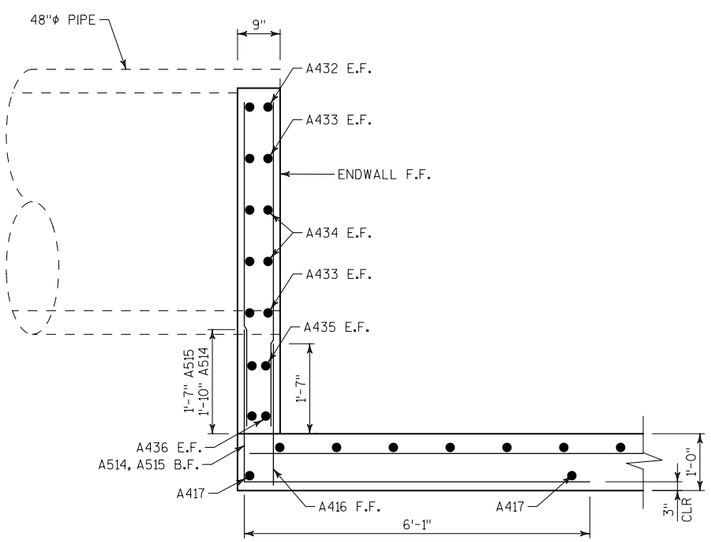
STATE PROJECT NUMBER

2788-00-70

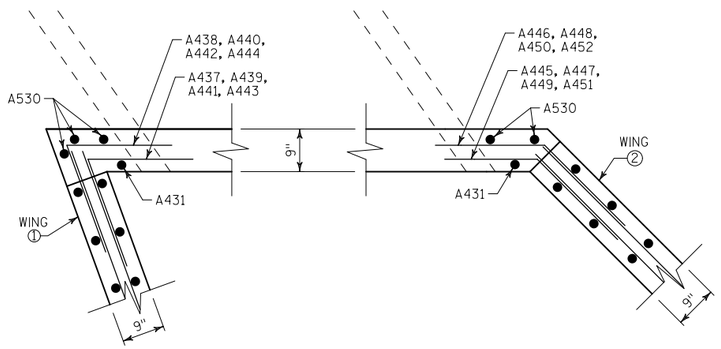


ELEVATION - APRON OUTLET ENDWALL

(DIMENSIONS GIVEN ALONG FRONT FACE OF ENDWALL)



SECTION A-A



SECTION B-B

SECTION C-C

E.F. = EACH FACE
F.F. = FRONT FACE
B.F. = BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE M-67-1

DRAWN BY MHM | PLANS CK'D. EKM

ENDWALL DETAILS

SHEET 3 OF 4

699

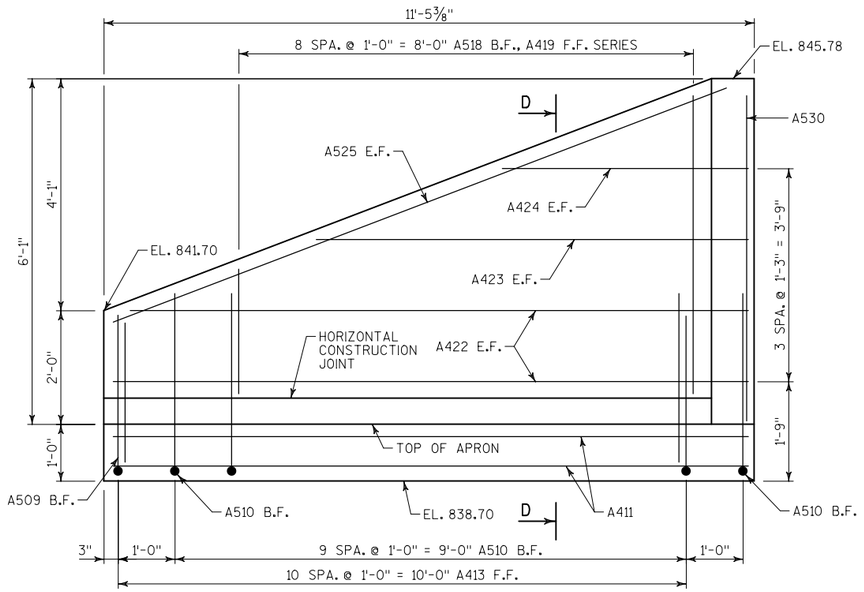
8

8

FILE NAME : CXX_080103_ad.dgn PLOT DATE : 27-JUL-2016 PLOT BY : mmorgan CXX_080103_ad PLOT SCALE : 8:1

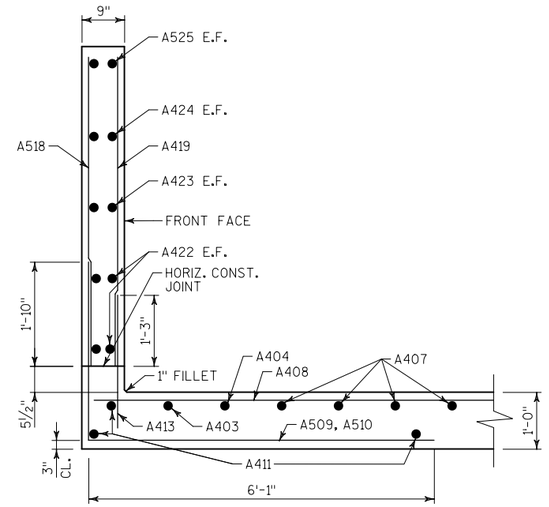
STATE PROJECT NUMBER

2788-00-70



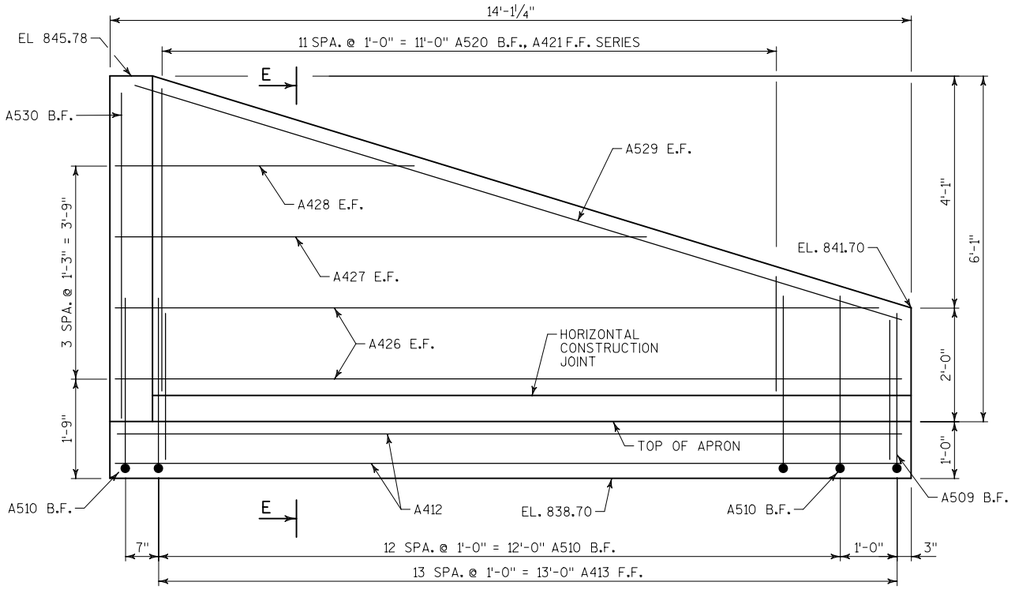
ELEVATION WING 1

(FRONT FACE)



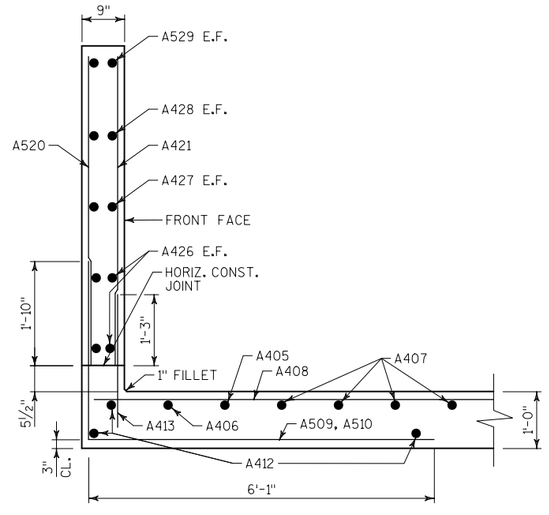
SECTION D-D

(WING 1)



ELEVATION WING 2

(FRONT FACE)



SECTION E-E

(WING 2)

E.F. = EACH FACE
F.F. = FRONT FACE
B.F. = BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE M-67-1

DRAWN BY MHM | PLANS CK'D. EKM

WINGWALL DETAILS

SHEET 4 OF 4

700

8

8

FILE NAME : CXX_080104_ad.dgn

PLOT DATE : 27-JUL-2016

PLOT BY : mmorgan

CXX_080104_ad

PLOT SCALE : 8:1

2788-02-70 - DIVISION 1 - WAUKESHA BYPASS TEMPORARY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
264+66 AH	26465.71	0	0.00	0.00	0	0	0	0	0
265+00	26500.00	34	27.27	0.00	17	0	17	0	17
265+50	26550.00	50	23.81	0.00	47	0	65	0	65
266+00	26600.00	50	22.76	0.00	43	0	108	0	108
266+50	26650.00	50	34.14	0.00	53	0	160	0	160
267+00	26700.00	50	32.90	0.00	62	0	222	0	222
267+50	26750.00	50	38.69	0.00	66	0	289	0	289
268+00	26800.00	50	48.34	0.00	81	0	369	0	369
268+50	26850.00	50	33.94	0.00	76	0	446	0	446
269+00	26900.00	50	27.68	0.00	57	0	503	0	503
269+50	26950.00	50	19.39	0.00	44	0	546	0	546
270+00	27000.00	50	31.77	0.00	47	0	594	0	594
270+50	27050.00	50	31.78	0.00	59	0	652	0	652
271+00	27100.00	50	12.36	1.73	41	2	693	2	691
271+50	27150.00	50	22.06	0.00	32	2	725	4	721
272+00	27200.00	50	26.03	0.00	45	0	770	4	766
272+50	27250.00	50	32.85	0.00	55	0	824	4	820
272+85 BK	27285.00	35	4.51	3.90	24	3	848	7	841
275+24 AH	27524.38		4.14	0.14	0	0	848	7	841
275+50	27550.00	26	12.24	0.00	8	0	856	7	849
276+00	27600.00	50	8.66	1.24	19	1	876	9	867
276+50	27650.00	50	6.86	15.75	14	16	890	28	862
277+00	27700.00	50	8.21	15.46	14	29	904	64	839
277+50	27750.00	50	4.53	18.69	12	32	916	104	812
278+00	27800.00	50	9.08	7.38	13	24	928	134	794
278+50	27850.00	50	14.73	2.65	22	9	950	146	805
279+00	27900.00	50	13.60	4.56	26	7	977	154	822
279+50	27950.00	50	11.87	8.95	24	13	1000	170	830
280+00	28000.00	50	14.19	14.22	24	21	1024	197	828
280+50	28050.00	50	14.19	20.98	26	33	1051	237	813
281+00	28100.00	50	17.94	0.85	30	20	1080	263	818
281+50	28150.00	50	22.71	0.00	38	1	1118	264	854
281+97	28197.35	47	44.93	0.00	59	0	1177	264	914
282+72	28271.97	75	22.35	0.00	93	0	1270	264	1007
283+00	28300.00	28	46.46	0.00	36	0	1306	264	1042
283+50	28350.00	50	26.87	0.00	68	0	1374	264	1110
284+00	28400.00	50	11.95	2.42	36	2	1410	266	1143
284+50	28450.00	50	9.95	2.12	20	4	1430	272	1158
284+75 BK	28474.64	25	9.17	2.95	9	2	1439	275	1164
			COLUMN TOTALS		1439	220			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 1 - WAUKESHA BYPASS TEMPORARY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
284+75 AH	28474.64	0	9.17	2.95	0	0	0	0	0
285+00	28500.00	25	8.09	4.40	8	3	8	4	4
285+50	28550.00	50	8.52	4.23	15	8	23	14	9
286+00	28600.00	50	8.96	3.22	16	7	40	23	17
286+47 BK	28647.00	47	8.50	3.50	15	6	55	30	25
335+12 AH	33512.00	0	2.50	0.00	0	0	0	0	0
335+50	33550.00	38	2.67	0.00	4	0	4	0	4
336+00	33600.00	50	3.14	0.00	5	0	9	0	9
336+50	33650.00	50	2.51	0.12	5	0	14	0	14
337+00	33700.00	50	19.81	5.35	21	5	35	6	28
337+50	33750.00	50	11.26	15.99	29	20	64	31	33
338+00	33800.00	50	9.17	19.61	19	33	83	72	10
338+50	33850.00	50	7.55	27.60	15	44	98	127	-29
339+00	33900.00	50	9.37	21.99	16	46	114	184	-71
339+50	33950.00	50	15.09	16.68	23	36	136	229	-93
339+95 BK	33995.00	45	15.50	17.50	25	28	162	265	-103
340+80 AH	34080.00	0	60.00	15.00	0	0	0	0	0
341+00	34100.00	20	65.68	11.13	47	10	47	12	34
341+50	34150.00	50	18.12	20.70	78	29	124	49	75
342+00	34200.00	50	8.69	55.82	25	71	149	138	11
342+50	34250.00	50	9.34	61.95	17	109	166	274	-108
343+00	34300.00	50	16.02	27.14	23	82	189	377	-188
343+50	34350.00	50	31.40	0.26	44	25	233	409	-176
344+00	34400.00	50	40.09	0.00	66	0	299	409	-110
344+50	34450.00	50	31.27	0.00	66	0	365	409	-44
345+00	34500.00	50	25.60	0.00	53	0	418	409	9
345+50	34550.00	50	12.49	0.00	35	0	453	409	44
345+67 BK	34567.00	17	6.61	0.00	6	0	459	409	50
			COLUMN TOTALS		676	563			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-02-70 - DIVISION 2 - WAUKESHA BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
266+58 AH	26658.41	0	6.42	8.77	0	0	0	0	0
267+00	26700.00	42	6.16	3.81	10	10	10	12	-2
267+50	26750.00	50	7.96	0.95	13	4	23	18	5
268+00	26800.00	50	7.21	0.23	14	1	37	19	18
268+50	26850.00	50	6.85	1.04	13	1	50	20	29
269+00	26900.00	50	7.40	1.44	13	2	63	23	40
269+50	26950.00	50	5.26	13.47	12	14	75	41	34
270+00	27000.00	50	6.82	5.48	11	18	86	63	23
270+50	27050.00	50	20.66	0.17	25	5	111	69	42
271+00	27100.00	50	103.21	0.00	115	0	226	69	157
271+50	27150.00	50	42.89	0.00	135	0	361	69	292
272+00	27200.00	50	43.19	0.00	80	0	441	69	372
272+50	27250.00	50	44.71	0.00	81	0	522	69	453
273+00	27300.00	50	1.87	18.06	43	17	566	90	475
273+50	27350.00	50	12.58	2.53	13	19	579	114	465
273+75	27375.00	25	10.20	6.44	11	4	589	119	470
273+75	27375.00	0	59.80	131.81	0	0	589	119	470
274+00	27400.00	50	61.15	91.00	112	206	701	377	324
274+50	27450.00	50	64.43	0.00	116	84	818	482	335
275+00	27500.00	50	41.32	0.00	98	0	916	482	433
275+50	27550.00	50	6.74	34.19	45	32	960	522	438
276+00	27600.00	50	1.91	125.67	8	148	968	707	261
276+50	27650.00	50	0.99	157.01	3	262	971	1034	-63
277+00	27700.00	50	2.84	212.03	4	342	974	1461	-487
277+50	27750.00	50	5.67	259.30	8	436	982	2007	-1025
278+00	27800.00	50	9.39	297.23	14	515	996	2651	-1655
278+50	27850.00	50	11.48	307.15	19	560	1016	3350	-2335
279+00	27900.00	50	18.34	287.99	28	551	1043	4039	-2996
279+50	27950.00	50	5.43	289.54	22	535	1065	4708	-3643
280+00	28000.00	50	0.01	251.47	5	501	1070	5334	-4264
280+50	28050.00	50	14.42	146.62	13	369	1084	5795	-4711
281+00	28100.00	50	60.31	6.16	69	141	1153	5971	-4819
281+50	28150.00	50	149.09	0.00	194	6	1347	5979	-4632
282+00	28200.00	50	169.62	0.00	295	0	1642	5979	-4337
282+50	28250.00	50	121.06	0.00	269	0	1911	5979	-4068
283+00	28300.00	50	68.81	0.00	176	0	2087	5979	-3892
283+50	28350.00	50	218.25	0.00	266	0	2353	5979	-3626
284+00	28400.00	50	122.73	1.81	316	2	2668	5981	-3312
284+50	28450.00	50	95.69	25.52	202	25	2870	6012	-3142
284+75 BK	28474.64	25	83.29	2.30	82	13	2952	6028	-3076
			COLUMN TOTALS		2952	4823			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 2 - WAUKESHA BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
284+75 AH	28474.64	0	83.29	2.30	0	0	0	0	0
285+00	28500.00	25	65.86	8.50	70	5	70	6	64
285+50	28550.00	50	42.91	31.22	101	37	171	52	118
286+00	28600.00	50	32.69	63.81	70	88	241	162	78
286+50	28650.00	50	28.47	109.12	57	160	297	362	-65
287+00	28700.00	50	12.74	192.11	38	279	336	711	-376
287+50	28750.00	50	69.16	96.40	76	267	411	1045	-634
288+00	28800.00	50	62.45	87.48	122	170	533	1258	-725
288+50	28850.00	50	58.18	0.00	112	81	645	1359	-714
289+00	28900.00	50	68.33	76.06	117	70	762	1447	-685
289+50	28950.00	50	40.26	454.69	101	491	863	2061	-1199
290+00	29000.00	50	28.66	447.44	64	835	926	3106	-2179
290+50	29050.00	50	23.10	387.10	48	773	974	4071	-3097
291+00	29100.00	50	9.16	456.53	30	781	1004	5048	-4044
291+50	29150.00	50	16.14	487.58	23	874	1028	6141	-5113
292+00	29200.00	50	4.59	327.96	19	755	1047	7085	-6038
292+50	29250.00	50	22.38	213.76	25	502	1072	7712	-6640
293+00	29300.00	50	44.90	94.24	62	285	1134	8068	-6934
293+50	29350.00	50	47.41	120.01	85	198	1220	8316	-7096
294+00	29400.00	50	46.44	246.98	87	340	1306	8741	-7434
294+50	29450.00	50	50.91	326.73	90	531	1397	9405	-8008
295+00	29500.00	50	50.39	437.23	94	707	1490	10289	-8799
295+50	29550.00	50	51.10	534.70	94	900	1584	11414	-9829
296+00	29600.00	50	35.53	614.76	80	1064	1665	12744	-11080
296+50	29650.00	50	17.94	678.09	50	1197	1714	14241	-12526
297+00	29700.00	50	12.16	750.98	28	1323	1742	15895	-14153
297+50	29750.00	50	26.74	678.37	36	1323	1778	17549	-15771
298+00	29800.00	50	7.60	785.69	32	1356	1810	19243	-17434
298+50	29850.00	50	9.40	809.42	16	1477	1826	21090	-19264
299+00	29900.00	50	0.00	826.26	9	1515	1834	22983	-21149
299+50	29950.00	50	0.00	784.95	0	1492	1834	24848	-23013
300+00	30000.00	50	0.00	620.62	0	1301	1834	26474	-24640
300+50	30050.00	50	0.00	390.64	0	936	1834	27645	-25811
301+00	30100.00	50	23.18	44.59	21	403	1856	28149	-26293
301+50	30150.00	50	99.98	1.83	114	43	1970	28202	-26233
302+00	30200.00	50	199.12	1.12	277	3	2247	28206	-25959
302+50	30250.00	50	201.48	0.92	371	2	2618	28208	-25591
303+00	30300.00	50	131.85	3.17	309	4	2926	28213	-25287
303+50	30350.00	50	74.24	10.20	191	12	3117	28228	-25111
304+00	30400.00	50	64.86	8.86	129	18	3246	28250	-25005

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 2 - WAUKESHA BYPASS (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
304+50	30450.00	50	34.63	20.51	92	27	3338	28284	-24946
305+00	30500.00	50	53.70	1.73	82	21	3420	28310	-24890
305+50	30550.00	50	19.36	2.26	68	4	3487	28315	-24827
306+00	30600.00	50	20.42	59.94	37	58	3524	28387	-24862
306+50	30650.00	50	55.90	16.69	71	71	3595	28475	-24881
307+00	30700.00	50	69.49	17.49	116	32	3711	28515	-24804
307+50	30750.00	50	115.39	11.88	171	27	3882	28549	-24667
308+00	30800.00	50	133.35	13.20	230	23	4113	28578	-24465
308+50	30850.00	50	152.19	13.27	264	25	4377	28609	-24232
309+00	30900.00	50	199.46	11.47	326	23	4703	28637	-23935
309+50	30950.00	50	245.70	12.73	412	22	5115	28665	-23551
310+00	31000.00	50	276.01	10.37	483	21	5598	28692	-23094
310+50	31050.00	50	367.10	2.94	595	12	6193	28707	-22514
311+00	31100.00	50	432.28	3.94	740	6	6933	28715	-21782
311+50	31150.00	50	457.17	2.63	824	6	7757	28723	-20966
312+00	31200.00	50	539.75	3.56	923	6	8680	28730	-20050
312+50	31250.00	50	753.97	2.27	1198	5	9878	28737	-18859
313+00	31300.00	50	862.45	2.32	1497	4	11375	28742	-17368
313+50	31350.00	50	1028.62	1.77	1751	4	13126	28747	-15621
314+00	31400.00	50	1202.74	1.52	2066	3	15192	28751	-13559
314+50	31450.00	50	1355.94	1.50	2369	3	17561	28754	-11193
315+00	31500.00	50	1408.57	1.11	2560	2	20121	28757	-8637
315+50	31550.00	50	1413.77	0.92	2613	2	22734	28760	-6026
316+00	31600.00	50	1366.79	0.92	2575	2	25308	28762	-3453
316+50	31650.00	50	1267.34	1.31	2439	2	27747	28764	-1017
317+00	31700.00	50	1140.43	1.13	2229	2	29977	28767	1210
317+50	31750.00	50	1021.19	0.63	2002	2	31978	28769	3209
318+00	31800.00	50	785.12	0.89	1673	1	33651	28771	4880
318+50	31850.00	50	526.92	2.06	1215	3	34866	28774	6091
319+00	31900.00	50	309.58	2.00	775	4	35640	28779	6861
319+50	31950.00	50	167.58	1.89	442	4	36082	28784	7298
320+00	32000.00	50	50.46	28.63	202	28	36284	28819	7465
320+50	32050.00	50	7.13	152.76	53	168	36337	29029	7308
321+00	32100.00	50	4.35	257.98	11	380	36348	29504	6844
321+50	32150.00	50	2.48	336.94	6	551	36354	30193	6161
322+00	32200.00	50	5.61	411.70	7	693	36362	31059	5302
322+50	32250.00	50	7.57	488.99	12	834	36374	32102	4272
323+00	32300.00	50	6.82	582.02	13	992	36387	33341	3046
323+50	32350.00	50	9.79	765.82	15	1248	36403	34901	1501

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 2 - WAUKESHA BYPASS (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
324+00	32400.00	50	10.27	641.59	19	1303	36421	36530	-109
324+50	32450.00	50	11.05	637.69	20	1185	36441	38011	-1570
325+00	32500.00	50	10.89	651.24	20	1193	36461	39503	-3041
325+50	32550.00	50	12.52	672.84	22	1226	36483	41035	-4552
326+00	32600.00	50	8.30	672.06	19	1245	36502	42592	-6090
326+50	32650.00	50	0.00	656.04	8	1230	36510	44129	-7619
327+00	32700.00	50	0.00	615.02	0	1177	36510	45600	-9090
327+50	32750.00	50	0.00	567.01	0	1094	36510	46968	-10458
328+00	32800.00	50	0.00	474.85	0	965	36510	48174	-11664
328+50	32850.00	50	0.00	275.97	0	695	36510	49043	-12533
329+00	32900.00	50	73.65	61.48	68	312	36578	49434	-12856
329+50	32950.00	50	262.88	14.57	312	70	36890	49522	-12632
330+00	33000.00	50	470.75	0.63	679	14	37569	49539	-11970
330+50	33050.00	50	510.43	2.85	909	3	38477	49543	-11066
331+00	33100.00	50	454.64	1.66	894	4	39371	49549	-10177
331+50	33150.00	50	328.36	3.27	725	5	40096	49554	-9458
332+00	33200.00	50	250.43	8.50	536	11	40632	49568	-8936
332+50	33250.00	50	158.78	12.62	379	20	41011	49592	-8581
333+00	33300.00	50	79.50	14.87	221	25	41232	49624	-8393
333+50	33350.00	50	44.72	33.31	115	45	41347	49680	-8333
334+00	33400.00	50	30.10	67.03	69	93	41416	49796	-8380
334+50	33450.00	50	23.39	103.24	50	158	41465	49993	-8528
335+00	33500.00	50	18.92	131.22	39	217	41505	50264	-8760
335+50	33550.00	50	18.45	122.42	35	235	41539	50558	-9019
336+00	33600.00	50	20.66	95.13	36	201	41575	50810	-9234
336+50	33650.00	50	13.55	110.24	32	190	41607	51048	-9441
337+00	33700.00	50	10.92	91.27	23	187	41630	51281	-9651
337+50	33750.00	50	14.21	69.93	23	149	41653	51467	-9814
338+00	33800.00	50	24.60	47.50	36	109	41689	51603	-9914
338+50	33850.00	50	40.96	23.78	61	66	41750	51686	-9936
339+00	33900.00	50	87.03	12.08	119	33	41868	51727	-9859
339+50	33950.00	50	110.05	13.93	182	24	42051	51757	-9707
340+00	34000.00	50	117.85	11.21	211	23	42262	51786	-9525
340+50	34050.00	50	118.25	0.00	219	10	42480	51799	-9319
341+00	34100.00	50	171.30	0.00	268	0	42748	51799	-9051
341+50	34150.00	50	133.72	3.37	282	3	43031	51803	-8773
342+00	34200.00	50	159.05	0.00	271	3	43302	51807	-8505
342+32 BK	34231.74	32	192.45	0.00	207	0	43508	51807	-8299
				COLUMN TOTALS	43508	41446			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-02-70 - DIVISION 3 - WAUKESHA BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
272+85 AH	27285.00	0	87.69	0.00	0	0	0	0	0
273+00	27300.00	15	79.64	0.00	46	0	46	0	46
273+50	27350.00	50	60.97	0.97	130	1	177	1	176
273+75	27375.00	25	60.90	0.00	56	0	233	2	231
273+75	27375.00	0	114.76	58.29	0	0	233	2	231
274+00	27400.00	25	94.27	0.00	97	27	330	35	294
274+50	27450.00	50	72.03	0.00	154	0	484	35	448
275+00	27500.00	50	37.62	0.01	102	0	585	35	550
275+50	27550.00	50	6.57	170.98	41	158	626	233	393
276+00	27600.00	50	0.00	296.05	6	432	632	774	-141
276+50	27650.00	50	0.00	358.04	0	606	632	1531	-899
277+00	27700.00	50	0.00	396.57	0	699	632	2404	-1772
277+50	27750.00	50	0.00	432.18	0	767	632	3364	-2731
278+00	27800.00	50	0.00	453.39	0	820	632	4388	-3756
278+50	27850.00	50	0.00	464.15	0	850	632	5450	-4818
279+00	27900.00	50	0.00	452.52	0	849	632	6511	-5879
279+50	27950.00	50	0.00	424.12	0	812	632	7526	-6894
280+00	28000.00	50	0.00	366.79	0	732	632	8441	-7809
280+50	28050.00	50	0.00	294.81	0	613	632	9207	-8575
281+00	28100.00	50	15.74	75.76	15	343	647	9636	-8989
281+50	28150.00	50	67.28	99.24	77	162	724	9839	-9115
282+00	28200.00	50	139.23	0.00	191	92	915	9953	-9038
282+50	28250.00	50	108.84	0.00	230	0	1145	9953	-8809
283+00	28300.00	50	110.95	21.49	204	20	1348	9978	-8630
283+50	28350.00	50	30.38	77.71	131	92	1479	10093	-8614
284+00	28400.00	50	33.31	101.83	59	166	1538	10301	-8763
284+50	28450.00	50	34.01	107.89	62	194	1600	10544	-8943
284+75 BK	28474.64	25	37.33	105.43	33	97	1633	10665	-9032
				COLUMN TOTALS	1633	8532			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 3 - WAUKESHA BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
284+75 AH	28474.64	0	37.33	105.43	0	0	0	0	0
285+00	28500.00	25	41.12	105.37	37	99	37	124	-87
285+50	28550.00	50	47.09	91.99	82	183	119	352	-234
286+00	28600.00	50	40.87	79.06	81	158	200	550	-350
286+50	28650.00	50	37.81	72.16	73	140	273	725	-452
287+00	28700.00	50	50.02	26.37	81	91	354	839	-485
287+50	28750.00	50	77.53	16.64	118	40	472	889	-417
288+00	28800.00	50	100.08	8.28	164	23	637	918	-281
288+50	28850.00	50	81.55	0.00	168	8	805	927	-123
289+00	28900.00	50	82.44	0.00	152	0	957	927	29
289+50	28950.00	50	101.10	77.82	170	72	1127	1017	109
290+00	29000.00	50	0.00	73.32	94	140	1220	1192	28
290+50	29050.00	50	0.00	25.46	0	91	1220	1307	-86
291+00	29100.00	50	0.00	21.71	0	44	1220	1361	-141
291+50	29150.00	50	0.00	25.11	0	43	1220	1416	-195
292+00	29200.00	50	0.00	35.20	0	56	1220	1485	-265
292+50	29250.00	50	0.00	26.88	0	57	1220	1557	-337
293+00	29300.00	50	0.00	1.92	0	27	1220	1591	-370
293+50	29350.00	50	0.00	3.57	0	5	1220	1597	-377
294+00	29400.00	50	0.00	3.62	0	7	1220	1605	-385
294+50	29450.00	50	0.00	6.62	0	9	1220	1617	-397
295+00	29500.00	50	0.00	4.55	0	10	1220	1630	-410
295+50	29550.00	50	0.00	2.02	0	6	1220	1638	-417
296+00	29600.00	50	0.00	1.69	0	3	1220	1642	-422
296+50	29650.00	50	0.00	2.36	0	4	1220	1647	-426
297+00	29700.00	50	0.00	3.78	0	6	1220	1654	-433
297+50	29750.00	50	0.00	2.49	0	6	1220	1661	-441
298+00	29800.00	50	0.00	1.37	0	4	1220	1665	-445
298+50	29850.00	50	0.00	2.33	0	3	1220	1670	-449
299+00	29900.00	50	0.00	4.86	0	7	1220	1678	-458
299+50	29950.00	50	0.00	1.71	0	6	1220	1686	-465
300+00	30000.00	50	0.00	1.53	0	3	1220	1689	-469
300+50	30050.00	50	0.00	7.83	0	9	1220	1700	-480
301+00	30100.00	50	0.00	3.57	0	11	1220	1713	-493
301+50	30150.00	50	0.00	14.14	0	16	1220	1734	-514
302+00	30200.00	50	0.00	29.73	0	41	1220	1785	-564
302+50	30250.00	50	0.00	29.78	0	55	1220	1854	-633
303+00	30300.00	50	0.00	34.60	0	60	1220	1928	-708
303+50	30350.00	50	0.00	39.10	0	68	1220	2013	-793
304+00	30400.00	50	0.00	60.11	0	92	1220	2128	-908

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 3 - WAUKESHA BYPASS (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
304+50	30450.00	50	0.00	23.57	0	77	1220	2225	-1005
305+00	30500.00	50	0.00	0.00	0	22	1220	2252	-1032
305+50	30550.00	50	0.00	0.02	0	0	1220	2252	-1032
306+00	30600.00	50	0.00	6.79	0	6	1220	2260	-1040
306+50	30650.00	50	0.00	3.29	0	9	1220	2272	-1052
307+00	30700.00	50	0.00	5.84	0	8	1220	2282	-1062
307+50	30750.00	50	0.00	2.04	0	7	1220	2292	-1071
308+00	30800.00	50	0.00	5.94	0	7	1220	2301	-1081
308+50	30850.00	50	0.00	2.78	0	8	1220	2311	-1091
309+00	30900.00	50	0.00	1.57	0	4	1220	2316	-1096
309+50	30950.00	50	0.00	0.69	0	2	1220	2319	-1098
310+00	31000.00	50	0.00	0.19	0	1	1220	2320	-1099
310+50	31050.00	50	0.00	23.25	0	22	1220	2347	-1126
311+00	31100.00	50	0.00	24.33	0	44	1220	2402	-1181
311+50	31150.00	50	0.00	23.54	0	44	1220	2457	-1237
312+00	31200.00	50	0.00	23.73	0	44	1220	2512	-1292
312+50	31250.00	50	0.00	21.72	0	42	1220	2564	-1344
313+00	31300.00	50	0.00	21.83	0	40	1220	2615	-1395
313+50	31350.00	50	0.00	20.63	0	39	1220	2664	-1444
314+00	31400.00	50	0.00	20.00	0	38	1220	2711	-1491
314+50	31450.00	50	0.00	20.82	0	38	1220	2758	-1538
315+00	31500.00	50	0.00	20.55	0	38	1220	2806	-1586
315+50	31550.00	50	0.00	19.64	0	37	1220	2853	-1632
316+00	31600.00	50	0.00	19.89	0	37	1220	2898	-1678
316+50	31650.00	50	0.00	19.50	0	36	1220	2944	-1724
317+00	31700.00	50	0.00	19.35	0	36	1220	2989	-1769
317+50	31750.00	50	0.00	18.11	0	35	1220	3032	-1812
318+00	31800.00	50	0.00	18.02	0	33	1220	3074	-1854
318+50	31850.00	50	0.00	19.01	0	34	1220	3117	-1897
319+00	31900.00	50	0.00	20.01	0	36	1220	3162	-1942
319+50	31950.00	50	0.00	19.62	0	37	1220	3208	-1988
320+00	32000.00	50	0.00	20.83	0	37	1220	3255	-2035
320+50	32050.00	50	0.00	19.26	0	37	1220	3301	-2081
321+00	32100.00	50	0.00	21.29	0	38	1220	3348	-2128
321+50	32150.00	50	0.00	20.60	0	39	1220	3397	-2176
322+00	32200.00	50	0.00	19.51	0	37	1220	3443	-2223
322+50	32250.00	50	0.00	21.81	0	38	1220	3491	-2271
323+00	32300.00	50	0.00	23.38	0	42	1220	3543	-2323
323+50	32350.00	50	0.00	20.57	0	41	1220	3594	-2374

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 3 - WAUKESHA BYPASS (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT	INCREMENTAL VOL (CY) (UNADJUSTED) FILL	CUMULATIVE VOL (CY) CUT 1.00	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE
324+00	32400.00	50	0.00	23.54	0	41	1220	3645	-2425
324+50	32450.00	50	0.00	24.17	0	44	1220	3700	-2480
325+00	32500.00	50	0.00	22.91	0	44	1220	3755	-2535
325+50	32550.00	50	0.00	21.16	0	41	1220	3806	-2586
326+00	32600.00	50	0.25	253.47	0	254	1220	4124	-2903
326+50	32650.00	50	0.27	311.68	0	523	1221	4778	-3557
327+00	32700.00	50	2.02	336.77	2	600	1223	5528	-4305
327+50	32750.00	50	3.03	187.15	5	485	1228	6135	-4907
328+00	32800.00	50	0.90	148.47	4	311	1231	6523	-5292
328+50	32850.00	50	1.33	101.77	2	232	1233	6813	-5579
329+00	32900.00	50	0.39	66.19	2	156	1235	7007	-5772
329+50	32950.00	50	28.04	21.14	26	81	1261	7108	-5847
330+00	33000.00	50	76.27	23.83	97	42	1358	7160	-5802
330+50	33050.00	50	67.53	28.24	133	48	1491	7221	-5730
331+00	33100.00	50	152.57	25.55	204	50	1695	7283	-5588
331+50	33150.00	50	130.61	27.80	262	49	1957	7345	-5388
332+00	33200.00	50	148.83	33.85	259	57	2216	7416	-5200
332+50	33250.00	50	143.37	59.86	271	87	2486	7524	-5038
333+00	33300.00	50	141.59	46.63	264	99	2750	7648	-4897
333+50	33350.00	50	133.15	43.06	254	83	3005	7752	-4747
334+00	33400.00	50	85.09	40.64	202	78	3207	7848	-4642
334+50	33450.00	50	78.42	74.82	151	107	3358	7982	-4624
335+00	33500.00	50	75.91	96.56	143	159	3501	8180	-4679
335+50	33550.00	50	68.85	116.58	134	197	3635	8427	-4792
336+00	33600.00	50	57.23	133.93	117	232	3752	8717	-4965
336+50	33650.00	50	47.93	155.97	97	268	3849	9053	-5203
337+00	33700.00	50	60.69	142.66	101	277	3950	9398	-5448
337+50	33750.00	50	85.47	156.08	135	277	4085	9744	-5659
338+00	33800.00	50	123.29	149.79	193	283	4278	10098	-5820
338+50	33850.00	50	138.97	109.00	243	240	4521	10397	-5876
339+00	33900.00	50	142.60	84.78	261	179	4782	10622	-5840
339+50	33950.00	50	152.11	141.44	273	209	5055	10884	-5829
340+00	34000.00	50	39.32	1.94	177	133	5232	11050	-5817
340+50	34050.00	50	66.16	0.00	98	2	5330	11052	-5722
341+00	34100.00	50	37.32	0.00	96	0	5426	11052	-5626
341+50	34150.00	50	77.46	81.55	106	76	5532	11146	-5614
342+00	34200.00	50	98.02	42.37	162	115	5694	11290	-5595
342+32 BK	34231.74	32	98.72	31.59	116	43	5810	11344	-5534
			COLUMN TOTALS		5810	9075			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-02-70 - DIVISION 4- WAUKESHA BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
273+75 AH	27375.00	0	36.78	0.00	0	0	0	0	0
274+00	27400.00	25	38.35	0.00	35	0	35	0	35
274+50	27450.00	50	50.70	0.00	82	0	117	0	117
275+00	27500.00	50	38.14	0.00	82	0	199	0	199
275+50	27550.00	50	19.53	-0.01	53	0	253	0	253
276+00	27600.00	50	0.00	23.46	18	22	271	27	244
276+50	27650.00	50	0.00	44.72	0	63	271	106	165
277+00	27700.00	50	0.00	58.79	0	96	271	226	45
277+50	27750.00	50	0.00	69.13	0	118	271	374	-103
278+00	27800.00	50	0.00	76.17	0	135	271	542	-271
278+50	27850.00	50	0.00	76.83	0	142	271	719	-448
279+00	27900.00	50	0.00	71.24	0	137	271	891	-620
279+50	27950.00	50	0.00	60.34	0	122	271	1043	-772
280+00	28000.00	50	0.00	44.29	0	97	271	1164	-893
280+50	28050.00	50	0.00	23.79	0	63	271	1243	-972
281+00	28100.00	50	25.59	0.00	24	22	295	1270	-976
281+50	28150.00	50	56.07	0.00	76	0	370	1270	-900
281+72 BK	28172.27	22	53.00	1.00	45	0	415	1271	-856
283+15 AH	28315.48	0	43.50	4.00	0	0	0	0	0
283+50	28350.00	35	48.59	0.00	59	3	59	3	56
284+00	28400.00	50	48.35	0.00	90	0	149	3	145
284+50	28450.00	50	51.10	0.00	92	0	241	3	238
284+75 BK	28474.64	25	47.00	1.50	45	1	285	4	281
			COLUMN TOTALS		701	1020			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 4 - WAUKESHA BYPASS

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
284+75 AH	28474.64	0	48.00	1.50	0	0	0	0	0
285+00	28500.00	25	53.13	0.00	47	1	47	1	47
285+50	28550.00	50	52.62	0.00	98	0	145	1	145
286+00	28600.00	50	63.09	0.00	107	0	253	1	252
286+50	28650.00	50	61.98	0.00	116	0	368	1	367
287+00	28700.00	50	64.55	0.00	117	0	486	1	485
287+50	28750.00	50	48.87	0.01	105	0	591	1	590
288+00	28800.00	50	51.38	0.00	93	0	683	1	682
288+50	28850.00	50	64.74	0.00	108	0	791	1	790
289+00	28900.00	50	63.98	0.00	119	0	910	1	909
289+50	28950.00	50	46.57	0.00	102	0	1012	1	1012
290+00	29000.00	50	49.33	0.00	89	0	1101	1	1100
290+50	29050.00	50	48.50	0.01	91	0	1192	1	1191
291+00	29100.00	50	43.78	0.00	85	0	1277	1	1276
291+50	29150.00	50	40.65	0.00	78	0	1355	1	1354
292+00	29200.00	50	37.49	0.00	72	0	1428	1	1427
292+50	29250.00	50	36.53	0.00	69	0	1496	1	1495
293+00	29300.00	50	17.64	5.10	50	5	1546	7	1540
293+50	29350.00	50	15.00	6.00	30	10	1577	20	1557
293+87 BK	29386.54	37	12.00	8.00	18	9	1595	31	1563
300+10 AH	30010.25	0	1.50	16.00	0	0	0	0	0
300+50	30050.00	40	1.51	15.79	2	23	2	29	-27
301+00	30100.00	50	3.80	10.18	5	24	7	59	-52
301+50	30150.00	50	6.51	0.00	10	9	17	71	-54
302+00	30200.00	50	6.32	0.00	12	0	29	71	-43
302+50	30250.00	50	7.08	0.00	12	0	41	71	-30
303+00	30300.00	50	7.11	0.00	13	0	54	71	-17
303+50	30350.00	50	6.86	0.00	13	0	67	71	-4
304+00	30400.00	50	2.72	0.00	9	0	76	71	5
304+50	30450.00	50	1.40	0.00	4	0	80	71	9
305+00	30500.00	50	14.46	2.35	15	2	94	74	21
305+50	30550.00	50	13.68	2.28	26	4	120	79	41
306+00	30600.00	50	29.24	0.00	40	2	160	82	78
306+50	30650.00	50	24.97	0.00	50	0	210	82	129
307+00	30700.00	50	24.40	1.37	46	1	256	83	173
307+50	30750.00	50	24.15	1.35	45	3	301	87	215
308+00	30800.00	50	20.43	1.74	41	3	342	90	252
308+50	30850.00	50	20.16	1.42	38	3	380	94	286
309+00	30900.00	50	18.54	0.74	36	2	416	96	319
309+50	30950.00	50	6.86	7.83	24	8	439	106	333
310+00	31000.00	50	0.99	21.51	7	27	446	140	306
310+08 BK	31007.68	8	0.50	22.00	0	6	447	148	299

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 4 - WAUKESHA BYPASS (CONTINUED)

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
333+43 AH	33342.79	0	0.00	12.00	0	0	0	0	0
333+50	33350.00	7	0.00	12.20	0	3	0	4	-4
334+00	33400.00	50	0.00	12.53	0	23	0	33	-33
334+50	33450.00	50	0.00	13.39	0	24	0	63	-63
335+00	33500.00	50	0.00	14.69	0	26	0	95	-95
335+50	33550.00	50	15.69	16.22	15	29	15	131	-116
336+00	33600.00	50	14.35	18.14	28	32	42	171	-128
336+50	33650.00	50	13.29	24.83	26	40	68	220	-153
337+00	33700.00	50	15.37	14.79	27	37	94	266	-172
337+50	33750.00	50	17.20	6.67	30	20	125	291	-167
338+00	33800.00	50	18.60	4.19	33	10	158	304	-146
338+50	33850.00	50	19.99	3.23	36	7	194	312	-119
339+00	33900.00	50	20.46	3.05	37	6	231	320	-89
339+50	33950.00	50	31.21	0.00	48	3	279	323	-44
340+00	34000.00	50	58.66	0.00	83	0	362	323	39
340+50	34050.00	50	70.22	0.00	119	0	481	323	158
341+00	34100.00	50	49.64	0.00	111	0	592	323	269
341+50	34150.00	50	24.96	0.01	69	0	661	323	338
342+00	34200.00	50	32.10	0.00	53	0	714	323	391
342+32 BK	34231.74	32			38	0	752	323	429
				COLUMN TOTALS	2794	402			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-02-70 - DIVISION 2 - FIDDLERS CREEK DR

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
48+42 AH	4842.00	0	63.45	0.47	0	0	0	0	0
48+50	4850.00	8	64.33	0.66	19	0	19	0	19
49+00	4900.00	50	113.74	9.41	165	9	184	12	172
49+50 BK	4950.00	50	184.91	15.15	277	23	460	40	420
				COLUMN TOTALS	460	32			

2788-02-70 - DIVISION 3 - FIDDLERS CREEK DR

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
50+50 AH	5050.00	0	141.66	11.94	0	0	0	0	0
51+00	5100.00	50	56.02	8.31	183	19	183	23	160
51+50	5150.00	50	73.83	0.00	120	8	303	33	270
51+53 BK	5153.00	3	74.39	0.00	8	0	312	33	278
				COLUMN TOTALS	312	26			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-02-70 - DIVISION 1 - USH 18/SUMMIT AVE TEMPORARY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
41+50 AH	4150.00	0	0.00	0.00	0	0	0	0	0
42+00	4200.00	50	5.68	54.04	5	50	5	63	-57
42+50	4250.00	50	5.57	49.51	10	96	16	182	-167
43+00	4300.00	50	18.72	0.00	22	46	38	240	-202
43+50	4350.00	50	9.19	30.26	26	28	64	275	-211
44+00	4400.00	50	6.61	85.38	15	107	79	409	-330
44+50	4450.00	50	6.13	108.41	12	179	90	633	-542
45+00	4500.00	50	3.65	116.90	9	209	99	894	-794
45+50	4550.00	50	4.55	94.38	8	196	107	1138	-1031
46+00	4600.00	50	5.74	81.57	10	163	117	1342	-1225
46+50	4650.00	50	6.21	87.81	11	157	128	1538	-1410
47+00	4700.00	50	7.75	46.59	13	124	141	1693	-1553
47+50	4750.00	50	10.13	28.65	17	70	157	1780	-1623
48+00	4800.00	50	9.15	8.27	18	34	175	1823	-1648
48+50	4850.00	50	71.66	0.35	75	8	250	1833	-1583
49+00	4900.00	50	148.92	0.00	204	0	454	1834	-1380
49+50	4950.00	50	105.83	0.00	236	0	690	1834	-1144
50+00	5000.00	50	91.74	0.00	183	0	873	1834	-961
50+50	5050.00	50	11.52	0.00	96	0	969	1834	-865
51+00	5100.00	50	36.14	62.04	44	57	1013	1905	-893
51+50	5150.00	50	34.06	23.79	65	79	1078	2005	-927
52+00	5200.00	50	33.76	4.17	63	26	1140	2037	-897
52+50	5250.00	50	32.02	3.84	61	7	1201	2046	-845
53+00	5300.00	50	35.86	0.48	63	4	1264	2051	-787
53+50	5350.00	50	43.09	0.00	73	0	1337	2052	-715
54+00	5400.00	50	22.04	0.00	60	0	1398	2052	-654
54+50	5450.00	50	21.48	0.00	40	0	1438	2052	-614
55+00	5500.00	50	24.68	0.00	43	0	1481	2052	-571
55+50	5550.00	50	30.95	0.00	52	0	1532	2052	-520
56+00	5600.00	50	13.83	0.22	41	0	1574	2052	-479
56+50	5650.00	50	19.58	0.00	31	0	1605	2052	-448
57+00	5700.00	50	13.96	0.00	31	0	1636	2052	-417
57+50	5750.00	50	5.99	14.30	18	13	1654	2069	-415
58+00	5800.00	50	9.17	13.34	14	26	1668	2101	-433
58+50	5850.00	50	9.51	17.19	17	28	1685	2136	-451
59+00	5900.00	50	9.29	17.49	17	32	1703	2176	-474
59+50	5950.00	50	8.85	16.59	17	32	1720	2216	-496
60+00	6000.00	50	24.67	0.00	31	15	1751	2235	-484
60+50	6050.00	50	3.23	15.38	26	14	1776	2253	-476
61+00 BK	6100.00	50	0.00	0.00	3	14	1779	2271	-491
			COLUMN TOTALS		1779	1817			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-02-70 - DIVISION 2 - USH 18/SUMMIT AVE

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
38+50 AH	3850.00	0	18.74	11.92	0	0	0	0	0
39+00	3900.00	50	17.19	21.05	33	31	33	38	-5
39+50	3950.00	50	29.02	0.00	43	19	76	63	14
40+00	4000.00	50	17.81	57.80	43	54	119	129	-10
40+46	4046.01	46	35.79	102.65	46	137	165	300	-135
40+46	4046.01	0	61.42	147.90	0	0	165	300	-135
40+50	4050.00	4	62.83	154.48	9	22	174	328	-154
41+00	4100.00	50	54.57	308.48	109	429	283	864	-581
41+50	4150.00	50	49.31	299.46	96	563	379	1568	-1189
42+00	4200.00	50	89.11	196.39	128	459	507	2142	-1634
42+50	4250.00	50	75.06	194.18	152	362	659	2594	-1934
42+50	4250.00	0	196.88	204.27	0	0	659	2594	-1934
43+00	4300.00	50	178.38	0.00	347	189	1007	2830	-1823
43+50	4350.00	50	208.39	0.03	358	0	1365	2830	-1465
44+00	4400.00	50	269.12	268.32	442	248	1807	3141	-1334
44+50	4450.00	50	288.22	234.45	516	466	2323	3723	-1400
45+00	4500.00	50	294.49	232.54	540	432	2863	4263	-1400
45+50	4550.00	50	260.60	210.21	514	410	3377	4776	-1399
46+00	4600.00	50	308.20	186.64	527	367	3903	5235	-1332
46+50	4650.00	50	335.90	70.71	596	238	4500	5533	-1033
47+00	4700.00	50	343.37	36.68	629	99	5129	5657	-528
47+50	4750.00	50	342.42	25.41	635	57	5764	5729	35
48+00	4800.00	50	345.02	20.72	637	43	6400	5782	618
48+50	4850.00	50	345.78	29.87	640	47	7040	5841	1199
49+00	4900.00	50	334.48	0.00	630	28	7670	5875	1794
49+50 BK	4950.00	50	333.98	0.00	619	0	8289	5875	2413
				COLUMN TOTALS	8289	4700			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-02-70 - DIVISION 3 - USH 18/SUMMIT AVE

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
50+50 AH	5050.00	0	234.10	0.00	0	0	0	0	0
51+00	5100.00	50	330.31	25.61	523	24	523	30	493
51+50	5150.00	50	322.81	48.29	605	68	1127	115	1012
52+00	5200.00	50	321.12	33.98	596	76	1724	210	1513
52+50	5250.00	50	332.78	23.46	605	53	2329	277	2052
53+00	5300.00	50	310.36	33.83	595	53	2925	343	2581
53+50	5350.00	50	322.25	44.10	586	72	3510	433	3077
54+00	5400.00	50	305.04	62.77	581	99	4091	557	3534
54+50	5450.00	50	301.47	72.16	562	125	4653	713	3939
55+00	5500.00	50	304.34	76.08	561	137	5214	885	4329
55+50	5550.00	50	316.70	61.14	575	127	5789	1044	4745
56+00	5600.00	50	286.92	0.00	559	57	6348	1114	5233
56+50	5650.00	50	269.47	0.00	515	0	6863	1114	5748
57+00	5700.00	50	395.67	96.15	616	89	7479	1226	6253
57+50	5750.00	50	238.45	60.67	587	145	8066	1407	6659
58+00	5800.00	50	219.30	64.49	424	116	8490	1552	6938
58+50	5850.00	50	207.61	63.12	395	118	8885	1700	7185
59+00	5900.00	50	188.90	50.33	367	105	9252	1831	7421
59+50	5950.00	50	168.75	40.80	331	84	9583	1937	7647
59+70	5969.56	20	162.53	37.11	120	28	9703	1972	7731
59+70	5969.56	0	101.49	36.48	0	0	9703	1972	7731
60+00	6000.00	30	119.41	0.02	125	21	9828	1998	7830
60+50	6050.00	50	88.24	27.63	192	26	10020	2030	7990
61+00	6100.00	50	73.08	46.17	149	68	10169	2115	8054
61+50	6150.00	50	77.32	49.11	139	88	10309	2225	8083
62+00	6200.00	50	95.78	41.07	160	84	10469	2330	8139
62+34 BK	6233.94	34	67.25	0.00	102	26	10571	2362	8209
			COLUMN TOTALS		10571	1889			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 2 - DRIVEWAY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
48+25 AH	4825.00	0	43.84	0.00	0	0	0	0	0
48+50	4850.00	25	34.62	12.76	36	6	36	7	29
49+00	4900.00	50	28.89	59.60	59	67	95	91	4
49+50 BK	4950.00	50	116.70	46.61	135	98	230	214	16
				COLUMN TOTALS	230	171			

2788-00-72 - DIVISION 3 - DRIVEWAY

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
50+50	5050.00	0	279.77	5.50	0	0	0	0	0
51+00	5100.00	50	182.72	0.85	428	6	428	7	421
51+15	5115.00	15	173.11	0.16	99	0	527	8	519
51+15	5115.00	0	42.12	0.00	0	0	527	8	519
51+50	5150.00	35	31.81	0.00	48	0	575	8	567
				COLUMN TOTALS	575	6			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 2 - COLDWATER CREEK DRIVE

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
48+00 AH	4800.00	0	82.34	0.83	0	0	0	0	0
48+50	4850.00	50	86.37	6.64	156	7	156	9	148
49+00	4900.00	50	77.92	14.39	152	19	308	33	275
49+50 BK	4950.00	50	144.87	48.28	206	58	515	106	409
				COLUMN TOTALS	515	84			

2788-00-72 - DIVISION 3 - COLDWATER CREEK DRIVE

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
50+50 AH	5050.00	0	91.12	3.86	0	0	0	0	0
51+00	5100.00	50	77.47	30.10	156	31	156	39	117
51+50	5150.00	50	152.40	4.53	213	32	369	79	290
52+00	5200.00	50	131.11	0.67	263	5	631	85	546
52+50	5250.00	50	106.44	0.00	220	1	851	86	765
52+75 BK	5275.00	25	70.97	0.76	82	0	934	87	847
				COLUMN TOTALS	934	69			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-00-72 - DIVISION 2 - NORTHVIEW ROAD

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
44+00 AH	4400.00	0	0.00	2.26	0	0	0	0	0
44+50	4450.00	50	2.90	12.78	3	14	3	17	-15
44+50	4450.00	0	46.20	8.41	0	0	3	17	-15
45+00	4500.00	50	43.25	11.56	83	18	86	41	45
45+50	4550.00	50	29.62	18.45	67	28	153	75	78
46+00	4600.00	50	33.48	14.84	58	31	211	114	98
46+50	4650.00	50	72.06	10.01	98	23	309	143	167
47+00	4700.00	50	80.79	13.07	142	21	451	169	281
47+50	4750.00	50	131.13	4.90	196	17	647	190	457
48+00	4800.00	50	279.61	0.00	380	5	1027	196	831
48+50	4850.00	50	228.37	0.00	470	0	1498	196	1302
49+00	4900.00	50	329.57	0.45	517	0	2014	196	1818
49+50 BK	4950.00	50	223.12	0.00	512	0	2526	197	2329
				COLUMN TOTALS	2526	157			

2788-00-72 - DIVISION 3 - NORTHVIEW ROAD

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
50+50 AH	5050.00	5050	98.29	34.10	0	0	0	0	0
51+00	5100.00	50	0.54	150.61	92	171	92	214	-122
51+50	5150.00	50	0.00	505.35	1	607	92	973	-881
52+00	5200.00	50	0.00	567.65	0	994	92	2215	-2123
52+50	5250.00	50	0.00	512.11	0	1000	92	3465	-3373
53+00	5300.00	50	0.00	371.11	0	818	92	4487	-4395
53+50	5350.00	50	0.00	356.57	0	674	92	5329	-5237
54+00	5400.00	50	0.00	275.38	0	585	92	6061	-5969
54+50	5450.00	50	0.67	172.51	1	415	93	6579	-6486
55+00	5500.00	50	8.80	87.67	9	241	101	6880	-6779
55+50	5550.00	50	3.67	24.98	12	104	113	7010	-6897
56+00	5600.00	50	26.83	5.16	28	28	141	7045	-6904
56+50	5650.00	50	58.01	0.28	79	5	220	7052	-6832
56+65 BK	5665.00	15	69.09	0.00	35	0	255	7052	-6797
				COLUMN TOTALS	255	5641			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

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2788-02-70 - DIVISION 2 - TORHORST RD

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
10+39 AH	1038.75	0	135.29	0.30	0	0	0	0	0
10+50	1050.00	11	11.23	211.72	31	44	31	55	-25
11+00	1100.00	50	23.52	104.60	32	293	63	421	-359
11+50	1150.00	50	26.86	12.95	47	109	109	557	-448
11+90 BK	1190.00	40	48.77	0.61	56	10	165	570	-405
				COLUMN TOTALS	165	456			

2788-02-70 - DIVISION 2 - TURNBERRY OAK DR

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
8+87 AH	887.15	0	54.50	0.00	0	0	0	0	0
9+00	900.00	13	66.34	23.24	29	6	29	7	22
9+50 BK	950.00	50	24.83	44.09	84	62	113	85	28
				COLUMN TOTALS	113	68			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

2788-02-70 - DIVISION 3 - DWY_US_5613

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
8+75 AH	875.00	0	56.29	0.00	0	0	0	0	0
9+00	900.00	25	21.22	13.68	36	6	36	8	28
9+50	950.00	50	49.82	8.39	66	20	102	33	68
9+60 BK	960.00	10	214.06	0.00	49	2	151	35	115
				COLUMN TOTALS	151	28			

2788-02-70 - DIVISION 3 - DWY_US_5617

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
10+43 AH	1043.00	0	263.39	0.00	0	0	0	0	0
10+50	1050.00	7	141.87	0.00	53	0	53	0	53
11+00	1100.00	50	105.46	0.00	229	0	282	0	282
11+39 BK	1138.86	39	60.29	0.00	119	0	401	0	401
				COLUMN TOTALS	401	0			

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]

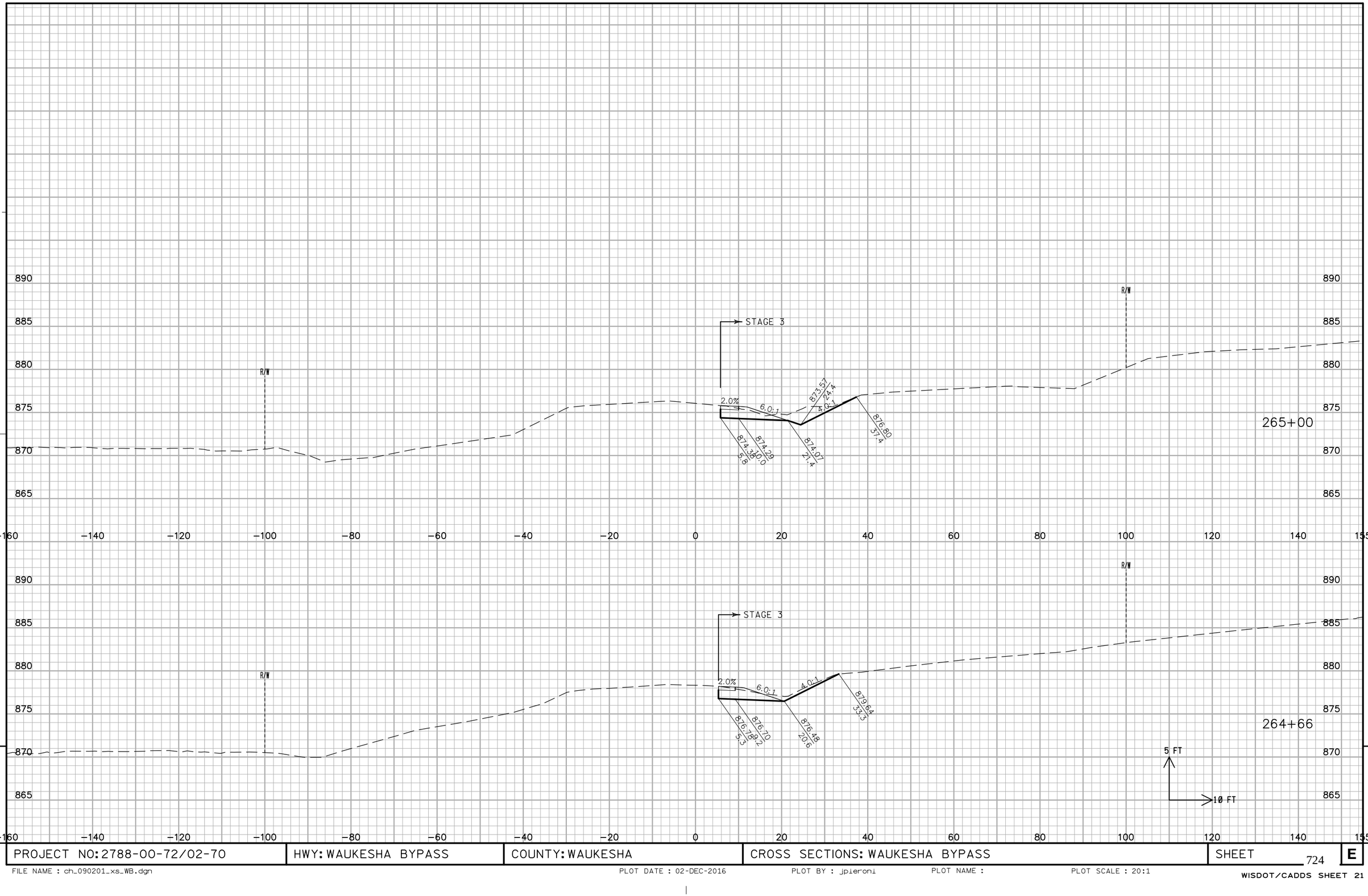
2788-00-72 - DIVISION 3 - DWY_NV_5272

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
10+42 AH	1041.63	0	0.00	264.63	0	0	0	0	0
10+50	1050.00	8	0.00	230.06	0	77	0	96	-96
11+00	1100.00	50	0.00	67.32	0	275	0	440	-440
11+50	1150.00	50	3.29	0.00	3	62	3	518	-515
12+00 BK	1200.00	50	1.68	0.00	5	0	8	518	-510
				COLUMN TOTALS	8	414			

2788-00-72 - DIVISION 2 - DRY POND 324

STATION	REAL STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 3
DP324					975	750	975	937	38
				COLUMN TOTALS	975	750			

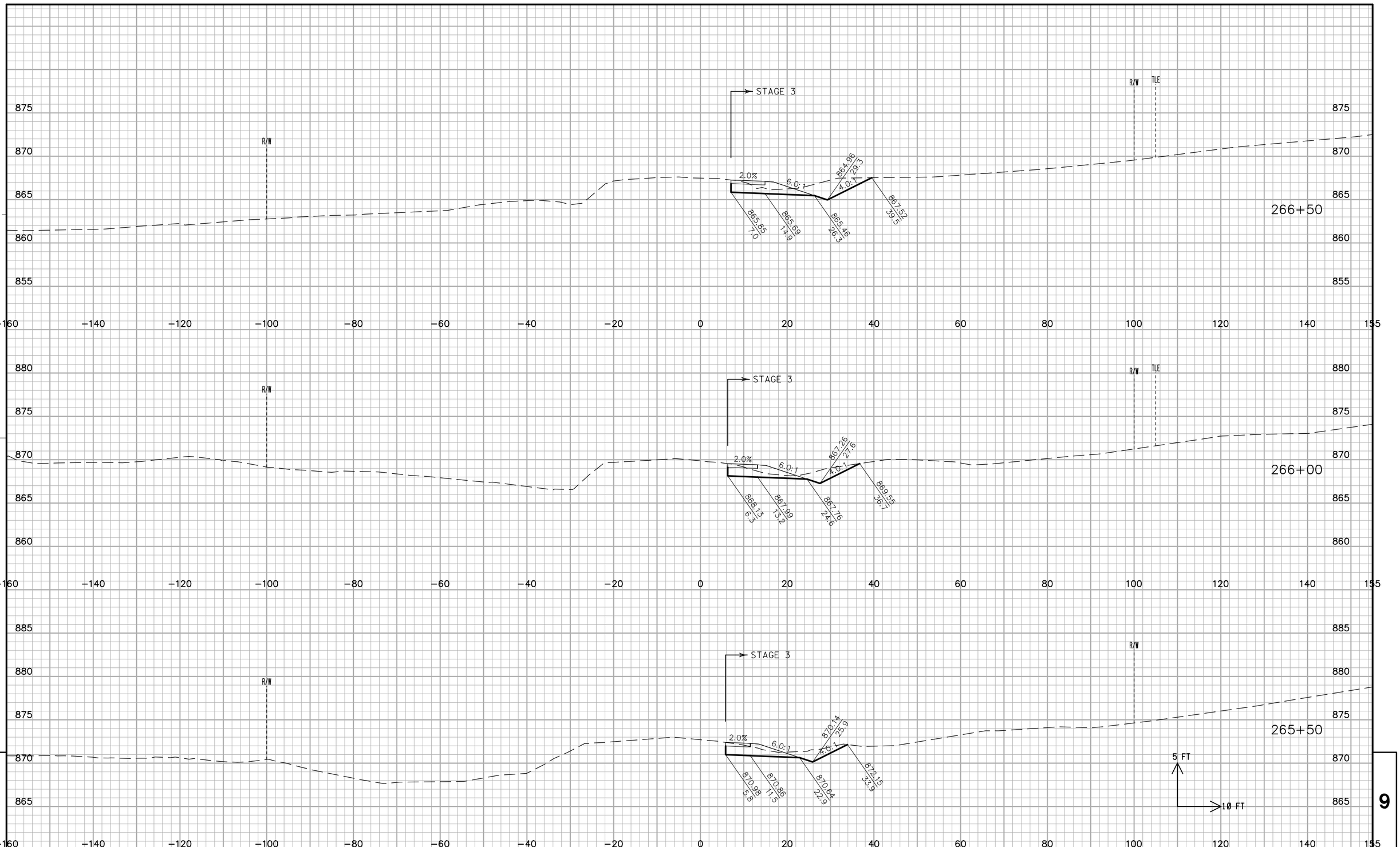
NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE PAVEMENT EXC VOLUME. SALVAGED/UNUSABLE PAVMENT MATERIAL IS CALCULATED ON THE THE SUMMARY SHEET.
3 - MASS ORDINATE	[(CUT) - ((FILL) * FILL FACTOR)]



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 724	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

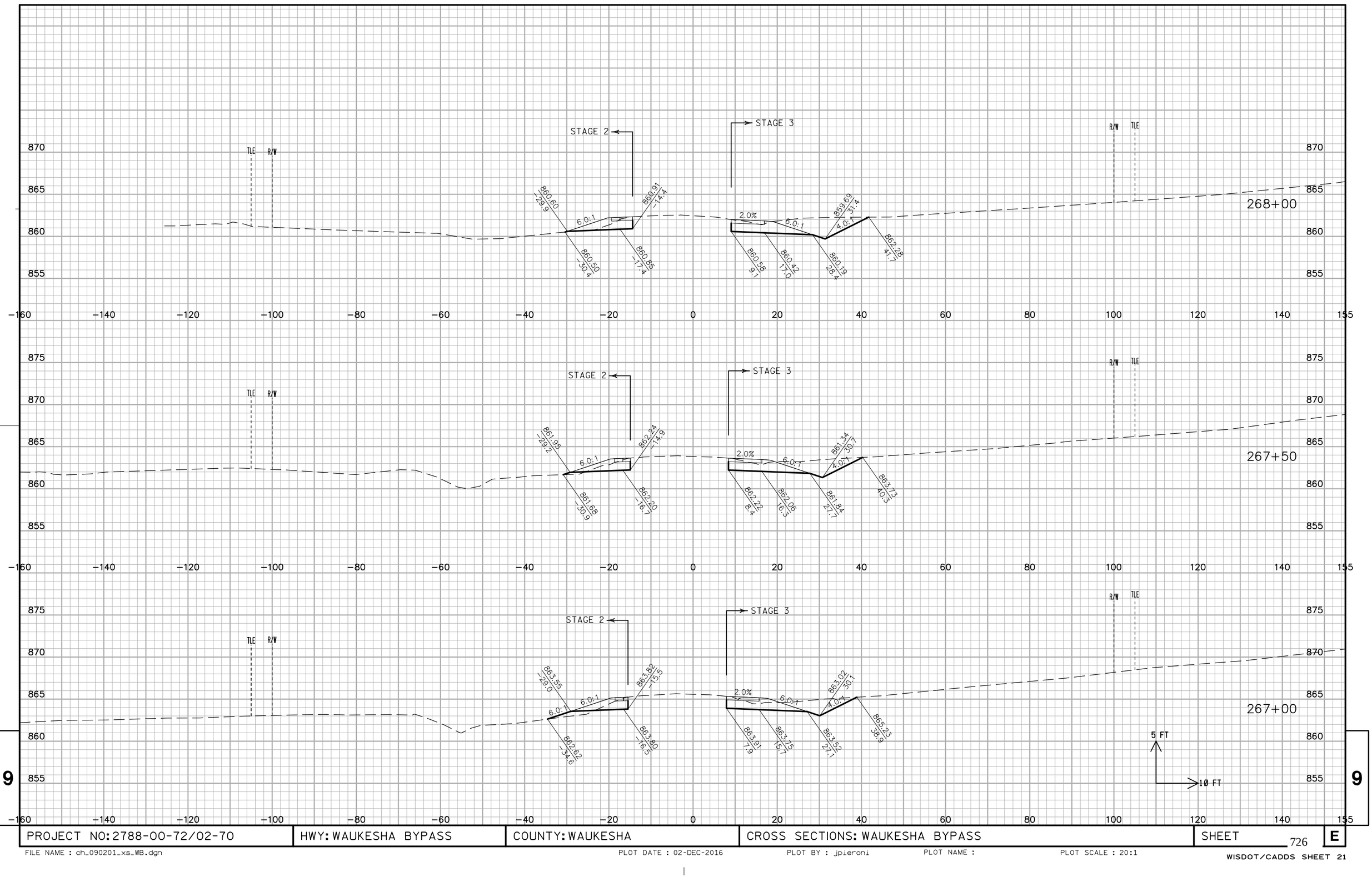
WISDOT/CADDS SHEET 21



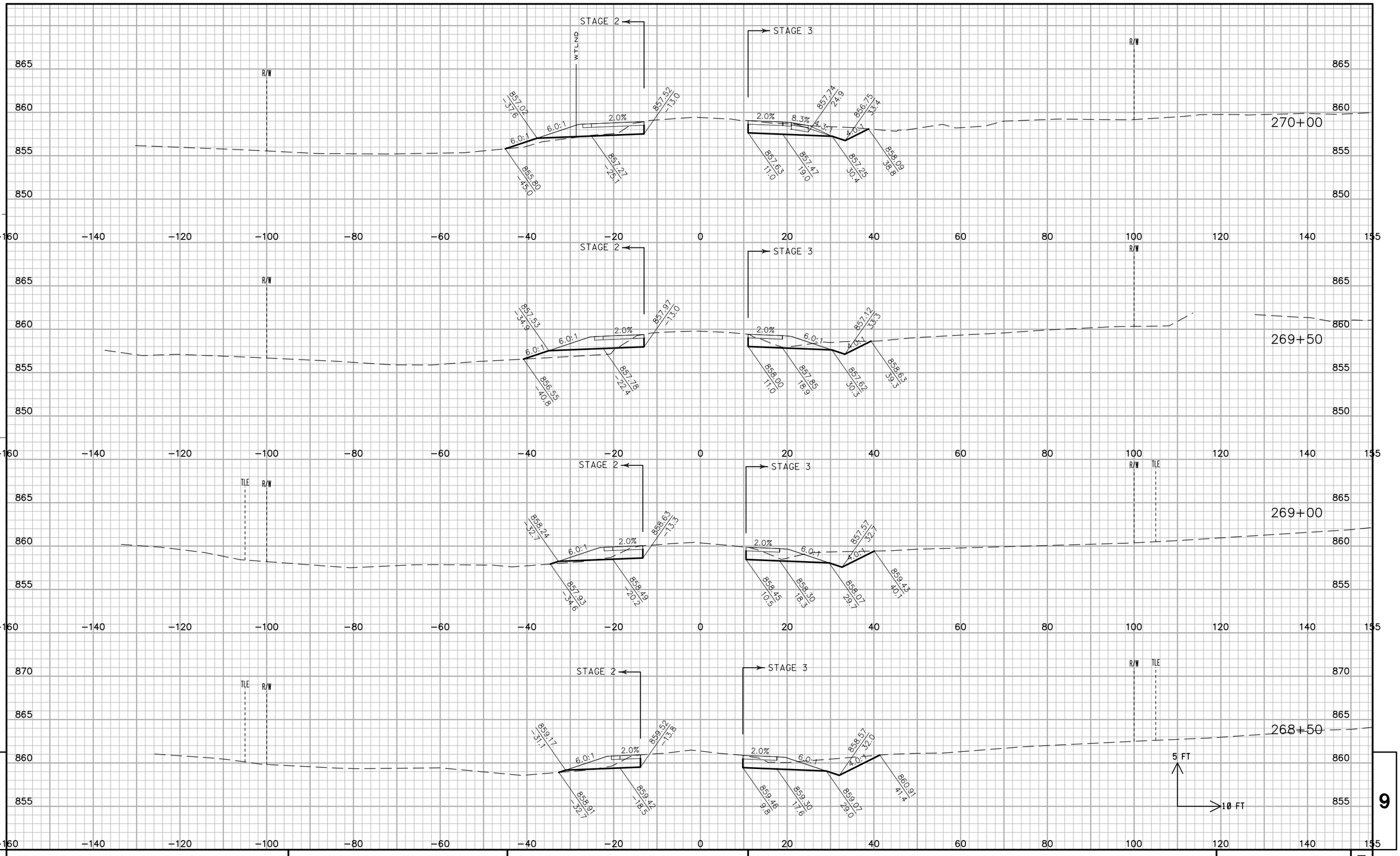
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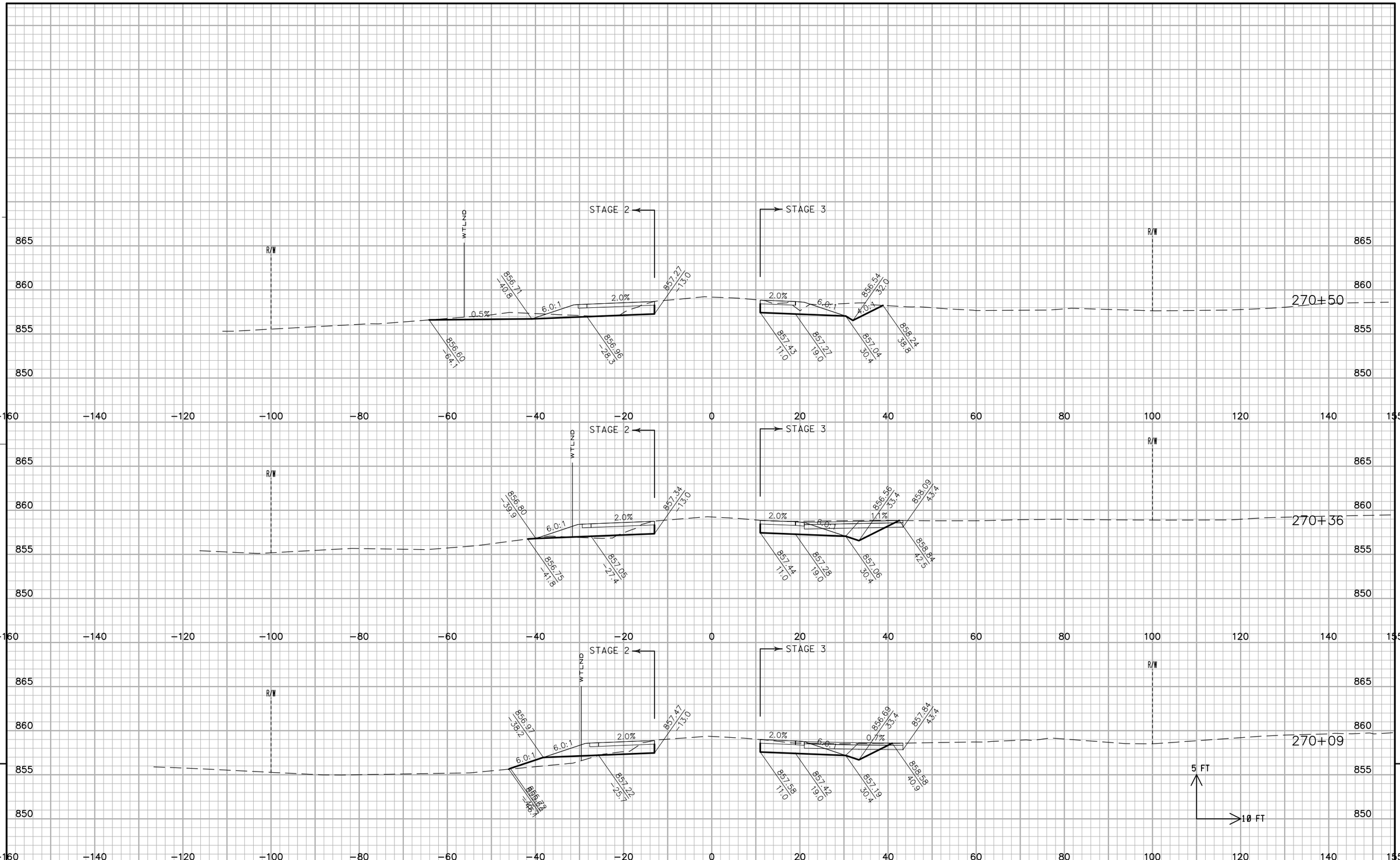
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 726	E



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 727	E



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 728	E

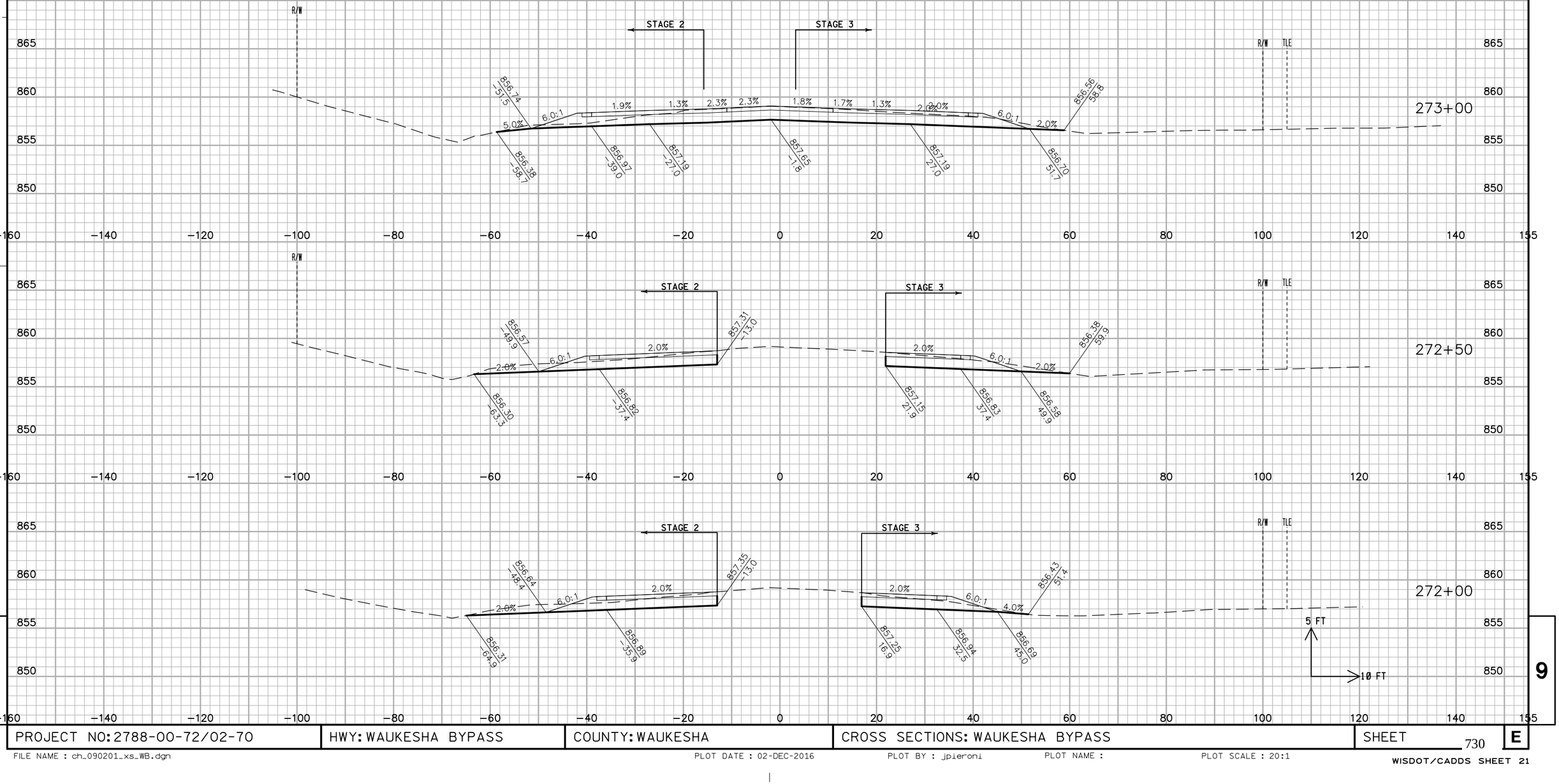
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WISDOT/CADDS SHEET 21

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 729	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

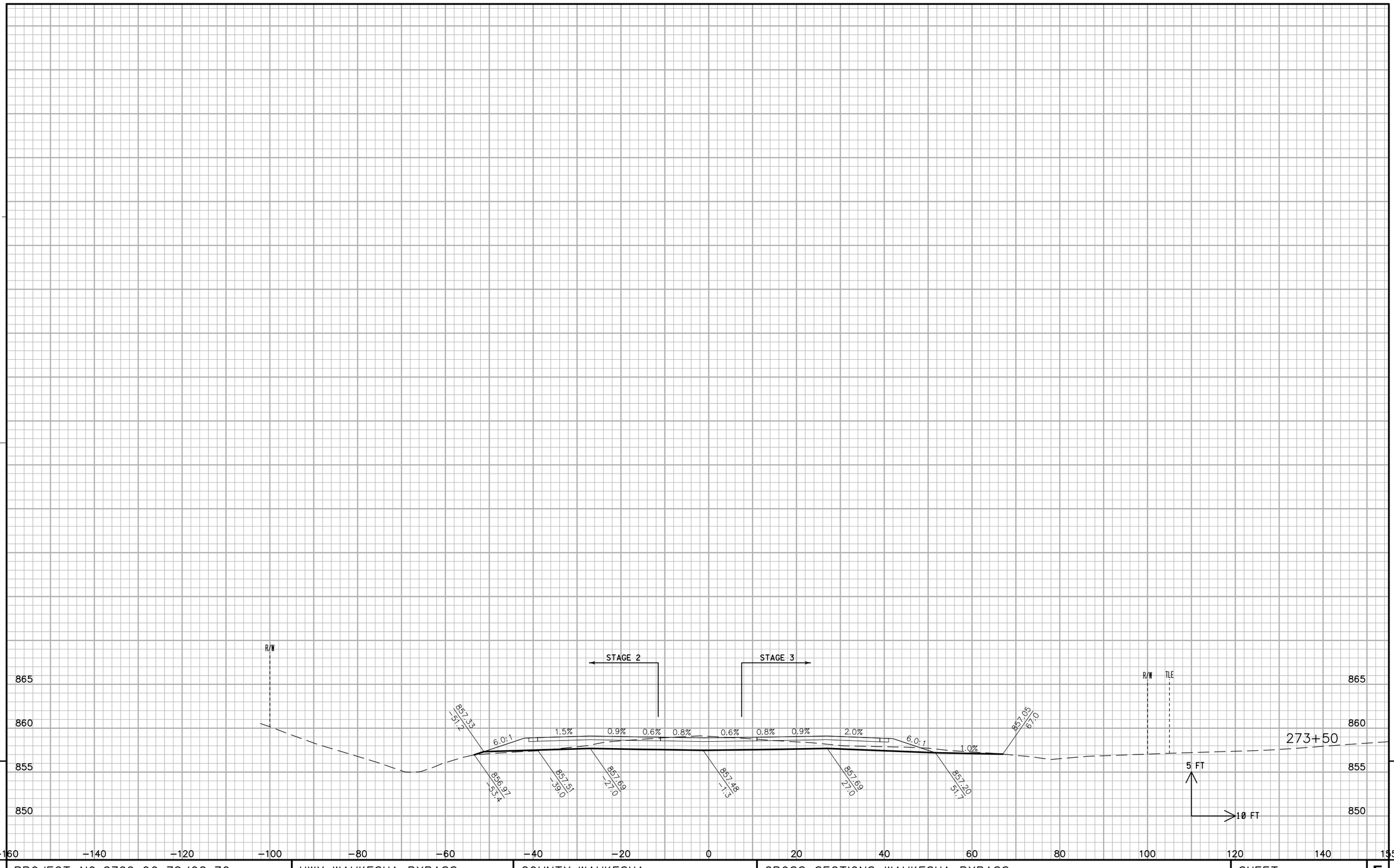
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 730	E

