MAD

JUNE 2017

PROJECT ID: 1204-02-76

COUNTY: IOWA COUNTY

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 = 760

N

DESIGN DESIGNATION

A.A.D.T.	2016	=	17,700
A.A.D.T.	2036	=	22,200
D.H.V.		=	
D.D.		=	
T.		=	15.5%
DESIGN SPEED		=	70 MPH
ESALS		=	12,000,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

DODGEVILLE-MT. HOREB

CTH ID INTERCHANGE/B-25-173,174,175

USH 18

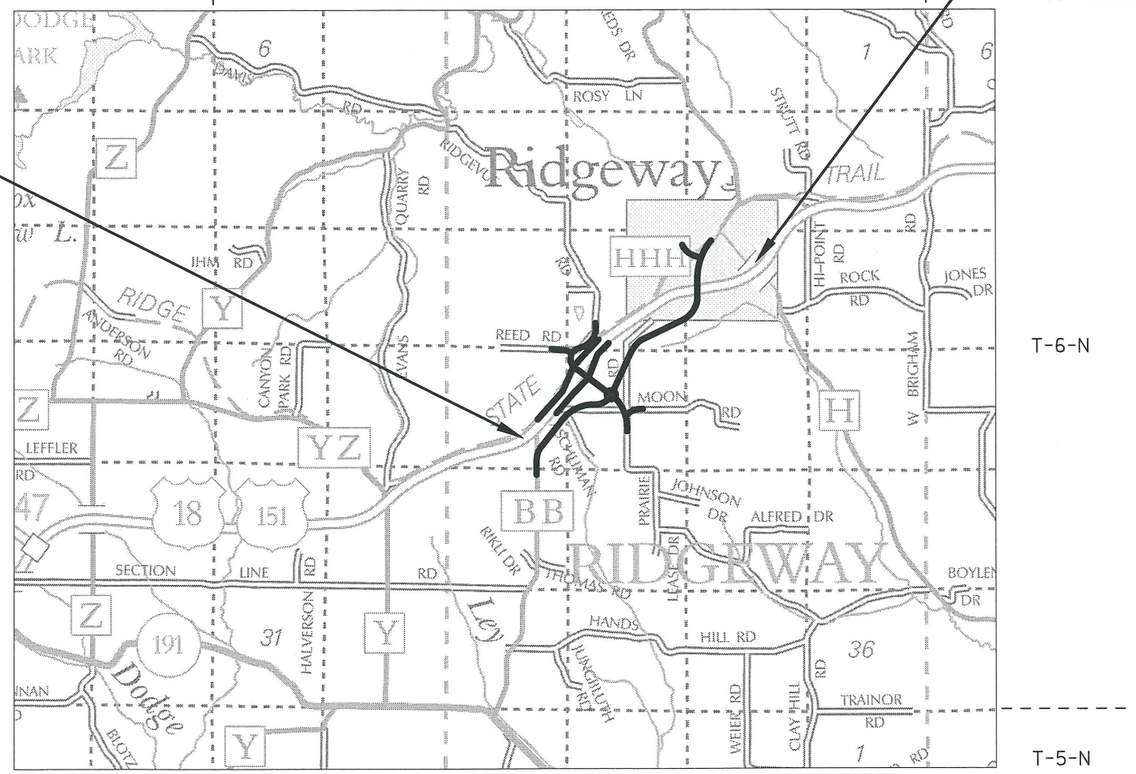
IOWA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1204-02-76	WISC 2017337	1

STATE PROJECT NUMBER
1204-02-76

BEGIN PROJECT
STA. 1090+00.00
X: 159995.2849
Y: 407737.4161

END PROJECT
STA. 1190+00.00
X: 166173.4792'
Y: 415193.5237'



LAYOUT
SCALE 0 0.7 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.89 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD83 (YEAR), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	DELLA KOENIG
Project Manager	CHRIS HAZARD
Regional Examiner	
Regional Supervisor	KURT JOHNSON

APPROVED FOR THE DEPARTMENT
DATE: 1/31/17 (Signature)

E

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

APPLY TACK COAT BETWEEN HMA PAVEMENT LAYERS AT AT RATE OF 0.05 GAL/SY.
THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.

REMOVE ANY NOTCHED WEDGE LONGITUDINAL JOINTS (MICHIGAN JOINT) USED DURING CONSTRUCTION PRIOR TO PLACING THE ABUTTING PAVEMENT.

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

4" HMA SHALL BE PLACED IN TWO LAYERS.

10" HMA SHALL BE PLACE IN THREE LAYERS.

INLETS SHALL BE COVERED AS NECESSARY TO PREVENT CONSTRUCTION MATERIALS FROM FALLING INTO THE INLETS.

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

SAWCUTS, AS SHOWN ON THE PLANS, ARE AT SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

REMOVAL OF EROSION CONTROL DEVICES SHALL BE INCIDENTAL TO RESPECTIVE BID ITEMS.

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

DO NOT STORE EQUIPMENT OR MATERIAL IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

Utility Contacts

Jason Hogan
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Suite 1000
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Madison, WI 53718
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Frontier Communications - Communication Line
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Plymouth, WI 53073
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Iron Mountain, MI 49801
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Jeff Brindley - DPW
Village of Ridgeway Municipal Water Utility - Water
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DOT Contacts

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DNR Contact

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Fitchburg, WI 53711
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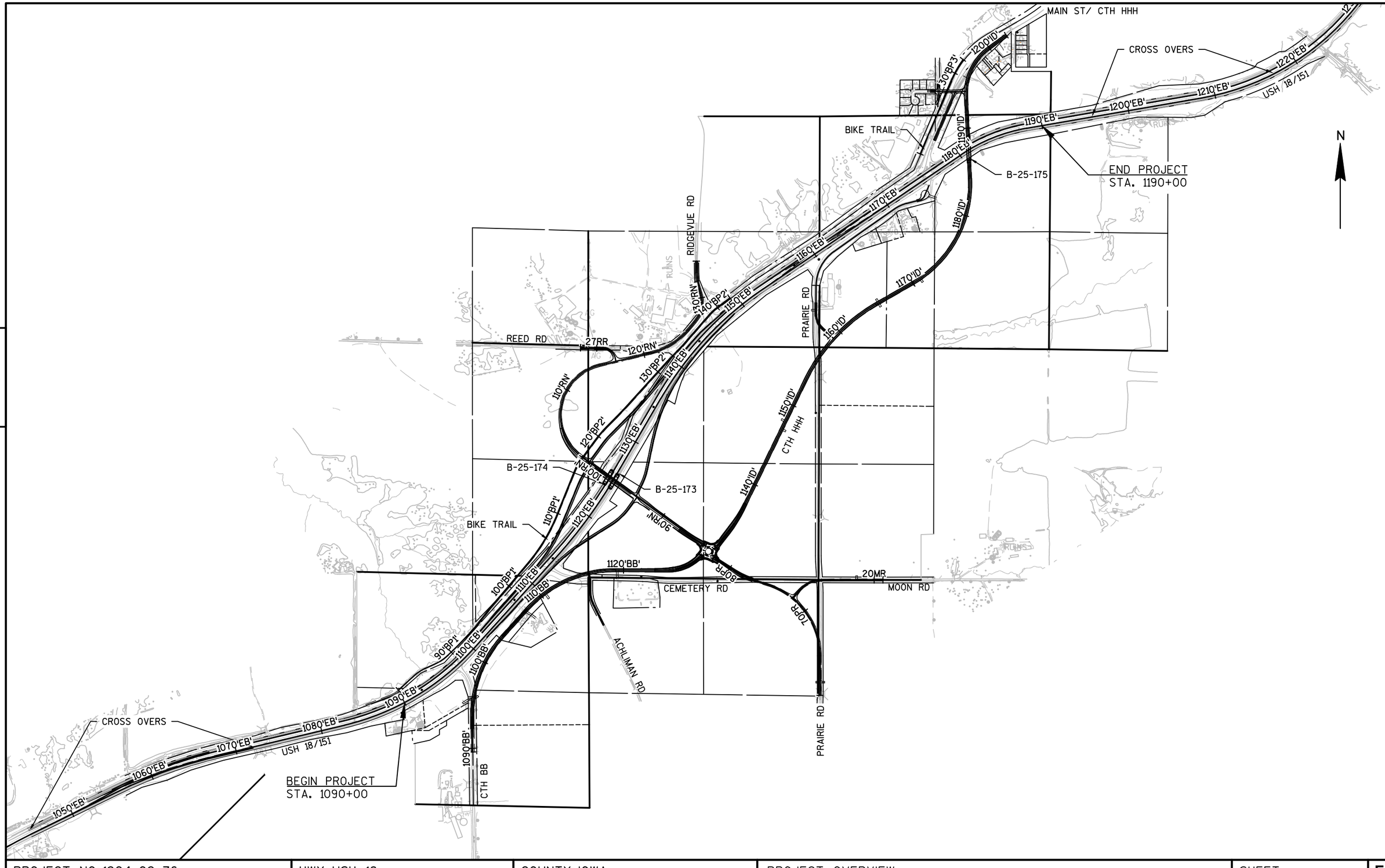
andy.barta@wisconsin.gov

STANDARD ABBREVIATIONS

ABUT	Abutment
AP	Access Point
AC	Acre
AGG	Aggregate
ASPH	Asphaltic
BL	Baseline
BM	Bench Mark
BR	Bridge
CB	Catch Basin
CL	Center Line
CONC	Concrete
CPCA	Culvert Pipe Corrugated Aluminum
CPCS	Culvert Pipe Corrugated Steel
CO	County
CTH	Country Trunk Highway
CABC	Crushed Aggregate Base Course
CY	Cubic Yard
CULV	Culvert
CP	Culvert Pipe
CPRC	Culvert Pipe Reinforced Concrete
CPRCHE	Culvert Pipe Reinforced Concrete Horizontal Elliptical
CPT	Culvert Pipe Temporary
C&G	Curb and Gutter
CWT	Hundred Weight
DIA	Diameter
DWY	Driveway
EB	Eastbound
ELEV	Elevation
EMB	Embankment
EW	Endwall
ENT	Entrance
EXC	Excavation
EBS	Excavation Below Subgrade
EXP	Expansion
FF	Face to Face
FP	Fence Post
FERT	Fertilizer
F	Fill
FG	Finished Grade
FAB	Flashing Arrow Board
FL	Flow Line
FT	Foot
FTMS	Freeway Traffic Management System
HES	High Early Strength
HYD	Hydrant
INL	Inlet
INTERS	Intersection
INV	Invert
IP	Iron Pipe or Pin
JT	Joint
LT	Left
LF	Linear Foot
MH	Manhole
MP	Marker Post
MB	Message Board
NOM	Nominal
NB	Northbound
OBLIT	Obliterate
PAVT	Pavement
PERM	Permanent
PCP	Pipe Cattle Pass
PCPRC	Pipe Cattle Pass Reinforced Concrete
PU	Pipe Underdrain
PCC	Portand Cement Concrete
PE	Private Entrance
PROJ	Project
PL	Property Line
RL	Reference Line
RCPA	Reinforced Concrete Pipe Arch
REL	Relocate
RT	Right
R/W	Right of Way
RDWY	Roadway
SHLDR	Shoulder
SB	Southbound
SS	Storm Sewer
STR	Structure or Structural
TEL	Telephone
TEMP	Temporary
UG	Underground
VOL	Volume
W	Water
WB	Westbound

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



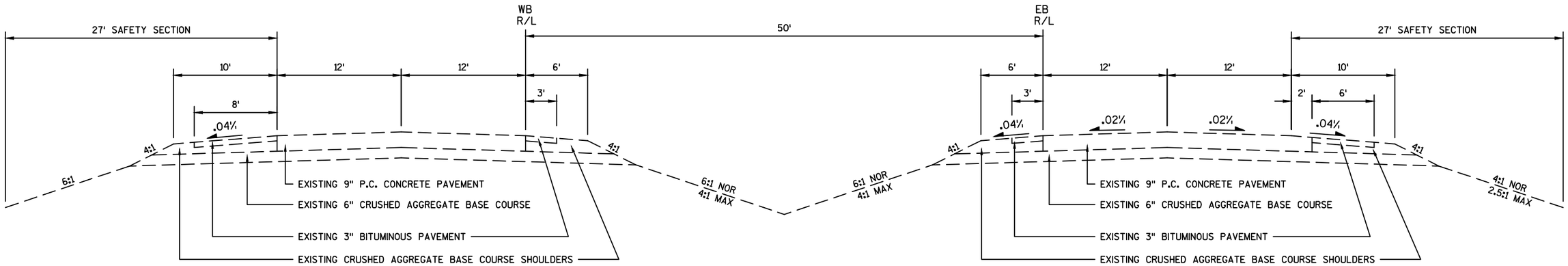
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\020201_PO.DWG
LAYOUT NAME - 020201-PO

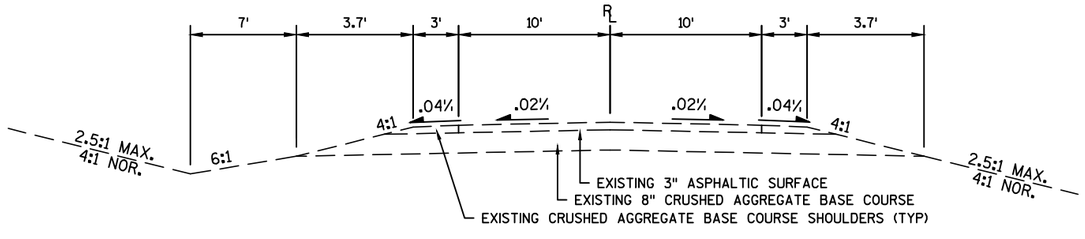
PLOT DATE : 11/30/2016 11:45 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN: 1000 FT

WISDOT/CADDS SHEET 44

2

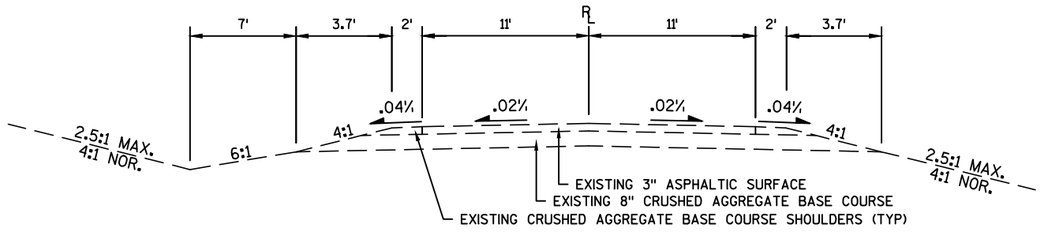


TYPICAL AS-BUILT SECTION
STA. 1027+93'EB' TO STA. 1222+42'EB'



TYPICAL EXISTING SECTION

CEMETARY ROAD
PRAIRIE ROAD
MOON ROAD
RIDGEVIEW ROAD
TERNES CT.

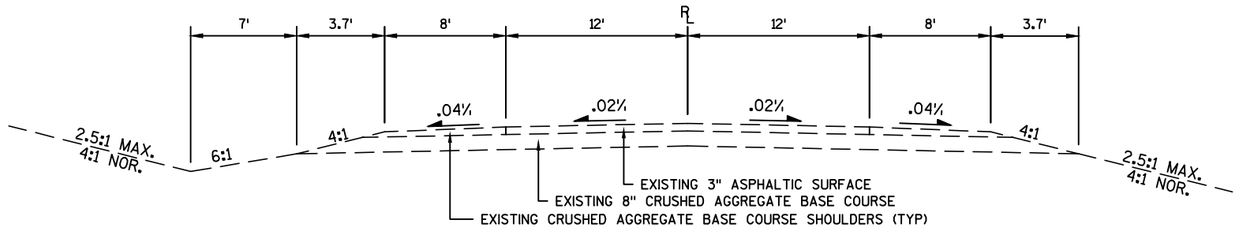


TYPICAL EXISTING SECTION

COUNTY BB

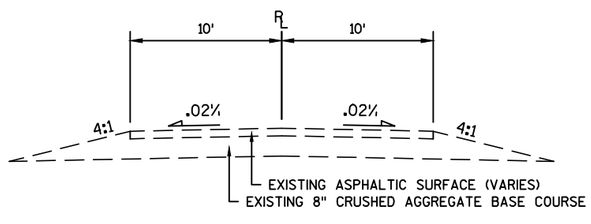
PROJECT NO:1204-02-76	HWY: US 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 4	E

2



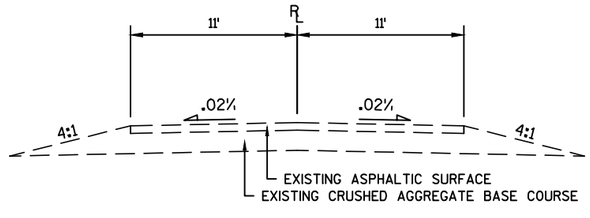
TYPICAL EXISTING SECTION

COUNTY HHH



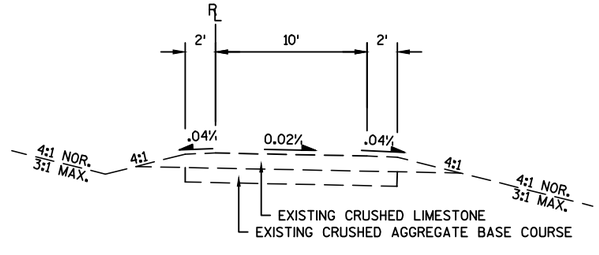
TYPICAL EXISTING SECTION

REED ROAD



TYPICAL EXISTING SECTION

LORRAINE CT.

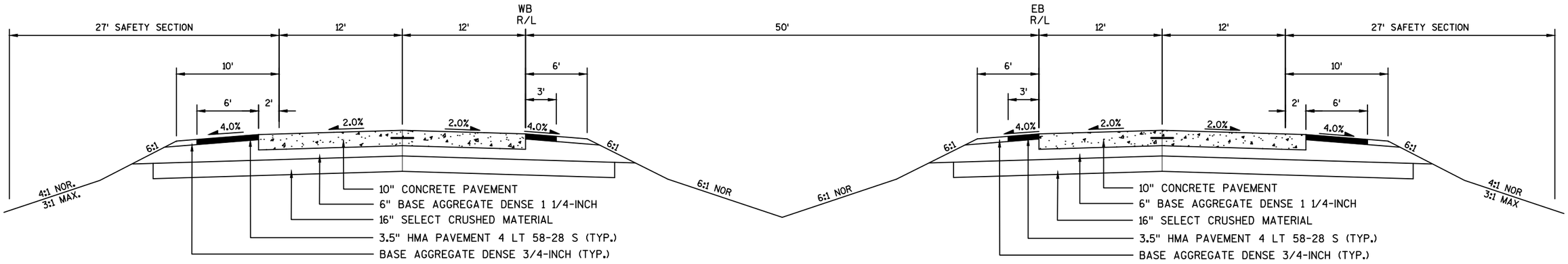


TYPICAL EXISTING SECTION

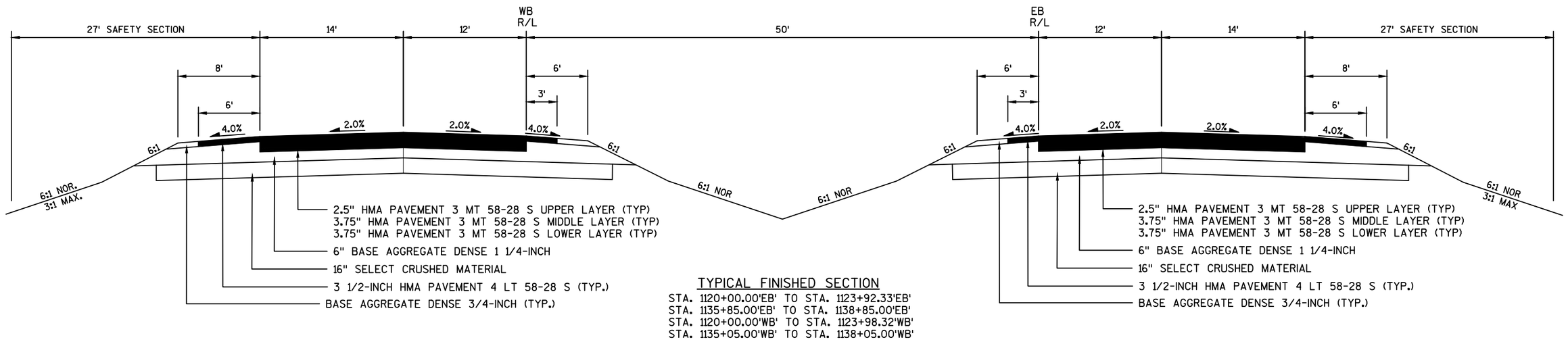
BIKE TRAILS

PROJECT NO:1204-02-76	HWY: US 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 5	E

2



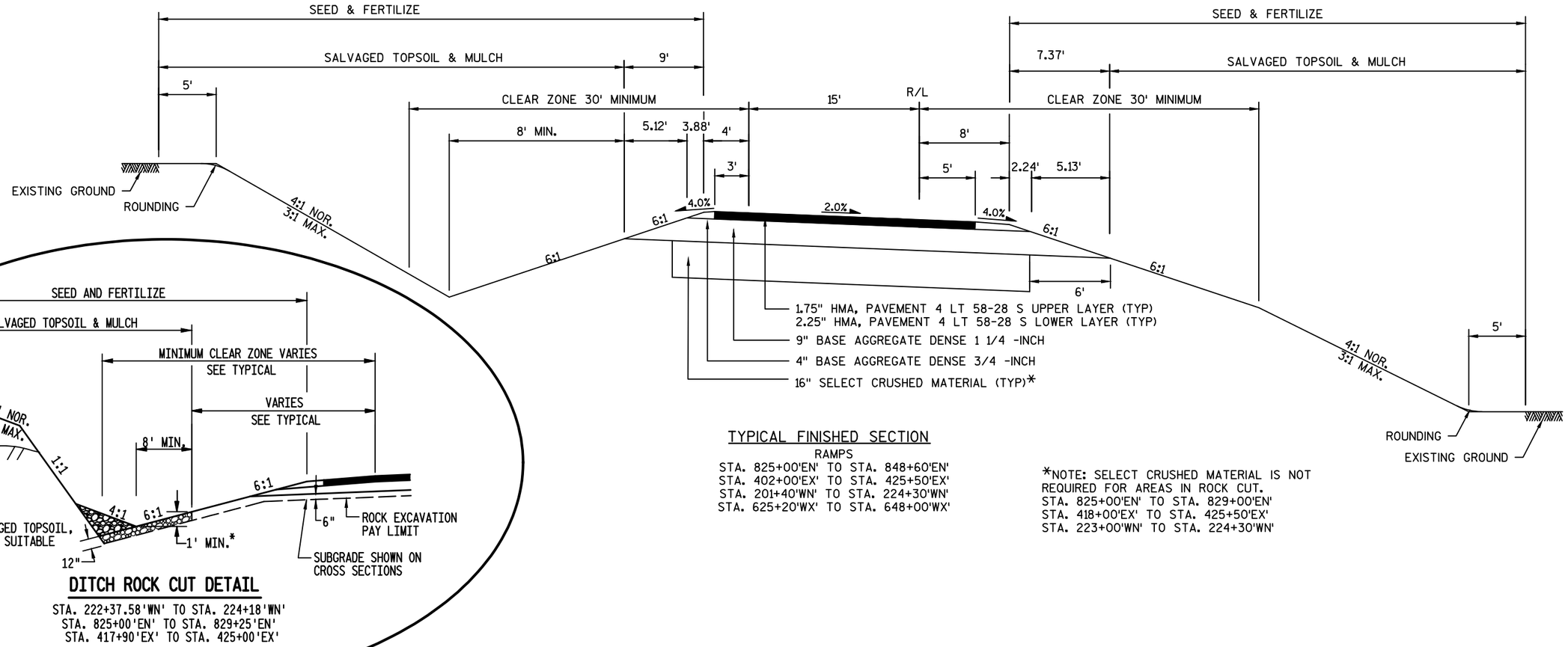
TYPICAL FINISHED SECTION
STA. 1125+69.94'EB' TO STA. 1135+85'EB'
STA. 1125+74.33'WB' TO STA. 1135+05'WB'



TYPICAL FINISHED SECTION
STA. 1120+00.00'EB' TO STA. 1123+92.33'EB'
STA. 1135+85.00'EB' TO STA. 1138+85.00'EB'
STA. 1120+00.00'WB' TO STA. 1123+98.32'WB'
STA. 1135+05.00'WB' TO STA. 1138+05.00'WB'

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 6 E

2



DITCH ROCK CUT DETAIL

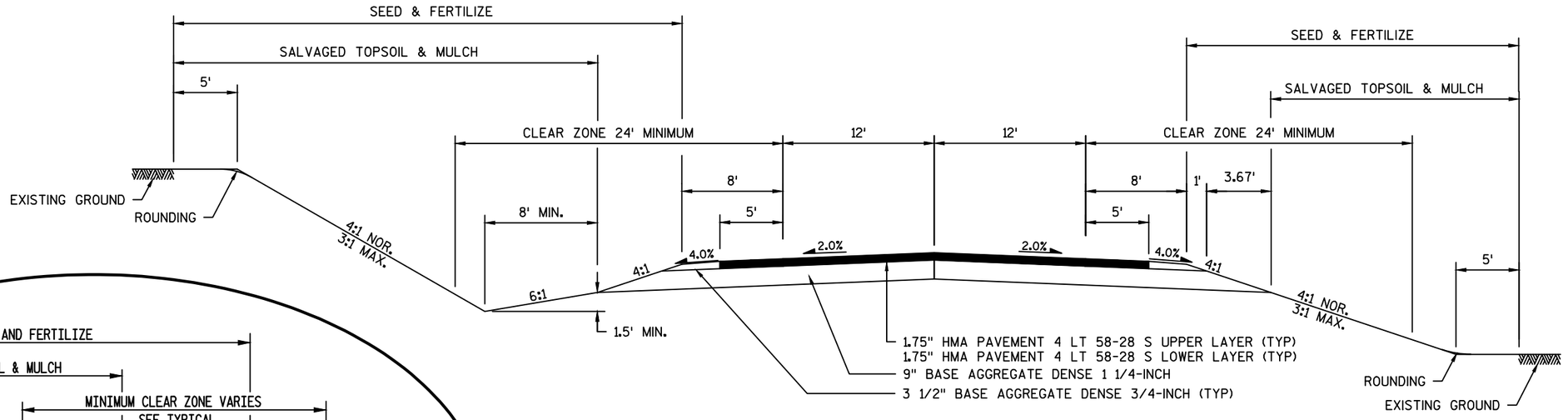
STA. 222+37.58'WN' TO STA. 224+18'WN'
STA. 825+00'EN' TO STA. 829+25'EN'
STA. 417+90'EX' TO STA. 425+00'EX'

TYPICAL FINISHED SECTION

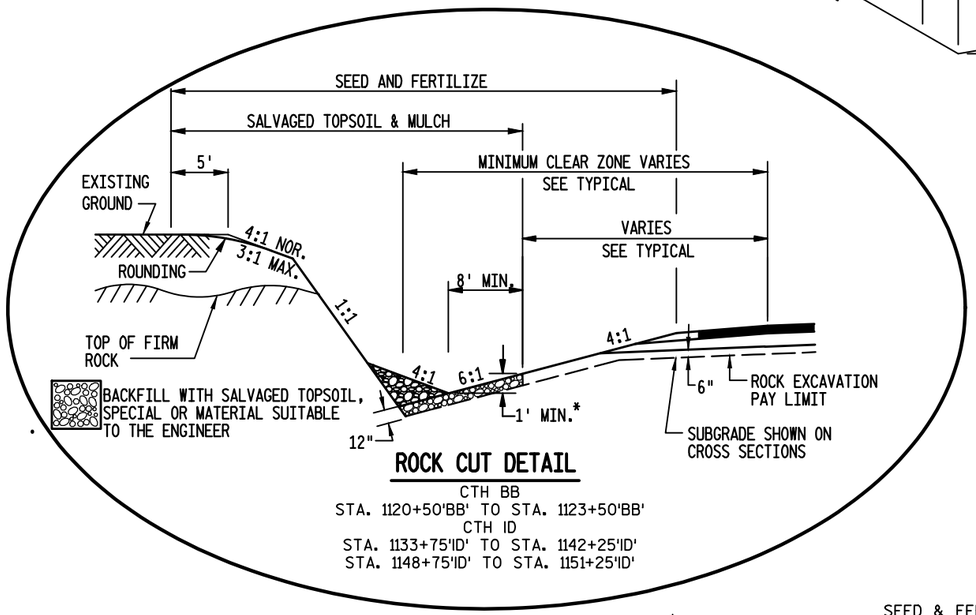
RAMPS
STA. 825+00'EN' TO STA. 848+60'EN'
STA. 402+00'EX' TO STA. 425+50'EX'
STA. 201+40'WN' TO STA. 224+30'WN'
STA. 625+20'WX' TO STA. 648+00'WX'

*NOTE: SELECT CRUSHED MATERIAL IS NOT REQUIRED FOR AREAS IN ROCK CUT.
STA. 825+00'EN' TO STA. 829+00'EN'
STA. 418+00'EX' TO STA. 425+50'EX'
STA. 223+00'WN' TO STA. 224+30'WN'

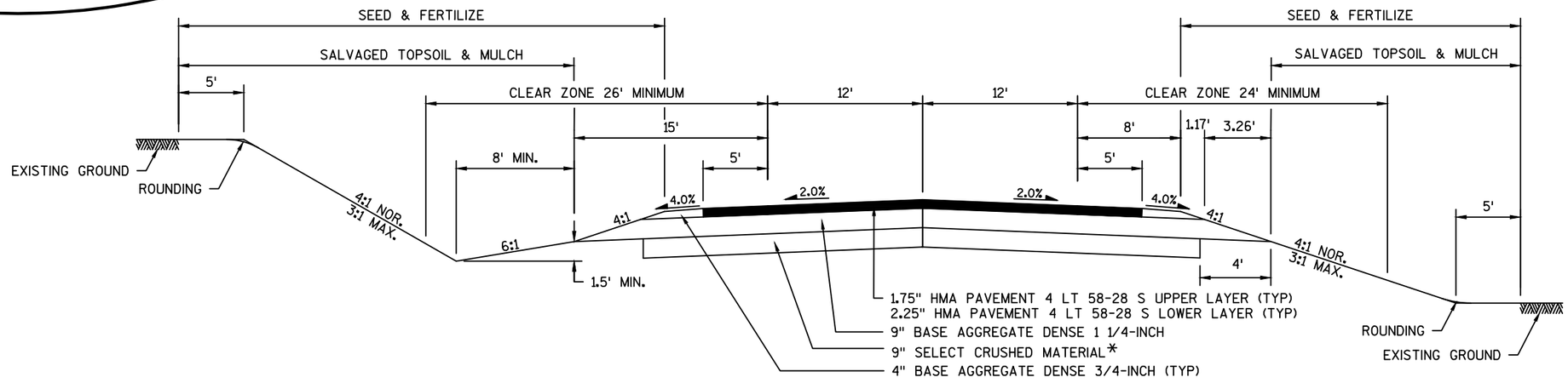
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TYPICAL SECTIONS	SHEET 7	E



TYPICAL FINISHED SECTION
CTH BB
STA. 1092+00'BB' TO STA. 1123+55.9'BB'



ROCK CUT DETAIL
CTH BB
STA. 1120+50'BB' TO STA. 1123+50'BB'
CTH ID
STA. 1133+75'ID' TO STA. 1142+25'ID'
STA. 1148+75'ID' TO STA. 1151+25'ID'

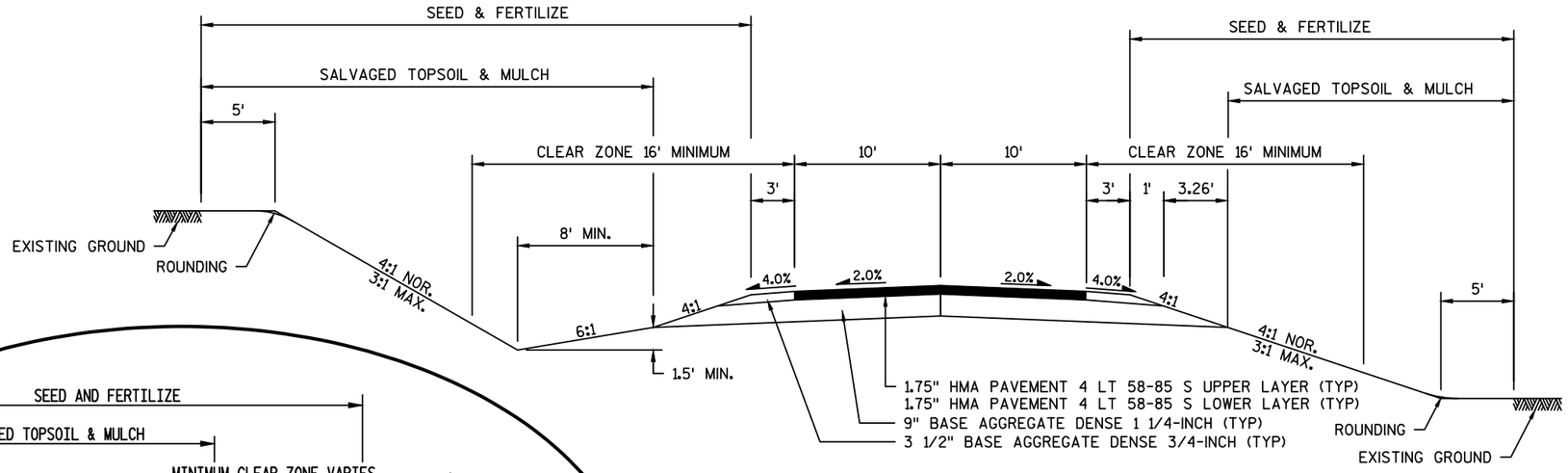


*NOTE: SELECT CRUSHED MATERIAL IS NOT REQUIRED FOR AREAS IN ROCK CUT.
STA. 1137+58'ID' TO STA. 1142+00'ID'
STA. 1149+00'ID' TO STA. 1151+00'ID'

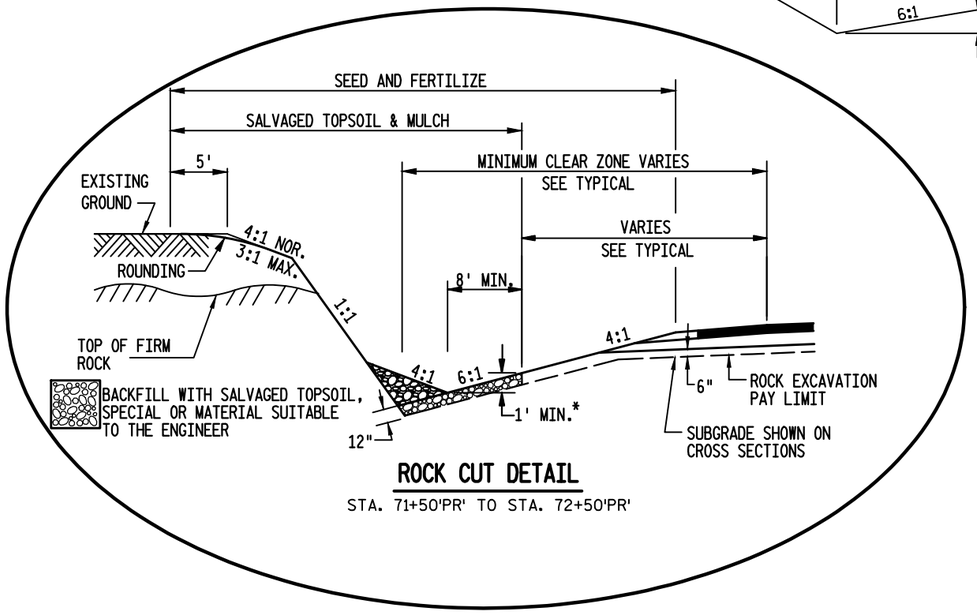
TYPICAL FINISHED SECTION
CTH HHH
STA. 1137+58'ID' TO STA. 1202+00'ID'

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 8	E

2

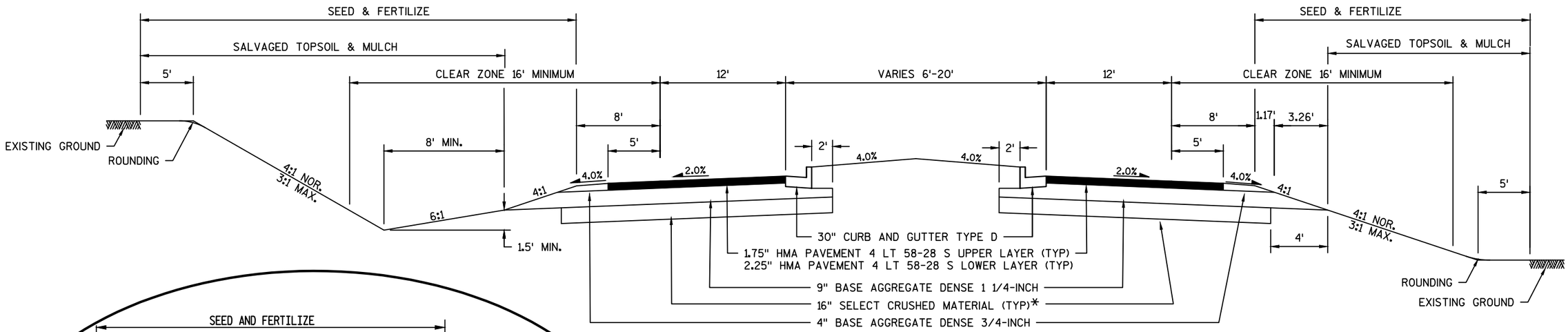


TYPICAL FINISHED SECTION
PRAIRIE RD
STA. 60+97'PR' TO STA. 77+09.20'PR'



ROCK CUT DETAIL
STA. 71+50'PR' TO STA. 72+50'PR'

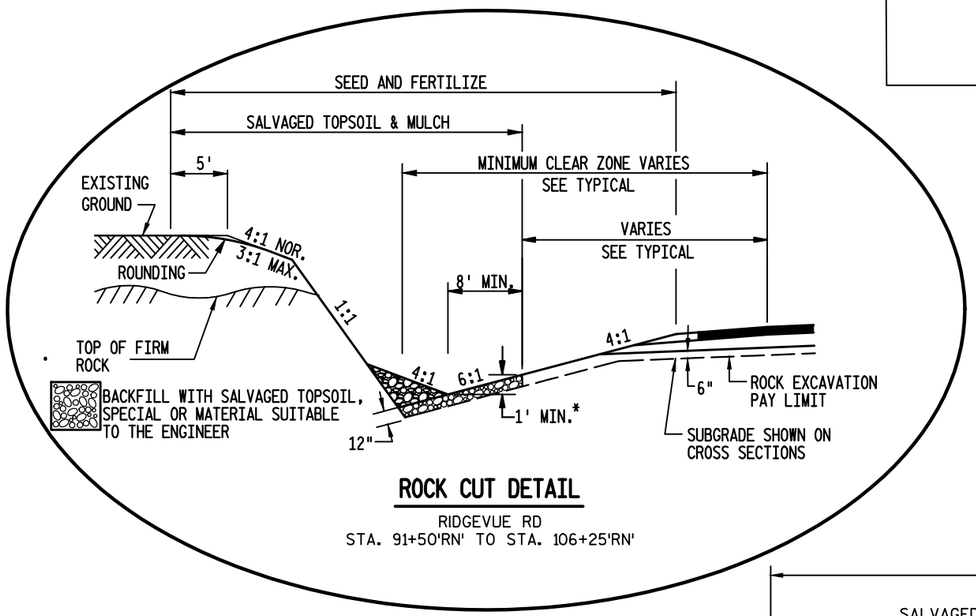
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 9	E



TYPICAL FINISHED SECTION

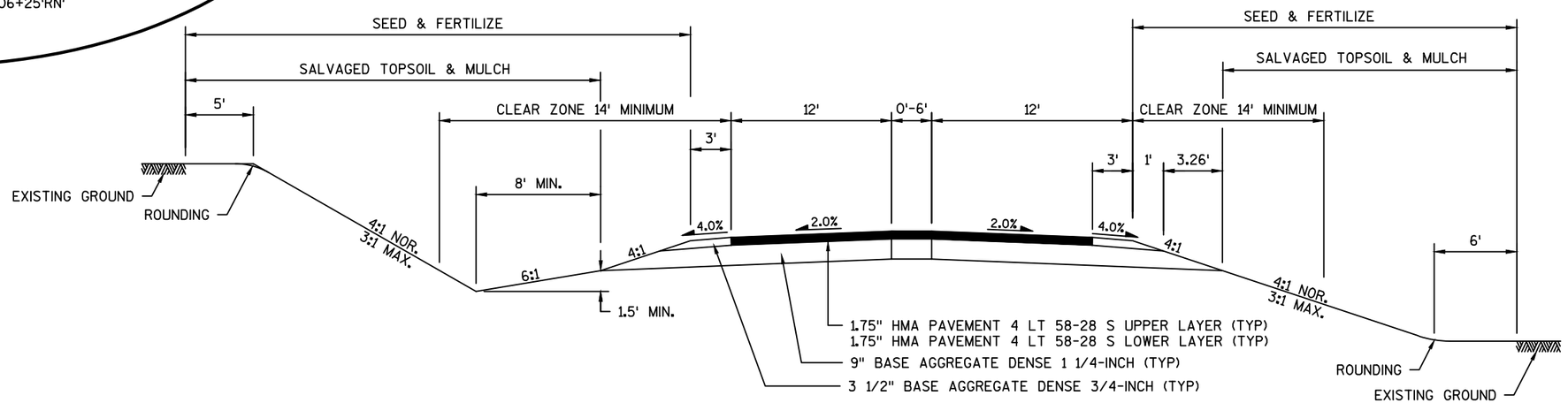
RIDGEVUE RD
STA. 87+60'RN' TO STA. 105+55'RN'

*NOTE: SELECT CRUSHED MATERIAL IS NOT REQUIRED FOR AREAS IN ROCK CUT.
STA. 92+00'RN' TO STA. 105+55'RN'



ROCK CUT DETAIL

RIDGEVUE RD
STA. 91+50'RN' TO STA. 106+25'RN'

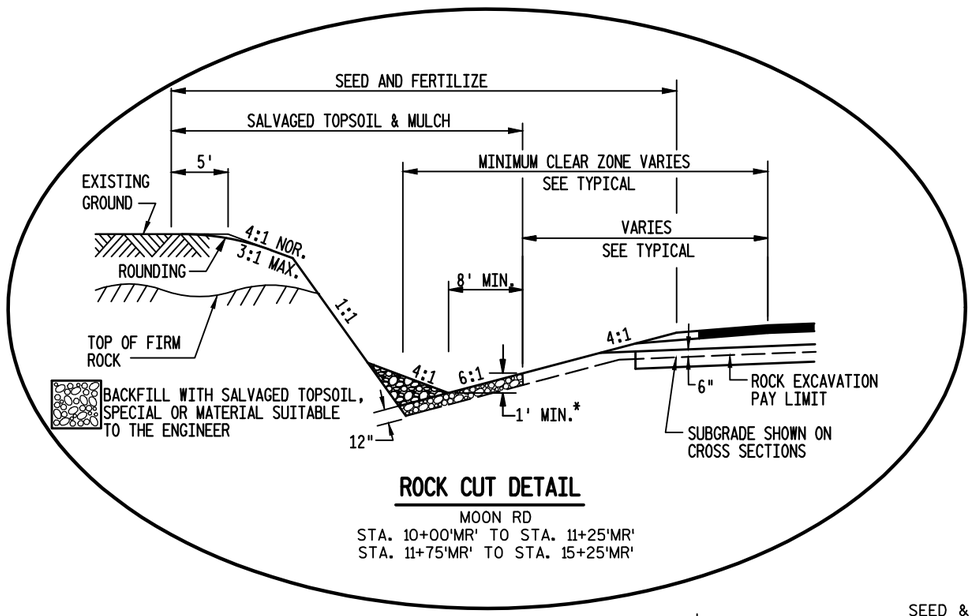


TYPICAL FINISHED SECTION

RIDGEVUE RD
STA. 105+55'RN' TO STA. 131+31'RN'

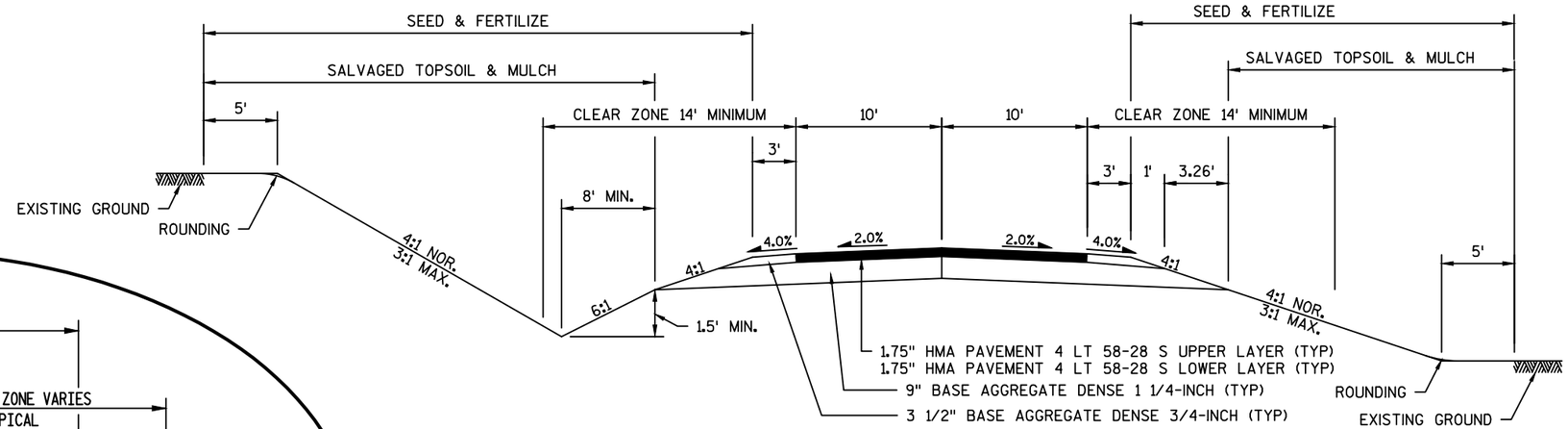
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020304_TS 1 IN 10 FT
PLOT DATE : 2/20/2017 10:48 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



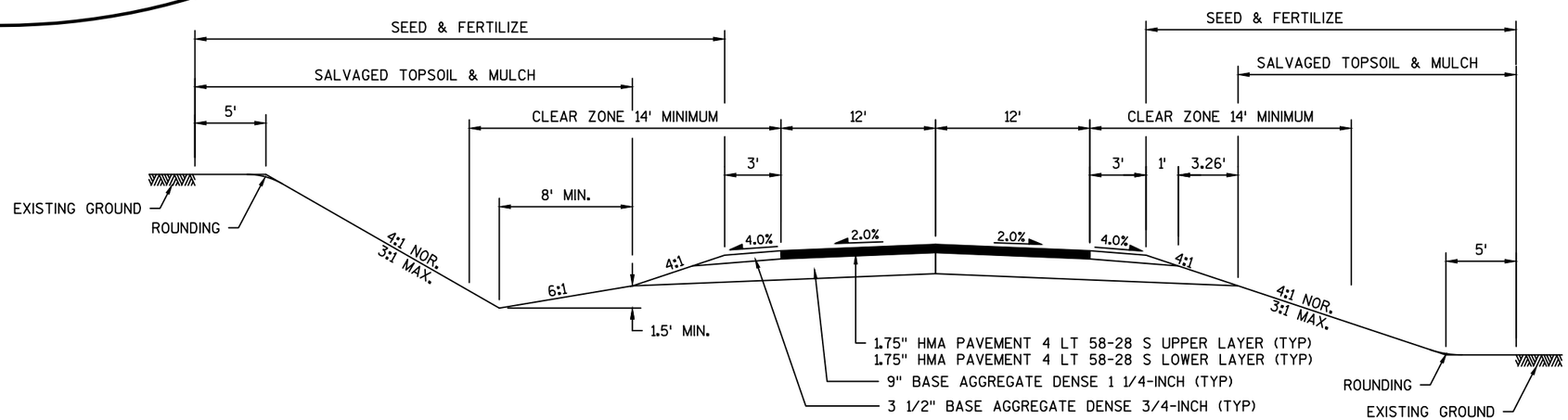
ROCK CUT DETAIL

MOON RD
STA. 10+00'MR' TO STA. 11+25'MR'
STA. 11+75'MR' TO STA. 15+25'MR'



TYPICAL FINISHED SECTION

MOON RD
STA. 10+00'MR' TO STA. 17+80'MR'
N PRAIRIE RD
STA. 30+00'NP' TO STA. 34+85'NP'
STA. 52+50'NP' TO STA. 53+80'NP'
REED RD
STA. 27+00'RR' TO STA. 30+00'RR'

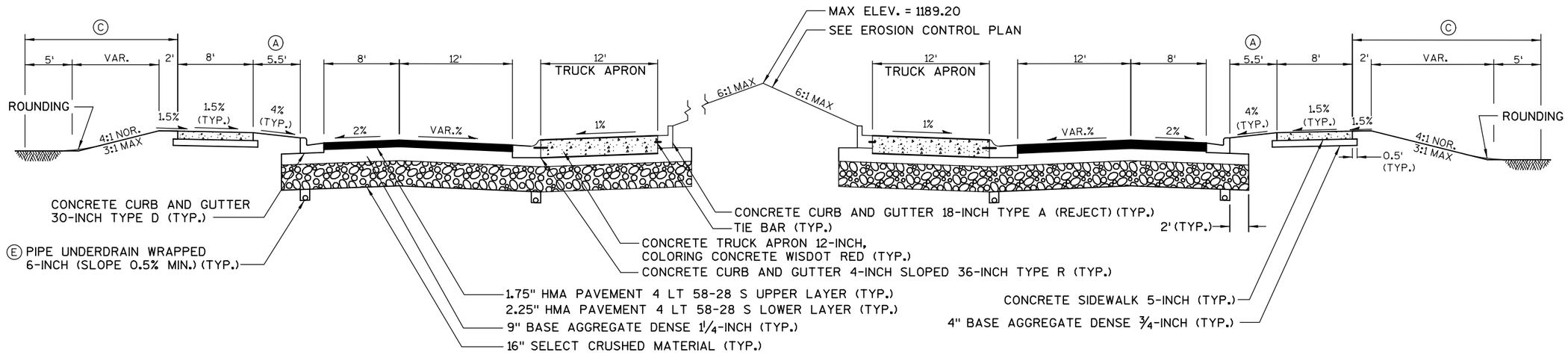


TYPICAL FINISHED SECTION

CTH HHH DEAD END
STA. 13+93'HD' TO STA. 20+00'HD'

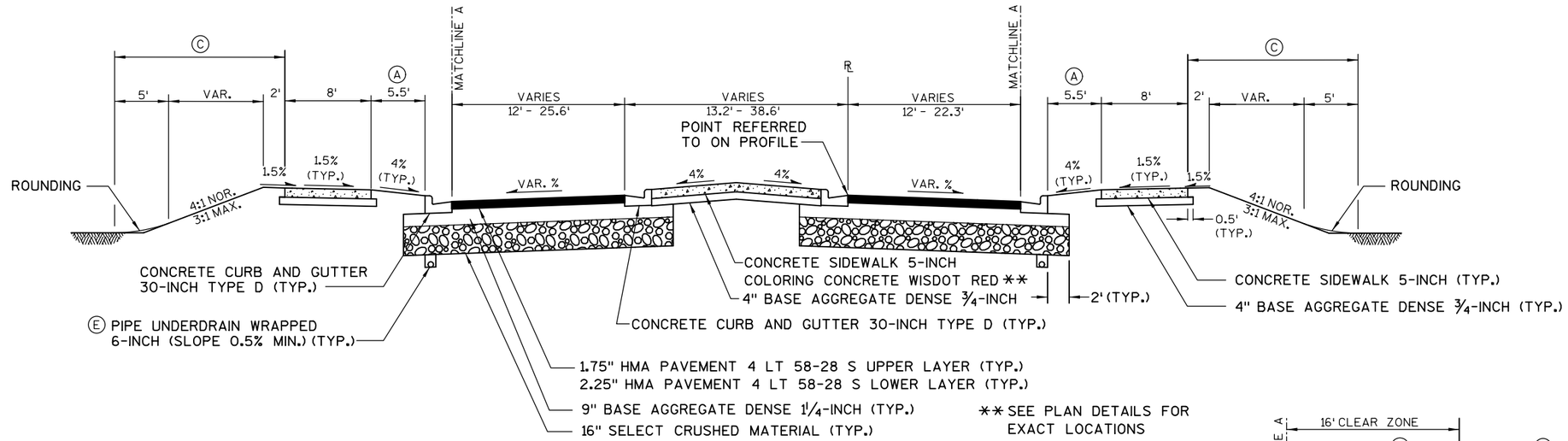
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 11	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 020305_TS 1 IN 10 FT
PLOT DATE : 2/20/2017 10:48 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION THROUGH ROUNDABOUT

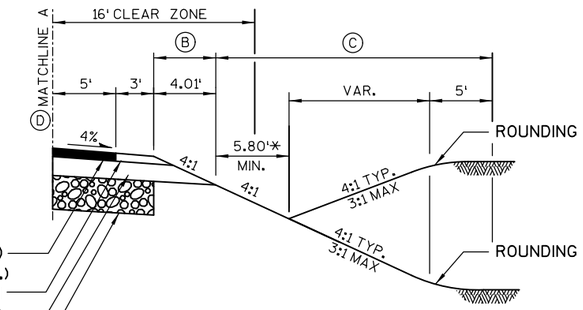
STA. 10+00 A - STA. 13+46 A



** SEE PLAN DETAILS FOR EXACT LOCATIONS

TYPICAL FINISHED SECTION CTH BB, CTH HHH, PRAIRIE RD., RIDGEVUE RD.

STA. 1128+47.3 'BB' LT - STA. 1129+37.9 'BB' LT
STA. 1128+71.4 'BB' RT - STA. 1129+54.5 'BB' RT
STA. 1131+27.2 'ID' RT - STA. 1132+21.8 'ID' RT
STA. 1131+45.5 'ID' LT - STA. 1132+49.2 'ID' LT
STA. 81+50.1 'PR' LT - STA. 82+22.2 'PR' LT
STA. 81+42.6 'PR' RT - STA. 82+40.5 'PR' RT
STA. 84+33.3 'RN' LT - STA. 87+59.9 'RN' LT
STA. 84+07.3 'RN' RT - STA. 87+59.9 'RN' RT



STA. 85+12.8 'RN' RT - STA. 87+59.9 'RN' RT
STA. 85+25.6 'RN' LT - STA. 87+59.9 'RN' LT

* IF 6:1 SLOPE, 9.09' MIN.

(A) TOPSOIL, MULCHING, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30 & FERTILIZER TYPE B

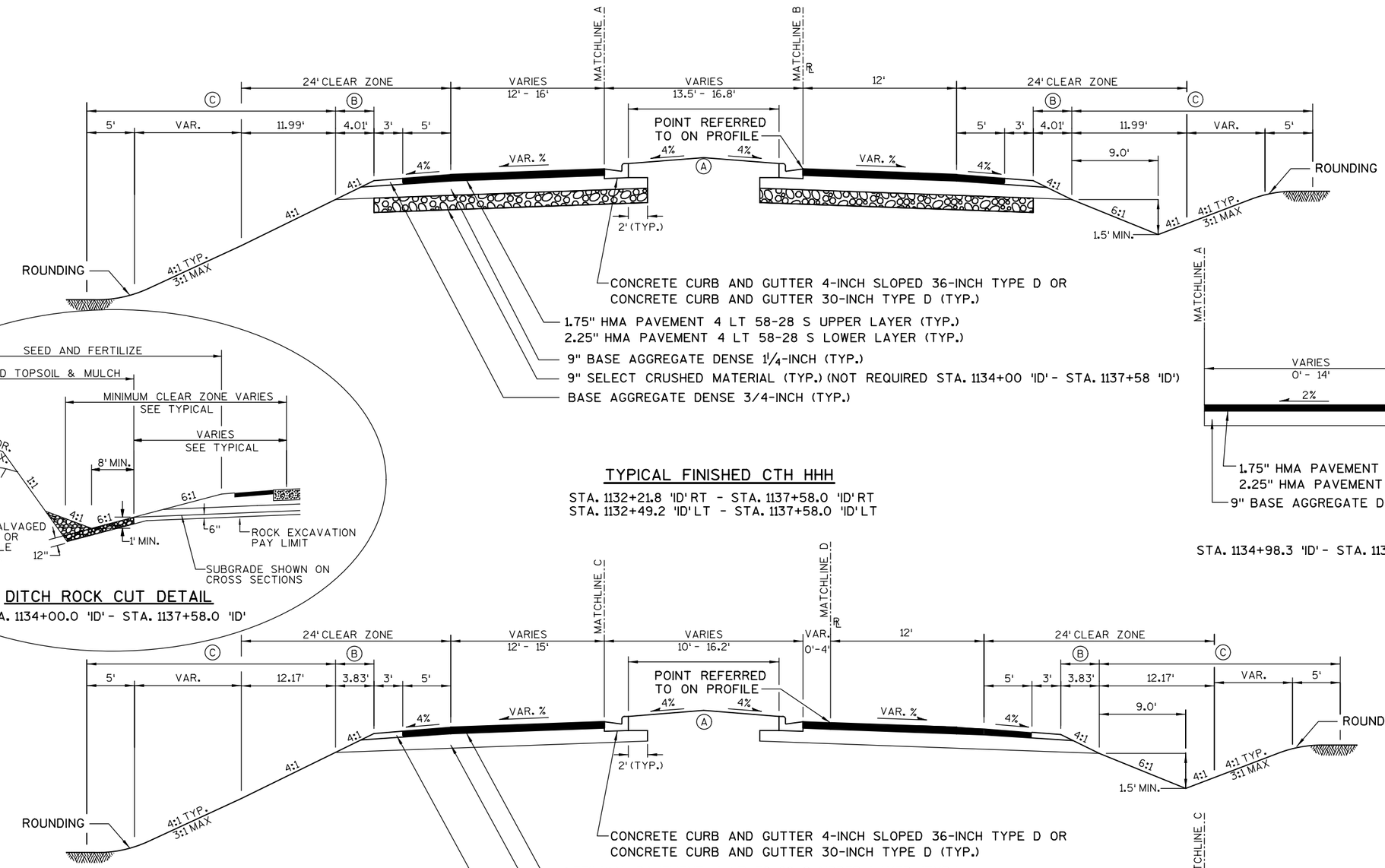
(B) SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, & FERTILIZER TYPE B

(C) TOPSOIL, EROSION MAT CLASS I TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 20 & FERTILIZER TYPE B

(D) REVERSED FOR LEFT STATIONING

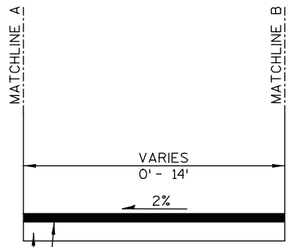
(E) INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR EXACT LOCATIONS.

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 12	E

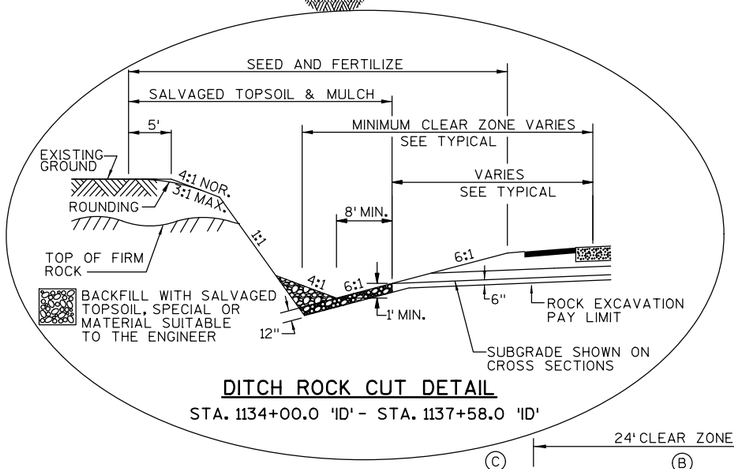


TYPICAL FINISHED CTH HHH

STA. 1132+21.8 'ID' RT - STA. 1137+58.0 'ID' RT
STA. 1132+49.2 'ID' LT - STA. 1137+58.0 'ID' LT



STA. 1134+98.3 'ID' - STA. 1137+58.0 'ID'

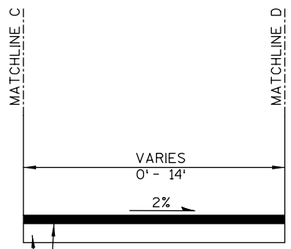


DITCH ROCK CUT DETAIL

STA. 1134+00.0 'ID' - STA. 1137+58.0 'ID'

TYPICAL FINISHED CTH BB

STA. 1123+55.9 'BB' RT - STA. 1128+71.4 'BB' RT
STA. 1123+55.9 'BB' LT - STA. 1128+47.3 'BB' LT



STA. 1123+55.9 'BB' - STA. 1125+96.0 'BB'

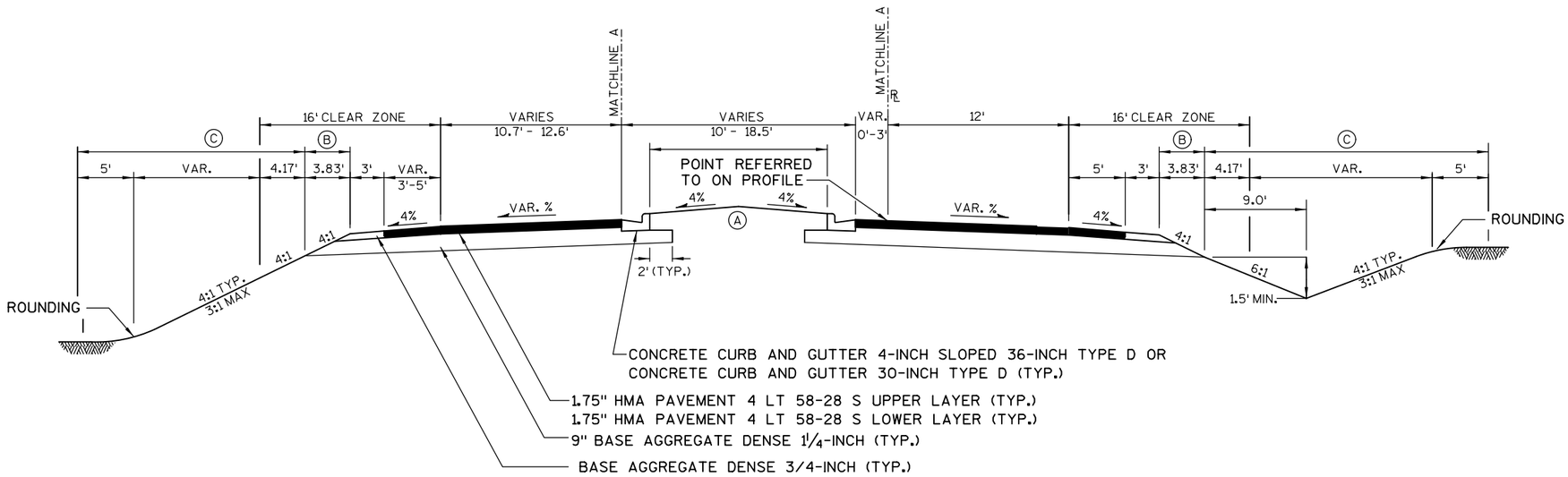
(A) TOPSOIL, MULCHING, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30 & FERTILIZER TYPE B

(B) SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, & FERTILIZER TYPE B

(C) TOPSOIL, EROSION MAT CLASS I TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 20 & FERTILIZER TYPE B

(D) REVERSED FOR LEFT STATIONING

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 13	E



TYPICAL FINISHED PRAIRIE ROAD

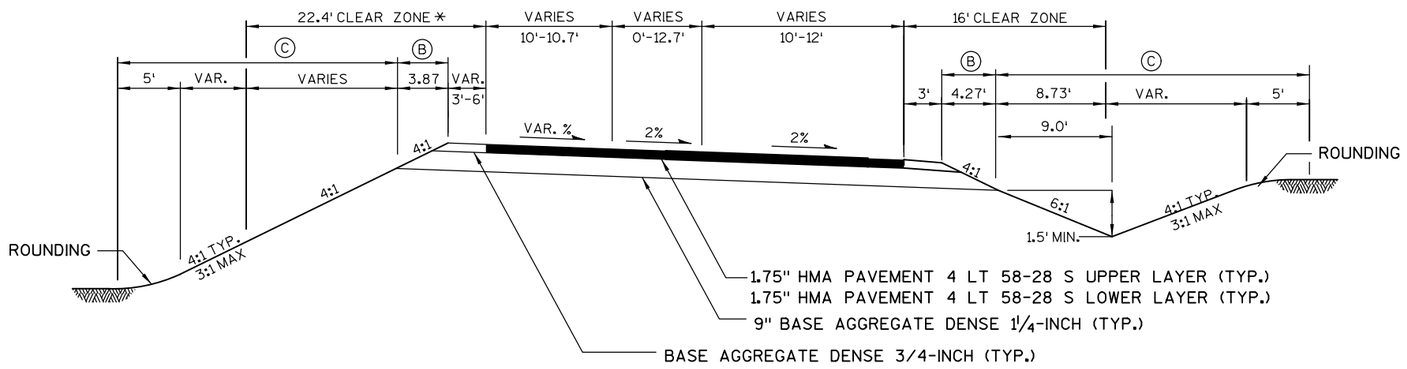
STA. 79+44.7 'PR' RT - STA. 81+42.6 'PR' RT
STA. 79+44.7 'PR' LT - STA. 81+50.1 'PR' LT

(A) TOPSOIL, MULCHING, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30 & FERTILIZER TYPE B

(B) SEEDING MIXTURE NO. 30, SEEDING TEMPORARY, & FERTILIZER TYPE B

(C) TOPSOIL, EROSION MAT CLASS I TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 20 & FERTILIZER TYPE B

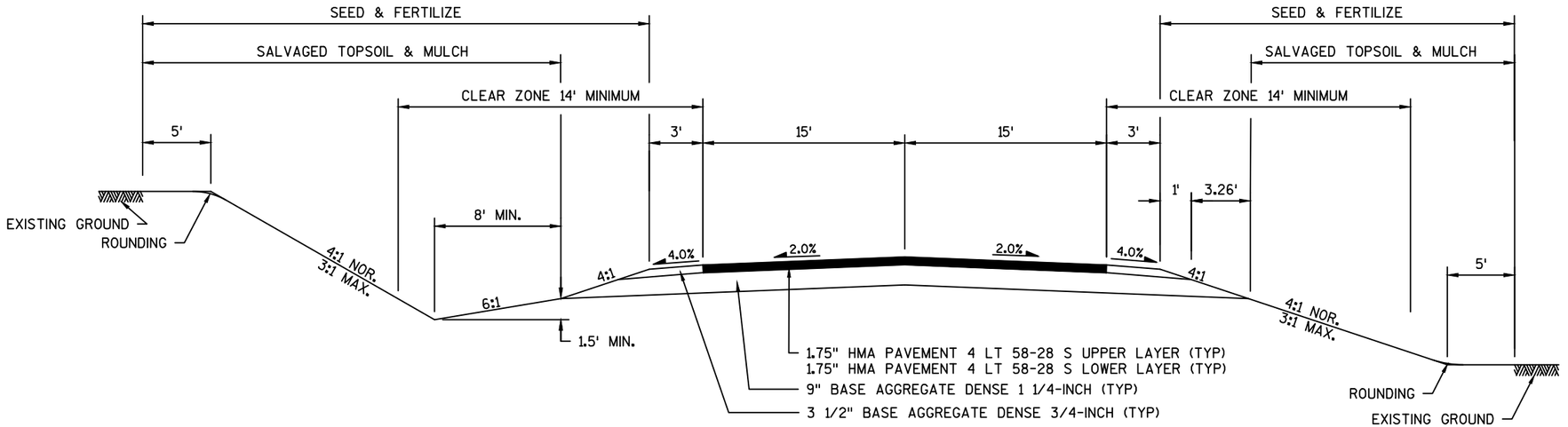
* CLEAR ZONE ON PRAIRIE ROAD IS 16'. A CURVE CORRECTION FACTOR OF 1.4 WAS USED DUE TO THE HORIZONTAL CURVE.



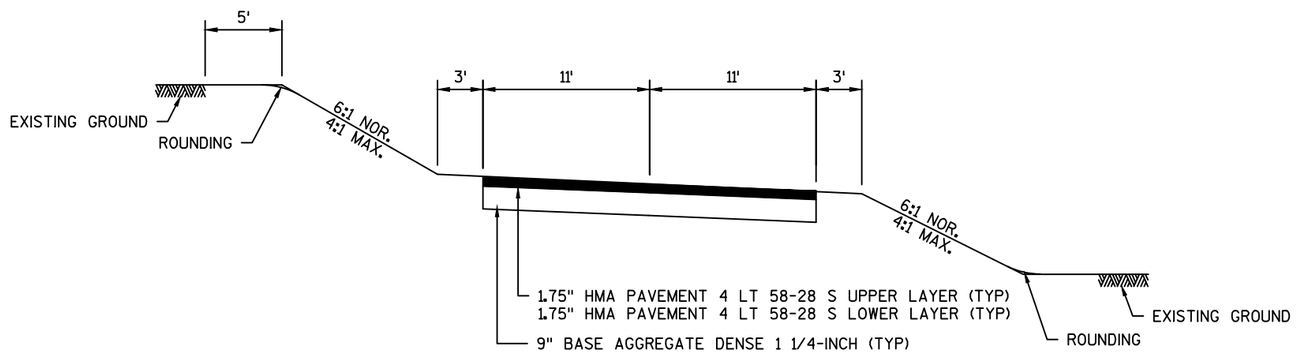
TYPICAL FINISHED PRAIRIE ROAD

STA. 77+09.2 'PR' - STA. 79+44.7 'PR'

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 14	E

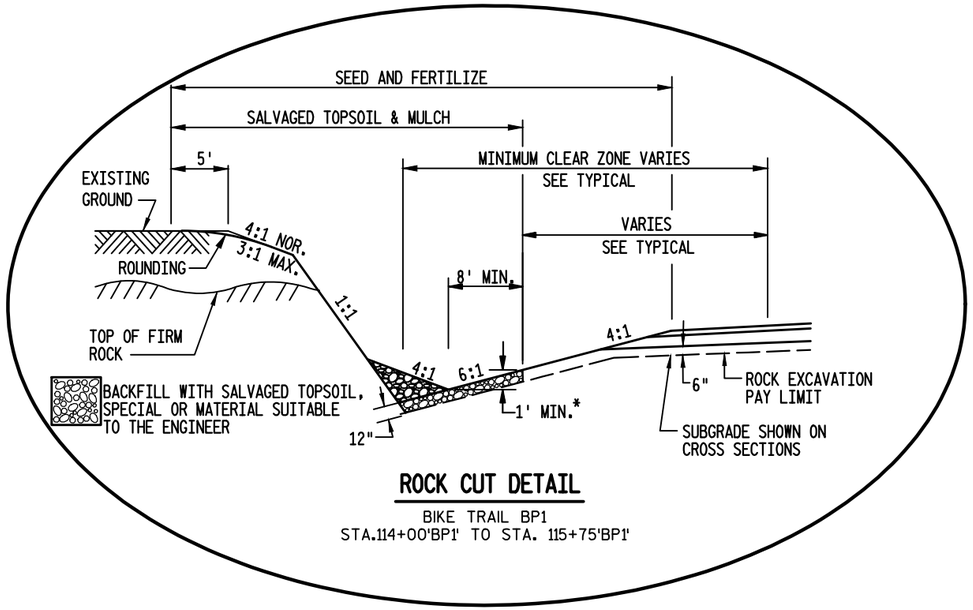


TYPICAL FINISHED SECTION
LORRAINE CT
STA. 31+52'LC' TO STA. 34+81.23'LC'



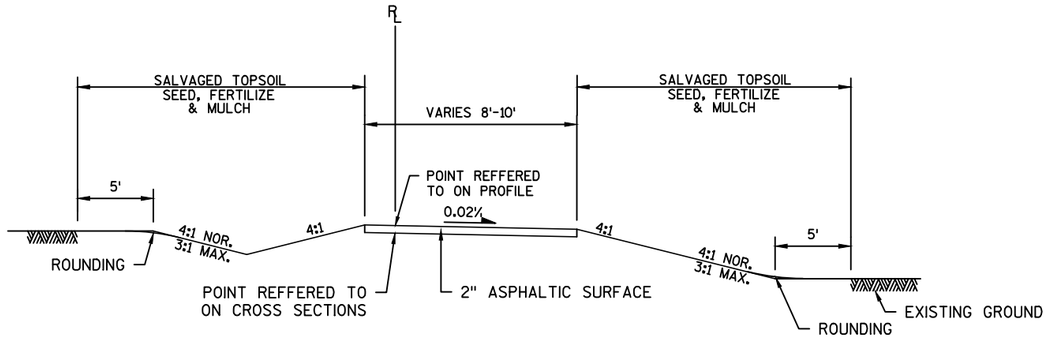
TYPICAL FINISHED SECTION
TERNES CT
STA. 48+43'TC' TO STA. 50+54'TC'

2



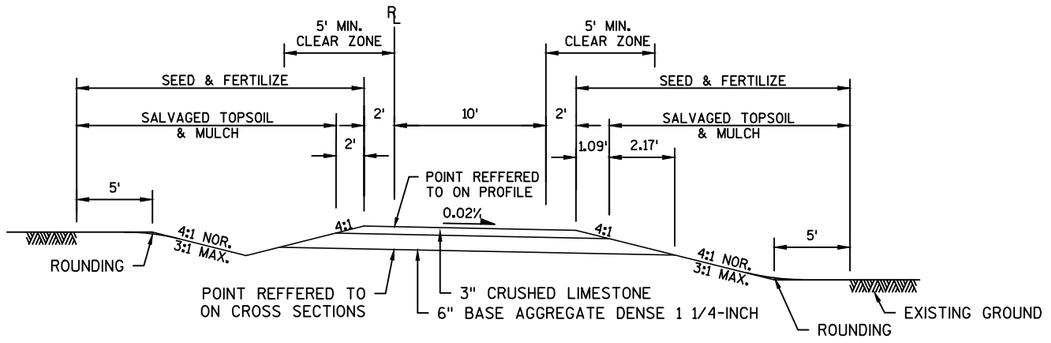
ROCK CUT DETAIL

BIKE TRAIL BP1
STA.114+00'BP1' TO STA. 115+75'BP1'



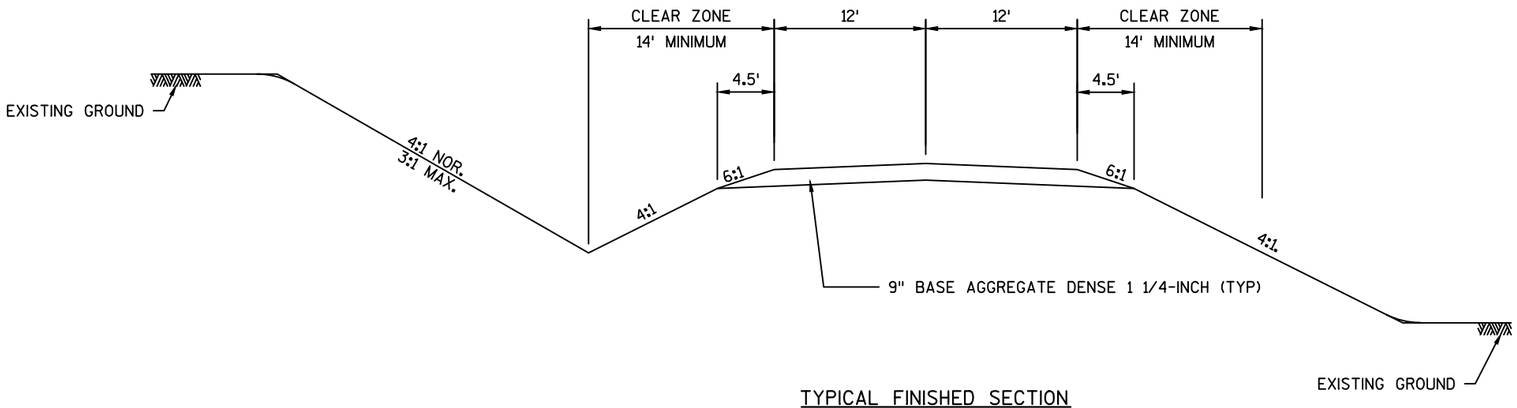
TYPICAL FINISHED SECTION

BIKE TRAIL
STA. 80+90'BP1' TO STA. 93+00'BP1'

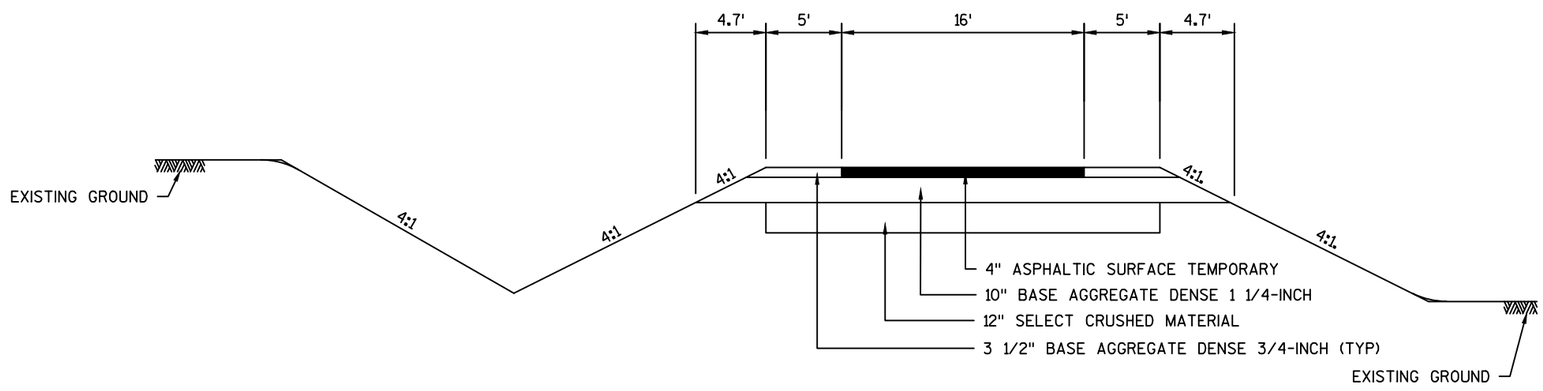


TYPICAL FINISHED SECTION

BIKE TRAIL
STA. 93+00'BP1' TO STA. 116+97'BP1'
STA. 116+97'BP2' TO STA. 140+30'BP2'
STA. 27+04'BP3' TO STA. 28+85'BP3'

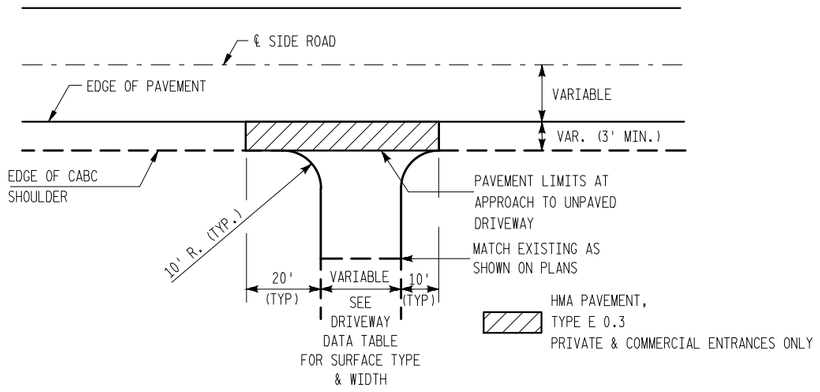


TYPICAL FINISHED SECTION
MOON RD TEMPORARY
STA. 10+09'MRT' TO STA. 15+48'MRT'

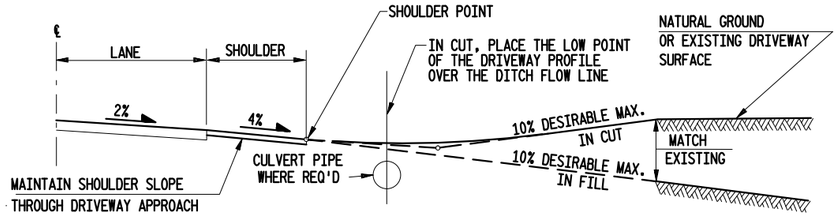


TYPICAL FINISHED SECTION
CROSSOVERS
STA. 104+75'CR1' - STA. 121+10'CR1'
STA. 103+00'CR2' - STA. 119+25'CR2'
STA. 100+00'CR3' - STA. 114+88'CR3'
STA. 100+00'CR4' - STA. 120+74'CR4'

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TYPICAL SECTIONS	SHEET 17	E



PLAN VIEW - SIDE ROAD DRIVEWAY

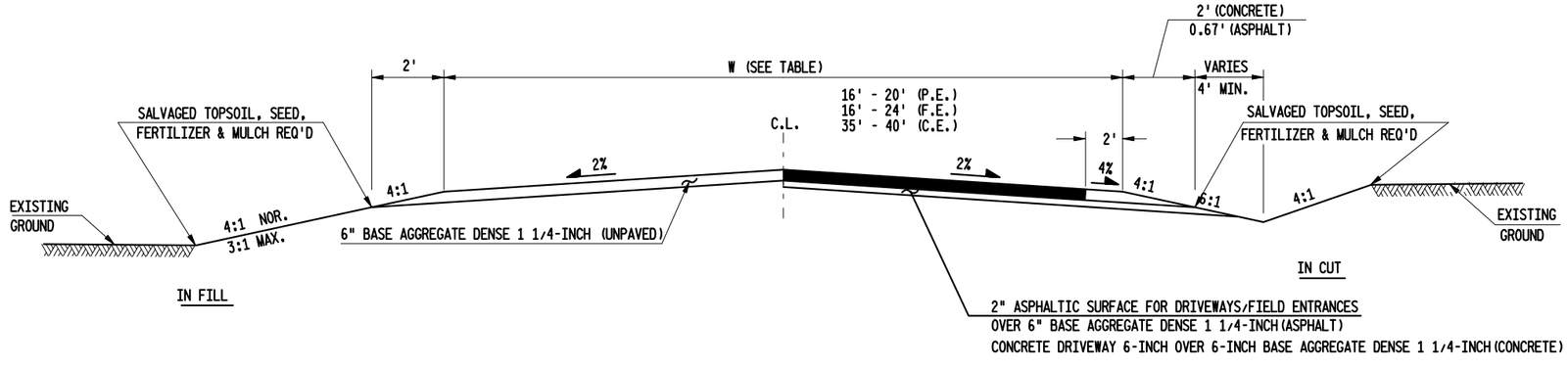


PROFILE VIEW

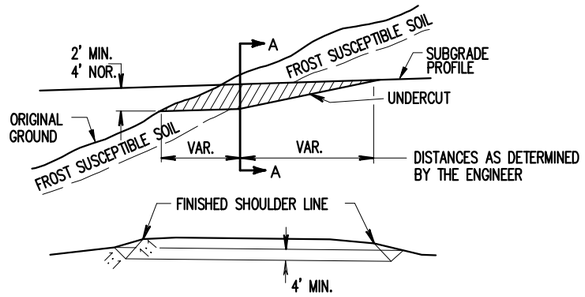
TYPICAL RURAL DRIVEWAY DETAILS

DRIVEWAY DATA

STATION	LOCATION	TYPE	WIDTH (FT)	SURFACE	REMARKS
1095+50 'BB'	LT	CE	24	BASE AGG	STONE LODGE
1095+75 'BB'	RT	FE	20	BASE AGG	BJORGE
1107+65 'BB'	RT	PE	20	BASE AGG	HATFIELD
1110+50 'BB'	RT	PE	20	BASE AGG	BJORGE
1116+00 'BB'	RT	PE	16	BASE AGG	ASHLIMAN RD
1119+30 'BB'	LT	FE	20	BASE AGG	BICKFORD
1119+30 'BB'	RT	CE	20	ASPHALTIC	ST. BRIDGET'S
61+50 'PR'	LT	FE	20	BASE AGG	BERNING
61+50 'PR'	RT	FE	20	BASE AGG	BERNING
70+50 'PR'	LT	FE	20	BASE AGG	BERNING
1144+00 'ID'	RT	FE	20	BASE AGG	BICKFORD
1144+00 'ID'	LT	FE	20	BASE AGG	BICKFORD
1165+50 'ID'	LT	FE	20	BASE AGG	TOWN OF RIDGEWAY
1165+50 'ID'	RT	FE	20	BASE AGG	TOWN OF RIDGEWAY
1170+00 'ID'	LT	FE	20	BASE AGG	PRAIRIE RIDGEWAY LLC.
1171+00 'ID'	RT	FE	20	BASE AGG	PRAIRIE RIDGEWAY LLC.
1198+25 'ID'	RT	PE	20	CONCRETE	IVERSON
1199+25 'ID'	RT	PE	20	ASPHALTIC	GILBERTSON
34+00 'NP'	LT	FE	20	BASE AGG	BICKFORD
34+24 'NP'	RT	CE	24	ASPHALTIC	TOWN OF RIDGEWAY
53+80 'NP'	RT	FE	20	BASE AGG	HY-VISTA
122+90 'NR'	RT	FE	20	BASE AGG	BICKFORD
122+90 'NR'	LT	PE	24	BASE AGG	BICKFORD
125+40 'NR'	LT	PE	24	BASE AGG	BICKFORD
130+42 'NR'	LT	PE	24	BASE AGG	BICKFORD
25+90 'RR'	RT	FE	20	BASE AGG	BICKFORD
48+60 'TC'	LT	PE	20	BASE AGG	LEASE



TYPICAL SECTION FOR RURAL DRIVEWAY



SECTION A-A
CROSS SECTION SHOWING UNDERCUT

DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUT/FILL TRANSITION

NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

E.B.S. AREA TO BE BACKFILLED WITH SUITABLE BACKFILL.

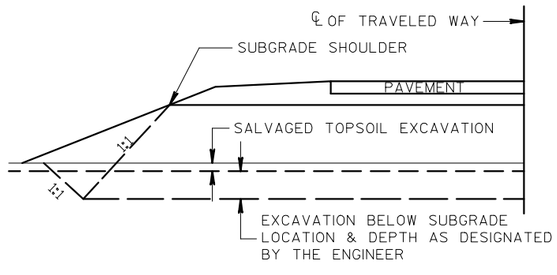
THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2'-4' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

RUNOFF COEFFICIENT TABLE

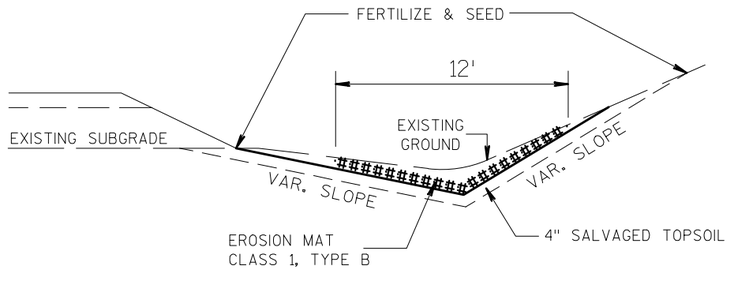
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 125 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 95 ACRES

2

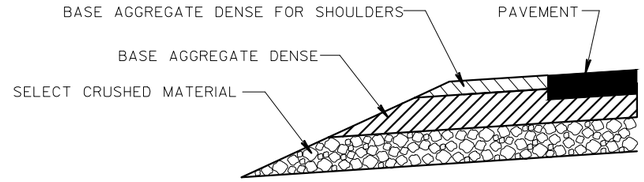


DETAIL FOR EXCAVATION BELOW SUBGRADE

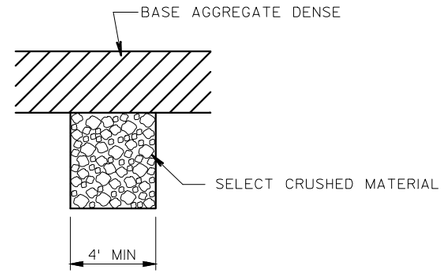


DITCH SHAPING DETAIL

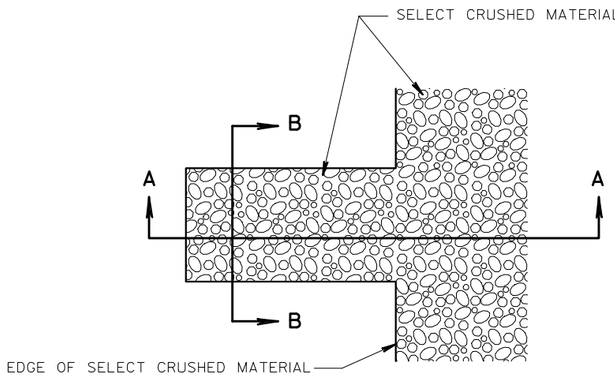
2



SECTION A-A



SECTION B-B

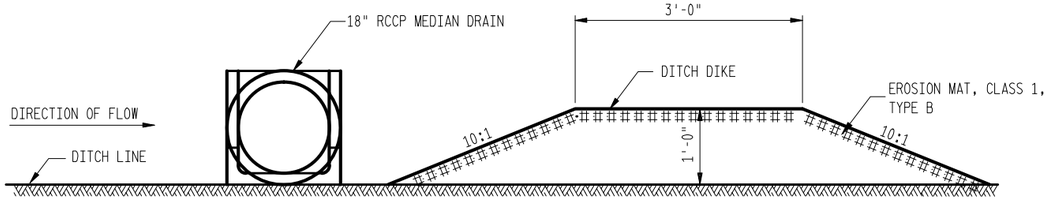


DETAIL FOR FRENCH DRAINS

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICLE CURVE IN THE PROFILE.

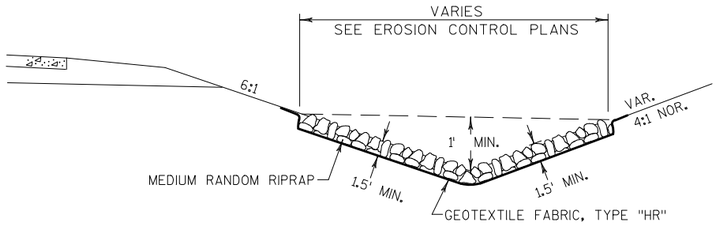
(LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM COMMON EXCAVATION.

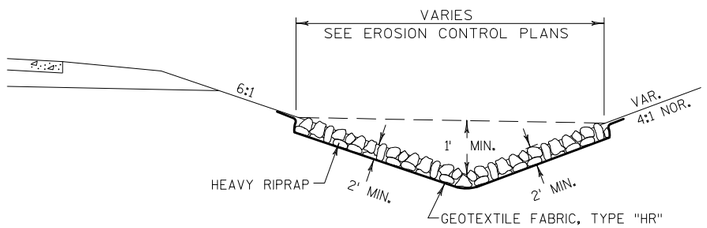


DETAIL FOR SPECIAL DITCH CHECKS AT MEDIAN DRAINS - SPV.0060.03

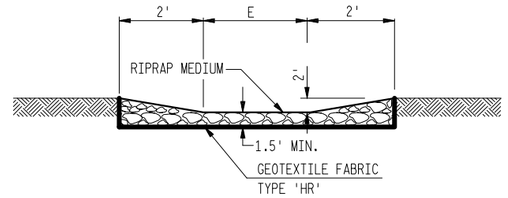
SEE EROSION CONTROL SHEETS FOR LOCATIONS



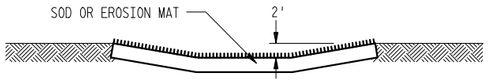
DETAIL OF MEDIUM RANDOM RIPRAP DITCH



DETAIL OF HEAVY RIPRAP DITCH

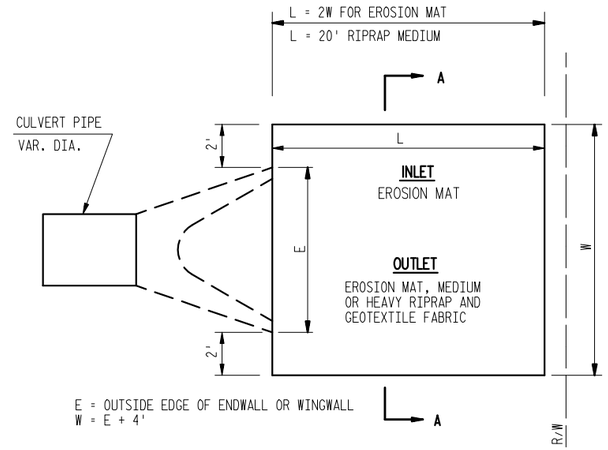


OUTLET SECTION A-A



INLET AND OUTLET SECTION A-A

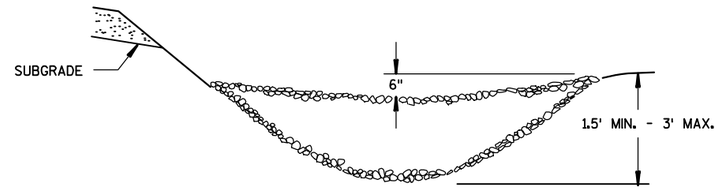
EROSION MAT



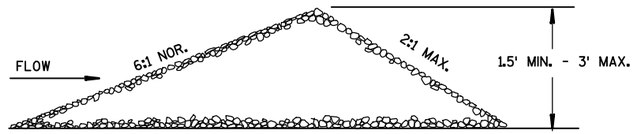
DETAIL FOR EROSION CONTROL AT CULVERT PIPE ENDS

SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS

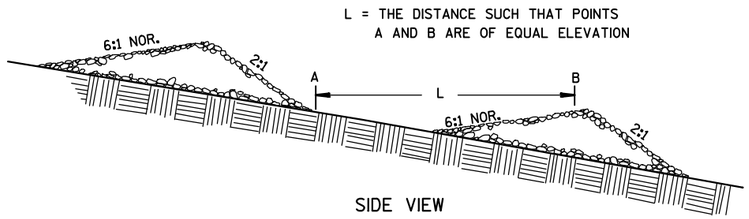
2



CROSS SECTIONAL VIEW

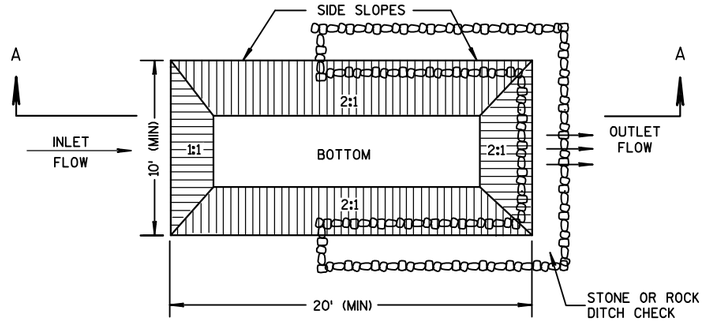


SIDE VIEW

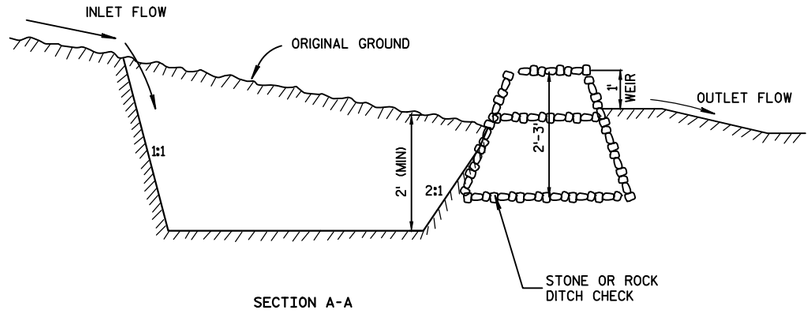


SIDE VIEW

STONE DITCH CHECK

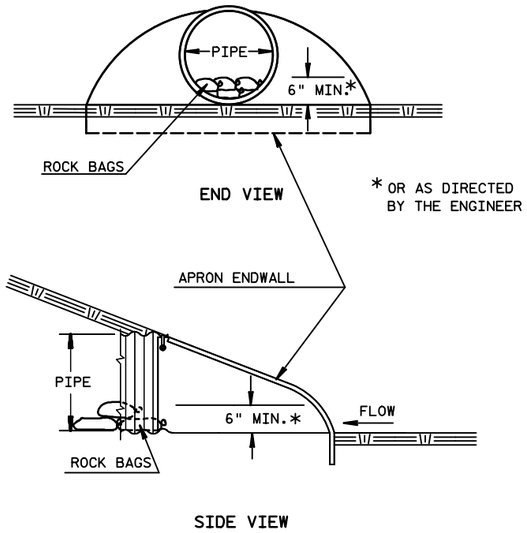


PLAN VIEW



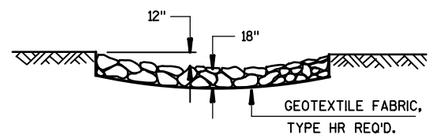
SECTION A-A

TYPICAL TEMPORARY SEDIMENT BASIN

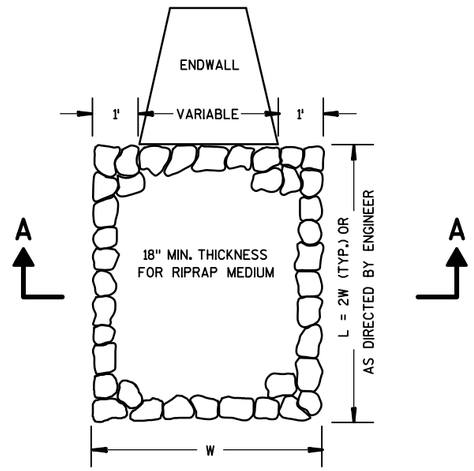


ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
18"	2
24"	3
30"	5
48"	10
54"	10
60"	13
72"	16

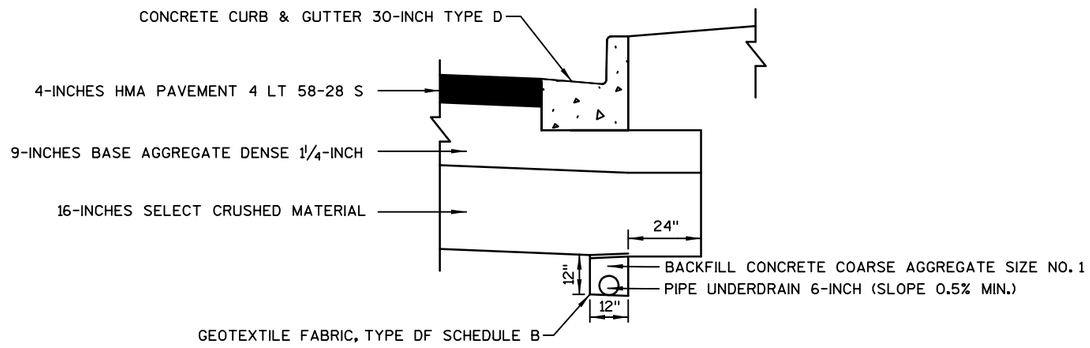
CULVERT PIPE CHECKS



SECTION A-A

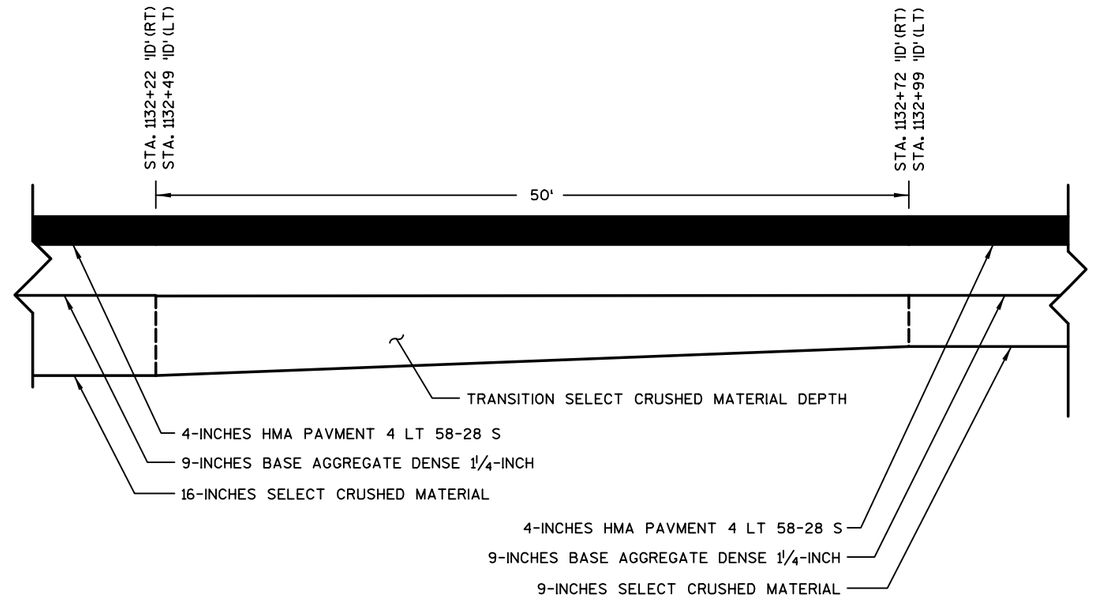


RIPRAP MEDIUM TREATMENT AT STORM SEWER OUTFALLS AND ASPHALTIC FLUMES



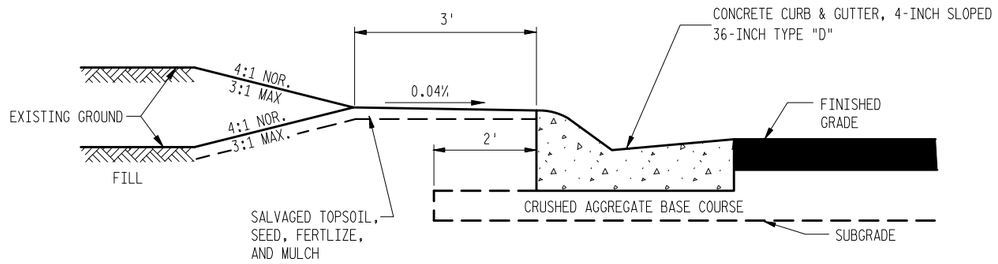
DETAIL FOR PIPE UNDERDRAIN 6-INCH

NOTE: PIPE UNDERDRAIN IS TO BE DISCHARGED INTO THE INLET STRUCTURES.
CONCRETE COARSE AGGREGATE SIZE NO. 1 IS INCIDENTAL TO PIPE UNDERDRAIN, 6-INCH

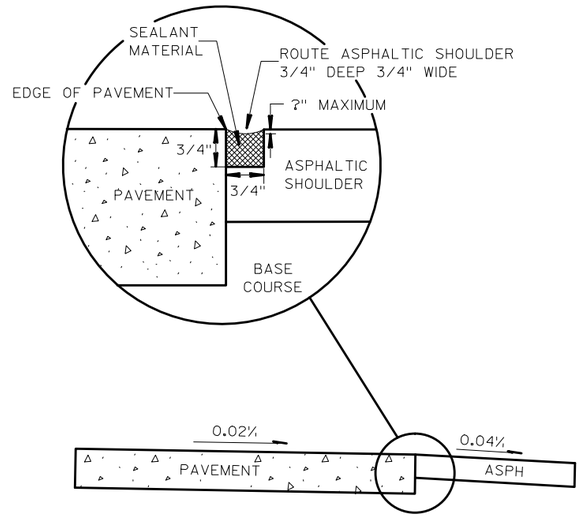


SELECT CRUSHED MATERIAL TRANSITION DETAIL

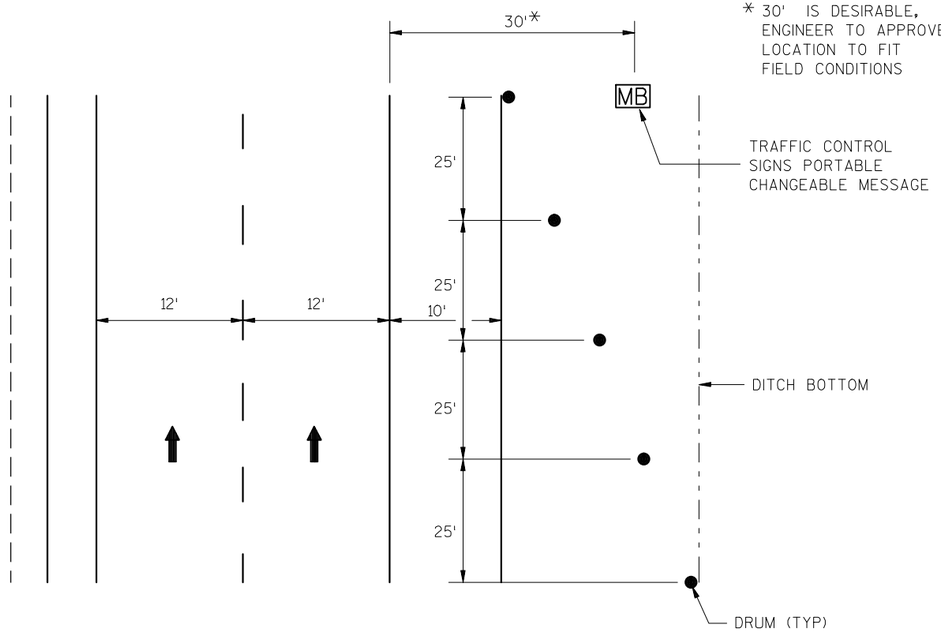
STA. 1132+22 'ID'(RT) - STA. 1132+72 'ID'(RT)
STA. 1132+49 'ID'(LT) - STA. 1132+99 'ID'(LT)



TYPICAL PARTIAL SECTION AT 36-INCH CURB & GUTTER

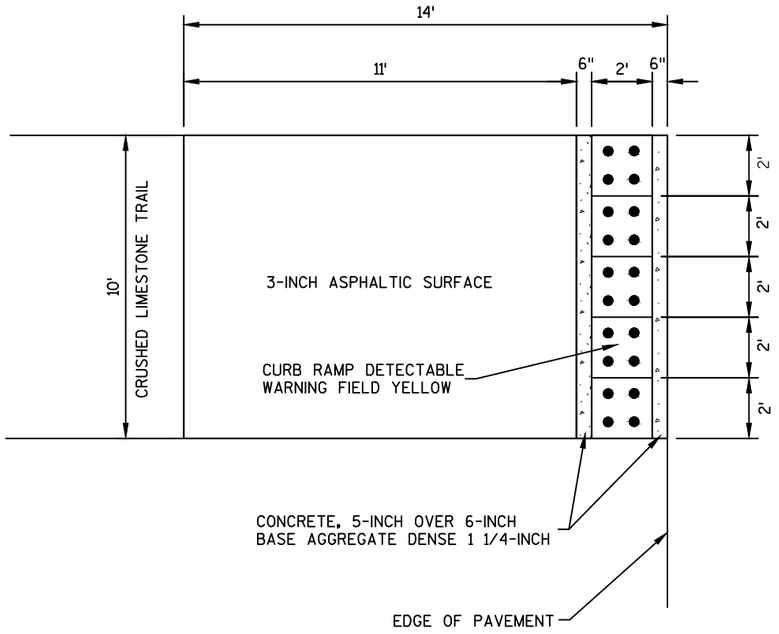


ROUTE AND SEAL DETAIL



* 30' IS DESIRABLE, ENGINEER TO APPROVE LOCATION TO FIT FIELD CONDITIONS

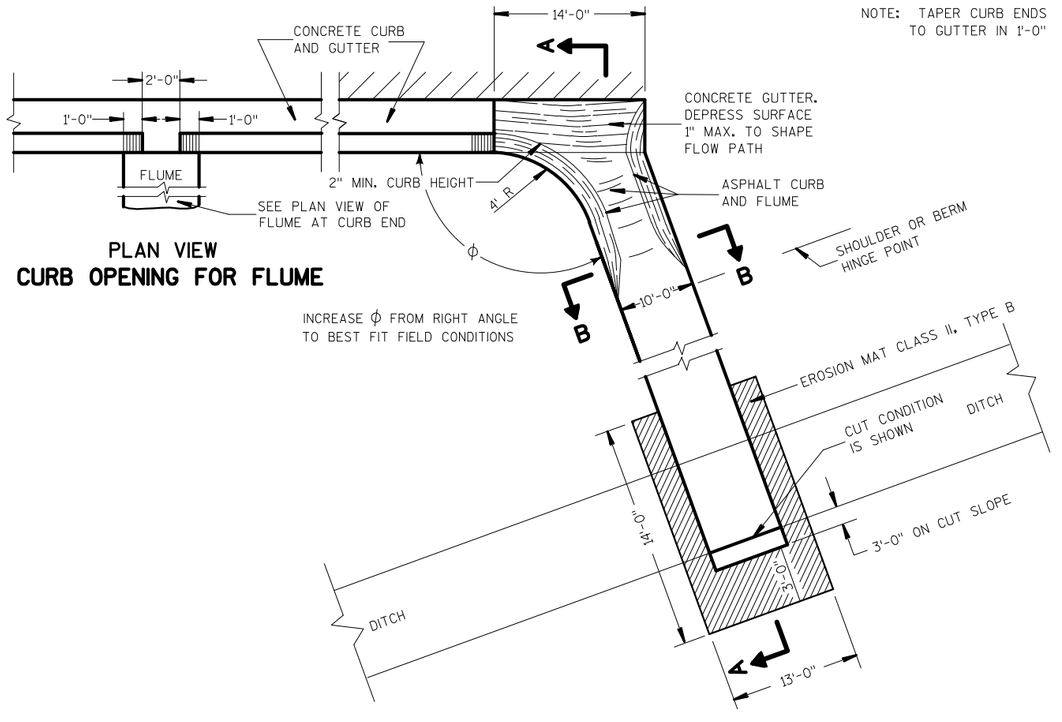
CHANGEABLE MESSAGE SIGN DELINEATION DETAIL



DETECTABLE WARNING FIELD

STA. 116+39.56'BP1' - STA.116+53.56'BP1'
STA. 117+16.60'BP2' - STA. 117+30.60'BP2'
STA. 27+42.54'BP3' - STA. 27+56.54'BP3'
STA. 27+89.16'BP3' - STA. 28+07.42'BP3'

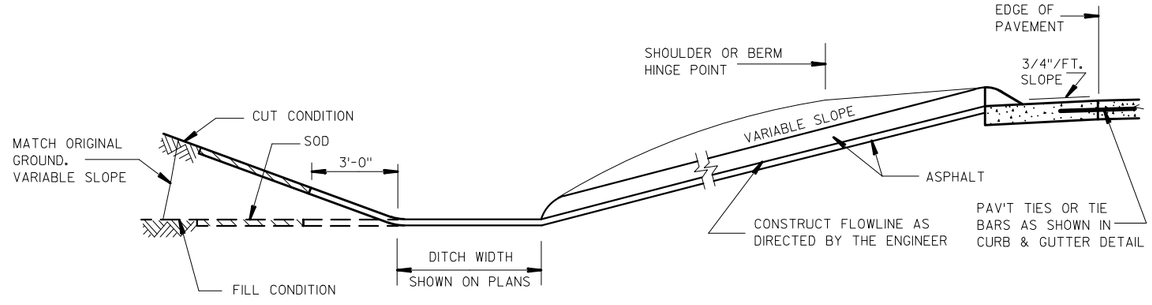
(SEE PLAN DETAILS FOR MORE DETAIL)



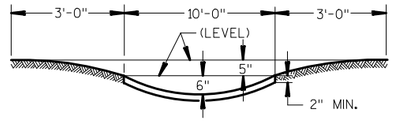
PLAN VIEW
CURB OPENING FOR FLUME

NOTE: TAPER CURB ENDS TO GUTTER IN 1'-0"

PLAN VIEW
FLUME AT CURB END

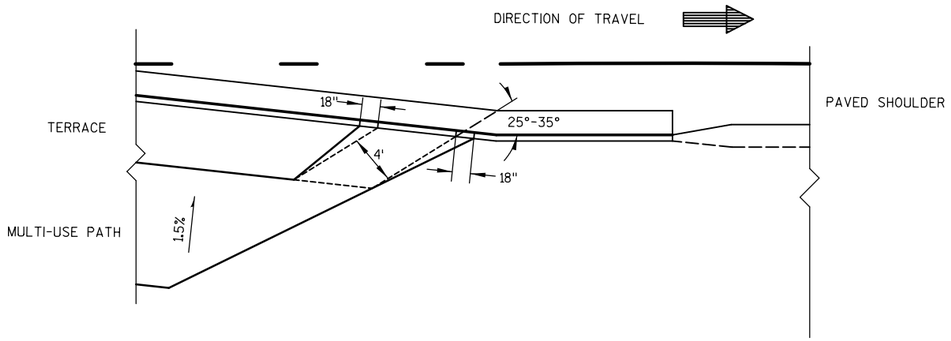


SECTION A-A

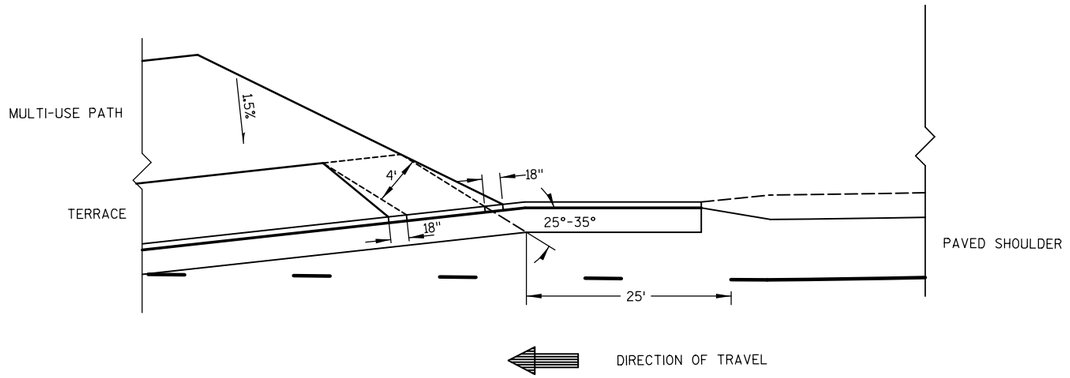


SECTION B-B

ASPHALTIC FLUME

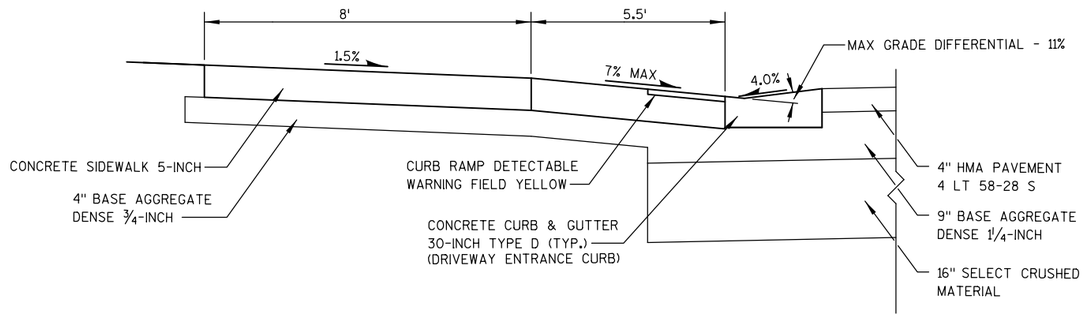


BIKE RAMP ENTRANCE

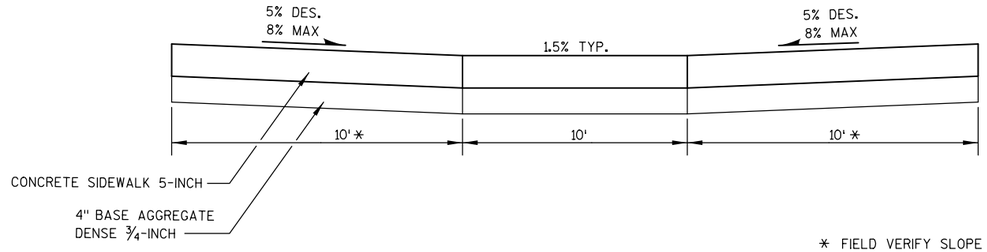


BIKE RAMP EXIT

BIKE RAMP ENTRANCE AND EXIT

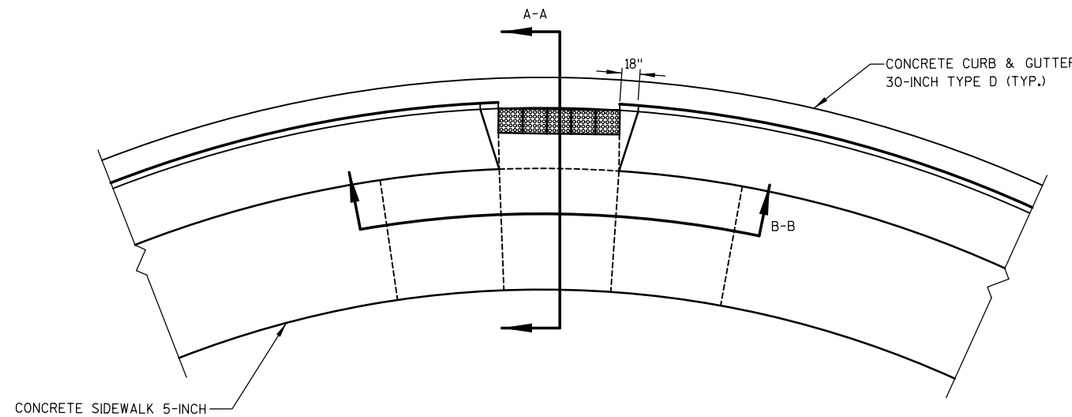


CROSS SECTION A-A



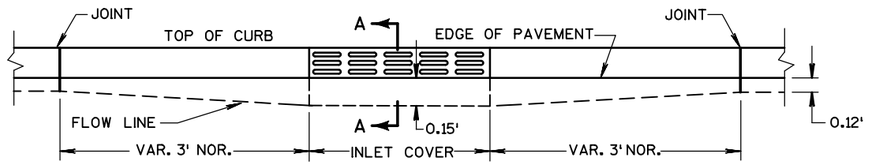
* FIELD VERIFY SLOPE DOES NOT EXCEED 12:1.
ADJUST DISTANCE ACCORDINGLY.

CROSS SECTION B-B

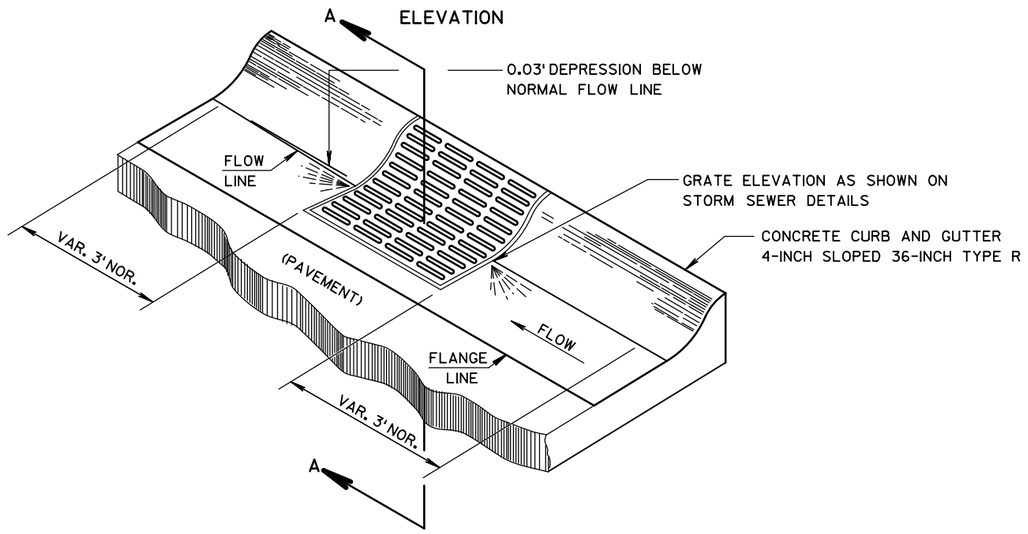


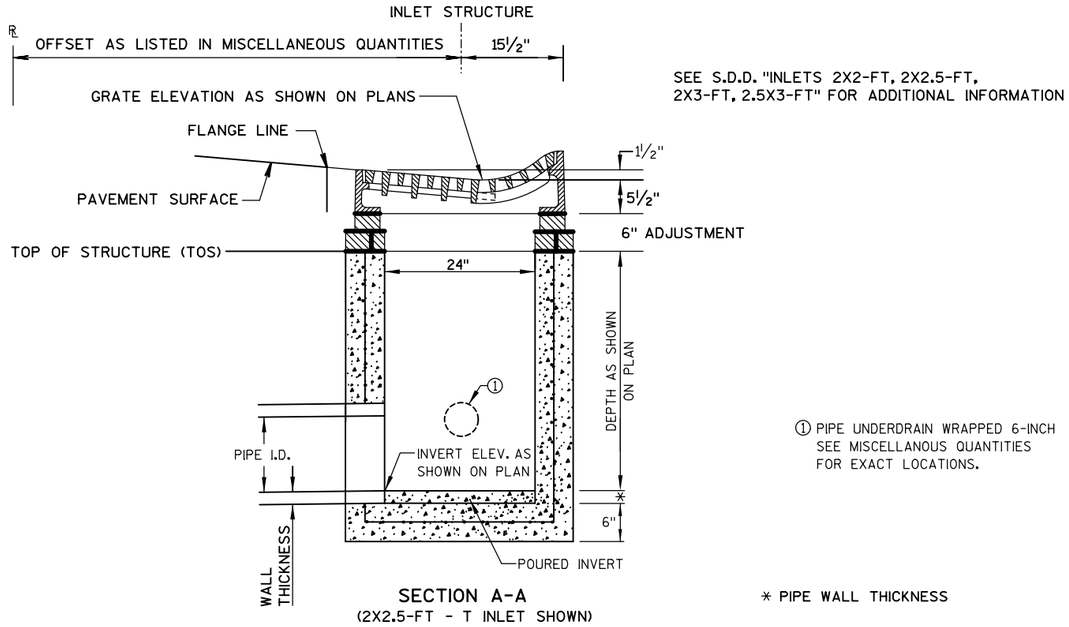
CURB RAMP DETAIL

SEE CURB RAMPS 1-4 S.D.D. FOR ADDITIONAL INFORMATION



ELEVATION





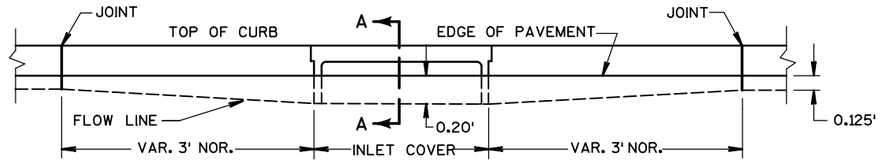
SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

① PIPE UNDERDRAIN WRAPPED 6-INCH SEE MISCELLANOUS QUANTITIES FOR EXACT LOCATIONS.

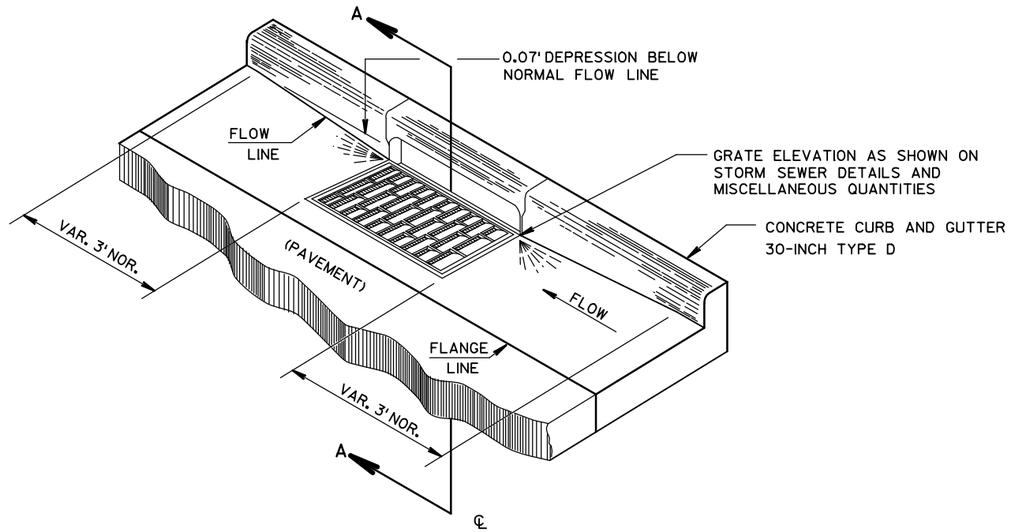
SECTION A-A
(2X2.5-FT - T INLET SHOWN)

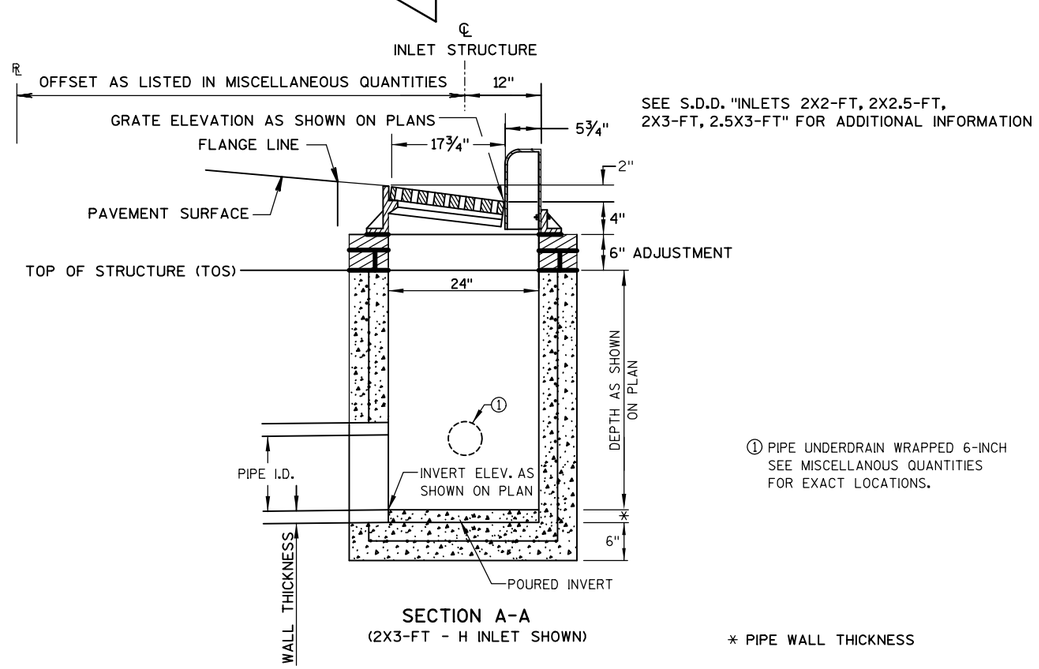
* PIPE WALL THICKNESS

DETAIL OF CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R AT INLETS



ELEVATION





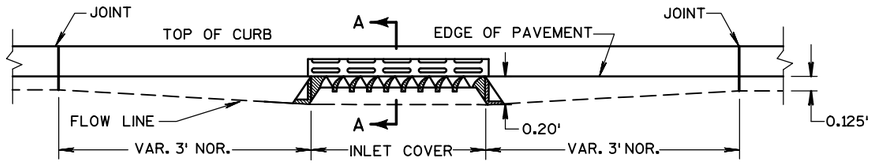
SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

① PIPE UNDERDRAIN WRAPPED 6-INCH SEE MISCELLANOUS QUANTITIES FOR EXACT LOCATIONS.

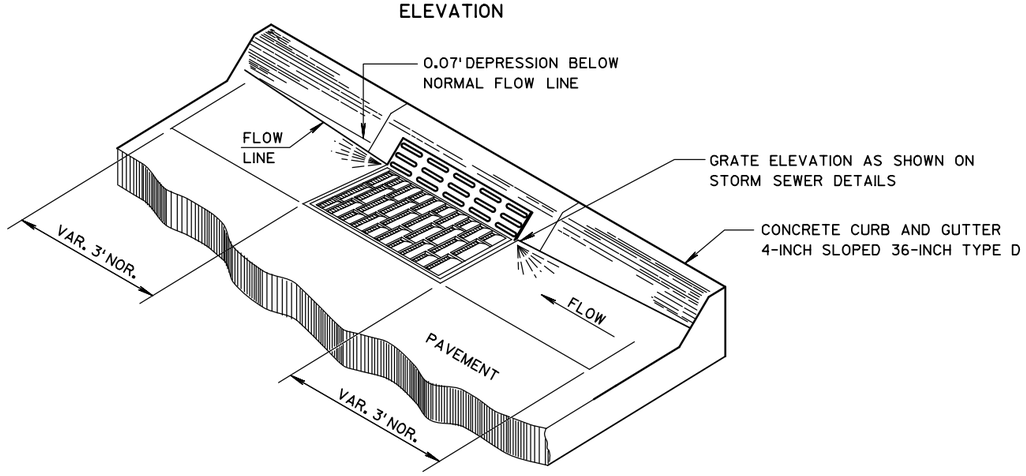
SECTION A-A
(2X3-FT - H INLET SHOWN)

* PIPE WALL THICKNESS

DETAIL OF CONCRETE CURB AND GUTTER 30-INCH TYPE D AT INLETS

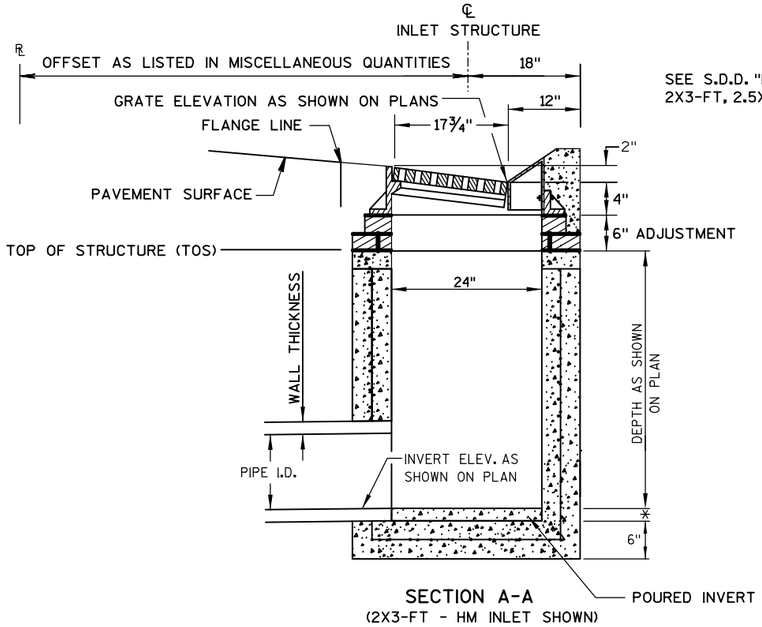


ELEVATION



DETAIL OF CURB AND GUTTER AT INLETS

(2x3-FT - HM INLET SHOWN)

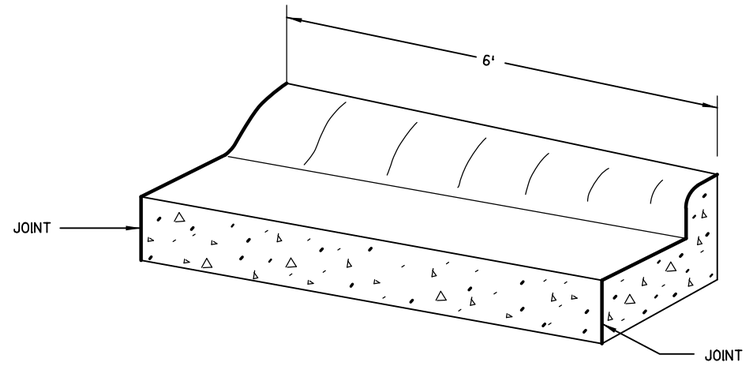


SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

SECTION A-A
(2X3-FT - HM INLET SHOWN)

* PIPE WALL THICKNESS

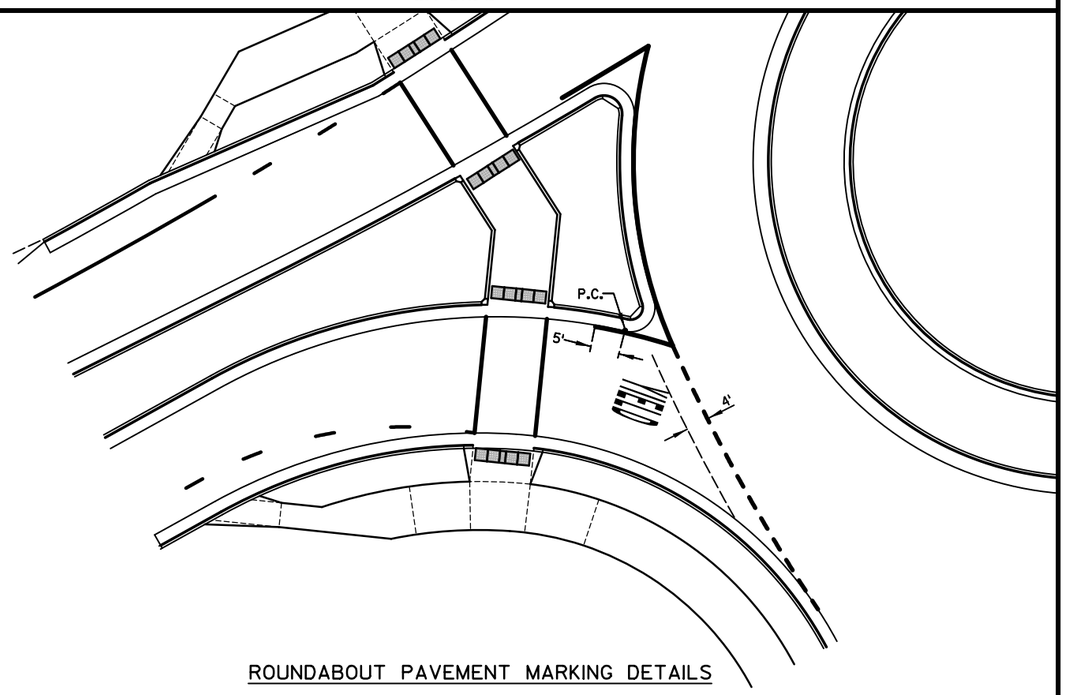
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D AT INLETS



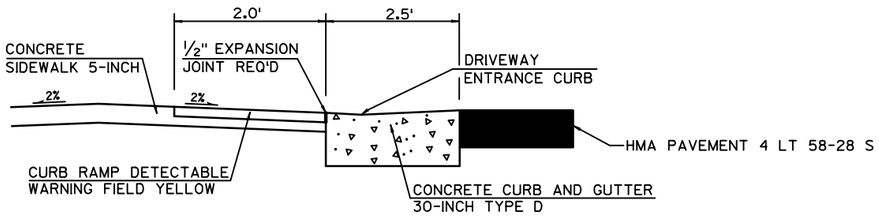
TRANSITION DETAIL

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D TO CONCRETE CURB & GUTTER 30-INCH TYPE D (TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D)

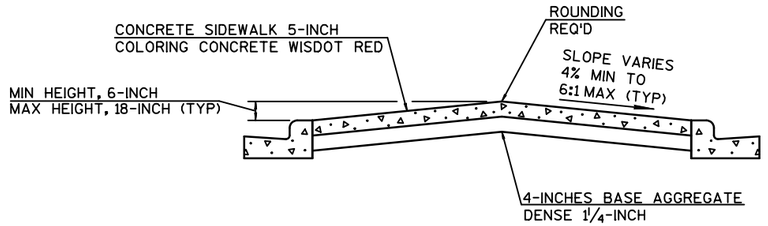
LOCATIONS:
10+08.4 B
12+85.0 B
10+06.0 G
13+54.1 G
11+86.8 D
1133+20.1 'D'



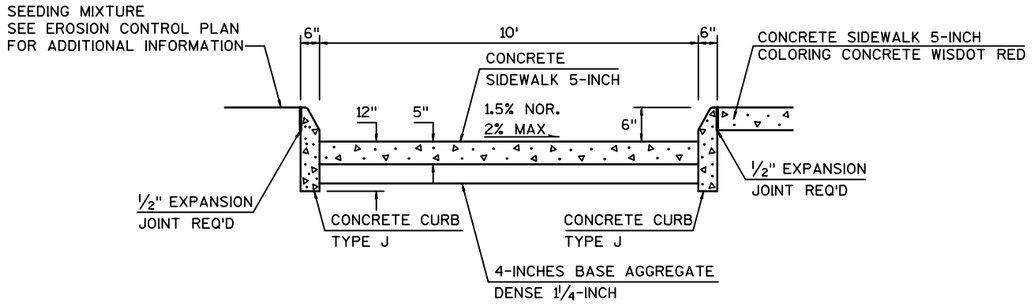
ROUNDABOUT PAVEMENT MARKING DETAILS



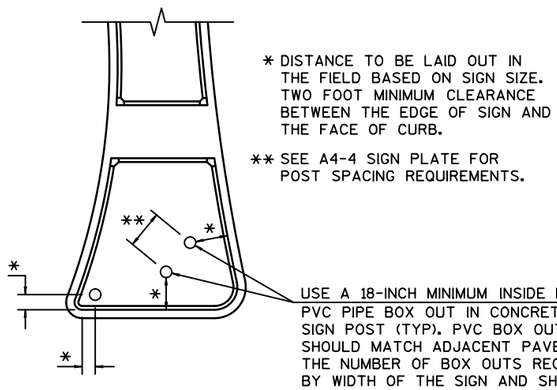
SECTION A-A



SECTION C-C



SECTION B-B

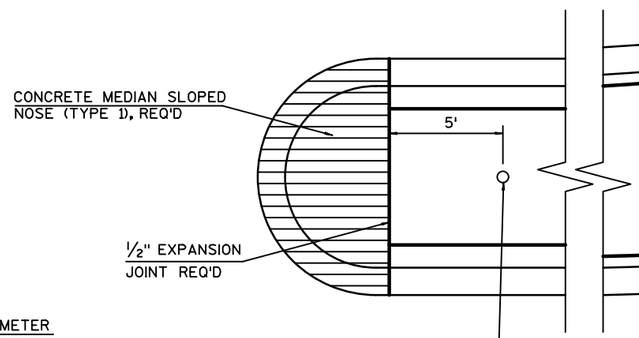


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

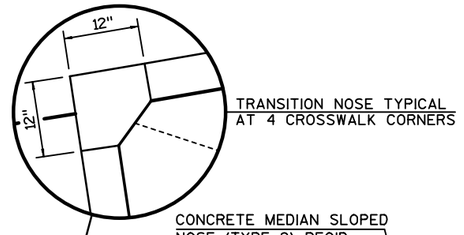
** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

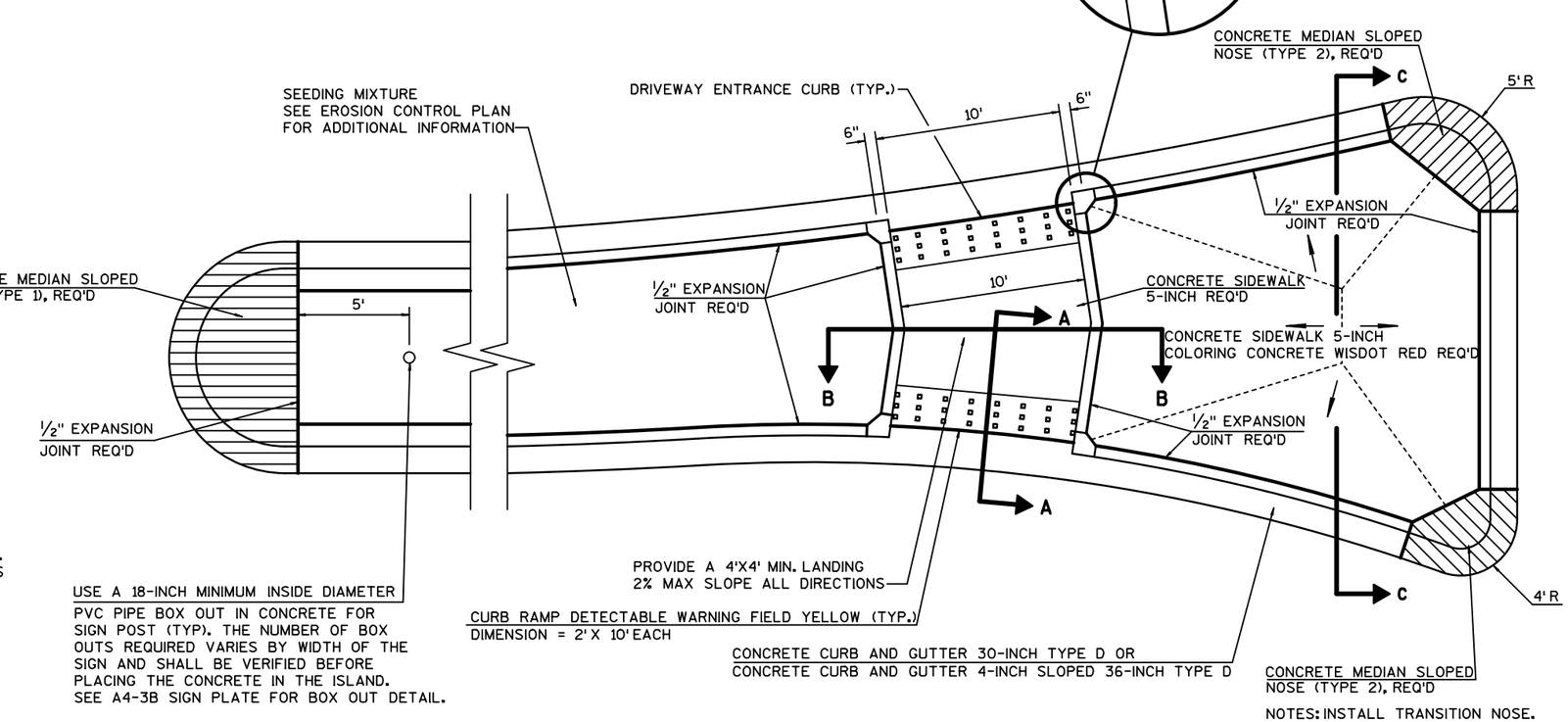
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). PVC BOX OUT DEPTH SHOULD MATCH ADJACENT PAVEMENT DEPTH. THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. GRAVEL BACKFILL IS INCIDENTAL TO POSTS WOOD BID ITEM. SEE A4-3B SIGN PLATE FOR BOX OUT DETAIL.

CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)



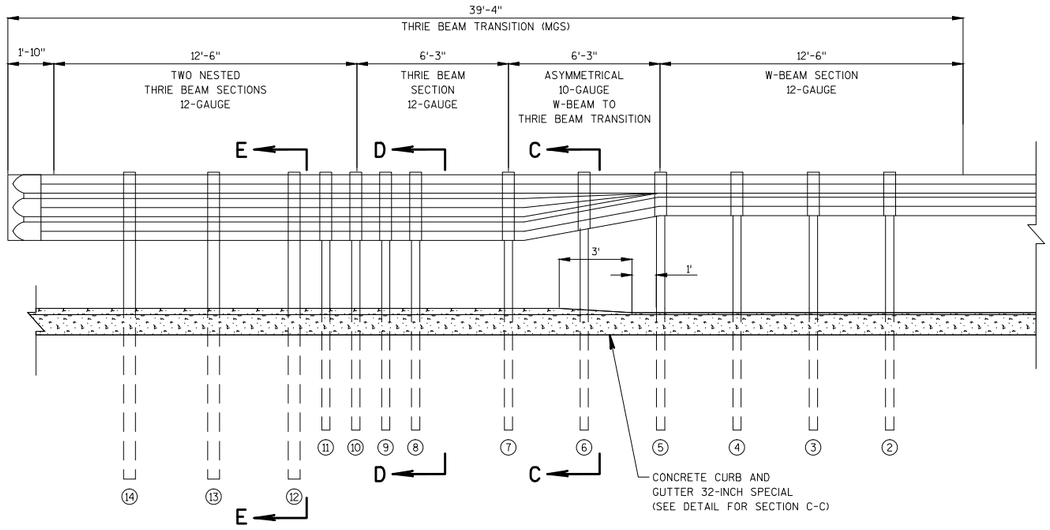
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. SEE A4-3B SIGN PLATE FOR BOX OUT DETAIL.





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

SPLITTER ISLAND DETAIL



MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION WITH CONCRETE CURB AND GUTTER

Ⓑ WOOD OR STEEL POSTS (W6X9 OR W6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

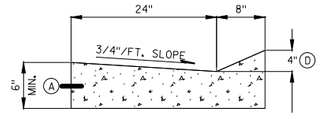
Ⓒ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1".

Ⓓ DEPRESS 4-INCH CURB HEAD TO 1-INCH AT ASYMMETRICAL AND W-BEAM SECTIONS OF THRIE BEAM TRANSITION.

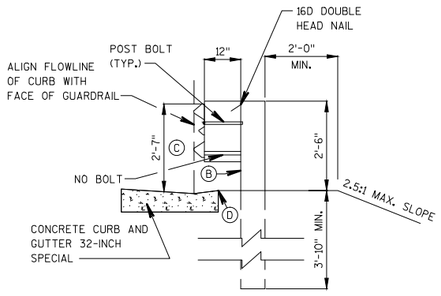
UTILIZE INLET COVER TYPE V, PLACED ON INLETS TYPE 1 WHEN A DRAINAGE STRUCTURE IS REQUIRED. THE TYPICAL LOCATION FOR THE DRAINAGE STRUCTURE IS WHERE THE POST SPACING IS 3'-1½".

SEE MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL AND MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) DETAILS WHEN NECESSARY

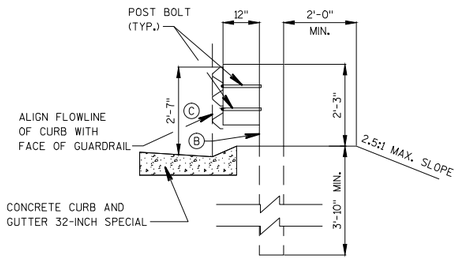
Ⓐ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.



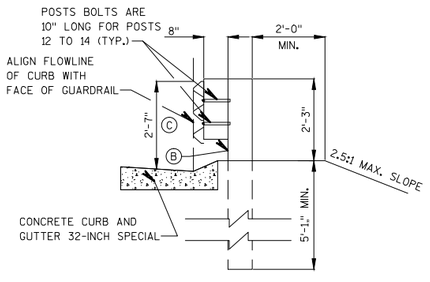
CONCRETE CURB AND GUTTER 32-INCH SPECIAL



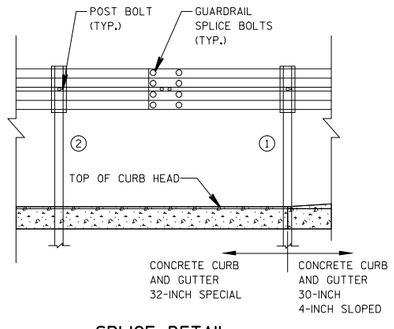
SECTION C-C
POST 6



SECTION D-D
POSTS 7-11



SECTION E-E
POSTS 12-14



SPLICE DETAIL

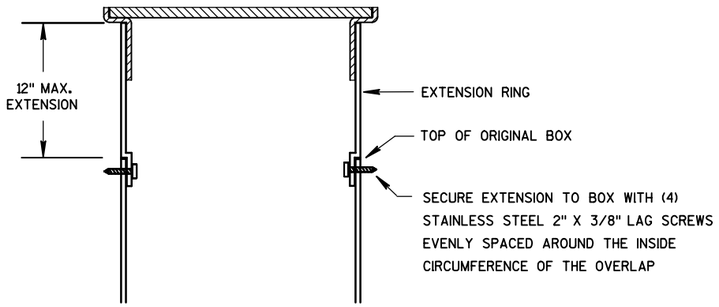
2

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

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

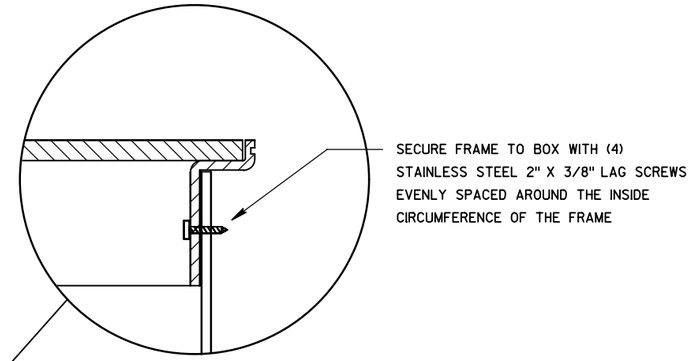
* THE ACTUAL WEIGHT OF THE COVER MAY VARY NOT TO EXCEED 100 LBS.

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

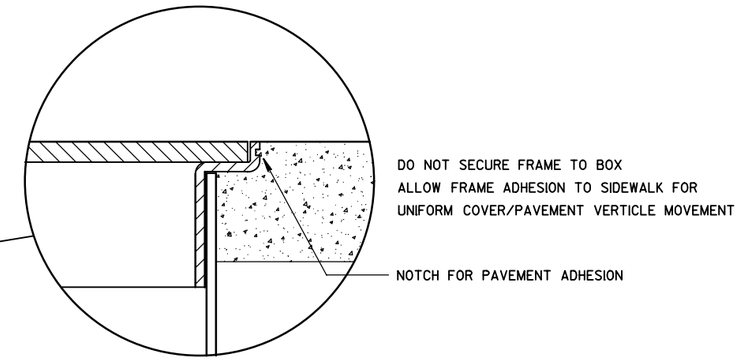


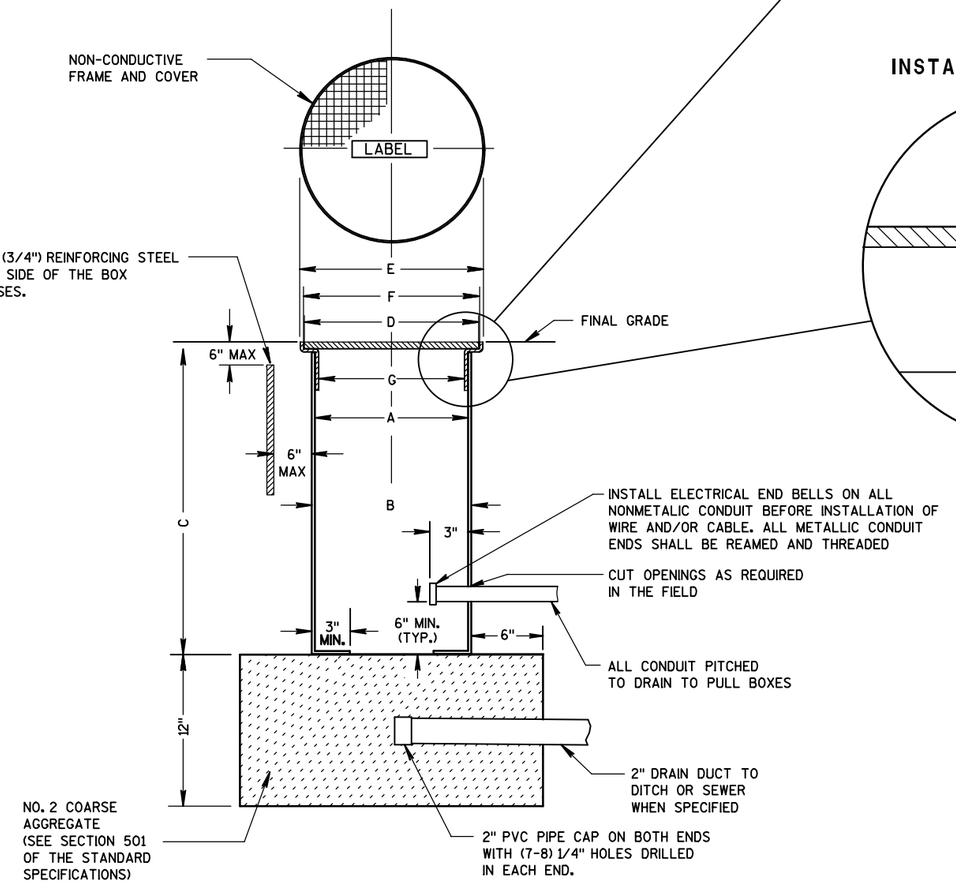
BOX EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK





NON-CONDUCTIVE PULL BOX

GENERAL NOTES

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

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

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

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

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

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

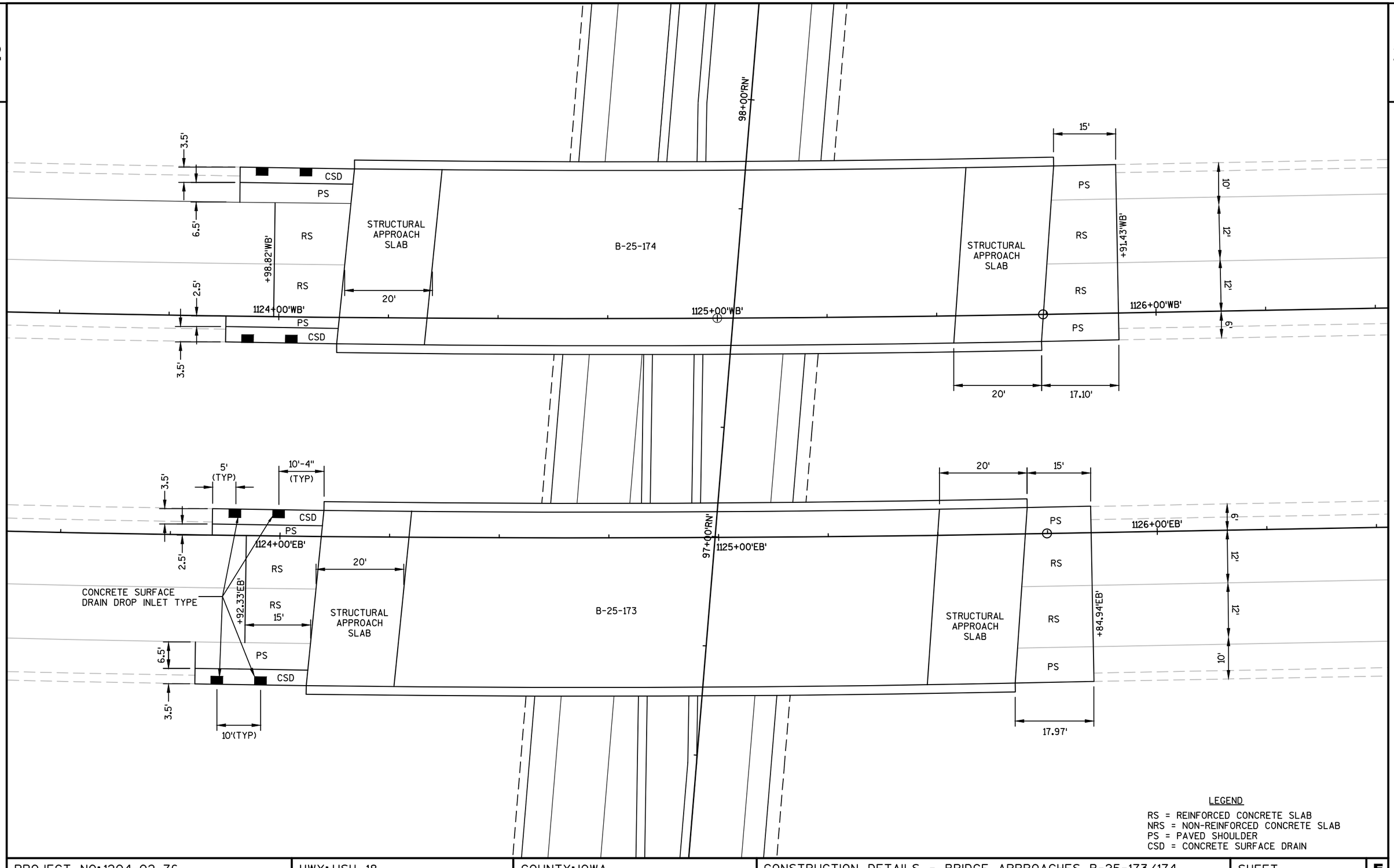
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS.

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

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

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

2



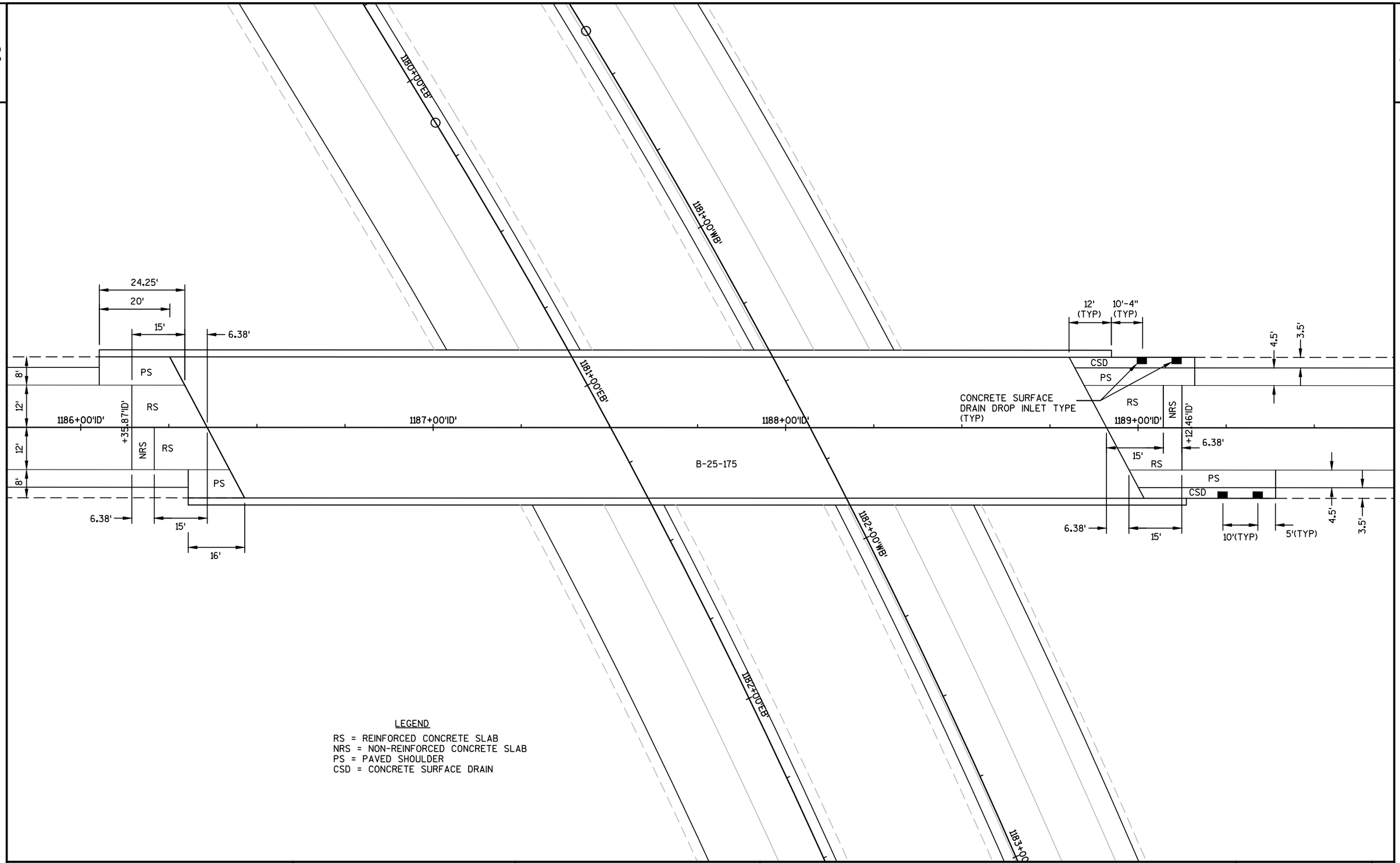
LEGEND

RS = REINFORCED CONCRETE SLAB
NRS = NON-REINFORCED CONCRETE SLAB
PS = PAVED SHOULDER
CSD = CONCRETE SURFACE DRAIN

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	CONSTRUCTION DETAILS - BRIDGE APPROACHES B-25-173/174	SHEET 32	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\021012_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 1/30/2017 1:13 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



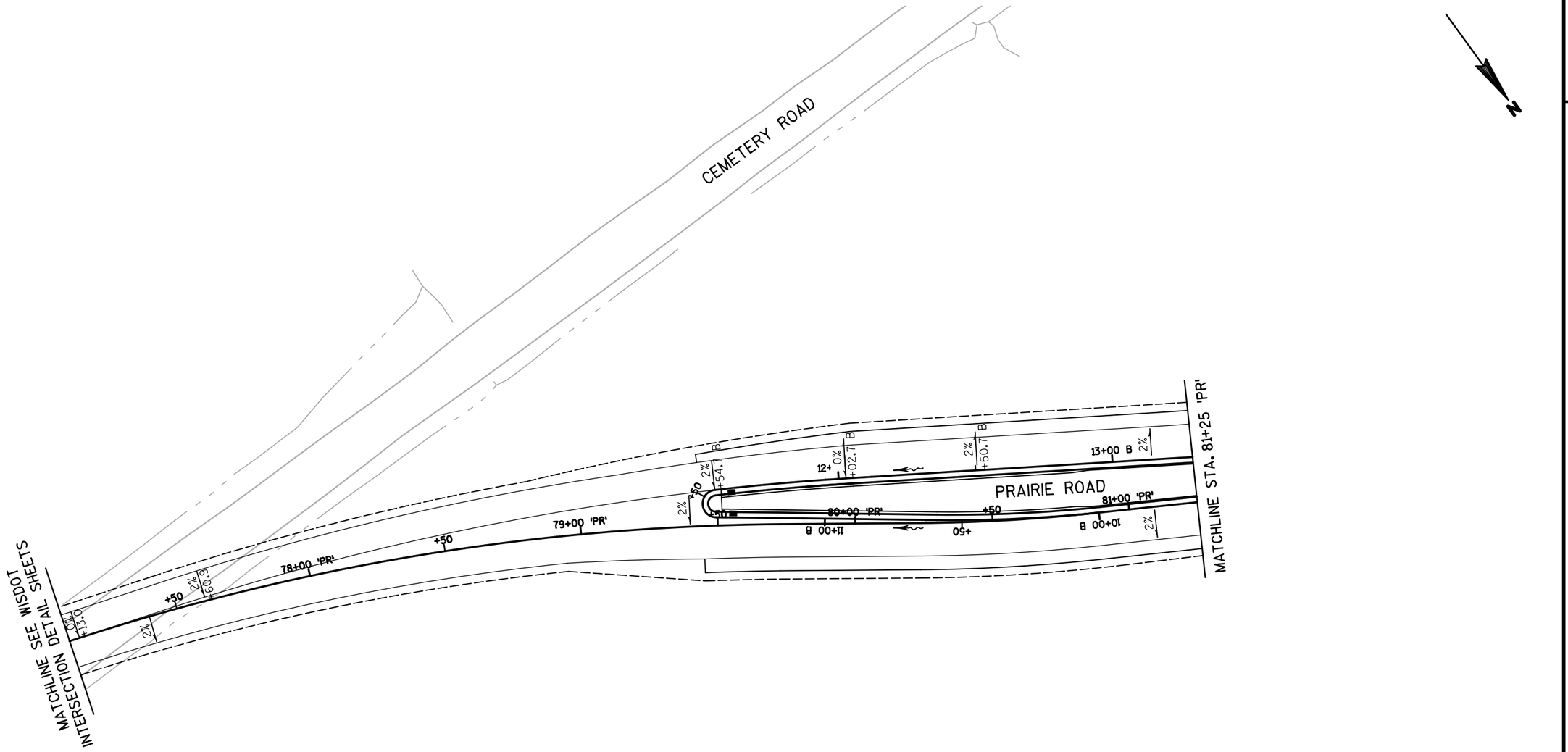
LEGEND

RS = REINFORCED CONCRETE SLAB
NRS = NON-REINFORCED CONCRETE SLAB
PS = PAVED SHOULDER
CSD = CONCRETE SURFACE DRAIN

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	CONSTRUCTION DETAILS - BRIDGE APPROACHES B-25-175	SHEET 33	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\021012_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 1/30/2017 1:13 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:25 FT
WISDOT/CADDS SHEET 42

2

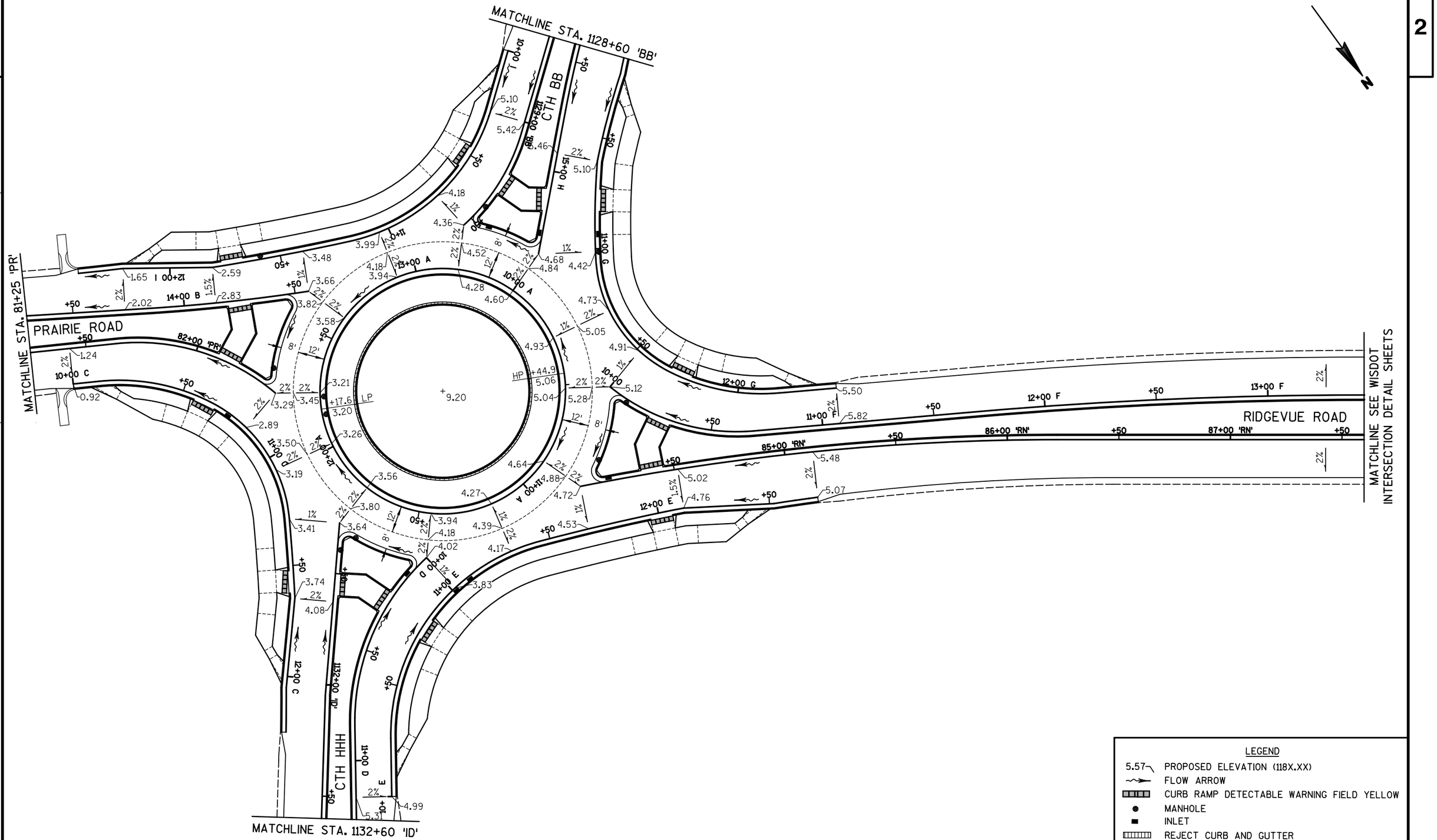


LEGEND

- 5.57 PROPOSED ELEVATION (118X.XX)
- FLOW ARROW
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- MANHOLE
- INLET
- REJECT CURB AND GUTTER

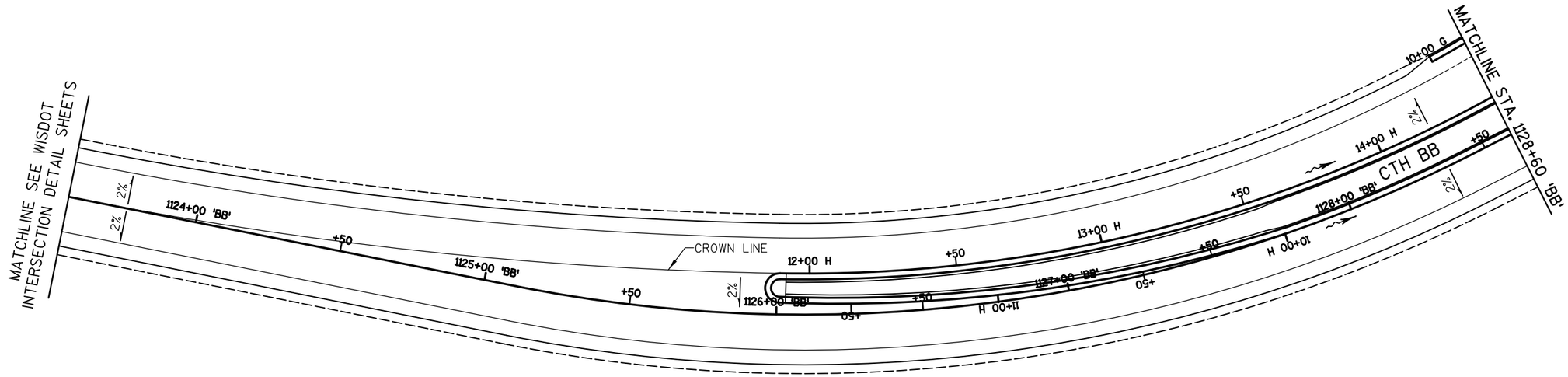
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	INTERSECTION DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\021101_id.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	INTERSECTION DETAILS	SHEET 35	E

2



CEMETERY ROAD

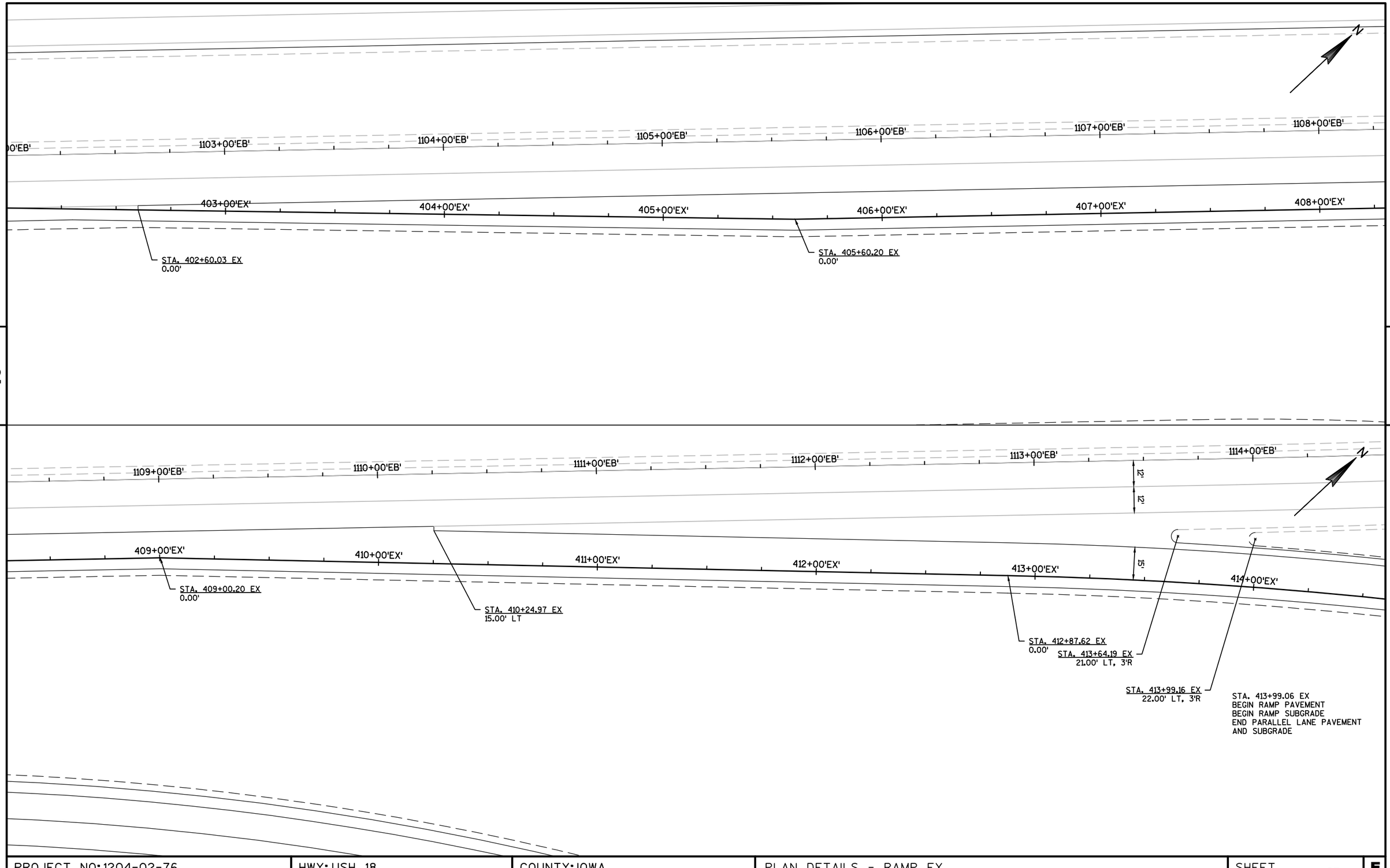
LEGEND

5.57	PROPOSED ELEVATION (118X.XX)
	FLOW ARROW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	MANHOLE
	INLET
	REJECT CURB AND GUTTER

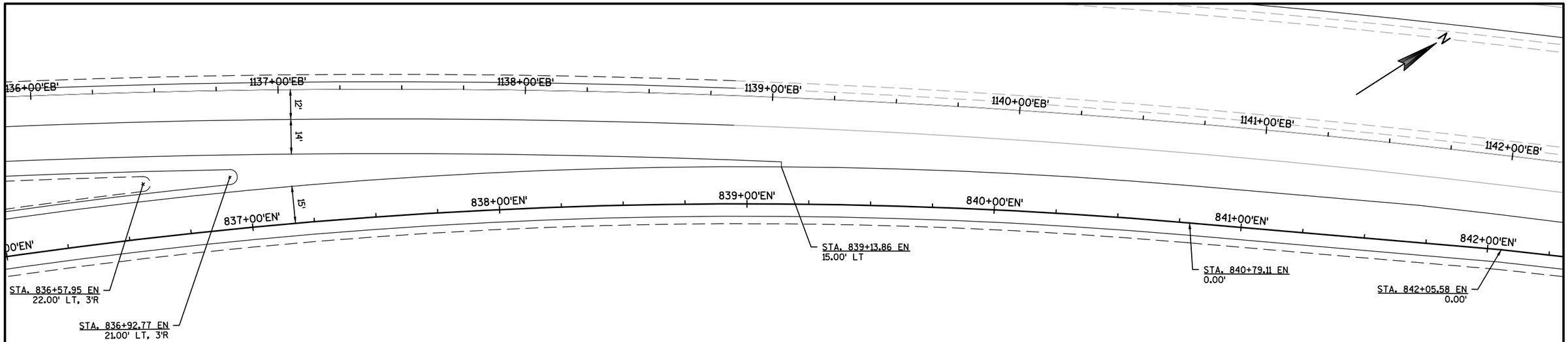
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	INTERSECTION DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\021103_id.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

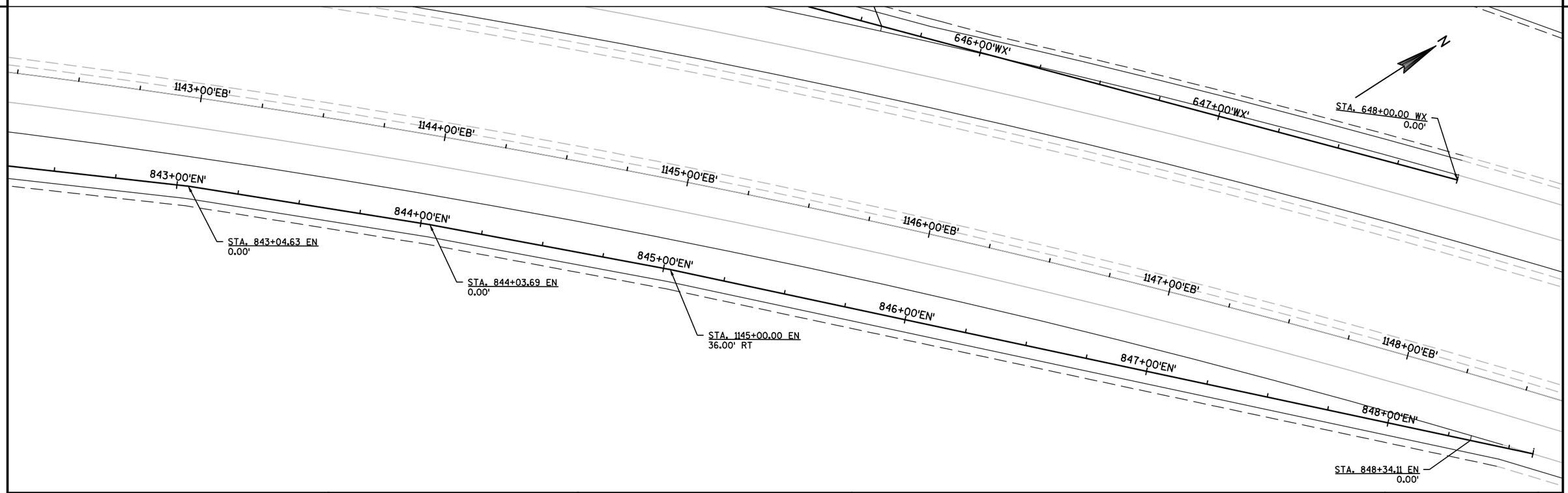
WISDOT/CADDS SHEET 42



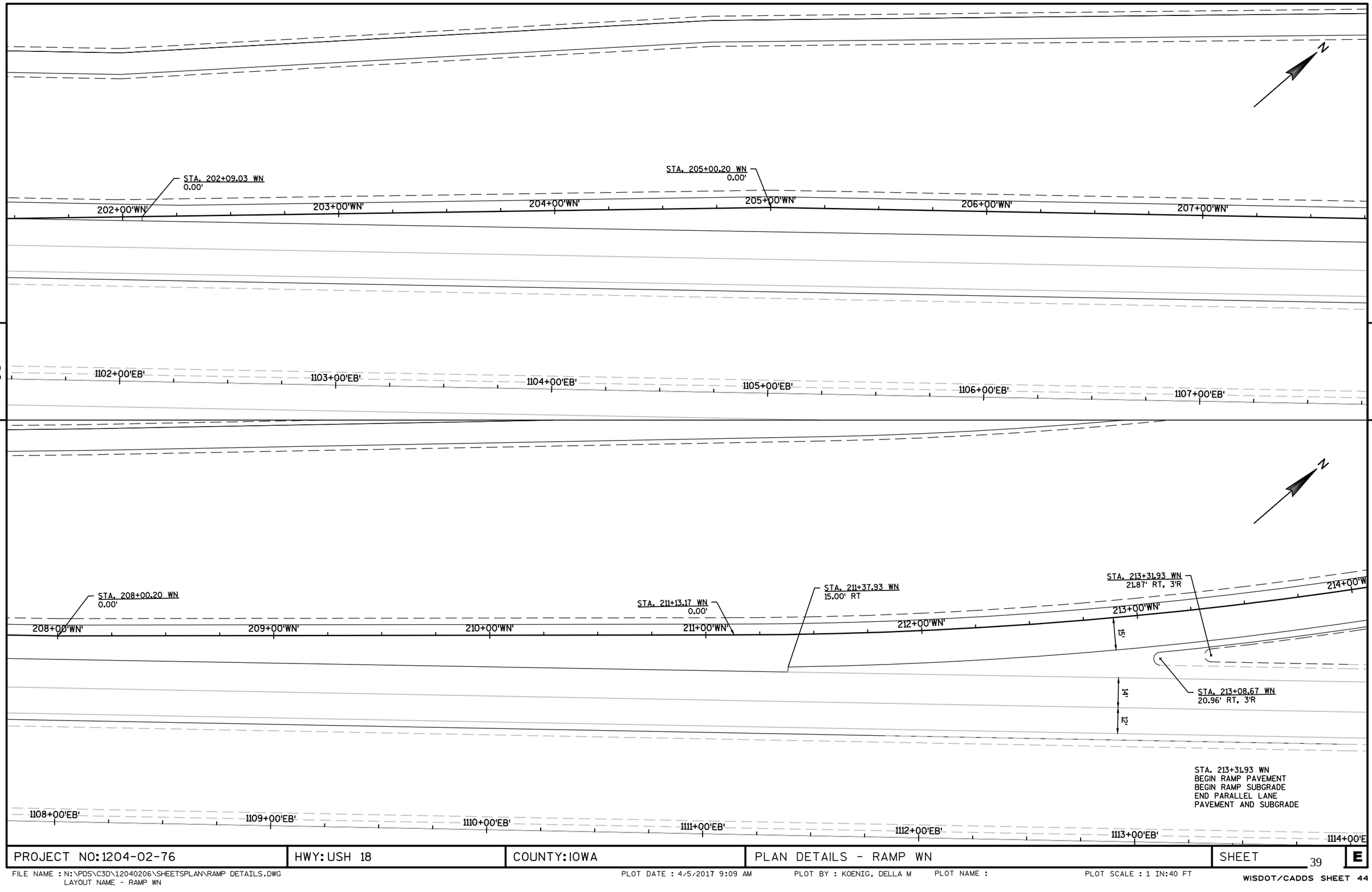
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS - RAMP EX	SHEET 37	E



STA. 836+57.95 EN
END RAMP PAVEMENT
END RAMP SUBGRADE
BEGIN PARALLEL LANE
PAVEMENT AND SUBGRADE



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	PLAN DETAILS - RAMP EN	SHEET 38	E



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS - RAMP WN	SHEET 39	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\RAMP DETAILS.DWG
LAYOUT NAME - RAMP WN

PLOT DATE : 4/5/2017 9:09 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:40 FT

STA. 637+53.01 WX
END RAMP PAVEMENT
END RAMP SUBGRADE
BEGIN PARALLEL LANE
PAVEMENT AND SUBGRADE

STA. 637+76.81 WX
21.00' RT, 3'R

STA. 637+53.01 WX
22.00' RT, 3'R

STA. 639+33.49 WX
15.00' RT

STA. 640+84.81 WX
0.00'

STA. 641+87.05 WX
0.00'

STA. 642+89.29 WX
0.00'

0'WX' 638+00'WX' 639+00'WX' 640+00'WX' 641+00'WX' 642+00'WX' 643+00'WX'

15'

14'

12'

2

2

N

STA. 643+91.53 WX
0.00'

STA. 644+32.43 WX
0.00'

STA. 645+58.66 WX
0.00'

STA. 648+00.00 WX
0.00'

644+00'WX' 645+00'WX' 646+00'WX' 647+00'WX'

N

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	PLAN DETAILS - RAMP WX	SHEET 40	E

2

2

N

3'

5'

12'

16'

RIDGEVIEW ROAD

88'RN'

89'RN'

90'RN'

91'RN'

12'

3'

STA. 90+34'RN', 12.00' RT.
BEGIN TAPER

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 41	E

2

STA. 424+59.44'EX', 5.00'RT.

1191.45

STA. 93+10.00'RN', 92.00'LT.
50'R.

RAMP 'EX'

N

STA. 93+10.00'RN', 42.00'LT.

425'EX'

1190.35

STA. 92+10.00'RN', 32.00' LT.
BEGIN TAPER

3'

5'

12'

1190.46

10'
(TYP)

150'R.

16'

RIDGEVIEW ROAD

CONCRETE CURB & GUTTER
30" TYPE "D"

STA. 93+65.00'RN' =
STA. 825+51.44'EX'

STA. 93+80.00'RN' =
STA. 824+46.26'EN'

91'RN'

92'RN'

93'RN'

94'RN'

12'

STA. 93+56.00'RN', 3.00' LT.
3'R.

12'

STA. 93+34.15'RN', 24.00'RT.
1190.44

STA. 92+34.15'RN',
24.00' RT.
END TAPER

3'

1190.53

825'EN'

RAMP 'EN'

STA. 93+34.15'RN', 74.00'RT.
50'R.

STA. 825+11.18'EN', 8.00'RT.
1191.23

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 42	E

2

N

RAMP 'EX'

425'EX'

STA. 424+91.51'EX', 15.00'LT.

STA. 424+79.02'EX', 93.88' LT.
70'R.

STA. 93+91.73'RN', 32.00'LT.

STA. 93+65.00'RN' =
STA. 825+51.44'EX'

STA. 93+80.00'RN' =
STA. 824+46.26'EN'

94'RN'

95'RN'

96'RN'

2'

6'

12'

10'

STA. 95+95.67'RN', 10.00'LT.
BEGIN TAPER

6'

STA. 94+45.61'RN', 5.00'LT.
5'R.

RIDGEVIEW ROAD

CONCRETE CURB & GUTTER
30" TYPE "D"

12'

STA. 96+48.30'RN'
BEGIN TAPER

STA. 94+80.86'RN', 12.00'RT.

5'

3'

STA. 94+22.53'RN', 20.00'RT.
BEGIN TAPER

STA. 94+22.54'RN', 40.00'RT.
20'R.

STA. 94+02.70'RN', 42.70'RT.

825'EN'

RAMP 'EN'

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	PLAN DETAILS	SHEET 43	E

2

N

USH 18 'WB'

USH 18 'EB'

2'

6'

STA. 97+45.67'RN', 20.00'LT.
END TAPER

STA. 98+84.27'RN', 32.00'LT.
BEGIN TAPER

CONCRETE CURB & GUTTER
30" TYPE "D"

6'

RIDGEVIEW ROAD

STA. 99+48.30'RN', 15.00'LT
5'R.

STA. 97+98.30'RN', 10.00'LT.
END TAPER

10'

97'RN'

98'RN'

99'RN'

12'

5'

3'

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 44	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - ****

PLOT DATE : 3/20/2017 1:59 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

STA. 224+17.51'WN', 8.00'LT.
1186.16

STA. 224+17.51'WN', 58.00'LT.
50'R.

RAMP 'WN'

BIKE TRAIL 'BP1'

116+00'BP1'

STA. 224+39.49'WN', 15.00'RT.

STA. 224+39.49'WN',
35.00'RT., 20'R.

STA. 99+86.62'RN', 44.14'LT.

SEE DETECTABLE WARNING
FIELD DETAIL

STA. 116+34.25'BP1'

10'R.

10'R.

STA. 101+72.79'RN', 43.41'LT.
BEGIN TAPER

3'

1184.93

12'

STA. 100+75.00'RN', 44.00'LT.
1185.17

STA.101+33.32'RN', 44.06'LT.

CURB RAMP DETECTABLE WARNING
FIELD YELLOW

STA. 101+33.32'RN', 20.00'LT.

CONCRETE CURB TYPE J

CONCRETE CURB TYPE J

STA. 100+26.00'RN' =
STA. 225+06.79'WN'

STA. 100+36.39'RN', 17.00'LT.
3'R.

CONCRETE SIDEWALK 5-INCH

RIDGEVIEW ROAD

18'

CONCRETE CURB & GUTTER
30" TYPE "D"

150'R.

225'WN'

100'RN'

101'RN'

102'RN'

STA. 101+33.32'RN' =
STA. 116+97.63'BP1' =
STA. 116+97.63'BP2'

STA. 100+40.00'RN' =
STA. 624+79.54'WX'

12'

STA. 100+12.45'RN', 12.00'RT.

10'
(TYP)

CURB RAMP DETECTABLE
WARNING FIELD YELLOW

STA. 101+33.32'RN', 18.97'RT.

625'WX'

RAMP 'WX'

1184.88

10'R.

5'

3'

10'R.

SEE DETECTABLE WARNING
FIELD DETAIL

STA. 117+30.64'BP2'

STA. 101+96.58'RN', 12.00'RT.
END TAPER

STA. 100+95.00'RN', 22.00'LT.
BEGIN TAPER
1184.42

STA. 625+31.54'WX', 85.00'RT.
70'R.

STA. 625+51.54'WX', 5.00'LT.
1186.07

STA. 625+51.54'WX', 55.00'LT.
50'R.

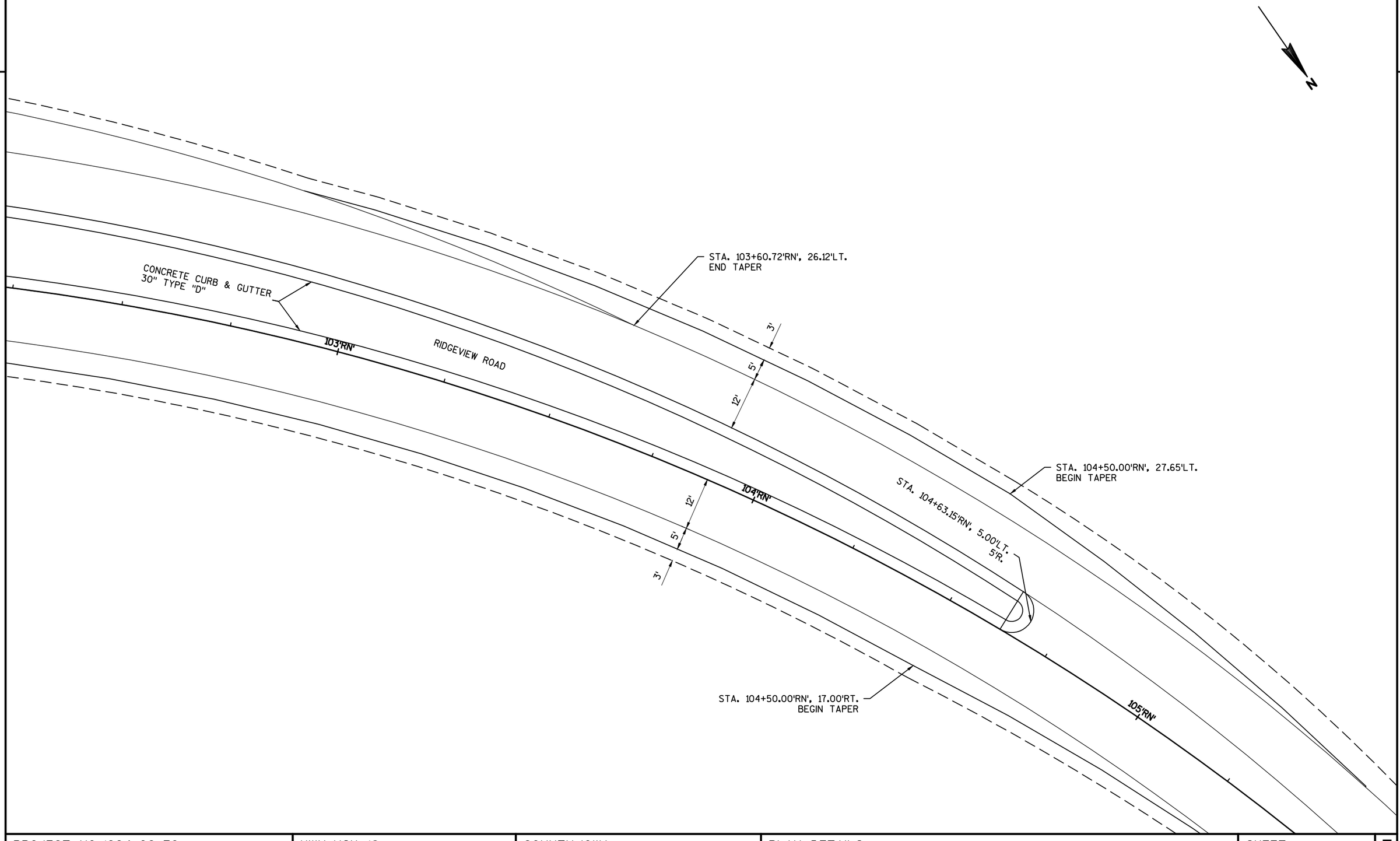
BIKE TRAIL 'BP2'

STA. 625+31.54'WX', 15.00'RT.

10'
(TYP)

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 45	E

2



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 46	E

2

N

STA. 15+50.00'RN', 18.20' LT.
END TAPER

RIDGEVIEW ROAD

105'RN'

106'RN'

STA. 106+75.00'RN'

107'RN'

5'

12'

12'

3'

108'RN'

STA. 105+50.00'RN', 12.00'RT.
END TAPER

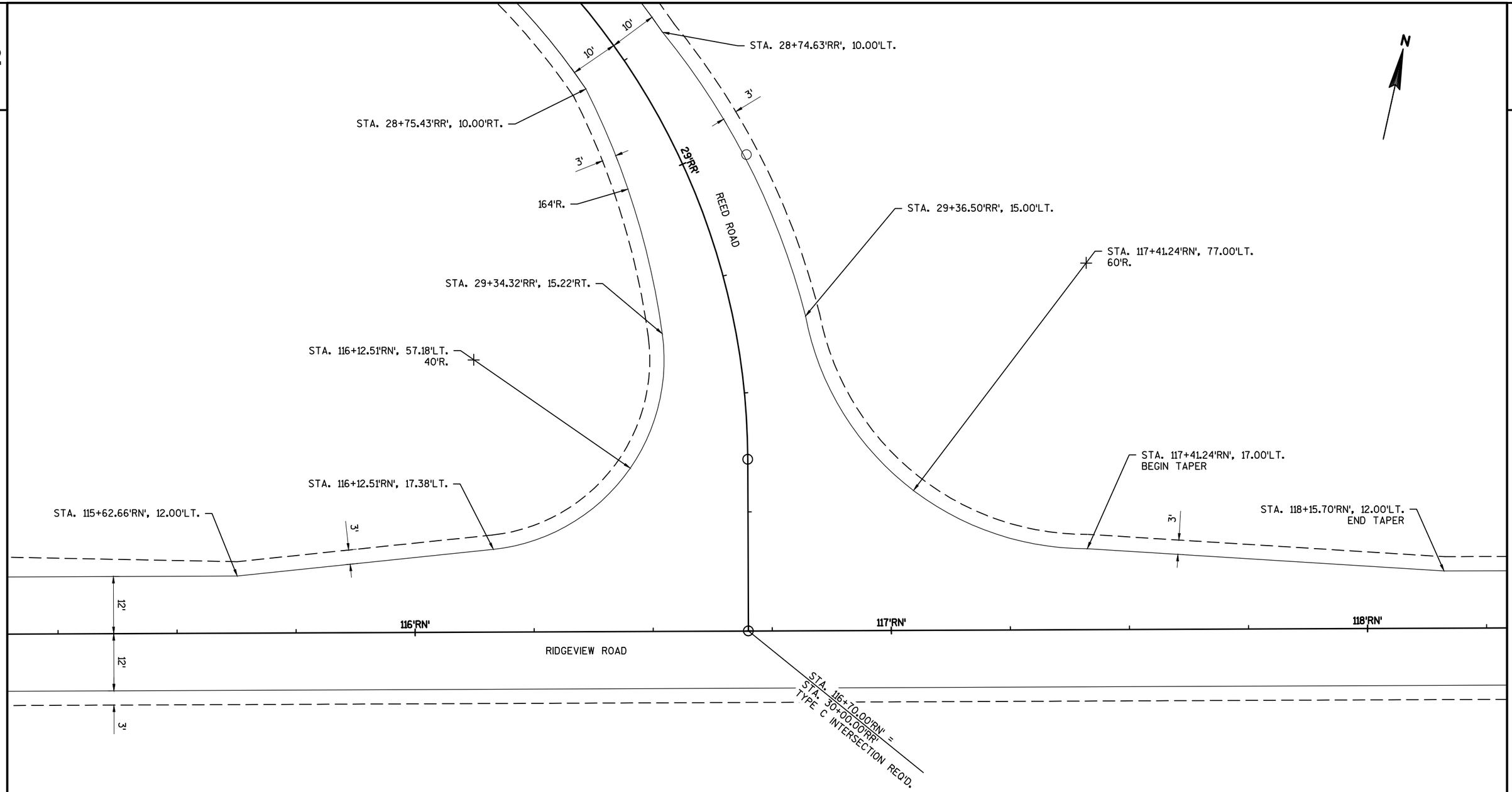
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 47	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - ****

PLOT DATE : 3/20/2017 1:59 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:20 FT

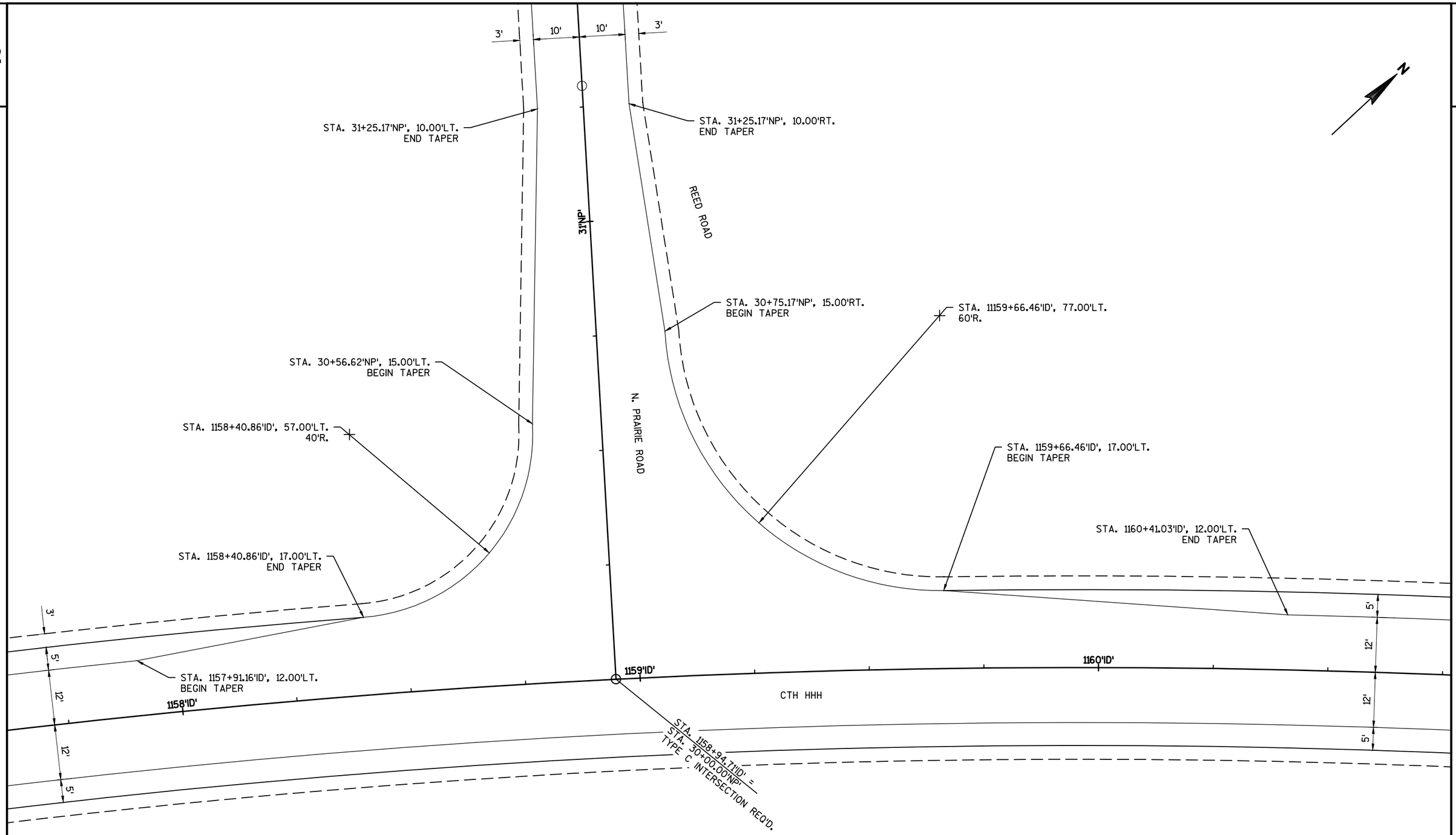
WISDOT/CADDS SHEET 42

2



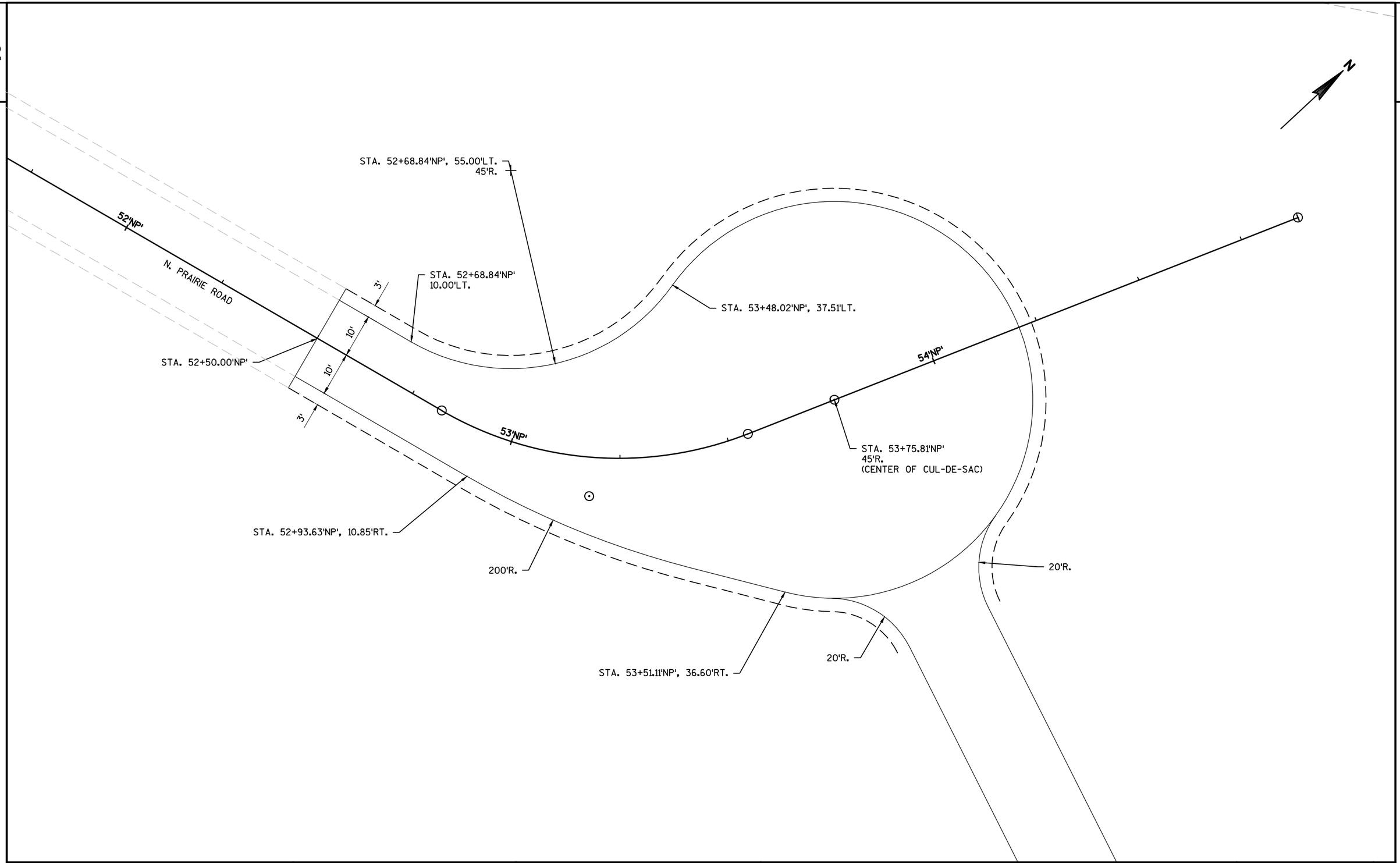
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 48	E

2



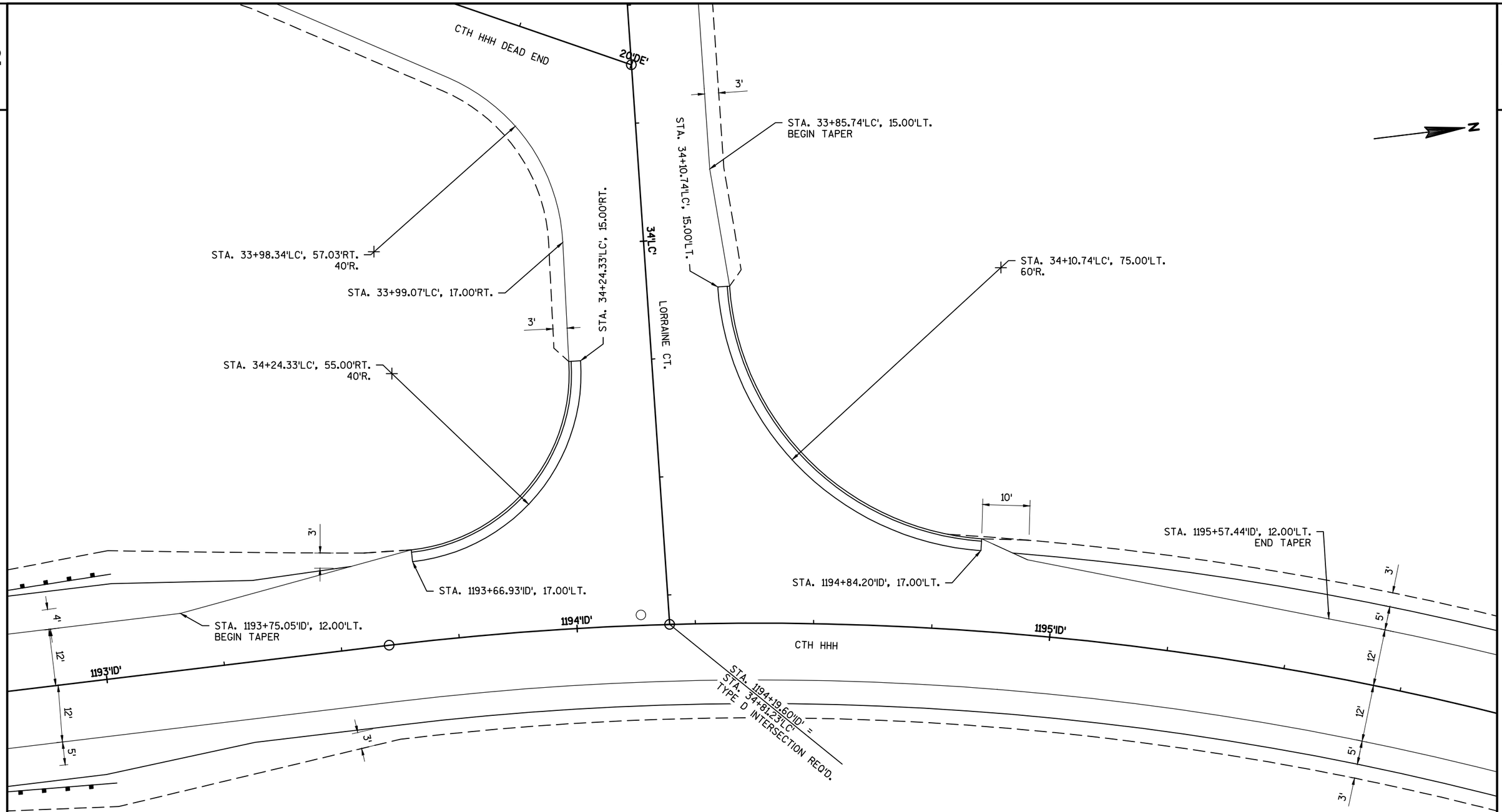
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 49	E

2



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 50	E

2



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 51	E

2

2

BIKE TRAIL 'BP3'

27'BP3'

STA. 27+42.54'BP3'

STA. 27+42.54'BP3', 10.00'RT.

SEE DETECTABLE WARNING FIELD DETAIL

CURB RAMP DETECTABLE WARNING FIELD YELLOW

STA. 32+54.50'LC', 15.00'RT.

STA. 32+65.36'LC', 15.00'RT.

STA. 32+67.30'LC', 15.00'LT.

STA. 32+60.89'LC' = STA. 27+72.85'BP3'

28'BP3'

SEE DETECTABLE WARNING FIELD DETAIL

STA. 28+07.42'BP3'

STA. 28+07.42'BP3', 10.00'RT.

BIKE TRAIL 'BP3'

29'BP3'

STA. 32+78.17'LC', 15.00'LT.

CURB RAMP DETECTABLE WARNING FIELD YELLOW

33'LC'

LORRAINE CT.

N

STA. 33+03.22'LC', 15.00'RT.

STA. 33+02.22'LC', 40.00'RT. 25'R.

STA. 19+42.47'DE', 14.20'LT. END TAPER

CTH HHH DEAD END

STA. 19+20.44'DE', 12.00'LT. BEGIN TAPER

19'DE'

STA. 19+20.43'DE', 12.00'RT. BEGIN TAPER

STA. 19+64.39'DE', 15.25'RT. END TAPER

STA. 33+98.34'LC', 57.03'RT. 40'R.

STA. 33+99.07'LC', 17.00'RT.

20'DE'

STA. 20+00.00'DE' = STA. 33+62.62'LC' TYPE C INTERSECTION REQ'D.

STA. 33+85.74'LC', 15.00'LT. BEGIN TAPER

34'LC'

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 52	E

2

N

STA. 48+43.00'TC'
MATCH EXISTING

CRUSHED STONE ASPHALTIC PAVEMENT

49'TC'

TERNES CT.

STA. 49+11.63'TC'

STA. 49+30.00'TC', 10.00'RT.

STA. 49+44.28'TC', 10.00'RT.

26'BP3'

STA. 32+14.33'LC', 55.00'RT.
40'R.

STA. 50+00.00'TC' =
STA. 31+63.54'LC'
TYPE C INTERSECTION
REQ'D.

31'LC'

STA. 31+54.54'LC'
MATCH EXISTING

50'TC'

51'TC'

STA. 50+54.00'TC'
MATCH EXISTING

32'LC'

LORRAINE CT.

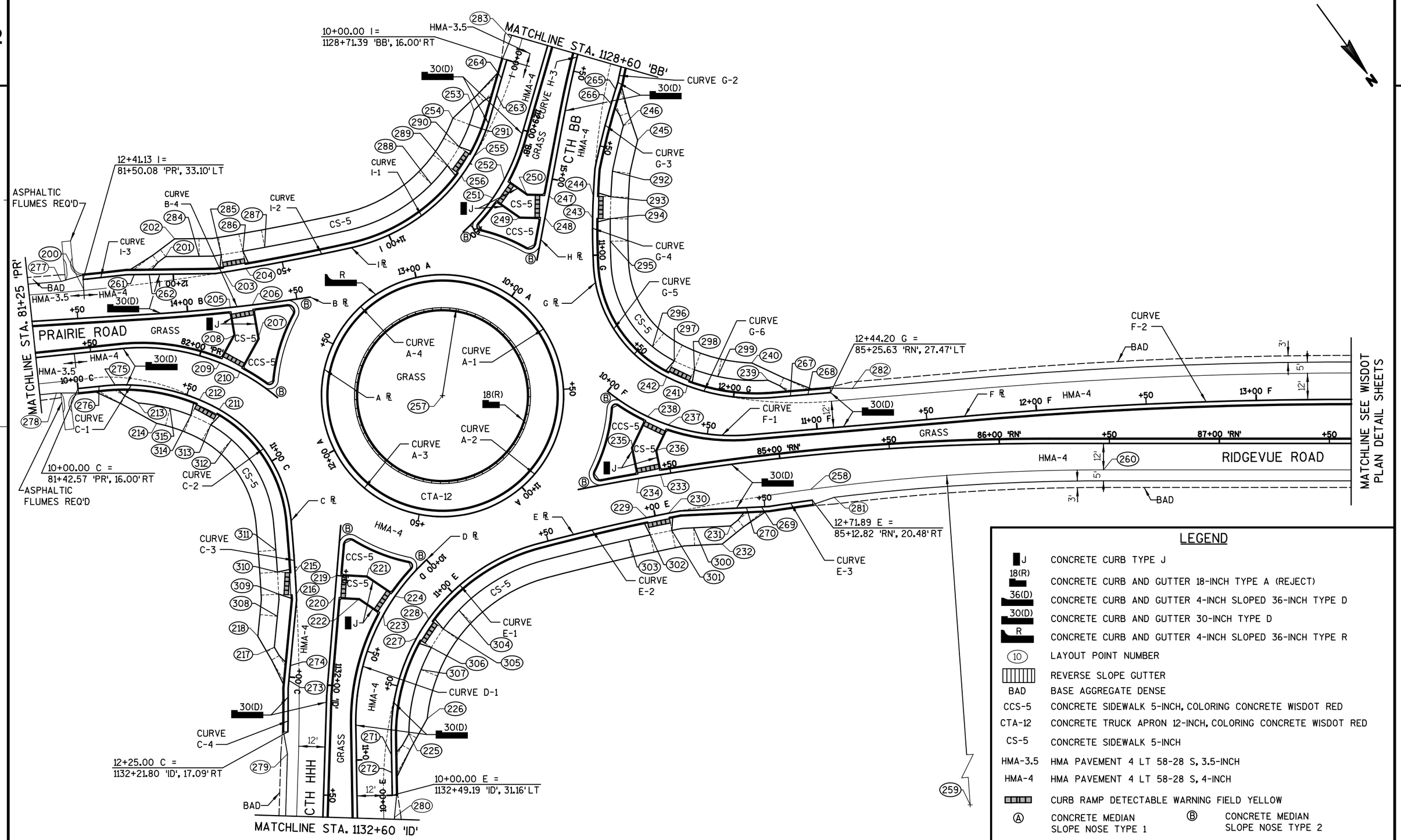
STA. 32+12.76'LC', 55.00'LT.
40'R.

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	PLAN DETAILS	SHEET 53	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - ****

PLOT DATE : 3/20/2017 1:59 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



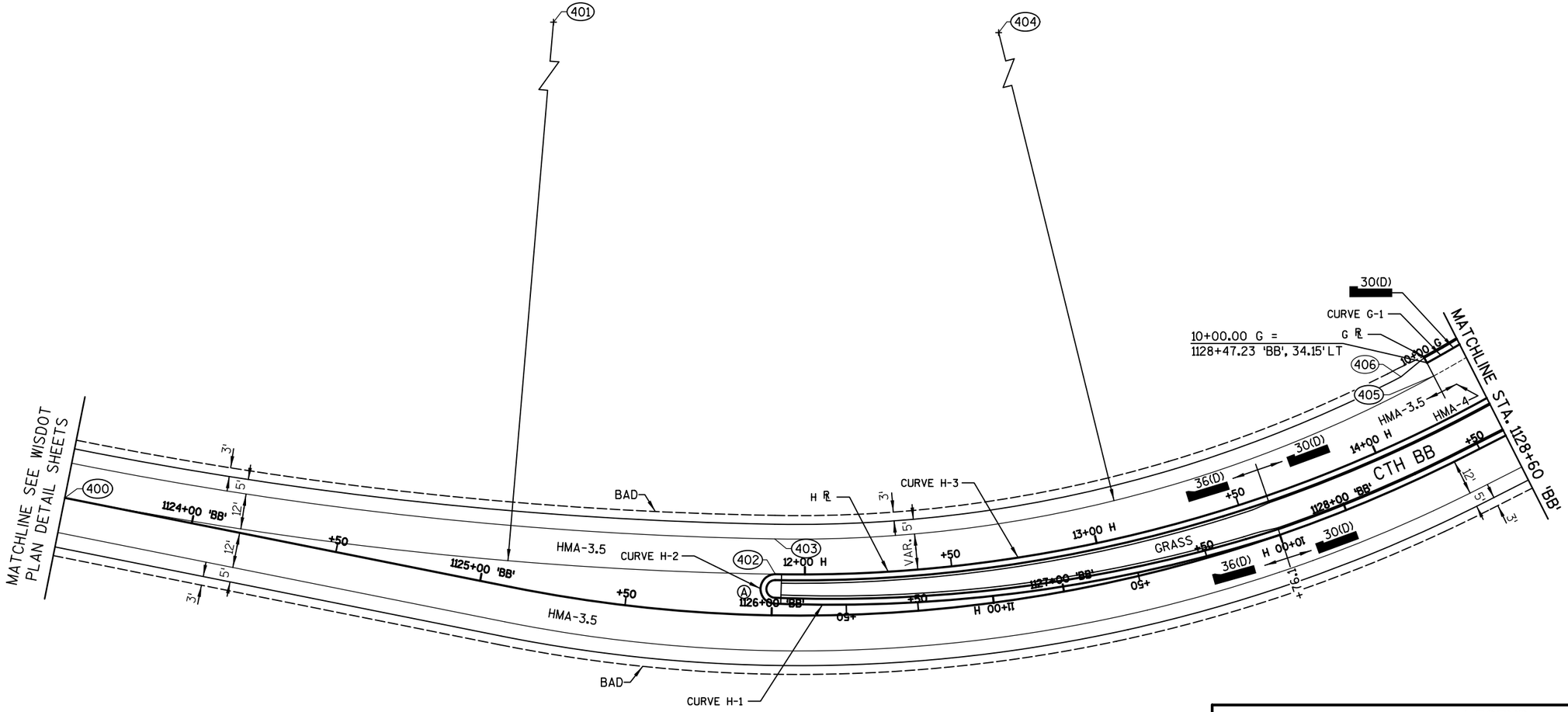
LEGEND

J	CONCRETE CURB TYPE J
18(R)	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT)
36(D)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
30(D)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
(10)	LAYOUT POINT NUMBER
	REVERSE SLOPE GUTTER
BAD	BASE AGGREGATE DENSE
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
CTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
CS-5	CONCRETE SIDEWALK 5-INCH
HMA-3.5	HMA PAVEMENT 4 LT 58-28 S, 3.5-INCH
HMA-4	HMA PAVEMENT 4 LT 58-28 S, 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
Ⓐ	CONCRETE MEDIAN SLOPE NOSE TYPE 1
Ⓑ	CONCRETE MEDIAN SLOPE NOSE TYPE 2

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET 54	E

POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
200	81+50.03 'PR'	28.10'LT	1181.38	161,195.11	411,501.64	LANE EDGE
201	12+03.41 I	8.00'RT	---	161,204.47	411,462.68	FOS
202	11+99.20 I	16.00'RT	---	161,200.37	411,454.63	BOS
203	11+76.82 I	0.00'RT	---	161,225.84	411,445.28	CURB RAMP OPENING
204	11+66.82 I	0.00'RT	---	161,230.30	411,436.33	CURB RAMP OPENING
205	14+19.54 B	0.00'RT	---	161,240.43	411,452.48	CURB RAMP OPENING
206	14+29.56 B	0.00'RT	---	161,245.38	411,443.77	CURB RAMP OPENING
207	82+19.89 'PR'	17.26'LT	---	161,259.29	411,450.63	FACE OF CURB
208	82+11.15 'PR'	14.35'LT	---	161,251.74	411,458.05	FACE OF CURB
209	82+09.66 'PR'	0.00'RT	---	161,257.91	411,471.11	CURB RAMP OPENING
210	82+19.69 'PR'	0.00'RT	---	161,266.67	411,466.23	CURB RAMP OPENING
211	10+66.15 C	0.00'RT	---	161,274.97	411,483.79	CURB RAMP OPENING
212	10+56.13 C	0.00'RT	---	161,266.15	411,488.53	CURB RAMP OPENING
213	10+27.92 C	8.00'RT	---	161,250.88	411,511.98	FOS
214	10+39.10 C	16.00'RT	---	161,263.35	411,510.57	BOS
215	11+52.31 C	0.00'RT	---	161,355.16	411,499.45	CURB RAMP OPENING
216	11+62.40 C	0.00'RT	---	161,363.66	411,504.89	CURB RAMP OPENING
217	11+87.22 C	8.00'RT	---	161,377.16	411,527.04	FOS
218	11+82.98 C	16.00'RT	---	161,368.69	411,530.22	BOS
219	1131+49.94 'ID'	0.00'RT	---	161,367.33	411,484.97	CURB RAMP OPENING
220	1131+59.94 'ID'	0.00'RT	---	161,374.91	411,491.50	CURB RAMP OPENING
221	1131+49.56 'ID'	13.70'LT	---	161,375.98	411,474.34	FACE OF CURB
222	1131+59.64 'ID'	11.21'LT	---	161,381.99	411,482.80	FACE OF CURB
223	10+31.91 D	0.00'RT	---	161,394.35	411,478.34	CURB RAMP OPENING
224	10+21.90 D	0.00'RT	---	161,390.58	411,469.07	CURB RAMP OPENING
225	10+28.09 E	8.00'RT	---	161,444.85	411,500.70	FOS
226	10+36.48 E	16.00'RT	---	161,444.24	411,489.92	BOS
227	10+73.50 E	0.00'RT	---	161,411.73	411,472.30	CURB RAMP OPENING
228	10+83.72 E	0.00'RT	---	161,407.99	411,462.79	CURB RAMP OPENING
229	11+96.10 E	0.00'RT	---	161,428.97	411,355.52	CURB RAMP OPENING
230	12+06.10 E	0.00'RT	---	161,433.08	411,346.41	CURB RAMP OPENING
231	12+34.15 E	8.00'RT	---	161,454.42	411,326.91	FOS
232	12+29.93 E	16.00'RT	---	161,458.81	411,334.82	BOS
233	84+45.29 'RN'	0.00'RT	---	161,416.82	411,338.98	CURB RAMP OPENING
234	84+35.28 'RN'	0.00'RT	---	161,412.36	411,347.94	CURB RAMP OPENING
235	84+34.87 'RN'	14.09'LT	---	161,399.53	411,342.09	FACE OF CURB
236	84+44.86 'RN'	11.08'LT	---	161,406.73	411,334.38	FACE OF CURB
237	10+31.60 F	0.00'RT	---	161,400.52	411,322.91	CURB RAMP OPENING
238	10+21.57 F	0.00'RT	---	161,392.01	411,328.20	CURB RAMP OPENING
239	12+16.14 G	8.00'LT	---	161,410.77	411,274.25	FOS
240	12+07.82 G	16.00'LT	---	161,400.09	411,275.58	BOS
241	11+78.29 G	0.00'RT	---	161,391.28	411,305.39	CURB RAMP OPENING
242	11+68.06 G	0.00'RT	---	161,382.45	411,310.56	CURB RAMP OPENING
243	10+83.21 G	0.00'RT	---	161,304.45	411,295.46	CURB RAMP OPENING
244	10+73.21 G	0.00'RT	---	161,296.53	411,289.35	CURB RAMP OPENING
245	10+43.22 G	16.00'LT	---	161,287.71	411,258.04	BOS
246	10+38.25 G	8.00'LT	---	161,278.48	411,259.38	FOS
247	15+07.67 H	0.00'RT	---	161,284.45	411,305.41	CURB RAMP OPENING
248	15+17.82 H	0.00'RT	---	161,291.41	411,312.80	CURB RAMP OPENING
249	1129+34.09 'BB'	15.08'LT	---	161,284.60	411,321.85	FACE OF CURB
250	1129+25.28 'BB'	12.57'LT	---	161,278.46	411,313.38	FACE OF CURB
251	1129+33.98 'BB'	0.00'RT	---	161,270.33	411,326.71	CURB RAMP OPENING
252	1129+23.95 'BB'	0.00'RT	---	161,266.49	411,317.46	CURB RAMP OPENING
253	10+26.13 I	8.00'RT	---	161,233.00	411,310.22	FOS
254	10+33.59 I	16.00'RT	---	161,230.34	411,320.16	BOS
255	10+46.54 I	0.00'RT	---	161,249.98	411,322.65	CURB RAMP OPENING
256	10+56.83 I	0.00'RT	---	161,253.71	411,332.23	CURB RAMP OPENING
257	10+00.00 A	55.00'LT	1189.20	161,329.55	411,398.01	R=40'
258	85+12.65 'RN'	15.49'RT	1185.17	161,462.36	411,287.62	LANE EDGE

POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
259	86+47.34 'RN'	1012.00'RT	---	162,342.37	411,762.57	R=1000'
260	86+47.34 'RN'	12.00'RT	1186.25	161,533.33	411,174.83	LANE EDGE
261	12+17.78 I	0.00'RT	---	161,202.70	411,479.04	BIKE RAMP OPENING
262	12+10.98 I	0.00'RT	---	161,206.63	411,473.48	BIKE RAMP OPENING
263	10+16.60 I	0.00'RT	---	161,233.46	411,297.78	BIKE RAMP OPENING
264	10+08.60 I	0.00'RT	---	161,228.55	411,291.47	BIKE RAMP OPENING
265	10+23.35 G	0.00'RT	---	161,263.16	411,252.57	BIKE RAMP OPENING
266	10+30.21 G	0.00'RT	---	161,265.11	411,258.29	BIKE RAMP OPENING
267	12+25.87 G	0.00'RT	---	161,422.58	411,270.21	BIKE RAMP OPENING
268	12+33.87 G	0.00'RT	---	161,426.71	411,263.36	BIKE RAMP OPENING
269	12+48.54 E	0.00'RT	---	161,455.60	411,310.49	BIKE RAMP OPENING
270	12+41.73 E	0.00'RT	---	161,451.87	411,316.19	BIKE RAMP OPENING
271	10+18.33 E	0.00'RT	---	161,448.08	411,512.76	BIKE RAMP OPENING
272	10+10.33 E	0.00'RT	---	161,454.63	411,517.36	BIKE RAMP OPENING
273	12+01.65 C	0.00'RT	---	161,393.66	411,526.54	BIKE RAMP OPENING
274	11+94.83 C	0.00'RT	---	161,388.16	411,526.09	BIKE RAMP OPENING
275	10+16.94 C	0.00'RT	---	161,238.19	411,515.55	BIKE RAMP OPENING
276	10+09.57 C	0.00'RT	---	161,234.37	411,521.85	BIKE RAMP OPENING
277	81+40.08 'PR'	33.24'LT	1181.08	161,185.69	411,507.70	EDGE OF PAVED SHOULDER
278	81+32.58 'PR'	17.00'RT	1180.66	161,225.46	411,539.29	EDGE OF PAVED SHOULDER
279	1132+31.80 'ID'	17.00'RT	1184.61	161,419.85	411,550.73	EDGE OF PAVED SHOULDER
280	1132+59.21 'ID'	32.47'LT	1185.06	161,471.81	411,528.38	EDGE OF PAVED SHOULDER
281	85+23.00 'RN'	20.15'RT	1185.12	161,471.56	411,281.22	EDGE OF PAVED SHOULDER
282	85+35.38 'RN'	28.50'LT	1185.51	161,436.34	411,245.43	EDGE OF PAVED SHOULDER
283	1128+61.39 'BB'	17.00'RT	1185.94	161,216.33	411,277.41	EDGE OF PAVED SHOULDER
284	11+88.16 I	8.00'RT	---	161,213.29	411,450.23	FOS
285	11+76.89 I	8.00'RT	---	161,218.66	411,441.74	FOS
286	11+66.81 I	8.00'RT	---	161,223.12	411,432.79	FOS
287	11+56.73 I	8.00'RT	---	161,227.49	411,423.80	FOS
288	10+69.26 I	8.00'RT	---	161,248.74	411,345.61	FOS
289	10+56.94 I	8.00'RT	---	161,246.13	411,334.77	FOS
290	10+45.88 I	8.00'RT	---	161,242.46	411,325.45	FOS
291	10+33.56 I	8.00'RT	---	161,237.00	411,315.73	FOS
292	10+60.10 G	8.00'RT	---	161,292.36	411,275.57	FOS
293	10+73.01 G	8.00'RT	---	161,301.35	411,282.97	FOS
294	10+83.23 G	8.00'RT	---	161,309.26	411,289.06	FOS
295	10+93.71 G	8.00'RT	---	161,317.56	411,295.07	FOS
296	11+54.29 G	8.00'RT	---	161,367.62	411,307.75	FOS
297	11+67.85 G	8.00'RT	---	161,378.64	411,303.53	FOS
298	11+78.84 G	8.00'RT	---	161,387.26	411,298.46	FOS
299	11+91.00 G	8.00'RT	---	161,396.01	411,291.67	FOS
300	12+17.36 E	8.00'RT	---	161,445.24	411,340.96	FOS
301	12+06.11 E	8.00'RT	---	161,440.36	411,349.73	FOS
302	11+96.03 E	8.00'RT	---	161,436.25	411,358.84	FOS
303	11+85.86 E	8.00'RT	---	161,432.19	411,368.07	FOS
304	10+96.14 E	8.00'RT	---	161,412.81	411,449.34	FOS
305	10+83.98 E	8.00'RT	---	161,415.52	411,460.07	FOS
306	10+72.99 E	8.00'RT	---	161,419.19	411,469.38	FOS
307	10+60.83 E	8.00'RT	---	161,424.54	411,479.07	FOS
308	11+73.09 C	8.00'RT	---	161,366.59	411,517.67	FOS
309	11+61.80 C	8.00'RT	---	161,358.81	411,511.28	FOS
310	11+51.64 C	8.00'RT	---	161,350.33	411,505.86	FOS
311	11+41.55 C	8.00'RT	---	161,341.84	411,500.57	FOS
312	10+79.55 C	8.00'RT	---	161,289.40	411,487.35	FOS
313	10+66.29 C	8.00'RT	---	161,278.39	411,491.02	FOS
314	10+55.17 C	8.00'RT	---	161,269.59	411,495.81	FOS
315	10+44.19 C	8.00'RT	---	161,261.47	411,501.63	FOS



POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
400	1123+56.00 'BB'	0.00'RT	1203.71	161,114.17	410,788.87	CENTERLINE
401	1129+27.10 'BB'	1306.70'LT	---	162,464.16	410,794.77	R=1350'
402	11+89.90 H	0.00'RT	1195.96	161,134.99	411,031.01	FLAG LINE
403	1126+00.59 'BB'	26.00'LT	1195.74	161,146.73	411,028.50	EDGE OF ASPHALT
404	1125+95.26 'BB'	476.00'LT	---	161,589.81	410,949.89	R=450'
405	1128+47.42 'BB'	29.15'LT	1186.62	161,244.17	411,238.03	EDGE OF ASPHALT
406	1128+36.78 'BB'	33.88'LT	1186.71	161,241.69	411,227.08	EDGE OF PAVED SHOULDER

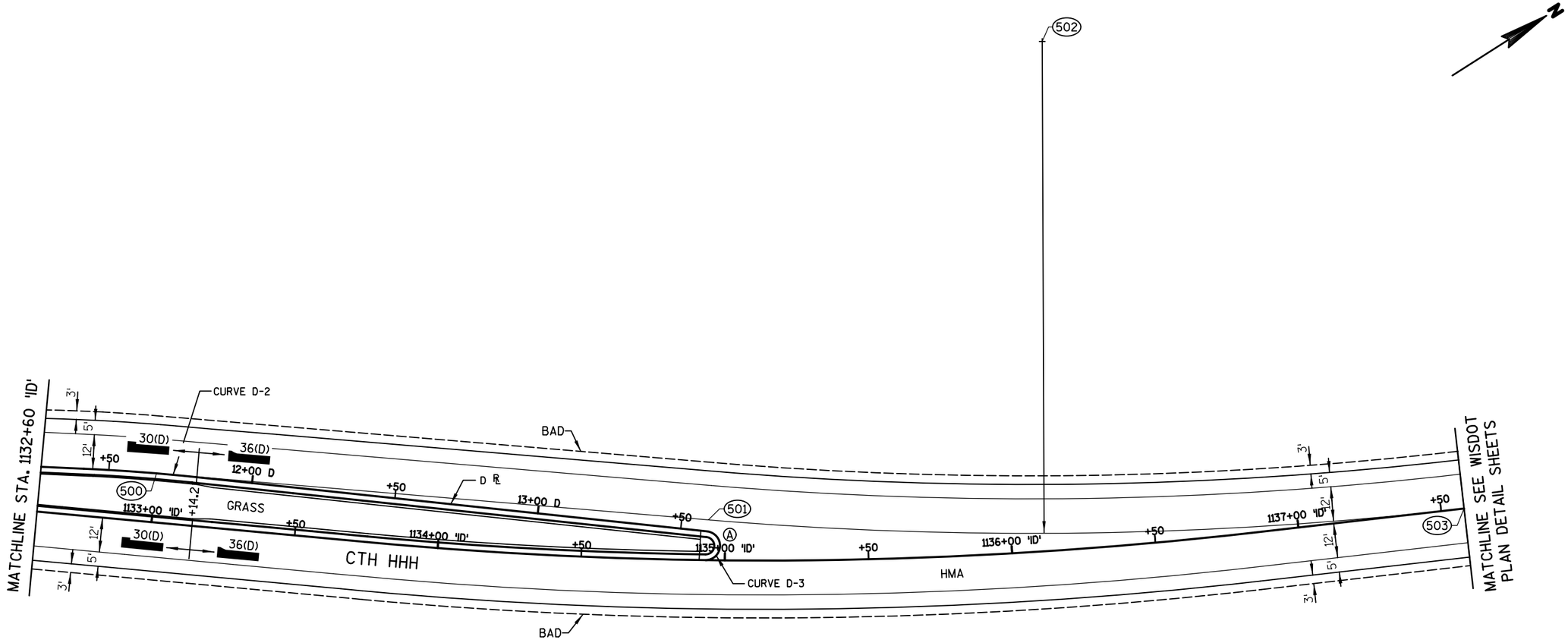
LEGEND

J	CONCRETE CURB TYPE J
18(R)	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT)
36(D)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
30(D)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
(10)	LAYOUT POINT NUMBER
	REVERSE SLOPE GUTTER
BAD	BASE AGGREGATE DENSE
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
CTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
CS-5	CONCRETE SIDEWALK 5-INCH
HMA-3.5	HMA PAVEMENT 4 LT 58-28 S, 3.5-INCH
HMA-4	HMA PAVEMENT 4 LT 58-28 S, 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
Ⓐ	CONCRETE MEDIAN SLOPE NOSE TYPE 1
Ⓑ	CONCRETE MEDIAN SLOPE NOSE TYPE 2

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\021203_pd.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



POINT NO.	STATION	OFFSET	ELEV.	Y	X	REMARKS
500	11+66.61 D	0.00'RT	1185.97	161,494.77	411,565.65	FLAG LINE
501	1134+94.10 'ID'	14.00'LT	1190.19	161,648.13	411,682.33	EDGE OF ASPHALT
502	1137+58.02 'ID'	1330.00'LT	---	162,453.48	410,623.88	R=1330'
503	1137+58.02 'ID'	0.00'RT	1197.19	161,872.08	411,820.07	CENTERLINE

LEGEND

J	CONCRETE CURB TYPE J
18(R)	CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT)
36(D)	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
30(D)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
R	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
(10)	LAYOUT POINT NUMBER
	REVERSE SLOPE GUTTER
BAD	BASE AGGREGATE DENSE
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
CTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
CS-5	CONCRETE SIDEWALK 5-INCH
HMA-3.5	HMA PAVEMENT 4 LT 58-28 S, 3.5-INCH
HMA-4	HMA PAVEMENT 4 LT 58-28 S, 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
Ⓐ	CONCRETE MEDIAN SLOPE NOSE TYPE 1
Ⓑ	CONCRETE MEDIAN SLOPE NOSE TYPE 2

A LINE

CURVE A-1	CURVE A-2	CURVE A-3	CURVE A-4
P.I. = 10+21.92 A	P.I. = 11+12.32 A	P.I. = 11+96.49 A	P.I. = 13+28.36 A
Y = 161,332.22	Y = 161,416.54	Y = 161,338.51	Y = 161,216.59
X = 411,338.87	X = 411,376.97	X = 411,475.12	X = 411,379.00
DELTA = 43° 27'12.42" (RT)	DELTA = 104° 10'10.41" (RT)	DELTA = 89° 46'03.64" (RT)	DELTA = 122° 36'33.53" (RT)
D = 104° 10'26.92"	D = 104° 10'26.92"	D = 104° 10'26.92"	D = 104° 10'26.92"
T = 21.92	T = 70.61	T = 54.78	T = 100.48
L = 41.71	L = 100.00	L = 86.17	L = 117.70
R = 55.00	R = 55.00	R = 55.00	R = 55.00
P.C. = 10+00.00 A	P.C. = 10+41+71 A	P.C. = 11+41.71 A	P.C. = 12+27.88 A
Y = 161,311.51	Y = 161,352.19	Y = 161,372.60	Y = 161,295.50
X = 411,346.05	X = 411,347.89	X = 411,432.24	X = 411,441.21
P.T. = 10+41.71 A	P.T. = 11+41.71 A	P.T. = 12+27.88 A	P.T. = 13+45.58 A
Y = 161,352.19	Y = 161,372.60	Y = 161,295.50	Y = 161,311.51
X = 411,347.89	X = 411,432.24	X = 411,441.21	X = 411,346.05

B LINE

CURVE B-1	CURVE B-2	CURVE B-3	CURVE B-4
P.I. = 10+29.65 B	P.I. = 11+47.16 B	P.I. = 11+79.95 B	P.I. = 14+19.98 B
Y = 161,174.14	Y = 161,060.43	Y = 161,112.44	Y = 161,241.35
X = 411,594.26	X = 411,746.63	X = 411,655.03	X = 411,452.53
DELTA = 6° 45'40.18" (RT)	DELTA = 172° 51'19.22" (RT)	DELTA = 2° 53'33.34" (RT)	DELTA = 5° 10'55.67" (LT)
D = 11° 24'48.61"	D = 1145° 54'56.12"	D = 5° 43'46.40"	D = 7° 09'43.10"
T = 29.65	T = 80.09	T = 25.25	T = 36.20
L = 59.24	L = 15.08	L = 50.49	L = 72.36
R = 502.00	R = 5.00	R = 1,000.00	R = 800.00
P.C. = 10+00.00 B	P.C. = 11+39.61 B	P.C. = 11+54.70 B	P.C. = 13+83.78 B
Y = 161,188.95	Y = 161,108.33	Y = 161,099.98	Y = 161,221.91
X = 411,568.57	X = 411,682.44	X = 411,676.98	X = 411,483.07
P.T. = 10+59.24 B	P.T. = 11+54.70 B	P.T. = 12+05.18 B	P.T. = 14+56.14 B
Y = 161,156.40	Y = 161,099.98	Y = 161,126.00	Y = 161,257.95
X = 411,618.03	X = 411,676.98	X = 411,633.73	X = 411,420.36

C LINE

P.I. = 10+00.00 C
Y = 161,229.59
X = 411,530.14

CURVE C-1	CURVE C-2	CURVE C-3	CURVE C-4
P.I. = 10+37.96 C	P.I. = 10+99.05 C	P.I. = 11+46.86 C	P.I. = 12+15.05 C
Y = 161,248.55	Y = 161,304.22	Y = 161,350.64	Y = 161,403.94
X = 411,497.25	X = 411,468.71	X = 411,496.40	X = 411,538.70
DELTA = 32° 53'10.31" (RT)	DELTA = 58° 57'09.45" (RT)	DELTA = 2° 17'55.52" (RT)	DELTA = 1° 16'23.66" (RT)
D = 63° 39'43.12"	D = 88° 08'50.47"	D = 6° 21'58.31"	D = 6° 24'06.35"
T = 26.56	T = 36.00	T = 18.06	T = 9.94
L = 51.66	L = 65.75	L = 36.11	L = 19.89
R = 90.00	R = 65.00	R = 900.00	R = 895.00
P.C. = 10+11.40 C	P.C. = 10+63.06 C	P.C. = 11+28.80 C	P.C. = 12+05.11 C
Y = 161,235.28	Y = 161,272.19	Y = 161,335.13	Y = 161,395.86
X = 411,520.26	X = 411,485.13	X = 411,487.15	X = 411,532.91
P.T. = 10+63.06 C	P.T. = 11+28.80 C	P.T. = 11+64.91 C	P.T. = 12+25.00 C
Y = 161,272.19	Y = 161,335.13	Y = 161,365.77	Y = 161,411.89
X = 411,485.13	X = 411,487.15	X = 411,506.26	X = 411,544.68

D LINE

CURVE D-1	CURVE D-2	CURVE D-3
P.I. = 10+44.76 D	P.I. = 11+61.01 D	P.I. = 13+66.87 D
Y = 161,390.91	Y = 161,490.48	Y = 161,730.50
X = 411,492.23	X = 411,562.03	X = 411,753.05
DELTA = 48° 13'23.47" (LT)	DELTA = 3° 28'51.41" (RT)	DELTA = 174° 43'23.51" (RT)
D = 57° 17'44.81"	D = 8° 48'53.05"	D = 1145° 54'56.12"
T = 44.76	T = 19.75	T = 108.50
L = 84.17	L = 39.49	L = 15.25
R = 100.00	R = 650.00	R = 5.00
P.C. = 10+00.00 D	P.C. = 11+41.26 D	P.C. = 13+59.24 D
Y = 161,385.66	Y = 161,474.31	Y = 161,645.60
X = 411,447.78	X = 411,550.70	X = 411,685.48
P.T. = 10+84.17 D	P.T. = 11+80.75 D	P.T. = 13+74.49 D
Y = 161,427.56	Y = 161,505.94	Y = 161,639.75
X = 411,517.92	X = 411,574.33	X = 411,693.57

E LINE

P.I. = 10+00.00 E
Y = 161,463.08
X = 411,523.29

CURVE E-1	CURVE E-2	CURVE E-3
P.I. = 10+96.38 E	P.I. = 11+78.54 E	P.I. = 12+61.94 E
Y = 161,384.17	Y = 161,421.45	Y = 161,462.04
X = 411,467.96	X = 411,371.42	X = 411,298.75
DELTA = 76° 05'11.42" (RT)	DELTA = 3° 47'16.11" (RT)	DELTA = 1° 08'45.30" (RT)
D = 63° 39'43.12"	D = 5° 43'46.48"	D = 5° 45'30.13"
T = 70.43	T = 33.07	T = 9.95
L = 119.52	L = 66.11	L = 19.90
R = 90.00	R = 1,000.00	R = 995.00
P.C. = 10+25.96 E	P.C. = 11+45.47 E	P.C. = 12+51.99 E
Y = 161,441.83	Y = 161,409.54	Y = 161,457.49
X = 411,508.39	X = 411,402.26	X = 411,307.60
P.T. = 11+45.47 E	P.T. = 12+11.58 E	P.T. = 12+71.89 E
Y = 161,409.54	Y = 161,435.38	Y = 161,466.76
X = 411,402.26	X = 411,341.43	X = 411,290.00

F LINE

CURVE F-1	CURVE F-2
P.I. = 10+36.33 F	P.I. = 12+57.22 F
Y = 161,407.13	Y = 161,523.02
X = 411,326.83	X = 411,134.57
DELTA = 43° 57'44.13" (LT)	DELTA = 4° 54'56.79" (RT)
D = 63° 39'43.12"	D = 2° 51'33.54"
T = 36.33	T = 86.01
L = 69.06	L = 171.92
R = 90.00	R = 2,003.83
P.C. = 10+00.00 F	P.C. = 11+71.20 F
Y = 161,372.03	Y = 161,478.61
X = 411,336.21	X = 411,208.23
P.T. = 10+69.06 F	P.T. = 13+43.12 F
Y = 161,425.88	Y = 161,573.57
X = 411,295.72	X = 411,064.98

G LINE

CURVE G-1	CURVE G-2	CURVE G-3	CURVE G-4
P.I. = 10+03.58 G	P.I. = 10+13.58 G	P.I. = 10+40.32 G	P.I. = 10+82.43 G
Y = 161,250.30	Y = 161,256.83	Y = 161,273.07	Y = 161,303.40
X = 411,237.58	X = 411,245.16	X = 411,266.36	X = 411,295.52
DELTA = 0° 54'18.98" (LT)	DELTA = 2° 07'56.15" (LT)	DELTA = 6° 44'32.83" (LT)	DELTA = 7° 08'18.61" (LT)
D = 12° 52'31.64"	D = 16° 36'26.90"	D = 16° 36'26.90"	D = 16° 22'12.80"
T = 3.58	T = 6.42	T = 20.32	T = 21.83
L = 7.16	L = 12.84	L = 40.60	L = 43.61
R = 445.00	R = 345.00	R = 345.00	R = 350.00
P.C. = 10+00.00 G	P.C. = 10+07.16 G	P.C. = 10+20.00 G	P.C. = 10+60.60 G
Y = 161,248.01	Y = 161,252.64	Y = 161,261.19	Y = 161,286.80
X = 411,234.83	X = 411,240.29	X = 411,249.86	X = 411,281.34
P.T. = 10+07.16 G	P.T. = 10+20.00 G	P.T. = 10+60.60 G	P.T. = 11+04.21 G
Y = 161,252.64	Y = 161,261.19	Y = 161,286.80	Y = 161,321.64
X = 411,240.29	X = 411,249.86	X = 411,281.34	X = 411,307.52

G LINE CONT.

CURVE G-5	CURVE G-6	
P.I. = 11+38.40 G	P.I. = 11+92.95 G	P.I. = 12+44.20 G
Y = 161,350.21	Y = 161,404.82	Y = 161,432.04
X = 411,326.32	X = 411,299.66	X = 411,254.51
DELTA = 59° 21'53.12" (LT)	DELTA = 32° 54'10.81" (LT)	
D = 95° 29'34.68"	D = 63° 39'44.15"	
T = 34.20	T = 26.58	
L = 62.17	L = 51.68	
R = 60.00	R = 90.00	
P.C. = 11+04.21 G	P.C. = 11+66.37 G	
Y = 161,321.64	Y = 161,380.94	
X = 411,307.52	X = 411,311.32	
P.T. = 11+66.37 G	P.T. = 12+18.06 G	
Y = 161,380.94	Y = 161,418.54	
X = 411,311.32	X = 411,276.90	

H LINE

CURVE H-1	CURVE H-2	CURVE H-3	
P.I. = 10+88.09 H	P.I. = 11+82.19 H	P.I. = 13+35.04 H	P.I. = 15+37.56 H
Y = 161,138.63	Y = 161,056.38	Y = 161,160.40	Y = 161,304.96
X = 411,119.76	X = 410,589.03	X = 411,173.87	X = 411,327.16
DELTA = 19° 59'02.65" (RT)	DELTA = 178° 43'26.03" (RT)	DELTA = 33° 14'09.50" (LT)	
D = 11° 27'32.96"	D = 1145° 54'56.12"	D = 11° 47'21.31"	
T = 88.09	T = 448.97	T = 145.05	
L = 174.39	L = 15.60	L =281.92	
R = 500.00	R = 5.00	R = 486.00	
P.C. = 10+00.00 H	P.C. = 11+74.39 H	P.C. = 11+89.99 H	
Y = 161,181.06	Y = 161,125.14	Y = 161,135.00	
X = 411,196.96	X = 411,032.70	X = 411,031.06	
P.T. = 11+74.39 H	P.T. = 11+89.99 H	P.T. = 14+71.91 H	
Y = 161,125.14	Y = 161,135.00	Y = 161,259.92	
X = 411,032.70	X = 411,031.06	X = 411,279.40	

I LINE

P.I. = 10+00.00 I
Y = 161,223.26
X = 411,284.69

CURVE I-1	CURVE I-2	CURVE I-3
P.I. = 10+77.35 I	P.I. = 11+49.48 I	P.I. = 12+31.18 I
Y = 161,270.79	Y = 161,238.27	Y = 161,195.84
X = 411,345.72	X = 411,420.91	X = 411,490.53
DELTA = 61° 17'32.50" (RT)	DELTA = 3° 36'54.62" (RT)	DELTA = 1° 08'45.30" (RT)
D = 67° 24'24.48"	D = 5° 43'46.48"	D = 5° 43'30.13"
T = 50.36	T = 31.56	T = 9.95
L = 90.93	L = 63.10	L = 19.90
R = 85.00	R = 1,000.00	R = 995.00
P.C. = 10+26.99 I	P.C. = 11+17.92 I	P.C. = 12+21.23 I
Y = 161,239.84	Y = 161,250.79	Y = 161,200.71
X = 411,305.98	X = 411,391.94	X = 411,481.85
P.T. = 11+17.92 I	P.T. = 11+81.02 I	P.T. = 12+41.13 I
Y = 161,250.79	Y = 161,223.94	Y = 161,190.80
X = 411,391.94	X = 411,449.03	X = 411,499.10

2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER (2 PER OUTGOING PIPE)
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

N

1090'WB'
1090'EB'
85'BP1'
1095'WB'
1095'EB'
90'BP1'
USH 18/151
1100'WB'
1100'EB'
95'BP1'
205'WN'
1105'WB'
1105'EB'
100'BP1'
405'EX'
210'WN'
1110'WB'
1110'EB'
105'BP1'
215'WN'
1115'WB'
1115'EB'
410'EX'
415'EX'
1100'BB'
1095'BB'
1105'BB'
1110'BB'
1115'BB'
1090'BB'
CTH BB
TSB
ACHLIMAN ROAD

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	EROSION CONTROL	SHEET 59	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (1)

PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER (2 PER OUTGOING PIPE)
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

N

REED ROAD

RIDGEVIEW ROAD

ACHLIMAN ROAD

CTH BB

105'BP1' 110'BP1' 115'BP1' 120'BP2' 125'BP2' 130'BP2'

210'WN' 215'WN' 220'WN' 225'WN' 120'RN' 110'RN' 105'RN' 100'RN' 95'RN' 115'RN' 25'RR' 28'RR'

1110'WB' 1110'EB' 1115'WB' 1115'EB' 1120'WB' 1120'EB' 1125'WB' 1125'EB' 1130'WB' 1130'EB' 1135'WB' 1135'EB'

410'EX' 415'EX' 420'EX' 425'EX' 630'WX' 635'WX'

10'BB' 115'BB'

825'EN' 830'EN' 835'EN' 840

TSB

MATCHLINE STA. 5+50 "AR"

MATCHLINE STA. 1119+38 "BB"

MATCHLINE STA. 92+00 "EX"

MATCHLINE STA. 639+50 "WX"

MATCHLINES STA. 840+00 "EN"

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	EROSION CONTROL	SHEET 60	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (2)
PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER (2 PER OUTGOING PIPE)
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

N

REED ROAD

RIDGEVIEW ROAD

USH 18/151

TSB

125'BP2'
130'BP2'
635'WX'
1135'WB'
1135'EB'
640'WX'
1140'WB'
1140'EB'
835'EN'
840'EN'
135'BP2'
645'WX'
1145'WB'
1145'EB'
845'EN'
140'BP2'
1150'WB'
1150'EB'
1155'WB'
1155'EB'
26'RR'
28'RR'
115'RN'
120'RN'
125'RN'
130'RN'

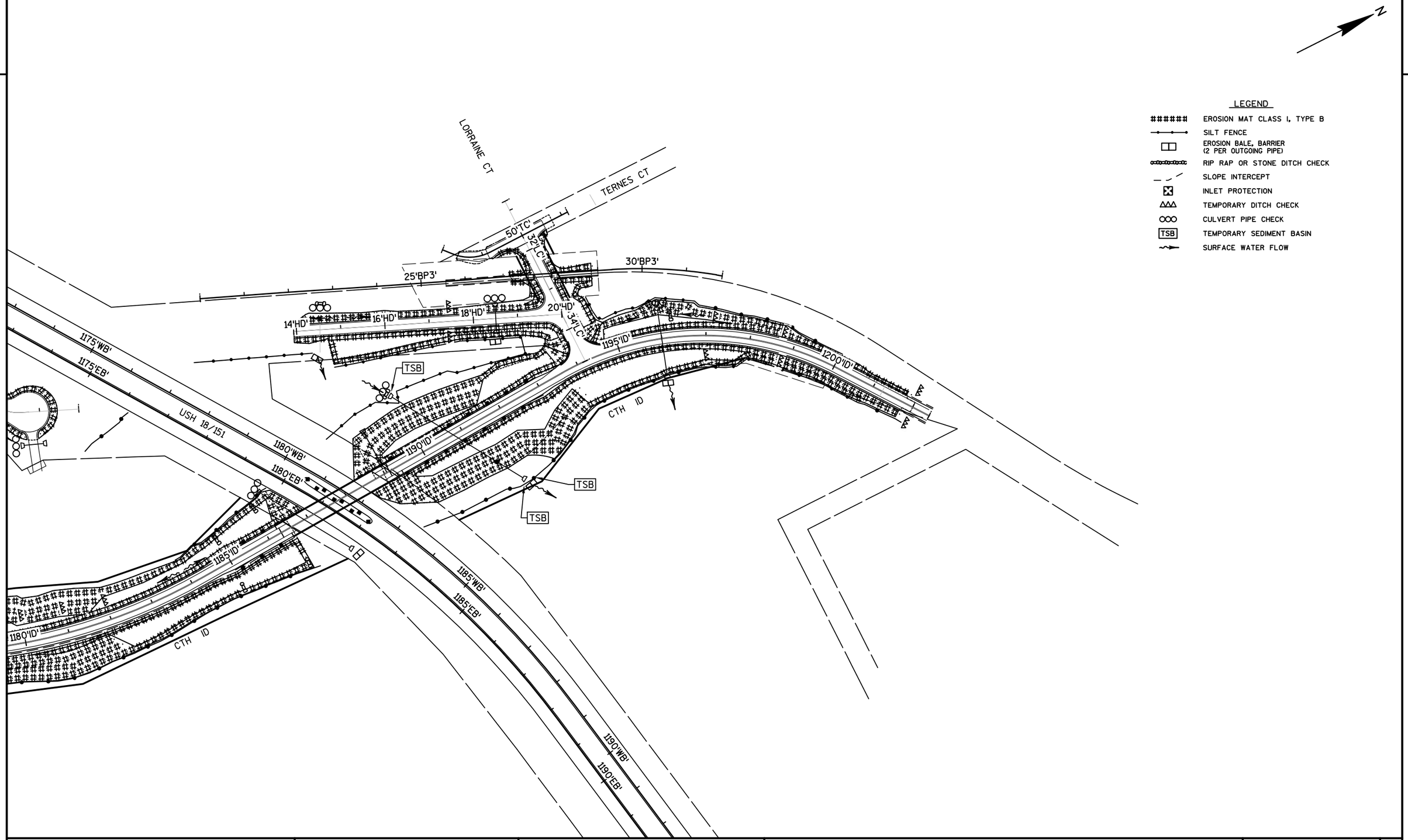
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	EROSION CONTROL	SHEET 61	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (3)

PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

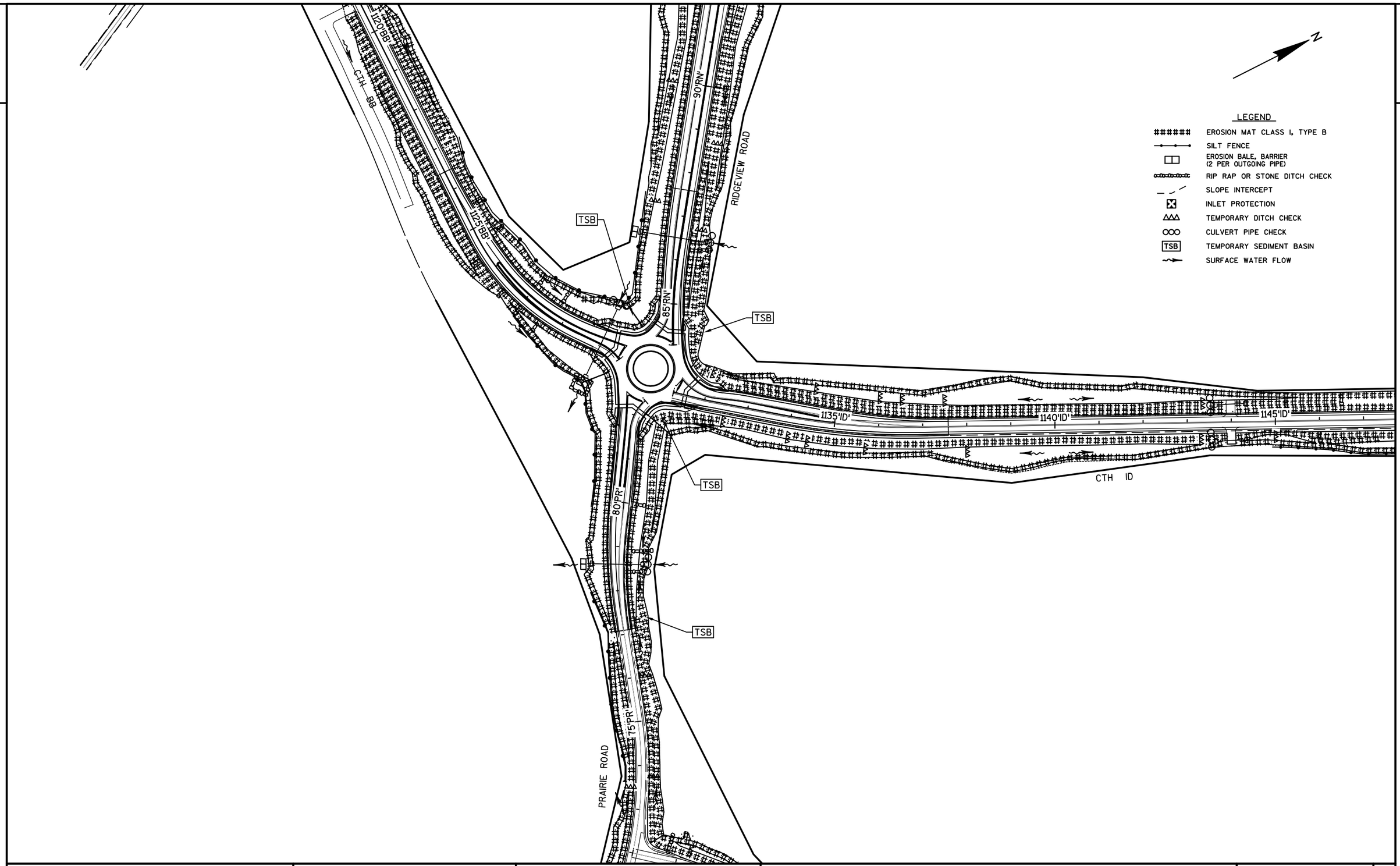


PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	EROSION CONTROL	SHEET 62	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (4)

PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	EROSION CONTROL	SHEET 63	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (5)
PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

1160'WB'
1160'EB'
1165'WB'
1165'EB'
1170'WB'
1170'EB'
40'NP'
45'NP'
50'NP'
N. PRAIRIE ROAD
CTH ID
1150'ID'
1155'ID'
1160'ID'
1165'ID'
1170'ID'
1175'ID'
1180'ID'
TSB

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER (2 PER OUTGOING PIPE)
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

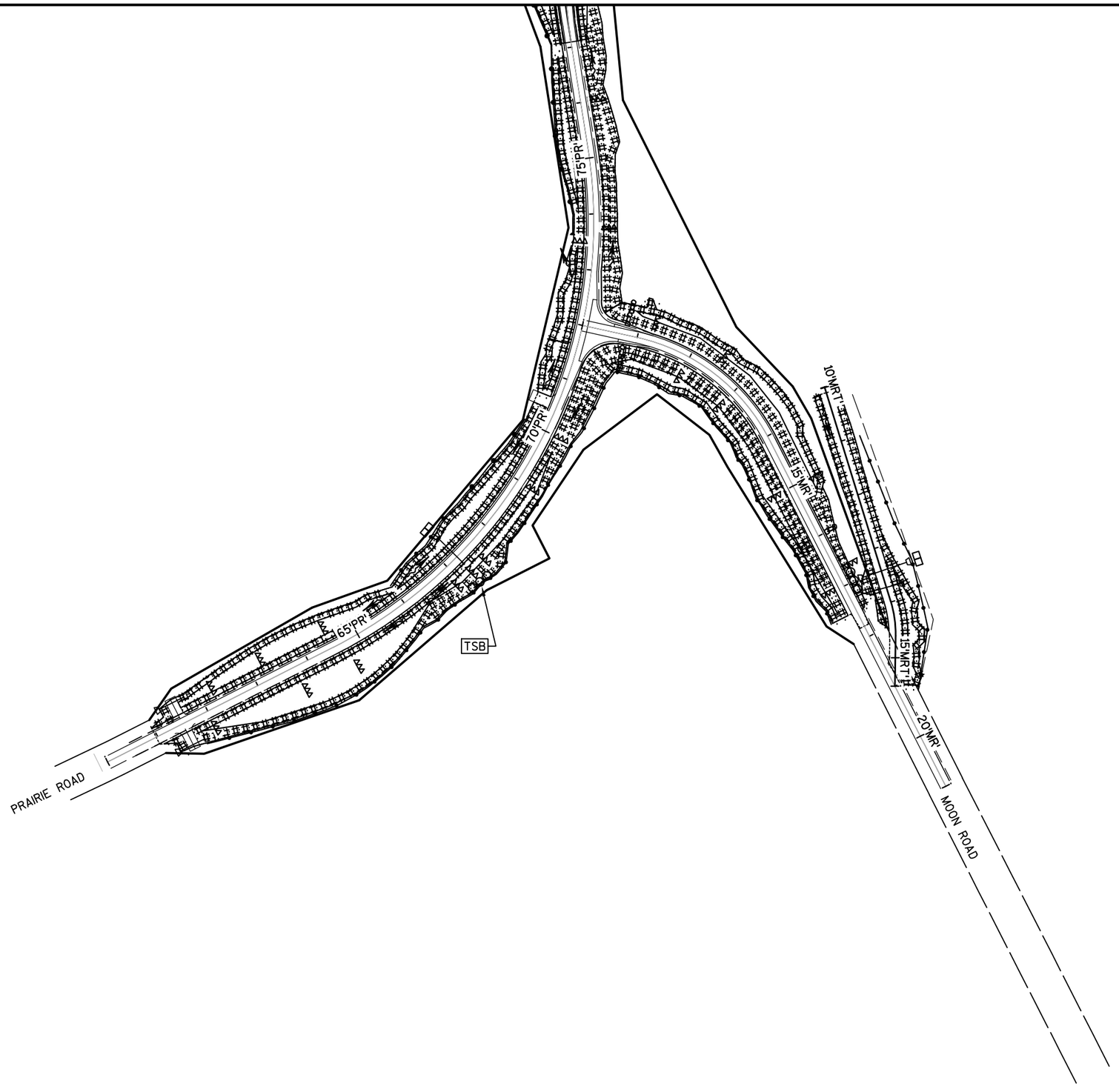
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	EROSION CONTROL	SHEET 64	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (6)

PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER (2 PER OUTGOING PIPE)
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	EROSION CONTROL	SHEET 65	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (7)
PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

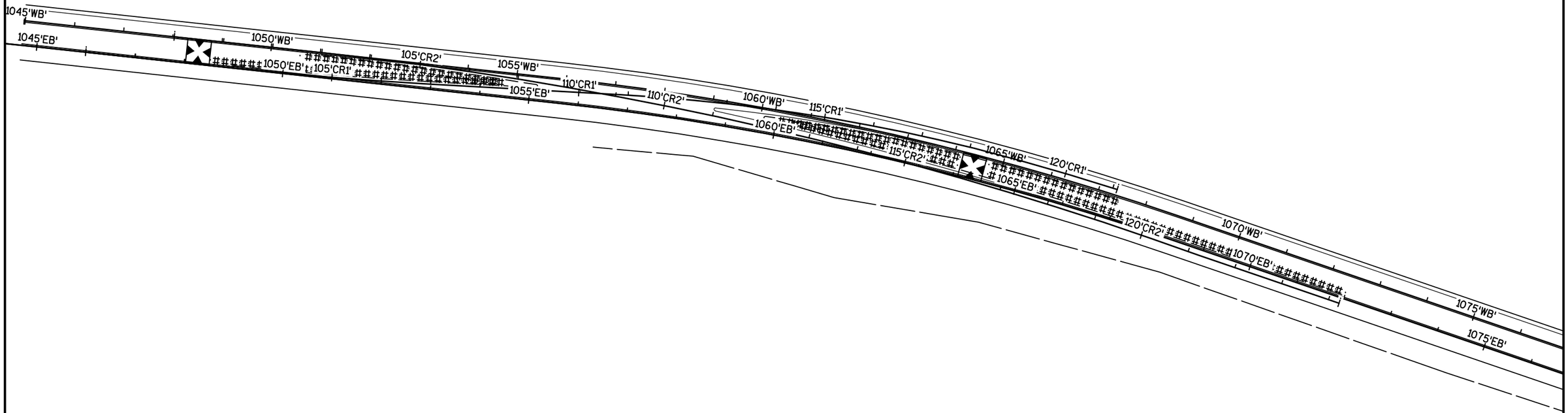
2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER (2 PER OUTGOING PIPE)
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

N



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	EROSION CONTROL	SHEET 66	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (1)

PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER (2 PER OUTGOING PIPE)
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TSB — TEMPORARY SEDIMENT BASIN
- SURFACE WATER FLOW

N

1195'WB'
1195'EB'
1200'WB'
1200'EB'
105'R3'
105'CR4'
1205'WB'
1205'EB'
110'CR3'
110'CR4'
1210'WB'
1210'EB'
115'CR4'
1215'WB'
1215'EB'
120'CR4'
1220'WB'
1220'EB'

PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	EROSION CONTROL	SHEET 67	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 024501-PM (1)

PLOT DATE : 4/10/2017 9:22 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

1180'EB'

1181'WB'

1181'EB'

1182'WB'

1182'EB'

1184'ID'

1185'ID'

1186'ID'

1187'ID'

1188'ID'

1189'ID'

1190'ID'

1191'ID'

STA. 1189+00.97'ID', 19' LT. (12)
INLET 2X2-FT
INLET COVER TYPE V REQ'D.

(14) STA. 1189+10.97'ID'
APRON ENDWALL FOR CULVERT
PIPE STEEL 12-INCH REQ'D.

(13) STA. 1189+10.97'ID', 19' LT.
INLET 2X2-FT
INLET COVER TYPE V REQ'D.

(11) STA. 1189+32.05'ID', 19' RT.
INLET 2X2-FT
INLET COVER TYPE V REQ'D.

(10) STA. 1189+22.05'ID', 19' RT.
INLET 2X2-FT
INLET COVER TYPE V REQ'D.

(11) (10)

1205.97

10.0'@1.0%
12" SSPRC

1206.35

38.0'@1.0%
12" SSPRC

1206.75

12.0'@1.0%
12" PIPE UNDERDRAIN UNPERFORATED

1205

1200

1202.65

1202.55

1202.17

(13)

80.0'@50.0%
12" PIPE UNDERDRAIN UNPERFORATED

(12)

1207.05

1206.75

1205

1200

1202.17

1202.27

10.0'@1.0%
12" SSPRC

8.0'@1.0%
12" PIPE UNDERDRAIN UNPERFORATED

(14)

1165

1166.40

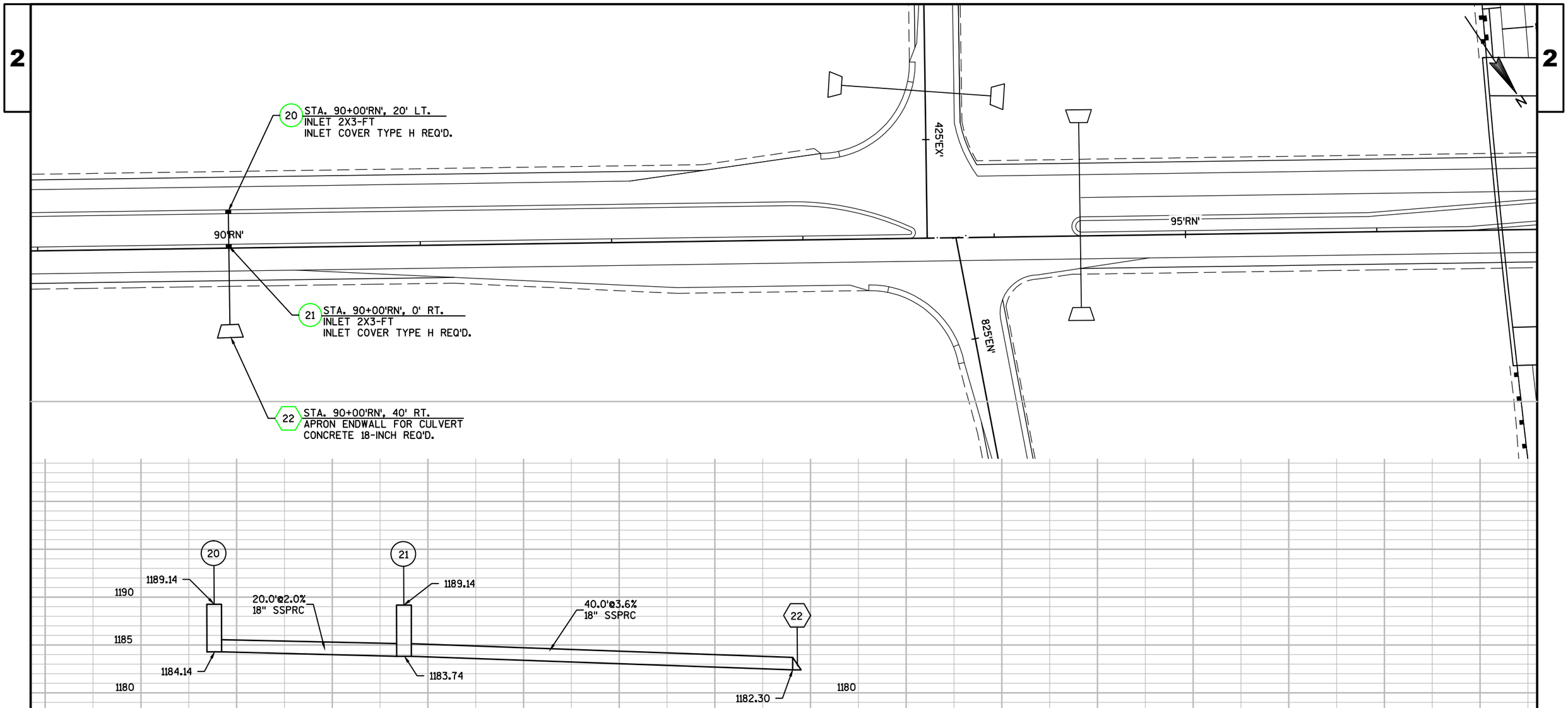
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	STORM SEWER	SHEET 68	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - ****

PLOT DATE : 3/2/2017 1:49 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

2



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	STORM SEWER	SHEET 69	E

2

STA. 99+40'RN', 56' LT.
APRON ENDWALL FOR CULVERT
CONCRETE 24-INCH REQ'D.
30

STA. 99+40'RN', 20' LT.
INLET 2X3-FT
INLET COVER TYPE H REQ'D.
31

STA. 99+40'RN', 10' LT.
INLET 2X3-FT
INLET COVER TYPE H REQ'D.
32

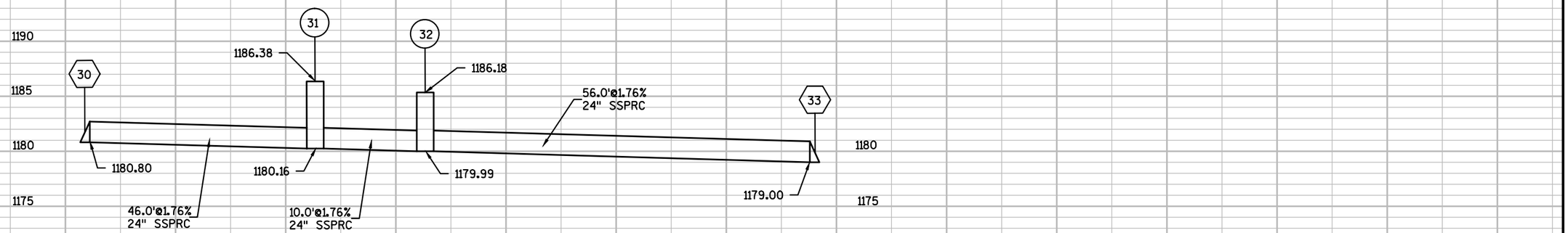
STA. 99+40'RN', 46' RT.
APRON ENDWALL FOR CULVERT
CONCRETE 24-INCH REQ'D.
33

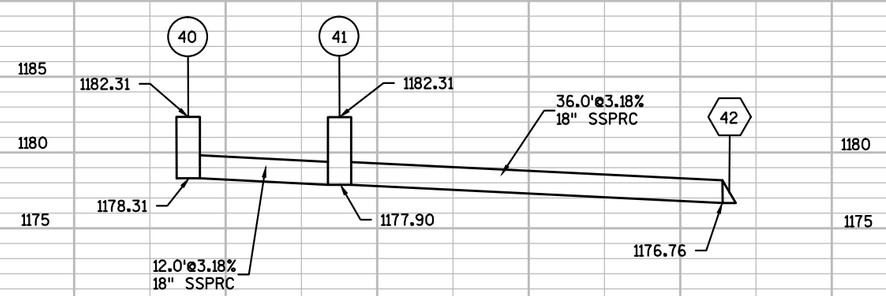
STA. 104+50'RN', 12.65' LT.
INLET 2X3-FT
INLET COVER TYPE H REQ'D.
40

STA. 104+50'RN', 0' RT.
INLET 2X3-FT
INLET COVER TYPE H REQ'D.
41

STA. 104+50'RN', 26' RT.
APRON ENDWALL FOR CULVERT
CONCRETE 18-INCH REQ'D.
42

112'EB'
112'WB'
125'EB'
125'WB'
126'EB'
126'WB'
100'RN'
225'WX'
625'WX'

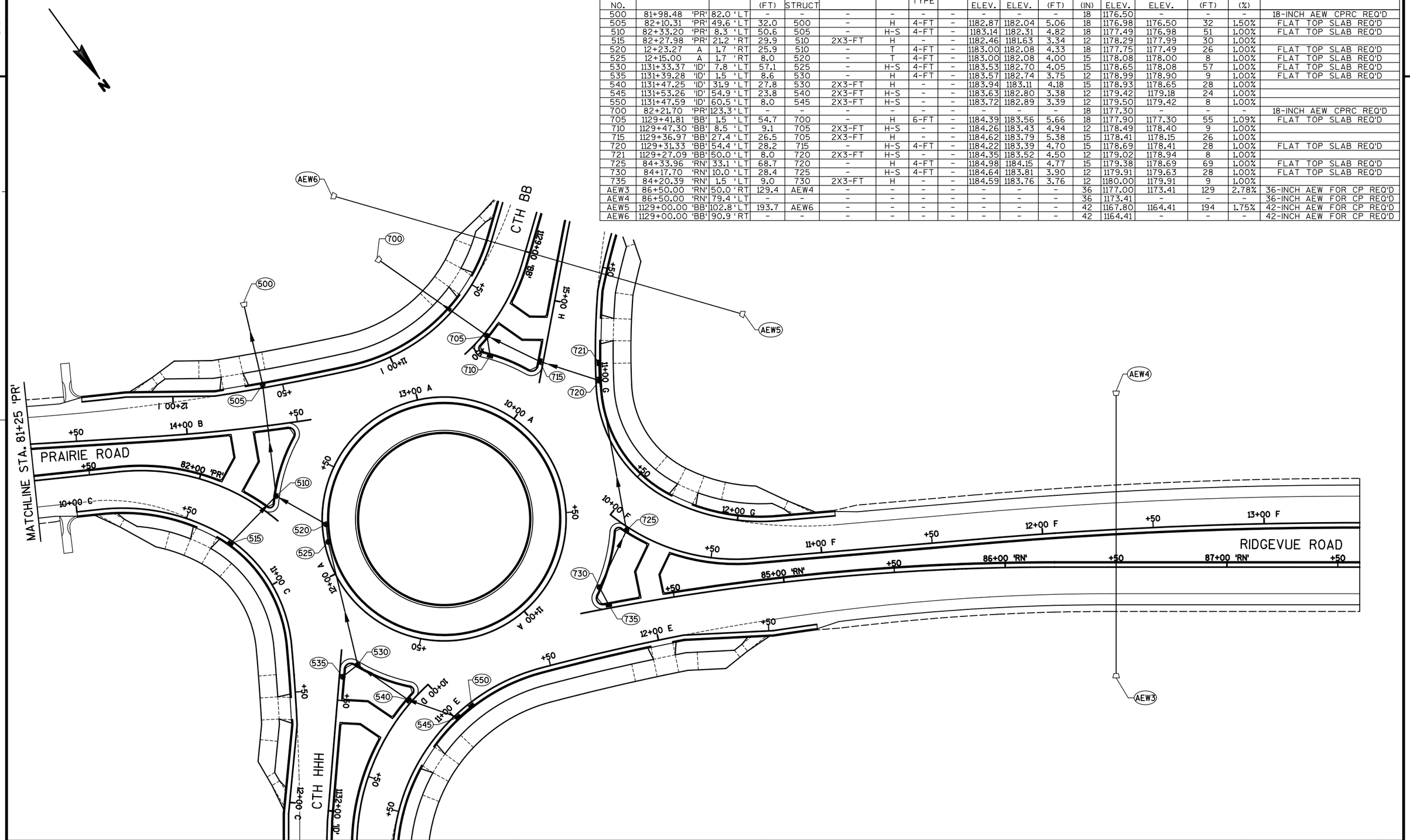




PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	STORM SEWER	SHEET 70 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 8:53 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
500	81+98.48 'PR'	82.0 'LT	-	-	-	-	-	-	-	-	-	18	1176.50	-	-	-	18-INCH AEW CPRC REQ'D
505	82+10.31 'PR'	49.6 'LT	32.0	500	-	H	4-FT	-	1182.87	1182.04	5.06	18	1176.98	1176.50	32	1.50%	FLAT TOP SLAB REQ'D
510	82+33.20 'PR'	8.3 'LT	50.6	505	-	H-S	4-FT	-	1183.14	1182.31	4.82	18	1177.49	1176.98	51	1.00%	FLAT TOP SLAB REQ'D
515	82+27.98 'PR'	21.2 'RT	29.9	510	2X3-FT	H	-	-	1182.46	1181.63	3.34	12	1178.29	1177.99	30	1.00%	
520	12+23.27 A	1.7 'RT	25.9	510	-	T	4-FT	-	1183.00	1182.08	4.33	18	1177.75	1177.49	26	1.00%	FLAT TOP SLAB REQ'D
525	12+15.00 A	1.7 'RT	8.0	520	-	T	4-FT	-	1183.00	1182.08	4.00	15	1178.08	1178.00	8	1.00%	FLAT TOP SLAB REQ'D
530	1131+33.37 'ID'	7.8 'LT	57.1	525	-	H-S	4-FT	-	1183.53	1182.70	4.05	15	1178.65	1178.08	57	1.00%	FLAT TOP SLAB REQ'D
535	1131+39.28 'ID'	1.5 'LT	8.6	530	-	H	4-FT	-	1183.57	1182.74	3.75	12	1178.99	1178.90	9	1.00%	FLAT TOP SLAB REQ'D
540	1131+47.25 'ID'	31.9 'LT	27.8	530	2X3-FT	H	-	-	1183.94	1183.11	4.18	15	1178.93	1178.65	28	1.00%	
545	1131+53.26 'ID'	54.9 'LT	23.8	540	2X3-FT	H-S	-	-	1183.63	1182.80	3.38	12	1179.42	1179.18	24	1.00%	
550	1131+47.59 'ID'	60.5 'LT	8.0	545	2X3-FT	H-S	-	-	1183.72	1182.89	3.39	12	1179.50	1179.42	8	1.00%	
700	82+21.70 'PR'	123.3 'LT	-	-	-	-	-	-	-	-	-	18	1177.30	-	-	-	18-INCH AEW CPRC REQ'D
705	1129+41.81 'BB'	1.5 'LT	54.7	700	-	H	6-FT	-	1184.39	1183.56	5.66	18	1177.90	1177.30	55	1.09%	FLAT TOP SLAB REQ'D
710	1129+47.30 'BB'	8.5 'LT	9.1	705	2X3-FT	H-S	-	-	1184.26	1183.43	4.94	12	1178.49	1178.40	9	1.00%	
715	1129+36.97 'BB'	27.4 'LT	26.5	705	2X3-FT	H	-	-	1184.62	1183.79	5.38	15	1178.41	1178.15	26	1.00%	
720	1129+31.33 'BB'	54.4 'LT	28.2	715	-	H-S	4-FT	-	1184.22	1183.39	4.70	15	1178.69	1178.41	28	1.00%	FLAT TOP SLAB REQ'D
721	1129+27.09 'BB'	50.0 'LT	8.0	720	2X3-FT	H-S	-	-	1184.35	1183.52	4.50	12	1179.02	1178.94	8	1.00%	
725	84+33.96 'RN'	33.1 'LT	68.7	720	-	H	4-FT	-	1184.98	1184.15	4.77	15	1179.38	1178.69	69	1.00%	FLAT TOP SLAB REQ'D
730	84+17.70 'RN'	10.0 'LT	28.4	725	-	H-S	4-FT	-	1184.64	1183.81	3.90	12	1179.91	1179.63	28	1.00%	FLAT TOP SLAB REQ'D
735	84+20.39 'RN'	1.5 'LT	9.0	730	2X3-FT	H	-	-	1184.59	1183.76	3.76	12	1180.00	1179.91	9	1.00%	
AEW3	86+50.00 'RN'	50.0 'RT	129.4	AEW4	-	-	-	-	-	-	-	36	1177.00	1173.41	129	2.78%	36-INCH AEW FOR CP REQ'D
AEW4	86+50.00 'RN'	79.4 'LT	-	-	-	-	-	-	-	-	-	36	1173.41	-	-	-	36-INCH AEW FOR CP REQ'D
AEW5	1129+00.00 'BB'	102.8 'LT	193.7	AEW6	-	-	-	-	-	-	-	42	1167.80	1164.41	194	1.75%	42-INCH AEW FOR CP REQ'D
AEW6	1129+00.00 'BB'	90.9 'RT	-	-	-	-	-	-	-	-	-	42	1164.41	-	-	-	42-INCH AEW FOR CP REQ'D



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	STORM SEWER	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\022502_ss.dgn PLOT DATE : 1/24/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

BASKETBALL COURT

SEPTIC

BIKE PATH

USH 18/151

1045'EB'

1050'EB'

1055'EB'

1060'EB'

1065'EB'

1070'EB'

DELINEATORS - 400' SPACING

REMOVE AND REPLACE

MILE 5 1

D10-2
12"X36"

1-3

R1-2

1-2

R1-1

MILE 5 1

D10-2
12"X36"

REMOVE AND REPLACE

1-1

E1-5
108"X30"

EXIT 52

COUNTY BB

COUNTY HHH

Ridgevue Rd.

1 Mile

E1-1A
228"X120"

LEGEND

- DELINEATOR SINGLE/DOUBLE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STEEL POSTS
- x0-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING, DELINEATORS & FENCING	SHEET 72 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023201-PS

PLOT DATE : 4/10/2017 9:01 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

SPEED LIMIT 65
R2-1
48"X60"
2-2

JCT COUNTY BB
REMOVE
R2-1

1070'EB'
1075'EB'
1080'EB'
1085'EB'
1090'EB'
1095'EB'
85'BP1'
90'BP1'
DELINEATORS - 400' SPACING

BEGIN FENCE
STA.1096+11.61'EB',
116'RT.

1095'EB'
1090'EB'

USH 18/151
BIKE PATH
INL
WALL
PHONE
SEPTIC
CANOPY
FILLER CAPS

2-1

Ridgeway
EXIT 52

E5-1A
132"X60"

R2-2
JCT COUNTY BB
REMOVE

LEGEND

- DELINEATOR SINGLE/DOUBLE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STEEL POSTS
- xO-OO DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	PERMANENT SIGNING, DELINEATORS & FENCING	SHEET 73 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023202-PS

PLOT DATE : 3/2/2017 2:19 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- DELINEATOR SINGLE/DOUBLE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STEEL POSTS
- x0-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE

REMOVE AND REPLACE WEST SOUTH 18 151 J4-2 72"X54" R3-2 3-1

REMOVE WRONG WAY R3-1

REMOVE ONE WAY R3-7

REMOVE DO NOT ENTER R3-3

REMOVE R3-6

R3-4-B 36"X48" 3-9 3-10

REMOVE DO NOT ENTER R3-11

REMOVE COUNTY BB R3-12

REMOVE WRONG WAY R3-14

Folklore Village Tom's Campground REMOVE BY OTHERS

BEGIN FENCE STA.202+22.14'WN', 63'LT.

STA.205+50.20'WN', 74.00'LT.

REMOVE JCT COUNTY BB R3-16 R3-17

STA.213+36.74'WN', 81'LT.

REMOVE ONE WAY R3-21

REMOVE DO NOT ENTER R3-24

REMOVE WRONG WAY R3-25

STA.216+59.96'WN', 76'LT.

REMOVE AND REPLACE MILE 52 D10-2 12"X36" R3-26 3-5

R3-27 3-6

W4-1R 48"X48" 3-8

W3-1 18"X18" 3-7

REMOVE Cemetery Rd R3-28

85'BP1' 90'BP1' 95'BP1' 100'BP1' 105'BP1' 110'BP1' 220'WN' 215'WN' 210'WN' 205'WN'

1090'EB' 1095'EB' 1100'EB' 1105'EB' 1110'EB' 1115'EB' 1120'EB'

405'EX' 410'EX' 415'EX' 420'EX'

1095'BB' 1100'BB' 1105'BB' 1110'BB' 1115'BB' 1120'BB'

STA.414+96.38'EX', 90'RT.

STA.421+20.68'EX', 100'RT.

REMOVE BY OTHERS R3-4 COUNTY BB REMOVE

BEGIN FENCE STA.1096+11.61'EB', 116'RT.

REMOVE BY OTHERS

R3-5 COUNTY BB REMOVE

END FENCE STA.1098+44.96'EB', 105'RT.

R3-8 R3-9 STOP DIVIDED HIGHWAY REMOVE

R3-10 18 151 REMOVE

R3-10 JCT 151 18 REMOVE

R3-13 EAST NORTH 18 151 REMOVE

R3-15 Cemetery Rd REMOVE

3-2 E1-5 108"X30" EXIT 52 COUNTY BB COUNTY HHH Ridgevue Rd. E4-1A 264"X90"

BEGIN FENCE STA.405+60.88'EX', 51'RT.

END FENCE STA.407+30.14'EB', 51'RT.

R3-18 WRONG WAY REMOVE

R3-19 DO NOT ENTER REMOVE

R3-20 REMOVE

BEGIN FENCE STA.411+36.64'EB', 46'RT.

3-3 W3-1 36"X36"

3-4 EXIT 52 E5-1A 72"X60"

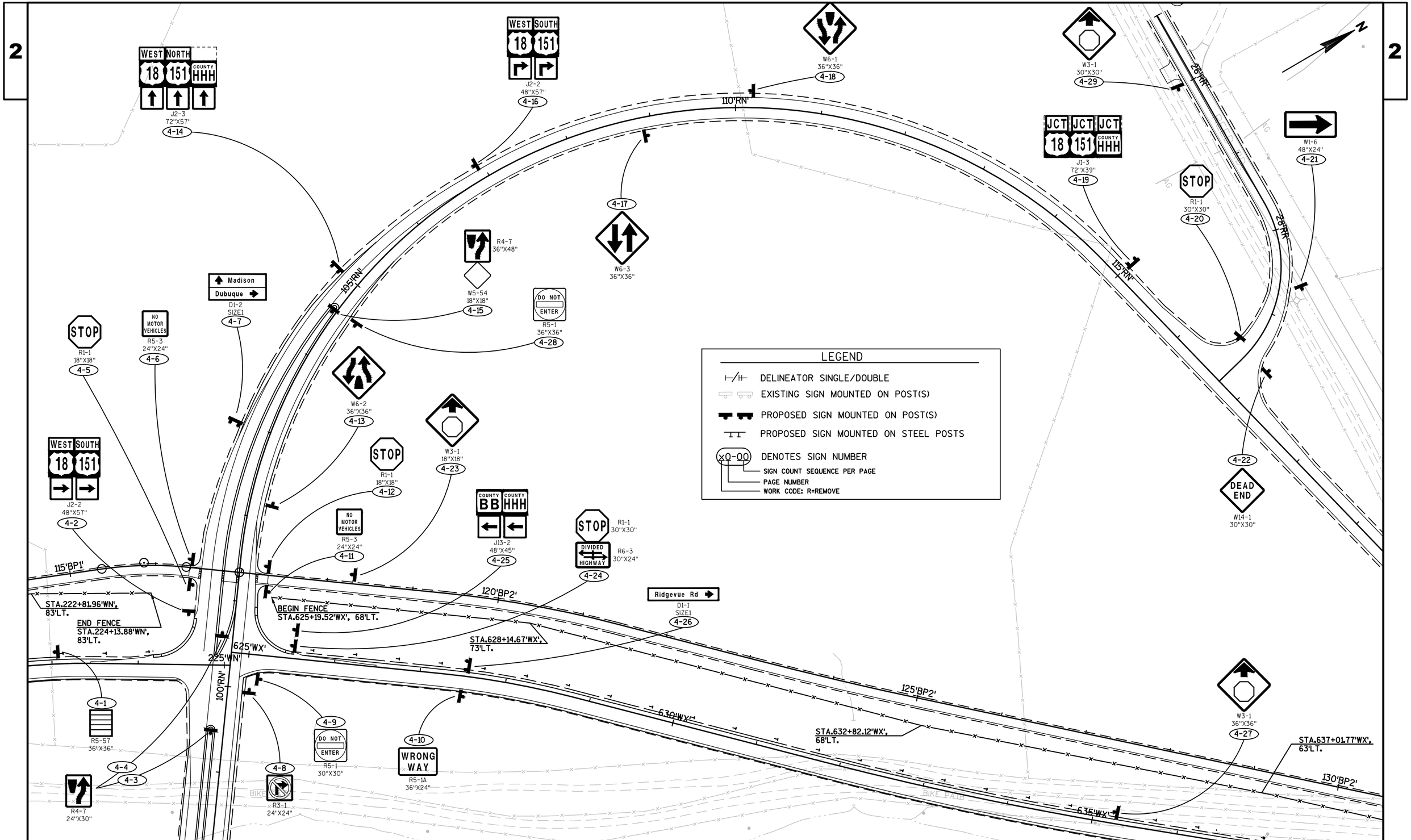
R3-22 R3-23 STOP DIVIDED HIGHWAY REMOVE

5'A\" 5'C\"

REMOVE R3-29

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING, DELINEATORS & FENCING	SHEET 74	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023203-PS
PLOT DATE : 3/2/2017 2:19 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING, DELINEATORS & FENCING	SHEET 75	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023204-PS 1 IN 100 FT
PLOT DATE : 3/2/2017 2:19 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

USH 18/151

USH 18/151

1125'EB'

1130'EB'

1135'EB'

USH 18/151

USH 18/151

835'EN'

830'EN'

95'RN'

825'EN'

425'EX'

90'RN'

5-1
Ridgevue Rd
D1-1
SIZE1

5-2
WRONG WAY
R5-1A
36"X24"

5-3
DO NOT ENTER
R5-1
30"X30"

5-4
R4-7
24"X30"

5-5
WEST SOUTH
18 151
J3-2
48"X57"

5-6
W4-1R
48"X48"

STA.833+37.64'EN',
96'RT.

STA.829+43.99'EN',
120'RT.

5-14
EAST NORTH
18 151
J3-2
48"X57"

5-15
R5-57
36"X36"

STA.827+01.81'EN',
140'RT.

BEGIN FENCE
STA.825+65.79'EN',
153'RT.

5-8
Ridgeway
D1-1
SIZE1

5-9
STOP
R1-1
30"X30"
DIVIDED HIGHWAY
R6-3
30"X24"

5-10
COUNTY BB COUNTY HHH
J13-2
48"X45"

5-11
R3-2
24"X24"

5-13
EAST NORTH
18 151
J3-2
48"X57"

END FENCE
STA.423+88.13'EX',
115'RT.

5-12
WEST SOUTH
18 151
J3-2
48"X57"

LEGEND

- DELINEATOR SINGLE/DOUBLE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STEEL POSTS
- xQ-QQ DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING, DELINEATORS & FENCING	SHEET 76	E

2

EXIT 52

E5-1A
72"X60"
6-8

STA.637+01.77'WX',
63'LT.

STA.640+27.04'WX',
41'LT.

120'RN'

125'RN'

130'BP2'

135'BP2'

140'BP2'

645'WX'

640'WX'

635'WX'

STA.645+30.41'WX',
47'LT.

1145'EB'

845'EN'

1140'EB'

840'EN'

1135'EB'

835'EN'

STA.840+06.62'EN',
64'RT.

R6-13
Ridgevue Rd
REMOVE

R6-14
WRONG WAY
REMOVE

R6-15
DO NOT ENTER
REMOVE

6-9
6-10
R3-4-B
36"X48"

STA.847+94.31'EN',
91'RT.

R6-16
ONE WAY
REMOVE

R6-17
REMOVE

END FENCE
STA.848+99.43'EN',
69'RT.

R6-18
DO NOT ENTER
REMOVE

R6-19
WRONG WAY
REMOVE

1150'EB'

1155'EB'

1160'EB'

1165'EB'

6-3
EAST 18 NORTH 151
J4-2
72"X54"

REMOVE
R6-1
STOP

REMOVE
R6-2

REMOVE
R6-3
DEAD END

REMOVE
R6-4
STOP

REMOVE
R6-5

REMOVE
R6-6
STOP

REMOVE
R6-7
R6-8
STOP
DIVIDED HIGHWAY

STA.647+19.29'WX',
54'LT.

END FENCE
STA.648+20.40'WX',
49'LT.

E1-5
108"X30"
EXIT 52
COUNTY BB
COUNTY HHH
Ridgevue Rd.

E4-1A
264"X90"
6-1

REMOVE
R6-9

REMOVE AND REPLACE
W01-6
48"X24"
R6-10
6-2

REMOVE
R6-11
JCT
COUNTY HHH

REMOVE
R6-12
SPEED LIMIT 65

REMOVE AND REPLACE
W01-6
48"X24"
R6-20
6-4

40'NP'

45'NP'

6-5
SPEED LIMIT 65
R2-1
48"X60"

R6-21
JCT
COUNTY HHH
REMOVE

35'NP'

REMOVE
R6-22
R6-23
EXIT 35 M.P.H.

STOP
R1-1
30"X30"
6-6

1160'ID'

1165'ID'

1155'ID'

1150'ID'

6-7
DEAD END
W14-1
30"X30"

LEGEND

- DELINEATOR SINGLE/DOUBLE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STEEL POSTS
- xO-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING, DELINEATORS & FENCING	SHEET 77	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023206-PS

PLOT DATE : 3/2/2017 2:19 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- DELINEATOR SINGLE/DOUBLE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STEEL POSTS
- xQ-00 DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE

REMOVE Dodgeville 8 Platteville 33 Dubuque 54 R7-1

REMOVE AND REPLACE MILE 5 3 D10-2 12"X36" R7-2 7-1

REMOVE WEST SOUTH 18 151 R7-3

REMOVE R7-4 R7-44

REMOVE STOP R7-6

REMOVE ONE WAY R7-5

REMOVE Madison Dubuque R7-12

REMOVE STOP R7-13

REMOVE STOP R7-15 R7-16

REMOVE YIELD R7-17

R1-2 36"X31" 7-6

R1-1 18"X18" 7-7 7-8

18"X18" 7-9

REMOVE JCT 18 R7-42

REMOVE JCT 151 R7-43

W5-56 18"X18" 7-3

W5-56 18"X18" 7-4

W5-56 18"X18" 7-5

REMOVE R7-14 R7-45

REMOVE 18 151 R7-10

REMOVE STOP DIVIDED HIGHWAY R7-7 R7-8

REMOVE R7-9

REMOVE SPEED LIMIT 35 R7-11

1200'ED'

50'LT.

32'LT.

25

15

7-10 7-11

R1-2 36"X31"

R7-40

REMOVE

R7-41 SPEED LIMIT 30 REMOVE

7-12 STOP R1-1 30"X30"

7-13 NO OUTLET W14-2 30"X30"

R7-38 SPEED LIMIT 30 REMOVE

R7-39 REMOVE RIDGEWAY POPULATION 653

LOCAL SIGNS TO BE REMOVED BY OTHERS

E1-5 108"X30" EXIT 52

COUNTY BB COUNTY HHH Ridgevue Rd. 1 Mile

E1-1A 228"X120" 7-15

REMOVE Prairie Rd Ridgeway R7-33

REMOVE JCT COUNTY HHH R7-34 R7-35

BEGIN FENCE STA.1173+00.18'EB', 112'LT.

END FENCE STA.1178+00.18'EB', 111'LT.

REMOVE COUNTY HHH

REMOVE DO NOT ENTER

REMOVE R7-36

1165'EB' 1170'EB' 1175'EB' 1180'EB' 1185'EB' 1190'EB' 1195'EB'

45'NP' 50'NP'

R7-18 Ridgeway Prairie Rd REMOVE

R7-19 7-2 MILE 5 3 D10-2 12"X36" REMOVE AND REPLACE

R7-20 WRONG WAY REMOVE

R7-21 COUNTY HHH REMOVE

BEGIN FENCE STA.1173+37.81'EB', 71'RT.

R7-22 REMOVE

R7-23 REMOVE

7-16 7-17 7-18 W5-56 18"X18"

R7-24 R7-25 DO NOT ENTER REMOVE

END FENCE STA.1177+37.71'EB', 80'RT.

R7-26 R7-27 STOP DIVIDED HIGHWAY REMOVE

R7-28 R7-29 STOP REMOVE

R7-30 EAST NORTH 18 151 REMOVE

R7-31 WRONG WAY REMOVE

7-14 18"X18"

R7-32 SPEED LIMIT 65 REMOVE

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING, DELINEATORS & FENCING	SHEET 78	E

2

LEGEND

- DELINEATOR SINGLE/DOUBLE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON STEEL POSTS
- xO-OO DENOTES SIGN NUMBER
  - SIGN COUNT SEQUENCE PER PAGE
  - PAGE NUMBER
  - WORK CODE: R=REMOVE

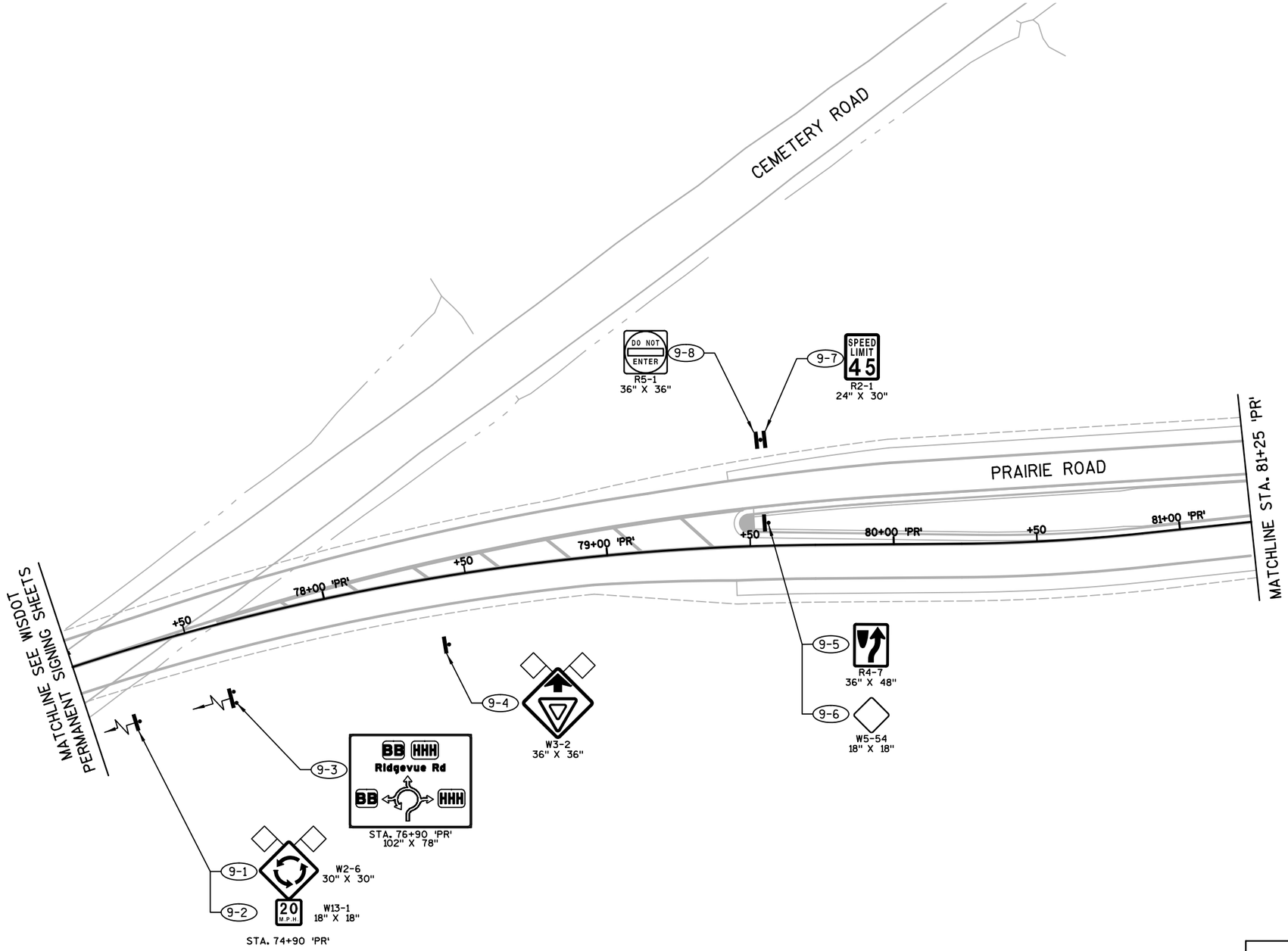
N

REMOVE
R8-2
STOP
R1-1
30"X30"
8-1
REMOVE
DEAD END
R8-3
REMOVE
STOP
R8-4
W3-1
30"X30"
8-3
R8-1
STOP AHEAD
REMOVE
R8-5
STOP
REMOVE
8-2
DEAD END
W14-1
30"X30"
CEMETERY RD.
PRAIRIE RD.
15"MR"
20"MR"

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING, DELINEATORS & FENCING	SHEET 79	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023208-PS
PLOT DATE : 3/2/2017 2:20 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

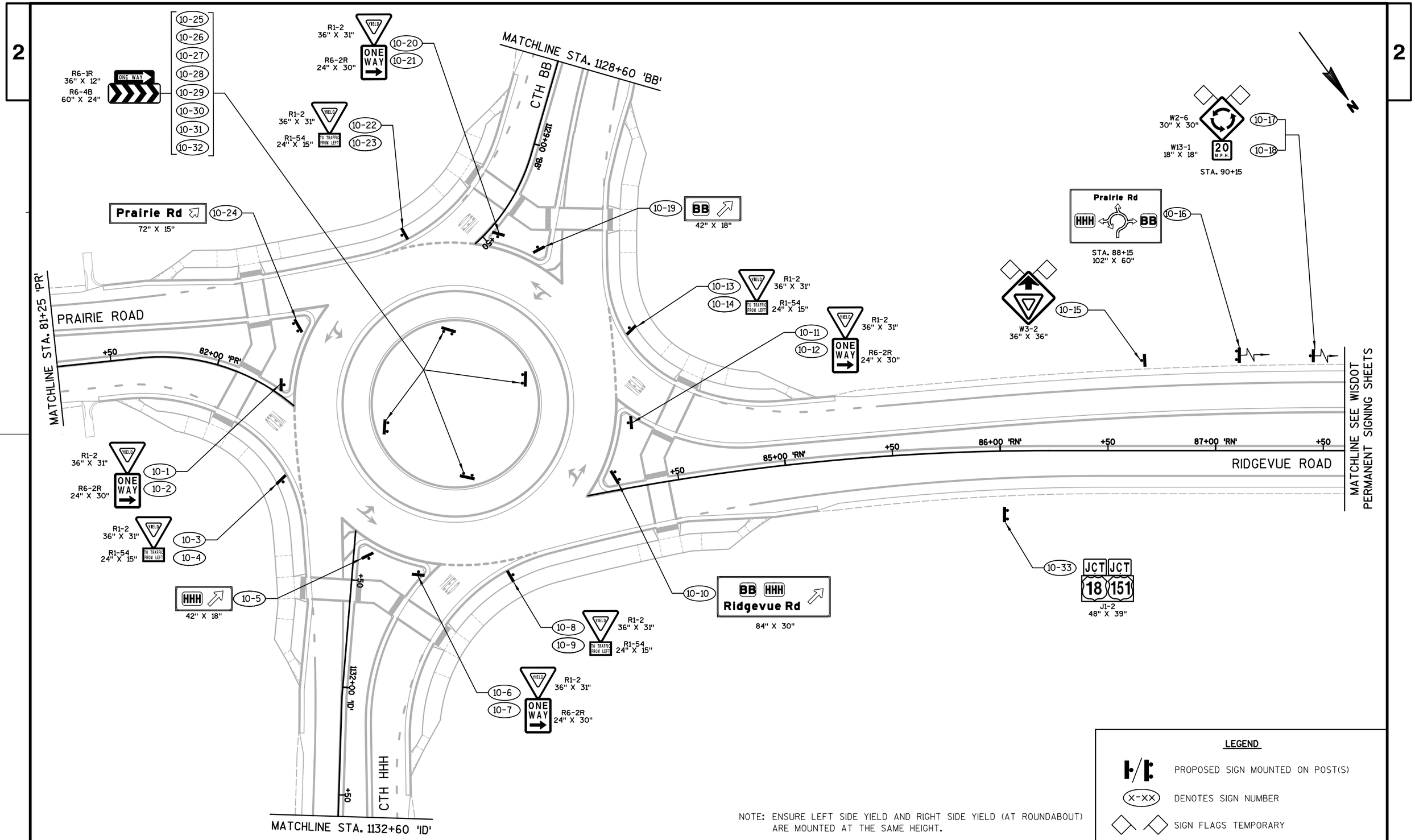


LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- X-XX — DENOTES SIGN NUMBER
- SIGN FLAGS TEMPORARY

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING	SHEET 80	E

2



LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- X-XX DENOTES SIGN NUMBER
- SIGN FLAGS TEMPORARY

NOTE: ENSURE LEFT SIDE YIELD AND RIGHT SIDE YIELD (AT ROUNDABOUT) ARE MOUNTED AT THE SAME HEIGHT.

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING	SHEET 81	E

2

N

MATCHLINE SEE WISDOT PERMANENT SIGNING SHEETS

MATCHLINE STA. 1128+60 'BB'

CTH BB

1124+00 'BB'

+50

1125+00 'BB'

+50

1126+00 'BB'

+50

1127+00 'BB'

+50

1128+00 'BB'

+50

DO NOT ENTER
R5-1
36" X 36"
11-9

SPEED LIMIT 45
R2-1
24" X 30"
11-8

COUNTY BB
M1-5A
24" X 24"
11-7

11-10
JCT COUNTY HHH
J1-1
24" X 39"

11-3
BB HHH
Ridgevue Rd
HHH
Prairie Rd
144" X 66"

11-1
W2-6
30" X 30"

11-2
20 M.P.H.
W13-1
18" X 18"

STA. 1122+04 'BB'

11-4
W3-2
36" X 36"

11-5
R4-7
36" X 48"

11-6
W5-54
18" X 18"

SIGN

SIGN

CEMETERY ROAD

LEGEND

PROPOSED SIGN MOUNTED ON POST(S)

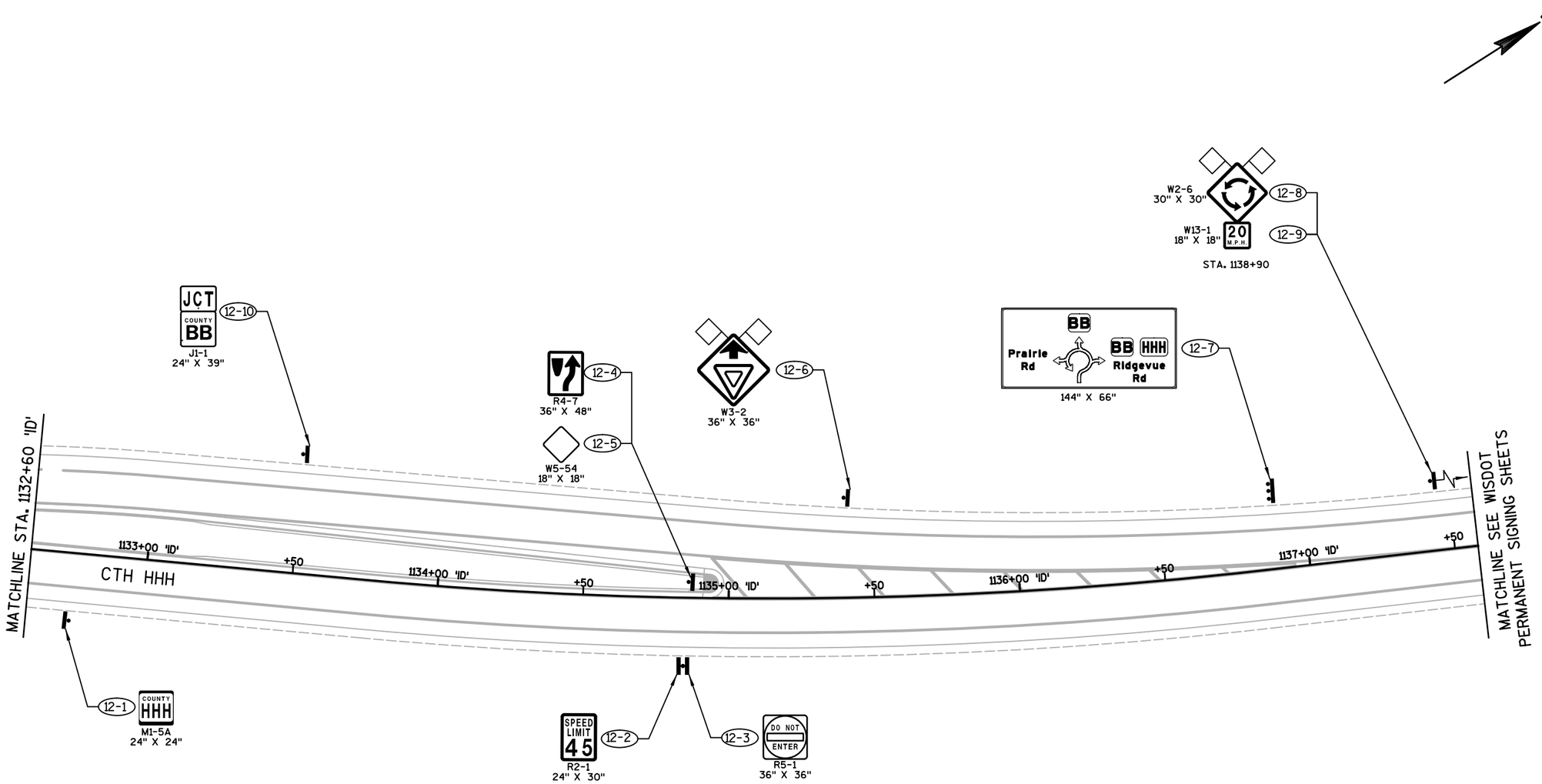
X-XX DENOTES SIGN NUMBER

SIGN FLAGS TEMPORARY

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\023203_ps.dgn PLOT DATE : 2/22/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



LEGEND

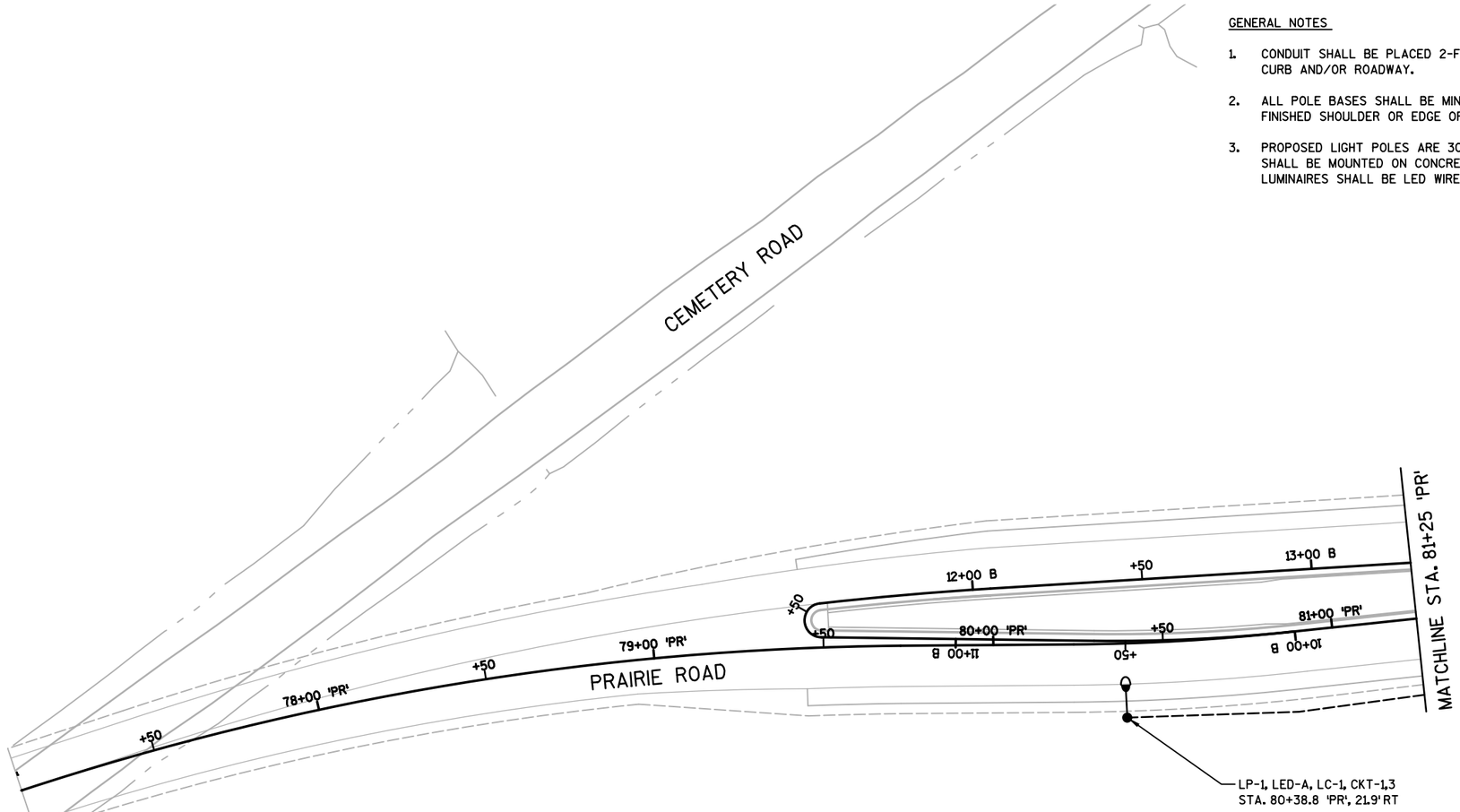
- PROPOSED SIGN MOUNTED ON POST(S)
- X-XX — DENOTES SIGN NUMBER
- SIGN FLAGS TEMPORARY

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PERMANENT SIGNING	SHEET 83	E

2

GENERAL NOTES

1. CONDUIT SHALL BE PLACED 2-FT BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
2. ALL POLE BASES SHALL BE MINIMUM 3-FT FROM CENTER OF POLE TO EDGE OF FINISHED SHOULDER OR EDGE OF SIDEWALK.
3. PROPOSED LIGHT POLES ARE 30-FOOT (TYPE 5) ALUMINUM. LIGHT POLES SHALL BE MOUNTED ON CONCRETE BASES TYPE 5. LUMINAIRES SHALL BE LED WIRED AT 240V AND MAINTAINED BY IOWA COUNTY.



LEGEND

- LIGHTING CONTROL CABINET, 120/240 24-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PULL BOXES NON-CONDUCTIVE 24X42-INCH

LP-X, LED-X, LC-X, CKT-X
- CKT-X: LIGHTING CIRCUIT NUMBER
- LC-X: CONTROL CABINET DESTINATION
- LED-X: FIXTURE TYPE
- LP-X: LIGHT POLE NUMBER

STA. XX+XX.XX 'XX', XX.XX' RT
- STATION AND SET BACK DISTANCE FROM REFERENCE LINE

2

GENERAL NOTES

1. CONDUIT SHALL BE PLACED 2-FT BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
2. ALL POLE BASES SHALL BE MINIMUM 3-FT FROM CENTER OF POLE TO EDGE OF FINISHED SHOULDER OR EDGE OF SIDEWALK.
3. PROPOSED LIGHT POLES ARE 30-FOOT (TYPE 5) ALUMINUM. LIGHT POLES SHALL BE MOUNTED ON 5-FT DEEP CONCRETE BASES TYPE 5. LUMINAIRES SHALL BE LED WIRED AT 240V AND MAINTAINED BY IOWA COUNTY.
4. COORDINATE THE INSTALLATION OF THE NEW 120/240V, SINGLE PHASE, 3-WIRE UTILITY SERVICE TO LIGHTING CONTROL CABINET LC-1 WITH THE UTILITY COMPANY.

MATCHLINE STA. 1128+60 'BB'

LP-9, LED-A, LC-1, CKT-1,3
STA. 1128+97.65 'BB', 31.95'RT

PB-7
STA. 1129+04.29 'BB', 21.50'RT

2-3" CONDUIT

LP-10, LED-A, LC-1, CKT-2,4
STA. 82+08.28 'PR', 68.84'LT

PB-8
STA. 81+68.74 'PR', 41.24'LT

CTH BB

2-3" CONDUIT

PB-5
STA. 1129+05.00 'BB', 40.72'LT

PB-6
STA. 1129+05.09 'BB', 8.56'LT

LP-8, LED-A, LC-1, CKT-2,4
STA. 1129+24.08 'BB', 68.27'LT

LP-7, LED-A, LC-1, CKT-1,3
STA. 84+85.52 'RN', 49.2'LT

LP-6, LED-A, LC-1, CKT-2,4
STA. 86+23.59 'RN', 38.5'RT

MATCHLINE STA. 81+25 'PR'

PRAIRIE ROAD

2-3" CONDUIT

PB-9
STA. 81+67.19 'PR', 7.11'LT

2-3" CONDUIT

2-3" CONDUIT

PB-1
STA. 81+68.28 'PR', 21.51'RT

LC-1
STA. 81+62.86 'PR', 31.08'RT

LP-2, LED-A, LC-1, CKT-1,3
STA. 81+79.77 'PR', 35.29'RT

CS-5

RIDGEVUE ROAD

LP-3, LED-A, LC-1, CKT-2,4
STA. 1131+36.96 'ID', 39.52'RT

LP-5, LED-A, LC-1, CKT-2,4
STA. 84+21.01 'RN', 37.01'RT

PB-2
STA. 1132+10.96 'ID', 23.66'RT

2-3" CONDUIT

PB-3
STA. 1132+12.21 'ID', 6.72'LT

LP-4, LED-A, LC-1, CKT-1,3
STA. 1131+96.56 'ID', 52.48'LT

PB-4
STA. 1132+12.77 'ID', 35.28'LT

2-3" CONDUIT

CTH HHH

MATCHLINE STA. 1132+60 'ID'

LEGEND

- LIGHTING CONTROL CABINET, 120/240 24-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PULL BOXES NON-CONDUCTIVE 24X42-INCH

LP-X, LED-X, LC-X, CKT-X
- LIGHTING CIRCUIT NUMBER
- CONTROL CABINET DESTINATION
- FIXTURE TYPE
- LIGHT POLE NUMBER

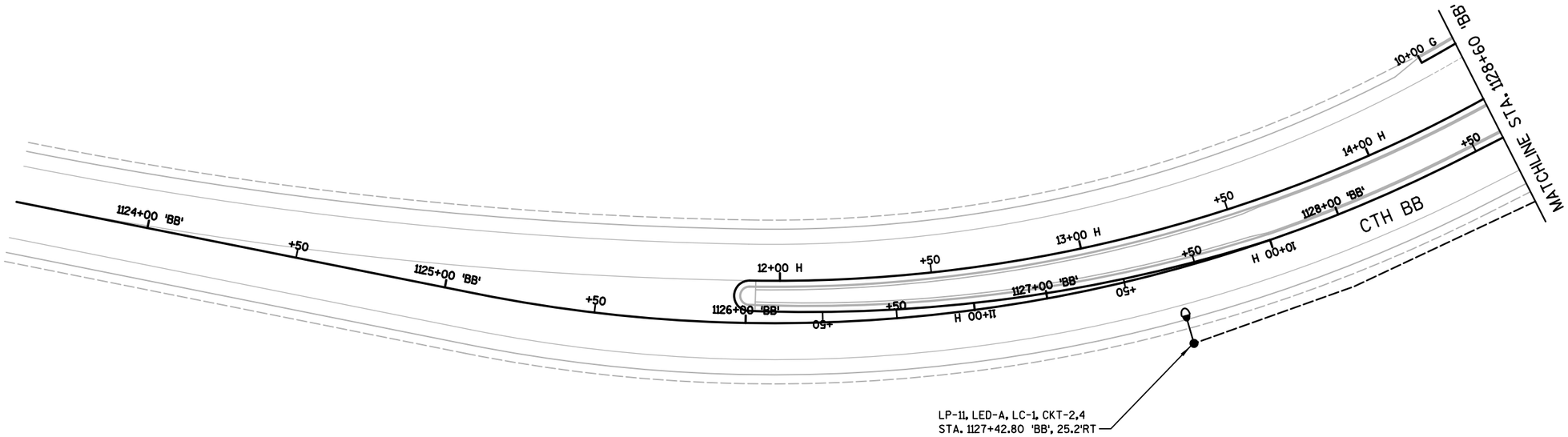
STA. XX+XX.XX 'XX', XX.XX'RT
- STATION AND SET BACK DISTANCE FROM REFERENCE LINE

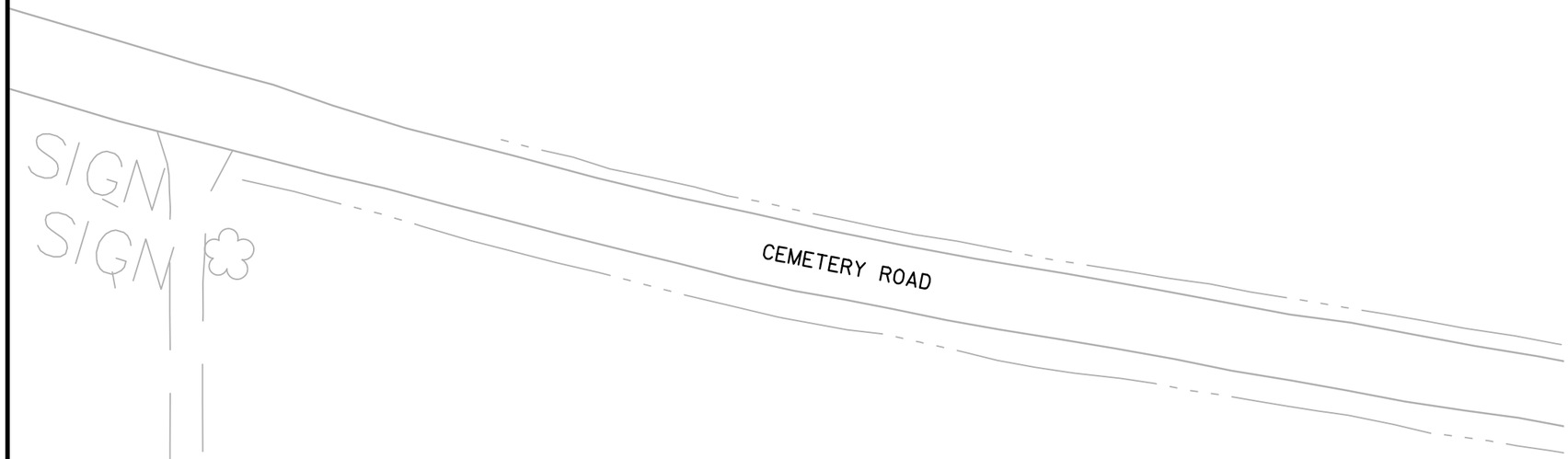
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	LIGHTING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\023502_lp.dgn PLOT DATE : 1/24/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

GENERAL NOTES

1. CONDUIT SHALL BE PLACED 2-FT BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
2. ALL POLE BASES SHALL BE MINIMUM 3-FT FROM CENTER OF POLE TO EDGE OF FINISHED SHOULDER OR EDGE OF SIDEWALK.
3. PROPOSED LIGHT POLES ARE 30-FOOT (TYPE 5) ALUMINUM. LIGHT POLES SHALL BE MOUNTED ON 5-FT DEEP CONCRETE BASES TYPE 5. LUMINAIRES SHALL BE LED WIRED AT 240V AND MAINTAINED BY IOWA COUNTY.





LEGEND

- LIGHTING CONTROL CABINET, 120/240 24-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PULL BOXES NON-CONDUCTIVE 24X42-INCH

LP-X, LED-X, LC-X, CKT-X
- CKT-X: LIGHTING CIRCUIT NUMBER
- LC-X: CONTROL CABINET DESTINATION
- LED-X: FIXTURE TYPE
- LP-X: LIGHT POLE NUMBER

STA. XX+XX.XX 'XX', XX.XX' RT
- STATION AND SET BACK DISTANCE FROM REFERENCE LINE

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	LIGHTING	SHEET	E

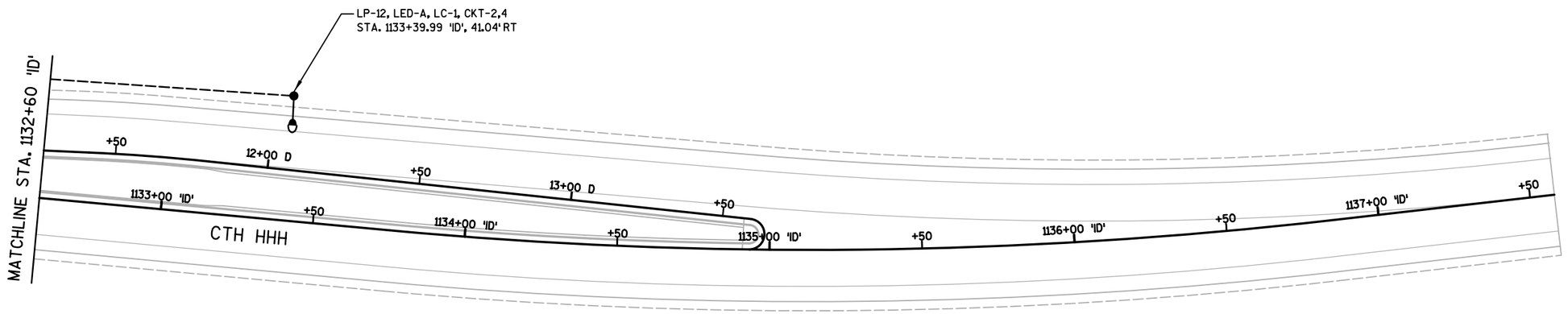
FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\023503_lp.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

GENERAL NOTES

1. CONDUIT SHALL BE PLACED 2-FT BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.

2. ALL POLE BASES SHALL BE MINIMUM 3-FT FROM CENTER OF POLE TO EDGE OF FINISHED SHOULDER OR EDGE OF SIDEWALK.

3. PROPOSED LIGHT POLES ARE 30-FOOT (TYPE 5) ALUMINUM. LIGHT POLES SHALL BE MOUNTED ON 5-FT DEEP CONCRETE BASES TYPE 5. LUMINAIRES SHALL BE LED WIRED AT 240V AND MAINTAINED BY IOWA COUNTY.



LEGEND

- LIGHTING CONTROL CABINET, 120/240 24-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PULL BOXES NON-CONDUCTIVE 24X42-INCH

LP-X, LED-X, LC-X, CKT-X
- CKT-X: LIGHTING CIRCUIT NUMBER
- LC-X: CONTROL CABINET DESTINATION
- LED-X: FIXTURE TYPE
- LP-X: LIGHT POLE NUMBER

STA. XX+XX.XX 'XX', XX.XX' RT
- STA. XX+XX.XX 'XX', XX.XX' RT: STATION AND SET BACK DISTANCE FROM REFERENCE LINE

2

N

SEE SDD: PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP.

1090'EB'
1095'EB'
1100'EB'
205'WN'
1105'EB'
405'EX'
210'WN'
1110'EB'
410'EX'
215'WN'
220'WN'
1115'EB'
415'EX'
1120'EB'
420'EX'

PAVEMENT MARKING, GROOVED EPOXY 4-INCH, WHITE

PAVEMENT MARKING, GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH, WHITE (3' LINE, 9' GAP)

PAVEMENT MARKING, GROOVED EPOXY 4-INCH, YELLOW

PAVEMENT MARKING, GROOVED EPOXY 4-INCH, WHITE

PAVEMENT MARKING, GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH, WHITE

1090'BB'
1095'BB'
1100'BB'
1105'BB'
1110'BB'
1115'BB'
1120'BB'

PAVEMENT MARKING, EPOXY 4-INCH, DOUBLE YELLOW

PAVEMENT MARKING, EPOXY 4-INCH, WHITE

PAVEMENT MARKING, GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH, WHITE

PAVEMENT MARKING, DIAGONAL EPOXY, 24-INCH, WHITE, CHEVRON

PAVEMENT MARKING, GROOVED EPOXY 4-INCH, WHITE

PAVEMENT MARKING, GROOVED EPOXY 4-INCH, YELLOW

8
6
4

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 88	E

2

2

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, DOUBLE YELLOW

PAVEMENT MARKING, STOPLINE
EPOXY, 18-INCH

PAVEMENT MARKING, GROOVED EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, GROOVED EPOXY
4-INCH, WHITE

PAVEMENT MARKING, DIAGONAL
EPOXY, 24-INCH, WHITE

PAVEMENT MARKING, GROOVED
CONTRAST WET EPOXY
4-INCH, WHITE

PAVEMENT MARKING, GROOVED
CONTRAST WET REFLECTIVE
EPOXY 8-INCH, WHITE
(3' LINE, 9' GAP)

PAVEMENT MARKING, GROOVED EPOXY
4-INCH, WHITE

PAVEMENT MARKING, GROOVED EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, GROOVED EPOXY
4-INCH, WHITE

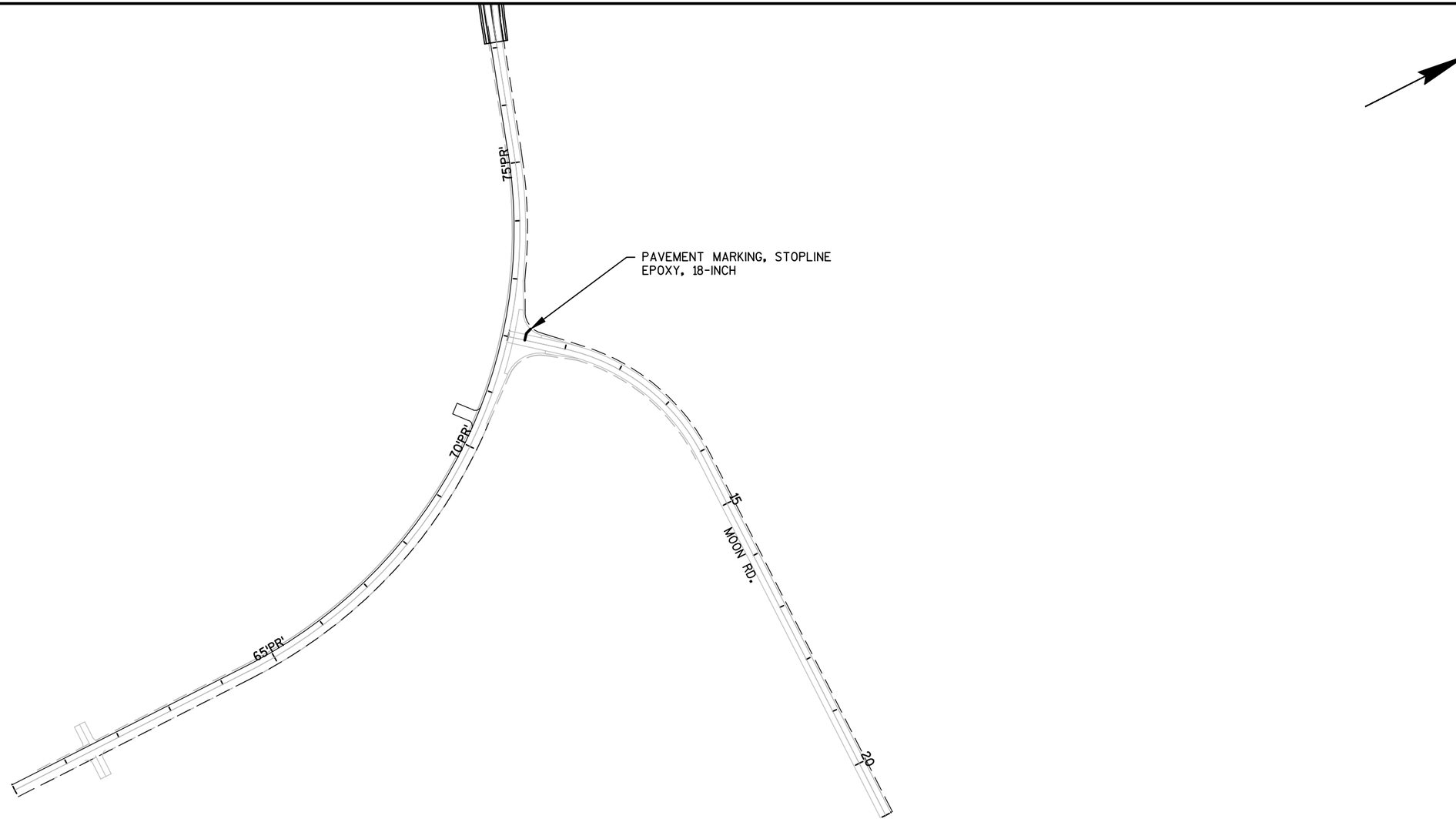
PAVEMENT MARKING, GROOVED EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, GROOVED
CONTRAST WET REFLECTIVE
EPOXY 8-INCH, WHITE

SEE SDD: PAVEMENT MARKING FOR PARALLEL
ON-RAMP AND PARALLEL OFF-RAMP.

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 89	E

2



PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	PAVEMENT MARKING	SHEET 90	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-PM (3)
PLOT DATE : 3/27/2017 8:42 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

PAVEMENT MARKING, EPOXY
4-INCH DOUBLE YELLOW

PAVEMENT MARKING, EPOXY
4-INCH WHITE

PAVEMENT MARKING, EPOXY
4-INCH YELLOW

PAVEMENT MARKING, EPOXY
4-INCH WHITE

PAVEMENT MARKING, EPOXY
4-INCH DOUBLE YELLOW

PAVEMENT MARKING, STOPLINE
EPOXY, 18-INCH

CTH BB

1120'BB'

1125'BB'

CTH ID

30'RW'

RIDGEVUE/CTH ID

85'RW'

1135'ID'

1140'ID'

1145'ID'

8208'

PRAIRIE RD

7588'

MOON

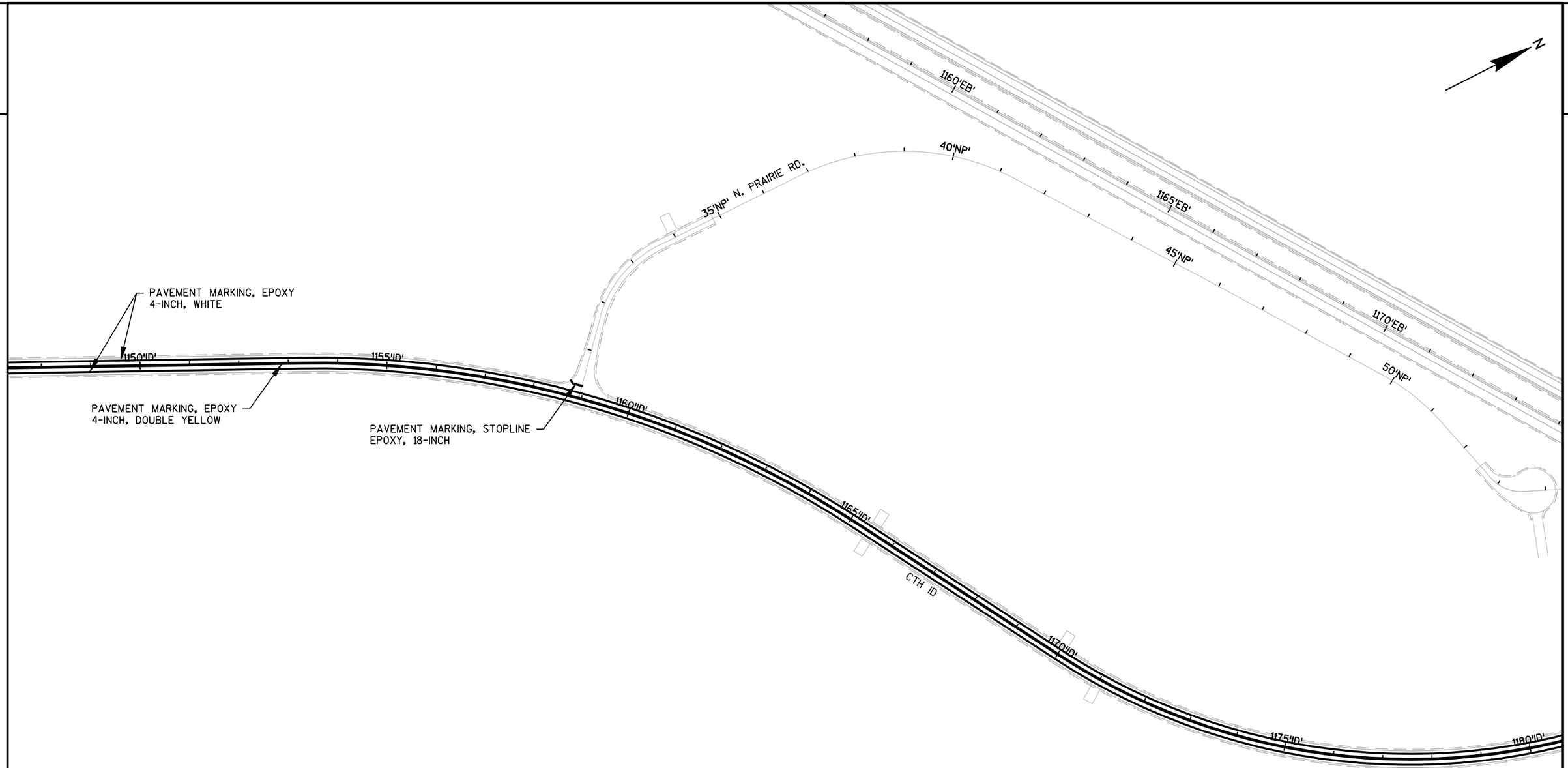
N

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 91	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-PM (4)

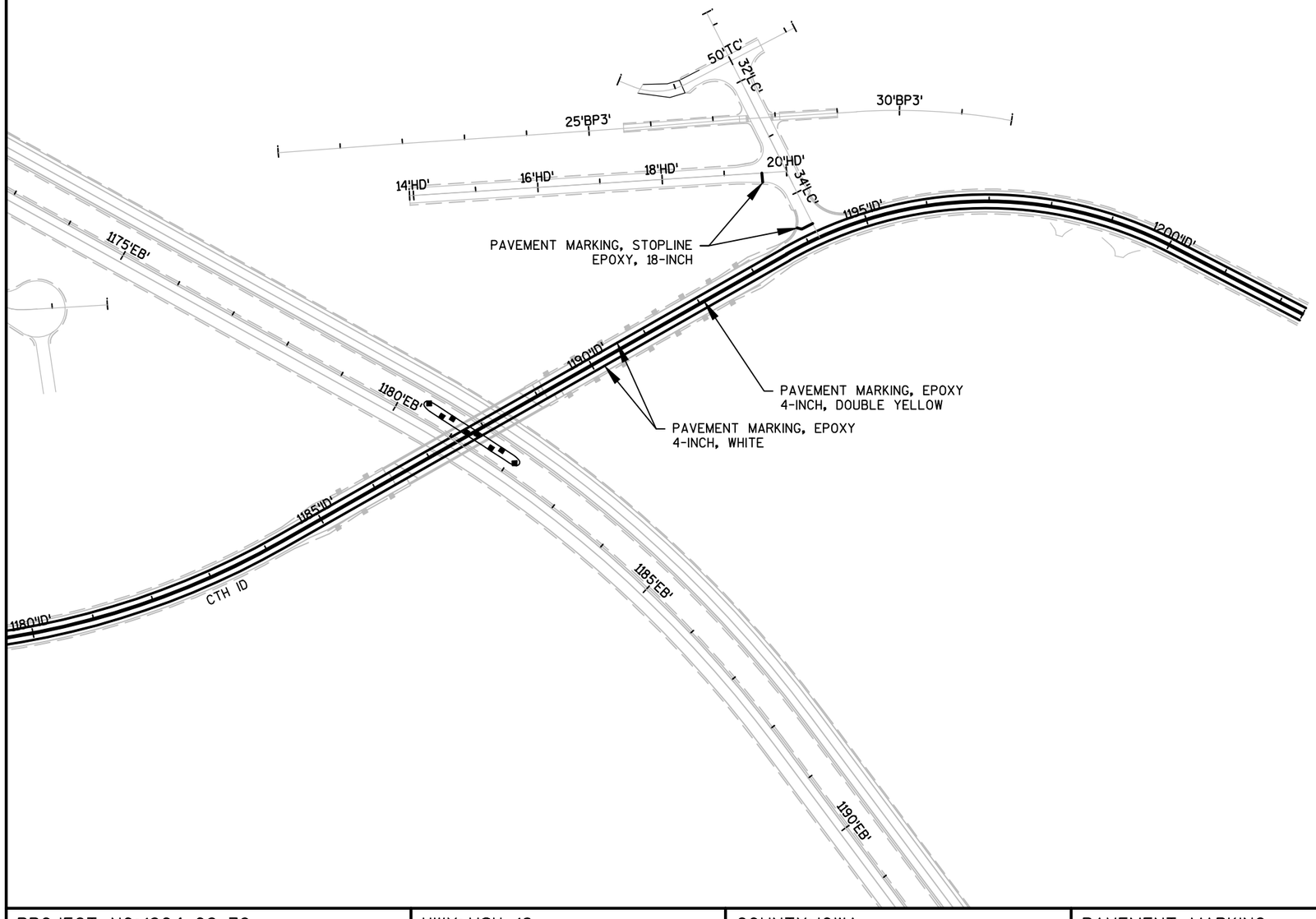
PLOT DATE : 3/27/2017 8:42 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 92	E

2



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 93	E

2

2

N

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, CURB,
EPOXY, YELLOW

825'EN'

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, ISLAND
NOSE, EPOXY, YELLOW

PAVEMENT MARKING, EPOXY
8-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

95'RN'

90'RN'

+39

+39

+56

+51

+51

+46

+96

+46

+99

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, EPOXY
8-INCH, WHITE

425'E

PAVEMENT MARKING, CURB,
EPOXY, YELLOW

PAVEMENT MARKING, EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, STOPLINE
EPOXY, 18-INCH

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, YELLOW

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 94	E

2

2

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, CURB,
EPOXY, YELLOW

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, STOPLINE
EPOXY, 18-INCH

+05 WX

625' WX

PAVEMENT MARKING, ISLAND
NOSE, EPOXY, YELLOW

PAVEMENT MARKING, EPOXY
8-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

+13

+93

100' RM

225' WM

+48

+98

+43

1195' EB

+41

+36

+48

+75

+75

+75

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, EPOXY
8-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, YELLOW

PAVEMENT MARKING, CURB,
EPOXY, YELLOW

PAVEMENT MARKING, EPOXY
4-INCH, WHITE

PAVEMENT MARKING, EPOXY
4-INCH, YELLOW

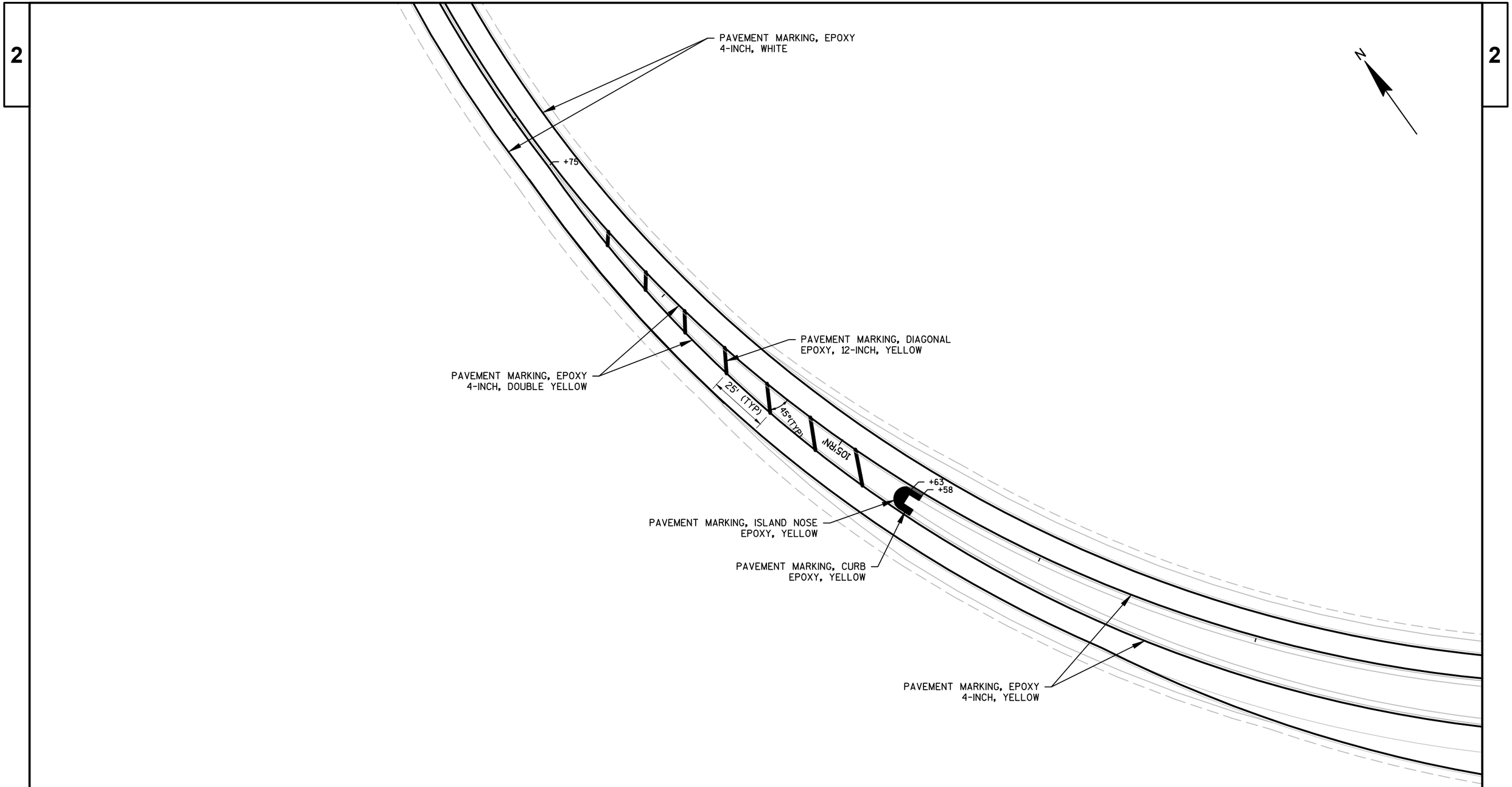
N

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 95	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-PM (2)

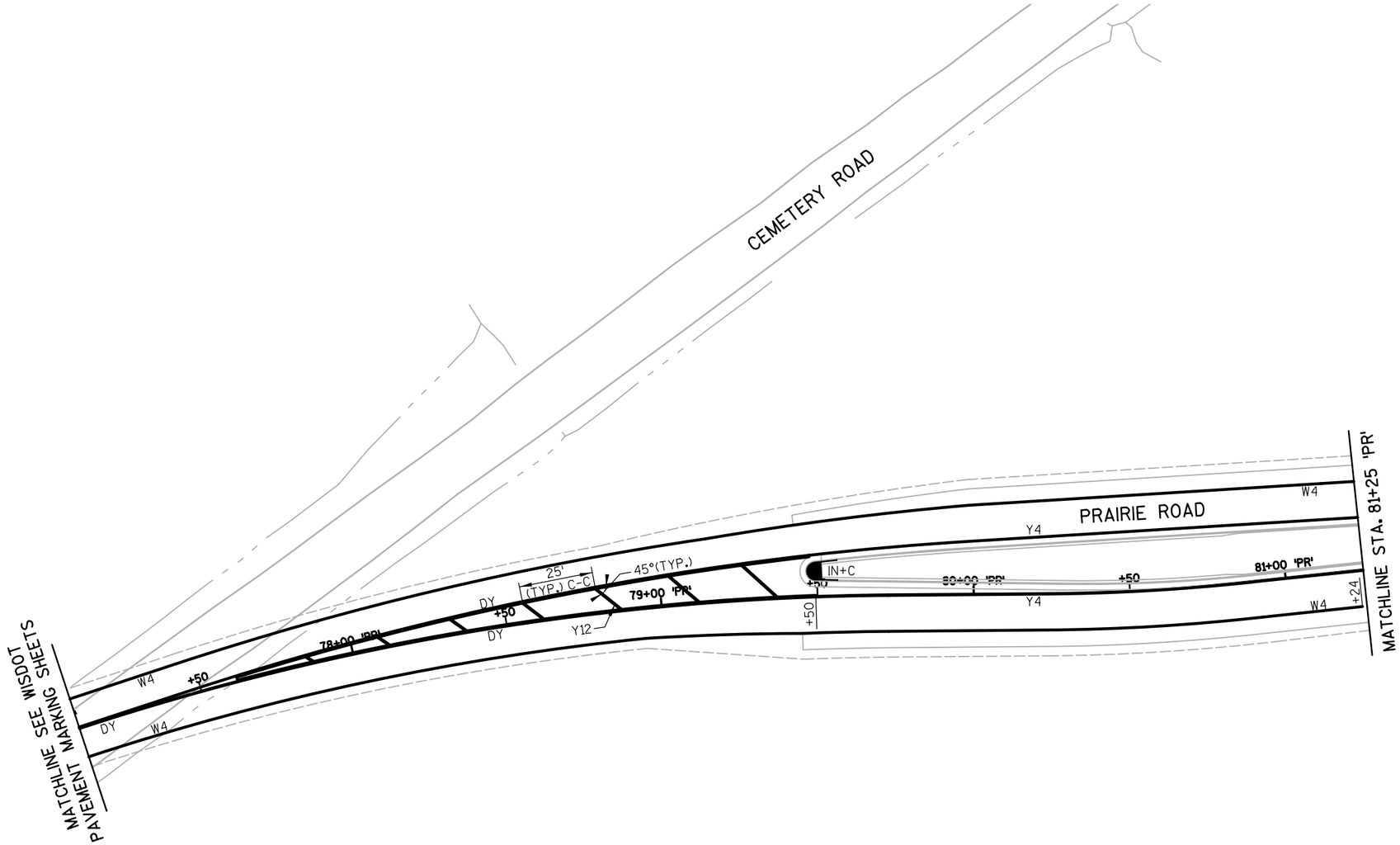
PLOT DATE : 3/27/2017 8:42 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



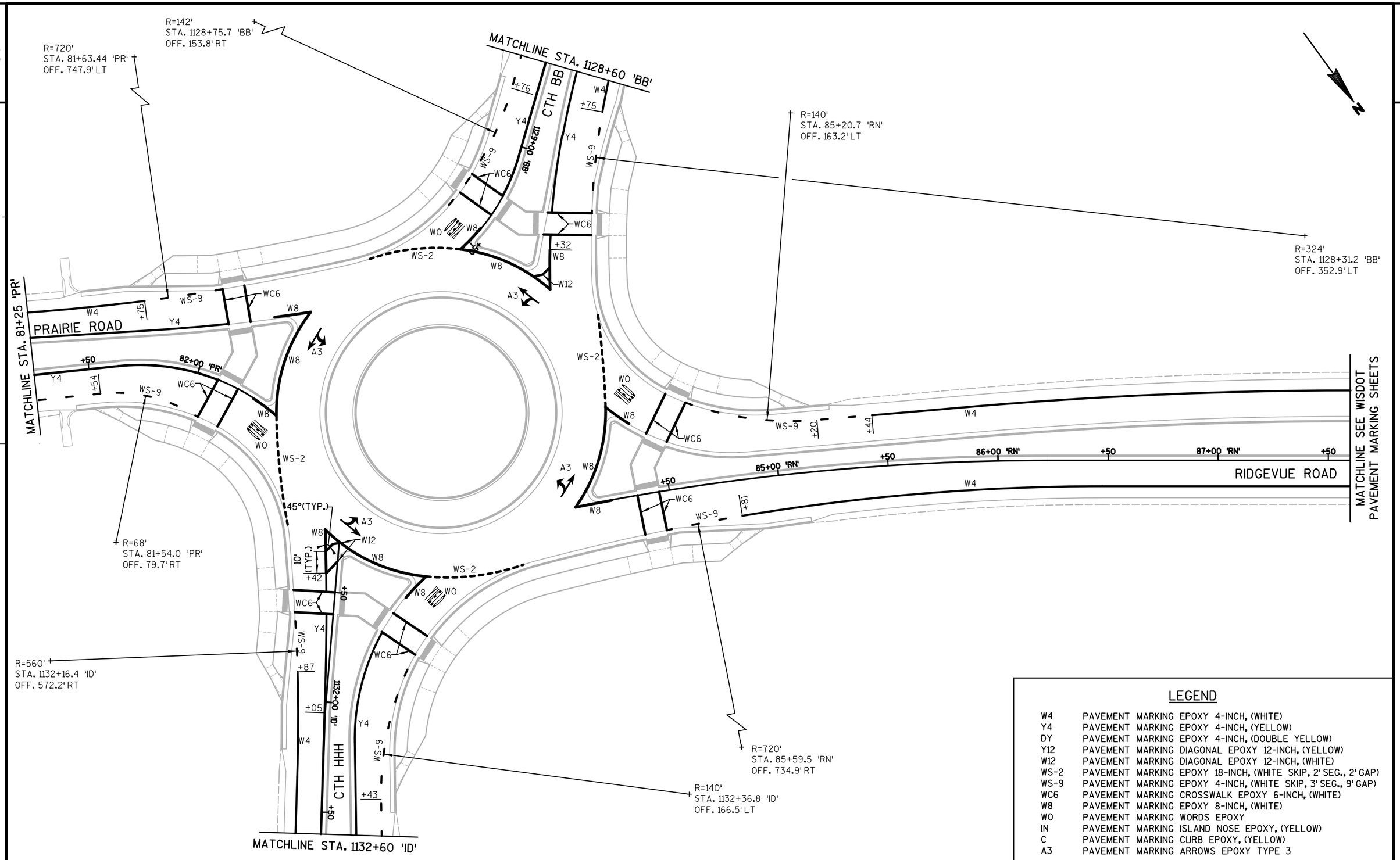
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 96	E

2



LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, (WHITE)
Y4	PAVEMENT MARKING EPOXY 4-INCH, (YELLOW)
DY	PAVEMENT MARKING EPOXY 4-INCH, (DOUBLE YELLOW)
Y12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, (YELLOW)
W12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, (WHITE)
WS-2	PAVEMENT MARKING EPOXY 18-INCH, (WHITE SKIP, 2' SEG., 2' GAP)
WS-9	PAVEMENT MARKING EPOXY 4-INCH, (WHITE SKIP, 3' SEG., 9' GAP)
WC6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH, (WHITE)
W8	PAVEMENT MARKING EPOXY 8-INCH, (WHITE)
WO	PAVEMENT MARKING WORDS EPOXY
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3

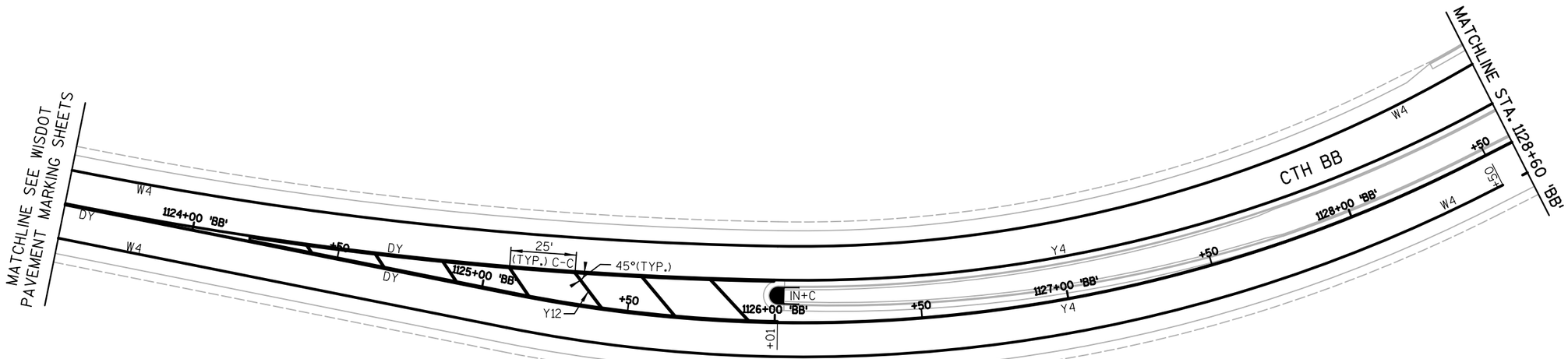


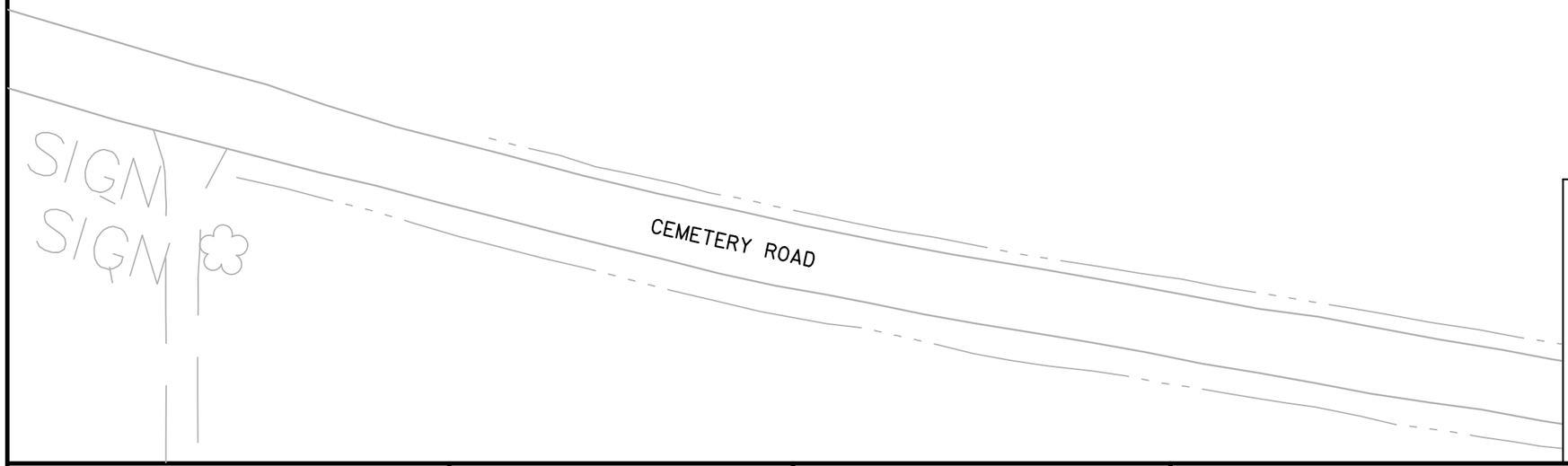
LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, (WHITE)
Y4	PAVEMENT MARKING EPOXY 4-INCH, (YELLOW)
DY	PAVEMENT MARKING EPOXY 4-INCH, (DOUBLE YELLOW)
Y12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, (YELLOW)
W12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, (WHITE)
WS-2	PAVEMENT MARKING EPOXY 18-INCH, (WHITE SKIP, 2' SEG., 2' GAP)
WS-9	PAVEMENT MARKING EPOXY 4-INCH, (WHITE SKIP, 3' SEG., 9' GAP)
WC6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH, (WHITE)
W8	PAVEMENT MARKING EPOXY 8-INCH, (WHITE)
WO	PAVEMENT MARKING WORDS EPOXY
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 98	E

2



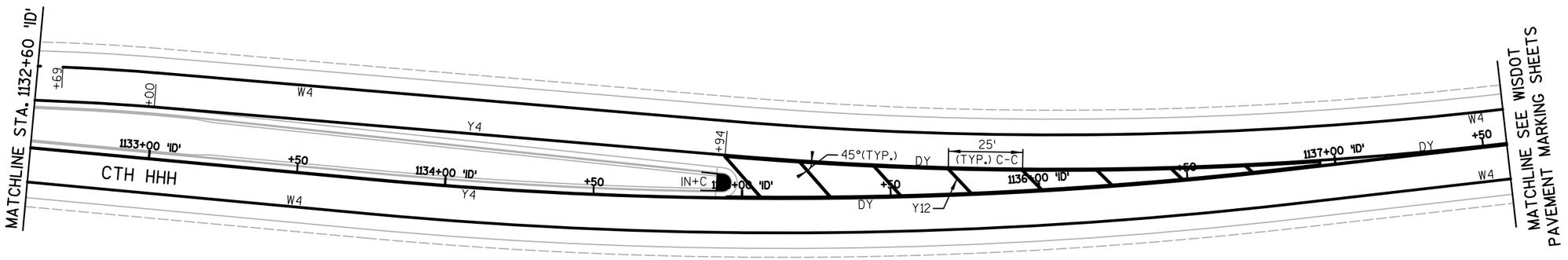


LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, (WHITE)
Y4	PAVEMENT MARKING EPOXY 4-INCH, (YELLOW)
DY	PAVEMENT MARKING EPOXY 4-INCH, (DOUBLE YELLOW)
Y12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, (YELLOW)
W12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, (WHITE)
WS-2	PAVEMENT MARKING EPOXY 18-INCH, (WHITE SKIP, 2' SEG., 2' GAP)
WS-9	PAVEMENT MARKING EPOXY 4-INCH, (WHITE SKIP, 3' SEG., 9' GAP)
WC6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH, (WHITE)
W8	PAVEMENT MARKING EPOXY 8-INCH, (WHITE)
WO	PAVEMENT MARKING WORDS EPOXY
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PAVEMENT MARKING	SHEET 99	E

2



LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, (WHITE)
Y4	PAVEMENT MARKING EPOXY 4-INCH, (YELLOW)
DY	PAVEMENT MARKING EPOXY 4-INCH, (DOUBLE YELLOW)
Y12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, (YELLOW)
W12	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, (WHITE)
WS-2	PAVEMENT MARKING EPOXY 18-INCH, (WHITE SKIP, 2' SEG., 2' GAP)
WS-9	PAVEMENT MARKING EPOXY 4-INCH, (WHITE SKIP, 3' SEG., 9' GAP)
WC6	PAVEMENT MARKING CROSSWALK EPOXY 6-INCH, (WHITE)
W8	PAVEMENT MARKING EPOXY 8-INCH, (WHITE)
WO	PAVEMENT MARKING WORDS EPOXY
IN	PAVEMENT MARKING ISLAND NOSE EPOXY, (YELLOW)
C	PAVEMENT MARKING CURB EPOXY, (YELLOW)
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3

LEGEND

- ONGOING CONSTRUCTION
- COMPLETED CONSTRUCTION
- BIKE TRAIL CONSTRUCTION

N

ROAD WORK 1000 FT W20-1C
ROAD WORK 500 FT W20-1D
ROAD WORK AHEAD W20-1A
ROAD WORK AHEAD W20-1A
ROAD WORK AHEAD W20-1A
ROAD WORK AHEAD W20-1A
END ROAD WORK G20-2A 48"X24"
END ROAD WORK G20-2A 48"X24"
END ROAD WORK G20-2A 48"X24"
END ROAD WORK G20-2A 48"X24"
ROAD WORK 500 FT W20-1D
ROAD WORK 1000 FT W20-1C
ROAD WORK AHEAD W20-1A
ROAD WORK AHEAD W20-1A
ROAD WORK 500 FT W20-1D
ROAD WORK 1000 FT W20-1C
ROAD WORK 500 FT W20-1D

COUNTY HHH
1196 ID
1189 ID
1185 ID
RIDGEVUE RD.
USH 18/151
REED RD.
120 RN
1155 ID
115T ID
CTH HHH
RIDGEVUE RD.
BIKE TRAIL
99 RN
97 RN
CTH ID
1132 ID
95 RN
1129 BB
CTH BB
CEMETERY RD.
MOON RD.
PRAIRIE RD.
1097 BB
COUNTY BB
USH 18/151

POSSIBLE DUMP TRUCK HAULING ROUTE.