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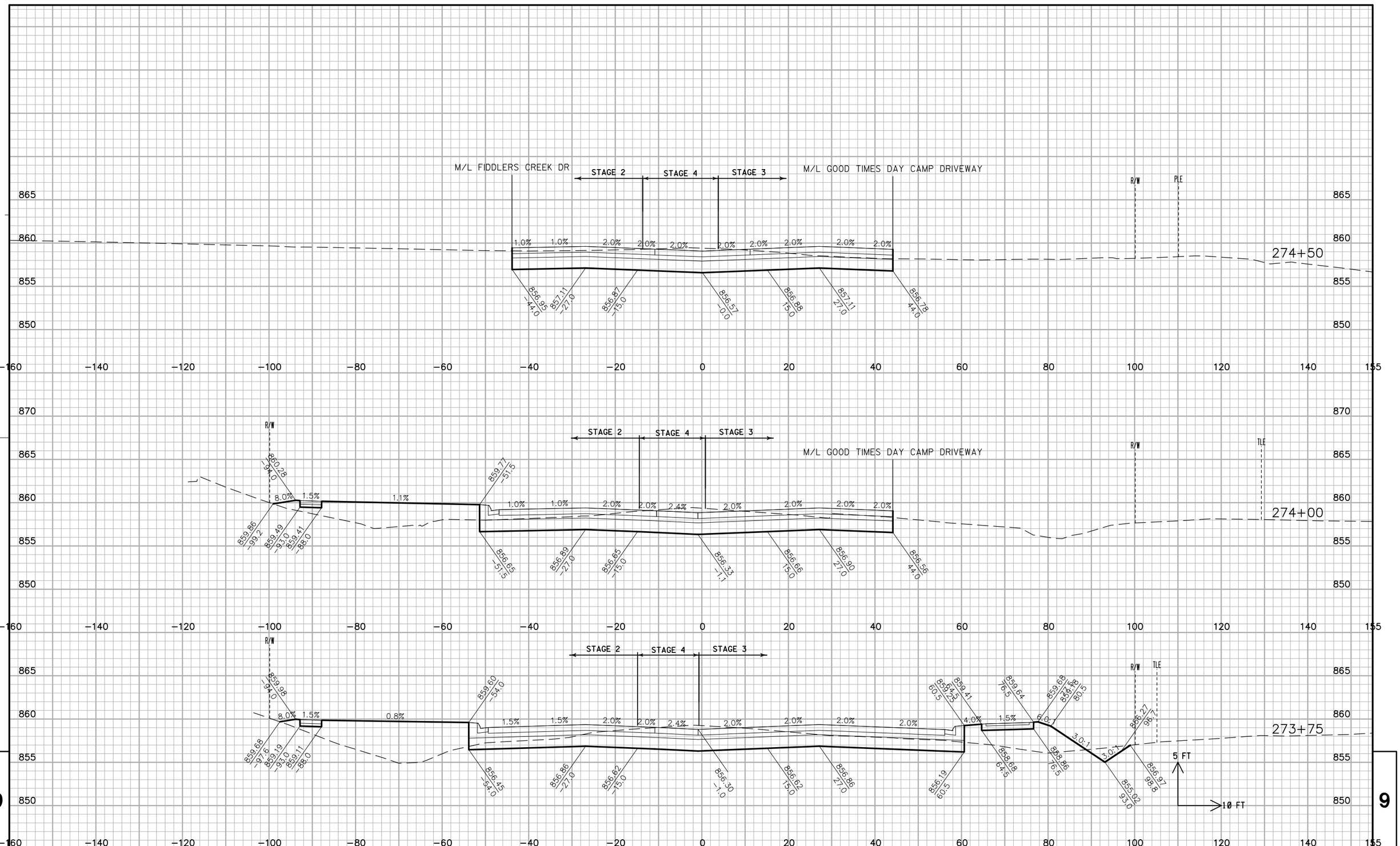
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 731	E

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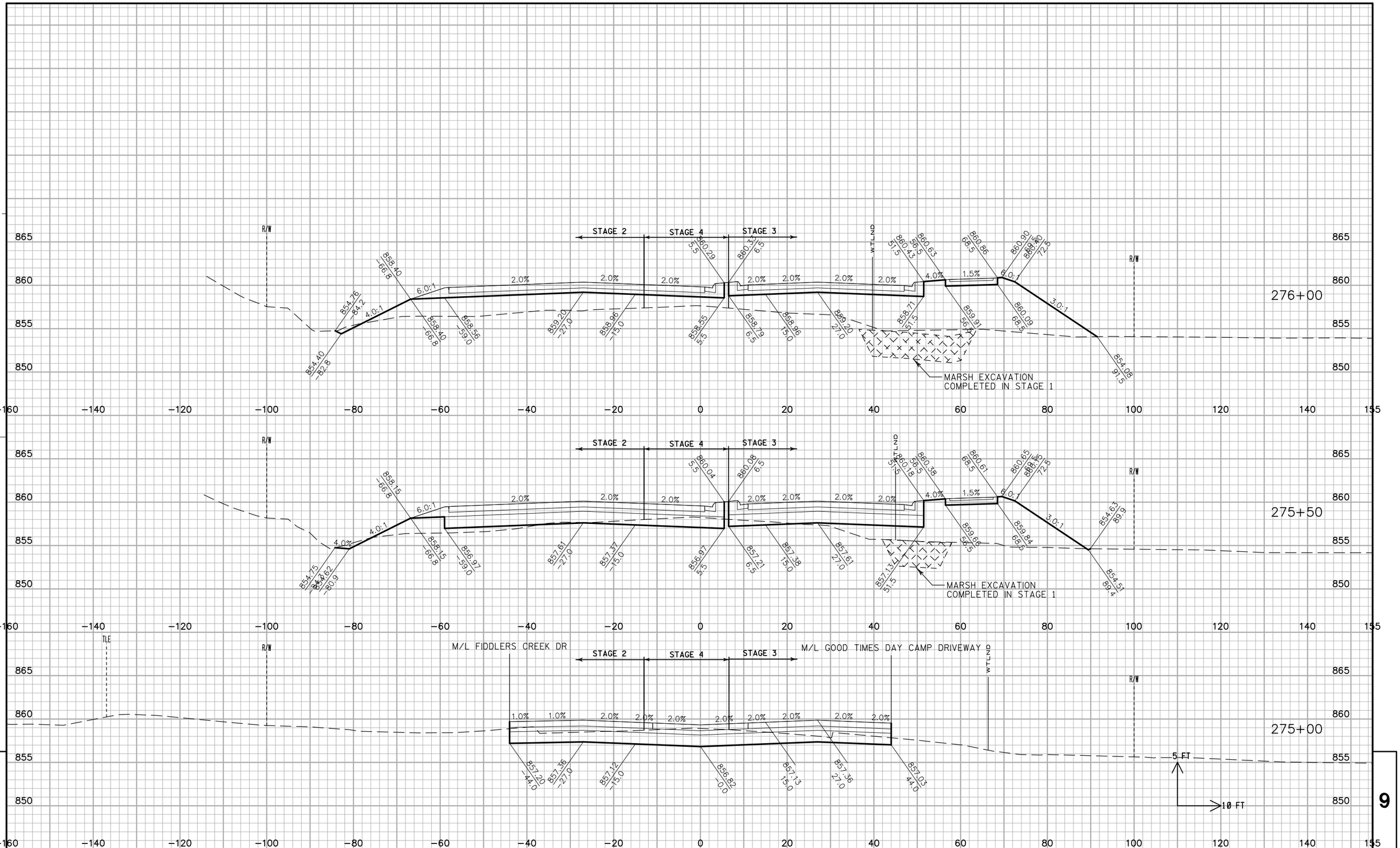
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 732	E

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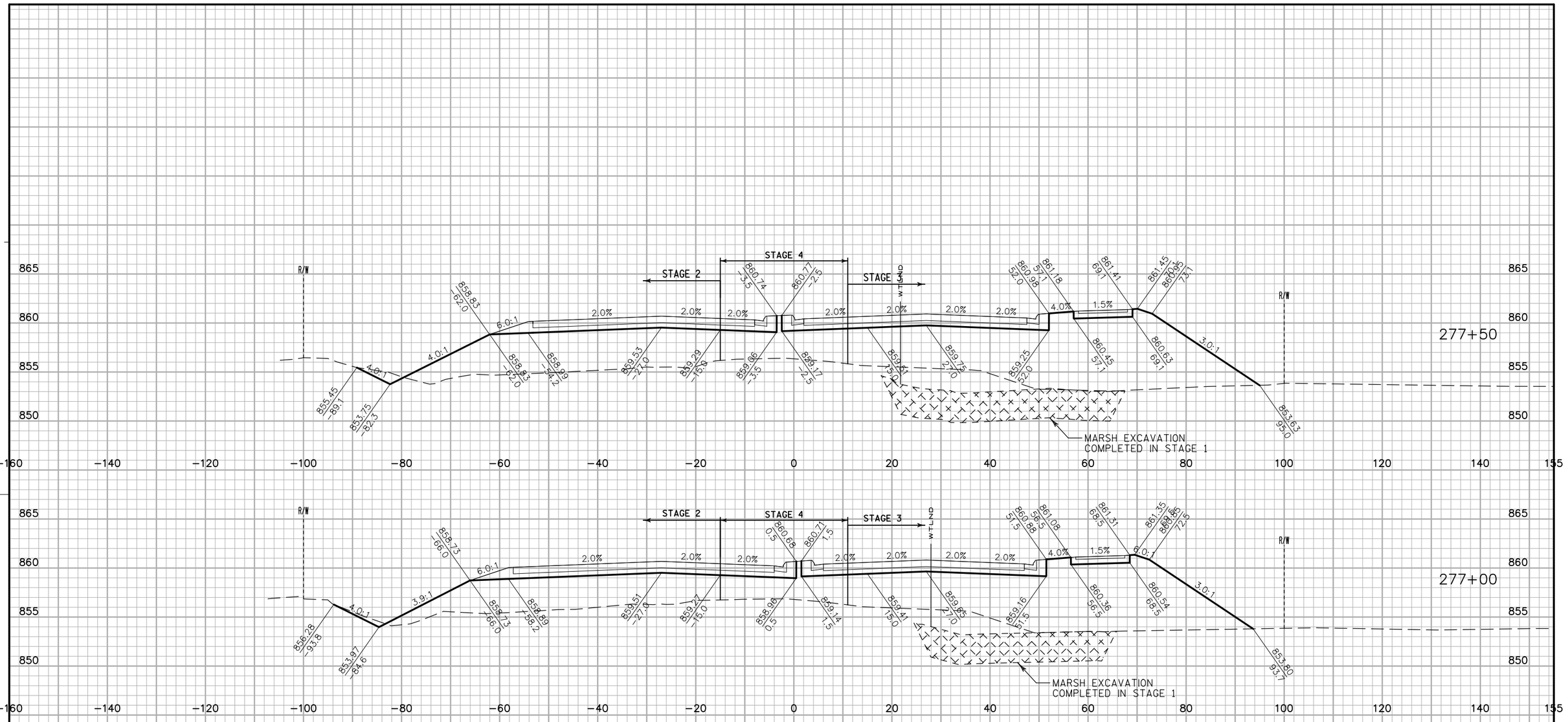
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 733	E

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WISDOT/CADDS SHEET 21



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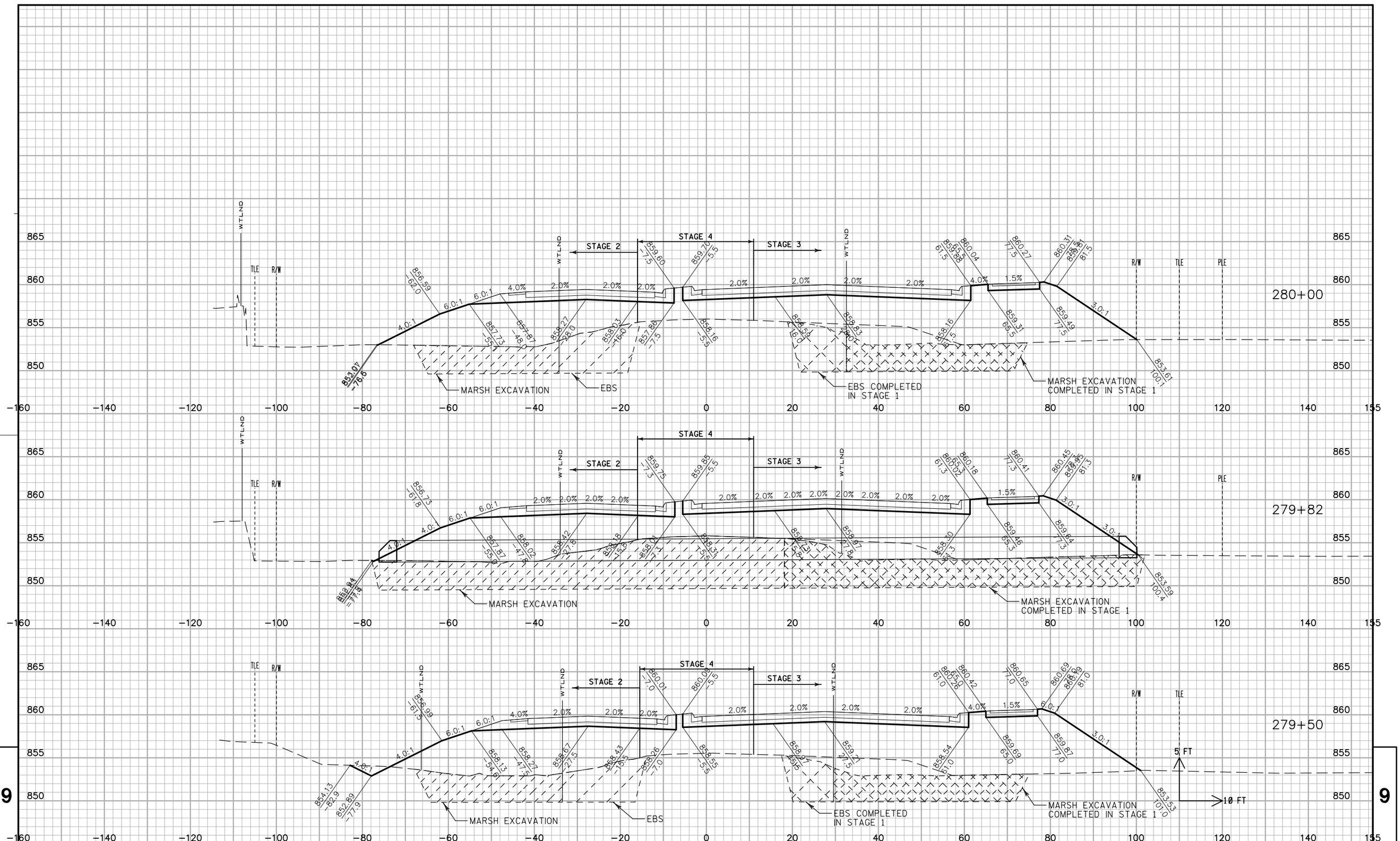
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 734	E

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 735	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

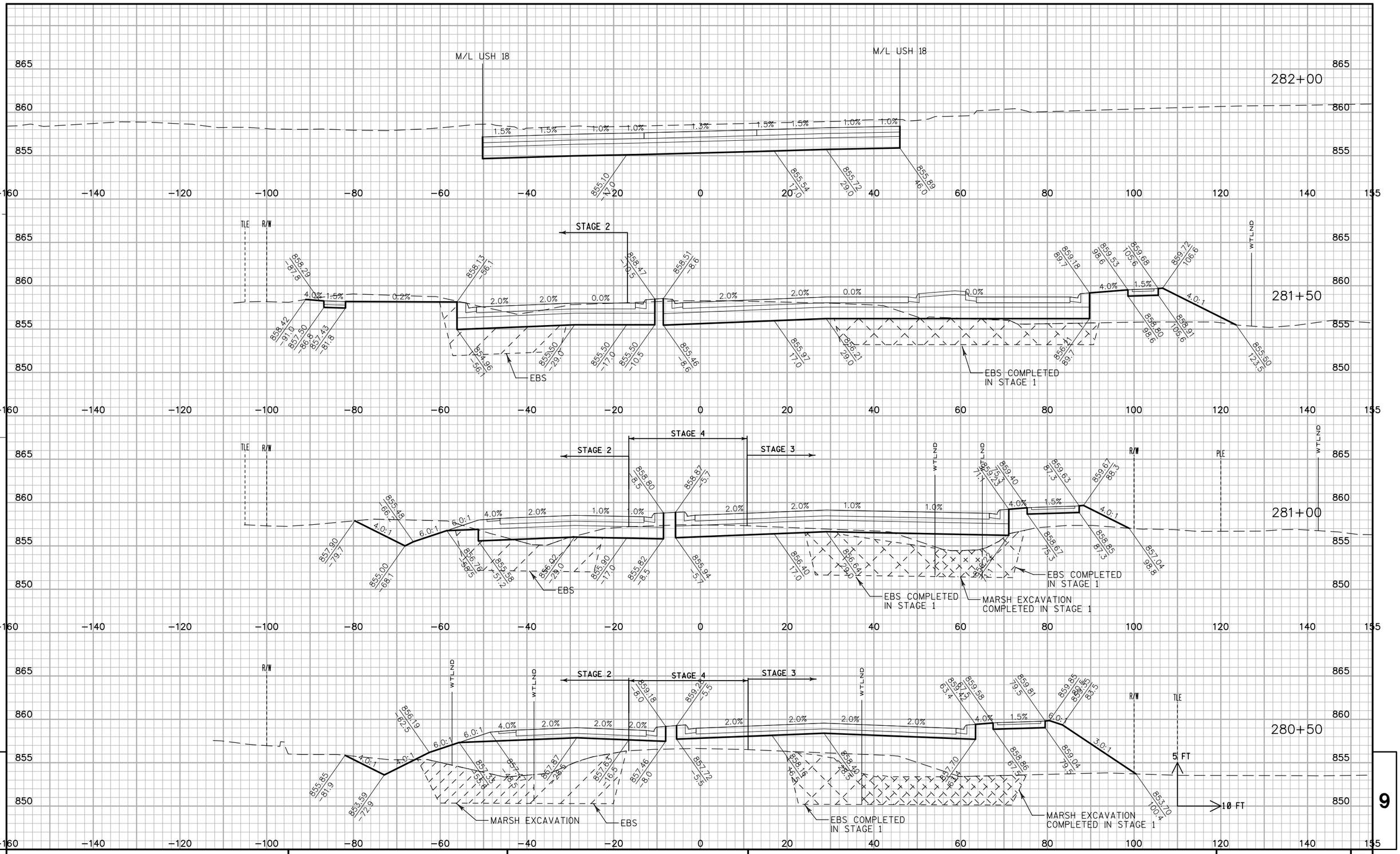
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 736	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



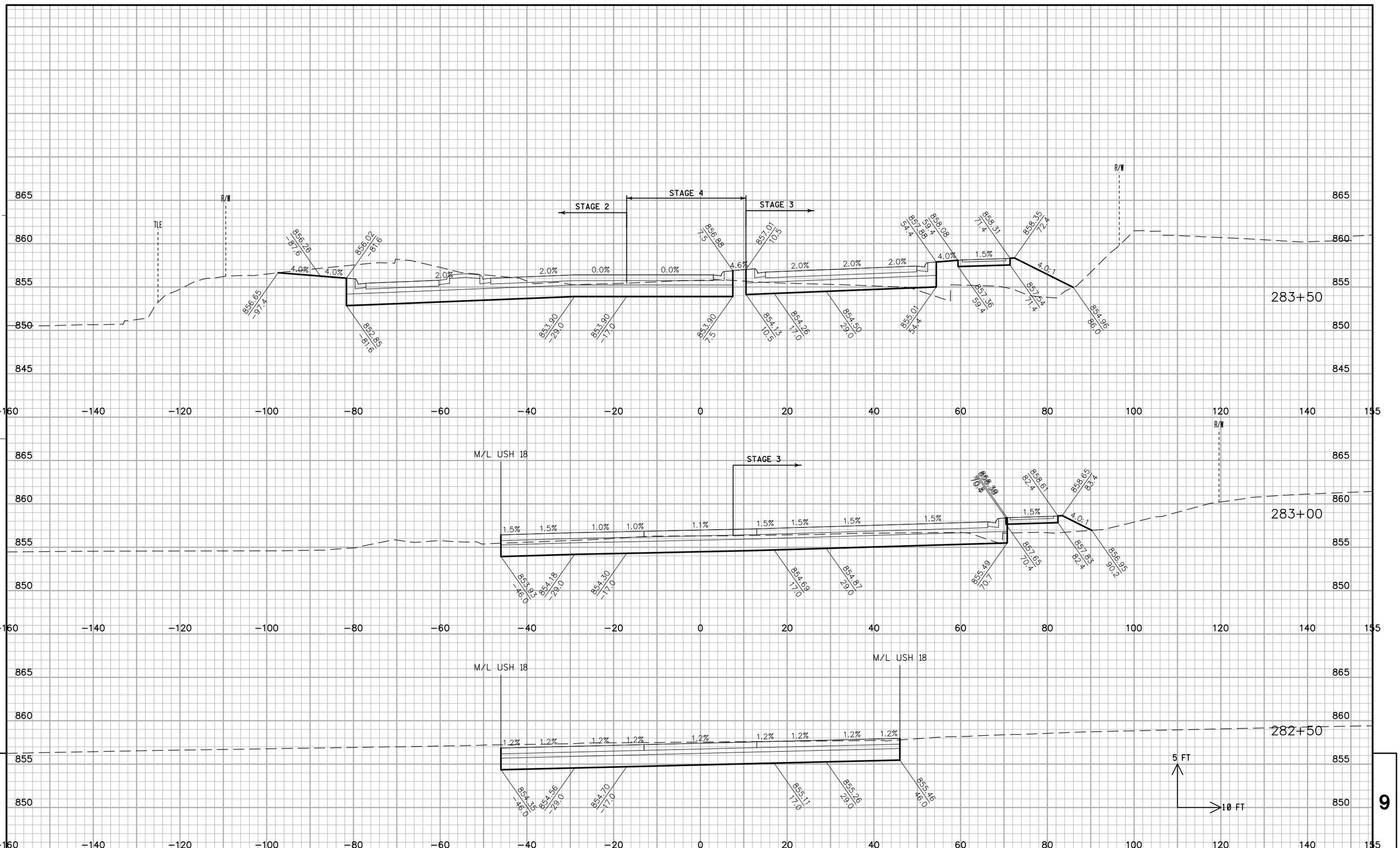
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 737	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

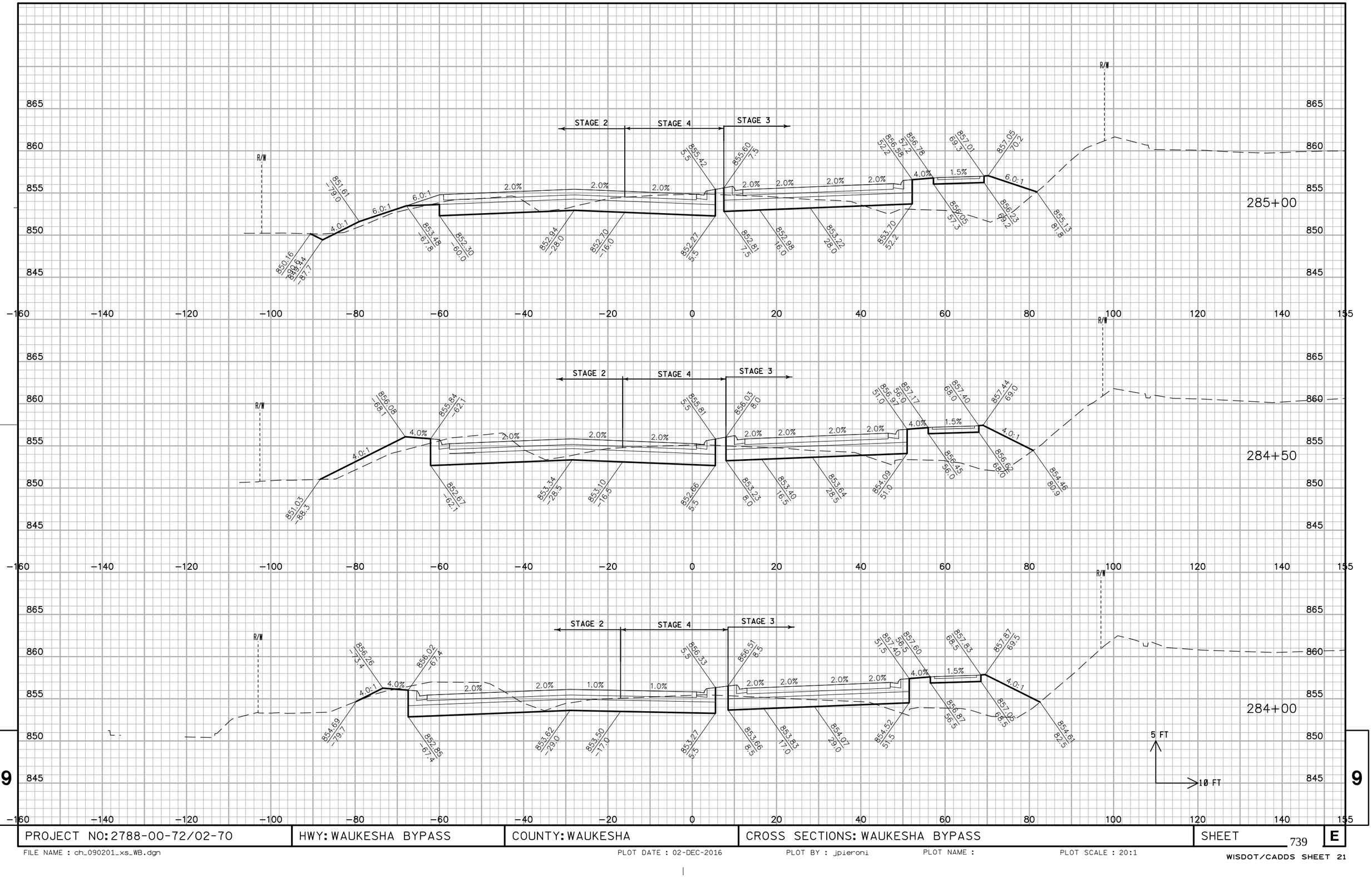
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 738	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

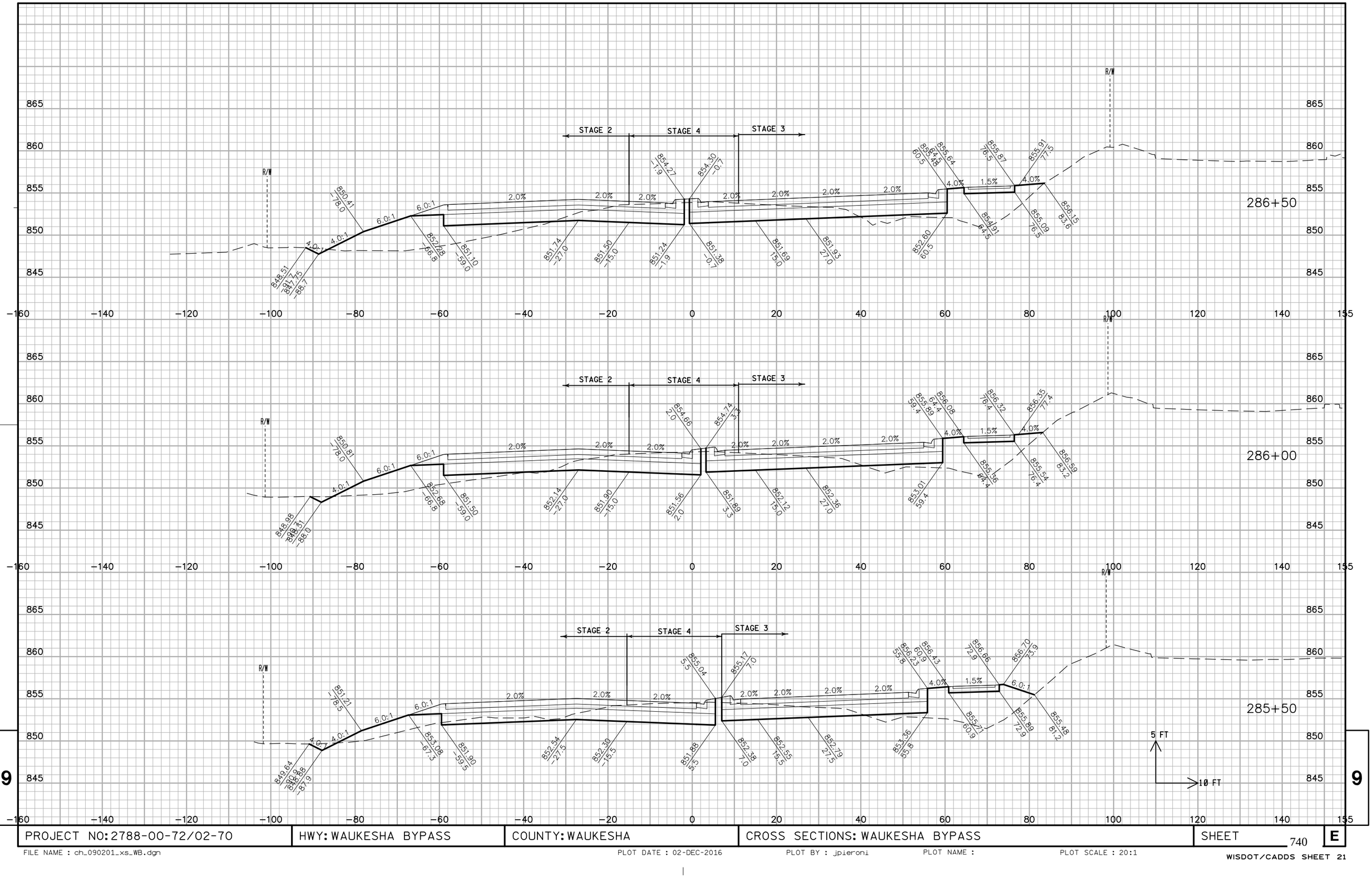
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 739	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



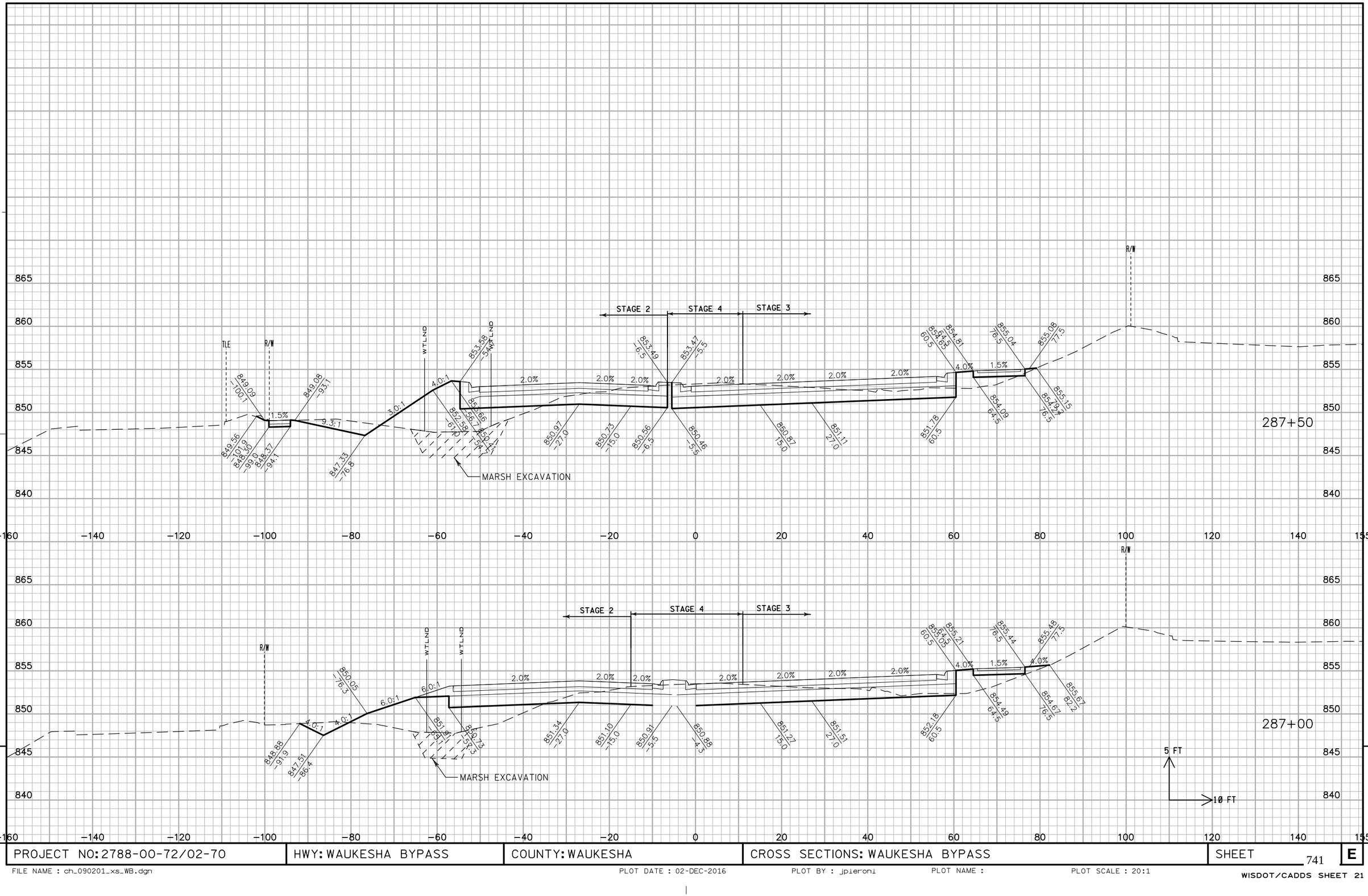
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 740	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

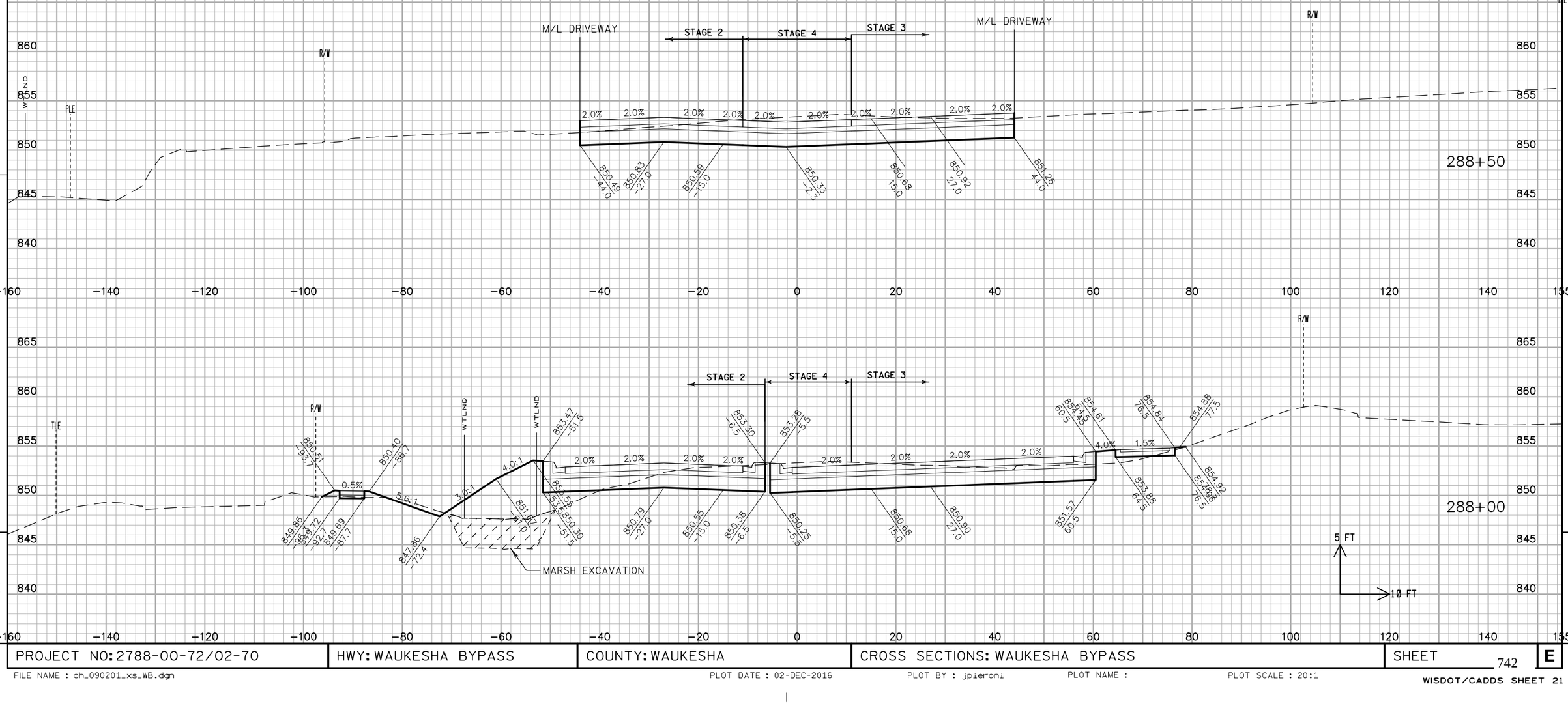
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 741 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

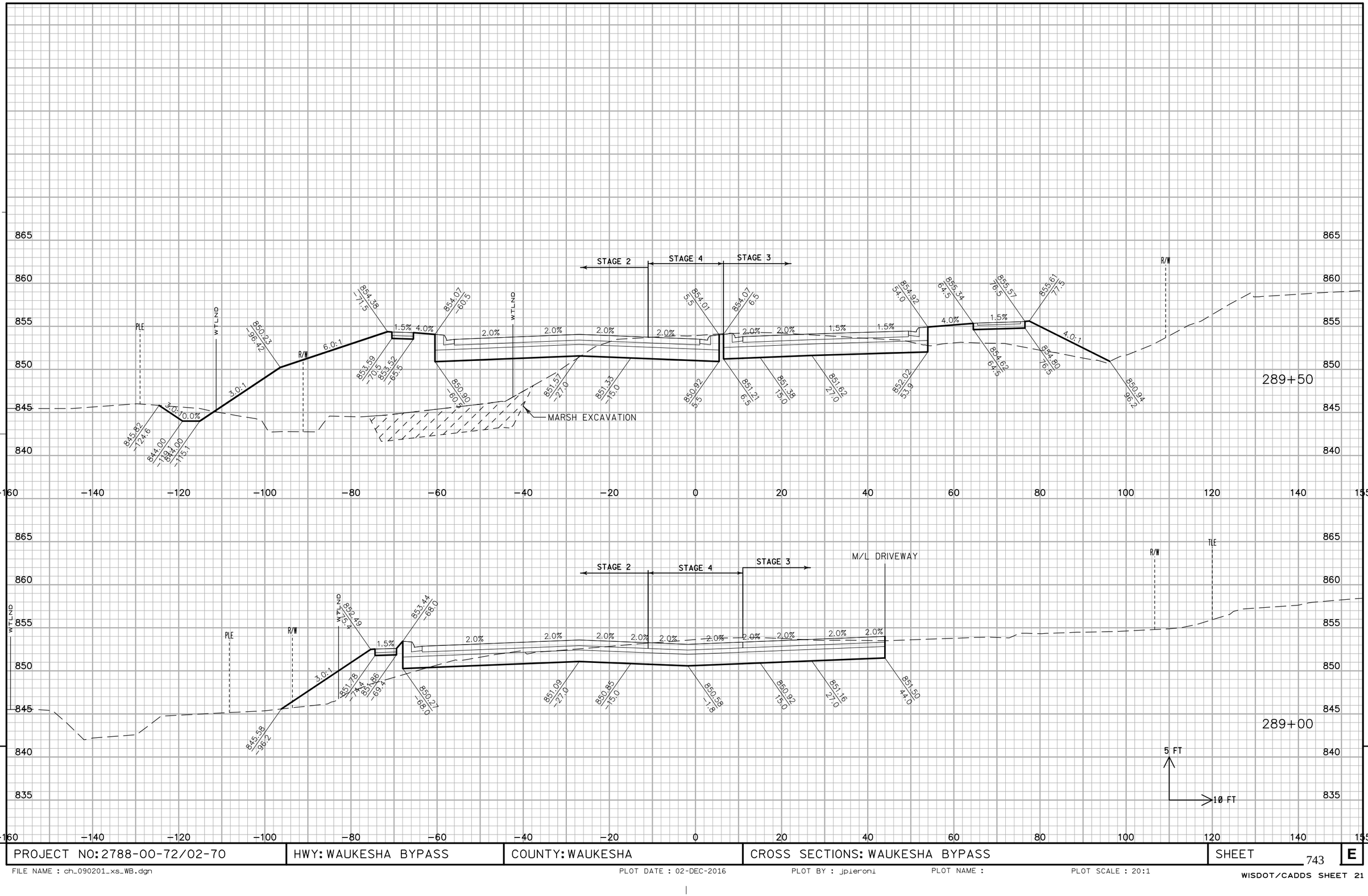
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 742	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

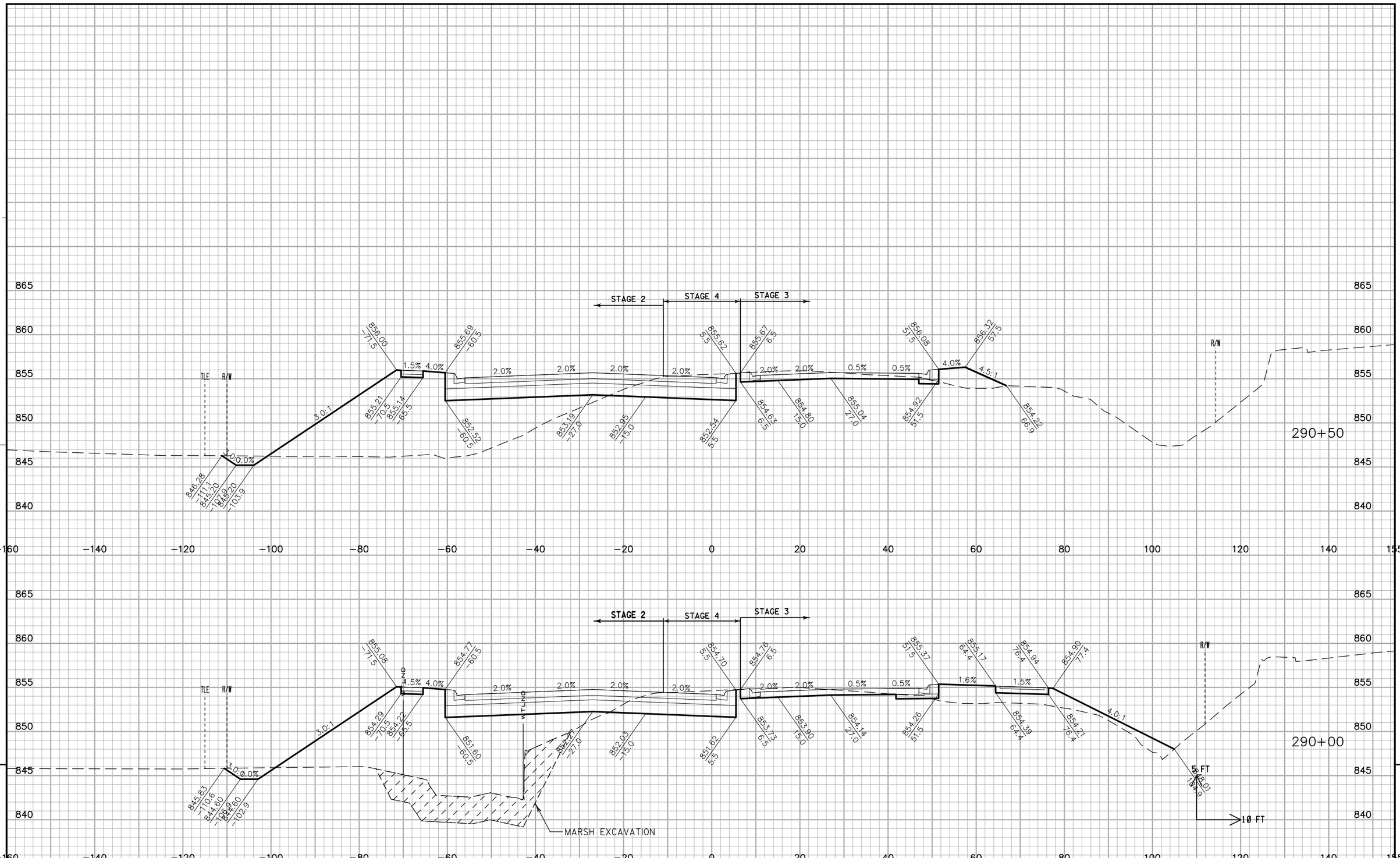
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 743 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

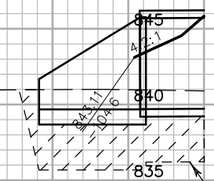


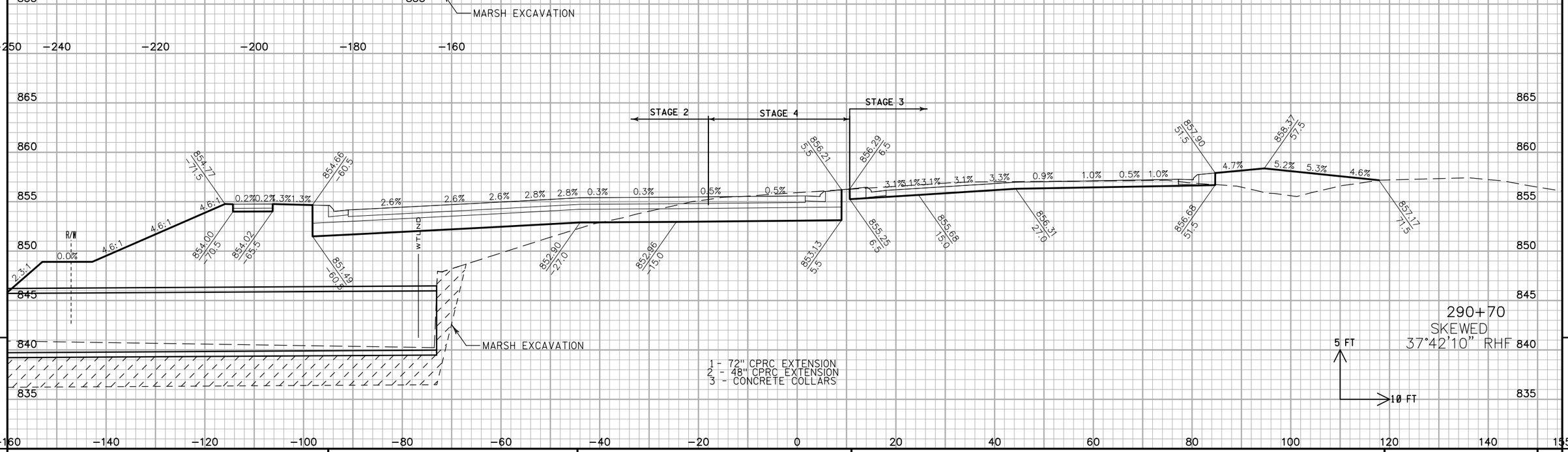
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 744	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

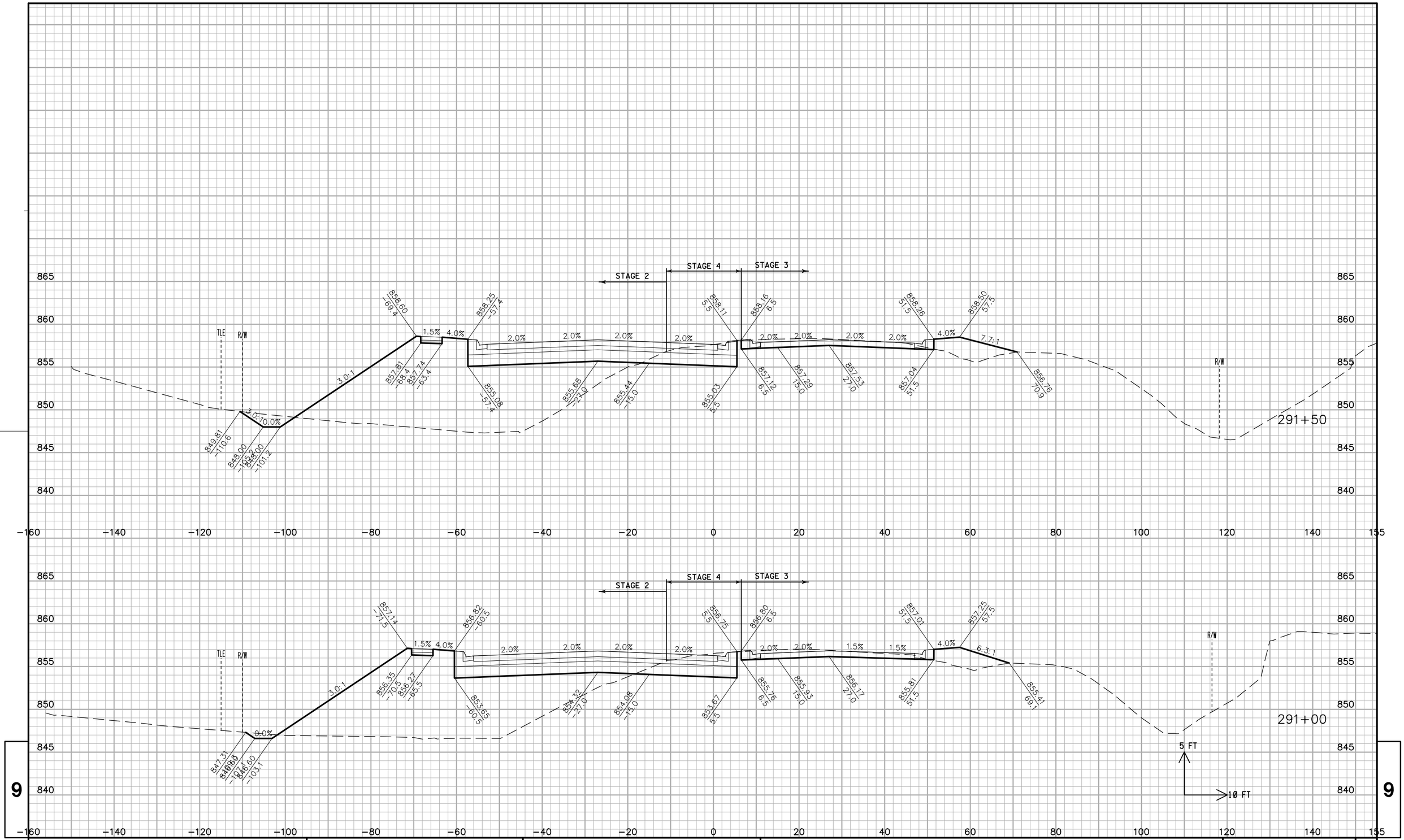
WISDOT/CADDS SHEET 21

290+70 (+1)





PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 745	E

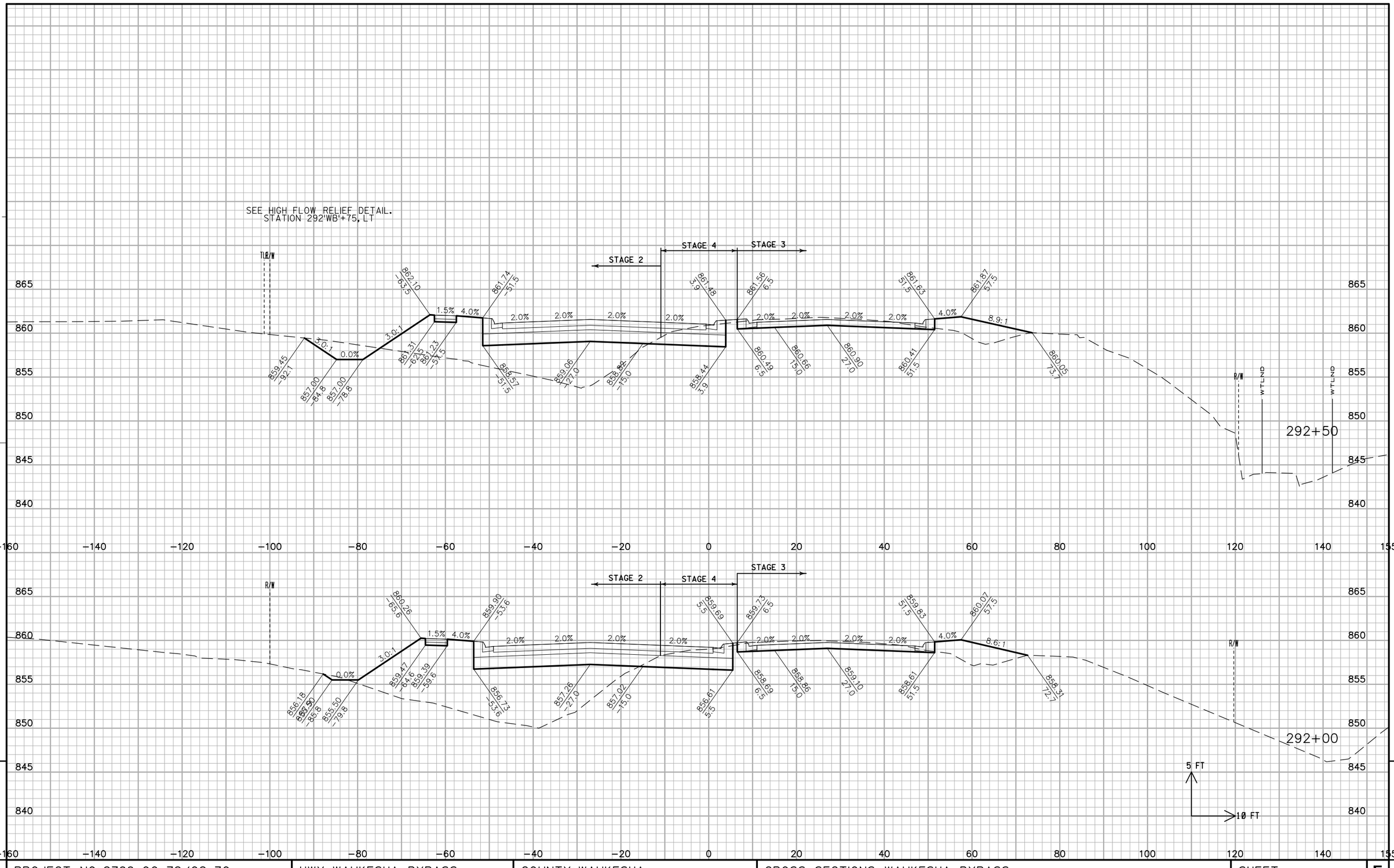


PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 746 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

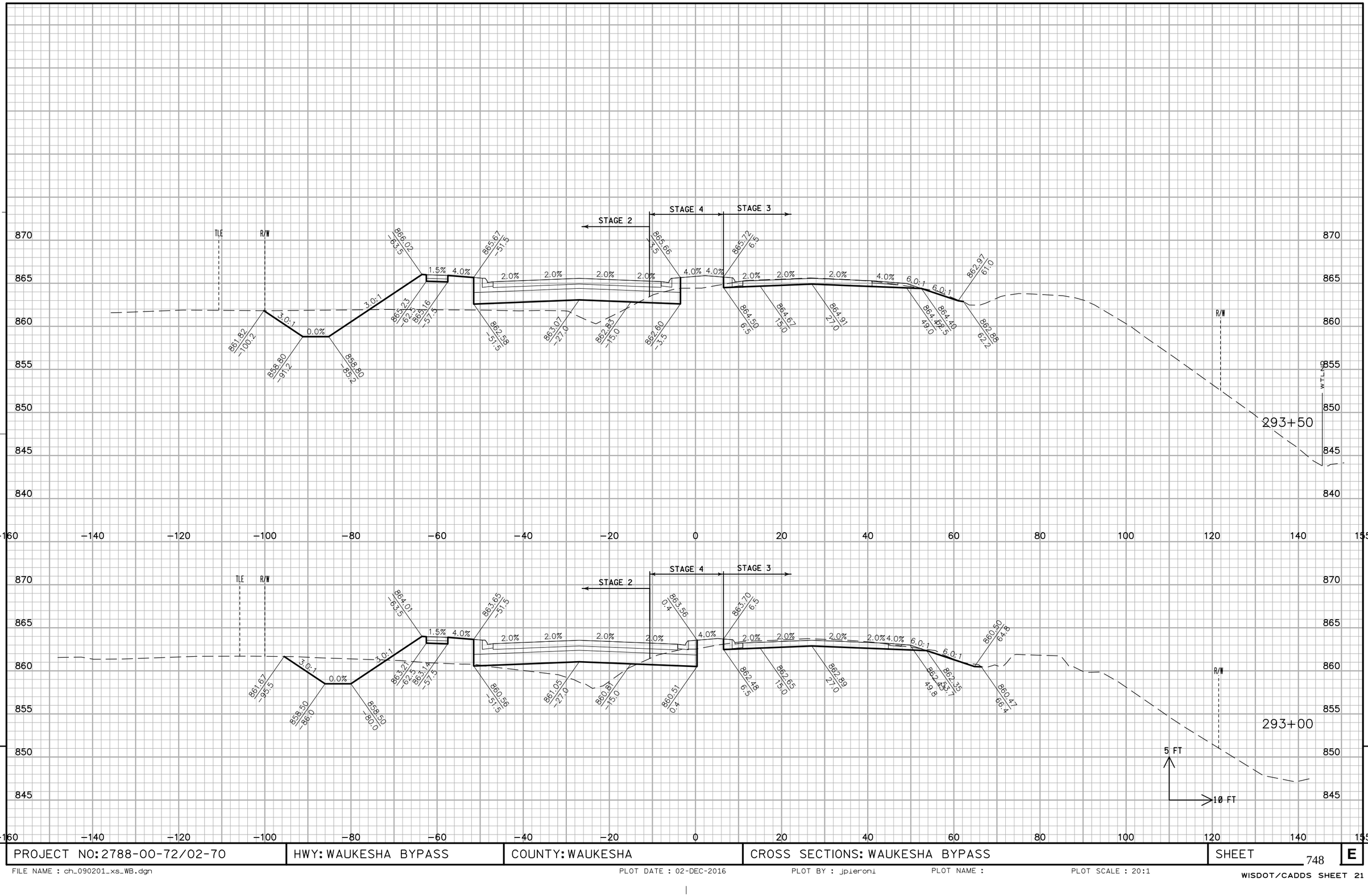
SEE HIGH FLOW RELIEF DETAIL.
STATION 292'WB'+75, LT



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 747	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

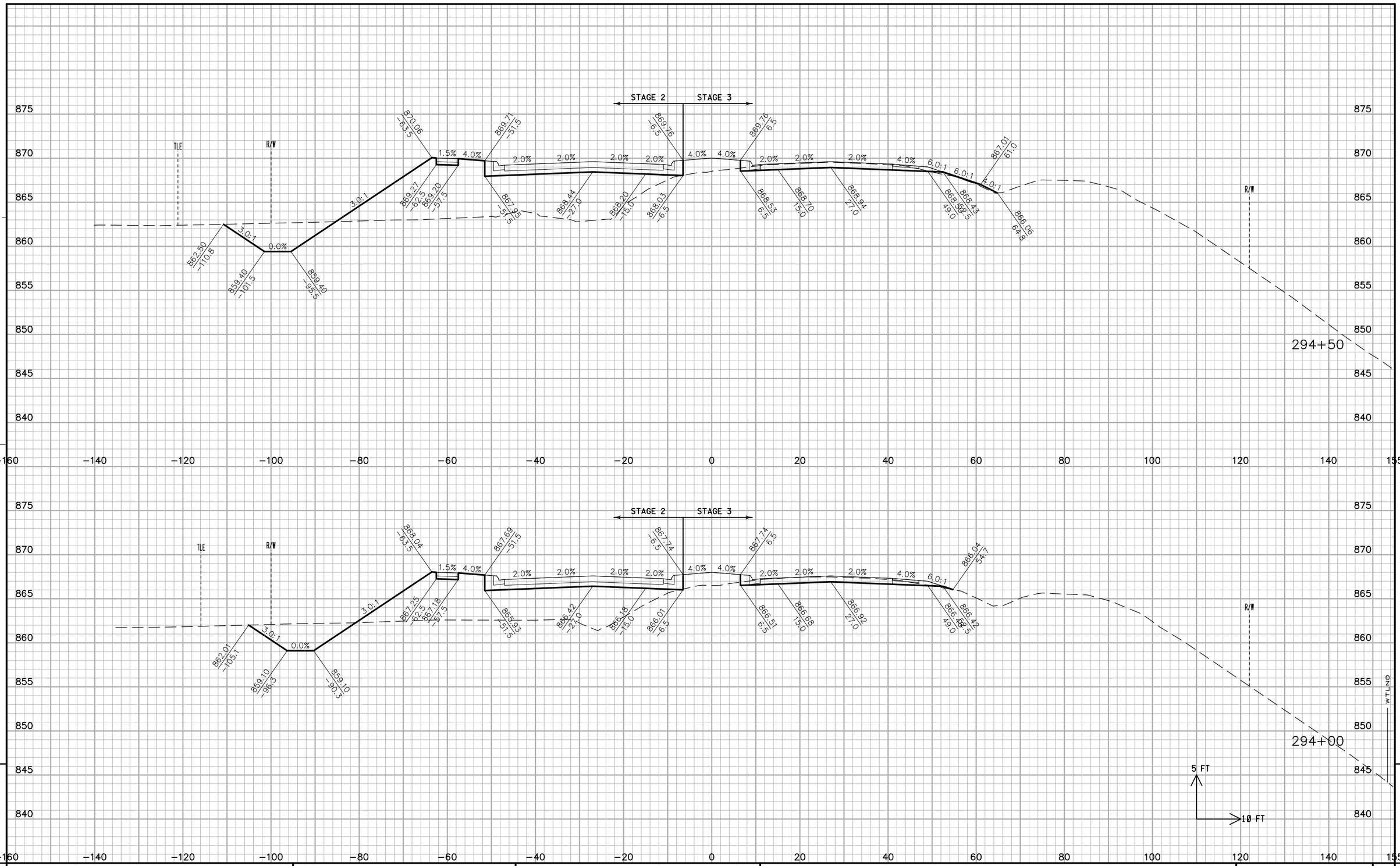
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 748 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



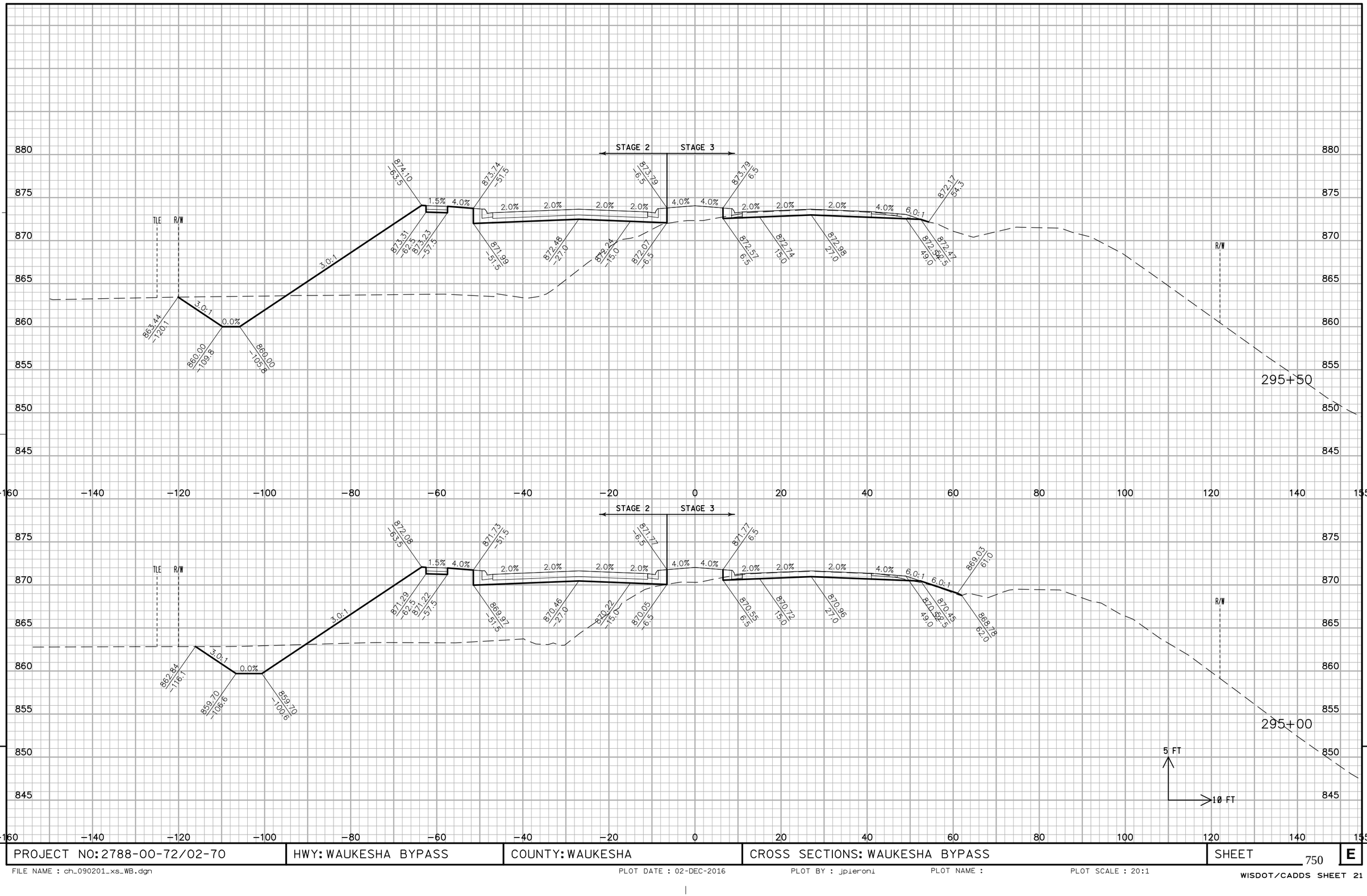
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 749	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

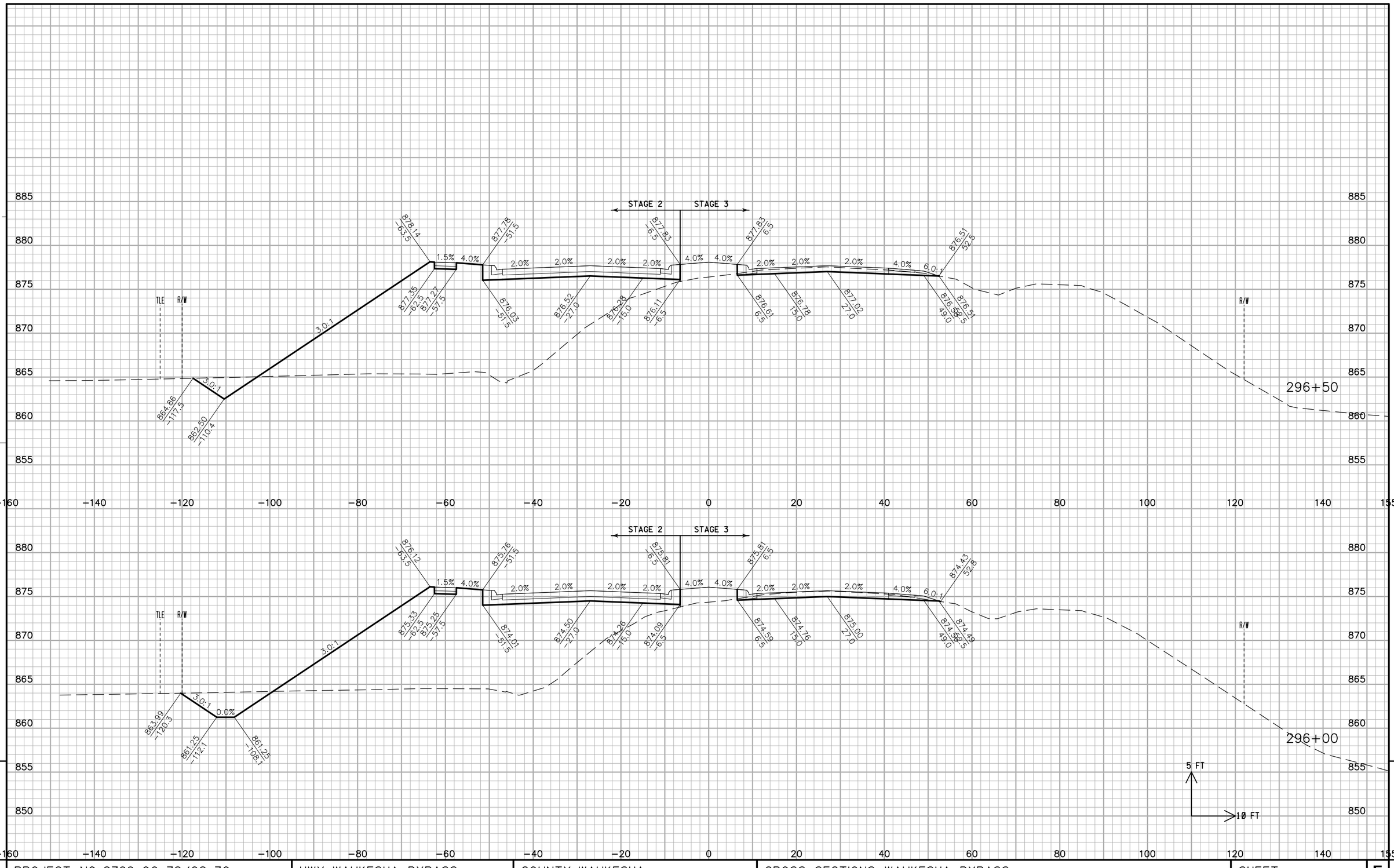
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 750	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

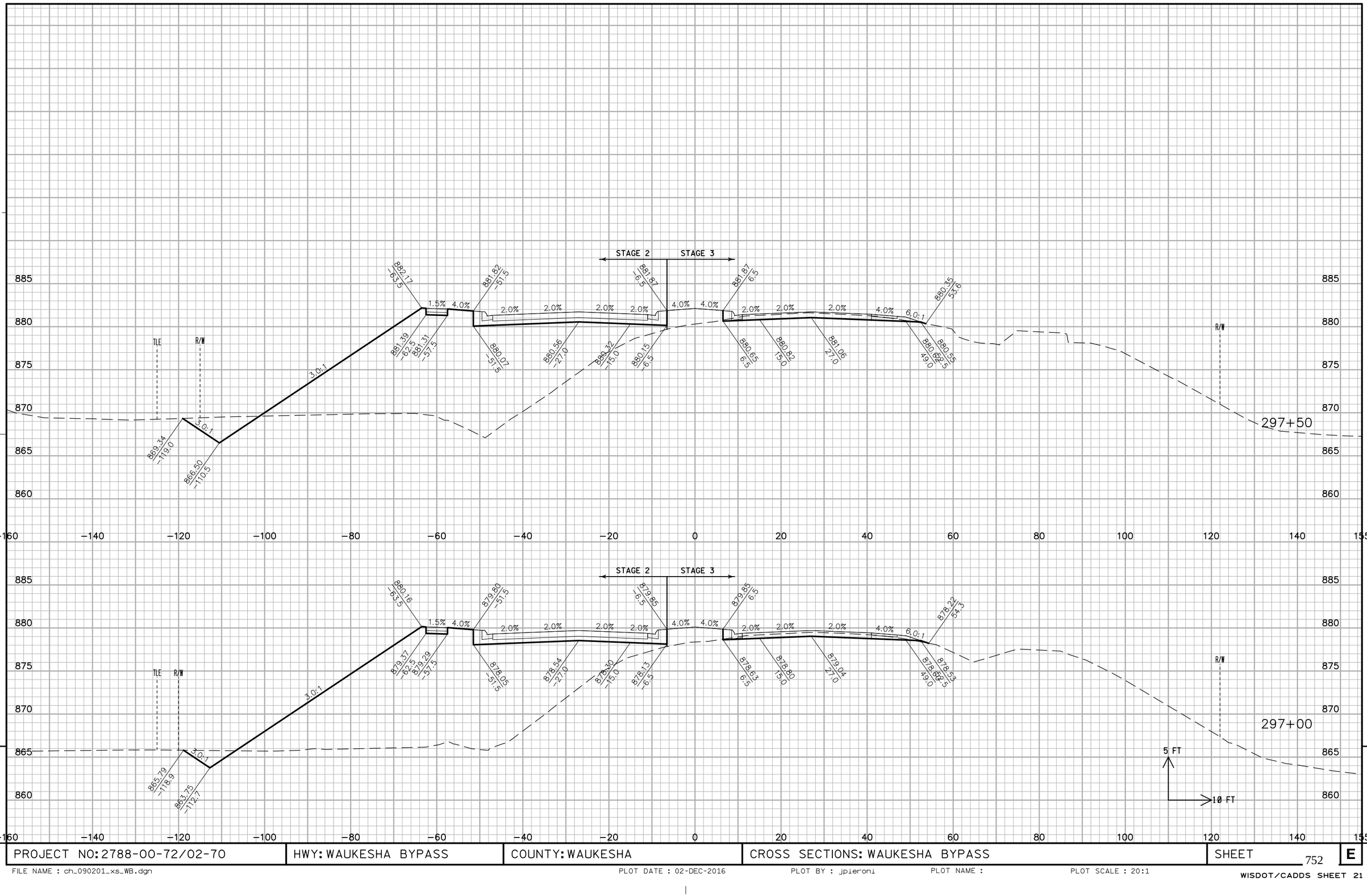
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 751	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

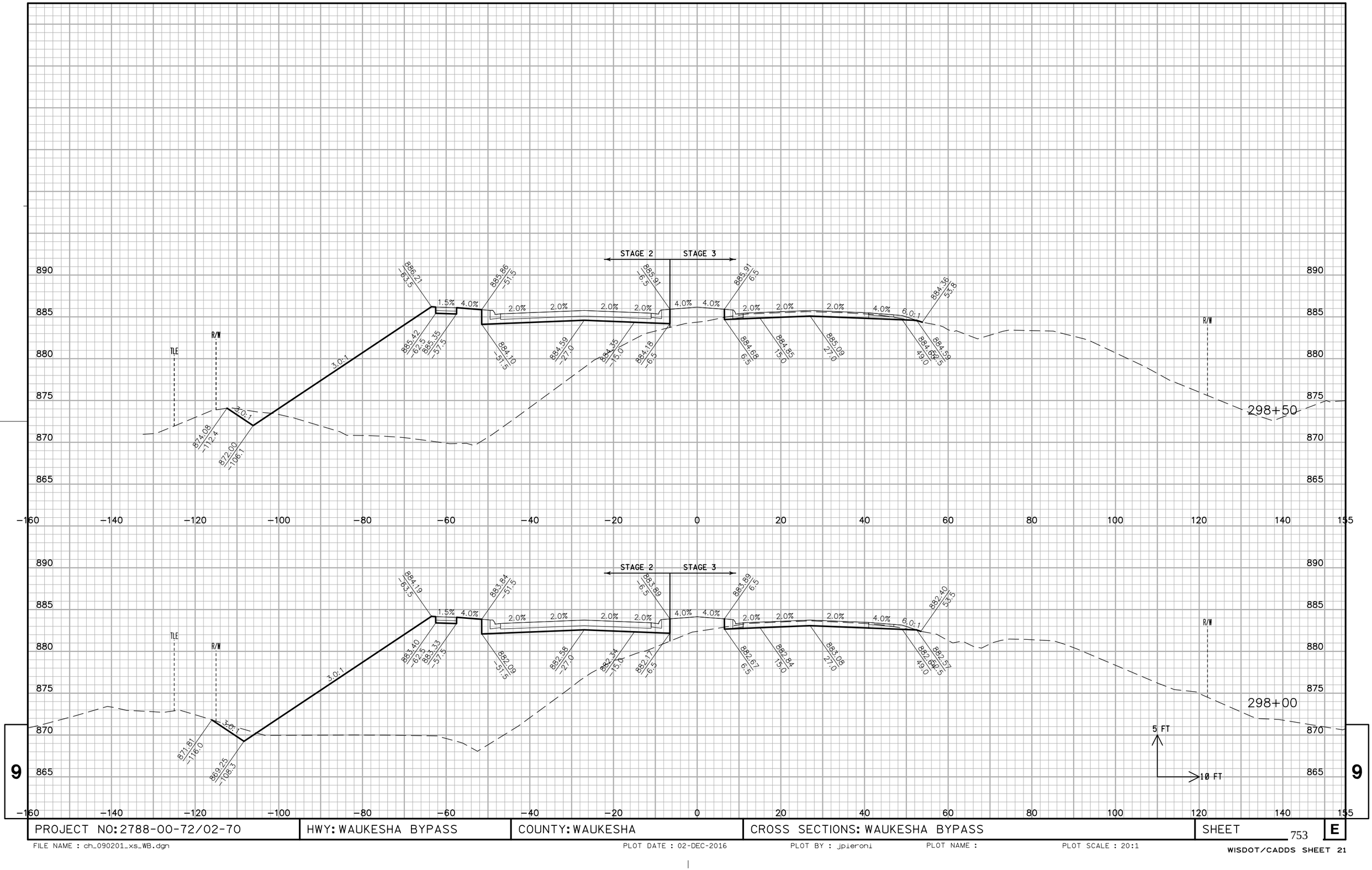
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 752	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

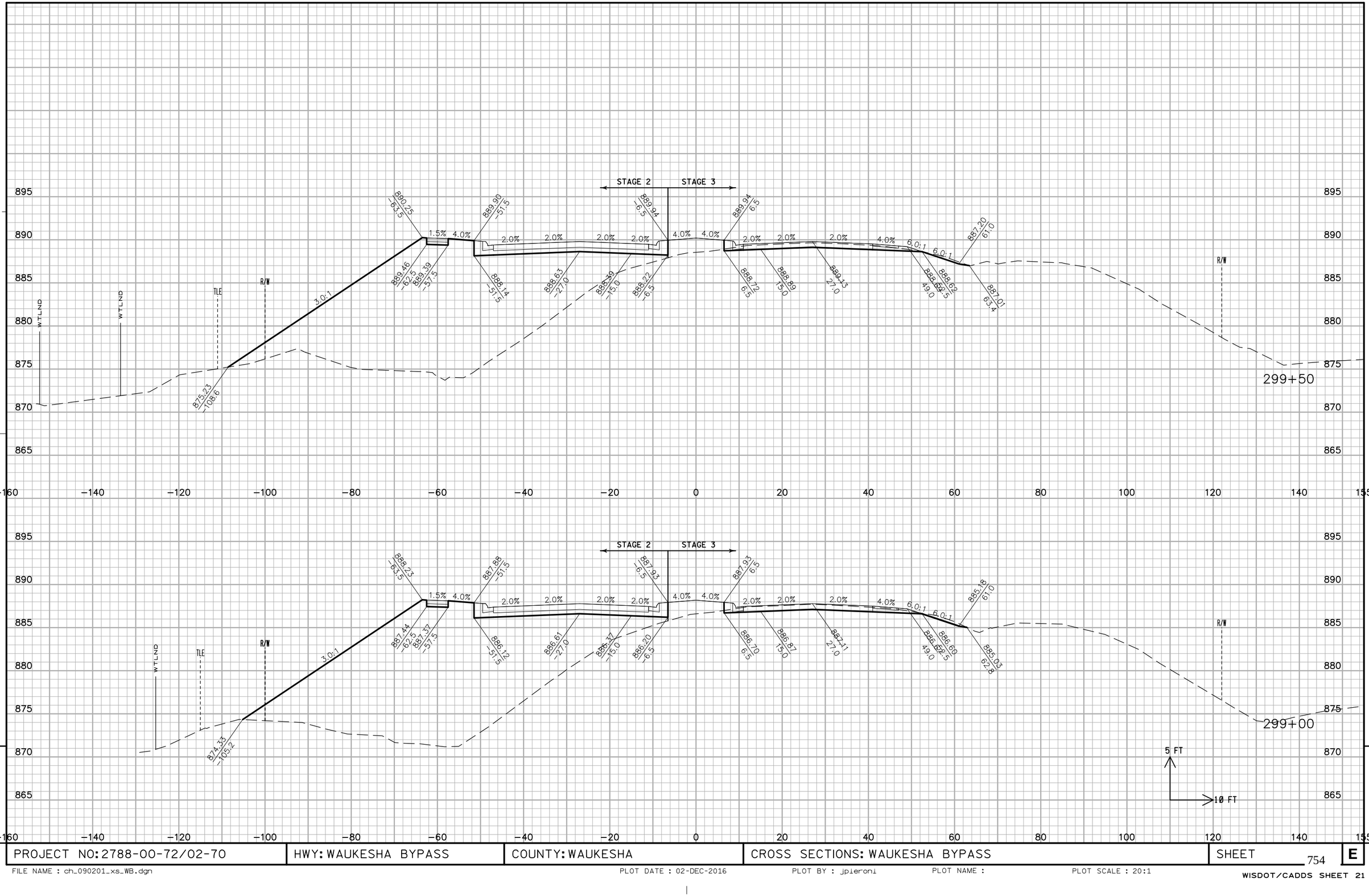
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 753 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

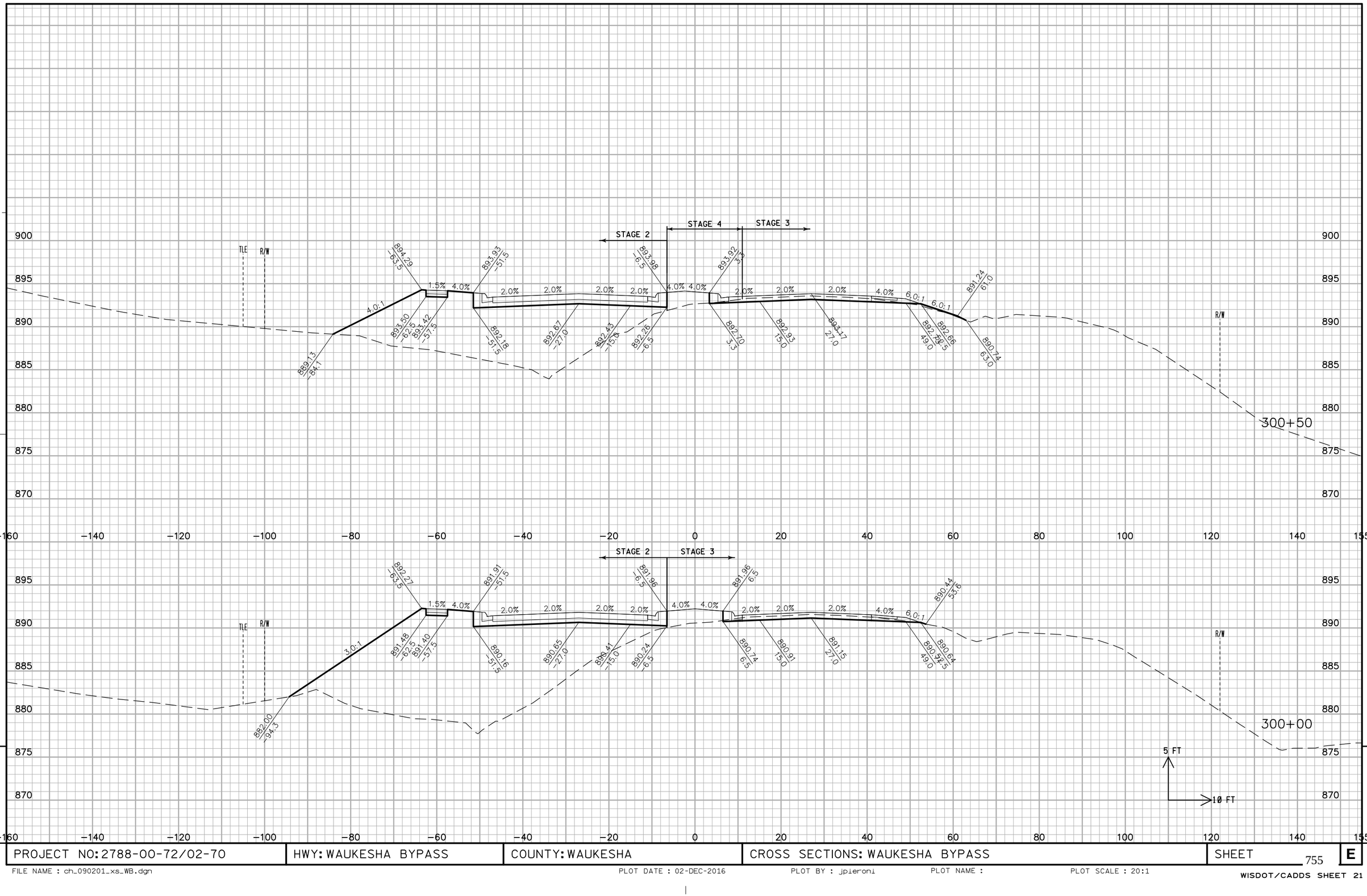
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 754	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

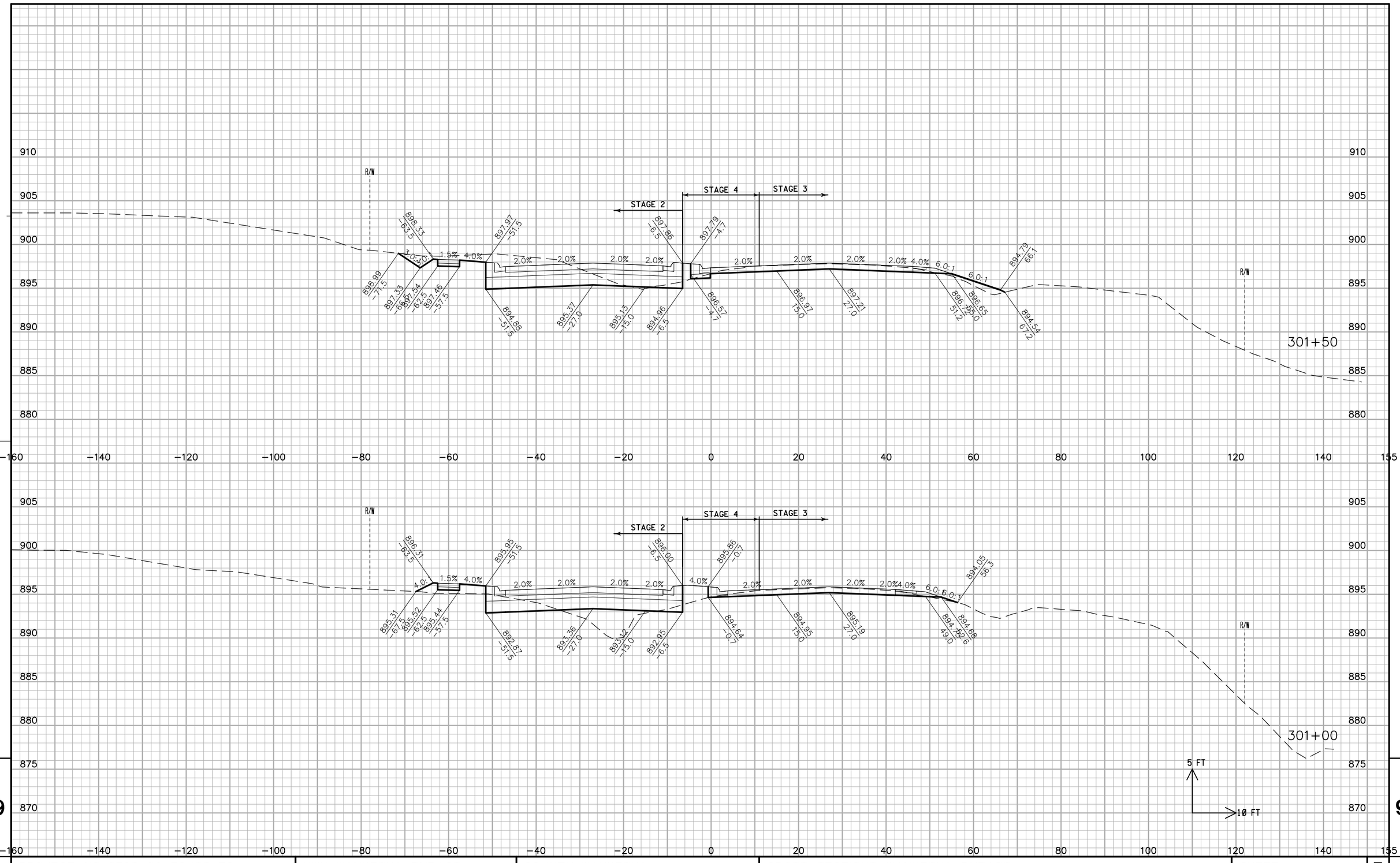
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 755	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

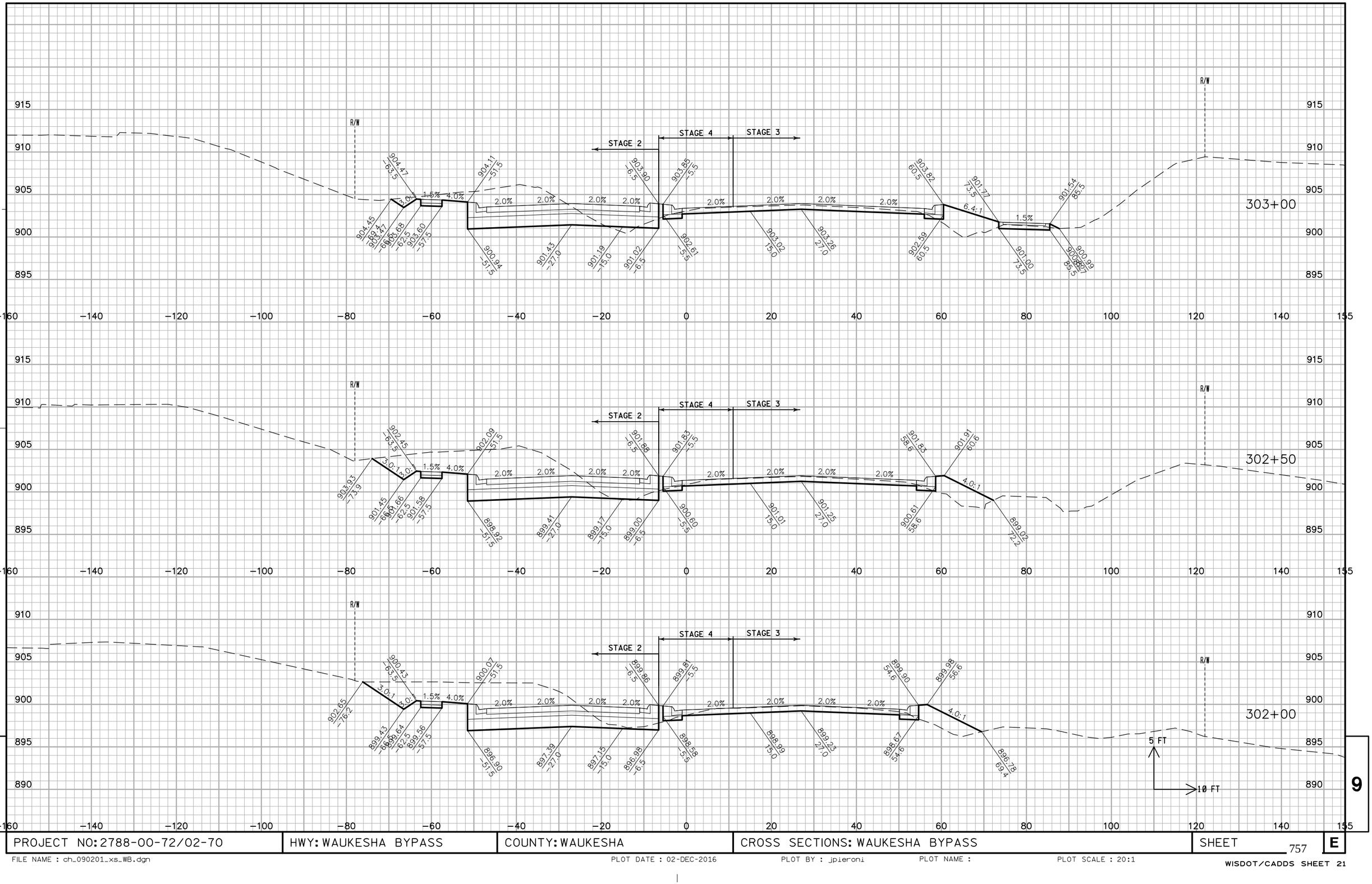
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 756	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 757	E

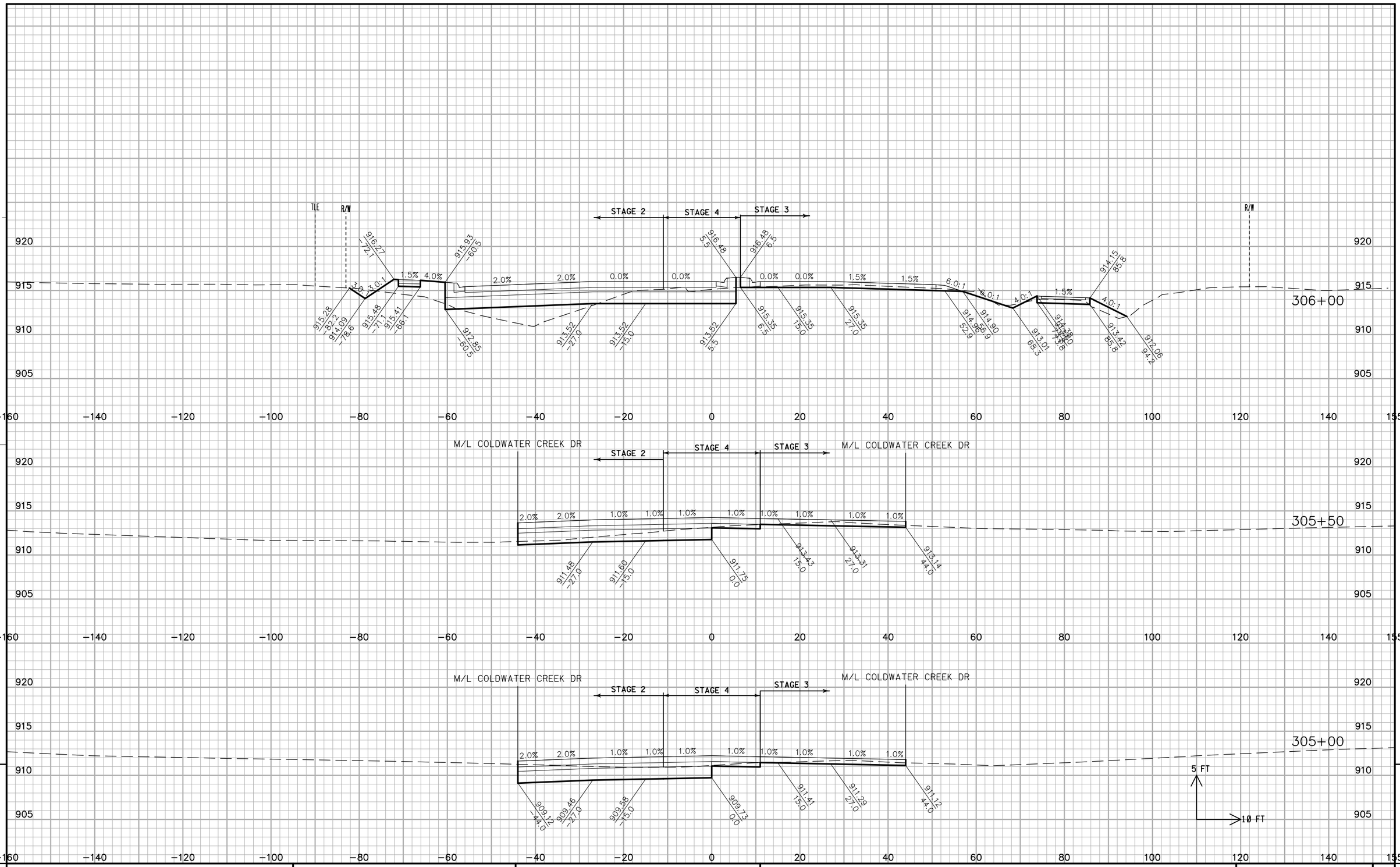
FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 758	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 759	E

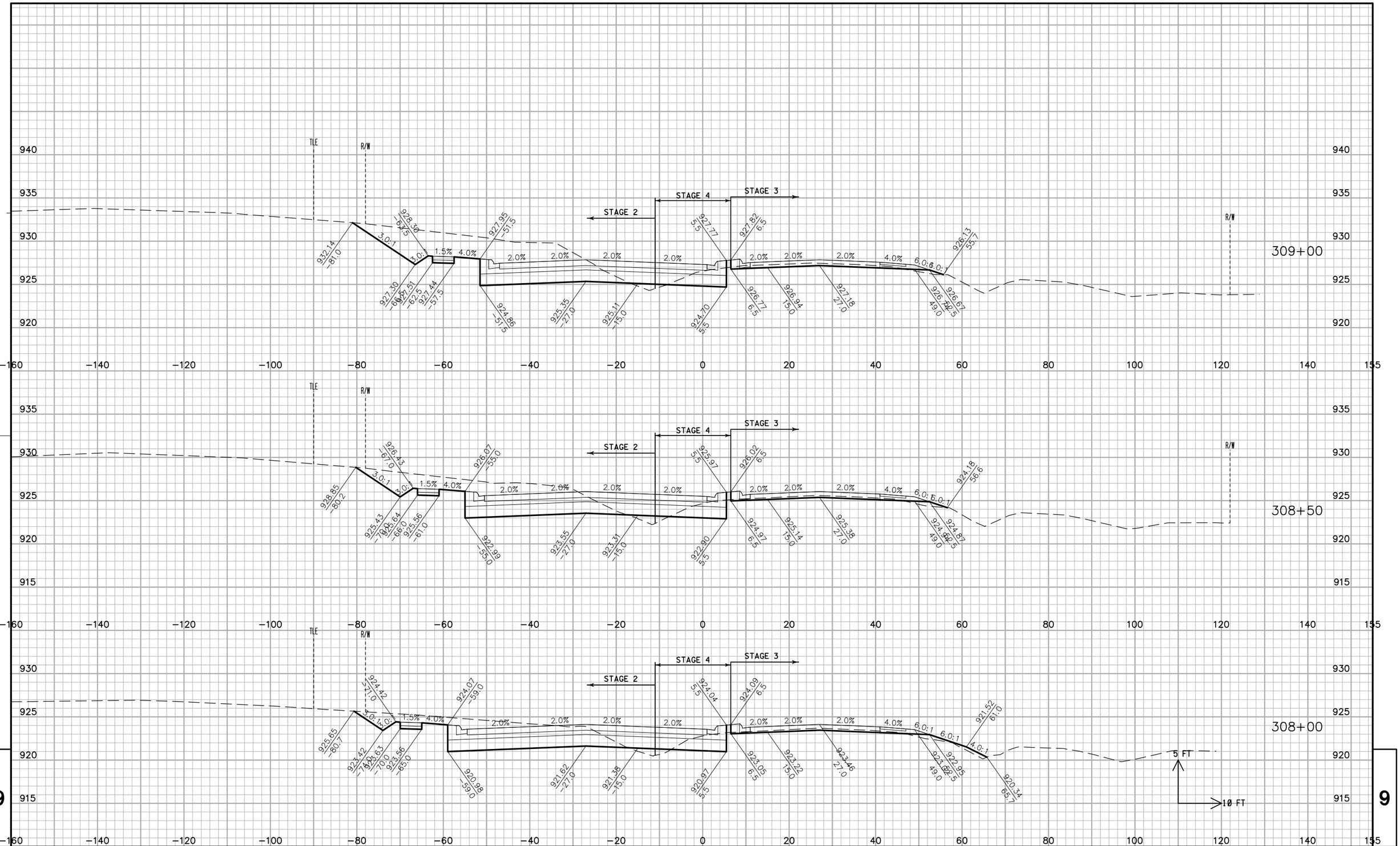
FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 760	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

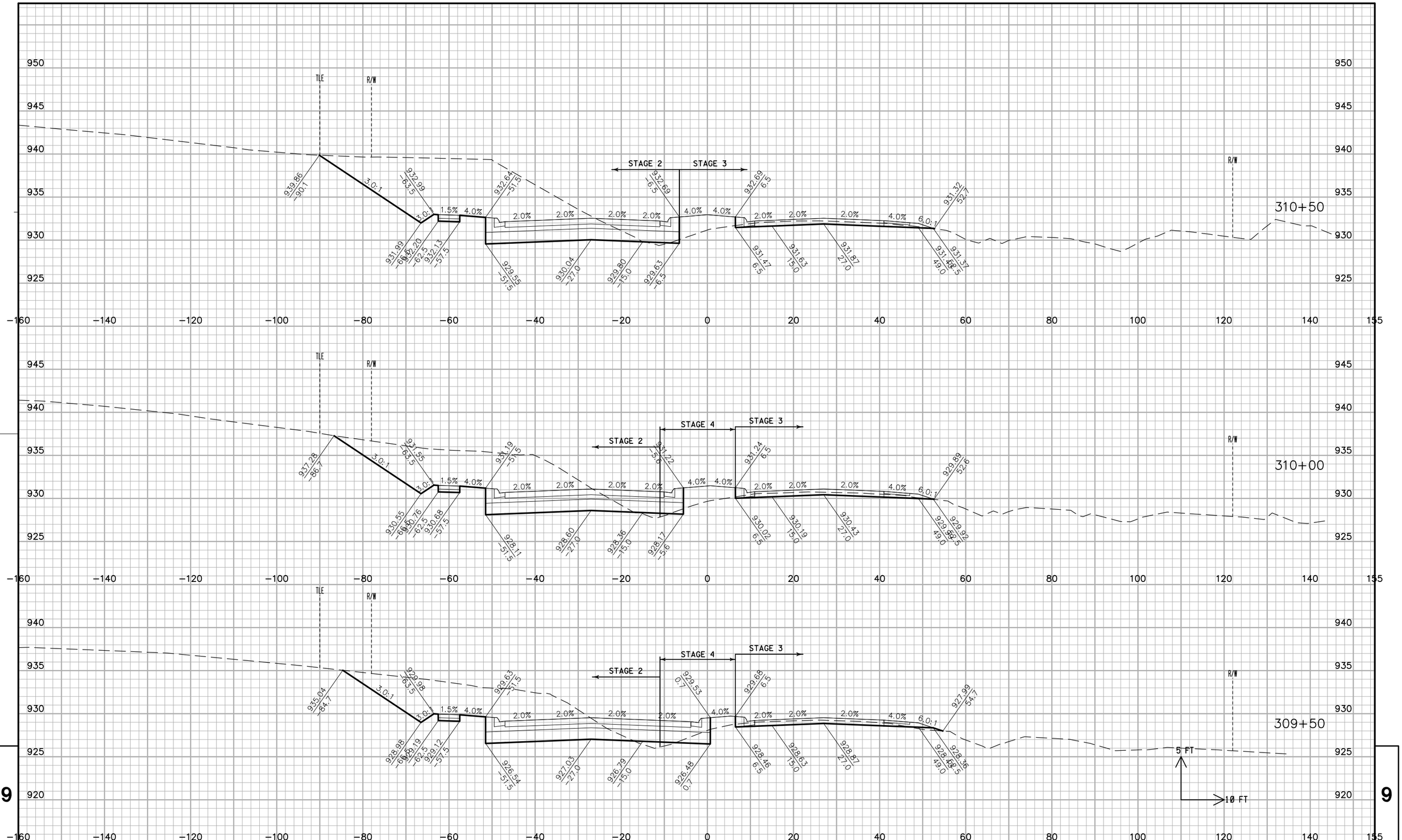
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 761	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

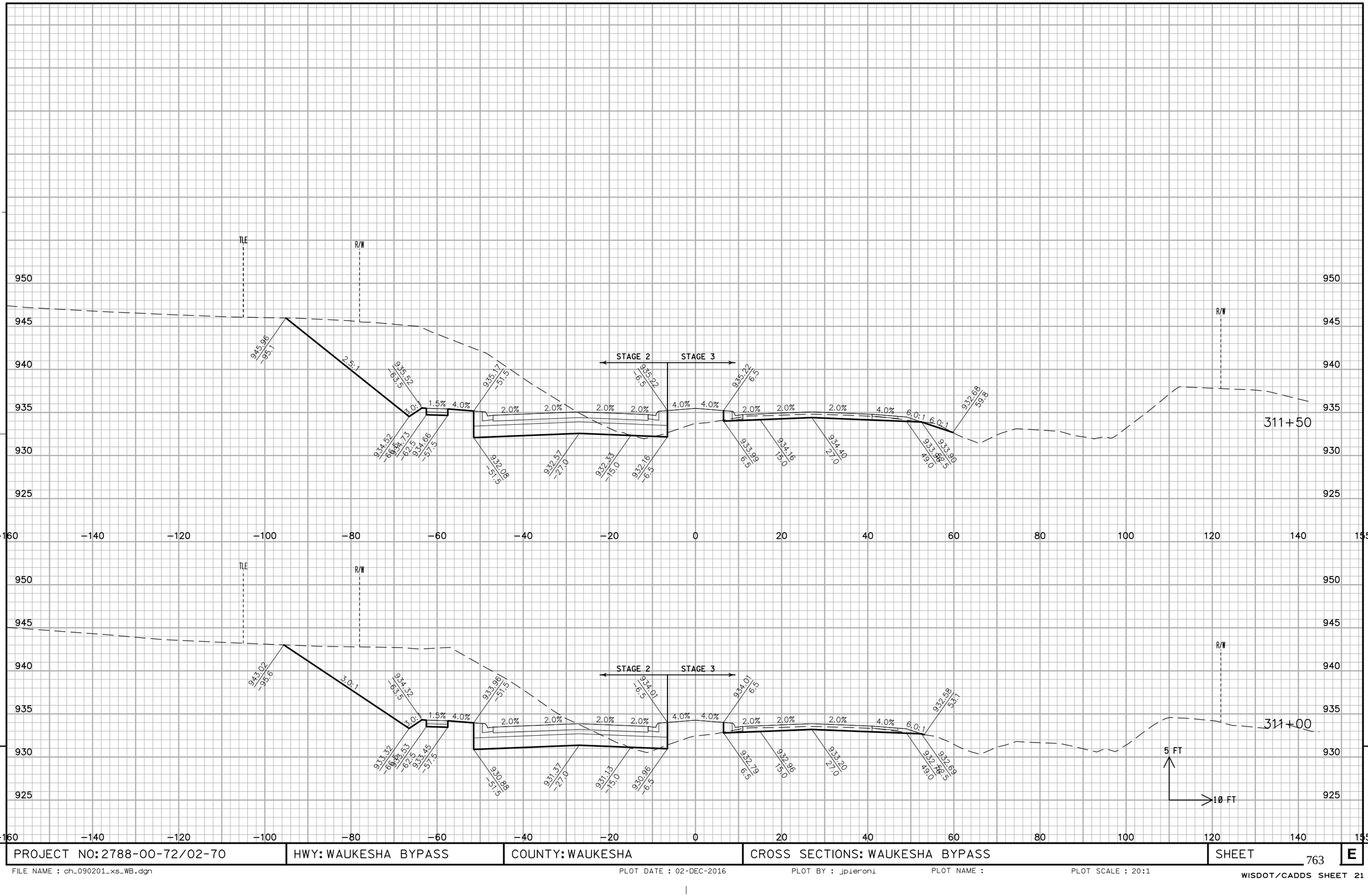
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 762	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



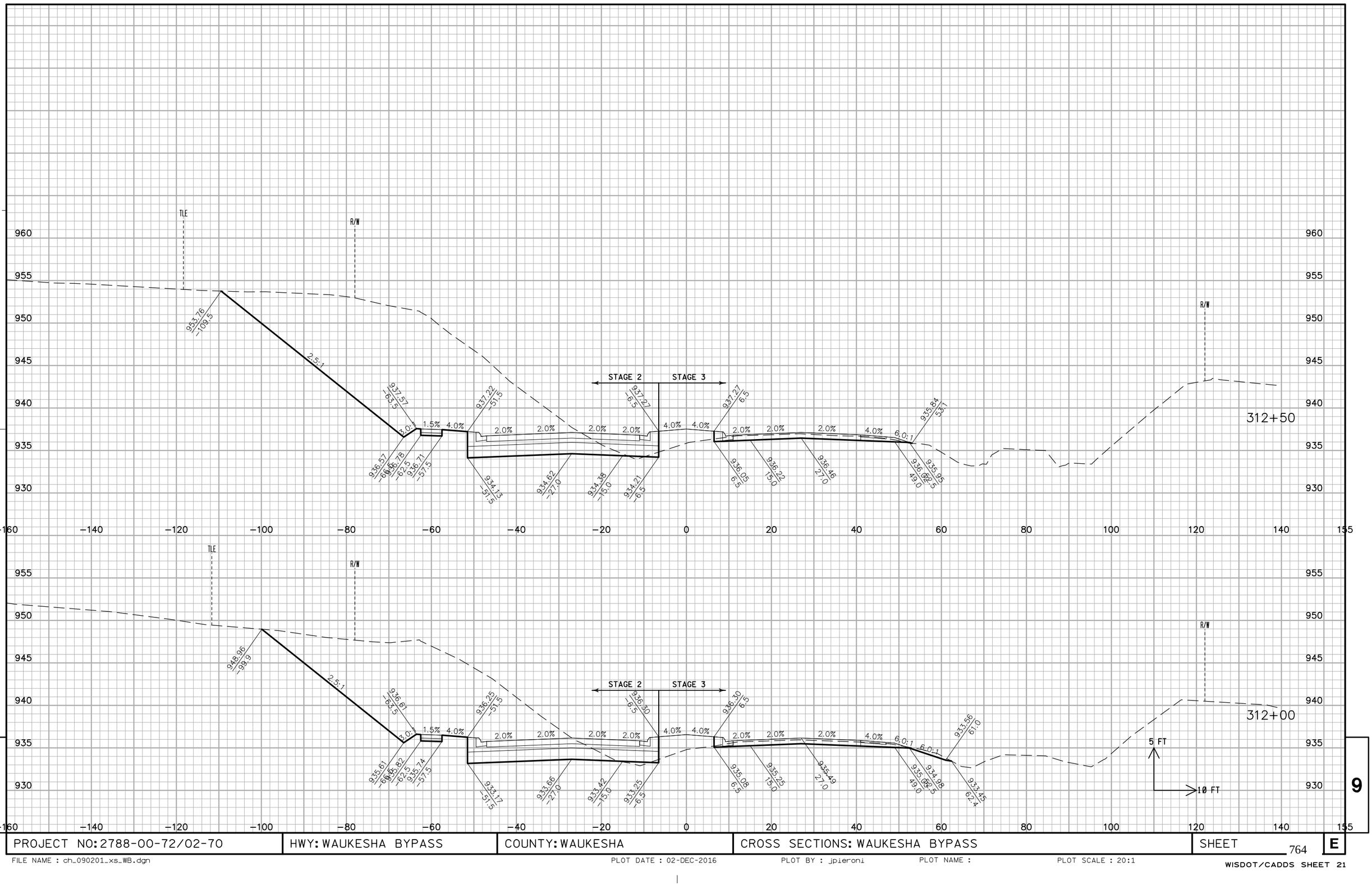
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 763 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

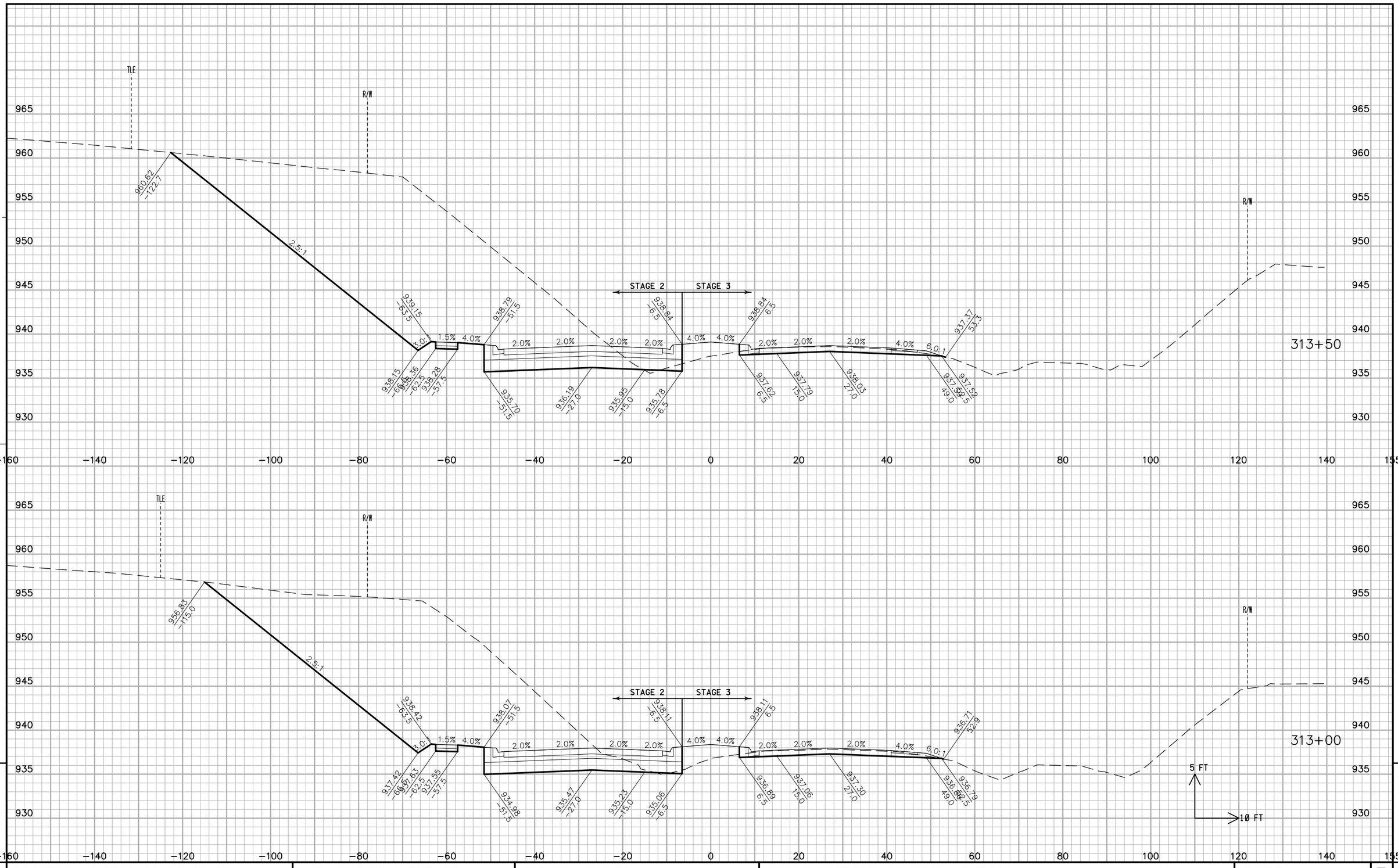


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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 764	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



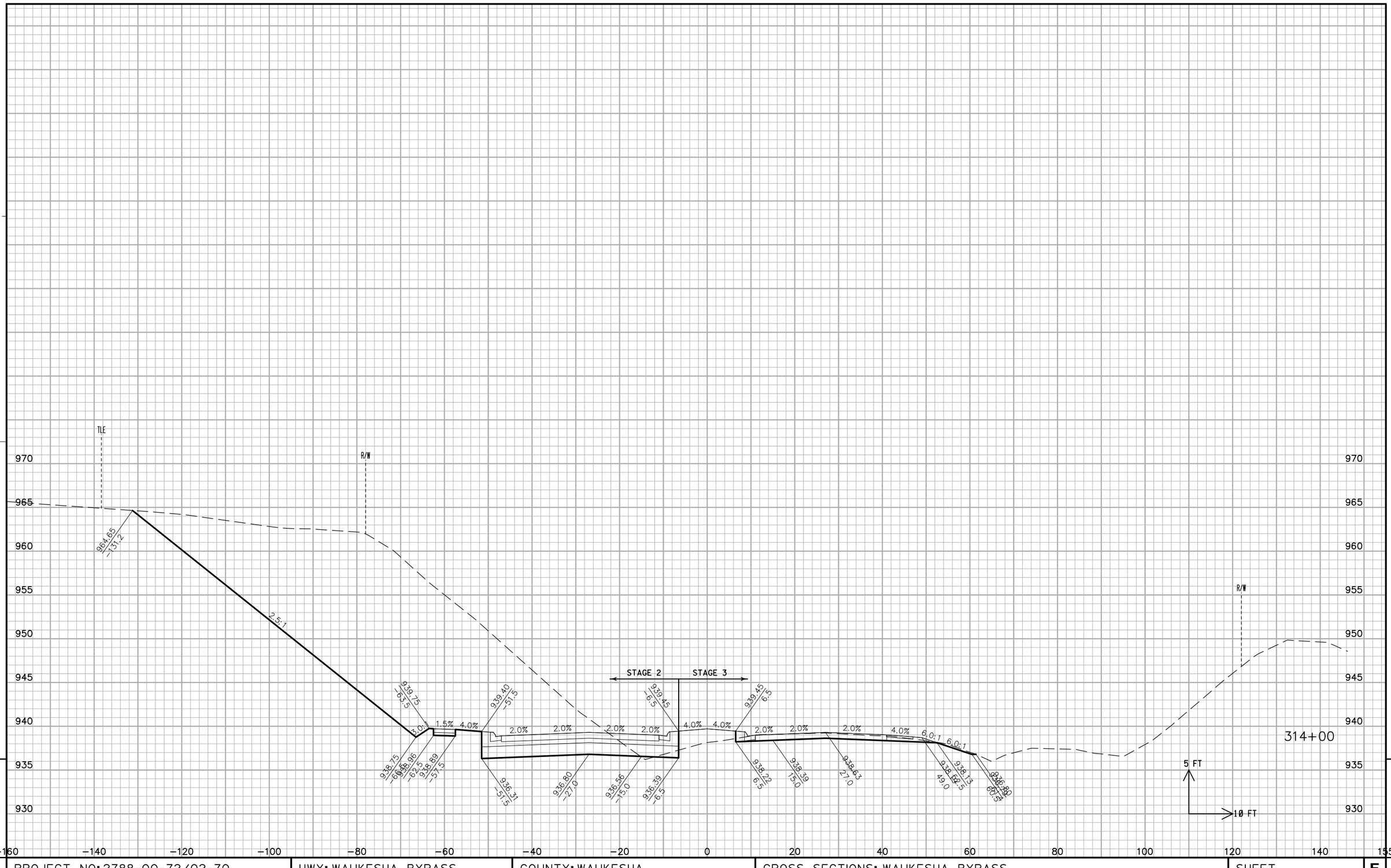
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 765	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



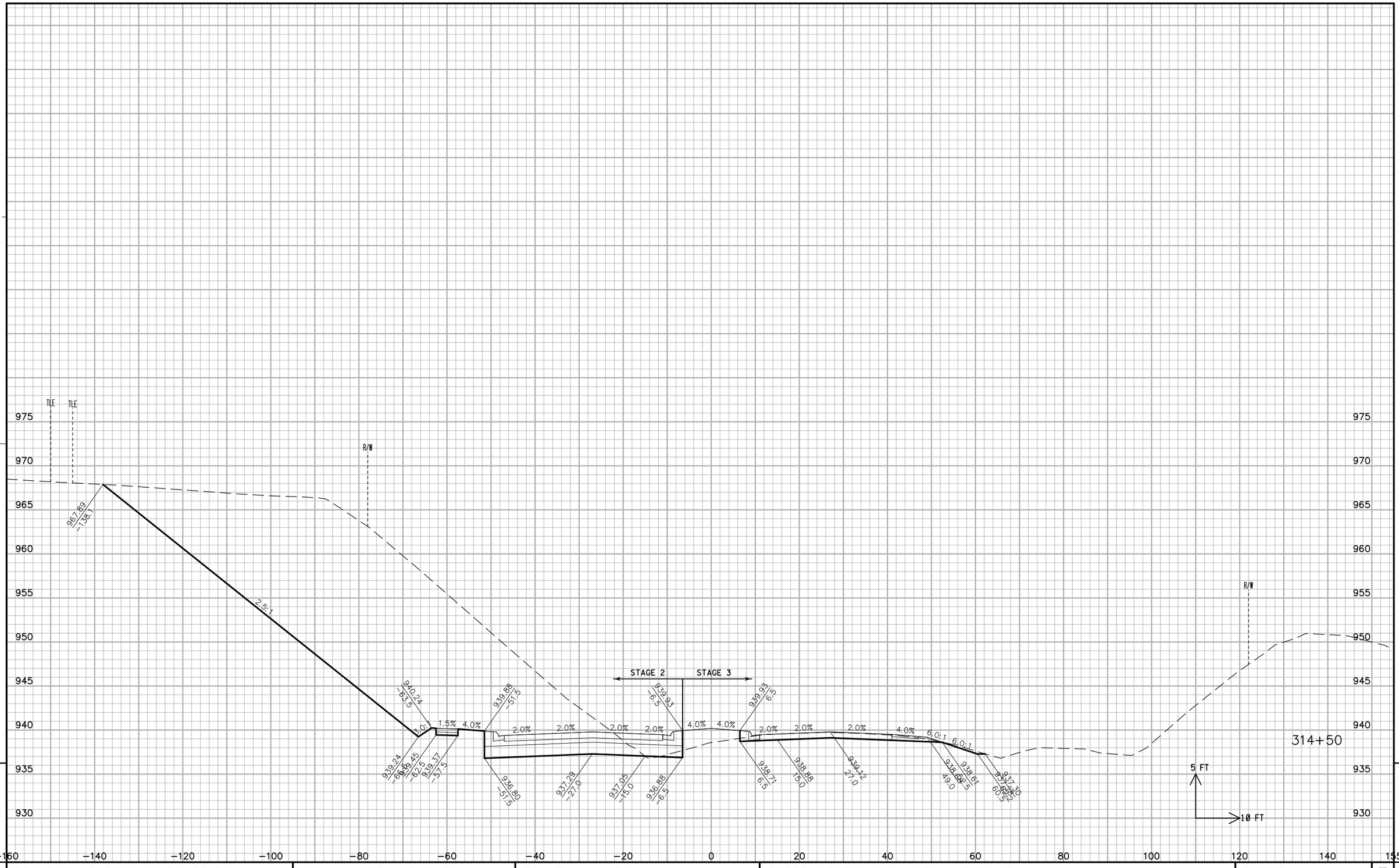
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 766	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

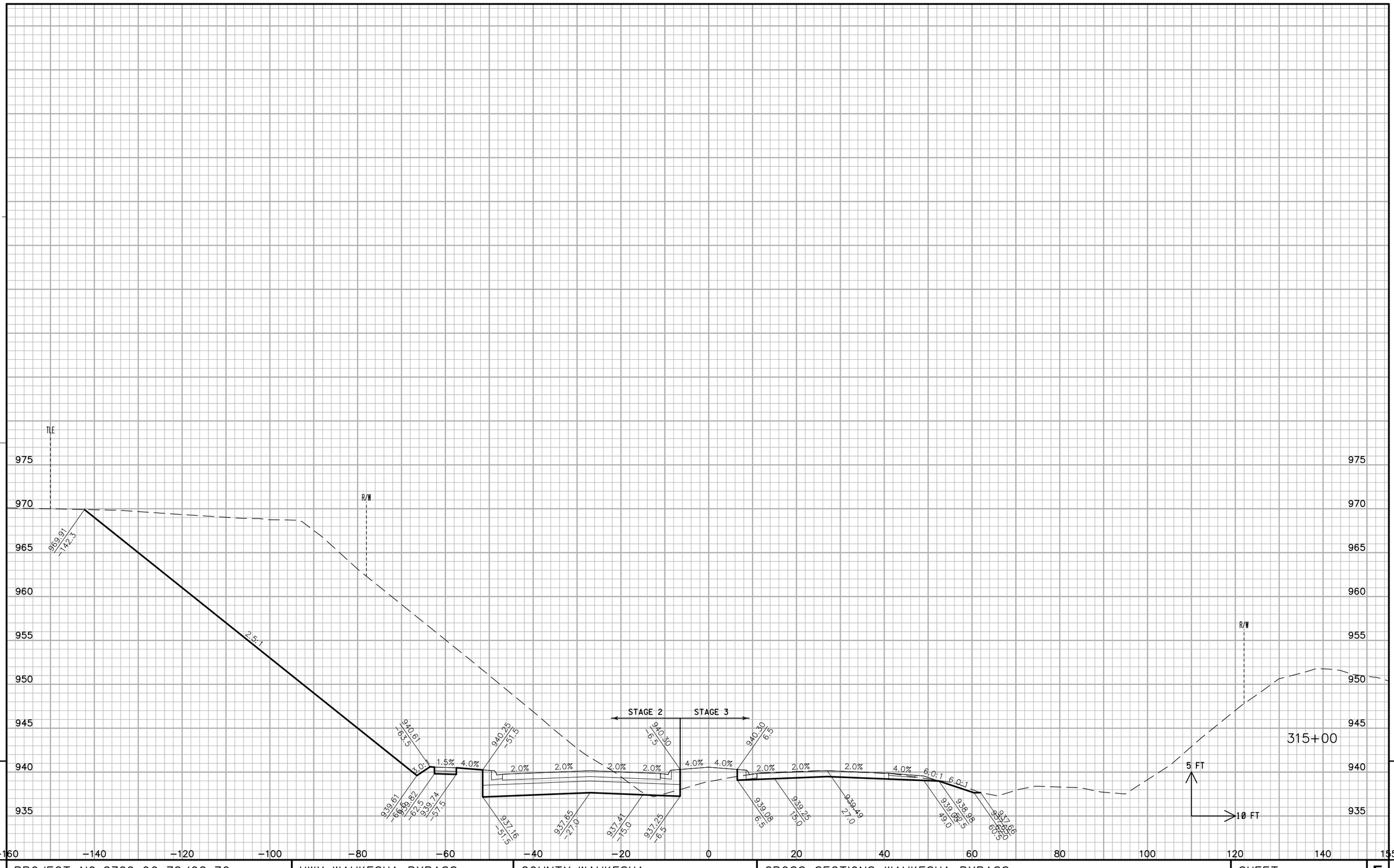
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 767	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

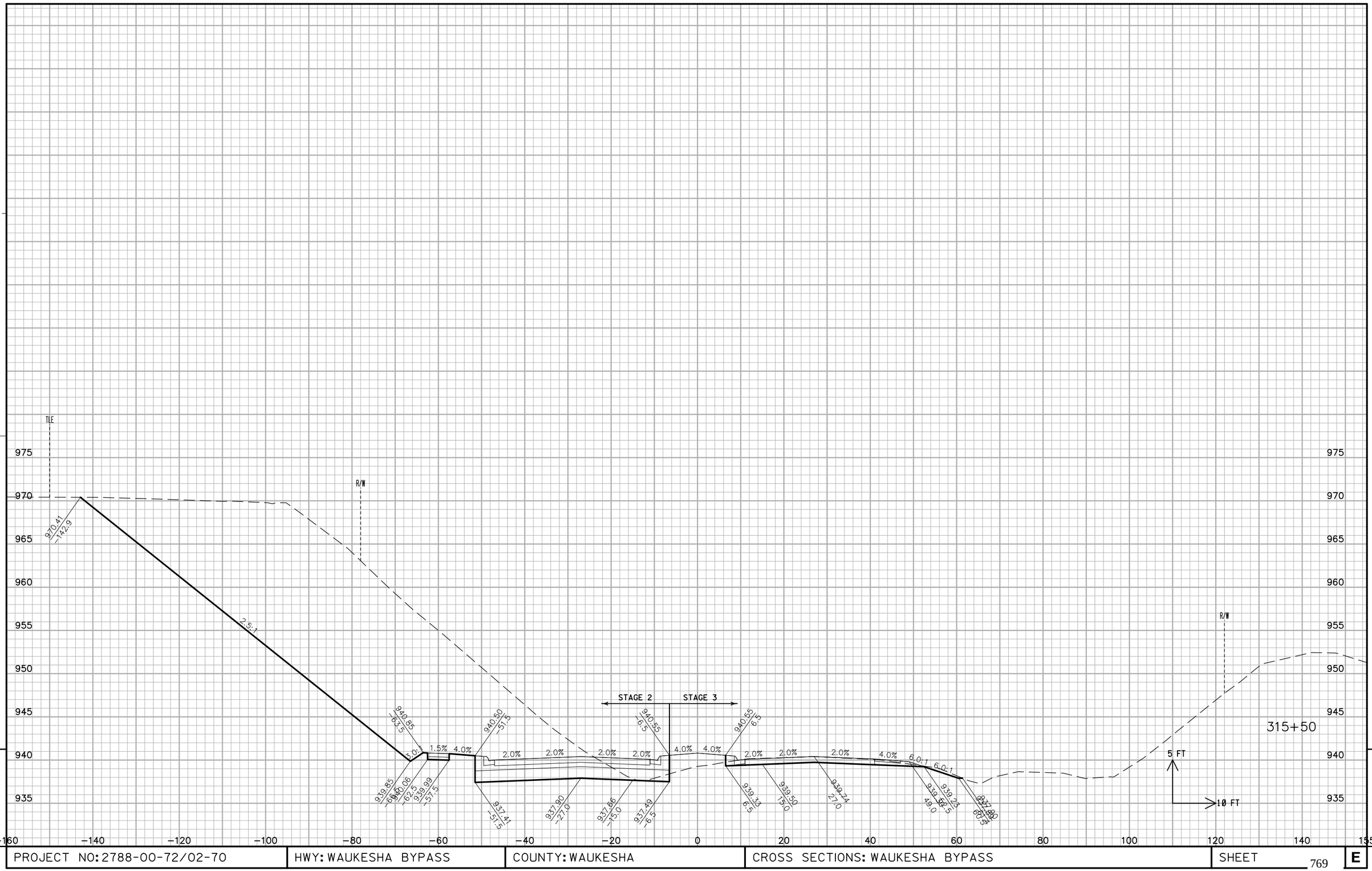
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 768	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

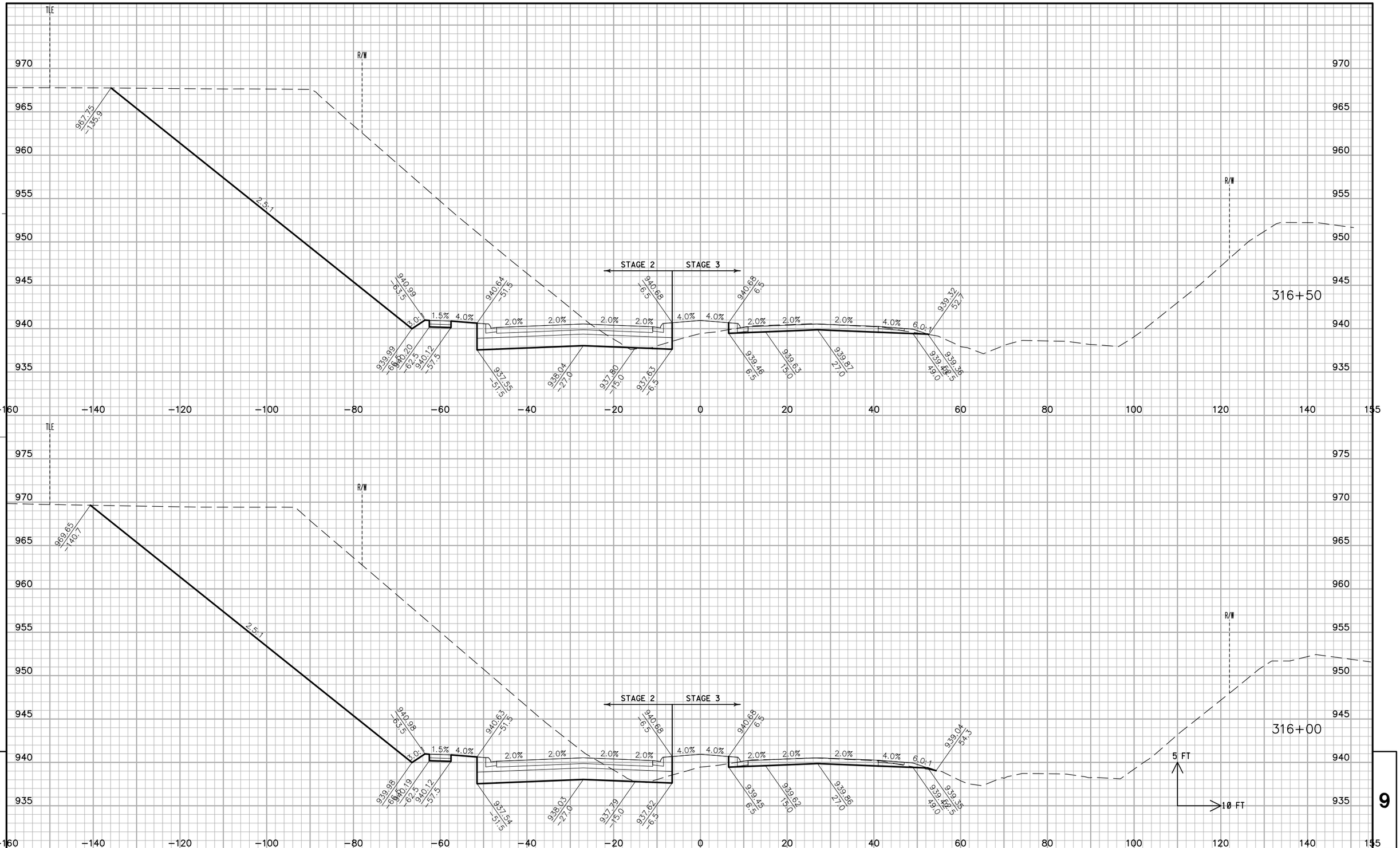
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 769	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

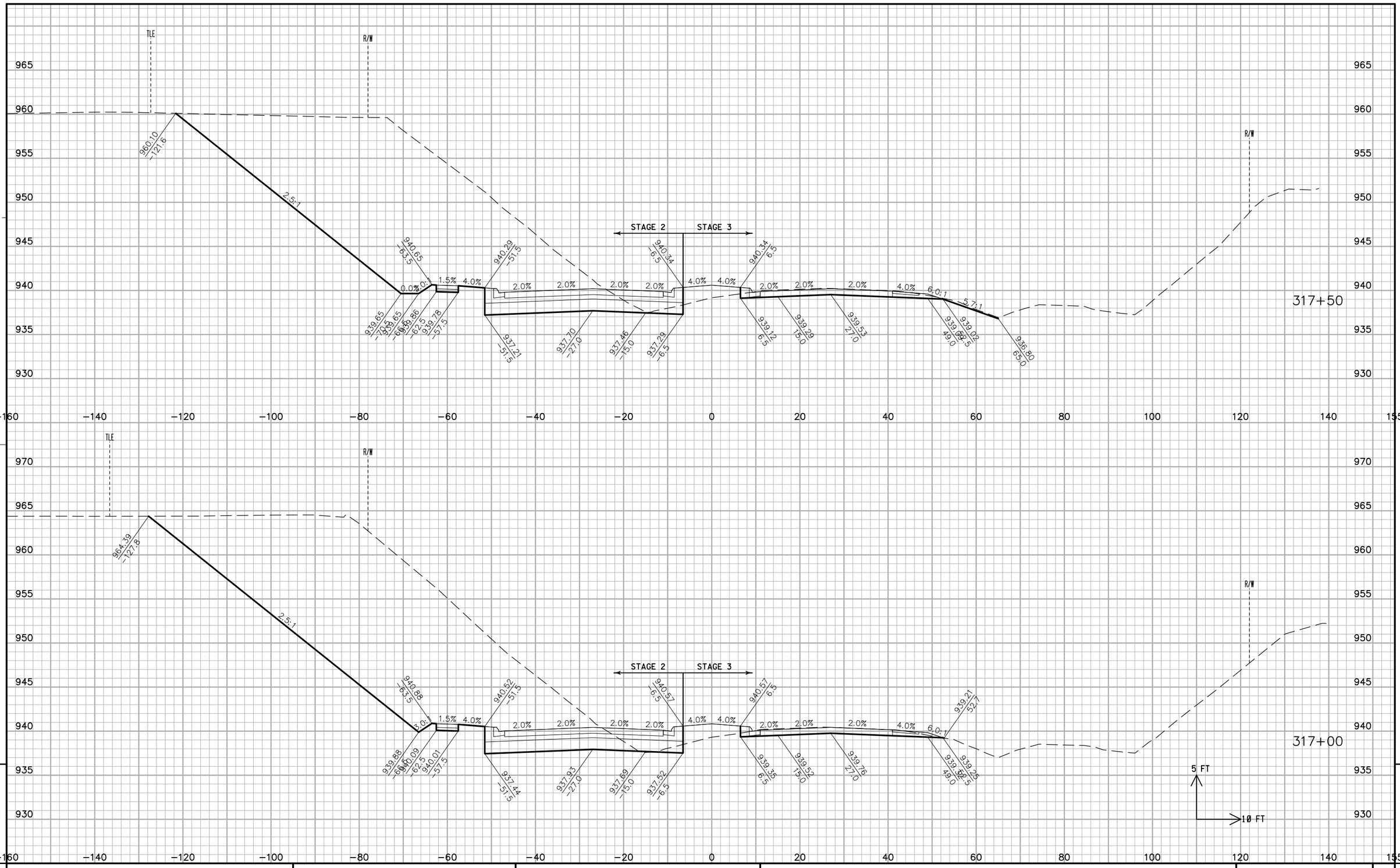
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 770	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

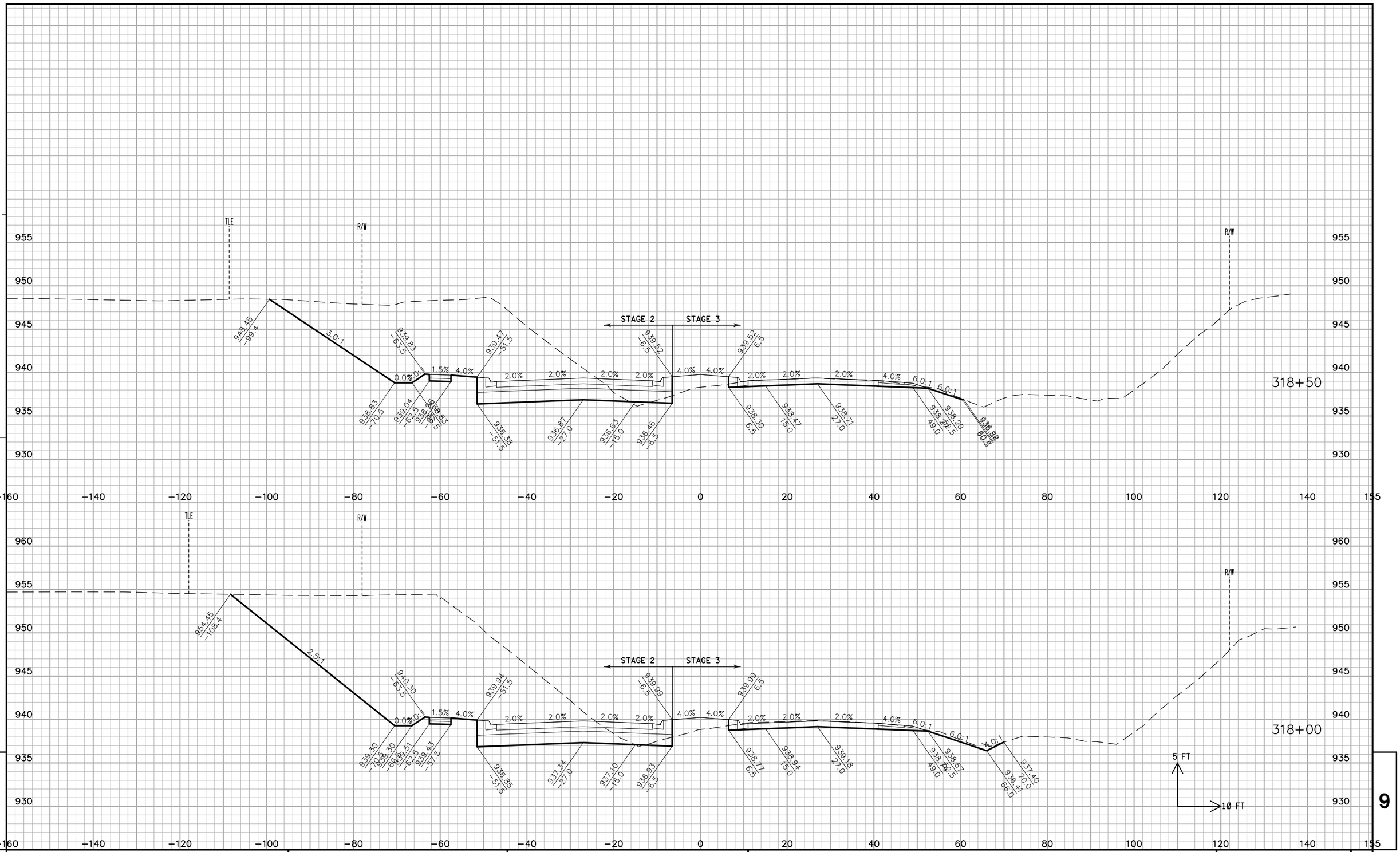
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 771	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

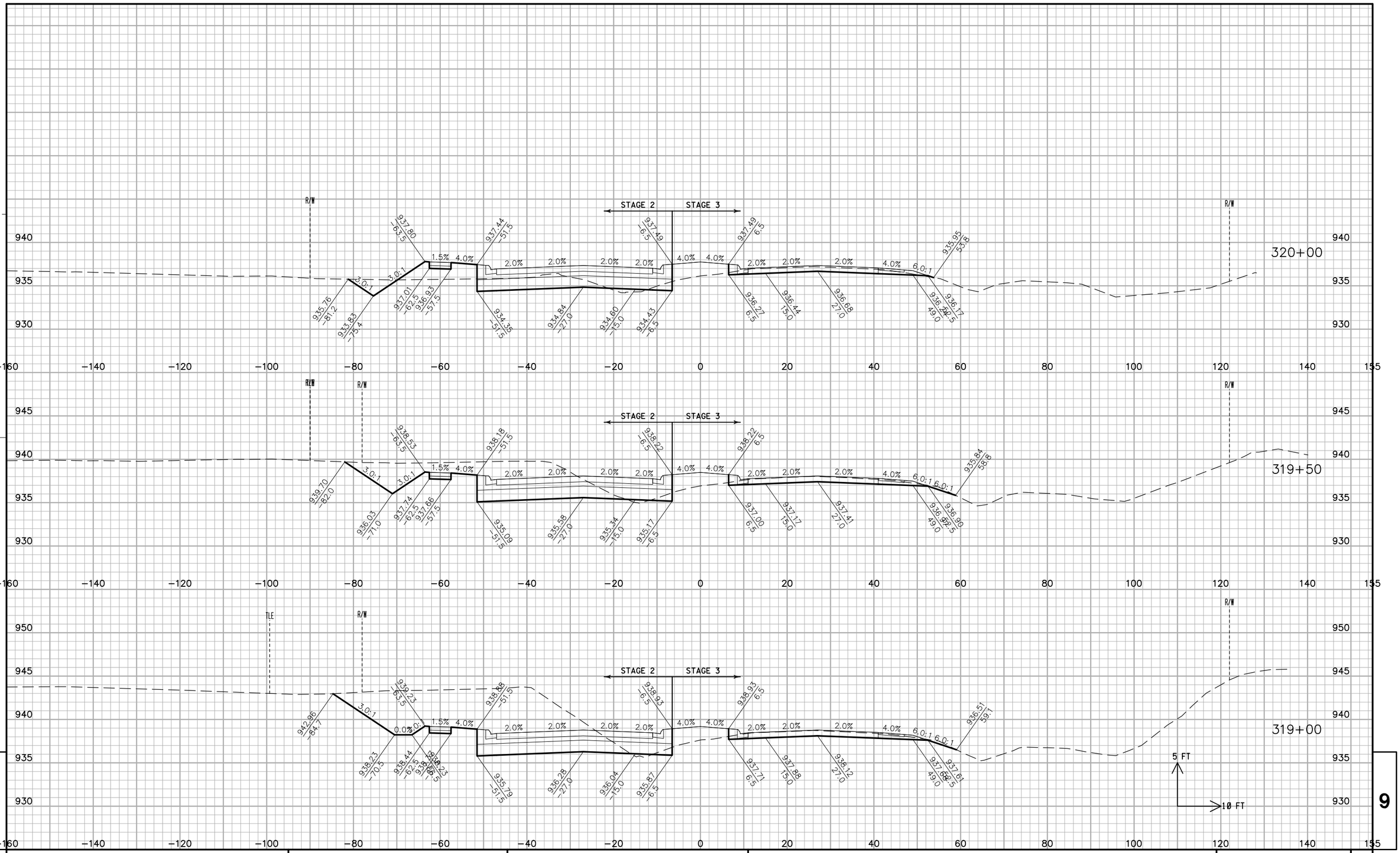
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 772	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



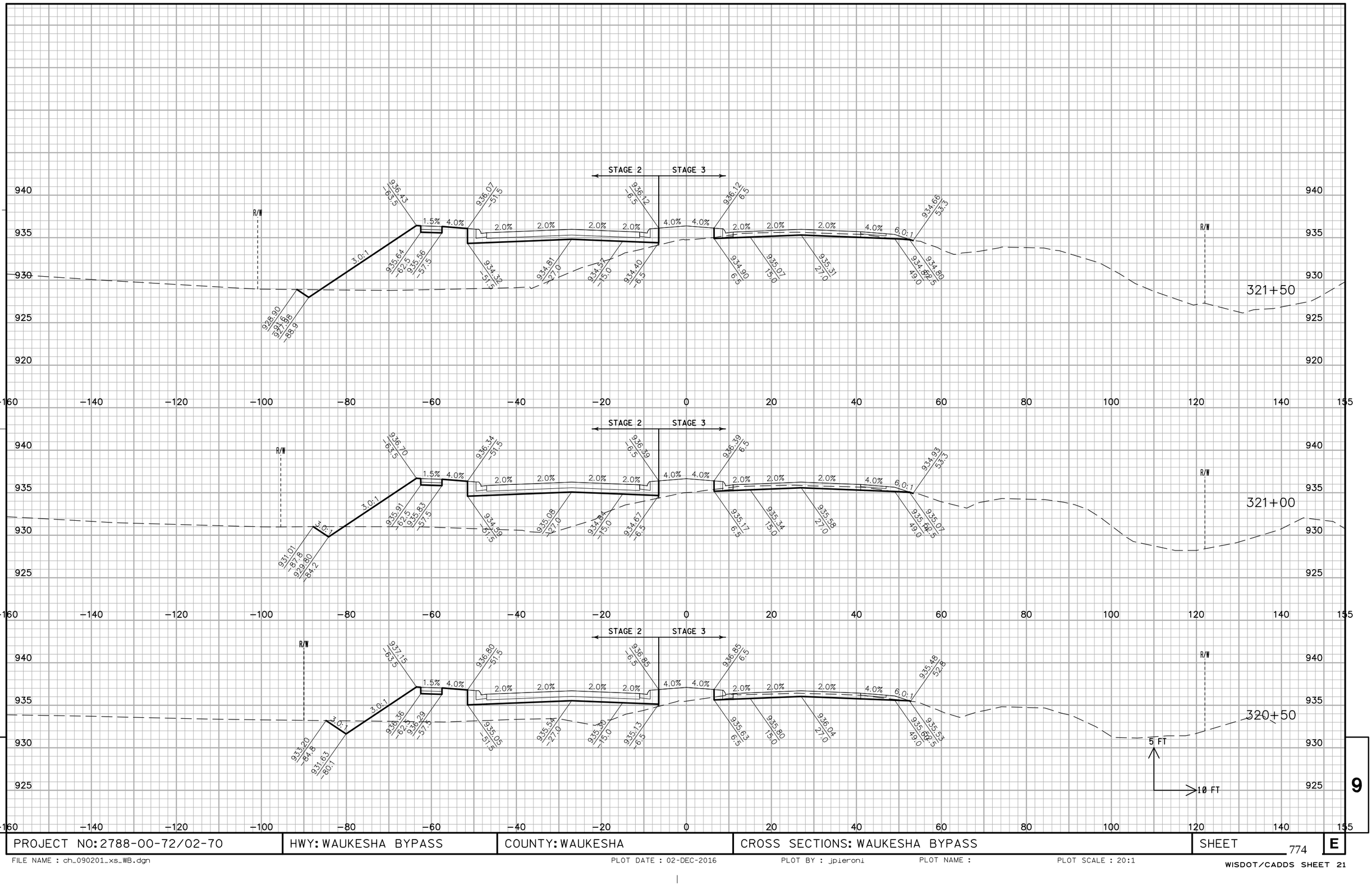
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 773	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



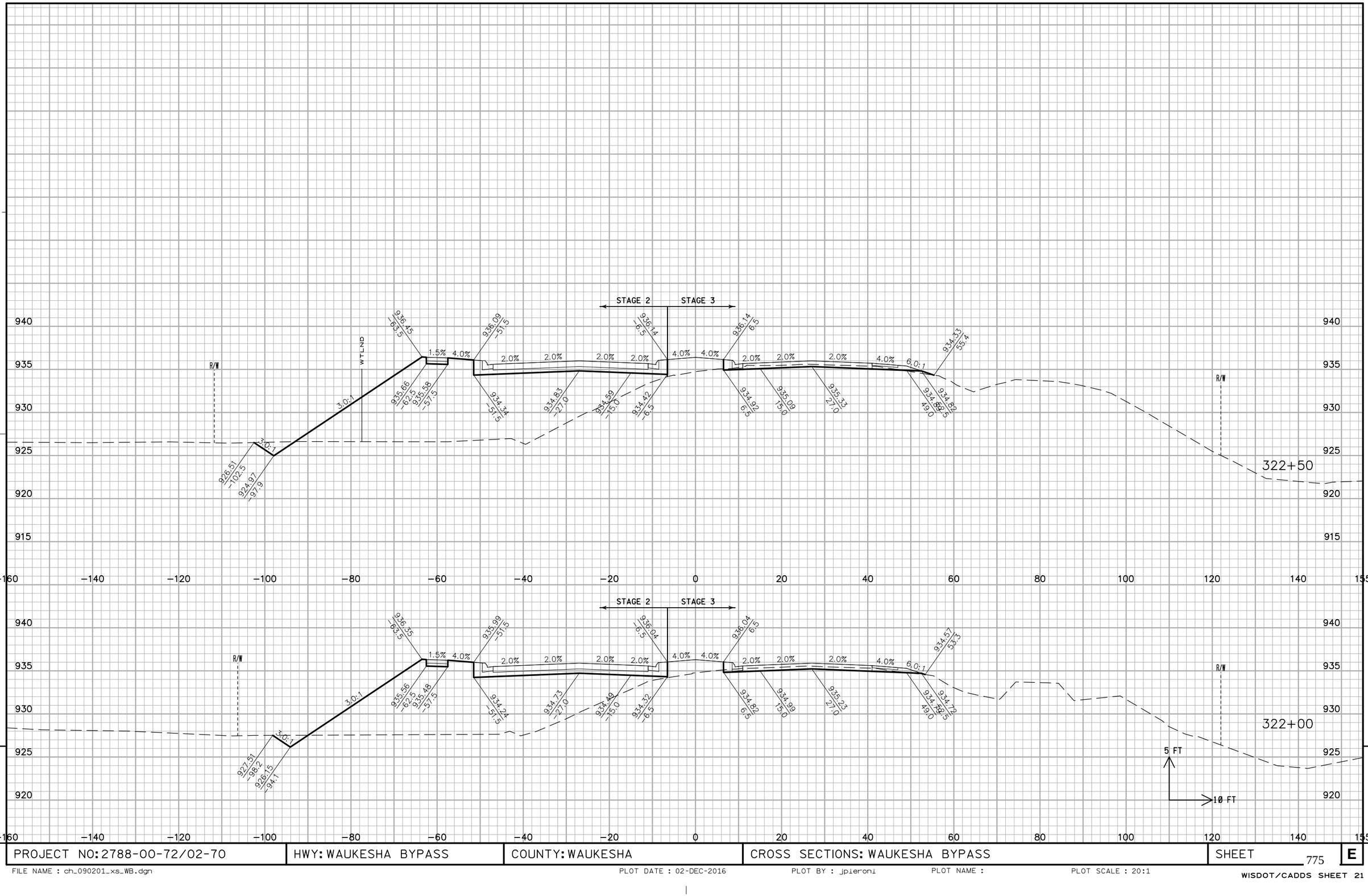
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 774	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

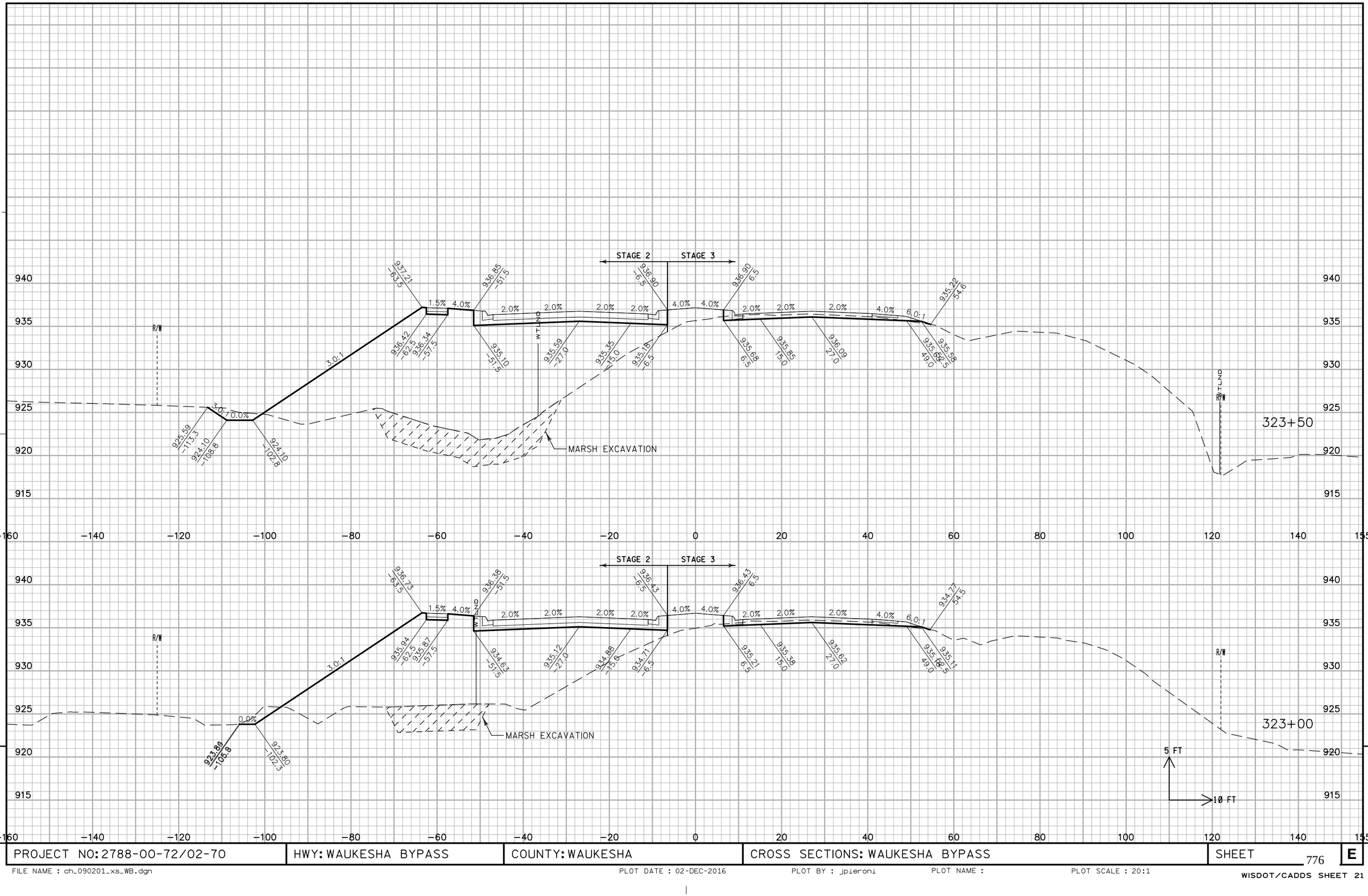
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 775	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

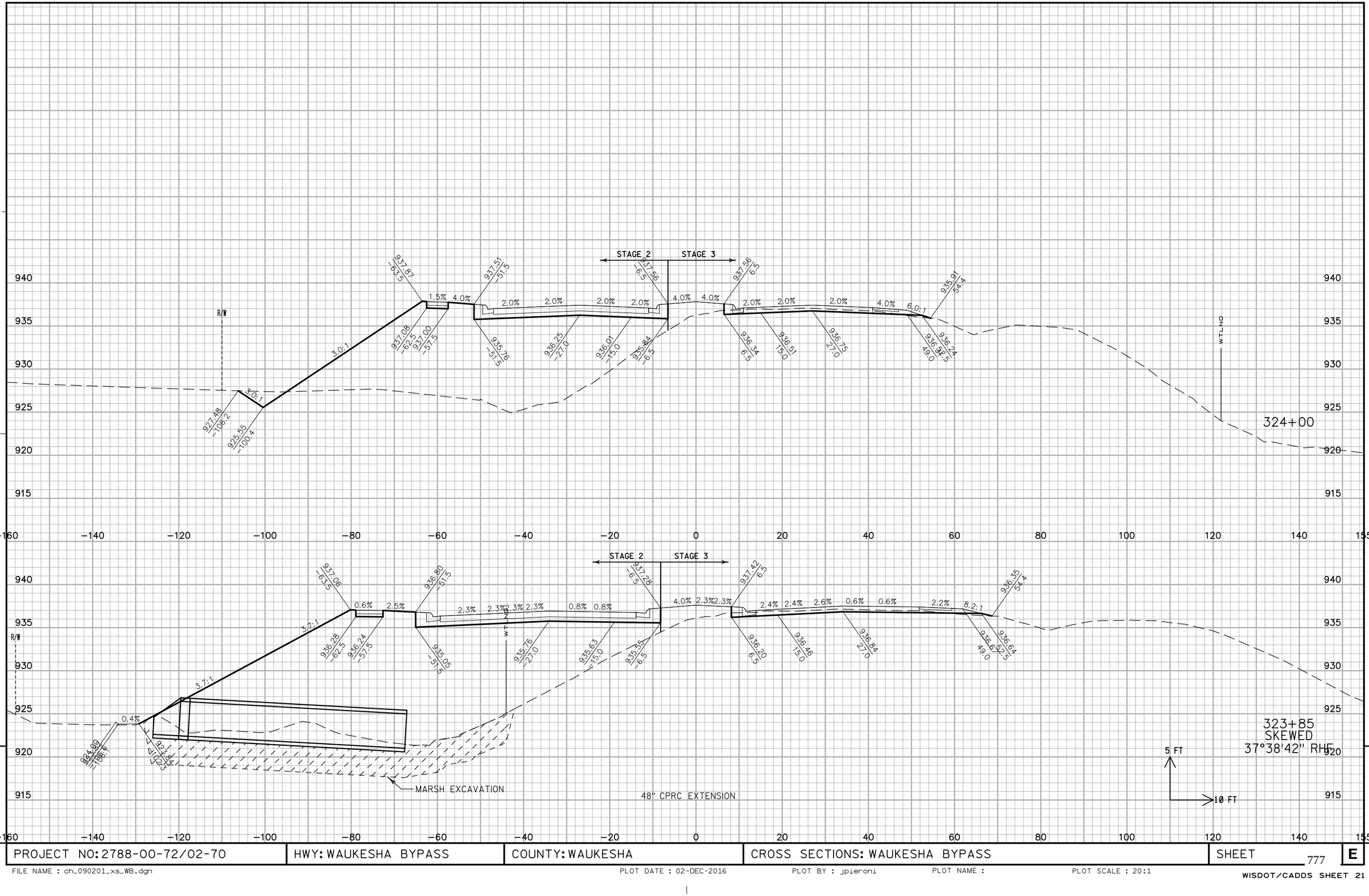
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 776 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

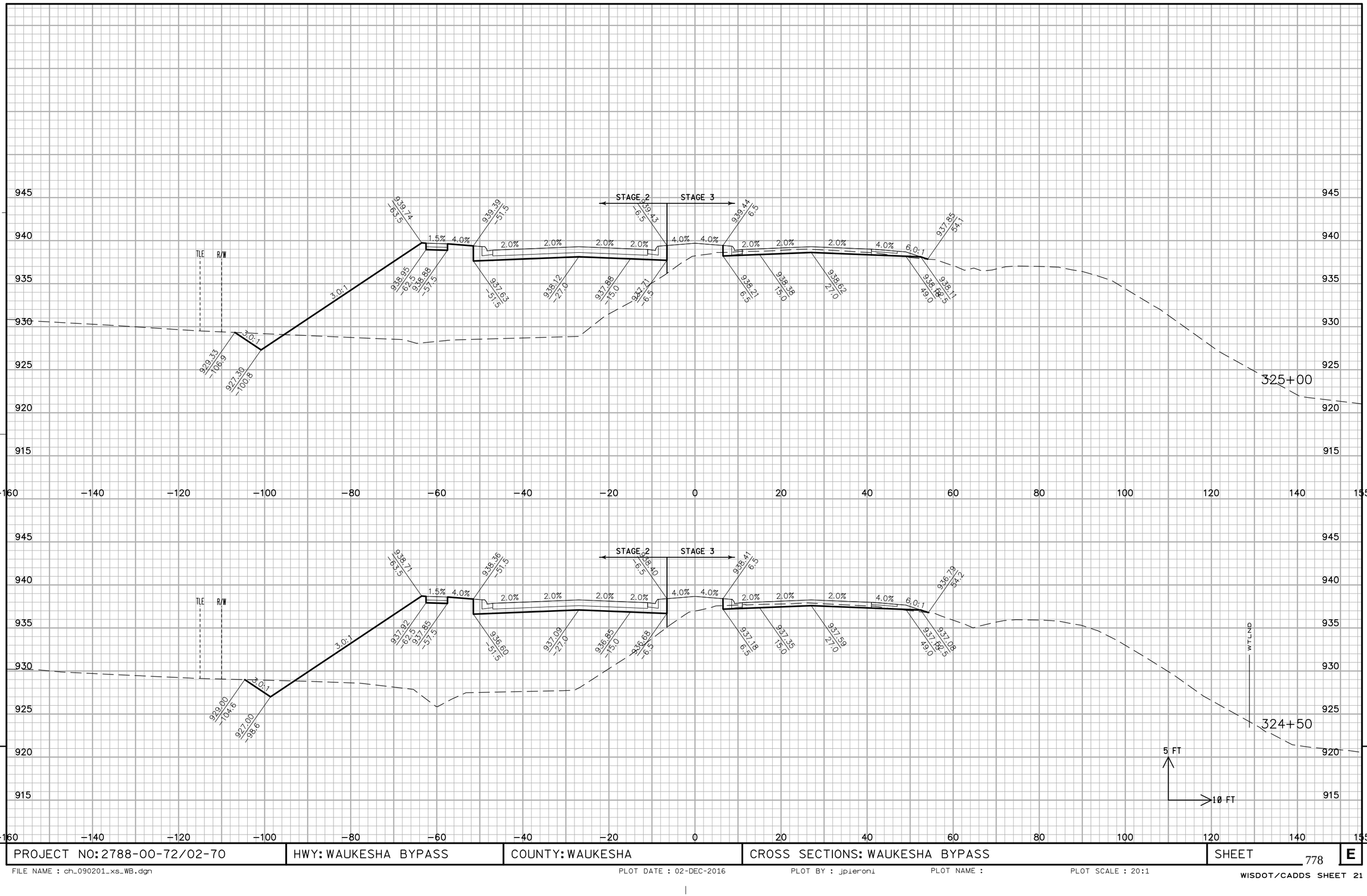
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 777	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

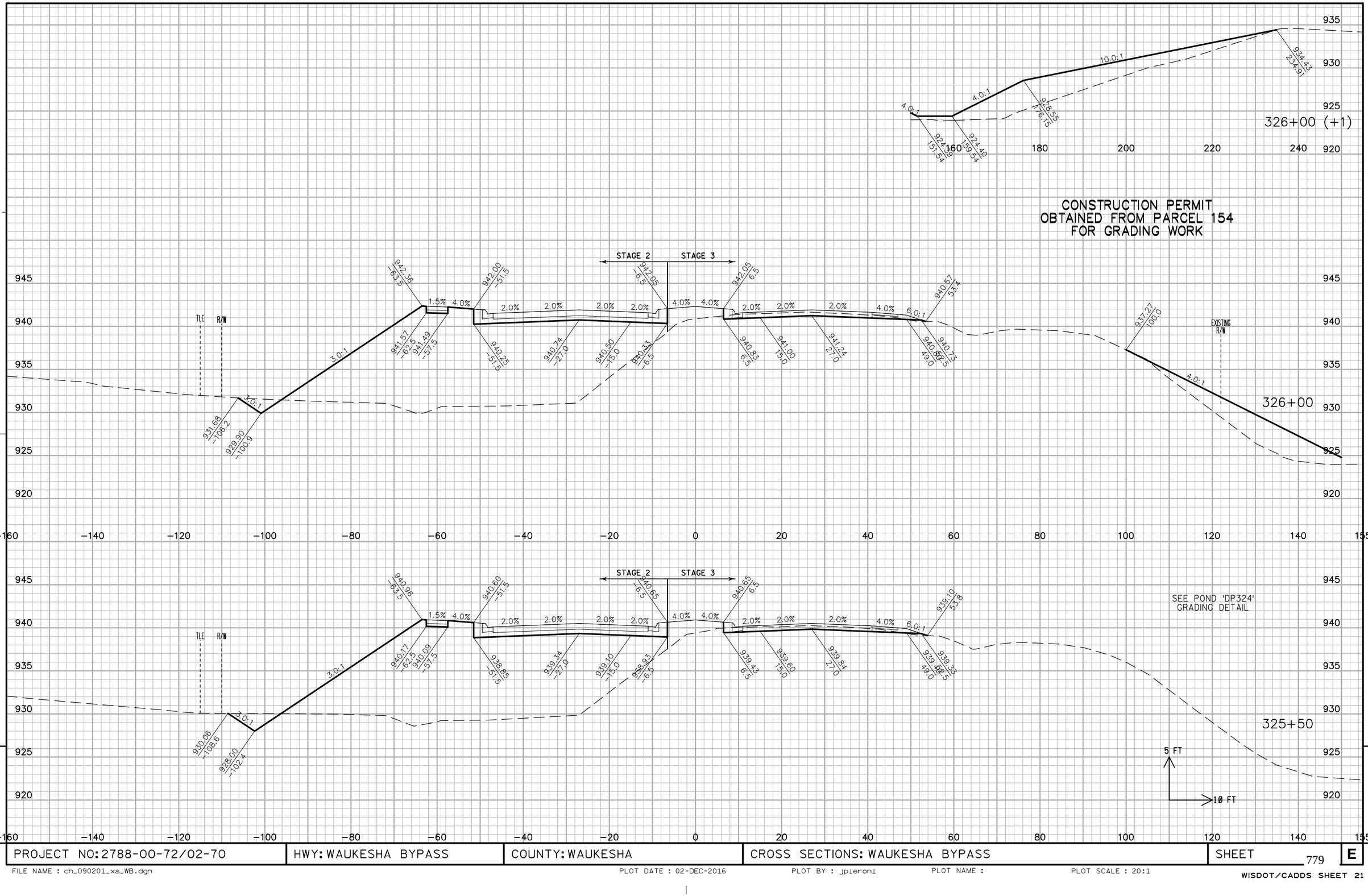
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 778	E

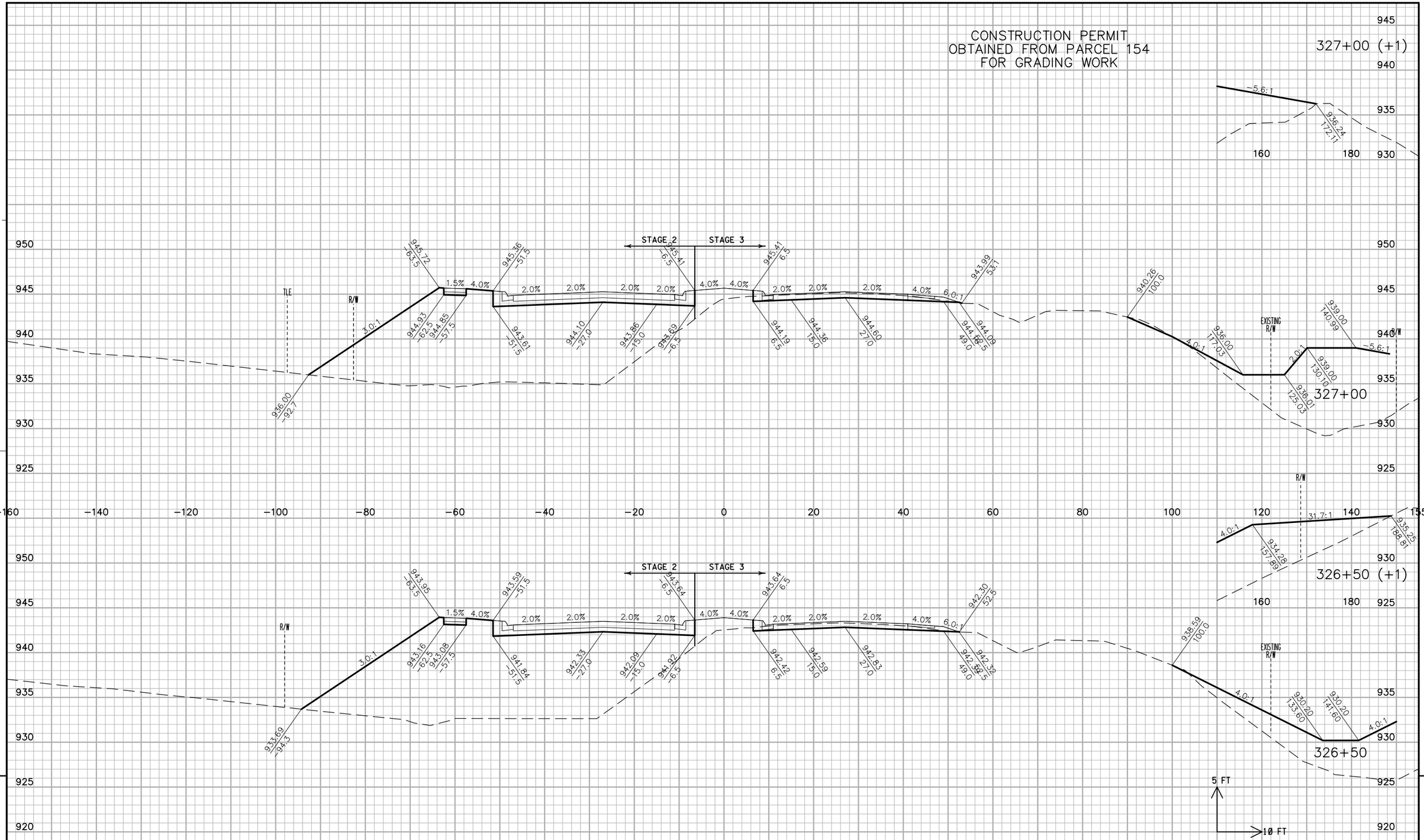
FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 779 E