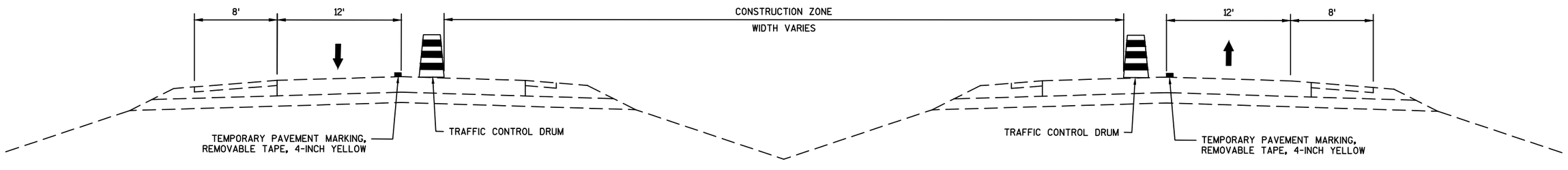
ALLOW ACCESS - CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC.

TEMPORARY ROAD

ALLOW ACCESS

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 101	E

2



CONSTRUCTION STAGE 1 TYPICAL SECTION

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 102	E

2

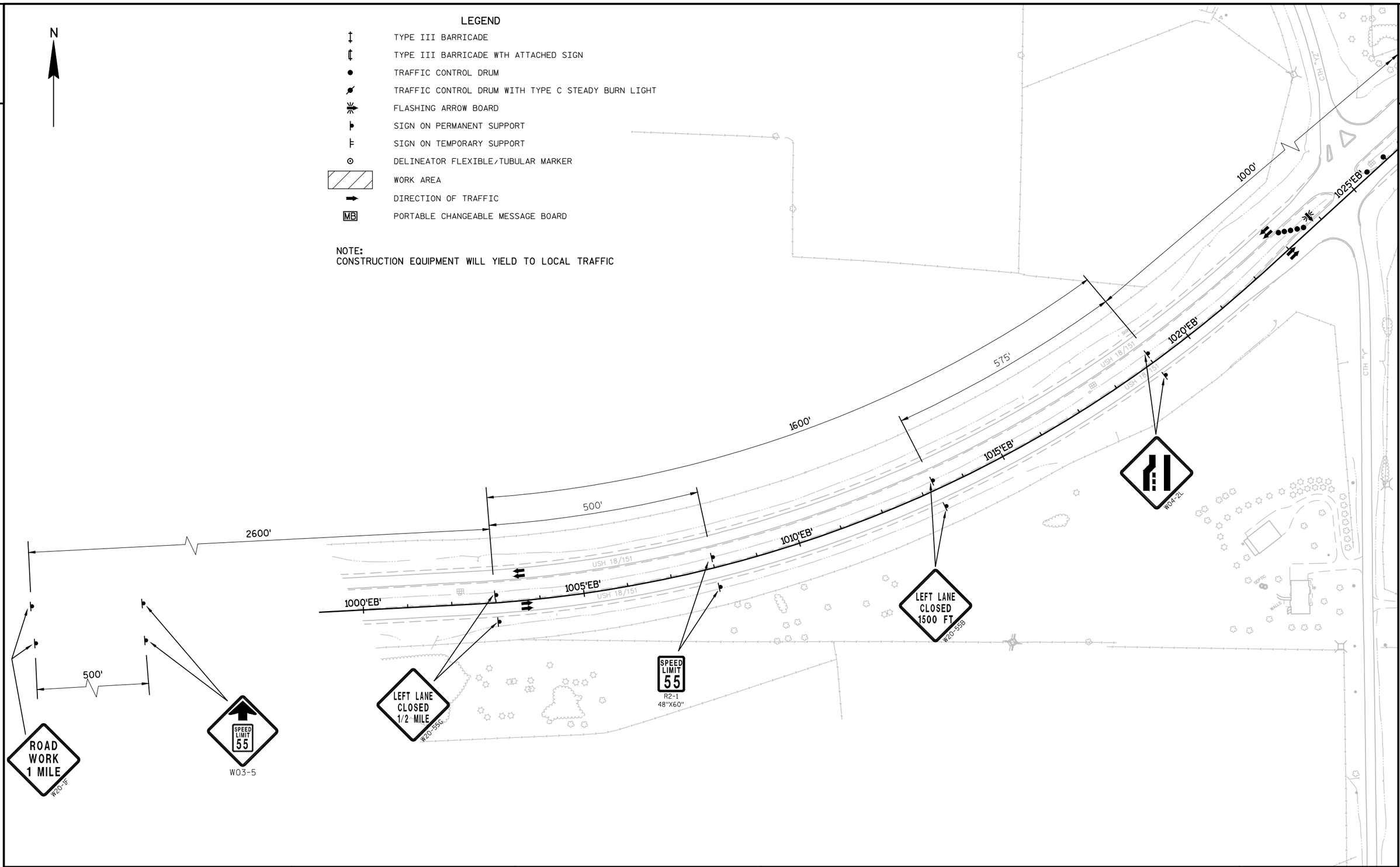
2

N

LEGEND

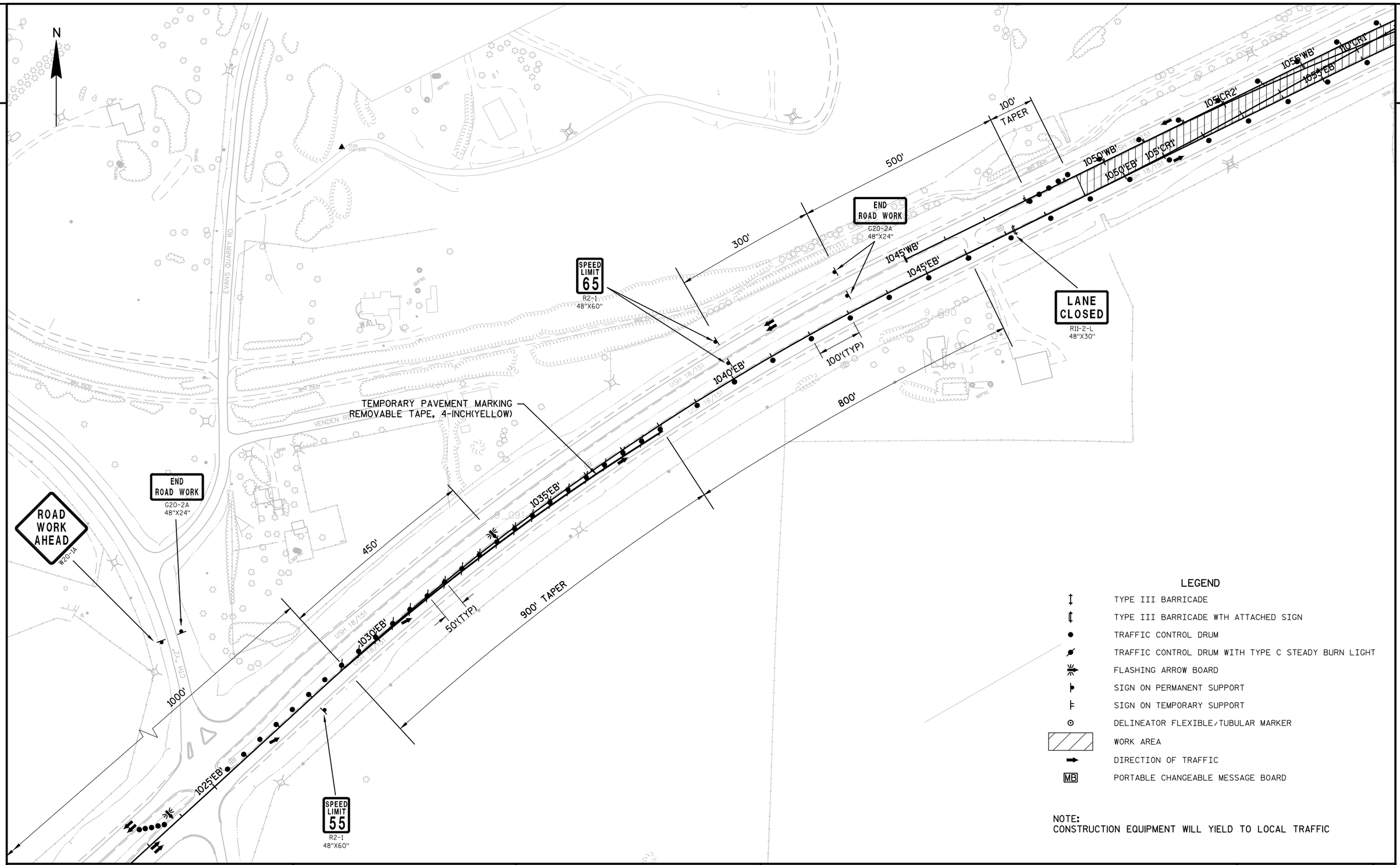
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 103	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S1A.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 12:10 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 104	E

2

N

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

1085'WB'
1085'EB'
1080'WB'
1080'EB'
1075'WB'
1075'EB'
1070'WB'
1070'EB'
100'(TYP)
120'CR1'
120'CR2'
1065'WB'
1065'EB'
115'CR1'
115'CR2'
1060'WB'
1060'EB'
110'CR1'
110'CR2'
1055'WB'
1055'EB'

USH 18/151

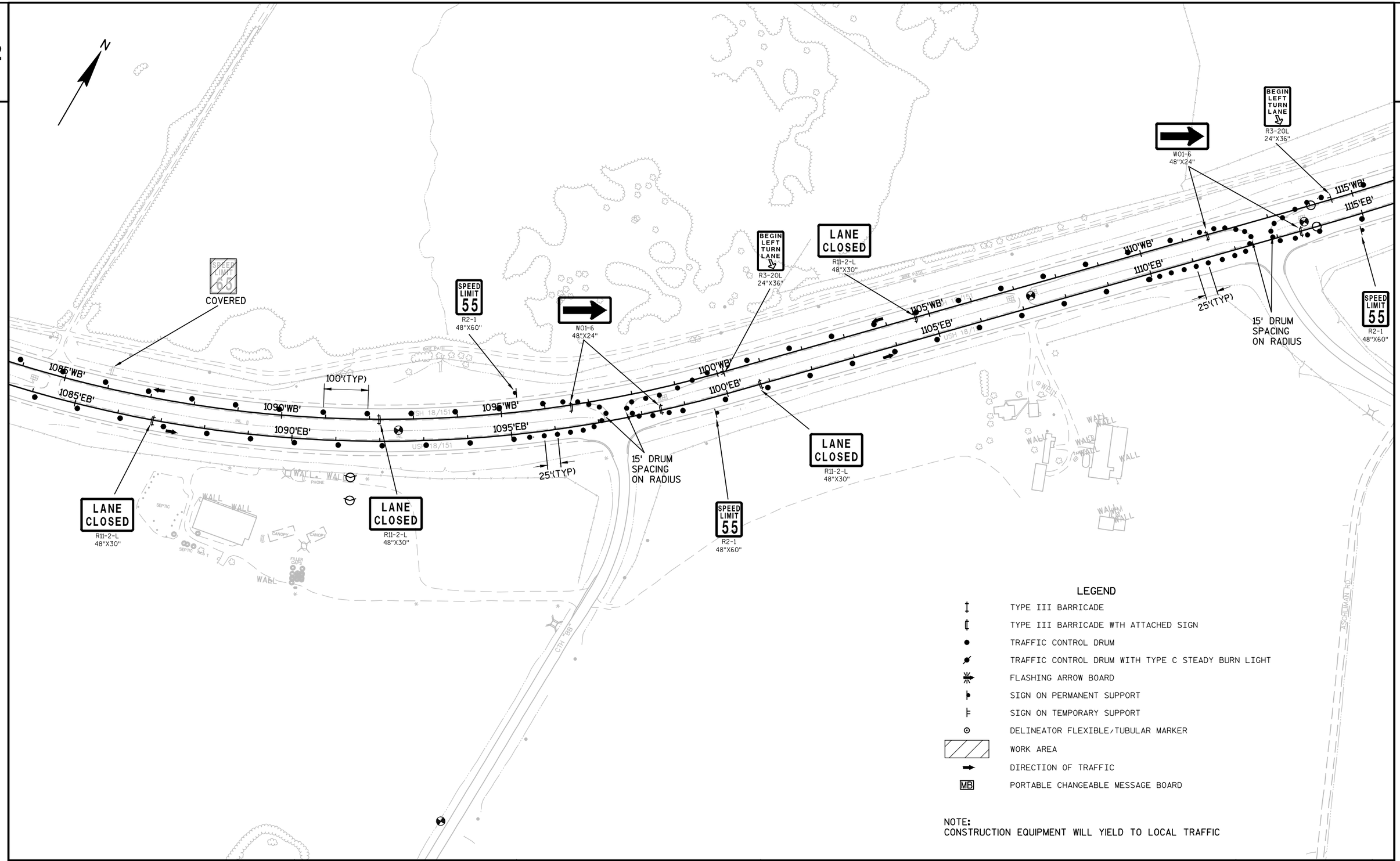
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 105	E

2



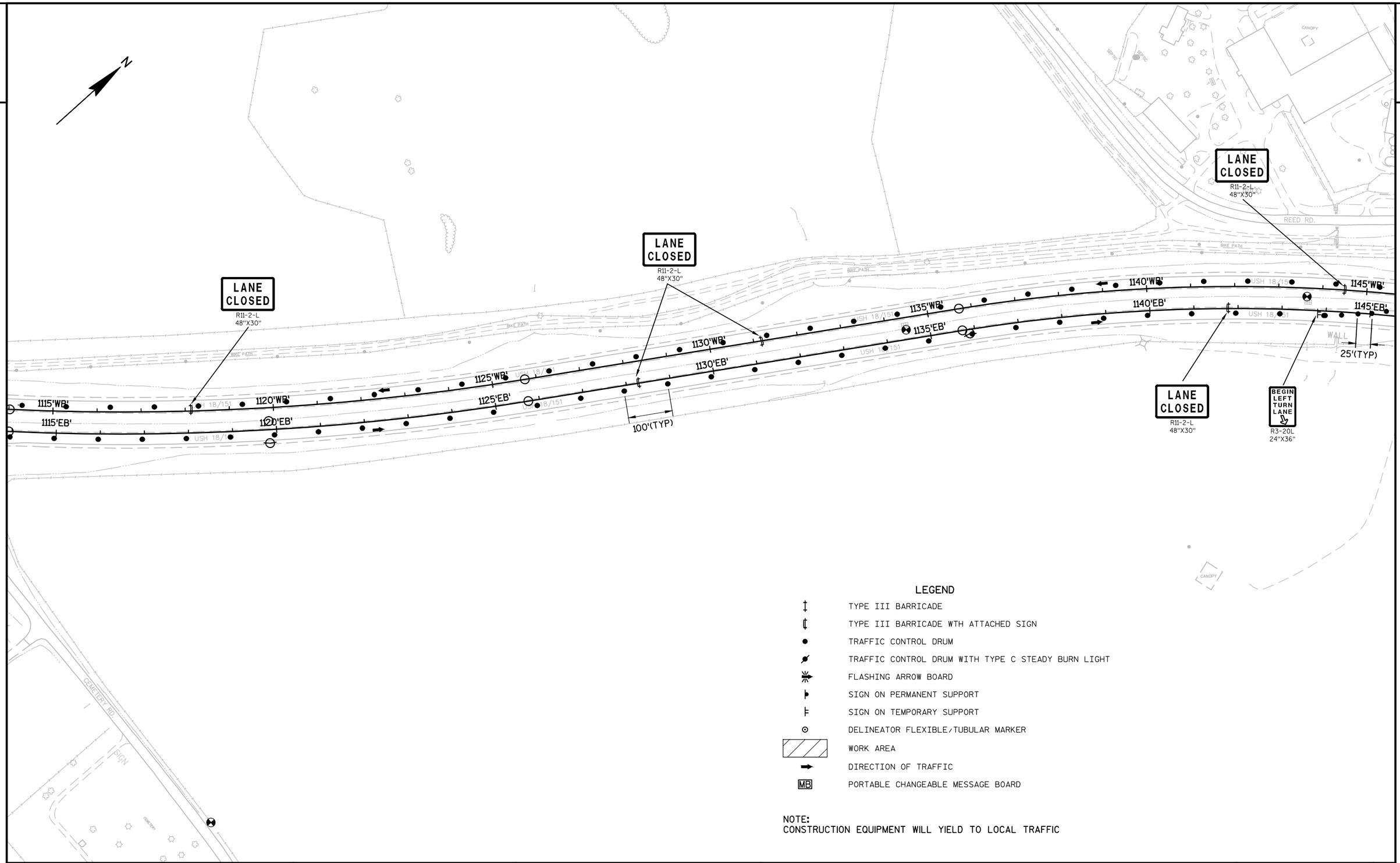
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 106	E

2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 107	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S1A.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 12:11 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

SPEED LIMIT 55
R2-1
48"X60"

15' DRUM SPACING ON RADIUS

1145'WB'

1145'EB'

1150'WB'

1150'EB'

WALL

25'(TYP)

BEGIN LEFT TURN LANE
R3-20L
24"X36"

W01-6
48"X24"

SPEED LIMIT 55
R2-1
48"X60"

1155'WB'

1155'EB'

100'(TYP)

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

1160'WB'

1160'EB'

1165'WB'

1165'EB'

USH 18/151

SPEED LIMIT 55
COVERED

SPEED LIMIT 55
R2-1
48"X60"

W01-6
48"X24"

1170'WB'

1170'EB'

1175'WB'

1175'EB'

100' TAPER

LANE CLOSED
R11-2-L
48"X30"

PRAIRIE RD.

RUINS

CANOPY

SEPTIC

WALL

SIGN

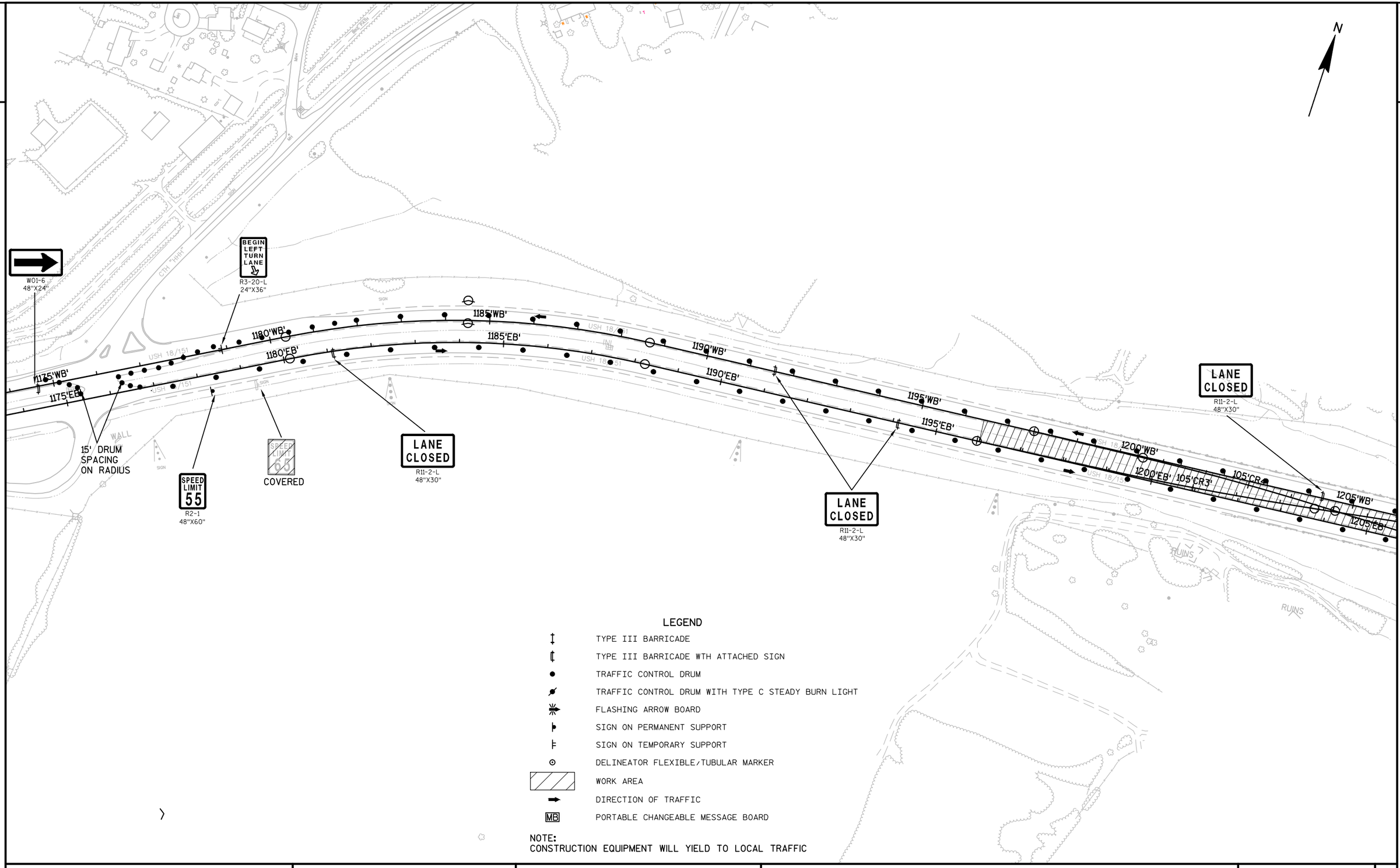
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 108	E

2



LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA
	DIRECTION OF TRAFFIC
MB	PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-2-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 109	E

2

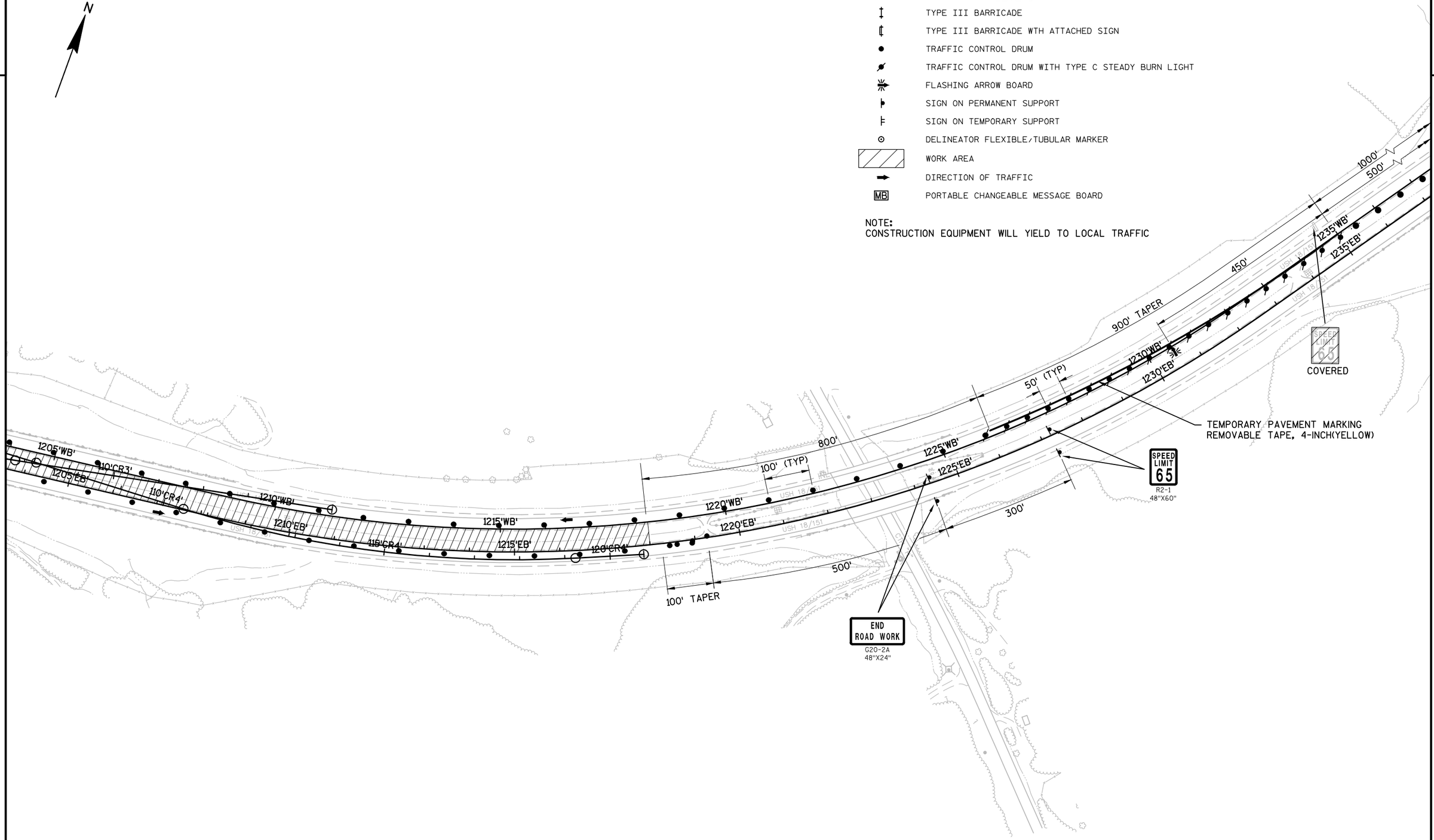
2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 110	E

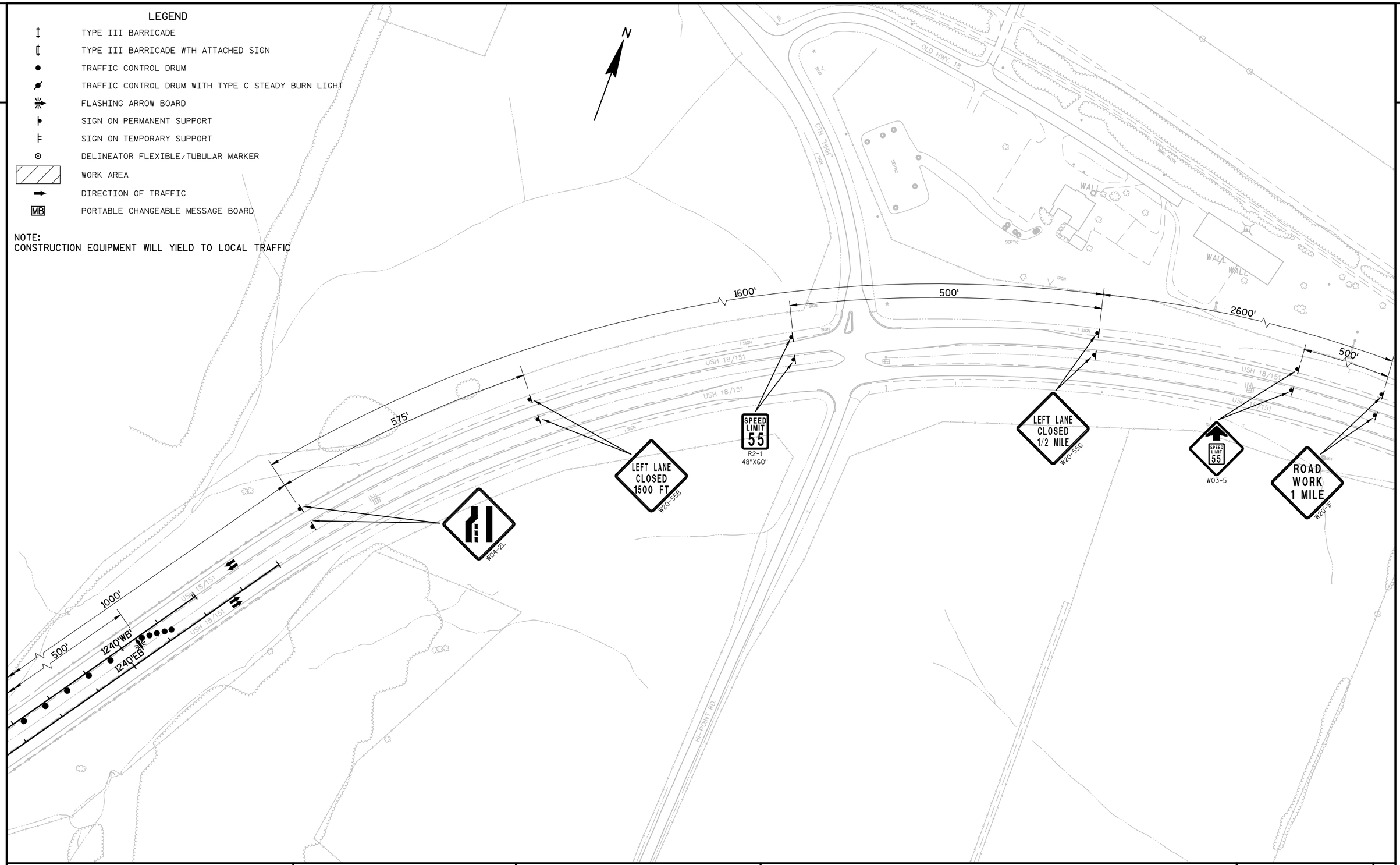
FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S1A.DWG
LAYOUT NAME - ####
PLOT DATE : 4/10/2017 12:11 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 1	SHEET 111	E

2

N

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

1075'WB'
1075'EB'
1070'WB'
1070'EB'
120'CR1'
120'CR2'
1065'WB'
1065'EB'
115'CR1'
115'CR2'
1060'WB'
1060'EB'
110'CR1'
110'CR2'
1055'WB'
1055'EB'
105'CR1'
105'CR2'
1050'WB'
1050'EB'
1045'WB'
1045'EB'

100'(TYP)

5' DRUM SPACING

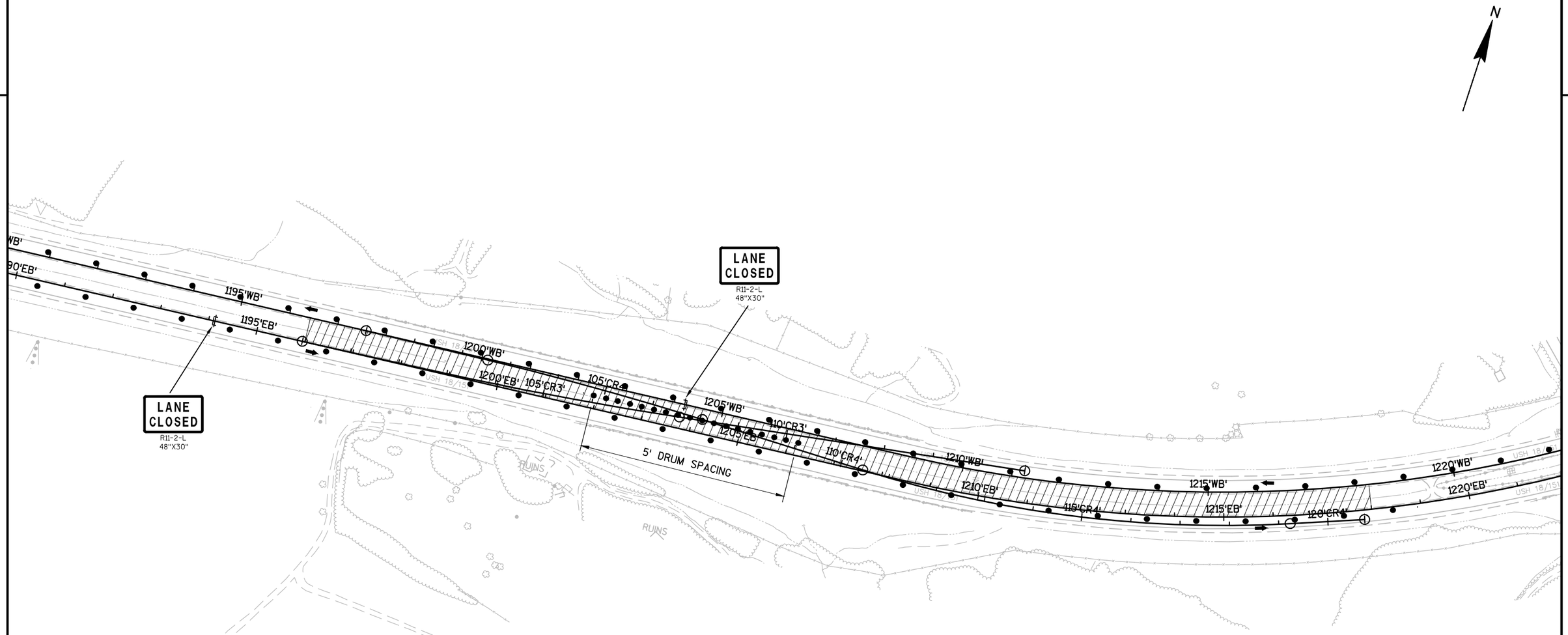
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 1 WINTER SHUTDOWN	SHEET 112	E

2



LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
✳	FLASHING ARROW BOARD
▶	SIGN ON PERMANENT SUPPORT
⊨	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
▨	WORK AREA
➡	DIRECTION OF TRAFFIC
MB	PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-2-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 1 WINTER SHUTDOWN	SHEET 113	E

LEGEND

- ONGOING CONSTRUCTION
- COMPLETED CONSTRUCTION
- BIKE TRAIL CONSTRUCTION

N

ROAD WORK 1000 FT W20-1C

ROAD WORK 500 FT W20-1D

ROAD WORK AHEAD W20-1A

SEE SDD 15 D 11 TRAFFIC CONTROL, SINGLE LANE CROSSOVER

COUNTY HHH

1185 ID

END ROAD WORK G20-2A 48"X24"

ROAD WORK AHEAD W20-1A

B-25-175

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

RIDGEVUE RD.

USH 18/151

ALLOW ACCESS RIGHT IN/RIGHT OUT

RUINS

END ROAD WORK G20-2A 48"X24"

REED RD.

120 RN

1155 ID 1157 ID

ALLOW ACCESS - CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

ROAD WORK AHEAD W20-1A

RIDGEVUE RD.

CTH HHH

ROAD CLOSED 1000 FT W20-3C

B-25-173

STOP R1-1 30"X30"

PRAIRIE RD.

BIKE TRAIL

CTH ID

1132 ID

84 PR

85 RN

1129 ID

TEMPORARY ROAD

ROAD WORK AHEAD W20-1A

ALLOW ACCESS RIGHT IN/RIGHT OUT

CTH BB

CEMETERY RD.

MOON RD.

RUINS

ROAD CLOSED 1000 FT W20-3C

ROAD CLOSED R11-2 48"X30"

SEE BARRICADES IN SDD 15 C2 SHEET B DETAIL D 5-TYPE III BARRICADES (1-WITH SIGN)

END ROAD WORK G20-2A 48"X24"

SEE SDD 15 D 11 TRAFFIC CONTROL, SINGLE LANE CROSSOVER AND SDD 15 D 9 TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT

EAST BOUND SEE SDD 15 D 12 TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

USH 18/151

1097 BB

ROAD WORK 500 FT W20-1D

ROAD WORK 1000 FT W20-1C

END ROAD WORK G20-2A 48"X24"

COUNTY BB

ROAD WORK AHEAD W20-1A

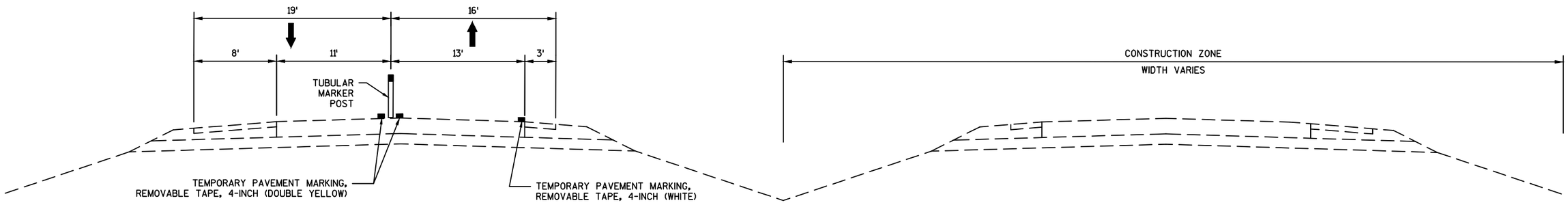
PRAIRIE RD.

61 PR

ROAD CLOSED R11-2 48"X30"

SEE BARRICADES IN SDD 15 C2 SHEET B DETAIL D 5-TYPE III BARRICADES (1-WITH SIGN)

2



CONSTRUCTION STAGE 2 TYPICAL SECTION

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 115 E

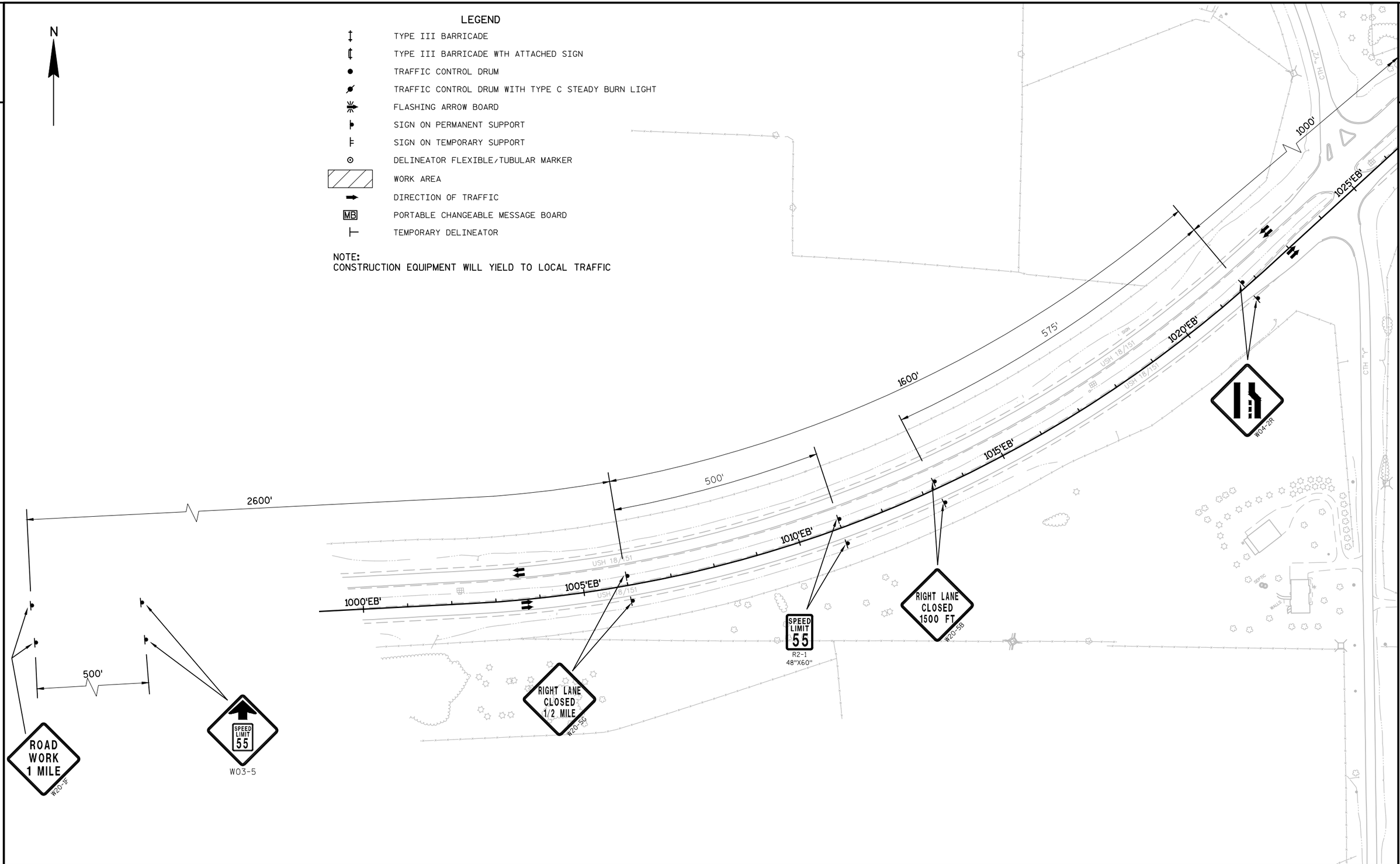
2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

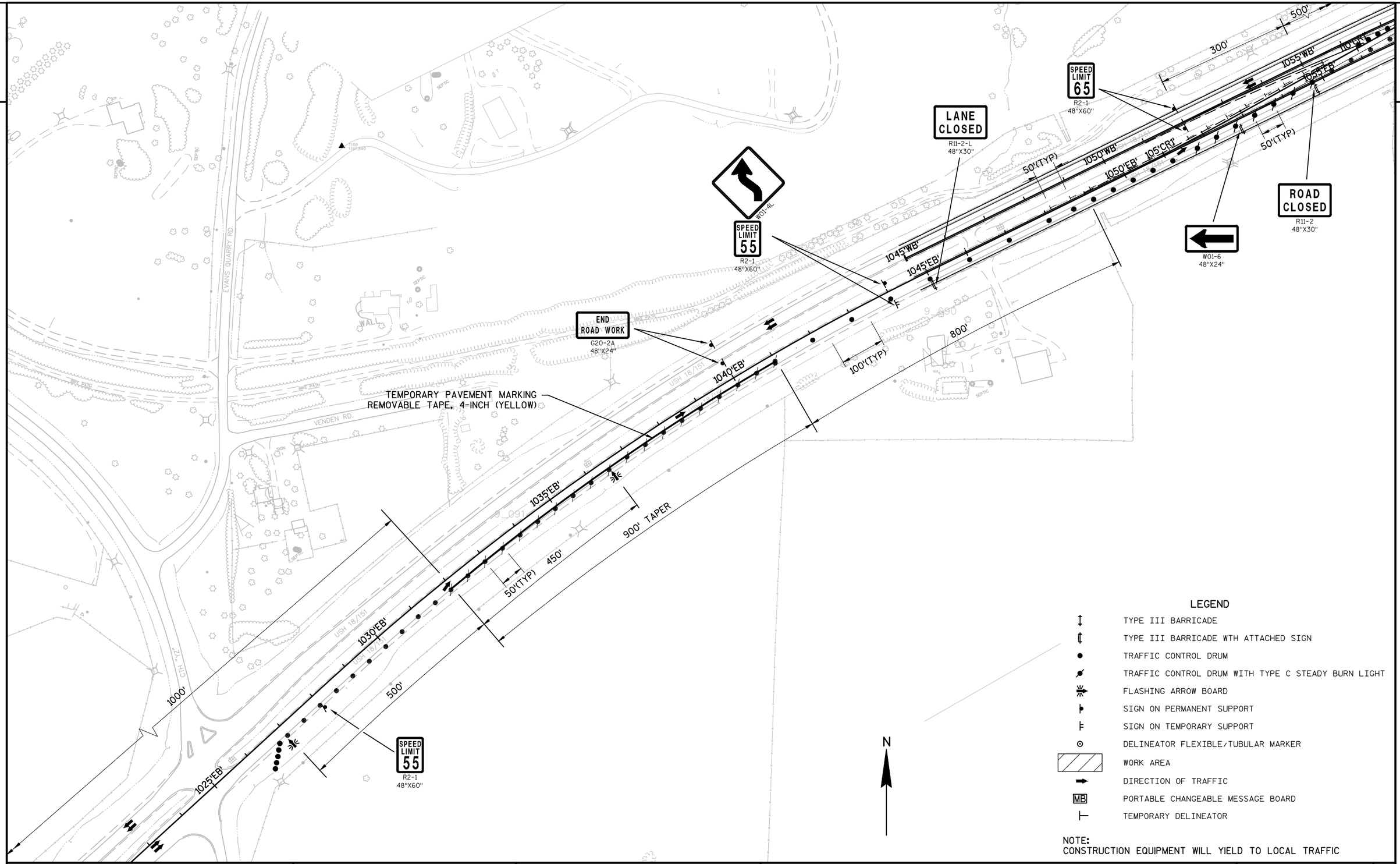
NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



2

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 116	E

2

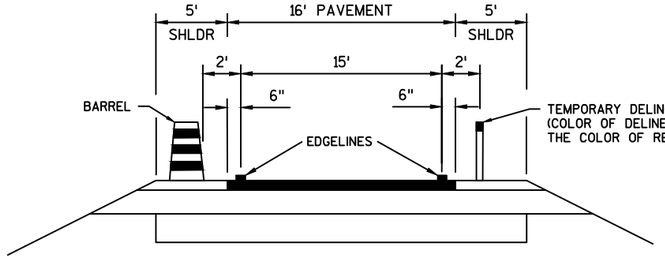


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 117	E



TYPICAL RAMP CROSSOVER ROADWAY DIMENSIONS, SINGLE LANE

SEE S.D.D.: TRAFFIC CONTROL, SINGLE LANE CROSSOVER

N

FLEXIBLE TUBULAR DELINEATOR

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH (DOUBLE YELLOW)

W06-3
DO NOT PASS
R4-1
24"X30"

50'(TYP)

1085'WB'
1085'EB'
1080'WB'
1080'EB'
1075'WB'
1075'EB'
1070'WB'
1070'EB'
1065'WB'
1065'EB'
1060'WB'
1060'EB'
1055'WB'
1055'EB'

25'(TYP)
500'
120'CR1
115'CR1
10'WS
25'

ROAD CLOSED
R11-2
48"X30"

W06-3
NEXT 2.0 MILES
W057-51
48"X24"

W06-1

ROAD CLOSED
R11-2
48"X30"

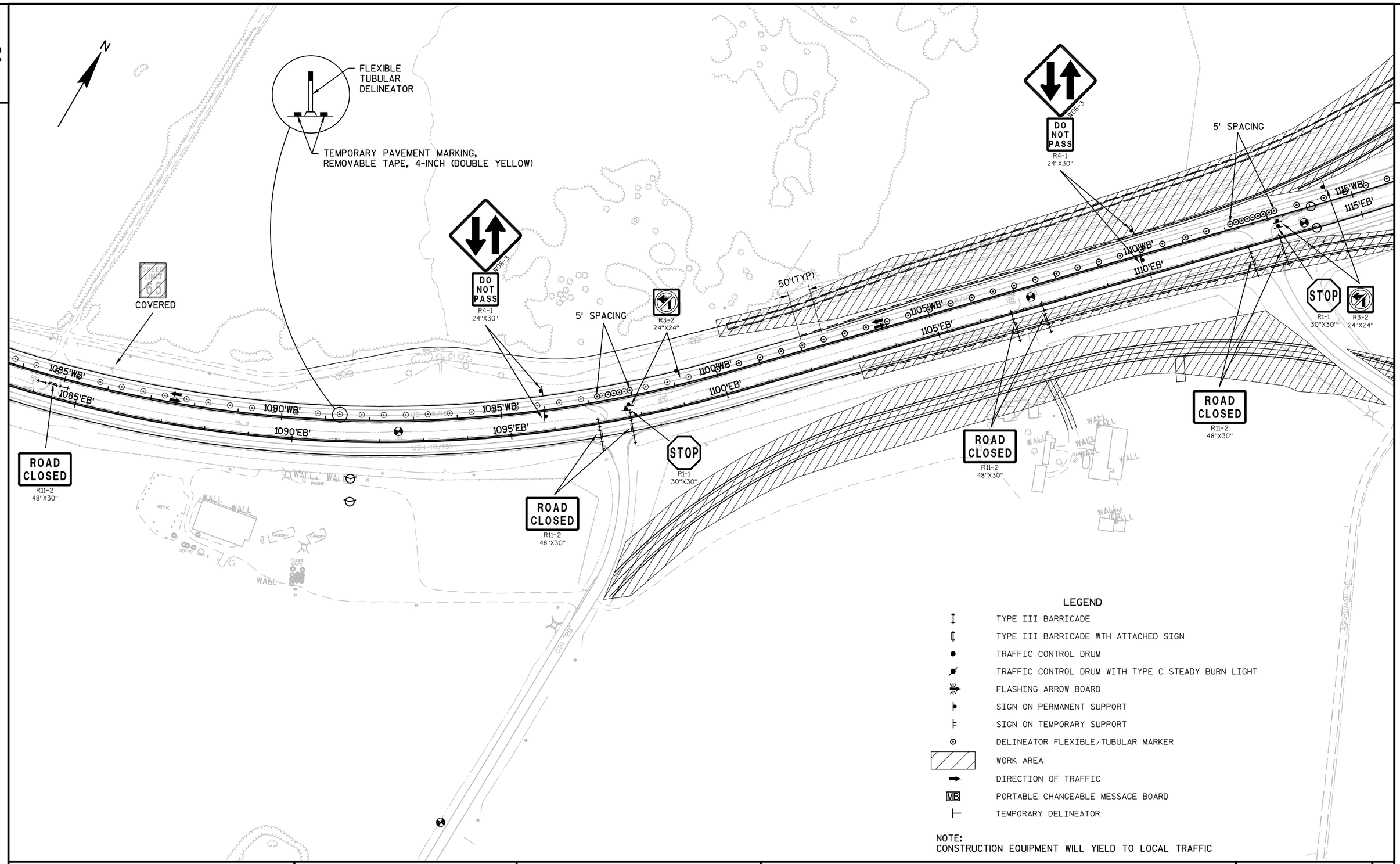
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 118	E

2



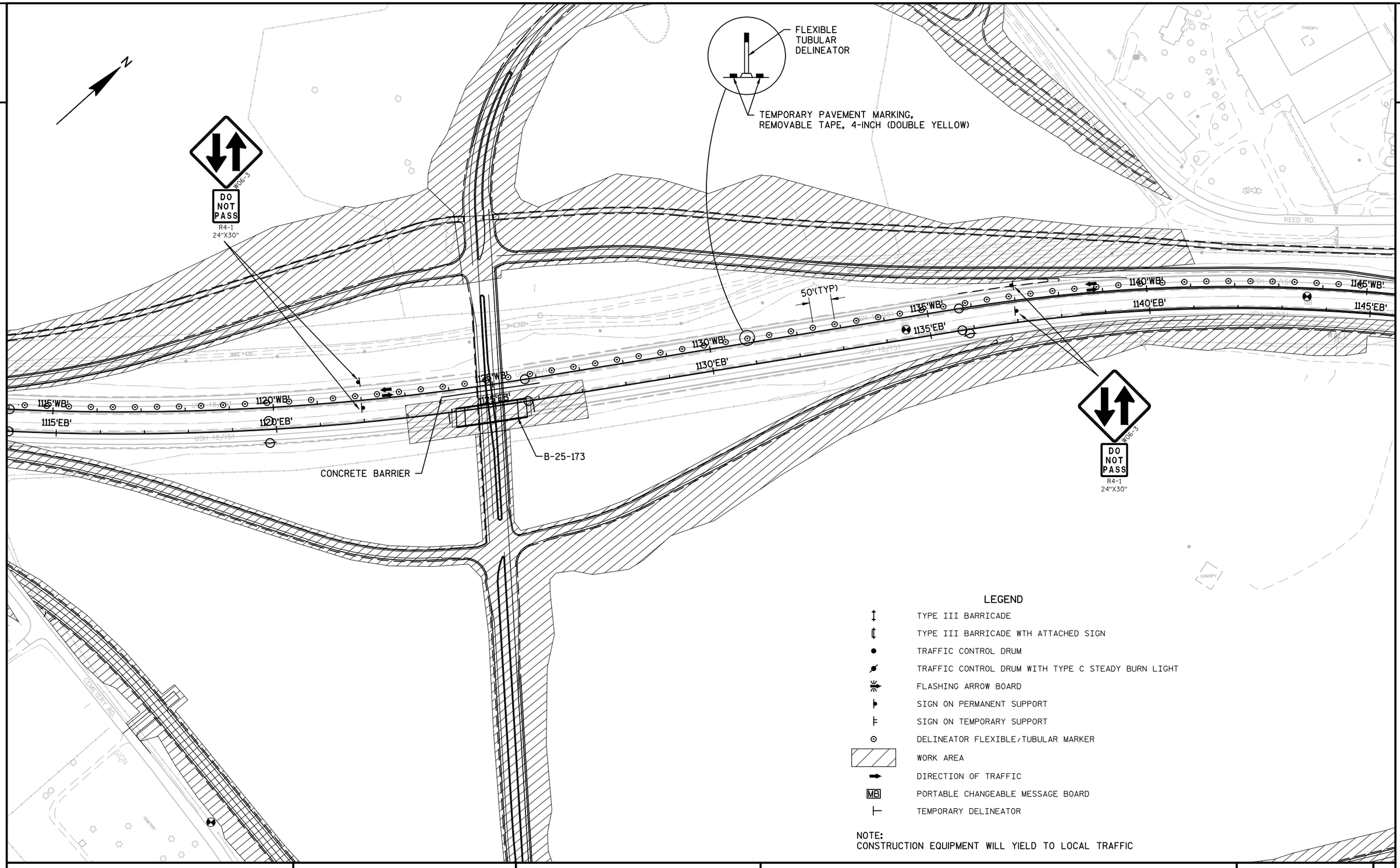
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 119	E

2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 120	E

2

RIDGEVIEW ROAD

FLEXIBLE TUBULAR DELINEATOR

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH (DOUBLE YELLOW)

5' SPACING

R3-2
24"X24"

W06-3
DO NOT PASS
R4-1
24"X30"

1145'WB'
1145'EB'
1150'WB'
1150'EB'
1155'WB'
1155'EB'
1160'WB'
1160'EB'
50'(TYP)
1165'WB'
1165'EB'
1170'WB'
1170'EB'
1175'WB'
1175'EB'

ROAD CLOSED
R11-2
48"X30"

W06-3
DO NOT PASS
R4-1
24"X30"

SPEED LIMIT 65
COVERED

ROAD CLOSED
R11-2
48"X30"

RUINS
CANOPY
WALL
SEPTIC
PRAIRIE RD.
USH 18 (W)

LEGEND

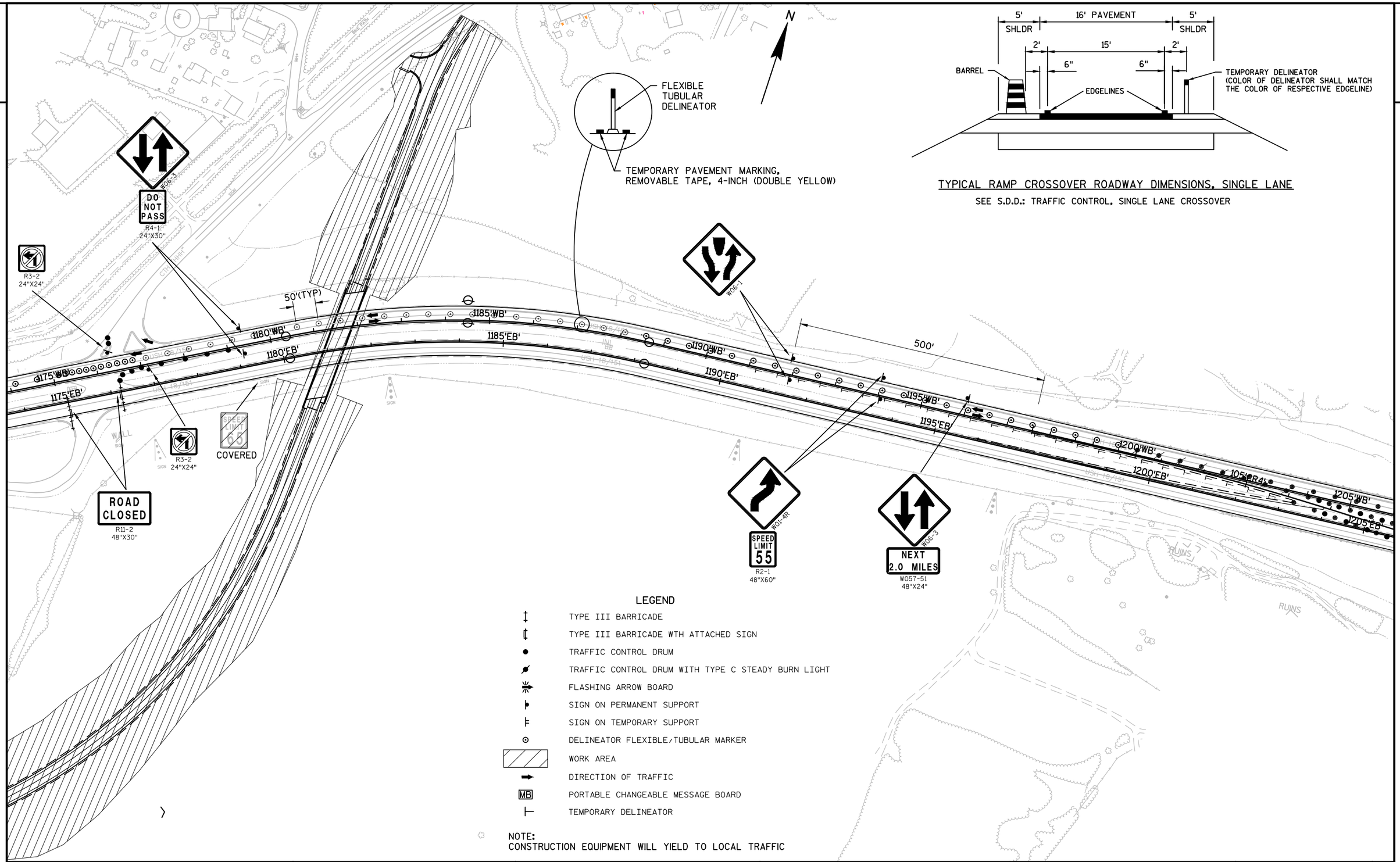
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 121	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S2A.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 11:42 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2



TYPICAL RAMP CROSSOVER ROADWAY DIMENSIONS, SINGLE LANE

SEE S.D.D.: TRAFFIC CONTROL, SINGLE LANE CROSSOVER

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-2-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 122	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

N

LANE CLOSED
R11-2-L
48"X30"

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE, 4-INCH (YELLOW)

SPEED LIMIT 55
R2-1
48"X60"

SPEED LIMIT 65
R2-1
48"X60"

END ROAD WORK
G20-2A
48"X24"

W04-2L

COVERED

800'
1205'WB'
1205'EB'
11'CR4'
1210'WB'
1210'EB'
25'(TYP)
50'(TYP)
200' TAPER
500'
900' TAPER
450'
1215'WB'
1215'EB'
120'CR4'
1220'WB'
1220'EB'
300'
1000'
1230'WB'
1230'EB'
500'
1225'WB'
1225'EB'
1600'
575'
1235'WB'
1235'EB'

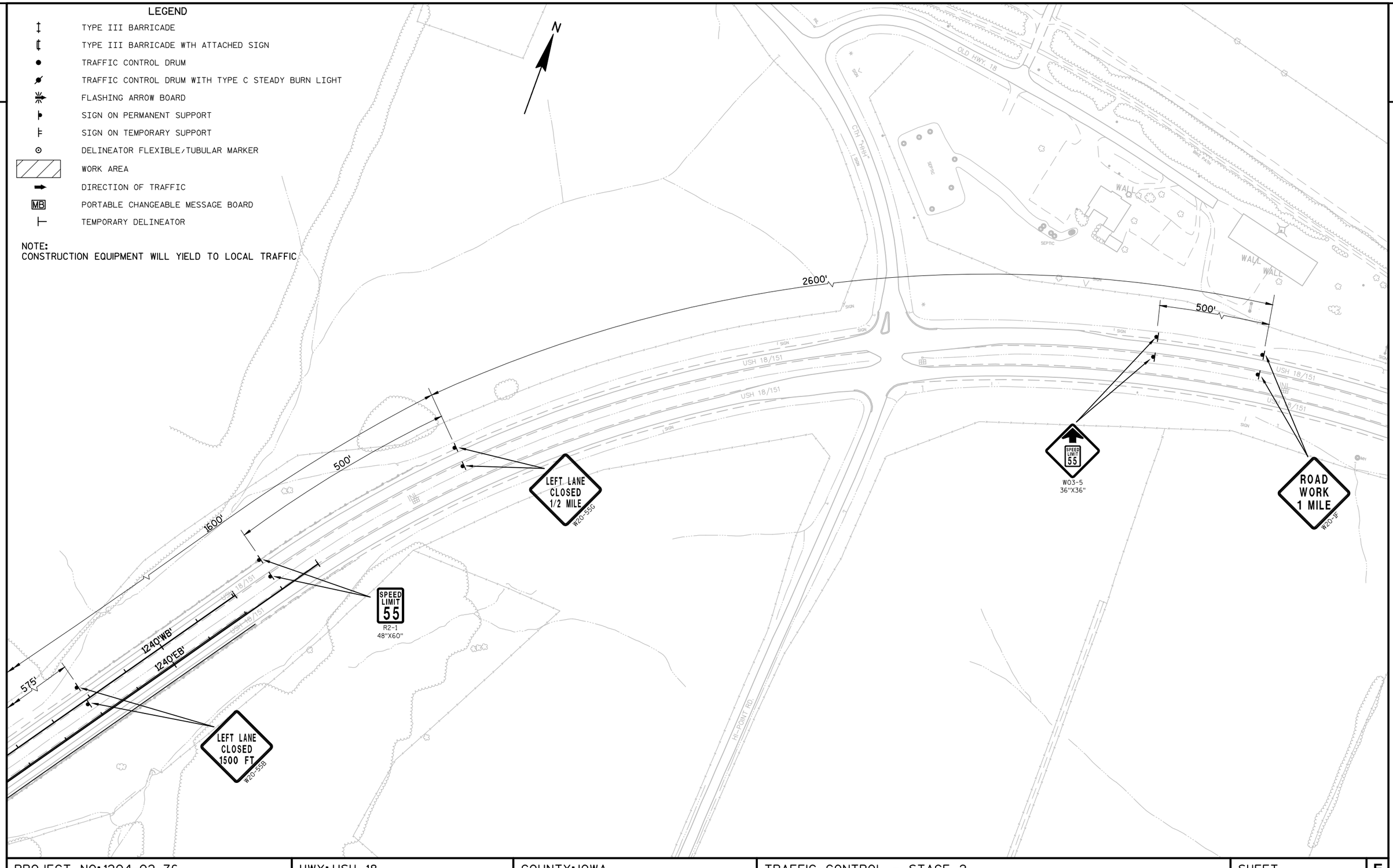
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 123	E

2

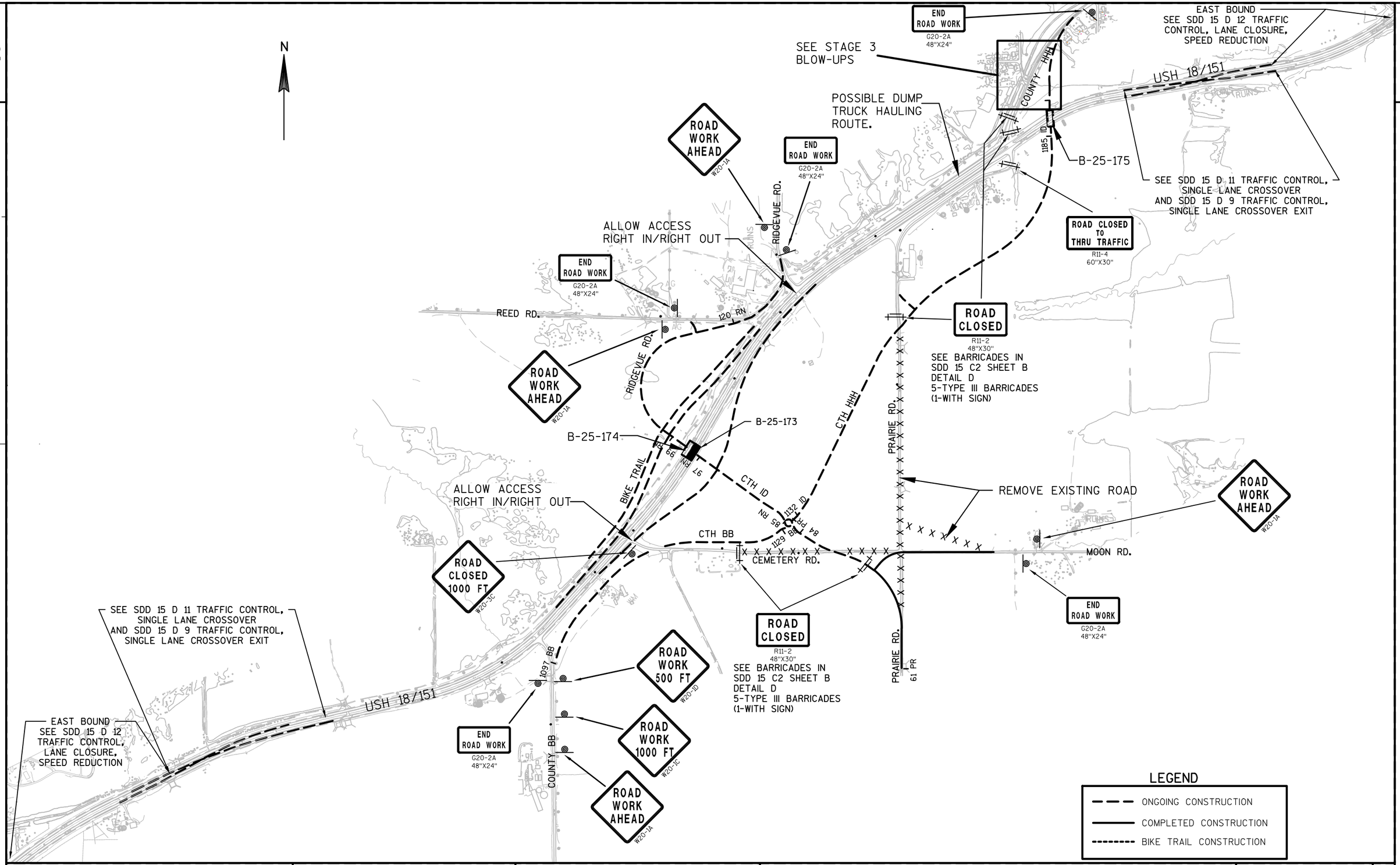
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

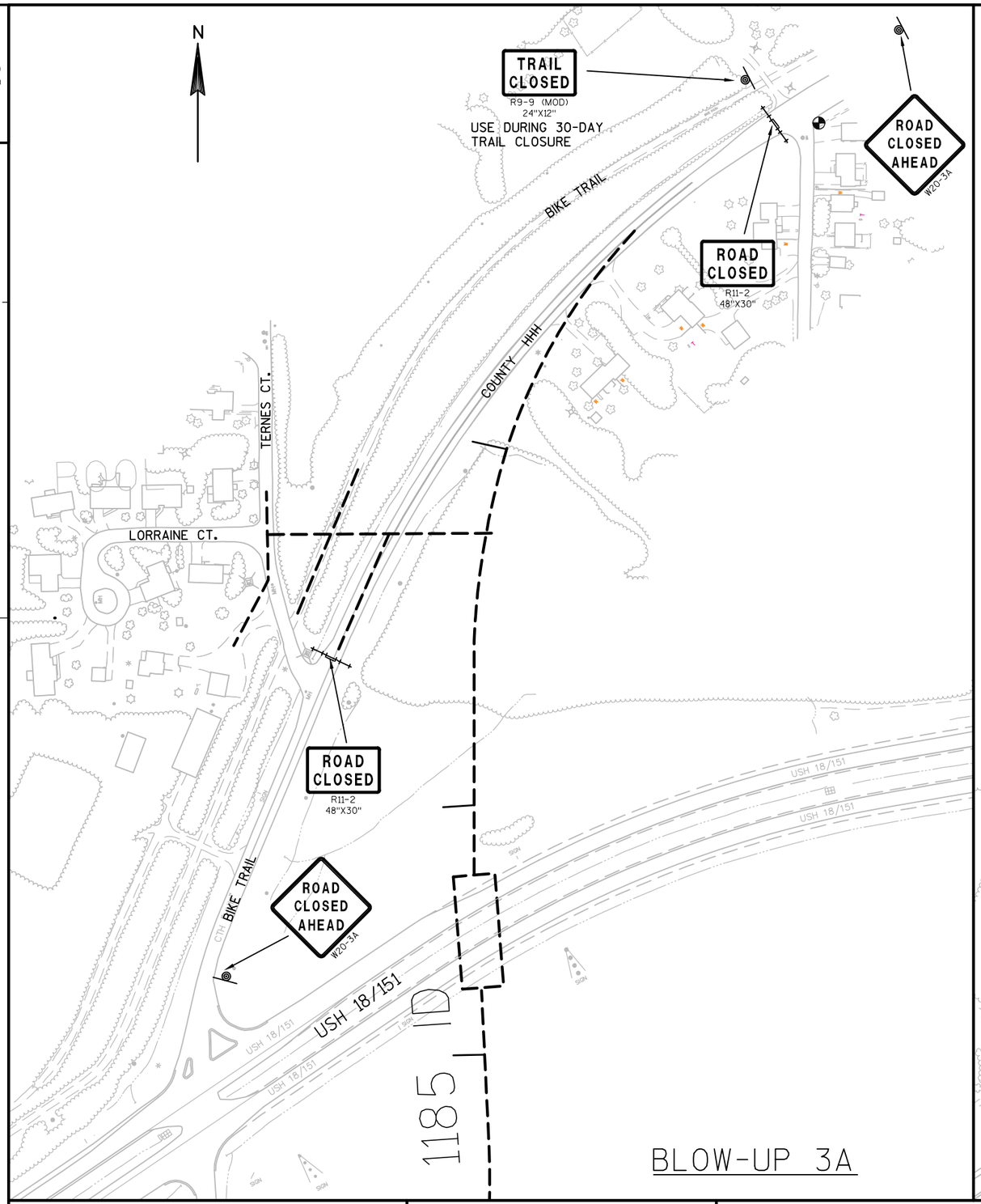
NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



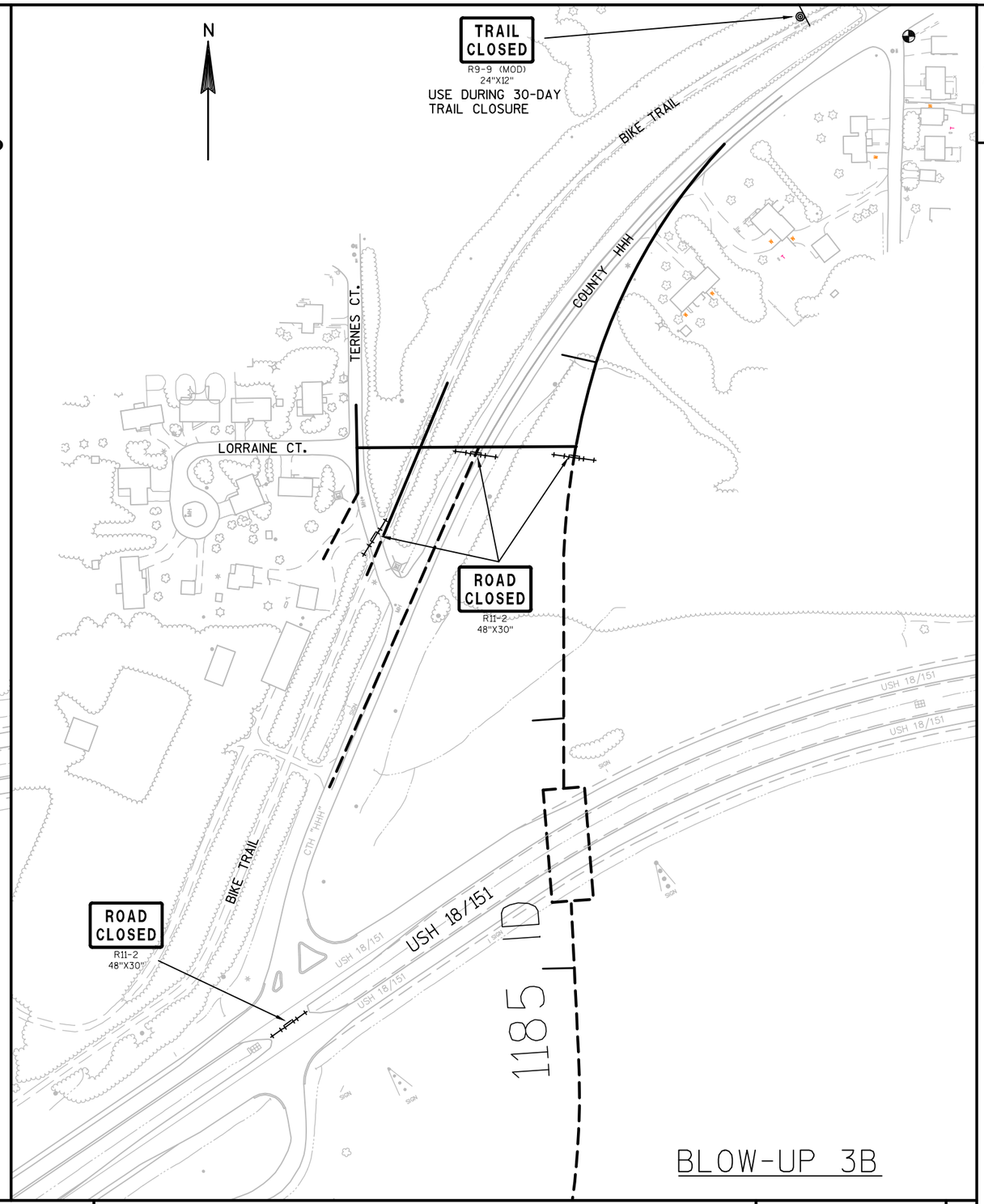
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 2	SHEET 124	E



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL STAGE 3	SHEET 125	E



BLOW-UP 3A

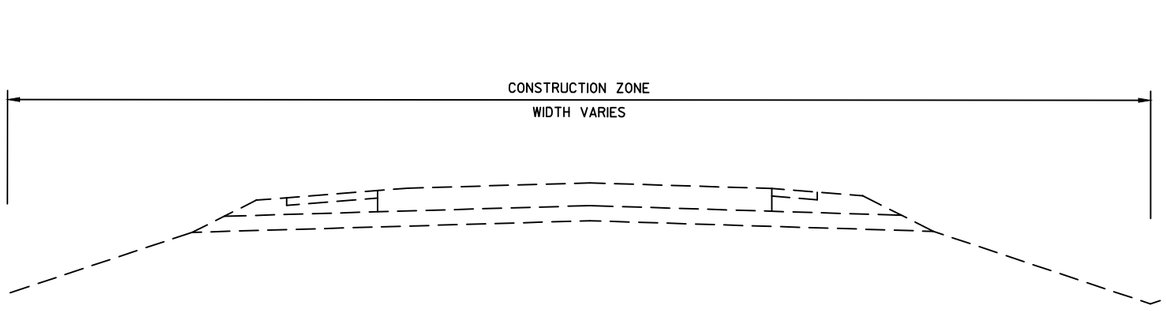


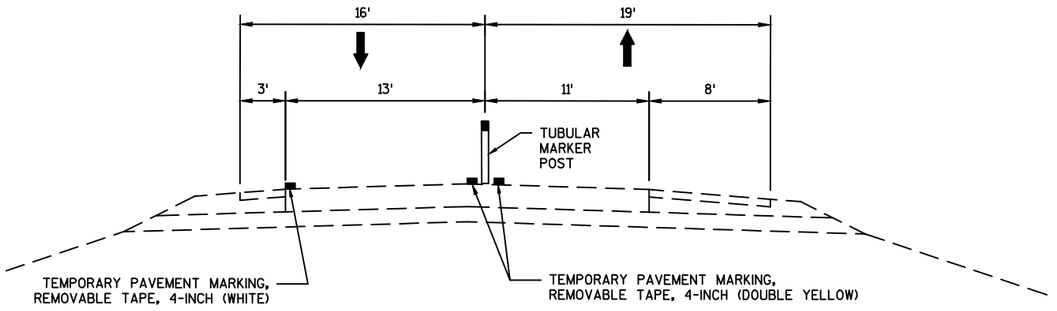
BLOW-UP 3B

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL STAGE 3 - BLOWUPS	SHEET	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S3.DWG PLOT DATE : 4/10/2017 12:00 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2





CONSTRUCTION STAGE 3 TYPICAL SECTION

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 127	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S3A.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 11:36 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

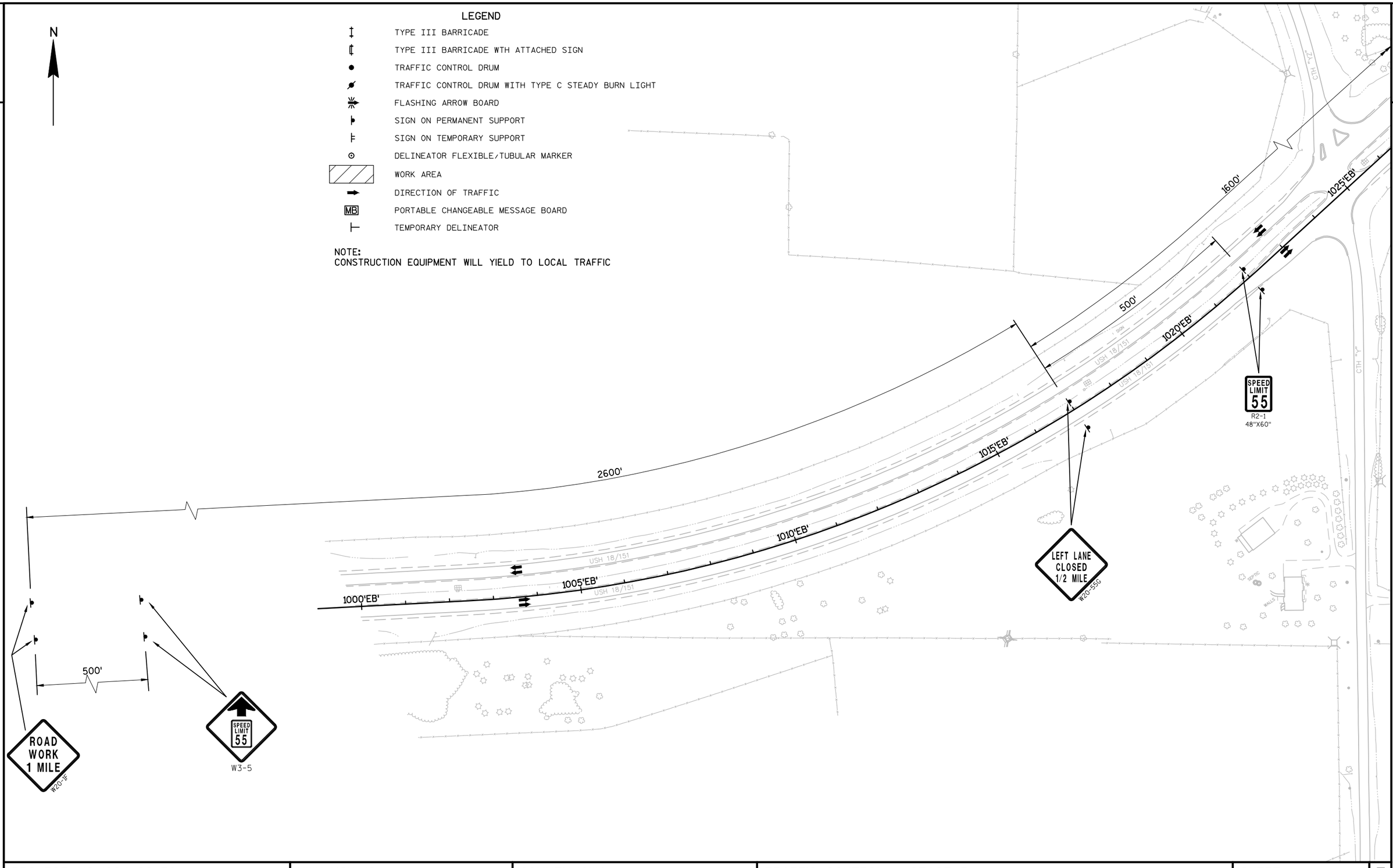
2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

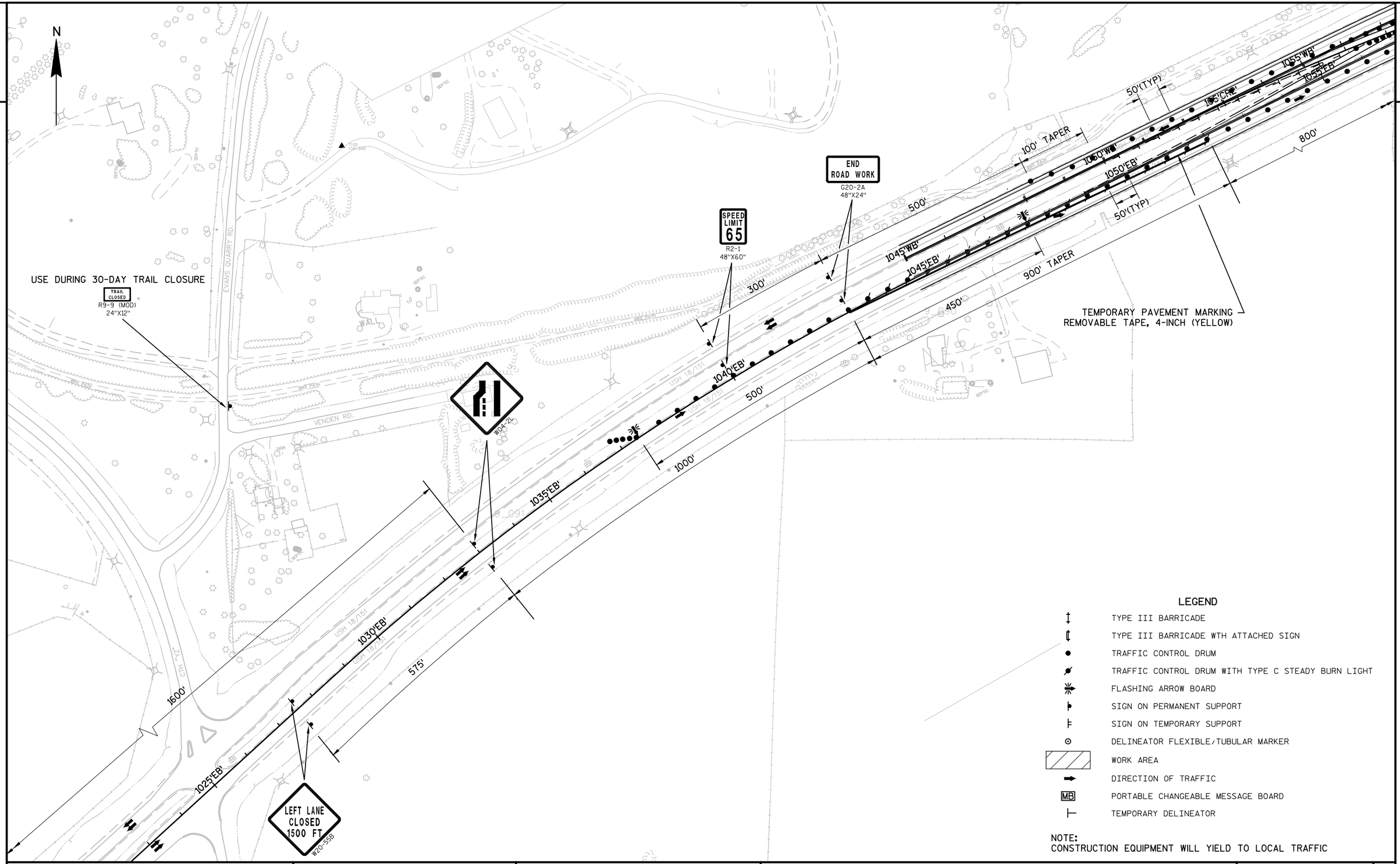


2

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 128	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S3A.DWG
LAYOUT NAME - ****

PLOT DATE : 4/10/2017 11:36 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

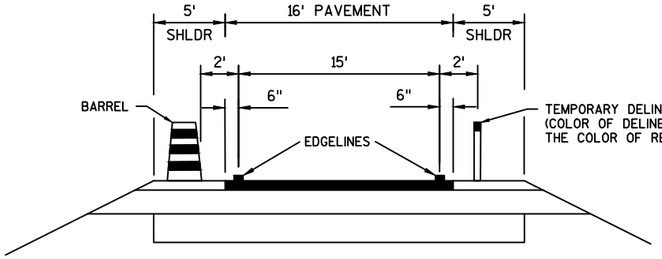


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

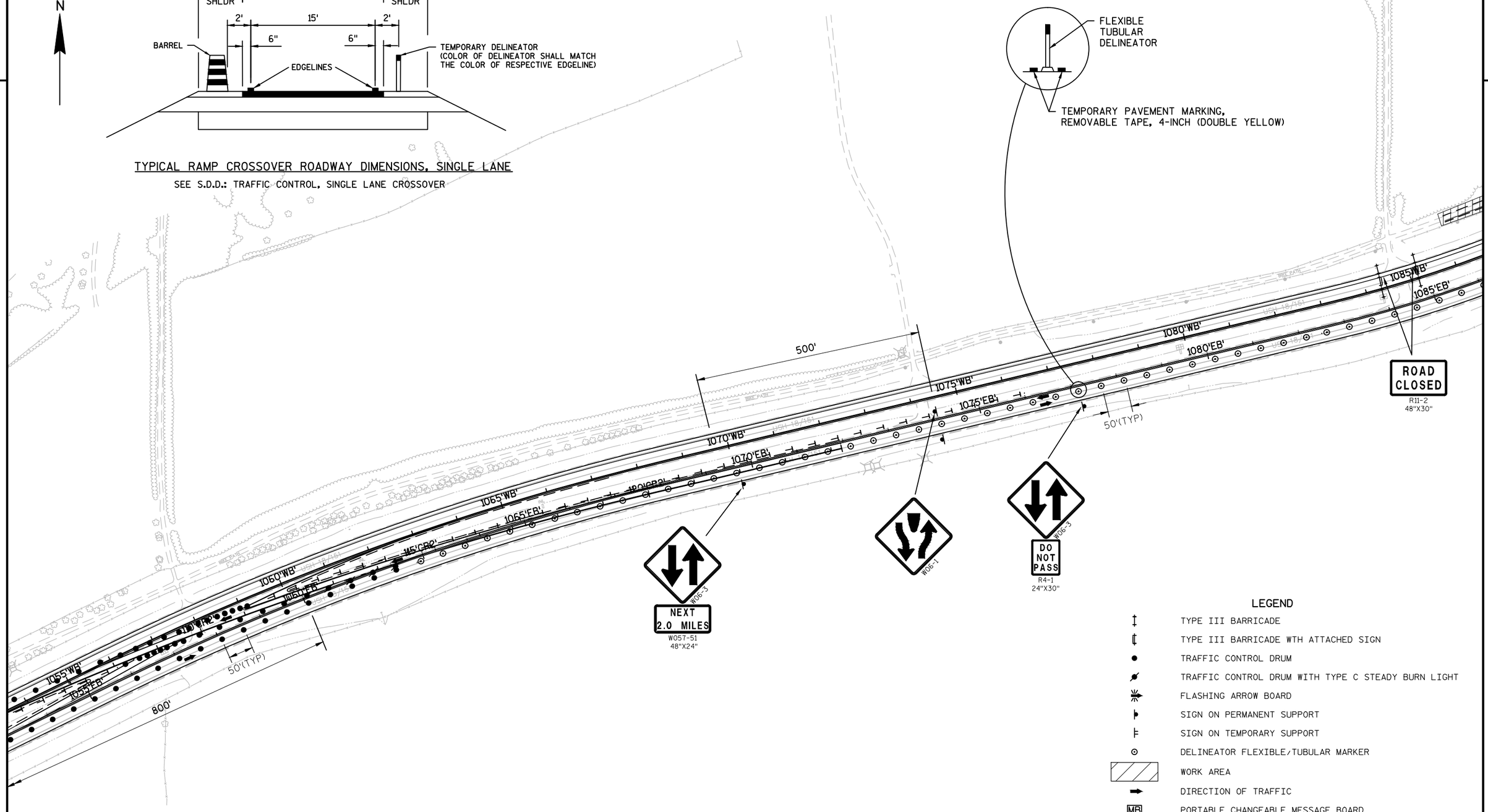
NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 129	E



TYPICAL RAMP CROSSOVER ROADWAY DIMENSIONS, SINGLE LANE

SEE S.D.D.: TRAFFIC CONTROL, SINGLE LANE CROSSOVER

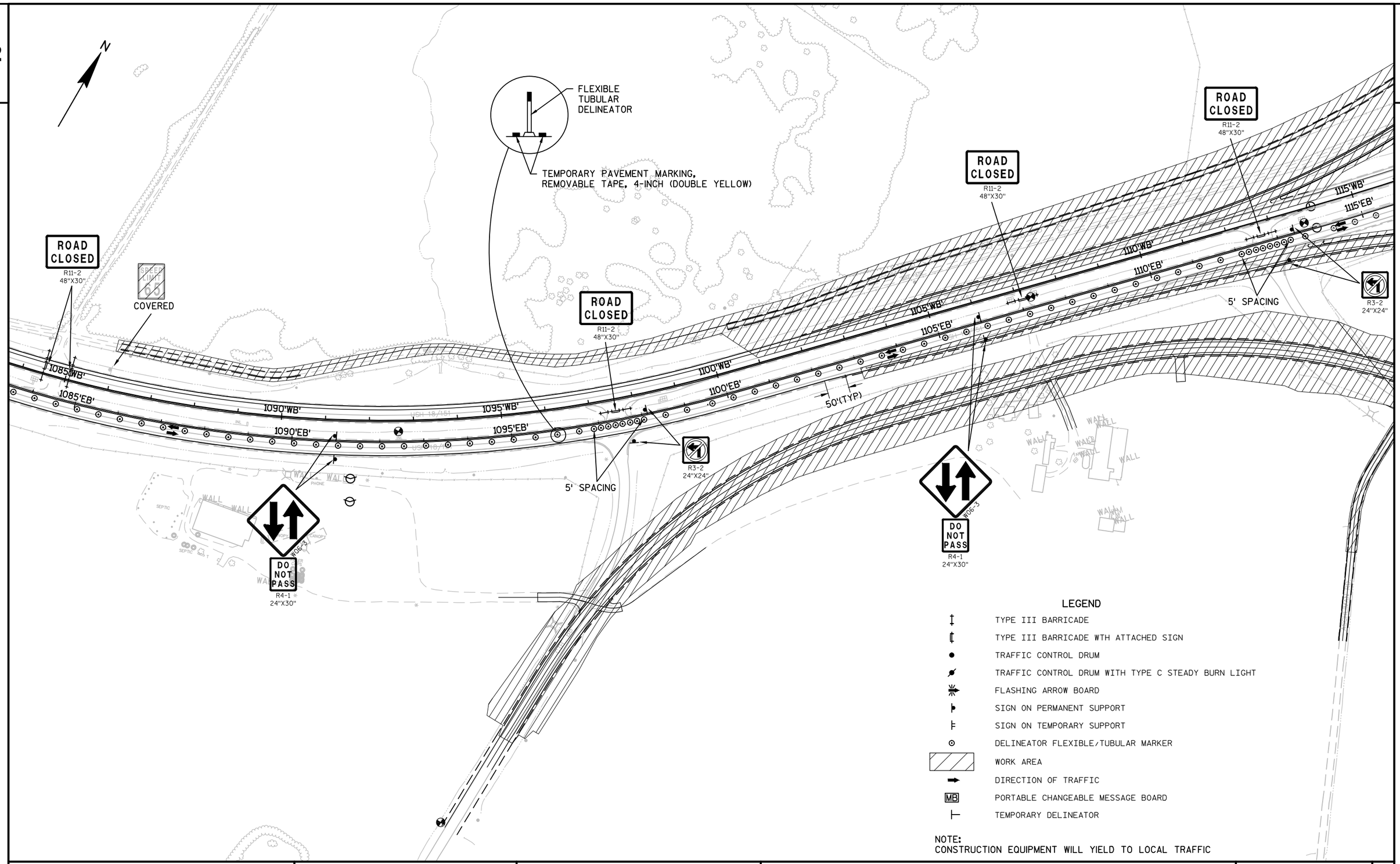


LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA
➡	DIRECTION OF TRAFFIC
MB	PORTABLE CHANGEABLE MESSAGE BOARD
⊢	TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

2



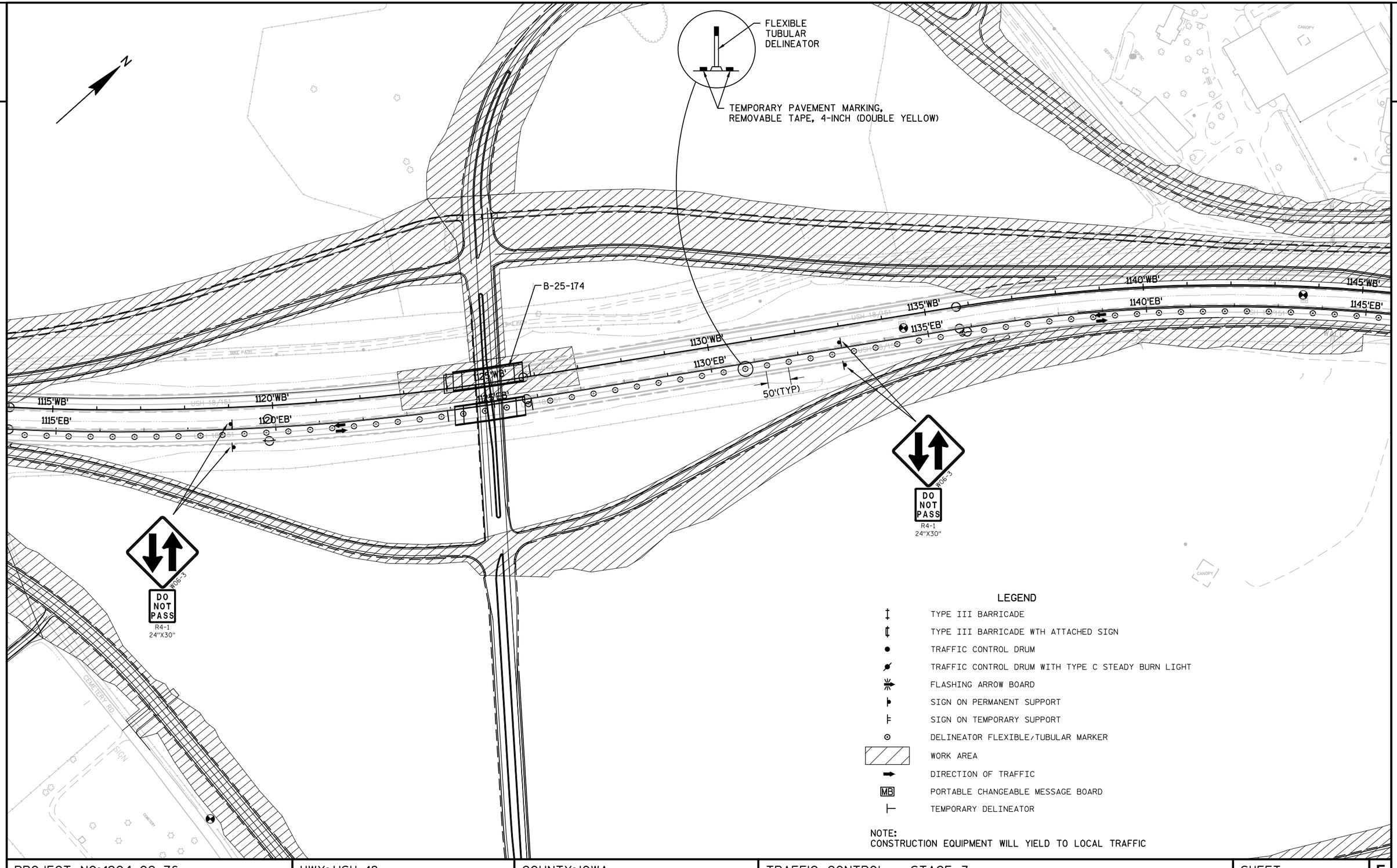
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 131	E

2



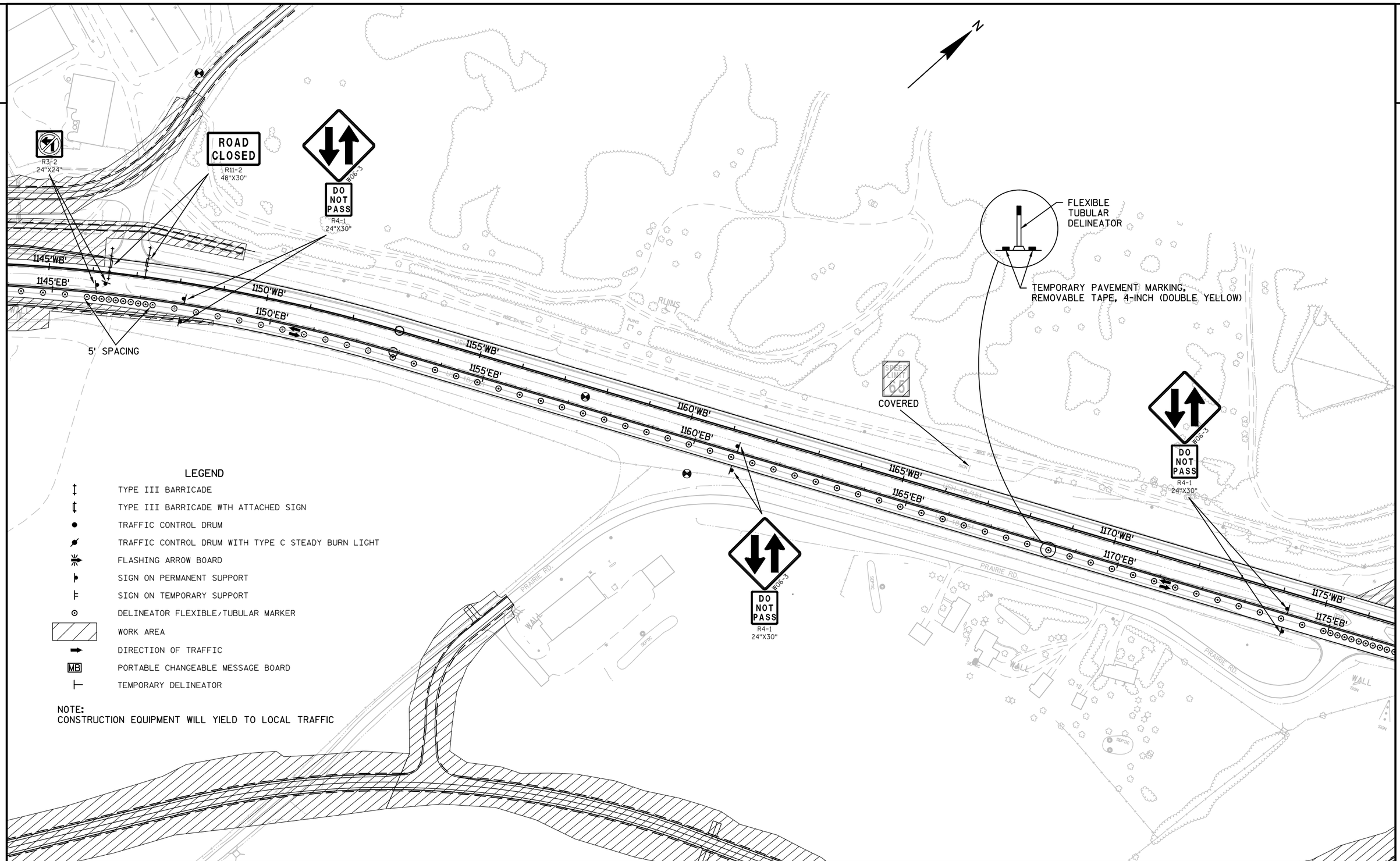
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 132	E

2



LEGEND

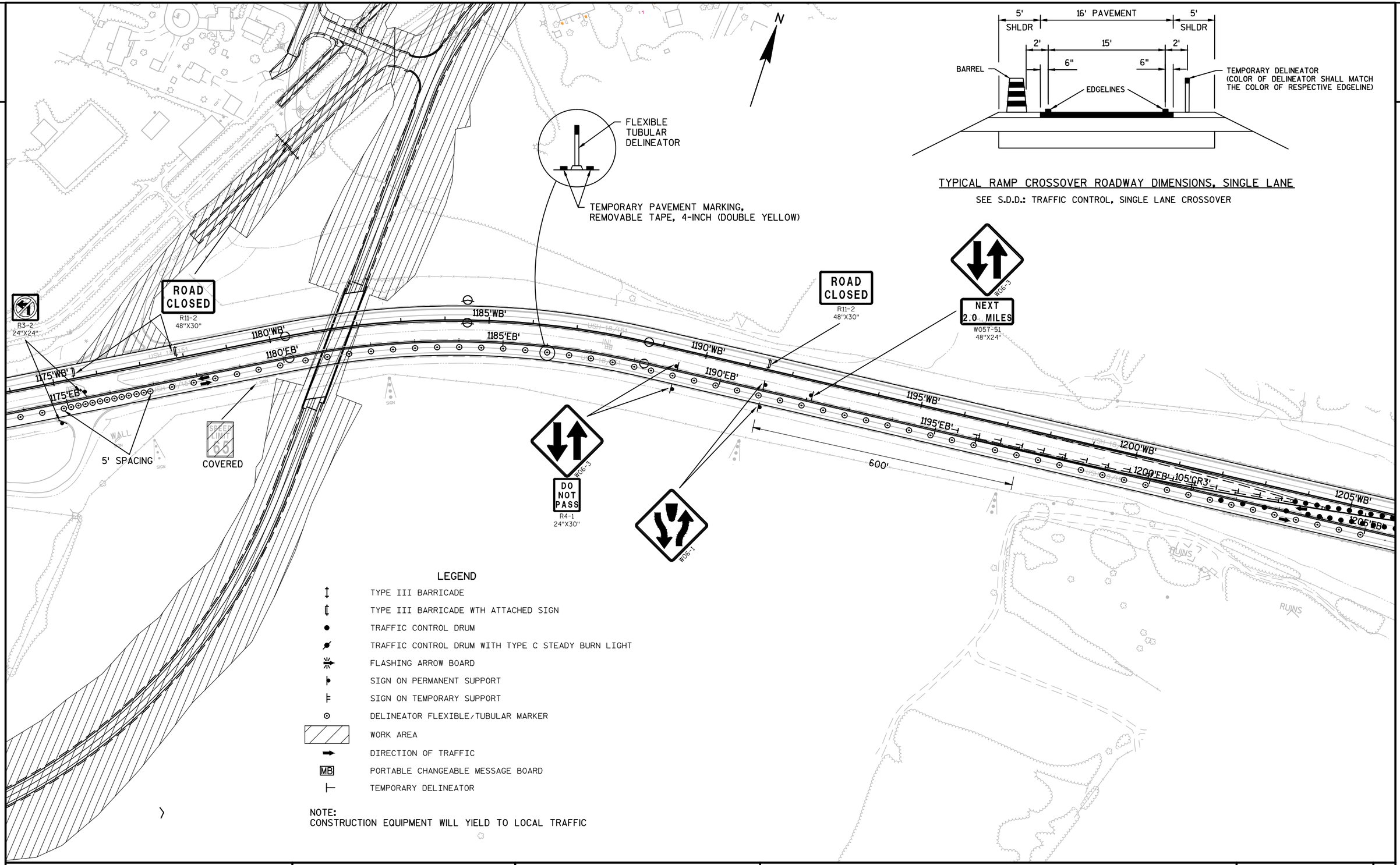
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 133	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S3A.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 11:37 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2



TYPICAL RAMP CROSSOVER ROADWAY DIMENSIONS, SINGLE LANE

SEE S.D.D.: TRAFFIC CONTROL, SINGLE LANE CROSSOVER

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-2-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 134	E

2

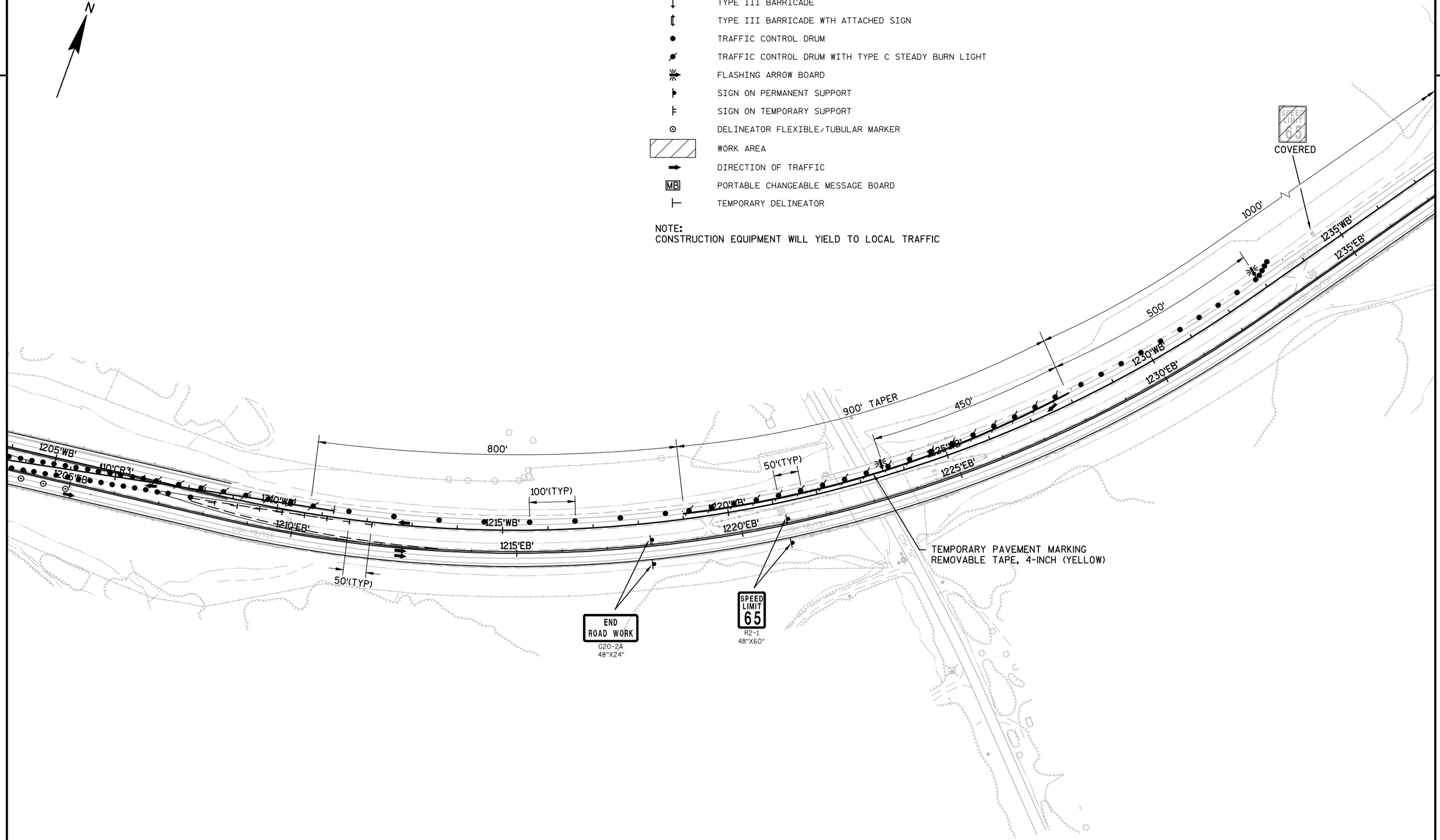
2

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



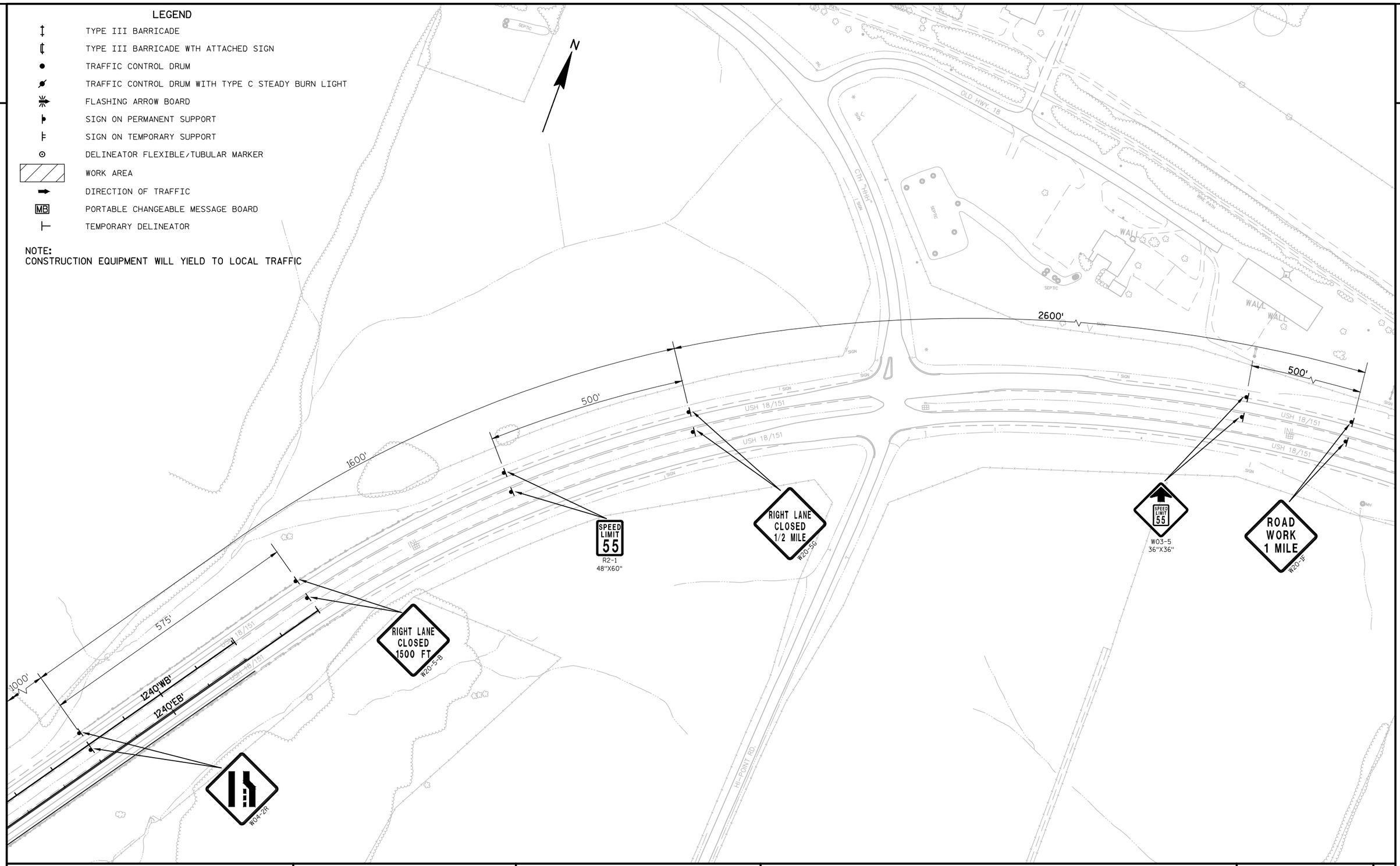
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 135	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY DELINEATOR

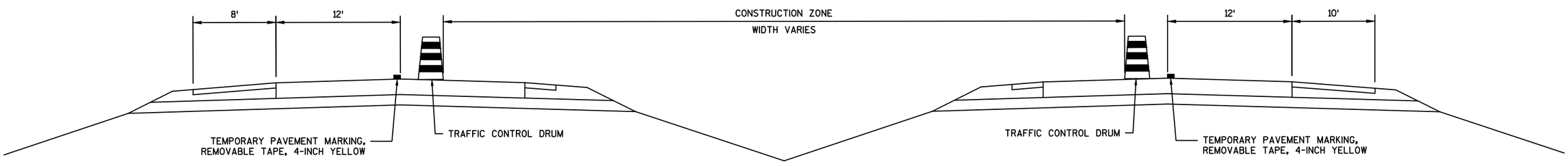
NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 3	SHEET 136	E

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL STAGE 4	SHEET 137	E

2



CONSTRUCTION STAGE 4 TYPICAL SECTION

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 138	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S4A.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 11:53 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

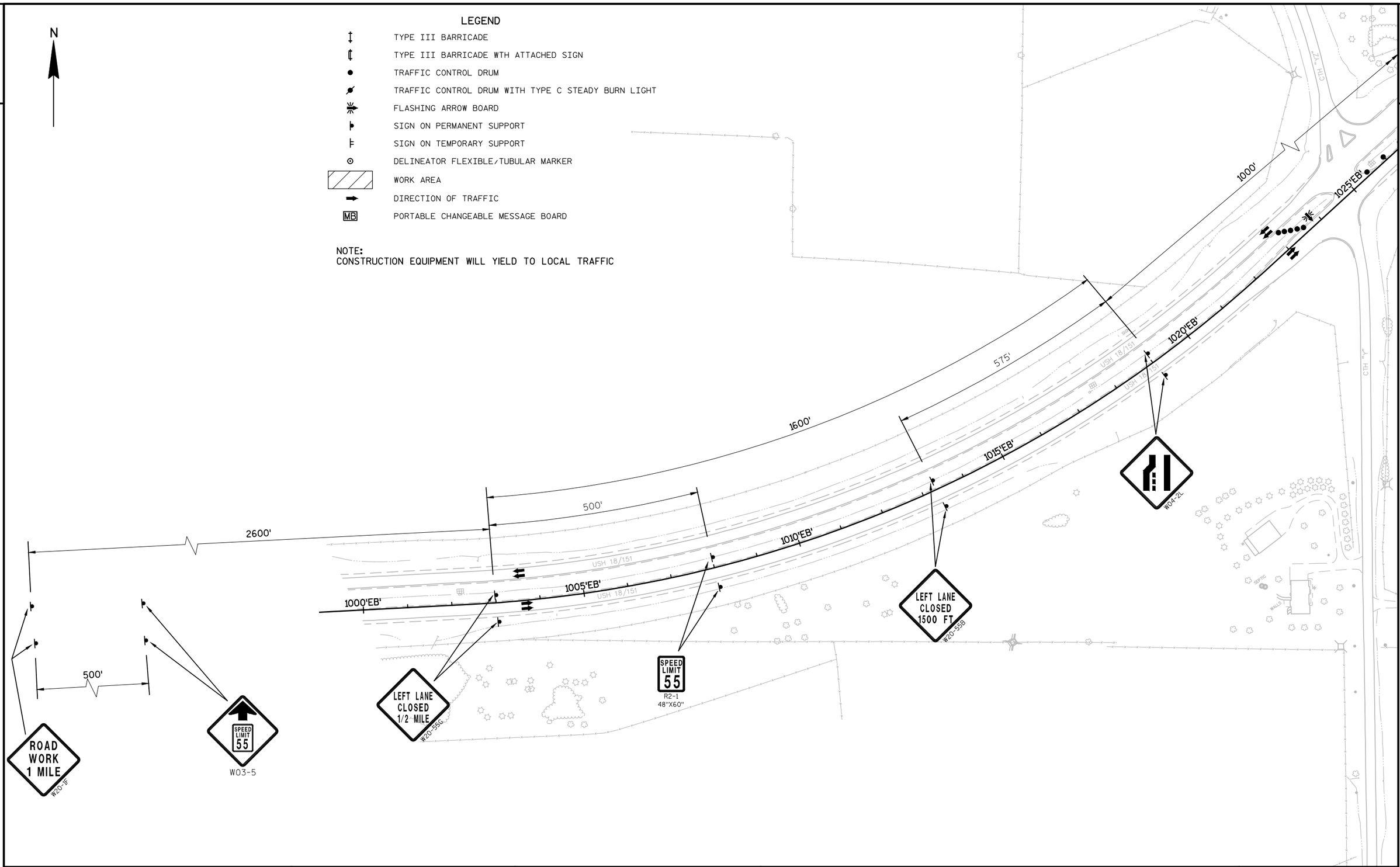
2

N

LEGEND

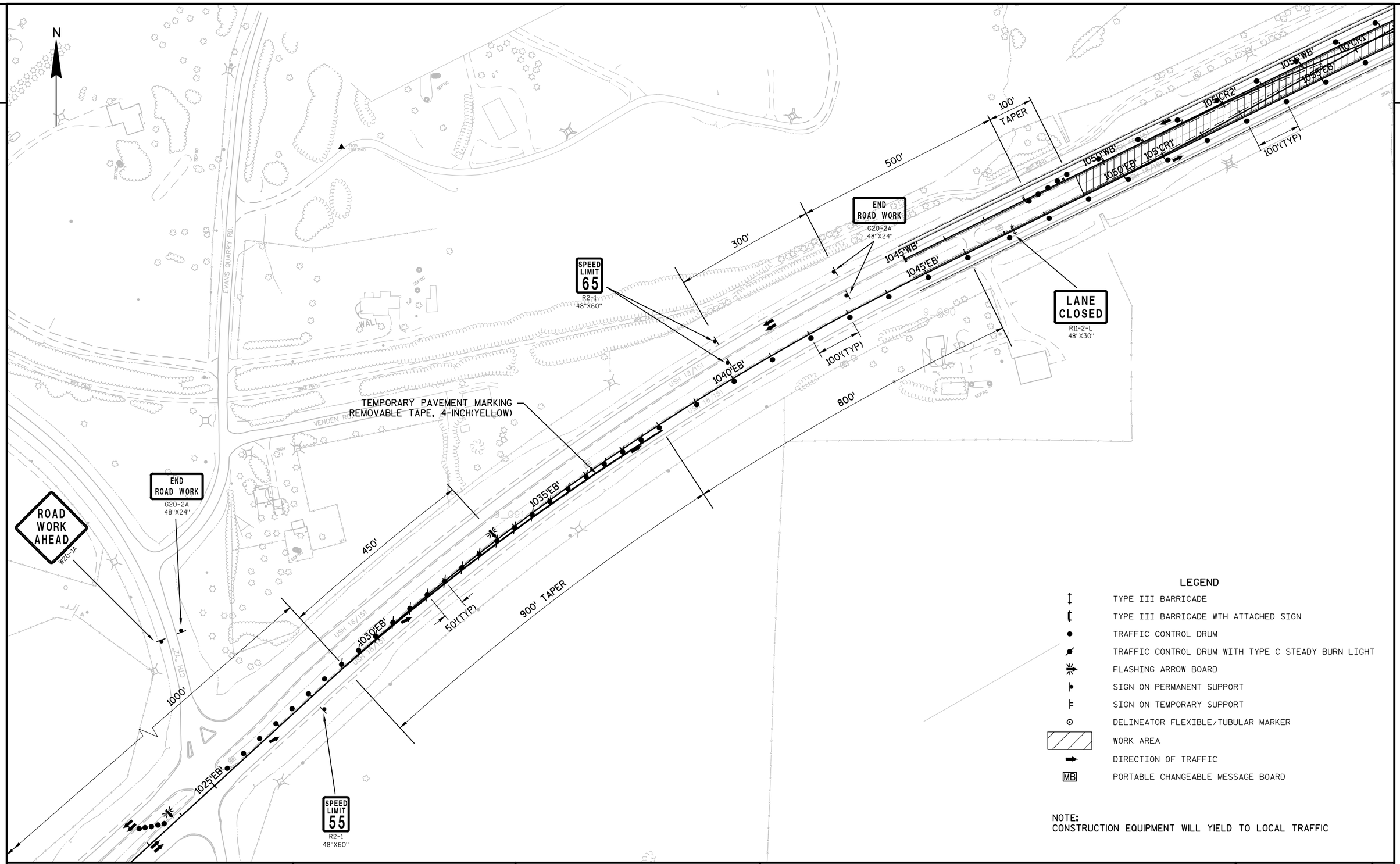
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



2

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 139	E



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

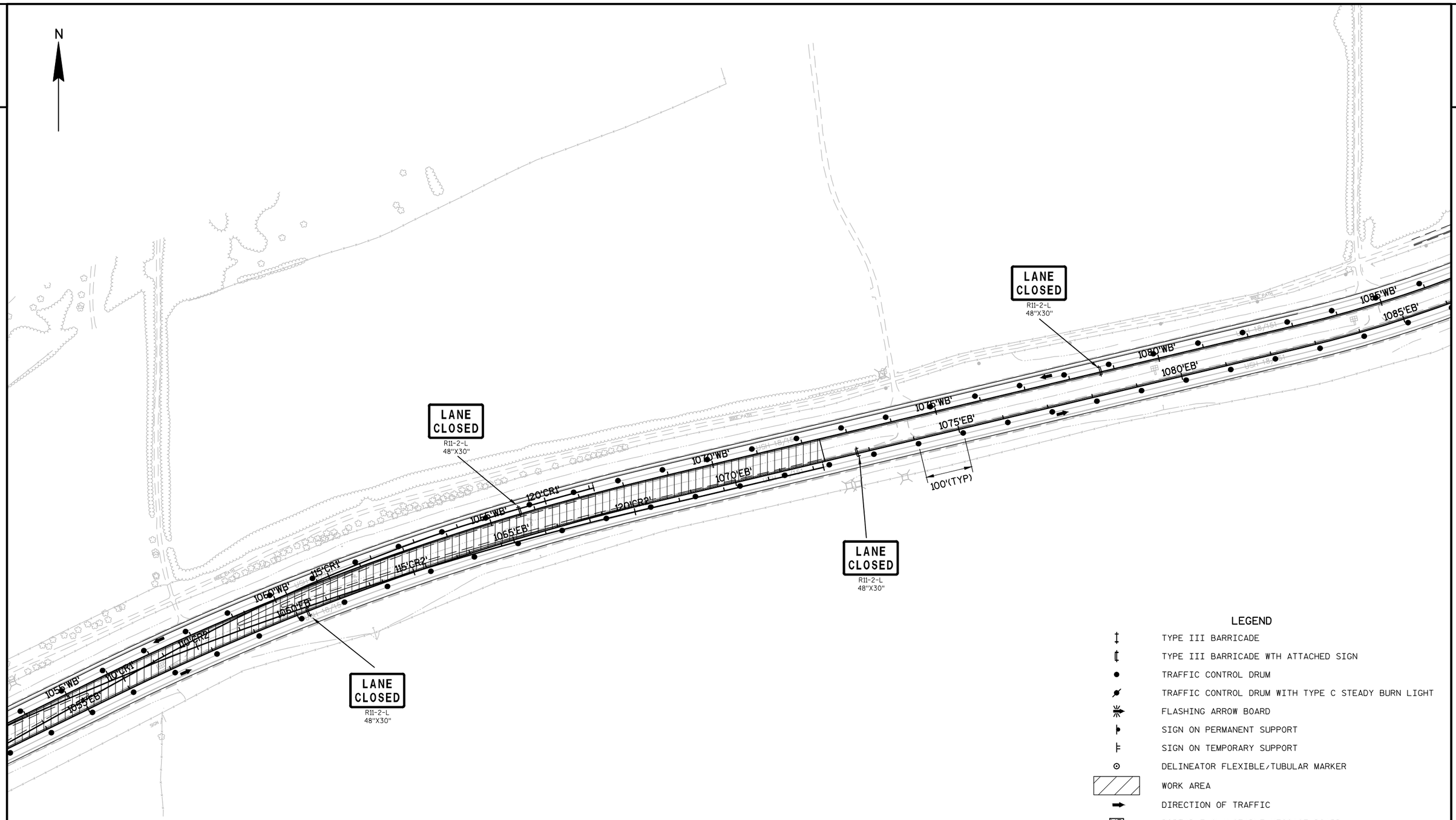
NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 140	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S4A.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 11:54 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N



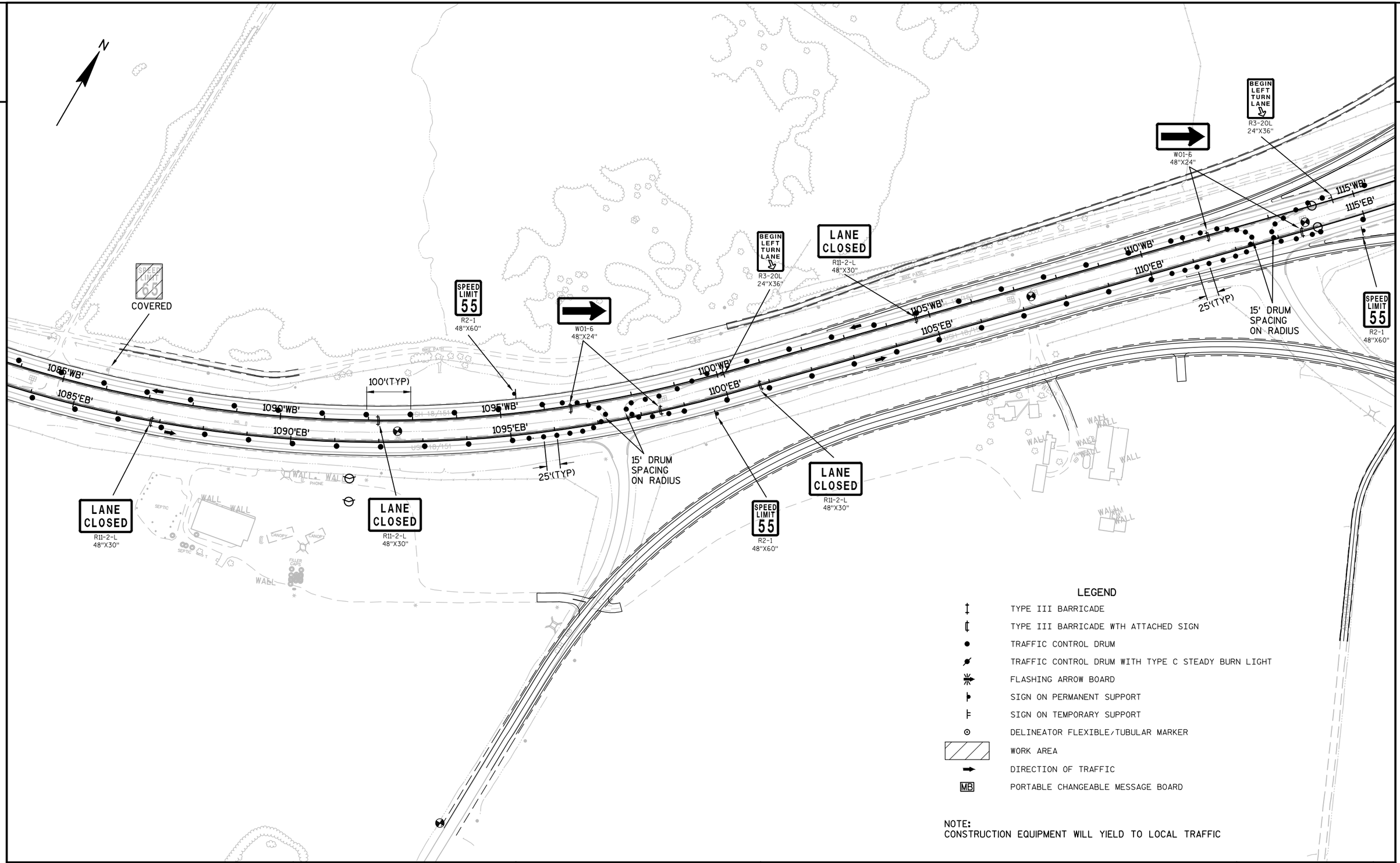
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 141	E

2



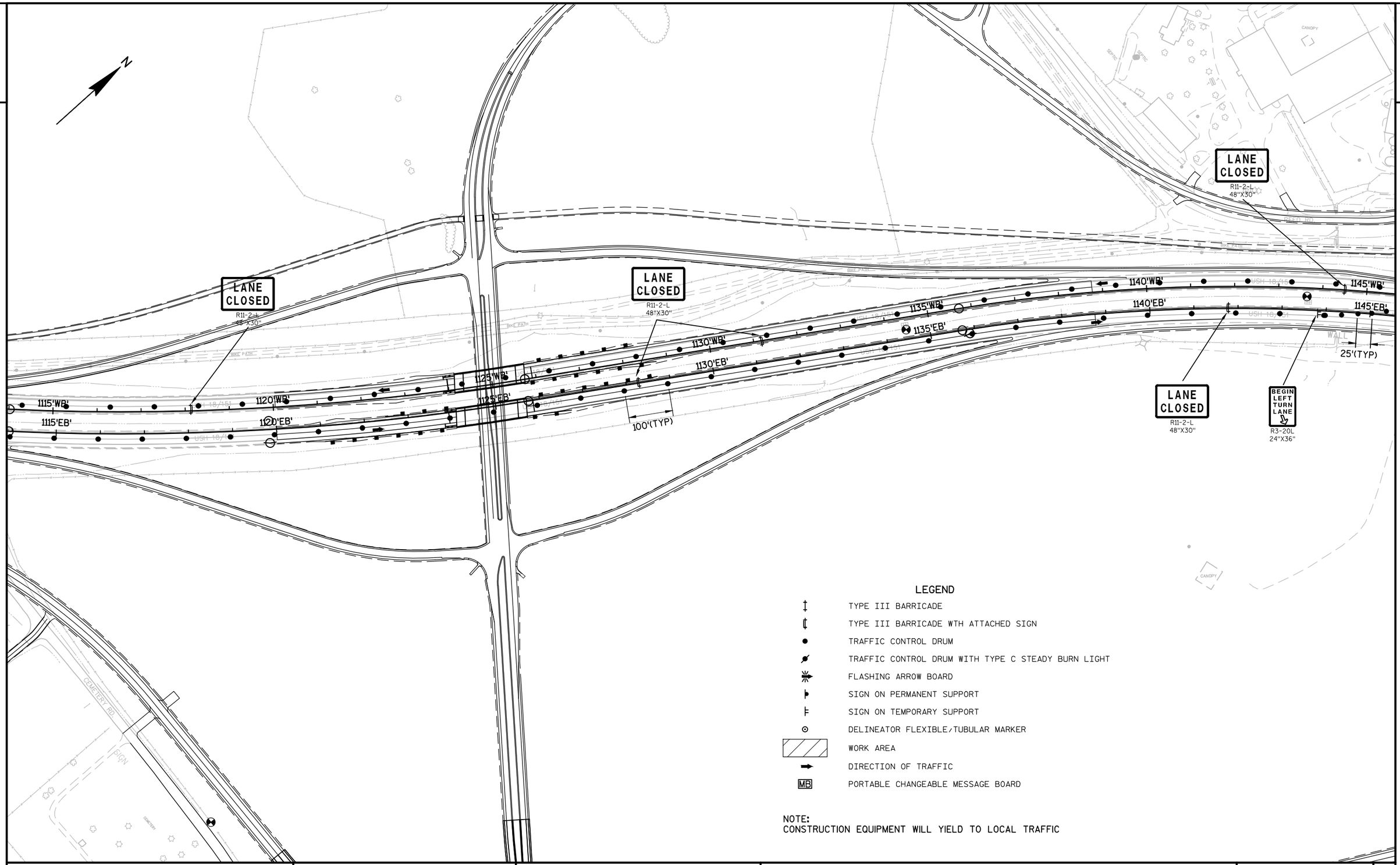
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 142	E

2



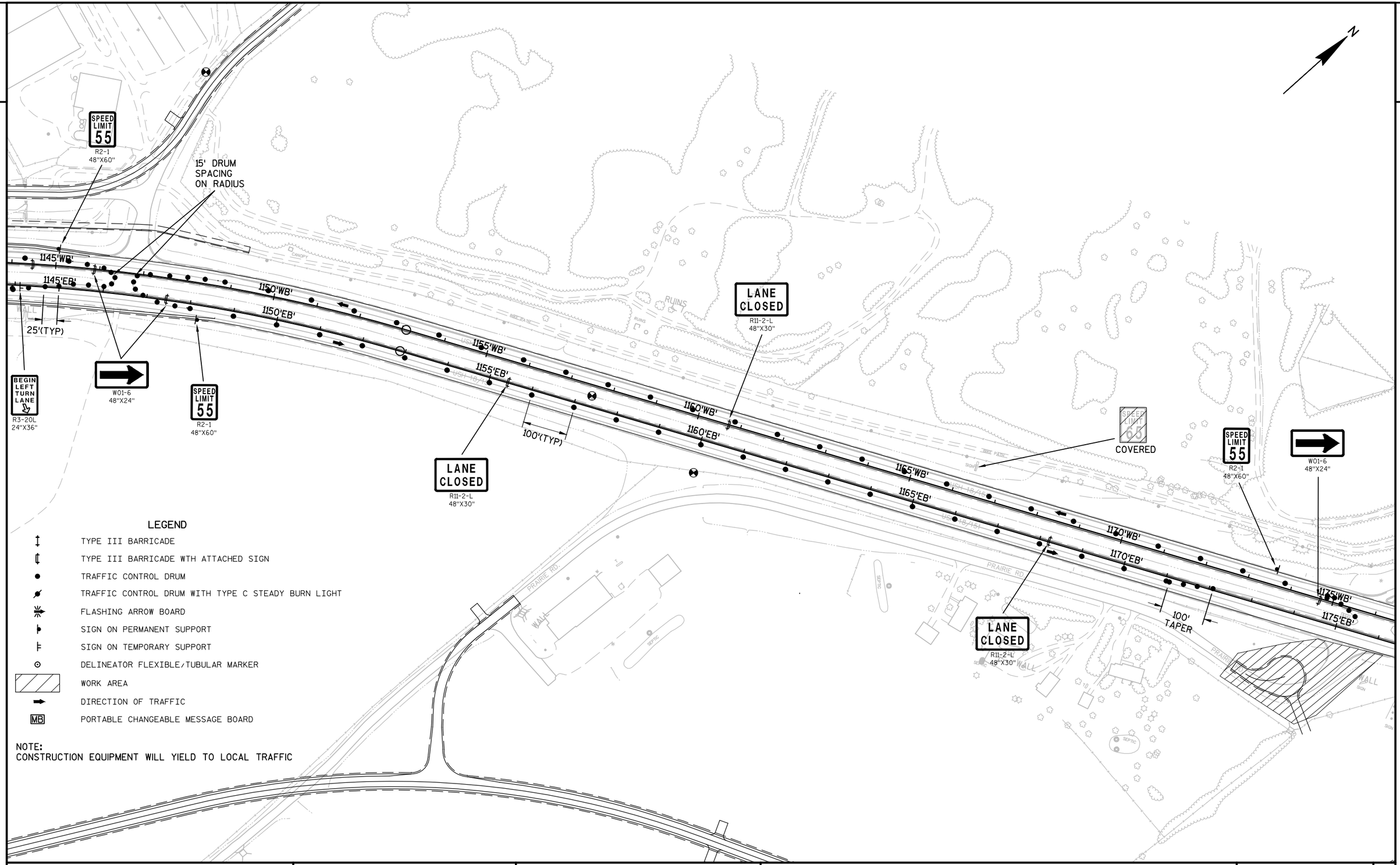
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 143	E

2



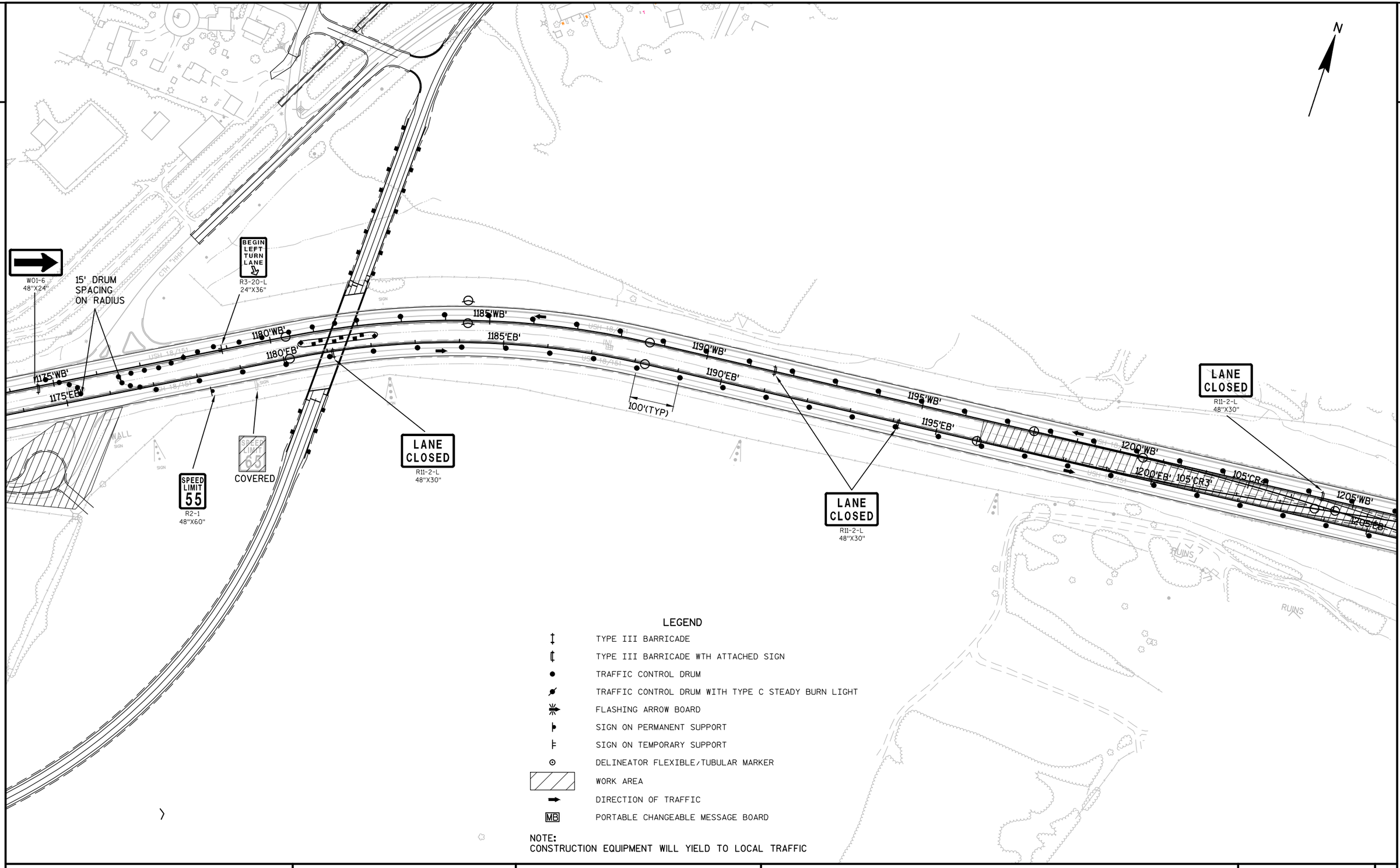
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 144	E

2



LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
●	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
⊙	DELINEATOR FLEXIBLE/TUBULAR MARKER
	WORK AREA
➡	DIRECTION OF TRAFFIC
MB	PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC

PROJECT NO:1204-2-76	HWY:USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 4	SHEET	E

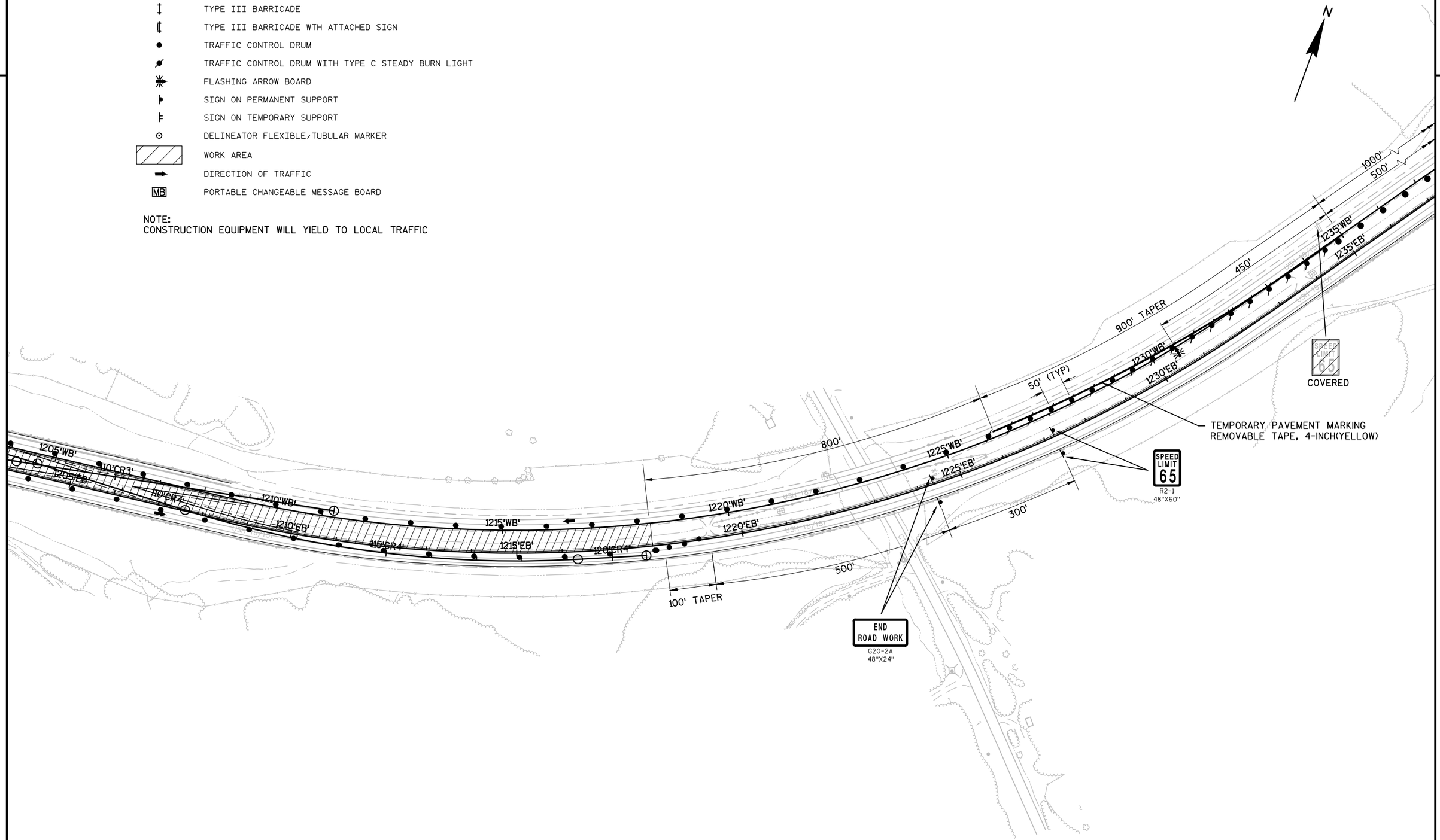
FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\026001_S4A.DWG
LAYOUT NAME - ****
PLOT DATE : 4/10/2017 11:54 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 146	E

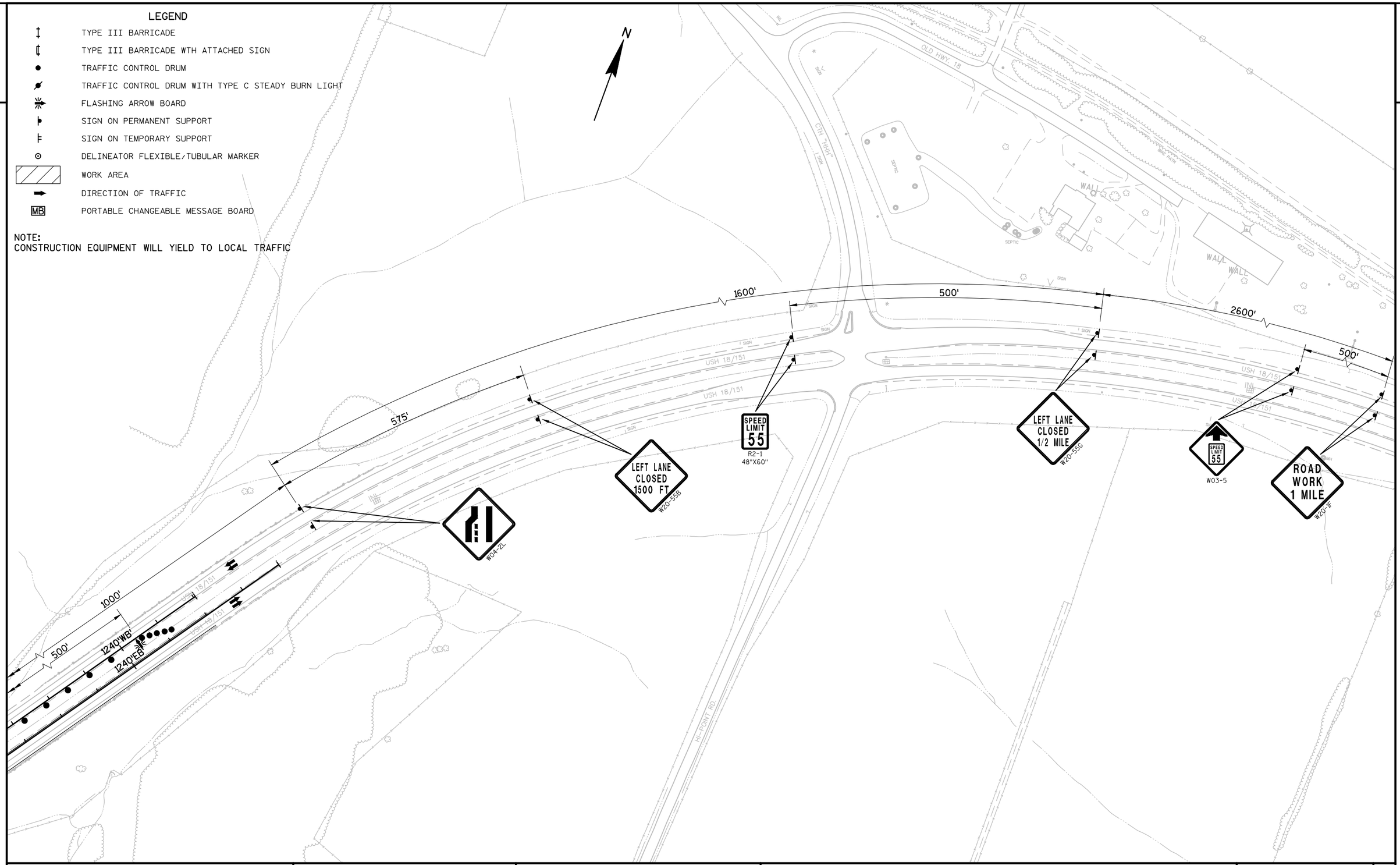
2

2

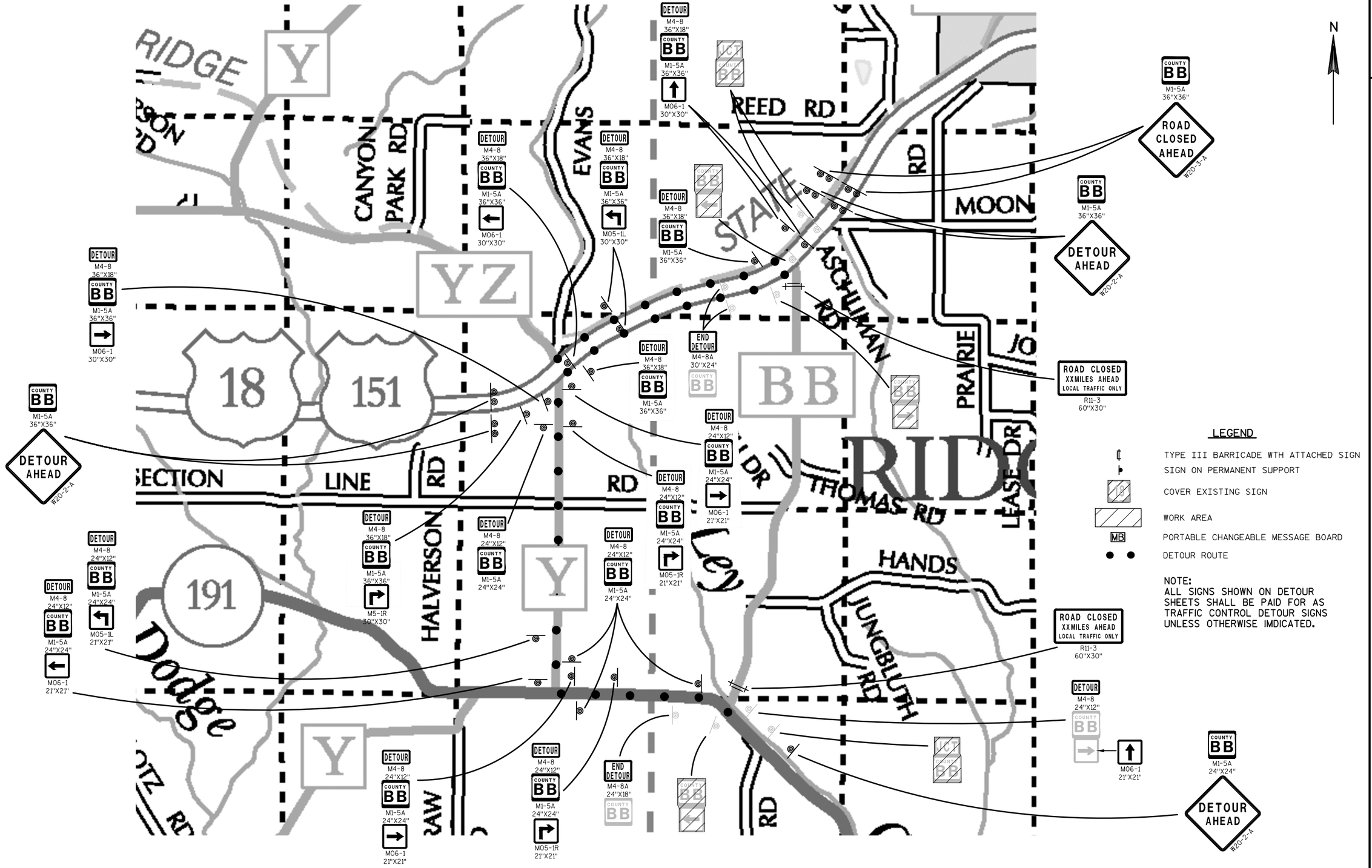
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

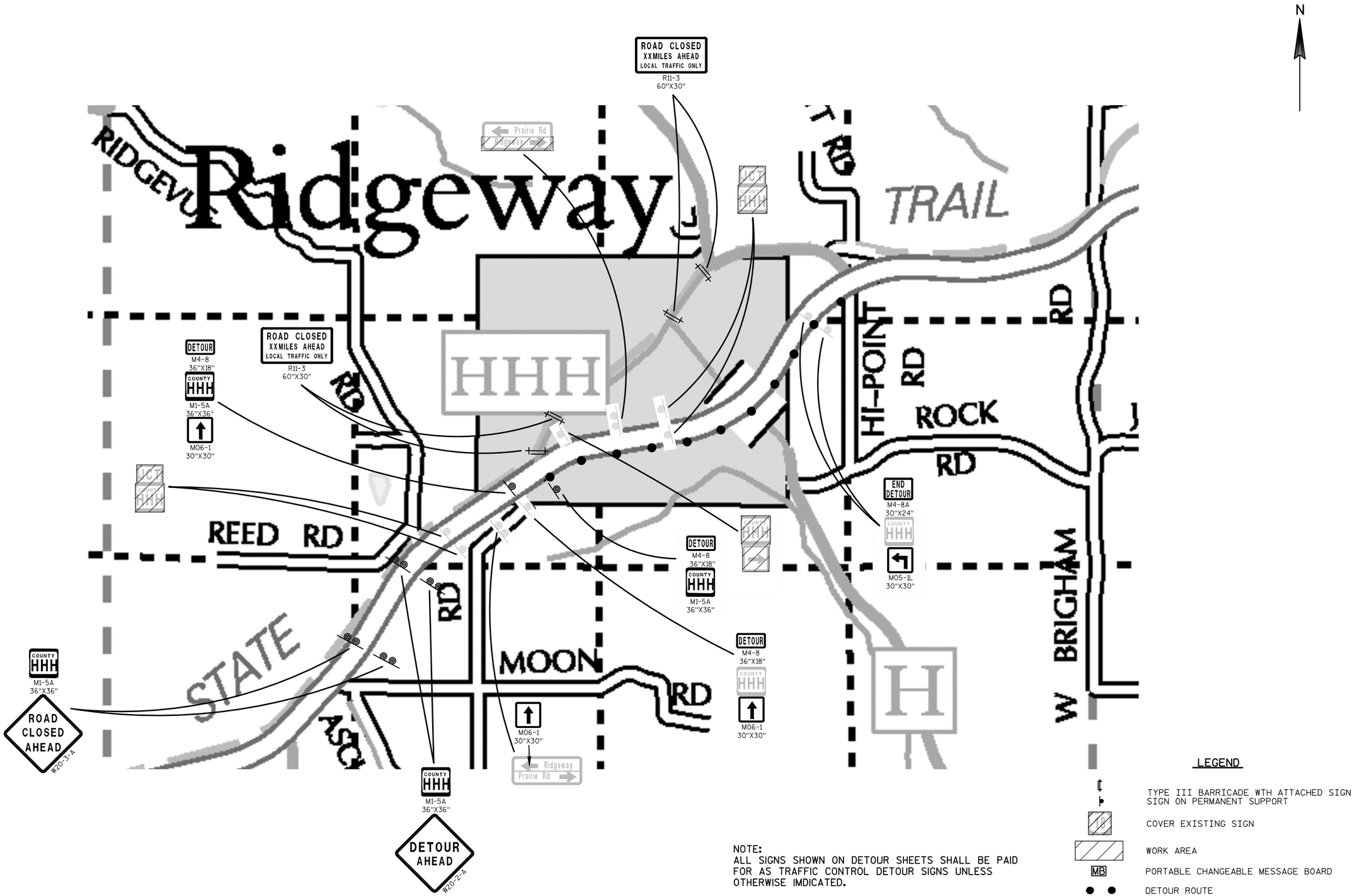
NOTE:
CONSTRUCTION EQUIPMENT WILL YIELD TO LOCAL TRAFFIC



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	TRAFFIC CONTROL - STAGE 4	SHEET 147	E



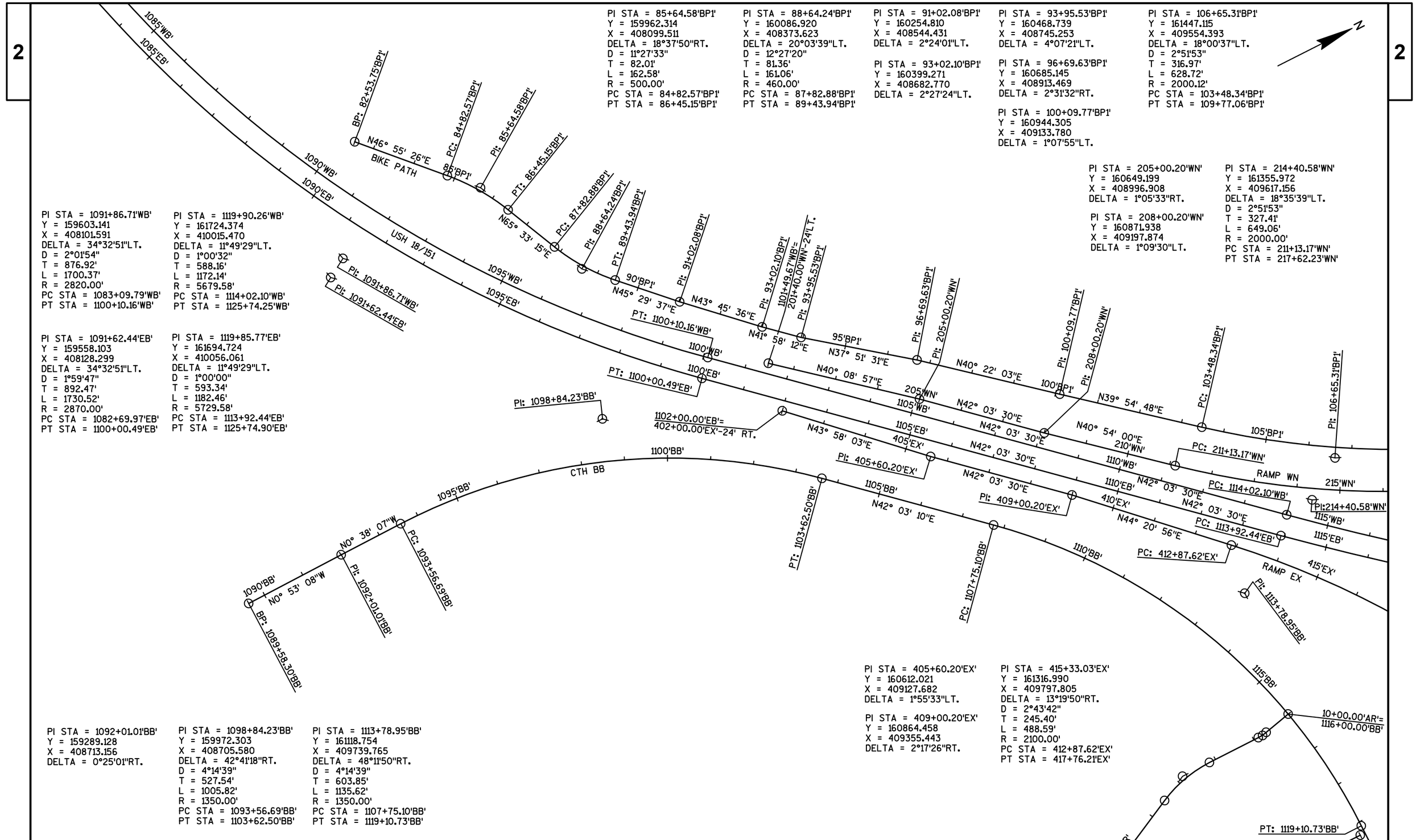
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	DETOUR - CTH BB	SHEET 148	E



NOTE:
ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS UNLESS OTHERWISE IMDICATED.

PROJECT NO:1204-02-76	HWY:USH 18	COUNTY:IOWA	DETOUR - CTH HHH	SHEET 149	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\027001_DT.DWG PLOT DATE : 2/20/2017 10:38 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:2000 FT



PI STA = 85+64.58'BP1'
Y = 159962.314
X = 408099.511
DELTA = 18°37'50"RT.
D = 11°27'33"
T = 82.01'
L = 162.58'
R = 500.00'
PC STA = 84+82.57'BP1'
PT STA = 86+45.15'BP1'

PI STA = 88+64.24'BP1'
Y = 160086.920
X = 408373.623
DELTA = 20°03'39"LT.
D = 12°27'20"
T = 81.36'
L = 161.06'
R = 460.00'
PC STA = 87+82.88'BP1'
PT STA = 89+43.94'BP1'

PI STA = 91+02.08'BP1'
Y = 160254.810
X = 408544.431
DELTA = 2°24'01"LT.

PI STA = 93+02.10'BP1'
Y = 160399.271
X = 408682.770
DELTA = 2°27'24"LT.

PI STA = 93+95.53'BP1'
Y = 160468.739
X = 408745.253
DELTA = 4°07'21"LT.

PI STA = 96+69.63'BP1'
Y = 160685.145
X = 408913.469
DELTA = 2°31'32"RT.

PI STA = 100+09.77'BP1'
Y = 160944.305
X = 409133.780
DELTA = 1°07'55"LT.

PI STA = 106+65.31'BP1'
Y = 161447.115
X = 409554.393
DELTA = 18°00'37"LT.
D = 2°51'53"
T = 316.97'
L = 628.72'
R = 2000.12'
PC STA = 103+48.34'BP1'
PT STA = 109+77.06'BP1'

PI STA = 205+00.20'WN'
Y = 160649.199
X = 408996.908
DELTA = 1°05'33"RT.

PI STA = 208+00.20'WN'
Y = 160871.938
X = 409197.874
DELTA = 1°09'30"LT.

PI STA = 214+40.58'WN'
Y = 161355.972
X = 409617.156
DELTA = 18°35'39"LT.
D = 2°51'53"
T = 327.41'
L = 649.06'
R = 2000.00'
PC STA = 211+13.17'WN'
PT STA = 217+62.23'WN'

PI STA = 1091+86.71'WB'
Y = 159603.141
X = 408101.591
DELTA = 34°32'51"LT.
D = 2°01'54"
T = 876.92'
L = 1700.37'
R = 2820.00'
PC STA = 1083+09.79'WB'
PT STA = 1100+10.16'WB'

PI STA = 1119+90.26'WB'
Y = 161724.374
X = 410015.470
DELTA = 11°49'29"LT.
D = 1°00'32"
T = 588.16'
L = 1172.14'
R = 5679.58'
PC STA = 1114+02.10'WB'
PT STA = 1125+74.25'WB'

PI STA = 1091+62.44'EB'
Y = 159558.103
X = 408128.299
DELTA = 34°32'51"LT.
D = 1°59'47"
T = 892.47'
L = 1730.52'
R = 2870.00'
PC STA = 1082+69.97'EB'
PT STA = 1100+00.49'EB'

PI STA = 1119+85.77'EB'
Y = 161694.724
X = 410056.061
DELTA = 11°49'29"LT.
D = 1°00'00"
T = 593.34'
L = 1182.46'
R = 5729.58'
PC STA = 1113+92.44'EB'
PT STA = 1125+74.90'EB'

PI STA = 1092+01.01'BB'
Y = 159289.128
X = 408713.156
DELTA = 0°25'01"RT.

PI STA = 1098+84.23'BB'
Y = 159972.303
X = 408705.580
DELTA = 42°41'18"RT.
D = 4°14'39"
T = 527.54'
L = 1005.82'
R = 1350.00'
PC STA = 1093+56.69'BB'
PT STA = 1103+62.50'BB'

PI STA = 1113+78.95'BB'
Y = 161118.754
X = 409739.765
DELTA = 48°11'50"RT.
D = 4°14'39"
T = 603.85'
L = 1135.62'
R = 1350.00'
PC STA = 1107+75.10'BB'
PT STA = 1119+10.73'BB'

PI STA = 405+60.20'EX'
Y = 160612.021
X = 409127.682
DELTA = 1°55'33"LT.

PI STA = 409+00.20'EX'
Y = 160864.458
X = 409355.443
DELTA = 2°17'26"RT.

PI STA = 415+33.03'EX'
Y = 161316.990
X = 409797.805
DELTA = 13°19'50"RT.
D = 2°43'42"
T = 245.40'
L = 488.59'
R = 2100.00'
PC STA = 412+87.62'EX'
PT STA = 417+76.21'EX'

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	ALIGNMENT DETAILS	SHEET 150	E

PI STA = 106+65.31'BP1'
Y = 161447.115
X = 409554.393
DELTA = 18°00'37"LT.
D = 2°51'53"
T = 316.97'
L = 628.72'
R = 2000.12'
PC STA = 103+48.34'BP1'
PT STA = 109+77.06'BP1'

PI STA = 214+40.58'WN'
Y = 161355.972
X = 409617.156
DELTA = 18°35'39"LT.
D = 2°51'53"
T = 327.41'
L = 649.06'
R = 2000.00'
PC STA = 211+13.17'WN'
PT STA = 217+62.23'WN'

PI STA = 628+02.14'WX'
Y = 162603.143
X = 410230.653
DELTA = 8°43'08"RT.
D = 5°43'46"
T = 76.24'
L = 152.18'
R = 1000.00'
PC STA = 627+25.90'WX'
PT STA = 628+78.08'WX'

PI STA = 120+38.40'BP2'
Y = 162672.695
X = 410165.828
DELTA = 8°43'08"RT.
D = 4°20'26"
T = 100.63'
L = 200.87'
R = 1320.00'
PC STA = 119+37.77'BP2'
PT STA = 121+38.64'BP2'

PI STA = 131+63.12'BP2'
Y = 163495.068
X = 410933.354
DELTA = 1°36'26"RT.

PI STA = 114'RN'+11.19'RN'
Y = 163148.053
X = 408931.689
DELTA = 130°19'49"RT.
D = 9°47'39"
T = 1264.04'
L = 1330.70'
R = 585.00'
PC STA = 101+47.15'RN'
PT STA = 114+77.85'RN'

PI STA = 28+82.25'RR'
Y = 163640.861
X = 410310.467
DELTA = 75°51'13"LT.
D = 38°11'50"
T = 116.88'
L = 198.58'
R = 150.00'
PC STA = 27+65.36'RR'
PT STA = 29+63.95'RR'

PI STA = 115+86.71'BP1'
Y = 162306.853
X = 409900.058
DELTA = 14°05'38"RT.
D = 14°19'26"
T = 49.45'
L = 98.39'
R = 400.00'
PC STA = 115+37.26'BP1'
PT STA = 116+35.66'BP1'

PI STA = 222+92.29'WN'
Y = 162149.277
X = 409942.606
DELTA = 8°41'29"RT.
D = 7°57'28"
T = 54.71'
L = 109.22'
R = 720.00'
PC STA = 222+37.58'WN'
PT STA = 223+46.79'WN'

PI STA = 633+59.31'WX'
Y = 162999.277
X = 410622.879
DELTA = 5°06'36"LT.
D = 1°25'57"
T = 178.49'
L = 356.74'
R = 4000.00'
PC STA = 631+80.82'WX'
PT STA = 635+37.56'WX'

PI STA = 124+07.19'BP2'
Y = 162935.034
X = 410425.580
DELTA = 2°31'05"LT.
D = 1°14'44"
T = 101.09'
L = 202.15'
R = 4600.00'
PC STA = 123+06.10'BP2'
PT STA = 125+08.25'BP2'

PI STA = 7+16.93'AR'
Y = 160798.210
X = 410053.635
DELTA = 26°16'02"RT.
D = 19°05'55"
T = 70.00'
L = 137.53'
R = 300.00'
PC STA = 6+46.94'AR'
PT STA = 7+84.47'AR'

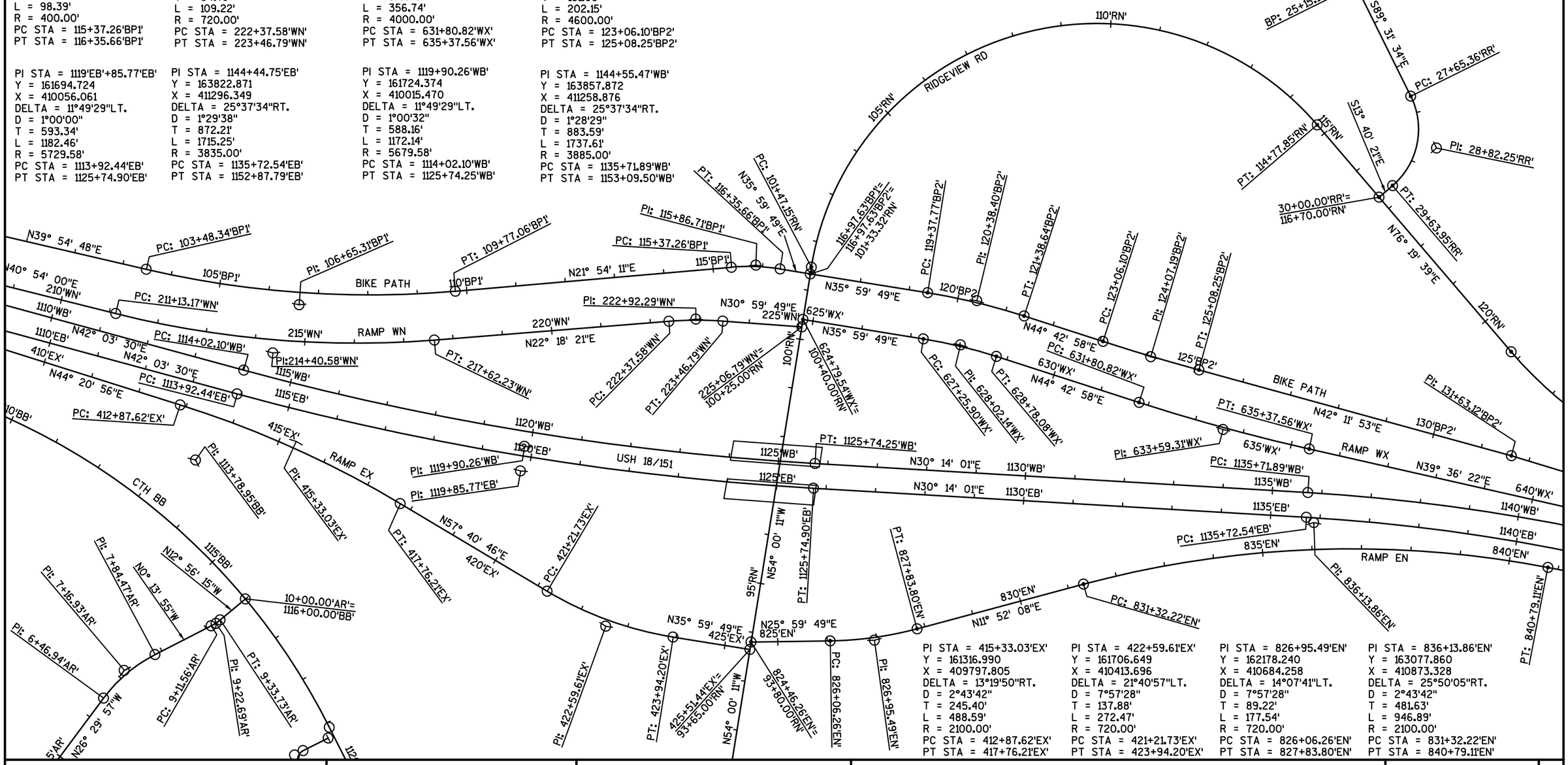
PI STA = 9+22.69'AR'
Y = 161006.429
X = 410052.792
DELTA = 12°42'20"LT.
D = 57°17'45"
T = 11.13'
L = 22.18'
R = 100.00'
PC STA = 9+11.56'AR'
PT STA = 9+33.73'AR'

PI STA = 1119'EB'+85.77'EB'
Y = 161694.724
X = 410056.061
DELTA = 11°49'29"LT.
D = 1°00'00"
T = 593.34'
L = 1182.46'
R = 5729.58'
PC STA = 1113+92.44'EB'
PT STA = 1125+74.90'EB'

PI STA = 1144+44.75'EB'
Y = 163822.871
X = 411296.349
DELTA = 25°37'34"RT.
D = 1°29'38"
T = 872.21'
L = 1715.25'
R = 3835.00'
PC STA = 1135+72.54'EB'
PT STA = 1152+87.79'EB'

PI STA = 1119+90.26'WB'
Y = 161724.374
X = 410015.470
DELTA = 11°49'29"LT.
D = 1°00'32"
T = 588.16'
L = 1172.14'
R = 5679.58'
PC STA = 1114+02.10'WB'
PT STA = 1125+74.25'WB'

PI STA = 1144+55.47'WB'
Y = 163857.872
X = 411258.876
DELTA = 25°37'34"RT.
D = 1°28'29"
T = 883.59'
L = 1737.61'
R = 3885.00'
PC STA = 1135+71.89'WB'
PT STA = 1153+09.50'WB'



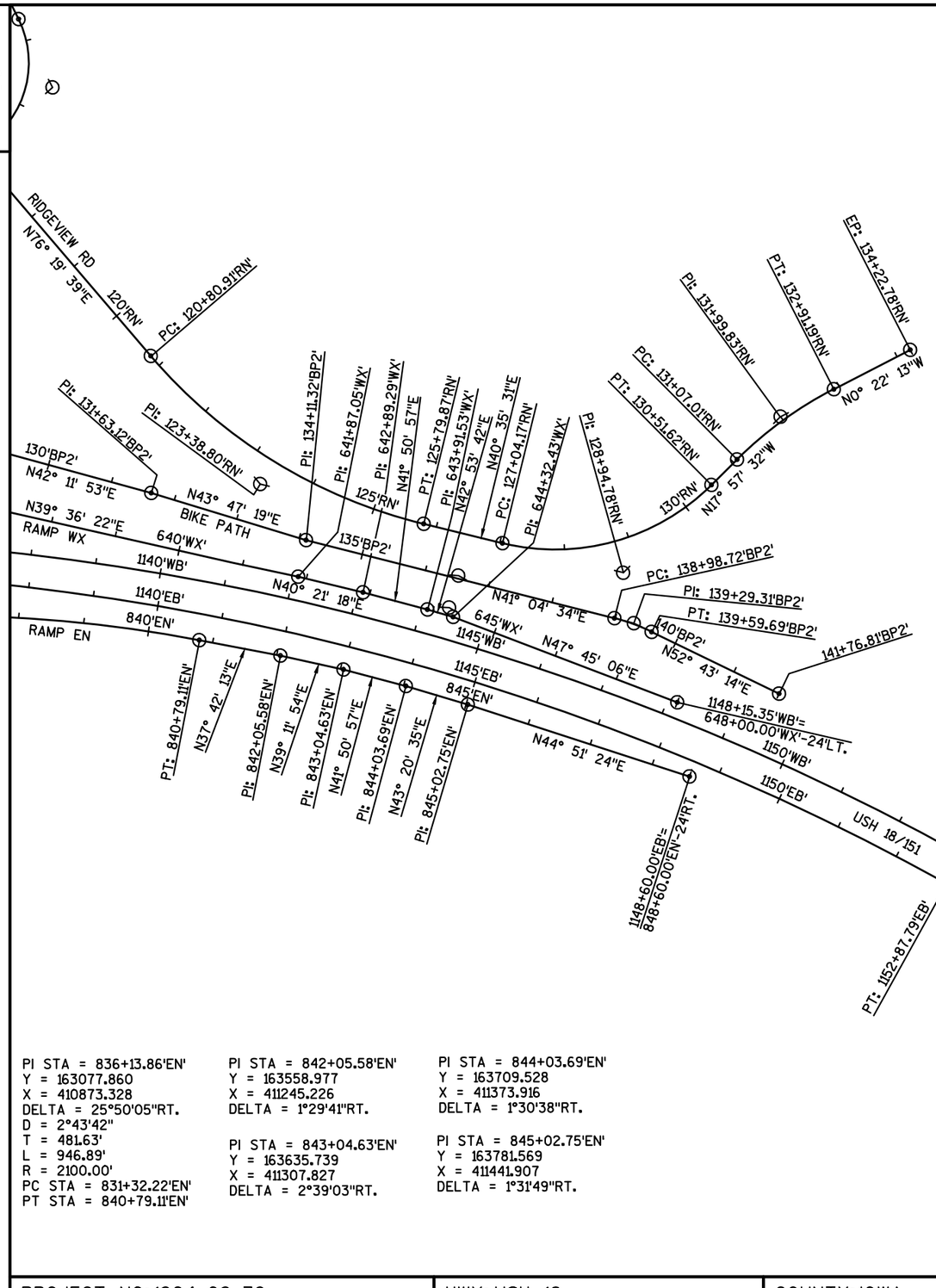
PI STA = 415+33.03'EX'
Y = 161316.990
X = 409797.805
DELTA = 13°19'50"RT.
D = 2°43'42"
T = 245.40'
L = 488.59'
R = 2100.00'
PC STA = 412+87.62'EX'
PT STA = 417+76.21'EX'

PI STA = 422+59.61'EX'
Y = 161706.649
X = 410413.696
DELTA = 21°40'57"LT.
D = 7°57'28"
T = 137.88'
L = 272.47'
R = 720.00'
PC STA = 421+21.73'EX'
PT STA = 423+94.20'EX'

PI STA = 826+95.49'EN'
Y = 162178.240
X = 410684.258
DELTA = 14°07'41"LT.
D = 7°57'28"
T = 89.22'
L = 177.54'
R = 720.00'
PC STA = 826+06.26'EN'
PT STA = 827+83.80'EN'

PI STA = 836+13.86'EN'
Y = 163077.860
X = 410873.328
DELTA = 25°50'05"RT.
D = 2°43'42"
T = 481.63'
L = 946.89'
R = 2100.00'
PC STA = 831+32.22'EN'
PT STA = 840+79.11'EN'

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	ALIGNMENT DETAILS	SHEET 151	E



PI STA = 123+38.80'RN'
Y = 163650.344
X = 410996.468
DELTA = 35°44'08"LT.
D = 7°09'43"
T = 257.90'
L = 498.96'
R = 800.00'
PC STA = 120+80.91'RN'
PT STA = 125+79.87'RN'

PI STA = 128+94.78'RN'
Y = 164085.313
X = 411369.175
DELTA = 58°33'03"LT.
D = 16°51'06"
T = 190.61'
L = 347.45'
R = 340.00'
PC STA = 127+04.17'RN'
PT STA = 130+51.62'RN'

PI STA = 131+99.83'RN'
Y = 164407.622
X = 411264.706
DELTA = 17°35'19"RT.
D = 9°32'57"
T = 92.82'
L = 184.19'
R = 600.00'
PC STA = 131+07.01'RN'
PT STA = 132+91.19'RN'

PI STA = 641+87.05'EN'
Y = 163638.031
X = 411149.693
DELTA = 1°35'26"RT.

PI STA = 643+91.53'EN'
Y = 163792.101
X = 411284.107
DELTA = 1°02'45"RT.

PI STA = 131+63.12'BP2'
Y = 163495.068
X = 410933.354
DELTA = 1°36'26"RT.

PI STA = 139+29.31'BP2'
Y = 164064.726
X = 411445.464
DELTA = 11°38'40"RT.
D = 19°05'55"
T = 30.59'
L = 60.97'
R = 300.00'
PC STA = 138+98.72'BP2'
PT STA = 139+59.69'BP2'

PI STA = 642+89.29'EN'
Y = 163715.942
X = 411215.896
DELTA = 1°35'26"RT.

PI STA = 644+32.43'EN'
Y = 163822.062
X = 411311.944
DELTA = 4°51'24"RT.

PI STA = 134+11.32'BP2'
Y = 163674.243
X = 411105.109
DELTA = 2°43'45"LT.

PI STA = 1144+55.47'WB'
Y = 163857.872
X = 411258.876
DELTA = 25°37'34"RT.
D = 1°28'29"
T = 883.59'
L = 1737.61'
R = 3885.00'
PC STA = 1135+71.89'WB'
PT STA = 1153+09.50'WB'

PI STA = 1144+44.75'EB'
Y = 163822.871
X = 411296.349
DELTA = 25°37'34"RT.
D = 1°29'38"
T = 872.21'
L = 1715.25'
R = 3835.00'
PC STA = 1135+72.54'EB'
PT STA = 1152+87.79'EB'

PI STA = 836+13.86'EN'
Y = 163077.860
X = 410873.328
DELTA = 25°50'05"RT.
D = 2°43'42"
T = 481.63'
L = 946.89'
R = 2100.00'
PC STA = 831+32.22'EN'
PT STA = 840+79.11'EN'

PI STA = 842+05.58'EN'
Y = 163558.977
X = 411245.226
DELTA = 1°29'41"RT.

PI STA = 843+04.63'EN'
Y = 163635.739
X = 411307.827
DELTA = 2°39'03"RT.

PI STA = 844+03.69'EN'
Y = 163709.528
X = 411373.916
DELTA = 1°30'38"RT.

PI STA = 845+02.75'EN'
Y = 163781.569
X = 411441.907
DELTA = 1°31'49"RT.

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	ALIGNMENT DETAILS	SHEET 152	E

2

2

N

1155'WB'
1155'EB'
N55° 51' 36"E
N55° 51' 36"E
1160'WB'
1160'EB'
USH 18/151
1165'WB'
1165'EB'
1170'WB'
1170'EB'
1175'WB'
1175'EB'

PI: 39+25.00'NP'
40'NP'
35'NP'
N0° 31' 42"E
PC: 36+79.83'NP'
PT: 41+33.17'NP'
N54° 38' 28"E
NORTH PRAIRIE RD
45'NP'
N55° 15' 29"E
50'NP'
N75° 13' 58"E
N23° 37' 24"E
EP: 54+88.78'NP'
PI: 53+75.81'NP'
PT: 53+54.74'NP'
N23° 37' 24"E
PC: 52+82.68'NP'
PI: 53+21.36'NP'
PC: 49+73.57'NP'
PI: 50+52.81'NP'
PT: 51+30.45'NP'
PI: 45+57.42'NP'
PI: 32+72.88'NP'
PC: 31+68.31'NP'
PT: 33+64.70'NP'
PI: 1159+38.26'ID'
PC: 1153+26.74'ID'
N25° 55' 17"E
1155'ID'
N48° 11' 00"W
1160'ID'
30+00.00'NP=
1158+94.71'ID'
CTH ID
PT: 1165+13.67'ID'
1165'ID'
N59° 55' 28"E
PC: 1170+04.61'ID'
1170'ID'
1175'ID'
1180'ID'
PT: 1184+26.98'ID'
1185'ID'
PI: 1177+96.41'ID'

PI STA = 1159+38.26'ID'
Y = 163832.971
X = 412773.141
DELTA = 34°00'11"RT.
D = 2°51'53"
T = 611.52'
L = 1186.93'
R = 2000.00'
PC STA = 1153+26.74'ID'
PT STA = 1165+13.67'ID'

PI STA = 1177+96.41'ID'
Y = 164782.263
X = 414412.372
DELTA = 62°41'21"LT.
D = 4°24'27"
T = 791.80'
L = 1422.37'
R = 1300.00'
PC STA = 1170+04.61'ID'
PT STA = 1184+26.98'ID'

PI STA = 32+72.88'NP'
Y = 163933.889
X = 412619.453
DELTA = 48°42'43"RT.
D = 24°48'12"
T = 104.57'
L = 196.39'
R = 231.00'
PC STA = 31+68.31'NP'
PT STA = 33+64.70'NP'

PI STA = 39+25.00'NP'
Y = 164598.731
X = 412625.584
DELTA = 54°06'46"RT.
D = 11°56'12"
T = 245.17'
L = 453.33'
R = 480.00'
PC STA = 36+79.83'NP'
PT STA = 41+33.17'NP'

PI STA = 45+57.42'NP'
Y = 166529.854
X = 414093.354
DELTA = 1°14'42"RT.

PI STA = 50+52.81'NP'
Y = 165268.434
X = 413578.604
DELTA = 19°58'28"RT.
D = 12°43'57"
T = 79.24'
L = 156.88'
R = 450.00'
PC STA = 49+73.57'NP'
PT STA = 51+30.45'NP'

PI STA = 53+21.36'NP'
Y = 165337.296
X = 413839.839
DELTA = 51°36'34"LT.
D = 71°37'11"
T = 38.68'
L = 72.06'
R = 80.00'
PC STA = 52+82.68'NP'
PT STA = 53+54.74'NP'

PI STA = 53+75.81'NP'
Y = 166529.854
X = 414093.354
DELTA = 1°14'42"RT.

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	ALIGNMENT DETAILS	SHEET 153	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 0272013-AD (4)
PLOT DATE : 1/24/2017 10:29 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

PI STA = 48+77.92'TC'
Y = 166437.990
X = 414012.701
DELTA = 49°13'14"LT.
D = 57°17'45"
T = 45.81'
L = 85.91'
R = 100.00'
PC STA = 48+32.11'TC'
PT STA = 49+18.02'TC'

PI STA = 21+94.26'BP3'
Y = 166031.913
X = 413884.838
DELTA = 0°30'38"RT.

PI STA = 23+95.64'BP3'
Y = 166217.166
X = 413963.785
DELTA = 0°11'40"LT.

PI STA = 25+76.06'BP3'
Y = 166383.390
X = 414033.957
DELTA = 0°48'46"LT.

PI STA = 27+34.11'BP3'
Y = 166529.854
X = 414093.354
DELTA = 1°14'42"RT.

PI STA = 30+50.72'BP3'
Y = 166820.595
X = 414218.683
DELTA = 12°52'22"RT.
D = 5°25'51"
T = 119.02'
L = 237.03'
R = 1055.00'
PC STA = 29+31.70'BP3'
PT STA = 31+68.73'BP3'

N

BP: 20+00.00'BP3'
PI: 21+94.26'BP3'
PI: 23+95.64'BP3'
BP: 48+06.30'TC'
N48° 36' 24"E
PC: 48+32.11'TC'
PI: 48+77.92'TC'
PT: 49+18.02'TC'
BP: 30+76.95'LC'
50+00.00'TC'=
31+63.54'LC'
EP: 51+14.89'TC'
50'TC'
N00°36'51"W
PC: 29+31.70'BP3'
PI: 30+50.72'BP3'
PT: 31+68.73'BP3'
EP: 31+81.83'BP3'
BIKE PATH
N22° 34' 16"E
N23° 04' 54"E
25'BP3'
N22° 53' 14"E
N22° 04' 28"E
N23° 19' 10"E
30'BP3'
N36° 11' 32"E
PI: 25+76.06'BP3'
PI: 27+34.11'BP3'
27+72.85'BP3'=
32+60.90'LC'
S89° 47' 44"E
PI: 1197+13.48'ID'
15'HD'
N23° 10' 51"E
20'HD'
BP: 13+93.60'HD'
20+00.00'HD'=
33+62.63'LC'
1195'ID'
1200'ID'
N54° 17' 47"E
EP: 1202+41.68'ID'
1175'WB'
1175'EB'
N55° 51' 36"E
N55° 51' 36"E
PC: 1180+35.61'WB'
1180'WB'
1180'EB'
1190'ID'
N2° 45' 53"W
CTH ID
PC: 1193+60.11'ID'
34+81.23'LC'=
1194+19.59'ID'
PT: 1200+07.45'ID'
PC: 1180+13.89'EB'
PI: 1184+57.33'WB'
PI: 1184+24.85'EB'
1185'ID'
PT: 1184+26.98'ID'
1185'WB'
1185'EB'
1180'ID'
USH 18/151
PT: 1188+66.38'WB'
PT: 1188+23.47'EB'
1190'WB'
1190'EB'
N80° 08' 50"E
N80° 08' 50"E

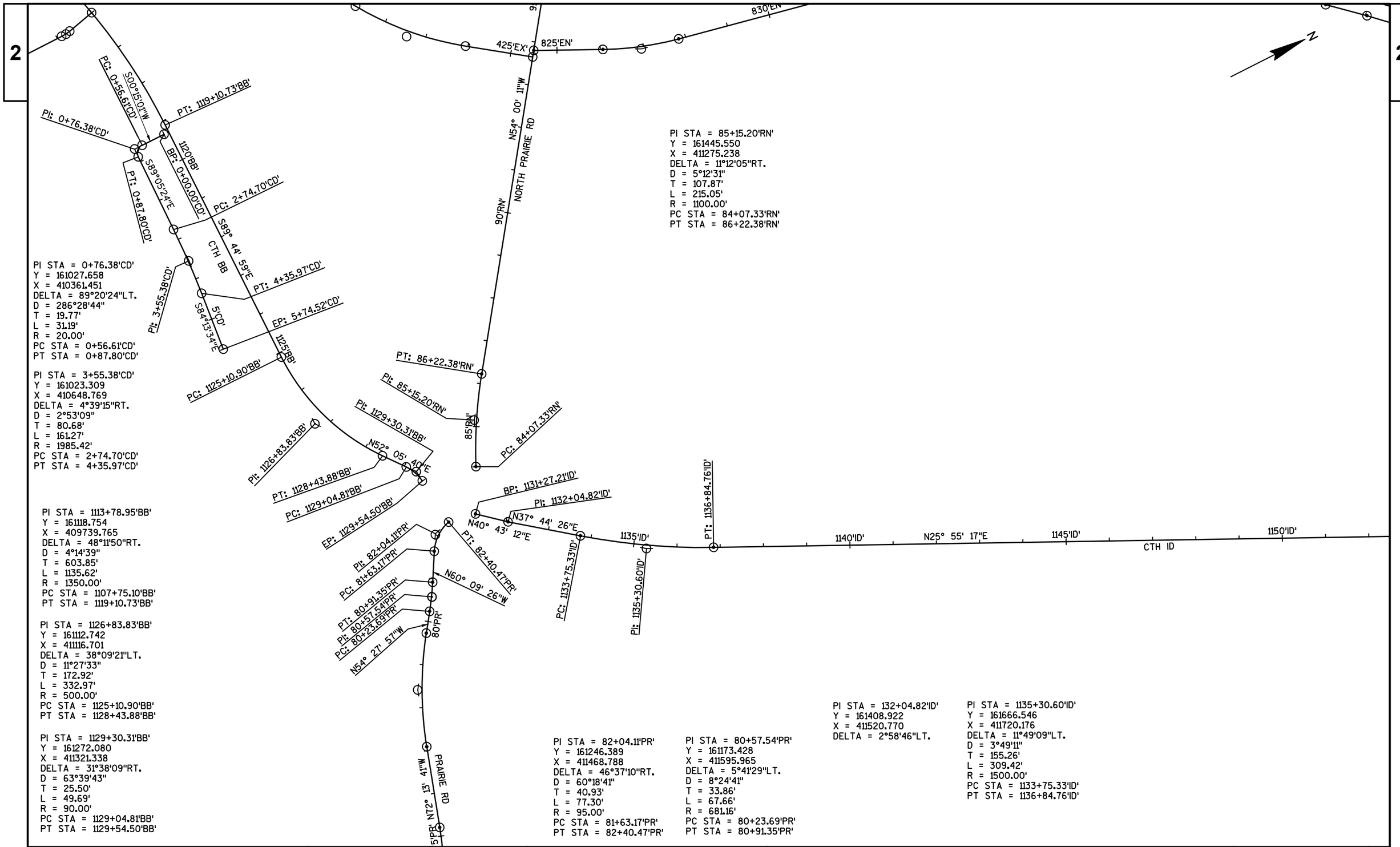
PI STA = 1177+96.41'ID'
Y = 164782.263
X = 414412.372
DELTA = 62°41'21"LT.
D = 4°24'27"
T = 791.80'
L = 1422.37'
R = 1300.00'
PC STA = 1170+04.61'ID'
PT STA = 1184+26.98'ID'

PI STA = 1197+13.48'ID'
Y = 166858.138
X = 414312.128
DELTA = 57°03'40"RT.
D = 8°48'53"
T = 353.37'
L = 647.34'
R = 650.00'
PC STA = 1193+60.11'ID'
PT STA = 1200+07.45'ID'

PI STA = 1184+24.85'EB'
Y = 166072.950
X = 414614.701
DELTA = 24°17'14"RT.
D = 3°00'00"
T = 410.96'
L = 809.58'
R = 1909.86'
PC STA = 1180+13.89'EB'
PT STA = 1188+23.47'EB'

PI STA = 1184+57.33'WB'
Y = 166120.371
X = 414595.545
DELTA = 24°17'14"RT.
D = 2°55'24"
T = 421.72'
L = 830.77'
R = 1959.86'
PC STA = 1180+35.61'WB'
PT STA = 1188+66.38'WB'

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	ALIGNMENT DETAILS	SHEET 154	E



PI STA = 85+15.20'RN'
Y = 161445.550
X = 411275.238
DELTA = 11°12'05"RT.
D = 5°12'31"
T = 107.87'
L = 215.05'
R = 1100.00'
PC STA = 84+07.33'RN'
PT STA = 86+22.38'RN'

PI STA = 0+76.38'CD'
Y = 161027.658
X = 410361.451
DELTA = 89°20'24"LT.
D = 286°28'44"
T = 19.77'
L = 31.19'
R = 20.00'
PC STA = 0+56.61'CD'
PT STA = 0+87.80'CD'

PI STA = 3+55.38'CD'
Y = 161023.309
X = 410648.769
DELTA = 4°39'15"RT.
D = 2°53'09"
T = 80.68'
L = 161.27'
R = 1985.42'
PC STA = 2+74.70'CD'
PT STA = 4+35.97'CD'

PI STA = 1113+78.95'BB'
Y = 161118.754
X = 409739.765
DELTA = 48°11'50"RT.
D = 4°14'39"
T = 603.85'
L = 1135.62'
R = 1350.00'
PC STA = 1107+75.10'BB'
PT STA = 1119+10.73'BB'

PI STA = 1126+83.83'BB'
Y = 161112.742
X = 411116.701
DELTA = 38°09'21"LT.
D = 11°27'33"
T = 172.92'
L = 332.97'
R = 500.00'
PC STA = 1125+10.90'BB'
PT STA = 1128+43.88'BB'

PI STA = 1129+30.31'BB'
Y = 161272.080
X = 411321.338
DELTA = 31°38'09"RT.
D = 63°39'43"
T = 25.50'
L = 49.69'
R = 90.00'
PC STA = 1129+04.81'BB'
PT STA = 1129+54.50'BB'

PI STA = 82+04.11'PR'
Y = 161246.389
X = 411468.788
DELTA = 46°37'10"RT.
D = 60°18'41"
T = 40.93'
L = 77.30'
R = 95.00'
PC STA = 81+63.17'PR'
PT STA = 82+40.47'PR'

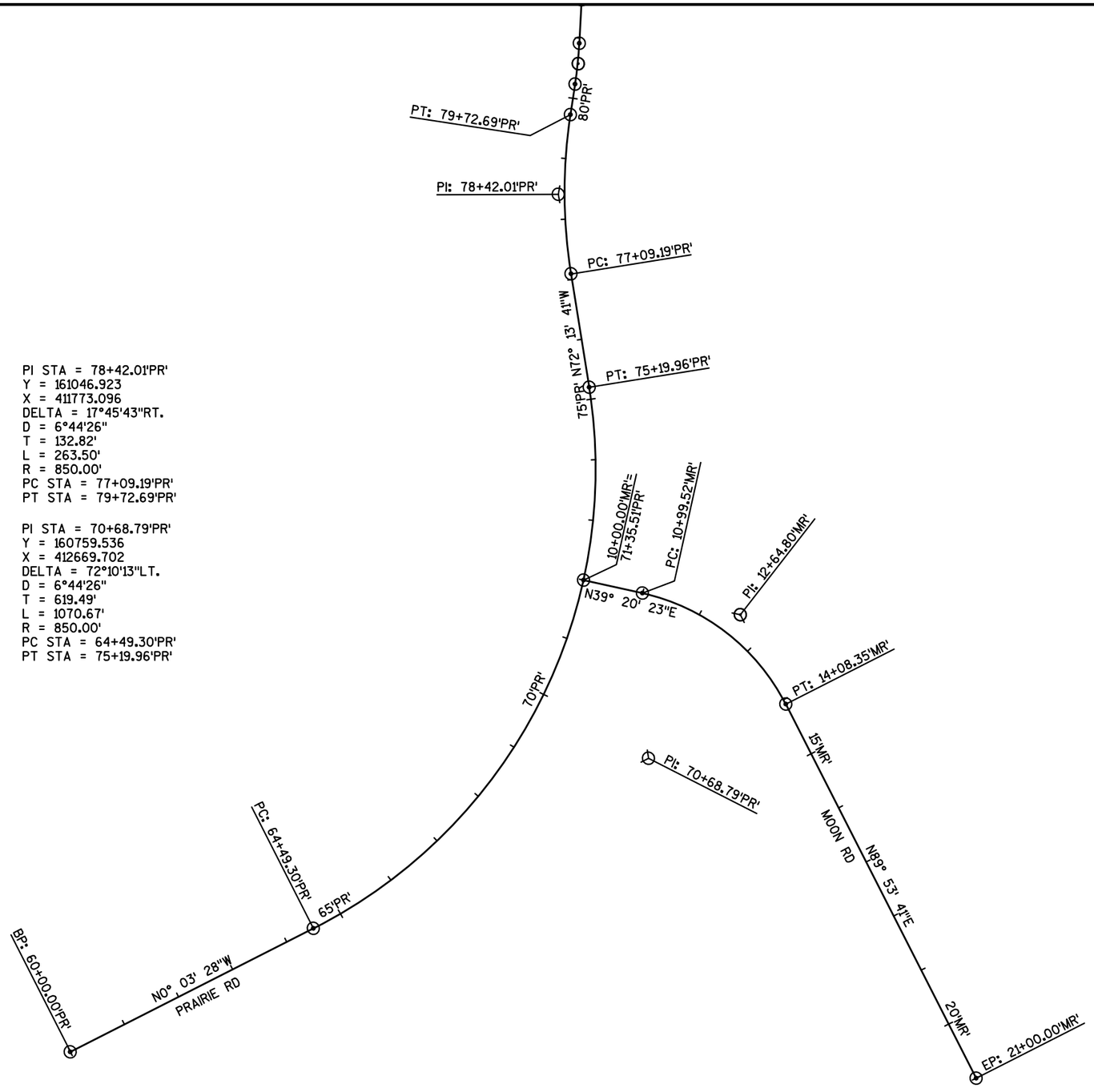
PI STA = 80+57.54'PR'
Y = 161173.428
X = 411595.965
DELTA = 5°41'29"LT.
D = 8°24'41"
T = 33.86'
L = 67.66'
R = 681.16'
PC STA = 80+23.69'PR'
PT STA = 80+91.35'PR'

PI STA = 132+04.82'ID'
Y = 161408.922
X = 411520.770
DELTA = 2°58'46"LT.

PI STA = 1135+30.60'ID'
Y = 161666.546
X = 411720.176
DELTA = 11°49'09"LT.
D = 3°49'11"
T = 155.26'
L = 309.42'
R = 1500.00'
PC STA = 1133+75.33'ID'
PT STA = 1136+84.76'ID'

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	ALIGNMENT DETAILS	SHEET 155	E

2



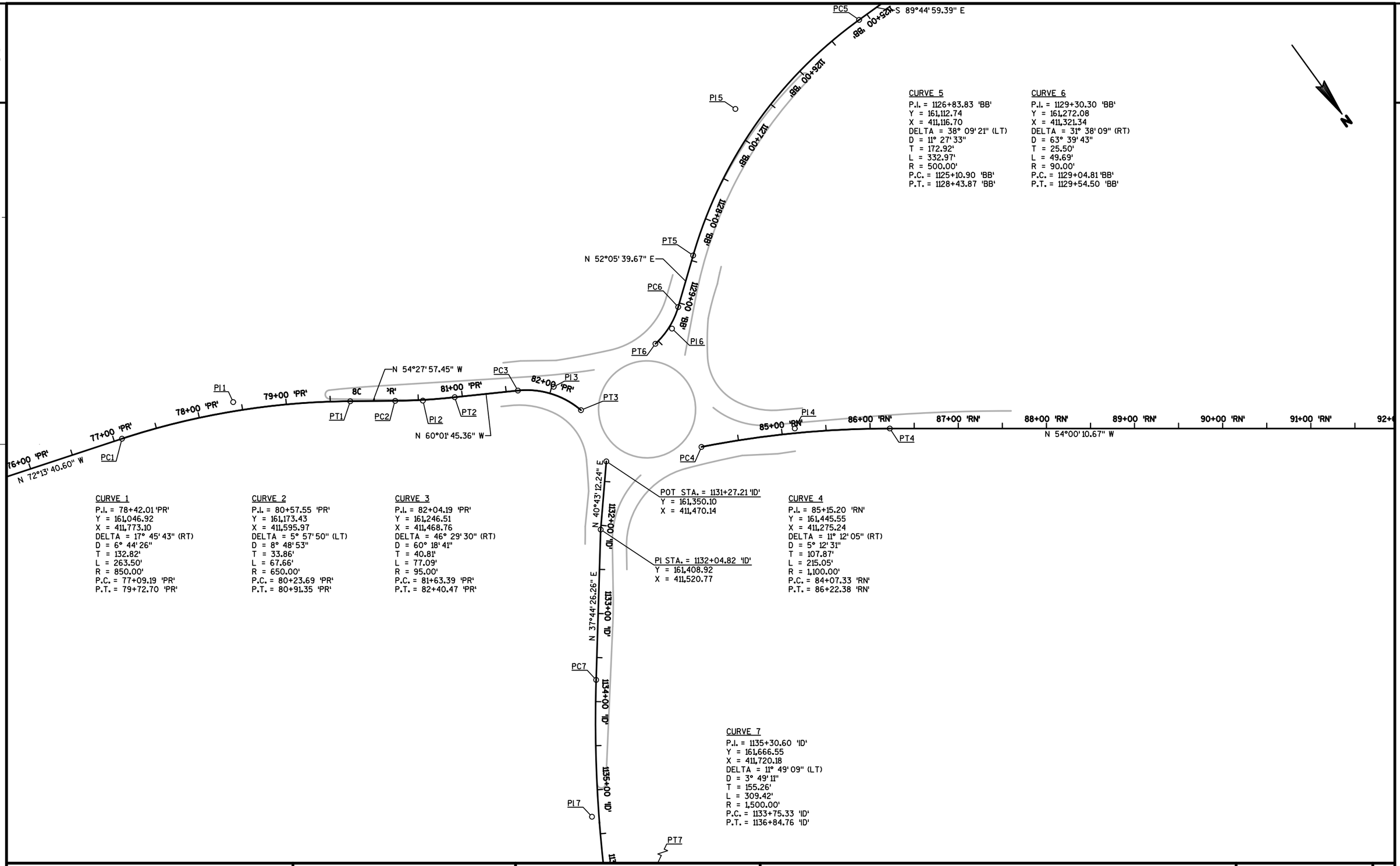
PI STA = 78+42.01'PR'
Y = 161046.923
X = 411773.096
DELTA = 17°45'43"RT.
D = 6°44'26"
T = 132.82'
L = 263.50'
R = 850.00'
PC STA = 77+09.19'PR'
PT STA = 79+72.69'PR'

PI STA = 70+68.79'PR'
Y = 160759.536
X = 412669.702
DELTA = 72°10'13"LT.
D = 6°44'26"
T = 619.49'
L = 1070.67'
R = 850.00'
PC STA = 64+49.30'PR'
PT STA = 75+19.96'PR'

PI STA = 12+64.80'MR'
Y = 161001.375
X = 412527.017
DELTA = 50°33'18"RT.
D = 16°22'13"
T = 165.28'
L = 308.82'
R = 350.00'
PC STA = 10+99.52'MR'
PT STA = 14+08.35'MR'

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	ALIGNMENT DETAILS	SHEET 156	E

2



CURVE 1
P.I. = 78+42.01 'PR'
Y = 161,046.92
X = 411,773.10
DELTA = 17° 45' 43" (RT)
D = 6° 44' 26"
T = 132.82'
L = 263.50'
R = 850.00'
P.C. = 77+09.19 'PR'
P.T. = 79+72.70 'PR'

CURVE 2
P.I. = 80+57.55 'PR'
Y = 161,173.43
X = 411,595.97
DELTA = 5° 57' 50" (LT)
D = 8° 48' 53"
T = 33.86'
L = 67.66'
R = 650.00'
P.C. = 80+23.69 'PR'
P.T. = 80+91.35 'PR'

CURVE 3
P.I. = 82+04.19 'PR'
Y = 161,246.51
X = 411,468.76
DELTA = 46° 29' 30" (RT)
D = 60° 18' 41"
T = 40.81'
L = 77.09'
R = 95.00'
P.C. = 81+63.39 'PR'
P.T. = 82+40.47 'PR'

CURVE 4
P.I. = 85+15.20 'RN'
Y = 161,445.55
X = 411,275.24
DELTA = 11° 12' 31" (RT)
D = 5° 12' 31"
T = 107.87'
L = 215.05'
R = 1,100.00'
P.C. = 84+07.33 'RN'
P.T. = 86+22.38 'RN'

CURVE 5
P.I. = 1126+83.83 'BB'
Y = 161,112.74
X = 411,116.70
DELTA = 38° 09' 21" (LT)
D = 11° 27' 33"
T = 172.92'
L = 332.97'
R = 500.00'
P.C. = 1125+10.90 'BB'
P.T. = 1128+43.87 'BB'

CURVE 6
P.I. = 1129+30.30 'BB'
Y = 161,272.08
X = 411,321.34
DELTA = 31° 38' 09" (RT)
D = 63° 39' 43"
T = 25.50'
L = 49.69'
R = 90.00'
P.C. = 1129+04.81 'BB'
P.T. = 1129+54.50 'BB'

CURVE 7
P.I. = 1135+30.60 'ID'
Y = 161,666.55
X = 411,720.18
DELTA = 11° 49' 09" (LT)
D = 3° 49' 11"
T = 155.26'
L = 309.42'
R = 1,500.00'
P.C. = 1133+75.33 'ID'
P.T. = 1136+84.76 'ID'

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	ALIGNMENT DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\027201_ad.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

1204-02-76

Line	Item	Item Description	Unit	Total	Qty
0010	201.0105	Clearing	STA	28.000	28.000
0020	201.0205	Grubbing	STA	28.000	28.000
0030	203.0100	Removing Small Pipe Culverts	EACH	22.000	22.000
0040	203.0200	Removing Old Structure (station) 01. 136+40'BP2'	LS	1.000	1.000
0050	204.0100	Removing Pavement	SY	10,250.000	10,250.000
0060	204.0110	Removing Asphaltic Surface	SY	2,000.000	2,000.000
0070	204.0150	Removing Curb & Gutter	LF	950.000	950.000
0080	204.0180	Removing Delineators and Markers	EACH	26.000	26.000
0090	204.0185	Removing Masonry	CY	58.000	58.000
0100	204.0270	Abandoning Culvert Pipes	EACH	2.000	2.000
0110	205.0100	Excavation Common	CY	546,805.000	546,805.000
0120	205.0200	Excavation Rock	CY	174,659.000	174,659.000
0130	206.1000	Excavation for Structures Bridges (structure) 01. B-25-173	LS	1.000	1.000
0140	206.1000	Excavation for Structures Bridges (structure) 02. B-25-174	LS	1.000	1.000
0150	206.1000	Excavation for Structures Bridges (structure) 03. B-25-175	LS	1.000	1.000
0160	210.1500	Backfill Structure Type A **P**	TON	1,576.000	1,576.000
0170	213.0100	Finishing Roadway (project) 01. 1204-02-76	EACH	1.000	1.000
0180	214.0100	Obliterating Old Road	STA	18.000	18.000
0190	305.0110	Base Aggregate Dense 3/4-Inch	TON	8,300.000	8,300.000
0200	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	93,872.000	93,872.000
0210	312.0110	Select Crushed Material	TON	58,076.000	58,076.000
0220	405.0100	Coloring Concrete WisDOT Red	CY	115.000	115.000
0230	415.0100	Concrete Pavement 10-Inch	SY	5,683.000	5,683.000
0240	415.0410	Concrete Pavement Approach Slab	SY	286.000	286.000
0250	415.6000.S	Rout and Seal	LF	6,620.000	6,620.000
0260	416.0512	Concrete Truck Apron 12-Inch	SY	415.000	415.000
0270	416.1010	Concrete Surface Drains	CY	19.500	19.500
0280	440.4410	Incentive IRI Ride	DOL	15,731.000	15,731.000
0290	440.5020	Incentive IRI Ride Bridge	DOL	330.900	330.900
0300	455.0605	Tack Coat	GAL	6,010.000	6,010.000
0310	460.2000	Incentive Density HMA Pavement	DOL	15,731.000	15,731.000
0320	460.5224	HMA Pavement 4 LT 58-28 S	TON	22,330.000	22,330.000
0330	460.6223	HMA Pavement 3 MT 58-28 S	TON	2,250.000	2,250.000
0340	465.0105	Asphaltic Surface	TON	285.000	285.000
0350	465.0125	Asphaltic Surface Temporary	TON	1,415.000	1,415.000
0360	465.0315	Asphaltic Flumes	SY	135.000	135.000
0370	465.0400	Asphaltic Shoulder Rumble Strips	LF	9,650.000	9,650.000

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Line	Item	Item Description	Unit	Total	Qty
0380	502.0100	Concrete Masonry Bridges	CY	1,581.000	1,581.000
0390	502.3200	Protective Surface Treatment	SY	2,520.000	2,520.000
0400	502.3210	Pigmented Surface Sealer	SY	487.000	487.000
0410	503.0146	Prestressed Girder Type I 45W-Inch	LF	1,609.000	1,609.000
0420	503.0155	Prestressed Girder Type I 54W-Inch	LF	1,428.000	1,428.000
0430	504.0900	Concrete Masonry Endwalls	CY	24.000	24.000
0440	505.0400	Bar Steel Reinforcement HS Structures	LB	26,840.000	26,840.000
0450	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	231,900.000	231,900.000
0460	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	2,940.000	2,940.000
0470	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	52.000	52.000
0480	506.4000	Steel Diaphragms (structure) 01. B-25-173	EACH	10.000	10.000
0490	506.4000	Steel Diaphragms (structure) 02. B-25-174	EACH	10.000	10.000
0500	506.4000	Steel Diaphragms (structure) 03. B-25-175	EACH	24.000	24.000
0510	516.0500	Rubberized Membrane Waterproofing	SY	87.000	87.000
0520	520.1012	Apron Endwalls for Culvert Pipe 12-Inch	EACH	1.000	1.000
0530	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	42.000	42.000
0540	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	4.000	4.000
0550	520.1036	Apron Endwalls for Culvert Pipe 36-Inch	EACH	6.000	6.000
0560	520.1042	Apron Endwalls for Culvert Pipe 42-Inch	EACH	2.000	2.000
0570	520.1054	Apron Endwalls for Culvert Pipe 54-Inch	EACH	2.000	2.000
0580	520.2018	Culvert Pipe Temporary 18-Inch	LF	52.000	52.000
0590	520.3142	Culvert Pipe Class III 42-Inch	LF	178.000	178.000
0600	520.3154	Culvert Pipe Class III 54-Inch	LF	148.000	148.000
0610	520.3518	Culvert Pipe Class III-B 18-Inch	LF	1,184.000	1,184.000
0620	520.3524	Culvert Pipe Class III-B 24-Inch	LF	238.000	238.000
0630	520.3536	Culvert Pipe Class III-B 36-Inch	LF	364.000	364.000
0640	520.8500	Pipe Cattle Pass	LF	75.000	75.000
0650	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	82.000	82.000
0660	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	472.000	472.000
0670	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	788.000	788.000
0680	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	248.000	248.000
0690	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0700	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	5.000	5.000
0710	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	9.000	9.000
0720	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	11.000	11.000
0730	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0740	550.0020	Pre-Boring Rock or Consolidated Materials	LF	260.000	260.000
0750	550.0500	Pile Points	EACH	38.000	38.000
0760	550.1120	Piling Steel HP 12-Inch X 53 Lb	LF	1,315.000	1,315.000
0770	601.0120	Concrete Curb Type J	LF	185.000	185.000
0780	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	245.000	245.000
0790	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	5,910.000	5,910.000
0800	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	270.000	270.000
0810	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	330.000	330.000
0820	602.0410	Concrete Sidewalk 5-Inch	SF	8,760.000	8,760.000
0830	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	440.000	440.000
0840	603.8000	Concrete Barrier Temporary Precast Delivered	LF	320.000	320.000
0850	603.8125	Concrete Barrier Temporary Precast Installed	LF	320.000	320.000
0860	604.0500	Slope Paving Crushed Aggregate	SY	872.000	872.000
0870	606.0200	Riprap Medium	CY	11.000	11.000
0880	606.0300	Riprap Heavy	CY	35.000	35.000
0890	608.0005	Storm Sewer Rock Excavation	CY	290.000	290.000
0900	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	146.000	146.000
0910	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	216.000	216.000
0920	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	278.000	278.000
0930	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	108.000	108.000
0940	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	79.000	79.000
0950	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0960	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0970	611.0624	Inlet Covers Type H	EACH	14.000	14.000
0980	611.0627	Inlet Covers Type HM	EACH	2.000	2.000
0990	611.0639	Inlet Covers Type H-S	EACH	8.000	8.000
1000	611.0642	Inlet Covers Type MS	EACH	4.000	4.000
1010	611.0652	Inlet Covers Type T	EACH	2.000	2.000
1020	611.0654	Inlet Covers Type V	EACH	4.000	4.000
1030	611.2004	Manholes 4-FT Diameter	EACH	11.000	11.000
1040	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
1050	611.3220	Inlets 2x2-FT	EACH	4.000	4.000
1060	611.3230	Inlets 2x3-FT	EACH	16.000	16.000
1070	611.3902	Inlets Median 2 Grate	EACH	2.000	2.000
1080	611.8120.S	Cover Plates Temporary	EACH	1.000	1.000
1090	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	100.000	100.000

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Line	Item	Item Description	Unit	Total	Qty
1100	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,208.000	1,208.000
1110	614.0010	Barrier System Grading Shaping Finishing	EACH	1.000	1.000
1120	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	12.000	12.000
1130	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	2.000	2.000
1140	614.0230	Steel Thrie Beam	LF	150.000	150.000
1150	614.2300	MGS Guardrail 3	LF	1,675.000	1,675.000
1160	614.2500	MGS Thrie Beam Transition	LF	393.960	393.960
1170	614.2610	MGS Guardrail Terminal EAT	EACH	10.000	10.000
1180	616.0100	Fence Woven Wire (height) 01. 4.5 Feet	LF	9,398.000	9,398.000
1190	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1204-02-76	EACH	1.000	1.000
1200	619.1000	Mobilization	EACH	1.000	1.000
1210	620.0300	Concrete Median Sloped Nose	SF	460.000	460.000
1220	624.0100	Water	MGAL	3,350.000	3,350.000
1230	625.0500	Salvaged Topsoil	SY	370,000.000	370,000.000
1240	627.0200	Mulching	SY	194,550.000	194,550.000
1250	628.1104	Erosion Bales	EACH	39.000	39.000
1260	628.1504	Silt Fence	LF	20,750.000	20,750.000
1270	628.1520	Silt Fence Maintenance	LF	41,500.000	41,500.000
1280	628.1905	Mobilizations Erosion Control	EACH	20.000	20.000
1290	628.1910	Mobilizations Emergency Erosion Control	EACH	10.000	10.000
1300	628.1920	Cleaning Sediment Basins	CY	670.000	670.000
1310	628.2004	Erosion Mat Class I Type B	SY	209,500.000	209,500.000
1320	628.7005	Inlet Protection Type A	EACH	8.000	8.000
1330	628.7010	Inlet Protection Type B	EACH	4.000	4.000
1340	628.7015	Inlet Protection Type C	EACH	16.000	16.000
1350	628.7504	Temporary Ditch Checks	LF	2,265.000	2,265.000
1360	628.7515.S	Stone or Rock Ditch Checks	CY	335.000	335.000
1370	628.7555	Culvert Pipe Checks	EACH	190.000	190.000
1380	629.0210	Fertilizer Type B	CWT	282.000	282.000
1390	630.0130	Seeding Mixture No. 30	LB	12,030.000	12,030.000
1400	630.0200	Seeding Temporary	LB	6,030.000	6,030.000
1410	633.0100	Delineator Posts Steel	EACH	126.000	126.000
1420	633.0500	Delineator Reflectors	EACH	171.000	171.000
1430	633.1100	Delineators Temporary	EACH	154.000	154.000
1440	633.5200	Markers Culvert End	EACH	38.000	38.000
1450	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	16.000	16.000
1460	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	72.000	72.000
1470	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	43.000	43.000
1480	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	21.000	21.000

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Line	Item	Item Description	Unit	Total	Qty
1490	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	4.000	4.000
1500	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	1.000	1.000
1510	635.0200	Sign Supports Structural Steel HS	LB	4,700.000	4,700.000
1520	636.0100	Sign Supports Concrete Masonry	CY	7.600	7.600
1530	636.0500	Sign Supports Steel Reinforcement	LB	460.000	460.000
1540	637.1220	Signs Type I Reflective SH	SF	855.000	855.000
1550	637.2210	Signs Type II Reflective H	SF	1,095.520	1,095.520
1560	637.2230	Signs Type II Reflective F	SF	227.500	227.500
1570	638.2602	Removing Signs Type II	EACH	106.000	106.000
1580	638.3000	Removing Small Sign Supports	EACH	112.000	112.000
1590	642.5201	Field Office Type C	EACH	1.000	1.000
1600	643.0100	Traffic Control (project) 01. 1204-02-76	EACH	1.000	1.000
1610	643.0300	Traffic Control Drums	DAY	94,290.000	94,290.000
1620	643.0420	Traffic Control Barricades Type III	DAY	12,345.000	12,345.000
1630	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	807.000	807.000
1640	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	807.000	807.000
1650	643.0705	Traffic Control Warning Lights Type A	DAY	24,690.000	24,690.000
1660	643.0715	Traffic Control Warning Lights Type C	DAY	11,323.000	11,323.000
1670	643.0800	Traffic Control Arrow Boards	DAY	1,243.000	1,243.000
1680	643.0900	Traffic Control Signs	DAY	25,406.000	25,406.000
1690	643.0920	Traffic Control Covering Signs Type II	EACH	31.000	31.000
1700	643.1050	Traffic Control Signs PCMS	DAY	372.000	372.000
1710	643.2000	Traffic Control Detour (project) 01. 1204-02-76	EACH	1.000	1.000
1720	643.3000	Traffic Control Detour Signs	DAY	2,856.000	2,856.000
1730	645.0112	Geotextile Type DF Schedule B	SY	351.000	351.000
1740	645.0120	Geotextile Type HR	SY	143.000	143.000
1750	646.0106	Pavement Marking Epoxy 4-Inch	LF	52,479.000	52,479.000
1760	646.0107.S	Pavement Marking Grooved Epoxy 4-Inch	LF	20,550.000	20,550.000
1770	646.0126	Pavement Marking Epoxy 8-Inch	LF	820.000	820.000
1780	646.0156	Pavement Marking Epoxy 18-Inch	LF	90.000	90.000
1790	646.0842.S	Pavement Marking Grooved Contrast Wet Reflective Epoxy 4-Inch	LF	920.000	920.000
1800	646.0844.S	Pavement Marking Grooved Contrast Wet Reflective Epoxy 8-Inch	LF	4,470.000	4,470.000
1810	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	4.000	4.000
1820	647.0356	Pavement Marking Words Epoxy	EACH	4.000	4.000
1830	647.0456	Pavement Marking Curb Epoxy	LF	225.000	225.000
1840	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	210.000	210.000
1850	647.0606	Pavement Marking Island Nose Epoxy	EACH	8.000	8.000
1860	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	247.000	247.000

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Line	Item	Item Description	Unit	Total	Qty
1870	647.0746	Pavement Marking Diagonal Epoxy 24-Inch	LF	275.000	275.000
1880	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	300.000	300.000
1890	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	76,500.000	76,500.000
1900	650.4000	Construction Staking Storm Sewer	EACH	27.000	27.000
1910	650.4500	Construction Staking Subgrade	LF	44,545.000	44,545.000
1920	650.5000	Construction Staking Base	LF	42,600.000	42,600.000
1930	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	8,020.000	8,020.000
1940	650.6000	Construction Staking Pipe Culverts	EACH	43.000	43.000
1950	650.6500	Construction Staking Structure Layout (structure) 01. B-25-173	LS	1.000	1.000
1960	650.6500	Construction Staking Structure Layout (structure) 02. B-25-174	LS	1.000	1.000
1970	650.6500	Construction Staking Structure Layout (structure) 03. B-25-175	LS	1.000	1.000
1980	650.7000	Construction Staking Concrete Pavement	LF	1,945.000	1,945.000
1990	650.9910	Construction Staking Supplemental Control (project) 01. 1204-02-76	LS	1.000	1.000
2000	650.9920	Construction Staking Slope Stakes	LF	44,545.000	44,545.000
2010	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,149.000	1,149.000
2020	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	372.000	372.000
2030	652.0240	Conduit Rigid Nonmetallic Schedule 40 4-Inch	LF	170.000	170.000
2040	654.0105	Concrete Bases Type 5	EACH	12.000	12.000
2050	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
2060	655.0610	Electrical Wire Lighting 12 AWG	LF	8,276.000	8,276.000
2070	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. 81+63.52	LS	1.000	1.000
2080	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	12.000	12.000
2090	657.0322	Poles Type 5-Aluminum	EACH	12.000	12.000
2100	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	12.000	12.000
2110	659.1115	Luminaires Utility LED A	EACH	12.000	12.000
2120	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
2130	690.0150	Sawing Asphalt	LF	3,814.000	3,814.000
2140	690.0250	Sawing Concrete	LF	100.000	100.000
2150	715.0415	Incentive Strength Concrete Pavement	DOL	947.200	947.200
2160	715.0502	Incentive Strength Concrete Structures	DOL	9,054.000	9,054.000
2170	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	500.000	500.000
2180	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	300.000	300.000
2190	SPV.0035	Special 01. Temporary Sediment Basins	CY	390.000	390.000
2200	SPV.0035	Special 03. Shot Rock	CY	840.000	840.000
2210	SPV.0060	Special 01. Pull Box Non-Conductive 24x42-inch	EACH	9.000	9.000
2220	SPV.0060	Special 02. Landmark Reference Monument	EACH	3.000	3.000

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Line	Item	Item Description	Unit	Total	Qty
2230	SPV.0060	Special 03. Special Ditch Checks	EACH	1.000	1.000
2240	SPV.0105	Special 01. Remove Temporary Crossovers - CR1, CR2	LS	1.000	1.000
2250	SPV.0105	Special 02. Remove Temporary Crossovers - CR3, CR4	LS	1.000	1.000
2260	SPV.0105	Special 03. Remove Temporary Road - Moon Rd Temp	LS	1.000	1.000
2270	SPV.0105	Special 04. Remove Median Crossing Cemetery Rd	LS	1.000	1.000
2280	SPV.0105	Special 05. Remove Median Crossing CTH HHH	LS	1.000	1.000
2290	SPV.0105	Special 06. Remove CTH BB Intersection	LS	1.000	1.000
2300	SPV.0105	Special 07. Remove Cemetery Rd Intersection	LS	1.000	1.000
2310	SPV.0105	Special 08. Remove Ridgevue Rd Intersection	LS	1.000	1.000
2320	SPV.0105	Special 09. Remove Prairie Rd Intersection	LS	1.000	1.000
2330	SPV.0105	Special 10. Remove CTH HHH Intersection	LS	1.000	1.000
2340	SPV.0105	Special 11. Seismograph/Vibration Monitoring	LS	1.000	1.000
2350	SPV.0105	Special 12. Construction Staking HMA Roundabout	LS	1.000	1.000
2360	SPV.0180	Special 01. Salvaged Topsoil Special	SY	26,600.000	26,600.000
2370	SPV.0180	Special 02. Salvaged Topsoil Obliterated Road Special	SY	14,450.000	14,450.000
2380	SPV.0195	Special 01. Select Crushed Surface	TON	1,700.000	1,700.000

CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	REMARKS
0010	1106+00 'BB'	-	1108+00 'BB'	RT	2	2	
	85+00 'BP1	-	86+00 'BP1'	LT	1	1	
	95+00 'BP1'	-	100+00 'BP1'	LT	5	5	
	1189+00 'ID'	-	1197+00 'ID'	RT	8	8	
	1191+00 'ID'	-	1195+00 'ID'	LT	4	4	
	32+00 'LC'	-	34+00 'LC'	RT	2	2	
	32+00 'LC'		34+00 'LC'	LT	2	2	
	1107+00 'RN'	-	1109+00 'RN'	RT	2	2	
	1107+00 'RN'	-	1109+00 'RN'	LT	2	2	
			PROJECT ID 1204-02-76 TOTAL:		**28**	**28**	

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	DESCRIPTION	REMARKS
0010	843+60 'EN'	RT	1	18" CMCP	FIELD ROAD
	844+30 'EN'	RT	1	18" CMCP	FIELD ROAD
	632+17 'WX'	CL	1	18" RCCP	BIKE PATH CROSSDRAIN
	6+33 'AR'	RT-LT	1	18" CMP	DRIVEWAY PIPE
	1095+50 'BB'	40' LT	1	18" CMP	DRIVEWAY PIPE
	1095+75 'BB'	9' RT	1	18" CMP	FIELD ENTRANCE
	1113+69 'BB'	LT-RT	1	30" CMCP	CROSSDRAIN
	1118+12 'BB'	90' RT	1	15" CMCP	CROSSDRAIN
	1155+73 'ID'	24' RT	1	30" CMCP	CROSSDRAIN
	1195+75 'ID'	CL	1	24" RCCP	CROSSDRAIN
	34+24 'NP'	28' RT	1	18" CMCP	DRIVEWAY PIPE
	67+30 'PR'	46' RT	1	18" CMCP	CROSSDRAIN
	78+70 'PR'	70' LT	1	15" CMCP	CROSSDRAIN
	80+42 'PR'	191' LT	1	15" CMCP	CROSSDRAIN
	99+07 'RN'	101' RT	1	18" CMCP	CROSSDRAIN
	122+90 'RN'	29' RT	1	18" CMCP	FIELD ENTRANCE
	122+90 'RN'	21' LT	1	18" CMCP	DRIVEWAY PIPE
	128+63 'RN'	51' LT	1	18" CMCP	DRIVEWAY PIPE
	129+31 'RN'	6' LT	1	24" CMCP	DRIVEWAY PIPE
		STAGE 3 TOTAL	19		
	1097+50 ' EB'	50' RT	1	18" CMP	CTH BB INTERSECTION
	1107+04 'EB'	52' RT	1	15" CMP	DRIVEWAY PIPE
	1175+00 'EB'	55' RT	1	18" CMCP	PRAIRIE RD INTERSECTION
		STAGE 4 TOTAL	3		
PROJECT ID 1204-02-76 TOTAL:			**22**		

REMOVING OLD STRUCTURE (136+40'BP2')

CATEGORY	STATION	LOCATION	203.0200 REMOVING OLD STRUCTURE 136+40 'BP2' LS	REMARKS
0010	136+40'BP2'		1	
	PROJECT ID 1204-02-76 TOTAL:		**1**	

REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	REMARKS
0010	1120+00 'EB'	-	1138+85 'EB'	EB LANES	5440	
	1120+00 'WB'	-	1138+05 'WB'	WB LANES	4810	
			PROJECT ID 1204-02-76 TOTAL:		**10250**	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
0010	83+00 'BP1'	-	91+00 'BP1'	BIKE TRAIL	900.00	
	10+00 'D1'	-	15+00 'D1'	CEMETERY DRIVEWAY	1100.00	
			PROJECT ID 1204-02-76 TOTAL:		**2000**	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	1096+70 'EB'	-	1097+99 'EB'	CTH BB RADII	145	
	1112+13 'EB'	-	1113+42 'EB'	CEMETARY RD RADII	140	
	1146+10 'WB'	-	1147+57 'WB'	RIDGEVUE RD RADII	160	
	1174+69 'EB'	-	1176+06 'EB'	PRAIRIE RD RADII	125	
	1175+62 'WB'	-	1176+10 'WB'	CTH HHH WEST RADIUS	55	
	1176+14 'WB'	-	1176+40 'WB'	CTH HHH SMALL ISLAND	70	
	1176+66 'WB'	-	1177+19 'WB	CTH HHH LARGE ISLAND	150	
	1177+17 'WB'	-	1177+79 'WB'	CTH HHH EAST RADIUS	105	
			PROJECT ID 1204-02-76 TOTAL:		**950**	

REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION	TO	STATION	LOCATION	204.0180 REMOVING DELINEATORS & MARKERS EACH	REMARKS
0010	1100+60 'EB'	-	1185+00 'EB'	EB SHOULDER	13	
	1100+60 'WB'	-	1185+00 'WB'	WB SHOULDER	13	
				PROJECT ID 1204-02-76 TOTAL:	**26**	

ABANDONING CULVERT PIPES

CATEGORY	STATION	LOCATION	204.0270 ABANDONING CULVERT PIPES EACH	DESCRIPTION	REMARKS
0010	1113+60 'EB'	LT	1	24" RCCP	CROSSES BOTH EB & WB
	1132+45 'EB'	LT-RT	1	30" RCCP	CROSSES BOTH EB & WB
		PROJECT ID 1204-02-76 TOTAL:	**2**		

REMOVING MASONRY

CATEGORY	STATION	TO	STATION	LOCATION	204.0185 REMOVING MASONRY CY	REMARKS
0010	127+00 'RN'	-	129+00 'RN'	LT	41	
	126+25 'RN'			LT	16	
				PROJECT ID 1204-02-76 TOTAL:	**58**	

OBLITERATING OLD ROAD

CATEGORY	STATION	TO	STATION	LOCATION	214.0100 OBLITERATING OLD ROAD STA	REMARKS
0010	12+26	-	30+53	OLD CEMETARY ROAD	18	
				PROJECT ID 1204-02-76 TOTAL:	**18**	

REMOVE TEMPORARY CROSSOVERS AND ACCESS

CATEGORY	LOCATION	SPV.0105.01 REMOVE TEMPORARY CROSSOVER CR1,CR2 LS	SPV.0105.02 REMOVE TEMPORARY CROSSOVER CR3,CR4 LS	SPV.0105.03 REMOVE TEMPORARY ACCESS MOON ROAD TEMP LS	SPV.0105.04 REMOVE MEDIAN CROSSING CEMETERY RD LS	SPV.0105.05 REMOVE MEDIAN CROSSING CTH HHH LS	SPV.0105.06 REMOVE CTH BB INTERSECTION LS	SPV.0105.07 REMOVE CEMETERY RD INTERSECTION LS	SPV.0105.08 REMOVE RIDGEVUE RD INTERSECTION LS	SPV.0105.09 REMOVE PRAIRIE RD INTERSECTION LS	SPV.0105.10 REMOVE CTH HHH INTERSECTION LS	REMARKS
0010	CR1,CR2	1	--	--	--	--	--	--	--	--	--	
	CR3,CR4	--	1	--	--	--	--	--	--	--	--	
	TEMPORARY MOON ROAD	--	--	1	--	--	--	--	--	--	--	
	MEDIAN CROSSING CEMETERY RD	--	--	--	1	--	--	--	--	--	--	
	MEDIAN CROSSING CTH HHH	--	--	--	--	1	--	--	--	--	--	
	CTH BB INTERSECTION	--	--	--	--	--	1	--	--	--	--	
	CEMETERY RD INTERSECTION	--	--	--	--	--	--	1	--	--	--	
	RIDGEVUE RD INTERSECTION	--	--	--	--	--	--	--	1	--	--	
	PRAIRIE RD INTERSECTION	--	--	--	--	--	--	--	--	1	--	
	CTH HHH INTERSECTION	--	--	--	--	--	--	--	--	--	1	
PROJECT ID 1204-02-76 TOTAL:		**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	

BASE COURSE ITEMS

CATEGORY	STATION	TO	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	SPV.0195.01 SELECT CRUSHED SURFACE TON	REMARKS
0010	104+75'CR1'	-	121+10'CR1'	USH 18 TEMPORARY RD	295	2200	2125	--	
	103+00'CR2'	-	119+25'CR2'	USH 18 TEMPORARY RD	335	2520	1355	--	
	100+00 'CR3'	-	120+13.98 'CR3'	USH 18 TEMPORARY RD	280	2370	1800	--	
	100+00 'CR4'	-	121+42.89 'CR4'	USH 18 TEMPORARY RD	300	1550	1270	--	
	10+09'MT'	-	15+48'MT'	MOON RD TEMPORARY	--	1000	--	--	
				STAGE 1 TOTAL	1210	9640	6550	0	
	1120+00'EB'	-	1138+85'EB'	EASTBOUND USH 18	195	3800	6070	--	
	10+00'MR'	-	17+80'MR'	MOON RD	130	1550	--	--	
	60+97'PR'	-	81+50'PR'	PRAIRIE RD	360	4290	--	--	
	61+50'PR'			PRAIRIE RD DRIVEWAY LT	40	--	--	--	BERNING
	61+50'PR'			PRAIRIE RD DRIVEWAY RT	40	--	--	--	
	70+50'PR'			PRAIRIE RD DRIVEWAY LT	40	--	--	--	BERNING
				STAGE 2 TOTAL	805	9640	6070	0	
	1120+00'WB'	-	1138+05'WB'	WESTBOUND USH 18	180	3585	5800	--	
	825+00 'EN'	-	848+60 'EN'	RAMP EN	360	4295	4090	--	
	402+00 'EX'	-	424+50 'EX'	RAMP EX	350	3665	3280	--	
	201+40 'WN'	-	224+30 'WN'	RAMP WN	350	4035	4420	--	
	625+20 'WX'	-	648+00 'WX'	RAMP WX	355	3865	4660	--	
	5+75 'AR'	-	10+00 'AR'	ASCHLIMAN RD	--	300	--	--	
	80+90 'BP1'	-	116+97 'BP1'	BIKE PATH 1	--	1830	--	820	
	116+97 'BP2'	-	140+30 'BP2'	BIKE PATH 2	--	1910	--	790	
	27+04 'BP3'	-	28+85 'BP3'	BIKE PATH 3	--	60	--	65	CROSSING LORRAINE CT
	1092+00 'BB'	-	1129+54.50 'BB'	CTH BB	645	10500	--	--	
	1095+50'BB'			CTH BB DRIVEWAY LT	125	--	--	--	
	1095+75'BB'			CTH BB DRIVEWAY RT	50	--	--	--	BJORGE
	1107+65'BB'			CTH BB DRIVEWAY RT	120	--	--	--	BJORGE
	1110+50'BB'			CTH BB DRIVEWAY RT	60	--	--	--	BICKFORD
	1119+30'BB'			CTH BB DRIVEWAY LT	40	--	--	--	BICKFORD
	1119+30'BB'			CTH BB DRIVEWAY RT	100	--	--	--	ST. BRIDGET'S
	1131+45.5 'ID'	-	1186+35 'ID'	CTH HHH	1100	15550	8200	--	
	1144+00'ID'			CTH HHH DRIVEWAY RT	40	--	--	--	BICKFORD
	1144+00'ID'			CTH HHH DRIVEWAY LT	40	--	--	--	BICKFORD
	1165+50'ID'			CTH HHH DRIVEWAY LT	40	--	--	--	TOWN OF RIDGEWAY
	1165+50'ID'			CTH HHH DRIVEWAY RT	40	--	--	--	TOWN OF RIDGEWAY
	1170+00'ID'			CTH HHH DRIVEWAY LT	40	--	--	--	PRAIRIE RIDGEWAY LLC
	1171+00'ID'			CTH HHH DRIVEWAY RT	40	--	--	--	PRAIRIE RIDGEWAY LLC
	1198+00'ID'			CTH HHH DRIVEWAY RT	40	--	--	--	IVERSON
	1199+00'ID'			CTH HHH DRIVEWAY RT	40	--	--	--	GILBERTSON
	1189+10 'ID'	-	1202+00 'ID'	CTH HHH	270	4000	2520	--	
	13+93 'HD'	-	20+00 'HD'	CTH HHH DEAD END	105	740	--	--	
	31+52 'LC'	-	34+81 'LC'	LORRAINE CT	50	850	--	25	
	84+33.30 'RN'	-	97+40 'RN'	RIDGEVUE RD	645	7000	8890	--	
	97+40 'RN'	-	131+31 'RN'	RIDGEVUE RD	425	9230	3570	--	
	122+90'RN'			RIDGEVUE RD DRIVEWAY RT	40	--	--	--	BICKFORD
	122+90'RN'			RIDGEVUE RD DRIVEWAY LT	40	--	--	--	BICKFORD

BASE COURSE ITEMS

CATEGORY	STATION	TO	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	SPV.0195.01 SELECT CRUSHED SURFACE TON	REMARKS
	125+400'RN'			RIDGEVUE RD DRIVEWAY LT	40	--	--	--	BICKFORD
	129+42'RN'			RIDGEVUE RD DRIVEWAY LT	40	--	--	--	BICKFORD
	48+43 'TC'	-	50+54 'TC'	TERNES CT	30	255	--	--	
	48+60 'TC'			TERNES CT DRIVEWAY	60	--	--	--	LEASE
				STAGE 3 TOTAL	5900	71670	45430	1700	
0010	30+00 'NP'	-	34+85 'NP'	NORTH PRAIRIE RD	85	1000	--	--	
	34+00'NP'			N PRAIRIE RD DRIVEWAY LT	40	--	--	--	BICKFORD
	34+24'NP'			N PRAIRIE RD DRIVEWAY RT	20	--	--	--	BICKFORD
	52+50 'NP'	-	53+80 'NP'	N PRAIRIE RD CUL-DE-SAC	70	730	--	--	
	53+80'NP'			N PRAIRIE RD DRIVEWAY RT	90	--	--	--	HY-VISTA
	27+00 'RR'	-	30+00 'RR'	REED RD	50	620	--	--	
	25+90'RR'			REED RD DRIVEWAY RT	30	--	--	--	BICKFORD
				STAGE 4 TOTAL	385	2350	0	0	
				PROJECT ID 1204-02-76 TOTAL:	**8300**	**93300**	**58050**	**1700**	

CONCRETE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	* 405.0100 COLORING CONCRETE RED CY	415.0100 CONCRETE PAVEMENT 10-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	416.0512 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH SY	416.1010 CONCRETE SURFACE DRAIN CY	REMARKS
0010	81+50 'RN'	-	87+60 'RN'	RIDGEVUE ROAD	92	--	--	415	--	
	1125+69.94 'EB'	-	1135+85 'EB'	EASTBOUND USH 18	--	2890	--	--	--	
	1125+74.33 'WB'	-	1135+05 'WB'	WESTBOUND USH 18	--	2640	--	--	--	
	1123+92.33 'EB'	-	1124+09.33 'EB'	EB USH 18 - SOUTH END	--	19	43	--	6.8	B-25-173
	1125+69.94 'EB'	-	1125+84.94 'EB'	EB USH 18 - NORTH END	--	29	43	--	-	B-25-173
	1123+98.82 'WB'	-	1124+13.82 'WB'	WB USH 18 - SOUTH END	--	18	43	--	6.8	B-25-174
	1125+74.33 'WB'	-	1125+91.43 'WB'	WB USH 18 - NORTH END	--	28	43	--	-	B-25-174
	1186+35.87 'ID'	-	1186+57.23 'ID'	ABOVE USH 18 - SOUTH END	--	32	57	--	-	B-25-175
	1188+91.08 'ID'		1190+12.46 'ID'	ABOVE USH 18 - NORTH END	--	27	57	--	5.9	B-25-175
				PROJECT ID 1204-02-76 TOTAL:	**92**	**5683**	**286**	**415**	**19.5**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ROUT AND SEAL

CATEGORY	STATION	TO	STATION	LOCATION	415.6000.S ROUT AND SEAL LF	REMARKS
0010	1120+00 'EB'	-	1123+92 'EB'	LT	395	
	1120+00 'EB;	-	1123+92 'EB'	RT	395	
	1120+00 'WB'	-	1123+92 'WB'	LT	395	
	1120+00 'WB'	-	1123+92 'WB'	RT	395	
	1125+85 'EB'	-	1138+85 'EB'	LT	1300	
	1125+85 'EB'	-	1138+85 'EB'	RT	1300	
	1125+85 'WB'	-	1138+05 'WB'	LT	1220	
	1125+85 'WB'	-	1138+05 'WB'	RT	1220	
				PROJECT ID 1204-02-76 TOTAL:	**6620**	

ASPHALT PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
0010	100+00 'CR1'	-	121+09.14 'CR1'	CROSS OVER 1	--	--	--	--	410	
	100+00 'CR2'	-	124+00 'CR2'	CROSS OVER 2	--	--	--	--	470	
	100+00 'CR3'	-	120+13.98 'CR3'	CROSS OVER 3	--	--	--	--	195	
	100+00 'CR4'	-	121+42.89 'CR4'	CROSS OVER 4	--	--	--	--	340	
				STAGE 1 TOTAL	0	0	0	0	1415	
	1120+00 'EB'	-	1138+85 'EB'	USH 18 EB	102	286	--	--	--	
	1120+00 'EB'	-	1123+92 'EB'	USH 18 EB	68	--	635	--	--	
	1135+85'EB'	-	1138+85'EB'	USH 18 EB	52	--	485	--	--	
	10+00 'MR'	-	17+80 'MR'	MOON RD	115	373	--	--	--	
	60+97 'PR'	-	82+40.50 'PR'	PRAIRIE RD	308	1286	--	--	--	
				STAGE 2 TOTAL	645	1945	1120	0	0	
	1120+00 'WB'	-	1138+05 'WB'	USH 18 WB	98	274	--	--	--	
	1120+00'WB'	-	1123+98.32'WB'	USH 18 WB	69	--	645	--	--	
	1135+05'WB'	-	1138+05'WB'	USH 18 WB	52	--	485	--	--	
	825+00 'EN'	-	848+60 'EN'	RAMP EN	339	1267	--	--	--	
	402+00 'EX'	-	424+50 'EX'	RAMP EX	325	1212	--	--	--	
	201+40 'WN'	-	224+30 'WN'	RAMP WN	310	1156	--	--	--	
	625+20 'WX'	-	648+00 'WX'	RAMP WX	302	1129	--	--	--	
	80+90 'BP1'	-	93+00 'BP1'	BIKE PATH 1	--	--	--	155	--	
	116+40 'BP1'		116+54 'BP1'	BIKE PATH 1	--	--	--	2	--	
	117+17 'BP2'		117+31 'BP2'	BIKE PATH 1	--	--	--	2	--	
	27+43 'BP3'		27+57 'BP3'	BIKE PATH 1	--	--	--	2	--	
	27+89 'BP3'		28+07 'BP3'	BIKE PATH 1	--	--	--	2	--	
	1092+00 'BB'	-	1129+54.50 'BB'	CTH BB	840	3135	--	--	--	
	10+00 'CD'		5+50 'CD'	CEMETERY DRIVEWAY	--	--	--	97	--	ST. BRIDGET
	1131+45.5 'ID'	-	1186+35 'ID'	CTH HHH	1236	5077	--	--	--	
	1189+10 'ID'	-	1202+00 'ID'	CTH HHH	306	1143	--	--	--	
			1199+00 'ID'	DRIVEWAY RT	--	--	--	13	--	
	13+93 'HD'	-	20+00 'HD'	CTH HHH DEAD END	65	203	--	--	--	
	31+52 'LC'	-	34+81 'LC'	LORRAINE CT	72	234	--	--	--	
	84+33.30 'RN'	-	97+40 'RN'	RIDGEVUE RD	495	2655	--	--	--	
	97+40 'RN'	-	131+31 'RN'	RIDGEVUE RD	653	2240	--	--	--	
	48+43 'TC'	-	50+54 'TC'	TERNES CT	18	60	--	--	--	
				STAGE 3 TOTAL	5180	19785	1130	273	0	
	30+00 'NP'	-	34+85 'NP'	N PRAIRIE RD	75	245	--	--	--	
			34+24 'NP'	DRIVEWAY RT	--	--	--	12	--	
	52+50 'NP'	-	53+80'NP'	N. PRAIRIE RD CUL-DE-SAC	60	192	--	--	--	
	27+00 'RR'	-	30+00 'RR'	REED RD	50	163	--	--	--	
				STAGE 4 TOTAL	185	600	0	12	0	
				PROJECT ID 1204-02-76 TOTAL:	**6010**	**22330**	**2250**	**285**	**1415**	

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	REMARKS
0010	81+43 'PR'	RT	9	
	81+50 'PR'	LT	9	
	93+25 'RN'	RT	28	
	93+40 'RN'	LT	39	
	100+50 'RN'	LT	28	
	101+00 'RN'	RT	22	
	PROJECT ID 1204-02-76 TOTAL:		135	

ASPHALTIC SHOULDER RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
0010	1090+86 'EB'	-	1098+29 'EB'	EB SHOULDER	750	EXISTING CTH BB INTERSECTION / RT TURN LANE
	1096+65 'WB'	-	1097+93 'WB'	WB MEDIAN	125	IF MEDIAN TURNAROUND IS REMOVED
	1097+93 'WB'	-	1100+19 'WB'	WB MEDIAN	220	EXISTING LEFT TURN LANE
	1097+08 'EB'	-	1097+88 'EB'	EB MEDIAN	80	IF MEDIAN TURNAROUND IS REMOVED
	1111+91 'WB'	-	1113+76 'WB'	WB MEDIAN	185	IF MEDIAN TURNAROUND IS REMOVED
	1112+39 'EB'	-	1112+95 'EB'	EB MEDIAN	55	IF MEDIAN TURNAROUND IS REMOVED
	1123+00 'EB'	-	1123+92 'EB'	EB SHOULDER	95	
	1123+00 'EB'	-	1123+92 'EB'	EB MEDIAN	95	
	1123+00 'WB'	-	1123+98 'WB'	WB SHOULDER	95	
	1123+00 'WB'	-	1123+98 'WB'	WB MEDIAN	100	
	1125+85 'EB'	-	1136+80 'EB'	EB SHOULDER	1100	
	1125+85 'EB'	-	1138+85 'EB'	EB MEDIAN	1300	
	1125+92 'WB'	-	1138+03 'WB'	WB SHOULDER	1210	
	1125+92 'WB'	-	1138+05 'WB'	WB MEDIAN	1215	
	1144+23 'EB'	-	1145+96 'EB'	EB MEDIAN	175	EXISTING LEFT TURN LANE
	1145+96 'EB'	-	1147+01 'EB'	EB MEDIAN	105	IF MEDIAN TURNAROUND IS REMOVED
	1146+09 'WB'	-	1146+92 'WB'	WB MEDIAN	70	IF MEDIAN TURNAROUND IS REMOVED
	1146+59 'WB'	-	1149+24 'WB'	WB SHOULDER	255	EXISTING RIDGEVUE RD INTERSECTION / RT TURN LANE
	1169+51 'EB'	-	1175+33 'EB'	EB MEDIAN	585	EXISTING LEFT TURN LANE
	1175+33 'EB'	-	1176+89 'EB'	EB MEDIAN	155	IF MEDIAN TURNAROUND IS REMOVED
	1173+24 'EB'	-	1176+74 'EB'	EB SHOULDER	350	EXISTING PRAIRIE RD INTERSECTION / RT TURN LANE
	1174+15 'WB'	-	1183+43 'WB'	WB SHOULDER	940	EXISTING CTH HHH INTERSECTION
	1174+95 'WB'	-	1176+41 'WB'	WB MEDIAN	145	IF MEDIAN TURNAROUND IS REMOVED
	1176+41 'WB'	-	1178+87 'WB'	WB MEDIAN	245	EXISTING LEFT TURN LANE
			PROJECT ID 1204-02-76 TOTAL:		**9650**	

CROSS DRAIN CULVERT PIPES

						*	*			*	*	
		522.0118	522.0124	522.0130	522.0142	522.1018	522.1024	522.1030	522.1042	608.0005	633.5200	
			CULVERT PIPE REINFORCED CONCRETE			APRON END WALLS FOR CULVERT PIPE REINFORCED CONCRETE				STORM SEWER ROCK EXCAVATION	MARKERS CULVERT ENDS	
		18-INCH	24-INCH	30-INCH	42-INCH	18-INCH	24-INCH	30-INCH	42-INCH			
STATION	LOCATION	LF	LF	LF	LF	EACH	EACH	EACH	EACH	CY	EACH	REMARKS
843+55 'EN'	RAMP EN	--	--	32	--	--	--	1	--	--	1	
413+66 'EX'	RAMP EX	--	--	40	--	--	--	2	--	--	2	
424+55 'EX'	RAMP EX	--	68	--	--	--	2	--	--	50	2	
224+32 'WN'	RAMP WN	--	76	--	--	--	2	--	--	55	2	
627+25 'WX'	RAMP WX	--	--	200	--	--	--	2	--	--	2	
634+10 'WX'	RAMP WX	82	--	--	--	1	1	--	--	--	1	SKEW 12 RHF
643+49 'WX'	RAMP WX	--	8	--	--	--	--	--	--	--	--	
1175+00 'ID'	CTH HHH	--	--	208	--	--	--	1	--	--	1	
1175+00 'ID'	CTH HHH	--	--	40	--	--	--	1	--	--	1	
1186+90 'ID'	CTH HHH	--	228	--	--	--	--	2	--	--	--	
1190+00 'ID'	CTH HHH	--	--	240	--	--	--	1	--	--	1	SKEW 29 RHF
1190+00 'ID'	CTH HHH	--	--	28	--	--	--	1	--	--	1	SKEW 29 RHF
94+45 'RN'	RIDGEVUE RD	--	92	--	--	--	2	--	--	70	2	
109+35 'RN'	RIDGEVUE RD	--	--	--	212	--	--	--	1	--	1	
109+35 'RN'	RIDGEVUE RD	--	--	--	36	--	--	--	1	--	1	
	STAGE 3 TOTAL	82	472	788	248	1	7	11	2	175	18	
PROJECT ID 1204-02-76 TOTAL:		**82**	**472**	**788**	**248**	**1**	**7**	**11**	**2**	**175**	**18**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CROSS DRAIN CULVERT PIPES

		520.1018	520.1024	520.1036	520.1042	520.1054	520.2018	520.3142	520.3154	520.3518	520.3524	520.3536	520.8500	520.8500			* 633.5200	
		APRON END WALLS FOR CULVERT PIPE					PIPE TEMPORARY	CULVERT PIPE CLASS III		CULVERT PIPE CLASS III--B			PIPE CATTLE PASS	CONCRETE MASONRY ENDWALLS	STEEL PIPE THICKNESS	ALUMINUM PIPE THICKNESS	MARKERS CULVERT ENDS	
STATION	LOCATION	18--INCH EACH	24-INCH EACH	36-INCH EACH	42-INCH EACH	54-INCH EACH	18-INCH LF	42-INCH LF	54-INCH LF	18-INCH LF	24-INCH LF	36-INCH LF	LF	CY	IN	IN	EACH	REMARKS
13+70 'TMR'	TEMPORARY MOON RD	2	--	--	--	--	52	--	--	--	--	--	--	--	0.640	0.075	--	
	STAGE 1 TOTAL	2	0	0	0	0	52	0	0	0	0	0	0	0			0	
61+50 'PR'	PRAIRIE RD DRIVEWAY RT	2	--	--	--	--	--	--	--	44	--	--	--	--	0.640	0.075	--	
61+50 'PR'	PRAIRIE RD DRIVEWAY LT	2	--	--	--	--	--	--	--	44	--	--	--	--	0.640	0.075	--	
67+25 'PR'	PRAIRIE RD	--	2	--	--	--	--	--	--	--	96	--	--	--	0.640	0.075	2	
78+60 'PR'	PRAIRIE RD	--	--	2	--	--	--	--	--	--	--	118	--	--	0.079	0.105	2	
	STAGE 2 TOTAL	4	2	2	0	0	0	0	0	88	96	118	0	0			4	
844+25 'EN'	RAMP EN	--	--	--	--	--	--	--	--	--	--	--	25	8	--	--	1	--
1107+00 'BB'	CTH BB DRIVEWAY RT	2	--	--	--	--	--	--	--	60	--	--	--	--	0.640	0.075	--	
1110+50 'BB'	CTH BB DRIVEWAY RT	2	--	--	--	--	--	--	--	48	--	--	--	--	0.640	0.075	--	
1113+00 'BB'	CTH BB	--	2	--	--	--	--	--	--	--	142	--	--	--	0.640	0.075	2	
1129+00 'BB'	CTH BB	--	--	--	2	--	--	178	--	--		--	--	--	0.109	0.105	2	
1147+50 'ID'	CTH HHH DRIVEWAY RT	2	--	--	--	--	--	--	--	68	--	--	--	--	0.640	0.075	--	
1147+50 'ID'	CTH HHH DRIVEWAY LT	2	--	--	--	--	--	--	--	44	--	--	--	--	0.640	0.075	--	
1155+00 'ID'	CTH HHH	--	--	--	--	2	--	--	148	--	--	--	--	--	0.109	0.105	2	SKEW 19 RHF
1163+00 'ID'	CTH HHH	--	--	2	--	--	--	--	--	--	--	132	--	--	0.079	0.105	2	
1165+50 'ID'	CTH HHH DRIVEWAY LT	2	--	--	--	--	--	--	--	56	--	--	--	--	0.640	0.075	--	
1165+50 'ID'	CTH HHH DRIVEWAY RT	2	--	--	--	--	--	--	--	80	--	--	--	--	0.640	0.075	--	
1170+00 'ID'	CTH HHH DRIVEWAY LT	2	--	--	--	--	--	--	--	56	--	--	--	--	0.640	0.075	--	
1196+00 'ID'	CTH HHH	2	--	--	--	--	--	--	--	136	--	--	--	--	0.640	0.075	2	
9+42 'AR'	ASCHLIMAN RD	2	--	--	--	--	--	--	--	56	--	--	--	--	0.640	0.075	--	SKEW 5 RHF
136+40 'BP2'	BIKEPATH	--	--	--	--	--	--	--	--	--	--	--	42	8	--	--	--	
18+50 'DE'	CTH HHH DEAD END	--	2	--	--	--	--	--	--	--	58	--	--	--	0.640	0.075	2	
30+44 'NP'	N PRAIRIE RD	2	--	--	--	--	--	--	--	96	--	--	--	--	0.640	0.075	2	
34+00 'NP'	N PRAIRIE RD DRIVEWAY LT	2	--	--	--	--	--	--	--	62	--	--	--	--	0.640	0.075	--	
34+24 'NP'	N PRAIRIE RD DRIVEWAY RT	2	--	--	--	--	--	--	--	64	--	--	--	--	0.640	0.075	--	
25+90 'RR'	REED RD DRIVEWAY RT	2	--	--	--	--	--	--	--	38			--	--	0.640	0.075	--	
86+50 'RN'	RIDGEVUE RD	--	--	2	--	--	--	--	--	--	--	114	--	--	0.079	0.105	2	
122+90 'RN'	RIDGEVUE RD DRIVEWAY LT	2	--	--	--	--	--	--	--	52	--	--	--	--	0.640	0.075	--	
126+63 'RN'	RIDGEVUE RD	--	--	--	--	--	--	--	--	--	--	--	8	8	--	--	--	
129+42 'RN'	RIDGEVUE RD DRIVEWAY LT	2	--	--	--	--	--	--	--	44	--	--	--	--	0.640	0.075	--	
	STAGE 3 TOTAL	30	4	4	2	2	0	178	148	960	200	246	75	24			16	
1095+50 'BB'	CTH BB DRIVEWAY LT	2	--	--	--	--	--	--	--	48	--	--	--	--	0.640	0.075	--	
1095+75 'BB'	CTH BB DRIVEWAY RT	2	--	--	--	--	--	--	--	32	--	--	--	--	0.640	0.075	--	
53+80 'NP'	NORTH PRAIRIE RD	2	--	--	--	--	--	--	--	56	--	--	--	--	0.640	0.075	--	
	STAGE 4 TOTAL	6	0	0	0	0	0	0	0	136	0	0	0	0			0	
	PROJECT ID 1204-02-76 TOTAL:	42	6	6	2	2	52	178	148	1184	296	364	75	24			20	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0120 CONCRETE CURB TYPE J LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	REMARKS
0010	1123+56 'BB'	-	1128+50 'BB'	CTH BB	--	--	150	340	--	
	1132+50 'ID'	-	1137+58 'ID'	CTH HHH	--	--	130	355	--	
	1193+50 'ID'	-	1195+00 'ID'	LORRAINE CT/CTH HHH INTERSECTION	--	--	150	--	--	
	77+09 'PR'	-	81+50 'PR'	PRAIRIE RD	--	--	135	270	--	
	81+50 'RN'	-	87+60 'RN'	RIDGEVUE RD	185	245	2350	--	330	
	87+60 'RN'	-	105+55 'RN'	RIDGEVUE RD	--	--	3425	--	--	
				PROJECT ID 1204-02-76 TOTAL:	**185**	**245**	**5910**	**270**	**330**	

CONCRETE SIDEWALK 5-INCH

CATEGORY	STATION	STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	* 405.0100 COLORING CONCRETE RED CY	REMARKS
0010	81+50 'RN'	87+60 'RN'	RIDGEVUE RD.	8490	23	
	116+50 'BP1			30	--	
	116+75 'BP1'	116+98 'BP1'		150	--	
	117+20 'BP2'			30	--	
	27+50 'BP3'			30	--	
	28+00 'BP3'			30	--	
			PROJECT ID 1204-02-76 TOTAL:	**8760**	**23**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE BARRIER

CATEGORY	STATION	TO	STATION	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	REMARKS
0010	1123+30 'WB'	-	1126+50 'WB'	RT	320	320	
				PROJECT ID 1204-02-76 TOTAL:	**320**	**320**	

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	STATION	TO	STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	REMARKS
0010	81+50 'RN'	-	87+60 'RN'	RIDGEVUE RD	320	
	116+50 'BP1			BIKEPATH	20	
	116+75 'BP1'	-	116+98 'BP1'	BIKEPATH	40	
	117+20 'BP2'			BIKEPATH	20	
	27+50 'BP3'			BIKEPATH	20	
	28+00 'BP3'			BIKEPATH	20	
				PROJECT ID 1204-02-76 TOTAL:	**440**	

RIPRAP ITEMS

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	REMARKS
0010	1129+00 'BB'	LT	--	8	25	
	86+00 'BP1'	LT	--	8.5	25	
	1155+30 'ID'	RT	--	9.5	28	
	109+25 'RN'	LT	--	8.5	25	
	81+43 'PR'	RT	2	--	9	ASPHALTIC FLUME
	81+50 'PR'	LT	9	--	31	ASPHALTIC FLUME
		PROJECT ID 1204-02-76 TOTAL:	**11**	**35**	**143**	

STORM SEWER

CATEGORY	STRUCTURE	STRUCTURE	520.1012 STEEL APRON ENDWALL FOR CULVERT PIPE 12-INCH EACH	522.1012 * APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1018 * APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 * APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	608.0005 * STORM SEWER ROCK EXCAVATION CY	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	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH LF	633.5200 * MARKERS CULVERT ENDS EACH	REMARKS
0010	10	11	--	--	--	--	--	10	--	--	--	--	--	--	
	10	13	--	--	--	--	--	38	--	--	--	--	--	--	
	12	13	--	--	--	--	--	10	--	--	--	--	--	--	
	13	14	1	--	--	--	--	--	--	--	--	--	100	1	
	20	21	--	--	--	--	--	--	--	20	--	--	--	--	
	21	22	--	--	1	--	--	--	--	40	--	--	--	1	
	30	31	--	--	--	1	65	--	--	--	44	--	--	1	
	31	32	--	--	--	--	15	--	--	--	10	--	--	--	
	32	33	--	--	--	1	--	--	--	--	54	--	--	1	
	40	41	--	--	--	--	10	--	--	18	--	--	--	--	
	41	42	--	--	1	--	25	--	--	36	--	--	--	1	
	505	500	--	--	1	--	--	--	--	32	--	--	--	--	
	510	505	--	--	--	--	--	--	--	51	--	--	--	--	
	515	510	--	--	--	--	--	--	--	--	--	30	--	--	
	520	510	--	--	--	--	--	--	--	26	--	--	--	--	
	525	520	--	--	--	--	--	--	8	--	--	--	--	--	
	530	525	--	--	--	--	--	--	57	--	--	--	--	--	
	535	530	--	--	--	--	--	--	--	--	--	9	--	--	
	540	530	--	--	--	--	--	--	28	--	--	--	--	--	
	545	540	--	--	--	--	--	--	--	--	--	24	--	--	
	550	545	--	--	--	--	--	--	--	--	--	8	--	--	
	705	700	--	--	1	--	--	--	--	55	--	--	--	--	
	710	705	--	--	--	--	--	9	--	--	--	--	--	--	
	715	705	--	--	--	--	--	--	26	--	--	--	--	--	
	720	715	--	--	--	--	--	--	28	--	--	--	--	--	
	721	720	--	--	--	--	--	8	--	--	--	--	--	--	
	725	720	--	--	--	--	--	--	69	--	--	--	--	--	
	730	725	--	--	--	--	--	28	--	--	--	--	--	--	
	735	730	--	--	--	--	--	9	--	--	--	--	--	--	
	905	900	--	1	--	--	--	34	--	--	--	--	--	--	
	910	905	--	--	--	--	--	--	--	--	--	8	--	--	
PROJECT ID 1204-02-76 TOTAL:			**1**	**1**	**4**	**2**	**115**	**146**	**216**	**278**	**108**	**79**	**100**	**5**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

INLETS, MANHOLES, MANHOLE COVERS, AND INLET COVERS

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.0430 RECONSTRUCTING INLETS EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	611.0654 INLET COVERS TYPE V EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3220 INLETS 2X2-FT EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATES EACH	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
0010	1	1134+25 'EB'	25' LT	1	--	--	--	--	--	--	--	--	--	--	--	--	--	
	2	627+25 'WX'	147.6' LT	--	--	--	--	--	2	--	--	--	--	--	--	1	--	
	3	643+49 'WX'	24' LT	--	--	--	--	--	2	--	--	--	--	--	--	1	--	
	4	1191+33 'ID'	96' RT	--	1	--	--	--	--	--	--	1	--	--	--	--	--	
	5	109+35 'RN'	108' LT	--	1	--	--	--	--	--	--	1	--	--	--	--	--	
	6	1209+91 'EB'	25' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	1	
	10	1189+22.05 'ID'	19' RT	--	--	--	--	--	--	--	1	--	--	1	--	--	--	
	11	1189+32.05 'ID'	19' RT	--	--	--	--	--	--	--	1	--	--	1	--	--	--	
	12	1189+00.79 'ID'	19' LT	--	--	--	--	--	--	--	1	--	--	1	--	--	--	
	13	1189+10.79 'ID'	19' LT	--	--	--	--	--	--	--	1	--	--	1	--	--	--	
	20	90+00 'RN'	20' LT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	21	90+00 'RN'	0' RT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	30	99+40 'RN'	20' LT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	31	99+40 'RN'	10' LT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	40	104+50 'RN'	12.65' LT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	41	104+50 'RN'	0' RT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	500	81+98.48 'RN'	82' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	505	82+10.31 'RN'	50' LT	--	--	1	--	--	--	--	--	1	--	--	--	--	--	
	510	82+33.20 'RN'	8' LT	--	--	--	--	1	--	--	--	1	--	--	--	--	--	
	515	82+27.98 'RN'	21'RT	--	--	1	--	--	--	--	--	0	--	--	1	--	--	
	520	12+23.27 'A'	2' RT	--	--	--	--	--	--	1	--	1	--	--	--	--	--	
	525	12+15.00 'A'	2' RT	--	--	--	--	--	--	1	--	1	--	--	--	--	--	
	530	1131+33.37 'RN'	8' LT	--	--	--	--	1	--	--	--	1	--	--	--	--	--	
	535	1131+39.28 'RN'	2' LT	--	--	1	--	--	--	--	--	1	--	--	--	--	--	
	540	1131+47.25 'RN'	32' LT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	545	1131+53.26 'RN'	55' LT	--	--	--	--	1	--	--	--	--	--	--	1	--	--	
	550	1131+47.59 'RN'	61' LT	--	--	--	--	1	--	--	--	--	--	--	1	--	--	
	700	82+21.70 'RN'	123' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	705	1129+41.81 'RN'	2' LT	--	--	1	--	--	--	--	--	--	1	--	--	--	--	
	710	1129+47.30 'RN'	9' LT	--	--	--	--	1	--	--	--	--	--	--	1	--	--	
	715	1129+36.97 'RN'	27' LT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	720	1129+31.33 'RN'	54' LT	--	--	--	--	1	--	--	--	1	--	--	--	--	--	
	721	1129+27.09 'RN'	50' LT	--	--	--	--	1	--	--	--	--	--	--	1	--	--	
	725	84+33.96 'RN'	33' LT	--	--	1	--	--	--	--	--	1	--	--	--	--	--	
	730	84+17.70 'RN'	10' LT	--	--	--	--	1	--	--	--	1	--	--	--	--	--	
	735	84+20.39 'RN'	2' LT	--	--	1	--	--	--	--	--	--	--	--	1	--	--	
	900	79+55.01 'PR'	52' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	905	79+55.28 'PR'	12' LT	--	--	--	1	--	--	--	--	--	--	--	1	--	--	
	910	79+55.65 'PR'	4' LT	--	--	--	1	--	--	--	--	--	--	--	1	--	--	
		PROJECT ID 1204-02-76 TOTAL:		**1**	**2**	**14**	**2**	**8**	**4**	**2**	**4**	**11**	**1**	**4**	**16**	**2**	**1**	

BEAM GUARD

CATEGORY	STATION	TO	STATION	LOCATION	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL SY	614.0230 STEEL THRIE BEAM SY	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MSG GUARDRAIL TERMINAL EAT EACH	REMARKS
0010	1121+57.97 'EB'	-	1124+09.87 'EB'	B-25-173 LEFT	--	--	75.00	39.40	1	
	1121+08.05 'EB'	-	1124+09.95 'EB'	B-25-173 RIGHT	--	--	212.50	39.40	1	
	1125+70.56 'EB'	-	1127+55.96 'EB'	B-25-173 LEFT	--	--	75.00	39.40	1	
	1125+66.46 'EB'	-	1127+99.86 'EB'	B-25-173 RIGHT	--	--	212.50	39.40	1	
	1180+37 'EB'	-	11882+17 'EB'	B-25-175 CENTER	2.00	150.00	--	--	--	
	1125+77.79 'WB'	-	1128+29.69 'WB'	B-25-174 LEFT	--	--	162.50	39.40	1	
	1125+73.72 'WB'	-	1128+75.62 'WB'	B-25-174 RIGHT	--	--	212.50	39.40	1	
	1184+99.64 'ID'	-	1186+26.54 'ID'	B-25-175 LEFT	--	--	37.50	39.40	1	
	1184+99.98 'ID'		1186+51.88 'ID'	B-25-175 RIGHT	--	--	62.50	39.40	1	
	1188+89.04 'ID'	-	1193+03.44 'ID'	B-25-175 LEFT	--	--	325.00	39.40	1	
	1189+10.30 'ID'	-	1192+99.70 'ID'	B-25-175 RIGHT	--	--	300.00	39.40	1	
			PROJECT ID 1204-02-76 TOTAL:		**2.00**	**150.00**	**1675.00**	**393.96**	**10.00**	

PIPE UNDERDRAIN

CATEGORY	STATION	TO	STATION	LOCATION	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0112 GEOTEXTILE FABRIC TYPE DF SCHEDULE B SY	REMARKS
0010	10+00 'A'	-	13+50 'A'	RT	330	183	
	10+00 'A'	-	13+50 'A'	LT	100	56	END OF SPLITTER ISLANDS
	10+51 'E'	-	11+01 'E'	RT	50	28	
	11+09 'E'	-	11+59 'E'	RT	50	28	
	10+43 'G'	-	10+93 'G'	LT	50	28	
	11+01 'G'	-	11+51 'G'	LT	50	28	
			PROJECT ID 1204-02-76 TOTAL:		**630**	**351**	

FENCE WOVEN WIRE (4.5-FEET)

CATEGORY	STATION	TO	STATION	LOCATION	616.0100 FENCE WOVEN WIRE (4.5-FEET) LF	REMARKS
0010	1096+11.61 'EB'	-	1098+44.96 'EB'	RT	242.53	
	1173+37.81 'EB'	-	1177+37.71 'EB'	RT	400	
	1173+21.90 'WB'	-	1178+21.90 'WB'	LT	500	
	825+65.79 'EN'	-	848+99.43 'EN'	RT	2322	
	405+60.88 'EX'	-	407+30.14 'EX'	RT	169.26	
	411+36.64 'EX'	-	423+88.13 'EX'	RT	1272	
	202+22.14 'WN'	-	224+13.88 'WN'	LT	2179	
	625+19.52 'WX'	-	648+20.40 'WX'	LT	2312.85	
			PROJECT ID 1204-02-76 TOTAL:		**9398**	

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
0010	1125+96 'BB'	LT	60	TYPE 1
	1134+98 'ID'	LT	60	TYPE 1
	79+44 'PR'	LT	60	TYPE 1
	82+26 'RN'	LT	20	TYPE 2
	82+36 'RN'	LT	20	TYPE 2
	84+13 'RN'	LT	20	TYPE 2
	84+29 'RN'	LT	20	TYPE 2
	94+44 'RN'	LT	40	TYPE 1
	99+51 'RN'	LT	40	TYPE 1
	104+65 'RN'	LT	40	TYPE 1
	1129+41 'RN'	LT	20	TYPE 2
	1129+50 'RN'	LT	20	TYPE 2
	1131+32 'RN'	LT	20	TYPE 2
	1131+41 'RN'	LT	20	TYPE 2
	PROJECT ID 1204-02-76 TOTAL:		**460**	

WATER

CATEGORY	LOCATION	624.0100 WATER MGAL	REMARKS
0010	PROJECT 1204-02-76	3350	
	PROJECT ID 1204-02-76 TOTAL:	**3350**	

LANDSCAPE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	SPV.0180.01 SALVAGED TOPSOIL SPEICAL SY	SPV.0180.02 SALVAGED TOPSOIL OBLITERATED ROADS SPECIAL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	REMARKS
0010	1120+00 'EB'	-	1138+85 'EB'	USH 18 EB	5220	--	--	500	5	230	115	
	10+00 'MR'	-	17+80 'MR'	MOON RD	5800	1550	--	1300	5	200	100	
	60+97 'PR'	-	81+50 'PR'	PRAIRIE RD	25700	150	--	6900	18	785	390	
				UNDISTRIBUTED	--	--	--	20000	--	--	--	
				STAGE 2 TOTAL	36720	1700	0	28700	28	1215	605	
	1120+00 'WB'	-	1138+05 'WB'	USH 18 WB	4930	--	--	1050	6	250	125	
	825+00 'EN'	-	848+60 'EN'	RAMP EN	24300	2800	--	8100	19	835	420	
	402+00 'EX'	-	424+50 'EX'	RAMP EX	15150	5500	--	5800	14	620	300	
	201+40 'WN'	-	224+30 'WN'	RAMP WN	20300	550	--	4300	16	695	350	
	625+20 'WX'	-	648+00 'WX'	RAMP WX	16950	--	--	4500	14	590	300	
	5+75 'AR'	-	10+00 'AR'	ASHCLIMAN RD	600	--	--	--	1	25	15	
	80+90 'BP1'	-	116+97 'BP1'	BP1	23200	--	--	10600	16	700	350	
	116+97 'BP2'	-	141+44 'BP2'	BP2	18500	--	--	7400	13	550	275	
	27+04 'BP3'	-	28+85 'BP3'	BP3	650	--	--	--	1	20	10	
	1092+00 'BB'	-	1128+50 'BB'	CTH BB	41150	1350	--	7700	29	1240	620	
	1132+50 'ID'	-	1186+35 'ID'	CTH HHH	79500	4900	--	19100	57	2445	1225	
	1189+10 'ID'	-	1202+00 'ID'	CTH HHH	21400	--	--	4800	15	640	320	
	13+93 'HD'	-	20+00 'HD'	CTH HHH DEAD END	4800	--	--	1100	4	155	80	
	31+52 'LC'	-	34+81 'LC'	LORRAINE CT	1350	--	--	300	1	50	25	
	81+50 'RN'	-	97+00 'RN'	RIDGEVUE RD	19150	5000	--	5400	14	585	295	
	99+50 'RN'	-	120+00 'RN'	RIDGEVUE RD	26100	4800	--	5700	20	875	440	
	48+43 'TC'	-	50+54 'TC'	TERNES CT	80	--	--	--	1	5	5	
	1+00 'XP'	-	25+00 'XP'	OBLITERATED PRIAIRIE ROAD	--	--	11250	--	--	--	--	
				OBLITERATED CEMETERY ROAD	--	--	3200	--	--	--	--	
				UNDISTRIBUTED	--	--	--	60000	--	--	--	
				STAGE 3 TOTAL	318110	24900	14450	145850	241	10280	5155	
	30+00 'NP'	-	34+85 'NP'	N PRAIRIE RD	3730	--	--	--	3	120	60	
	52+50 'NP'	-	53+80 'NP'	N PRAIRIE RD CUL DE SAC	660	--	--	--	1	50	25	
	120+00 'RN'	-	131+31 'RN'	RIDGEVUE RD	8430	--	--	--	7	295	150	
	27+00 'RR'	-	30+00 'RR'	REED RD	2350	--	--	--	2	70	35	
				UNDISTRIBUTED	--	--	--	20000	--	--	--	
				STAGE 4 TOTAL	15170	0	0	20000	13	535	270	
				PROJECT ID 1204-02-76 TOTAL:	**370000**	**26600**	**14450**	**194550**	**282**	**12030**	**6030**	

EROSION BALES

CATEGORY	STATION	LOCATION	628.1104 EACH	REMARKS
0010	13+70 'TMR'	TEMPORARY MOON RD	2	
		STAGE 1 TOTAL	2	
	67+25 'PR'	PRAIRIE RD	2	
	78+60 'PR'	PRAIRIE RD	2	
		STAGE 2 TOTAL	4	
	843+55 'EN'	RAMP EN	2	
	844+25 'EN'	RAMP EN	3	
	413+66 'EX'	RAMP EX	2	
	1113+00 'BB'	CTH BB	2	
	1129+00 'BB'	CTH BB	2	
	1155+00 'ID'	CTH HHH	2	
	1163+00 'ID'	CTH HHH	2	
	1175+00 'ID'	CTH HHH	2	
	1186+90 'ID'	CTH HHH	2	
	1190+00 'ID'	CTH HHH	2	
	1196+00 'ID'	CTH HHH	2	
	14+50 'HD'	CTH HHH DEAD END	2	
	119+50 'BP2'	BIKEPATH	2	
	33+05 'LC'	LORRAINE CT	2	
	86+50 'RN'	RIDGEVUE RD	2	
	109+35 'RN'	RIDGEVUE RD	2	
		STAGE 3 TOTAL	33	
		PROJECT ID 1204-02-76 TOTAL:	**39**	

EROSION CONTROL MOBILIZATION

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	REMARKS
0010	PROJECT	20	10	
PROJECT ID 1204-02-76 TOTAL:		20	10	

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
0010	1047+00 'EB'	25' LT	1	--	--	
	1064+00 'EB'	25' LT	1	--	--	
	1201+00 'EB'	25' LT	1	--	--	
	1208+00 'EB'	25' LT	1	--	--	
		STAGE 1 TOTAL	4	0	0	
	1113+75 'EB'	25' LT	1	--	--	
	1134+50 'EB'	25' LT	1	--	--	
	1143+50 'EB'	25' LT	1	--	--	
		STAGE 2 TOTAL	3	0	0	
	627+50 'WX'	30' LT	1	--	--	
	82+10.31 'RN'	50' LT	--	--	1	
	82+33.20 'RN'	8' LT	--	--	1	
	82+27.98 'RN'	21'RT	--	--	1	
	12+23.27 'A'	2' RT	--	1	--	
	12+15.00 'A'	2' RT	--	1	--	
	1131+33.37 'ID'	8' LT	--	--	1	
	1131+39.28 'ID'	2' LT	--	--	1	
	1131+47.25 'ID'	32' LT	--	--	1	
	1131+53.26 'ID'	55' LT	--	--	1	
	1131+47.59 'ID'	61' LT	--	--	1	
	82+21.70 'RN'	123' LT	--	--	1	
	1129+41.81 'BB'	2' LT	--	--	1	
	1129+47.30 'BB'	9' LT	--	--	1	
	1129+36.97 'BB'	27' LT	--	--	1	
	1129+31.33 'BB'	54' LT	--	--	1	
	1129+27.09 'BB'	50' LT	--	--	1	
	84+33.96 'RN'	33' LT	--	--	1	
	84+17.70 'RN'	10' LT	--	--	1	
	84+20.39 'RN'	2' LT	--	1	--	
	79+55.01 'PR'	52' LT	--	1	--	
		STAGE 3 TOTAL	1	4	16	
	PROJECT ID 1204-02-76 TOTAL:		**8**	**4**	**16**	

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	REMARKS
0010	10+00 'MRT'		15+00 'MRT'	LT	500	1000	
				STAGE 1 TOTAL	500	1000	
	1176+25 'EB'	-	1175+75 'EB'	RT	150	300	
	1177+00 'EB'	-	1179+00 'EB'	LT	200	400	
	11+00 'MR'	-	17+00 'MR'	RT	600	1200	
	66+00 'PR'	-	70+00 'PR'	LT	400	800	
	73+00 'PR'	-	78+00 'PR'	LT	500	1000	
	80+00 'PR'	-	82+00 'PR'	LT	200	400	
	61+00 'PR'	-	72+00 'PR'	RT	1100	2200	
				STAGE 2 TOTAL	3150	6300	
	840+00 'EN'	-	848+00 'EN'	RT	800	1600	
	82+00 'BP1'	-	107+00 'BP1'	LT	2500	5000	
	118+00 'BP2'	-	128+00 'BP2'	LT	1000	2000	
	1092+00 'BB'	-	1095+00 'BB'	RT	300	600	
	1098+00 'BB'	-	1100+00 'BB'	RT	200	400	
	1110+00 'BB'	-	1115+00 'BB'	RT	500	1000	
	1123+00 'BB'	-	1130+00 'BB'	LT	700	1400	
	1127+00 'BB'	-	1130+00 'BB'	RT	300	600	
	1145+00 'ID'	-	1164+00 'ID'	RT	1900	3800	
	1168+00 'ID'	-	1187+00 'ID'	RT	1900	3800	
	1184+00 'ID'	-	1187+00 'ID'	LT	300	600	
	1189+00 'ID'	-	1202+00 'ID'	RT	1300	2600	
	1189+00 'ID'	-	1194+00 'ID'	LT	500	1000	
	15+00 'HD'	-	19+00 'HD'	LT	400	800	
	27+00 'RR'	-	29+00 'HD'	LT	200	400	
	27+00 'RR'	-	29+00 'HD'	RT	200	400	
				STAGE 3 TOTAL	13000	26000	
	85+00 'RN'	-	88+00 'RN'	LT	300	600	
	102+00 'RN'	-	122+00 'RN'	RT	2000	4000	
	105+00 'RN'	-	116+00 'RN'	LT	1100	2200	
	118+00 'RN	-	125+00 'RN'	LT	700	1400	
				STAGE4 TOTAL	4100	8200	
				PROJECT ID 1204-02-76 TOTAL:	**20750**	**41500**	

STONE OR ROCK DITCH CHECK

CATEGORY	STATION	TO	STATION	LOCATION	628.1920 CLEANING SEDIMENT BASIN CY	628.7560.S STONE OR ROCK DITCH CHECKS CY	REMARKS
0010	10+00'MR'	-	17+80'MR'	MOON RD	40	20	
				STAGE 2 TOTAL	40	20	
	824+80'EN'	-	848+33'EN'	RAMP EN	20	10	
	402+60'EX'	-	423+75'EX'	RAMP EX	10	5	
	625+75'WX'	-	646+05'WX'	RAMP WX	20	10	
	1091+25'BB'	-	1128+50'BB'	CTH BB	210	105	
	1132+50'ID'	-	1186+47'ID'	CTH HHH	200	100	
	1188+00'ID'	-	1202+00'ID'	CTH HHH	10	5	
	98+68'RN'	-	118+00'RN'	RIDGEVUE RD	100	50	
				STAGE 3 TOTAL	570	285	
	30+00'NP'	-	35+30'NP'	NORTH PRAIRIE RD	60	30	
				STAGE 4 TOTAL	60	30	
				PROJECT ID 1204-02-76 TOTAL:	**670**	**335**	

TEMPORARY DITCH CHECKS

CATEGORY	STATION	TO	STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF	REMARKS
0010	10+00'MR'	-	17+80'MR'	MOON RD	120	
	60+97'PR'	-	81+50'PR'	PRAIRIE RD	195	
				STAGE 2 TOTAL	315	
	824+80'EN'	-	848+33'EN'	RAMP EN	195	
	402+60'EX'	-	423+75'EX'	RAMP EX	150	
	201+97'WN'	-	223+50'WN'	RAMP WN	315	
	625+75'WX'	-	646+05'WX'	RAMP WX	90	
	82+53'BP1'	-	116+00'BP1'	BIKE PATH 1	15	
	1091+25'BB'	-	1128+50'BB'	CTH BB	315	
	1132+50'ID'	-	1186+47'ID'	CTH HHH	465	
	1188+00'ID'	-	1202+00'ID'	CTH HHH	90	
	13+94'HD'	-	20+00'HD'	CTH HHH DEAD END	15	
	81+50'RN'	-	98+68'RN'	RIDGEVUE RD	30	
	98+68'RN'	-	118+00'RN'	RIDGEVUE RD	240	
				STAGE 3 TOTAL	1920	
	26+50'RR'	-	30+00'RR'	REED RD	30	
				STAGE 4 TOTAL	30	
				PROJECT ID 1204-02-76 TOTAL:	**2265**	

EROSION MAT CLASS I TYPE B

CATEGORY	STATION	TO	STATION	LOCATION	628.2004 EROSION MAT CLASS I TYPE B SY	REMARKS
0010	1120+00'EB'	-	1138+85'EB'	RT	6500	
	10+00'MR'	-	17+80'MR'	LT	4800	
	60+97'PR'	-	81+50'PR'	RT	11700	
				STAGE 2 TOTAL	23000	
	1120+00'WB'	-	1138+05'WB'	LT	6650	
	824+80'EN'	-	848+33'EN'	RT	13700	
	402+60'EX'	-	423+75'EX'	RT	10050	
	201+97'WN'	-	223+50'WN'	LT	9200	
	625+75'WX'	-	646+05'WX'	LT	8300	
	94+00 'BP1'		116+00'BP1'	LT	13700	
	1091+25'BB'	-	1128+50'BB'	RT	27400	
	1132+50'ID'	-	1186+47'ID'	RT	46000	
	1188+00'ID'	-	1202+00'ID'	RT	11100	
	13+94'HD'	-	20+00'HD'	RT	2550	
	31+00'LC'	-	34+81'LC'	LT	850	
	81+50'RN'	-	98+68'RN'	RT	9700	
	98+68'RN'	-	118+00'RN'	RT	22200	
				STAGE 3 TOTAL	181400	
	30+00'NP'	-	35+30'NP'	LT	3600	
	26+50 'RR'	-	39+50 'RR'	RT	1500	
				STAGE 4 TOTAL	5100	
				PROJECT ID 1204-02-76 TOTAL:	**209500**	

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	13+70 'TMR'	TEMPORARY MOON RD	2	
		STAGE 1 TOTAL	2	
	61+50 'PR'	PRAIRIE RD DRIVEWAY RT	2	
	61+50 'PR'	PRAIRIE RD DRIVEWAY LT	2	
	67+25 'PR'	PRAIRIE RD	3	
	78+60 'PR'	PRAIRIE RD	8	
		STAGE 2 TOTAL	15	
	843+55 'EN'	RAMP EN	5	
	844+25 'EN'	RAMP EN	13	
	413+66 'EX'	RAMP EX	5	
	424+55 'EX'	RAMP EX	3	
	224+32 'WN'	RAMP WN	3	
	627+25 'WX'	RAMP WX	5	
	643+49 'WX'	RAMP WX	3	
	1107+00 'BB'	CTH BB DRIVEWAY RT	2	
	1110+50 'BB'	CTH BB DRIVEWAY RT	2	
	1113+00 'BB'	CTH BB	3	
	1129+00 'BB'	CTH BB	8	
	1147+50 'ID'	CTH HHH DRIVEWAY RT	2	
	1147+50 'ID'	CTH HHH DRIVEWAY LT	2	
	1155+00 'ID'	CTH HHH	10	
	1163+00 'ID'	CTH HHH	8	
	1165+50 'ID'	CTH HHH DRIVEWAY LT	2	
	1165+50 'ID'	CTH HHH DRIVEWAY RT	2	
	1170+00 'ID'	CTH HHH DRIVEWAY LT	2	
	1175+00 'ID'	CTH HHH	5	
	1175+00 'ID'	CTH HHH	5	
	1186+90 'ID'	CTH HHH	3	
	1190+00 'ID'	CTH HHH	5	
	1190+00 'ID'	CTH HHH	5	
	1196+00 'ID'	CTH HHH	2	
	9+42 'AR'	ASCHLIMAN RD	2	
	136+40 'BP2'	BIKEPATH	13	
	33+05 'LC'	LORRAINE CT	2	
	30+44 'NP'	N PRAIRIE RD	2	
	34+00 'NP'	N PRAIRIE RD DRIVEWAY LT	2	
	34+24 'NP'	N PRAIRIE RD DRIVEWAY RT	2	
	25+90 'RR'	REED RD DRIVEWAY RT	2	
	99+50 'RN'	RIDGEVUE RD	3	
	94+45 'RN'	RIDGEVUE RD	3	
	86+50 'RN'	RIDGEVUE RD	8	
	109+35 'RN'	RIDGEVUE RD	8	
	109+35 'RN'	RIDGEVUE RD	8	
	122+90 'RN'	RIDGEVUE RD DRIVEWAY LT	2	
	126+63 'RN'	RIDGEVUE RD	3	
	129+42 'RN'	RIDGEVUE RD DRIVEWAY LT	2	
		STAGE 3 TOTAL	167	

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
	1095+50 'BB'	CTH BB DRIVEWAY LT	2	
	1095+75 'BB'	CTH BB DRIVEWAY RT	2	
	53+80 'NP'	NORTH PRAIRIE RD	2	
		STAGE 4 TOTAL	6	
		PROJECT ID 1204-02-76 TOTAL:	**190**	

TEMPORARY SEDIMENT BASINS

CATEGORY	STATION	LOCATION	SPV.0035.01 CY	REMARKS
0010	67+00 'PR'	RT	15	
	78+50 'PR'	RT	15	
	82+00 'PR'	RT	15	
		STAGE 1 TOTAL	45	
	1092+50 'BB'	RT & LT	15	
	1109+50 'BB'	LT	15	
	1113+00 'BB'	RT & LT	15	
	1154+50 'ID'	LT	15	
	1159+50 'ID'	LT	15	
	1163+00 'ID'	LT	30	
	1175+00 'ID'	RT & LT	60	
	1190+00 'ID'	LT	15	
	1192+00 'ID'	RT	30	
	85+00 'RN'	RT & LT	15	
	93+00 'RN'	LT	15	
	94+50 'RN'	RT & LT	15	
	99+50 'RN'	RT & LT	15	
	101+00 'RN'	LT	15	
	101+75 'RN'	LT	15	
	109+50 'RN'	RT & LT	15	
	117+50 'RN'	LT	15	
	119+50 'BP2'	LT	15	
		STAGE 3 TOTAL	345	
		PROJECT ID 1204-02-76 TOTAL:	390	

DELINEATOR POSTS

CATEGORY	STATION	TO	STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH	REMARKS
0010	1045+85 'EB'	-	1101+70 'EB'	EB SHOULDER	15	15	
	1089+07 'WB'	-	1101+21 'WB'	WB SHOULDER	4	4	
	1113+72 'WB'	-	1136+95 'WB'	WB SHOULDER	12	12	
	1115+20 'EB'	-	1134+50 'EB'	EB SHOULDER	10	10	
	403+45 'EX'	-	414+10 'EX'	RT	11	22	
	203+00 'WN'	-	214+00 'WN'	LT	12	24	
	415+40 'EX'	-	423+40 'EX'	RT	9	9	
	215+10 'WN'	-	224+10 'WN'	LT	9	9	
	825+20 'EN'	-	835+20 'EN'	RT	11	11	
	626+20 'WX'	-	636+20 'WX'	LT	11	11	
	836+50 'EN'	-	848+50 'EN'	RT	13	26	
	637+50 'WX'	-	645+45 'WX'	LT	9	18	
	PROJECT ID 1204-02-76 TOTAL:				**126**	**171**	

SIGNS TYPE II REFLECTIVE

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (IN)	634.0612 POSTS WOOD 4"x6"x12' EACH	634.0614 POSTS WOOD 4"x6"x14' EACH	634.0616 POSTS WOOD 4"x6"x16' EACH	634.0618 POSTS WOOD 4"x6"x18' EACH	634.0620 POSTS WOOD 4"x6"x20' EACH	634.0622 POSTS WOOD 4"x6"x22' EACH	637.2210 SF SIGNS REFLECTIVE TYPE H SF	637.2230 SF SIGNS REFLECTIVE TYPE F SF	SIGN MESSAGE	REMARKS
0010	1-2	1065+20 'EB'	RT	D10-2	12" X 36"	--	1	--	--	--	--	3.00	--	MILE MARKER	
	1-3	1065+25 'WB'	LT	D10-2	12" X 36"	--	1	--	--	--	--	3.00	--	MILE MARKER	
	2-2	1086+10 'WB'	LT	R2-1		--	--	--	--	--	--	0.00	--	SPEED LIMIT 65	
	3-1	1096+00 'WB'	LT	J4-2	72" X 54"	--	--	--	2	--	--	27.00	--	HIGHWAY MARKER	
	3-3	414+60 'EX'	RT	W3-1	36" X 36"	--	--	--	1	--	--	--	9.00	STOP AHEAD	
	3-4	415+30 'EX'	LT	E5-1A	72" X 60":	--	--	--	2	--	--	30.00	--	EXIT 52 KEEP RIGHT	
	3-5	1117+50 'EB'	RT	D10-2	12" X 36"	--	1	--	--	--	--	3.00	--	MILE MARKER	
	3-6	1118+30 'WB'	LT	D10-2	12" X 36"	--	1	--	--	--	--	3.00	--	MILE MARKER	
	3-7	112+50 'BP1'	RT	W3-1	18" X 18"	--	2	--	--	--	--	--	2.25	STOP AHEAD	
	3-8	1119+50 'WB'	LT	W4-1R	48" X 48"	--	--	--	1	--	--	--	16.00	TRAFFIC MERGES FROM RIGHT	
	3-9	1097+00 'EB'	LT	R3-4B	36" X 48"	--	1	--	--	--	--	12.00	--	NO U-TURN	
	3-11	1098+00 'EB'	LT	R3-4B	36" X 48"	--	1	--	--	--	--	12.00	--	NO U-TURN	
	4-1	225+05 'WN'	LT	R5-57	36" X 36"	--	1	--	--	--	--	9.00	--	--	
	4-2	101+75 'RN'	LT	J2-2	48" X 57"	--	--	2	--	--	--	19.00	--	HWY 18 / HWY 151 MARKER	
	4-3	99+50 'RN'	MEDIAN	R4-7	24" X 30"	--	1	--	--	--	--	5.00	--	KEEP RIGHT SYMBOL	
	4-4	101+50 'RN'	MEDIAN	R4-7	24" X 30"	--	1	--	--	--	--	5.00	--	KEEP RIGHT SYMBOL	
	4-5	116+50 'BP1'	RT	R1-1	18" X 18"	--	1	--	--	--	--	1.86	--	STOP	
	4-6	116+50 'BP1'	LT	R5-3	24" X 24"	--	1	--	--	--	--	4.00	--	NO MOTOR VEHICLES	
	4-7	103+00 'RN'	LT	D1-2	66" x 30"	--	2	--	--	--	--	13.75	--	MADISON-ARROW, DUBUQUE-ARROW	
	4-8	99+95 'RN'	RT	R3-1	24" X 24"	--	1	--	--	--	--	4.00	--	NO RIGHT TURN	
	4-9	625+10 'WX'	RT	R5-1	30" X 30"	--	1	--	--	--	--	6.25	--	DO NOT ENTER	
	4-10	627+50 'WX'	RT	R5-1A	36" X 24"	--	1	--	--	--	--	6.00	--	WRONG WAY	
	4-11	117+30 'BP2'	RT	R5-3	24" X 24"	--	1	--	--	--	--	4.00	--	NO MOTOR VEHICLES	
	4-12	117+30 'BP2'	LT	R1-1	18" X 18"	--	1	--	--	--	--	1.86	--	STOP	
	4-13	110+20 'RN'	RT	W6-2	36" X 36"	--	--	1	--	--	--	--	9.00	DIVIDED ROADWAY ENDS	
	4-14	105+00 'RN'	LT	J2-3	72" X 57"	--	--	--	2	--	--	28.50	--	HWY 18 / HWY 151 / COUNTY HHH MARKER	
	4-15	104+50 'RN'	MEDIAN	R4-7	36" X 48"	--	--	--	1	--	--	12.00	--	KEEP RIGHT SYMBOL	
		104+50 'RN'	MEDIAN	W5-54	18" X 18"	--	--	--	--	--	--	--	2.25	REFLECTIVE DOTS ON SQUARE	
	4-16	106+95 'RN'	LT	J2-2	48" X 57"	--	--	2	--	--	--	19.00	--	HWY 18 / HWY 151 MARKER	
	4-17	108+90 'RN'	RT	W6-3	36" X 36"	--	--	1	--	--	--	--	9.00	TWO WAY TRAFFIC SYMBOL	
	4-18	110+15 'RN'	LT	W6-1	36" X 36"	--	--	1	--	--	--	--	9.00	DIVIDED ROADWAY BEGINS	
	4-19	115+00 'RN'	LT	J1-3	72" X 39"	--	--	2	--	--	--	19.50	--	HWY 18 / HWY 151 / COUNTY HHH MARKER	
	4-20	28+80 'RR'	RT	R1-1	30" X 30"	--	1	--	--	--	--	5.18	--	STOP	
	4-21	28+60 'RR'	LT	W1-6	48" X 24"	--	1	--	--	--	--	--	8.00	LARGE CURVE RIGHT ARROW	
	4-22	28+80 'RR'	LT	W14-1	30" X 30"	--	1	--	--	--	--	--	6.25	DEAD END	
	4-23	118+50 'BP2'	LT	W3-1	18" X 18"	--	--	1	--	--	--	--	2.25	STOP AHEAD	
	4-24	625+50 'WX'	LT	R1-1	30" X 30"	--	--	1	--	--	--	6.25	--	STOP	
		625+50 'WX'	LT	R6-3	30" X 24"	--	--	--	--	--	--	5.00	--	DIVIDED HIGHWAY	
	4-25	625+50 'WX'	LT	J2-2	48" X 45"	--	--	2	--	--	--	15.00	--	COUNTY HHH TO COUNTY BB	
	4-26	627+50 'WX'	LT	D1-1	84" x 15"	--	2	--	--	--	--	8.75	--	RIDGEVUE ROAD	
	4-27	635+10 'WX'	LT	W3-1	36" X 36"	--	--	1	--	--	--	--	9.00	STOP AHEAD	
	4-28	104+50 'RN'	RT	R5-1	36" X 36"		1			--	--	9.00		DO NOT ENTER	
	4-29	26+00 'RR'	RT	W3-1	30" X 30"	--	1	--	--	--	--	--	6.25	STOP AHEAD	
	5-1	422+50 'EX'	LT	D1-1	84" x 15"	--	2	--	--	--	--	8.75	--	RIDGEVUE-ARROW	
	5-2	422+50 'EX'	LT	R5-1A	36" X 24"	--	--	--	--	--	--	6.00	--	WRONG WAY	SAME POST AS 5-1
	5-3	425+00 'EX'	LT	R5-1	30" X 30"	--	1	--	--	--	--	6.25	--	DO NOT ENTER	
	5-4	94+50 'RN'	MEDIAN	R4-7	24" X 30"	--	1	--	--	--	--	5.00	--	KEEP RIGHT SYMBOL	
	5-5	96+00 'RN'	RT	J3-2	48" X 57"	--	--	2	--	--	--	19.00	--	HWY 18 / HWY 151 MARKER	
	5-6	1131+40 'EB'	RT	W4-1R	48" X 48'	--	--	2	--	--	--	--	16.00	TRAFFIC MERGES FROM RIGHT	
	5-8	422+50 'EX'	RT	D1-1	72" x 15"	--	2	--	--	--	--	7.50	--	RIDGEVUE-ARROW	

SIGNS TYPE II REFLECTIVE

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (IN)	634.0612 POSTS WOOD 4"x6"x12' EACH	634.0614 POSTS WOOD 4"x6"x14' EACH	634.0616 POSTS WOOD 4"x6"x16' EACH	634.0618 POSTS WOOD 4"x6"x18' EACH	634.0620 POSTS WOOD 4"x6"x20' EACH	634.0622 POSTS WOOD 4"x6"x22' EACH	637.2210 SF SIGNS REFLECTIVE TYPE H SF	637.2230 SF SIGNS REFLECTIVE TYPE F SF	SIGN MESSAGE	REMARKS
	5-9	424+70 'EX'	RT	R1-1	30"X30"	--	--	1	--	--	--	5.18	--	STOP	
		424+70 'EX'	RT	R6-3	30" X 24'	--	--	--	--	--	--	5.00	--	DIVIDED HIGHWAY	
	5-10	424+70 'EX'	RT	J3-2	48" X 57"	--	--	2	--	--	--	19.00	--	COUNTY HHH TO COUNTY BB	
	5-11	93+30 'RN'	MEDIAN	R3-2	24" X 24"	--	1	--	--	--	--	4.00	--	NO LEFT TURN	
	5-12	91+00 'RN'	RT	J3-2	48" X 57"	--	--	2	--	--	--	19.00	--	HWY 18 / HWY 151 MARKER	
	5-13	93+00 'RN'	RT	J3-2	48" X 57"	--	--	2	--	--	--	19.00	--	HWY 18 / HWY 151 MARKER	
	5-14	93+50 'RN'	MEDIAN	J3-3	48" X 57"	--	--	2	--	--	--	19.00	--	HWY 18 / HWY 151 MARKER	
	5-15	826+15 'RN'	RT	R5-57	36" X 36"	--	--	1	--	--	--	9.00	--	--	
	6-2	40+30 'NP'	LT	W1-6	48" X 24"	--	2	--	--	--	--	--	8.00	LARGE CURVE LEFT ARROW	
	6-3	1153+95 'EB'	RT	J4-2	72" X 54'	--	--	2	--	--	--	27.00	--	HWY 18 / HWY 151 MARKER	
	6-4	39+00 'NP'	LT	W1-6	48" X 24"	--	2	--	--	--	--	--	8.00	LARGE CURVE RIGHT ARROW	
	6-5	1163+70 'EB'	RT	R2-1	48" X 60"	--	--	--	2	--	--	20.00	--	SPEED LIMIT 65 MPH	
	6-6	30+60 'NP'	LT	R1-1	30" X 30"	--	1	--	--	--	--	5.18	--	STOP	
	6-7	30+65 'NP'	RT	W14-1	30" X 30"	--	--	1	--	--	--	--	6.25	DEAD END	
	6-8	636+00 'WX'	RT	E5-1A	72" X 60"	--	--	--	2	--	--	30.00	--	EXIT 52	
	6-9	1146+00 'EB'	LT	R3-4B	36" X 48"	--	1	--	--	--	--	12.00	--	NO U-TURN	
	6-10	1147+00 'EB'	LT	R3-4B	36" X 48"	--	1	--	--	--	--	12.00	--	NO U-TURN	
	7-1	1171+00 'WB'	LT	D10-2	12" X 36"	--	1	--	--	--	--	3.00	--	MILE MARKER	
	7-2	1171+00 'EB'	RT	D10-2	12" X 36"	--	1	--	--	--	--	3.00	--	MILE MARKER	
	7-3	13+95 'HD'	LT	W5-56	18" X 18"	1	--	--	--	--	--	--	2.25	REFLECTIVE DOTS ON SQUARE	
	7-4	13+95 'HD'	MIDDLE	W5-56	18" X 18"	1	--	--	--	--	--	--	2.25	REFLECTIVE DOTS ON SQUARE	
	7-5	13+95 'HD'	RT	W5-56	18" X 18"	1	--	--	--	--	--	--	2.25	REFLECTIVE DOTS ON SQUARE	
	7-6	31+50 'LC'	LT	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	7-7	27+50 'BP3'	RT	R1-1	18" X 18"	--	1	--	--	--	--	1.86	--	STOP	
	7-8	28+00 'BP3'	LT	R1-1	18" X 18"	--	1	--	--	--	--	1.86	--	STOP	
	7-9	30+00 **'BP3'**	LT	W3-1	18" X 18"	--	1	--	--	--	--		2.25	STOP AHEAD	
	7-10	32+00 'LC'	RT	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	7-11	19+50 'TC'	RT	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	7-12	34+40 'LC'	RT	R1-1	30" X 30"	--	1	--	--	--	--	5.18	--	STOP	
	7-13	34+40 'LC'	LT	W14-2	30" X 30"	--	--	1	--	--	--	--	6.25	NO OUTLET	
	7-14	17+90 'BP3'	LT	W3-1	18" X 18"	--	1	--	--	--	--	--	2.25	STOP AHEAD	
	7-16	54+20 'NP'	LT	W5-56	18" X 18"	1	--	--	--	--	--	--	2.25	REFLECTIVE DOTS ON SQUARE	
	7-17	54+20 'NP'	MIDDLE	W5-56	18" X 18"	1	--	--	--	--	--	--	2.25	REFLECTIVE DOTS ON SQUARE	
	7-18	54+20 'NP'	RT	W5-56	18" X 18"	1	--	--	--	--	--	--	2.25	REFLECTIVE DOTS ON SQUARE	
	8-1	10+50 'MP'	LT	R1-1	30" X 30"	--	1	--	--	--	--	5.18	--	STOP	
	8-2	10+50 'MP'	RT	W14-1	30" X 30"	--	1	--	--	--	--	6.25	--	DEAD END	
	8-3	18+00 'MR'	RT	W3-1	30" X 30"	--	1	--	--	--	--	6.25	--	STOP AHEAD	
	9-1	74+90 'PR'	RT	W2-6	30" X 30"	--	--	--	1	--	--	--	6.25	CIRCULAR INTERSECTION SIGN WITH FLAGS	
	9-2	74+90 'PR'	RT	W13-1	18" X 18"	--	--	--	--	--	--	2.25	2.25	20 MPH	
	9-3	76+90 'PR'	RT	D1-62	120" X 78"	2	--	--	--	--	--	55.25	--	CIRCULAR INTERSECTION DESTINATION SIGN	
	9-4	78+40 'PR'	RT	W3-2	36" X 36"	--	--	--	1	--	--	--	9.00	YIELD AHEAD WITH YELLOW BACKGROUND	
	9-5	79+56 'PR'	MEDIAN	R4-7	36" X 48"	--	--	1	--	--	--	12.00	--	KEEP RIGHT SYMBOL	
	9-6	79+56 'PR'	MEDIAN	W5-54	18" X 18"	--	--	--	--	--	--	--	2.25		
	9-7	79+56 'PR'	LT	R2-1	24" X 30"	--	--	--	--	--	--	5.00	--	SPEED LIMIT 45 MPH	SAME POST AS 9-5
	9-8	79+56 'PR'	LT	R5-1	36" X 36"	--	--	1	--	--	--	9.00	--	DO NOT ENTER	
	10-1	82+30 'PR'	MEDIAN	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	10-2	82+30 'PR'	MEDIAN	R6-2R	24" X 30"	--	--	--	--	--	--	5.00	--	ONE WAY RIGHT ARROW	
	10-3	82+50 'PR'	RT	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	10-4	82+50 'PR'	RT	R1-54	24" X 15"	--	--	--	--	--	--	2.50	--	TO TRAFFIC FROM LEFT	
	10-5	1131+39 'ID'	MEDIAN	D1-1	42" x 18"	--	2	--	--	--	--	5.25	--	COUNTY HHH RIGHT	

SIGNS TYPE II REFLECTIVE

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (IN)	634.0612 POSTS WOOD 4"x6"x12' EACH	634.0614 POSTS WOOD 4"x6"x14' EACH	634.0616 POSTS WOOD 4"x6"x16' EACH	634.0618 POSTS WOOD 4"x6"x18' EACH	634.0620 POSTS WOOD 4"x6"x20' EACH	634.0622 POSTS WOOD 4"x6"x22' EACH	637.2210 SF SIGNS REFLECTIVE TYPE H SF	637.2230 SF SIGNS REFLECTIVE TYPE F SF	SIGN MESSAGE	REMARKS
	10-6	1131+45 'ID'	MEDIAN	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	10-7	1131+45 'ID'	MEDIAN	R6-2R	24" X 30"	--	--	--	--	--	--	5.00	--	ONE WAY RIGH ARROW	
	10-8	1131+42 'ID'	RT	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	10-9	1131+42 'ID'	RT	R1-54	24" X 15"	--	--	--	--	--	--	2.50	--	TO TRAFFIC FROM LEFT	
	10-10	84+20 'RN'	MEDIAN	D1-1	84" x 30"	--	2	--	--	--	--	17.50	--	RIDGEVUE ROAD RIGHT	
	10-11	84+32 'RN'	MEDIAN	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	10-12	84+32 'RN'	MEDIAN	R6-2R	24" X 30"	--	--	--	--	--	--	5.00	--	ONE WAY RIGHT ARROW	
	10-13	84+39 'RN'	LT	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	10-14	84+39 'RN'	LT	R1-54	24" X 15"	--	--	--	--	--	--	2.50	--	TO TRAFFIC FROM LEFT	
	10-15	86+66 'RN'	LT	W3-2	36" X 36"	--	--	--	1	--	--	--	9.00	YIELD AHEAD WITH YELLOW BACKGROUND AND FLAGS	
	10-16	88+15 'RN'	LT	D1-62	102" X 60"	--	--	--	1	1	--	42.50	--	CIRCULAR INTERSECTION DESTINATION SIGN	
	10-17	90+15 'RN'	LT	W2-6	30" X 30"	--	--	--	1	--	--	--	6.25	CIRCULAR INTERSECTION SIGN WITH FLAGS	
	10-18	90+15 'RN'	LT	W13-1	18" X 18"	--	--	--	--	--	--	--	2.25	20 MPH	
	10-19	1129+40 'BB'	MEDIAN	D1-1	42" x 18"	--	1	--	--	--	--	5.25	--	COUNTY BB RIGHT	
	10-20	1129+45 'BB'	MEDIAN	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	10-21	1129+45 'BB'	MEDIAN	R6-2R	24" X 30"	--	--	--	--	--	--	5.00	--	ONE WAY RIGHT ARROW	
	10-22	1129+55 'BB'	RT	R1-2	36" X 31"	--	1	--	--	--	--	3.88	--	YIELD	
	10-23	1129+55 'BB'	RT	R1-54	24" X 15"	--	--	--	--	--	--	2.50	--	TO TRAFFIC FROM LEFT	
	10-24	82+24 'PR'	MEDIAN	D1-1	72" x 15"	--	2	--	--	--	--	7.50	--	PRAIRIE ROAD RIGHT	
	10-25	10+35 'A'	MEDIAN	R6-4B	60" X 24"	2	--	--	--	--	--	10.00	--	ROUNDABOUT CHEVRON	
	10-26	10+35 'A'	MEDIAN	R6-1R	36" X 12"		--	--	--	--	--	3.00	--	ONE WAY RIGHT ARROW ROUNDABOUT	
	10-27	11+30 'A'	MEDIAN	R6-4B	60" X 24"	2	--	--	--	--	--	10.00	--	ROUNDABOUT CHEVRON	
	10-28	11+30 'A'	MEDIAN	R6-1R	36" X 12"		--	--	--	--	--	3.00	--	ONE WAY RIGHT ARROW ROUNDABOUT	
	10-29	12+08 'A'	MEDIAN	R6-4B	60" X 24"	2	--	--	--	--	--	10.00	--	ROUNDABOUT CHEVRON	
	10-30	12+08 'A'	MEDIAN	R6-1R	36" X 12"		--	--	--	--	--	3.00	--	ONE WAY RIGHT ARROW ROUNDABOUT	
	10-31	13+06 'A'	MEDIAN	R6-4B	60" X 24"	2	--	--	--	--	--	10.00	--	ROUNDABOUT CHEVRON	
	10-32	13+06 'A'	MEDIAN	R6-1R	36" X 12"		--	--	--	--	--	3.00	--	ONE WAY RIGHT ARROW ROUNDABOUT	
	10-33	86+00 'RN'	RT	J1-2	48" X 39"	--	1	--	--	--	--	13.00	--	JCT 18,151	
	11-1	1122+04 'BB'	RT	W2-6	30" X 30"	--	--	1	--	--	--	--	6.25	CIRCULAR INTERSECTION SIGN WITH FLAGS	
	11-2	1122+04 'BB'	RT	W13-1	18" X 18"	--	--	--	--	--	--	--	2.25	20 MPH	
	11-3	1124+05 'BB'	RT	D1-62	144" X 66"	--	--	--	--	2	1	66.00	--	CIRCULAR INTERSECTION DESTINATION SIGN	
	11-4	1125+54 'BB'	RT	W3-2	36" X 36"	--	--	--	1	--	--	--	9.00	YIELD AHEAD WITH YELLOW BACKGROUND AND FLAGS	
	11-5	1126+08 'BB'	MEDIAN	R4-7	36" X 48"	--	--	1	--	--	--	12.00	--	KEEP RIGHT SYMBOL	
	11-6	1126+08 'BB'	MEDIAN	W5-54	18" X 18"	--	--	--	--	--	--	--	2.25		
	11-7	1128+00 'BB'	LT	M1-5A	24" X 24"	--	--	1	--	--	--	4.00	--	COUNTY BB	
	11-8	1126+08 'BB'	LT	R2-1	24" X 30"	--	--	--	--	--	--	5.00	--	SPEED LIMIT 45 MPH	
	11-9	1126+08 'BB'	LT	R5-1	36" X 36"	--	--	1	--	--	--	9.00	--	DO NOT ENTER	SAME POST AS 11-6
	11-10	1128+00 'BB'	RT	J1-1	24" X 39"	--	1	--	--	--	--	6.50	--	JCT HHH	
	12-1	1132+73 'ID'	RT	M1-5A	24" X 24"	--	1	--	--	--	--	4.00	--	COUNTY HHH	
	12-2	1134+87 'ID'	RT	R2-1	24" X 30"	--	--	1	--	--	--	5.00	--	SPEED LIMIT 45 MPH	
	12-3	1174+87 'ID'	RT	R5-1	36" X 36"	--	--	--	--	--	--	9.00	--	DO NOT ENTER	SAME POST AS 12-2
	12-4	1134+87 'ID'	MEDIAN	R4-7	36" X 48"	--	--	1	--	--	--	12.00	--	KEEP RIGHT SYMBOL	
	12-5	1134+87 'ID'	MEDIAN	W5-54	18" X 18"	--	--	--	--	--	--	--	2.25	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING	
	12-6	1135+41 'ID'	LT	W3-2	36" X 36"	--	--	1	--	--	--	--	9.00	YIELD AHEAD WITH YELLOW BACKGROUND AND FLAGS	
	12-7	1136+91 'ID'	LT	D1-62	144" X 66"	--	--	--	2	1	--	66.00	--	CIRCULAR INTERSECTION DESTINATION SIGN	
	12-8	1138+90 'ID'	LT	W2-6	30" X 30"	--	--	1	--	--	--	--	6.25	CIRCULAR INTERSECTION SIGN WITH FLAGS	
	12-9	1138+90 'ID'	LT	W13-1	18" X 18"	--	--	--	--	--	--	--	2.25	20 MPH	
	12-10	1133+00 'ID'	LT	J1-1	24" X 39"	--	--	1	--	--	--	6.50	--	20 MPH	
		PROJECT ID 1204-02-76 TOTAL:				**16**	**72**	**43**	**21**	**4**	**1**	**1095.52**	**227.50**		

SIGNS TYPE 1

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE (IN)	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	637.1220 SIGNS REFLECTIVE SH TYPE 1 SF	SIGN MESSAGE	REMARKS
0010	1-1	1056+20 'EB'	RT	E1-1A	228" X 120"	1050	1.6	98	190.00	COUNTY HHH TO BB 1 MILE	
		1056+20 'EB'	RT	E1-5	108" X 30"	--	--	--	22.50	EXIT 52	
	2-1	1085+00 'EB'	RT	E5-1A	132" X 60"	620	1.2	68	55.00	RIDGEWAY EXIT 52	
	3-2	1102+00 'EB'	RT	E4-1A	264" X 90"	990	1.6	98	165.00	COUNTY HHH TO BB GO RIGHT	
		1102+00 'EB'	RT	E1-5	108" X 30"	--	--	--	22.50	EXIT 52	
	6-1	646+80 'WX'	LT	E4-1A	264" X 90"	990	1.6	98	165.00	COUNTY HHH TO BB GO RIGHT	
		646+80 'WX'	LT	E1-5	108" X 30"	--	--	--	22.50	EXIT 52	
	7-15	1193+50 'WB	LT	E1-1A	228" X 120"	1050	1.6	98	190.00	COUNTY HHH TO BB 1 MILE	
		1193+50 'WB'	LT	E1-5	108" X 30"	--	--	--	22.50	EXIT 52	
			PROJECT ID 1204-02-76 TOTAL:			**4700**	**7.60**	**460**	**855**		

REMOVING SIGNS

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	R1-1	1065+20	RT	MILE MARKER	1	1	
	R1-2	1065+25	LT	MILE MARKER	1	1	
	R2-1	1087+50	LT	JUNCTION BB	1	1	
	R2-2	1087+50	RT	JUNCTION BB	1	1	
	R3-1	1094+00	MEDIAN	WRONG WAY	1	1	
	R3-2	1096+00	LT	HWY 18 / HWY 151 MARKER	1	2	
	R3-3	1096+30	MEDIAN	WRONG WAY	1	1	
	R3-4	1096+50	RT	COUNTY ROAD BB	1	1	
	R3-5	1097+10	RT	COUNTY ROAD BB	1	1	
	R3-6	1097+20	MEDIAN	KEEP RIGHT SYMBOL	1	1	
	R3-7	1097+30	LT	ONE WAY ARROW	1	1	
	R3-8	1097+70	RT	STOP SIGN	1	1	
	R3-9	1097+70	RT	DIVIDED HIGHWAY	1	--	SAME POST AS 3-8
	R3-10	1098+00	RT	HWY 18 / HWY 151 MARKER	1	1	
	R3-11	1098+10	MEDIAN	DO NOT ENTER	1	1	
	R3-12	1098+30	MEDIAN	COUNTY ROAD BB	1	1	
	R3-13	1100+00	RT	HWY 18 / HWY 151 MARKER	1	2	
	R3-14	1100+30	MEDIAN	WRONG WAY	1	1	
	R3-15	1105+50	RT	CEMETARY ROAD	1	2	
	R3-16	1106+60	LT	JUNCTION BB	1	1	
	R3-17	1106+65	MEDIAN	JUNCTION BB	1	1	
	R3-18	1109+50	MEDIAN	WRONG WAY	1	1	
	R3-19	1111+50	MEDIAN	DO NOT ENTER	1	1	
	R3-20	1112+20	MEDIAN	KEEP RIGHT SYMBOL	1	1	
	R3-21	1112+80	LT	ONE WAY ARROW	1	1	
	R3-22	1113+30	RT	STOP	1	1	
	R3-23	1113+30	RT	DIVIDED HIGHWAY	1	--	SAME POST AS 3-22
	R3-24	1113+90	MEDIAN	DO NOT ENTER	1	1	
	R3-25	1115+60	MEDIAN	WRONG WAY	1	1	
	R3-26	1117+50	RT	MILE MARKER	1	1	
	R3-27	1118+20	LT	MILE MARKER	1	1	
	R3-28	1119+60	LT	CEMETARY ROAD	1	2	
	R3-29	1123+00 'BB'	RT	STOP AHEAD	1	1	
	R6-1	128+20 'RN'	RT	STOP	1	1	
	R6-2	128+00 'RN'	RT		1	1	
	R6-3	128+00 'RN'	LT	DEAD END	1	1	
	R6-4	128+30 'RN'	RT	STOP	1	1	
	R6-5	129+30 'RN'	RT		1	1	
	R6-6	129+35 'RN'	RT	STOP	1	1	
	R6-7	128+00 'RN'	RT	STOP	1	1	
	R6-8	128+00 'RN'	RT	DIVIDED HIGHWAY	1	--	SAME POST AS 6-7
	R6-9	1150+40	LT	ADOPT A HIGHWAY SIGN	1	1	
	R6-10	40+30 'NP'	LT	LARGE CURVE LEFT ARROW	1	1	
	R6-11	1164+00	MEDIAN	JUNCTION MARKER	1	1	
	R6-12	1164+50	LT	SPEED LIMIT 65	1	1	
	R6-13	1138+00	MEDIAN	RIDGEVUE ROAD	1	2	
	R6-14	1143+50	MEDIAN	WRONG WAY	1	1	
	R6-15	1145+80	MEDIAN	DO NOT ENTER	1	1	
	R6-16	1146+50	RT	ONE WAY ARROW	1	1	
	R6-17	1146+95	MEDIAN	KEEP RIGHT SYMBOL	1	1	

REMOVING SIGNS

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	R6-18	1147+95	MEDIAN	DO NOT ENTER	1	1	
	R6-19	1149+50	MEDIAN	WRONG WAY	1	1	
	R6-20	39+00 'NP'	LT	LARGE CURVE RIGHT ARROW	1	1	
	R6-21	1164+00	RT	JUNCTION MARKER	1	1	
	R6-22	31+00 'NP'	LT	CURVE RIGHT AHEAD	1	1	
	R6-23	31+00 'NP'	LT	EXIT 35 MPH	1	--	SAME POST AS 6-23
	R7-1	1166+10	LT	DESTINATION SIGN	1	2	
	R7-2	1171+00	LT	MILE MARKER	1	1	
	R7-3	1174+00	LT	HWY 18 / HWY 151 MARKER	1	2	
	R7-4	1175+20	MEDIAN	KEEP RIGHT SYMBOL	1	1	
	R7-5	1175+50	LT	ONE WAY ARROW	1	1	
	R7-6	1175+50	LT	STOP	1	1	
	R7-7	1176+00	LT	STOP	1	1	
	R7-8	1176+00	LT	DIVIDED HIGHWAY	1	--	SAME POST AS 7-7
	R7-9	1176+20	LT	YELLOW LANE SPLIT WITH ARROWS	1	1	
	R7-10	1177+00	LT	HWY 18 / HWY 151 MARKER	1	1	
	R7-11	1178+00	LT	SPEED LIMIT 35 WITH YELLOW BACK	1	1	
	R7-12	15+30	LT	MADISON-ARROW, DUBUQUE ARROW	1	2	
	R7-13	25+05	RT	STOP	1	1	
	R7-14	31+80 'LC'	RT		1	1	
	R7-15	25+40	RT	STOP	1	1	
	R7-16	26+50	LT	STOP	1	1	
	R7-17	31+10 'LC'	RT	YIELD	1	1	
	R7-18	1169+00	RT	WAY ROAD-ARROW, PRAIRE ROAD-A	1	2	
	R7-19	1171+00	RT	MILE MARKER	1	1	
	R7-20	1172+30	MEDIAN	WRONG WAY	1	1	
	R7-21	1174+50	RT	COUNTY MARKER	1	1	
	R7-22	1174+20	RT	LARGE CURVE LEFT ARROW	1	1	
	R7-23	1174+90	RT	LARGE CURVE RIGHT ARROW	1	1	
	R7-24	1174+70	MEDIAN	DO NOT ENTER	1	1	
	R7-25	1177+10	MEDIAN	DO NOT ENTER	1	1	
	R7-26	1175+80	RT	STOP	1	1	
	R7-27	1175+80	RT	DIVIDED HIGHWAY	1	--	SAME POST AS 7-26
	R7-28	1176+90	LT	STOP	1	1	
	R7-29	1177+30	LT	STOP	1	1	
	R7-30	1179+40	RT	HWY 18 / HWY 151 MARKER	1	2	
	R7-31	1179+50	MEDIAN	WRONG WAY	1	1	
	R7-32	1186+90	RT	SPEED LIMIT 65 MPH	1	1	
	R7-33	1182+40	LT	DESTINATION DIRECTION SIGN	1	2	
	R7-34	1188+50	MEDIAN	JUNCTION MARKER	1	1	
	R7-35	1188+50	LT	JUNCTION MARKER	1	1	
	R7-36	1178+00	LT	JUNCTION MARKER	1	1	
	R7-37	1177+30	LT	DO NOT ENTER	1	1	
	R7-38	15+30	RT	SPEED LIMIT 30 MPH	1	1	
	R7-39	18+00	RT	RIDGEWAY POPULATION SIGN	1	2	
	R7-40	33+60	LT	STOP AHEAD	1	1	
	R7-41	1197+50 'ID'	RT	SPEED LIMIT 30 MPH	1	1	
	R7-42	1197+30 'ID'	LT	JUNCTION MARKER	1	1	
	R7-43	1197+30 'ID'	LT	JUNCTION MARKER	1	1	
	R7-44	1176+20	MEDIAN	KEEP RIGHT SYMBOL	1	1	

REMOVING SIGNS

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	R7-45	25+60	RT		1	1	
	R8-1	79+00 'PR'	LT	STOP AHEAD	1	1	
	R8-2	13+50 'MP'	LT	SNOW MOBILE CROSSING	1	1	
	R8-3	14+00 'MP'	LT	DEAD END	1	1	
	R8-4	14+40 'MP'	LT	STOP	1	1	
	R8-5	13+20 'MP'	RT	STOP	1	1	
				PROJECT ID 1204-02-76 TOTAL:	**106**	**112.00**	

TRAFFIC CONTROL DETOUR

CATEGORY	PROJECT	LOCATION	STAGE	* 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0950 TRAFFIC CONTROL COVERING SIGNS TYPE II CYCLES	* 643.1050 TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE DAY	643.2000 TRAFFIC CONTROL DETOUR (PROJECT) EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAY	REMARKS
0010	1204-02-76	CTH BB	STAGE 3	12	1	28	1	1008	
		CTH HHH	STAGE 3	11	1	182	1	1848	
			PROJECT ID 1204-02-06 TOTAL:	**23**		**210**	**2**	**2856**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL ITEMS

CATEGORY	STAGE	LENGTH CALENDER DAYS	633.1100 DELINEATORS TEMPORARY EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	* 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0950 TRAFFIC CONTROL COVERING SIGNS TYPE II CYCLES	* 643.1050 TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE DAY	REMARKS
0010	STAGE 1	89	16	43610	2492	160	160	4984	3382	356	6586	4	1	28	
	STAGE 2	83	62	16268	4316	339	339	8632	4150	415	8881	4	1**	28	
	STAGE 3	77	76	14322	4389	308	308	8778	2233	308	7315	--	--	28	
	STAGE 4	41	--	20090	1148	--	--	2296	1558	164	2624	--	--	28	
	UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	--	--	50	
	PROJECT ID 1204-02-76 TOTAL:		**154**	**94290**	**12345**	**807**	**807**	**24690**	**11323**	**1243**	**25406**	**8**		**162**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE
** UNCOVER SIGNS AT THE END OF STAGE 4

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	* 646.0106 PAVEMENT MARKING EPOXY 4-INCH WHITE LF	* 646.0106 PAVEMENT MARKING EPOXY 4-INCH YELLOW LF	* 646.0126 PAVEMENT MARKING EPOXY 8-INCH WHITE LF	646.0107.S PAVEMENT MARKING GROOVED EPOXY 4-INCH WHITE LF	646.0107.S PAVEMENT MARKING GROOVED EPOXY 4-INCH YELLOW LF	646.0842.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST EPOXY 4-INCH LF	646.0844.S PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST EPOXY 8-INCH LF	* 647.0456 PAVEMENT MARKING CURB EPOXY YELLOW LF	647.0566 PAVEMENT MARKING STOPLINE EPOXY 18-INCH LF	* 647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY EACH	647.0746 PAVEMENT MARKING DIAGONAL EPOXY 24-INCH LF	REMARKS
0010	1102+19 'EB'	-	1150+00 'EB'	EB LANES	--	--	--	1805	1805	450	--	--	--	--	--	
	10+29 'MR'	-		MOON RD	--	--	--	--	--	--	--	--	23	--	--	
				STAGE 2 TOTAL	0	0	0	1805	1805	450	0	0	23	0	0	
	1101+38 'WB'	-	1146+37 'WB'	WB LANES	--	--	--	1885	1885	470		--	--	--	--	
	824+92 'EN'	-	848+60 'EN'	RAMP EN	--	--	--	2400	1000	--	1310	--	--	--	--	
	402+00 'EX'	-	425+05 'EX'	RAMP EX	--	--	--	2200	1000	--	1260	--	44	--	166	
	204+40 'WN'	-	224+66 'WN'	RAMP WN	--	--	--	2250	900	--	1120	--	--	--	--	
	625+05 'WX'	-	648+00 'WX'	RAMP WX	--	--	--	2250	1170	--	780	--	44	--	109	
	1089+58 'BB'	-	1128+50 'BB'	CTH BB	6620	3800	--	--	--	--	--	--	--	--	--	
	1132+50 'ID'	-	1202+42 'ID'	CTH HHH	12950	12950	--	--	--	--	--	--	--	--	--	
	19+50 'HD'			CTH HHH DEAD END	--	--	--	--	--	--	--	--	23	--	--	
	34+56 'LC'		-	LORRAINE CT	--	--	--	--	--	--	--	--	27	--	--	
	81+50 'RN'	-	110+00 'RN'	RIDGEVUE RD	4130	4000	500	--	--	--	--	195	--	5	--	
				STAGE 3 TOTAL	23700	20750	500	10985	5955	470	4470	195	138	5	275	
	30+26 'NP'		-	N PRAIRIE RD	--	--	--	--	--	--	--	--	27	--	--	
	29+78 'RR'		-	REED RD	--	--	--	--	--	--	--	--	22	--	--	
				STAGE 4 TOTAL	0	0	0	0	0	0	0	0	49	0	0	
				PROJECT ID 1204-02-76 TOTAL:	**23700**	**20750**	**500**	**12790**	**7760**	**920**	**4470**	**195**	**210**	**5**	**275**	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

ROUND-A-BOUT PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	* 646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	* 646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE SKIP 3' SEG. 9' GAP) LF	* 646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	* 646.0106 PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW) LF	* 646.0126 PAVEMENT MARKING EPOXY 8-INCH (WHITE) LF	646.0156 PAVEMENT MARKING EPOXY 18-INCH (2' SEG., 2' GAP) (WHITE) LF	647.0176 PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE) EACH	647.0356 PAVEMENT MARKING WORDS EPOXY (WHITE) EACH	647.0456 PAVEMENT MARKING CURB EPOXY (YELLOW) LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	647.0766 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE) LF	* 647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW) EACH	REMARKS
0010	1123+56 'BB'	-	1128+50 'BB'	CTH BB	980	--	620	720	--	--	--	--	10.00	79	--	--	1	
	11321+50 'ID'	-	1137+58 'ID'	CTH HHH	995	3	615	800	--	--	--	--	10.00	82	--	--	1	
	77+09 'PR'	-	81+50 'PR'	PRAIRIE RD	855	6	505	750	--	--	--	--	10.00	61	--	--	1	
	81+50 'RN'	-	87+60 'RN'	RIDGEVUE RD	610	105	465	--	320	90	4	4	--	--	25	300	--	
				PROJECT ID 1204-02-76 TOTAL:	**3440**	**114**	**2205**	**2270**	**320**	**90**	**4**	**4**	**30**	**222**	**25**	**300**	**3**	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLAN

TEMPORARY PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	STAGE	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH WHITE LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	REMARKS
0010	1029+00 'EB'	-	1038+00 'EB'		--	900	
	1226+00 'WB'		1235+00 'WB'		--	900	
				STAGE 1 TOTAL	0	1800	
	1032+00 'EB'		1050+00 'EB'		--	1800	
	1050+00 'EB		1060+00 'EB'		1000	1000	
	1060+00 'WB'		1200+00 'WB'		--	28000	
	1200+00 'EB'		1212+00 'EB'		1200	1200	
	1200+00 'WB'		1222+00 'WB'		--	2200	
				STAGE 2 TOTAL	2200	34200	
	1043+00 'EB'		1065+00 'EB'		--	2200	
	1050+00 'EB'		1065+00 'EB'		1500	1500	
	1065+00 'EB'		1200+00 'EB'		--	27000	
	1200+00 'EB'		1210+00 'EB'		1000	1000	
	1200+00 'EB'		1205+00 'EB'		--	500	
	1210+00 'WB'		1228+00 'WB'		--	1800	
				STAGE 3 TOTAL	2500	34000	
	1029+00 'EB'		1038+00 'EB'		--	900	
	1226+00 'WB'		1235+00 'WB'		--	900	
				STAGE 4 TOTAL	0	1800	
				TOTAL	4700	71800	
				PROJECT 1204-02-76 TOTAL:	**76500**		

LANDMARK REFERENCE MONUMENTS

CATEGORY	STATION	DESCRIPTION	LOCATION	SPV.0060.02 LANDMARK REFERENCE MONUMENT SPECIAL EACH	REMARKS
0010	1115+84'BB'	T6N R4E, SECTION 22, WEST CENTER	48' RT	1	
	1157+17'ID'	T6N R4E, SECTION 22, NORTH CENTER	62' LT	1	
	13+67'MR'	T6N R4E, SECTION 22, CENTER	7' LT	1	
		PROJECT ID 1204-02-76 TOTAL:		**3**	

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB AND GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	104+75'CR1'	-	121+10'CR1'	CROSS OVER 1	--	1300	1300	--	--	--	1300	
	103+00'CR2'	-	119+25'CR2'	CROSS OVER 2	--	1300	1300	--	--	--	1300	
	100+00 'CR3'	-	120+13.98 'CR3'	CROSS OVER 3	--	1100	1100	--	--	--	1100	
	100+00 'CR4'	-	121+42.89 'CR4'	CROSS OVER 4	--	1100	1100	--	--	--	1100	
	10+09 'MT'	-	15+48 'MT'	MOON RD TEMP	--	540	540	--	--	--	540	
				STAGE 1 TOTAL	0	5340	5340	0	0	0	5340	
	1120+00 'EB'	-	1123+92.33 'EB'	MAINLINE EB	--	390	390	--	--	--	390	
	1125+69.94 'EB'	-	1138+85 'EB'	MAINLINE EB	--	1315	300	--	--	1015	1315	
	10+00 'MR'	-	17+80 'MR'	MOON RD	--	780	780	--	--	--	780	
	60+97 'PR'	-	82+40.50 'PR'	PRAIRIE RD	3	2050	2050	405	4	--	2050	
				STAGE 2 TOTAL	3	4535	3520	405	4	1015	4535	
	1120+00 'WB'	-	1123+98.32 'WB'	MAINLINE WB	--	400	400	--	--	--	400	
	1125+74.33 'WB'	-	1138+05 'WB'	MAINLINE WB	--	1230	300	--	--	930	1230	
	825+00 'EN'	-	848+60 'EN'	RAMP EN	--	2360	2360	--	2	--	2360	
	402+00 'EX'	-	424+50 'EX'	RAMP EX	--	2250	2250	--	2	--	2250	
	201+40 'WN'	-	224+30 'WN'	RAMP WN	--	2290	2290	--	1	--	2290	
	625+20 'WX'	-	648+00 'WX'	RAMP WX	--	2280	2280	--	2	--	2280	
	5+75 'AR'	-	10+00 'AR'	ASCHLIMAN RD	--	425	425	--	1	--	425	
	80+90 'BP1'	-	116+97 'BP1'	BIKE PATH 1	--	3610	3610	--	--	--	3610	
	116+97 'BP2'	-	140+30 'BP2'	BIKE PATH 2	--	2330	2330	--	1	--	2330	
	27+04 'BP3'	-	28+85 'BP3'	BIKE PATH 3	--	180	180	--	--	--	180	
	1092+00 'BB'	-	1129+54.50 'BB'	CTH BB	--	3755	3755	490	6	--	3755	
	1131+45.5 'ID'	-	1186+35 'ID'	CTH HHH	--	5500	5500	485	8	--	5500	
	1189+10 'ID'	-	1202+00 'ID'	CTH HHH	4	1290	1290	150	3	--	1290	
	13+93 'HD'	-	20+00 'HD'	CTH HHH DEAD END	--	610	610	--	1	--	610	
	31+52 'LC'	-	34+81 'LC'	LORRAINE CT	--	330	330	--	--	--	330	
	84+33.30 'RN'	-	97+40 'RN'	RIDGEVUE RD	20	1310	1310	5030	2	--	1310	
	97+40 'RN'	-	131+31 'RN'	RIDGEVUE RD	--	3390	3390	1460	6	--	3390	
	48+43 'TC'	-	50+54 'TC'	TERNES CT	--	215	215	--	--	--	215	
				STAGE 3 TOTAL	24	33755	32825	7615	35	930	33755	
	30+00 'NP'	-	34+85 'NP'	N. PRAIRIE RD	--	485	485	--	3	--	485	
	52+50 'NP'	-	53+80 'NP'	N. PRAIRIE RD CUL DE SAC	--	130	130	--	1	--	130	
	27+00 'RR'	-	30+00 'RR'	REED RD	--	300	300	--	--	--	300	
				STAGE 4 TOTAL	0	915	915	0	4	0	915	
				PROJECT ID 1204-02-76 TOTAL:	**27**	**44545**	**42600**	**8020**	**43**	**1945**	**44545**	

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIPMENT LOCATION FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	REMARKS
0010	PB-1	LP-2	15	--	
	LP-2	LP-3	73	--	
	LP-3	PB-2	75	--	
	PB-4	LP-12	127	--	
	PB-2	PB-3	--	60	
	PB-3	PB-4	--	56	
	PB-4	LP-4	21	--	
	LP-4	LP-5	103	--	
	LP-7	LP-6	147	--	
	LC-1	PB-1	--	10	
	PB-1	PB-9	--	56	
	PB-9	PB-8	--	66	
	PB-1	LP-1	130	--	
	PB-8	LP-10	67	--	
	LP-10	LP-9	105	--	
	LP-9	PB-7	10	--	
	PB-7	PB-6	--	60	
	PB-6	PB-5	--	64	
	LP-9	LP-11	163	--	
	PB-5	LP-8	44	--	
	LP-8	LP-7	69	--	
PROJECT ID 1204-02-76 TOTAL:			**1149**	**372**	

STREET LIGHTING SUMMARY (POLE LUMINAIRE)

CATEGORY	BASE NUMBER	STATION	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	12AWG (GROUND) LF	657.0255 TRANSFORMER BASES BREAKAWAY 11-1/2 INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0610 LIMINAIRE ARMS SINGLE MEMBER 4-1/2 INCH CLAMP 6-FT EACH	659.1115 LUMINAIRES UTILITY LED A EACH	REMARKS
0010	LP-1	80+38.8 'PR'	21.9'RT	1	78	39	1	1	1	1	
	LP-2	81+79.77 'RN'	35.29'RT	1	78	39	1	1	1	1	
	LP-3	1131+36.96 'RN'	39.52'RT	1	78	39	1	1	1	1	
	LP-4	1131+96.56 'RN'	52.48'LT	1	78	39	1	1	1	1	
	LP-5	84+21.01 'RN'	37.01'RT	1	78	39	1	1	1	1	
	LP-6	86+23.59 'RN'	38.5'RT	1	78	39	1	1	1	1	
	LP-7	84+85.52 'RN'	49.2'LT	1	78	39	1	1	1	1	
	LP-8	1129+24.08 'RN'	68.27'LT	1	78	39	1	1	1	1	
	LP-9	1128+97.65 'RN'	31.95'RT	1	78	39	1	1	1	1	
	LP-10	82+08.28 'RN'	68.84'LT	1	78	39	1	1	1	1	
	LP-11	1127+42.80 'BB'	25.2'RT	1	78	39	1	1	1	1	
	LP-12	1133+39.99 'ID'	41.04'RT	1	78	39	1	1	1	1	
		PROJECT ID 1204-02-76 TOTAL:		**12**	**936**	**468**	**12**	**12**	**12**	**12**	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIPMENT LOCATION FROM	TO	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	REMARKS
0010	LC-1	LP-2	106	
	LP-2	LP-4	526	
	LC-1	LP-1	330	
	LC-1	LP-9	582	
	LP-9	LP-7	432	
	LC-1	LP-3	252	
	LP-3	LP-12	586	
	LP-3	LP-5	586	
	LC-1	LP-10	372	
	LP-10	LP-8	504	
	LP-8	LP-6	444	
	LP-10	LP-11	548	
	PROJECT ID 1204-02-76 TOTAL:		**5268**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING-SYSTEM GROUNDING CONDUCTOR

CATEGORY	EQUIPMENT LOCATION FROM	TO	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	REMARKS
0010	LC-1	LP-2	53	
	LP-2	LP-3	79	
	LP-3	LP-4	190	
	LP-4	LP-12	164	
	LP-4	LP-5	109	
	LC-1	LP-1	168	
	LC-1	LP-10	186	
	LP-10	LP-9	111	
	LP-9	LP-11	169	
	LP-9	LP-8	147	
	LP-8	LP-7	75	
	LP-7	LP-6	153	
	PROJECT ID 1204-02-76 TOTAL:		**1604**	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONTROL

CATEGORY	CABINET NUMBER	STATION	LOCATION	659.2124 LIGHTING CONTROL CABINETS 120/240 24-INCH EACH	654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	REMARKS
0010	LC-1	81+62.86 'RN'	31.08' RT	1	1	1	
	PROJECT ID 1204-02-76 TOTAL:			**1**	**1**	**1**	

PULL BOX NON-CONDUCTIVE 24X42-INCH

CATEGORY	PULL BOX NUMBER	STATION	LOCATION	SPV.0060.01 PULL BOX NON-CONDUCTUVE 24X42-INCH EACH	REMARKS
0010	PB-1	81+68.28 'RN'	21.51' RT	1	
	PB-2	1132+10.96 'RN'	23.66' RT	1	
	PB-3	1132+12.21 'RN'	6.72' LT	1	
	PB-4	1132+12.77 'RN'	35.28' LT	1	
	PB-5	1129+05.00 'RN'	40.72' LT	1	
	PB-6	1129+5.09 'RN'	8.56' LT	1	
	PB-7	1129+04.29 'RN'	21.50' RT	1	
	PB-8	81+68.74 'RN'	41.24' LT	1	
	PB-9	81+67.19 'RN'	7.11' LT	1	
	PROJECT ID 1204-02-76 TOTAL:			**9**	

SAWING PAVEMENT

CATEGORY	STATION	TO	STATION	ROADWAY	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	1090+86 'EB'	-	1098+29 'EB'	USH 18	INTERSECTION / RT TURN LANE WITH EXISTING CTH BB	749	--	
	1102+20 'EB'		-	USH 18	EB OUTSIDE SHOULDER	6	--	
	1114+00 'EB'			USH 18	EB OUTSIDE SHOULDER	6	--	
	1123+00 'EB'		-	USH 18	EB LANES	--	26	
	1123+00 'EB'		-	USH 18	EB LANE SHOULDERS	9	--	
	1138+85 'EB'		-	USH 18	EB LANES	--	26	
	1138+85 'EB'		-	USH 18	EB MEDIAN SHOULDER	3	--	
	1144+23 'EB'	-	1145+96 'EB'	USH 18	EB LEFT TURN LANE TO EXISTING RIDGEVUE RD	173	--	
	1148+60 'EB'			USH 18	EB OUTSIDE SHOULDER	6	--	
	17+50 'MR'		-	MOON RD	EAST END	20	--	
	60+00 'PR'		-	PRAIRIE RD	SOUTH END	20	--	
					STAGE 2 TOTAL	992	52	
	1098+06 'WB'	-	1100+29 'WB'	USH 18	WB LEFT TURN TO EXISTING CTH BB	223	--	
	1102+67 'WB'			USH 18	WB OUTSIDE SHOULDER	8	--	
	1113+42 'WB'			USH 18	WB OUTSIDE SHOULDER	8	--	
	1123+00 'WB'		-	USH 18	WB LANES	--	24	
	1123+00 'WB'		-	USH 18	WB LANE SHOULDERS	11	--	
	1138+02 'WB'			USH 18	WB OUTSIDE SHOULDER	9		
	1138+05 'WB'		-	USH 18	WB LANES	--	24	
	1138+05 'WB'		-	USH 18	WB MEDIAN SHOULDER	3	--	
	1146+73 'WB'	-	1149+24 'WB'	USH 18	INTERSECTION / RT TURN LANE WITH EXISTING RIDGEVUE RD	253	--	
	35+30 'NP'		-	N. PRAIRIE RD	NORTH END	20	--	
					STAGE 3 TOTAL	535	48	
	1174+36 'WB'	-	1183+73 'WB'	USH 18	INTERSECTION / RT TURN LANE WITH EXISTING CTH HHH	942	--	
	1176+62 'WB'	-	1179+08 'WB'	USH 18	WB LEFT TURN LANE TO EXISTING PRAIRIE RD	246	--	
	1089+58.30 'BB'			CTH BB	WEST END	22	--	
	1201+92.18 'ID'			CTH ID	EAST END	24	--	
	31+27 'LC'			LORRAINE CT	WEST END	22	--	
	50+54 'TC'			TERNES CT	SOUTH END	20	--	
	50+54 'TC'			TERNES CT	NORTH END	20	--	
					STAGE 4 TOTAL	1296	0	
	1169+51 'EB'	-	1175+33 'EB'	USH 18	EB LEFT TURN LANE TO EXISTING CTH HHH	581	--	
	1173+23 'EB'	-	1176+74 'EB'	USH 18	INTERSECTION / RT TURN LANE WITH EXISTING PRAIRIE RD	350	--	
	46+97.93 'NP'			N. PRAIRIE RD	WEST END	20	--	
	26+50 'RR'			REED RD	WEST END	20	--	
	132+50 'NR'			RIDGEVUE RD	NORTH END	20	--	
					STAGE 5 TOTAL	991	0	
					PROJECT ID 1204-02-76 TOTAL:	**3814**	**100**	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 1204-02-27
DODGEVILLE - MT. HOREB
(CTH ID INTERCHANGE)
USH 18
IOWA COUNTY

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1204–02–27.

NOTES:

ALL NEW RIGHT–OF–WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT–OF–WAY LINES DEPICTED IN THE NON–ACQUISITION AREAS ARE INTENDED TO RE–ESTABLISH EXISTING RIGHT–OF–WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT–OF–WAY LINE 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.

EXISTING HIGHWAY RIGHT–OF–WAY SHOWN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT–OF–WAY FOR USH 18/151 AND AND ASSOCIATED INTERSECTING PUBLIC ROADS/STREETS ESTABLISHED FROM PREVIOUS PROJECTS: TPP 1204–2–22, TPP 1204–02–26–4.01, TPP 1204–2–21, TPP 1200–08–21, TPP 1204–02–26;FROM "PLATS OF RIGHT–OF–WAY REQUIRED" FOR DIVISIONS JOB NO.'S 9450 AND 1302, AND THE C & N.W. R.R. FEDERAL AID PLANS; PLAT OF SURVEYS BY BRUCE BOWDEN DATED MARCH 12, 1994, AUGUST 16, 1994 AND NOVEMBER 12, 1995, BY JOHN HALVERSON DATED SEPTEMBER 11, 1988, AUGUST 22, 2000 AND BY LARRY SCHMIDT DATED JANUARY 15, 1991 AND DATED APRIL 18, 2000; CERTIFIED SURVEY MAP NUMBERS 383, 1145 AND 1523, SUBDIVISION PLATS OF HAGA'S ADDITION AND THE ORIGINAL PLAT OF RIDGEWAY; ALSO THOSE TOWN ROAD RIGHT–OF–WAY'S THAT ARE NOT PLATTED OR CONVEYED ARE ASSUMED TO BE 66' WIDE PER WIS. STATS. 82.31 ESTABLISHED FROM THE CENTERLINES THEREOF.

DIMENSIONING FOR THE NEW RIGHT–OF–WAY LINE IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT TO INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.s) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF THE EXISTING PROPERTY LINES, EXCLUDING RIGHT–OF–WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD 83 DATUM, 2007 ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL RIGHT–OF–WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE–ESTABLISH EXISTING RIGHT–OF–WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER DOCUMENTS, OR FROM CENTERLINE OF PAVEMENTS.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

CONVENTIONAL SYMBOLS AND ABBREVIATIONS

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.) (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTIBLE FLUIDS (CAUTION)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)

R/W POINT TO BE MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN
OFF-PREMISE SIGN (I-25)

	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)
NO ACCESS (NEW HIGHWAY)

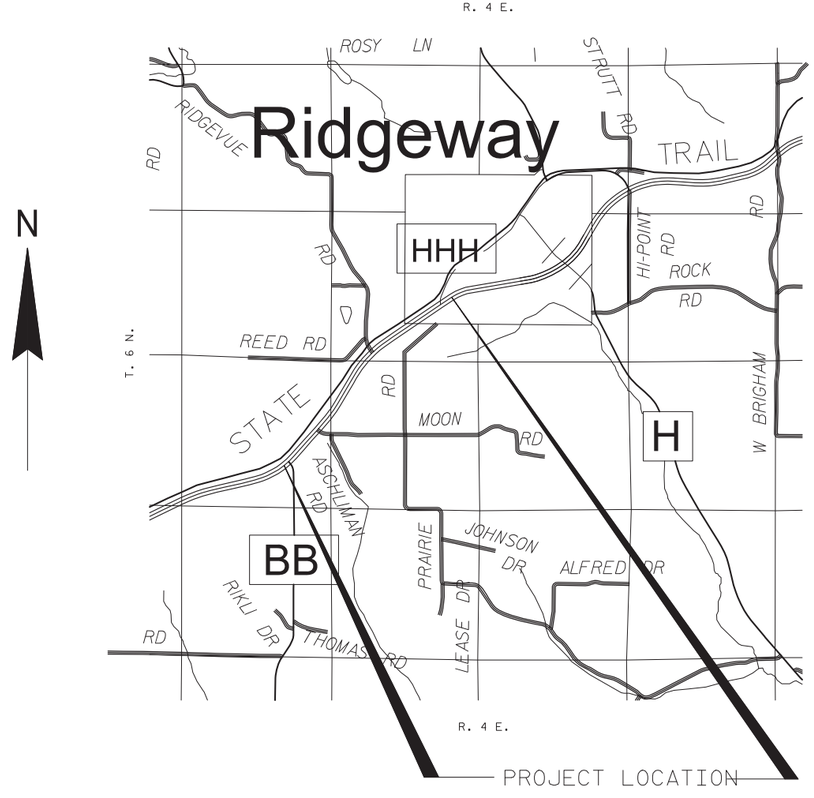
BRIDGE

R/W BOUNDARY POINT (RWB20)
PARCEL NUMBER (25)
UTILITY NUMBER (40)

ACCESS RIGHTS	AR
ACRES	AC
AHEAD	AH
ALUMINUM	ALUM
AND OTHERS	ET AL
BACK	BK
BLOCK	BLK
CENTERLINE	C/L
CERTIFIED SURVEY MAP	CSM
CONCRETE	CONC
COUNTY	COUNTY
COUNTY TRUNK HIGHWAY	CTH
DISTANCE	DIST
CORNER	COR
DOCUMENT NUMBER	DOC
EASEMENT	EASE
EXISTING	EX
GAS VALVE	GV
GRID NORTH	GN
HIGHWAY EASEMENT	HE
IDENTIFICATION	ID
LAND CONTRACT	LC
LEFT	LT
MONUMENT	MON
NATIONAL GEODETIC SURVEY	NGS
NUMBER	NO
OUTLOT	OL
PAGE	PG
POINT OF TANGENCY	PT
PERMANENT LIMITED EASEMENT	PLE
POINT OF BEGINNING	POB
POINT OF CURVATURE	PC
POINT OF COMPOUND CURVE	PCC
POINT OF INTERSECTION	PI
PROPERTY LINE	PL
RECORDED AS	(100')
REFERENCE LINE	R/L
REMAINING	REM
RIGHT	RT
RIGHT OF WAY	R/W
SECTION	SEC
SEPTIC VENT	SEPV
SQUARE FEET	SF
STATE TRUNK HIGHWAY	STH
STATION	STA
SUBDIVISION	SUBD
TANGENT	TAN
TELEPHONE PEDESTAL	TPL
TEMPORARY LIMITED EASEMENT	TLE
TRANSPORTATION PROJECT PLAT	TPP
UNITED STATES HIGHWAY	USH
VOLUME	V

CURVE DATE

LONG CHORD	L.C.
LONG CHORD BEARING	L.C.B.
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

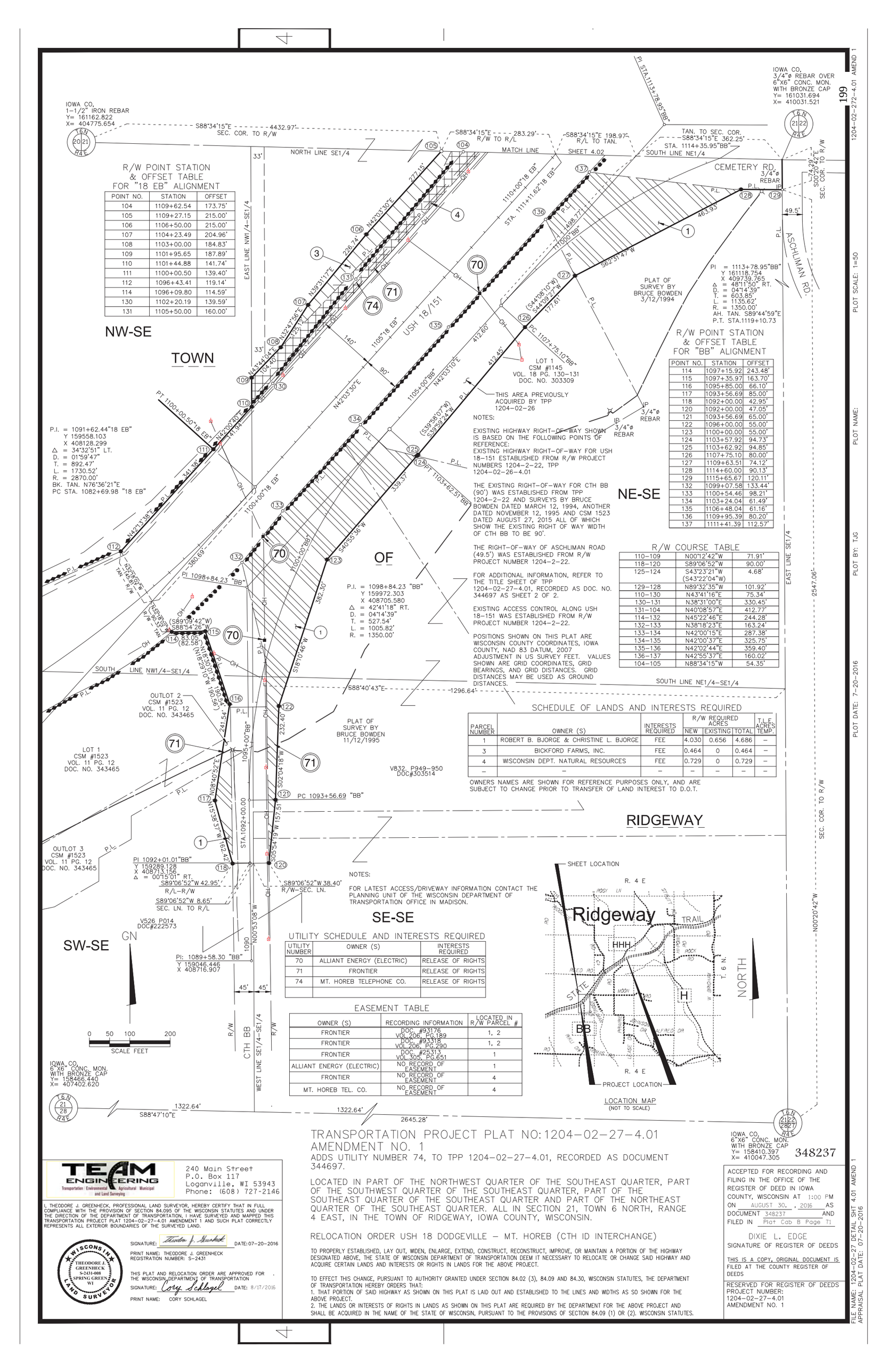


LAYOUT SCALE
0 1 2
MILES

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS

TPP NUMBER 1204–02–27–4.01
SHEET 2 OF 2



TRANSPORTATION PROJECT PLAT NO: 1204-02-27-4.01 AMENDMENT NO. 1

ADDS UTILITY NUMBER 74, TO TPP 1204-02-27-4.01, RECORDED AS DOCUMENT 344697.