CONSTRUCTION PERMIT
OBTAINED FROM PARCEL 154
FOR GRADING WORK

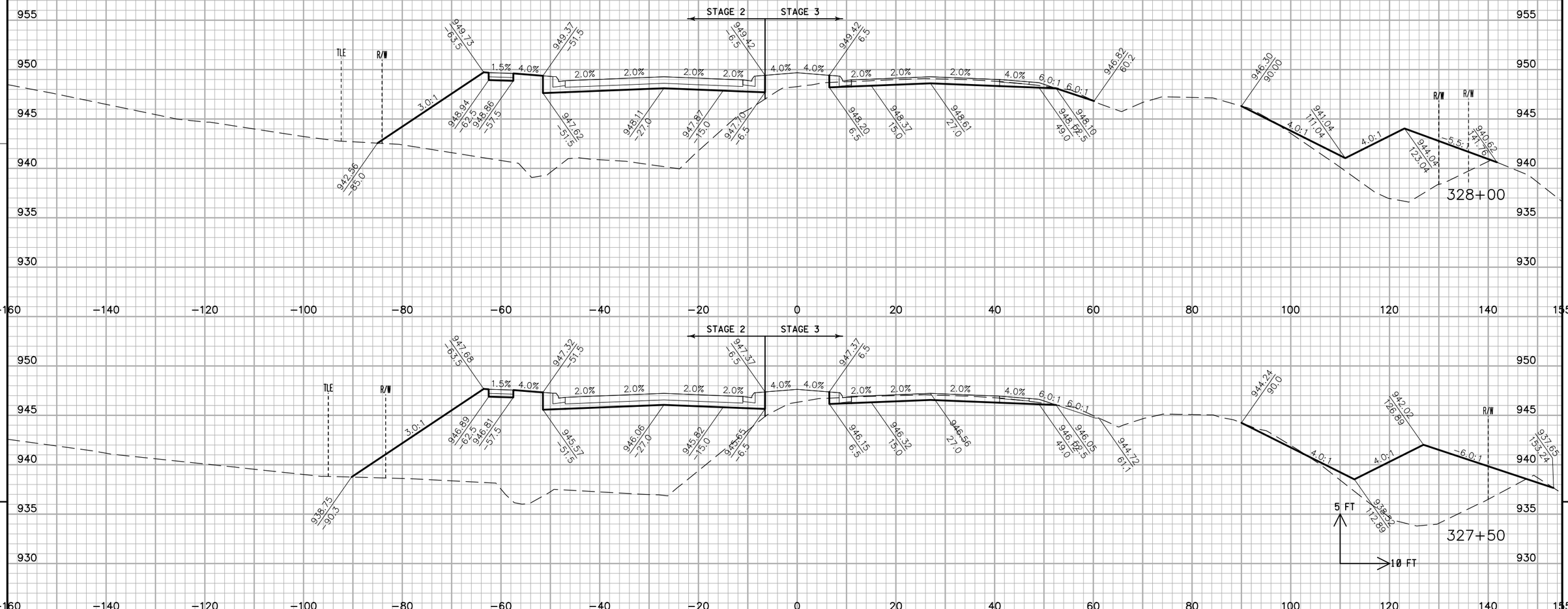


PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 780	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

CONSTRUCTION PERMIT
OBTAINED FROM PARCEL 154
FOR GRADING WORK



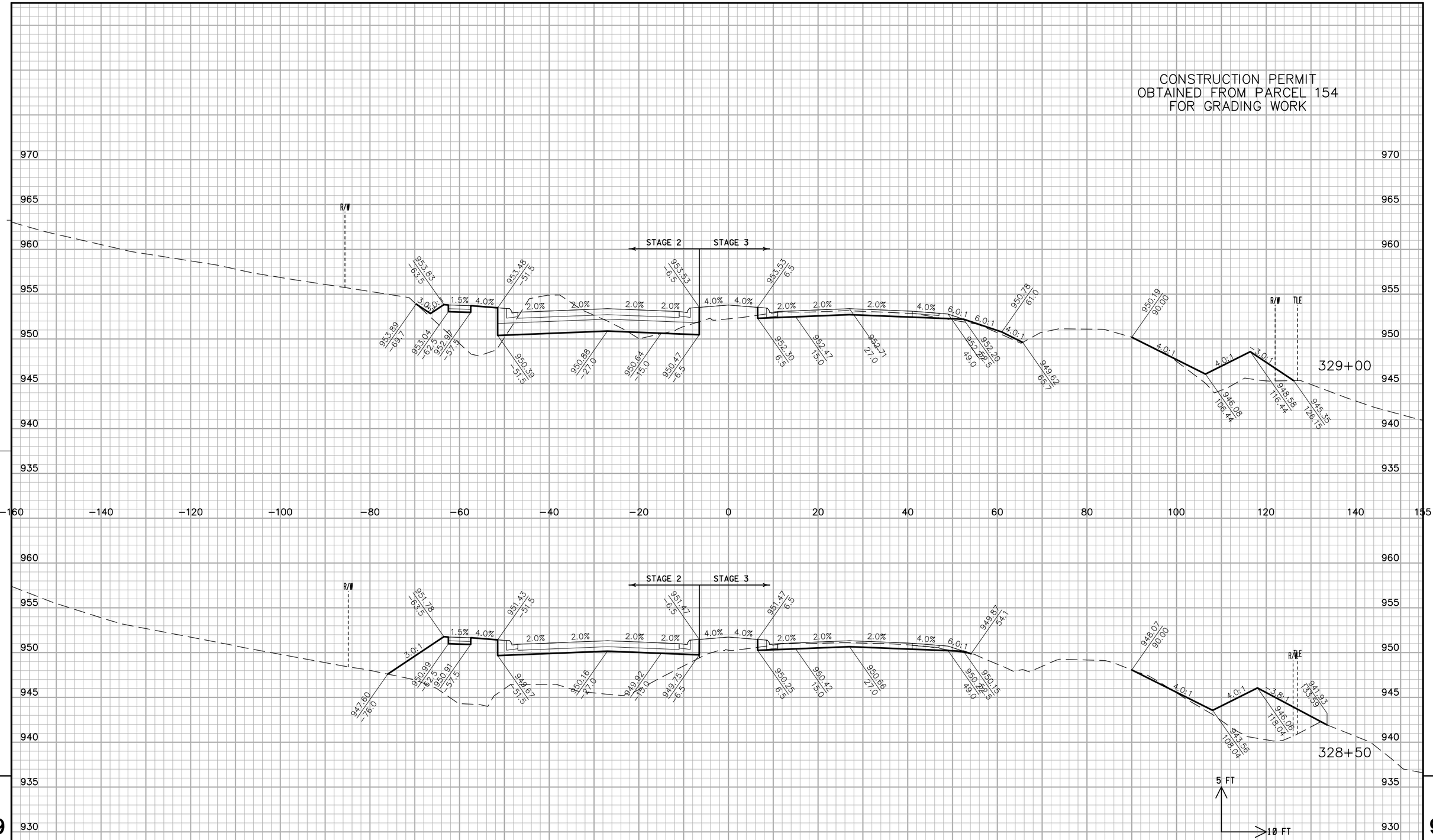
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 781	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

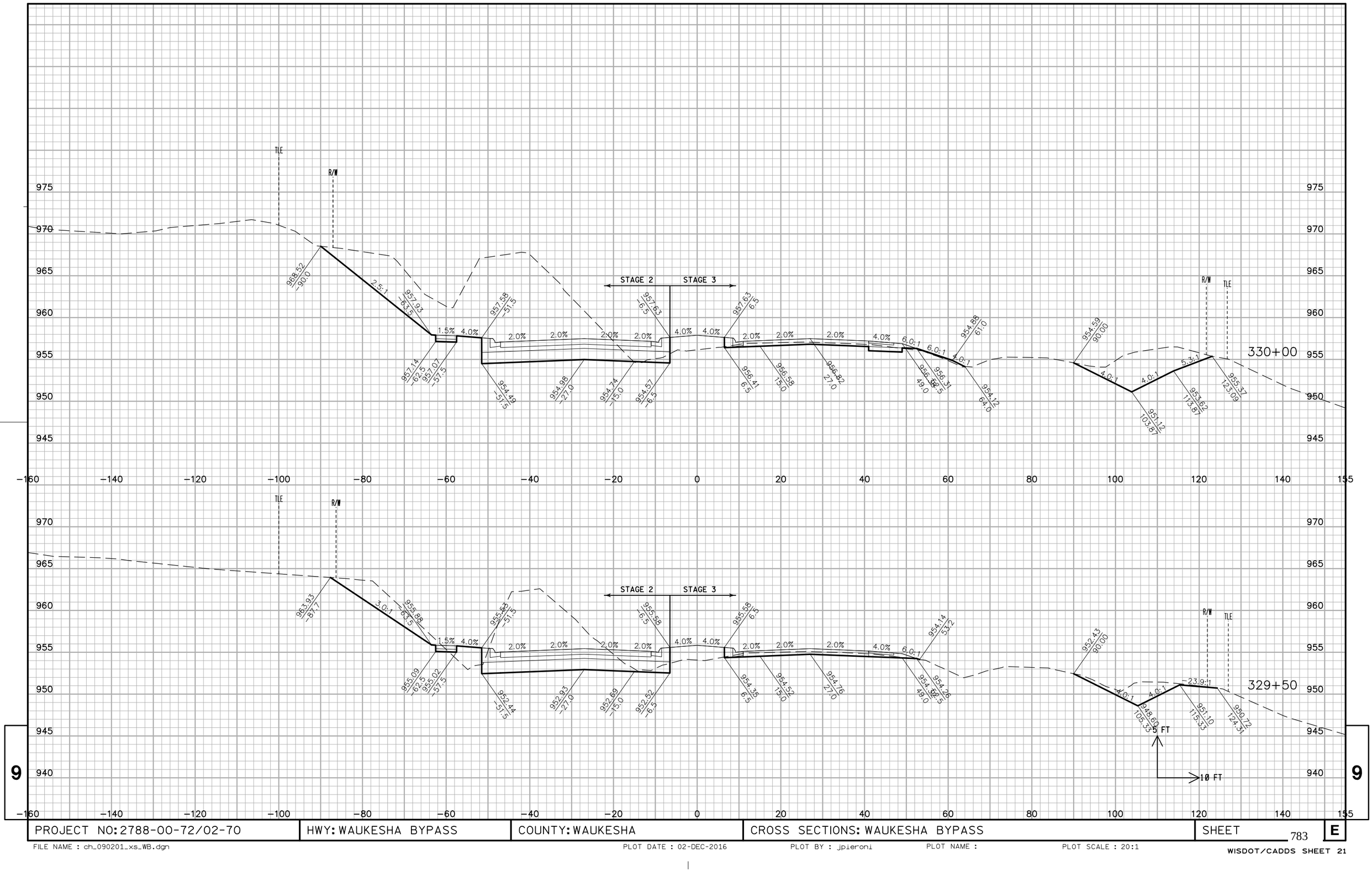
CONSTRUCTION PERMIT
OBTAINED FROM PARCEL 154
FOR GRADING WORK



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 782	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

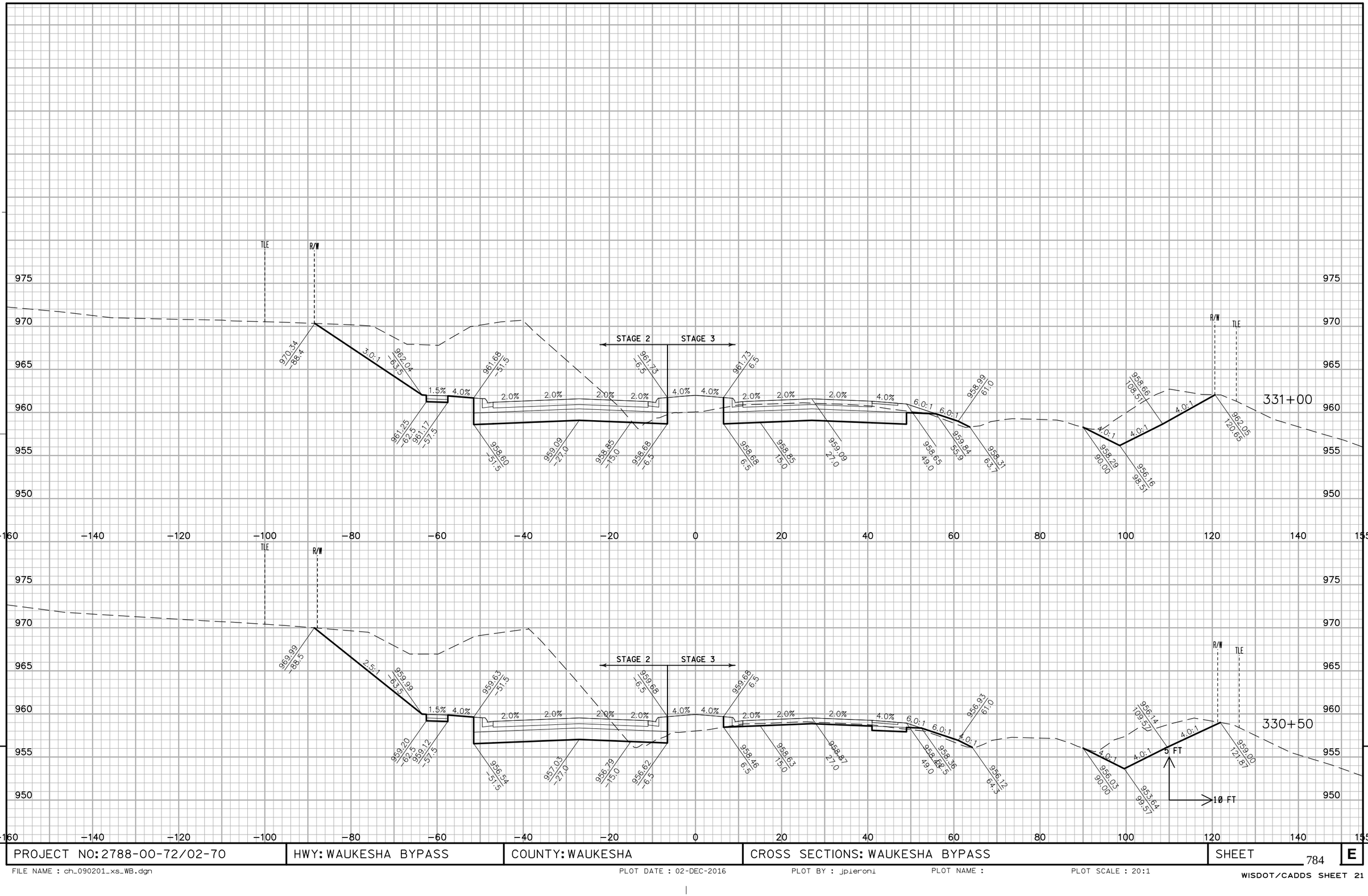
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 783	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

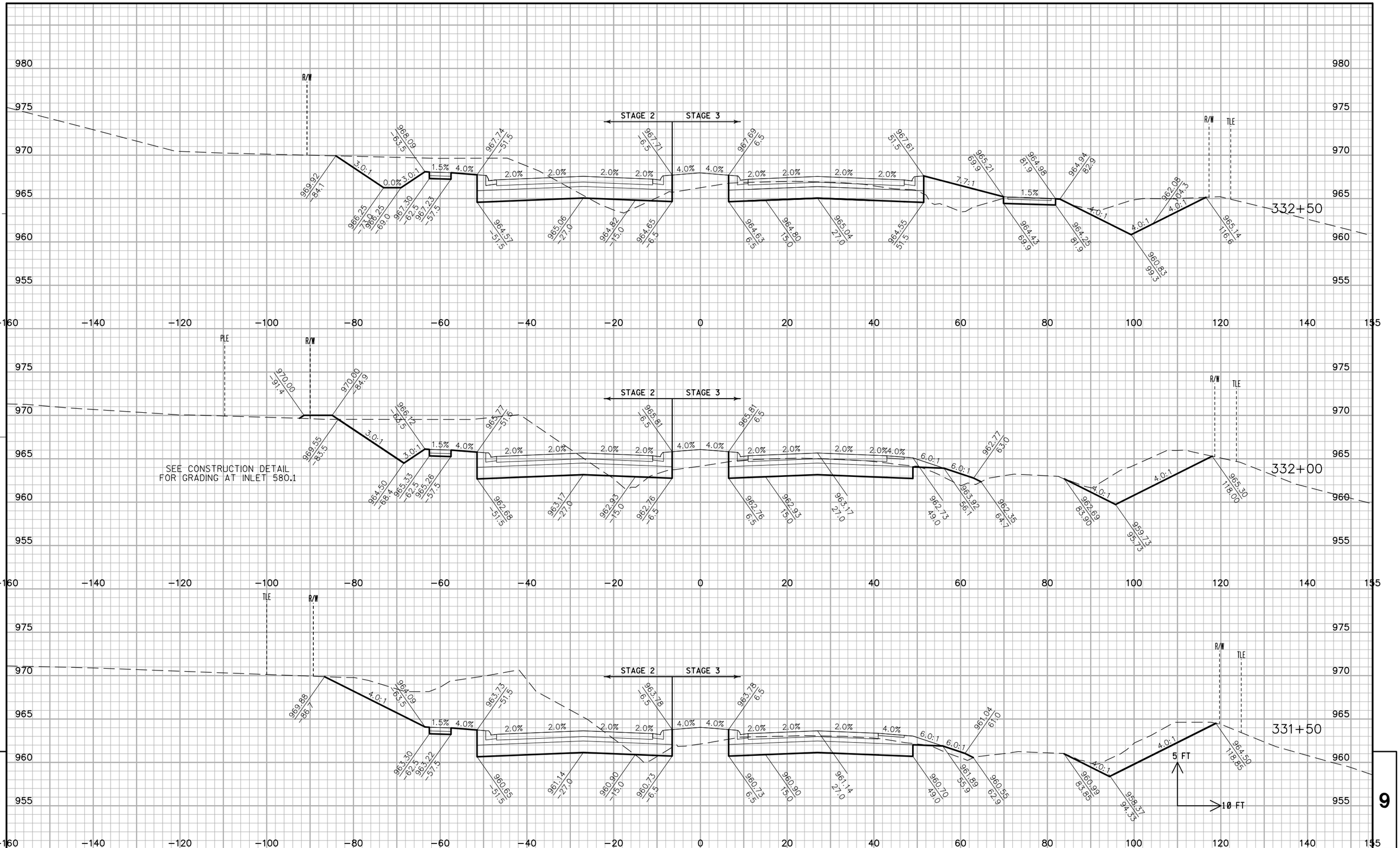
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 784 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

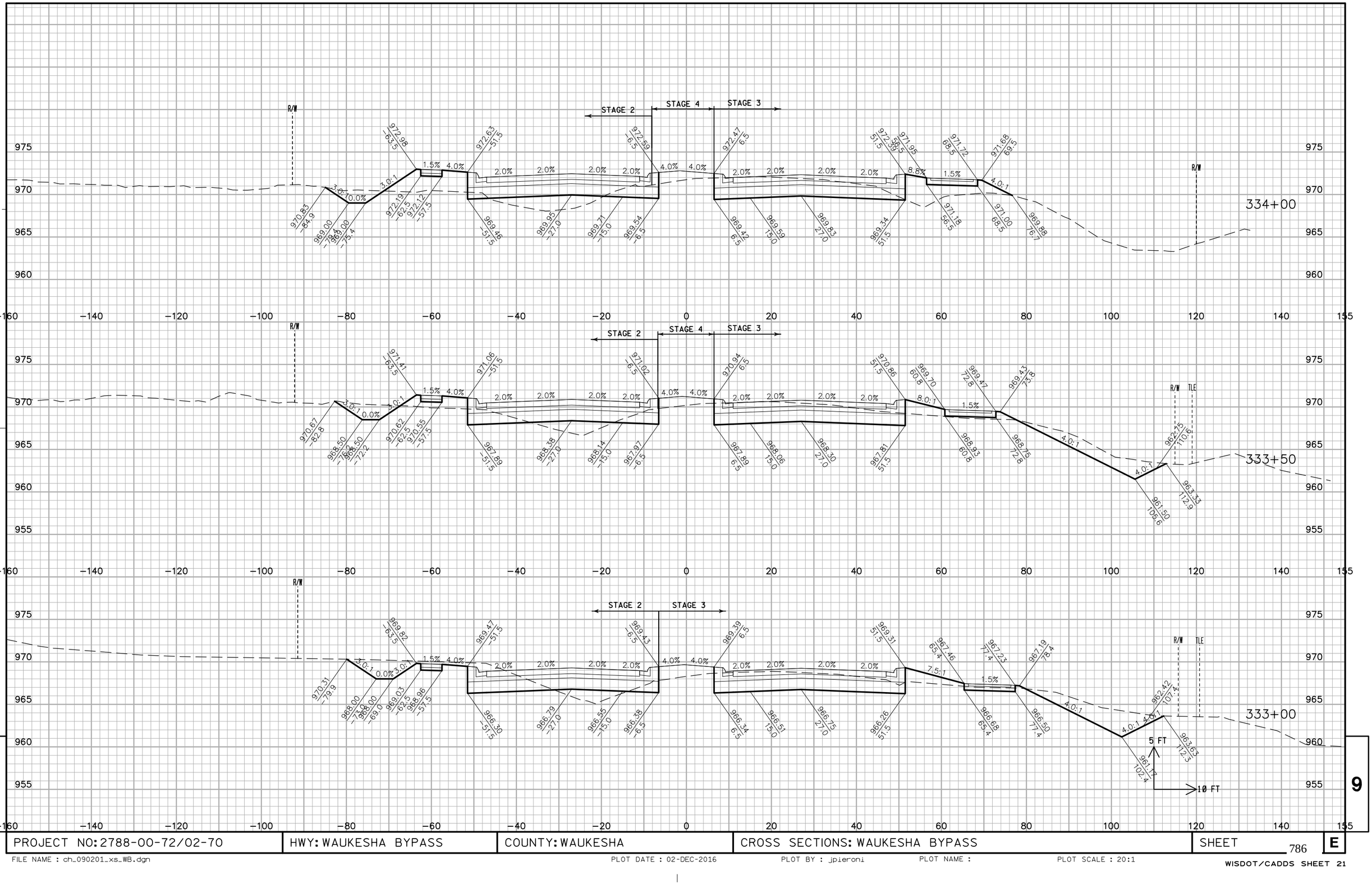
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 785	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 786 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

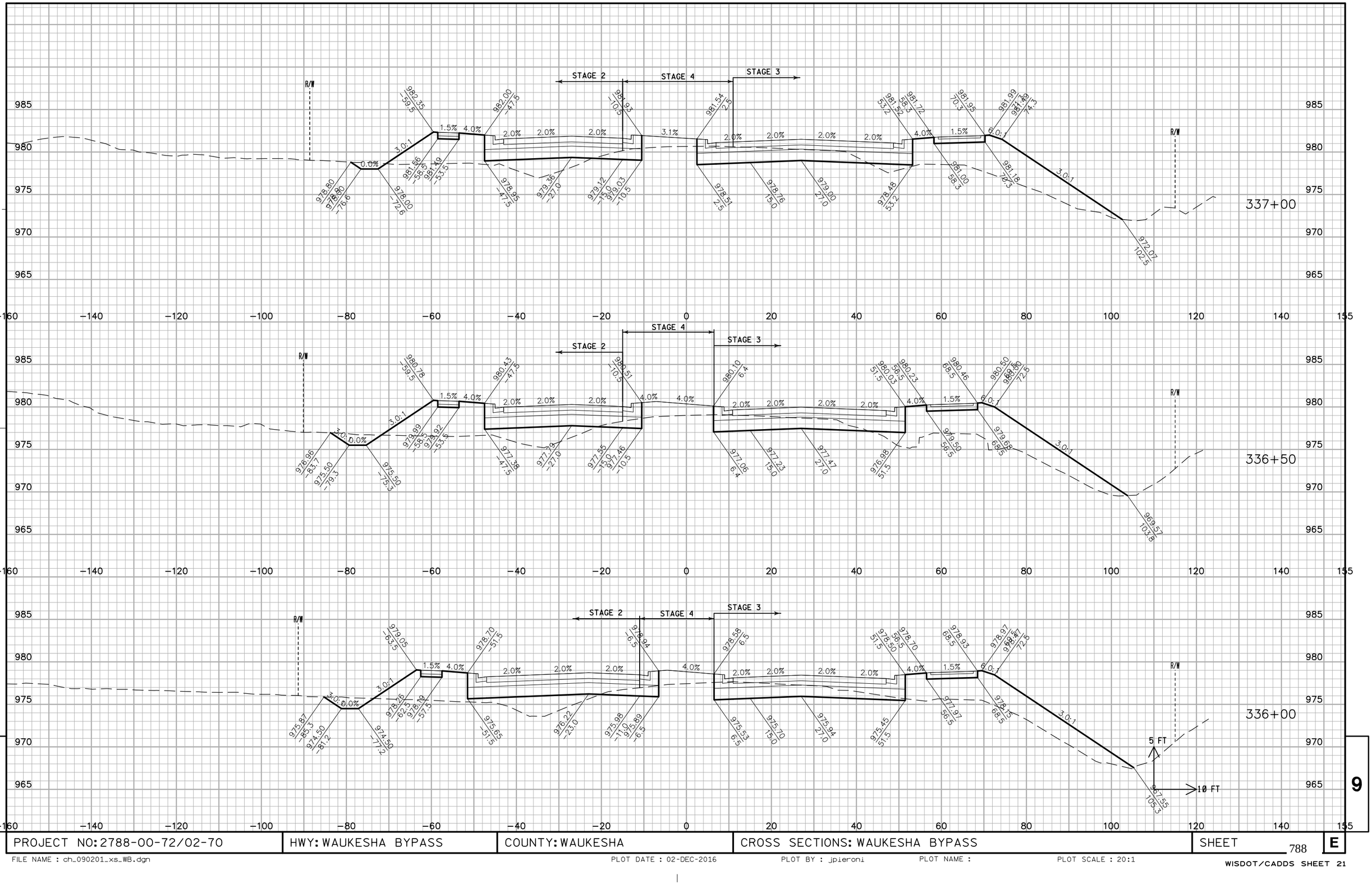
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 787	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

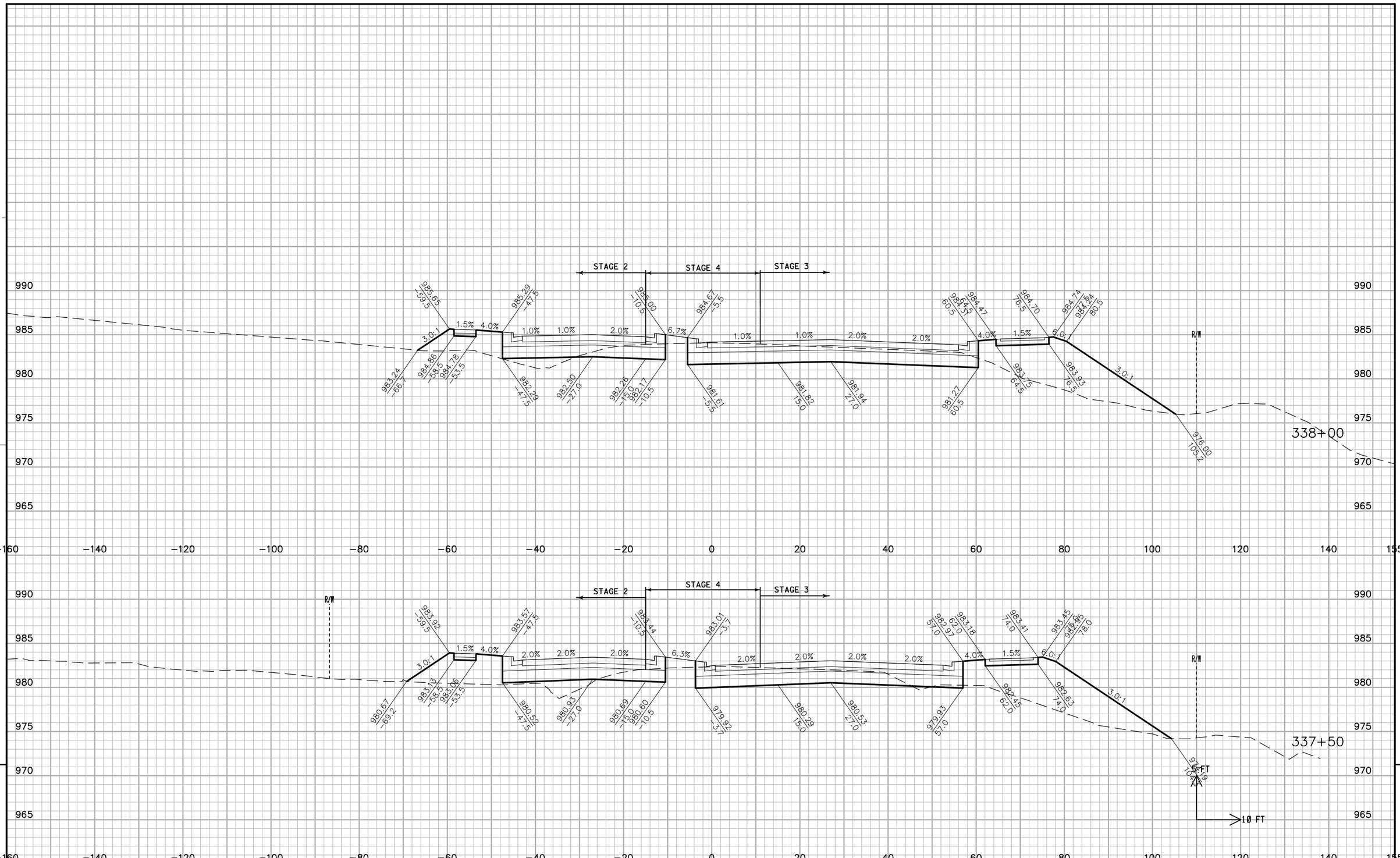
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 788	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 789	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

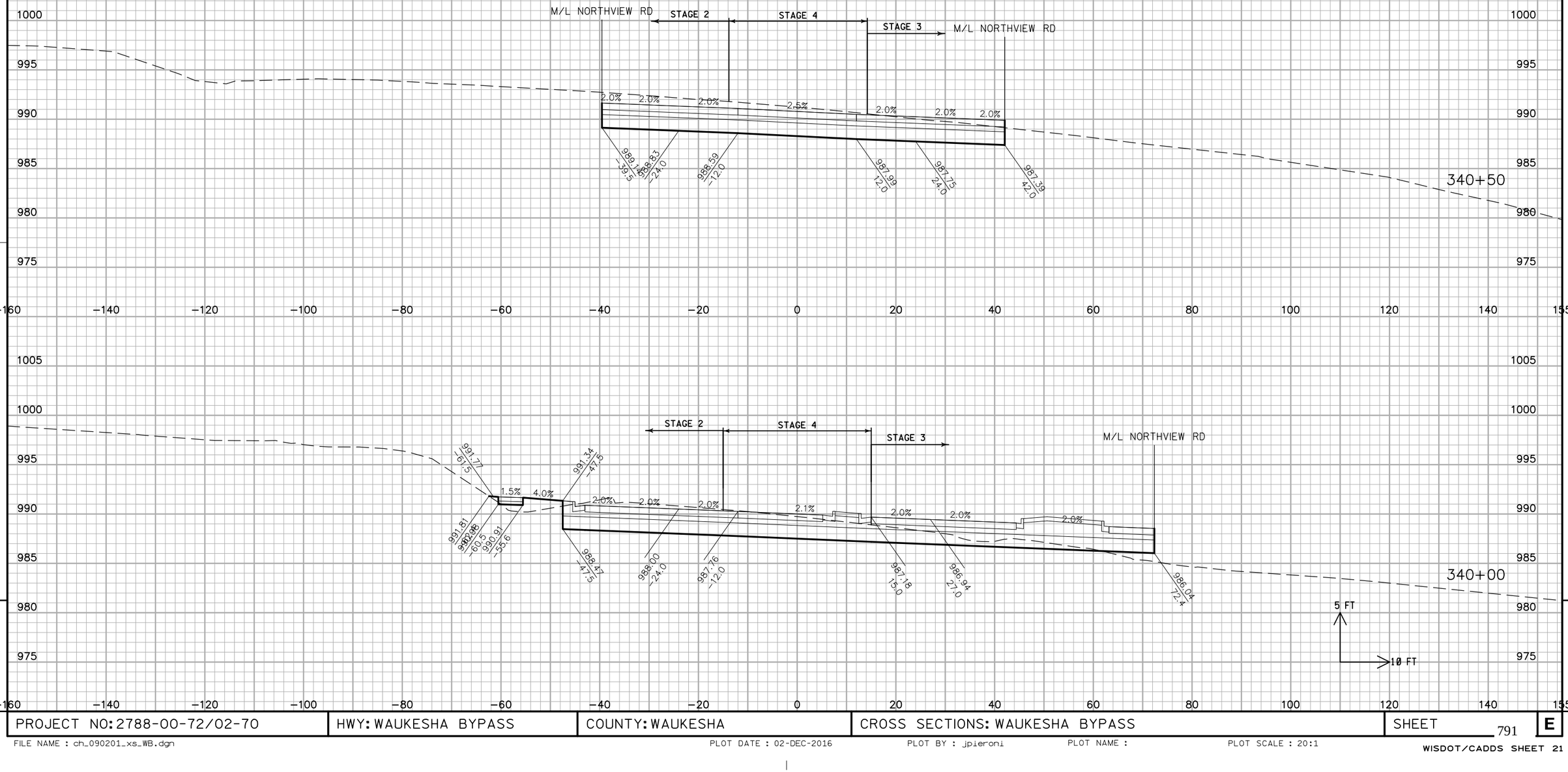
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PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 790	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

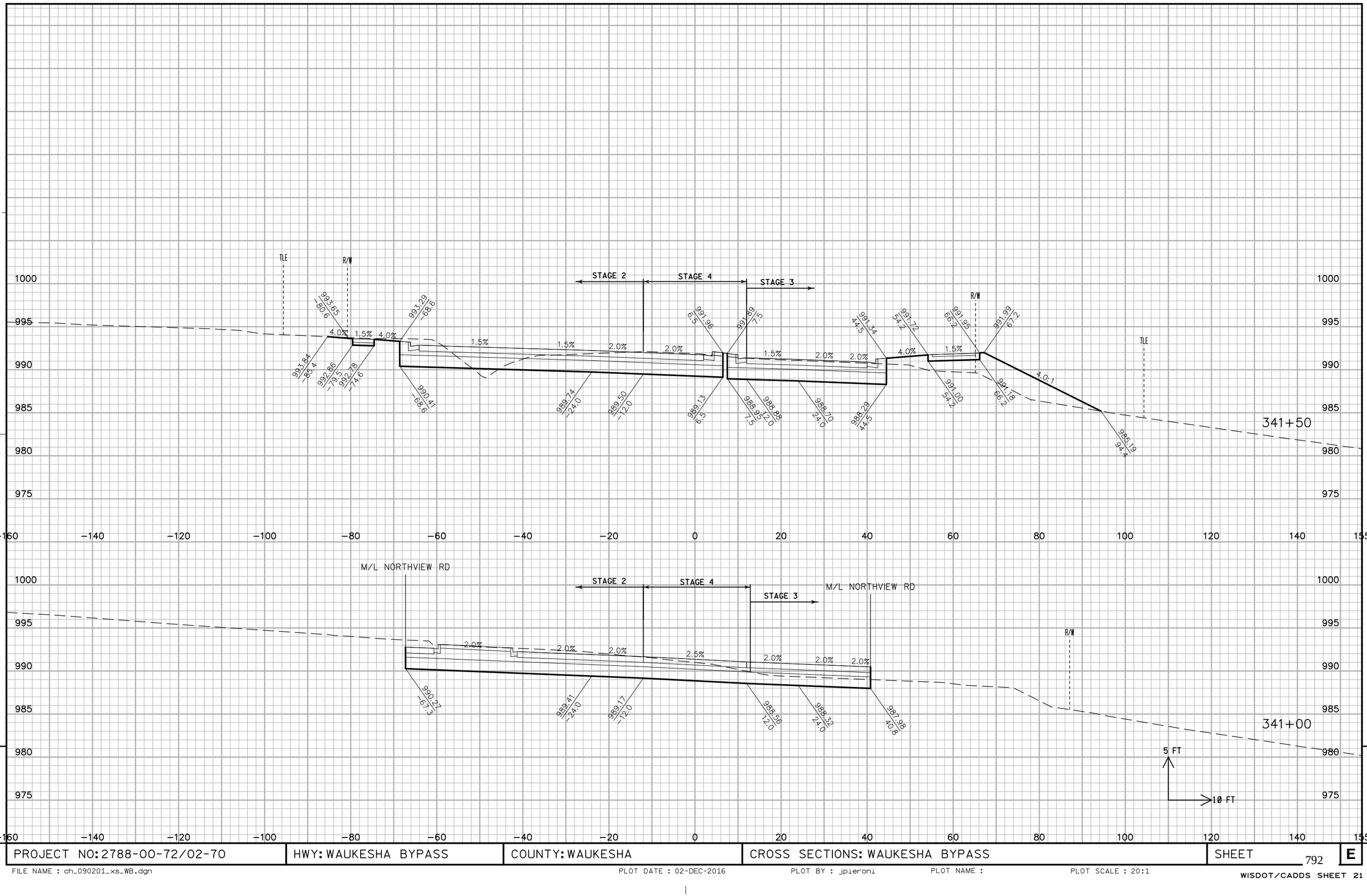
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 791	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

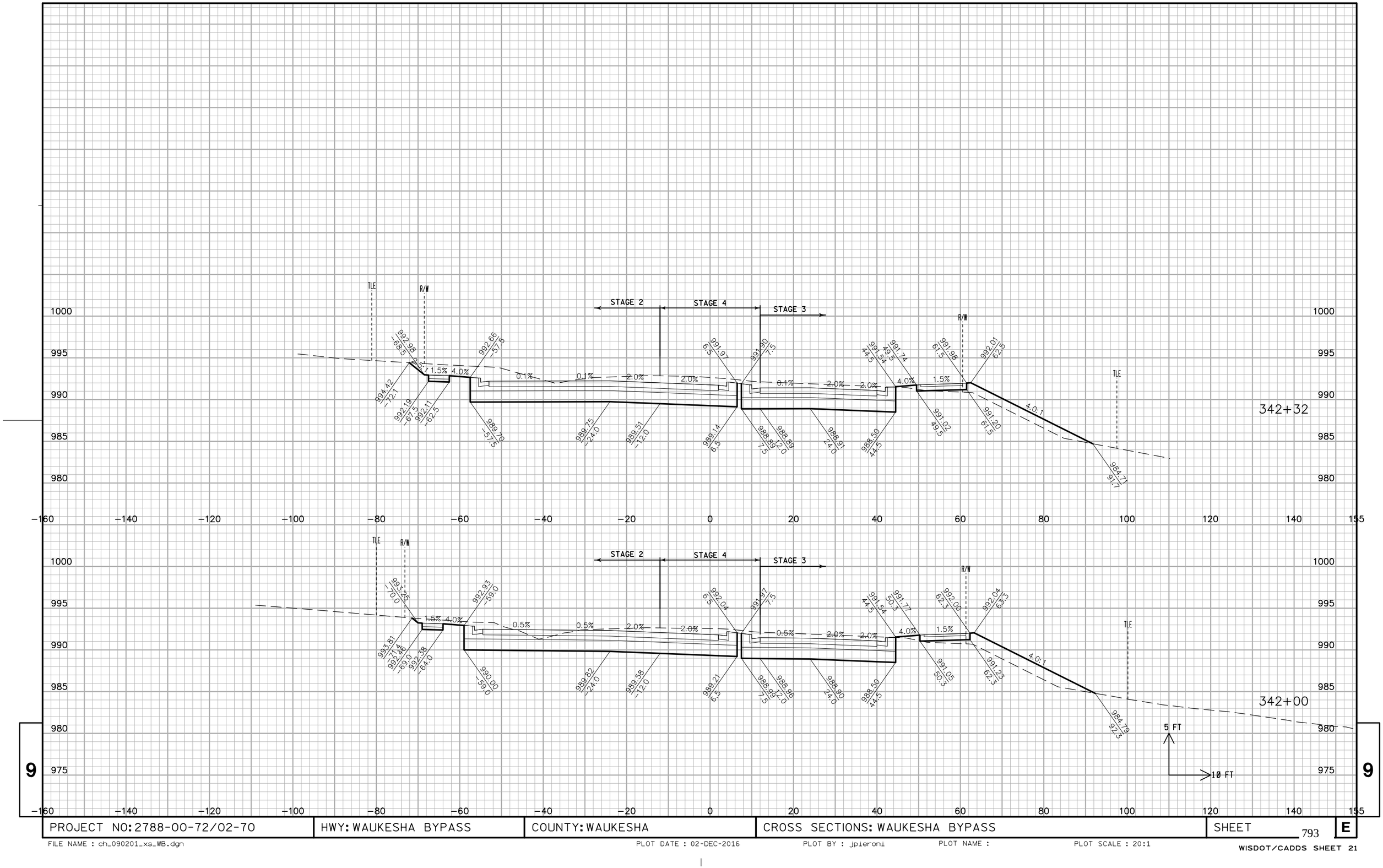
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 792	E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



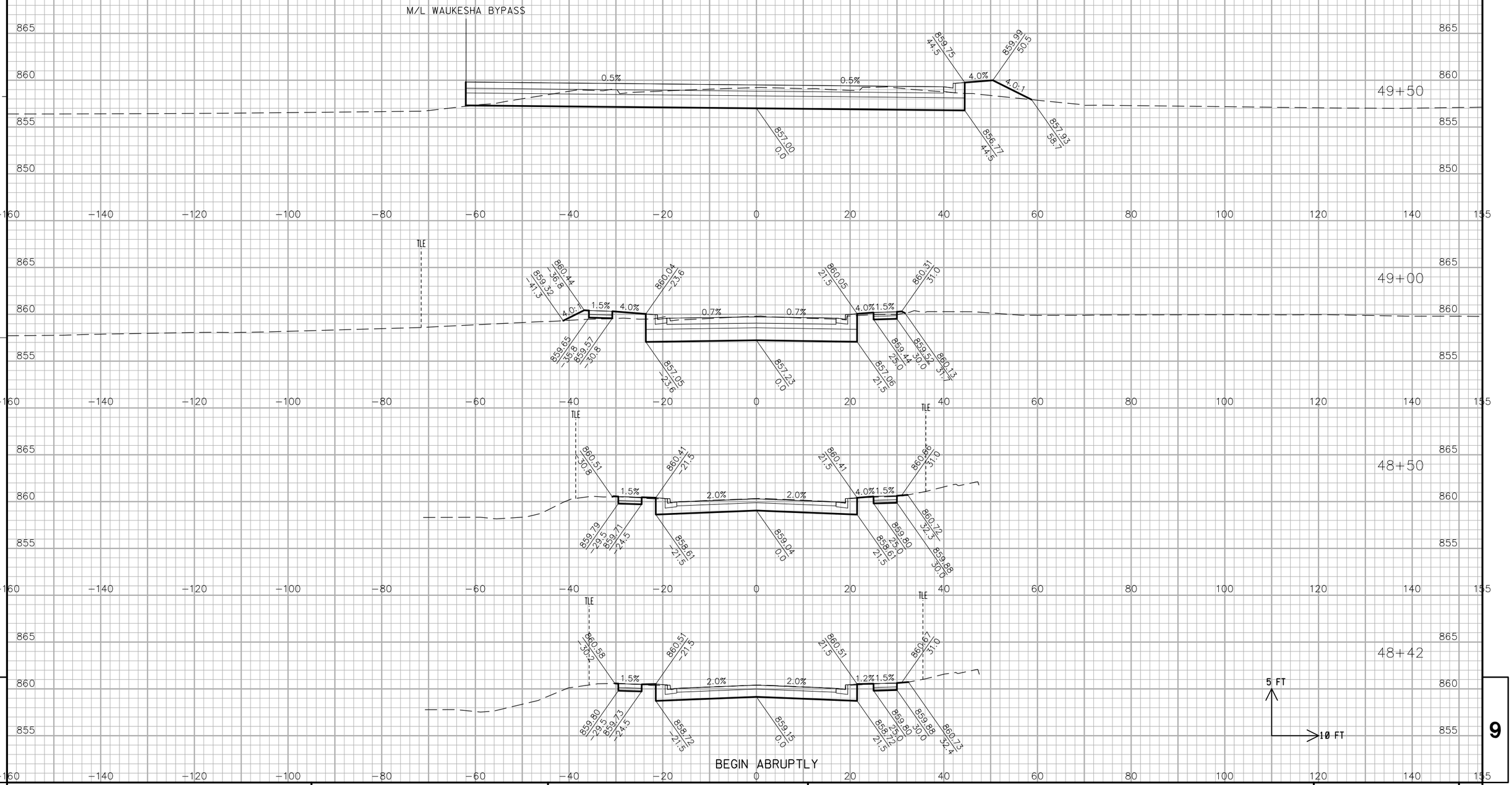
PROJECT NO: 2788-00-72/02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS	SHEET 793 E

FILE NAME : ch_090201_xs_WB.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2

END ABRUPTLY

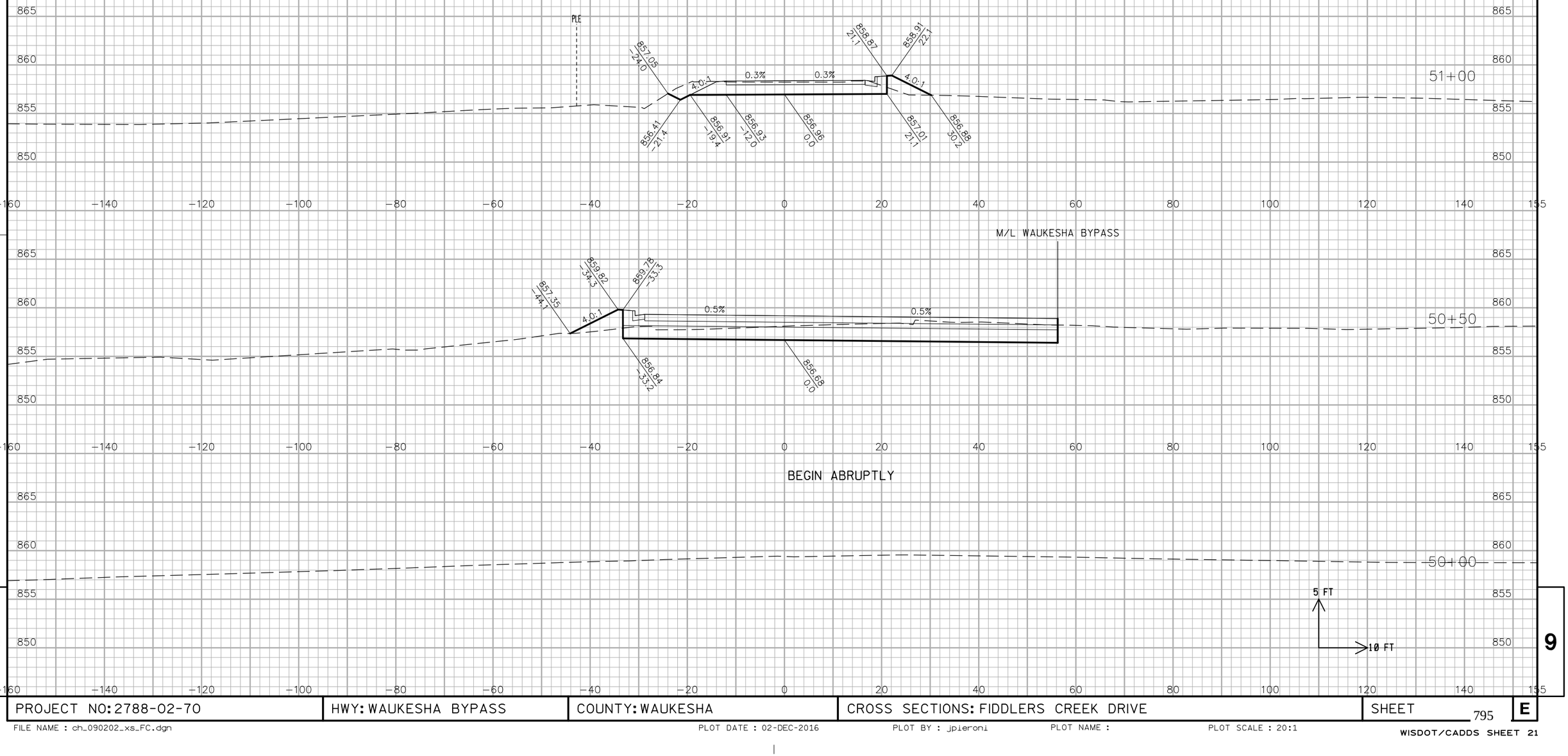


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: FIDDLERS CREEK DRIVE	SHEET 794	E

FILE NAME : ch_090202_xs_FC.dgn | PLOT DATE : 02-DEC-2016 | PLOT BY : jpieroni | PLOT NAME : | PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

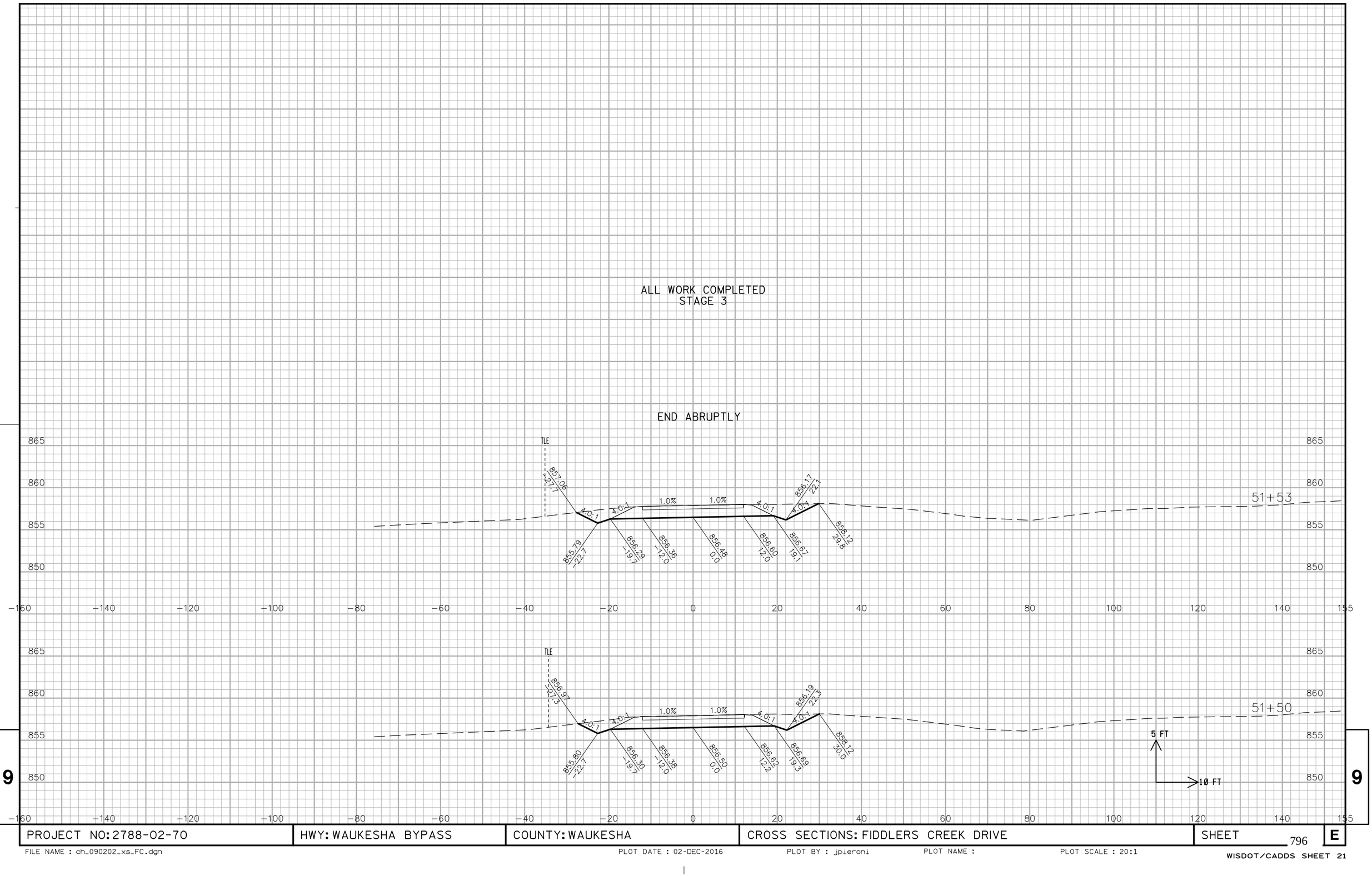
ALL WORK COMPLETED
STAGE 3



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: FIDDLERS CREEK DRIVE	SHEET 795	E

ALL WORK COMPLETED
STAGE 3

END ABRUPTLY

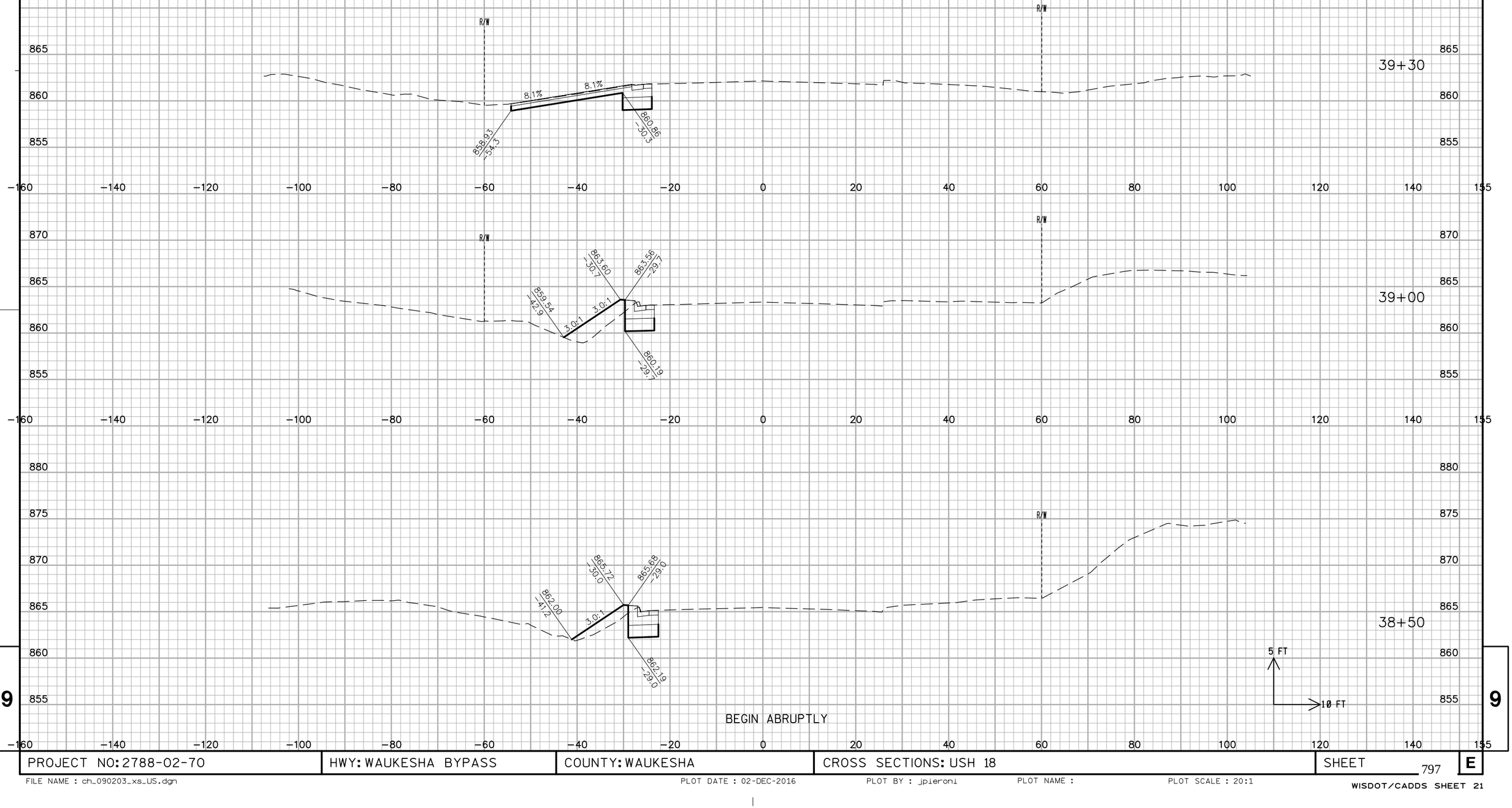


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: FIDDLERS CREEK DRIVE	SHEET 796	E

FILE NAME : ch_090202_xs_FC.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2



BEGIN ABRUPTLY

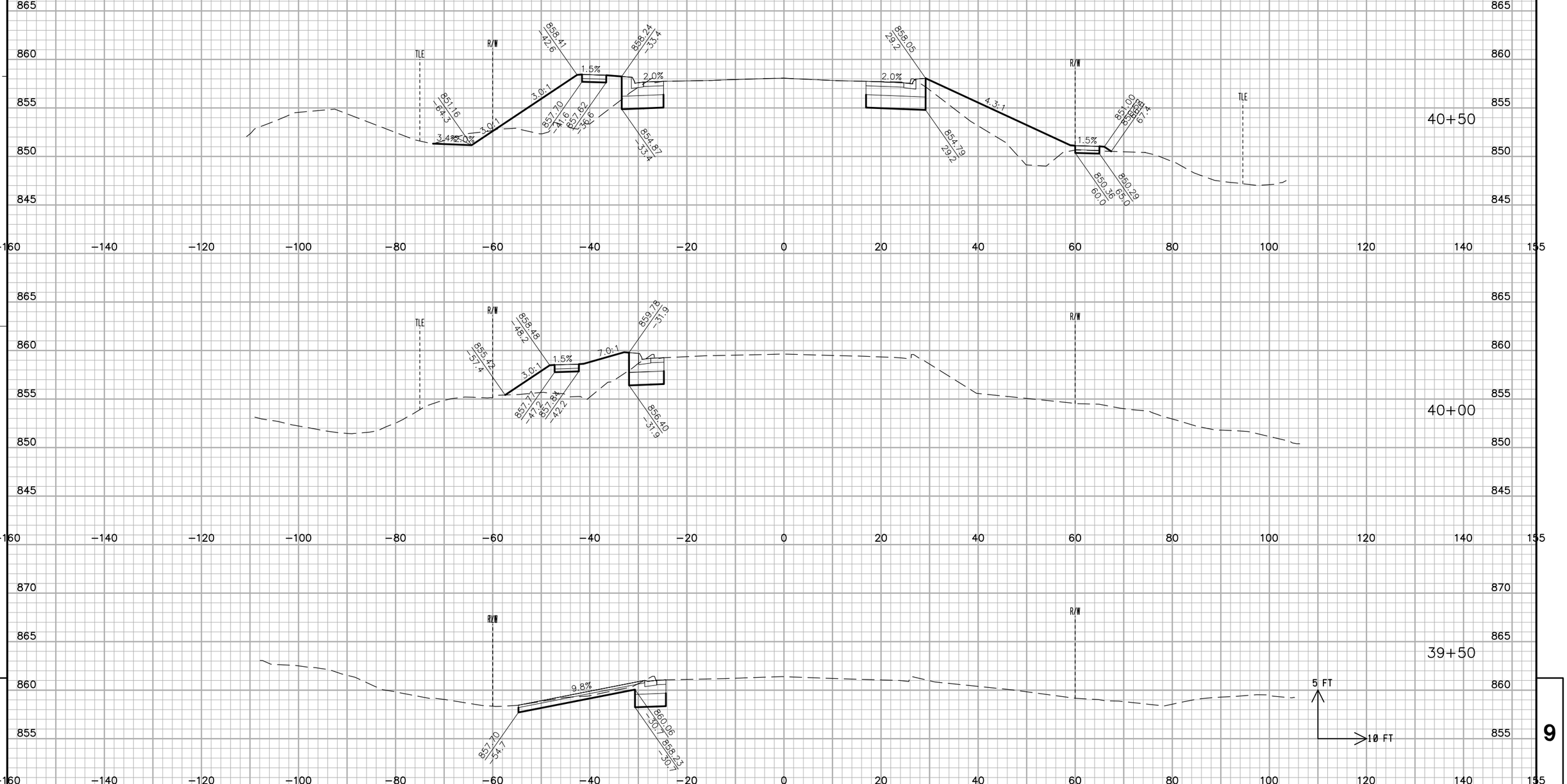
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PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 797	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2

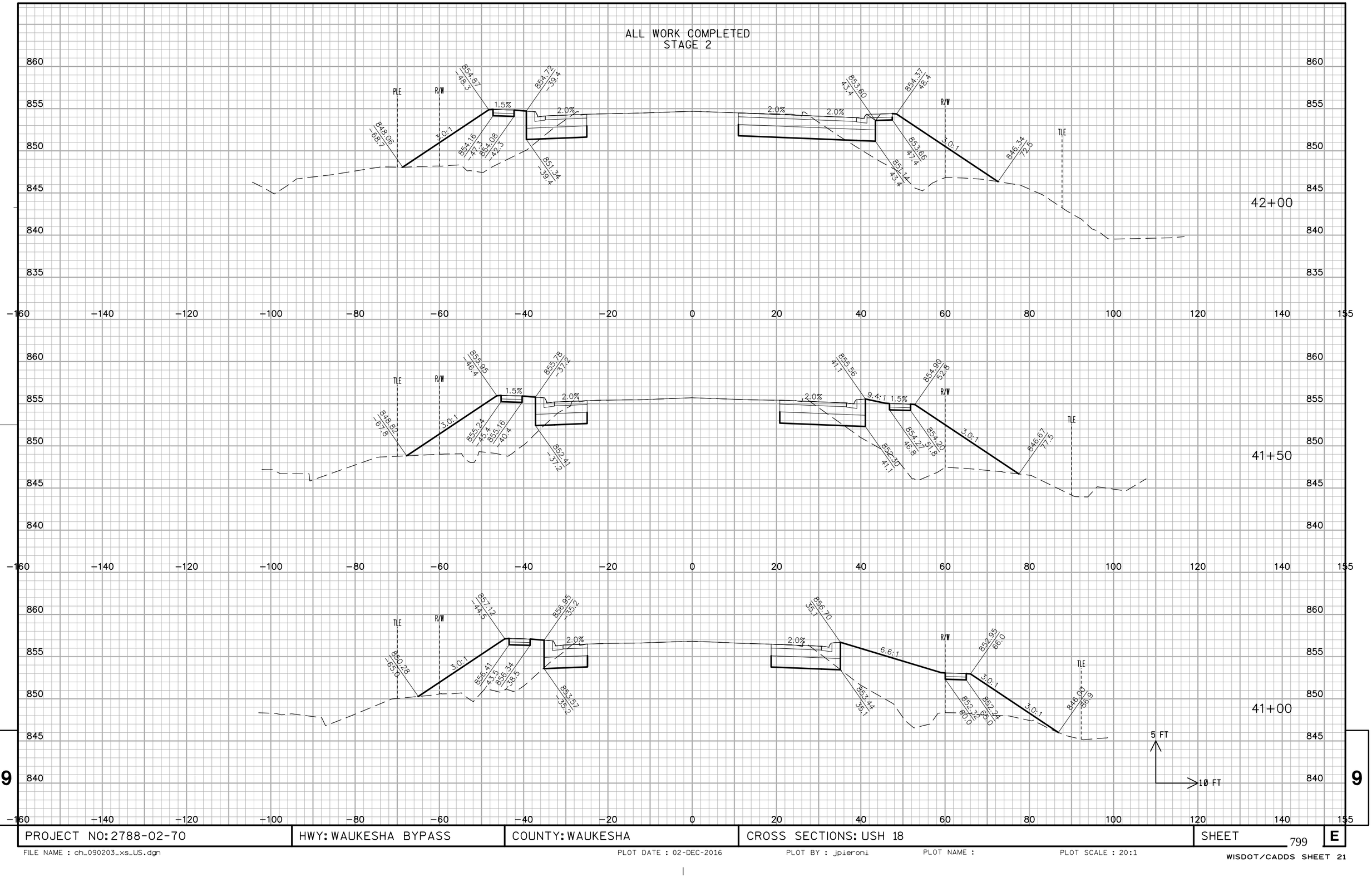


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 798	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2

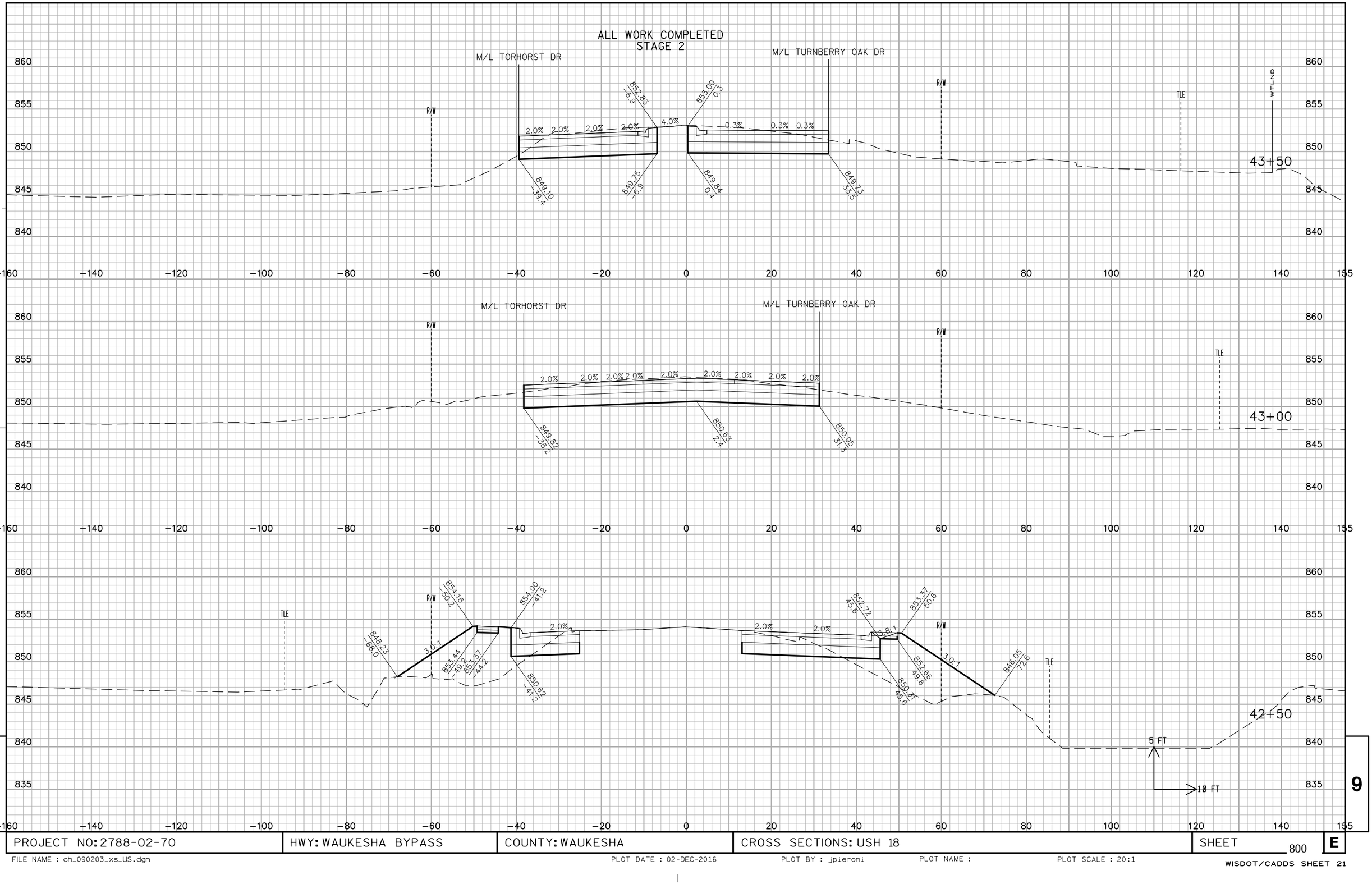


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 799	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2

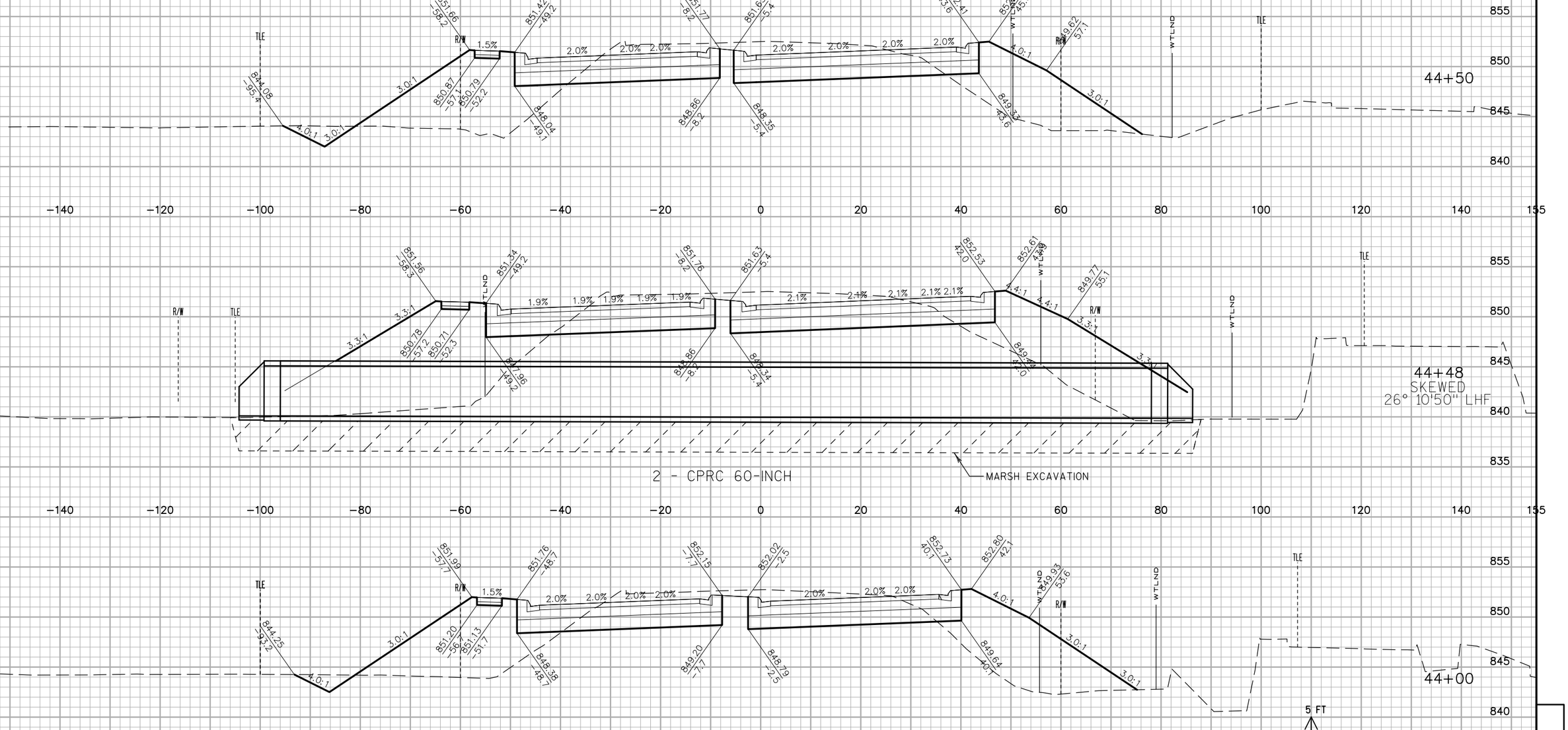


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 800	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2

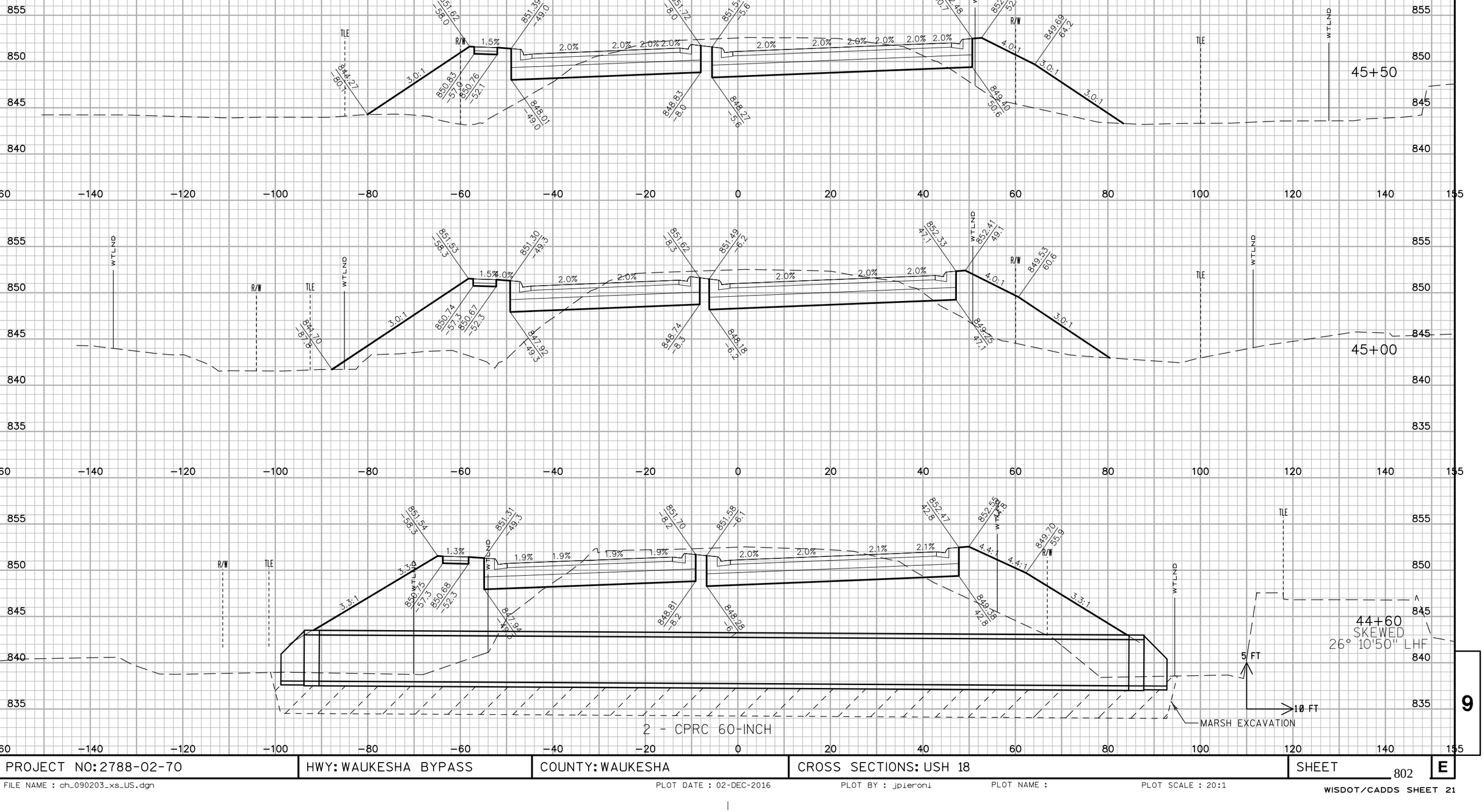


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 801	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 802	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

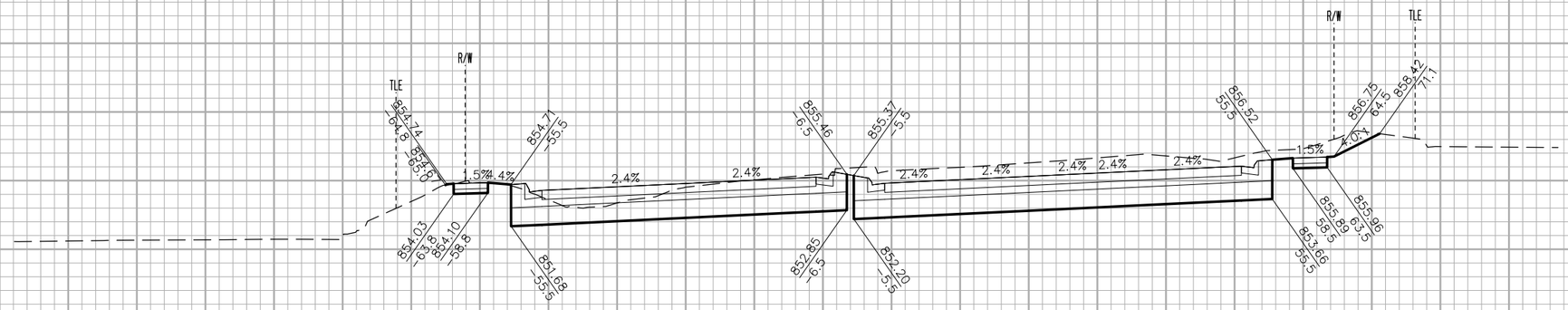
ALL WORK COMPLETED
STAGE 2

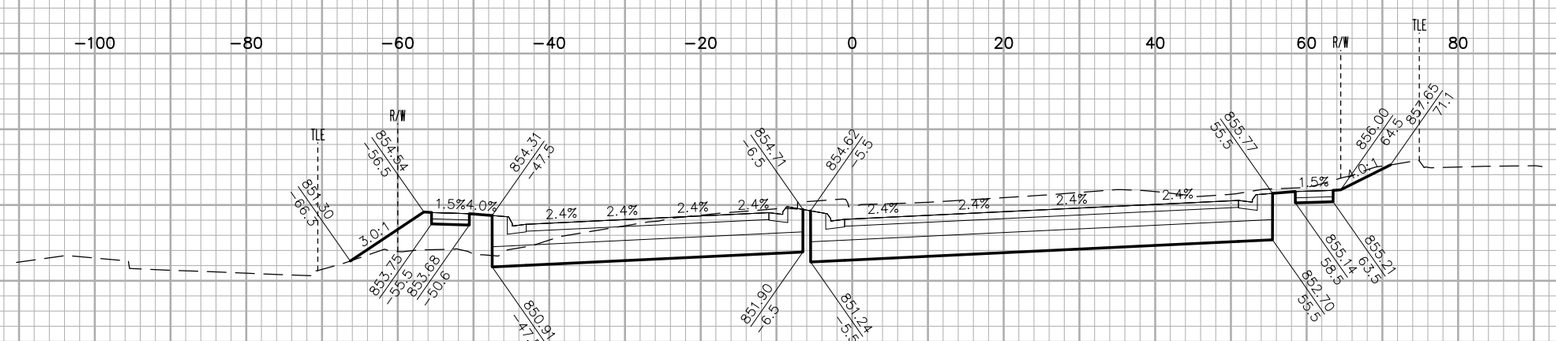
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 803	E

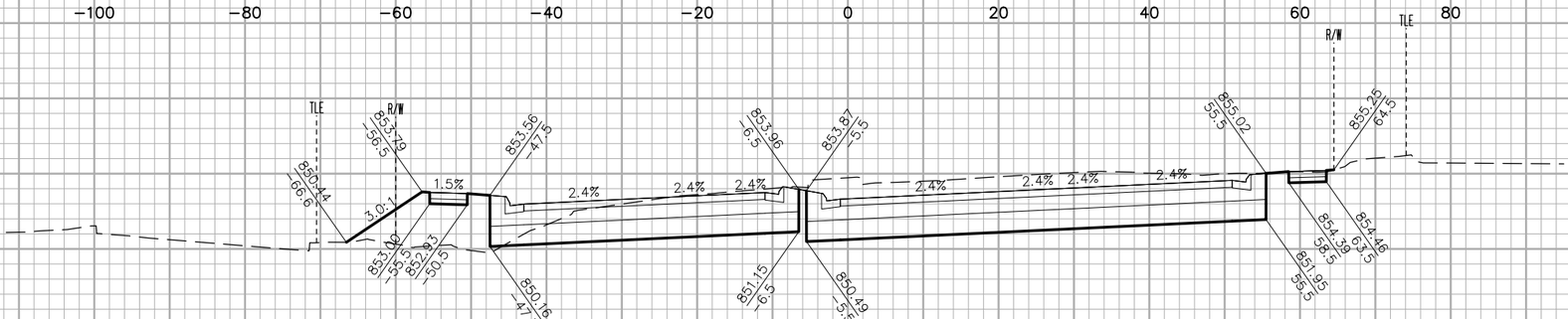
FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2







PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 804	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2

865
860
855
850

50+00

−160 −140 −120 −100 −80 −60 −40 −20 0 20 40 60 80 100 120 140 155

M/L WAUKESHA BYPASS

END ABRUPTLY

M/L WAUKESHA BYPASS

49+50

0.8% 0.8% 0.8% 0.2% 0.8% 0.8% 0.8% 0.8%

853.96
−39.0

854.76
69.8

M/L WAUKESHA BYPASS

R/W

TLE

1.8% 1.8% 1.8% 1.8% 1.8% 1.8% 4.0% 1.5%

852.61
−58.7

853.55
−6.5

856.25
−6.5

856.19
−5.5

855.12
−5.5

857.10
55.5

854.22
55.5

856.50
59.2

856.57
64.1

857.36
65.2

859.00
74.7

49+00

5 FT

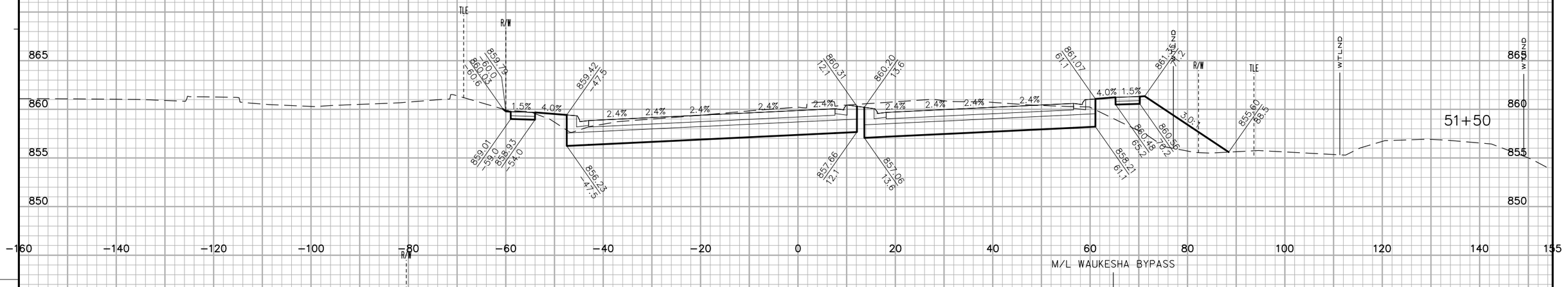
10 FT

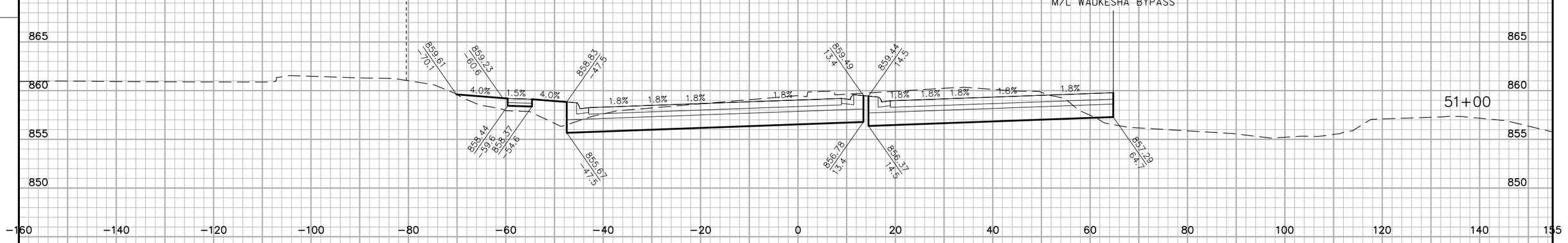
9

9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18	SHEET 805	E

ALL WORK COMPLETED
STAGE 3





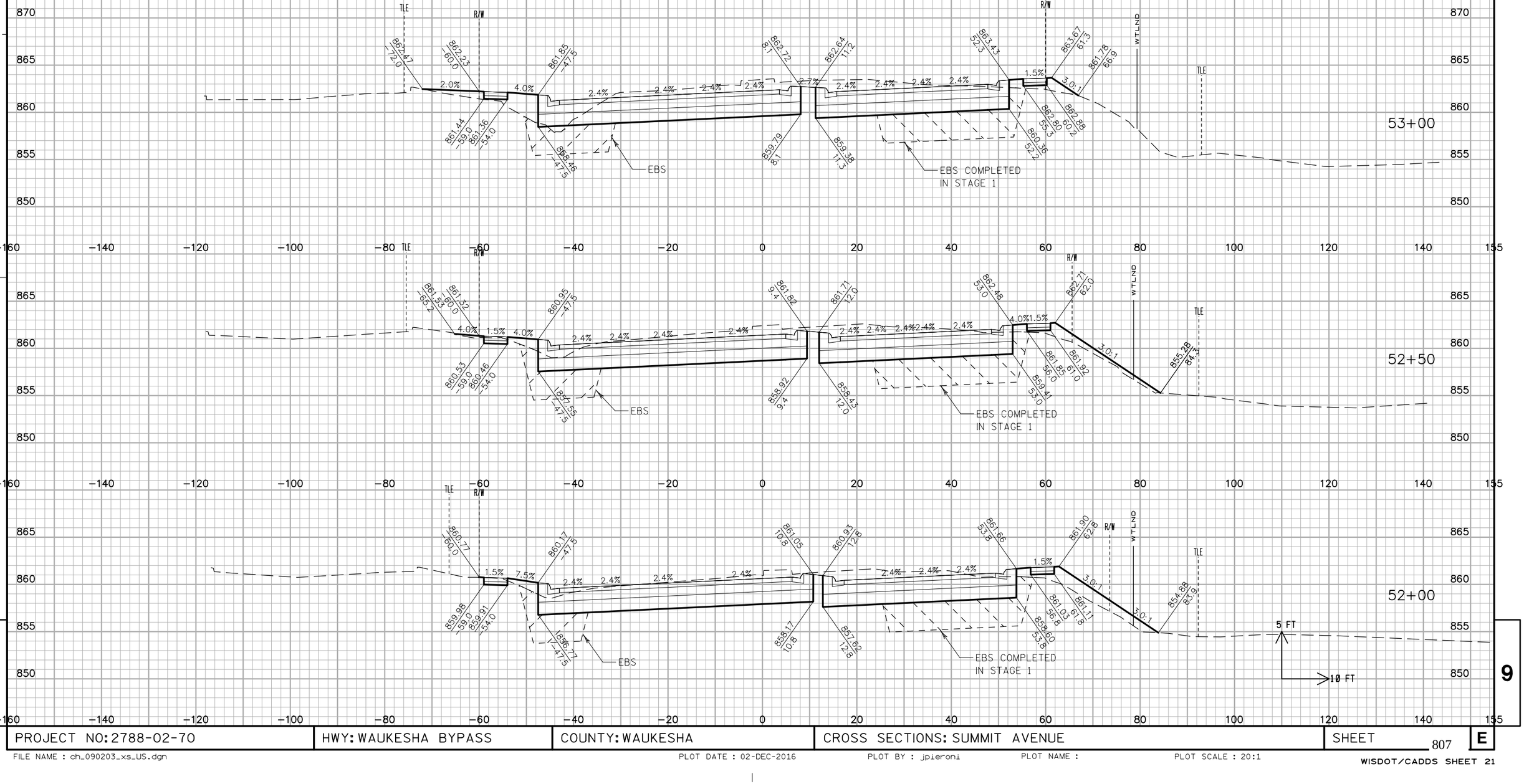


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 806	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

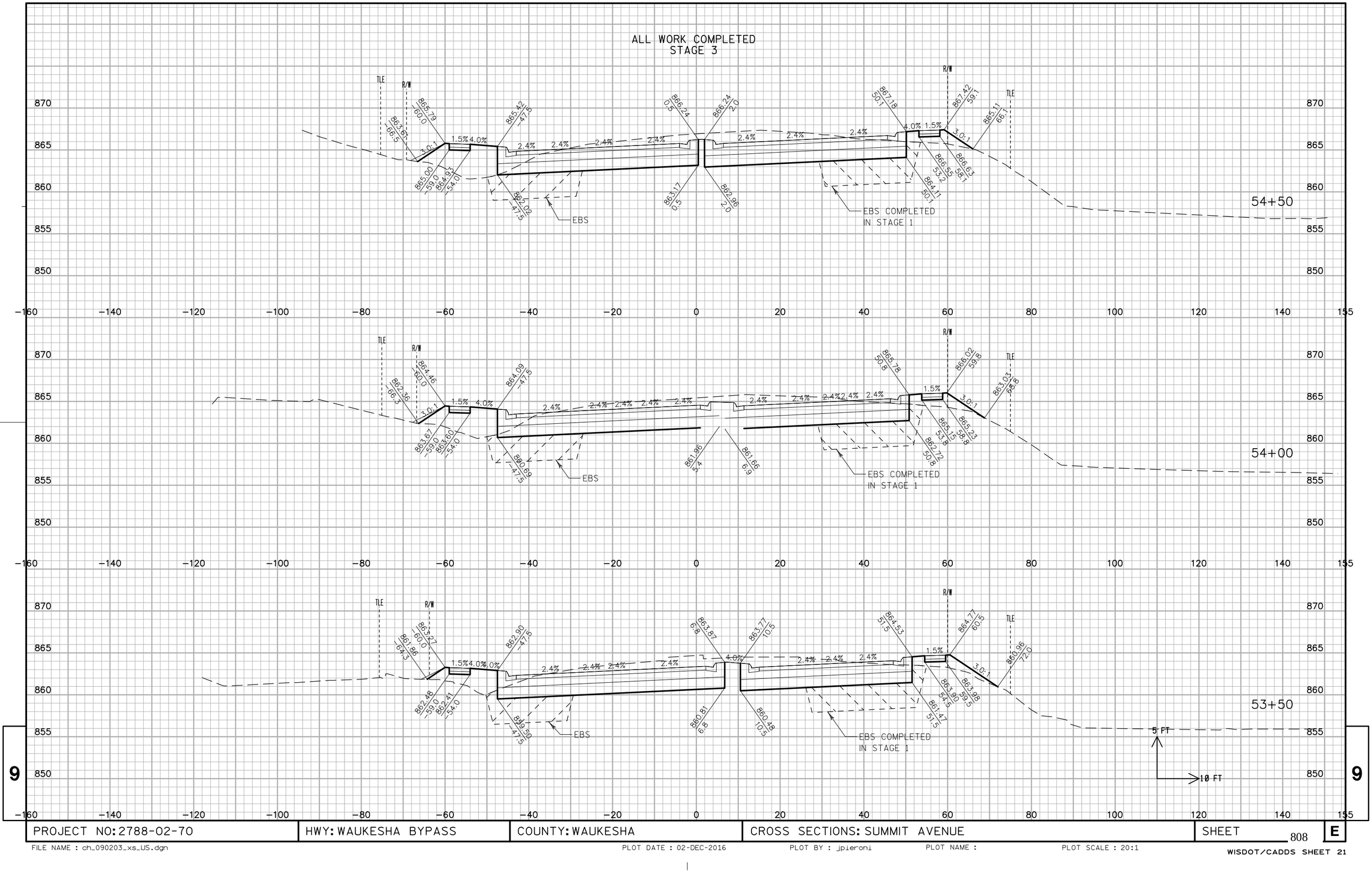
ALL WORK COMPLETED
STAGE 3



9

9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 807	E

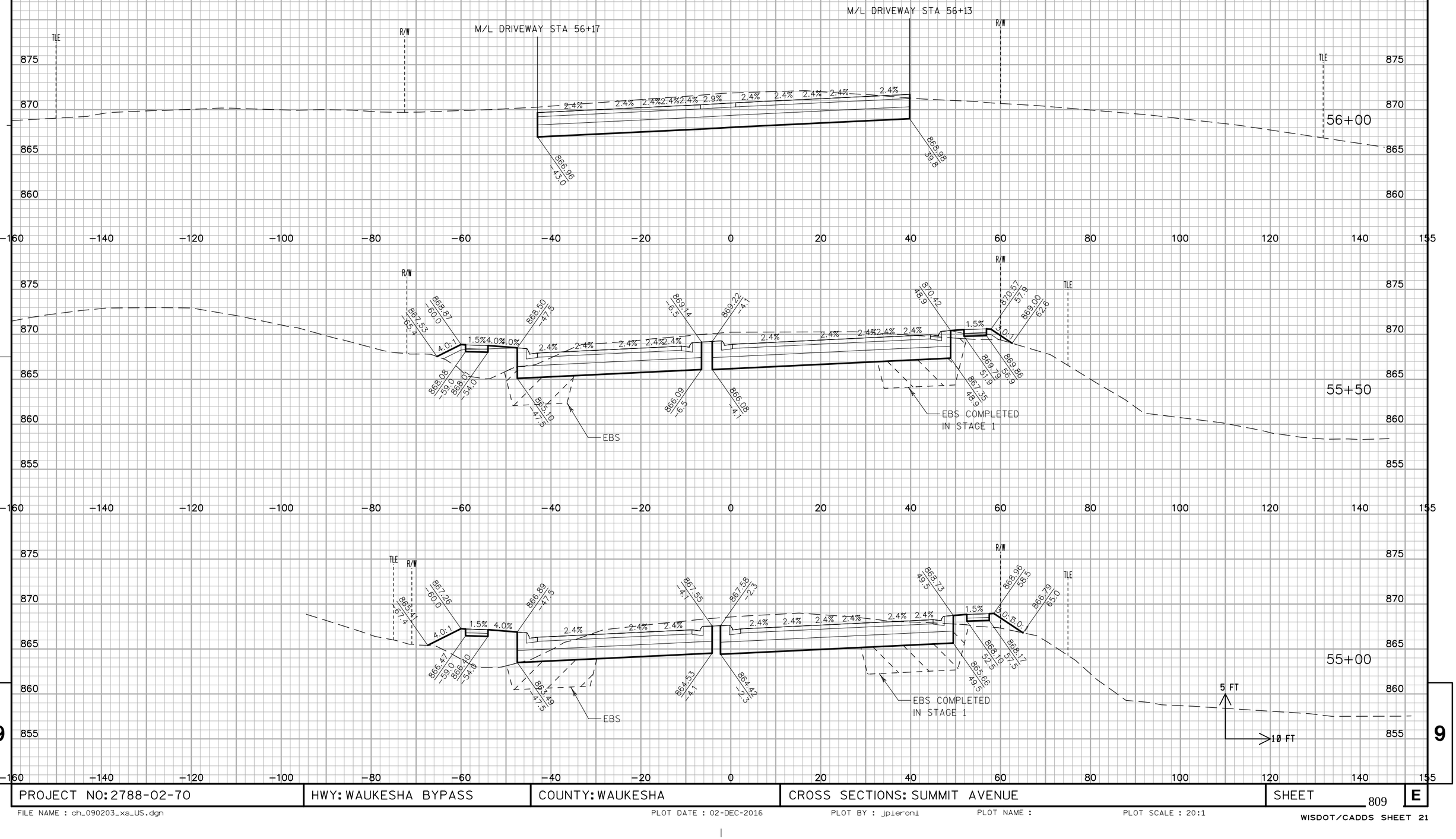


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 808	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 3

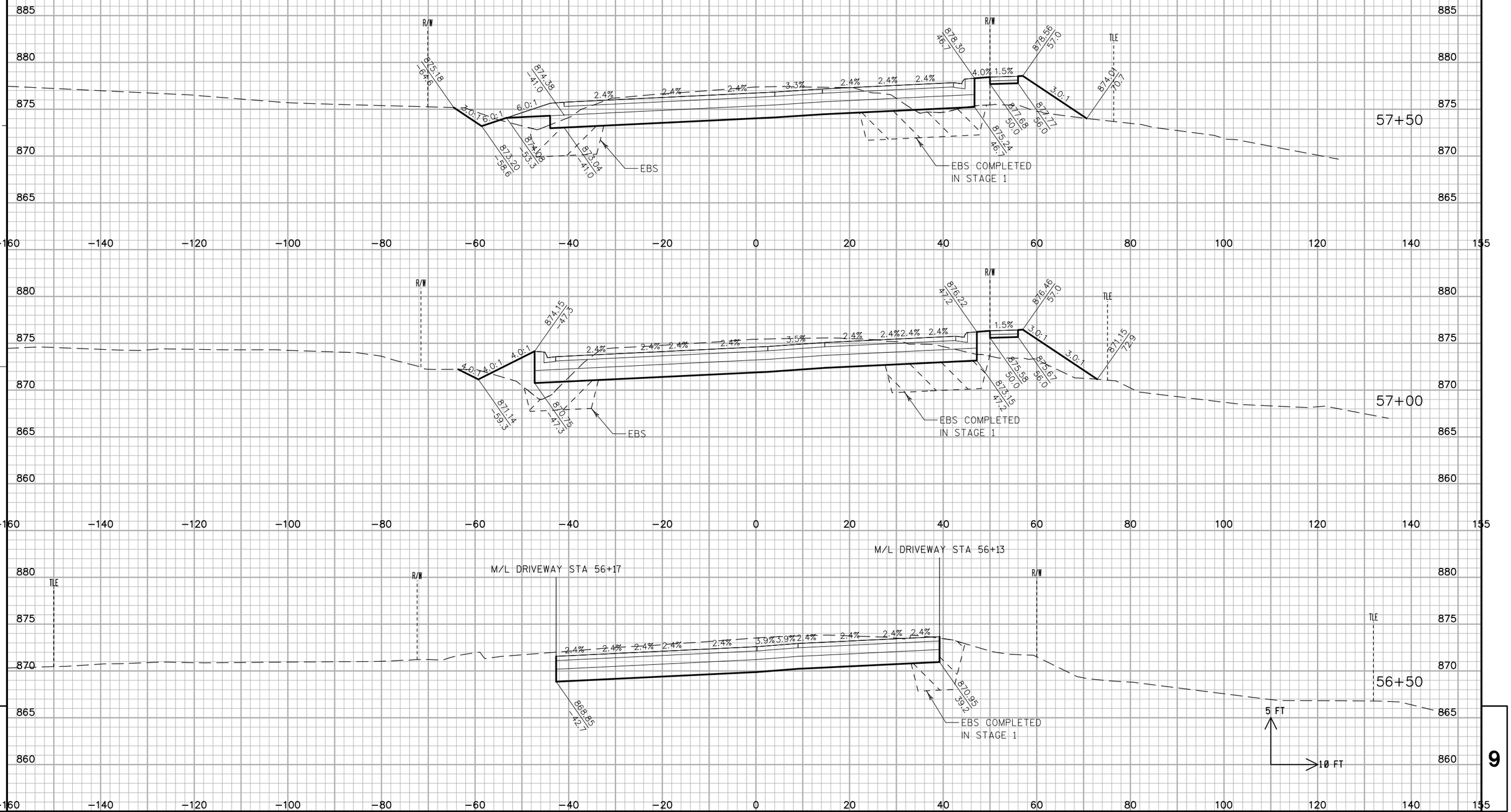


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 809	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 3

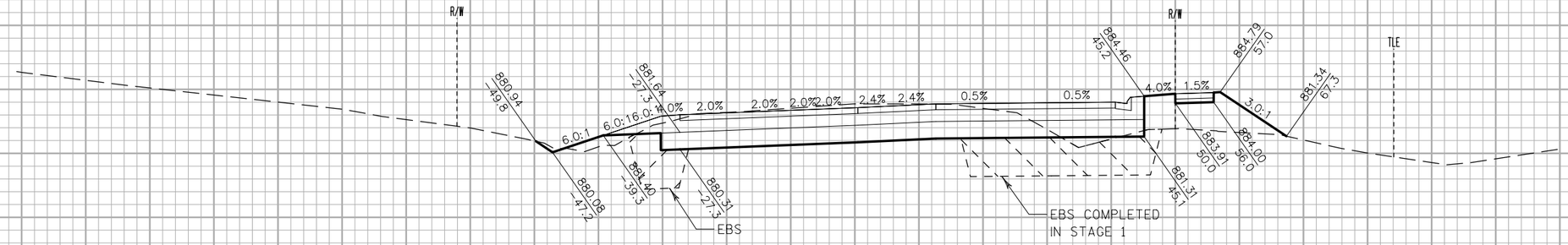


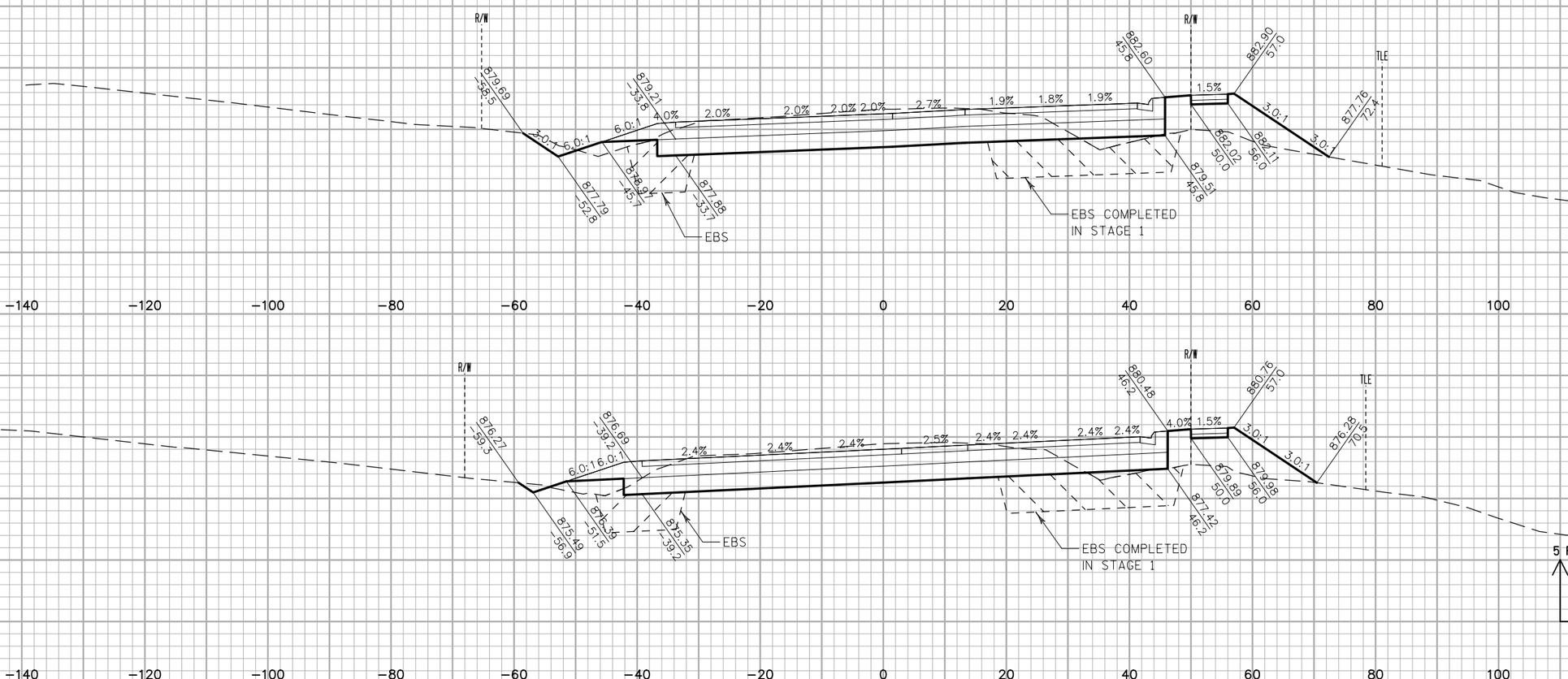
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 810	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 3



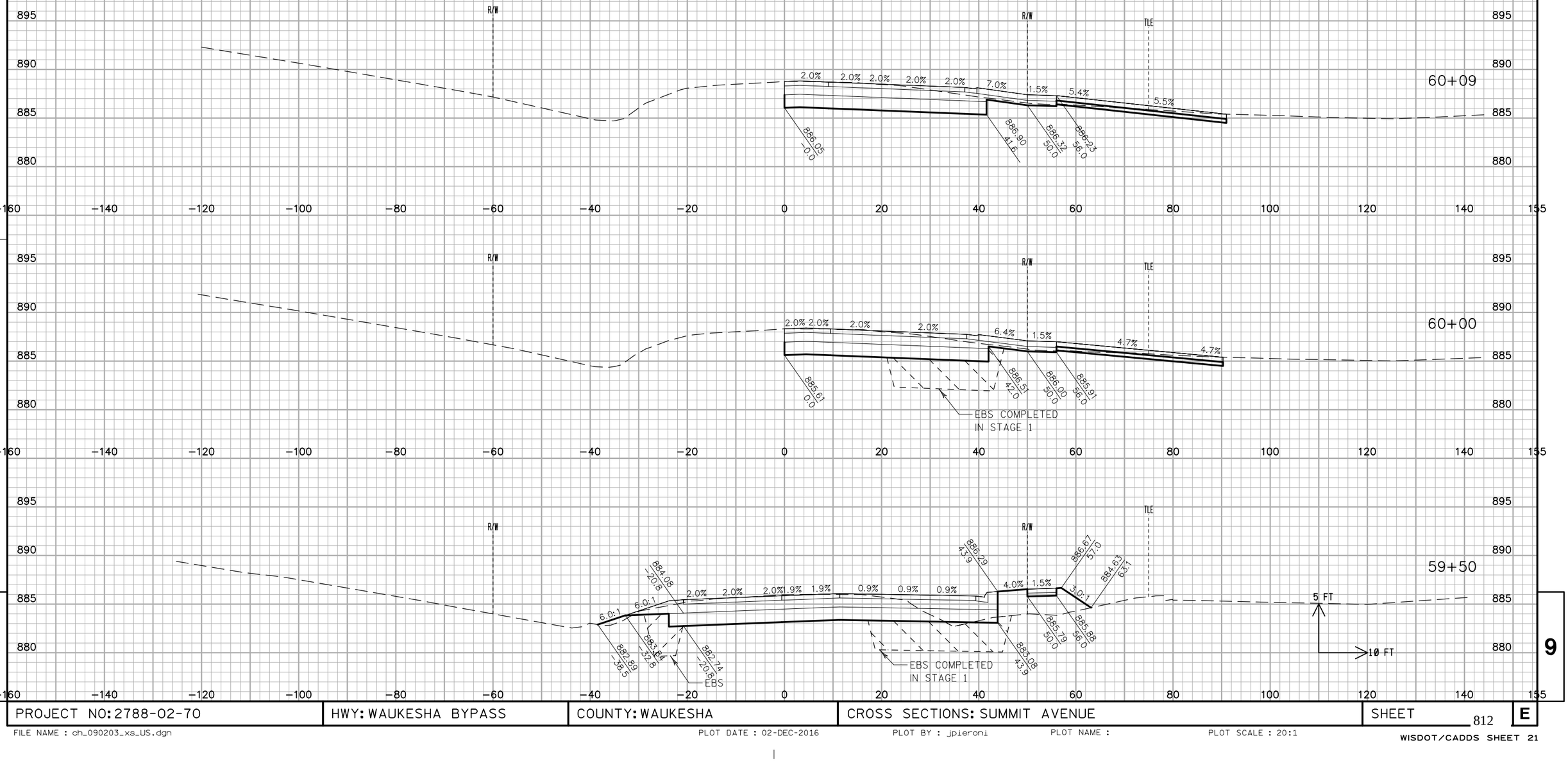


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 811	E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 3



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 812 E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

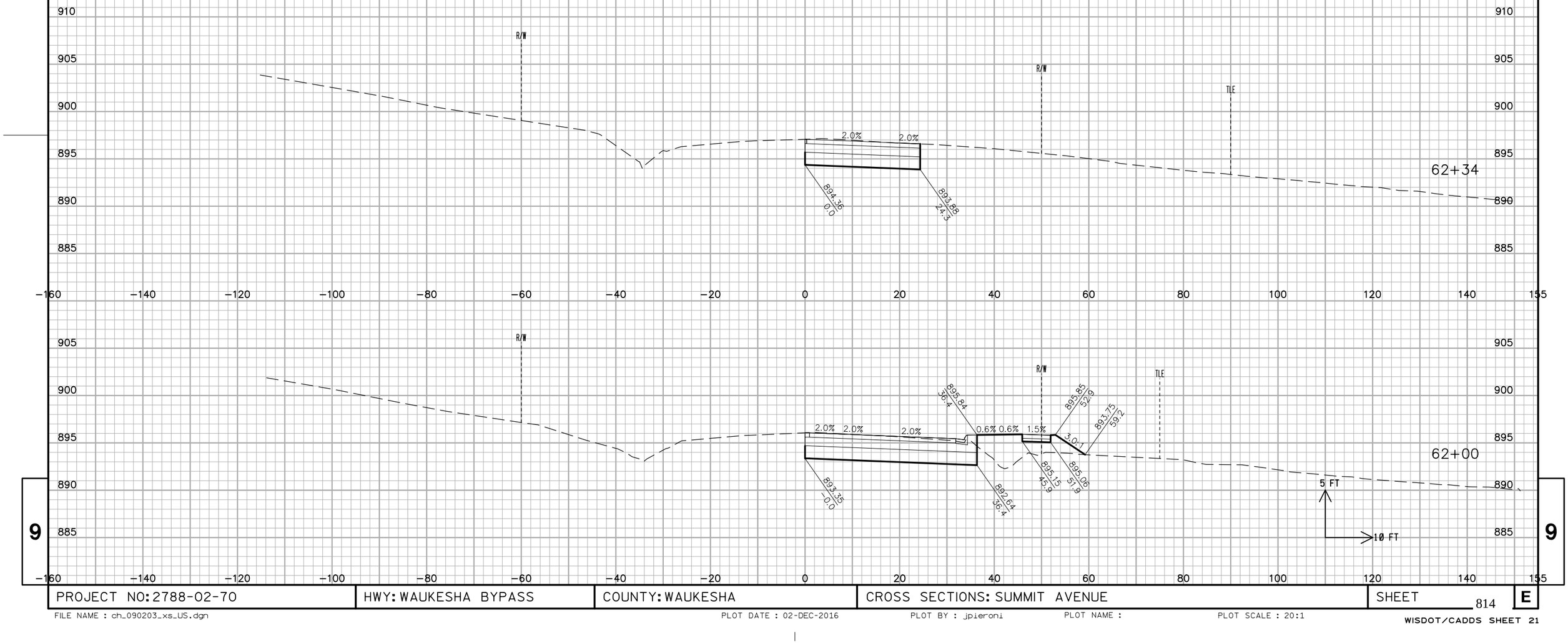
WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 3

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 813	E

ALL WORK COMPLETED
STAGE 3

END ABRUPTLY

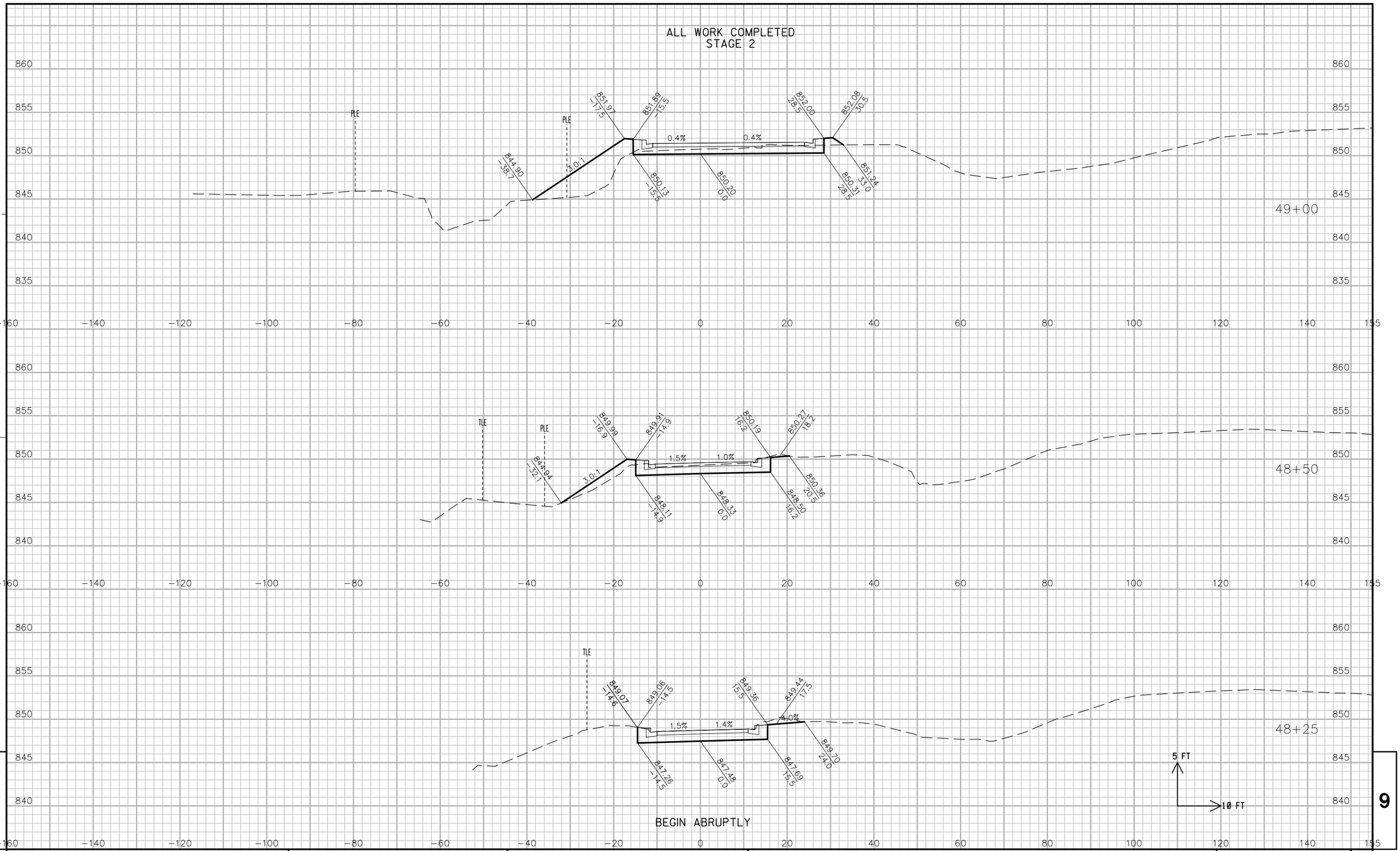


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVENUE	SHEET 814 E

FILE NAME : ch_090203_xs_US.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2



9

9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: DRIVEWAY	SHEET 815	E

FILE NAME : ch_090206_xs_DW.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

ALL WORK COMPLETED
STAGE 3

M/L WAUKESHA BYPASS

50+50

854.74
-75.4

854.74
-75.3

852.75
-81.3

3.0:1

0.6%

0.0%

0.4%

BEGIN ABRUPTLY

50+00

END ABRUPTLY

M/L WAUKESHA BYPASS

ALL WORK COMPLETED
STAGE 2

853.20
47.1

853.28
49.1

0.6%

0.3%

3.0:1

49+50

850.37
0.0

850.23
47.1

848.23
64.3

5 FT

10 FT

860
855
850
845
840

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

9

9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: DRIVEWAY	SHEET 816	E

ALL WORK COMPLETED
STAGE 3

END ABRUPTLY

52+00

51+50

51+00

TLE

TLE

856.56
21.0

857.05
28.5

1.3%

1.5%

856.18
22.5

856.26
27.5

857.42
29.4

855.21
-37.5

855.21
-40.2

854.30
-34.2

0.8%

0.8%

855.26
29.1

4.0%

1.5%

2.0%

855.74
44.3

857.28
48.1

855.58
-30

854.88
38.3

854.95
43.5

5 FT

10 FT

9

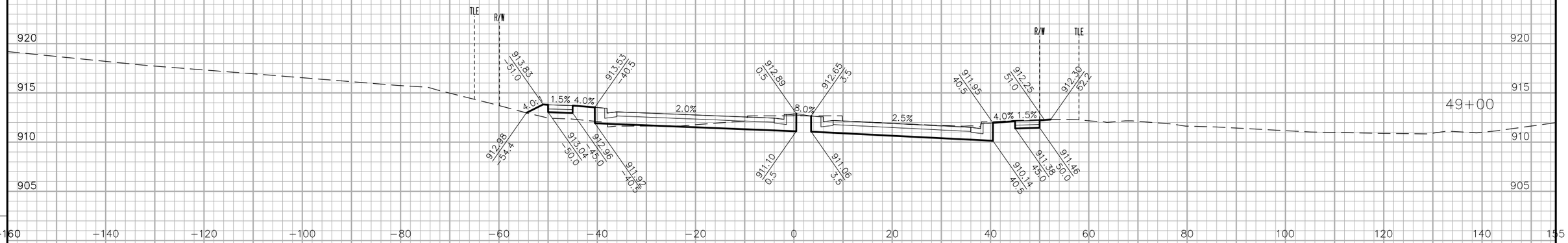
9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: DRIVEWAY	SHEET 817	E

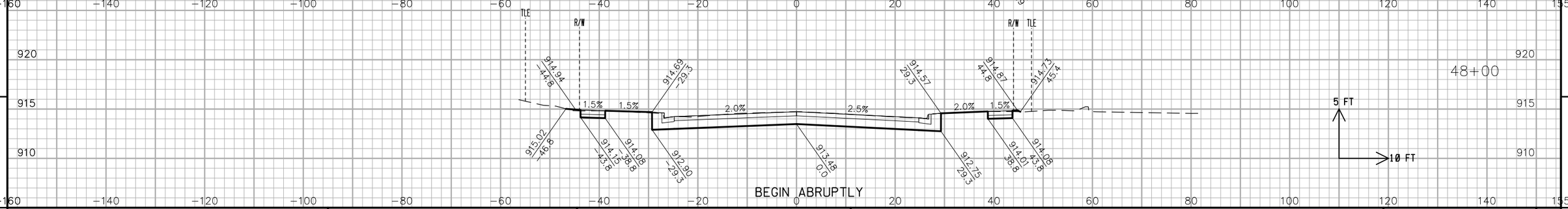
FILE NAME : ch_090206_xs_DW.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 2







9

9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	COLDWATER CREEK DRIVE	SHEET 818	E

FILE NAME : ch_090207_xs_CC.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 2

925
920
915
910
905
900

50+00

END ABRUPTLY

−160 −140 −120 −100 −80 −60 −40 −20 0 20 40 60 80 100 120 140 155

M/L WAUKESHA BYPASS

4.0%

4.0%

4.1%

M/L WAUKESHA BYPASS

49+50

5 FT

10 FT

9

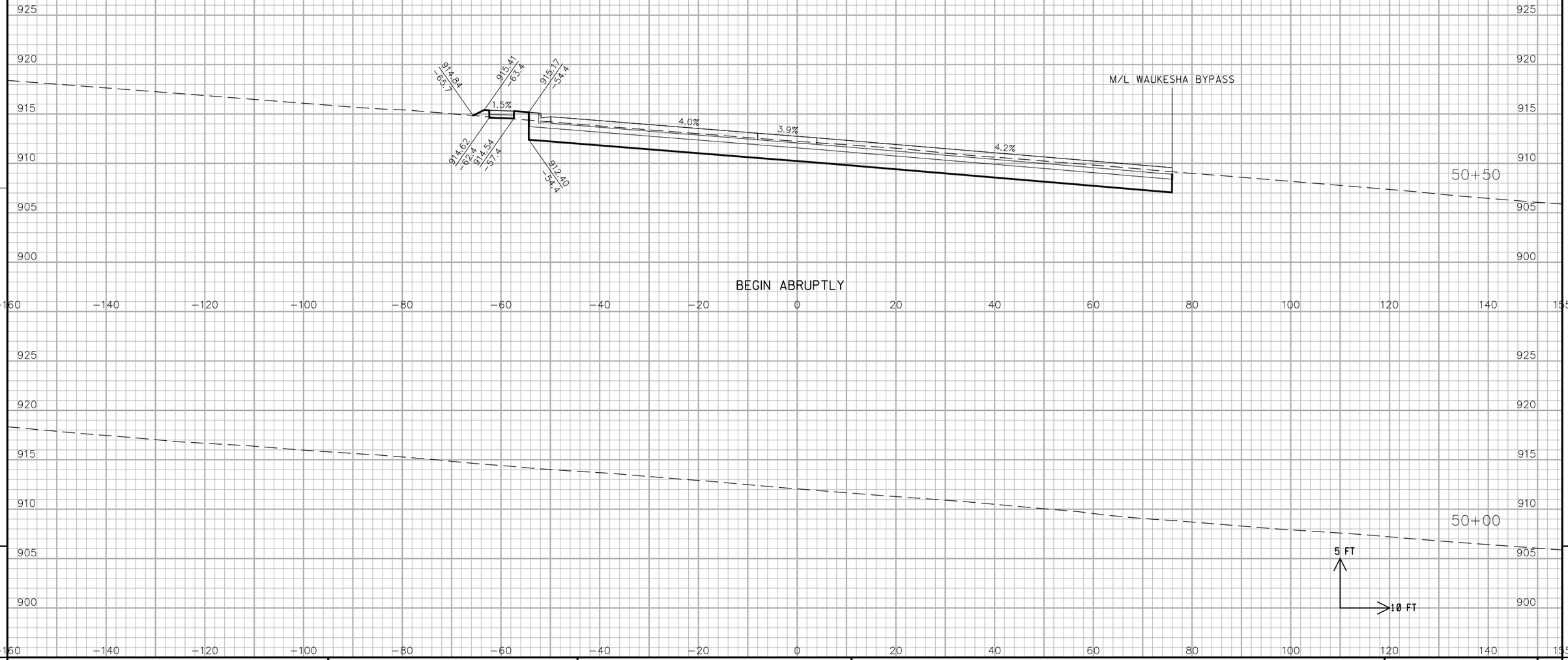
9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	COLDWATER CREEK DRIVE	SHEET 819	E

FILE NAME : ch_090207_xs_CC.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 3



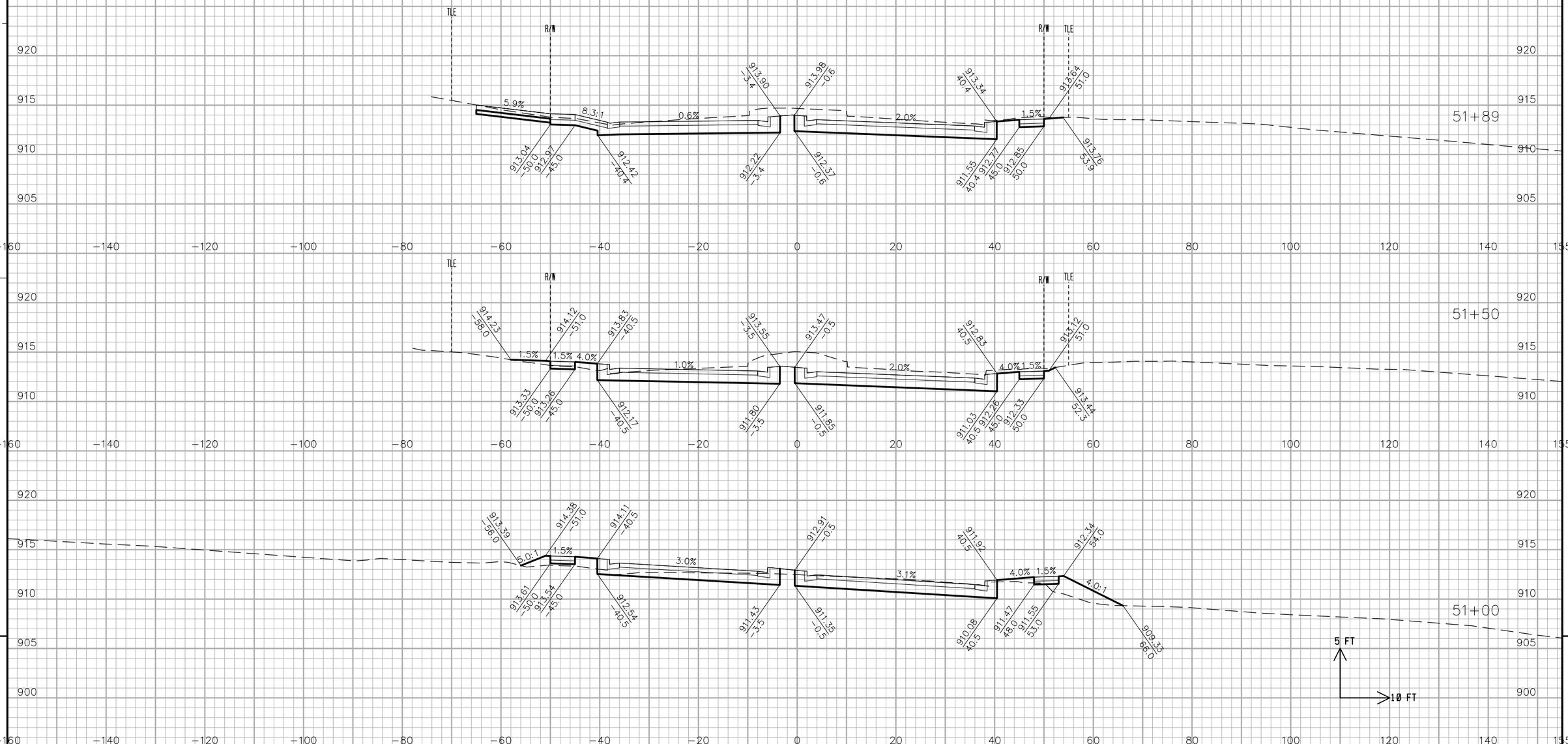
BEGIN ABRUPTLY

9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	COLDWATER CREEK DRIVE	SHEET 820	E

FILE NAME : ch_090207_xs_CC.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

ALL WORK COMPLETED
STAGE 3



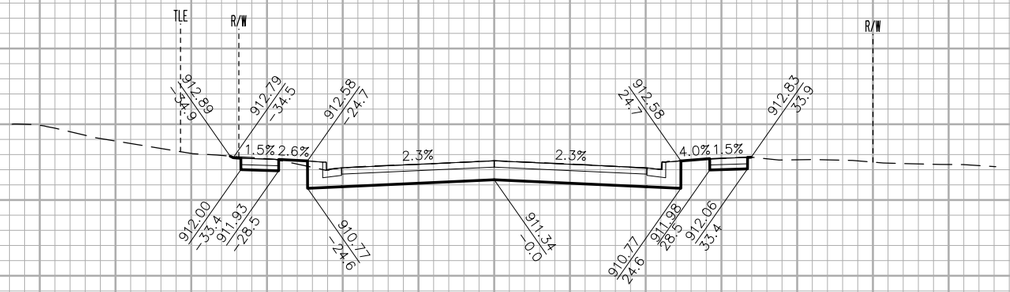
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	COLDWATER CREEK DRIVE	SHEET 821	E

FILE NAME : ch_090207_xs_CC.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

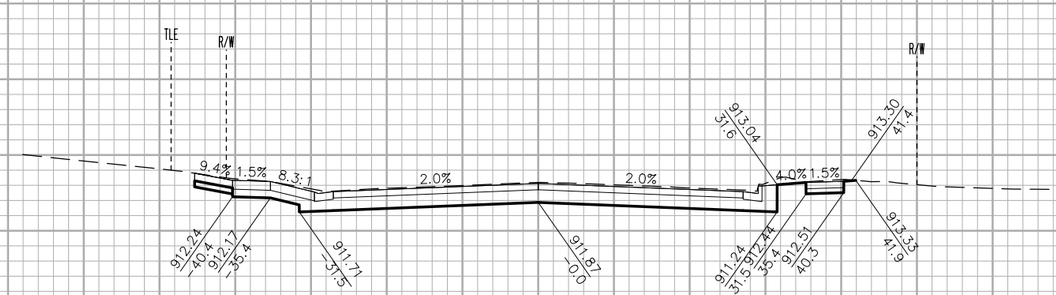
WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 3

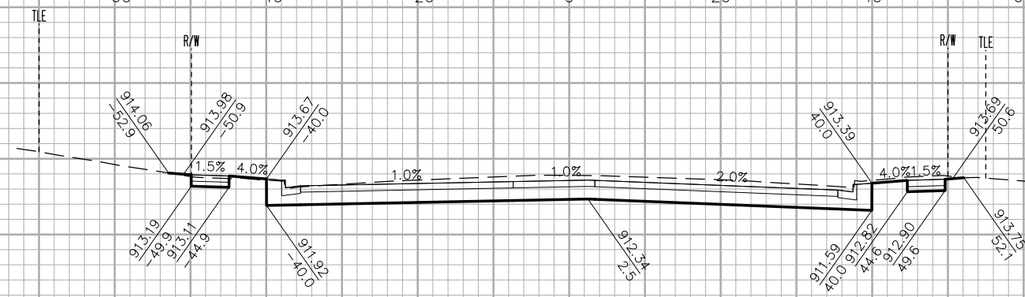
END ABRUPTLY



52+75



52+50



52+00

5 FT
10 FT

9

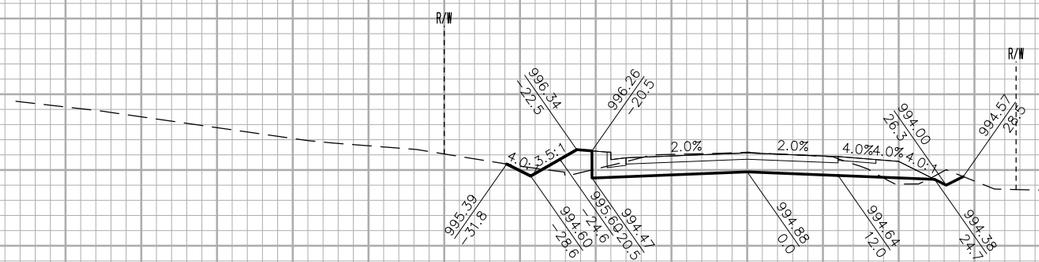
9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	COLDWATER CREEK DRIVE	SHEET 822	E

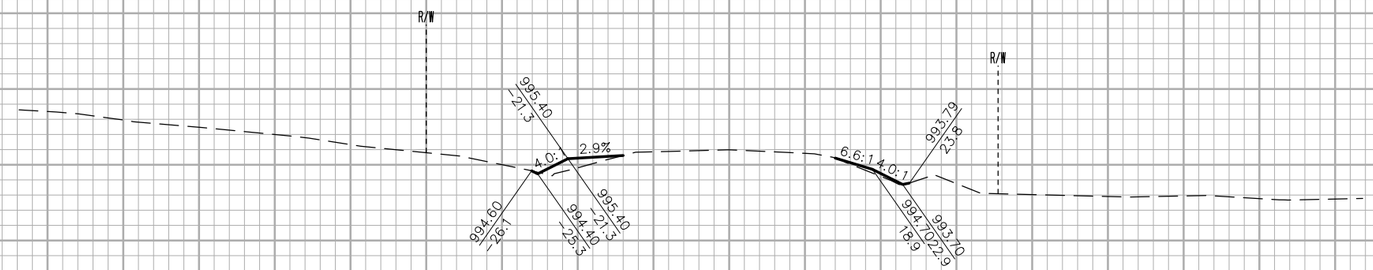
FILE NAME : ch_090207_xs_CC.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

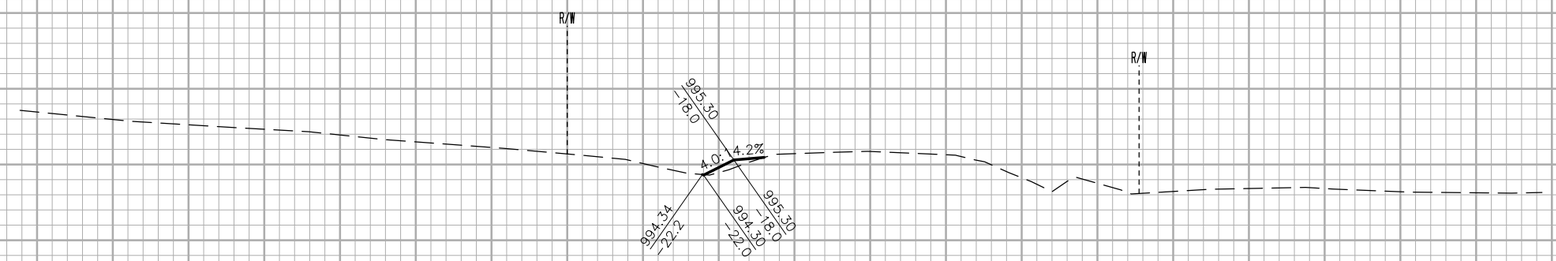
ALL WORK COMPLETED
STAGE 2



44+50



44+25



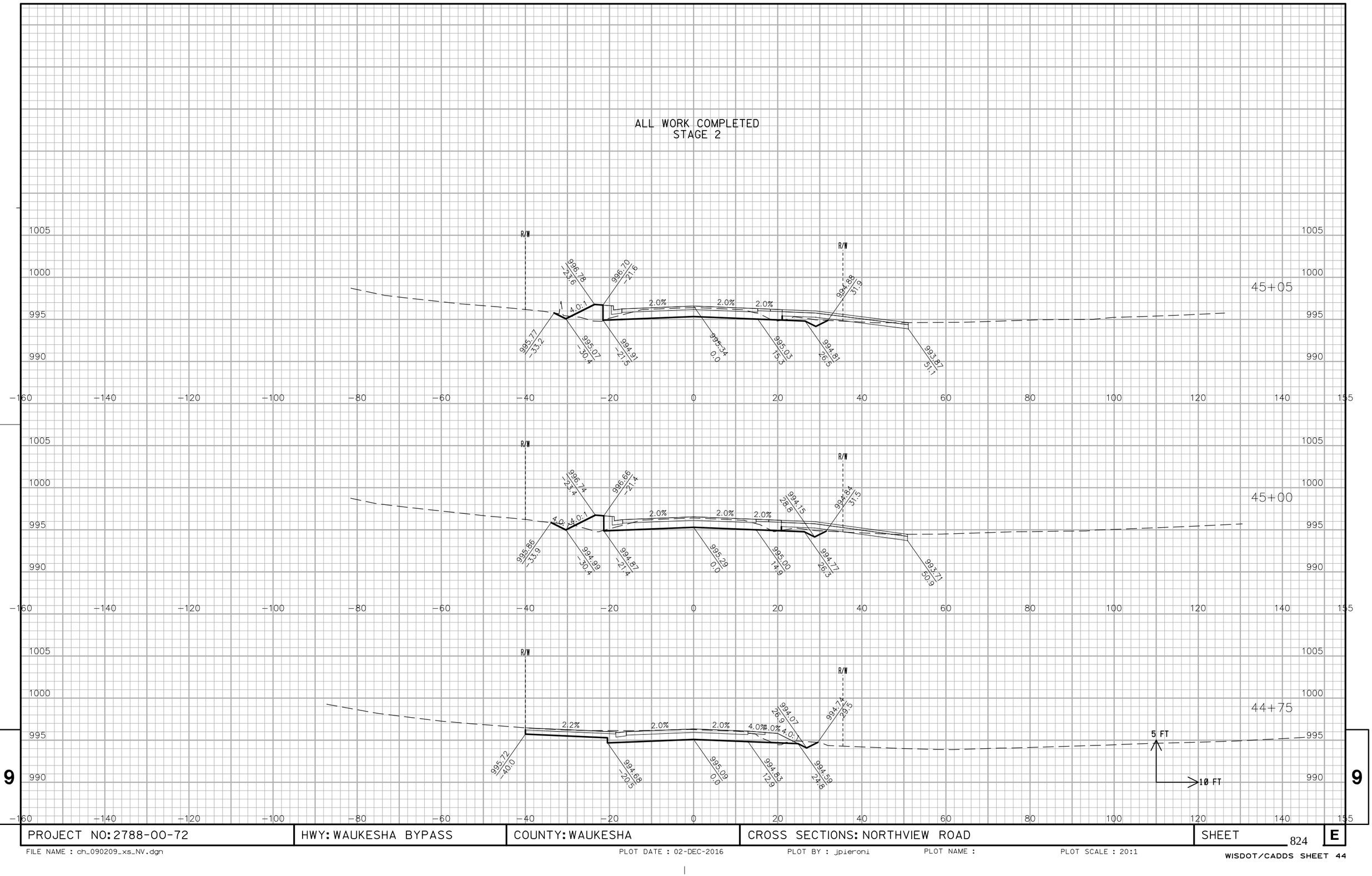
44+00

5 FT
10 FT

BEGIN ABRUPTLY

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 823	E

ALL WORK COMPLETED
STAGE 2

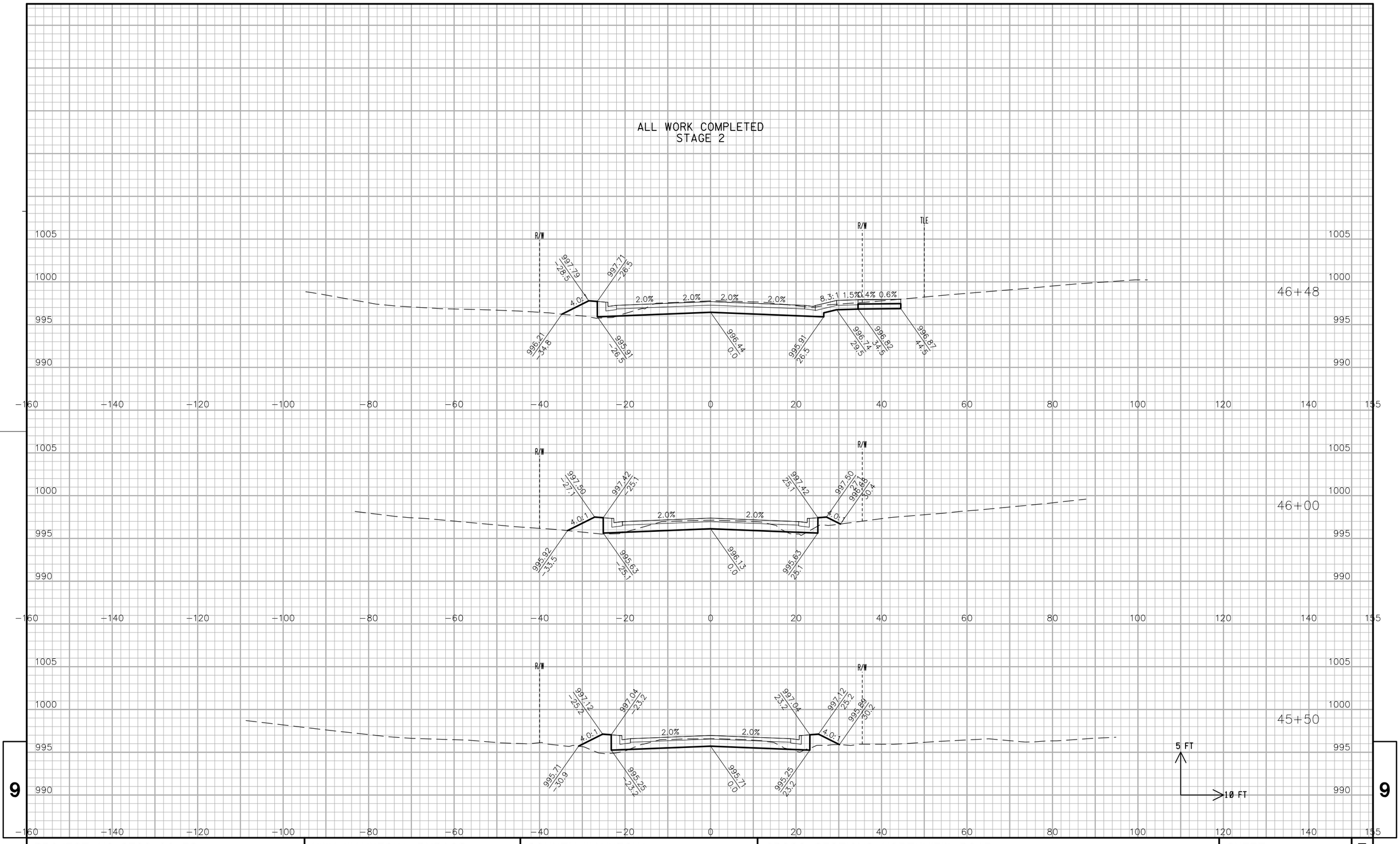


PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 824	E

FILE NAME : ch_090209_xs_NV.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

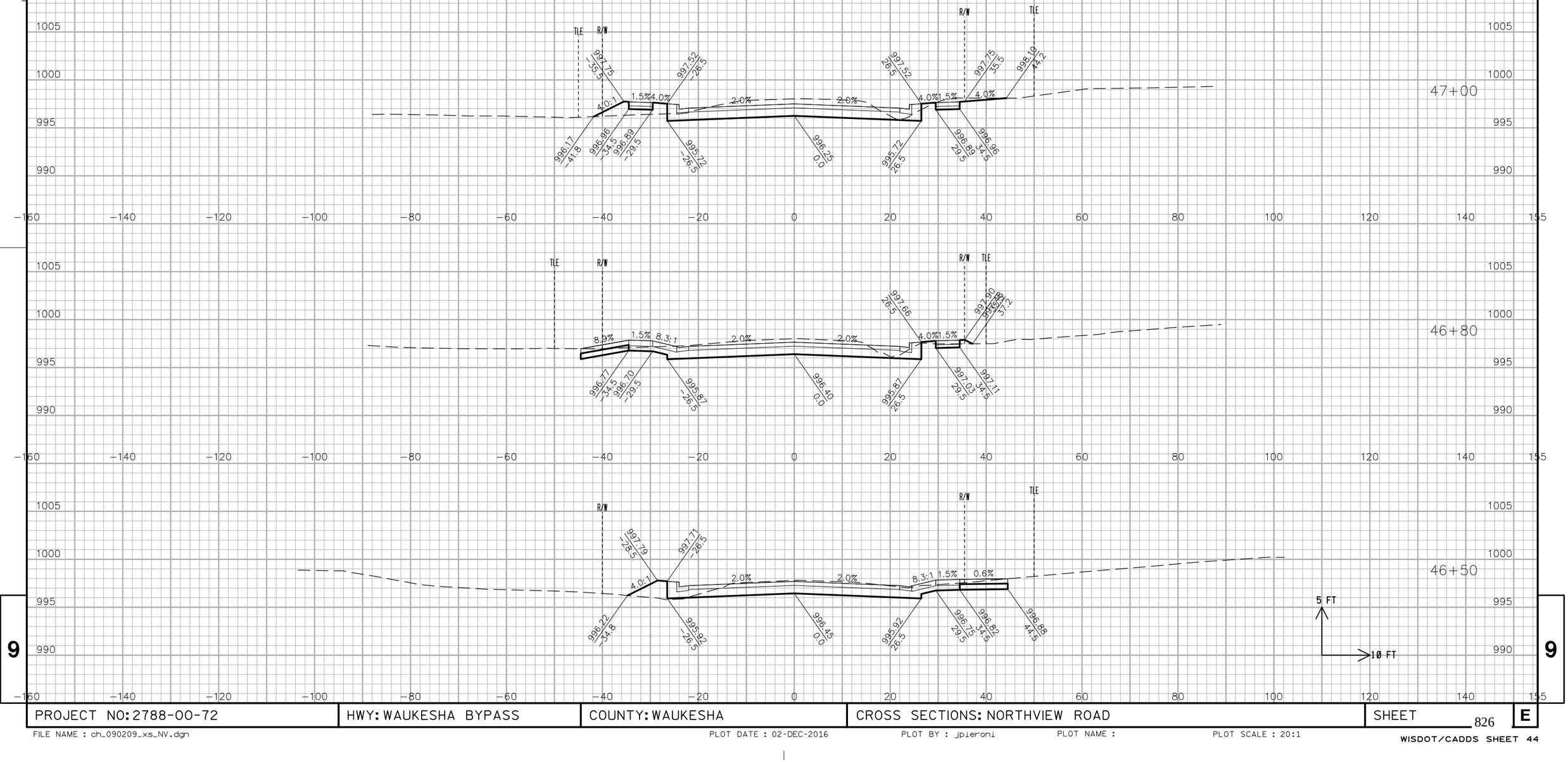
WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 2



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 825	E

ALL WORK COMPLETED
STAGE 2

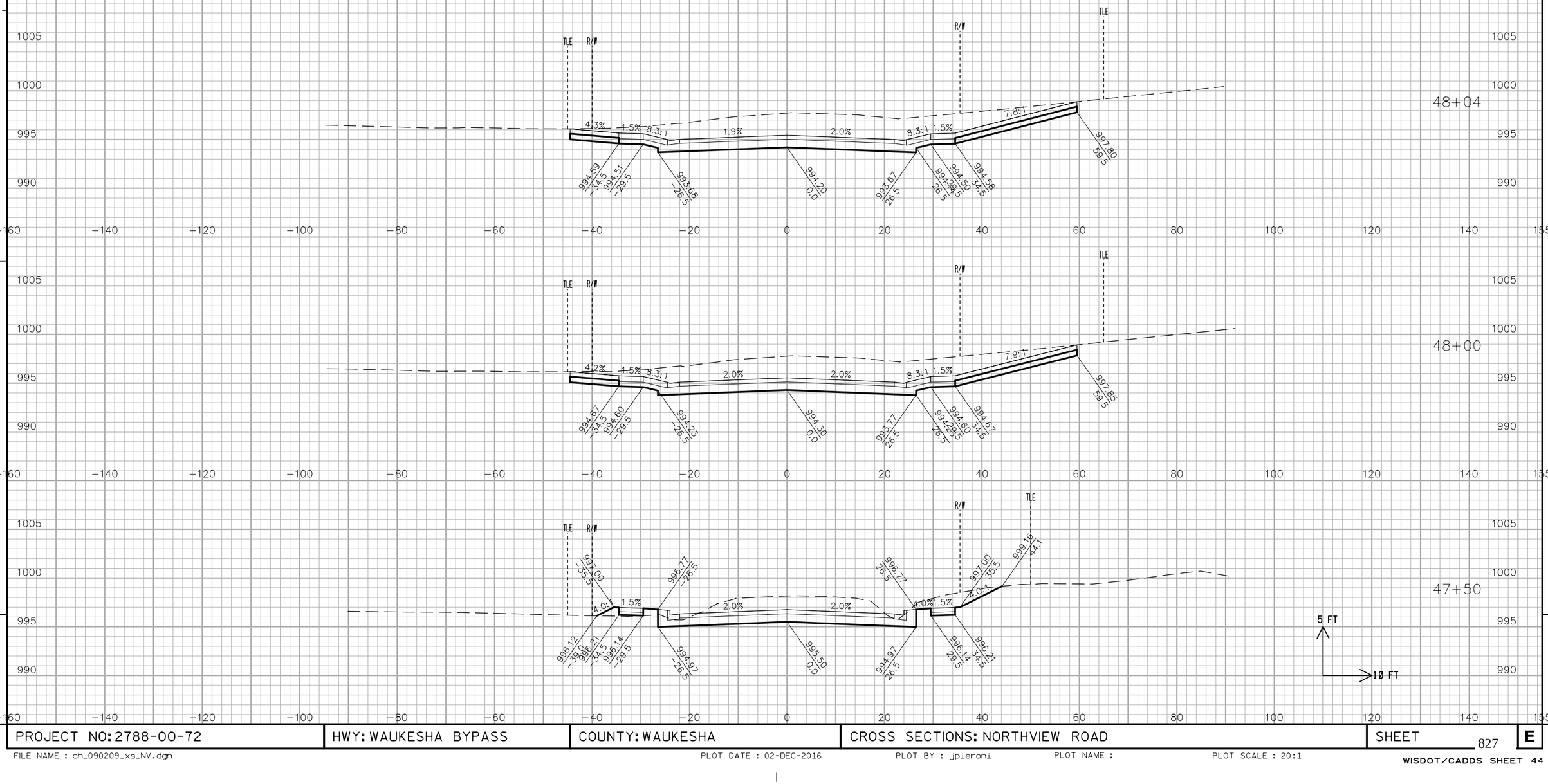


PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 826	E

FILE NAME : ch_090209_xs_NV.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 2



9

9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 827	E

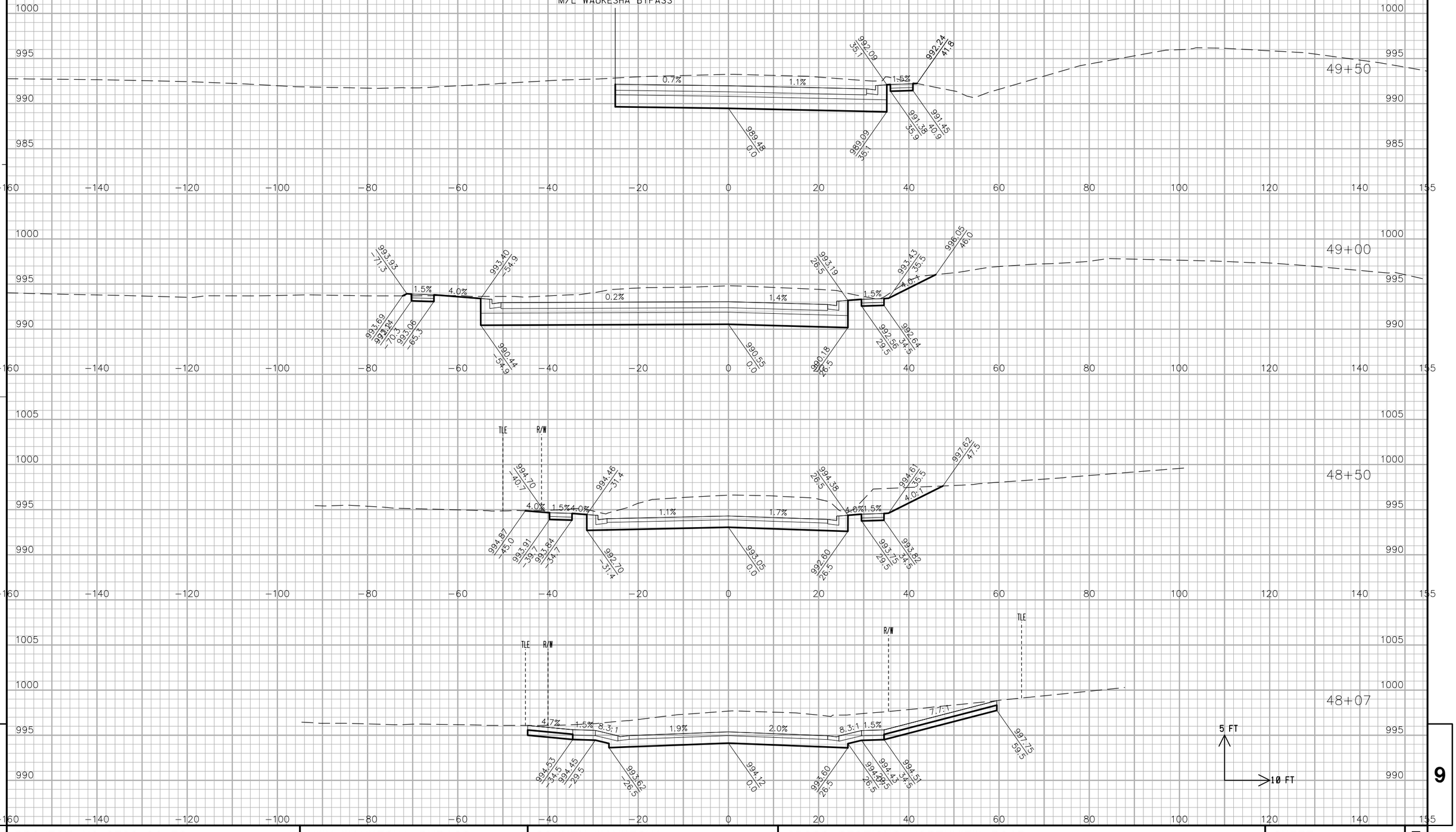
FILE NAME : ch_090209_xs_NV.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

END ABRUPTLY

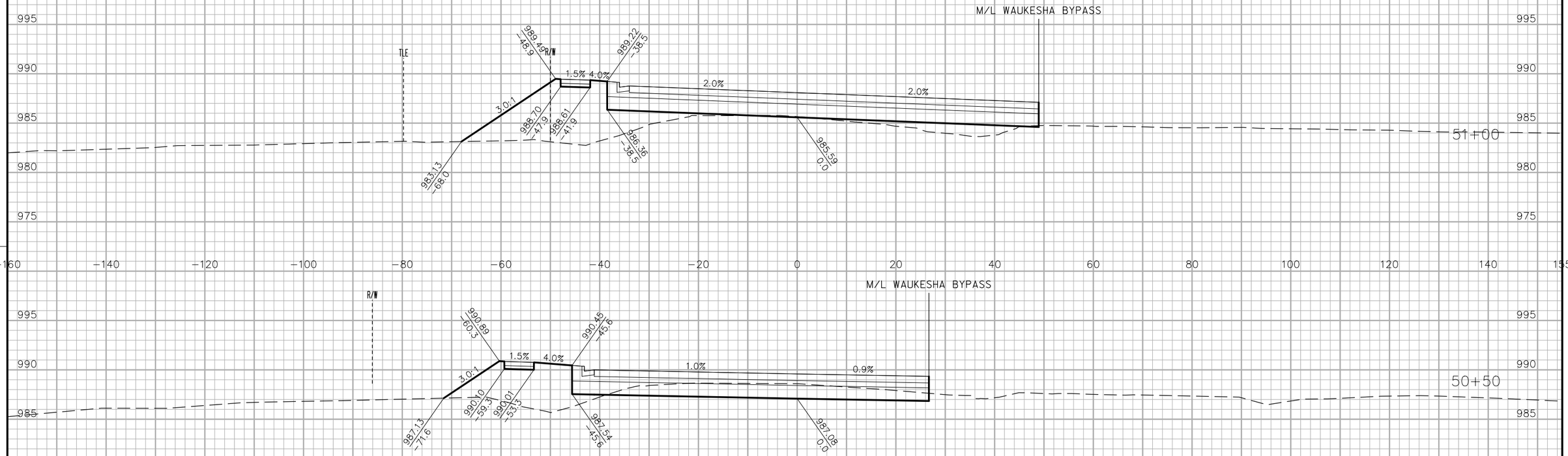
ALL WORK COMPLETED
STAGE 2

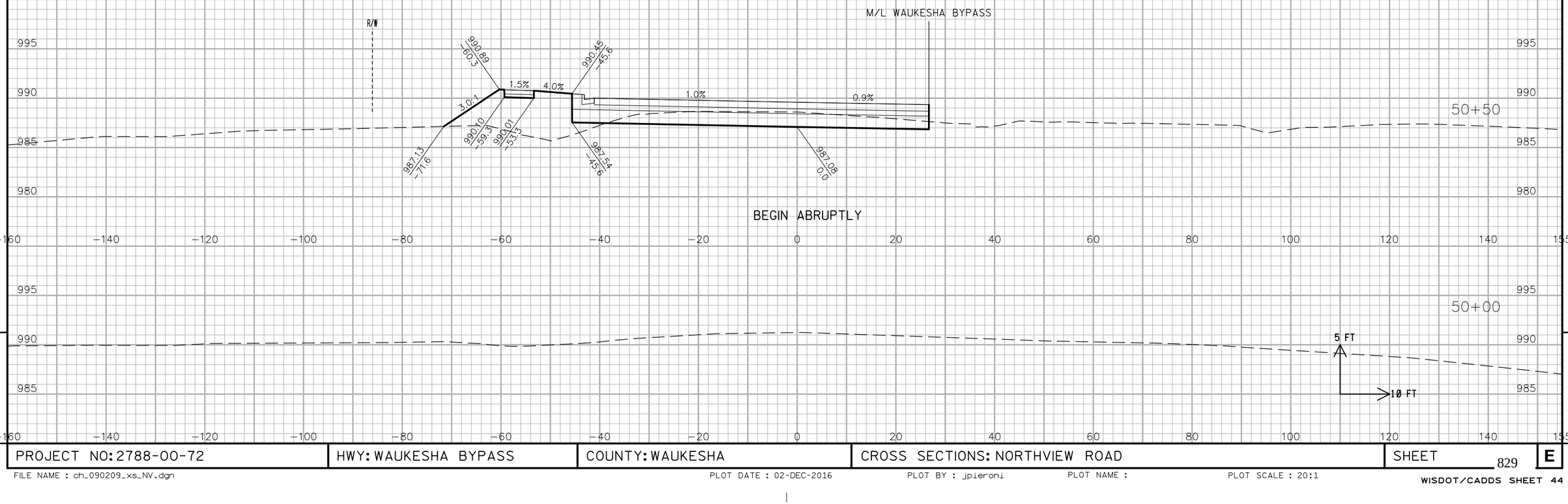
M/L WAUKESHA BYPASS



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 828	E

ALL WORK COMPLETED
STAGE 3





BEGIN ABRUPTLY

5 FT
10 FT

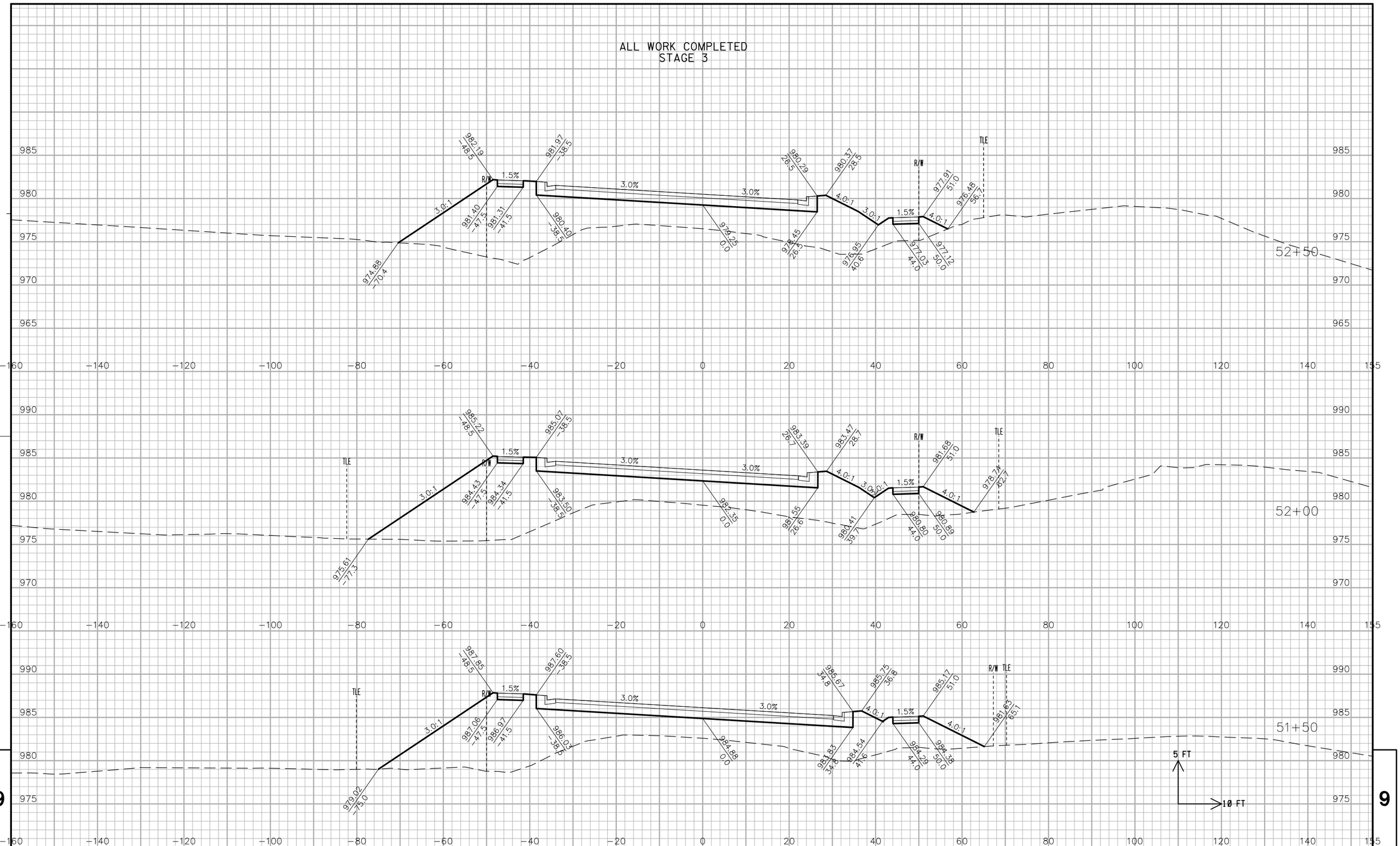
9

9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 829	E

FILE NAME : ch_090209_xs_NV.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

ALL WORK COMPLETED
STAGE 3

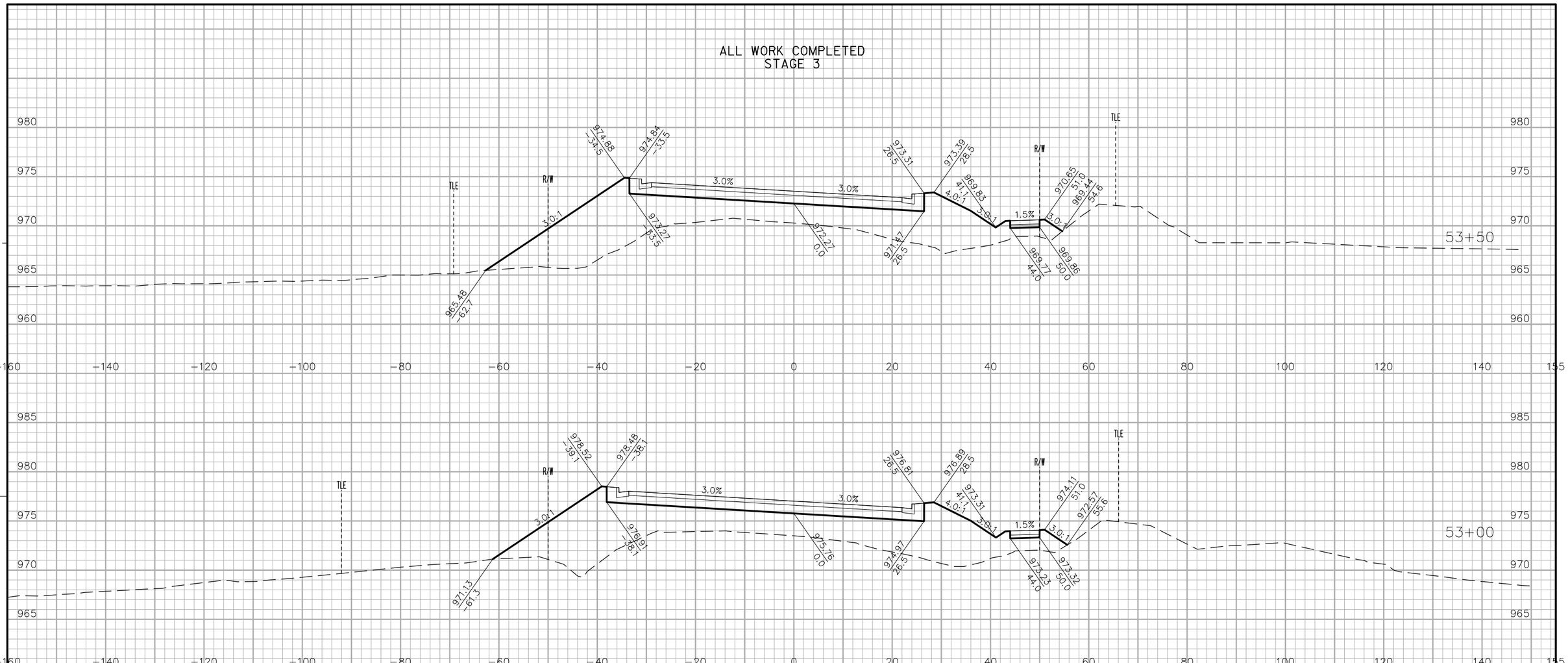


PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 830	E

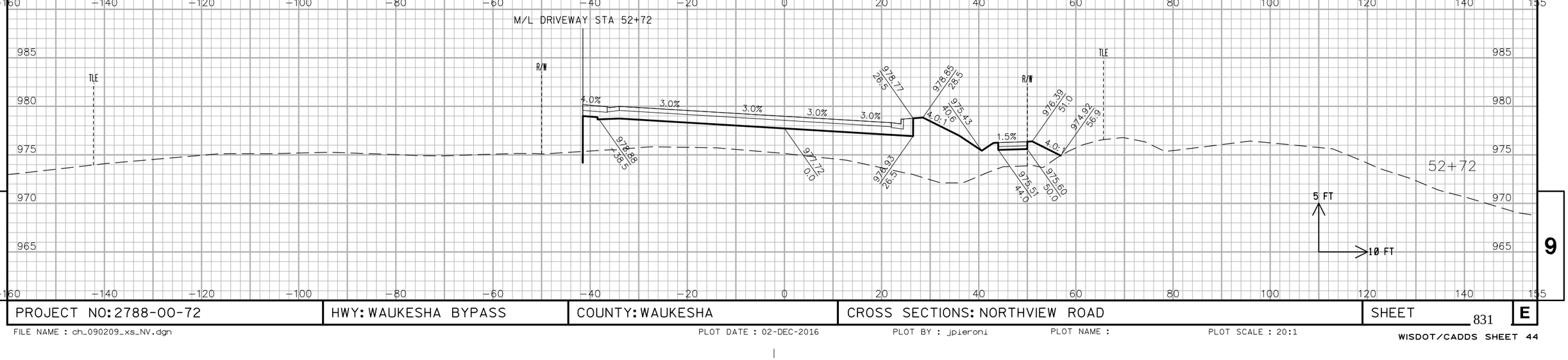
FILE NAME : ch_090209_xs_NV.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 3



M/L DRIVEWAY STA 52+72



9

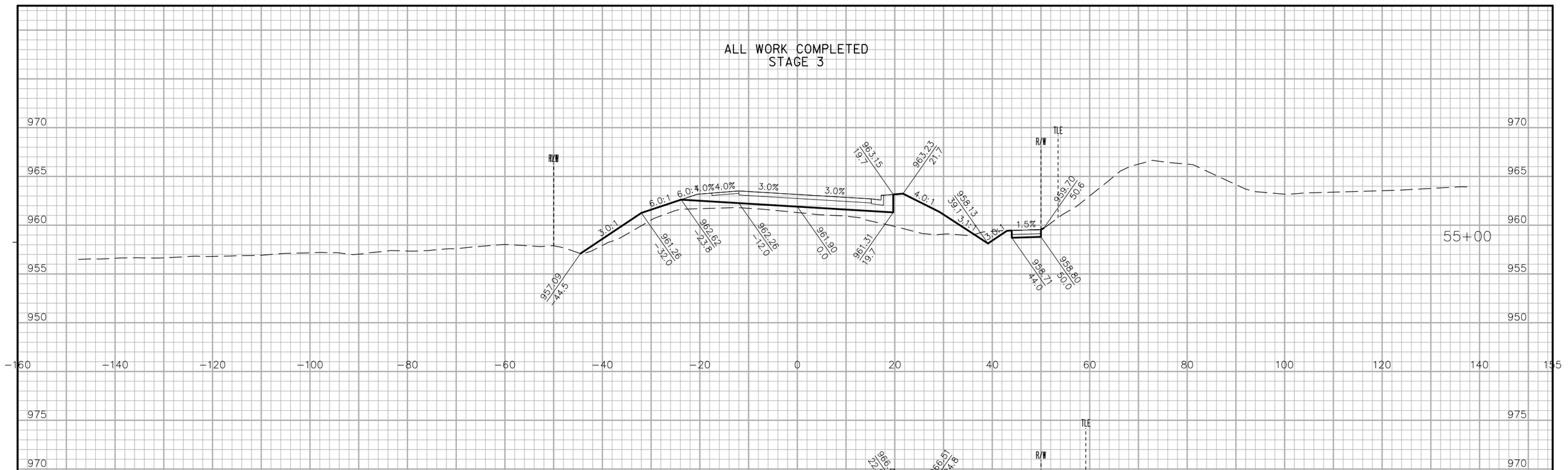
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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 831	E

FILE NAME : ch_090209_xs_NV.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