LOCATED IN PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER. ALL IN SECTION 21, TOWN 6 NORTH, RANGE 4 EAST, IN THE TOWN OF RIDGEWAY, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DODGEVILLE – MT. HOREB (CTH ID INTERCHANGE)

TO PROPERLY ESTABLISHED, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OF RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2). WISCONSIN STATUTES.

TEAM ENGINEERING
Transportation / Environmental / Agricultural / Municipal and Land Surveying
240 Main Street
P.O. Box 117
Loganville, WI 53943
Phone: (608) 727-2146

I, THEODORE J. GREENHECK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISION OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1204-02-27-4.01 AMENDMENT 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THEODORE J. GREENHECK S-2431-008 SPRING GREEN WI LAND SURVEYOR

SIGNATURE: Theodore J. Greenheck DATE: 07-20-2016

PRINT NAME: THEODORE J. GREENHECK
REGISTRATION NUMBER: S-2431

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 8/17/2016

PRINT NAME: CORY SCHLAGEL

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN IOWA COUNTY, WISCONSIN AT 1:00 PM ON AUGUST 30, , 2016 AS DOCUMENT 348237 AND FILED IN Plat Cab B Page 71

DIXIE L. EDGE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1204-02-27-4.01
AMENDMENT NO. 1

199

1204-02-272-4.01 AMEND 1

PLOT SCALE: 1=50

PLOT NAME:

PLOT BY: TJG

PLOT DATE: 7-20-2016

FILE NAME: 1204-02-27 DETAIL SHT 4.01 AMEND 1
APPRAISAL PLAT DATE: 07-20-2016

TEAM ENGINEERING
Transportation | Environmental | Agricultural | Municipal and Land Surveying

240 Main Street
P.O. Box 117
Loganville, WI 53943
Phone: (608) 727-2146

I, THEODORE J. GREENHECK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISION OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1204-02-27-4.02 AMENDMENT 1 AND SUCH PLAT CORRECTLY REPRESENTS
ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Theodore J. Greenheck DATE: 07-20-2016

PRINT NAME: THEODORE J. GREENHECK
REGISTRATION NUMBER: S-2431

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 8/22/2016

PRINT NAME: CORY SCHLAGEL

WISCONSIN — THEODORE J. GREENHECK — S-2431-0608 — SPRING GREEN WI — LAND SURVEYOR

TRANSPORTATION PROJECT PLAT NO: 1204-02-27-4.02 AMENDMENT NO. 1

ADDS UTILITY NUMBER 74, TO TPP 1204-02-27-4.02, RECORDED AS DOCUMENT 345415.

LOCATED IN PART OF THE SOUTHEAST OF THE NORTHEAST IN SECTION 21, AND INCLUDING PART OF THE NORTHWEST OF THE SOUTHWEST, AND INCLUDING PART OF THE NORTHEAST OF THE SOUTHWEST, AND INCLUDING PART OF THE SOUTHWEST OF THE NORTHWEST, AND INCLUDING PART OF THE SOUTHEAST OF THE NORTHWEST ALL IN SECTION 22, TOWN 6 NORTH, RANGE 4 EAST, IN THE TOWN OF RIDGEWAY, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DODGEVILLE – MT. HOREB (CTH ID INTERCHANGE)

TO PROPERLY ESTABLISHED, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OF RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2) WISCONSIN STATUTES.

NOTES:

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18-151 ESTABLISHED FROM R/W PROJECT NUMBERS 1204-2-22, TPP 1204-02-26-4.01. THE RIGHT-OF-WAY OF ASCHLIMAN ROAD (49.5' AND CEMETERY ROAD (66') WERE ESTABLISHED FROM R/W PROJECT NUMBER 1204-2-22.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN IOWA COUNTY AS SHEET 2 of 2 OF DOCUMENT NUMBER 344697 AND FILED IN PLAT CABINET B ON PAGE 64, IOWA COUNTY.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN IOWA COUNTY, WISCONSIN AT 1:00 PM ON AUGUST 30, 2016 AS DOCUMENT 348238 AND FILED IN Plat Cab B Page 72

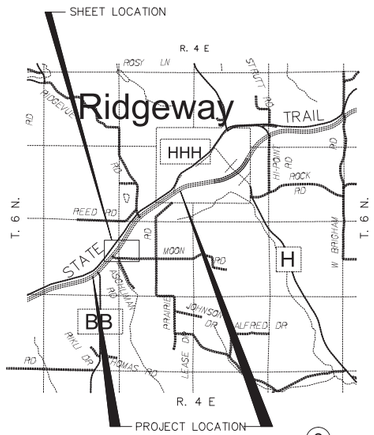
DIXIE L. EDGE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

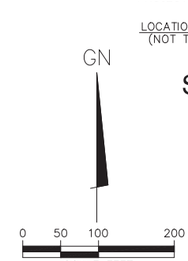
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER:
1204-02-27-4.02
AMENDMENT NO. 1
348238

UTILITY SCHEDULE AND INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTERESTS REQUIRED
71	FRONTIER	RELEASE OF RIGHTS
74	MT. HOREB TELEPHONE COMPANY	RELEASE OF RIGHTS



LOCATION MAP (NOT TO SCALE)



NOTE: THIS REMNANT AREA OF PARCEL 3 IS 9.59 ACRES.

R/W COURSE TABLE

104-105	N88°34'34"W	54.36'
202-129	S48°33'30"W	65.68'
104-242	N40°08'57"E	187.66'
242-243	N38°47'16"E	175.29'
243-244	N30°53'03"E	310.22'
244-245	N22°00'13"E	623.18'
245-246	N29°53'03"E	139.10'
212-209	S17°46'19"W	130.60'
209-208	N71°55'58"W	116.69'

R/W POINT STATION & OFFSET TABLE FOR "18 EB" ALIGNMENT

POINT NO.	STATION	OFFSET	POINT NO.	STATION	OFFSET
104	1109+62.54	173.75'	240	1113+92.44	260.00'
105	1109+27.15	215.00'	241	1110+75.00	215.00'
230	1125+98.30	461.60'	242	1111+50.00	180.00'
231	1127+50.00	430.00'	243	1113+25.00	190.00'
232	1129+42.62	362.58'	244	1116+40.00	245.00'
236	1123+93.36	576.10'	245	1122+80.00	400.00'
237	1123+50.00	525.00'	246	1124+29.49	406.19'
238	1120+20.00	470.00'	255	1120+35.00	355.00'
239	1117+00.00	335.00'	256	1116+94.61	227.28'
			257	1114+80.00	160.00'

NOTES:
FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN IOWA COUNTY AS SHEET 2 of 2 OF DOCUMENT NUMBER 344697 AND FILED IN PLAT CABINET B ON PAGE 64, IOWA COUNTY.

EXISTING ACCESS CONTROL ALONG USH 18-151 WAS ESTABLISHED FROM R/W PROJECT NUMBER 1204-2-22.

R/W POINT STATION & OFFSET TABLE FOR "BB" ALIGNMENT

POINT NO.	STATION	OFFSET
129	1115+65.67	120.11'
202	1116+28.32	88.89'
203	1121+46.61	124.56'
204	1124+08.41	142.27'
205	1125+85.18	155.78'
248	1116+14.64	85.43'
249	1119+10.73	75.00'
250	1125+10.90	85.00'
251	1127+25.00	105.00'
258	1114+75.00	115.00'

EASEMENT TABLE

OWNER (S)	RECORDING INFORMATION	LOCATED IN R/W PARCEL #
FRONTIER	NO RECORD OF EASEMENT	3
FRONTIER	NO RECORD OF EASEMENT	4
MT. HOREB TEL. CO.	NO RECORD OF EASEMENT	4

NOTES:
FOR LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD 83 DATUM, 2007 ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED ACRES NEW	R/W REQUIRED ACRES EXISTING	R/W REQUIRED ACRES TOTAL	T.L.E. ACRES TEMP.
3	BICKFORD FARMS, INC.	FEE, AR	32.840	0.962	33.802	–
4	WISCONSIN DEPT. NATURAL RESOURCES	FEE	0.814	0	0.814	–
5	CARL F. BERNING & MARY B. BERNING	FEE, AR	0.160	1.313	1.473	–
–	–	–	–	–	–	–

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

TRANSPORTATION PROJECT PLAT NO: 1204-02-27-4.03

LOCATED IN PART OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER, AND INCLUDING PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, AND INCLUDING PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER, AND INCLUDING PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER, ALL IN SECTION 22, TOWN 6 NORTH, RANGE 4 EAST, IN THE TOWN OF RIDGEWAY, IOWA COUNTY, WISCONSIN.

345037
ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN IOWA COUNTY, WISCONSIN AT 2:30 PM ON January 12, 2016 AS DOCUMENT 345037 AND FILED IN Plat Cab B Page 65

Dixie L Edge
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

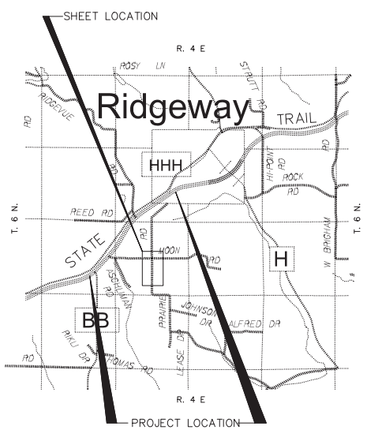
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER:
1204-02-27-4.03

RELOCATION ORDER USH 18 DODGEVILLE – MT. HOREB (CTH ID INTERCHANGE)

TO PROPERLY ESTABLISHED, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OF RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2). WISCONSIN STATUTES.



LOCATION MAP
(NOT TO SCALE)

R/W POINT STATION & OFFSET TABLE FOR "MR" ALIGNMENT

POINT NO.	STATION	OFFSET
300	12+37.34	90.00'
301	13+54.36	85.00'
303	14+07.59	83.58'
304	18+00.09	34.78'
306	18+00.05	31.22'
307	17+50.00	60.00'
308	14+17.15	88.61'
310	13+32.25	85.02'
311	11+75.00	85.00'
312	10+49.51	215.64'

R/W POINT STATION & OFFSET TABLE FOR "PR" ALIGNMENT

POINT NO.	STATION	OFFSET
209	75+92.50	55.60'
212	75+92.50	75.00'
312	70+00.00	75.00'
313	68+50.00	67.03'
315	68+23.85	126.26'
316	67+20.00	79.76'
317	64+49.30	105.00'
318	61+60.00	65.00'
319	61+00.00	33.00'
321	61+00.00	33.01'
322	61+60.00	65.00'
323	64+49.30	80.00'
324	66+00.00	50.00'
325	70+00.00	45.00'
326	73+75.00	45.00'

TLE POINT STATION & OFFSET TABLE FOR "MR" ALIGNMENT

POINT NO.	STATION	OFFSET
T1	14+04.46	168.39'
T2	18+25.00	115.00'
T3	19+25.00	34.01'

NOTES:

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: THE RIGHT OF WAY WIDTH OF CEMETERY ROAD, PRAIRIE ROAD AND MOON ROAD ARE ALL PRESUMED TO BE 66' AS PER WIS. STATS. 82.31. THE EXISTING RIGHT-OF-WAY OF CEMETERY ROAD, PRAIRIE ROAD, MOON ROAD WAS ESTABLISHED FROM THE CENTERLINES THEREOF.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN IOWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 344697 AND FILED IN PLAT CABINET B ON PAGE 64, IOWA COUNTY.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD 83 DATUM, 2007 ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED ACRES NEW	EXISTING	TOTAL	T.L.E. ACRES TEMP.
3	BICKFORD FARMS, INC.	FEE	0.069	0.475	0.544	–
5	CARL F. BERNING & MARY B. BERNING	FEE	4.891	2.088	6.979	–
6	PRAIRIE RIDGEWAY LLC	FEE, TLE	0.208	0.365	0.573	0.899
–	–	–	–	–	–	–

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

UTILITY SCHEDULE AND INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTERESTS REQUIRED
71	FRONTIER	RELEASE OF RIGHTS
–	–	–

EASEMENT TABLE

OWNER (S)	RECORDING INFORMATION	LOCATED IN R/W PARCEL #
FRONTIER	DOC. #182249 VOL.430, PG.496	5
FRONTIER	DOC. #182557 VOL.431, PG.089	6

R/W COURSE TABLE

LINE	BEARING	DISTANCE
300-301	N73°25'06"E	145.68'
301-303	N86°38'30"E	66.00'
306-307	S59°59'44"W	57.73'
318-319	S28°00'53"W	68.00'
321-322	N28°07'24"W	68.00'
209-212	N17°46'19"E	130.60'
304-306	S00°11'38"E	66.02'
308-310	S87°35'37"W	66.02'
313-315	N90°00'00"E	66.00'
319-321	S89°56'32"W	66.01'

TEAM ENGINEERING
Transportation · Environmental · Agricultural · Municipal and Land Surveying
240 Main Street
P.O. Box 117
Loganville, WI 53943
Phone: (608) 727-2146

I, THEODORE J. GREENHECK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISION OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1204-02-27-4.03 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

THEODORE J. GREENHECK S-2431-008 SPRING GREEN WI — WISCONSIN — LAND SURVEYOR

SIGNATURE: Theodore J. Greenheck DATE: 12-16-2015

PRINT NAME: THEODORE J. GREENHECK
REGISTRATION NUMBER: S-2431

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 1/5/2016

PRINT NAME: CORY SCHLAGEL

PLOT SCALE: 1=100
PLOT NAME:
PLOT BY: TJG
PLOT DATE: 12-16-2015
FILE NAME: 1204-02-27 DETAIL SHT 4.03
APPRAISAL PLAT DATE: 12-16-2015

348239

TEAM ENGINEERING
Transportation · Environmental · Agricultural · Municipal and Land Surveying
240 Main Street
P.O. Box 117
Loganville, WI 53943
Phone: (608) 727-2146

I, THEODORE J. GREENHECK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISION OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1204-02-27-4.04 AMENDMENT 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Theodore J. Greenheck DATE: 07-20-2016

PRINT NAME: THEODORE J. GREENHECK
REGISTRATION NUMBER: S-2431

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 8/22/2016

PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 1204-02-27-4.04 AMENDMENT NO. 1

AMENDS PARCEL 3 AND ADDS UTILITY NUMBER 74 TO TPP 1204-02-27-4.04, RECORDED AS DOCUMENT 345416.

LOCATED IN PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 15, PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 21, AND PART OF NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 22, TOWN 6 NORTH, RANGE 4 EAST, IN THE TOWN OF RIDGEWAY, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DODGEVILLE – MT. HOREB (CTH ID INTERCHANGE)

TO PROPERLY ESTABLISHED, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OF RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN IOWA COUNTY, WISCONSIN AT 1:00 PM ON AUGUST 30, 2016 AS DOCUMENT 348239 AND FILED IN Plat Cab B Page 73

DIXIE L. EDGE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER:
1204-02-27-4.04
AMENDMENT NO. 1

202

1204-02-27-4.04 AMEND 1

PLOT SCALE: 1=100

PLOT NAME:

PLOT BY: TJG

PLOT DATE: 07-20-2016

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED ACRES NEW	R/W REQUIRED ACRES EXISTING	R/W REQUIRED ACRES TOTAL	T.L.E. ACRES TEMP.
3	BICKFORD FARMS, INC	FEE, TLE	19.126	0.307	19.433	0.708
4	WISCONSIN DEPT. NATURAL RESOURCES	FEE	0.854	0	0.854	–
–	–	–	–	–	–	–

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

NOTES:

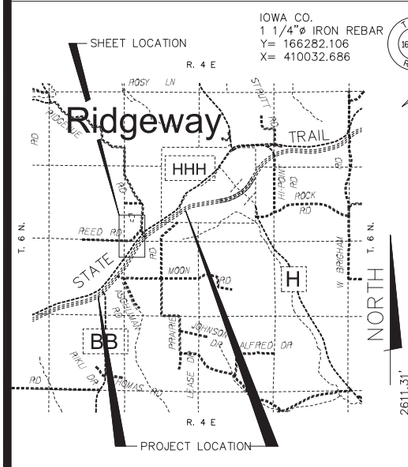
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18-151 ESTABLISHED FROM R/W PROJECT NUMBERS 1204-2-22 AND RECORDED CONVEYANCE DOCUMENTS ASSOCIATED THEREWITH. THE EXISTING RIGHT-OF-WAY OF REED ROAD AND RIDGEVUE ROAD WAS ALSO ESTABLISHED FROM R/W PROJECT NUMBER 1204-02-22. REED ROAD AND RIDGEVUE ROAD ARE BOTH NOTED HAS HAVING A RIGHT-OF-WAY WIDTH OF 50' ON R/W PROJECT 1204-02-22.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN IOWA COUNTY AS SHEET 2 of 2 OF DOCUMENT NUMBER 344697 AND FILED IN PLAT CABINET B ON PAGE 64, IOWA COUNTY.

EXISTING ACCESS CONTROL ALONG USH 18-151 WAS ESTABLISHED FROM R/W PROJECT NUMBER 1204-2-22.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD 83 DATUM, 2007 ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.



LOCATION MAP (NOT TO SCALE)

SE-SE

TOWN

WEST LINE OF THE SW1/4

M00°01'15"E

IOWA CO. 1 1/4"ø IRON REBAR Y= 166282.106 X= 410032.686

R/W POINT STATION & OFFSET TABLE FOR "RR" ALIGNMENT

POINT NO.	STATION	OFFSET
407	27+00.00	22.24'
408	27+00.00	27.76'

R/W POINT STATION & OFFSET TABLE FOR "RN" ALIGNMENT

POINT NO.	STATION	OFFSET	POINT NO.	STATION	OFFSET
236	102+41.76	154.83'	415	125+79.87	50.00'
401	104+50.00	90.00'	416	127+04.17	50.00'
402	106+25.00	80.00'	417	127+85.00	45.00'
403	109+40.00	195.00'	418	128+65.00	45.00'
404	112+80.00	70.00	419	129+75.00	50.00'
405	114+77.85	65.00'	420	130+44.68	45.44'
406	115+65.00	70.00'	421	130+51.62	44.71'
411	117+59.07	159.49'	409	131+92.75	31.93'
412	121+72.54	78.47'	423	131+93.71	25.00'
413	122+70.39	55.78'	410	132+01.30	25.00'
414	124+00.00	55.00'	425	132+01.70	27.40'
			422	130+66.25	43.13'

TLE POINT STATION & O.S. FOR "RN" ALIGNMENT

POINT NO.	STATION	OFFSET
T20	124+00.00	55.00'
T21	124+00.00	100.00'
T22	127+04.17	125.00'
T23	128+60.00	80.00'
T24	130+45.11	75.00'
T25	130+44.68	45.44'

T.L.E. – SLOPES 0.708 ACRES

R/W POINT STATION & OFFSET TABLE FOR "RN" ALIGNMENT

POINT NO.	STATION	OFFSET
440	102+59.17	87.78'
441	106+00.00	75.00'
442	109+50.00	130.00'
443	112+60.00	95.00'
444	115+20.00	60.00'
445	115+65.00	61.78'
446	119+00.00	75.00'
447	121+50.00	50.00'

R/W POINT STATION & OFFSET TABLE FOR 18 EB" ALIGNMENT

POINT NO.	STATION	OFFSET
232	1129+42.62	362.58'
424	1142+51.30	127.19'
428	1140+00.00	105.00'
429	1135+72.54	174.91
430	1133+50.00	200.00'
431	1129+50.00	360.00'
440	1126+50.00	530.00'
448	1139+40.00	220.00'
449	1135+10.00	290.00'
450	1132+00.00	430.00'
460	1125+80.00	402.93'
461	1128+80.00	373.00'
462	1133+35.00	254.00'
463	1137+35.00	177.00'
464	1139+25.00	153.00'
465	1140+45.76	134.86'

R/W COURSE TABLE

LINE	BEARING	DISTANCE
405-406	N73°02'38"E	87.29'
406-407	N49°44'40"W	131.04'
412-413	N80°26'59"E	92.41'
413-414	N58°28'59"E	120.50'
414-415	N48°43'47"E	167.79'
415-416	N40°35'31"E	124.30'
416-417	N37°52'31"E	69.55'
417-418	N20°13'50"E	69.25'
418-419	N01°13'24"E	94.35'
419-420	N06°34'56"W	59.96'
420-421	N10°25'39"W	6.07'
421-409	N10°25'39"W	146.65'
422-423	N72°02'50"E	7.00'
410-425	N72°02'50"E	2.43'
425-422	S21°43'54"E	131.04'
431-232	S10°56'37"W	7.82'
444-445	N78°35'17"E	45.04'
447-448	S42°16'55"E	74.78'
460-461	N35°55'53"E	301.49'
461-462	N44°53'26"E	470.30'
462-463	N41°25'24"E	415.34'
463-464	N40°59'02"E	199.60'
464-465	N44°38'16"E	126.59'

UTILITY SCHEDULE AND INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTERESTS REQUIRED
70	ALLIANT ENERGY (ELECTRIC)	RELEASE OF RIGHTS
71	FRONTIER	RELEASE OF RIGHTS
74	MT. HOREB TELEPHONE COMPANY	RELEASE OF RIGHTS

EASEMENT TABLE

OWNER (S)	RECORDING INFORMATION	LOCATED IN R/W PARCEL #
FRONTIER	DOC. #208091 VOL.491, PG.239	3
FRONTIER	NO RECORD OF EASEMENT	4
ALLIANT ENERGY (ELECTRIC)	NO RECORD OF EASEMENT	3 & 4
ALLIANT ENERGY (ELECTRIC)	VOL.139, PG.504	4
MT. HOREB TELEPHONE COMPANY	NO RECORD OF EASEMENT	4

NOTE: THIS REMNANT AREA OF PARCEL 3 IS 9.551 ACRES.

IOWA CO. 6"X6" CONC. MON. WITH BRONZE CAP Y= 16370.799 X= 410031.737

IOWA CO. 1 1/4"ø IRON REBAR Y= 163736.123 X= 407395.188

IOWA CO. 3/4"ø REBAR OVER 6"X6" CONC. MON. WITH BRONZE CAP Y= 161031.694 X= 410031.521

IOWA CO. 6"X6" CONC. MON. W/BRZ. CAP Y= 163652.582 X= 412660.354

0 50 100 200 SCALE FEET

GN

SOUTH LINE NE1/4-NE1/4

SOUTH LINE NW1/4-NW1/4

EAST LINE SW1/4-SW1/4

NORTH LINE NE1/4

NW-NW

NE-NE

SW-SW

OF

RIDGEWAY

USH 18/151

RIDGEVUE RD. 50'

REED RD. 50'

MATCH LINE SHEET 4.02

MATCH LINE SHEET 4.05

SIGN

FILE NAME: 1204-02-27 DETAIL SHT 4.04 AMEND 1
APPRAISAL PLAT DATE: 07-20-2016

348240

TRANSPORTATION PROJECT PLAT
NO: 1204-02-27-4.05 AMENDMENT NO. 1

ADDS UTILITY NUMBER 74 AND AMENDS UTILITY NUMBER 71 TO TPP 1204-02-24-4.05, RECORDED AS DOCUMENT 345038.

LOCATED IN PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER AND IN PART OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 22, AND IN PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 15, ALL IN TOWN 6 NORTH, RANGE 4 EAST, IN THE TOWN OF RIDGEWAY, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DODGEVILLE – MT. HOREB (CTH ID INTERCHANGE)

TO PROPERLY ESTABLISHED, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OF RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2). WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN IOWA COUNTY, WISCONSIN AT 1:00 PM ON AUGUST 30, 2016 AS DOCUMENT 348240 AND FILED IN Plat Cab B Page 74

DIXIE L. EDGE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER:
1204-02-27-4.05
AMENDMENT NO. 1

203

1204-02-27-4.05 AMEND 1

PLOT SCALE: 1=100

PLOT NAME:

PLOT BY: TJG

PLOT DATE: 07-20-2016

R/W POINT STATION & OFFSET TABLE FOR "18 EB" ALIGNMENT

POINT NO.	STATION	OFFSET
422	1147+73.61	399.43'
424	1142+51.30	127.19'
500	1147+67.15	380.00'
501	1147+24.89	223.48'
502	1148+20.86	140.03'
503	1152+84.79	139.82'
504	1161+37.67	119.95'
505	1161+48.84	120.36'
527	1158+37.72	100.11'
528	1152+84.65	75.18'
529	1149+05.40	89.93'
530	1148+00.00	120.00'

TLE POINT STA. & O.S. TABLE FOR "18-EB" ALIGNMENT

POINT NO.	STATION	OFFSET
T10	1149+60.00	133.86'
T11	1149+60.00	183.87'
T12	1148+38.98	189.00'
T13	1147+39.43	275.91'

R/W COURSE TABLE

422–500	S21°43'54"E	20.69'
504–505	N53°37'31"E	11.19'
513–514	S89°59'34"W	43.66'
514–515	S27°01'16"W	55.53'

R/W POINT STATION & OFFSET TABLE FOR "NPR" ALIGNMENT

POINT NO.	STATION	OFFSET
522	32+50.00	75.00'
523	33+64.70	80.00'
524	34+98.02	47.80'
525	36+83.03	49.08'
526	37+74.15	48.85'
527	38+28.16	124.04'
609	36+83.30	40.92'
610	36+54.61	38.90'
611	34+54.27	40.26'

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED ACRES NEW	EXISTING	TOTAL	T.L.E. ACRES TEMP.
3	BICKFORD FARMS, INC.	FEE	7.199	1.527	8.726	–
4	WI DEPARTMENT OF NATURAL RESOURCES	T.L.E.	0.000	0.000	0.000	0.309
–	–	–	–	–	–	–

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

UTILITY SCHEDULE AND INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTERESTS REQUIRED
71	FRONTIER	RELEASE OF RIGHTS
74	MT. HOREB TELEPHONE COMPANY	RELEASE OF RIGHTS

NOTES:

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18-151 ESTABLISHED FROM R/W PROJECT NUMBER 1204-2-22 AND RECORDED CONVEYANCE DOCUMENTS ASSOCIATED THEREWITH. THE EXISTING RIGHT OF WAY WIDTH OF PRAIRIE ROAD IS PRESUMED TO BE 66' AS PER WIS. STATS. 82.31 AND WAS DETERMINED FROM THE CENTERLINE THEREOF.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN IOWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 344697 AND FILED IN PLAT CABINET B ON PAGE 64, IOWA COUNTY.

EXISTING ACCESS CONTROL ALONG USH 18-151 WAS ESTABLISHED FROM R/W PROJECT NUMBER 1204-2-22.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD 83 DATUM, 2007 ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

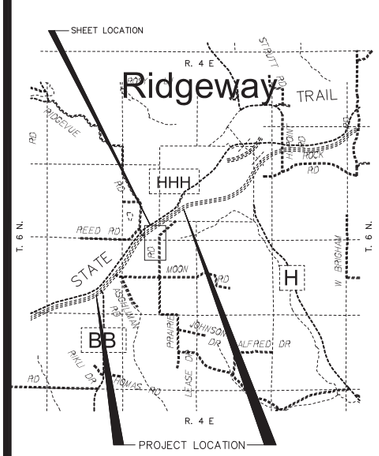
FOR LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EASEMENT TABLE

OWNER (S)	RECORDING INFORMATION	LOCATED IN R/W PARCEL #
FRONTIER	NO RECORD OF EASEMENT	3 & 4
MT. HOREB TELEPHONE COMPANY	NO RECORD OF EASEMENT	4

R/W POINT STATION & OFFSET TABLE FOR "ID" ALIGNMENT

POINT NO.	STATION	OFFSET
223	1140+00.00	116.42'
221	1140+00.00	117.78'
513	1154+06.67	132.59'
514	1153+85.01	94.00'
515	1153+26.74	93.75'
516	1143+50.00	75.00'
517	1142+00.00	105.00'
518	1144+60.00	70.00'
519	1149+00.00	70.00'
520	1153+26.74	100.00'
521	1156+78.14	117.63'



LOCATION MAP
(NOT TO SCALE)

TEAM ENGINEERING
Transportation | Environmental | Agricultural | Municipal and Land Surveying
240 Main Street
P.O. Box 117
Loganville, WI 53943
Phone: (608) 727-2146

I, THEODORE J. GREENHECK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISION OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1204-02-27-4.05 AMENDMENT 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THEODORE J. GREENHECK S-2431-008 SPRING GREEN WI LAND SURVEYOR

SIGNATURE: Theodore J. Greenhack DATE: 07-20-2016

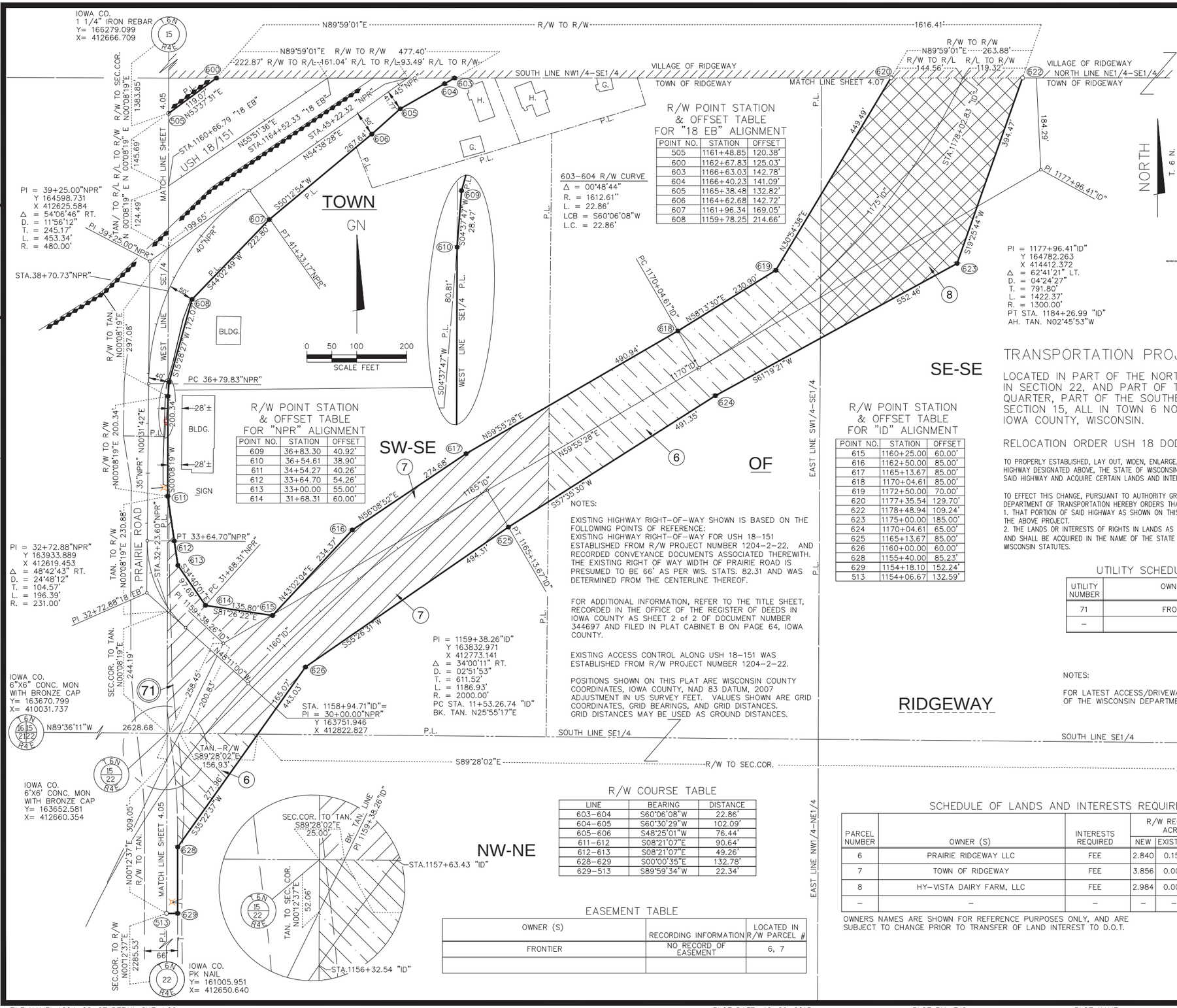
PRINT NAME: THEODORE J. GREENHECK
REGISTRATION NUMBER: S-2431

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 8/22/2016

PRINT NAME: CORY SCHLAGEL

FILE NAME: 1204-02-27 DETAIL SHT 4.05 AMEND 1
APPRAISAL PLAT DATE: 07-20-2016



345039

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN IOWA COUNTY, WISCONSIN AT 2 :30 PM ON February 12 , 2016 AS DOCUMENT 345039 AND FILED IN Plat Cab B Page 67

Taylor J Campbell, Deputy
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER:
1204-02-27-4.06

TRANSPORTATION PROJECT PLAT NO:1204-02-27-4.06

LOCATED IN PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER, IN SECTION 22, AND PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER, PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER IN SECTION 15, ALL IN TOWN 6 NORTH, RANGE 4 EAST, IN THE TOWN OF RIDGEWAY, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DODGEVILLE – MT. HOREB (CTH ID INTERCHANGE)

TO PROPERLY ESTABLISHED, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OF RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2). WISCONSIN STATUTES.

UTILITY SCHEDULE AND INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTERESTS REQUIRED
71	FRONTIER	RELEASE OF RIGHTS
–	–	–

NOTES:

FOR LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

RIDGEWAY

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED ACRES NEW	EXISTING	TOTAL	T.L.E. ACRES TEMP.
6	PRAIRIE RIDGEWAY LLC	FEE	2.840	0.155	2.995	–
7	TOWN OF RIDGEWAY	FEE	3.856	0.003	3.859	–
8	HY-VISTA DAIRY FARM, LLC	FEE	2.984	0.000	2.984	–
–	–	–	–	–	–	–

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

TEAM ENGINEERING
Transportation | Environmental | Agricultural | Municipal and Land Surveying

240 Main Street
P.O. Box 117
Loganville, WI 53943
Phone: (608) 727-2146

I, THEODORE J. GREENHECK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISION OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1204-02-27-4.06 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THEODORE J. GREENHECK S-2431-008 SPRING GREEN WI LAND SURVEYOR

SIGNATURE: Theodore J. Greenheck DATE: 12-29-2015

PRINT NAME: THEODORE J. GREENHECK
REGISTRATION NUMBER: S-2431

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 1/4/2016

PRINT NAME: CORY SCHLAGEL

348241

TEAM ENGINEERING
Transportation · Environmental · Agricultural · Municipal and Land Surveying

240 Main Street
P.O. Box 117
Loganville, WI 53943
Phone: (608) 727-2146

I, THEODORE J. GREENHECK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISION OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1204-02-27-4.07 AMENDMENT 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN LAND SURVEYOR — THEODORE J. GREENHECK — S-2431-D08 — SPRING GREEN, WI

SIGNATURE: Theodore J. Greenheck DATE: 07-20-2016

PRINT NAME: THEODORE J. GREENHECK
REGISTRATION NUMBER: S-2431

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 8/24/2016

PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 1204-02-27-4.07 AMENDMENT NO. 1

ADDS UTILITY NUMBERS 74 AND 75, AND REMOVES UTILITY NUMBER 72 TO TPP 1204-02-27-4.07, RECORDED AS DOCUMENT 345040.

LOCATED IN PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND IN PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, ALL IN SECTION 15, TOWN 6 NORTH, RANGE 4 EAST, IN THE VILLAGE OF RIDGEWAY, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DODGEVILLE – MT. HOREB (CTH ID INTERCHANGE)

TO PROPERLY ESTABLISHED, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OF RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2). WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN IOWA COUNTY, WISCONSIN AT 1:00 PM ON AUGUST 30, 2016 AS DOCUMENT 348241 AND FILED IN Plat Cab B Page 75

DIXIE L. EDGE
SIGNATURE OF REGISTER OF DEEDS

THIS IS A COPY, ORIGINAL DOCUMENT IS FILED AT THE COUNTY REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 1204-02-27-4.07
AMENDMENT NO. 1

205

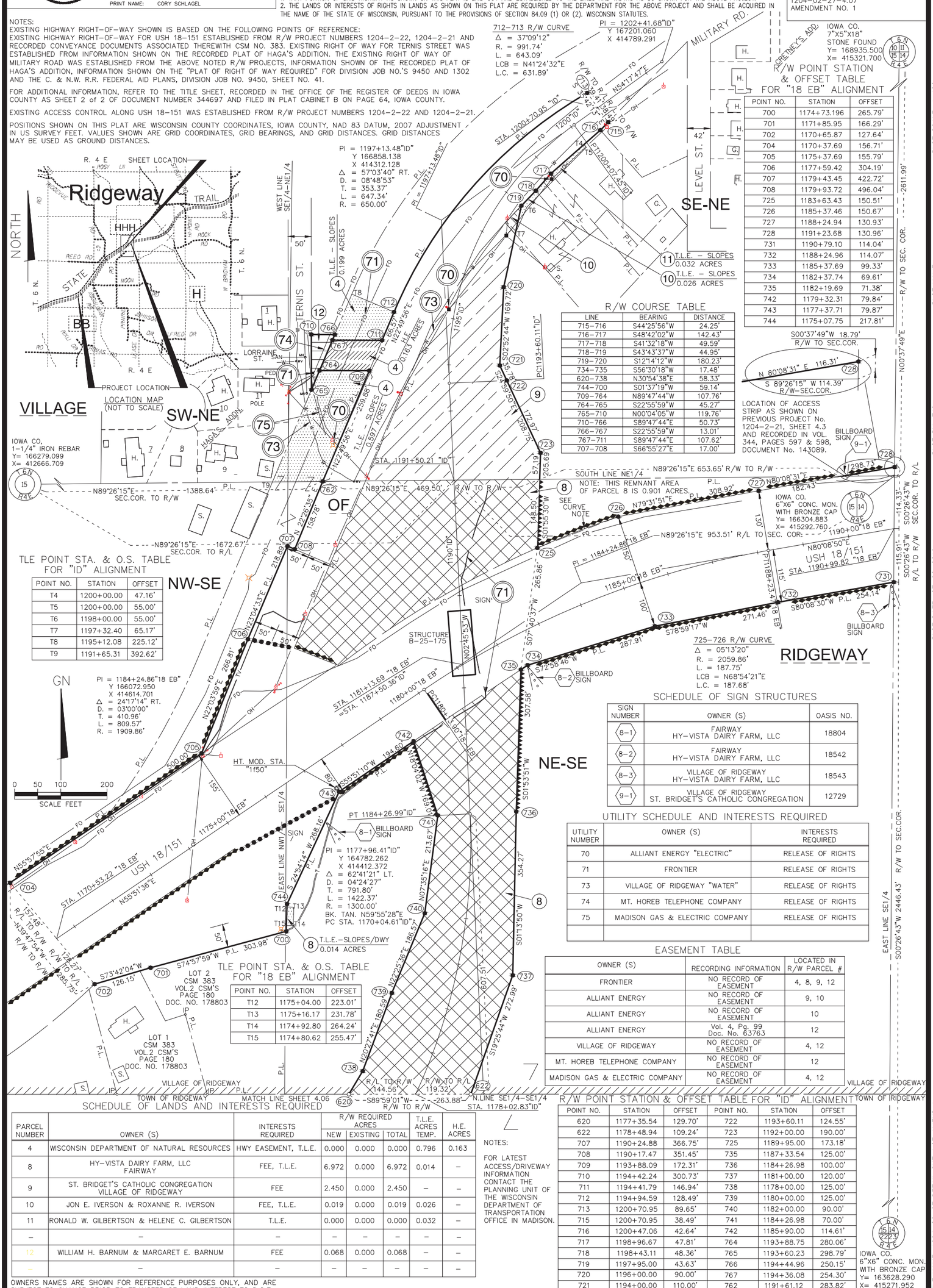
1204-02-27-4.07 AMEND 1

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18-151 ESTABLISHED FROM R/W PROJECT NUMBERS 1204-2-22, 1204-2-21 AND RECORDED CONVEYANCE DOCUMENTS ASSOCIATED THEREWITH CSM NO. 383. EXISTING RIGHT OF WAY FOR TERNIS STREET WAS ESTABLISHED FROM INFORMATION SHOWN ON THE RECORDED PLAT OF HAGA'S ADDITION. THE EXISTING RIGHT OF WAY OF MILITARY ROAD WAS ESTABLISHED FROM THE ABOVE NOTED R/W PROJECTS, INFORMATION SHOWN OF THE RECORDED PLAT OF HAGA'S ADDITION, INFORMATION SHOWN ON THE "PLAT OF RIGHT OF WAY REQUIRED" FOR DIVISION JOB NO.'S 9450 AND 1302 AND THE C. & N.W. R.R. FEDERAL AID PLANS, DIVISION JOB NO. 9450, SHEET NO. 41.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN IOWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 344697 AND FILED IN PLAT CABINET B ON PAGE 64, IOWA COUNTY.

EXISTING ACCESS CONTROL ALONG USH 18-151 WAS ESTABLISHED FROM R/W PROJECT NUMBERS 1204-2-22 AND 1204-2-21.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD 83 DATUM, 2007 ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.


R. 4 E SHEET LOCATION
Ridgeway
NORTH
T. 6 N.
STATE
HHH
BB
H
R. 4 E
PROJECT LOCATION
LOCATION MAP (NOT TO SCALE)
VILLAGE
SW-NE
NW-SE
NE-SE
SE-NE
OF
RIDGEWAY
MILITARY RD.
LEVEL ST.
TERNIS ST.
LORRAINE ST.
HAGA'S ADDN.
ACRETNEY'S ADD.
WEST LINE SE1/4-NE1/4
SOUTH LINE NE1/4
EAST LINE SE1/4
EAST LINE NW1/4 SE1/4
IOWA CO. 1-1/4" IRON REBAR Y= 166279.099 X= 412666.709
IOWA CO. 6"X6" CONC. MON. WITH BRONZE CAP Y= 166304.883 X= 415292.760
IOWA CO. 7"X5"X18" STONE FOUND Y= 168935.500 X= 415321.700
IOWA CO. 6"X6" CONC. MON. WITH BRONZE CAP Y= 163628.290 X= 415271.952
N89°26'15"E 1388.64' SEC.COR. TO R/W
N89°26'15"E 469.50' R/W TO R/W
N89°26'15"E 653.65' R/W TO R/W
N89°26'15"E 1672.67' SEC.COR. TO R/L
N89°26'15"E 953.51' R/L TO SEC. COR.
S00°37'49"W 18.79' R/W TO SEC.COR.
N00°37'49"E 2611.99' R/W TO SEC. COR.
S00°26'43"W 2446.43' R/W TO SEC.COR.
N 80°08'31" E 116.31'
S 89°26'15" W 114.39' R/W-SEC.COR.
N80°08'31"E 182.43'
S80°08'50"E 298.73'
S80°08'30"W 254.14'
S78°59'17"W 271.46'
S72°58'46"W 287.91'
S07°40'37"W 265.86'
S01°53'51"W 307.58'
S01°13'50"W 354.27'
S19°25'44"W 272.99'
S01°55'30"W 148.50'
S02°52'44"W 169.72'
S24°59'20"E 206.15'
S07°40'37"W 265.86'
N23°03'59"E 266.81'
N27°04'33"E 218.89'
N22°49'56"E 259.68'
N02°45'53"W 130.00'
N07°35'16"E 213.67'
N22°25'36"E 186.57'
N20°27'41"E 180.59'
N01°55'30"W 148.50'
N24°54'14"W 268.16'
N55°57'55"E 157.48'
N55°51'36"E 1175+00"18 EB"
N34°54'14"W 128.23'
S74°57'59"W 303.98'
S73°42'04"W 126.15'
N89°26'15"E 285.35'
S89°59'01"W 263.88'
N89°26'15"E 119.32'
S00°26'43"W 114.33'
S00°26'43"W 115.91'
N80°08'50"E 1190+00"18 EB"
N80°08'30"W 1185+00"18 EB"
N55°51'10"W 194.60'
N78°14'27"W 189

DATE: JANUARY 28, 2016

REVISION DATE

TRANSPORTATION PROJECT PLAT NO: 1204-02-27-4.08

RELOCATION ORDER USH 18 DODGEVILLE – MT. HOREB (CTH ID INTERCHANGE)

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT NO.	NORTHING (Y)	EASTING (X)
104	161051.402	409241.605
105	161052.757	409187.272
106	160846.984	409001.613
107	160672.082	408857.325
108	160566.913	408789.551
109	160491.481	408717.380
110	160419.572	408717.645
111	160314.110	408622.650
112	160061.324	408393.217
114	159861.729	408519.398
115	159863.313	408602.432
116	159682.623	408662.891
117	159443.855	408626.435
118	159287.453	408670.231
119	159288.844	408760.221
120	159288.844	408760.221
121	159445.518	408776.426
122	159677.761	408784.827
123	160040.980	408904.102
124	160297.394	409126.424
125	160300.795	409129.639
126	160616.797	409394.701
127	160744.219	409518.430
128	160958.223	409930.050
129	160957.411	410031.968
130	160477.344	408769.677
131	160735.894	408975.460
132	160033.313	408693.270
133	160161.409	408794.457
134	160374.960	408986.767
135	160617.002	409204.781
136	160883.893	409445.475
137	161001.000	409554.000

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT NO.	NORTHING (Y)	EASTING (X)
202	161000.879	410081.207
203	160990.528	410578.940
204	160971.678	410840.661
205	160964.520	411040.189
206	160973.094	411492.617
207	160975.051	411700.396
208	160954.008	411882.787
209	160917.819	411993.721
212	161042.188	412033.584
213	161084.891	411924.740
214	161131.360	411806.296
215	161198.687	411718.273
216	161263.609	411633.395
217	161351.433	411628.019
218	161479.405	411708.293
219	161759.547	411884.017
220	161942.948	411999.060
221	162038.230	412031.781
223	162140.609	411821.143
224	161864.909	411667.120
225	161618.028	411529.198
226	161551.522	411492.044
227	161507.869	411327.844
228	161577.563	411237.897
229	161778.364	410978.744
230	161995.140	410765.417
231	162142.121	410814.503
232	162342.485	410853.245
236	162357.684	409772.647
237	162297.270	409794.932
238	162017.017	409671.372
239	161698.708	409597.990
240	161428.363	409465.553
241	161162.531	409286.315
242	161194.770	409362.543
243	161331.400	409472.348
244	161597.634	409631.586
245	162175.425	409865.072
246	162296.032	409934.380
248	161168.523	410031.532
249	161191.117	410343.937
250	161198.497	410944.145
251	161253.441	411108.405
252	161415.908	411120.378
253	161579.077	410895.770
254	161744.335	410583.216
255	161547.564	410349.943
256	161340.628	410031.546
257	161214.295	409837.168
258	161157.499	409879.106

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT NO.	NORTHING (Y)	EASTING (X)
300	161039.816	412485.692
301	161081.392	412625.317
303	161085.258	412691.204
304	161037.177	413083.976
306	160971.177	413084.051
307	160942.307	413034.056
308	160913.085	412701.258
310	160910.313	412635.300
311	160859.632	412528.677
312	160698.171	412557.322
313	160556.479	412636.912
315	160556.479	412702.912
316	160431.203	412703.036
317	160140.150	412775.325
318	159850.814	412735.617
319	159790.782	412703.677
321	159790.716	412637.668
322	159850.683	412605.617
323	160139.968	412590.326
324	160281.079	412607.642
325	160625.655	412461.712
326	160852.949	412192.576
T1	161170.029	412686.230
T2	161117.444	413108.734
T3	161036.666	413208.883

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT NO.	NORTHING (Y)	EASTING (X)
401	162600.198	409683.190
402	162795.049	409638.433
403	163191.310	409583.696
404	163427.433	409940.970
405	163509.996	410144.548
406	163535.454	410228.046
407	163620.130	410128.043
408	163670.128	410128.456
409	164397.077	411241.331
410	164414.823	411296.101
411	163668.278	410395.468
412	163689.716	410806.339
413	163705.048	410897.467
414	163768.041	411000.195
415	163878.715	411126.305
416	163973.103	411207.182
417	164028.004	411249.883
418	164092.984	411273.831
419	164187.311	411275.845
420	164246.879	411268.972
421	164252.848	411267.873
422	164293.847	411346.927
423	164399.235	411247.991
424	163540.114	411345.817
425	164415.570	411298.410
428	163363.231	411176.792
429	162981.222	411008.287
430	162776.320	410917.904
431	162350.164	410854.730
440	162539.113	409934.732
441	162792.922	409795.404
442	163068.034	409884.582
443	163279.756	410017.073
444	163398.501	410215.050
445	163407.412	410259.195
446	163473.748	410587.827
447	163561.210	410828.192
448	163505.885	410878.502
449	163161.288	410575.121
450	162963.949	410298.070
T20	163768.041	411000.195
T21	163804.203	410973.412
T22	164021.908	411150.230
T23	164097.437	411238.877
T24	164238.666	411240.576
T25	164246.879	411268.972

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT NO.	NORTHING (Y)	EASTING (X)
500	164274.627	411354.588
501	164128.100	411426.053
502	164132.965	411556.598
503	164426.356	411937.210
504	164888.612	412654.378
505	164895.228	412663.360
513	163291.470	412659.029
514	163291.464	412615.365
515	163241.997	412590.138
516	162371.718	412146.306
517	162315.494	411918.844
518	162534.037	412063.979
519	162929.770	412256.321
520	163326.691	412415.884
521	163653.061	412591.160
522	163893.038	412581.029
523	164039.192	412540.420
524	164172.212	412573.845
525	164357.552	412574.294
526	164457.180	412585.603
527	164538.144	412529.589
528	164248.423	412057.895
529	164013.321	411770.604
530	163923.737	411712.399
T10	164221.020	411670.829
T11	164259.868	411639.328
T12	164182.335	411538.745
T13	164177.242	411402.096

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT NO.	NORTHING (Y)	EASTING (X)
600	164965.868	412759.231
603	164966.004	413236.625
604	164954.609	413216.808
605	164904.351	413127.946
606	164853.617	413070.770
607	164682.351	412865.100
608	164522.206	412710.196
609	164356.370	412664.286
610	164327.993	412661.988
611	164127.652	412661.503
612	164037.971	412674.669
613	163989.234	412681.824
614	163908.883	412737.393
615	163888.668	412871.682
616	164059.977	413031.622
617	164212.986	413259.735
618	164459.016	413684.578
619	164580.605	413880.873
620	164966.253	414111.775
622	164966.328	414375.652
623	164594.323	414244.437
624	164329.211	413759.749
625	164065.874	413344.929
626	163785.479	412937.837
628	163424.249	412681.343
629	163291.472	412681.365

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT NO.	NORTHING (Y)	EASTING (X)
700	165318.869	413976.203
701	165240.020	413682.624
702	165204.617	413561.544
704	165424.155	413378.642
705	165704.003	413792.991
706	165951.267	413893.226
707	166152.644	413979.020
708	166145.981	413994.660
709	166532.253	414156.120
710	166610.702	414030.580
711	166598.154	414183.866
712	166659.508	414209.698
713	167133.427	414627.646
715	167070.165	414673.110
716	167052.851	414656.136
717	166958.851	414549.136
718	166921.736	414516.255
719	166889.255	414485.187
720	166713.119	414446.987
721	166543.615	414438.462
722	166511.187	414453.581
723	166354.421	414526.674
725	166148.848	414519.764
726	166216.395	414694.869
727	166272.527	414998.644
728	166323.673	415292.966
731	166074.654	415290.970
732	166031.143	415040.585
733	165979.291	414774.125
734	165895.015	414498.825
735	165885.369	414484.249
736	165577.959	414474.065
737	165223.771	414466.457
738	165016.299	414141.739
739	165185.496	414204.870
740	165357.958	414276.048
741	165569.760	414304.262
742	165730.438	414251.846
743	165621.207	414090.798
744	165377.982	413977.877
762	166292.733	414055.276
764	166532.638	414048.362
765	166490.945	414030.722
766	166610.521	414081.314
767	166598.539	414076.245
T4	167022.001	414621.019
T5	167015.393	414623.474
T6	166886.352	414497.115
T7	166827.843	414471.868
T8	166697.980	414118.323
T9	166291.664	413946.407
T12	165371.569	413977.695
T13	165371.145	413992.689
T14	165331.161	413991.557
T15	165331.585	413976.563

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD 83 DATUM, 2007 ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STA: 1097+50'EB', RT.
EXISTING 18" CMCP
TO BE REMOVED

STA: 1107+00'EB', RT.
EXISTING 18" CMCP
TO BE REMOVED

WISCONSIN DEPARTMENT
OF TRANSPORTATION

BICKFORD FARMS, INC.

ROBERT B. BJORGE
AND
CHRISTINE L. BJORGE

WISCONSIN DEPARTMENT
OF TRANSPORTATION

ROBERT B. BJORGE
AND
CHRISTINE L. BJORGE

JAMES R. HATFIELD

BM 508

BM 509

SLOPE INTERCEPT

SLOPE INTERCEPT

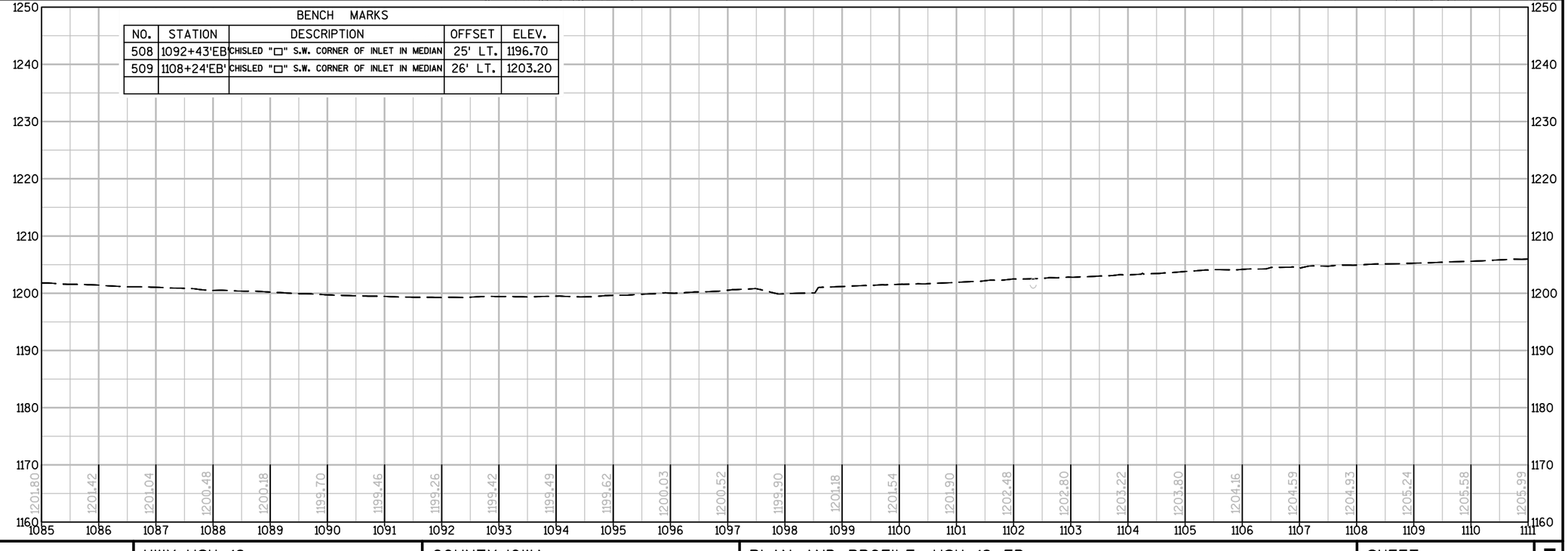
1085'EB'
1090'WB'
1090'EB'
1095'WB'
1095'EB'
1095'BB'
85'BP1'
90'BP1'
95'BP1'
100'BP1'
1100'WB'
1100'EB'
1100'BB'
205'WN'
1105'WB'
1105'EB'
1105'BB'
210'WN'
1110'WB'
1110'EB'
1110'BB'
405'EX'
410'EX'

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
508	1092+43'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	25' LT.	1196.70
509	1108+24'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	26' LT.	1203.20



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: USH 18 EB	SHEET 207	E

BICKFORD FARMS, INC.

UNIVERSITY OF WISCONSIN/
PACKERLAND BROADBAND

FRONTIER COMMUNICATIONS

MT HOREB TELEPHONE CO

STA. 1113+60'EB', LT.
EXISTING 24" RCCP
TO BE ABANDONED

STA. 1113+65'EB', LT.
EXISTING MEDIAN INLET
AND 30" RCCP
TO REMAIN

STA. 1132+45'EB'
EXISTING 30" RCCP
TO BE ABANDONED

SLOPE INTERCEPT

BICKFORD FARMS, INC.

R/W

115'BP1'

110'BP1'

105'BP1'

120'BP2'

125'BP2'

130'BP2'

225'WN'

625'WX'

100'RN'

RAMP WN

220'WN'

215'WN'

630'WX'

635'WX'

640'WX'

ALLIANT ENERGY (OH)

CHARTER COMMUNICATIONS (OH)

STA. 1134+25'EB', 25' LT.
RECONSTRUCTING INLET

1

1135'WB'

1140'WB'

1130'WB'

1140'EB'

BM 510

1115'WB'

1115'EB'

1120'WB'

1125'WB'

1135'EB'

BM 511

1130'EB'

840'EN'

1120'EB'

1125'EB'

B-5-174

835'EN'

415'EX'

B-25-173

BEGIN CONSTRUCTION
STA. 1120+00'WB'
MATCH EXISTING
SAW CUT REQ'D

SLOPE INTERCEPT

SLOPE INTERCEPT

830'EN'

END CONSTRUCTION
STA. 1138+05'WB'
MATCH EXISTING
SAW CUT REQ'D

420'EX'

95'RN'

115'BB'

425'EX'

825'EN'

STA. 1121+57.97"EB"-
STA. 1124+09.87'EB', LT.
BEAM GUARD REQ'D.

STA. 1121+08.05"EB"-
STA. 1124+09.95'EB', RT.
BEAM GUARD REQ'D.

BICKFORD FARMS, INC.

SLOPE INTERCEPT

SLOPE INTERCEPT

STA. 1125+70.56"EB"-
STA. 1127+55.96'EB', LT.
BEAM GUARD REQ'D.

FRONTIER COMMUNICATIONS

STA. 1125+66.46"EB"-
STA. 1127+99.86'EB', RT.
BEAM GUARD REQ'D.

BICKFORD FARMS, INC.

STA. 1134+45'EB', LT.
EXISTING MEDIAN INLET
TYPE 8MS AND 18" RCCP
TO REMAIN

N

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
510	1113+68'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	18' LT.	1202.92
511	1134+47'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	22' LT.	1205.46

STA 1123+00.00
EL 1210.64
STA 1123+50.00
EL 1210.79

VPC STA 1126+00.00
VPC EL 1212.04

VPI STA 1129+50.00
VPI EL 1213.79

VPT STA 1133+00.00
VPT EL 1211.17

VCL = 250.00
K = 568.93

STA 1138+95.00
EL 1207.30

PROPOSED GROUND

0.30%

0.50%

-0.75%

-0.31%

B-25-173

EXISTING GROUND

STA: 1125+00'EB'
STRUCTURE B-25-173 REQ'D
SINGLE SPAN 54" W
PRESTRESSED GIRDERS
SEE STRUCTURE DRAWINGS

VCL = 700.00
K = 560.26

VPC STA 1136+35.00
VPC EL 1208.66

VPI STA 1137+60.00
VPI EL 1207.72

VPT STA 1138+85.00
VPT EL 1207.34

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

1209.99 1206.36 1206.63 1206.92 1207.35 1207.76 1208.16 1208.62 1209.11 1209.58 1210.05 1210.41 1210.65 1210.64 1210.82 1211.04 1210.93 1211.54 1210.87 1212.04 1210.74 1212.45 1210.56 1212.69 1210.37 1212.74 1210.09 1212.62 1210.06 1212.31 1209.50 1211.83 1209.42 1211.17 1208.84 1210.42 1208.54 1209.67 1208.38 1208.92 1208.09 1208.21 1207.73 1207.66 1207.40 1207.25 1206.72

PROJECT NO: 1204-02-76 | HWY: USH 18 | COUNTY: IOWA | PLAN AND PROFILE: USH 18 EB | SHEET 208 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050101 BRIDGES_PP.DWG
LAYOUT NAME - 050101 - USH 18 EB B-173

PLOT DATE : 4/10/2017 9:32 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

BICKFORD FARMS, INC.

JOHN J. MCSHERRY
AND
KARLENE J. MCSHERRY

ANNE M. CONNOR
AND
TIMOTHY J. CONNOR

MICHAEL E. HUGHES
AND
BETTY LU HUGHES

TOWN OF RIDGEWAY

BICKFORD FARMS, INC.

125'RN'
135'RN'
140'BP2'
135'BP2'
645'WX'
640'WX'
1145'WB'
1150'WB'
1155'WB'
1160'WB'
1165'WB'
1170'WB'
140'WB'
1145'EB'
1150'EB'
1155'EB'
1160'EB'
1165'EB'
1170'EB'
845'EN'
840'EN'
1140'EB'

BM 513

BM 513

R/W

PRAIRIE RD.

USH 18/151

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
512	1143+55'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	30' LT.	1201.86
513	1157+34'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	25' LT.	1200.83

1250 1240 1230 1220 1210 1200 1190 1180 1170 1160

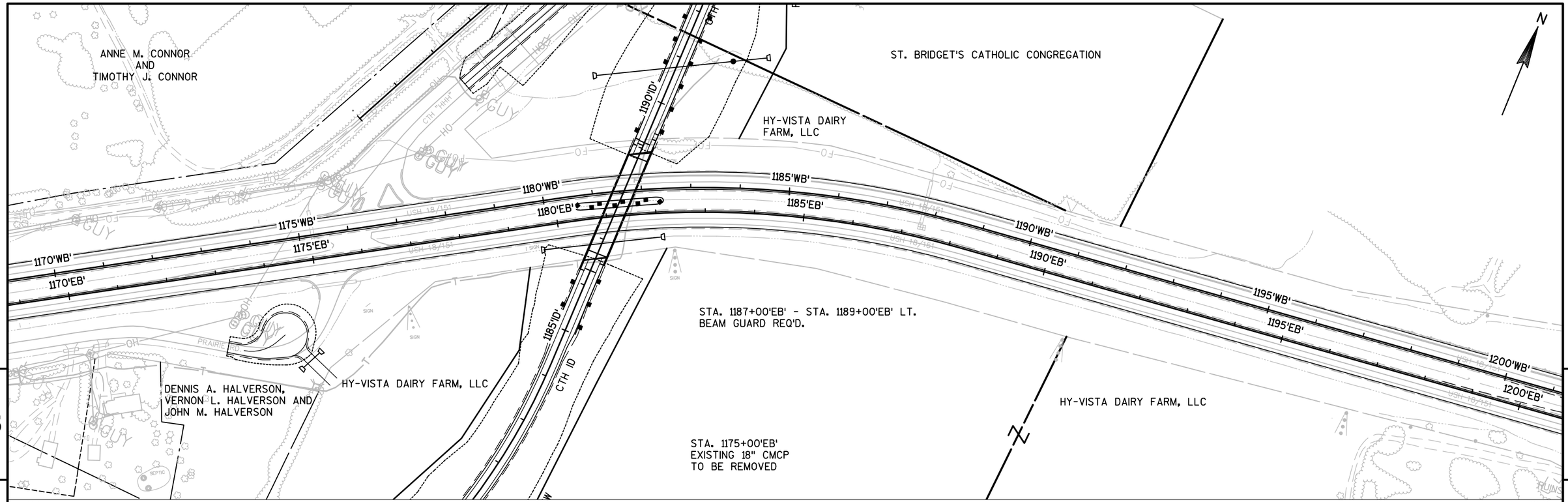
1141 1142 1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170

1206.72 1206.38 1206.08 1205.76 1205.44 1205.22 1204.91 1204.43 1204.26 1204.27 1204.08 1203.79 1203.66 1203.04 1202.75 1202.97 1202.78 1202.74 1202.81 1203.26 1203.67 1204.09 1204.69 1205.03 1205.31 1205.75 1205.78 1205.65 1205.20 1204.94

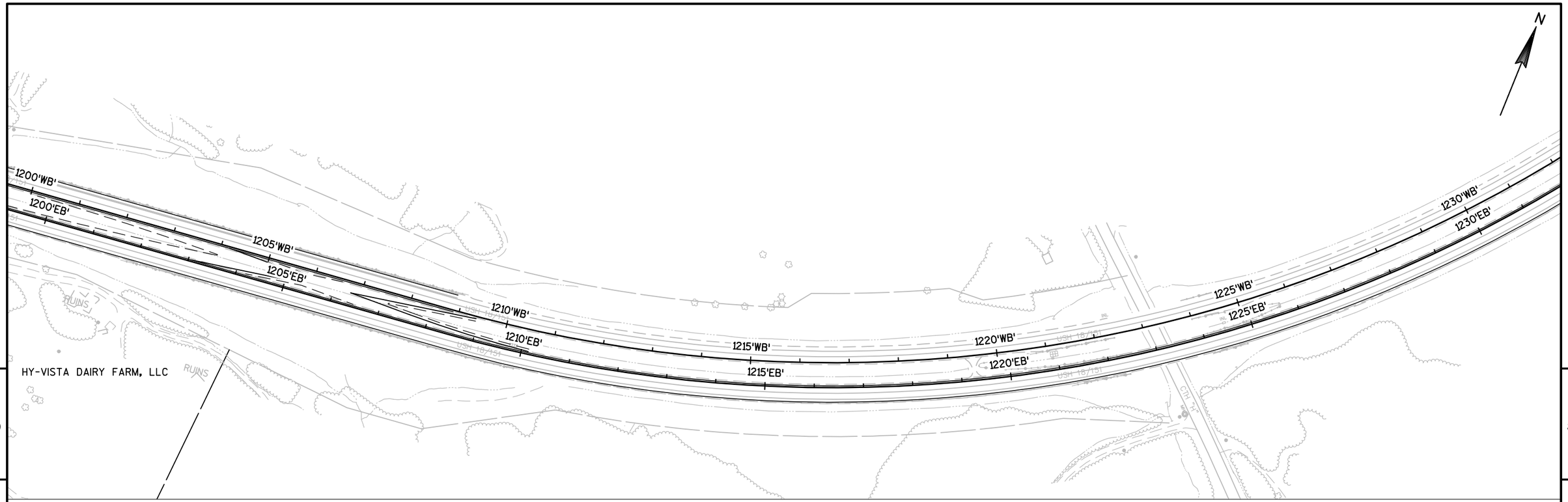
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: USH 18 EB	SHEET 209	E

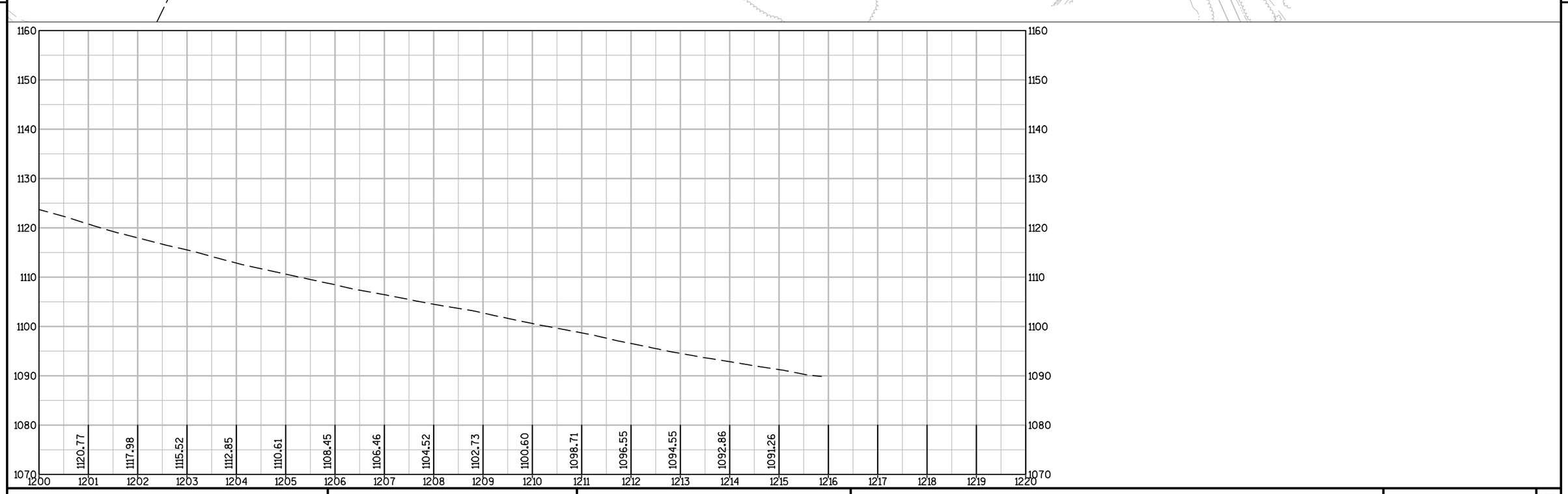
FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050101 BRIDGES_PP.DWG
LAYOUT NAME - 050101 - USH 18 EB B-173

PLOT DATE : 1/9/2017 11:41 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: USH 18 EB	SHEET 210	E





PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: USH 18 EB	SHEET 211 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050101 BRIDGES_PP.DWG
LAYOUT NAME - 050101 - USH 18 EB B-173
PLOT DATE : 4/11/2017 2:09 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

BICKFORD FARMS, INC.

SLOPE INTERCEPT

UNIVERSITY OF WISCONSIN / PACKERLAND BROADBAND

FRONTIER COMMUNICATIONS

MT HOREB TELEPHONE CO

R/W

105'BP1'

110'BP1'

115'BP1'

RAMP WN 220'WN'

215'WN'

ALLIANT ENERGY (OH)

CHARTER COMMUNICATIONS (OH)

BM 510

1115'WB'

1115'EB'

415'EX'

BEGIN CONSTRUCTION
STA. 1120+00'WB'
MATCH EXISTING
SAW CUT REQ'D

1120'WB'

1120'EB'

SLOPE INTERCEPT

420'EX'

115'BB'

R/W

SLOPE INTERCEPT

BICKFORD FARMS, INC.

225'WN'

100'RN'

625'WX'

120'BP2'

630'WX'

SLOPE INTERCEPT

1125'WB'

1125'EB'

B-B-174

B-25-173

95'RN'

425'EX'

825'EN'

BICKFORD FARMS, INC.

120'RN'

SLOPE INTERCEPT

125'BP2'

R/W

130'BP2'

635'WX'

640'WX'

1135'WB'

1130'WB'

1130'EB'

BM 511

1135'EB'

1140'WB'

1140'EB'

840'EN'

835'EN'

R/W

END CONSTRUCTION
STA. 1138+05'WB'
MATCH EXISTING
SAW CUT REQ'D

830'EN'

R/W

SLOPE INTERCEPT

FRONTIER COMMUNICATIONS

BICKFORD FARMS, INC.

STA. 1125+73.72"WB"-
STA. 1128+75.62'WB', RT.
BEAM GUARD REQ'D.

STA. 1125+77.79"WB"-
STA. 1128+29.69'WB', LT.
BEAM GUARD REQ'D.

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
510	1113+68'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	18' LT.	1202.92
511	1134+47'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	22' LT.	1205.46

STA 1123+00.00
EL 1210.49
STA 1123+50.00
EL 1210.73

VPC STA 1126+00.00
VPC EL 1211.98

VPI STA 1130+00.00
VPI EL 1213.98

VPT STA 1134+00.00
VPT EL 1210.42

STA 1138+50.00
EL 1207.53

VCL = 250.00
K = 378.32

PROPOSED GROUND

0.48%

0.50%

-0.89%

-0.23%

B-25-174

EXISTING GROUND

STA: 1125+00'WB'
STRUCTURE B-25-174
SINGLE SPAN 54" W
PRESTRESSED GIRDERS
SEE STRUCTURE DRAWINGS

VCL = 800.00
K = 575.20

VPC STA 1135+55.00
VPC EL 1209.04

VPI STA 1136+80.00
VPI EL 1207.92

VPT STA 1138+05.00
VPT EL 1207.63

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

1208.56 1206.03 1206.45 1206.83 1207.17 1207.54 1207.96 1208.36 1208.80 1209.15 1209.65 1210.11 1210.48 1210.49 1210.67 1210.98 1210.77 1211.48 1210.85 1211.98 1210.81 1212.39 1210.63 1212.63 1210.33 1212.70 1210.00 1212.59 1209.69 1212.31 1209.38 1211.85 1209.08 1211.22 1208.85 1210.42 1208.58 1209.53 1208.31 1208.66 1207.99 1208.02 1207.70 1207.65 1207.43 1207.12 1206.82

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: USH 18 WB	SHEET 212 E

BICKFORD FARMS INC.

BEGIN CONSTRUCTION
STA. 201+40'WN'
MATCH EXISTING
SAW CUT REQ'D.

SLOPE INTERCEPT

UNIVERSITY OF WISCONSIN /
PACKERLAND BROADBAND

FRONTIER COMMUNICATIONS

MT HOREB TELEPHONE CO

PROPOSED R/W

WISCONSID DEPT OF NATURAL RESOURCES

ALLIANT ENERGY (OH)

CHARTER COMMUNICATIONS (OH)

B-25-174

B-25-173

BM 509

BM 510

EXISTING R/W

R/W

P.L.

BICKFORD
FARMS INC.

JAMES R. HATFIELD

ROBERT B. BJORGE
AND
CHRISTINE L. BJORGE

RIDGEVUE RD

90'BP1'
95'BP1'
100'BP1'
105'BP1'
110'BP1'
115'BP1'
120'BP2'
100'NP1'
625'WX'
220'WN'
215'WN'
210'WN'
205'WN'
1100'WB'
1100'EB'
1105'WB'
1105'EB'
405'EX'
1110'WB'
1110'EB'
410'EX'
1115'WB'
1115'EB'
415'EX'
1120'WB'
1120'EB'
1125'WB'
1125'EB'
420'EX'
95'NR'
1100'BB'
1105'BB'
1110'BB'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
509	1108+24'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	26' LT.	1203.20
510	1113+68'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	18' LT.	1202.92

STA 201+40.00 EL 1201.69
STA 201+83.94 EL 1201.94
STA 202+79.34 EL 1202.32
STA 203+84.93 EL 1202.66
STA 204+84.64 EL 1203.03
STA 205+93.66 EL 1203.47
STA 206+94.23 EL 1203.87
STA 208+01.34 EL 1204.18
STA 209+00.49 EL 1204.52
STA 210+10.80 EL 1205.00
STA 211+00.00 EL 1205.31
VPC STA 212+90.00 VPC EL 1205.50
VPI STA 216+75.00 VPI EL 1205.900
VPT STA 220+60.00 VPT EL 1195.72
STA 224+62.64 EL 1185.08
STA 224+86.72 EL 1185.56
STA 225+06.79 EL 1185.56
STA 225+25.43 EL 1184.33

0.56% 0.40% 0.32% 0.37% 0.40% 0.40% 0.29% 0.34% 0.44% 0.35% 0.10%

ROCK LAYER
-2.64%
0.00%
1.99%
6.60%
DITCH (LT)
ROCK LAYER
DITCH (RT)
VCL = 770.00
K = 280.41

EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

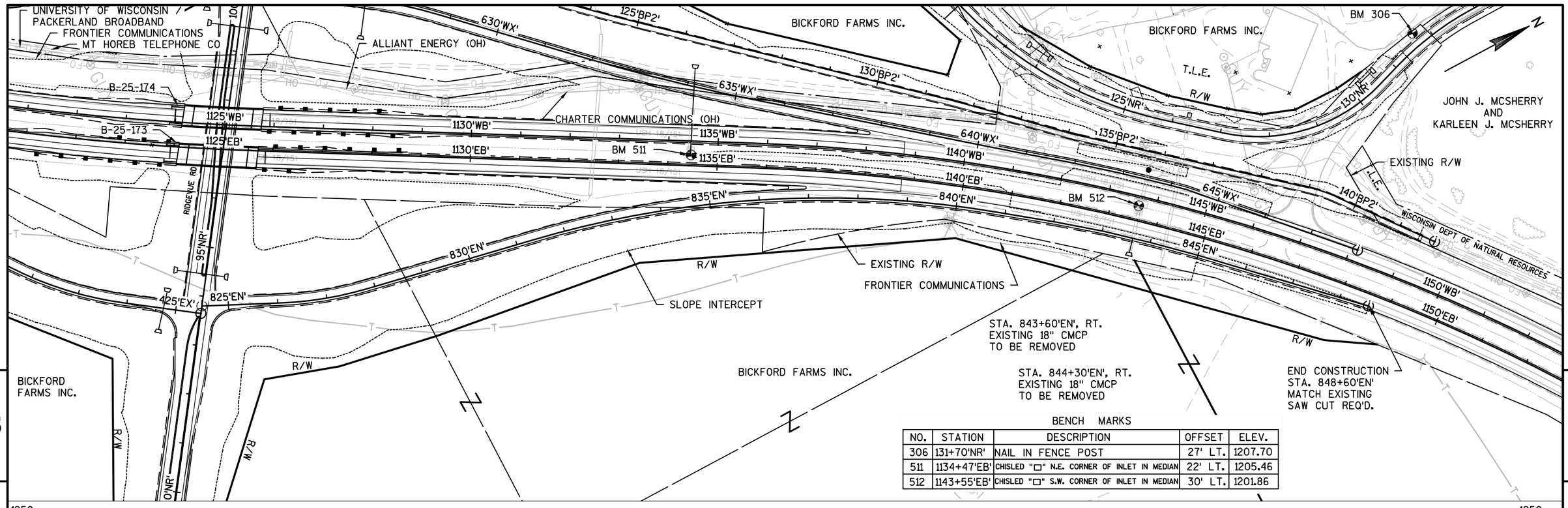
STA. 224+32"WN"
1-24"X76' RCCP REQ'D.

1201.96 1202.00	1202.42 1202.39	1202.77 1202.72	1203.16 1203.09	1203.45 1203.50
1203.73 1203.89	1204.18 1204.18	1204.54 1204.52	1204.56 1204.95	1204.12 1205.31
1203.81 1205.41	1202.45 1205.51	1200.86 1205.40	1202.61 1204.91	1205.85 1204.06
1207.88 1202.84	1210.32 1201.25	1215.38 1199.30	1220.74 1196.98	1223.19 1194.32
1220.36 1191.60	1214.96 1188.87	1206.31 1186.15	1194.17 1184.76	

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: RAMP WN	SHEET 213 E

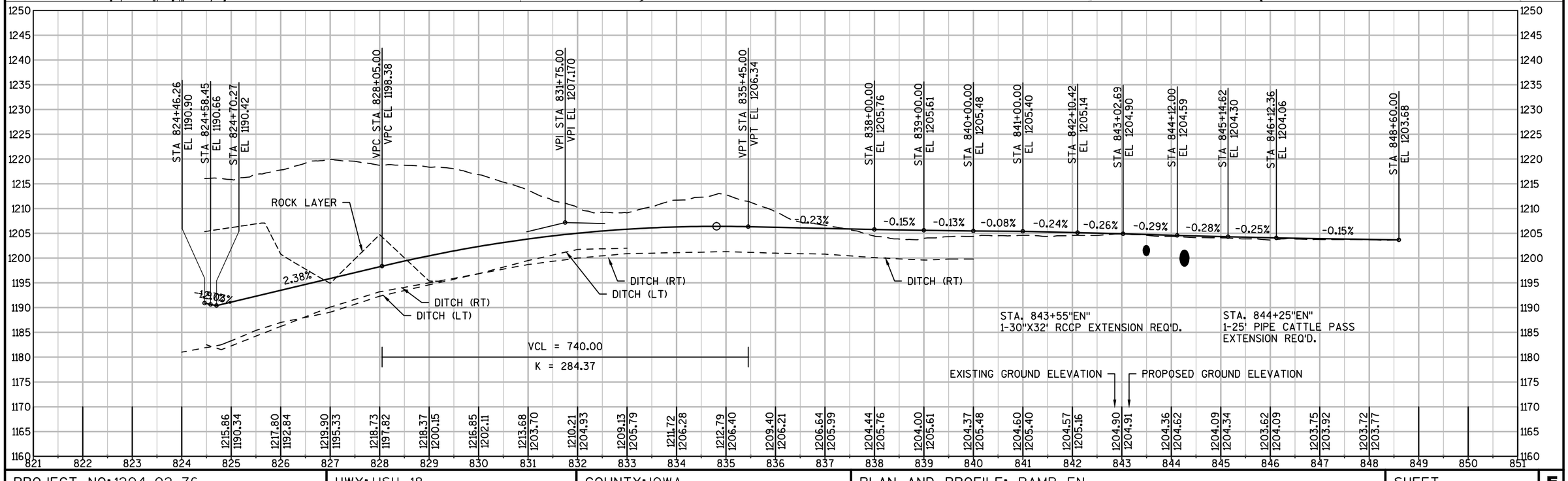
FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050103 RAMP_BRIDGE CLEARANCE_PP.DWG
LAYOUT NAME - 050103 RAMP WN
PLOT DATE : 3/2/2017 8:32 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
306	131+70'NR'	NAIL IN FENCE POST	27' LT.	1207.70
511	1134+47'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	22' LT.	1205.46
512	1143+55'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	30' LT.	1201.86



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: RAMP EN	SHEET 214 E

BICKFORD FARMS INC.

BICKFORD FARMS INC.

BICKFORD FARMS INC.

BICKFORD FARMS INC.

BICKFORD FARMS INC.

105'NR'

R/W

R/W

2 STA. 627+25"WX", 147.6' LT.
INLET MEDIAN 2 GRATE
INLET COVER TYPE MS REQ'D.

SLOPE INTERCEPT

STA. 632+17'WX'
EXISTING 18" RCCP
TO BE REMOVED

R/W

120'NR'

R/W

CHARTER COMMUNICATIONS (OH)

ALLIANT ENERGY (OH)

T.L.E.

R/W

125'NR'

130'NR'

BM 306

JOHN J. MCSHERRY
AND
KARLEEN J. MCSHERRY

END CONSTRUCTION
STA. 648+00'WX'
MATCH EXISTING
SAW CUT REQ'D.

T.L.E.

WISCONSIN DEPT OF NATURAL RESOURCES

120'BP2'

125'BP2'

130'BP2'

135'BP2'

140'BP2'

115'BP1'

UNIVERSITY OF WISCONSIN /
PACKERLAND BROADBAND

MT HOREB
TELEPHONE CO

625'WX'

630'WX'

635'WX'

640'WX'

645'WX'

1145'WB'

1140'WB'

1150'WB'

FRONTIER COMMUNICATIONS

1140'EB'

1145'EB'

1150'EB'

BM 512

845'EN'

840'EN'

1135'WB'

1135'EB'

BM 511

1130'WB'

1130'EB'

835'EN'

1125'WB'

1125'EB'

100'NR'

RIDGEVUE RD

830'EN'

R/W

FRONTIER COMMUNICATIONS

BICKFORD FARMS INC.

3 STA. 643+49"WX", 24' LT.
INLET MEDIAN 2 GRATE
INLET COVER TYPE MS REQ'D.

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
306	131+70'NR'	NAIL IN FENCE POST	27' LT.	1207.70
511	1134+47'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	22' LT.	1205.46
512	1143+55'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	30' LT.	1201.86

STA 624+79.54 EL 1185.41

STA 624+99.54 EL 1184.88

VPC STA 630+85.00 VPC EL 1199.41

VPI STA 635+35.00 VPI EL 1210.570

VPT STA 639+85.00 VPT EL 1208.56

STA 640+65.66 EL 1208.20

STA 641+70.43 EL 1207.79

STA 642+68.62 EL 1207.47

STA 643+78.32 EL 1207.07

STA 644+77.11 EL 1206.68

STA 645+81.96 EL 1206.19

STA 646+33.06 EL 1206.06

STA 648+00.00 EL 1205.28

STA. 627+25'WX'
1-30"X200' RCCP REQ'D.

2.48%

-3.65%

-0.45%

-0.39%

-0.33%

-0.36%

-0.39%

+0.47%

-0.25%

-0.47%

DITCH (RT)

DITCH (LT)

DITCH (LT)

DITCH (LT)

STA. 634+10'WX'
1-18"X82' RCCP EXTENSION REQ'D.
SKEW 12° RHF

STA. 643+49'WX'
1-24"X8' RCCP EXTENSION REQ'D.

ROCK LAYER

VCL = 900.00

K = 307.42

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

1190.77	1184.54	1176.56	1187.05	1176.15	1189.57	1181.93	1192.08	1186.71	1194.60	1191.96	1197.11	1188.48	1199.63	1189.54	1201.93	1192.06	1203.90	1196.93	1205.54	1203.84	1206.86	1213.13	1207.84	1212.04	1208.50	1207.60	1208.82	1206.51	1208.82	1207.48	1208.49	1207.64	1208.07	1207.35	1207.69	1206.95	1207.36	1206.65	1206.98	1206.39	1206.57	1205.96	1206.14	1205.64	1205.75	1205.28

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: RAMP WX	SHEET 215 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050103 RAMP_BRIDGE CLEARANCE_PP.DWG
LAYOUT NAME - 050103 RAMP WX

PLOT DATE : 3/2/2017 8:32 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

EXISTING R/W

ALLIANT ENERGY

SLOPE INTERCEPT

WISCONSIN DEPARTMENT OF TRANSPORTATION

1100'EB'
1105'WB'
RAMP EX
1105'EB'
405'EX'
BM 509
210'WN'
1110'WB'
1110'EB'
410'EX'
215'WN'
1115'WB'
BM 510
1115'EB'
415'EX'
1120'
1120

1100'BB'
1105'BB'
1110'BB'
420'EX
EXISTING R/W

P.L.
R/W

STA. 1095+50'BB', LT.
EXISTING 18" CMCP
TO BE REMOVED
CONSTRUCT BAD C.E.
1-18" CP REQ'D.

1095'BB'

SLOPE INTERCEPT

FRONTIER COMMUNICATIONS

JAMES R.
HATFIELD

BICKFORD FARMS, INC.

ROBERT B. BJORGE
AND
CHRISTINE L. BJORGE

BM 300

1090'BB'

BEGIN CONSTRUCTION
STA. 1192+00'BB'
MATCH EXISTING
SAW CUT REQ'D.

STA. 1095+75'BB', RT.
EXISTING 18" CMCP
TO BE REMOVED
CONSTRUCT BAD F.E.
1-18" CP REQ'D.

ROBERT B. BJORGE
AND
CHRISTINE L. BJORGE

STA. 1107+65'BB', RT.
CONSTRUCT BAD P.E.
1-18" CP REQ'D.

STA. 1110+50'BB', RT.
CONSTRUCT BAD F.E.
1-18" CP REQ'D.

STA. 1113+69'BB'
EXISTING 30" CMCP
TO BE REMOVED

STA. 1118+12'BB', RT.
EXISTING 15" CMCP
TO BE REMOVED

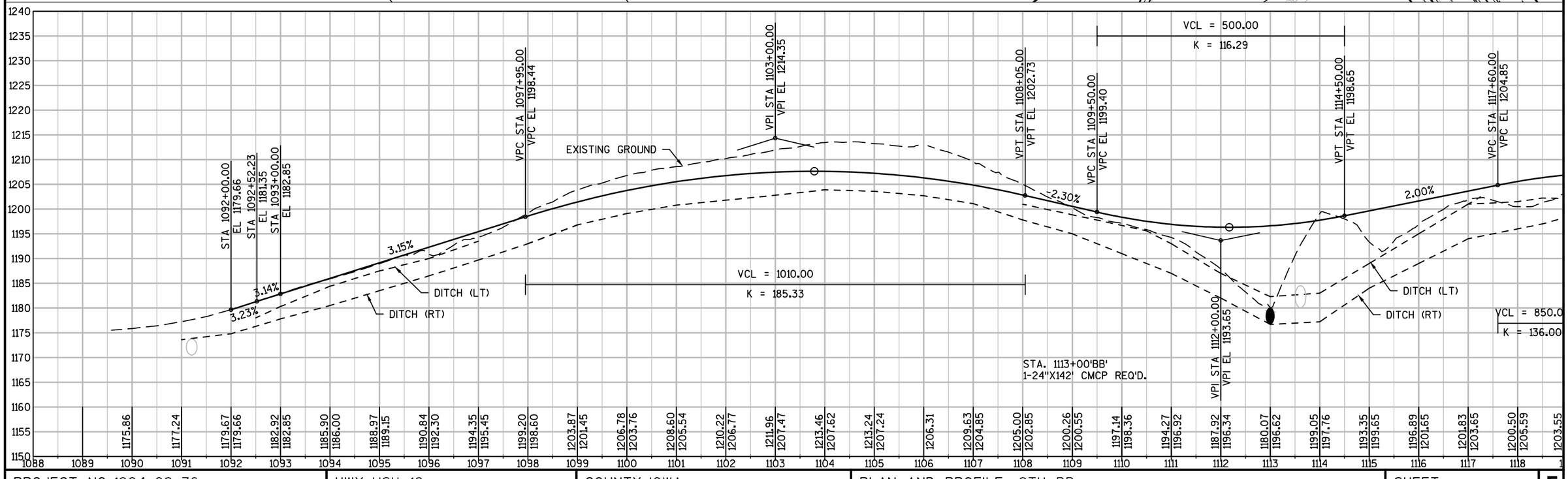
EXISTING R/W

CARL F. BERNING
AND MARY B. BERNING

1120'BB'

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
300	1089+63'BB'	CHISLED "X" W. END OF CMCP	26' LT.	1172.14
509	1108+24'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	26' LT.	1203.20
510	1113+68'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	18' LT.	1202.92



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: CTH BB	SHEET 216 E

STA. 1119+30'BB', LT.
CONSTRUCT BAD F.E.

BICKFORD FARMS, INC.

FRONTIER COMMUNICATIONS

R/W

SLOPE INTERCEPT

1120'BB'

1125'BB'

BM 301

SIGN

CEMETERY

ST. BRIDGET'S CATHOLIC
CONGREGATION

P.L.

STA. 1119+30'BB', RT.
CONSTRUCT ASPHALTIC
CONCRETE P.E.

SLOPE INTERCEPT

EXISTING R/W

CEMETERY RD.

CARL F. BERNING
AND MARY B. BERNING

BM 302

BICKFORD FARMS, INC.

1135'ID'

85'RNI

80'PR'

75'PR'

BICKFORD FARMS, INC.

T.L.E.

N

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
301	1122+02'BB'	NAIL IN FENCE BRACE POST	71' RT.	1214.87
302	80+30'PR'	CHISLED "X" S. END CMCP	202' LT.	1160.16

5

5

VPC STA 1117+60.00
VPC EL 1204.85

VPI STA 1121+85.00
VPI EL 1213.35

VPT STA 1126+10.00
VPT EL 1195.29

VPC STA 1126+67.00
VPC EL 1192.87

VPT STA 1129+27.00
VPT EL 1184.88

STA 1129+54.50
EL 1184.36

VPI STA 1127+97.00
VPI EL 1187.34

VCL = 260.00
K = 110.27

VCL = 850.00
K = 136.00

-4.25%

1.89%

EXISTING GROUND

ROCK LAYER

DITCH (RT)

DITCH (LT)

DITCH (RT)

DITCH (LT)

STA. 1129+00'BB'
1-42"X178' CMCP REQ'D.

1240 1235 1230 1225 1220 1215 1210 1205 1200 1195 1190 1185 1180 1175 1170 1165 1160 1155 1150

1203.83 1203.65 1200.50 1205.59 1203.55 1206.93 1209.63 1207.53 1214.88 1207.40 1214.04 1206.53 1208.10 1204.93 1202.62 1202.59 1199.24 1199.52 1193.21 1195.71 1183.12 1191.51 1172.12 1188.01 1165.89 1185.42

117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: CTH BB	SHEET 217	E

BICKFORD FARMS, INC.

125'BP'

R/W

85'RN'

80'PR'

CARL F. BERNING
AND
MARY B. BERNING

BICKFORD FARMS, INC.

BICKFORD FARMS, INC.

STA. 1144+00'ID', LT.
CONSTRUCT BAD F.E.
1-18" CP REQ'D.

STA. 1155+73'ID', RT
EXISTING 30" CMCP
TO BE REMOVED.

N

R/W

SLOPE INTERCEPT

1155'ID'

1150'ID'

1145'ID'

1140'ID'

1135'ID'

SLOPE INTERCEPT

EXISTING R/W

FRONTIER COMMUNICATIONS

BM 304

PRAIRIE RIDGEWAY, LLC.

STA. 1144+00'ID', RT.
CONSTRUCT BAD F.E.
1-18" CP REQ'D.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
304	1150+35'ID'	NAIL IN FENCE POST	268' RT.	1175.06

EXISTING GROUND

ROCK LAYER

VCL = 260.00
K = 168.12

STA 1131+27.21
EL 1183.62

VPC STA 1132+30.00
VPC EL 1184.96

VPI STA 1133+60.00
VPI EL 1186.65

VPT STA 1134+90.00
VPT EL 1190.35

VPC STA 1136+60.00
VPC EL 1194.91

VPI STA 1141+50.00
VPI EL 1209.15

VPT STA 1146+50.00
VPT EL 1188.14

VPC STA 1148+50.00
VPC EL 1179.74

VPI STA 1153+50.00
VPI EL 1158.73

1.30%

2.85%

-4.20%

DITCH (RT)

DITCH (LT)

VCL = 1000.00
K = 141.85

VCL = 1000.00
K = 188.62

EXISTING GROUND SURFACE

PROPOSED GROUND SURFACE

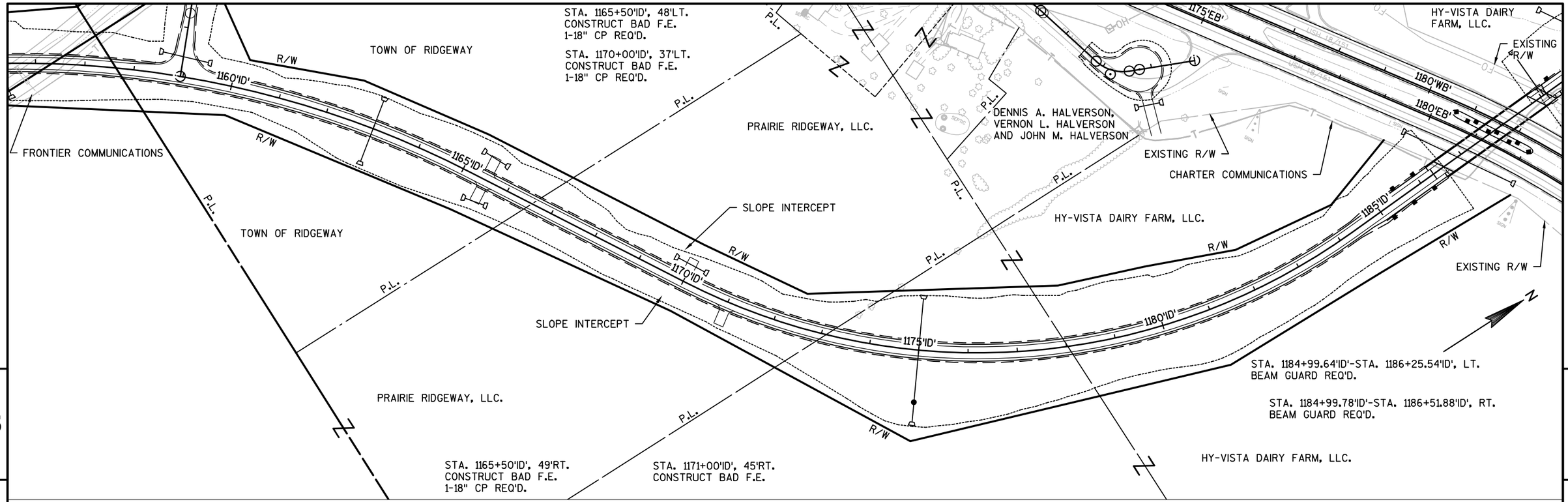
STA. 1155+00'ID'
1-54"X148' CMCP REQ'D.
SKEW 19.4° RHF

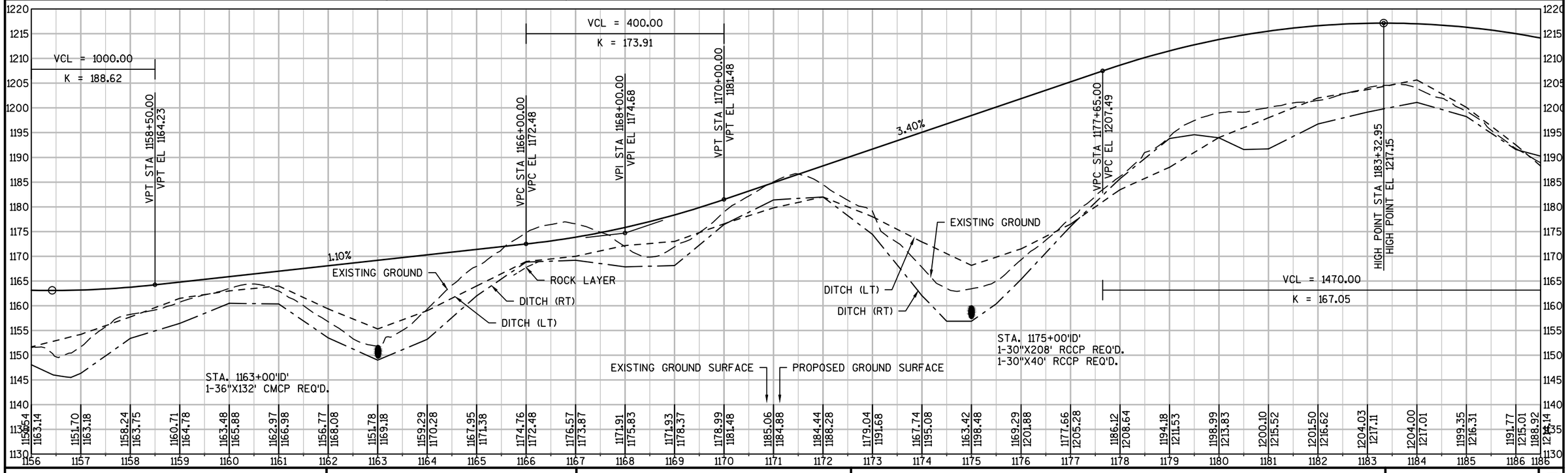
DITCH (LT)

DITCH (RT)

1188.01	1195.81	1201.76	1207.82	1212.82	1216.66	1221.06	1225.10	1225.22	1219.65	1211.21	1202.48	1194.14	1187.95	1183.79	1182.39	1183.40	1183.36	1181.97	1176.07	1165.96	1156.44	1151.55	1149.63	1151.54	1151.70
1184.57	1186.01	1188.03	1190.64	1193.49	1196.25	1198.39	1199.83	1200.56	1200.59	1199.91	1198.53	1196.44	1193.65	1190.15	1186.04	1181.84	1177.70	1174.03	1170.89	1168.28	1166.20	1164.65	1163.63	1163.14	1163.18

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: CTH HHH	SHEET 218 E





PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: CTH HHH	SHEET 219 E

WILLIAM AND MARGARET RANUM

STA. 1198+25'ID', RT.
CONSTRUCT CONCRETE P.E.

STA. 1199+30'ID', RT.
CONSTRUCT ASPHALTIC CONCRETE P.E.

TERNES CT
50'TC'
32'LC'
LORRAINE CT
20'HD'
34'LC'
BIKE TRAIL EAST
25'BP3'
30'BP3'
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
CTH HH DEAD END
15'HD'
ALLIANT ENERGY
CHARTER COMMUNICATIONS
MADISON GAS AND ELECTRIC
JON E. IVERSON
AND
ROXANNE R. IVERSON
SLOPE INTERCEPT
RONALD W. GILBERTSON
AND
HELENE C. GILBERTSON
1195'ID'
1200'ID'
END CONSTRUCTION
STA. 1202+00'ID'
MATCH EXISTING
SAW CUT REQ'D.
1180'WB'
1180'EB'
1190'ID'
EXISTING R/W
R/W
CHARTER
COMMUNICATIONS
ALLIANT ENERGY
SLOPE INTERCEPT
GORDON
STARR
VILLAGE OF RIDGEWAY
MUNICIPAL WATER UTILITY
BM 305
1185'ID'
HY-VISTA
DAIRY FARM,
LLC.
ST. BRIDGET'S CATHOLIC CONGREGATION
1185'WB'
1185'EB'
R/W
STA. 1191+33"ID", 96' RT.
MANHOLE 4-FT DIAMETER
MANHOLE COVER J REQ'D.
4
STA. 1188+89.84'ID'-STA. 1193+03.44'ID', LT.
BEAM GUARD REQ'D.
STA. 1189+10.30'ID'-STA. 1192+99.70'ID', RT.
BEAM GUARD REQ'D.
STA. 1195+75'ID'
EXISTING 24" RCCP
TO BE REMOVED

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
305		"X" ON TAG BOLT ON FIRE HYDRANT		1171.27

VCL = 1470.00
K = 167.05
B-25-175
STA: 1187+73'ID'
STRUCTURE B-25-175
2 SPAN 45" W
PRESTRESSED GIRDERS
SEE STRUCTURE DRAWINGS
VPT STA 1192+35.00
VPT EL 1192.79
VCL = 400.00
K = 74.92
VPC STA 1194+50.00
VPC EL 1181.18
VPI STA 1196+50.00
VPI EL 1170.38
VPT STA 1198+50.00
VPT EL 1170.26
STA 1201+92.18
EL 1170.05
STA 1202+41.68
EL 1170.09
VPI STA 1185+00.00
VPI EL 1232.48
-5.40%
-0.06%
0.08%
DITCH (RT)
DITCH (LT)
STA. 1186+90'ID'
1-24"X222' RCCP REQ'D.
SKEW 29° RHF
EXISTING GROUND
STA. 1190+79'ID'
1-30"X240' RCCP REQ'D.
1-30"X28' RCCP REQ'D.
SKEW 28.7° RHF
STA. 1196+00'ID'
1-18"X136' CMCP REQ'D.
EXISTING GROUND SURFACE
PROPOSED GROUND SURFACE

| | | | |

STA. 14+52'HD'
EXISTING 24" CMCP
TO REMAIN

ANNE M. CONNOR
AND
TIMOTHY J. CONNOR

WILLIAM H. RANUM
AND
MARGARET E. RANUM

BEGIN CONSTRUCTION
STA. 13+80'HD'
MATCH EXISTING
SAW CUT REQ'D.

JON E. IVERSON
AND
ROXANNE R. IVERSON

EXISTING R/W

RONALD W. GILBERTSON
AND
HELENE C. GILBERTSON

ALLIANT ENERGY

WISDOT

CHARTER COMMUNICATIONS

VILLAGE OF RIDGEWAY
MUNICIPAL WATER UTILITY

HI-VISTA DAIRY
FARM, LLC.

GORDON
STARR

ST. BRIDGET'S
CATHOLIC
CONGREGATION

BM 305

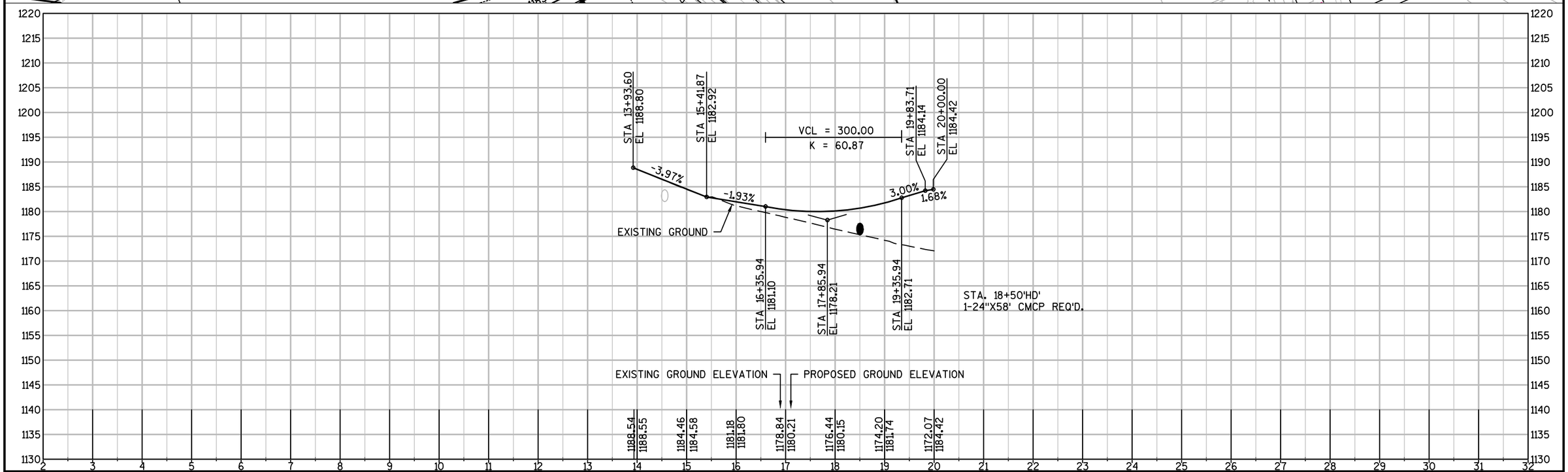
1170'EB'
1175'EB'
1180'EB'
1185'ID'
1190'ID'
1195'ID'
1200'ID'

14'HD'
16'HD'
18'HD'
20'HD'
25'BP3'
30'BP3'

P.L.
R/W
CTH "HHH"
USH 18 EAST
PRAIRIE RD.

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
305		"X" ON TAG BOLT ON FIRE HYDRANT		1171.27



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: CTH HHH DEAD END	SHEET 221 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050113 CTH HHH DEAD END_PP.DWG
LAYOUT NAME - 050113 CTH HHH DEAD END

PLOT DATE : 3/13/2017 9:38 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

ROBERT B. BJORGE
AND
CHRISTINE L. BJORGE

FRONTIER COMMUNICATIONS

P.L.

BEGIN CONSTRUCTION
STA. 5+75'AL'
MATCH EXISTING

SLOPE INTERCEPT

5'AL'

EXISTING R/W

CARL F. BERNING
AND
MARY B. BERNING

STA. 6+33'AR'
EXISTING 18" CMCP
TO BE REMOVED

ST. BRIDGET'S
CATHOLIC
CONGREGATION

BICKFORD
FARMS.
INC.

R/W

1115'BB'

1120'EB'

1115'EB'

BM 510

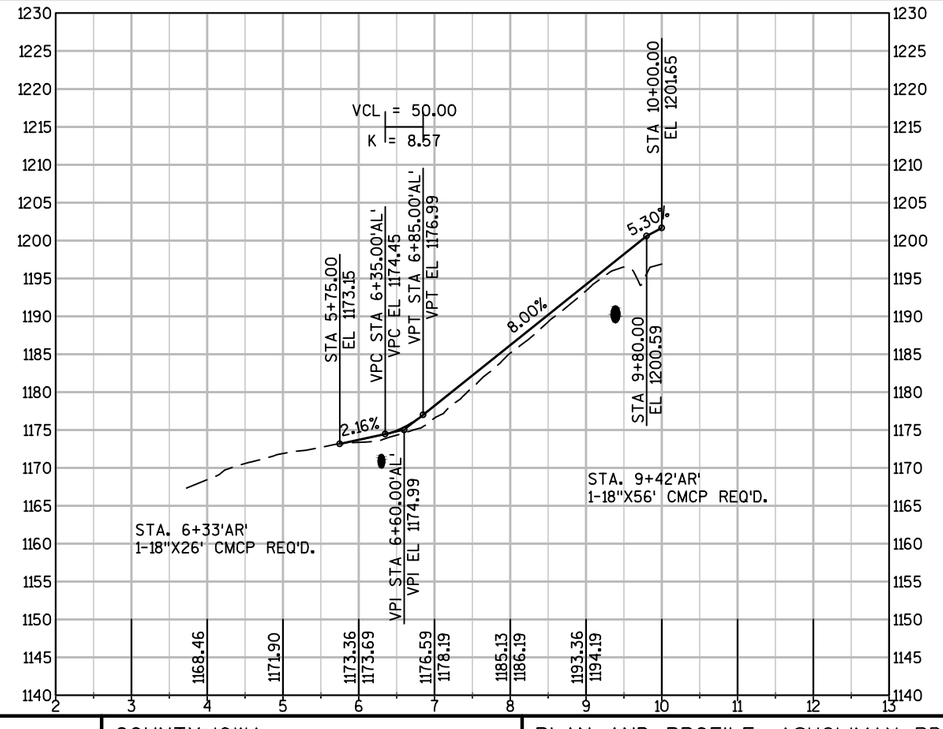
N

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
510	1113+68'EB'	CHISLED "□" N.E. CORNER OF INLET IN MEDIAN	18' LT.	1202.92

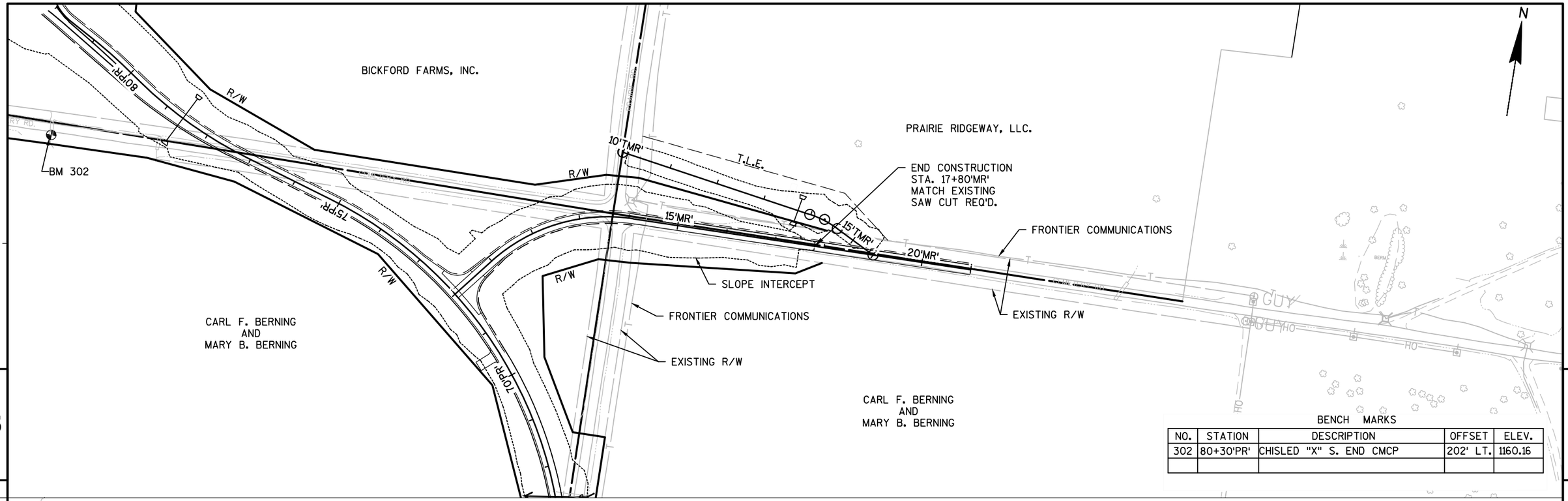


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: ASHCLIMAN RD	SHEET 222	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050112 ASHCLIMAN_PP.DWG
LAYOUT NAME - 050112 ASHCLIMAN

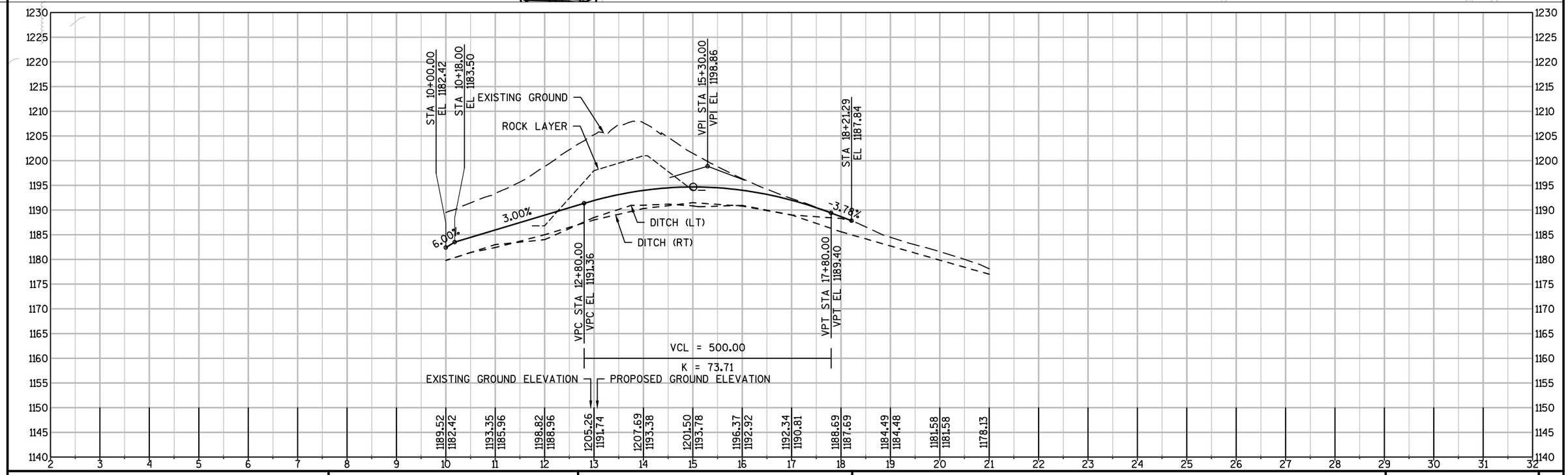
PLOT DATE : 1/30/2017 10:29 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

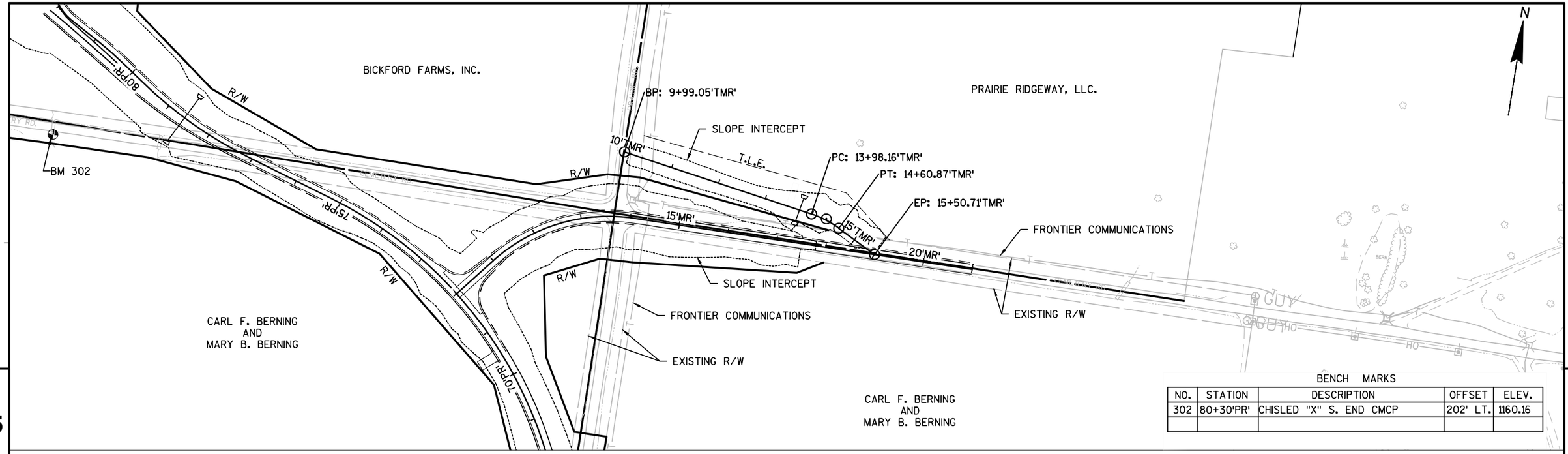


BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
302	80+30'PR'	CHISLED "X" S. END CMCP	202' LT.	1160.16

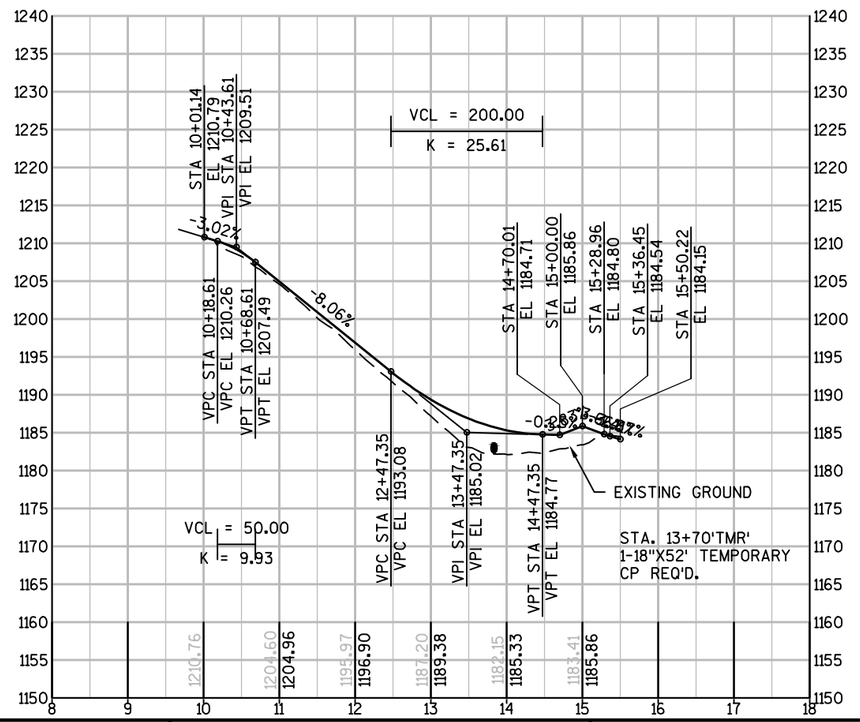


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: MOON ROAD	SHEET 223 E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
302	80+30'PR'	CHISLED "X" S. END CMCP	202' LT.	1160.16



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: TEMPORARY MOON ROAD	SHEET 224 E

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
303	1160+04'EB'	R.R. SPIKE IN POWER POLE	77' RT.	1190.45

STA. 34+00'NP', LT.
CONSTRUCT BAD F.E.
1-18" CP REQ'D.

BM 303

ALLIANT ENERGY

40'NP'

BICKFORD FARMS, INC.

R/W

35'NP'

END CONSTRUCTION
STA. 34+85'NP'
MATCH EXISTING
SAW CUT REQ'D.

FRONTIER COMMUNICATIONS

STA. 34+24'NP', RT.
EXISTING 18" CMCP
TO BE REMOVED
CONSTRUCT ASPHALTIC CONCRETE C.E.
1-18" CP REQ'D.

SLOPE INTERCEPT

1155'BB'

1160'BB'

TOWN OF
RIDGEWAY

P.L.

PRAIRIE RIDGEWAY, LLC

1165'BB'

STA. 34+23'NP', RT.
EXISTING 18" CMCP
TO BE REMOVED

1165'WB'

1165'EB'

45'NP'

1170'WB'

1170'EB'

MICHAEL E. HUGHS
AND
BETTY LU HUGHS

EXISTING R/W

50'NP' ALLIANT ENERGY

1175'WB'

1175'EB'

BEGIN CONSTRUCTION
STA. 52+50'NP'
MATCH EXISTING
SAW CUT REQ'D.

STA. 53+80'NP', RT.
CONSTRUCT BAD F.E.
1-18" CP REQ'D.

DENNIS A. HALVERSON,
VERNON L. HALVERSON
AND JOHN M. HALVERSON

T.L.E.

1180'WB'

1180'EB'

SLOPE INTERCEPT

FRONTIER COMMUNICATIONS

HY-VISTA DAIRY
FARM, LLC.

1185'BB'

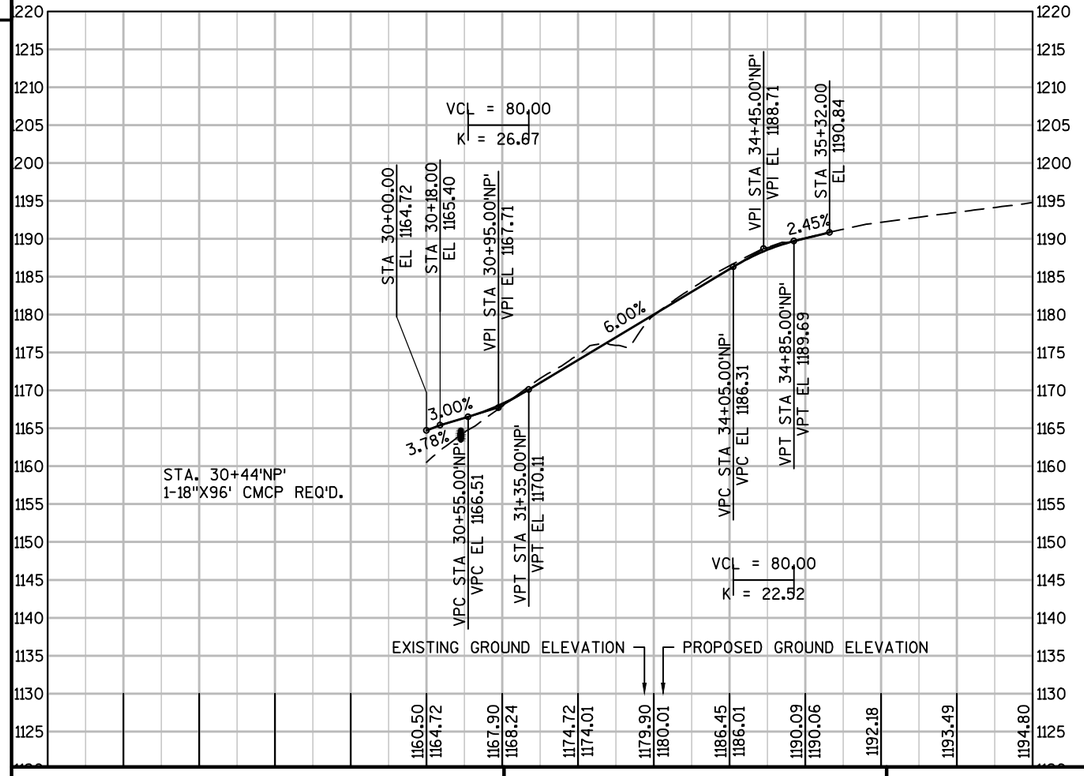
22'BP3'

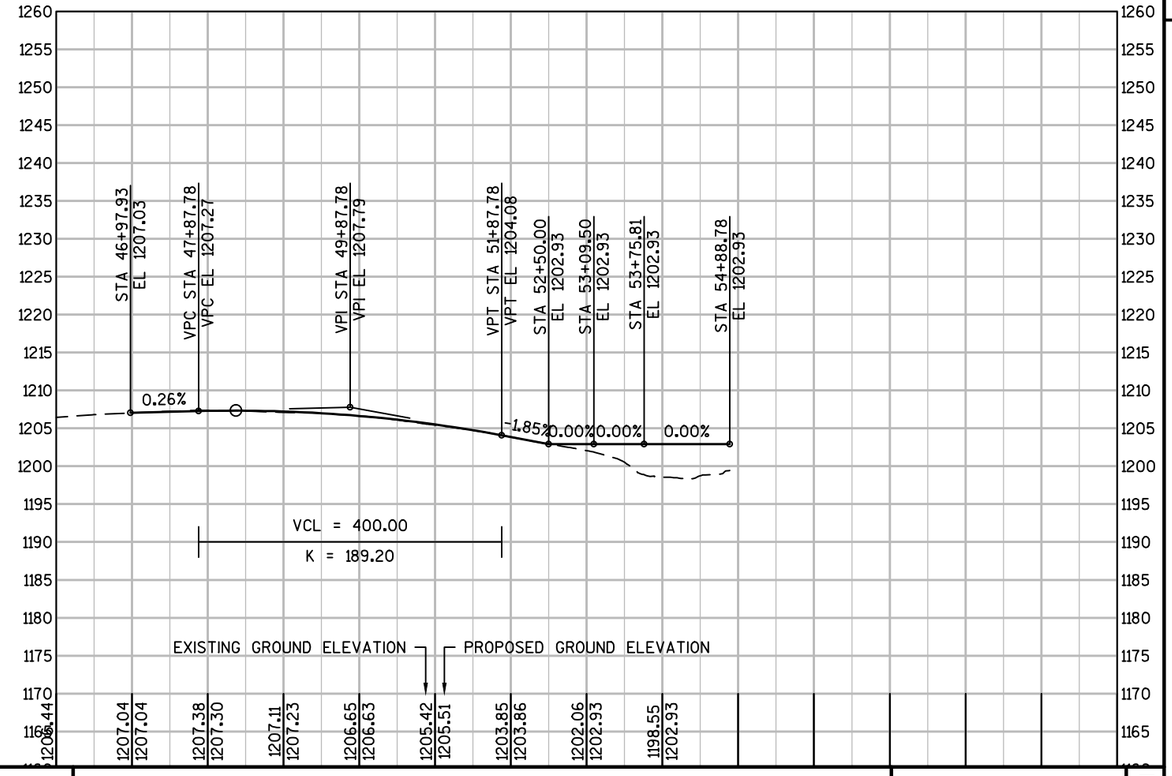
14'HD'

CTH "HHH"

5

5





PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: N PRAIRIE RD	SHEET 225 E

STA. 61+50'PR', LT.
CONSTRUCT F.E.
1-18" CP REQ'D.

STA. 67+30'PR', RT.
EXISTING 18" CMCP
TO BE REMOVED

STA. 78+70'PR', LT.
EXISTING 15" CMCP
TO BE REMOVED

STA. 80+42'PR', LT.
EXISTING 15" CMCP
TO BE REMOVED

STA. 70+50'PR', LT.
CONSTRUCT F.E.

BEGIN CONSTRUCTION
STA. 60+97'PR'
MATCH EXISTING
SAW CUT REQ'D.

STA. 61+50'PR', RT.
CONSTRUCT F.E.
1-18" CP REQ'D.

SLOPE INTERCEPT

FRONTIER COMMUNICATIONS

CARL F. BERNING AND
MARY B. BERNING

BM 302

EXISTING R/W

BICKFORD
FARMS, INC.

BICKFORD FARMS, INC.

R/W

65'PR'

70'PR'

75'PR'

80'PR'

85'RN'

113.2'ID'

113.4'ID'

N

5

5

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
302	80+30'PR'	CHISLED "X" S. END CMCP	202' LT.	1160.16

STA 60+97.00
EL 1159.24

STA 60+97.30
EL 1159.25

VPC STA 63+75.00
VPC EL 1169.28

VPI STA 69+50.00
VPI EL 1190.04

VPT STA 75+25.00
VPT EL 1178.54

VPC STA 75+25.00
VPC EL 1178.53

VPI STA 77+75.00
VPI EL 1173.54

VPT STA 80+25.00
VPT EL 1178.77

STA 82+40.47
EL 1183.29

EXISTING GROUND

ROCK LAYER

DITCH (RT)

DITCH (LT)

END CONSTRUCTION

VCL = 500.00
K = 122.08

VCL = 1149.99
K = 204.98

2.86%

3.61%

-2.00%

2.10%

STA. 67+25'PR'
1-24"X96' CMCP REQ'D.

STA. 78+60'PR'
1-36"X118' CMCP REQ'D.

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

1156.41				
1159.42	1159.35			
1167.12	1162.96			
1176.02	1166.57			
1183.53	1170.16			
1182.73	1173.41			
1176.94	1176.16			
1168.80	1178.43			
1167.75	1180.21			
1171.58	1181.51			
1180.06	1182.31			
1186.73	1182.63			
1189.52	1182.46			
1183.71	1181.80			
1174.58	1180.65			
1169.57	1179.02			
1173.15	1177.27			
1171.62	1176.29			
1164.37	1176.13			
1162.96	1176.79			
1171.37	1178.28			
1174.23	1180.35			
1175.18	1182.44			

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: PRAIRIE RD	SHEET 226 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050106 PRAIRIE RD_PP.DWG
LAYOUT NAME - 050106 PRAIRIE RD - (1)

PLOT DATE : 1/9/2017 2:20 PM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

PI STA = 1+16.14'XP'
Y = 161130.992
X = 412652.921
DELTA = 2°50'21"
D = 1°13'21"
T = 116.14'
L = 232.24'
R = 4686.48'
PC STA = 0+00.00'XP'
PT STA = 2+32.24'XP'

PI STA = 5+69.42'XP'
Y = 161584.282
X = 412648.224
DELTA = 0°21'09"
D = 0°03'08"
T = 337.18'
L = 674.36'
R = 109604.77'
PC STA = 2+32.24'XP'
PT STA = 9+06.60'XP'

PI STA = 13+03.19'XP'
Y = 162318.050
X = 412648.623
DELTA = 0°04'36"
D = 0°00'35"
T = 396.59'
L = 793.17'
R = 593002.24'
PC STA = 9+06.60'XP'
PT STA = 16+99.77'XP'

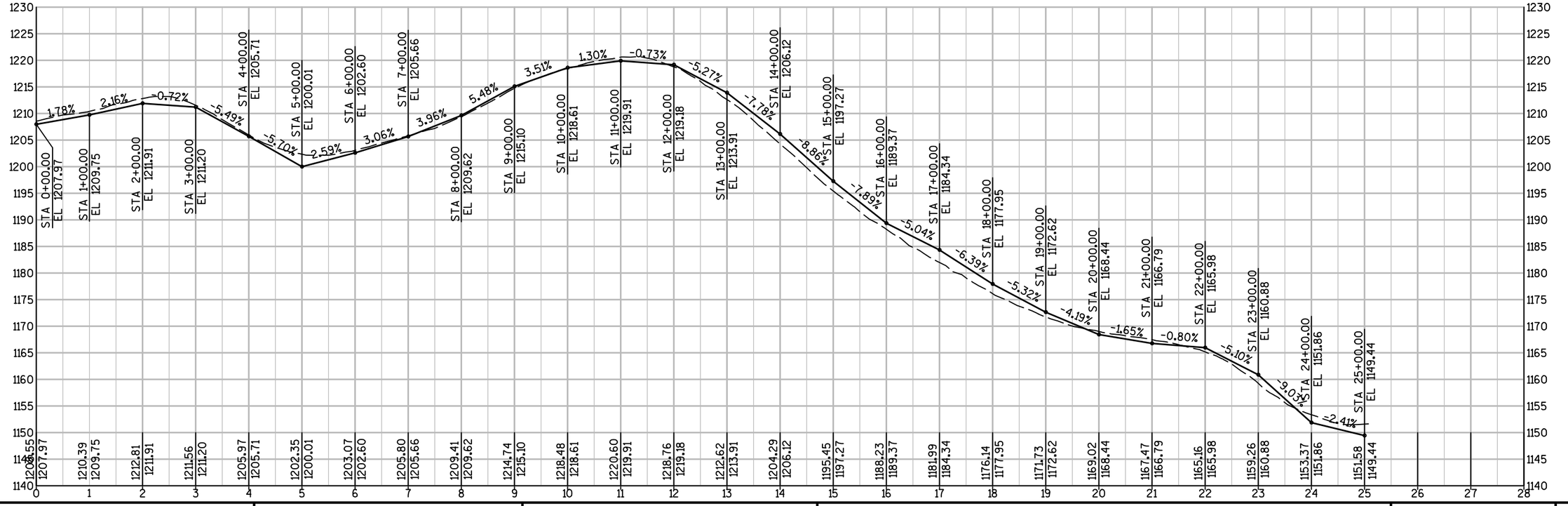
PI STA = 24+34.55'XP'
Y = 163449.398
X = 412645.858
DELTA = 0°55'54"
D = 0°38'18"
T = 72.98'
L = 145.96'
R = 8976.65'
PC STA = 23+61.57'XP'
PT STA = 25+07.53'XP'

PI STA = 18+55.61'XP'
Y = 162870.471
X = 412647.954
DELTA = 0°21'22"
D = 0°06'51"
T = 155.83'
L = 311.67'
R = 50140.03'
PC STA = 16+99.77'XP'
PT STA = 20+11.44'XP'

PI STA = 21+04.60'XP'
Y = 163119.452
X = 412649.400
DELTA = 1°25'56"
D = 0°46'08"
T = 93.15'
L = 186.30'
R = 7453.07'
PC STA = 20+11.44'XP'
PT STA = 21+97.74'XP'

PI STA = 22+79.65'XP'
Y = 163294.502
X = 412646.826
DELTA = 0°38'55"
D = 0°23'45"
T = 81.92'
L = 163.83'
R = 14474.13'
PC STA = 21+97.74'XP'
PT STA = 23+61.57'XP'

R/W
T.L.E.
EXISTING R/W
OBLITERATE ROADWAY
STA. 1+00'XP' - STA. 25+00'XP'
BICKFORD FARMS, INC.
PRAIRIE RIDGEWAY, LLC
FRONTIER COMMUNICATIONS
1146'ID'
1148'ID'
1150'ID'
1152'ID'
1154'ID'
1158'ID'
1160'ID'
N



PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: PRAIRIE RD	SHEET 227 E

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
307	25+10'RR'	R.R. SPIKE IN POWER POLE	31' LT.	1194.03

BICKFORD FARMS, INC.

ALLIANT ENERGY

EXISTING R/W

SLOPE INTERCEPT

BEGIN CONSTRUCTION
STA. 27+00'RR'
MATCH EXISTING
SAW CUT REQ'D.

GERALD E. KOENER
AND
PENELOPE JOSEPHINE KOERNER

EXISTING R/W

28'RR'

26'RR'

BM 307

R/W

STA. 25+90'RR', RT.
CONSTRUCT BAD F.E.
1-18" CP REQ'D.

120'RN'

115'RN'

SLOPE INTERCEPT

REED ROAD

FRONTIER COMMUNICATIONS

BICKFORD FARMS, INC.

BICKFORD FARMS, INC.

BICKFORD FARMS, INC.

R/W

130

125

640'WX'

1140'WB'

1140'EB'

840'EN'

635'WX'

1135'WB'

1135'EB'

835'EN'

N

5

5

STA 25+15.17
EL 1192.47

STA 25+64.55
EL 1194.53

STA 26+14.03
EL 1195.89

STA 26+64.44
EL 1196.71

STA 27+14.49
EL 1197.21

STA 29+82.00
EL 1199.51

STA 30+00.00
EL 1199.88

STA 30+00.00
EL 1199.87

EXISTING GROUND

4.17%

2.75%

1.63%

0.00%

0.86%

2.03%

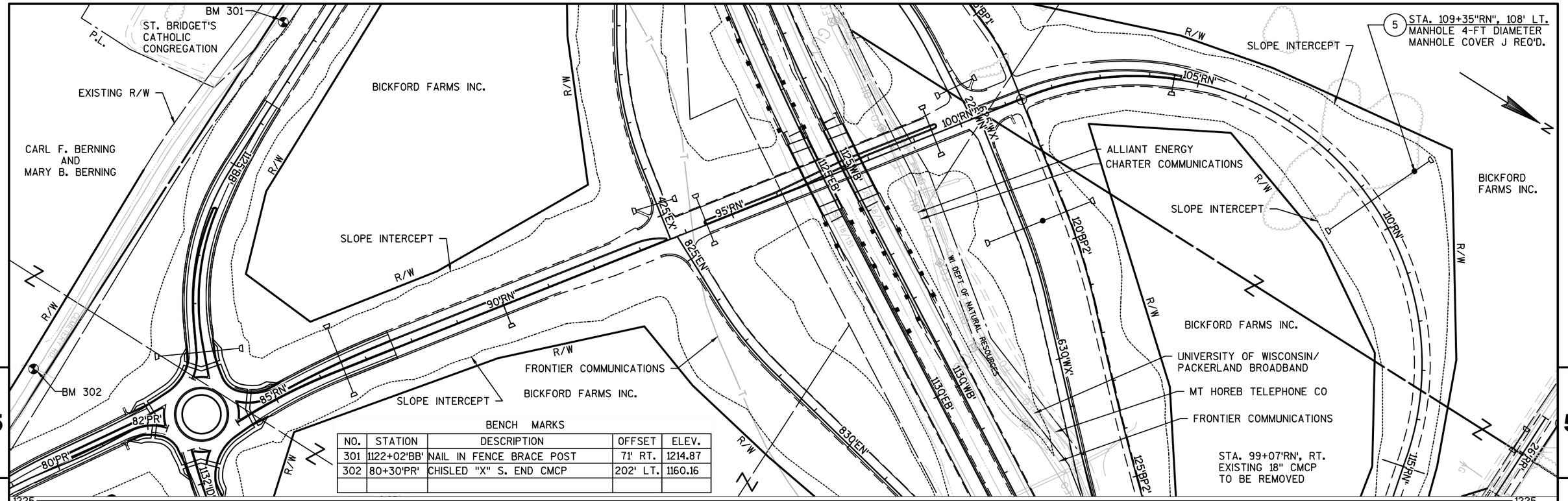
-1128.52%

EXISTING GROUND ELEVATION

PROPOSED GROUND ELEVATION

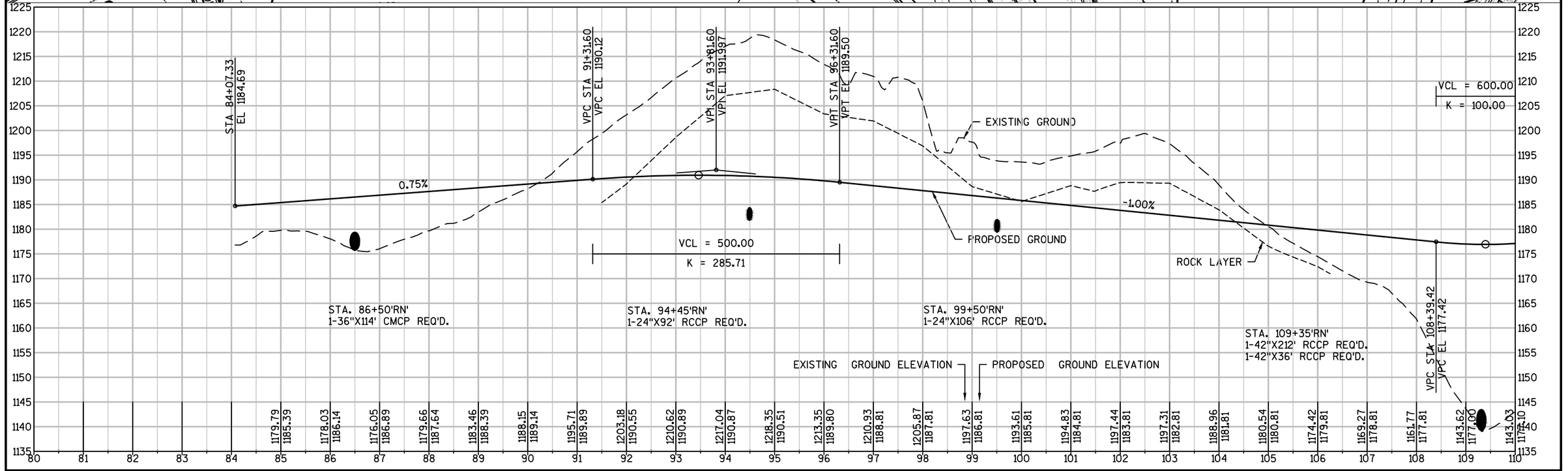
1195.50	1195.50
1197.05	1197.07
1197.89	1198.17
1202.11	1199.30

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: REED RD	SHEET 228	E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
301	1122+02'BB'	NAIL IN FENCE BRACE POST	71' RT.	1214.87
302	80+30'PR'	CHISLED "X" S. END CMCP	202' LT.	1160.16



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: RIDGEVUE RD	SHEET 229 E

STA. 122+90'RN', LT.
EXISTING 18" CMCP
TO BE REMOVED
CONSTRUCT BAD P.E.
1-18" CP REQ'D.

STA. 122+90'RN', RT.
EXISTING 18" CMCP
TO BE REMOVED
CONSTRUCT BAD F.E.

STA. 128+63'RN', LT.
EXISTING 18" CMCP
TO BE REMOVED

STA. 130+42'RN', LT.
EXISTING 24" CMCP
TO BE REMOVED
CONSTRUCT BAD P.E.
1-18" CP REQ'D.

STA. 125+40'RN', LT.
CONSTRUCT BAD P.E.

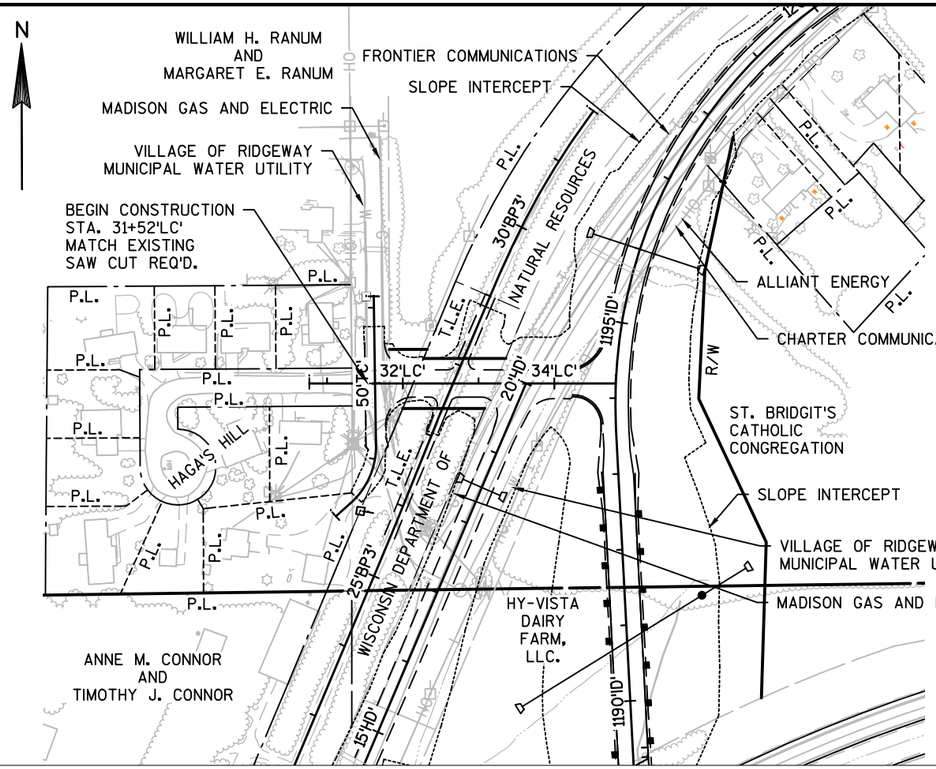
BENCH MARKS

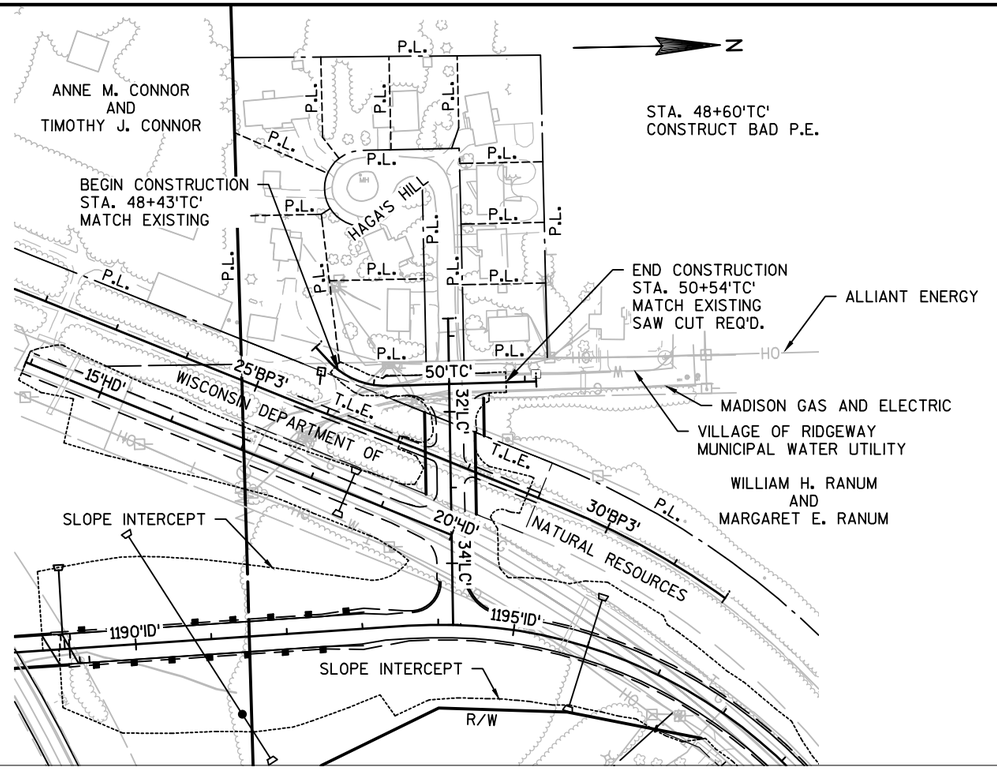
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
306	131+70'RN'	NAIL IN FENCE POST	27' LT.	1207.70
307	25+10'RR'	R.R. SPIKE IN POWER POLE	31' LT.	1194.03
512	1143+55'EB'	CHISLED "□" S.W. CORNER OF INLET IN MEDIAN	30' LT.	1201.86

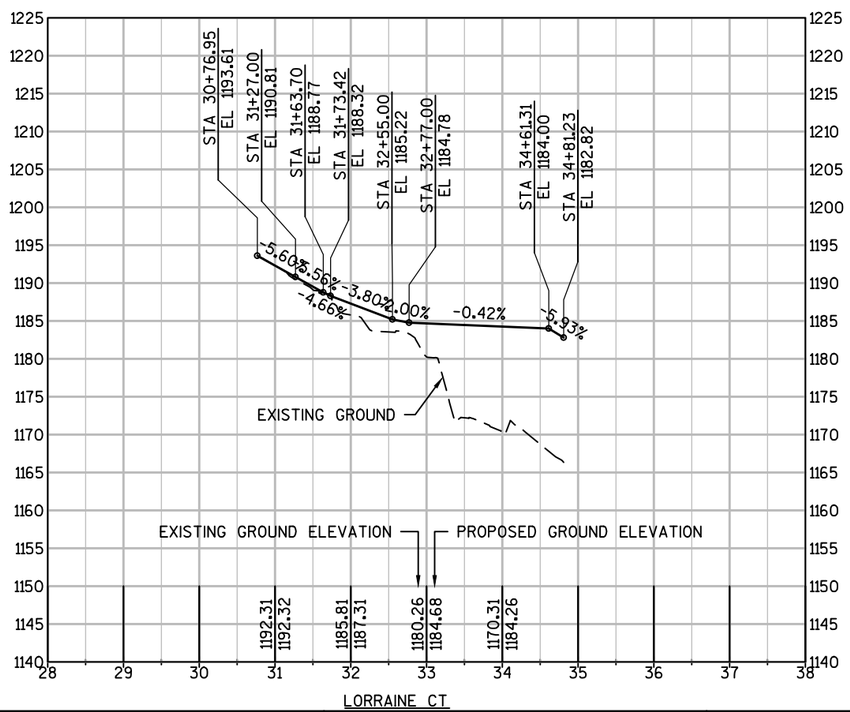
BM 307
BICKFORD FARMS, LLC
SLOPE INTERCEPT
R/W
26'RR'
28'RR'
110'RN'
115'RN'
EXISTING R/W
SLOPE INTERCEPT
BICKFORD FARMS, LLC
120'RN'
FRONTIER COMMUNICATIONS
BM 306
END CONSTRUCTION
STA. 131+31'RN'
MATCH EXISTING
SAW CUT REQ'D.
BICKFORD FARMS, LLC
JOHN J. MCSHERRY
AND
KARLEEN J. MCSHERRY
ALLIANT ENERGY
T.L.E.
R/W
125'RN'
130'RN'
EXISTING R/W
T.L.E.
CHARTER COMMUNICATIONS
140'BP2'
135'BP2'
645'WX'
1150'WB'
1155'WB'
1145'WB'
1150'EB'
1155'EB'
130'BP2'
640'WX'
1140'WB'
BM 512
1145'EB'
845'EN'
125'BP2'
635'WX'
1140'EB'
R/W
FRONTIER COMMUNICATIONS
BICKFORD FARMS, LLC
FRONTIER COMMUNICATIONS

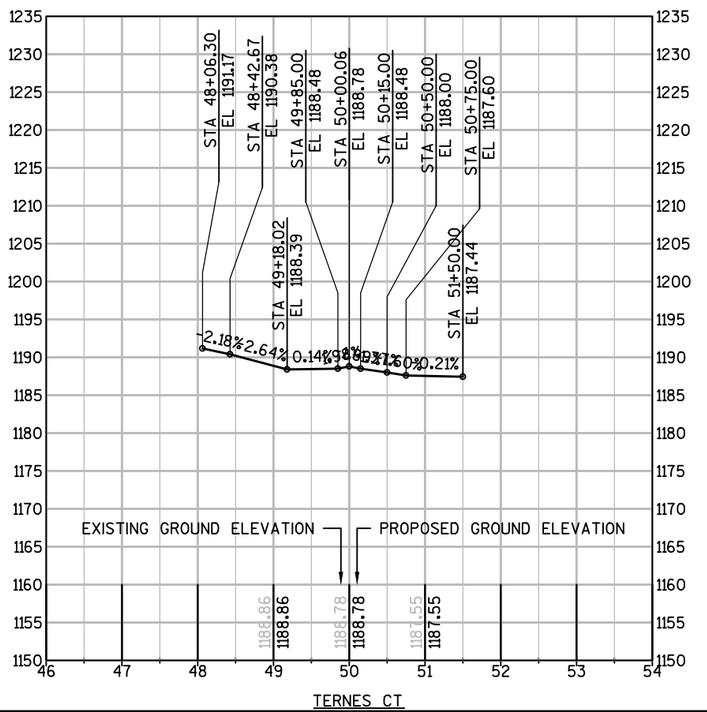
VPI STA 120+20.00
VPI EL 1218.448
VPT STA 125+70.00
VPT EL 1213.50
VPC STA 128+90.00
VPC EL 1210.62
VPI STA 129+90.00
VPI EL 1209.718
VPT STA 130+90.00
VPT EL 1207.67
STA 131+31.00
EL 1206.82
VPT STA 114+39.42
VPT EL 1189.42
EXISTING GROUND
-0.90%
-2.05%
PROPOSED GROUND
STA. 121+00'RN'
1-4"X80' CONDUIT RIGID
NONMETALLIC 40 4-INCH REQ'D.
VCL = 600.00
K = 100.00
5.00%
STA. 126+31'RN'
1-8' PIPE CATTLE PASS
EXTENSION REQ'D.
VCL = 1100.00
K = 186.44
VCL = 200.00
K = 173.65
STA. 115+00'RN'
1-4"X90' CONDUIT RIGID
NONMETALLIC 40 4-INCH REQ'D.
VPI STA 111+39.42
VPI EL 1174.42
VPC STA 114+70.00
VPC EL 1190.95
EXISTING GROUND ELEVATION
PROPOSED GROUND ELEVATION

| | | |

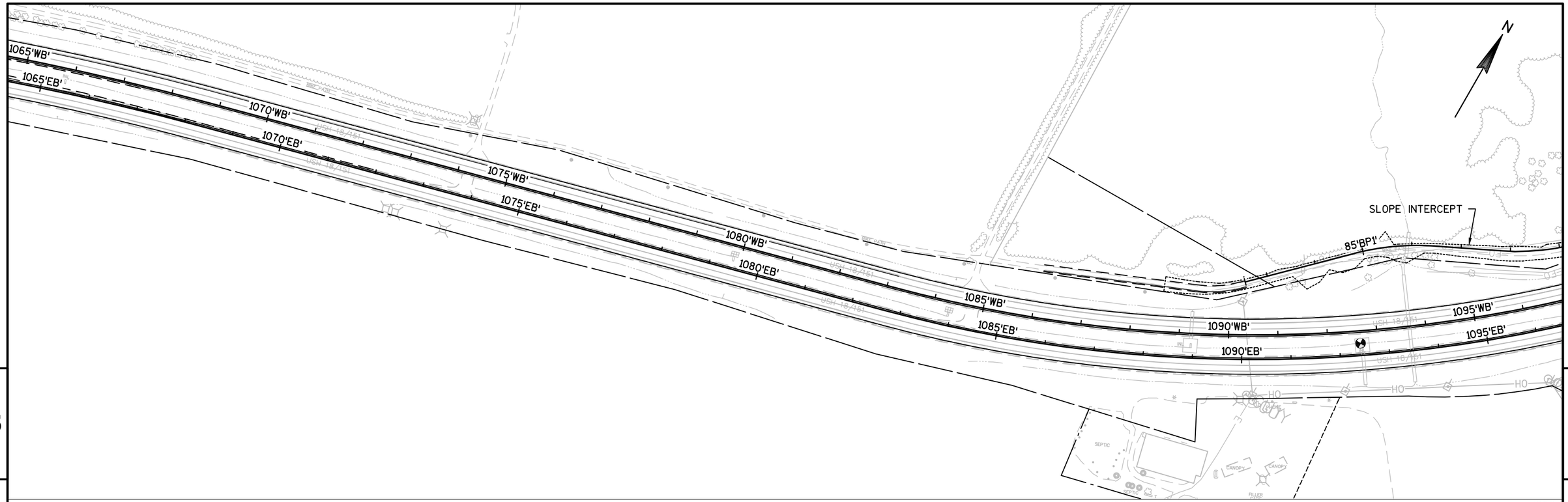


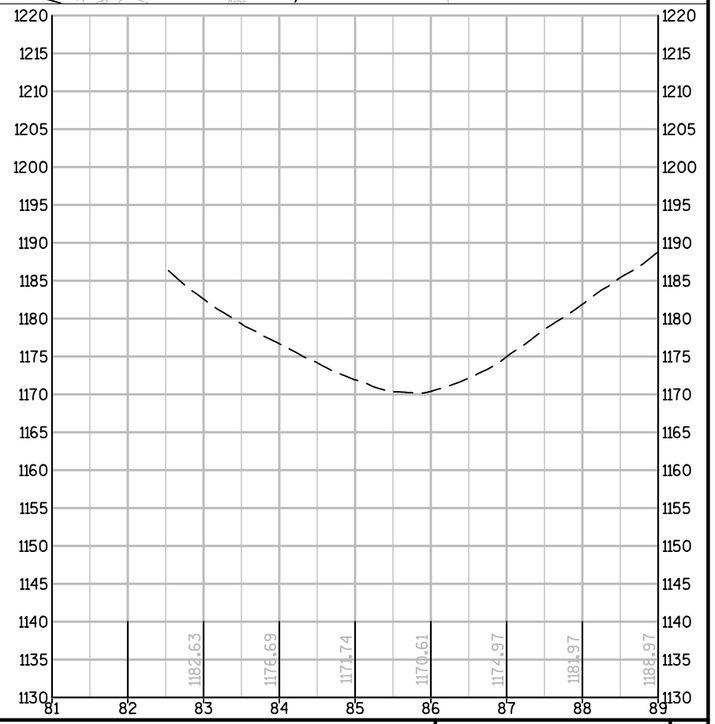






PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: LORRAINE CT AND TERNES CT	SHEET 231	E





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PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: BIKE PATH	SHEET 232	E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050102 BIKE PATH_BRIDGE CLEARANCE_PP.DWG
LAYOUT NAME - 050102 BP3

PLOT DATE : 3/13/2017 9:55 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

BEGIN CONSTRUCTION
STA. 92+40'BP1'
MATCH EXISTING

ALLIANT ENERGY (OH)
CHARTER COMMUNICATIONS (OH)

BICKFORD FARMS, INC

UNIVERSITY OF WISCONSIN /
PACKERLAND BROADBAND
FRONTIER COMMUNICATIONS
MT HOREB TELEPHONE CO

SLOPE INTERCEPT

RAMP EX
RAMP WN
RAMP WX

R/W

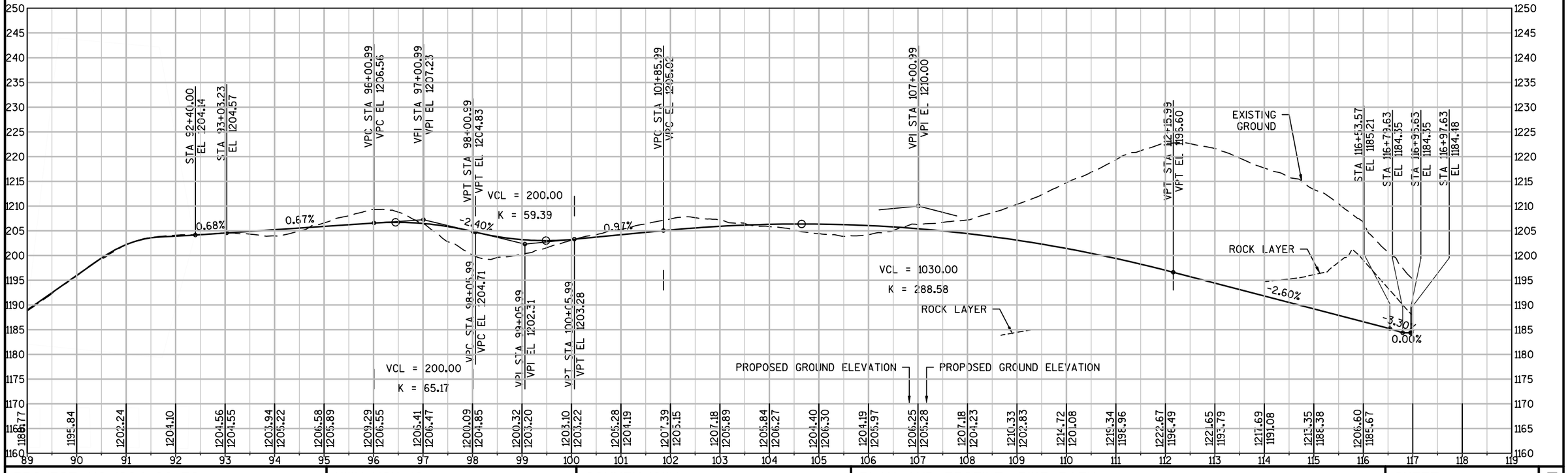
95'BP1'
100'BP1'
105'BP1'
110'BP1'
115'BP1'

1100'WB'
1100'EB'
1105'WB'
1105'EB'
1110'WB'
1110'EB'
1115'WB'
1115'EB'
1120'WB'
1120'EB'
1125'WB'
1125'EB'

205'WN'
210'WN'
215'WN'
220'WN'
225'WN'

405'EX'
410'EX'
415'EX'

105'NR'
100'NR'
625'WX'



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: BIKE PATH	SHEET 233 E

FILE NAME : P:\2012138 SW REGION WO\1204-02-76_USH 18\CIVIL3D\SHEETSPLAN\050102 BIKE PATH_BRIDGE CLEARANCE_PP.DWG
LAYOUT NAME - 050102 BP3

PLOT DATE : 3/13/2017 9:55 AM PLOT BY : BERNARD GEHRMANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

BICKFORD FARMS, INC

110'NR' BRIDGE

105'NR'

R/W

SLOPE INTERCEPT

115'BP1'

625'WX'

23'-7" MIN CLEARANCE

RAMP WX

BICKFORD FARMS, INC

EXISTING R/W

ALLIANT ENERGY (OH) R/W

T.L.E.

120'NR'

125'NR'

CHARTER COMMUNICATIONS (OH)

MT HOREB TELEPHONE CO

FRONTIER COMMUNICATIONS

UNIVERSITY OF WISCONSIN / PACKERLAND BROADBAND

R/W

130'BP2'

125'BP2'

120'BP2'

635'WX'

630'WX'

1135'WB'

1135'EB'

835'EN'

1130'WB'

1130'EB'

R/W

BICKFORD FARMS, INC

T.L.E.

P.L.

WISCONSIN DEPT OF NATURAL RESOURCES

140'BP2'

135'BP2'

645'WX'

1150'WB'

1150'EB'

1145'WB'

1145'EB'

845'EN'

640'WX'

1140'WB'

1140'EB'

840'EN'

R/W

EXISTING R/W

END CONSTRUCTION
STA. 141+50'BP2'
MATCH EXISTING

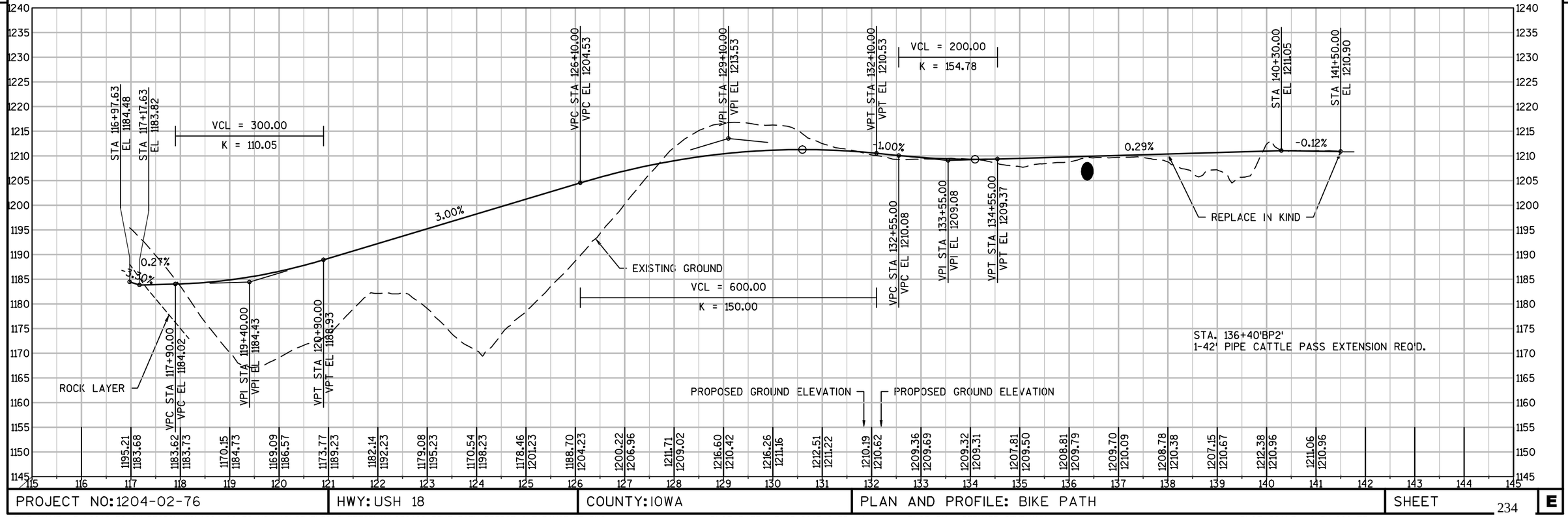
BICKFORD FARMS, INC

STA. 136+40'BP2'
EXISTING STONE CATTLEPASS
TO BE REMOVED

N

5

5



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: BIKE PATH	SHEET 234 E

WISCONSIN DEPT OF NATURAL RESOURCES

ANNE M. CONNOR
AND
TIMOTHY J. CONNOR

WILLIAM H. RANUM
AND
MARGARET E. RANUM

HAGA'S HILL

BEGIN CONSTRUCTION
STA. 25+56'BP3'
MATCH EXISTING

END CONSTRUCTION
STA. 29+00'BP3'
MATCH EXISTING

EXISTING R/W

1170'WB'
1170'EB'
50'NP'
1175'WB'
1175'EB'
1180'WB'
1180'EB'

P.L.
50'TC'
R/W
T.L.E.
25'BP3'
30'BP3'
15'HD'
20'HD'
1195'ID'
1200'ID'
1190'ID'

ALLIANT ENERGY (OH)
SLOPE INTERCEPT
CHARTER COMMUNICATIONS
MADISON GAS AND ELECTRIC
SLOPE INTERCEPT

ST. BRIDGET'S
CATHOLIC
CONGREGATION

VILLAGE OF RIDGEWAY
MUNICIPAL WATER UTILITY

CTH "HHH"

5

5

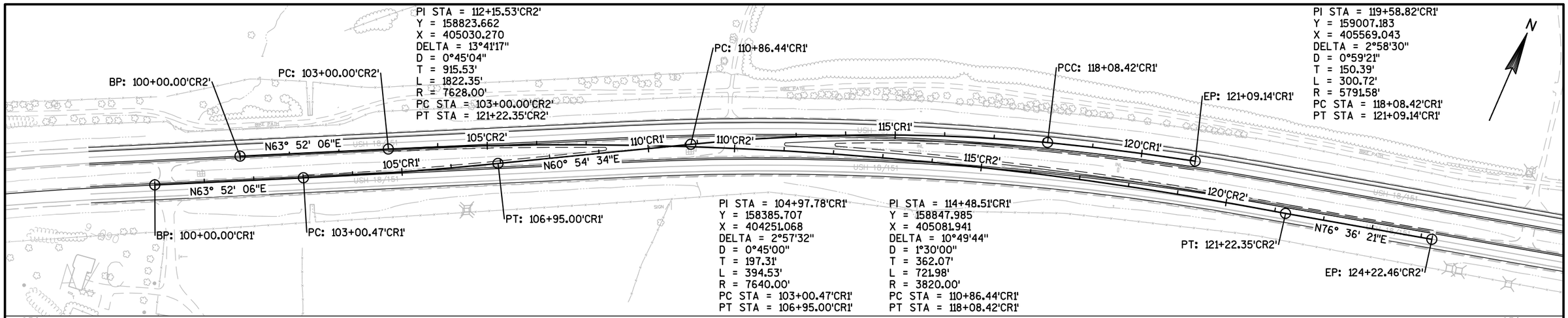
STA 25+56.09 EL 1185.88
STA 25+82.36 EL 1185.93
STA 26+10.28 EL 1185.83
STA 26+41.69 EL 1185.15
STA 27+04.26 EL 1184.48
STA 27+57.85 EL 1184.80
STA 27+72.85 EL 1185.10
STA 27+84.85 EL 1184.86
STA 28+85.20 EL 1181.75
STA 29+00.00 EL 1181.55

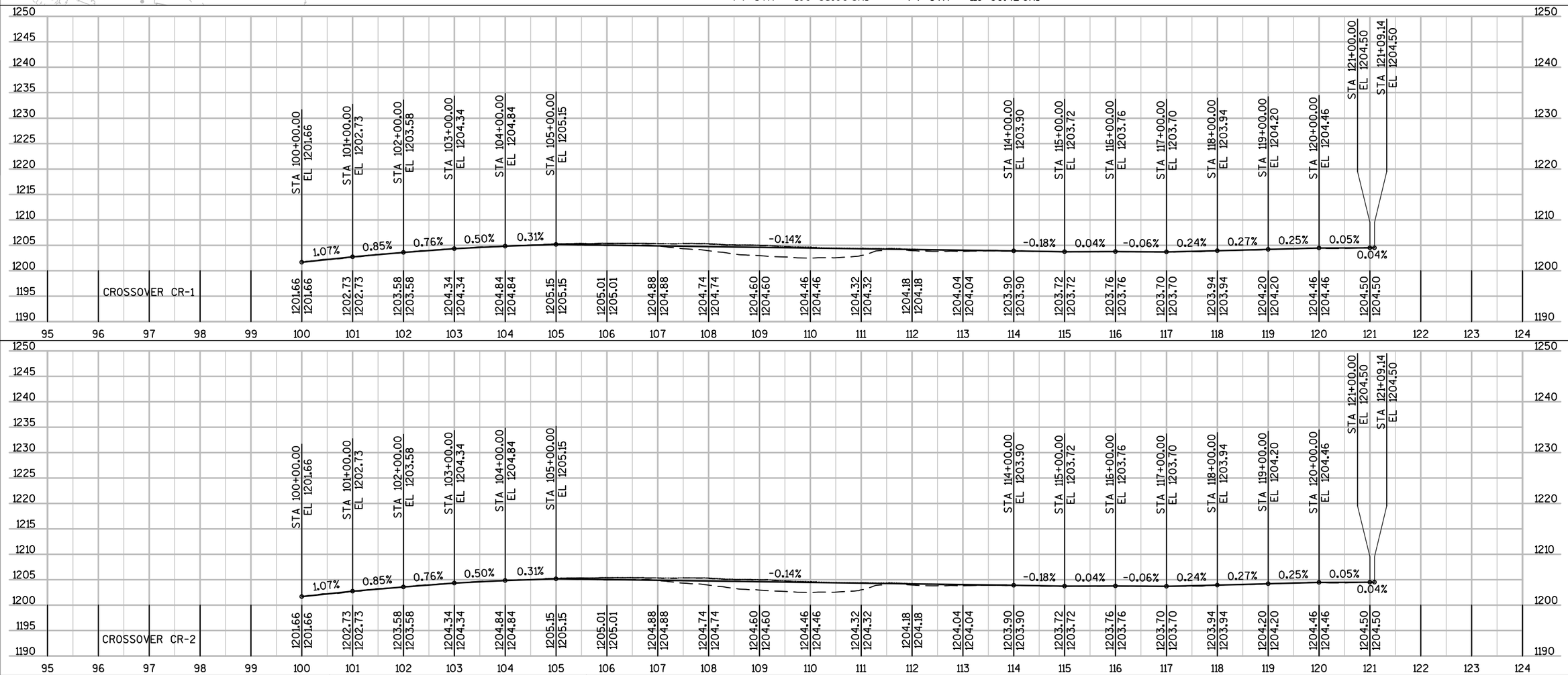
0.22% -2.18% 0.60% 2.00% 3.10% 1.37%
-0.36% -1.07% 2.06%

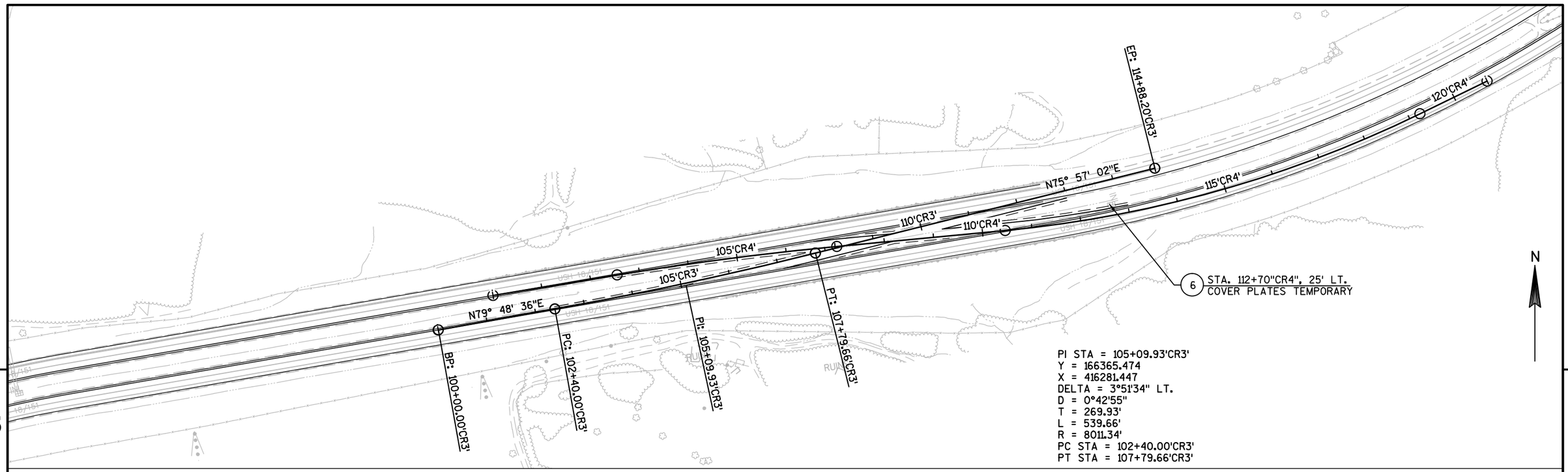
PROPOSED GROUND ELEVATION
PROPOSED GROUND ELEVATION

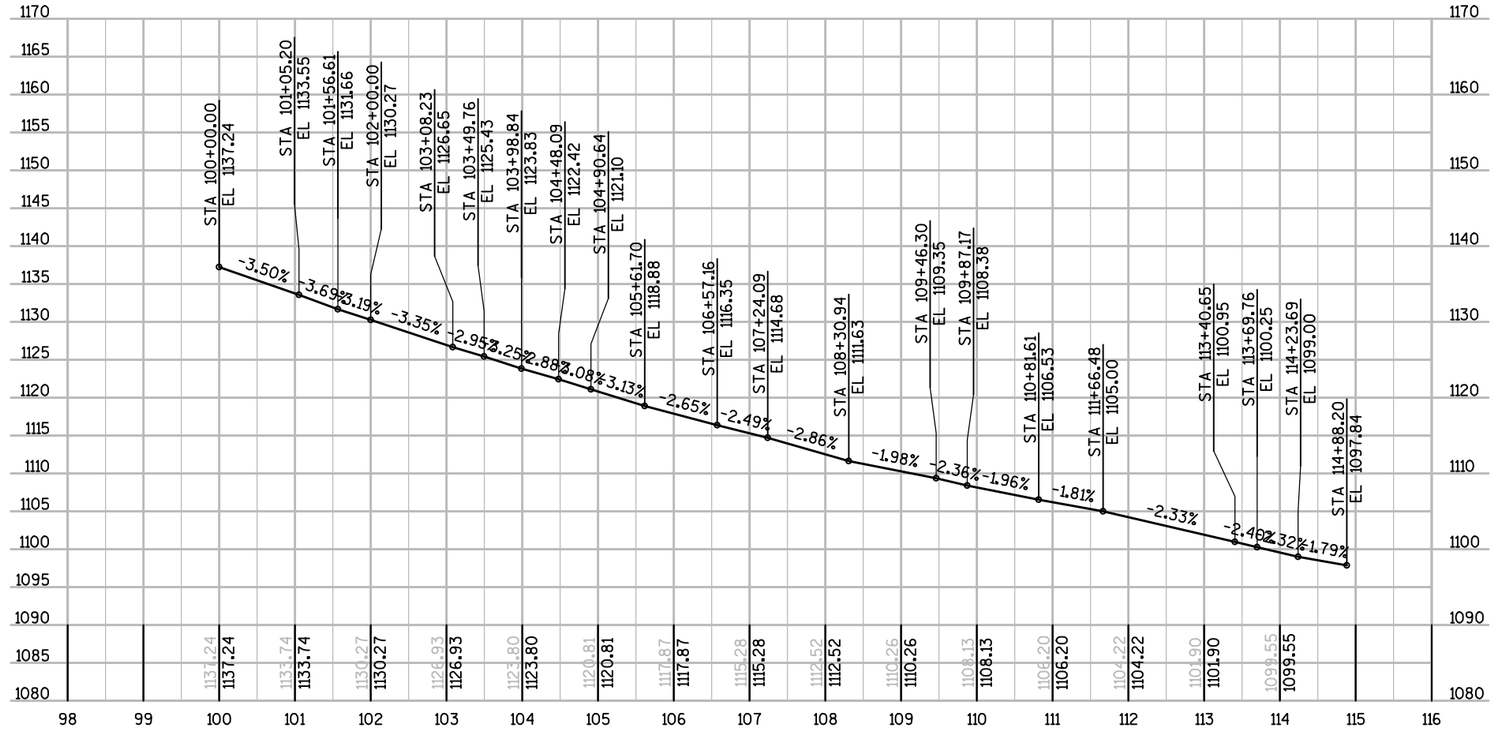
1191.92 1190.63 1189.14 1188.31 1187.46 1186.62 1185.89 1185.87 1184.51 1184.53 1183.24 1184.39 1181.59 1181.55 1180.40 1180.00

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: BIKE PATH	SHEET 235	E

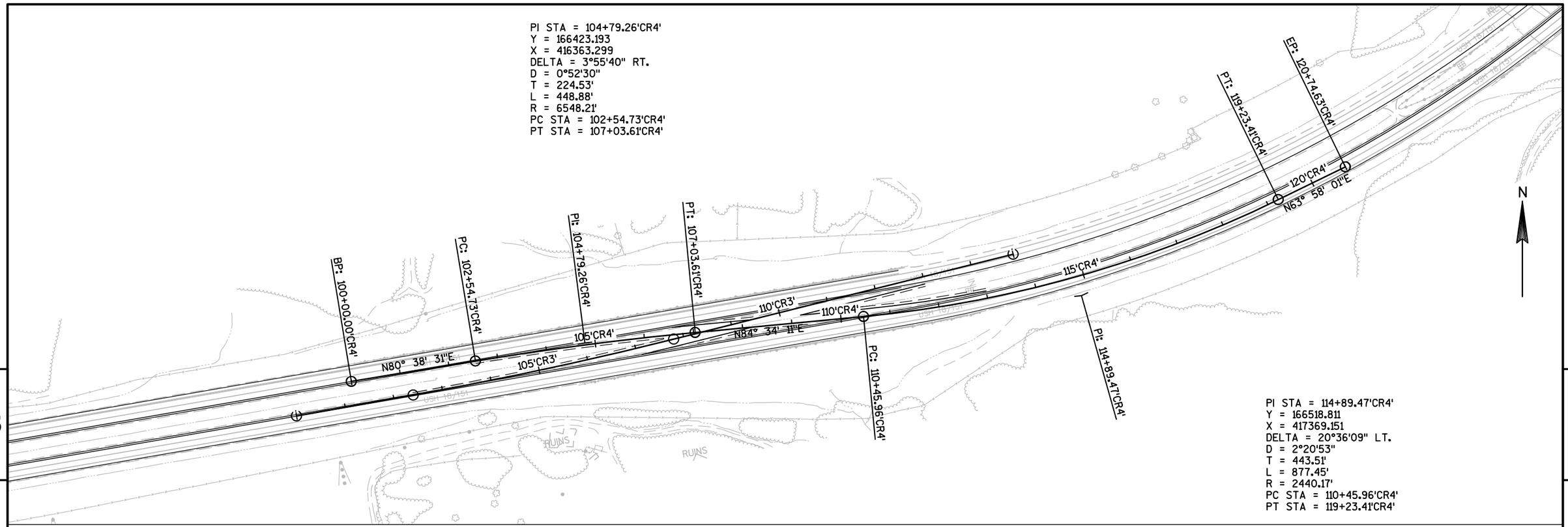

PI STA = 112+15.53'CR2'
Y = 158823.662
X = 405030.270
DELTA = 13°41'17"
D = 0°45'04"
T = 915.53'
L = 1822.35'
R = 7628.00'
PC STA = 103+00.00'CR2'
PT STA = 121+22.35'CR2'
BP: 100+00.00'CR2'
PC: 103+00.00'CR2'
PC: 110+86.44'CR1'
PCC: 118+08.42'CR1'
EP: 121+09.14'CR1'
PI STA = 119+58.82'CR1'
Y = 159007.183
X = 405569.043
DELTA = 2°58'30"
D = 0°59'21"
T = 150.39'
L = 300.72'
R = 5791.58'
PC STA = 118+08.42'CR1'
PT STA = 121+09.14'CR1'
N
N63° 52' 06"E
105'CR2'
110'CR1'
110'CR2'
115'CR1'
120'CR1'
105'CR1'
N60° 54' 34"E
115'CR2'
120'CR2'
N76° 36' 21"E
BP: 100+00.00'CR1'
PC: 103+00.47'CR1'
PT: 106+95.00'CR1'
PT: 121+22.35'CR2'
EP: 124+22.46'CR2'
PI STA = 104+97.78'CR1'
Y = 158385.707
X = 404251.068
DELTA = 2°57'32"
D = 0°45'00"
T = 197.31'
L = 394.53'
R = 7640.00'
PC STA = 103+00.47'CR1'
PT STA = 106+95.00'CR1'
PI STA = 114+48.51'CR1'
Y = 158847.985
X = 405081.941
DELTA = 10°49'44"
D = 1°30'00"
T = 362.07'
L = 721.98'
R = 3820.00'
PC STA = 110+86.44'CR1'
PT STA = 118+08.42'CR1'

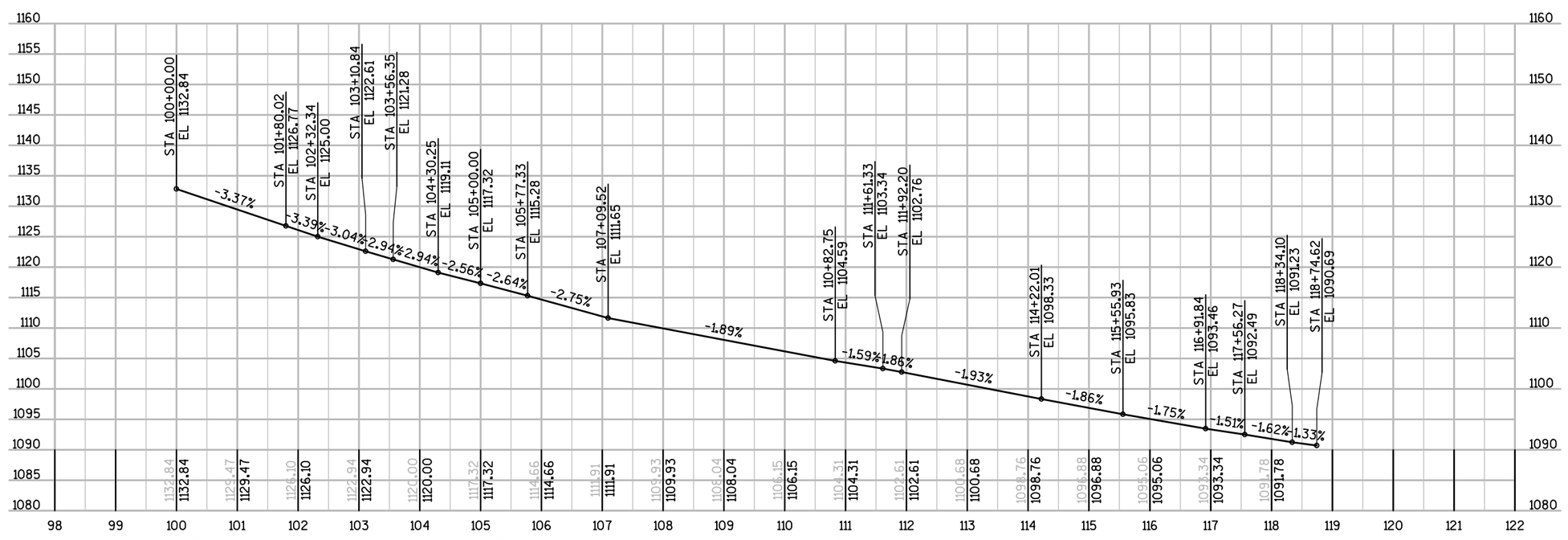

CROSSOVER CR-1
CROSSOVER CR-2
STA 100+00.00 EL 1201.66
STA 101+00.00 EL 1202.73
STA 102+00.00 EL 1203.58
STA 103+00.00 EL 1204.34
STA 104+00.00 EL 1204.84
STA 105+00.00 EL 1205.15
STA 114+00.00 EL 1203.90
STA 115+00.00 EL 1203.72
STA 116+00.00 EL 1203.76
STA 117+00.00 EL 1203.70
STA 118+00.00 EL 1203.94
STA 119+00.00 EL 1204.20
STA 120+00.00 EL 1204.46
STA 121+00.00 EL 1204.50
STA 121+09.14 EL 1204.50
1.07%
0.85%
0.76%
0.50%
0.31%
-0.14%
-0.18%
0.04%
-0.06%
0.24%
0.27%
0.25%
0.05%
0.04%



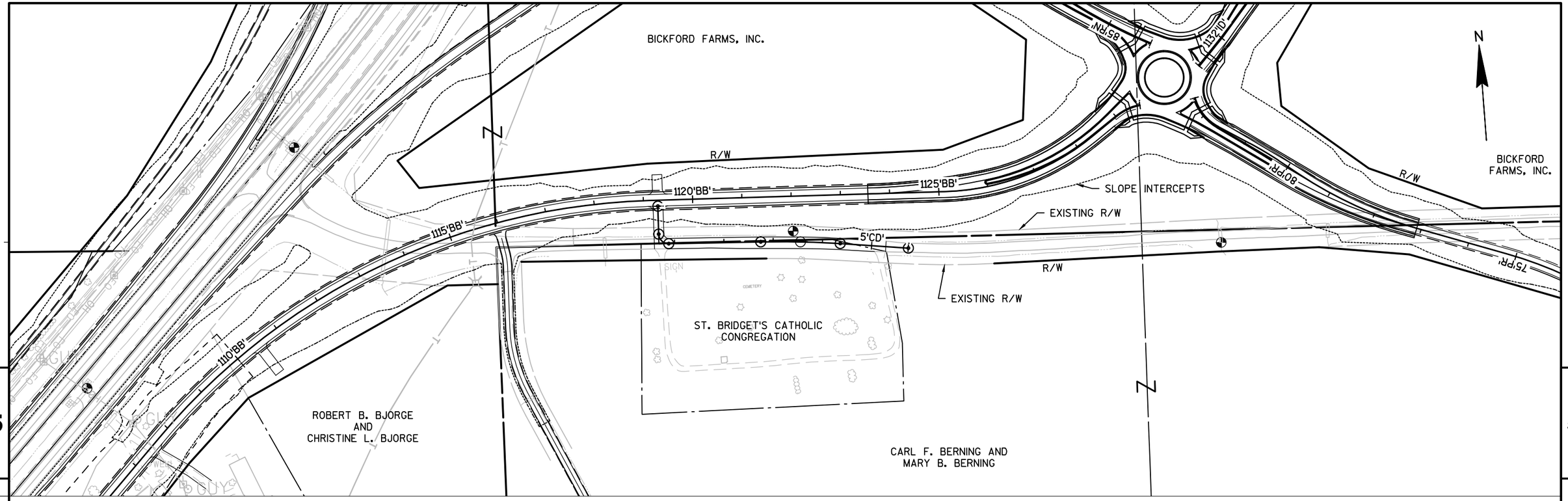


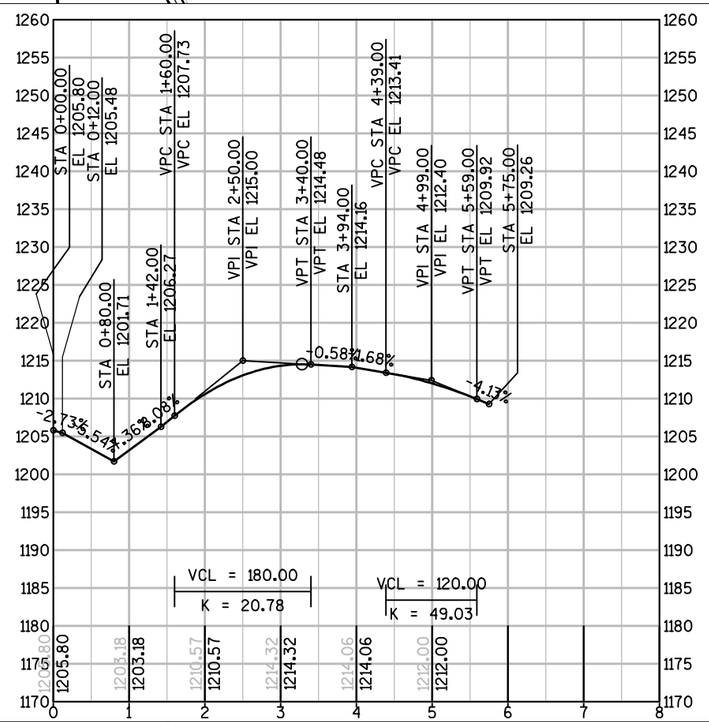
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: CROSSOVER CR3	SHEET 237	E





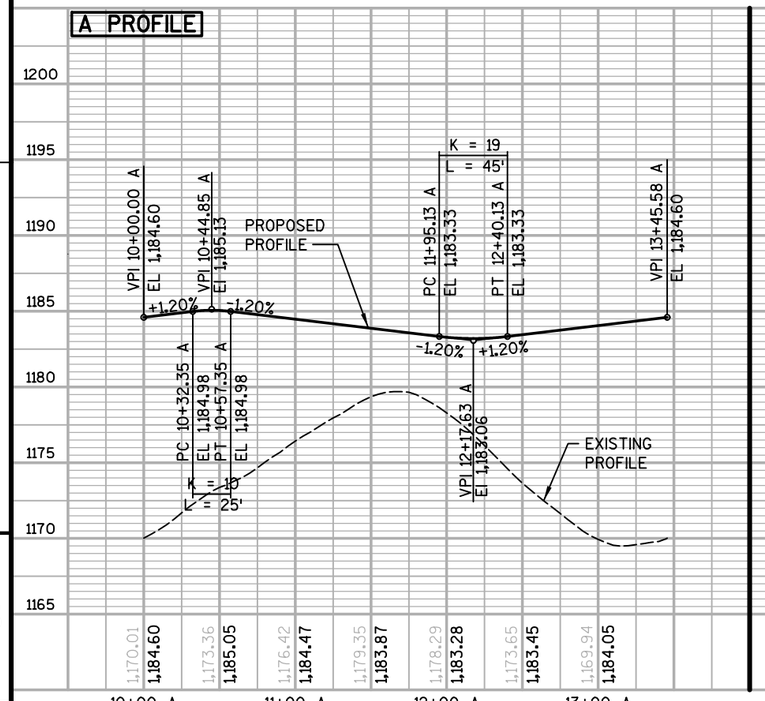
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: CROSSOVER CR4	SHEET 238 E



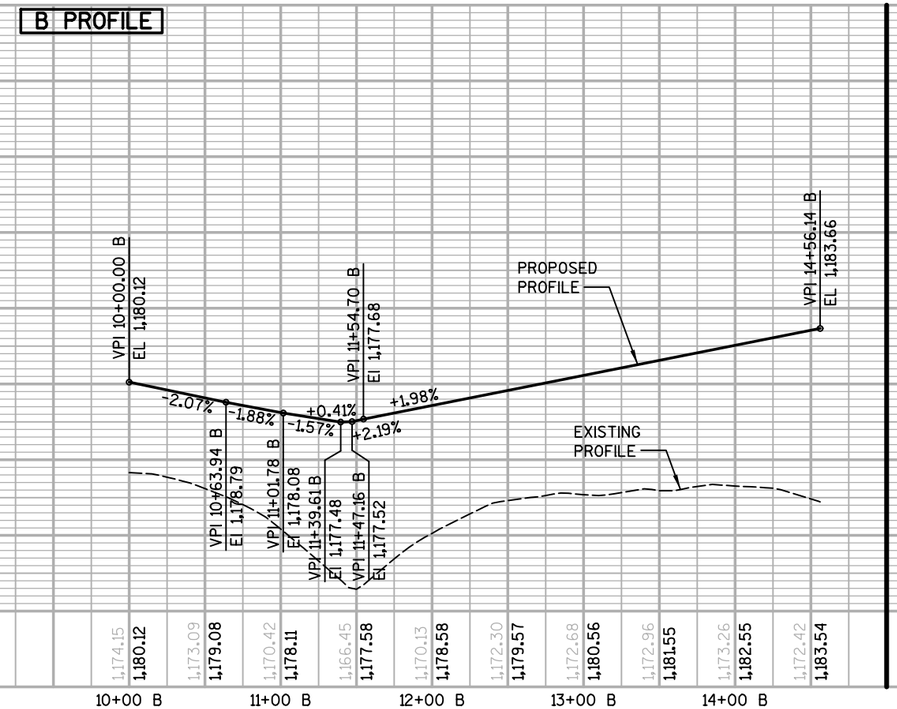


PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	PLAN AND PROFILE: CEMETERY DRIVEWAY	SHEET 239 E

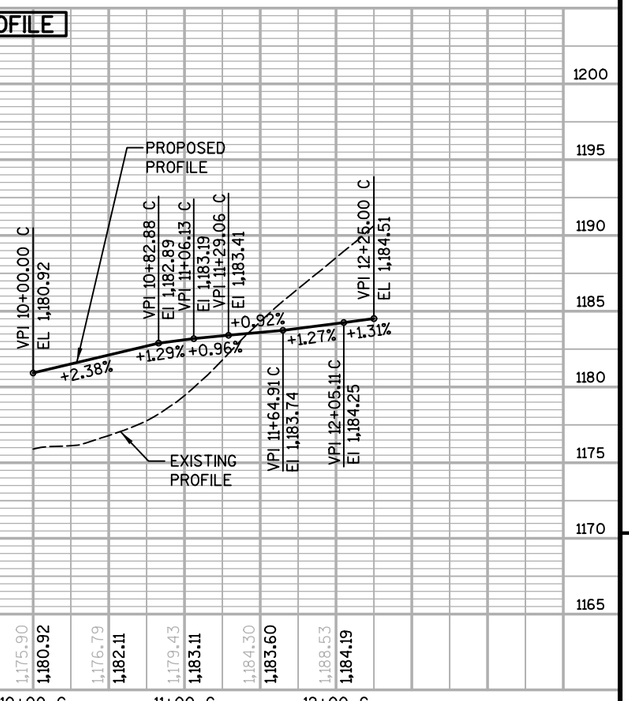
A PROFILE



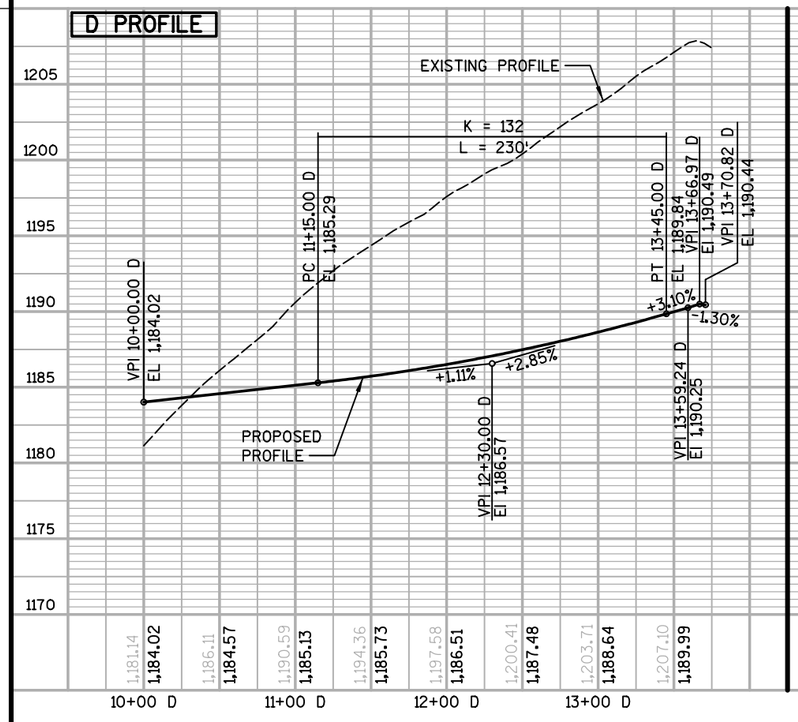
B PROFILE



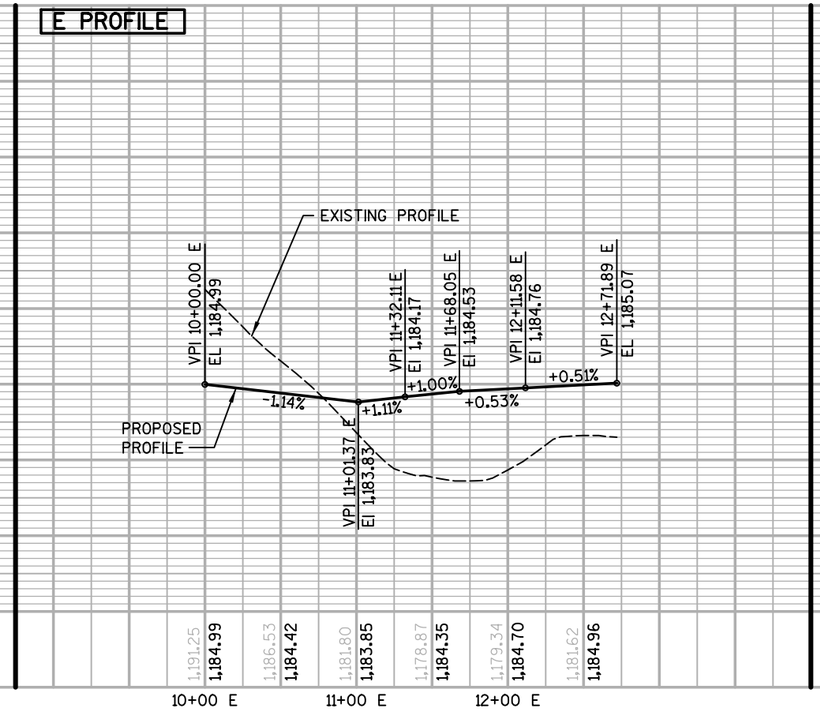
C PROFILE



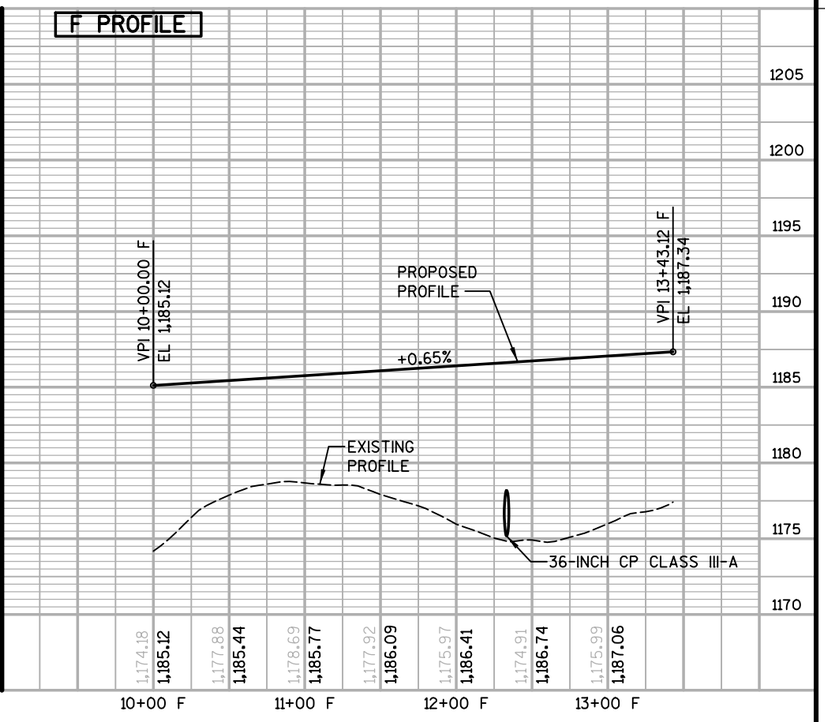
D PROFILE



E PROFILE



F PROFILE



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PROFILES - ROUNDABOUT	SHEET E

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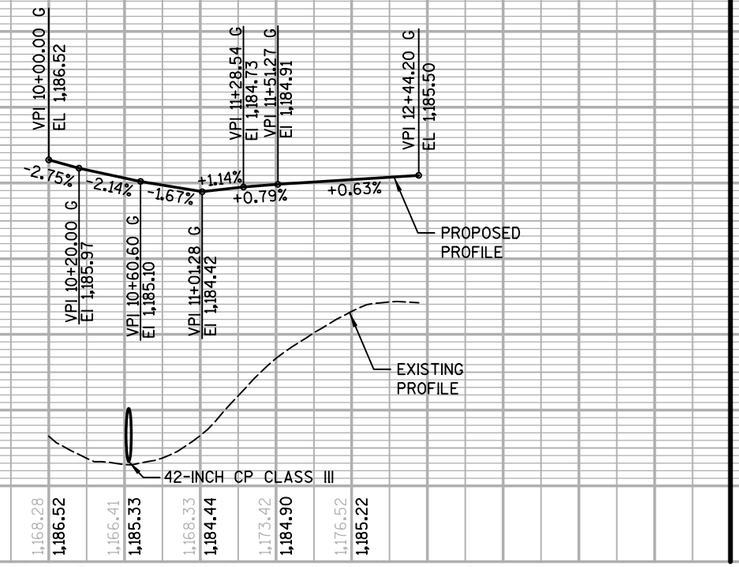
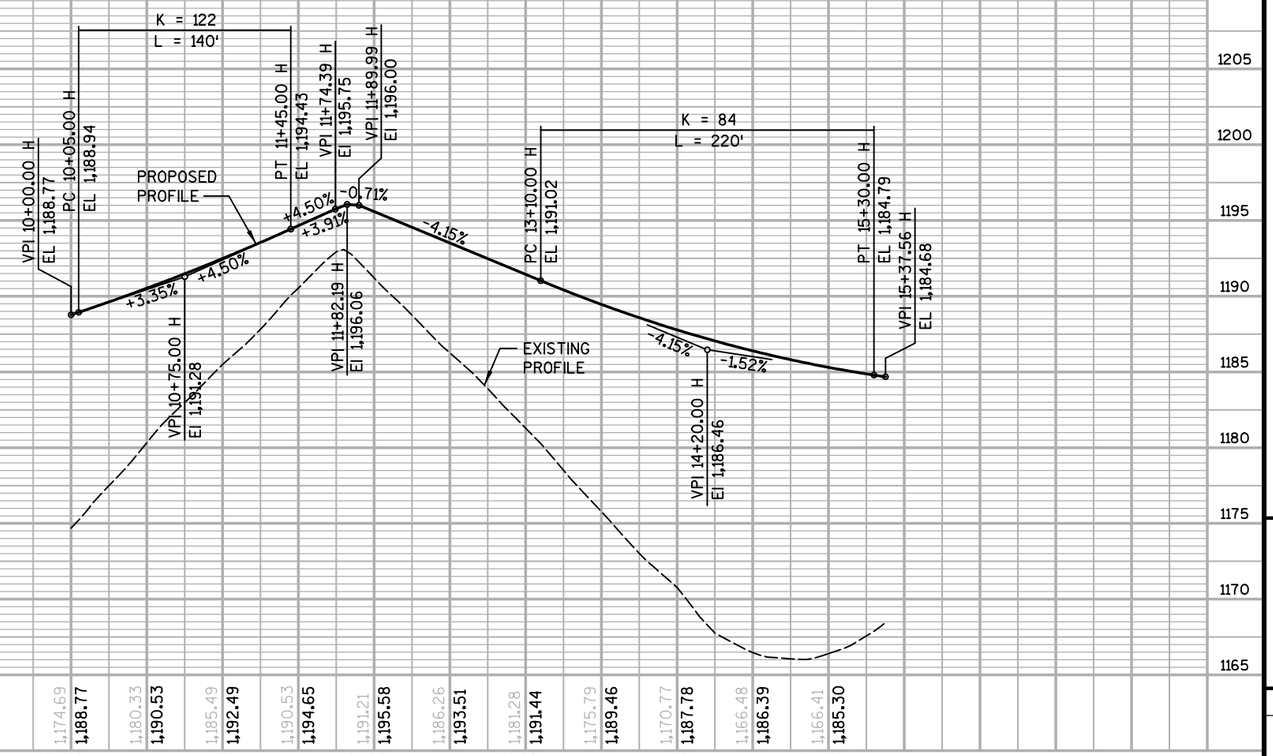
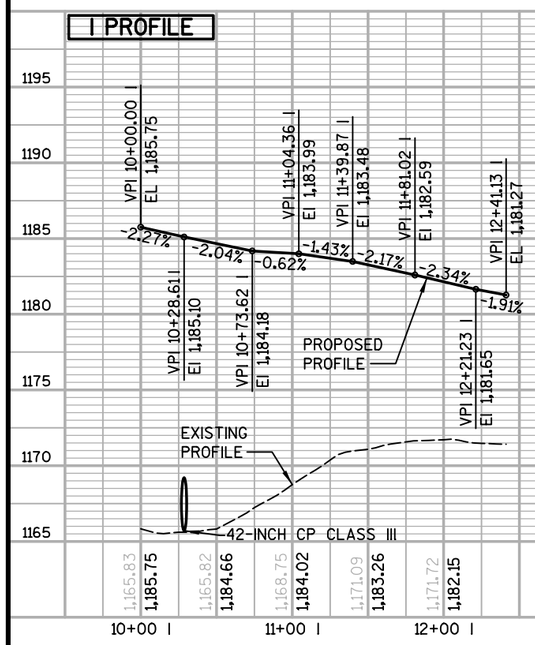
G PROFILE



H PROFILE



I PROFILE



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	PROFILES - ROUNDABOUT	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\050102_pp.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

Standard Detail Drawing List

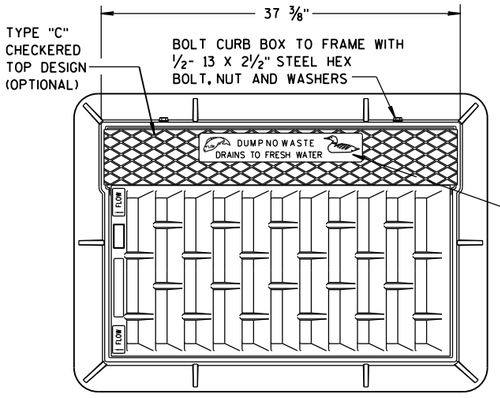
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-18A	CURB RAMPS TYPES 1 AND 1-A
08D05-18B	CURB RAMPS TYPES 2 AND 3
08D05-18C	CURB RAMPS TYPES 4A AND 4A1
08D05-18D	CURB RAMPS TYPE 4B AND 4B1
08D05-18E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F03-03	DETAILS FOR PIPE CATTLE PASS, CONCRETE ENDWALLS AND STEPS
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
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
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13B02-08B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-04A	CONCRETE PAVEMENT JOINTING
13C18-04B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-04C	CONCRETE PAVEMENT JOINT TIES
13C18-04D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-04E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
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"
14B15-09A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-09B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-09C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B16-04A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-04B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B18-06B	STEEL PLATE BEAM GUARD, CLASS "A" AT MEDIAN APPROACH TO BRIDGES
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B28-03	GUARDRAIL MOW STRIP
14B42-04A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

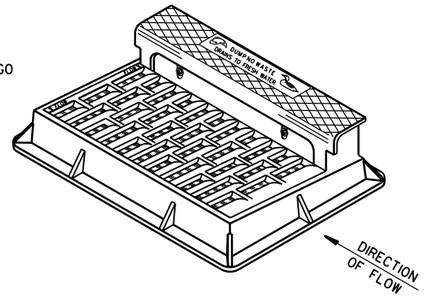
Standard Detail Drawing List

14B42-04C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A02-09	DELINEATOR POST, DELINEATOR REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16C	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C08-16D	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C18-03	MEDIAN ISLAND MARKING
15C26-02	END-OF-ROADWAY SIGNING
15C31-02A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-02C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D11-06	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D29-04	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

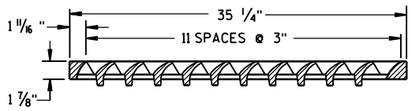
6

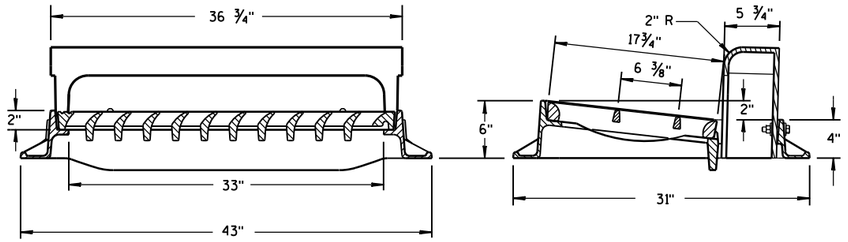


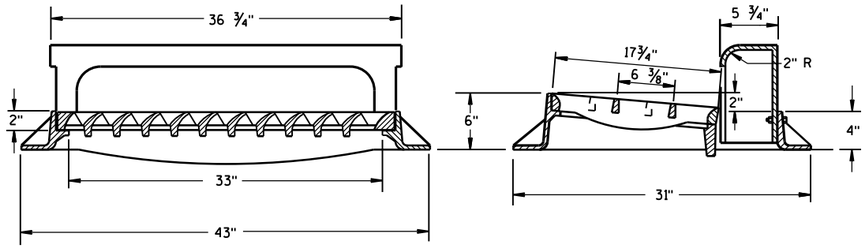
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

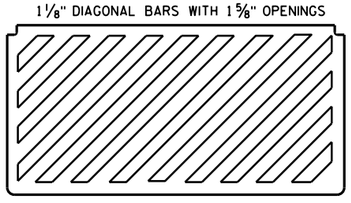






TYPE "H"

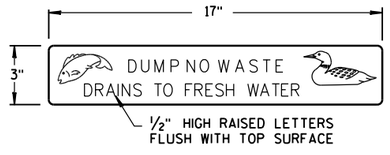
NOTE: EITHER CASTING IS ACCEPTABLE



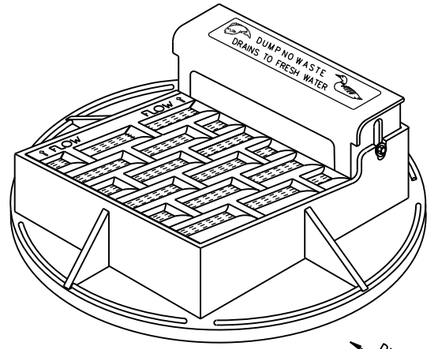
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

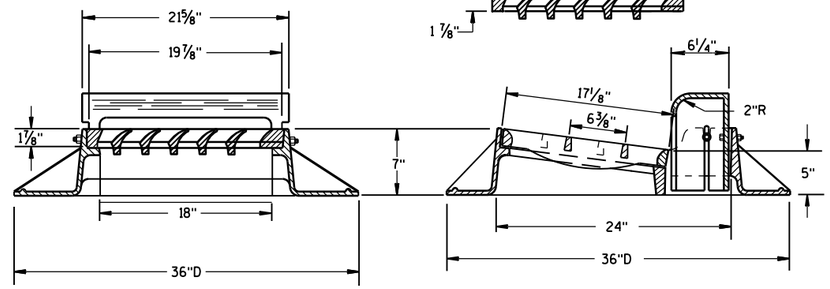


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



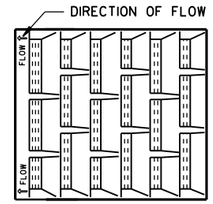
TYPE "A"

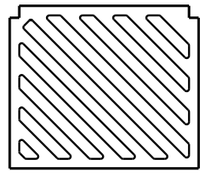
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

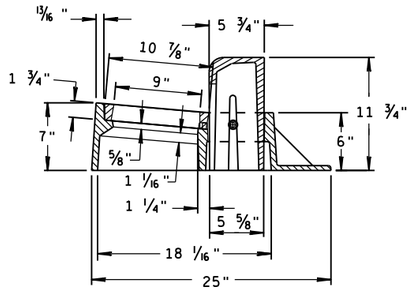


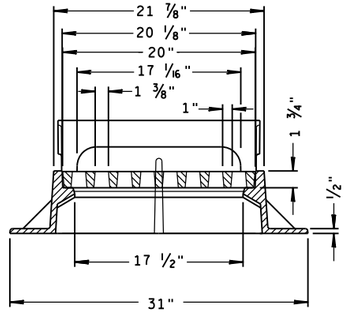


SPECIAL GRATE FOR TYPE "A" COVER

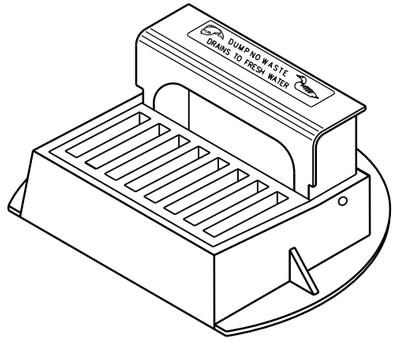
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"

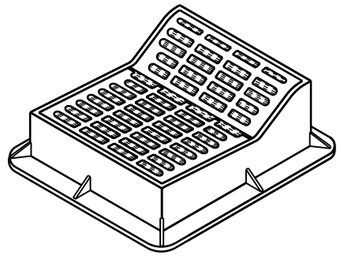


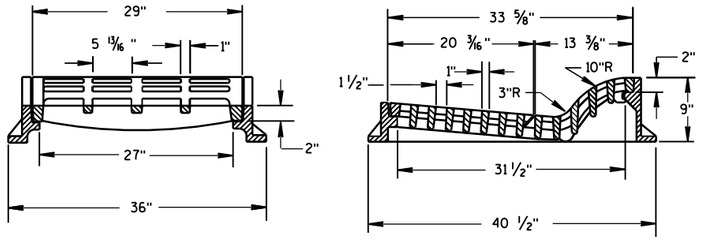
INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

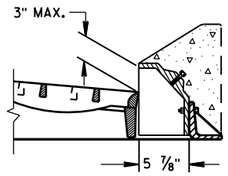
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

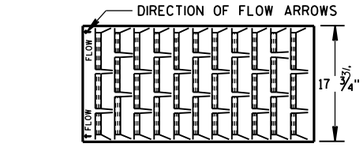
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

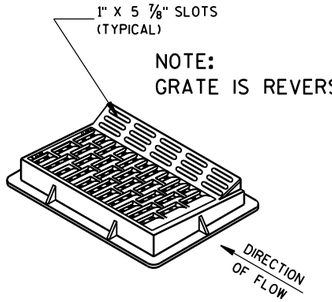
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

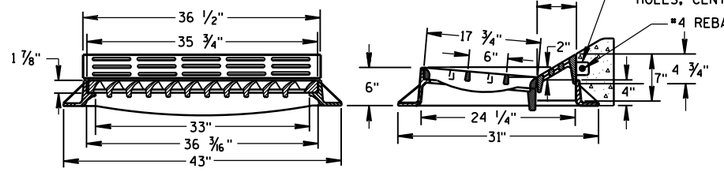
GENERAL NOTES

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.



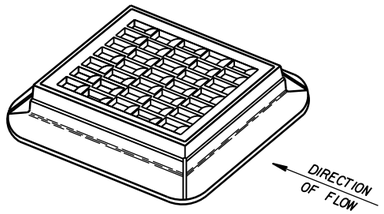


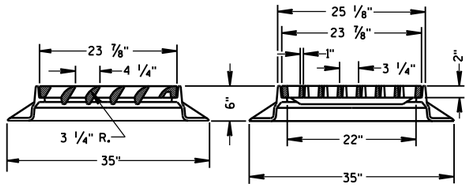


TYPE "HM"

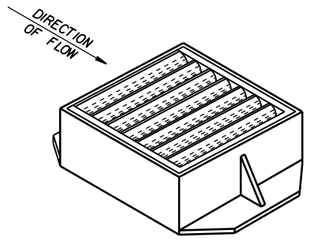
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

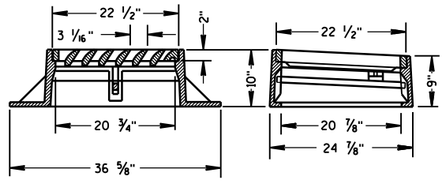
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



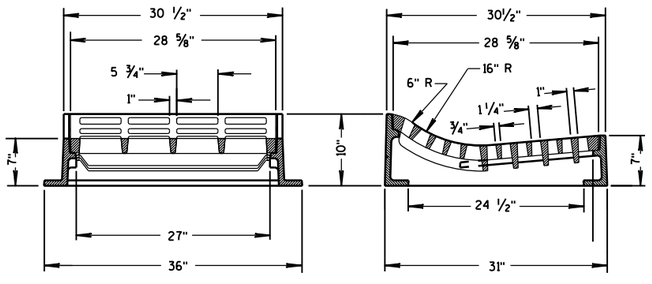


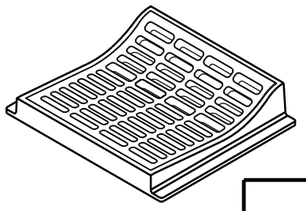
TYPE "S"





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

245

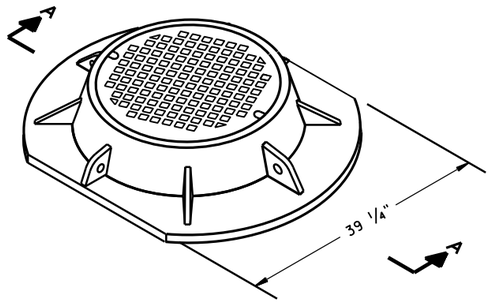
FHWA

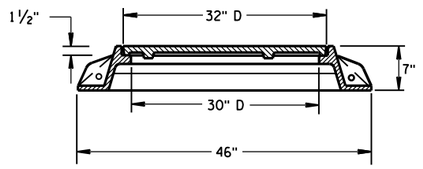
6

S.D.D. 8 A 5-19c

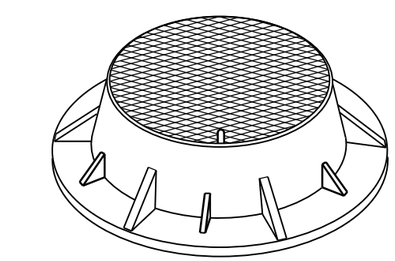
6

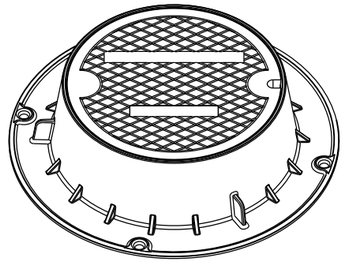
S.D.D. 8 A 5-19c

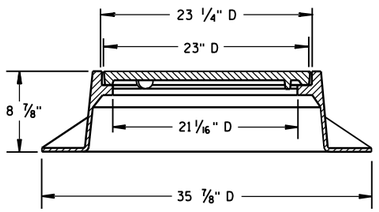


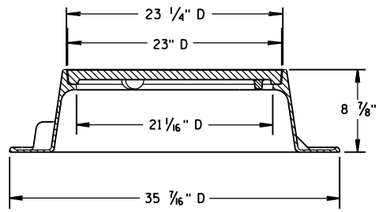


SECTION A-A
TYPE "K"









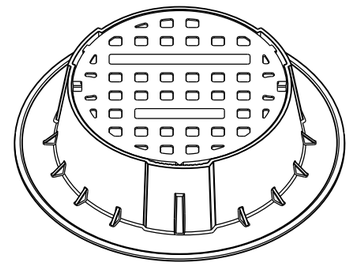
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

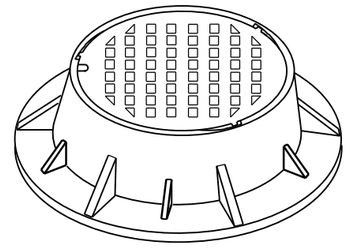
GENERAL NOTES

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

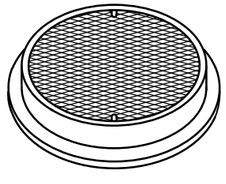
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

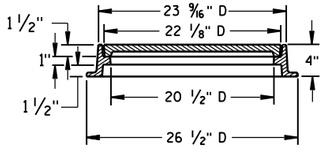
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



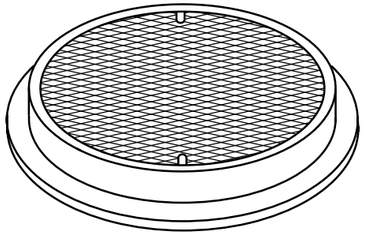


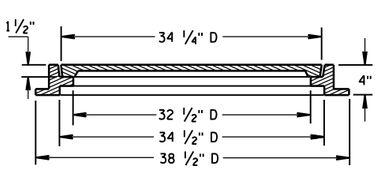
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



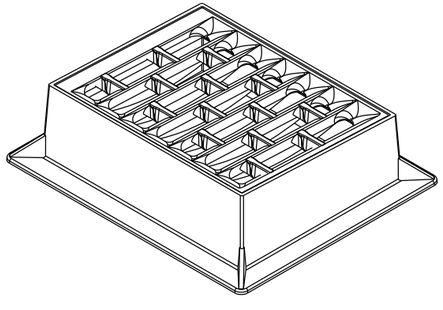


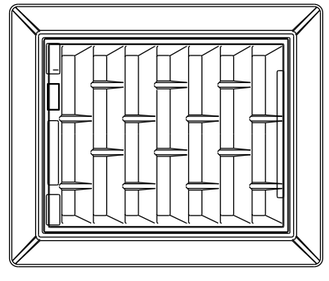
TYPE "L"

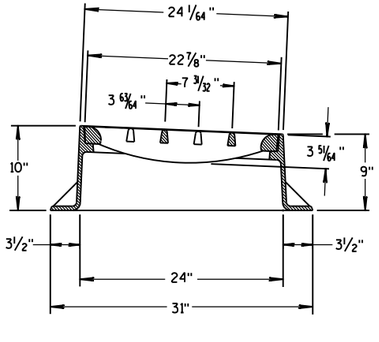


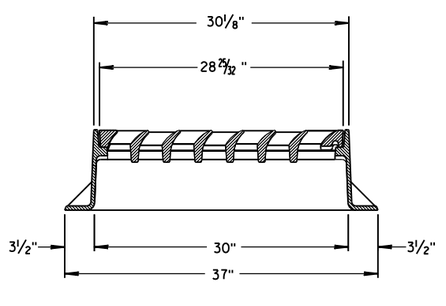


TYPE "M"









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

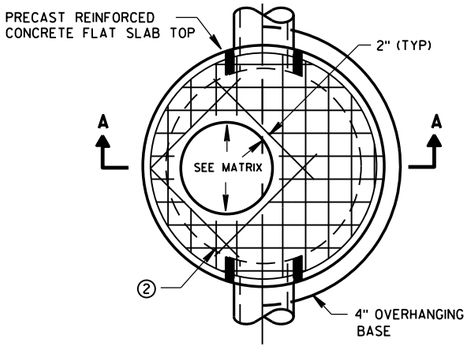
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

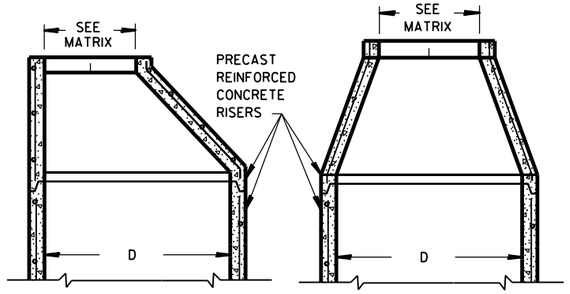
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

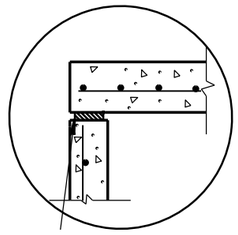


PLAN VIEW CIRCULAR OPENING

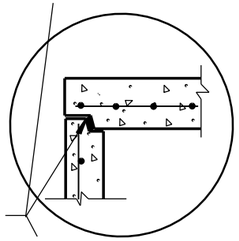


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

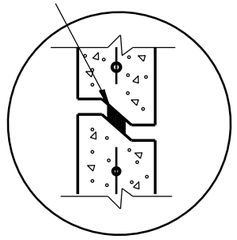


TOP WITH PLAIN END JOINT



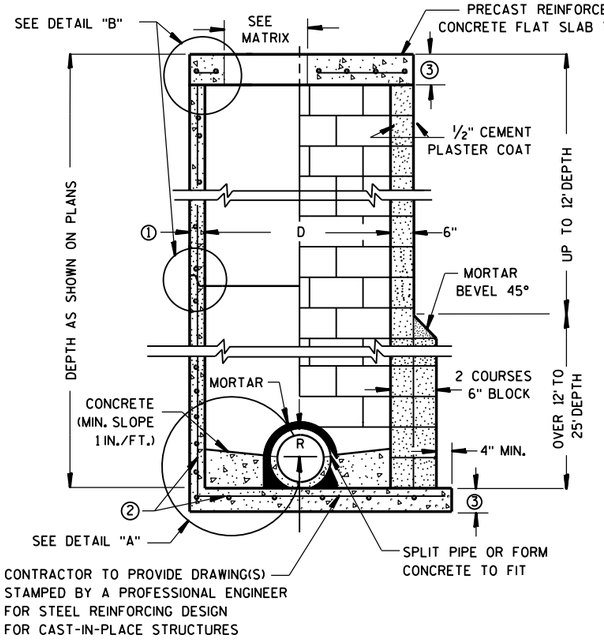
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



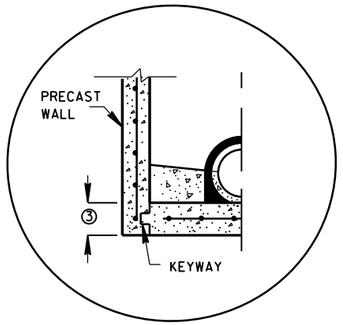
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

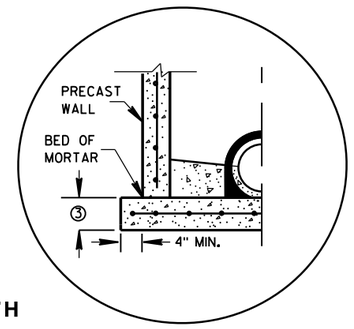


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

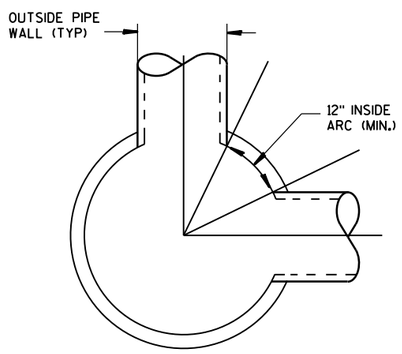


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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 FOUNDATION 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.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

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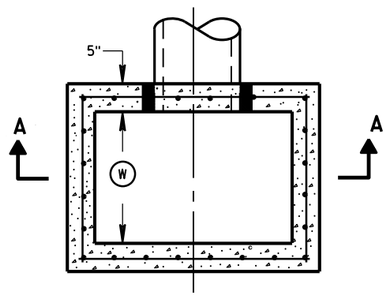
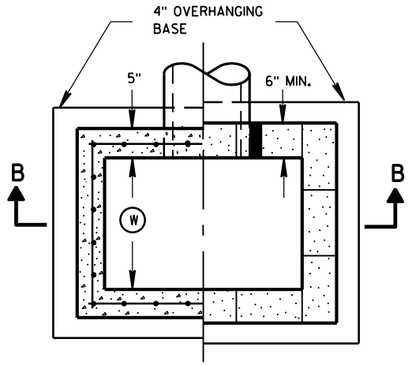
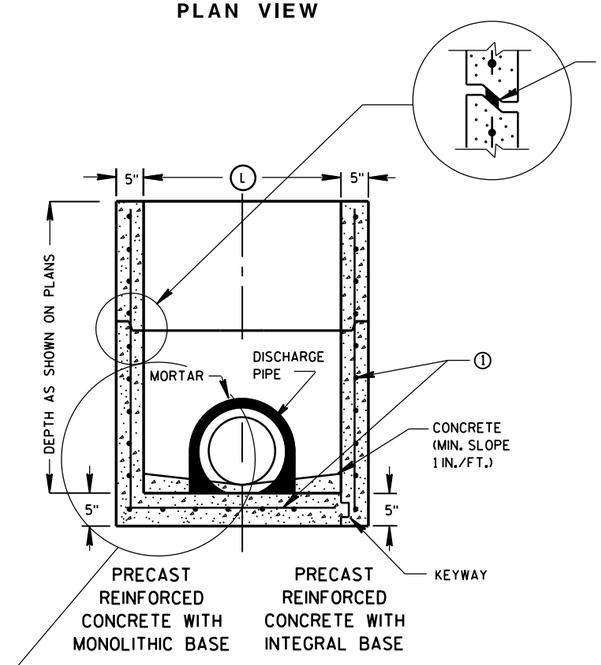
S.D.D. 8 B 9-2



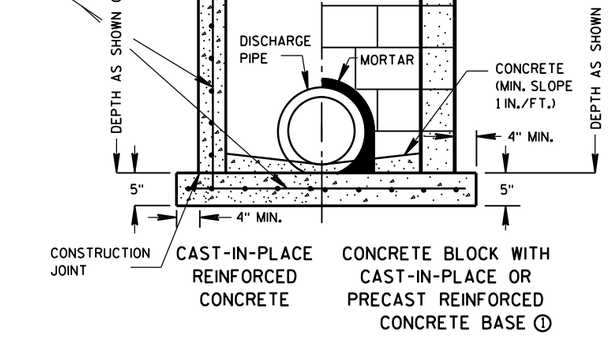
PLAN VIEW



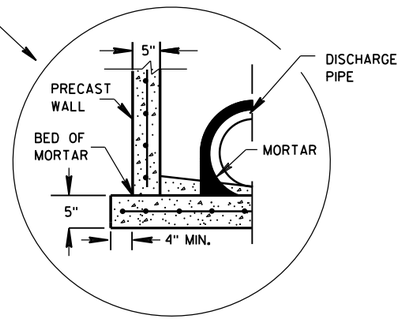
PLAN VIEW



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 FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

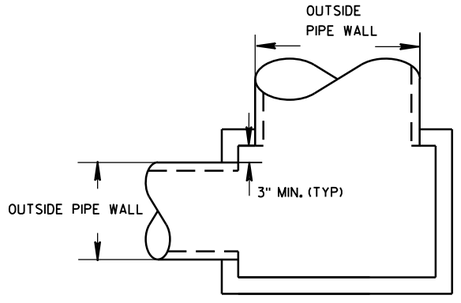
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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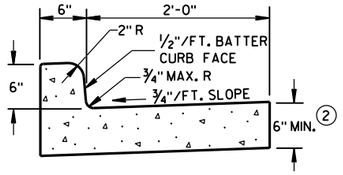
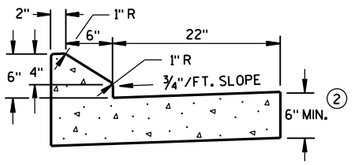
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

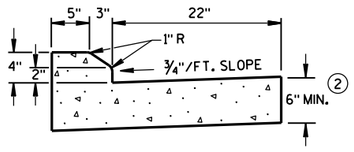
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



TYPES A & D ①

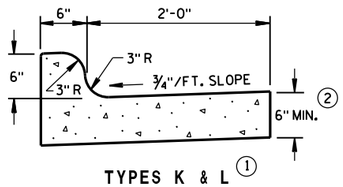


6" SLOPED CURB TYPES G & J ①

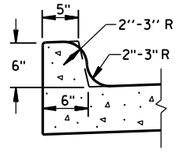


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

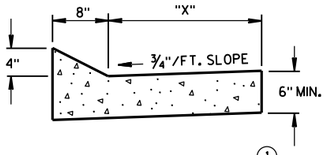


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

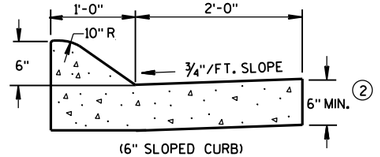
CONCRETE CURB & GUTTER 30"



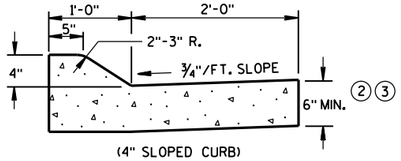
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

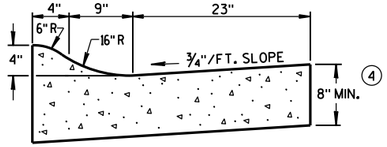


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

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.

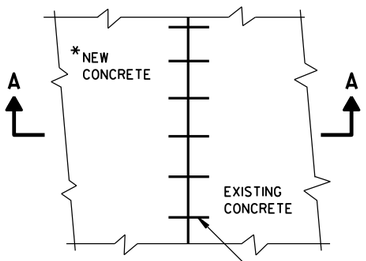
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ 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.

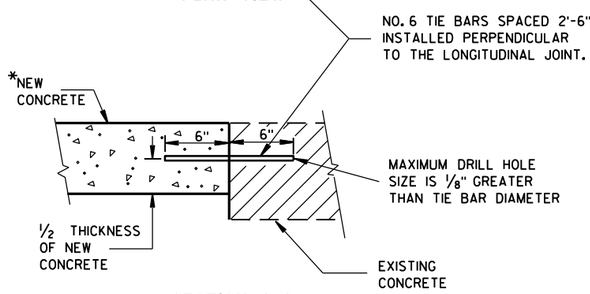
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



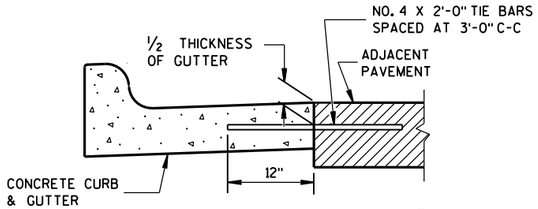
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

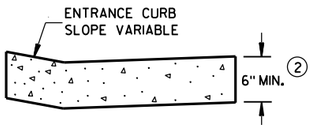


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

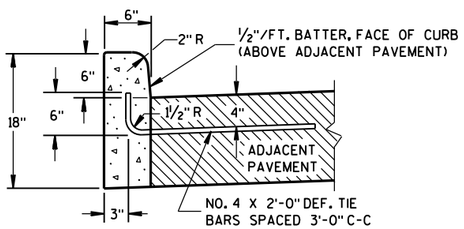


TYPICAL TIE BAR LOCATION ①

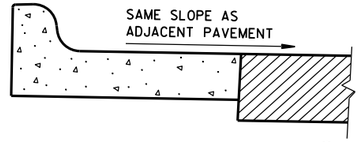


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

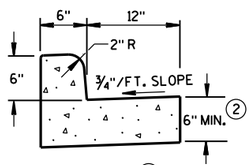


① TYPES A & D



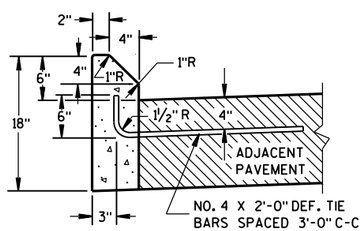
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



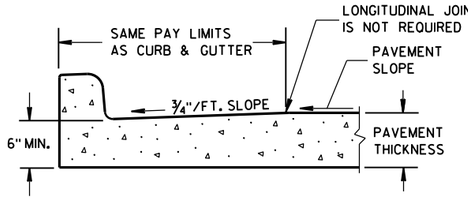
① TYPES A & D

CONCRETE CURB & GUTTER 18"

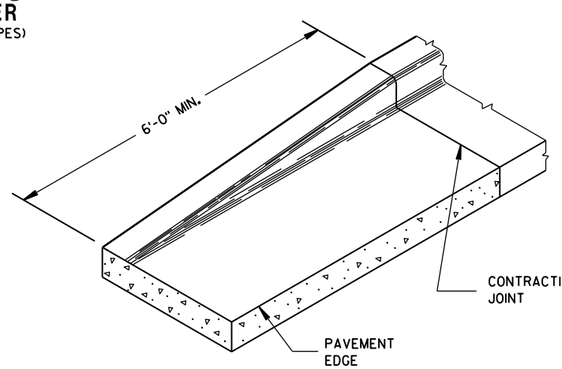


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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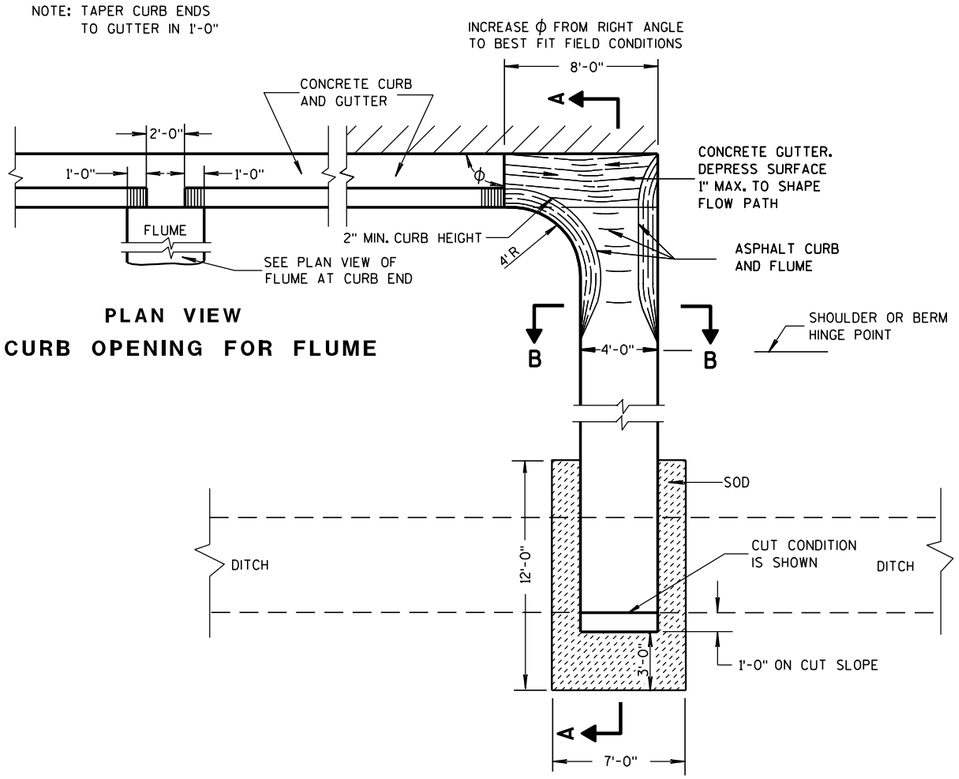
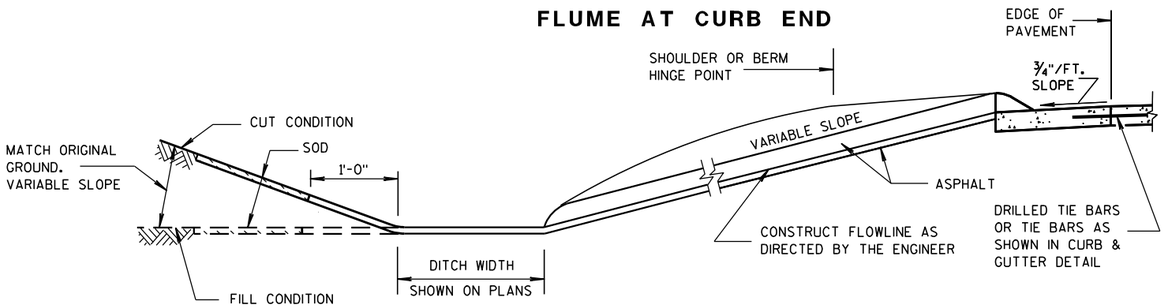
S.D.D. 8 D 1-19

ASPHALTIC FLUME

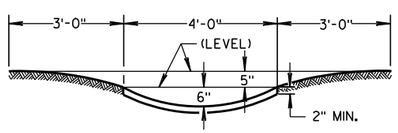


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

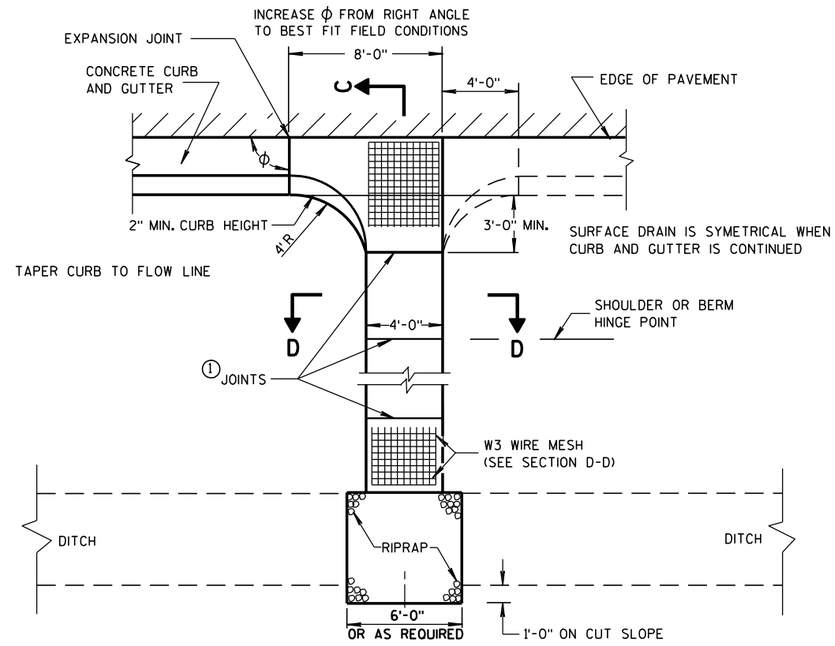
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

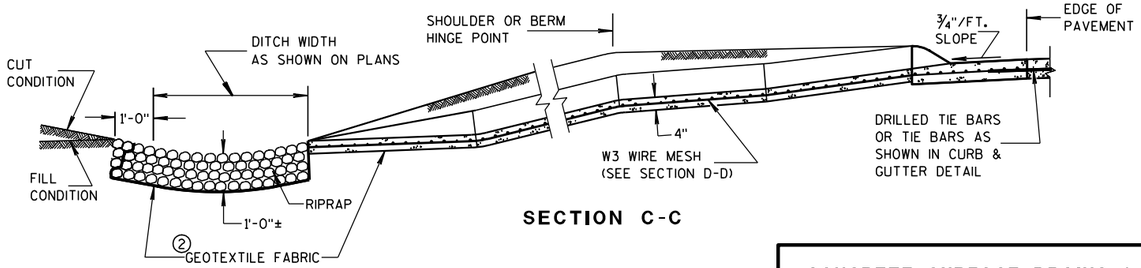
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

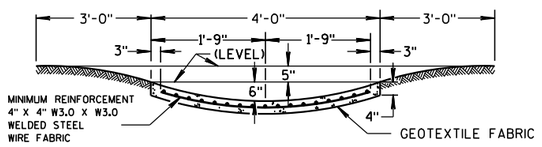
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

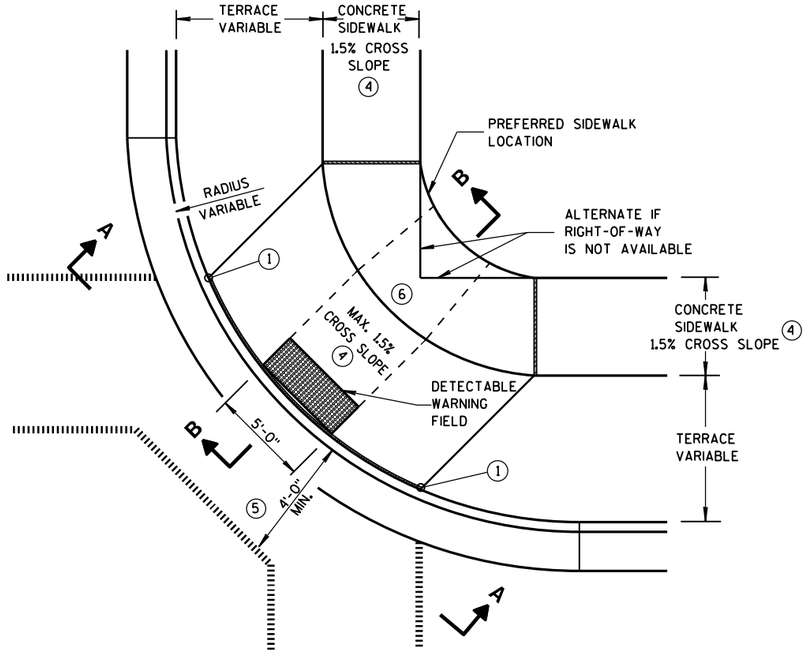
CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-4-08 DATE — /S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER — MENT

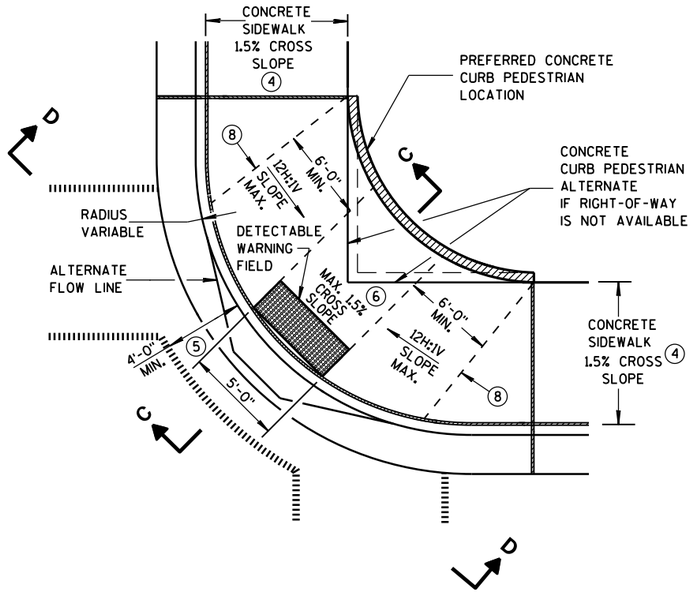
FHWA



PLAN VIEW

TYPE 1 RAMP

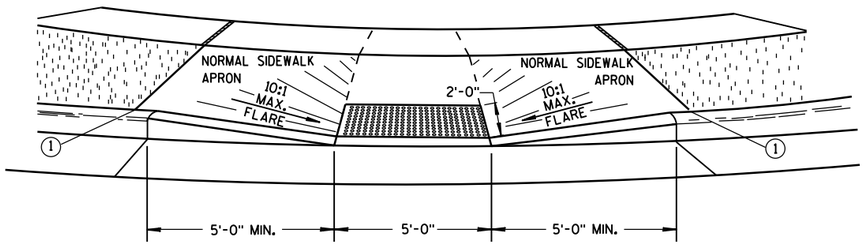
(CENTER OF CORNER RADIUS)



PLAN VIEW

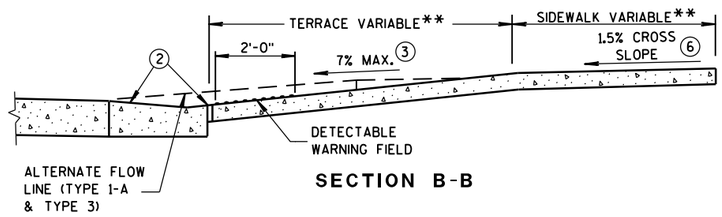
TYPE 1-A RAMP

(NO TERRACE)

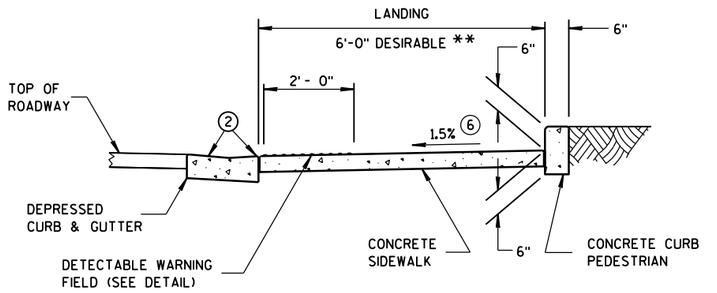


VIEW A-A

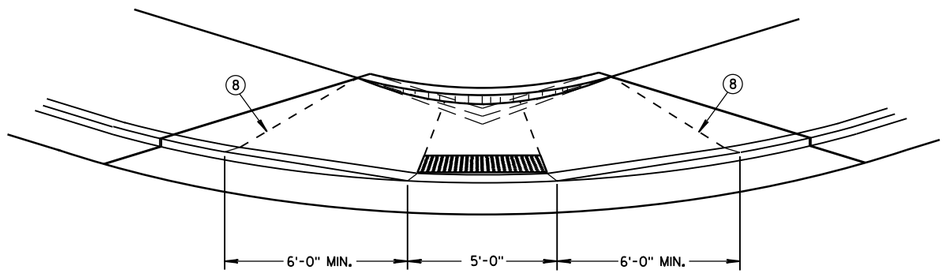
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

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. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(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.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

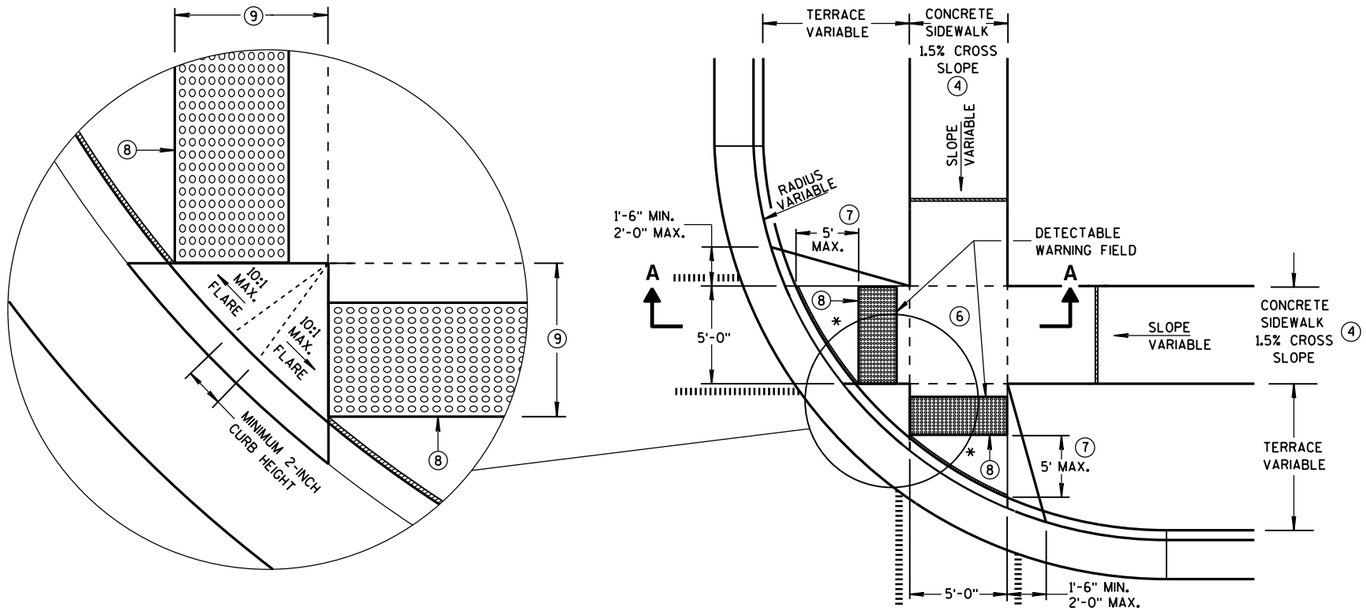
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-18a

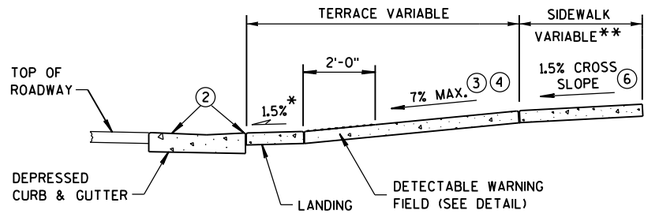


PLAN VIEW

TYPE 2 RAMP

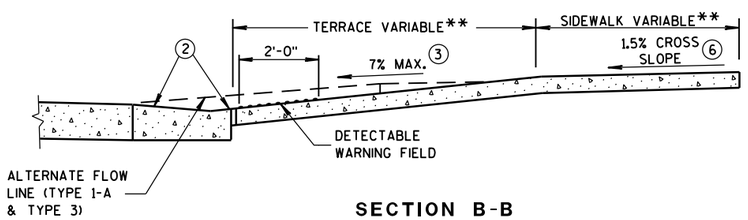
(ON LINE WITH SIDEWALK)

* 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

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 LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(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.

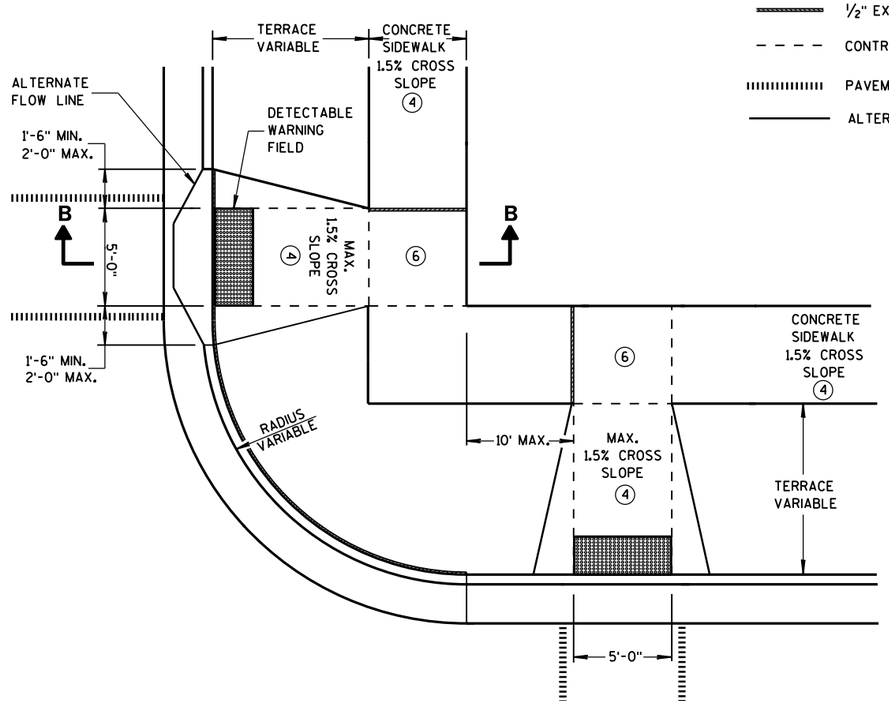
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(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. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

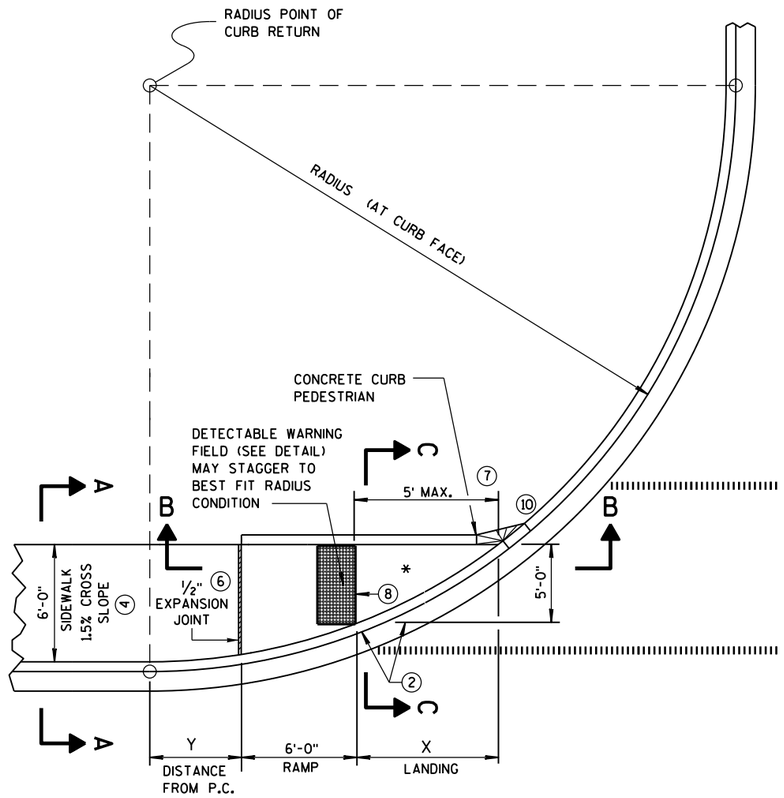
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

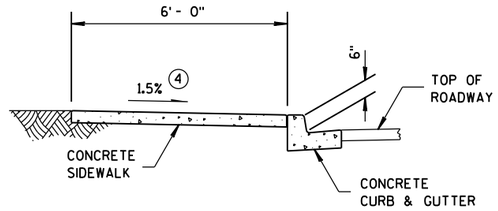
S.D.D. 8 D 5-18b



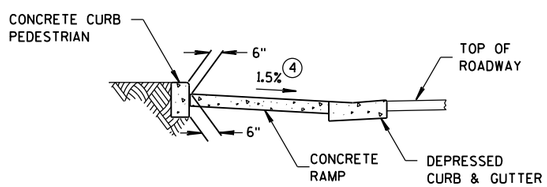
CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

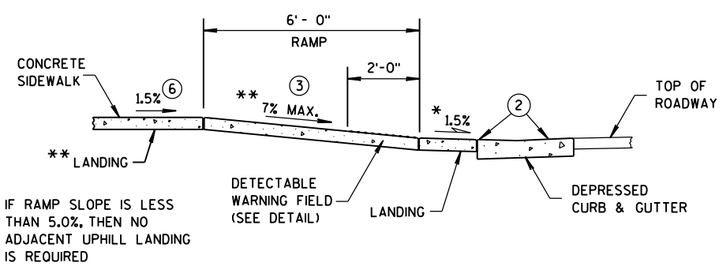
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

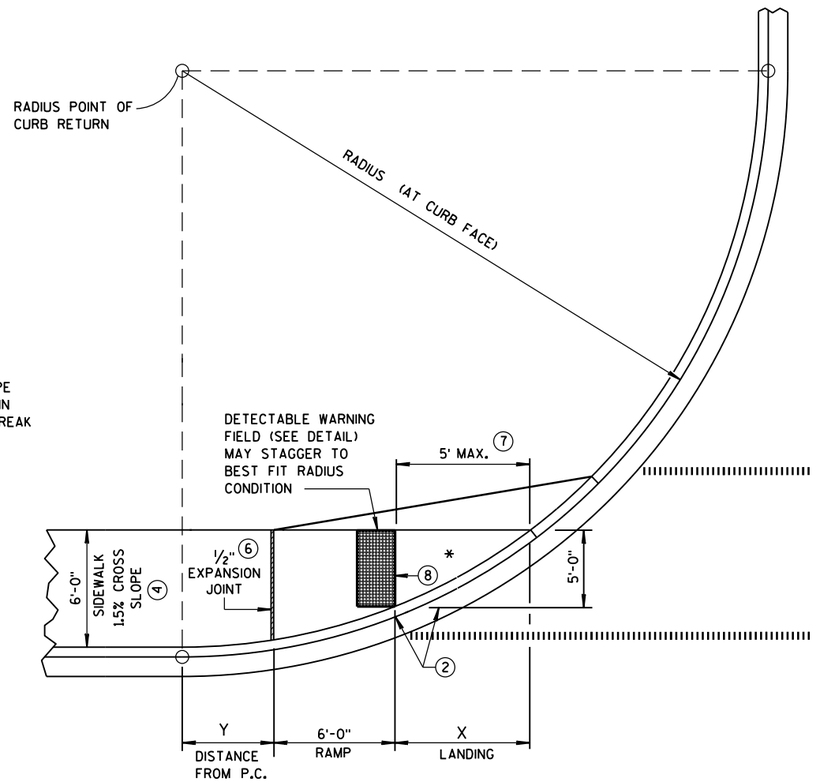


SECTION C-C FOR TYPE 4A



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 LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

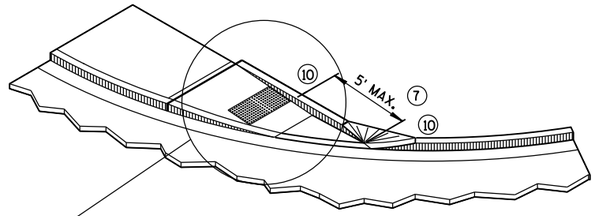
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

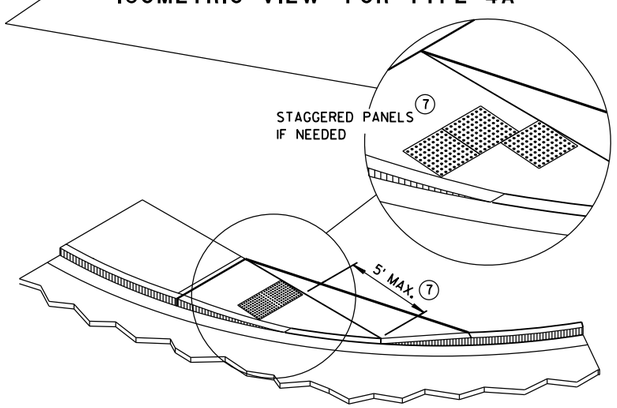
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(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

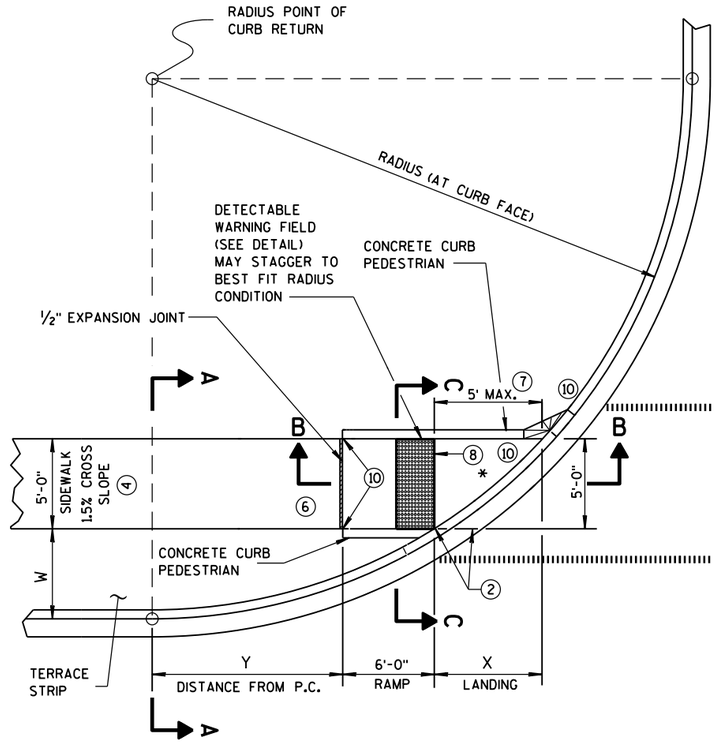
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

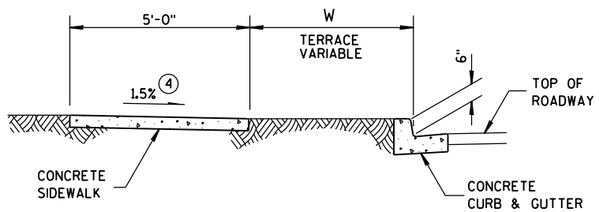
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

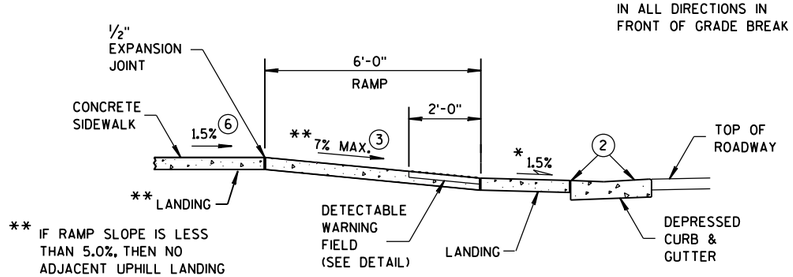
S.D.D. 8 D 5-18c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

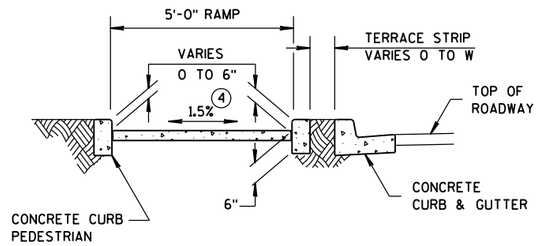
SECTION B-B FOR TYPE 4B

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'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-6¾"	3'-3"	8'-6¼"
30 FEET	7'-9¼"	5'-10½"	6'-9½"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"
40 FEET	9'-4"	7'-10"	8'-2¾"	10'-3"	7'-4¾"	12'-3¾"	6'-8½"	14'-1¼"	6'-1¾"	15'-8½"
50 FEET	10'-8"	9'-6½"	9'-5½"	12'-3¼"	8'-6½"	14'-7½"	7'-9¾"	16'-8¼"	7'-2½"	18'-6¼"
60 FEET	11'-10¼"	11'-0¾"	10'-6½"	14'-1¼"	9'-6½"	16'-8½"	8'-9¼"	18'-11¾"	8'-1½"	21'-0½"

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 LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

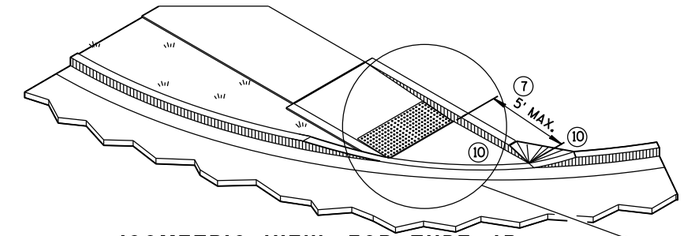
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

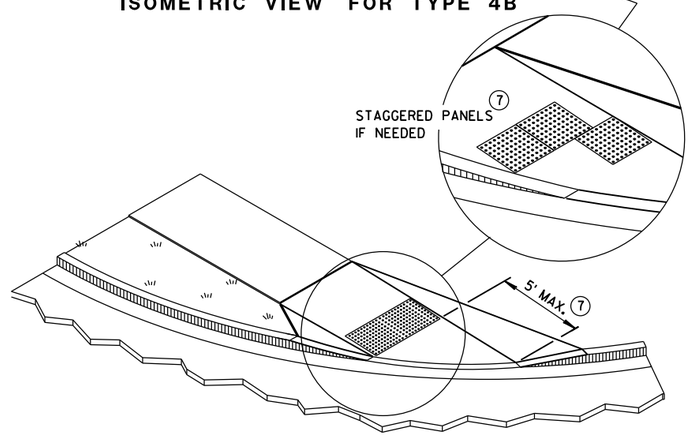
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

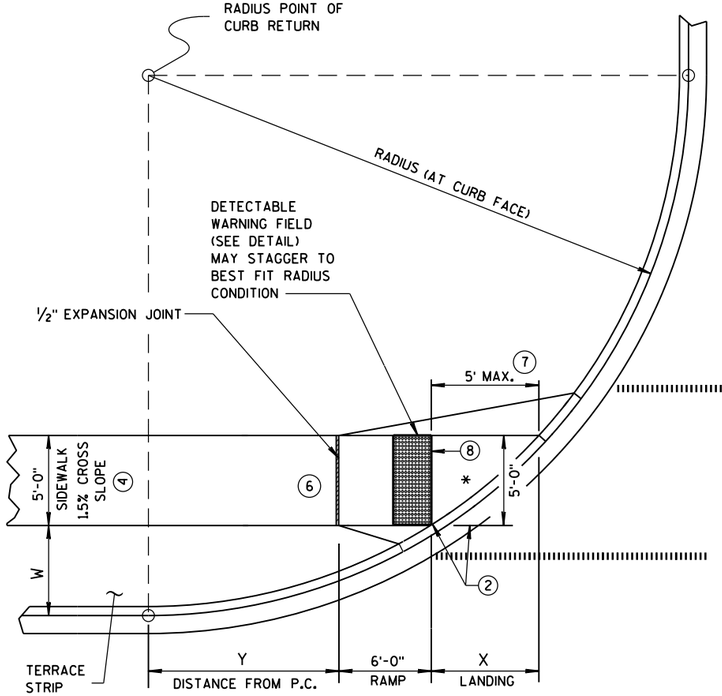
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



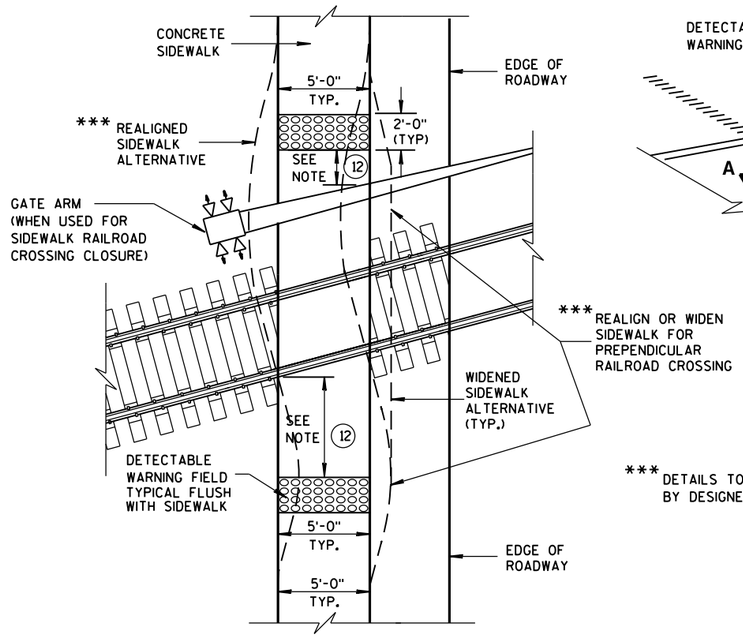
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

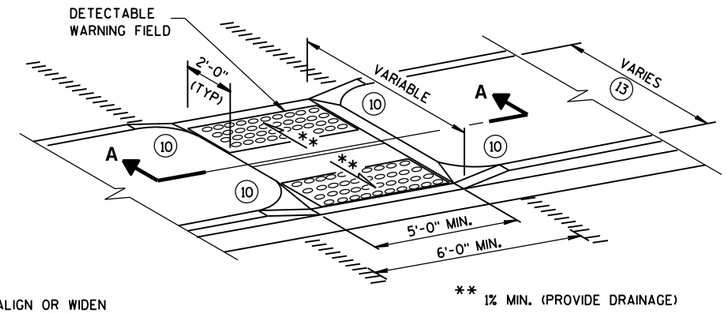
6

S.D.D. 8 D 5-18d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



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 LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(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.

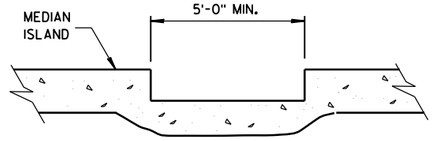
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(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.

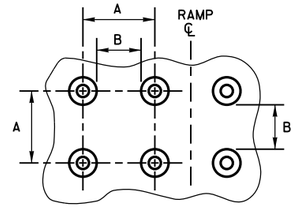
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



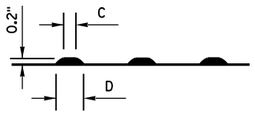
SECTION A-A

	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.

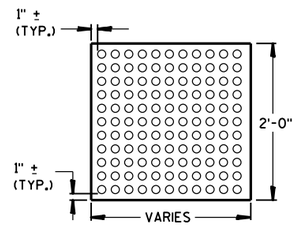


PLAN VIEW



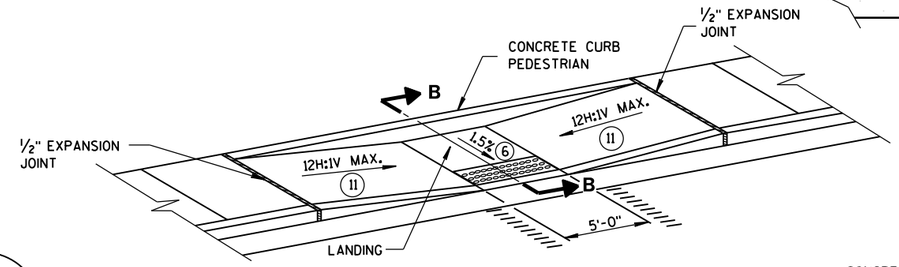
ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

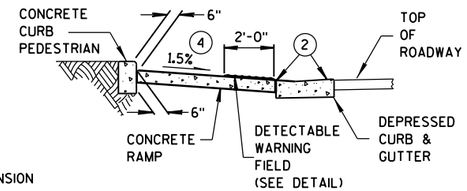


PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

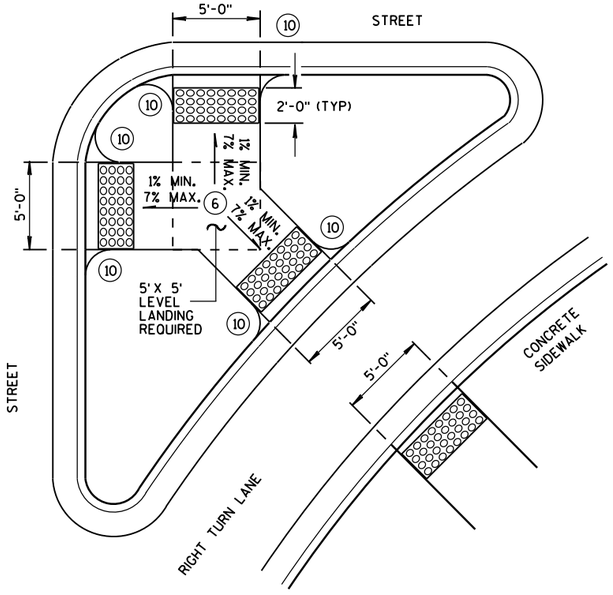


MID-BLOCK CROSSING
TYPE 7A

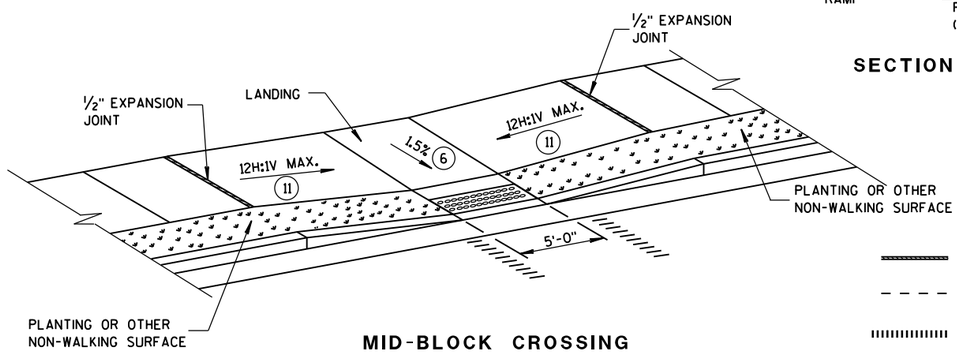


SECTION B-B

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
Sept., 2016
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV

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S.D.D. 8 D 5-18e

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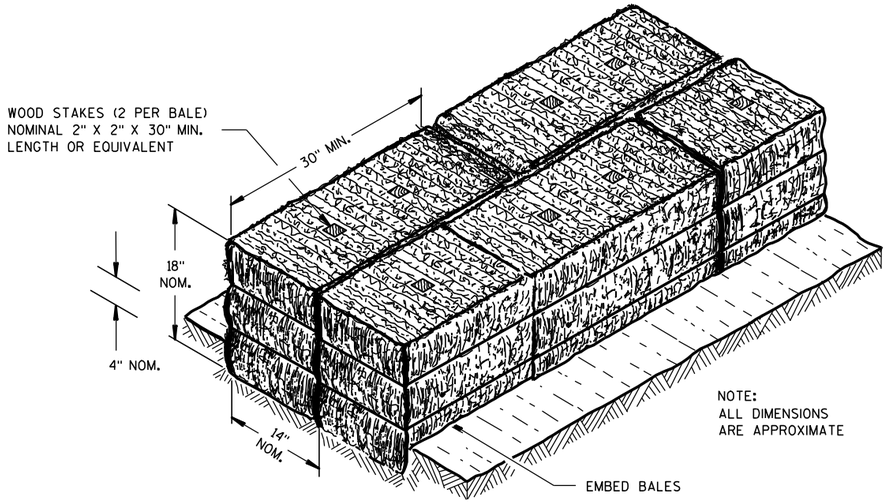
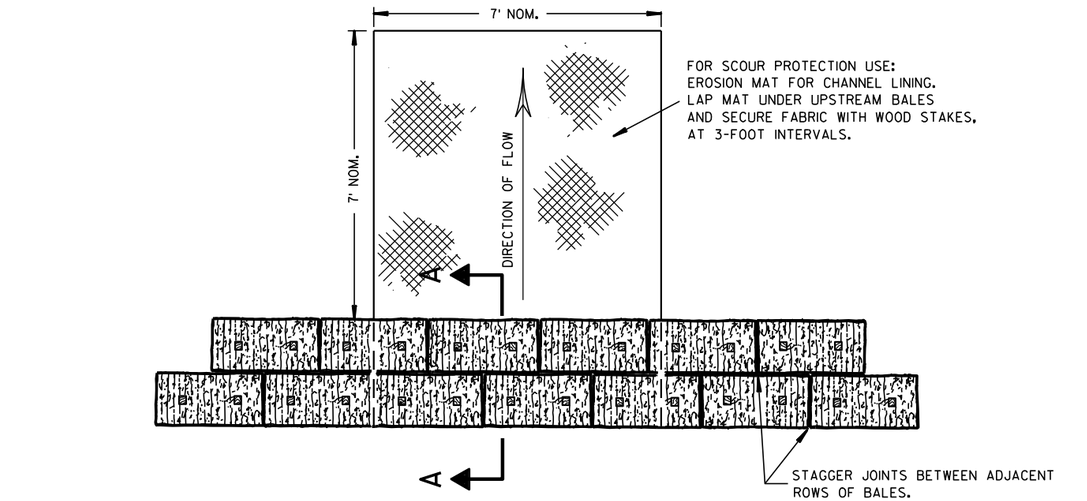
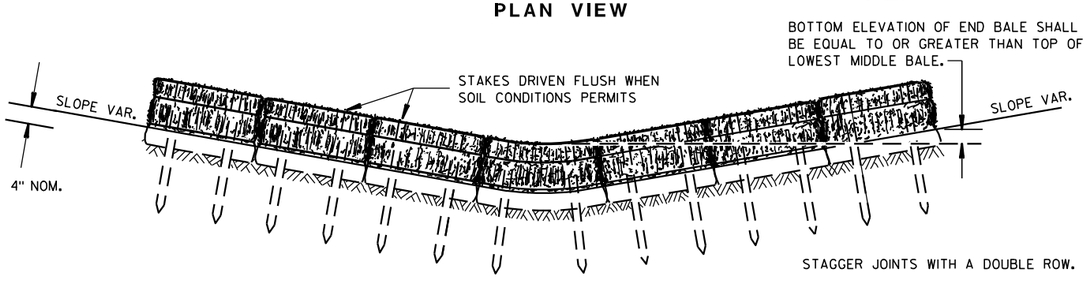
S.D.D. 8 D 5-18e



SECTION A-A



PLAN VIEW



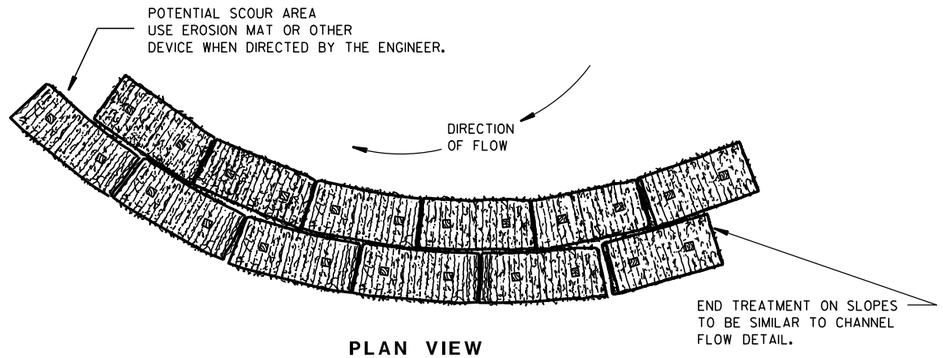
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

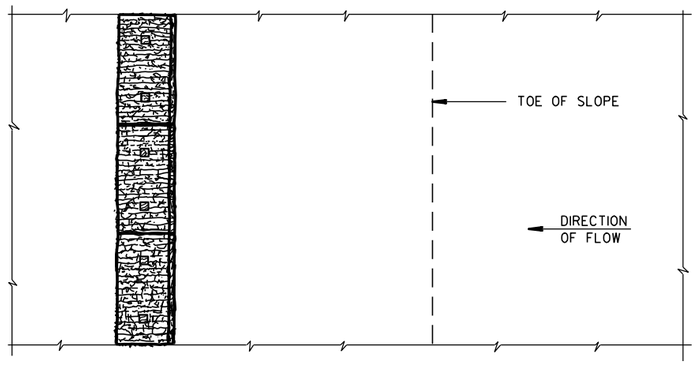
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

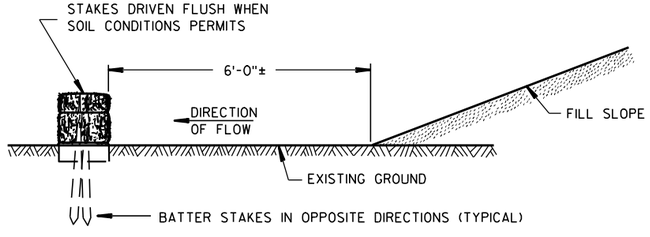


PLAN VIEW

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

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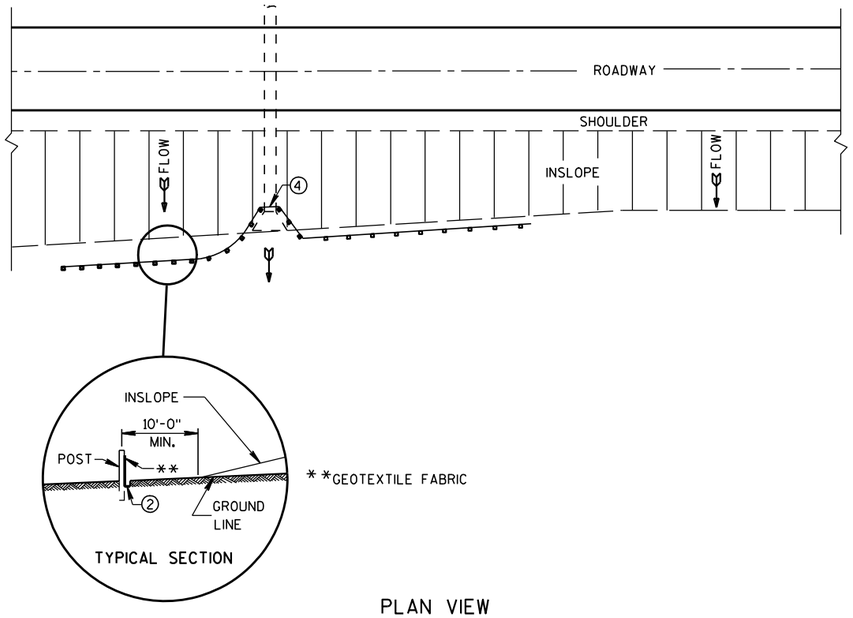
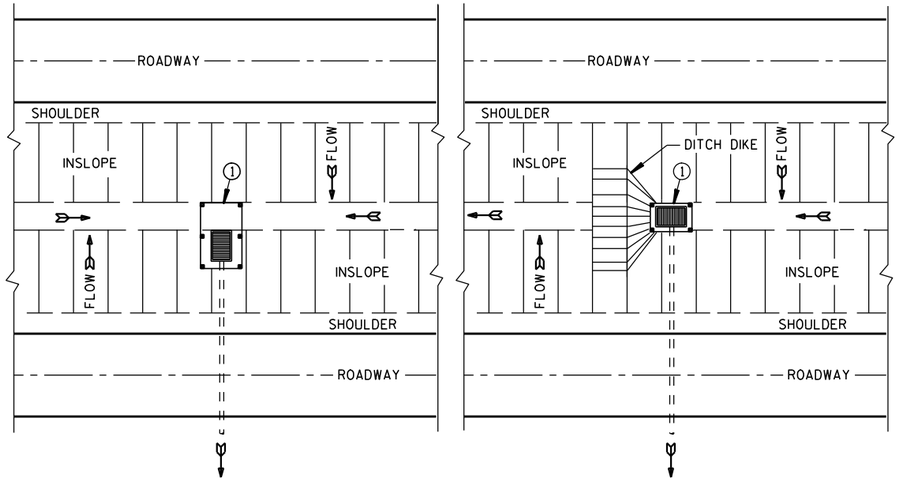
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



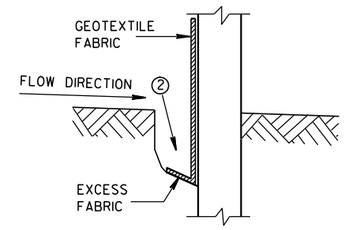
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

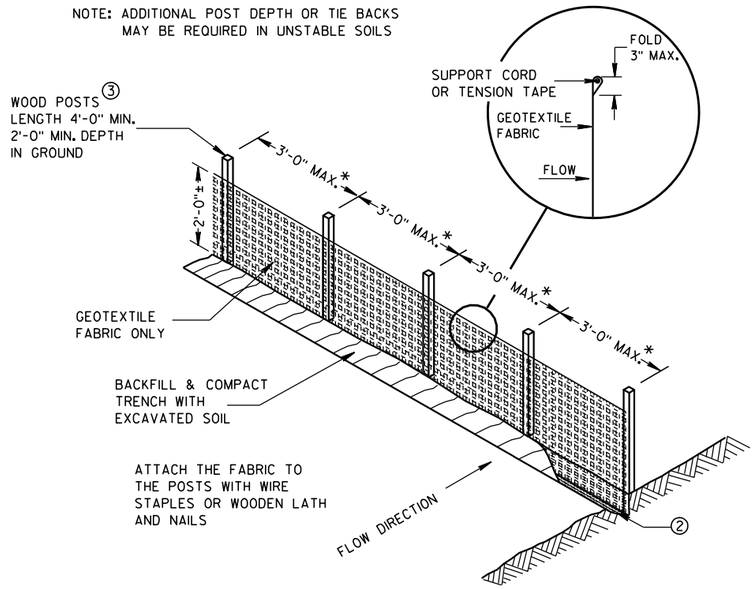
GENERAL NOTES

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

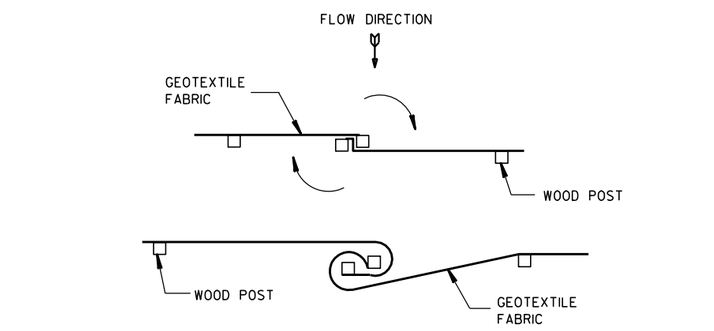
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



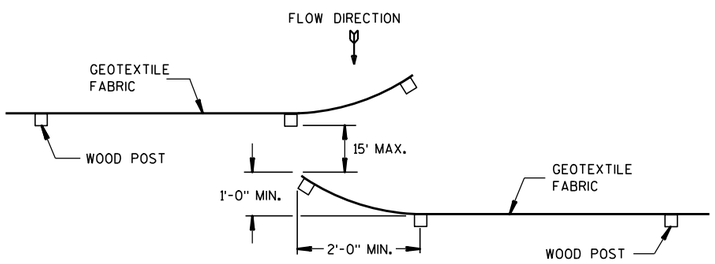
TRENCH DETAIL



SILT FENCE

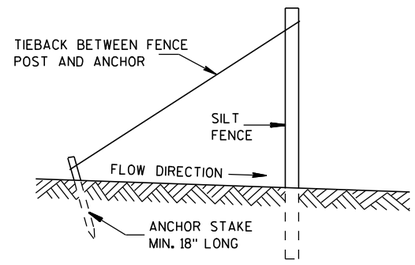


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

257

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S.D.D. 8 E 9-6

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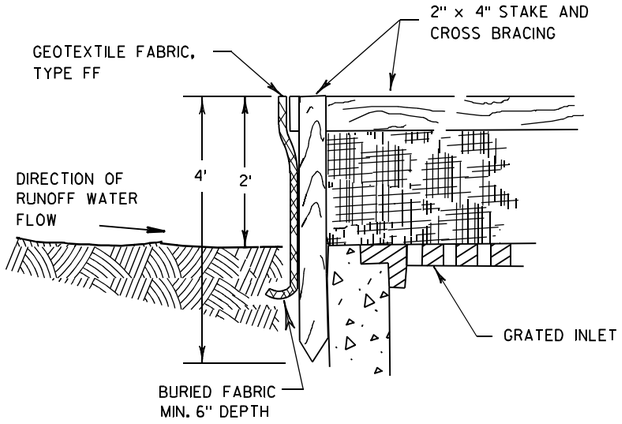
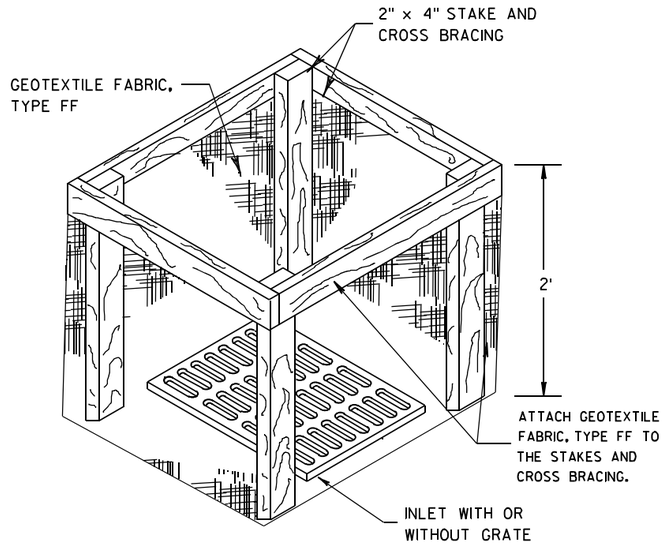
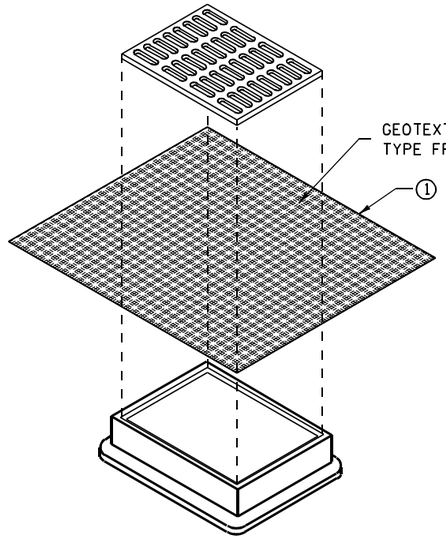
S.D.D. 8 E 9-6



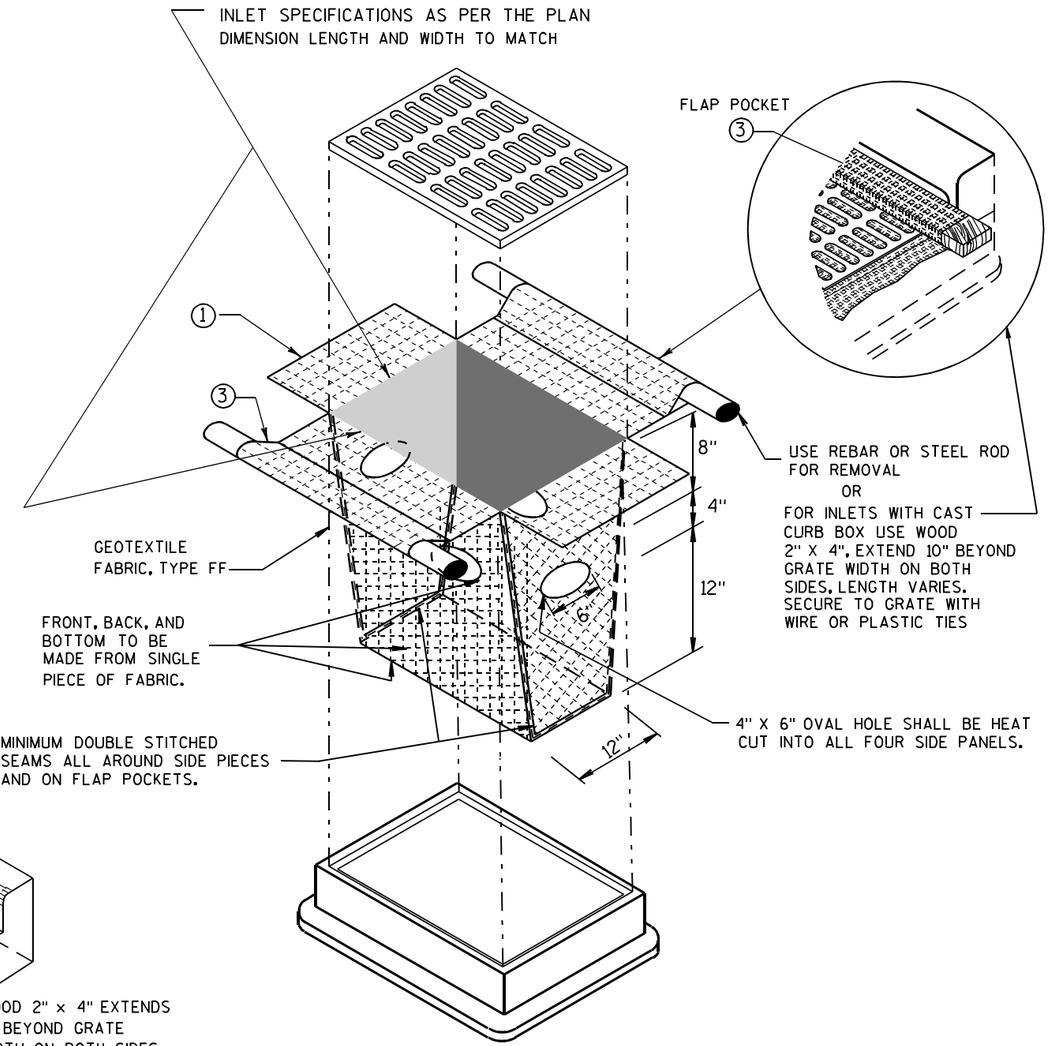


INLET PROTECTION, TYPE A



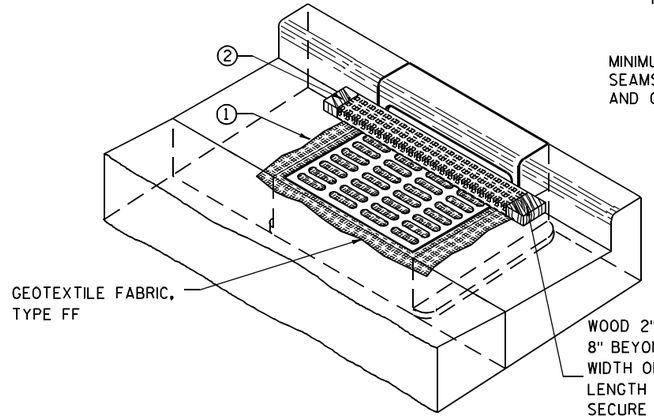
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

METAL APRON ENDWALLS

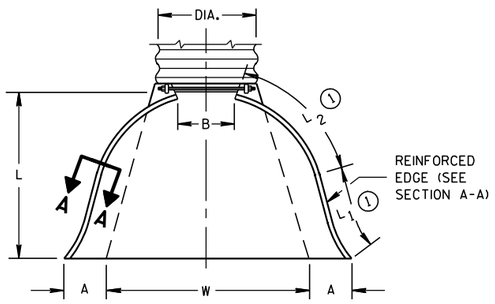
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

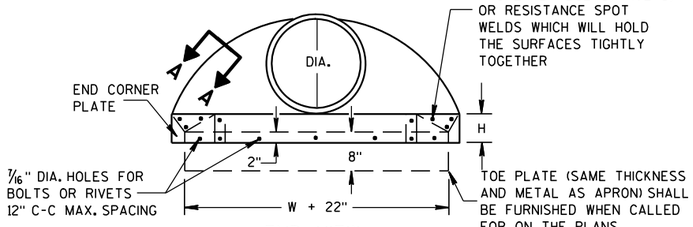
REINFORCED CONCRETE APRON ENDWALLS

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

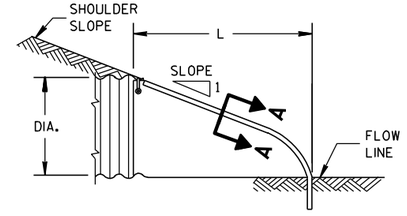
*MINIMUM
**MAXIMUM



PLAN VIEW

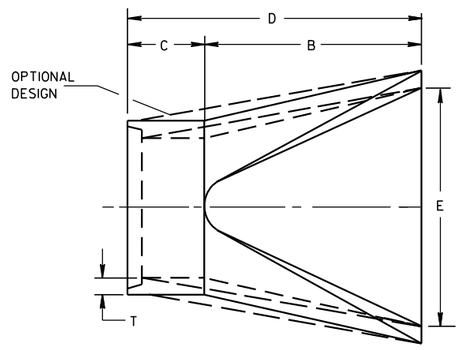


END VIEW

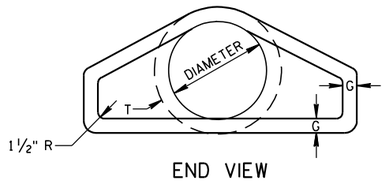


SIDE ELEVATION

METAL ENDWALLS



PLAN



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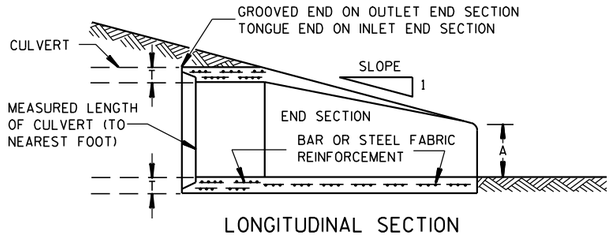
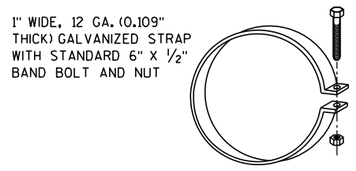


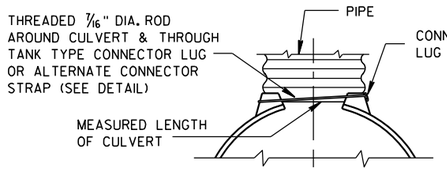
LONGITUDINAL SECTION

CONCRETE ENDWALLS

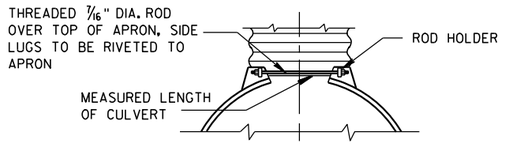


ALTERNATE FOR TYPE 1 CONNECTION

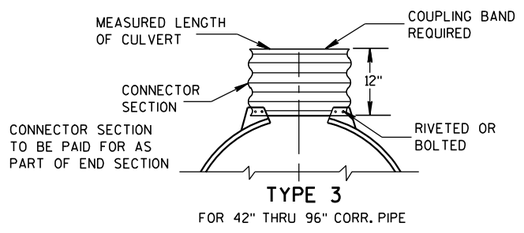
END SECTION CONNECTOR STRAP



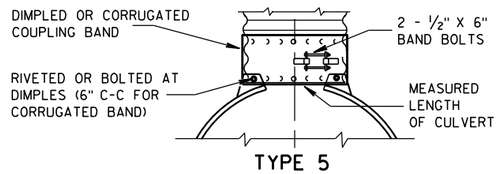
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

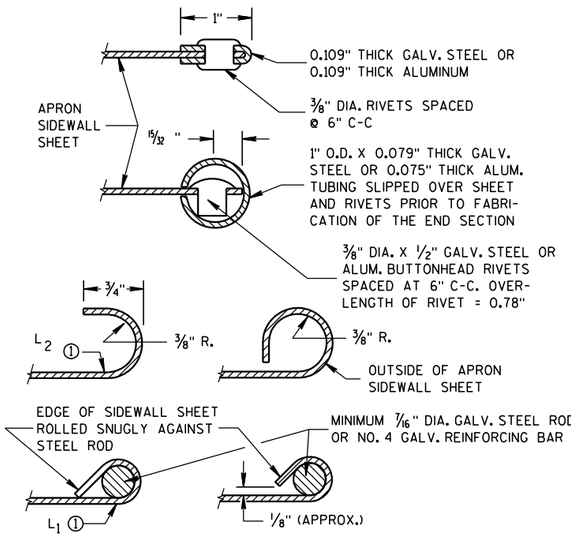
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

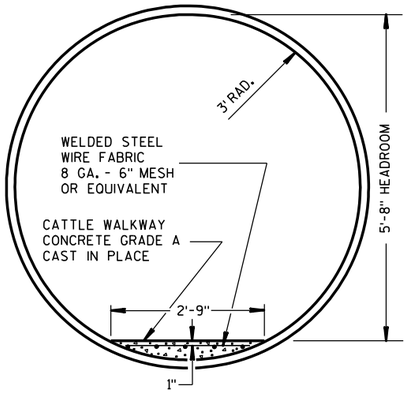
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

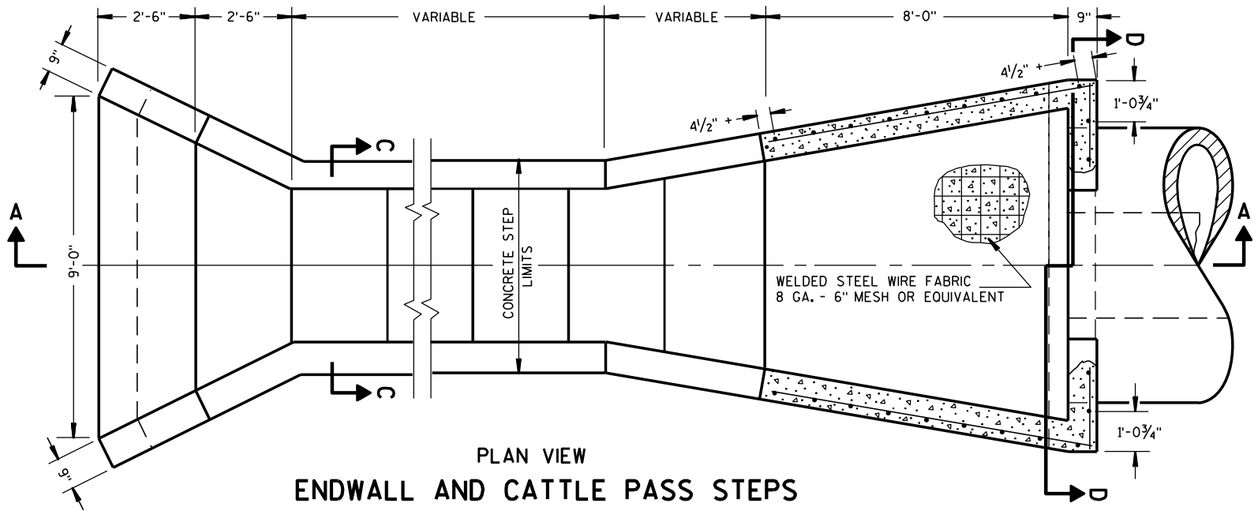
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



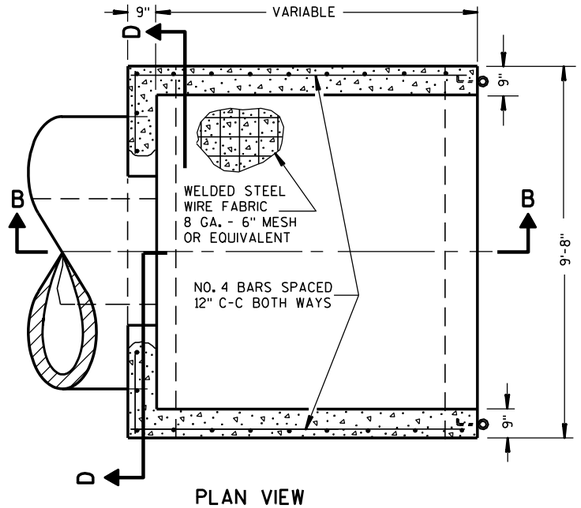
CROSS SECTION

CORRUGATED METAL PIPE CATTLE PASS



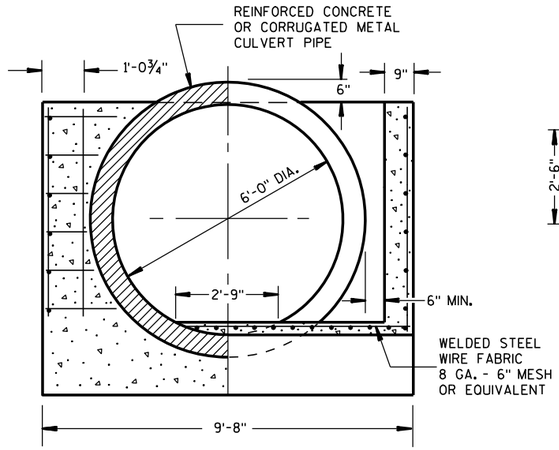
PLAN VIEW

ENDWALL AND CATTLE PASS STEPS

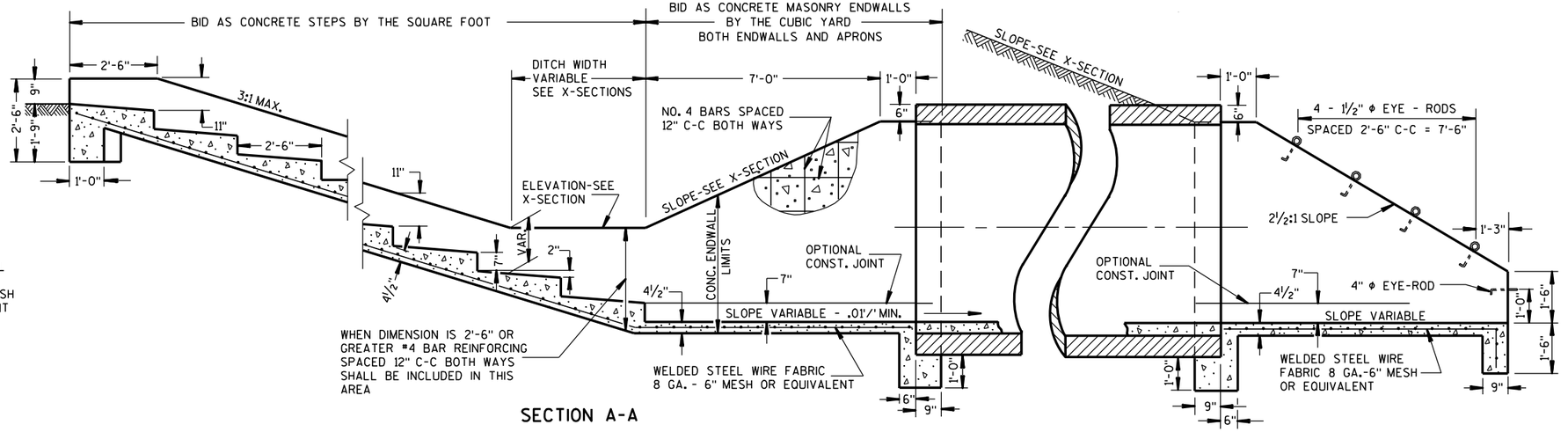


PLAN VIEW

ENDWALL FOR CATTLE PASS

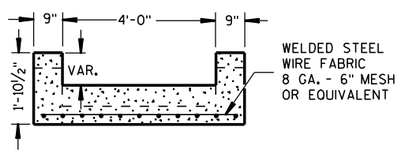


SECTION D-D

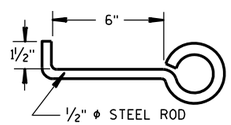


SECTION A-A

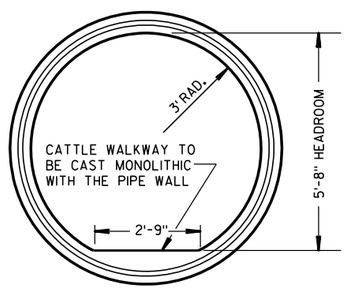
SECTION B-B



SECTION C-C



EYE-ROD ANCHOR



END VIEW

REINFORCED CONCRETE PIPE CATTLE PASS

GENERAL NOTES

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

ALL STEEL REINFORCEMENT IN ENDWALLS AND CATTLE PASS STEPS SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

ALL STEEL REINFORCEMENT OR FABRIC USED AS SHOWN ABOVE SHALL BE INCIDENTAL TO THE BID ITEM OF WHICH IT IS AN INTEGRAL PART.

EYE-RODS FOR FENCE CONNECTIONS SHALL BE PROVIDED BY THE CONTRACTOR AS AN INCIDENTAL TO THE BID ITEM OF CONCRETE MASONRY, ENDWALLS AND SHALL BE GALVANIZED.

CONCRETE USED FOR THE CATTLE WALKWAY WITHIN THE PIPE SHALL BE INCIDENTAL TO THE BID ITEM OF PIPE CATTLE PASS.

DETAILS FOR PIPE CATTLE PASS, CONCRETE ENDWALL AND STEPS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/6/75 — DATE

/S/ Harold Fiedler — STATE DESIGN ENGINE 260 — HWYS

FHWA

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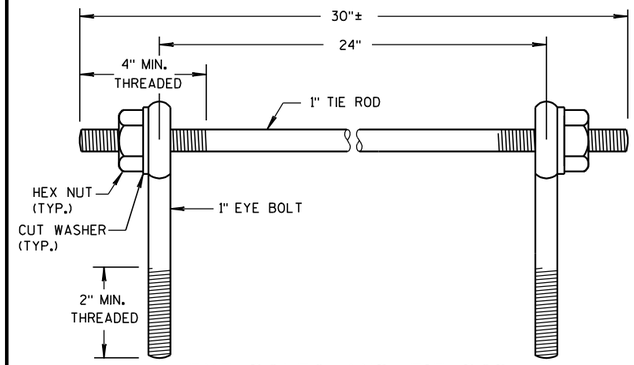
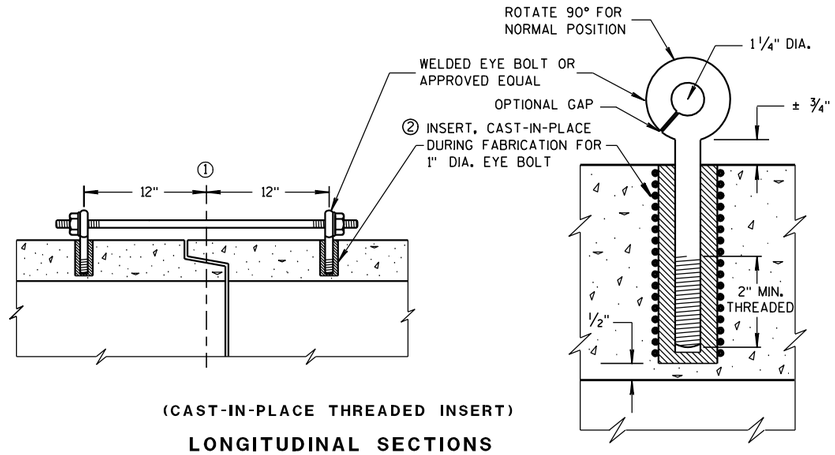
S.D.D. 8 F 3-3



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.

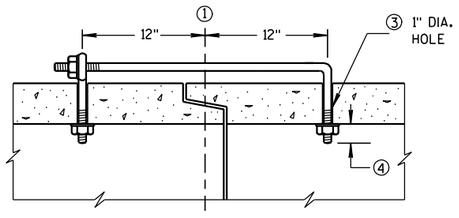
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

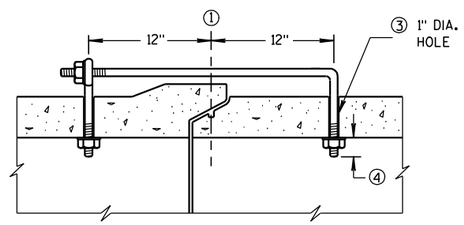
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

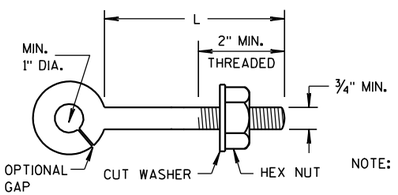


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

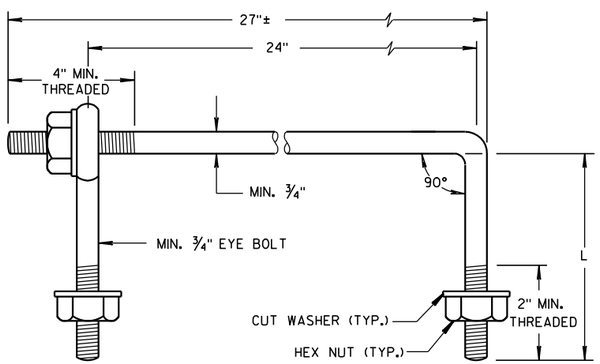
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

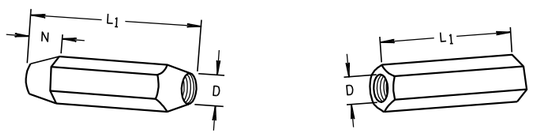
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

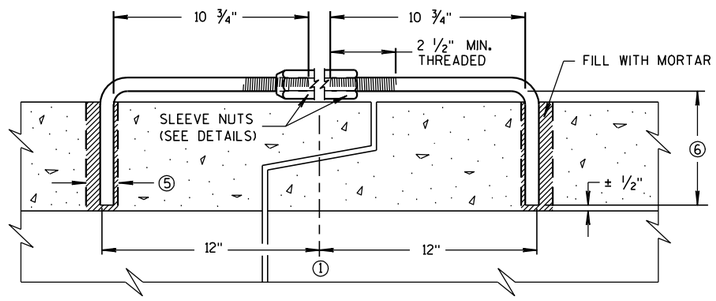
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

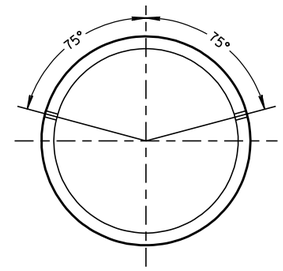
SLEEVE NUTS



LONGITUDINAL SECTION

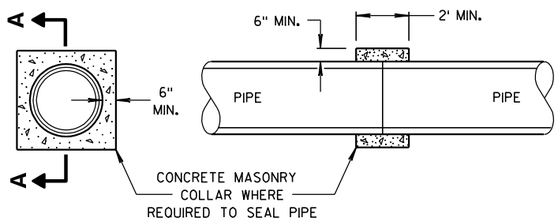
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

FHWA

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S.D.D. 8 F 4-7

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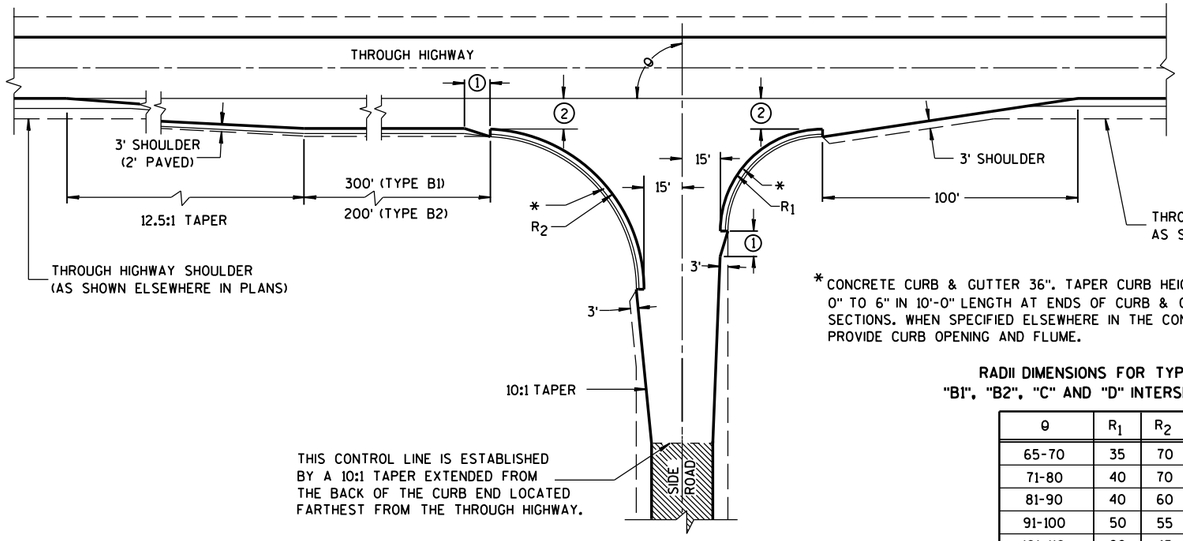
S.D.D. 8 F 4-7

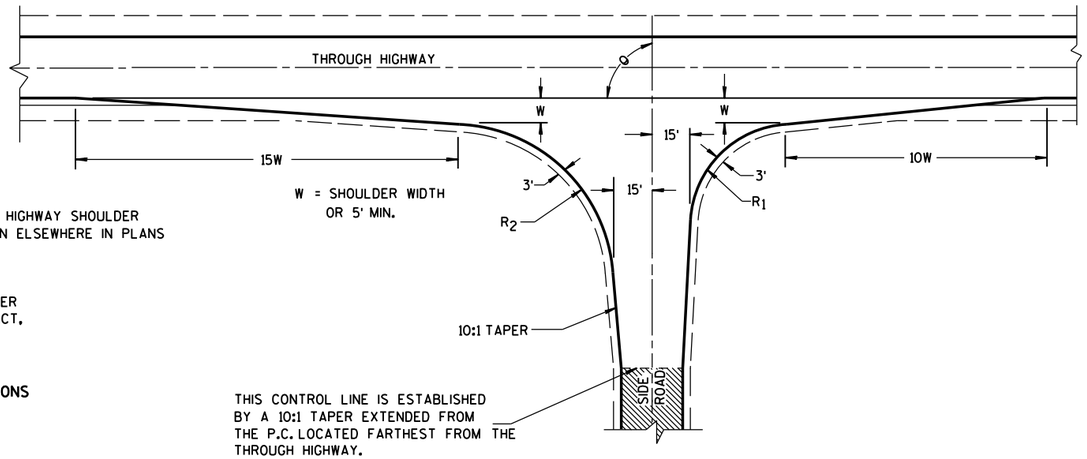


TYPE "B1" AND "B2"

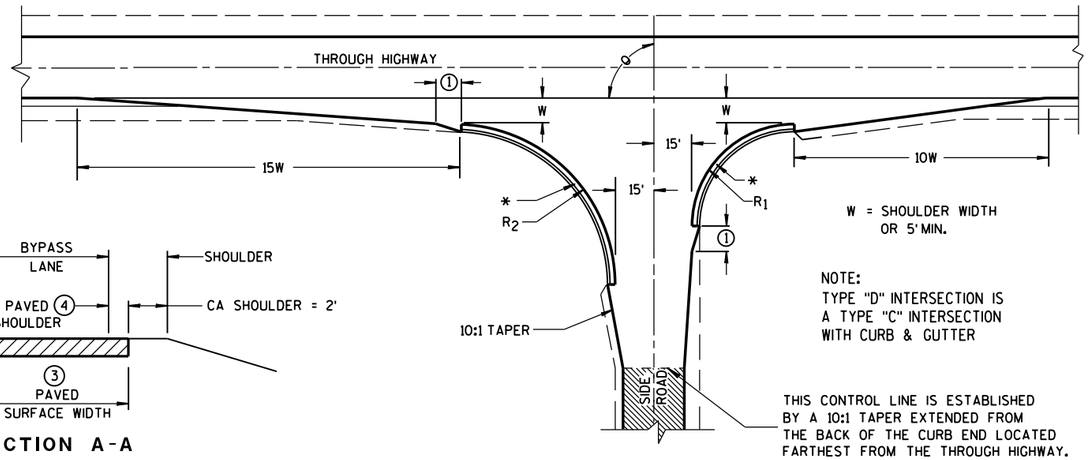
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

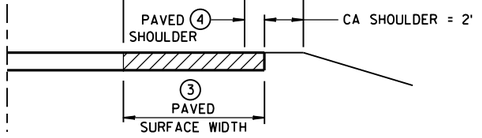
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

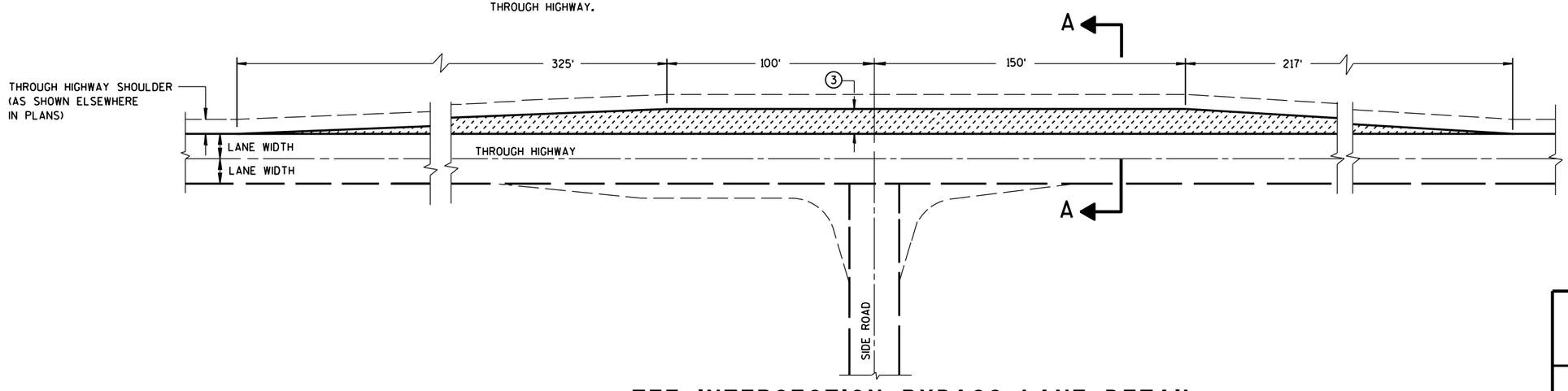
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(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)



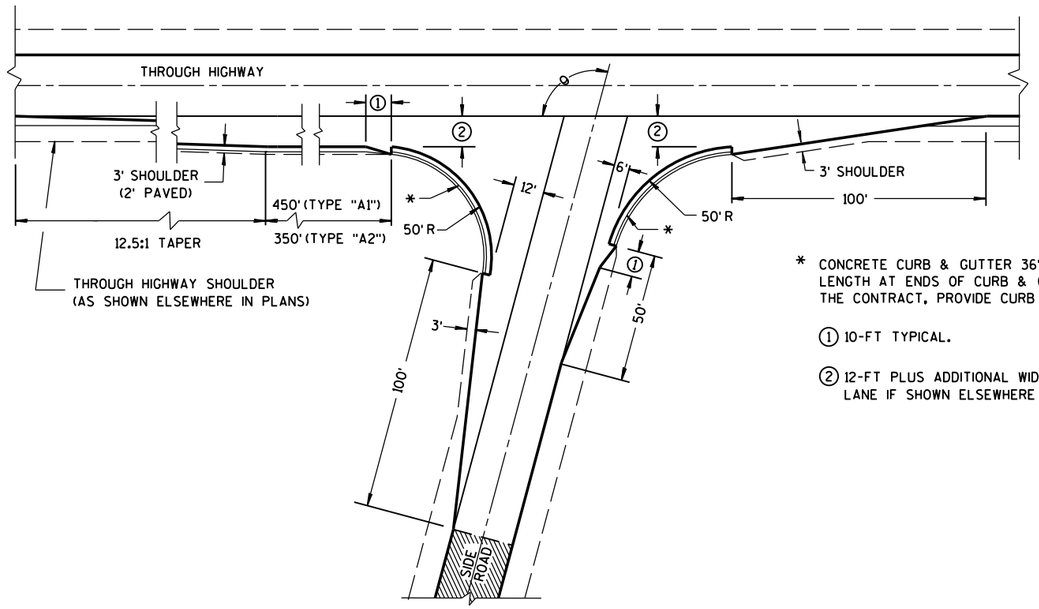
TEE INTERSECTION BYPASS LANE DETAIL

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



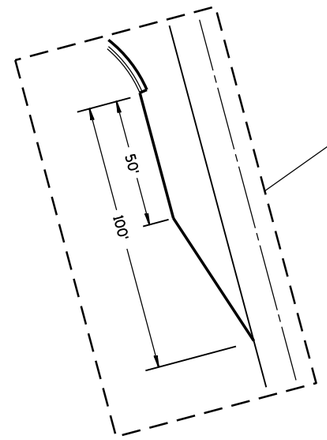
θ = MORE THAN 80°

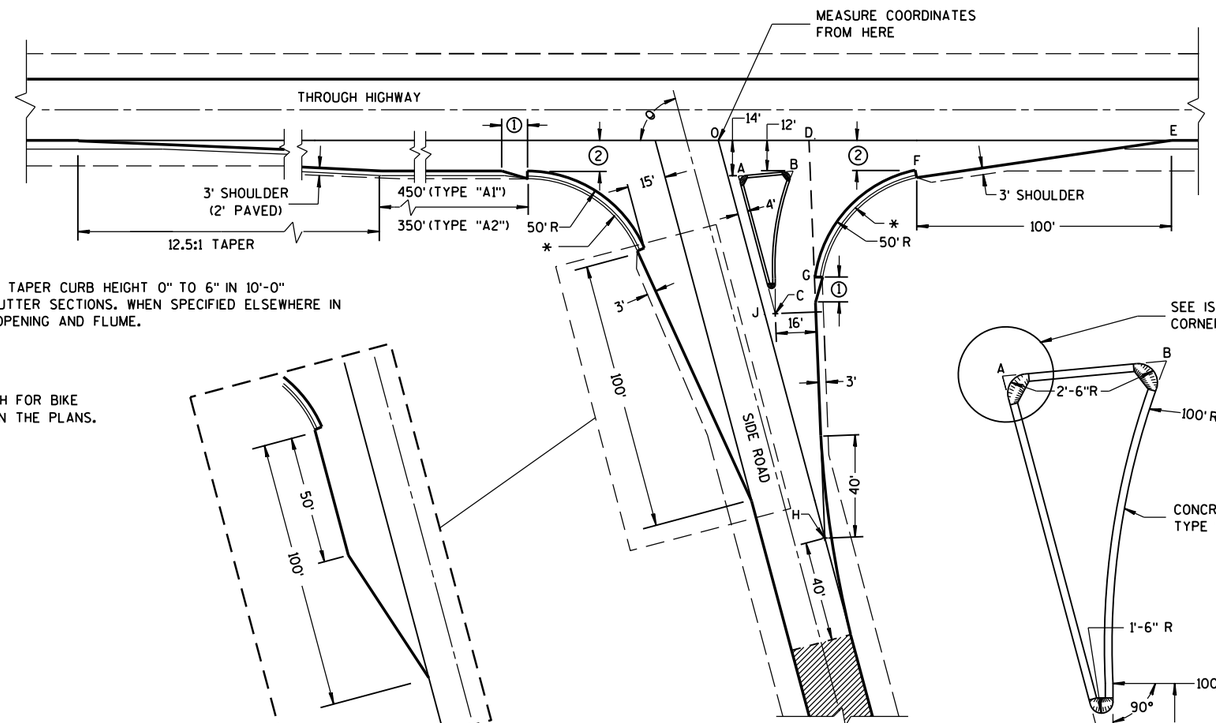
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

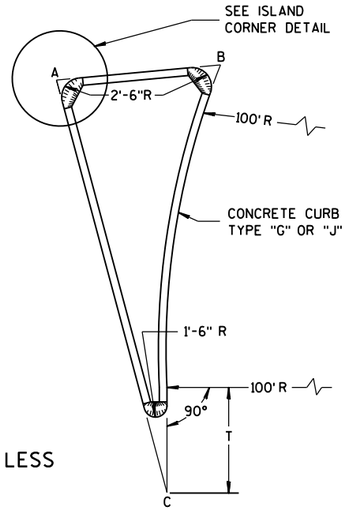
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE

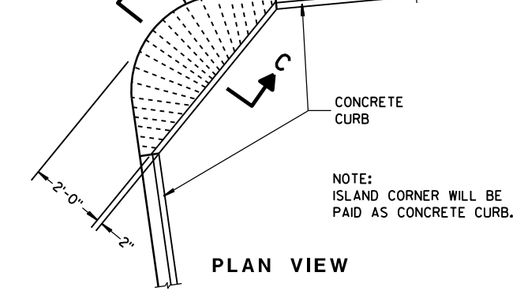




θ = ACUTE ANGLES 80° OR LESS

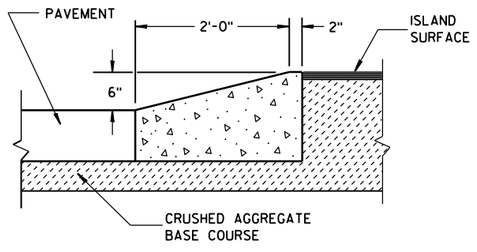


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

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

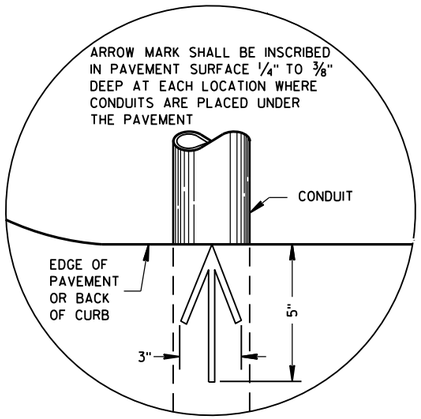
AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

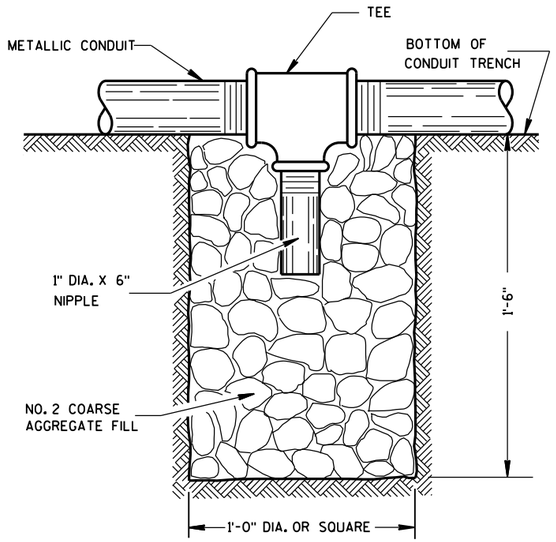
S.D.D. 9 A 1-13b

6



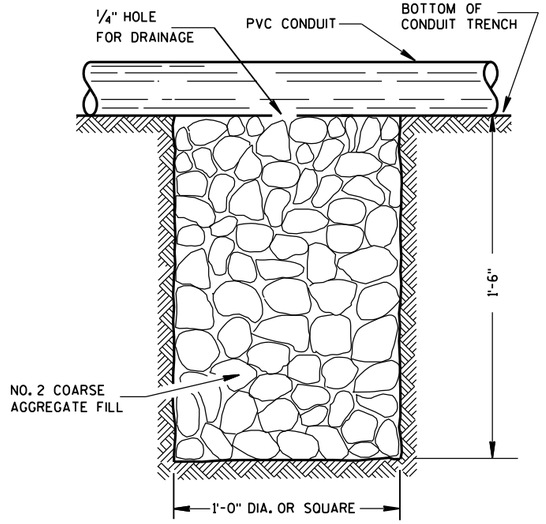
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

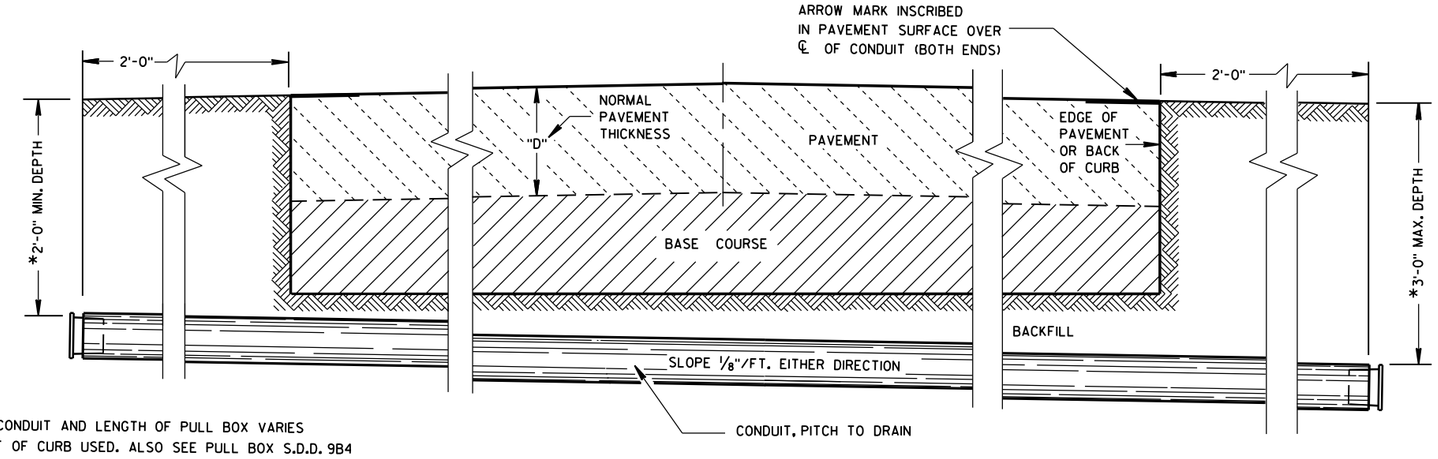
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

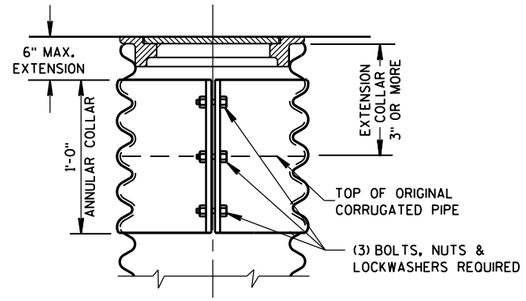
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

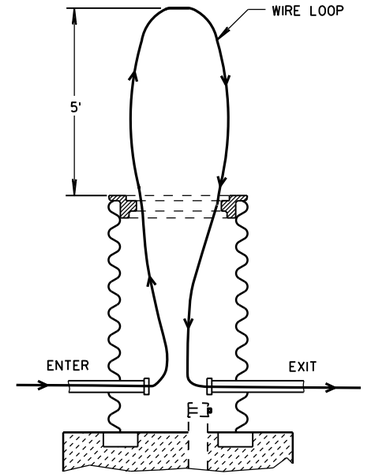
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

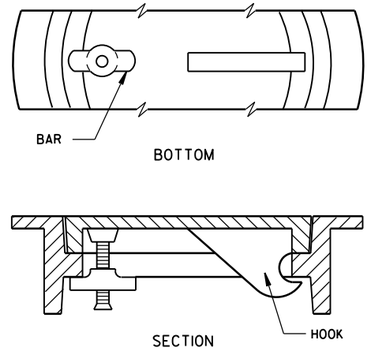
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

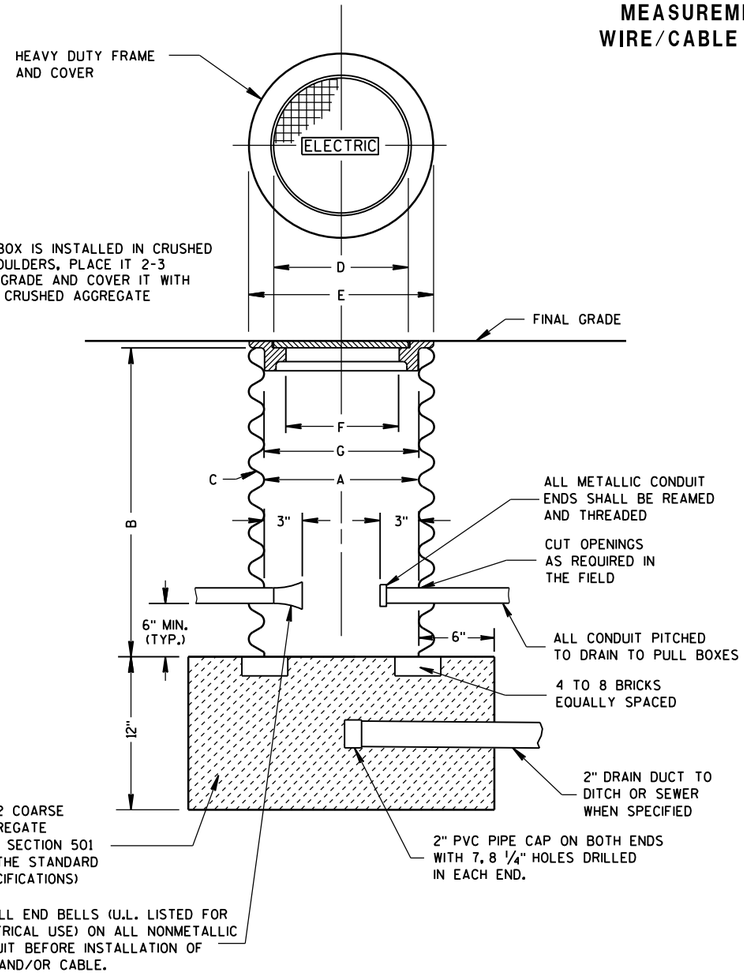


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



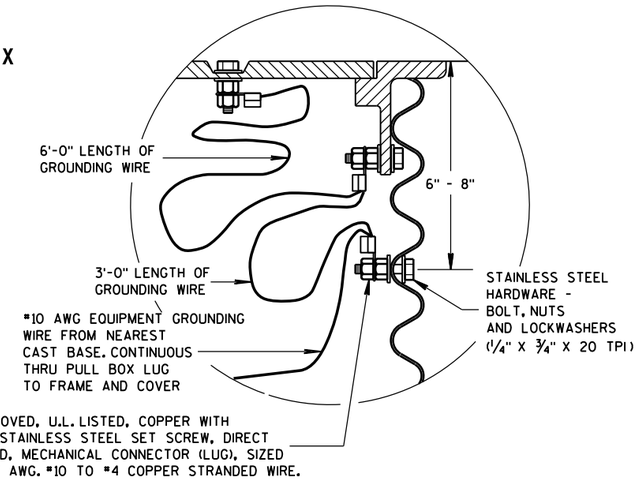
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

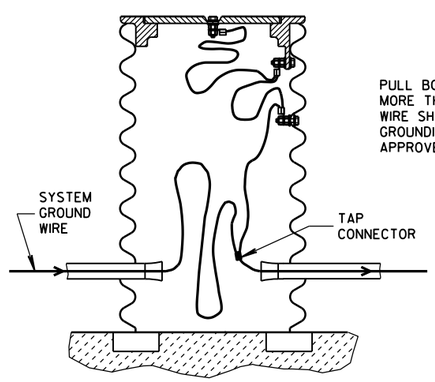


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

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.

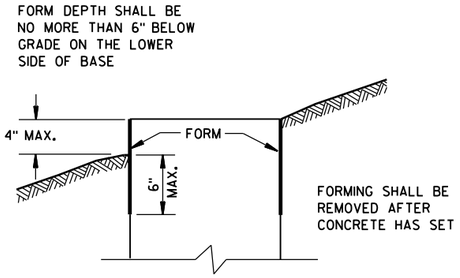
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX

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.

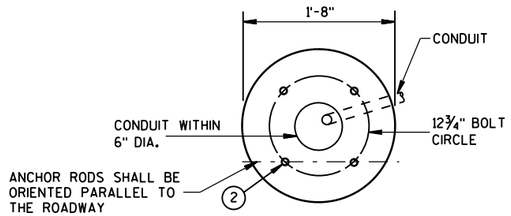
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

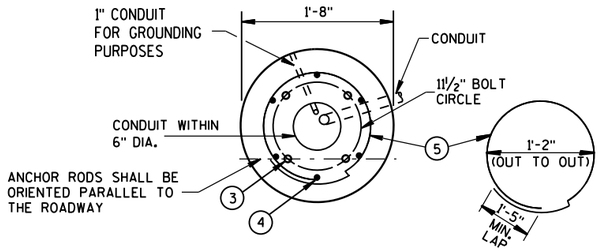
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

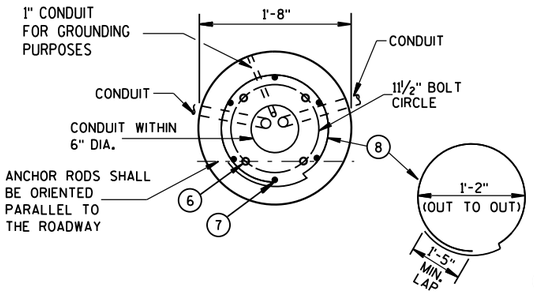
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

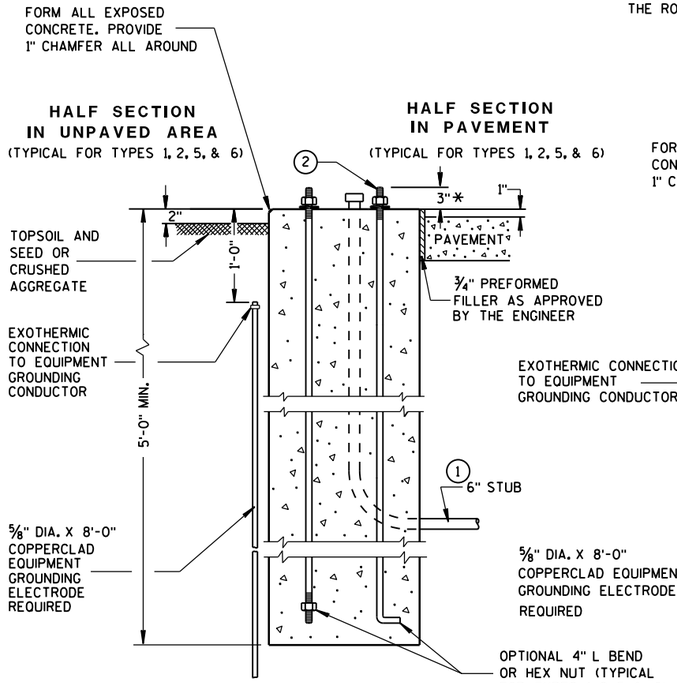
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.









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

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.

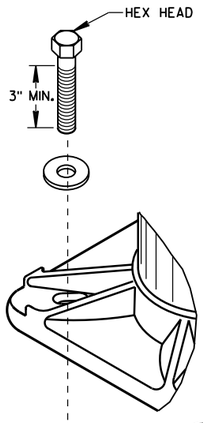
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

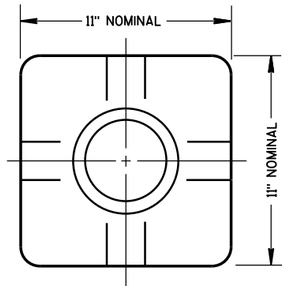
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

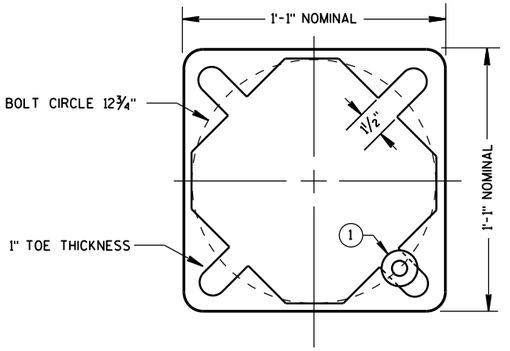
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

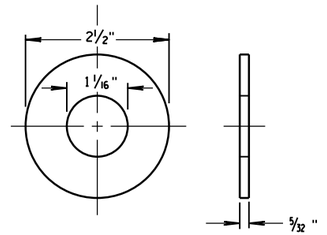




TOP VIEW
(PEDESTAL BASE)

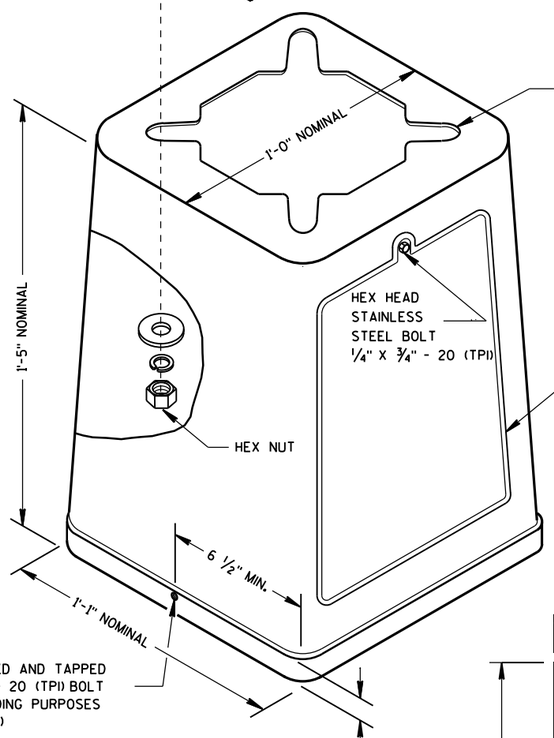


BOTTOM VIEW
(PEDESTAL BASE)

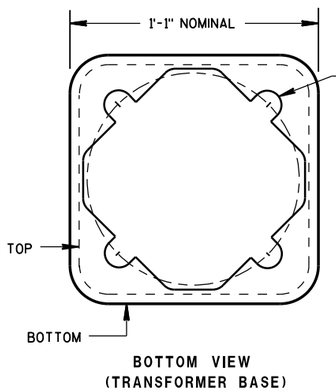


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

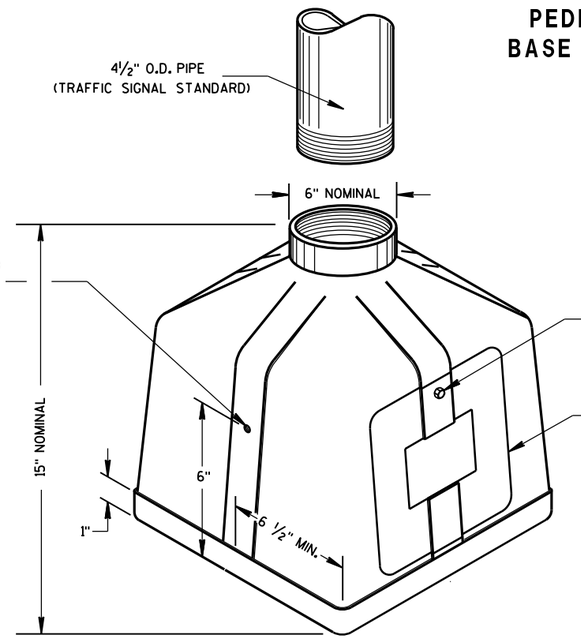
PEDESTAL BASE WASHER (1)



ISOMETRIC VIEW

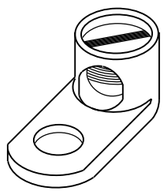


BOTTOM VIEW
(TRANSFORMER BASE)



ISOMETRIC VIEW

PEDESTAL BASE

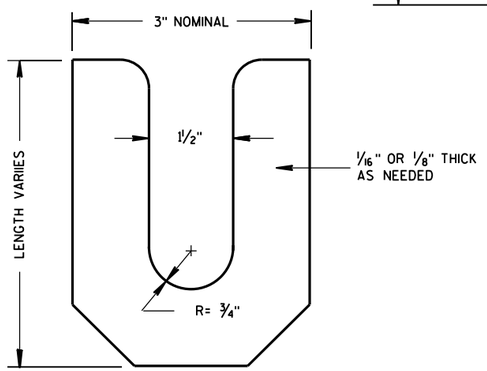


TYPICAL MECHANICAL CONNECTOR LUG

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

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Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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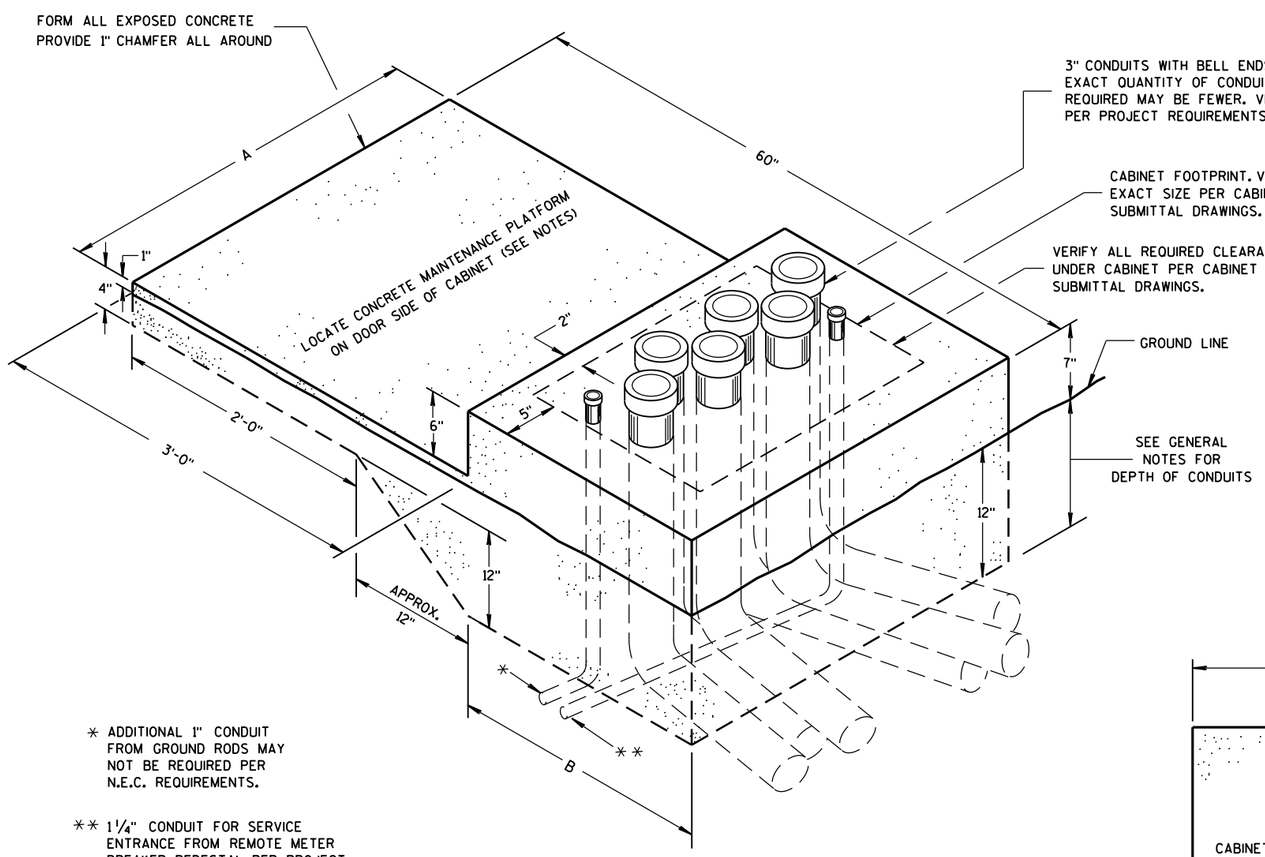


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

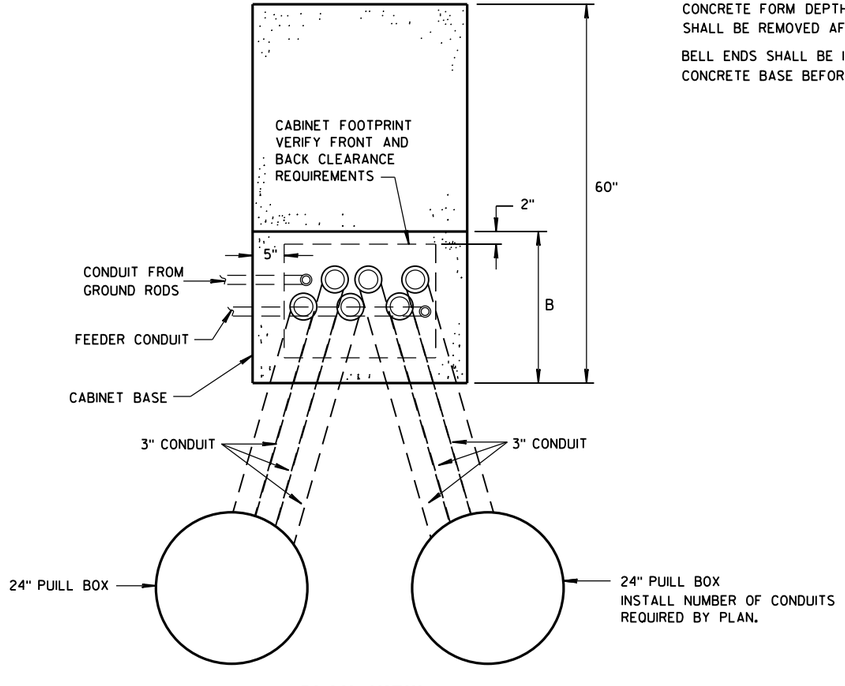
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

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DEPARTMENT OF TRANSPORTATION

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/S/ Thomas Gonring — STATE LIGHTING ENGINE
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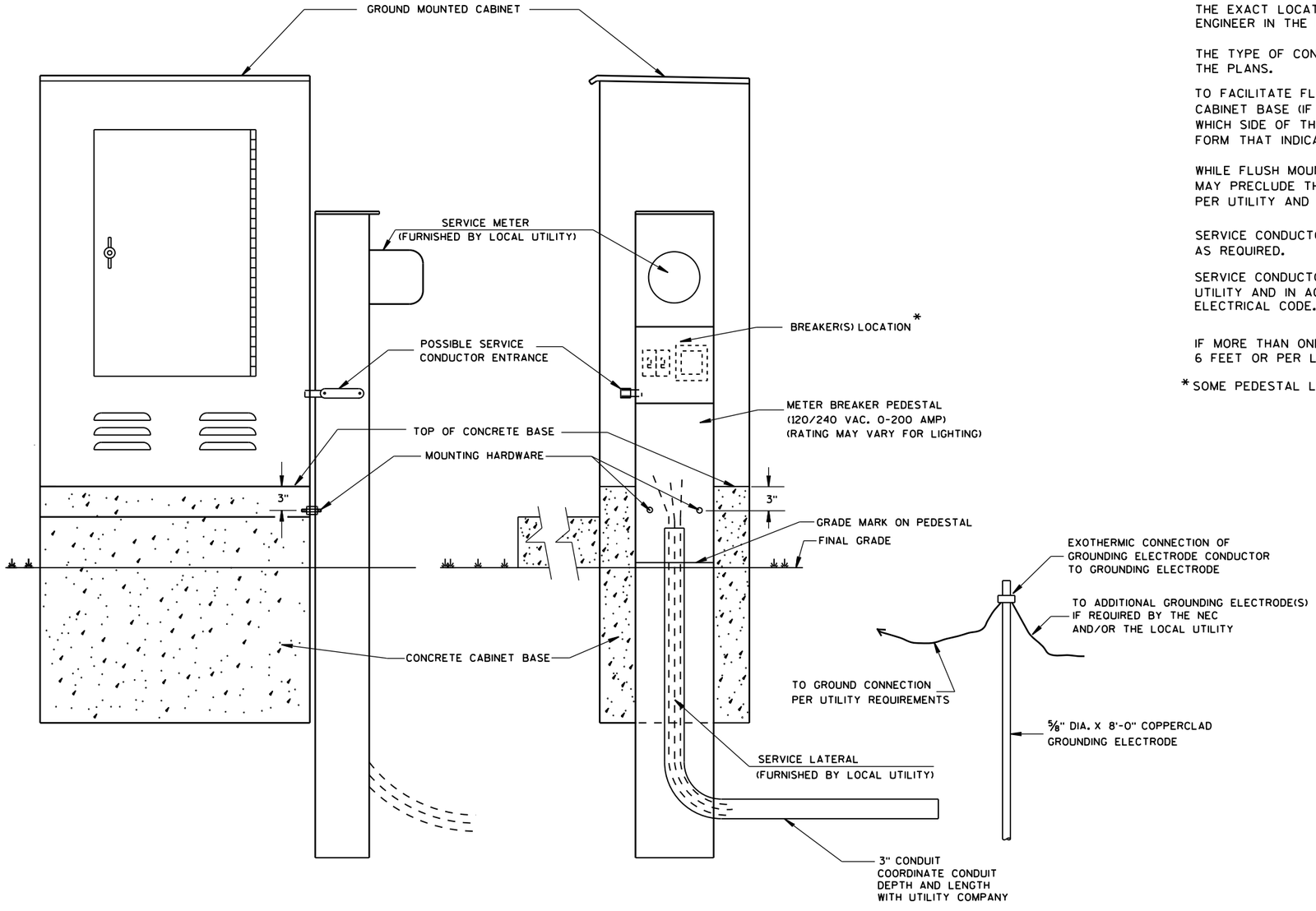

TYPICAL CABINET SERVICE INSTALLATION

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.

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CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

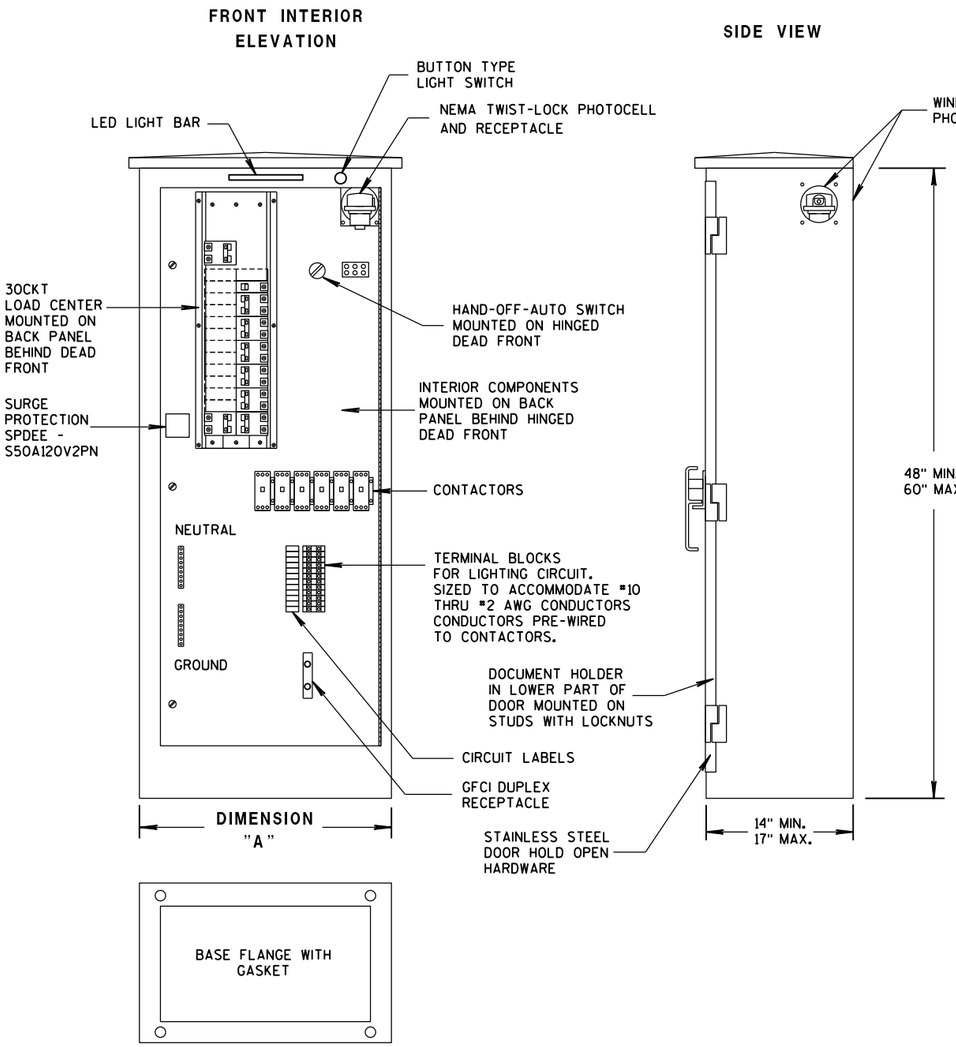
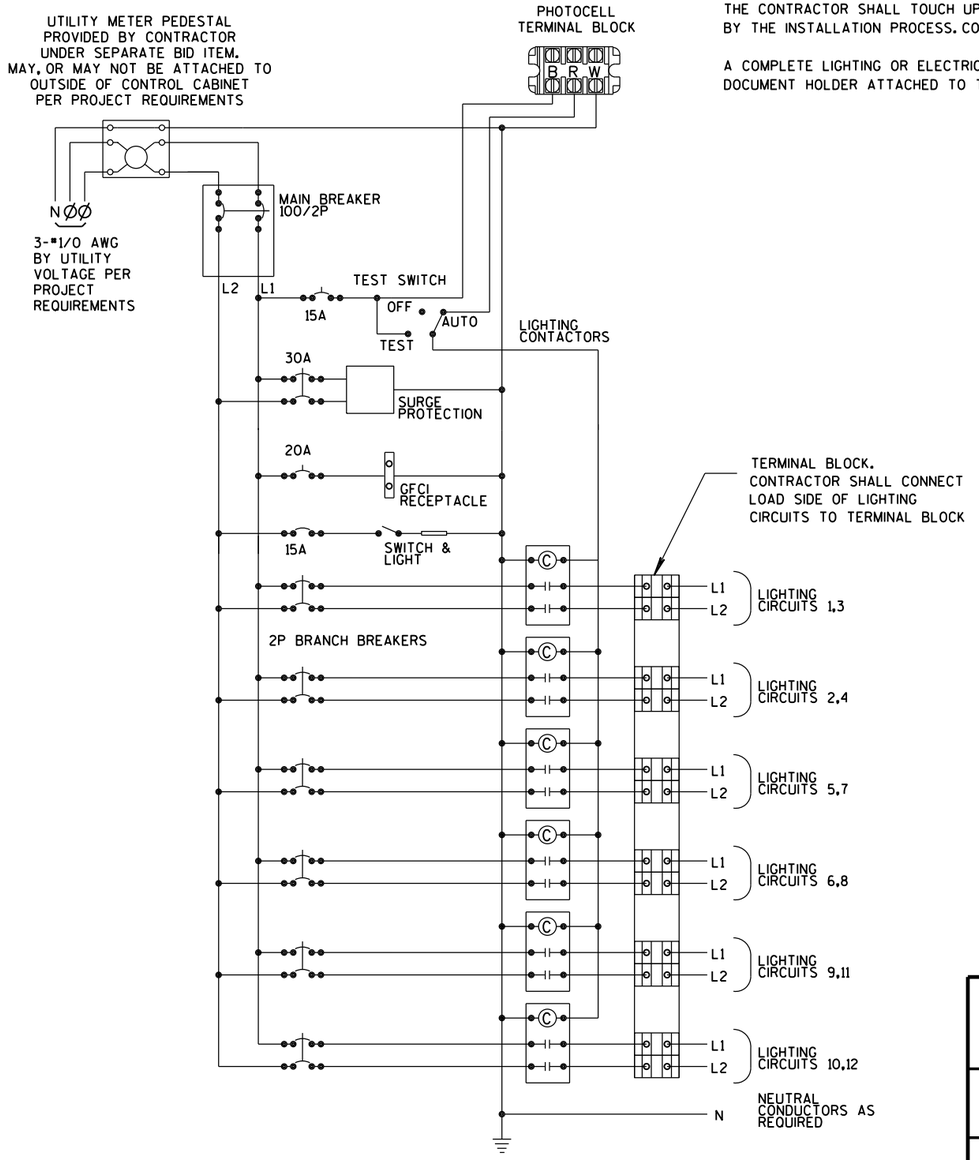


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 DATE
/S/ Thomas Gonring STATE LIGHTING ENGINEER
270
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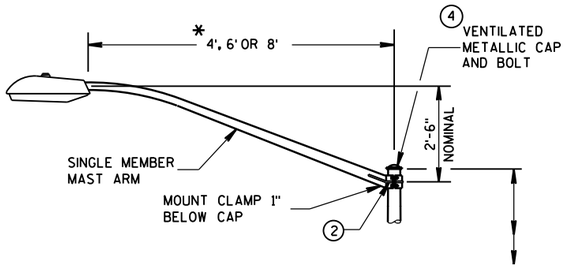
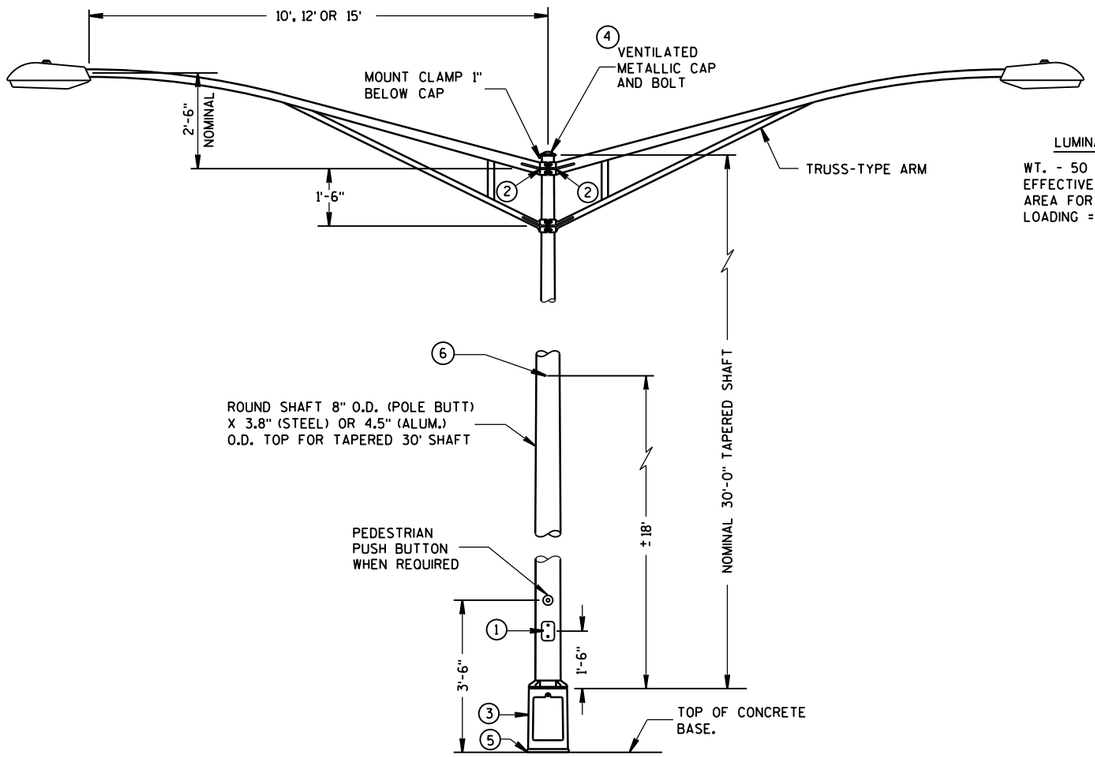
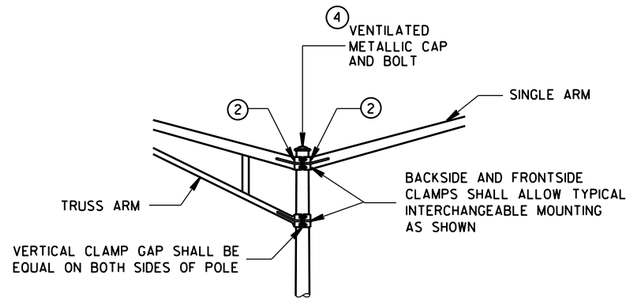
*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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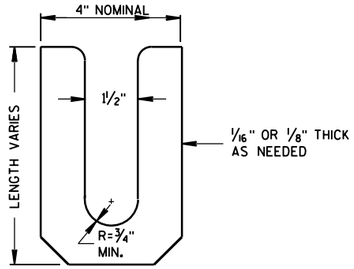
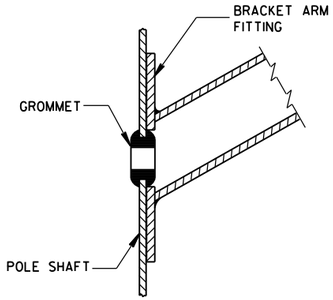
POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

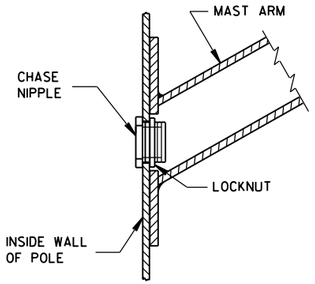


LEVELING SHIM (13)

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.

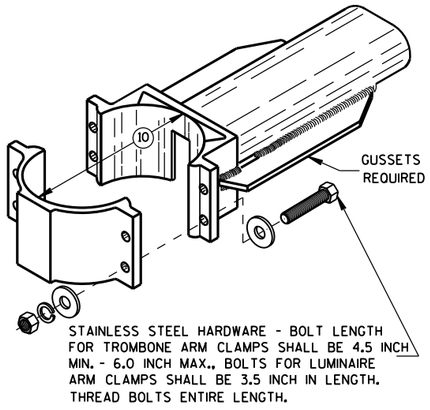
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

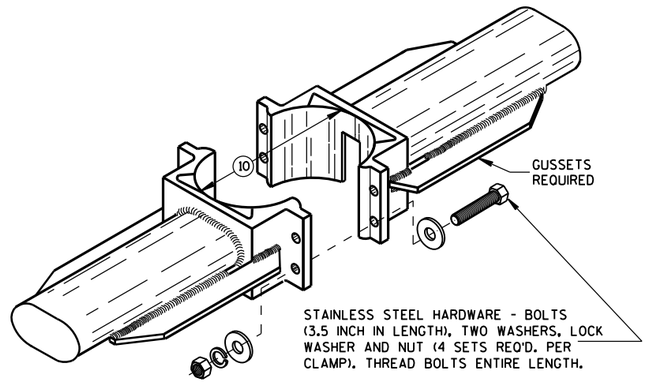
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

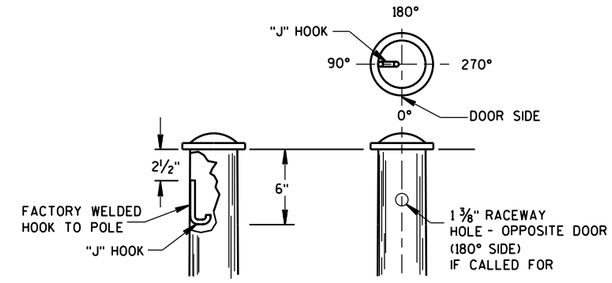
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



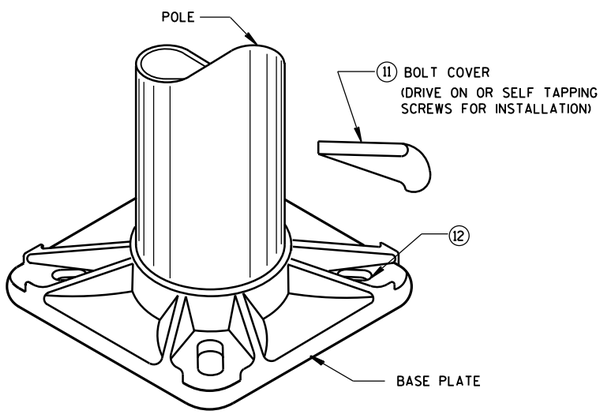
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



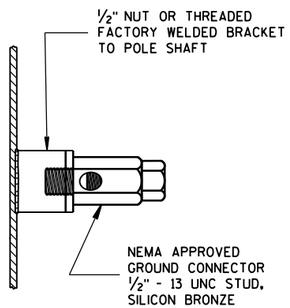
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

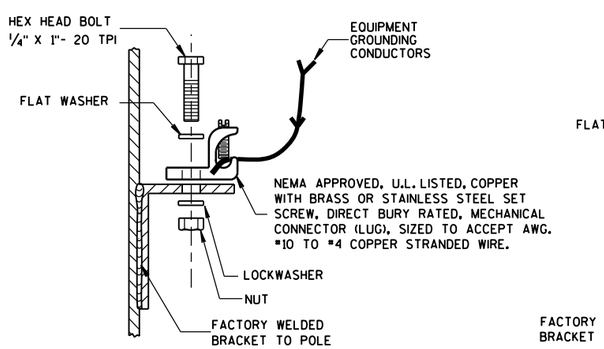


TYPICAL "J" HOOK LOCATION



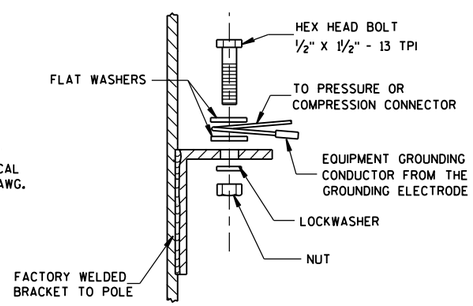
BASE PLATE





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

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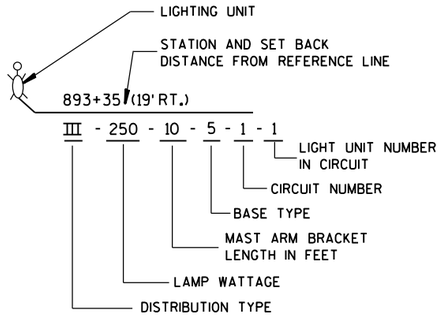
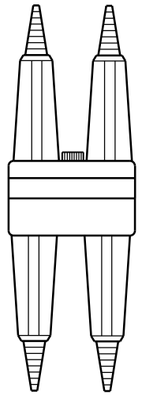
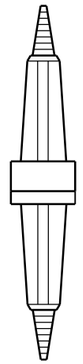


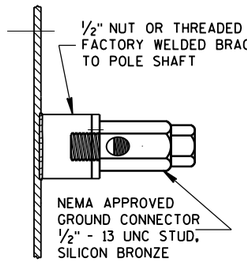
LIGHTING UNIT CODE
(TYPICAL)

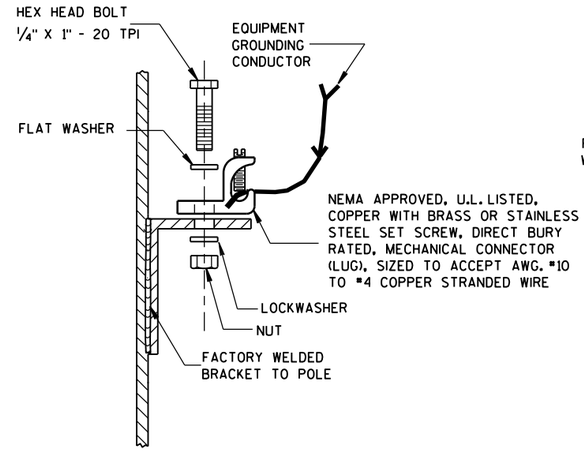


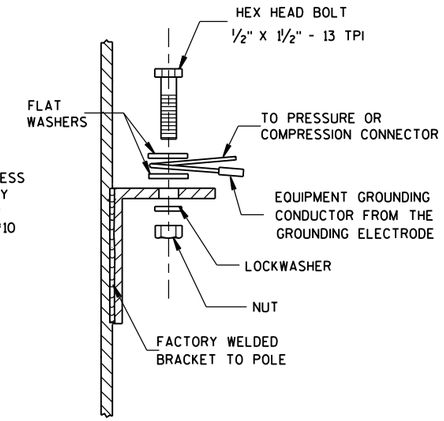
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



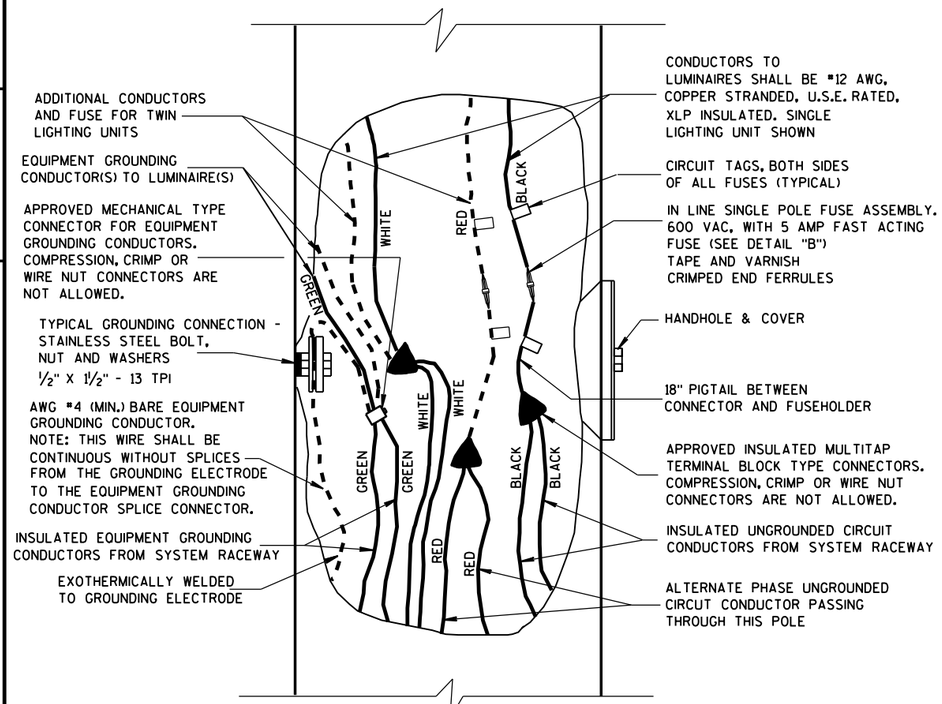
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



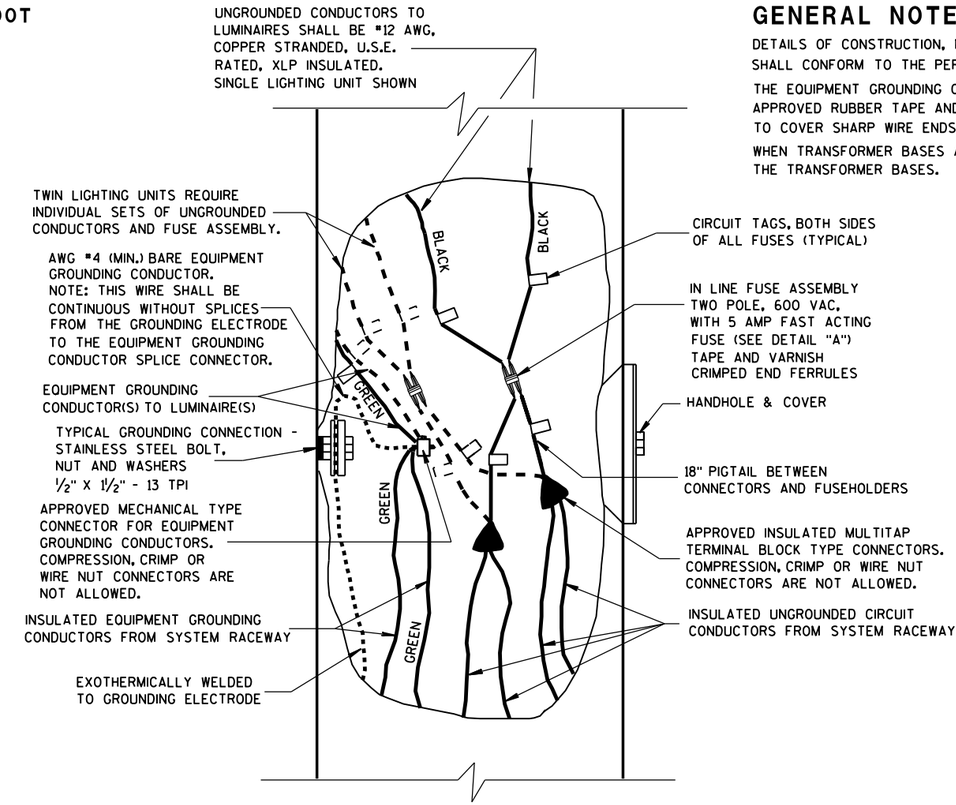




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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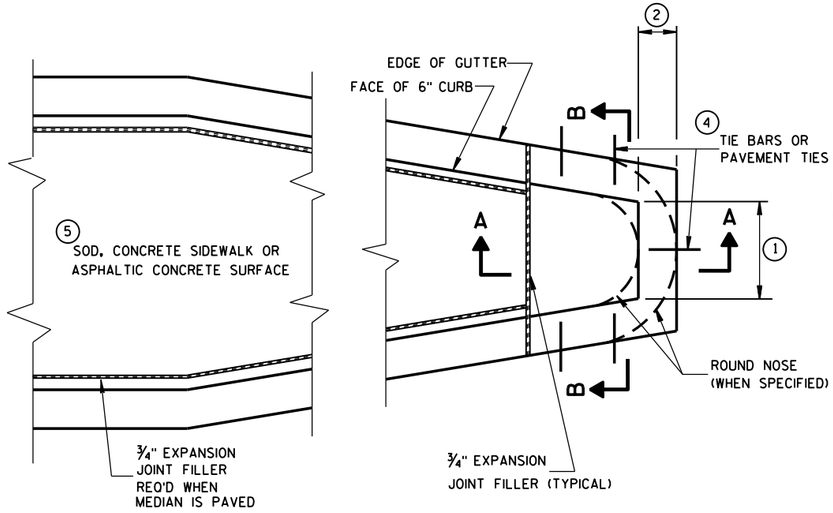
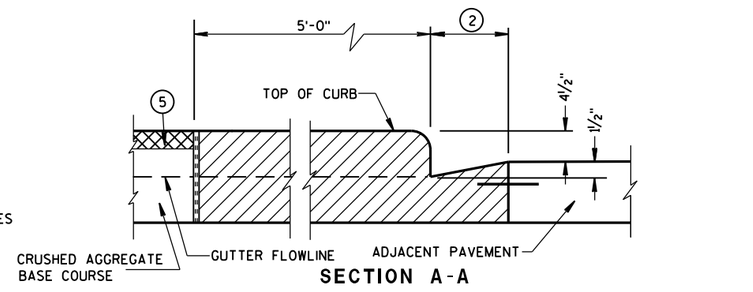
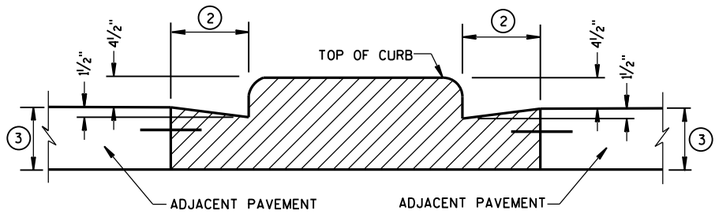
S.D.D. 9 E 3-5







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

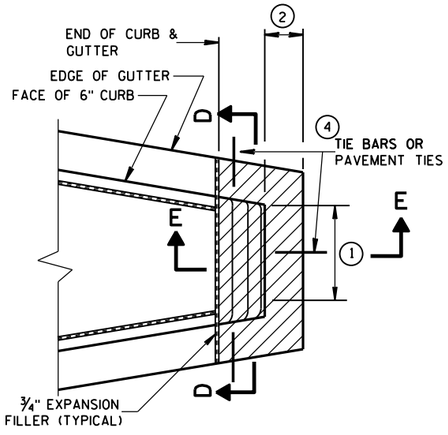
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

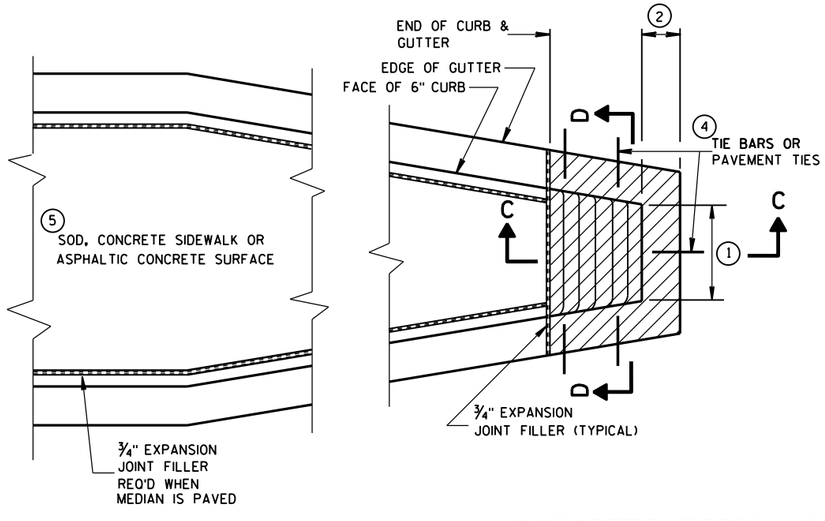
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

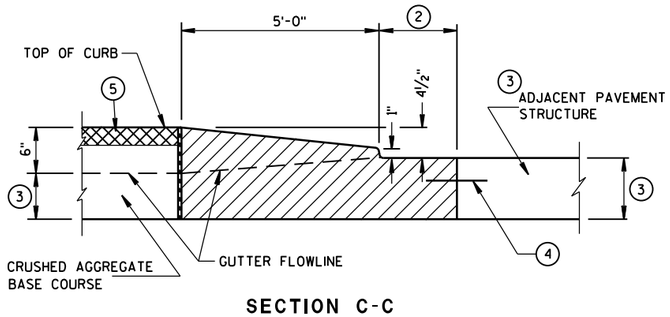
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

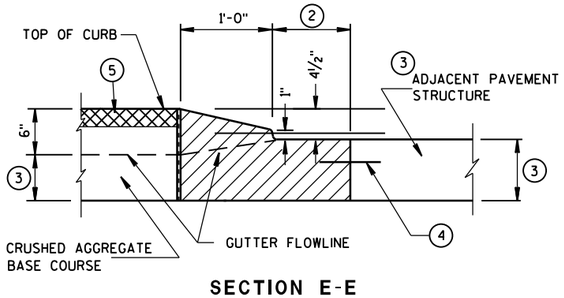
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



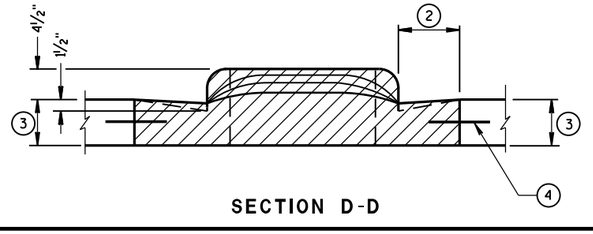






CONCRETE MEDIAN SLOPED NOSE TYPE 2

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 D ENGINEER

FHWA

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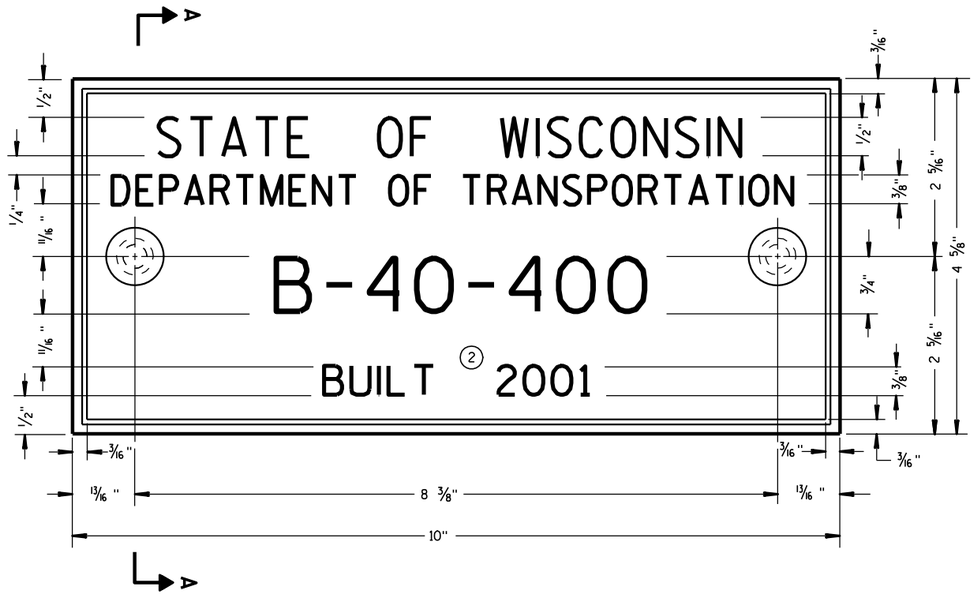
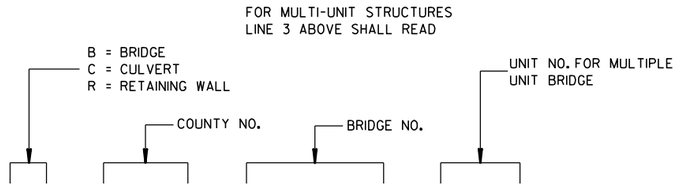
S.D.D. 11 B 2-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

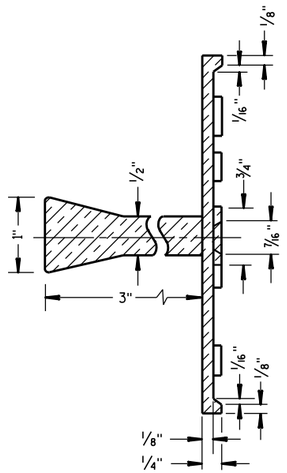
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

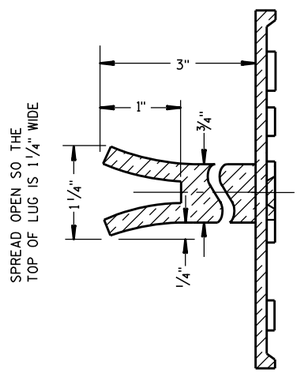
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

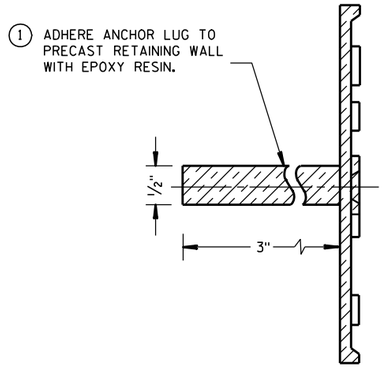
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
3/26/10 DATE	/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP 275 ENGINEER
FHWA	

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S.D.D. 12 A 3-10

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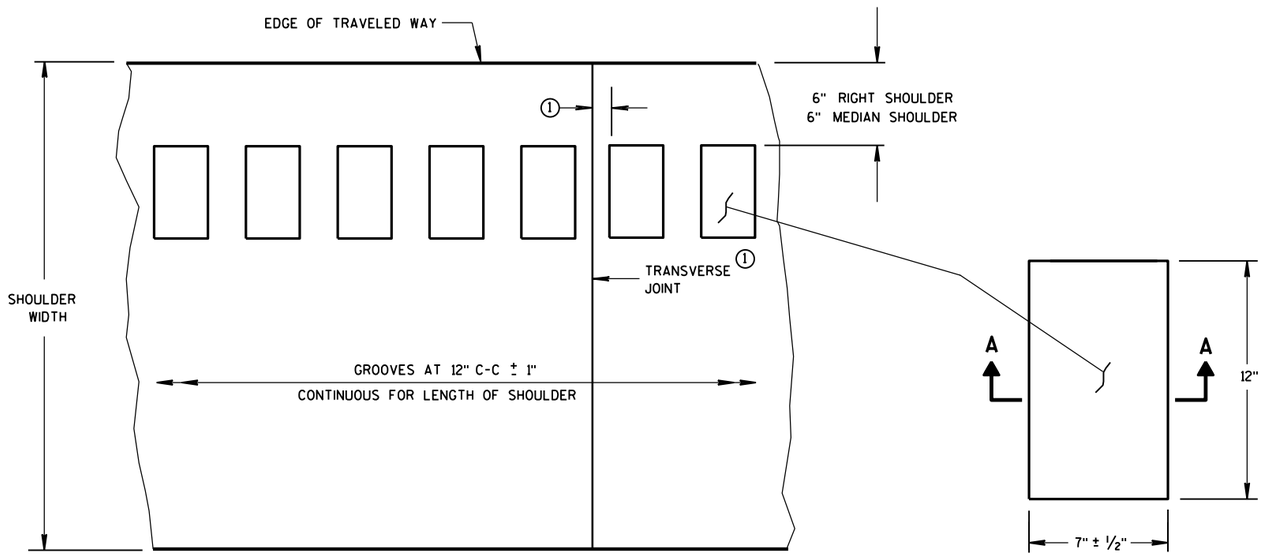
S.D.D. 12 A 3-10



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

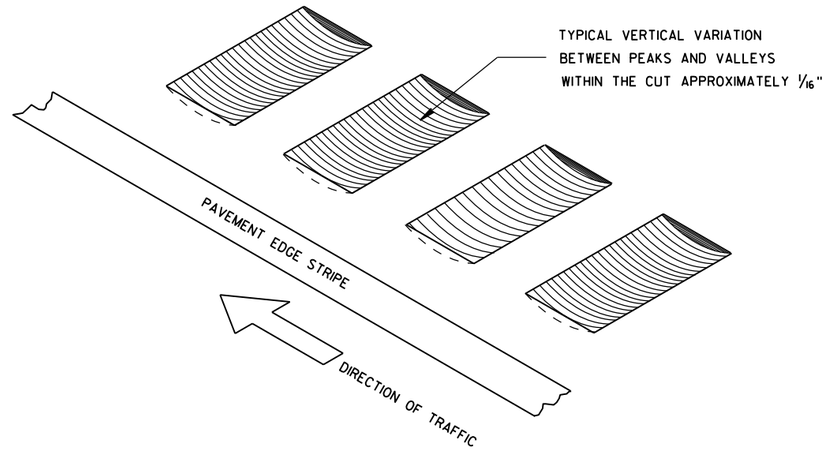
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

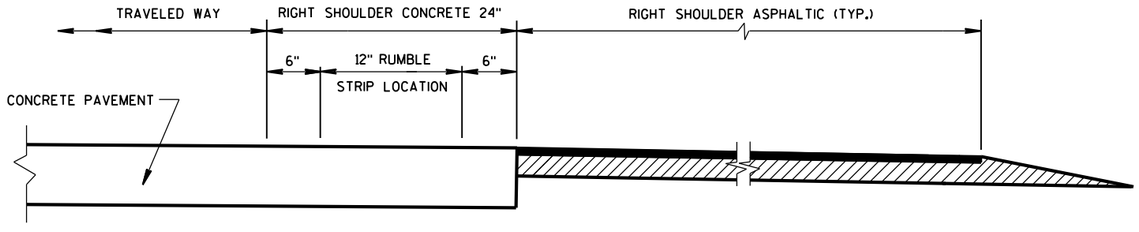
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

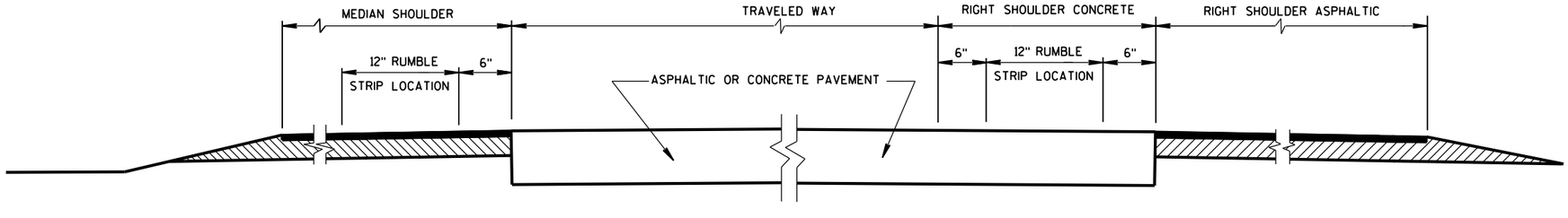
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



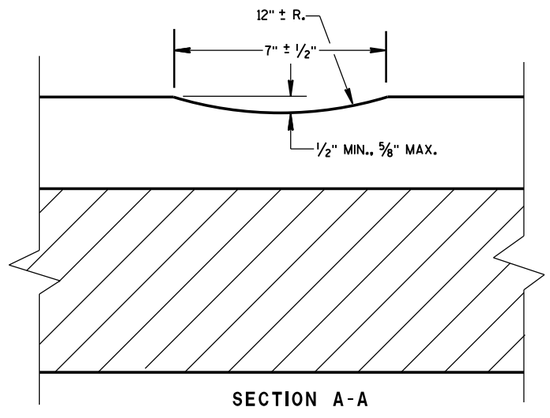
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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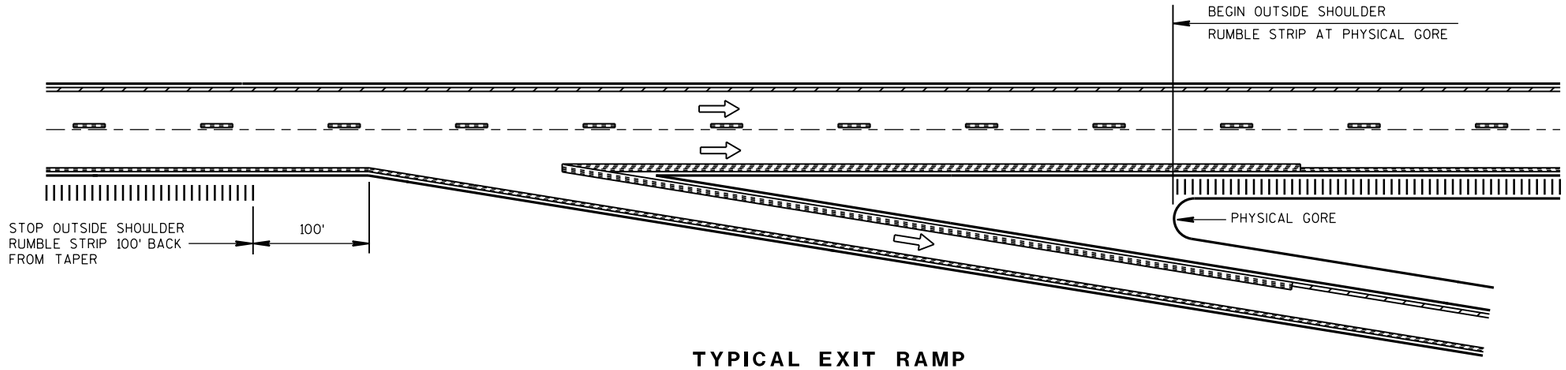
S.D.D. 13 A 5-5a



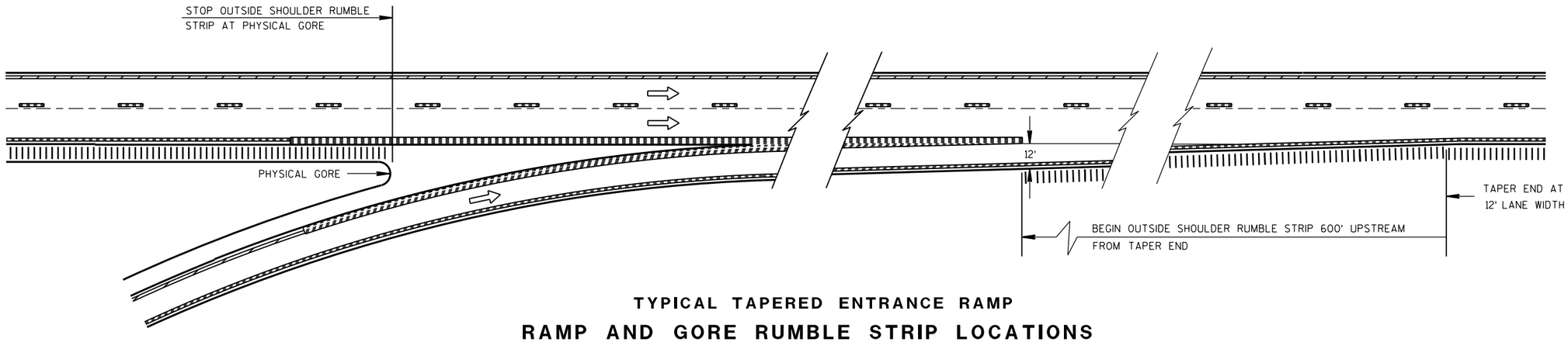
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

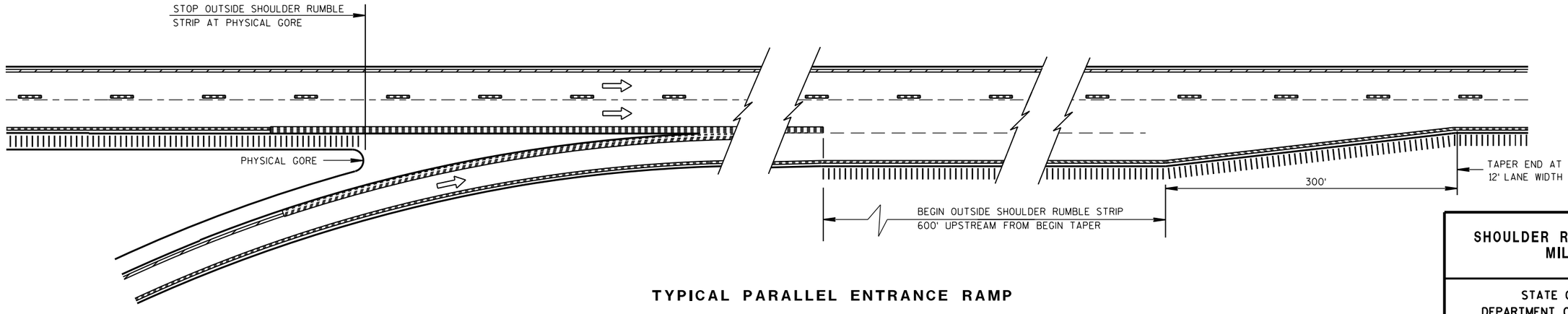
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

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FHWA

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S.D.D. 13 A 5-5b

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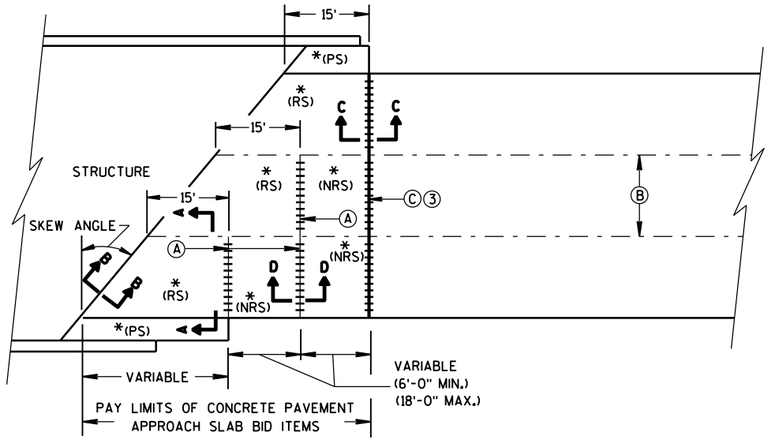
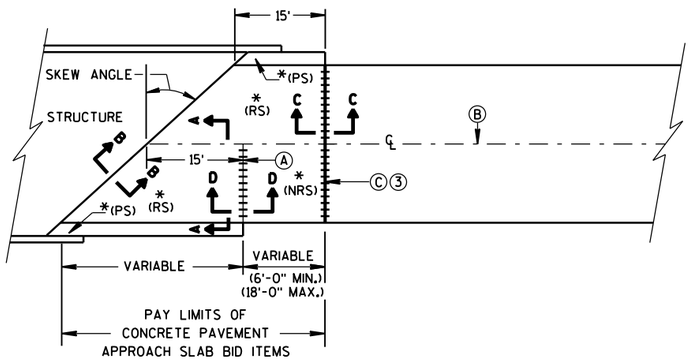
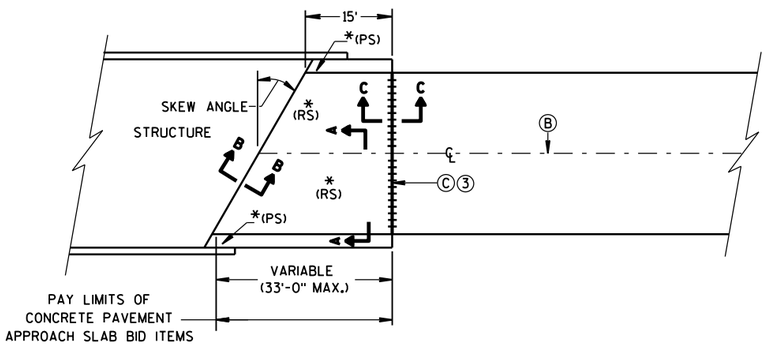
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

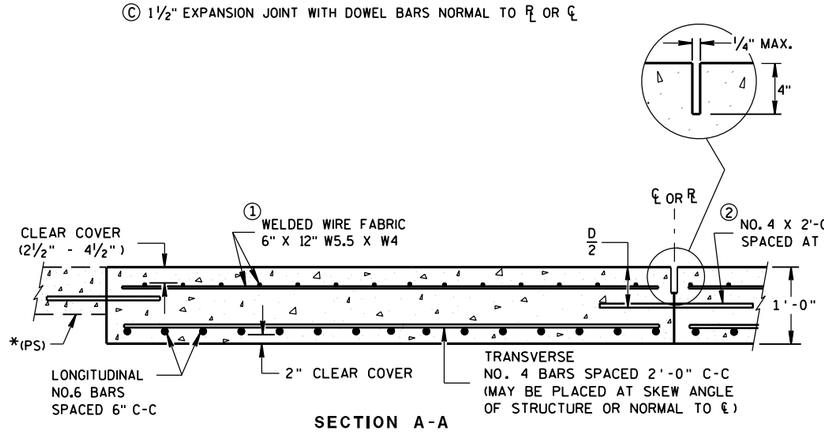
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

***STANDARD DOWEL BAR DIAMETER
(SEE SDD 13C11, & SDD 13C13)

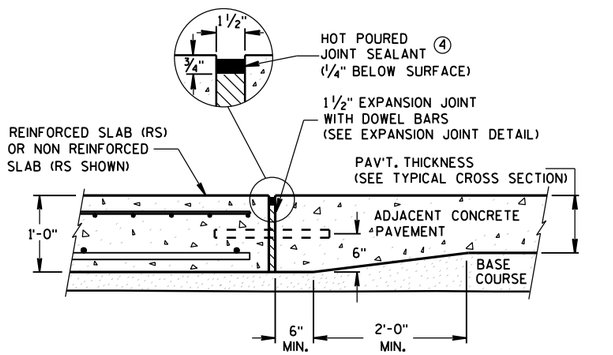
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄

Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.

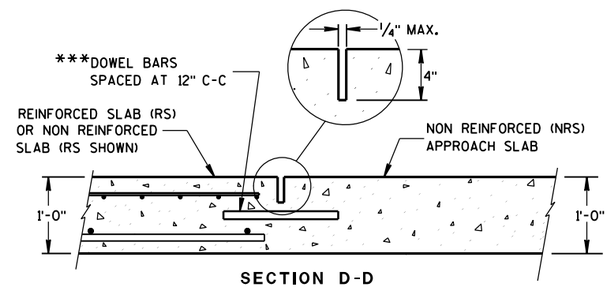
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

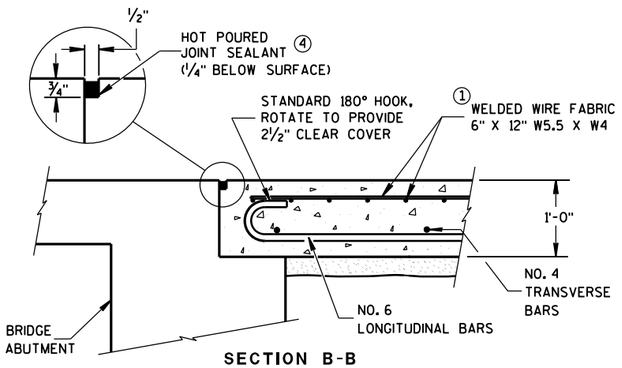
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

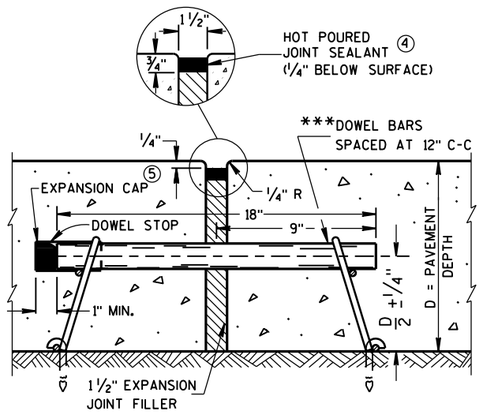
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

④ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

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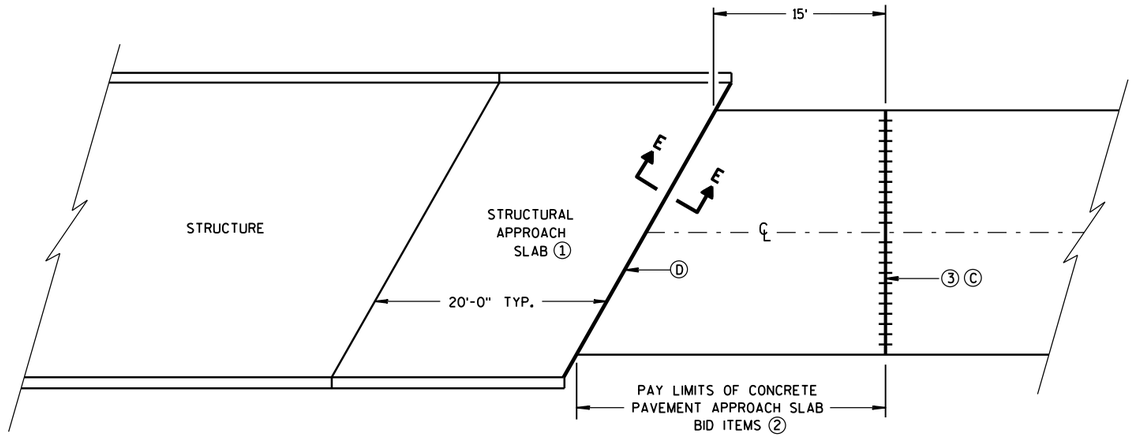
S.D.D. 13 B 2-8a



GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

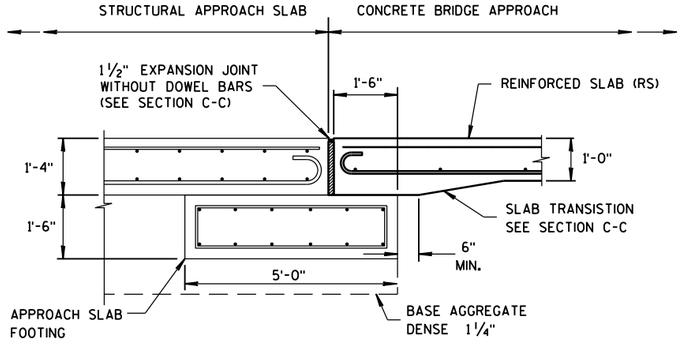
① SEE BRIDGE PLAN.

② CONFORM TO SHEET 13 B 2(A) FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS.

③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION E-E

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERV

FHWA

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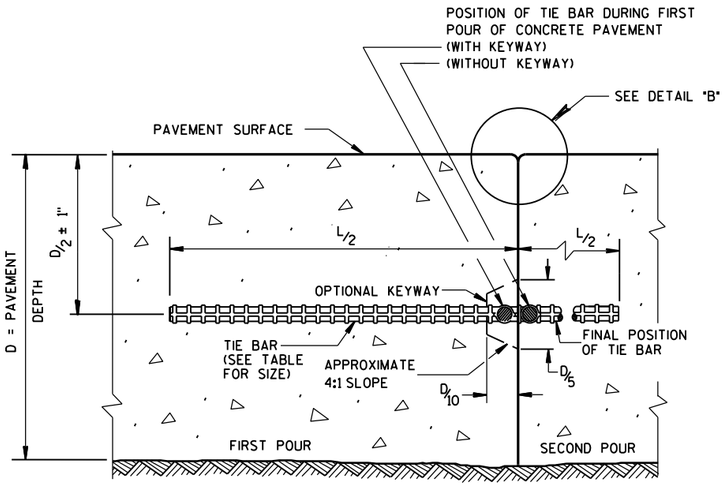
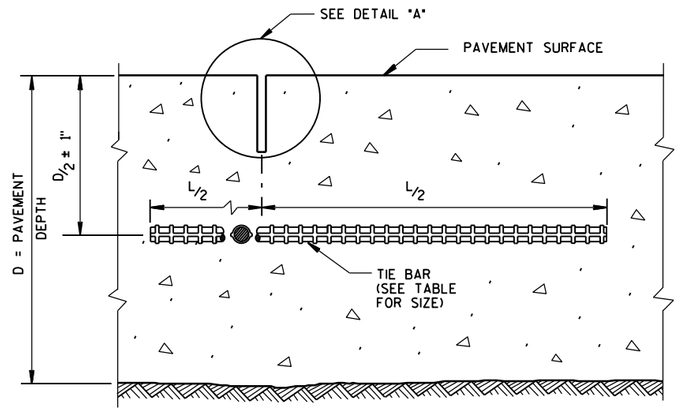
S.D.D. 13 B 2-8b



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

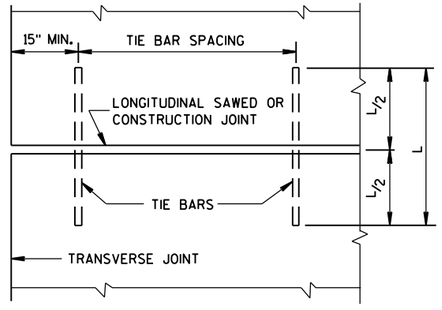
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
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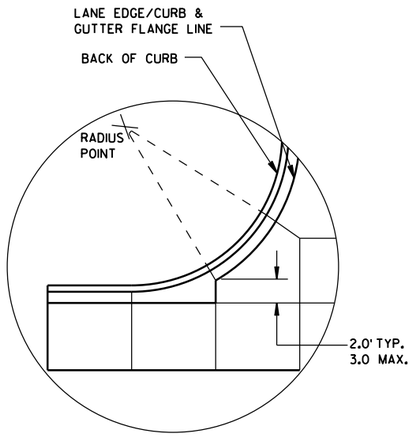
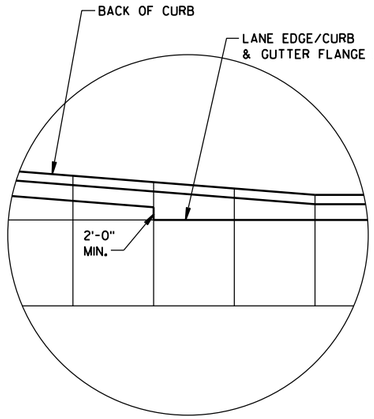


DETAIL "A"



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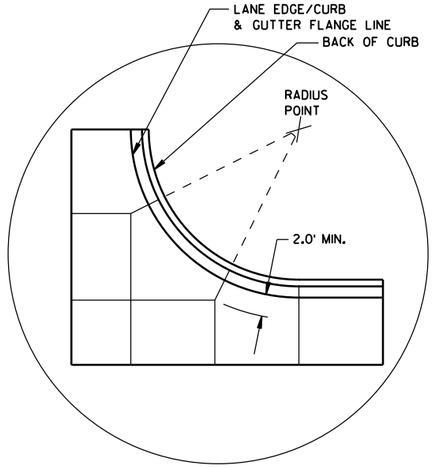
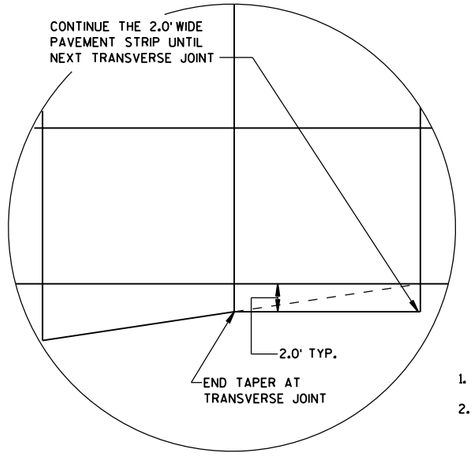


DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

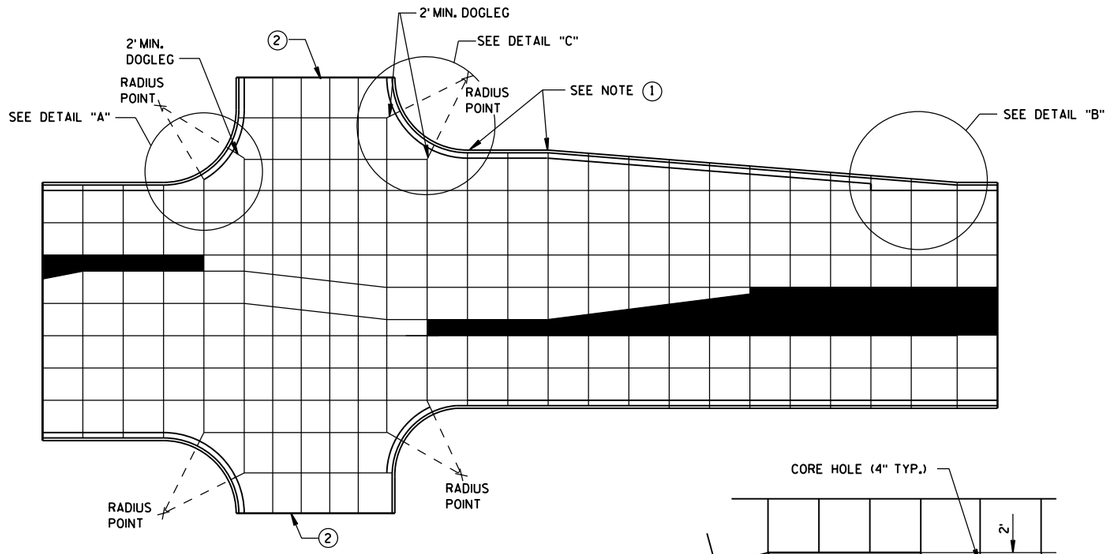
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

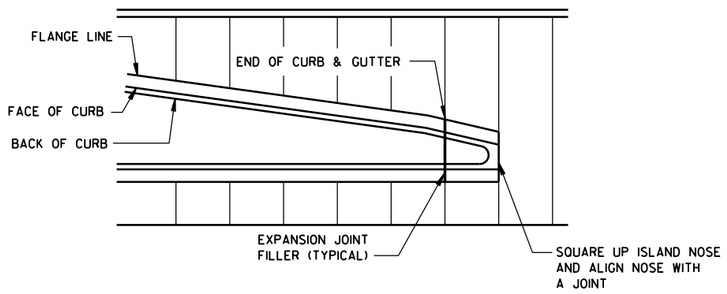
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



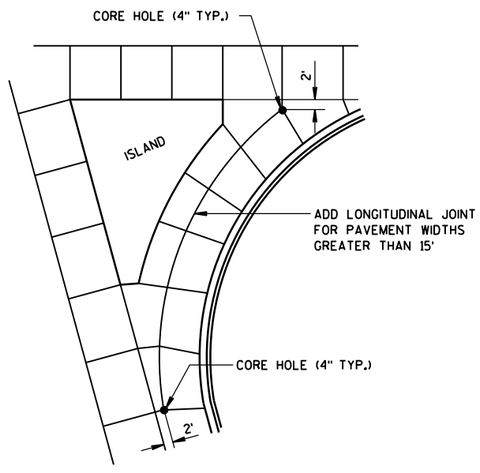
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

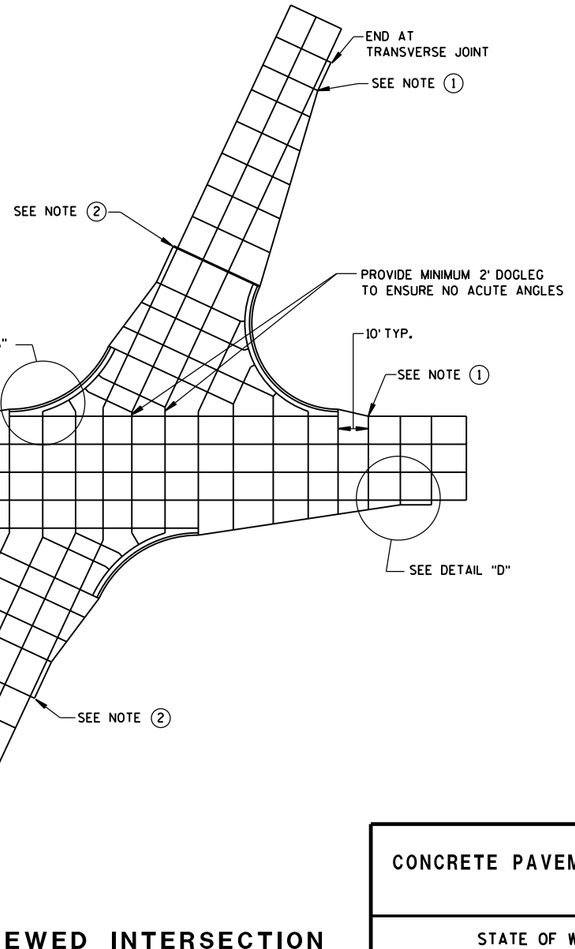
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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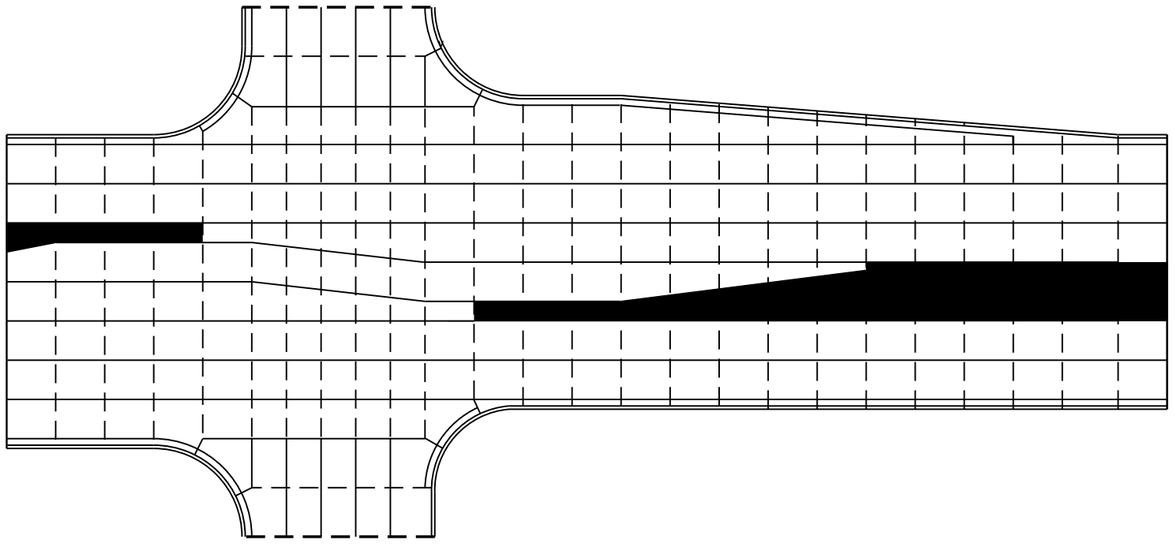
S.D.D. 13 C 18-4a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

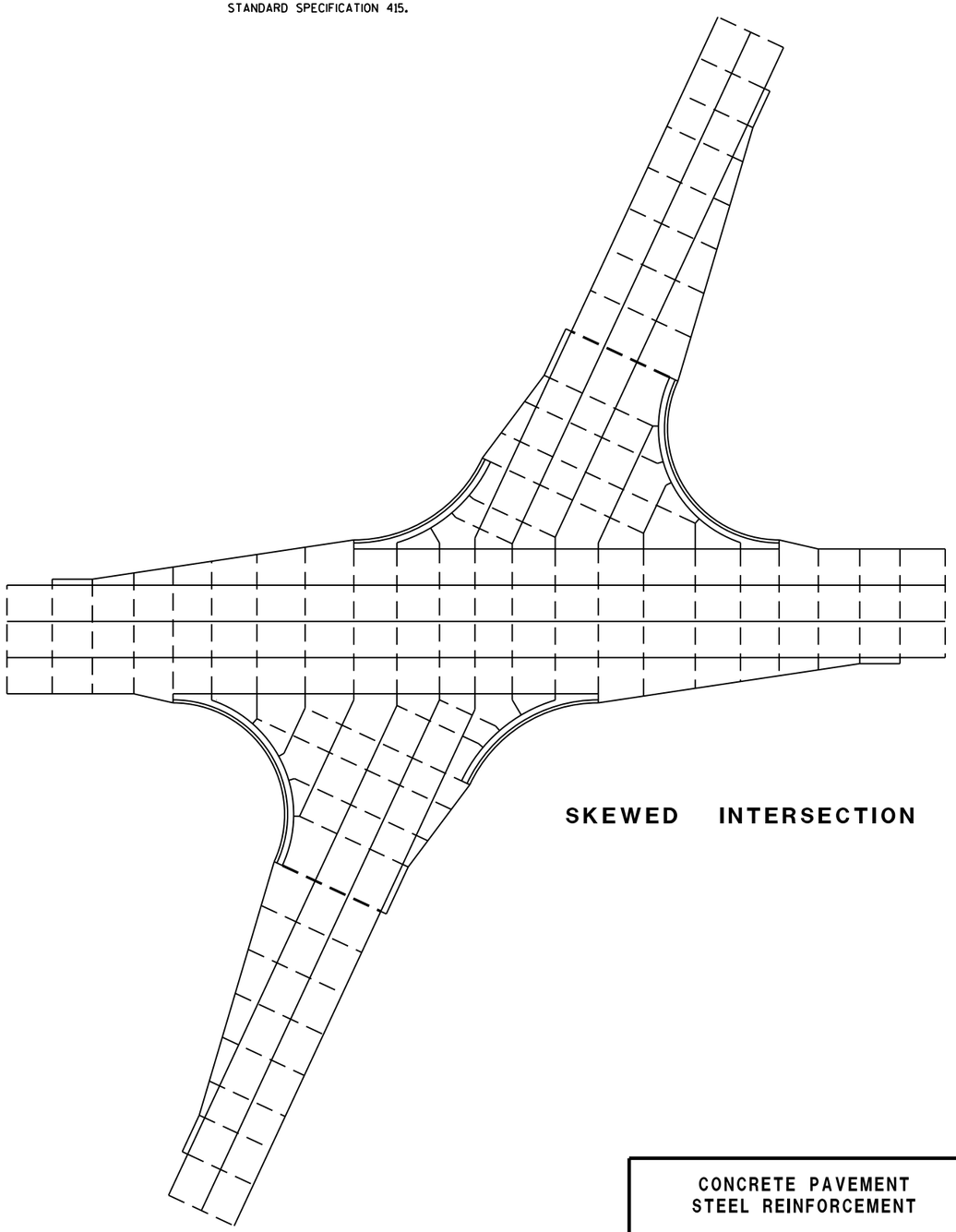
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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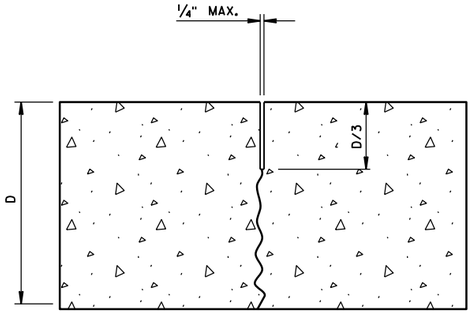
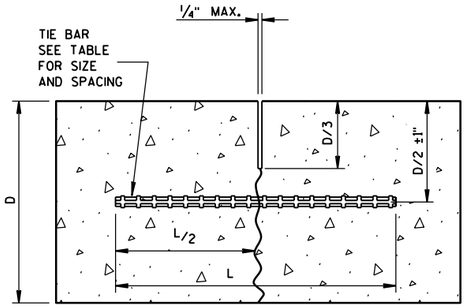
S.D.D. 13 C 18-4b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

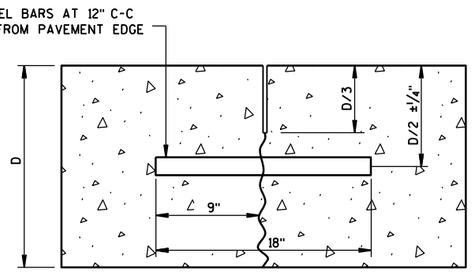
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

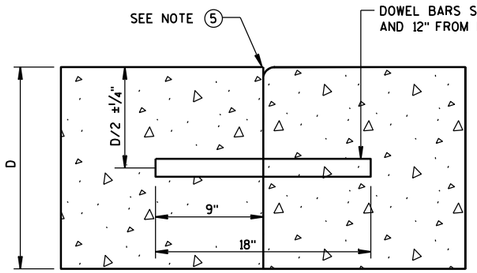
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



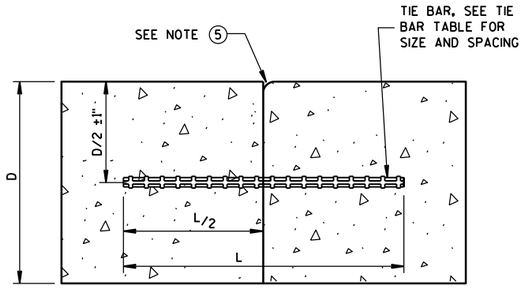
DOWELED-TRANSVERSE

CONTRACTION JOINTS

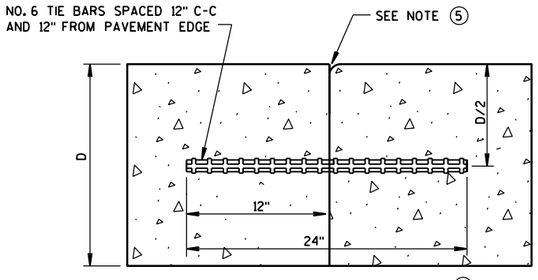
SEE NOTE (2)



DOWELED TRANSVERSE (3)

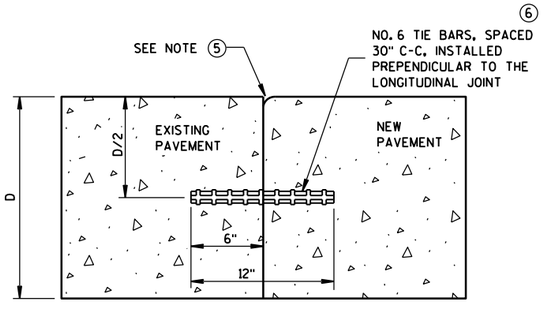


TIED LONGITUDINAL



TIED TRANSVERSE (3)

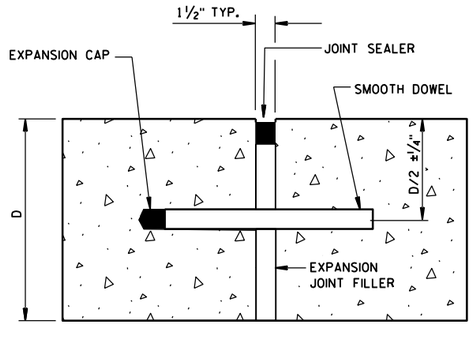
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

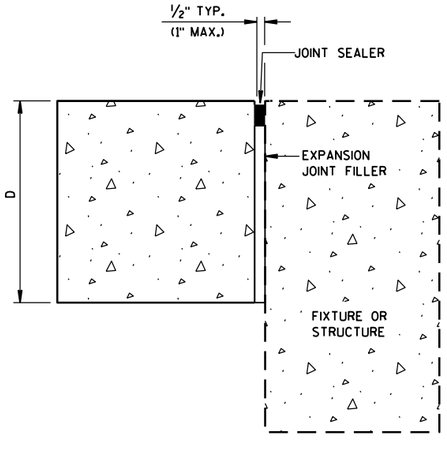
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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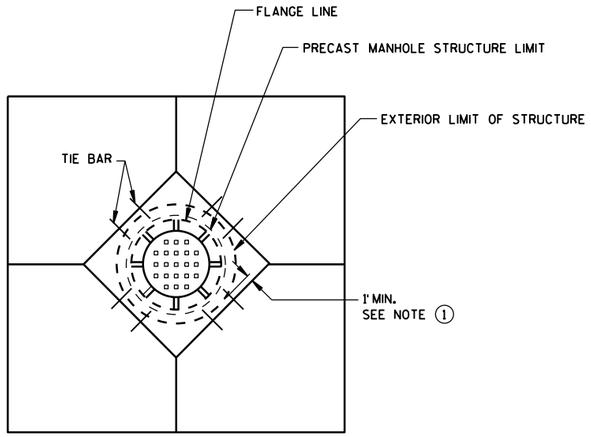
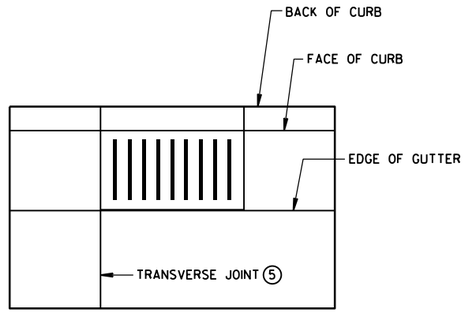
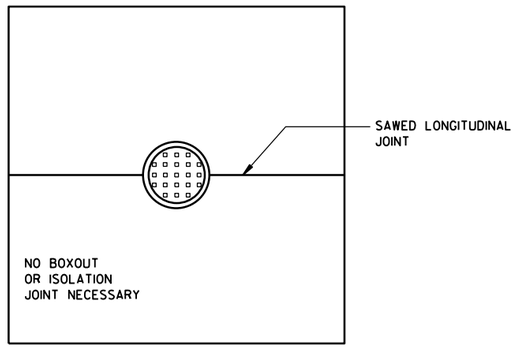


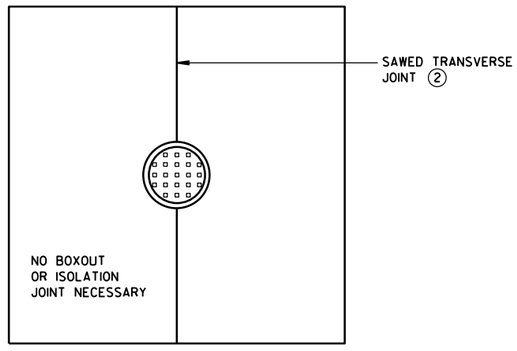
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



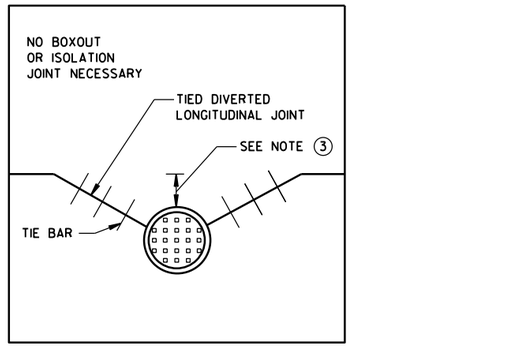
INLET WITH TRANSVERSE JOINT



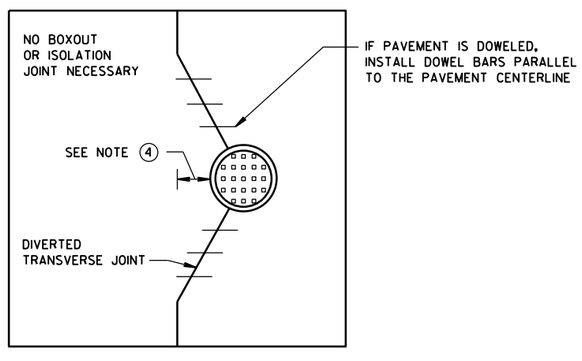
MANHOLE WITH LONGITUDINAL JOINT



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
Sept., 2016 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
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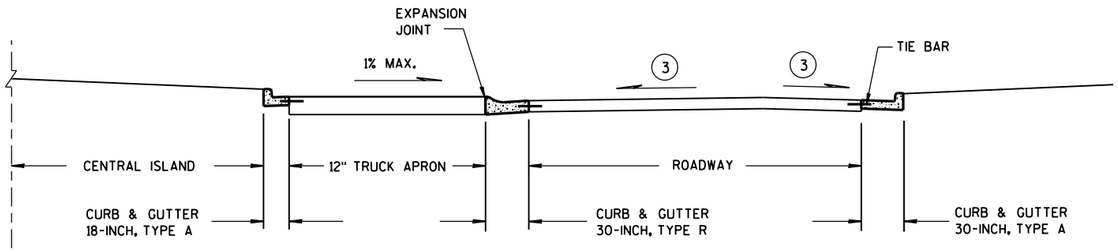
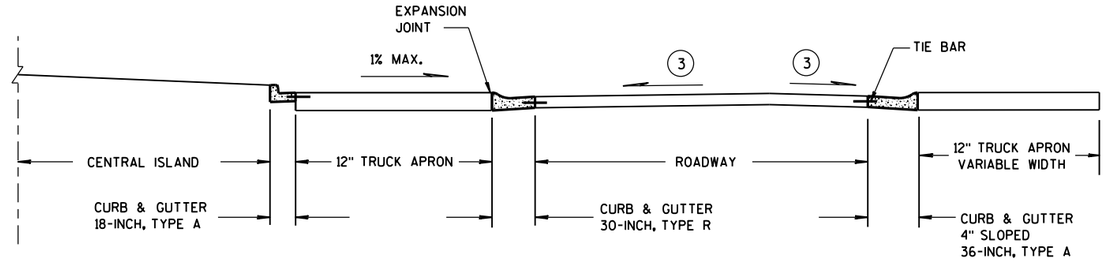
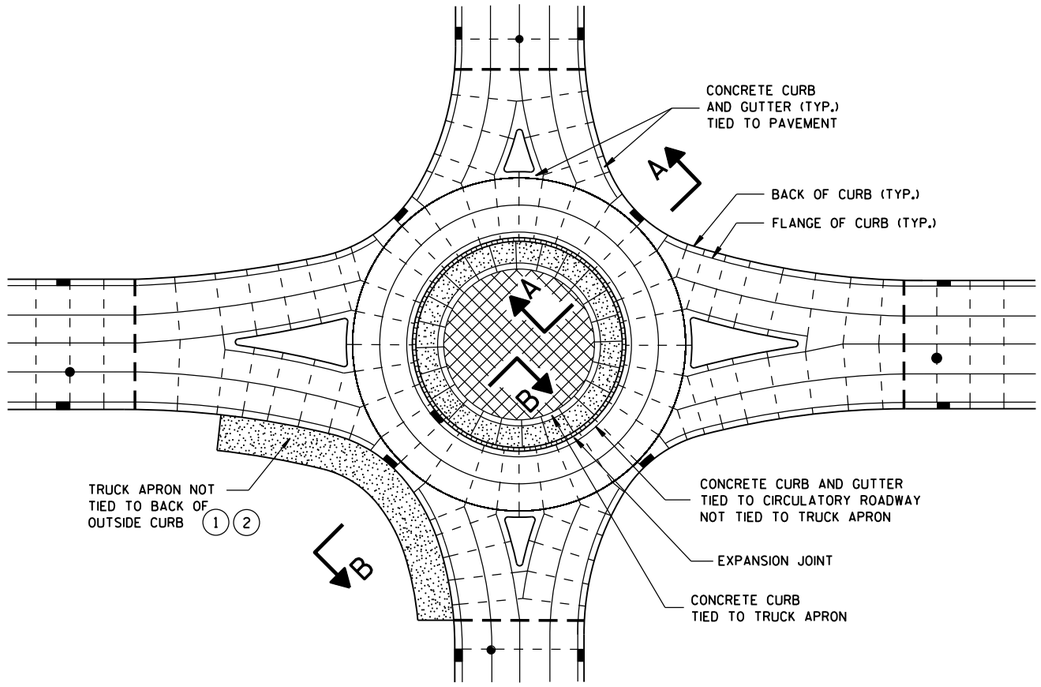


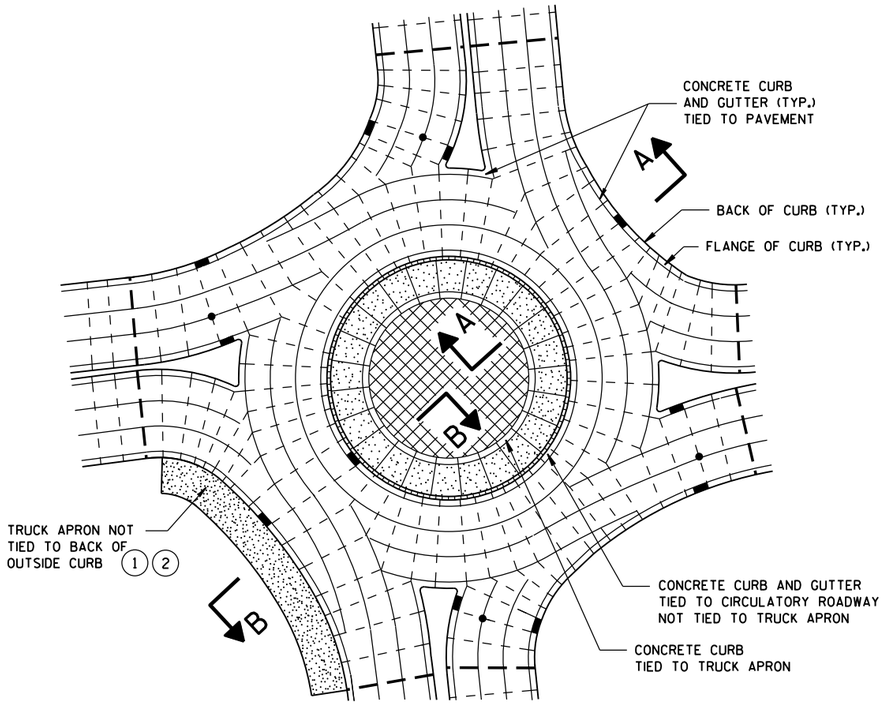
SECTION A-A



SECTION B-B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE/OVERWEIGHT VEHICLES.

(2) DO NOT TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB WHEN THE TRUCK APRON WIDTH IS 3 FEET OR GREATER AT ANY LOCATION.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
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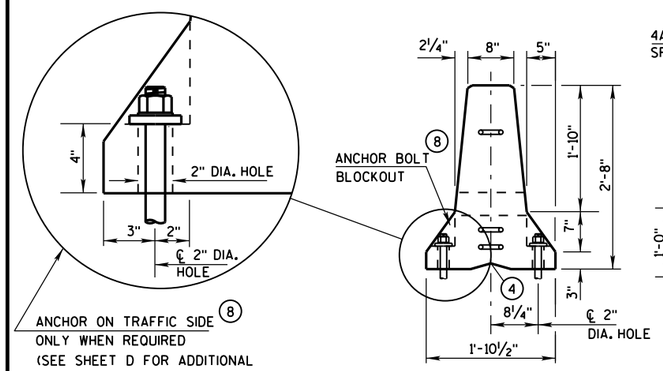
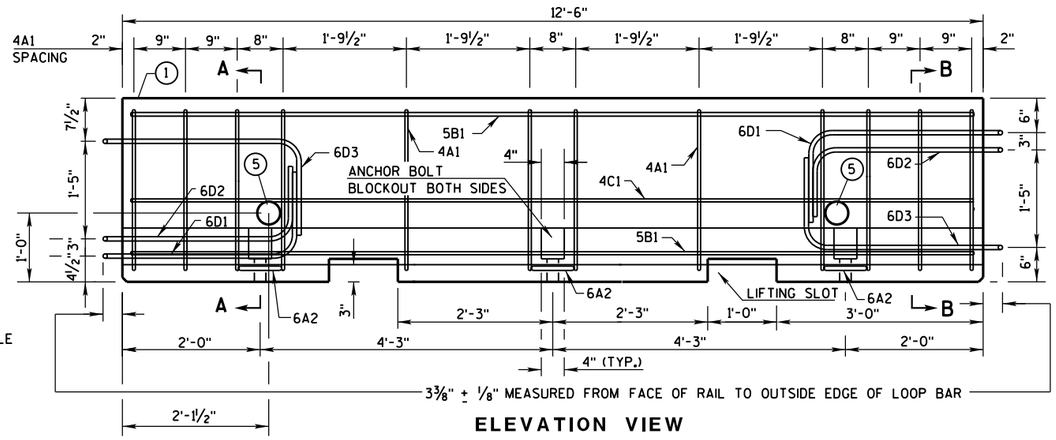
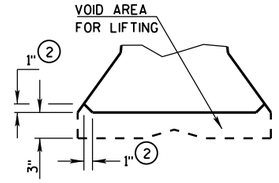


END VIEW



ELEVATION VIEW



DETAIL "B"
LIFTING SLOT DETAIL

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-14(a) THRU 14B7-14(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

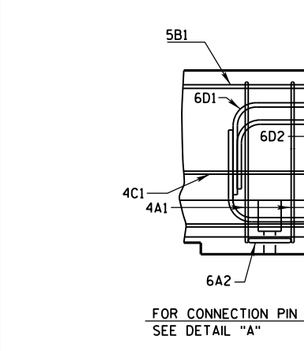
(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

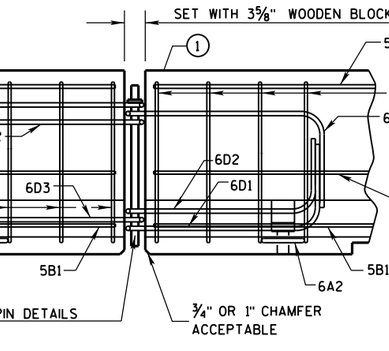
(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

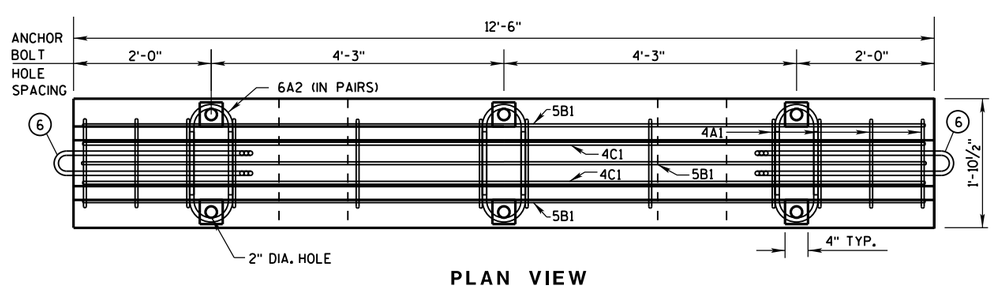
(9) 1" CHAMFER OPTIONAL.



SECTION A-A
(STIRRUP PLACEMENT)



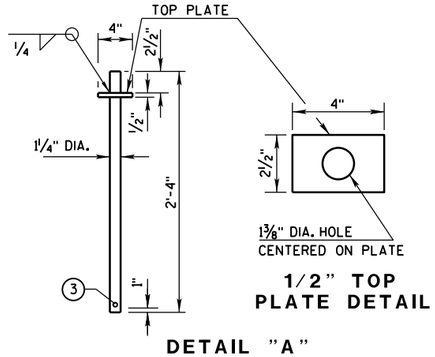
SECTION B-B
(STIRRUP PLACEMENT)



PLAN VIEW

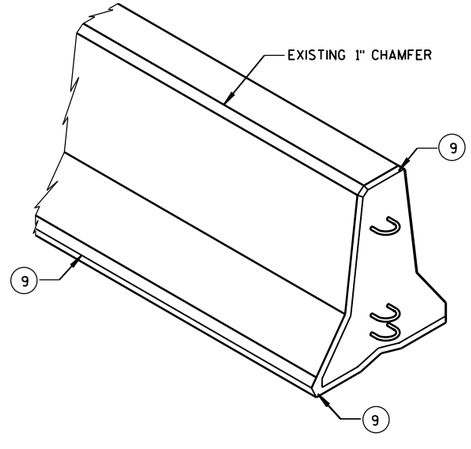
DETAILS OF BARRIER SECTION

DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 286

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S.D.D. 14 B 7-14a

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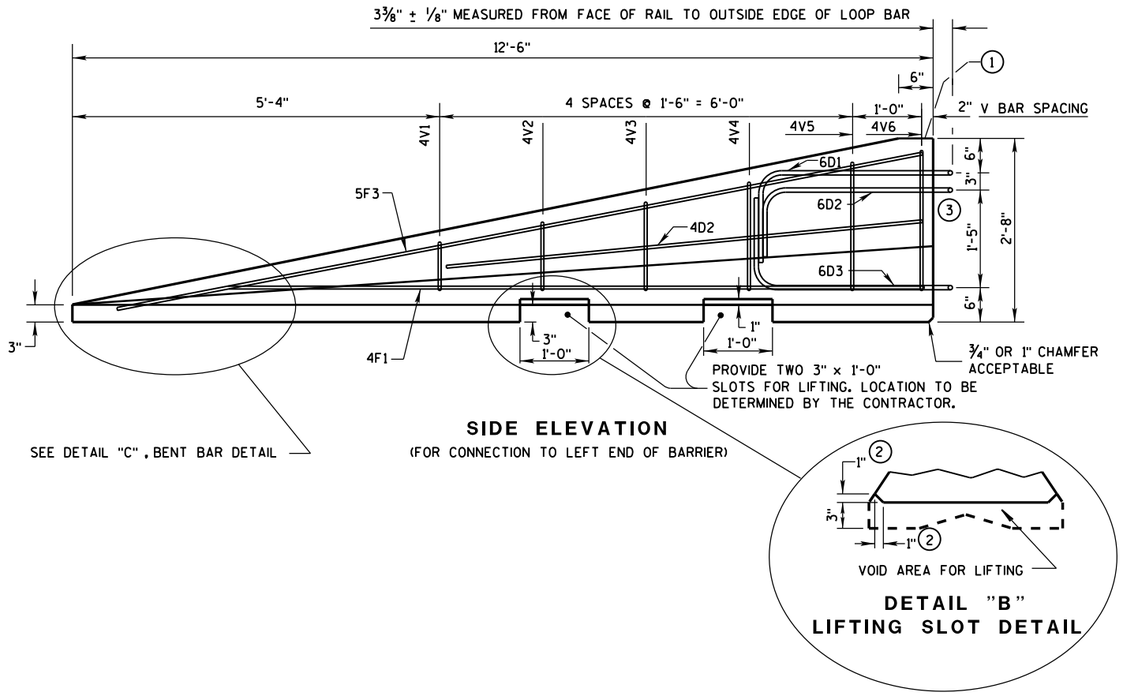
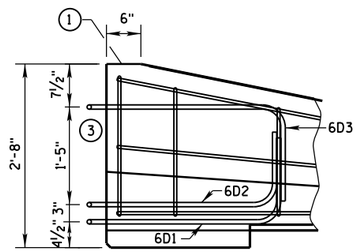
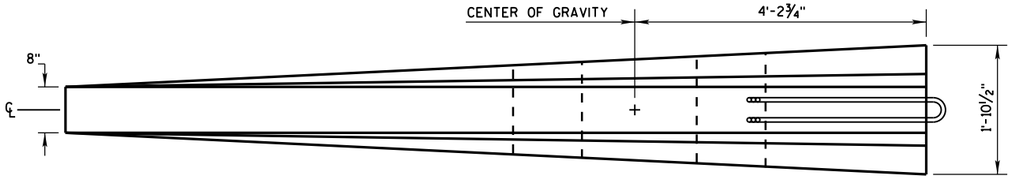
S.D.D. 14 B 7-14a

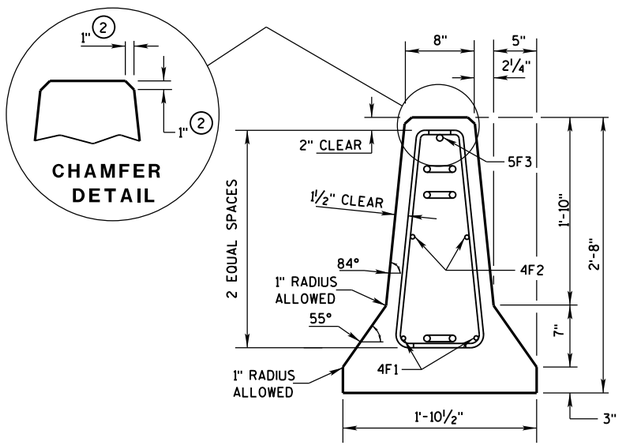


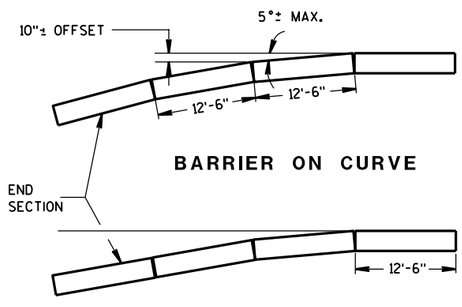


GENERAL NOTES

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

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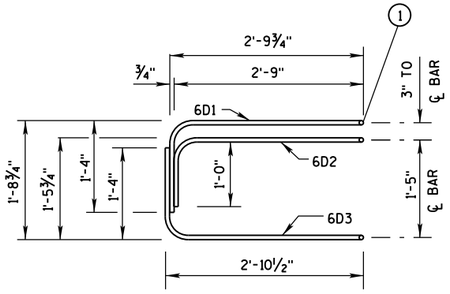
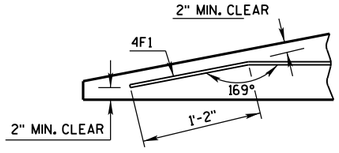
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

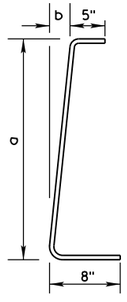
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

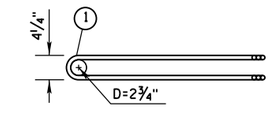
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

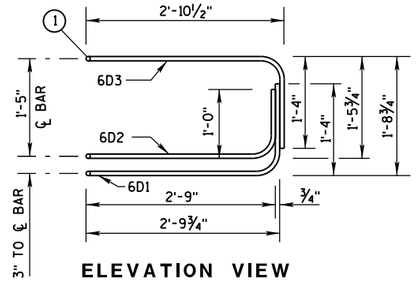
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

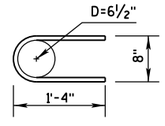
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



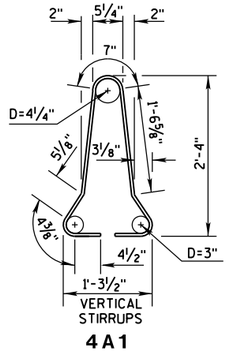
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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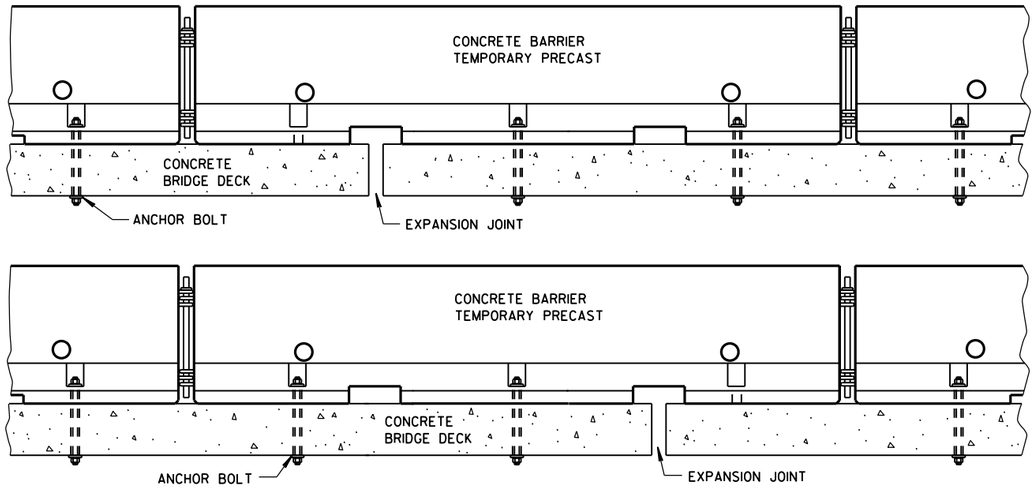
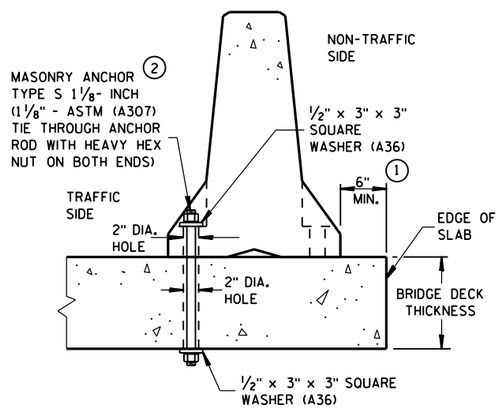


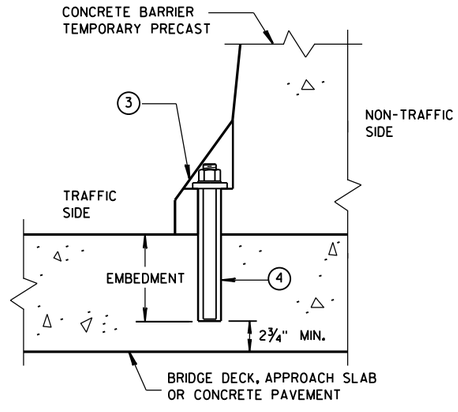
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT ②

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

① CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

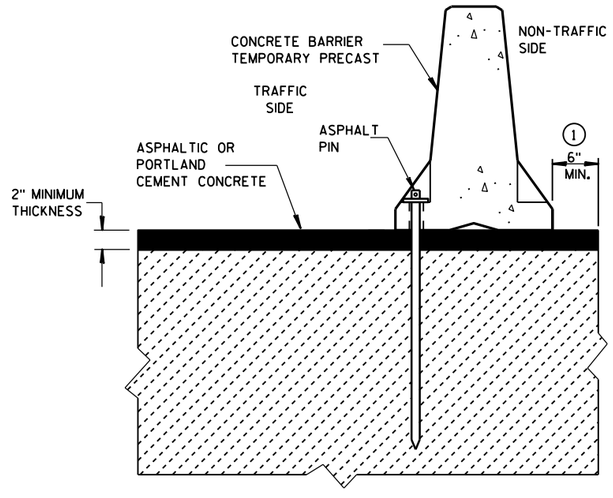
② ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALL ANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.

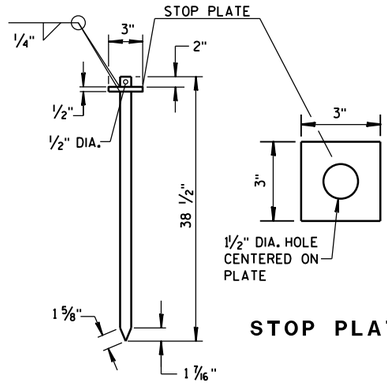
③ 1⅛" DIAMENTER A307 THREADED ROD, ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL, ASTM A563A HEAVY HEX NUT.

④ ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.



STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

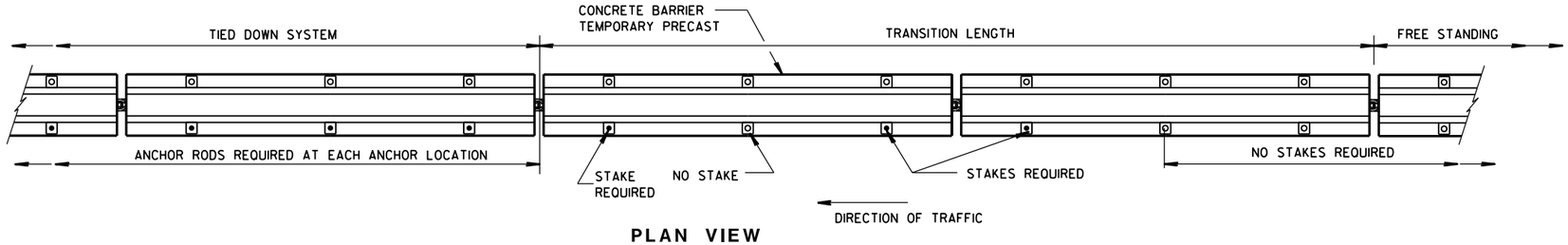
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)



STOP PLATE

ASPHALT PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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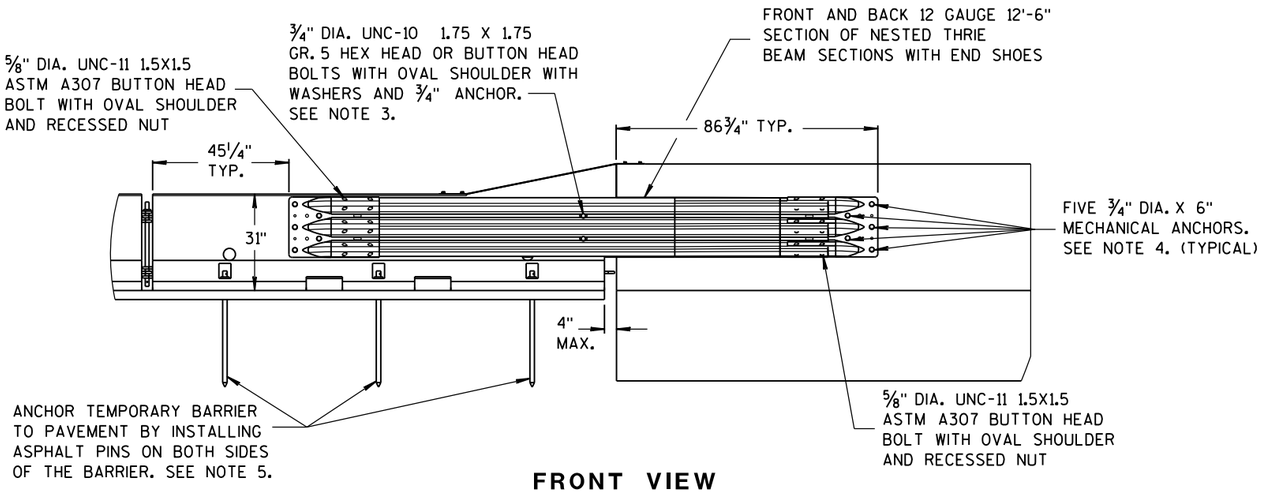
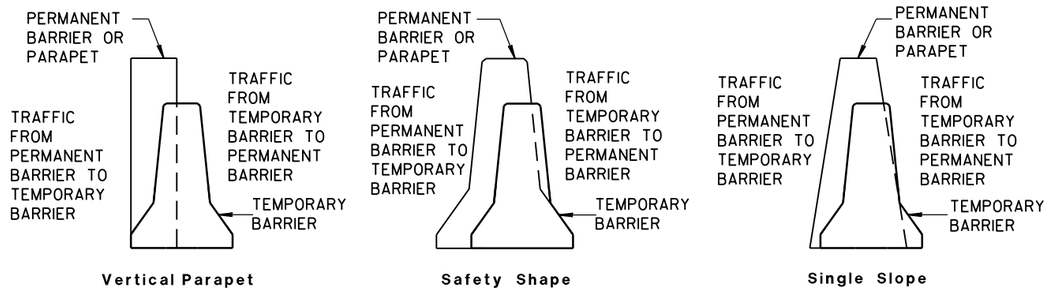
S.D.D. 14 B 7-14d



FRONT VIEW

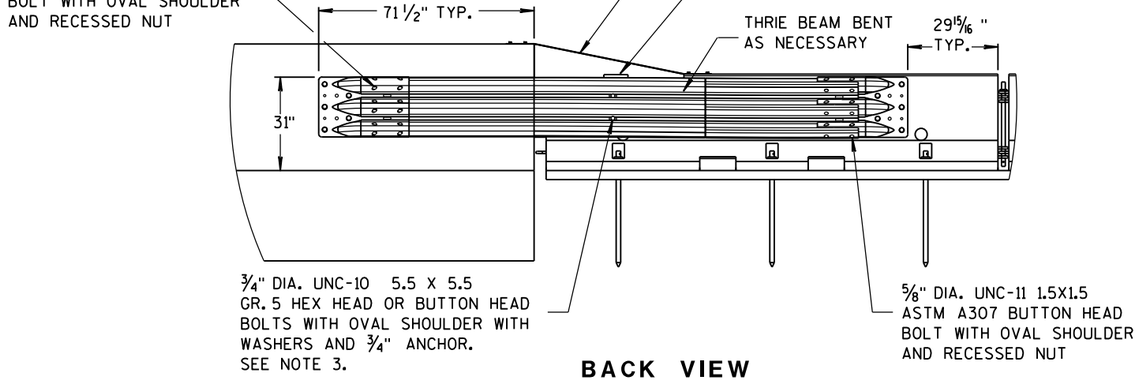


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

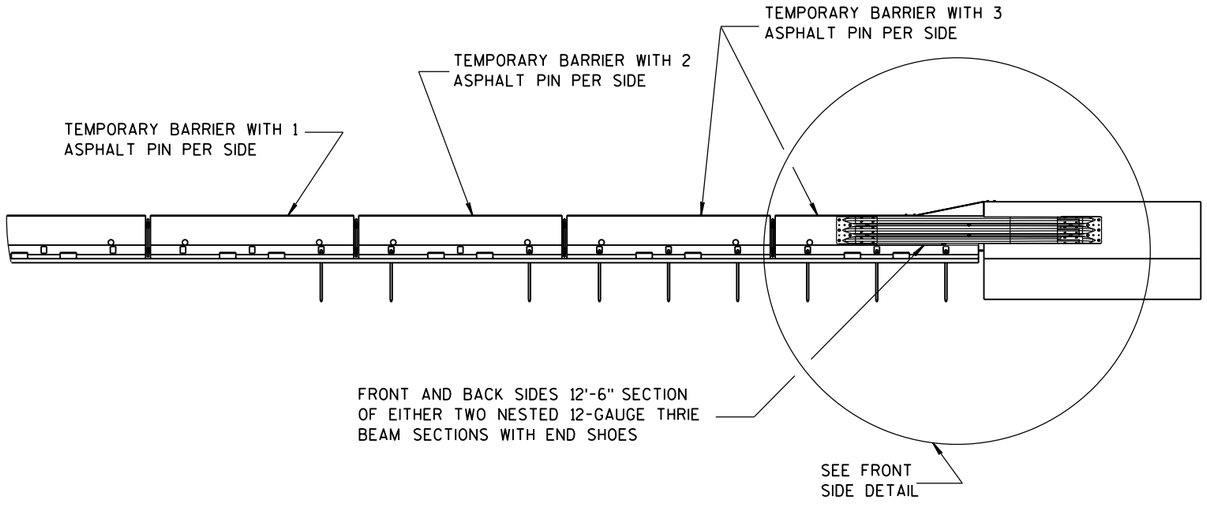
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

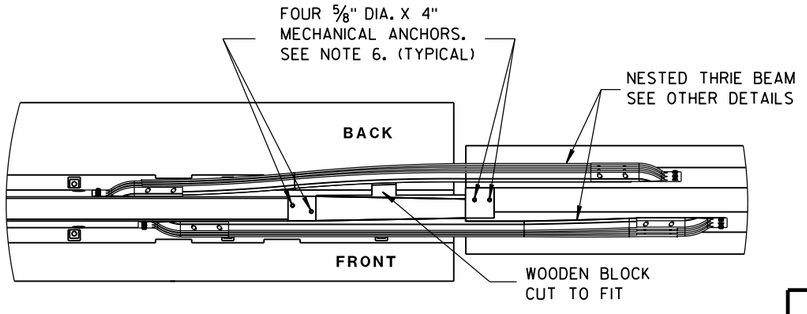
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 14 B 7-14e

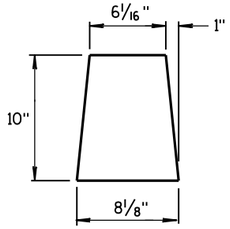
GUSSET 1

GUSSET 2

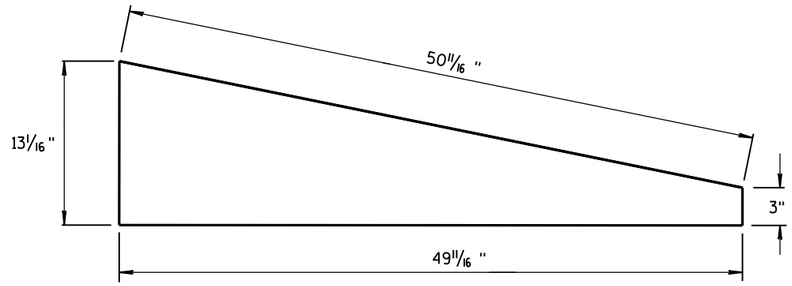
GUSSET 3

GUSSET 4

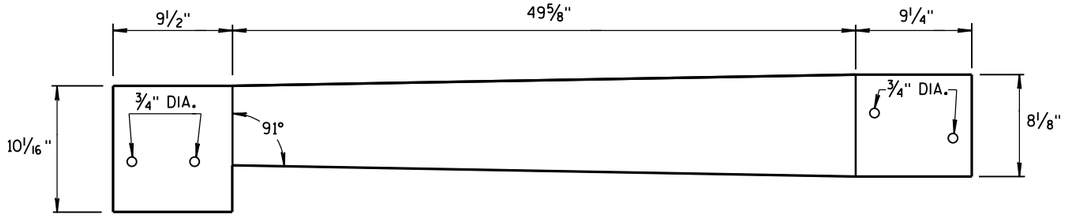
GUSSETS

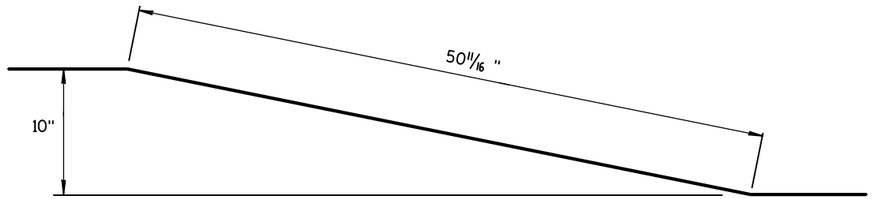


END PLATE

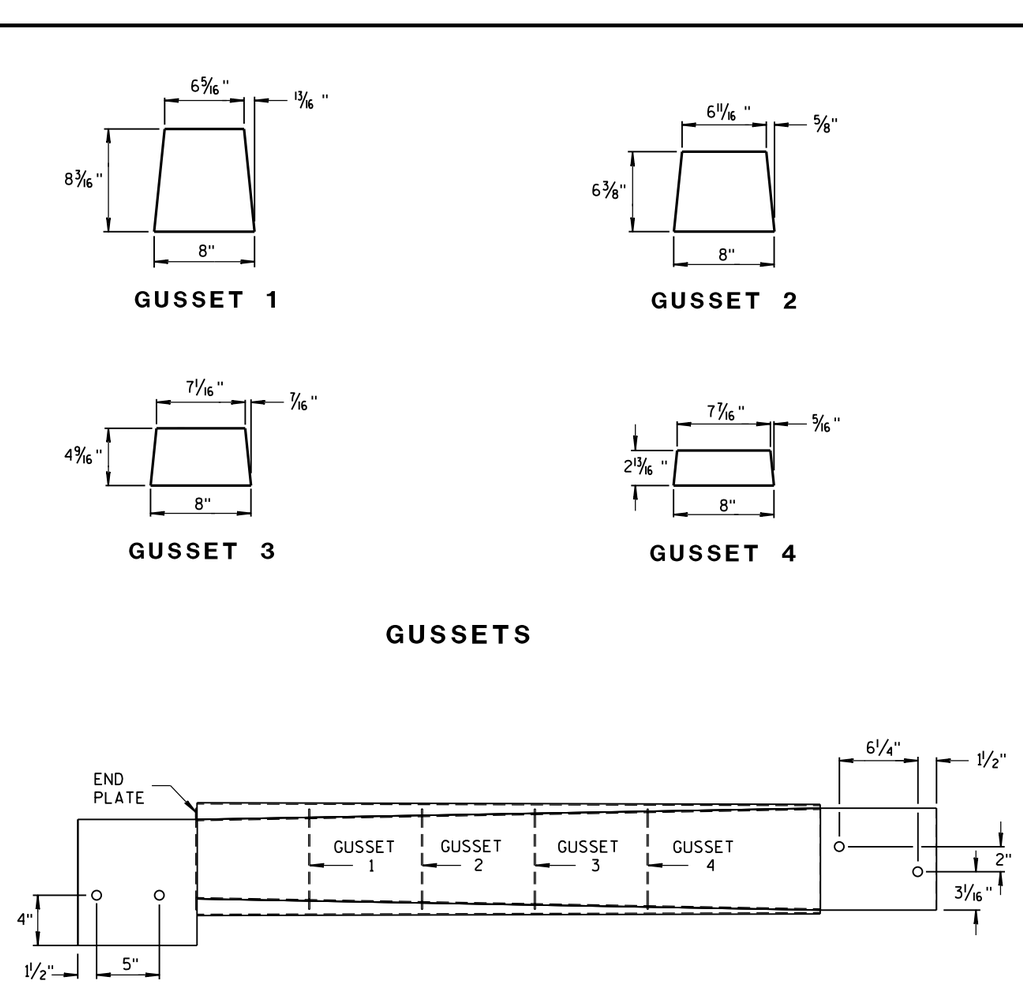


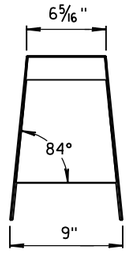
SIDE PLATE





TOP PLATE





SECTION C-C

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

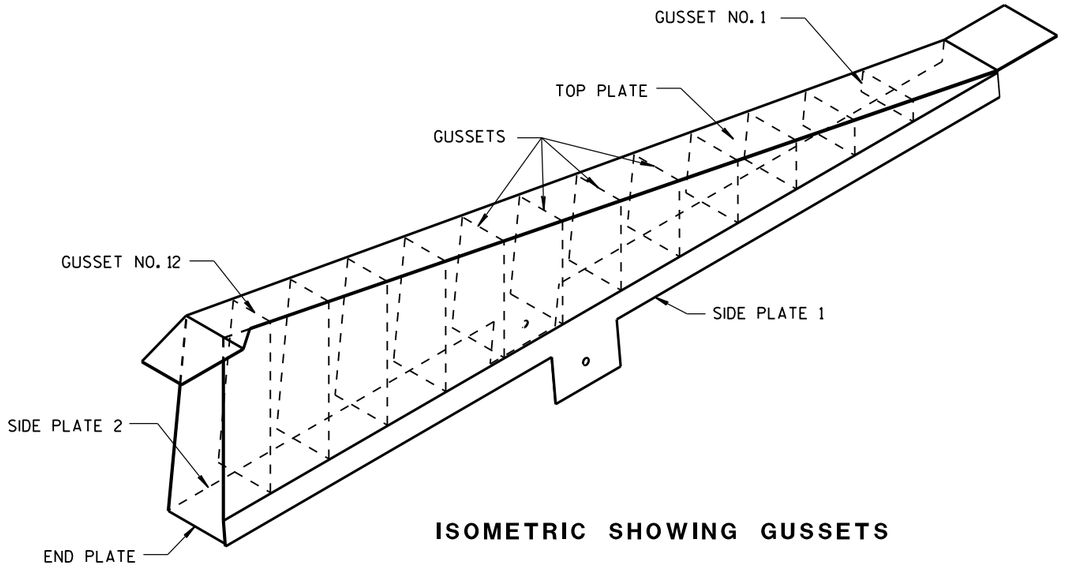
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

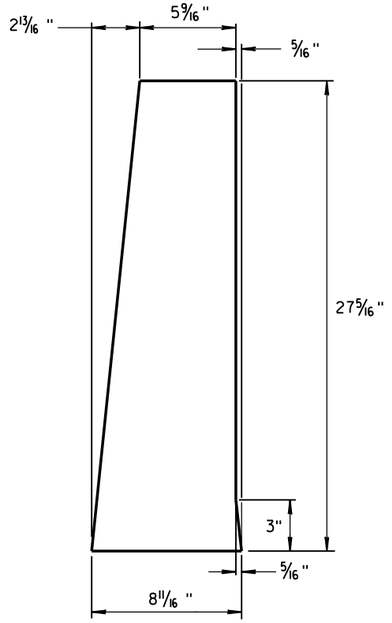
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-14f

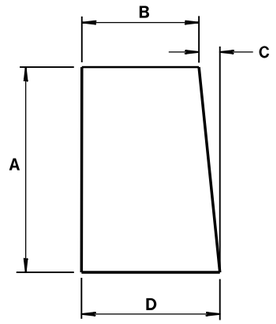


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



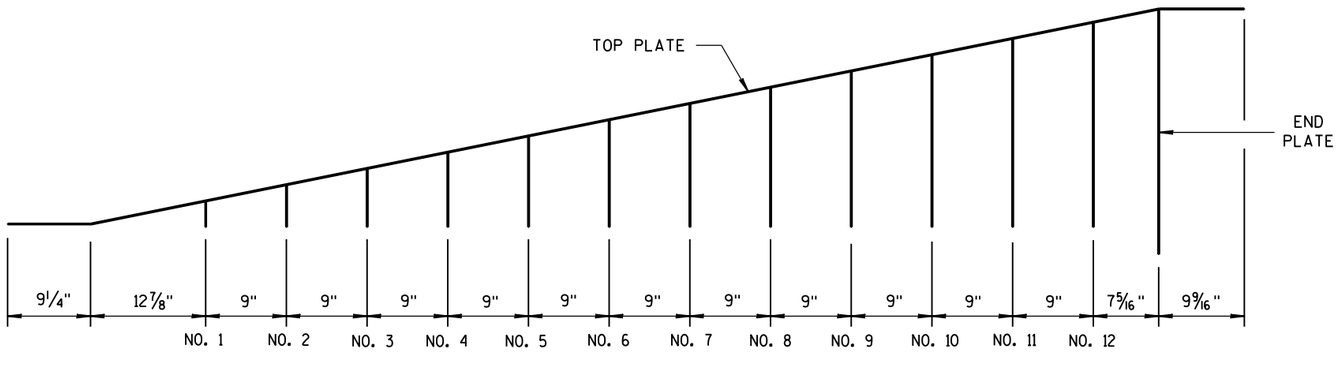
GUSSETS 1 - 12

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 TRANSPOI

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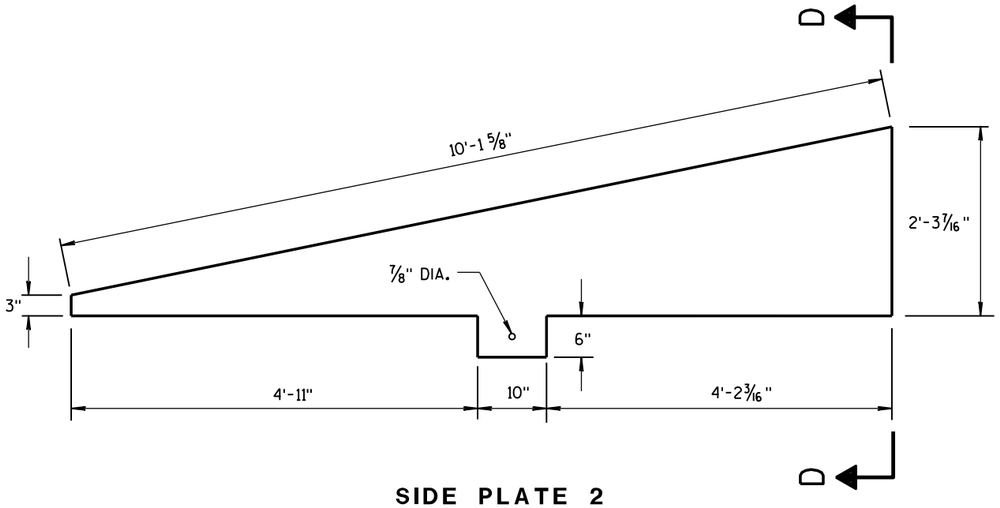
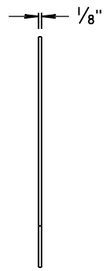
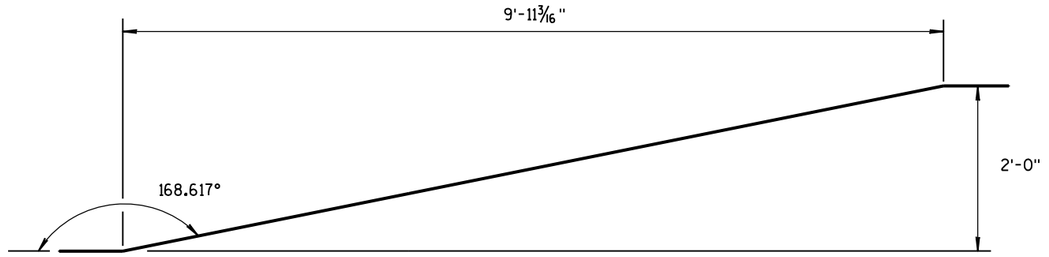


SIDE PLATE 2

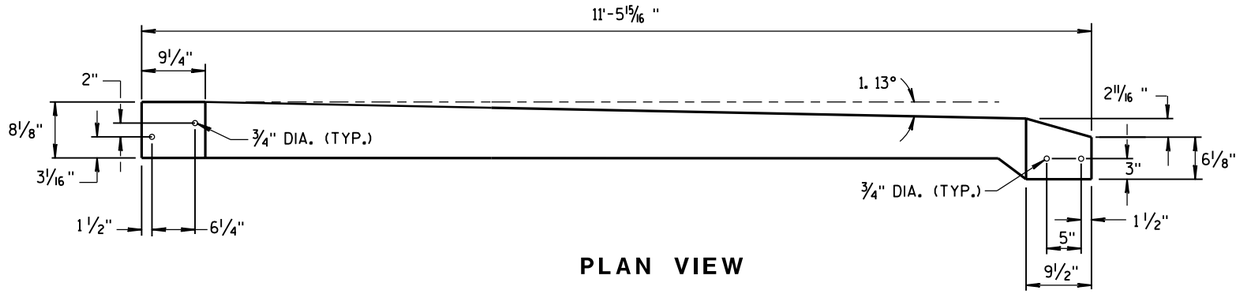


END VIEW



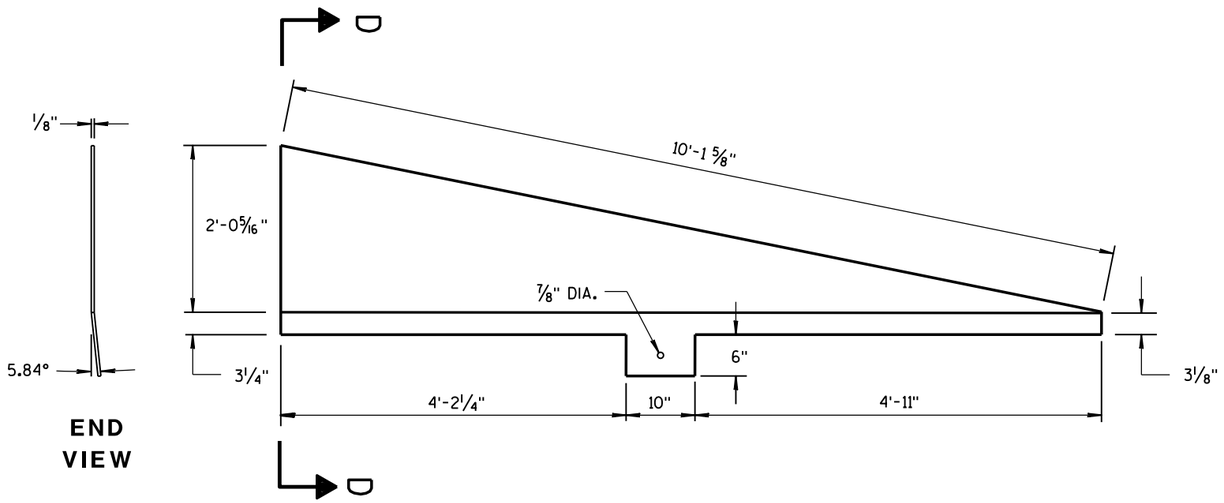
SIDE VIEW

TOP PLATE



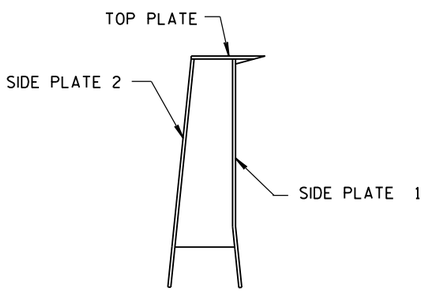
PLAN VIEW

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

6

S.D.D. 14 B 7-14h

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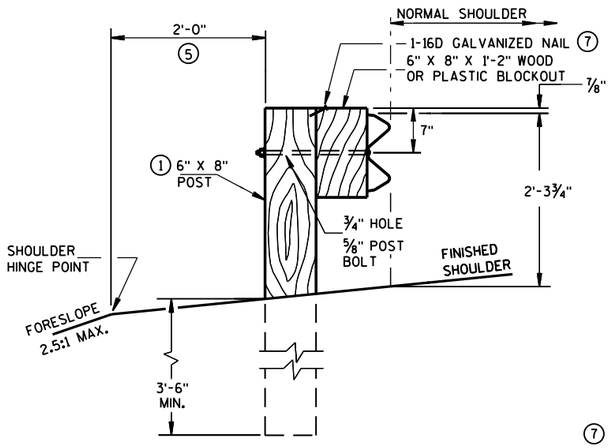
S.D.D. 14 B 7-14h

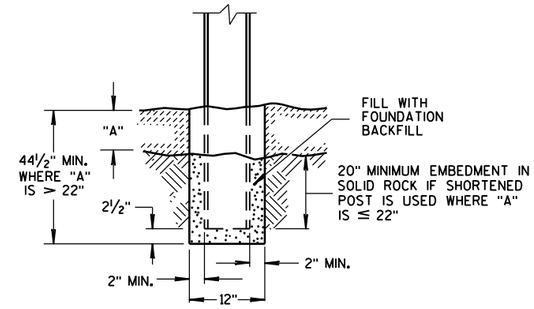
GENERAL NOTES

1. W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.
   DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.
2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.
3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.
5. IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).
6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

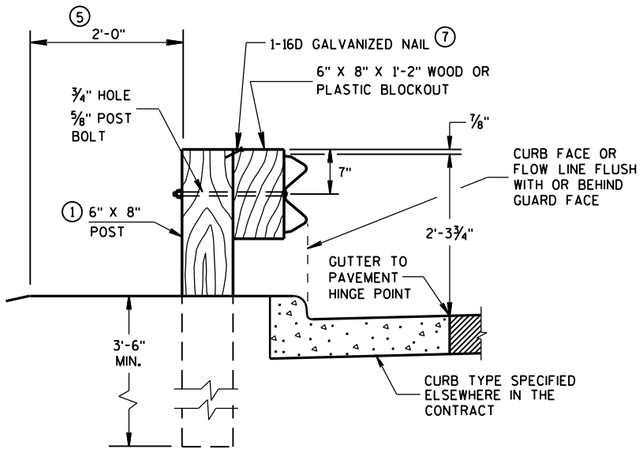
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



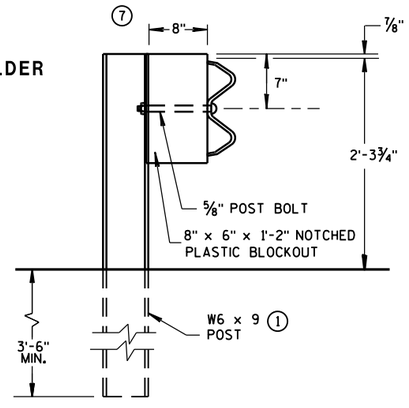
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



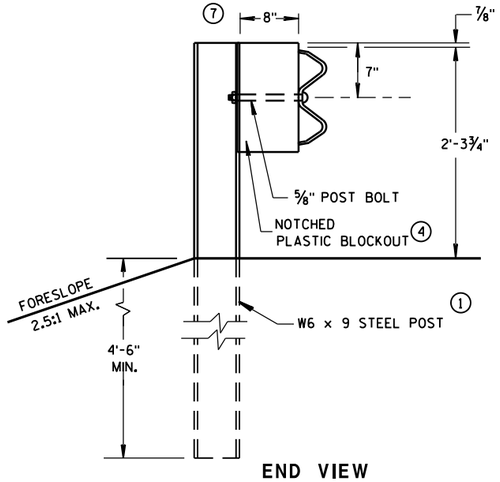
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ⑥



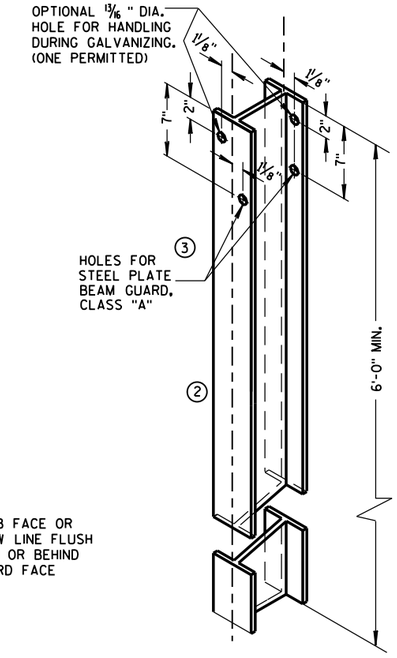
END VIEW
LOCATED ALONG A CURBED ROADWAY



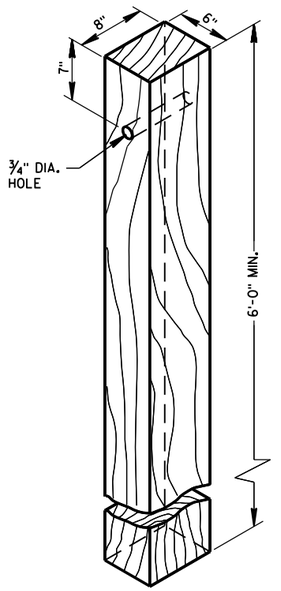
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



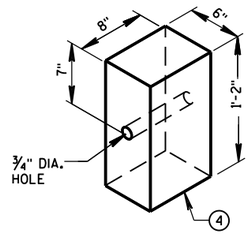
END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



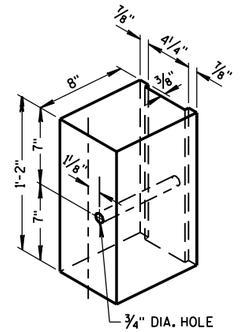
STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) ①
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



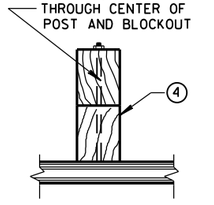
WOOD POST
(6"X8") NOMINAL



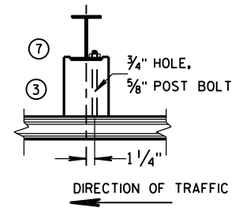
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



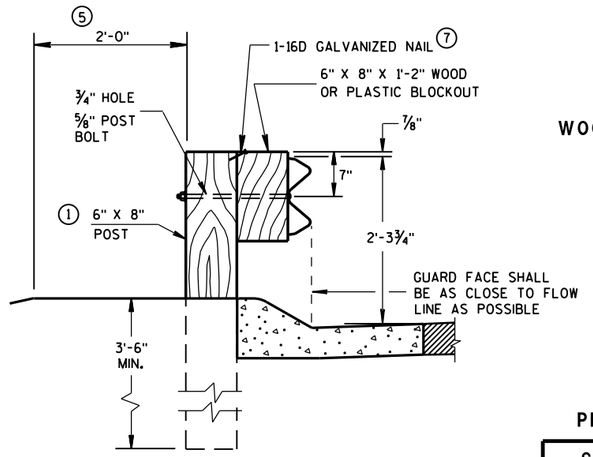
TYPICAL NOTCHED ①
PLASTIC BLOCKOUT
FOR STEEL POSTS



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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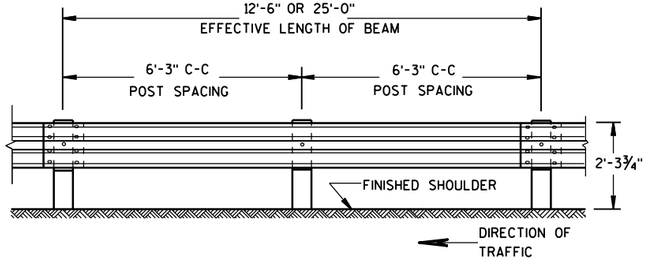
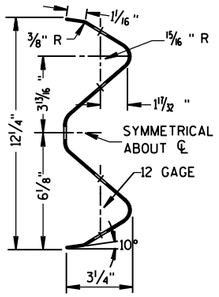
S.D.D. 14 B 15-9a

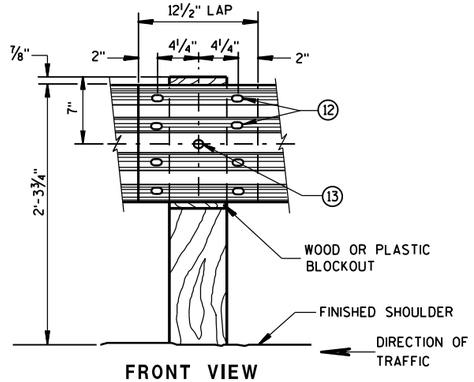


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

(8) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

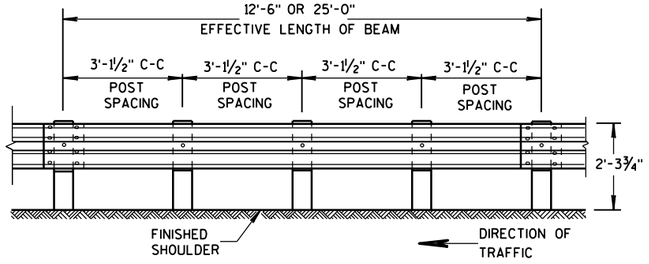
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(10) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(11) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

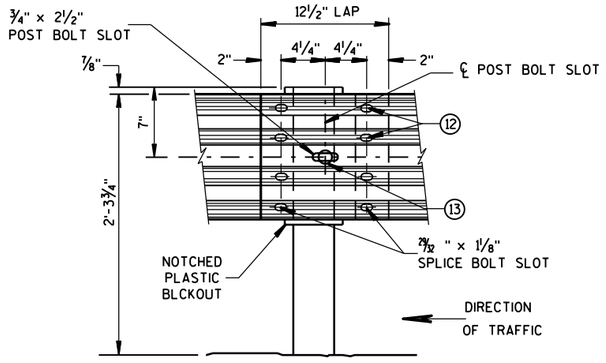
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

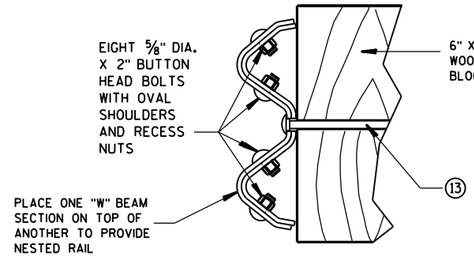
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

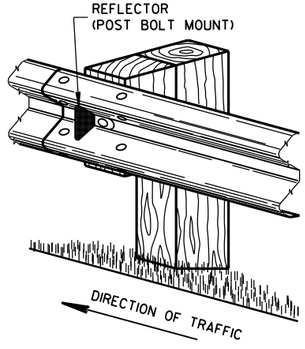


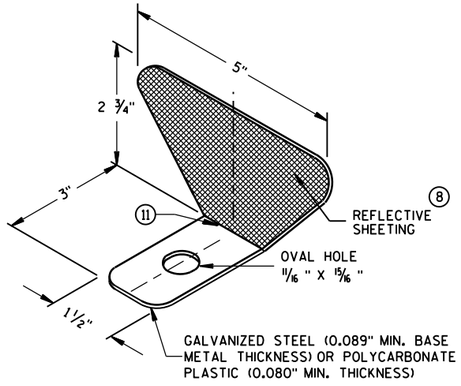
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (9)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (10)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 (11)	3
	> 200'	100' C-C	2	





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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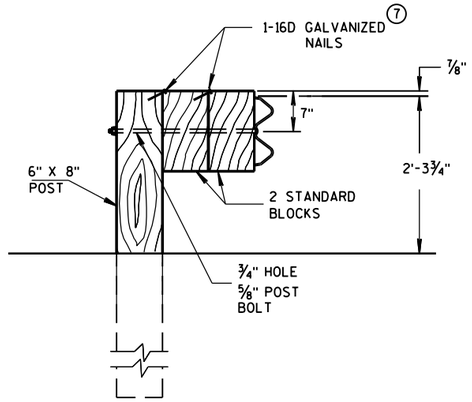
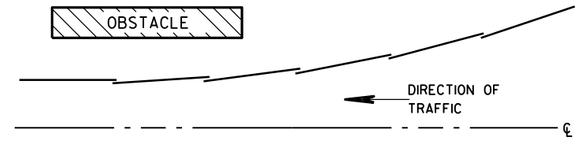
S.D.D. 14 B 15-9b

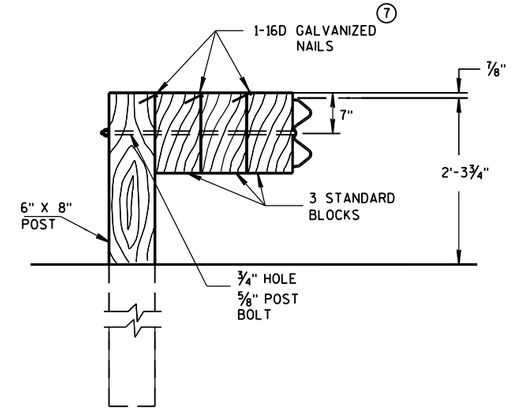


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

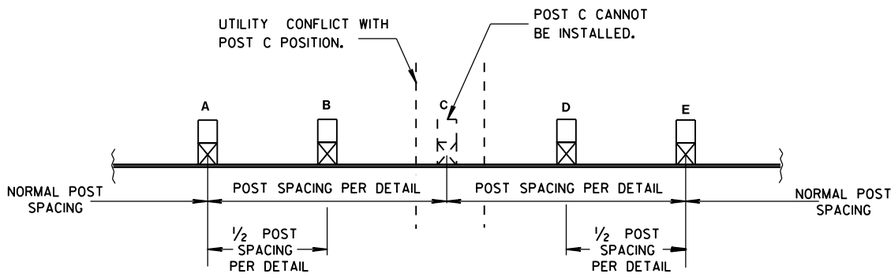


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

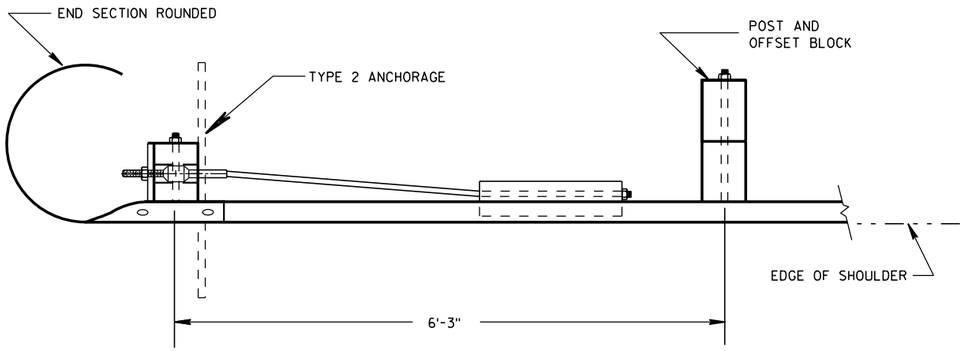
June 2016
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

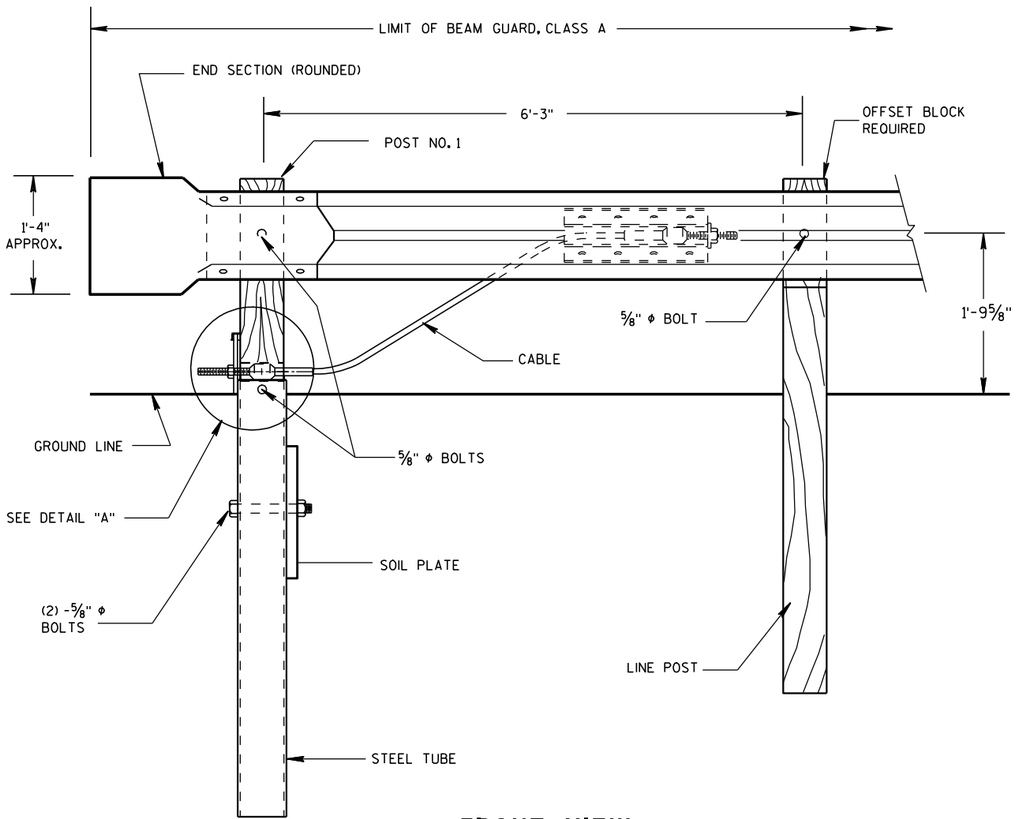
FHWA

6

S.D.D. 14 B 15-9c



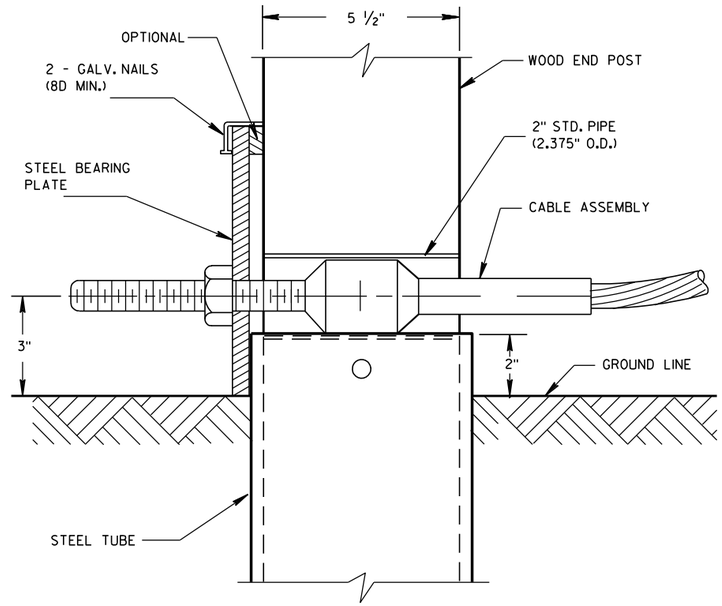
PLAN VIEW



FRONT VIEW

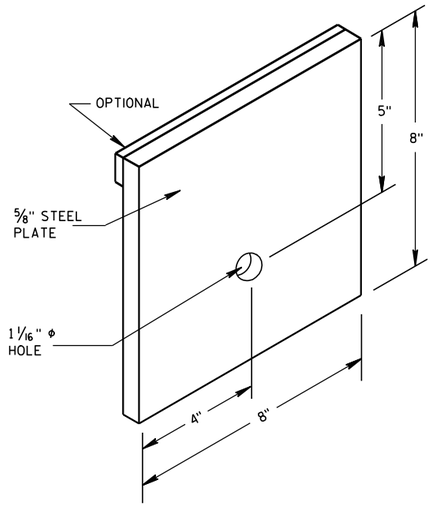
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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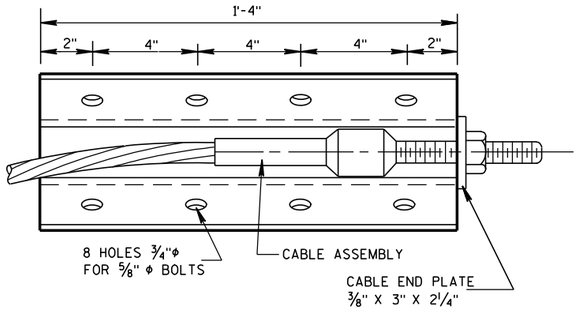
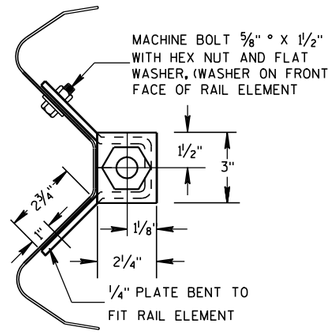
S.D.D. 14 B 16-4a

6

S.D.D. 14 B 16-4a

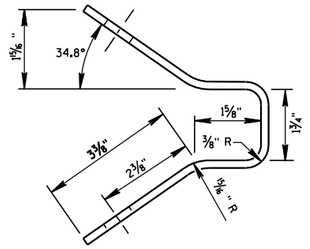


FRONT VIEW

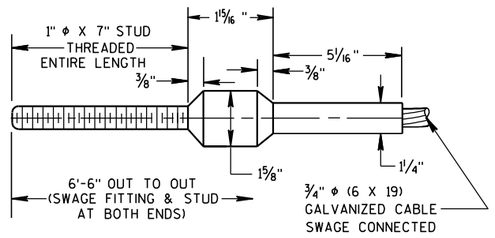


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP
A MINIMUM BREAKING STRENGTH OF 40,000 LB
(TIGHTEN UNTIL TAUT)

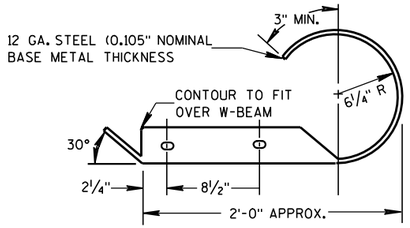
GENERAL NOTES

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

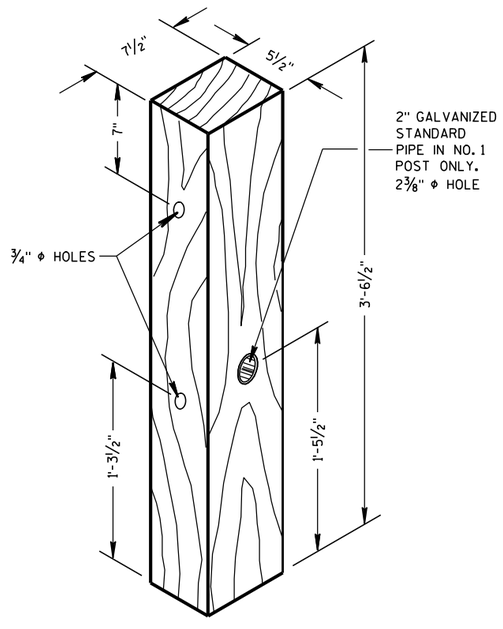
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

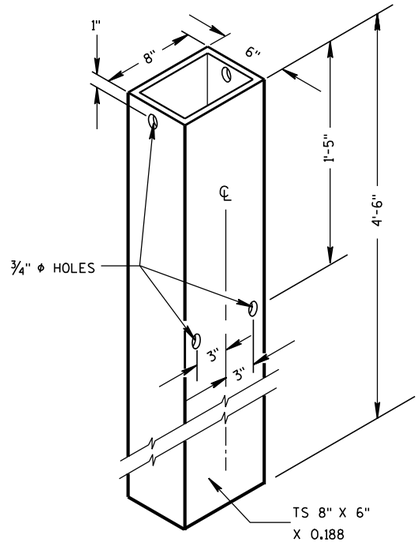
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

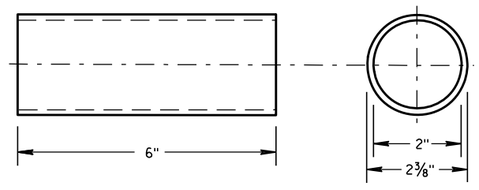


WOOD BREAKAWAY POST



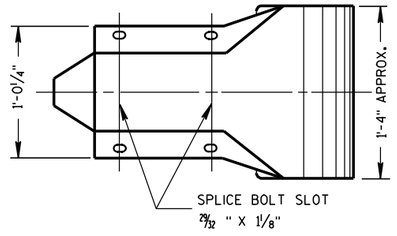
STEEL TUBE

STEEL TUBE SHALL CONFORM TO
REQUIREMENTS OF ASTM A500

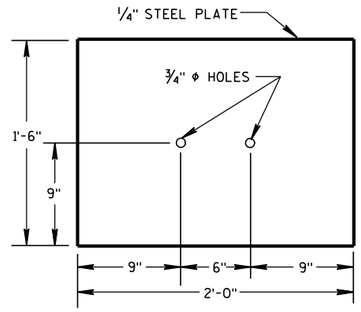


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

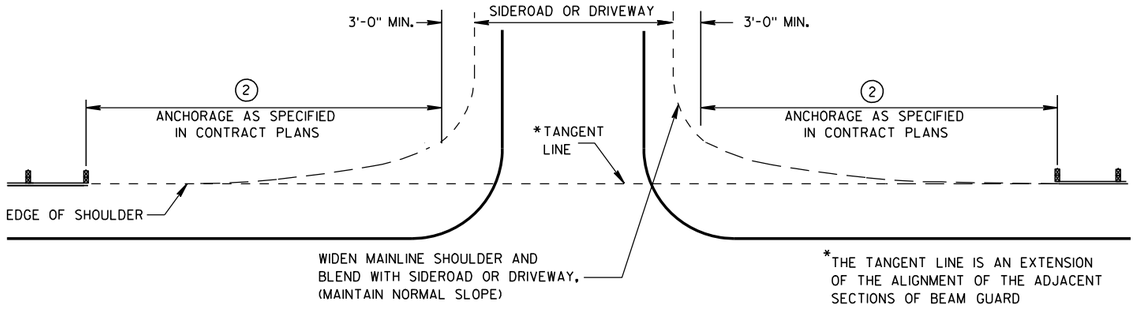
APPROVED
8/21/2007 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
298
FHWA

6

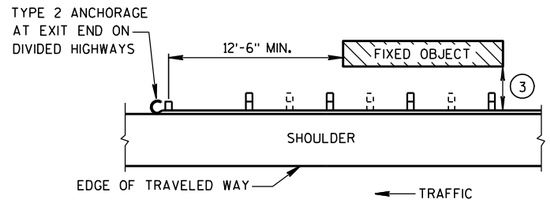
S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

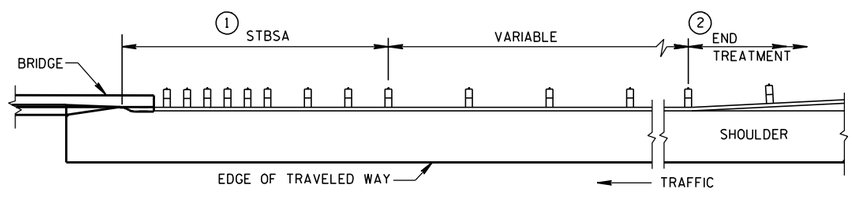
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

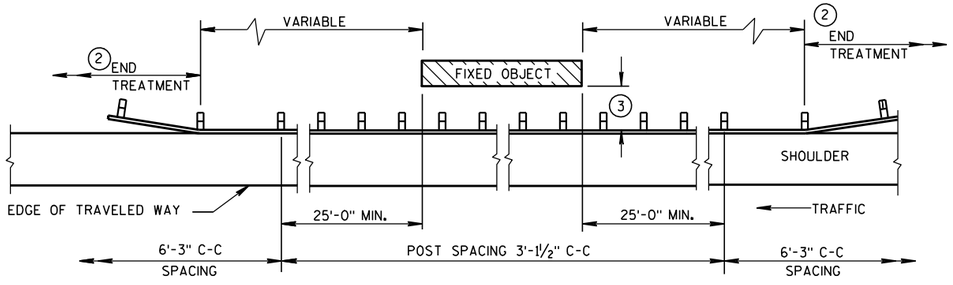
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

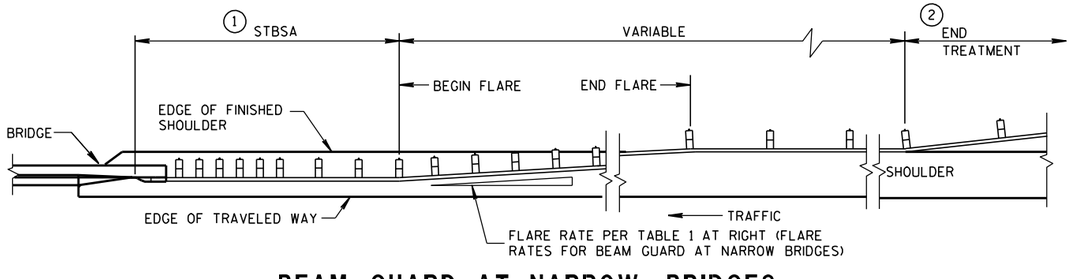


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

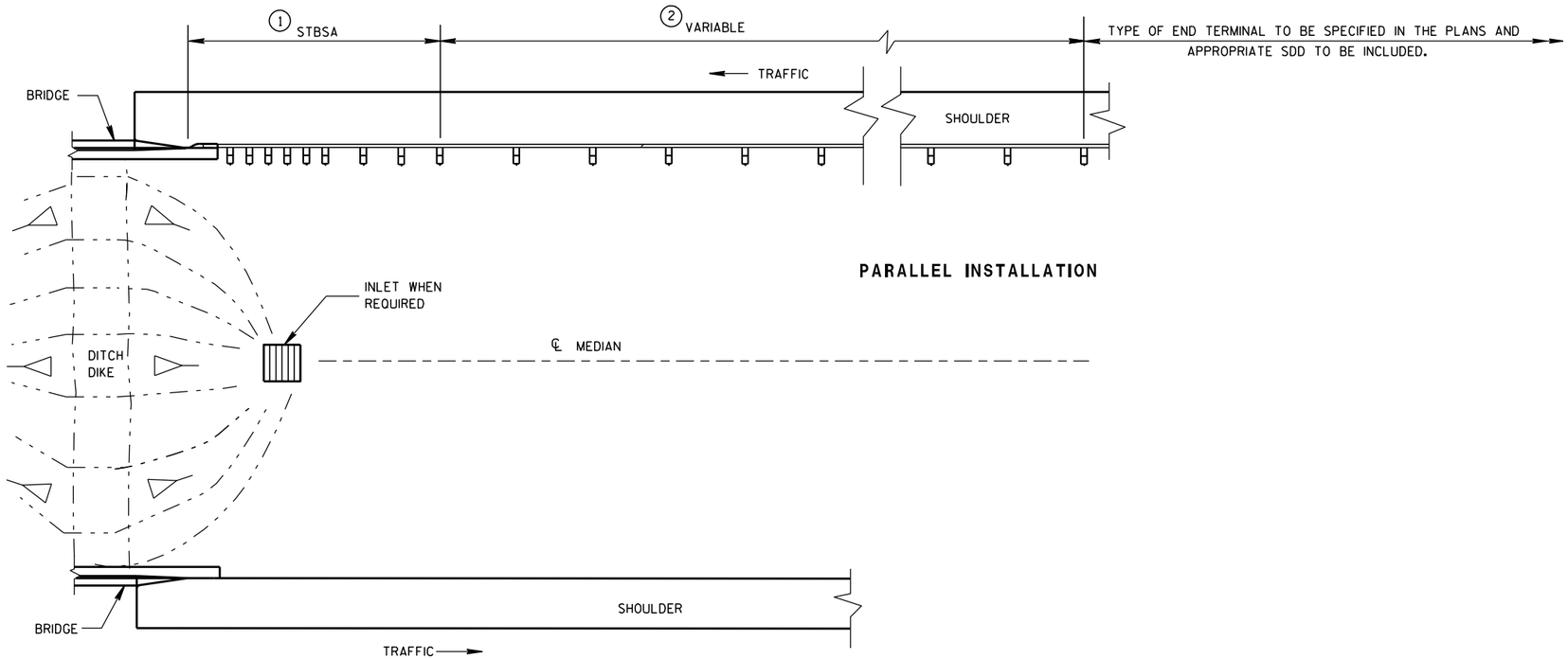
APPROVED
8-21-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 18-6a

GENERAL NOTES

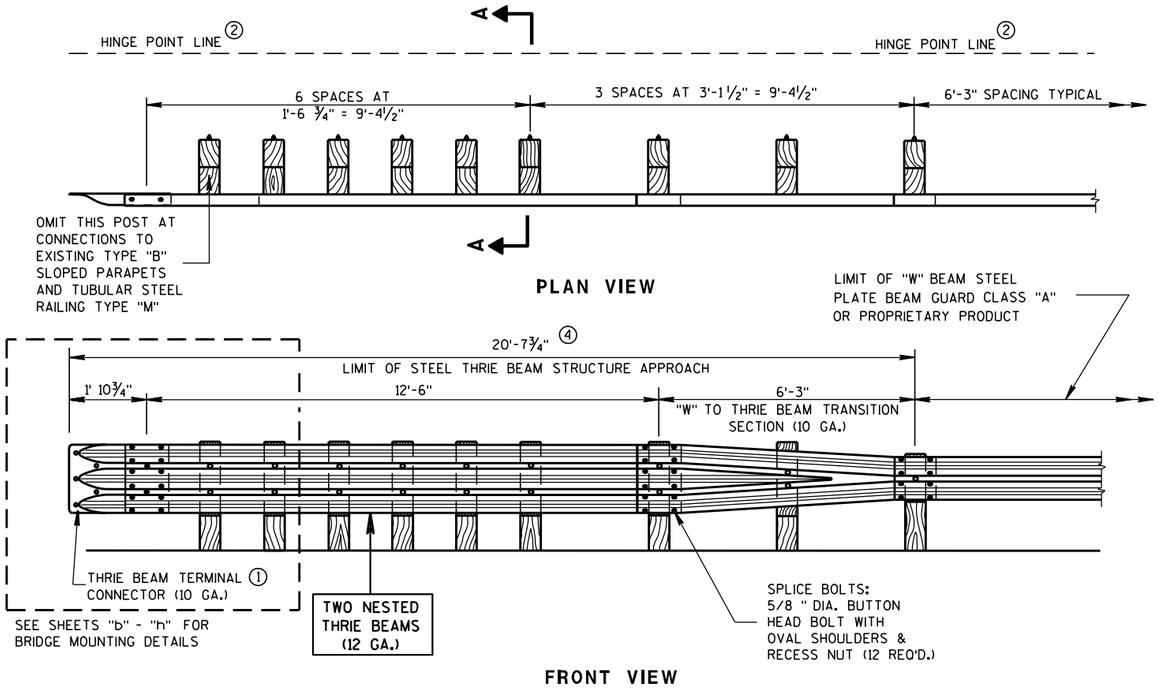
1. STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.
2. LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.



PARALLEL INSTALLATION

BEAM GUARD AT MEDIAN APPROACH TO BRIDGES

STEEL PLATE BEAM GUARD CLASS "A" AT MEDIAN APPROACH TO BRIDGES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8-21-07 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



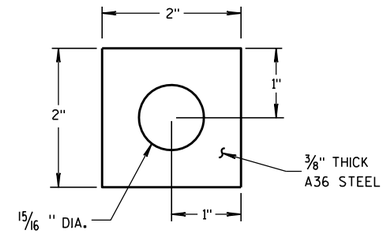


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

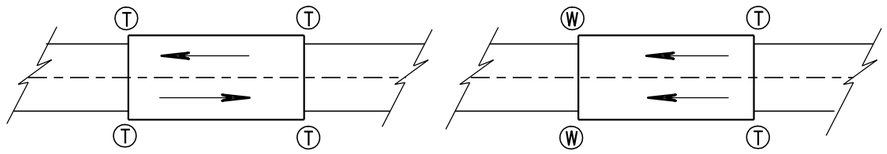
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



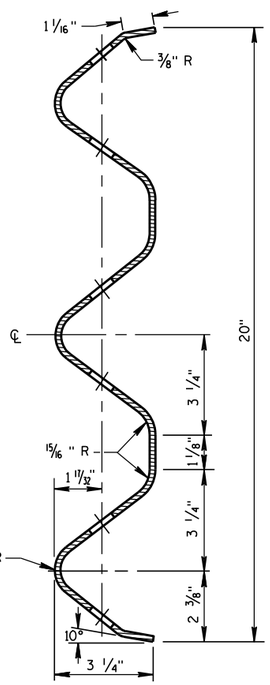
TWO WAY TRAFFIC

ONE WAY TRAFFIC

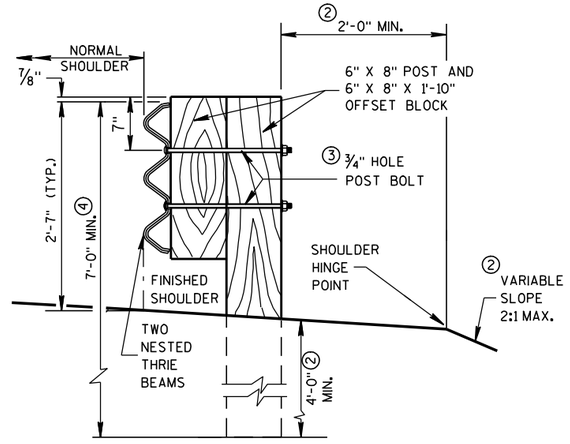
T THRIE BEAM CONNECTION

W W-BEAM CONNECTION WHEN REQUIRED

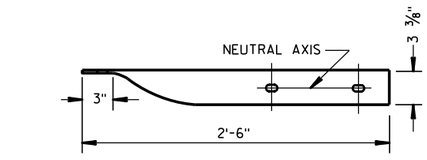
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

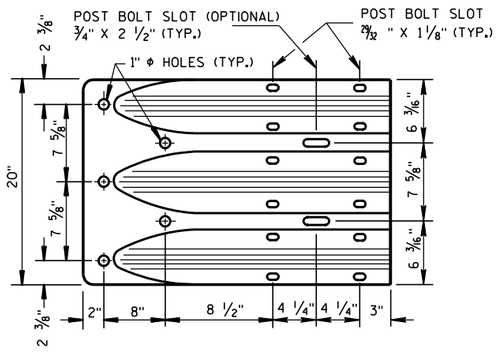


SECTION THRU THRIE BEAM RAIL ELEMENT

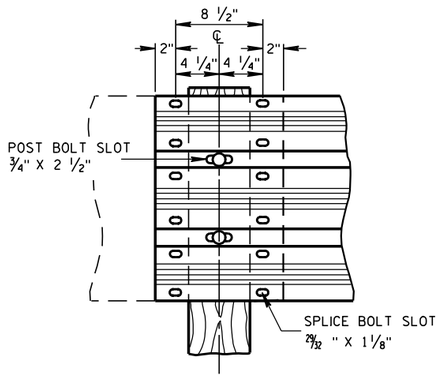


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

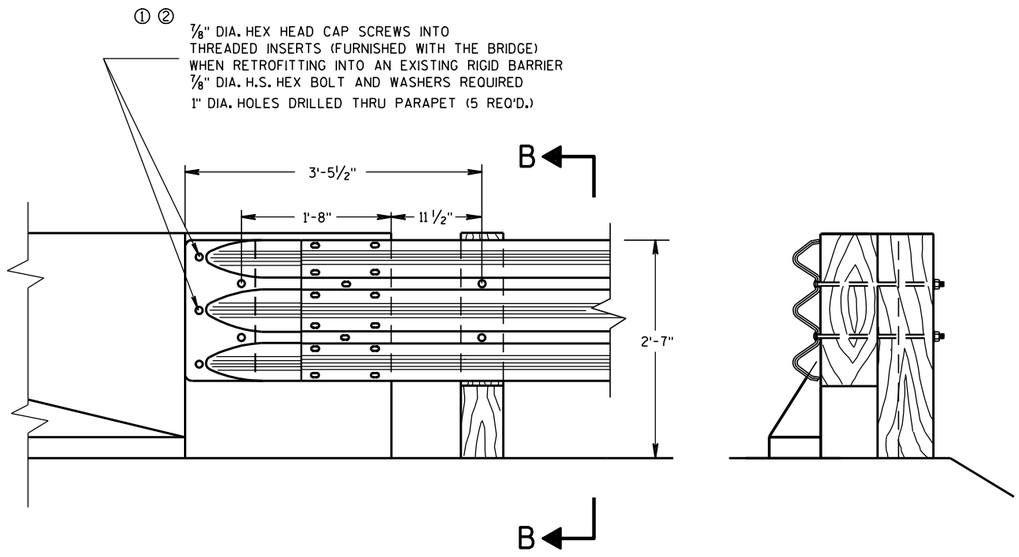
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

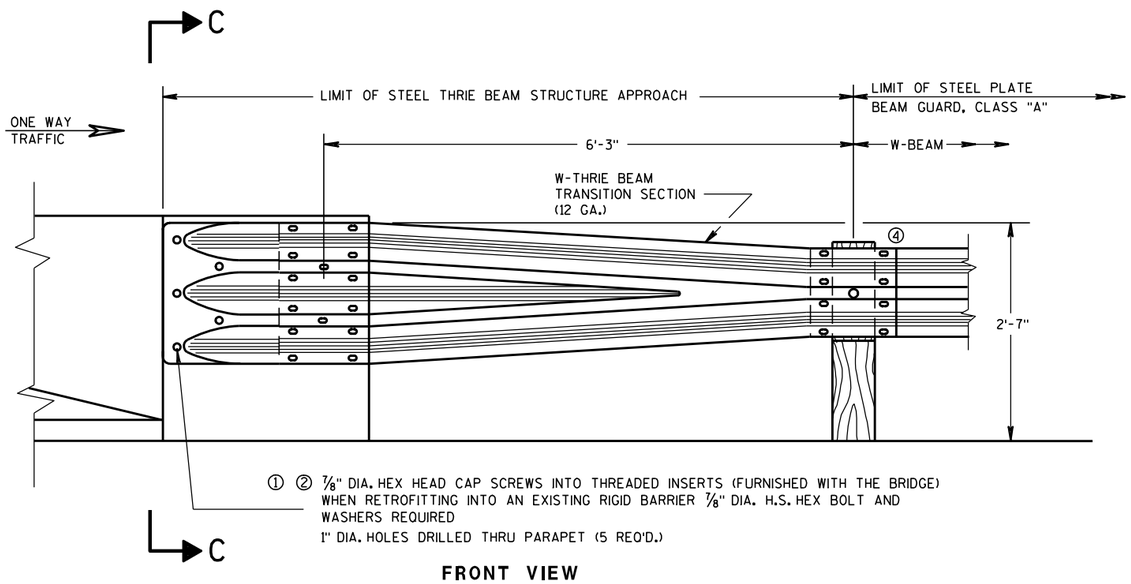
FHWA



FRONT VIEW

SECTION B-B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

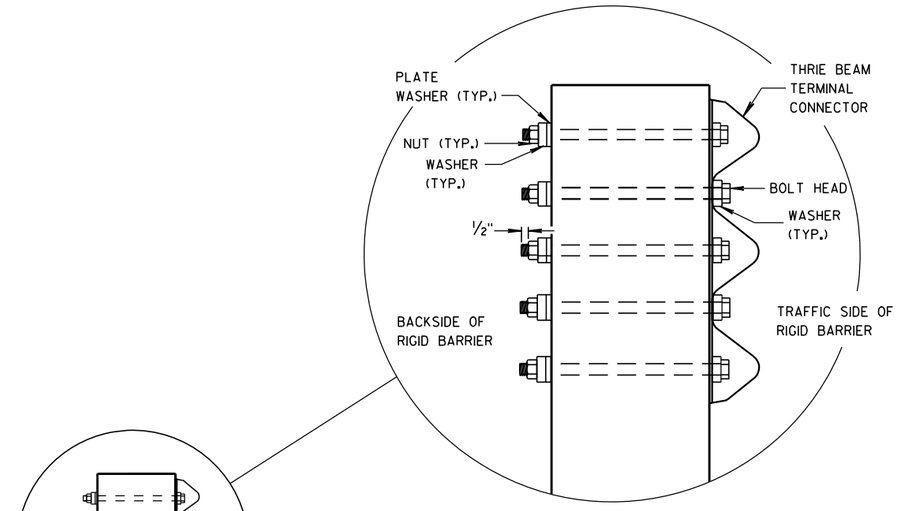
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

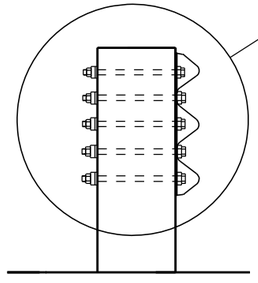
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





SECTION C-C

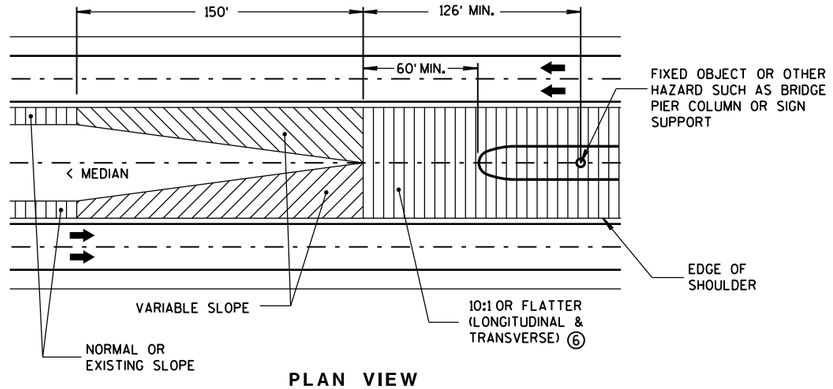
STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]
ENGINEER
FHWA

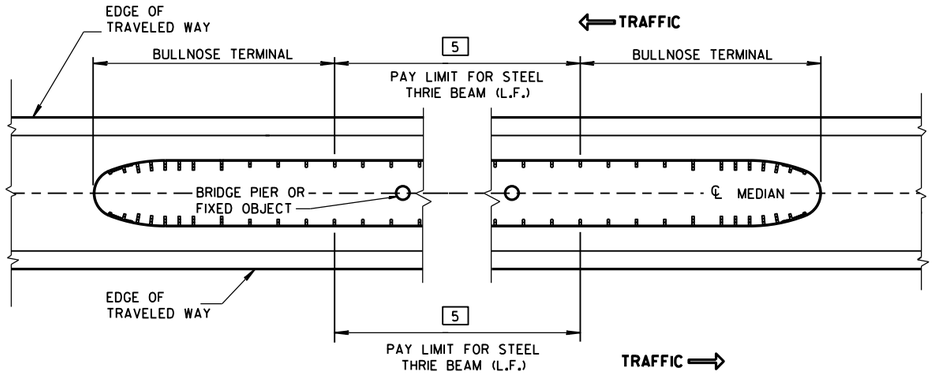
6

S.D.D. 14 B 20-11b

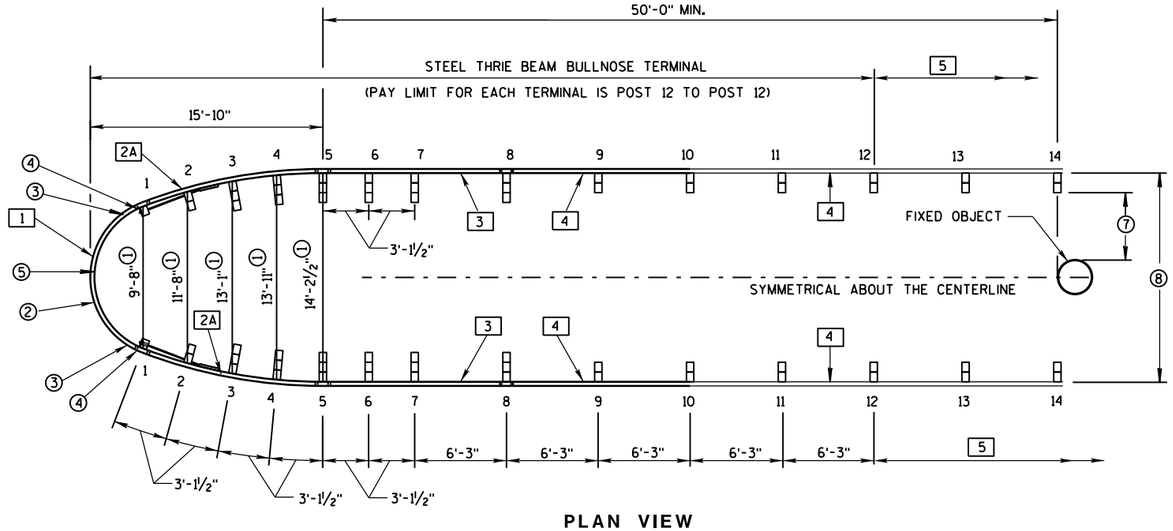


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

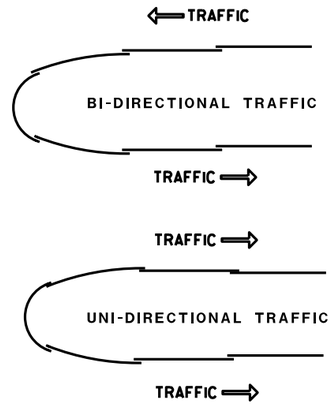


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

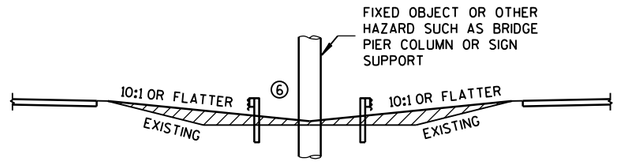
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

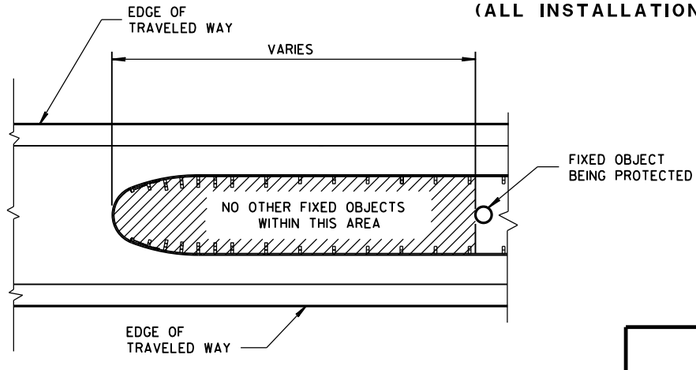
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)



HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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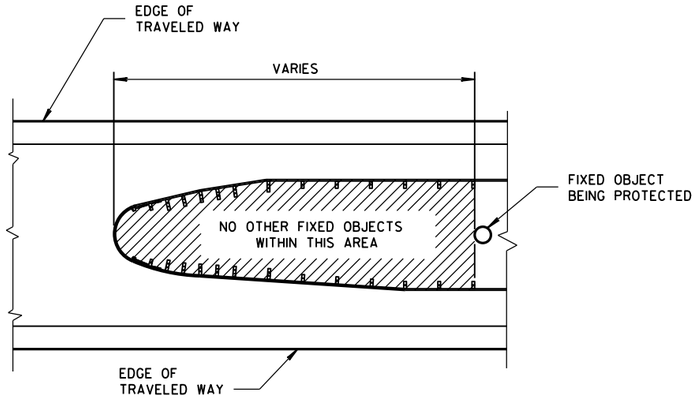
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

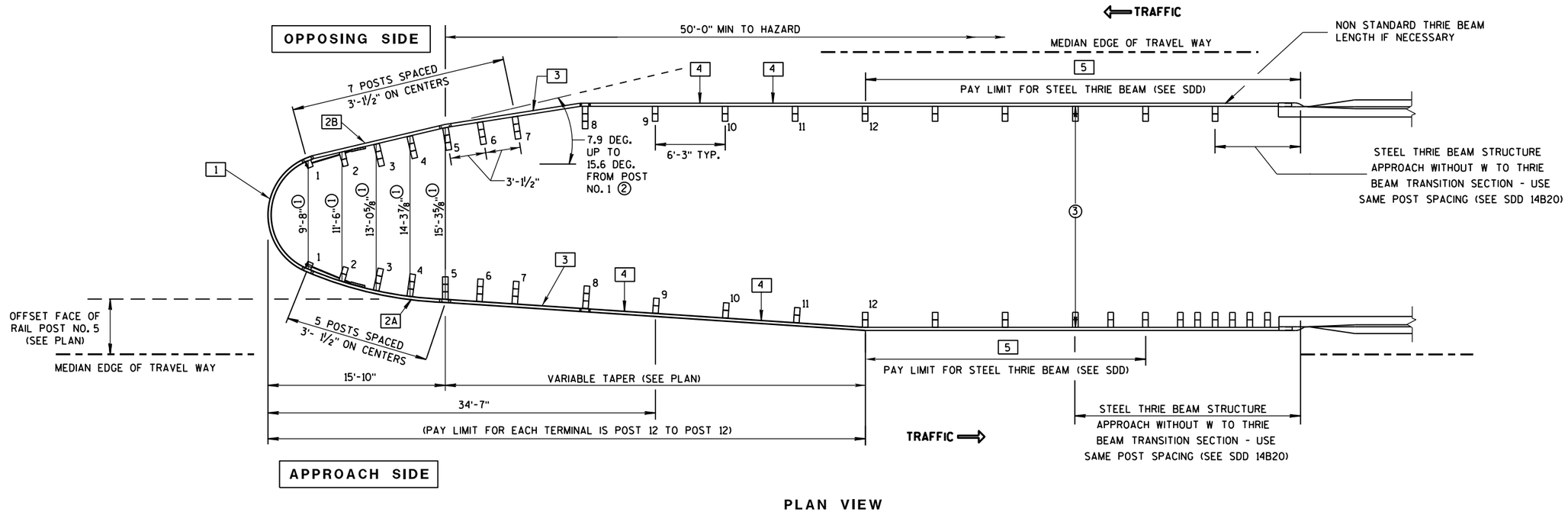
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
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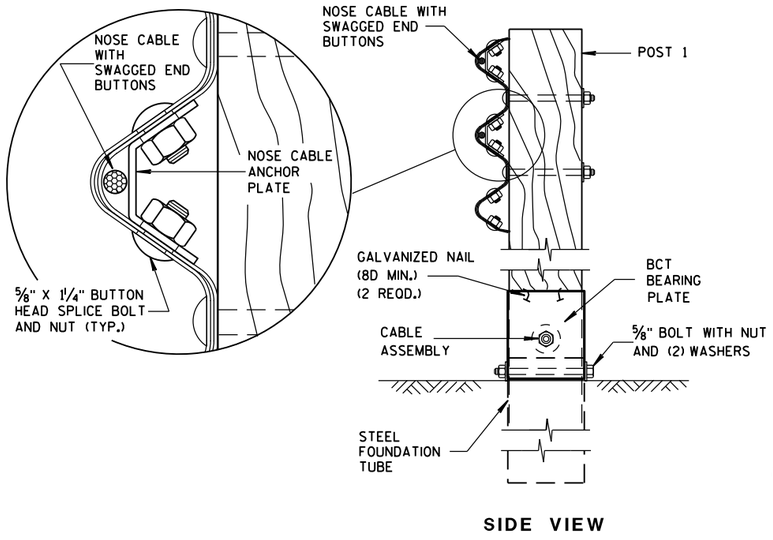
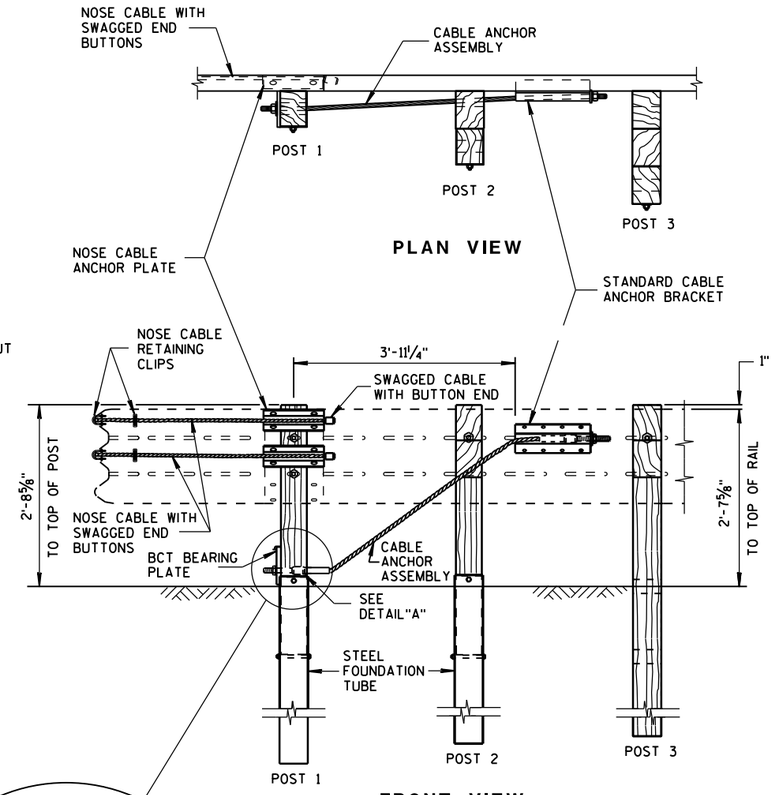


SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



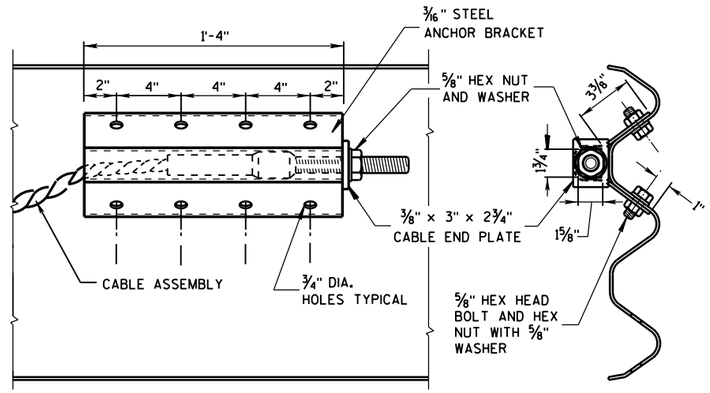
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

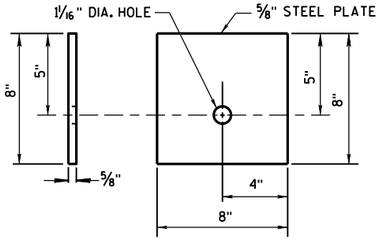
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

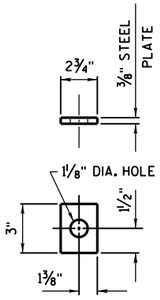


FRONT VIEW END VIEW

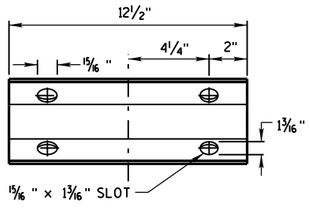
DETAILS OF CABLE ANCHOR BRACKET



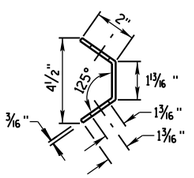
BCT BEARING PLATE



CABLE END PLATE



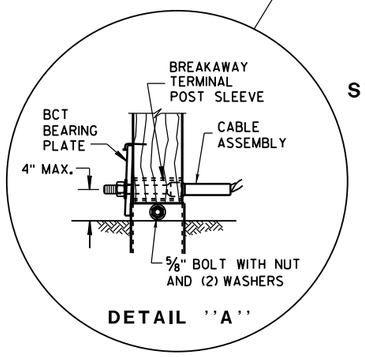
ELEVATION VIEW



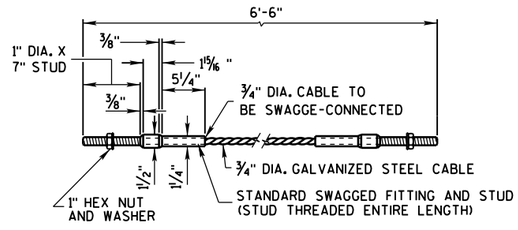
END VIEW

NOSE CABLE ANCHOR PLATE

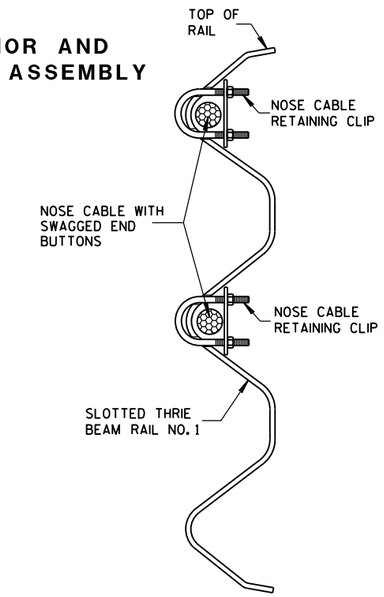
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



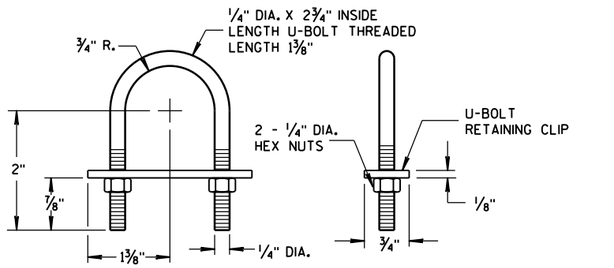
DETAIL ''A''



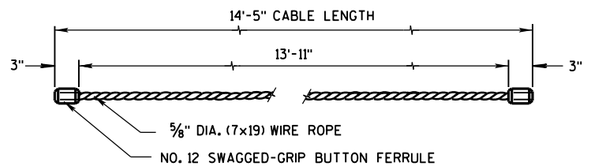
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

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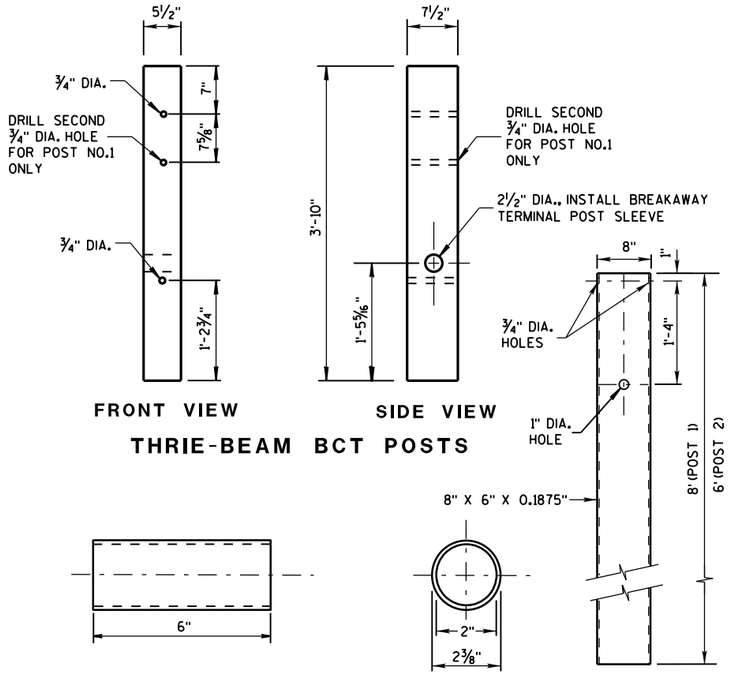
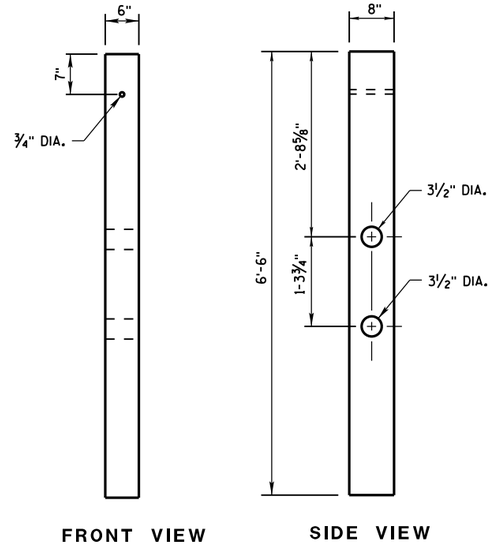


THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

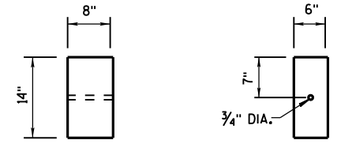
STEEL FOUNDATION TUBE



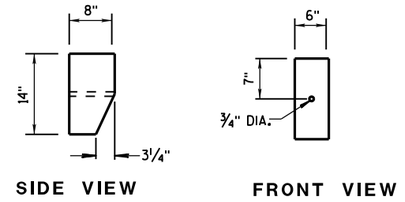
THRIE-BEAM CRT WOOD POSTS

GENERAL NOTES

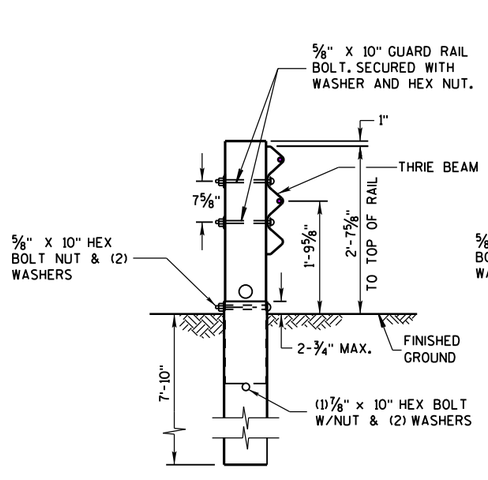
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



STANDARD WOOD BLOCK

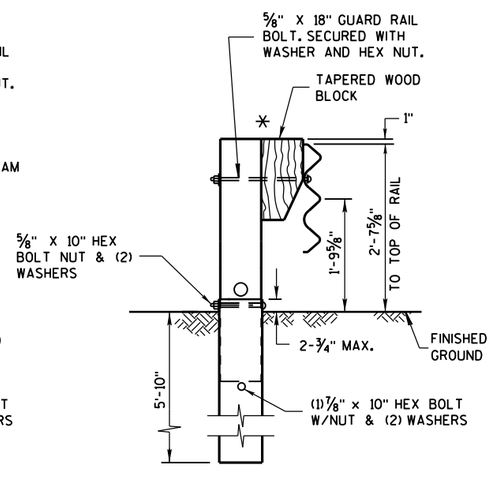


TAPERED WOOD BLOCK



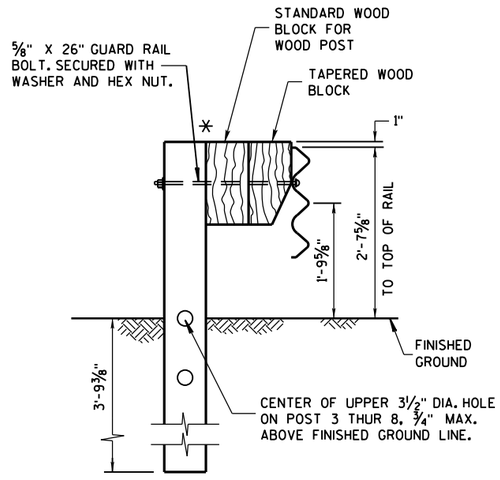
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



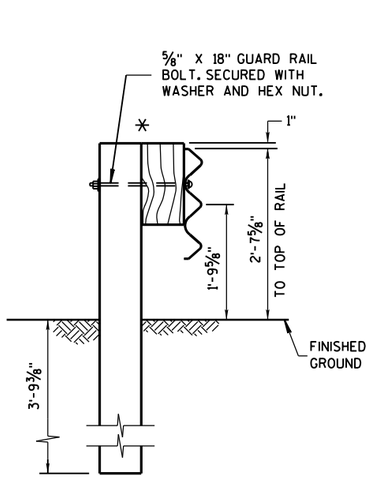
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12

(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

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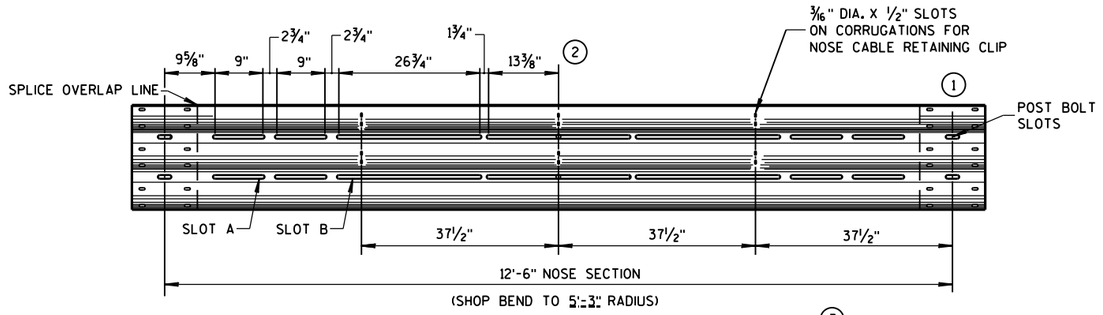
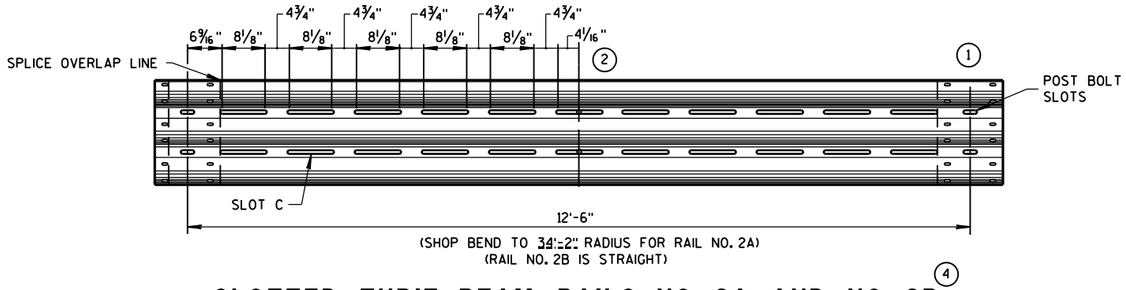
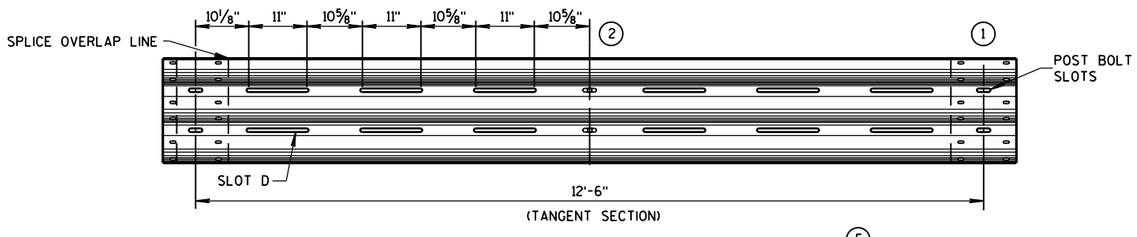


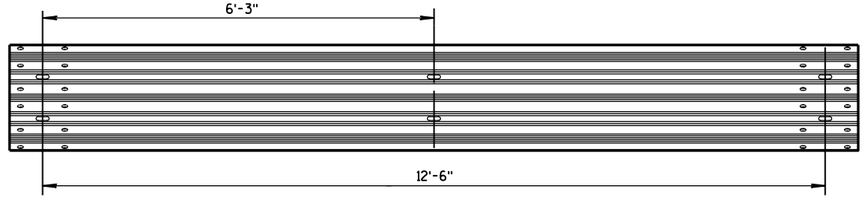
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

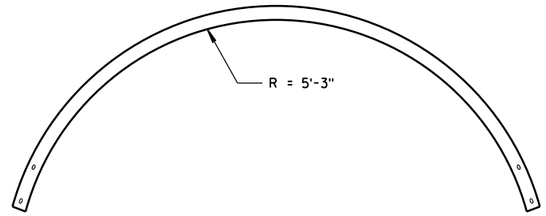
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

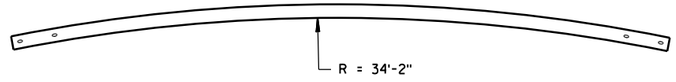
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



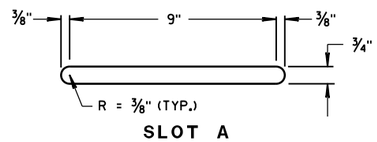
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

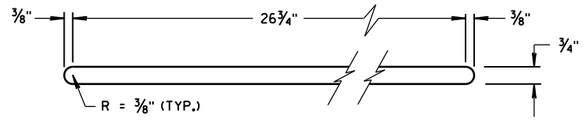


PLAN VIEW

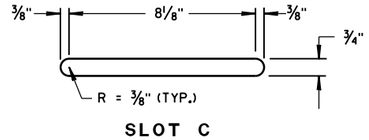
SLOTTED THRIE BEAM RAIL NO. 2A



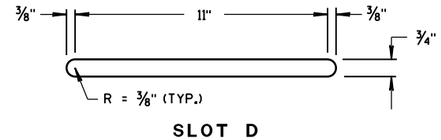
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
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FHWA

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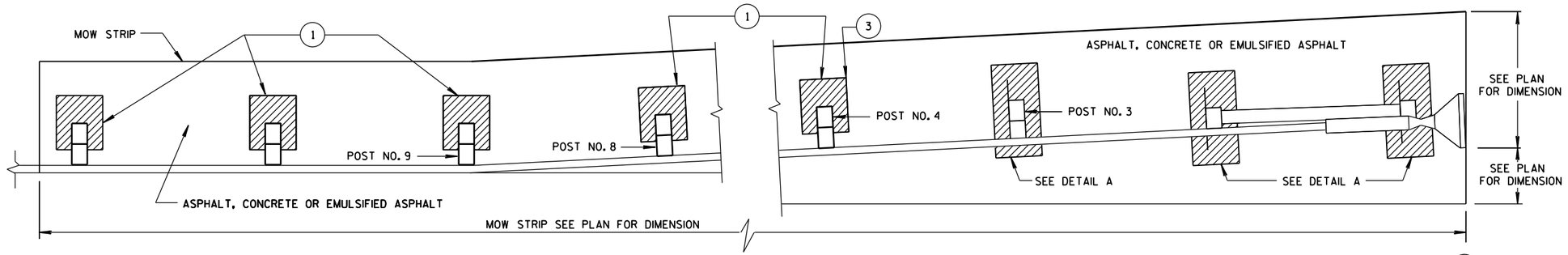
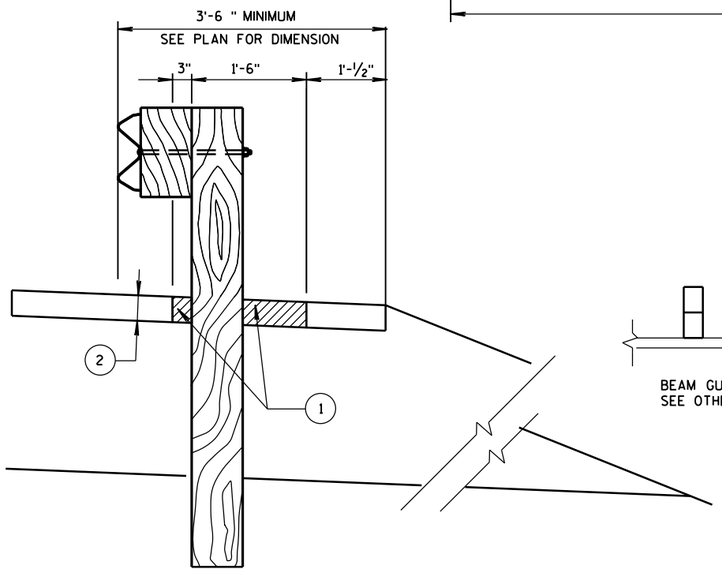
S.D.D. 14 B 26-3e

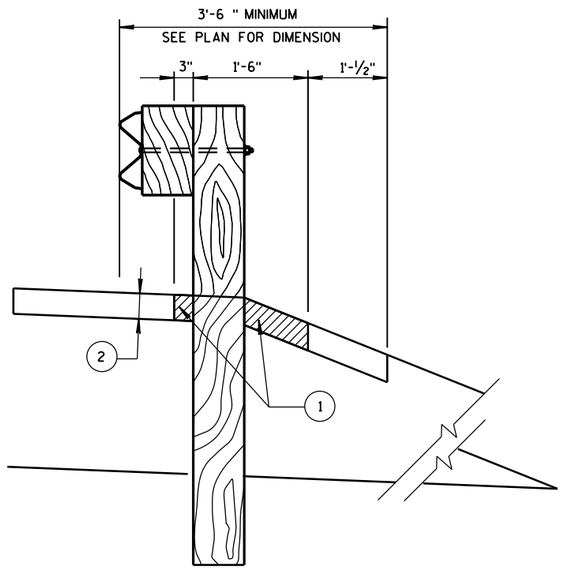


PLAN VIEW

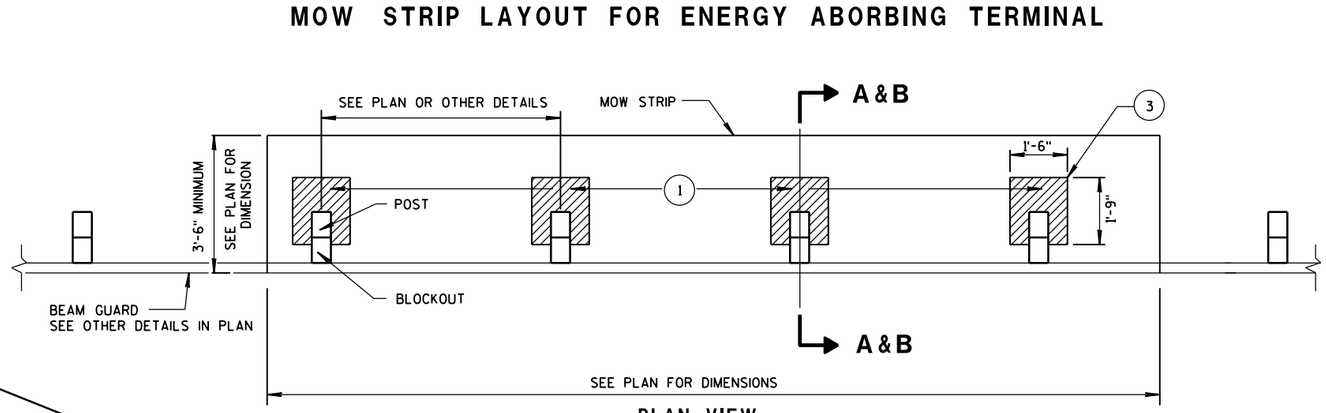
MOW STRIP LAYOUT FOR ENERGY ABORBING TERMINAL



SECTION A-A

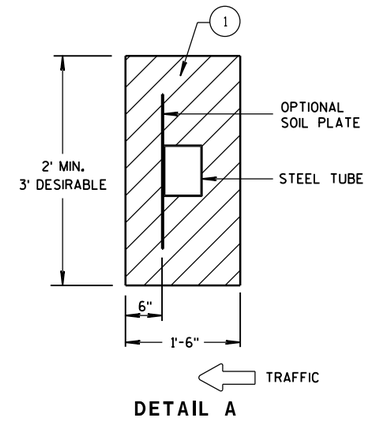


SECTION B-B

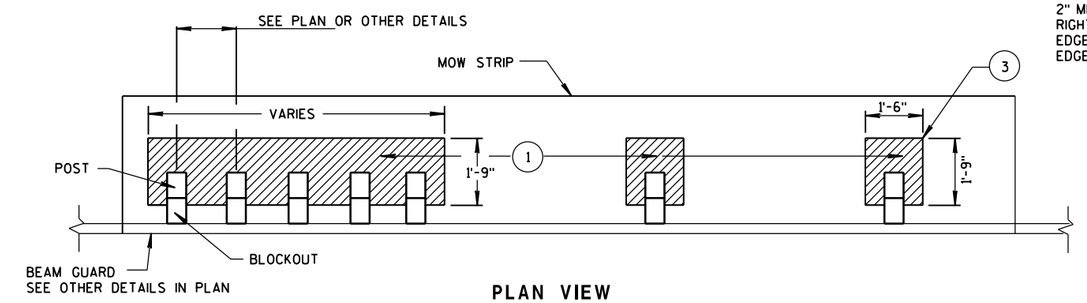


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

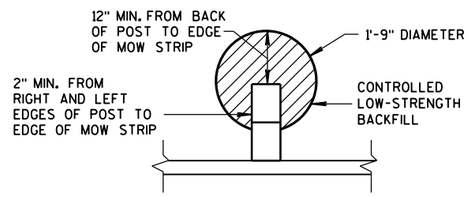


DETAIL A

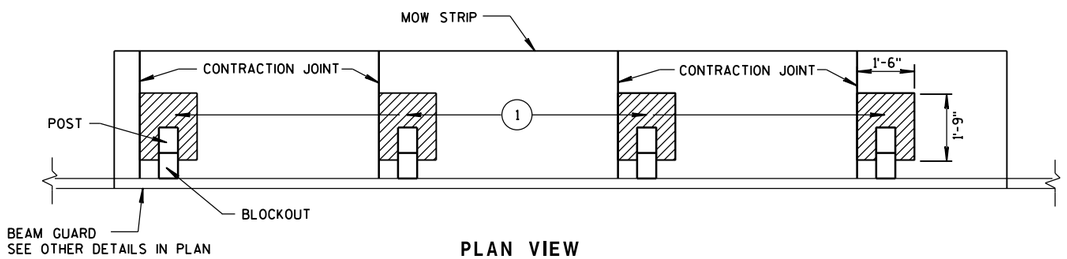


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA
MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

(1) CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.

(2) DEPTH OF MOW STRIP:
ASPHALT - 4"
CONCRETE - 4"
EMULSIFIED ASPHALT - 1" OR LESS

(3) FOR EMULSIFIED ASPHALT MOW STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS.)

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

NT

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S.D.D. 14 B 28-3

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

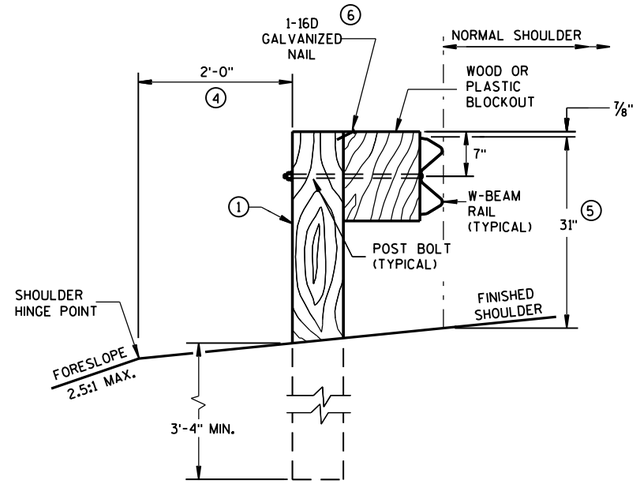
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

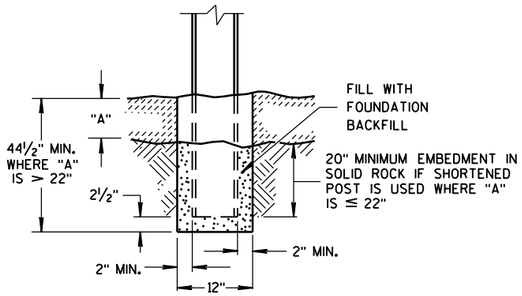
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



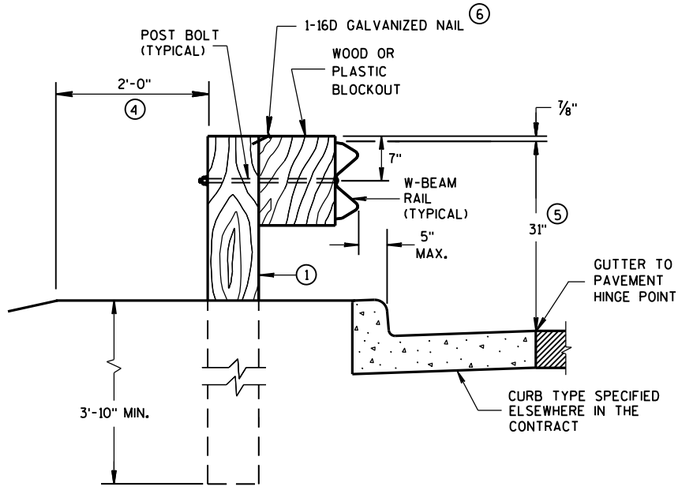
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



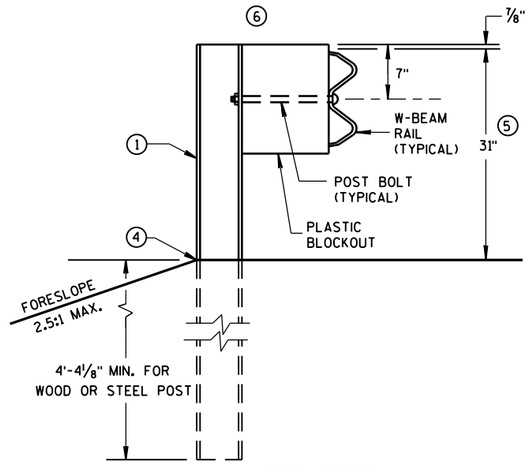
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



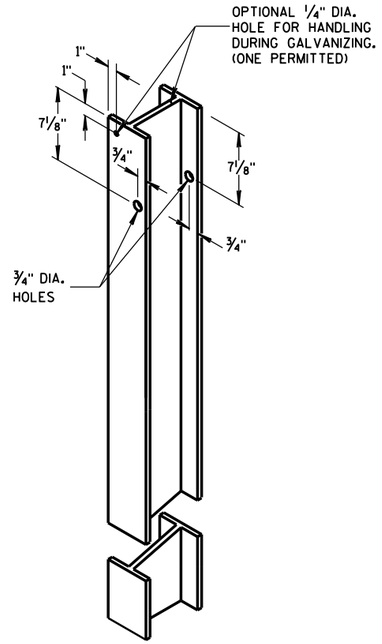
END VIEW

LOCATED ALONG A CURBED ROADWAY

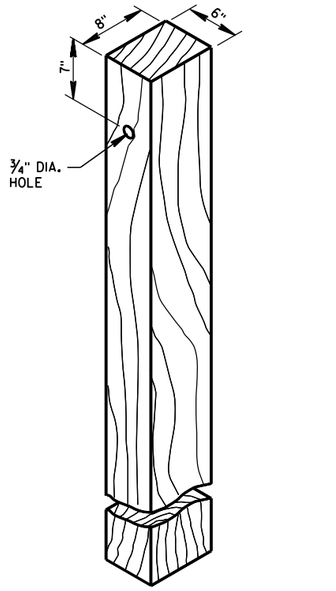


END VIEW

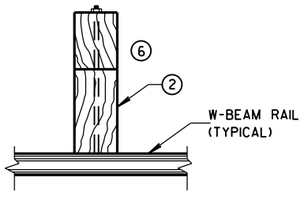
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



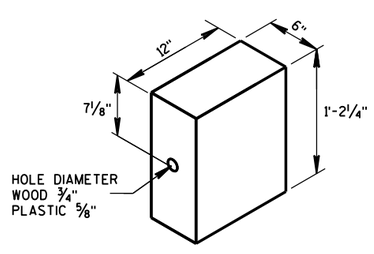
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



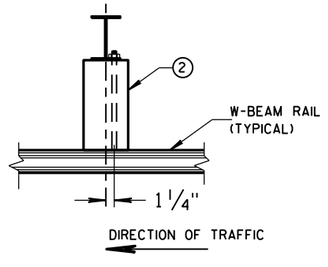
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)



PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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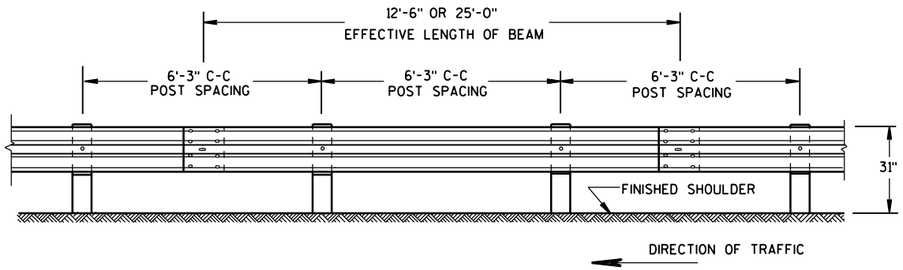
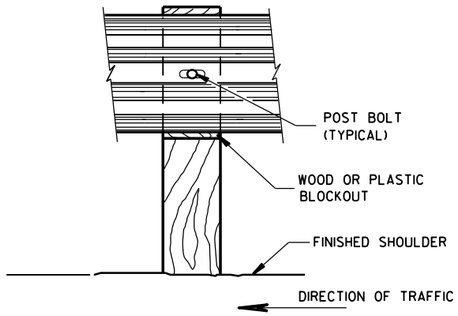


FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

7. PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

8. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

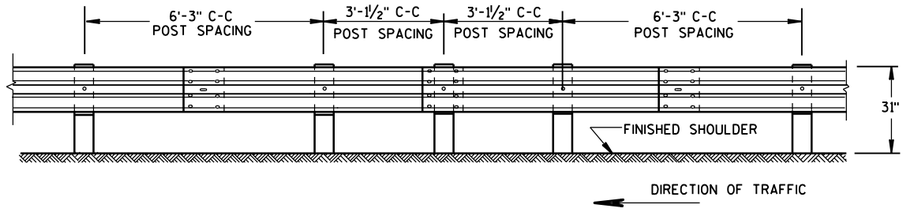
9. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

10. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

11. 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

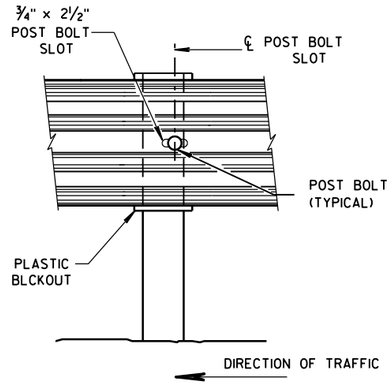
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

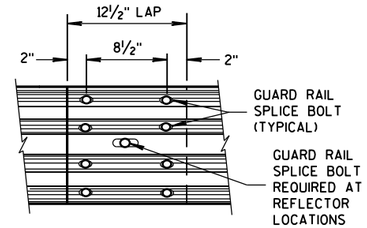


FRONT VIEW

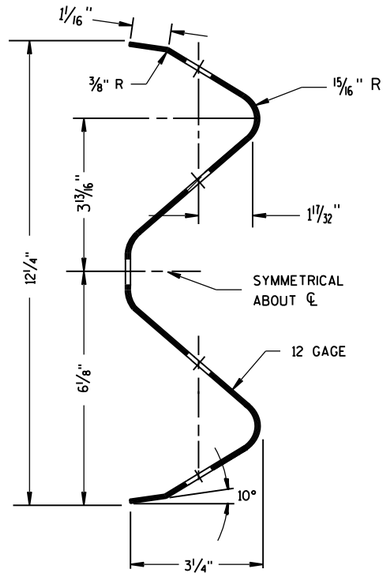
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



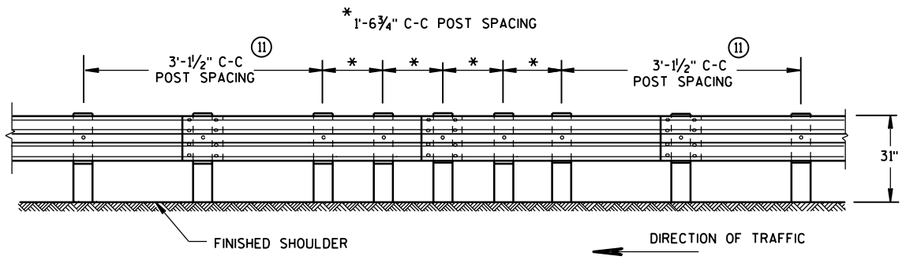
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

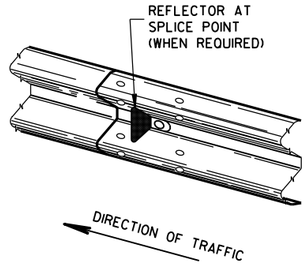


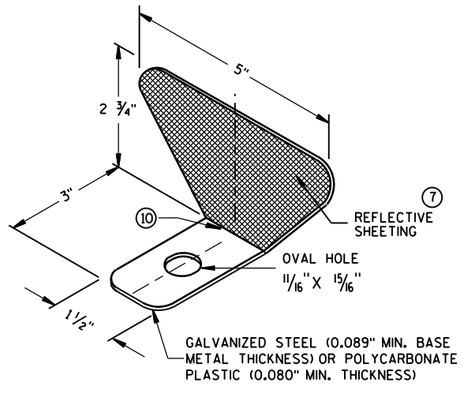
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

REFLECTOR SPACING (8)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (9)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (10)	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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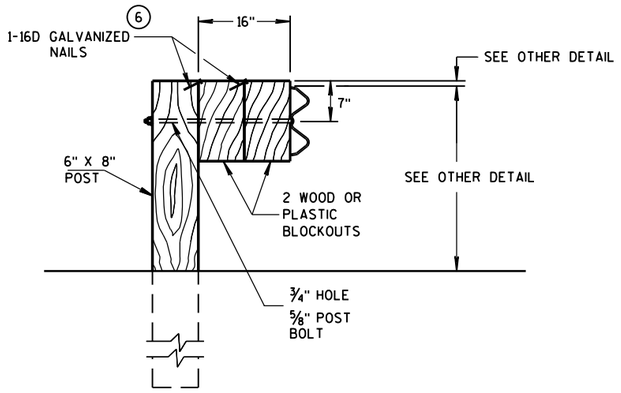
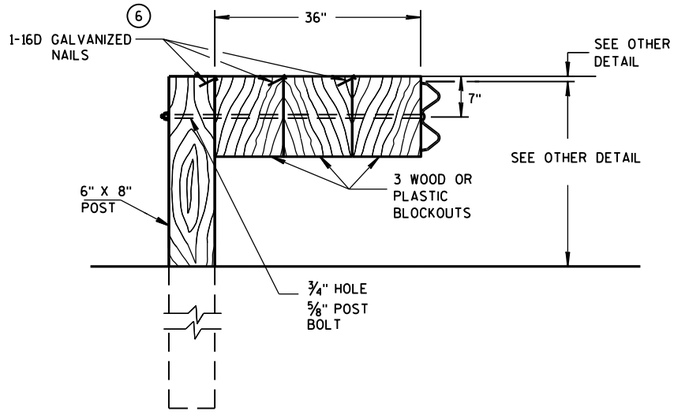


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

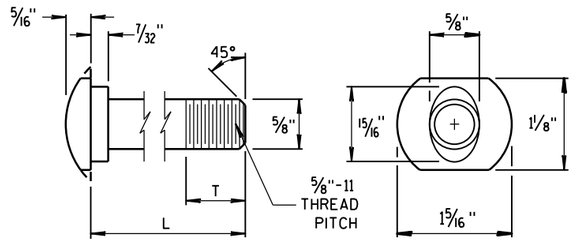


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

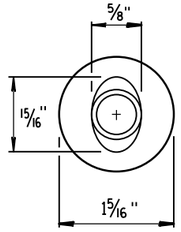
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

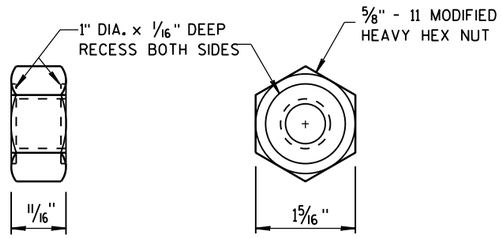


POST BOLT TABLE

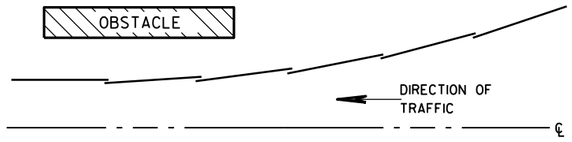
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

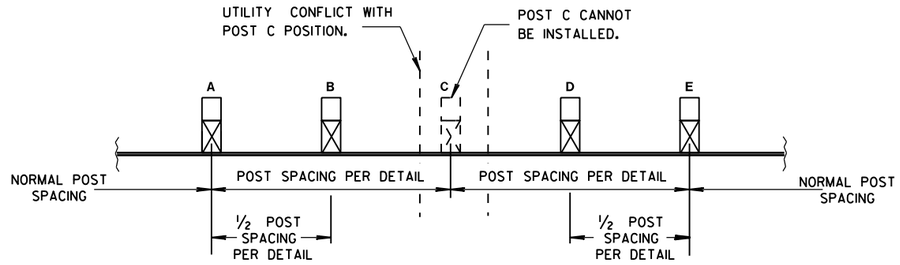


POST BOLT, SPLICE BOLT AND RECESS NUT

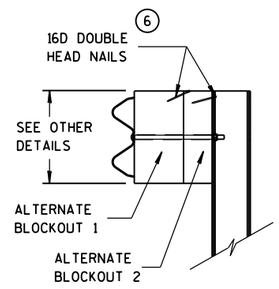


PLAN VIEW

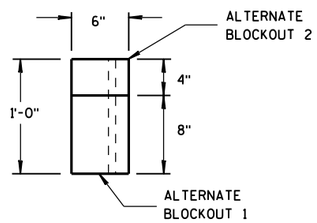
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 14 B 42-4c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

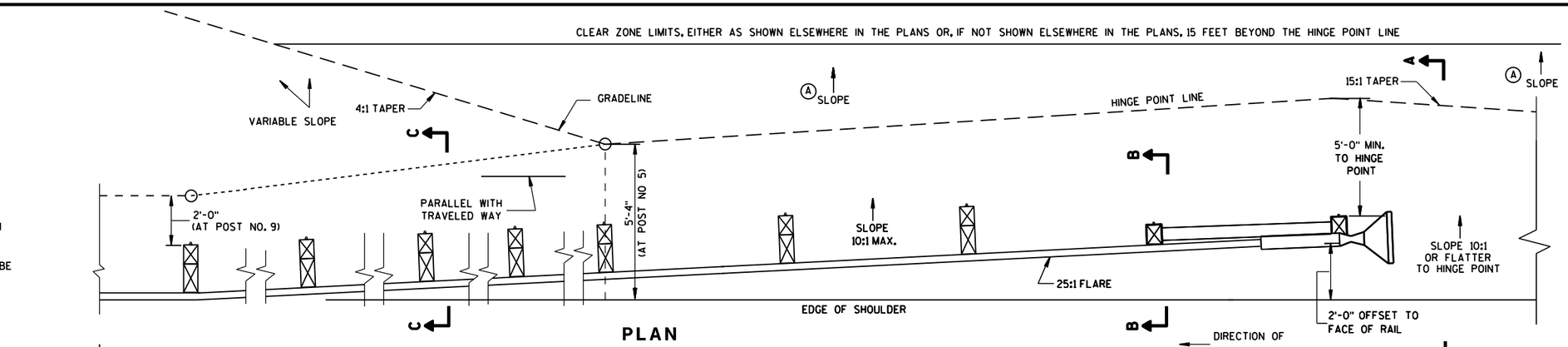
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

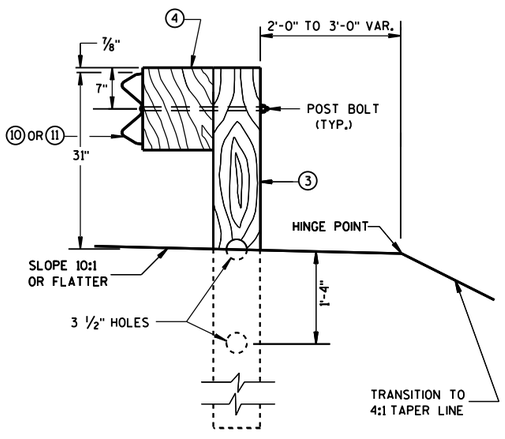
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

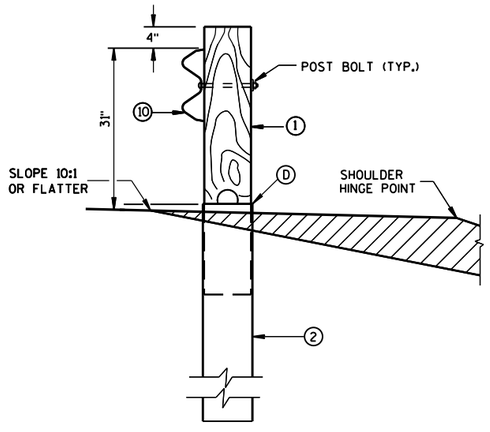
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.



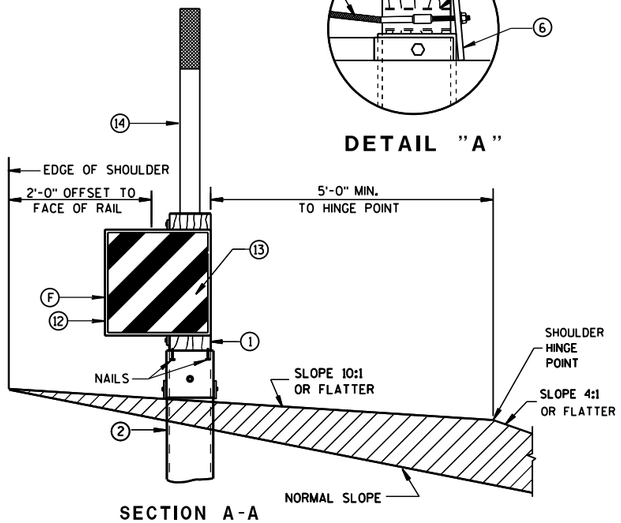
ELEVATION



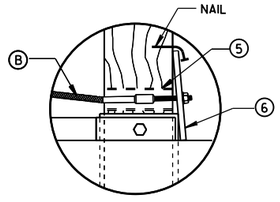
SECTION C-C
TYPICAL AT POST NOS. 3-9



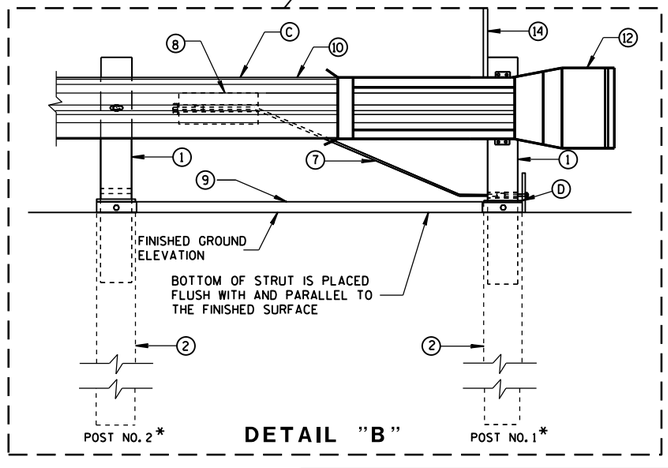
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



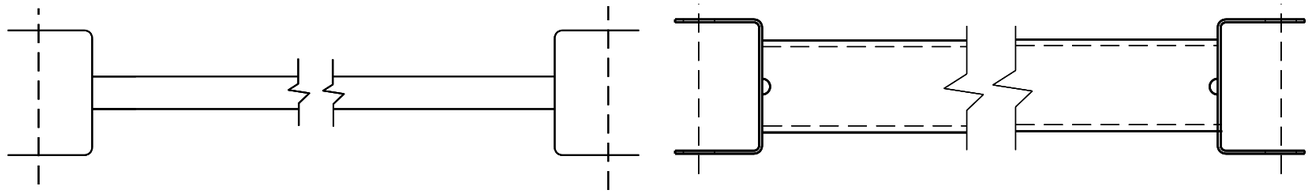
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 44-2a

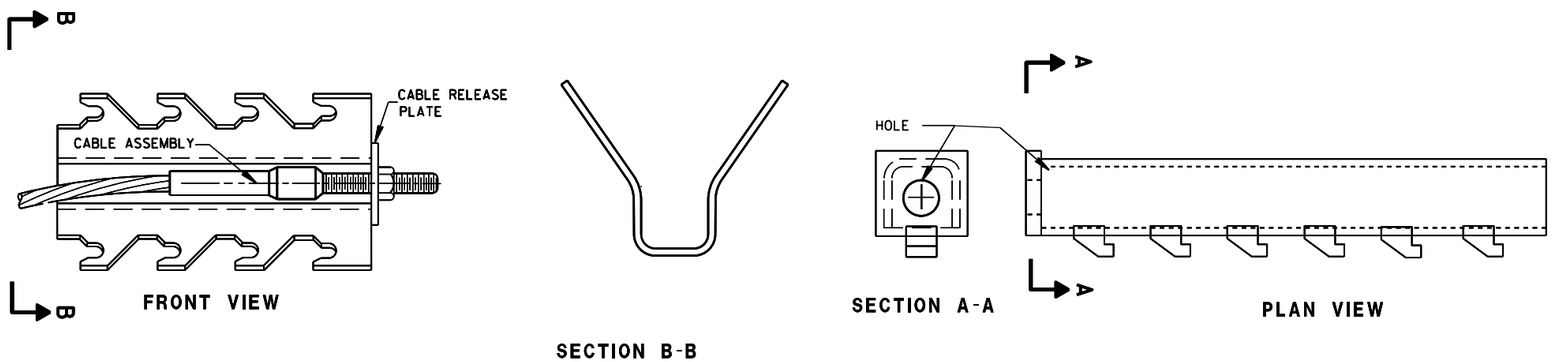
S.D.D. 14 B 44-2a



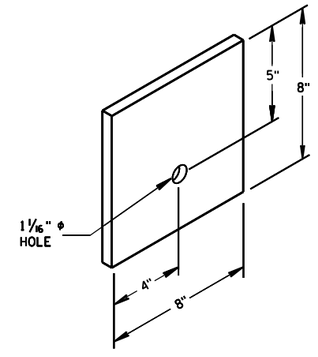
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	END SECTION EAT
(13)	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
(14)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX (8) (H)



BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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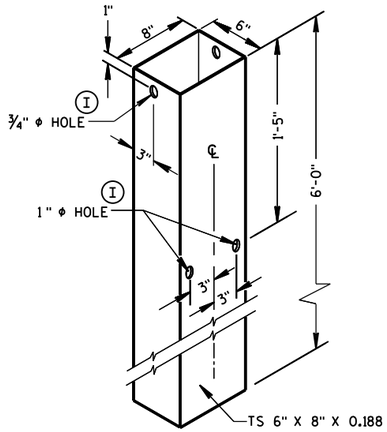
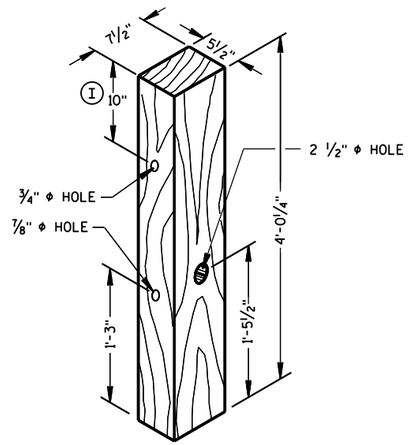
S.D.D. 14 B 44-2b

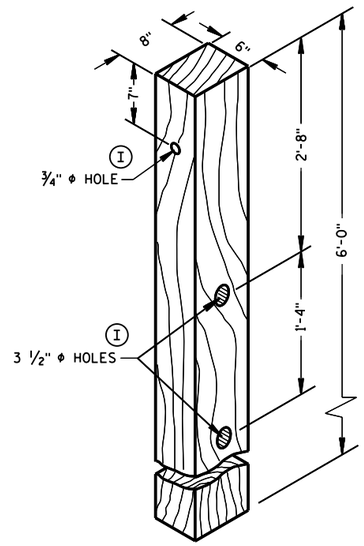


FOUNDATION TUBE (2)



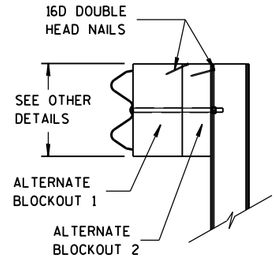
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

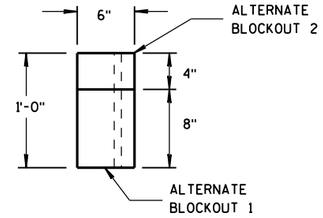


POSTS NUMBER 3-9

WOOD CRT POST (3)

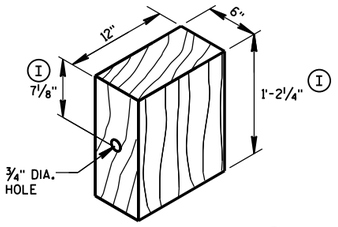


SIDE VIEW



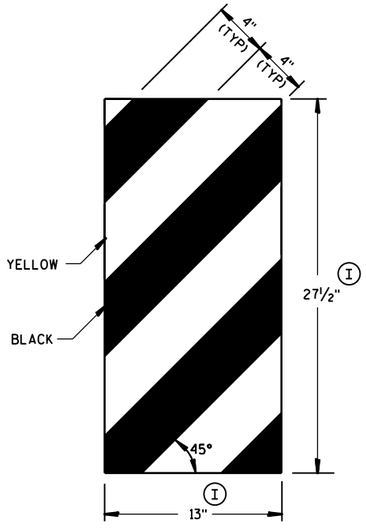
TOP VIEW

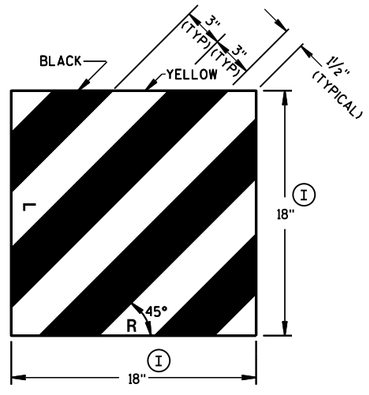
ALTERNATE WOOD BLOCKOUT DETAIL



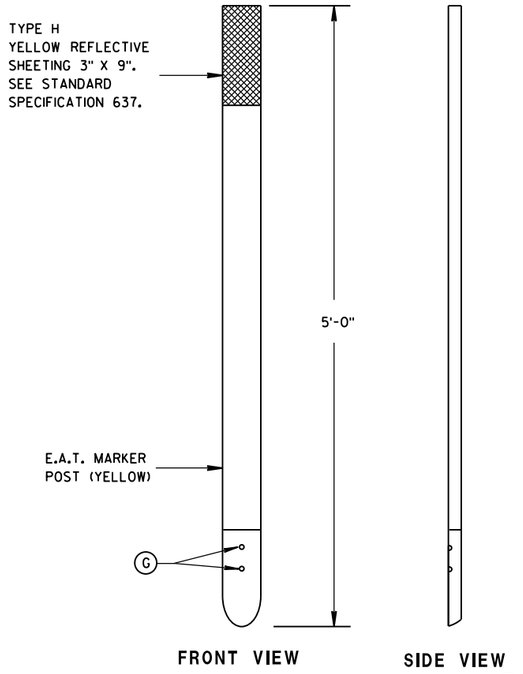
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





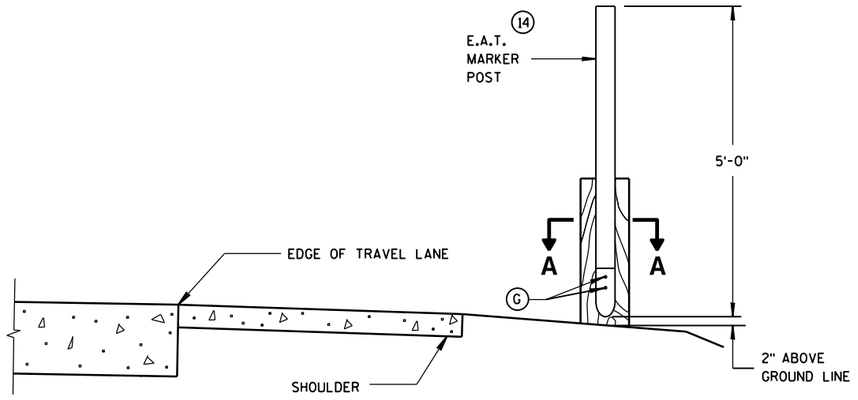
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

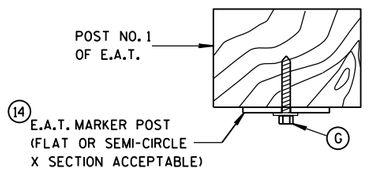
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

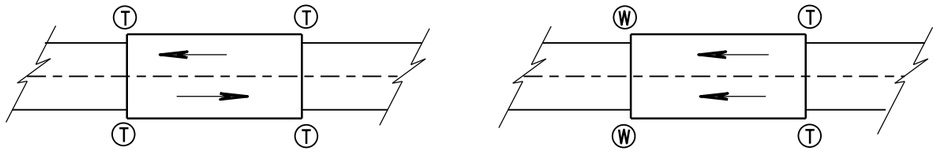
FHWA

6

S.D.D. 14 B 44-2c

6

S.D.D. 14 B 44-2c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

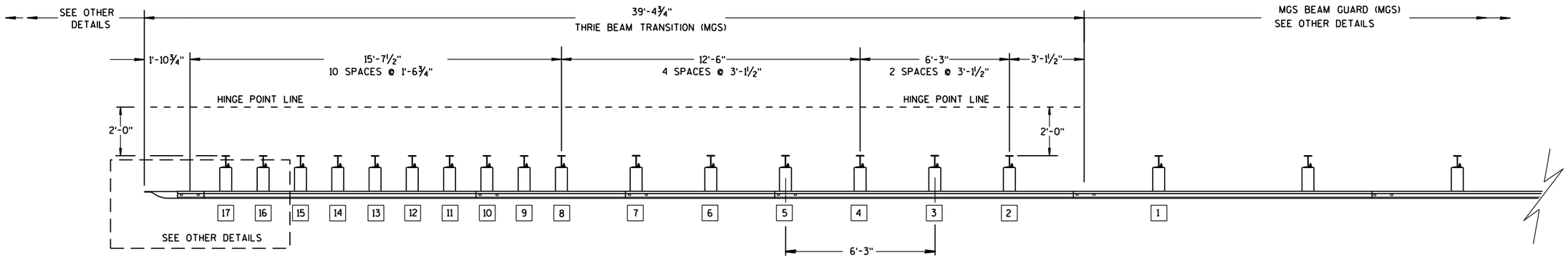
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

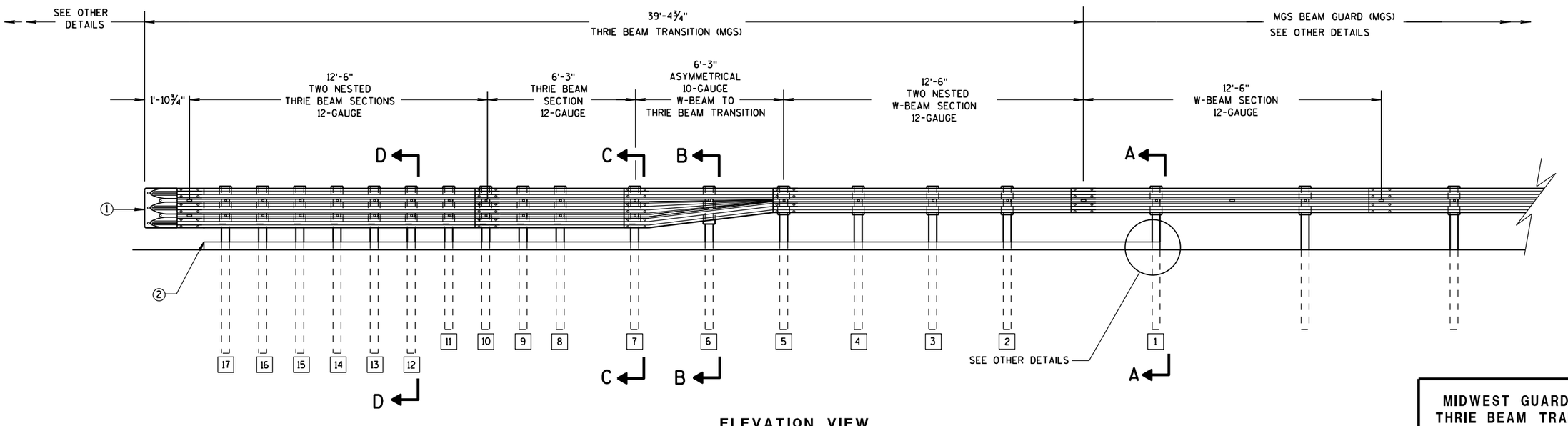
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 45-4a

6

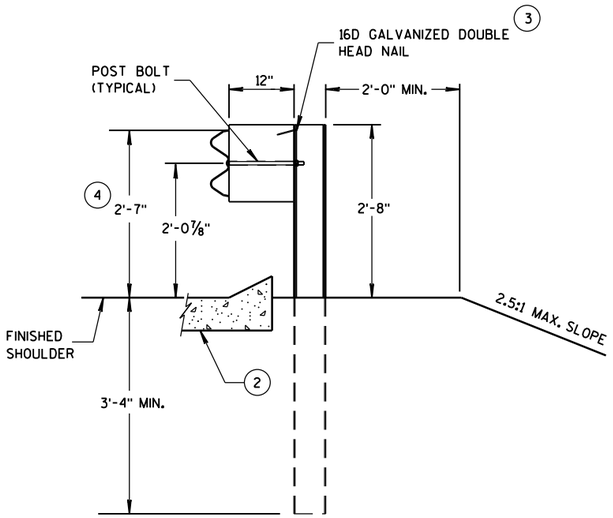
S.D.D. 14 B 45-4a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

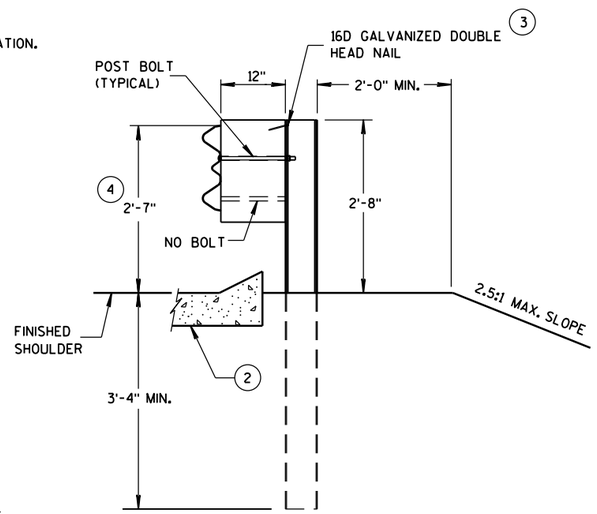
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



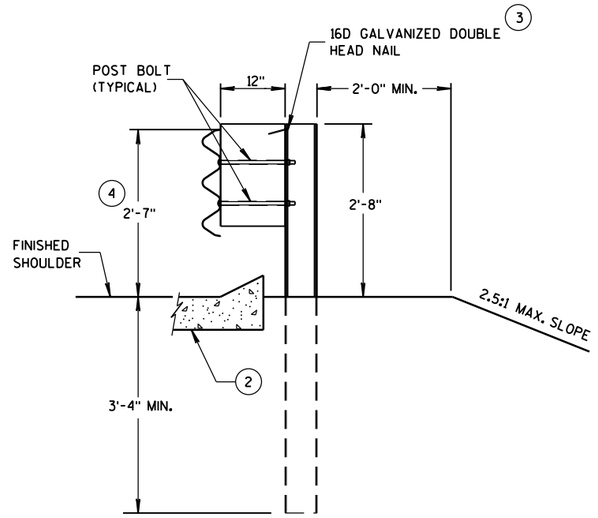
SECTION A-A

POSTS 1-5



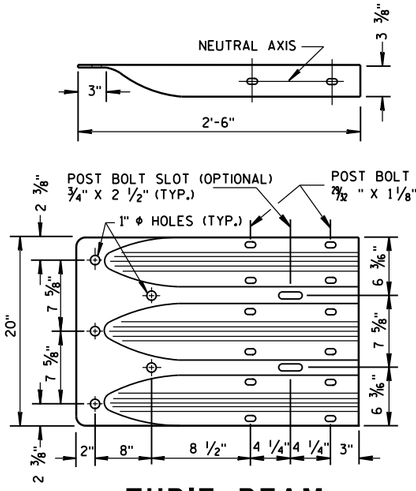
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

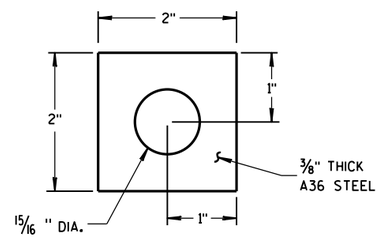
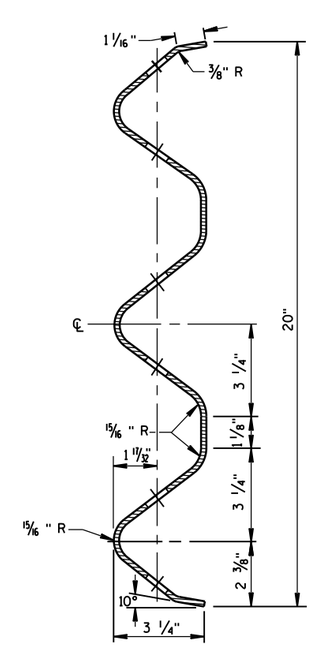
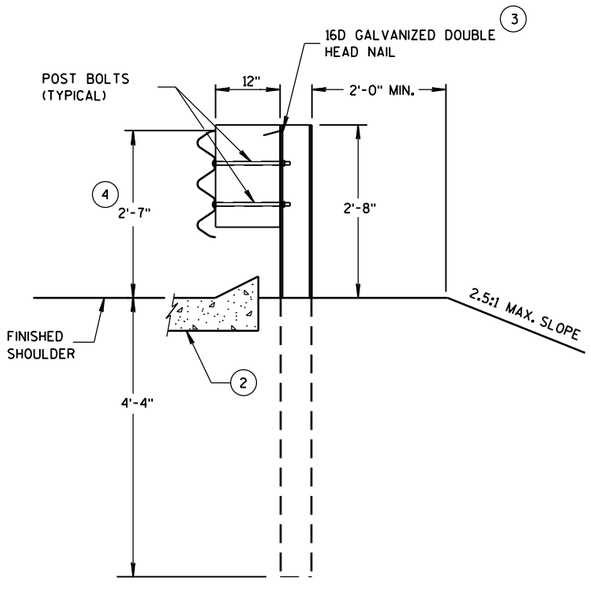


PLATE WASHER DETAIL

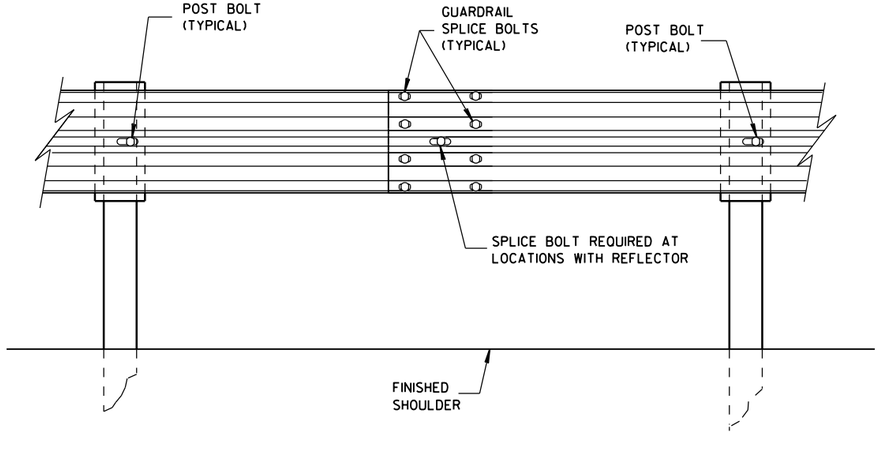


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



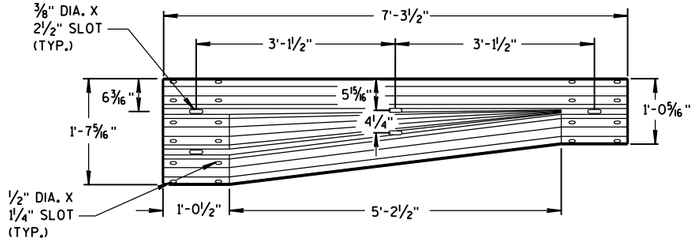
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

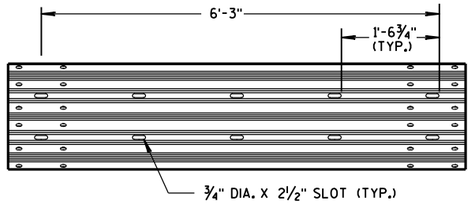
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

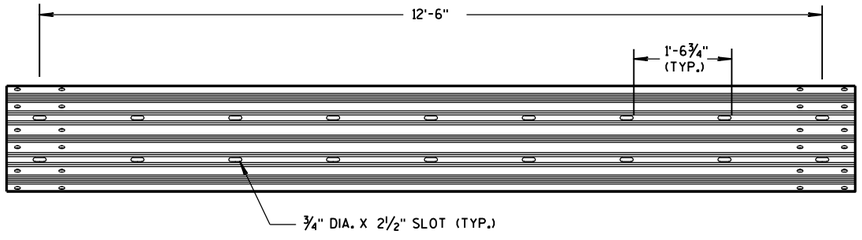
S.D.D. 14 B 45-4b



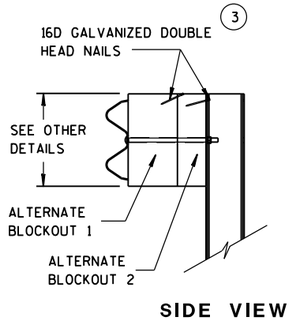
W-BEAM TO THRIE BEAM TRANSITION SECTION



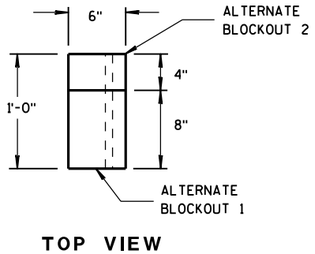
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

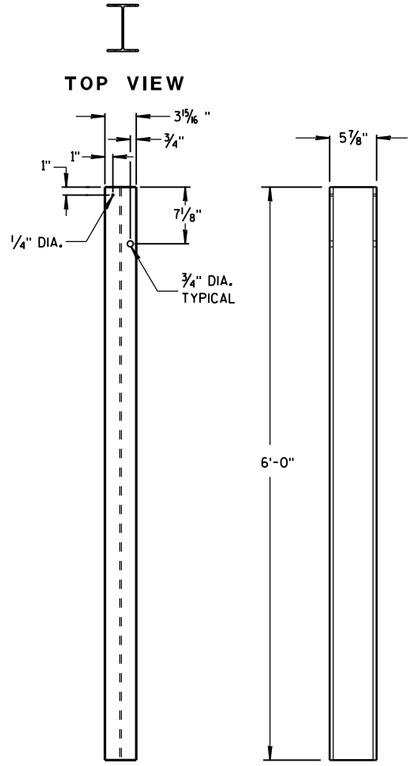


SIDE VIEW



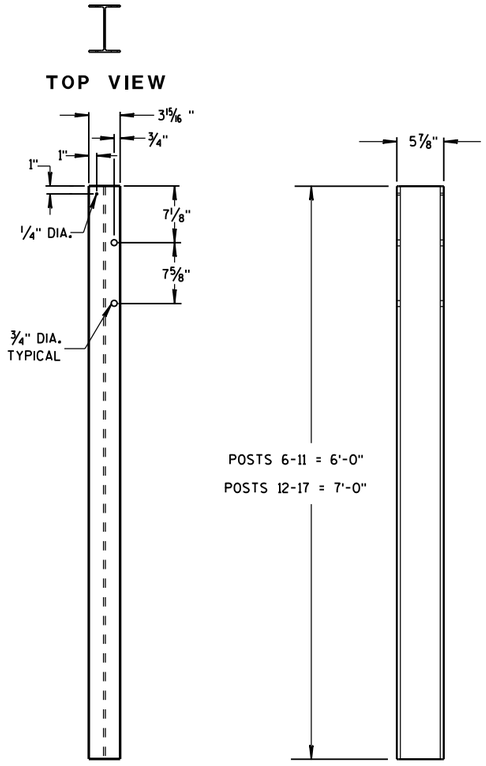
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



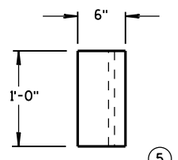
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5

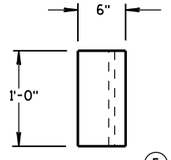


FRONT VIEW SIDE VIEW

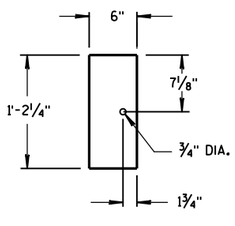
STEEL POSTS 6-17



TOP VIEW (5)

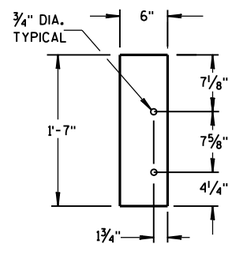


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

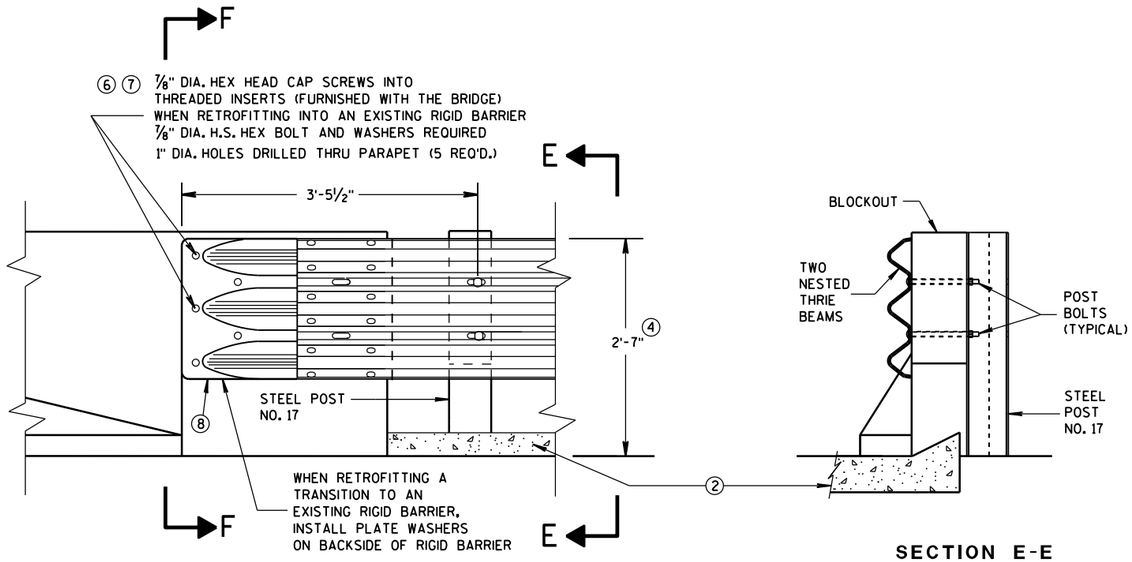
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-4c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

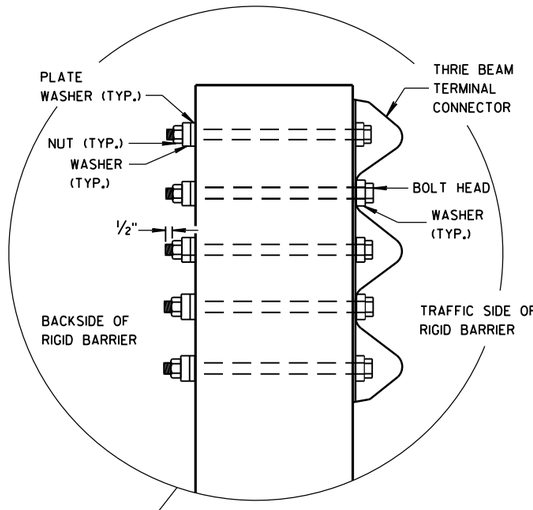
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

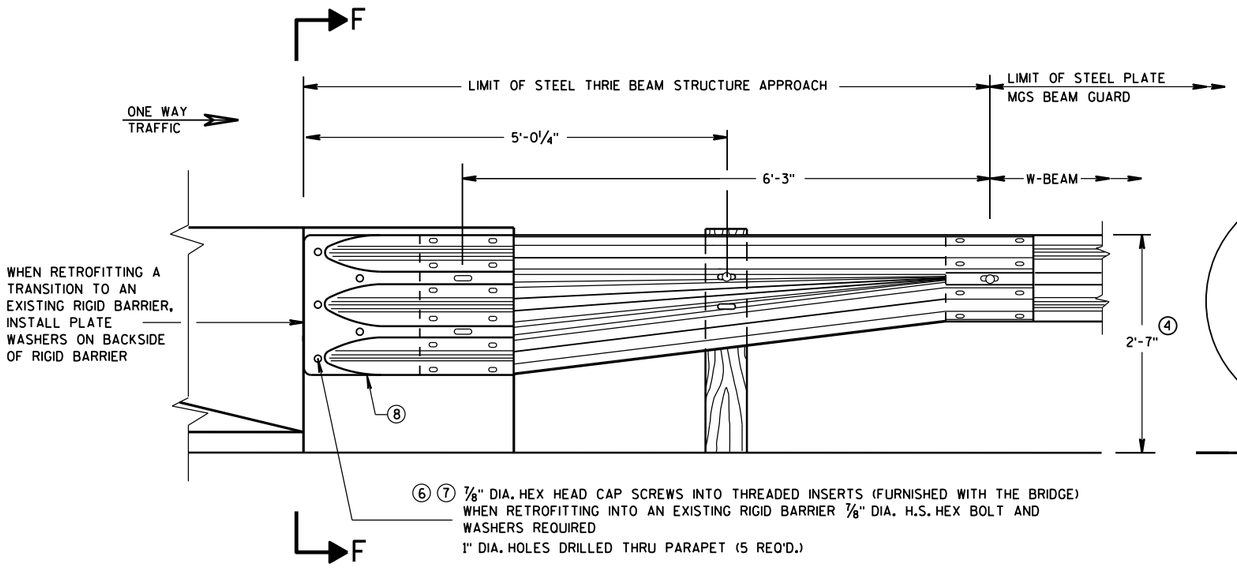
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

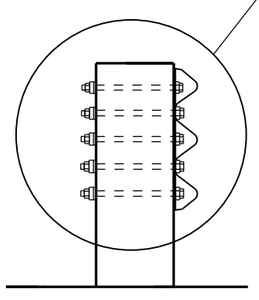
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

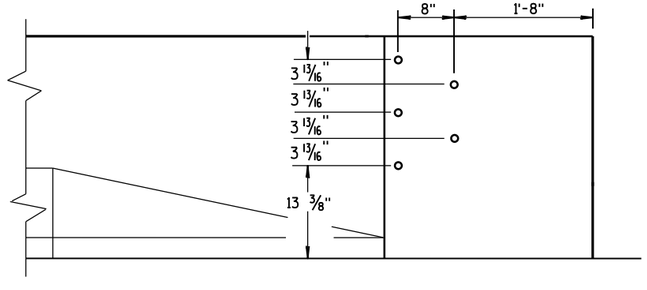




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA
NT

6

S.D.D. 14 B 45-4d

6

S.D.D. 14 B 45-4d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

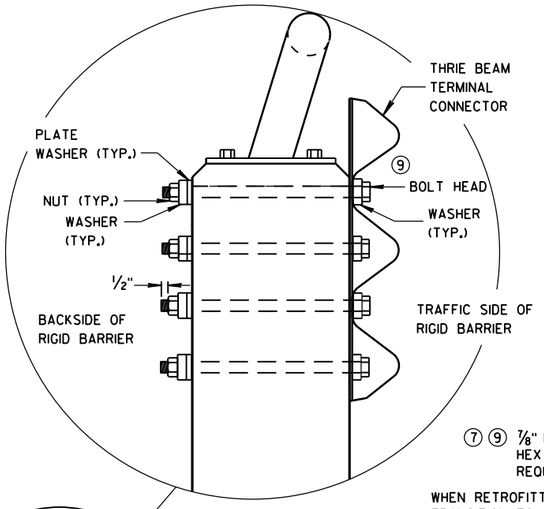
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

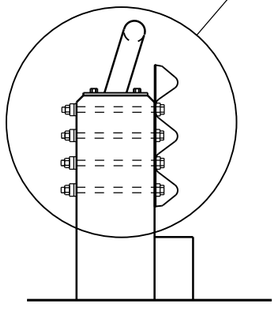
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

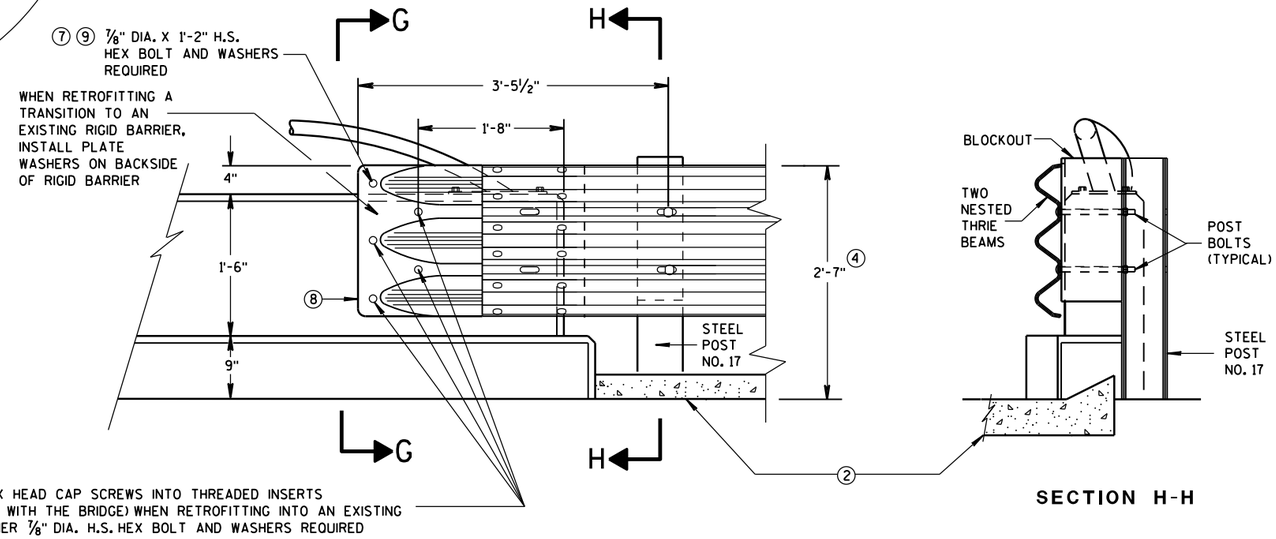
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





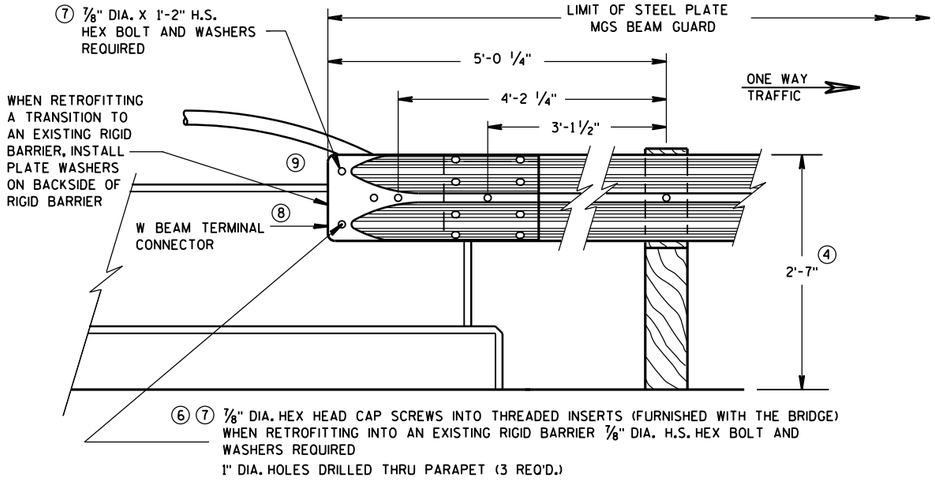
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
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S.D.D. 14 B 45-4e

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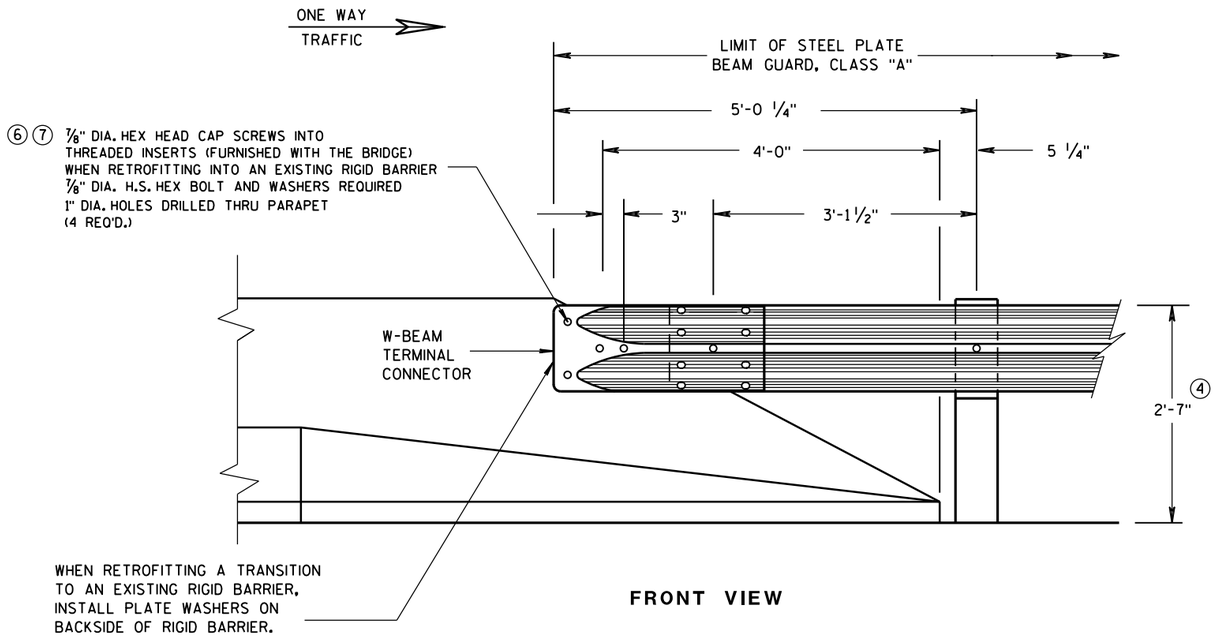


FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

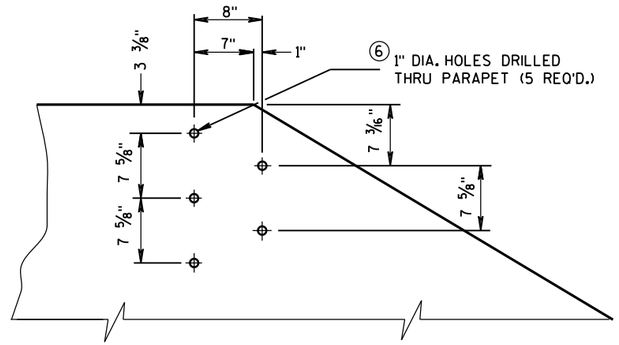
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

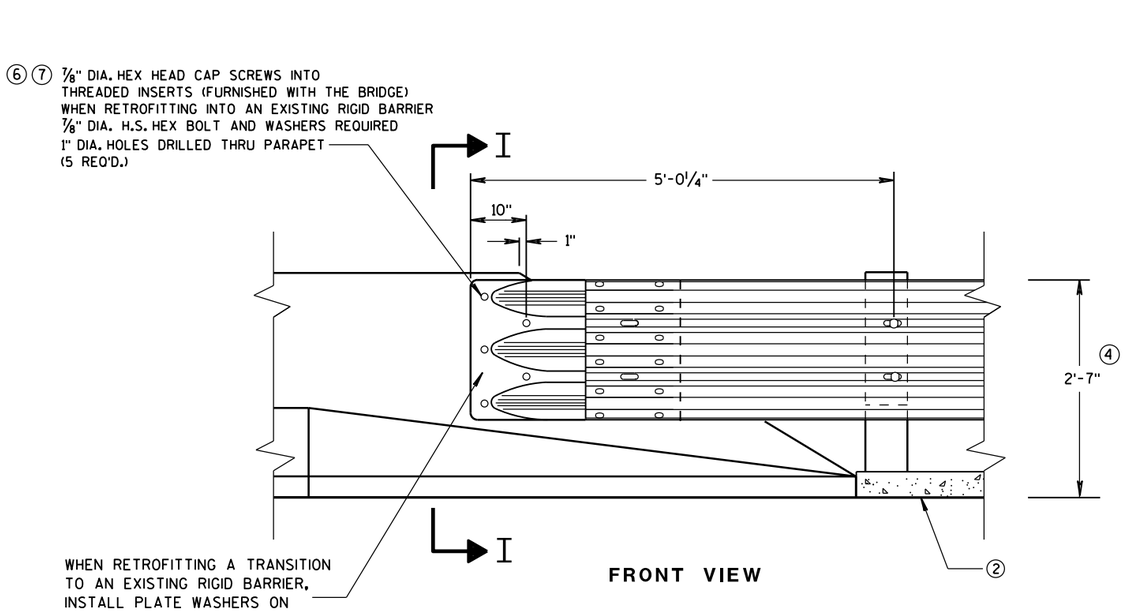
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

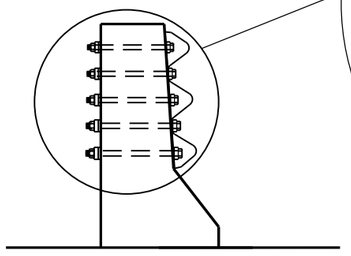
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



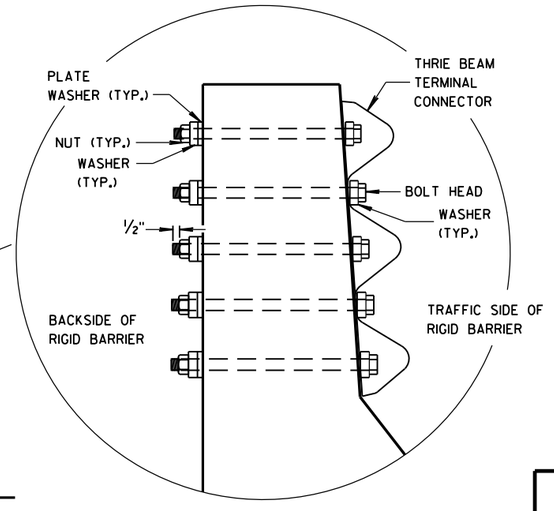
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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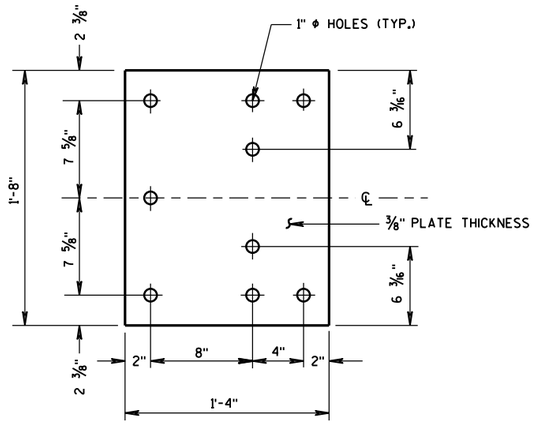
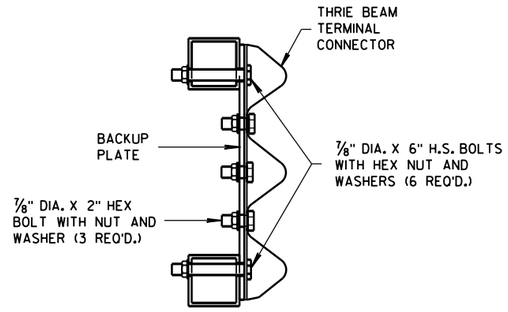
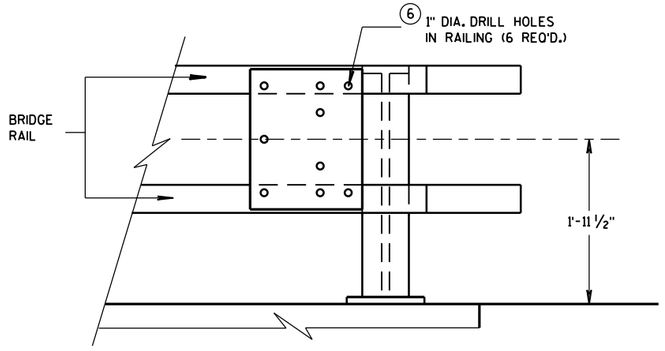


BACK-UP PLATE DETAIL



SECTION J-J

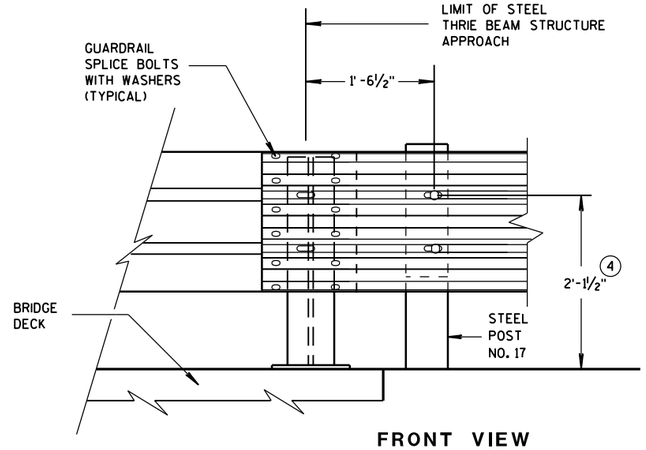


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

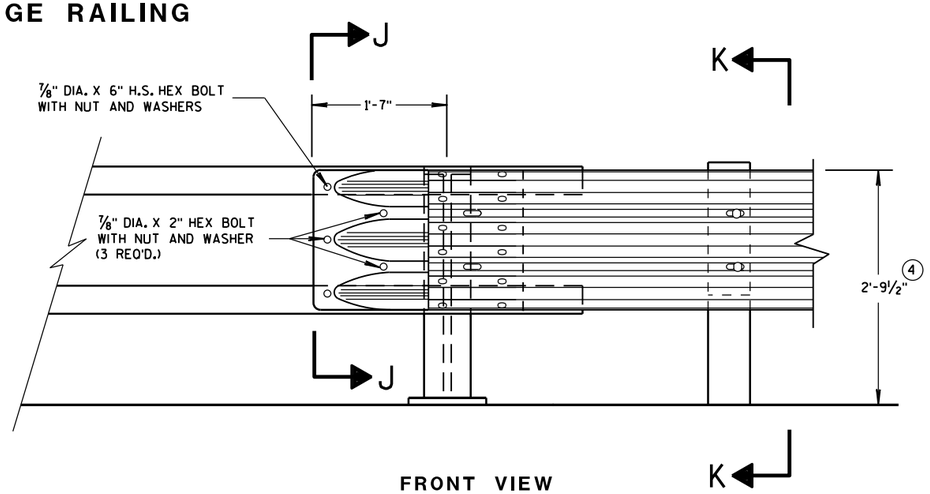
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

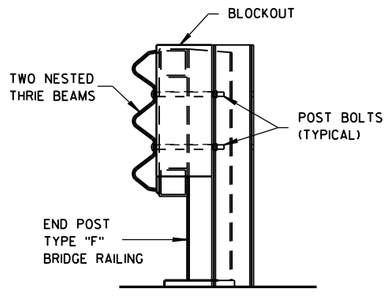


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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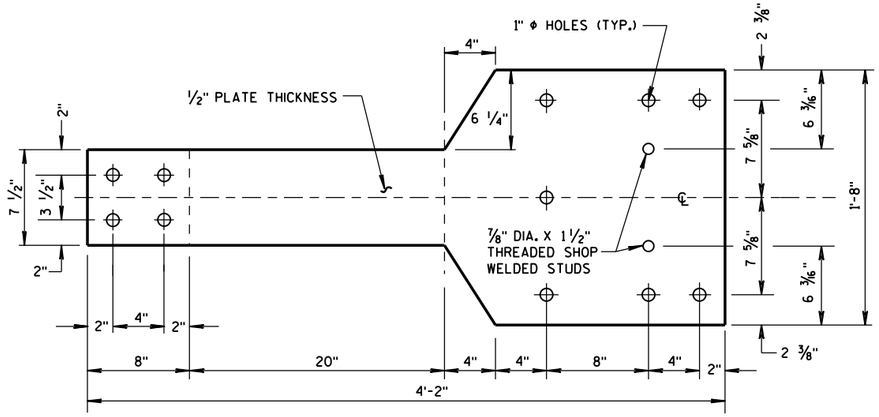
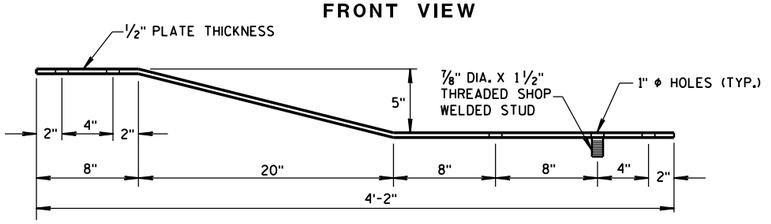
GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

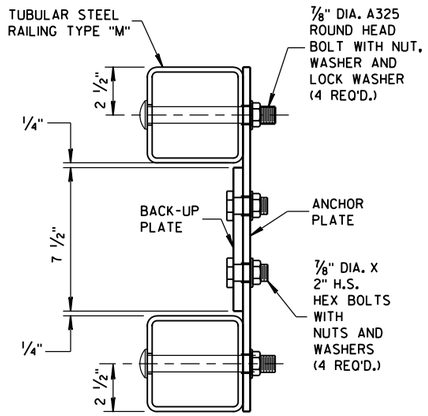


FRONT VIEW

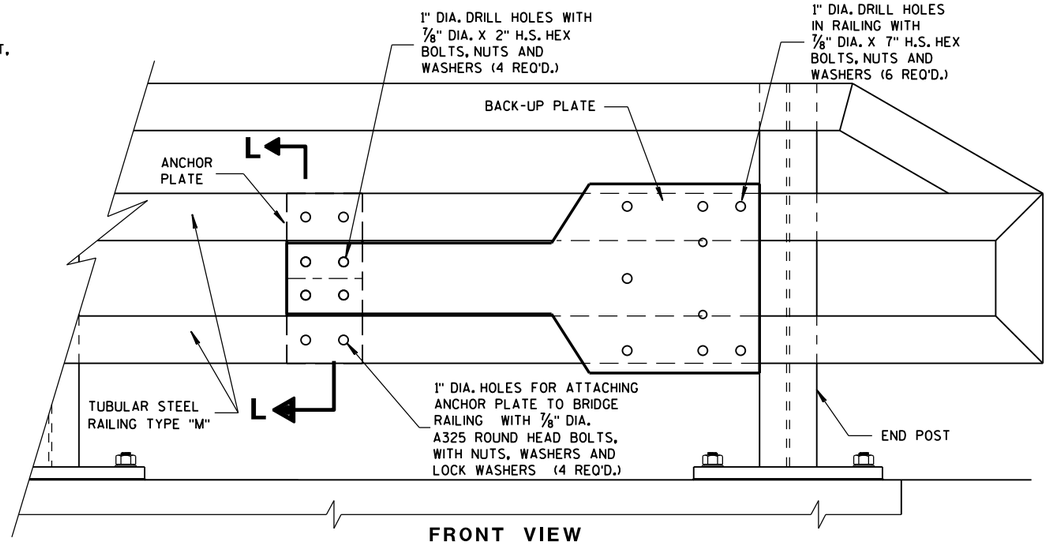


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

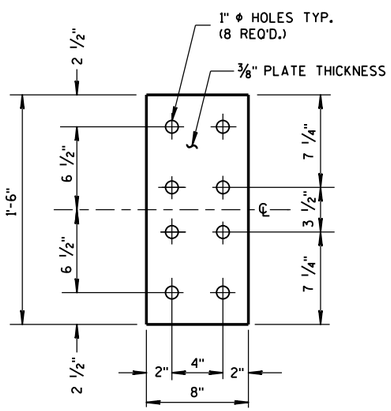


SECTION L-L



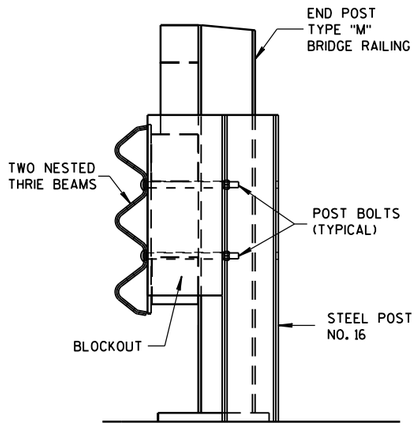
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

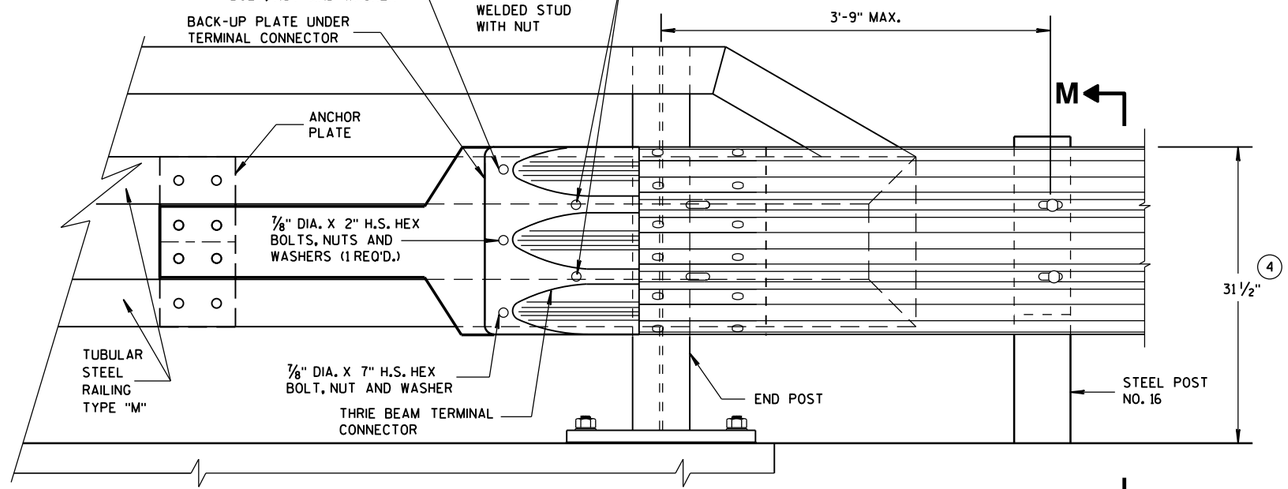


FRONT VIEW

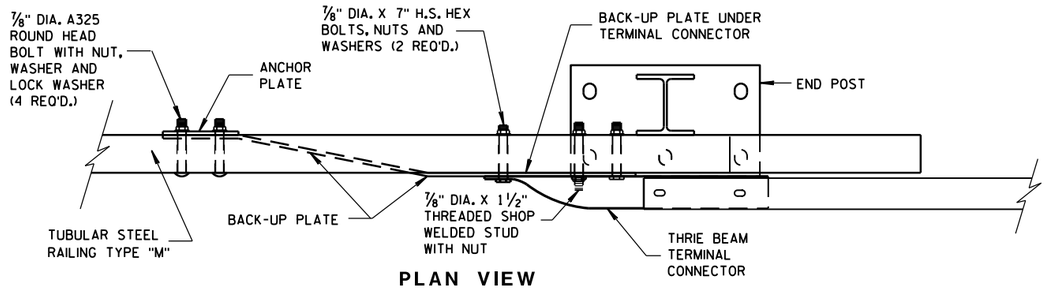
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June, 2015 — DATE
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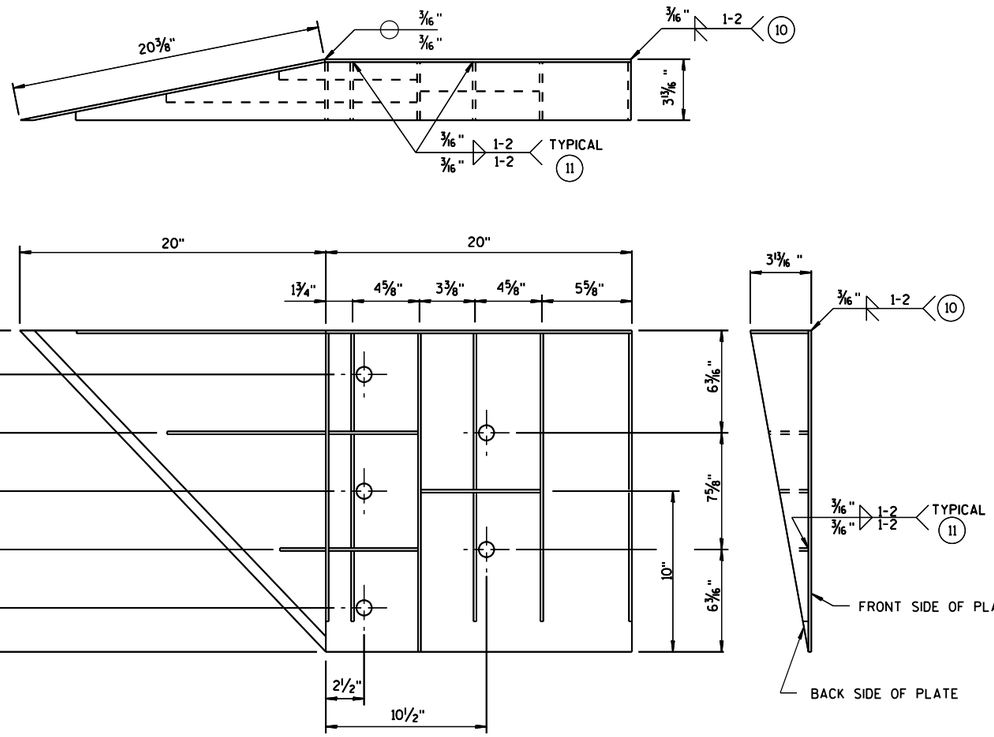

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

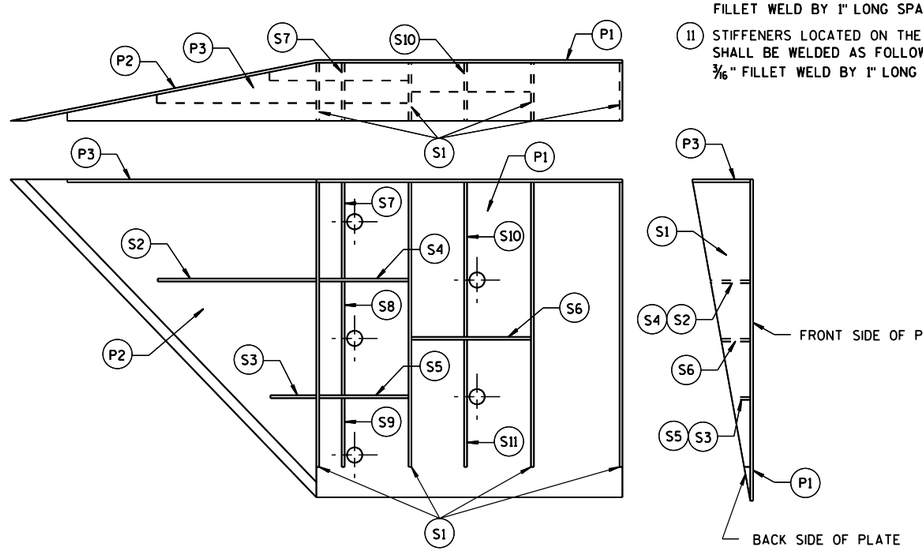

PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 3/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 1/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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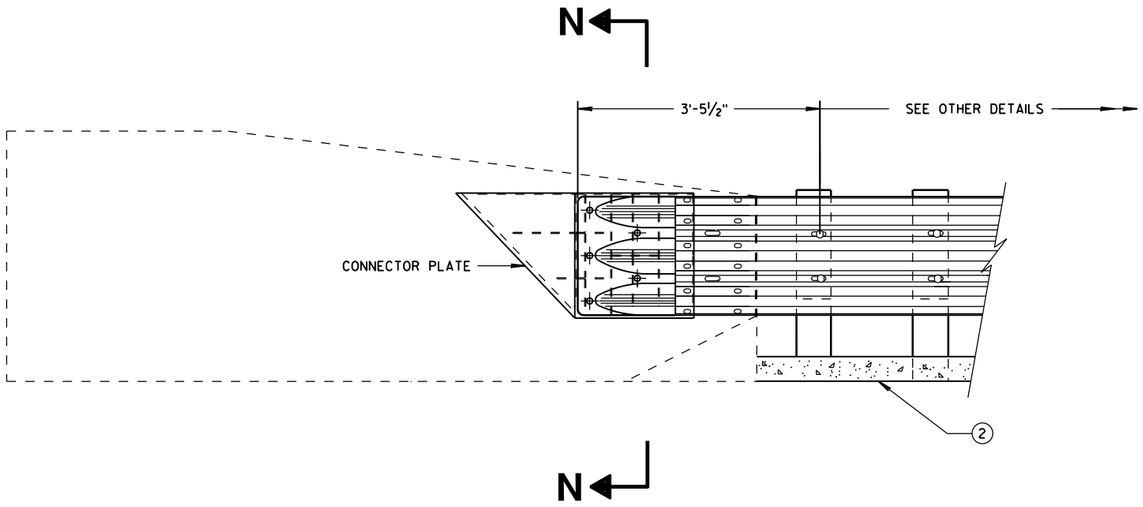
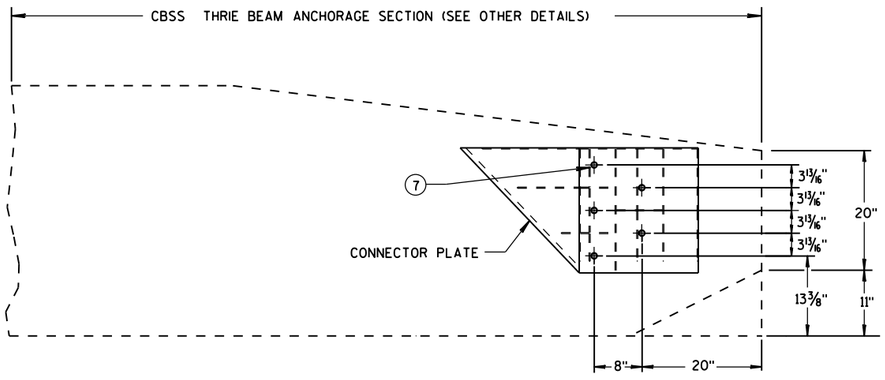
S.D.D. 14 B 45-4i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



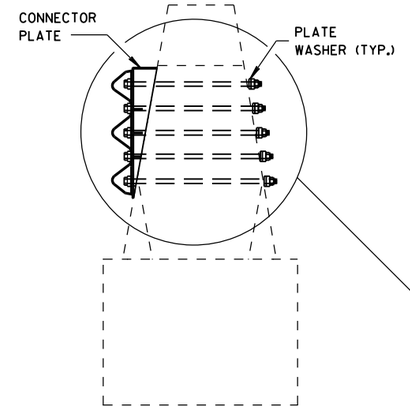
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

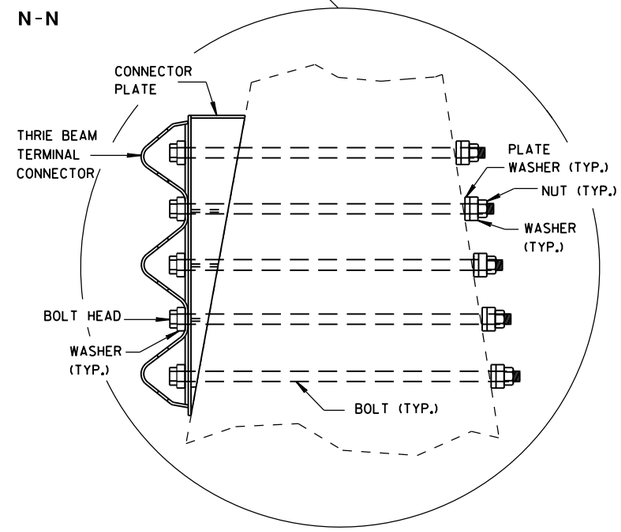
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
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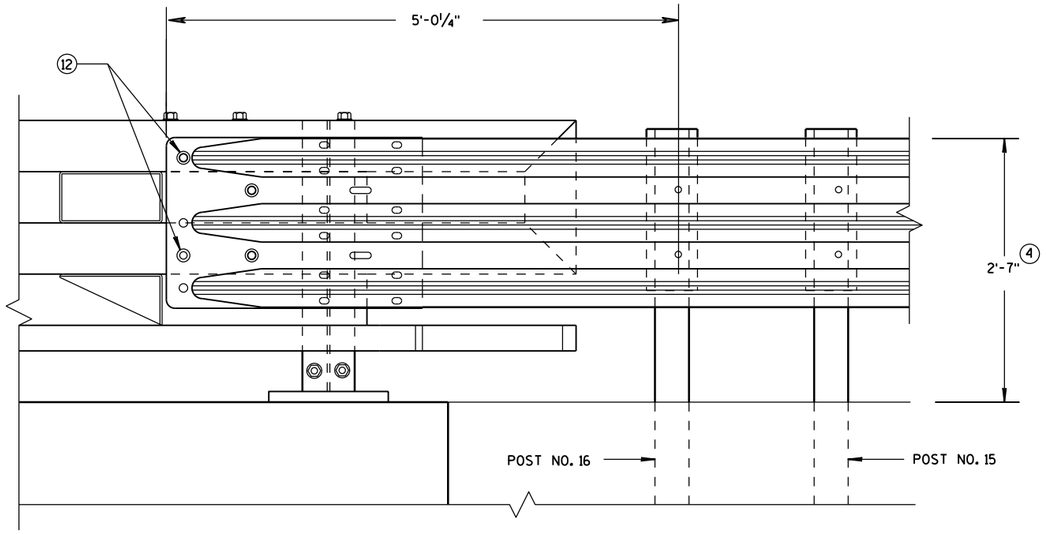
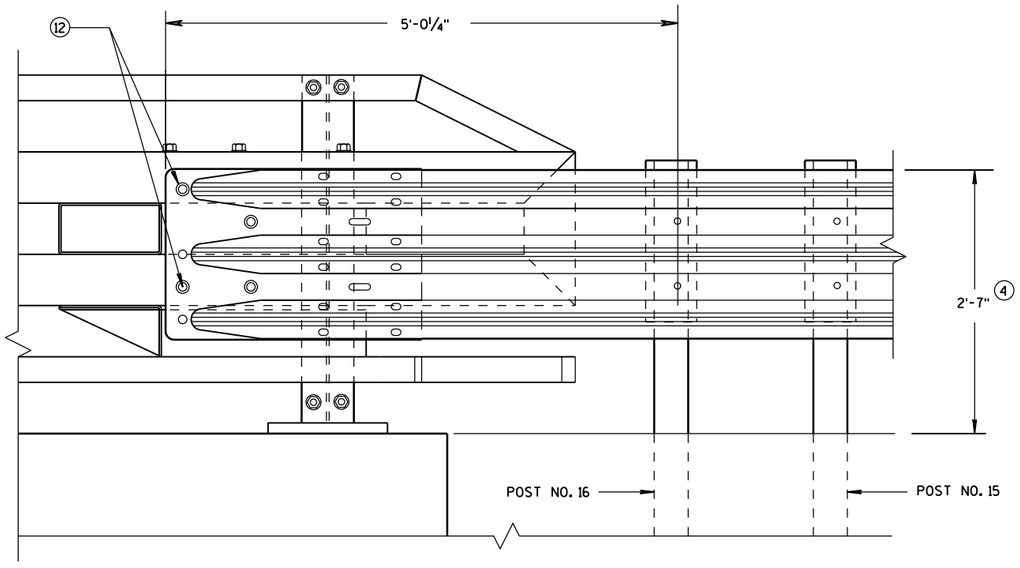


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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APPROVED
June, 2015
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS D 325 NT
ENGINEER

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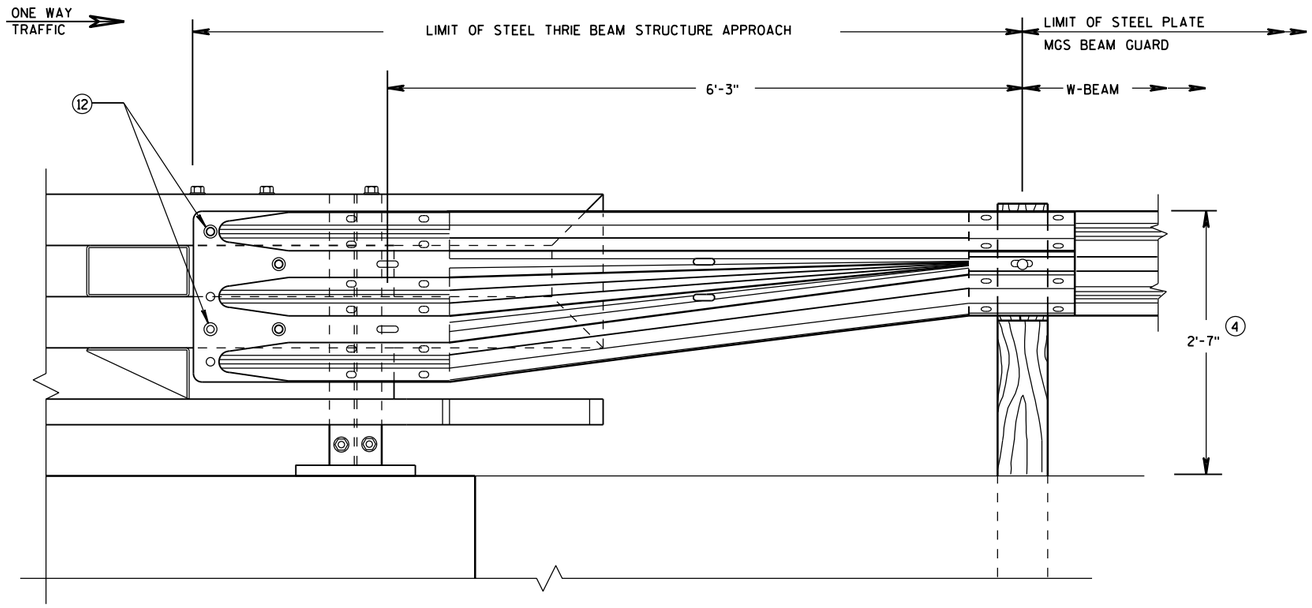


FRONT VIEW

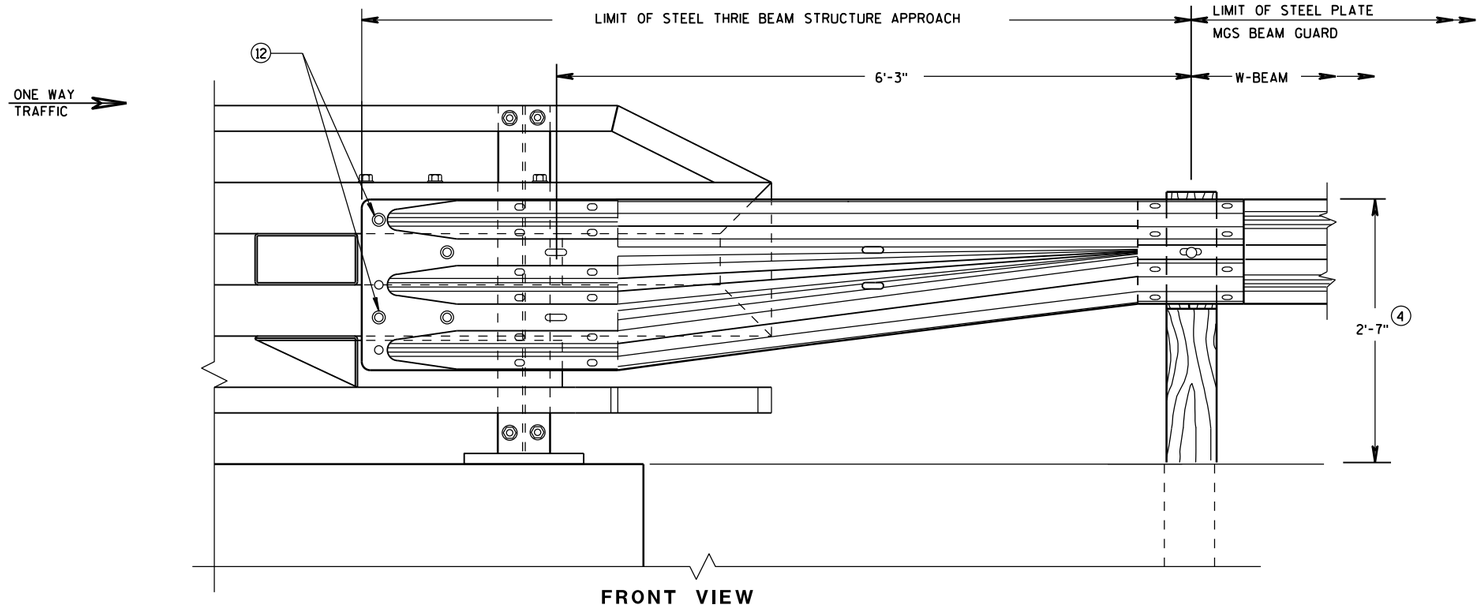
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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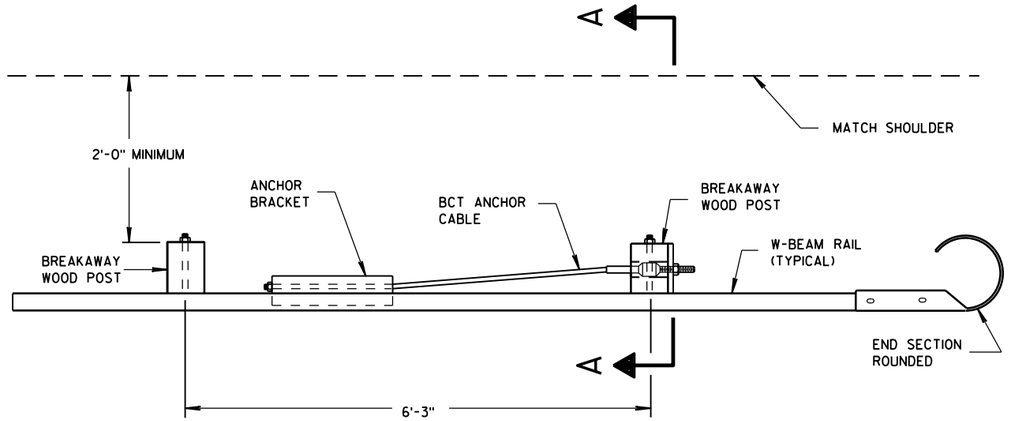
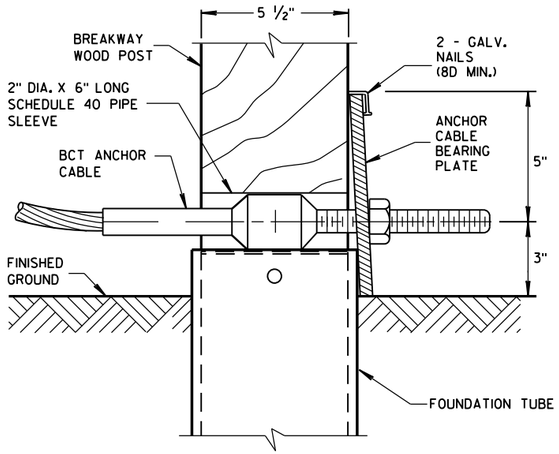


PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

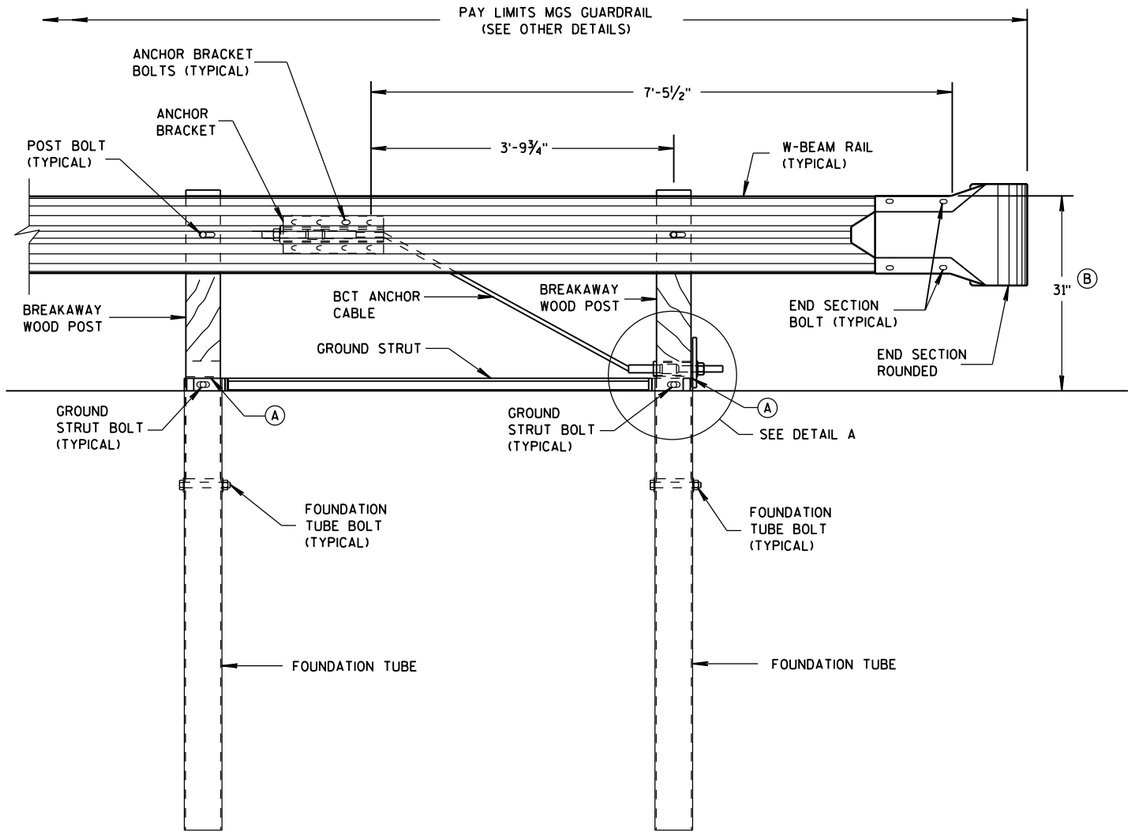
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

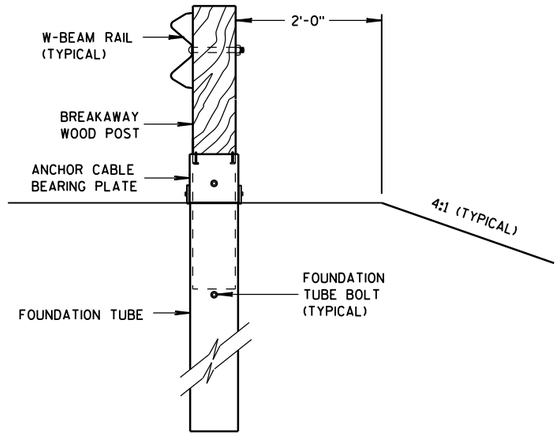
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

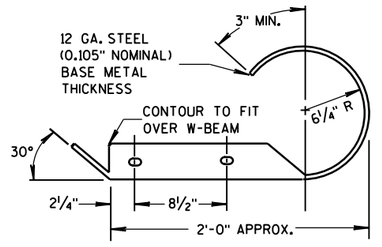


FRONT VIEW

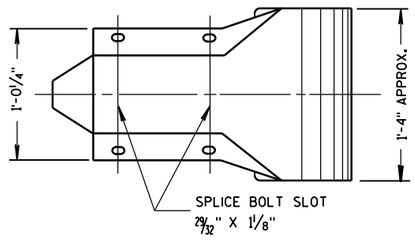
END RAIL DETAIL



SECTION A-A



PLAN VIEW



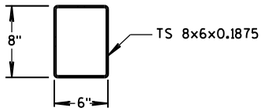
FRONT VIEW

W BEAM END SECTION ROUNDED

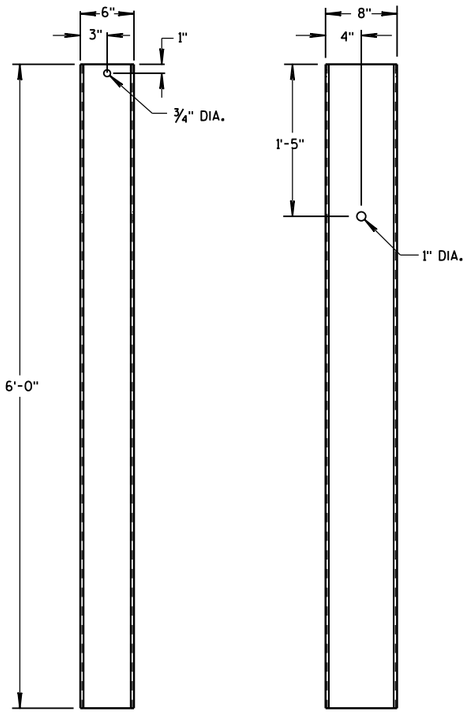
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 47-2a

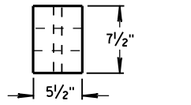


PLAN VIEW

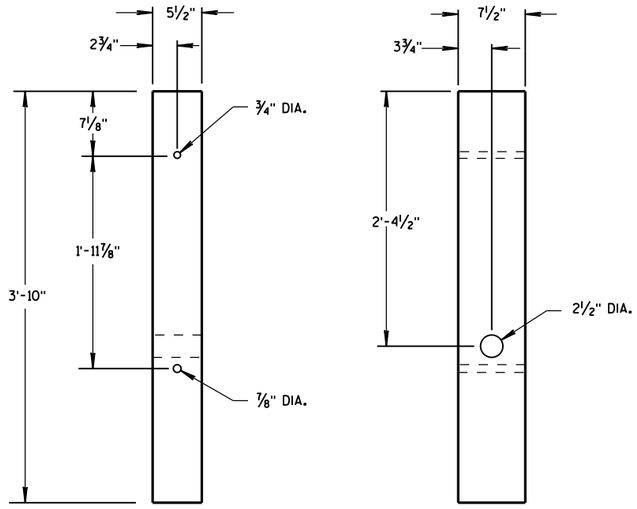


FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW



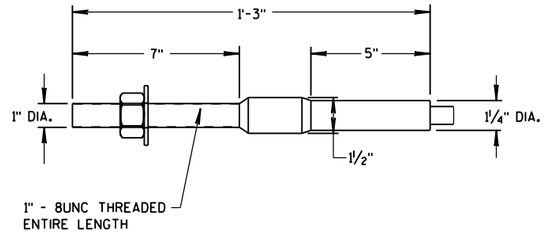
FRONT VIEW SIDE VIEW

BREAKAWAY WOOD POST

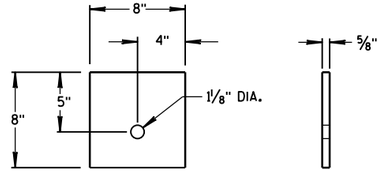
GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

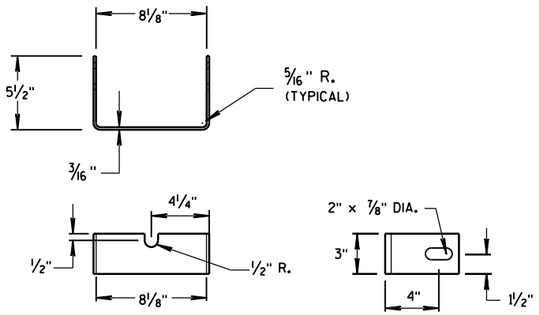
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

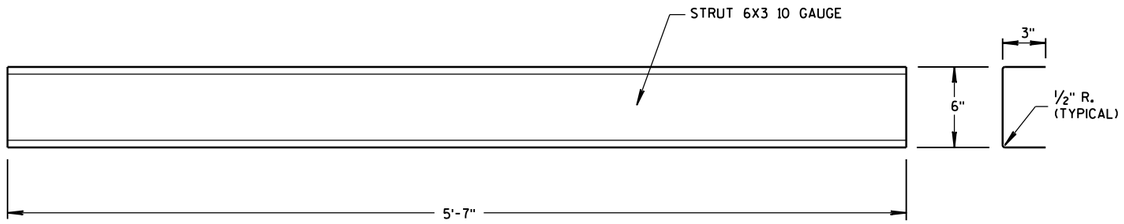
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

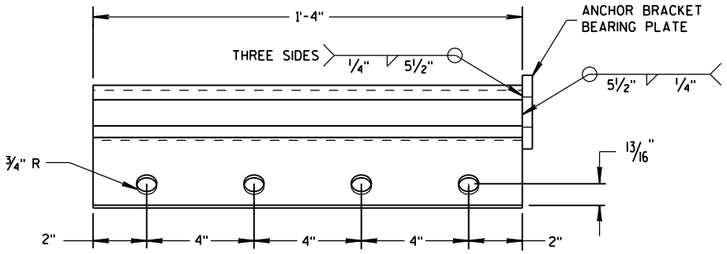
S.D.D. 14 B 47-2b

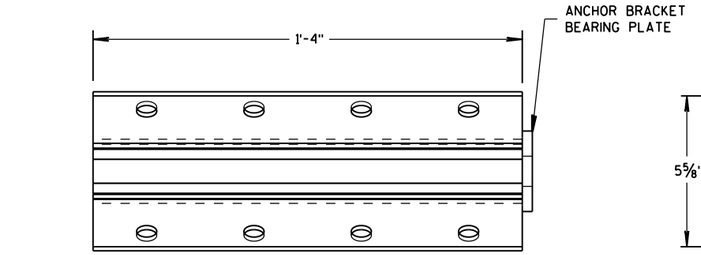


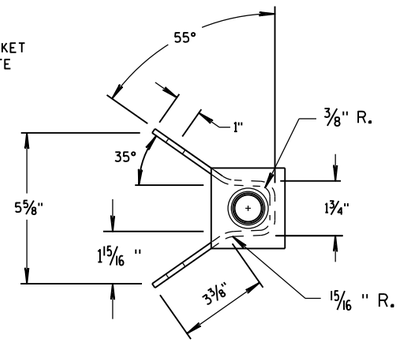
YOKE DETAIL



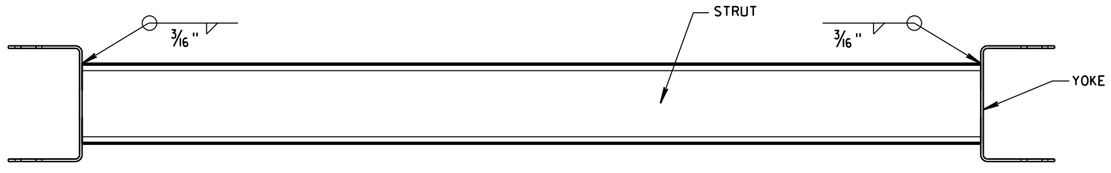
STRUT DETAIL



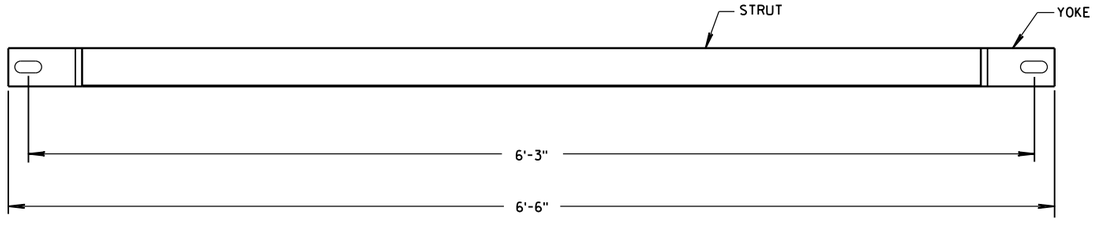




ANCHOR BRACKET

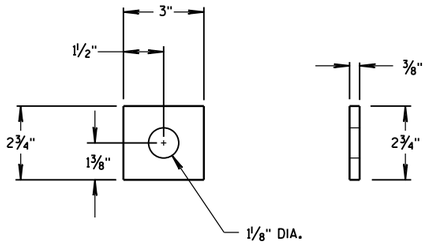


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

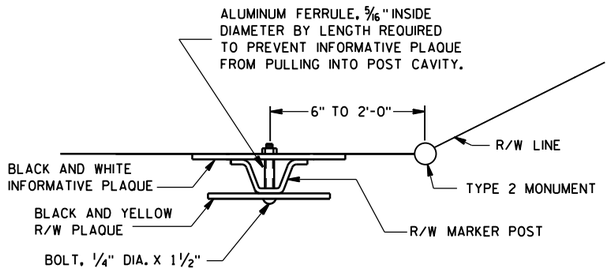
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

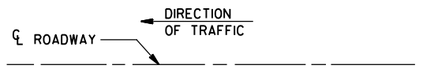
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

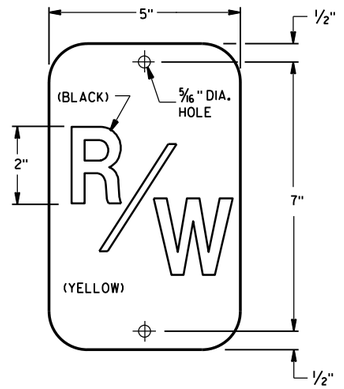
6

S.D.D. 14 B 47-2c



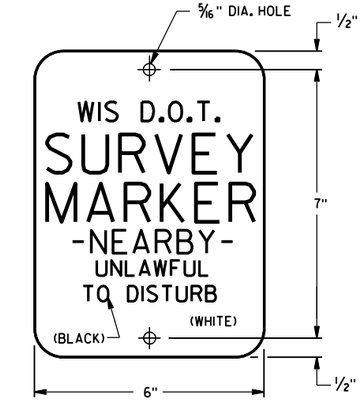


PLAN VIEW



R/W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.



INFORMATIVE PLAQUE

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.

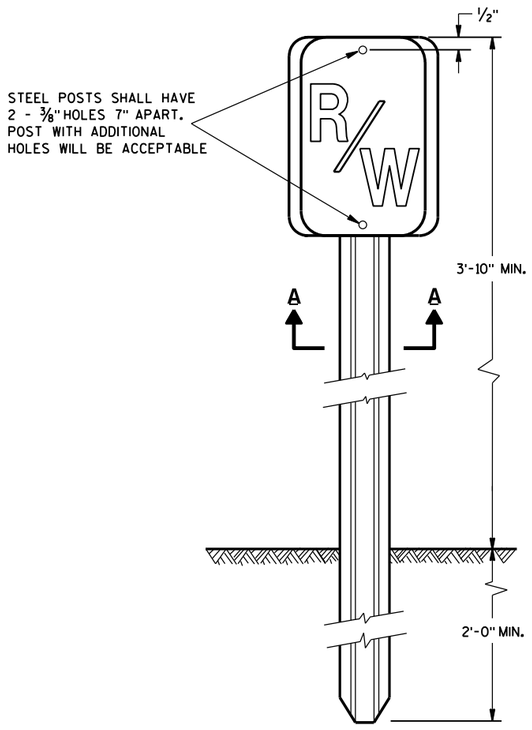
A STEEL MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY, WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFORMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. R/W AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION.

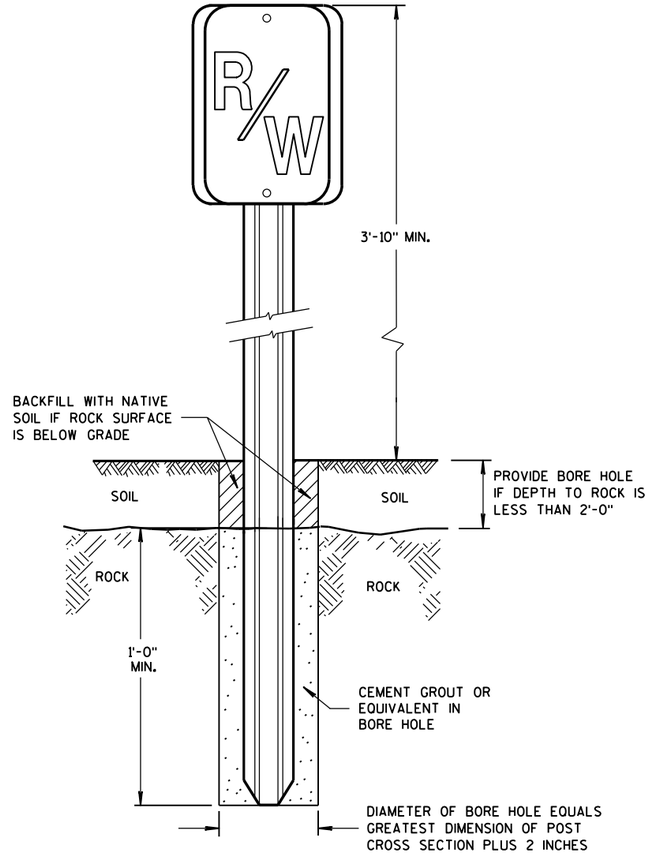
STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK TO A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3'10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR.

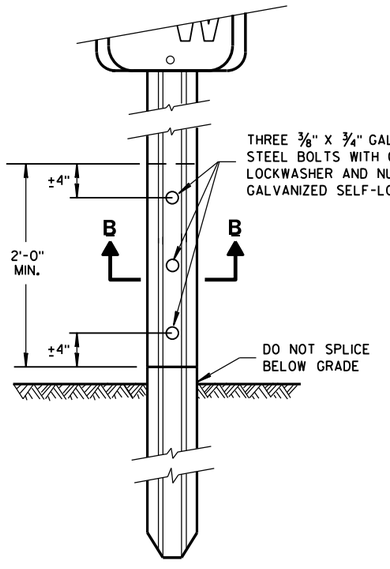
FILL THE BORE HOLE WITH CEMENT GROUT, OR EQUIVALENT. DEPENDING ON THE STABILITY OF THE ROCK.



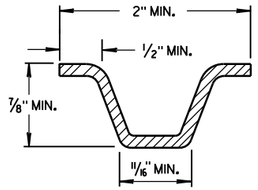
FRONT VIEW
STEEL MARKER POST



FRONT VIEW
ROCK INSTALLATION (1)

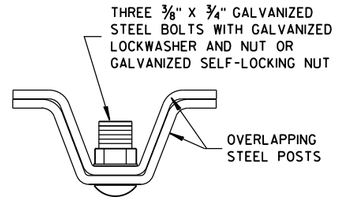


FRONT VIEW
SPLICE DETAIL



MIN. WEIGHT 1.12 LB./FT.