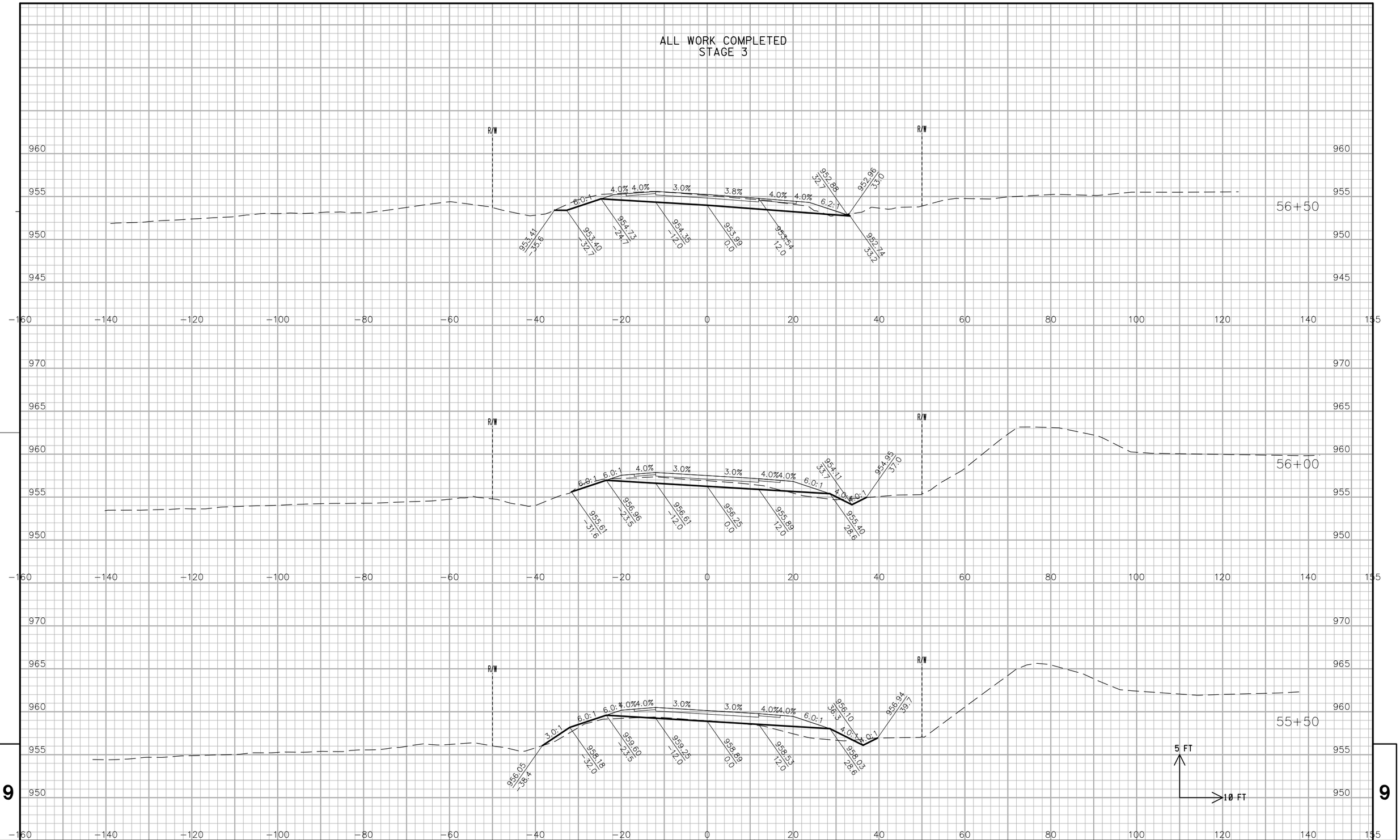
WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 3



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 832	E

ALL WORK COMPLETED
STAGE 3



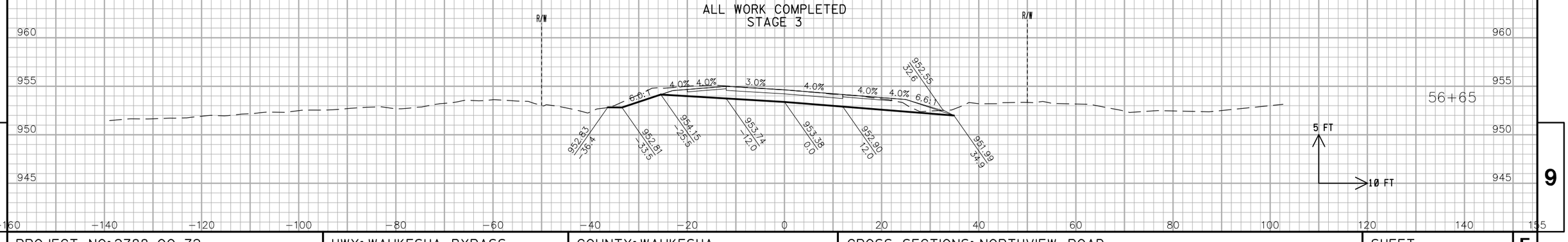
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 833	E

FILE NAME : ch_090209_xs_NV.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

END ABRUPTLY

ALL WORK COMPLETED
STAGE 3



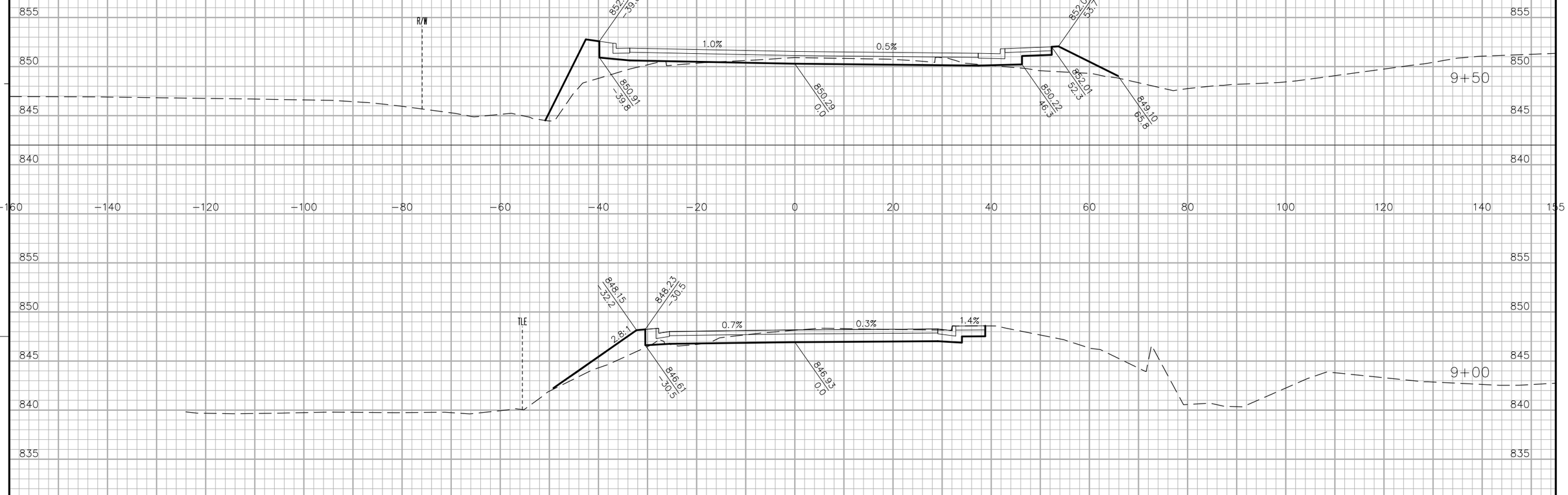
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: NORTHVIEW ROAD	SHEET 834	E

FILE NAME : ch_090209_xs_NV.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 2A

END ABRUPTLY

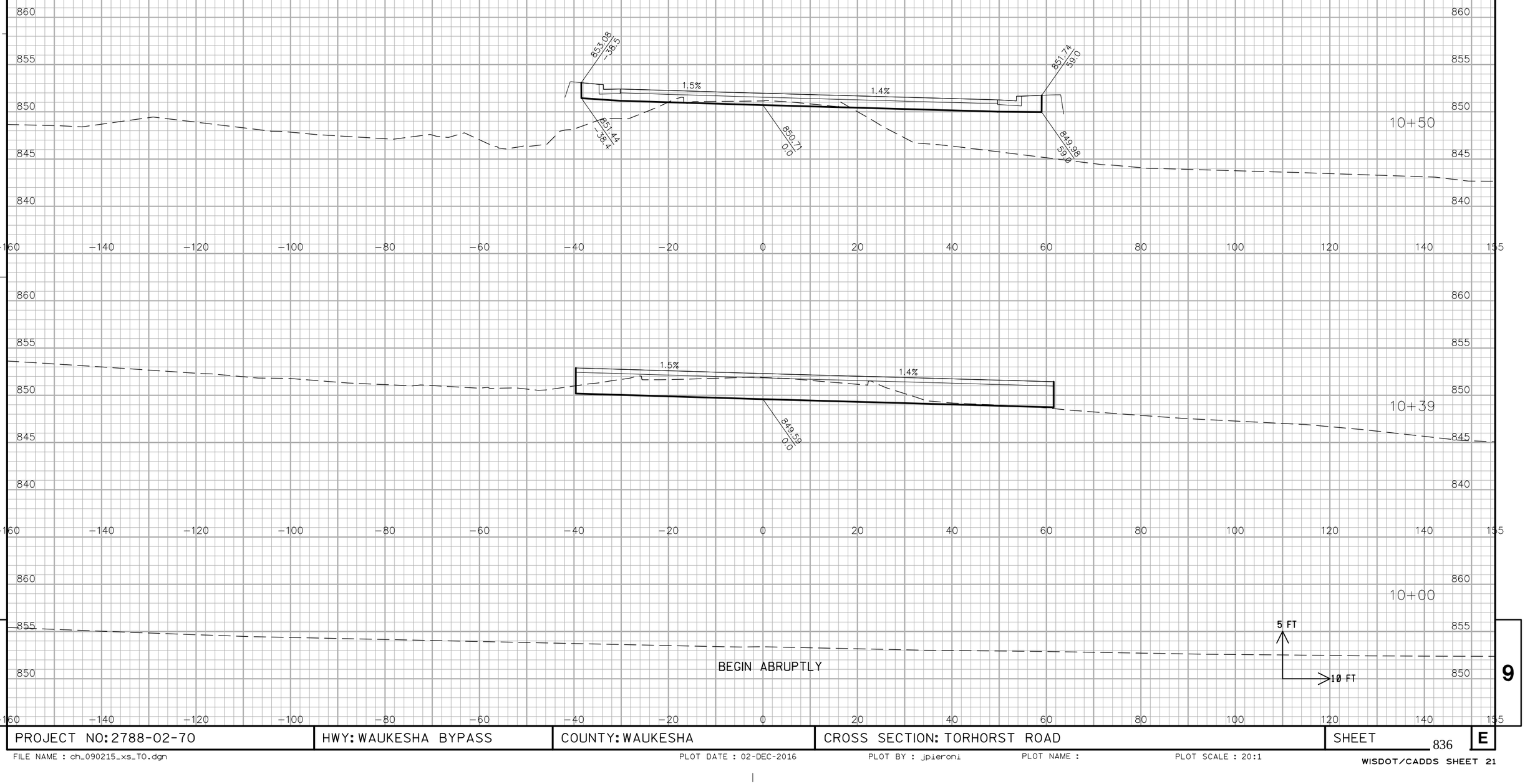


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTION: TURNBERRY OAK DRIVE	SHEET 835	E

FILE NAME : ch_090214_xs_TU.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

ALL WORK COMPLETED
STAGE 2B

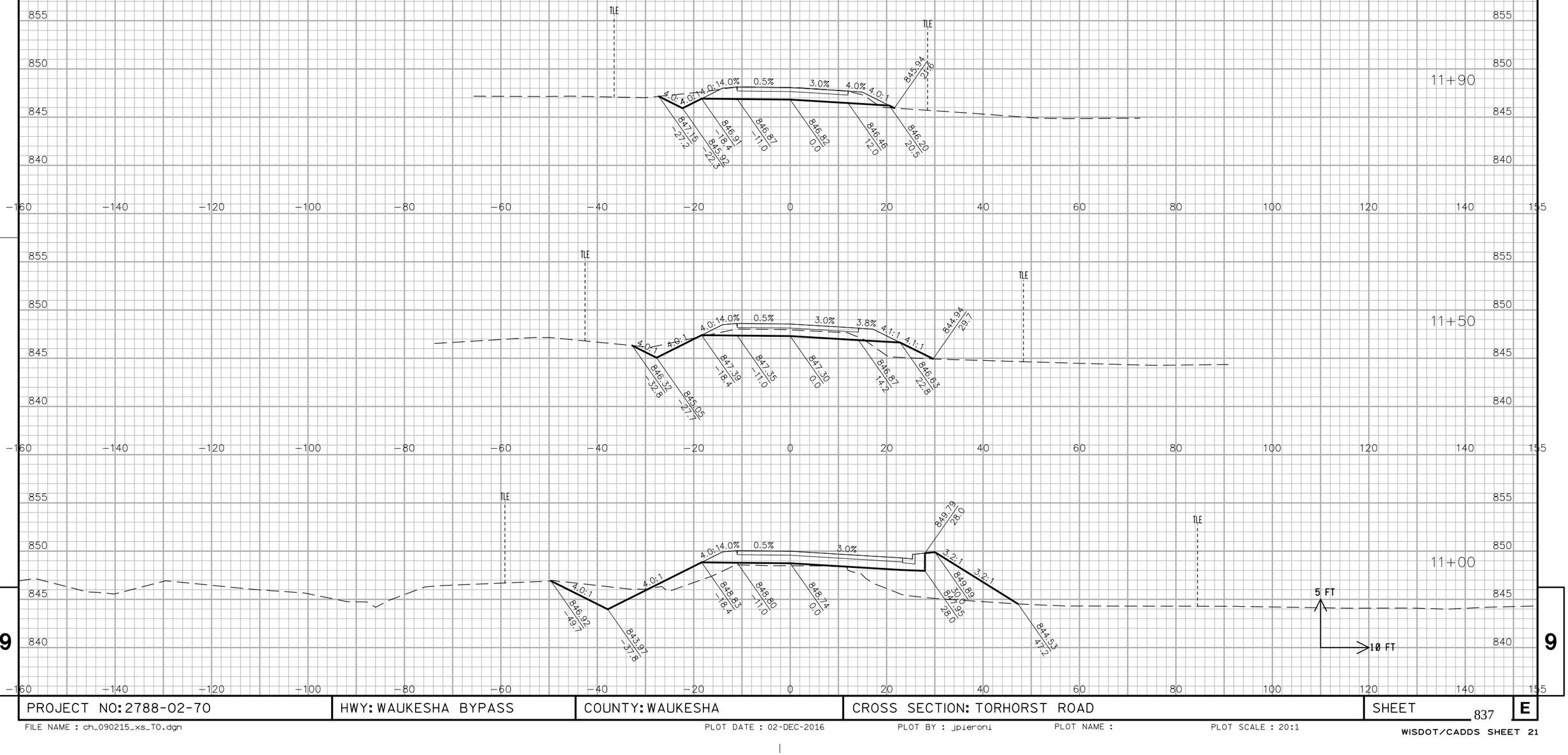


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTION: TORHORST ROAD	SHEET 836	E

FILE NAME : ch_090215_xs_T0.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

ALL WORK COMPLETED
STAGE 2B

END ABRUPTLY



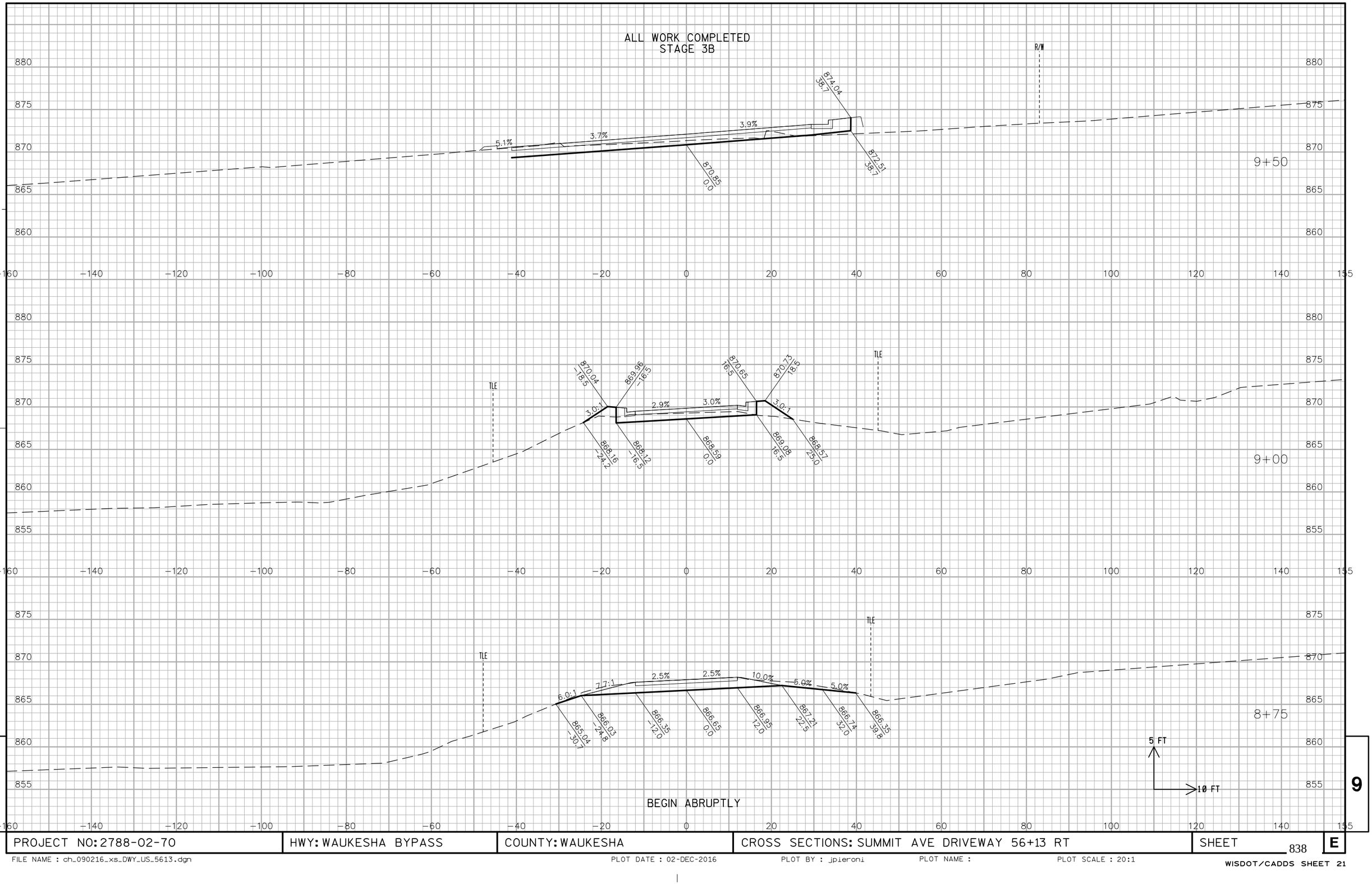
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PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTION: TORHORST ROAD	SHEET 837	E

FILE NAME : ch_090215_xs_TO.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

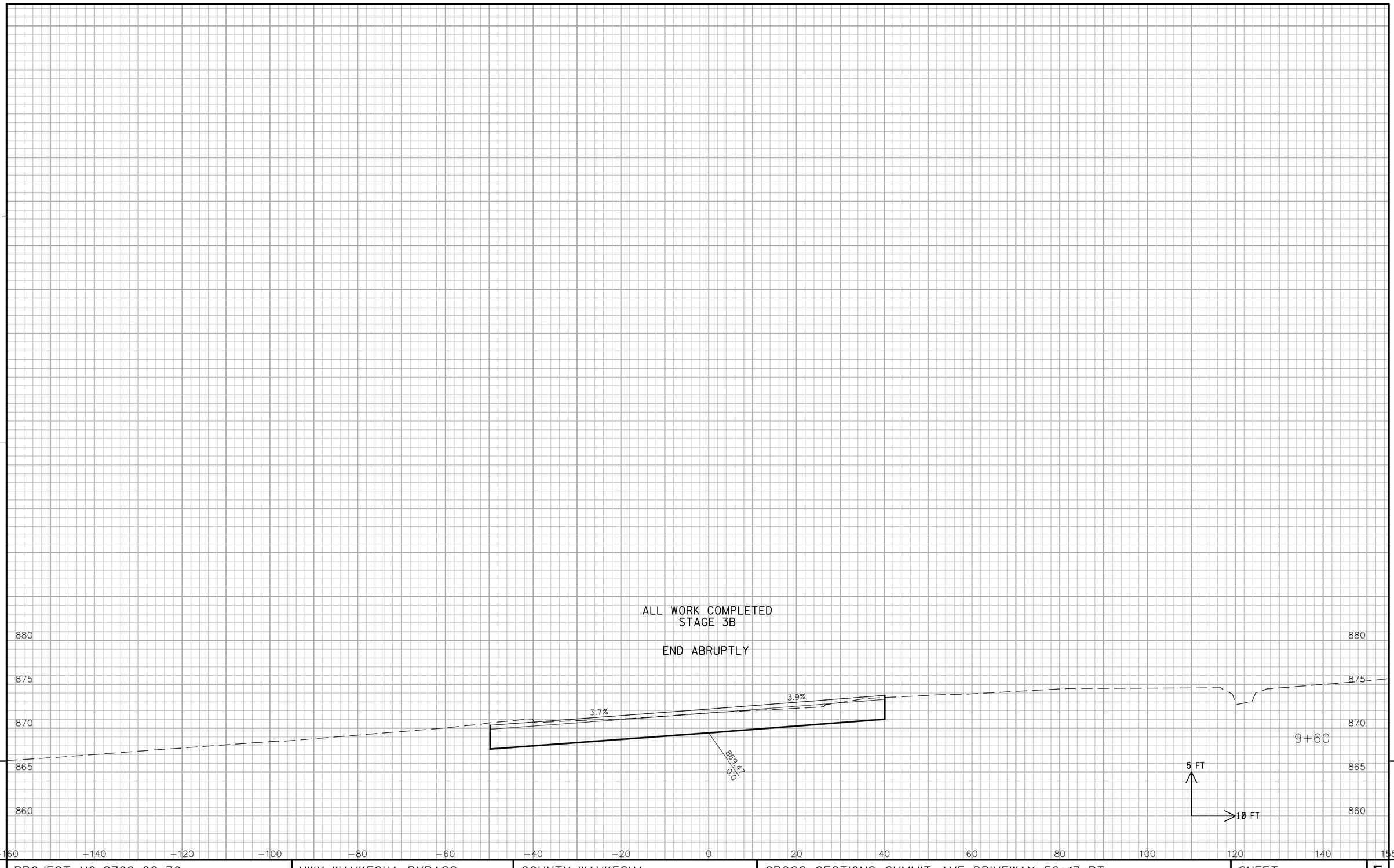
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVE DRIVEWAY 56+13 RT	SHEET 838	E

ALL WORK COMPLETED
STAGE 3B

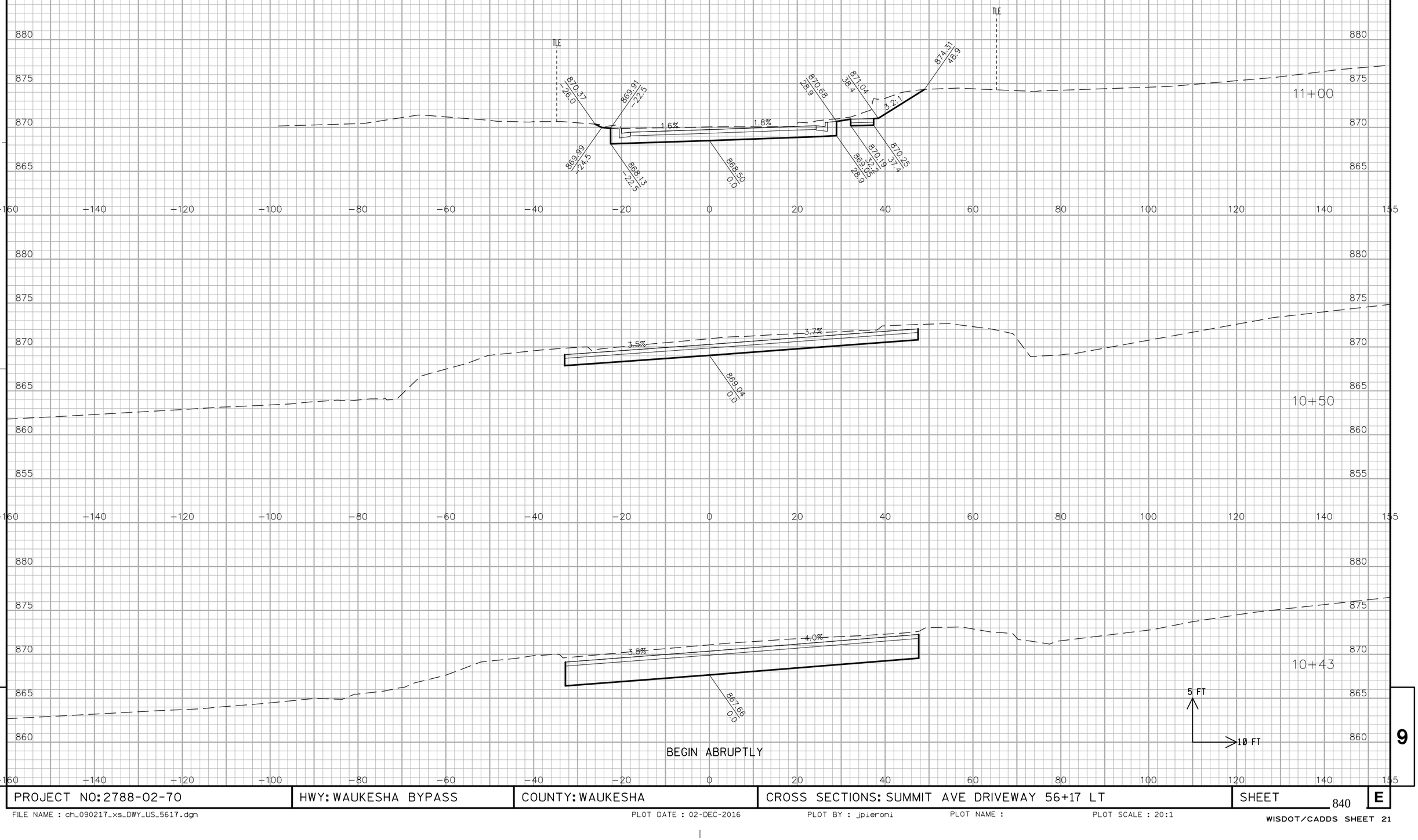
END ABRUPTLY



9 9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVE DRIVEWAY 56+13 RT	SHEET 839	E

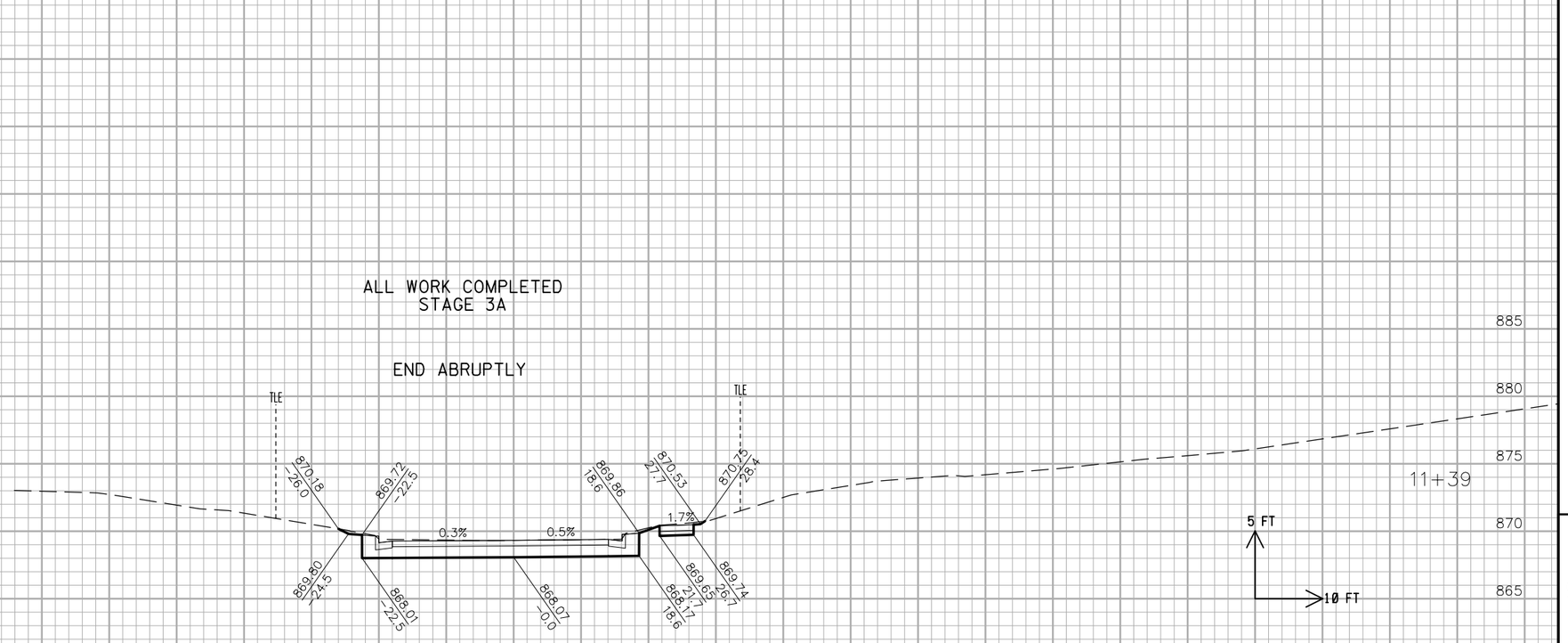
ALL WORK COMPLETED
STAGE 3A



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVE DRIVEWAY 56+17 LT	SHEET 840 E

ALL WORK COMPLETED
STAGE 3A

END ABRUPTLY

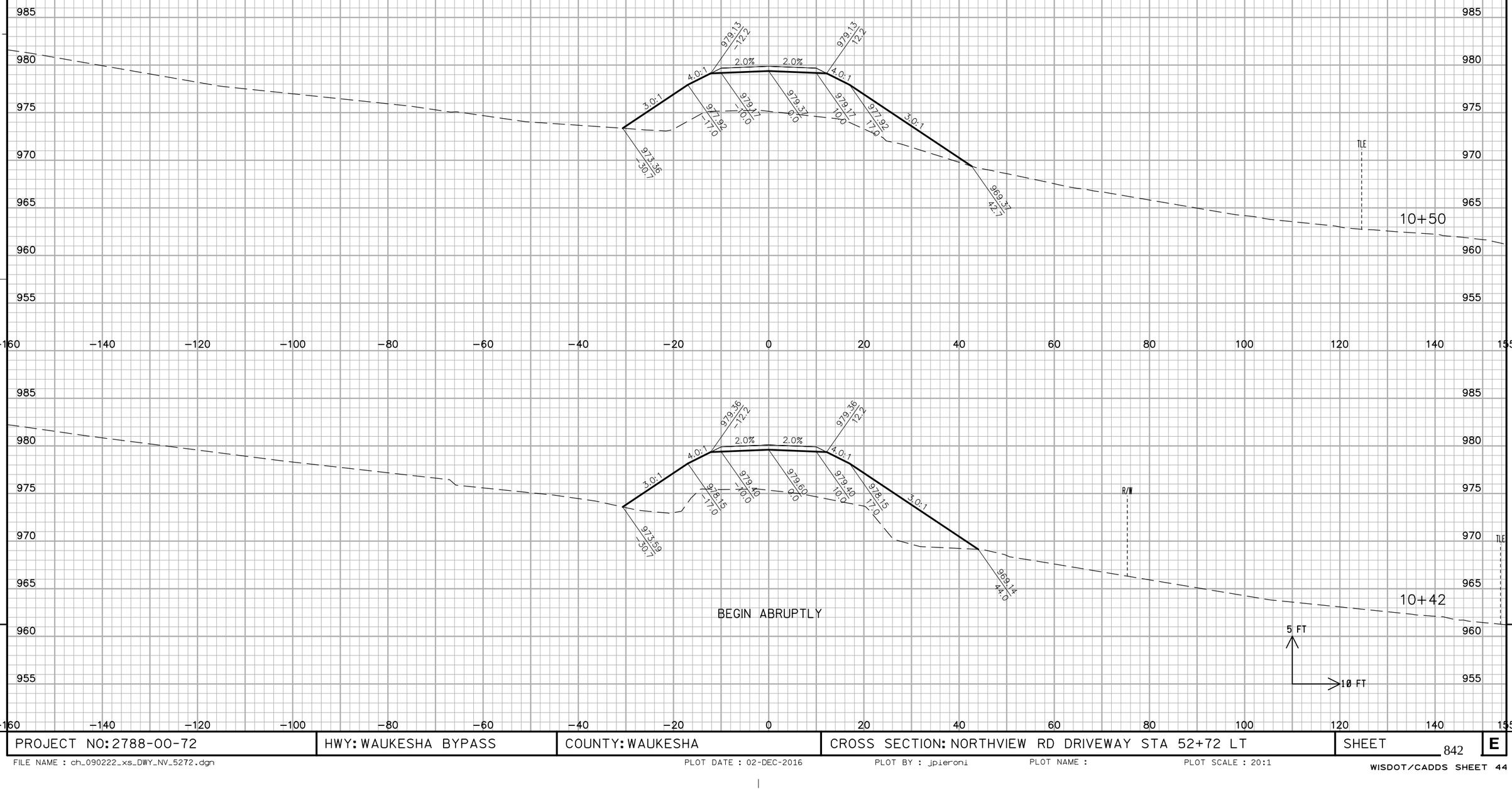


PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: SUMMIT AVE DRIVEWAY 56+17 LT	SHEET 841 E

FILE NAME : ch_090217_xs_DWY_US_5617.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

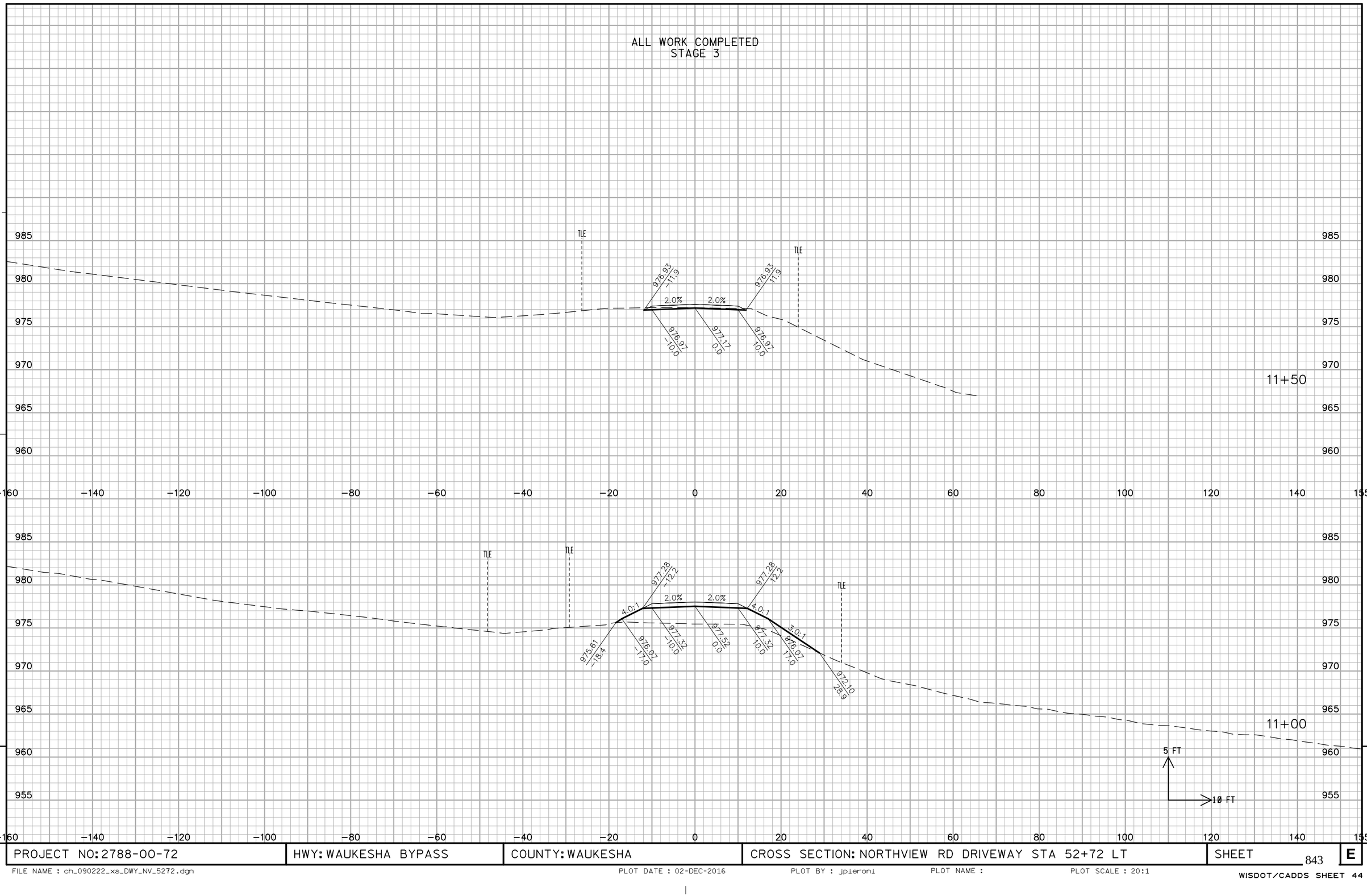
ALL WORK COMPLETED
STAGE 3



BEGIN ABRUPTLY

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTION: NORTHVIEW RD DRIVEWAY STA 52+72 LT	SHEET 842	E

ALL WORK COMPLETED
STAGE 3



9

9

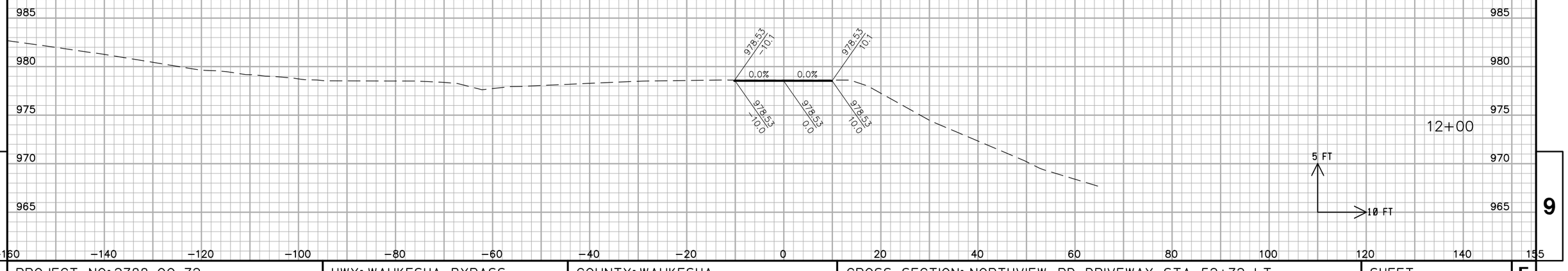
PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTION: NORTHVIEW RD DRIVEWAY STA 52+72 LT	SHEET 843	E

FILE NAME : ch_090222_xs_DWY_NV_5272.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

ALL WORK COMPLETED
STAGE 3

END ABRUPTLY



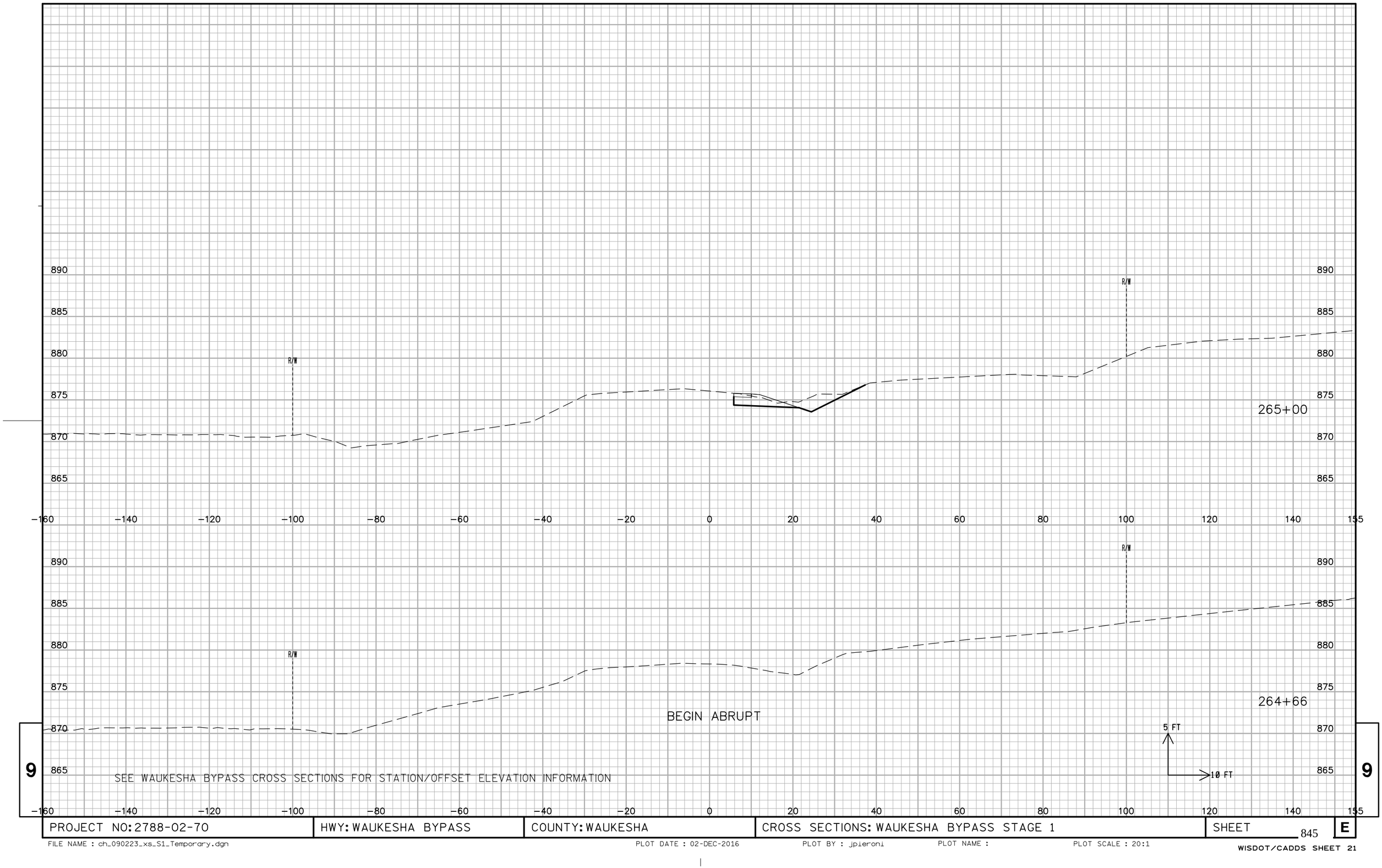
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9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTION: NORTHVIEW RD DRIVEWAY STA 52+72 LT	SHEET 844	E

FILE NAME : ch_090222_xs_DWY_NV_5272.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

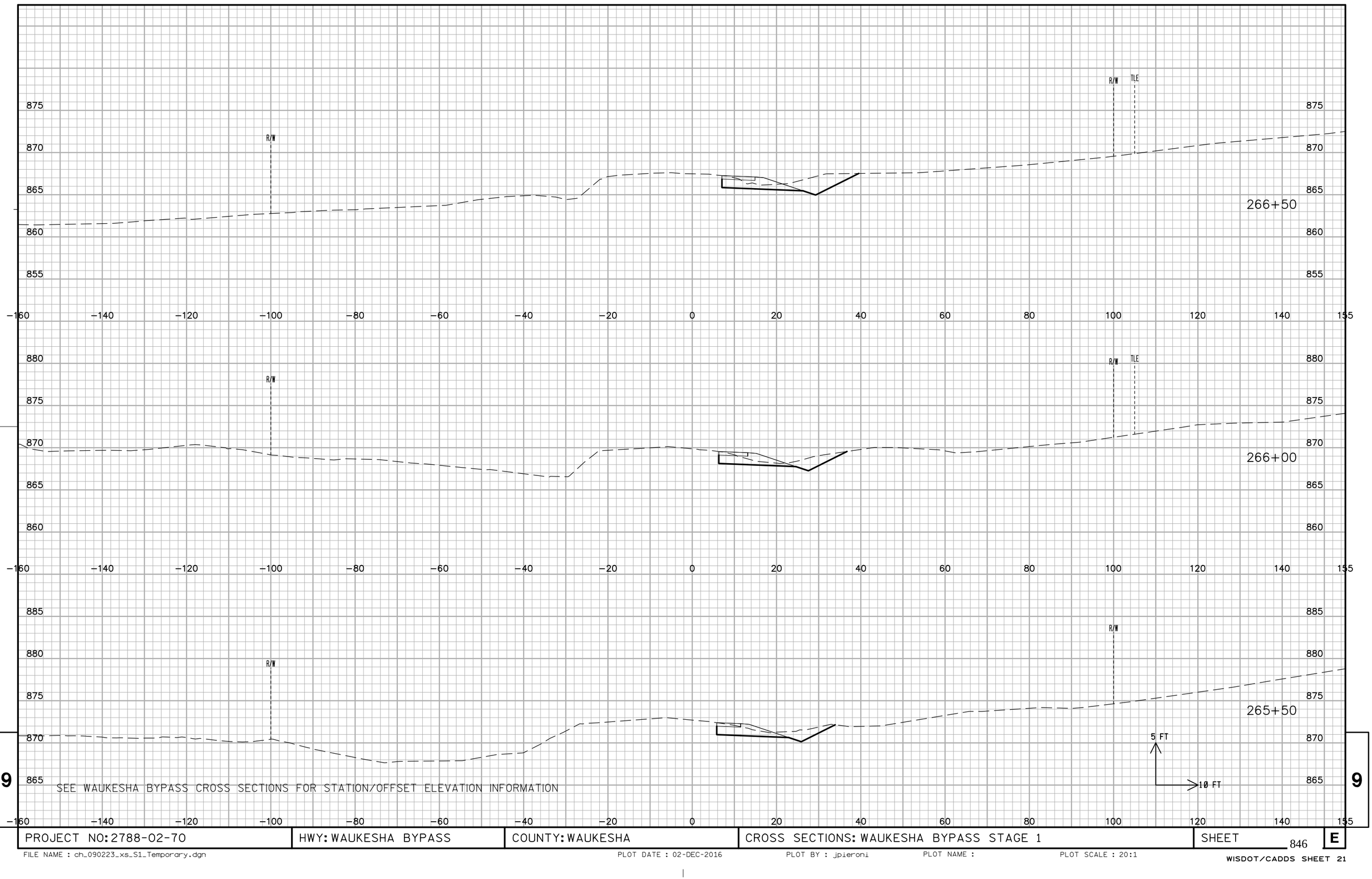


SEE WAUKESHA BYPASS CROSS SECTIONS FOR STATION/OFFSET ELEVATION INFORMATION

9

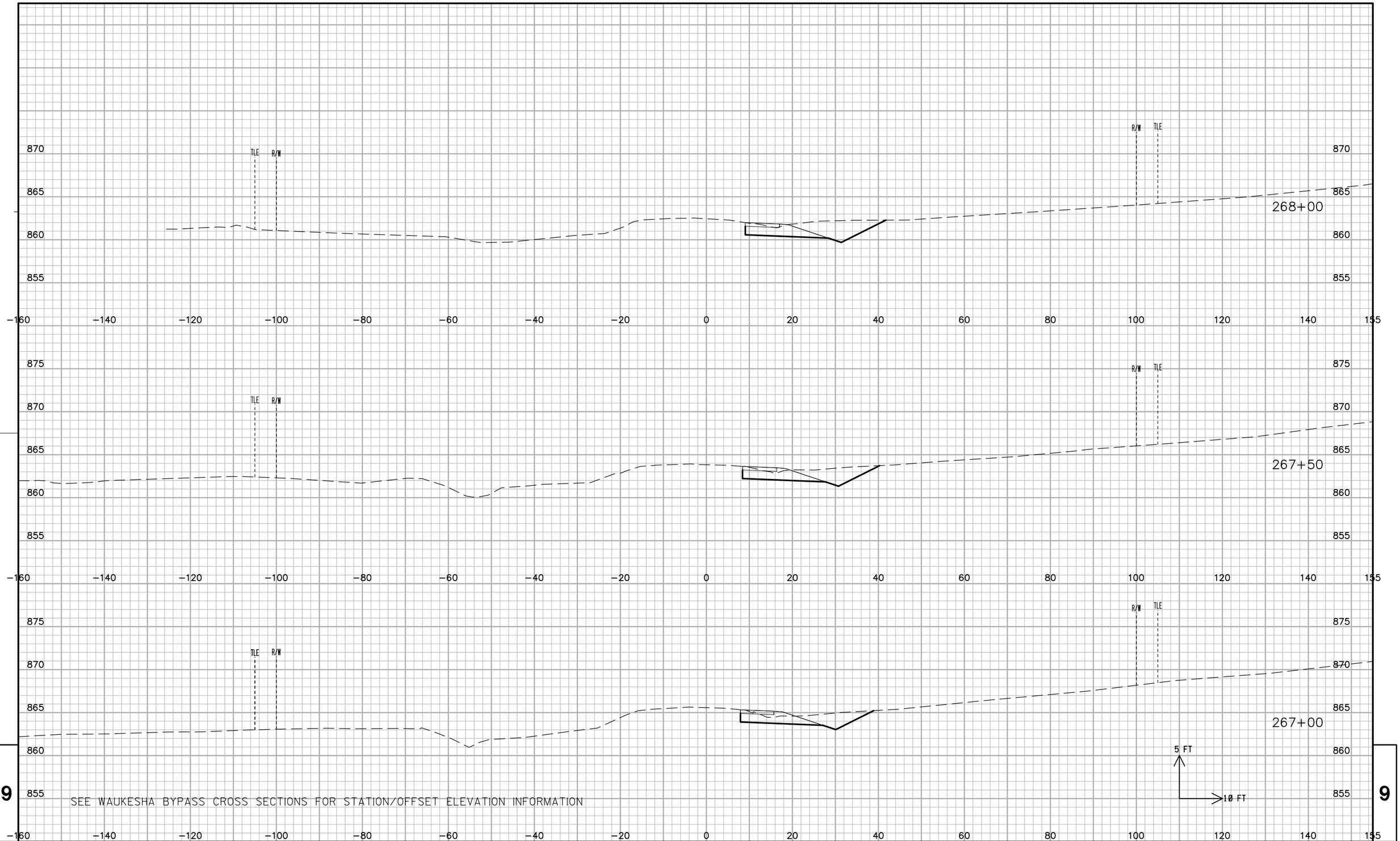
9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 845	E



SEE WAUKESHA BYPASS CROSS SECTIONS FOR STATION/OFFSET ELEVATION INFORMATION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 846	E



SEE WAUKESHA BYPASS CROSS SECTIONS FOR STATION/OFFSET ELEVATION INFORMATION

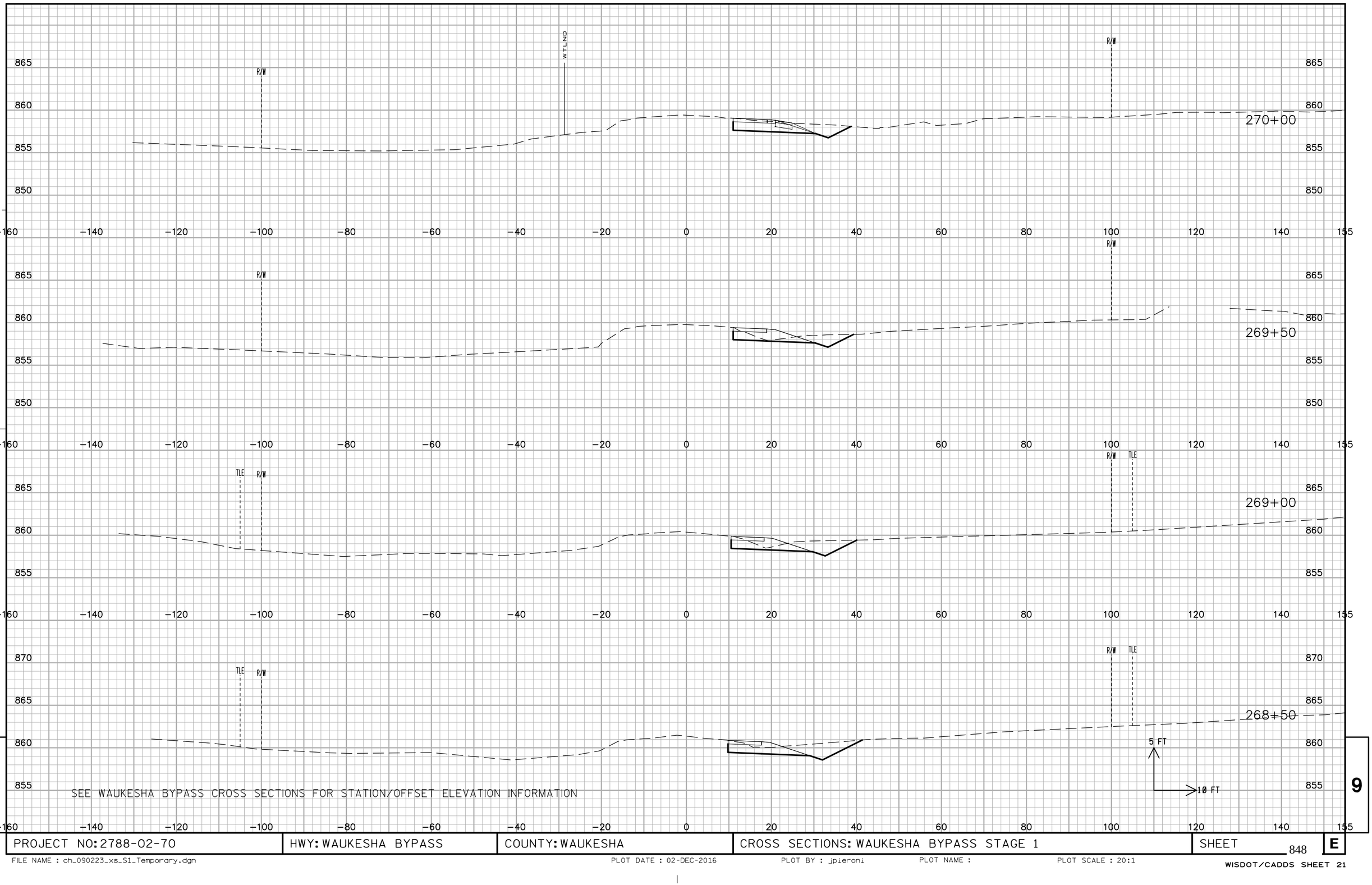
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9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 847	E

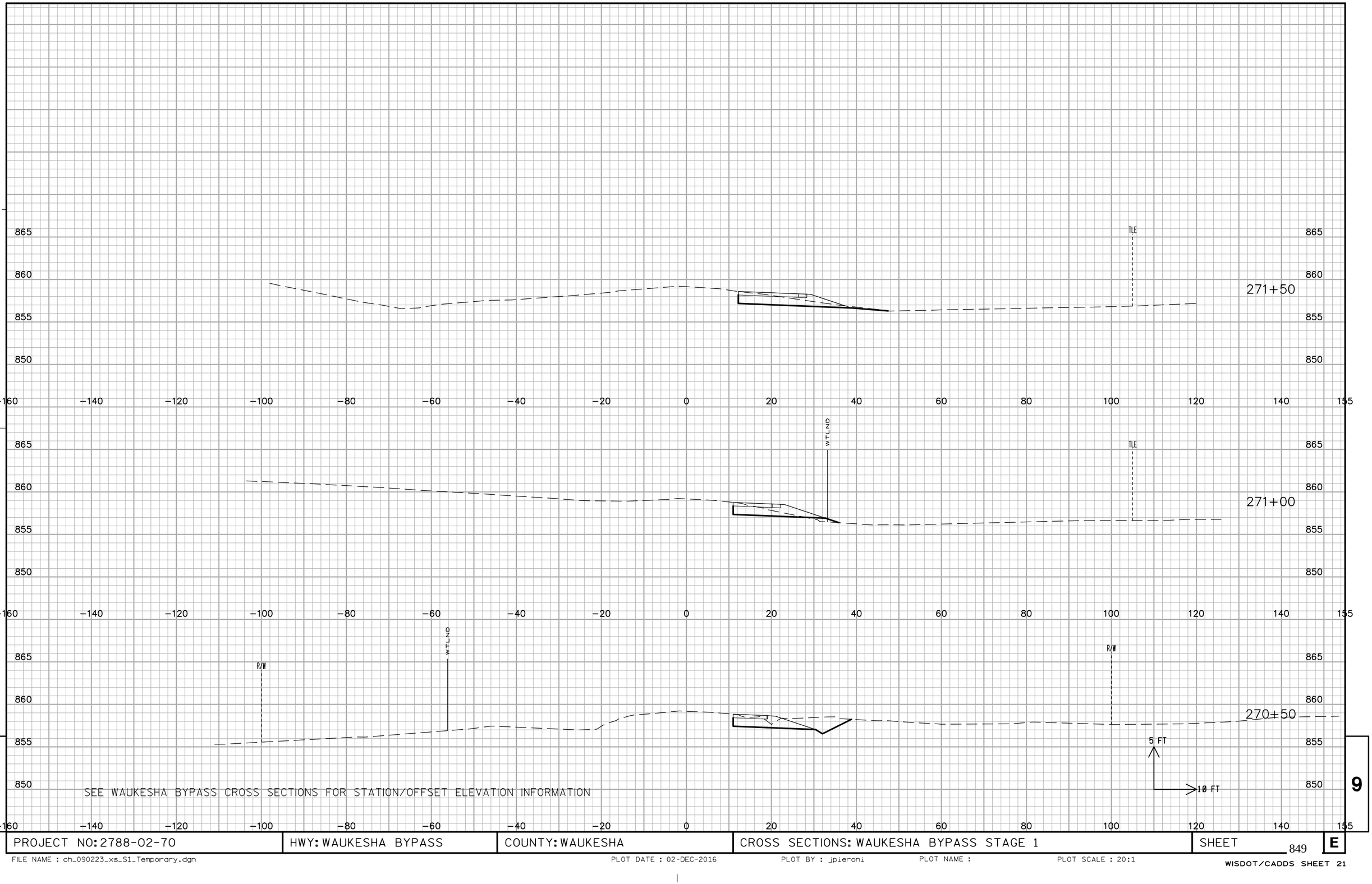
FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



SEE WAUKESHA BYPASS CROSS SECTIONS FOR STATION/OFFSET ELEVATION INFORMATION

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 848	E



9

SEE WAUKESHA BYPASS CROSS SECTIONS FOR STATION/OFFSET ELEVATION INFORMATION

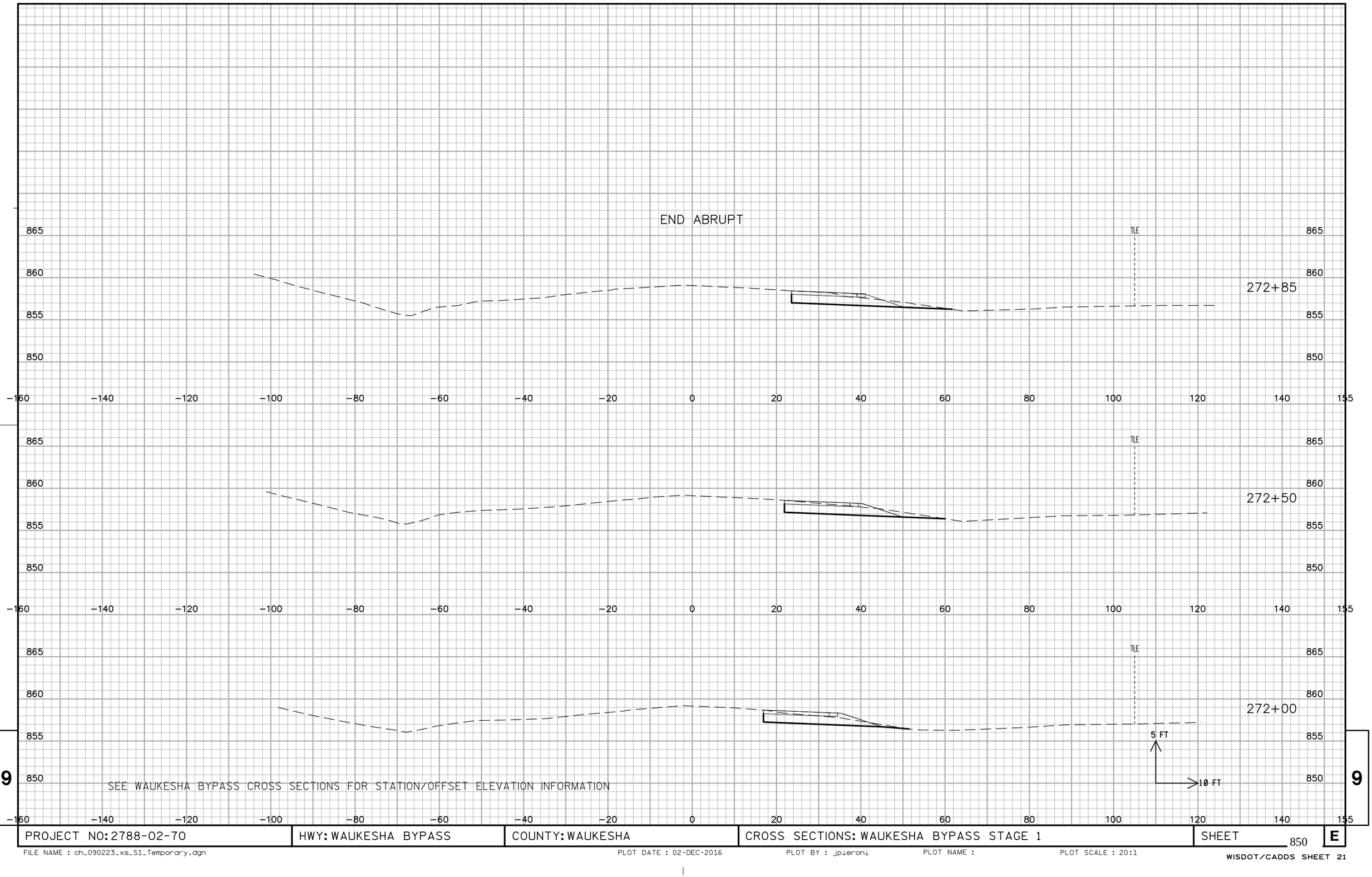
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PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 849	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

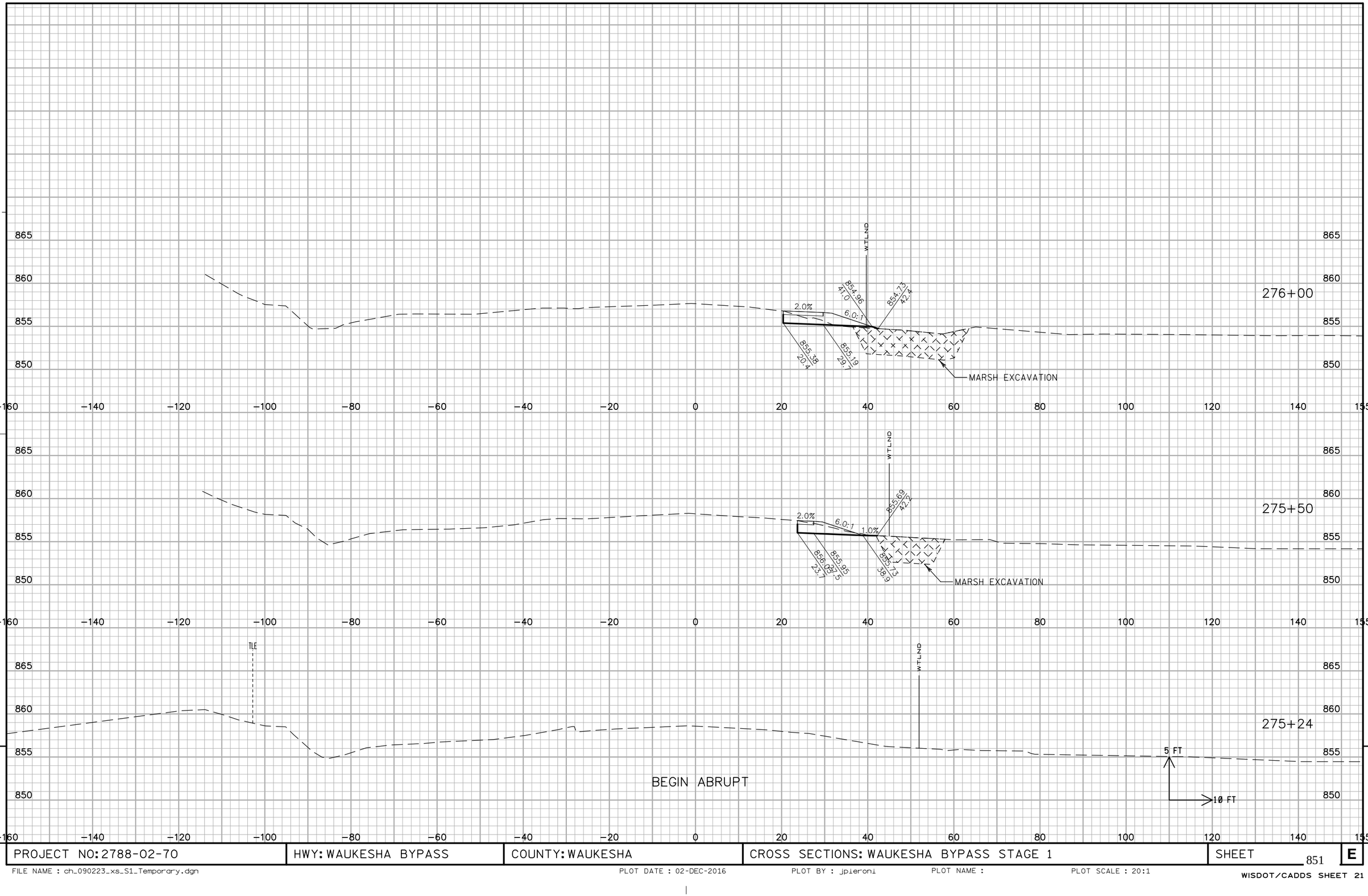
WISDOT/CADDS SHEET 21

END ABRUPT



SEE WAUKESHA BYPASS CROSS SECTIONS FOR STATION/OFFSET ELEVATION INFORMATION

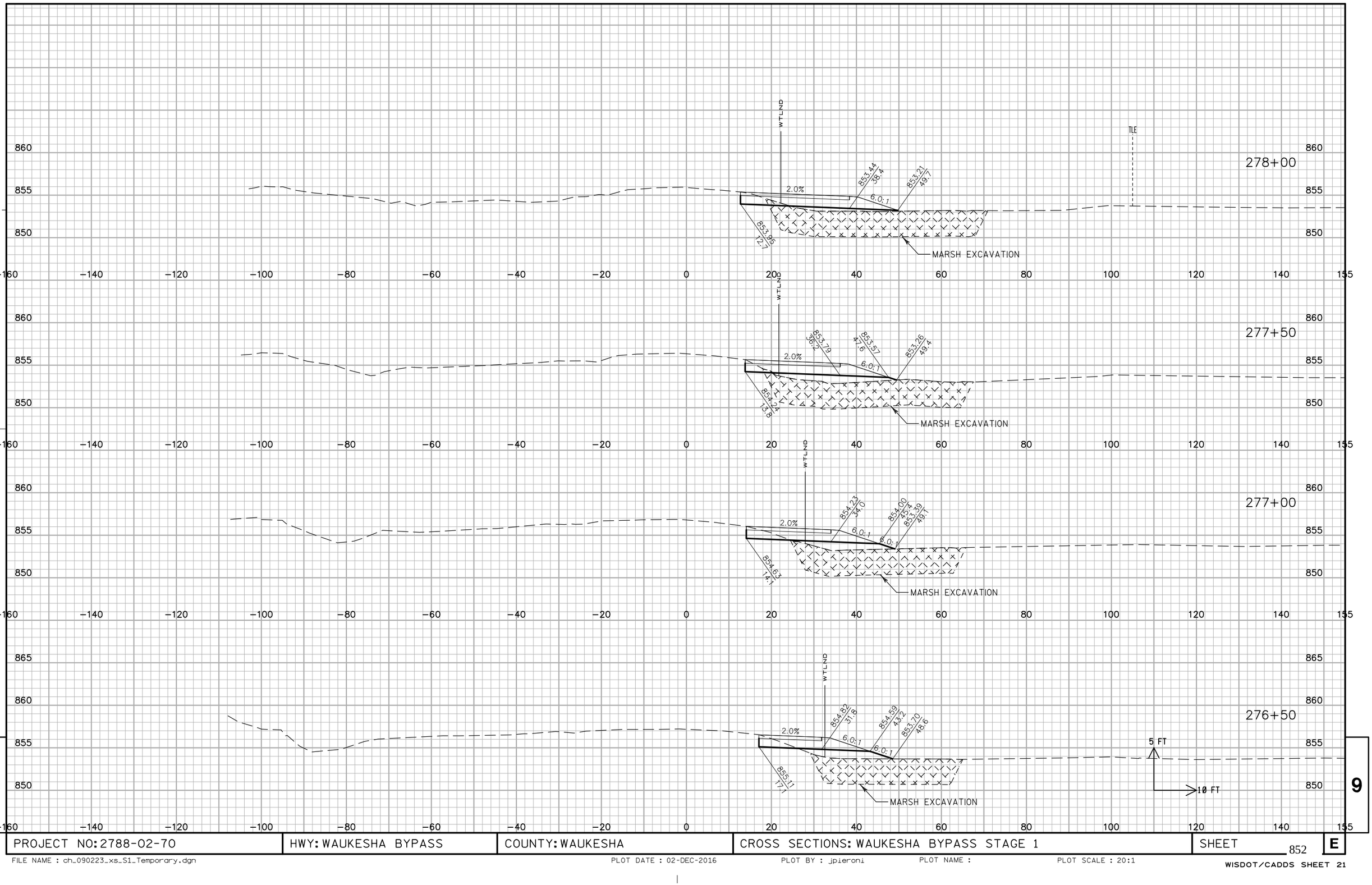
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 850 E



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 851	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



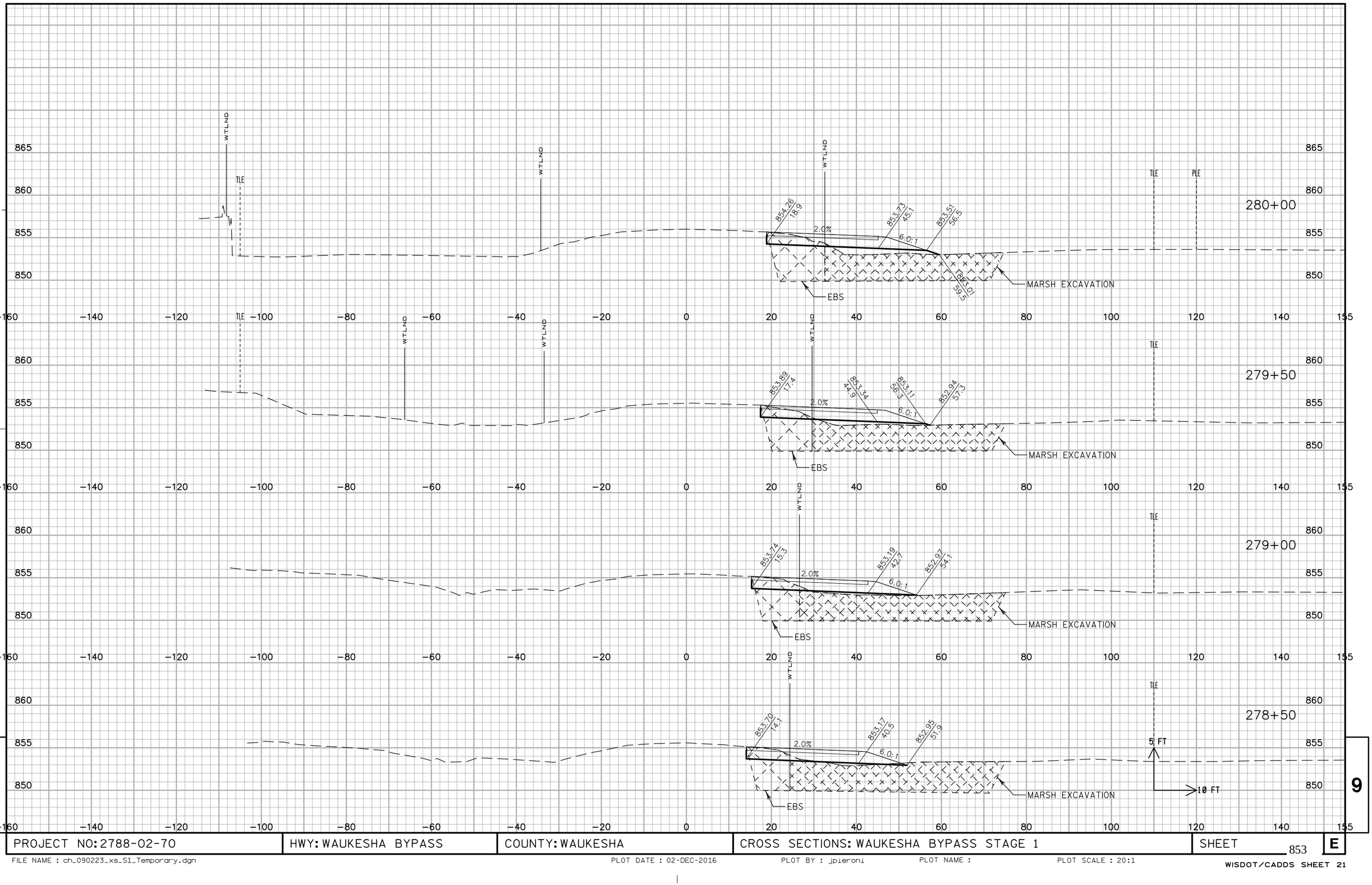
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PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 852	E

9

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 853	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

END ABRUPT

281+97

R/W

TLE

856.57
30.0

856.37
40.2

856.14
51.6

856.41
52.7

2.0%

6.0:1

EBS

WTLND

281+50

TLE

855.63
23.8

855.27
41.8

855.05
53.2

854.60
55.9

WTLND

WTLND

R/W

PLE

WTLND

281+00

EBS

EBS

MARSH EXCAVATION

WTLND

WTLND

854.91
19.6

854.42
43.6

854.20
55.0

853.40
59.8

TLE

280+50

5 FT

10 FT

MARSH EXCAVATION

EBS

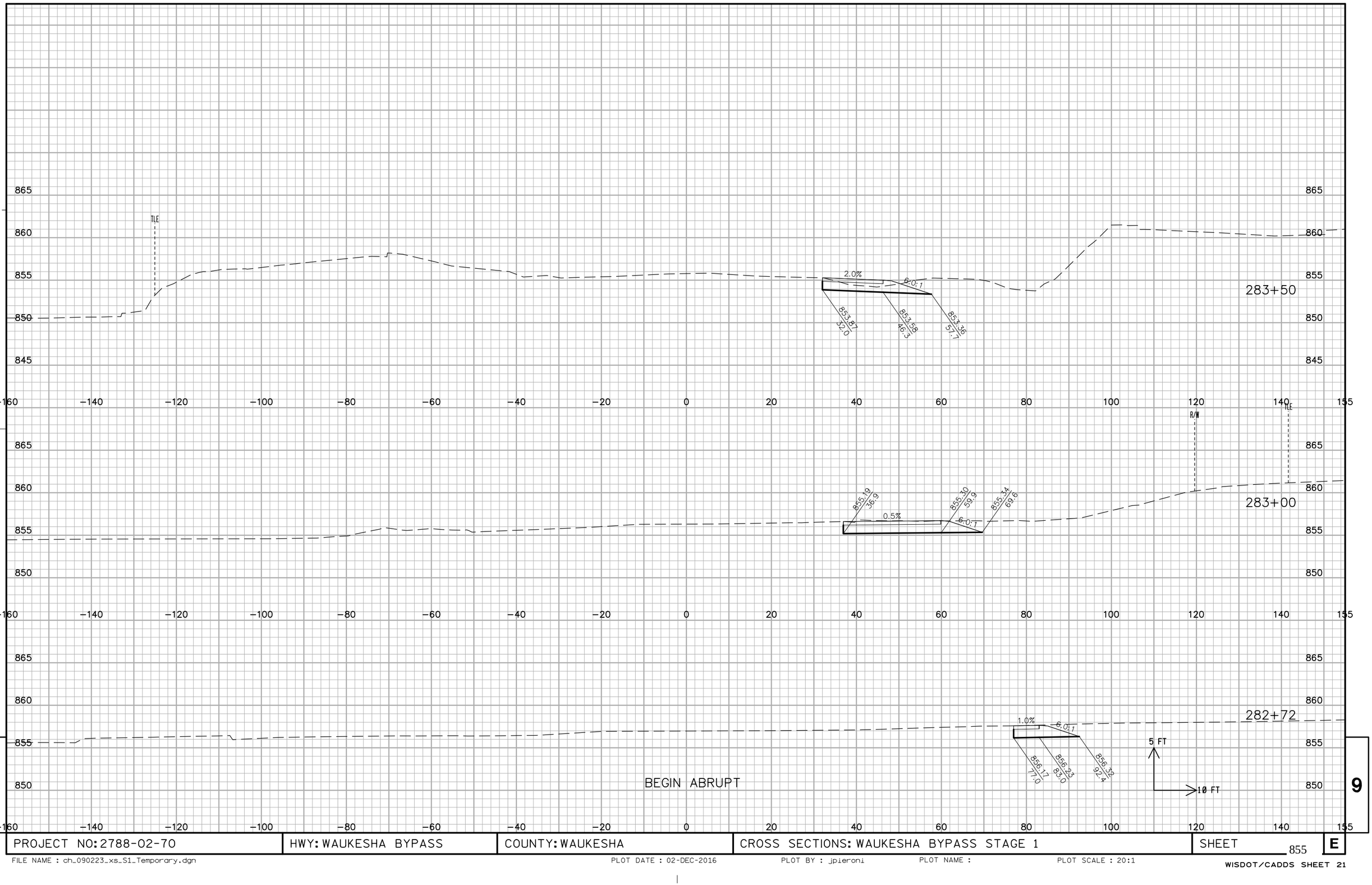
865
860
855
850

-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

9

9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 854	E



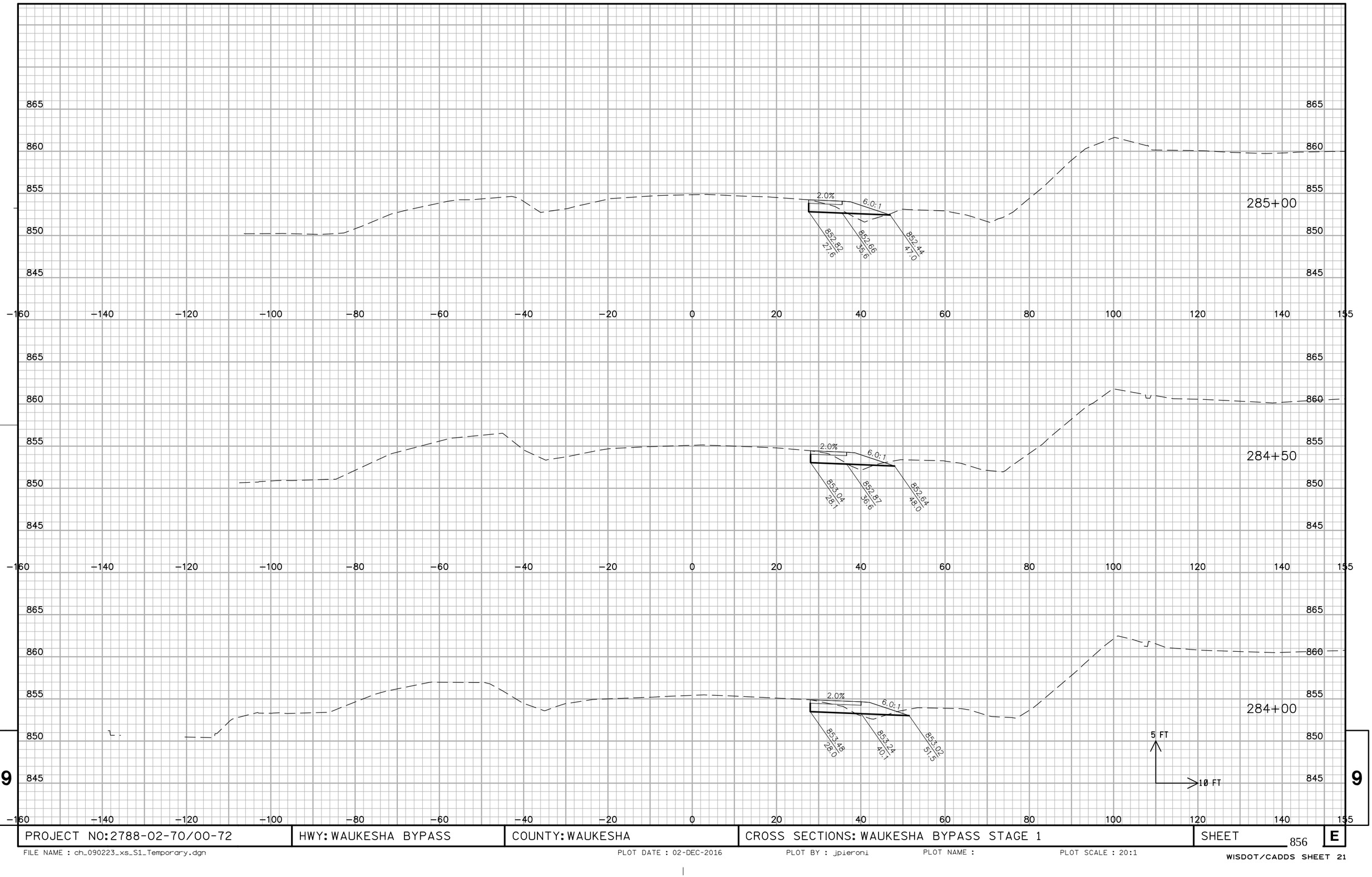
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PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 855	E

9

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



9

9

PROJECT NO:2788-02-70/00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 856	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

END ABRUPT

286+47

286+00

2.0%
6.0:1
852.27
28.1
852.17
33.4
851.98
45.88

285+50

2.0%
6.0:1
852.61
21.1
852.46
34.5
852.23
45.9

5 FT
10 FT

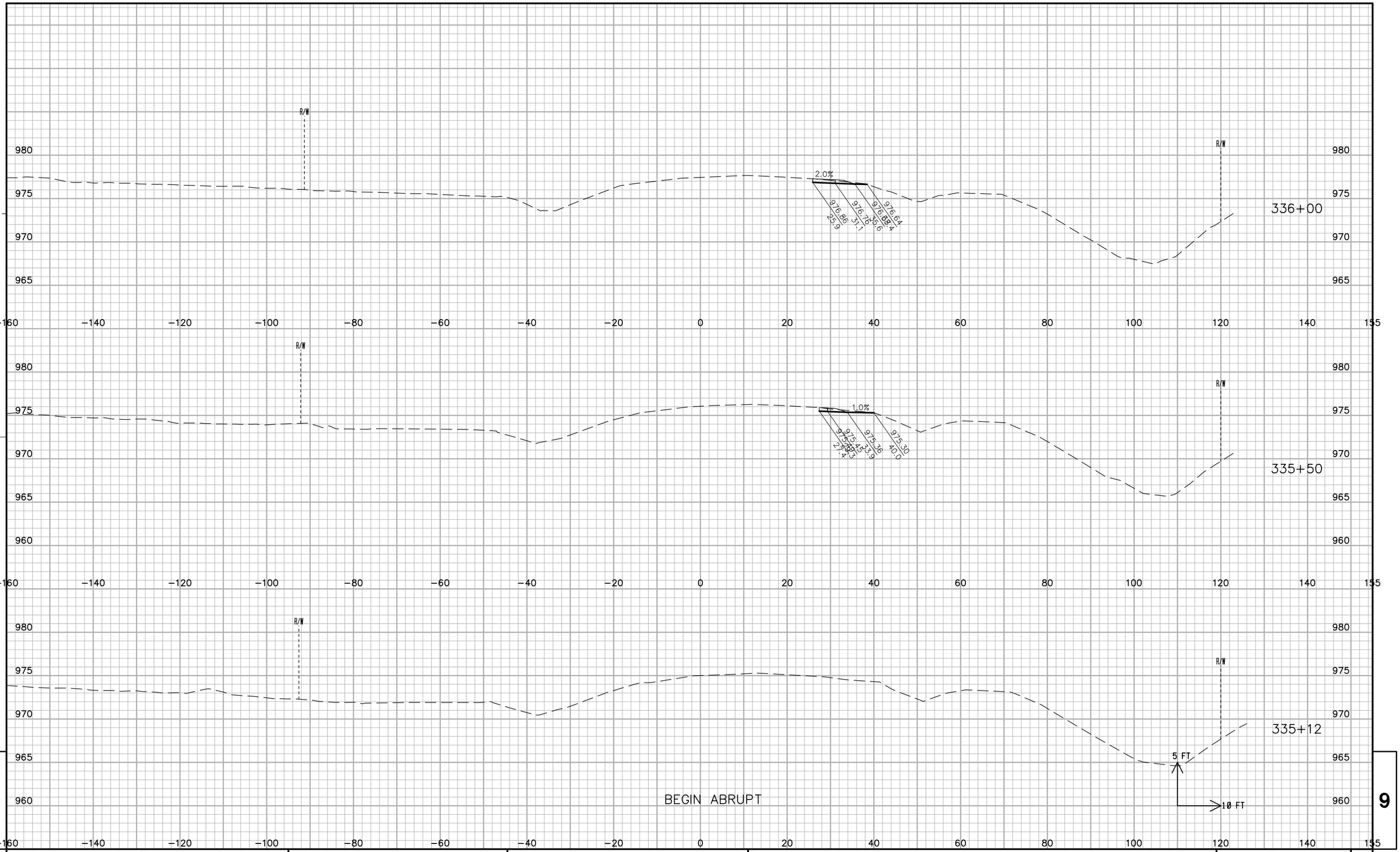
865
860
855
850
845
-160 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140 155

9

PROJECT NO:2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 857	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