SECTION A-A



SECTION B-B

MARKER POST FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016 — DATE
/S/ Ray Kumapayi — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

S.D.D. 15 A 1-13a

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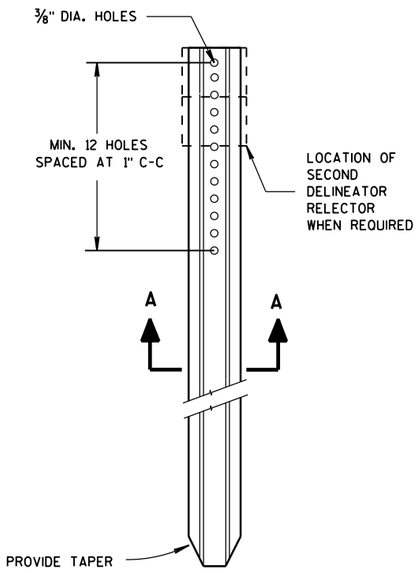
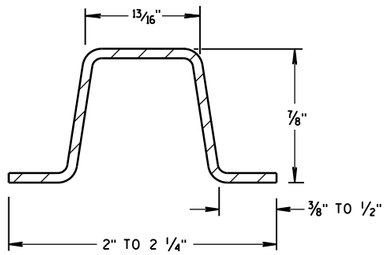
S.D.D. 15 A 1-13a

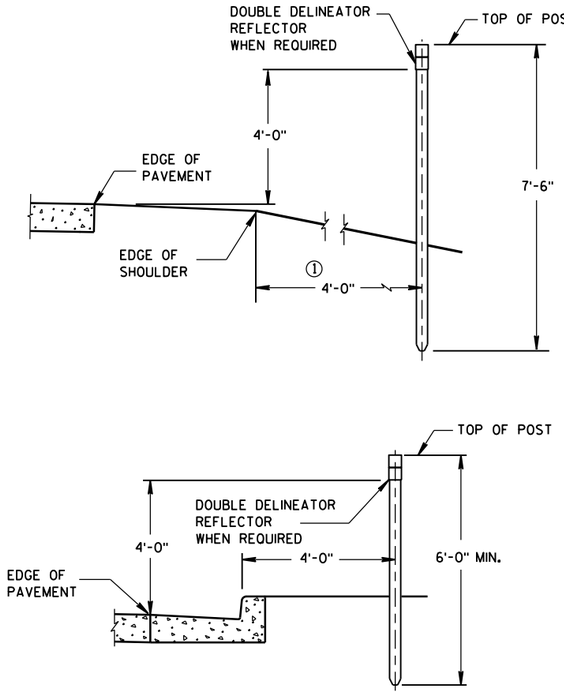


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

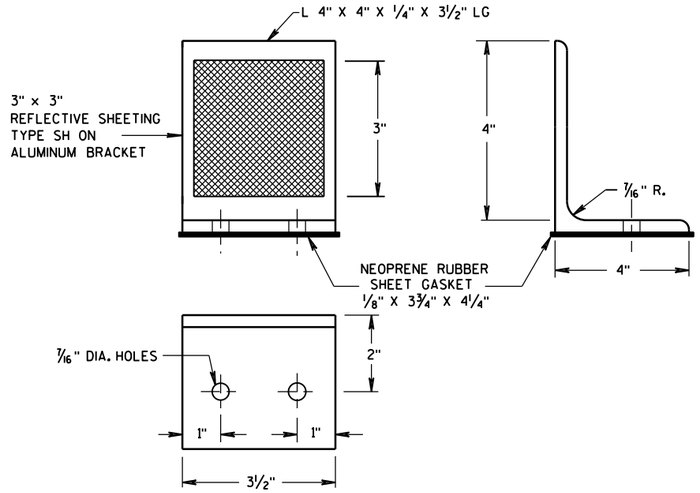


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

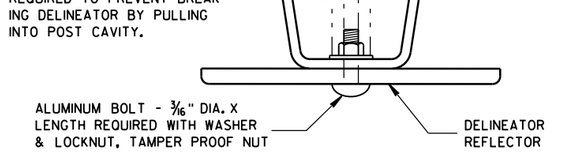
GENERAL NOTES

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

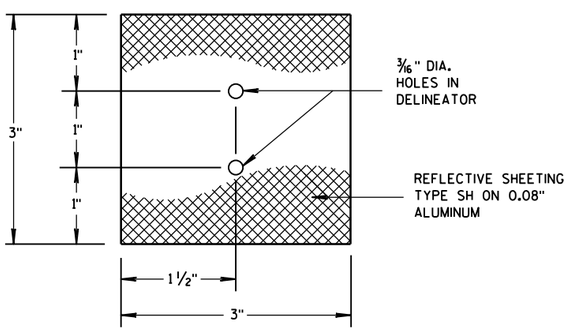
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



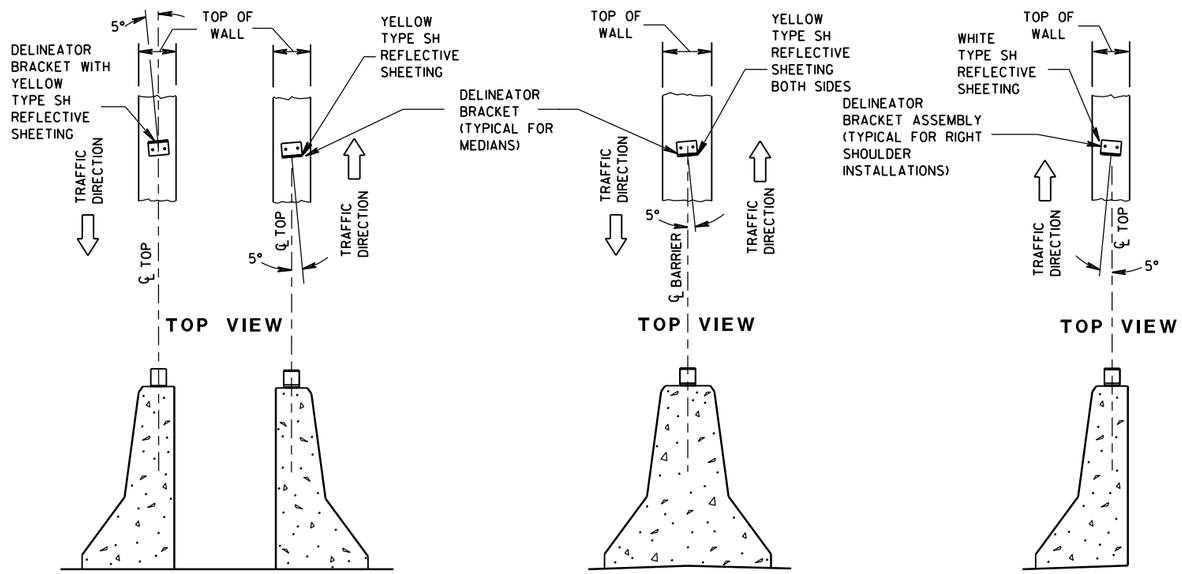
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR REFLECTOR

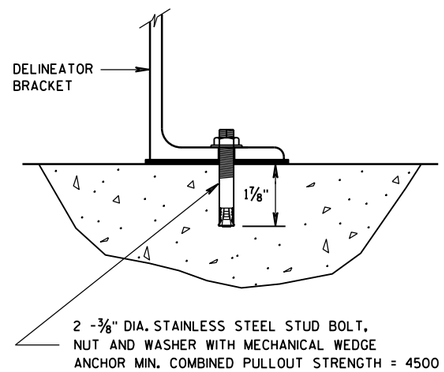


3"x 3" DELINEATOR REFLECTOR



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 REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] 331 [illegible]GINEER
FHWA

6

S.D.D. 15 A 2-9

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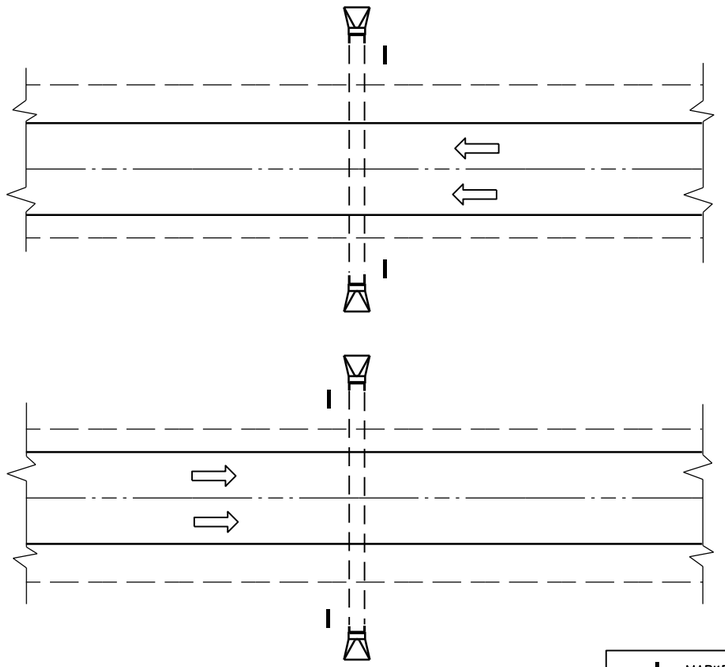
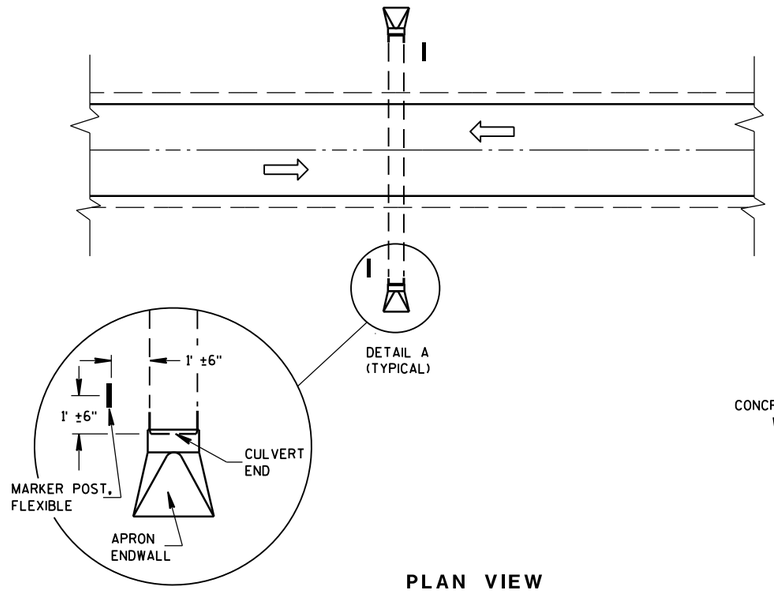
S.D.D. 15 A 2-9



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

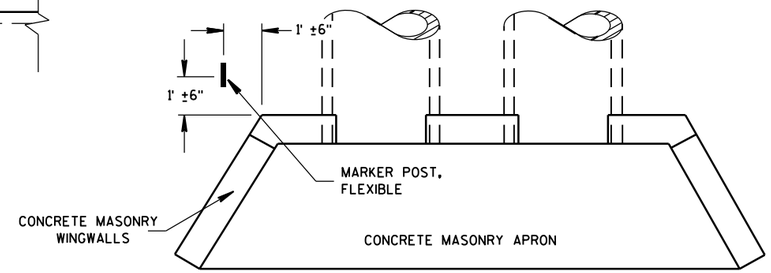
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

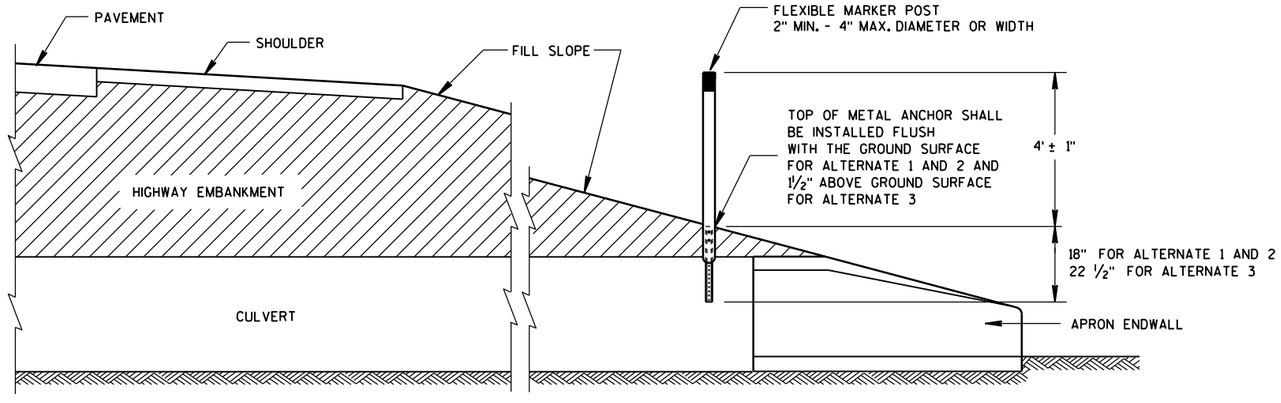
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 A 3-2a

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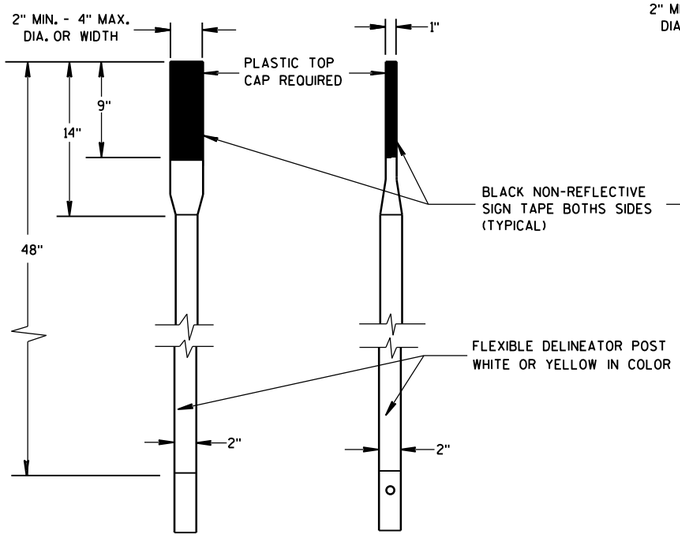
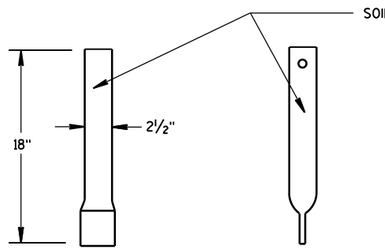
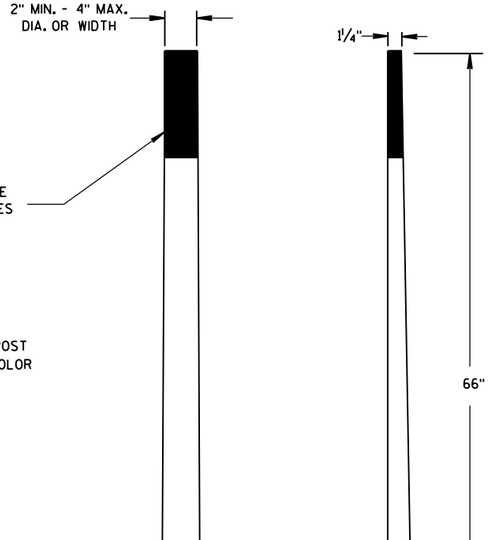
S.D.D. 15 A 3-2a





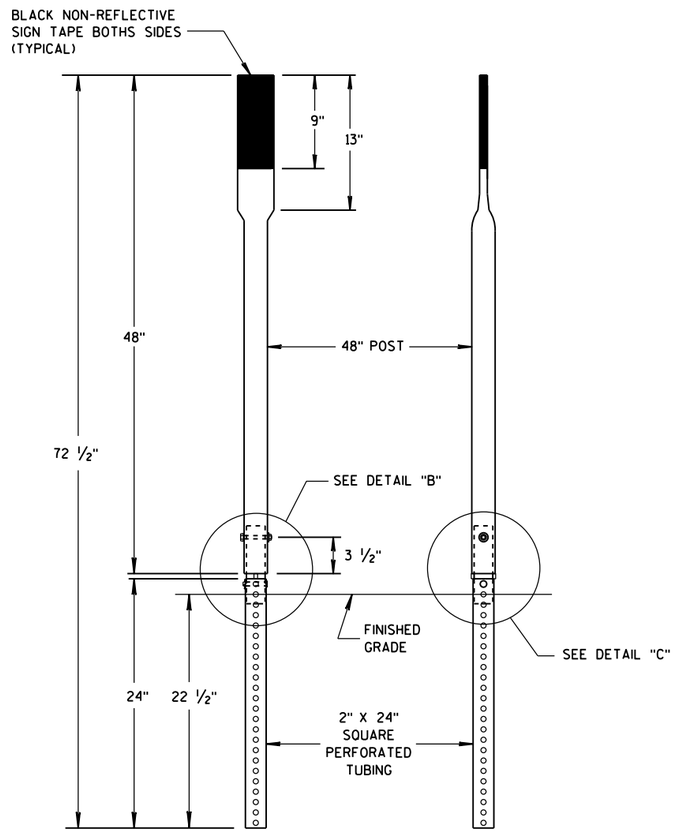
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

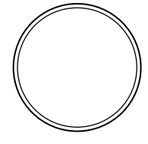
ALTERNATE 2



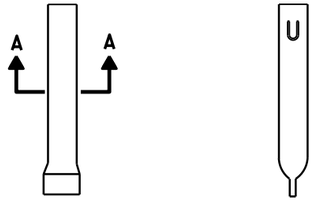
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

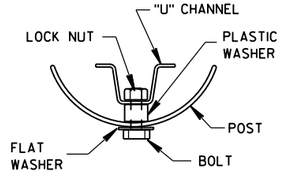


SECTION A-A

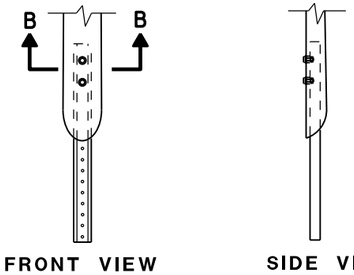


FRONT VIEW SIDE VIEW

ALTERNATE 1

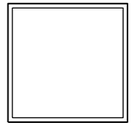


SECTION B-B

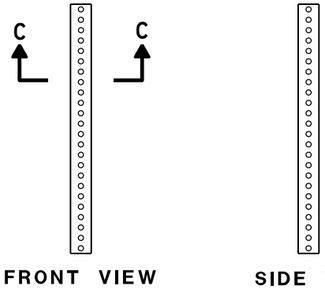


FRONT VIEW SIDE VIEW

ALTERNATE 2



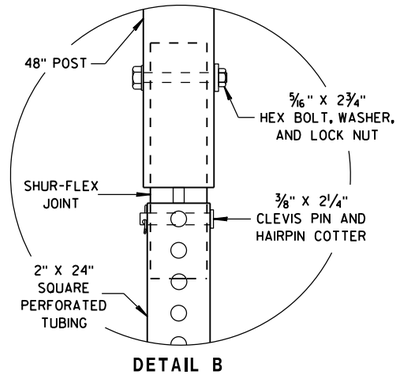
SECTION C-C



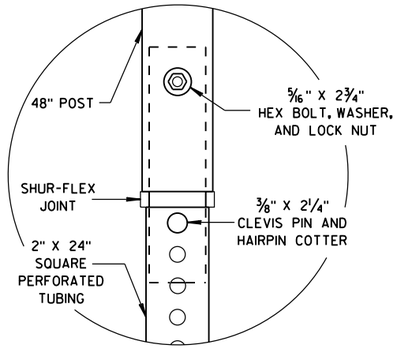
FRONT VIEW SIDE VIEW

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
FHWA

6

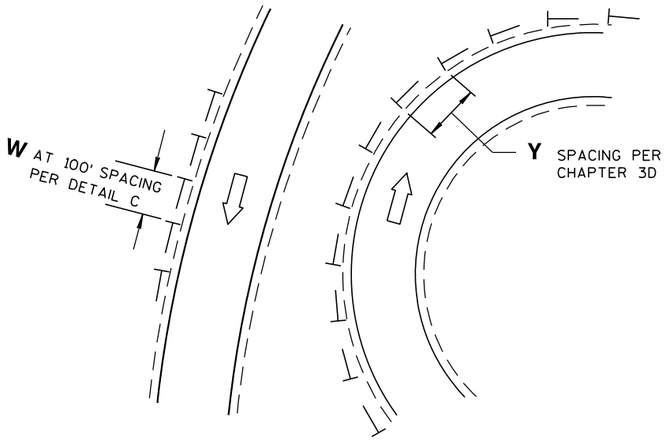
S.D.D. 15 A 3-2b

6

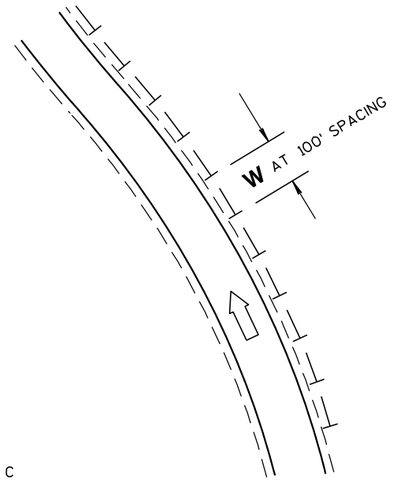
S.D.D. 15 A 3-2b

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



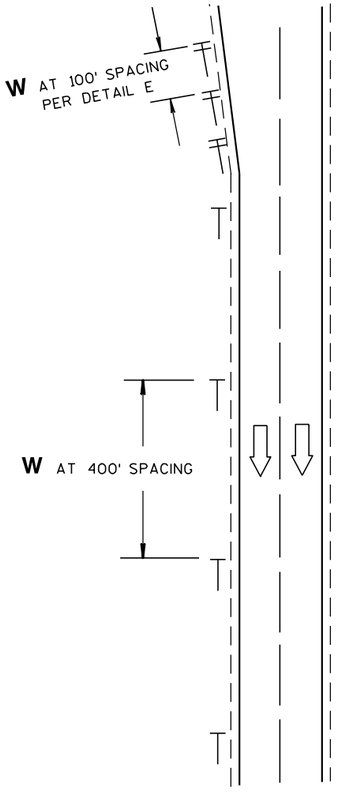
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



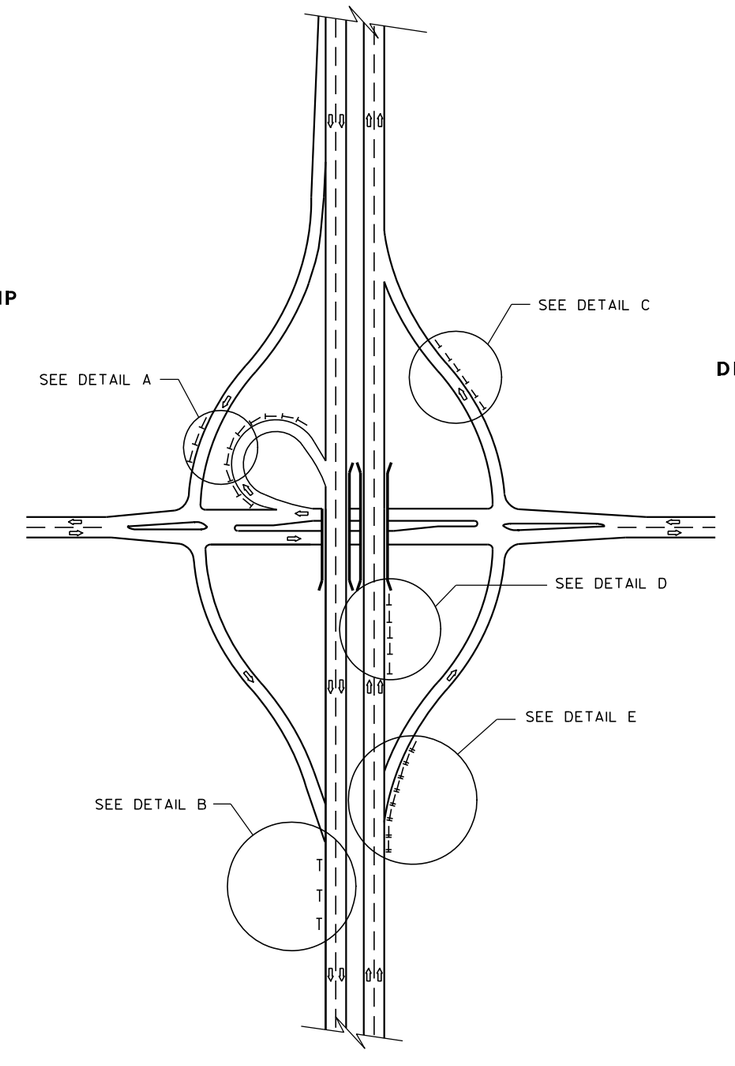
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

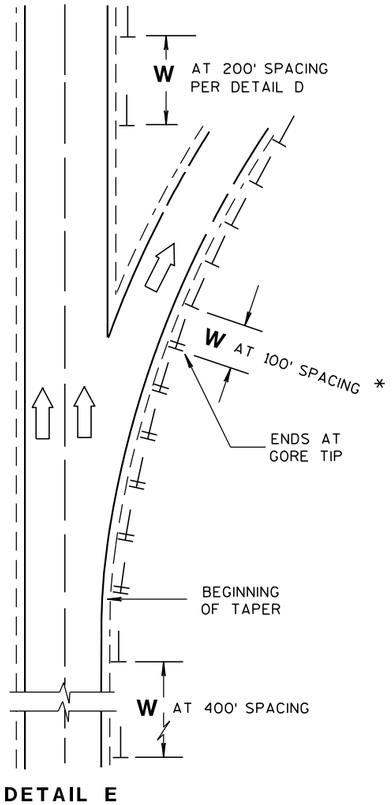
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



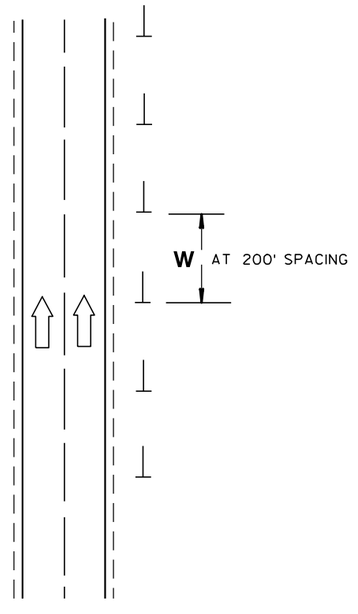
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

6

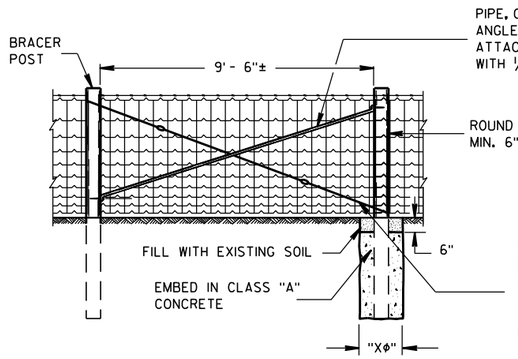
S.D.D. 15 A 6-2

6

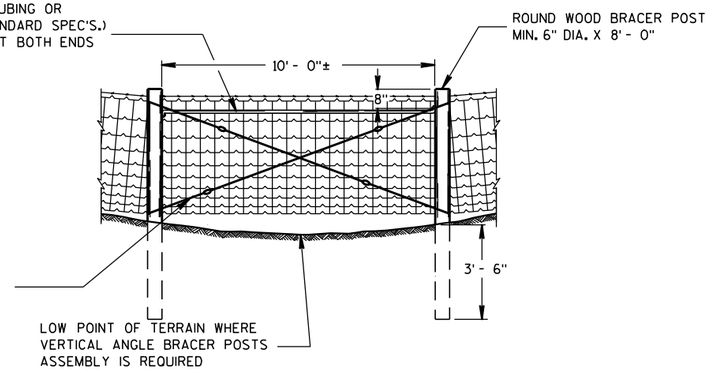
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

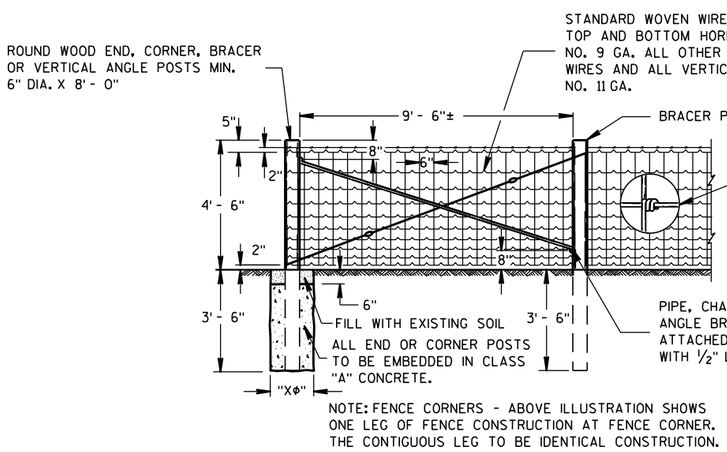
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

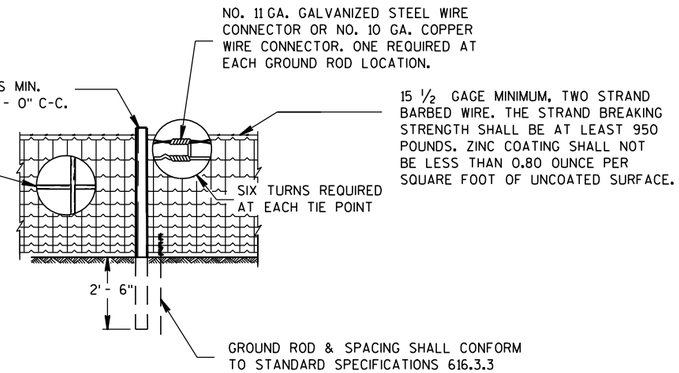
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



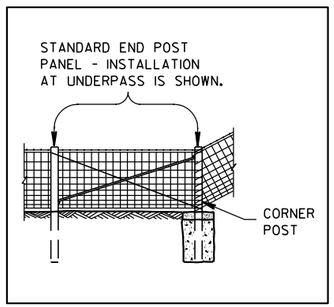
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

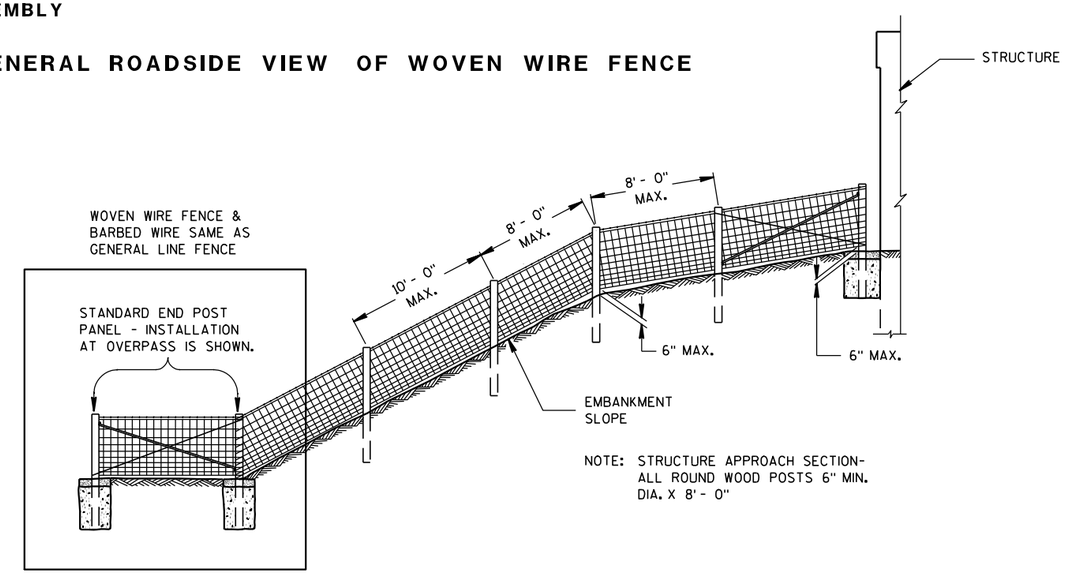


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

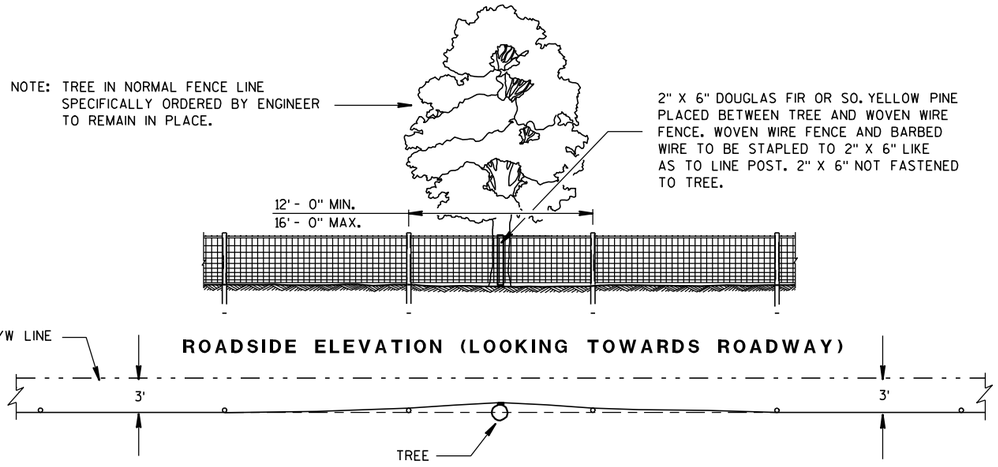
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

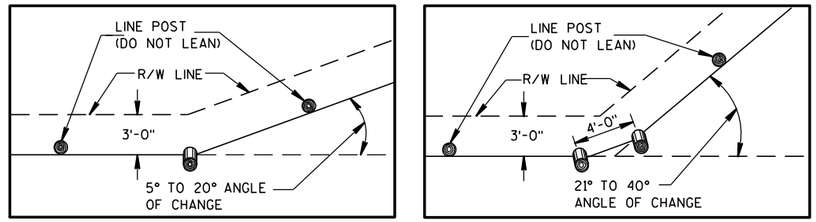
6

S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



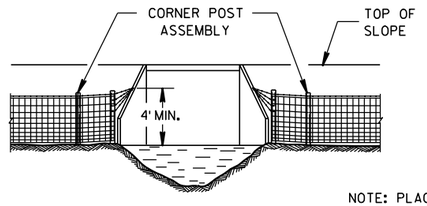
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

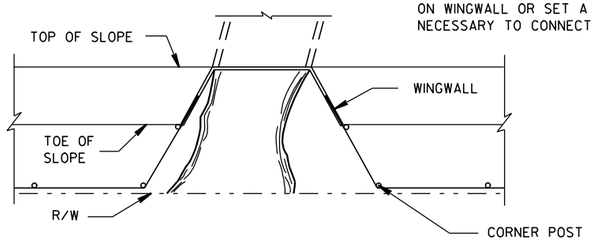
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

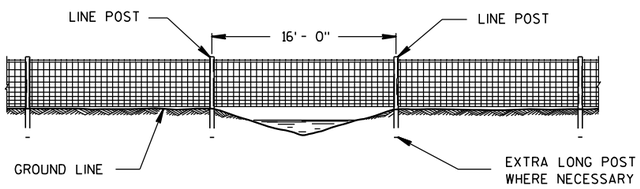
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



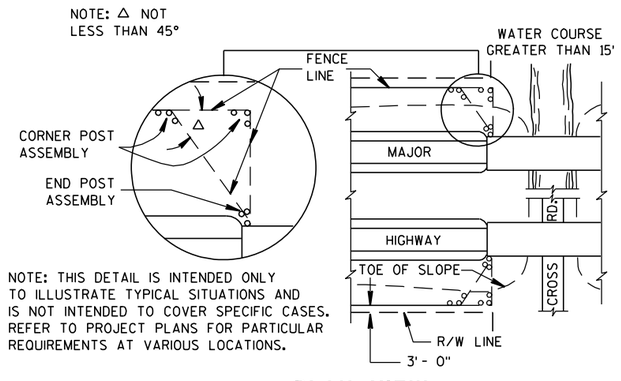
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



FENCE INSTALLATION TO WINGWALLS

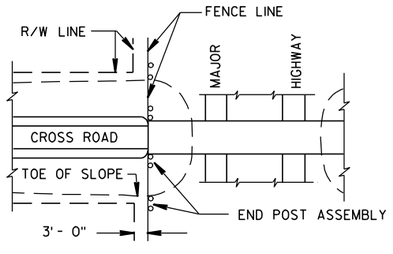


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH

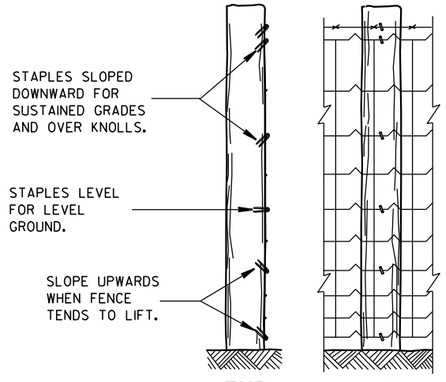


PLAN VIEW

MAJOR HIGHWAY UNDERPASS

FENCE LOCATION AT STRUCTURES

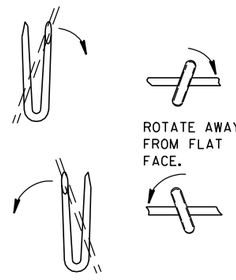
NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION

FARM SIDE ELEVATION

FENCE MOUNTING DETAIL



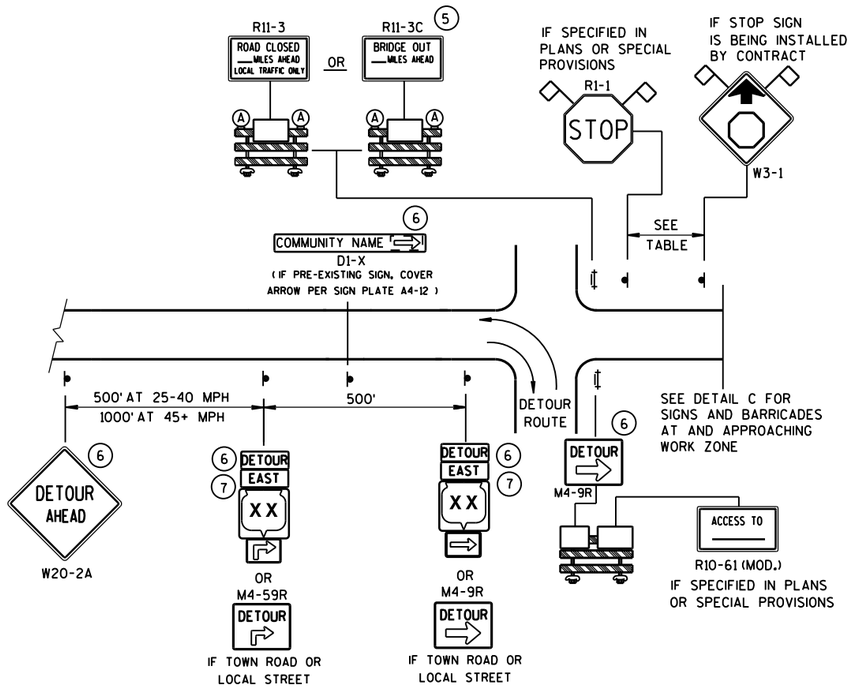
LINE POST

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

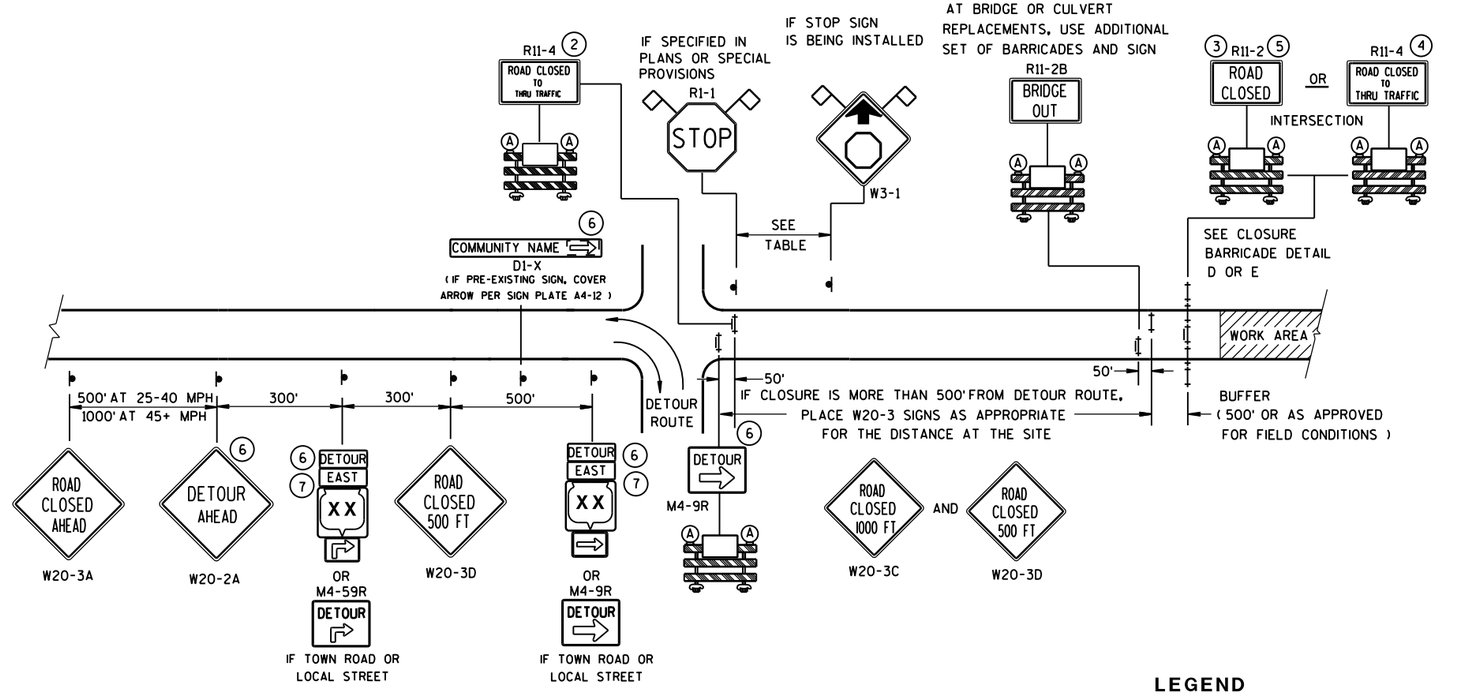
APPROVED
4/4/2008
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]
ENGINEER
FHWA

6
S.D.D. 15 B 1-8b



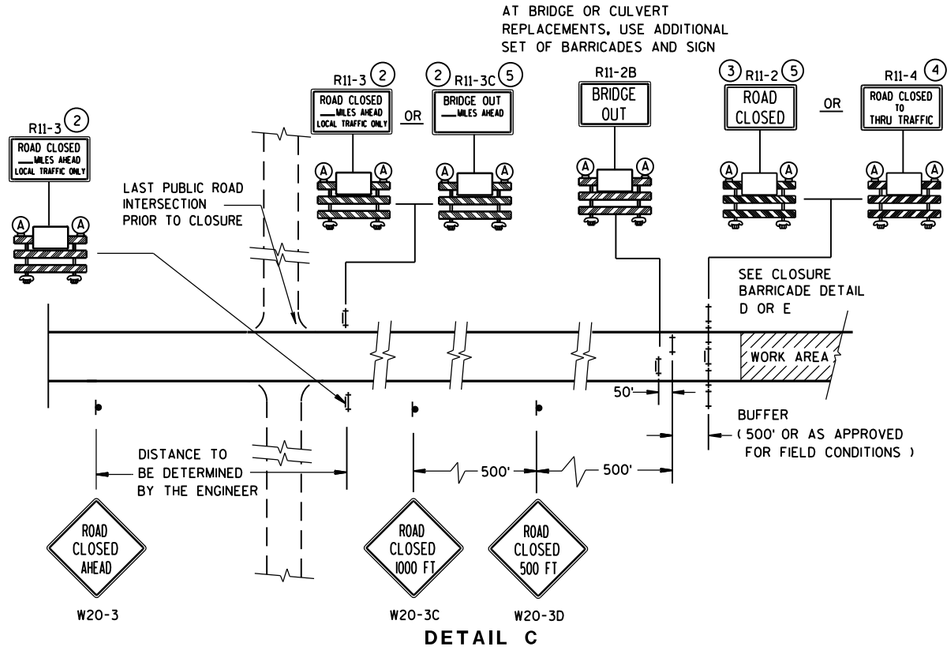
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

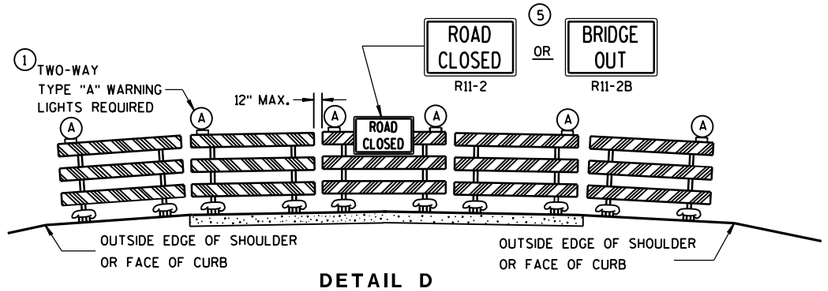
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

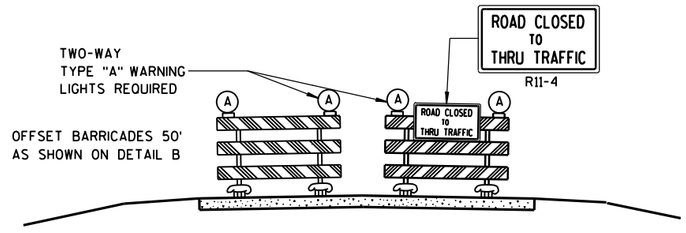
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

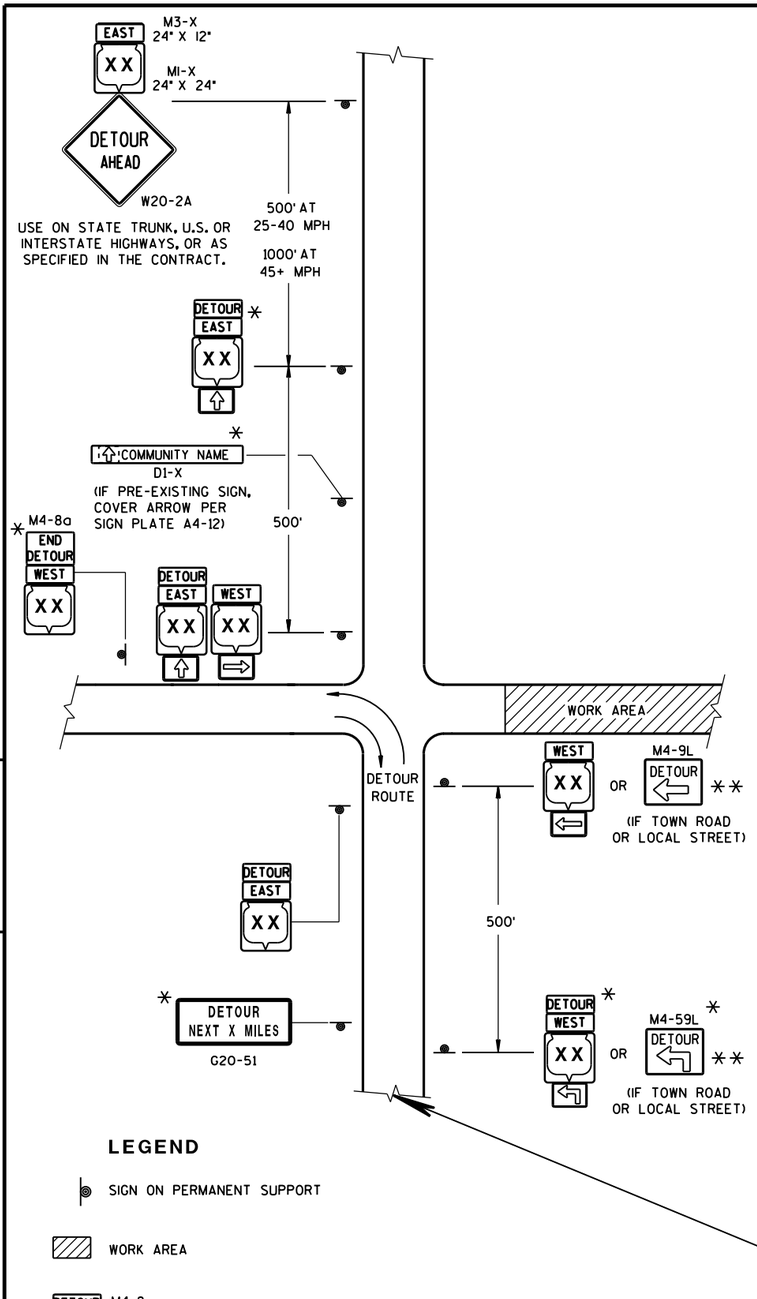
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI
FHWA

6

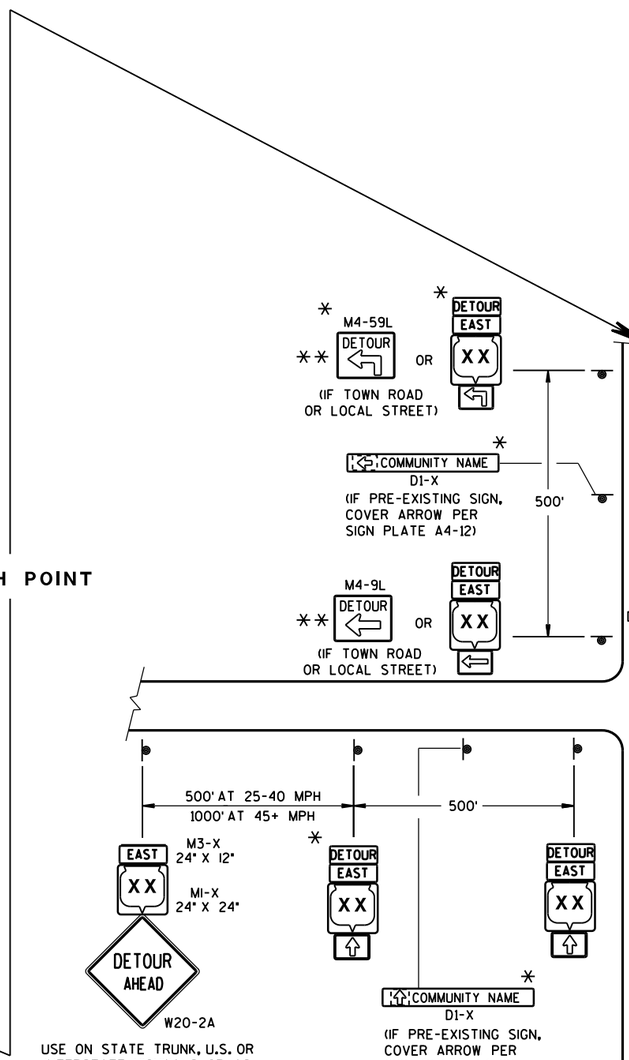
S.D.D. 15 C 2-6b

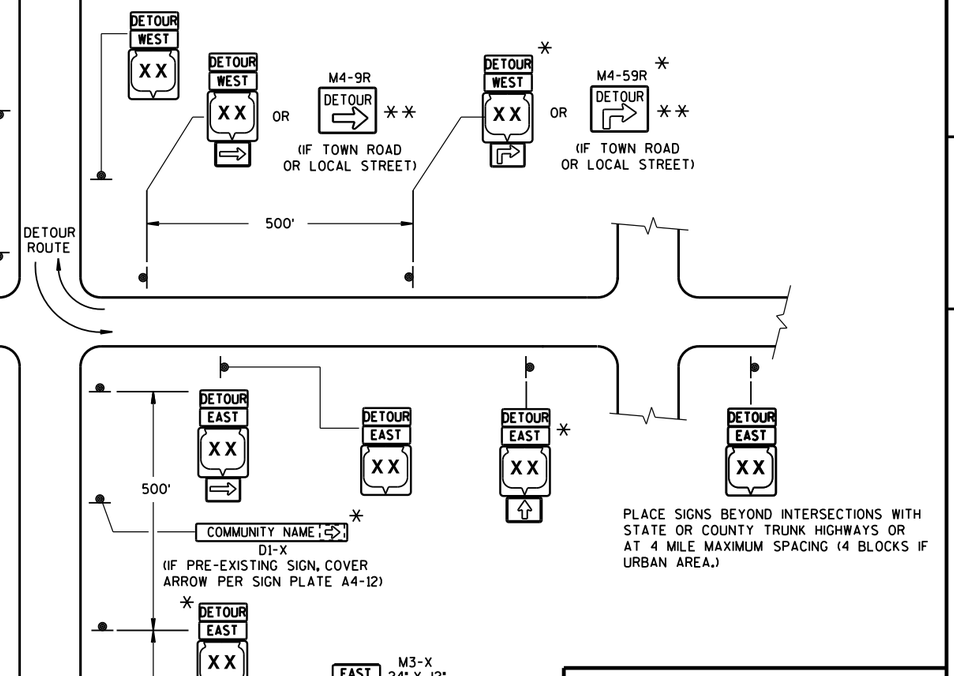


SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT





DETAIL F

DETOUR SIGNING

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.

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015
DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

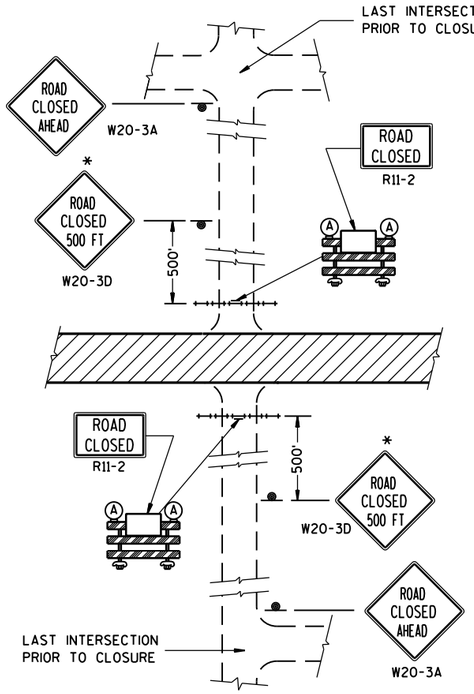
FHWA

6

S.D.D. 15 C 2-6c

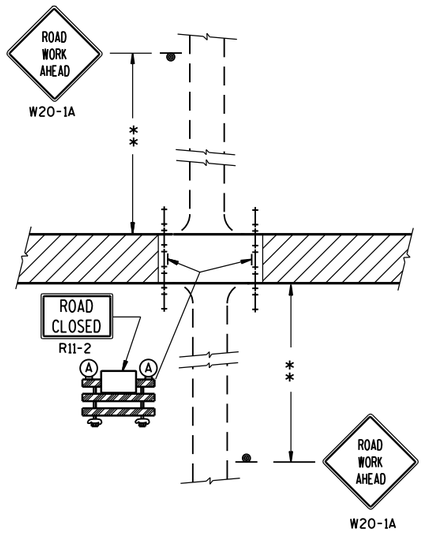
6

S.D.D. 15 C 2-6c



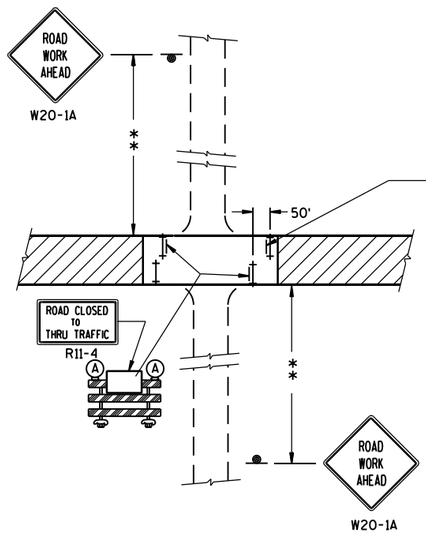
DETAIL 1

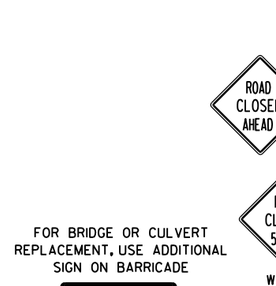
(NO ACCESS TO PROJECT)



DETAIL 2

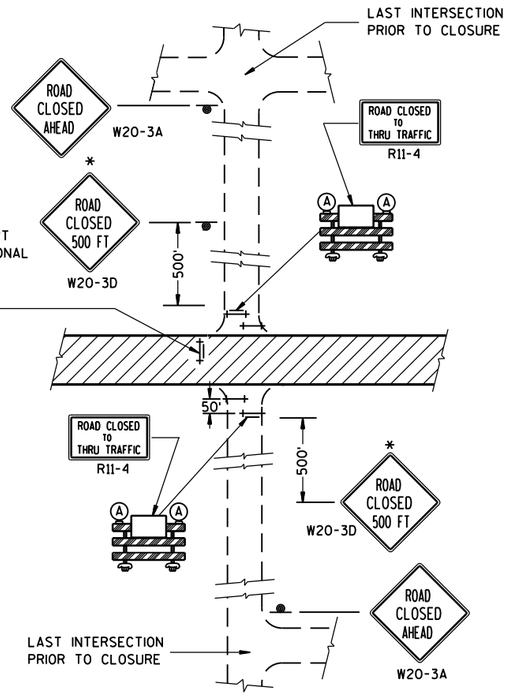
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

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S.D.D. 15 C 3-3

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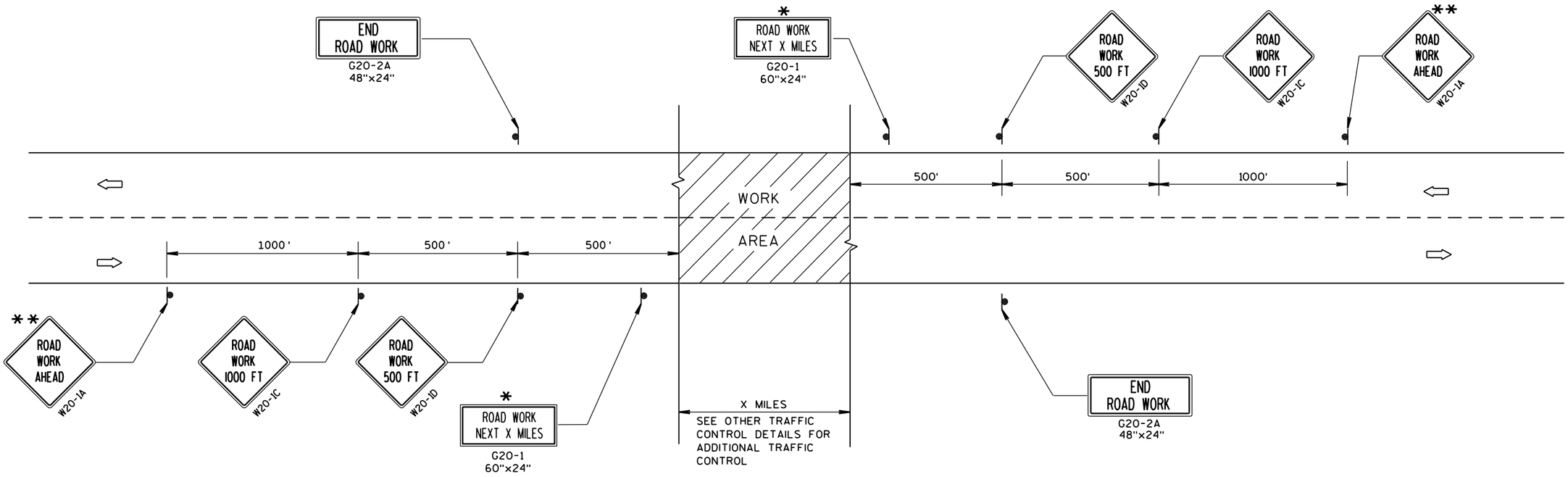
S.D.D. 15 C 3-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

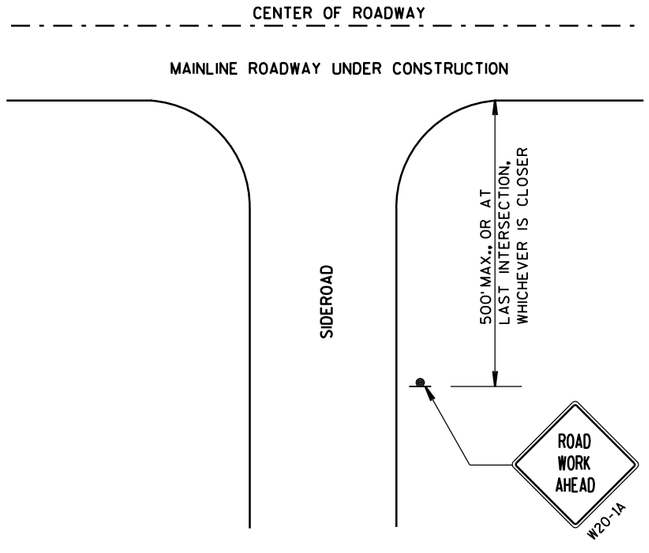
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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S.D.D. 15 C 4-3

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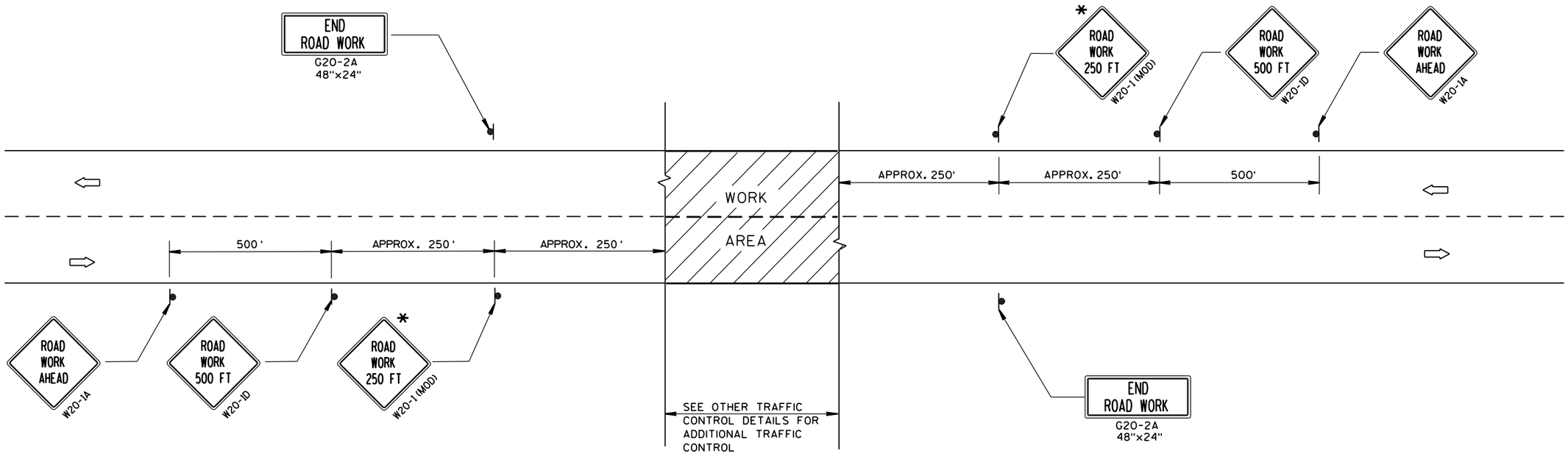
S.D.D. 15 C 4-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

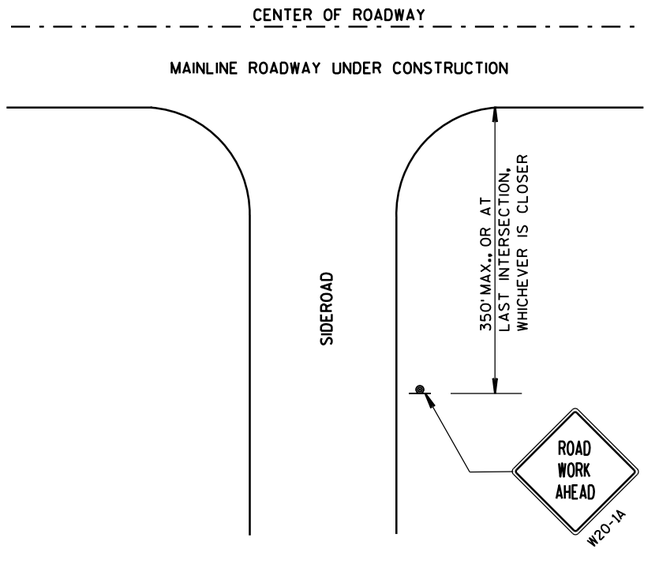
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

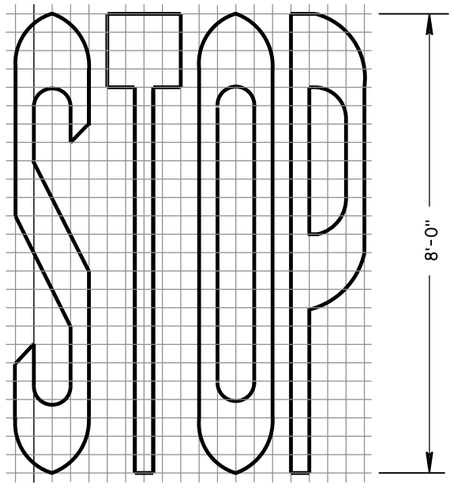
S.D.D. 15 C 5-3

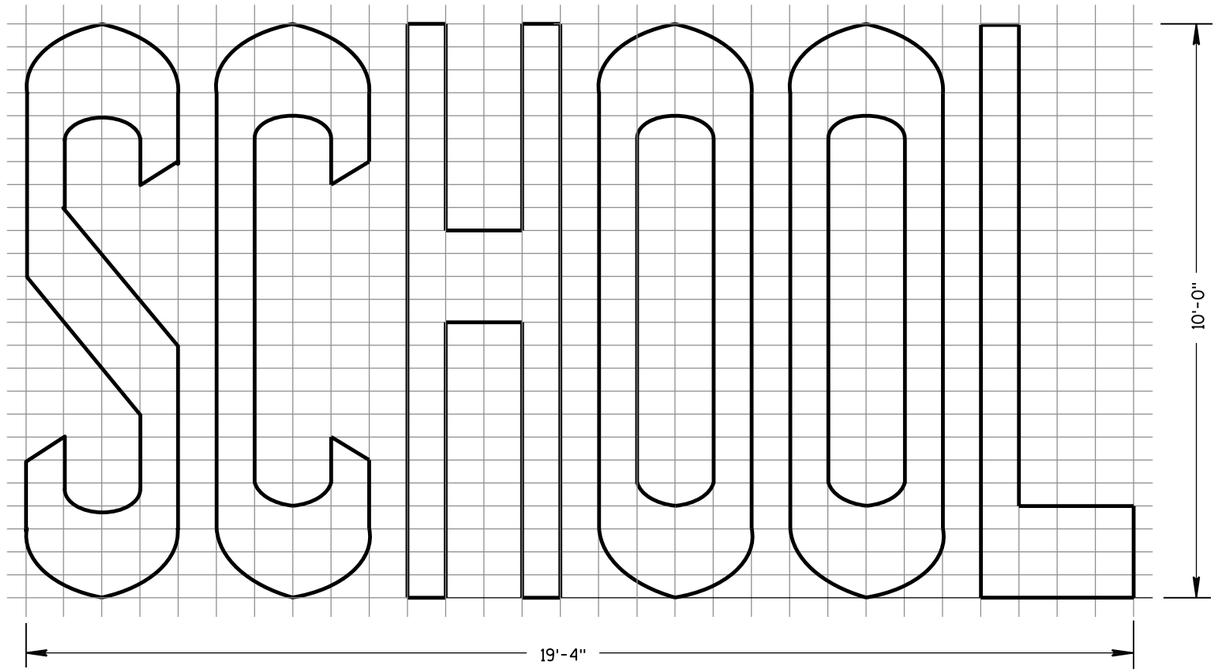
6

S.D.D. 15 C 5-3

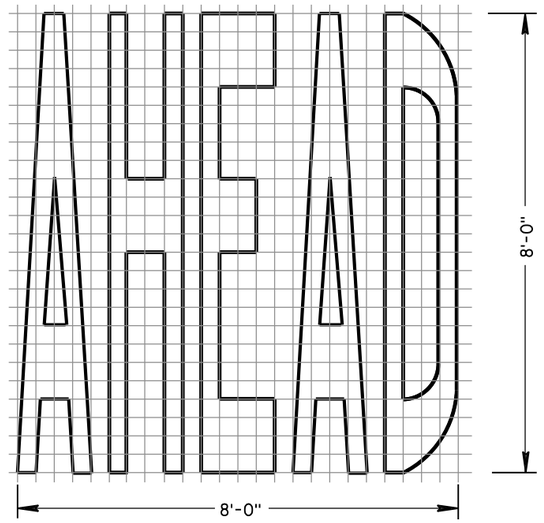
GENERAL NOTES

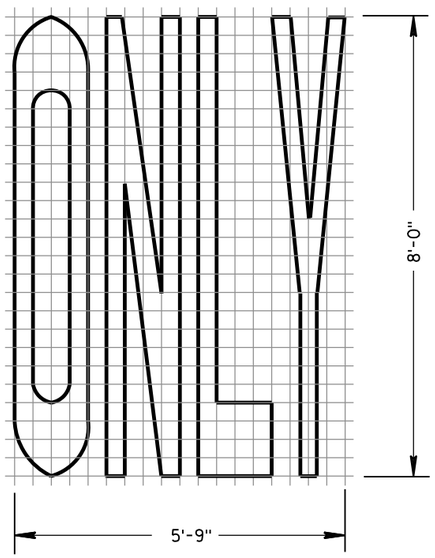
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

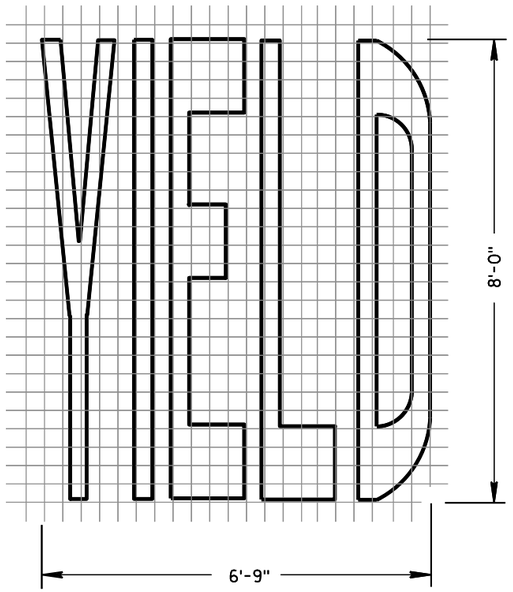


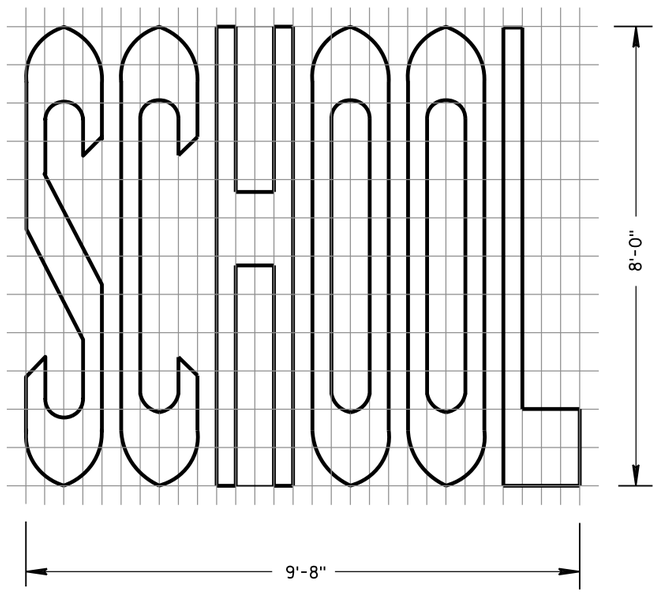


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-16	/S/ Matthew R. Rauch	
DATE	STATE SIGNING AND MARK	EER

FHWA

6

S.D.D. 15 C 7-13b

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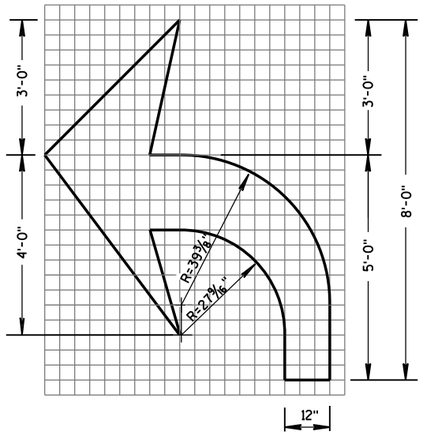
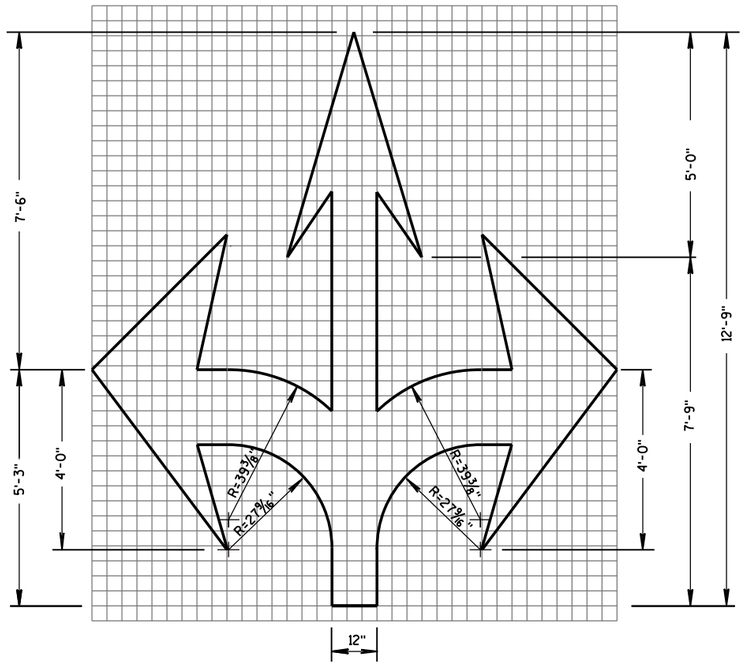
S.D.D. 15 C 7-13b

GENERAL NOTES

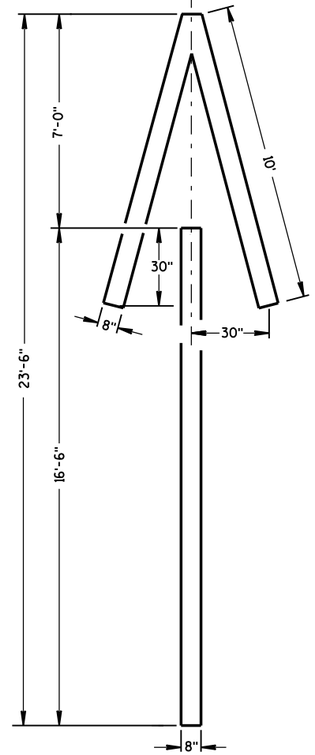
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 2



TYPE 6



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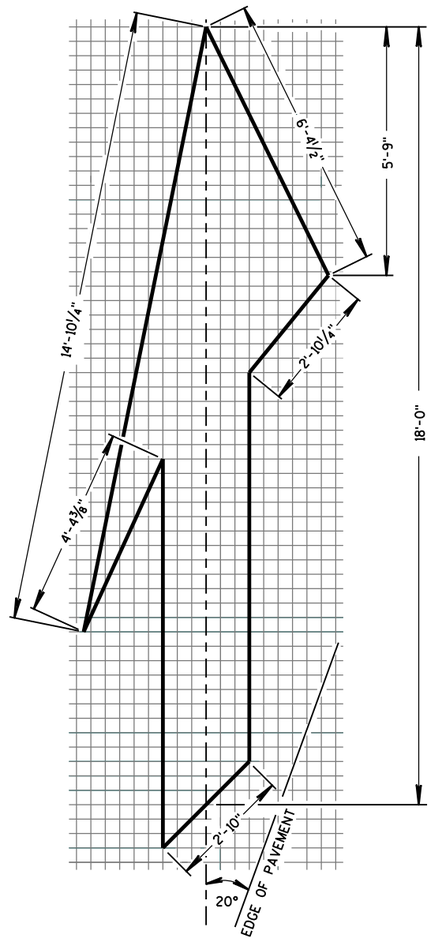
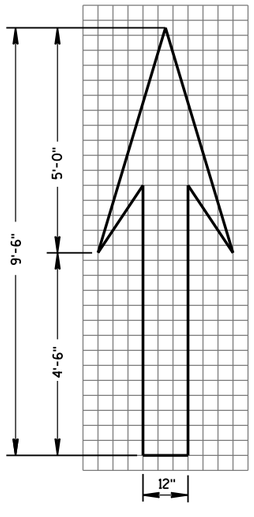
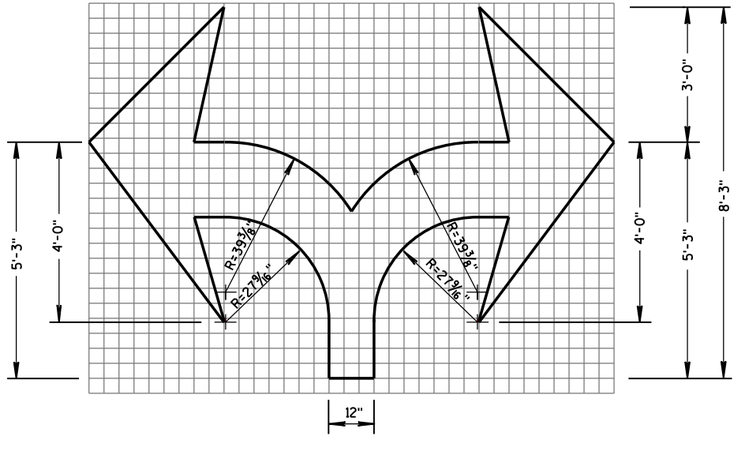


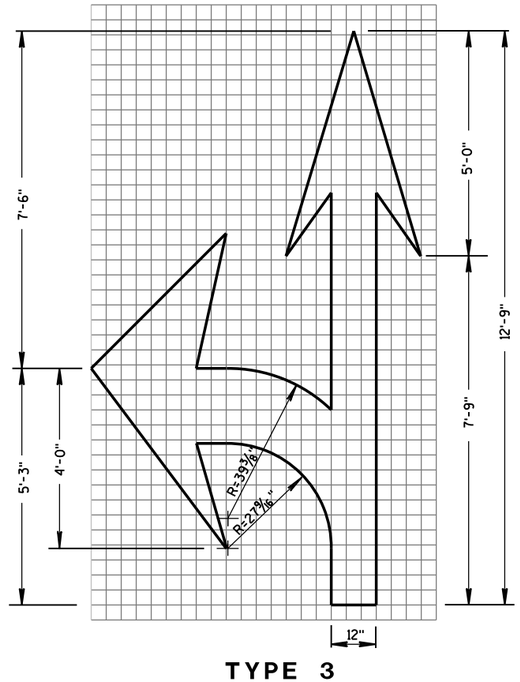
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]NEER
FHWA

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S.D.D. 15 C 7-13c

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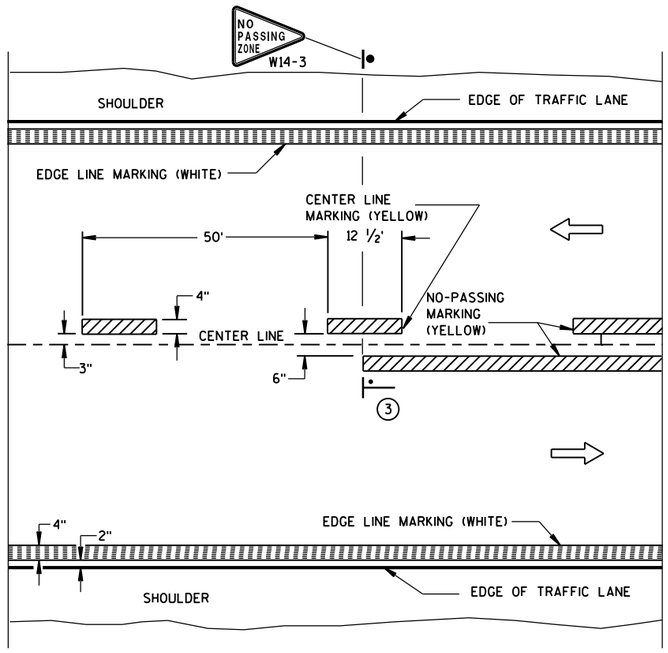
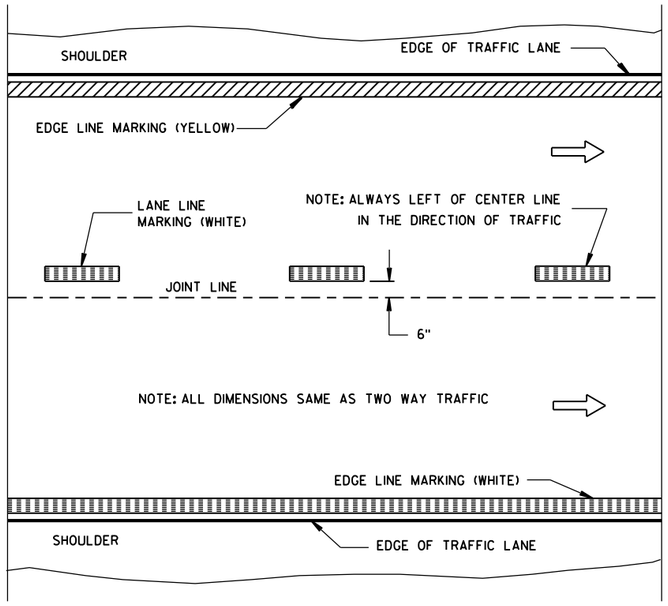
S.D.D. 15 C 7-13c

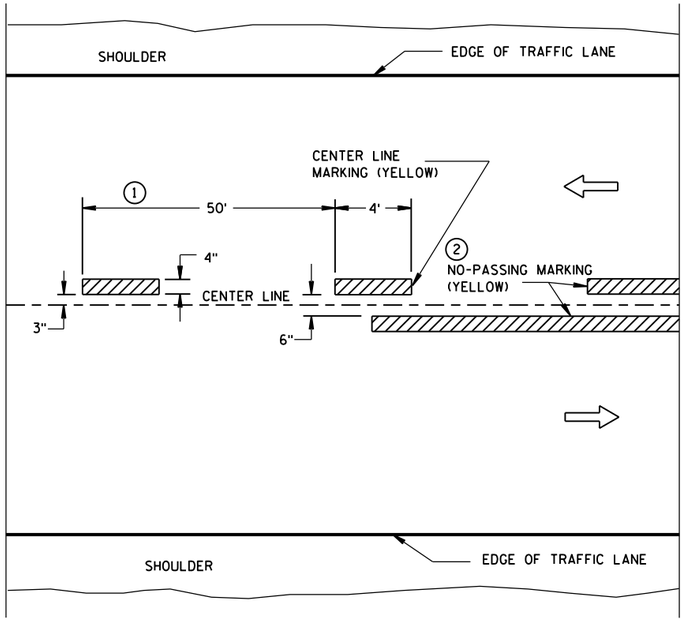


TWO WAY TRAFFIC

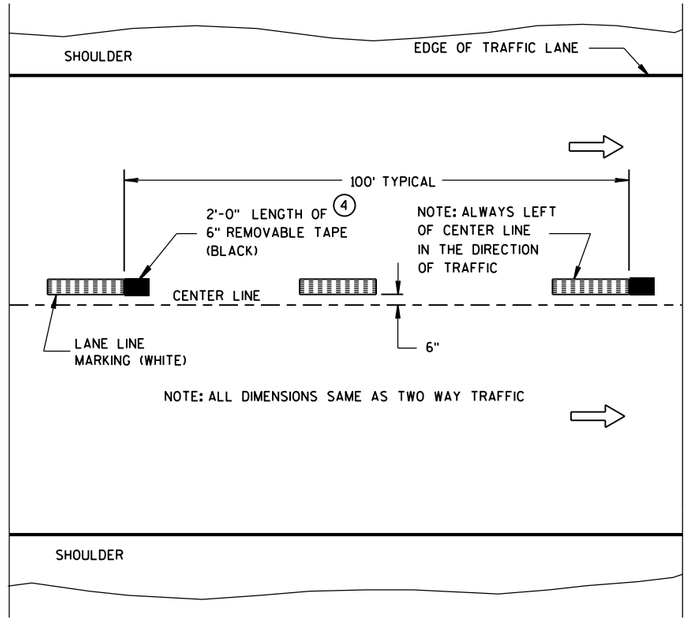


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

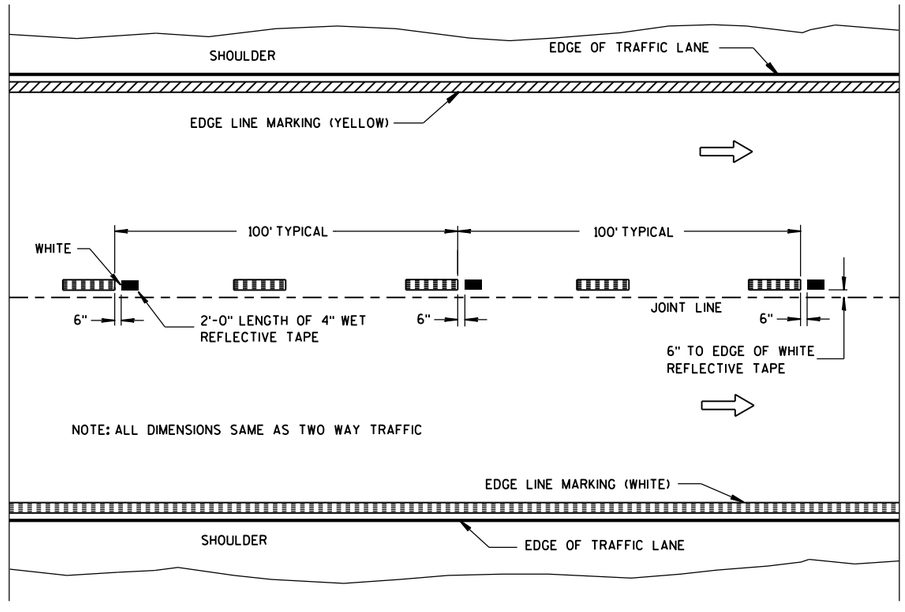
GENERAL NOTES

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

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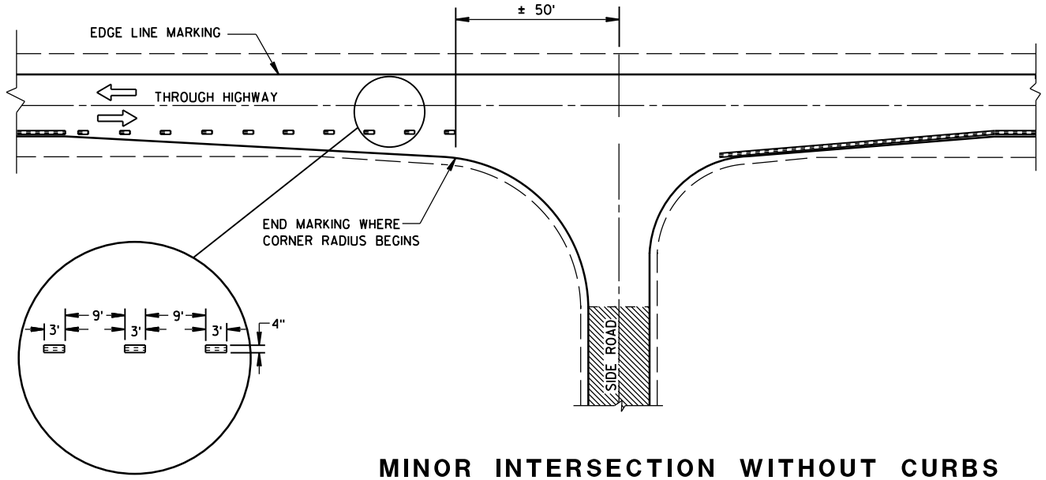
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

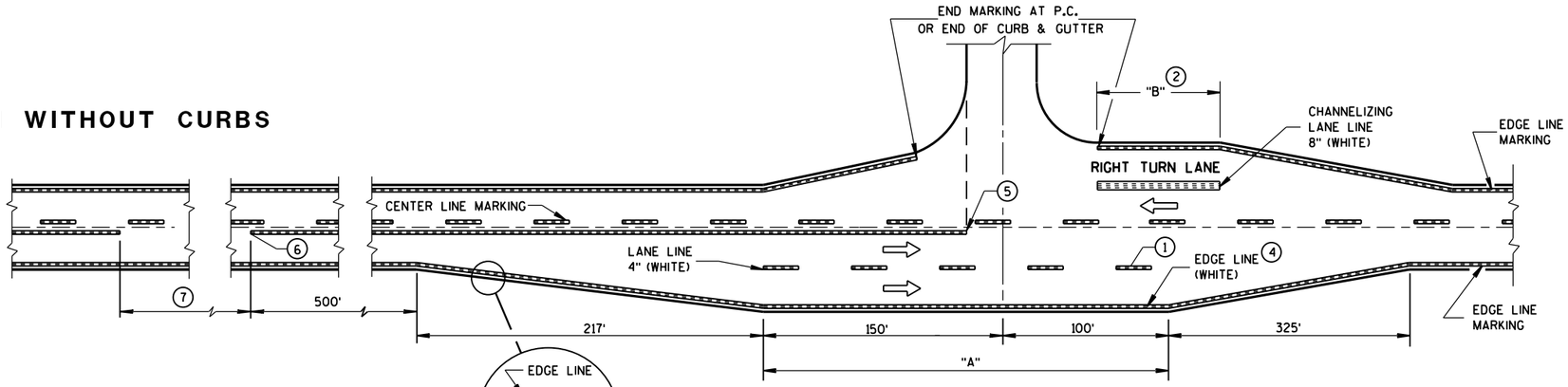
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

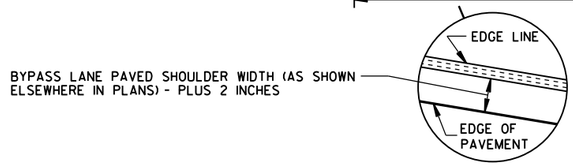
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

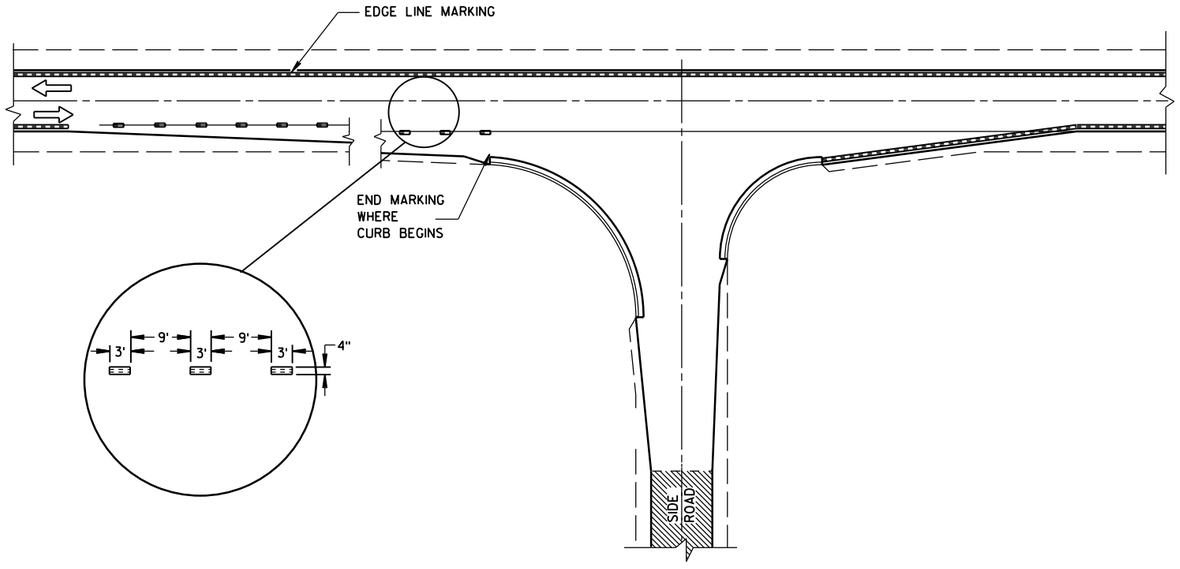
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





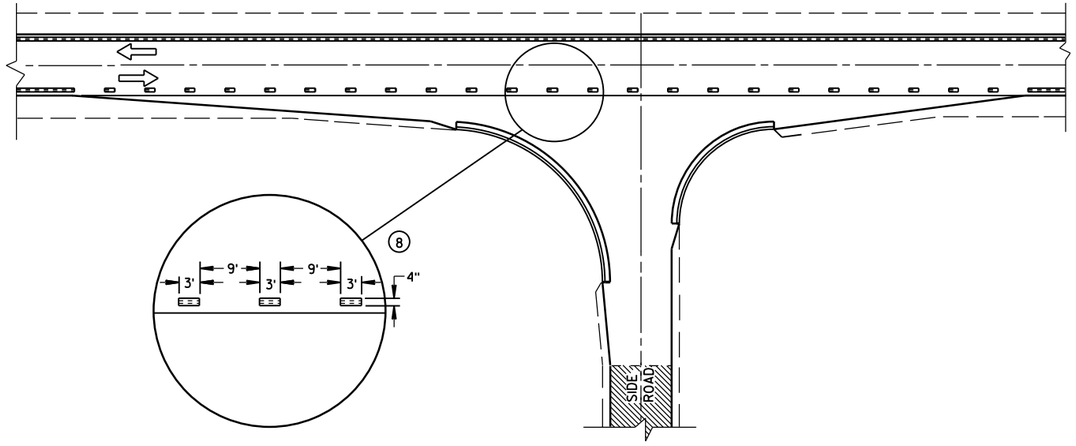
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

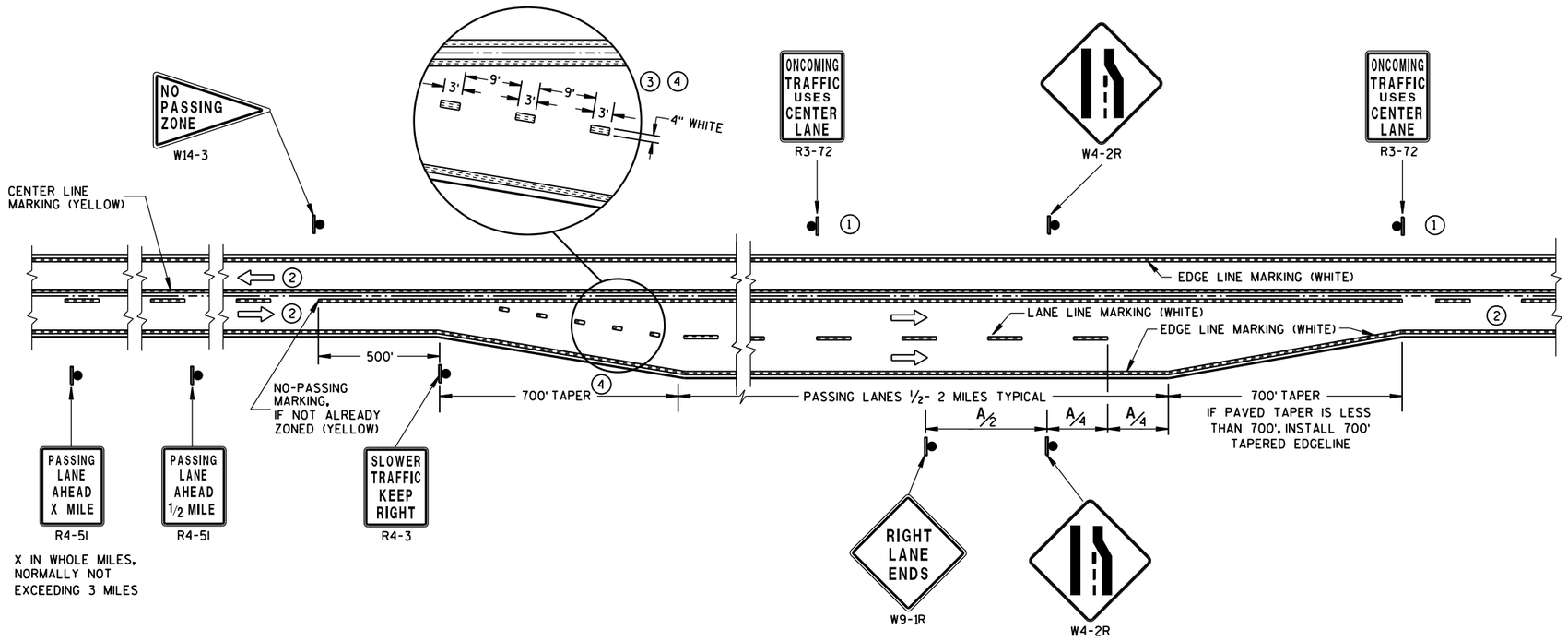
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

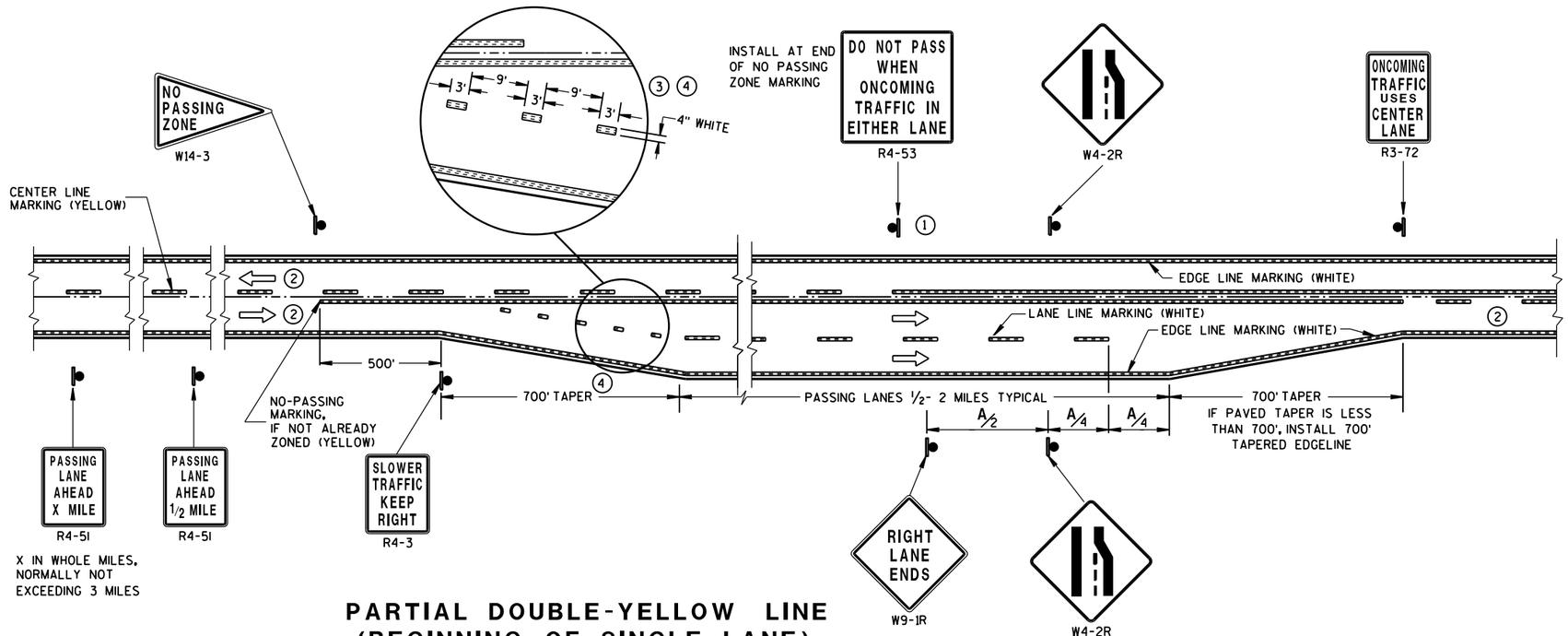
S.D.D. 15 C 8-16b

6

S.D.D. 15 C 8-16b



SOLID DOUBLE-YELLOW LINE
(THROUGHOUT ENTIRE PASSING/CLIMBING LANE)



PARTIAL DOUBLE-YELLOW LINE
(BEGINNING OF SINGLE LANE)

GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3'LINE 9'GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

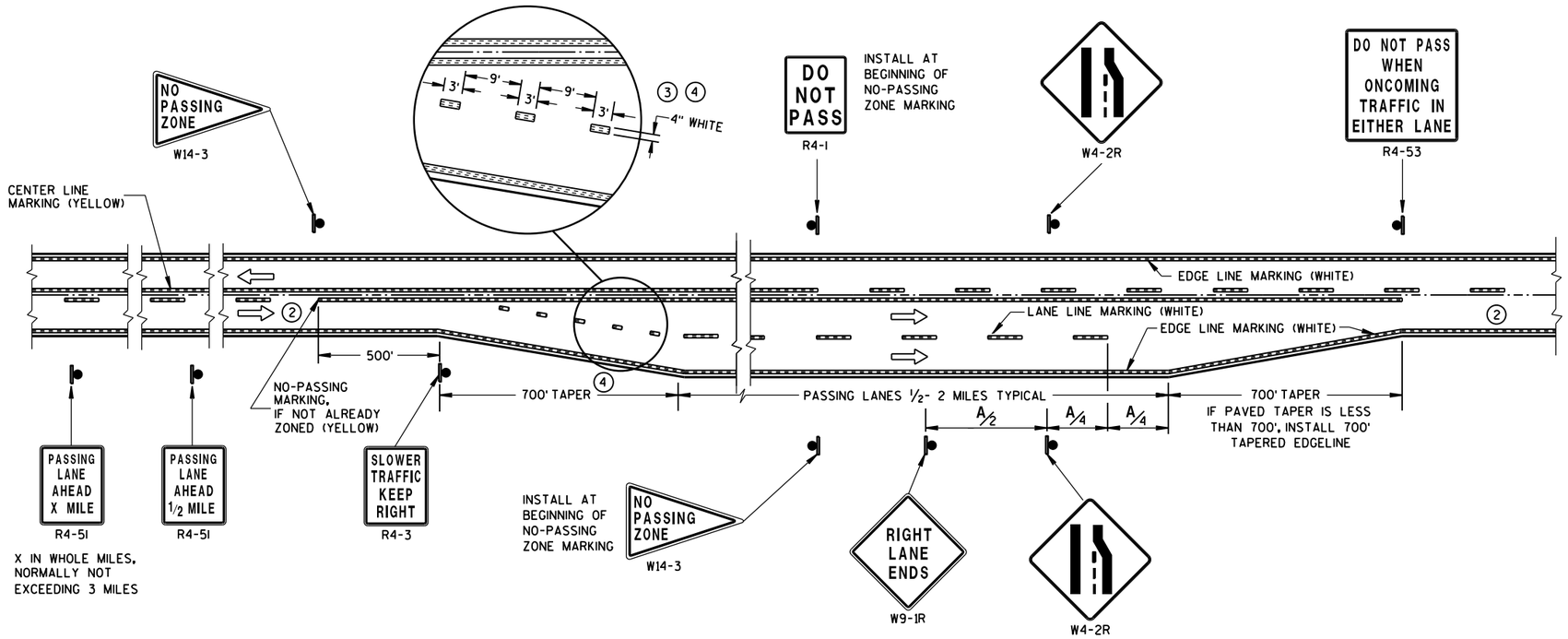
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

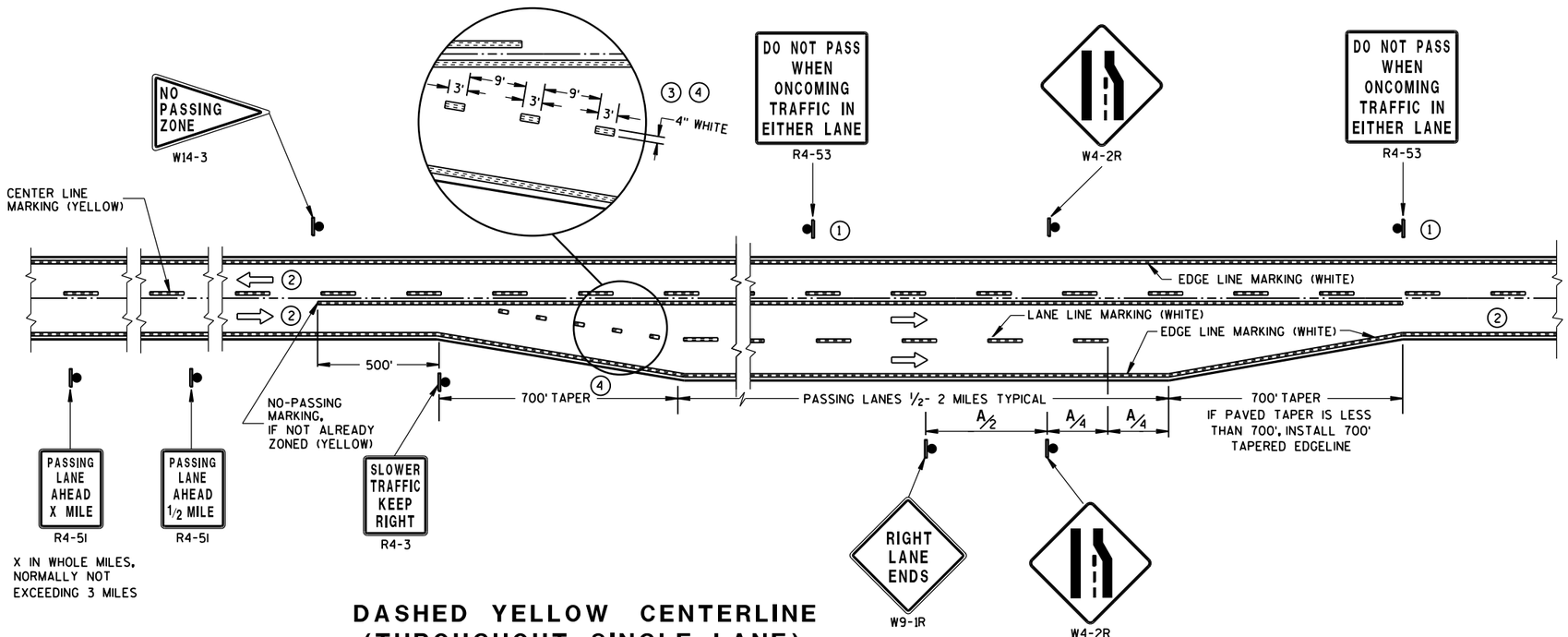
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16c



SOLID DOUBLE-YELLOW LINE (END OF SINGLE LANE)



DASHED YELLOW CENTERLINE (THROUGHOUT SINGLE LANE)

GENERAL NOTES

1. SIGN SHALL BE REPEATED AT ½ MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3'LINE 9'GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

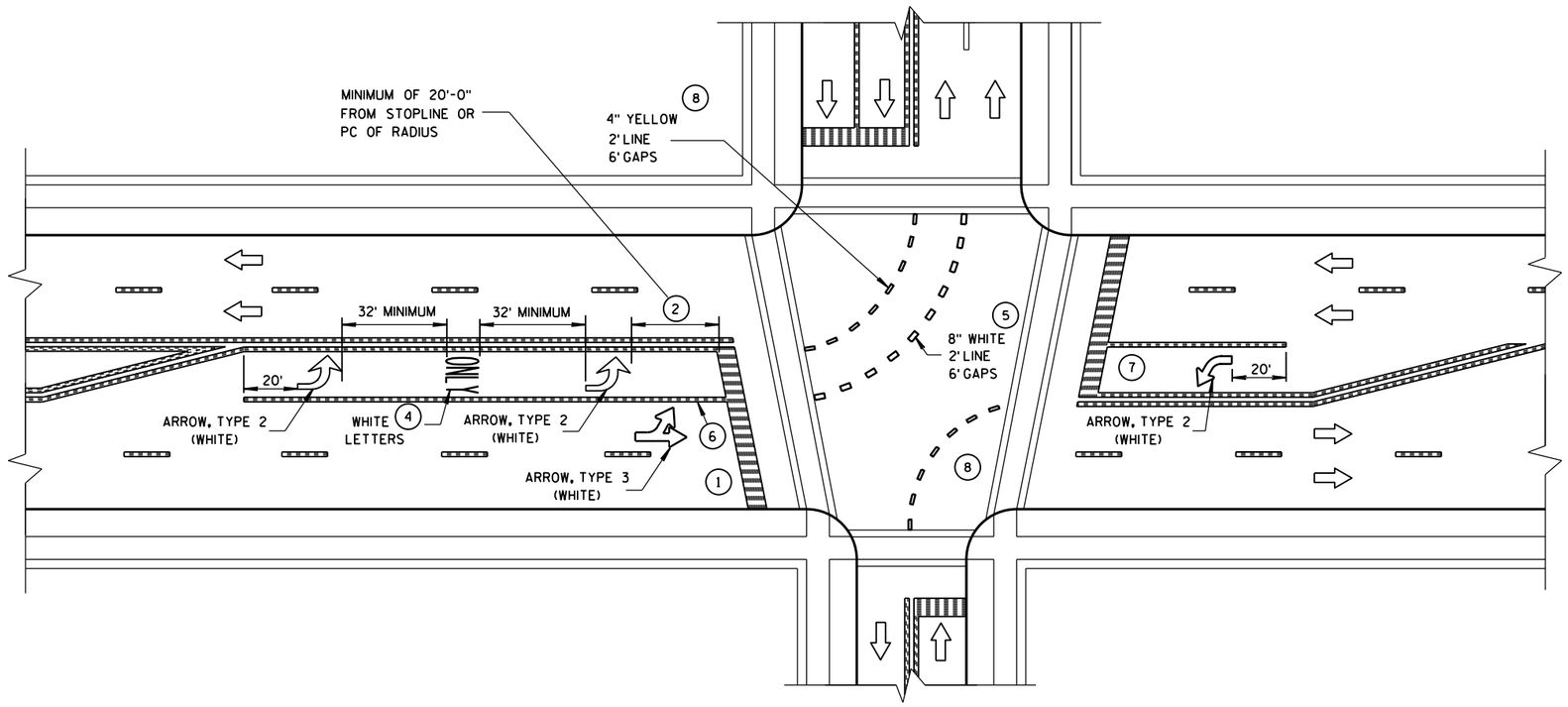
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

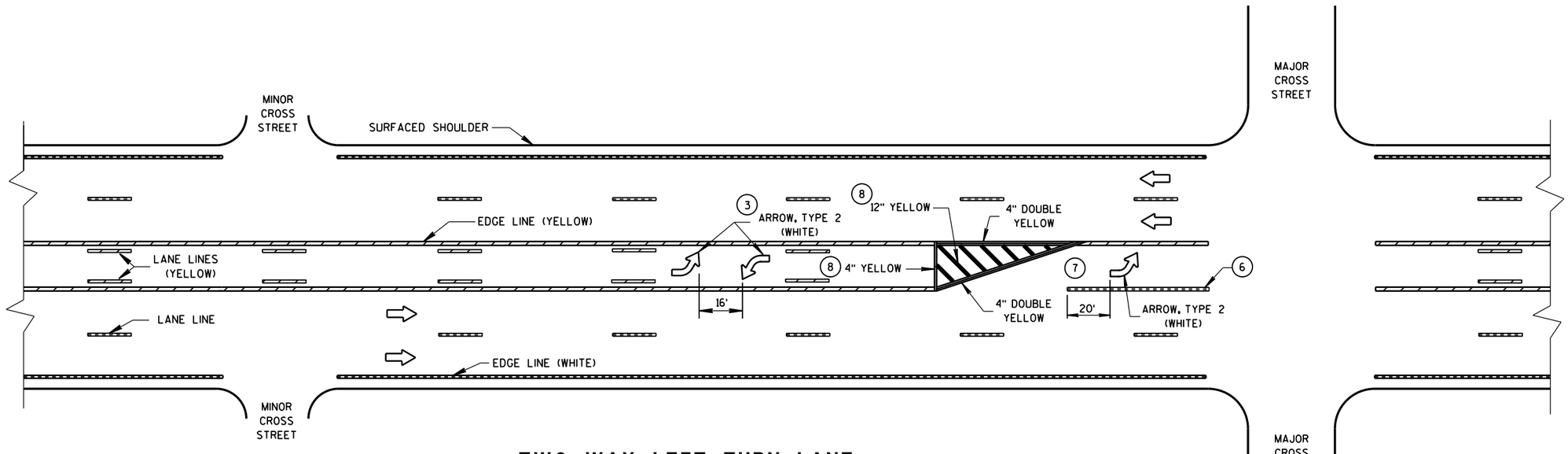
S.D.D. 15 C 8-16d
S.D.D. 15 C 8-16d



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

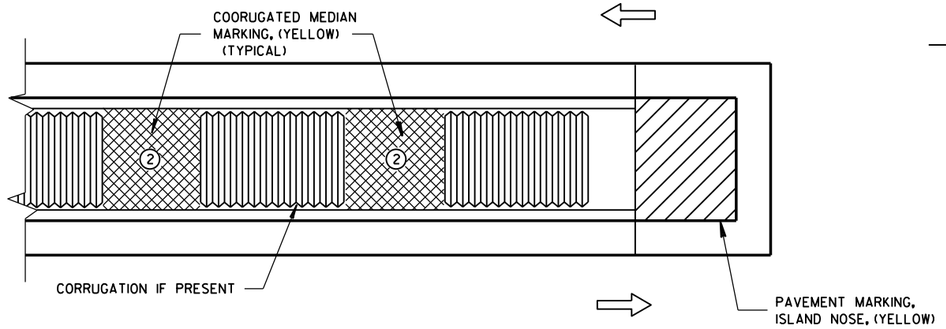
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

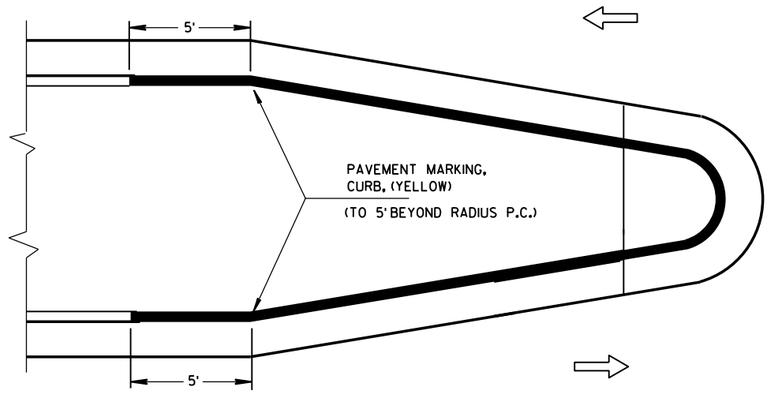
S.D.D. 15 C 8-16e

6

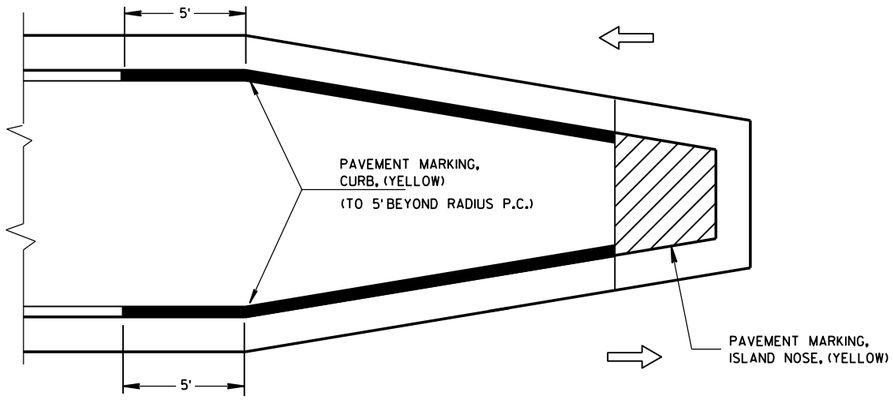
S.D.D. 15 C 8-16e



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

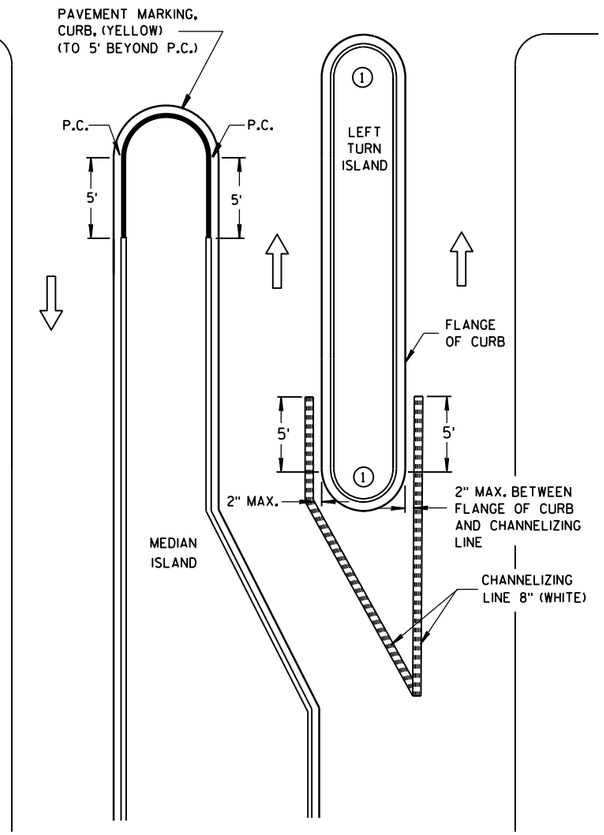


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

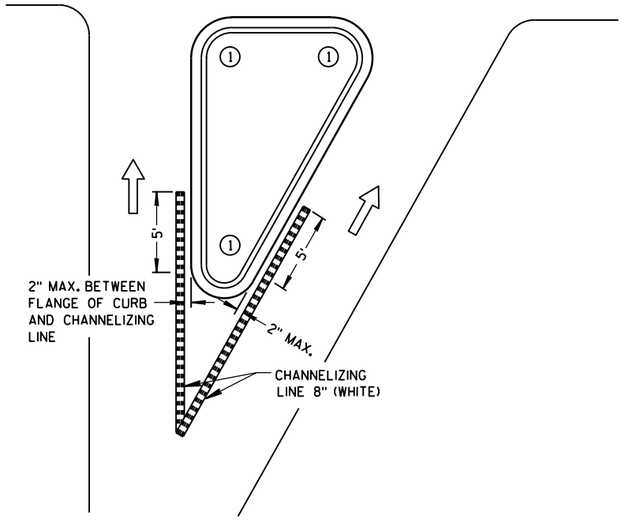


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

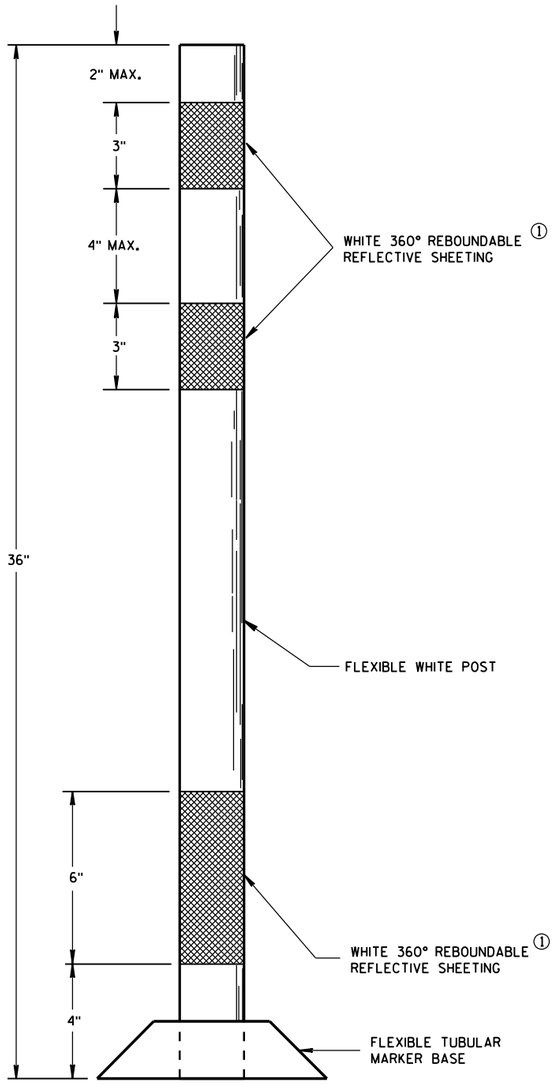
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

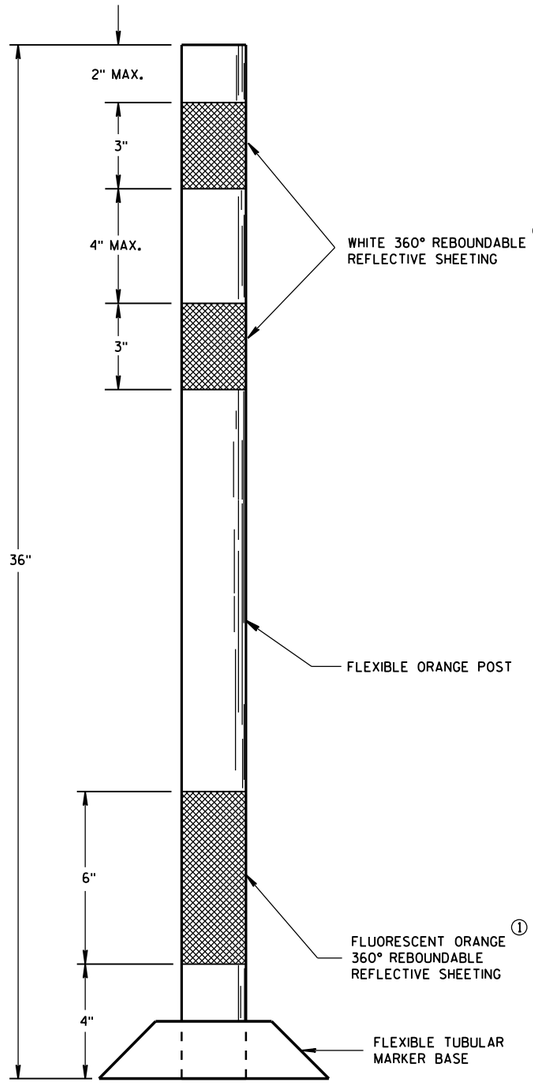
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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.

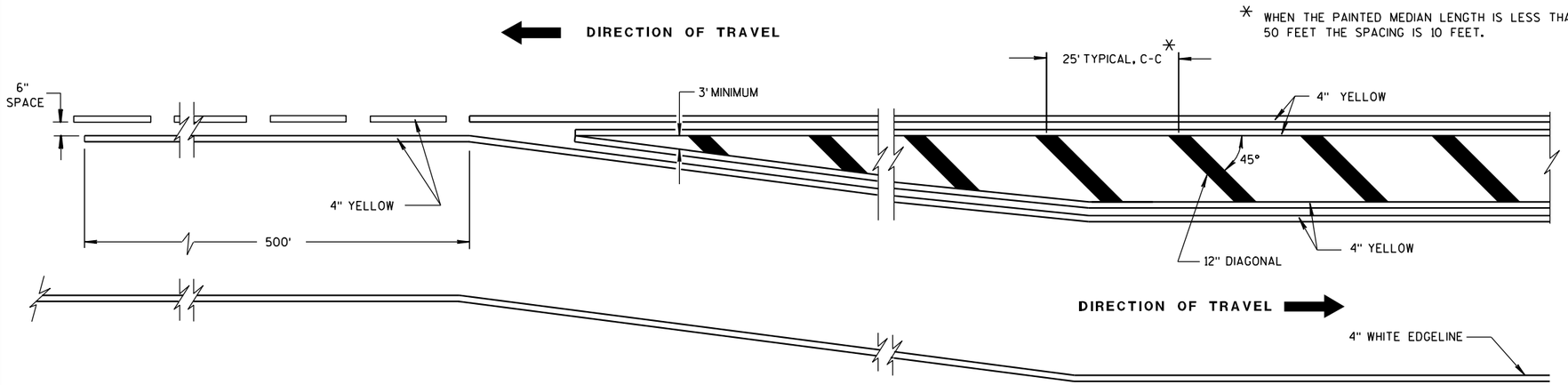
SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

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.

FLEXIBLE TUBULAR MARKER POST	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10-16-2015 DATE FHWA	/S/ Peter Amakobe Atepe STATEWIDE WORK ZON SAFETY ENGINE

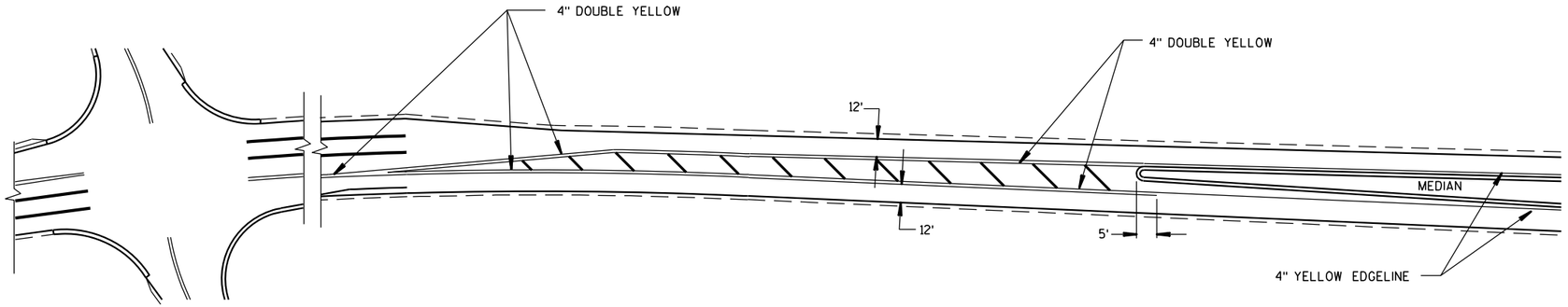
6
S.D.D. 15 C 11-6



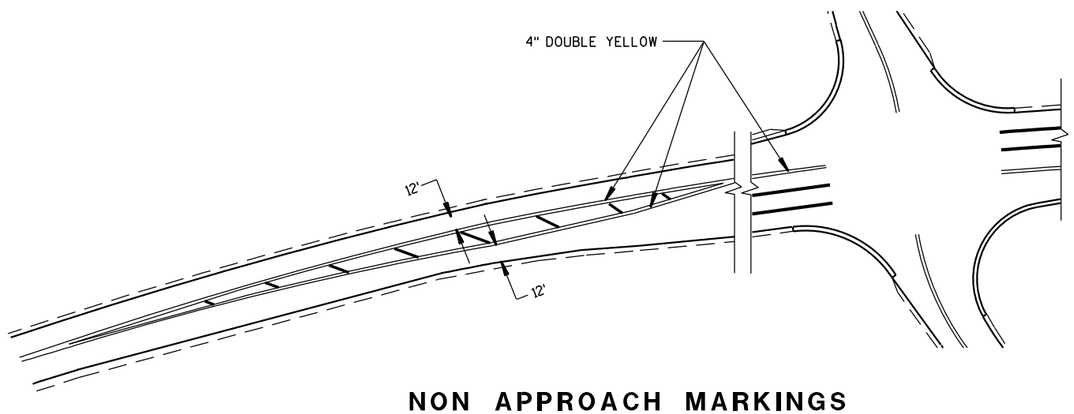
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER 352 IGN
FHWA	

6

S.D.D. 15 C 18-3

6

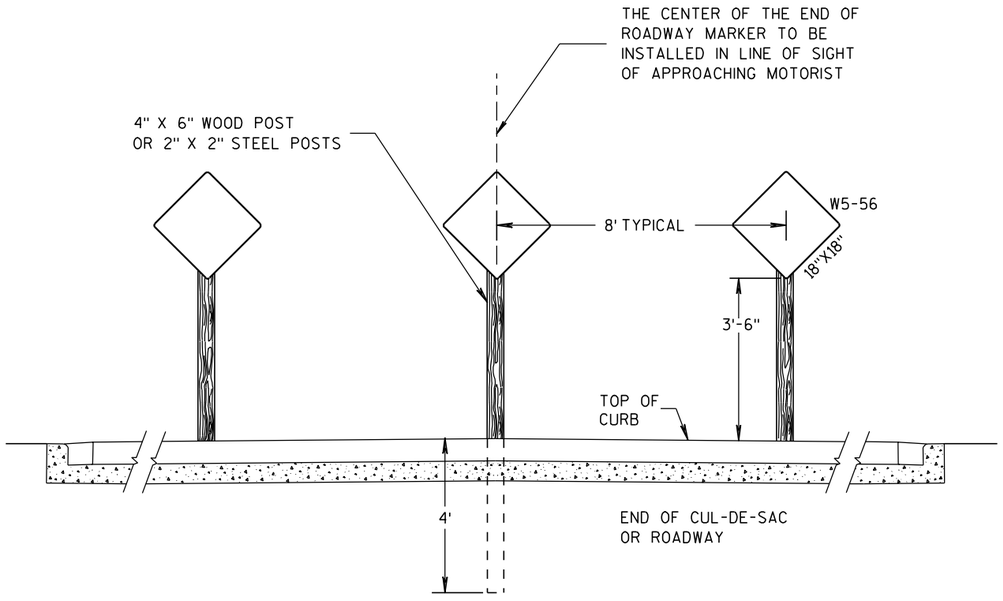
S.D.D. 15 C 18-3

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

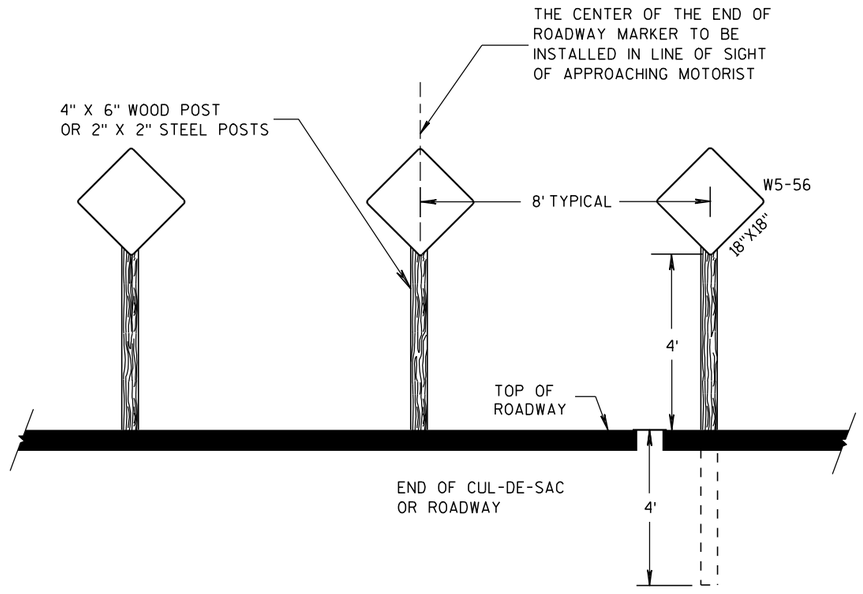
THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

WHEN BEAMGUARD IS REQUIRED, PLACE END-OF-ROADWAY SIGNING BEHIND BEAMGUARD.



TYPICAL URBAN SIGN INSTALLATION

(WITH CURB & GUTTER)



TYPICAL RURAL SIGN INSTALLATION

(WITHOUT CURB & GUTTER)

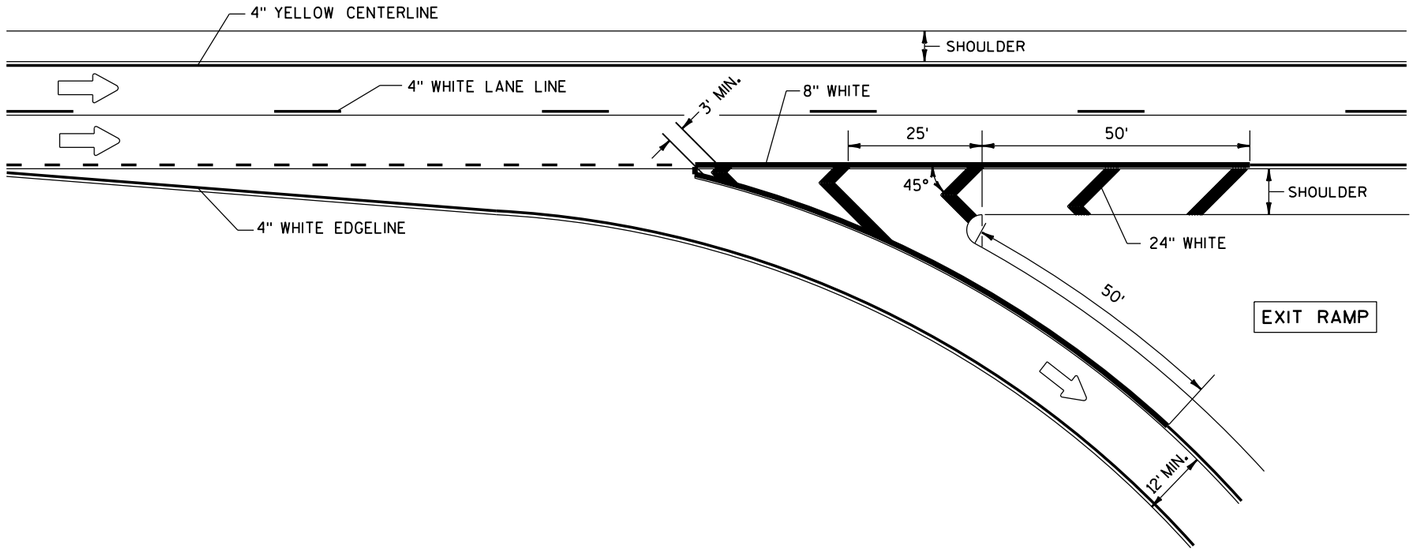
END-OF-ROADWAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8/1/2011 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	

6

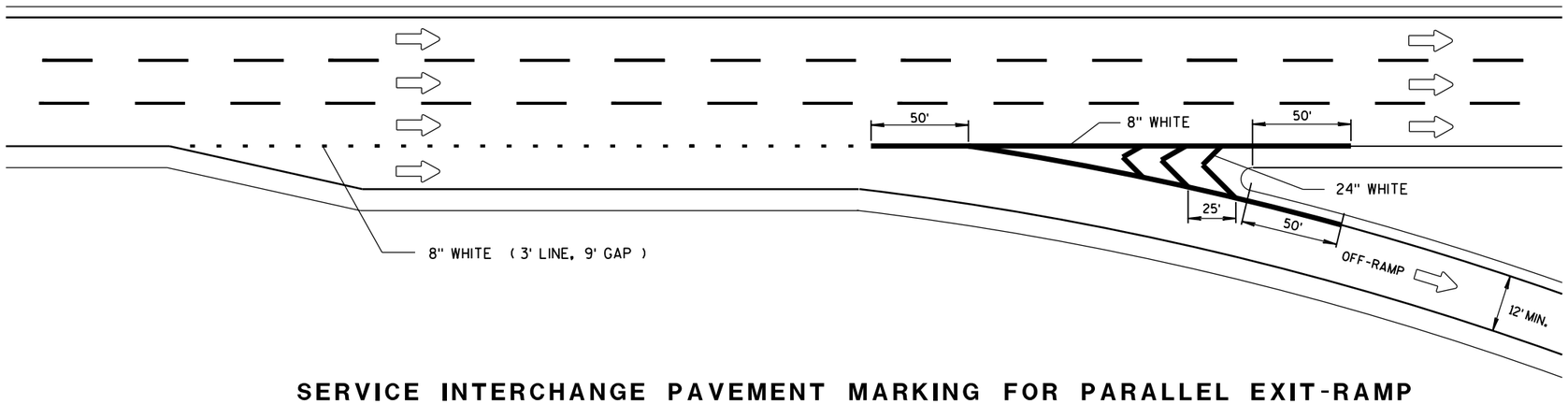
S.D.D. 15 C 26-2

6

S.D.D. 15 C 26-2



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL

6

S.D.D. 15 C 31-2a

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

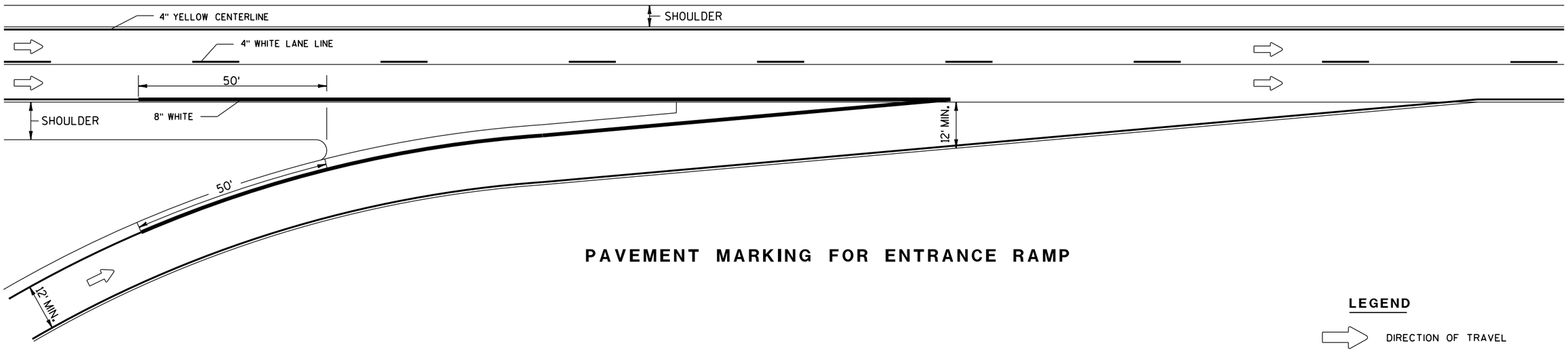
6

S.D.D. 15 C 31-2a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

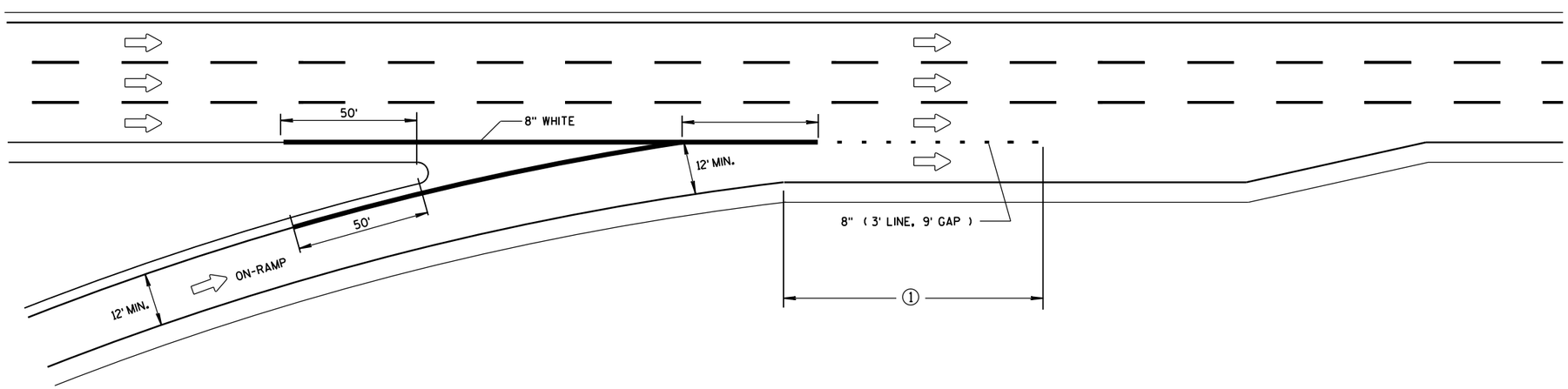
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 355 NEER

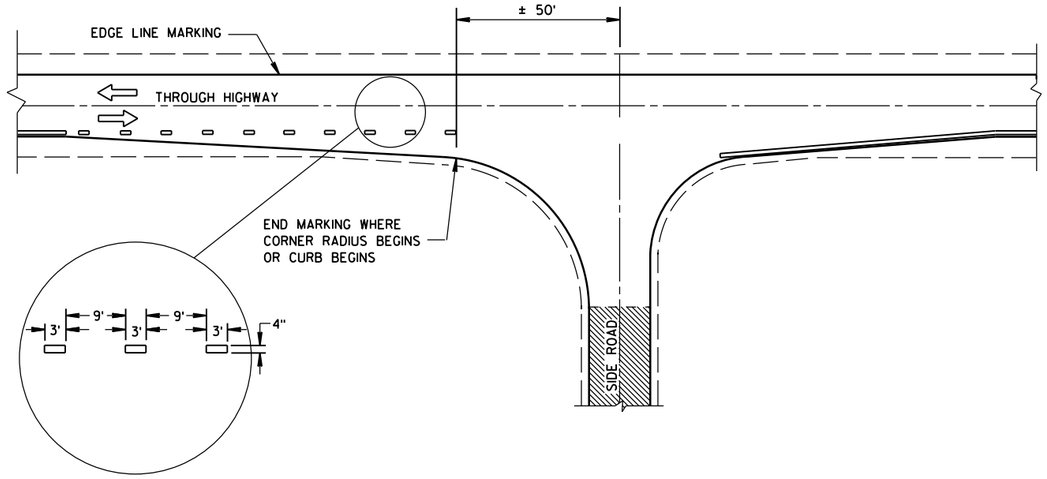
FHWA

6

S.D.D. 15 C 31-2c

6

S.D.D. 15 C 31-2c



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

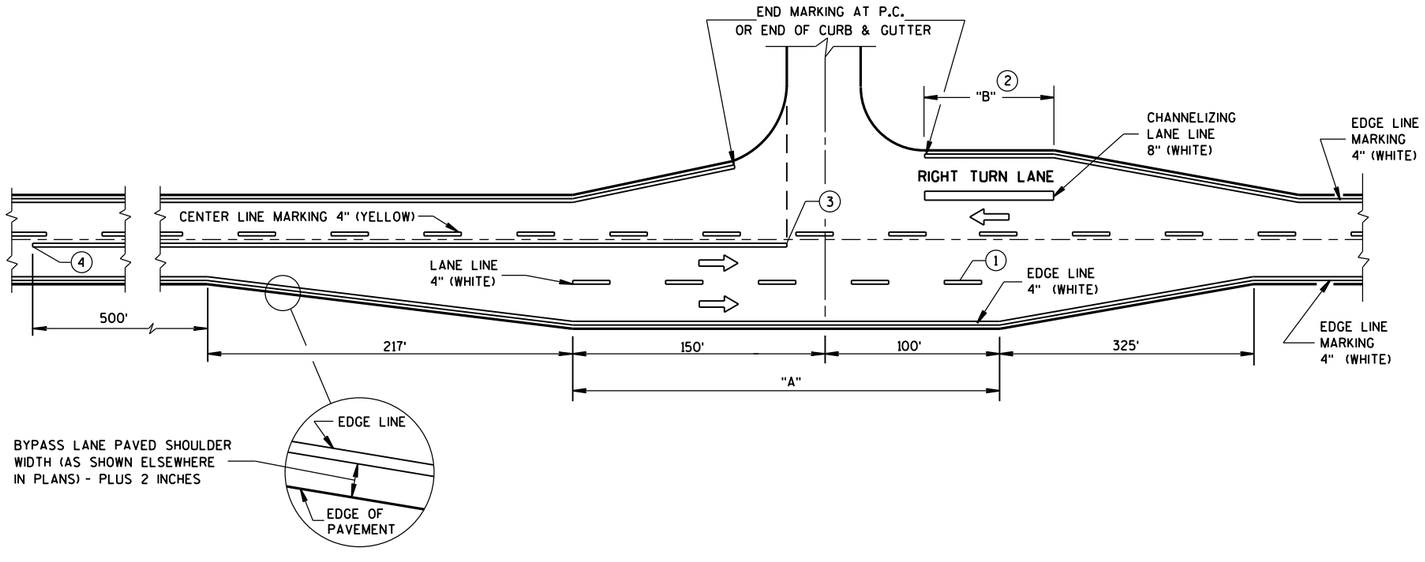
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

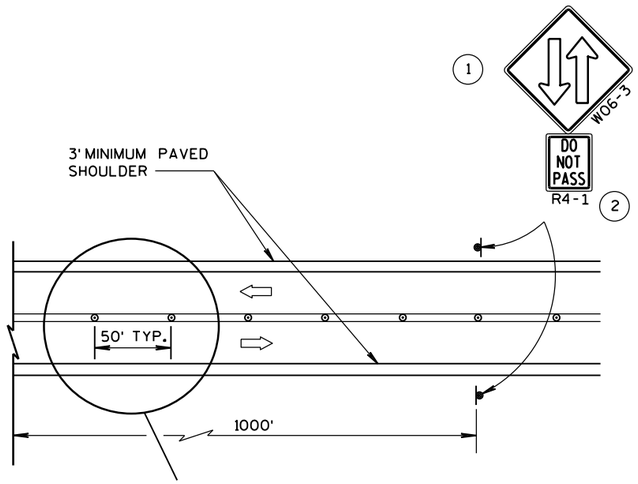
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

PAVEMENT MARKING
(INTERSECTIONS)

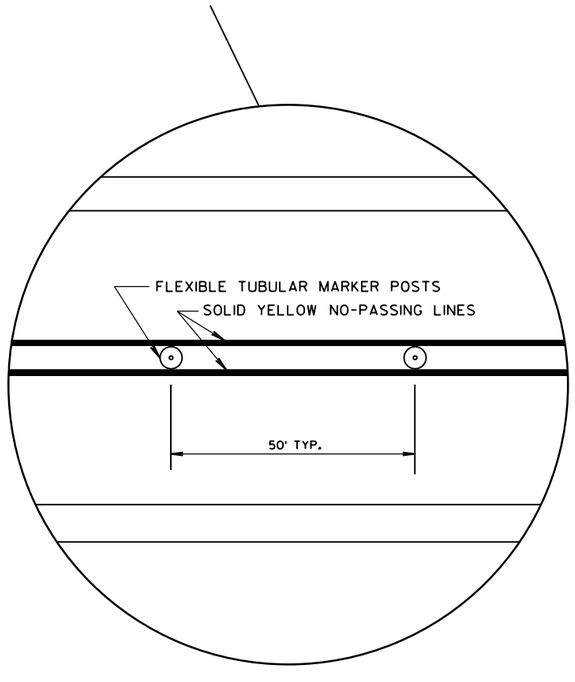
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 35-1a



TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.

(1)

W057-51
48"x24"

R4-1 (2)

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

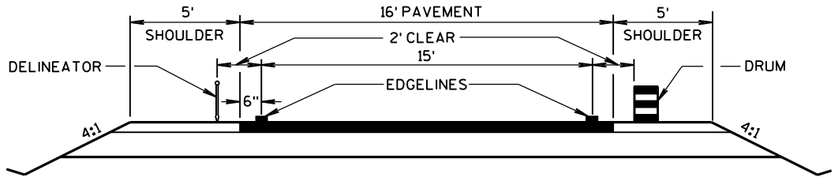
TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER SIGN
FHWA

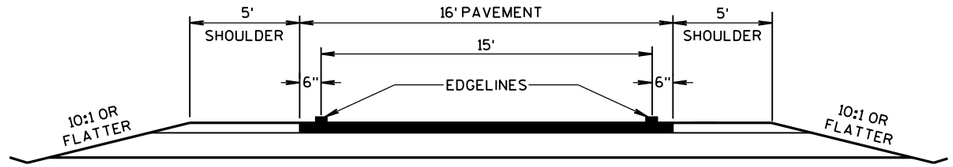
6

S.D.D. 15 D 6-3



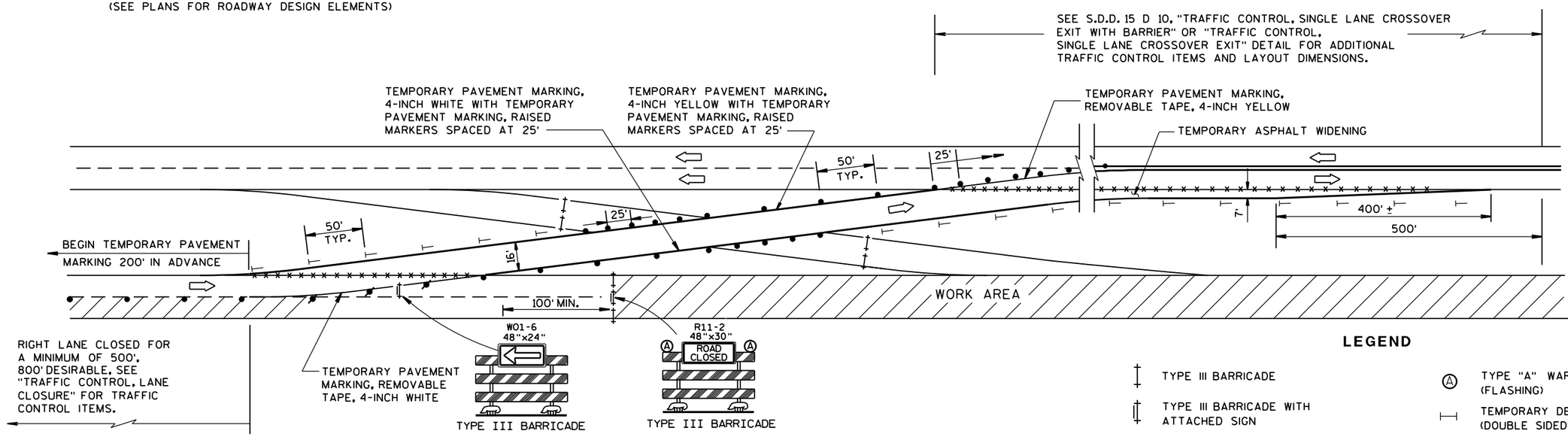
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

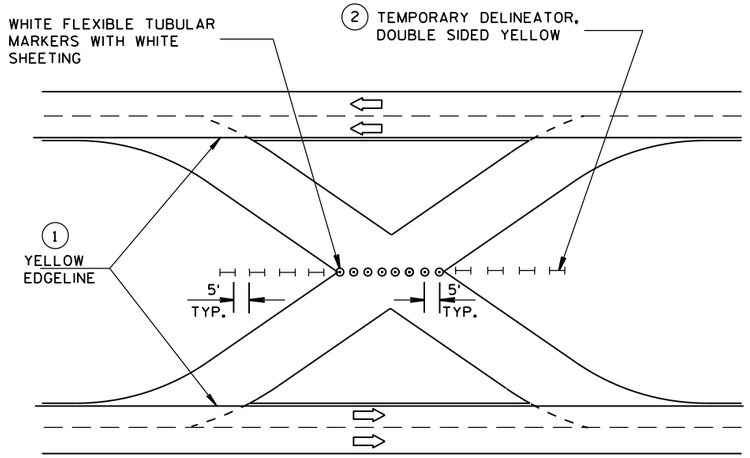
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015 DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGINI IC
FHWA

6

S.D.D. 15 D 11-6

6

S.D.D. 15 D 11-6

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

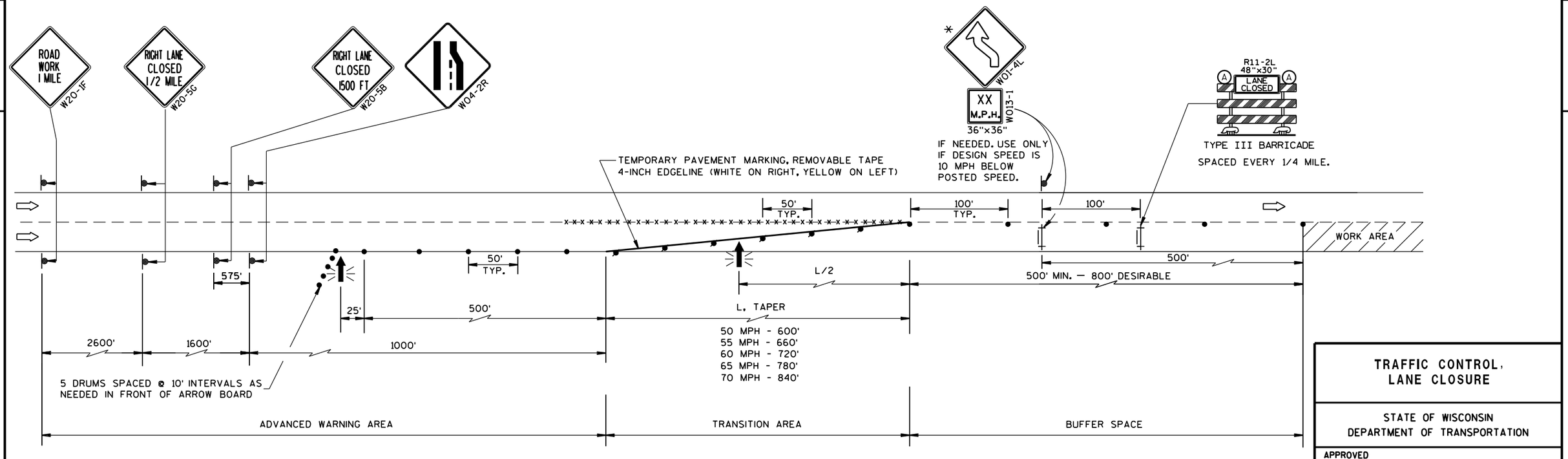
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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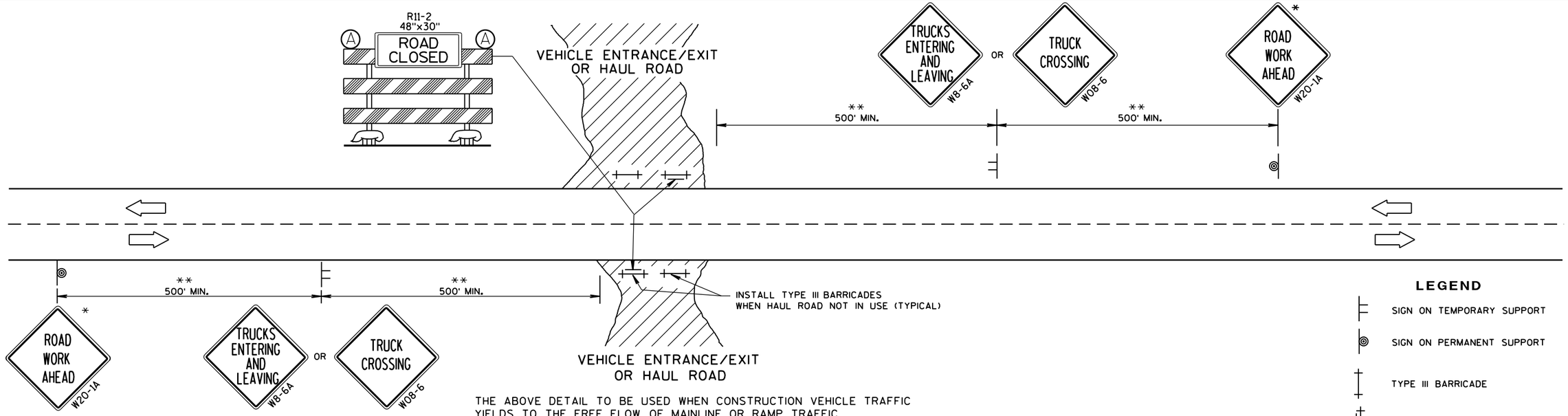
S.D.D. 15 D 12-6a



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.

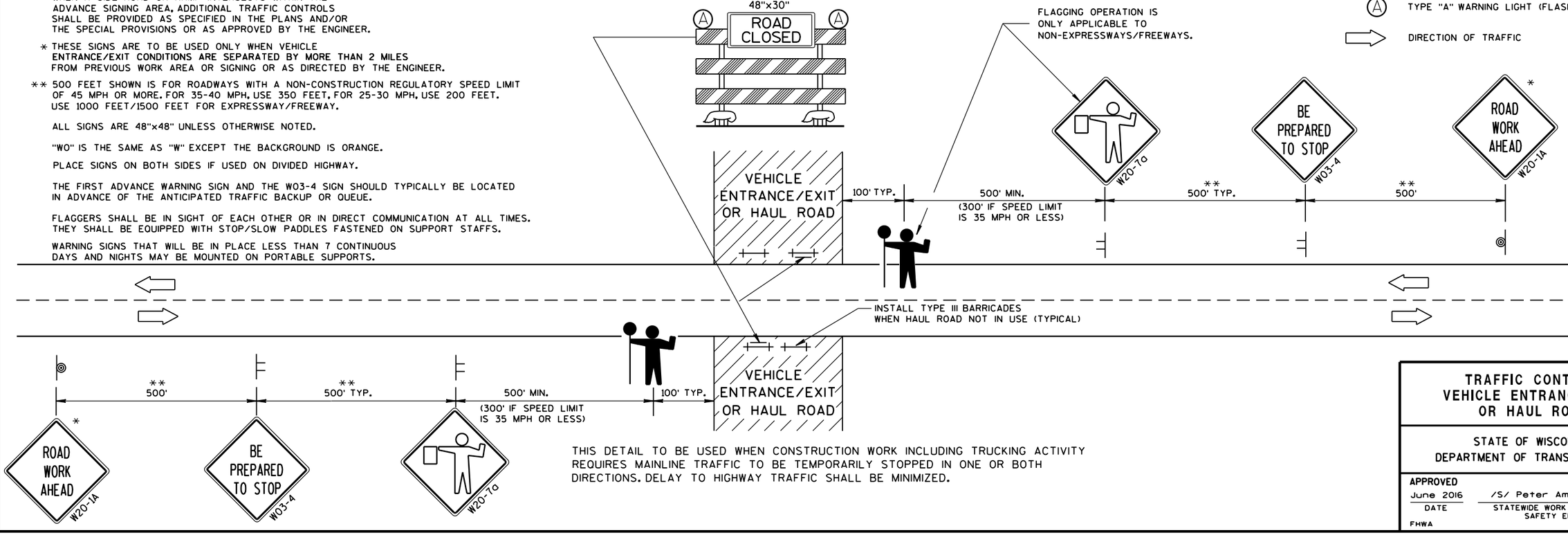
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W03-4 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
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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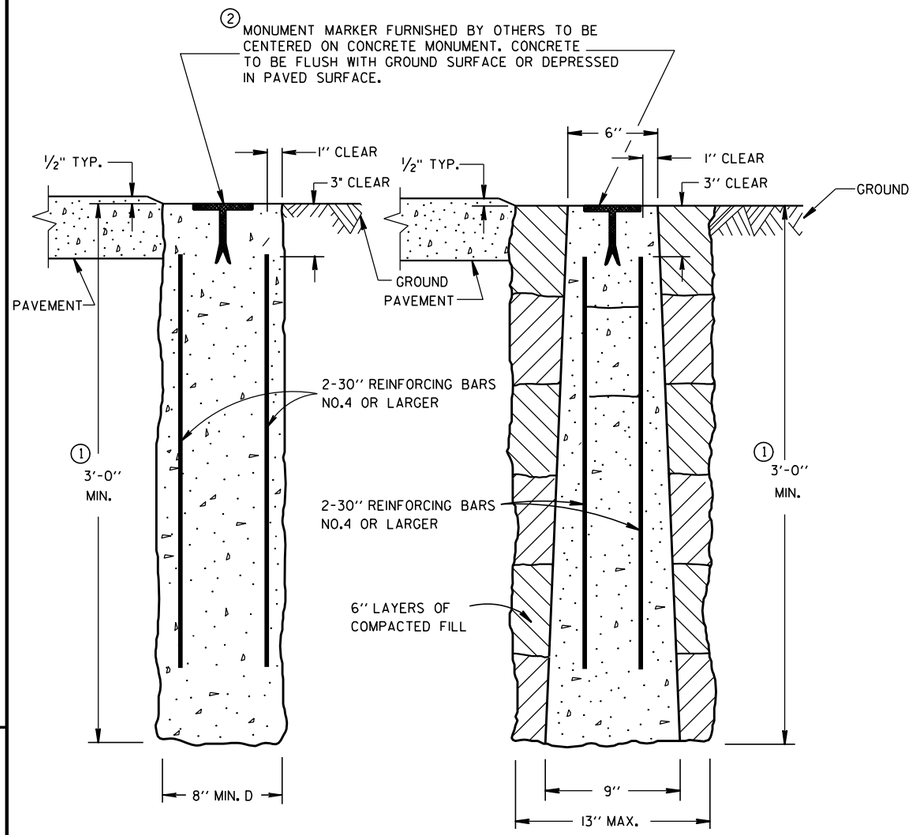
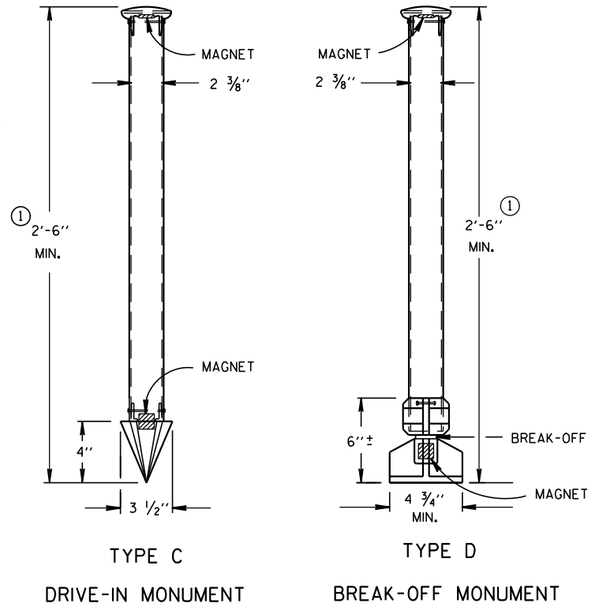
S.D.D. 15 D 29-4



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C TYPE D

DRIVE-IN MONUMENT BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

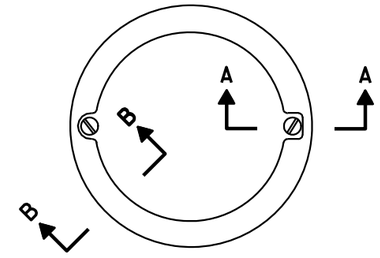
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

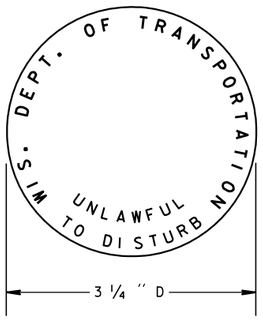
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

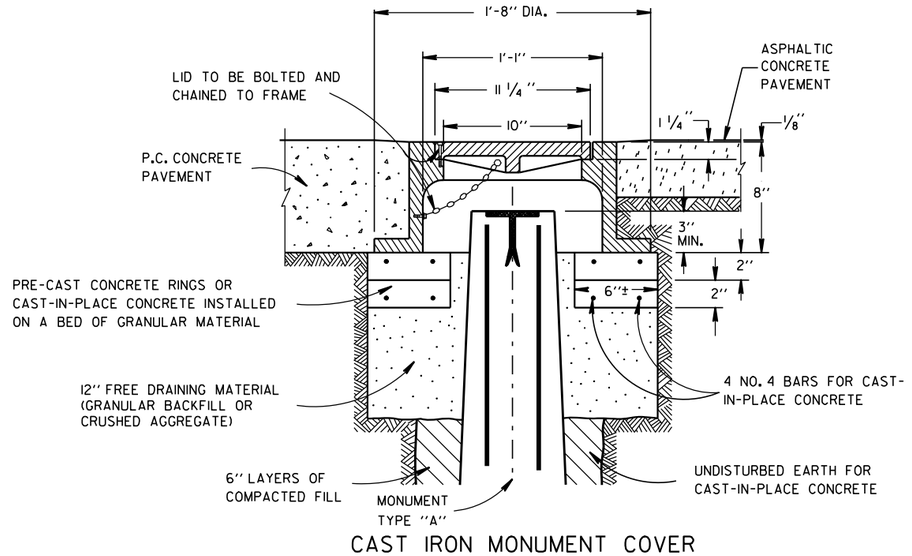


TOP VIEW



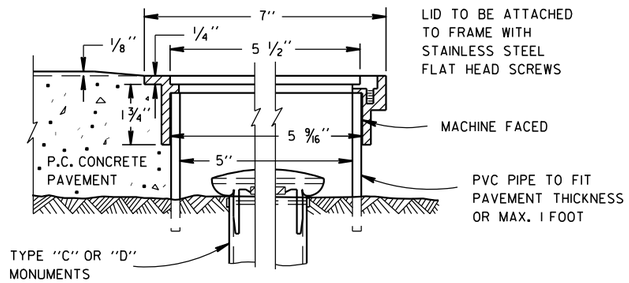
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MOUNMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/22/1999 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 16 A 1-6

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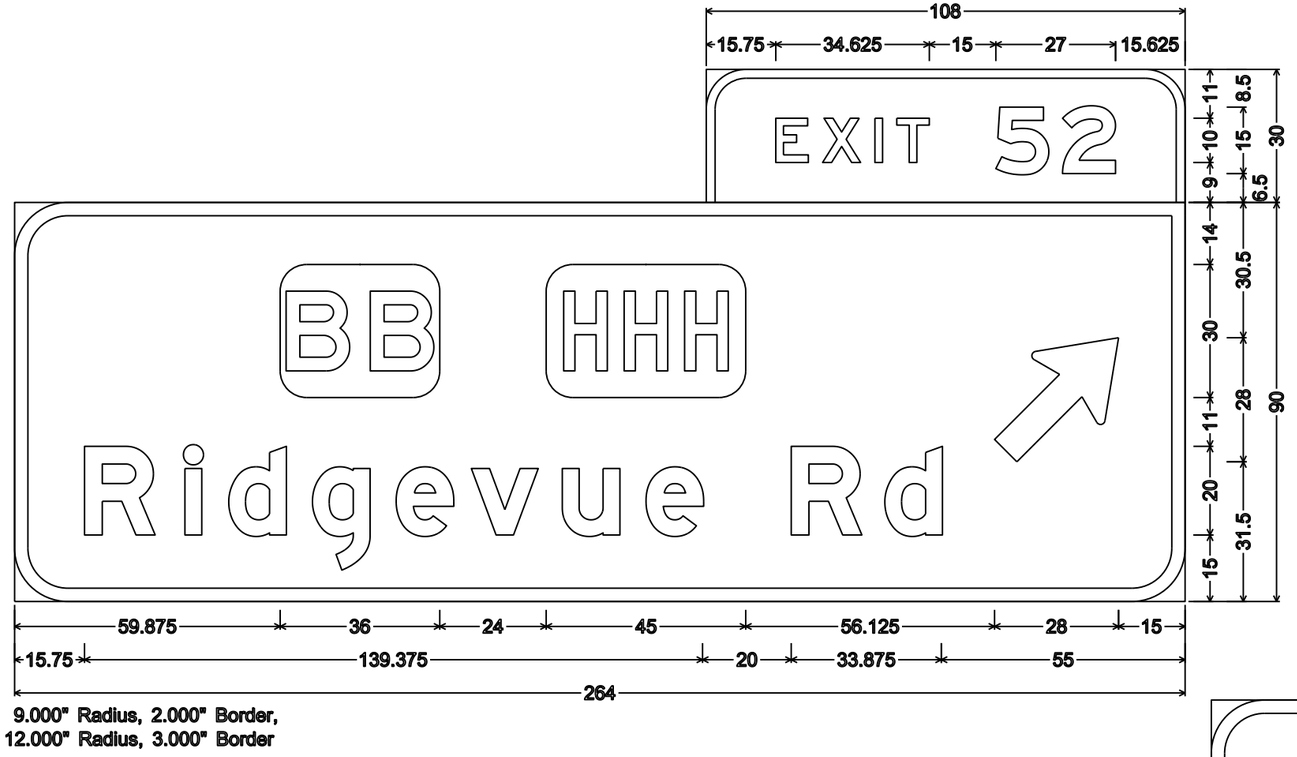
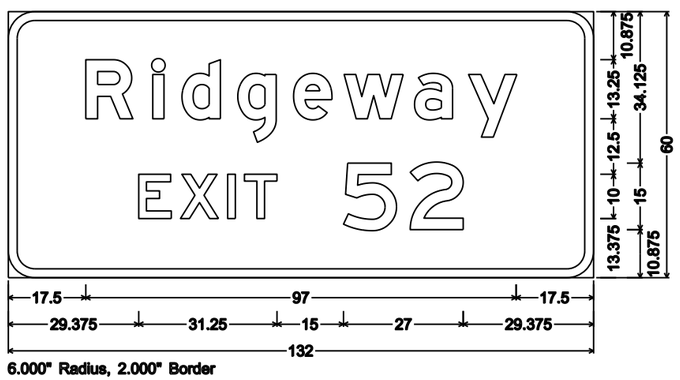
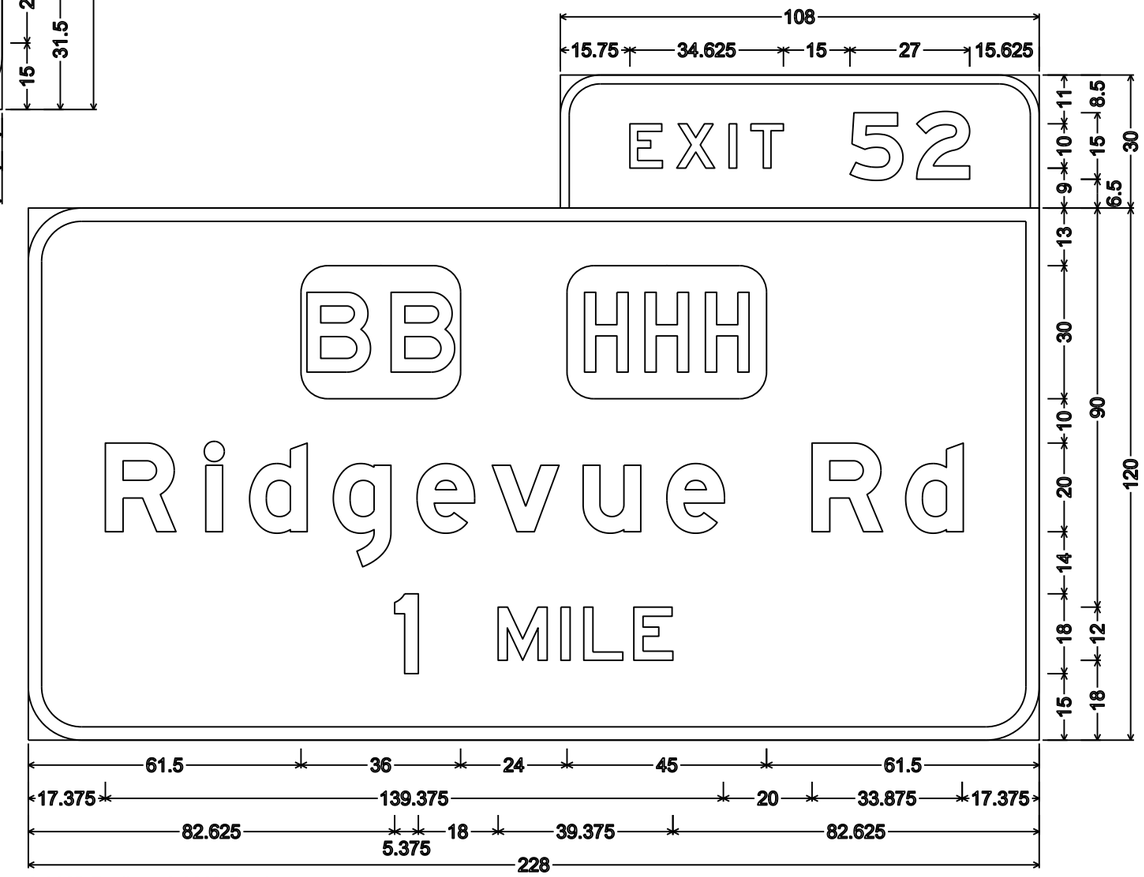
S.D.D. 16 A 1-6



NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all Cap Words Series E





PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING	SHEET NO:	E

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NOTES

1. All Signs Type II - Type H Reflective
2. Color:
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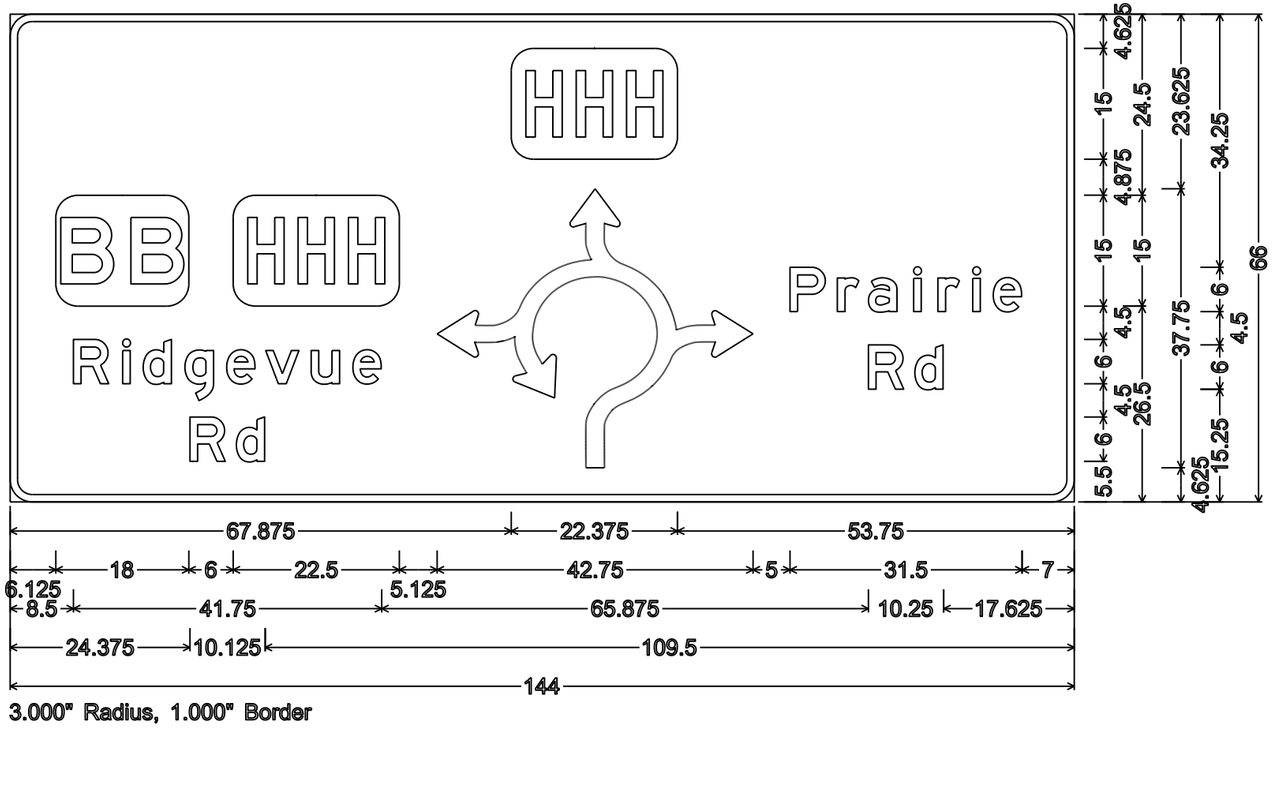
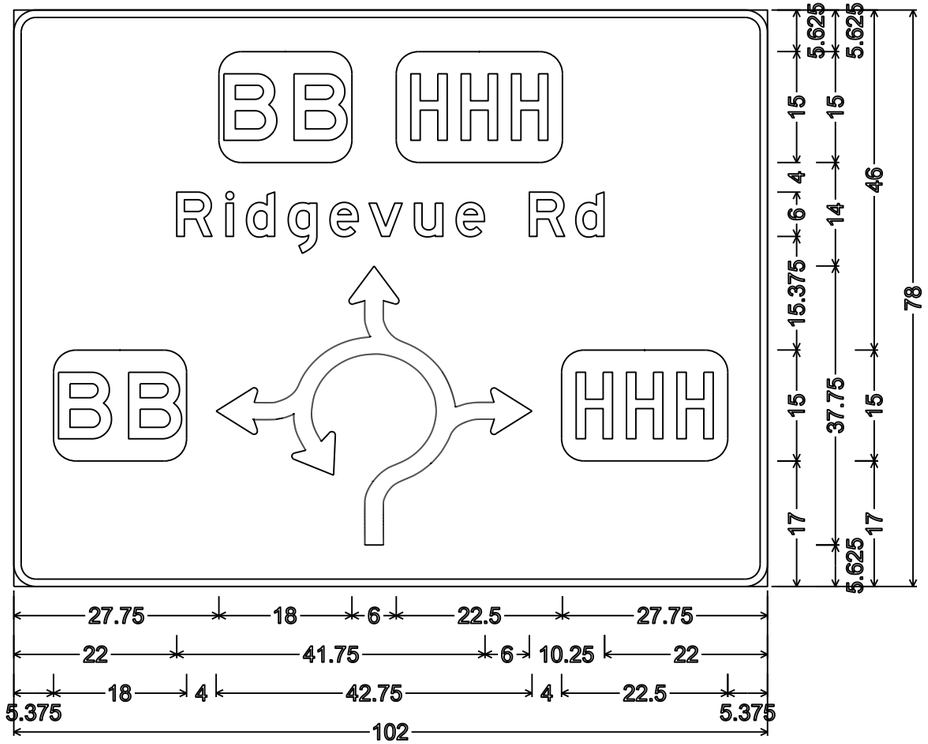
   Message - White
3. Message Series - E except as noted



3.000" Radius, 1.000" Border



3.000" Radius, 1.000" Border

7

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING	SHEET NO:	E

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NOTES

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2. Color:
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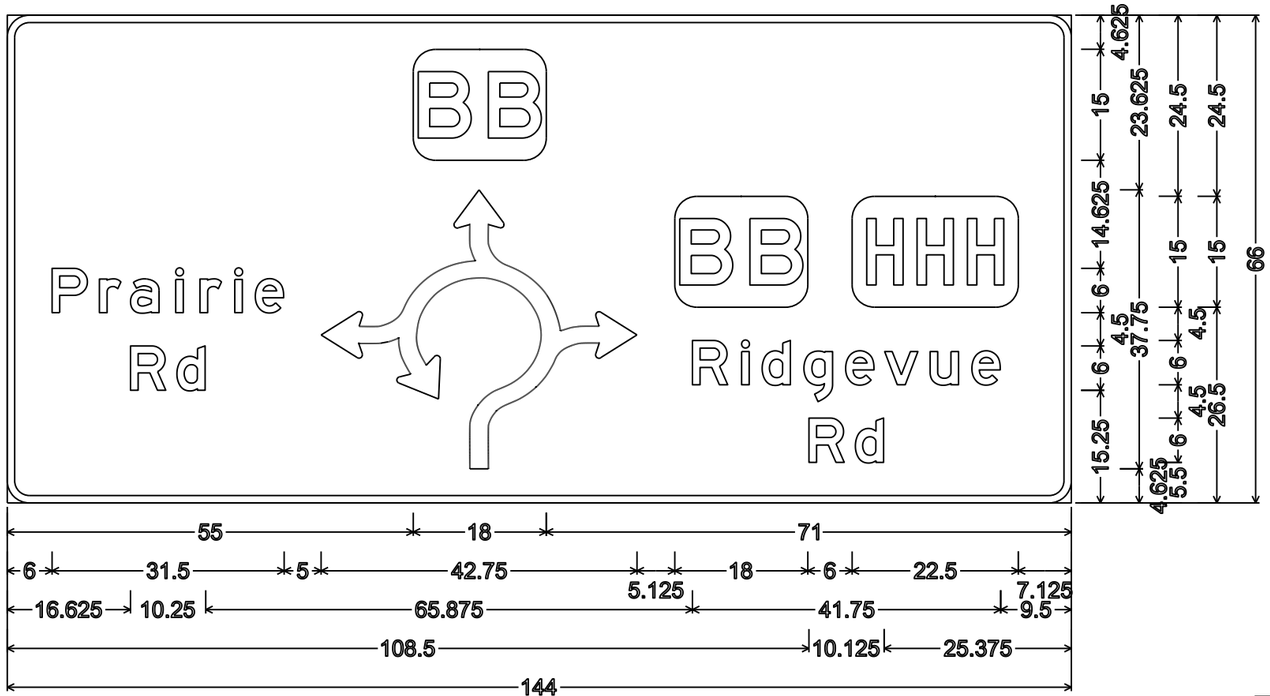
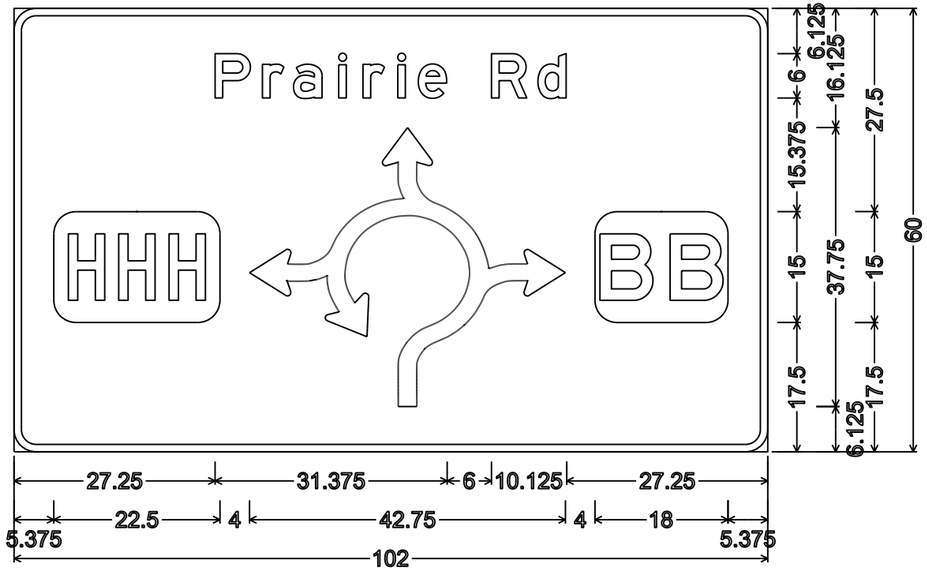
   Message - White
3. Message Series - E except as noted



3.000" Radius, 1.000" Border



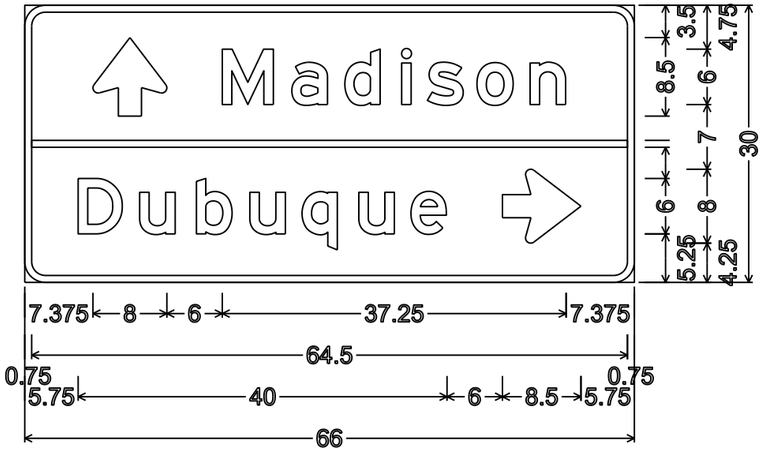
3.000" Radius, 1.000" Border

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING	SHEET NO:	E

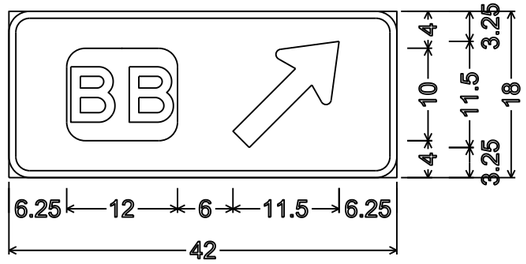
FILE NAME : C:\CAEfiles\Projects\tr_d1\1132A216.DGN PLOT DATE : 22-NOV-2016 17:29 PLOT BY : ** plotuser ** PLOT NAME : PLOT SCALE : 20.499533:1.000000

NOTES

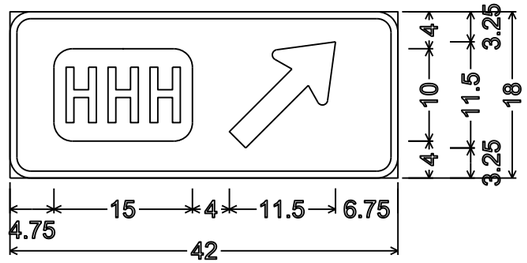
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



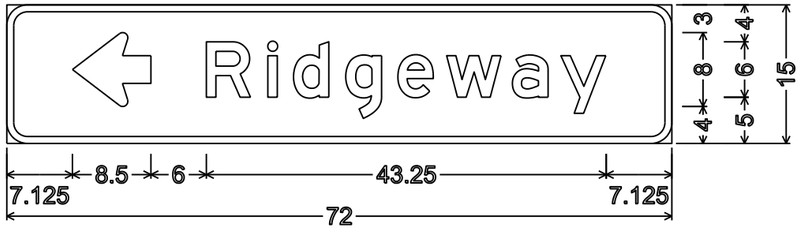
D1-2; 2.250" Radius, 0.750" Border,



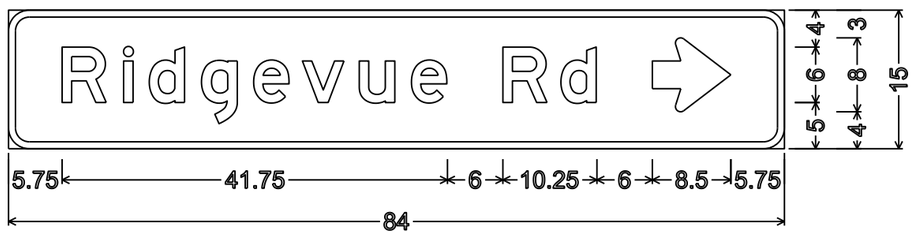
D1-1;
2.250" Radius, 0.750" Border



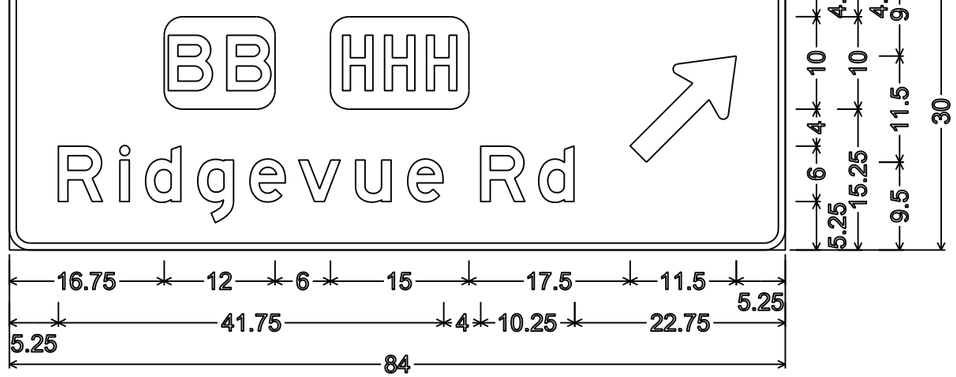
D1-1;
2.250" Radius, 0.750" Border



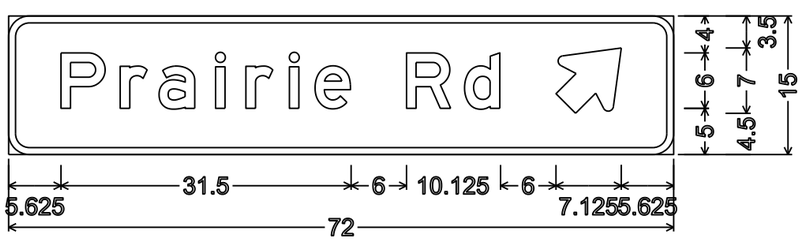
D1-1; 2.250" Radius, 0.750" Border



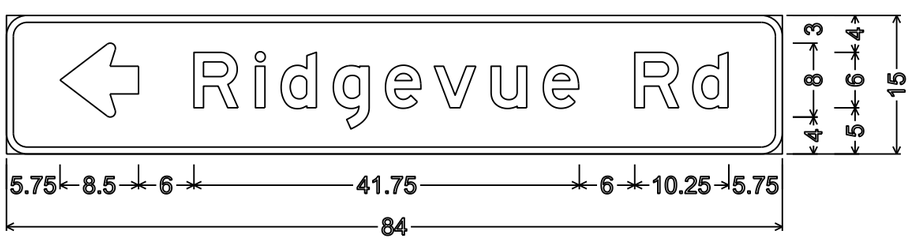
D1-1; 2.250" Radius, 0.750" Border



2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border

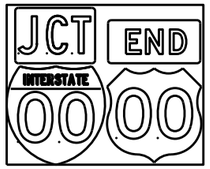
7

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING	SHEET NO:	E

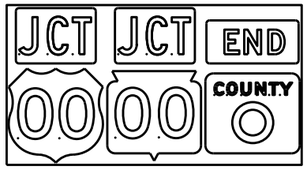
FILE NAME : C:\CAEfiles\Projects\tr_d1\11324216.DGN PLOT DATE : 22-NOV-2016 17:30 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 16.399626:1.000000

TYPICAL ASSEMBLIES

J1-1

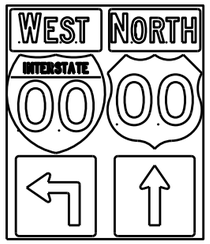


J1-2

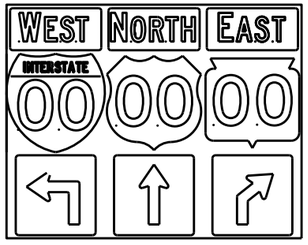


J1-3

J2-1



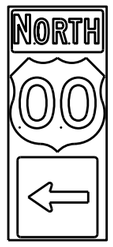
J2-2



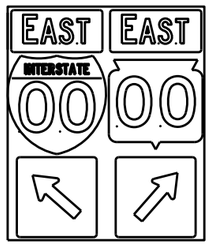
J2-3

JV

(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



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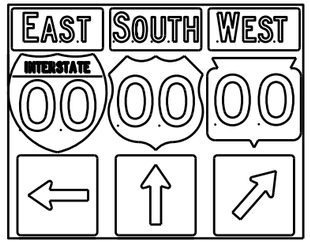
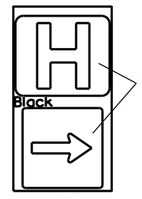


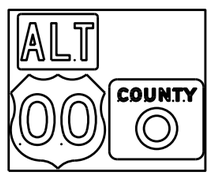
J3-3



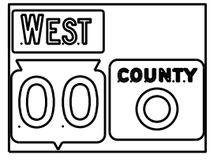
Blue Background

JH-1

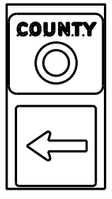
J4-1



J4-2



J4-2



J13-1

J12-1

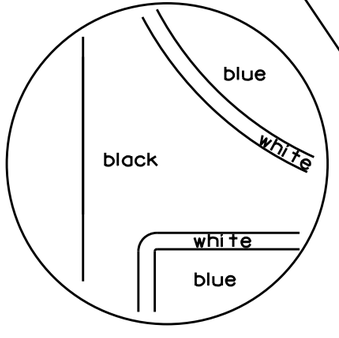
J32-1

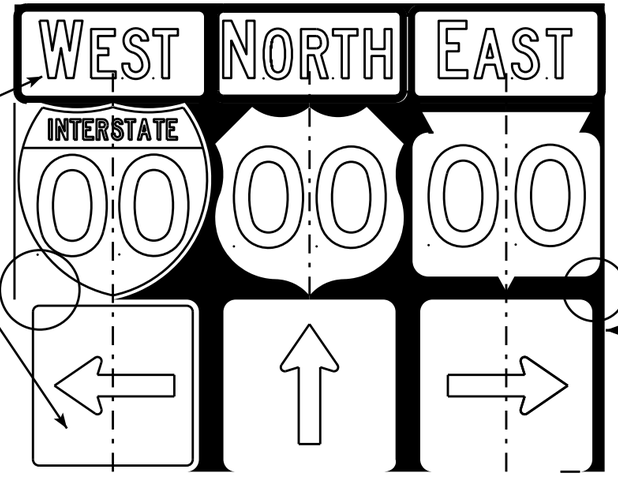
J33-1

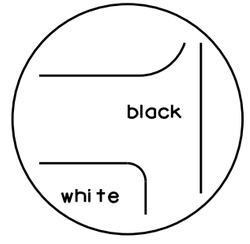
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

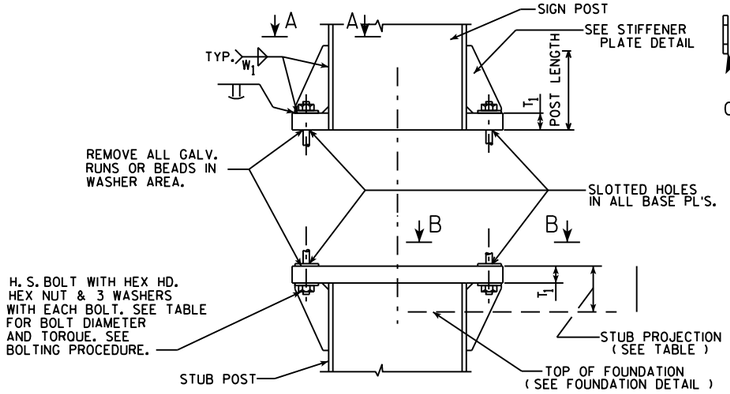
DATE 2/06/14 PL... A2-1S.8

PROJECT NO:

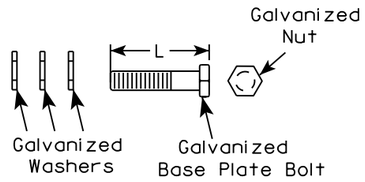
SHEET NO: E

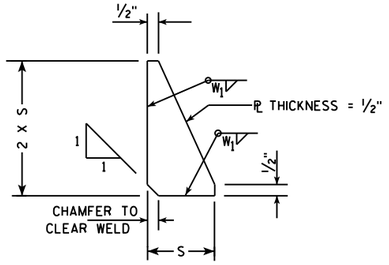
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



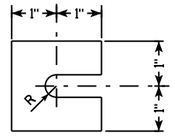
SIGN POST AND STUB POST ELEVATION





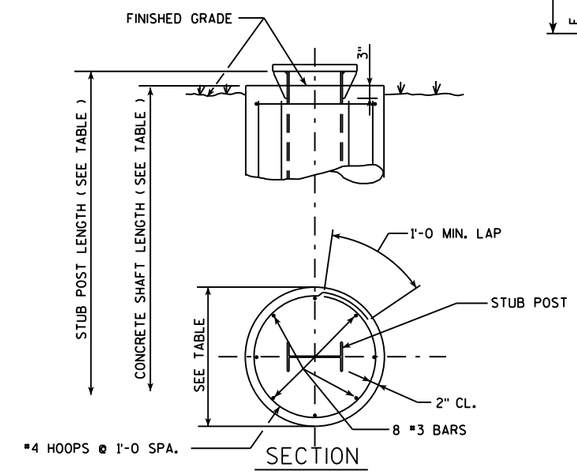
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

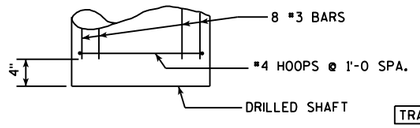


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

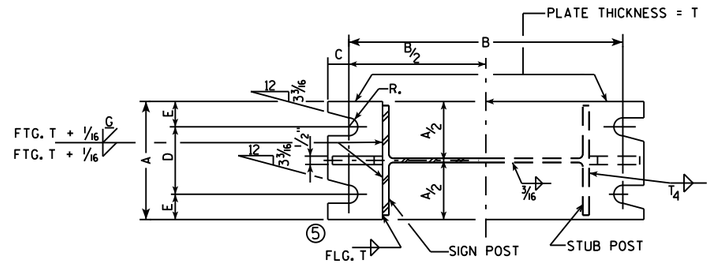
SHIM DETAIL



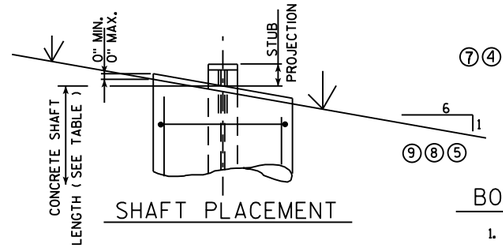
SECTION



FOUNDATION DETAIL



SECTION A-A SECTION B-B



SHAFT PLACEMENT

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS	
1. DEAD	100	
2. DEAD & WIND	140	
3. DEAD, ICE & ½ WIND[4]	140	[4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

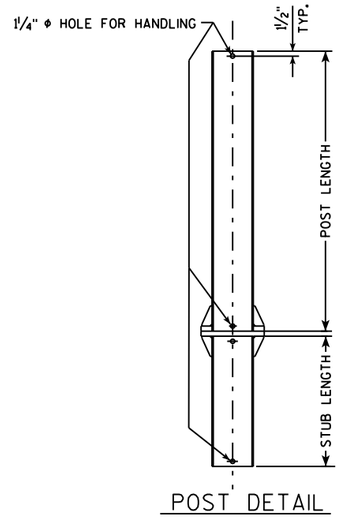
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123. (9)
THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
FURNISH STEEL BOLTS, NUTS, AND WASHERS IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



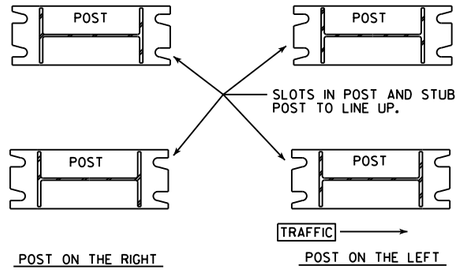
POST DETAIL

QUANTITIES FOR 1 FOOTING		
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
E	1.0	62

(7)

REINF.	TYPE	#3	#4
	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3

(7)



POST SLOT ORIENTATION (7)

	BASE CONNECTION DATA TABLE													FOUNDATION DATA				
L	X	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH
3 ¾	(4)	A	W10"X12.0 #/FT.	¾" ϕ @ 75#-FT.	5¼"	1'-0⅜"	⅞"	3½"	⅞"	1"	3/16"	5/16"	13/32"	2⅛"	3'-6	3"	2'-0 ϕ	5'-0
4 ¾	(4)	B	W12"X16.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1¼"	¼"	5/16"	13/32"	3"	5'-6	3"	2'-0 ϕ	7'-0
5		C	W12"X19.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1½"	5/16"	5/16"	13/32"	3"	6'-0	3"	2'-0 ϕ	7'-6
5		D	W12"X22.0 #/FT.	⅞" ϕ @ 85#-FT.	5½"	1'-4¼"	1"	3½"	1"	1½"	⅜"	5/16"	13/32"	3"	6'-6	3"	2'-0 ϕ	8'-0
5	(3)	E	W12"X26.0 #/FT.	1" ϕ @ 90#-FT.	7"	1'-4¼"	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32"	3"	7'-0	3"	2'-0 ϕ	8'-6

(1) (6) (1)

K	(2)
76.0#	(4)
146.5#	(4)
182.1#	
210.5#	
293.0#	(3)

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/12/15 PLATE NO. A3-1.16

(10)	1-21-14	LUBRICATION OF BASE BOLTS
(9)	4-26-11	REMOVE NON-GALVANIZED
(8)	10-30-96	NOT GALVANIZED/GALVANIZED
(7)	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
(6)	8-24-87	BASE CONN. WELD
(5)	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
(4)	10-19-79	POST A & B, A572 GR. 50, & K
(2)	11-28-78	"K" (3) 4-23-79 TYPE "E"
(1)	5-4-78	T_1 , T_2 & W_1
NO.	DATE	REVISION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC.	DRAWN BY	PLANS CK'D.
2011	JPH	

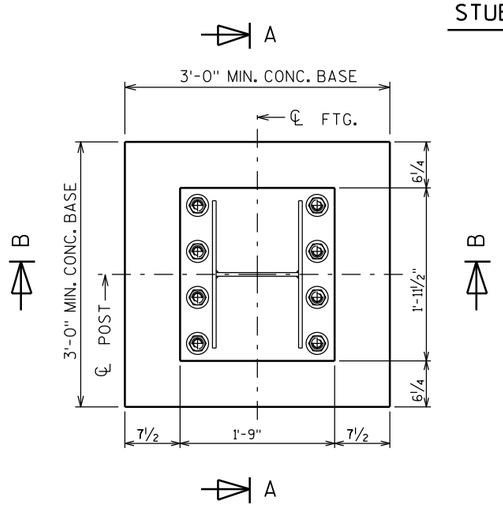
FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

SHEET

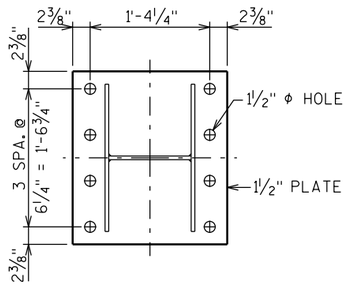
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 01-DEC-2015 18:20 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000

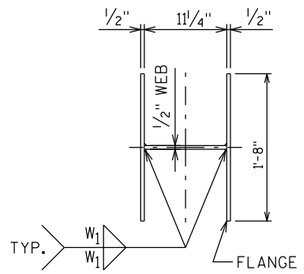
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



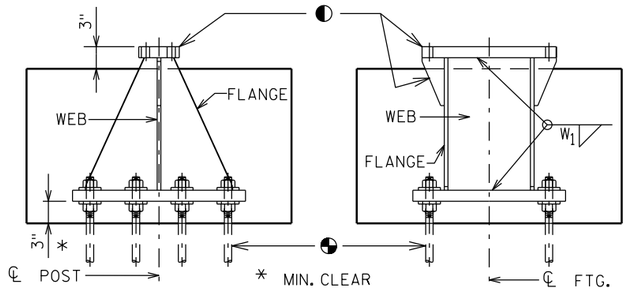
BASE PLATE



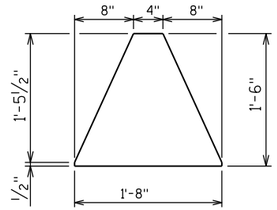
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



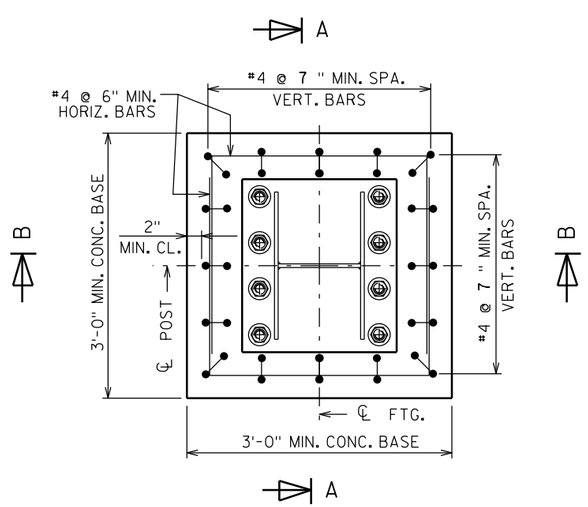
FLANGE

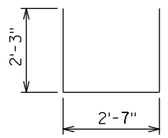
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

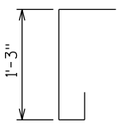
CONCRETE BASE SECTION





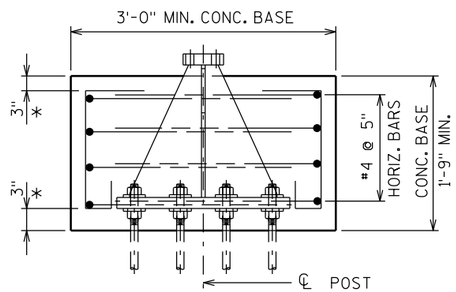
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



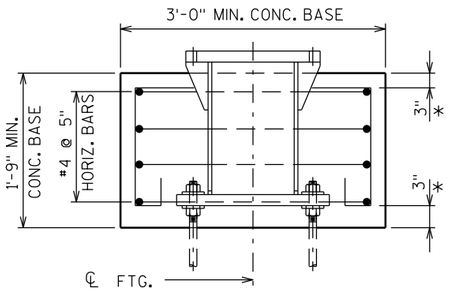
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

WISCONSIN DEPT OF TRANSPORTATION

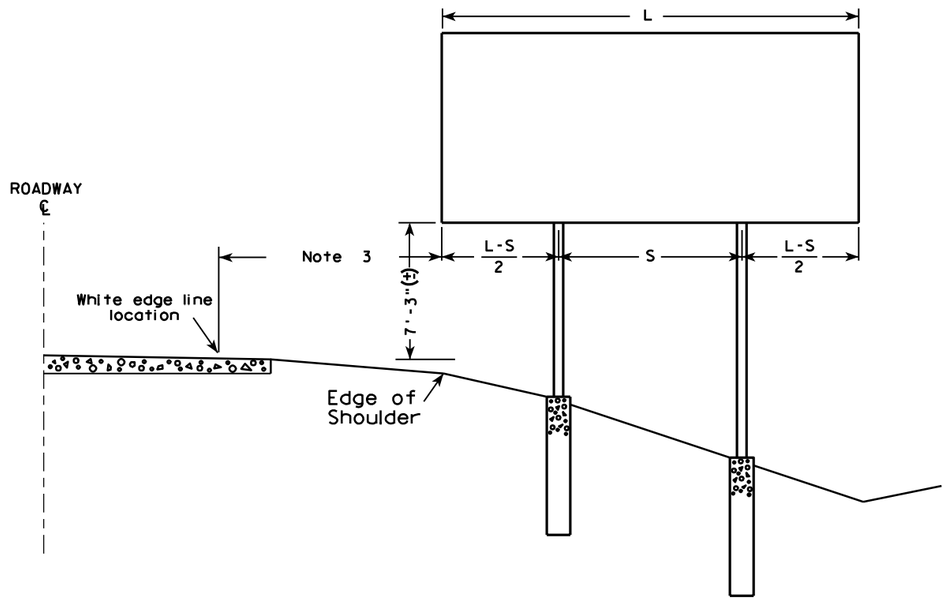
APPROVED Matthew R Rauch for State Traffic Engineer

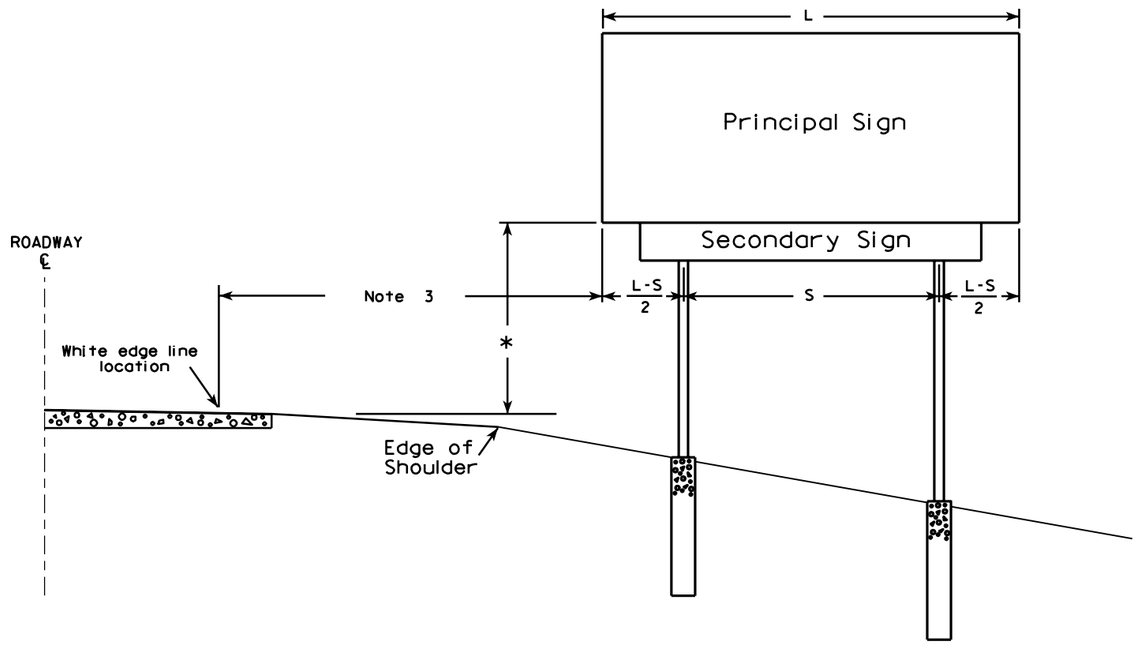
DATE 2/06/2014 PLAN A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000

WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

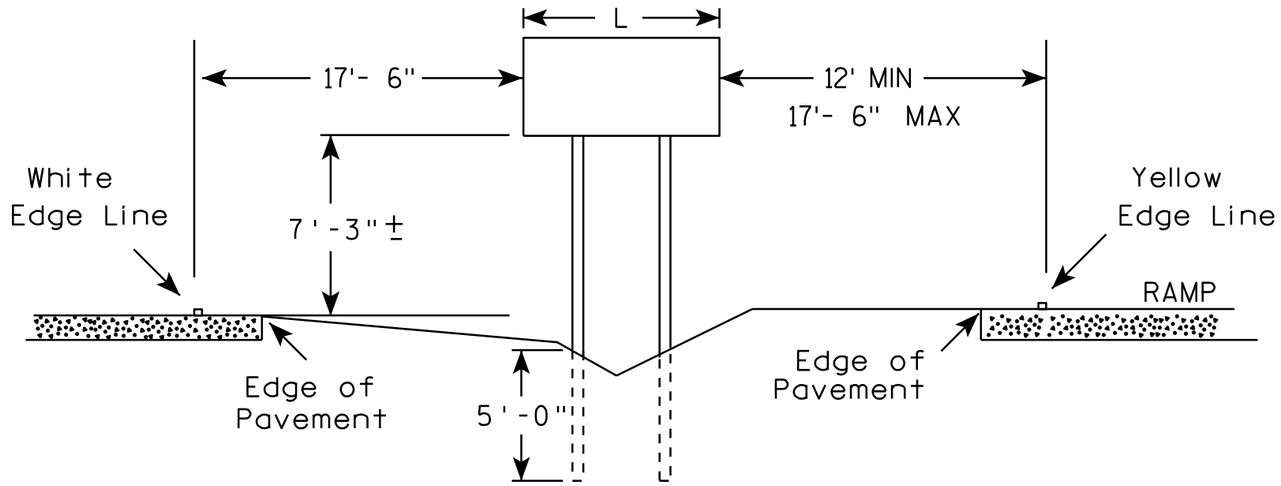
TYPICAL INSTALLATION
OF TYPE I SIGNS

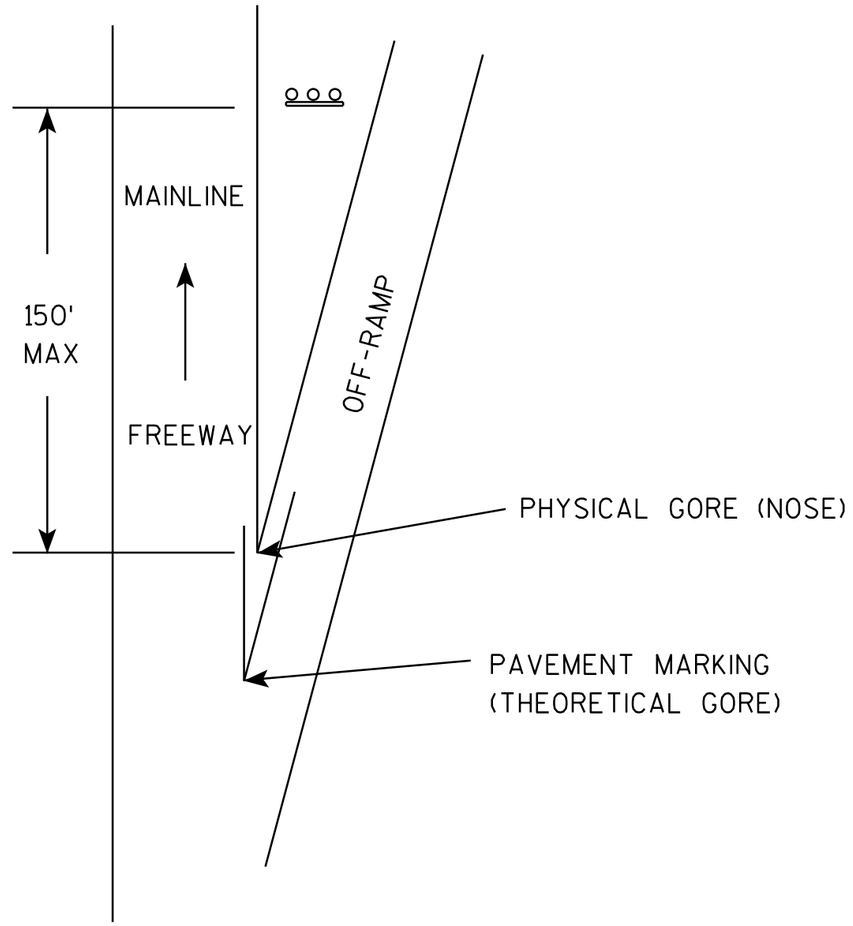
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 369	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

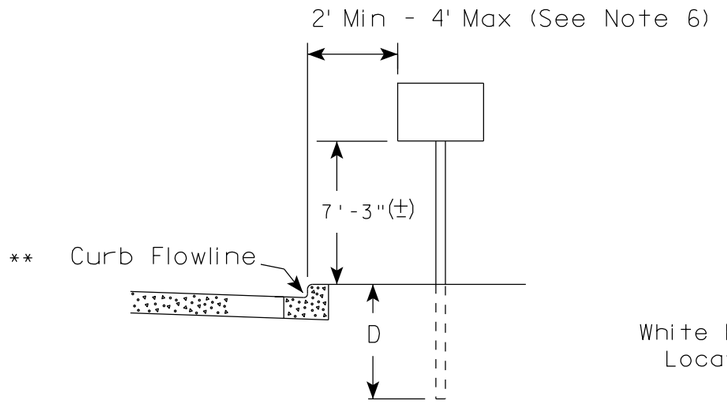
DATE 2/06/14 PLA... A4-2.3

PROJECT NO: | SHEET NO: E

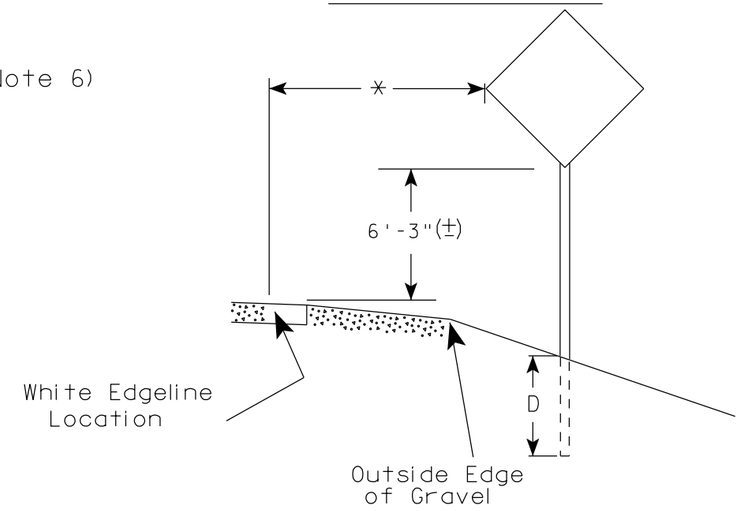
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

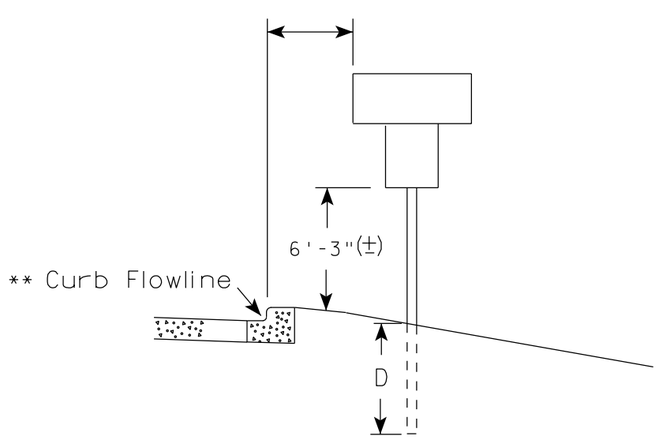
WISDOT/CADDS SHEET 42

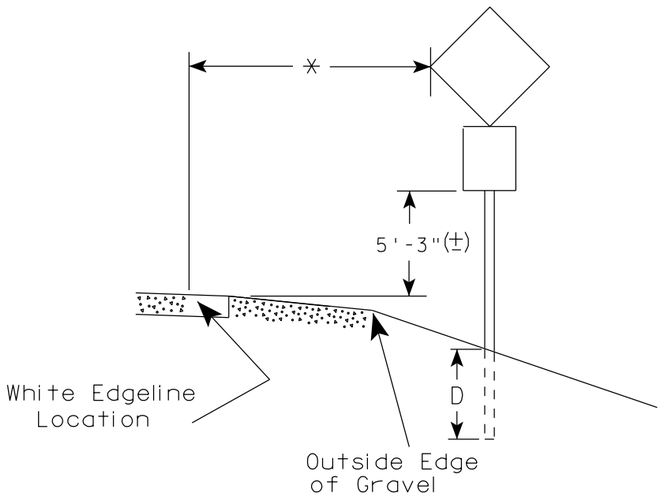
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

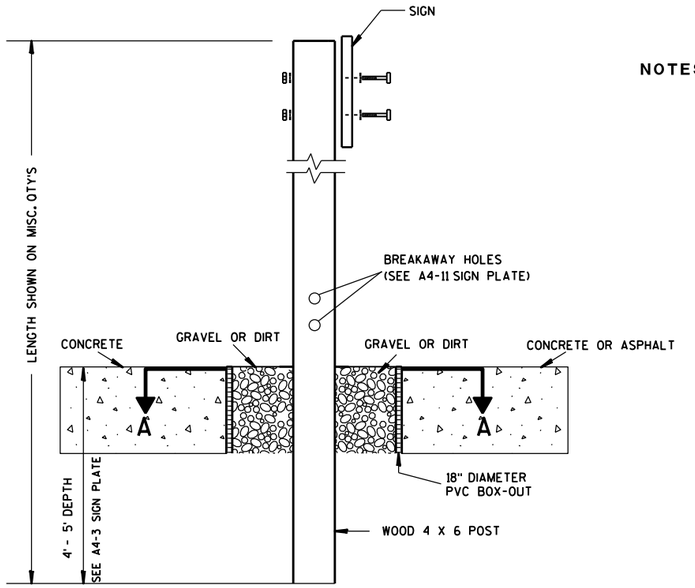
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

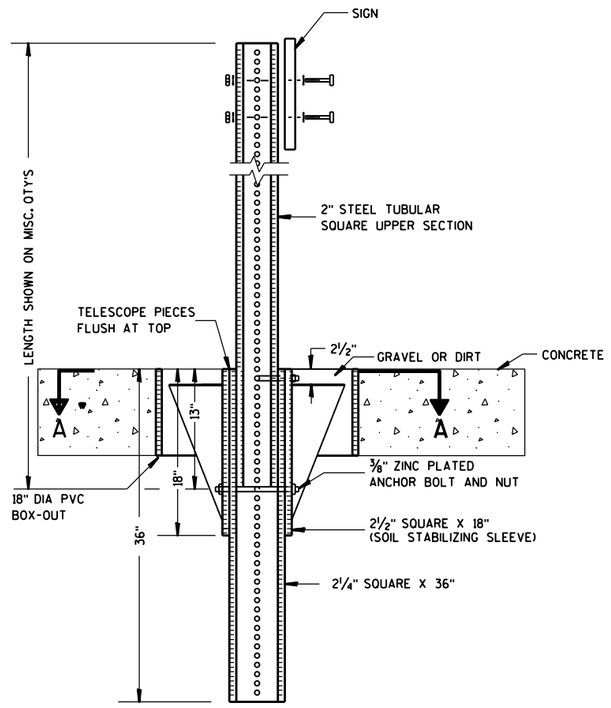
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



ELEVATION VIEW

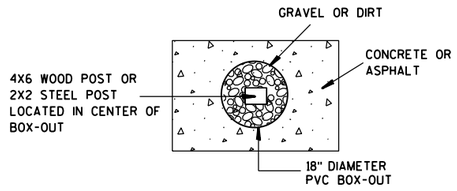
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

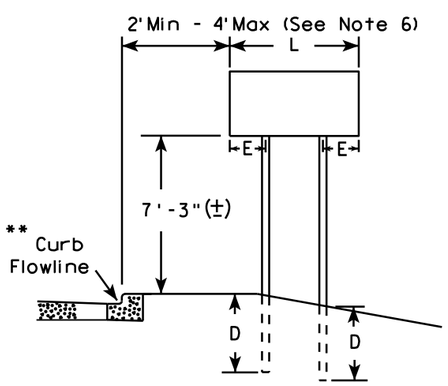
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

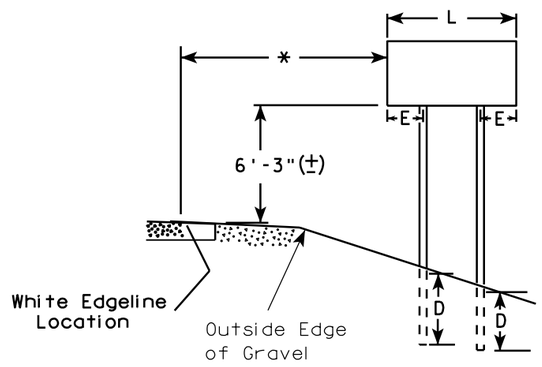
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

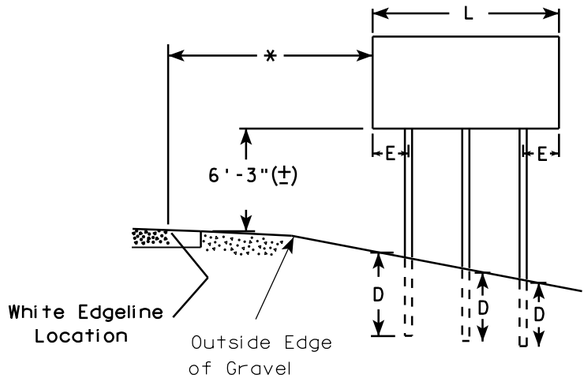
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

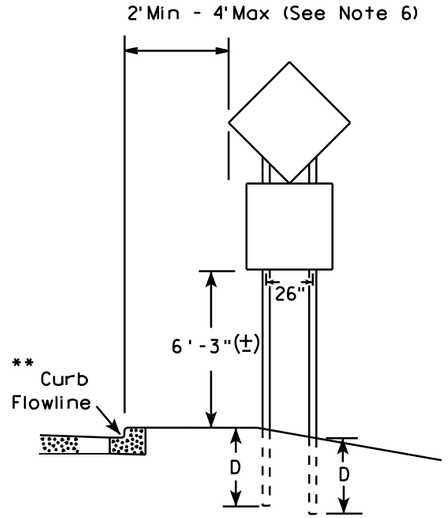
URBAN AREA



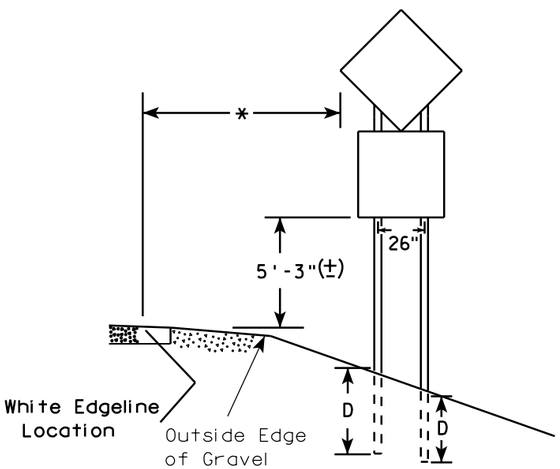
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

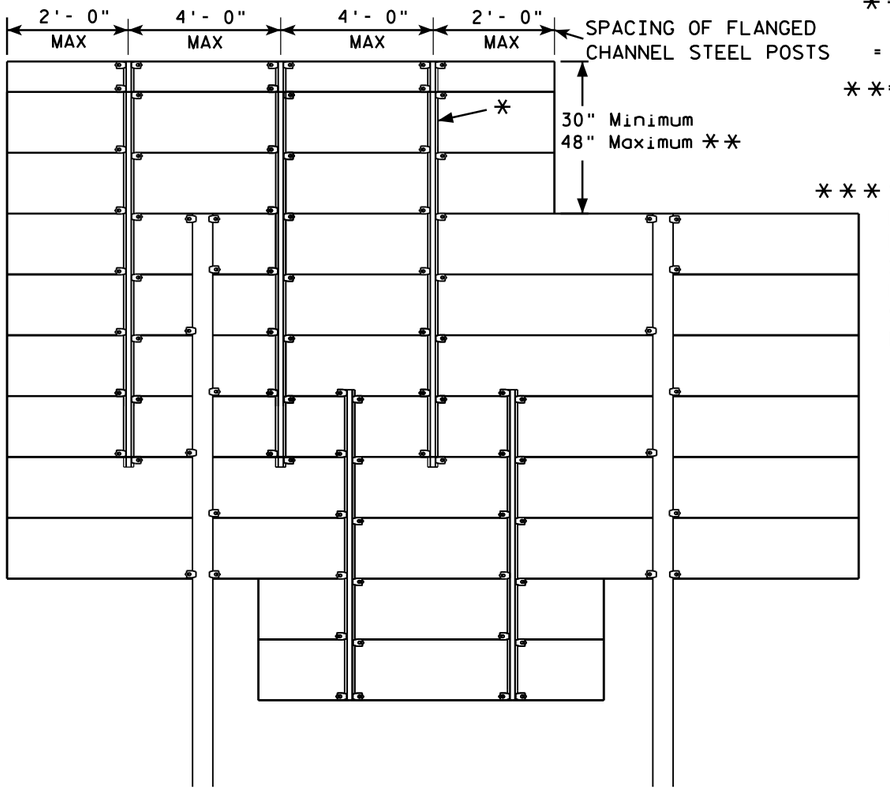
DATE 7/23/15 PLATE NO. A4-4 373 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42

GROUND MOUNTED SIGN

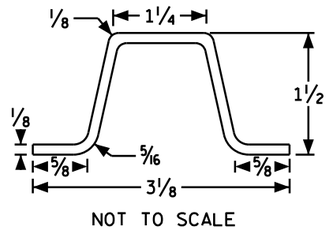


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

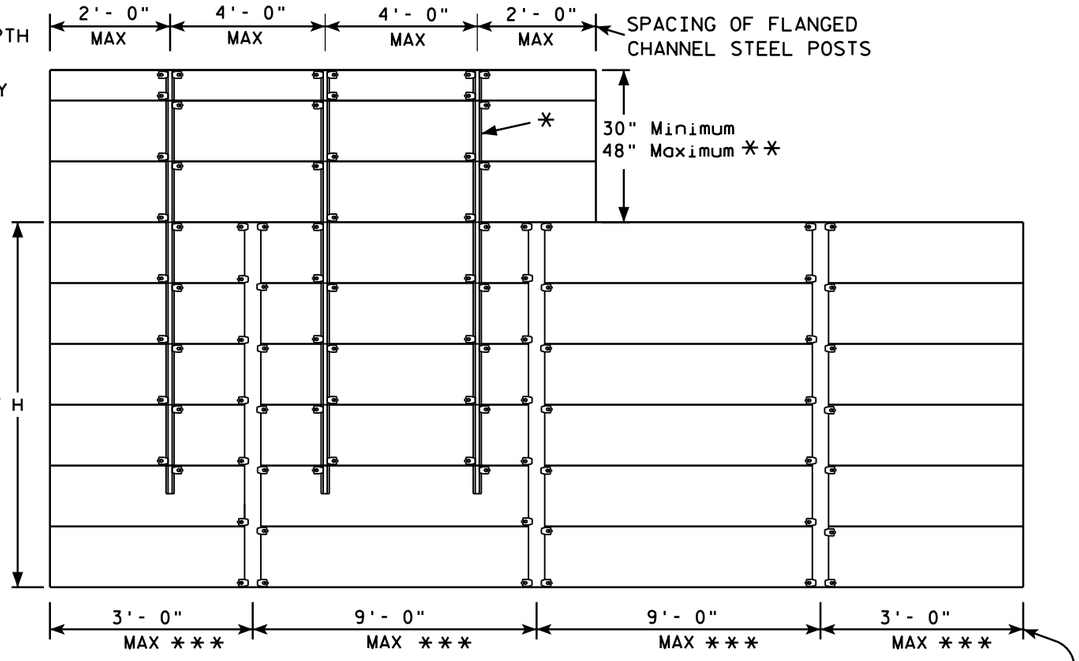
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

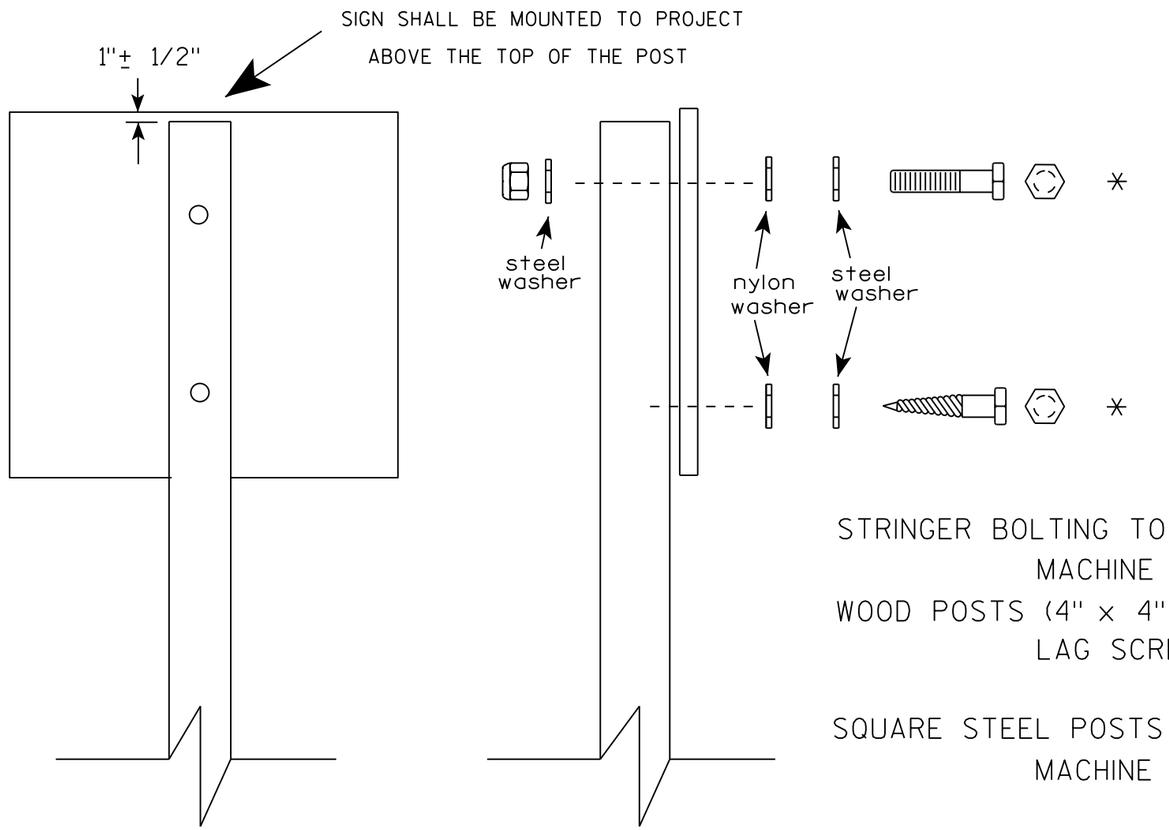
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 374 A4-6.12

PROJECT NO: | SHEET NO: E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

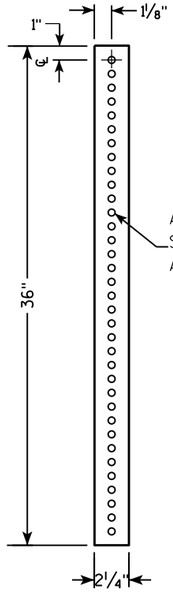
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

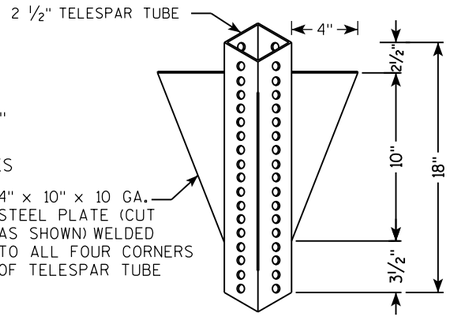
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

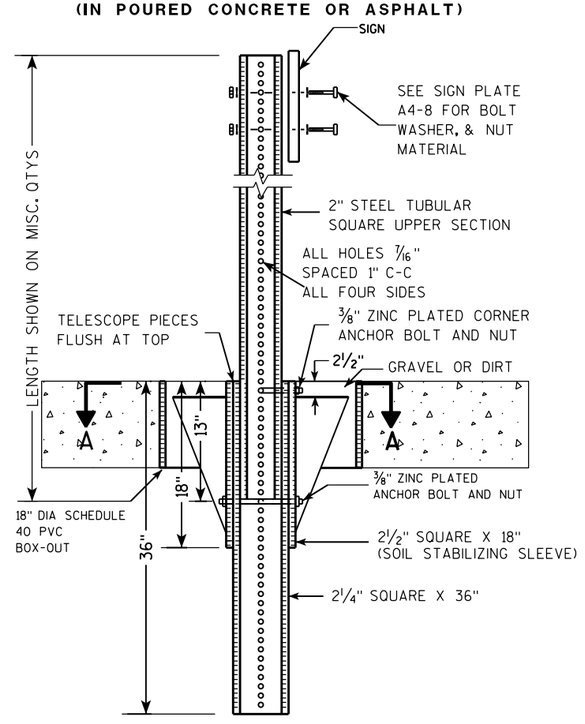
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



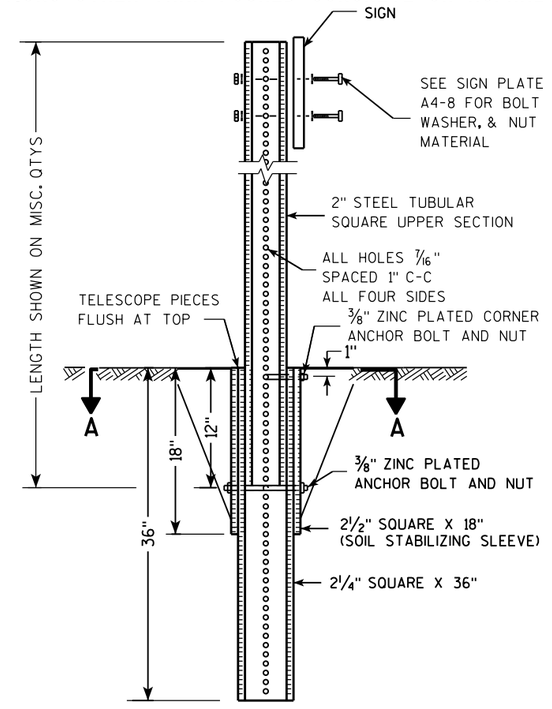
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

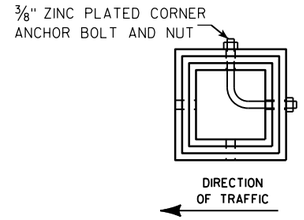


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

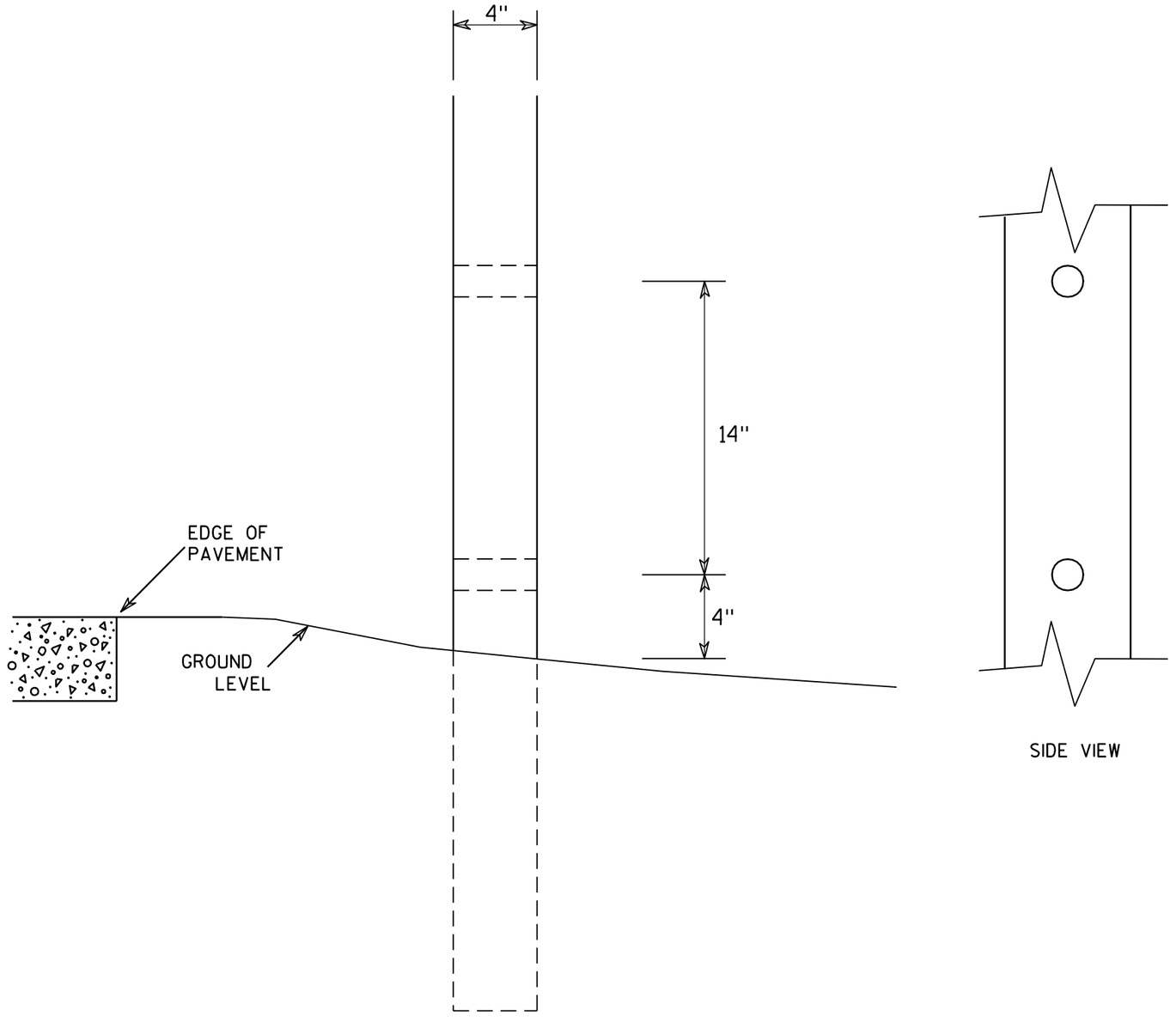
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 376 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

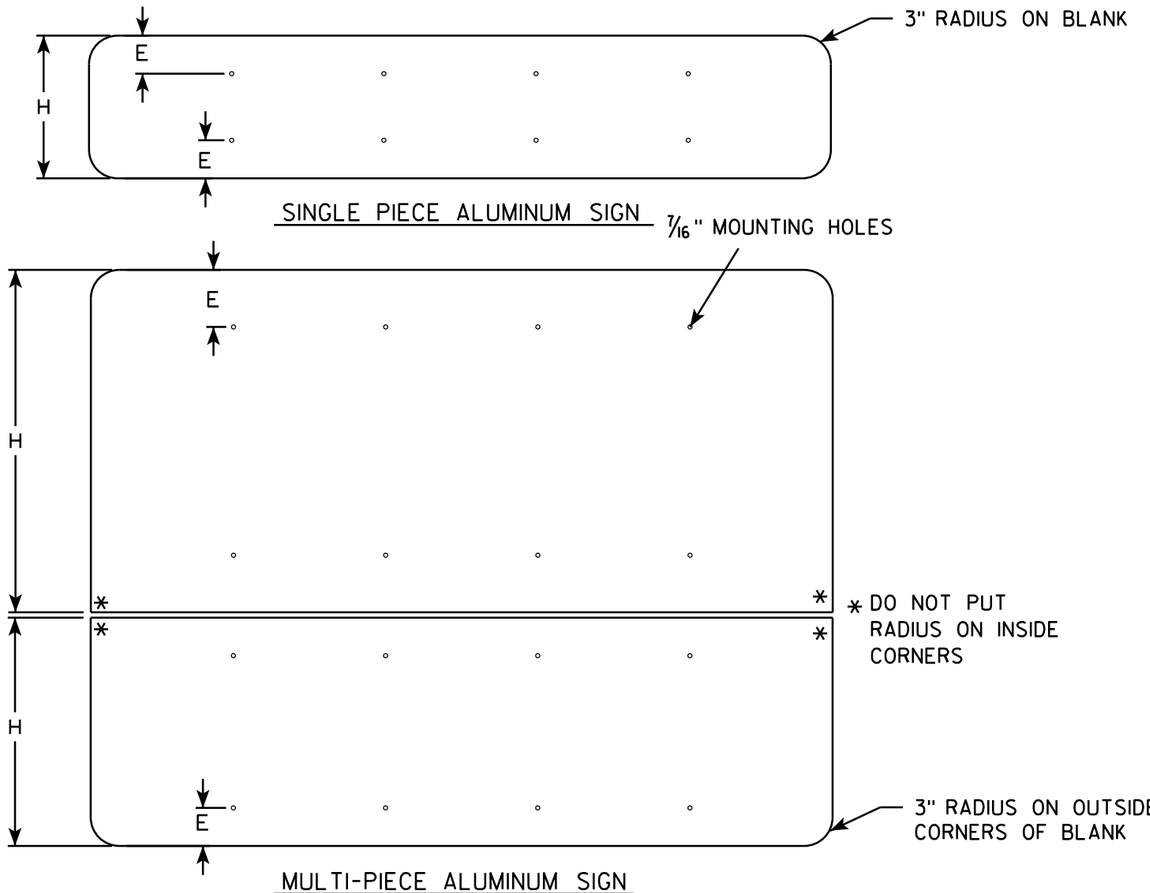
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

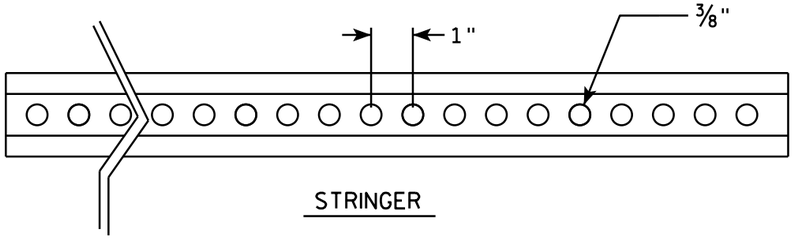
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 377	E



GENERAL NOTES

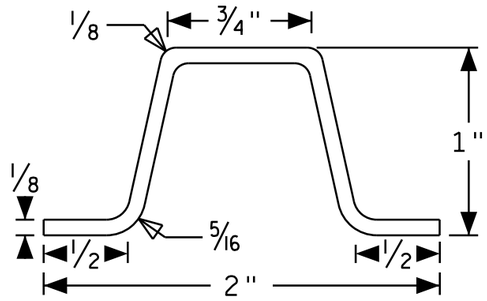
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

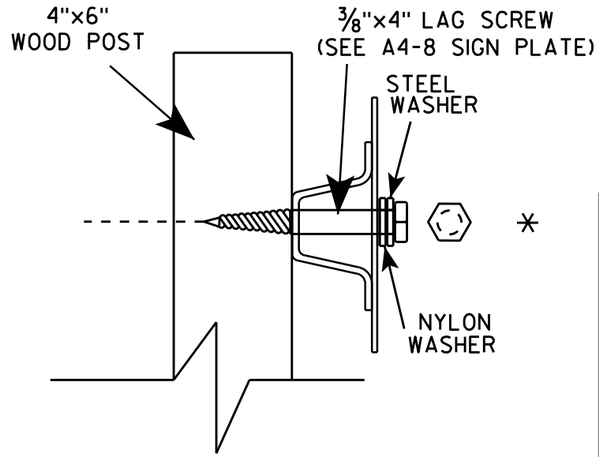


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

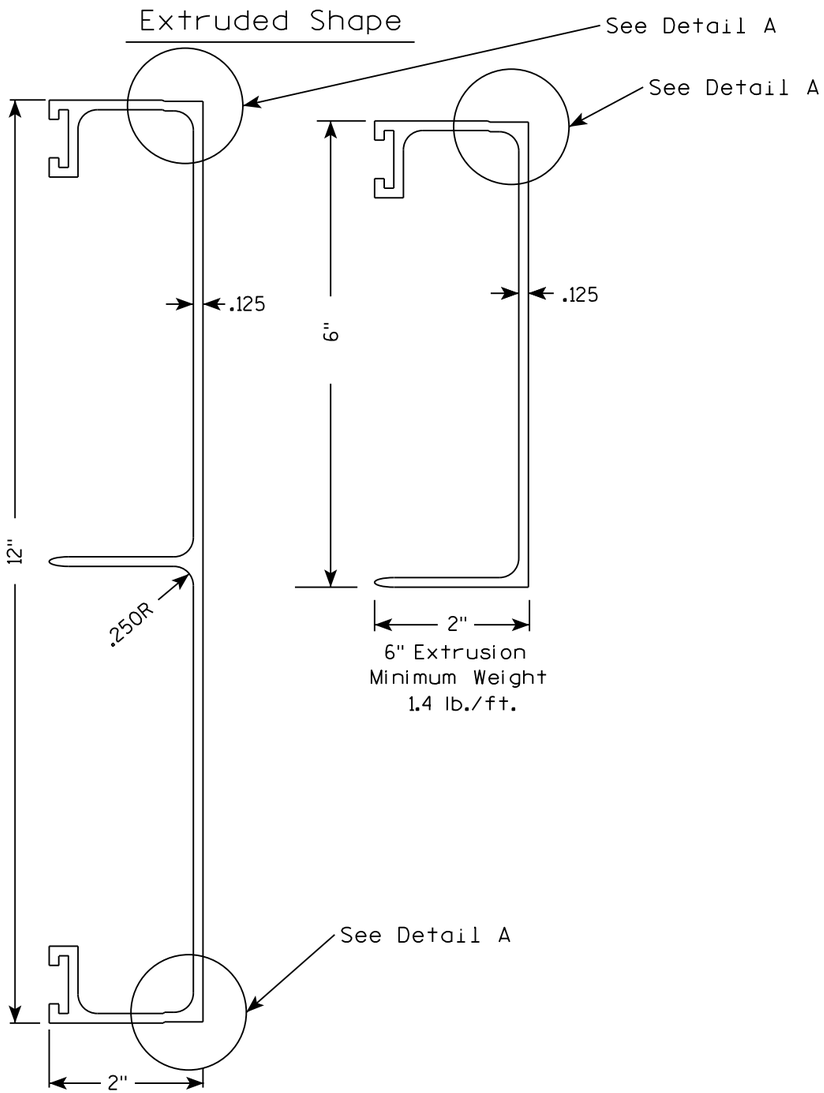
for State Traffic Engineer

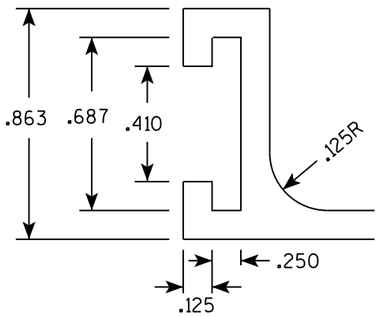
DATE 4/26/16 PLATE NO A4-18.1

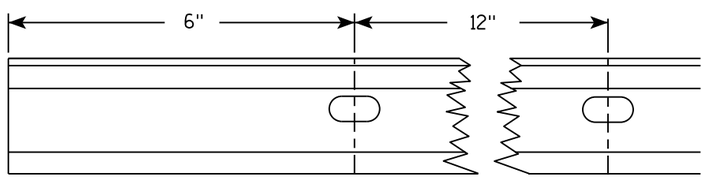
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

Extruded Shape







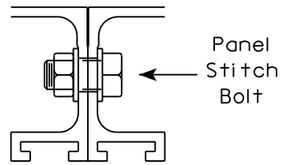
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

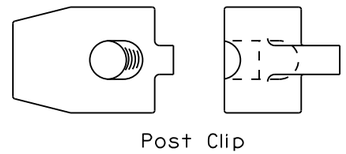
The hardware includes:

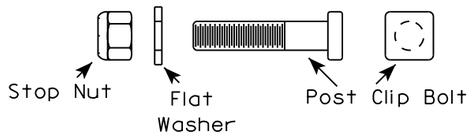
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

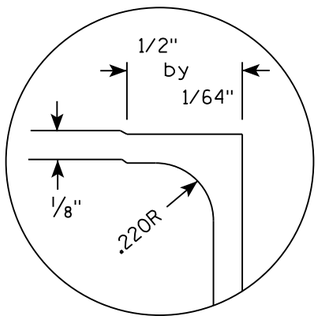
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

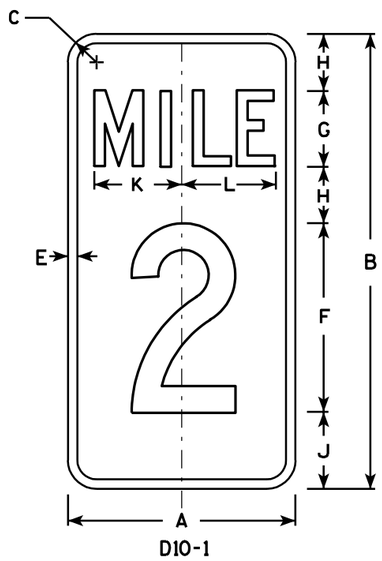
ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

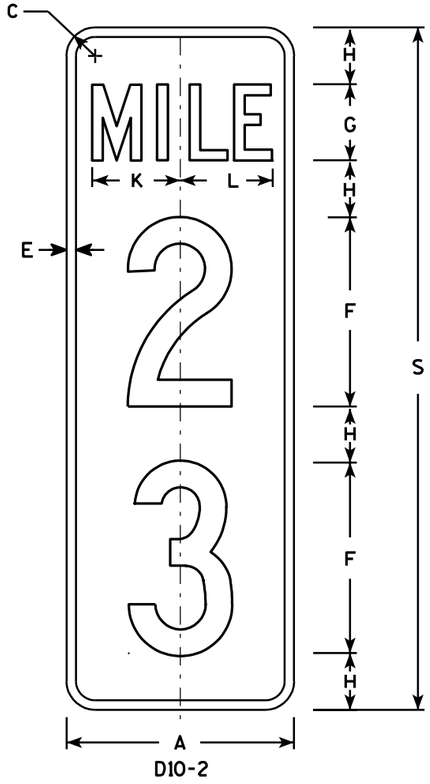
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/16 PLATE NO. A5-2.10

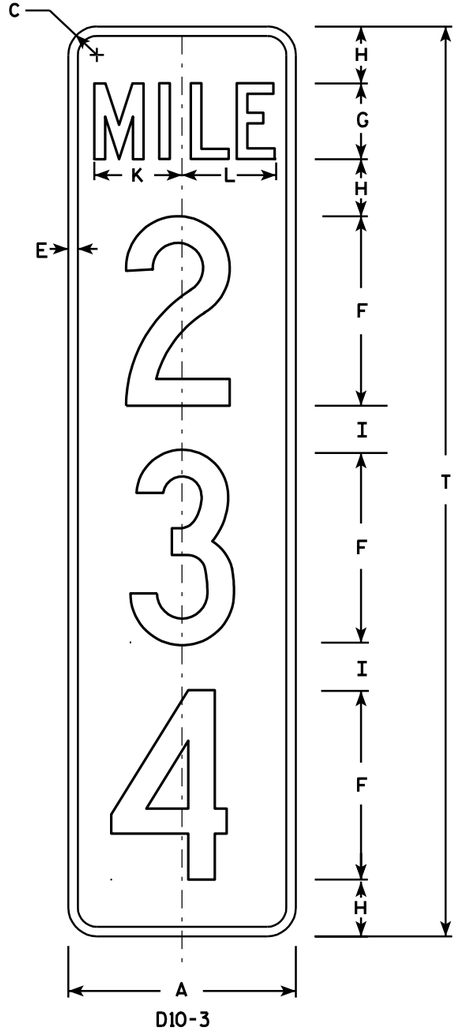
PROJECT NO:				SHEET NO: 379	E



D10-1



D10-2



D10-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Optically adjust numerals about the centerline of the sign to achieve proper balance.

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

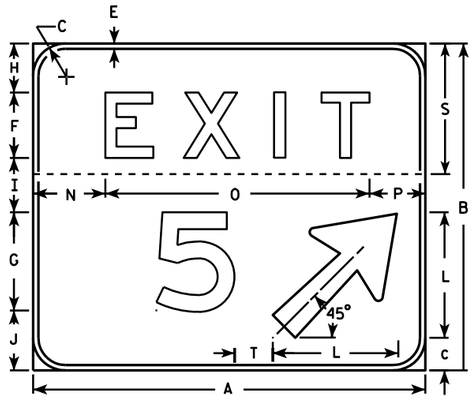
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for Director, Office of Traffic

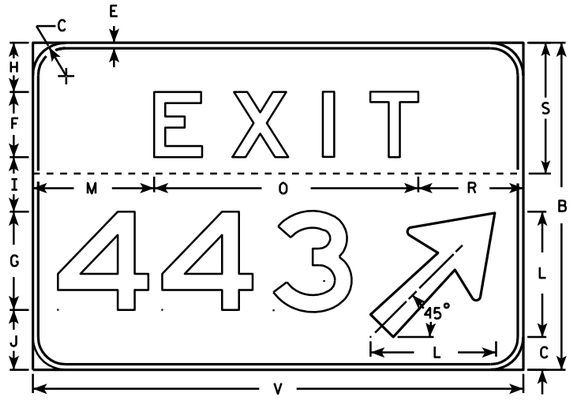
DATE 1/16/02 PLATE NO. D10-3.2

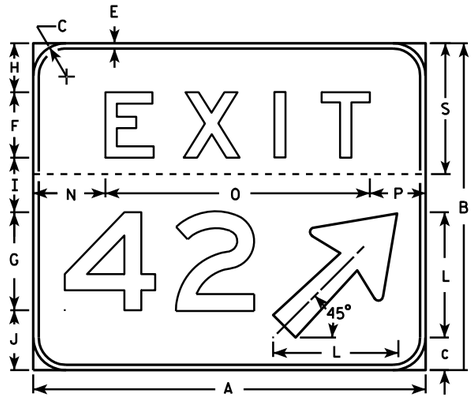
PROJECT NO:

SHEET NO: 380 E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow





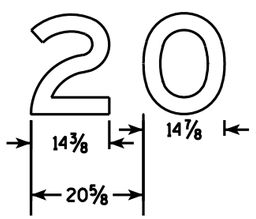
NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

EXAMPLE FOR USING SPACING CHART



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

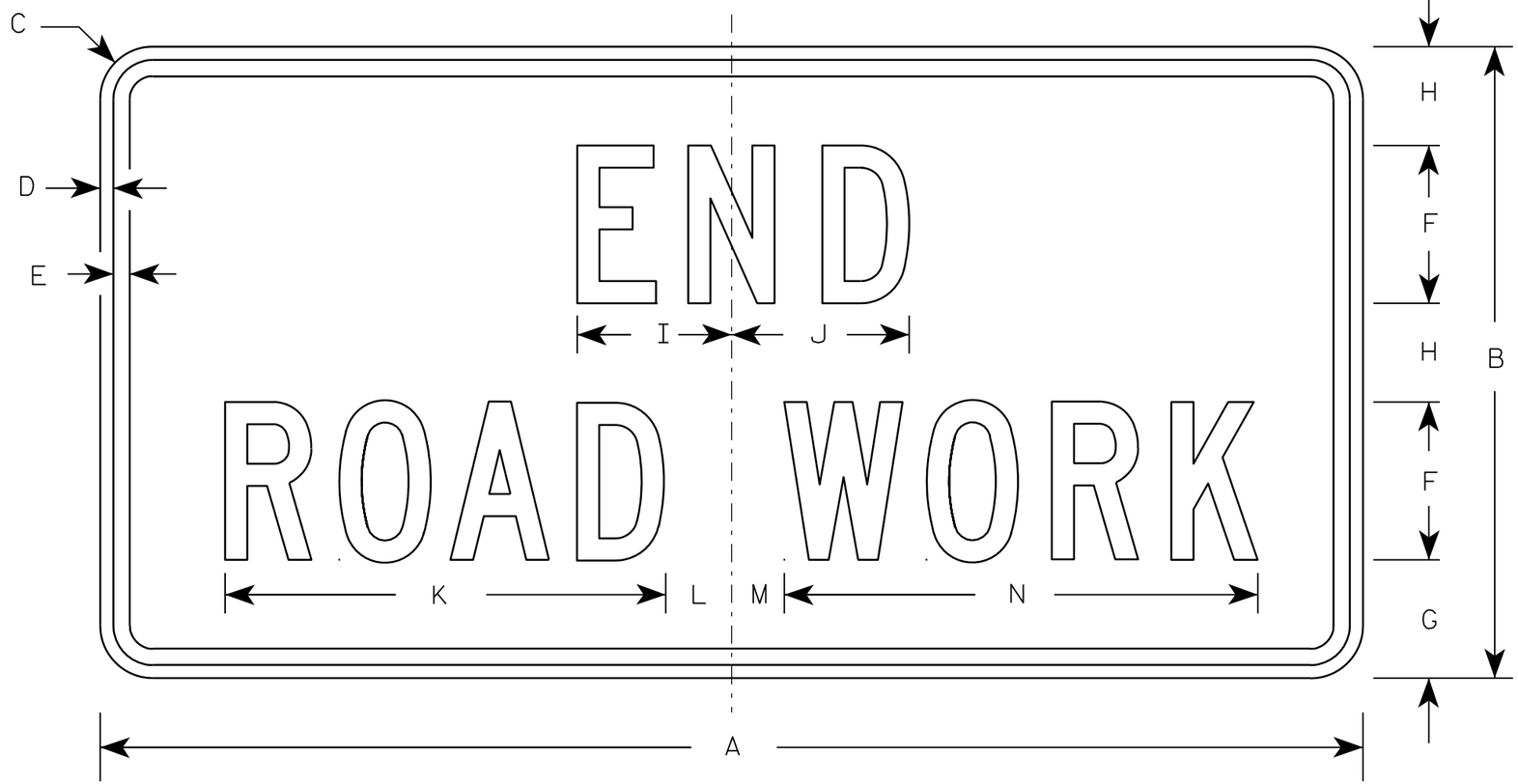
STANDARD SIGN E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 381 | E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

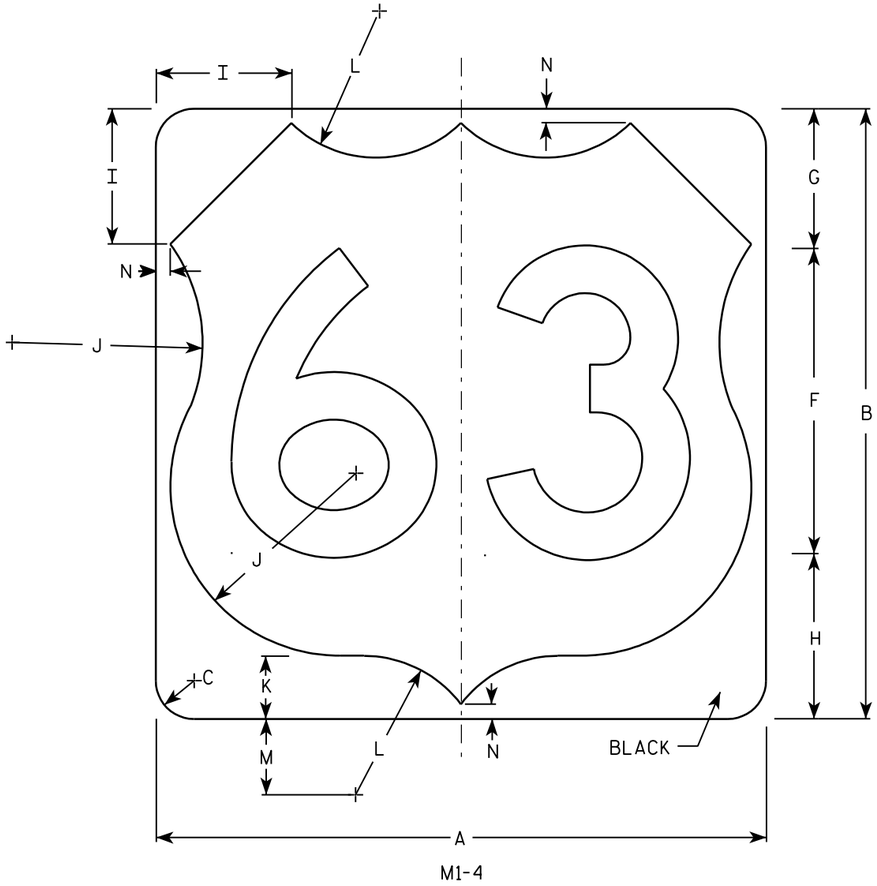
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

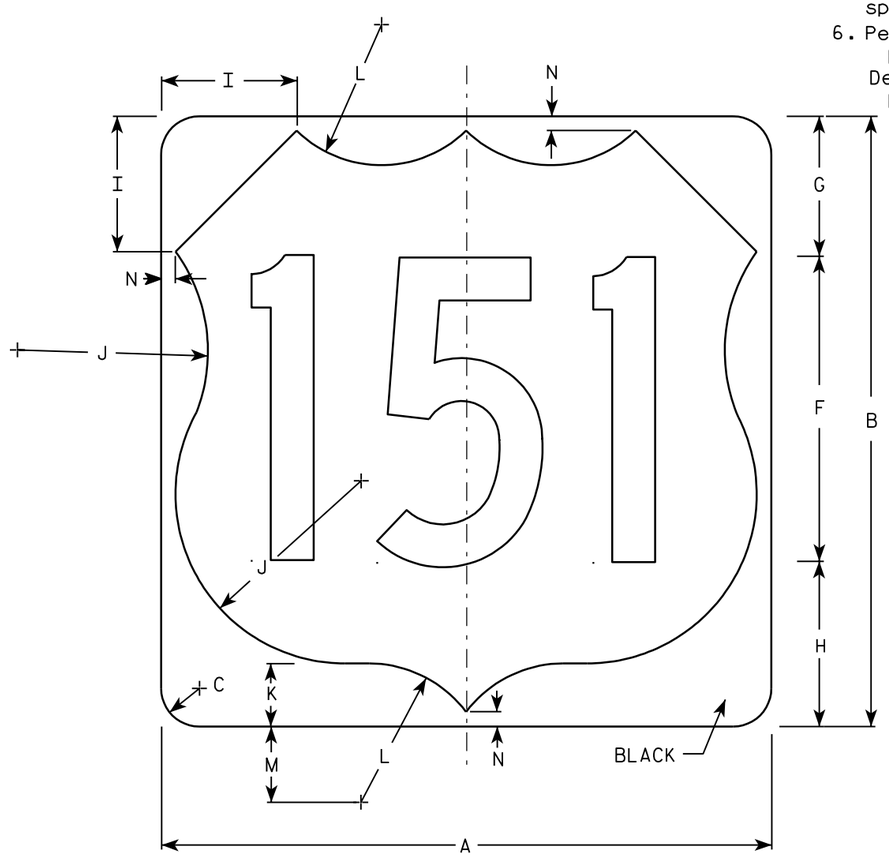
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 382	E

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	Areq. 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

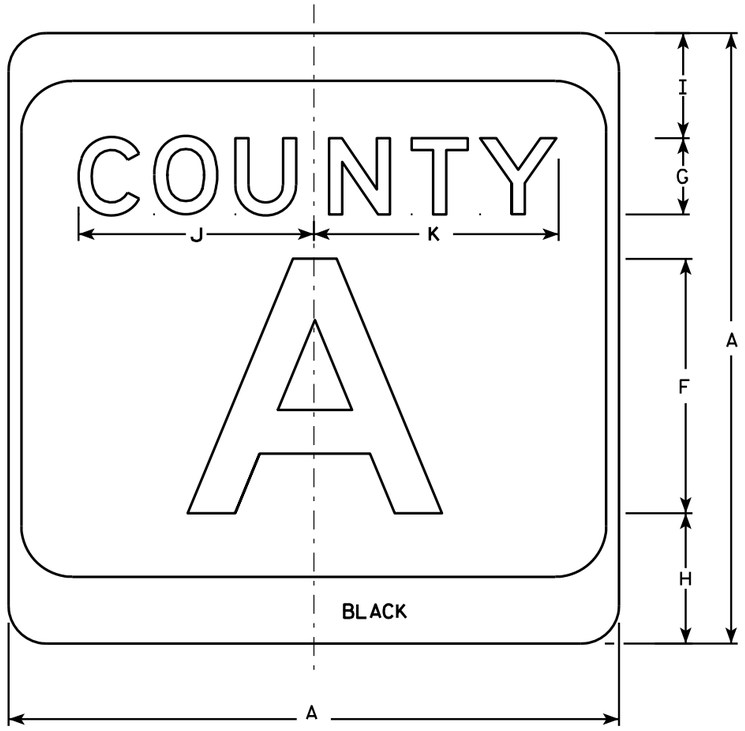
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

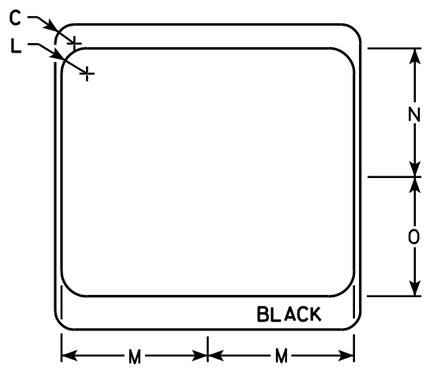
APPROVED Matthew R Rauch
for State Traffic Engineer

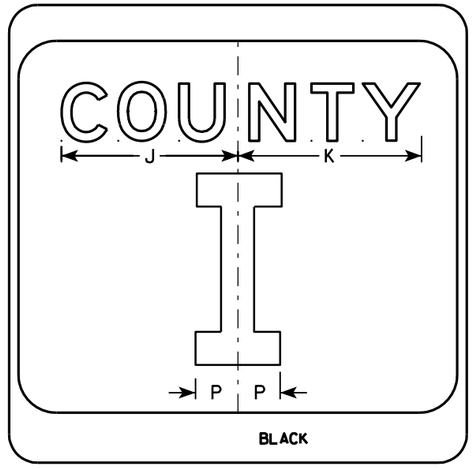
DATE 08/25/05 PLATE NO. M1-4.9

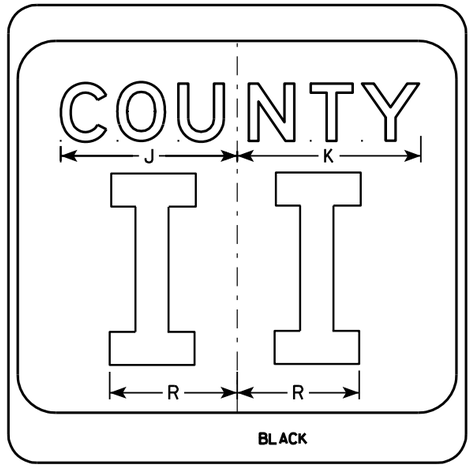
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 383 | E



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

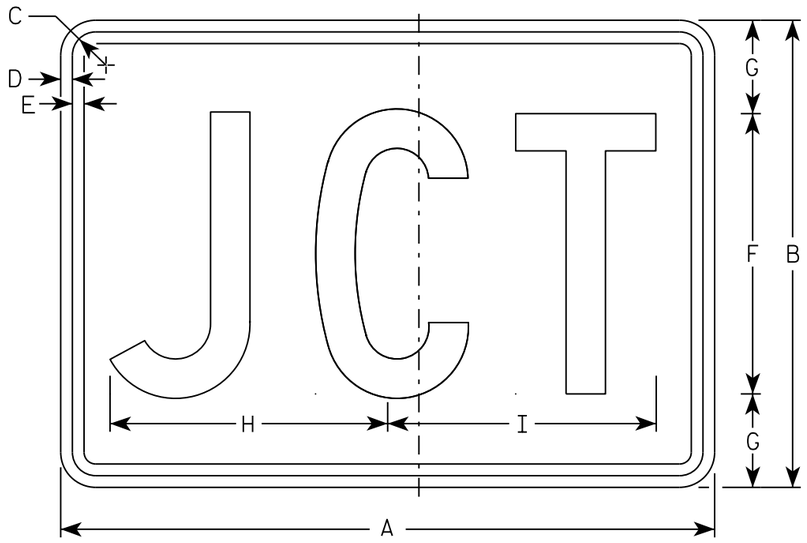
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

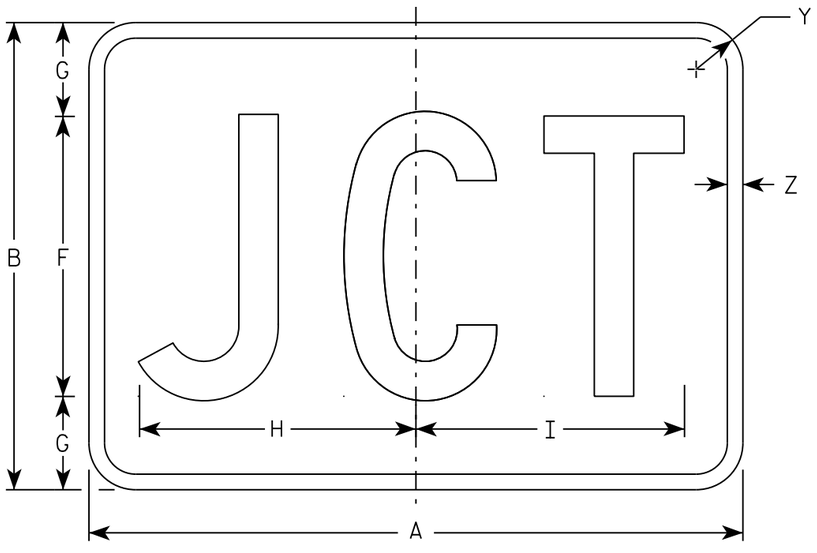
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 384	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

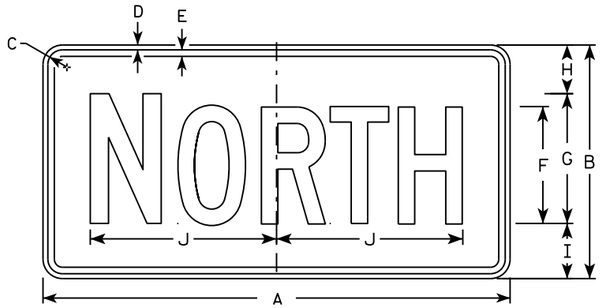
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

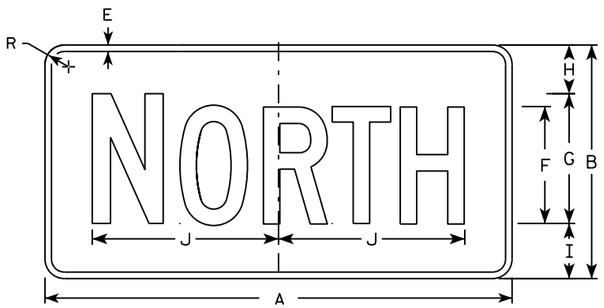
DATE 10/15/15 PLATE 385 12-1.12

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



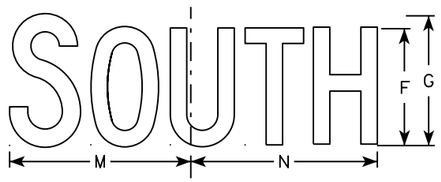
M3-1
MM3-1
MP3-1



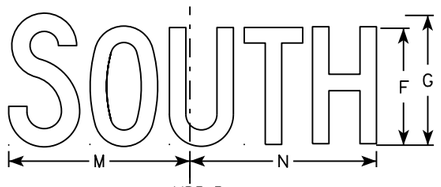
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

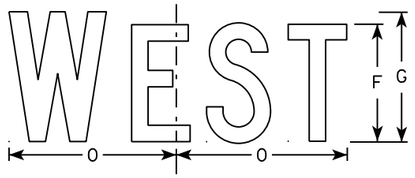
MB3-2
MK3-2
MN3-2



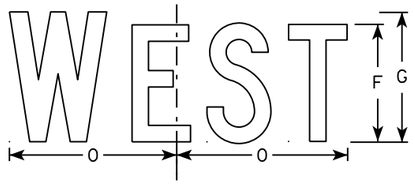
M3-3
MM3-3
MP3-3



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

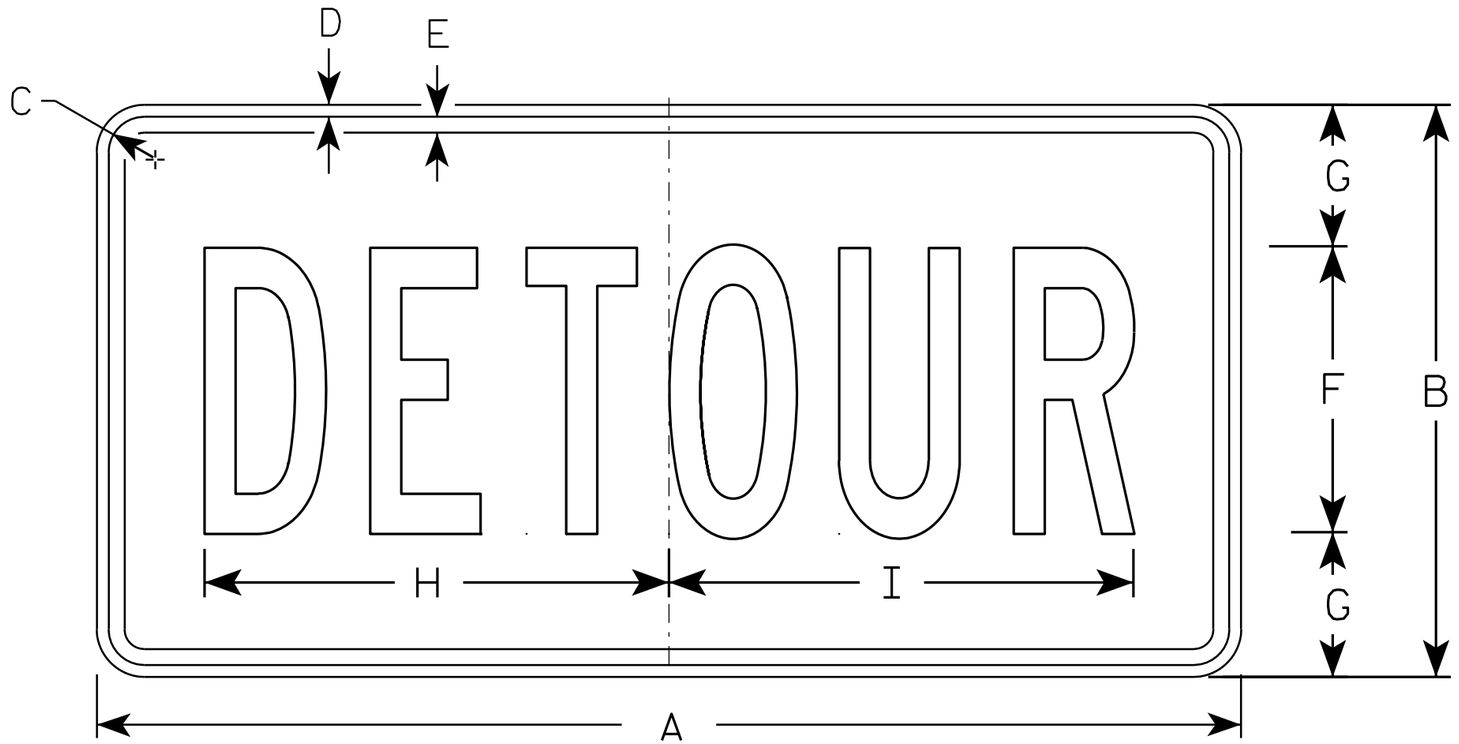
WISCONSIN DEPT OF TRANSPORTATION

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



M4-8

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																											

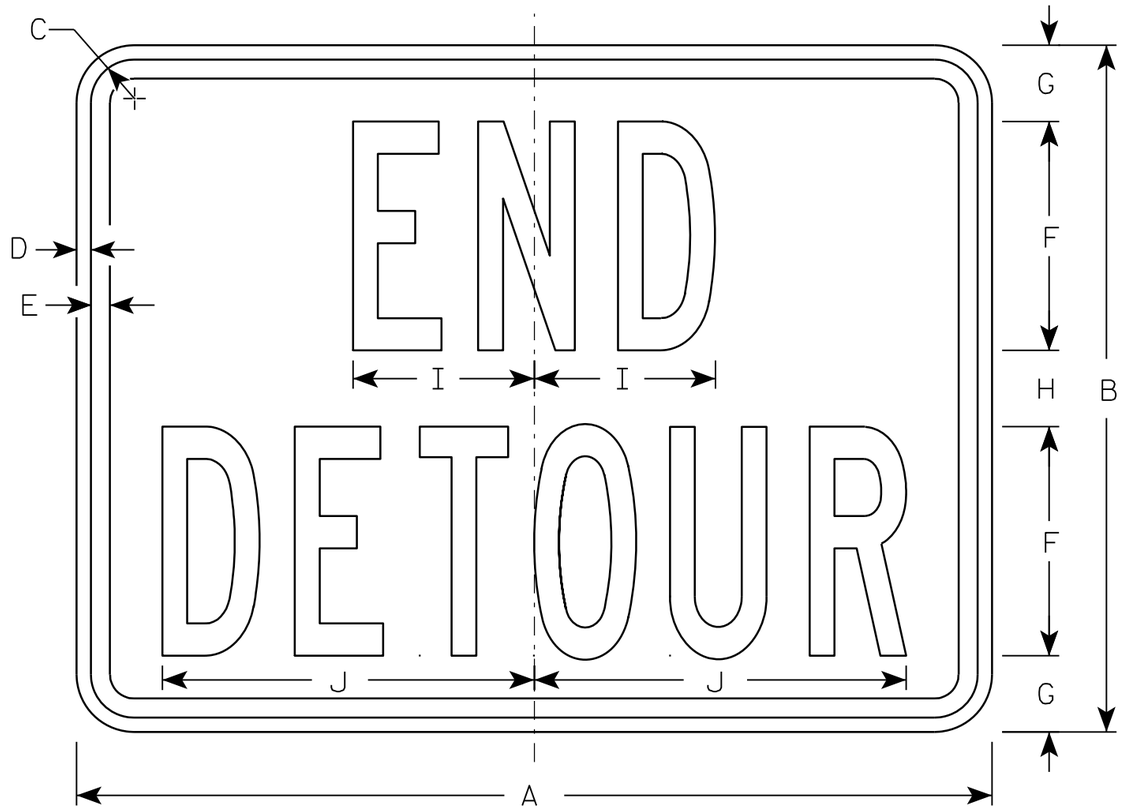
STANDARD SIGN
M4-8

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: 387	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																											

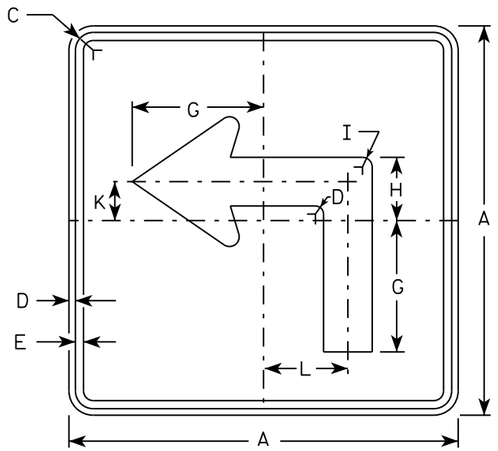
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

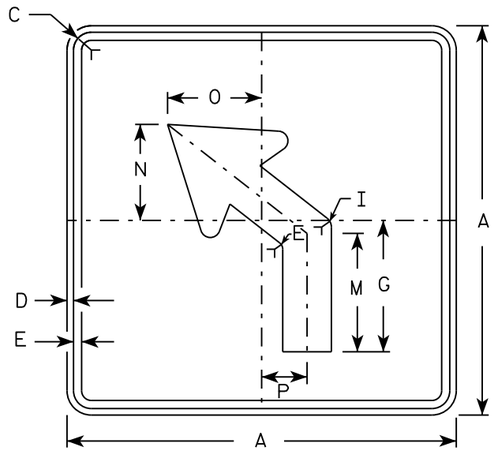
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

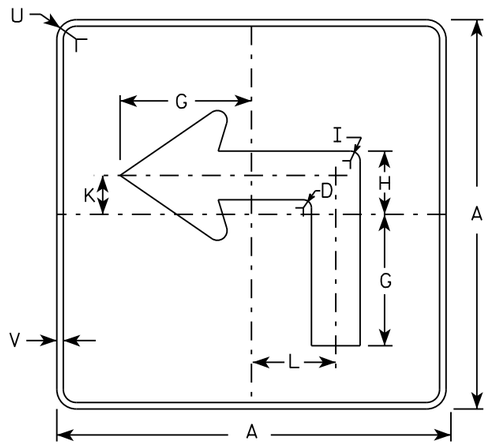
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 388	E



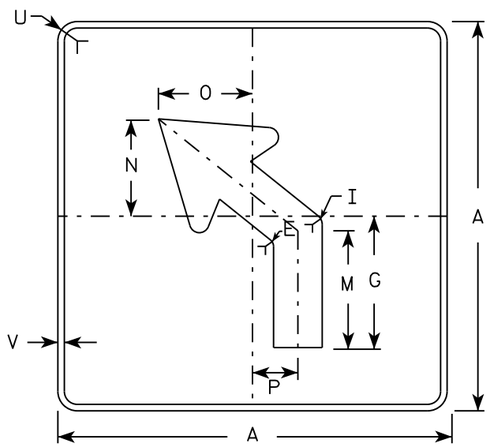
M5-1L
MM5-1L
MO5-1L
MP5-1L



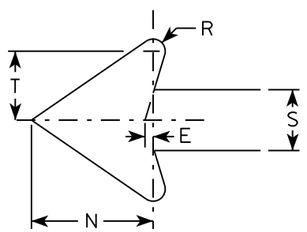
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

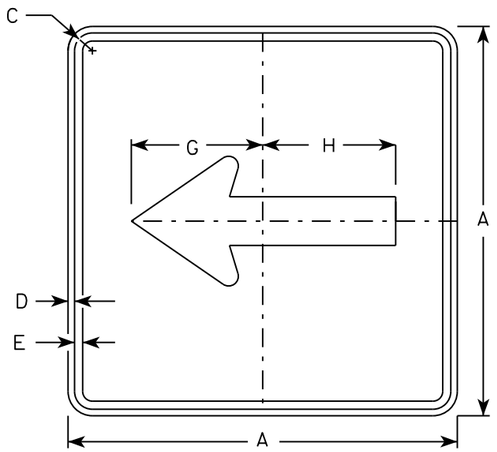
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

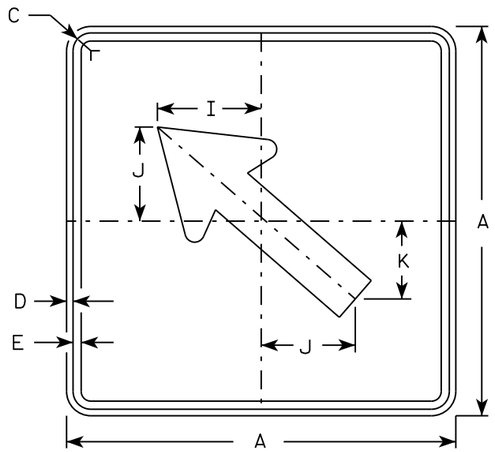
DATE 10/15/15 PLATE NO. M5-1.13

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



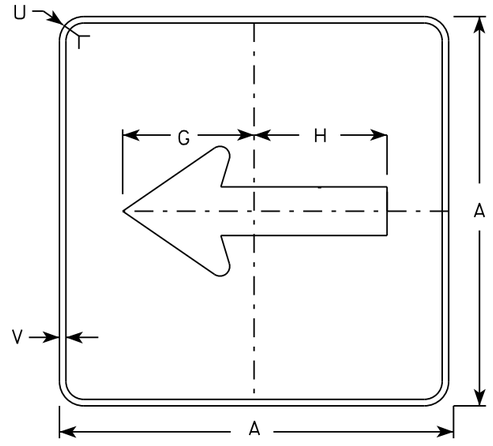
M6-1
MM6-1
MO6-1
MP6-1



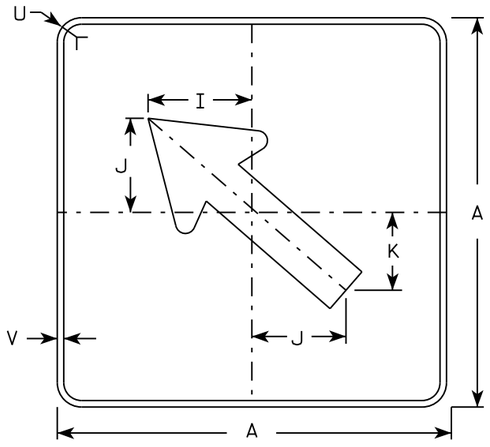
M6-2
MM6-2
MO6-2
MP6-2

NOTES

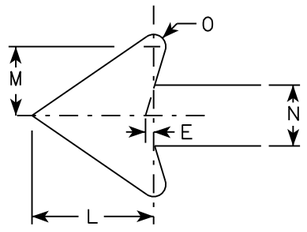
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

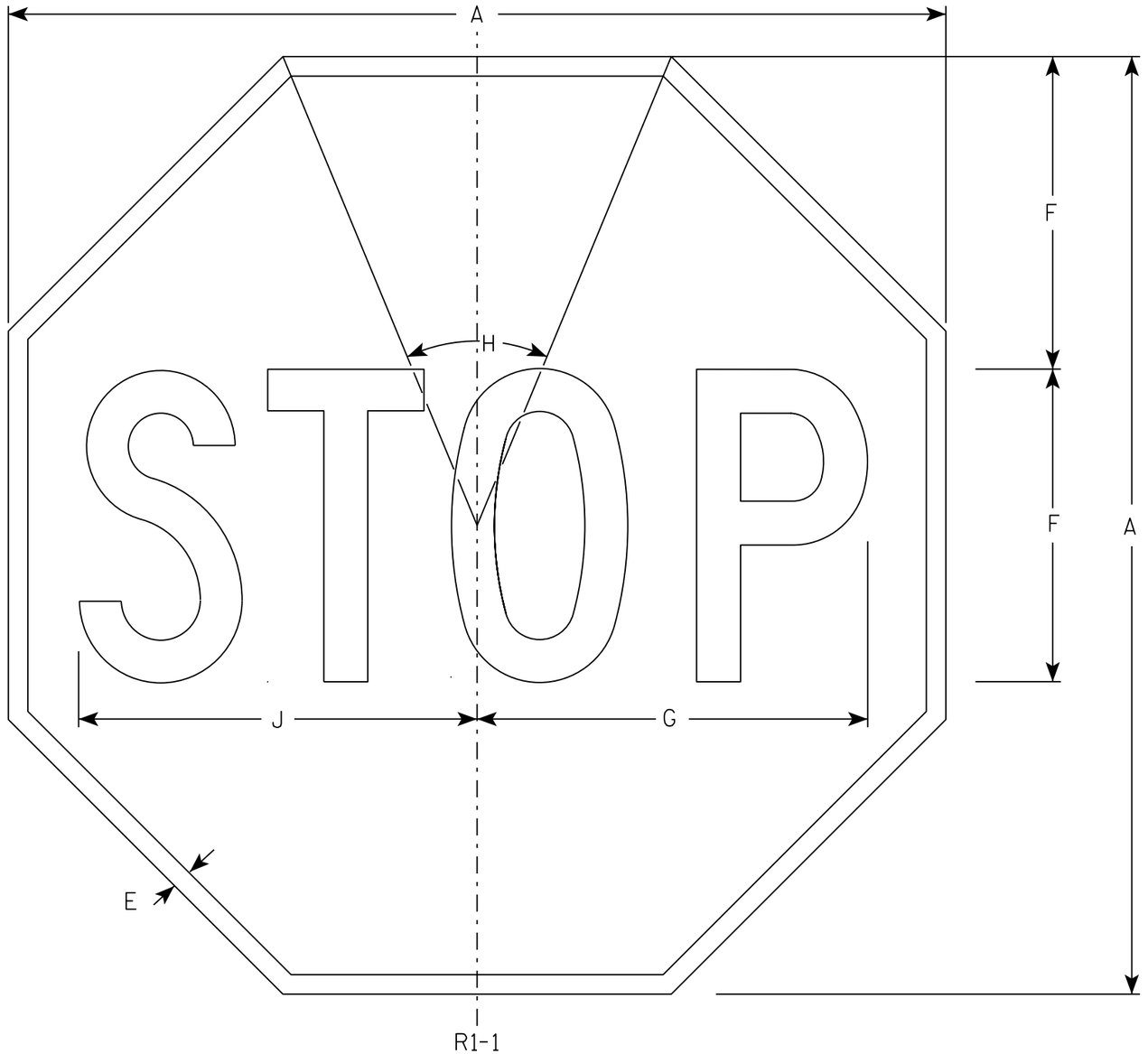
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 390 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

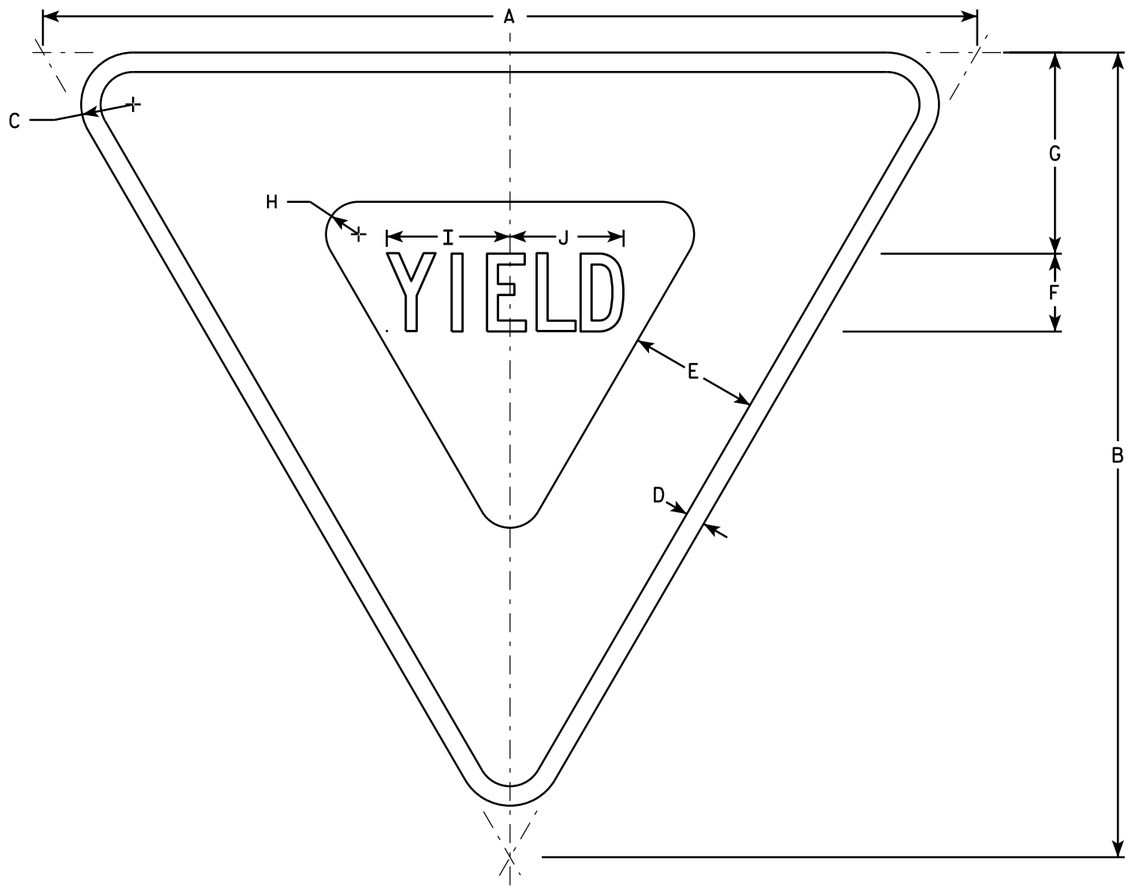
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

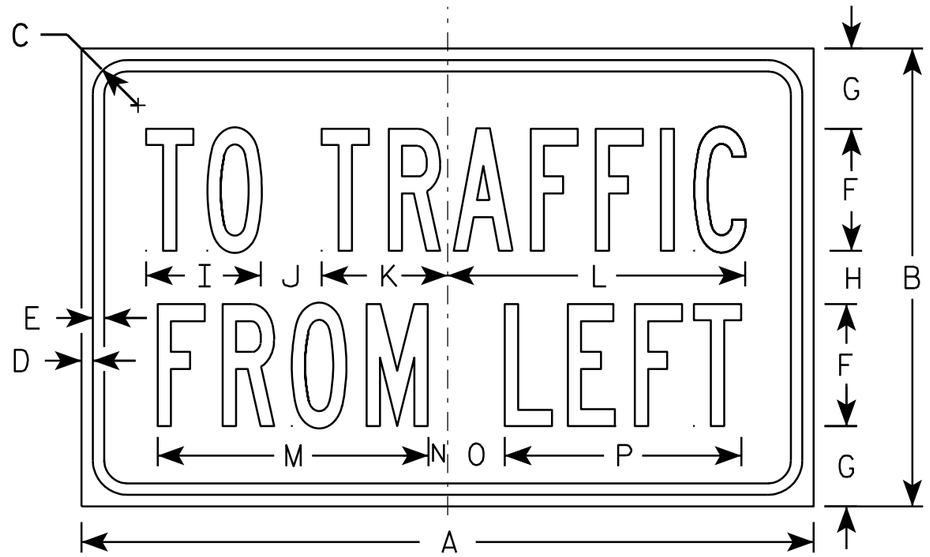
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

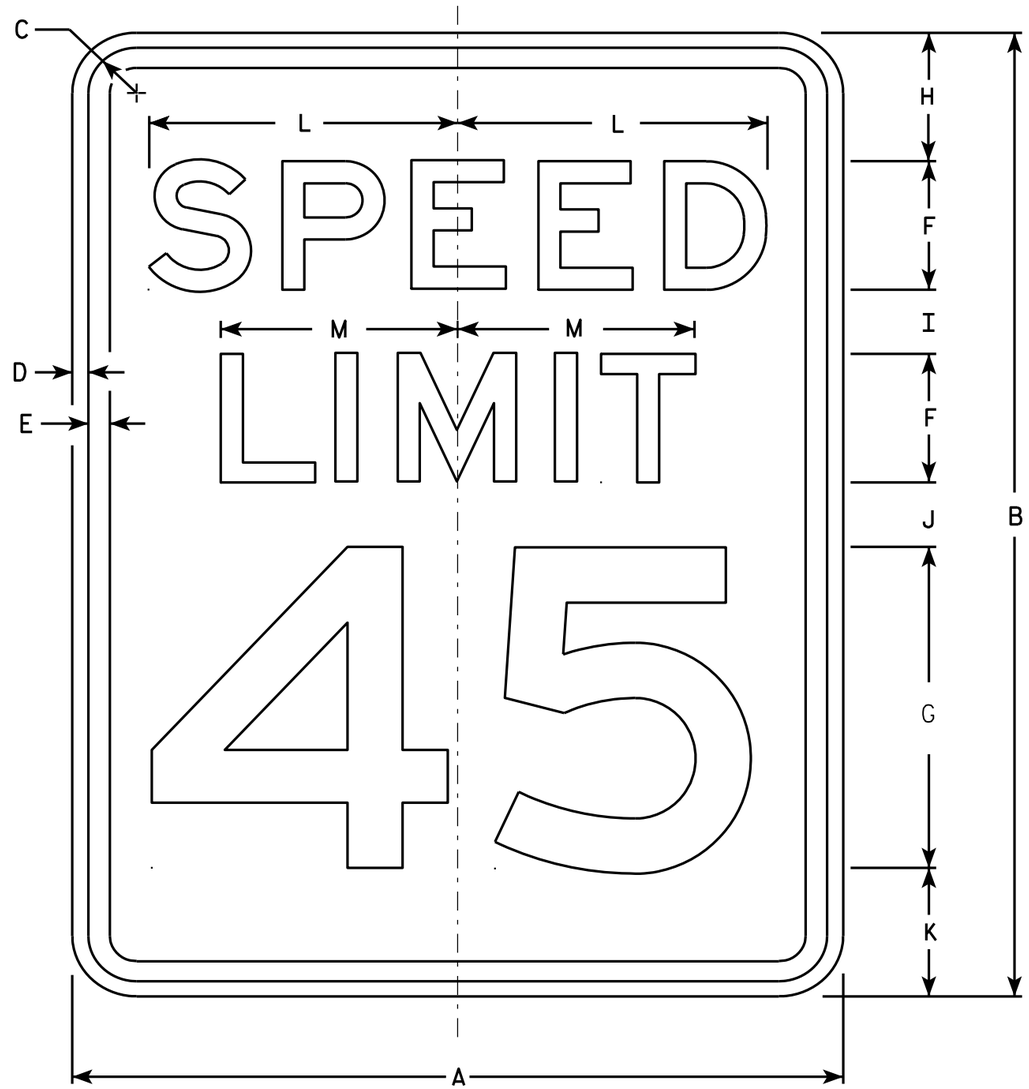
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 393	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

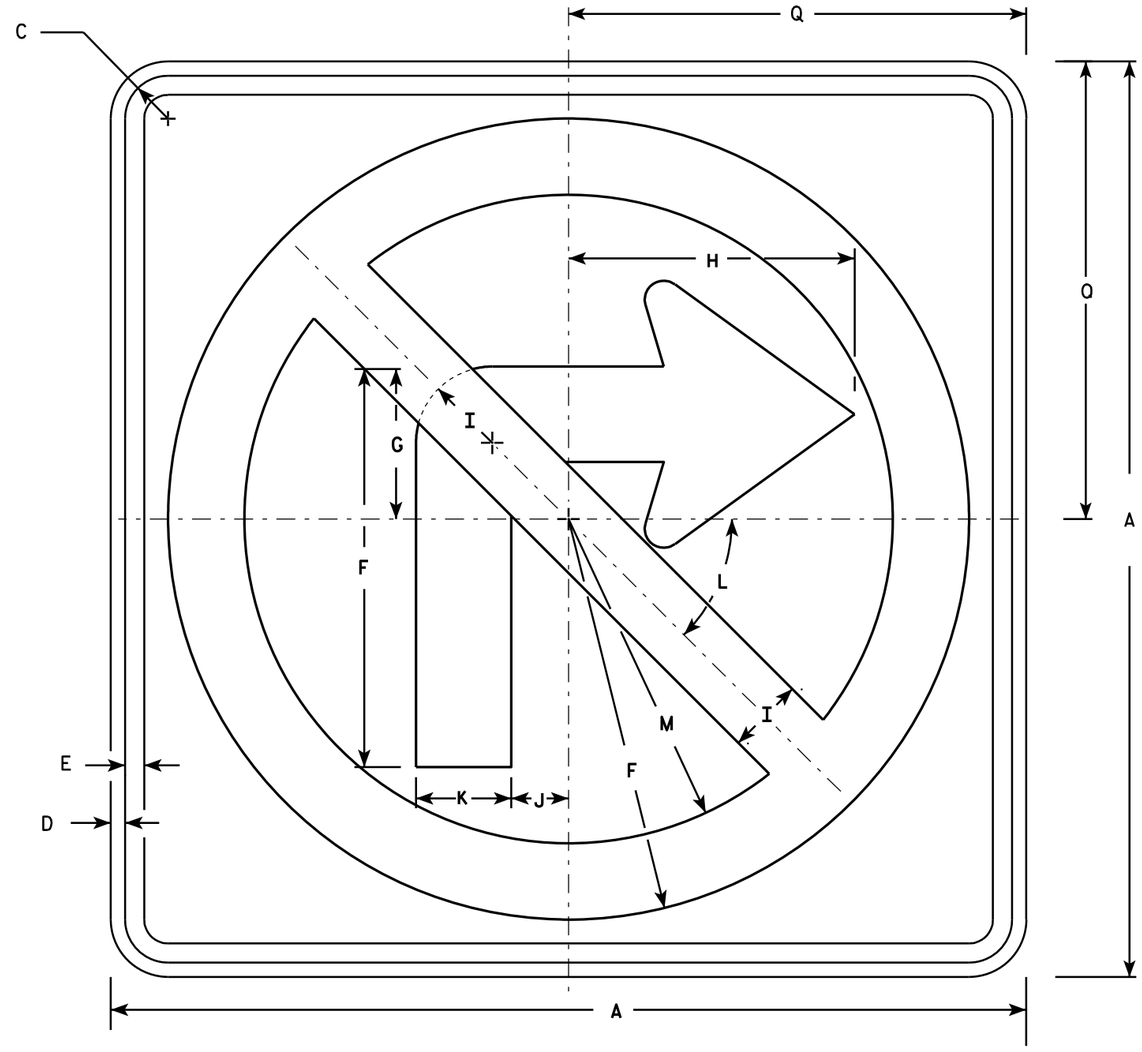
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

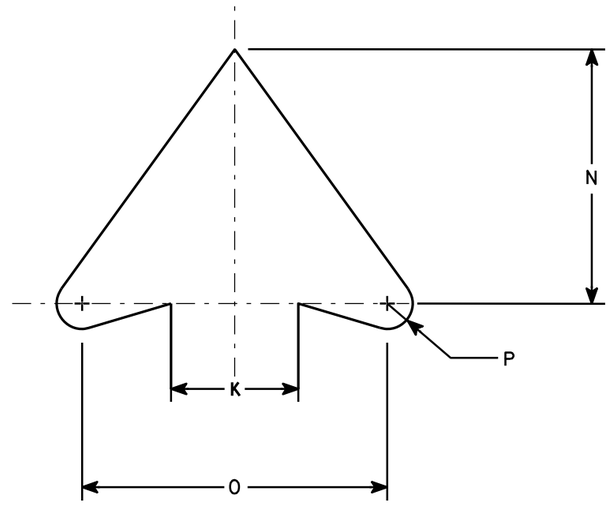
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 394 | E



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

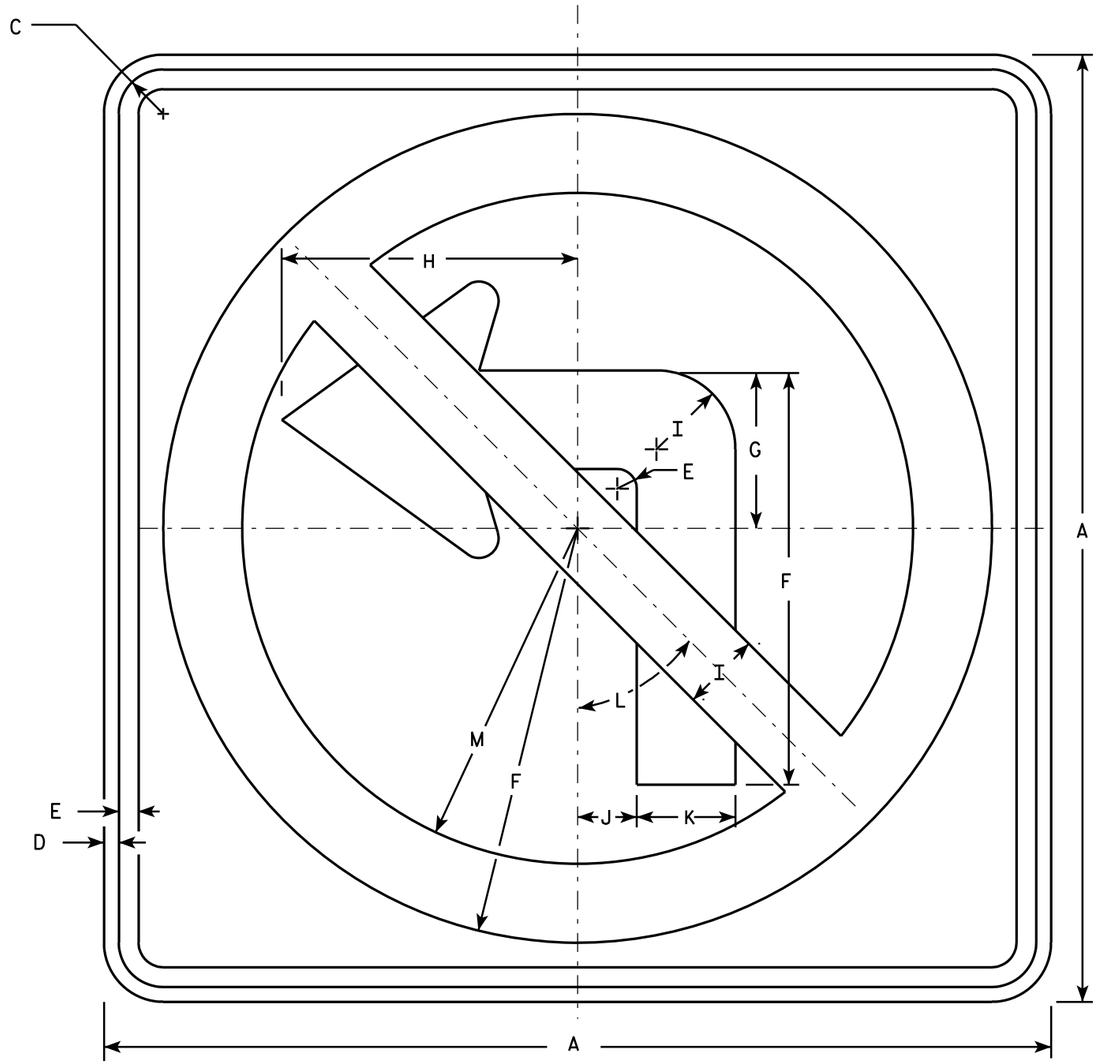
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

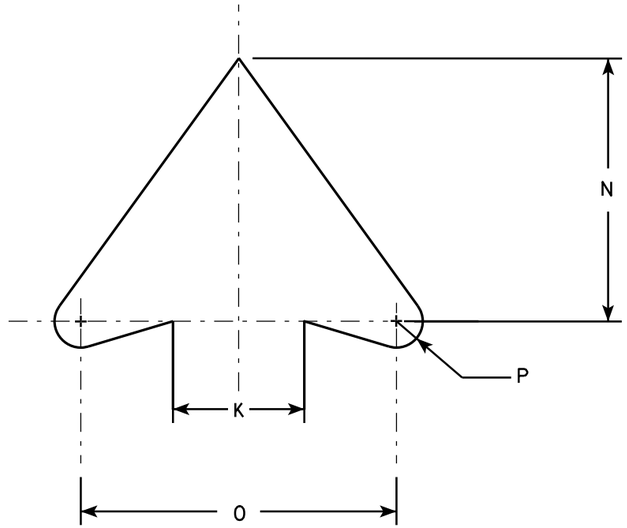
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 395	E



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

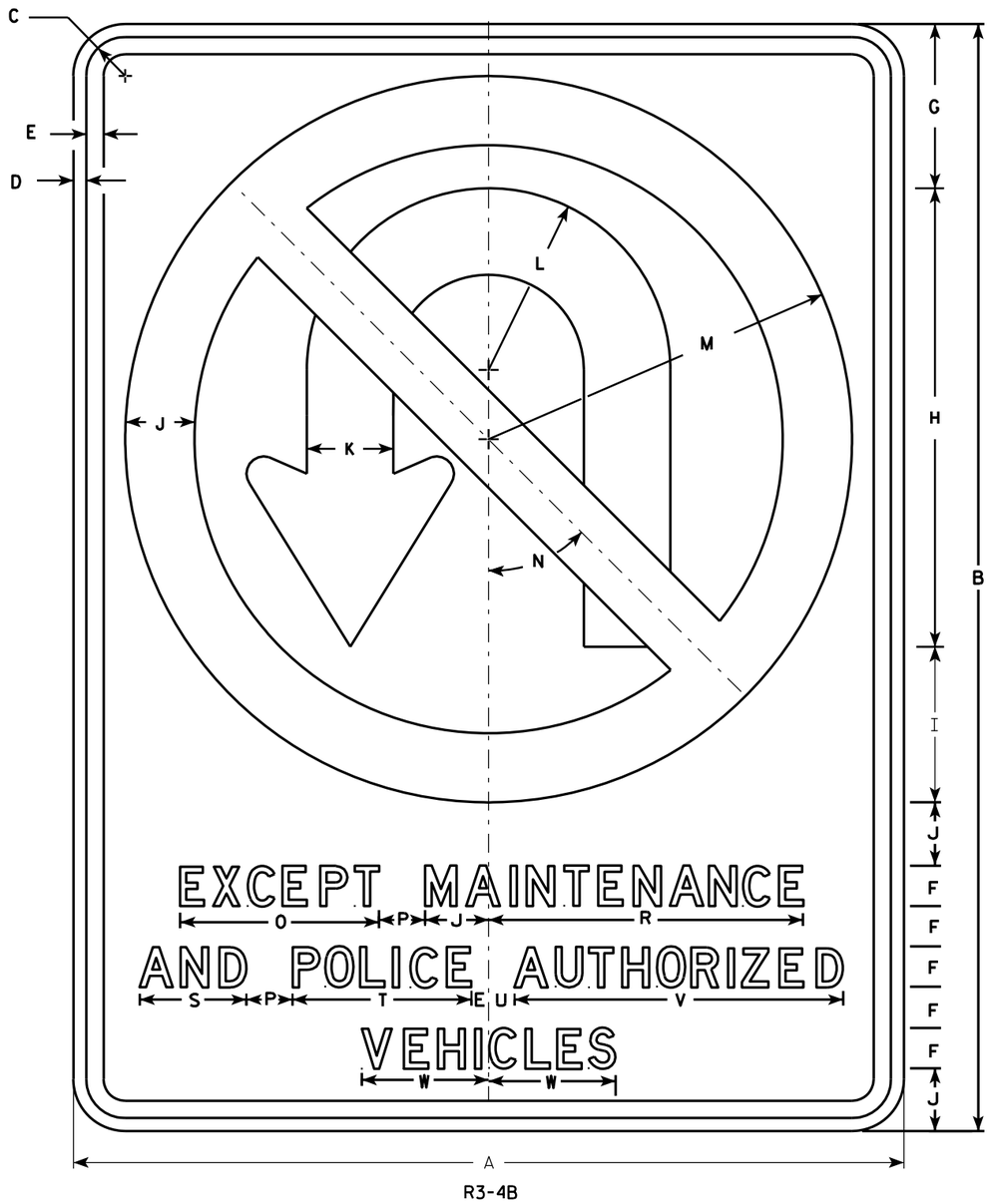
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

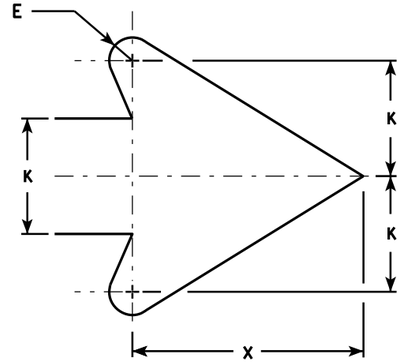
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 396	E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

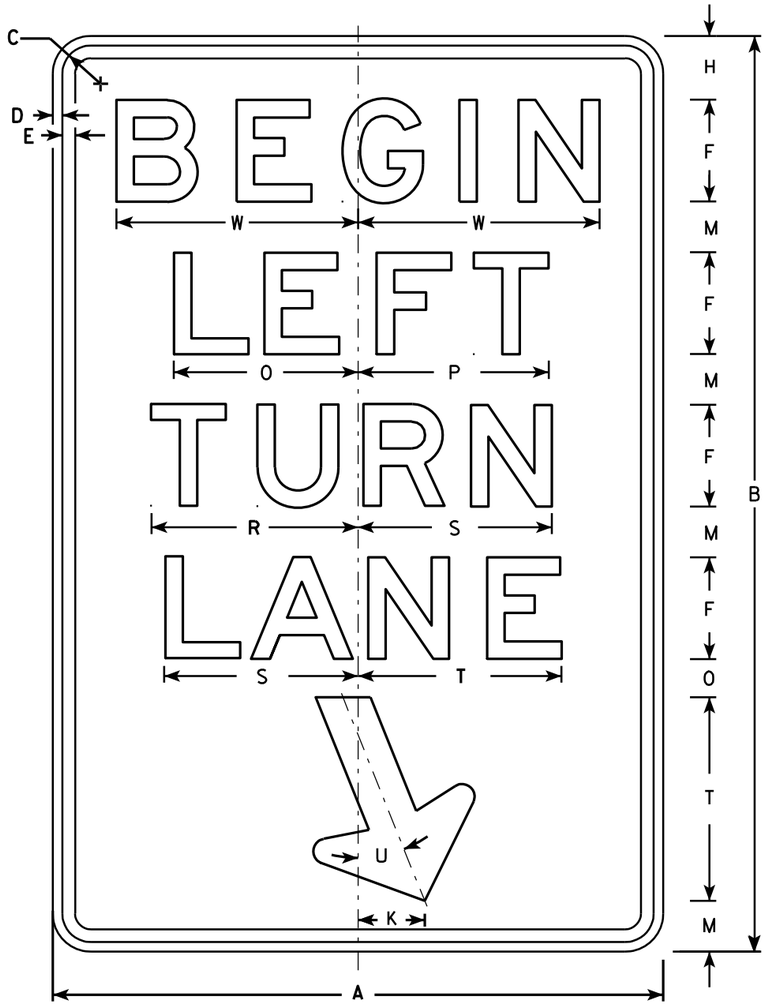
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

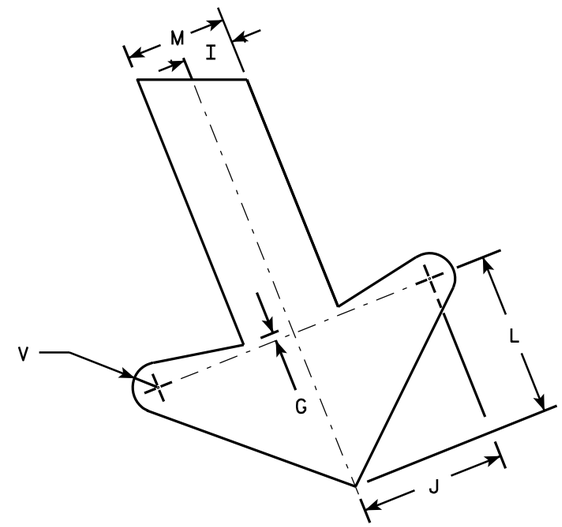
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 397	E



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																											

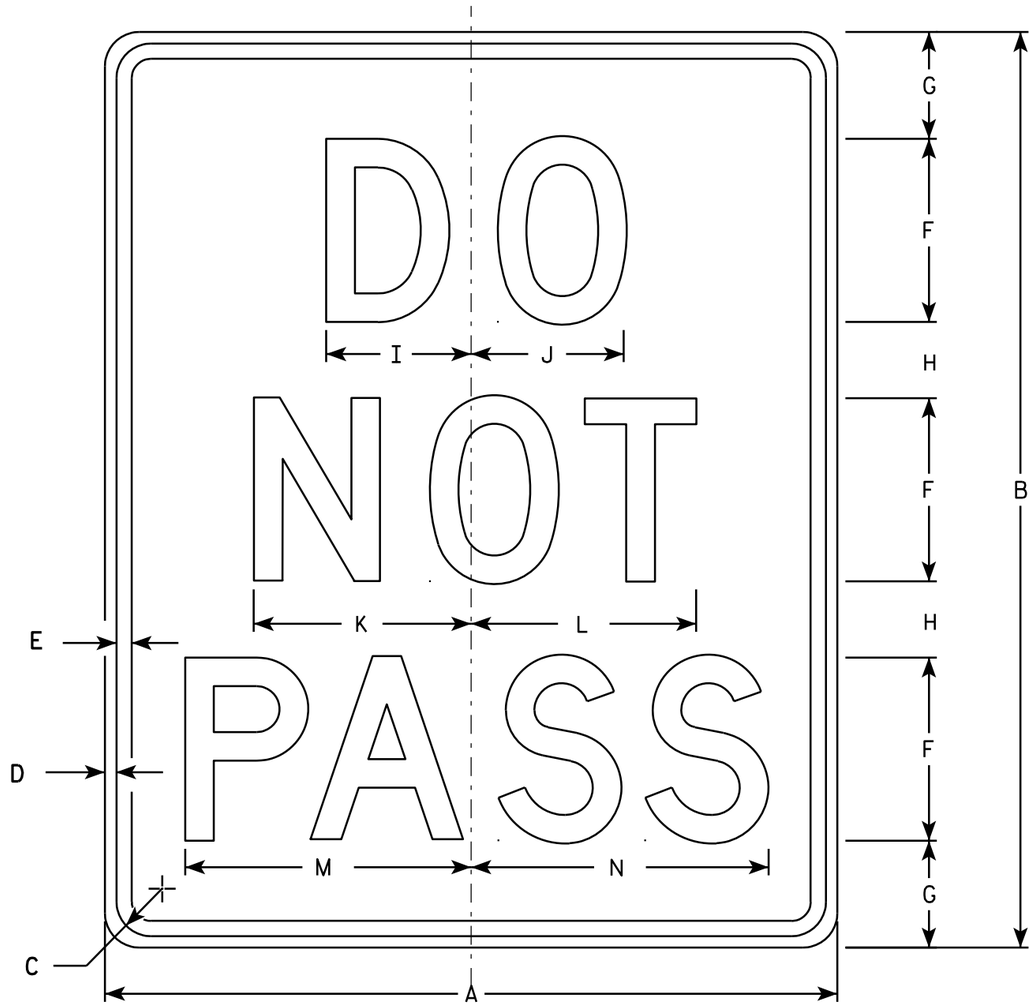
STANDARD SIGN
R3-20L

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: 398 | E



R4-1

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 - 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	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

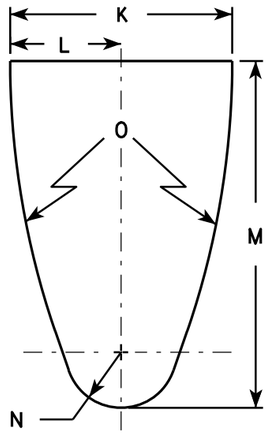
STANDARD SIGN
R4-1

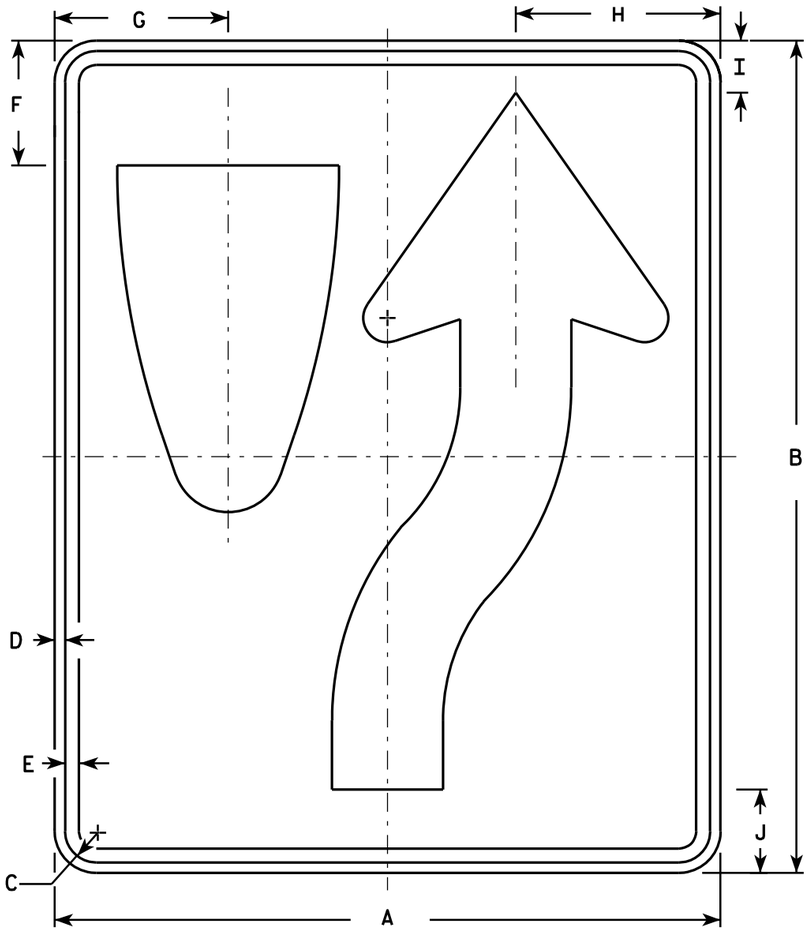
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 399 | E

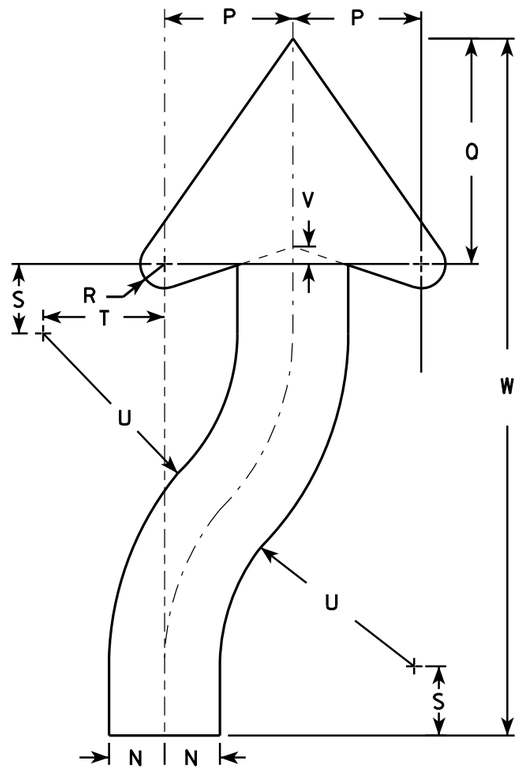




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

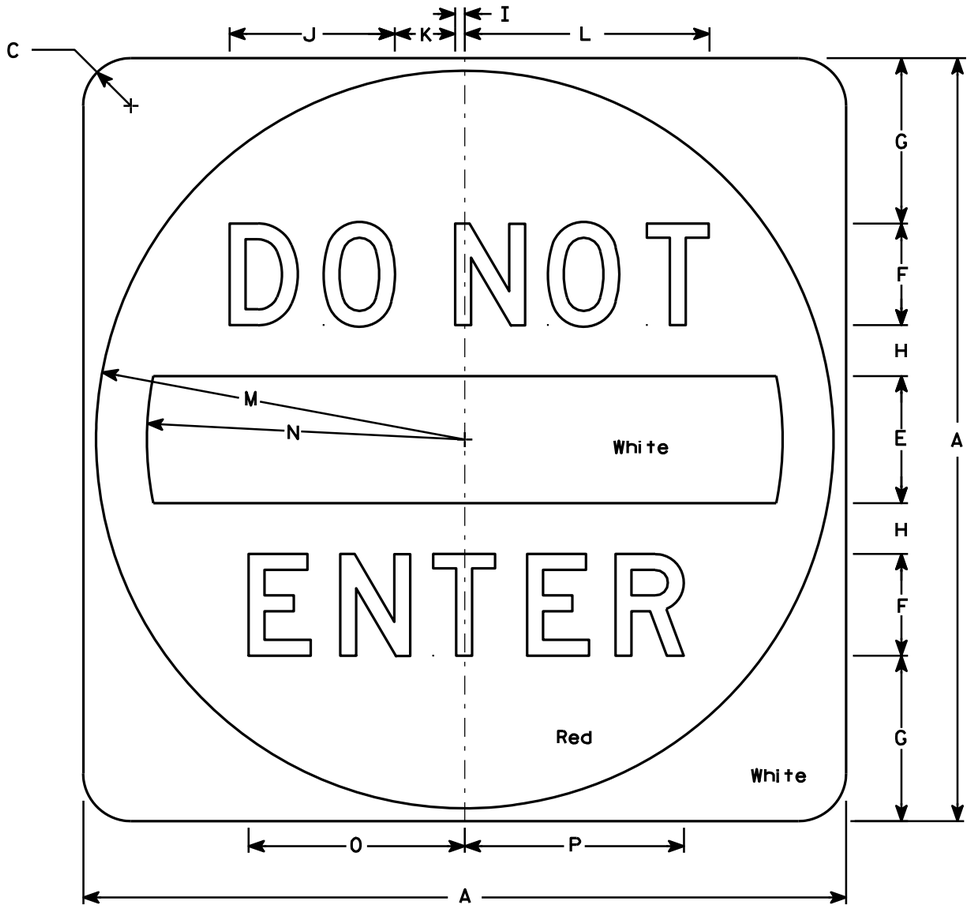
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 400	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

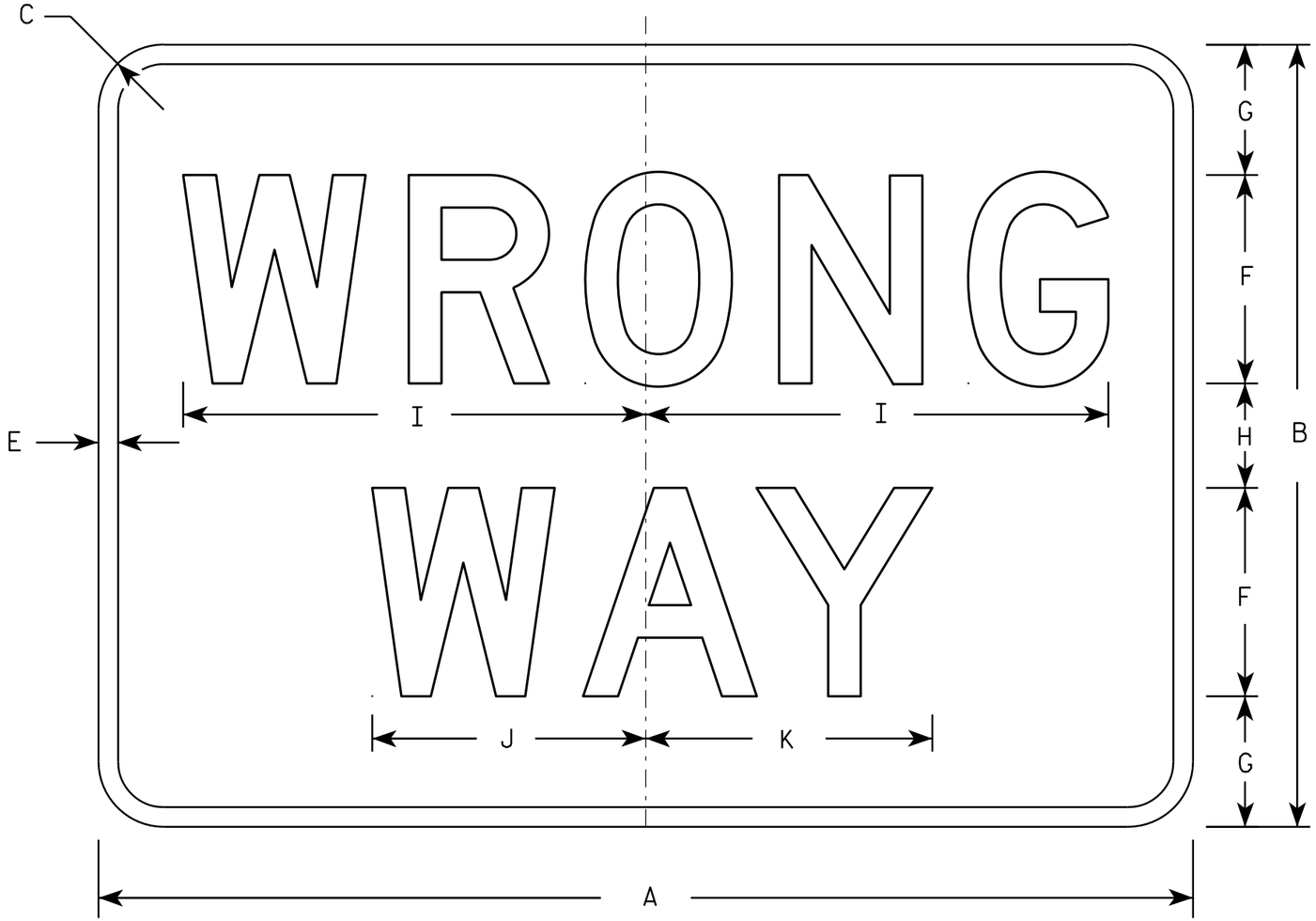
STANDARD SIGN
R5-1

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: 401 | 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

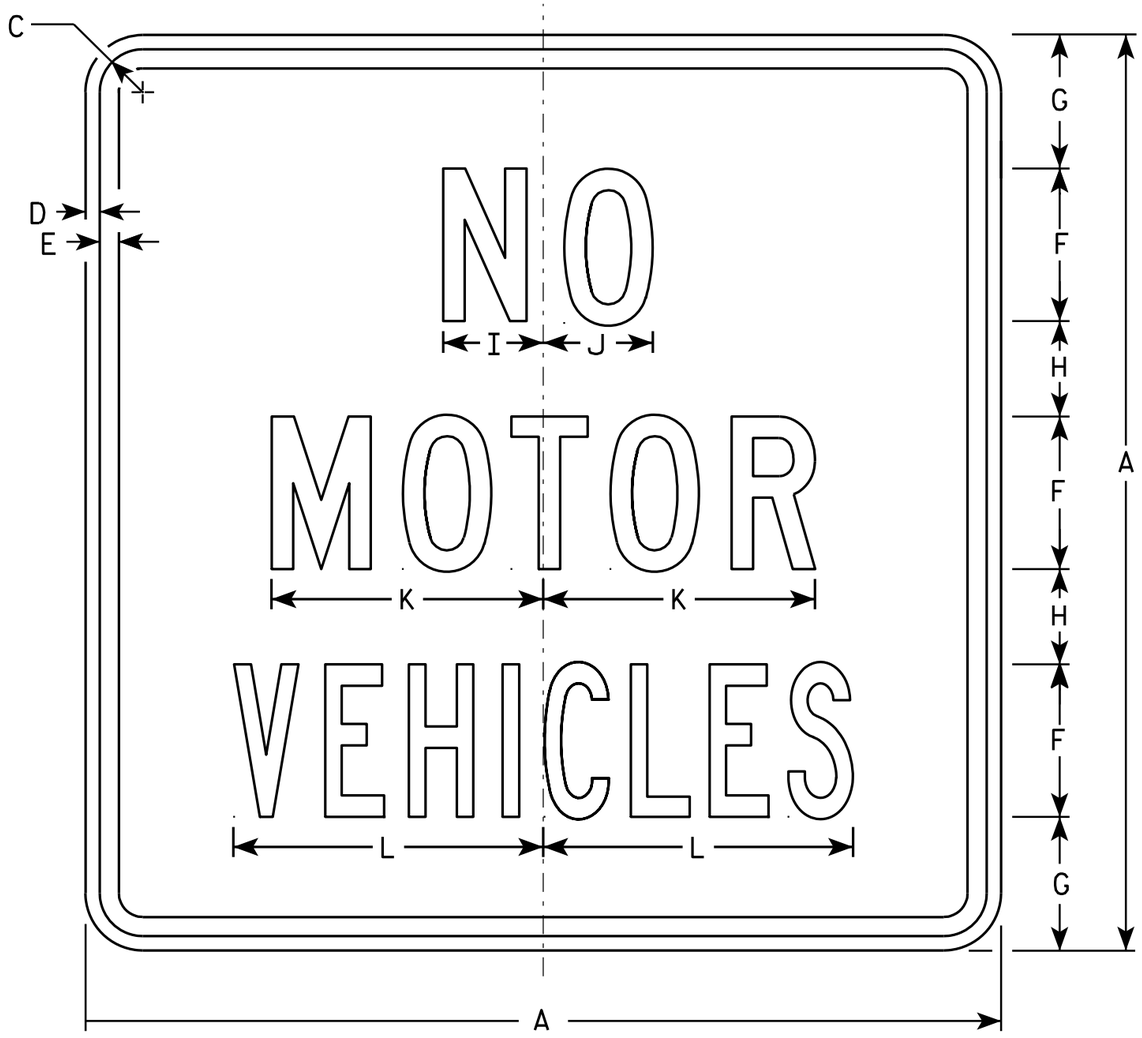
STANDARD SIGN
R5-1A

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: 402 | E



R5-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 2 are Series C.
   Line 3 is Series B.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
3																											
4																											
5																											

STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 403 | E

R5-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

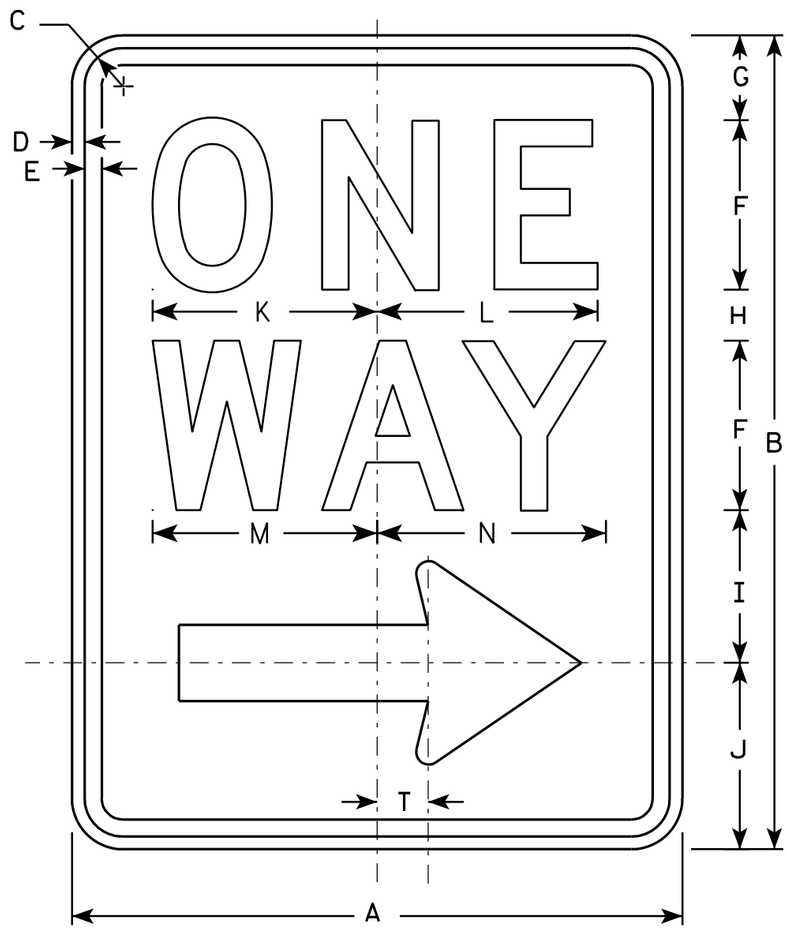
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 404 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R557.DGN PLOT DATE : 29-MAR-2011 14:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

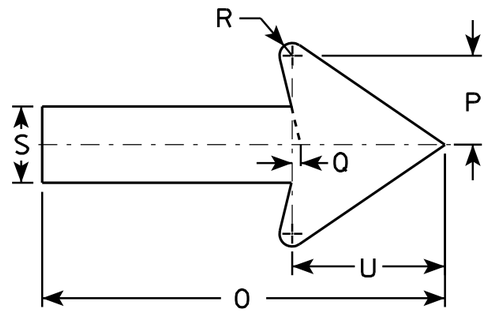
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

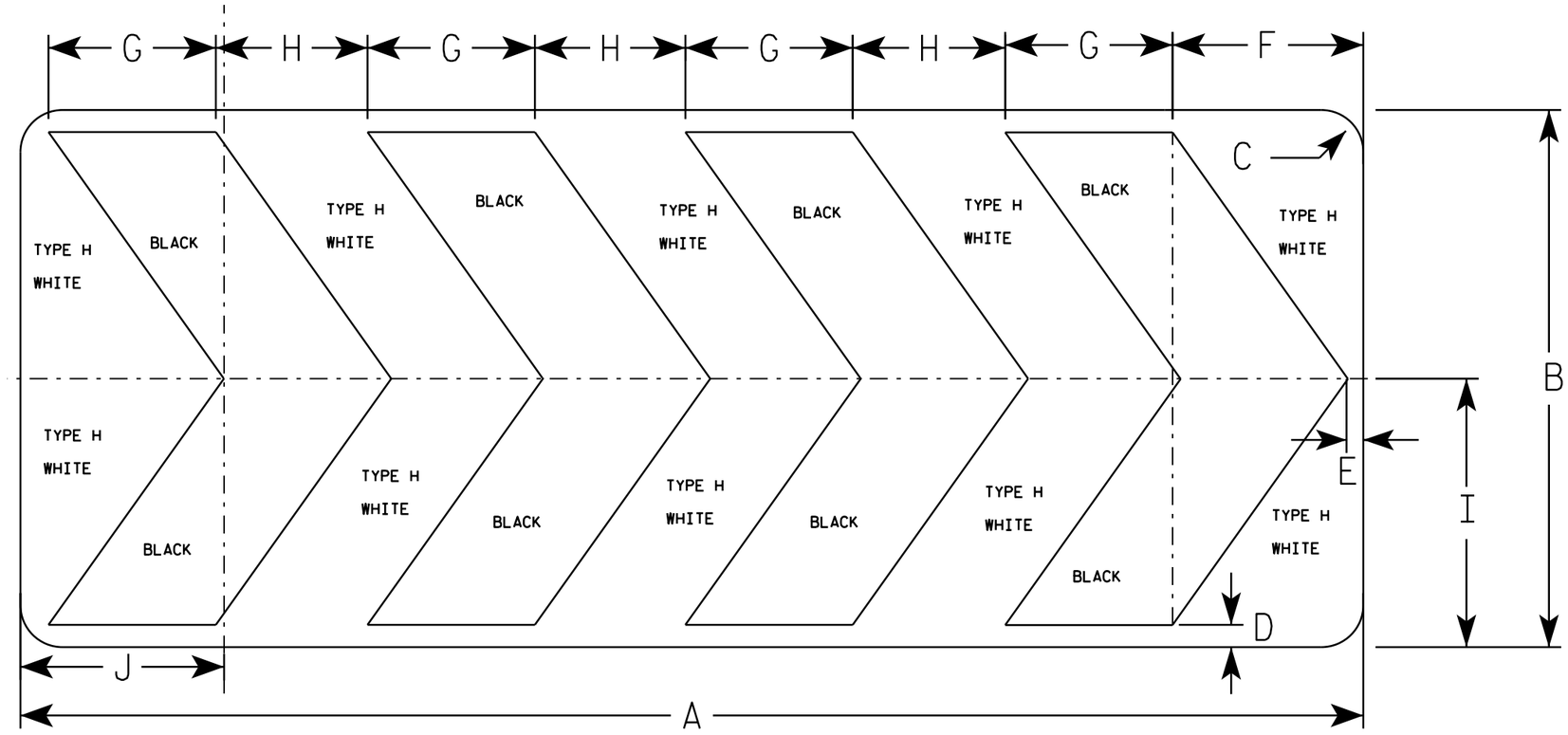
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 405	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

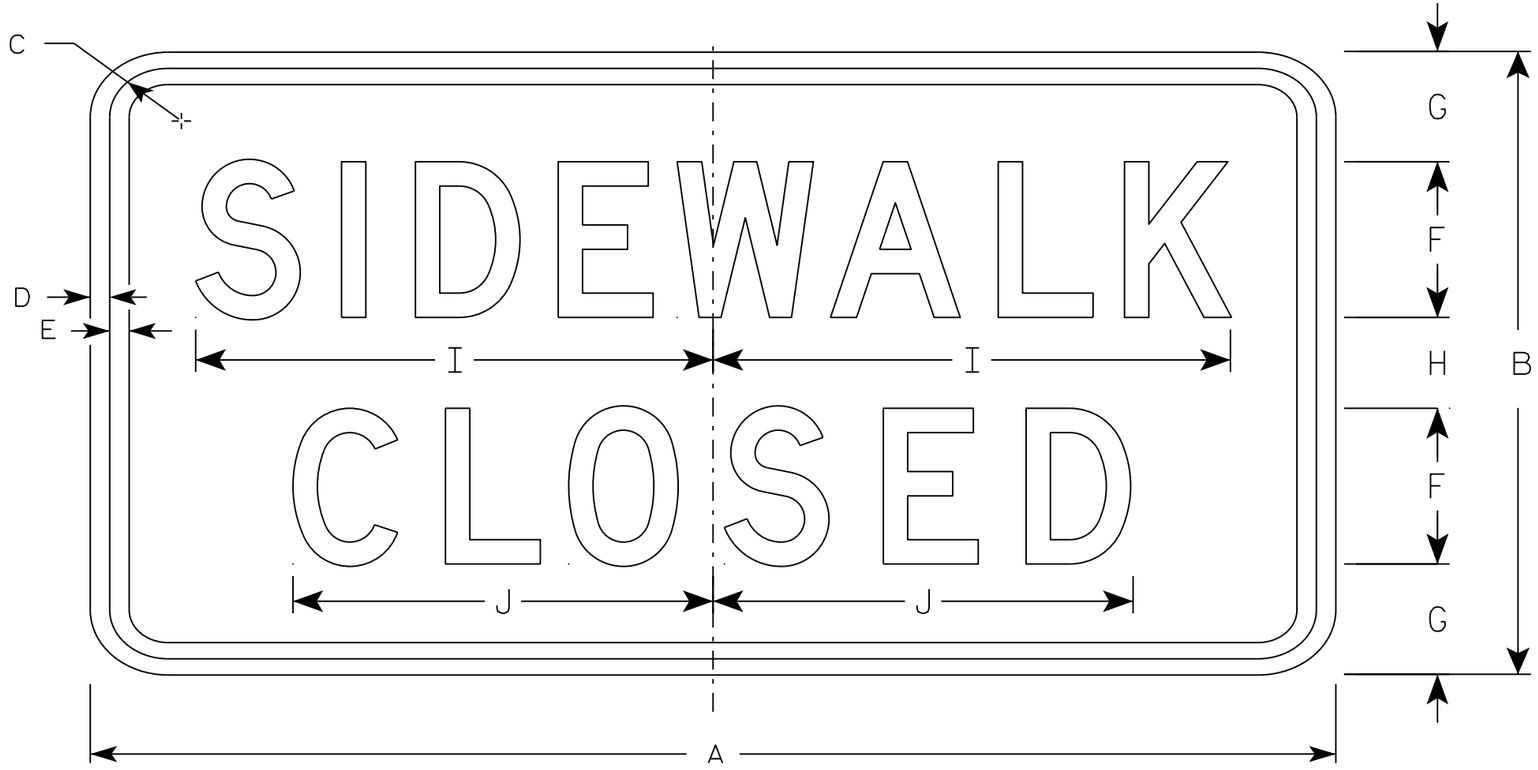
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
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

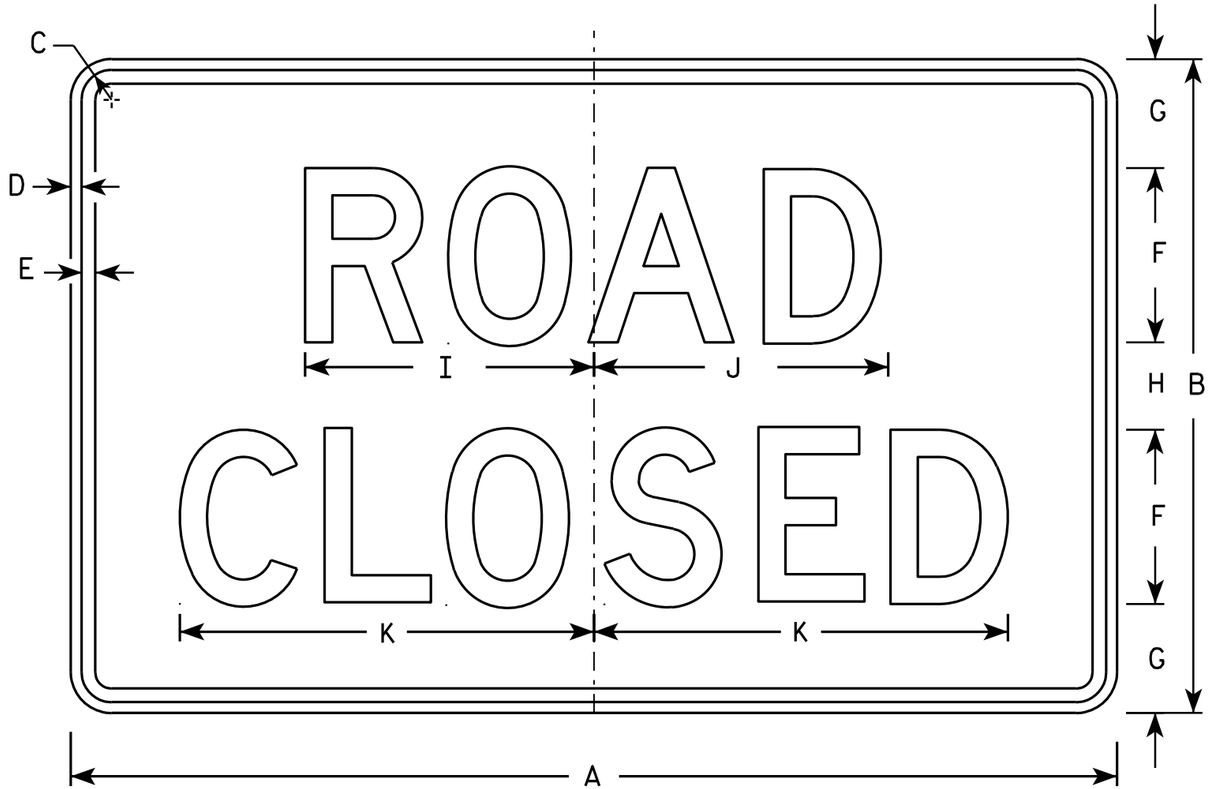
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 407 R9-9.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

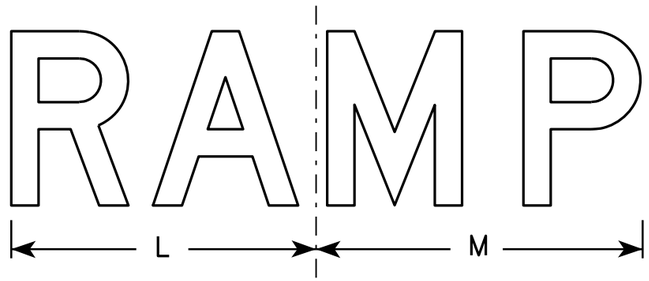
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



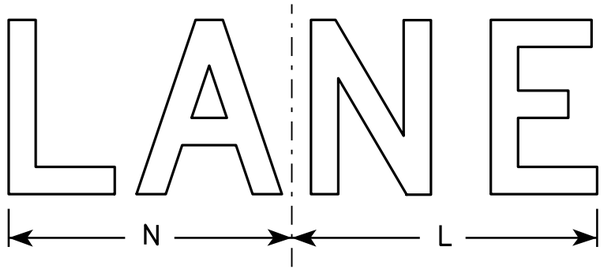
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

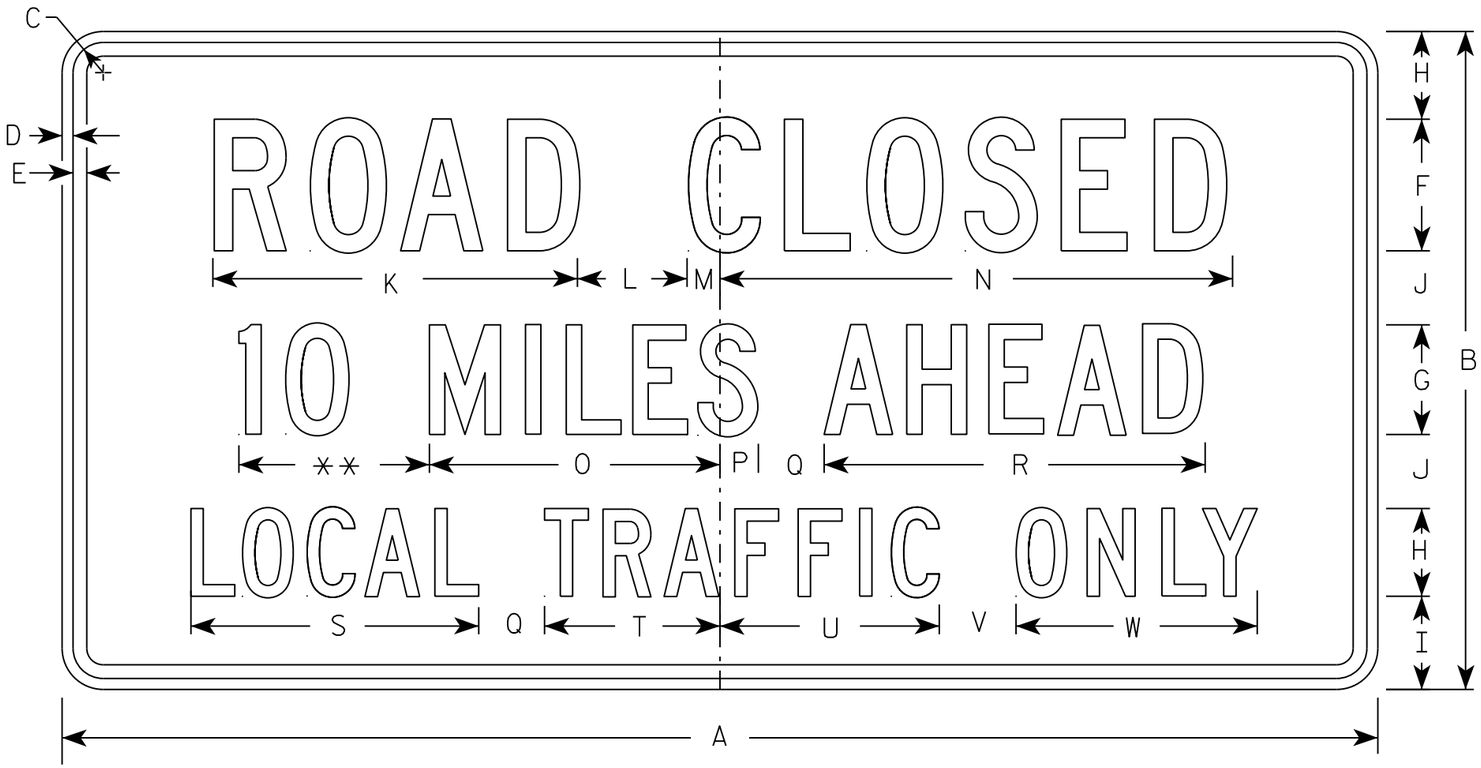
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 408	E

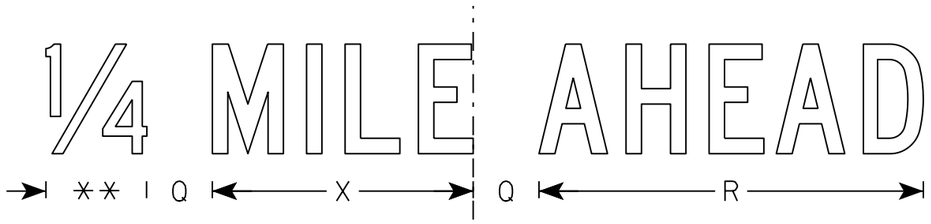
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

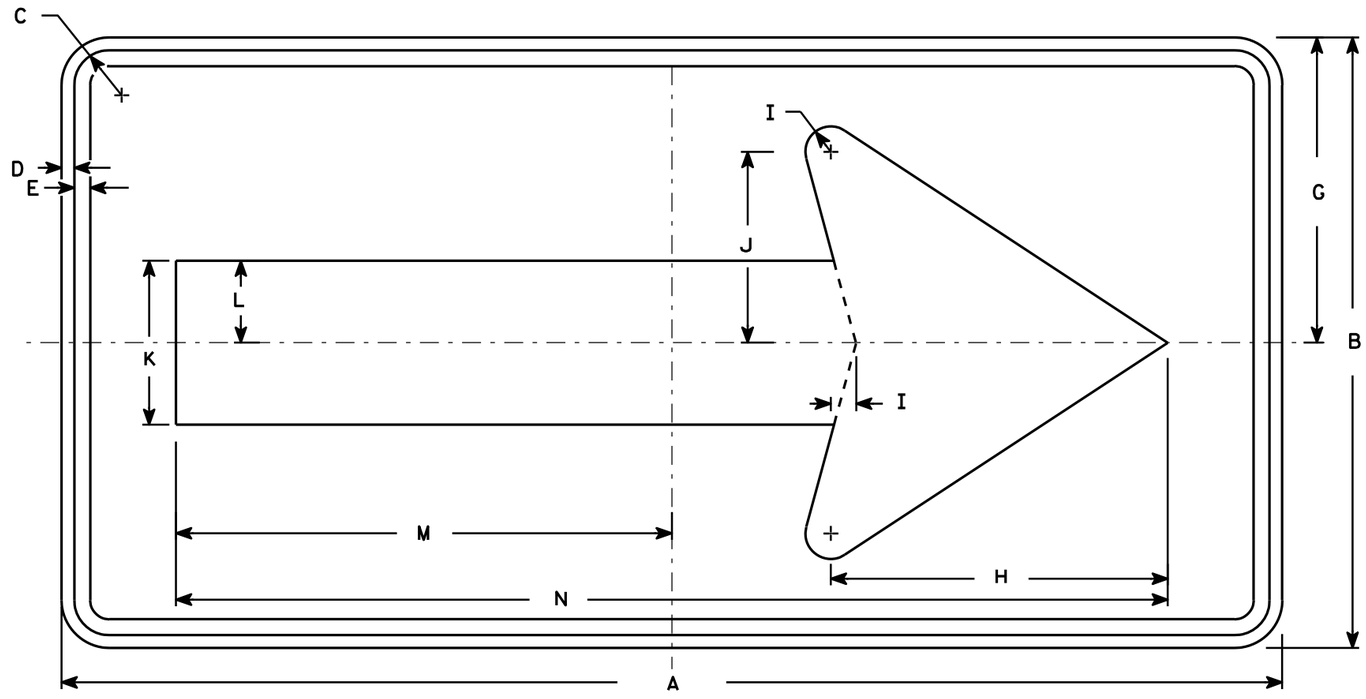
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/17 PLATE NO. R11-3.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 409	E



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

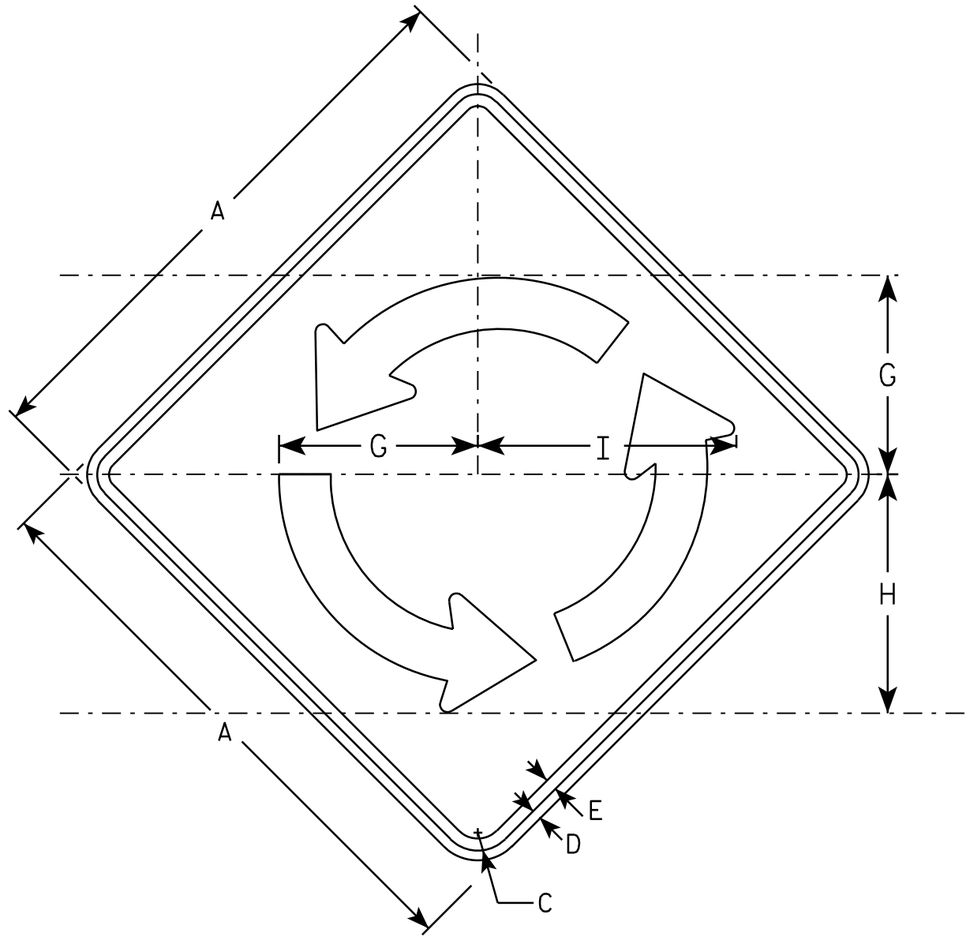
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

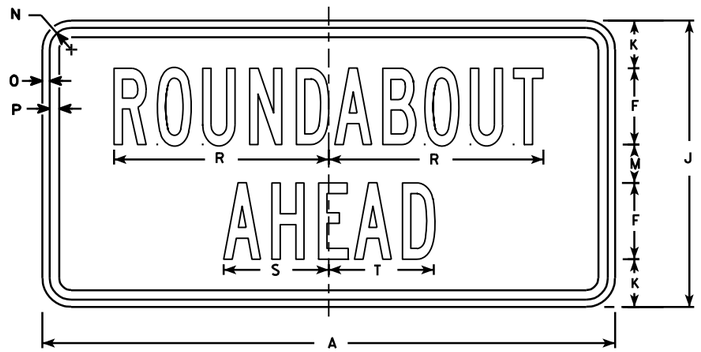
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 410



W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

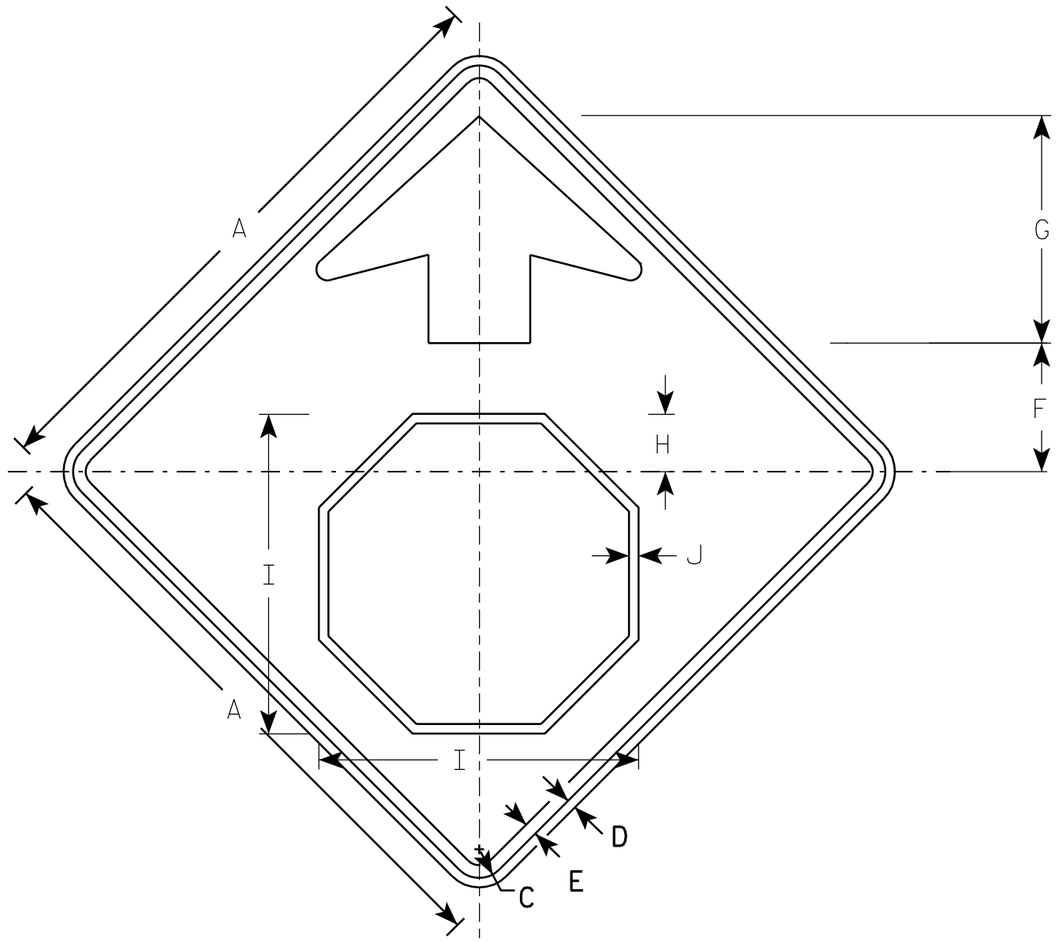
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

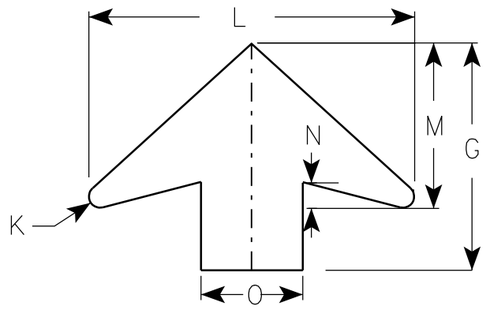
SHEET NO: 411 E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

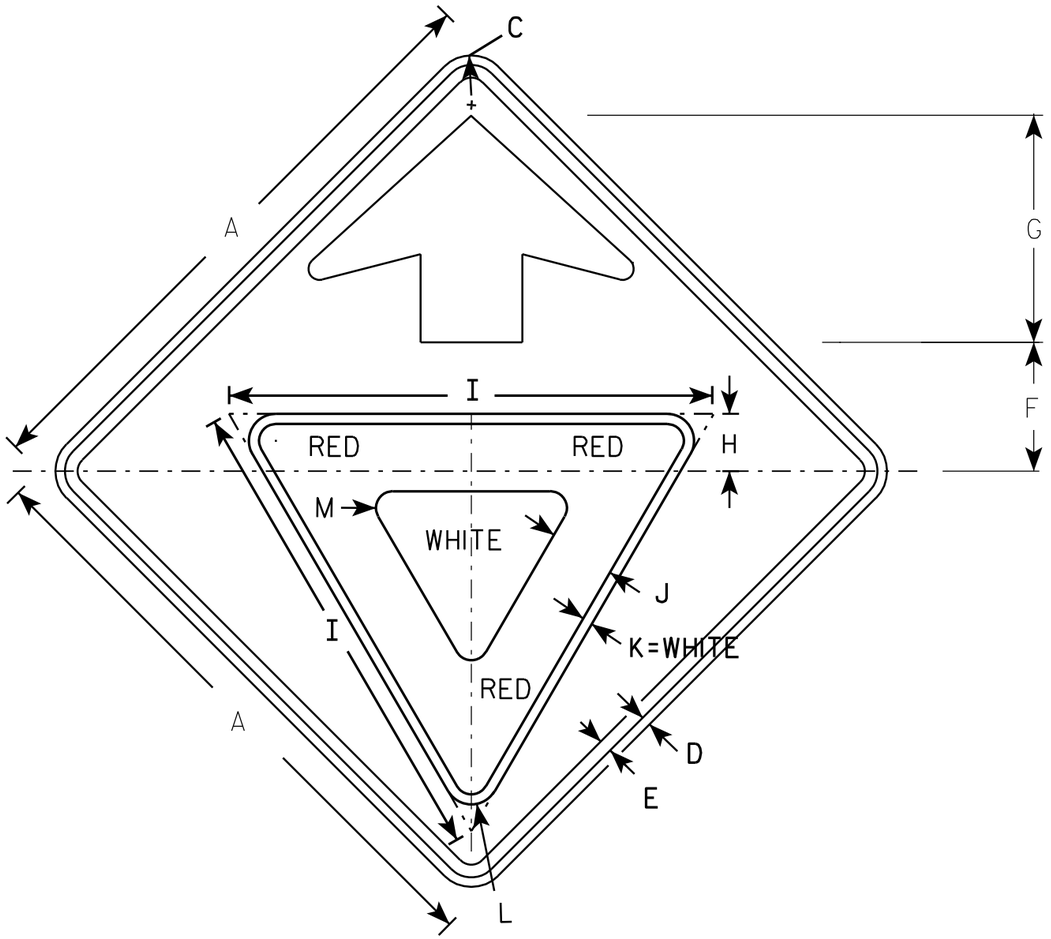
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

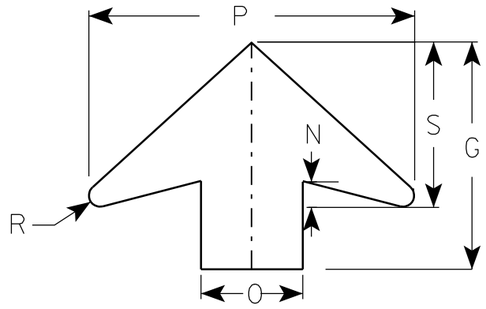
SHEET NO: 412 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

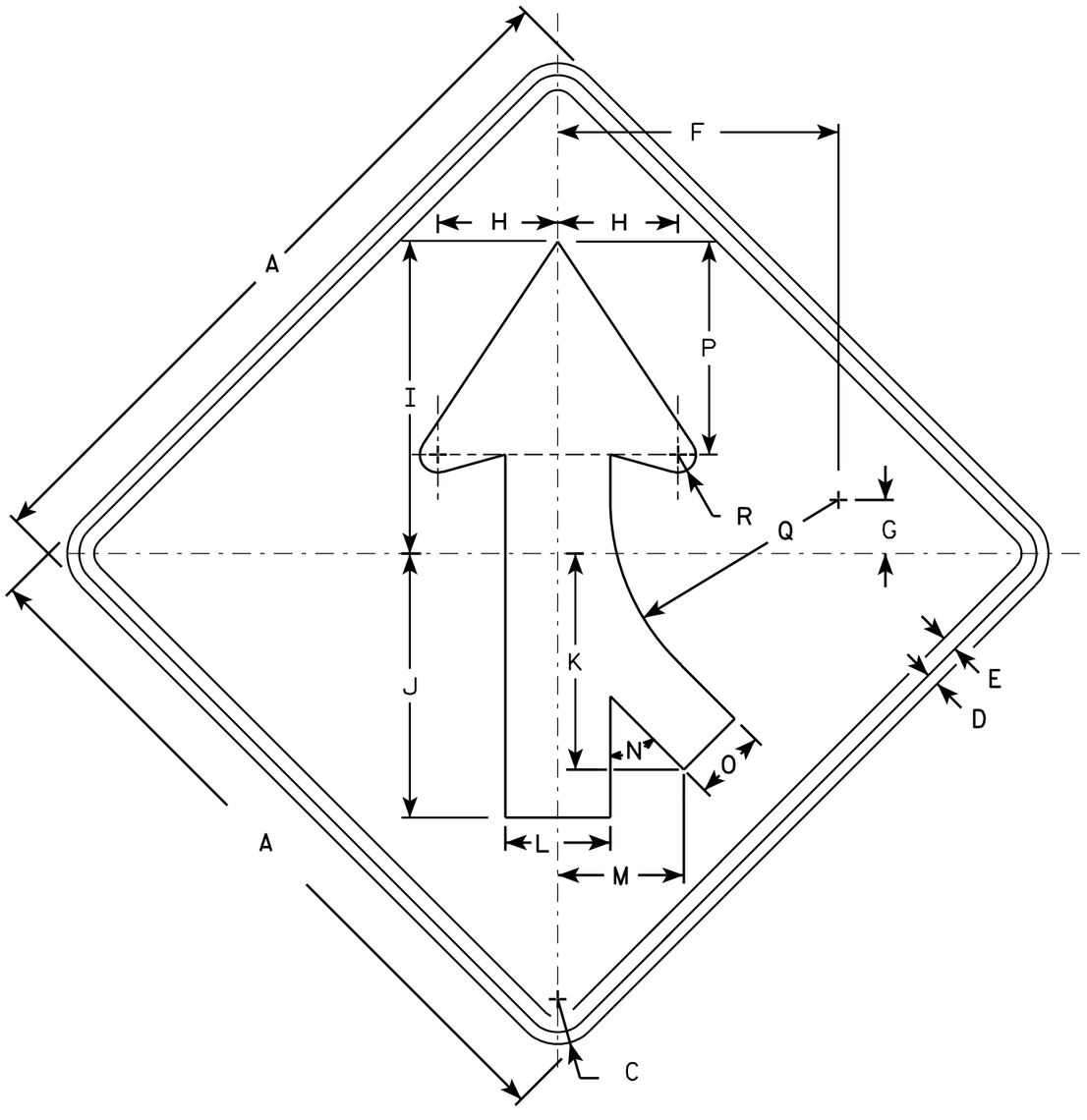
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 413 E



W4-1 R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

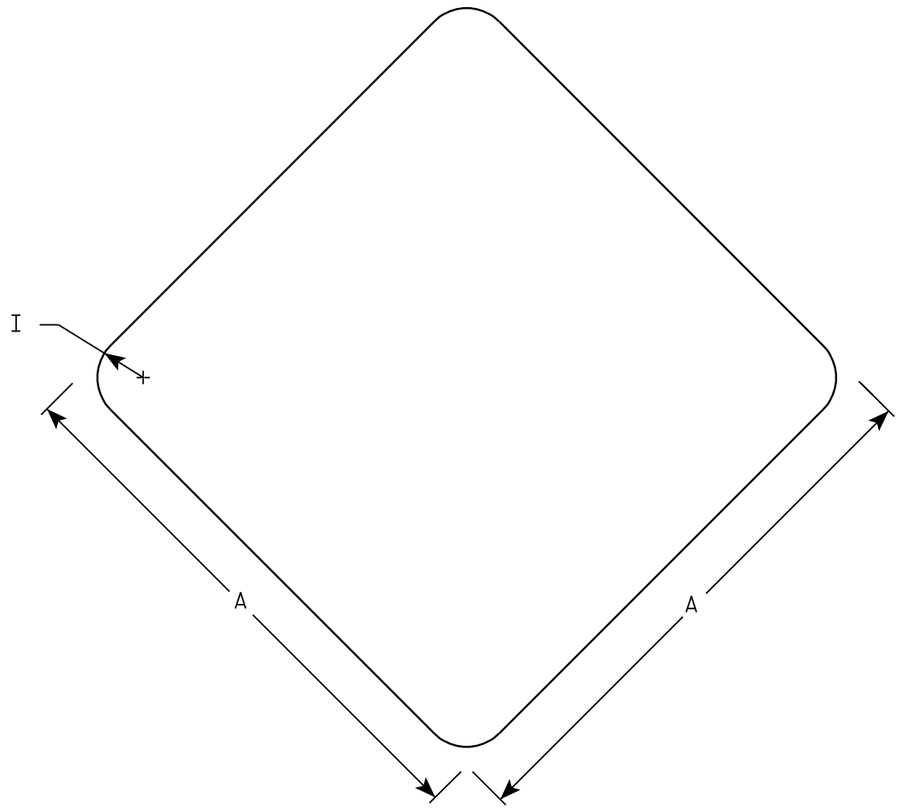
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 414	E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

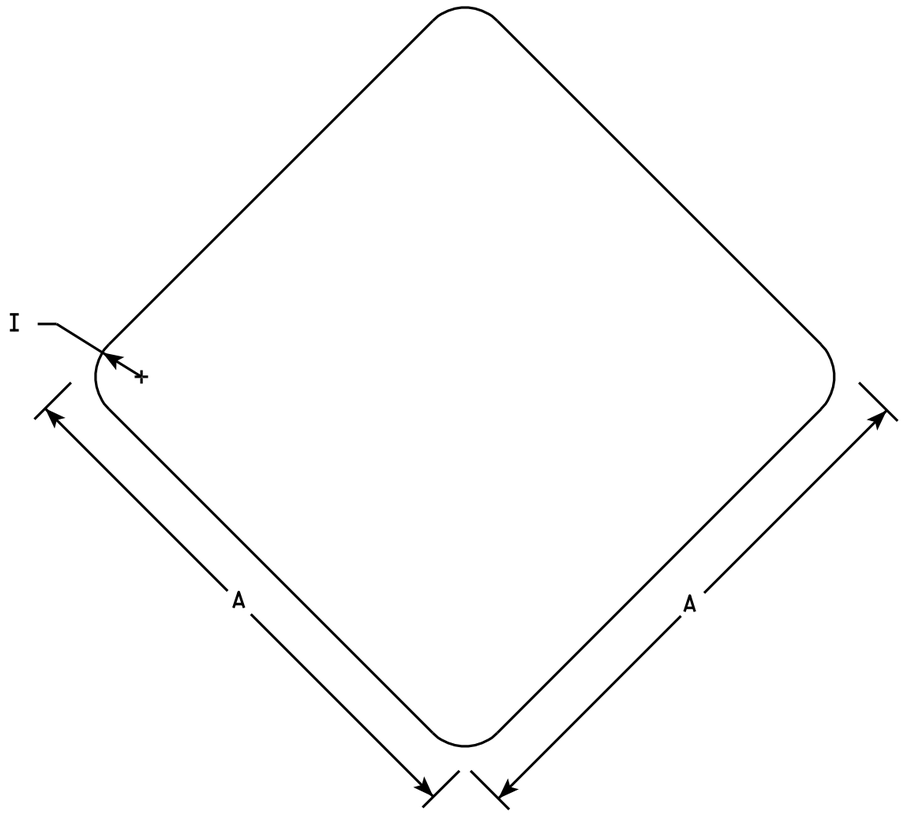
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 415 | E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

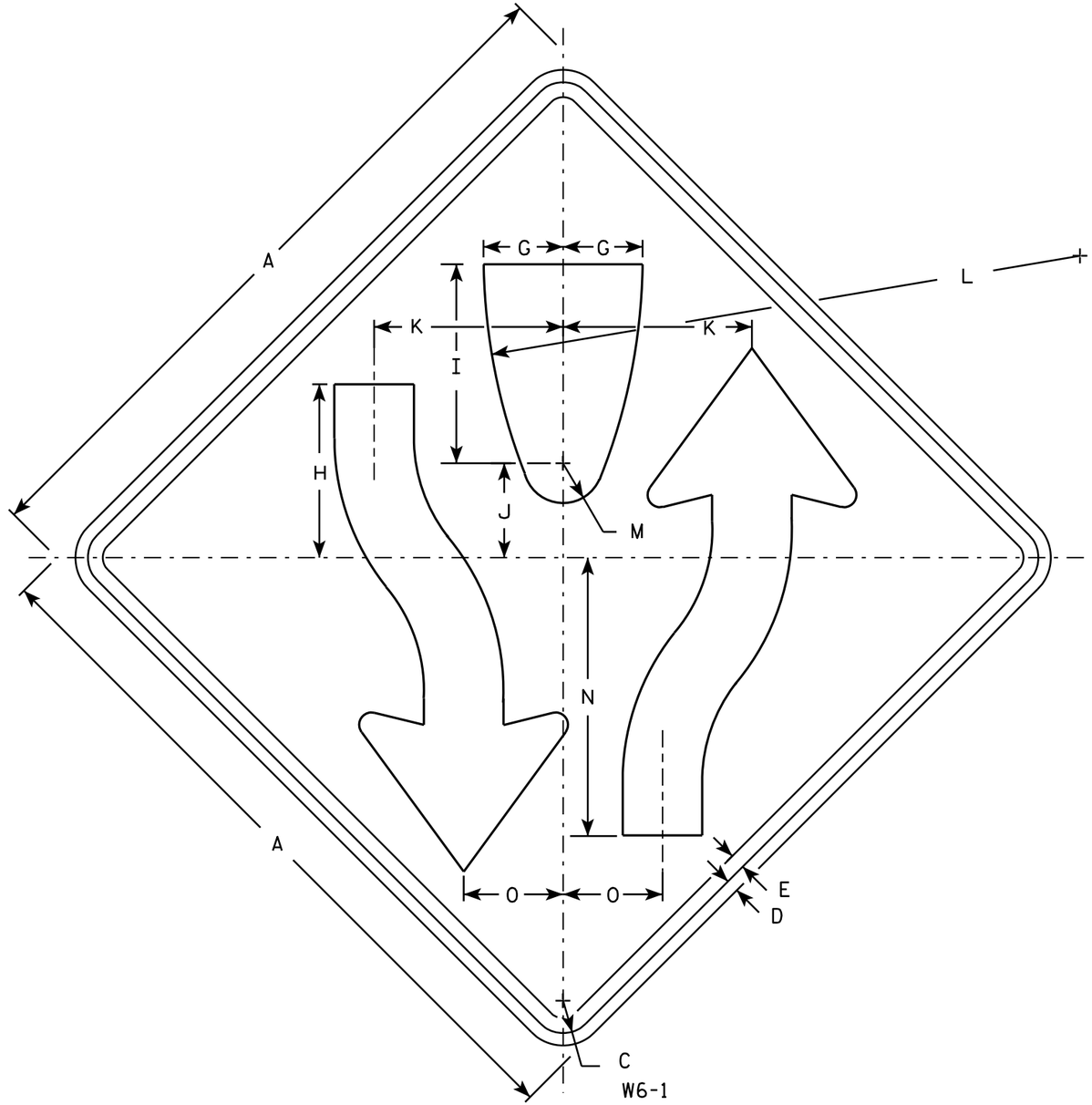
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

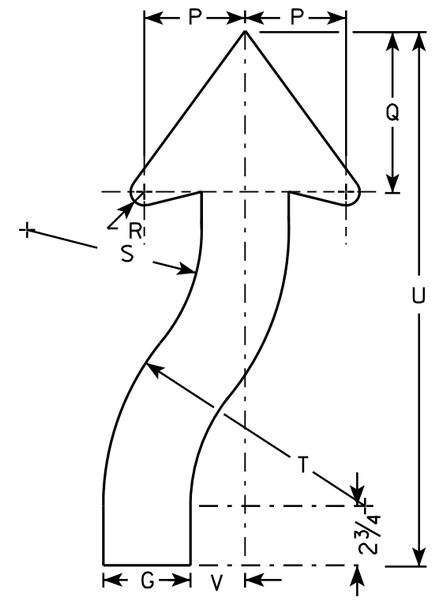
DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 416	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

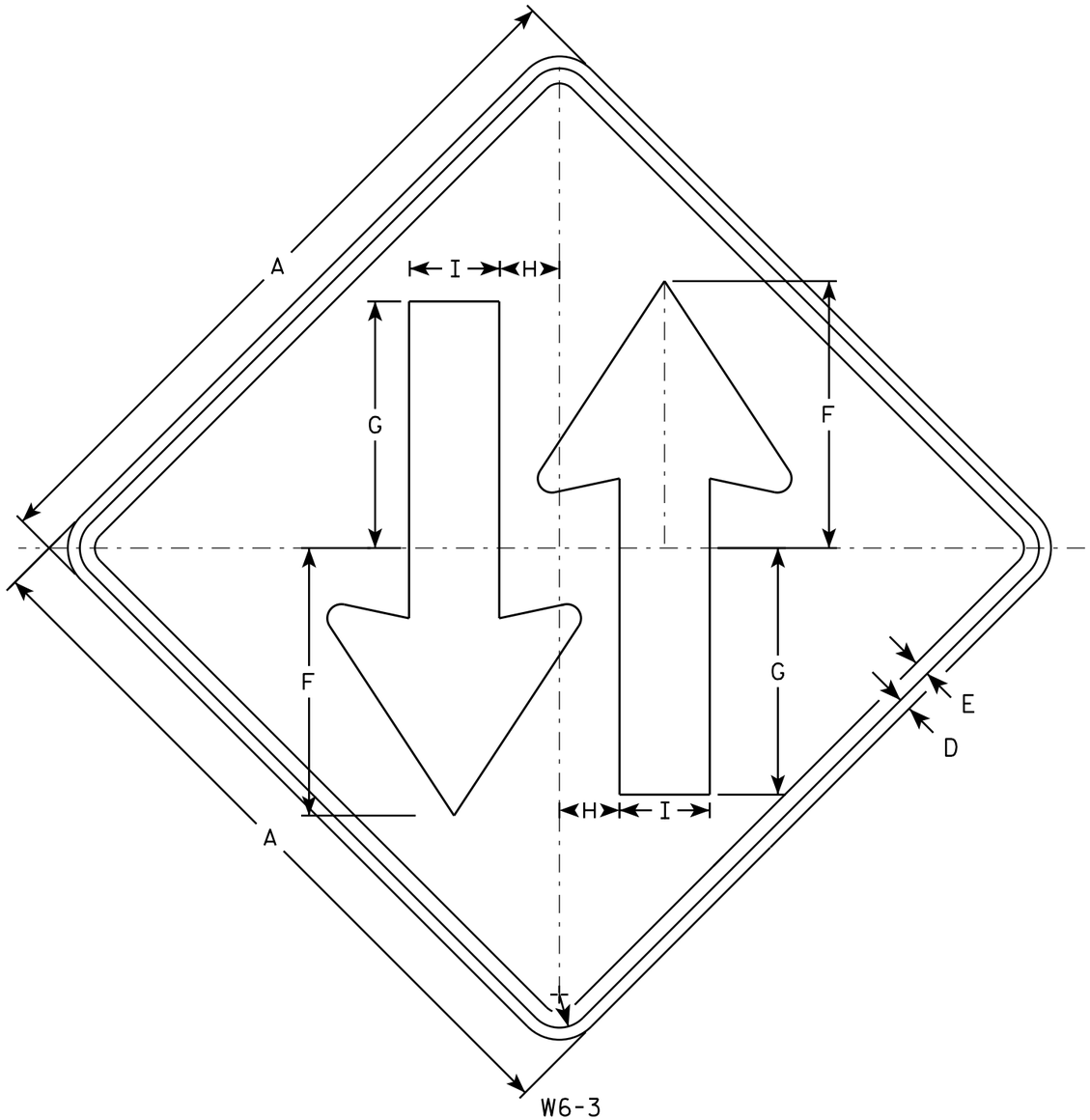
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 417	E

7

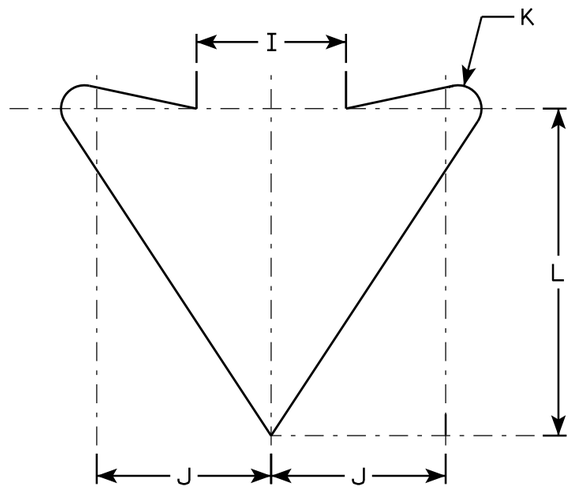
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W6-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN
W6-3

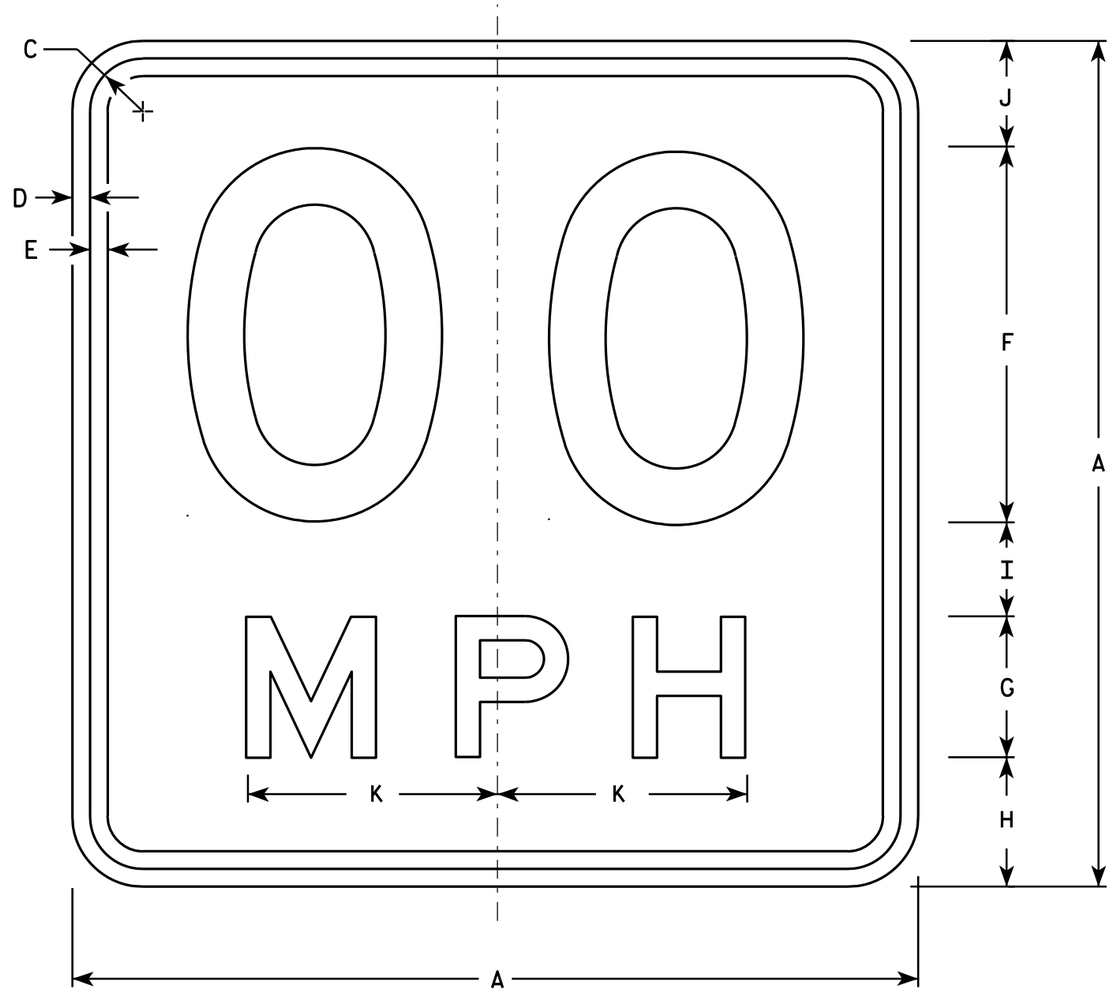
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE W6-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W63.DGN PLOT DATE : 10-MAR-2016 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

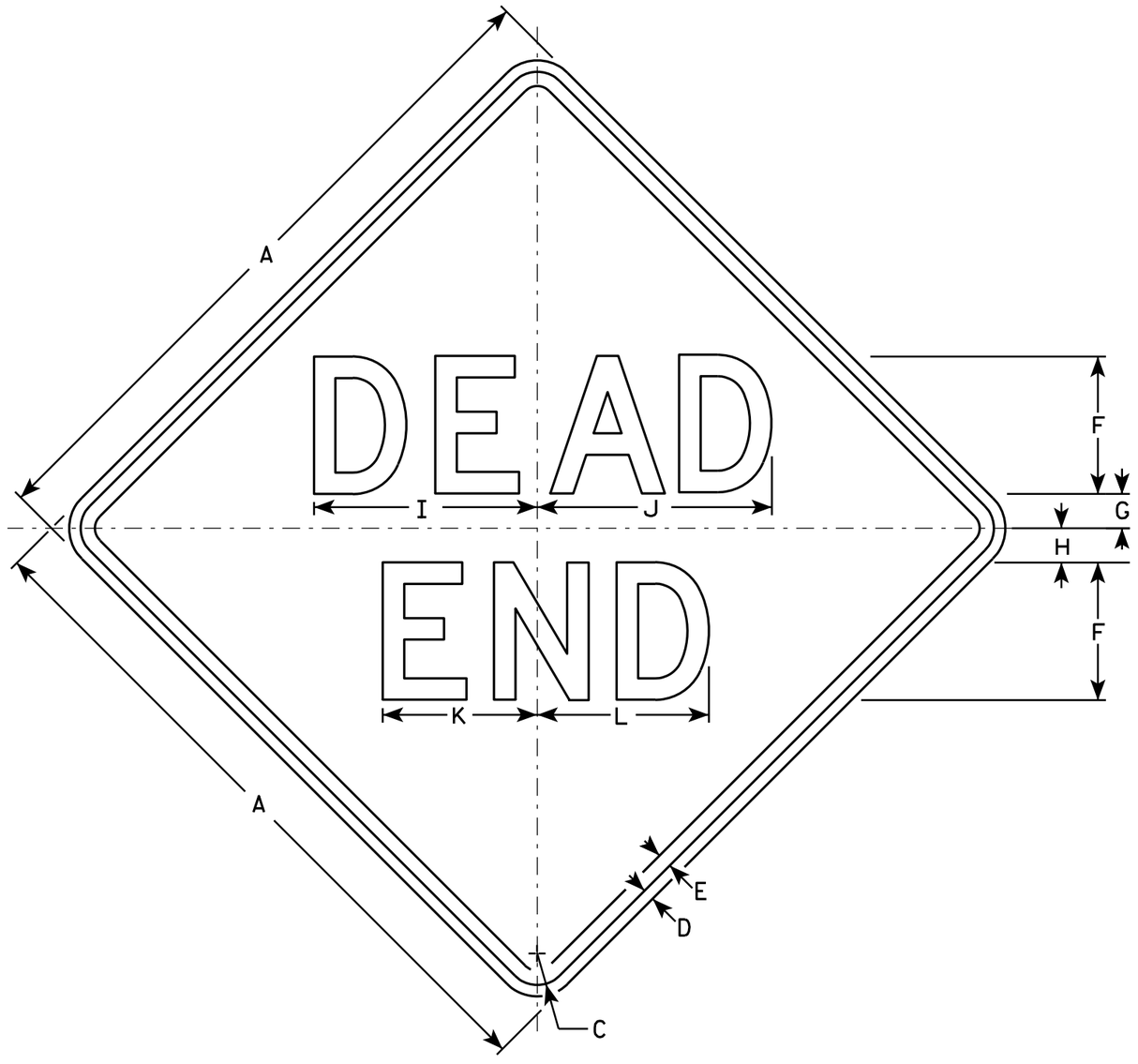
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 419 | E



W14-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

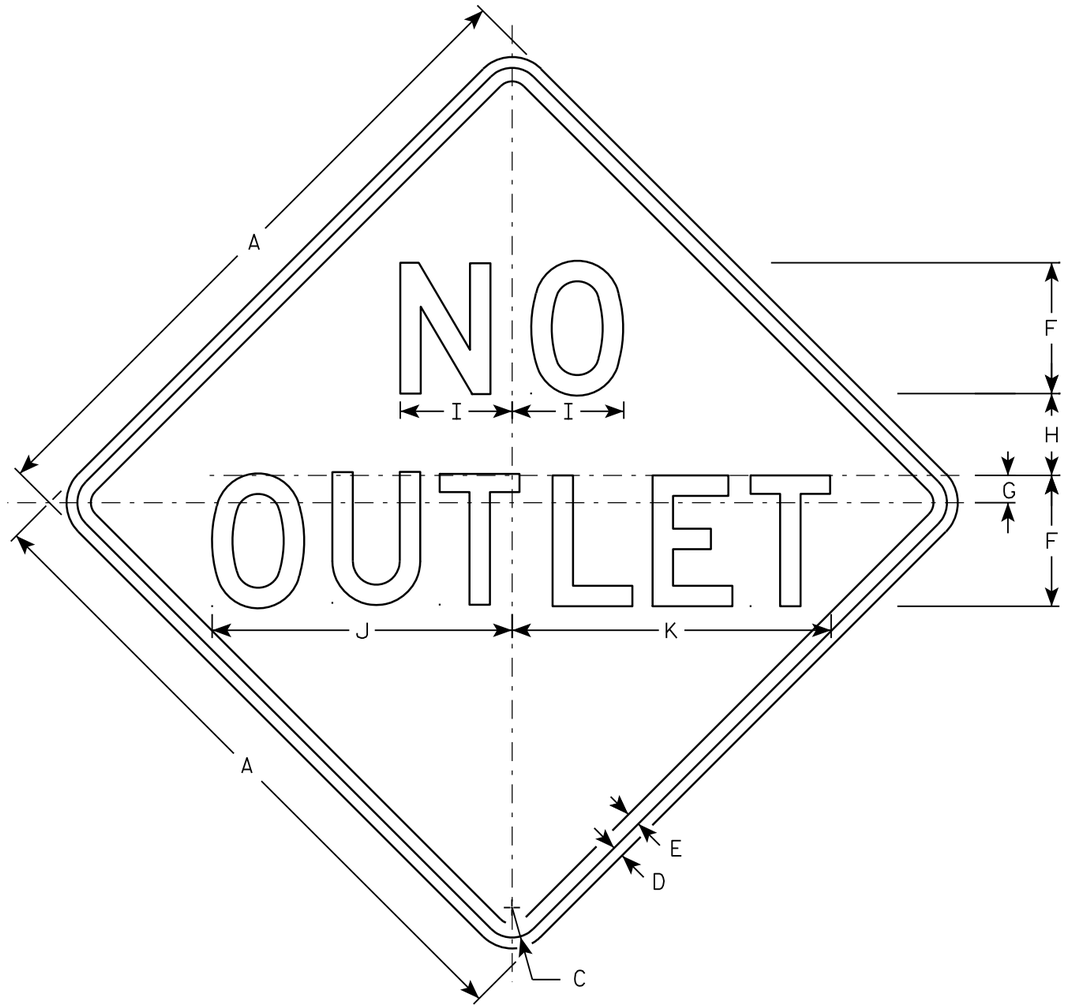
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 420	E



W14-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2 3/4	4 1/8	11 3/4	12 3/8																4.0
2S	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
2M	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
3	36		1 5/8	5/8	3/4	7	1 3/8	4 5/8	6	16 1/8	17 1/8																9.0
4																											
5																											

STANDARD SIGN
W14-2

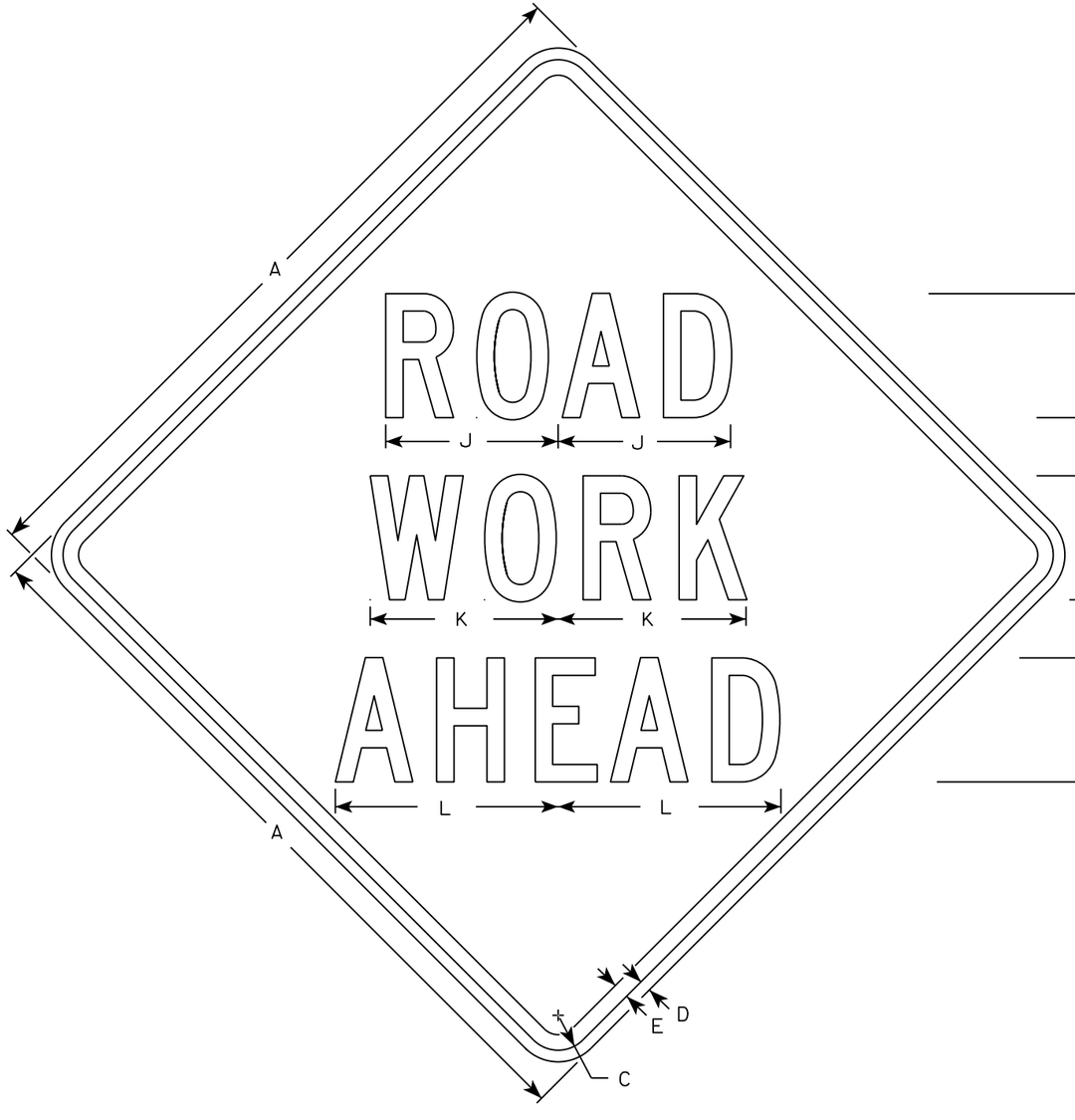
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

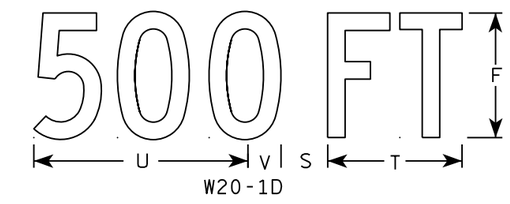
DATE 3/13/13 PLATE NO. W14-2.3

PROJECT NO:

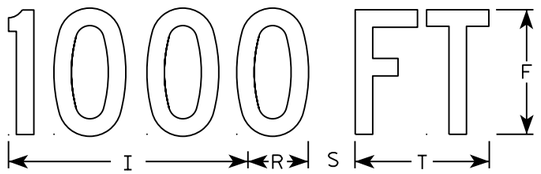
SHEET NO: 421 E



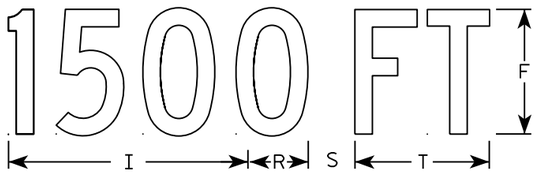
W20-1A



W20-1D

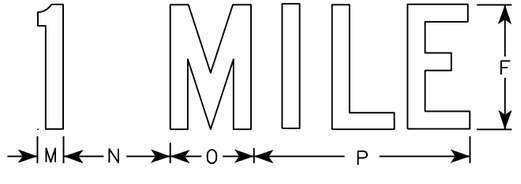


W20-1C

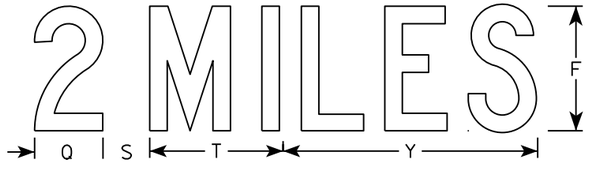


W20-1B

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

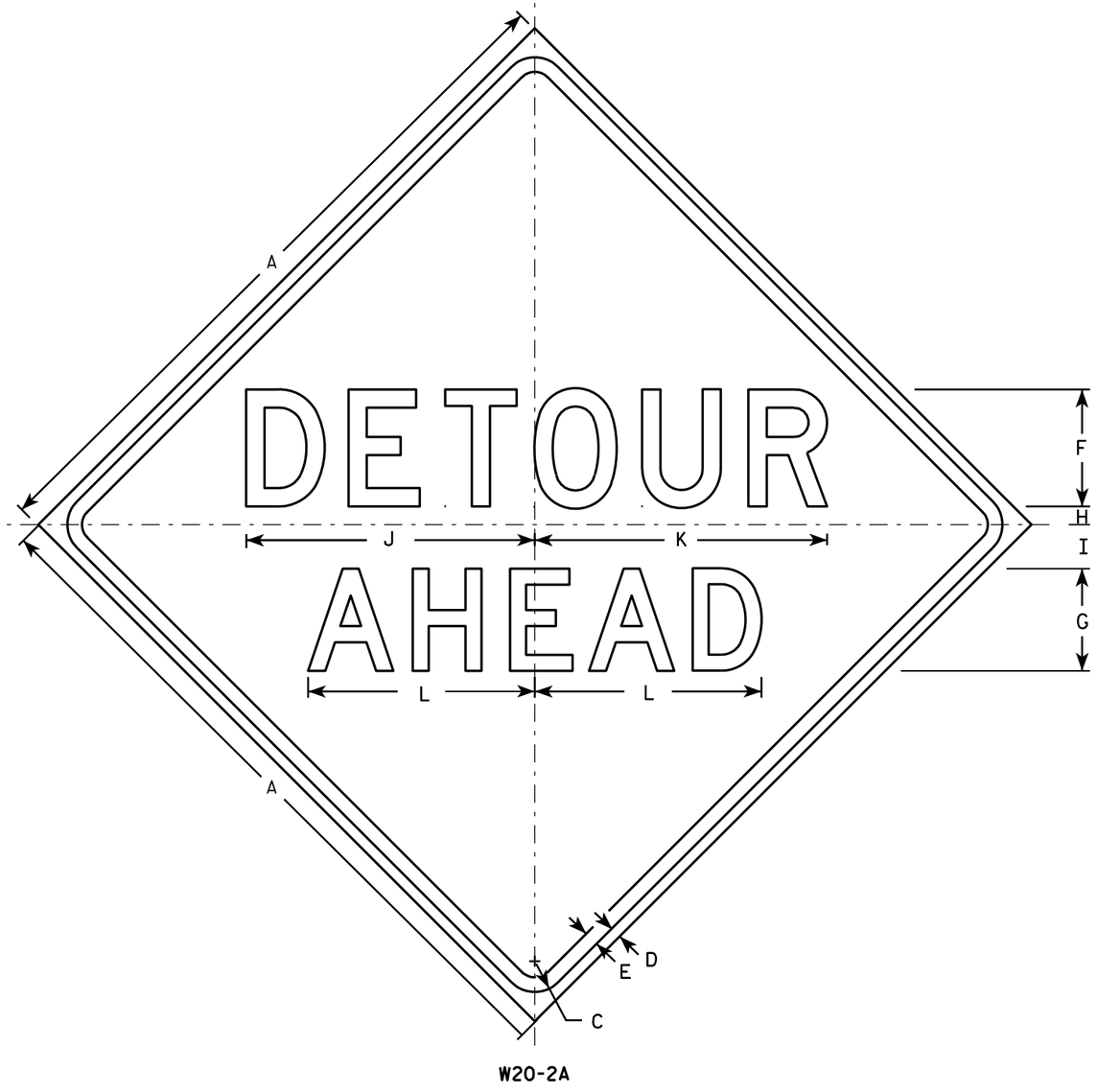
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

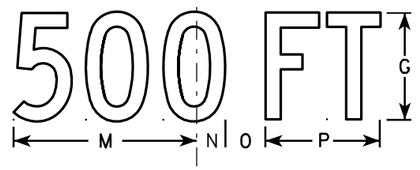
PROJECT NO:

SHEET NO: E

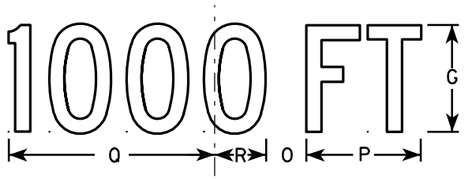
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



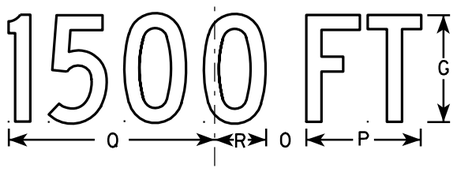
W20-2A



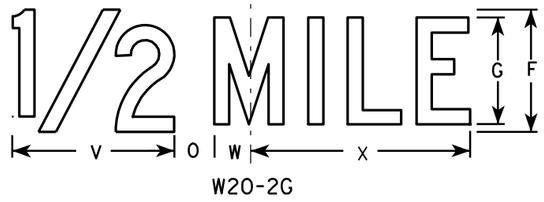
W20-2D



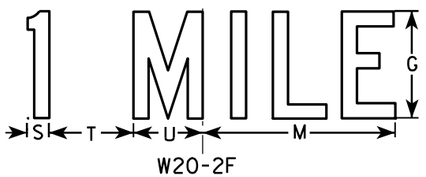
W20-2C



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

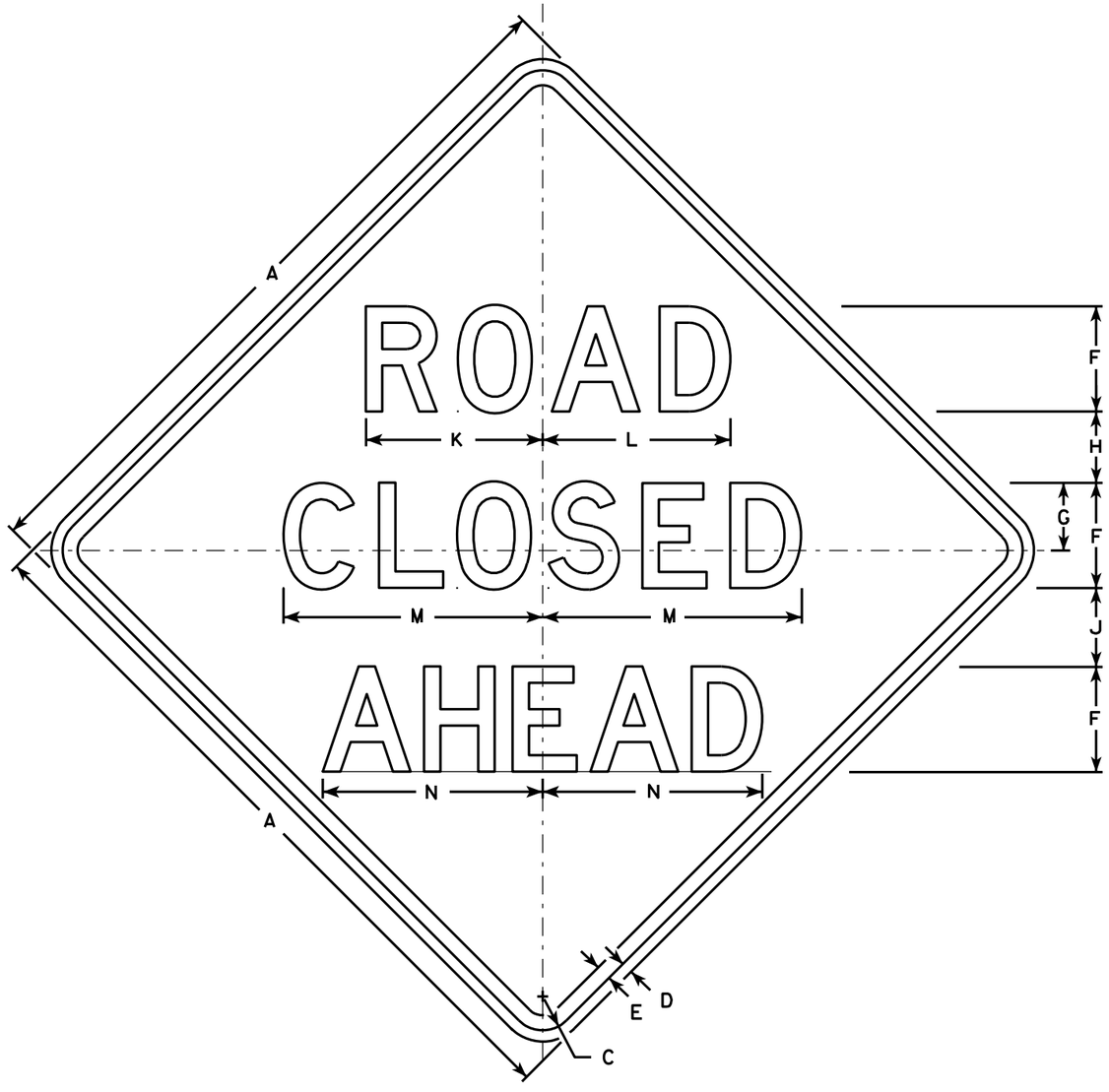
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

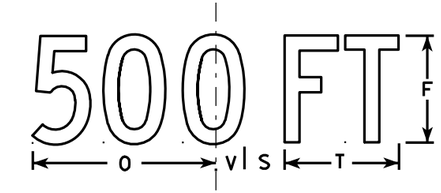
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

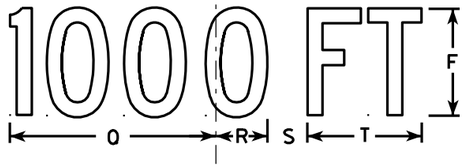
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 423	E



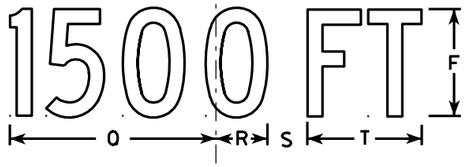
W20-3A



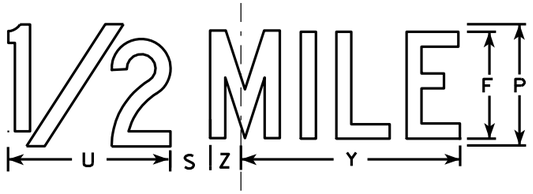
W20-3D



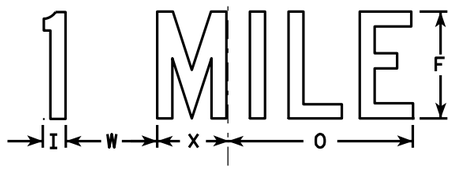
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

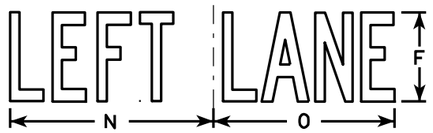
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 424 | E

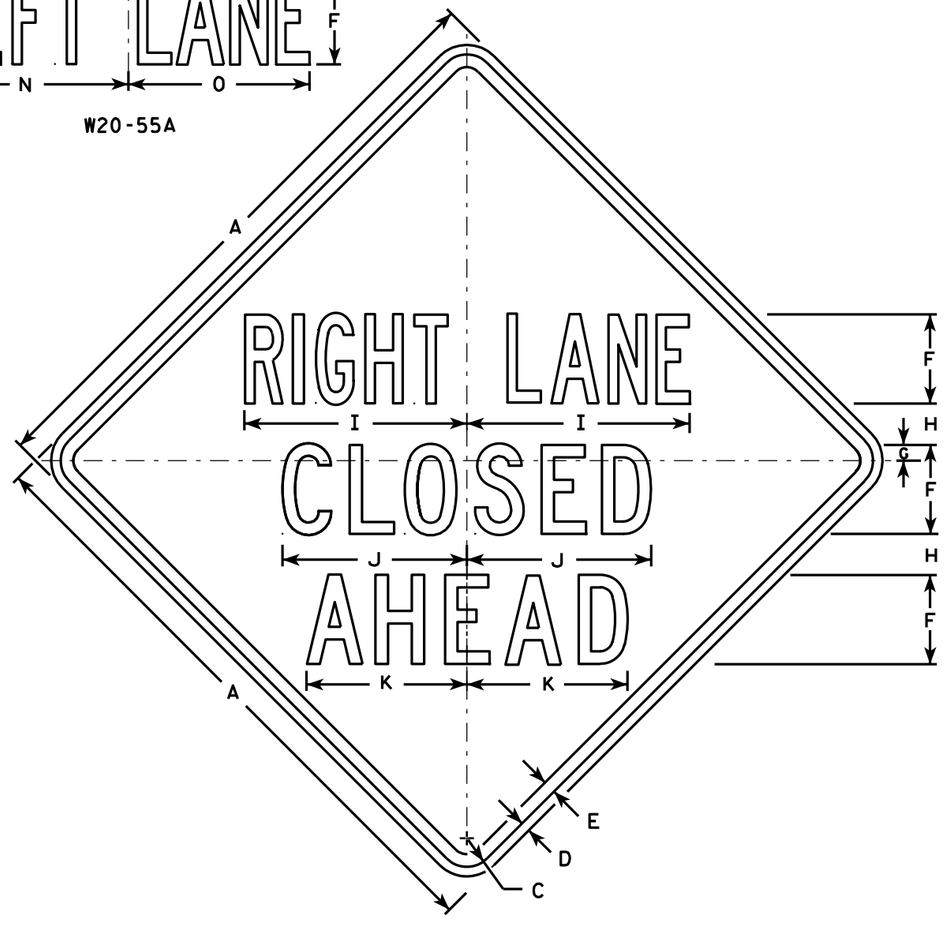
7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

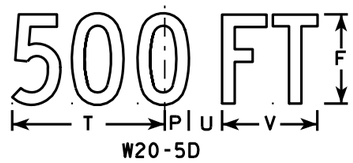
W20-56A



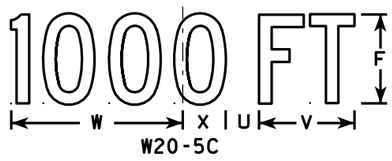
W20-55A



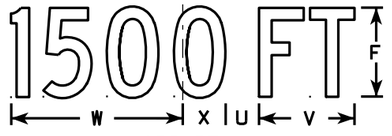
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

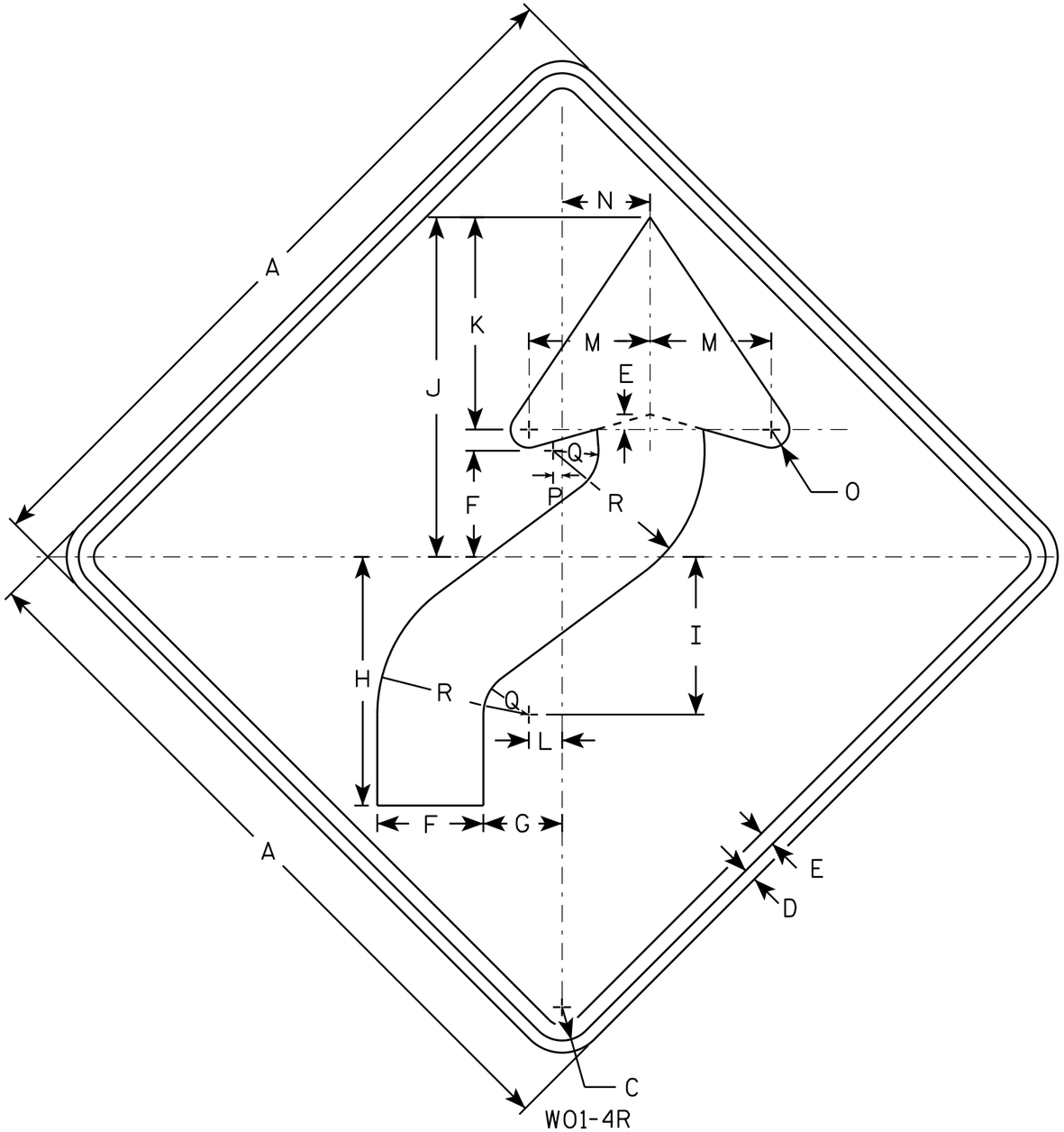
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 425 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



WO1-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
WO1-4

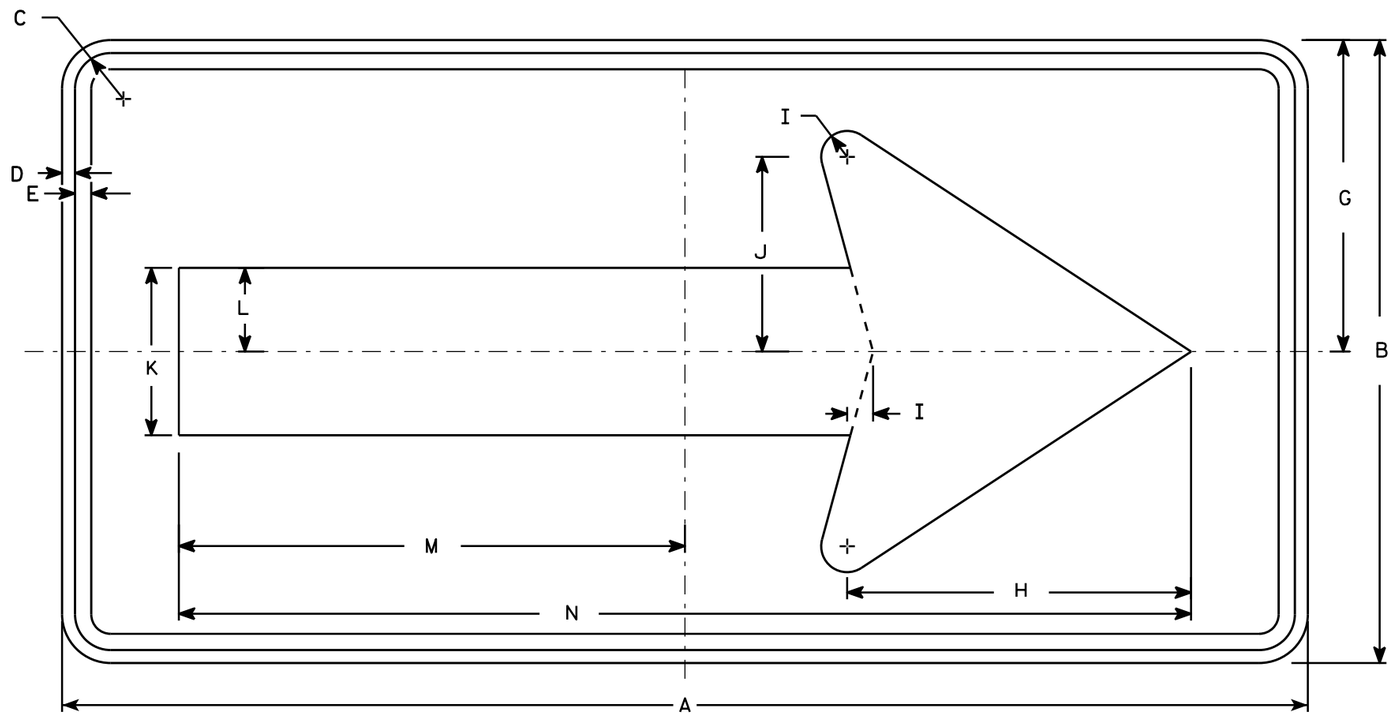
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO WO1-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO14.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

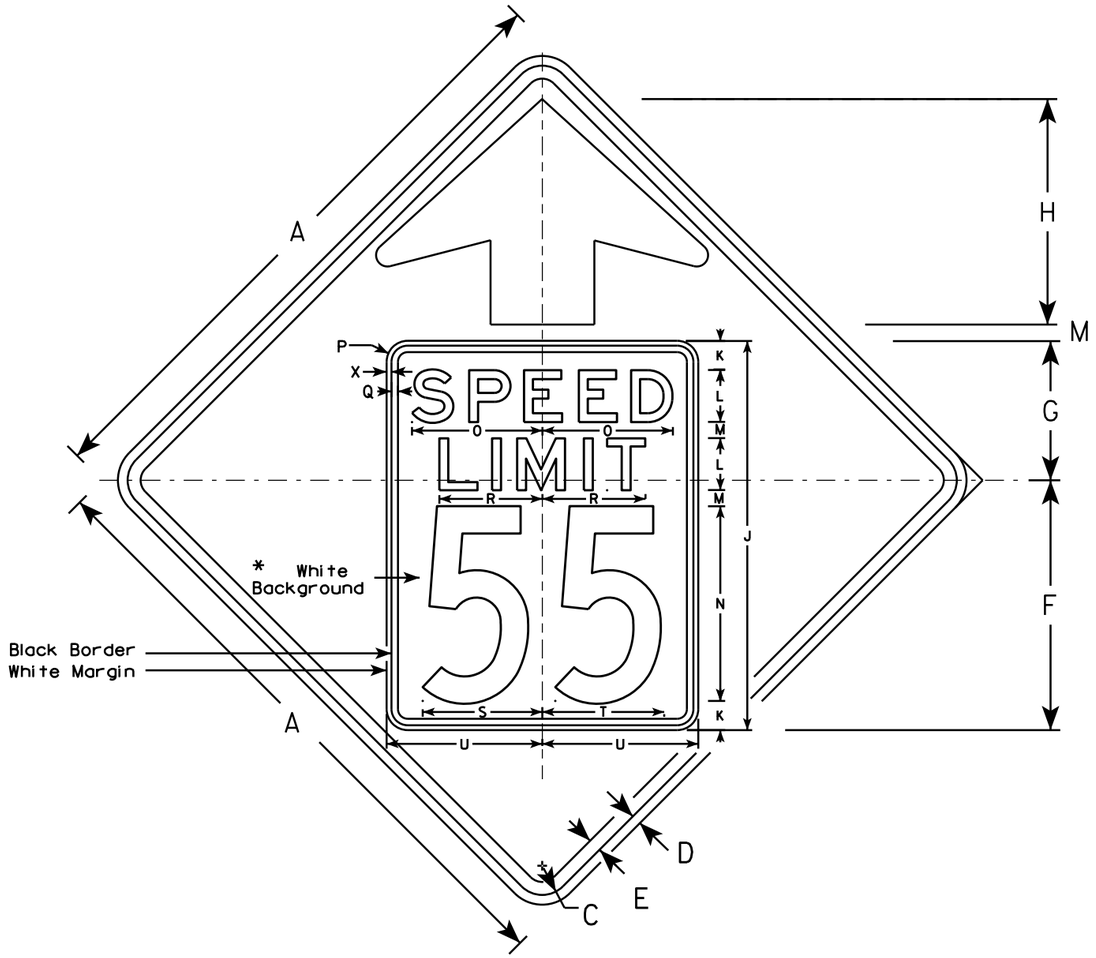
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

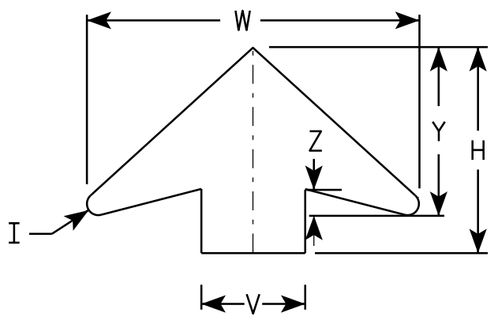


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C 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	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
2S	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
2M	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
3	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
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
W03-5

WISCONSIN DEPT OF TRANSPORTATION

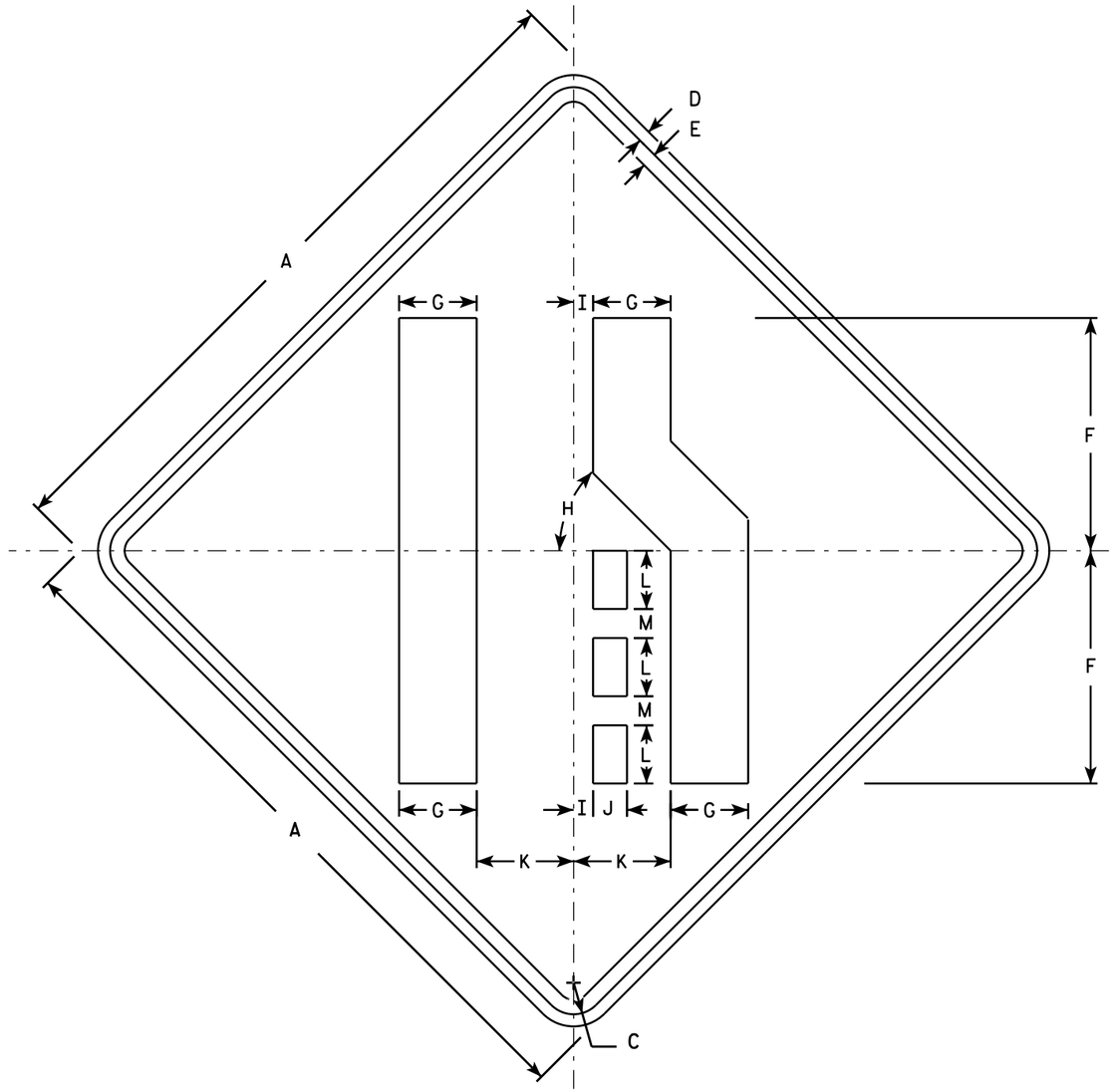
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

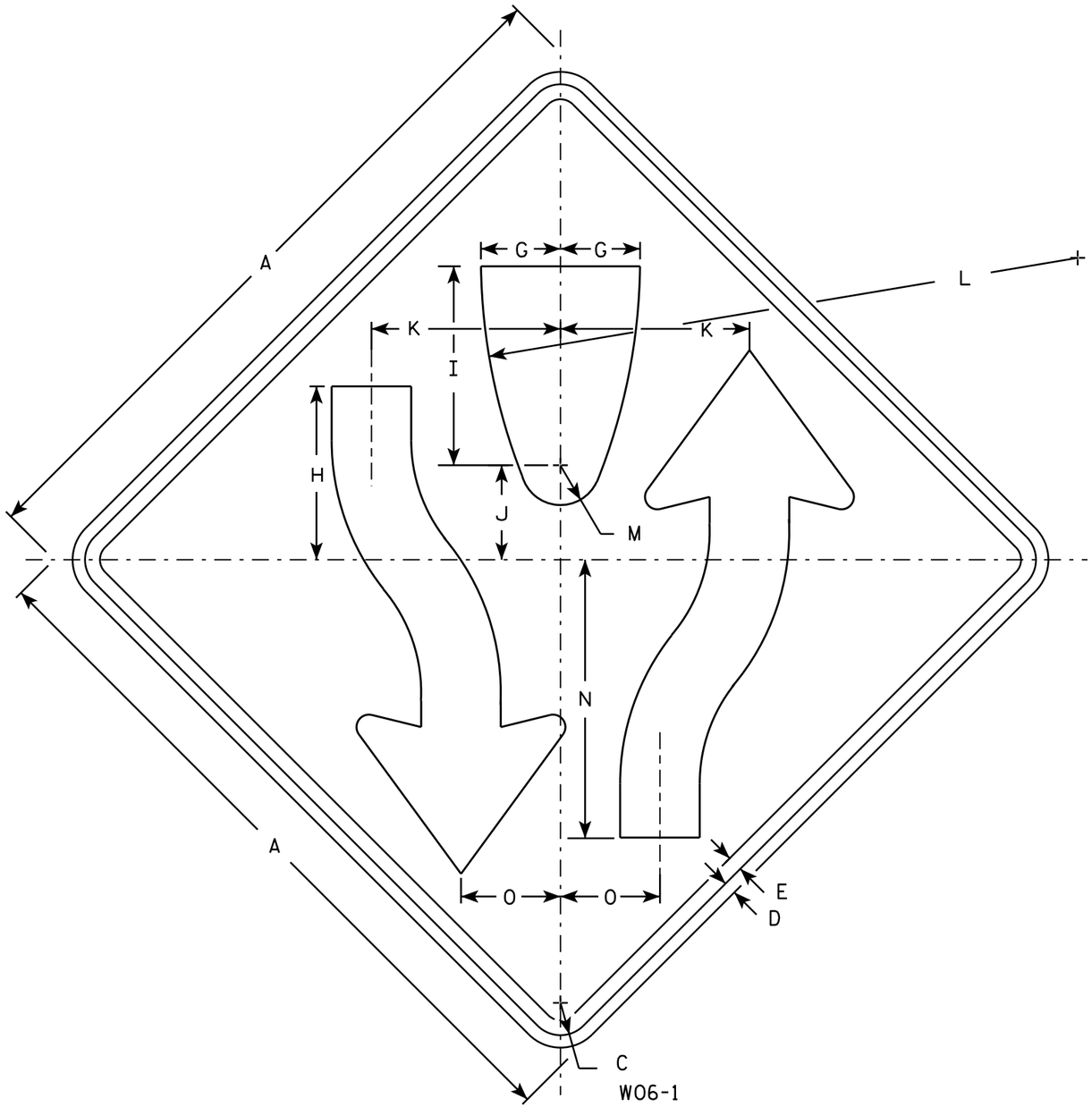
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 429 W04-2.1

PROJECT NO:

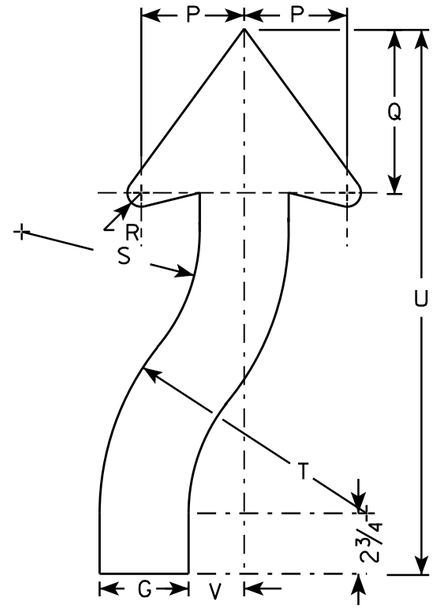
SHEET NO: E



W06-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. 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. W06-2 same as W06-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2S	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
2M	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
3	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

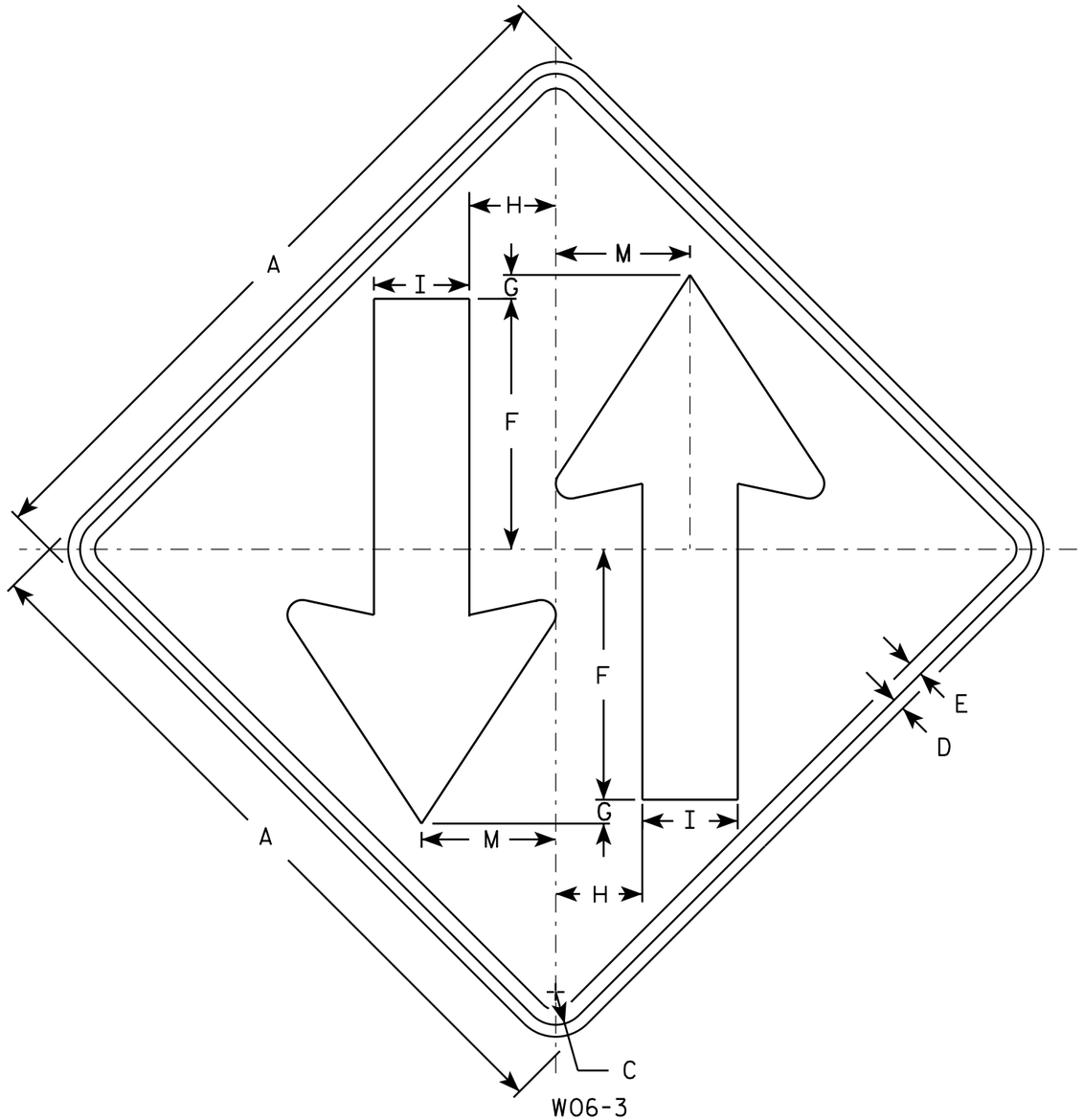
STANDARD SIGN
W06-1 & W06-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W06-1.1

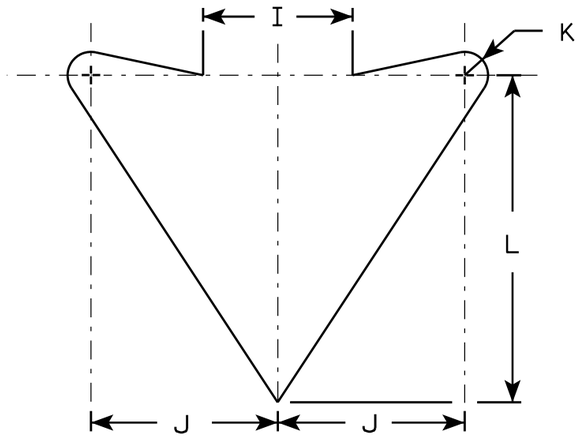
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

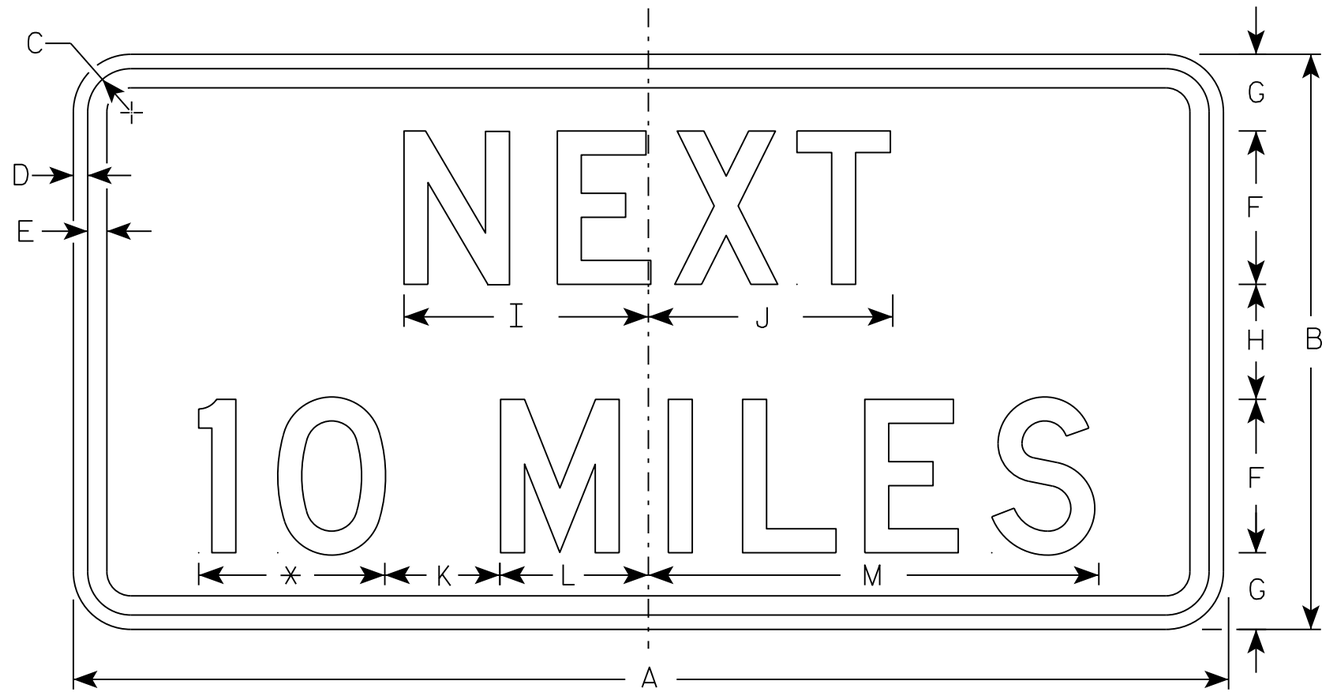
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 431 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
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. Round distance to the nearest whole Mile and 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	36	18	1 1/8	3/8	1/2	5	2 5/8	2 3/4	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0

STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. W057-51.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 432	E

STATE PROJECT NUMBER
1204-02-76

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.14
OPERATING RATING FACTOR: RF=1.57
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY — DECK f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy =60,000 P.S.I.
54W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

SOUTH ABUTMENT TO BE SUPPORTED ON SPREAD FOOTINGS ON SOUND LIMESTONE BEDROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,000 PSF.* A GEOTECHNICAL ENGINEER WILL DETERMINE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTUCTION OF THE ABUTMENT FOOTING WITHIN THREE DAYS OF NOTIFICATION.

* THE FACTORED BEARING RESISTANCE IS THE VALUE USED IN DESIGN AND HAS A RESISTANCE FACTOR OF 0.45.

NORTH ABUTMENT TO BE SUPPORTED ON STEEL PILING, HP 12-INCH X 53 LB. DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 15'-0" LONG. PILE POINTS REQ'D.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED IN DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

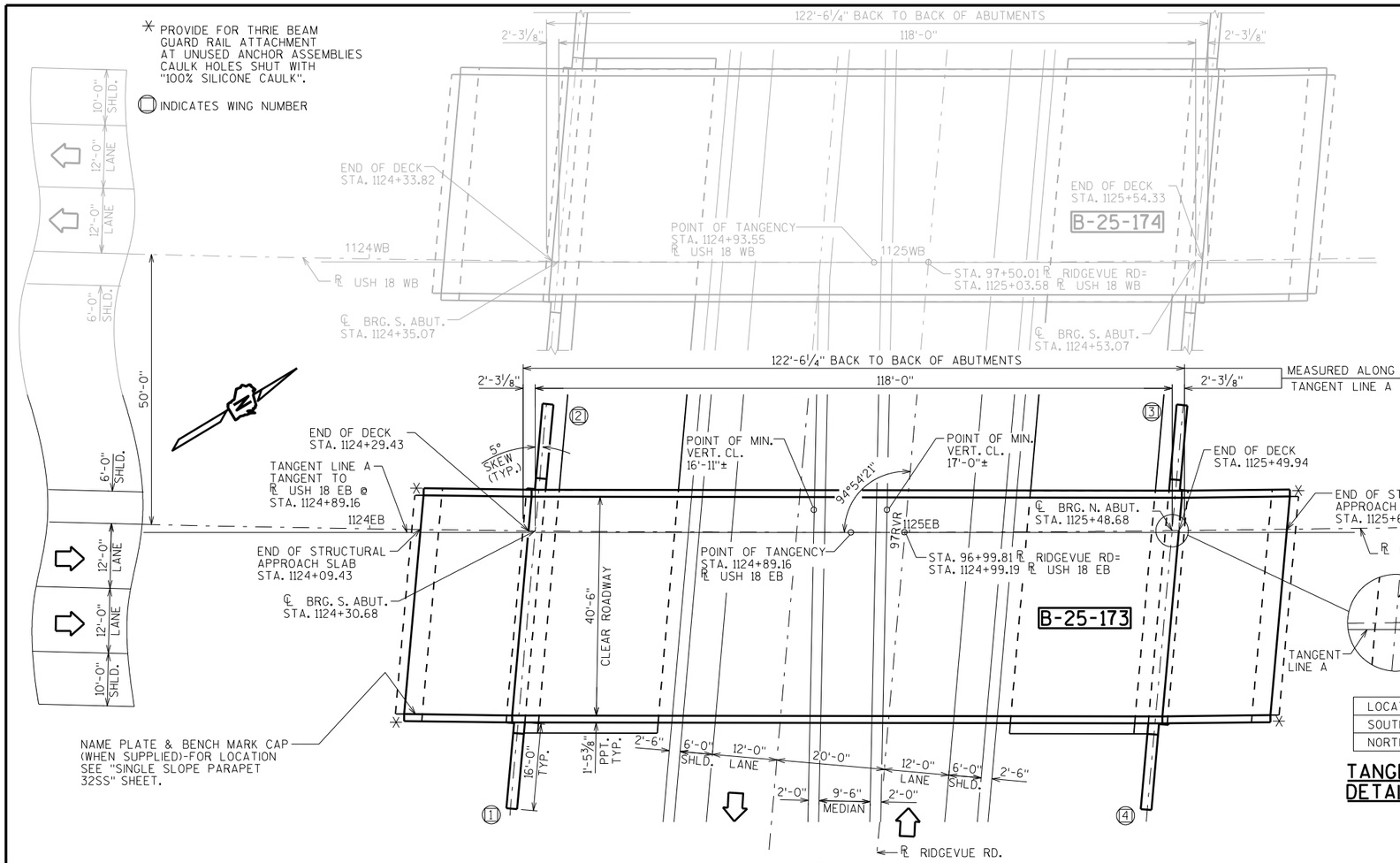
TRAFFIC VOLUME

USH 18	RIDGEVUE RD.
A.D.T.=22,000 (2036)	A.D.T.=1,900 (2036)
R.D.S.=70 M.P.H.	R.D.S.=50 M.P.H.

CURVE DATA

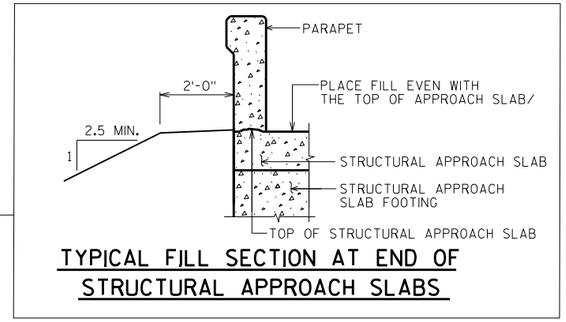
USH 18 EB

P.I. = 1119+85.77
Δ = 11°49'29"
D = 1°00'00"
T = 593.34'
L = 1182.46'
R = 5729.58'
SE = 3.4%
P.C. = 1113+92.44
P.T. = 1125+74.90



LOCATION	DIM. A
SOUTH ABUT.	0'-3⅝"
NORTH. ABUT.	0'-3¾"

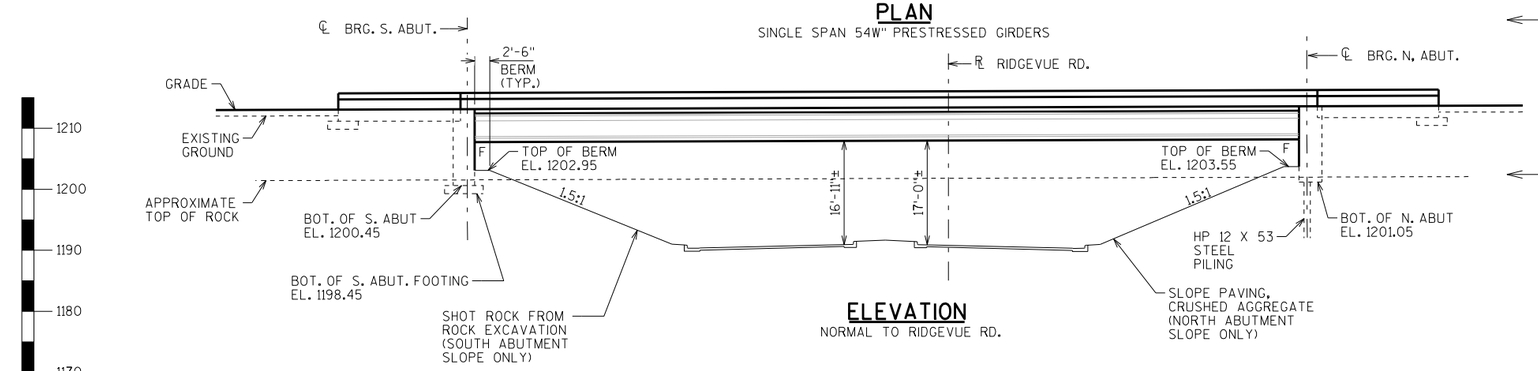
TANGENT OFFSET DETAIL & TABLE



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

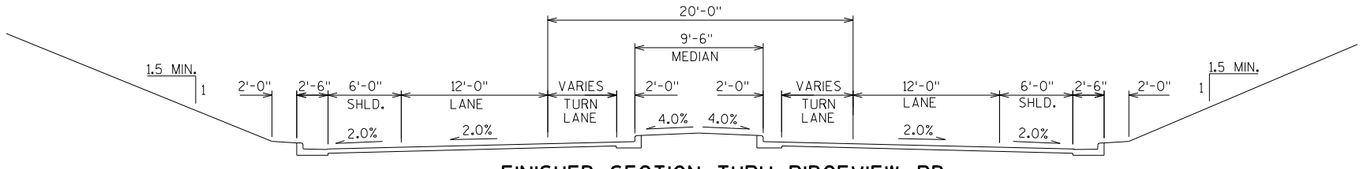
PLAN

SINGLE SPAN 54W" PRESTRESSED GIRDERS



ELEVATION

NORMAL TO RIDGEVUE RD.



FINISHED SECTION THRU RIDGEVIEW RD

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. 54W" PRESTRESSED GIRDER DETAILS 1
9. 54W" PRESTRESSED GIRDER DETAILS 2
10. STEEL DIAPHRAGM
11. SUPERSTRUCTURE CROSS SECTION
12. SUPERSTRUCTURE PLAN
13. SUPERSTRUCTURE DETAILS
14. STRUCTURAL APPROACH SLAB
15. PARAPET 32SS WITH STRUCTURAL APPROACH SLAB
16. SHOT ROCK
17. SLOPE PAVING (CRUSHED AGGREGATE)

STRUCTURE DESIGN CONTACTS:

JONATHON RESHESKE (608) 266-8491
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 2/13/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-25-173

USH 18 EB OVER RIDGEVUE RD

COUNTY	TOWN
IOWA	RIDGEWAY

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
JLR	LMK	JLR	MJL

GENERAL PLAN

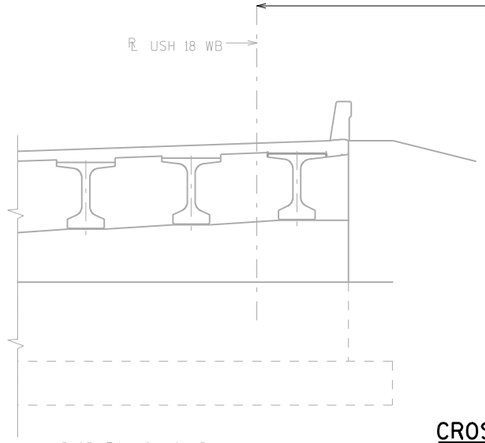
SHEET 1 OF 17

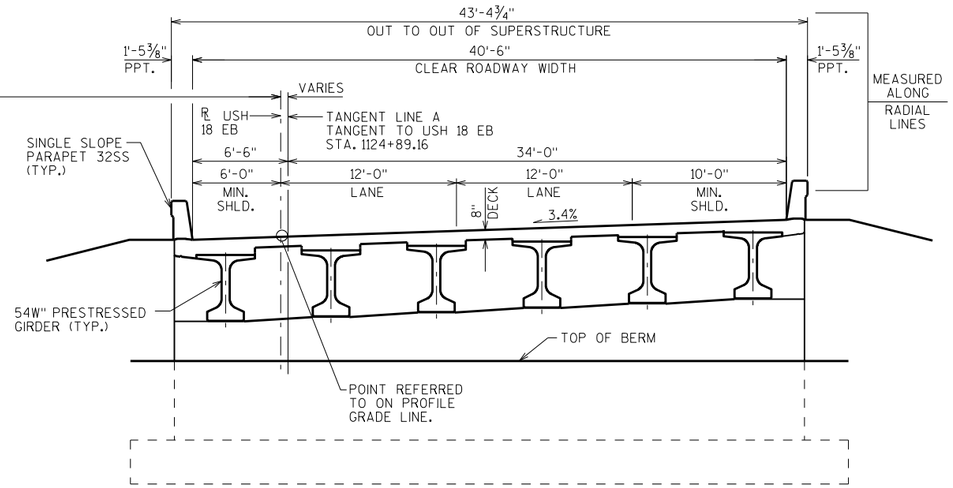
433

I.D. 1204-02-06A DATE: FEB. 2017

SCALE = 12.00

8





GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-25-173" SHALL BE THE EXISTING GROUNDLINE.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL. ALSO EXCLUDED IS THE "BASE AGGREGATE DENSE 1 1/4-INCH" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEET.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK AND APPROACH SLAB SURFACES.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE SOUTH ABUTMENT SHALL BE COVERED WITH SHOT ROCK FROM THE ROCK EXCAVATION THAT MEETS THE SIZE REQUIREMENTS OF SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

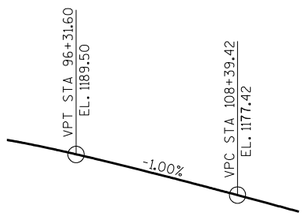
THE SLOPE OF THE FILL IN FRONT OF THE NORTH ABUMENT SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "54W PRESTRESSED GIRDER DETAILS 2" SHEET.

CROSS SECTION THRU ROADWAY

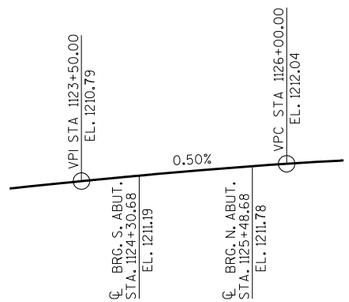
(LOOKING UPSTATION)

B-25-174 (USH 18 WB)



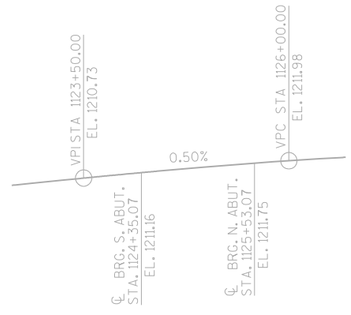
PROFILE GRADE LINE - RIDGEVUE RD.

B-25-173 (USH 18 EB)



PROFILE GRADE LINE - USH 18 EB

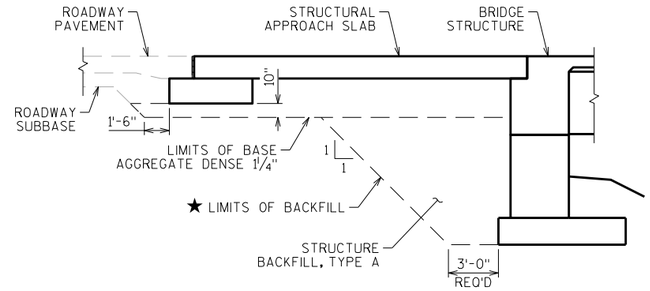
B-25-173 (USH 18 EB)



PROFILE GRADE LINE - USH 18 WB

TOTAL ESTIMATED QUANTITIES

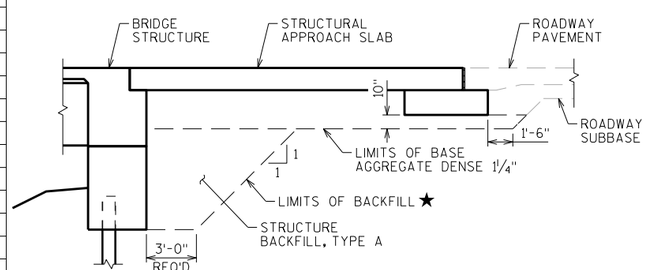
BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH APPROACH	SOUTH ABUT.	NORTH ABUT.	NORTH APPROACH	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-25-173	LS	———	———	———	———	———	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	———	———	255	165	———	420
305.0120	BASE AGGREGATE DENSE 1¼-INCH	TON	———	143	———	———	143	286
502.0100	CONCRETE MASONRY BRIDGES	CY	240	60	79	53	60	492
502.3200	PROTECTIVE SURFACE TREATMENT	SY	565	90	———	———	90	745
502.3210	PIGMENTED SURFACE SEALER	SY	100	17	———	———	17	134
503.0155	PRESTRESSED GIRDER TYPE I 54W-INCH	LF	714	———	———	———	———	714
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	———	6,000	2,950	———	8,950
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	35,920	9,930	1,810	1,810	9,930	59,400
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	1,470	———	———	———	———	1,470
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	6	6	———	12
506.4000	STEEL DIAPHRAGMS B-25-173	EACH	10	———	———	———	———	10
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	15	15	———	30
550.0500	PILE POINTS	EACH	———	———	———	9	———	9
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	———	———	———	135	———	135
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	———	———	———	210	———	210
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	100	100	———	200
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	———	2	4
SPV.0035	SHOT ROCK	CY	———	———	420	———	———	420
	NON-BID ITEMS							
	FILLER	SIZE						½", ¾", 1½"



TYPICAL SECTION THRU SOUTH ABUTMENT

(A1 ABUTMENT WITH STRUCTURAL APPROACH)

★ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



TYPICAL SECTION THRU NORTH ABUTMENT

(A1 ABUTMENT WITH STRUCTURAL APPROACH)

★ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

STATE PROJECT NUMBER

1204-02-76

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

CROSS SECTION & QUANTITIES

SHEET 2

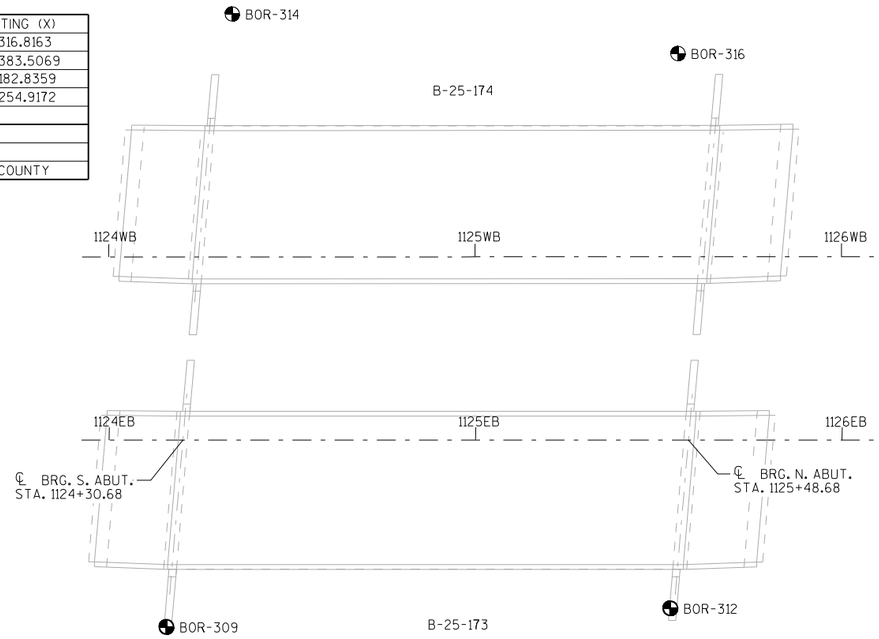
434

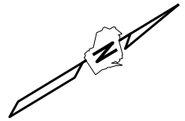
8

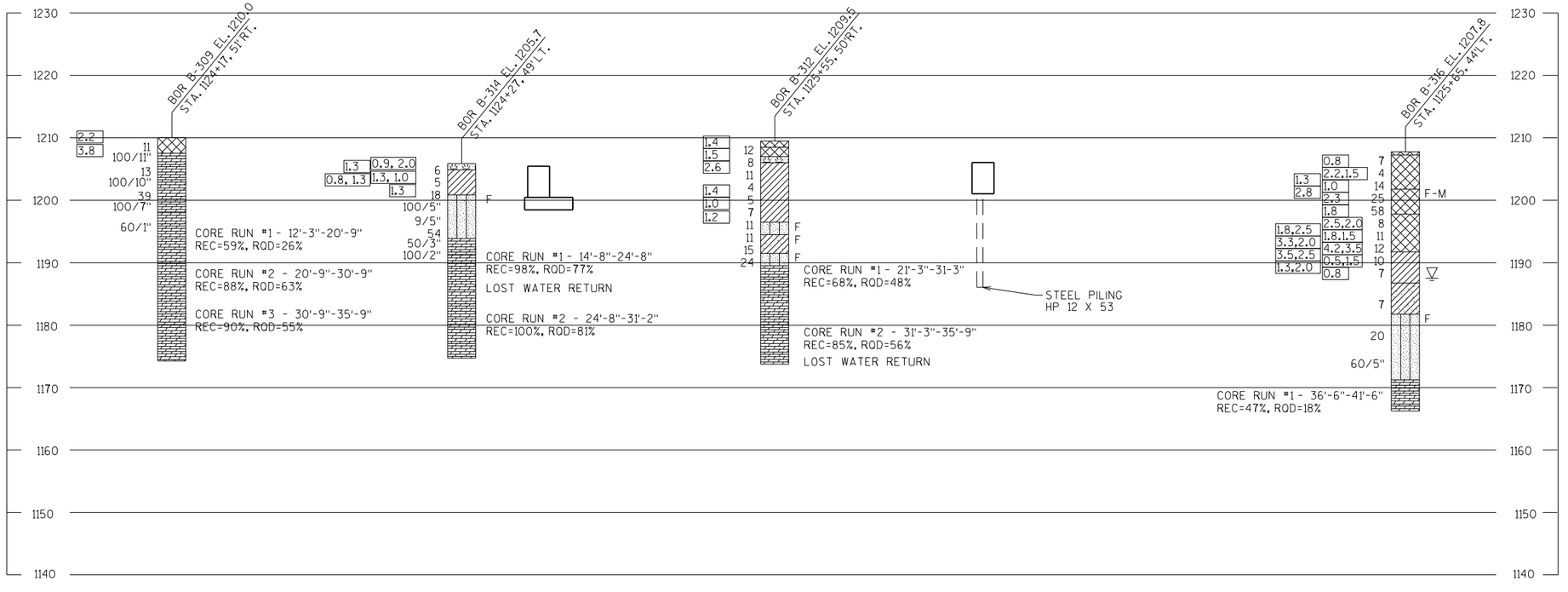
8

SCALE = 5.00

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
309	11/18/2015	162044.3186	410316.8163
312	11/19/2015	162164.7175	410383.5069
314	12/07/2015	162146.1424	410182.8359
316	12/08/2015	162244.6807	410254.9172
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) IOWA COUNTY			







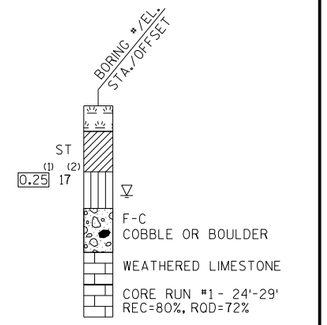
STATE PROJECT NUMBER

1204-02-76

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY TLP/JLR | PLANS CK'D. MJL

SUBSURFACE EXPLORATION

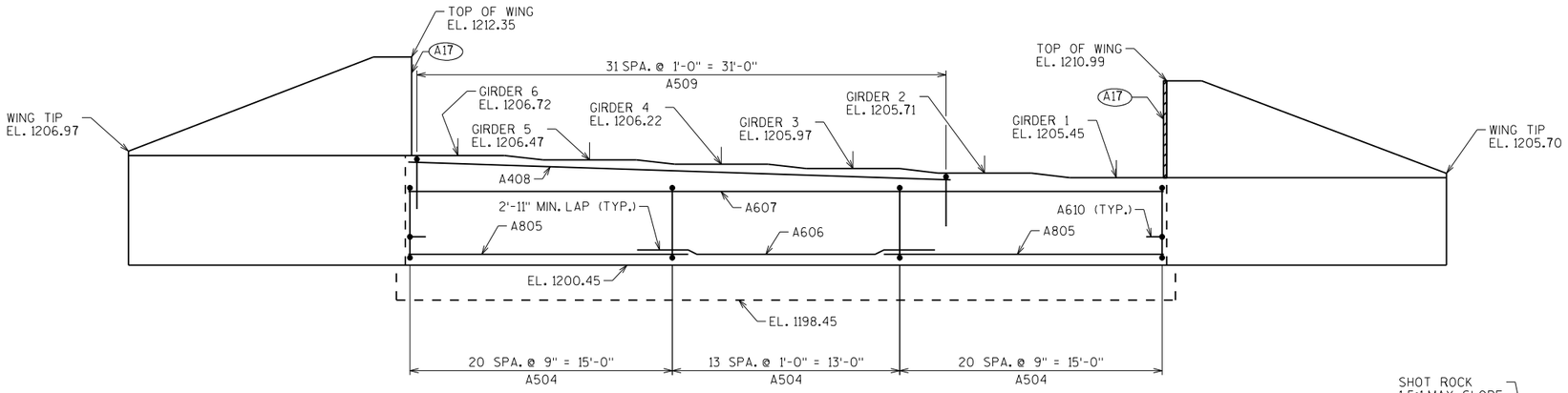
SHEET 3

435

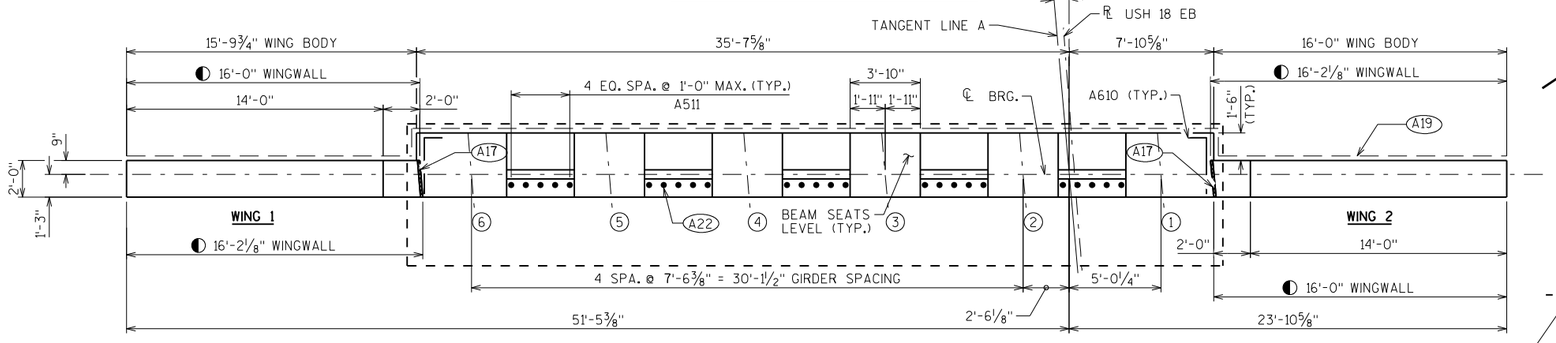
SCALE = 20.00

STATE PROJECT NUMBER

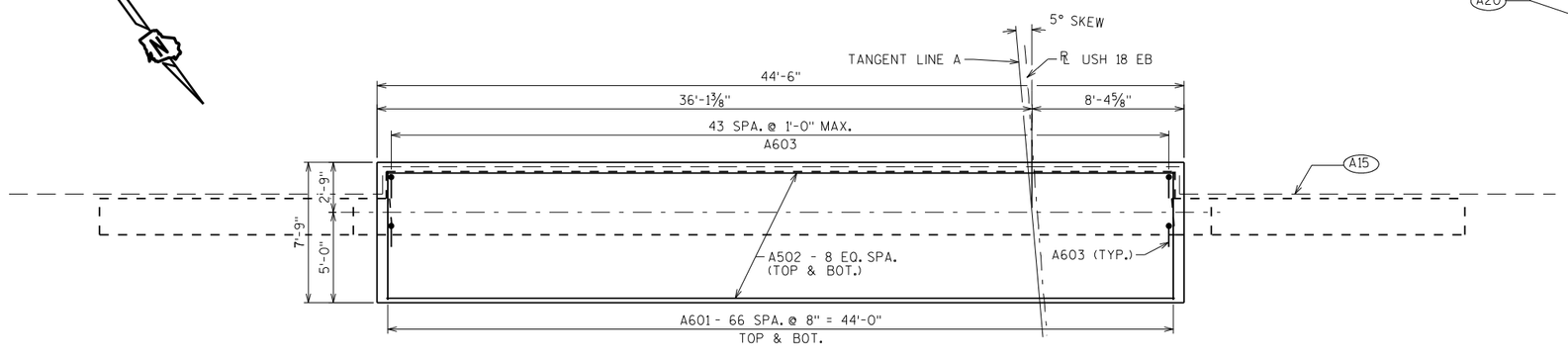
1204-02-76



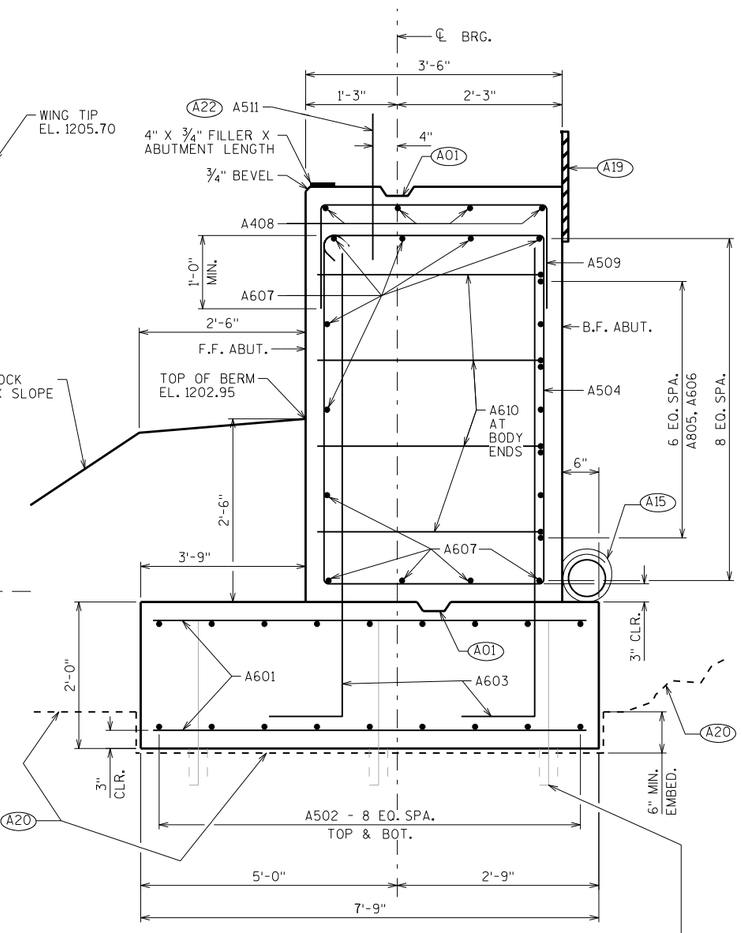
ELEVATION LOOKING SOUTH



PLAN



FOOTING PLAN



SECTION THRU BODY

REBAR (DOWELED INTO BEDROCK) AS REQ'D. BY CONTRACTOR TO SUPPORT FOOTING REINFORCEMENT OR OTHER METHOD APPROVED BY ENGINEER.

A01 CONST. JOINT: KEYWAY FORMED BY A BEVELED 2" x 6".

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A20 EMBED FOOTING A MINIMUM OF 6" INTO BEDROCK

A22 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

◐ INCLUDES ½" FILLER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

SOUTH ABUTMENT

SHEET 4

436

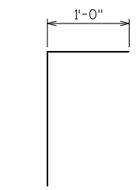
SCALE = 4.00

STATE PROJECT NUMBER
1204-02-76

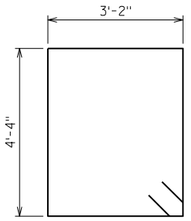
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" RMW @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

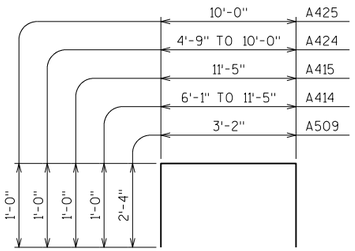
(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



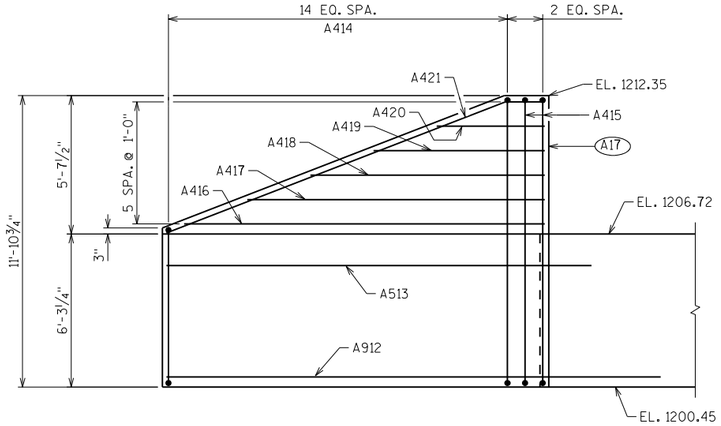
A603, A610



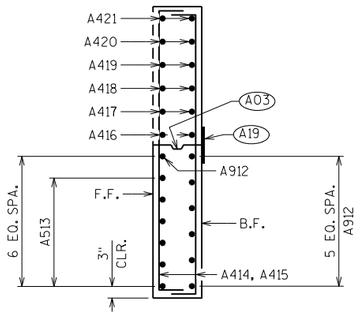
A504



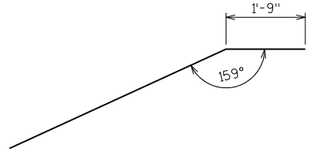
A509, A414, A415, A424, A425



WING 1 ELEVATION



WING 1 SECTION



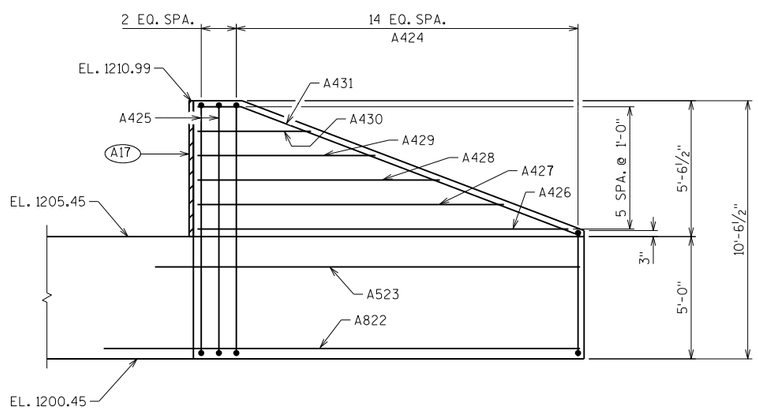
A421, A431

BILL OF BARS

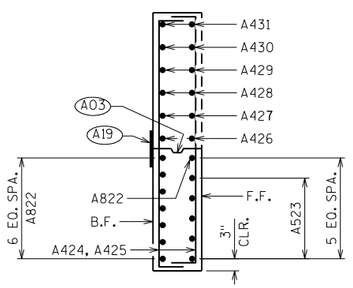
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A601		134	7'-5"			FOOTING HORIZONTAL
A502		18	44'-2"			FOOTING HORIZONTAL
A603		88	7'-0"	X		FOOTING - VERTICAL - DOWELS
A504		54	15'-8"	X		BODY - VERTICAL - STIRRUPS
A805		14	16'-0"			BODY - HORIZONTAL
A606		7	17'-1"			BODY - HORIZONTAL
A607		11	42'-10"			BODY - HORIZONTAL
A408		4	31'-0"			BODY - HORIZONTAL - TOP @ GIRDERS 3-6
A509		32	7'-7"	X		BODY - VERTICAL - TOP @ GIRDERS 3-6
A610		8	3'-11"	X		BODY - HORIZONTAL - ENDS
A511	X	25	2'-0"			BODY - VERTICAL - DOWEL
A912	X	7	20'-5"			WING 1 - HORIZONTAL
A513	X	6	17'-10"			WING 1 - HORIZONTAL
A414	X	30	10'-7"	X	⚠	WING 1 - VERTICAL
A415	X	4	13'-3"	X		WING 1 - VERTICAL
A416	X	2	14'-11"			WING 1 - HORIZONTAL
A417	X	2	12'-4"			WING 1 - HORIZONTAL
A418	X	2	9'-9"			WING 1 - HORIZONTAL
A419	X	2	7'-2"			WING 1 - HORIZONTAL
A420	X	2	4'-7"			WING 1 - HORIZONTAL
A421	X	2	16'-7"	X		WING 1 - HORIZONTAL - TOP
A822	X	8	19'-9"			WING 2 - HORIZONTAL
A523	X	5	17'-7"			WING 2 - HORIZONTAL
A424	X	30	9'-3"	X	⚠	WING 2 - VERTICAL
A425	X	4	11'-10"	X		WING 2 - VERTICAL
A426	X	2	15'-2"			WING 2 - HORIZONTAL
A427	X	2	12'-6"			WING 2 - HORIZONTAL
A428	X	2	9'-11"			WING 2 - HORIZONTAL
A429	X	2	7'-3"			WING 2 - HORIZONTAL
A430	X	2	4'-7"			WING 2 - HORIZONTAL
A431	X	2	16'-7"	X		WING 2 - HORIZONTAL - TOP

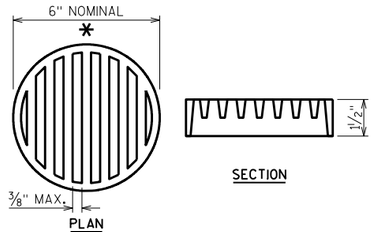
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



WING 2 ELEVATION



WING 2 SECTION



RODENT SHIELD DETAIL

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

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

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHEMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
A414	2 SERIES OF 15	7'-11" TO 13'-3"
A424	2 SERIES OF 15	6'-7" TO 11'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

SOUTH ABUTMENT DETAILS

SHEET 5

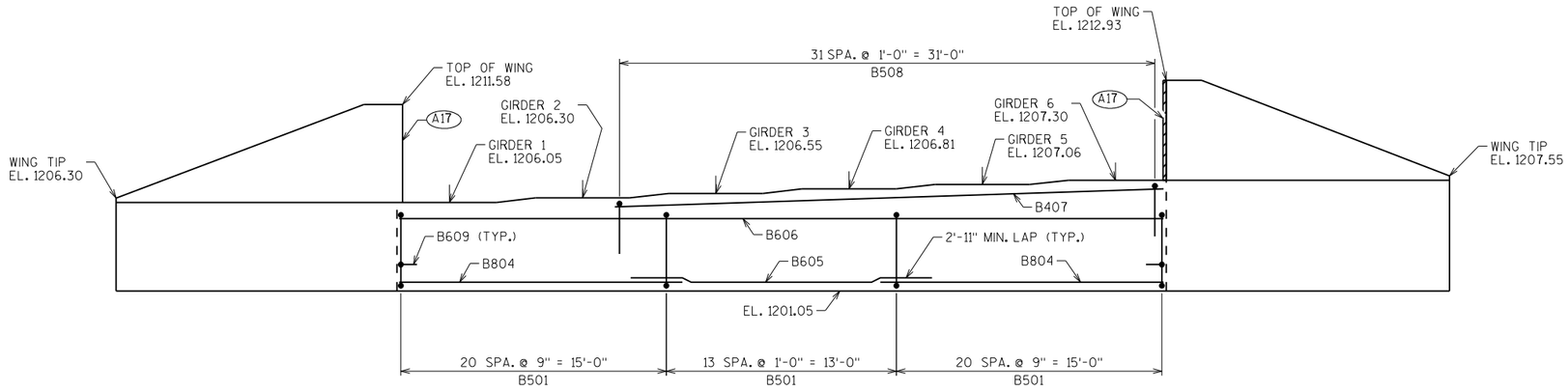
437

SCALE = 3.00

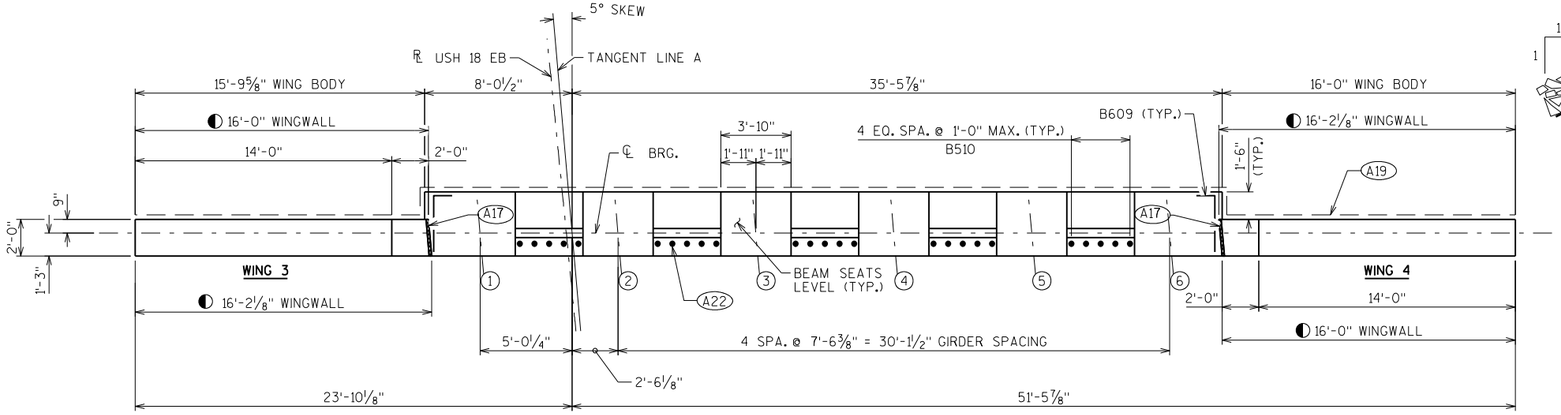
8

8

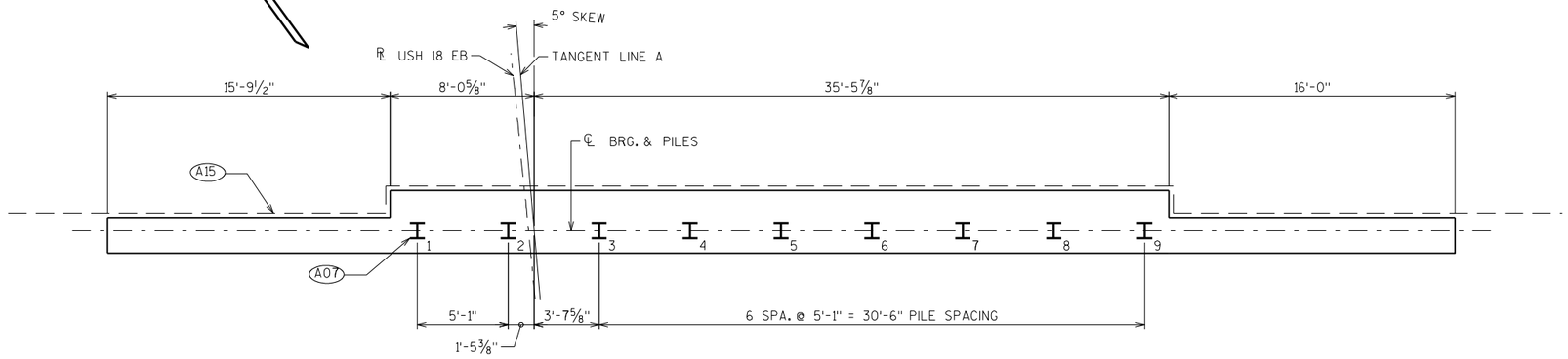
STATE PROJECT NUMBER
1204-02-76



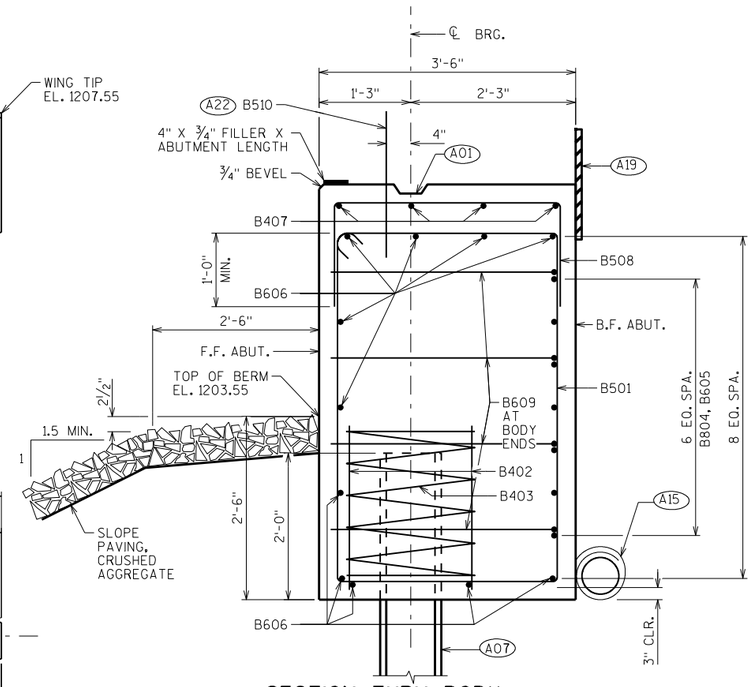
ELEVATION LOOKING NORTH



PLAN



PILE PLAN



SECTION THRU BODY

(A01) CONST. JOINT: KEYWAY FORMED BY A BEVELED 2" × 6".

(A07) SUPPORT ABUTMENT ON HP 12 × 53 STEEL PILING, ESTIMATED 15'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A22) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

◐ INCLUDES ½" FILLER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

NORTH ABUTMENT

SHEET 6

438

SCALE = 4.00

8

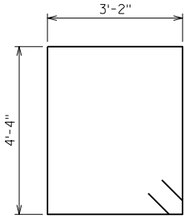
8

STATE PROJECT NUMBER
1204-02-76

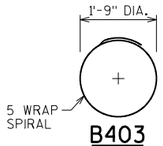
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" RMW @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

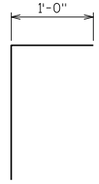
(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



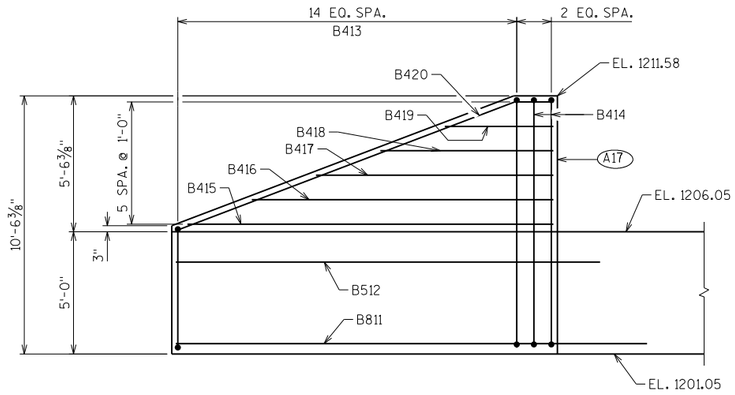
B501



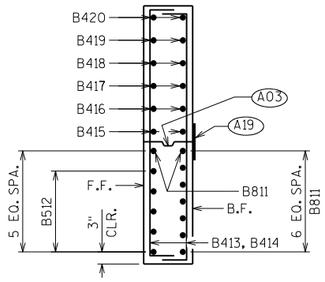
B403



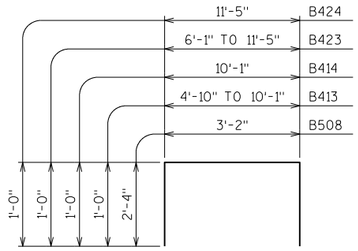
B609



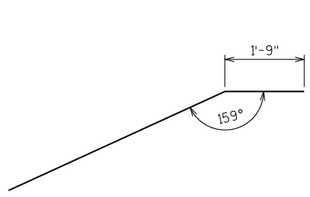
WING 3 ELEVATION



WING 3 SECTION



B508, B413, B414, B423, B424



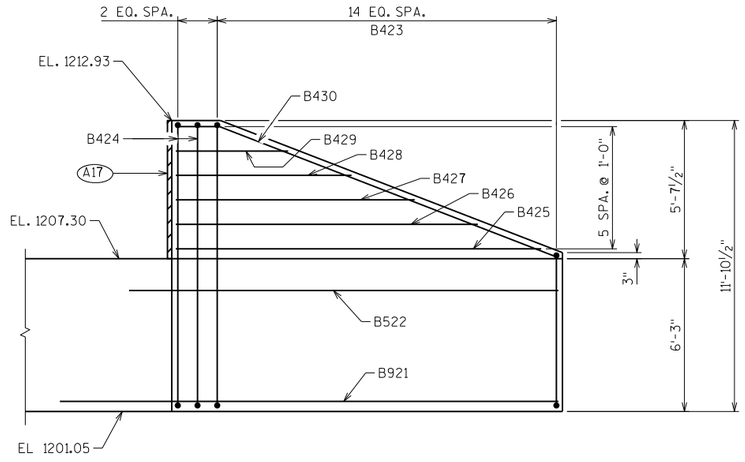
B420, B430

BILL OF BARS

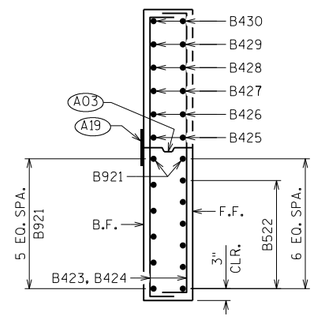
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		54	15'-8"	X		BODY - VERTICAL - STIRRUPS
B402		18	2'-3"			PILES - 2 PER PILE
B403		9	28'-0"	X		PILES - 1 PER PILE
B804		14	16'-0"			BODY - HORIZONTAL
B605		7	17'-1"			BODY - HORIZONTAL
B606		11	42'-10"			BODY - HORIZONTAL
B407		4	31'-0"			BODY - HORIZONTAL - TOP @ GIRDERS 3-6
B508		32	7'-7"	X		BODY - VERTICAL - TOP @ GIRDERS 3-6
B609		8	3'-11"	X		BODY - HORIZONTAL - ENDS
B510	X	25	2'-0"			BODY - VERTICAL - DOWEL
B811	X	8	19'-6"			WING 3 - HORIZONTAL
B512	X	5	17'-10"			WING 3 - HORIZONTAL
B413	X	30	9'-4"	X	⚠	WING 3 - VERTICAL
B414	X	4	11'-11"	X		WING 3 - VERTICAL
B415	X	2	15'-2"			WING 3 - HORIZONTAL
B416	X	2	12'-6"			WING 3 - HORIZONTAL
B417	X	2	9'-10"			WING 3 - HORIZONTAL
B418	X	2	7'-3"			WING 3 - HORIZONTAL
B419	X	2	4'-7"			WING 3 - HORIZONTAL
B420	X	2	16'-7"	X		WING 3 - HORIZONTAL - TOP
B921	X	7	20'-8"			WING 4 - HORIZONTAL
B522	X	6	17'-7"			WING 4 - HORIZONTAL
B423	X	30	10'-7"	X	⚠	WING 4 - VERTICAL
B424	X	4	13'-3"	X		WING 4 - VERTICAL
B425	X	2	14'-11"			WING 4 - HORIZONTAL
B426	X	2	12'-4"			WING 4 - HORIZONTAL
B427	X	2	9'-9"			WING 4 - HORIZONTAL
B428	X	2	7'-2"			WING 4 - HORIZONTAL
B429	X	2	4'-7"			WING 4 - HORIZONTAL
B430	X	2	16'-7"	X		WING 4 - HORIZONTAL - TOP

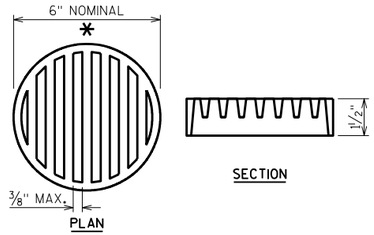
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



WING 4 ELEVATION



WING 4 SECTION



RODENT SHIELD DETAIL

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

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

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHEMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
B413	2 SERIES OF 15	6'-8" TO 11'-11"
B423	2 SERIES OF 15	7'-11" TO 13'-3"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

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NORTH ABUTMENT DETAILS

SHEET 7

439

SCALE = 3.00

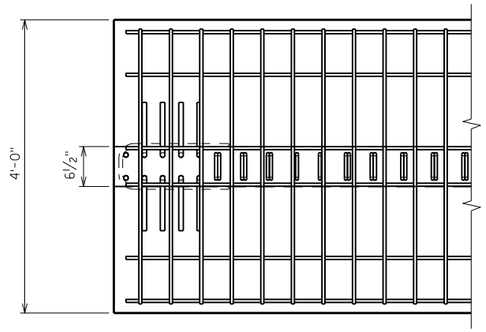
8

8

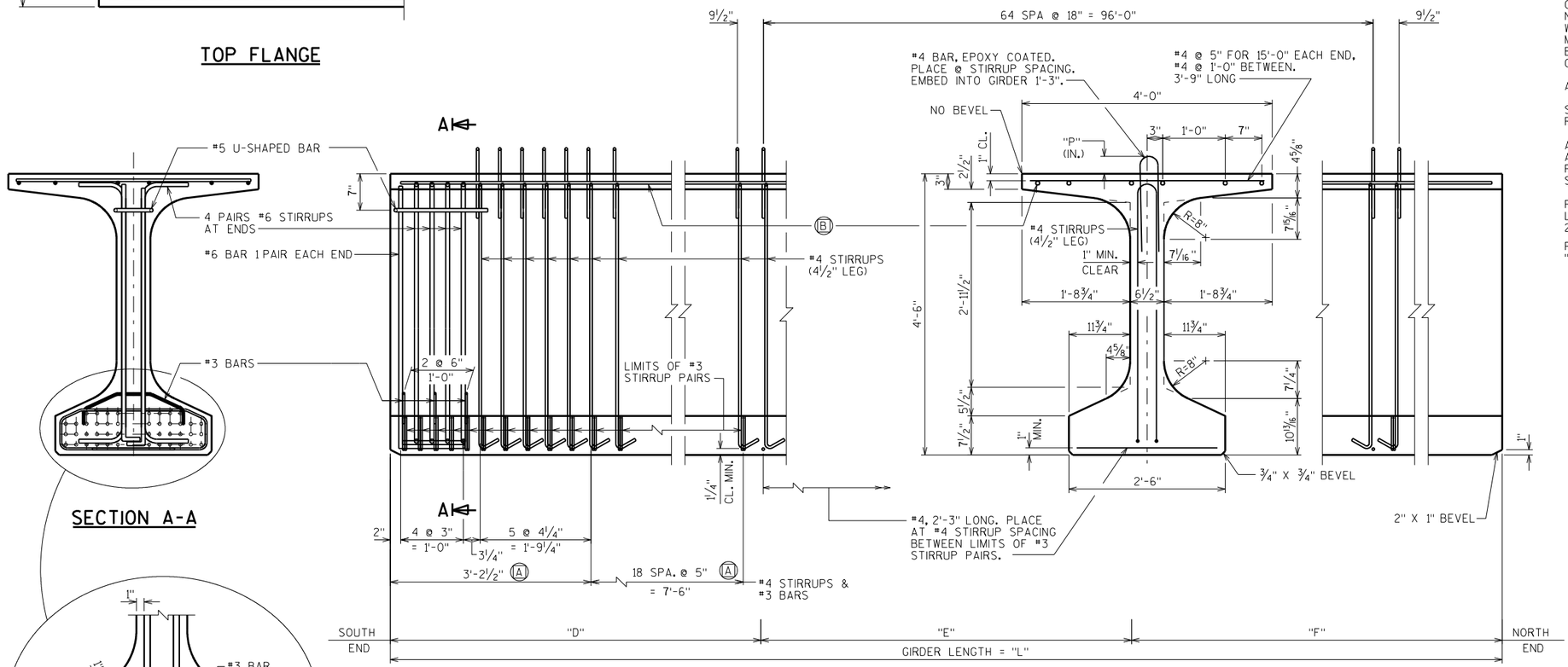
STATE PROJECT NUMBER

1204-02-76

DIAPHRAGM HOLE LOCATIONS			
GIRDER	"D"	"E"	"F"
1	38'-0⅜"	39'-8"	41'-3⅝"
2	38'-8¼"	39'-8"	40'-7¾"
3	39'-4⅛"	39'-8"	39'-11⅞"
4	39'-11⅞"	39'-8"	39'-4⅛"
5	40'-7¾"	39'-8"	38'-8¼"
6	41'-3⅝"	39'-8"	38'-0⅜"



TOP FLANGE

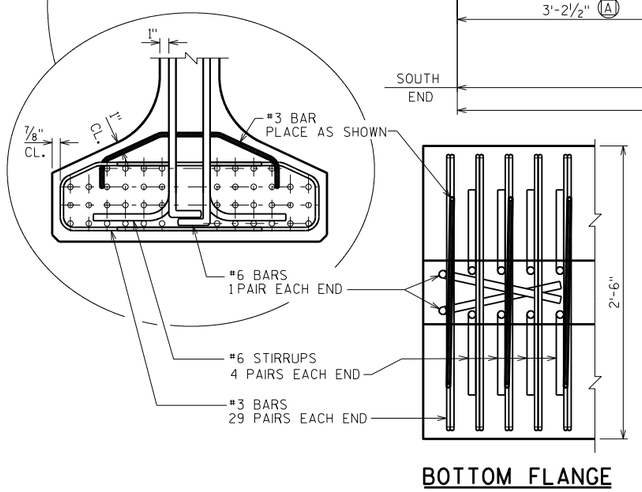


SECTION A-A

SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



BOTTOM FLANGE

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.3 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

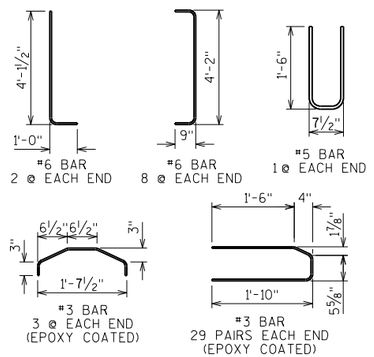
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1 & 6	119'-0"	0.6	1.2	1.7	2.0	2.1	2.0	1.7	1.2	0.6	8,000	7.5"	6.5"	7.5"	0.6"	38	7,300	49"	16"	19"	5"		
1	2-5	119'-0"	0.7	1.3	1.8	2.1	2.2	2.1	1.8	1.3	0.7	8,000	7.0"	6.5"	7.0"	0.6"	38	7,300	49"	16"	19"	5"		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

54W" PRESTRESSED GIRDER DETAILS 1

SHEET 8

440

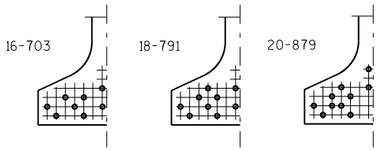
SCALE = 1.00

8

8

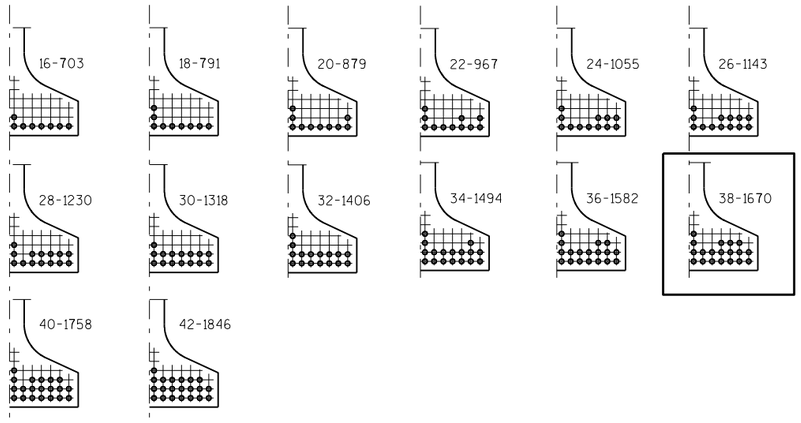
STATE PROJECT NUMBER

1204-02-76



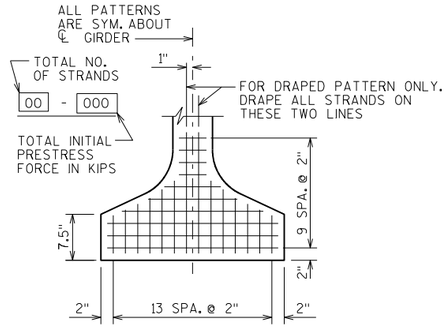
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

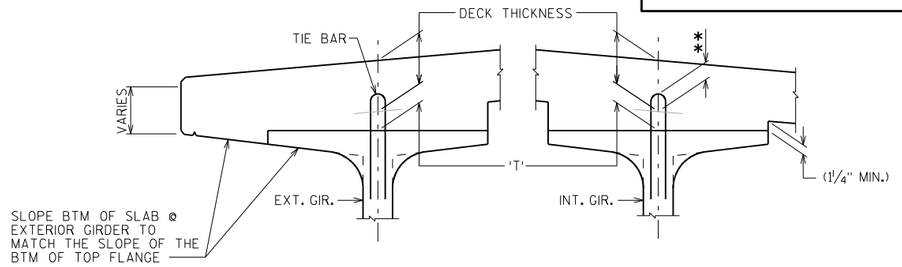


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

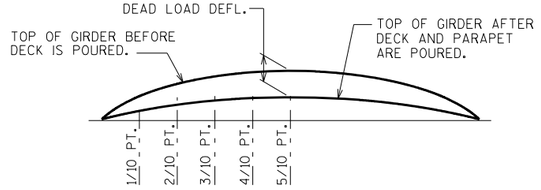
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

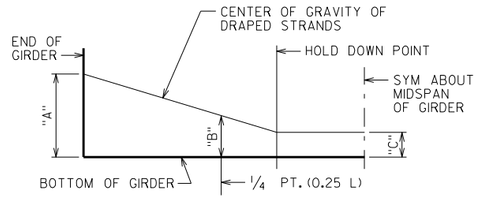
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3.36" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	3.74

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

54W" PRESTRESSED GIRDER DETAILS 2

SHEET 9

441

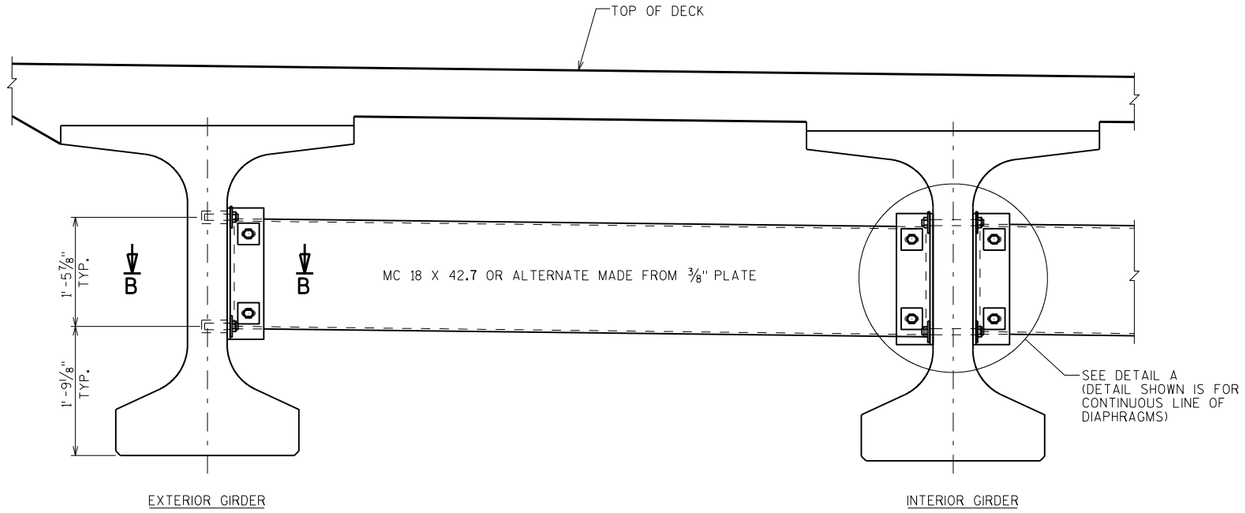
SCALE = 1.00

8

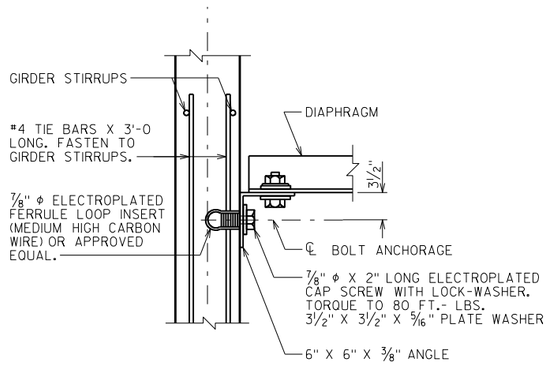
8

STATE PROJECT NUMBER

1204-02-76



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION B-B

(FOR EXTERIOR ATTACHMENT)

NOTES

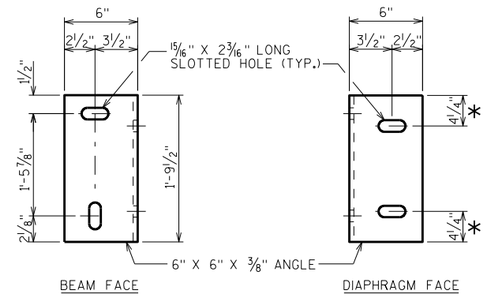
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-25-173", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

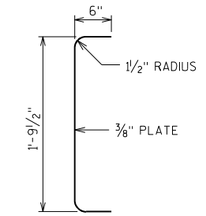
ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNCECTION SHALL BE SNUG-TIGHT PLUS ¼ TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

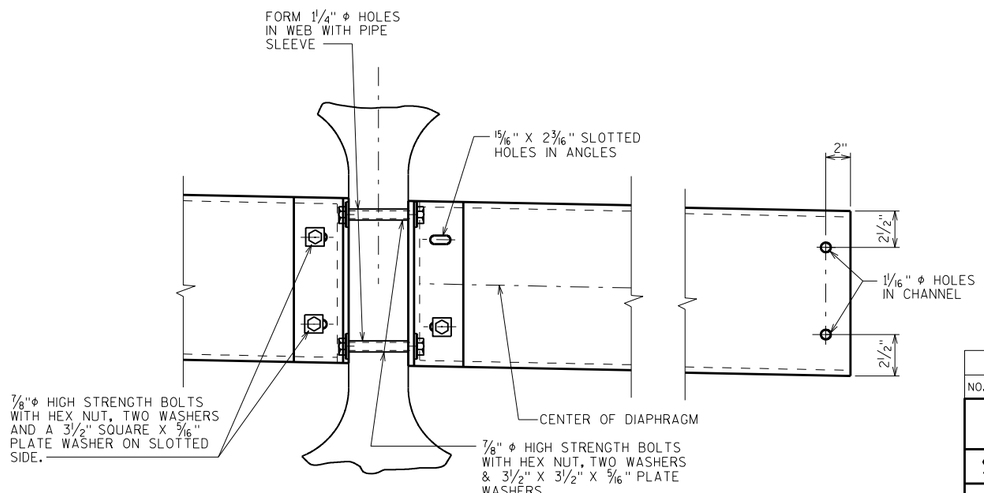


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM



DETAIL A

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

STEEL DIAPHRAGM

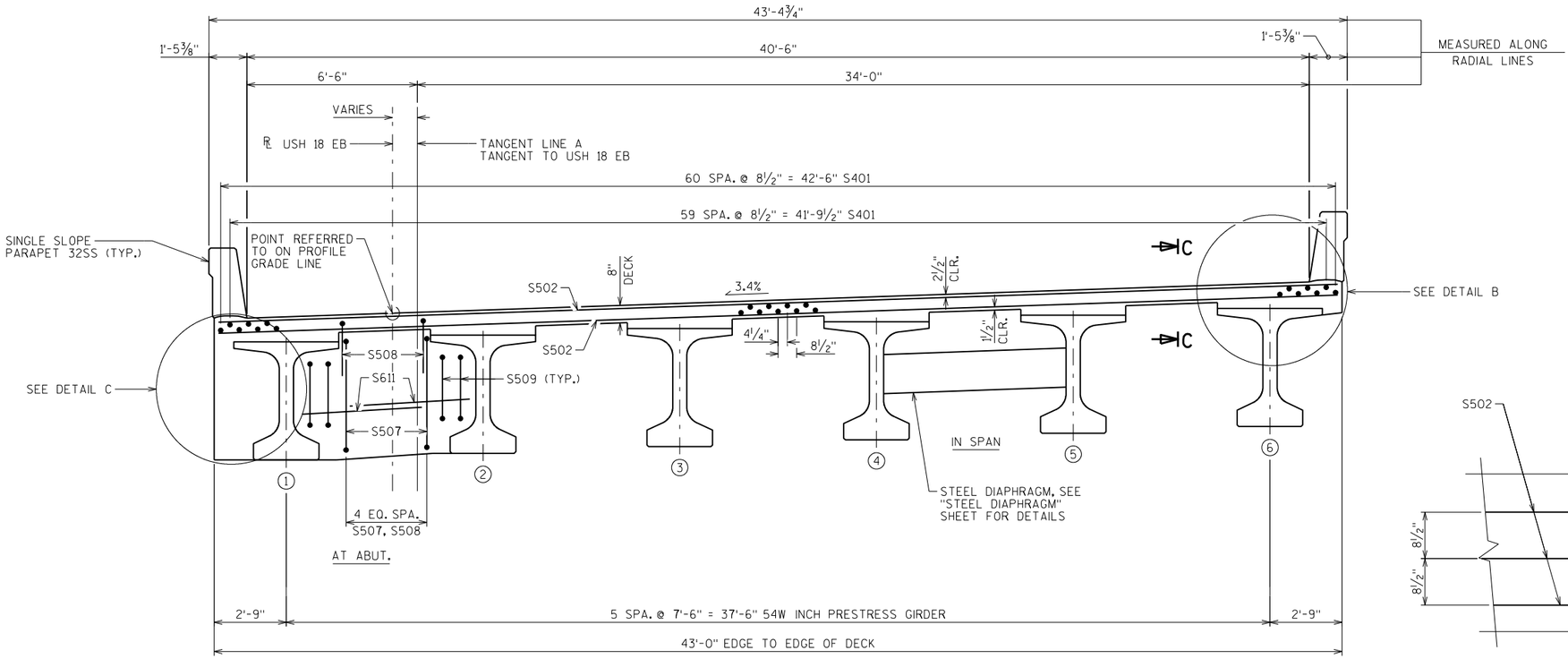
SHEET 10

442

SCALE = 1.00

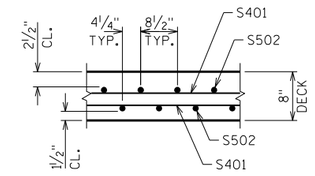
STATE PROJECT NUMBER

1204-02-76

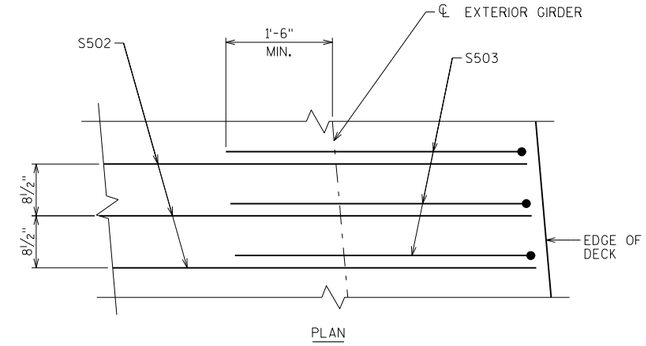


CROSS SECTION THRU ROADWAY

(LOOKING UPSTATION)



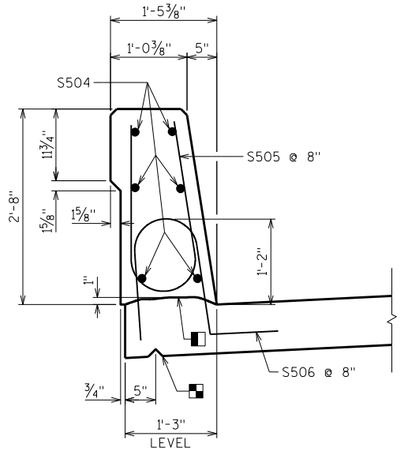
SECTION C-C



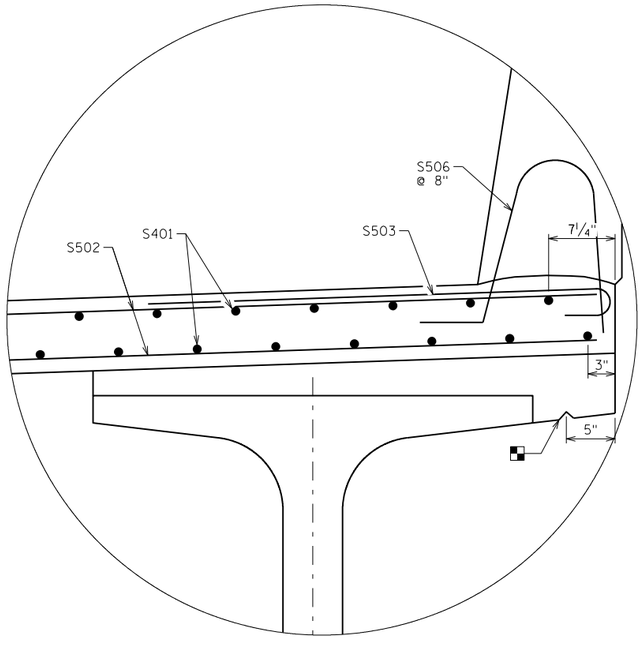
PLAN

ADDITIONAL REINF. DETAIL

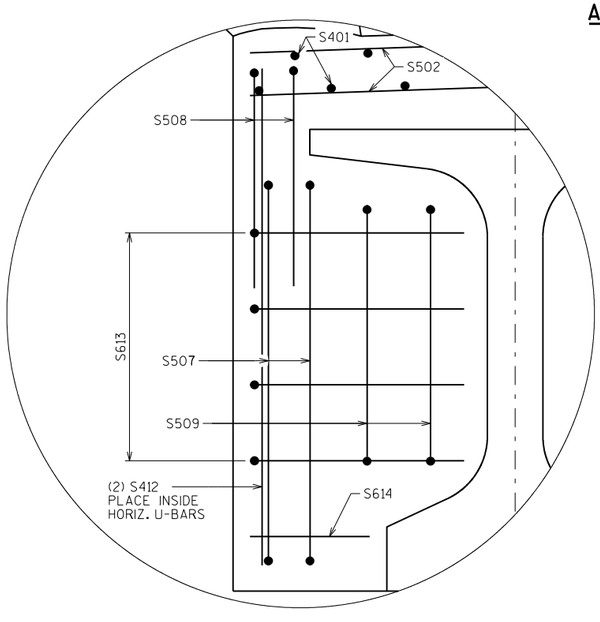
(TYPICAL AT BOTH SIDES OF DECK)



SECTION THRU PARAPET ON BRIDGE



DETAIL B



DETAIL C

HORIZ. CONST. JOINT - STRIKE OFF AND LEAVE ROUGH

¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM F.F. OF ABUT. DIAPHRAGM. V-GROOVES ARE REQUIRED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

SUPERSTRUCTURE CROSS SECTION

SHEET 11

443

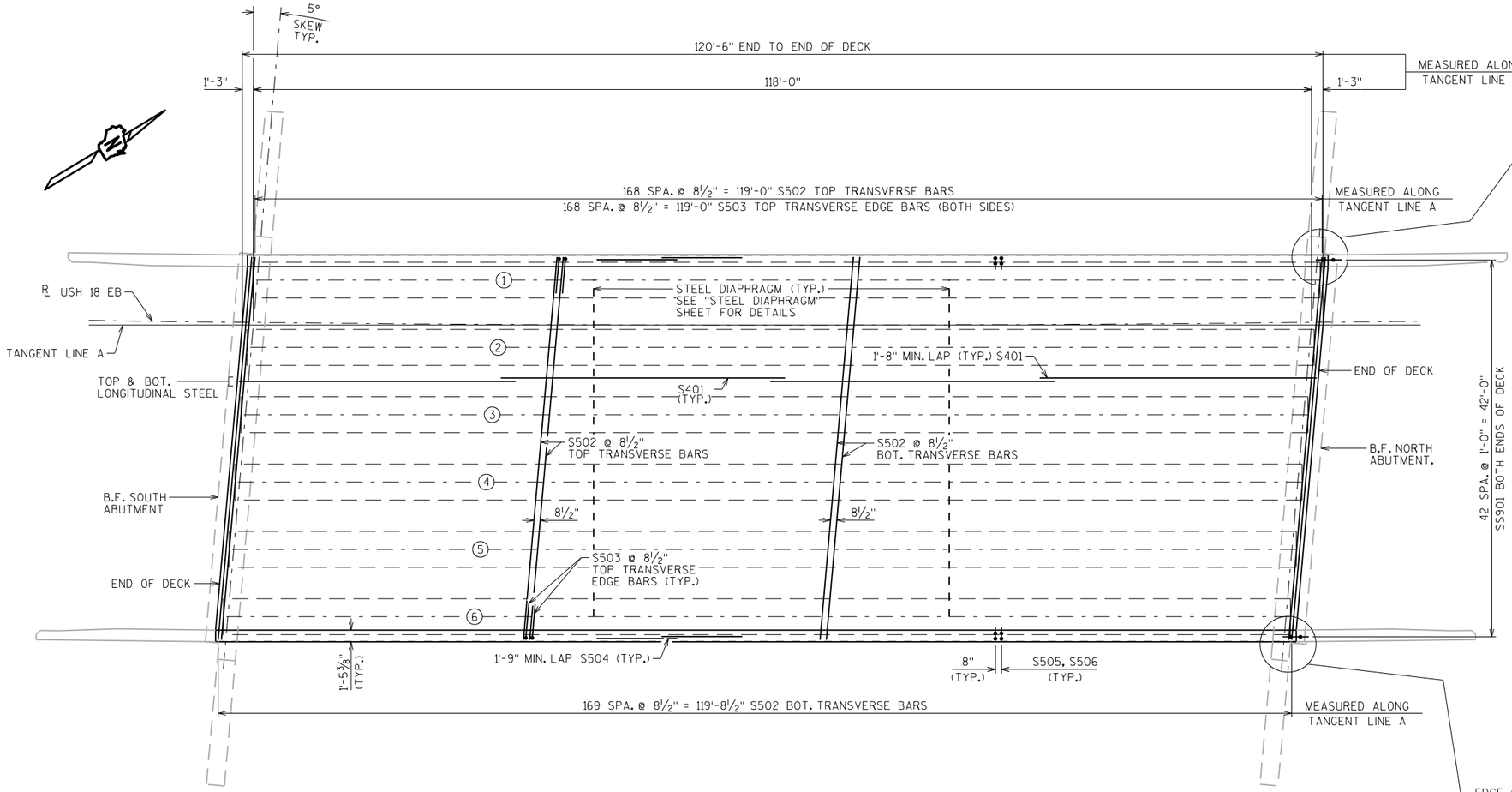
SCALE = 2.50

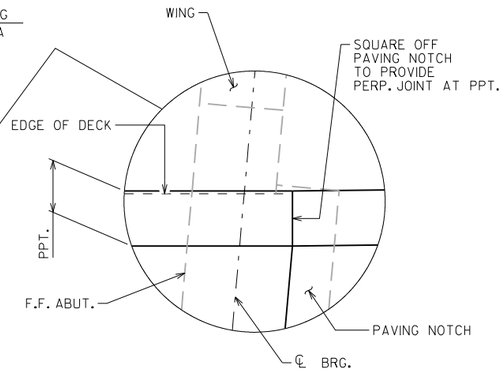
8

8

STATE PROJECT NUMBER

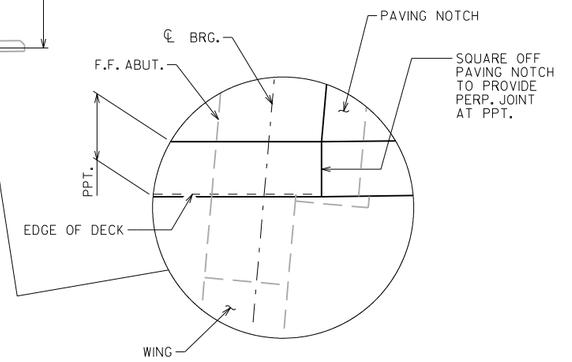
1204-02-76





CORNER DETAIL

NW CORNER SHOWN
SE CORNER SIMILAR



CORNER DETAIL

NE CORNER SHOWN
SW CORNER SIMILAR

TOP OF DECK ELEVATIONS

	℄ BRG. S. ABUT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	℄ BRG. N. ABUT.
WEST E.O.D.	1210.99	1211.04	1211.10	1211.15	1211.21	1211.27	1211.33	1211.39	1211.45	1211.51	1211.58
GIRDER 1	1211.04	1211.09	1211.15	1211.20	1211.26	1211.32	1211.38	1211.44	1211.50	1211.56	1211.63
GIRDER 2	1211.29	1211.34	1211.40	1211.46	1211.51	1211.57	1211.63	1211.69	1211.75	1211.81	1211.88
GIRDER 3	1211.54	1211.60	1211.65	1211.71	1211.77	1211.82	1211.88	1211.94	1212.00	1212.07	1212.13
GIRDER 4	1211.79	1211.85	1211.90	1211.96	1212.02	1212.08	1212.13	1212.19	1212.26	1212.32	1212.38
GIRDER 5	1212.04	1212.10	1212.16	1212.21	1212.27	1212.33	1212.39	1212.45	1212.51	1212.57	1212.63
GIRDER 6	1212.30	1212.35	1212.41	1212.46	1212.52	1212.58	1212.64	1212.70	1212.76	1212.82	1212.88
EAST E.O.D.	1212.35	1212.40	1212.46	1212.51	1212.57	1212.63	1212.69	1212.75	1212.81	1212.87	1212.93

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

SUPERSTRUCTURE PLAN

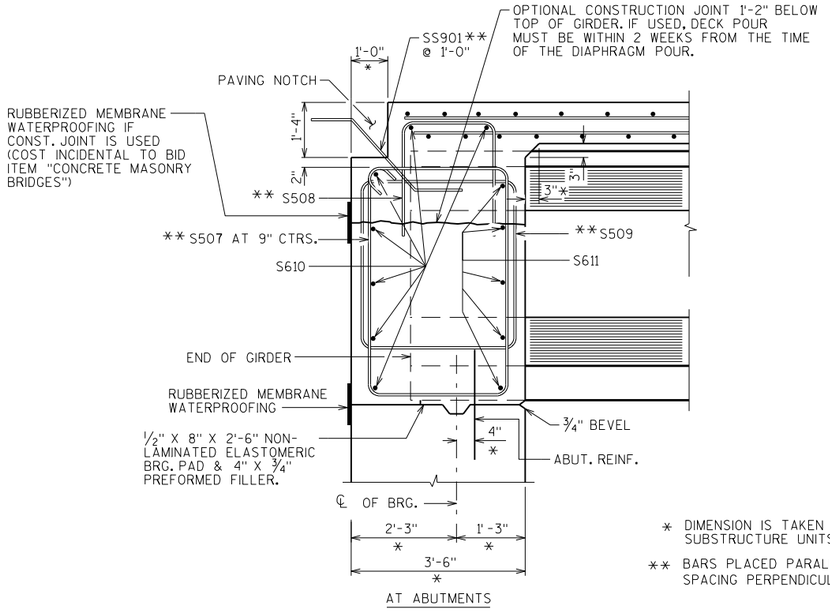
SHEET 12

444

SCALE = 7.00

STATE PROJECT NUMBER

1204-02-76

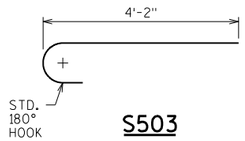


AT ABUTMENTS

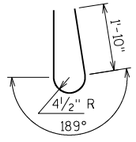
PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

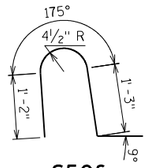
** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS



S503



S505

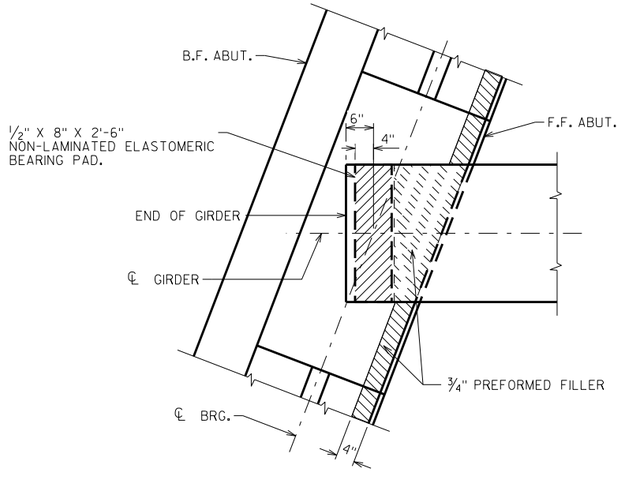


S506

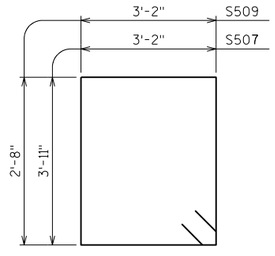
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

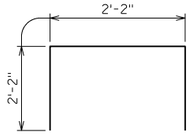
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	484	31'-10"			DECK - LONGITUDINAL - TOP & BOTTOM
S502	X	339	42'-9"			DECK - TRANSVERSE - TOP & BOTTOM
S503	X	338	4'-9"	X		DECK - TRANSVERSE - EDGE OF DECK - TOP
S504	X	48	31'-10"			PARAPET - HORIZONTAL
S505	X	362	5'-0"	X		PARAPET - VERTICAL
S506	X	362	4'-5"	X		PARAPET - VERTICAL
S507	X	58	14'-10"	X		ABUTMENT DIAPHRAGM - VERTICAL
S508	X	58	6'-3"	X		ABUTMENT DIAPHRAGM - VERTICAL
S509	X	48	12'-4"	X		ABUTMENT DIAPHRAGM - VERTICAL
S610	X	14	42'-8"			ABUTMENT DIAPHRAGM - HORIZONTAL
S611	X	100	4'-7"			ABUTMENT DIAPHRAGM - HORIZONTAL
S412	X	8	5'-0"			ABUTMENT DIAPHRAGM - VERTICAL - CORNERS
S613	X	16	6'-10"	X		ABUTMENT DIAPHRAGM - HORIZONTAL - CORNERS
S614	X	8	1'-2"			ABUTMENT DIAPHRAGM - HORIZONTAL - CORNERS
STAINLESS STEEL REINFORCEMENT → SS901		86	5'-0"	X		ABUTMENT DIAPHRAGM TO APPROACH SLAB



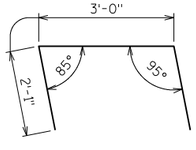
BEARING PAD DETAIL



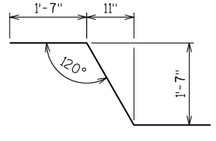
S507, S509



S508



S613



SS901

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

SUPERSTRUCTURE DETAILS

SHEET 13

445

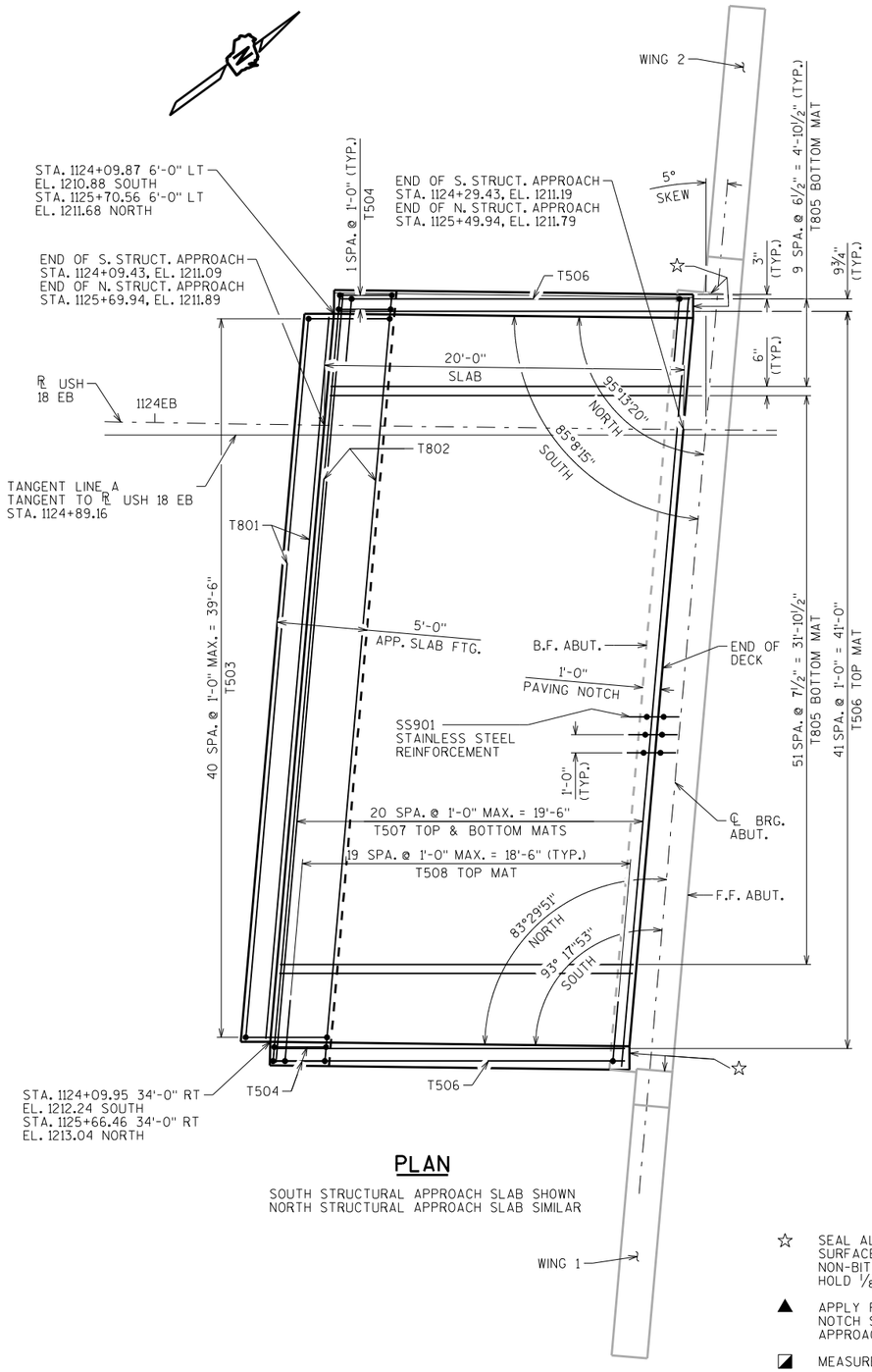
8

8

SCALE = 1.33

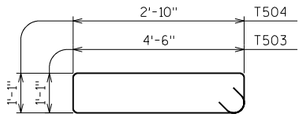
STATE PROJECT NUMBER

1204-02-76

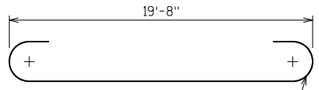


PLAN

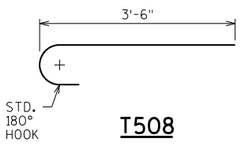
SOUTH STRUCTURAL APPROACH SLAB SHOWN
NORTH STRUCTURAL APPROACH SLAB SIMILAR



T503, T504



T805

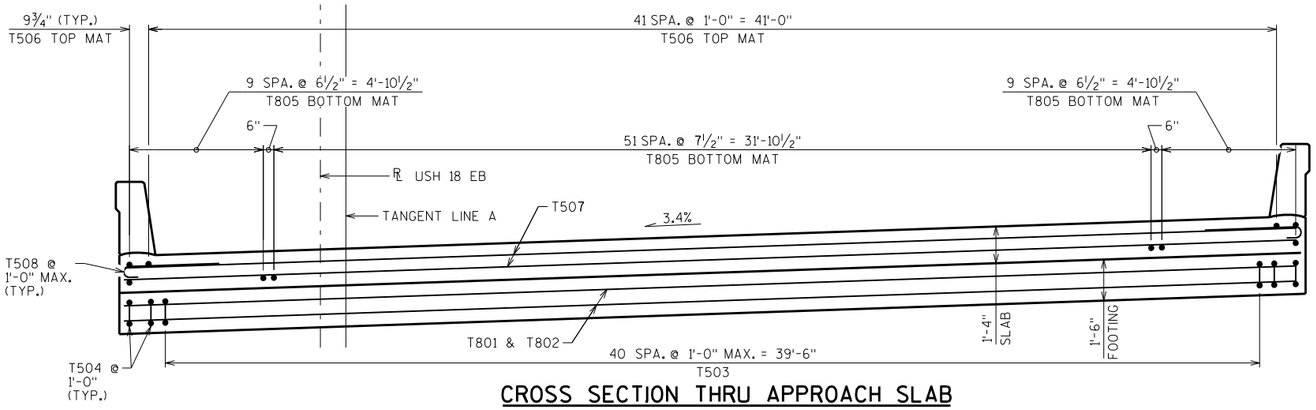


T508

BILL OF BARS

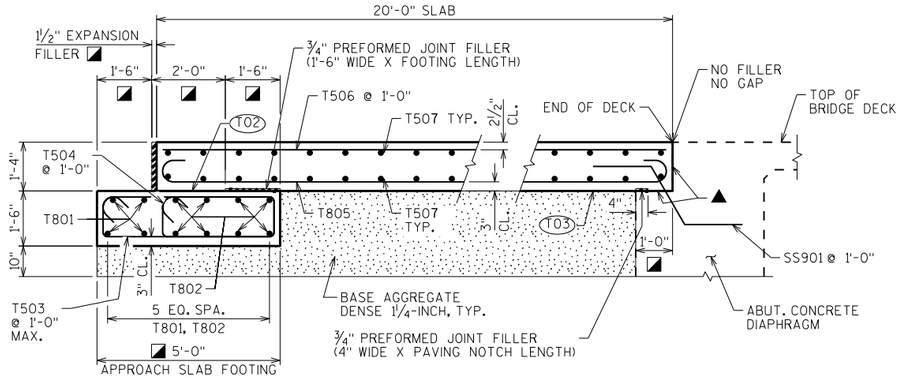
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D. SOUTH SLAB	NO. REQ'D. NORTH SLAB	LENGTH	BENT	BAR SERIES	LOCATION
T801	X	4	4	39'-9"			FOOTING - TRANSVERSE
T802	X	8	8	42'-6"			FOOTING - TRANSVERSE
T503	X	41	41	11'-10"	X		FOOTING - STIRRUPS
T504	X	4	4	8'-6"	X		FOOTING - STIRRUPS
T805	X	72	72	21'-6"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM
T506	X	44	44	19'-8"			APPROACH SLAB - LONGITUDINAL - TOP
T507	X	42	42	42'-6"			APPROACH SLAB - TRANSVERSE - TOP & BOTTOM
T508	X	40	40	4'-1"	X		APPROACH SLAB - TRANSVERSE - TOP EDGES



CROSS SECTION THRU APPROACH SLAB

(LOOKING UPSTATION)



SECTION THRU APPROACH SLAB

☆ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

▲ APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

◪ MEASURED NORMAL TO ABUTMENT

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE SUBGRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

STRUCTURAL APPROACH SLAB

SHEET 14

446

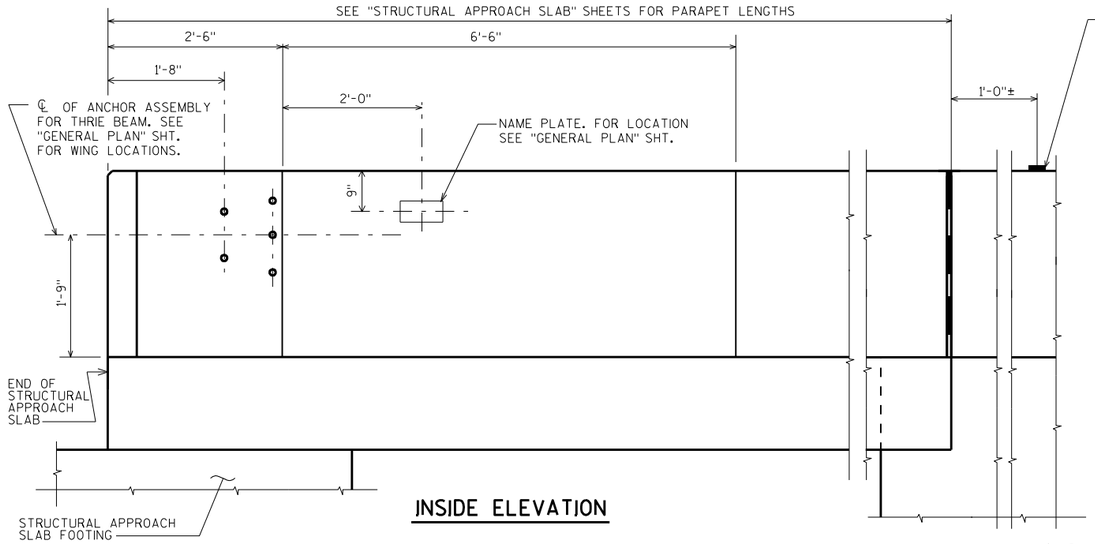
SCALE = 4.00

8

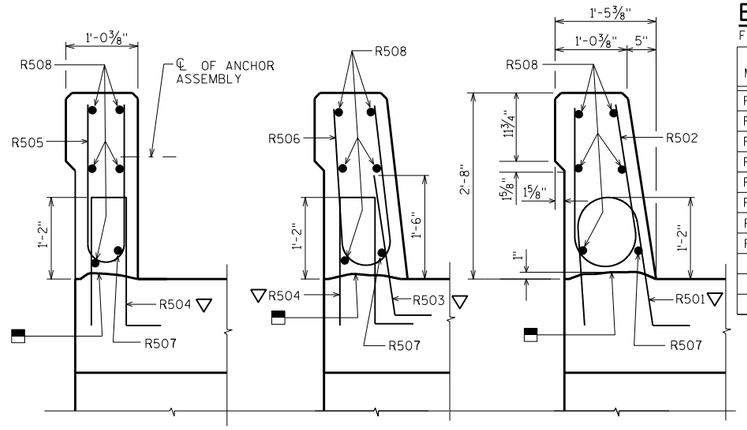
8

STATE PROJECT NUMBER

1204-02-76



INSIDE ELEVATION



SECTION D

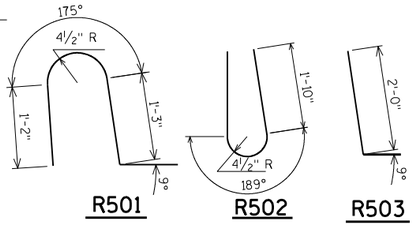
SECTION E

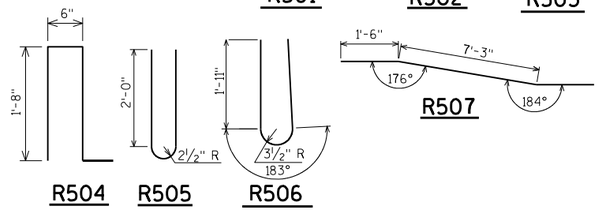
SECTION F

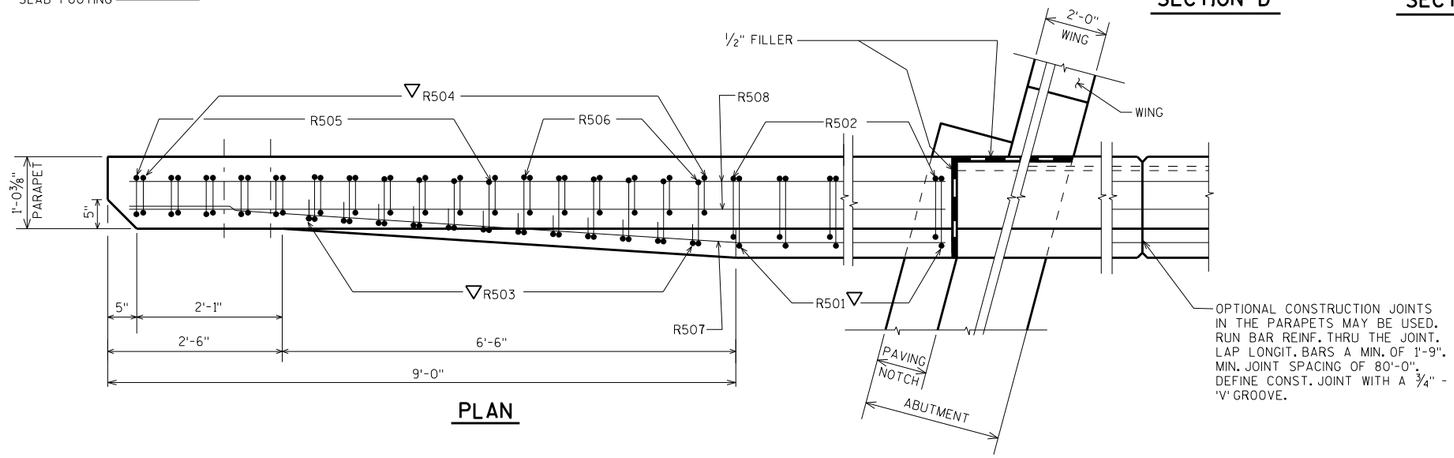
BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	S. SLAB	N. SLAB.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	36	36	4'-5"	X		PARAPET VERT.
R502	X	36	36	5'-0"	X		PARAPET VERT.
R503	X	24	24	2'-9"	X		PARAPET VERT.
R504	X	34	34	4'-4"	X		PARAPET VERT.
R505	X	22	22	4'-9"	X		PARAPET VERT.
R506	X	12	12	4'-10"	X		PARAPET VERT.
R507	X	2	2	19'-6"	X		PARAPET HORIZ.
R508	X	10	10	19'-6"			PARAPET HORIZ.

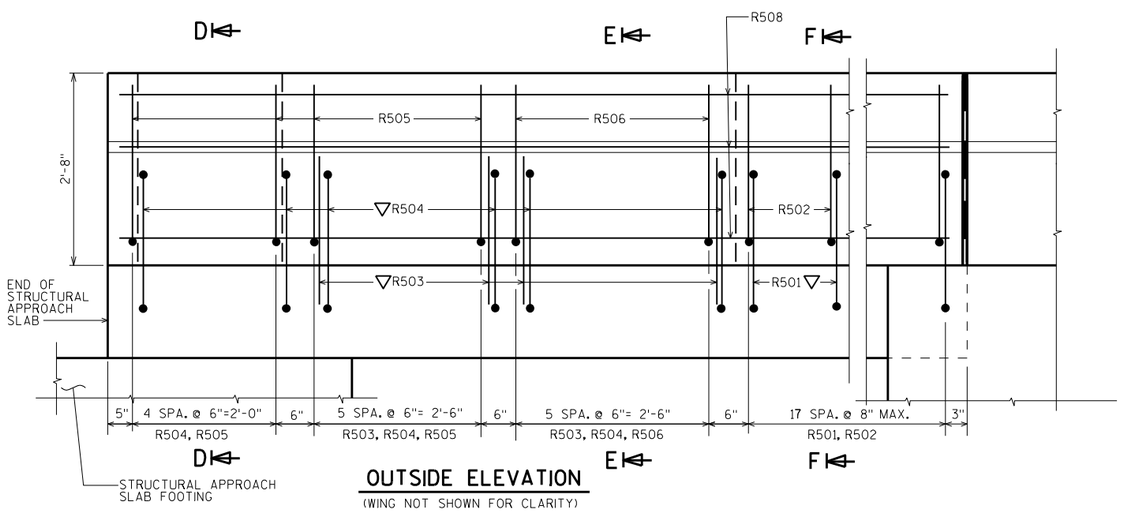






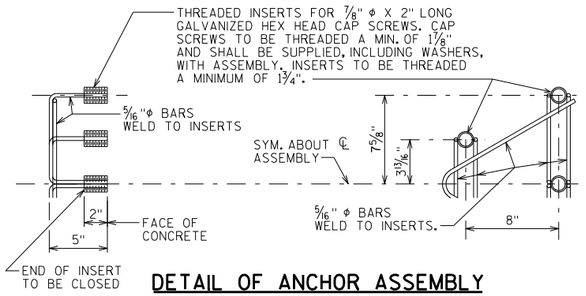
PLAN

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.



OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

▬ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501, R503, AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

PARAPET 32SS WITH STRUCTURAL APPROACH SLAB

SHEET 15

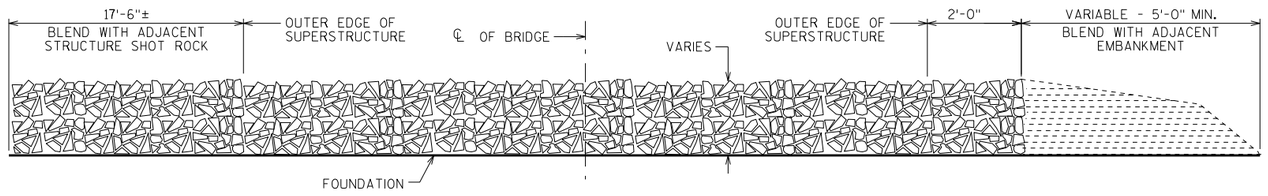
447

SCALE = 1.05

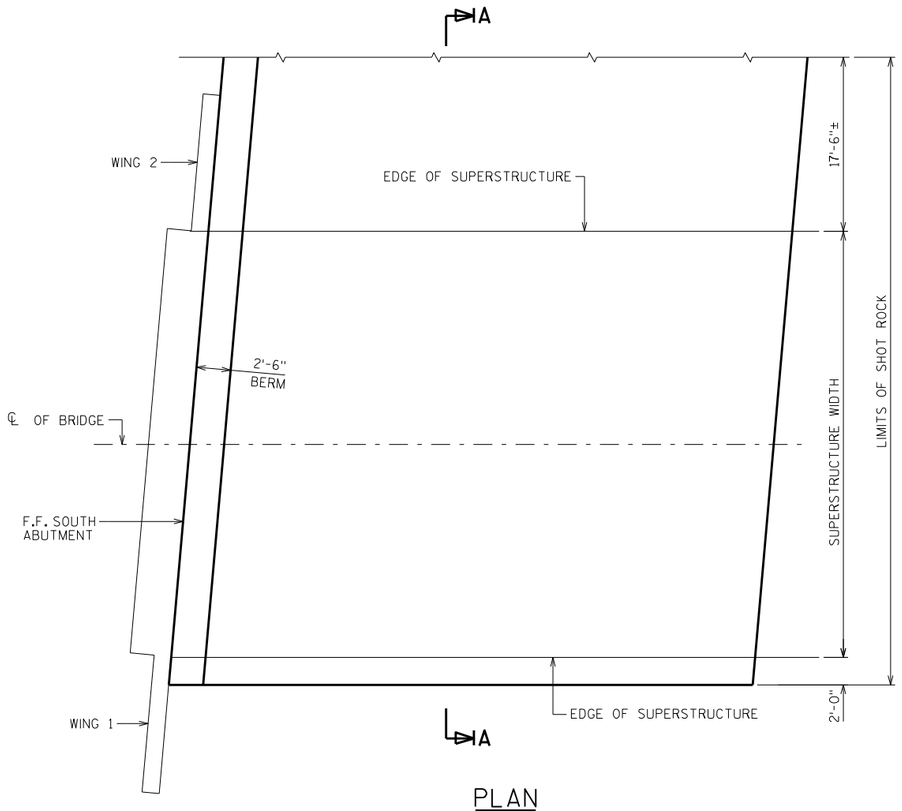
8

8

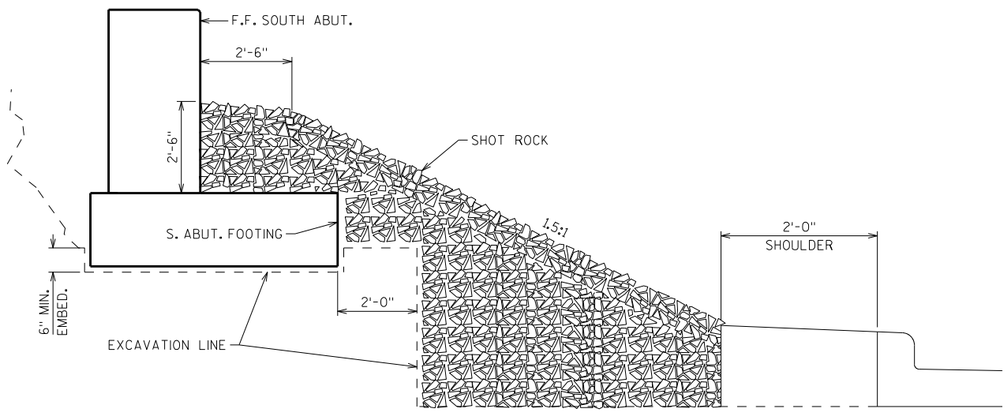
STATE PROJECT NUMBER
1204-02-76



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

SHOT ROCK

SHEET 16

448

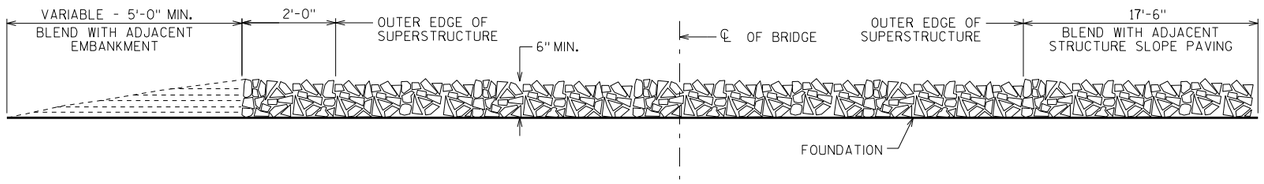
8

8

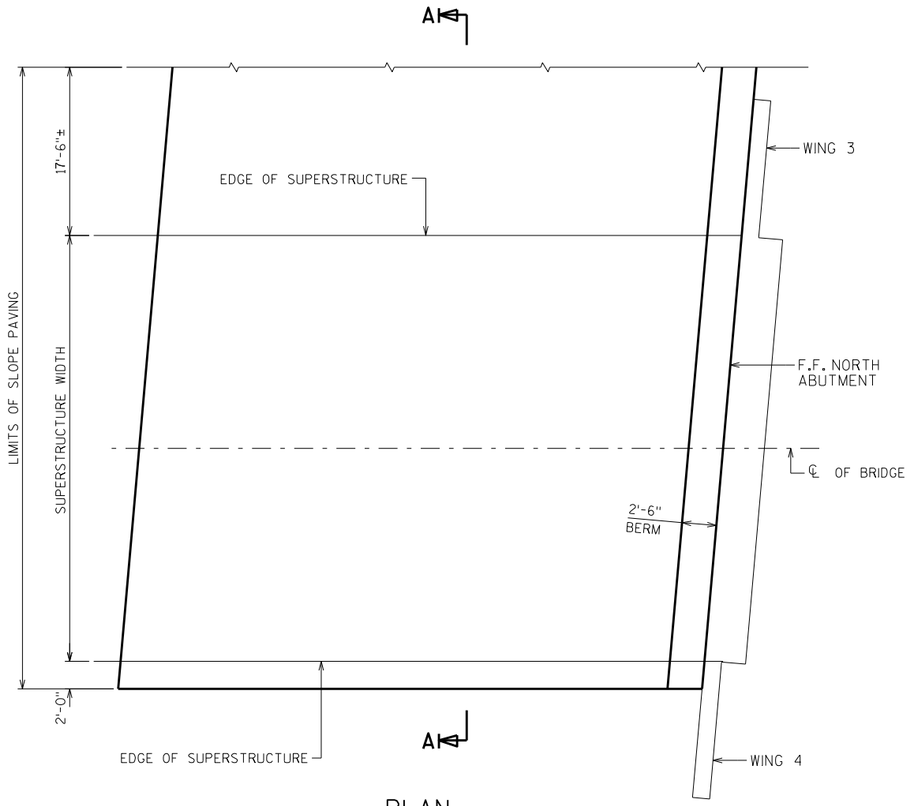
SCALE = 1.00

STATE PROJECT NUMBER

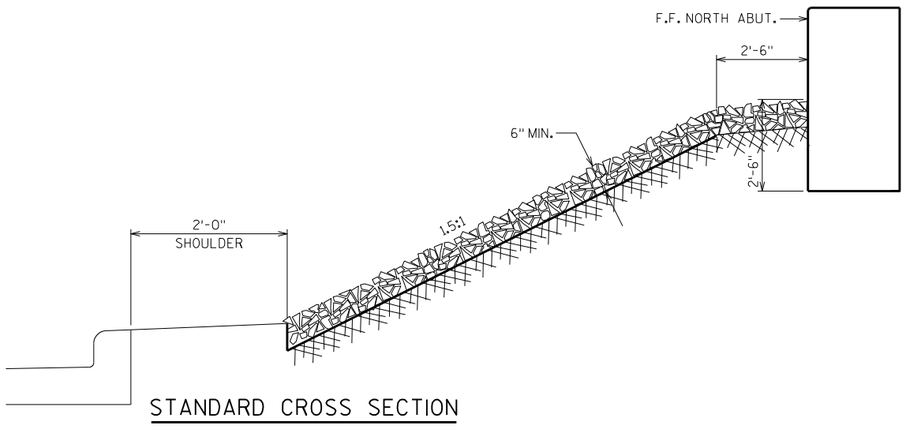
1204-02-76



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-173

DRAWN BY JLR | PLANS CK'D. MJL

SLOPE PAVING (CRUSHED AGGREGATE)

SHEET 17

449

SCALE = 1.00

8

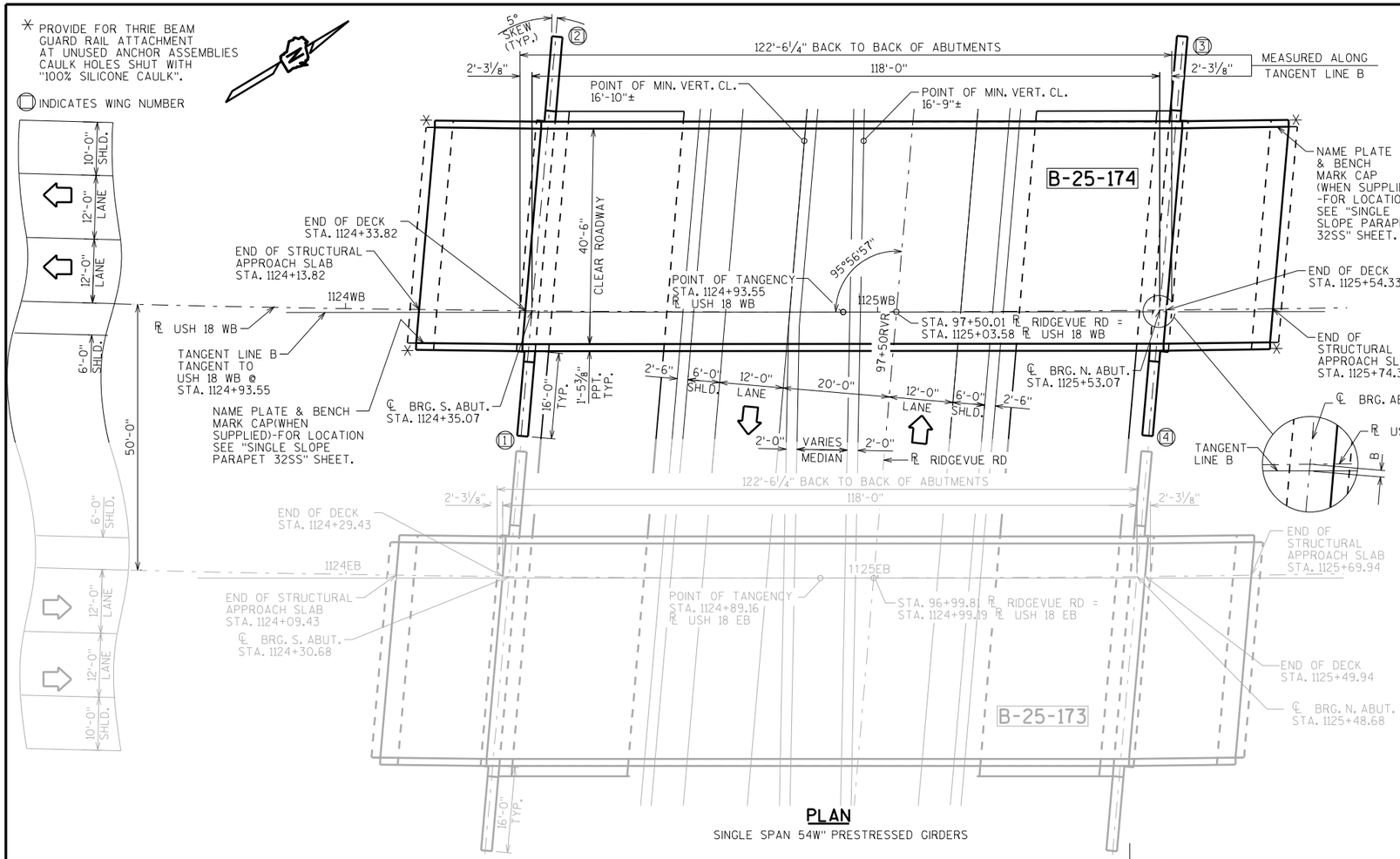
8

STATE PROJECT NUMBER

1204-02-76

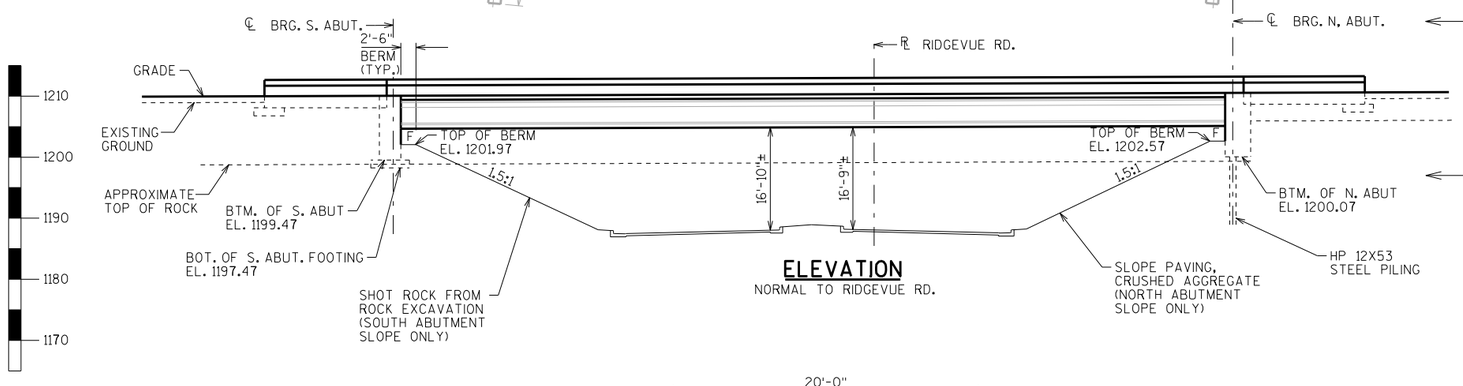
* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

(1) INDICATES WING NUMBER



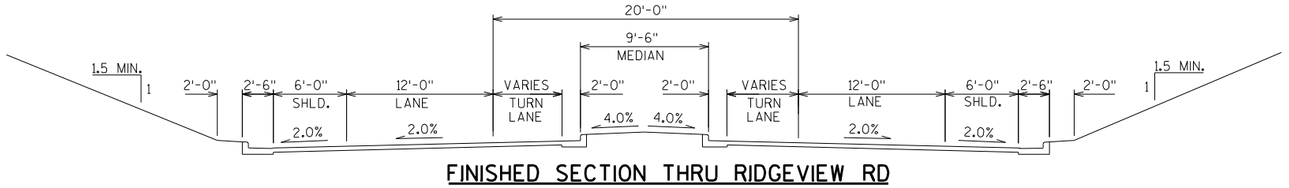
PLAN

SINGLE SPAN 54W" PRESTRESSED GIRDERS



ELEVATION

NORMAL TO RIDGEVUE RD.



FINISHED SECTION THRU RIDGEVIEW RD

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.14
OPERATING RATING FACTOR: RF=1.57
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY — DECK f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
54W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

SOUTH ABUTMENT TO BE SUPPORTED ON SPREAD FOOTINGS ON SOUND LIMESTONE BEDROCK WITH A REQUIRED FACTORED BEARING RESISTANCE OF 7,000 PSF. * A GEOTECHNICAL ENGINEER WILL DETERMINE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTUCTION OF THE ABUTMENT FOOTING WITHIN THREE DAYS OF NOTIFICATION.

* THE FACTORED BEARING RESISTANCE IS THE VALUE USED IN DESIGN AND HAS A RESISTANCE FACTOR OF 0.45.

NORTH ABUTMENT TO BE SUPPORTED ON STEEL PILING, HP 12-INCH X 53 LB. DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 30'-0" LONG. PILE POINTS REQ'D.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED IN DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING THE MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC VOLUME

USH 18	RIDGEVUE RD.
A.D.T.=22,000 (2036)	A.D.T.=1,900 (2036)
R.D.S.=70 M.P.H.	R.D.S.=50 M.P.H.

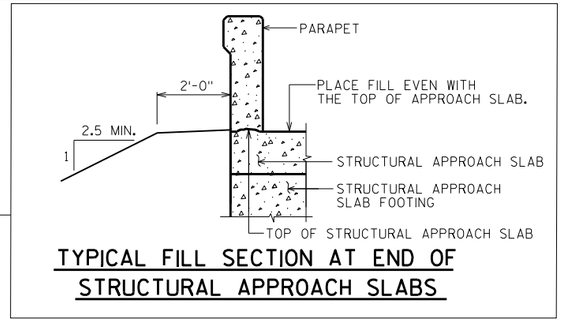
CURVE DATA

USH 18 WB

P.I. = 1119+90.26
Δ = 11°49'29"
D = 1°00'32"
T = 588.16'
L = 1172.14'
R = 5679.58'
SE = 3.4%
P.C. = 1114+02.10
P.T. = 1125+74.25

LOCATION	DIM. B
SOUTH ABUT.	0'-3⅝"
NORTH. ABUT.	0'-3¾"

TANGENT OFFSET DETAIL & TABLE



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

STRUCTURE DESIGN CONTACTS:

JONATHON RESHESKE (608) 266-8491
LAURA SHADEWALD (608) 267-9592

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. 54W" PRESTRESSED GIRDER DETAILS 1
9. 54W" PRESTRESSED GIRDER DETAILS 2
10. STEEL DIAPHRAGM
11. SUPERSTRUCTURE CROSS SECTION
12. SUPERSTRUCTURE PLAN
13. SUPERSTRUCTURE DETAILS
14. STRUCTURAL APPROACH SLAB
15. PARAPET 32SS WITH STRUCTURAL APPROACH SLAB
16. SHOT ROCK
17. SLOPE PAVING (CRUSHED AGGREGATE)

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 2/13/17
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-25-174

USH 18 WB OVER RIDGEVUE RD

COUNTY	TOWN
IOWA	RIDGEWAY

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
JLR	LMK	JLR	MJL

GENERAL PLAN

SHEET 1 OF 17

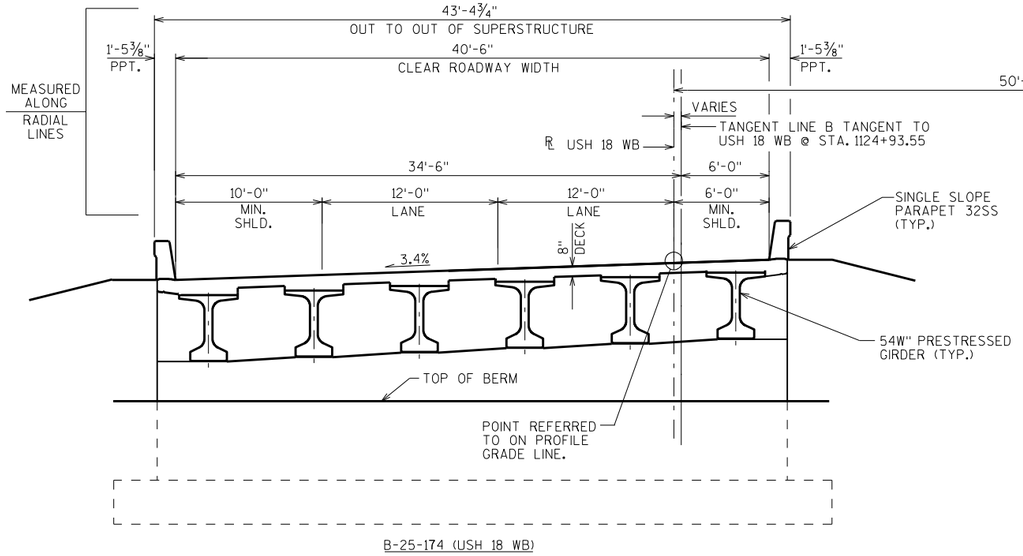
450

I.D. 1204-02-06B DATE: FEB. 2017

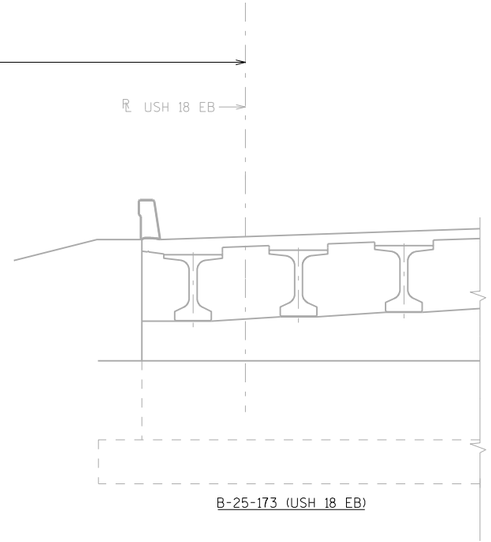
SCALE = 12.00

8

8



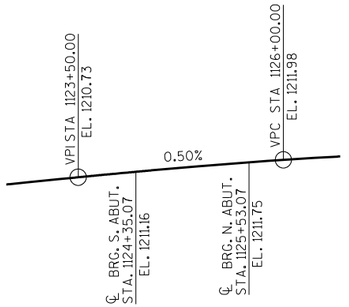
B-25-174 (USH 18 WB)



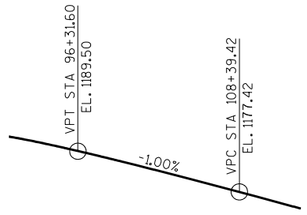
B-25-173 (USH 18 EB)

CROSS SECTION THRU ROADWAY

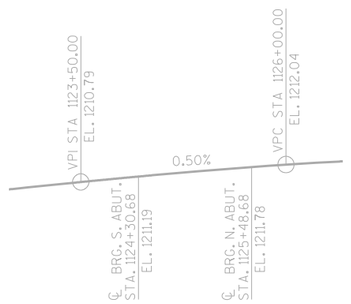
(LOOKING UPSTATION)



PROFILE GRADE LINE - USH 18 WB



PROFILE GRADE LINE - RIDGEVUE RD.



PROFILE GRADE LINE - USH 18 EB

PROFILE GRADE LINE - USH 18 WB
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH APPROACH	SOUTH ABUT.	NORTH ABUT.	NORTH APPROACH	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-25-174	LS	———	———	———	———	———	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	———	———	255	165	———	420
305.0120	BASE AGGREGATE DENSE 1¼-INCH	TON	———	143	———	———	143	286
312.0110	SELECT CRUSHED MATERIAL	TON	———	———	26	———	———	26
502.0100	CONCRETE MASONRY BRIDGES	CY	240	60	79	53	60	492
502.3200	PROTECTIVE SURFACE TREATMENT	SY	565	90	———	———	90	745
502.3210	PIGMENTED SURFACE SEALER	SY	100	17	———	———	17	134
503.0155	PRESTRESSED GIRDER TYPE I 54W-INCH	LF	714	———	———	———	———	714
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	———	6,000	2,950	———	8,950
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	35,920	9,930	1,810	1,810	9,930	59,400
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	1,470	———	———	———	———	1,470
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	6	6	———	12
506.4000	STEEL DIAPHRAGMS B-25-174	EACH	10	———	———	———	———	10
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	15	15	———	30
550.0500	PILE POINTS	EACH	———	———	———	9	———	9
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	———	———	———	270	———	270
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	———	———	———	210	———	210
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	100	100	———	200
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	———	2	4
SPV.0035	SHOT ROCK	CY	———	———	420	———	———	420
	NON-BID ITEMS							
	FILLER	SIZE						½", ¾", 1½"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-25-174" SHALL BE THE EXISTING GROUNDLINE.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL. ALSO EXCLUDED IS THE "BASE AGGREGATE DENSE 1 1/4-INCH" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEET.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK AND APPROACH SLAB SURFACES.

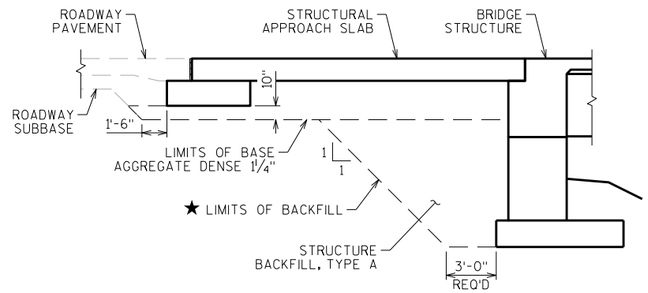
PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE SOUTH ABUTMENT SHALL BE COVERED WITH SHOT ROCK FROM THE ROCK EXCAVATION THAT MEETS THE SIZE REQUIREMENTS OF SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

THE SLOPE OF THE FILL IN FRONT OF THE NORTH ABUMENT SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "54W PRESTRESSED GIRDER DETAILS 2" SHEET.

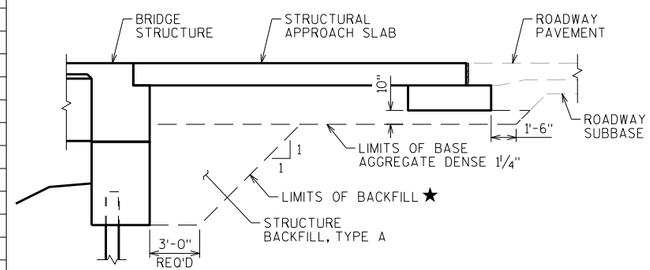
FOR POTENTIAL VARIABLE AND WEATHERED MATERIAL, REMOVE 12 INCHES OF MATERIAL AT SOUTH ABUTMENT FOOTING LOCATION TO THE SATISFACTION OF THE ENGINEER. TO BE PAID FOR UNDER "EXCAVATION FOR STRUCTURES BRIDGES B-25-174". REPLACE WITH COMPACTED SELECT CRUSHED MATERIAL TO THE BOTTOM OF FOOTING ELEVATION SHOWN ON "SOUTH ABUTMENT" SHEET. TO BE PAID FOR UNDER "SELECT CRUSHED MATERIAL".



TYPICAL SECTION THRU SOUTH ABUTMENT

(A1 ABUTMENT WITH STRUCTURAL APPROACH)

★ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



TYPICAL SECTION THRU NORTH ABUTMENT

(A1 ABUTMENT WITH STRUCTURAL APPROACH)

★ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

STATE PROJECT NUMBER

1204-02-76

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

CROSS SECTION & QUANTITIES

SHEET 2

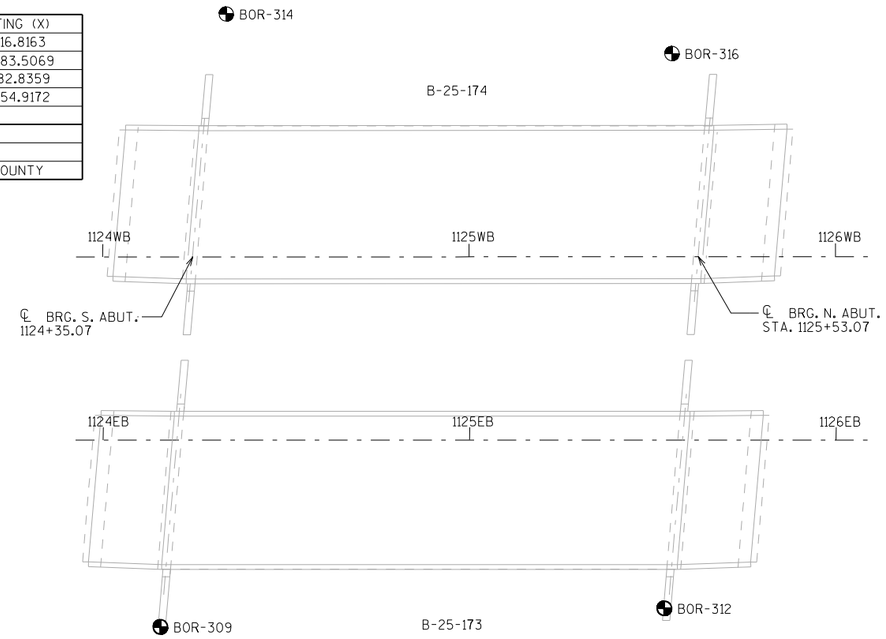
451

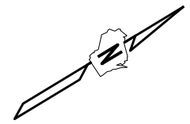
SCALE = 5.00

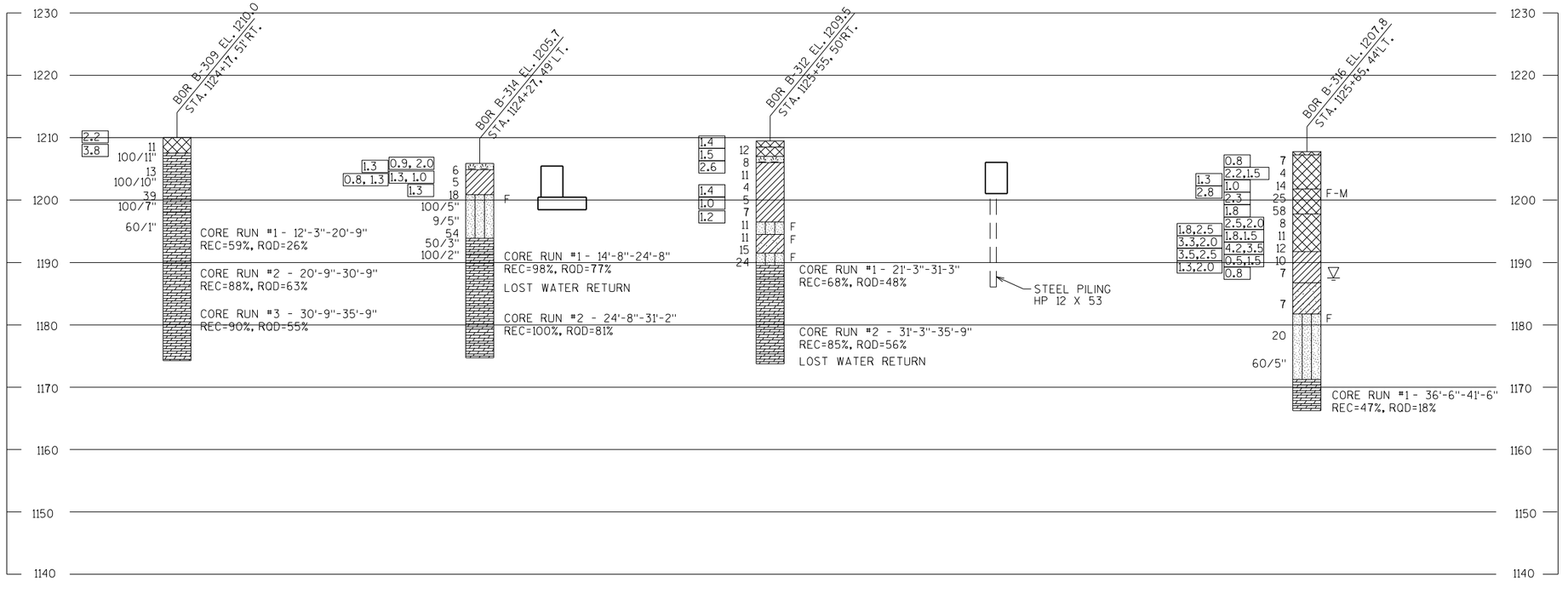
8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
309	11/18/2015	162044.3186	410316.8163
312	11/19/2015	162164.7175	410383.5069
314	12/07/2015	162146.1424	410182.8359
316	12/08/2015	162244.6807	410254.9172
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) IOWA COUNTY			







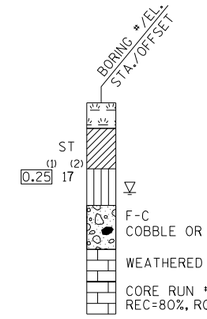
STATE PROJECT NUMBER

1204-02-76

MATERIAL SYMBOLS

ASPHALT · TOPSOIL · PEAT
CONCRETE · FILL · GRAVEL
SAND · CLAY · SILT
BOULDERS OR COBBLES · LIMESTONE · BEDROCK (UNKNOWN)
SHALE · SANDSTONE · IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING
▼ END OF DRILLING
▽ AFTER DRILLING

ABBREVIATIONS

F-FINE · M-MEDIUM · C-COARSE · ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY TLP/JLR | PLANS CK'D. MJL

SUBSURFACE EXPLORATION

SHEET 3

452

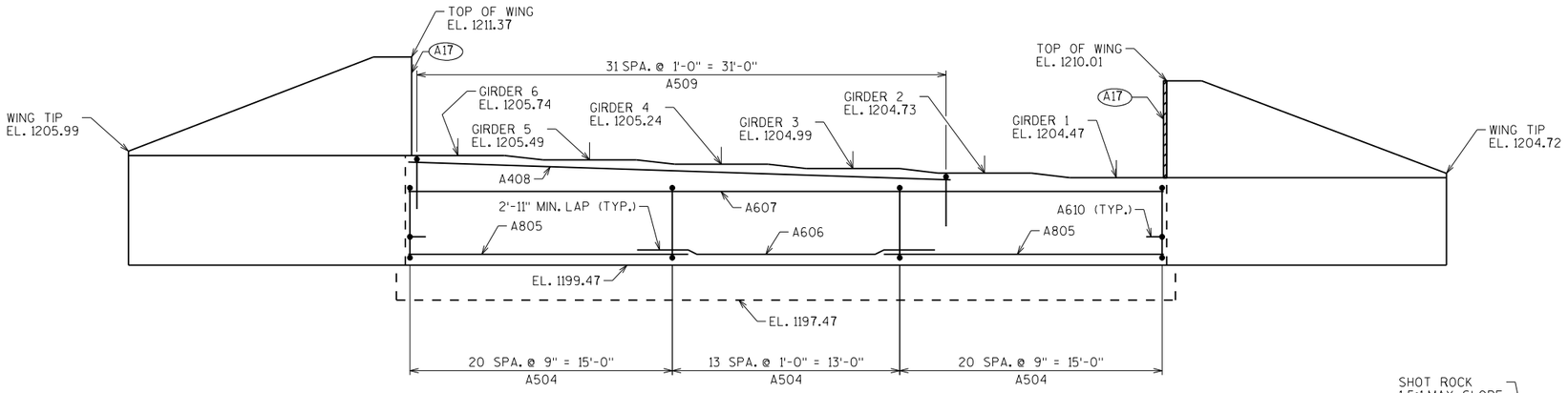
SCALE = 20.00

8

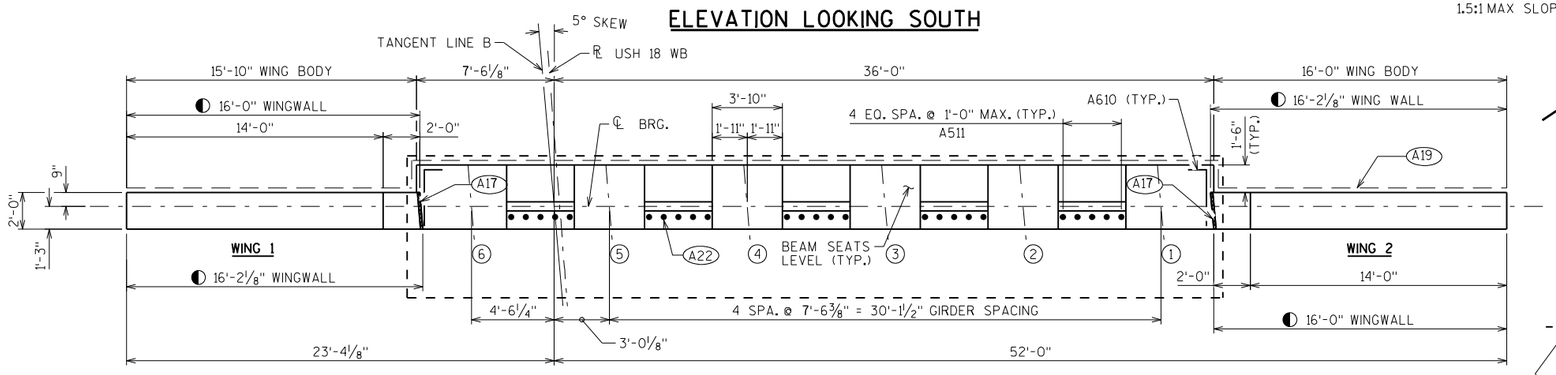
8

STATE PROJECT NUMBER

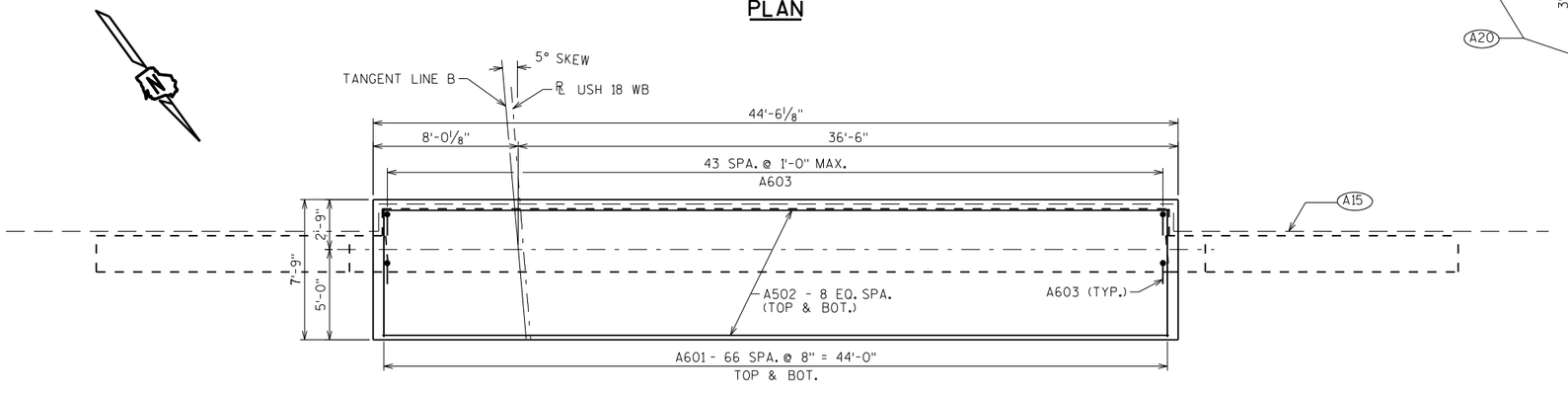
1204-02-76



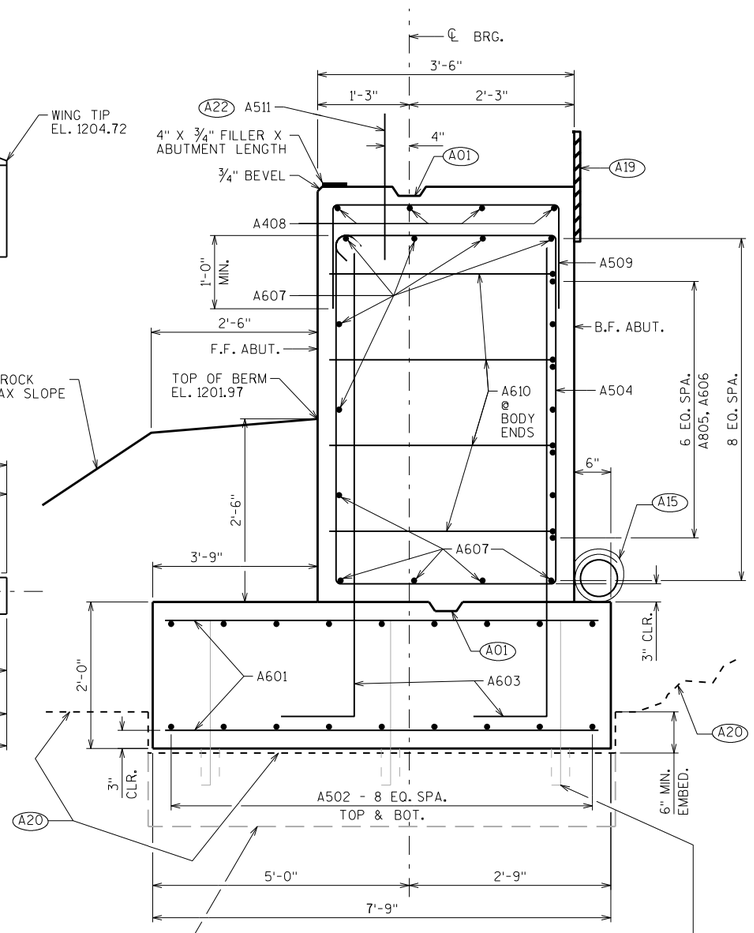
ELEVATION LOOKING SOUTH



PLAN



FOOTING PLAN



SECTION THRU BODY

REMOVE 12 INCHES OF MATERIAL AND REPLACE WITH SELECT CRUSHED MATERIAL. SEE GENERAL NOTES ON "CROSS SECTION AND QUANTITIES" SHEET.

REBAR (DOWELED INTO BEDROCK) AS REQ'D. BY CONTRACTOR TO SUPPORT FOOTING REINFORCEMENT OR OTHER METHOD APPROVED BY ENGINEER.

(A01) CONST. JOINT: KEYWAY FORMED BY A BEVELED 2" x 6".

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A20) EMBED FOOTING A MINIMUM OF 6" INTO BEDROCK

(A22) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

◐ INCLUDES ½" FILLER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

SOUTH ABUTMENT

SHEET 4

453

SCALE = 4.00

8

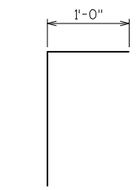
8

STATE PROJECT NUMBER
1204-02-76

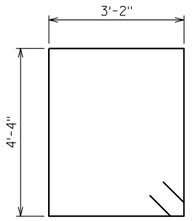
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" RMW @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

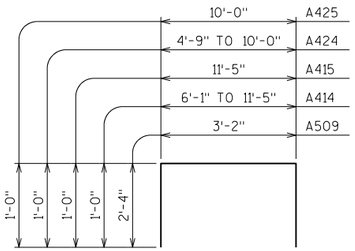
(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



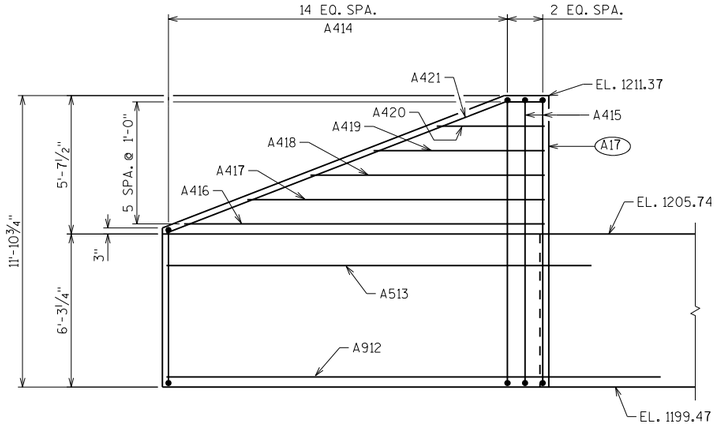
A603, A610



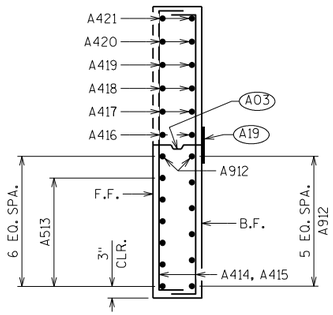
A504



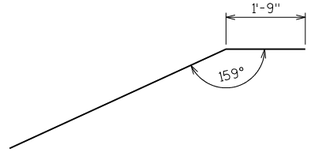
A509, A414, A415, A424, A425



WING 1 ELEVATION



WING 1 SECTION



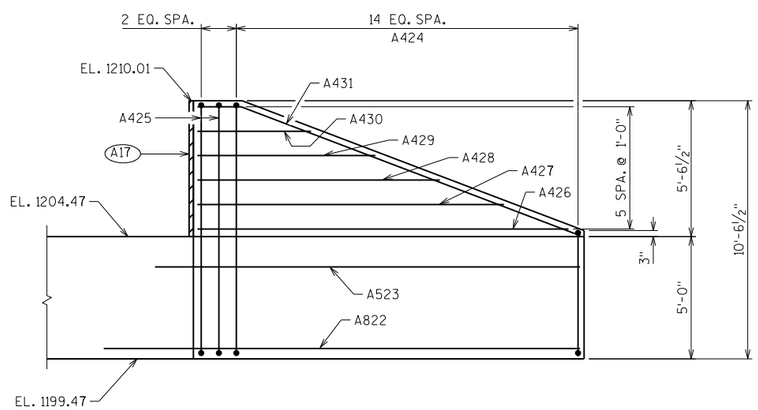
A421, A431

BILL OF BARS

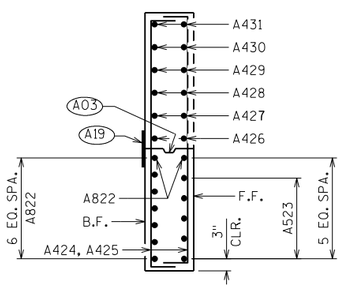
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A601		134	7'-5"			FOOTING HORIZONTAL
A502		18	44'-2"			FOOTING HORIZONTAL
A603		88	7'-0"	X		FOOTING - VERTICAL - DOWELS
A504		54	15'-8"	X		BODY - VERTICAL - STIRRUPS
A805		14	16'-0"			BODY - HORIZONTAL
A606		7	17'-1"			BODY - HORIZONTAL
A607		11	42'-10"			BODY - HORIZONTAL
A408		4	31'-0"			BODY - HORIZONTAL - TOP @ GIRDERS 3-6
A509		32	7'-7"	X		BODY - VERTICAL - TOP @ GIRDERS 3-6
A610		8	3'-11"	X		BODY - HORIZONTAL - ENDS
A511	X	25	2'-0"			BODY - VERTICAL - DOWEL
A912	X	7	20'-5"			WING 1 - HORIZONTAL
A513	X	6	17'-10"			WING 1 - HORIZONTAL
A414	X	30	10'-7"	X	⚠	WING 1 - VERTICAL
A415	X	4	13'-3"	X		WING 1 - VERTICAL
A416	X	2	14'-11"			WING 1 - HORIZONTAL
A417	X	2	12'-4"			WING 1 - HORIZONTAL
A418	X	2	9'-9"			WING 1 - HORIZONTAL
A419	X	2	7'-2"			WING 1 - HORIZONTAL
A420	X	2	4'-7"			WING 1 - HORIZONTAL
A421	X	2	16'-7"	X		WING 1 - HORIZONTAL - TOP
A822	X	8	19'-9"			WING 2 - HORIZONTAL
A523	X	5	17'-7"			WING 2 - HORIZONTAL
A424	X	30	9'-3"	X	⚠	WING 2 - VERTICAL
A425	X	4	11'-10"	X		WING 2 - VERTICAL
A426	X	2	15'-2"			WING 2 - HORIZONTAL
A427	X	2	12'-6"			WING 2 - HORIZONTAL
A428	X	2	9'-11"			WING 2 - HORIZONTAL
A429	X	2	7'-3"			WING 2 - HORIZONTAL
A430	X	2	4'-7"			WING 2 - HORIZONTAL
A431	X	2	16'-7"	X		WING 2 - HORIZONTAL - TOP

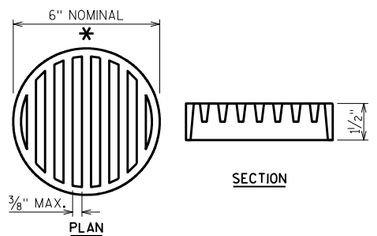
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



WING 2 ELEVATION



WING 2 SECTION



RODENT SHIELD DETAIL

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

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

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHEMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
A414	2 SERIES OF 15	7'-11" TO 13'-3"
A424	2 SERIES OF 15	6'-7" TO 11'-10"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

SOUTH ABUTMENT DETAILS

SHEET 5

454

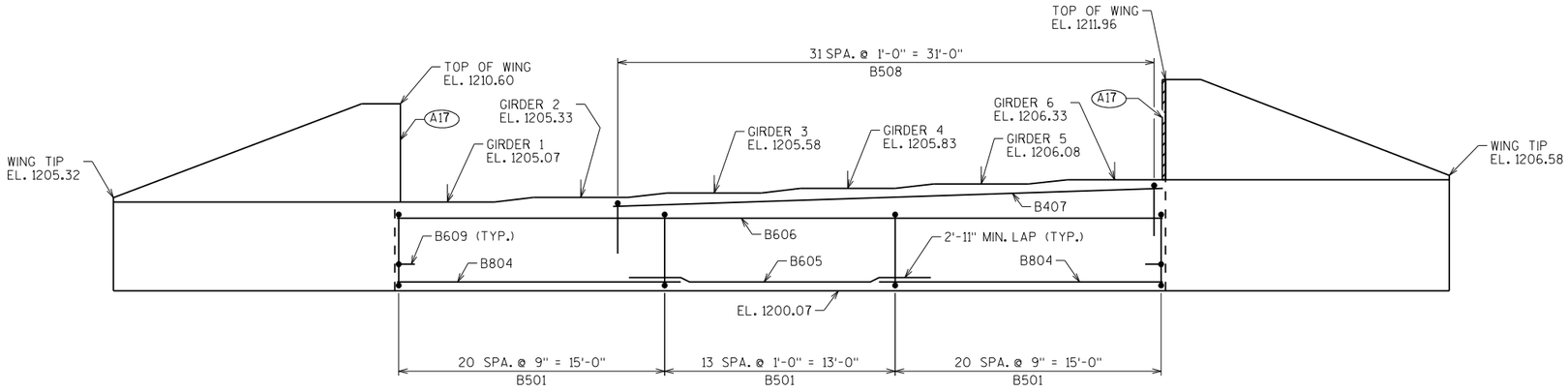
SCALE = 3.00

8

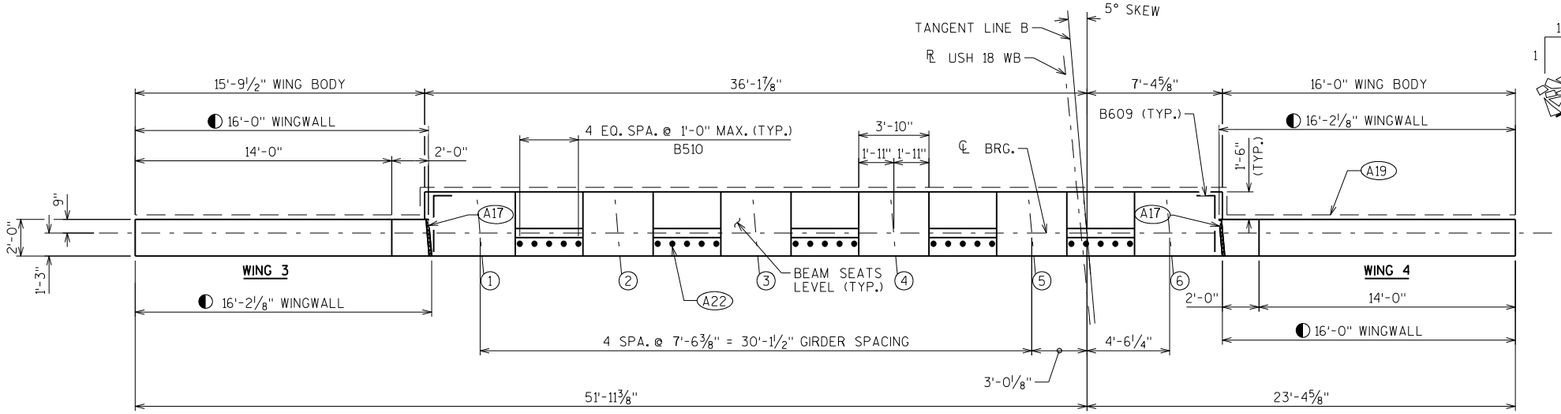
8

STATE PROJECT NUMBER

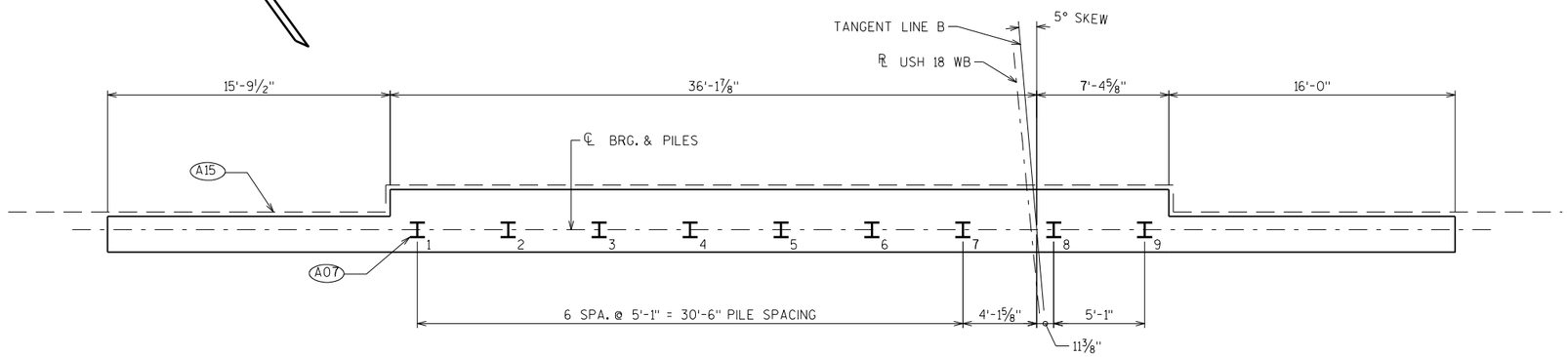
1204-02-76



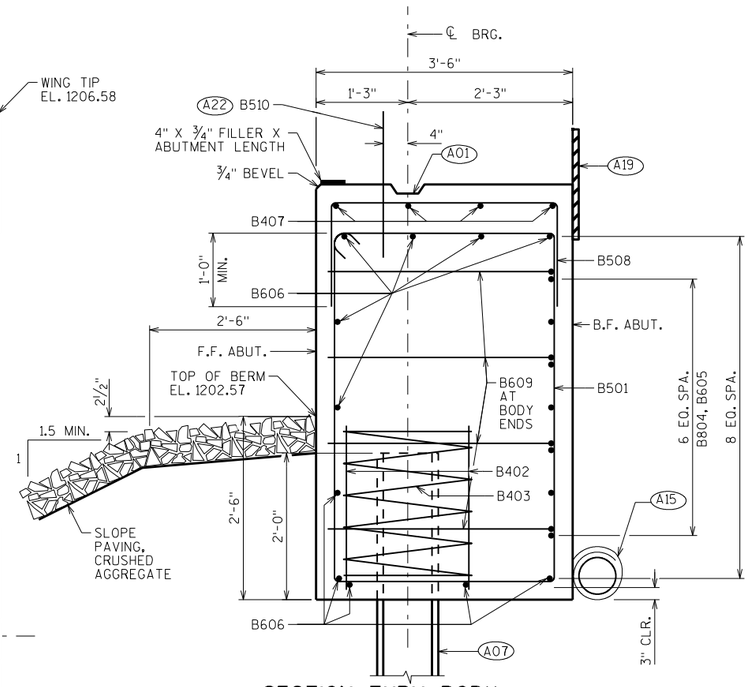
ELEVATION LOOKING NORTH



PLAN



PILE PLAN



SECTION THRU BODY

(A01) CONST. JOINT: KEYWAY FORMED BY A BEVELED 2" × 6".

(A07) SUPPORT ABUTMENT ON HP 12 × 53 STEEL PILING, ESTIMATED 30'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A22) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

◐ INCLUDES ½" FILLER

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STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

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NORTH ABUTMENT

SHEET 6

455

SCALE = 4.00

8

8

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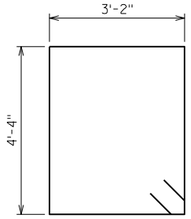
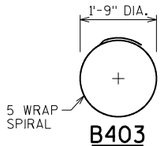
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" x 6". (18" RMW @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

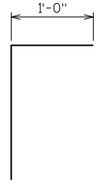
(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



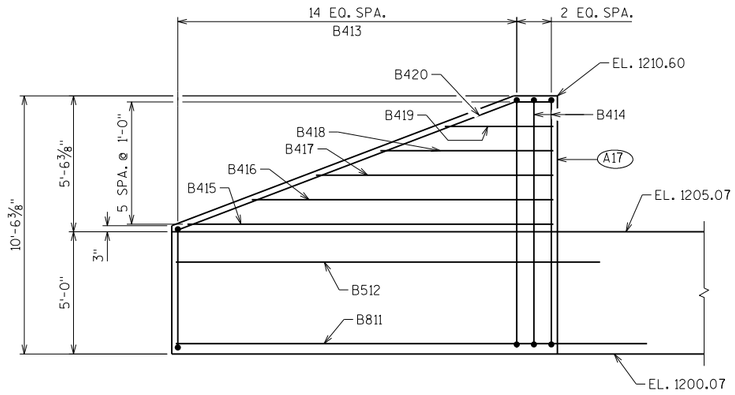
B501



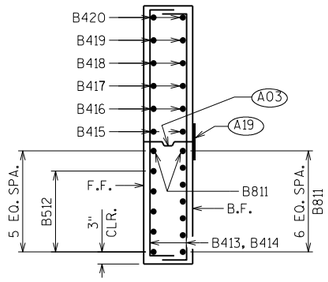
B403



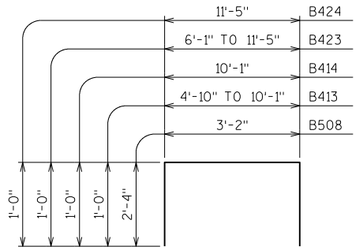
B609



WING 3 ELEVATION



WING 3 SECTION



B508, B413, B414, B423, B424

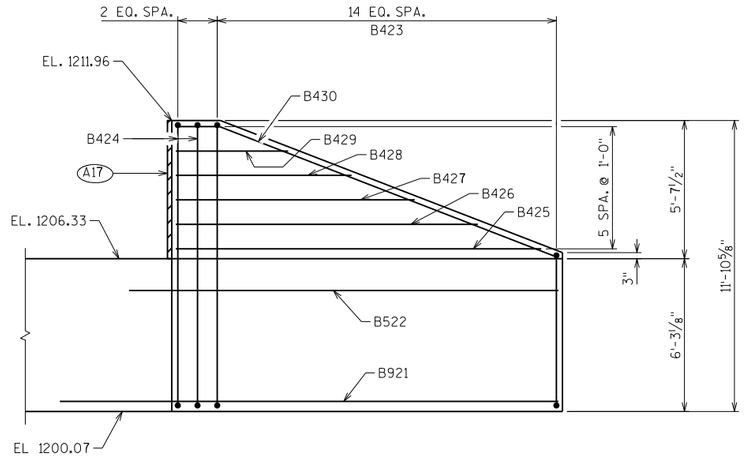
B420, B430

BILL OF BARS

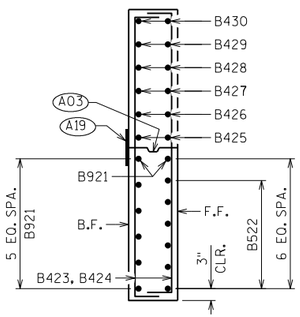
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		54	15'-8"	X		BODY - VERTICAL - STIRRUPS
B402		18	2'-3"			PILES - 2 PER PILE
B403		9	28'-0"	X		PILES - 1 PER PILE
B804		14	16'-0"			BODY - HORIZONTAL
B605		7	17'-1"			BODY - HORIZONTAL
B606		11	42'-10"			BODY - HORIZONTAL
B407		4	31'-0"			BODY - HORIZONTAL - TOP @ GIRDERS 3-6
B508		32	7'-7"	X		BODY - VERTICAL - TOP @ GIRDERS 3-6
B609		8	3'-11"	X		BODY - HORIZONTAL - ENDS
B510	X	25	2'-0"			BODY - VERTICAL - DOWEL
B811	X	8	19'-6"			WING 3 - HORIZONTAL
B512	X	5	17'-10"			WING 3 - HORIZONTAL
B413	X	30	9'-4"	X	⚠	WING 3 - VERTICAL
B414	X	4	11'-11"	X		WING 3 - VERTICAL
B415	X	2	15'-2"			WING 3 - HORIZONTAL
B416	X	2	12'-6"			WING 3 - HORIZONTAL
B417	X	2	9'-10"			WING 3 - HORIZONTAL
B418	X	2	7'-3"			WING 3 - HORIZONTAL
B419	X	2	4'-7"			WING 3 - HORIZONTAL
B420	X	2	16'-7"	X		WING 3 - HORIZONTAL - TOP
B921	X	7	20'-8"			WING 4 - HORIZONTAL
B522	X	6	17'-7"			WING 4 - HORIZONTAL
B423	X	30	10'-7"	X	⚠	WING 4 - VERTICAL
B424	X	4	13'-3"	X		WING 4 - VERTICAL
B425	X	2	14'-11"			WING 4 - HORIZONTAL
B426	X	2	12'-4"			WING 4 - HORIZONTAL
B427	X	2	9'-9"			WING 4 - HORIZONTAL
B428	X	2	7'-2"			WING 4 - HORIZONTAL
B429	X	2	4'-7"			WING 4 - HORIZONTAL
B430	X	2	16'-7"	X		WING 4 - HORIZONTAL - TOP

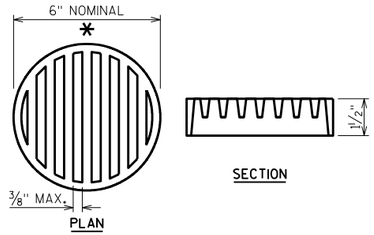
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



WING 4 ELEVATION



WING 4 SECTION



RODENT SHIELD DETAIL

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

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

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHEMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
B413	2 SERIES OF 15	6'-8" TO 11'-11"
B423	2 SERIES OF 15	7'-11" TO 13'-3"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

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NORTH ABUTMENT DETAILS

SHEET 7

456

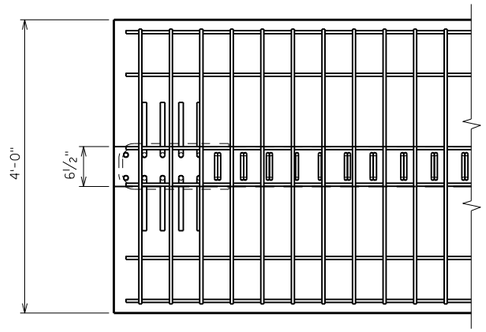
SCALE = 3.00

8

8

STATE PROJECT NUMBER

1204-02-76



TOP FLANGE

DIAPHRAGM HOLE LOCATIONS			
GIRDER	"D"	"E"	"F"
1	38'-0⅜"	39'-8"	41'-3⅝"
2	38'-8¼"	39'-8"	40'-7¾"
3	39'-4⅛"	39'-8"	39'-11⅞"
4	39'-11⅞"	39'-8"	39'-4⅛"
5	40'-7¾"	39'-8"	38'-8¼"
6	41'-3⅝"	39'-8"	38'-0⅜"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.3 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

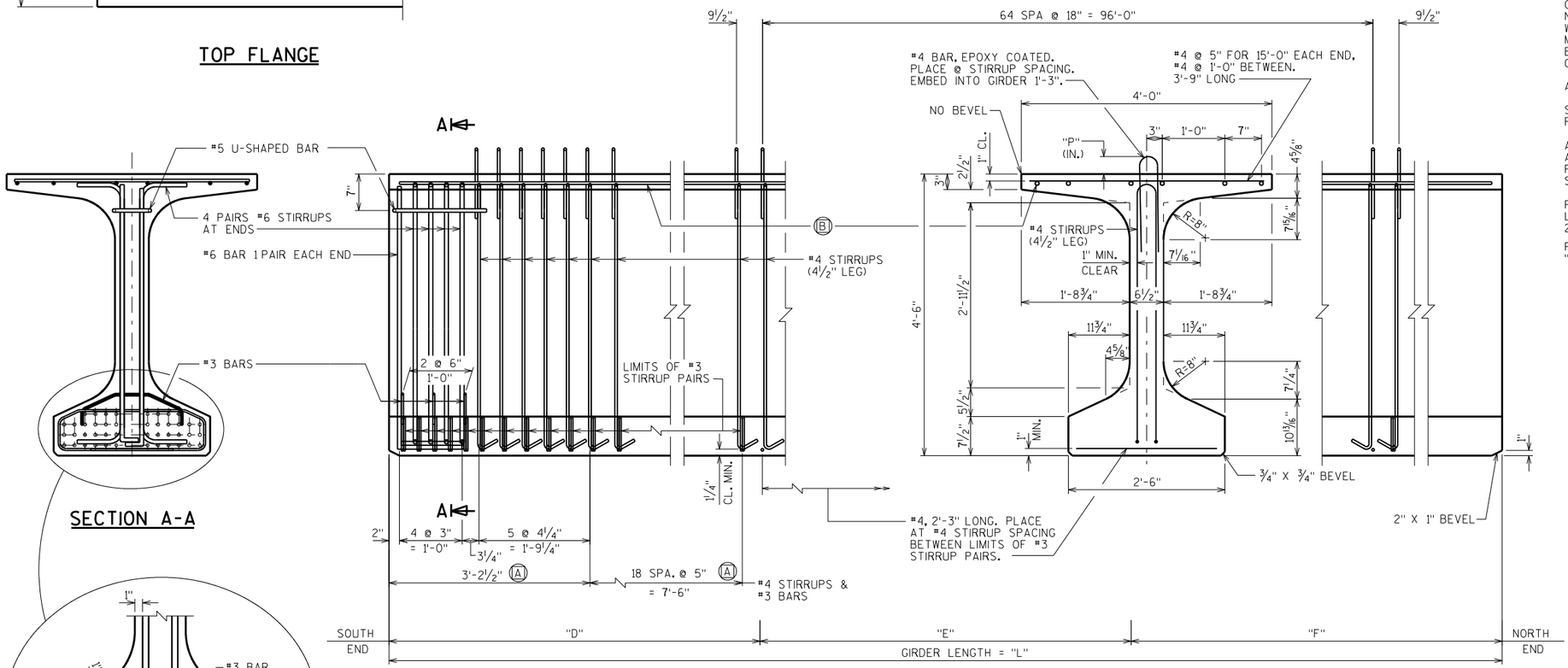
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

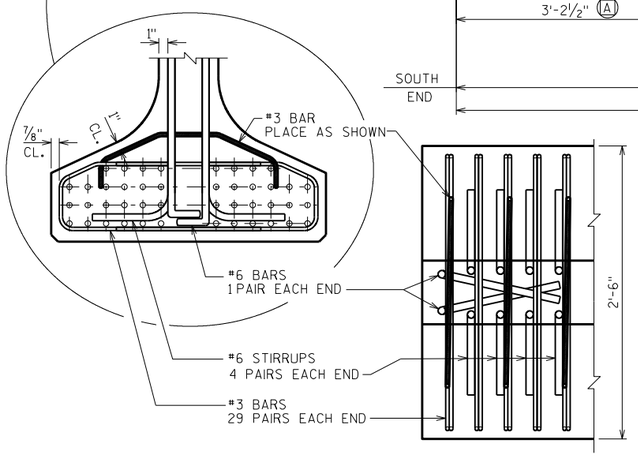
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



SECTION A-A

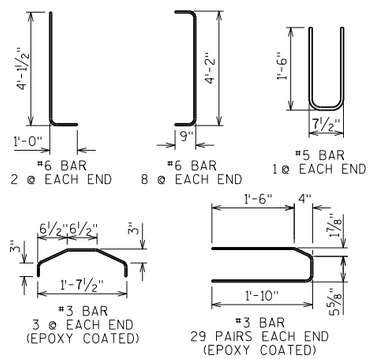


BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST ⅓ OF GIRDER	"P" MID ⅓ OF GIRDER	"P" END ⅓ OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1 & 6	119'-0"	0.6	1.2	1.7	2.0	2.1	2.0	1.7	1.2	0.6	8,000	7.5"	6.5"	7.5"	0.6"	38	7,300	49"	16"	19"	5"		
1	2-5	119'-0"	0.7	1.3	1.8	2.1	2.2	2.1	1.8	1.3	0.7	8,000	7.0"	6.5"	7.0"	0.6"	38	7,300	49"	16"	19"	5"		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

54W" PRESTRESSED GIRDER DETAILS 1

SHEET 8

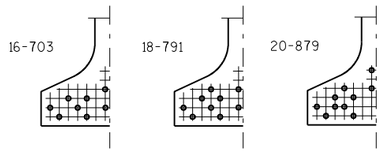
457

SCALE = 1.00

8

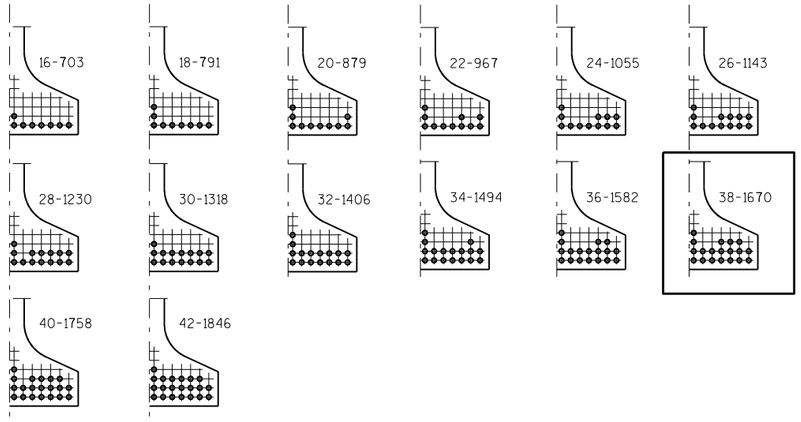
8

STATE PROJECT NUMBER
1204-02-76



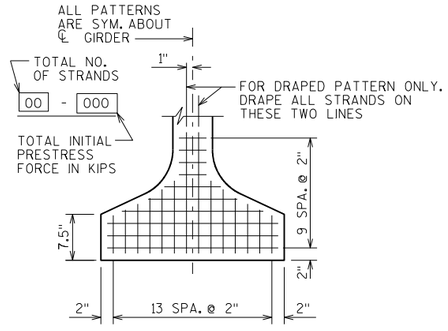
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

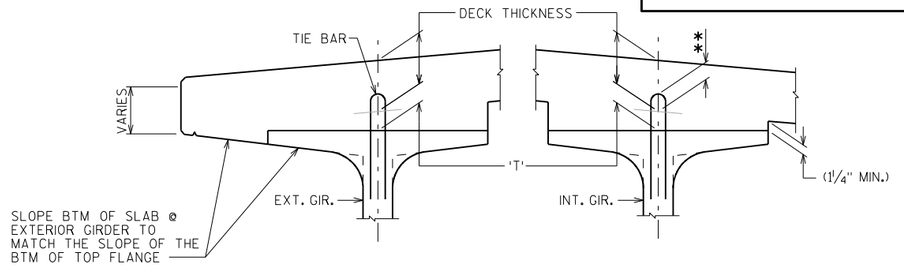


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

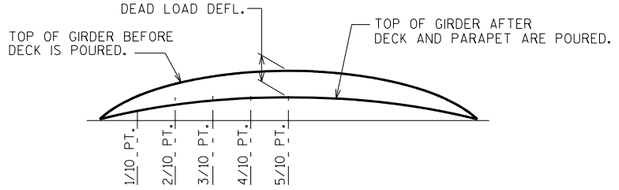
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

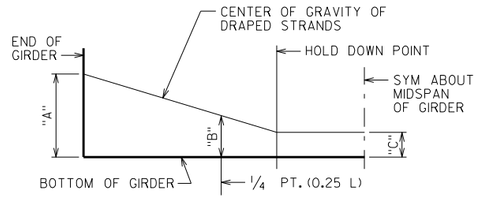
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3.36" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	3.74

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

54W" PRESTRESSED GIRDER DETAILS 2

SHEET 9

458

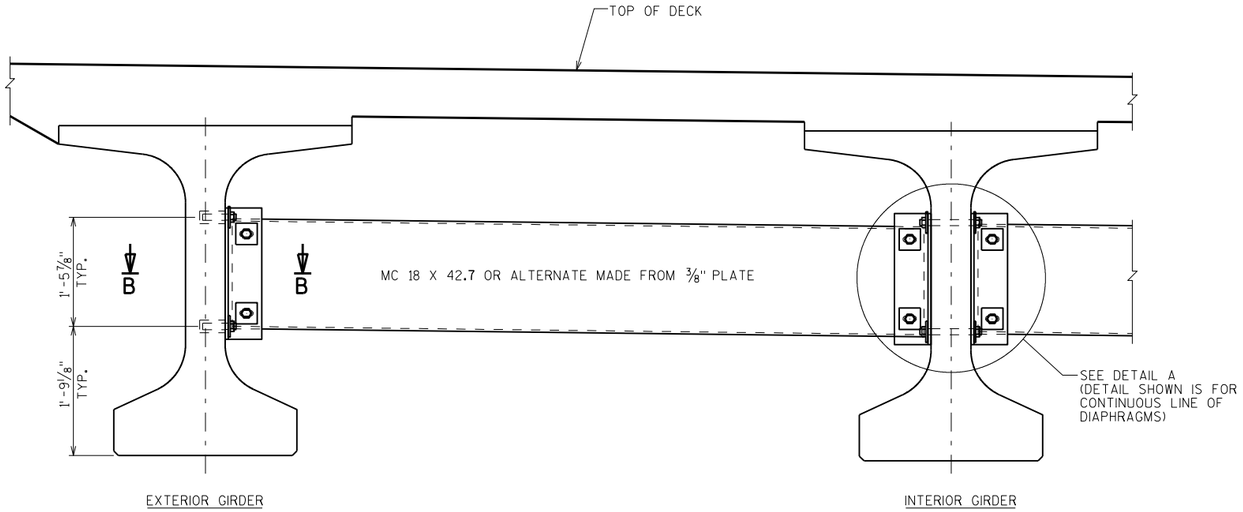
SCALE = 1.00

8

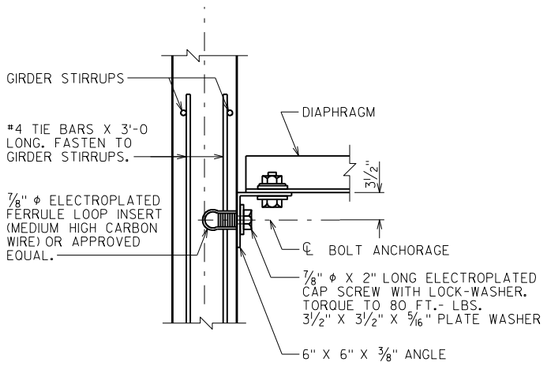
8

STATE PROJECT NUMBER

1204-02-76



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION B-B

(FOR EXTERIOR ATTACHMENT)

NOTES

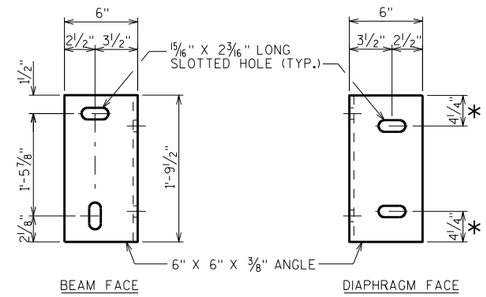
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-25-174", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

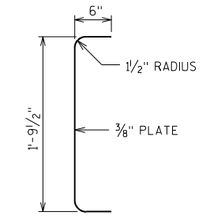
ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNCECTION SHALL BE SNUG-TIGHT PLUS ¼ TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

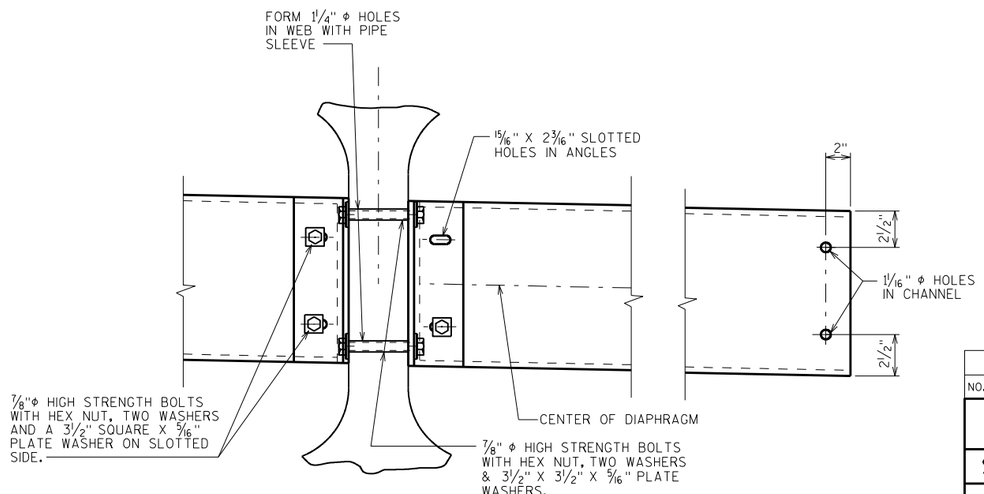


DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM



DETAIL A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

STEEL DIAPHRAGM

SHEET 10

459

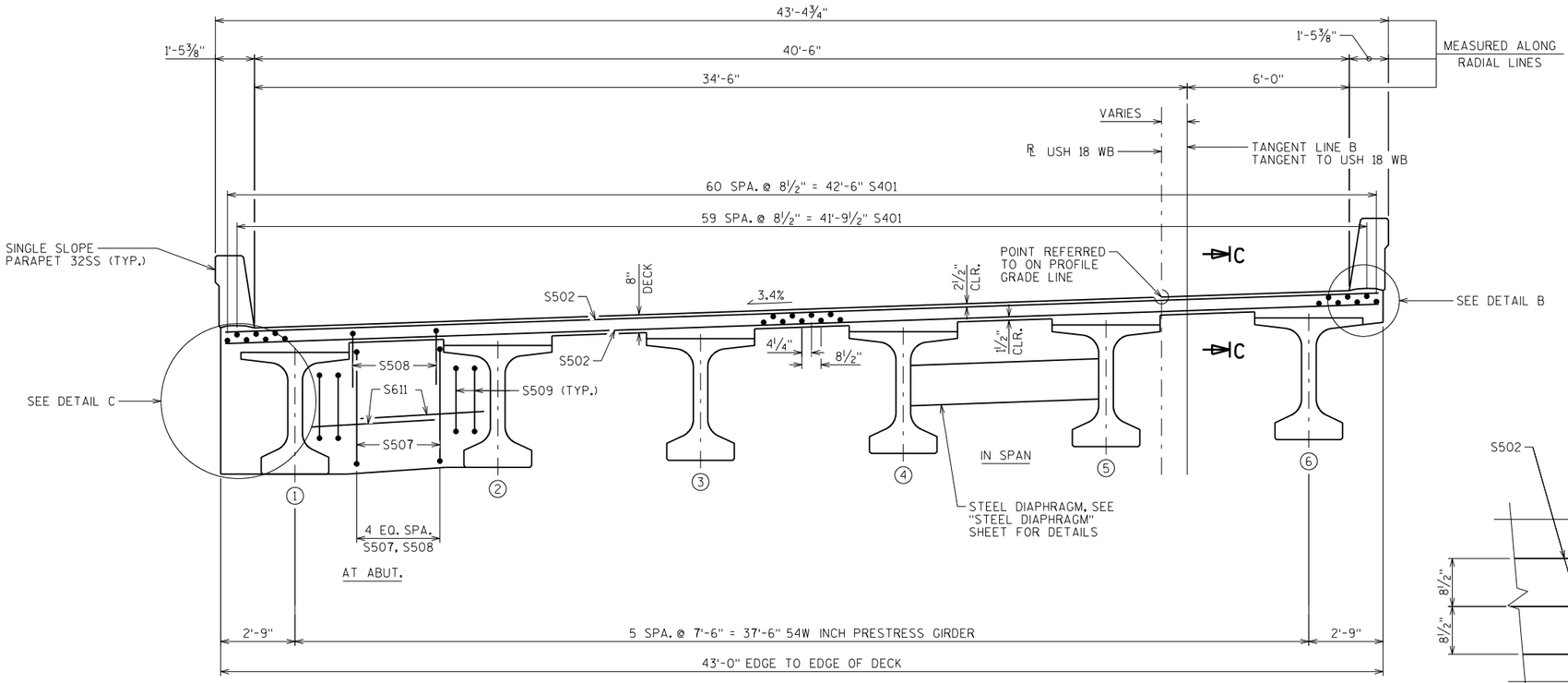
SCALE = 1.00

8

8

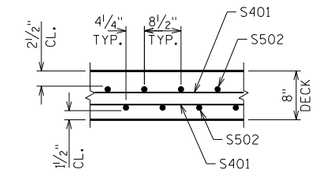
STATE PROJECT NUMBER

1204-02-76

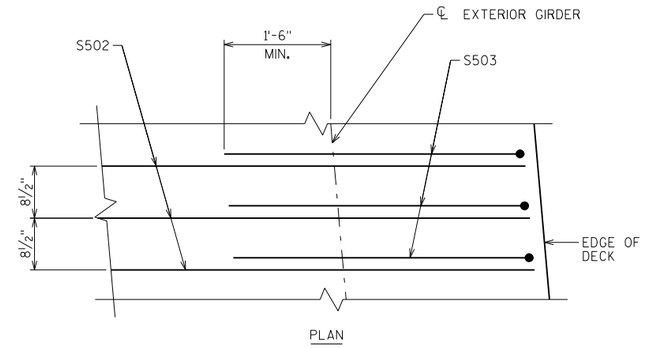


CROSS SECTION THRU ROADWAY

(LOOKING UPSTATION)



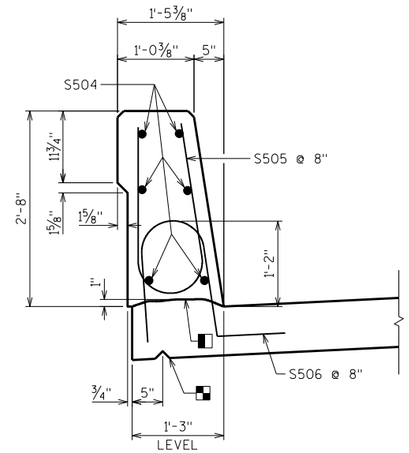
SECTION C-C



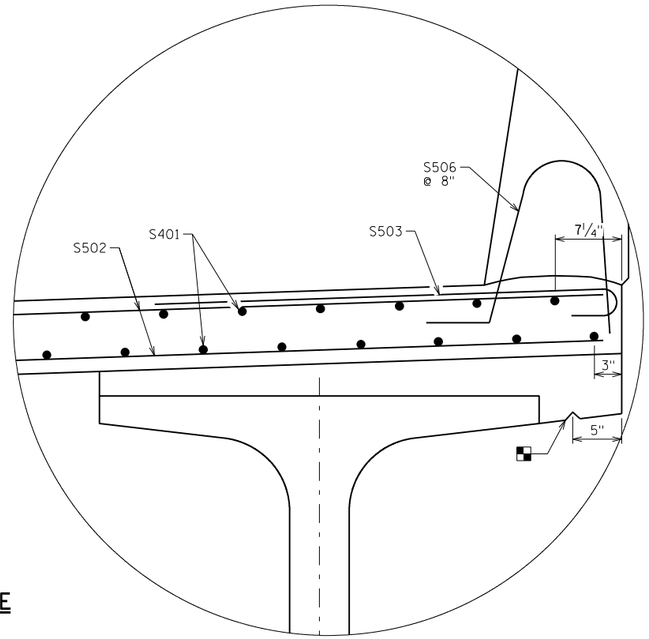
PLAN

ADDITIONAL REINF. DETAIL

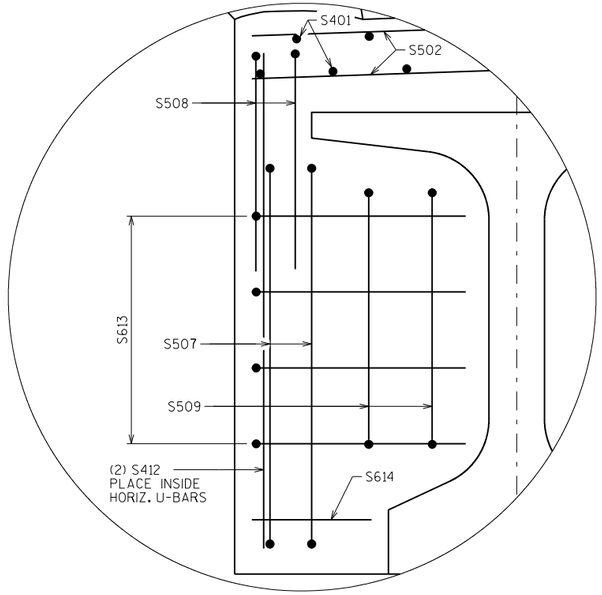
(TYPICAL AT BOTH SIDES OF DECK)



SECTION THRU PARAPET ON BRIDGE



DETAIL B



DETAIL C

HORIZ. CONST. JOINT - STRIKE OFF AND LEAVE ROUGH

¾" V-GROOVE. EXTEND V-GROOVE TO 6" FROM F.F. OF ABUT. DIAPHRAGM. V-GROOVES ARE REQUIRED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

SUPERSTRUCTURE CROSS SECTION

SHEET 11

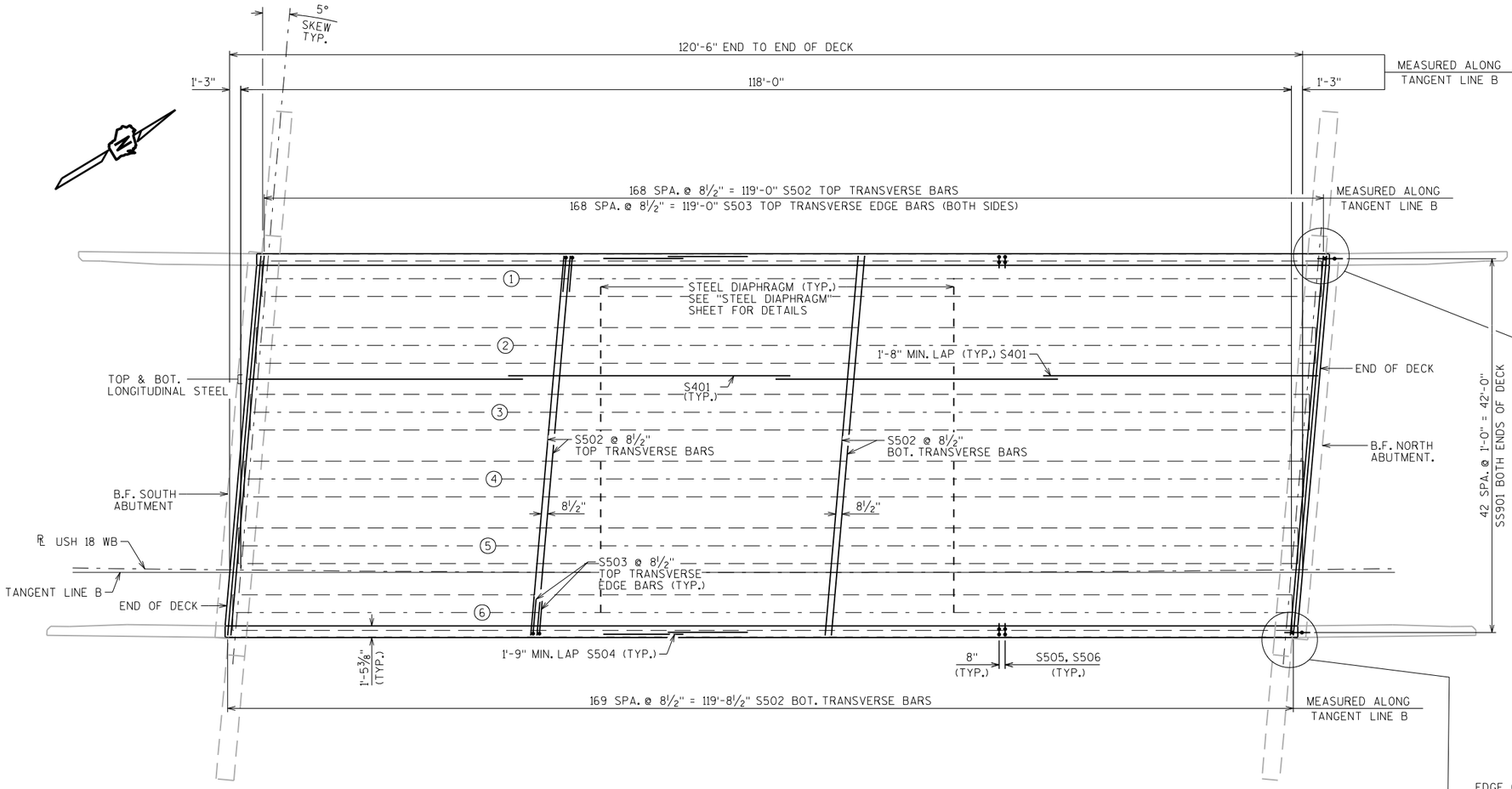
460

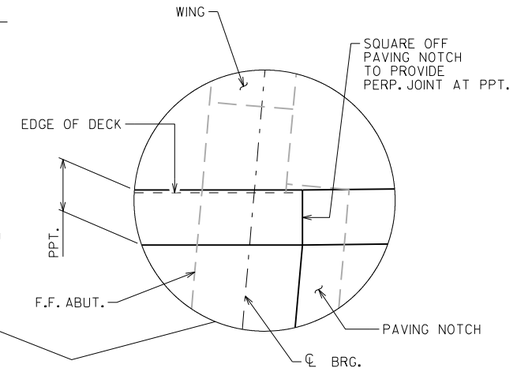
SCALE = 2.50

8

8

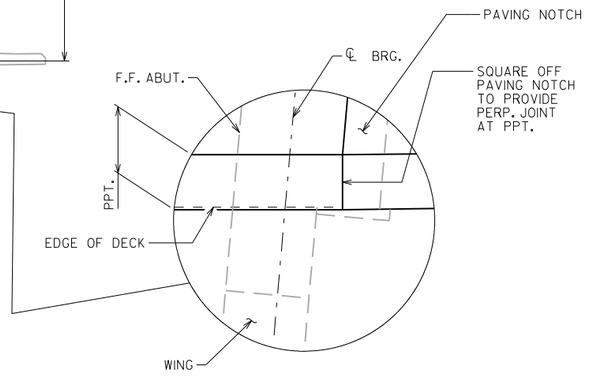
STATE PROJECT NUMBER
1204-02-76





CORNER DETAIL

NW CORNER SHOWN
SE CORNER SIMILAR



CORNER DETAIL

NE CORNER SHOWN
SW CORNER SIMILAR

TOP OF DECK ELEVATIONS

	℄ BRG. S. ABUT.	⅒ PT.	⅖ PT.	⅗ PT.	⅘ PT.	⅕ PT.	⅙ PT.	⅐ PT.	⅛ PT.	⅑ PT.	℄ BRG. N. ABUT.
WEST E.O.D.	1210.01	1210.06	1210.12	1210.18	1210.23	1210.29	1210.35	1210.41	1210.48	1210.54	1210.60
GIRDER 1	1210.06	1210.11	1210.17	1210.23	1210.28	1210.34	1210.40	1210.46	1210.53	1210.59	1210.65
GIRDER 2	1210.31	1210.36	1210.42	1210.48	1210.54	1210.59	1210.65	1210.72	1210.78	1210.84	1210.90
GIRDER 3	1210.56	1210.62	1210.67	1210.73	1210.79	1210.85	1210.91	1210.97	1211.03	1211.09	1211.15
GIRDER 4	1210.81	1210.87	1210.92	1210.98	1211.04	1211.10	1211.16	1211.22	1211.28	1211.34	1211.40
GIRDER 5	1211.06	1211.12	1211.18	1211.23	1211.29	1211.35	1211.41	1211.47	1211.53	1211.59	1211.66
GIRDER 6	1211.32	1211.37	1211.43	1211.49	1211.54	1211.60	1211.66	1211.72	1211.78	1211.84	1211.91
EAST E.O.D.	1211.37	1211.42	1211.48	1211.53	1211.59	1211.65	1211.71	1211.77	1211.83	1211.89	1211.96

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

SUPERSTRUCTURE PLAN

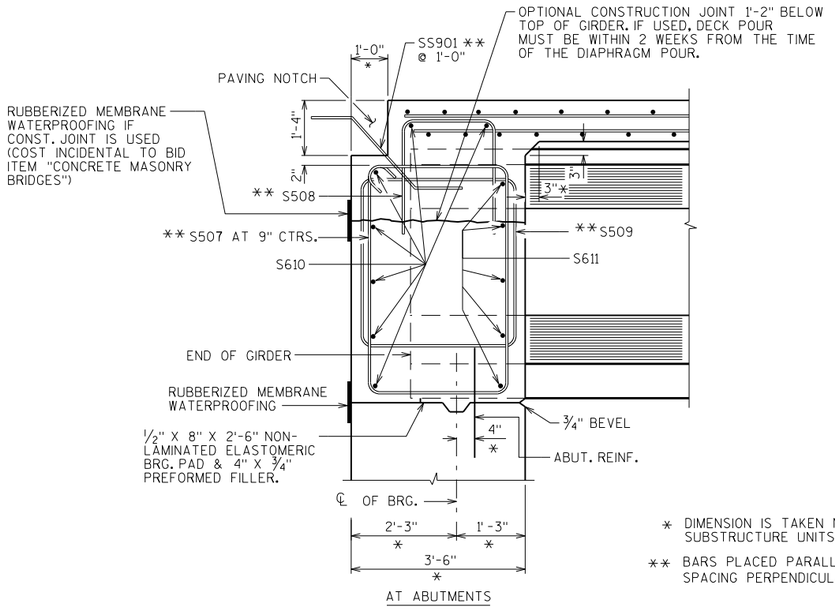
SHEET 12

461

SCALE = 7.00

STATE PROJECT NUMBER

1204-02-76

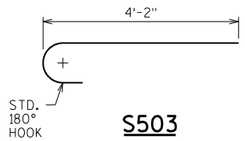


AT ABUTMENTS

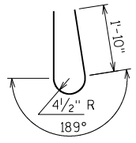
PART LONGIT. SECTION

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

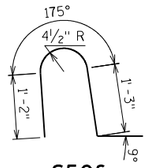
** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS



S503



S505



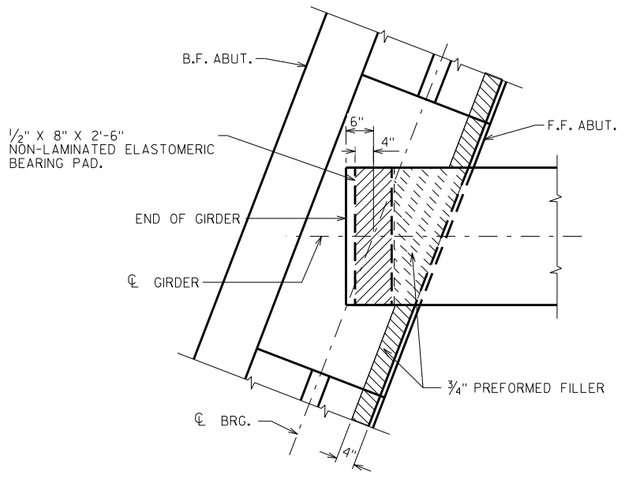
S506

BILL OF BARS

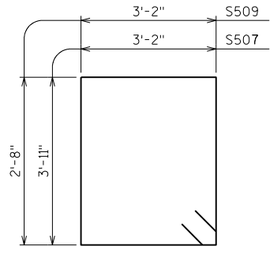
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	484	31'-10"			DECK - LONGITUDINAL - TOP & BOTTOM
S502	X	339	42'-9"			DECK - TRANSVERSE - TOP & BOTTOM
S503	X	338	4'-9"	X		DECK - TRANSVERSE - EDGE OF DECK - TOP
S504	X	48	31'-10"			PARAPET - HORIZONTAL
S505	X	362	5'-0"	X		PARAPET - VERTICAL
S506	X	362	4'-5"	X		PARAPET - VERTICAL
S507	X	58	14'-10"	X		ABUTMENT DIAPHRAGM - VERTICAL
S508	X	58	6'-3"	X		ABUTMENT DIAPHRAGM - VERTICAL
S509	X	48	12'-4"	X		ABUTMENT DIAPHRAGM - VERTICAL
S610	X	14	42'-8"			ABUTMENT DIAPHRAGM - HORIZONTAL
S611	X	100	4'-7"			ABUTMENT DIAPHRAGM - HORIZONTAL
S412	X	8	5'-0"			ABUTMENT DIAPHRAGM - VERTICAL - CORNERS
S613	X	16	6'-10"	X		ABUTMENT DIAPHRAGM - HORIZONTAL - CORNERS
S614	X	8	1'-2"			ABUTMENT DIAPHRAGM - HORIZONTAL - CORNERS
SS901		86	5'-0"	X		ABUTMENT DIAPHRAGM TO APPROACH SLAB

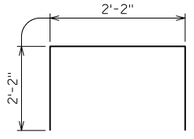
STAINLESS STEEL REINFORCEMENT



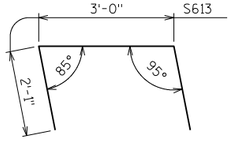
BEARING PAD DETAIL



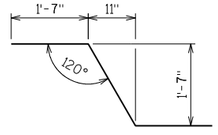
S507, S509



S508



S613



SS901

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

SUPERSTRUCTURE DETAILS

SHEET 13

462

8

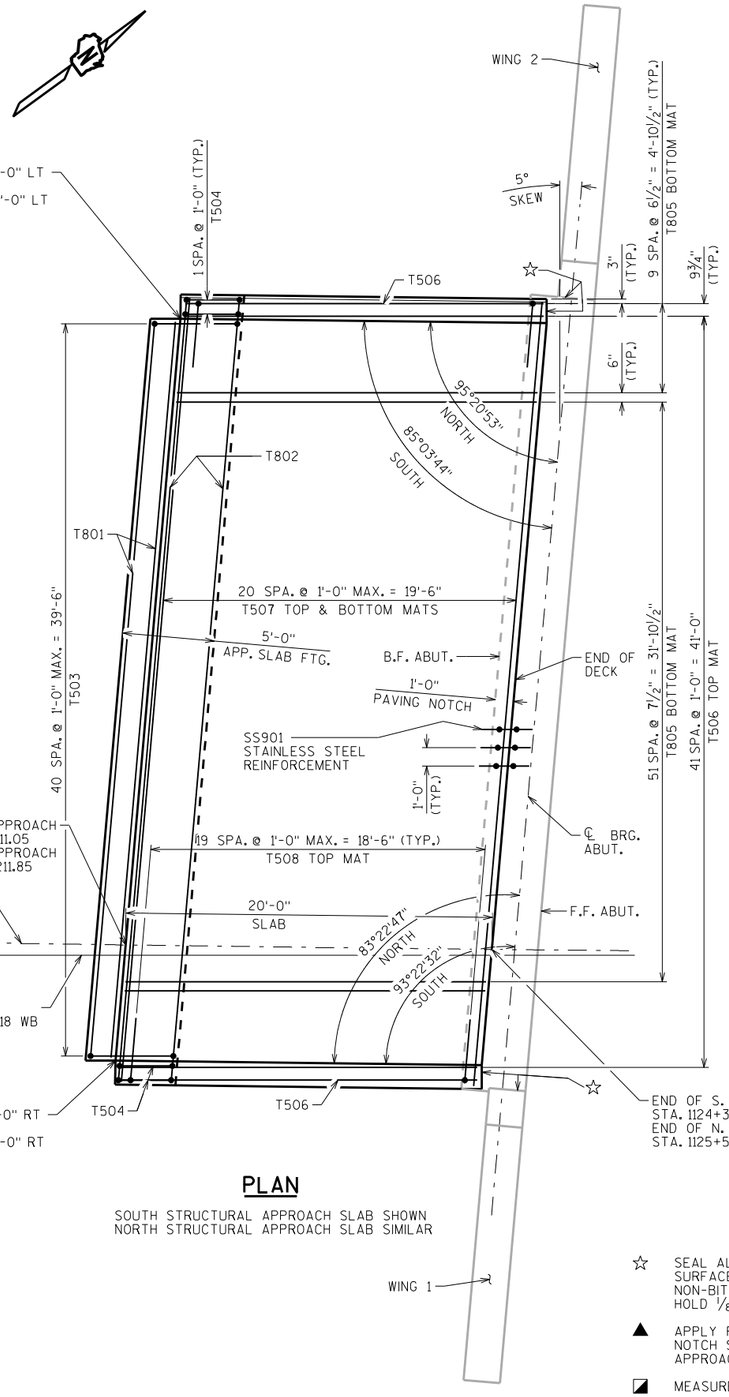
8

SCALE = 1.33

G54WDET
7-14

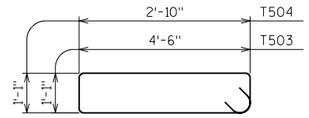
STATE PROJECT NUMBER

1204-02-76

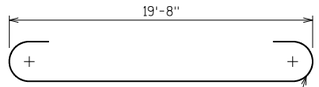


PLAN

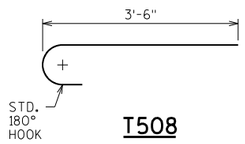
SOUTH STRUCTURAL APPROACH SLAB SHOWN
NORTH STRUCTURAL APPROACH SLAB SIMILAR



T503, T504



T805

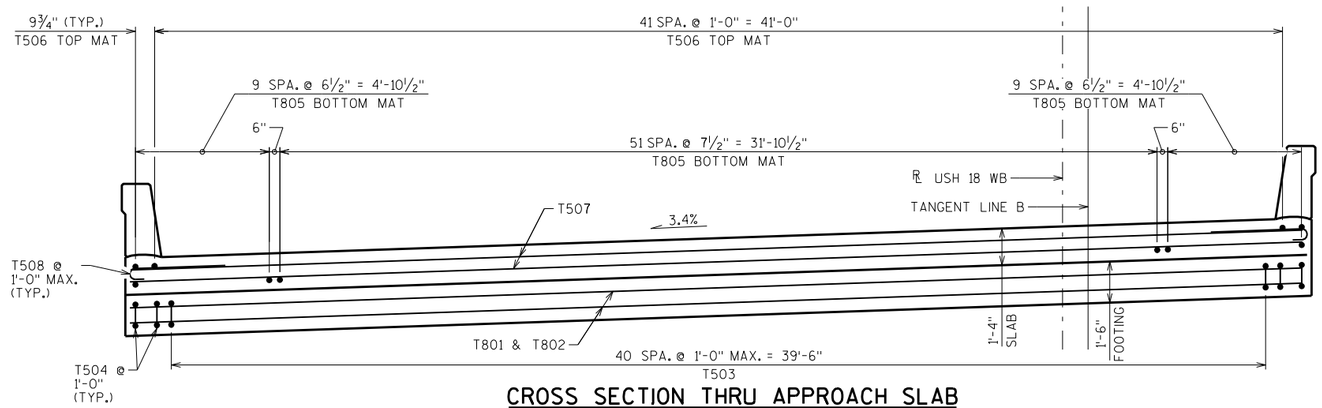


T508

BILL OF BARS

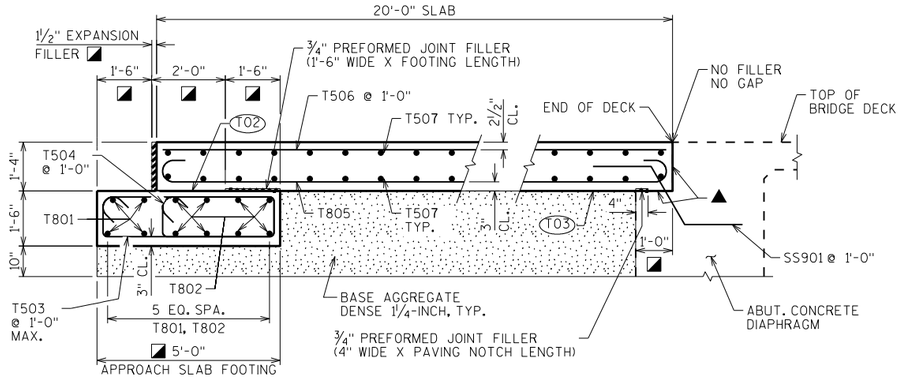
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D. SOUTH SLAB	NO. REQ'D. NORTH SLAB	LENGTH	BENT	BAR SERIES	LOCATION
T801	X	4	4	39'-9"			FOOTING - TRANSVERSE
T802	X	8	8	42'-6"			FOOTING - TRANSVERSE
T503	X	41	41	11'-10"	X		FOOTING - STIRRUPS
T504	X	4	4	8'-6"	X		FOOTING - STIRRUPS
T805	X	72	72	21'-6"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM
T506	X	44	44	19'-8"			APPROACH SLAB - LONGITUDINAL - TOP
T507	X	42	42	42'-6"			APPROACH SLAB - TRANSVERSE - TOP & BOTTOM
T508	X	40	40	4'-1"	X		APPROACH SLAB - TRANSVERSE - TOP EDGES



CROSS SECTION THRU APPROACH SLAB

(LOOKING UPSTATION)



SECTION THRU APPROACH SLAB

☆ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

▲ APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

◪ MEASURED NORMAL TO ABUTMENT

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE SUBGRADE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

STRUCTURAL APPROACH SLAB

SHEET 14

463

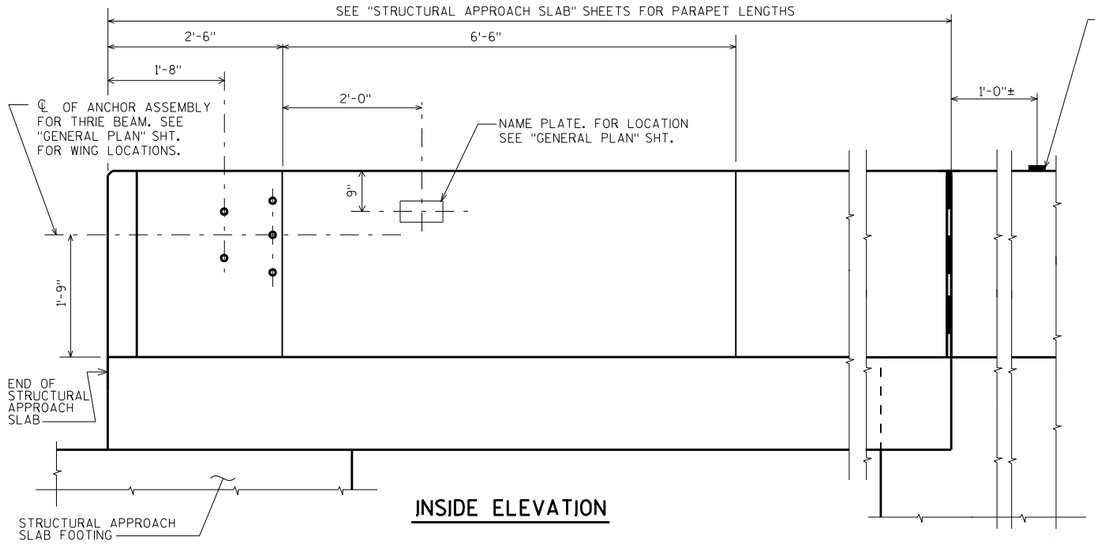
SCALE = 4.00

8

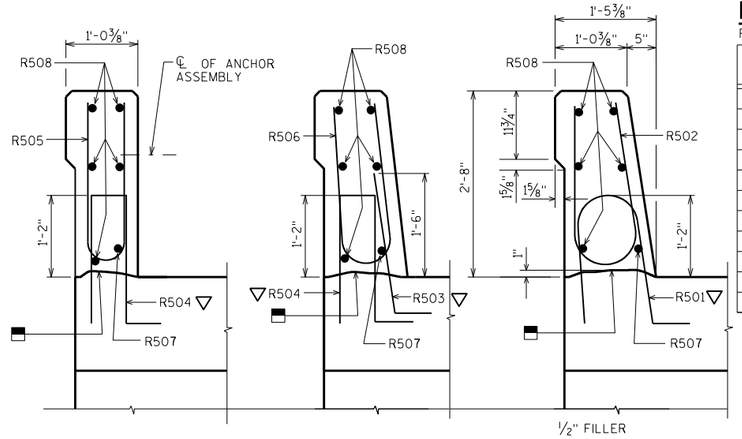
8

STATE PROJECT NUMBER

1204-02-76



INSIDE ELEVATION



SECTION D

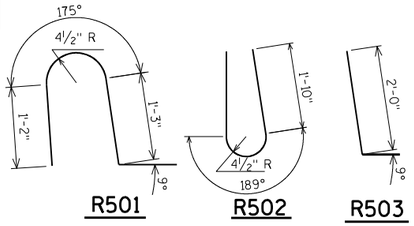
SECTION E

SECTION F

BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

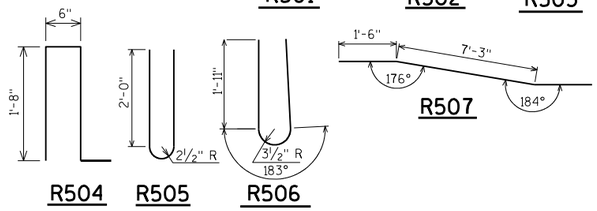
BAR MARK	COAT	S. SLAB	N. SLAB	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	36	36	4'-5"	X		PARAPET VERT.
R502	X	36	36	5'-0"	X		PARAPET VERT.
R503	X	24	24	2'-9"	X		PARAPET VERT.
R504	X	34	34	4'-4"	X		PARAPET VERT.
R505	X	22	22	4'-9"	X		PARAPET VERT.
R506	X	12	12	4'-10"	X		PARAPET VERT.
R507	X	2	2	19'-6"	X		PARAPET HORIZ.
R508	X	10	10	19'-6"			PARAPET HORIZ.



R501

R502

R503

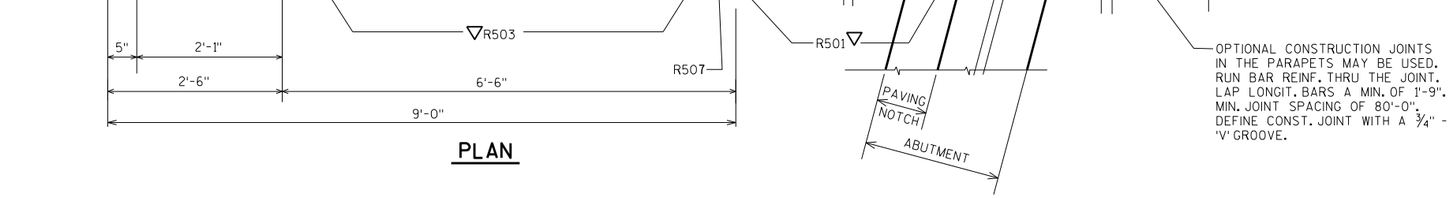


R504

R505

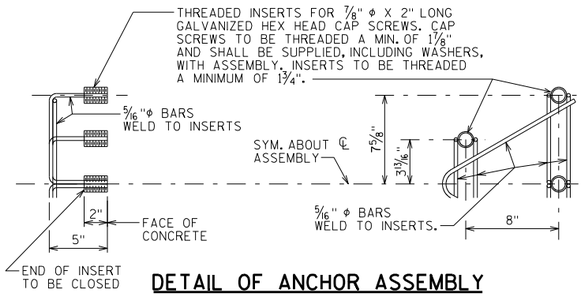
R506

R507



PLAN

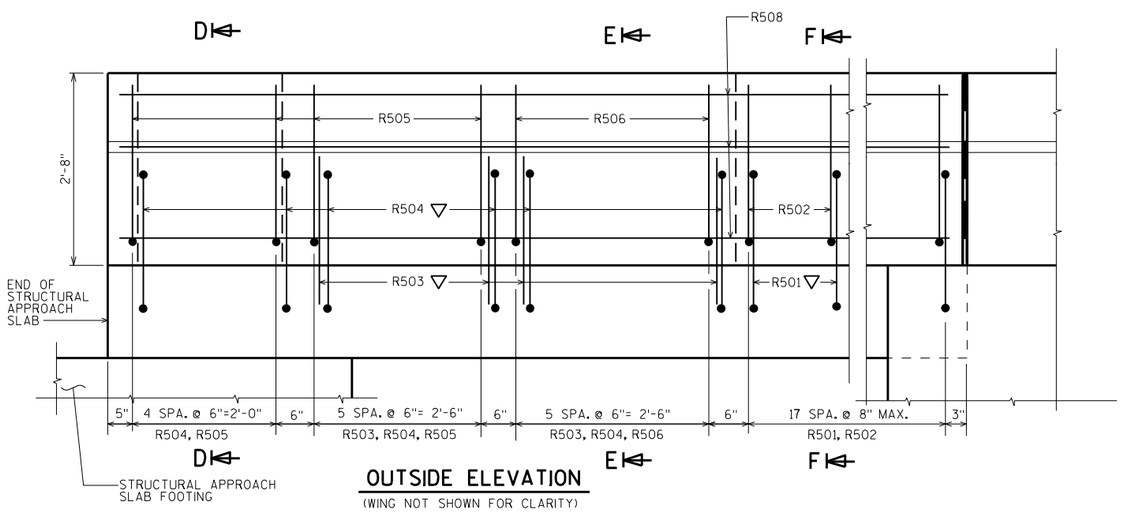
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)

▬ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501, R503, AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

PARAPET 32SS WITH STRUCTURAL APPROACH SLAB

SHEET 15

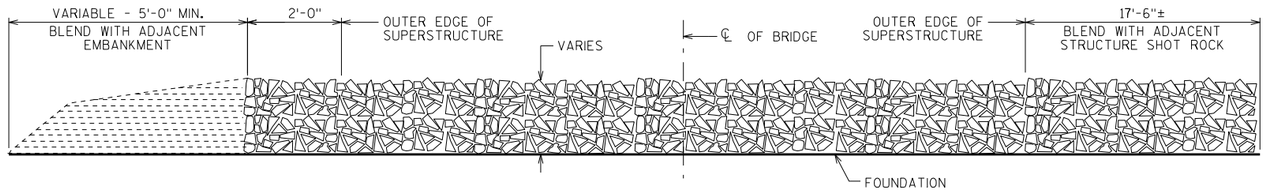
464

SCALE = 1.05

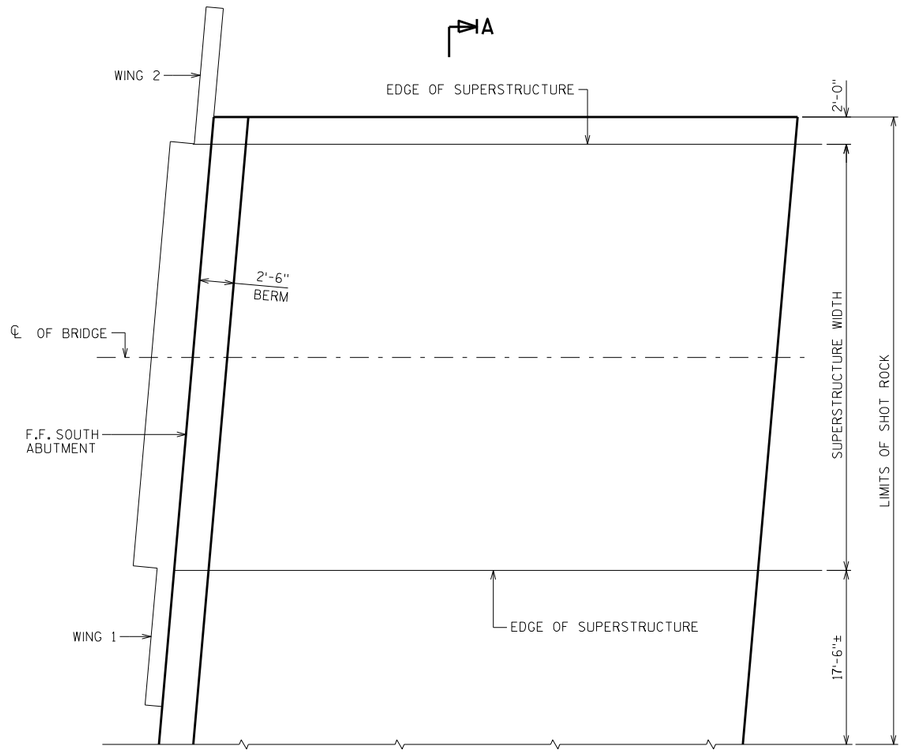
8

8

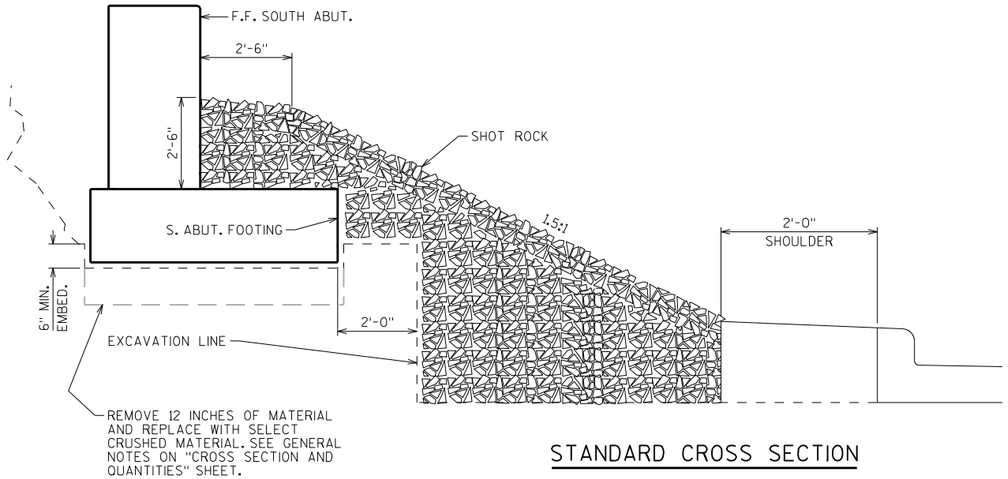
STATE PROJECT NUMBER
1204-02-76



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

SHOT ROCK

SHEET 16

465

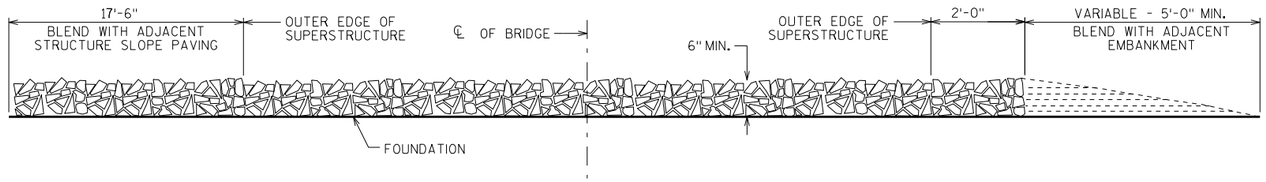
SCALE = 1.00

8

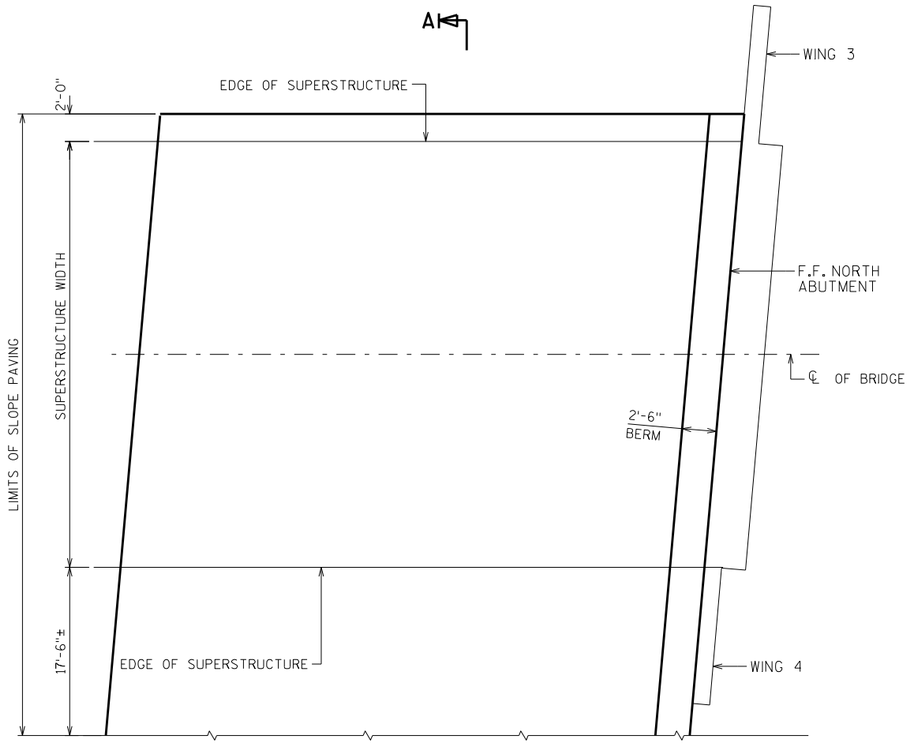
8

STATE PROJECT NUMBER

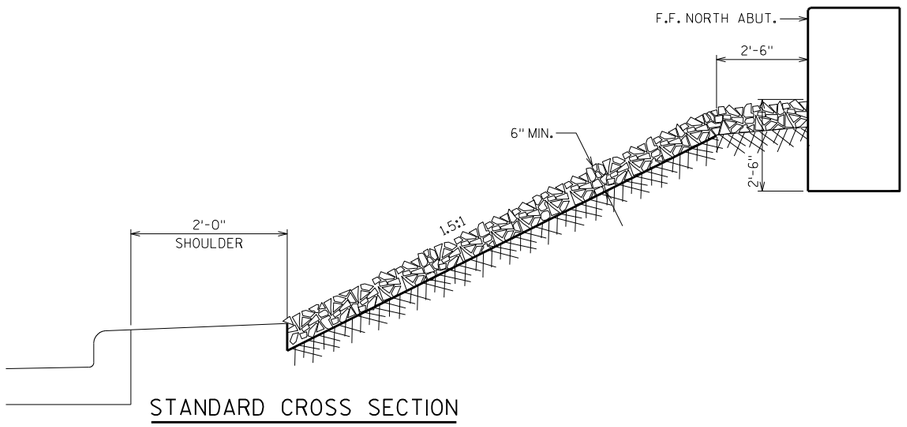
1204-02-76



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-174

DRAWN BY JLR | PLANS CK'D. MJL

SLOPE PAVING (CRUSHED AGGREGATE)

SHEET 17

466

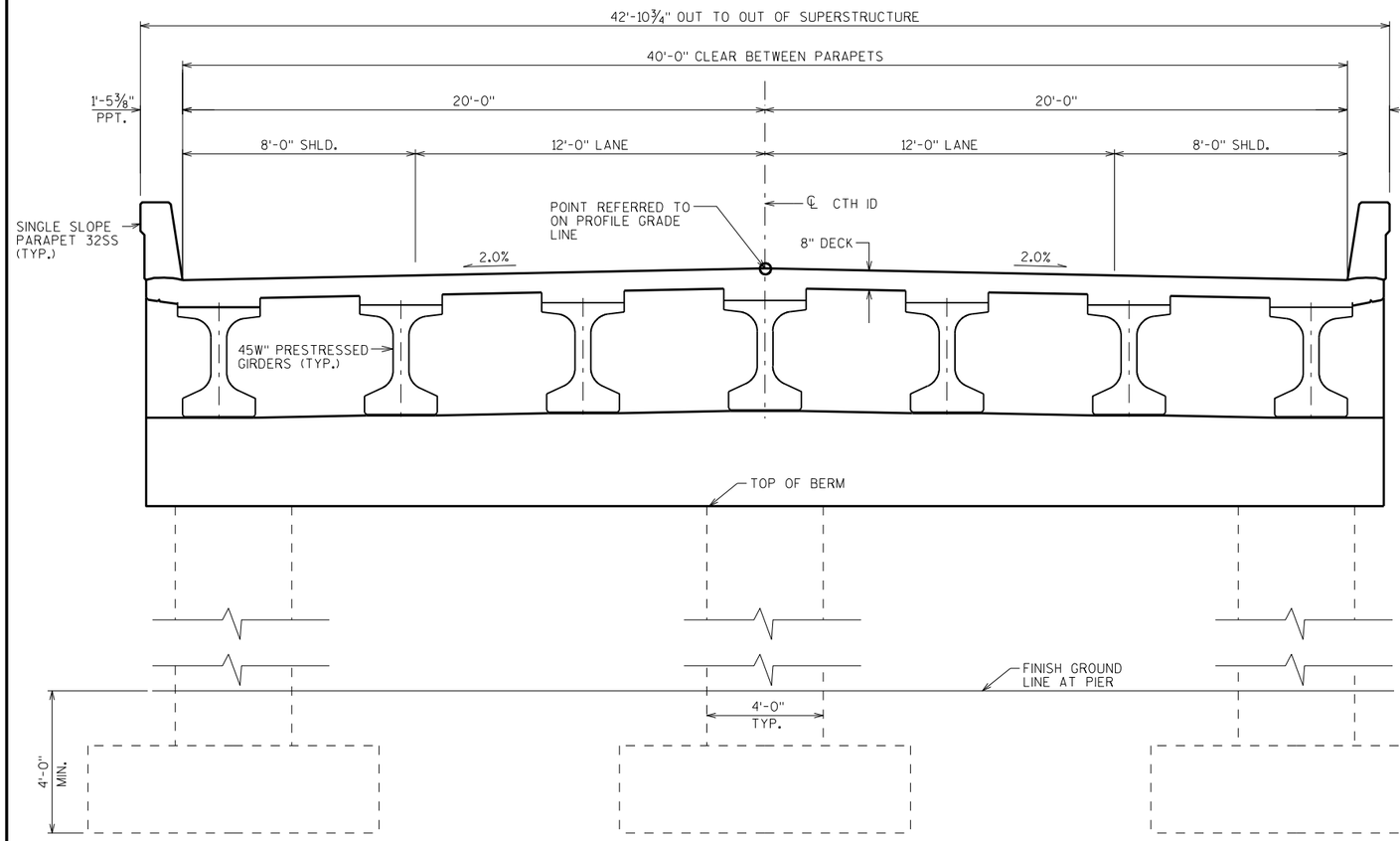
SCALE = 1.00

8

8

STATE PROJECT NUMBER

1204-02-76



CROSS SECTION THRU ROADWAY

(LOOKING UPSTATION)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	SOUTH ABUT.	PIER	NORTH ABUT.	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES (B-25-175)	LS	———	———	———	———	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	———	418	———	318	736
502.0100	CONCRETE MASONRY BRIDGES	CY	389	65	88	55	597
502.3200	PROTECTIVE SURFACE TREATMENT	SY	1,030	———	———	———	1,030
502.3210	PIGMENTED SURFACE SEALER	SY	194	15	———	10	219
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	1,609	———	———	———	1,609
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	3,860	2,130	2,950	8,940
505.0600	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	94,220	3,580	12,960	2,340	113,100
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	7	14	7	28
506.4000	STEEL DIAPHRAGMS (B-25-175)	EACH	24	———	———	———	24
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	13	———	14	27
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	———	———	260	———	260
550.0500	PILE POINTS	EACH	———	10	———	10	20
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	———	250	260	400	910
604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	———	252	———	200	452
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	89	———	89	178
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	2	4
	NON-BID ITEMS						
	FILLER	SIZE					1/2", 3/4"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾"UNLESS OTHERWISE NOTED.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN ON THIS SHEET.

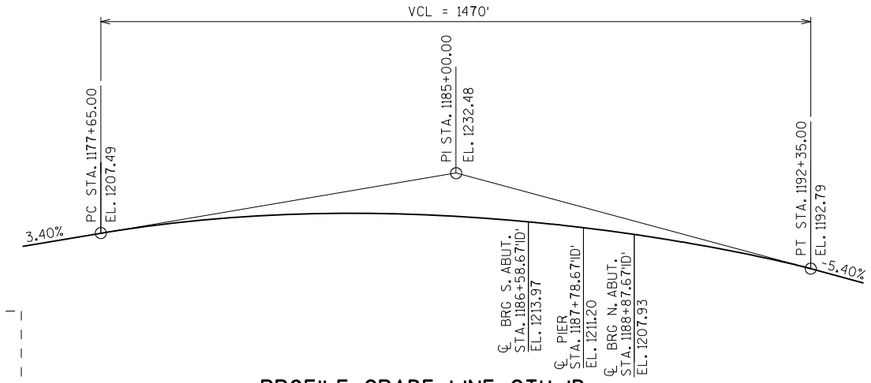
PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK.

PIGMENTED PROTECTIVE SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON ABUTMENT WINGS.

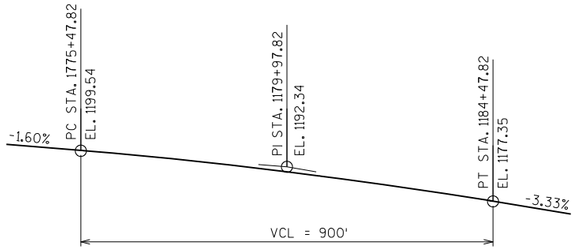
THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE "45W PRESTRESSED GIRDER DETAILS 2" SHEET.

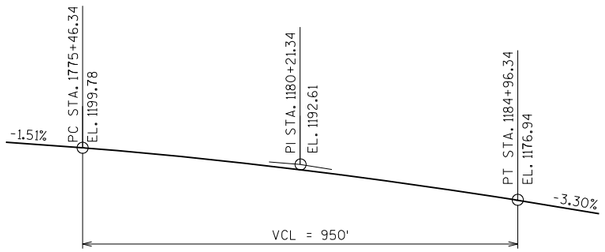
THE EXISTING GROUNDLINE SHALL BE USED AS THE UPPER LIMIT OF EXCAVATION AT THE PIERS.



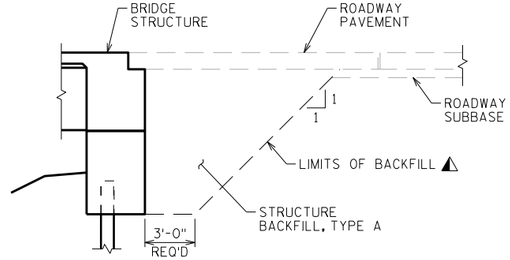
PROFILE GRADE LINE CTH ID



PROFILE GRADE LINE USH 18 EB



PROFILE GRADE LINE USH 18 WB



TYPICAL SECTION THRU ABUTMENT

(A1 ABUTMENT WITHOUT STRUCTURAL APPROACH)

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

CROSS SECTION & QUANTITIES

SHEET 2

467

SCALE = 2.50

8

8

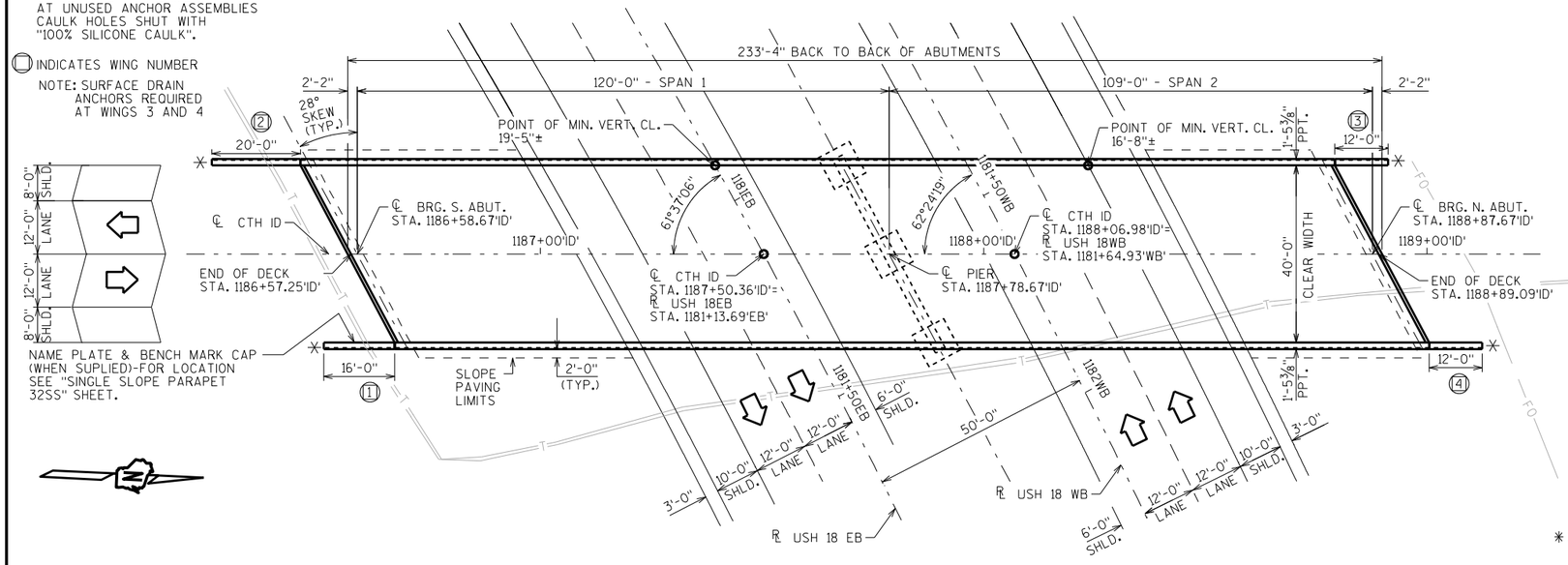
STATE PROJECT NUMBER

1204-02-76

* PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

(1) INDICATES WING NUMBER

NOTE: SURFACE DRAIN ANCHORS REQUIRED AT WINGS 3 AND 4



PLAN

2 SPAN- 45W" PRESTRESS GIRDERS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.04
OPERATING RATING FACTOR: RF=1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY: DECK — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.

45W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

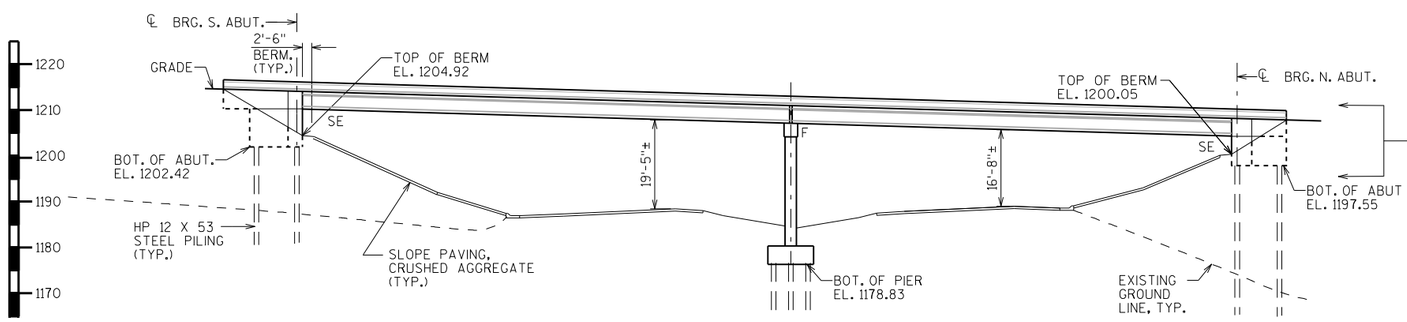
ABUTMENTS TO BE SUPPORTED ON HP 12 X 53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 25 FEET LONG AT THE SOUTH ABUTMENT, AND ESTIMATED 40 FEET LONG AT THE NORTH ABUTMENT. PILE POINTS REQUIRED.

PIER TO BE SUPPORTED ON HP 12 X 53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 10 FEET LONG. PRE-BORING IS REQUIRED.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

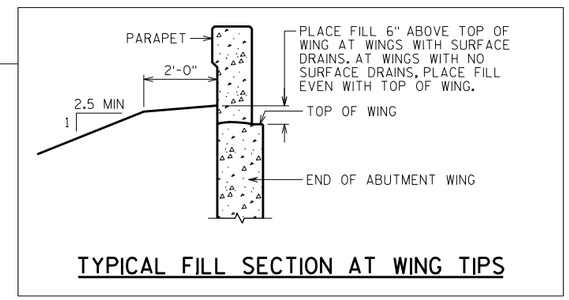
TRAFFIC VOLUME

CTH ID	USH 18
A.D.T.=1,500 (2036)	A.D.T.=22,200 (2036)
R.D.S.=50 M.P.H.	R.D.S.=70 M.P.H.

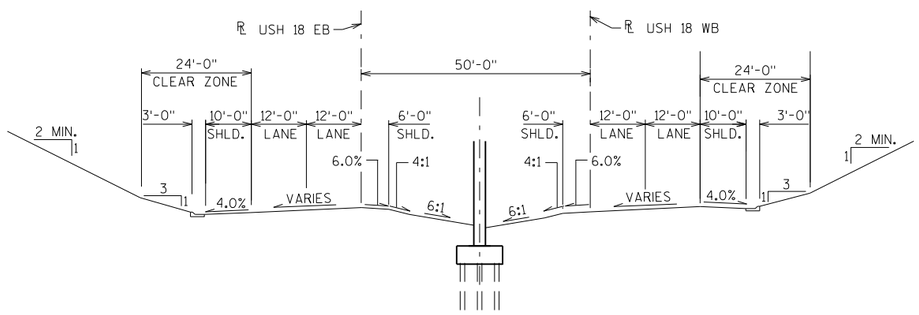


ELEVATION

NORMAL TO USH 18



TYPICAL FILL SECTION AT WING TIPS



FINISHED SECTION THRU USH 18

CURVE DATA

	USH 18 EB	USH 18 WB
P.I. =	1184+24.85	1184+57.33
Δ =	24° 17' 14"	24° 17' 14.1"
D =	3°0'0"	2°55'24"
T =	410.96'	421.72'
L =	809.58'	830.77'
R =	1909.86'	1959.86'
P.C. =	1180+13.89	1180+35.61
P.T. =	1188+23.47	1188+66.38

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. PIER
9. PIER DETAILS
10. 45W" PRESTRESSED GIRDER DETAILS 1
11. 45W" PRESTRESSED GIRDER DETAILS 2
12. STEEL DIAPHRAGM
13. SUPERSTRUCTURE
14. SUPERSTRUCTURE DETAILS 1
15. SUPERSTRUCTURE DETAILS 2
16. SINGLE SLOPE PARAPET 32SS
17. SLOPE PAVING (CRUSHED AGGREGATE)

STRUCTURE DESIGN CONTACT:
MICHAEL LARSON (608) 267-4539
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 2/13/17
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-25-175

CTH ID OVER USH 18

COUNTY IOWA | TOWN/~~CITY/VILLAGE~~ RIDGEWAY

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	MJL	DESIGNED CK'D.	DFD	DRAWN BY	DLM	PLANS CK'D.	JLR

GENERAL PLAN

SHEET 1 OF 17

468

I.D. 1204-02-06C DATE: FEB. 2017

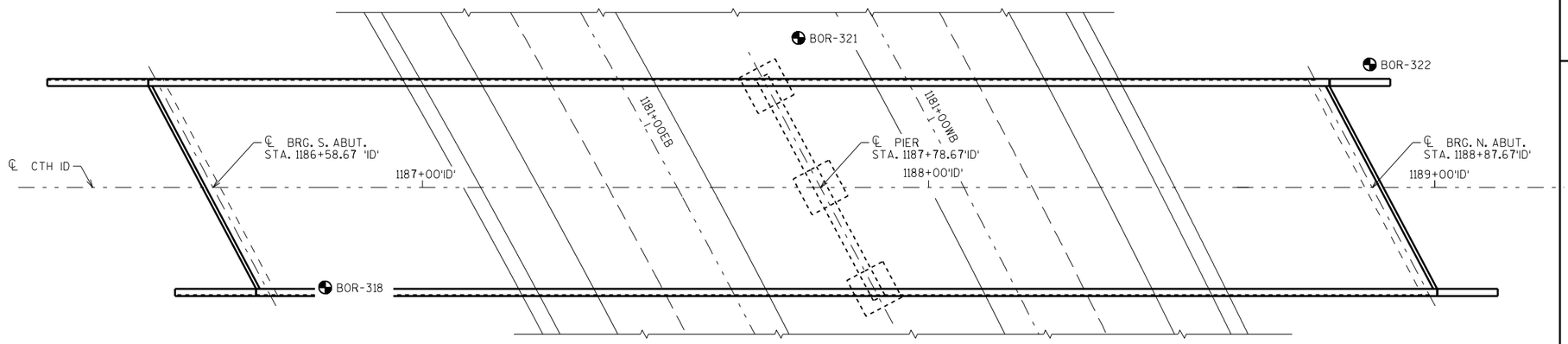
SCALE = 16.00

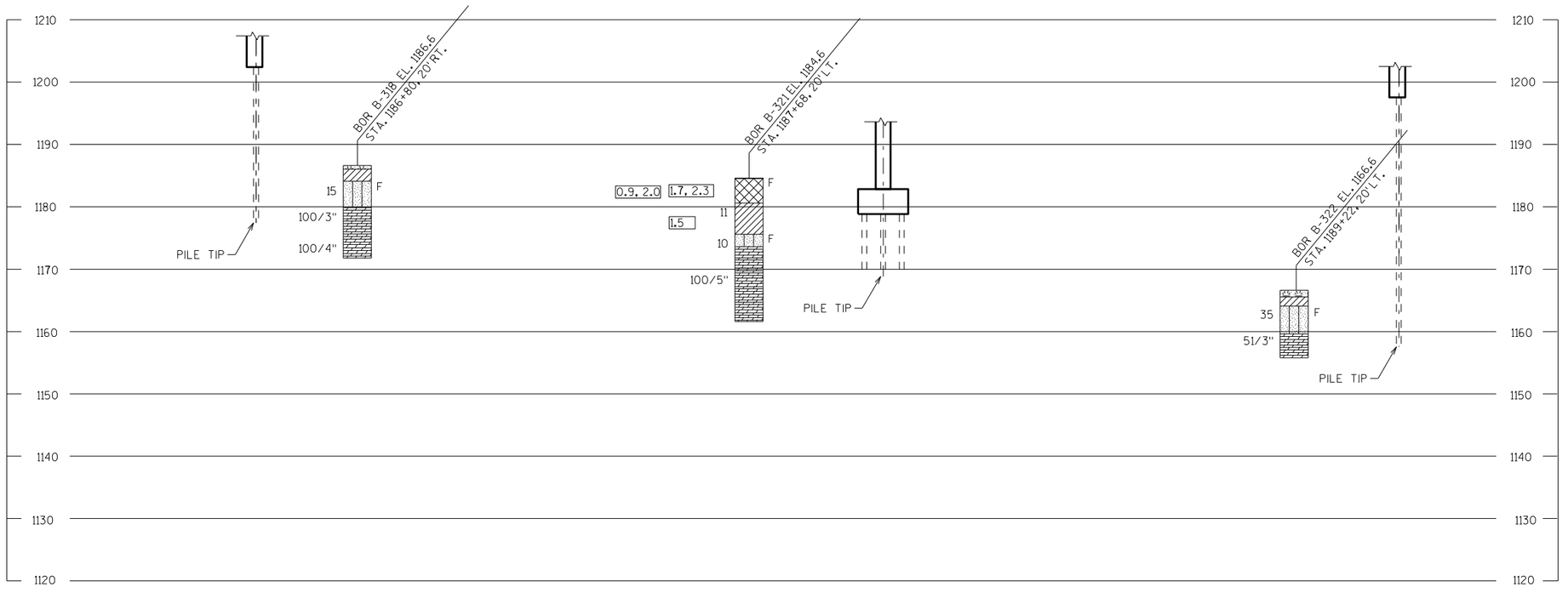
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-318	12/08/2015	165827.9302	414382.478
B-321	12/09/2015	165918.9498	414328.7903
B-322	12/08/2015	166031.9419	414328.5726

BORINGS COMPLETED BY: SOILS AND ENGINEERING SERVICES, INC.

REPORT COMPLETED BY: WISDOT

ALL COORDINATES REFERENCED TO WCCS NAD 83(91) IOWA COUNTY





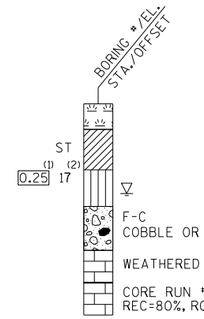
STATE PROJECT NUMBER

1204-02-76

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY TLP/DLM | PLANS CK'D. JLR

SUBSURFACE EXPLORATION

SHEET 3

469

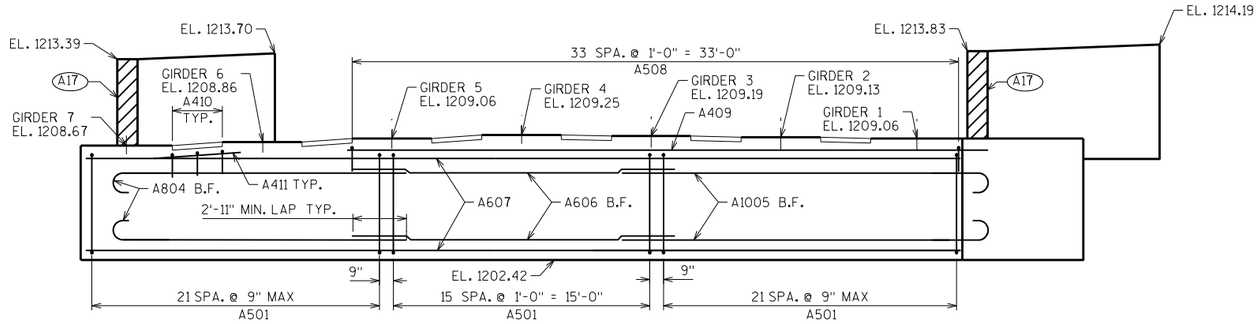
SCALE = 1.25

8

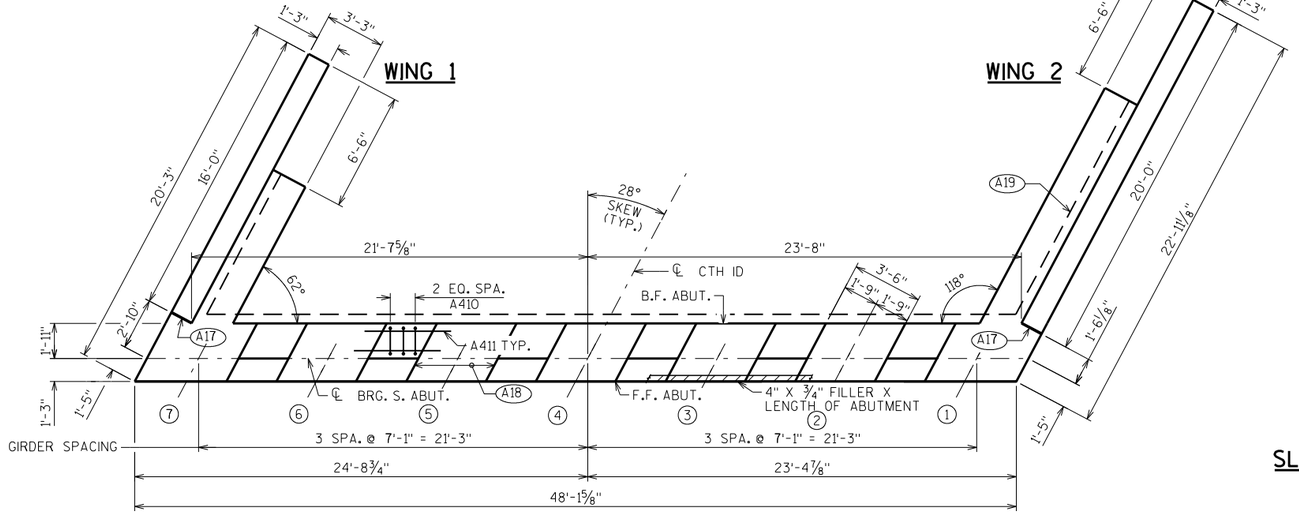
8

STATE PROJECT NUMBER

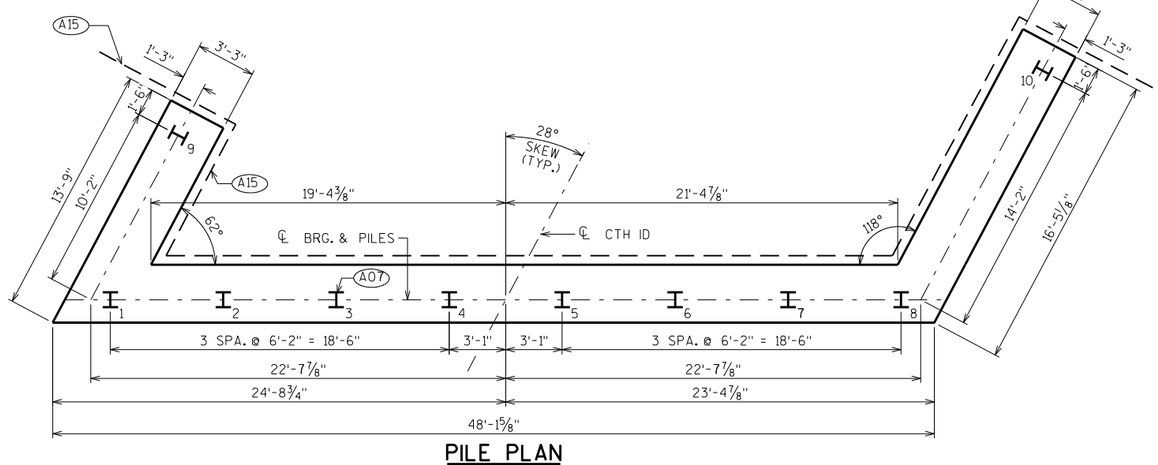
1204-02-76



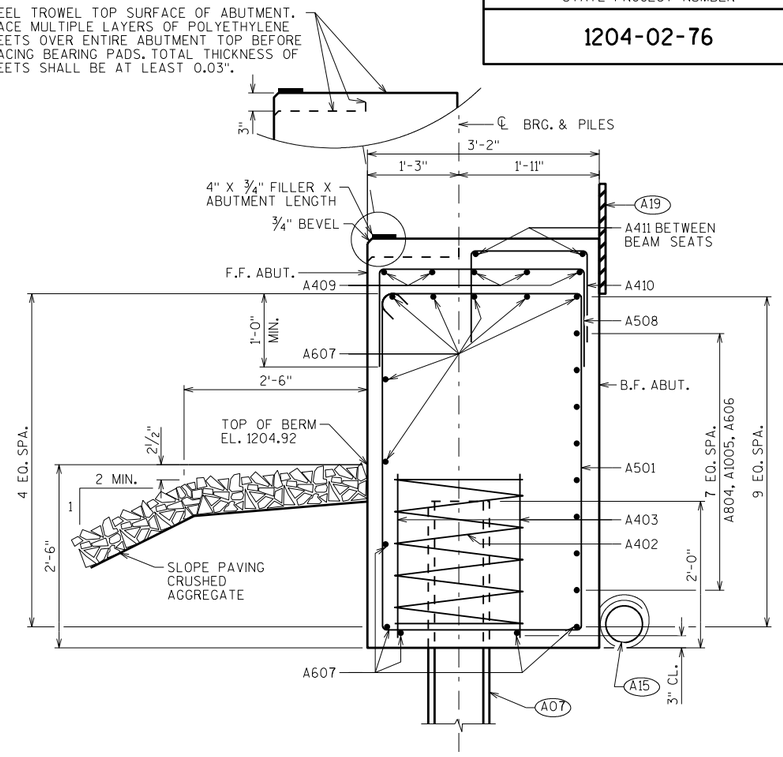
ELEVATION LOOKING SOUTH @ F.F. ABUT.



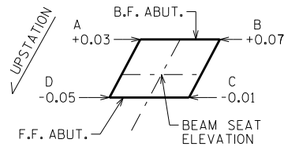
PLAN



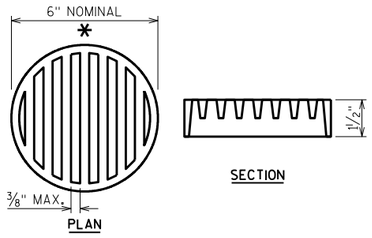
PILE PLAN



SECTION THRU BODY



SLOPED BEAM SEAT DETAIL



RODENT SHIELD DETAIL

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

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

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHEMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A07) SUPPORT ABUTMENT ON HP 12 X 53 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE. PILE POINTS REQUIRED.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

SOUTH ABUTMENT

SHEET 4

470

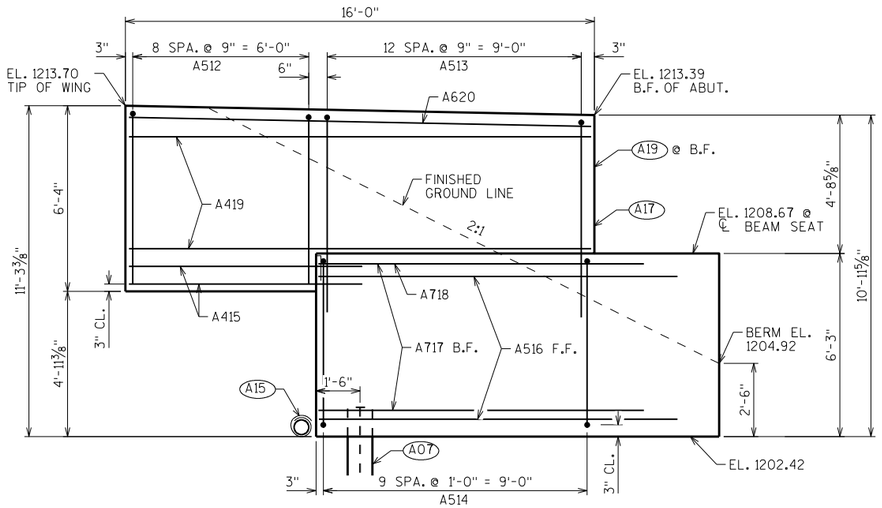
SCALE = 4.00

8

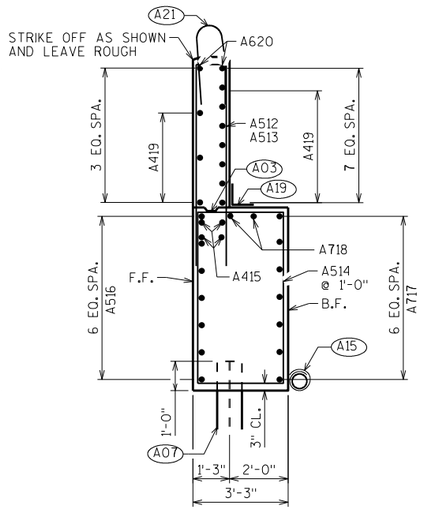
8

STATE PROJECT NUMBER

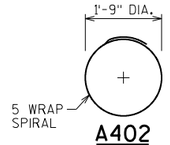
1204-02-76



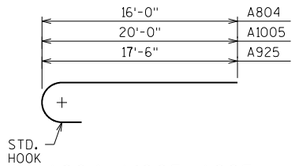
WING 1 ELEVATION



WING 1 SECTION



A402

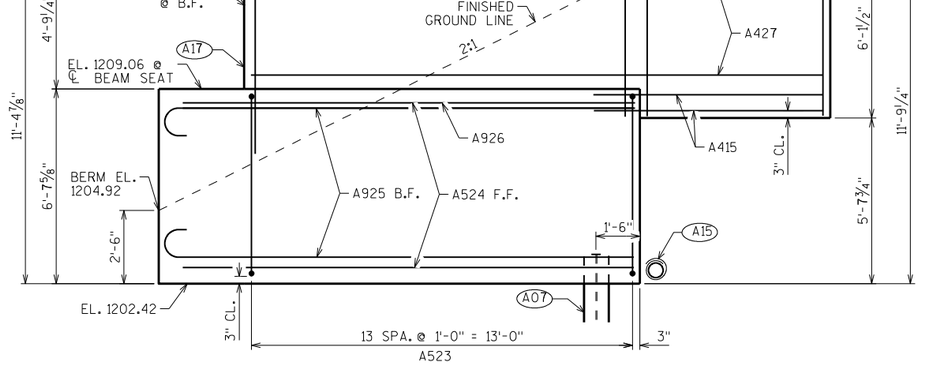


A804, A1005, A925

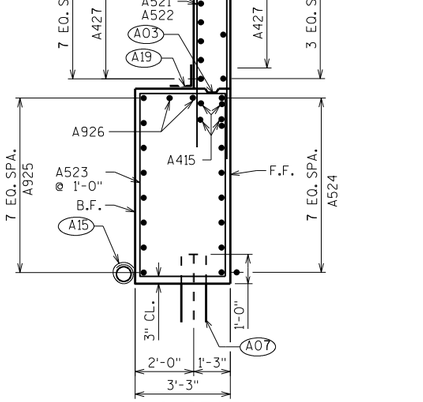
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

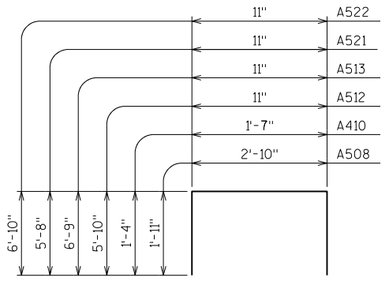
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		60	17'-4"	X		BODY-STIRRUP
A402		8	28'-0"	X		BODY-1 PER BODY PILE-VERT.
A403		16	2'-3"			BODY- 2 PER BODY PILE-VERT.
A804		8	16'-11"	X		BODY-HORIZ.-B.F. AT ENDS
A1005		8	21'-5"	X		BODY-HORIZ.-B.F. AT ENDS
A606		8	17'-8"			BODY-HORIZ.-B.F. AT CENTERS
A607		12	47'-9"			BODY-HORIZ.
A508		34	6'-5"	X		BODY-VERT.-TOP-UNDER G1-G5
A409		5	33'-6"			BODY-HORIZ.-TOP-UNDER G1-G5
A410		18	4'-1"	X		BODY-VERT.-TOP-BTWN. BEAM SEATS
A411		12	5'-2"			BODY-HORIZ.-TOP-BTWN. BEAM SEATS
A512	X	9	12'-4"	X		WING 1-VERT.
A513	X	13	14'-2"	X		WING 1-VERT.
A514	X	10	18'-2"	X		WING 1-STIRRUP
A415	X	8	7'-11"			WING 1 & 2-HORIZ.-F.F. & B.F.
A516	X	7	12'-2"			WING 1-HORIZ.-F.F.
A717	X	7	11'-2"			WING 1-HORIZ.-B.F.
A718	X	2	11'-2"			WING 1-HORIZ.
A419	X	10	15'-8"			WING 1-HORIZ.-F.F. & B.F.
A620	X	2	15'-8"			WING 1-HORIZ.-TOP-F.F. & B.F.
A521	X	9	12'-0"	X		WING 2- VERT.
A522	X	18	14'-4"	X		WING 2-VERT.
A523	X	14	18'-10"	X		WING 2-STIRRUP
A524	X	8	15'-5"			WING 2-HORIZ.-F.F.
A925	X	8	18'-9"	X		WING 2-HORIZ.-B.F.
A926	X	2	15'-5"			WING 2- HORIZ.
A427	X	10	19'-8"			WING 2-HORIZ.-B.F. & F.F.
A628	X	2	19'-8"			WING 2-HORIZ.-TOP-B.F. & F.F.



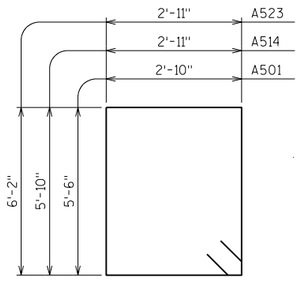
WING 2 ELEVATION



WING 2 SECTION



A508, A410, A512, A513, A521, A522



A501, A514, A523

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

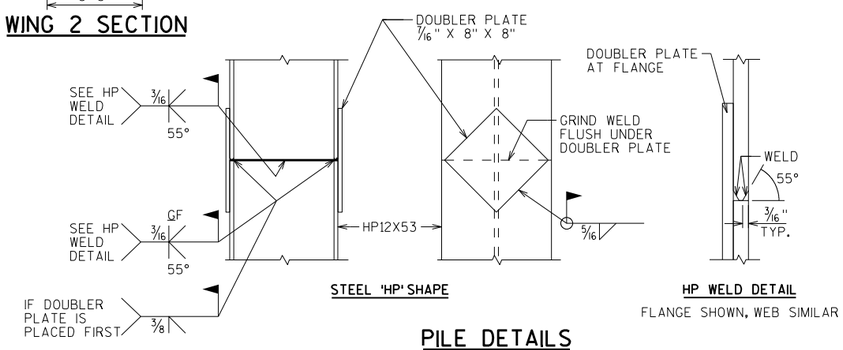
A07 SUPPORT ABUTMENT ON HP 12 x 53 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 1/2" FILLER (INCLUDED IN WING LENGTH); SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A21 FOR PPT. BARS & DIMENSIONS SEE "SINGLE SLOPE PARAPET 32SS" SHEET.



STEEL 'HP' SHAPE

HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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SOUTH ABUTMENT DETAILS

SHEET 5

471

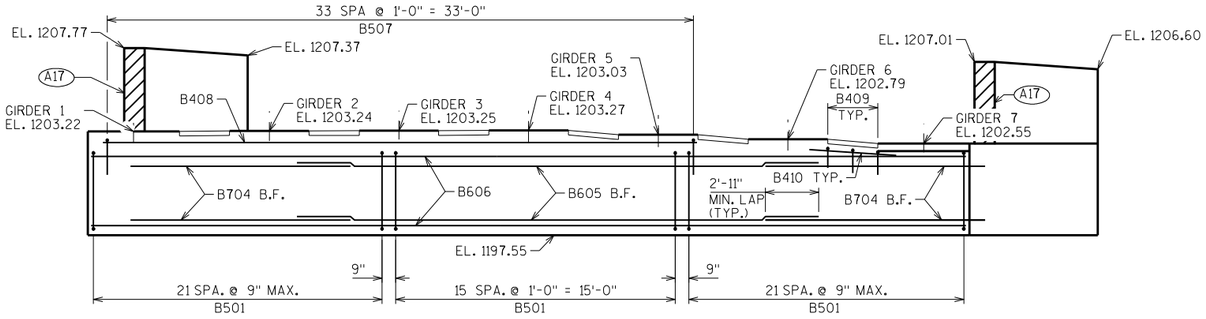
SCALE = 2.50

8

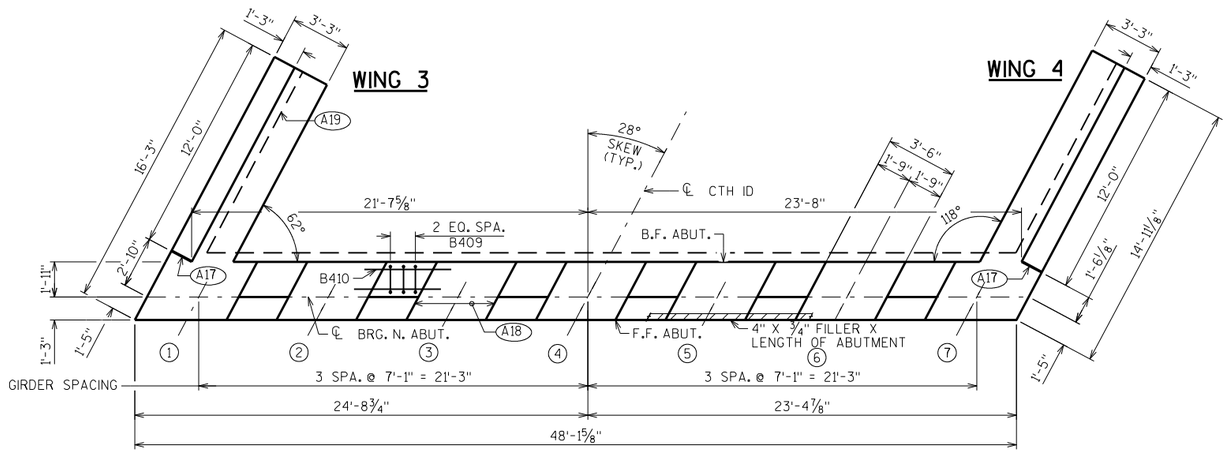
8

STATE PROJECT NUMBER

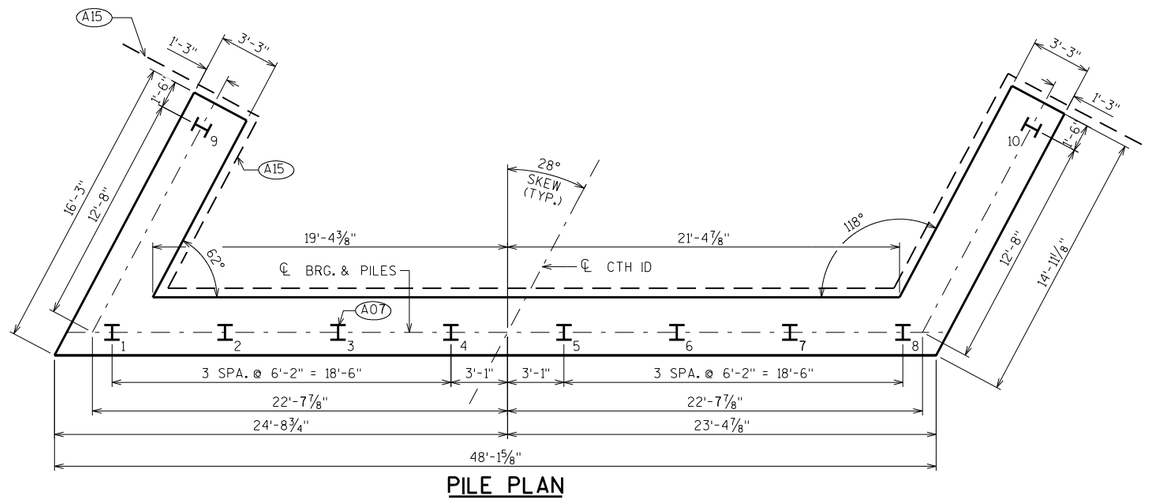
1204-02-76



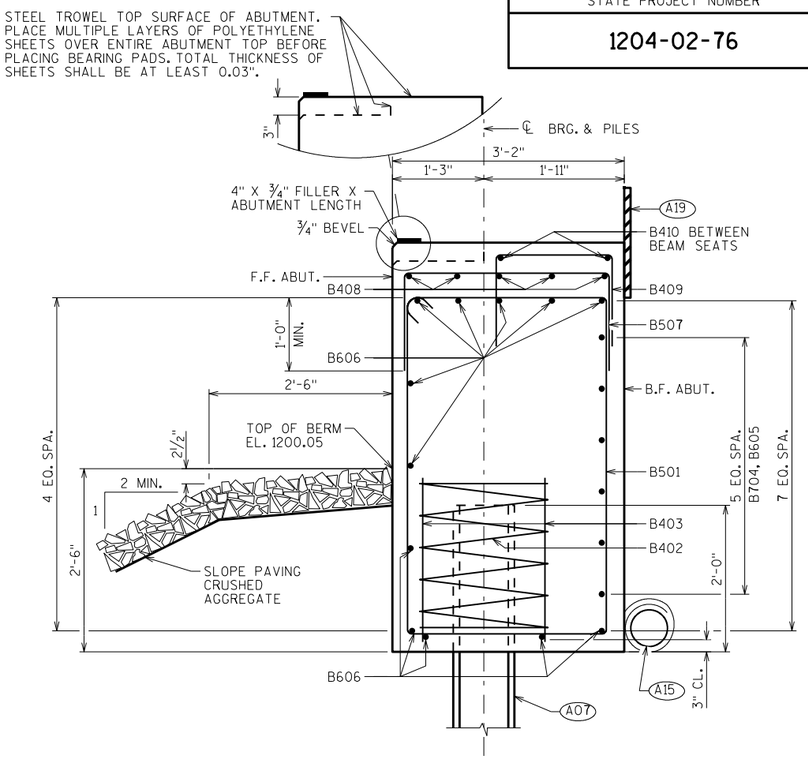
ELEVATION LOOKING NORTH



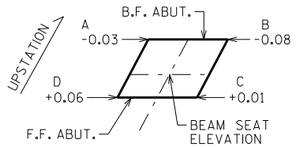
PLAN



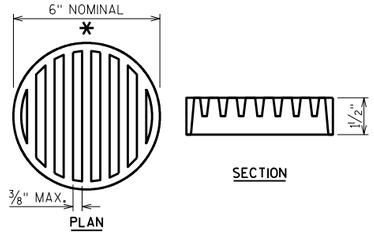
PILE PLAN



SECTION THRU BODY



SLOPED BEAM SEAT DETAIL



RODENT SHIELD DETAIL

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

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

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHEMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A07) SUPPORT ABUTMENT ON HP 12 X 53 STEEL PILING, ESTIMATED 40'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE. PILE POINTS REQUIRED.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) 3/4" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

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NORTH ABUTMENT

SHEET 6

472

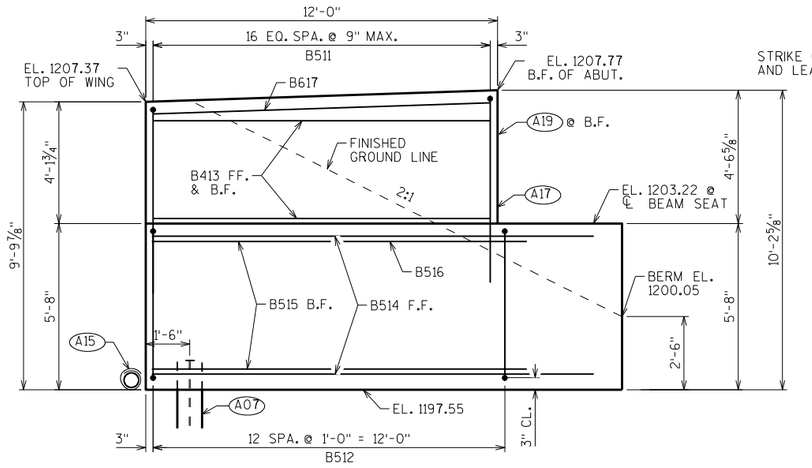
SCALE = 4.00

8

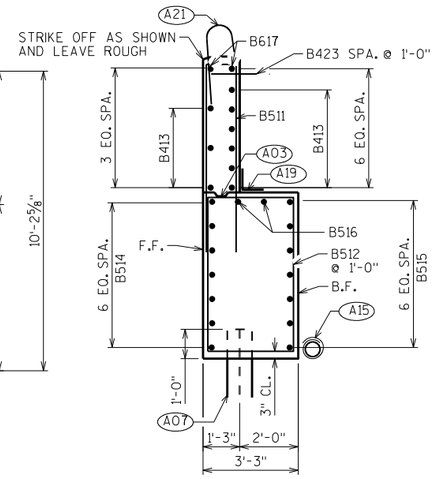
8

STATE PROJECT NUMBER

1204-02-76



WING 3 ELEVATION



WING 3 SECTION

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 X 6. (18" RMW @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

A07 SUPPORT ABUTMENT ON HP 12 X 53 STEEL PILING, ESTIMATED 40'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

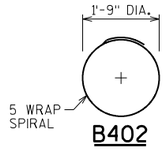
A17 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		60	15'-0"	X		BODY-STIRRUP
B402		8	28'-0"	X		BODY-1 PER BODY PILE-VERT.
B403		16	2'-3"			BODY- 2 PER BODY PILE-VERT.
B704		12	12'-0"			BODY-HORIZ.- B.F. @ ENDS
B605		6	29'-8"			BODY-HORIZ. - B.F. @ CENTERS
B606		12	47'-9"			BODY-HORIZ.
B507		34	6'-1"	X		BODY-VERT.-TOP-UNDER G1-G5
B408		5	33'-6"			BODY-HORIZ.-TOP-UNDER G1-G5
B409		18	4'-1"	X		BODY-VERT.-TOP-BTWN. BEAM SEATS
B410		12	5'-2"			BODY-HORIZ.-TOP-BTWN. BEAM SEATS
B511	X	17	13'-6"	X		WING 3-VERT.
B512	X	13	17'-0"	X		WING 3-STIRRUP
B413	X	18	11'-8"			WING 3 & 4-HORIZ.-F.F. & B.F.
B514	X	7	15'-1"			WING 3-HORIZ.-F.F.
B515	X	7	12'-9"			WING 3-HORIZ.-B.F.
B516	X	2	12'-9"			WING 3-HORIZ.
B617	X	4	11'-8"			WING 3 & 4-HORIZ-TOP-F.F. & B.F.
B518	X	17	13'-4"	X		WING 4 -VERT.
B519	X	13	15'-8"	X		WING 4-STIRRUP
B520	X	6	13'-11"			WING 4- HORIZ.-F.F.
B521	X	7	14'-9"			WING 4-HORIZ.-B.F.
B522	X	2	13'-11"			WING 4- HORIZ.
B423	X	24	2'-0"			WING 3 &4-HORIZ.-SURFACE DRAIN



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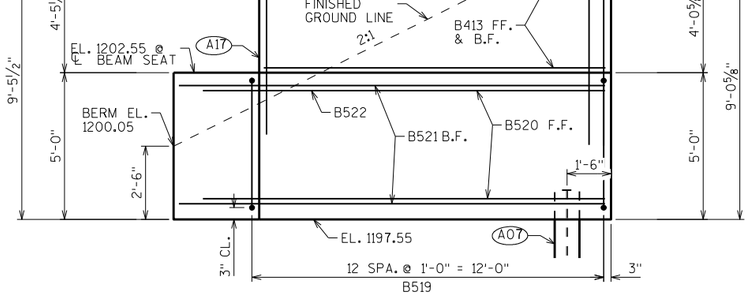
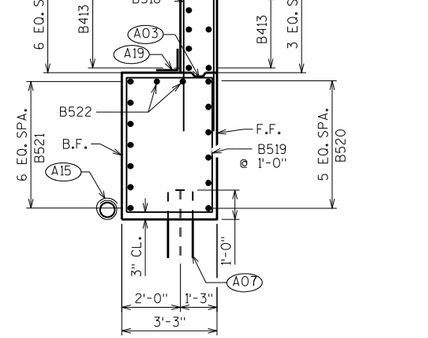
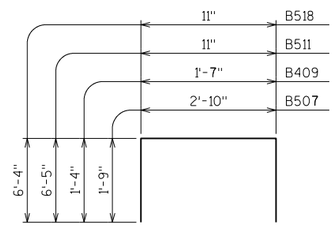


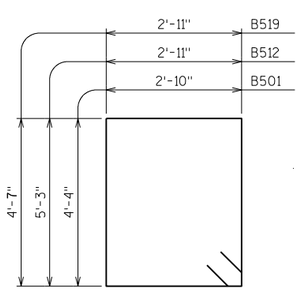
WING 4 ELEVATION



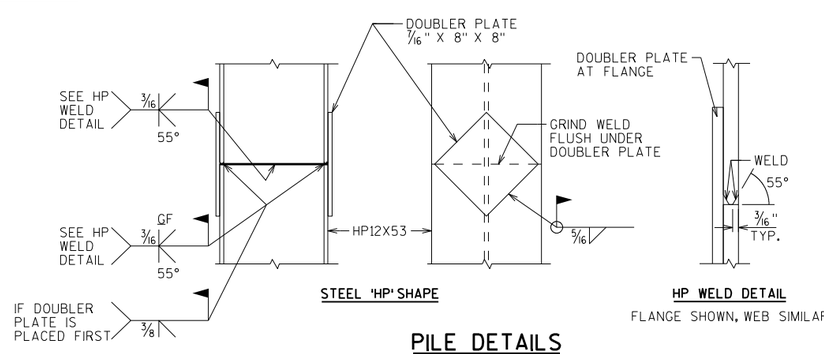
WING 4 SECTION



B507, B409, B511, B518



B501, B512, B519



STEEL 'HP' SHAPE

HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

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NORTH ABUTMENT DETAILS

SHEET 7

473

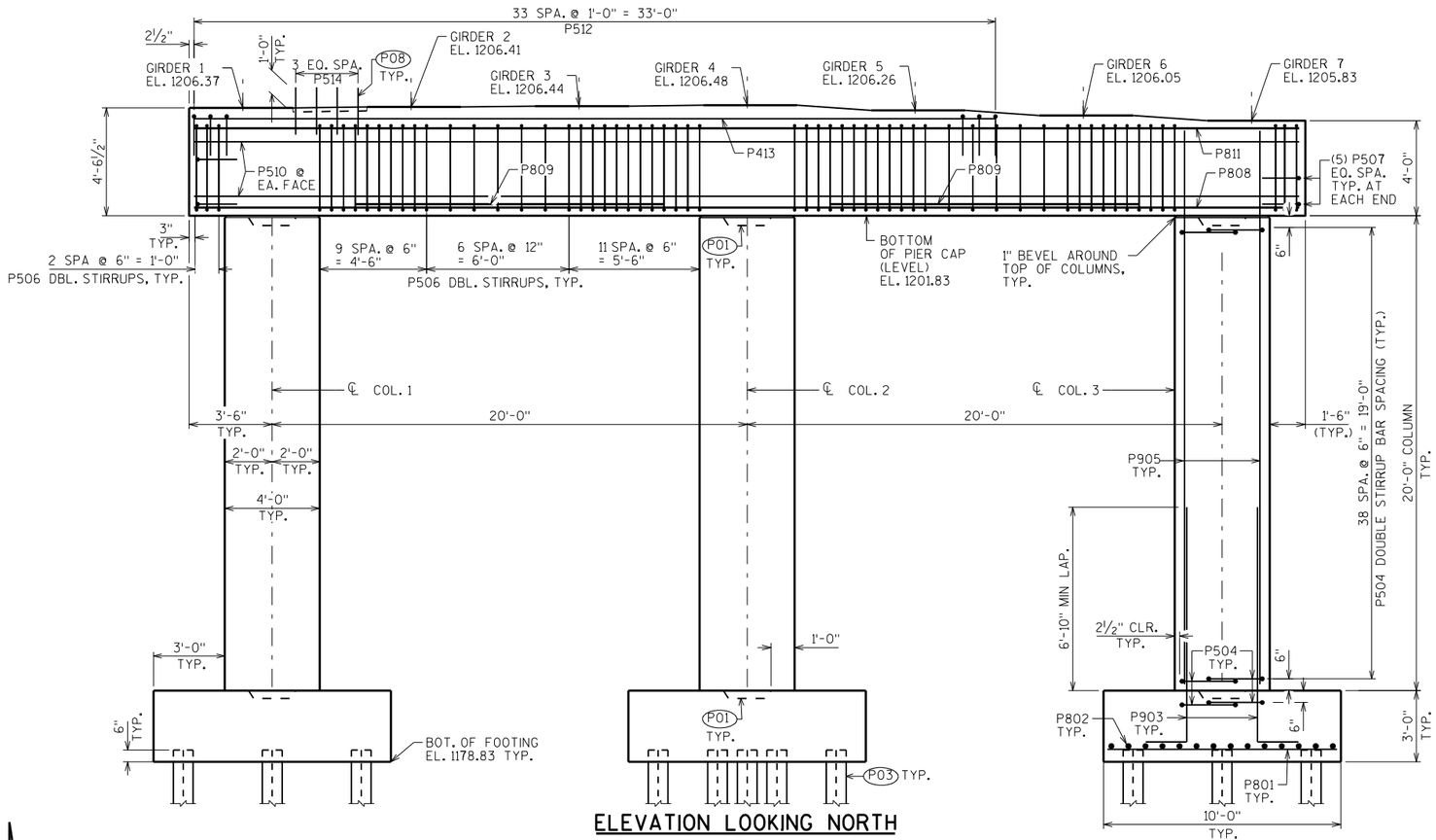
SCALE = 2.50

8

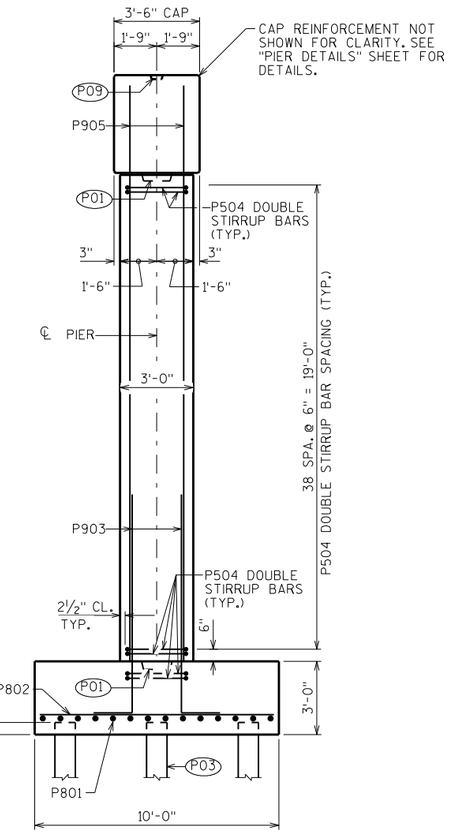
8

STATE PROJECT NUMBER

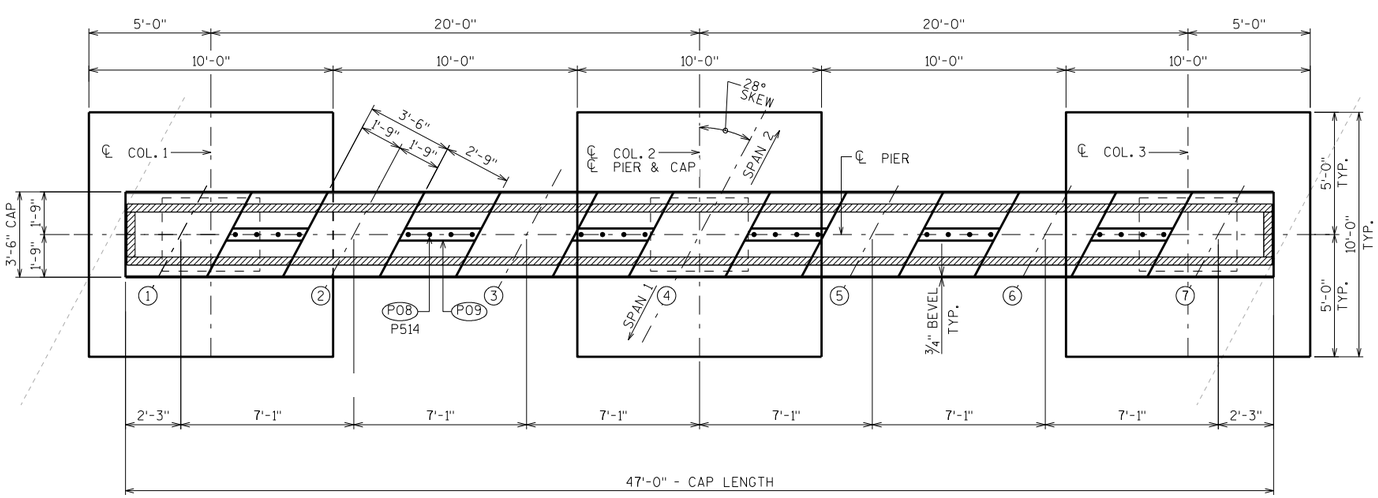
1204-02-76



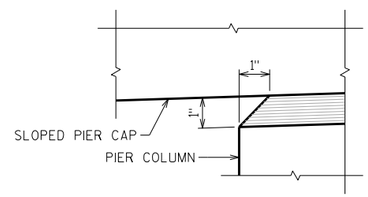
ELEVATION LOOKING NORTH



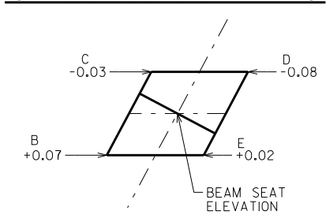
SECTION THRU PIER



PLAN



PIER COLUMN BEVEL DETAIL



SLOPED BEAM SEAT DETAIL

(P01) 1'-3" X 2'-0" X 4" CONST. JOINT FORMED BY BEVELED KEYWAY.

(P03) SUPPORT PIER ON HP 12 X 53 STEEL PILING. ESTIMATED 10'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE. PRE-BORING IS REQUIRED.

(P08) BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P09) KEYED CONST. JOINT-FORMED BY BEVELED 2 X 6 BETWEEN BEAM SEATS.

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PIER

SHEET 8

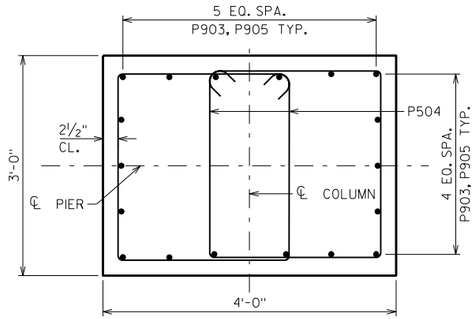
474

SCALE = 3.00

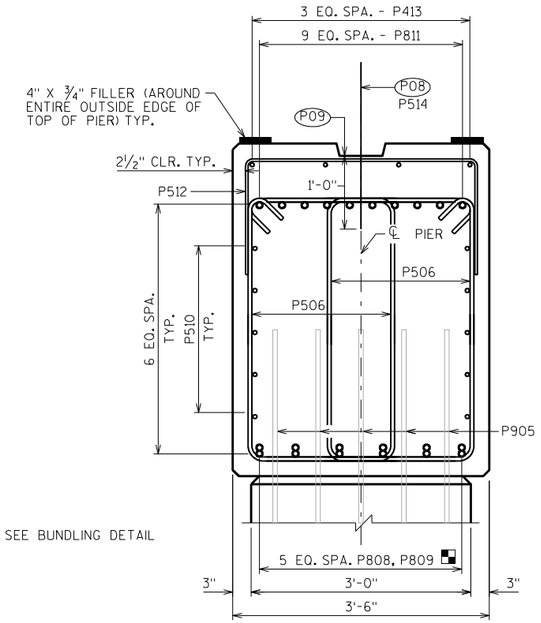
8

8

STATE PROJECT NUMBER
1204-02-76



SECTION THRU COLUMN

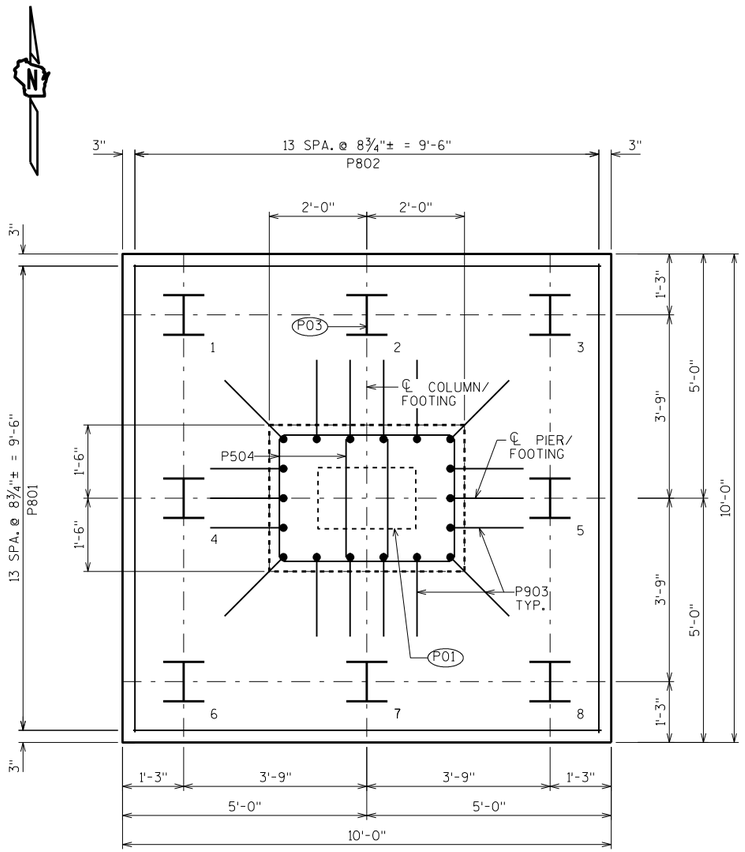


SECTION THRU CAP

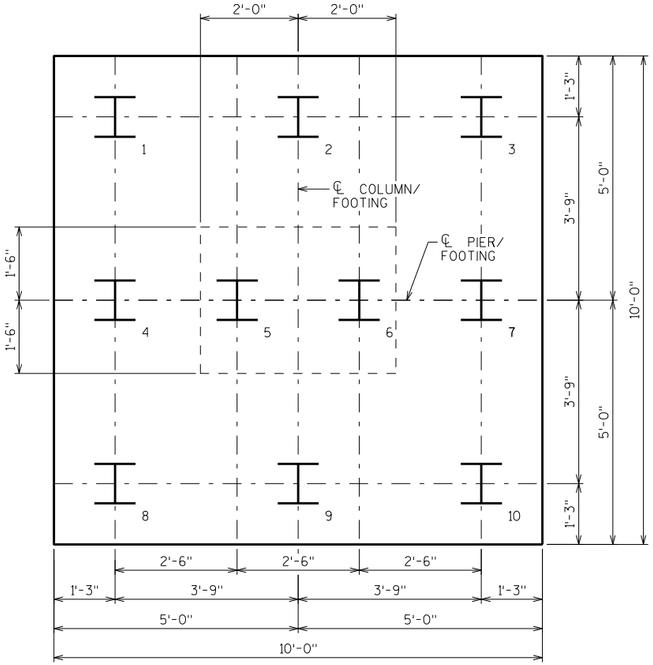
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
P801		42	9'-6"			FOOTINGS-BOT.-HORIZ.-LONGIT.
P802		42	9'-6"			FOOTINGS-BOT.-HORIZ.-TRANS.
P903	X	54	10'-6"	X		FOOTINGS-COLUMNS-VERT.-ALL FACES
P504	X	240	10'-6"	X		FOOTINGS-COLUMNS-HORIZ.-DOUBLE STIRRUPS
P905	X	54	23'-7"			COLUMNS-CAP-VERT.-ALL FACES
P506	X	60	11'-10"	X		CAP-VERT.-TRANSVERSE-DOUBLE STIRRUPS
P507	X	10	6'-2"	X		CAP-HORIZ.-BOTH ENDS ONLY
P808	X	6	46'-7"			CAP-HORIZ.-BOT.-LONGIT.
P809	X	12	13'-0"			CAP-HORIZ.-BOT-LONGIT-BTWN COLUMNS
P510	X	10	46'-7"			CAP-HORIZ.-LONGIT.-BOTH FACES
P811	X	10	46'-7"			CAP-HORIZ.-TOP-LONGIT.
P512	X	34	6'-8"	X		CAP-TOP-VERT.-TRANSVERSE-BELOW G1-G5
P413	X	4	33'-9"			CAP-TOP-HORIZ.-LONGIT.-BELOW G1-G5
P514	X	24	2'-0"			CAP-TOP-VERT.-BTWN. BEAM SEATS



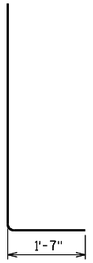
FOOTING 1, 3



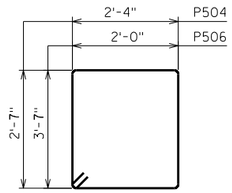
FOOTING 2

REINFORCEMENT SAME AS FOOTINGS 1 AND 3

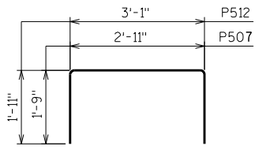
PILE & FOOTING PLAN



P903



P504, P506



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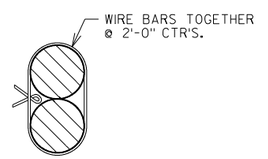


BUNDLING DETAIL

P01 1'-3" x 2'-0" x 4" CONST. JOINT FORMED BY BEVELED KEYWAY.