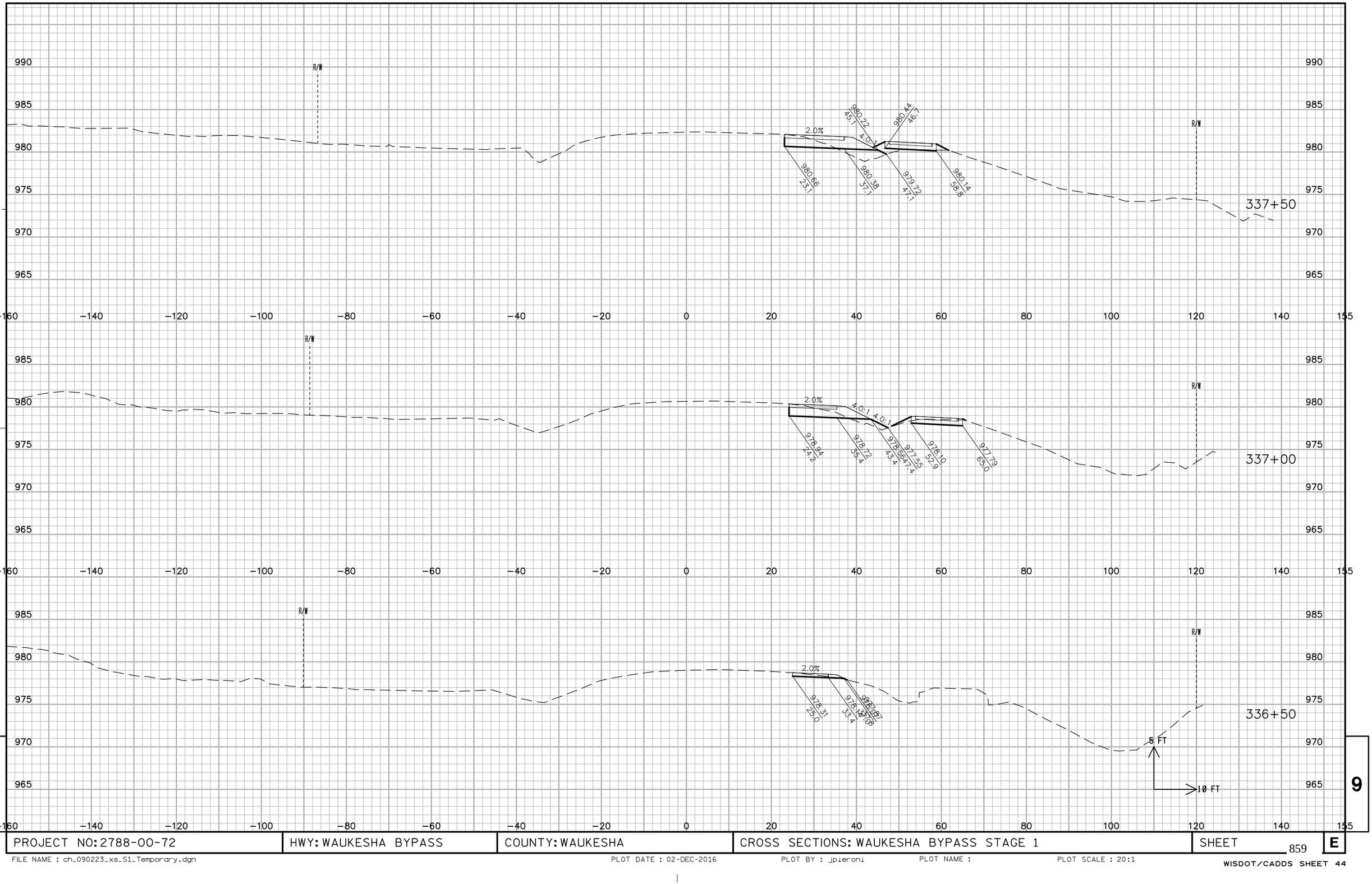


9

9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 858	E

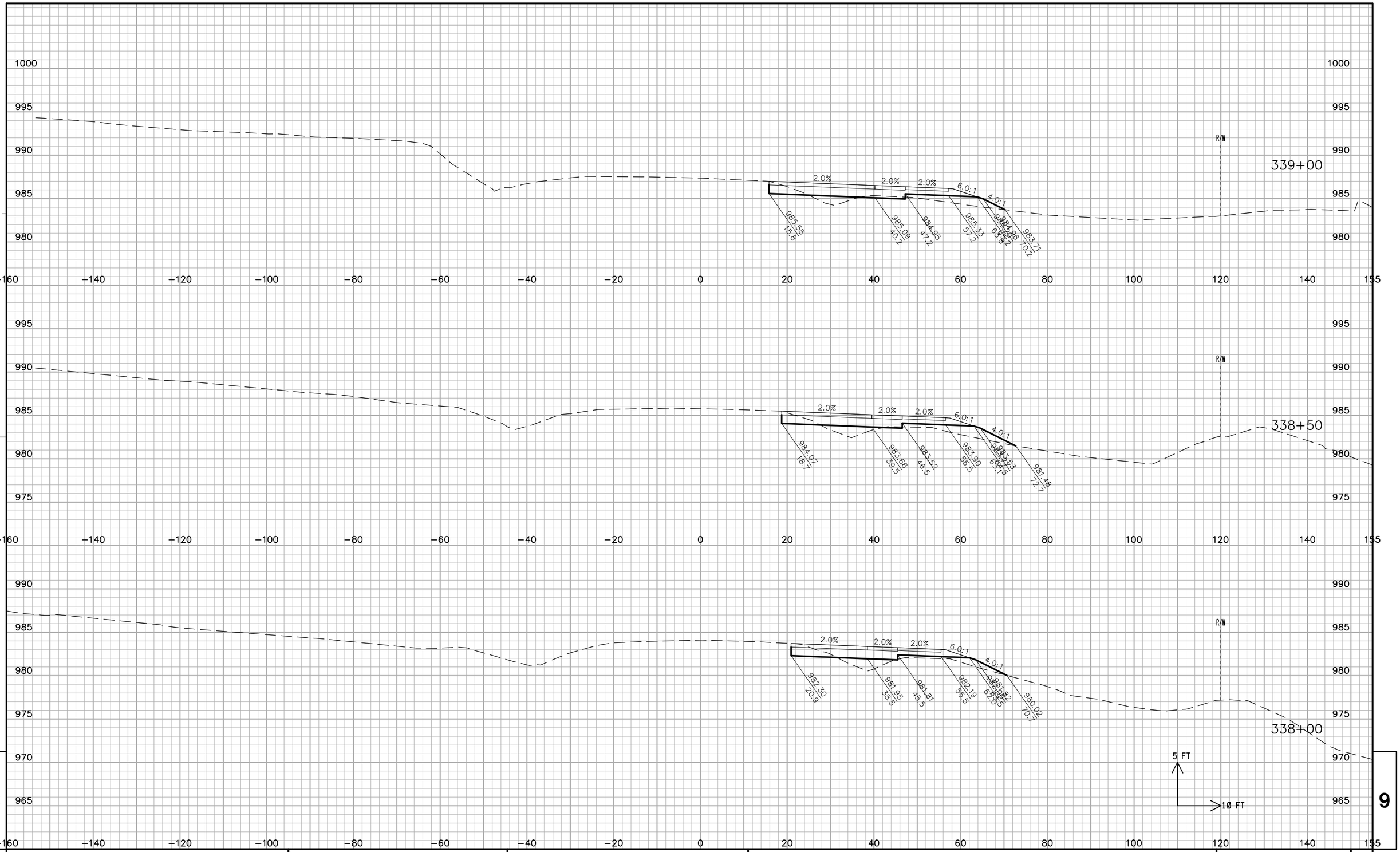
FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 859 E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

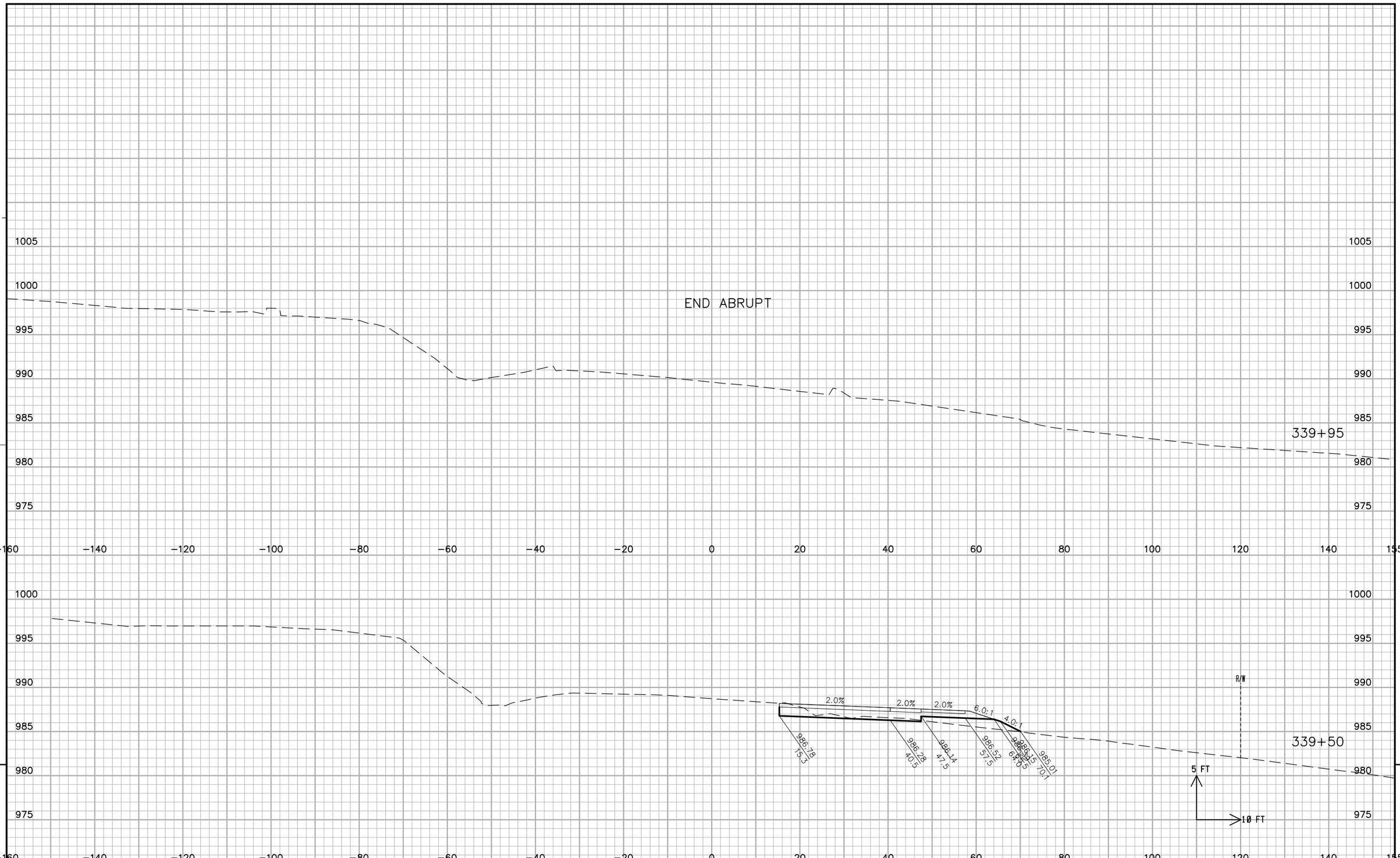
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 860	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



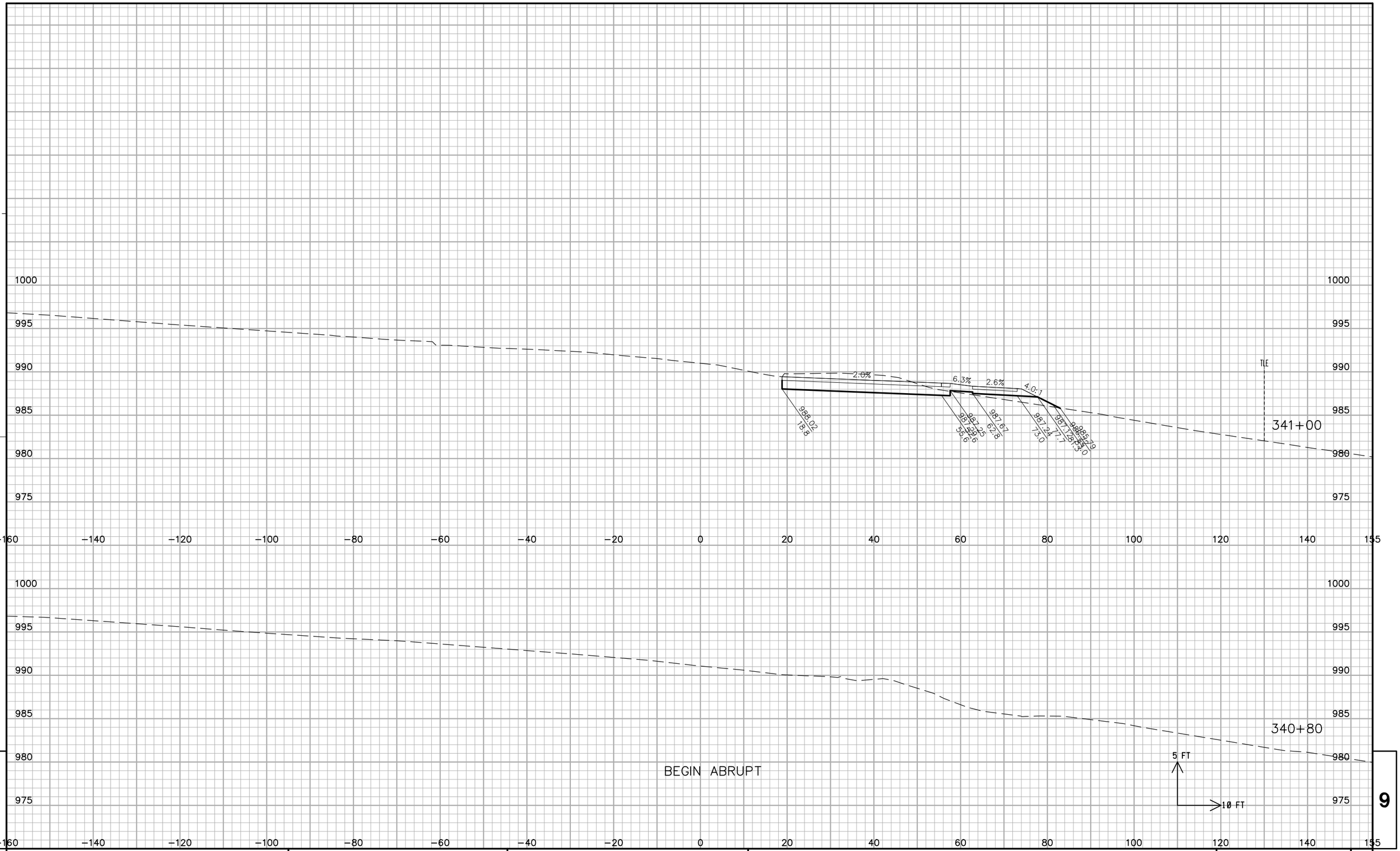
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9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 861	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



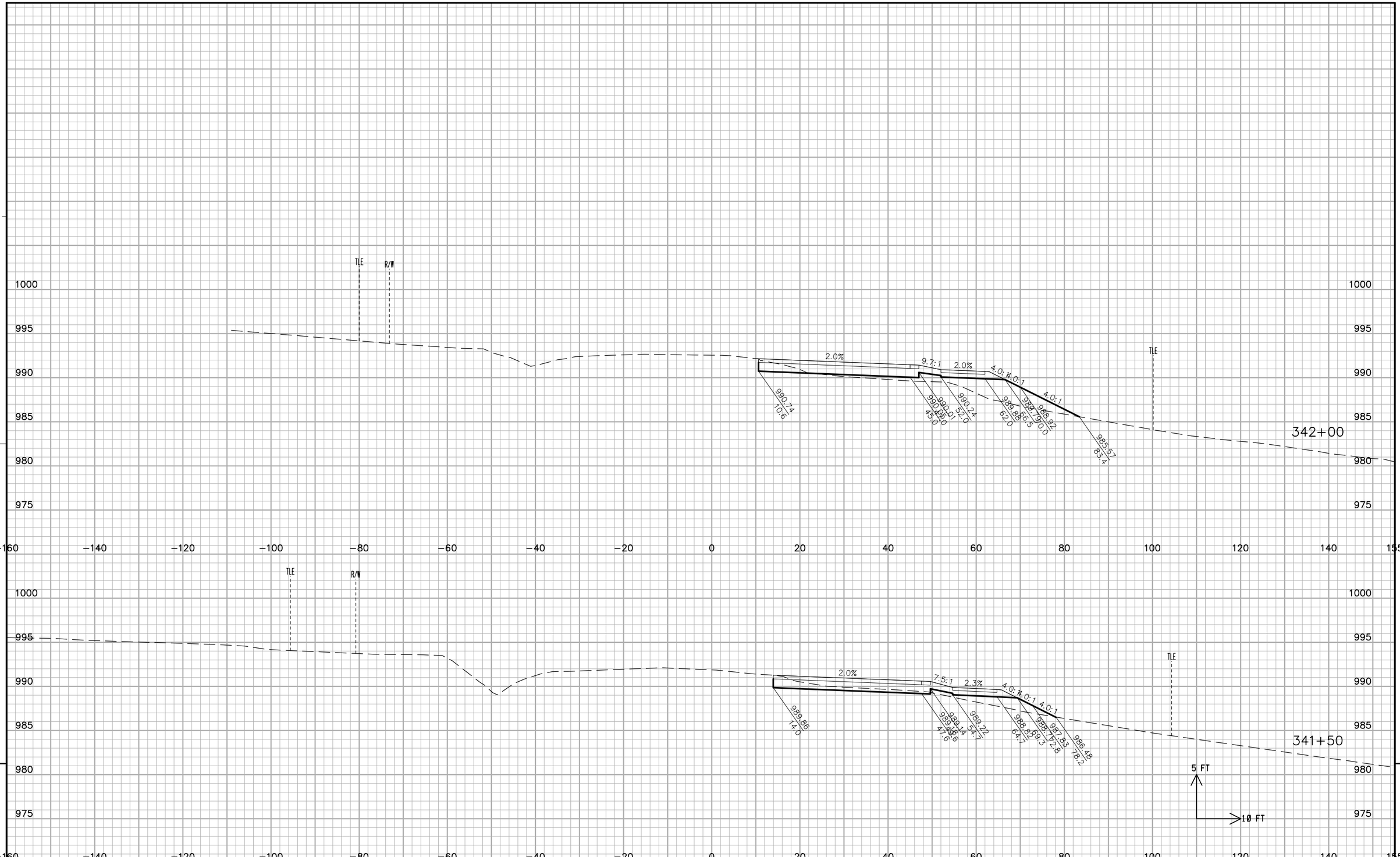
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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 862	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



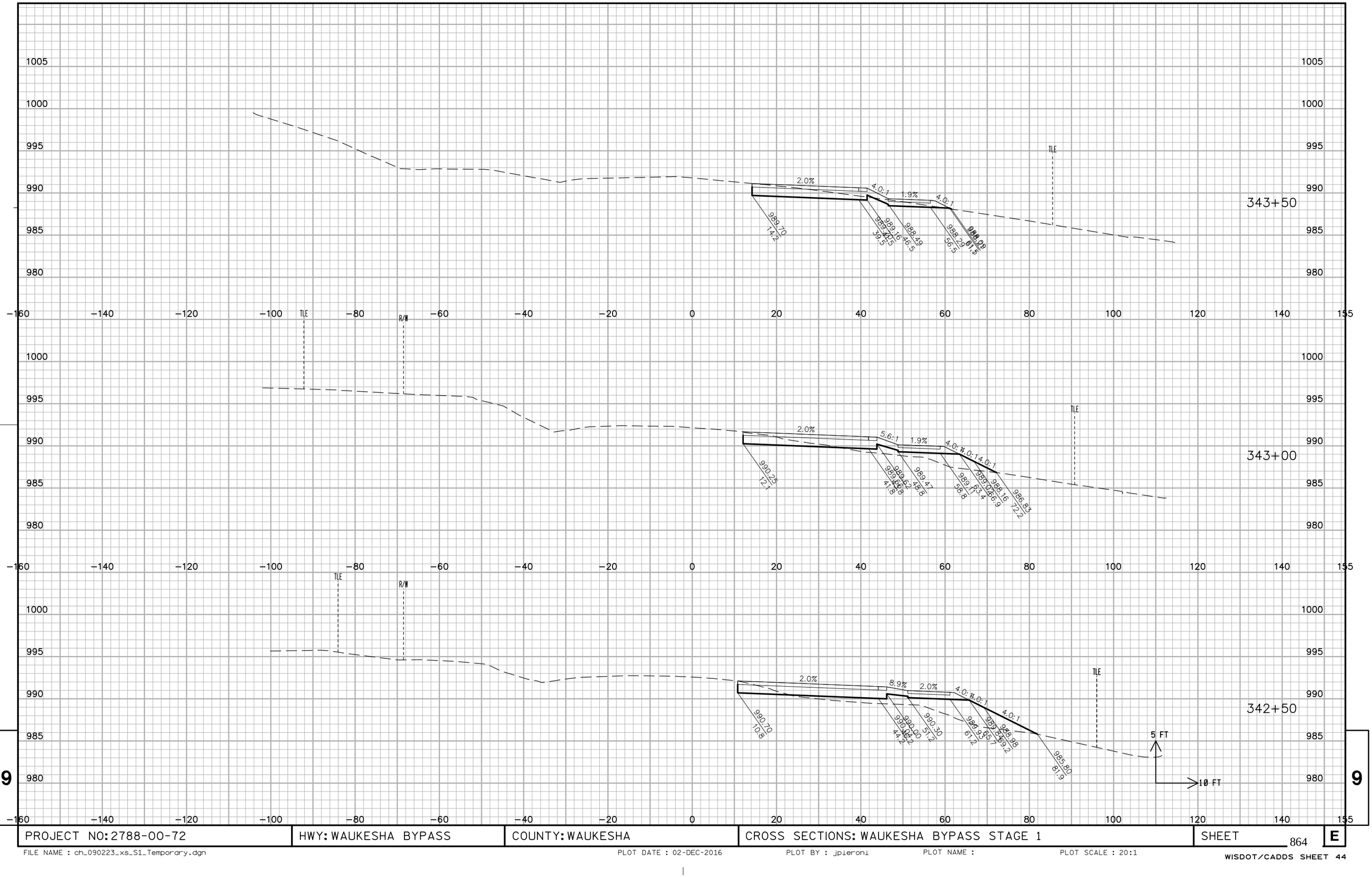
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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 863	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 864	E

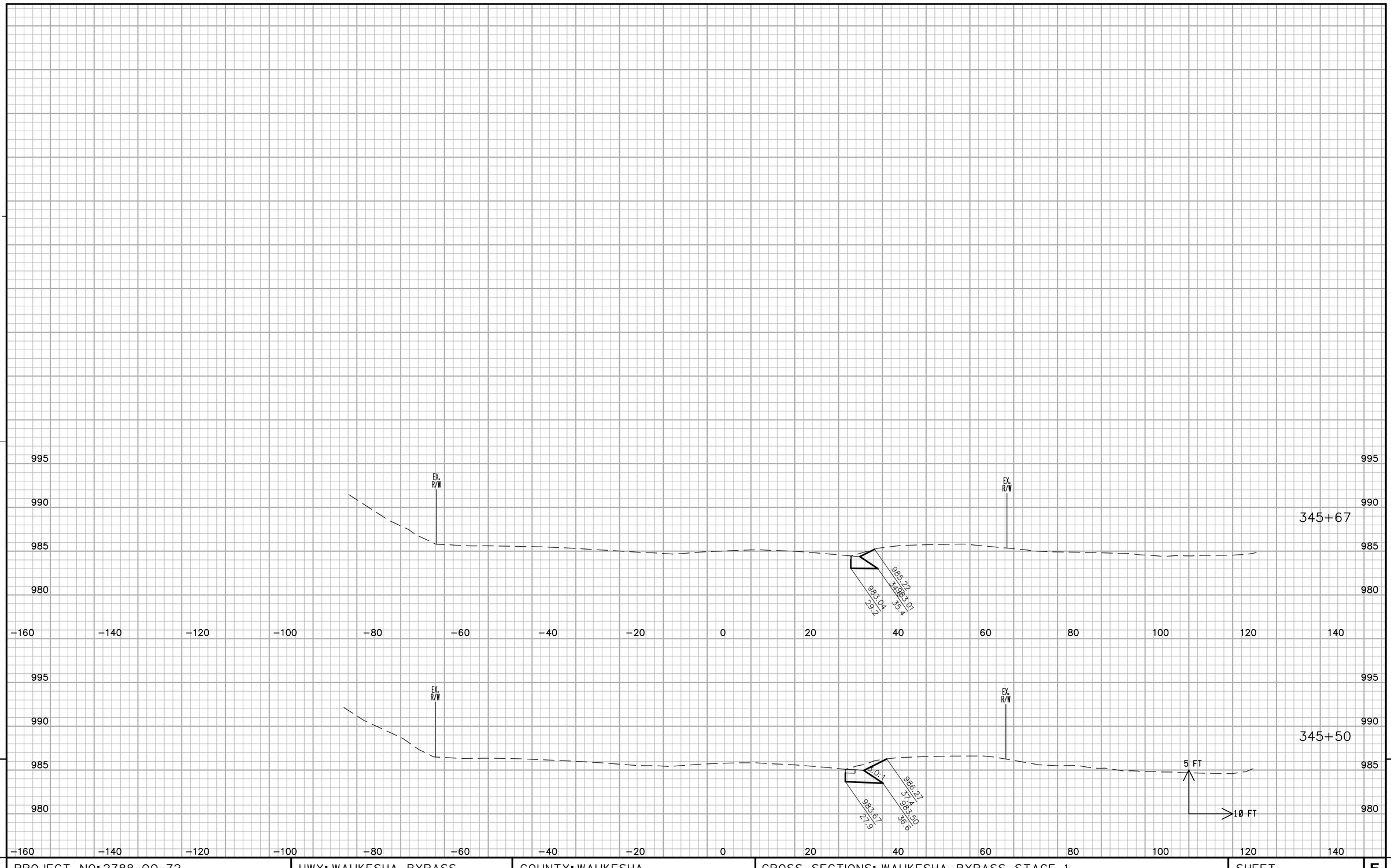
FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 865	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

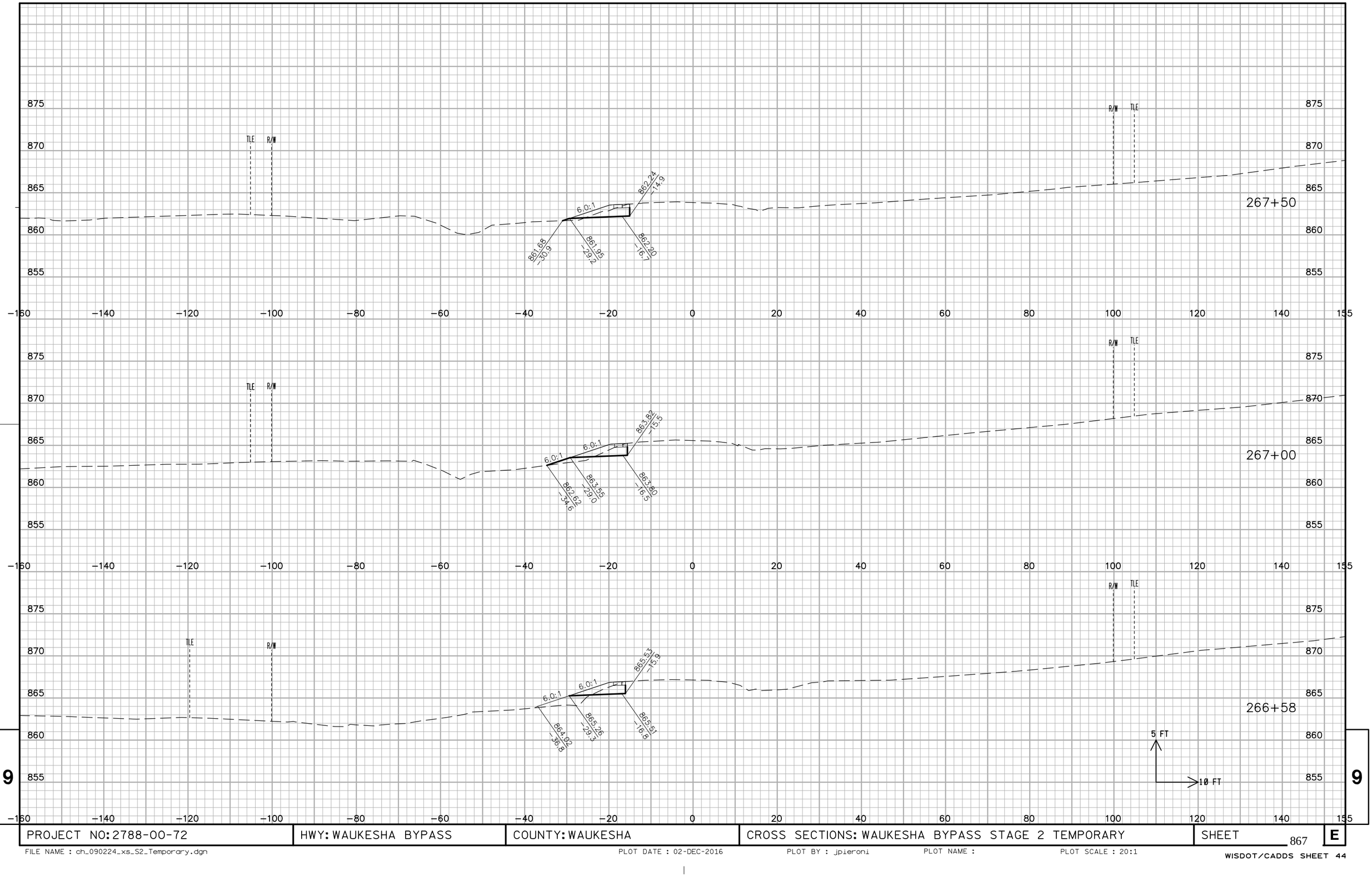
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 1	SHEET 866	E

FILE NAME : ch_090223_xs_S1_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

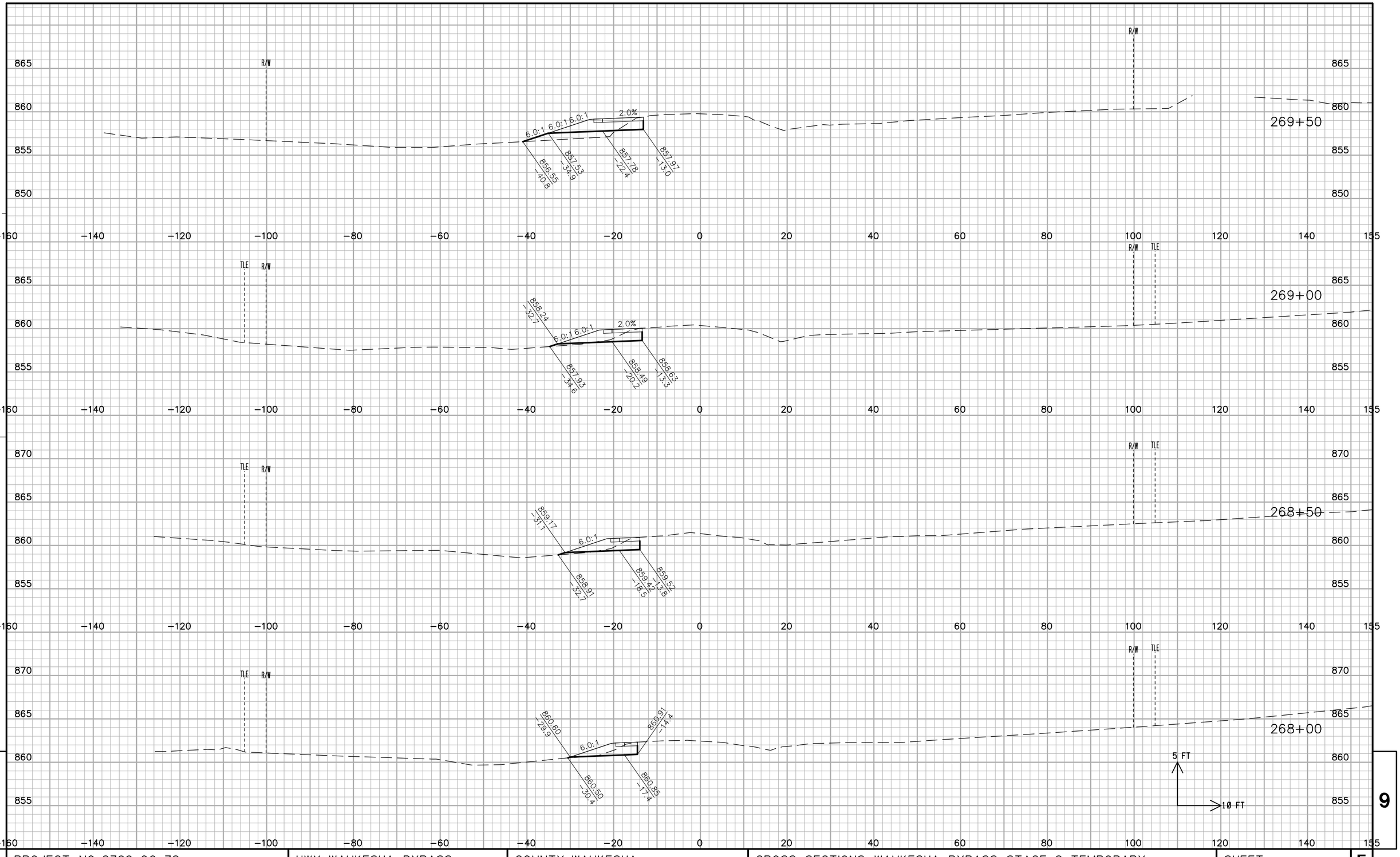


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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 867	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



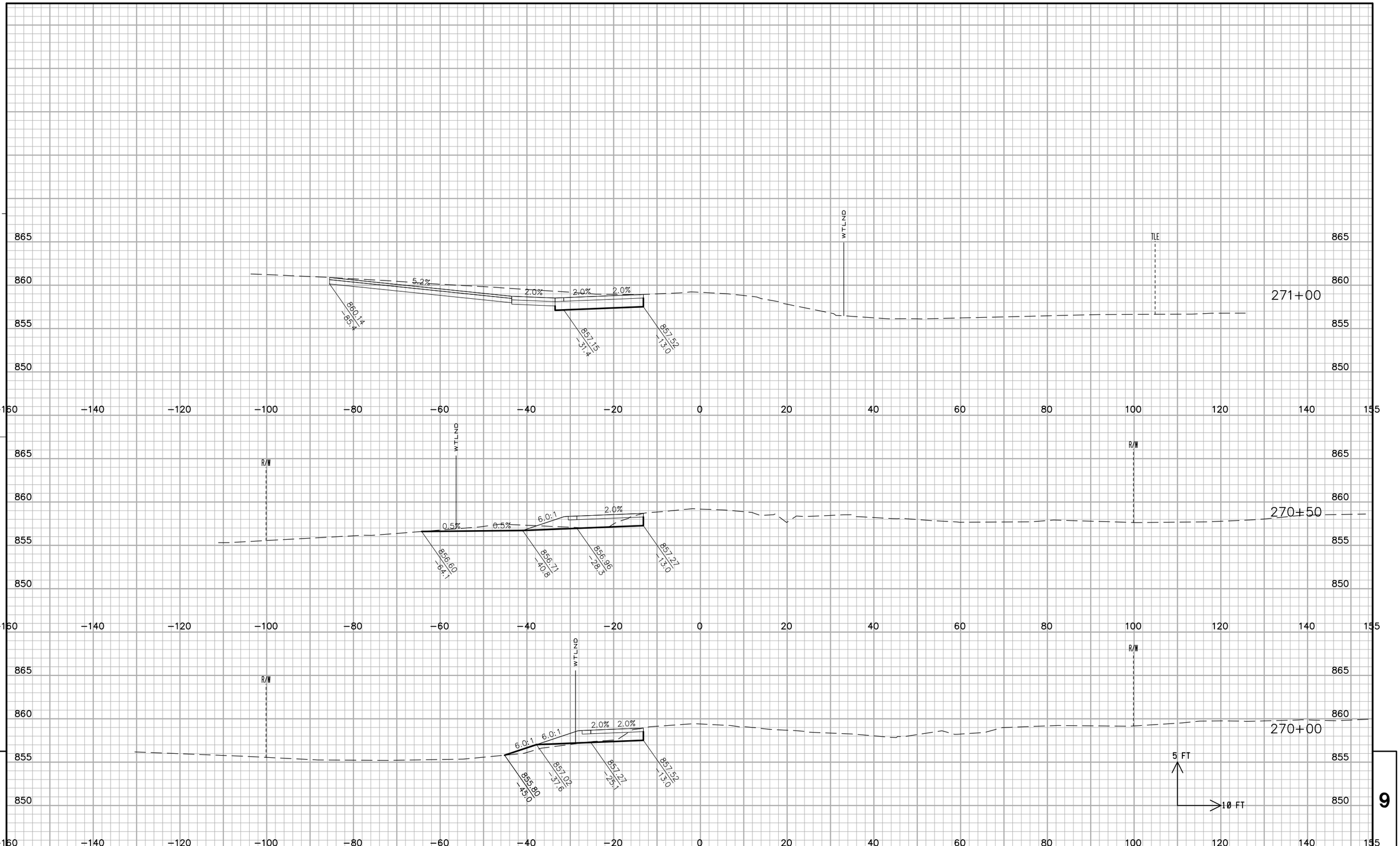
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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 868	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

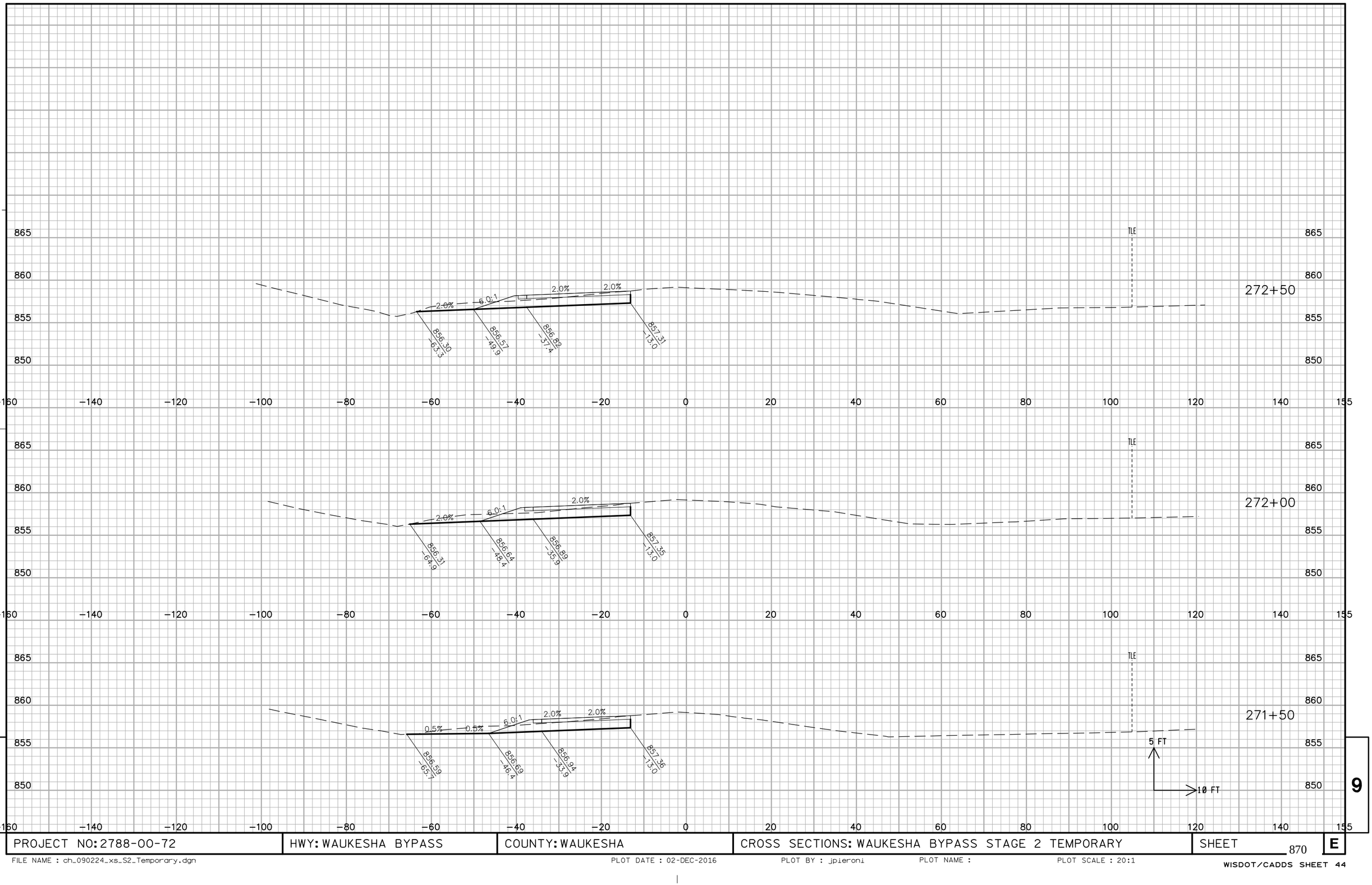


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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 869	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

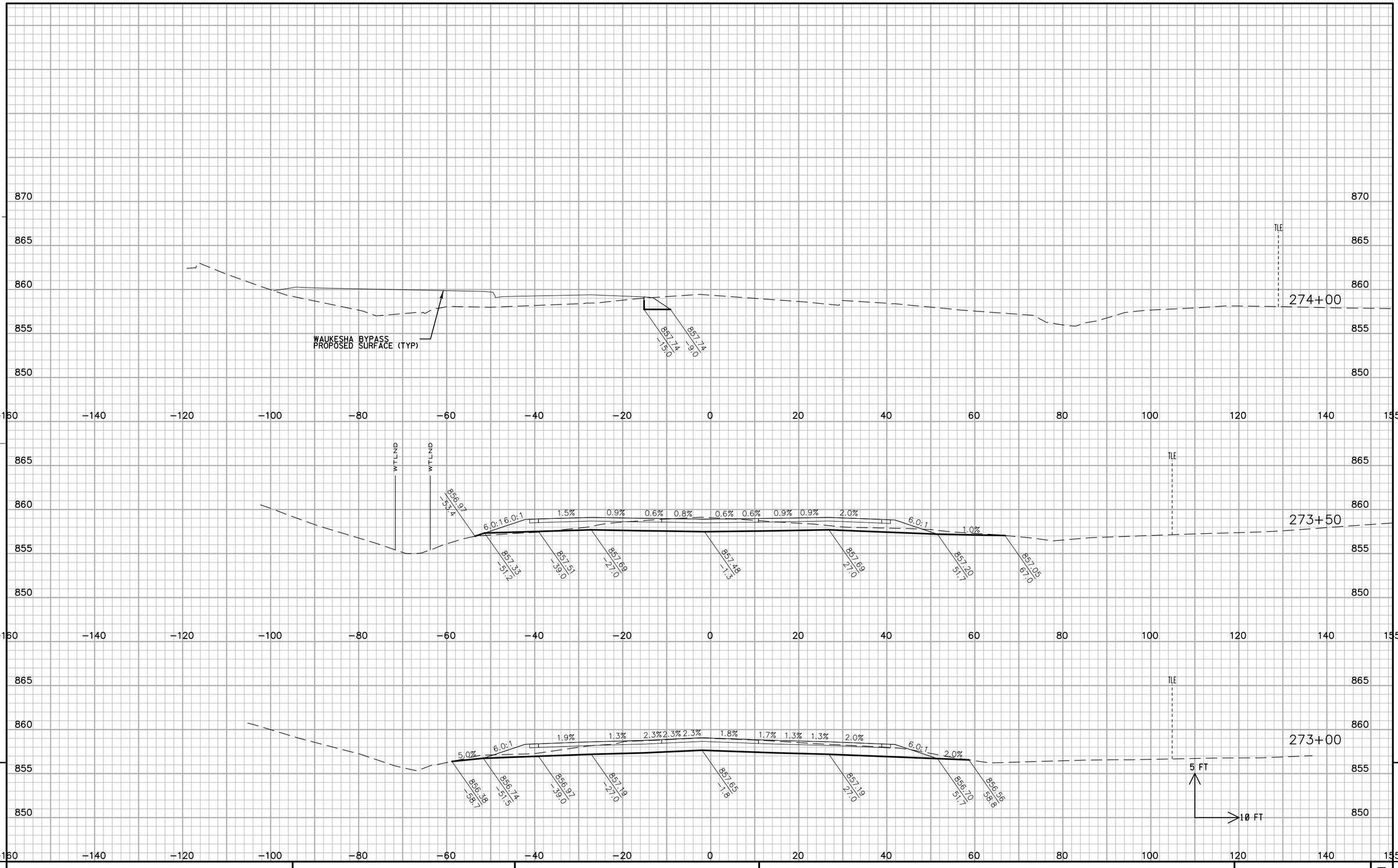
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 870	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

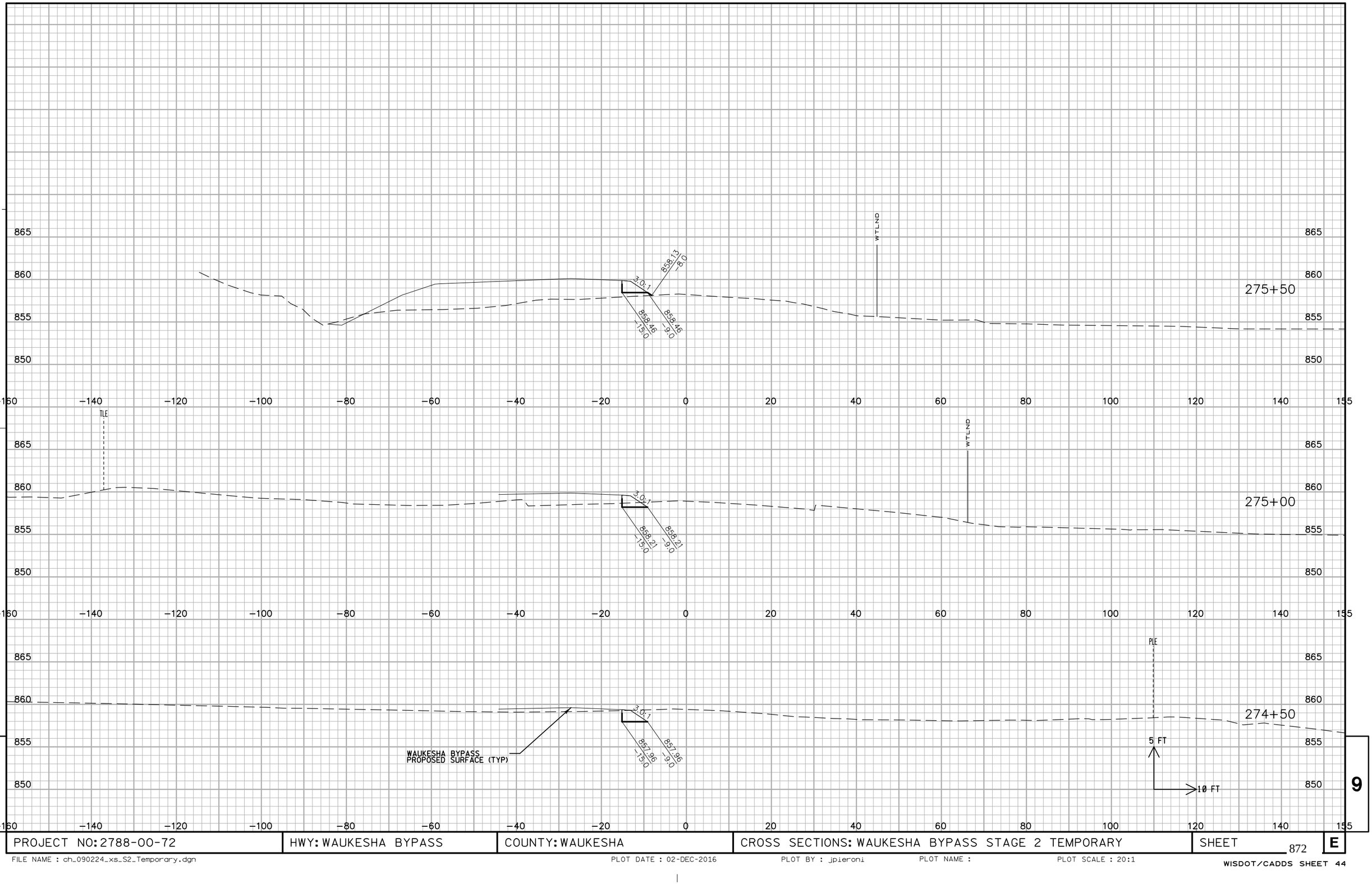
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 871	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

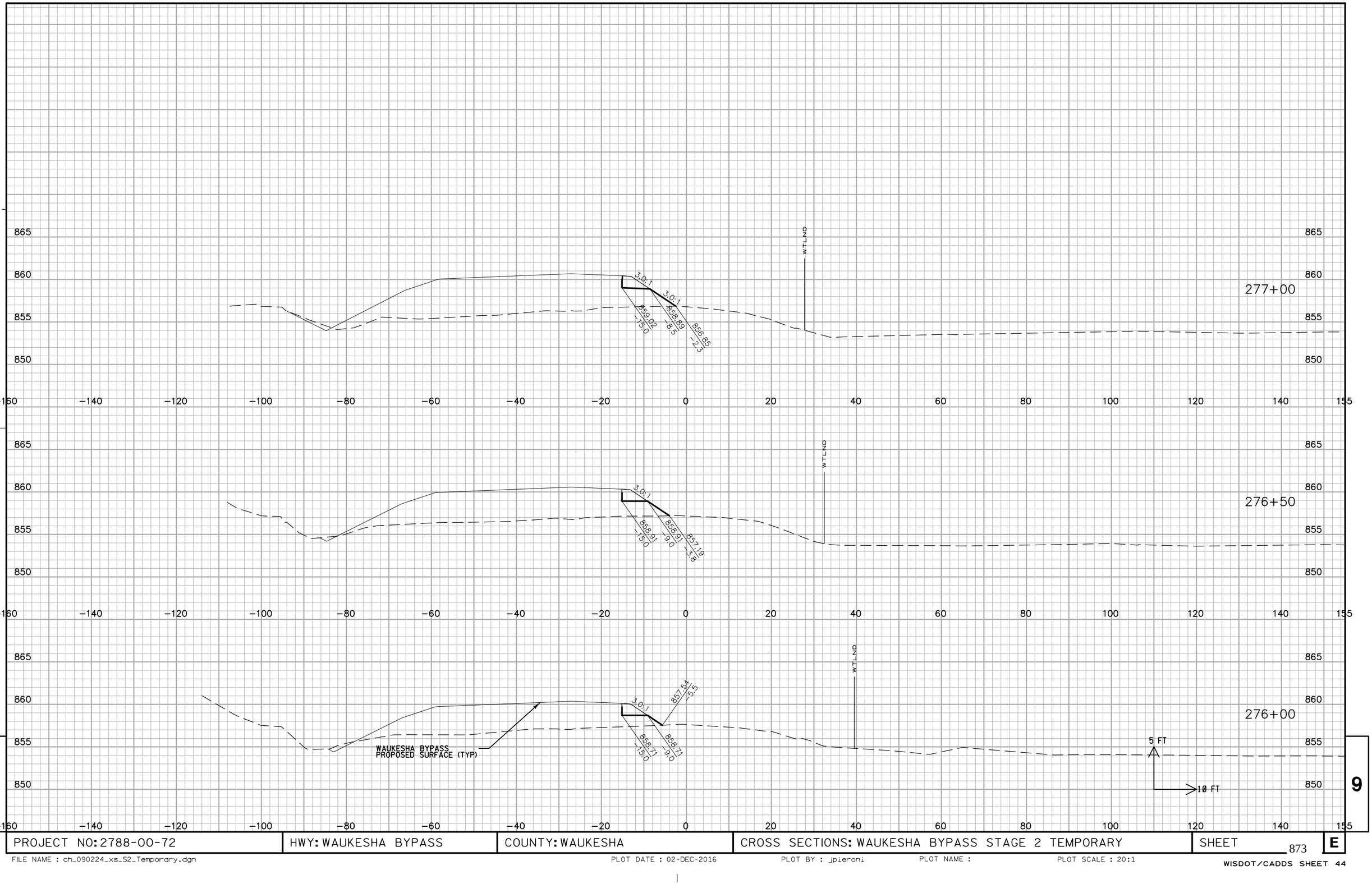
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 872	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



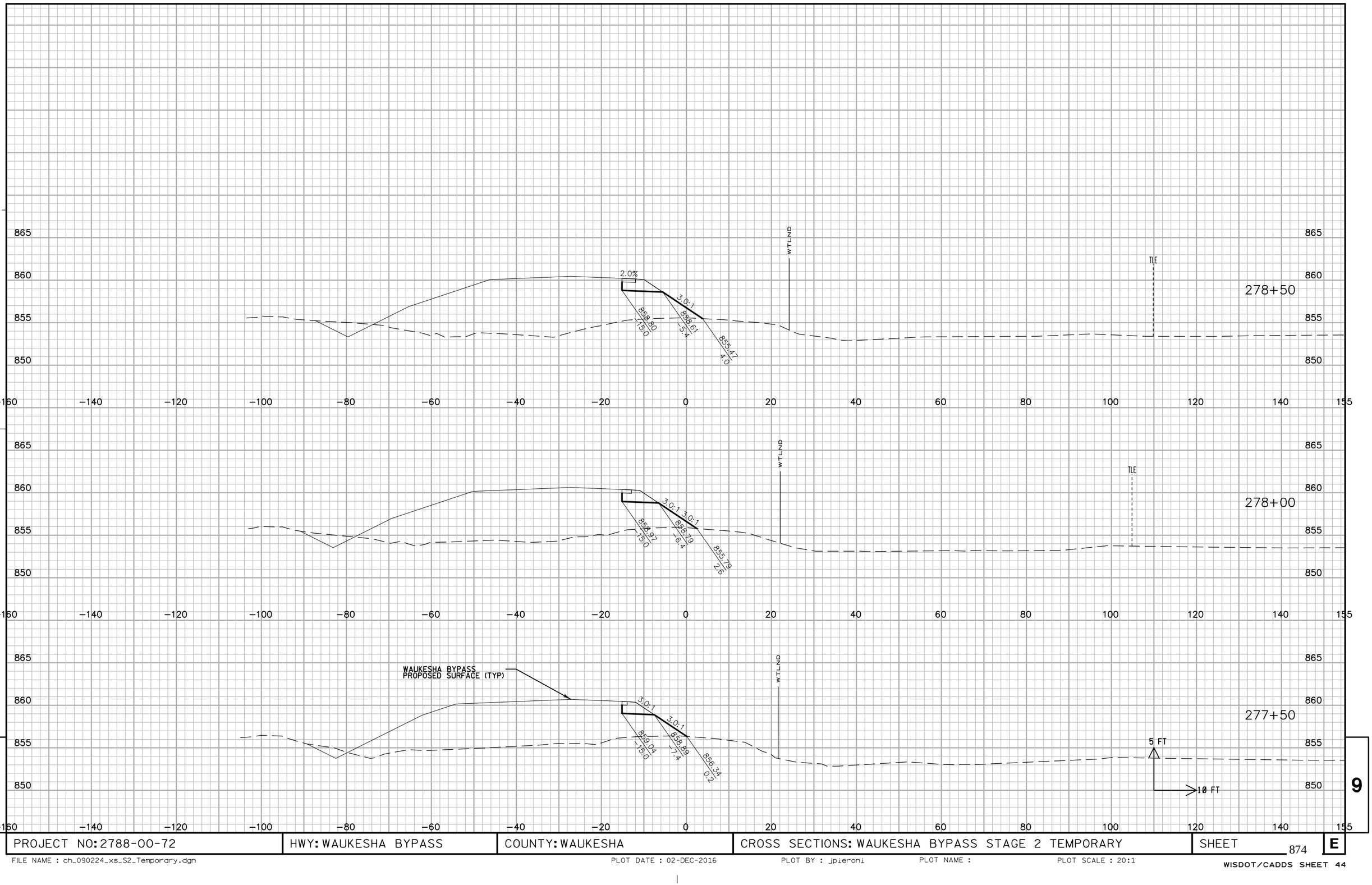
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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 873	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



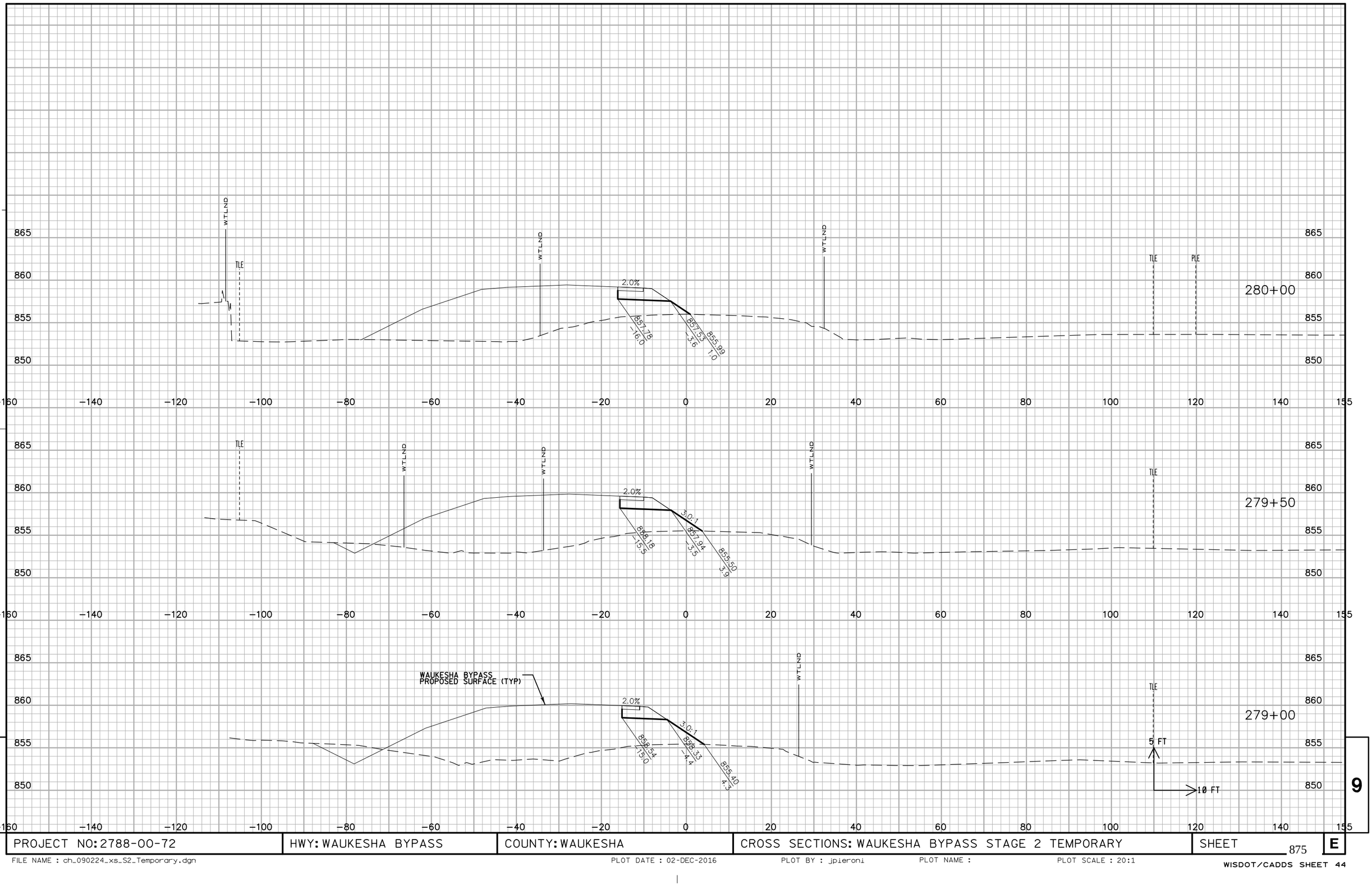
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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 874	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

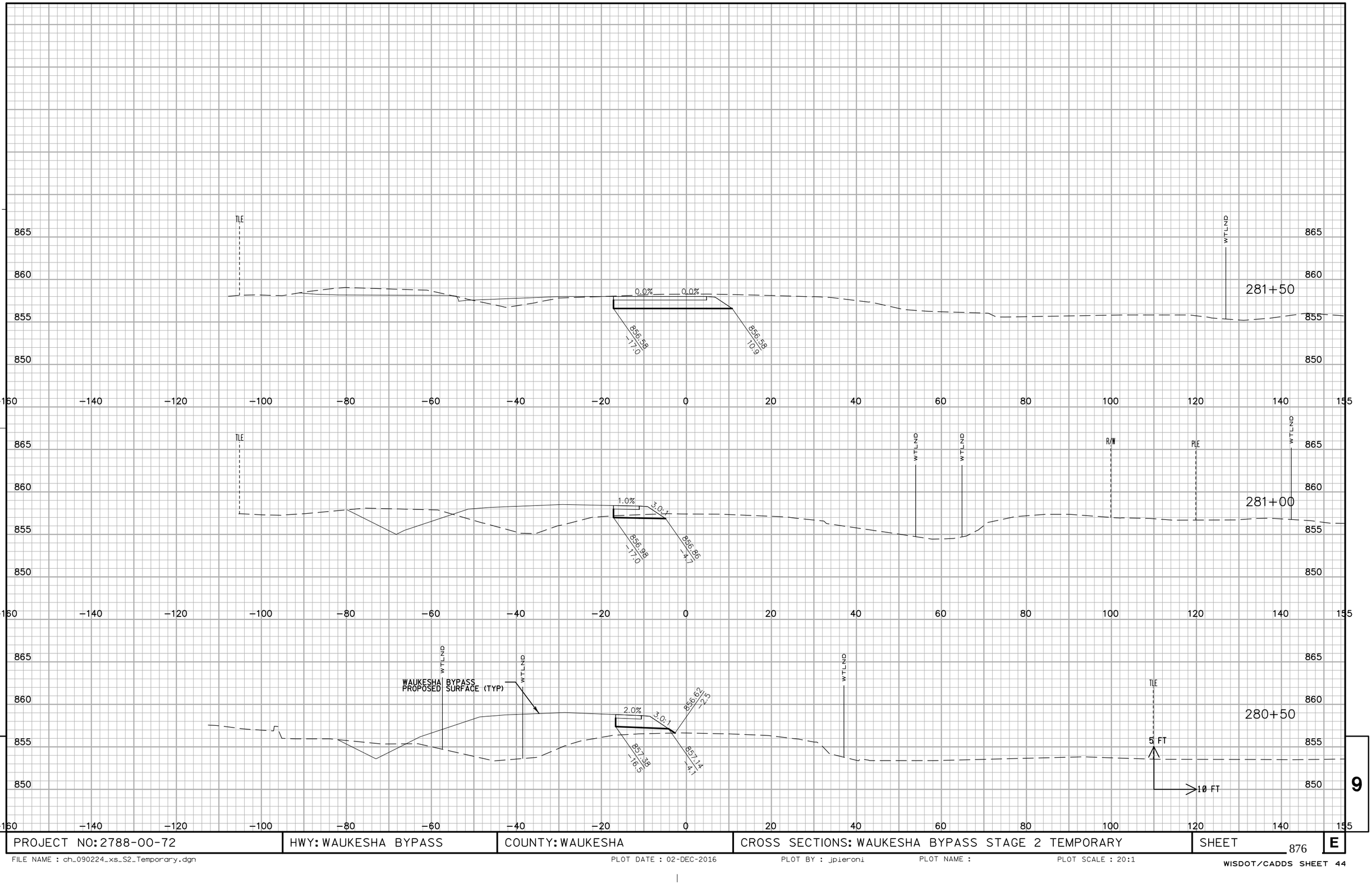
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 875	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

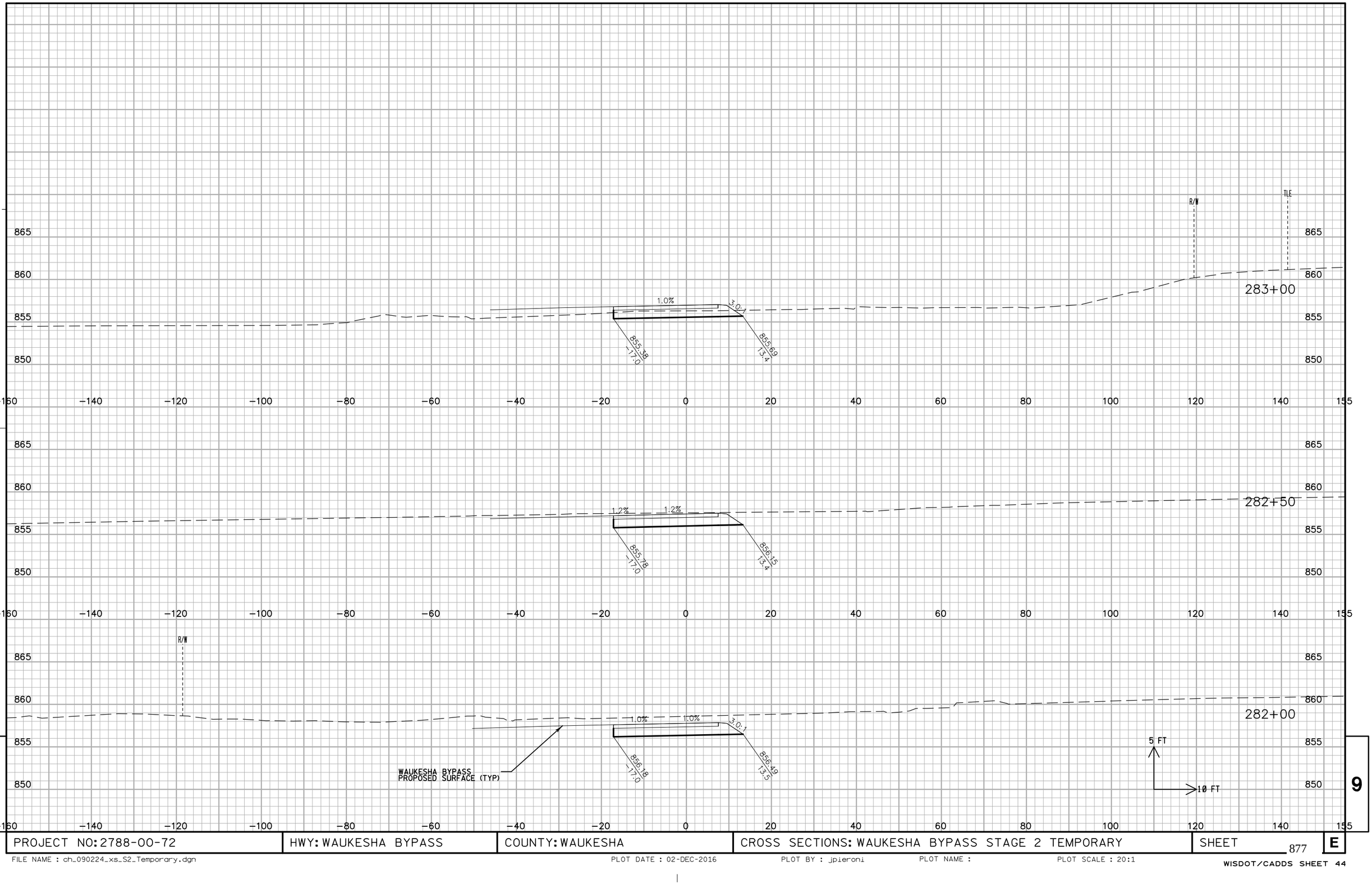
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 876	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

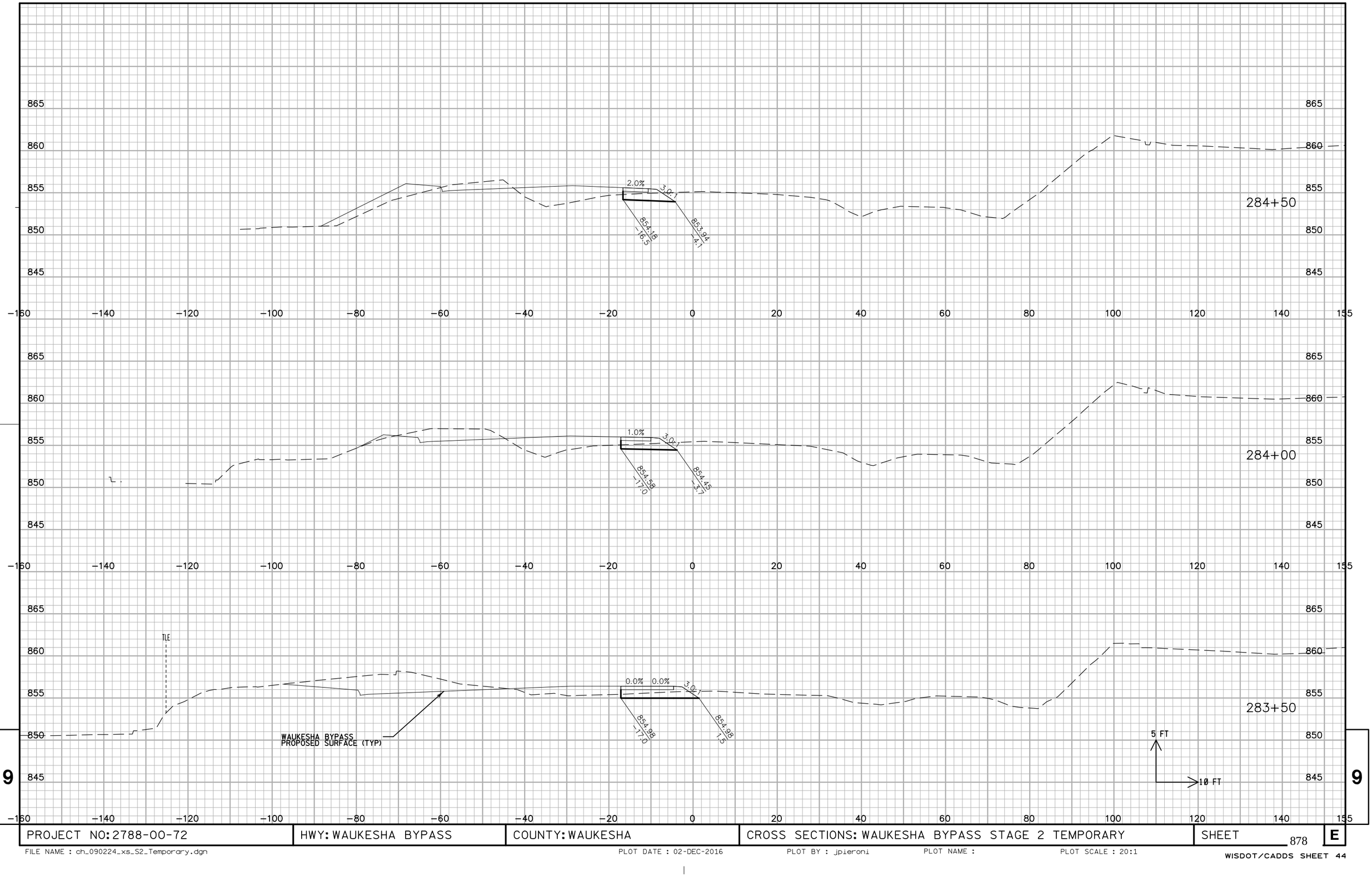
WISDOT/CADDS SHEET 44



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9

PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 877	E

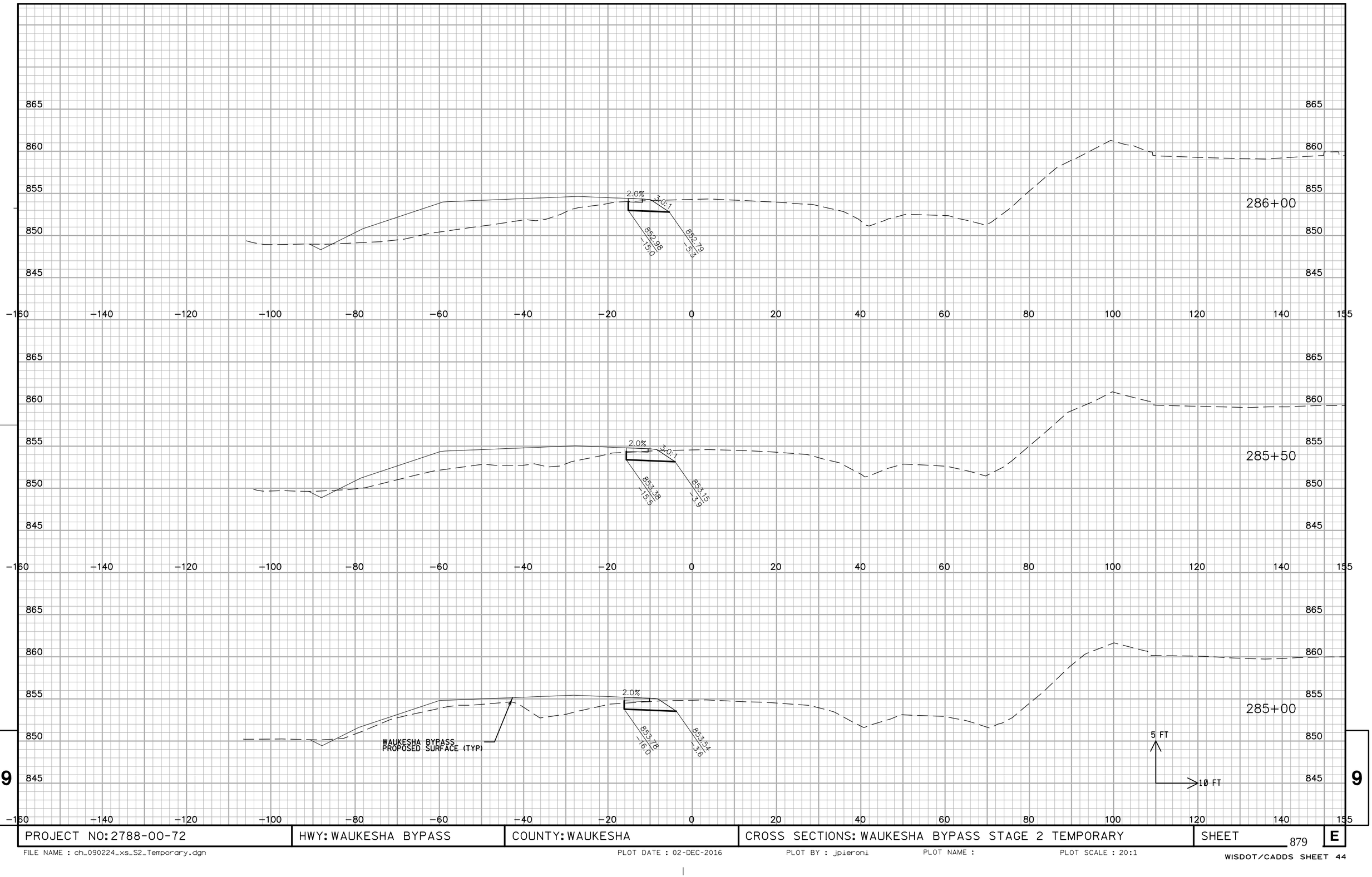


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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 878	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

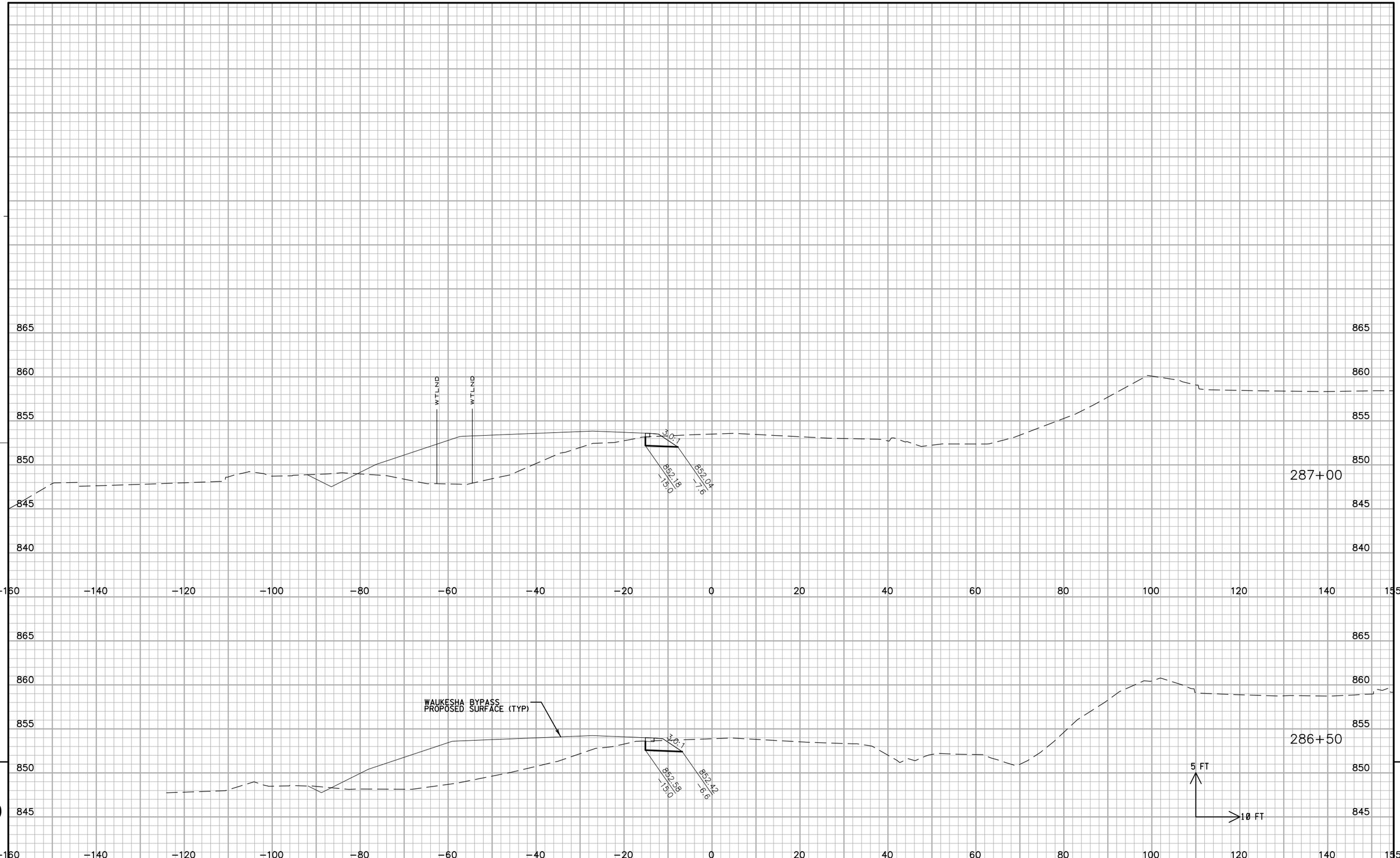
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 879 E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44

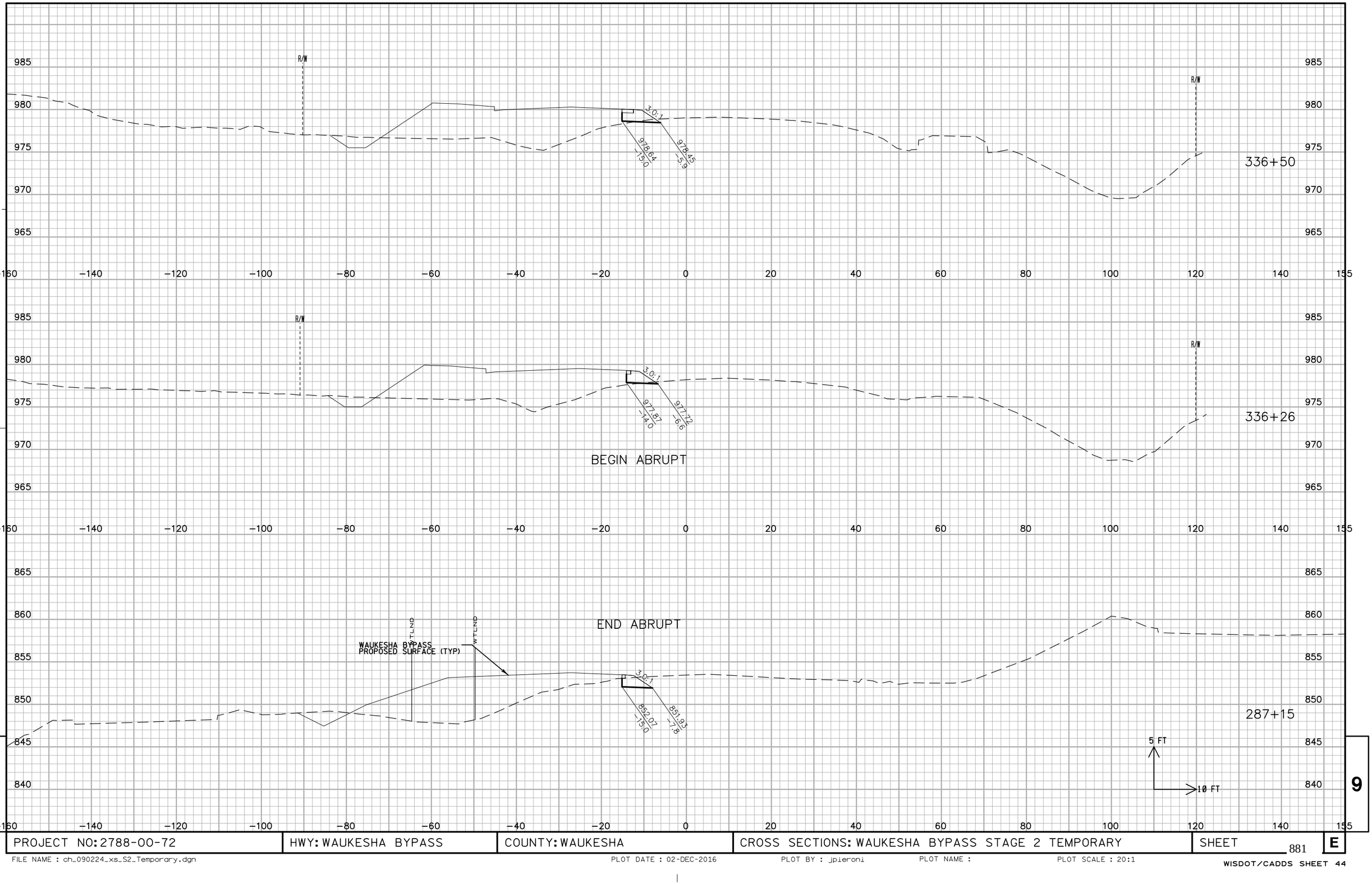


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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 880	E

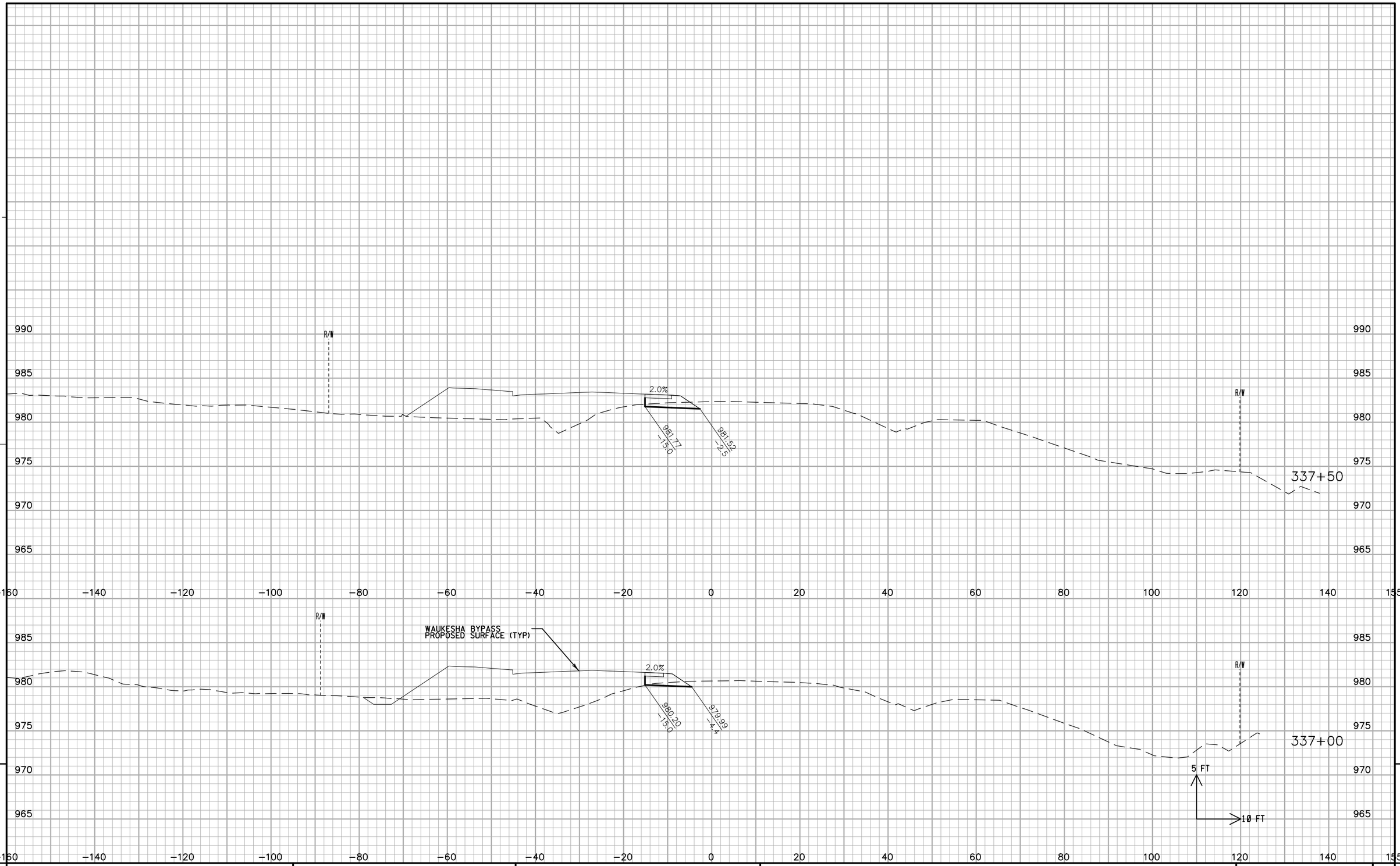
FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 881	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

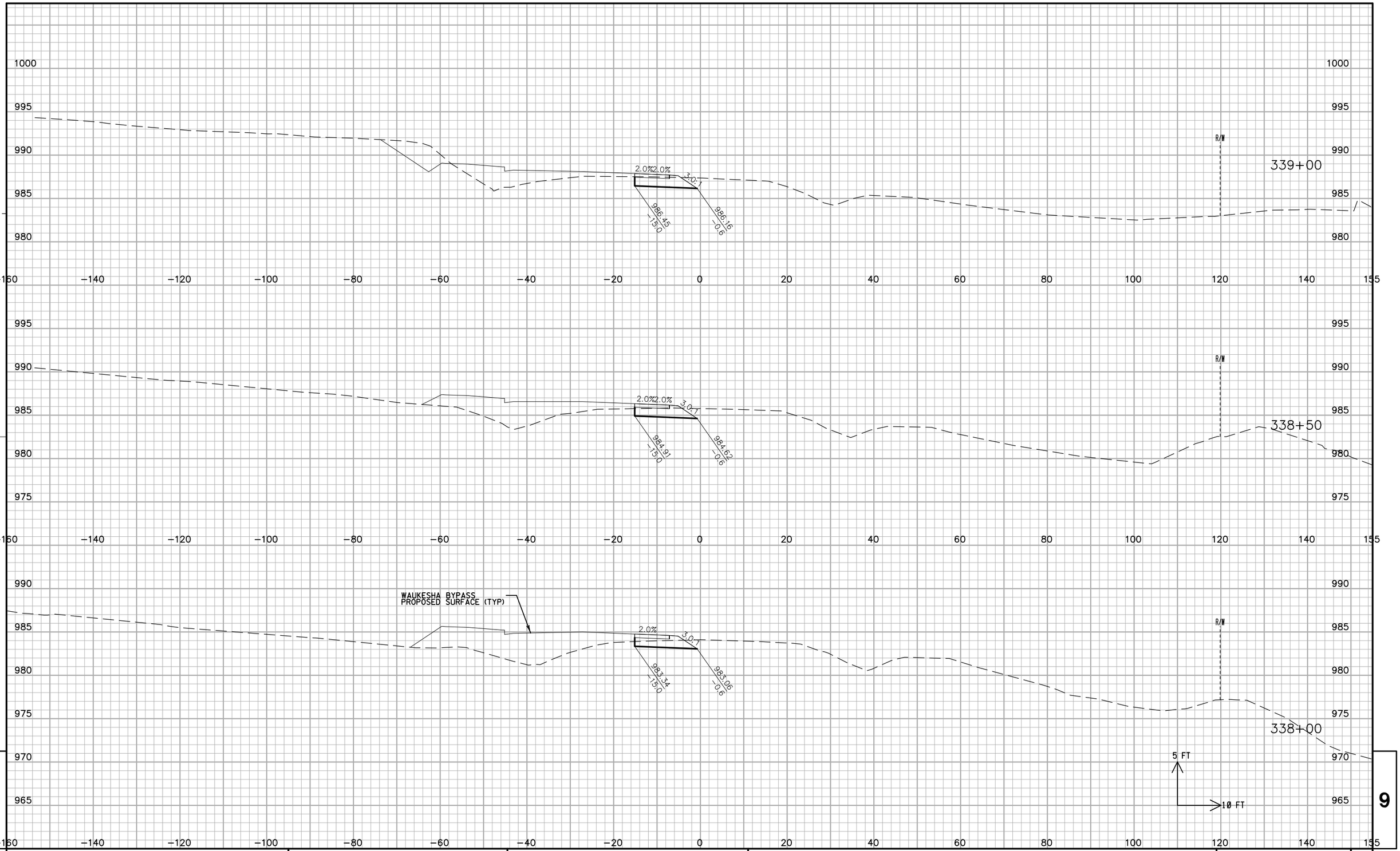
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 882	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

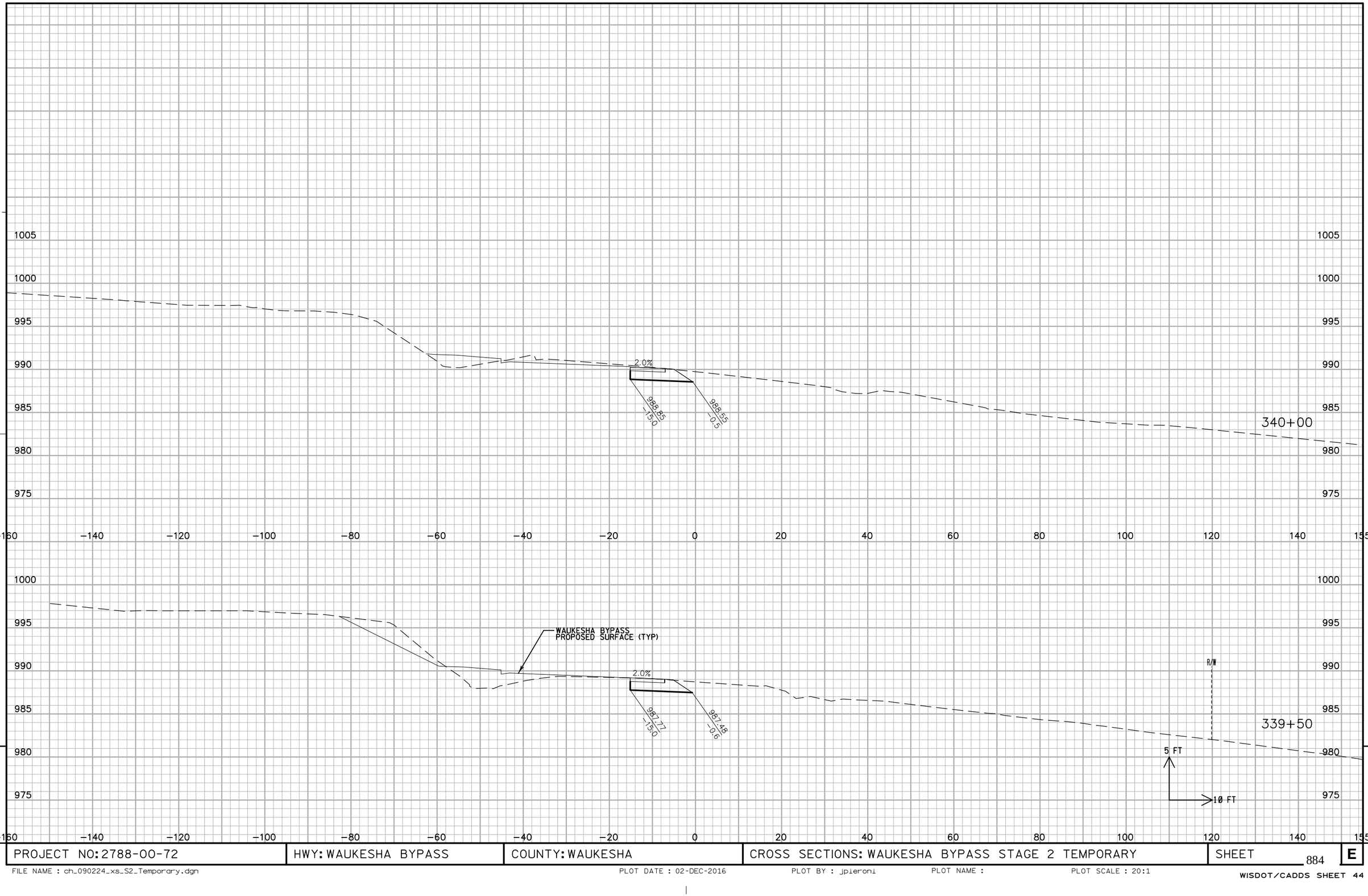
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 883	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



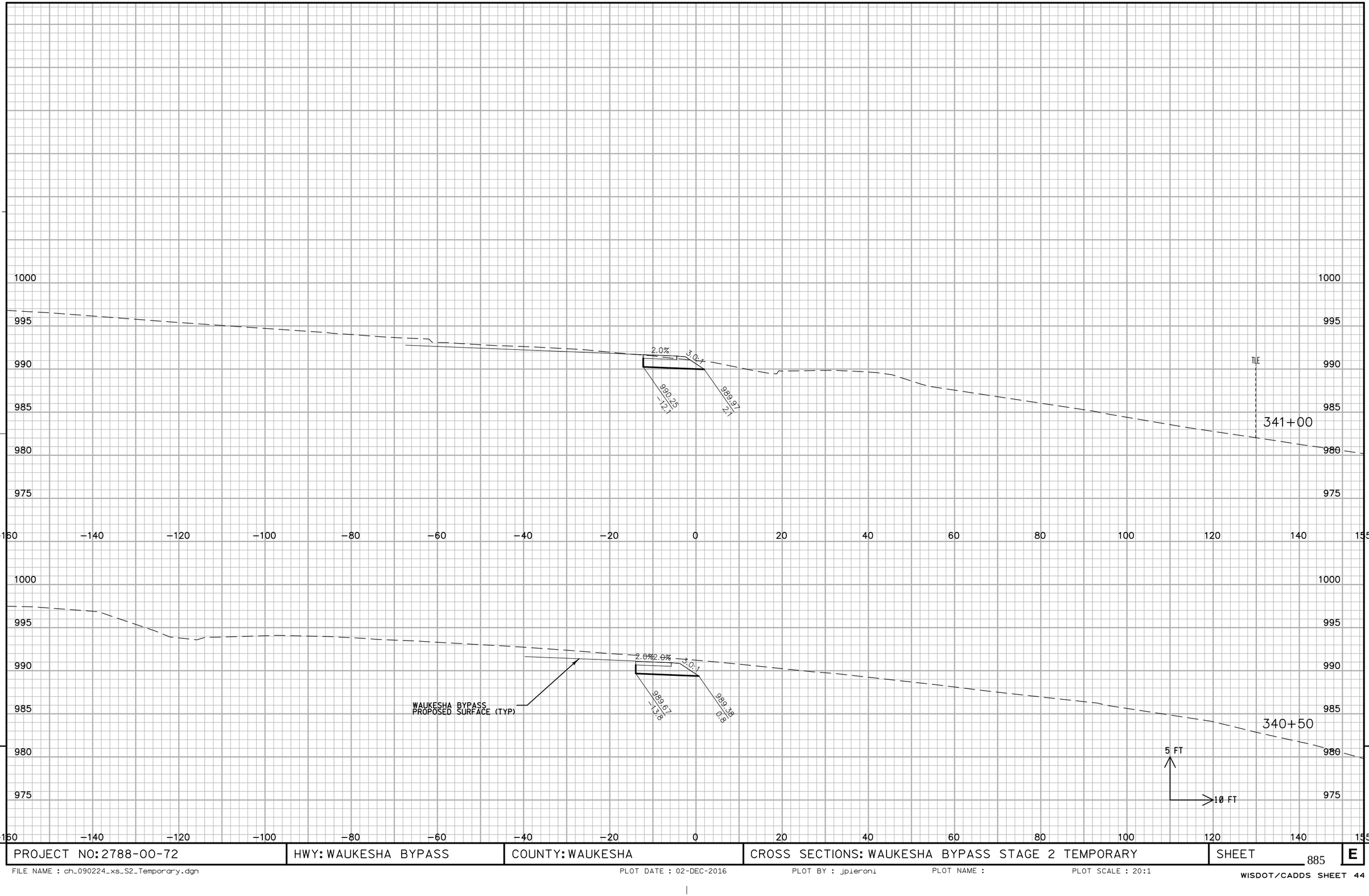
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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 884	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



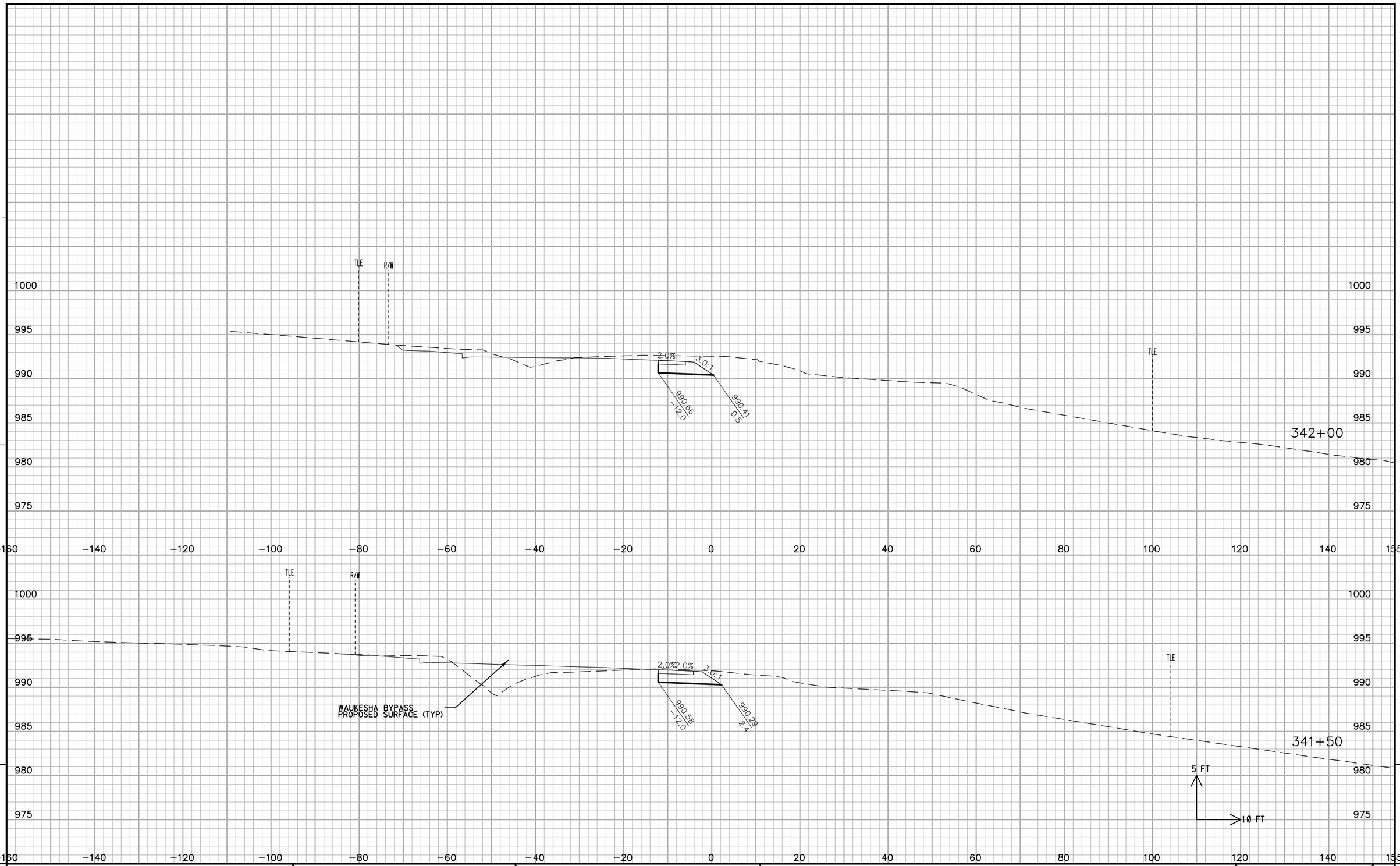
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PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 885	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

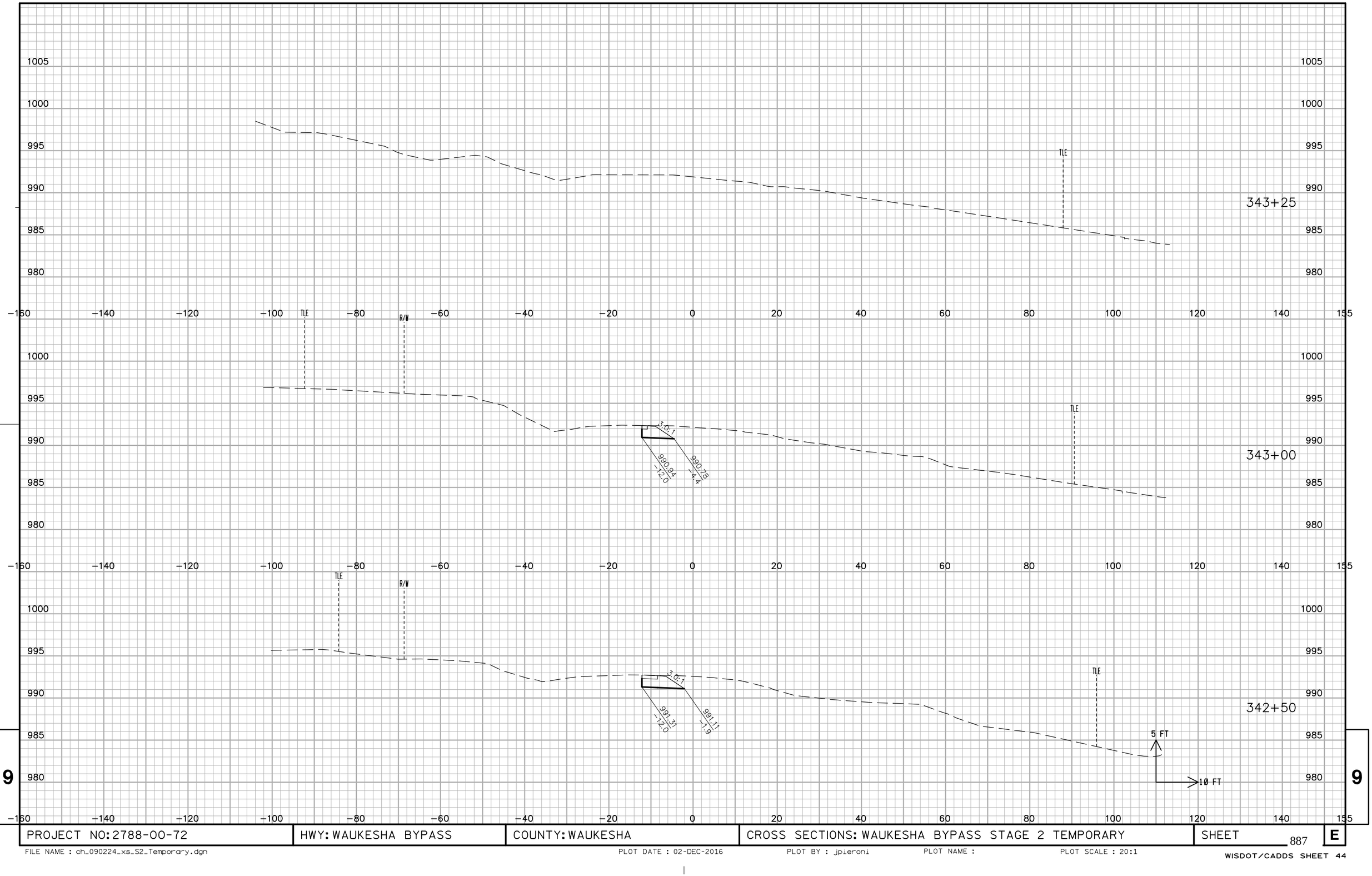
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 886	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

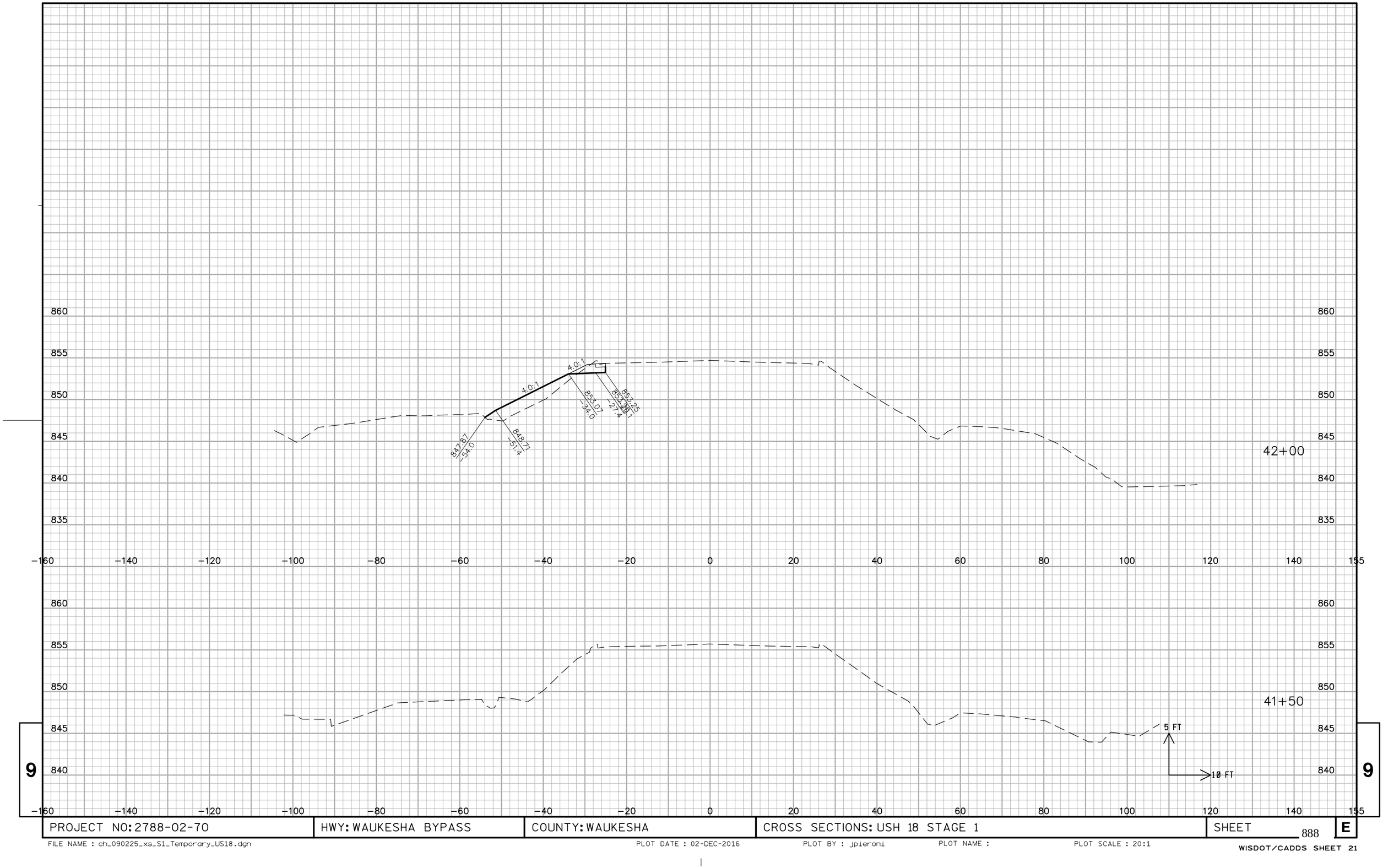
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: WAUKESHA BYPASS STAGE 2 TEMPORARY	SHEET 887	E

FILE NAME : ch_090224_xs_S2_Temporary.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 44



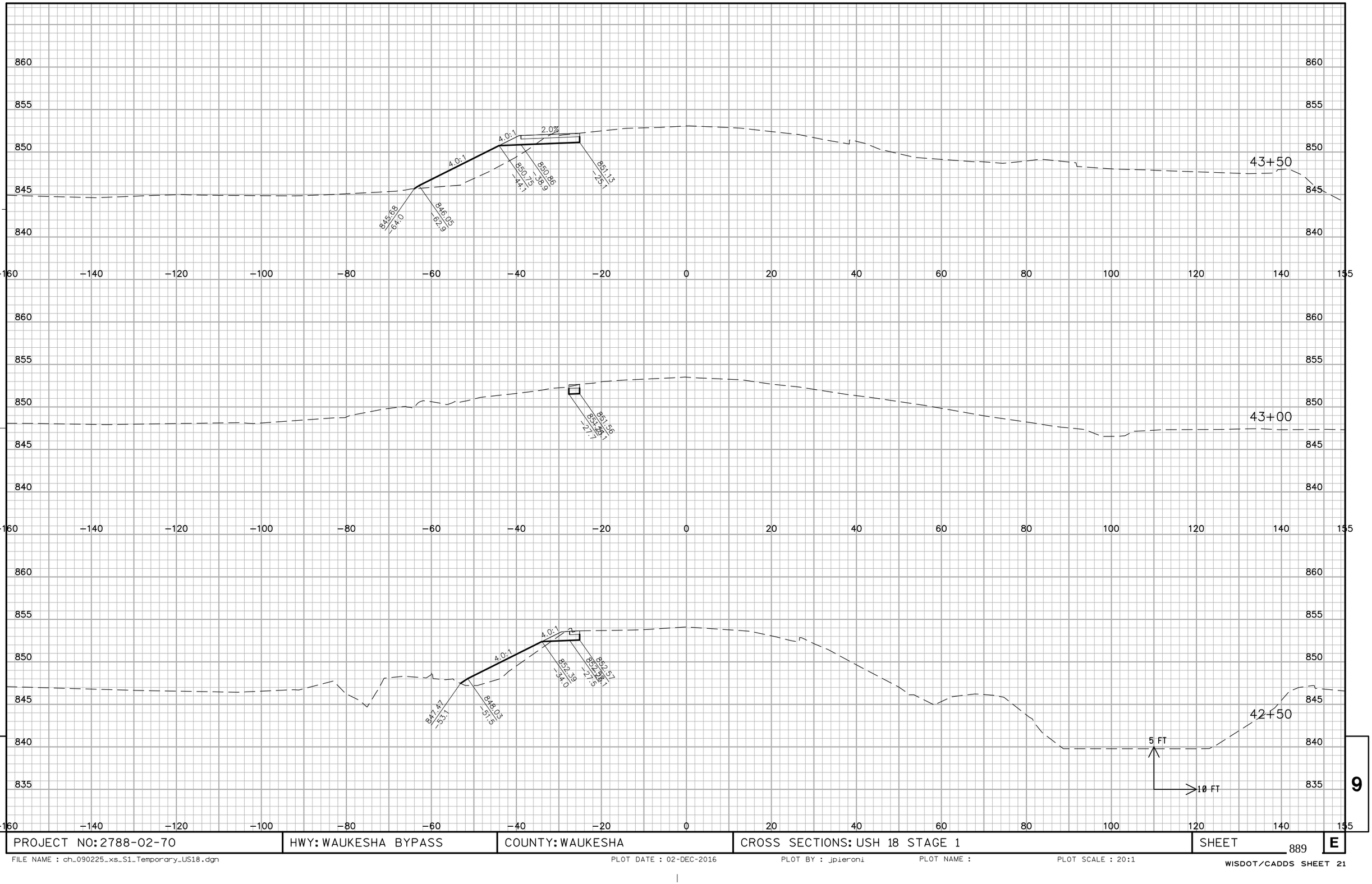
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PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 888	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



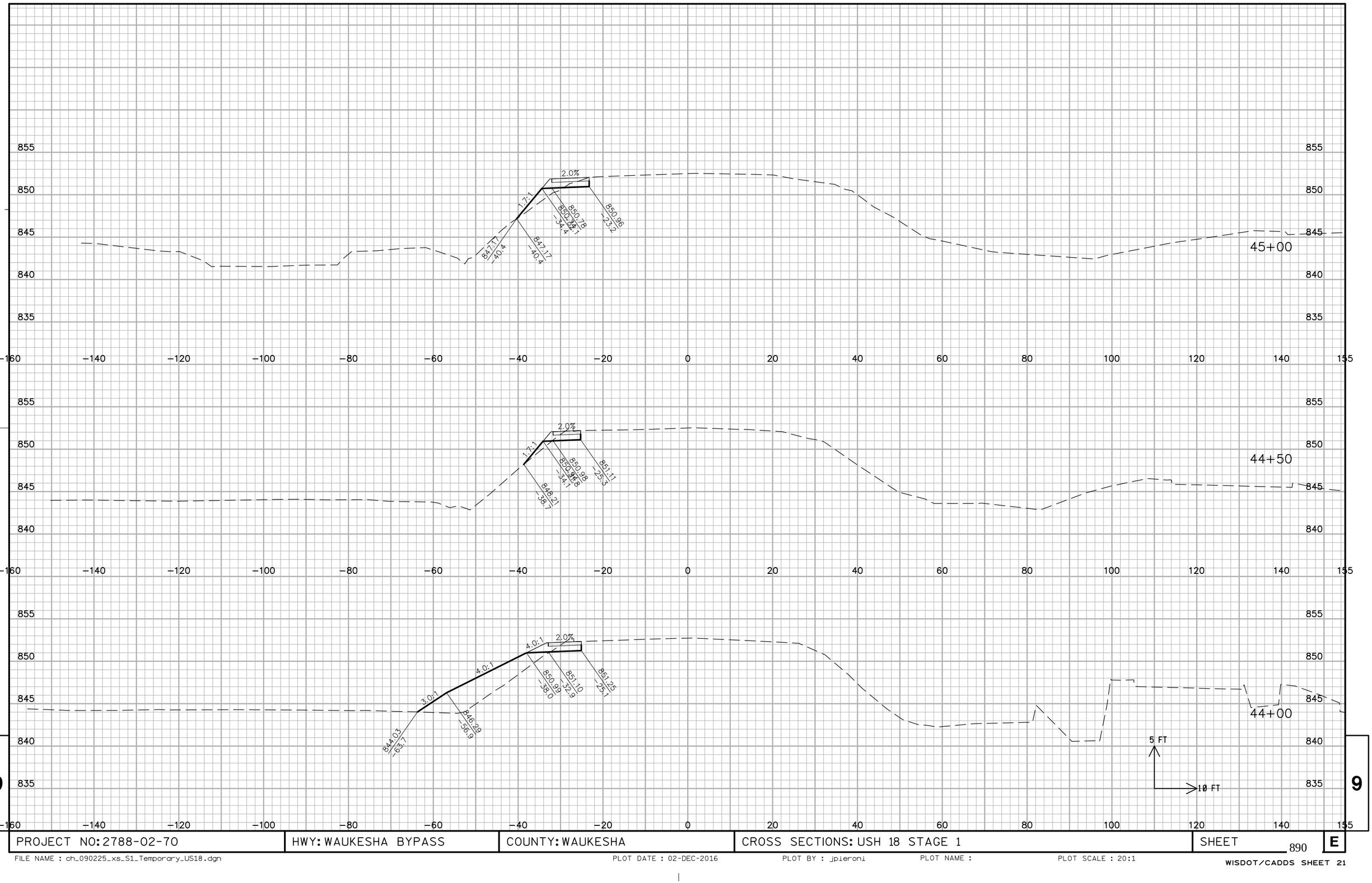
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PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 889	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

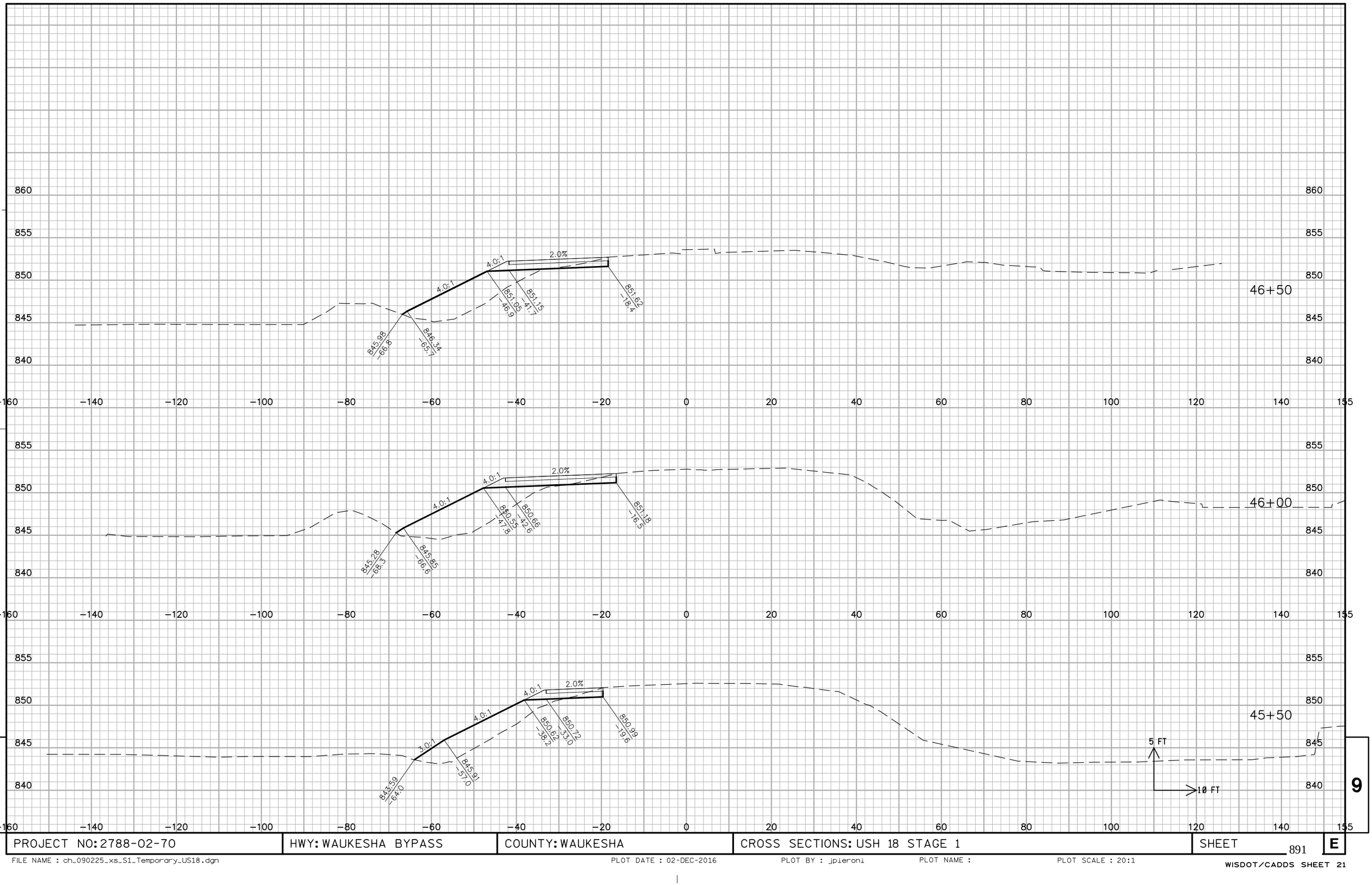
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 890	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



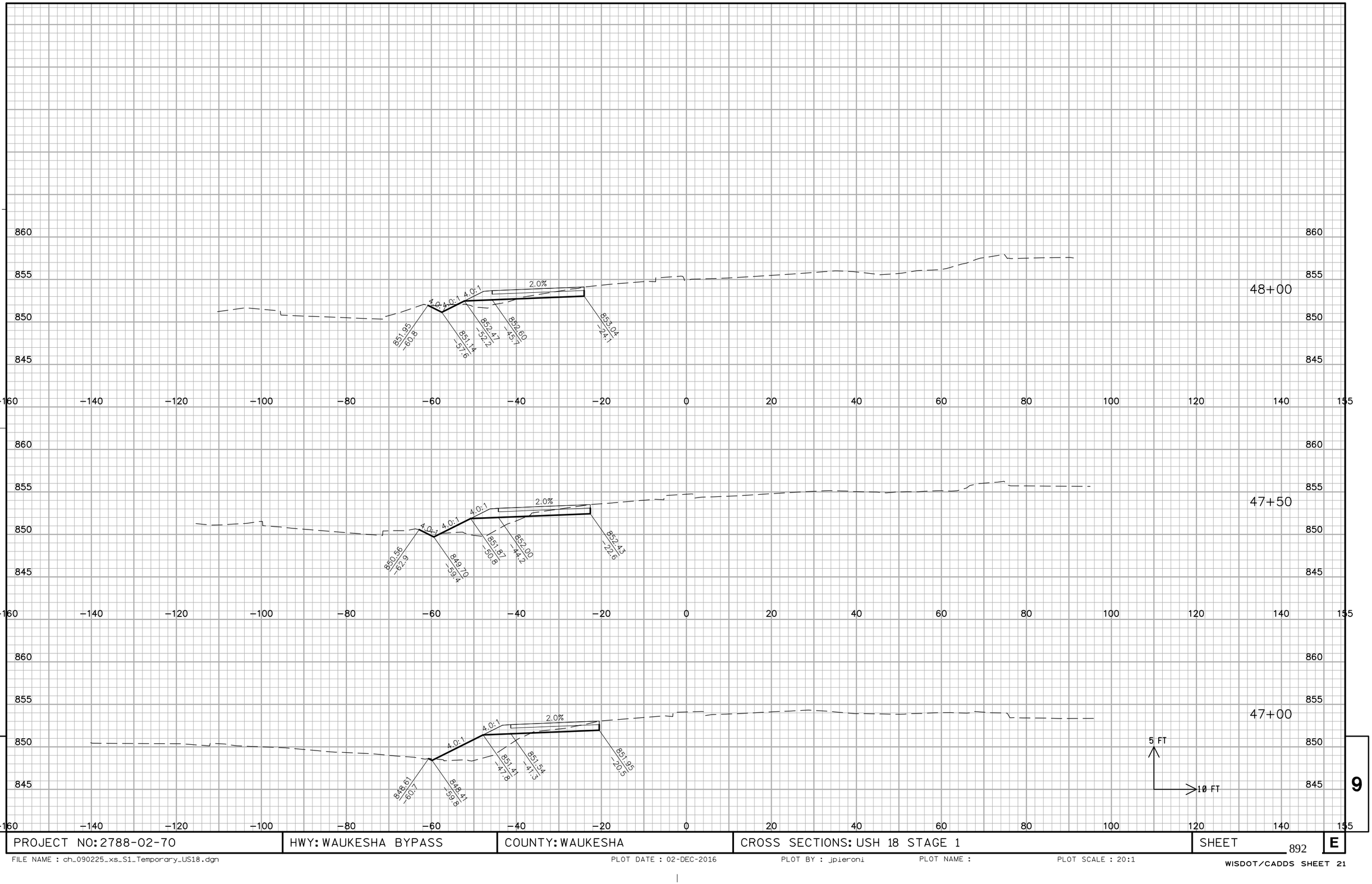
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PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 891	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

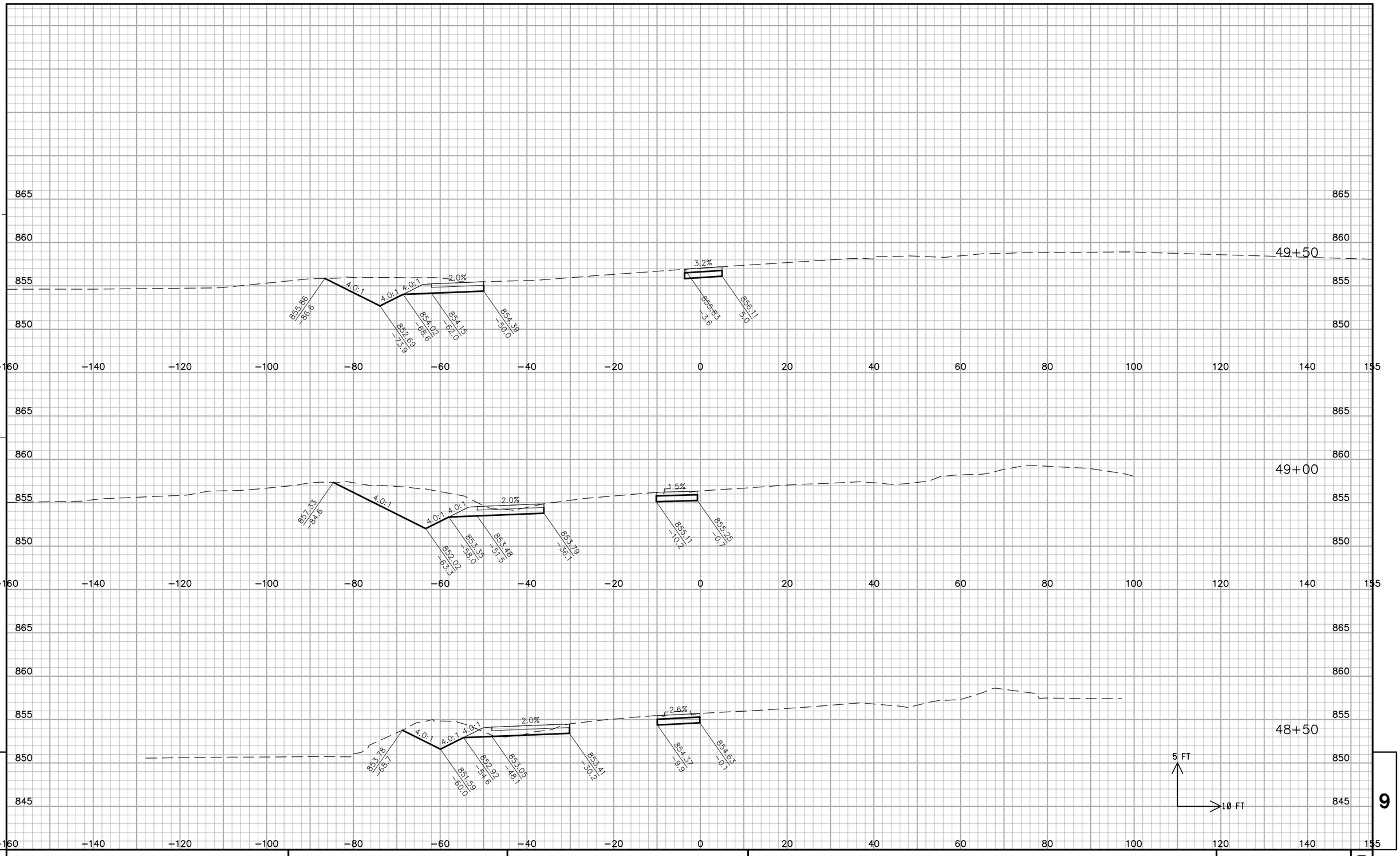
WISDOT/CADDS SHEET 21



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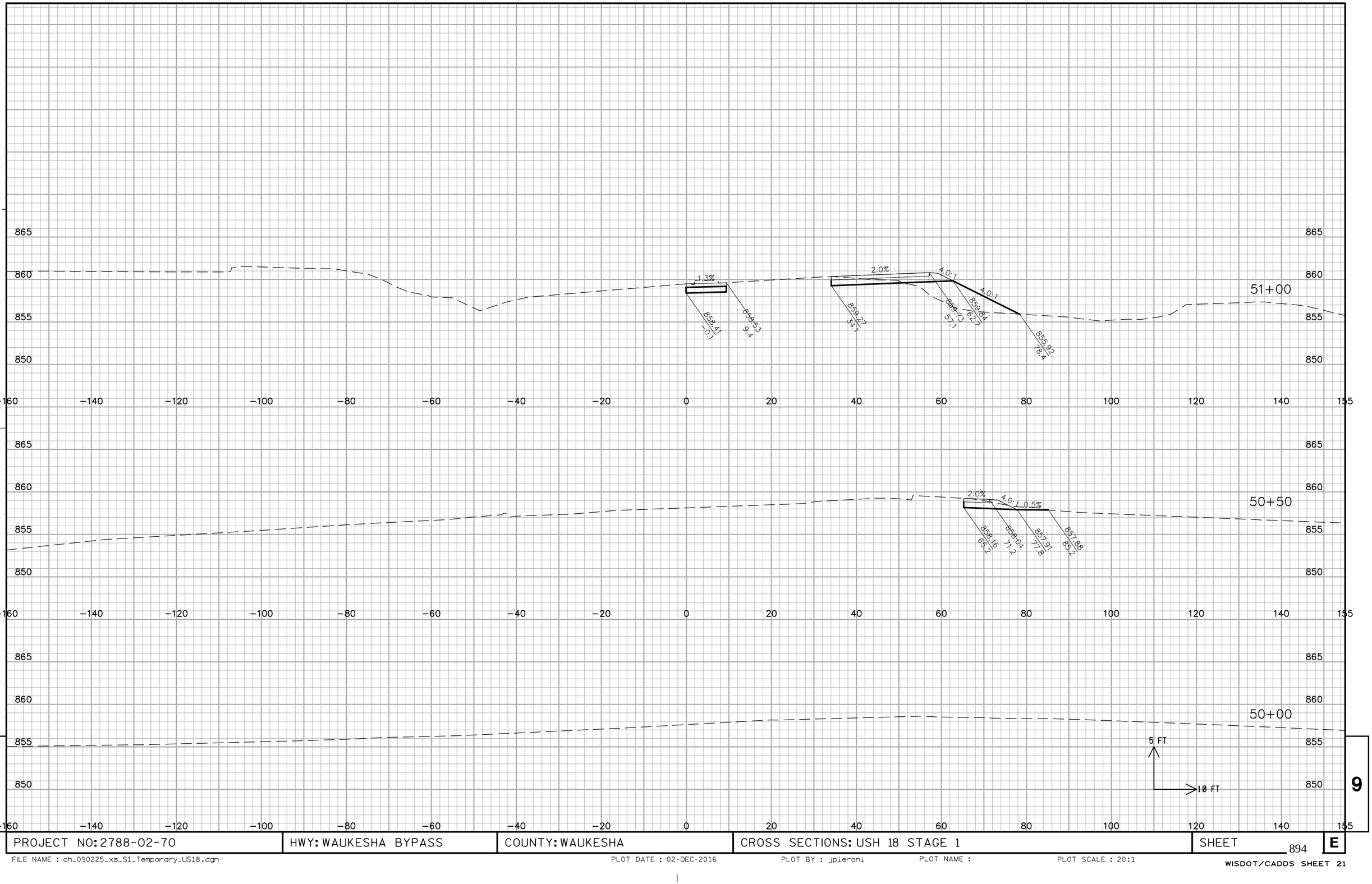
PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 892	E



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 893	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

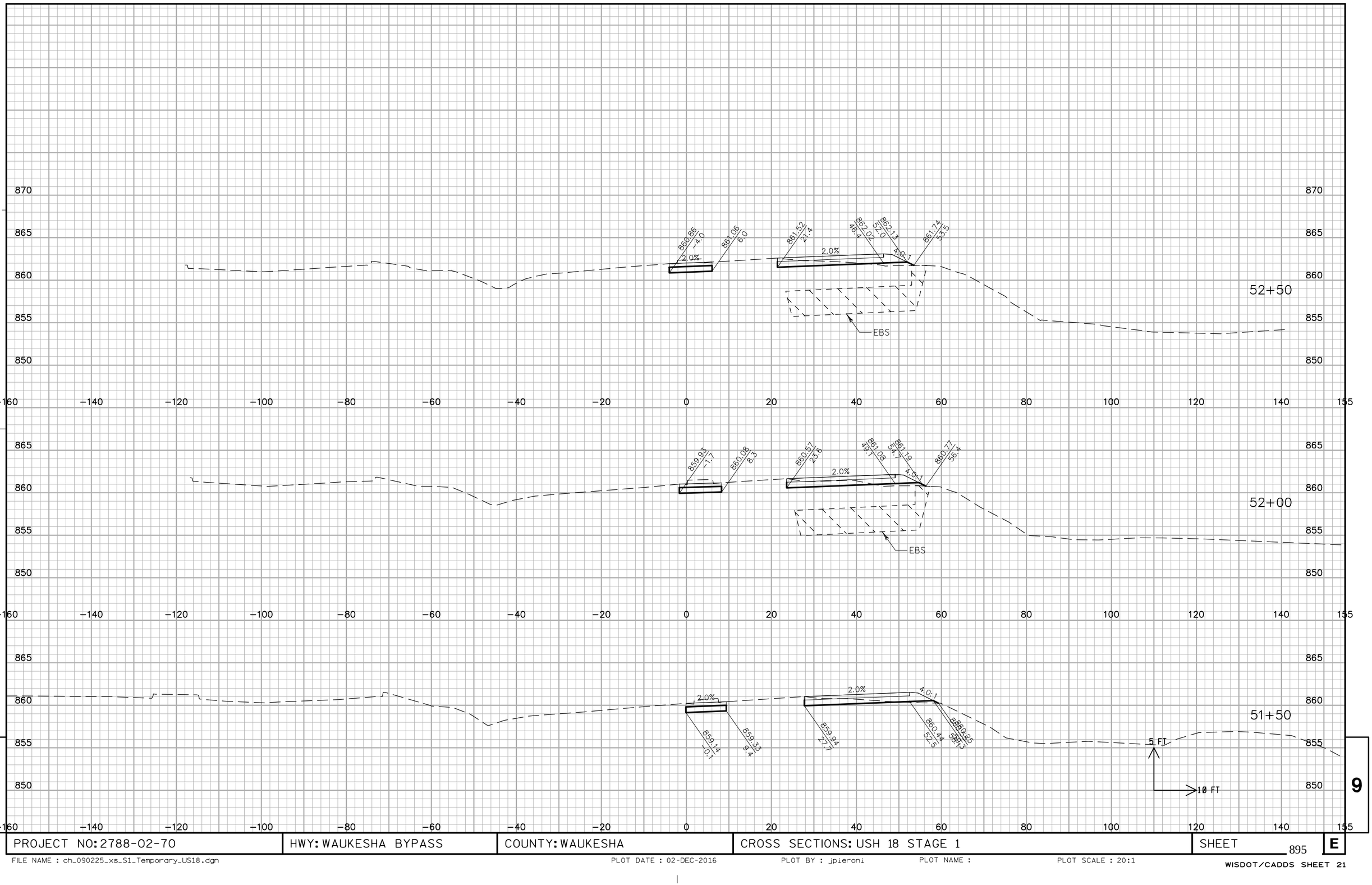
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 894	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

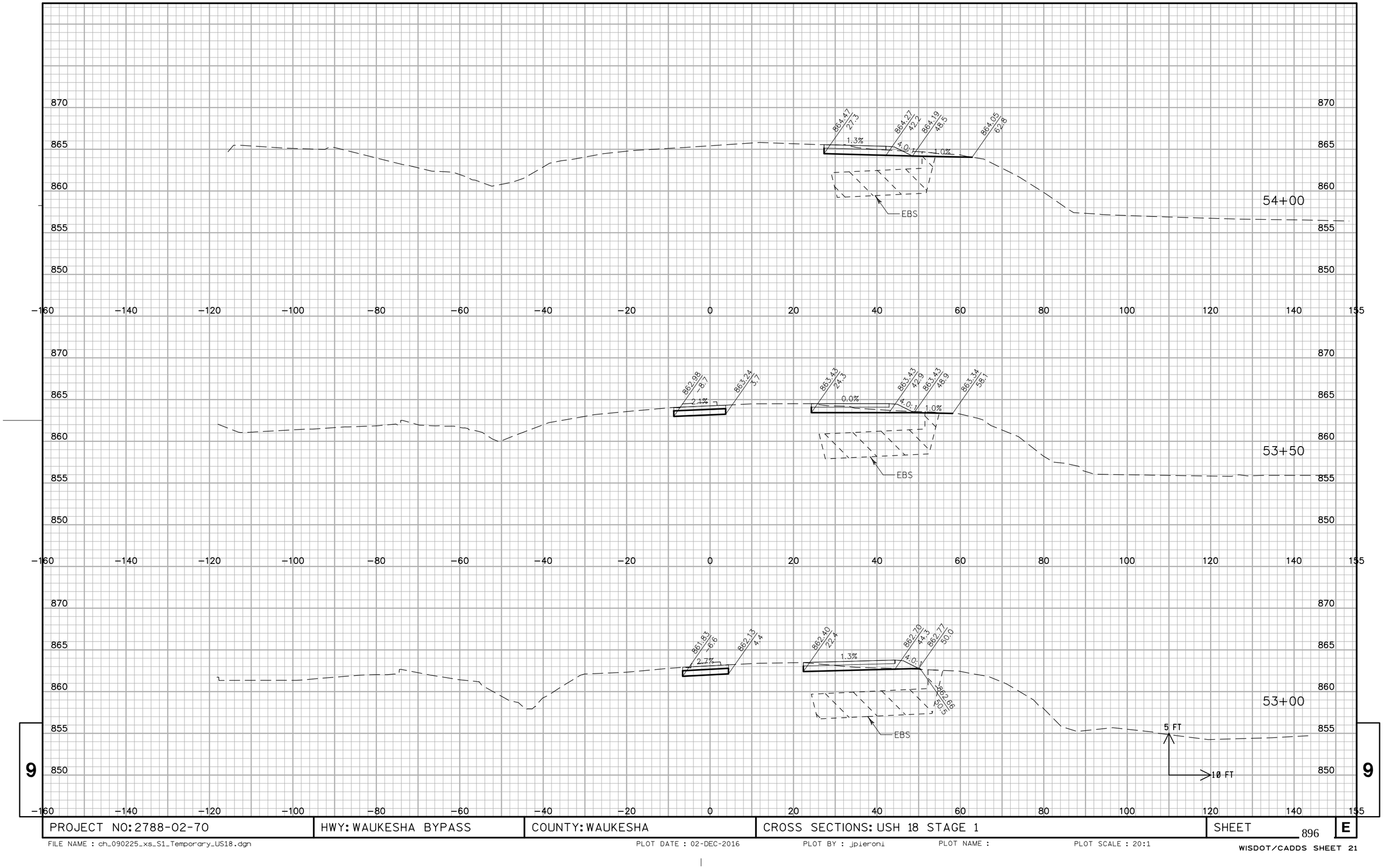
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 895	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

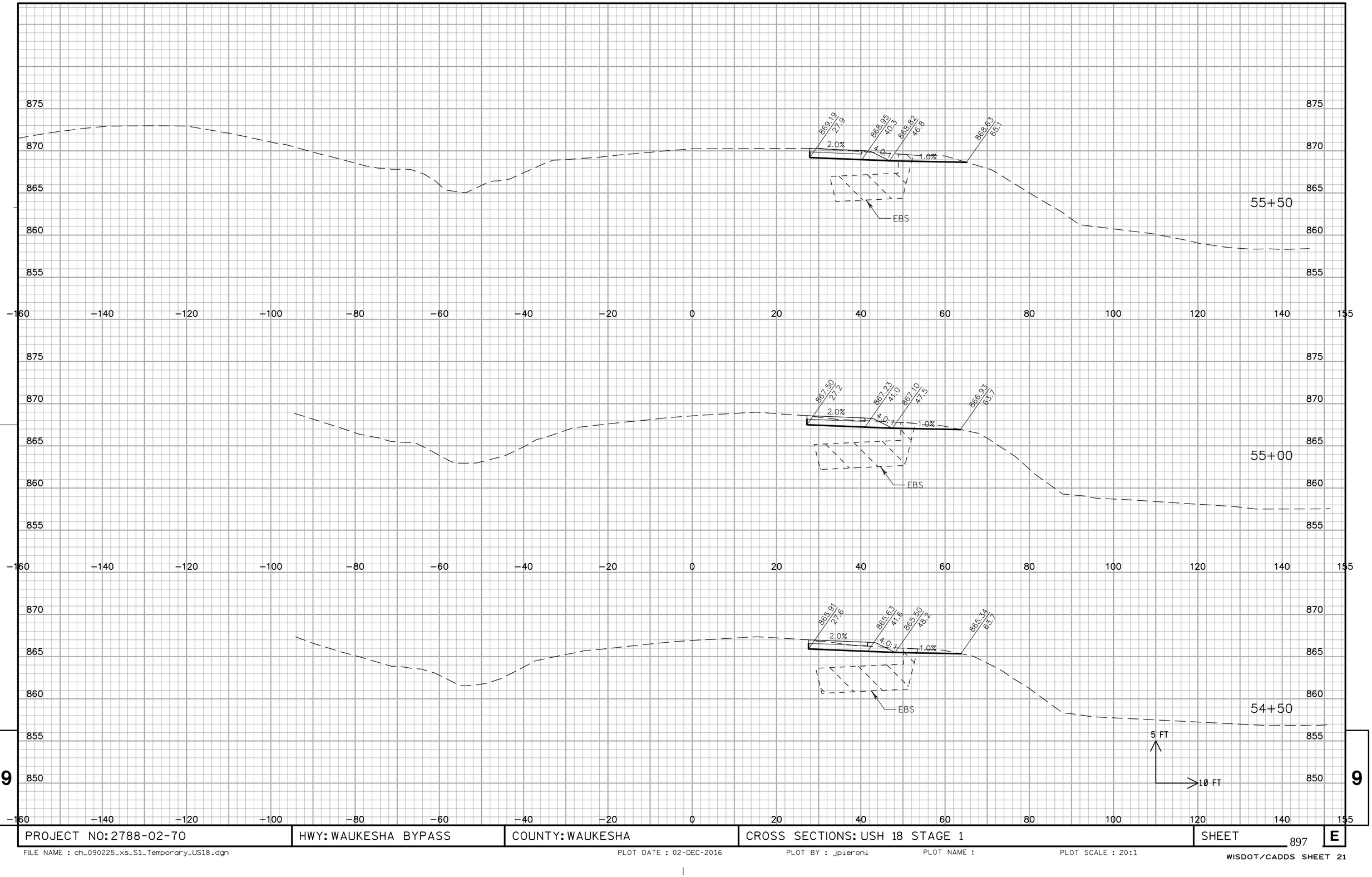
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 896	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

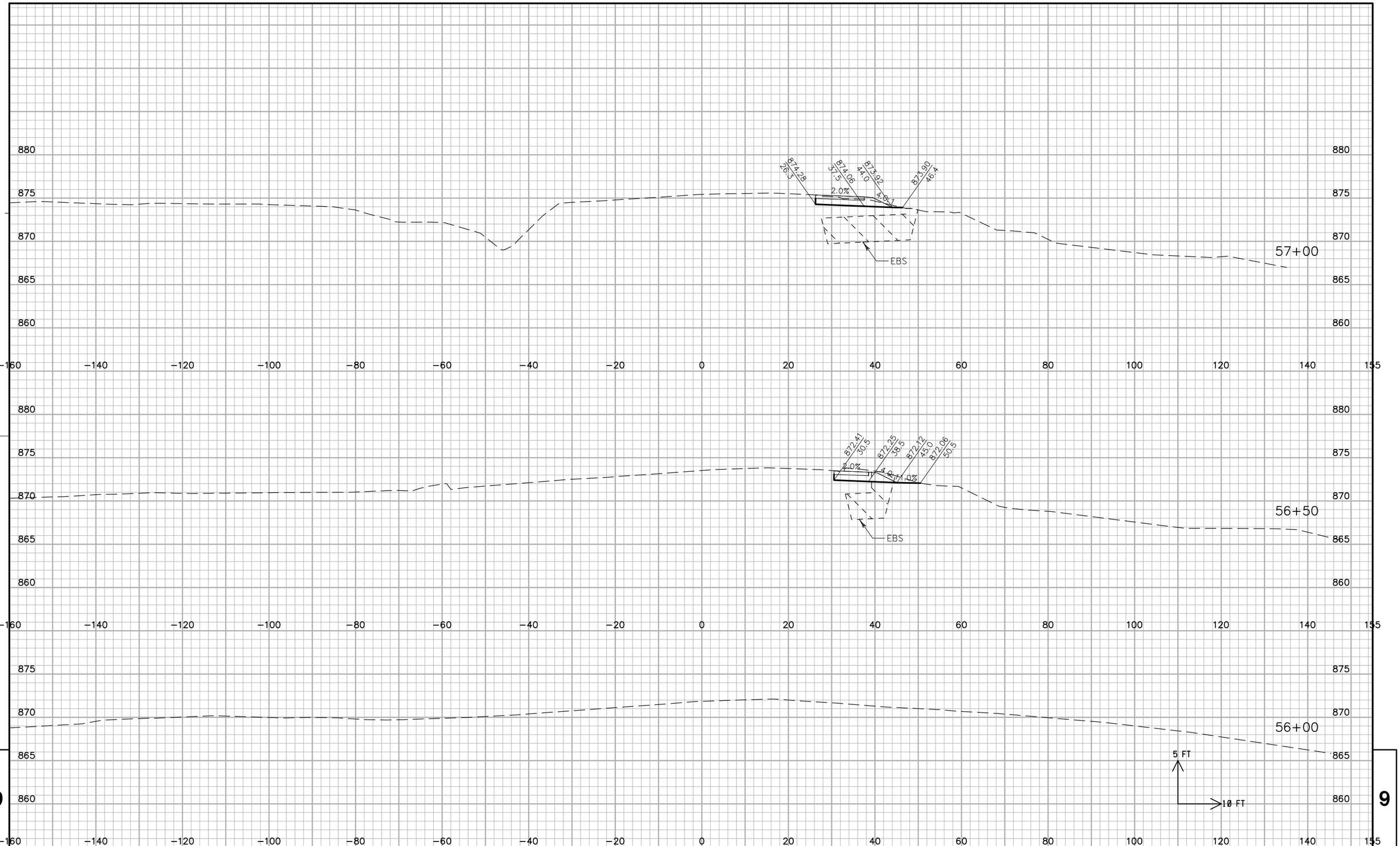
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 897	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

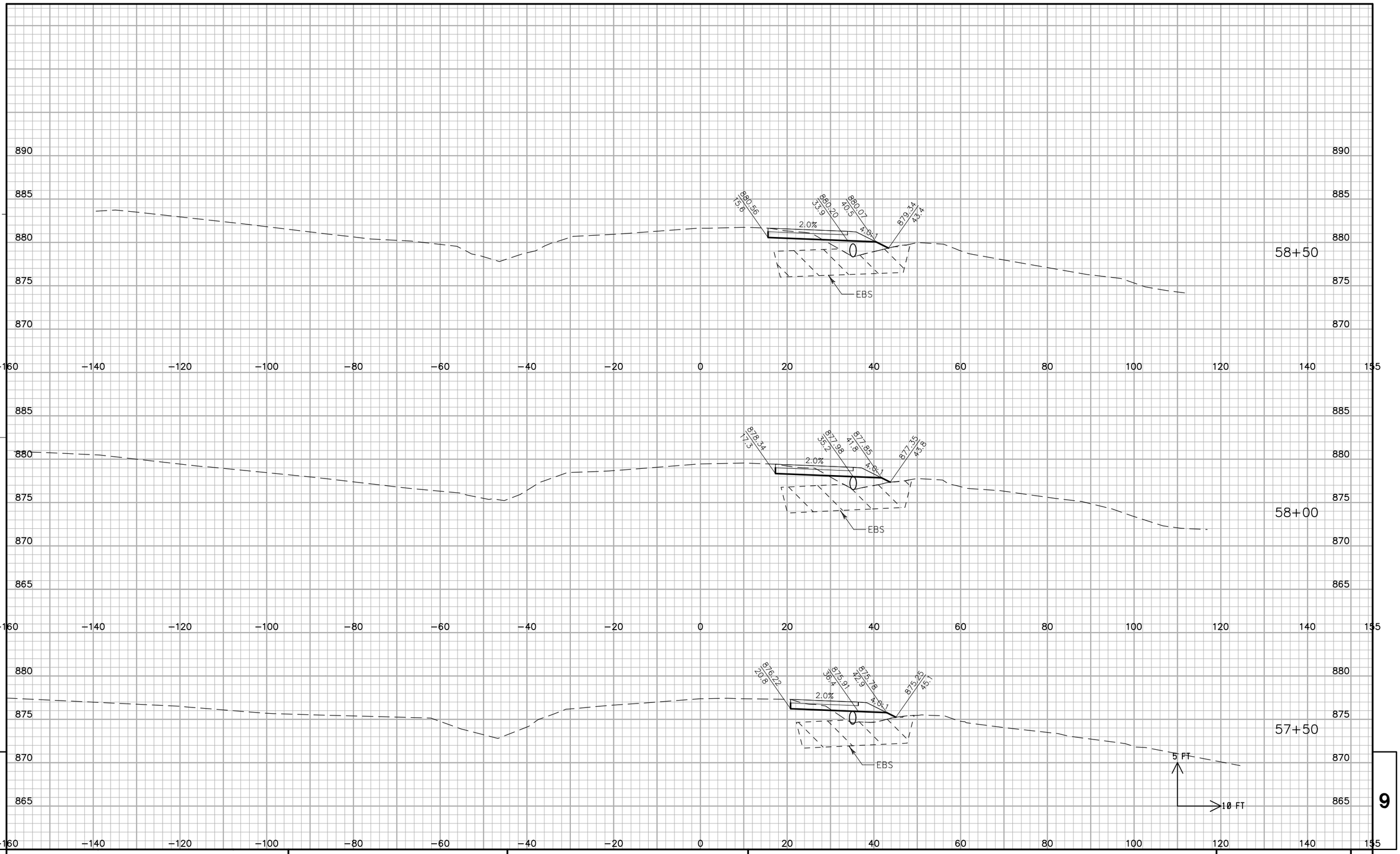
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 898	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



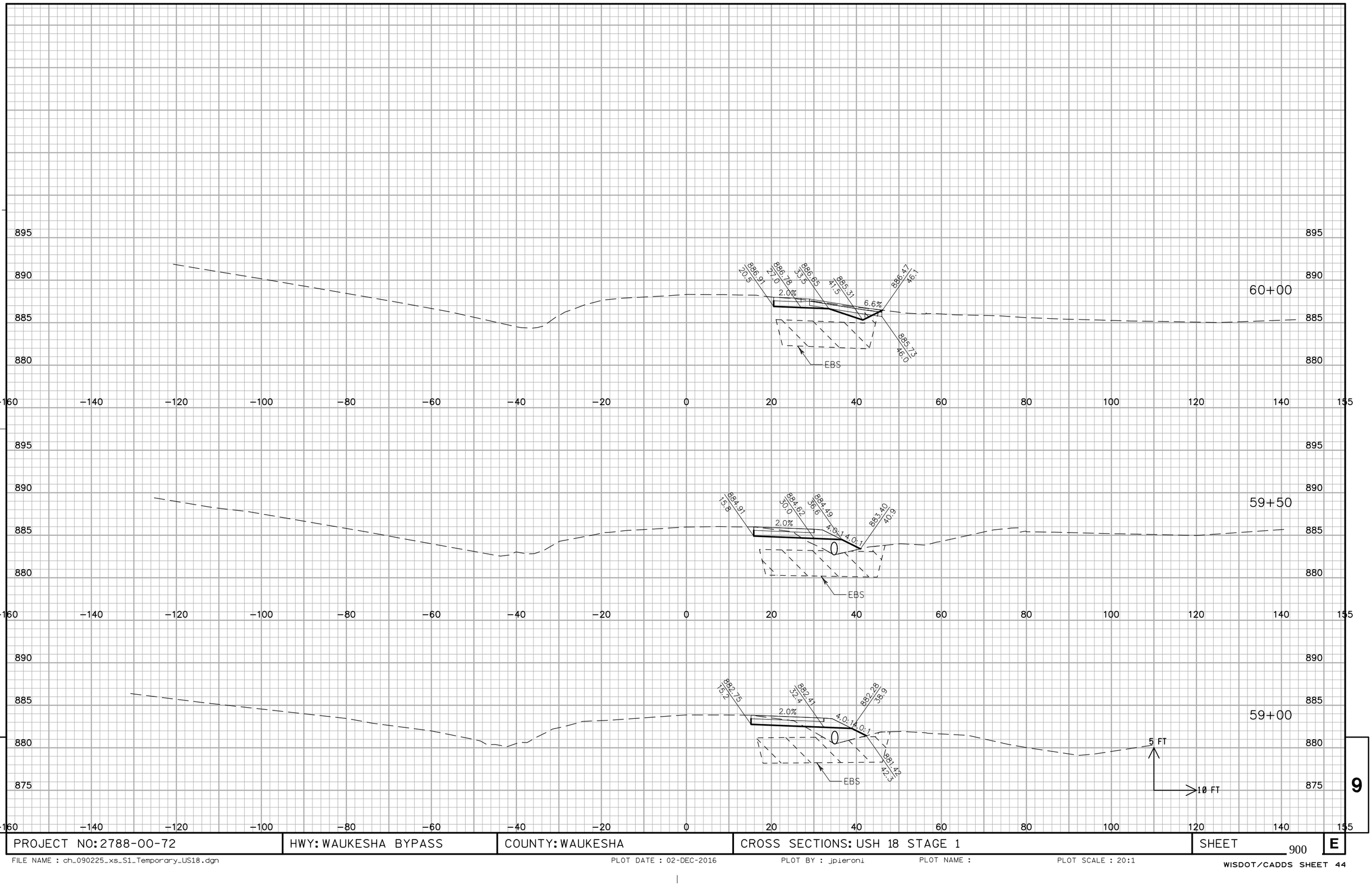
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9

PROJECT NO:	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 899	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

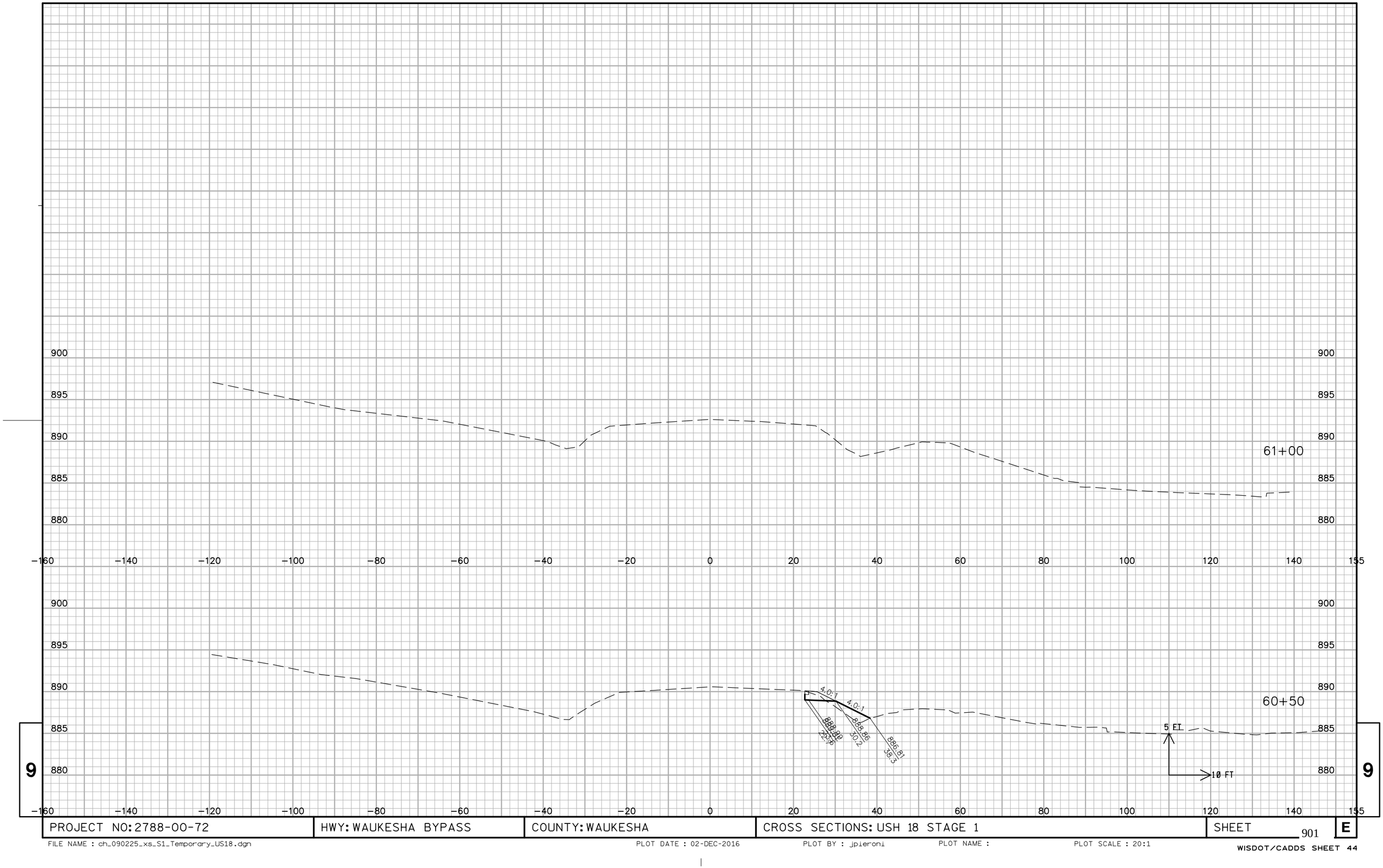
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 900	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

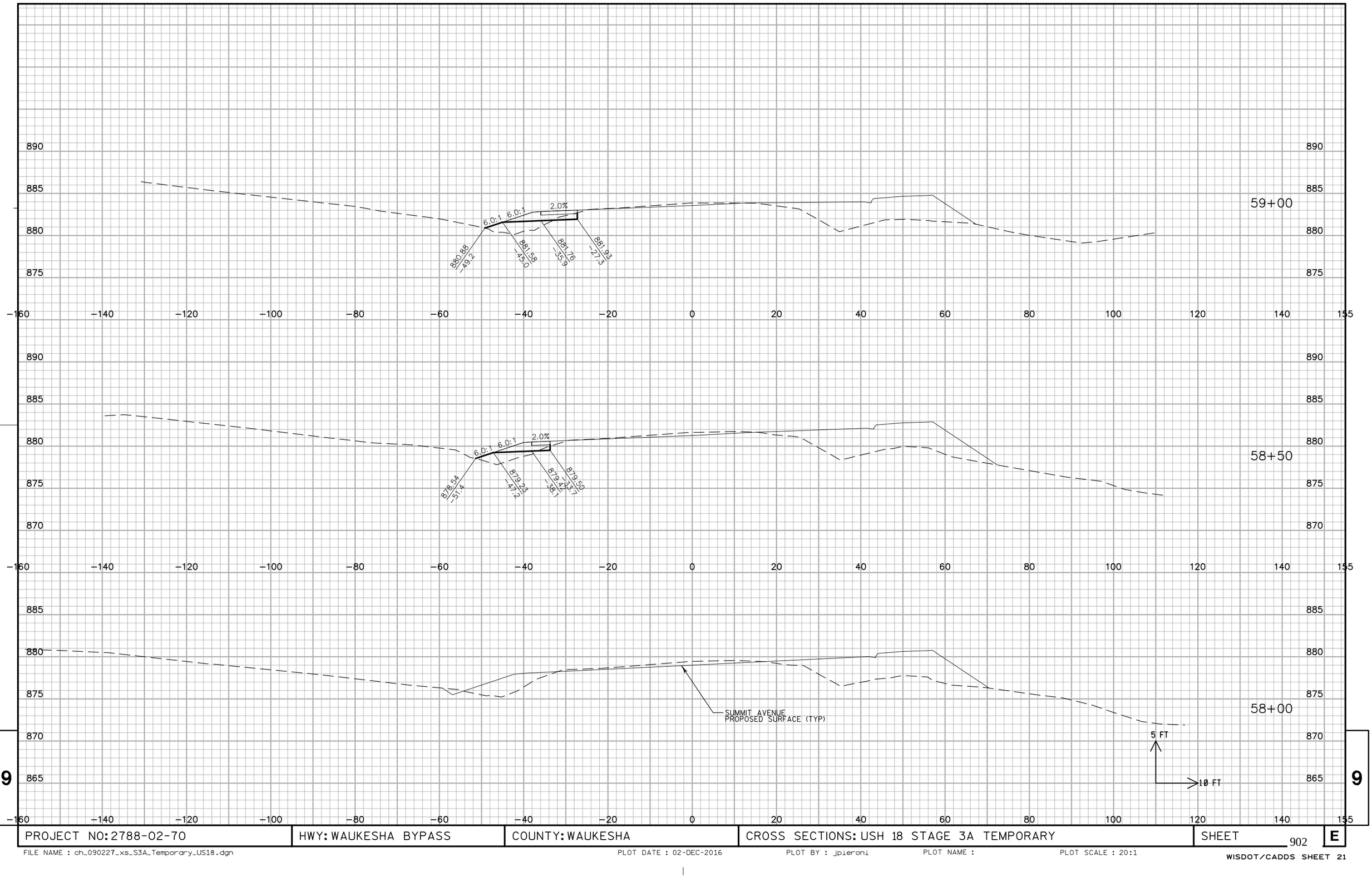
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-00-72	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 1	SHEET 901	E

FILE NAME : ch_090225_xs_S1_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

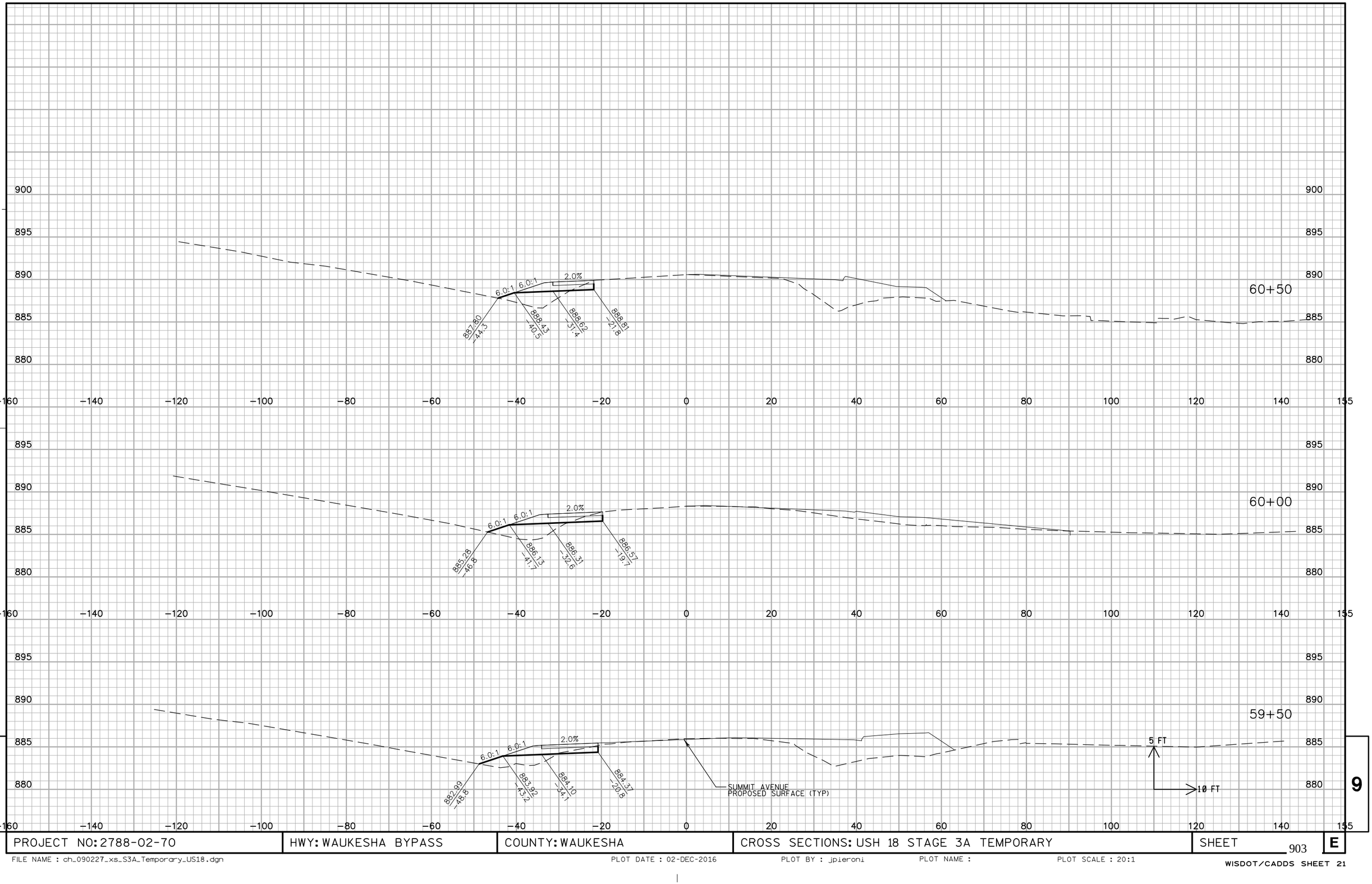
WISDOT/CADDS SHEET 44



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 3A TEMPORARY	SHEET 902 E

FILE NAME : ch_090227_xs_S3A_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

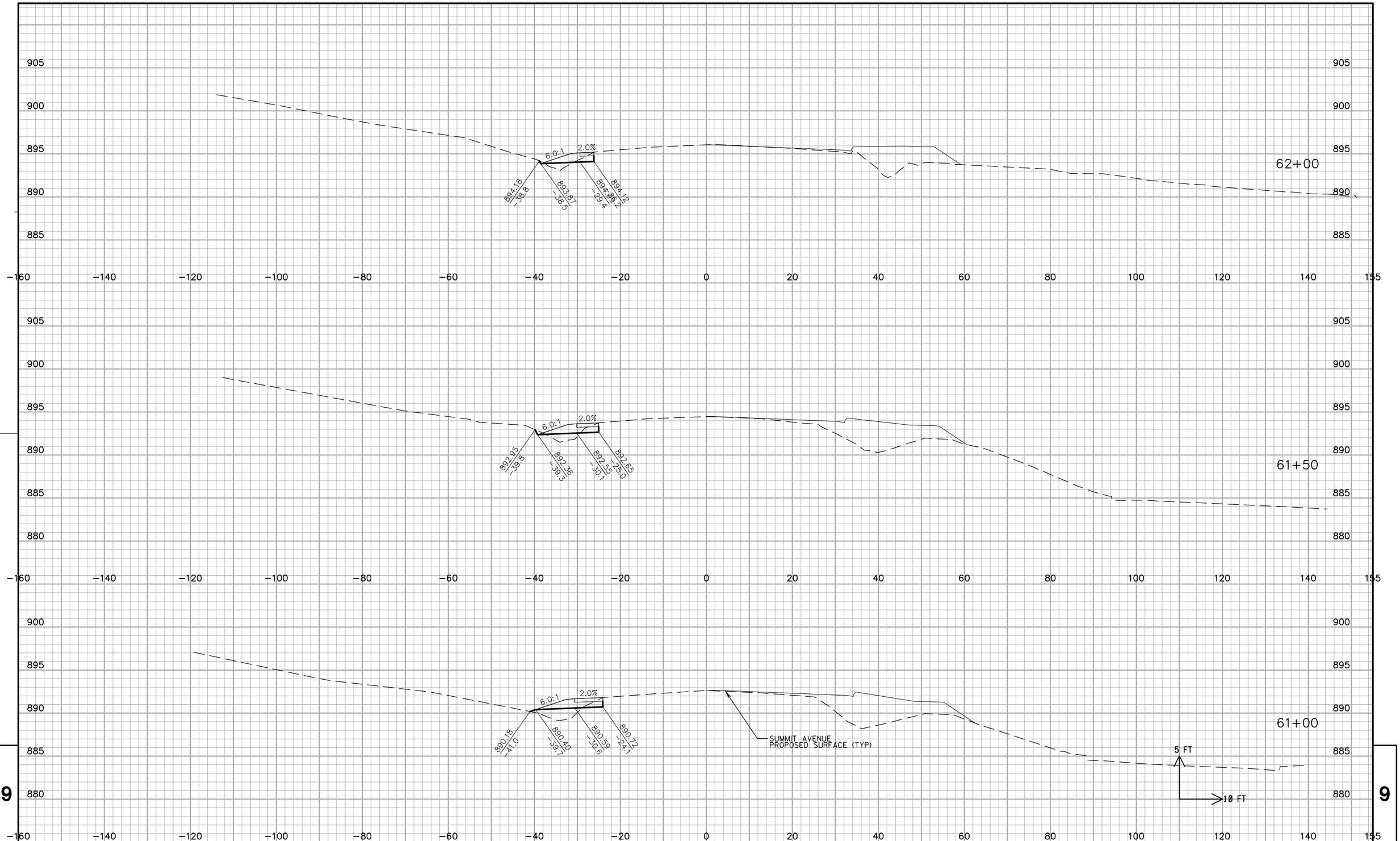
WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 3A TEMPORARY	SHEET 903	E

FILE NAME : ch_090227_xs_S3A_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21



PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 3A TEMPORARY	SHEET 904	E

FILE NAME : ch_090227_xs_S3A_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

910
905
900
895
890
885

−160 −140 −120 −100 −80 −60 −40 −20 0 20 40 60 80 100 120 140 155

63+00

62+50

897.42
-38.5

895.47
-36.5

895.68
895.68
-27.4

0.1

5 FT

10 FT

9

PROJECT NO: 2788-02-70	HWY: WAUKESHA BYPASS	COUNTY: WAUKESHA	CROSS SECTIONS: USH 18 STAGE 3A TEMPORARY	SHEET 905	E

FILE NAME : ch_090227_xs_S3A_Temporary_US18.dgn PLOT DATE : 02-DEC-2016 PLOT BY : jpieroni PLOT NAME : PLOT SCALE : 20:1

WISDOT/CADDS SHEET 21

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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