P03 SUPPORT PIER ON HP 12 x 53 STEEL PILING, ESTIMATED 10'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE. PRE-BORING IS REQUIRED.

P08 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

P09 KEYED CONST. JOINT-FORMED BY BEVELED 2 x 6 BETWEEN BEAM SEATS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

PIER DETAILS

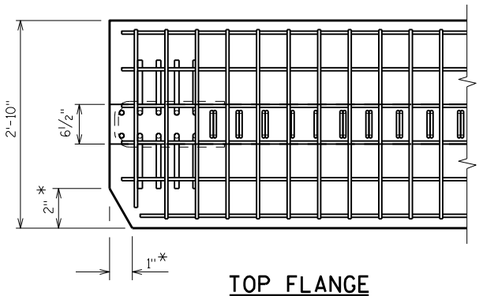
SHEET 9

475

SCALE = 1.50

STATE PROJECT NUMBER

1204-02-76



TOP FLANGE

*AT ABUTMENT ENDS ONLY

SPAN 1 DIAPHRAGM HOLE LOCATIONS

GIRDER	"D"	"E"	"F"	"G"	"H"
1	42'-2"	———	40'-0"	———	38'-2½"
2	38'-10"	3'-3⅞"	36'-8¼"	3'-3⅞"	38'-2½"
3	38'-10"	3'-3⅞"	36'-8¼"	3'-3⅞"	38'-2½"
4	38'-10"	3'-3⅞"	36'-8¼"	3'-3⅞"	38'-2½"
5	38'-10"	3'-3⅞"	36'-8¼"	3'-3⅞"	38'-2½"
6	38'-10"	3'-3⅞"	36'-8¼"	3'-3⅞"	38'-2½"
7	38'-10"	———	40'-0"	———	41'-6½"

SPAN 2 DIAPHRAGM HOLE LOCATIONS

GIRDER	"D"	"E"	"F"	"G"	"H"
1	35'-2"	———	36'-4"	———	37'-10½"
2	35'-2"	3'-3⅞"	33'-0¼"	3'-3⅞"	34'-6½"
3	35'-2"	3'-3⅞"	33'-0¼"	3'-3⅞"	34'-6½"
4	35'-2"	3'-3⅞"	33'-0¼"	3'-3⅞"	34'-6½"
5	35'-2"	3'-3⅞"	33'-0¼"	3'-3⅞"	34'-6½"
6	35'-2"	3'-3⅞"	33'-0¼"	3'-3⅞"	34'-6½"
7	38'-6"	———	36'-4"	———	34'-6½"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.3 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

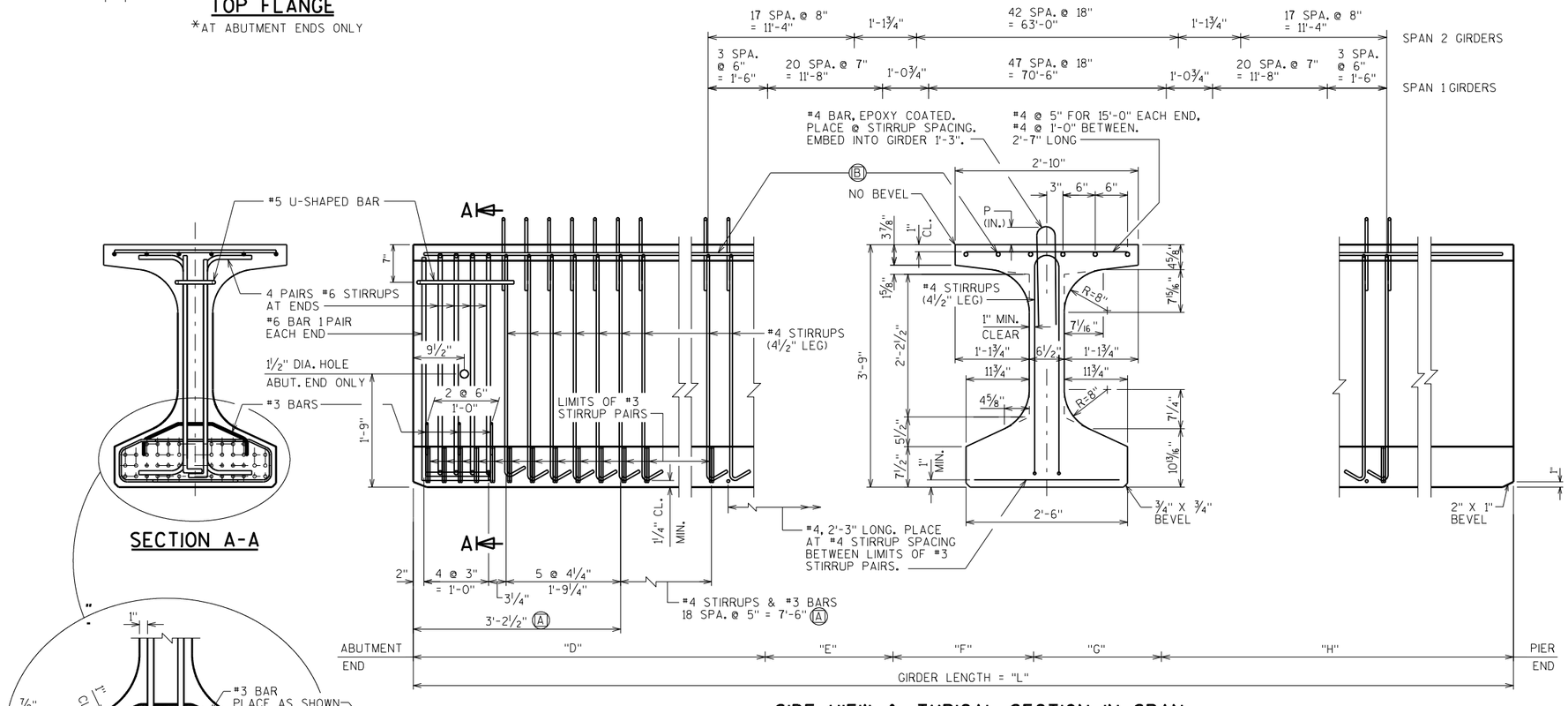
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

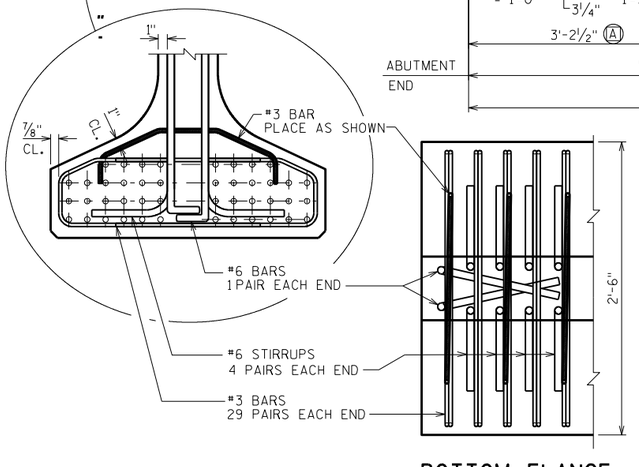
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



SECTION A-A

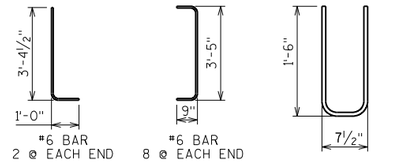


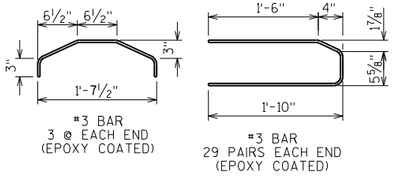
BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-11"





✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" IST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1&7	120.375	0.9	1.7	2.3	2.7	2.9	2.7	2.3	1.7	0.9	8,000	7	7	7	0.6	40	6,800	40	13.75	16.75	5		
1	2-6	120.375	1.0	1.8	2.5	2.9	3.1	2.9	2.5	1.8	0.9	8,000	7	7	7	0.6	40	6,800	40	13.75	16.75	5		
2	1&7	109.375	0.6	1.1	1.6	1.8	1.9	1.9	1.6	1.2	0.6	8,000	7	7	7	0.6	30	6,800	41	13.25	16.25	4		
2	2-6	109.375	0.6	1.2	1.7	2.0	2.1	2.1	1.7	1.2	0.7	8,000	7	7	7	0.6	30	6,800	41	13.25	16.25	4		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

45W" PRESTRESSED GIRDER DETAILS 1

SHEET 10

476

SCALE = 1.00

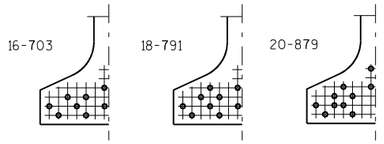
1-16
G45W

8 19 9 5 12

8

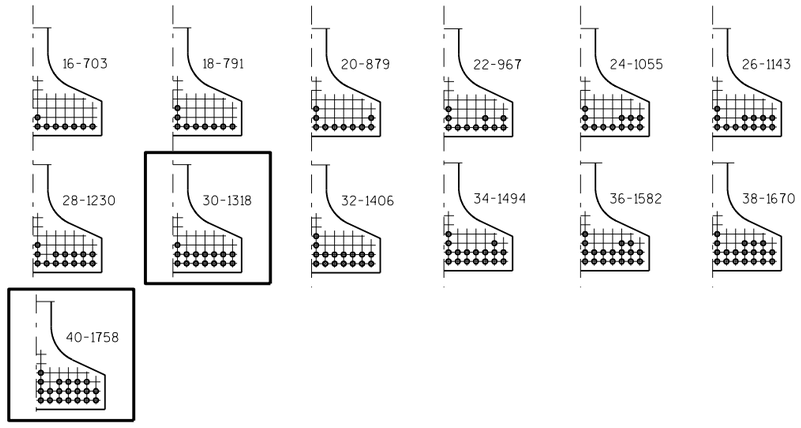
STATE PROJECT NUMBER

1204-02-76



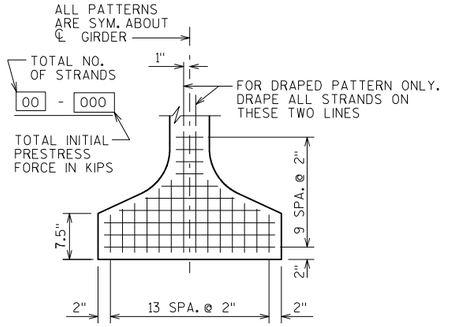
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"Φ STRANDS

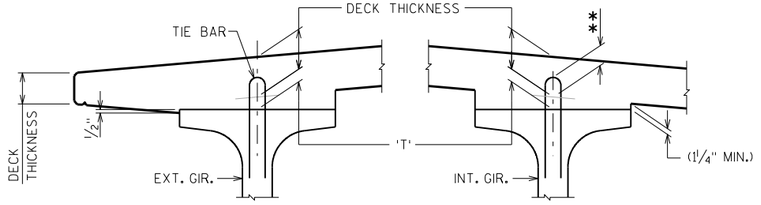


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"Φ STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

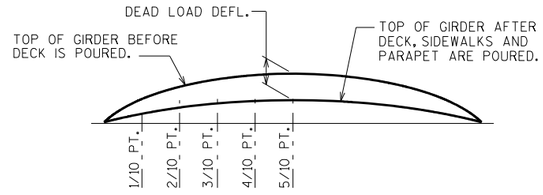
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

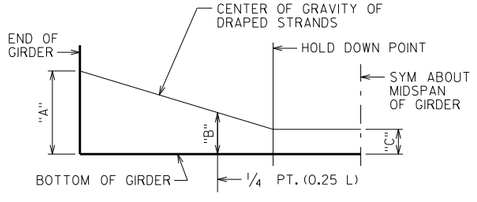
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 2.75" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	4.86
2	3.12

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

45W" PRESTRESSED GIRDER DETAILS 2

SHEET 11

477

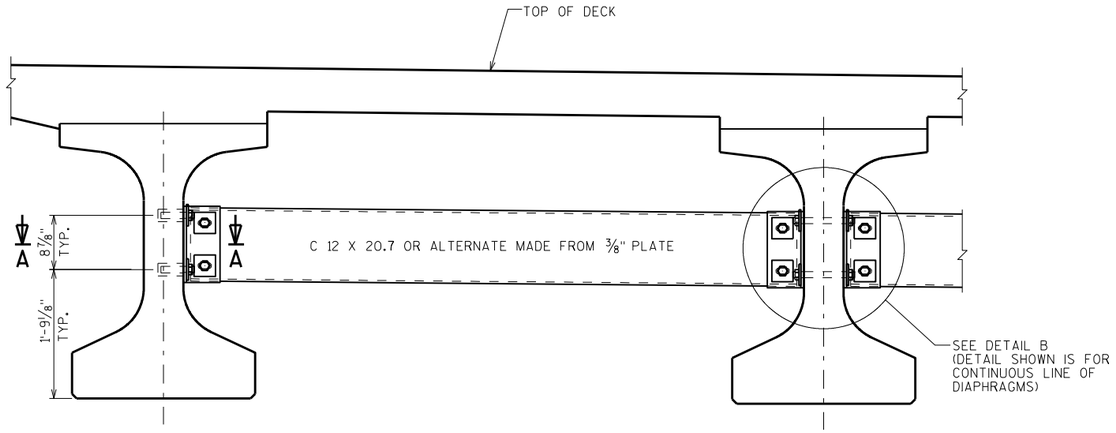
G45W
7-16

SCALE = 1.00

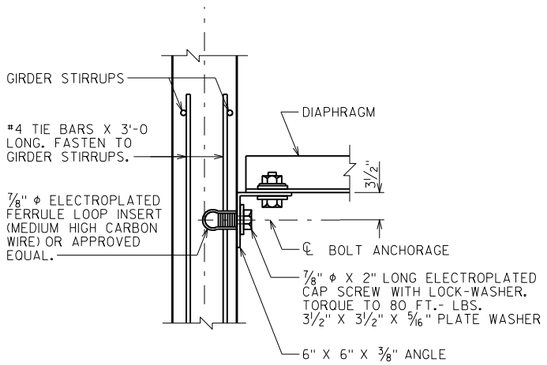
8 19 9 5 12

8

STATE PROJECT NUMBER
1204-02-76

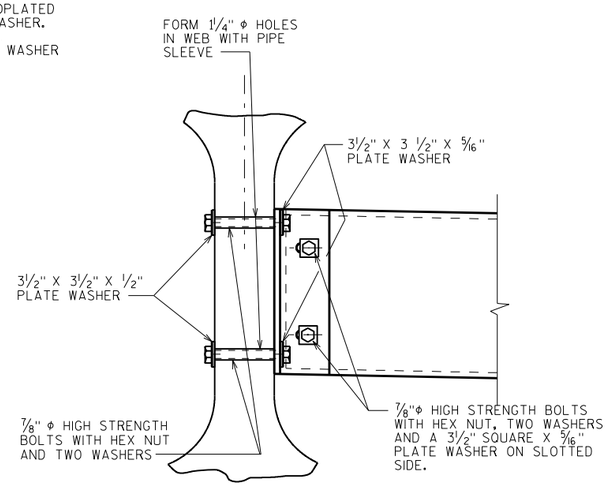


PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION A-A

(FOR EXTERIOR ATTACHMENT)



(FOR STAGGERED DIAPHRAGM)

DETAIL B

NOTES

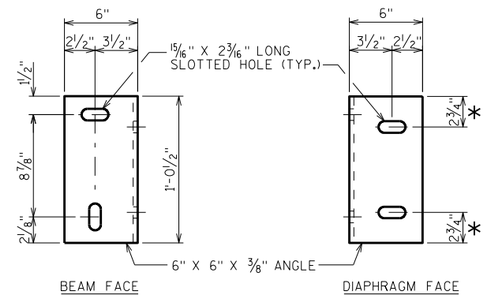
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-25-175", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

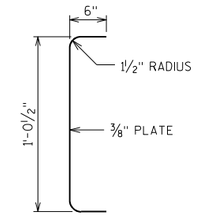
ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS ¼ TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEED THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.



DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU ALTERNATE DIAPHRAGM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

STEEL DIAPHRAGM

SHEET 12

478

SCALE = 1.00

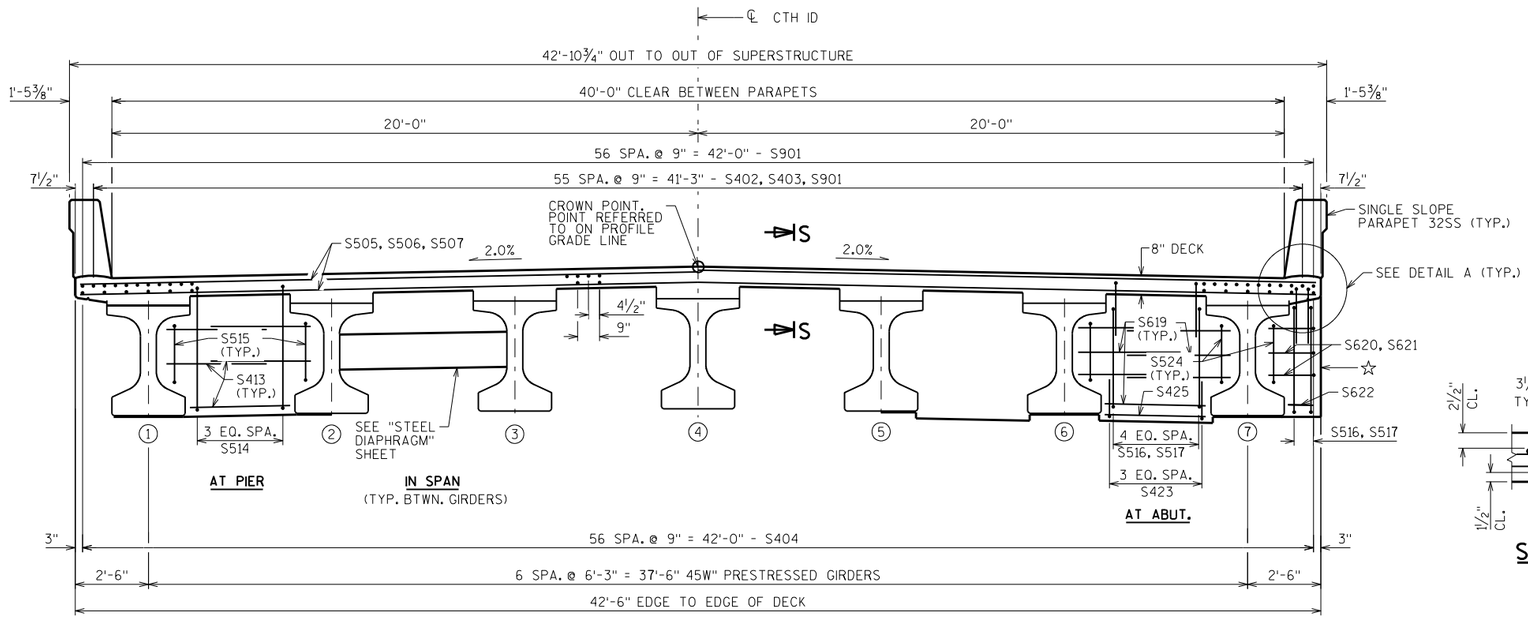
GSTDIA
7-13

8

8

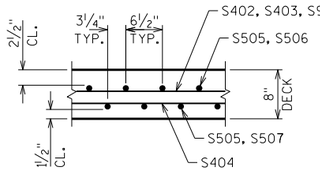
STATE PROJECT NUMBER

1204-02-76

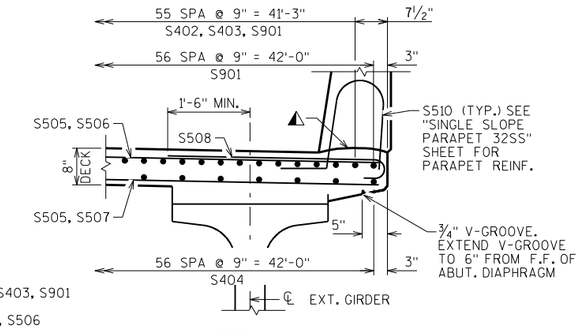


CROSS SECTION THRU ROADWAY

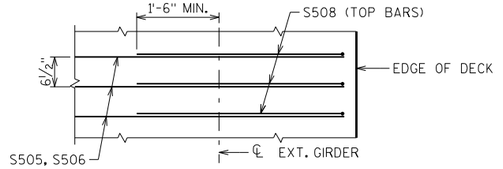
(LOOKING UPSTATION)



SECTION S-S



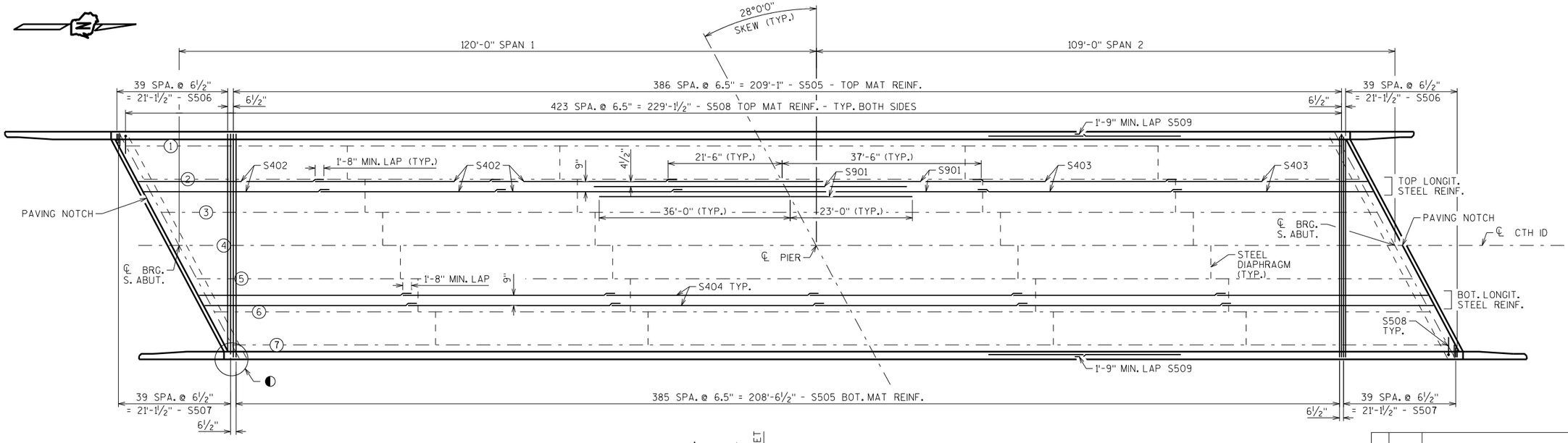
DETAIL A

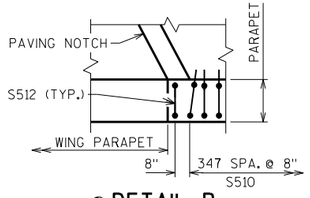


PLAN

ADDITIONAL REINF. DETAIL

(TYP. AT BOTH SIDES OF DECK)





◐ DETAIL B

WING 1 SHOWN. OTHERS SIMILAR

▲ HORIZONTAL CONSTRUCTION JOINT-STRIKE OFF AND LEAVE ROUGH AS SHOWN.

☆ 2 - S426 BARS. PLACE AT ENDS INSIDE OF U-BARS.

◐ SEE DETAIL B THIS SHEET FOR PARAPET DETAIL
SEE SHEET 14 FOR DIAPHRAGM BAR DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

SUPERSTRUCTURE

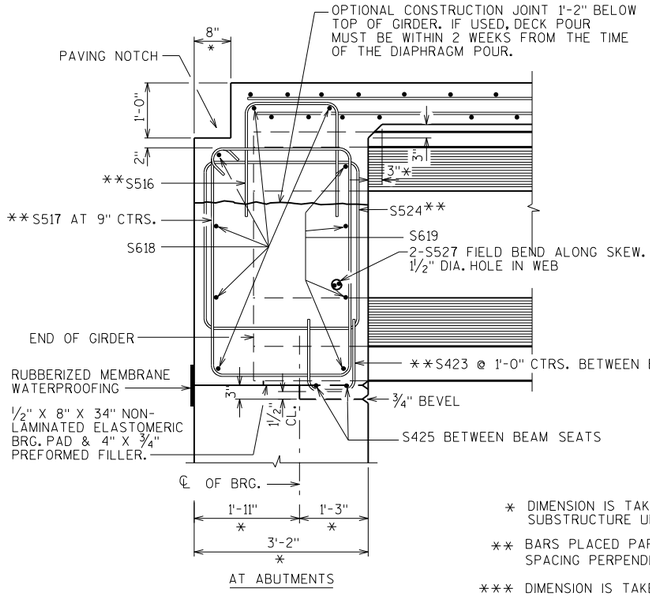
SHEET 13

479

SCALE = 10.00

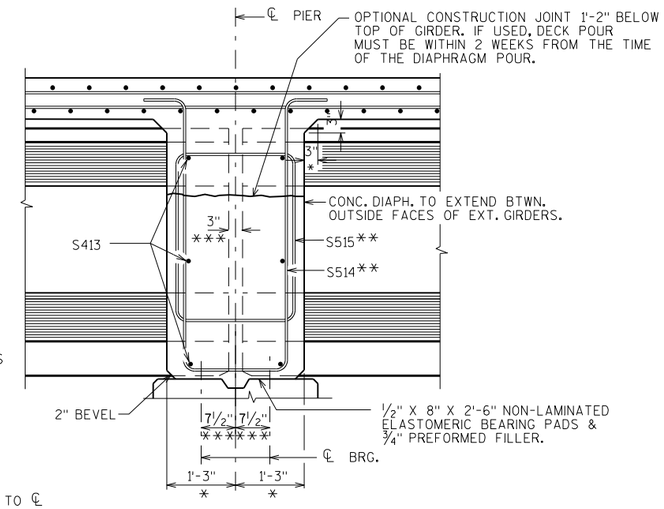
STATE PROJECT NUMBER

1204-02-76



AT ABUTMENTS

PART LONGIT. SECTION

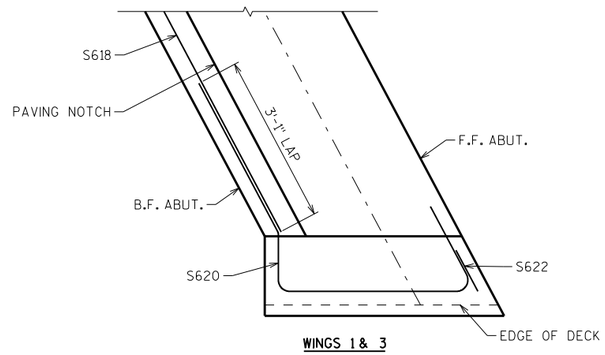


AT PIER DIAPHRAGM

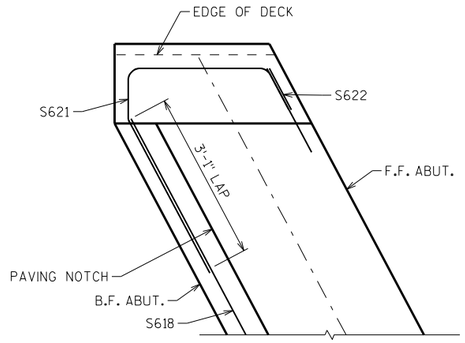
* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

*** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER

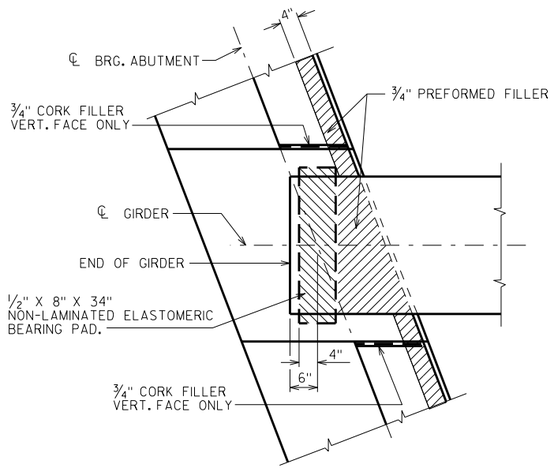


WINGS 1 & 3

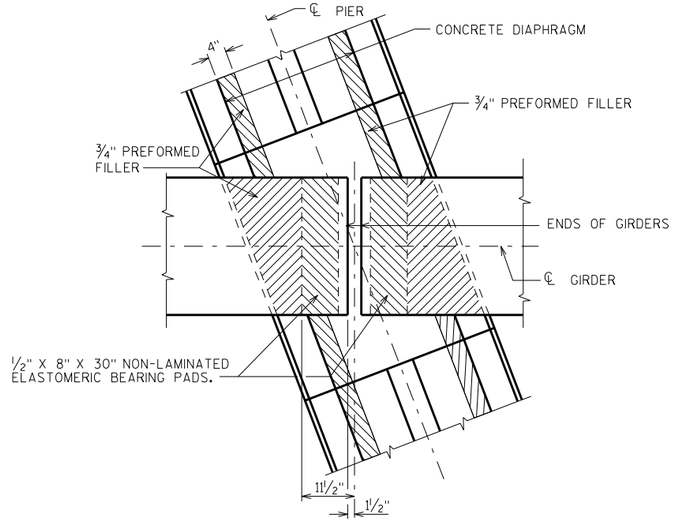


WINGS 2 & 4

AT ABUTMENT DIAPHRAGM ENDS



ABUTMENT



PIER

BEARING PAD DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

SUPERSTRUCTURE DETAILS 1

SHEET 14

480

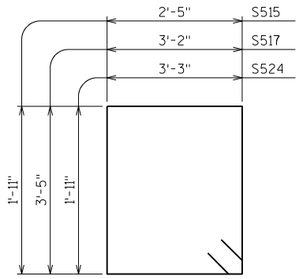
G45WDET
7-14

SCALE = 1.33

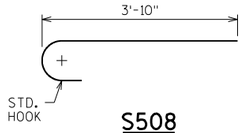
8

8

STATE PROJECT NUMBER
1204-02-76



S515, S517, S524



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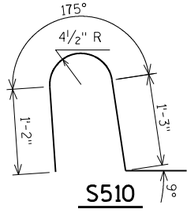

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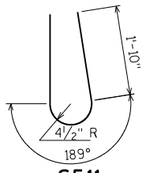

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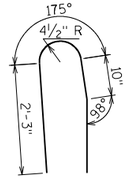

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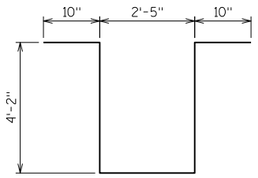

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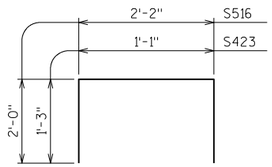
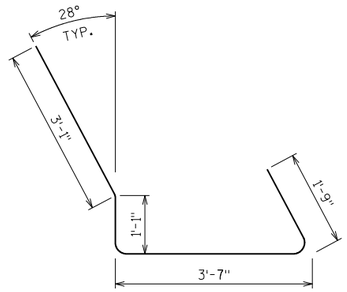


S516, S423



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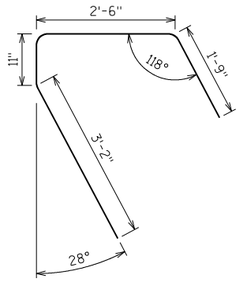


S621

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S901	X	114	59'-0"			LONGIT. - CONTINUITY
S402	X	168	34'-11"			LONGIT. - TOP - SPAN 1
S403	X	112	38'-1"			LONGIT. - TOP - SPAN 2
S404	X	342	40'-3"			LONGIT. - BOT.
S505	X	773	42'-2"			TRANSVERSE- TOP & BOT.
S506	X	80	21'-3"		⚠	TRANSVERSE - TOP
S507	X	80	21'-9"		⚠	TRANSVERSE - BOT.
S508	X	848	4'-5"	X		TRANSVERSE-OVERHANG
S509	X	48	59'-8"			PARAPET- HORIZ.
S510	X	696	4'-5"	X		32SS PARAPET - VERT.
S511	X	700	5'-0"	X		32SS PARAPET - VERT.
S512	X	4	5'-10"	X		32SS PARAPET - VERT. AT ABUT.
S413	X	60	3'-5"			PIER DIAPHRAGM - HORIZ.
S514	X	24	11'-11"	X		PIER DIAPHRAGM - VERT.
S515	X	12	9'-4"	X		PIER DIAPHRAGM - VERT.
S516	X	68	5'-11"	X		ABUT. DIAPHRAGM - VERT.
S517	X	68	13'-10"	X		ABUT. DIAPHRAGM - VERT.
S618	X	12	47'-9"			ABUT. DIAPH. HORIZ. - B.F. ABUT.
S619	X	84	3'-5"			ABUT. DIAPH. HORIZ.- F.F. ABUT. BTWN GIRDERS
S620	X	6	9'-2"	X		ABUT. DIAPH. HORIZ. - ENDS - WINGS 1 AND 3
S621	X	6	8'-1"	X		ABUT. DIAPH. HORIZ.- ENDS - WINGS 2 AND 4
S622	X	4	0'-8"			ABUT. DIAPH. HORIZ. - ENDS - BOT.
S423	X	48	3'-5"	X		ABUT. DIAPH. VERT. - BTWN. BEAM SEATS
S524	X	28	11'-0"	X		ABUT. DIAPH.VERT.
S425	X	24	2'-11"			ABUT. DIAPH. HORIZ. - BTWN. BEAM SEATS UNDER
S426	X	8	4'-1"			ABUT. DIAPH. VERT. - ENDS
S527	X	28	6'-0"			ABUT. DIAPH. HORIZ.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
S506	2 SERIES OF 40	1'-5" TO 41'-1"
S507	2 SERIES OF 40	1'-10" TO 41'-7"

BUNDLE AND TAG EACH SERIES SEPARATELY.

TOP OF DECK ELEVATIONS

	℄ BRG. S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	℄ BRG. N. ABUT.
W. EOD	1213.76	1213.53	1213.29	1213.04	1212.79	1212.52	1212.25	1211.97	1211.68	1211.38	1211.07	1210.78	1210.49	1210.19	1209.88	1209.57	1209.24	1208.91	1208.58	1208.23	1207.88
GIRDER 1	1213.79	1213.56	1213.32	1213.07	1212.81	1212.54	1212.27	1211.99	1211.70	1211.40	1211.09	1210.80	1210.50	1210.20	1209.89	1209.58	1209.25	1208.92	1208.58	1208.24	1207.89
GIRDER 2	1213.85	1213.61	1213.37	1213.12	1212.86	1212.59	1212.32	1212.03	1211.74	1211.44	1211.12	1210.83	1210.54	1210.23	1209.92	1209.60	1209.28	1208.95	1208.61	1208.26	1207.90
GIRDER 3	1213.91	1213.67	1213.43	1213.18	1212.91	1212.64	1212.36	1212.08	1211.78	1211.48	1211.16	1210.87	1210.57	1210.26	1209.95	1209.63	1209.30	1208.97	1208.63	1208.28	1207.92
GIRDER 4	1213.97	1213.73	1213.48	1213.23	1212.96	1212.69	1212.41	1212.12	1211.82	1211.51	1211.20	1210.90	1210.60	1210.29	1209.98	1209.66	1209.33	1208.99	1208.64	1208.29	1207.93
GIRDER 5	1213.78	1213.54	1213.29	1213.03	1212.77	1212.49	1212.21	1211.91	1211.61	1211.30	1210.98	1210.69	1210.38	1210.07	1209.76	1209.43	1209.10	1208.76	1208.41	1208.06	1207.70
GIRDER 6	1213.59	1213.35	1213.09	1212.83	1212.56	1212.29	1212.00	1211.71	1211.40	1211.09	1210.77	1210.47	1210.17	1209.85	1209.53	1209.21	1208.87	1208.53	1208.18	1207.83	1207.46
GIRDER 7	1213.40	1213.15	1212.90	1212.64	1212.36	1212.08	1211.80	1211.50	1211.19	1210.88	1210.55	1210.25	1209.95	1209.63	1209.31	1208.98	1208.64	1208.30	1207.95	1207.59	1207.23
E. EOD	1213.32	1213.07	1212.82	1212.56	1212.28	1212.00	1211.71	1211.41	1211.11	1210.79	1210.47	1210.17	1209.86	1209.54	1209.22	1208.89	1208.55	1208.21	1207.86	1207.50	1207.13

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

SUPERSTRUCTURE DETAILS 2

SHEET 15

481

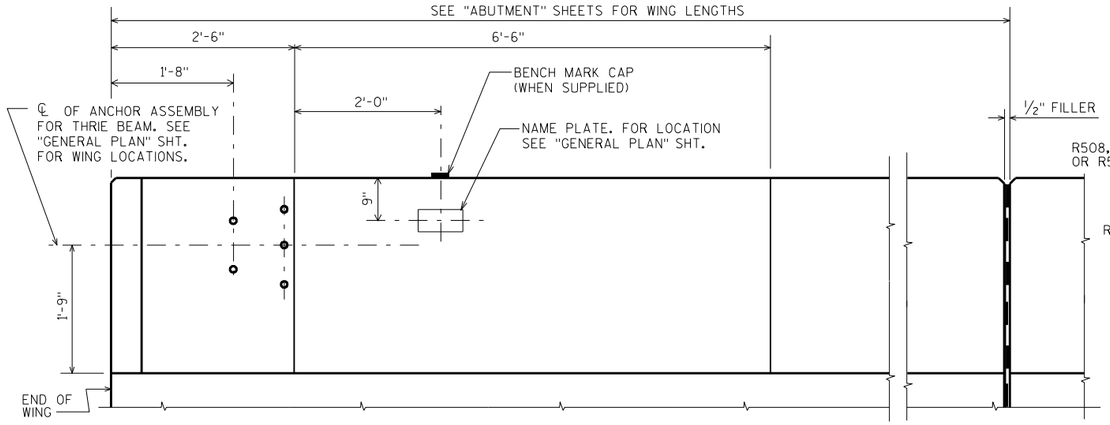
SCALE = 1.00

8

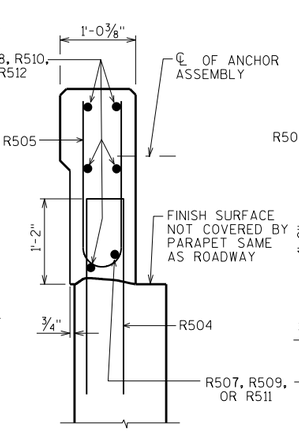
8

STATE PROJECT NUMBER

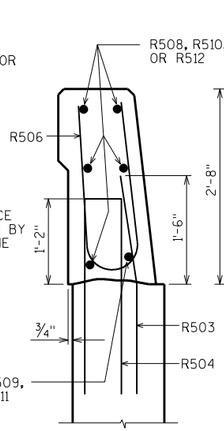
1204-02-76



INSIDE ELEVATION



SECTION A



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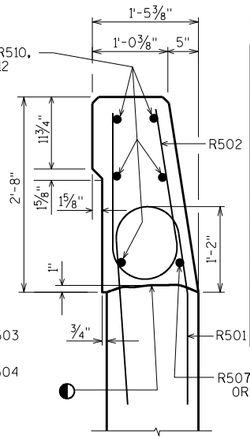
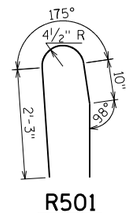


SECTION C

BILL OF BARS

FOR ABUTMENT PARAPETS

BAR MARK	COAT	S. ABUT.	N. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	30	12	5'-10"	X		PARAPET VERT.
R502	X	30	12	5'-0"	X		PARAPET VERT.
R503	X	24	24	3'-0"	X		PARAPET VERT.
R504	X	34	34	5'-7"	X		PARAPET VERT.
R505	X	22	22	4'-9"	X		PARAPET VERT.
R506	X	12	12	4'-10"	X		PARAPET VERT.
R507	X	1	-	15'-6"	X		PPT. HORIZ.-WING 1
R508	X	5	-	15'-6"			PPT. HORIZ.-WING 1
R509	X	1	-	19'-6"	X		PPT. HORIZ.-WING 2
R510	X	5	-	19'-6"			PPT. HORIZ.-WING 2
R511	X	-	2	11'-6"	X		PPT. HORIZ.-WING 3,4
R512	X	-	10	11'-6"			PPT. HORIZ.-WING 3,4



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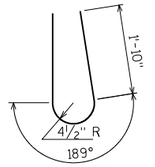

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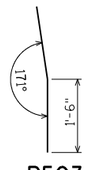

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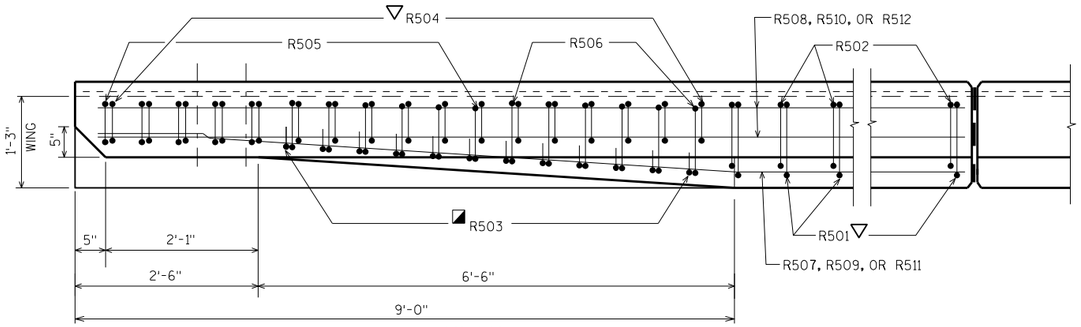
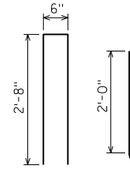
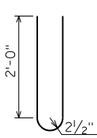


PLAN

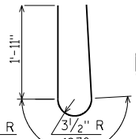
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.



R504



R505



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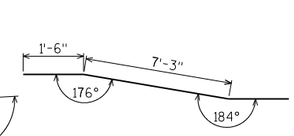
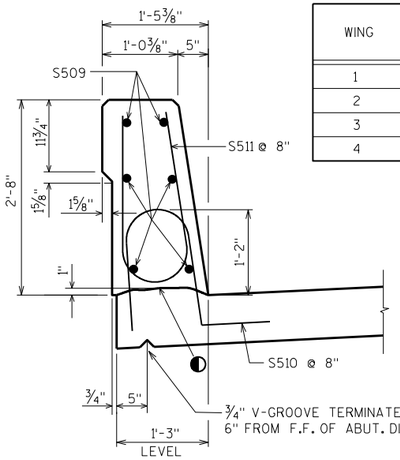


R507, R509, R511

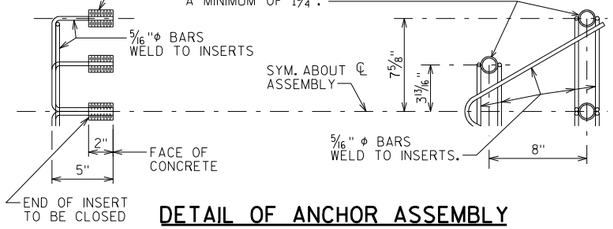
OUTSIDE ELEVATION



SECTION THRU PARAPET ON BRIDGE

☆

WING	NO. OF SPA.
1	11
2	17
3	5
4	5



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◪ R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. USE CARE TO PLACE R503 OR S503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

SINGLE SLOPE PARAPET 32SS

SHEET 16

482

SCALE = 1.00

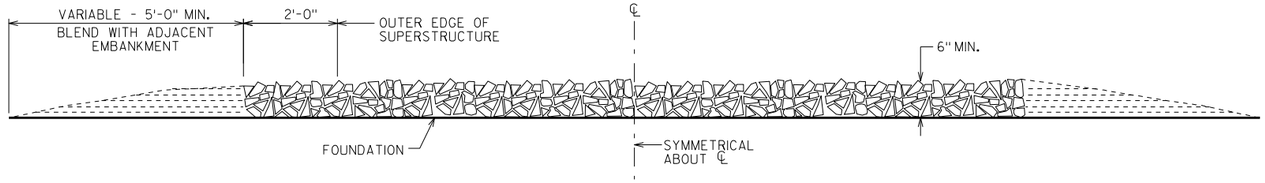
32SSWIN
1-14

8

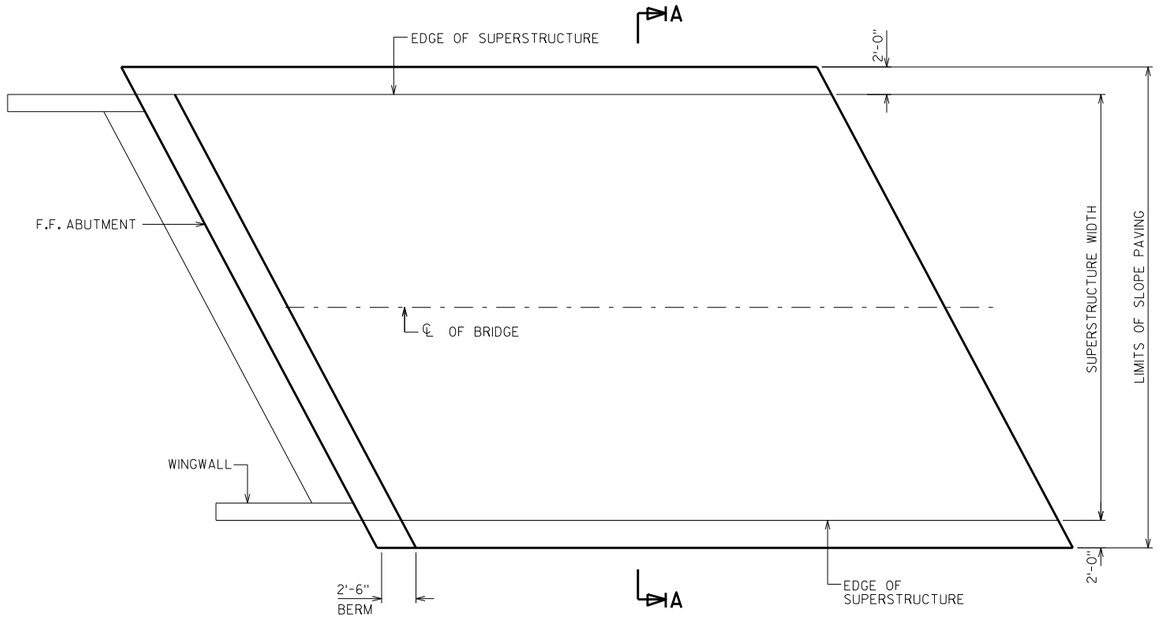
8

STATE PROJECT NUMBER

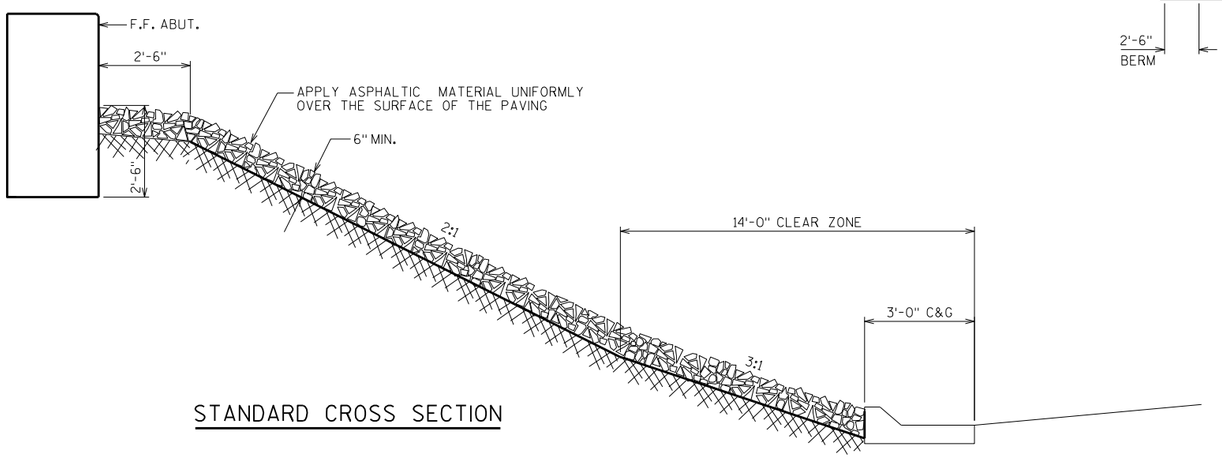
1204-02-76



SECTION A-A



PLAN



STANDARD CROSS SECTION

GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-25-175

DRAWN BY DLM | PLANS CK'D. JLR

SLOPE PAVING (CRUSHED AGGREGATE)

SHEET 17

483

SCALE = 1.00

SLPPAVCRAG

8

8

STAGE 1

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
CROSSOVER 1 - 2														
1050+75	105075.00	0.00	46.24	0.00	0.00	0.00	0	0	0	0	0	0	0	0
1051+00	105100.00	25.00	45.87	0.00	0.00	0.00	43	0	0	0	43	0	0	0
1052+00	105200.00	100.00	49.70	1.12	0.00	0.00	177	2	0	0	220	2	0	0
1053+00	105300.00	100.00	59.80	0.35	0.00	0.00	203	3	0	0	422	5	0	0
1054+00	105400.00	100.00	59.32	1.49	0.00	0.00	221	3	0	0	643	8	0	0
1055+00	105500.00	100.00	61.65	0.47	0.00	0.00	224	4	0	0	867	12	0	0
1056+00	105600.00	100.00	65.29	0.00	0.00	0.00	235	1	0	0	1,102	13	0	0
1057+00	105700.00	100.00	75.61	0.00	0.00	0.00	261	0	0	0	1,363	13	0	0
1058+00	105800.00	100.00	95.23	0.00	0.00	0.00	316	0	0	0	1,679	13	0	0
1059+00	105900.00	100.00	65.98	0.00	0.00	0.00	299	0	0	0	1,978	13	0	0
1060+00	106000.00	100.00	58.08	0.58	0.00	0.00	230	1	0	0	2,208	14	0	0
1061+00	106100.00	100.00	55.89	1.93	0.00	0.00	211	5	0	0	2,419	18	0	0
1062+00	106200.00	100.00	53.93	6.11	0.00	0.00	203	15	0	0	2,622	33	0	0
1063+00	106300.00	100.00	57.89	0.91	0.00	0.00	207	13	0	0	2,829	46	0	0
1064+00	106400.00	100.00	56.44	0.00	0.00	0.00	212	2	0	0	3,041	48	0	0
1065+00	106500.00	100.00	59.42	0.00	0.00	0.00	215	0	0	0	3,255	48	0	0
1066+00	106600.00	100.00	60.64	0.00	0.00	0.00	222	0	0	0	3,478	48	0	0
1066+95.71	106695.71	95.71	52.83	0.00	0.00	0.00	201	0	0	0	3,679	48	0	0
									CROSSOVER 1 - 2 SUBTOTAL:		**3,679**	**48**	**0**	**0**
CROSSOVER 3 - 4														
1196+00	119600.00	0.00	16.36	0.00	0.00	0.00	0	0	0	0	0	0	0	0
1197+00	119700.00	100.00	17.46	0.00	0.00	0.00	63	0	0	0	63	0	0	0
1198+00	119800.00	100.00	35.49	3.12	0.00	0.00	98	6	0	0	161	6	0	0
1199+00	119900.00	100.00	38.10	5.01	0.00	0.00	136	15	0	0	297	21	0	0
1200+00	120000.00	100.00	41.47	6.26	0.00	0.00	147	21	0	0	444	42	0	0
1201+00	120100.00	100.00	42.71	21.62	0.00	0.00	156	52	0	0	600	93	0	0
1202+00	120200.00	100.00	46.53	23.15	0.00	0.00	165	83	0	0	765	176	0	0
1203+00	120300.00	100.00	51.22	7.65	0.00	0.00	181	57	0	0	946	233	0	0
1204+00	120400.00	100.00	62.92	9.40	0.00	0.00	211	32	0	0	1,158	265	0	0
1205+00	120500.00	100.00	45.38	13.99	0.00	0.00	201	43	0	0	1,358	308	0	0
1206+00	120600.00	100.00	49.15	11.94	0.00	0.00	175	48	0	0	1,533	356	0	0
1207+00	120700.00	100.00	48.70	12.78	0.00	0.00	181	46	0	0	1,715	402	0	0
1208+00	120800.00	100.00	48.24	7.54	0.00	0.00	180	38	0	0	1,894	440	0	0
1209+00	120900.00	100.00	43.09	14.18	0.00	0.00	169	40	0	0	2,063	480	0	0
1210+00	121000.00	100.00	42.14	3.99	0.00	0.00	158	34	0	0	2,221	513	0	0
1211+00	121100.00	100.00	19.02	10.76	0.00	0.00	113	27	0	0	2,334	541	0	0
1212+00	121200.00	100.00	17.92	0.00	0.00	0.00	68	20	0	0	2,403	561	0	0
1213+00	121300.00	100.00	16.05	0.00	0.00	0.00	63	0	0	0	2,466	561	0	0
1213+13.93	121313.93	13.93	15.64	0.00	0.00	0.00	8	0	0	0	2,474	561	0	0
									CROSSOVER 3 - 4 SUBTOTAL:		**2,474**	**561**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 1

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Cumulative Vol (CY) Rock 1.00	Cumulative Vol (CY) EBS 1.00
MOON RD TEMP														
10+09.69	1009.69	0.00	45.80	0.00	0.00	0.00	0	0	0	0	0	0	0	0
11+00	1100.00	90.31	29.47	0.00	0.00	0.00	126	0	0	0	126	0	0	0
12+00	1200.00	100.00	5.09	2.10	0.00	0.00	64	4	0	0	190	4	0	0
13+00	1300.00	100.00	0.00	45.47	0.00	0.00	9	88	0	0	199	92	0	0
14+00	1400.00	100.00	5.08	136.70	0.00	0.00	9	337	0	0	209	429	0	0
15+00	1500.00	100.00	1.11	125.15	0.00	0.00	11	485	0	0	220	914	0	0
15+48.2	1548.20	48.20	1.84	24.71	0.00	0.00	3	134	0	0	223	1,048	0	0
									MOON RD TEMP SUBTOTAL:		**223**	**1,048**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

STAGE 1 TOTAL:	**6,376**	**1,657**	**0**	**0**

STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Cumulative Vol (CY) Rock 1.00	Cumulative Vol (CY) EBS 1.00
USH 18 EB														
1120+00	112000.00	0.00	129.87	0.01	0.00	0.00	0	0	0	0	0	0	0	0
1121+00	112100.00	100.00	136.54	13.96	0.00	0.00	493	26	0	0	493	26	0	0
1122+00	112200.00	100.00	147.01	10.55	0.00	0.00	525	45	0	0	1,018	71	0	0
1123+00	112300.00	100.00	136.15	12.38	0.00	0.00	524	42	0	0	1,543	114	0	0
1124+00	112400.00	100.00	120.58	12.78	0.00	0.00	475	47	0	0	2,018	160	0	0
1124+10.71	112410.71	10.71	0.00	0.00	0.00	0.00	24	3	0	0	2,042	163	0	0
1125+66.02	112566.02	155.31	0.00	0.00	0.00	0.00	0	0	0	0	2,042	163	0	0
1125+67.01	112567.01	1.00	0.33	38.37	0.00	0.00	0	1	0	0	2,042	164	0	0
1126+00	112600.00	32.99	71.61	23.42	0.00	0.00	44	38	0	0	2,086	201	0	0
1127+00	112700.00	100.00	49.94	42.22	0.00	0.00	225	122	0	0	2,311	323	0	0
1128+00	112800.00	100.00	41.51	47.23	0.00	0.00	169	166	0	0	2,481	488	0	0
1129+00	112900.00	100.00	28.80	56.17	0.00	0.00	130	191	0	0	2,611	680	0	0
1130+00	113000.00	100.00	7.42	49.03	0.00	0.00	67	195	0	0	2,678	875	0	0
1131+00	113100.00	100.00	10.32	53.50	0.00	0.00	33	190	0	0	2,711	1,065	0	0
1132+00	113200.00	100.00	17.31	64.77	0.00	0.00	51	219	0	0	2,762	1,284	0	0
1133+00	113300.00	100.00	34.18	38.12	0.00	0.00	95	191	0	0	2,857	1,474	0	0
1134+00	113400.00	100.00	50.79	20.37	0.00	0.00	157	108	0	0	3,015	1,582	0	0
1135+00	113500.00	100.00	78.20	4.94	0.00	0.00	239	47	0	0	3,253	1,629	0	0
1136+00	113600.00	100.00	102.19	4.38	0.00	0.00	334	17	0	0	3,587	1,647	0	0
1137+00	113700.00	100.00	94.70	0.00	0.00	0.00	365	8	0	0	3,952	1,655	0	0
1138+00	113800.00	100.00	101.92	0.00	0.00	0.00	364	0	0	0	4,316	1,655	0	0
1138+85	113885.00	85.00	100.77	0.00	0.00	0.00	319	0	0	0	4,635	1,655	0	0
									USH 18 EB SUBTOTAL:		**4,635**	**1,655**	**0**	**0**
MOON RD														
10+50	1050.00	0.00	469.87	0.00	186.61	0.00	0	0	0	0	0	0	0	0
11+00	1100.00	50.00	577.78	0.00	257.69	0.00	970	0	411	0	970	0	411	0
12+00	1200.00	100.00	1000.02	0.00	29.26	0.00	2,922	0	531	0	3,892	0	943	0
13+00	1300.00	100.00	701.73	0.00	509.53	0.00	3,151	0	998	0	7,043	0	1,941	0
14+00	1400.00	100.00	684.95	0.00	563.69	0.00	2,568	0	1,987	0	9,611	0	3,928	0
15+00	1500.00	100.00	683.56	0.00	74.54	0.00	2,534	0	1,182	0	12,146	0	5,110	0
16+00	1600.00	100.00	255.81	0.00	0.00	0.00	1,740	0	138	0	13,885	0	5,248	0
17+00	1700.00	100.00	147.50	1.70	0.00	0.00	747	3	0	0	14,632	3	5,248	0
18+00	1800.00	100.00	17.08	0.00	0.00	0.00	305	3	0	0	14,937	6	5,248	0
18+21	1821.00	21.00	0.00	0.00	0.00	0.00	7	0	0	0	14,943	6	5,248	0
12-inch Undercut for Rock Ditches									278		14,943	6	5,526	0
									MOON RD SUBTOTAL:		**14,943**	**6**	**5,526**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Cumulative Vol (CY) Rock 1.00	Cumulative Vol (CY) EBS 1.00
PRAIRIE RD														
61+00	6100.00	0.00	31.49	0.00	0.00	0.00	0	0	0	0	0	0	0	0
62+00	6200.00	100.00	576.63	0.00	0.00	0.00	1,126	0	0	0	1,126	0	0	0
63+00	6300.00	100.00	1264.52	0.00	0.00	0.00	3,410	0	0	0	4,536	0	0	0
64+00	6400.00	100.00	1770.94	0.00	0.00	0.00	5,621	0	0	0	10,157	0	0	0
65+00	6500.00	100.00	1227.15	0.00	0.00	0.00	5,552	0	0	0	15,709	0	0	0
66+00	6600.00	100.00	192.69	0.00	0.00	0.00	2,629	0	0	0	18,338	0	0	0
67+00	6700.00	100.00	55.62	486.78	0.00	0.00	460	901	0	0	18,798	901	0	0
68+00	6800.00	100.00	0.00	835.98	0.00	0.00	103	2,450	0	0	18,901	3,351	0	0
69+00	6900.00	100.00	0.84	587.86	0.00	0.00	2	2,637	0	0	18,903	5,988	0	0
70+00	7000.00	100.00	60.26	47.56	0.00	0.00	113	1,177	0	0	19,016	7,164	0	0
71+00	7100.00	100.00	540.25	0.00	0.00	0.00	1,112	88	0	0	20,128	7,252	0	0
72+00	7200.00	100.00	231.68	0.00	145.90	0.00	1,429	0	270	0	21,557	7,252	270	0
73+00	7300.00	100.00	286.54	0.00	0.00	0.00	960	0	270	0	22,517	7,252	540	0
74+00	7400.00	100.00	1.01	270.65	0.00	0.00	532	501	0	0	23,049	7,754	540	0
75+00	7500.00	100.00	3.53	522.31	0.00	0.00	8	1,468	0	0	23,058	9,222	540	0
76+00	7600.00	100.00	49.74	164.30	0.00	0.00	99	1,272	0	0	23,157	10,494	540	0
76+50	7650.00	50.00	56.31	99.90	0.00	0.00	98	245	0	0	23,255	10,738	540	0
77+00	7700.00	50.00	60.94	178.00	0.00	0.00	109	257	0	0	23,363	10,996	540	0
77+09.2	7709.20	9.20	62.00	202.00	0.00	0.00	21	65	0	0	23,384	11,060	540	0
77+50	7750.00	40.80	33.53	425.33	0.00	0.00	72	474	0	0	23,456	11,534	540	0
78+00	7800.00	50.00	3.59	831.44	0.00	0.00	34	1,164	0	0	23,491	12,698	540	0
78+50	7850.00	50.00	34.00	1043.60	0.00	0.00	35	1,736	0	0	23,526	14,434	540	0
78+60	7860.00	10.00	55.40	1064.06	0.00	0.00	17	390	0	0	23,542	14,824	540	0
79+00	7900.00	40.00	7.27	1140.15	0.00	0.00	46	1,633	0	0	23,589	16,457	540	0
7950.00	7950.00	50.00	51.70	869.65	0.00	0.00	55	1,861	0	0	23,643	18,318	540	0
8000.00	8000.00	50.00	109.80	611.23	0.00	0.00	150	1,371	0	0	23,793	19,689	540	0
8050.00	8050.00	50.00	157.70	504.85	0.00	0.00	248	1,033	0	0	24,040	20,723	540	0
8100.00	8100.00	50.00	141.20	561.38	0.00	0.00	277	987	0	0	24,317	21,710	540	0
8150.00	8150.00	50.00	119.00	595.30	0.00	0.00	241	1,071	0	0	24,558	22,781	540	0
8150.01	8150.01	0.01	119.00	206.62	0.00	0.00	0	0	0	0	24,558	22,781	540	0
8200.00	8200.00	49.99	87.00	341.28	0.00	0.00	191	507	0	0	24,749	23,288	540	0
8240.47	8240.47	40.47	7.70	179.48	0.00	0.00	71	390	0	0	24,820	23,679	540	0
Round-a-bout Chain B								2,564			24,820	26,243	540	0
EBS Transitions										578	24,820	26,243	540	578
12-inch Undercut for Rock Ditches									19		24,820	26,243	559	578
									PRAIRIE RD SUBTOTAL:		**24,820**	**26,243**	**559**	**578**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

STAGE 2 TOTAL:	**44,398**	**27,904**	**6,085**	**578**

STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
USH 18 WB														
1120+00	112000.00	0.00	132.72	0.00	0.00	0.00	0	0	0	0	0	0	0	0
1121+00	112100.00	100.00	132.07	0.07	0.00	0.00	490	0	0	0	490	0	0	0
1122+00	112200.00	100.00	134.92	0.00	0.00	0.00	494	0	0	0	985	0	0	0
1123+00	112300.00	100.00	127.61	0.17	0.00	0.00	486	0	0	0	1,471	1	0	0
1124+00	112400.00	100.00	113.63	2.98	0.00	0.00	447	6	0	0	1,918	6	0	0
1124+14.74	112414.74	14.74	0.00	0.00	0.00	0.00	31	1	0	0	1,949	7	0	0
1125+72.81	112572.81	158.07	0.00	0.00	0.00	0.00	0	0	0	0	1,949	7	0	0
1126+00	112600.00	27.19	79.10	41.19	0.00	0.00	40	21	0	0	1,989	28	0	0
1127+00	112700.00	100.00	55.20	81.57	0.00	0.00	249	227	0	0	2,237	255	0	0
1128+00	112800.00	100.00	46.40	135.56	0.00	0.00	188	402	0	0	2,425	657	0	0
1129+00	112900.00	100.00	25.58	49.13	0.00	0.00	133	342	0	0	2,559	999	0	0
1130+00	113000.00	100.00	2.93	55.58	0.00	0.00	53	194	0	0	2,611	1,193	0	0
1131+00	113100.00	100.00	2.70	116.86	0.00	0.00	10	319	0	0	2,622	1,513	0	0
1132+00	113200.00	100.00	9.34	152.80	0.00	0.00	22	499	0	0	2,644	2,012	0	0
1133+00	113300.00	100.00	21.36	76.22	0.00	0.00	57	424	0	0	2,701	2,436	0	0
1134+00	113400.00	100.00	47.35	30.88	0.00	0.00	127	198	0	0	2,828	2,634	0	0
1135+00	113500.00	100.00	102.76	0.01	0.00	0.00	278	57	0	0	3,106	2,692	0	0
1136+00	113600.00	100.00	117.83	0.00	0.00	0.00	409	0	0	0	3,515	2,692	0	0
1137+00	113700.00	100.00	129.48	0.00	0.00	0.00	458	0	0	0	3,973	2,692	0	0
1138+00	113800.00	100.00	131.63	0.00	0.00	0.00	484	0	0	0	4,456	2,692	0	0
1138+05	113805.00	5.00	128.38	0.00	0.00	0.00	24	0	0	0	4,480	2,692	0	0
									USH 18 WB SUBTOTAL:		**4,480**	**2,692**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
RAMP 'EN'														
824+71.69	82471.69	0.00	281.73	0.00	459.41	0.00	0	0	0	0	0	0	0	0
825+00	82500.00	28.31	1107.59	0.00	1632.45	0.00	728	0	1,096	0	728	0	1,096	0
826+00	82,600.00	100.00	2,966.38	0.00	962.79	0.00	7,544	0	4,806	0	8,273	0	5,902	0
827+00	82,700.00	100.00	4,530.90	0.00	163.24	0.00	13,884	0	2,085	0	22,156	0	7,988	0
828+00	82,800.00	100.00	2,112.26	0.00	932.86	0.00	12,302	0	2,030	0	34,459	0	10,018	0
829+00	82,900.00	100.00	3,621.13	0.00	6.01	0.00	10,617	0	1,739	0	45,076	0	11,756	0
830+00	83,000.00	100.00	2,741.34	0.00	0.00	0.00	11,782	0	11	0	56,858	0	11,767	0
831+00	83,100.00	100.00	1,551.38	0.00	0.00	0.00	7,949	0	0	0	64,808	0	11,767	0
832+00	83,200.00	100.00	715.72	9.03	0.00	0.00	4,198	17	0	0	69,006	17	11,767	0
833+00	83,300.00	100.00	552.26	36.98	0.00	0.00	2,348	85	0	0	71,354	102	11,767	0
834+00	83,400.00	100.00	620.35	0.00	0.00	0.00	2,171	68	0	0	73,526	170	11,767	0
835+00	83,500.00	100.00	522.12	1.31	0.00	0.00	2,116	2	0	0	75,642	173	11,767	0
836+00	83,600.00	100.00	461.19	0.00	0.00	0.00	1,821	2	0	0	77,462	175	11,767	0
837+00	83,700.00	100.00	374.15	0.00	0.00	0.00	1,547	0	0	0	79,009	175	11,767	0
838+00	83,800.00	100.00	283.99	0.00	0.00	0.00	1,219	0	0	0	80,228	175	11,767	0
839+00	83,900.00	100.00	170.47	0.11	0.00	0.00	842	0	0	0	81,070	175	11,767	0
840+00	84,000.00	100.00	36.47	39.16	0.00	0.00	383	73	0	0	81,453	248	11,767	0
841+00	84,100.00	100.00	38.61	134.04	0.00	0.00	139	321	0	0	81,592	569	11,767	0
842+00	84,200.00	100.00	36.27	115.71	0.00	0.00	139	463	0	0	81,731	1,031	11,767	0
843+00	84,300.00	100.00	34.21	210.42	0.00	0.00	131	604	0	0	81,861	1,635	11,767	0
844+00	84,400.00	100.00	32.28	258.84	0.00	0.00	123	869	0	0	81,984	2,504	11,767	0
845+00	84,500.00	100.00	34.26	104.77	0.00	0.00	123	673	0	0	82,108	3,178	11,767	0
846+00	84600.00	100.00	68.04	7.22	0.00	0.00	189	207	0	0	82,297	3,385	11,767	0
847+00	84700.00	100.00	159.51	10.18	0.00	0.00	421	32	0	0	82,718	3,417	11,767	0
848+00	84800.00	100.00	147.80	5.56	0.00	0.00	569	29	0	0	83,288	3,446	11,767	0
848+34.03	84834.03	34.03	79.29	3.93	0.00	0.00	143	6	0	0	83,431	3,452	11,767	0
EBS Transitions										200	83,431	3,452	11,767	200
12-inch Undercut for Rock Ditches									734		83,431	3,452	12,501	200
									RAMP 'EN' SUBTOTAL:		**83,431**	**3,452**	**12,501**	**200**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
RAMP 'EX'														
402+00	40200.00	0.00	54.51	0.21	0.00	0.00	0	0	0	0	0	0	0	0
403+00	40300.00	100.00	74.50	2.07	0.00	0.00	239	4	0	0	239	4	0	0
404+00	40400.00	100.00	132.98	7.00	0.00	0.00	384	17	0	0	623	21	0	0
405+00	40500.00	100.00	157.36	5.91	0.00	0.00	538	24	0	0	1,161	45	0	0
406+00	40600.00	100.00	154.64	4.52	0.00	0.00	578	19	0	0	1,739	64	0	0
407+00	40700.00	100.00	116.68	0.00	0.00	0.00	502	8	0	0	2,241	73	0	0
408+00	40800.00	100.00	38.58	6.51	0.00	0.00	288	12	0	0	2,529	85	0	0
409+00	40900.00	100.00	35.69	7.80	0.00	0.00	138	26	0	0	2,666	111	0	0
410+00	41000.00	100.00	33.98	29.17	0.00	0.00	129	68	0	0	2,795	180	0	0
411+00	41100.00	100.00	36.40	129.69	0.00	0.00	130	294	0	0	2,925	474	0	0
412+00	41200.00	100.00	43.73	295.47	0.00	0.00	148	787	0	0	3,074	1,261	0	0
413+00	41300.00	100.00	313.65	0.00	0.00	0.00	662	547	0	0	3,736	1,808	0	0
414+00	41400.00	100.00	39.37	628.73	0.00	0.00	654	1,164	0	0	4,389	2,973	0	0
415+00	41500.00	100.00	0.00	658.52	0.00	0.00	73	2,384	0	0	4,462	5,356	0	0
416+00	41600.00	100.00	0.00	530.11	0.00	0.00	0	2,201	0	0	4,462	7,558	0	0
417+00	41700.00	100.00	45.79	42.96	0.00	0.00	85	1,061	0	0	4,547	8,619	0	0
418+00	41800.00	100.00	515.92	0.00	323.53	0.00	1,040	80	599	0	5,587	8,619	599	0
419+00	41900.00	100.00	721.68	0.00	1041.12	0.00	2,292	0	2,527	0	7,879	8,619	3,126	0
420+00	42000.00	100.00	721.04	0.00	1826.53	0.00	2,672	0	5,310	0	10,551	8,619	8,437	0
421+00	42100.00	100.00	1147.03	0.00	1541.86	0.00	3,459	0	6,238	0	14,010	8,619	14,674	0
422+00	42200.00	100.00	1085.64	0.00	1694.00	0.00	4,135	0	5,992	0	18,145	8,619	20,667	0
423+00	42300.00	100.00	920.96	0.00	1869.35	0.00	3,716	0	6,599	0	21,861	8,619	27,266	0
424+00	42400.00	100.00	1509.93	0.00	2088.40	0.00	4,502	0	7,329	0	26,362	8,619	34,595	0
425+00	42500.00	100.00	590.47	0.00	880.96	0.00	3,890	0	5,499	0	30,252	8,619	40,094	0
425+19.44	42519.44	19.44	173.86	0.00	250.34	0.00	275	0	407	0	30,527	8,619	40,501	0
EBS Transitions										400	30,527	8,619	40,501	400
Undercut for Rock Ditches									1,386		30,527	8,619	41,887	400
									RAMP 'EX' SUBTOTAL:		**30,527**	**8,619**	**41,887**	**400**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
RAMP 'WN'														
201+96.88	20196.88	0.00	22.21	3.93	0.00	0.00	0	0	0	0	0	0	0	0
202+00	20200.00	3.12	22.21	4.36	0.00	0.00	3	0	0	0	3	0	0	0
203+00	20300.00	100.00	29.19	11.77	0.00	0.00	95	30	0	0	98	30	0	0
204+00	20400.00	100.00	38.63	11.20	0.00	0.00	126	43	0	0	223	73	0	0
205+00	20500.00	100.00	55.91	8.87	0.00	0.00	175	37	0	0	398	110	0	0
206+00	20600.00	100.00	49.64	12.43	0.00	0.00	195	39	0	0	594	149	0	0
207+00	20700.00	100.00	50.16	12.83	0.00	0.00	185	47	0	0	779	196	0	0
208+00	20800.00	100.00	55.48	9.52	0.00	0.00	196	41	0	0	974	238	0	0
209+00	20900.00	100.00	65.00	5.80	0.00	0.00	223	28	0	0	1,197	266	0	0
210+00	21000.00	100.00	66.87	4.58	0.00	0.00	244	19	0	0	1,442	285	0	0
211+00	21100.00	100.00	45.91	2.27	0.00	0.00	209	13	0	0	1,651	298	0	0
212+00	21200.00	100.00	47.98	2.55	0.00	0.00	174	9	0	0	1,824	307	0	0
213+00	21300.00	100.00	39.70	26.22	0.00	0.00	162	53	0	0	1,987	360	0	0
214+00	21400.00	100.00	4.43	57.84	0.00	0.00	82	156	0	0	2,068	516	0	0
215+00	21500.00	100.00	53.33	48.64	0.00	0.00	107	197	0	0	2,175	713	0	0
216+00	21600.00	100.00	259.81	1.80	0.00	0.00	580	93	0	0	2,755	806	0	0
217+00	21700.00	100.00	557.02	0.00	0.00	0.00	1,513	3	0	0	4,268	810	0	0
217+62	21762.00	62.00	798.71	0.00	0.00	0.00	1,557	0	0	0	5,825	810	0	0
218+00	21800.00	38.00	1012.69	0.00	0.00	0.00	1,275	0	0	0	7,099	810	0	0
219+00	21900.00	100.00	1848.97	0.00	0.00	0.00	5,299	0	0	0	12,399	810	0	0
220+00	22000.00	100.00	2948.45	0.00	0.00	0.00	8,884	0	0	0	21,283	810	0	0
221+00	22100.00	100.00	3721.34	0.00	0.00	0.00	12,351	0	0	0	33,634	810	0	0
222+00	22200.00	100.00	3762.30	0.00	0.00	0.00	13,859	0	0	0	47,493	810	0	0
222+38	22238.00	38.00	3048.84	0.00	562.52	0.00	4,793	0	396	0	52,286	810	396	0
223+00	22300.00	62.00	2503.38	0.00	832.23	0.00	6,375	0	1,601	0	58,661	810	1,997	0
224+00	22400.00	100.00	911.46	0.00	1779.23	0.00	6,324	0	4,836	0	64,984	810	6,833	0
224+61.91	22461.91	61.91	420.19	0.00	675.45	0.00	1,527	0	2,814	0	66,511	810	9,647	0
EBS Transitions										0	66,511	810	9,647	0
12-inch Undercut for Rock Ditches									434		66,511	810	10,081	0
									RAMP 'WN' SUBTOTAL:		**66,511**	**810**	**10,081**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Cumulative Vol (CY) Rock 1.00	Cumulative Vol (CY) EBS 1.00
RAMP 'WX'														
625+75	62575.00	0.00	10.16	297.51	0.00	0.00	0	0	0	0	0	0	0	0
626+00	62600.00	25.00	0.00	660.62	0.00	0.00	5	444	0	0	5	444	0	0
627+00	62700.00	100.00	120.70	1013.91	0.00	0.00	224	3,101	0	0	228	3,545	0	0
628+00	62800.00	100.00	160.19	698.88	0.00	0.00	520	3,172	0	0	748	6,716	0	0
629+00	62900.00	100.00	83.70	484.03	0.00	0.00	452	2,191	0	0	1,200	8,907	0	0
630+00	63000.00	100.00	106.54	208.31	0.00	0.00	352	1,282	0	0	1,552	10,189	0	0
631+00	63100.00	100.00	22.10	678.35	0.00	0.00	238	1,642	0	0	1,791	11,831	0	0
632+00	63200.00	100.00	0.00	1056.43	0.00	0.00	41	3,213	0	0	1,831	15,044	0	0
633+00	63300.00	100.00	0.00	1046.64	0.00	0.00	0	3,895	0	0	1,831	18,938	0	0
634+00	63400.00	100.00	0.00	602.56	0.00	0.00	0	3,054	0	0	1,831	21,992	0	0
635+00	63500.00	100.00	19.41	28.04	0.00	0.00	36	1,168	0	0	1,867	23,160	0	0
636+00	63600.00	100.00	343.65	0.00	0.00	0.00	672	52	0	0	2,540	23,212	0	0
637+00	63700.00	100.00	321.33	0.14	0.00	0.00	1,231	0	0	0	3,771	23,212	0	0
638+00	63800.00	100.00	187.75	0.14	0.00	0.00	943	1	0	0	4,714	23,213	0	0
639+00	63900.00	100.00	102.34	0.33	0.00	0.00	537	1	0	0	5,251	23,214	0	0
640+00	64000.00	100.00	48.10	3.83	0.00	0.00	279	8	0	0	5,530	23,221	0	0
641+00	64100.00	100.00	41.15	5.79	0.00	0.00	165	18	0	0	5,695	23,239	0	0
642+00	64200.00	100.00	46.62	5.32	0.00	0.00	163	21	0	0	5,858	23,260	0	0
643+00	64300.00	100.00	34.29	16.62	0.00	0.00	150	41	0	0	6,007	23,300	0	0
644+00	64400.00	100.00	38.40	11.10	0.00	0.00	135	51	0	0	6,142	23,352	0	0
645+00	64500.00	100.00	38.70	0.14	0.00	0.00	143	21	0	0	6,285	23,372	0	0
646+00	64600.00	100.00	59.69	0.00	0.00	0.00	182	0	0	0	6,467	23,373	0	0
646+05	64605.00	5.00	66.33	0.00	0.00	0.00	12	0	0	0	6,479	23,373	0	0
EBS Transitions										400	6,479	23,373	0	400
12-inch Undercut for Rock Ditches									0		6,479	23,373	0	400
									RAMP 'WX' SUBTOTAL:		**6,479**	**23,373**	**0**	**400**
ASCHLIMAN RD														
05+75	575.00	0.00	8.86	0.06	0.00	0.00	0	0	0	0	0	0	0	0
06+00	600.00	25.00	3.70	1.51	0.00	0.00	6	1	0	0	6	1	0	0
07+00	700.00	50.00	0.00	26.00	0.00	0.00	3	25	0	0	9	26	0	0
08+00	800.00	50.00	0.00	11.93	0.00	0.00	0	35	0	0	9	61	0	0
09+00	900.00	50.00	0.00	4.82	0.00	0.00	0	16	0	0	9	77	0	0
09+50	950.00	50.00	64.74	26.19	0.00	0.00	60	29	0	0	69	106	0	0
09+88	988.00	38.00	0.00	84.34	0.00	0.00	46	78	0	0	115	183	0	0
									ASCHLIMAN RD SUBTOTAL:		**115**	**183**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
BP1														
80+90.5	8090.50	0.00	0.00	0.89	0.00	0.00	0	0	0	0	0	0	0	0
82+00	8200.00	109.50	0.52	0.00	0.00	0.00	1	2	0	0	1	2	0	0
83+00	8300.00	100.00	0.00	0.33	0.00	0.00	1	1	0	0	2	2	0	0
84+00	8400.00	100.00	0.00	0.80	0.00	0.00	0	2	0	0	2	5	0	0
85+00	8500.00	100.00	1.78	0.00	0.00	0.00	3	1	0	0	5	6	0	0
86+00	8600.00	100.00	0.00	1.09	0.00	0.00	3	2	0	0	9	8	0	0
87+00	8700.00	100.00	3.96	0.01	0.00	0.00	7	2	0	0	16	10	0	0
88+00	8800.00	100.00	2.86	3.02	0.00	0.00	13	6	0	0	29	16	0	0
89+00	8900.00	100.00	1.87	2.46	0.00	0.00	9	10	0	0	37	26	0	0
90+00	9000.00	100.00	3.33	2.45	0.00	0.00	10	9	0	0	47	35	0	0
91+00	9100.00	100.00	0.04	1.37	0.00	0.00	6	7	0	0	53	42	0	0
92+00	9200.00	100.00	0.91	0.00	0.00	0.00	2	3	0	0	55	45	0	0
93+00	9300.00	100.00	0.01	0.13	0.00	0.00	2	0	0	0	57	45	0	0
93+25.5	9325.50	25.50	0.00	1.72	0.00	0.00	0	1	0	0	57	46	0	0
94+00	9400.00	74.50	0.48	51.21	0.00	0.00	1	73	0	0	57	119	0	0
95+00	9500.00	100.00	98.56	0.00	0.00	0.00	183	95	0	0	241	213	0	0
96+00	9600.00	100.00	230.26	0.00	0.00	0.00	609	0	0	0	850	213	0	0
97+00	9700.00	100.00	111.65	11.31	0.00	0.00	633	21	0	0	1,483	234	0	0
98+00	9800.00	100.00	23.15	221.82	0.00	0.00	250	432	0	0	1,732	666	0	0
99+00	9900.00	100.00	32.80	123.93	0.00	0.00	104	640	0	0	1,836	1,306	0	0
100+00	10000.00	100.00	79.59	14.39	0.00	0.00	208	256	0	0	2,044	1,563	0	0
101+00	10100.00	100.00	159.83	0.49	0.00	0.00	443	28	0	0	2,488	1,590	0	0
102+00	10200.00	100.00	210.23	0.00	0.00	0.00	685	1	0	0	3,173	1,591	0	0
103+00	10300.00	100.00	79.17	25.79	0.00	0.00	536	48	0	0	3,709	1,639	0	0
104+00	10400.00	100.00	29.86	69.36	0.00	0.00	202	176	0	0	3,911	1,815	0	0
105+00	10500.00	100.00	2.25	158.59	0.00	0.00	59	422	0	0	3,970	2,237	0	0
106+00	10600.00	100.00	7.93	118.96	0.00	0.00	19	514	0	0	3,989	2,751	0	0
107+00	10700.00	100.00	186.53	0.00	0.00	0.00	360	220	0	0	4,349	2,971	0	0
108+00	10800.00	100.00	365.21	0.00	0.00	0.00	1,022	0	0	0	5,371	2,971	0	0
109+00	10900.00	100.00	739.45	0.00	0.00	0.00	2,046	0	0	0	7,417	2,971	0	0
110+00	11000.00	100.00	1387.37	0.00	0.00	0.00	3,939	0	0	0	11,355	2,971	0	0
111+00	11100.00	100.00	2203.73	0.00	0.00	0.00	6,650	0	0	0	18,005	2,971	0	0
112+00	11200.00	100.00	2972.91	0.00	0.00	0.00	9,586	0	0	0	27,592	2,971	0	0
113+00	11300.00	100.00	3138.86	0.00	0.00	0.00	11,318	0	0	0	38,910	2,971	0	0
114+00	11400.00	100.00	3156.09	0.00	0.00	0.00	11,657	0	0	0	50,567	2,971	0	0
115+00	11500.00	100.00	1505.07	0.00	756.71	0.00	8,632	0	1,401	0	59,199	2,971	1,401	0
116+00	11600.00	100.00	734.88	0.00	1177.32	0.00	4,148	0	3,582	0	63,347	2,971	4,983	0
116+50	11650.00	50.00	395.10	0.00	555.59	0.00	1,046	0	1,605	0	64,393	2,971	6,587	0
EBS Transitions										207	64,393	2,971	6,587	207
12-inch Undercut for Rock Ditches									861		64,393	2,971	7,448	207
							2,971		**BP1 SUBTOTAL:**		**64,393**	**2,971**	**7,448**	**207**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Cumulative Vol (CY) Rock 1.00	Cumulative Vol (CY) EBS 1.00
BP2														
117+65.79	11765.79	0.00	291.73	0.00	0.00	0.00	0	0	0	0	0	0	0	0
118+00	11800.00	34.21	33.17	0.00	0.00	0.00	206	0	0	0	206	0	0	0
119+00	11900.00	100.00	0.00	922.89	0.00	0.00	61	1,709	0	0	267	1,709	0	0
120+00	12000.00	100.00	0.00	1317.07	0.00	0.00	0	4,148	0	0	267	5,857	0	0
121+00	12100.00	100.00	0.00	1070.57	0.00	0.00	0	4,422	0	0	267	10,279	0	0
122+00	12200.00	100.00	0.00	520.22	0.00	0.00	0	2,946	0	0	267	13,225	0	0
123+00	12300.00	100.00	0.00	1355.25	0.00	0.00	0	3,473	0	0	267	16,698	0	0
124+00	12400.00	100.00	0.00	2477.71	0.00	0.00	0	7,098	0	0	267	23,796	0	0
125+00	12500.00	100.00	0.00	1928.91	0.00	0.00	0	8,160	0	0	267	31,956	0	0
126+00	12600.00	100.00	0.00	1162.16	0.00	0.00	0	5,724	0	0	267	37,680	0	0
127+00	12700.00	100.00	0.00	365.00	0.00	0.00	0	2,828	0	0	267	40,508	0	0
128+00	12800.00	100.00	330.56	0.00	0.00	0.00	612	676	0	0	879	41,184	0	0
129+00	12900.00	100.00	635.38	0.00	0.00	0.00	1,789	0	0	0	2,668	41,184	0	0
130+00	13000.00	100.00	537.85	0.00	0.00	0.00	2,173	0	0	0	4,841	41,184	0	0
131+00	13100.00	100.00	241.64	0.00	0.00	0.00	1,444	0	0	0	6,284	41,184	0	0
132+00	13200.00	100.00	67.68	0.00	0.00	0.00	573	0	0	0	6,857	41,184	0	0
133+00	13300.00	100.00	65.55	0.00	0.00	0.00	247	0	0	0	7,104	41,184	0	0
134+00	13400.00	100.00	75.17	0.00	0.00	0.00	261	0	0	0	7,364	41,184	0	0
135+00	13500.00	100.00	8.89	12.51	0.00	0.00	156	23	0	0	7,520	41,208	0	0
136+00	13600.00	100.00	8.92	29.02	0.00	0.00	33	77	0	0	7,553	41,284	0	0
137+00	13700.00	100.00	11.08	16.86	0.00	0.00	37	85	0	0	7,590	41,369	0	0
138+00	13800.00	100.00	0.00	18.30	0.00	0.00	21	65	0	0	7,611	41,435	0	0
139+00	13900.00	100.00	0.00	88.48	0.00	0.00	0	198	0	0	7,611	41,632	0	0
140+00	14000.00	100.00	36.44	9.38	0.00	0.00	67	181	0	0	7,678	41,813	0	0
141+00	14100.00	100.00	19.93	0.00	0.00	0.00	104	17	0	0	7,783	41,831	0	0
141+44	14144.00	44.00	19.57	0.71	0.00	0.00	32	1	0	0	7,815	41,831	0	0
EBS Transitions										207	7,815	41,831	0	207
12-inch Undercut for Rock Ditches									0		7,815	41,831	0	207
										BP2 SUBTOTAL:	**7,815**	**41,831**	**0**	**207**
BP3														
27+00	2700.00	0.00	19.82	0.00	0.00	0.00	0	0	0	0	0	0	0	0
27+50	2750.00	50.00	16.83	0.00	0.00	0.00	34	0	0	0	34	0	0	0
28+00	2800.00	50.00	6.38	4.50	0.00	0.00	21	4	0	0	55	4	0	0
28+50	2850.00	50.00	1.96	40.96	0.00	0.00	8	42	0	0	63	46	0	0
28+85	2885.00	35.00	10.11	0.04	0.00	0.00	8	27	0	0	71	73	0	0
										BP3 SUBTOTAL:	**71**	**73**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
CTH BB														
1092+00	109200	0	29.68	0.00	0.00	0	0	0	0	0	0	0	0	0
1093+00	109300	100	191.54	45.88	0.00	0	410	85	0	0	410	85	0	0
1094+00	109400	100	109.49	64.41	0.00	0	557	204	0	0	967	289	0	0
1095+00	109500	100	51.33	42.33	0.00	0	298	198	0	0	1,265	487	0	0
1096+00	109600	100	67.56	10.44	0.00	0	220	98	0	0	1,485	585	0	0
1097+00	109700	100	33.20	36.19	0.00	0	187	86	0	0	1,672	671	0	0
1098+00	109800	100	118.00	13.40	0.00	0	280	92	0	0	1,952	763	0	0
1099+00	109900	100	282.10	0.00	0.00	0	741	25	0	0	2,693	788	0	0
1100+00	110000	100	319.19	0.00	0.00	0	1,113	0	0	0	3,806	788	0	0
1101+00	110100	100	361.77	0.00	0.00	0	1,261	0	0	0	5,067	788	0	0
1102+00	110200	100	432.47	0.00	0.00	0	1,471	0	0	0	6,538	788	0	0
1103+00	110300	100	570.83	0.00	0.00	0	1,858	0	0	0	8,396	788	0	0
1104+00	110400	100	720.09	0.00	0.00	0	2,391	0	0	0	10,787	788	0	0
1105+00	110500	100	753.07	0.00	0.00	0	2,728	0	0	0	13,515	788	0	0
1106+00	110600	100	283.66	0.00	0.00	0	1,920	0	0	0	15,434	788	0	0
1107+00	110700	100	644.18	0.00	0.00	0	1,718	0	0	0	17,153	788	0	0
1108+00	110800	100	376.44	0.00	0.00	0	1,890	0	0	0	19,043	788	0	0
1109+00	110900	100	127.49	0.00	0.00	0	933	0	0	0	19,976	788	0	0
1110+00	111000	100	70.15	15.89	0.00	0	366	29	0	0	20,342	817	0	0
1111+00	111100	100	122.23	87.74	0.00	0	356	192	0	0	20,698	1,009	0	0
1112+00	111200	100	82.34	575.10	0.00	0	379	1,227	0	0	21,077	2,236	0	0
1113+00	111300	100	633.18	1270.43	0.00	0	1,325	3,418	0	0	22,402	5,654	0	0
1114+00	111400	100	271.54	327.36	0.00	0	1,675	2,959	0	0	24,077	8,613	0	0
1115+00	111500	100	140.14	435.00	0.00	0	762	1,412	0	0	24,840	10,025	0	0
1116+00	111600	100	242.62	243.55	0.00	0	709	1,257	0	0	25,549	11,281	0	0
1117+00	111700	100	123.02	31.82	0.00	0	677	510	0	0	26,226	11,791	0	0
1118+00	111800	100	23.25	247.14	0.00	0	271	517	0	0	26,497	12,308	0	0
1119+00	111900	100	11.05	134.33	0.00	0	64	706	0	0	26,560	13,014	0	0
1120+00	112000	100	356.76	0.00	0.00	0	681	249	0	0	27,241	13,263	0	0
1121+00	112100	100	482.33	0.00	339.92	0	1,554	0	629	0	28,795	13,263	629	0
1122+00	112200	100	492.02	0.00	341.68	0	1,804	0	1,262	0	30,599	13,263	1,892	0
1123+00	112300	100	520.86	0.00	91.59	0	1,876	0	802	0	32,475	13,263	2,694	0
1123+55.92	112355.92	55.92	365.97	0.00	0.00	0	918	0	95	0	33,393	13,263	2,789	0

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
CTH BB														
1124+00	112400	44.08	270.79	0.50	0.00	0	520	0	0	0	33,913	13,263	2,789	0
1124+50	112450	50	256.12	9.70	0.00	0	488	9	0	0	34,401	13,273	2,789	0
1125+00	112500	50	239.50	26.30	0.00	0	459	33	0	0	34,860	13,306	2,789	0
1125+50	112550	50	196.55	50.90	0.00	0	404	71	0	0	35,264	13,378	2,789	0
1126+00	112600	50	74.13	163.50	0.00	0	251	199	0	0	35,514	13,576	2,789	0
1126+50	112650	50	2.10	414.97	0.00	0	71	536	0	0	35,585	14,112	2,789	0
1127+00	112700	50	0.00	700.20	0.00	0	2	1,033	0	0	35,587	15,144	2,789	0
1127+50	112750	50	0.00	1128.80	0.00	0	0	1,694	0	0	35,587	16,838	2,789	0
1128+00	112800	50	0.00	1683.70	0.00	0	0	2,604	0	0	35,587	19,442	2,789	0
1128+50	112850	50	0.00	2275.00	0.00	0	0	3,665	0	0	35,587	23,108	2,789	0
1129+00	112900	50	0.00	2744.20	0.00	0	0	4,647	0	0	35,587	27,755	2,789	0
1129+00.01	112900.01	0.01	0.00	1529.70	0.00	0	0	1	0	0	35,587	27,756	2,789	0
1129+50	112950	49.99	0.00	1134.50	0.00	0	0	2,466	0	0	35,587	30,222	2,789	0
1129+54.5	112954.5	4.5	0.00	1134.50	0.00	0	0	189	0	0	35,587	30,411	2,789	0
Round-a bout Chain H								1,939			35,587	32,350	2,789	0
EBS Transitions										890	35,587	32,350	2,789	890
12-inch Undercut for Rock Ditches									307		35,587	32,350	3,096	890
									CTH BB SUBTOTAL:		**35,587**	**32,350**	**3,096**	**890**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
CTH ID														
1131+27.21	113127.21	0.00	51.00	28.00	0.00	0.00	0	0	0	0	0	0	0	0
1131+50	113150.00	22.79	175.17	38.20	0.00	0.00	95	28	0	0	95	28	0	0
1131+99.99	113199.99	49.99	427.93	0.00	0.00	0.00	558	35	0	0	654	63	0	0
1132+00	113200.00	0.01	623.96	0.00	0.00	0.00	0	0	0	0	654	63	0	0
1132+50	113250.00	50.00	1026.50	0.00	0.00	0.00	1,528	0	0	0	2,182	63	0	0
1133+00	113300.00	50.00	1412.25	0.00	0.00	0.00	2,258	0	0	0	4,440	63	0	0
1133+50	113350.00	50.00	1803.37	0.00	0.00	0.00	2,977	0	0	0	7,418	63	0	0
1124+00	113400.00	50.00	1395.08	0.00	511.97	0.00	2,962	0	474	0	10,379	63	474	0
1134+50	113450.00	50.00	1323.69	0.00	779.23	0.00	2,517	0	1,196	0	12,897	63	1,670	0
1135+00	113500.00	50.00	1356.45	0.00	1005.28	0.00	2,482	0	1,652	0	15,378	63	3,322	0
1135+50	113550.00	50.00	1272.86	0.00	1183.06	0.00	2,435	0	2,026	0	17,813	63	5,348	0
1136+00	113600.00	50.00	1054.39	0.00	1432.41	0.00	2,155	0	2,422	0	19,968	63	7,770	0
1136+50	113650.00	50.00	880.98	0.00	1593.12	0.00	1,792	0	2,801	0	21,760	63	10,571	0
1137+00	113700.00	50.00	705.57	0.00	1754.16	0.00	1,469	0	3,099	0	23,229	63	13,671	0
1137+50	113750.00	50.00	1322.09	0.00	1405.79	0.00	1,877	0	2,926	0	25,106	63	16,597	0
1137+58.02	113758.02	8.02	1432.92	0.00	1356.57	0.00	409	0	410	0	25,515	63	17,007	0
1138+00	113800.00	41.98	1866.84	0.00	1079.26	0.00	2,565	0	1,894	0	28,081	63	18,900	0
1139+00	113900.00	100.00	3165.78	0.00	538.29	0.00	9,320	0	2,995	0	37,400	63	21,896	0
1140+00	114000.00	100.00	1286.39	0.00	1720.93	0.00	8,245	0	4,184	0	45,645	63	26,080	0
1141+00	114100.00	100.00	512.05	0.00	1693.82	0.00	3,330	0	6,324	0	48,975	63	32,403	0
1142+00	114200.00	100.00	1699.18	0.00	33.02	0.00	4,095	0	3,198	0	53,070	63	35,601	0
1143+00	114300.00	100.00	856.56	0.00	0.00	0.00	4,733	0	61	0	57,803	63	35,662	0
1144+00	114400.00	100.00	159.43	3.12	0.00	0.00	1,881	6	0	0	59,685	69	35,662	0
1145+00	114500.00	100.00	17.75	189.44	0.00	0.00	328	357	0	0	60,013	426	35,662	0
1146+00	114600.00	100.00	13.32	299.40	0.00	0.00	58	905	0	0	60,070	1,331	35,662	0
1147+00	114700.00	100.00	134.47	139.22	0.00	0.00	274	812	0	0	60,344	2,143	35,662	0
1148+00	114800.00	100.00	436.57	0.00	0.00	0.00	1,057	258	0	0	61,401	2,401	35,662	0
1149+00	114900.00	100.00	634.39	0.00	114.00	0.00	1,983	0	211	0	63,385	2,401	35,873	0
1150+00	115000.00	100.00	544.20	0.00	348.62	0.00	2,183	0	857	0	65,567	2,401	36,730	0
1151+00	115100.00	100.00	437.53	0.00	191.89	0.00	1,818	0	1,001	0	67,385	2,401	37,731	0
1152+00	115200.00	100.00	140.73	25.12	0.00	0.00	1,071	47	355	0	68,456	2,401	38,086	0
1153+00	115300.00	100.00	28.85	659.57	0.00	0.00	314	1,268	0	0	68,770	3,669	38,086	0
1154+00	115400.00	100.00	52.22	1005.33	0.00	0.00	150	3,083	0	0	68,920	6,752	38,086	0
1155+00	115500.00	100.00	37.73	1113.22	0.00	0.00	167	3,923	0	0	69,087	10,675	38,086	0
1156+00	115600.00	100.00	0.00	1068.43	0.00	0.00	70	4,040	0	0	69,157	14,715	38,086	0
1157+00	115700.00	100.00	0.00	884.38	0.00	0.00	0	3,616	0	0	69,157	18,332	38,086	0
1158+00	115800.00	100.00	40.75	289.17	0.00	0.00	75	2,173	0	0	69,232	20,505	38,086	0
1159+00	115900.00	100.00	0.00	151.06	0.00	0.00	75	815	0	0	69,308	21,320	38,086	0
1160+00	116000.00	100.00	37.84	47.26	0.00	0.00	70	367	0	0	69,378	21,687	38,086	0

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
CTH ID														
1161+00	116100.00	100.00	6.41	152.89	0.00	0.00	82	371	0	0	69,460	22,058	38,086	0
1162+00	116200.00	100.00	0.00	871.55	0.00	0.00	12	1,897	0	0	69,472	23,955	38,086	0
1163+00	116300.00	100.00	0.00	1603.74	0.00	0.00	0	4,584	0	0	69,472	28,539	38,086	0
1164+00	116400.00	100.00	61.99	791.53	0.00	0.00	115	4,436	0	0	69,586	32,975	38,086	0
1165+00	116500.00	100.00	159.66	111.73	0.00	0.00	410	1,673	0	0	69,997	34,647	38,086	0
1166+00	116600.00	100.00	452.86	0.00	0.49	0.00	1,134	207	1	0	71,131	34,853	38,087	0
1167+00	116700.00	100.00	576.02	0.00	0.00	0.00	1,905	0	1	0	73,036	34,853	38,088	0
1168+00	116800.00	100.00	51.61	155.53	0.00	0.00	1,162	288	0	0	74,199	35,141	38,088	0
1169+00	116900.00	100.00	14.41	354.18	0.00	0.00	122	944	0	0	74,321	36,085	38,088	0
1170+00	117000.00	100.00	98.12	84.60	0.00	0.00	208	813	0	0	74,529	36,898	38,088	0
1171+00	117100.00	100.00	283.19	7.85	0.00	0.00	706	171	0	0	75,235	37,069	38,088	0
1172+00	117200.00	100.00	56.98	151.55	0.00	0.00	630	295	0	0	75,865	37,364	38,088	0
1173+00	117300.00	100.00	0.00	1244.29	0.00	0.00	106	2,585	0	0	75,971	39,949	38,088	0
1174+00	117400.00	100.00	0.00	3647.76	0.00	0.00	0	9,059	0	0	75,971	49,009	38,088	0
1175+00	117500.00	100.00	0.00	5521.97	0.00	0.00	0	16,981	0	0	75,971	65,990	38,088	0
1176+00	117600.00	100.00	0.00	4856.01	0.00	0.00	0	19,218	0	0	75,971	85,208	38,088	0
1177+00	117700.00	100.00	15.45	3636.58	0.00	0.00	29	15,727	0	0	76,000	100,935	38,088	0
1178+00	117800.00	100.00	20.14	2576.40	0.00	0.00	66	11,506	0	0	76,065	112,441	38,088	0
1179+00	117900.00	100.00	141.33	1686.53	0.00	0.00	299	7,894	0	0	76,364	120,335	38,088	0
1180+00	118000.00	100.00	135.01	1417.10	0.00	0.00	512	5,747	0	0	76,876	126,082	38,088	0
1181+00	118100.00	100.00	119.24	1589.80	0.00	0.00	471	5,568	0	0	77,347	131,651	38,088	0
1182+00	118200.00	100.00	22.43	1411.57	0.00	0.00	262	5,558	0	0	77,609	137,209	38,088	0
1183+00	118300.00	100.00	20.58	1145.19	0.00	0.00	80	4,735	0	0	77,689	141,944	38,088	0
1184+00	118400.00	100.00	0.00	1103.23	0.00	0.00	38	4,164	0	0	77,727	146,107	38,088	0
1185+00	118500.00	100.00	0.00	1678.33	0.00	0.00	0	5,151	0	0	77,727	151,258	38,088	0
1186+00	118600.00	100.00	0.00	2589.90	0.00	0.00	0	7,904	0	0	77,727	159,162	38,088	0
1186+67.88	118667.88	67.88	0.00	0.00	0.00	0.00	0	3,256	0	0	77,727	162,418	38,088	0
Round-a-bout Chain D							269	41			77,996	162,459	38,088	0
EBS Transitions										1,481	77,996	162,459	38,088	1,481
12-inch Undercut for Rock Ditches									838		77,996	162,459	38,926	1,481
									CTH ID SUBTOTAL:		**77,996**	**162,459**	**38,926**	**1,481**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Cumulative Vol (CY) Rock 1.00	Cumulative Vol (CY) EBS 1.00
CTH ID														
1188+80.45	118880.45	0.00	0.00	2213.10	0.00	0.00	0	0	0	0	0	0	0	0
1189+00	118900.00	19.55	0.00	4215.21	0.00	0.00	0	2,328	0	0	0	2,328	0	0
1190+00	119000.00	100.00	0.00	6373.23	0.00	0.00	0	19,608	0	0	0	21,936	0	0
1191+00	119100.00	100.00	0.00	6426.18	0.00	0.00	0	23,703	0	0	0	45,639	0	0
1192+00	119200.00	100.00	0.00	4759.35	0.00	0.00	0	20,714	0	0	0	66,353	0	0
1193+00	119300.00	100.00	0.00	3073.71	0.00	0.00	0	14,506	0	0	0	80,858	0	0
1194+00	119400.00	100.00	0.00	1426.18	0.00	0.00	0	8,333	0	0	0	89,191	0	0
1195+00	119500.00	100.00	15.79	1494.39	0.00	0.00	29	5,408	0	0	29	94,600	0	0
1196+00	119600.00	100.00	96.91	810.91	0.00	0.00	209	4,269	0	0	238	98,869	0	0
1197+00	119700.00	100.00	33.76	206.93	0.00	0.00	242	1,885	0	0	480	100,754	0	0
1198+00	119800.00	100.00	40.76	47.23	0.00	0.00	138	471	0	0	618	101,224	0	0
1199+00	119900.00	100.00	75.46	20.94	0.00	0.00	215	126	0	0	833	101,351	0	0
1200+00	120000.00	100.00	65.63	9.68	0.00	0.00	261	57	0	0	1,094	101,407	0	0
1201+00	120100.00	100.00	66.08	4.28	0.00	0.00	244	26	0	0	1,338	101,433	0	0
1202+00	120200.00	100.00	43.17	0.00	0.00	0.00	202	8	0	0	1,541	101,441	0	0
1202+41.18	120241.18	41.18	0.00	0.00	0.00	0.00	33	0	0	0	1,574	101,441	0	0
										CTH ID SUBTOTAL:	**1,574**	**101,441**	**0**	**0**
CTH HHH DE														
13+93.6	1393.60	0.00	44.35	0.00	0.00	0.00	0	0	0	0	0	0	0	0
14+00	1400.00	6.40	47.96	0.00	0.00	0.00	11	0	0	0	11	0	0	0
15+00	1500.00	100.00	0.04	141.96	0.00	0.00	89	263	0	0	100	263	0	0
16+00	1600.00	100.00	0.64	54.24	0.00	0.00	1	363	0	0	101	626	0	0
17+00	1700.00	100.00	0.03	43.42	0.00	0.00	1	181	0	0	102	807	0	0
18+00	1800.00	100.00	0.00	145.64	0.00	0.00	0	350	0	0	102	1,157	0	0
19+00	1900.00	100.00	0.00	402.26	0.00	0.00	0	1,015	0	0	102	2,172	0	0
19+75	1975.00	75.00	0.00	291.02	0.00	0.00	0	963	0	0	102	3,135	0	0
										CTH HHH DE SUBTOTAL:	**102**	**3,135**	**0**	**0**
LORRAINE CT														
31+55	3155.00	0.00	31.56	0.03	0.00	0.00	0	0	0	0	0	0	0	0
32+00	3200.00	45.00	1.45	16.67	0.00	0.00	28	14	0	0	28	14	0	0
32+50	3250.00	50.00	0.08	31.79	0.00	0.00	1	45	0	0	29	59	0	0
33+00	3300.00	50.00	0.00	148.92	0.00	0.00	0	167	0	0	29	226	0	0
33+50	3350.00	50.00	0.00	661.60	0.00	0.00	0	750	0	0	29	977	0	0
34+00	3400.00	50.00	0.00	987.44	0.00	0.00	0	1,527	0	0	29	2,503	0	0
34+55	3455.00	55.00	0.00	520.36	0.00	0.00	0	1,536	0	0	29	4,039	0	0
										LORRAINE CT SUBTOTAL:	**29**	**4,039**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
RIDGEVUE RD														
84+07.33	8407.33	0.00	4.16	202.67	0.00	0.00	0	0	0	0	0	0	0	0
84+50	8450.00	42.67	43.21	297.50	0.00	0.00	37	395	0	0	37	395	0	0
84+99.99	8499.99	49.99	94.96	113.91	0.00	0.00	128	381	0	0	165	776	0	0
85+00	8500.00	0.01	94.96	626.40	0.00	0.00	0	0	0	0	165	776	0	0
85+50	8550.00	50.00	115.86	522.43	0.00	0.00	195	1,064	0	0	361	1,840	0	0
86+00	8600.00	50.00	77.91	724.63	0.00	0.00	179	1,155	0	0	540	2,995	0	0
86+50	8650.00	50.00	43.95	936.10	0.00	0.00	113	1,538	0	0	653	4,532	0	0
87+00	8700.00	50.00	11.35	931.11	0.00	0.00	51	1,729	0	0	704	6,261	0	0
87+50	8750.00	50.00	46.59	731.87	0.00	0.00	54	1,540	0	0	758	7,801	0	0
87+59.86	8759.86	9.86	57.24	688.28	0.00	0.00	19	259	0	0	777	8,060	0	0
88+00	8800.00	40.14	93.80	509.86	0.00	0.00	112	891	0	0	889	8,951	0	0
89+00	8900.00	100.00	227.66	217.97	0.00	0.00	595	1,348	0	0	1,484	10,299	0	0
90+00	9000.00	100.00	594.54	0.20	0.00	0.00	1,523	404	0	0	3,007	10,703	0	0
91+00	9100.00	100.00	1542.66	0.00	0.00	0.00	3,958	0	0	0	6,965	10,703	0	0
92+00	9200.00	100.00	2584.02	0.00	232.70	0.00	7,642	0	431	0	14,607	10,703	431	0
93+00	9300.00	100.00	2152.15	0.00	1673.80	0.00	8,771	0	3,531	0	23,377	10,703	3,961	0
94+00	9400.00	100.00	729.08	0.00	1269.56	0.00	5,336	0	5,451	0	28,713	10,703	9,412	0
95+00	9500.00	100.00	1796.21	0.00	2534.93	0.00	4,676	0	7,045	0	33,389	10,703	16,458	0
96+00	9600.00	100.00	1536.59	0.00	1640.00	0.00	6,172	0	7,731	0	39,561	10,703	24,189	0
97+00	9700.00	100.00	1247.21	0.00	1270.02	0.00	5,155	0	5,389	0	44,716	10,703	29,578	0
97+25	9725.00	25.00	1001.24	0.00	1231.56	0.00	1,041	0	1,158	0	45,757	10,703	30,736	0
Round-a bout Chain A							29	9,941			45,786	20,644	30,736	0
Round-a bout Chain F								1,797			45,786	22,441	30,736	0
EBS Transitions										296	45,786	22,441	30,736	296
12-inch Undercut for Rock Ditches									242		45,786	22,441	30,978	296
									RIDGEVUE RD SUBTOTAL:		**45,786**	**22,441**	**30,978**	**296**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
RIDGEVUE RD														
97+25	9725.00	0.00	1001.24	0.00	1231.56	0.00	0	0	0	0	0	0	0	0
98+00	9800.00	75.00	1008.79	0.00	908.36	0.00	2,792	0	2,972	0	2,792	0	2,972	0
99+00	9900.00	100.00	1148.01	0.00	718.60	0.00	3,994	0	3,013	0	6,786	0	5,985	0
100+00	10000.00	100.00	564.60	0.00	288.34	0.00	3,172	0	1,865	0	9,957	0	7,850	0
101+00	10100.00	100.00	355.69	0.00	421.55	0.00	1,704	0	1,315	0	11,662	0	9,164	0
102+00	10200.00	100.00	1435.22	0.00	1205.39	0.00	3,317	0	3,013	0	14,978	0	12,177	0
103+00	10300.00	100.00	1138.23	0.00	835.71	0.00	4,766	0	3,780	0	19,744	0	15,957	0
104+00	10400.00	100.00	712.38	0.00	303.90	0.00	3,427	0	2,110	0	23,171	0	18,067	0
105+00	10500.00	100.00	244.34	79.81	23.25	0.00	1,772	148	606	0	24,942	0	18,673	0
106+00	10600.00	100.00	62.88	397.56	0.91	0.00	569	884	45	0	25,511	839	18,718	0
107+00	10700.00	100.00	61.49	755.98	0.00	0.00	230	2,136	2	0	25,742	2,974	18,720	0
108+00	10800.00	100.00	36.76	1589.24	0.00	0.00	182	4,343	0	0	25,924	7,317	18,720	0
109+00	10900.00	100.00	0.00	5016.13	0.00	0.00	68	12,232	0	0	25,992	19,549	18,720	0
110+00	11000.00	100.00	0.00	4686.39	0.00	0.00	0	17,968	0	0	25,992	37,517	18,720	0
111+00	11100.00	100.00	10.43	2627.32	0.00	0.00	19	13,544	0	0	26,011	51,060	18,720	0
112+00	11200.00	100.00	13.24	1266.30	0.00	0.00	44	7,210	0	0	26,055	58,271	18,720	0
113+00	11300.00	100.00	26.78	704.65	0.00	0.00	74	3,650	0	0	26,129	61,921	18,720	0
114+00	11400.00	100.00	18.51	395.67	0.00	0.00	84	2,038	0	0	26,213	63,958	18,720	0
115+00	11500.00	100.00	57.84	123.65	0.00	0.00	141	962	0	0	26,354	64,920	18,720	0
116+00	11600.00	100.00	241.20	0.00	0.00	0.00	554	229	0	0	26,908	65,149	18,720	0
117+00	11700.00	100.00	523.30	0.00	0.00	0.00	1,416	0	0	0	28,324	65,149	18,720	0
118+00	11800.00	100.00	723.09	0.01	0.00	0.00	2,308	0	0	0	30,632	65,149	18,720	0
119+00	11900.00	100.00	495.04	0.00	0.00	0.00	2,256	0	0	0	32,888	65,149	18,720	0
120+00	12000.00	100.00	251.21	0.00	0.00	0.00	1,382	0	0	0	34,270	65,149	18,720	0
121+00	12100.00	100.00	74.16	25.25	0.00	0.00	603	47	0	0	34,872	65,196	18,720	0
122+00	12200.00	100.00	9.26	90.74	0.00	0.00	154	215	0	0	35,027	65,411	18,720	0
123+00	12300.00	100.00	29.08	81.26	0.00	0.00	71	319	0	0	35,098	65,729	18,720	0
124+00	12400.00	100.00	41.22	87.16	0.00	0.00	130	312	0	0	35,228	66,041	18,720	0
125+00	12500.00	100.00	16.74	49.70	0.00	0.00	107	253	0	0	35,335	66,295	18,720	0
126+00	12600.00	100.00	8.35	72.08	0.00	0.00	46	226	0	0	35,382	66,520	18,720	0
127+00	12700.00	100.00	16.52	39.44	0.00	0.00	46	207	0	0	35,428	66,727	18,720	0
128+00	12800.00	100.00	10.00	38.54	0.00	0.00	49	144	0	0	35,477	66,871	18,720	0
129+00	12900.00	100.00	35.00	65.16	0.00	0.00	83	192	0	0	35,560	67,063	18,720	0
130+00	13000.00	100.00	36.38	14.79	0.00	0.00	132	148	0	0	35,692	67,211	18,720	0
131+00	13100.00	100.00	55.56	0.00	0.00	0.00	170	27	0	0	35,863	67,238	18,720	0
131+31	13131.00	31.00	29.88	0.00	0.00	0.00	49	0	0	0	35,912	67,238	18,720	0
EBS Transitions										741	35,912	67,238	18,720	741
12-inch Undercut for Rock Ditches									903		35,912	67,238	19,623	741
									RIDGEVUE RD SUBTOTAL:		**35,912**	**67,238**	**19,623**	**741**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

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STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Cumulative Vol (CY) Rock 1.00	Cumulative Vol (CY) EBS 1.00
TERNES CT														
48+41.02	4841.02	4841.02	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
49+00	4900.00	58.98	8.81	2.40	0.00	0.00	10	3	0	0	10	3	0	0
49+80	4980.00	80.00	19.46	0.00	0.00	0.00	42	4	0	0	51	6	0	0
50+00	5000.00	20.00	0.00	0.00	0.00	0.00	7	0	0	0	59	6	0	0
50+20	5020.00	20.00	19.09	0.00	0.00	0.00	7	0	0	0	66	6	0	0
50+50	5050.00	30.00	26.67	0.92	0.00	0.00	25	1	0	0	91	7	0	0
50+75	5075.00	25.00	24.25	0.20	0.00	0.00	24	1	0	0	115	7	0	0
									TERNES CT SUBTOTAL:		**115**	**7**	**0**	**0**
CEMETERY DWY														
10+13	1013	0	0.00	15.55	0.00	0	0	0	0	0	0	0	0	0
10+68.61	1068.61	55.61	0.00	48.48	0.00	0	0	66	0	0	0	66	0	0
11+00	1100	31.39	1.82	0.07	0.00	0	1	28	0	0	1	94	0	0
11+50	1150	50	0.93	0.00	0.00	0	3	0	0	0	4	94	0	0
12+00	1200	50	0.07	0.05	0.00	0	1	0	0	0	5	94	0	0
13+00	1300	100	2.26	0.00	0.00	0	4	0	0	0	9	94	0	0
13+50	1350	50	3.06	0.00	0.00	0	5	0	0	0	14	94	0	0
14+00	1400	50	2.84	0.00	0.00	0	5	0	0	0	19	94	0	0
15+00	1500	100	0.01	0.55	0.00	0	5	1	0	0	25	95	0	0
15+86.52	1586.52	86.52	0.00	0.00	0.00	0	0	1	0	0	25	96	0	0
									CEMETERY DWY SUBTOTAL:		**25**	**96**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

STAGE 3 TOTAL:	**460,947**	**477,212**	**164,541**	**4,822**

STAGE 4

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Rock Exc	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Rock Exc	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Cumulative Vol (CY) Rock 1.00	Cumulative Vol (CY) EBS 1.00
N PRAIRIE RD														
30+50	3050.00	0.00	82.62	22.94	0.00	0.00	0	0	0	0	0	0	0	0
31+00	3100.00	50.00	145.16	0.52	0.00	0.00	211	22	0	0	211	22	0	0
31+50	3150.00	50.00	211.52	0.00	0.00	0.00	330	0	0	0	541	22	0	0
32+00	3200.00	50.00	196.68	0.25	0.00	0.00	378	0	0	0	919	22	0	0
32+50	3250.00	50.00	173.58	37.04	0.00	0.00	343	35	0	0	1,262	57	0	0
33+00	3300.00	50.00	177.70	0.69	0.00	0.00	325	35	0	0	1,587	92	0	0
33+50	3350.00	50.00	192.73	0.62	0.00	0.00	343	1	0	0	1,930	93	0	0
34+00	3400.00	50.00	196.22	0.00	0.00	0.00	360	1	0	0	2,290	94	0	0
34+50	3450.00	50.00	123.17	0.00	0.00	0.00	296	0	0	0	2,586	94	0	0
34+85	3485.00	35.00	31.40	0.00	0.00	0.00	100	0	0	0	2,686	94	0	0
52+50	5250.00	0.00	45.60	0.00	0.00	0.00	0	0	0	0	2,686	94	0	0
53+00	5300.00	50.00	6.17	7.04	0.00	0.00	48	7	0	0	2,734	100	0	0
53+50	5350.00	50.00	0.00	157.27	0.00	0.00	6	152	0	0	2,740	252	0	0
54+00	5400.00	50.00	0.00	270.92	0.00	0.00	0	396	0	0	2,740	649	0	0
54+40	5440.00	40.00	0.00	3.32	0.00	0.00	0	203	0	0	2,740	852	0	0
									N PRAIRIE RD SUBTOTAL:		**2,740**	**852**	**0**	**0**
REED RD														
26+50	2650.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
27+00	2700.00	50.00	27.59	0.03	0.00	0.00	26	0	0	0	26	0	0	0
27+50	2750.00	50.00	66.38	3.06	0.00	0.00	87	3	0	0	113	3	0	0
28+00	2800.00	50.00	90.53	0.00	0.00	0.00	145	3	0	0	258	6	0	0
28+50	2850.00	50.00	167.53	0.00	0.00	0.00	239	0	0	0	497	6	0	0
29+00	2900.00	50.00	375.57	0.00	0.00	0.00	503	0	0	0	1,000	6	0	0
29+50	2950.00	50.00	679.09	0.00	0.00	0.00	977	0	0	0	1,976	6	0	0
29+88	2988.00	38.00	131.85	0.00	0.00	0.00	571	0	0	0	2,547	6	0	0
									REED RD SUBTOTAL:		**2,547**	**6**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

STAGE 4 TOTAL:	**5,287**	**858**	**0**	**0**

TOPSOIL

STATION	Real Station	Distance	AREA (SF)				Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)			
			Cut	Fill	Rock Exc	EBS	Cut	Fill	Rock Exc	EBS	Cut 1.00	Fill 1.00	Rock 1.00	EBS 1.00
PRAIRIE RD														
01+00	100.00	0.00	0.00	34.66	0.00	0.00	0	0	0	0	0	0	0	0
02+00	200.00	100.00	0.00	30.78	0.00	0.00	0	121	0	0	0	121	0	0
03+00	300.00	100.00	0.00	30.10	0.00	0.00	0	113	0	0	0	234	0	0
04+00	400.00	100.00	0.00	31.28	0.00	0.00	0	114	0	0	0	348	0	0
05+00	500.00	100.00	0.00	45.54	0.00	0.00	0	142	0	0	0	490	0	0
06+00	600.00	100.00	0.00	38.64	0.00	0.00	0	156	0	0	0	646	0	0
07+00	700.00	100.00	0.00	33.56	0.00	0.00	0	134	0	0	0	779	0	0
08+00	800.00	100.00	0.00	33.17	0.00	0.00	0	124	0	0	0	903	0	0
09+00	900.00	100.00	0.00	35.41	0.00	0.00	0	127	0	0	0	1,030	0	0
10+00	1000.00	100.00	0.00	31.33	0.00	0.00	0	124	0	0	0	1,154	0	0
11+00	1100.00	100.00	0.00	34.90	0.00	0.00	0	123	0	0	0	1,276	0	0
12+00	1200.00	100.00	0.00	35.29	0.00	0.00	0	130	0	0	0	1,406	0	0
13+00	1300.00	100.00	0.00	35.58	0.00	0.00	0	131	0	0	0	1,537	0	0
14+00	1400.00	100.00	0.00	36.30	0.00	0.00	0	133	0	0	0	1,671	0	0
15+00	1500.00	100.00	0.00	35.97	0.00	0.00	0	134	0	0	0	1,804	0	0
16+00	1600.00	100.00	0.00	37.43	0.00	0.00	0	136	0	0	0	1,940	0	0
17+00	1700.00	100.00	0.00	40.55	0.00	0.00	0	144	0	0	0	2,085	0	0
18+00	1800.00	100.00	0.00	38.27	0.00	0.00	0	146	0	0	0	2,231	0	0
19+00	1900.00	100.00	0.00	44.51	0.00	0.00	0	153	0	0	0	2,384	0	0
20+00	2000.00	100.00	0.00	35.13	0.00	0.00	0	147	0	0	0	2,531	0	0
21+00	2100.00	100.00	0.00	42.85	0.00	0.00	0	144	0	0	0	2,676	0	0
22+00	2200.00	100.00	0.00	36.12	0.00	0.00	0	146	0	0	0	2,822	0	0
23+00	2300.00	100.00	0.00	37.42	0.00	0.00	0	136	0	0	0	2,958	0	0
24+00	2400.00	100.00	0.00	33.57	0.00	0.00	0	131	0	0	0	3,090	0	0
25+00	2500.00	100.00	0.00	37.53	0.00	0.00	0	132	0	0	0	3,221	0	0
											REED RD SUBTOTAL:	**0**	**3,221**	**0**	**0**

Earthwork values in the table have not been expanded. Expansion factors are: Rock Expansion = 1.15, Fill Expansion = 1.25, EBS Expansion = 1.25

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
84+07.33 'RD'		4	0	203	0	0	0	0	0	0	0	0
84+50.00 'RD'	43	43	0	298	0	37	0	395	0	37	494	-457
84+99.99 'RD'	50	95	0	114	0	128	0	379	0	165	968	-802
85+00.00 'RD'	0.01	95	0	626	0	0	0	0	0	165	968	-803
85+50.00 'RD'	50	116	0	522	0	195	0	1,064	0	361	2,298	-1,937
86+00.00 'RD'	50	78	0	725	0	179	0	1,155	0	540	3,741	-3,201
86+50.00 'RD'	50	44	0	936	0	113	0	1,538	0	653	5,663	-5,010
87+00.00 'RD'	50	11	0	931	0	51	0	1,729	0	704	7,824	-7,120
87+50.00 'RD'	50	47	0	732	0	54	0	1,540	0	758	9,749	-8,991
87+59.86 'RD'	10	57	0	688	0	19	0	259	0	777	10,073	-9,296
				COLUMN TOTALS		777	0	8,058	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

RIDGEVUE ROAD

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
1123+55.92 'BB'		366	0	0	0	0	0	0	0	0	0	0
1124+00.00 'BB'	44	271	0	1	0	520	0	0	0	520	1	519
1124+50.00 'BB'	50	256	0	10	0	488	0	9	0	1,008	12	995
1125+00.00 'BB'	50	240	0	26	0	459	0	33	0	1,467	54	1,413
1125+50.00 'BB'	50	197	0	51	0	404	0	71	0	1,870	143	1,727
1126+00.00 'BB'	50	74	0	164	0	251	0	199	0	2,121	391	1,729
1126+50.00 'BB'	50	2	0	415	0	71	0	536	0	2,192	1,061	1,131
1127+00.00 'BB'	50	0	0	700	0	2	0	1,033	0	2,193	2,352	-158
1127+50.00 'BB'	50	0	0	1,129	0	0	0	1,694	0	2,193	4,469	-2,275
1128+00.00 'BB'	50	0	0	1,684	0	0	0	2,604	0	2,193	7,724	-5,530
1128+50.00 'BB'	50	0	0	2,275	0	0	0	3,665	0	2,193	12,306	-10,112
1129+00.00 'BB'	50	0	0	2,744	0	0	0	4,647	0	2,193	18,115	-15,921
1129+00.01 'BB'	0.01	0	0	1,530	0	0	0	1	0	2,193	18,116	-15,922
1129+50.00 'BB'	50	0	0	1,135	0	0	0	2,466	0	2,193	21,199	-19,005
1129+54.50 'BB'	5	0	0	1,135	0	0	0	189	0	2,193	21,435	-19,242
				COLUMN TOTALS		2,193	0	17,148	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

CTH BB

9

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STATION	DISTANCE	AREA (SF) CUT	SALVAGED PAVEMENT MATERIAL	FILL	EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
77+09.19 'PR'		62	0	202	0	0	0	0	0	0	0	0
77+50.00 'PR'	41	34	0	425	0	72	0	474	0	72	592	-521
78+00.00 'PR'	50	4	0	831	0	34	0	1,164	0	106	2,047	-1,941
78+50.00 'PR'	50	34	0	1,044	0	35	0	1,736	0	141	4,217	-4,076
78+60.00 'PR'	10	55	0	1,064	0	17	0	390	0	158	4,705	-4,548
79+00.00 'PR'	40	7	0	1,140	0	46	0	1,689	0	204	6,817	-6,612
79+50.00 'PR'	50	52	0	870	0	55	0	1,610	0	259	8,830	-8,571
80+00.00 'PR'	50	110	0	611	0	150	0	1,371	0	408	10,544	-10,135
80+50.00 'PR'	50	158	0	505	0	248	0	1,033	0	656	11,835	-11,179
81+00.00 'PR'	50	141	0	561	0	277	0	987	0	933	13,069	-12,137
81+50.00 'PR'	50	119	0	595	0	241	0	1,071	0	1,174	14,408	-13,235
81+50.01 'PR'	0	119	0	207	0	0	0	0	0	1,174	14,408	-13,235
82+00.00 'PR'	50	87	0	341	0	191	0	507	0	1,364	15,042	-13,678
82+40.47 'PR'	40	8	0	179	0	71	0	390	0	1,435	15,530	-14,095
				COLUMN TOTALS		1,435	0	12,424	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

PRAIRIE ROAD

STATION	DISTANCE	AREA (SF) CUT	SALVAGED PAVEMENT MATERIAL	FILL	ROCK EXC.	EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	ROCK EXC.	EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	EXPANDED FILL 1.25 NOTE 4	EXPANDED ROCK 1.10	MASS ORDINATE NOTE 5
1131+27.21 'ID'		51	0	28	0	0	0	0	0	0	0	0	0	0	0
1131+50.00 'ID'	23	175	0	38	0	0	96	0	28	0	0	96	35	0	61
1131+99.99 'ID'	50	428	0	0	0	0	558	0	41	0	0	654	85	0	568
1132+00.00 'ID'	0.01	624	0	0	0	0	0	0	0	0	0	654	85	0	569
1132+50.00 'ID'	50	1,027	0	0	0	0	1,528	0	0	0	0	2,182	85	0	2,097
1133+00.00 'ID'	50	1,412	0	0	0	0	2,258	0	0	0	0	4,440	85	0	4,355
1133+50.00 'ID'	50	1,803	0	0	0	0	2,977	0	0	0	0	7,418	85	0	7,332
1134+00.00 'ID'	50	1,395	0	0	512	0	2,962	0	0	474	0	10,379	-566	521	10,946
1134+50.00 'ID'	50	1,324	0	0	779	0	2,517	0	0	1,196	0	12,897	-2,210	1,837	15,107
1135+00.00 'ID'	50	1,356	0	0	1,005	0	2,482	0	0	1,652	0	15,378	-4,482	3,654	19,860
1135+50.00 'ID'	50	1,273	0	0	1,183	0	2,435	0	0	2,026	0	17,813	-7,268	5,883	25,081
1136+00.00 'ID'	50	1,054	0	0	1,432	0	2,155	0	0	2,422	0	19,968	-10,598	8,547	30,566
1136+50.00 'ID'	50	881	0	0	1,593	0	1,792	0	0	2,801	0	21,760	-14,450	11,628	36,210
1137+00.00 'ID'	50	706	0	0	1,754	0	1,469	0	0	3,099	0	23,229	-18,712	15,038	41,940
1137+50.00 'ID'	50	1,322	0	0	1,406	0	1,877	0	0	2,926	0	25,106	-22,735	18,256	47,841
1137+58.02 'ID'	8	1,433	0	0	1,357	0	409	0	0	410	0	25,515	-23,299	18,707	48,814
				COLUMN TOTALS			25,515	0	68	17,007	0				

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) EXPANDED FILL: EXPANDED FILL = ((UNEXPANDED FILL - (ROCK EXCAVATION * ROCK FACTOR)) * FILL FACTOR
5) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (((UNEXPANDED FILL - (ROCK EXCAVATION * ROCK FACTOR)) * FILL FACTOR)

CTH HHH

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+00.00 A		0	0	724	0	0	0	0	0	0	0	0
10+25.00 A	25	0	0	1,612	0	0	0	1,081	0	0	1,352	-1,352
10+50.00 A	25	0	0	610	0	0	0	1,029	0	0	2,637	-2,637
10+75.00 A	25	0	0	555	0	0	0	539	0	0	3,311	-3,311
11+00.00 A	25	0	0	645	0	0	0	555	0	0	4,005	-4,005
11+25.00 A	25	5	0	455	0	2	0	509	0	2	4,642	-4,640
11+50.00 A	25	0	0	272	0	2	0	337	0	4	5,063	-5,059
11+75.00 A	25	2	0	251	0	1	0	242	0	5	5,366	-5,361
12+00.00 A	25	25	0	379	0	12	0	292	0	17	5,731	-5,713
12+25.00 A	25	0	0	392	0	12	0	357	0	29	6,177	-6,148
12+50.00 A	25	0	0	552	0	0	0	437	0	29	6,723	-6,694
12+75.00 A	25	0	0	1,694	0	0	0	1,040	0	29	8,023	-7,994
13+00.00 A	25	0	0	1,918	0	0	0	1,672	0	29	10,113	-10,084
13+25.00 A	25	0	0	813	0	0	0	1,265	0	29	11,694	-11,665
13+45.57 A	21	0	0	724	0	0	0	585	0	29	10,845	-12,397
				COLUMN TOTALS		29	0	9,941	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

CHAIN A

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
13+54.24 B		0	0	423	0	0	0	0	0	0	0	0
14+00.00 B	46	0	0	697	0	0	0	949	0	0	1,187	-1,187
14+50.00 B	50	0	0	838	0	0	0	1,422	0	0	2,964	-2,964
14+56.13 B	6	0	0	864	0	0	0	193	0	0	3,205	-3,205
				COLUMN TOTALS		0	0	2,564	0			

NOTES:

1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

CHAIN B

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STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+00.00 D		8	0	45	0	0	0	0	0	0	0	0
10+50.00 D	50	157	0	0	0	152	0	41	0	152	52	101
10+67.06 D	17	212	0	0	0	116	0	0	0	269	52	217
				COLUMN TOTALS		269	0	41	0			

NOTES:
1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

CHAIN D

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+00.00 F		0	0	697	0	0	0	0	0	0	0	0
10+50.00 F	50	0	0	570	0	0	0	1,173	0	0	1,466	-1,466
10+81.66 F	32	0	0	494	0	0	0	624	0	0	2,246	-2,246
				COLUMN TOTALS		0	0	1,797	0			

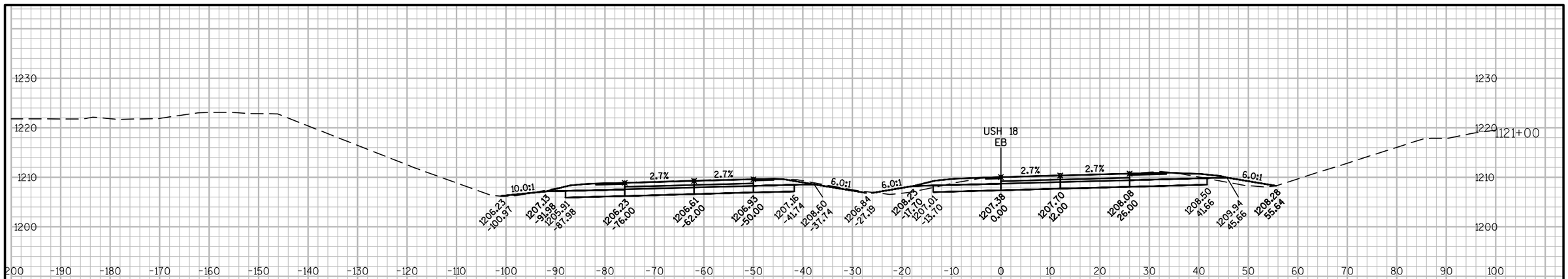
NOTES:
1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

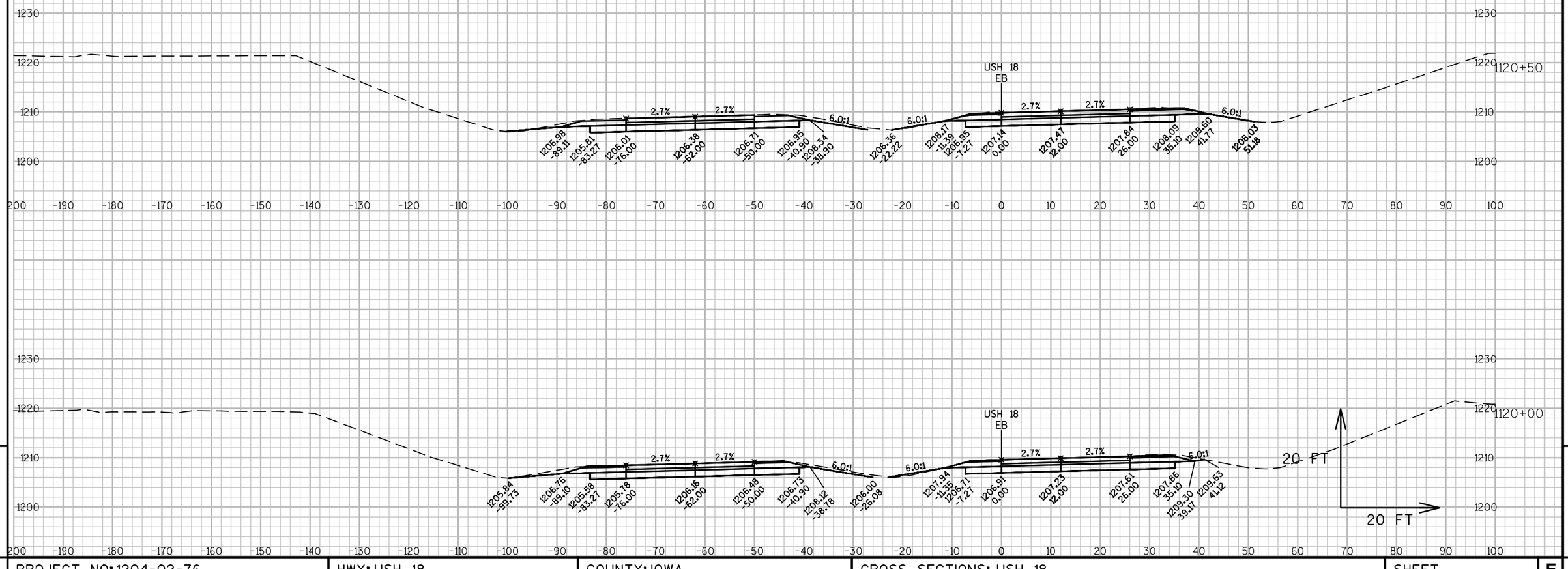
CHAIN F

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOL (CY) (UNADJUSTED) FILL NOTE 3	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00 NOTE 1	CUMULATIVE VOL (CY) EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
14+82.22 H		0	0	1,259	0	0	0	0	0	0	0	0
15+00.00 H	18	0	0	1,208	0	0	0	812	0	0	1,015	-1,015
15+37.55 H	38	0	0	413	0	0	0	1,127	0	0	2,424	-2,424
				COLUMN TOTALS		0	0	1,939	0			

NOTES:
1) CUT: CUT INCLUDES UNUSABLE PAVEMENT MATERIAL
2) SALVAGED PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

CHAIN H





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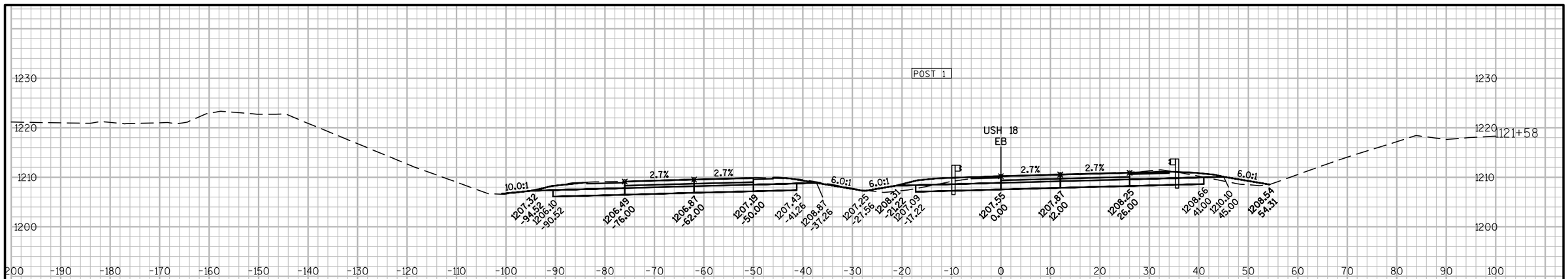
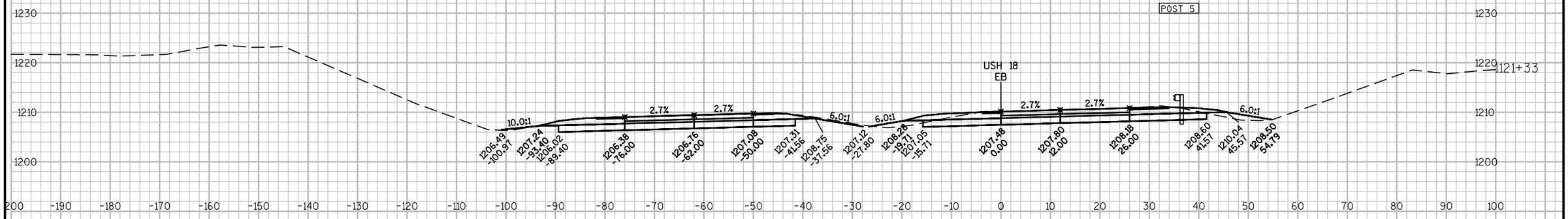
9

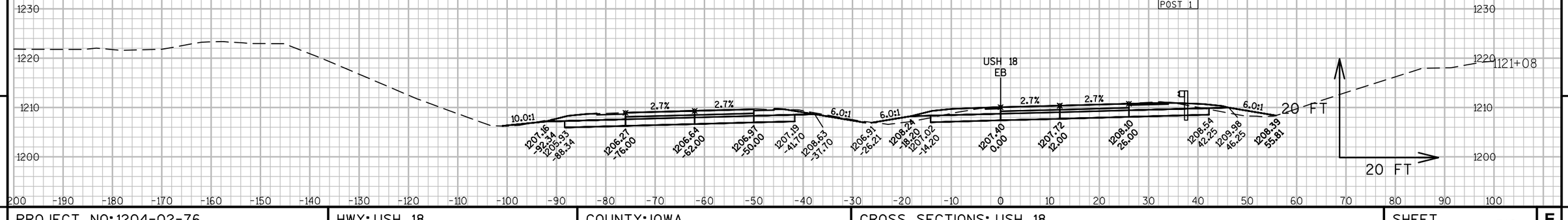
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 509	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 1

PLOT DATE : 3/21/2017 11:16 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT







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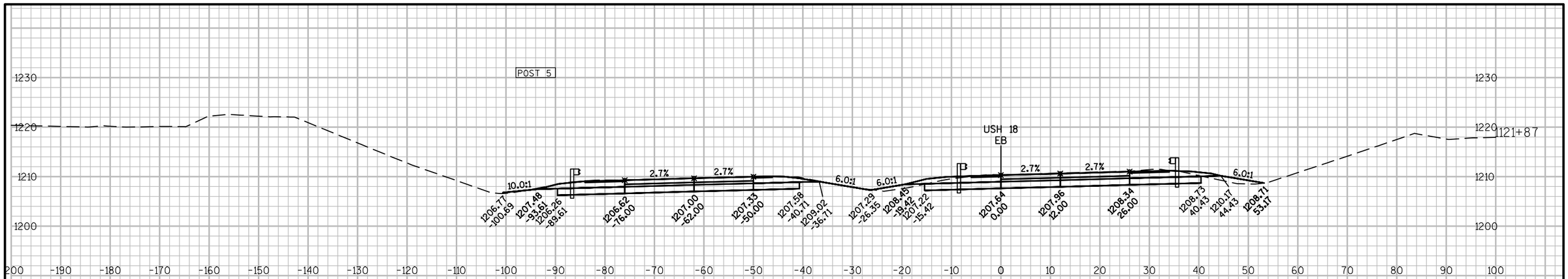
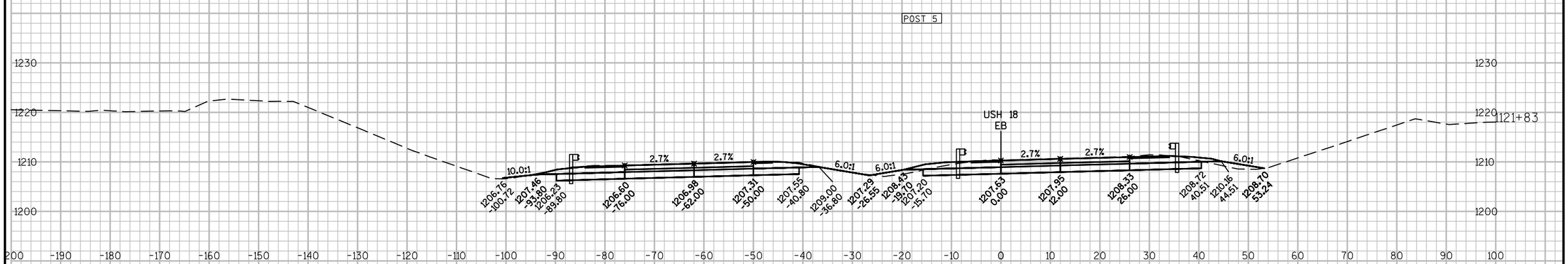
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 510	E

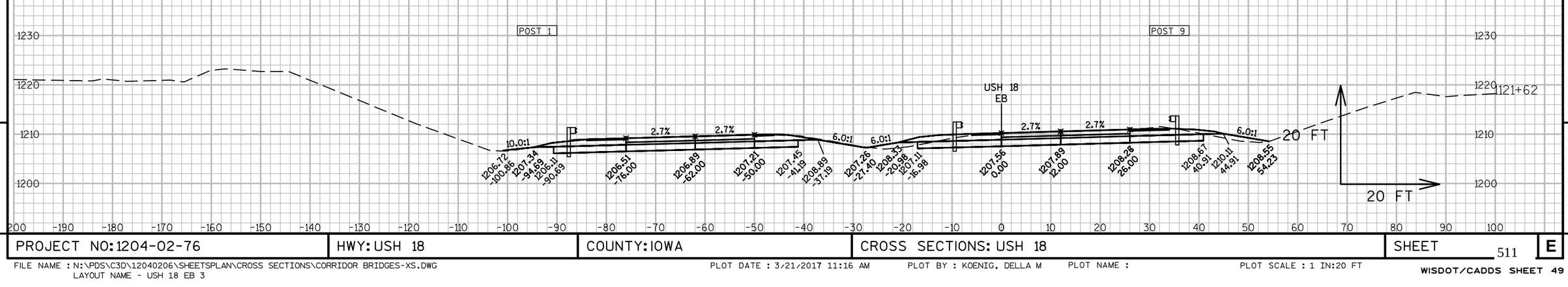
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 2

PLOT DATE : 3/21/2017 11:16 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





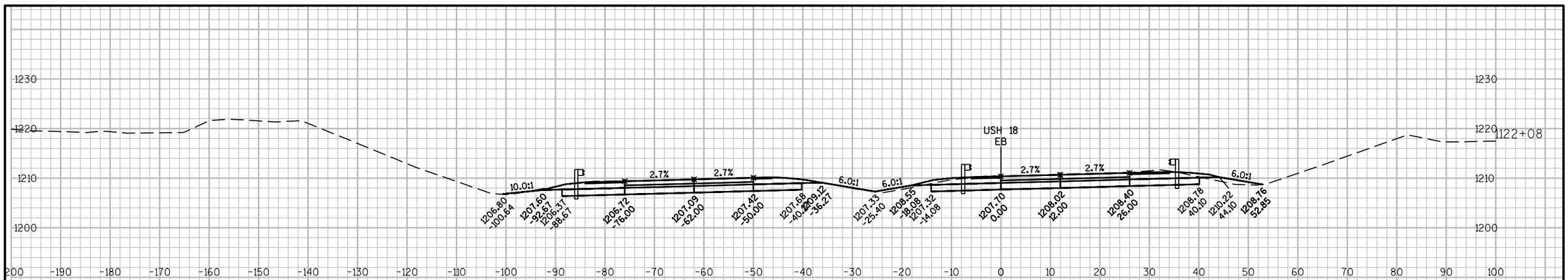


9 9

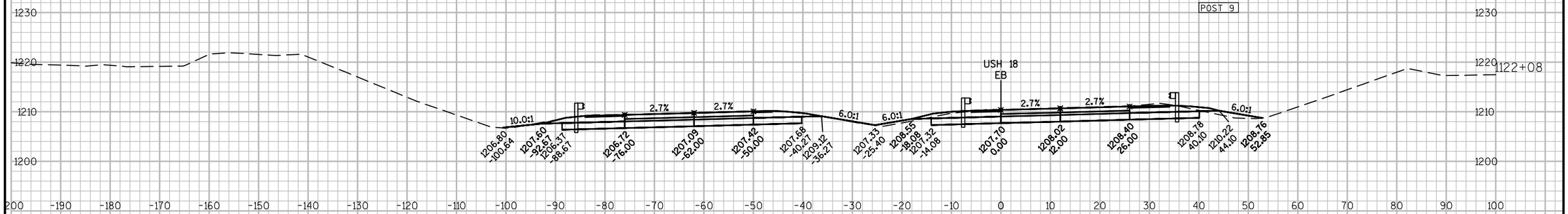
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 511	E

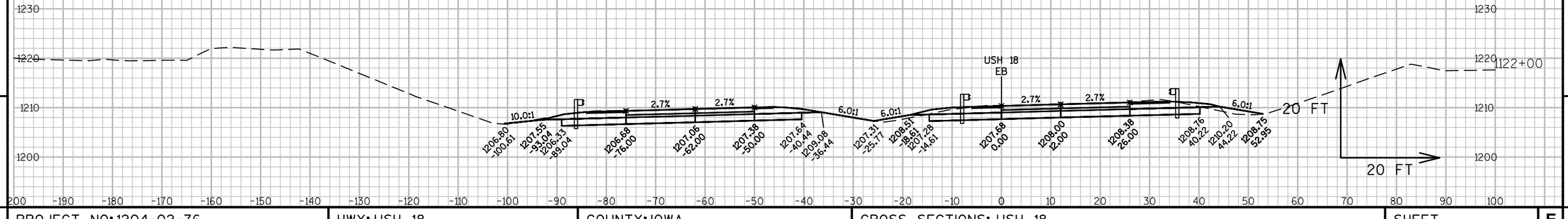
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 3

PLOT DATE : 3/21/2017 11:16 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



POST 9





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PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 512	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 4

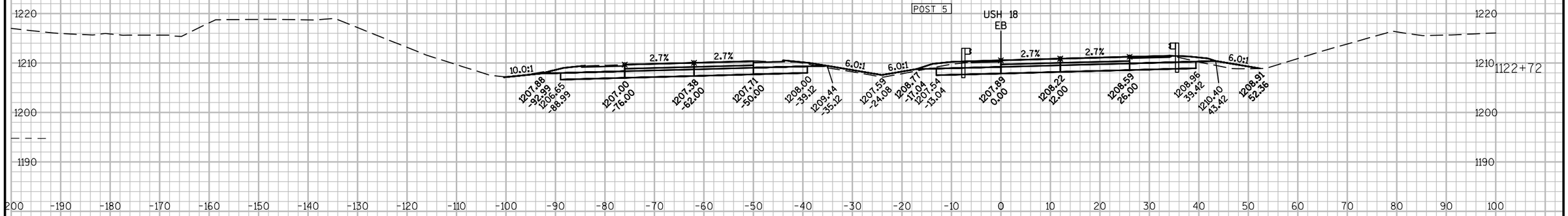
PLOT DATE : 3/21/2017 11:16 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

POST 5

USH 18 EB

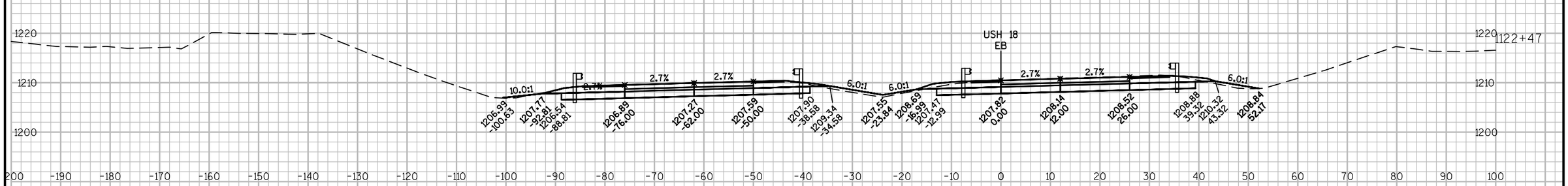
1122+72



POST 1

USH 18 EB

1122+47



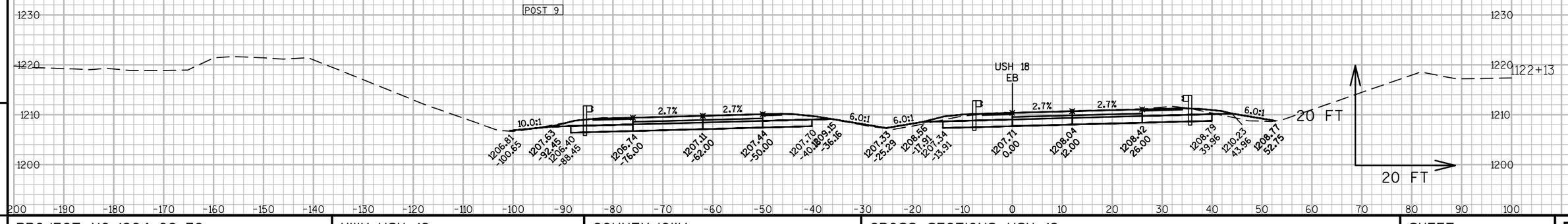
POST 9

USH 18 EB

1122+13

20 FT

20 FT



9

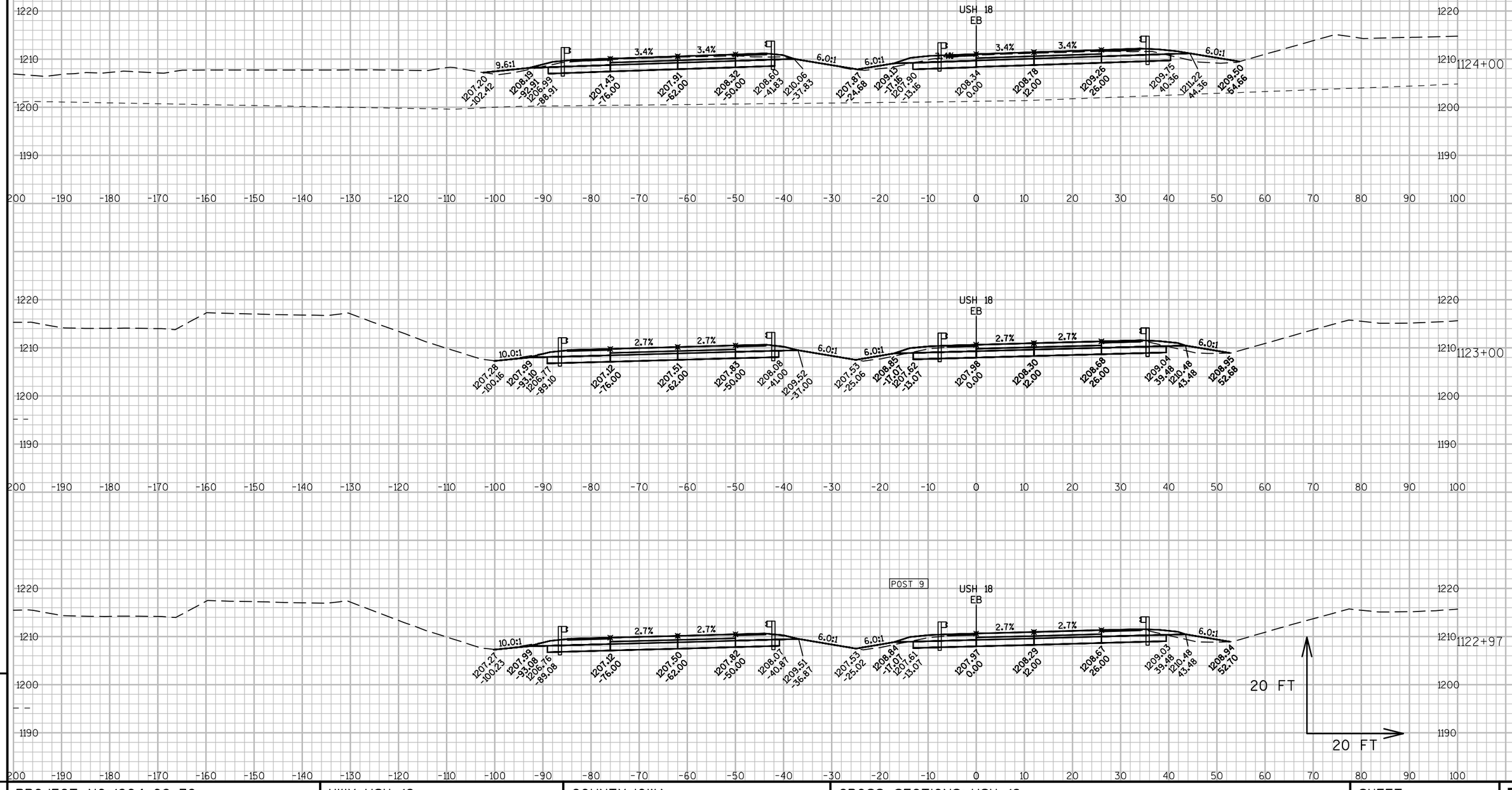
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 513	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 5

PLOT DATE : 3/21/2017 11:16 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



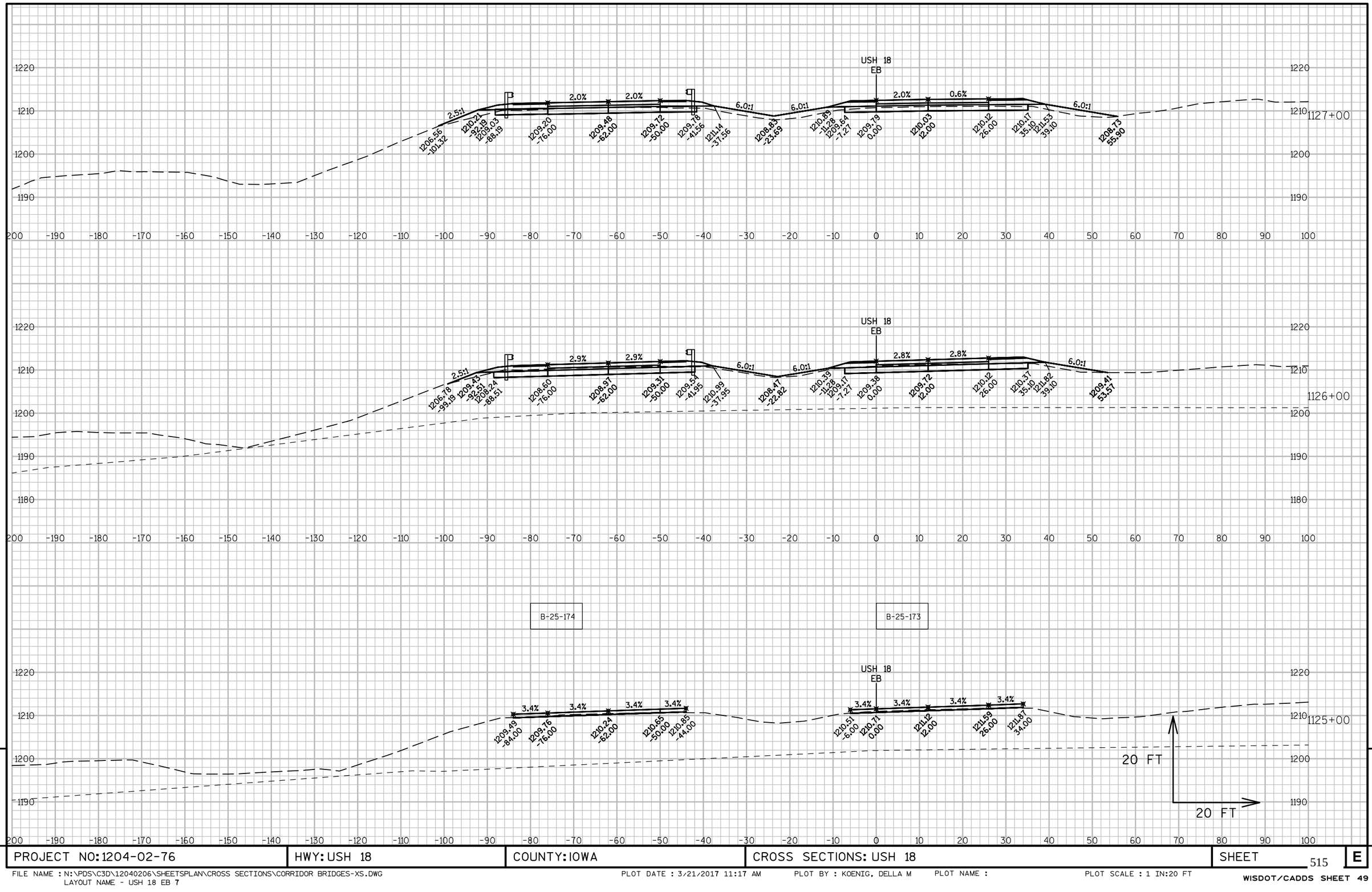
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 514	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 6

PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 515	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 7

PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

POST 5

USH 18
EB

1128+05

1203.49
-115.17
3.2:1
1210.44
-93.28
1209.25
-89.28
2.0%
1209.45
-76.00
2.0%
1209.73
-62.00
2.0%
1209.97
-50.00
1209.82
-40.88
1211.09
-36.88
6.0:1
1208.98
-24.17
6.0:1
1211.43
-11.28
1209.88
-7.27
2.0%
1210.03
0.00
2.0%
1210.27
12.00
1.6%
1210.04
26.00
1209.89
35.10
1211.46
39.10
6.0:1
1208.73
53.66

POST 9

USH 18
EB

1127+80

1201.03
-118.08
2.8:1
1210.42
-92.19
1209.23
-88.19
2.0%
1209.41
-76.00
2.0%
1209.69
-62.00
2.0%
1209.93
-50.00
1.4%
1209.84
-41.22
1211.13
-37.22
6.0:1
1208.94
-24.23
6.0:1
1211.09
-11.28
1209.84
-7.27
2.0%
1209.99
0.00
2.0%
1210.23
12.00
1.1%
1210.08
26.00
1209.98
35.10
1211.27
39.10
6.0:1
1208.84
53.63

20 FT
20 FT

POST 5

USH 18
EB

1128+00

1202.75
-116.07
3.0:1
1210.44
-93.05
1209.25
-89.05
2.0%
1209.44
-76.00
2.0%
1209.72
-62.00
2.0%
1209.96
-50.00
1209.83
-41.10
1211.10
-37.10
6.0:1
1208.96
-24.26
6.0:1
1211.43
-11.28
1209.87
-7.27
2.0%
1210.02
0.00
2.0%
1210.26
12.00
1.5%
1210.05
26.00
1209.91
35.10
1211.18
39.10
6.0:1
1208.75
53.66

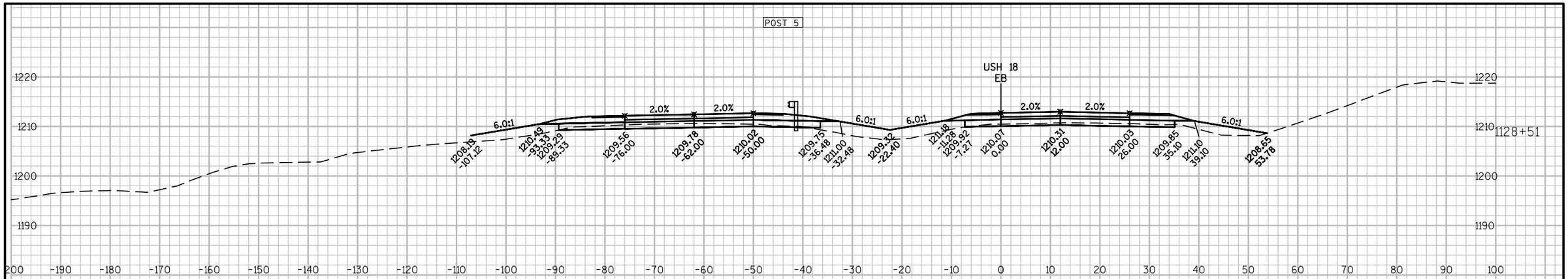
9 9

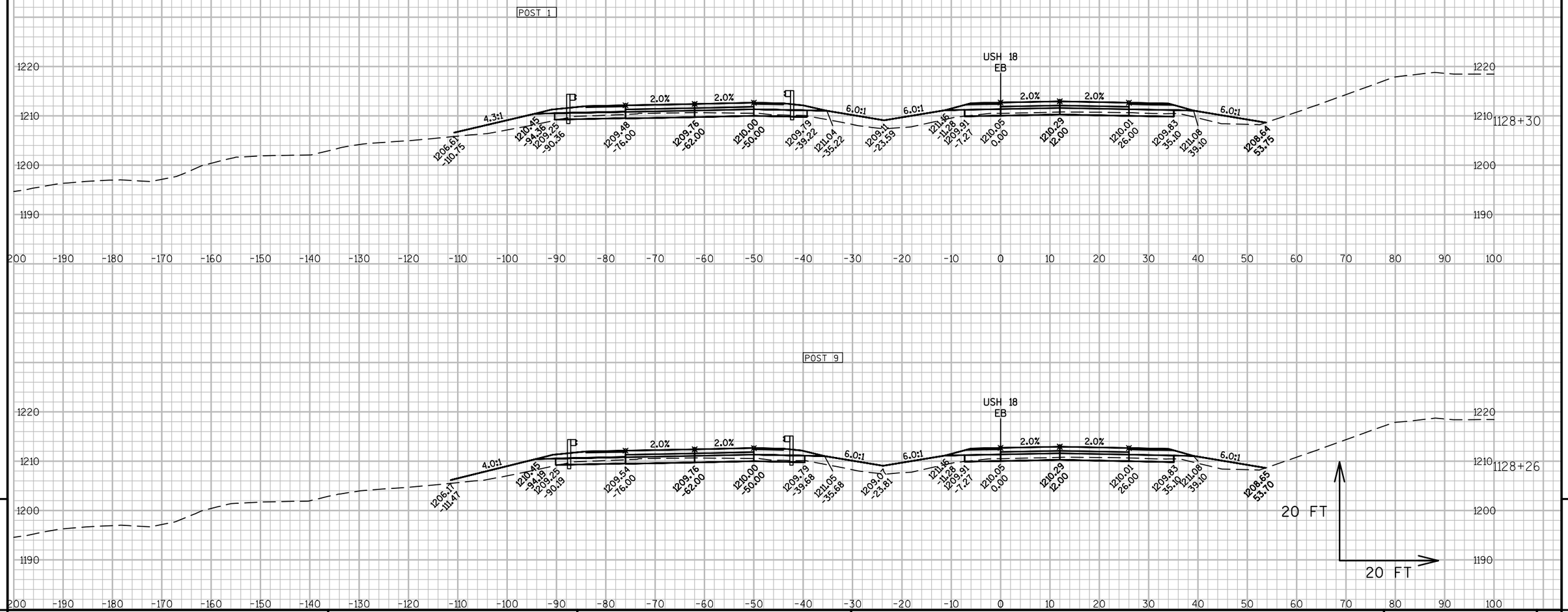
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 516	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 8

PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



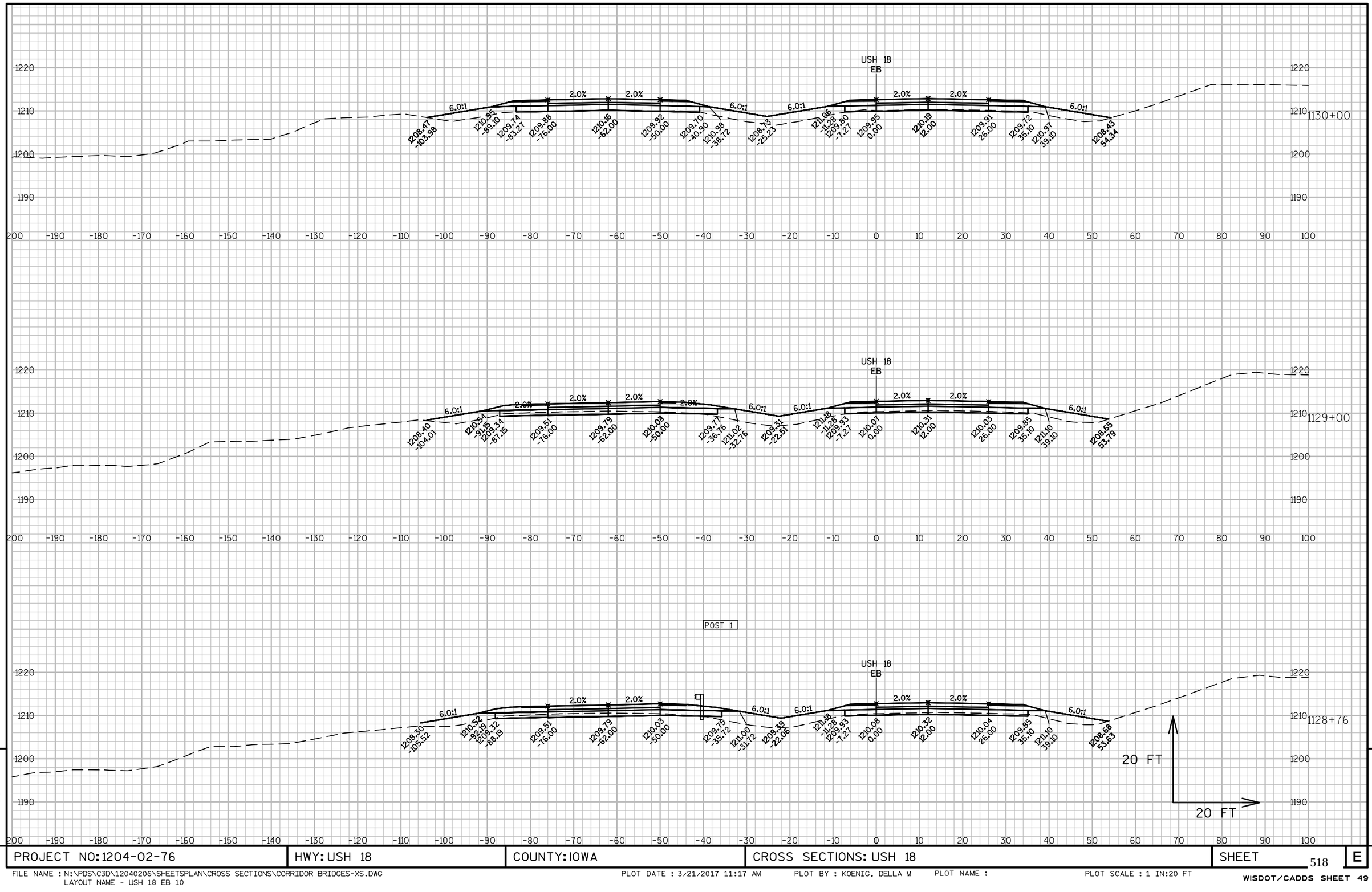


9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 517	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 9

PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

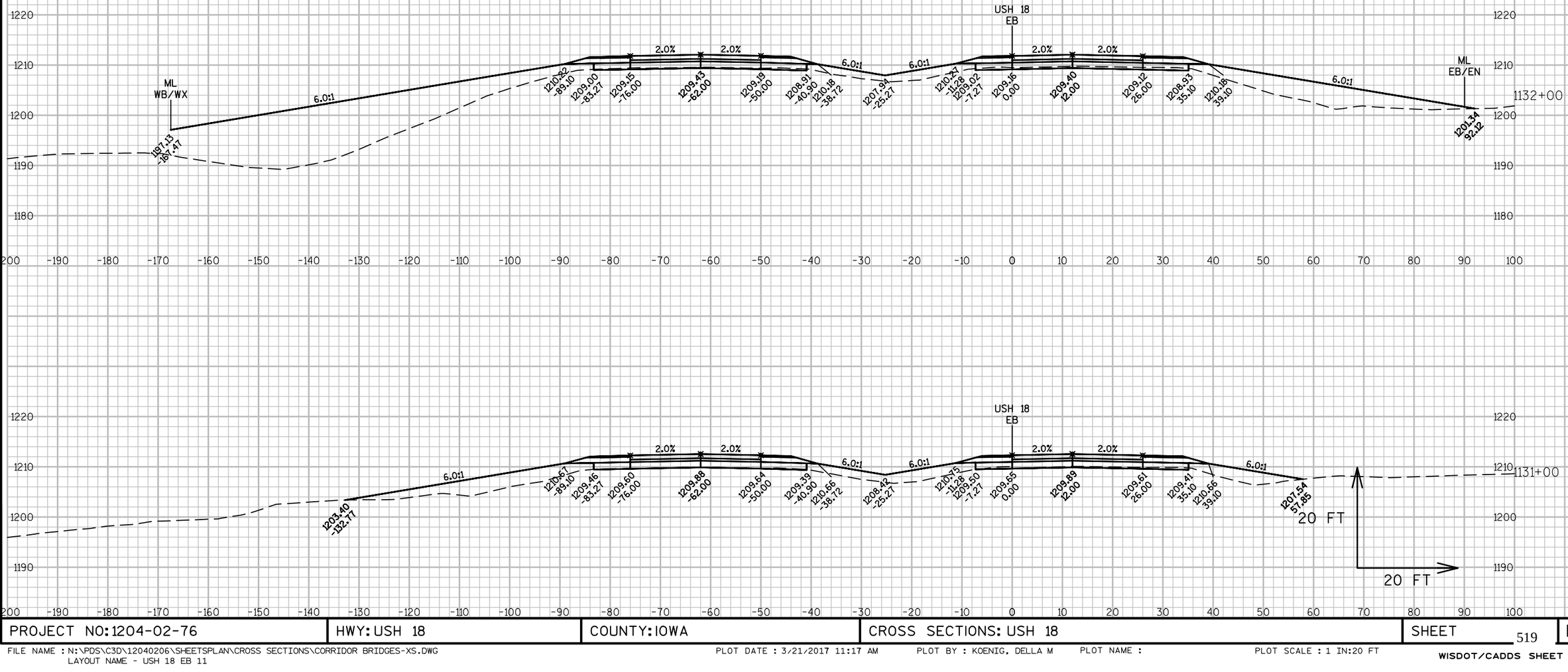


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 518	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 10

PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



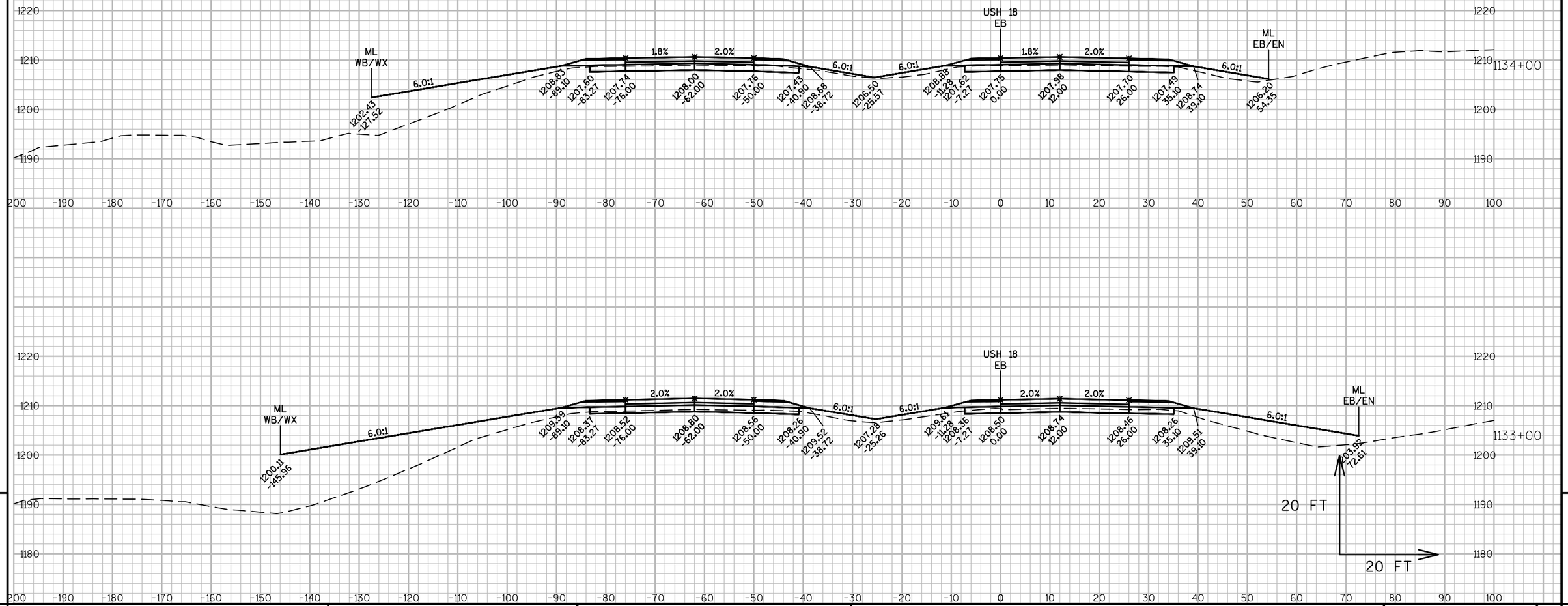
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 519	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 11

PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

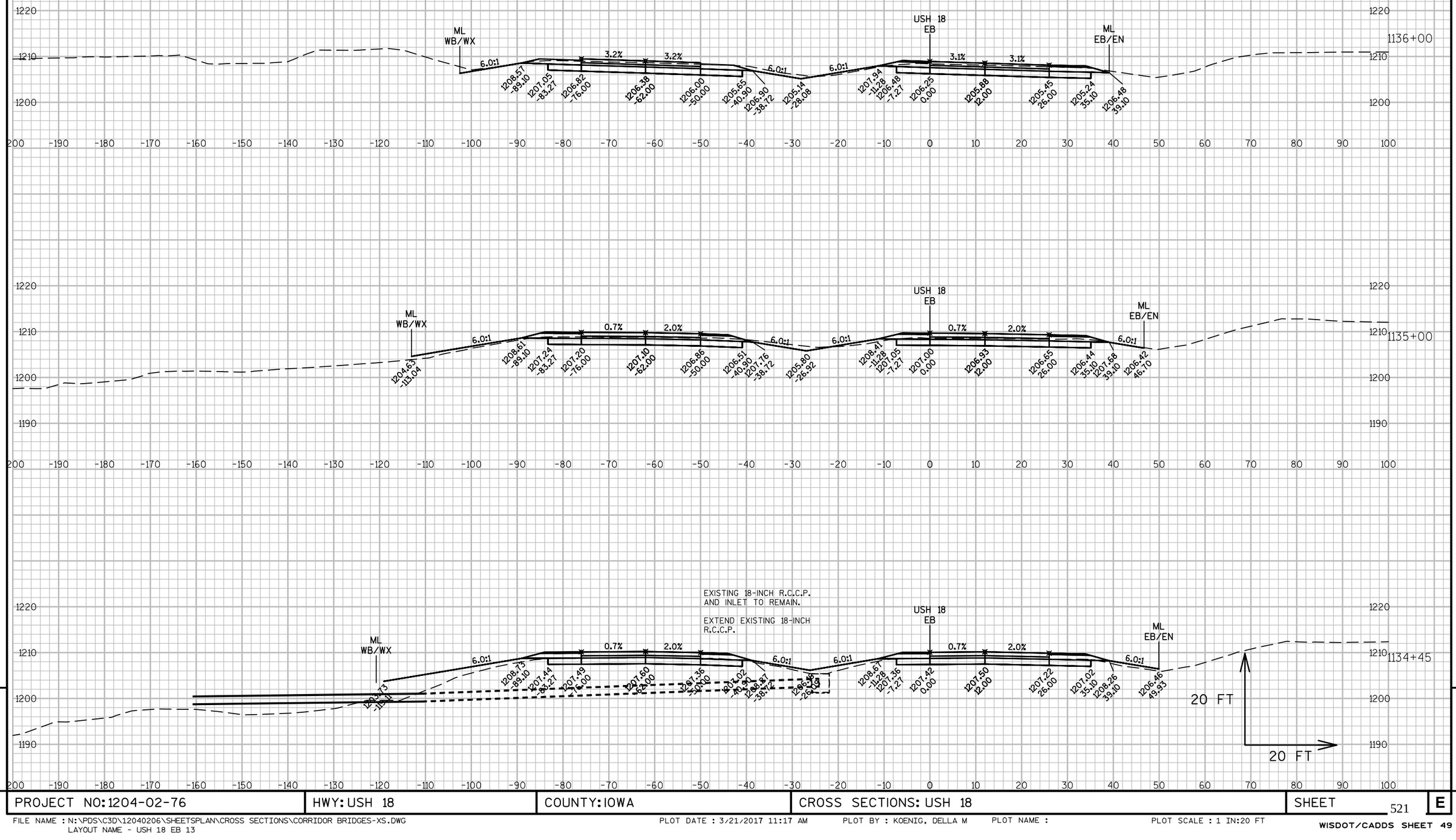
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 520	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 12

PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

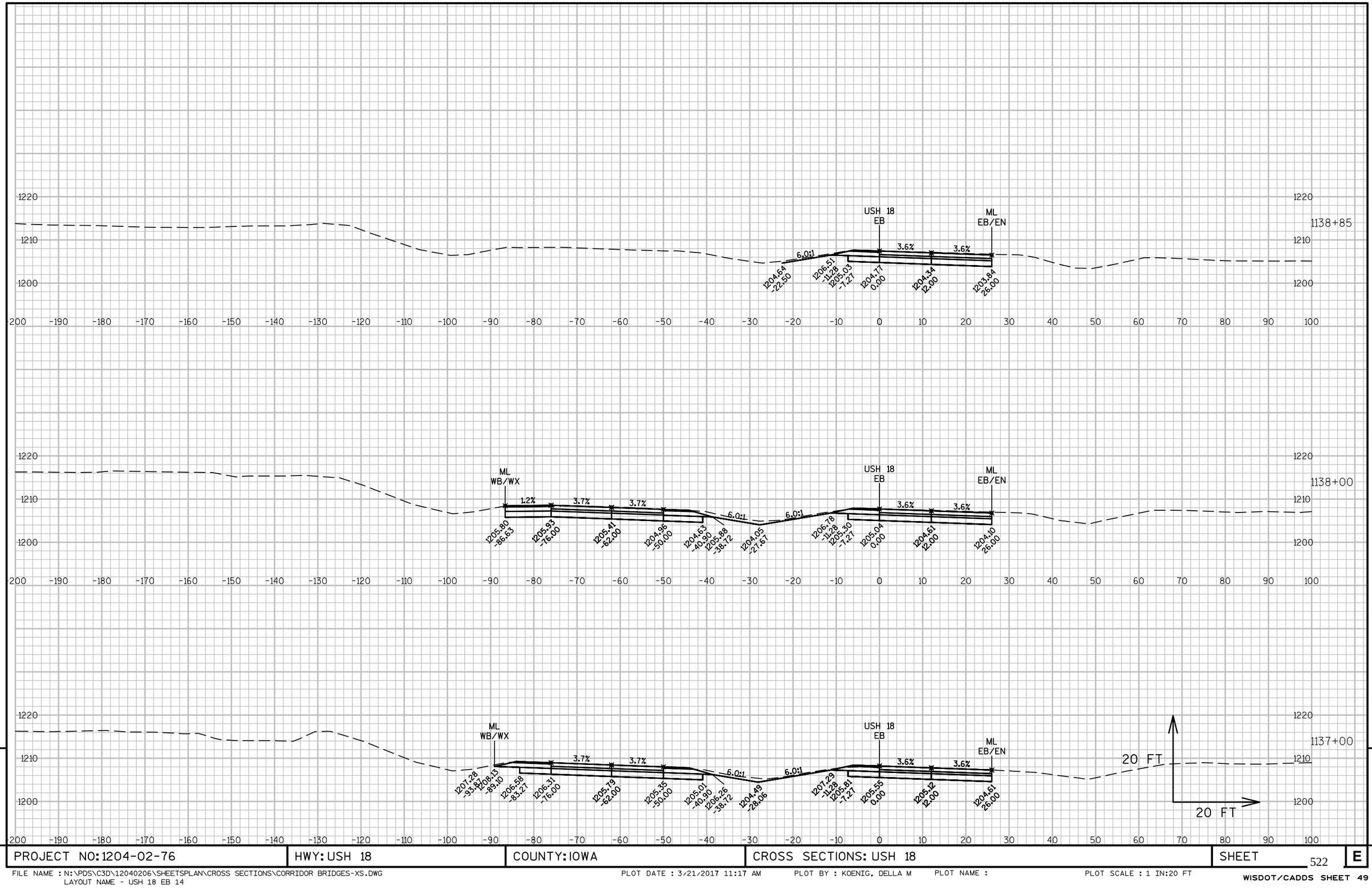


9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 521	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 13

PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

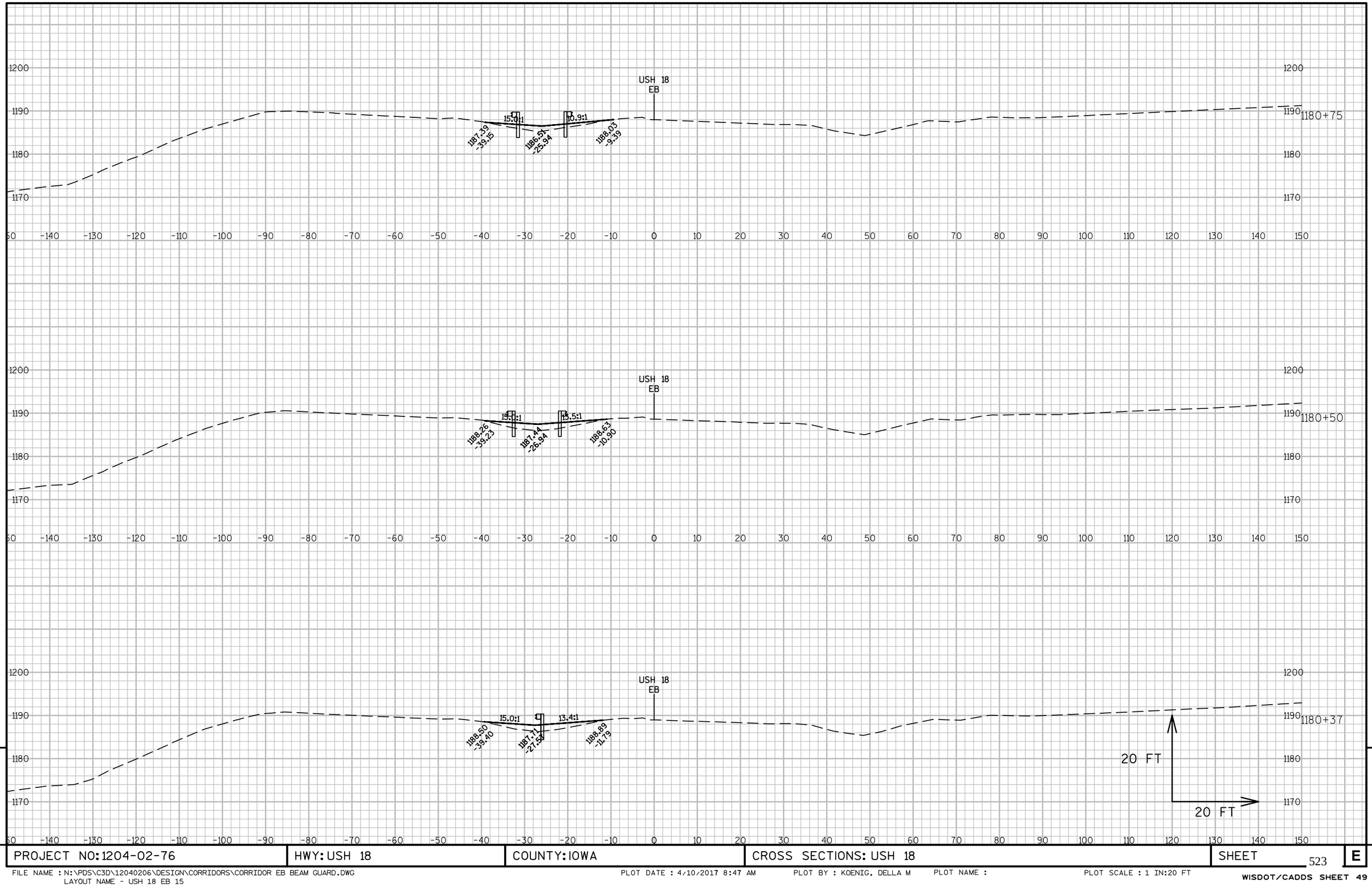


9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 522	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BRIDGES-XS.DWG
LAYOUT NAME - USH 18 EB 14
PLOT DATE : 3/21/2017 11:17 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

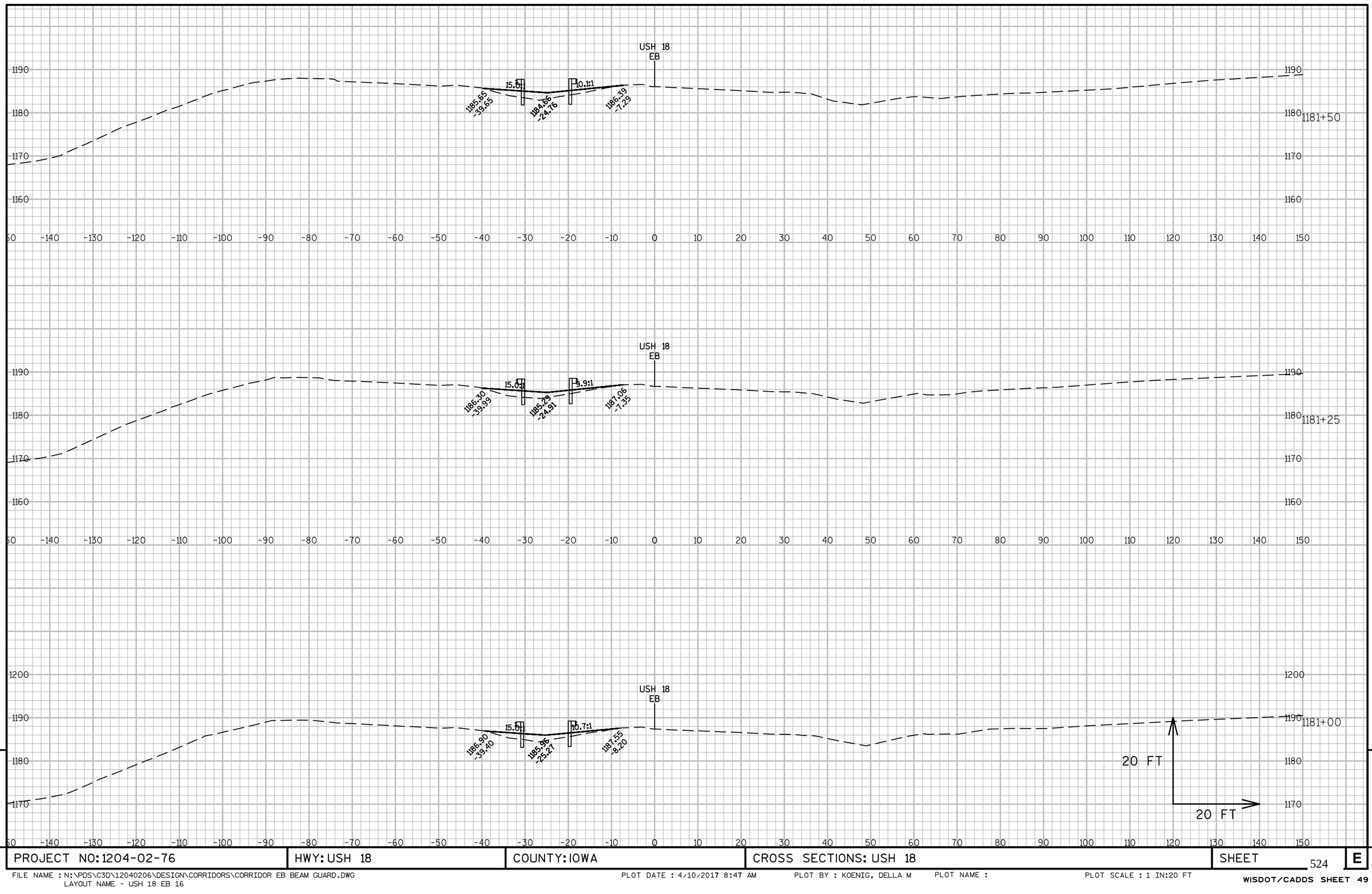
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 523	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR EB BEAM GUARD.DWG
LAYOUT NAME - USH 18 EB 15

PLOT DATE : 4/10/2017 8:47 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



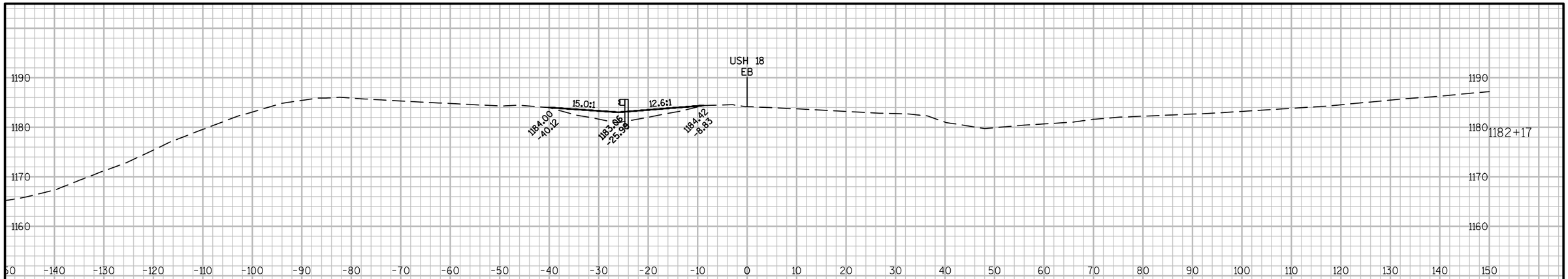
9

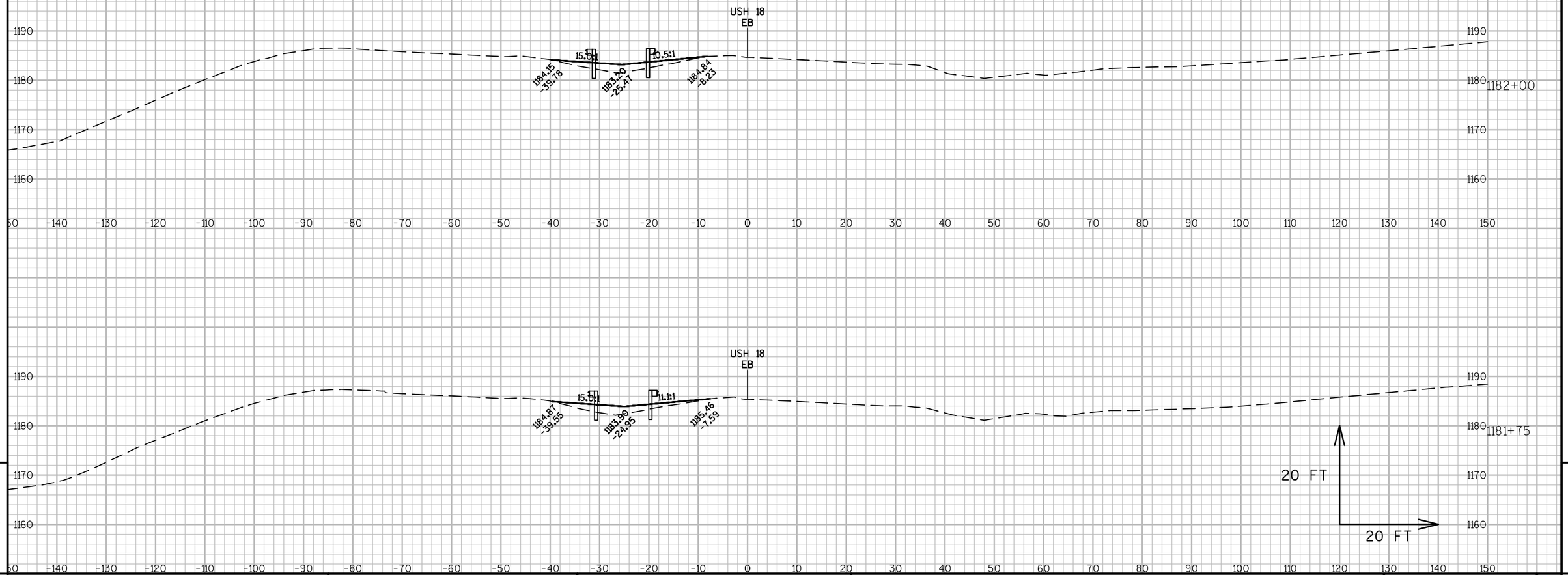
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 524	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR EB BEAM GUARD.DWG
LAYOUT NAME - USH 18 EB 16

PLOT DATE : 4/10/2017 8:47 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT





9

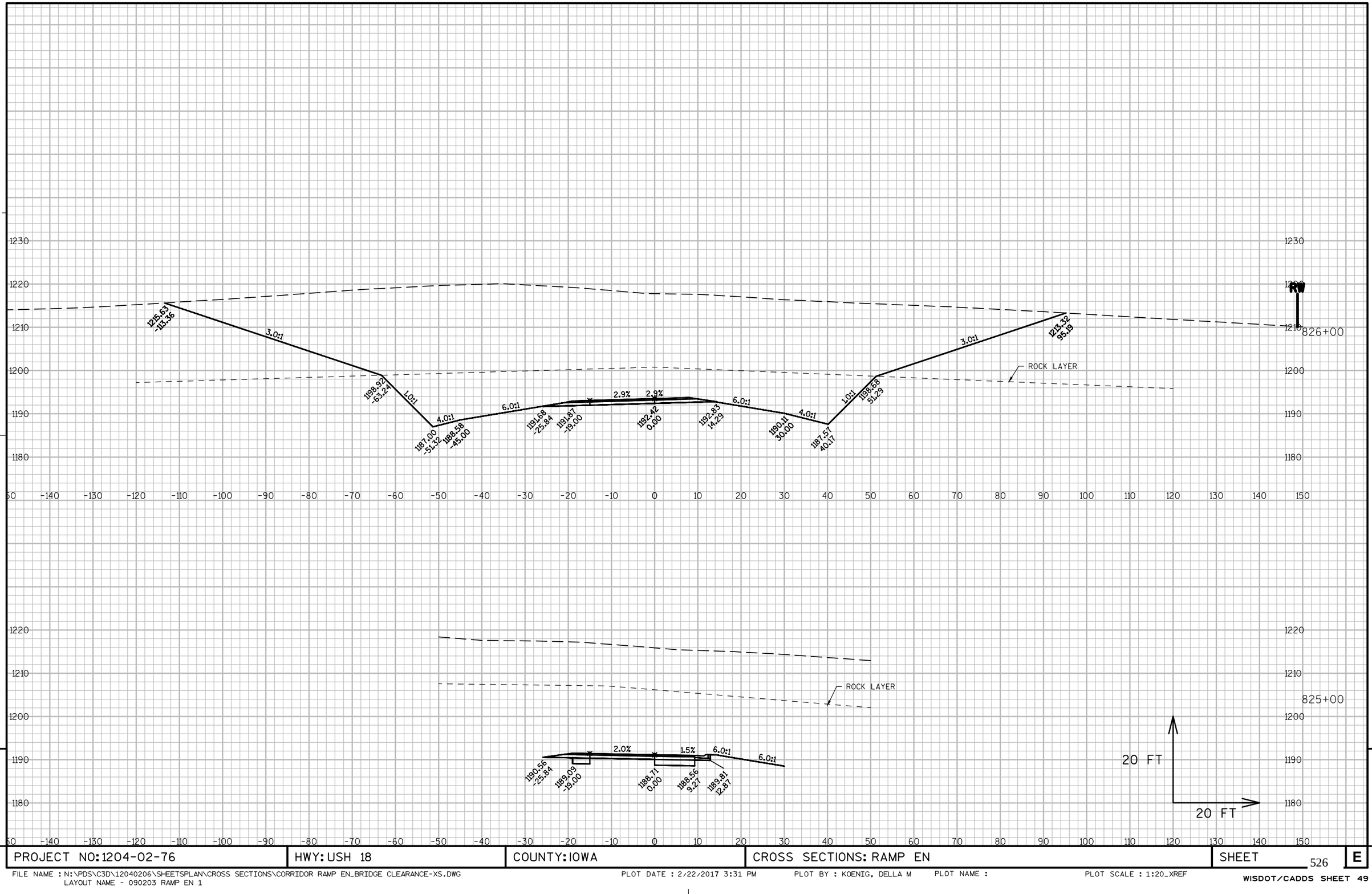
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: USH 18	SHEET 525	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR EB BEAM GUARD.DWG
LAYOUT NAME - USH 18 EB 17

PLOT DATE : 4/10/2017 8:47 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

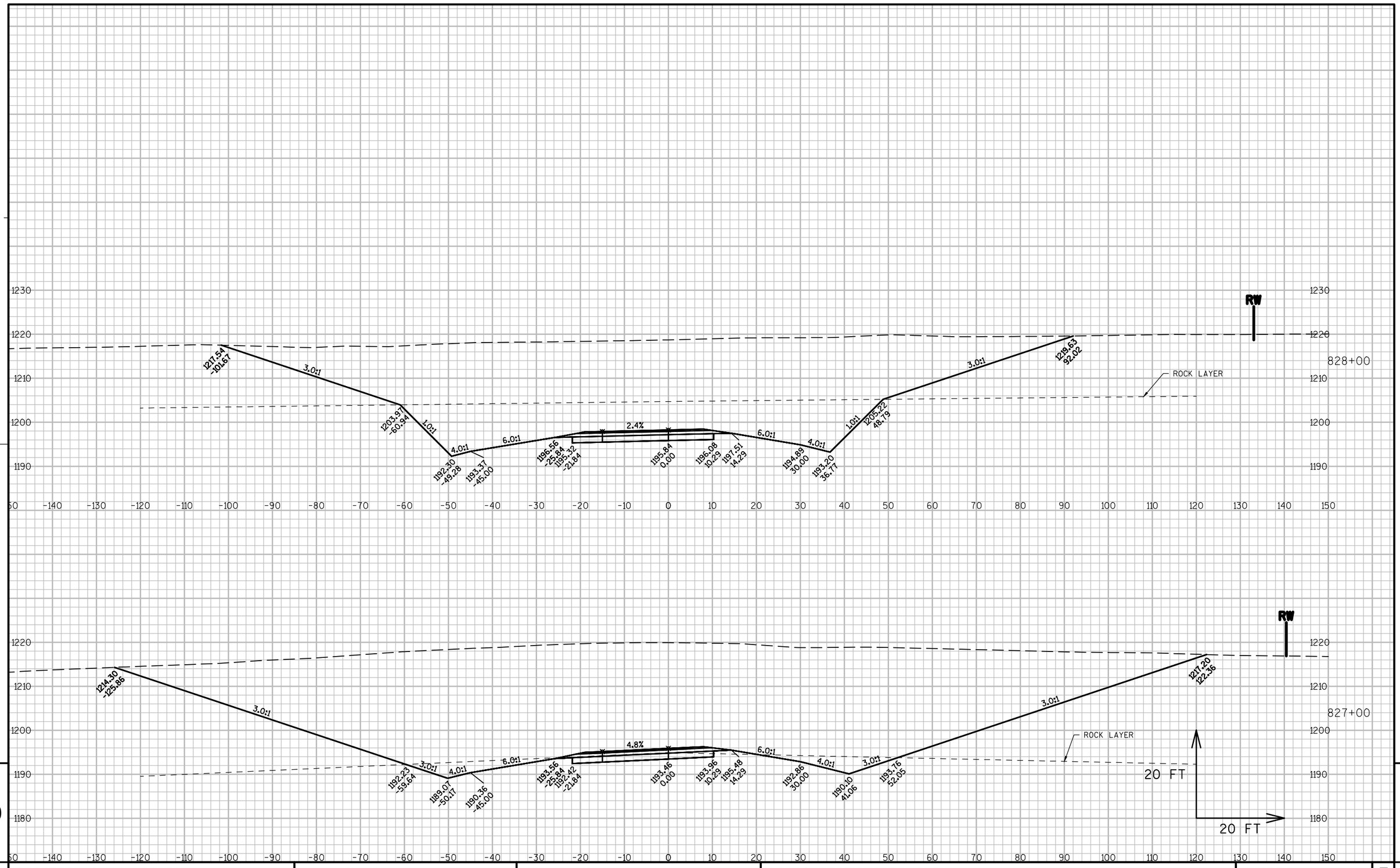


9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 526	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 1
PLOT DATE : 2/22/2017 3:31 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



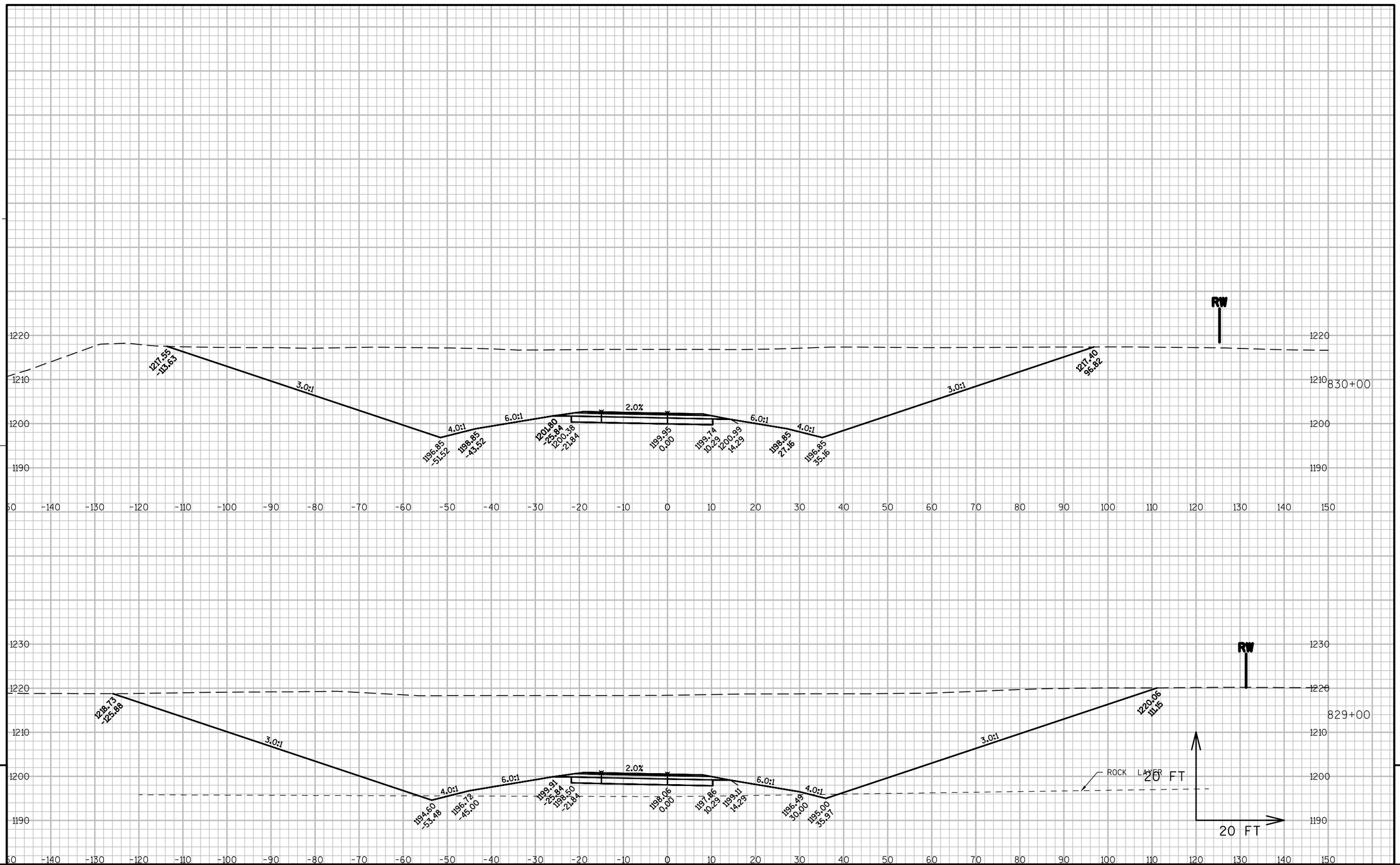
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 527	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 2

PLOT DATE : 2/22/2017 3:31 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



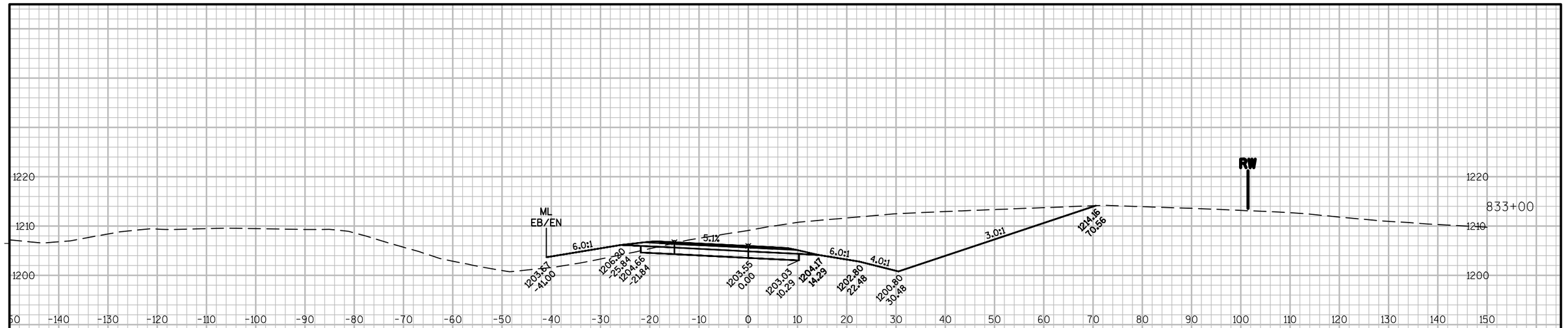
9 9

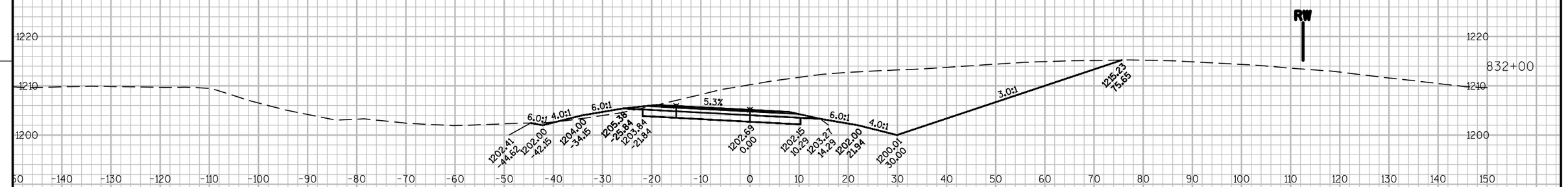
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 528	E

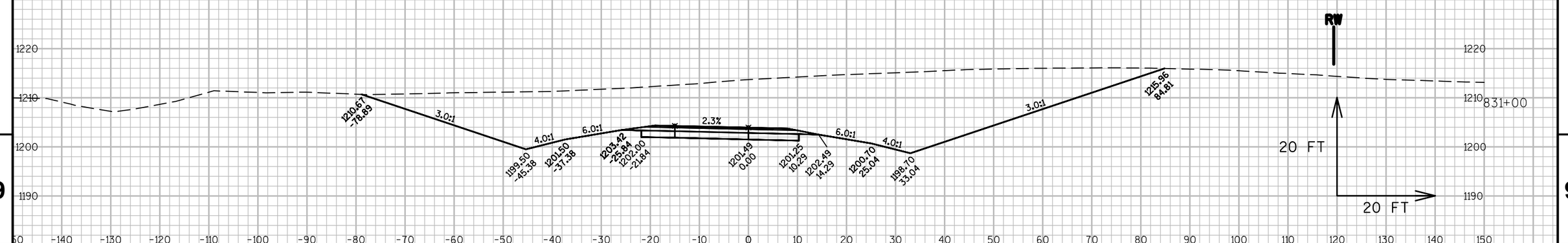
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 3

PLOT DATE : 2/22/2017 3:31 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49







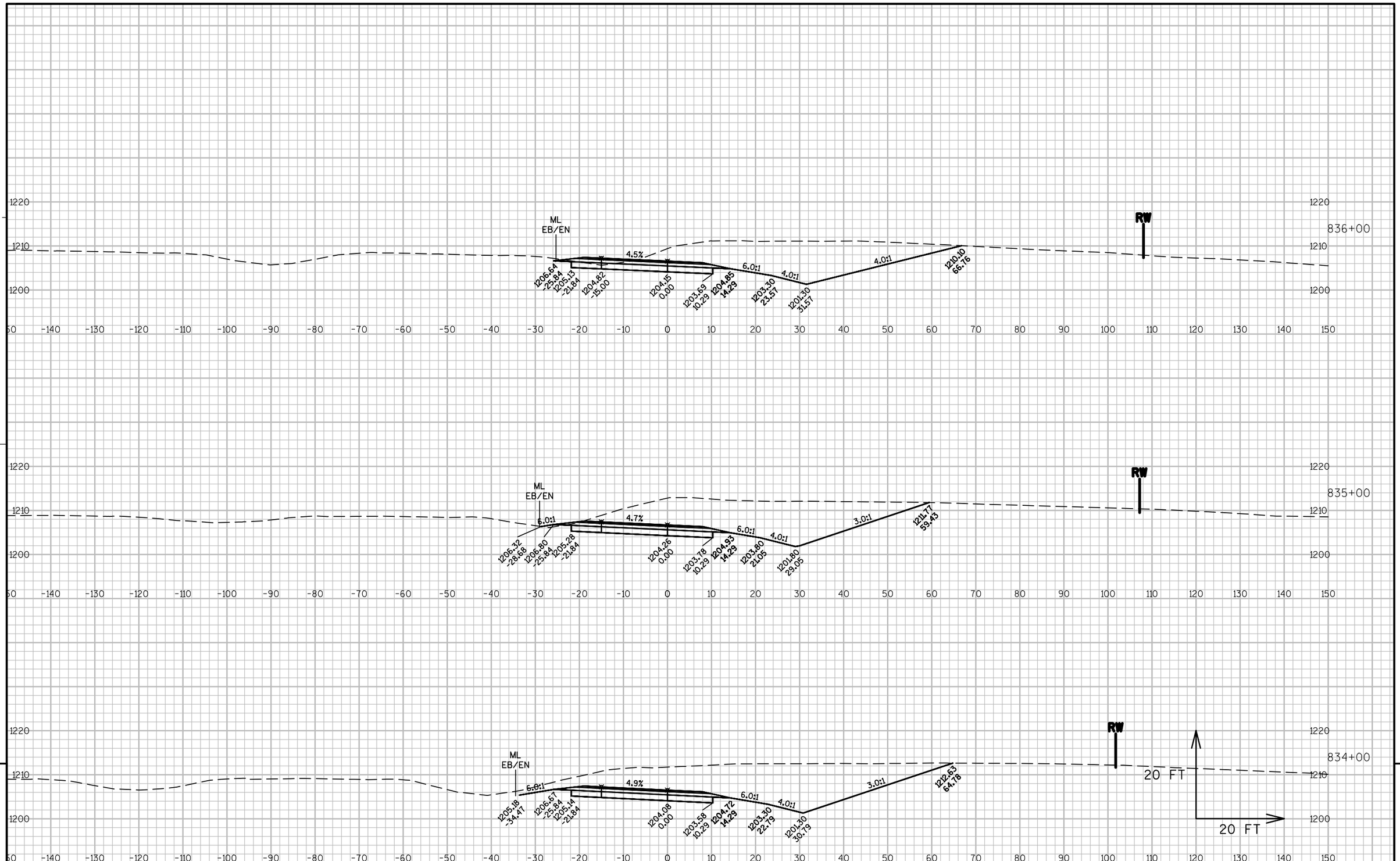
9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 529	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 4

PLOT DATE : 2/22/2017 3:31 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

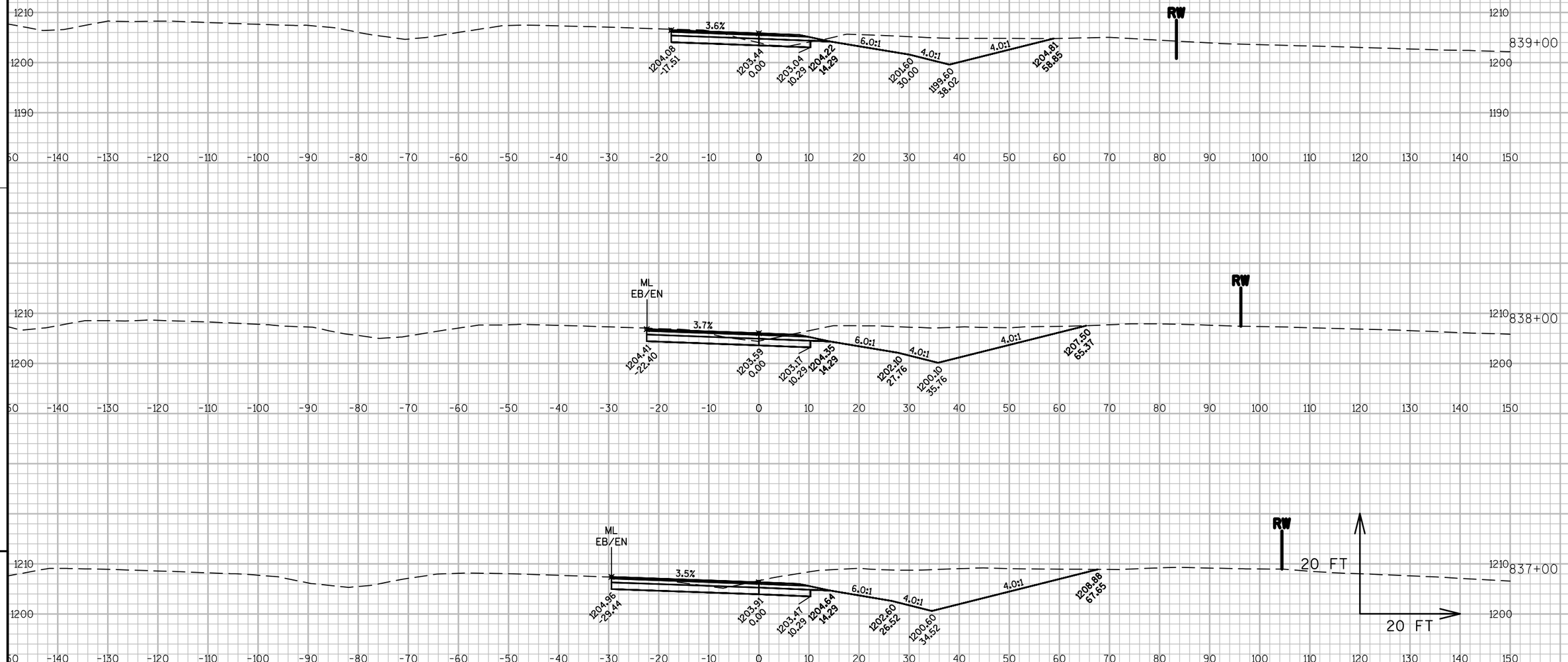


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 530	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 5

PLOT DATE : 2/22/2017 3:31 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

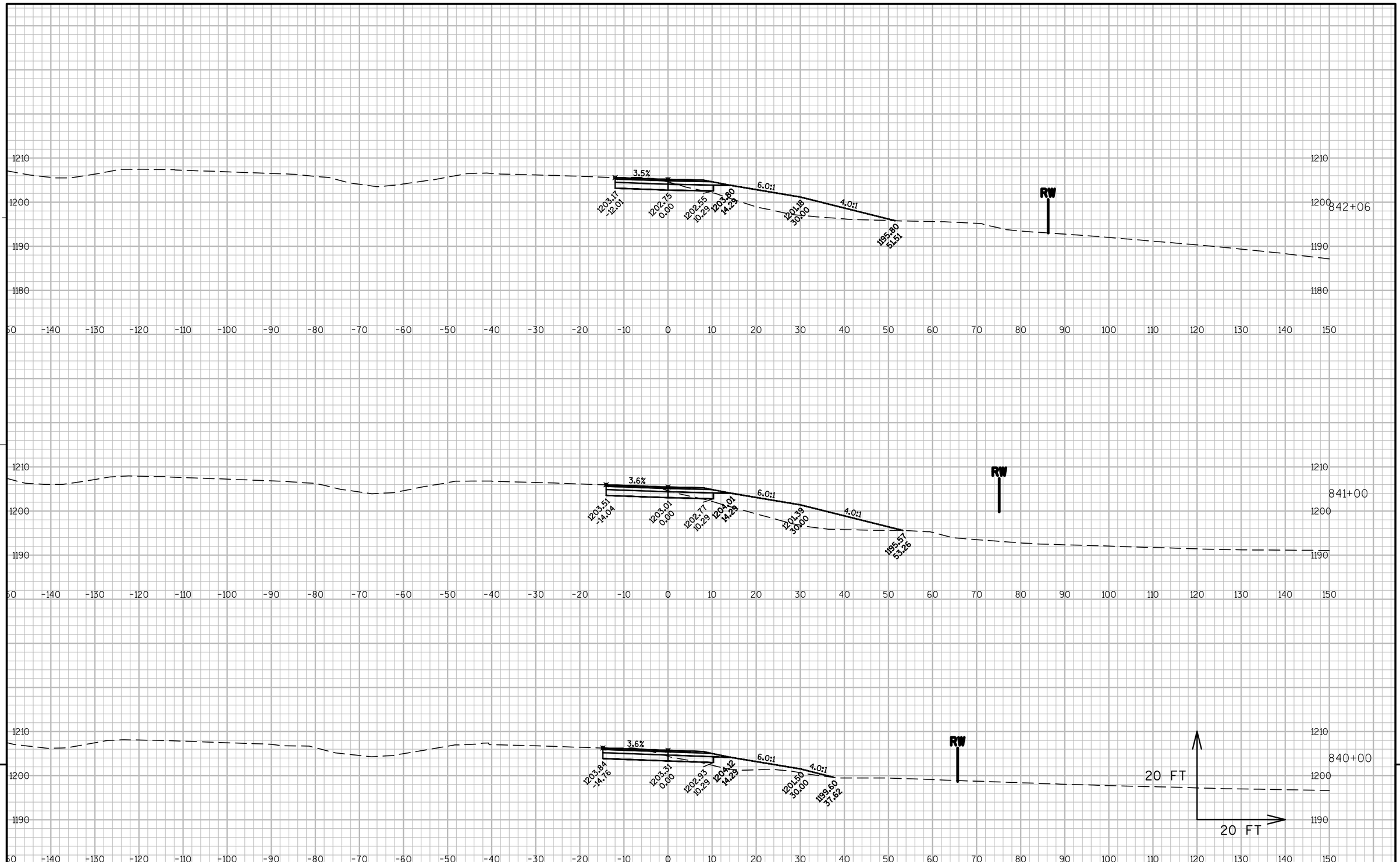
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 531	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 6
PLOT DATE : 2/22/2017 3:31 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



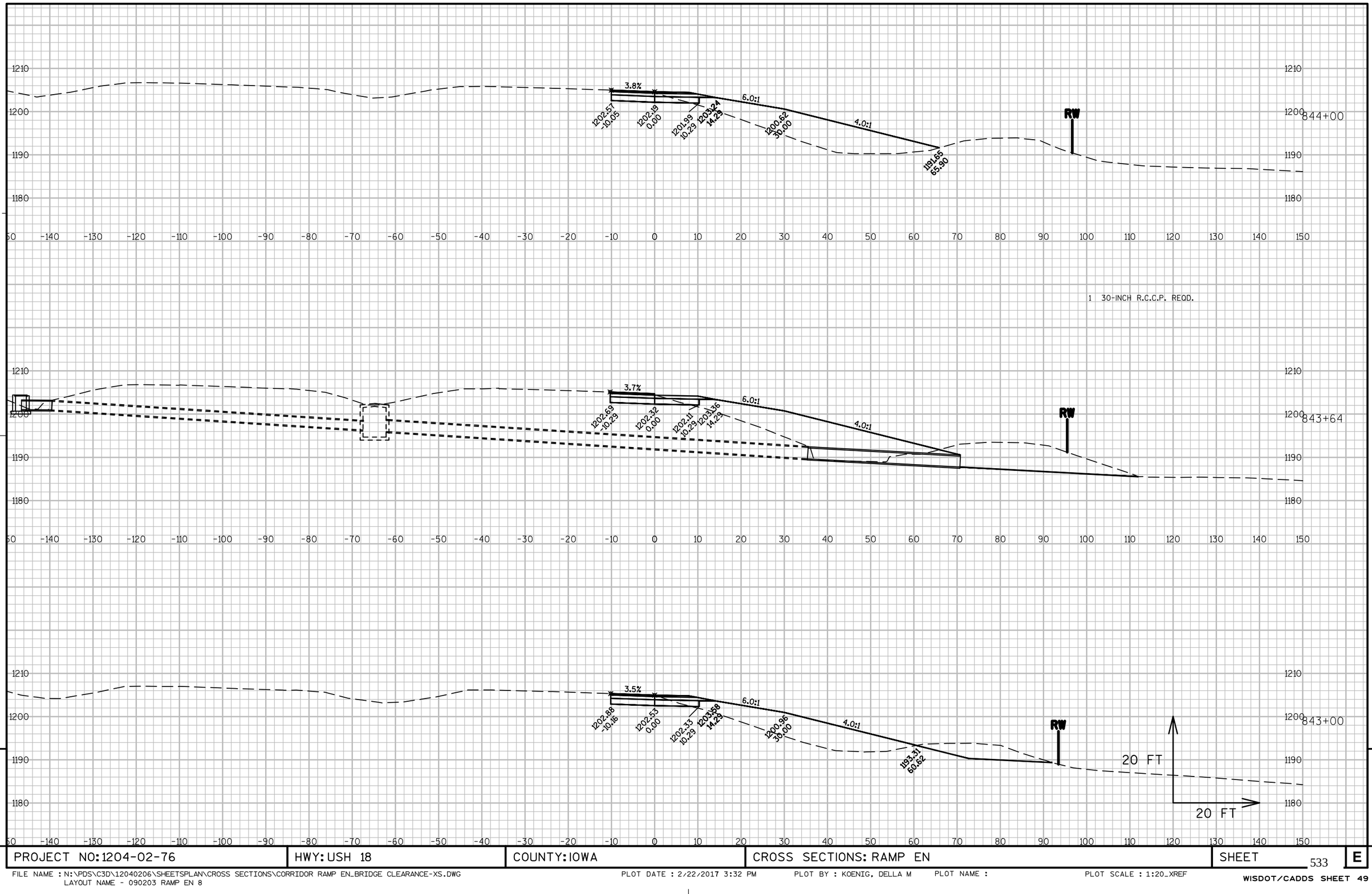
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 532	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 7

PLOT DATE : 2/22/2017 3:32 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



9

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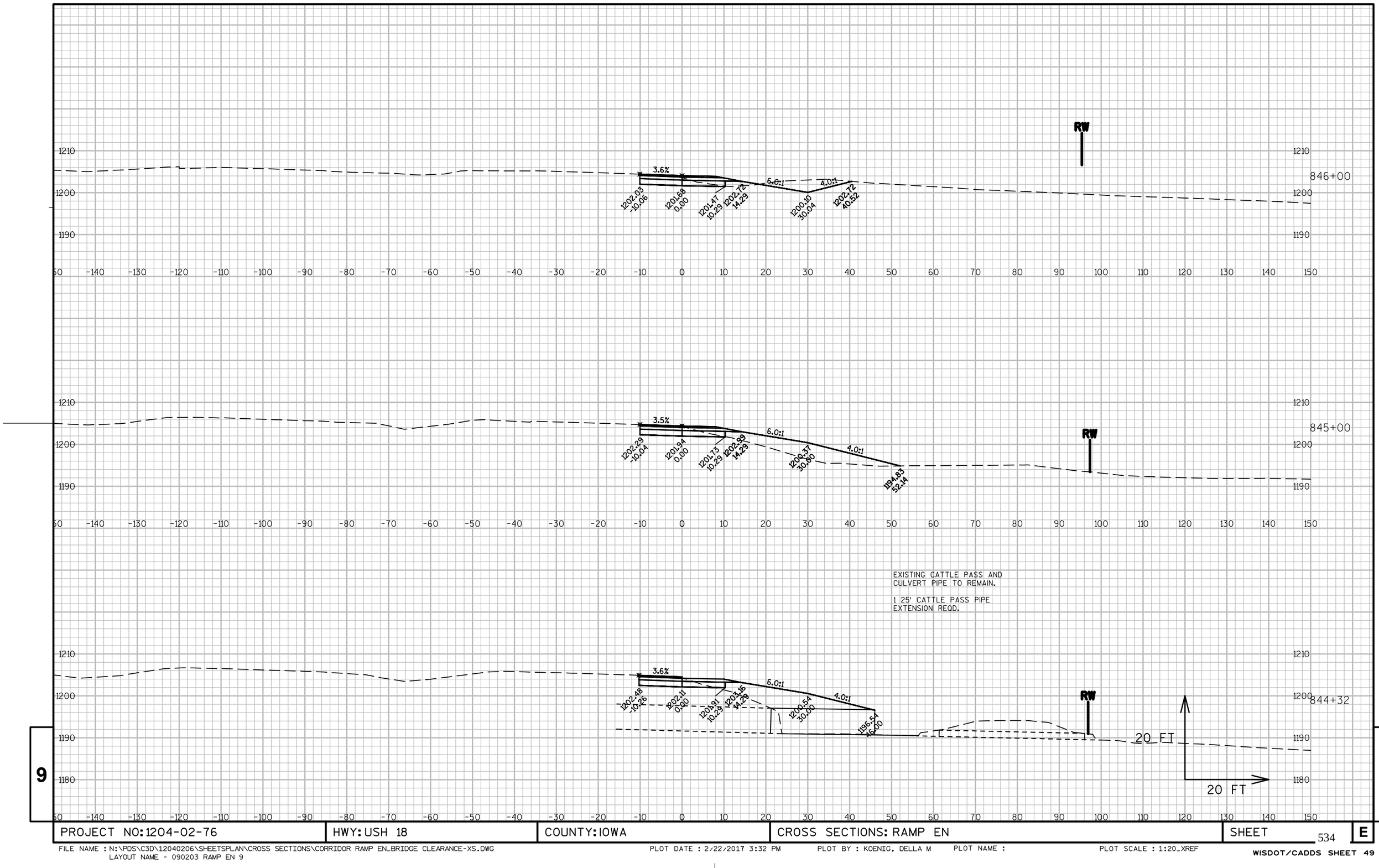
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY:IOWA	CROSS SECTIONS: RAMP EN	SHEET 533	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 8

PLOT DATE : 2/22/2017 3:32 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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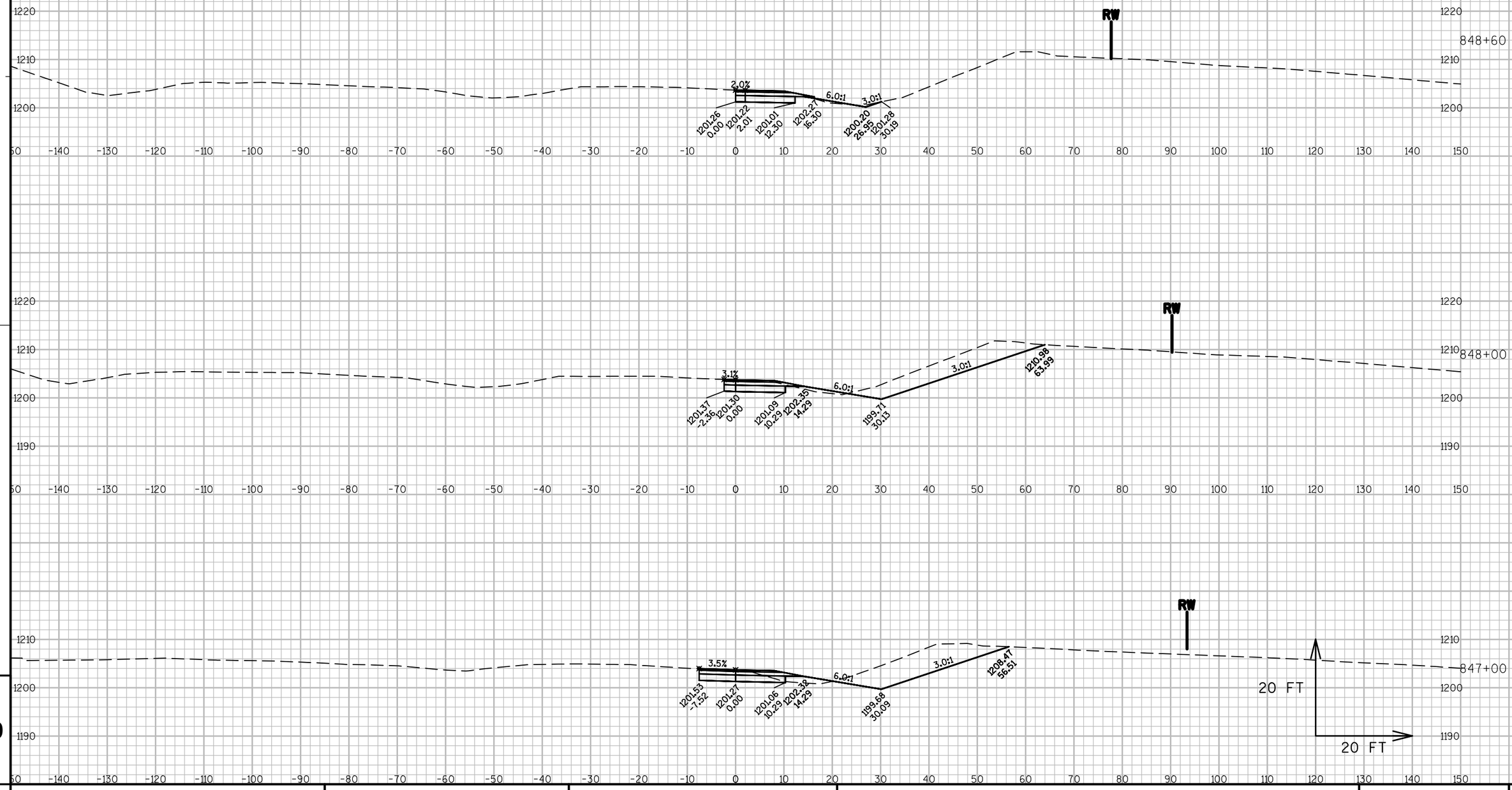
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 534	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 9
PLOT DATE : 2/22/2017 3:32 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



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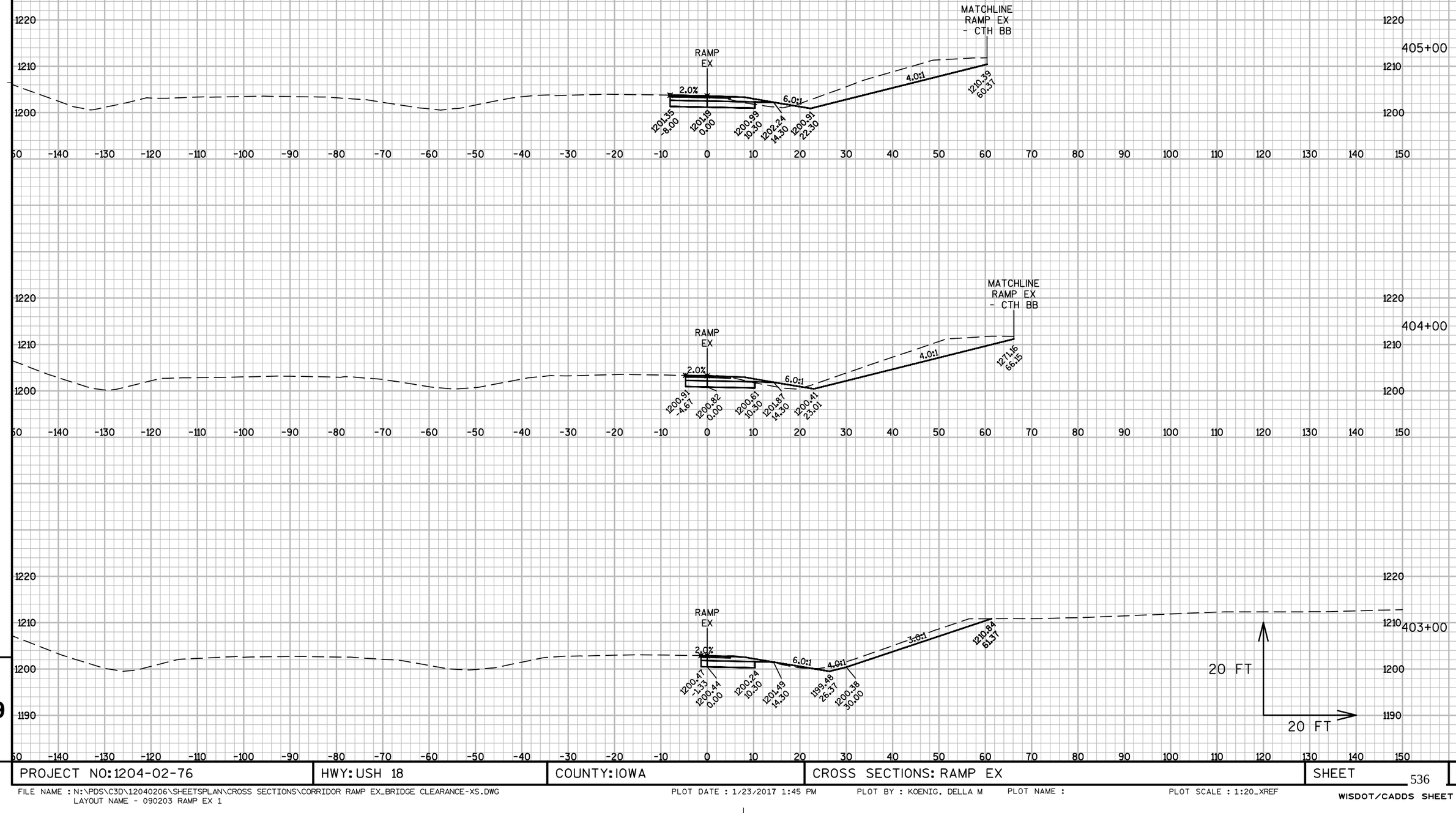
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EN	SHEET 535	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EN_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EN 10

PLOT DATE : 2/22/2017 3:32 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



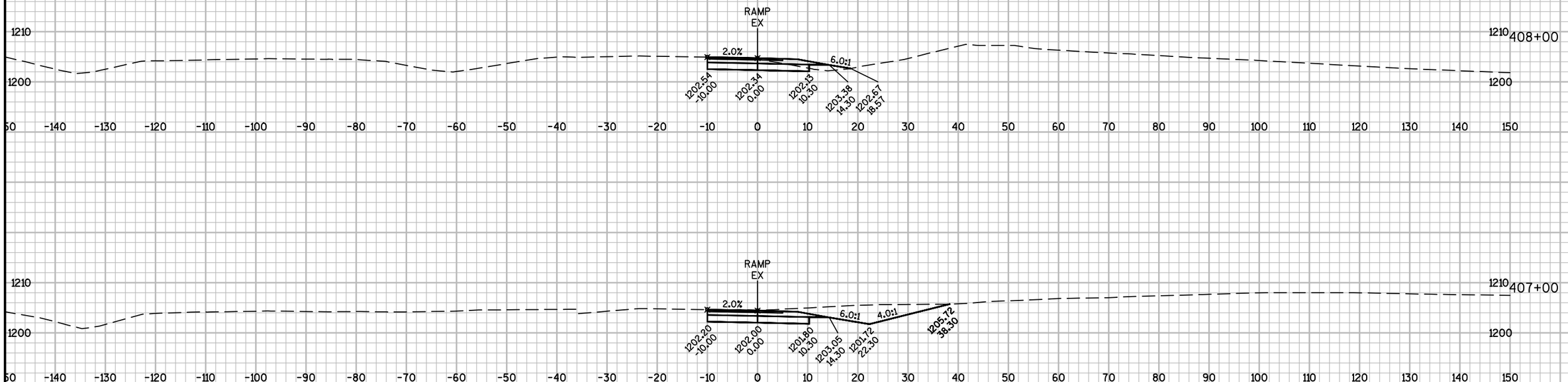
9

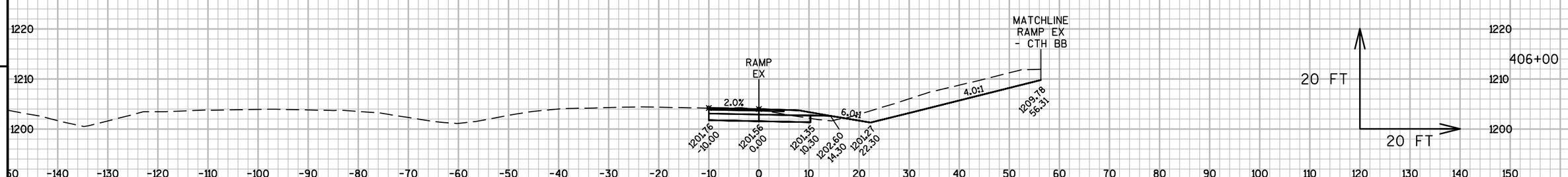
9

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 536	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EX_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EX 1

PLOT DATE : 1/23/2017 1:45 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

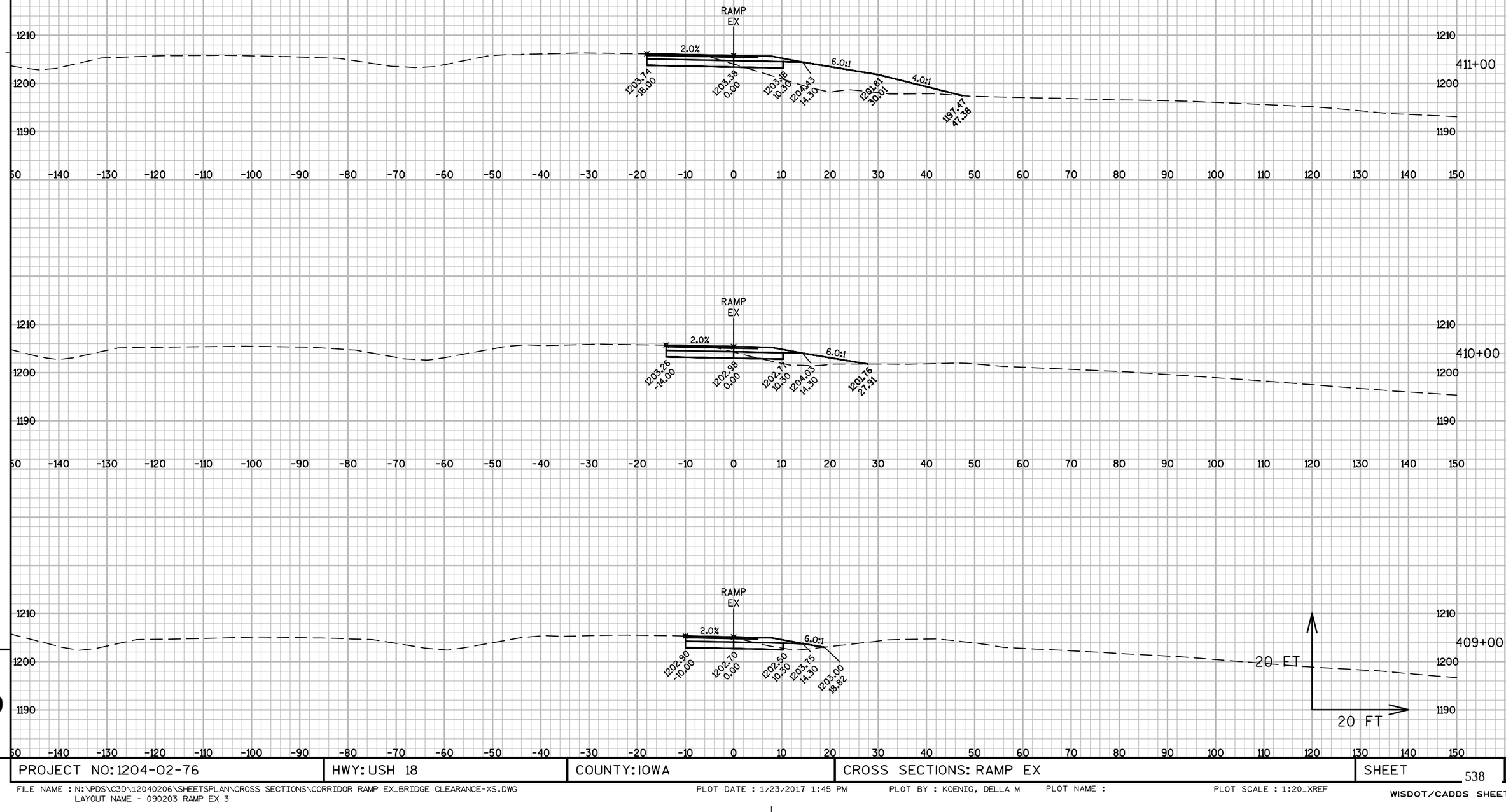




9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 537	E

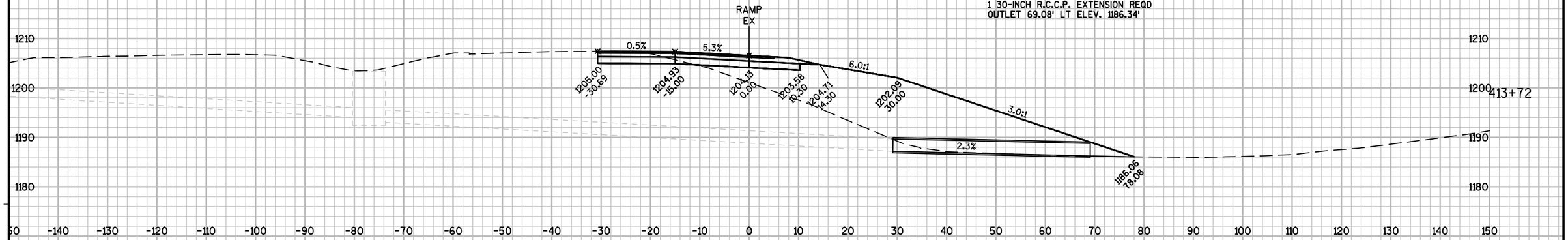


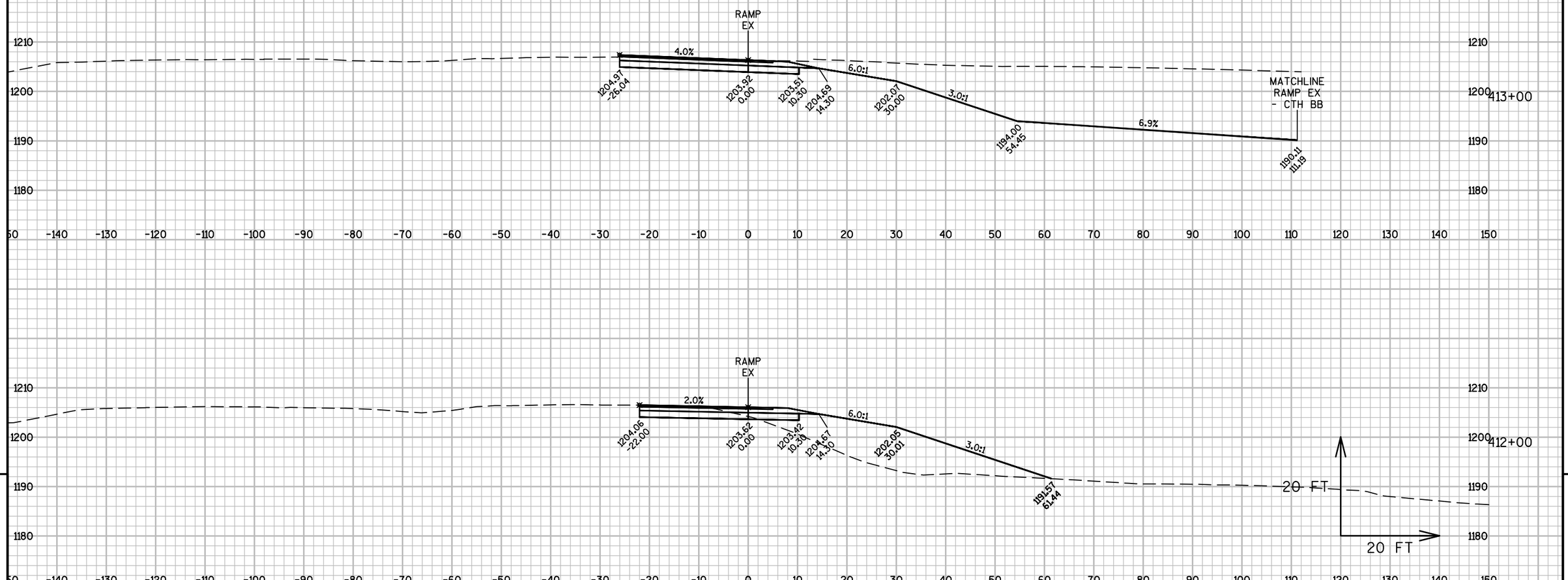
9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 538	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EX_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EX 3
PLOT DATE : 1/23/2017 1:45 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

EXISTING 30-INCH R.C.C.P. TO REMAIN
1 30-INCH R.C.C.P. EXTENSION REQD
OUTLET 69.08' LT ELEV. 1186.34'





9

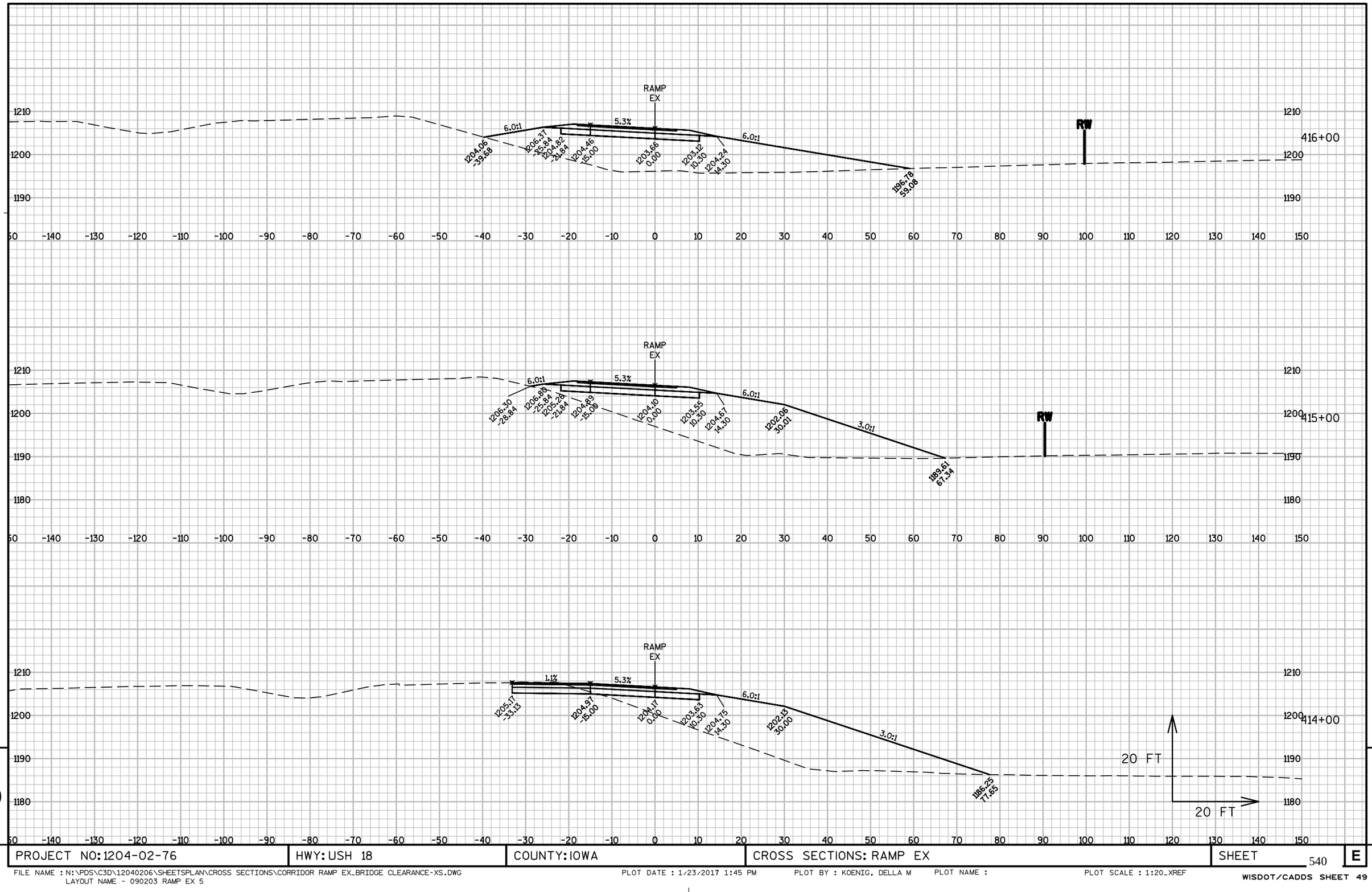
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 539	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EX_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EX 4

PLOT DATE : 1/23/2017 1:45 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

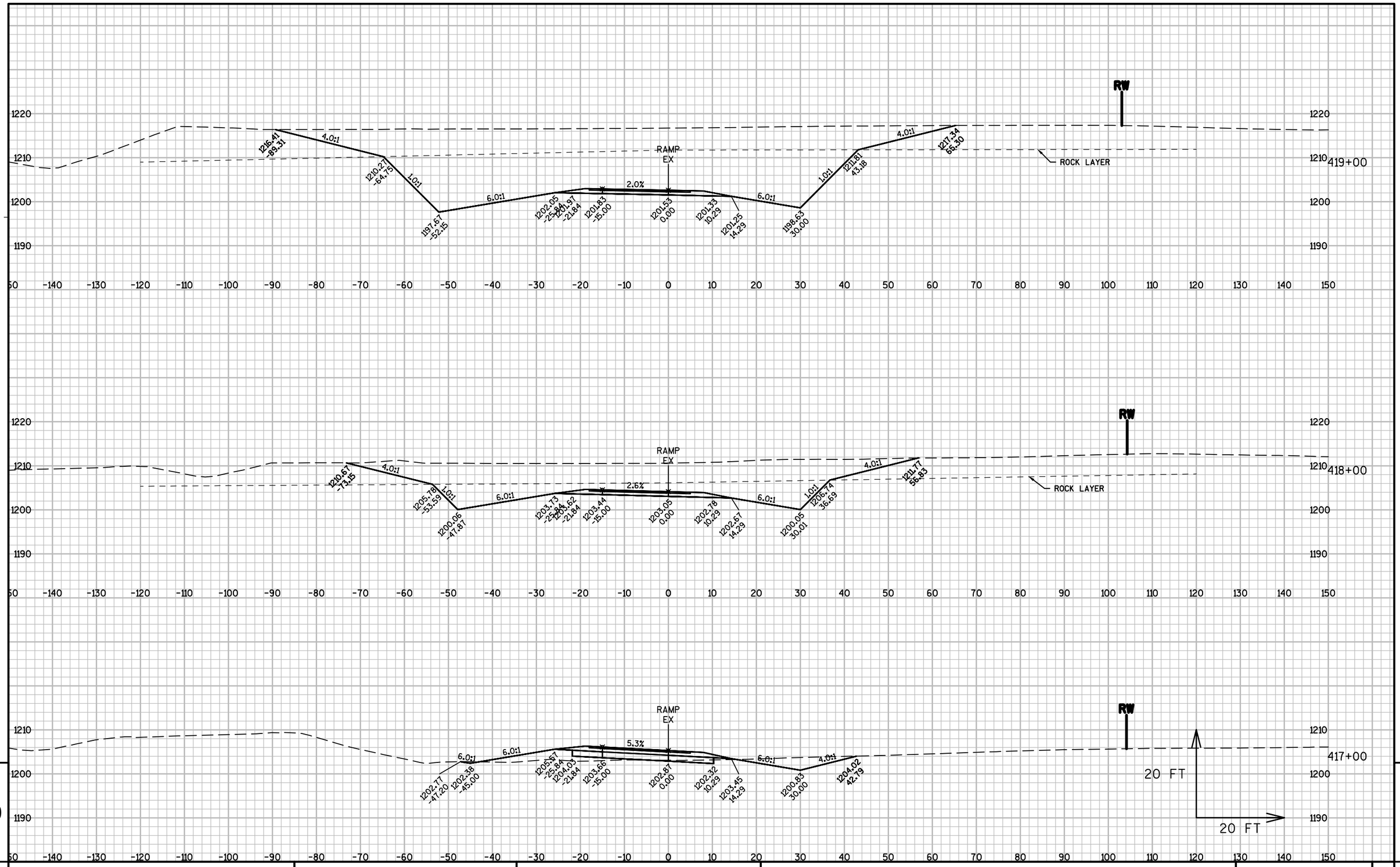
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 540	E



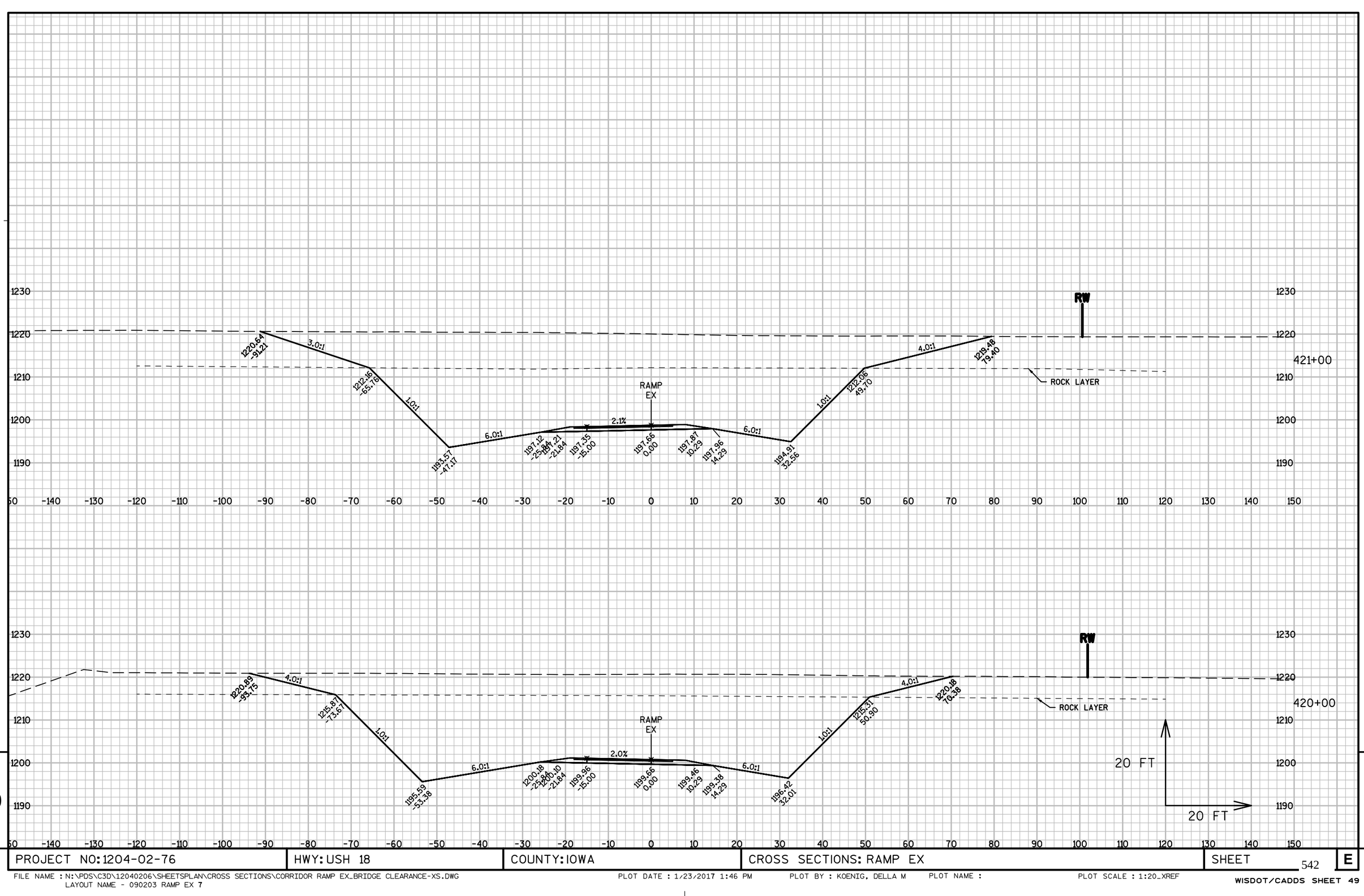
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 541	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EX_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EX 6

PLOT DATE : 1/23/2017 1:45 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



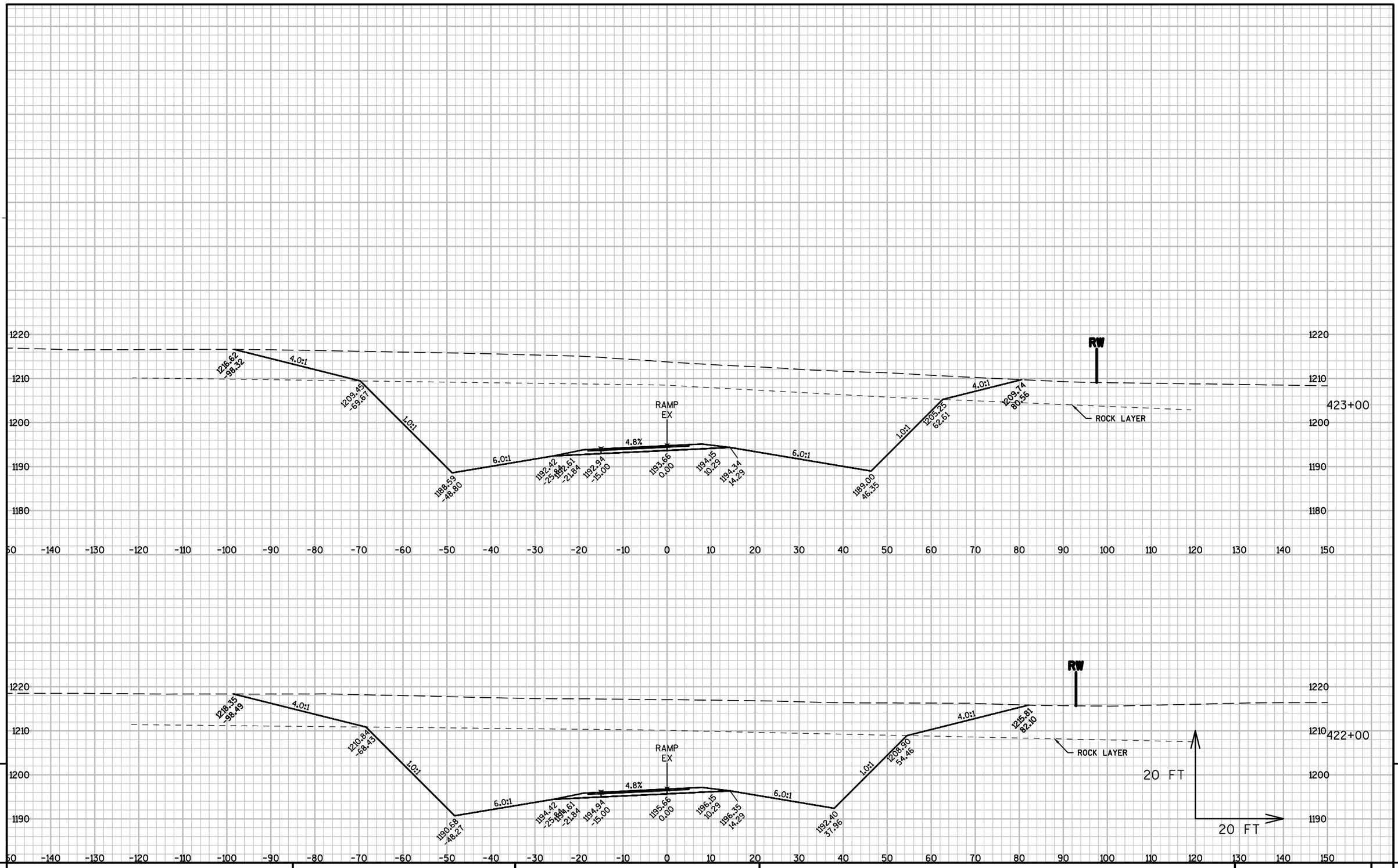
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 542	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EX_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EX 7

PLOT DATE : 1/23/2017 1:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



9

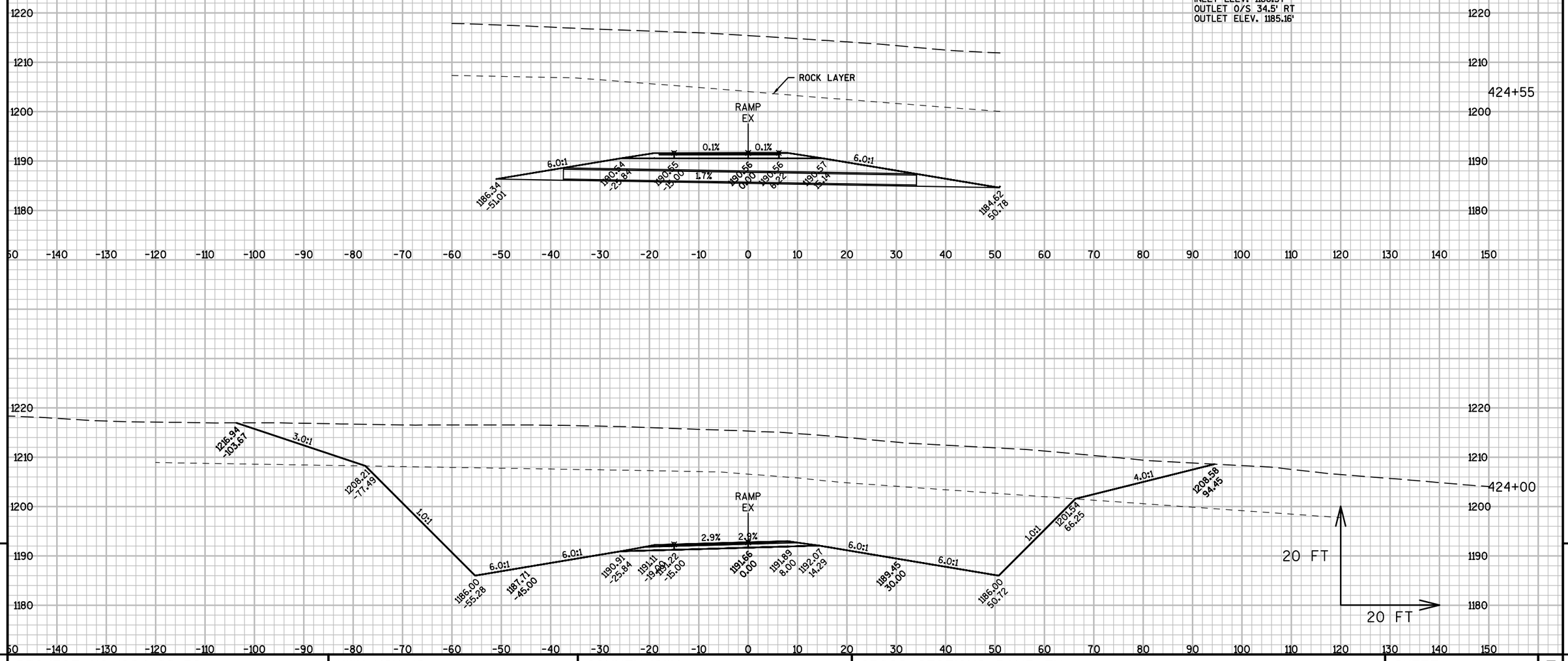
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 543	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EX_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EX 8
PLOT DATE : 1/23/2017 1:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49

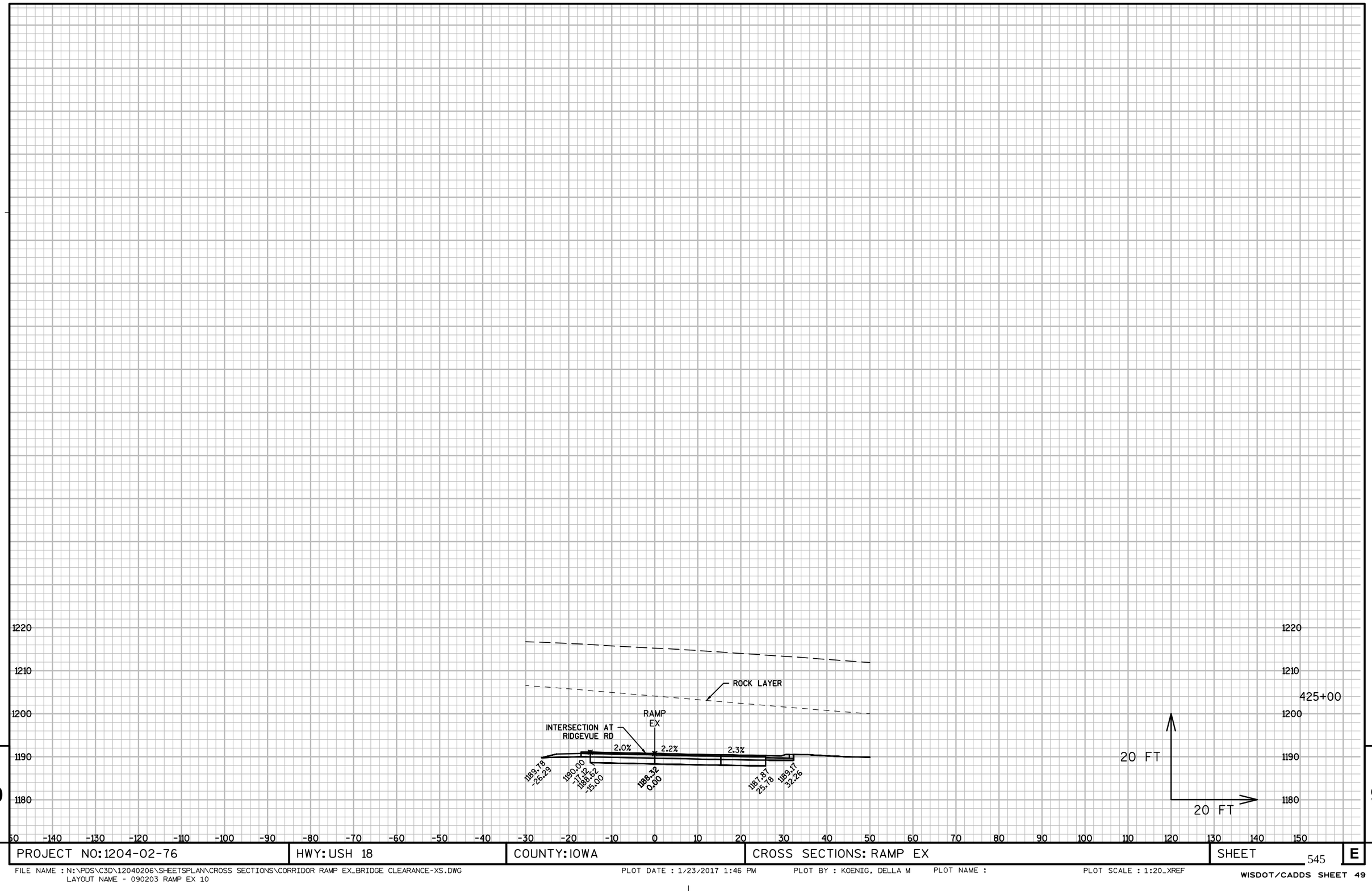
1 24-INCH R.C.C.P. REQD

INLET O/S 37.43' LT
INLET ELEV. 1186.37'
OUTLET O/S 34.5' RT
OUTLET ELEV. 1185.16'



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 544	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EX_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EX 9
PLOT DATE : 1/23/2017 1:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF
WISDOT/CADDS SHEET 49



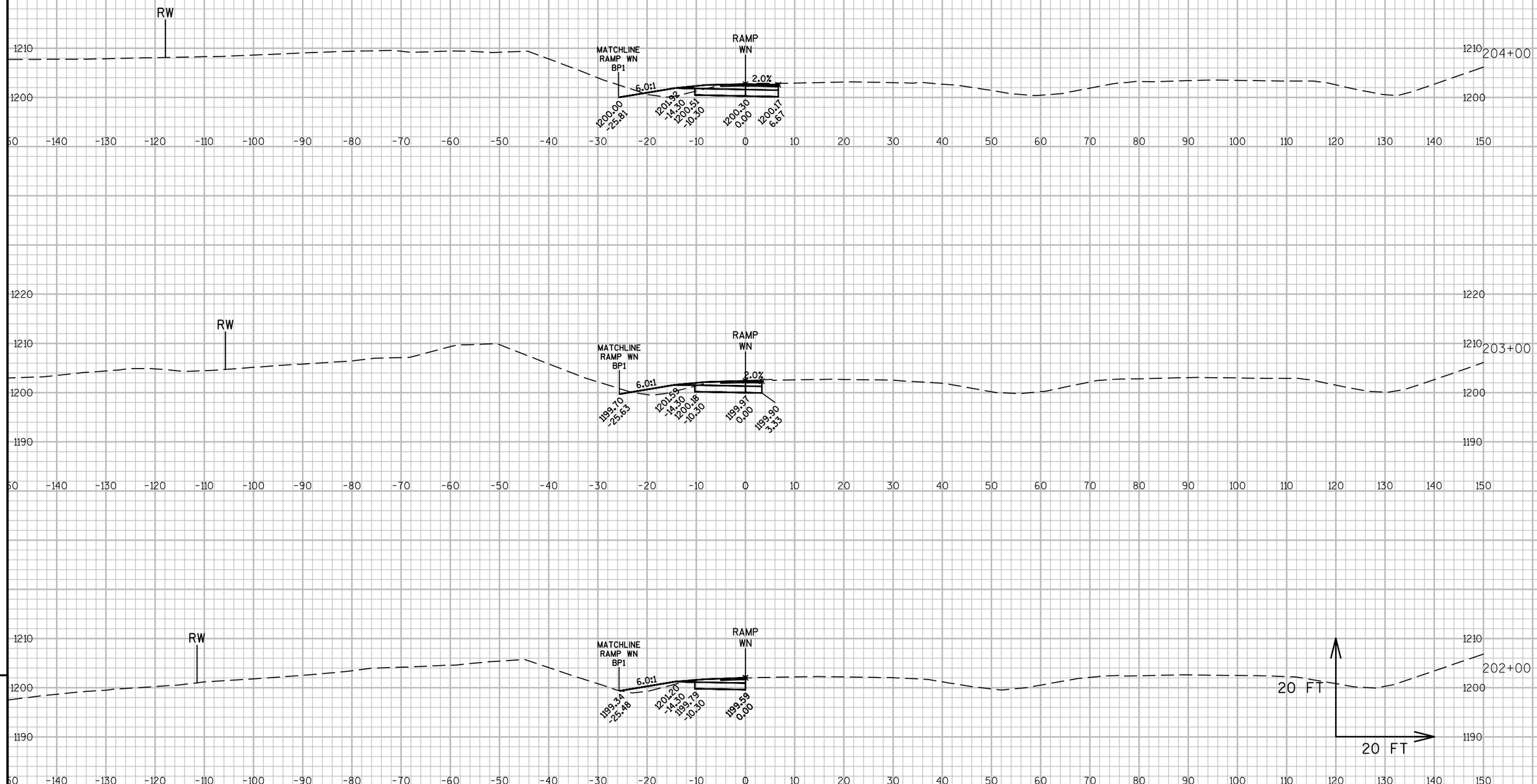
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP EX	SHEET 545	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP EX_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP EX 10

PLOT DATE : 1/23/2017 1:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

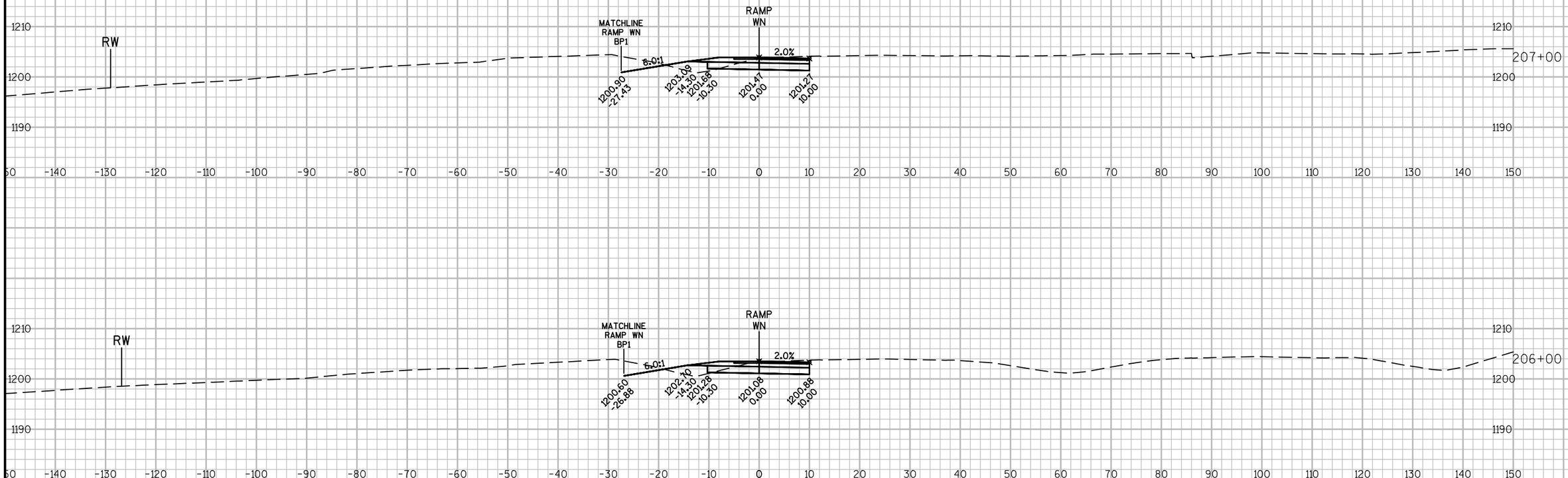


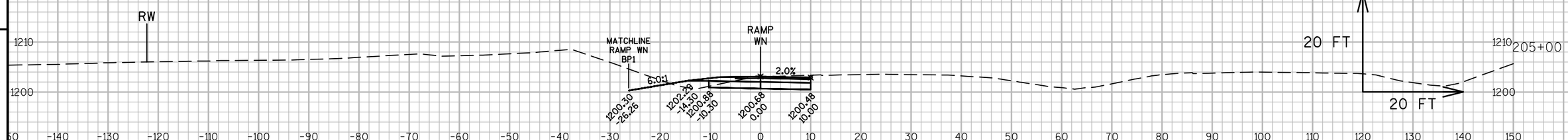
9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 546	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 1

PLOT DATE : 1/25/2017 10:05 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT





9

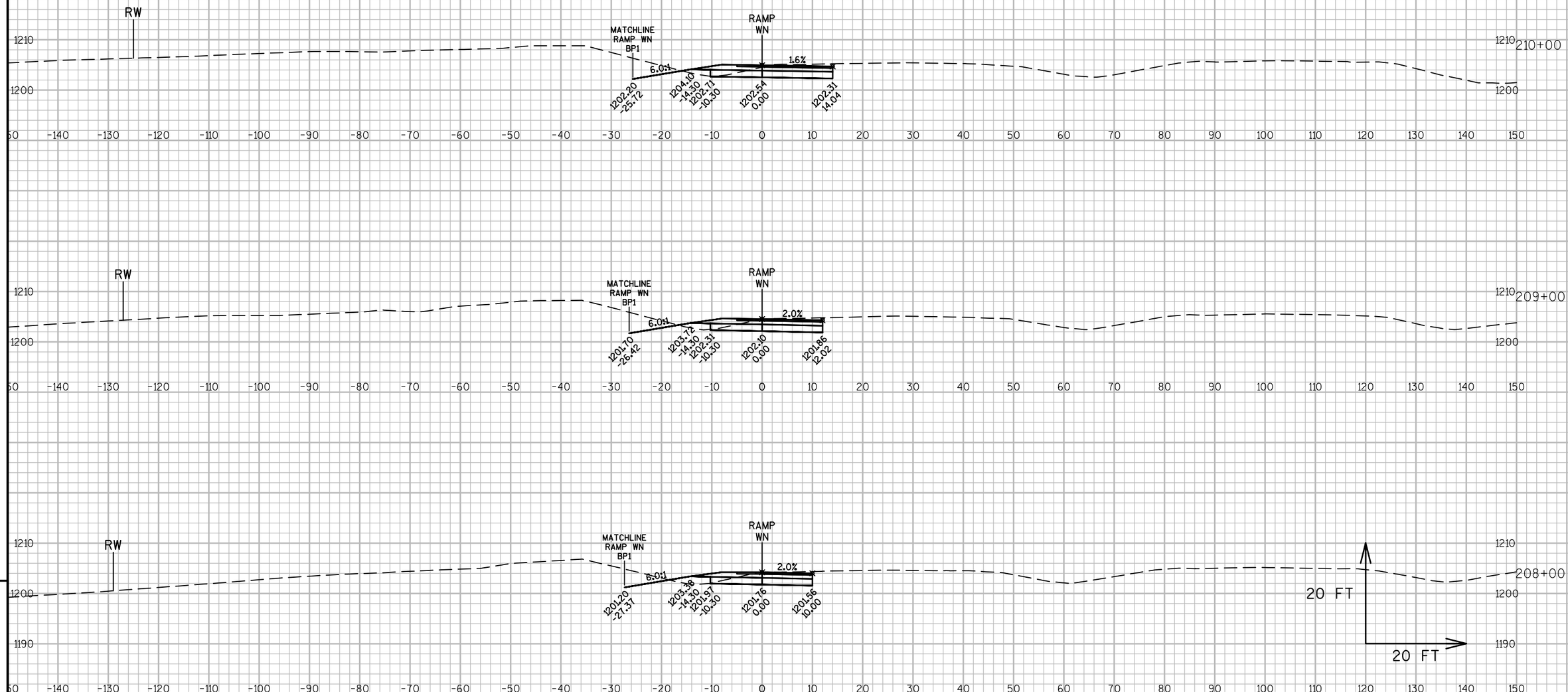
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 547	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 2

PLOT DATE : 1/25/2017 10:05 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



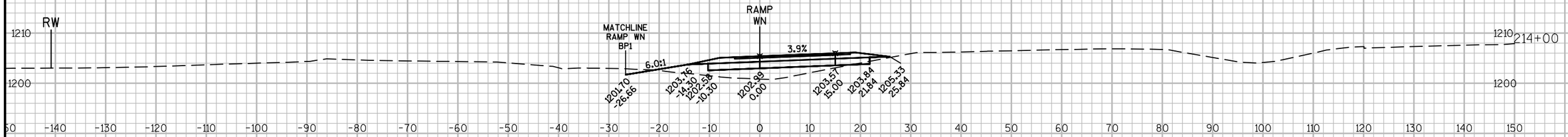
9

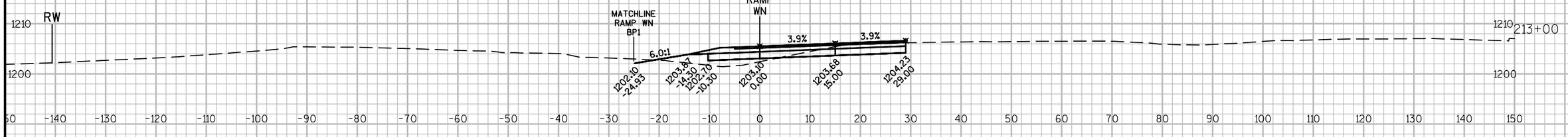
9

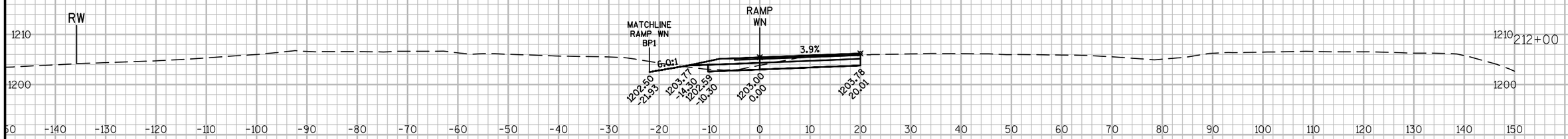
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 548	E

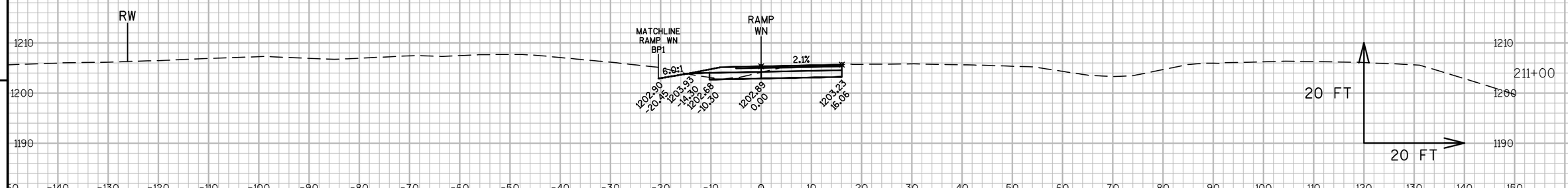
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 3

PLOT DATE : 1/25/2017 10:05 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT







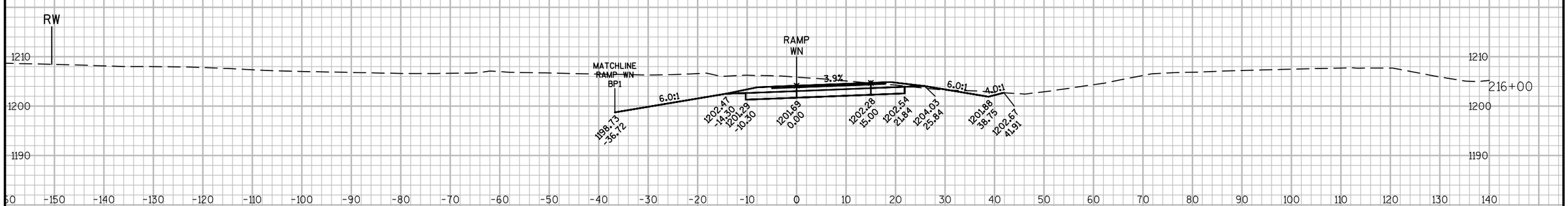


9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 549	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 4
PLOT DATE : 1/25/2017 10:05 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 550	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 5
PLOT DATE : 1/25/2017 10:05 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

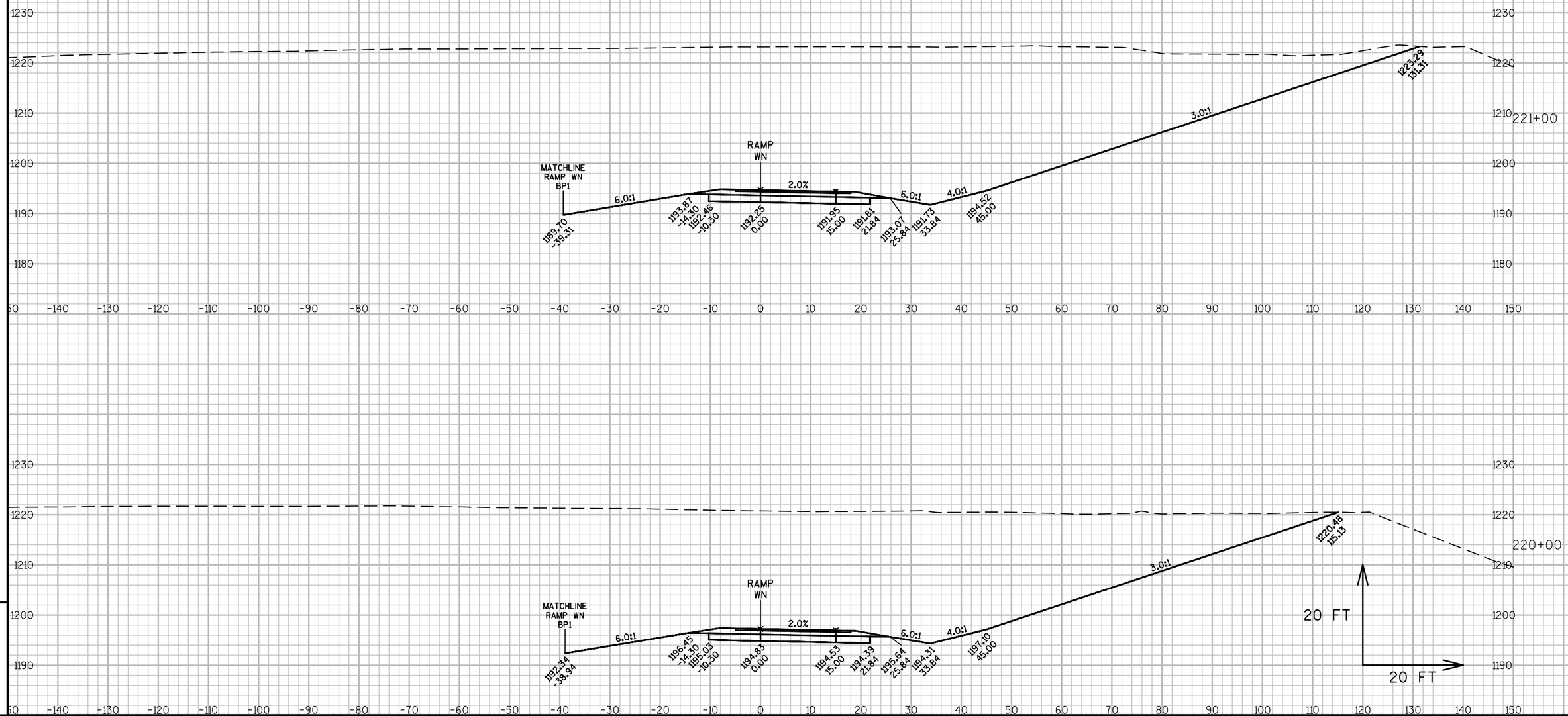
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 551	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 6

PLOT DATE : 1/25/2017 10:06 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

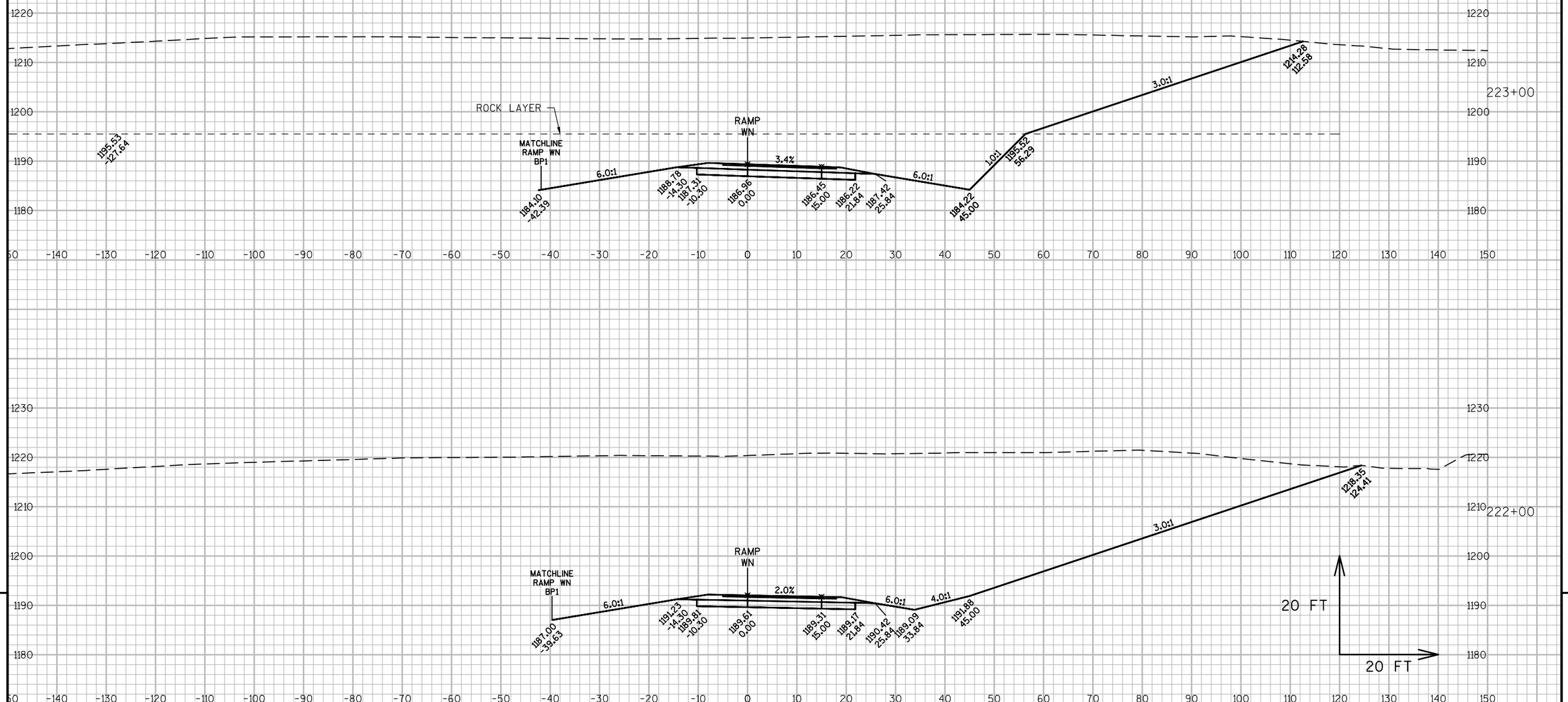
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 552	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 7

PLOT DATE : 1/25/2017 10:06 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



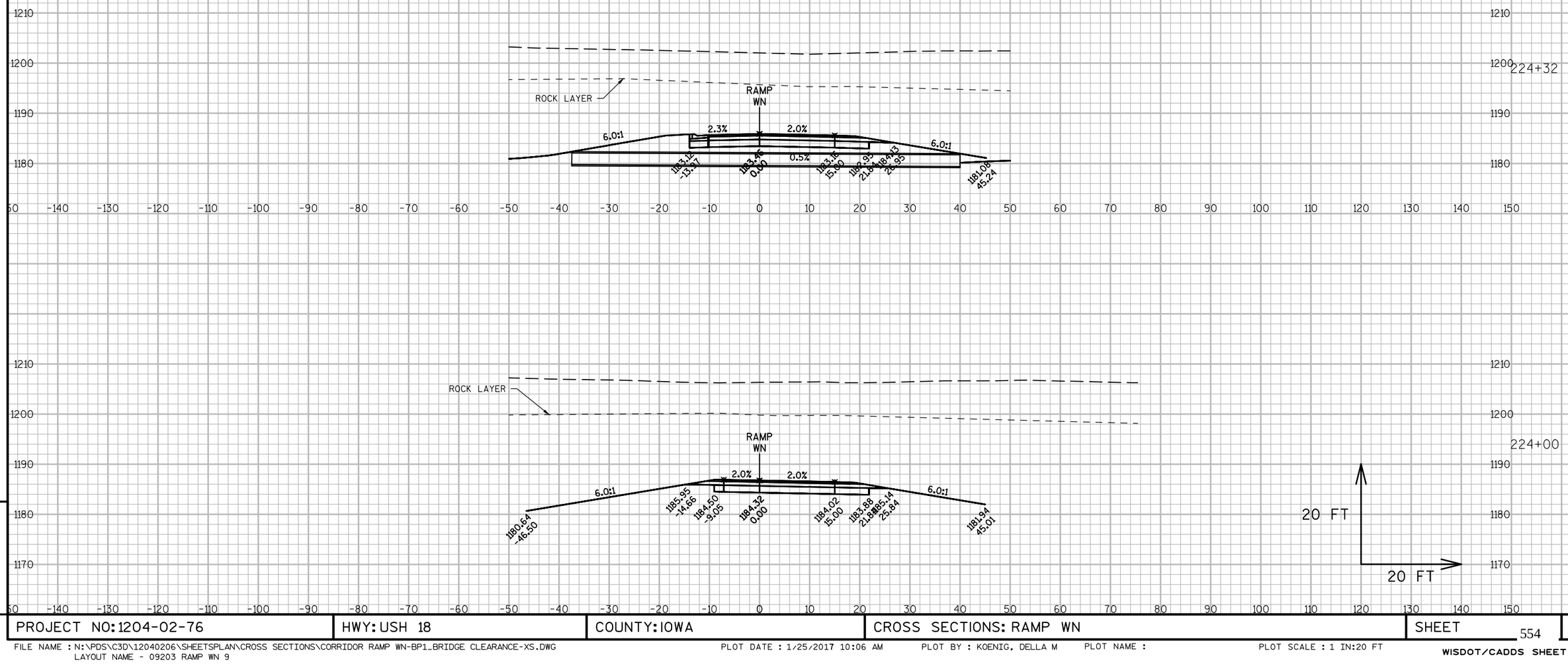
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 553	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 8

PLOT DATE : 1/25/2017 10:06 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

1 30-INCH C.M.C.P. REOD
INVERT ELEV. 1179.77'
OUTLET ELEV. 1179.38'



9

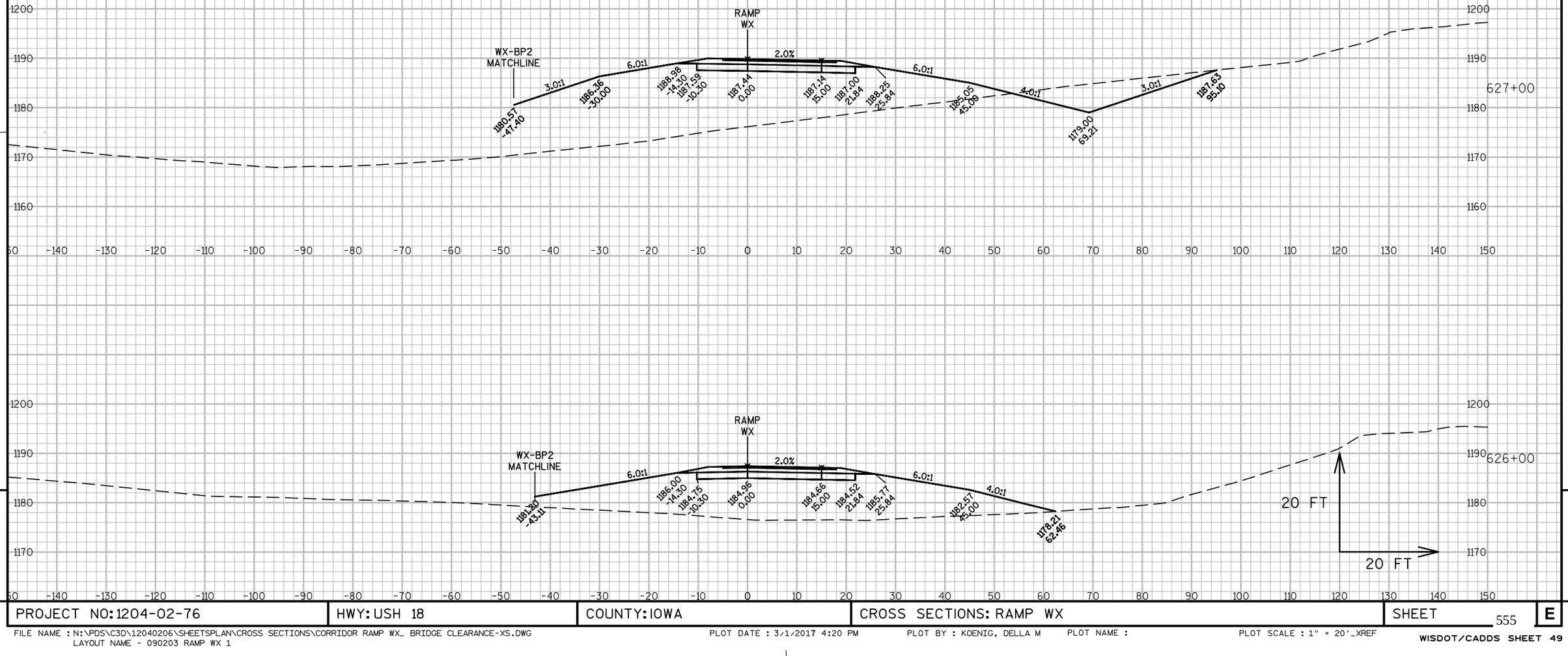
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WN	SHEET 554	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 09203 RAMP WN 9

PLOT DATE : 1/25/2017 10:06 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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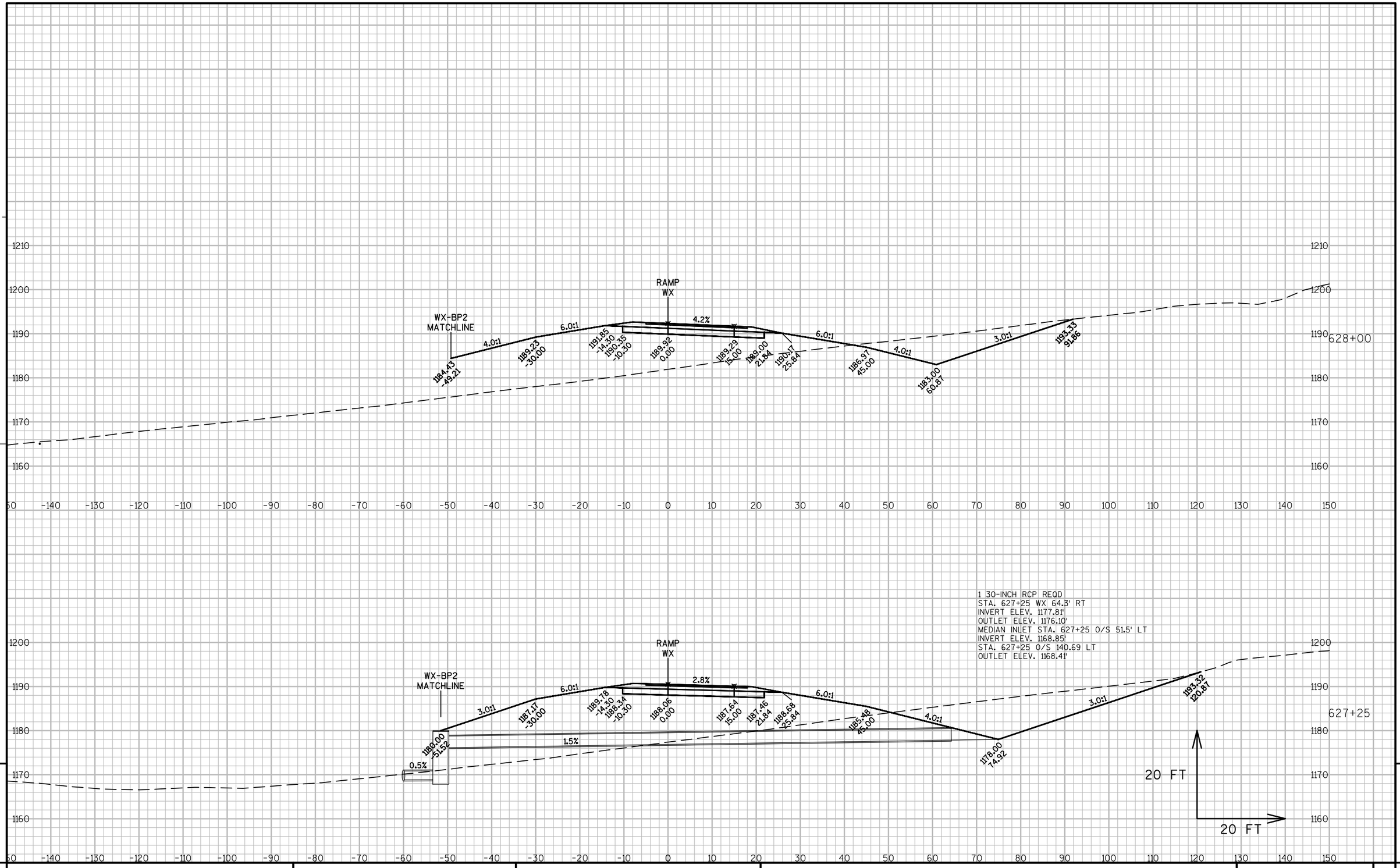
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 555	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 1

PLOT DATE : 3/1/2017 4:20 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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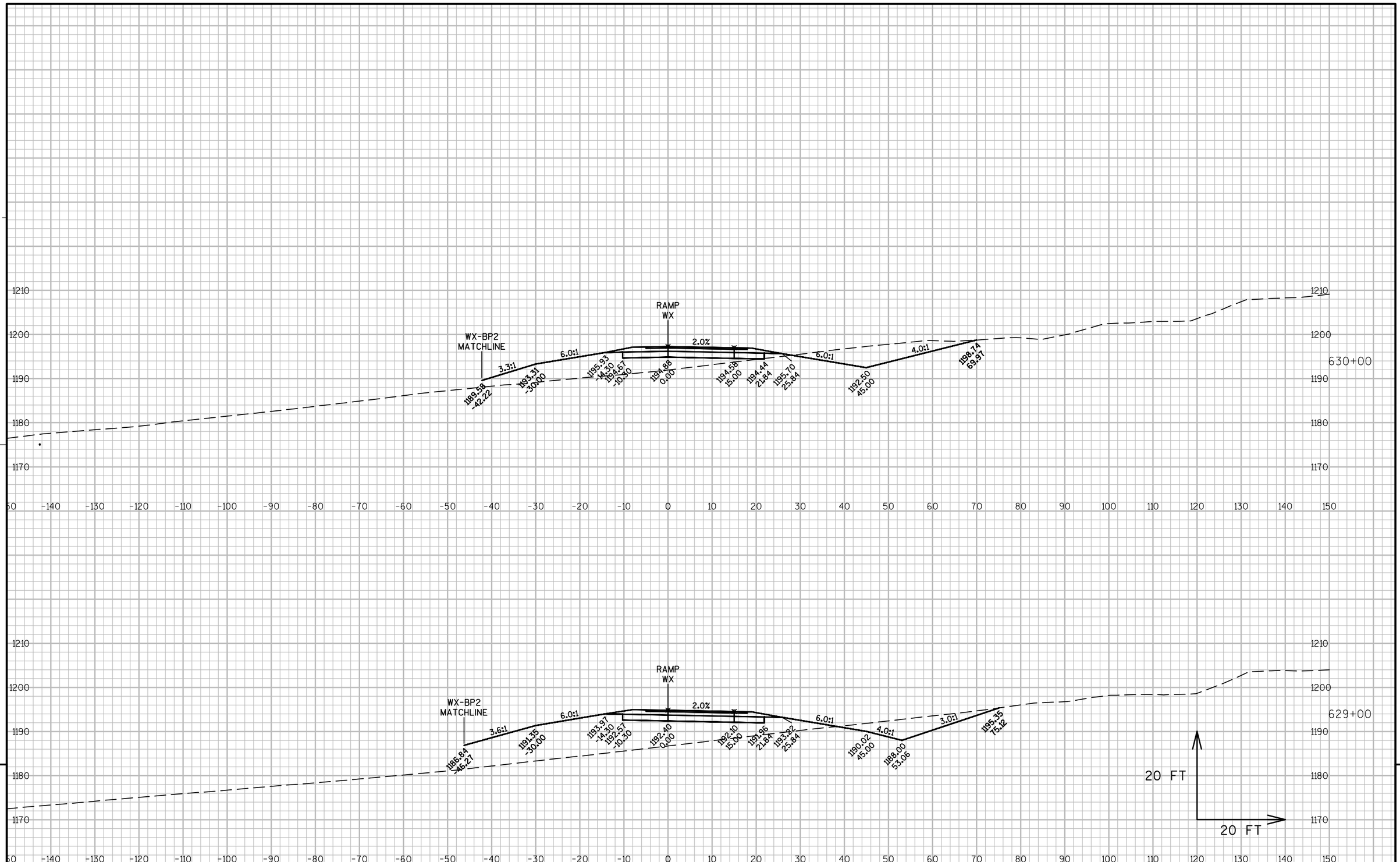
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 556	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 2

PLOT DATE : 3/1/2017 4:20 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

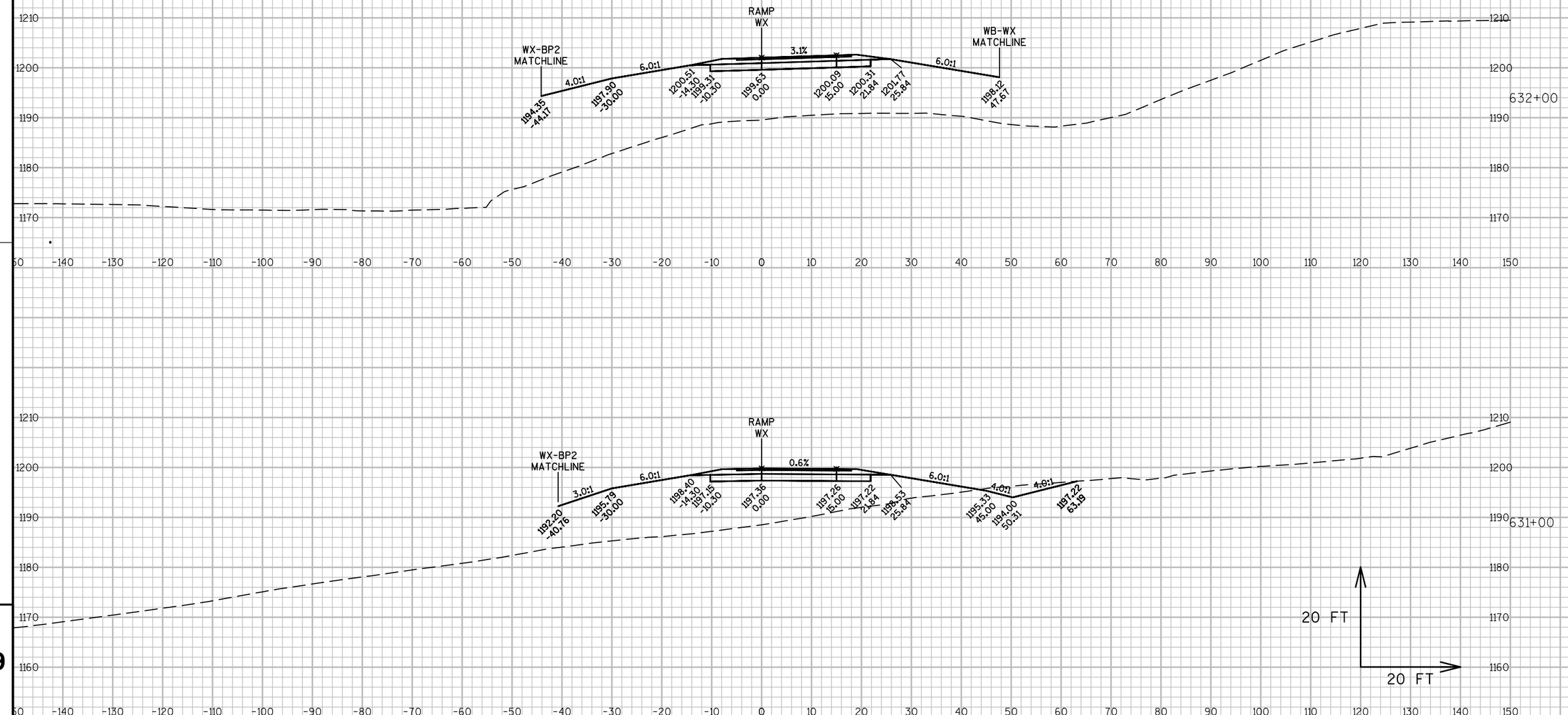


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 557 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 3

PLOT DATE : 3/1/2017 4:20 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



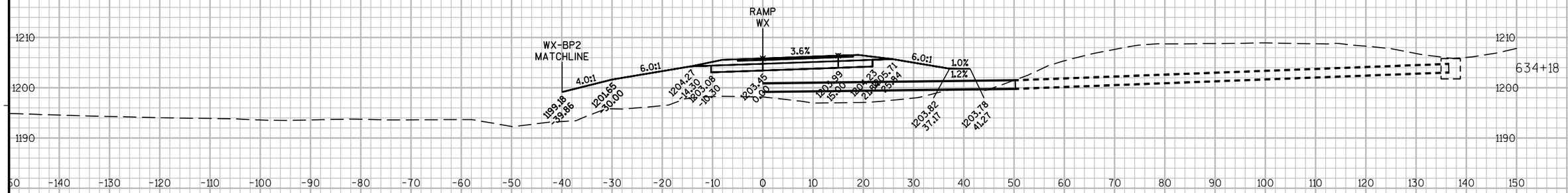
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 558 E

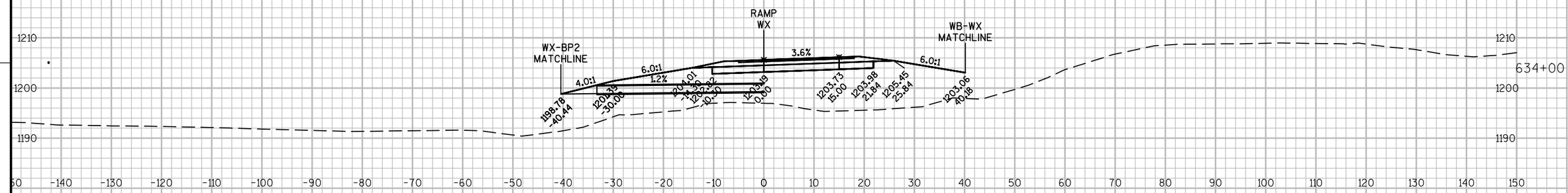
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 4

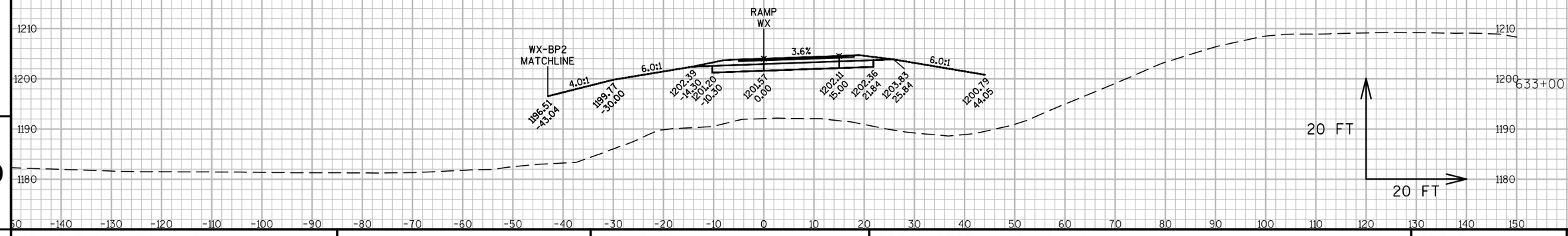
PLOT DATE : 3/1/2017 4:20 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49

EXTEND EXISTING 18-INCH R.C.C.P.
1 18-INCH R.C.C.P. 84-FT EXTENSION REQD







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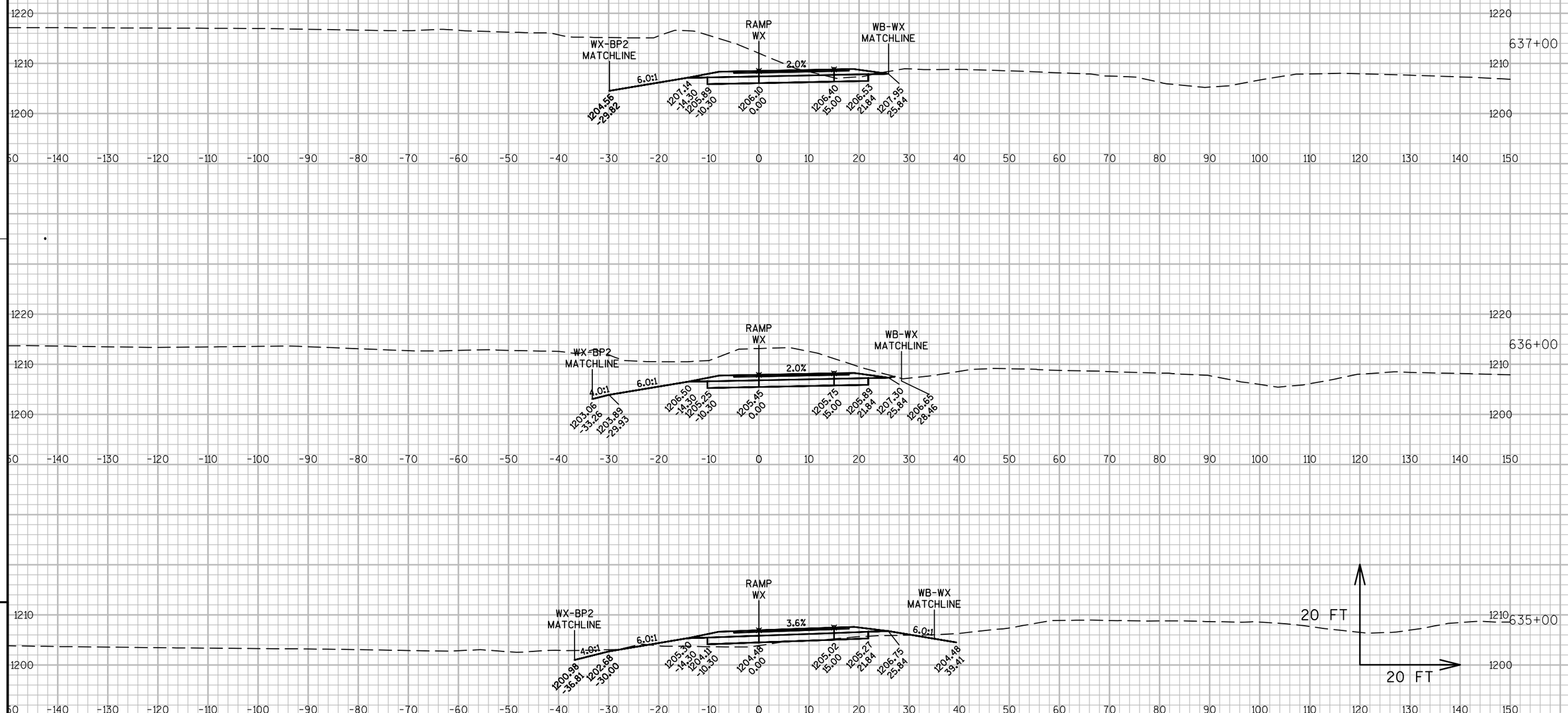
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 559	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 5

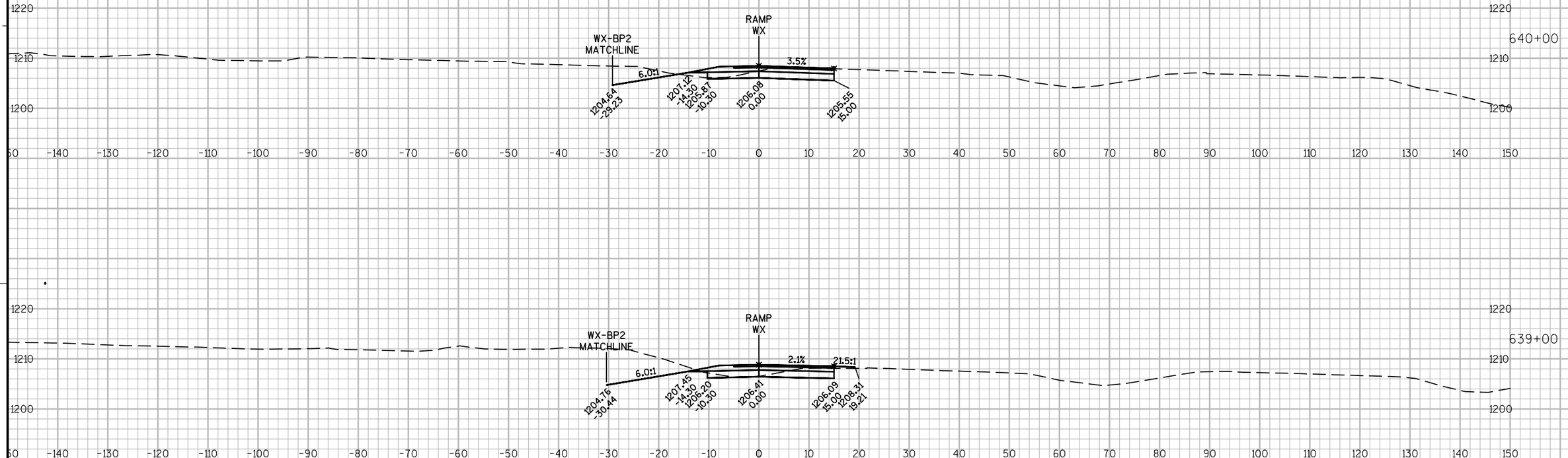
PLOT DATE : 3/1/2017 4:20 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 560	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 6

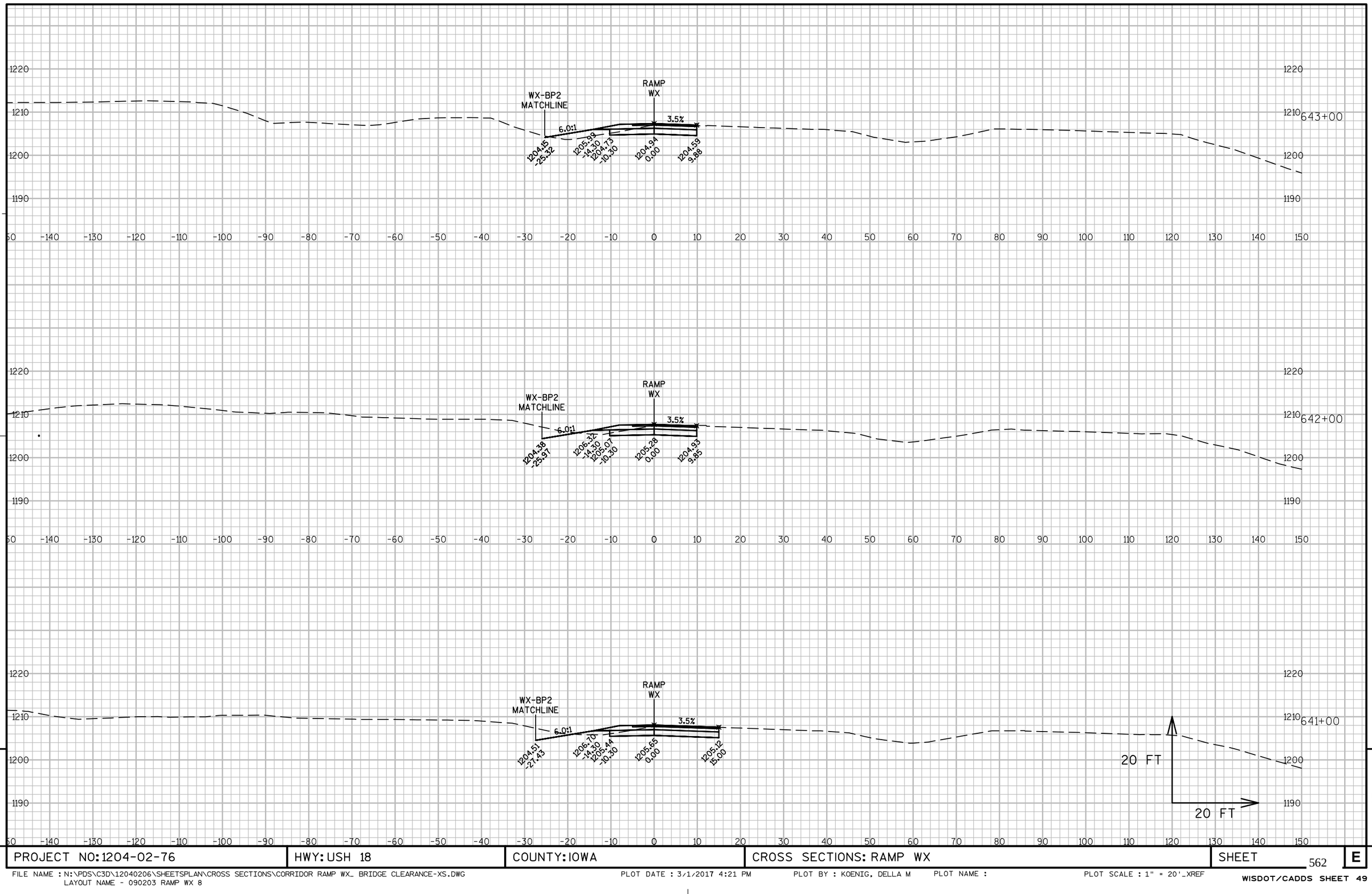
PLOT DATE : 3/1/2017 4:20 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 561	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 7

PLOT DATE : 3/1/2017 4:20 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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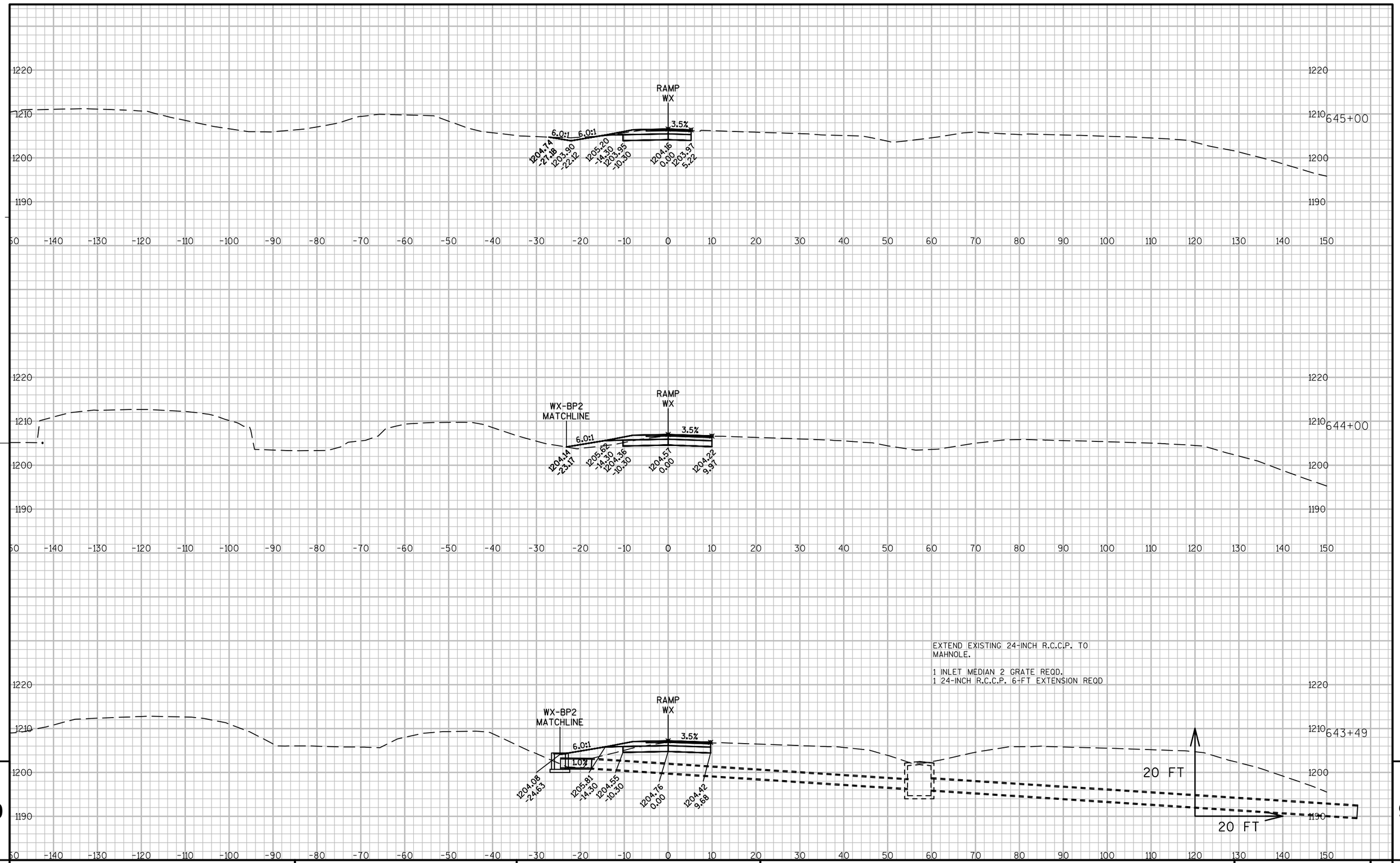
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 562	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 8

PLOT DATE : 3/1/2017 4:21 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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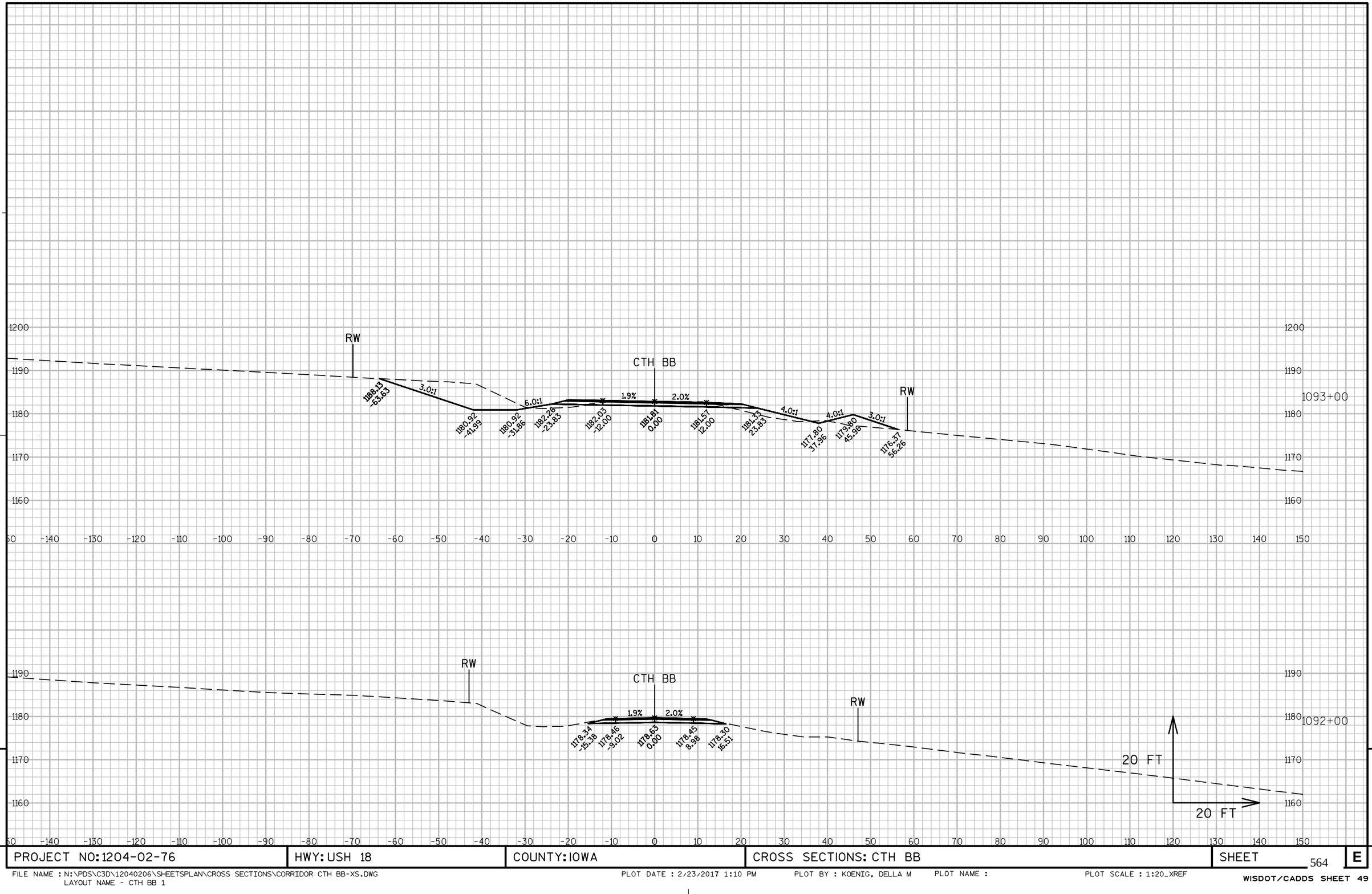
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RAMP WX	SHEET 563	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WX_ BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - 090203 RAMP WX 9

PLOT DATE : 3/1/2017 4:21 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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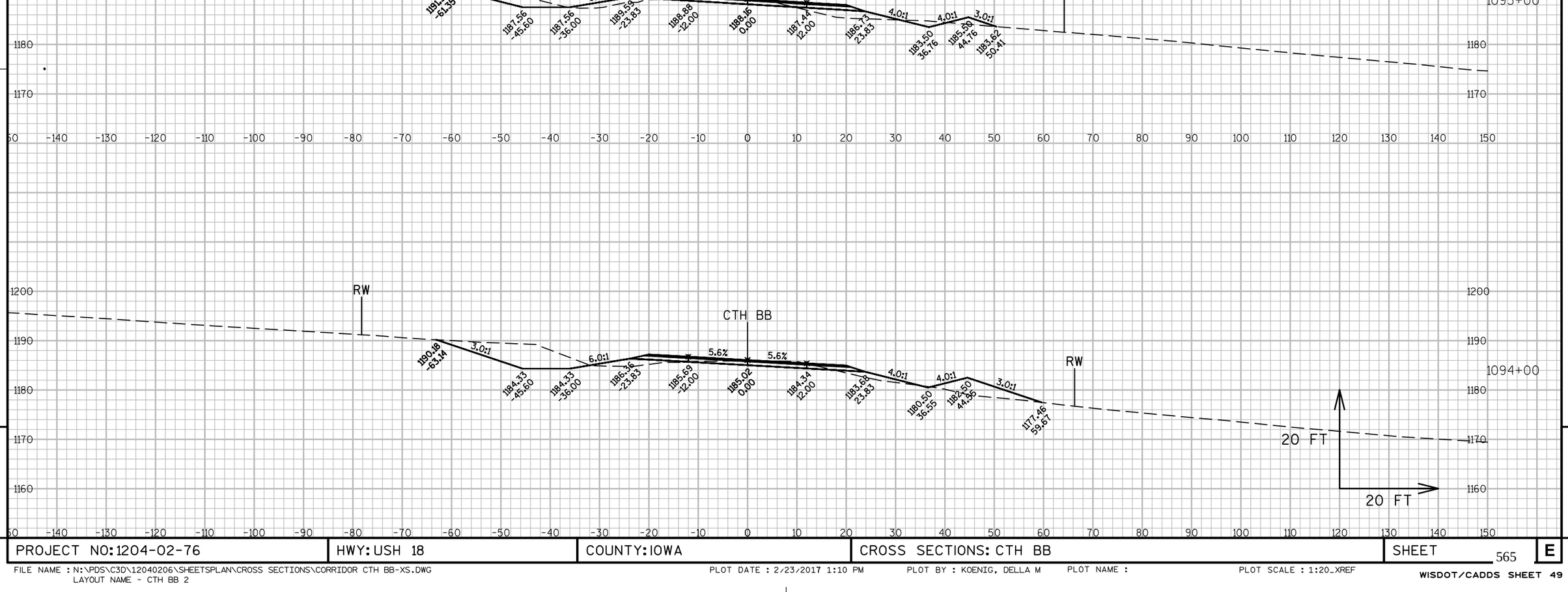
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 564	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 1

PLOT DATE : 2/23/2017 1:10 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

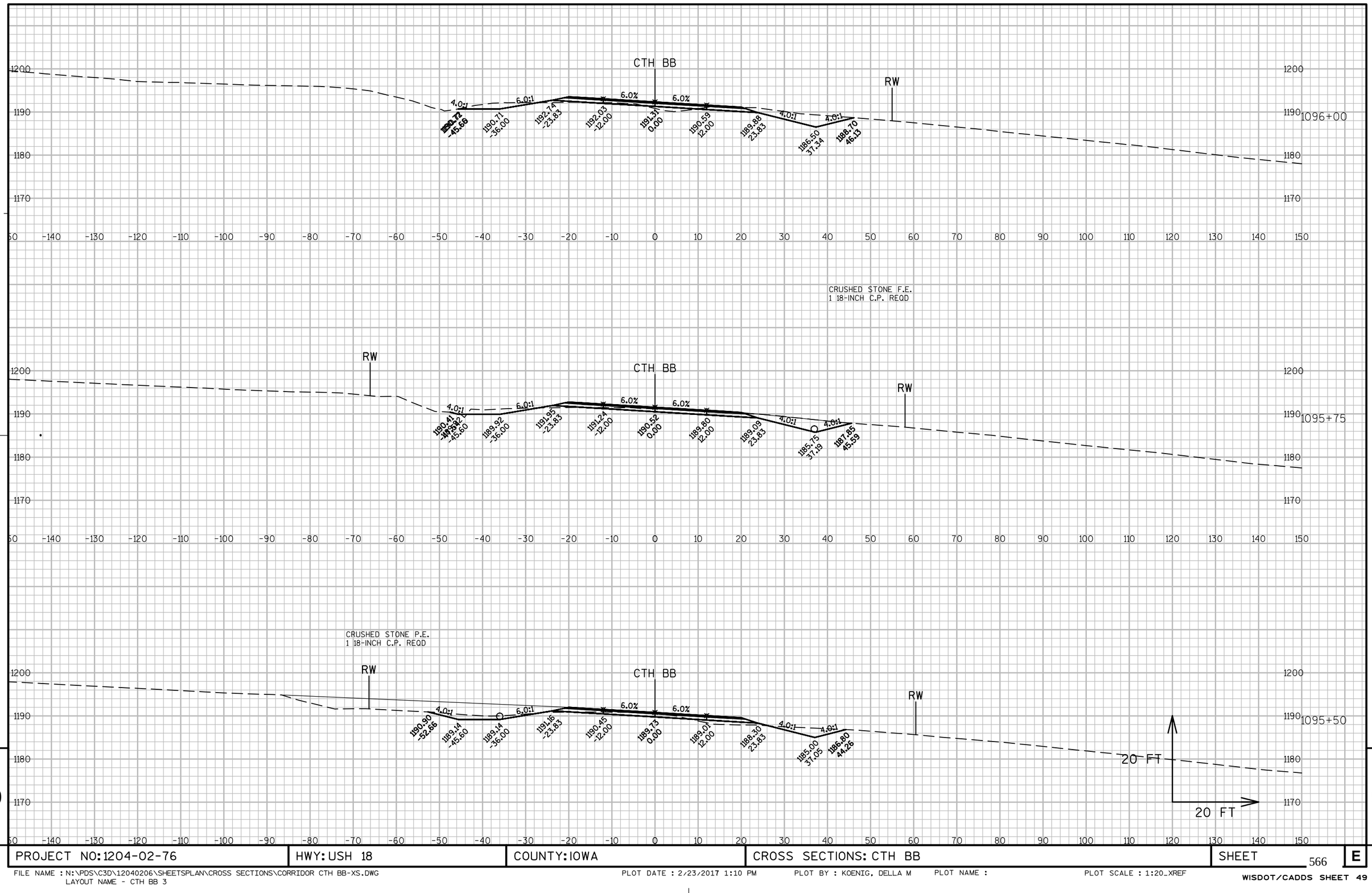


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 565	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 2

PLOT DATE : 2/23/2017 1:10 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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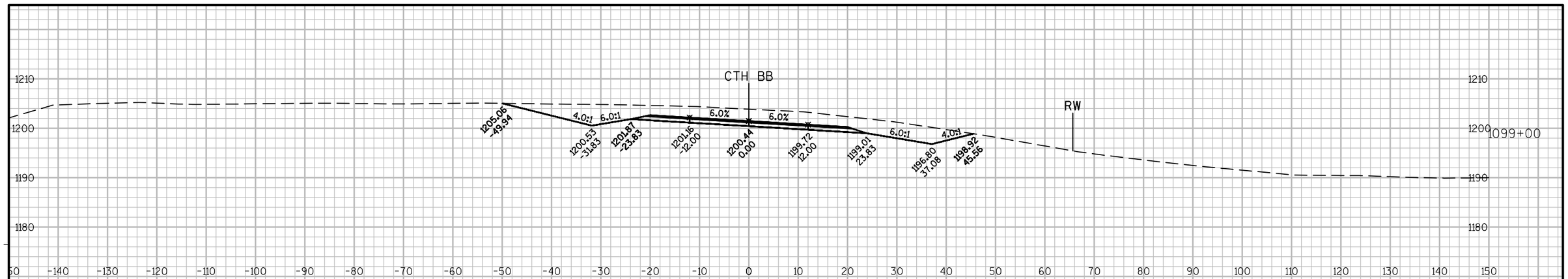
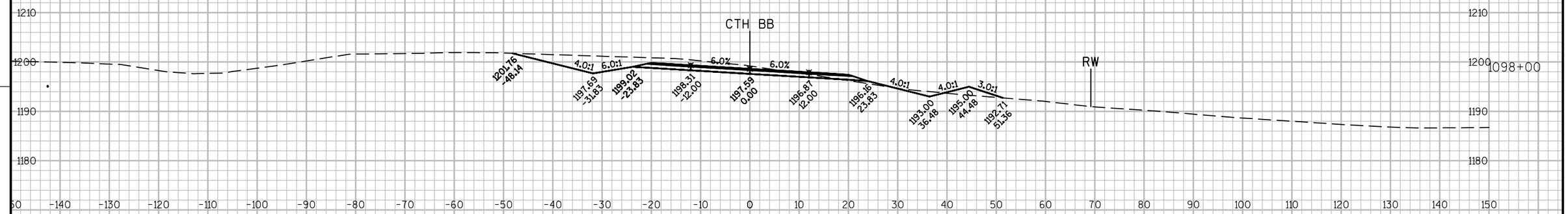
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 566	E

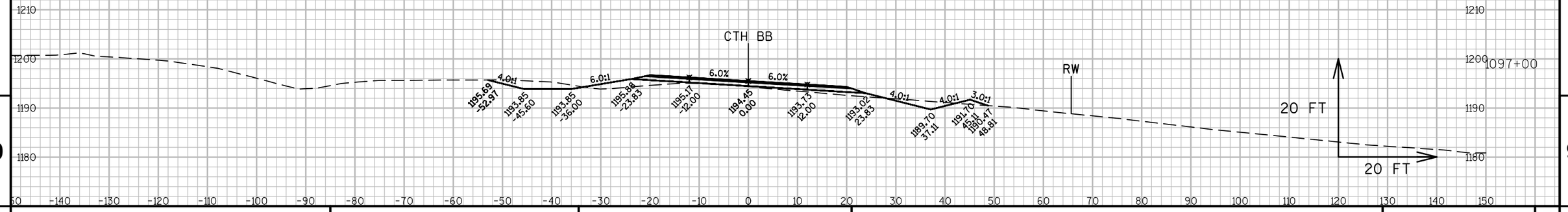
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 3

PLOT DATE : 2/23/2017 1:10 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49







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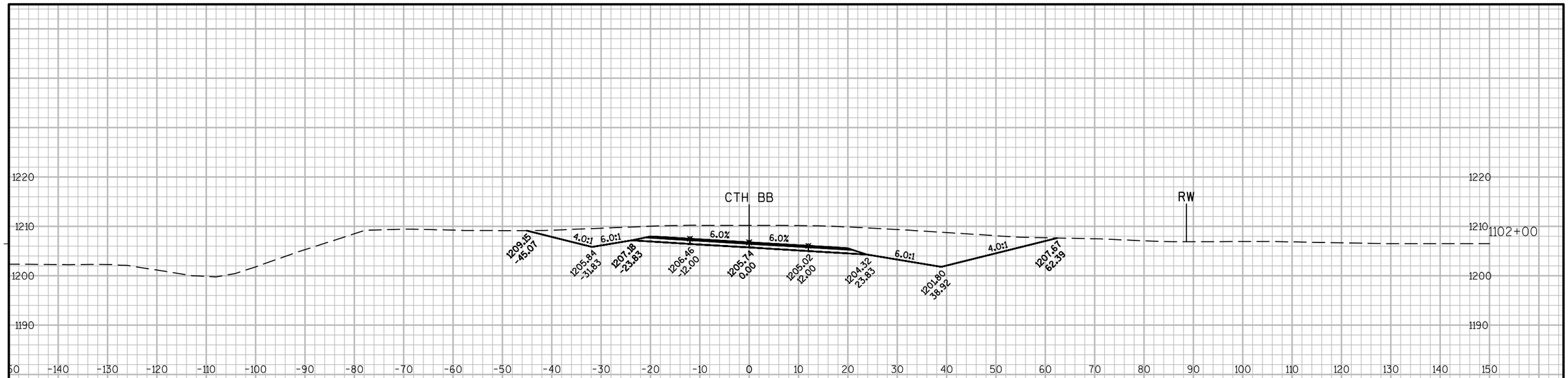
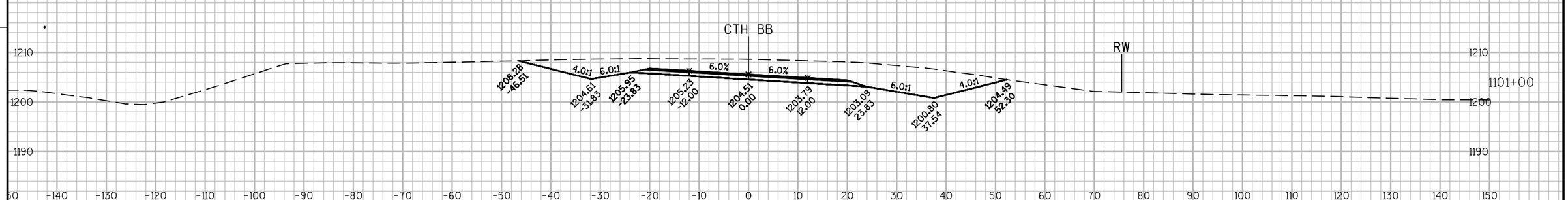
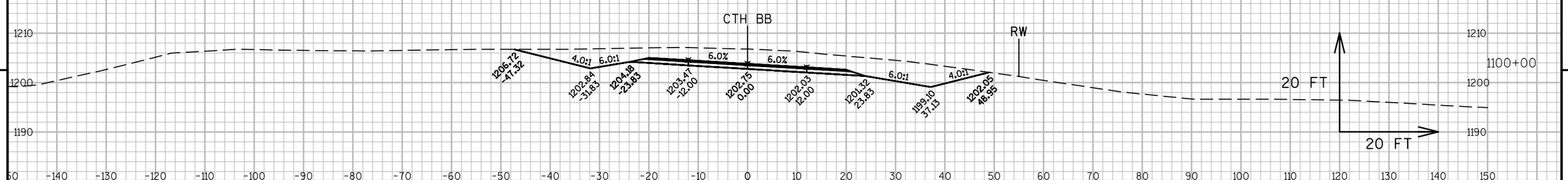
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 567	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 4

PLOT DATE : 2/23/2017 1:10 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF







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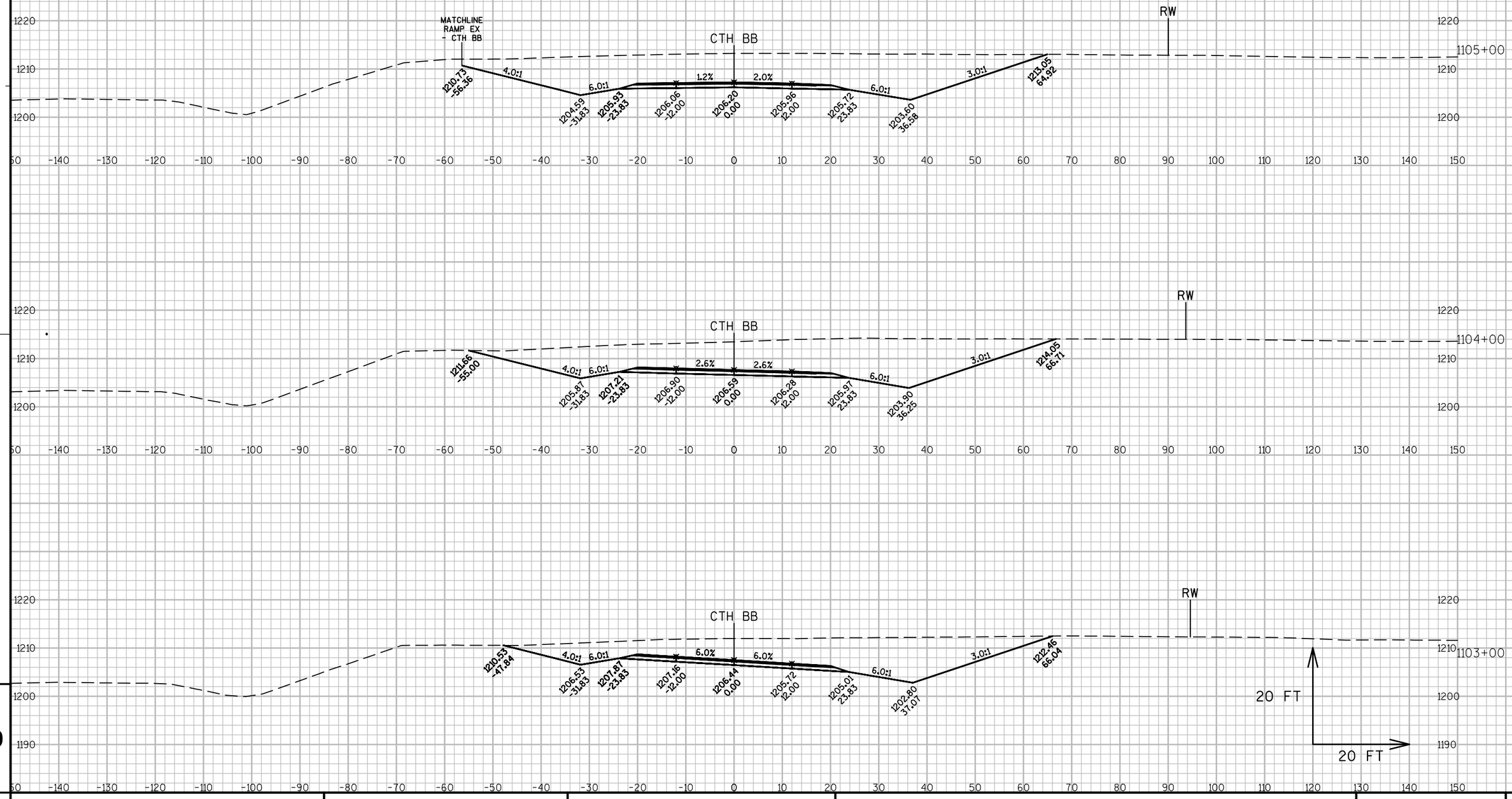
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 568	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 5

PLOT DATE : 2/23/2017 1:10 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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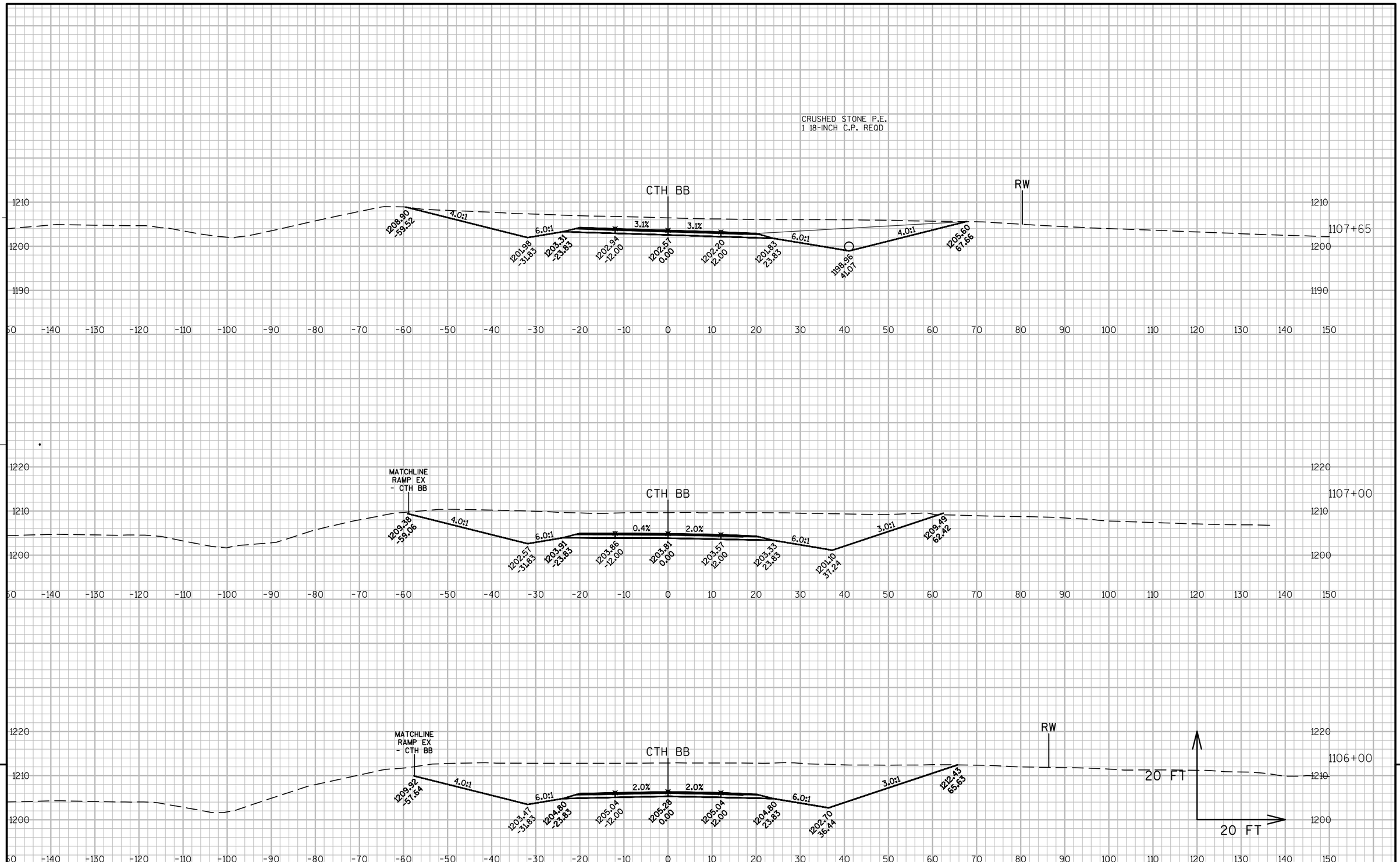
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 569	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 6

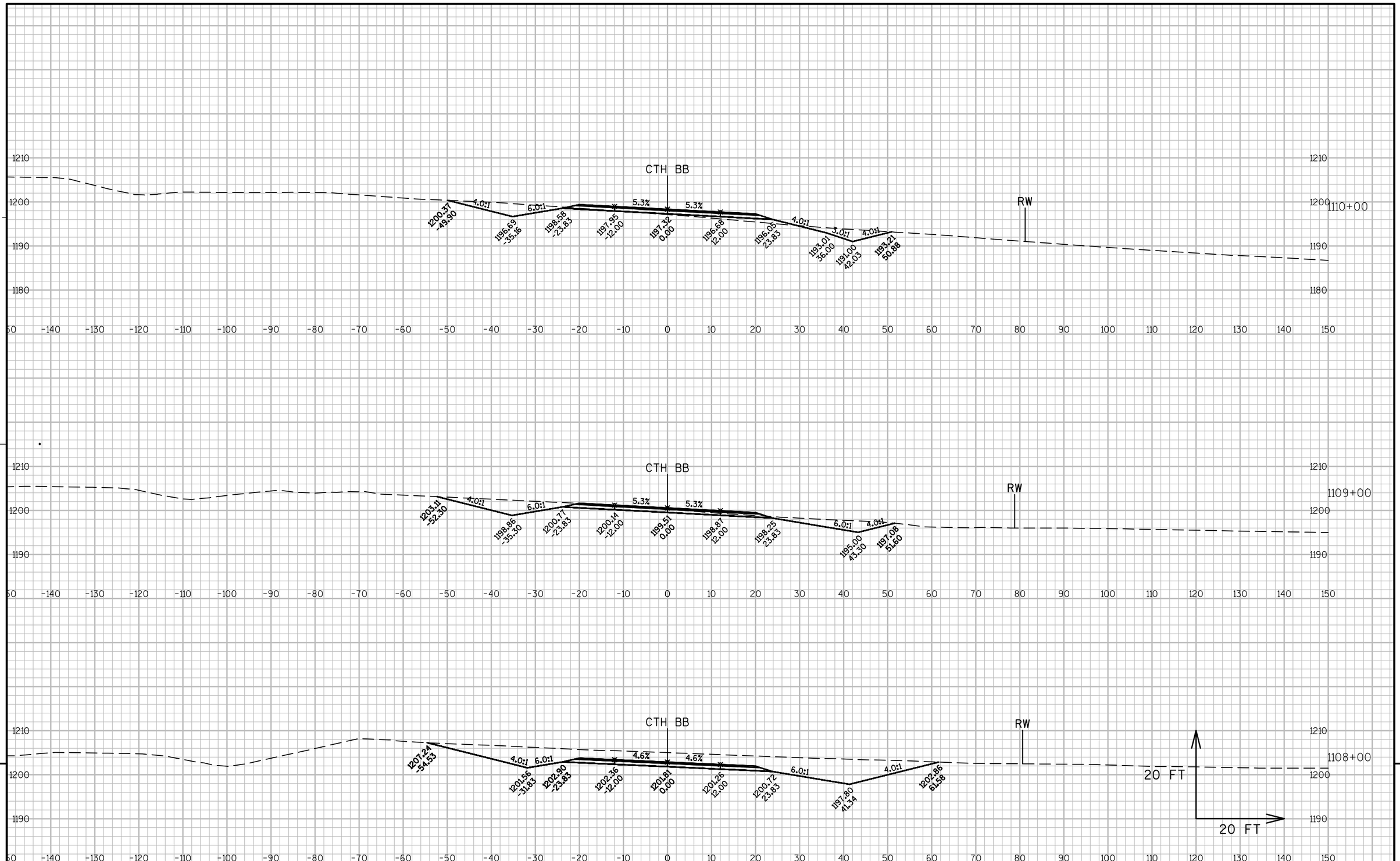
PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 570	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 7

PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



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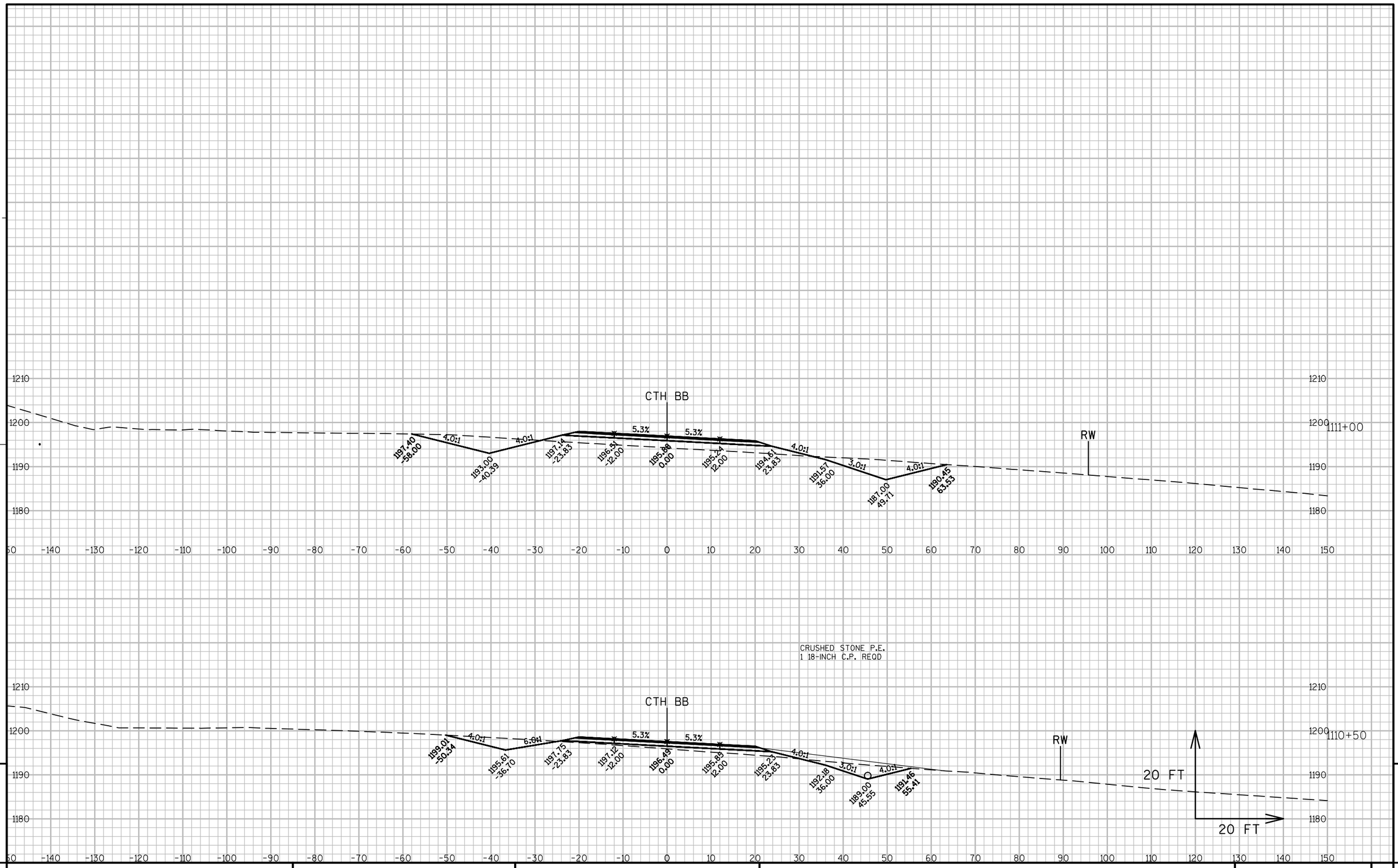
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 571	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 8

PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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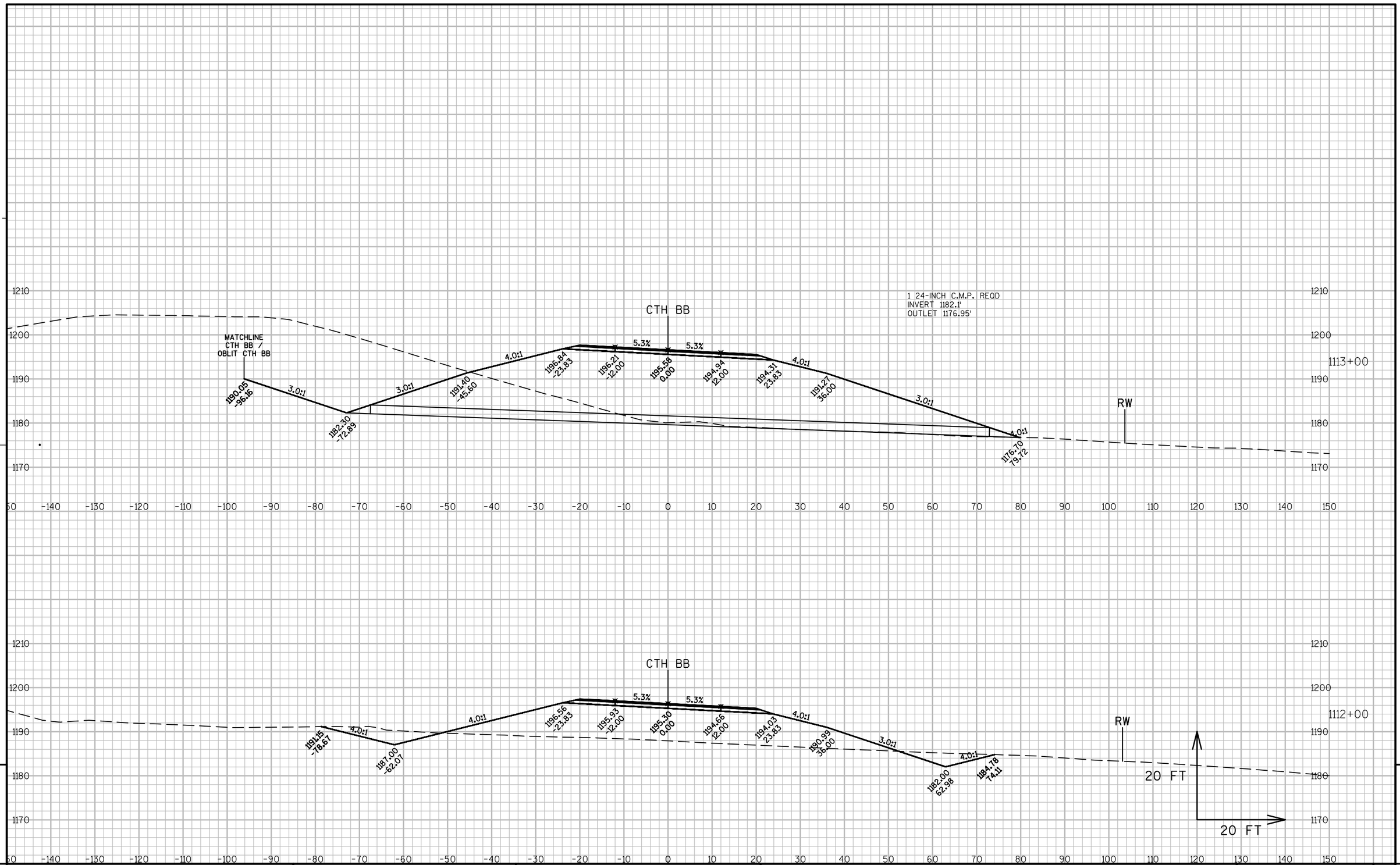
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 572	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 9

PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



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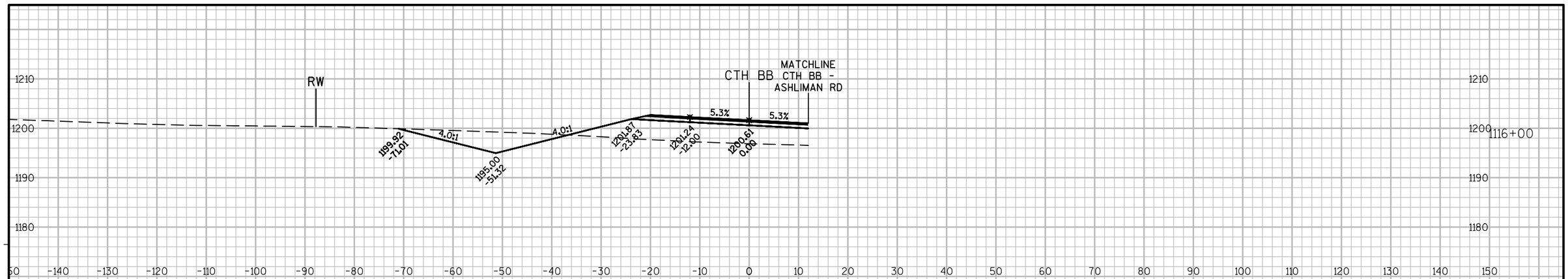
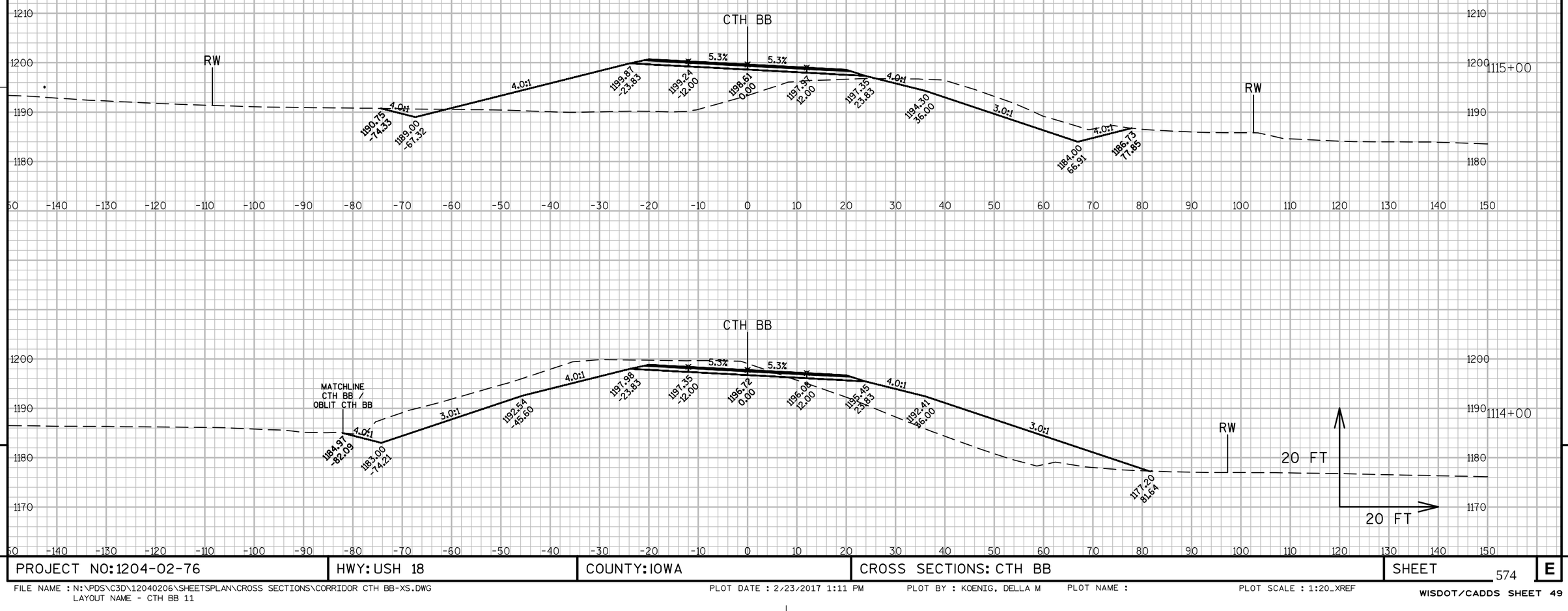
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 573	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 10

PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49





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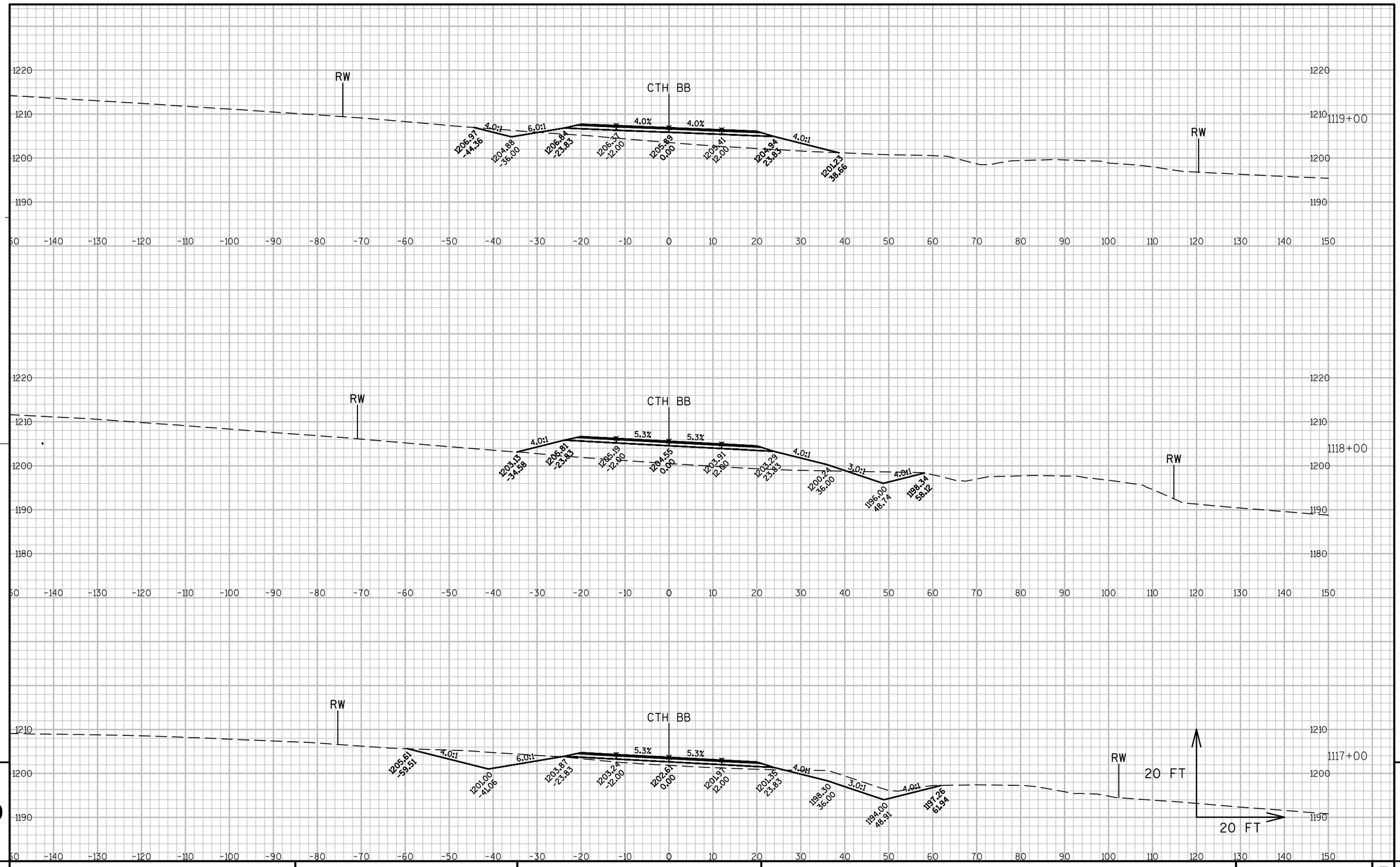
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 574	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 11

PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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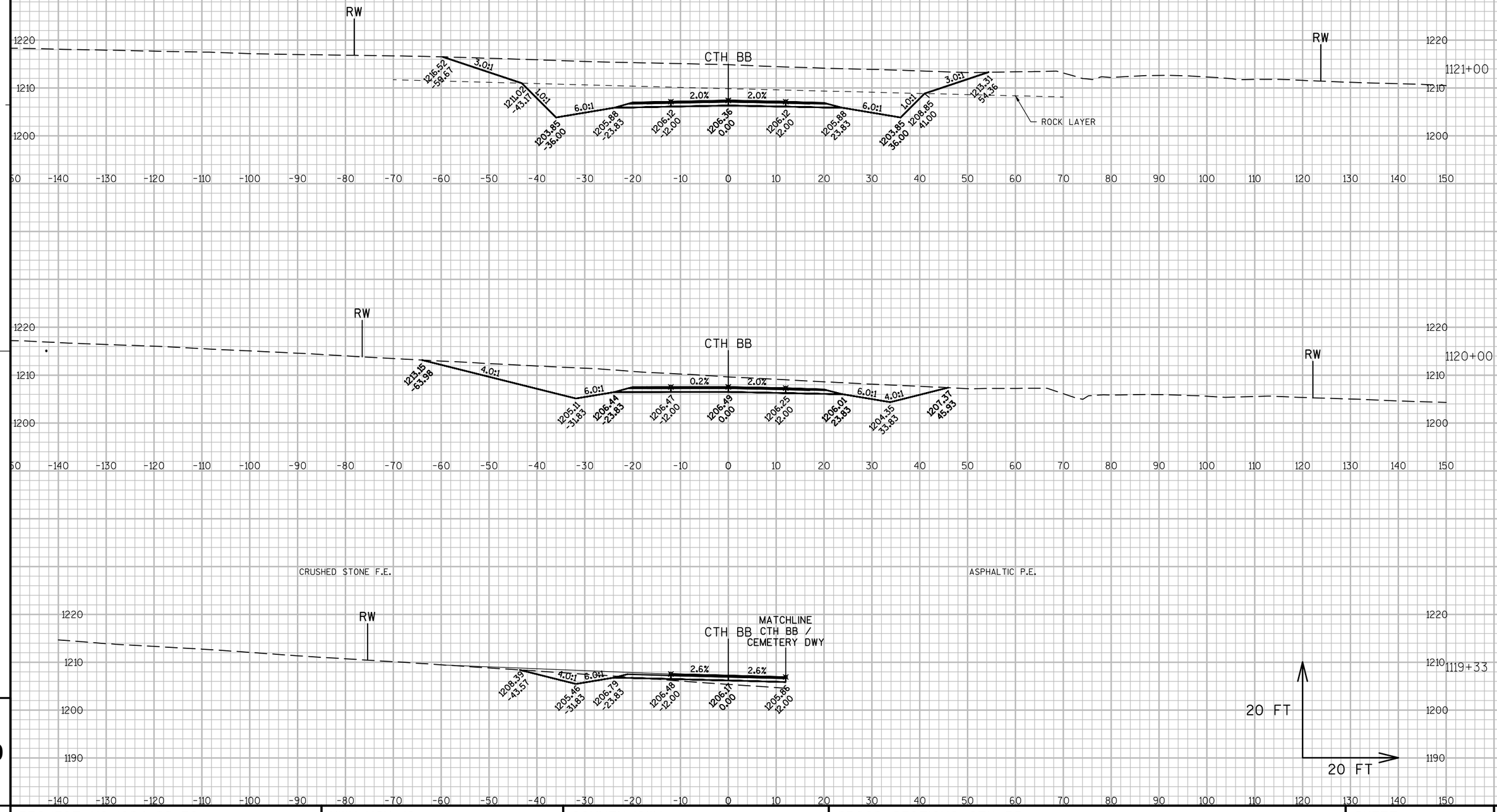
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 575	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 12

PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



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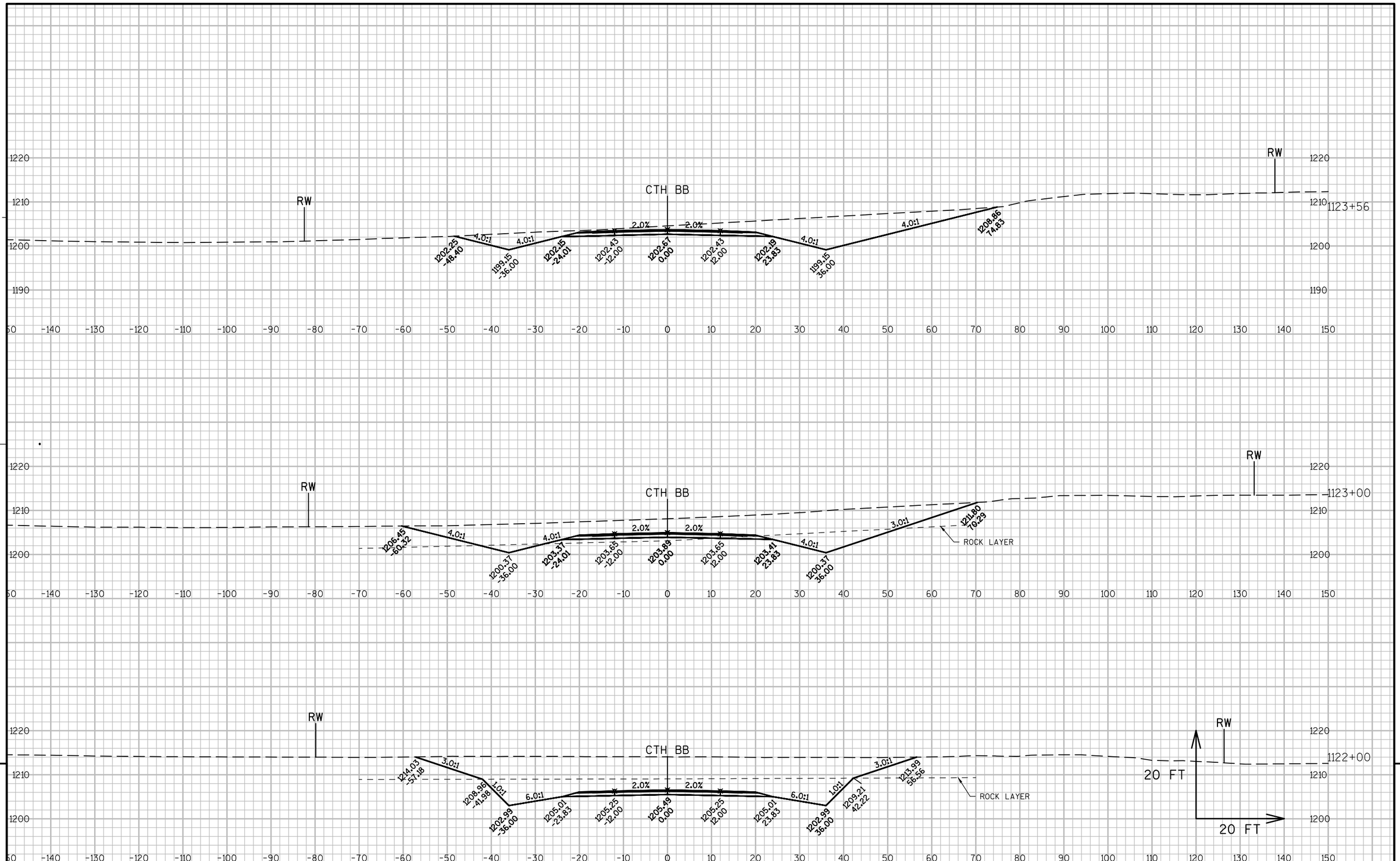
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 576	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 13

PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF



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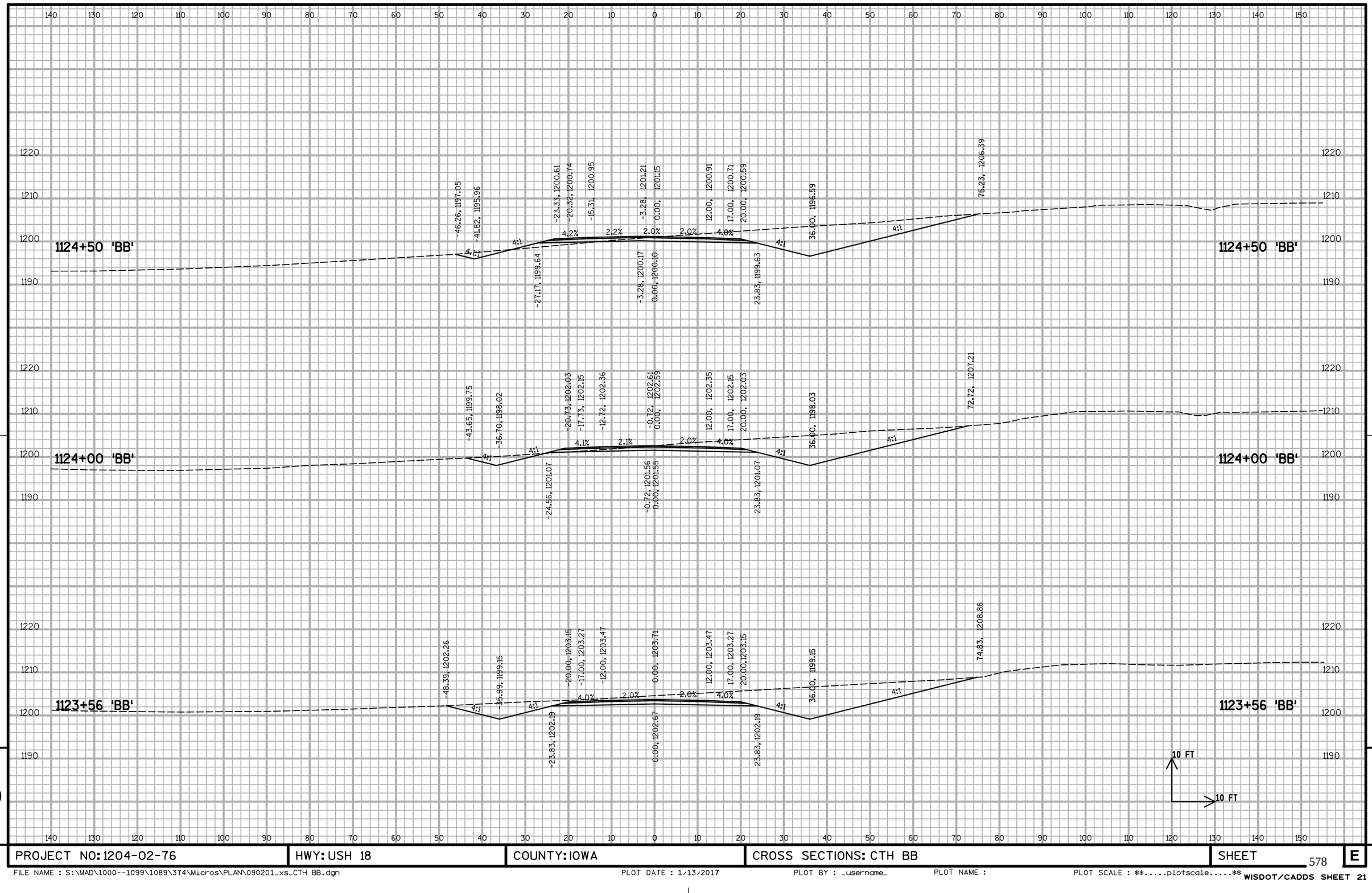
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 577	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH BB-XS.DWG
LAYOUT NAME - CTH BB 14

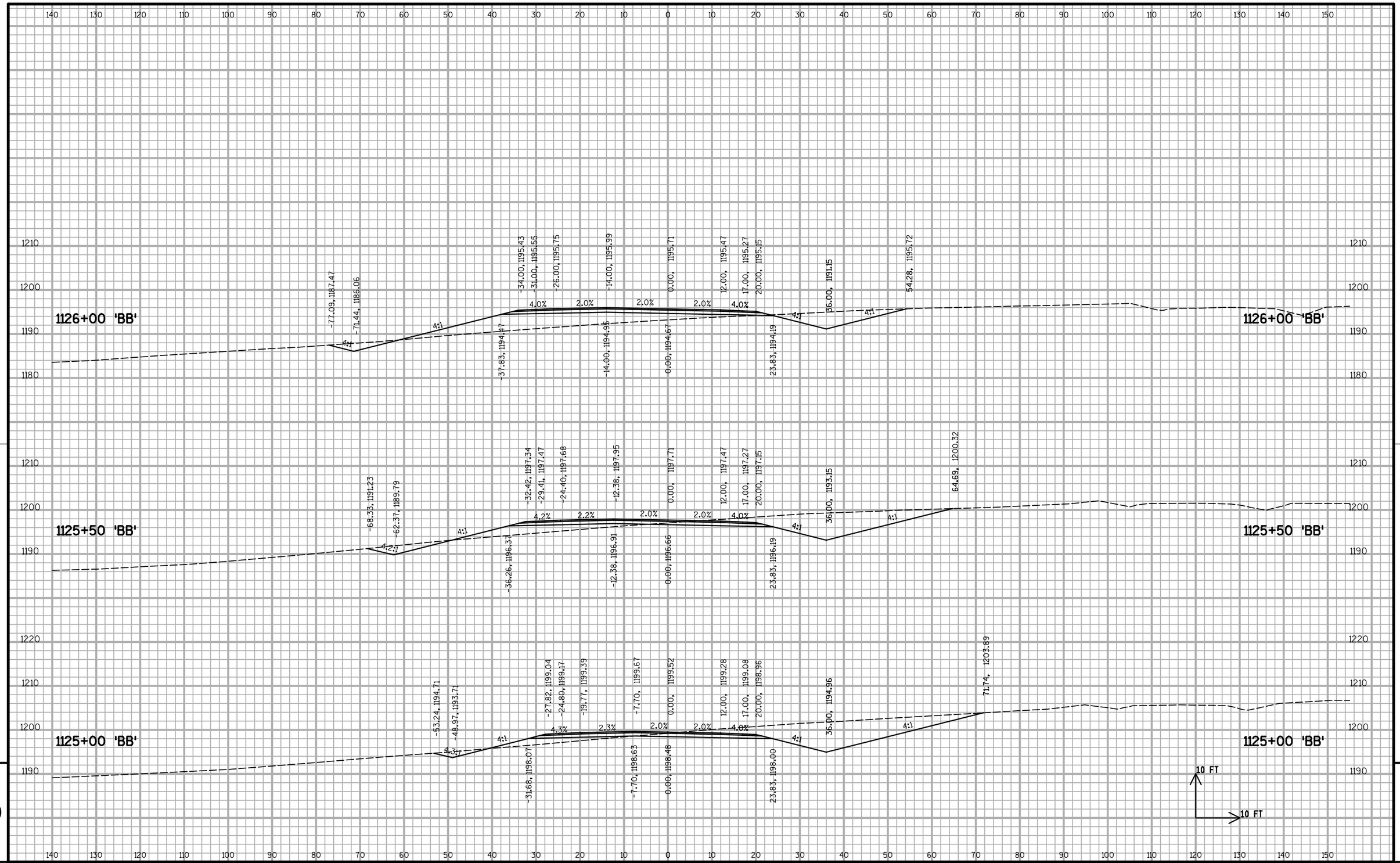
PLOT DATE : 2/23/2017 1:11 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 578	E

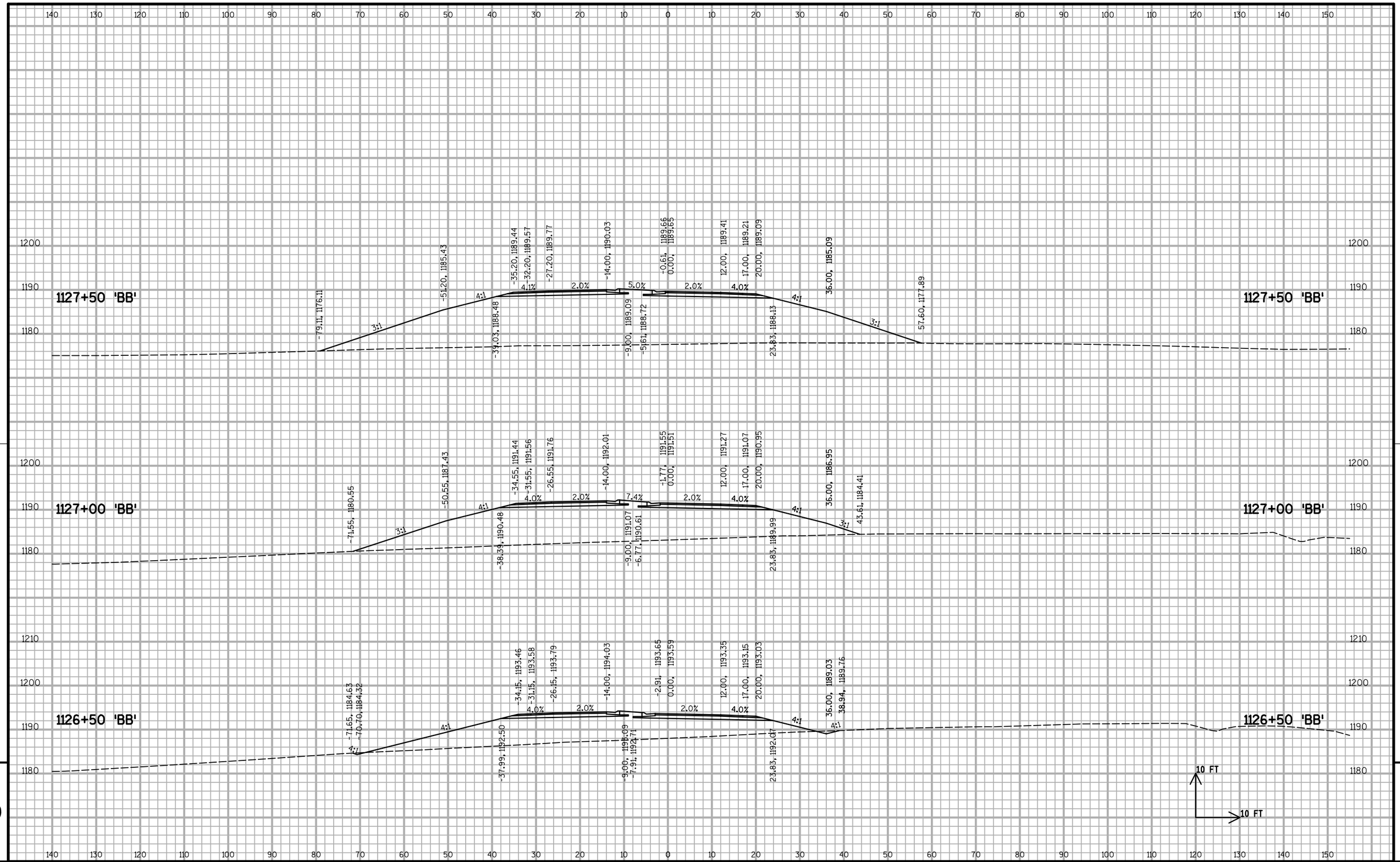
FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090201_xs_CTH BB.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 579	E

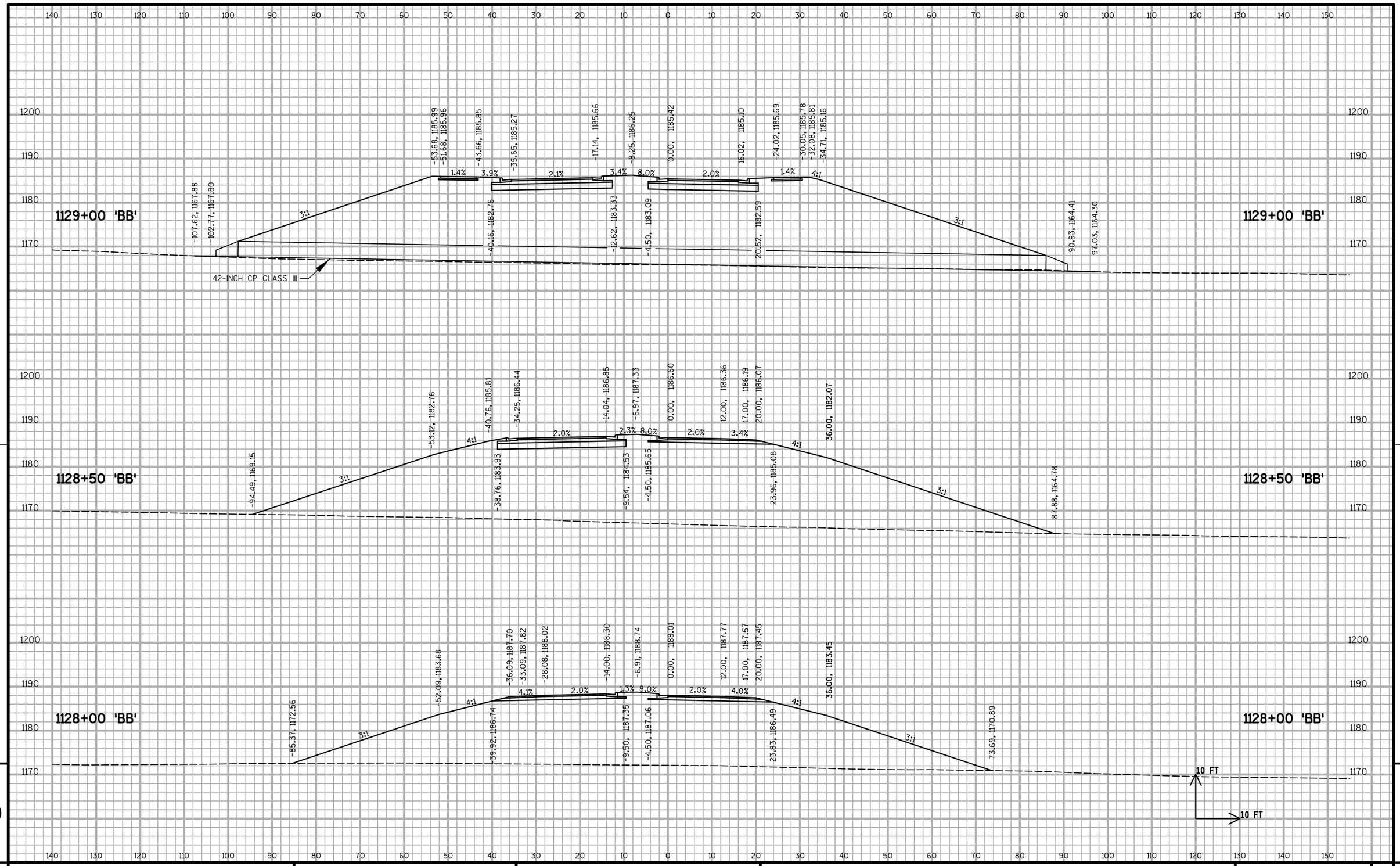
FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090201_xs_CTH BB.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 580	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090201_xs_CTH BB.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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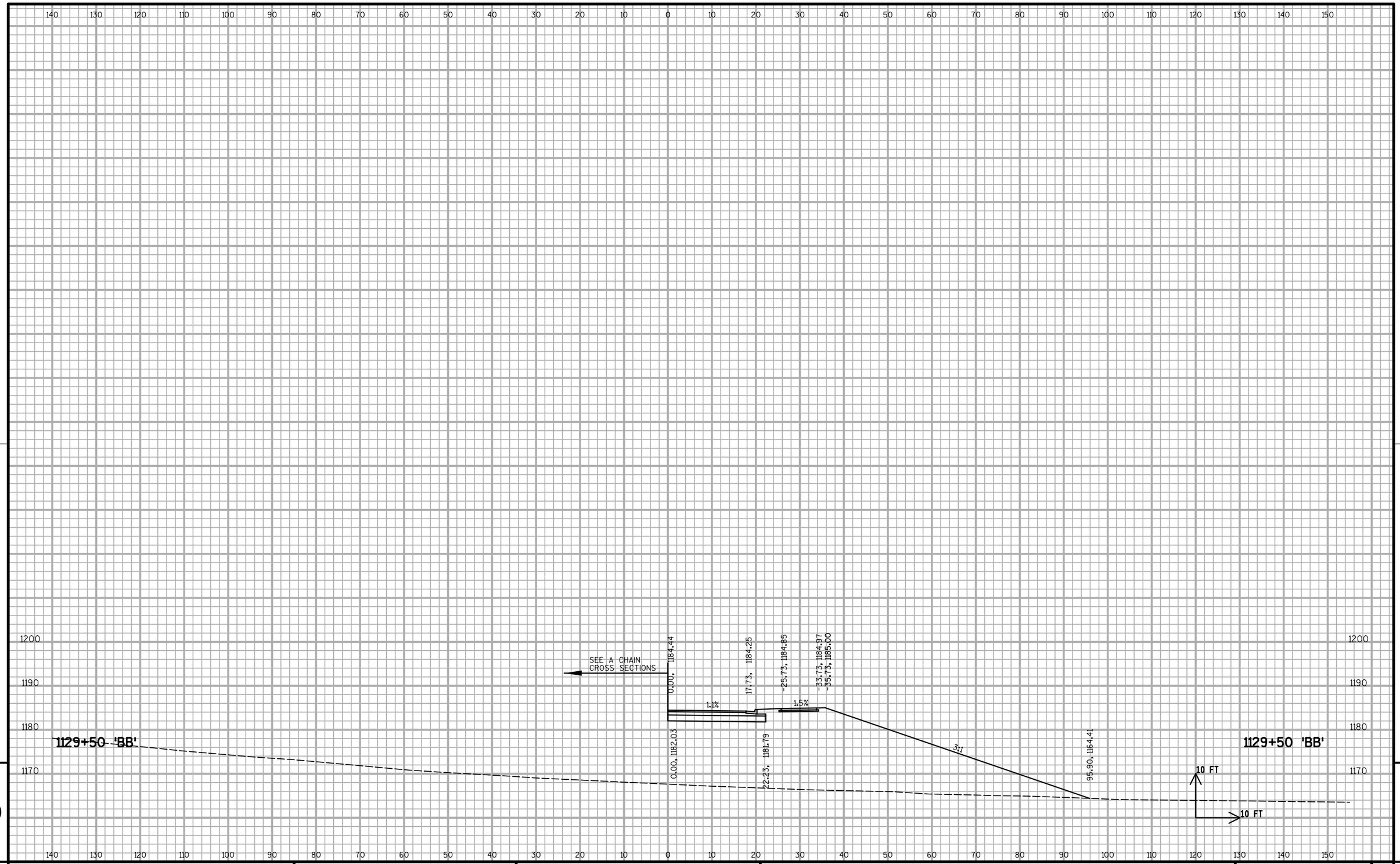
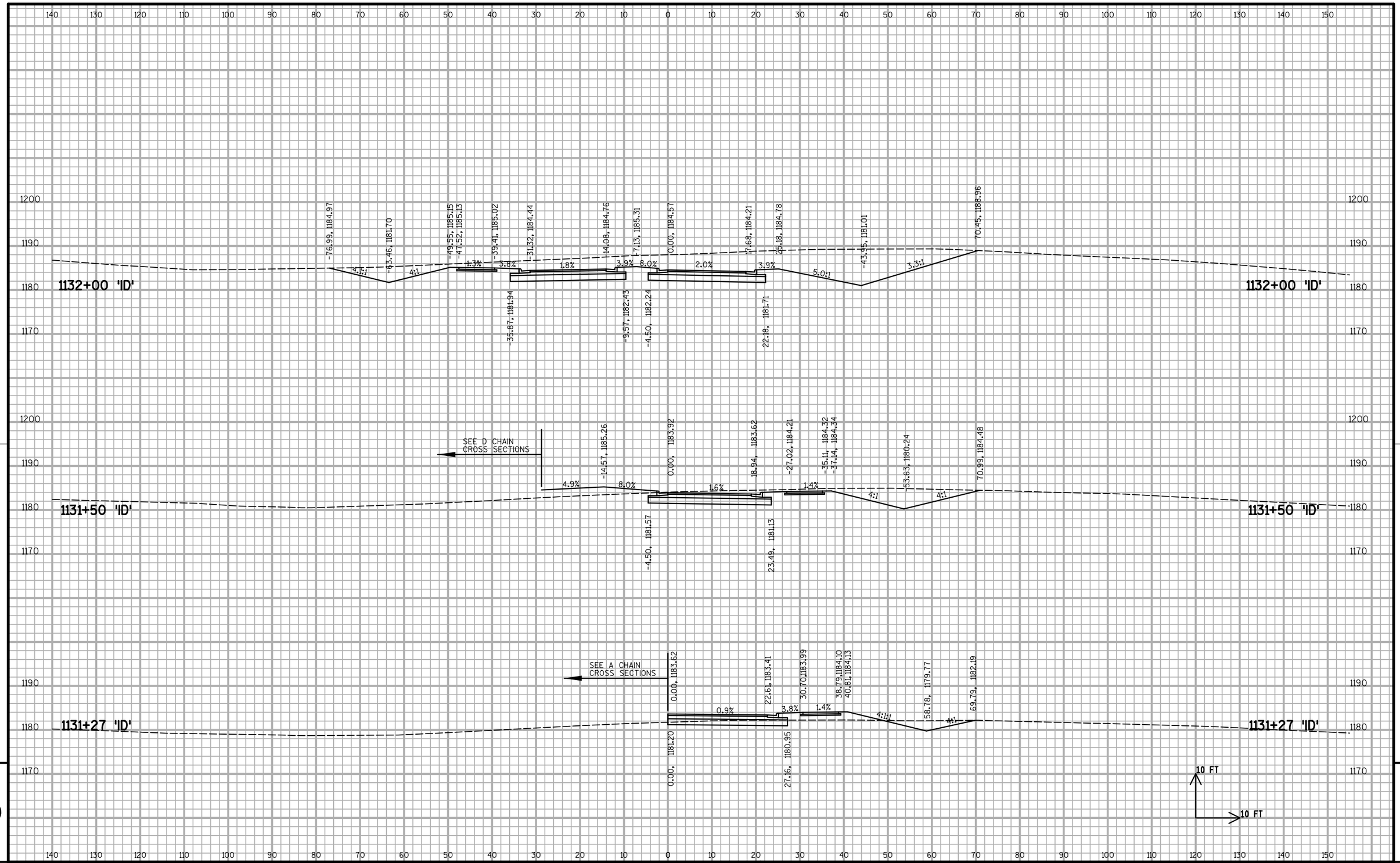
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 581	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090201_xs_CTH BB.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH BB	SHEET 582	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090201_xs_CTH BB.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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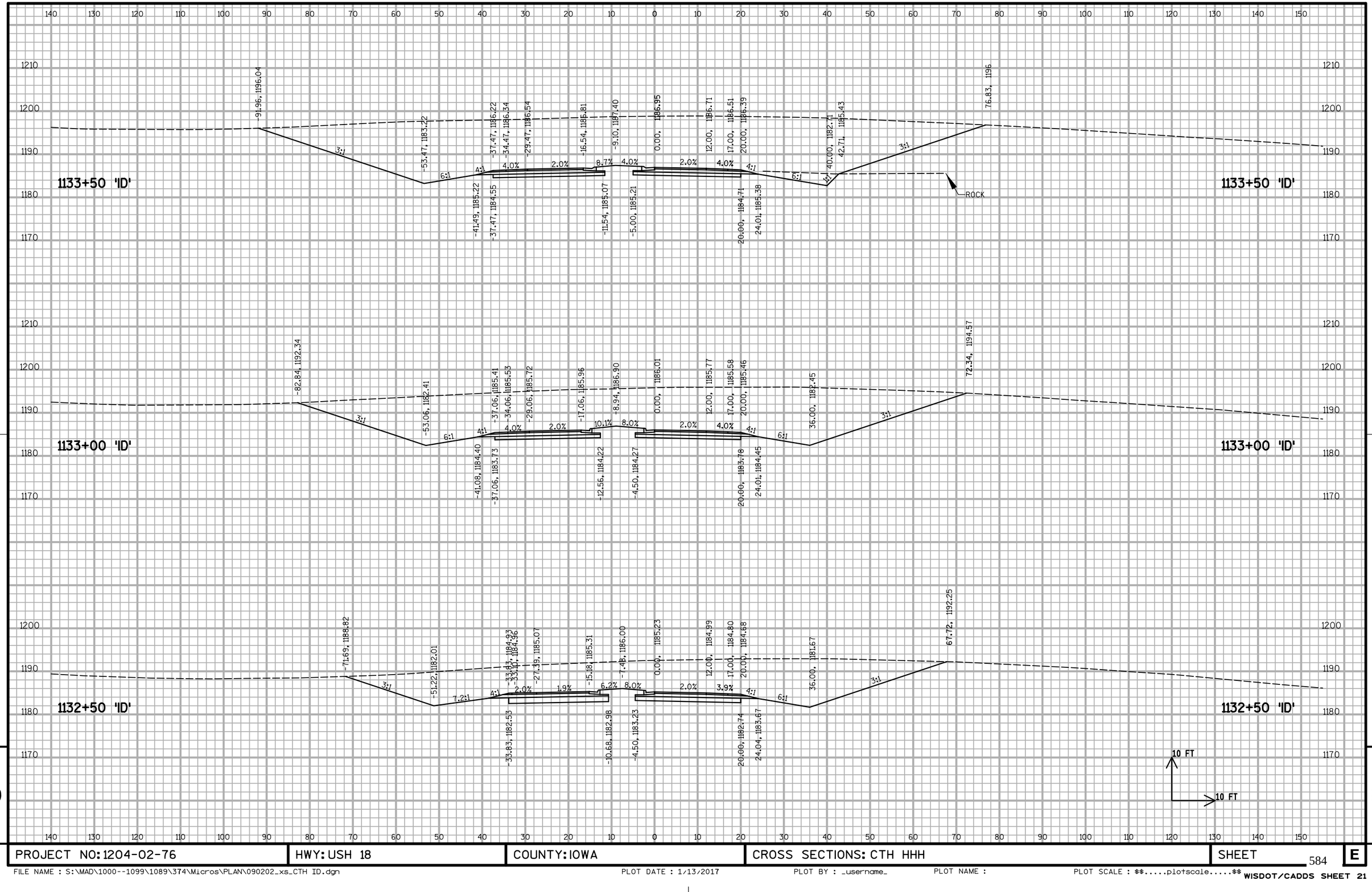
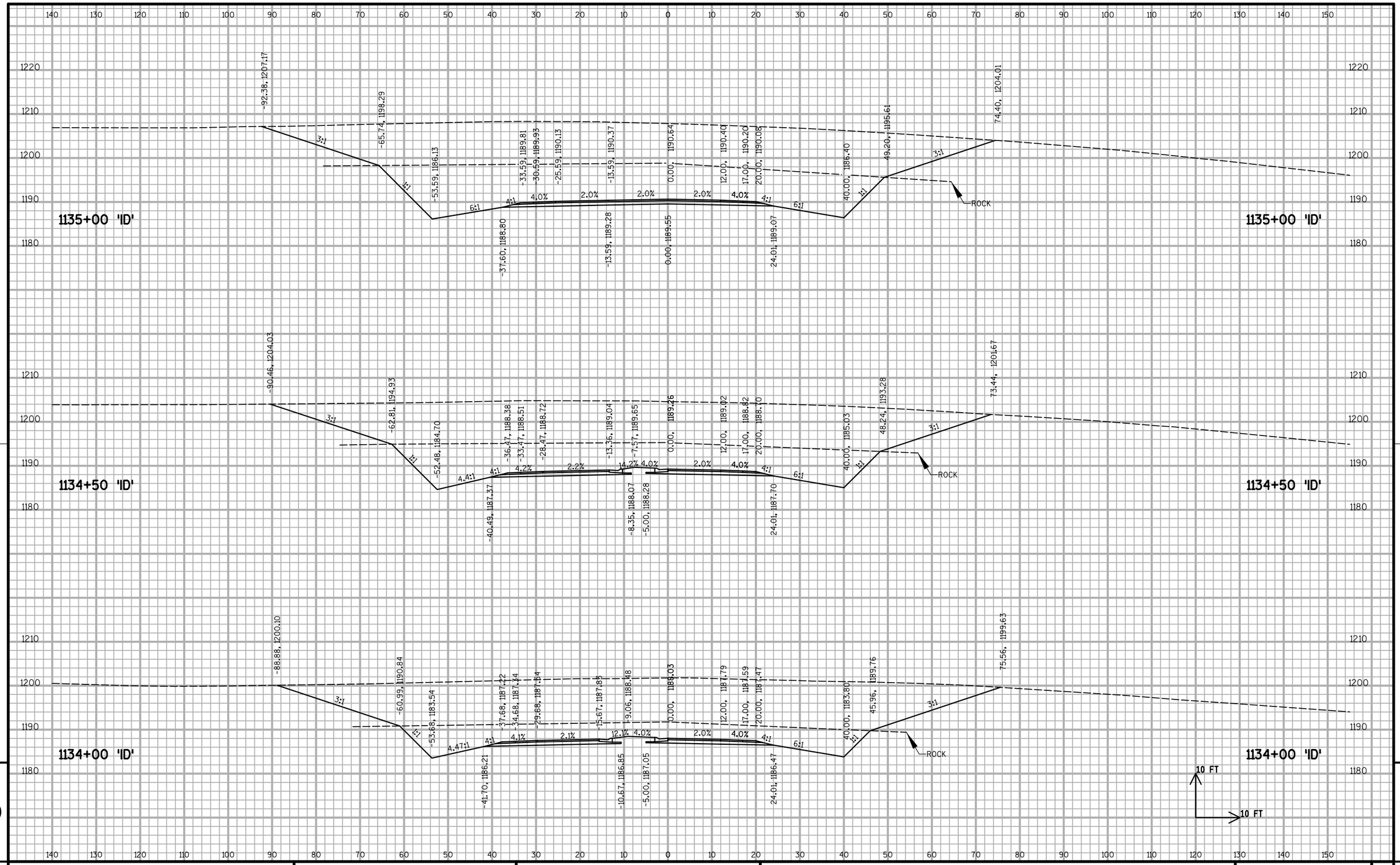
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 583	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090202_xs_CTH ID.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



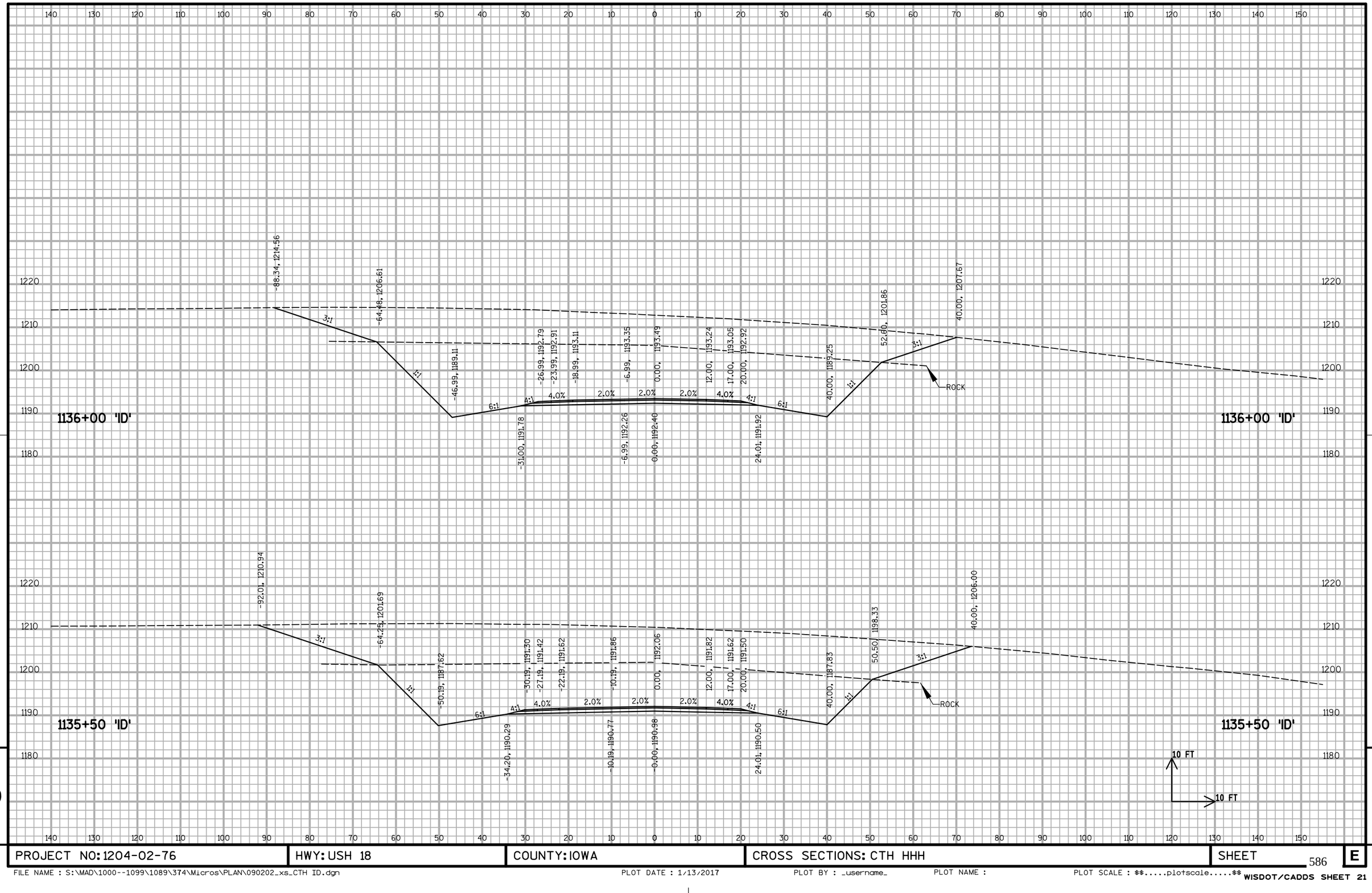
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 584	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090202_xs_CTH ID.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 585	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090202_xs_CTH ID.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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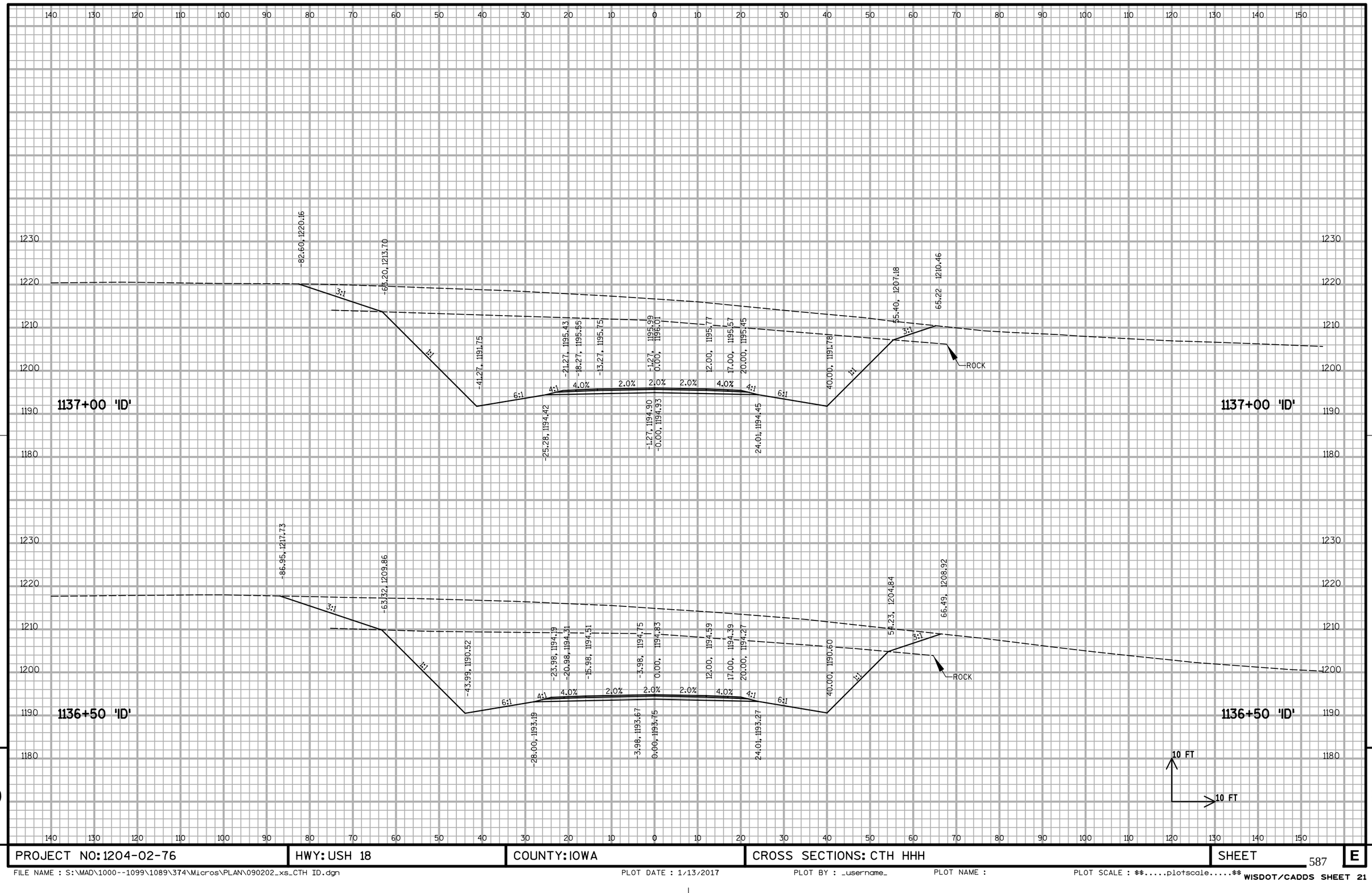
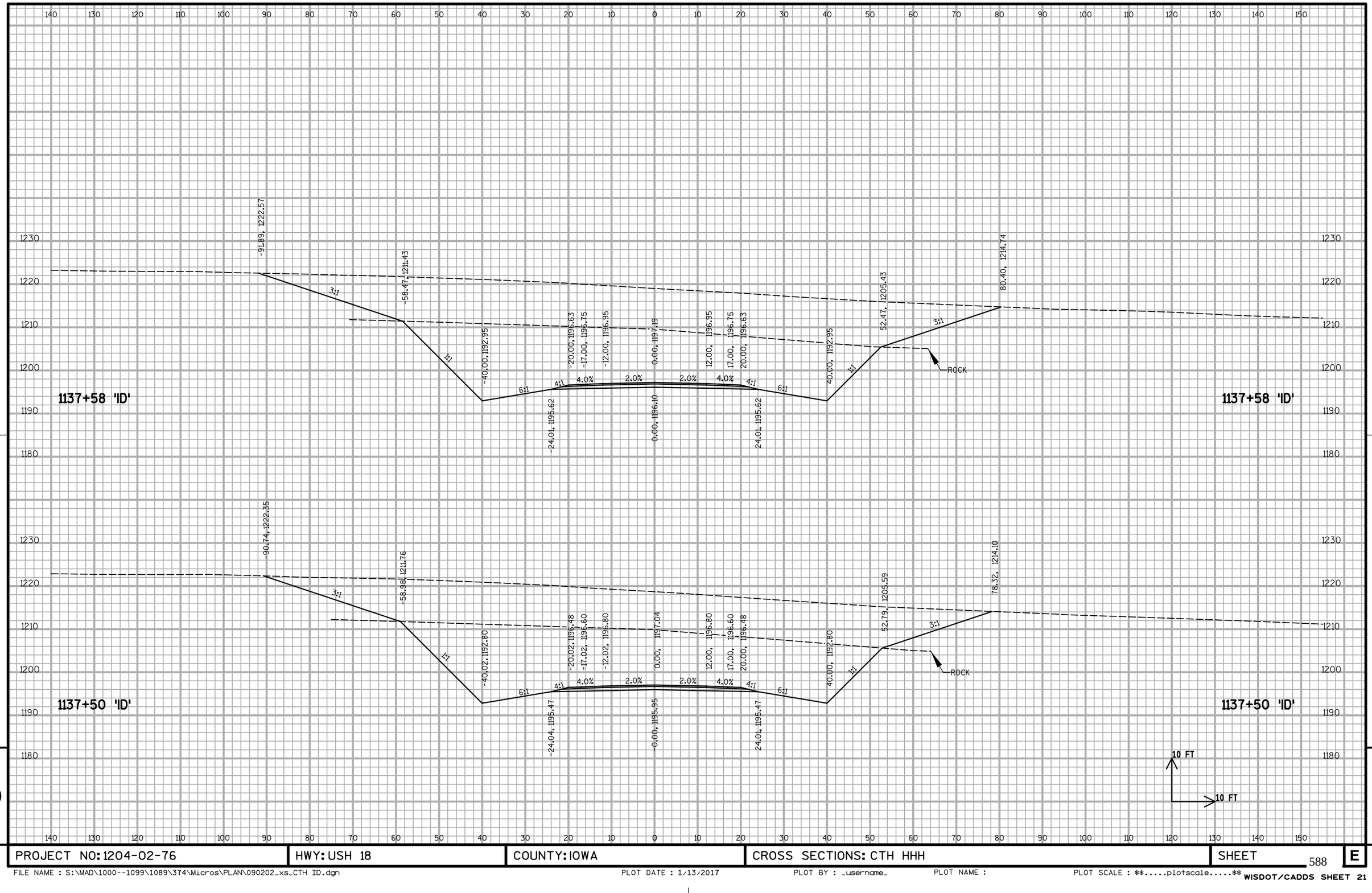
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 586	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090202_xs_CTH ID.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



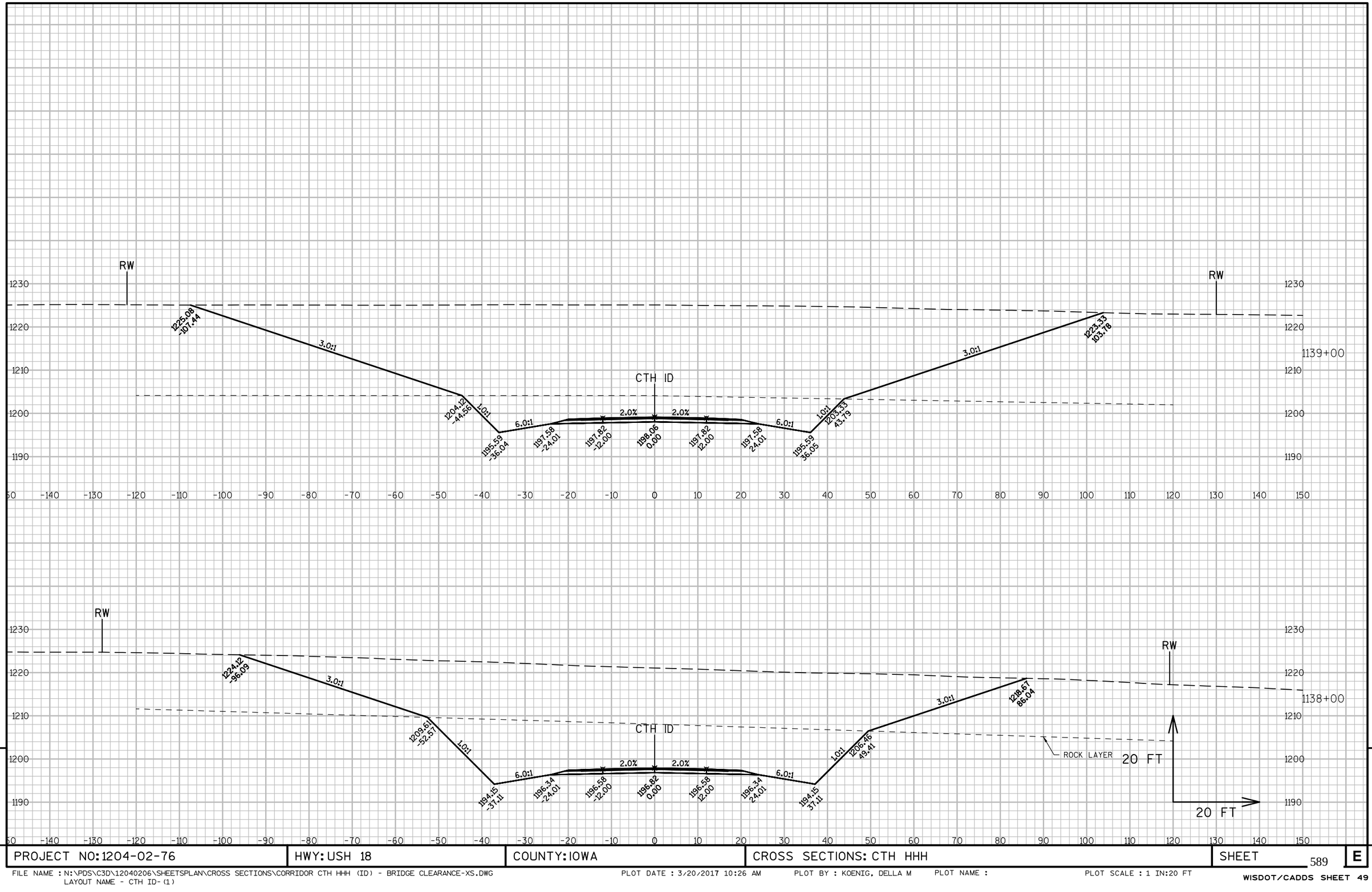
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 587 E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090202_xs_CTH ID.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 588	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090202_xs_CTH ID.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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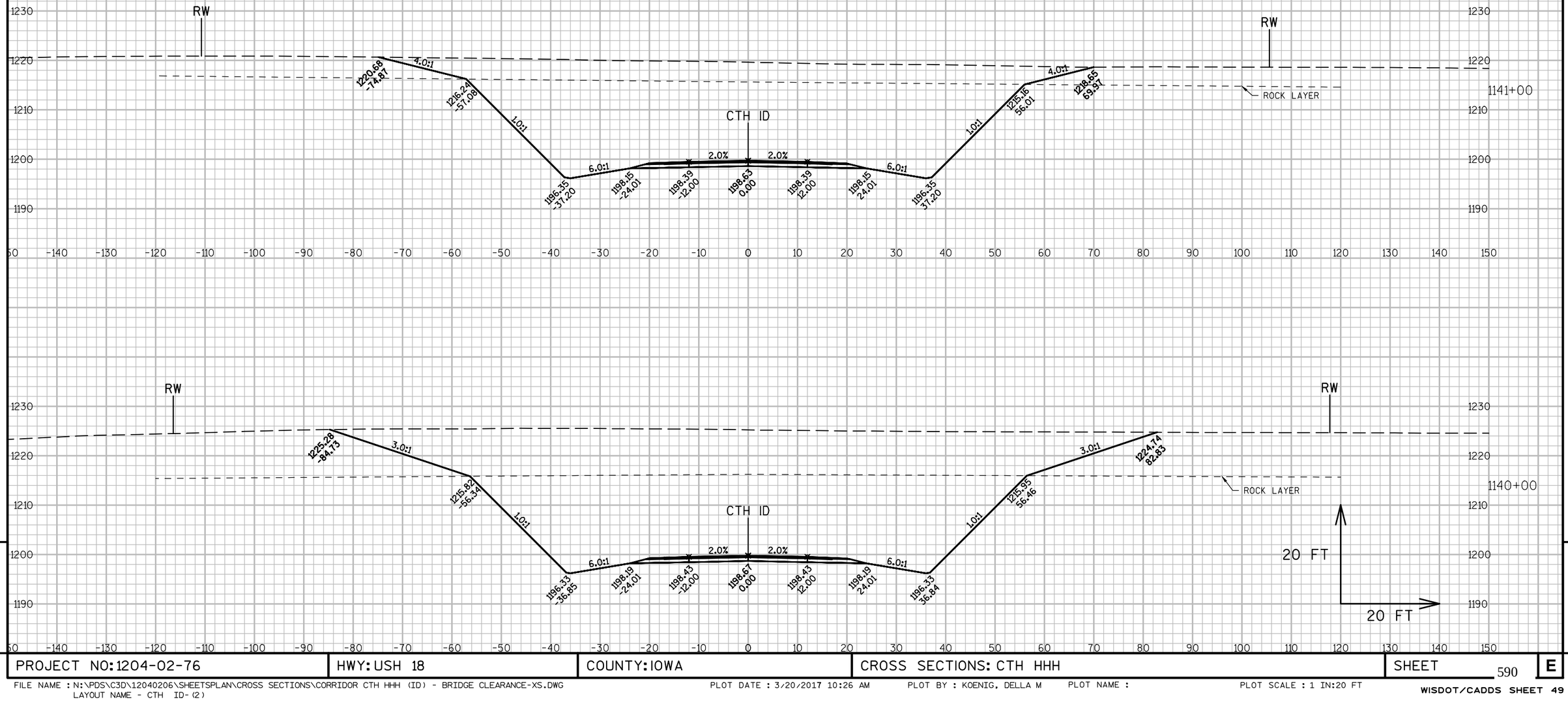
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 589	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID- (1)

PLOT DATE : 3/20/2017 10:26 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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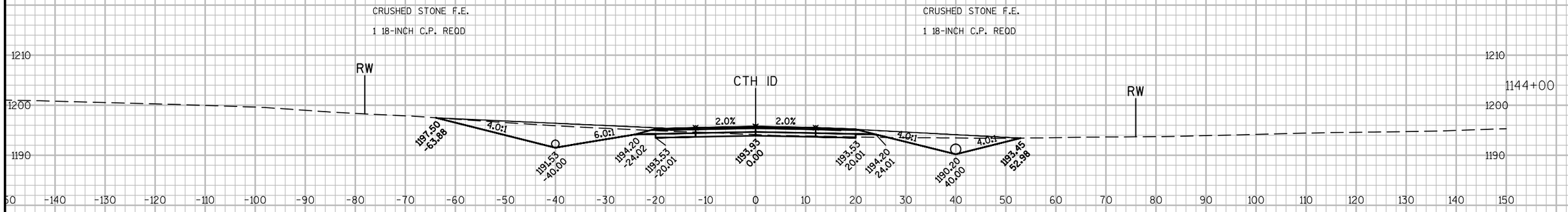
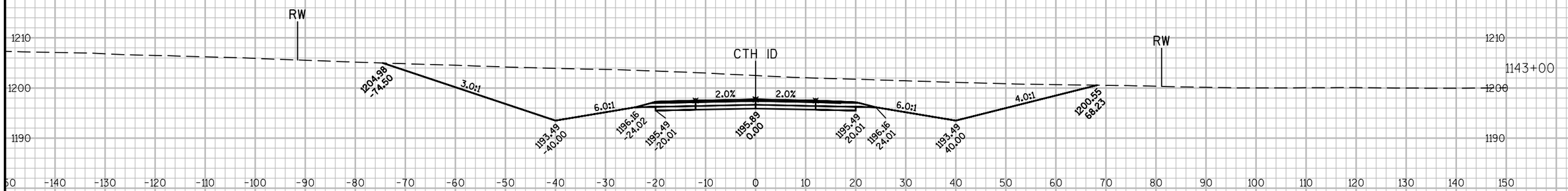
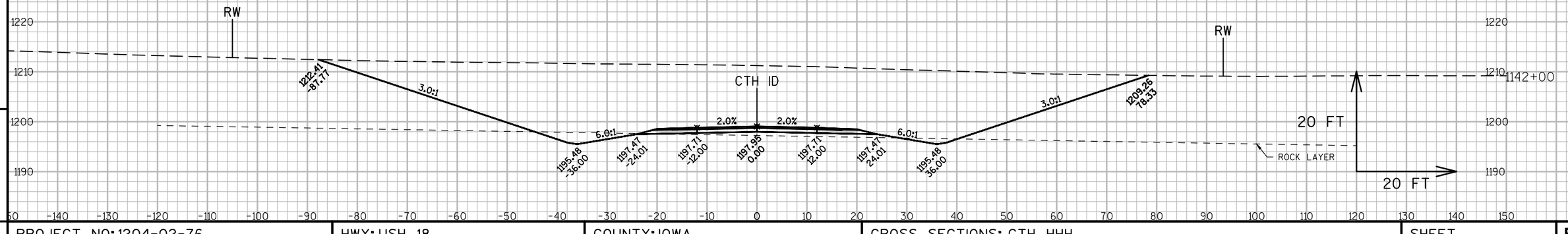
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 590	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID- (2)

PLOT DATE : 3/20/2017 10:26 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT







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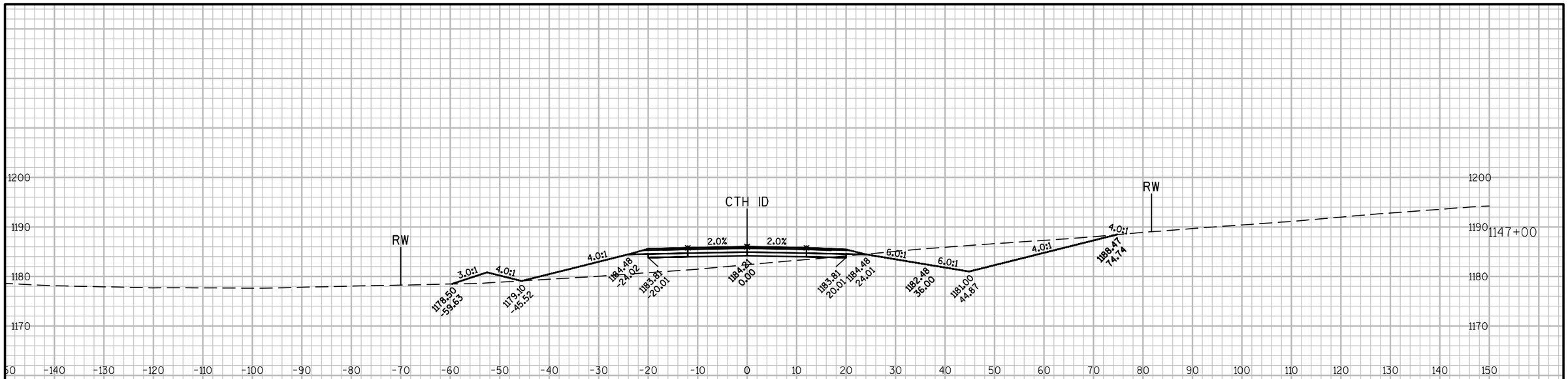
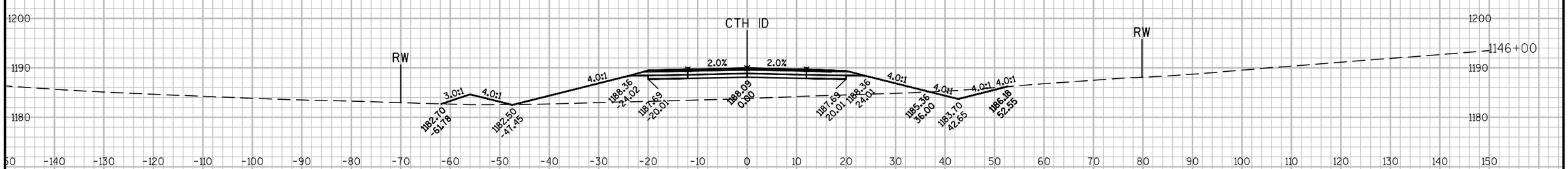
9

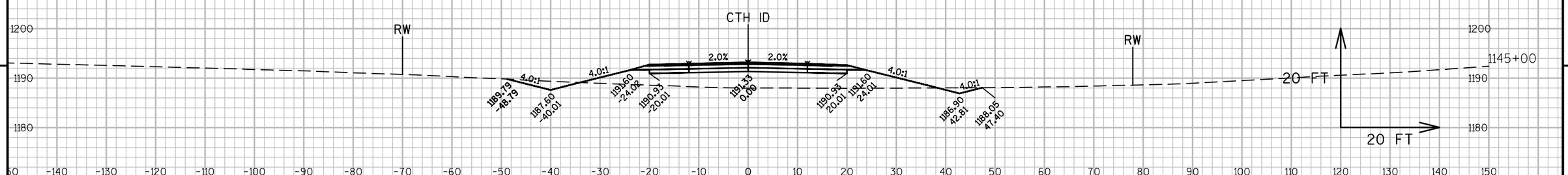
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 591	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(3)

PLOT DATE : 3/20/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT







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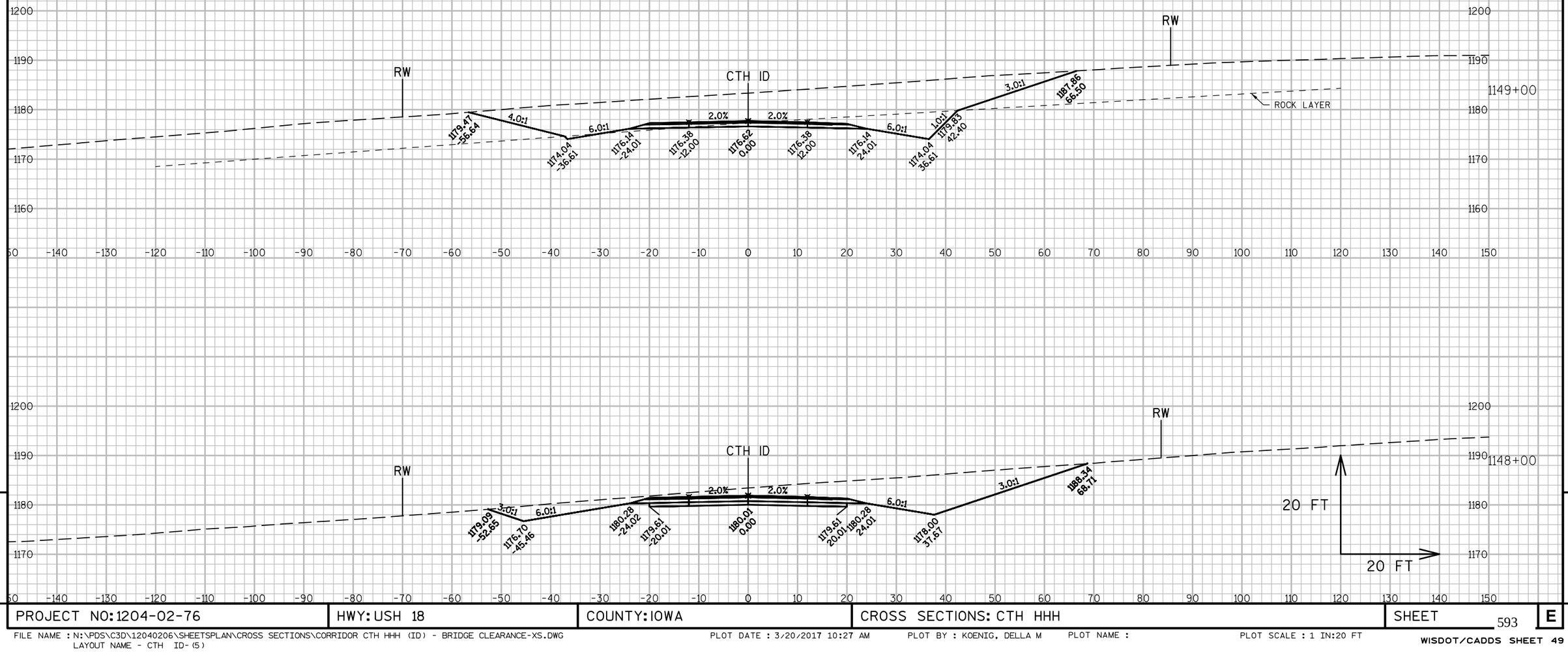
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 592	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(4)

PLOT DATE : 3/20/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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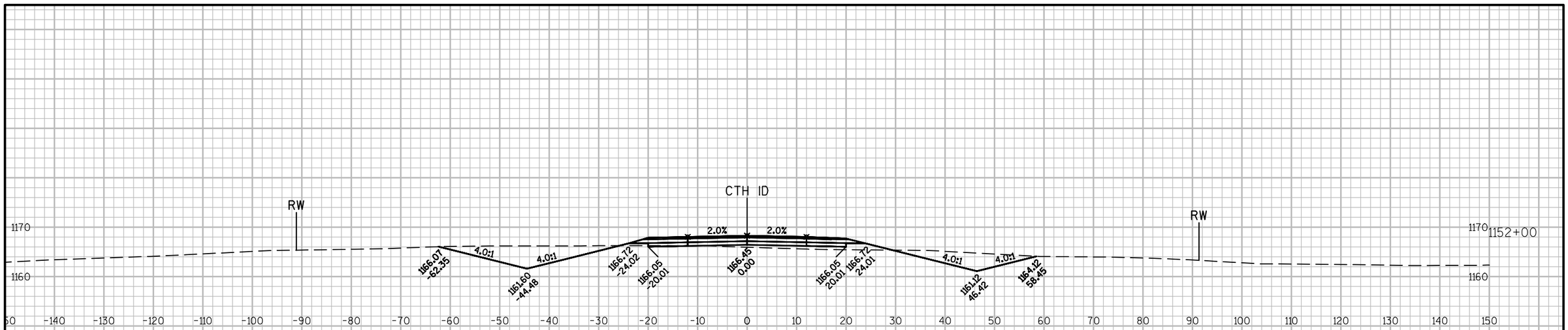
9

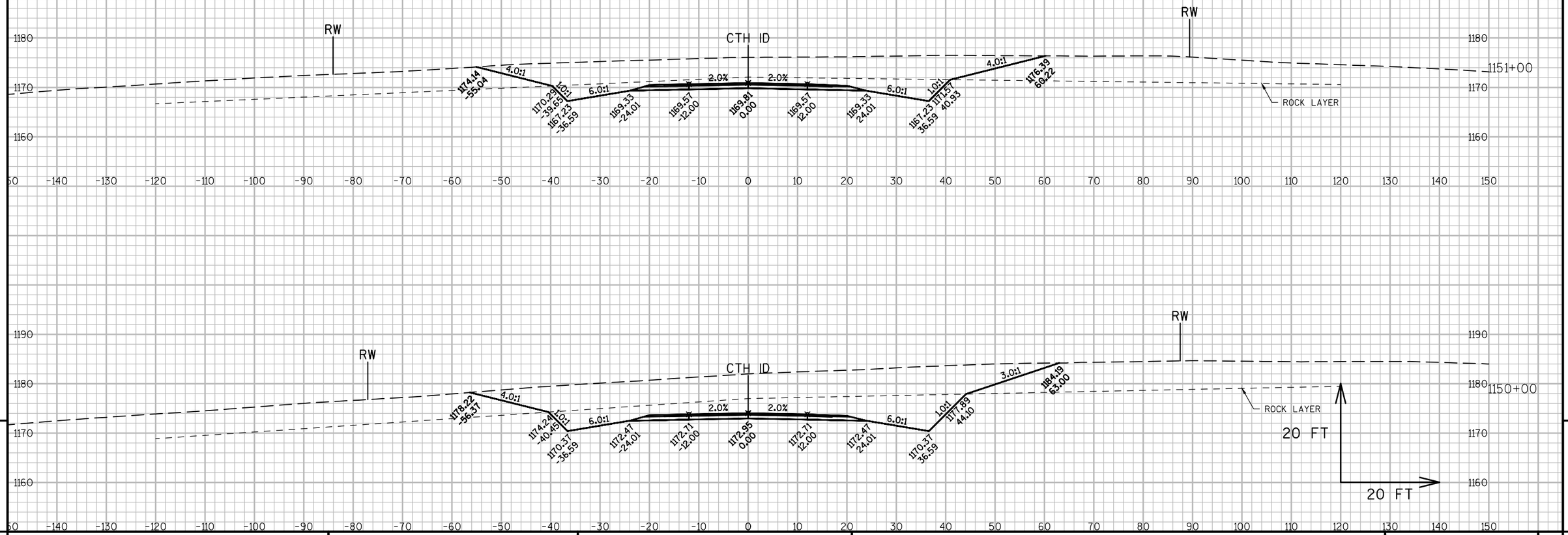
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 593	E

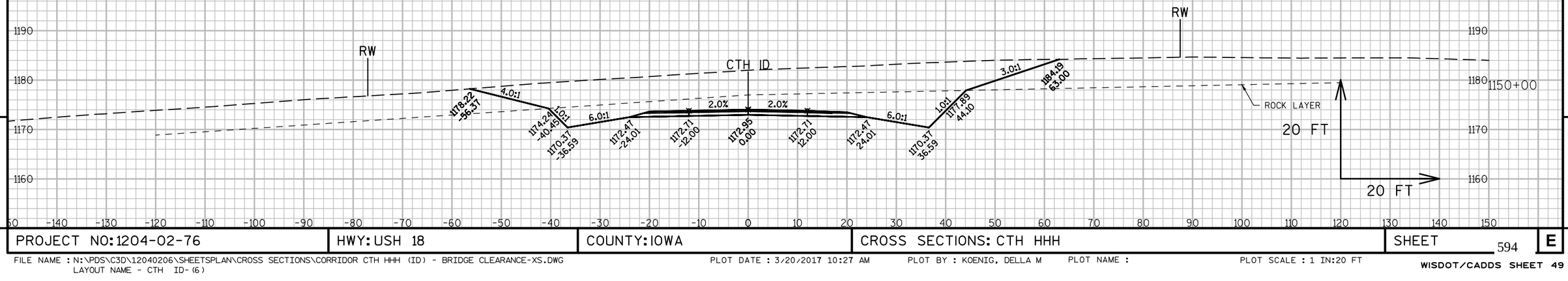
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(5)

PLOT DATE : 3/20/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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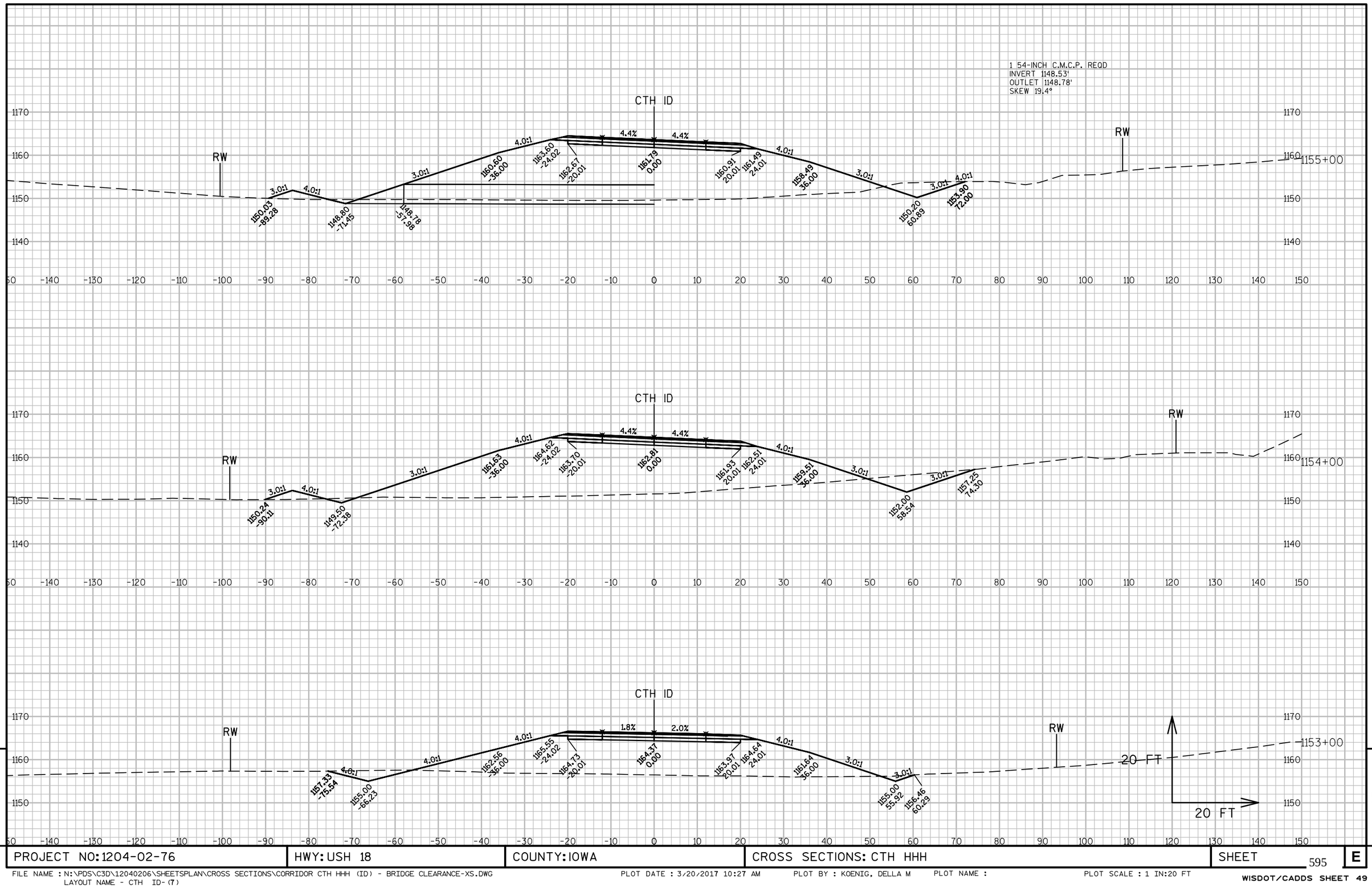
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 594	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID- (6)

PLOT DATE : 3/20/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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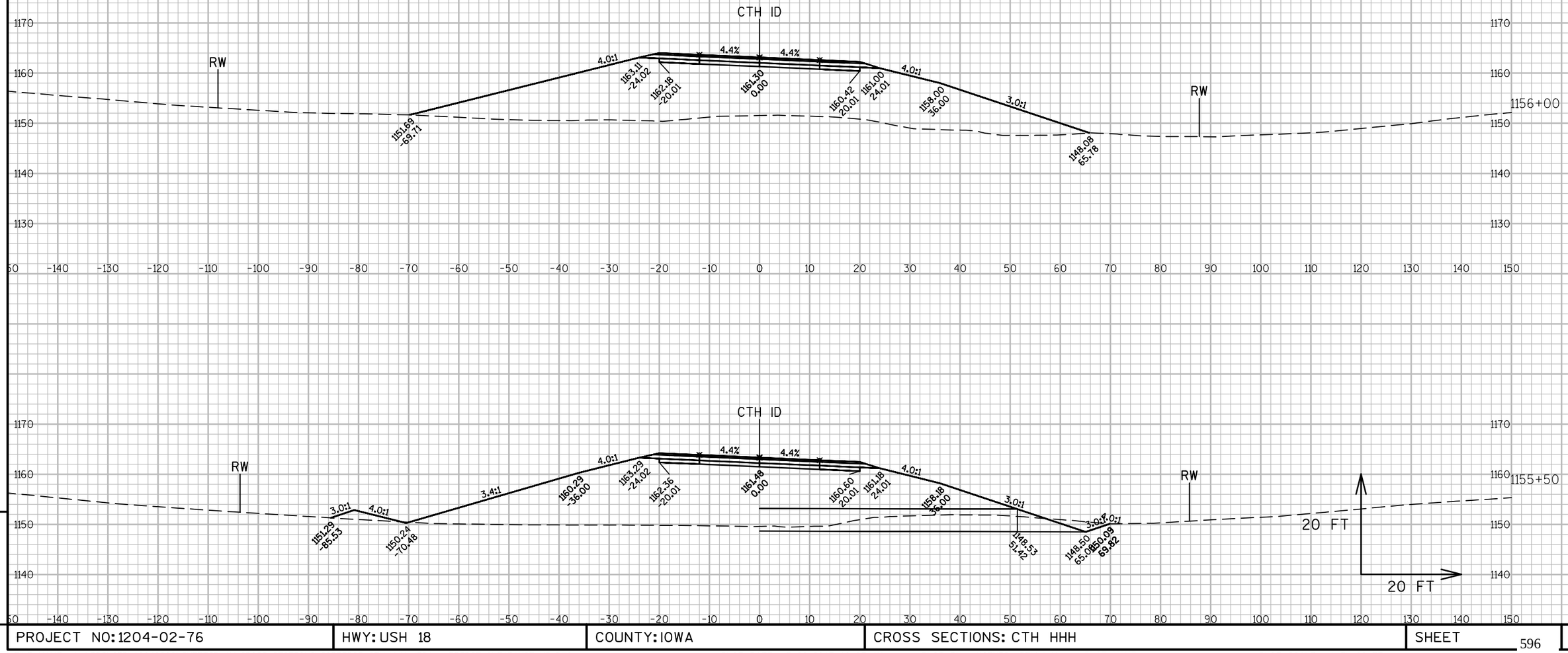
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 595	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID- (7)

PLOT DATE : 3/20/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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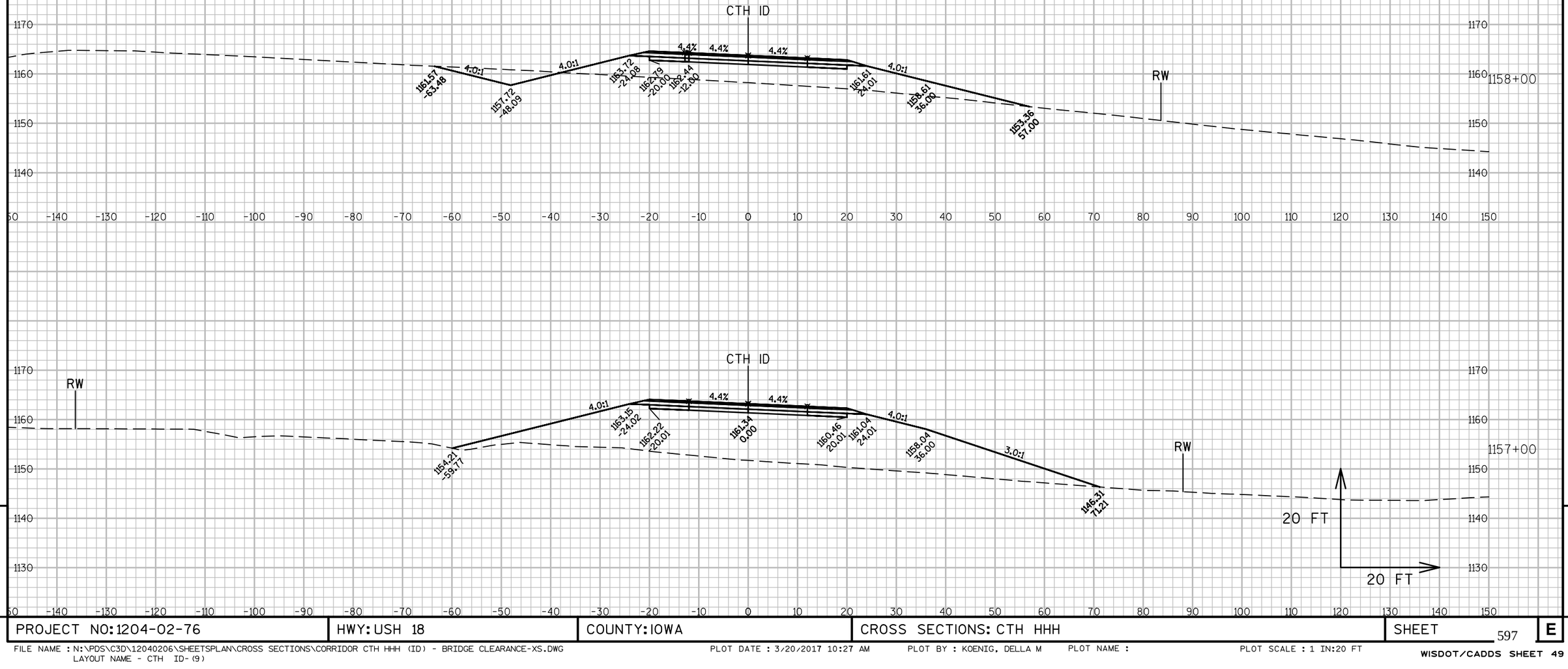
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 596	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(8)

PLOT DATE : 3/20/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

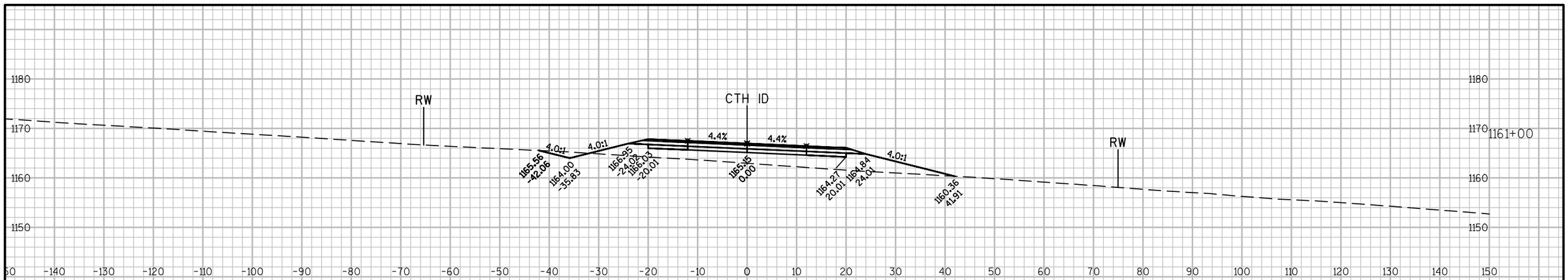


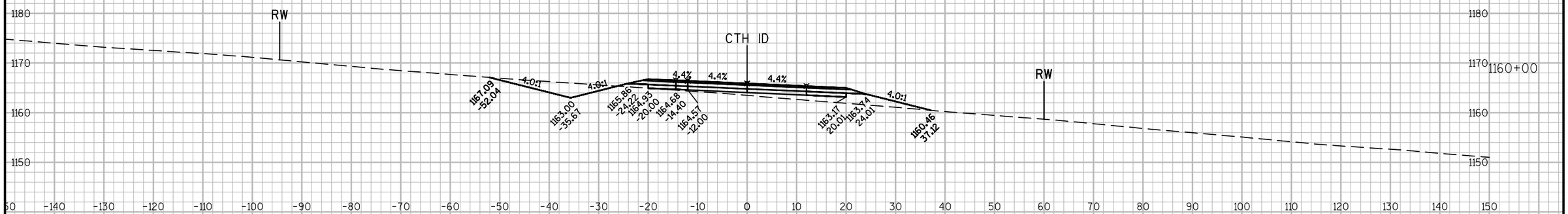
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 597	E

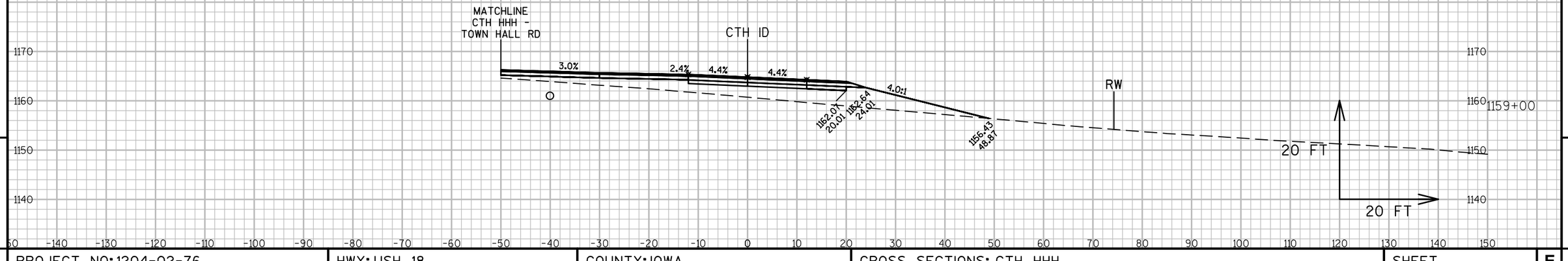
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID- (9)

PLOT DATE : 3/20/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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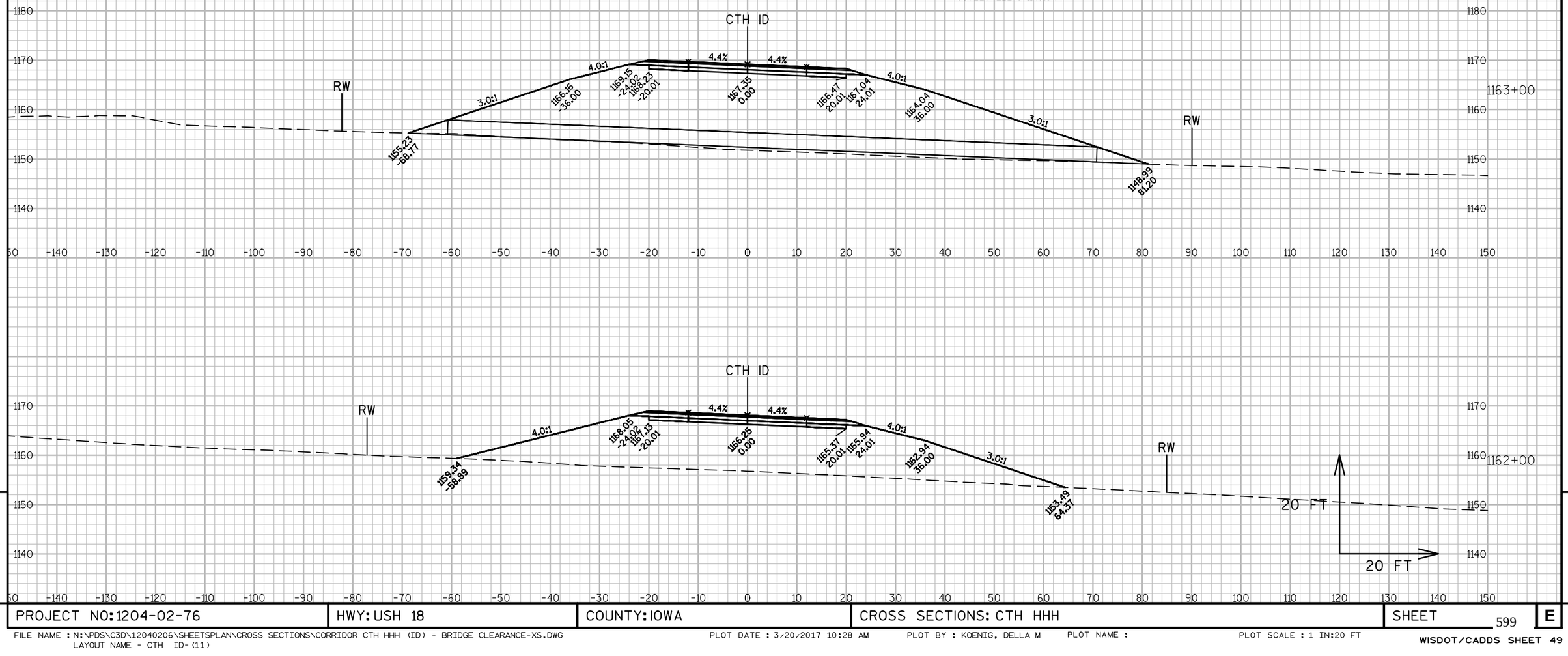
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 598	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(10)

PLOT DATE : 3/20/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 599	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(11)

PLOT DATE : 3/20/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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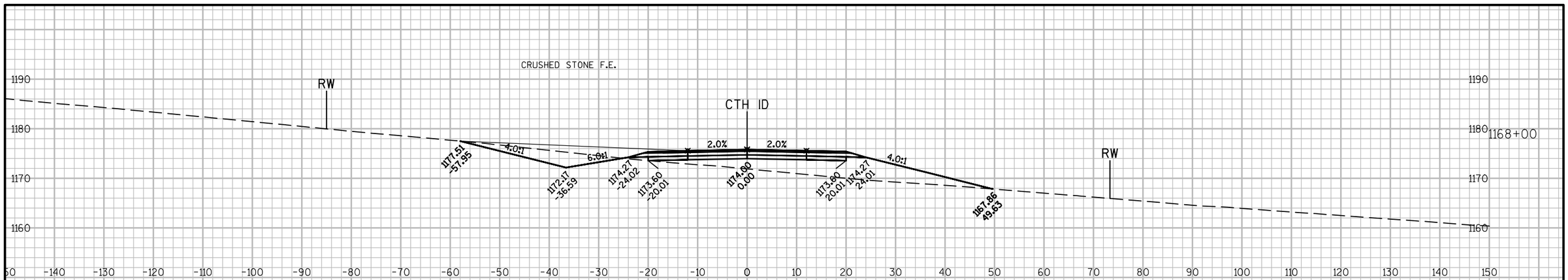
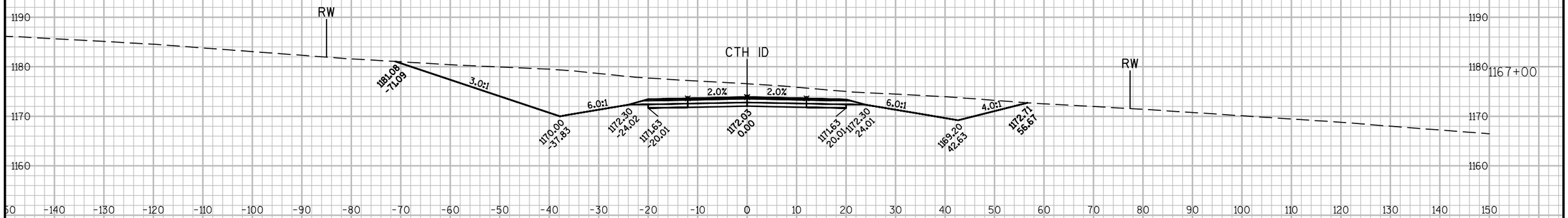
9

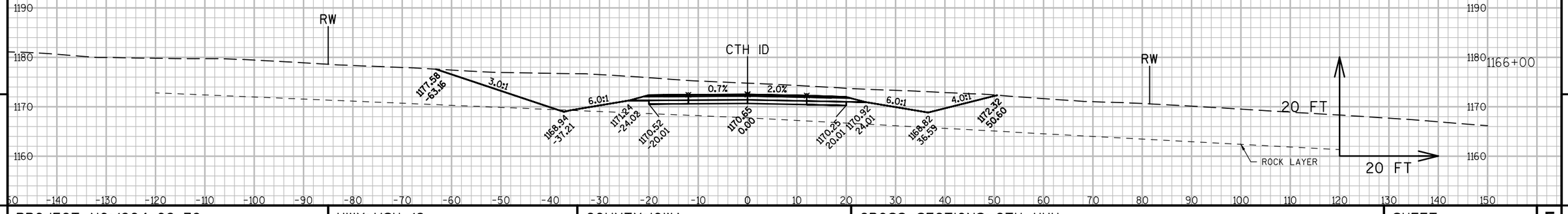
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 600	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(12)

PLOT DATE : 3/20/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT







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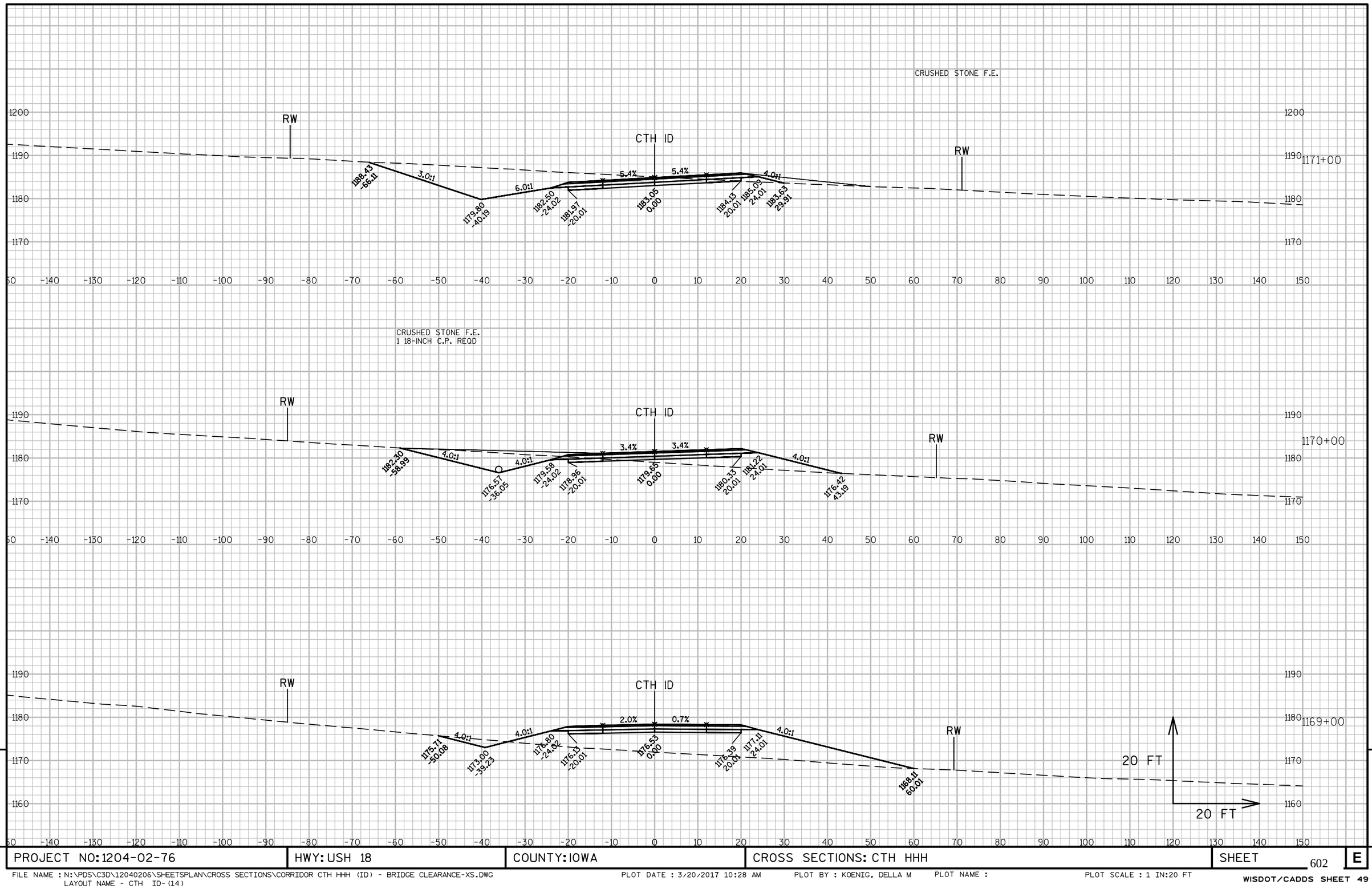
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 601	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(13)

PLOT DATE : 3/20/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

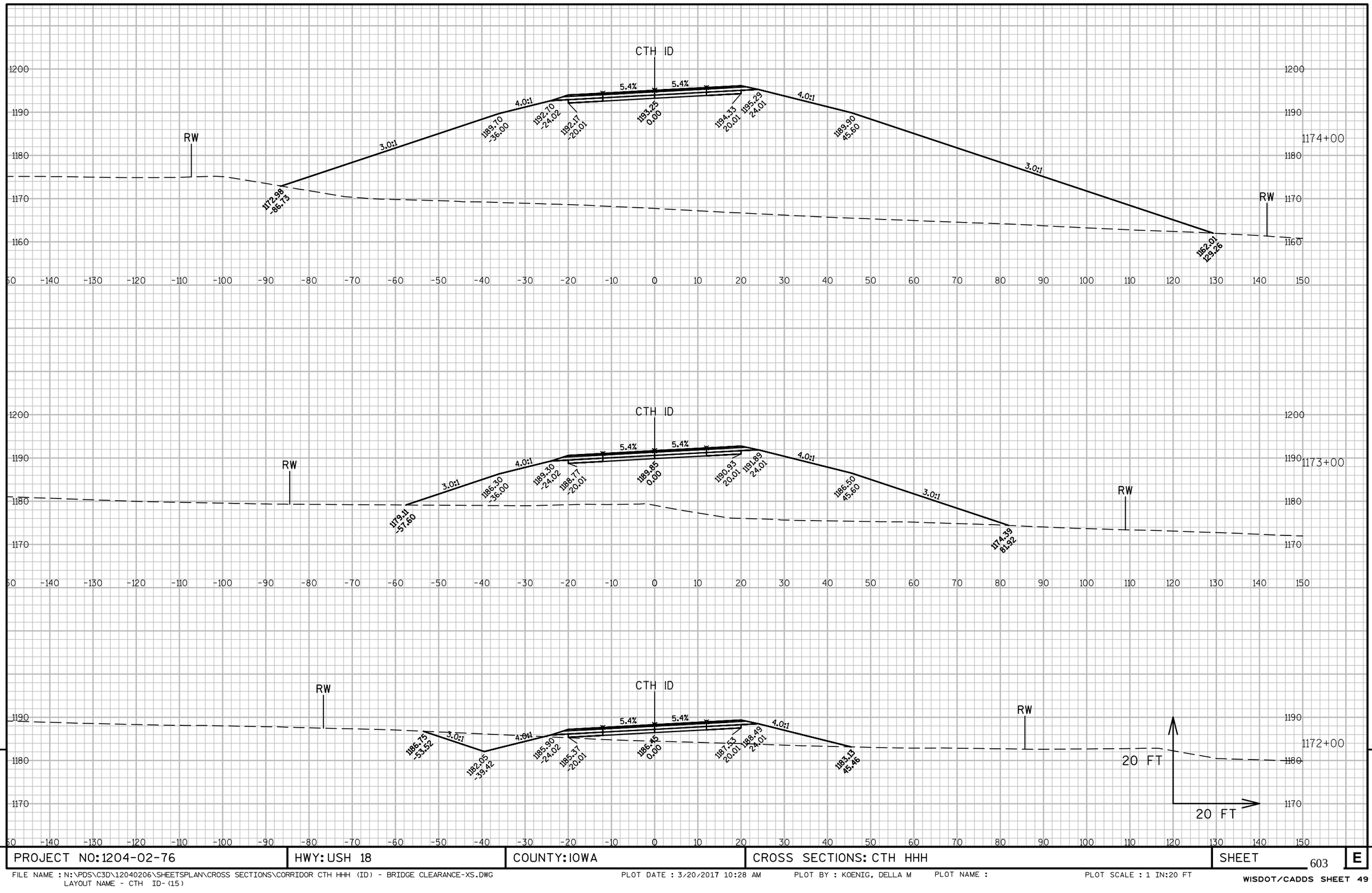


PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 602	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(14)

PLOT DATE : 3/20/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

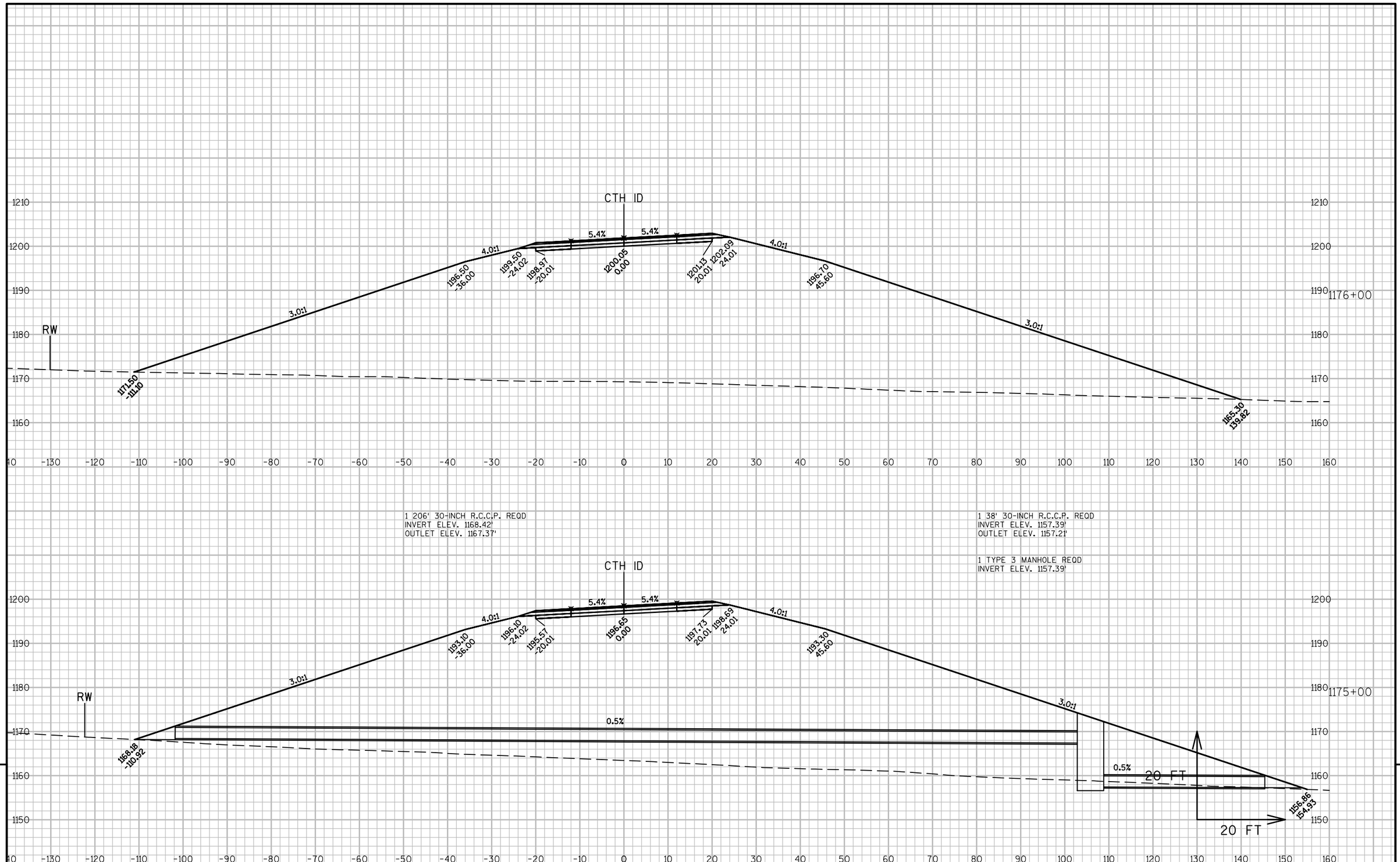


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 603	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(15)

PLOT DATE : 3/20/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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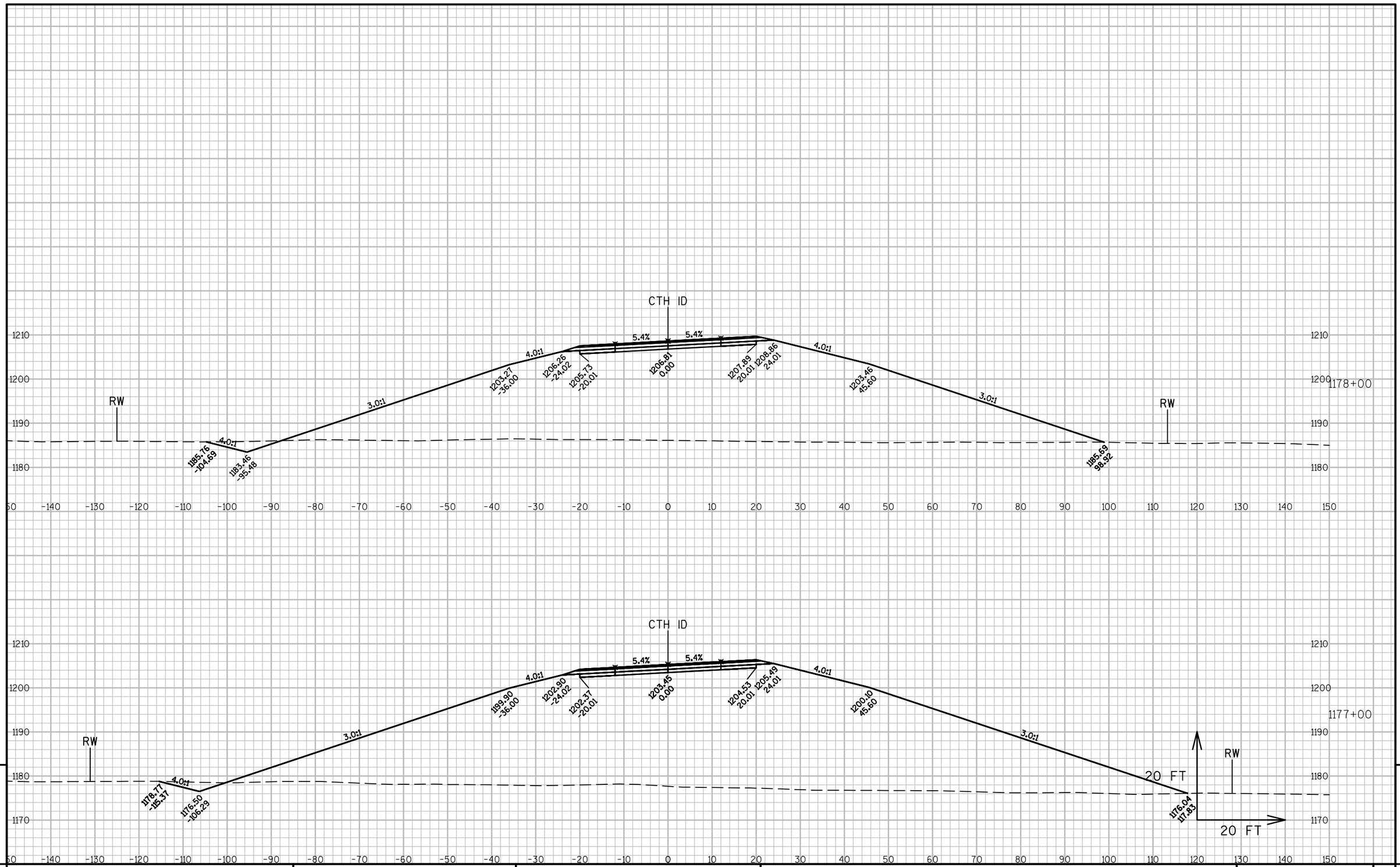
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 604	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(16)
PLOT DATE : 3/20/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

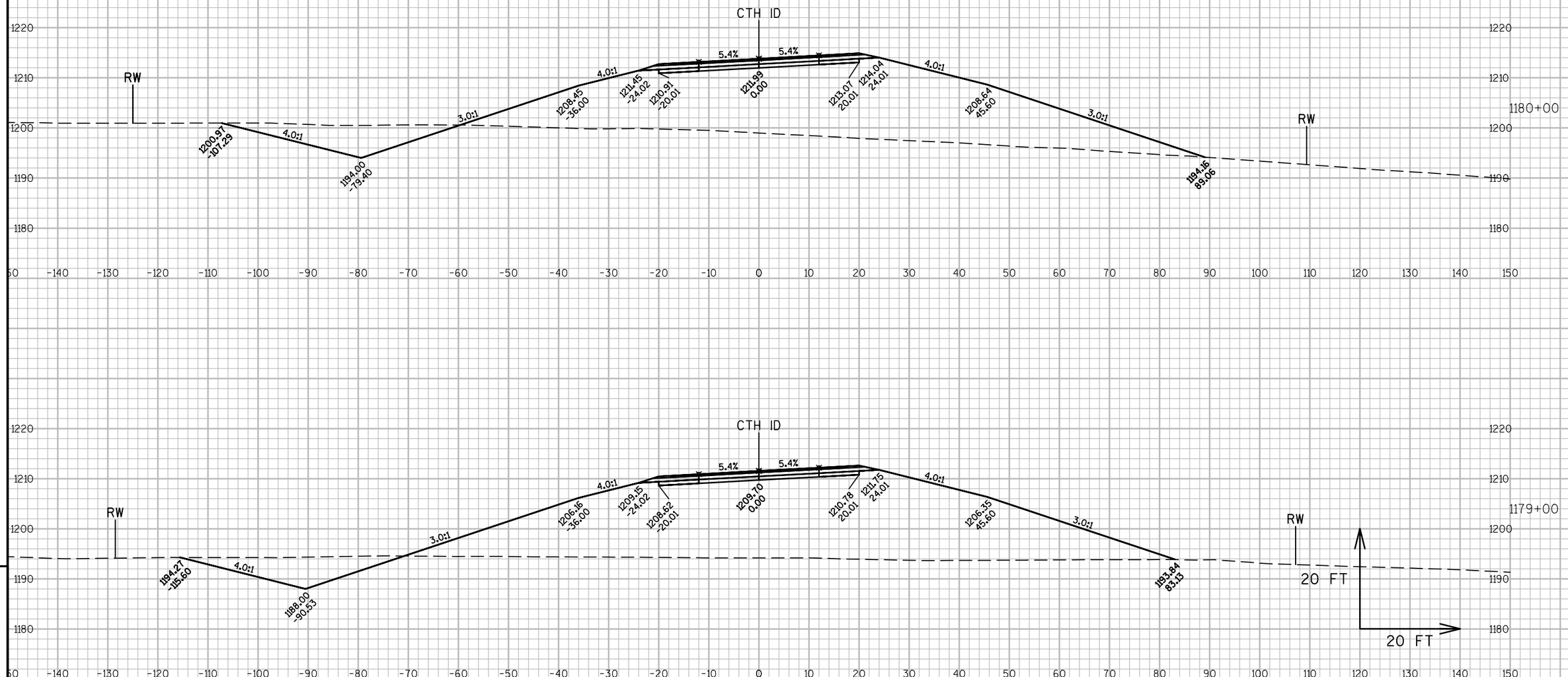
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 605	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(17)

PLOT DATE : 3/20/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

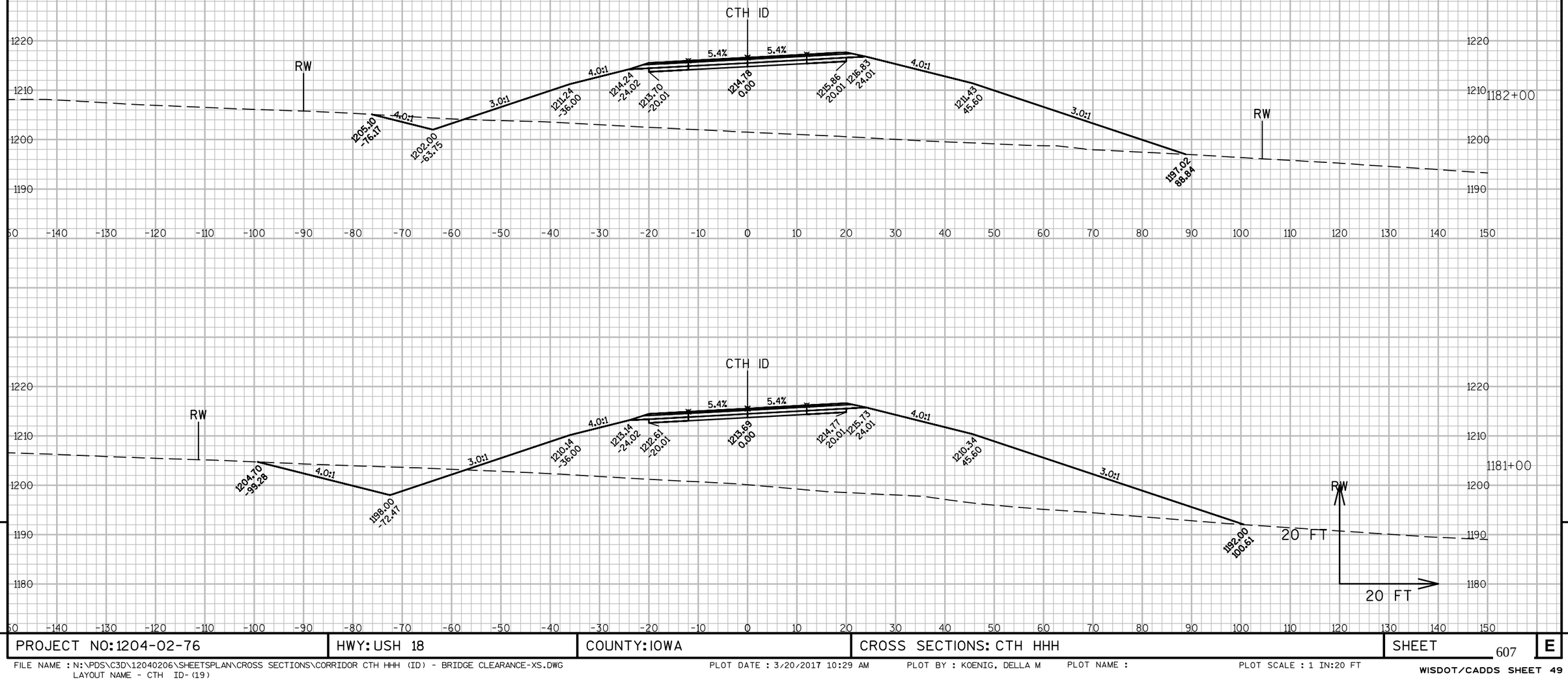


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 606	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(18)

PLOT DATE : 3/20/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 607	E

9

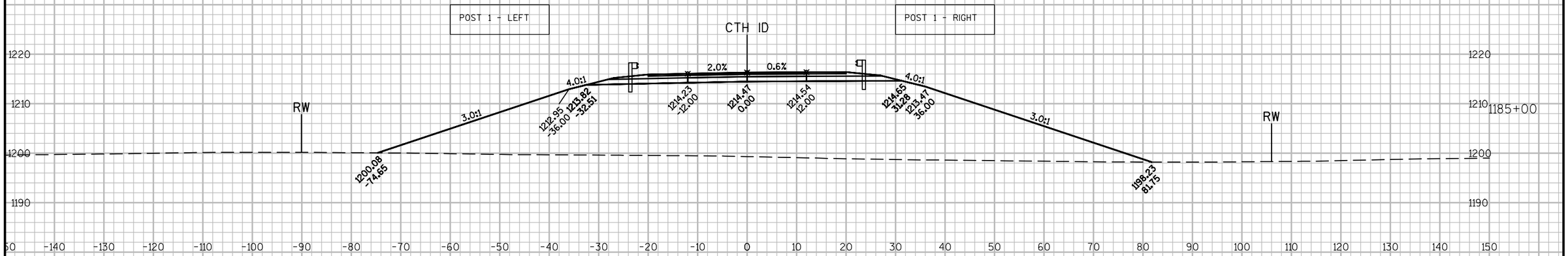
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(19)

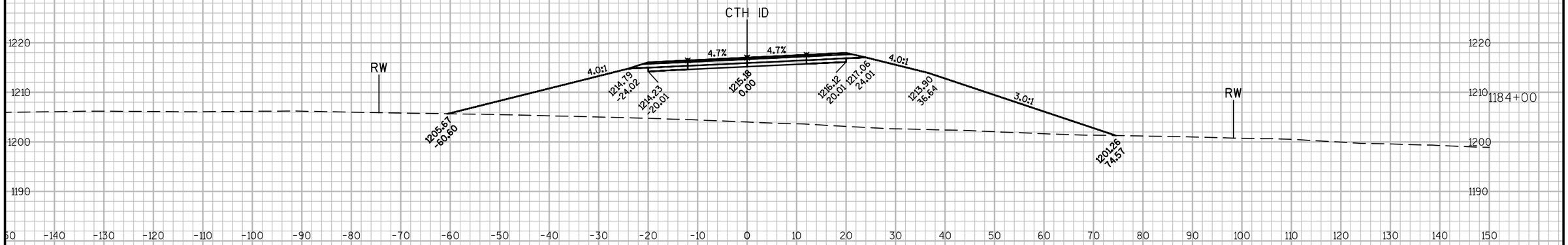
PLOT DATE : 3/20/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

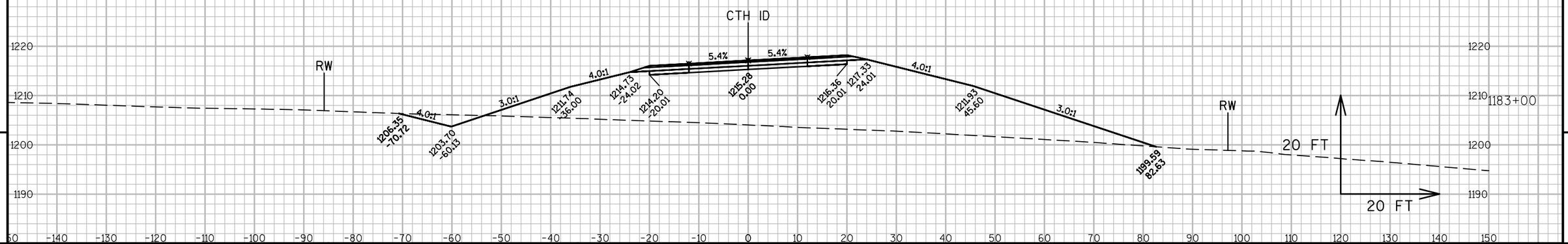
WISDOT/CADDS SHEET 49

POST 1 - LEFT

POST 1 - RIGHT







9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 608	E

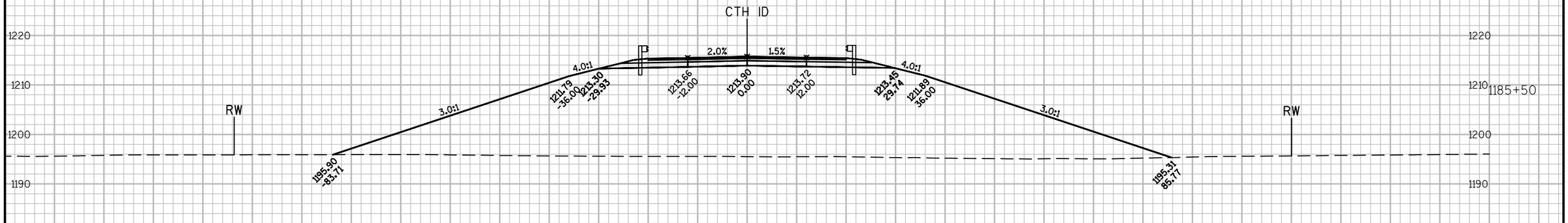
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(20)

PLOT DATE : 3/20/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

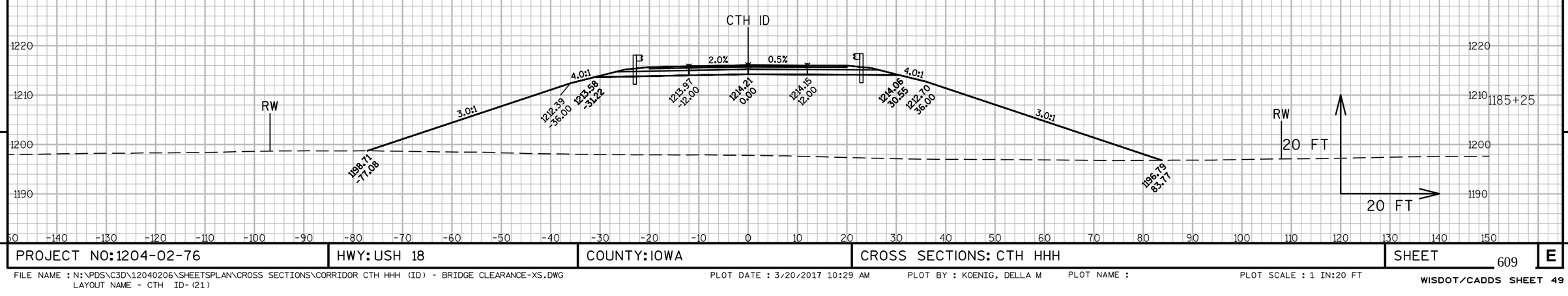
POST 9 - LEFT

POST 9 - RIGHT



POST 5 - LEFT

POST 5 - RIGHT



9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 609	E

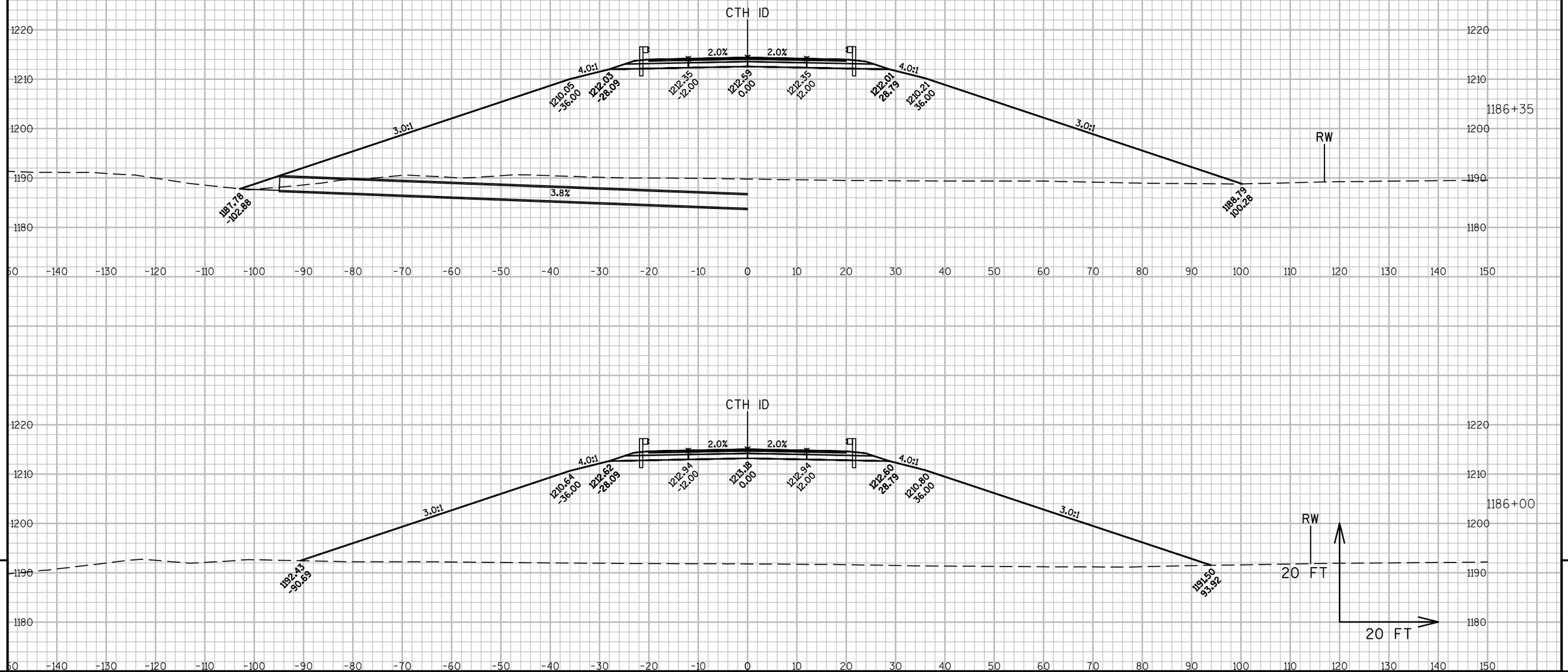
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(21)

PLOT DATE : 3/20/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

B-25-175

1 228 FT 24-INCH CMP REQD
INVERT ELEV. 1187.59'
OUTLET ELEV. 1180.09'
SKEW 29.14°



9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 610	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(22)
PLOT DATE : 3/20/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

B-25-175

CTH ID

2.0% 2.0%

1187+50

1220
1210
1200
1190
1180

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

B-25-175

CTH ID

2.0% 2.0%

1187+00

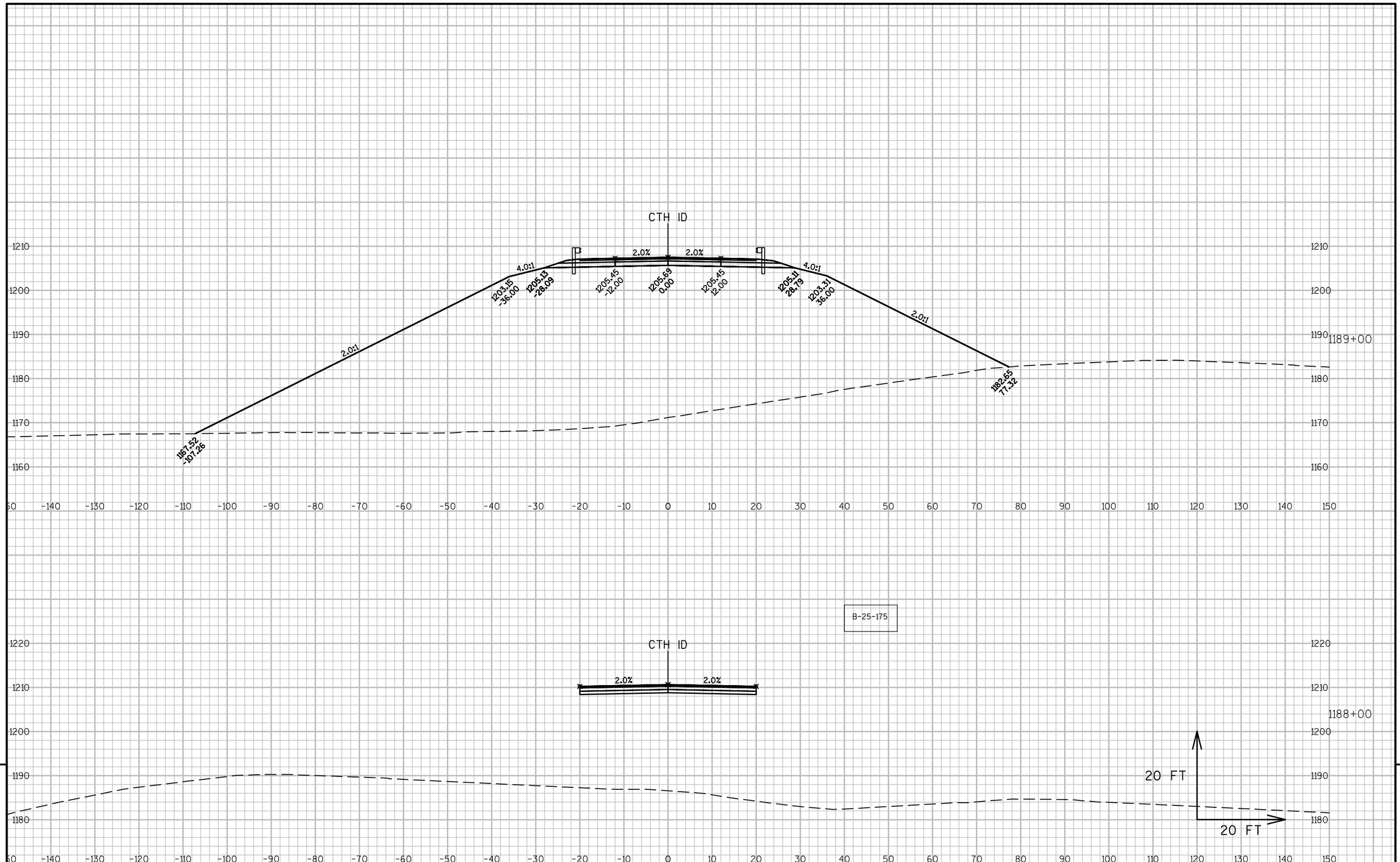
20 FT RW 20 FT

9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 611	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(23)

PLOT DATE : 3/20/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

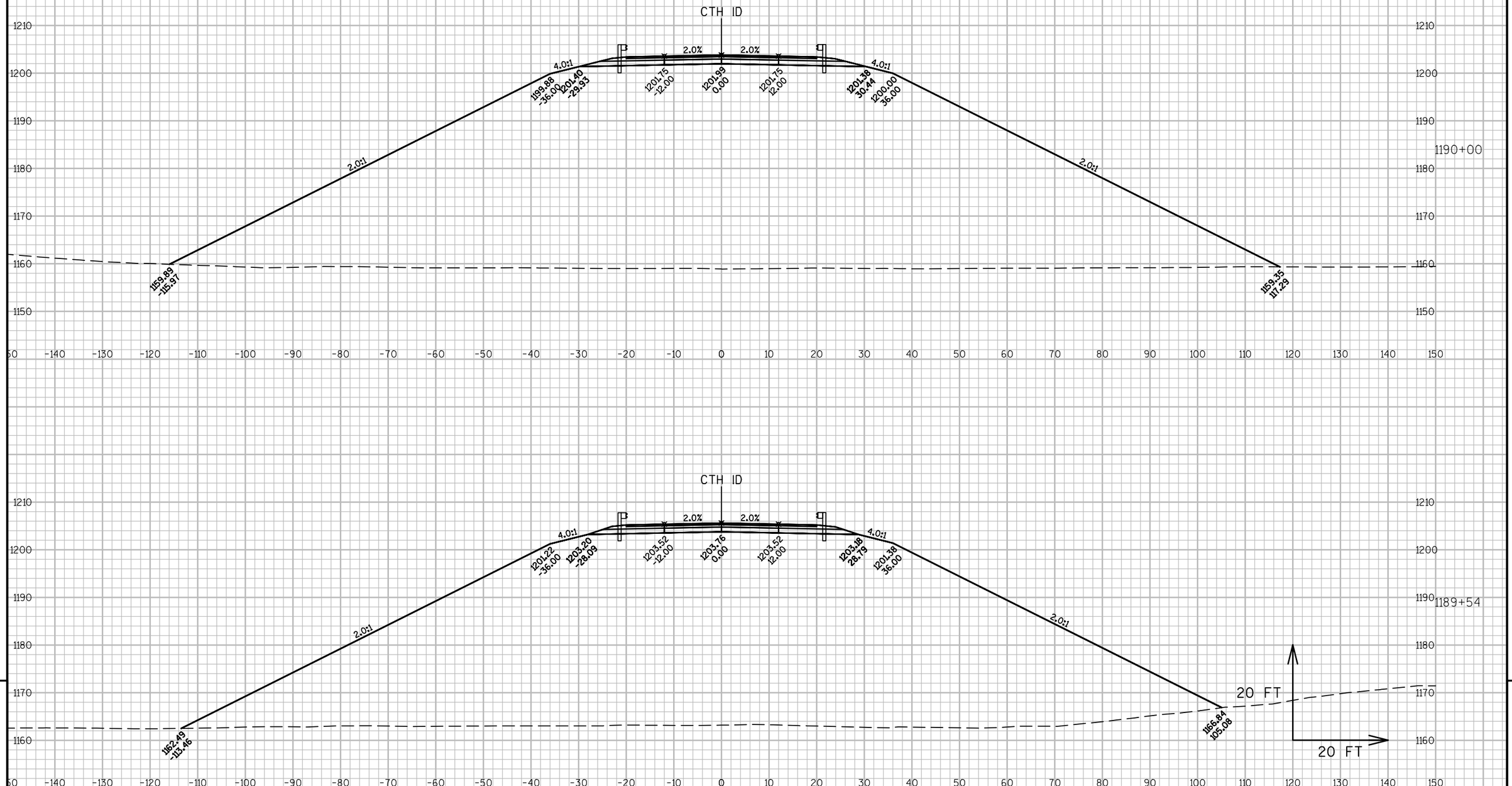


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 612	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(24)

PLOT DATE : 3/20/2017 10:30 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

R/W
O/S 173.18' RIGHT



9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 613	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(25)

PLOT DATE : 3/20/2017 10:30 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

R/W
O/S 181.8' RIGHT

CTH ID

2.0%

2.0%

4.0:1

4.0:1

2.0:1

2.0:1

1195.58
-36.00

1197.10
-29.93

1197.46
-12.00

1197.70
0.00

1197.46
12.00

1197.10
30.23

1195.66
36.00

1161.10
-104.97

1152.65
122.02

1191+00

1 30-INCH R.C.C.P. REQD
SKEW 29.7°
INVERT ELEV. 1159.71'
OUTLET ELEV. 1156.07'

CTH ID

4.0:1

4.0:1

2.0:1

2.0:1

1.5%

1199.37
-36.00

1200.89
-29.93

1201.25
-12.00

1201.49
0.00

1201.25
12.00

1200.88
30.42

1199.49
36.00

1159.71
-115.32

1158.30
118.38

1190+12

RW

20 FT

20 FT

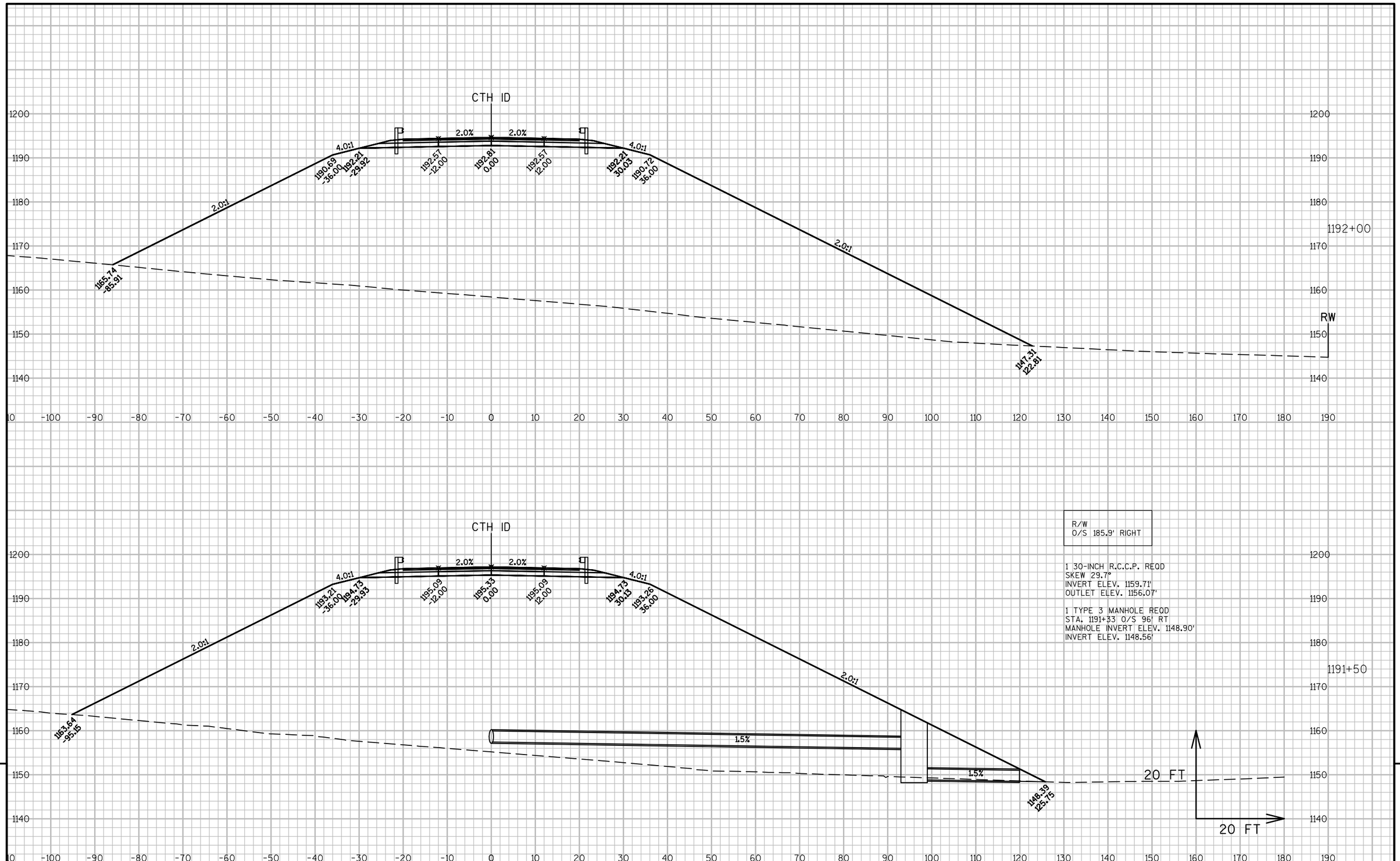
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 614	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(26)

PLOT DATE : 3/20/2017 10:30 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

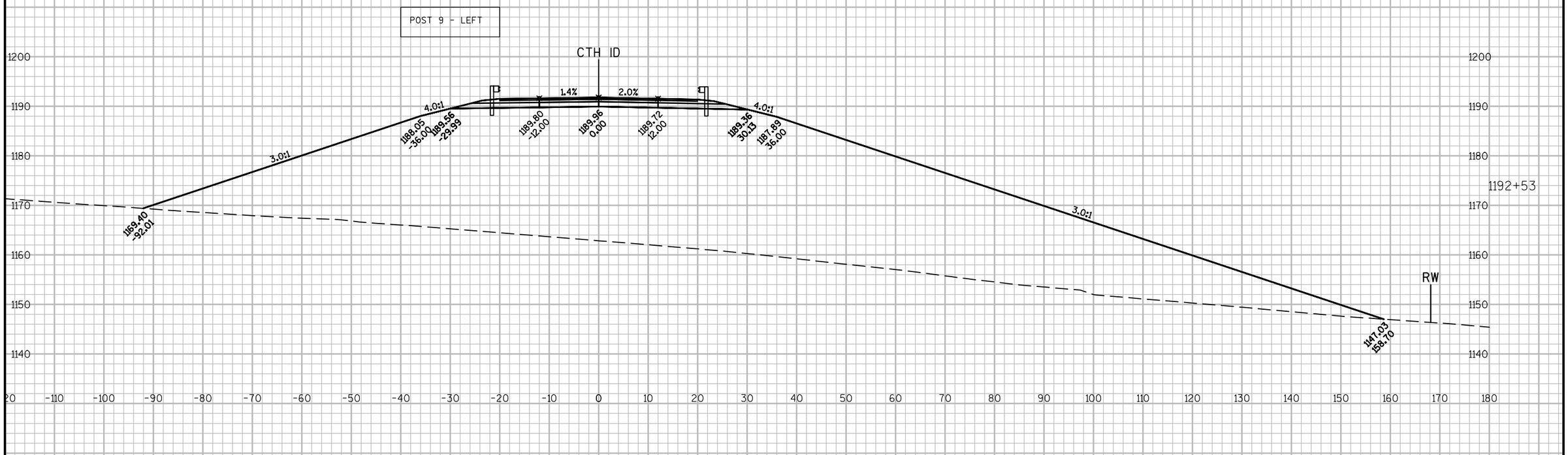
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 615	E

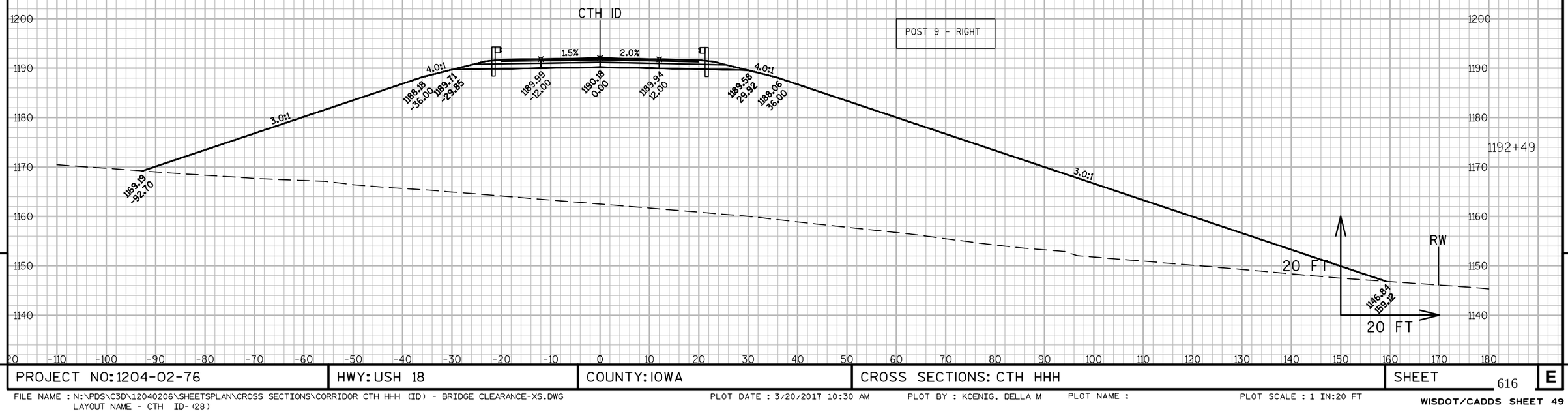
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(27)

PLOT DATE : 3/20/2017 10:30 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

POST 9 - LEFT



POST 9 - RIGHT



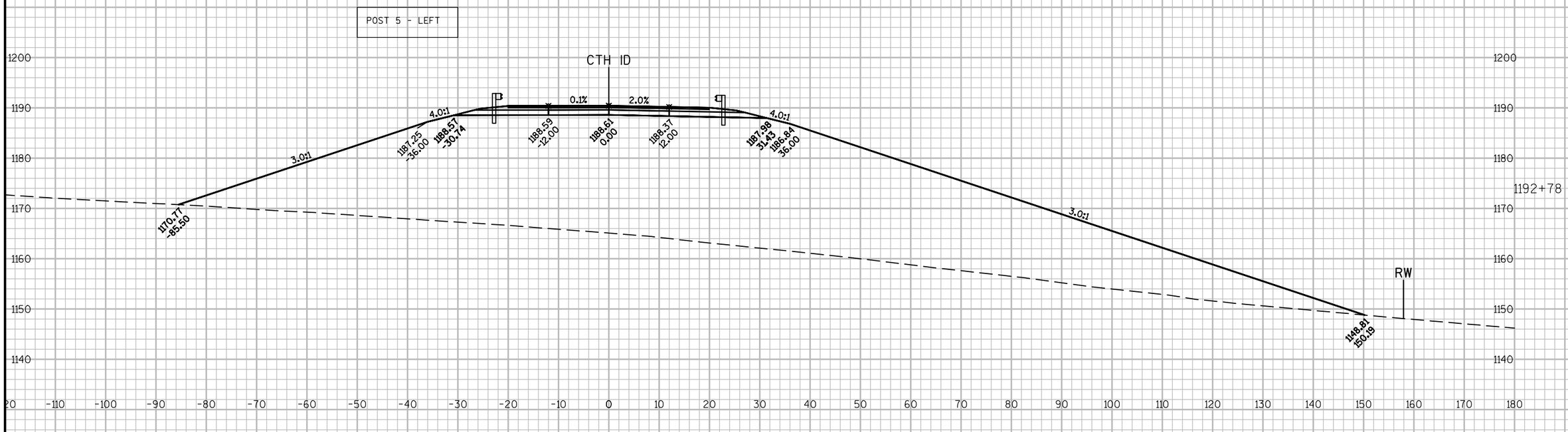
9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 616	E

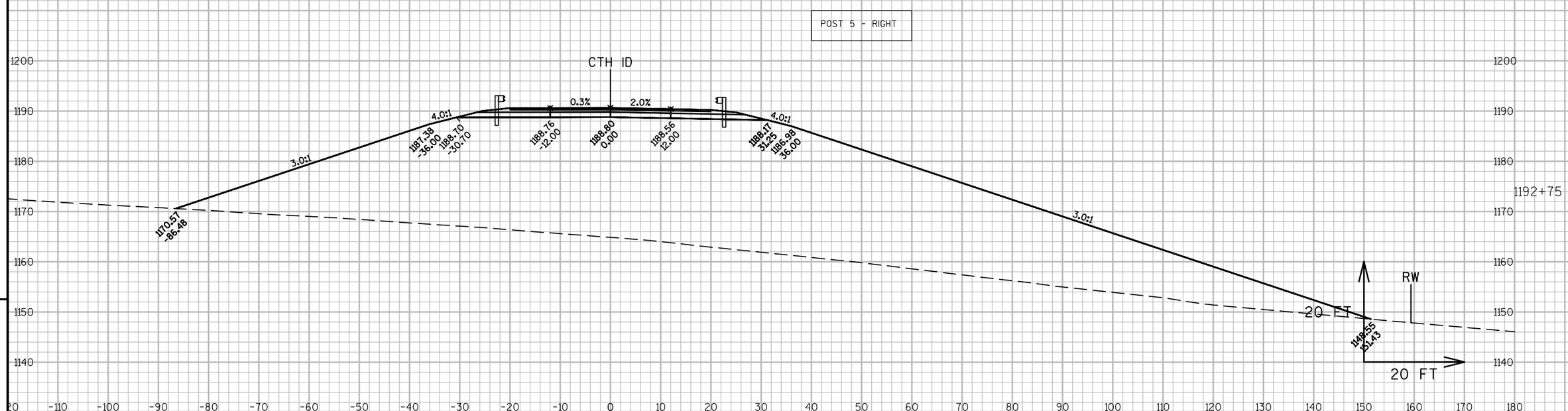
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(28)

PLOT DATE : 3/20/2017 10:30 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

POST 5 - LEFT



POST 5 - RIGHT

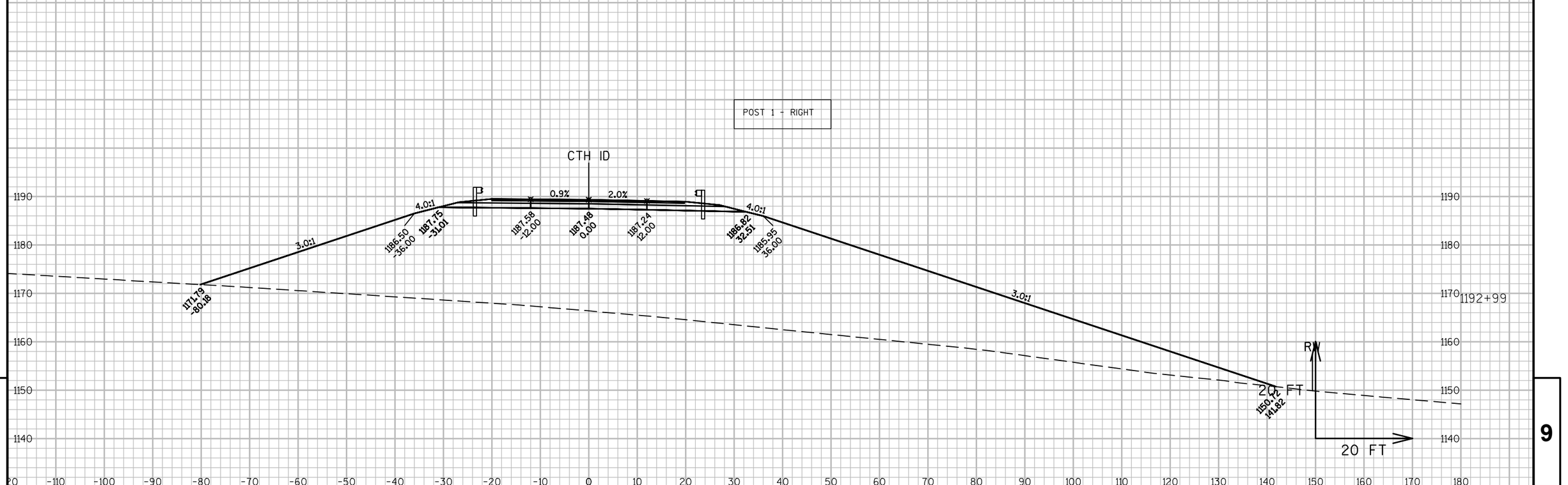


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 617	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(29)

PLOT DATE : 3/20/2017 10:30 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

POST 1 - RIGHT

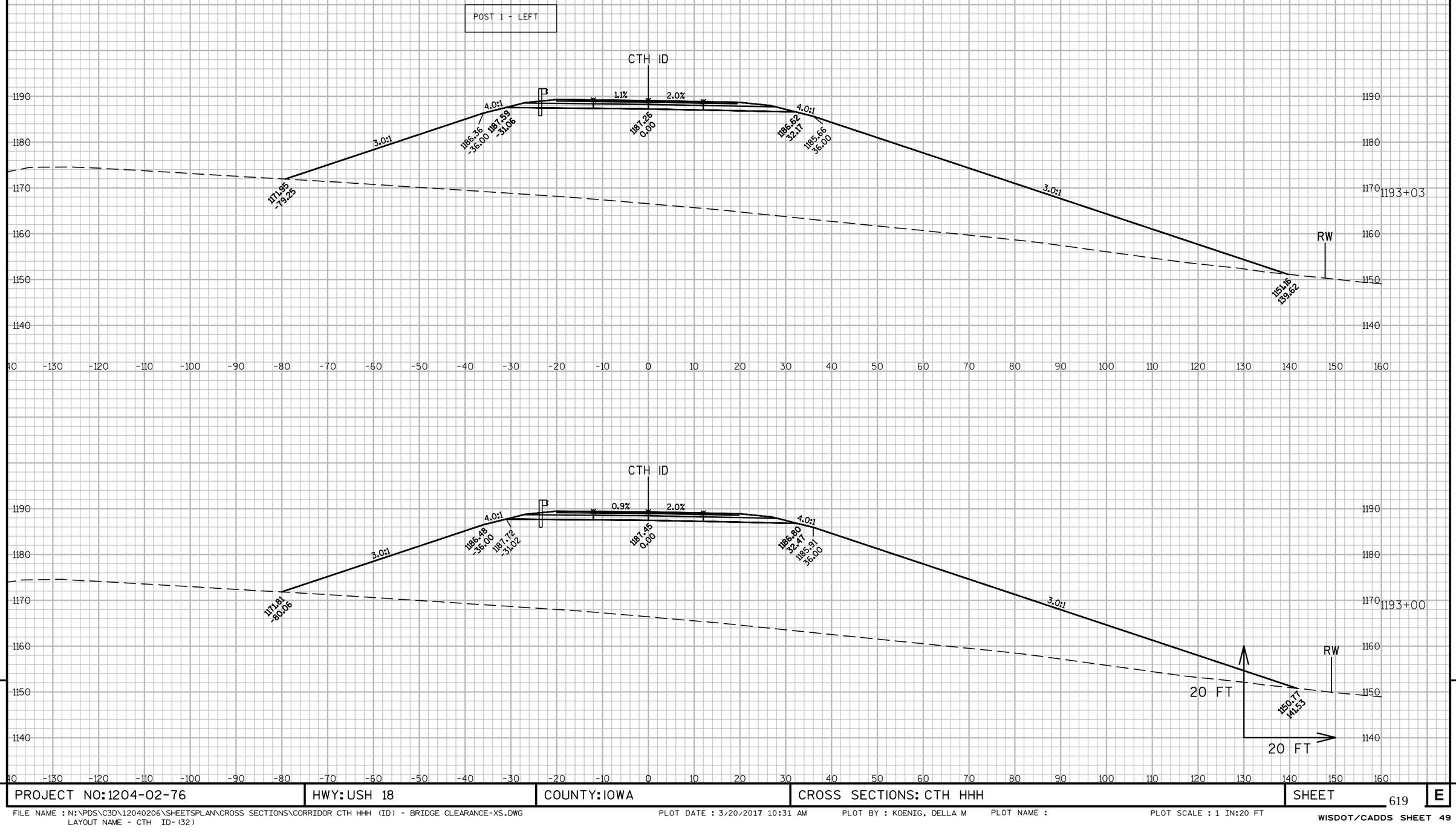


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 618 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(30)

PLOT DATE : 3/20/2017 10:30 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

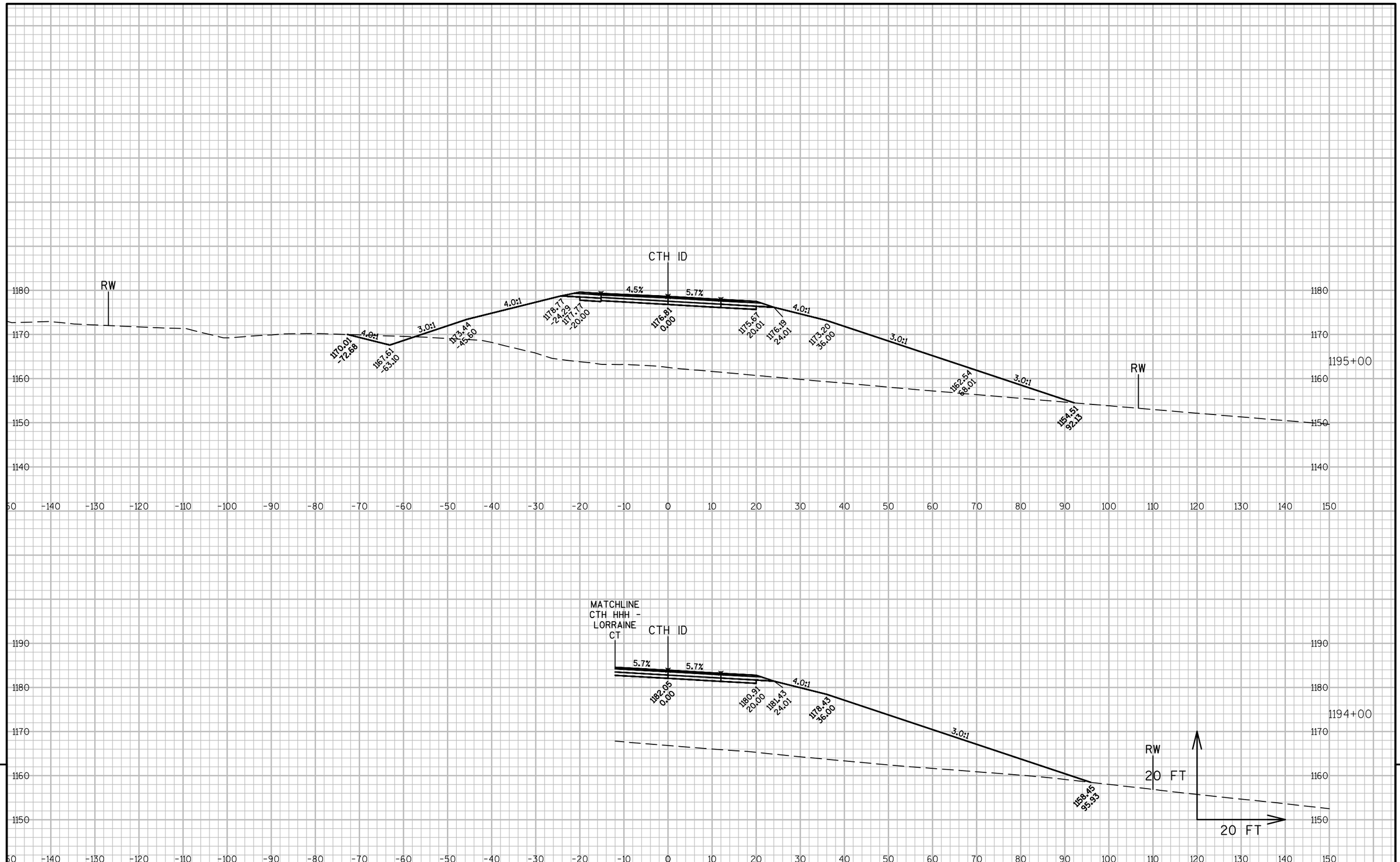
POST 1 - LEFT



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 619	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(32)

PLOT DATE : 3/20/2017 10:31 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

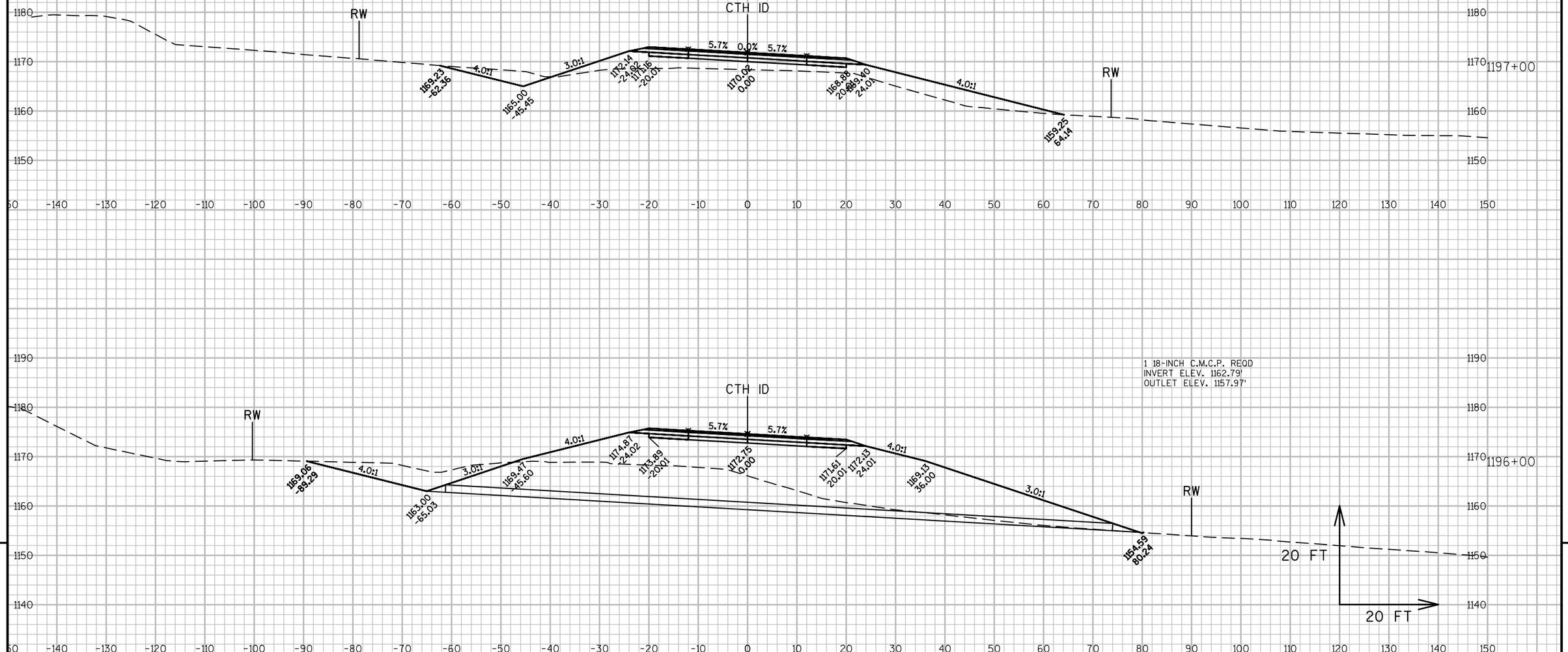
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 620	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(33)

PLOT DATE : 3/20/2017 10:31 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

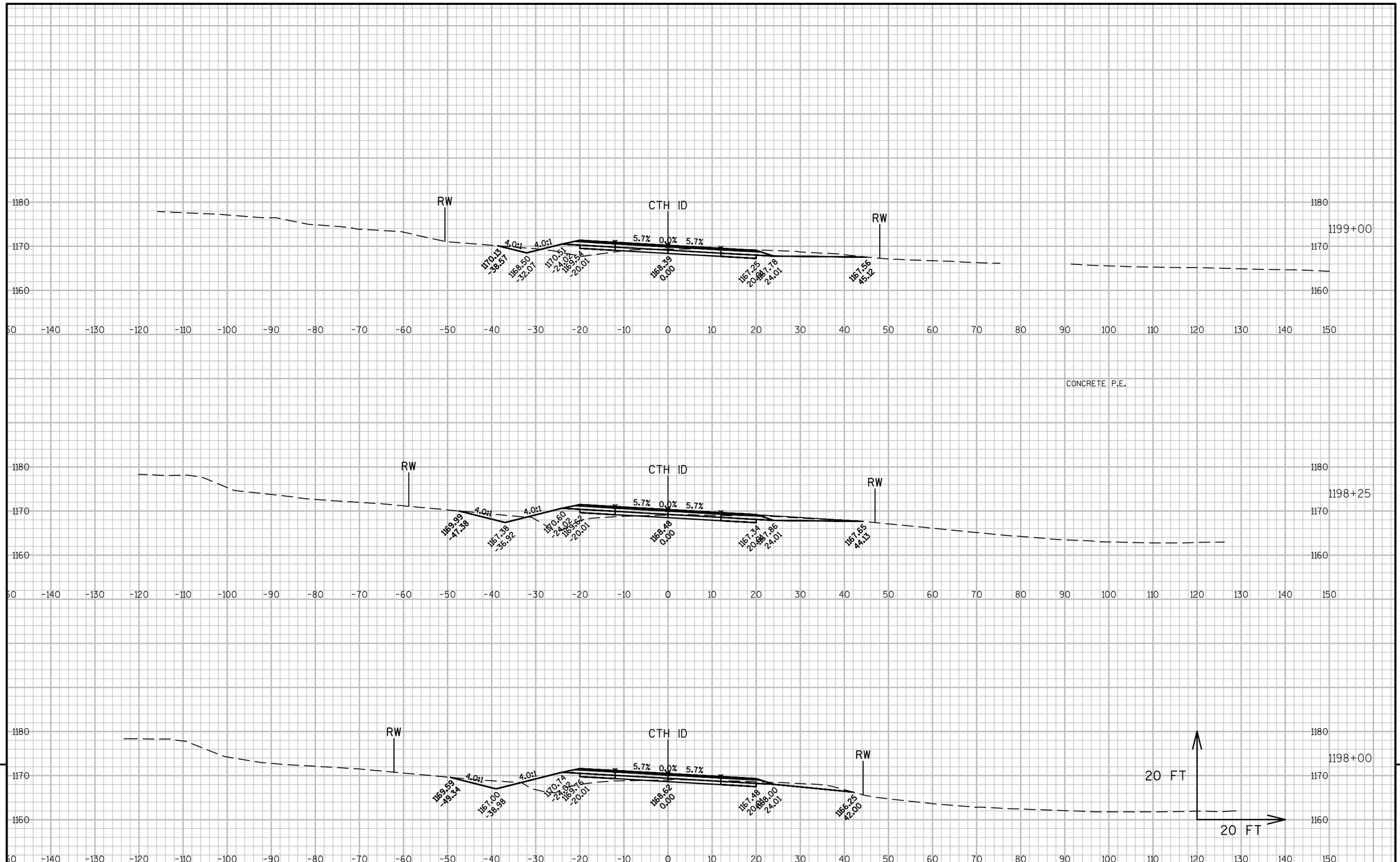


9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 621	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(34)

PLOT DATE : 3/20/2017 10:31 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

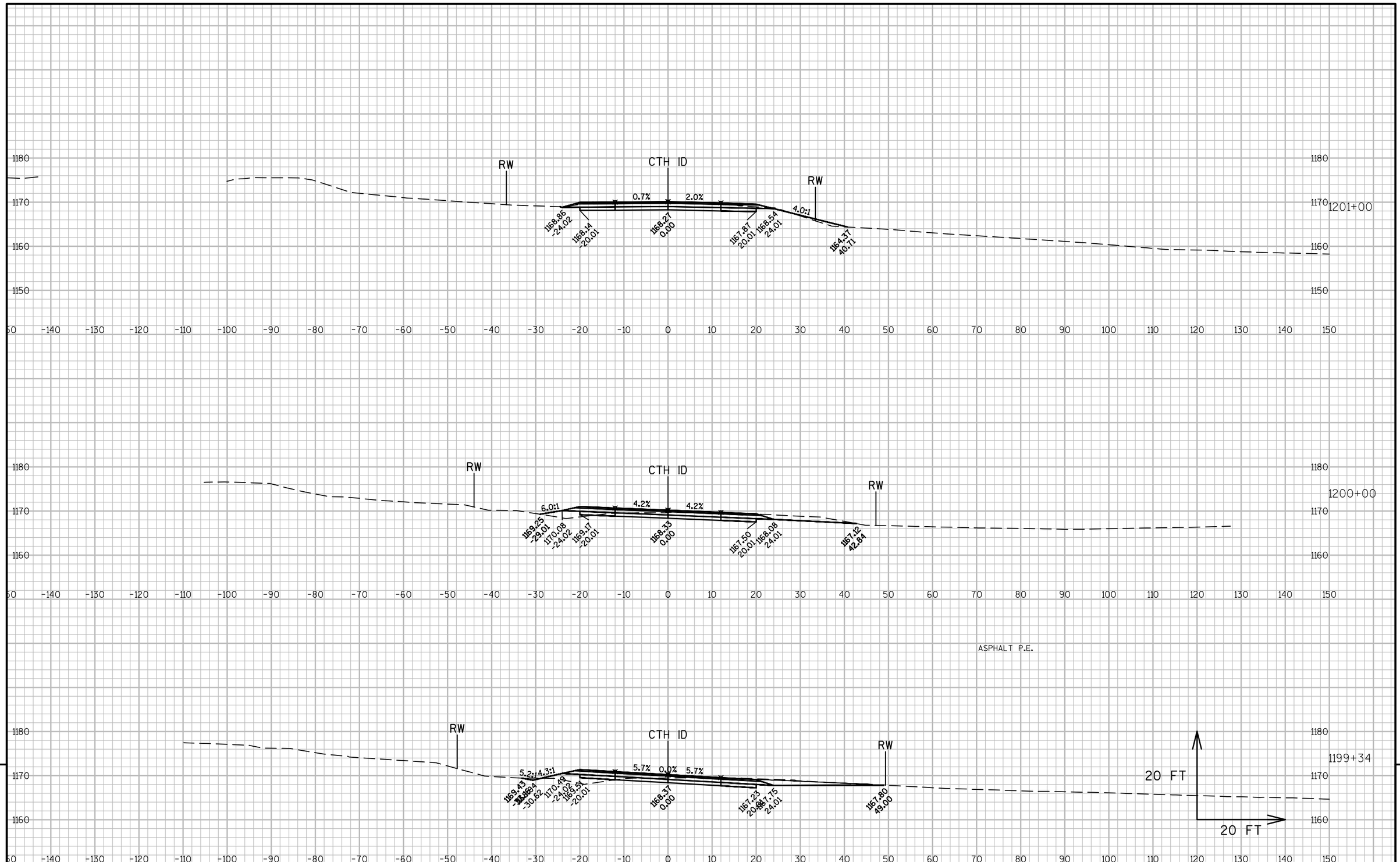


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 622	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(35)

PLOT DATE : 3/20/2017 10:31 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

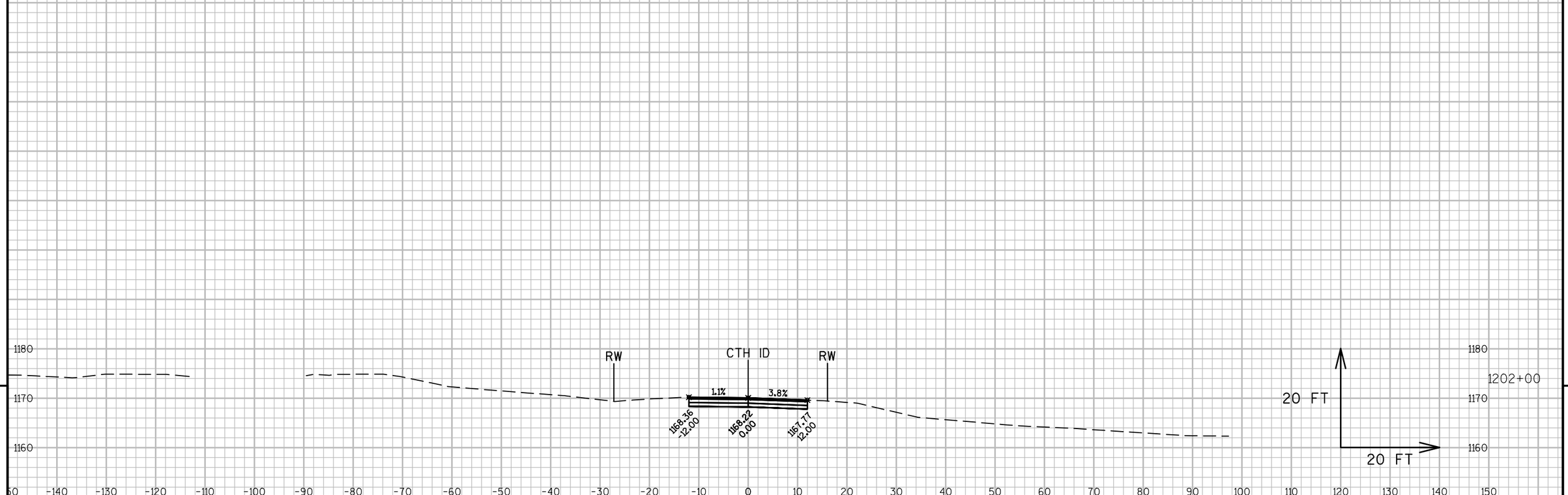
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 623	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID- (36)

PLOT DATE : 3/20/2017 10:31 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



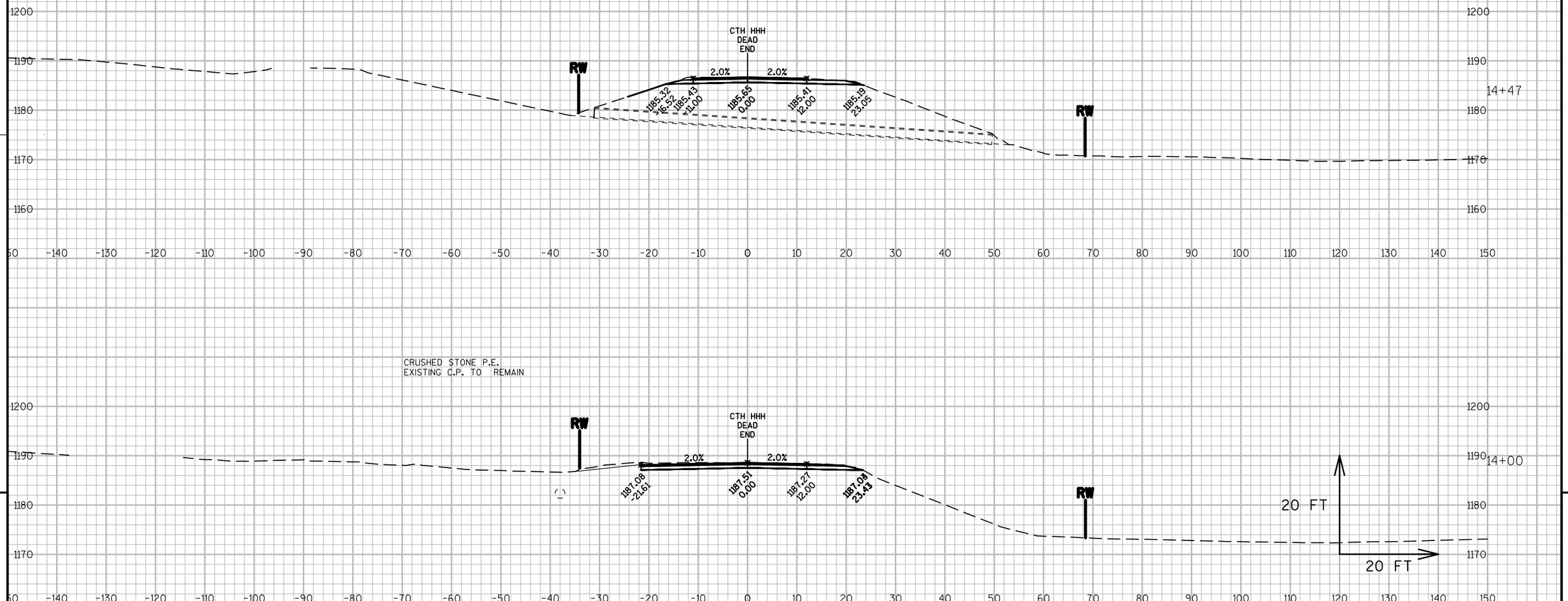
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH	SHEET 624	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH (ID) - BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - CTH ID-(37)
PLOT DATE : 3/20/2017 10:31 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

EXISTING R.C.P. TO REMAIN



CRUSHED STONE P.E.
EXISTING C.P. TO REMAIN

9

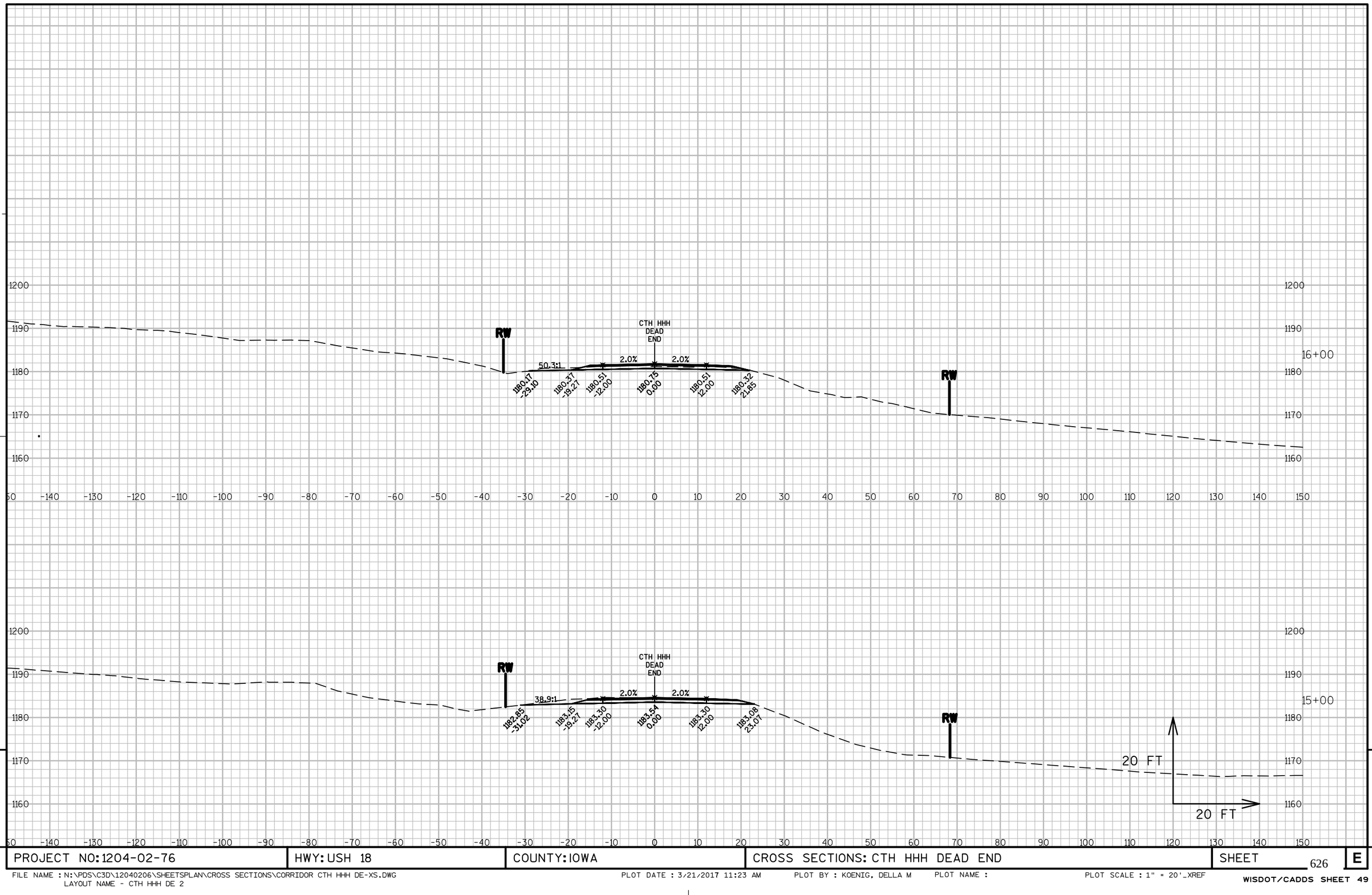
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH DEAD END	SHEET 625	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH DE-XS.DWG
LAYOUT NAME - CTH HHH DE 1

PLOT DATE : 3/21/2017 11:23 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



9

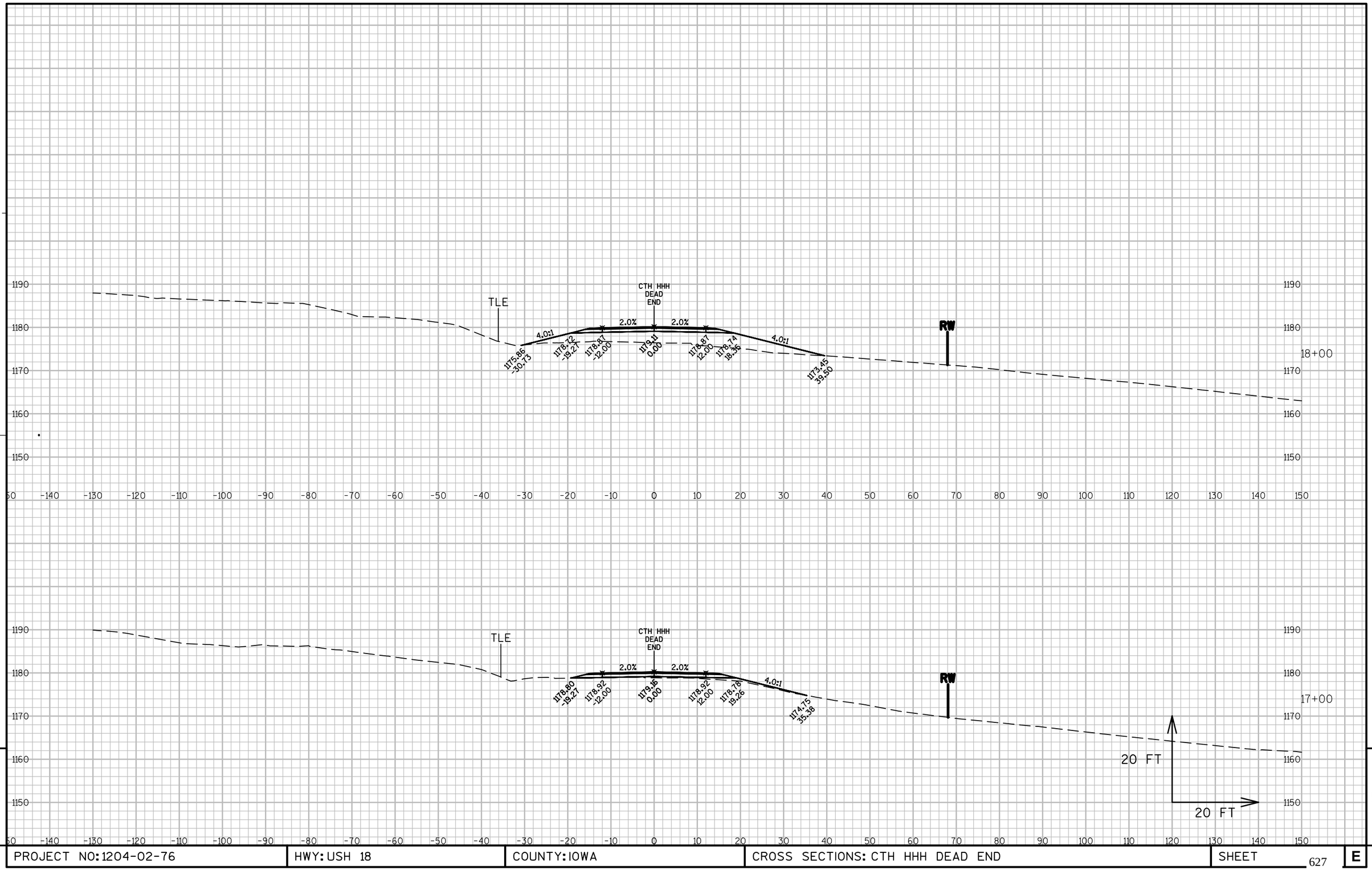
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH DEAD END	SHEET 626	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH DE-XS.DWG
LAYOUT NAME - CTH HHH DE 2

PLOT DATE : 3/21/2017 11:23 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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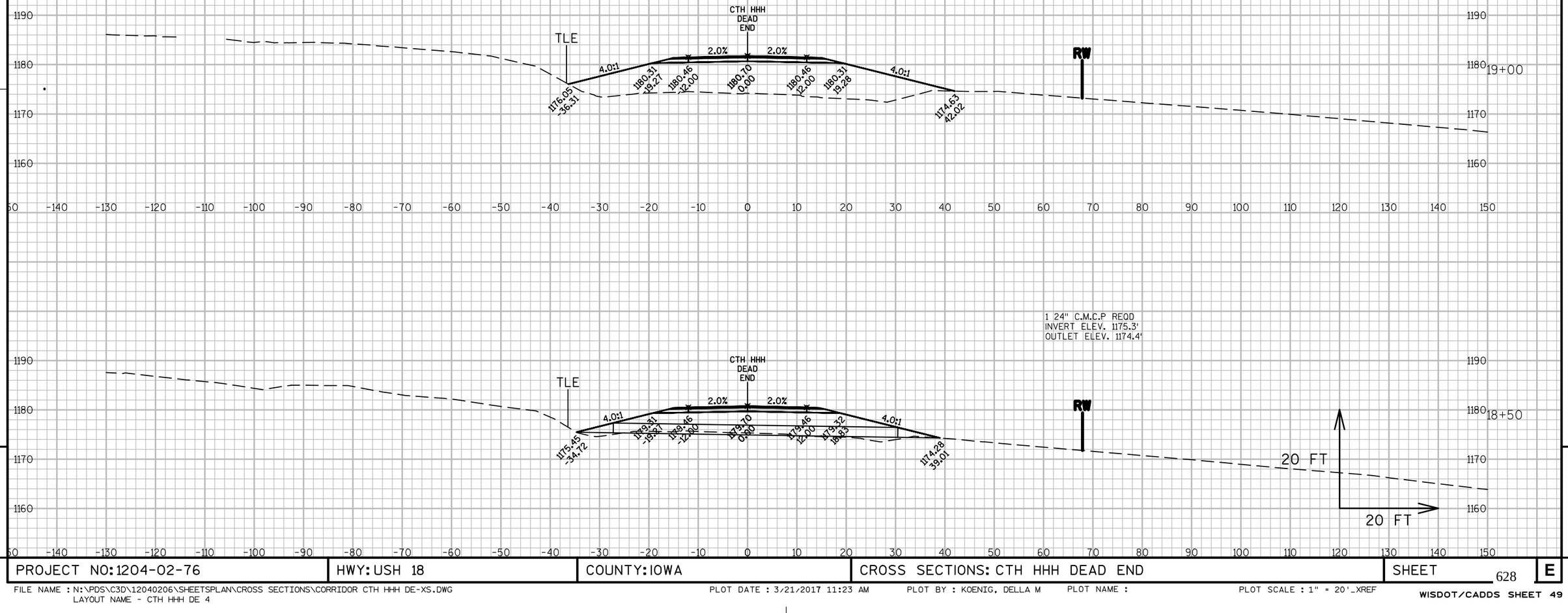
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH DEAD END	SHEET 627	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH DE-XS.DWG
LAYOUT NAME - CTH HHH DE 3

PLOT DATE : 3/21/2017 11:23 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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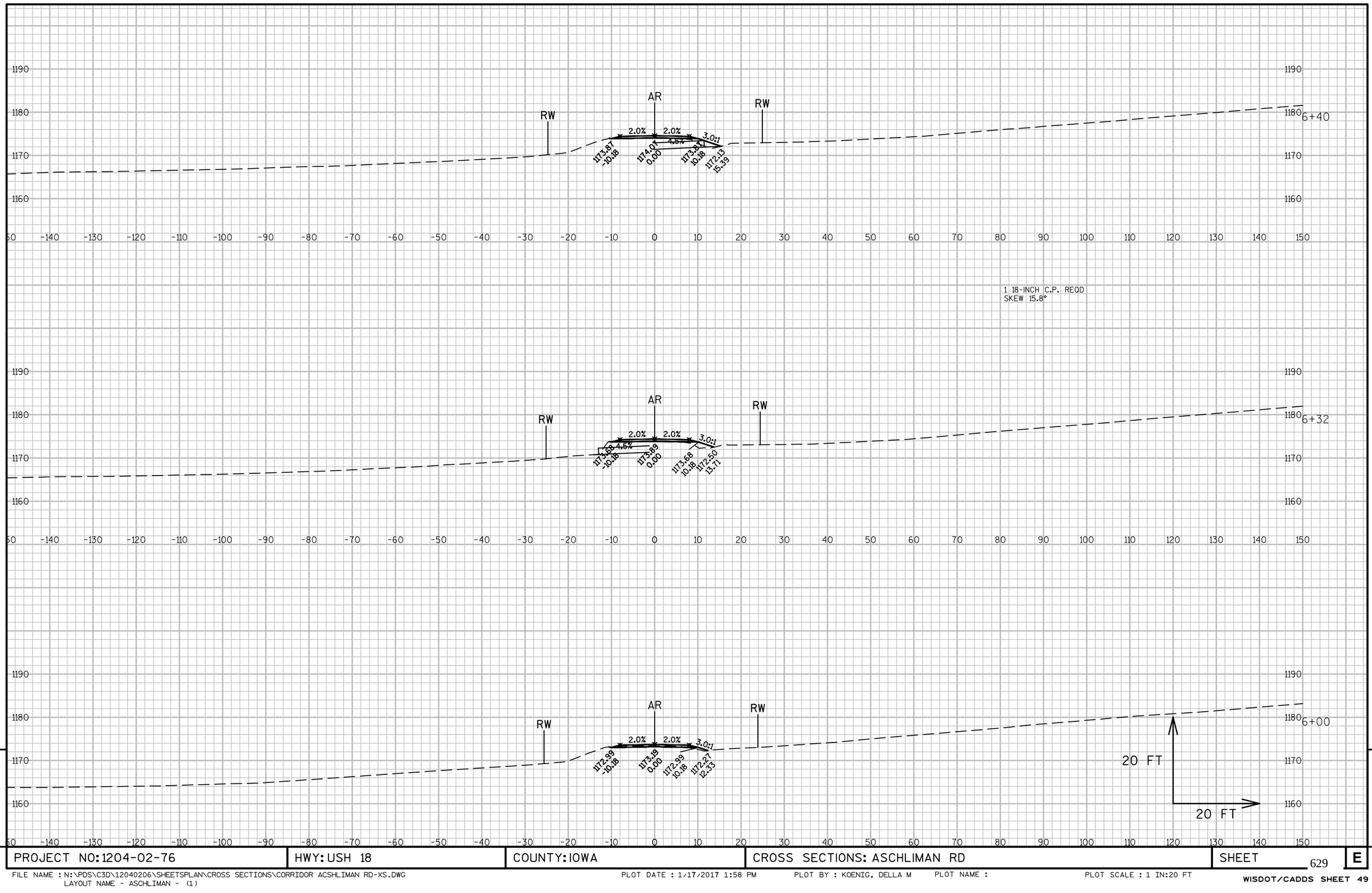
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CTH HHH DEAD END	SHEET 628	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CTH HHH DE-XS.DWG
LAYOUT NAME - CTH HHH DE 4

PLOT DATE : 3/21/2017 11:23 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: ASCHLIMAN RD	SHEET 629	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR ACSHLIMAN RD-XS.DWG
LAYOUT NAME - ASCHLIMAN - (1)

PLOT DATE : 1/17/2017 1:58 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

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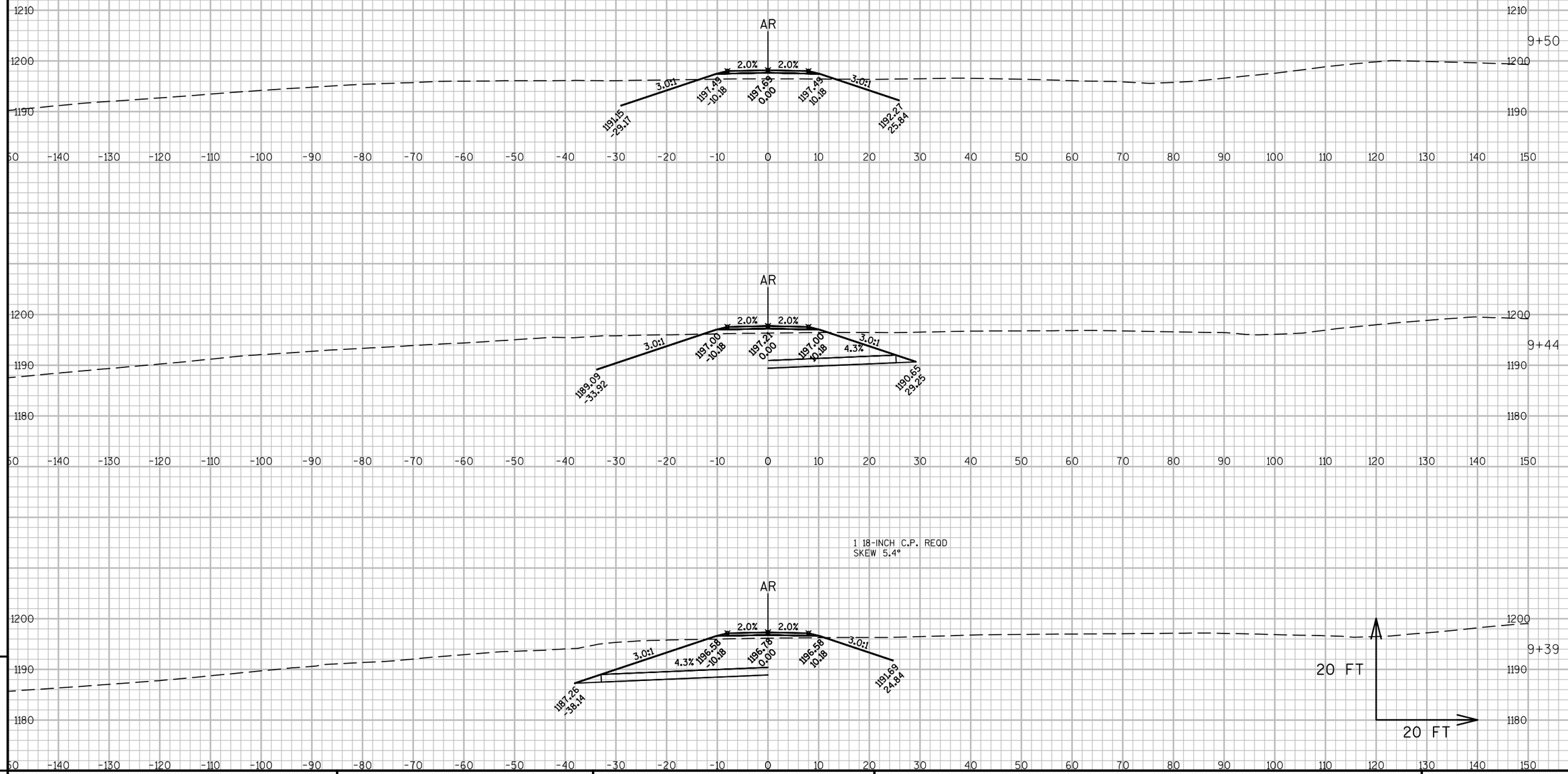
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: ASCHLIMAN RD	SHEET 630	E

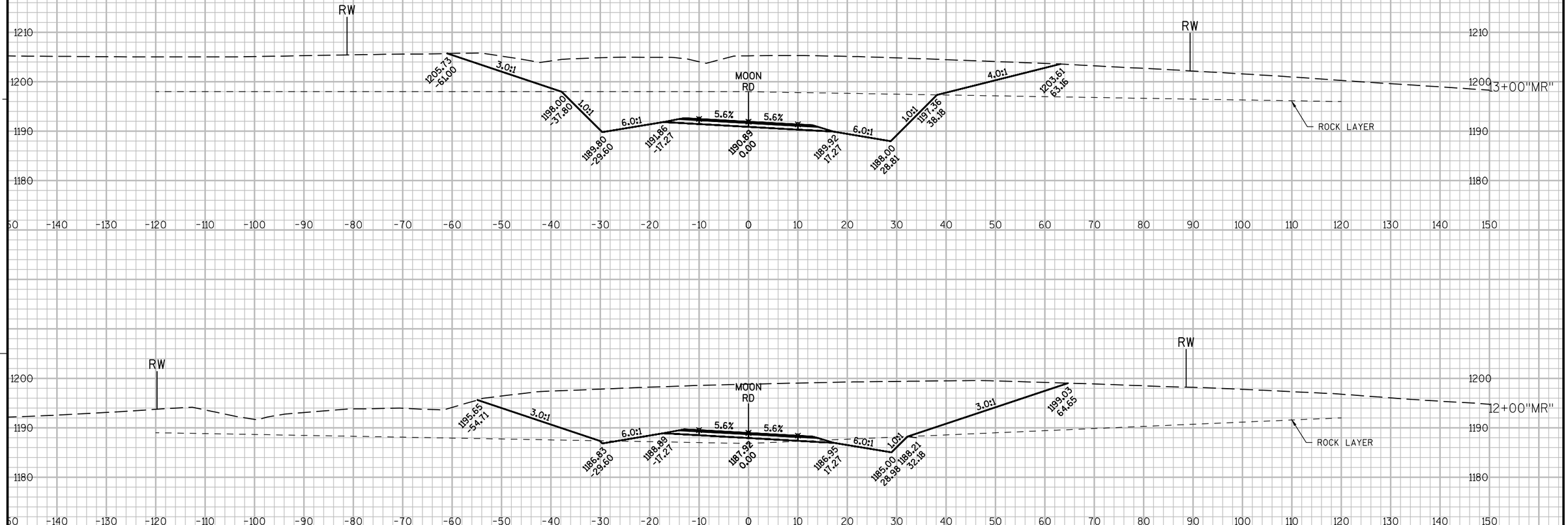
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR ACSHLIMAN RD-XS.DWG
LAYOUT NAME - ASCHLIMAN - (2)

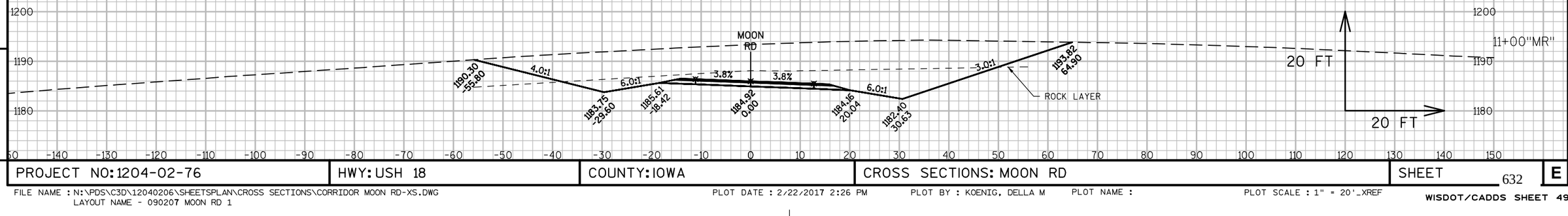
PLOT DATE : 1/17/2017 1:58 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: ASCHLIMAN RD	SHEET 631	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR ACSHLIMAN RD-XS.DWG
LAYOUT NAME - ASCHLIMAN - (3)
PLOT DATE : 1/17/2017 2:12 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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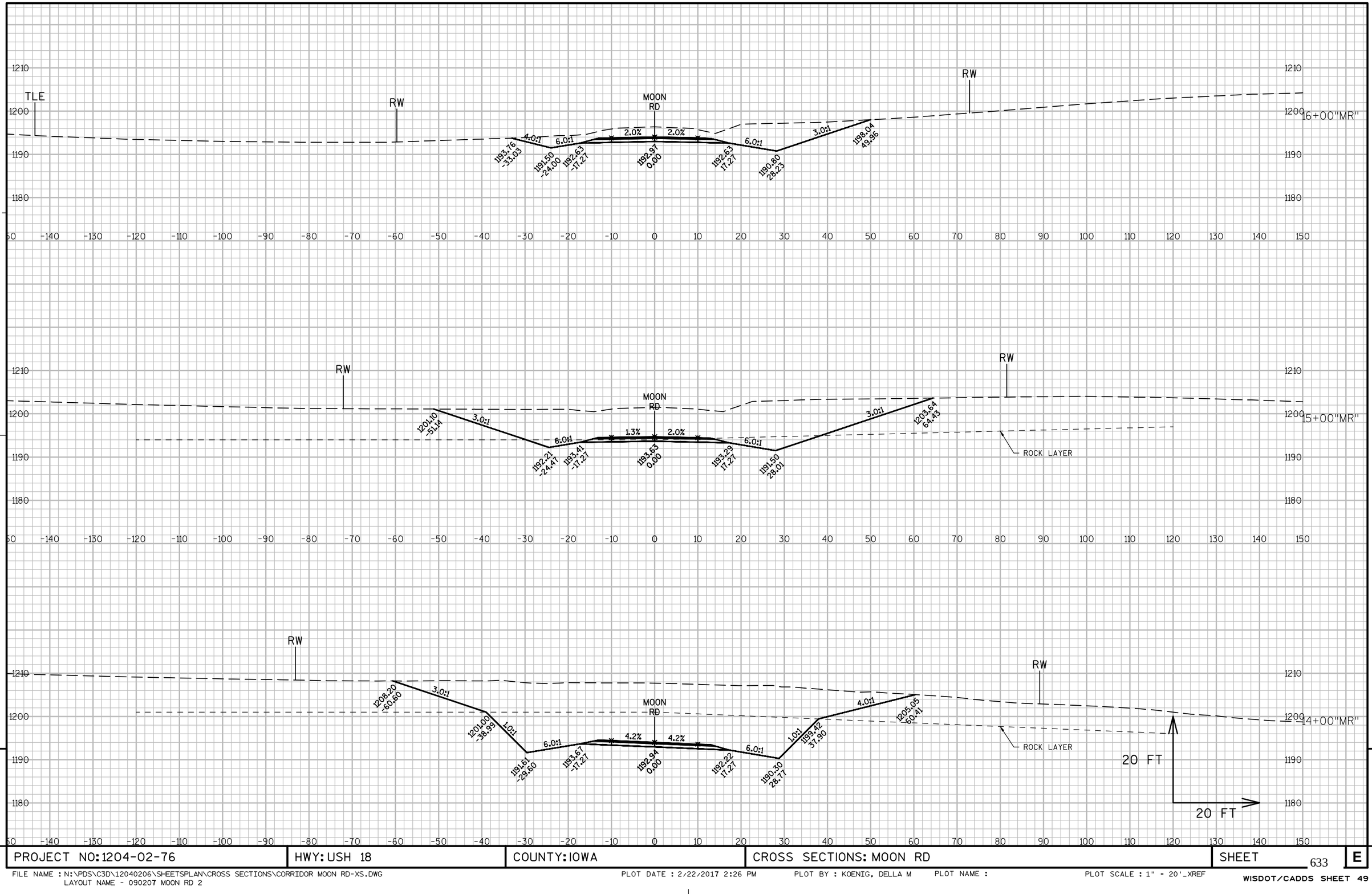
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: MOON RD	SHEET 632	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR MOON RD-XS.DWG
LAYOUT NAME - 090207 MOON RD 1

PLOT DATE : 2/22/2017 2:26 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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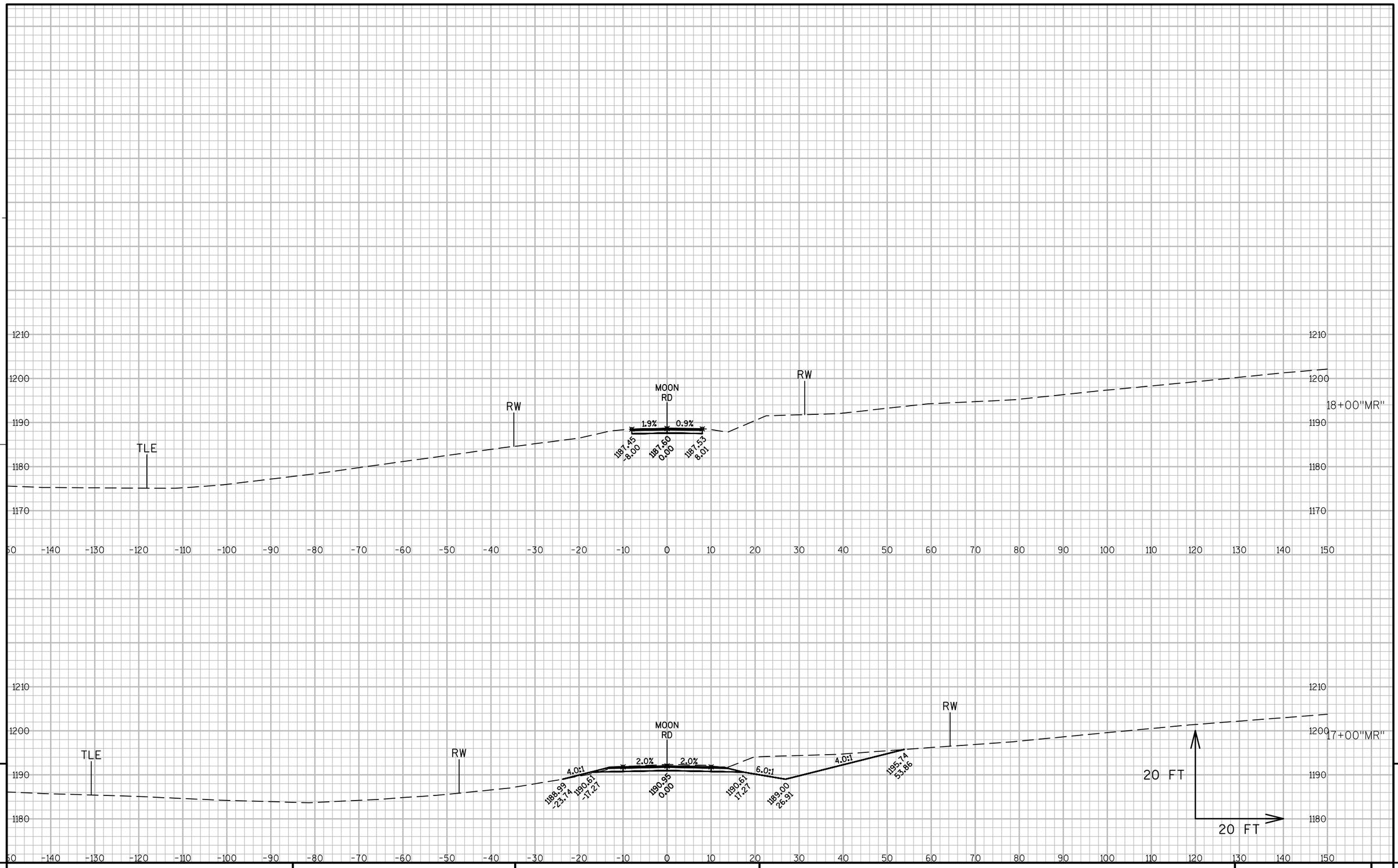
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: MOON RD	SHEET 633	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR MOON RD-XS.DWG
LAYOUT NAME - 090207 MOON RD 2

PLOT DATE : 2/22/2017 2:26 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF

WISDOT/CADDS SHEET 49



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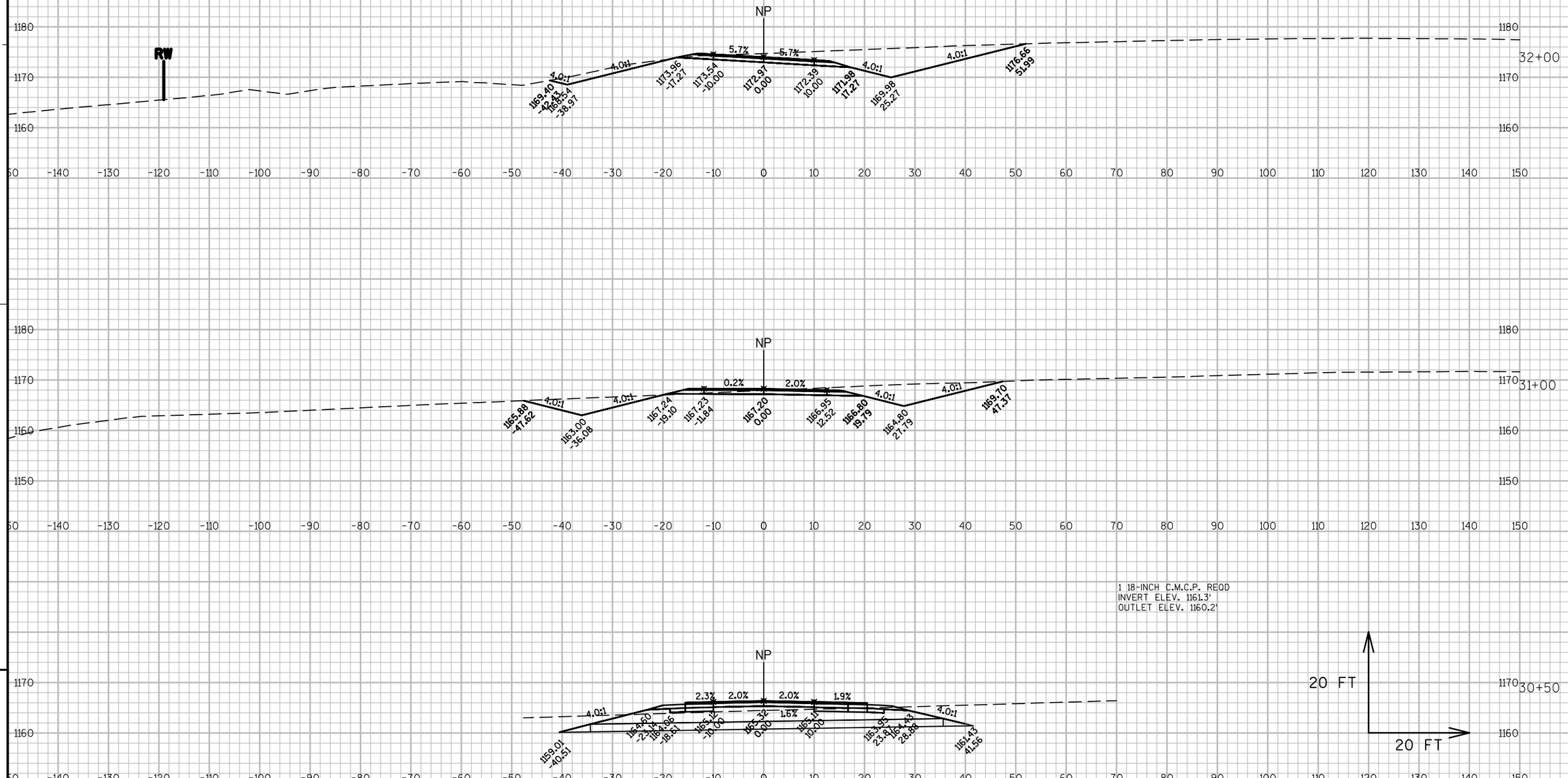
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: MOON RD	SHEET 634	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR MOON RD-XS.DWG
LAYOUT NAME - 090207 MOON RD 3

PLOT DATE : 2/22/2017 2:26 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1" = 20'_XREF



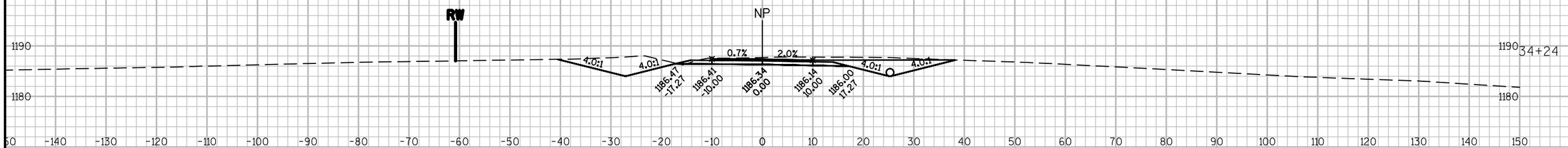
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD	SHEET 635 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR N PRAIRIE RD-XS.DWG
LAYOUT NAME - 090209 N PRAIRIE RD 1

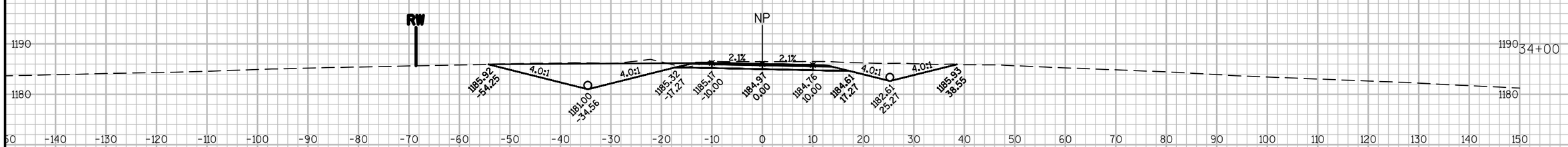
PLOT DATE : 2/23/2017 2:17 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

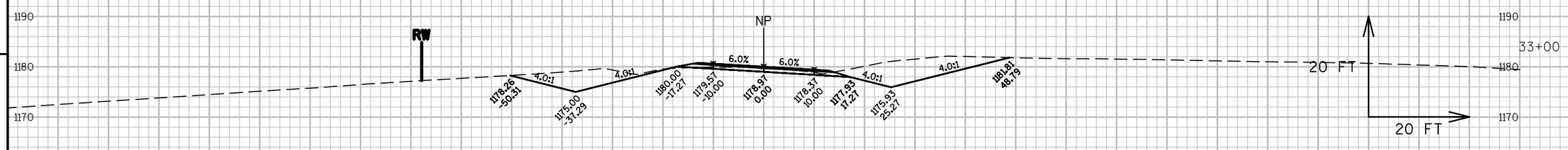
WISDOT/CADDS SHEET 49

ASPHALTIC CONCRETE P.E.
1 18-INCH C.P. REQD



CRUSHED STONE F.E.
1 18-INCH C.P. REQD





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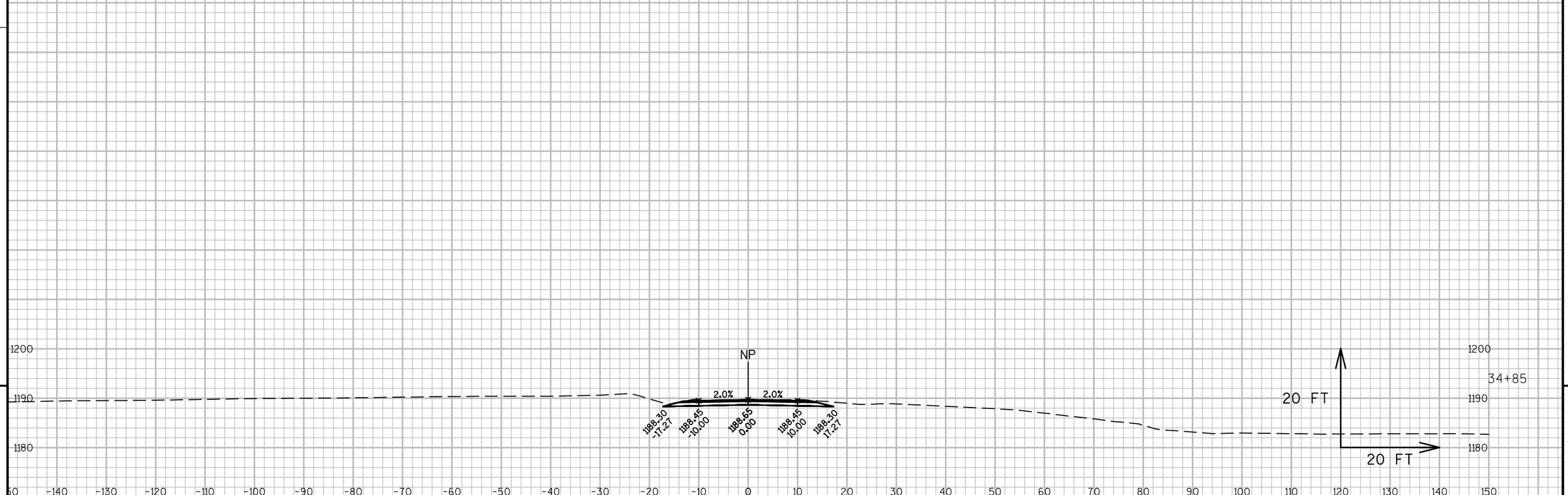
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD	SHEET 636	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR N PRAIRIE RD-XS.DWG
LAYOUT NAME - 090209 N PRAIRIE RD 2

PLOT DATE : 2/23/2017 2:17 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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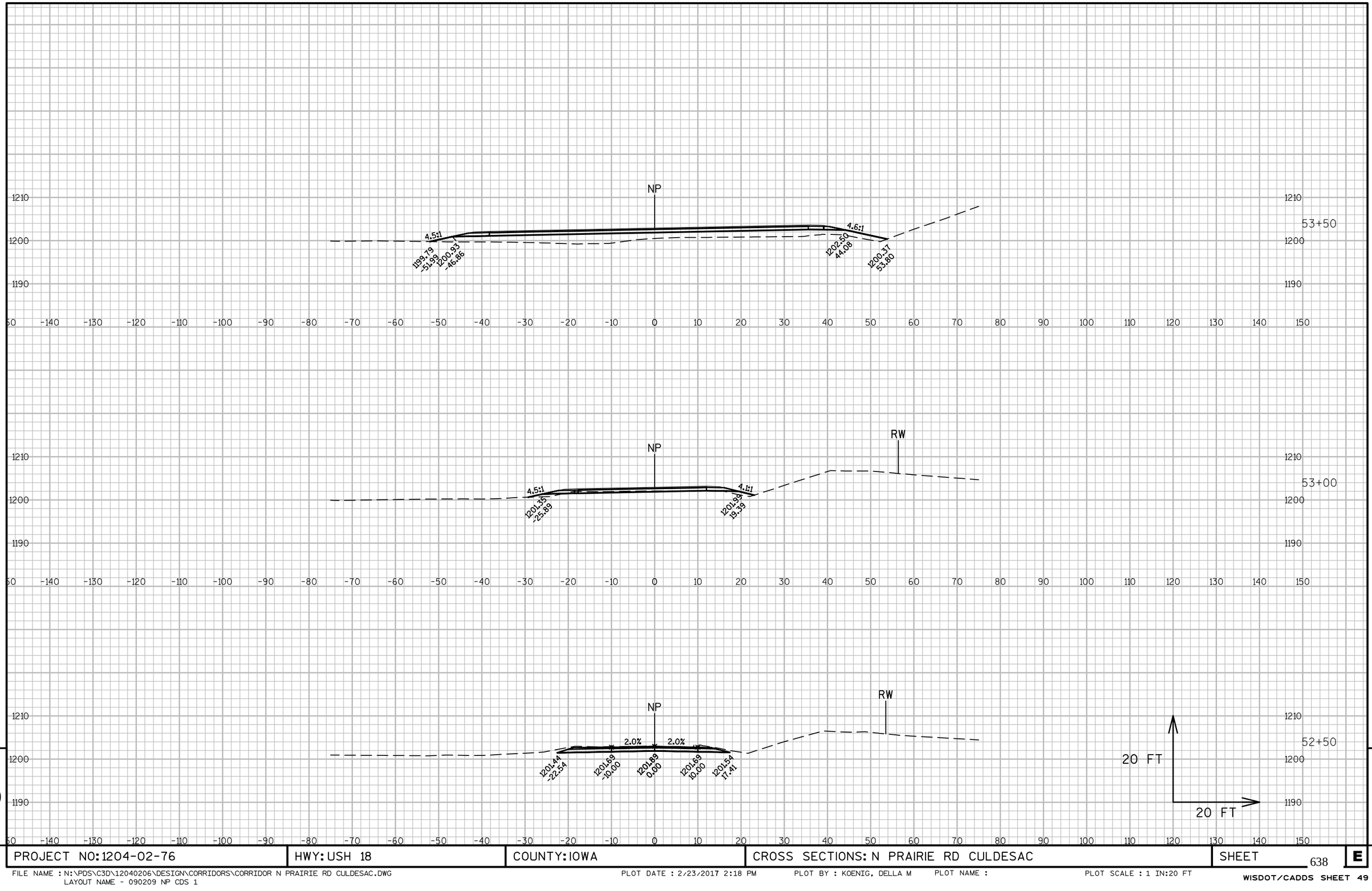
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD	SHEET 637	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR N PRAIRIE RD-XS.DWG
LAYOUT NAME - 090209 N PRAIRIE RD 3

PLOT DATE : 2/23/2017 2:17 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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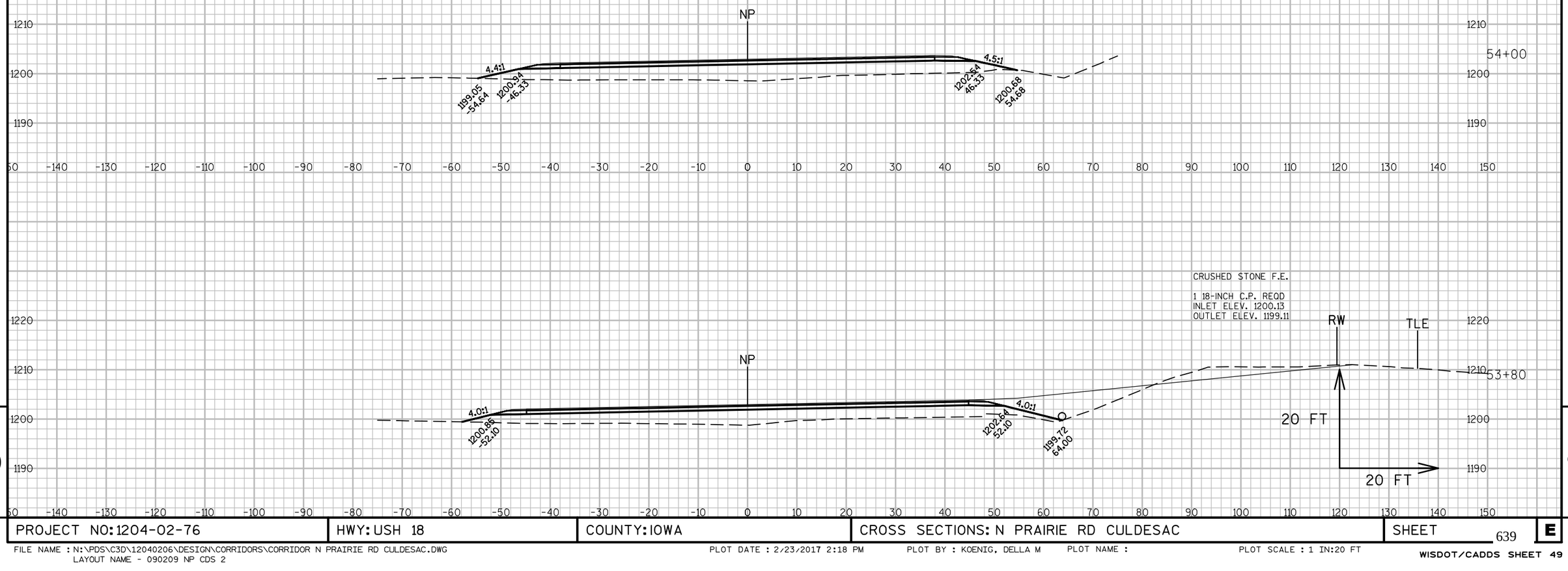
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD CULDESAC	SHEET 638	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR N PRAIRIE RD CULDESAC.DWG
LAYOUT NAME - 090209 NP CDS 1

PLOT DATE : 2/23/2017 2:18 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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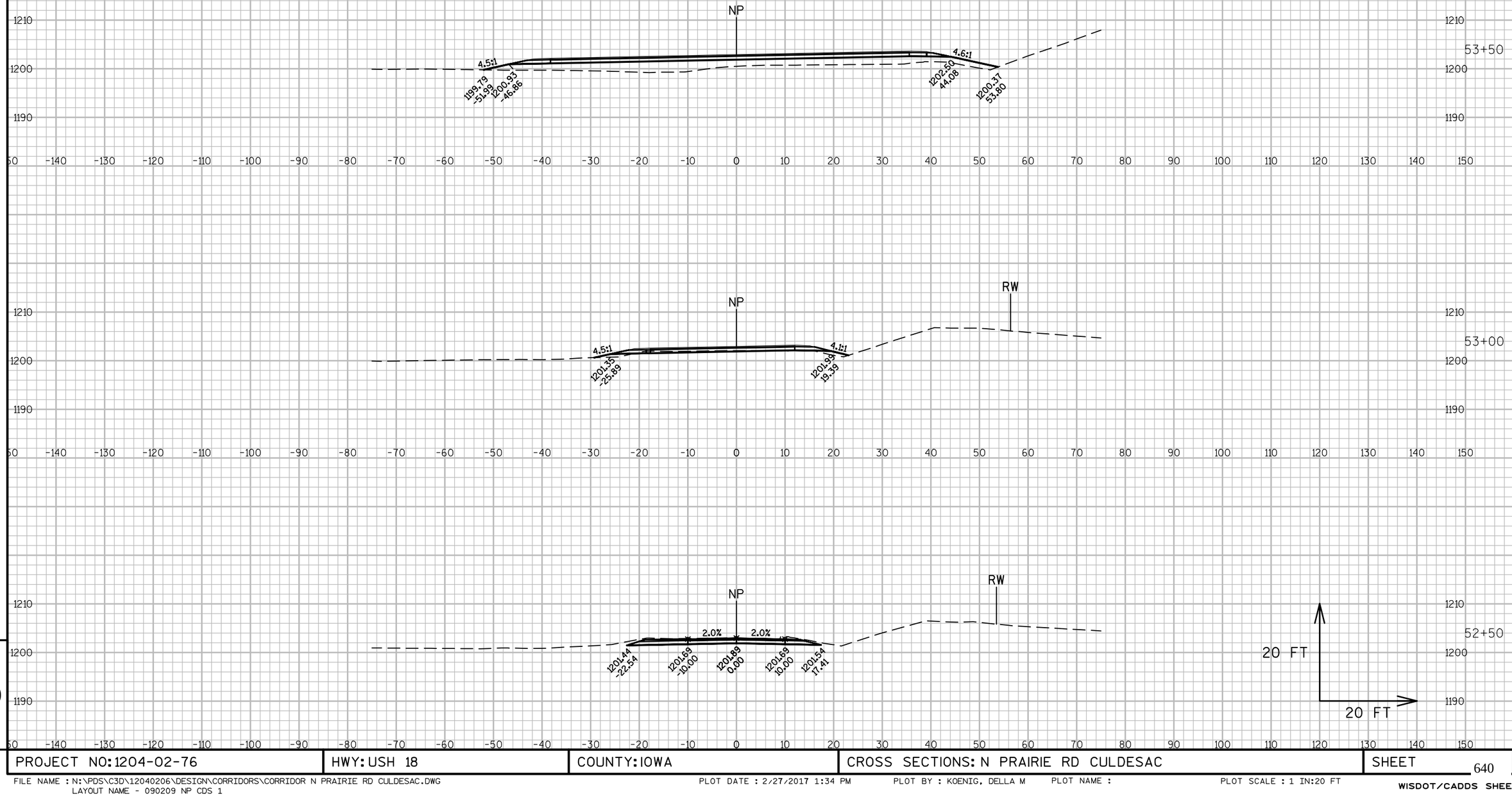
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD CULDESAC	SHEET 639	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR N PRAIRIE RD CULDESAC.DWG
LAYOUT NAME - 090209 NP CDS 2

PLOT DATE : 2/23/2017 2:18 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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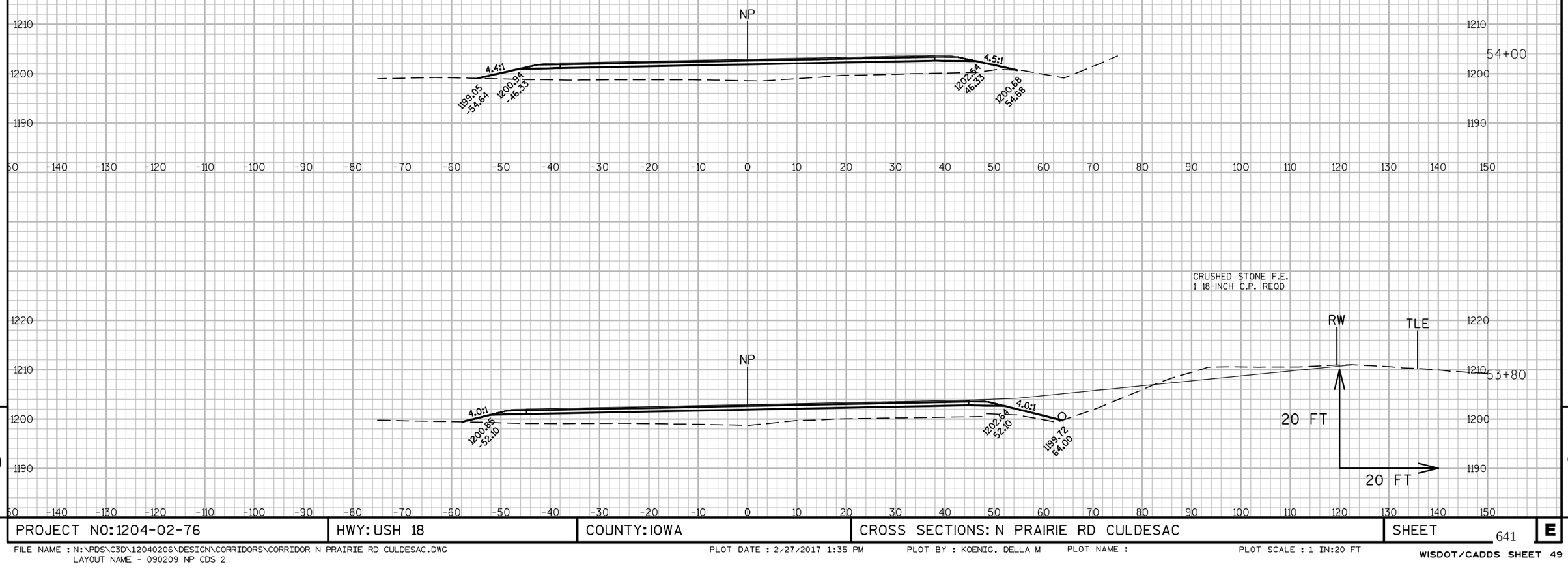
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD CULDESAC	SHEET 640	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR N PRAIRIE RD CULDESAC.DWG
LAYOUT NAME - 090209 NP CDS 1

PLOT DATE : 2/27/2017 1:34 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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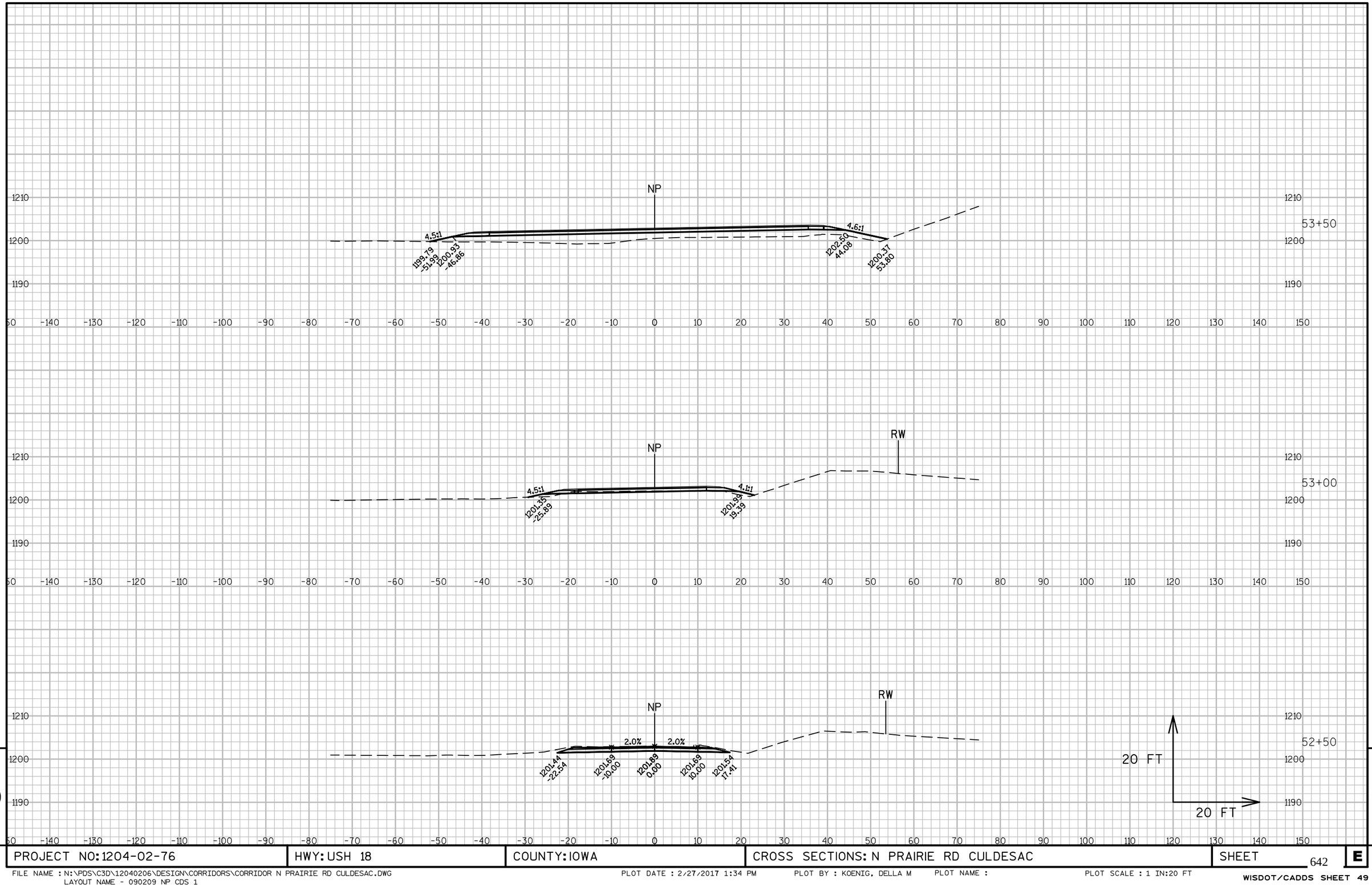
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD CULDESAC	SHEET 641	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR N PRAIRIE RD CULDESAC.DWG
LAYOUT NAME - 090209 NP CDS 2

PLOT DATE : 2/27/2017 1:35 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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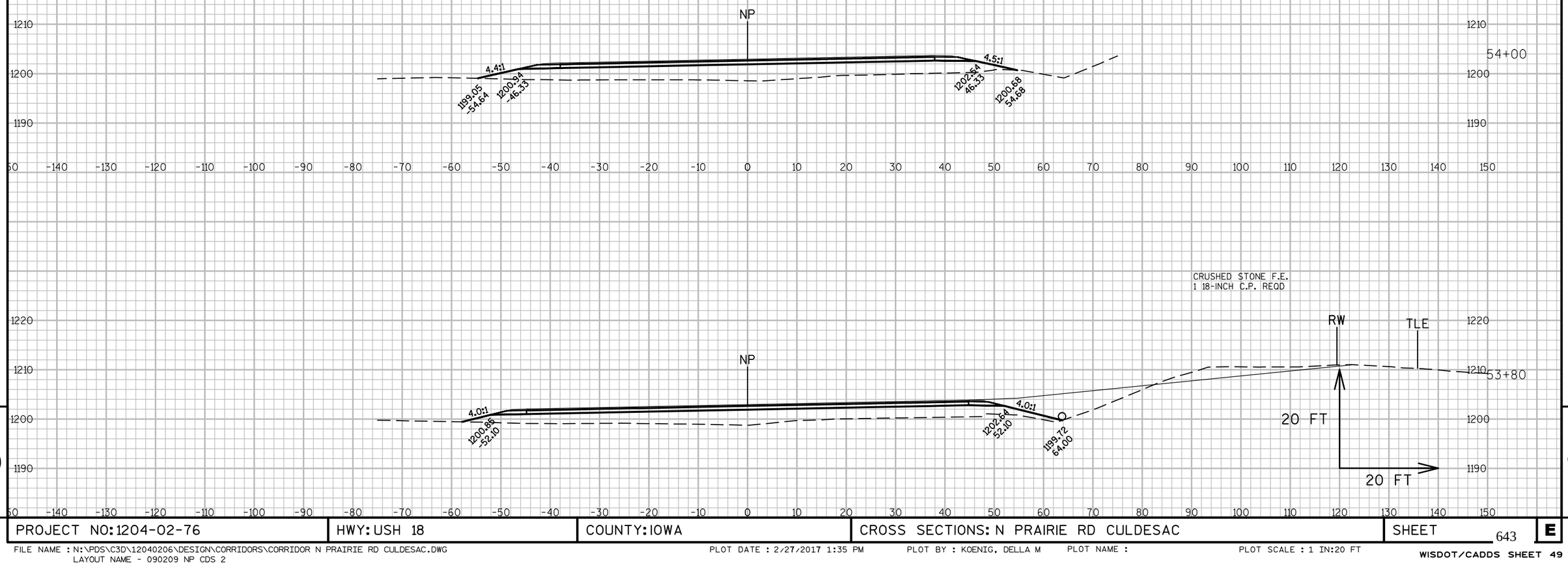
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD CULDESAC	SHEET 642	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR N PRAIRIE RD CULDESAC.DWG
LAYOUT NAME - 090209 NP CDS 1

PLOT DATE : 2/27/2017 1:34 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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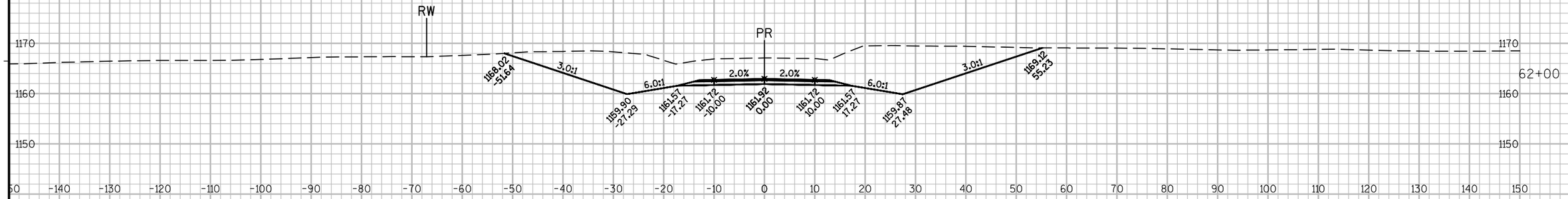
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: N PRAIRIE RD CULDESAC	SHEET 643	E

FILE NAME : N:\PDS\C3D\12040206\DESIGN\CORRIDORS\CORRIDOR N PRAIRIE RD CULDESAC.DWG
LAYOUT NAME - 090209 NP CDS 2

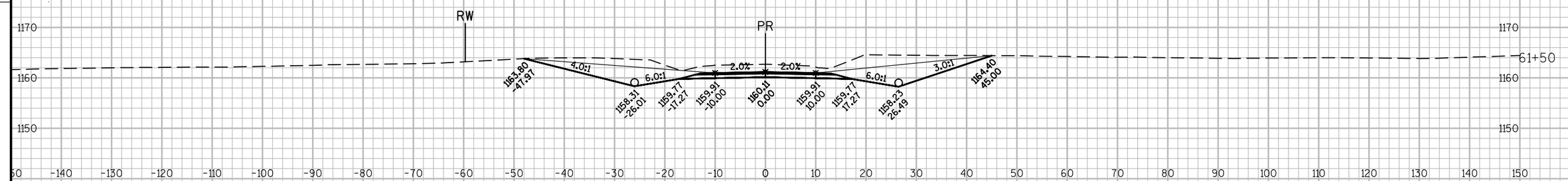
PLOT DATE : 2/27/2017 1:35 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



CRUSHED STONE F.E.
1 18-INCH C.P. REQD

CRUSHED STONE F.E.
1 18-INCH C.P. REQD



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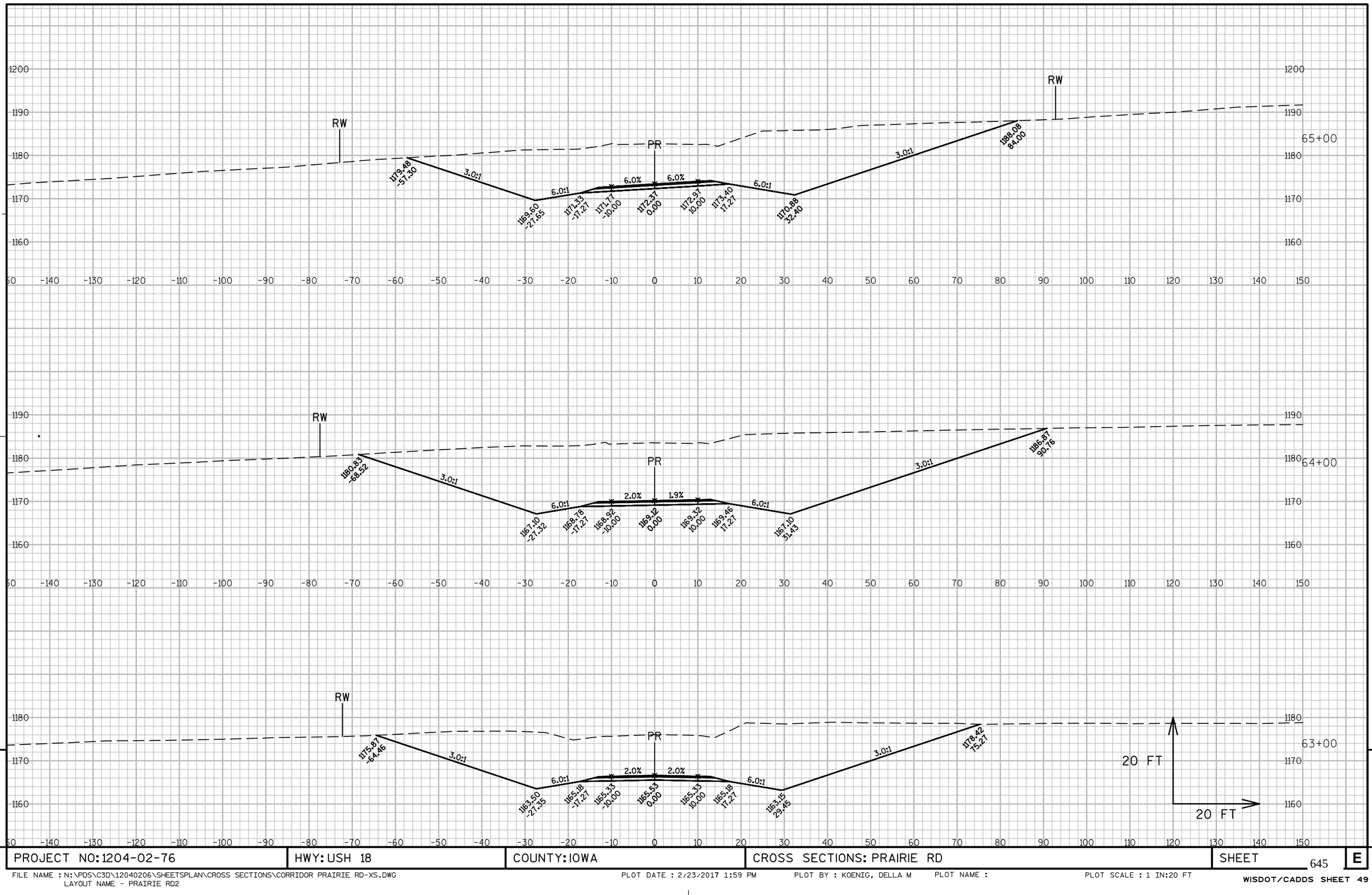
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE RD	SHEET 644	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR PRAIRIE RD-XS.DWG
LAYOUT NAME - PRAIRIE RD1

PLOT DATE : 2/23/2017 1:59 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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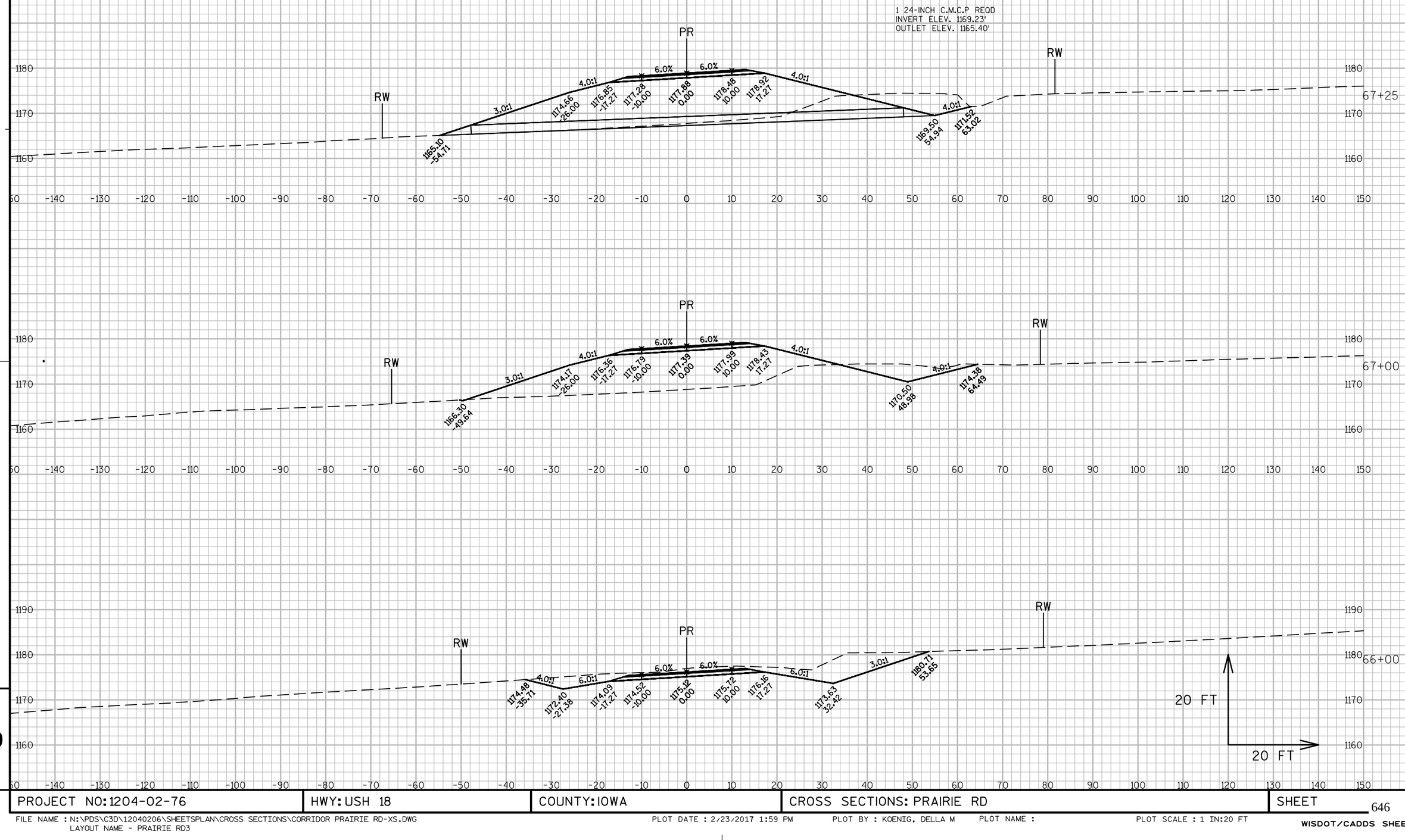
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE RD	SHEET 645	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR PRAIRIE RD-XS.DWG
LAYOUT NAME - PRAIRIE RD2

PLOT DATE : 2/23/2017 1:59 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

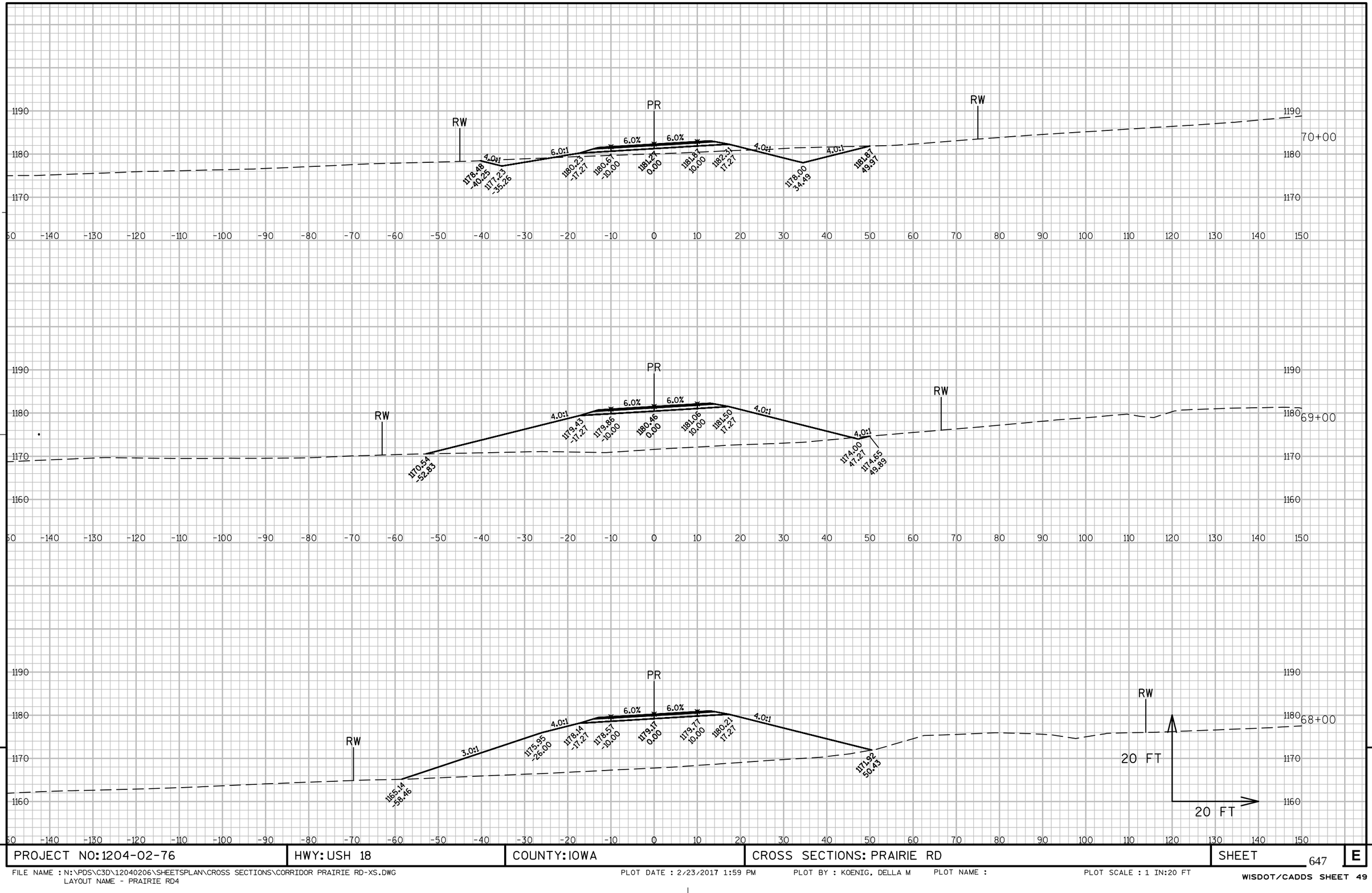


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE RD	SHEET 646	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR PRAIRIE RD-XS.DWG
LAYOUT NAME - PRAIRIE RD3

PLOT DATE : 2/23/2017 1:59 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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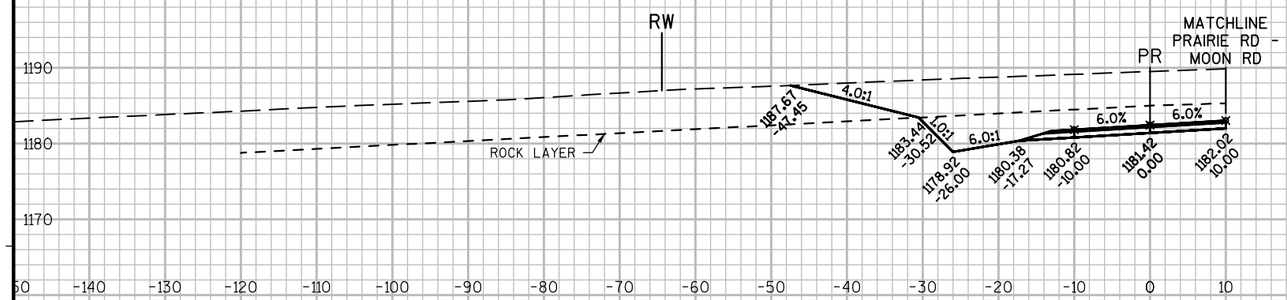
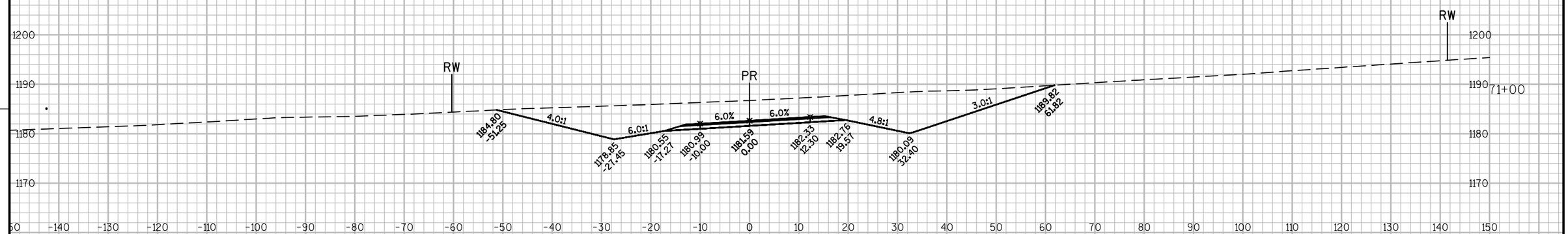
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE RD	SHEET 647	E

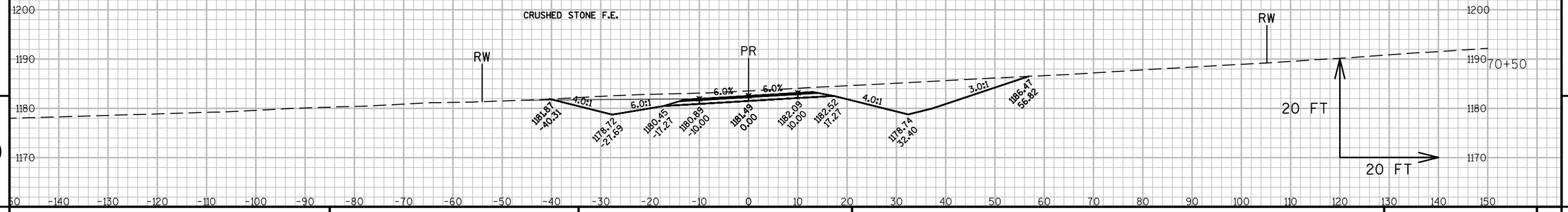
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR PRAIRIE RD-XS.DWG
LAYOUT NAME - PRAIRIE RD4

PLOT DATE : 2/23/2017 1:59 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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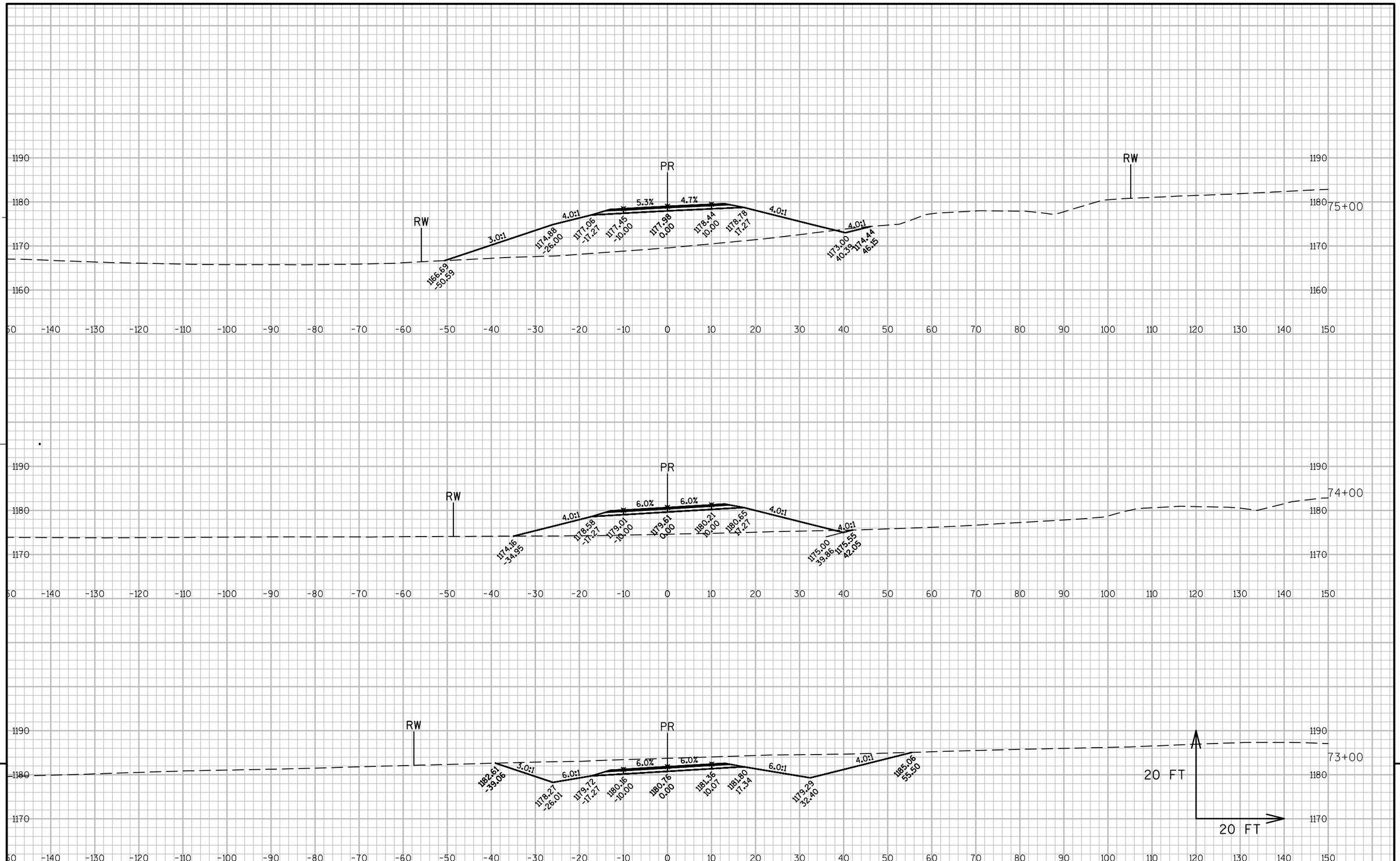
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE RD	SHEET 648	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR PRAIRIE RD-XS.DWG
LAYOUT NAME - PRAIRIE RD5

PLOT DATE : 2/23/2017 2:00 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

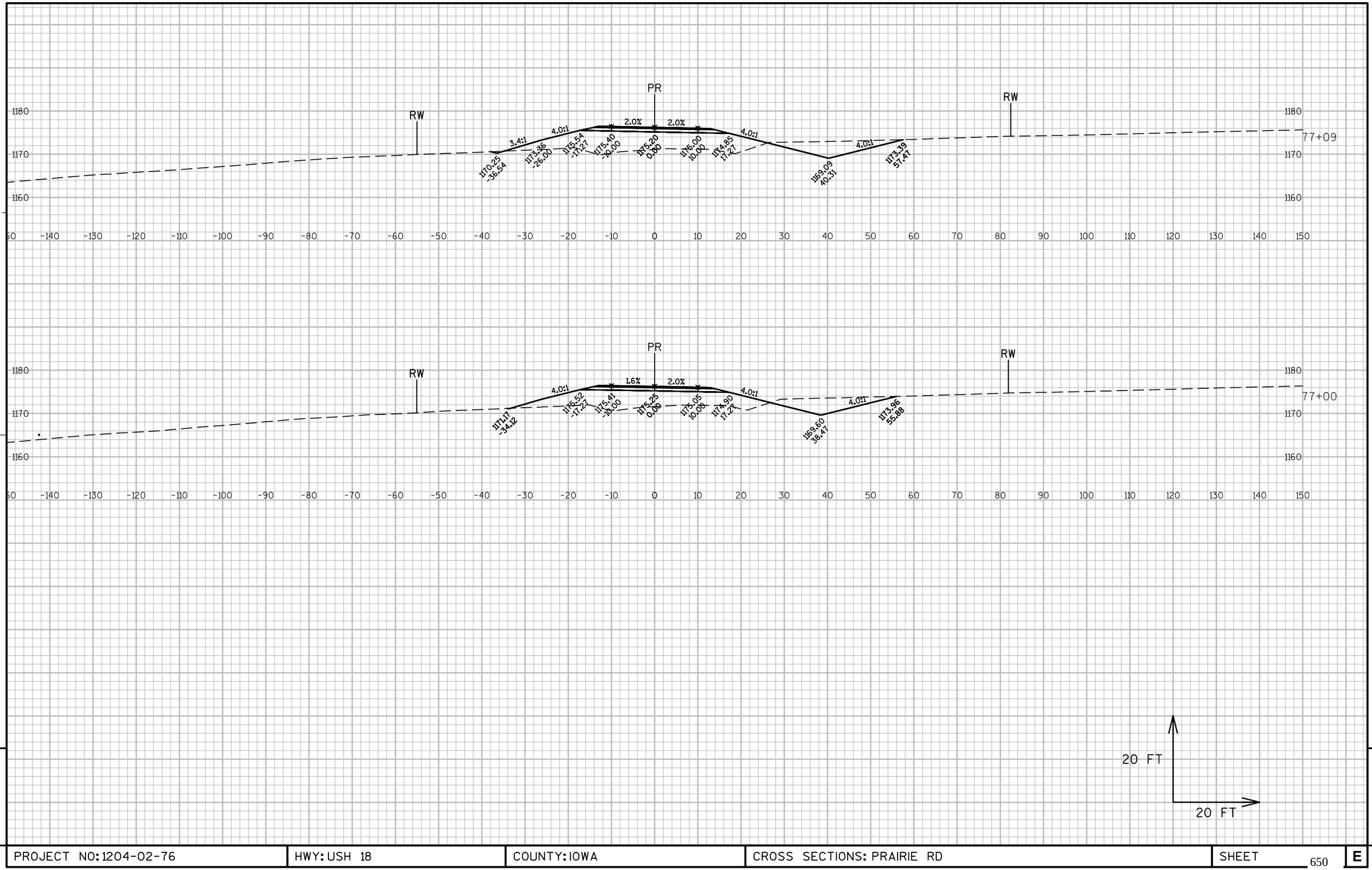


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE RD	SHEET 649	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR PRAIRIE RD-XS.DWG
LAYOUT NAME - PRAIRIE RD6

PLOT DATE : 2/23/2017 2:00 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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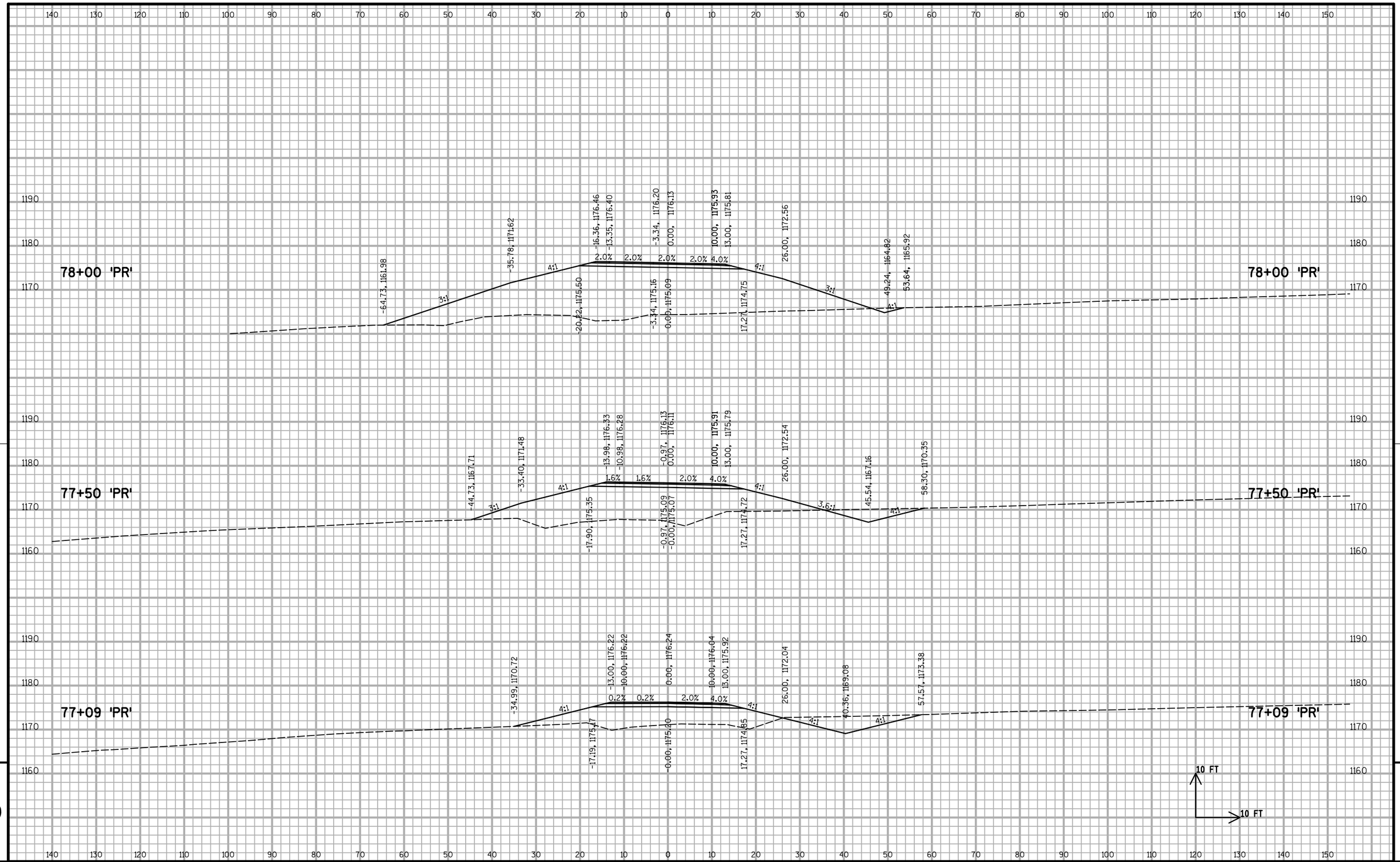
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE RD	SHEET 650	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR PRAIRIE RD-XS.DWG
LAYOUT NAME - PRAIRIE RD7

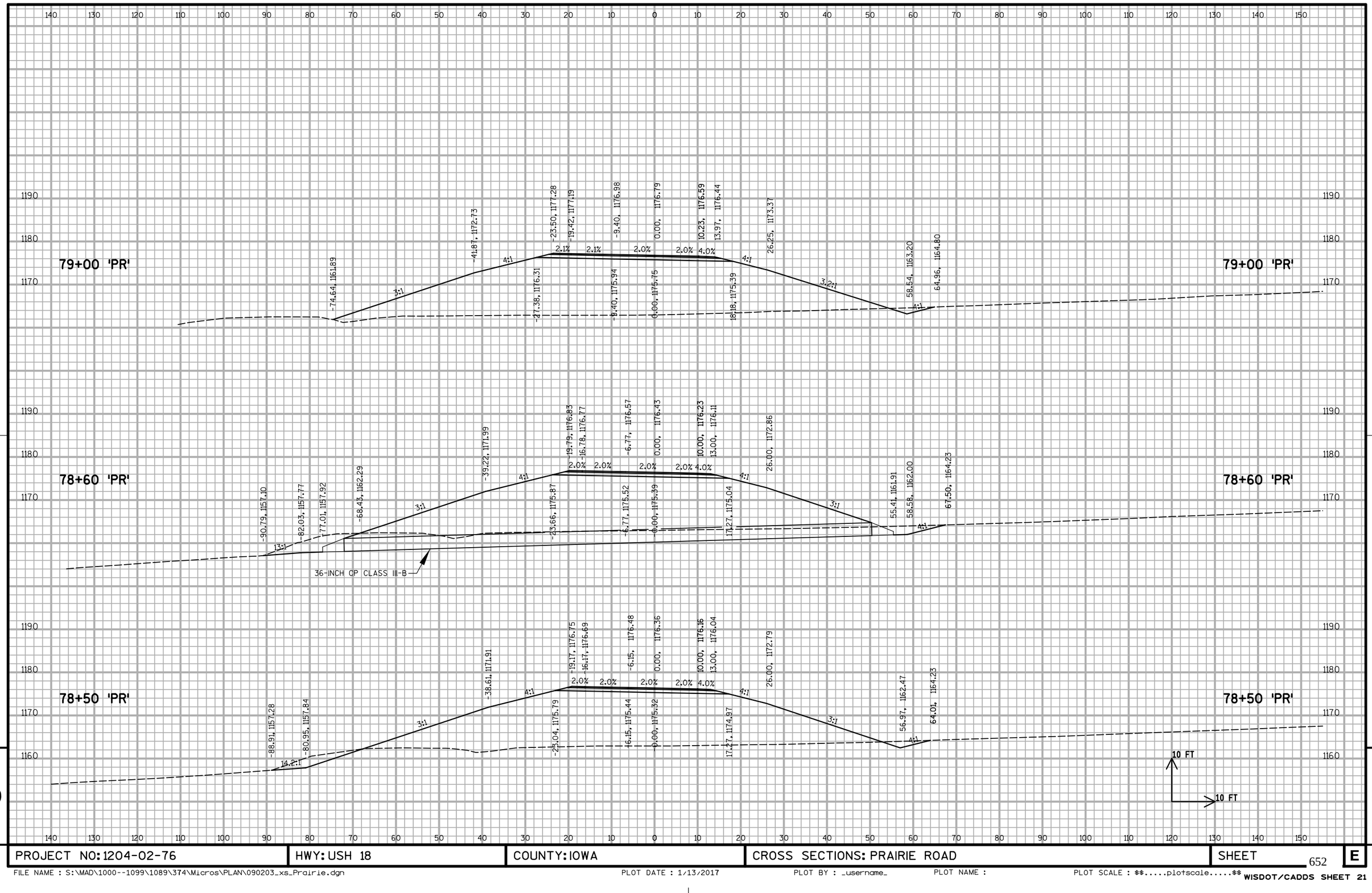
PLOT DATE : 2/23/2017 2:00 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE ROAD	SHEET	E

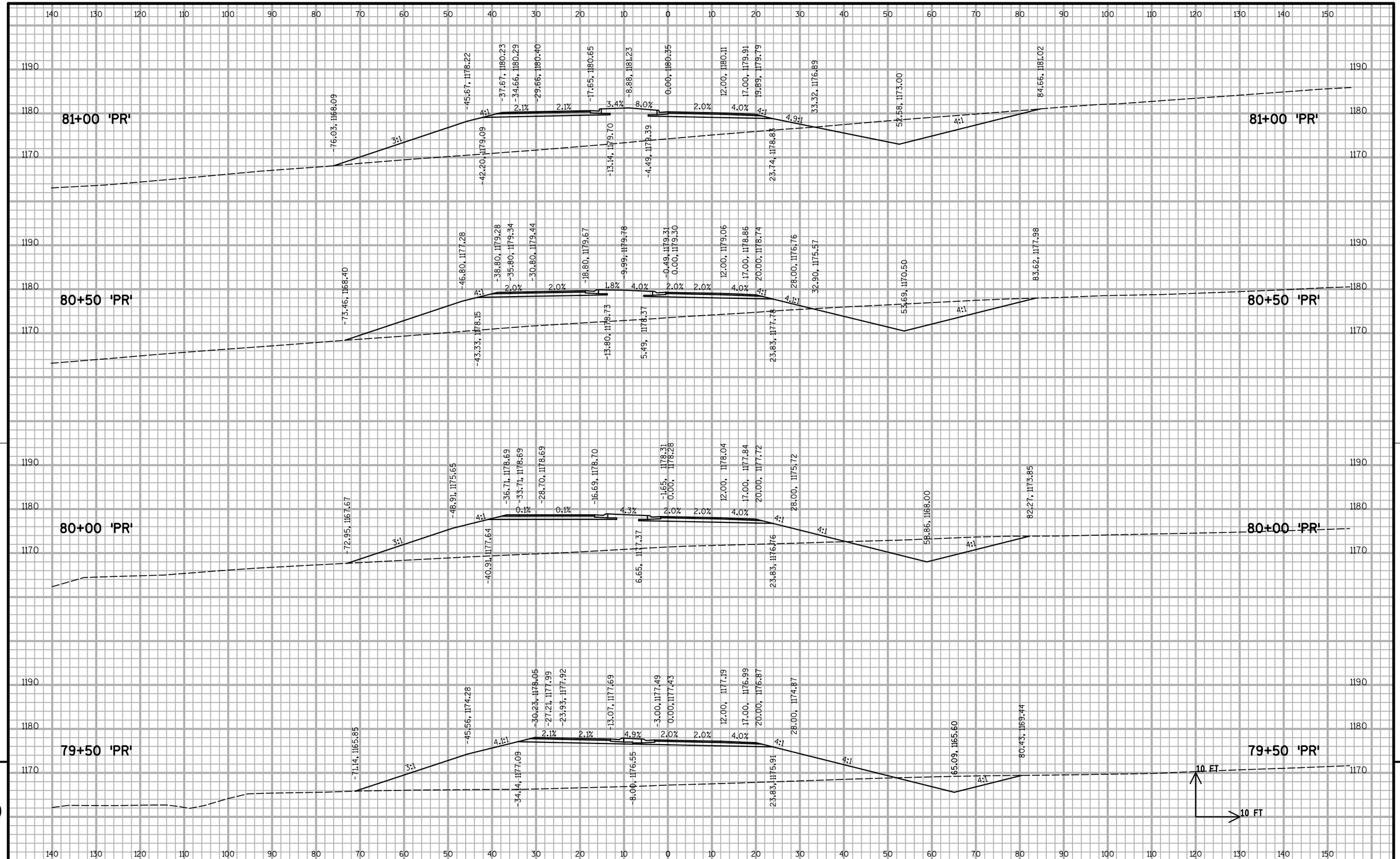
FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090203_xs_Prairie.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE ROAD	SHEET 652	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090203_xs_Prairie.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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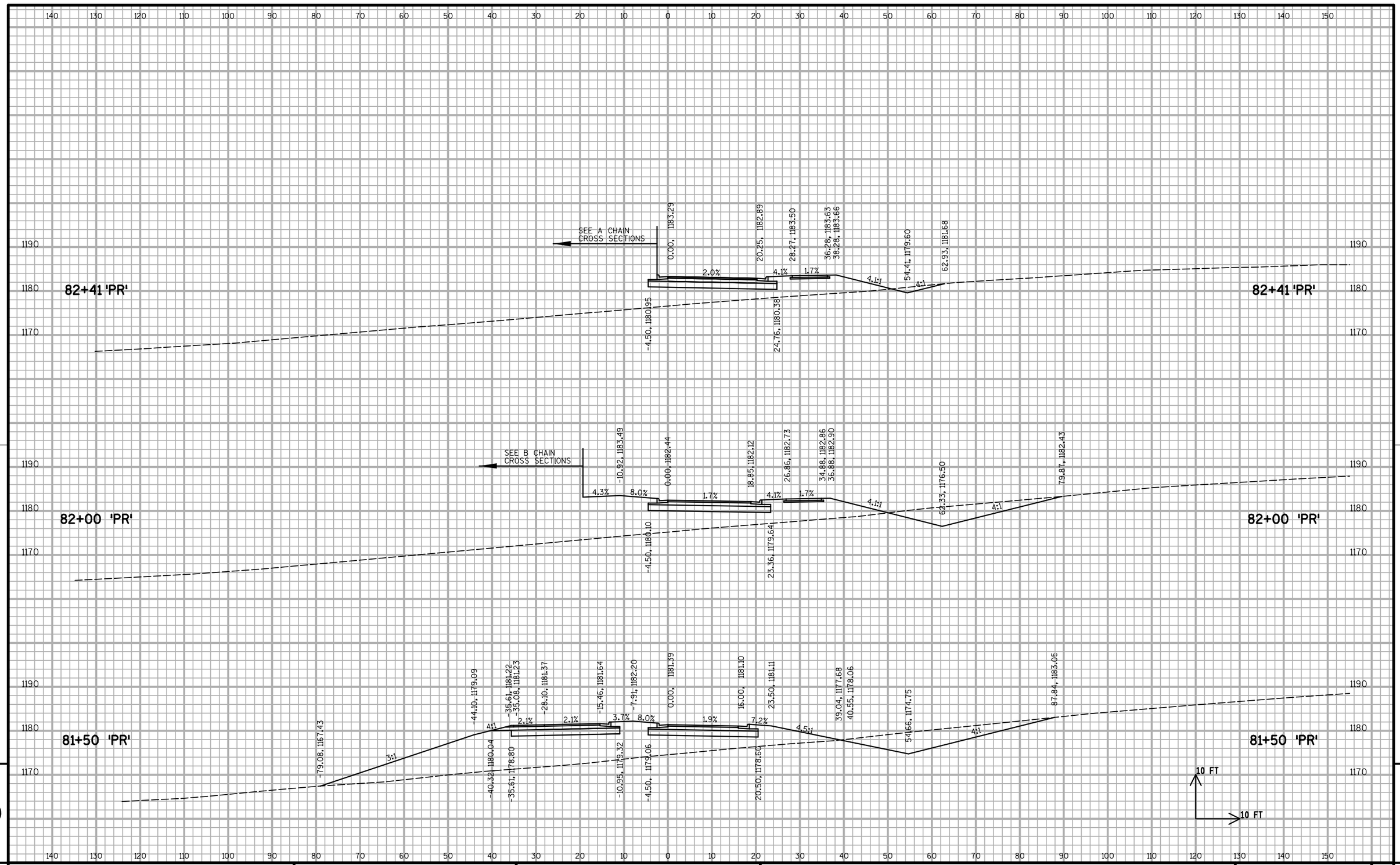
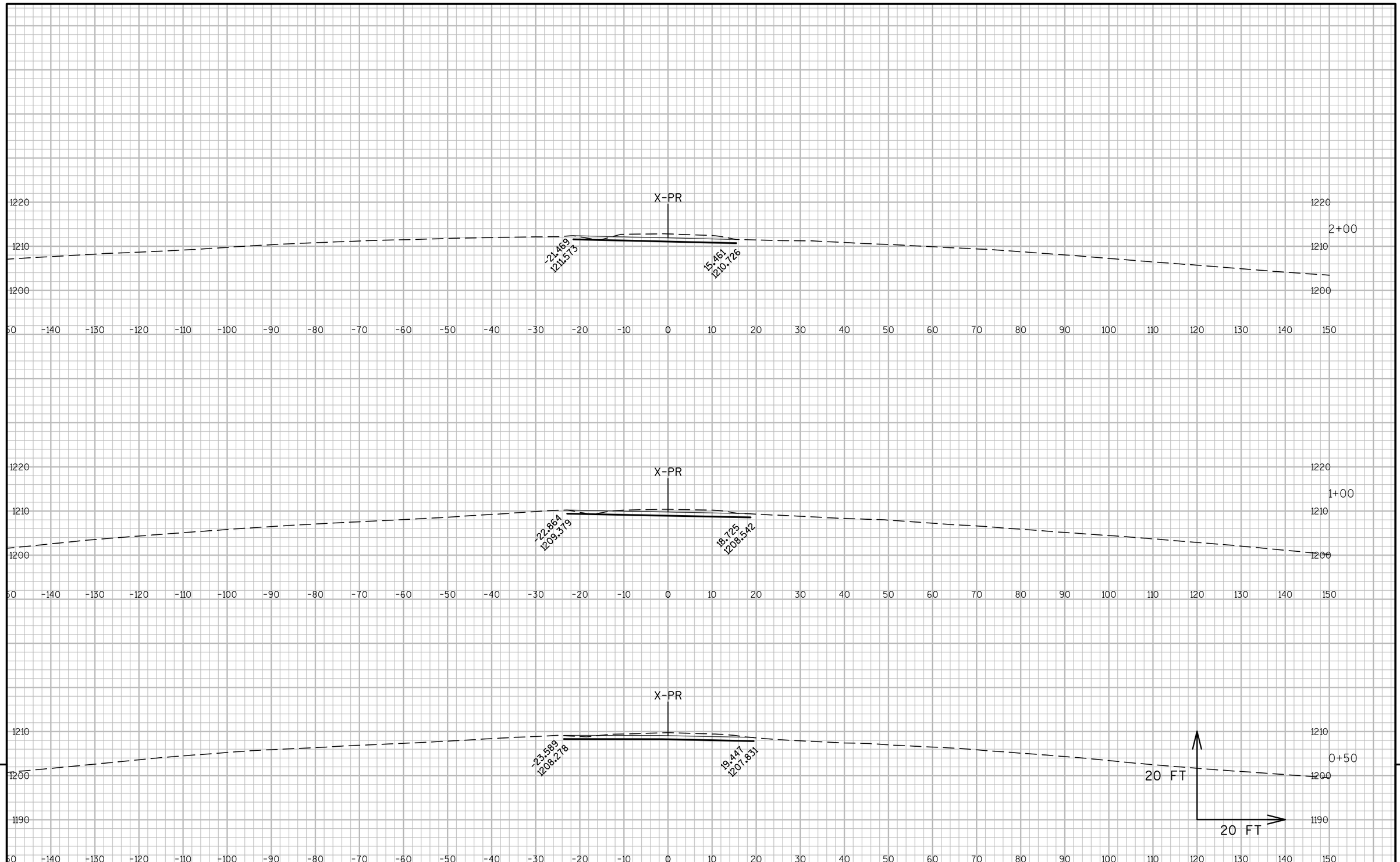
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE ROAD	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090203_xs_Prairie.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: PRAIRIE ROAD	SHEET 654	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090203_xs_Prairie.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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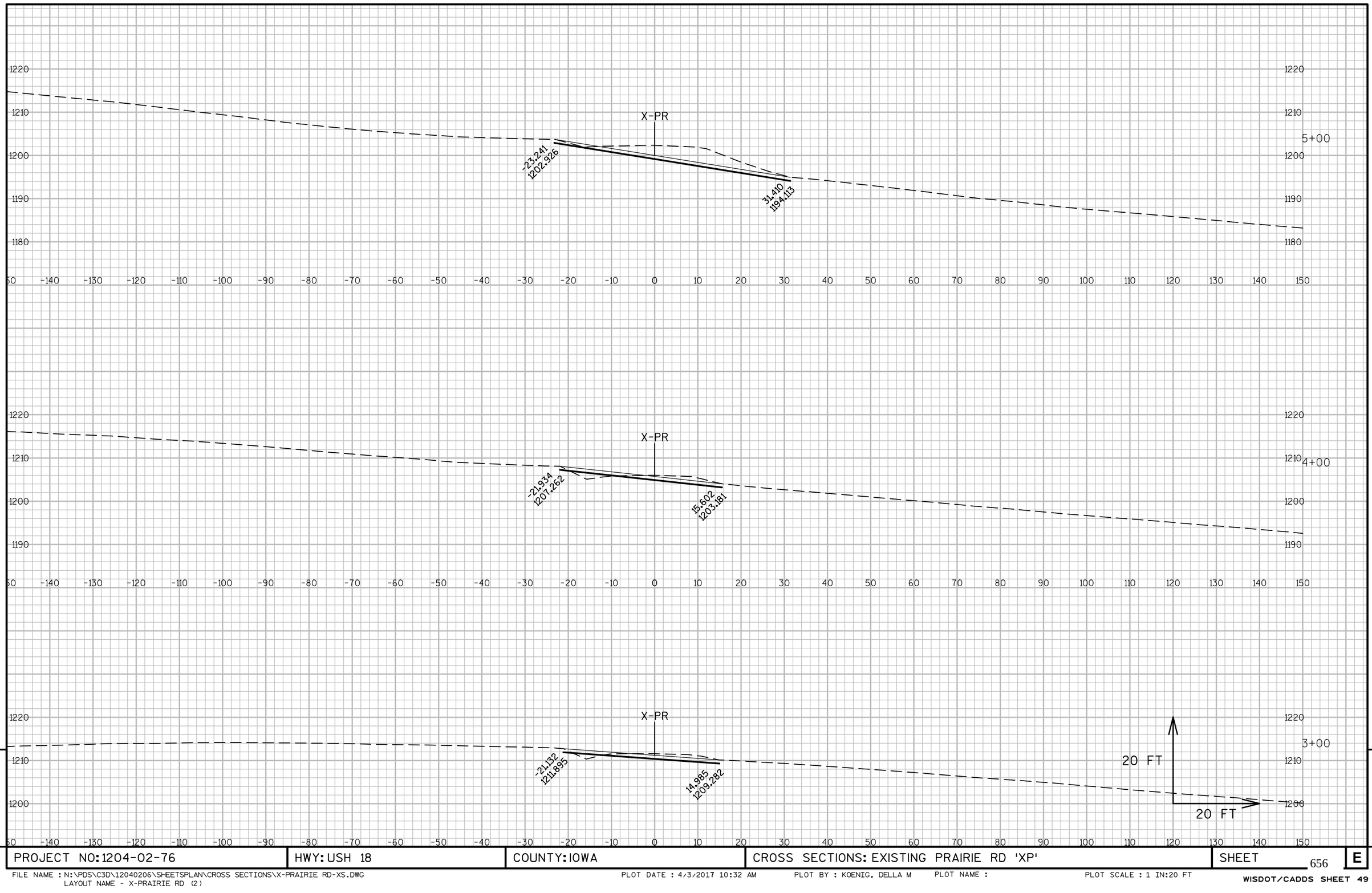
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 655	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (1)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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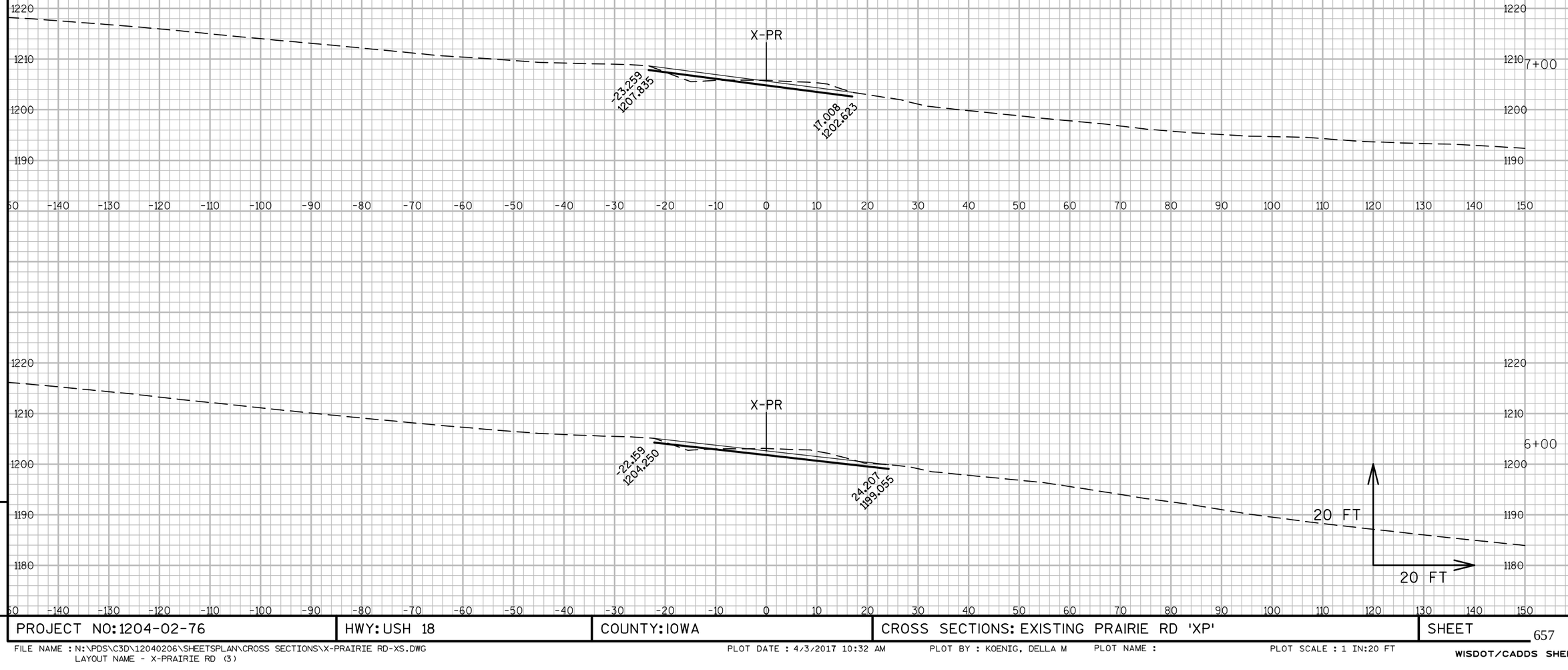
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 656	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (2)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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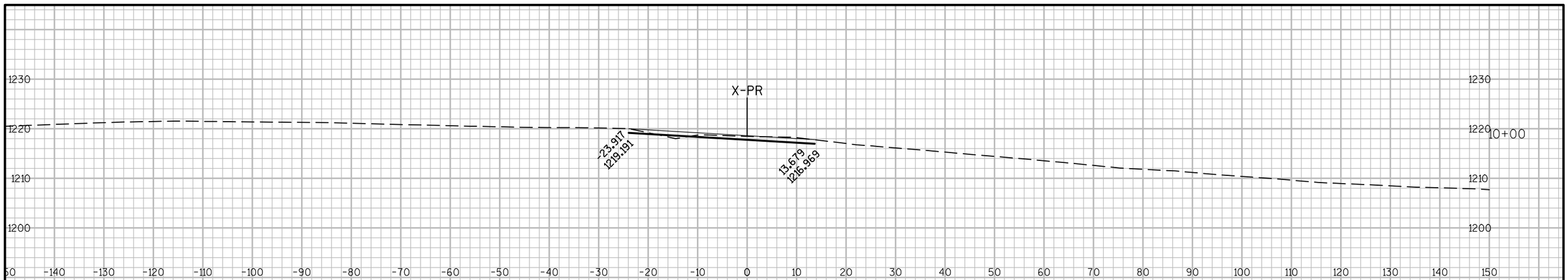
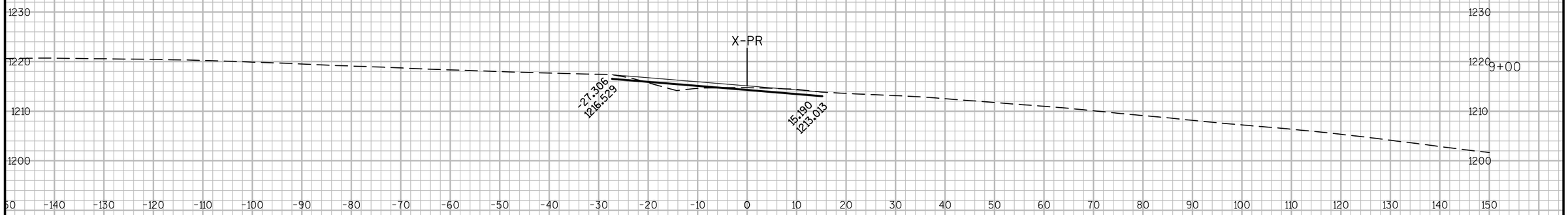
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 657	E

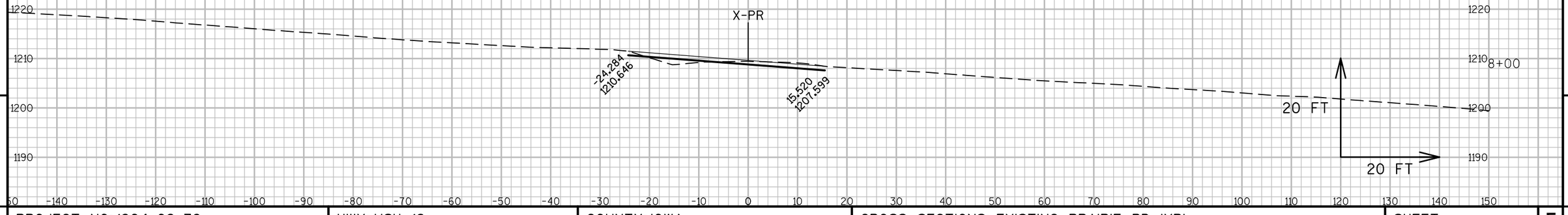
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (3)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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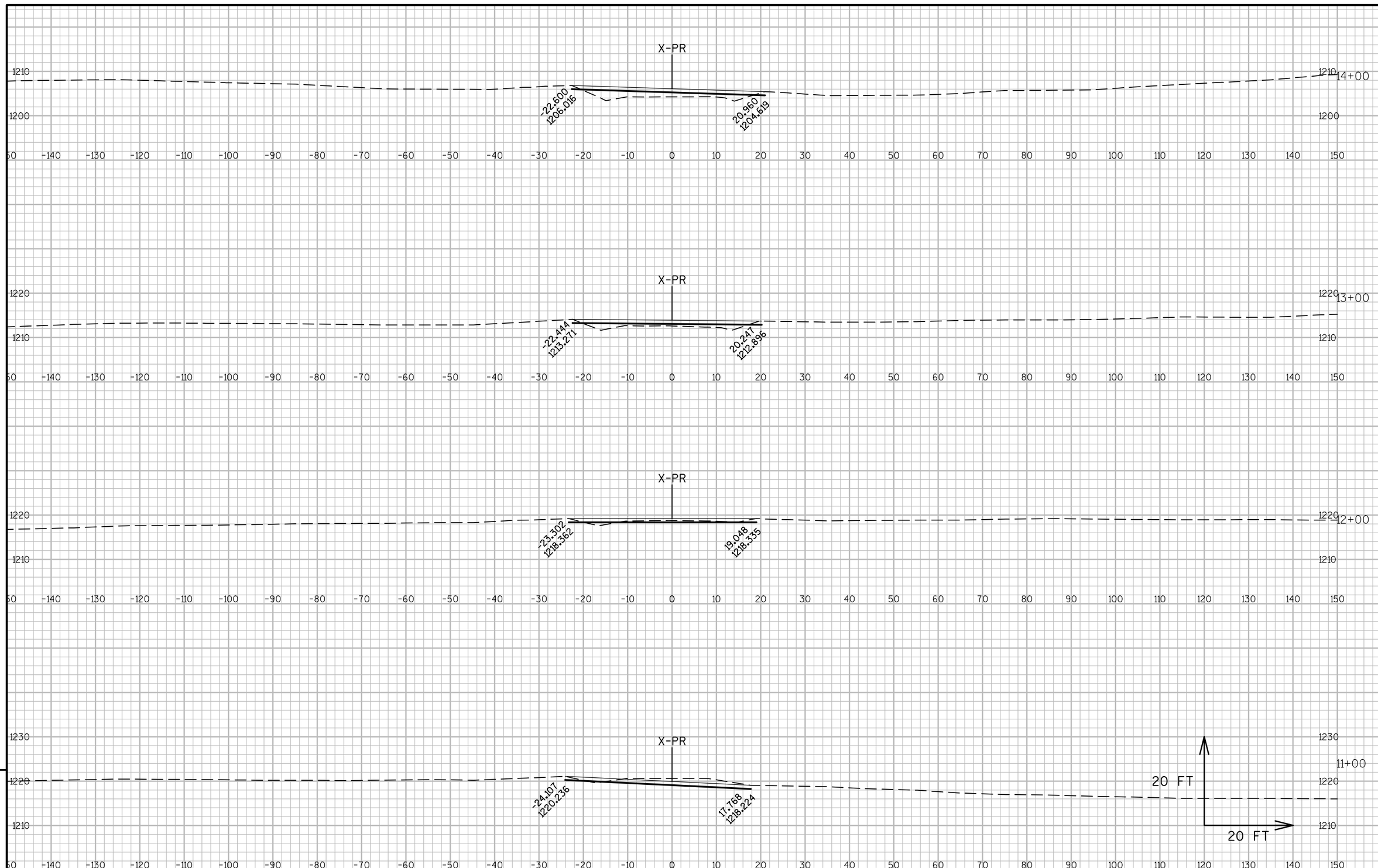
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 658	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (4)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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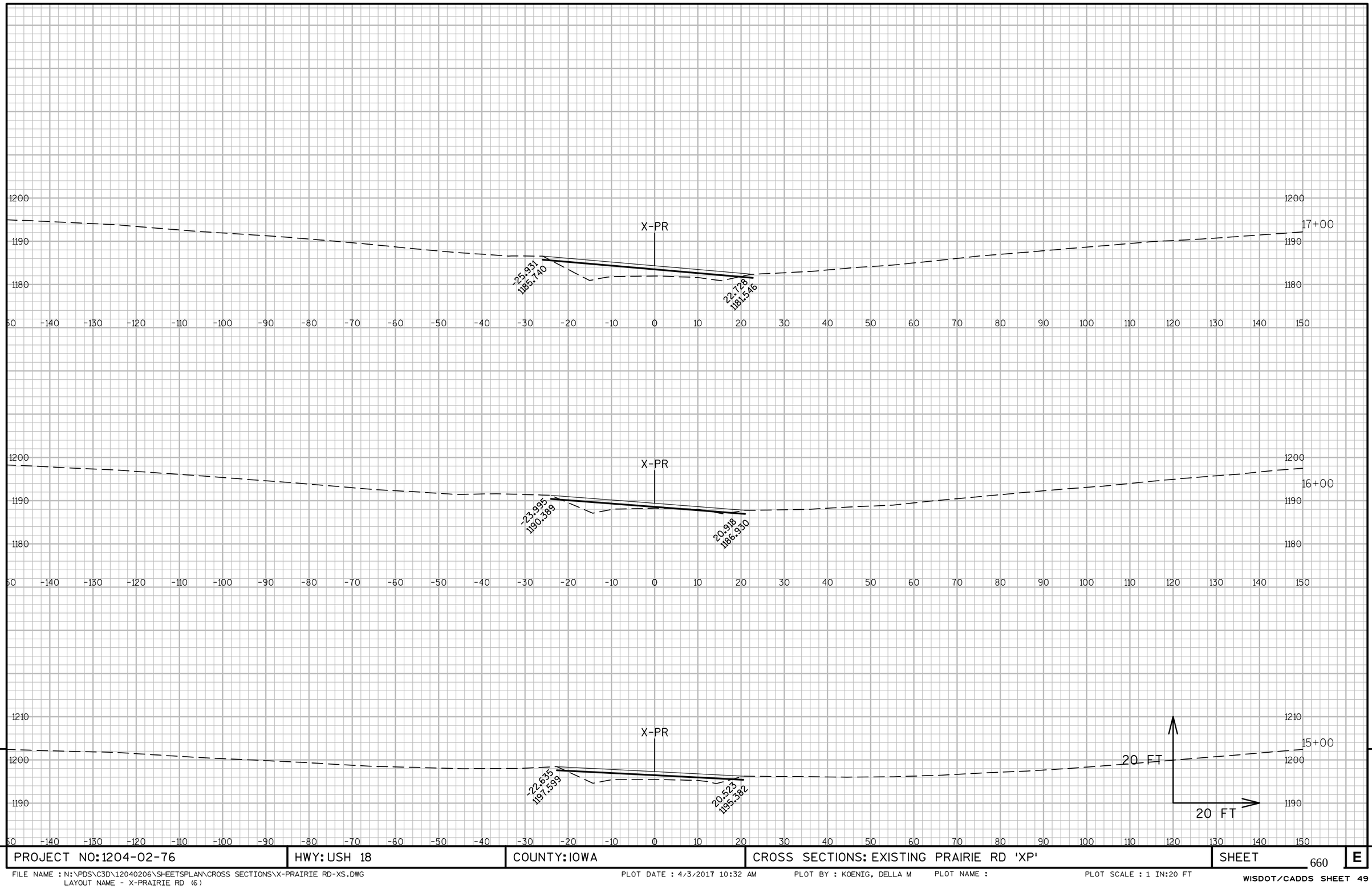
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 659	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (5)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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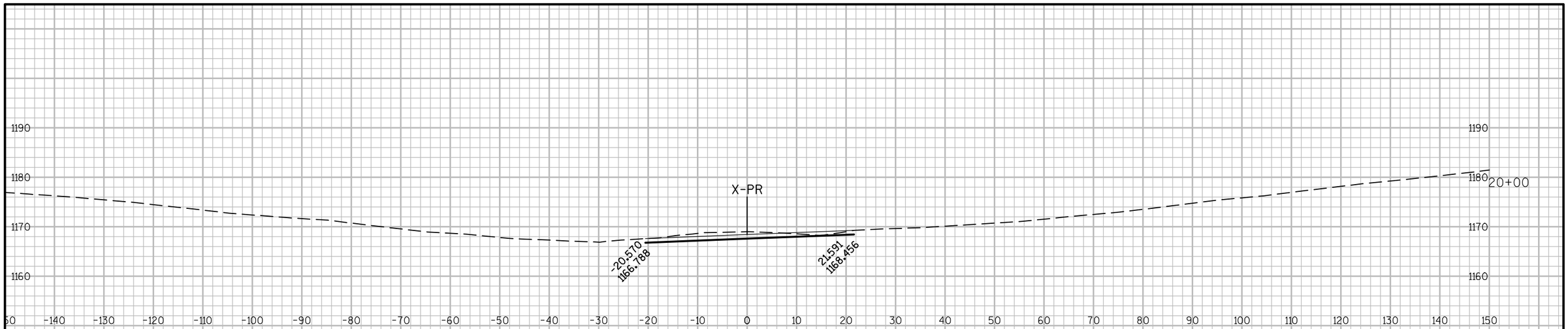
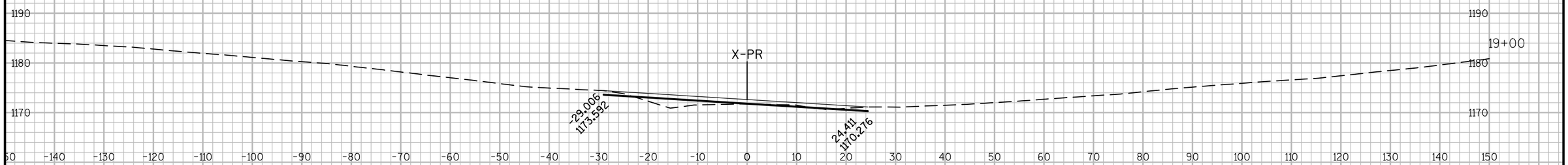
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 660	E

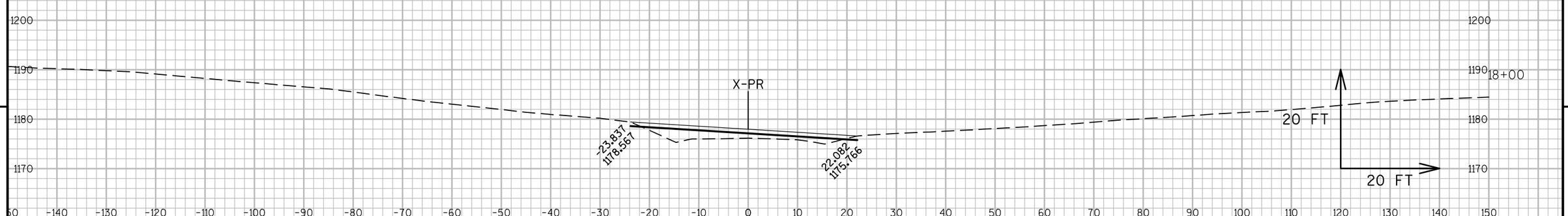
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (6)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







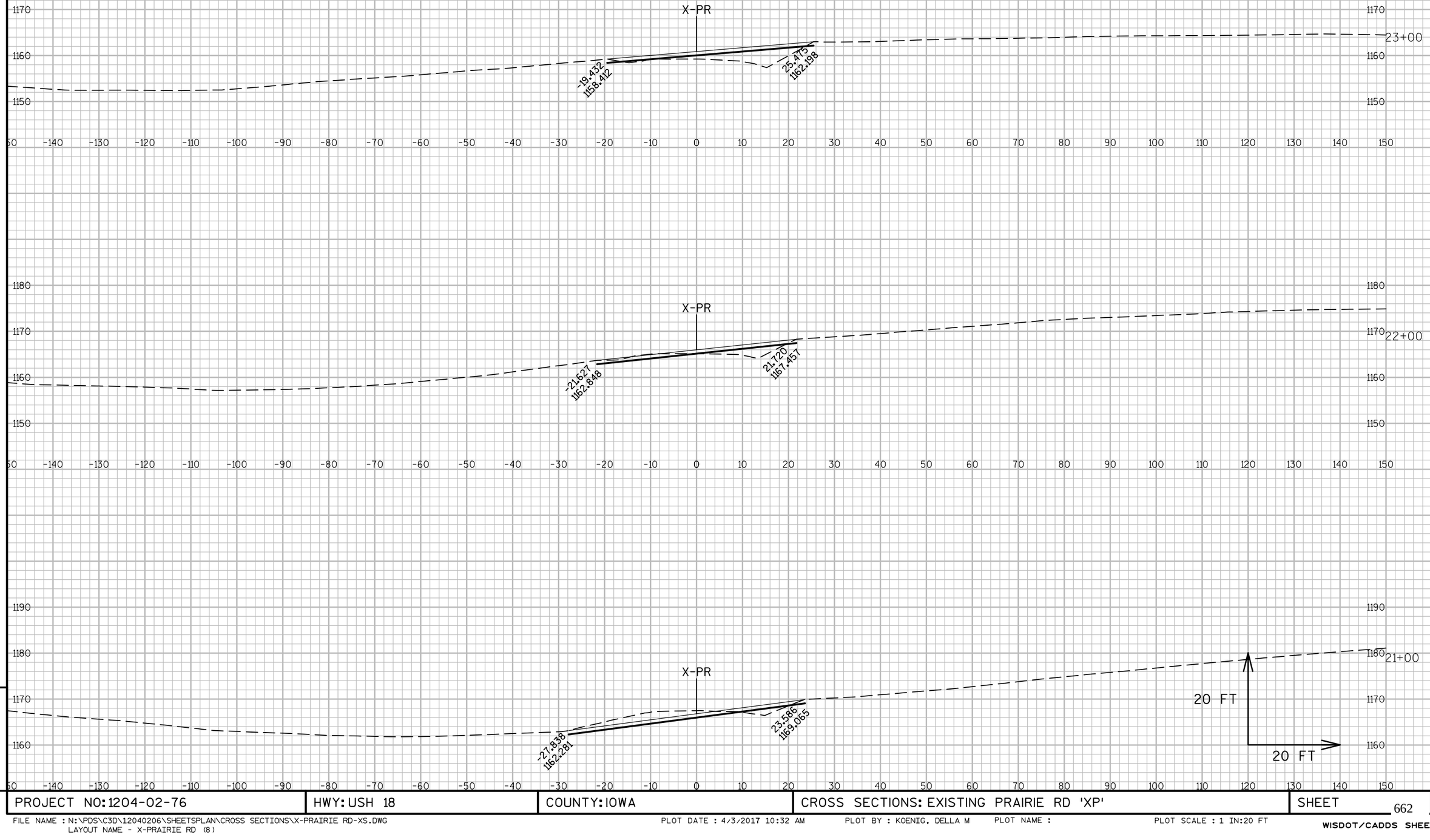
9 9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 661 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (7)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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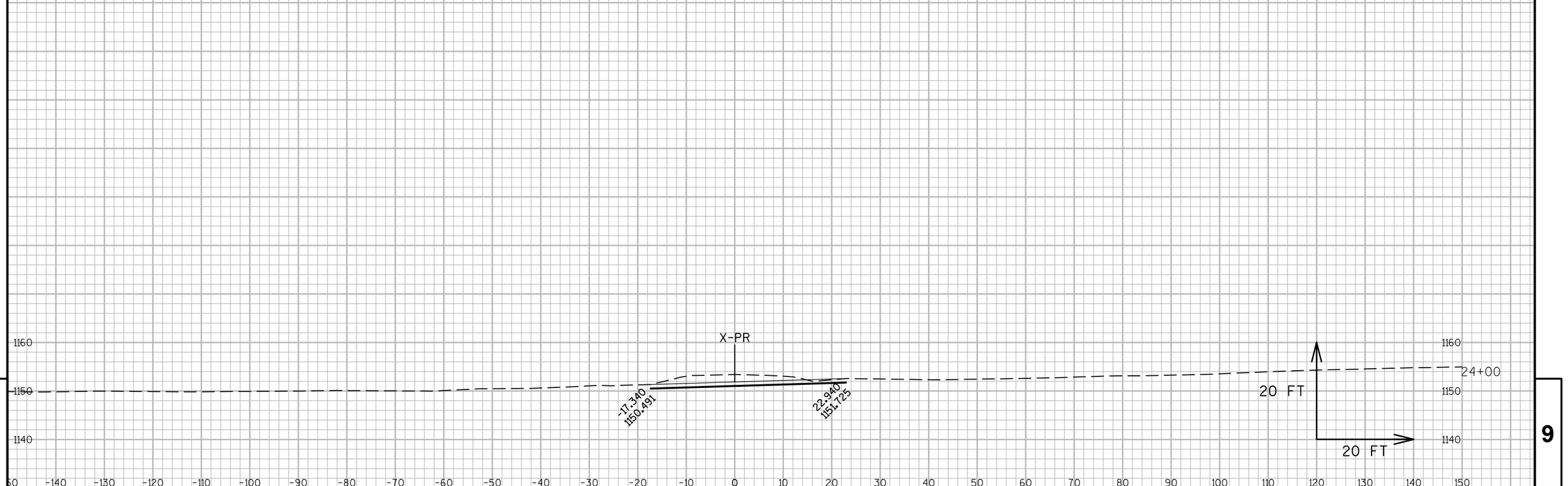
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 662	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (8)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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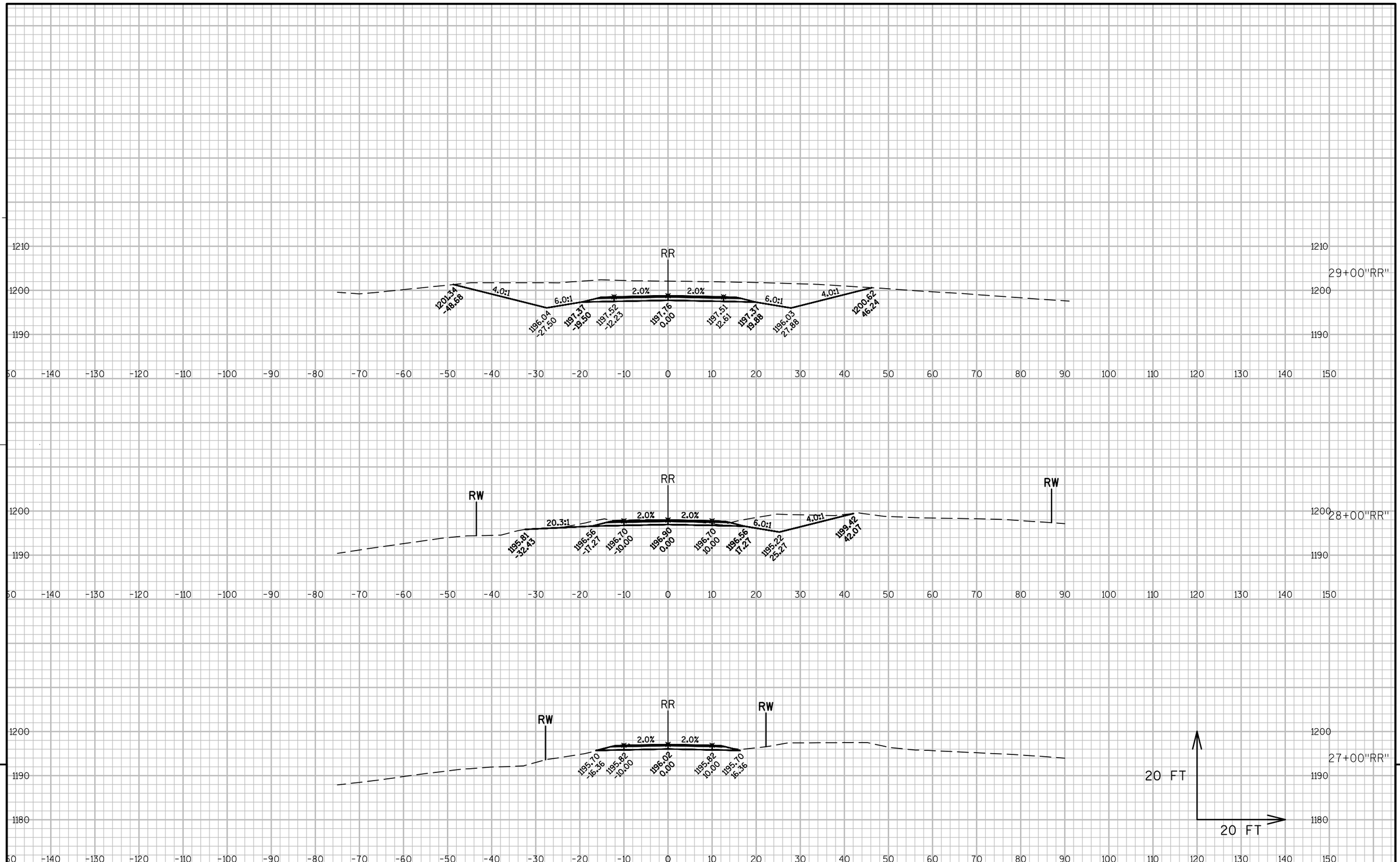
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: EXISTING PRAIRIE RD 'XP'	SHEET 663	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\X-PRAIRIE RD-XS.DWG
LAYOUT NAME - X-PRAIRIE RD (9)

PLOT DATE : 4/3/2017 10:32 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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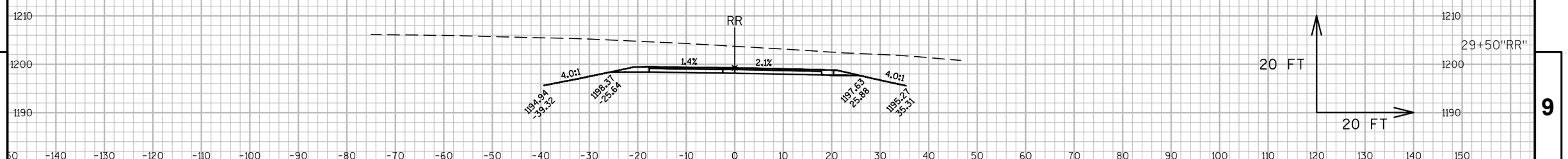
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: REED RD	SHEET 664	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR REED RD-XS.DWG
LAYOUT NAME - 090208 REED RD 1

PLOT DATE : 1/27/2017 11:07 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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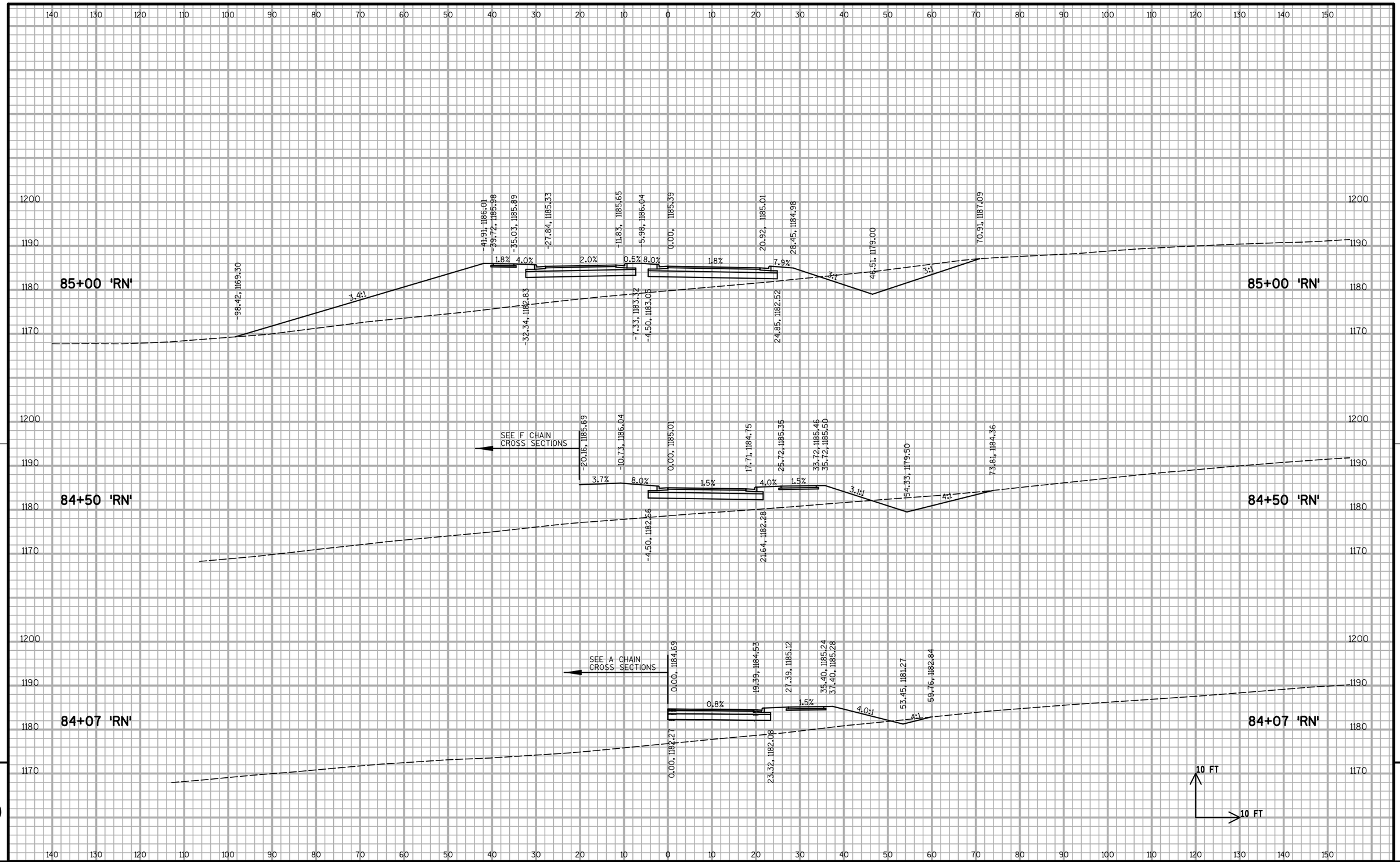
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: REED RD	SHEET 665	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR REED RD-XS.DWG
LAYOUT NAME - 090208 REED RD 2

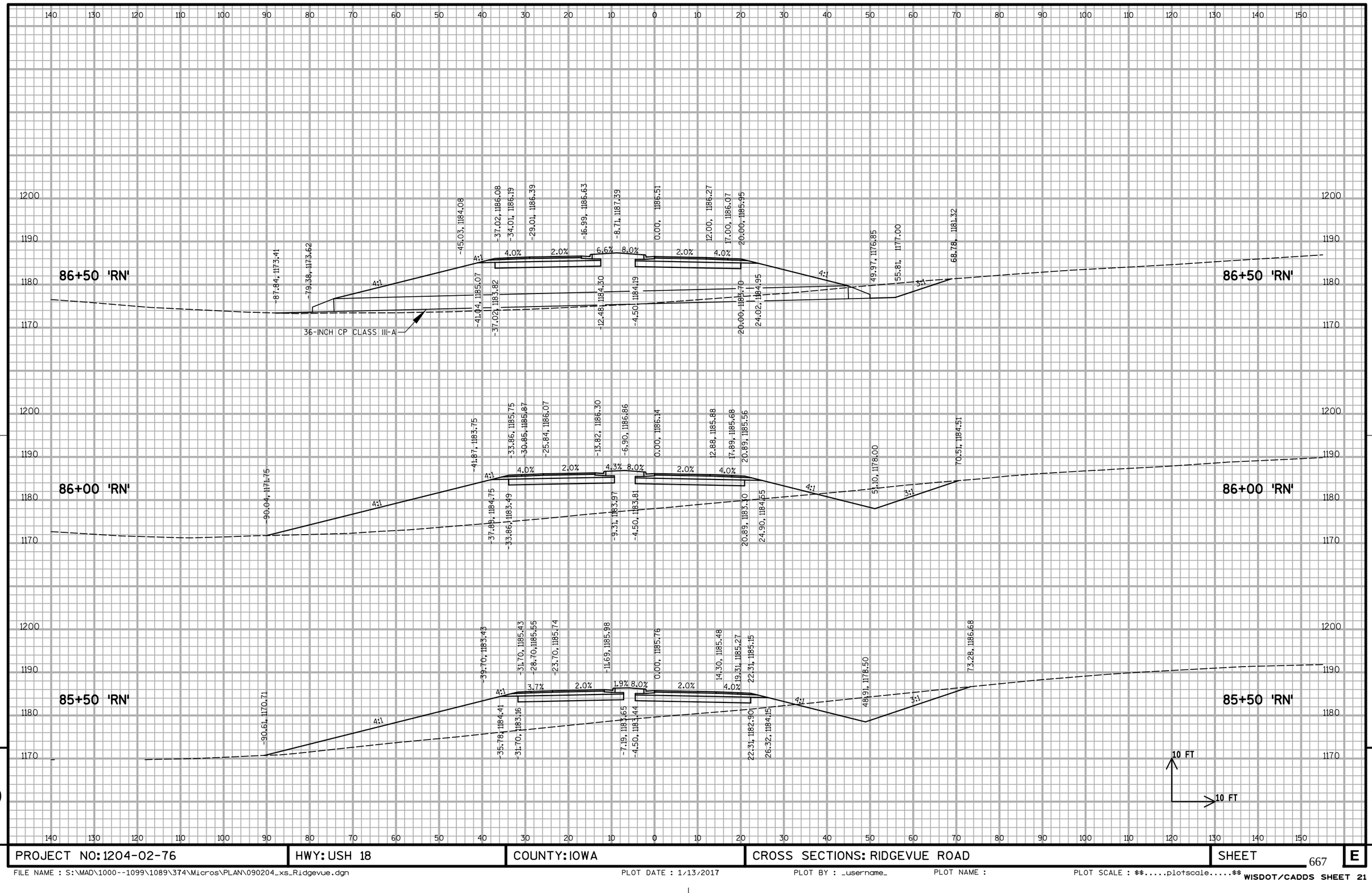
PLOT DATE : 1/27/2017 11:07 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



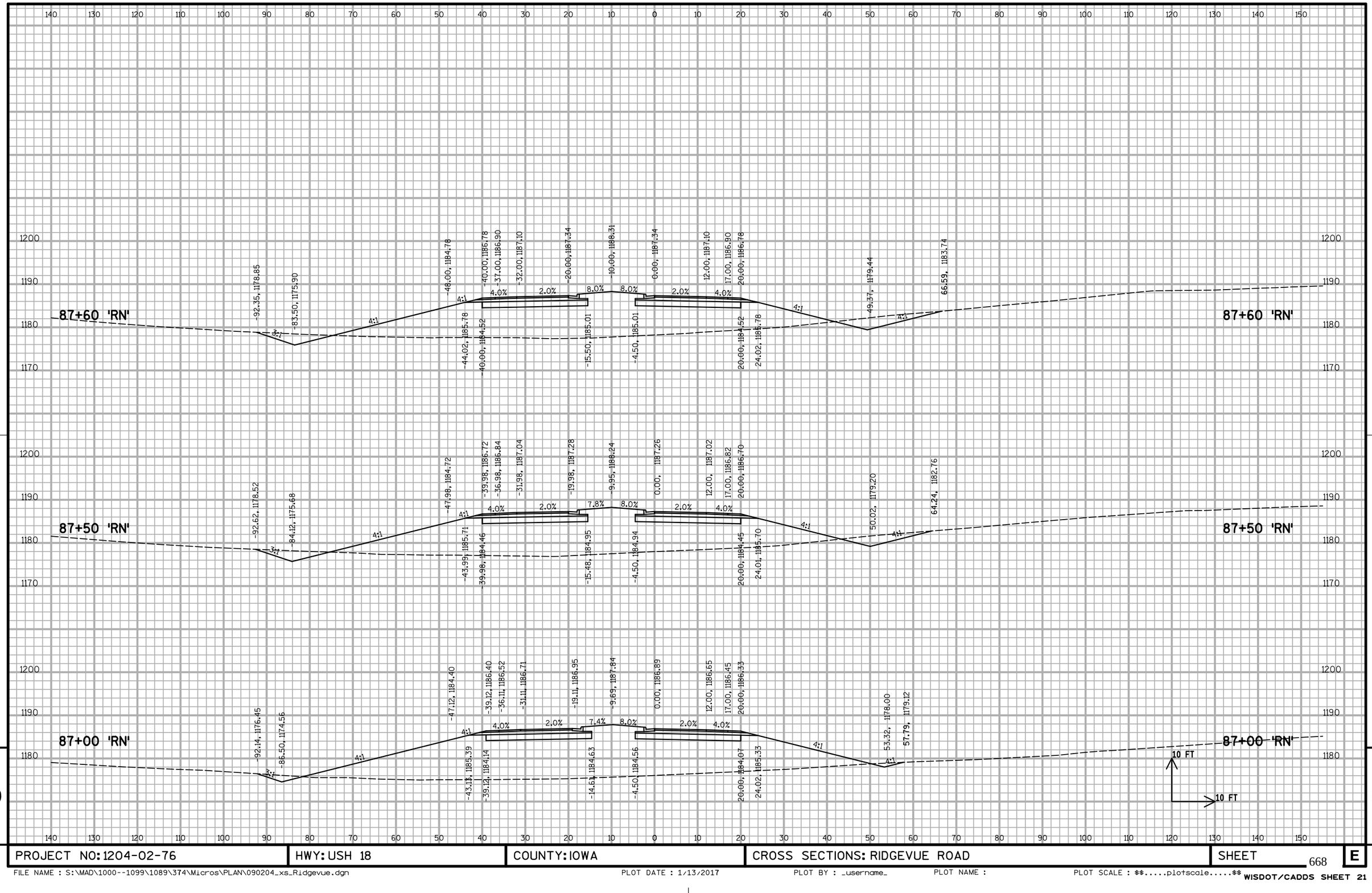
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE ROAD	SHEET 666	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090204_xs_Ridgevue.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

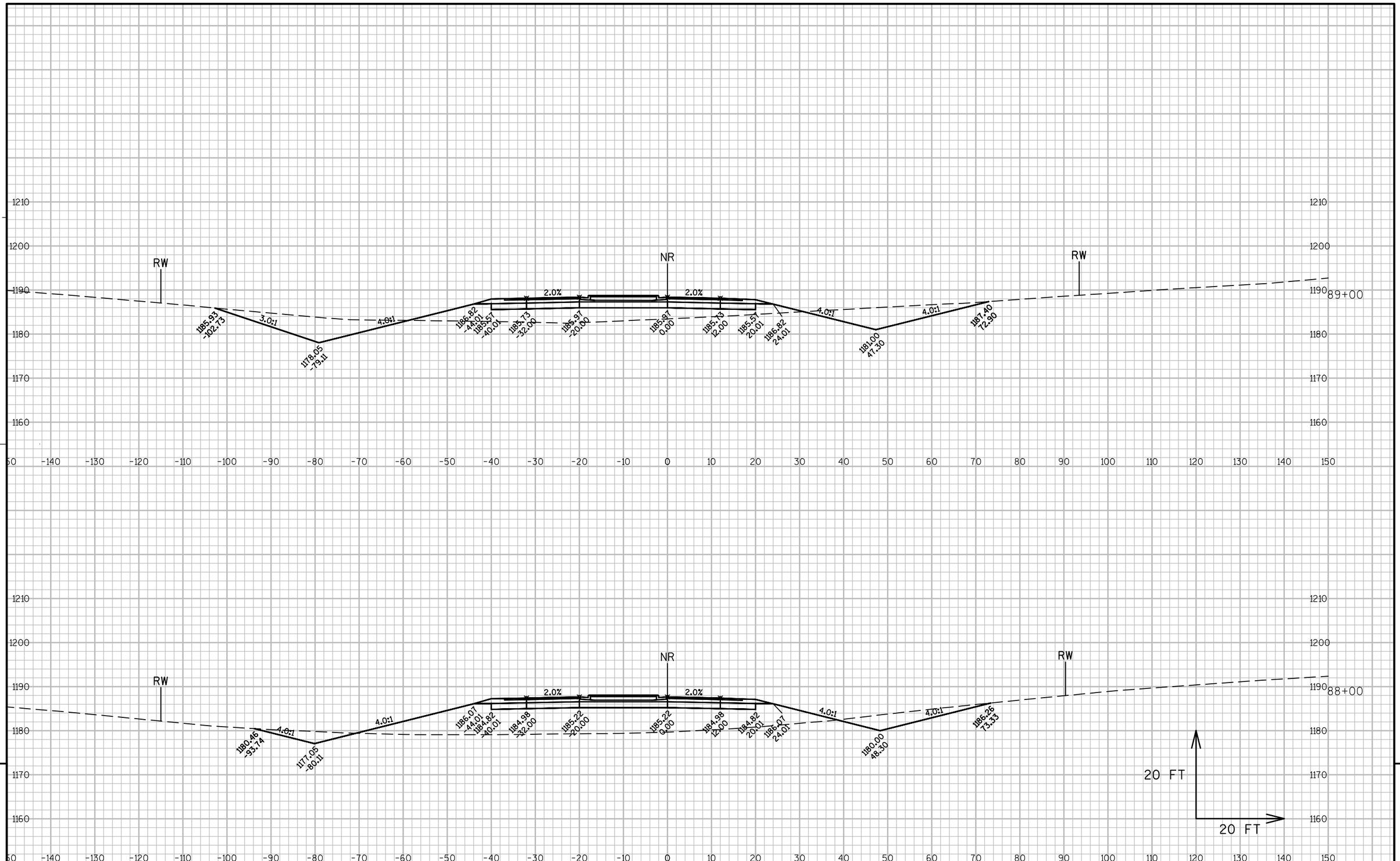


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE ROAD	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090204_xs_Ridgevue.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE ROAD	SHEET 668	E

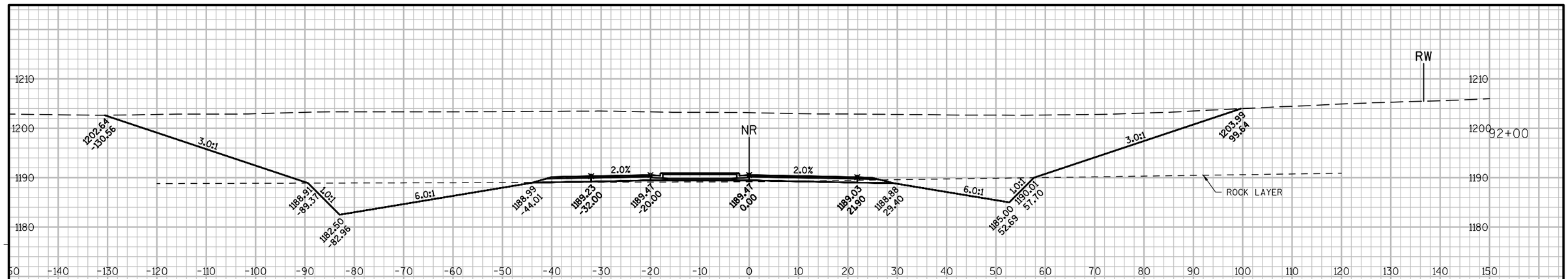


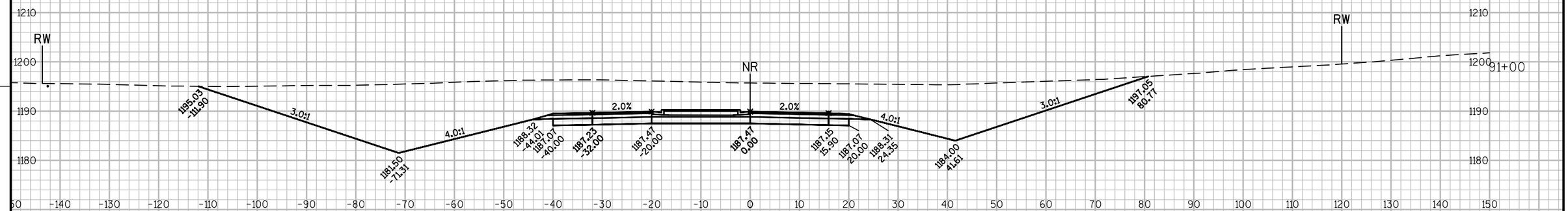
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 669 E

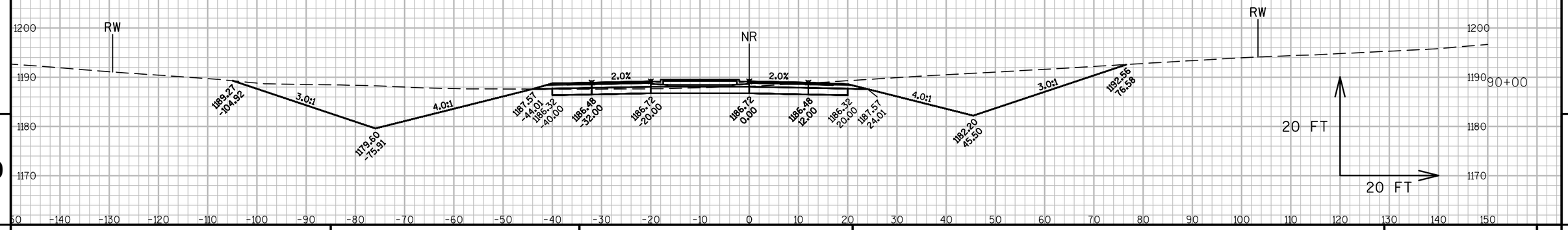
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 1

PLOT DATE : 2/27/2017 4:21 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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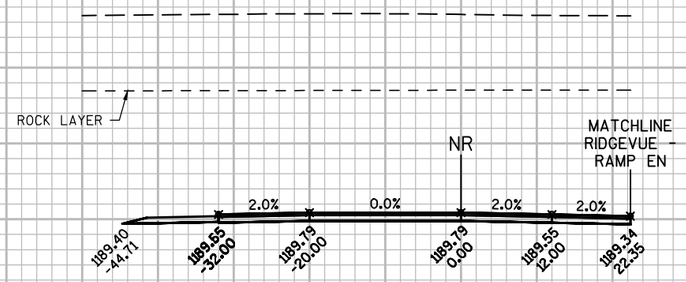
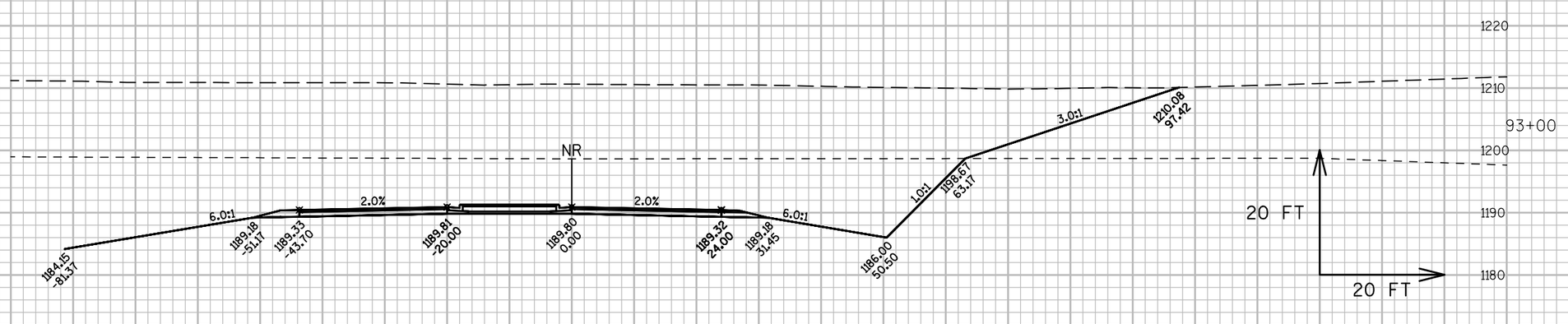
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 670	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 2

PLOT DATE : 2/27/2017 4:22 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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93+00

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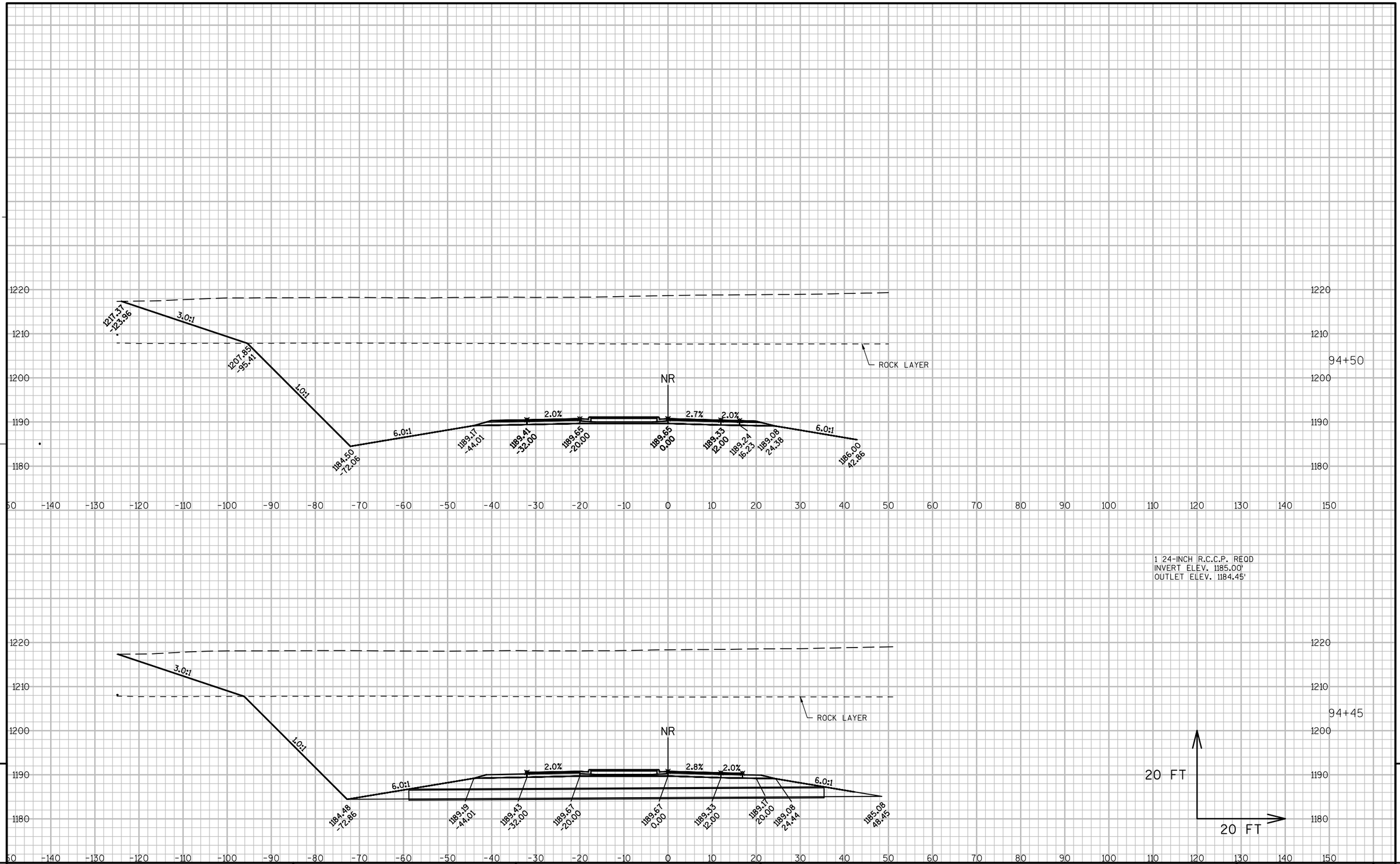
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 671	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 3

PLOT DATE : 2/27/2017 4:22 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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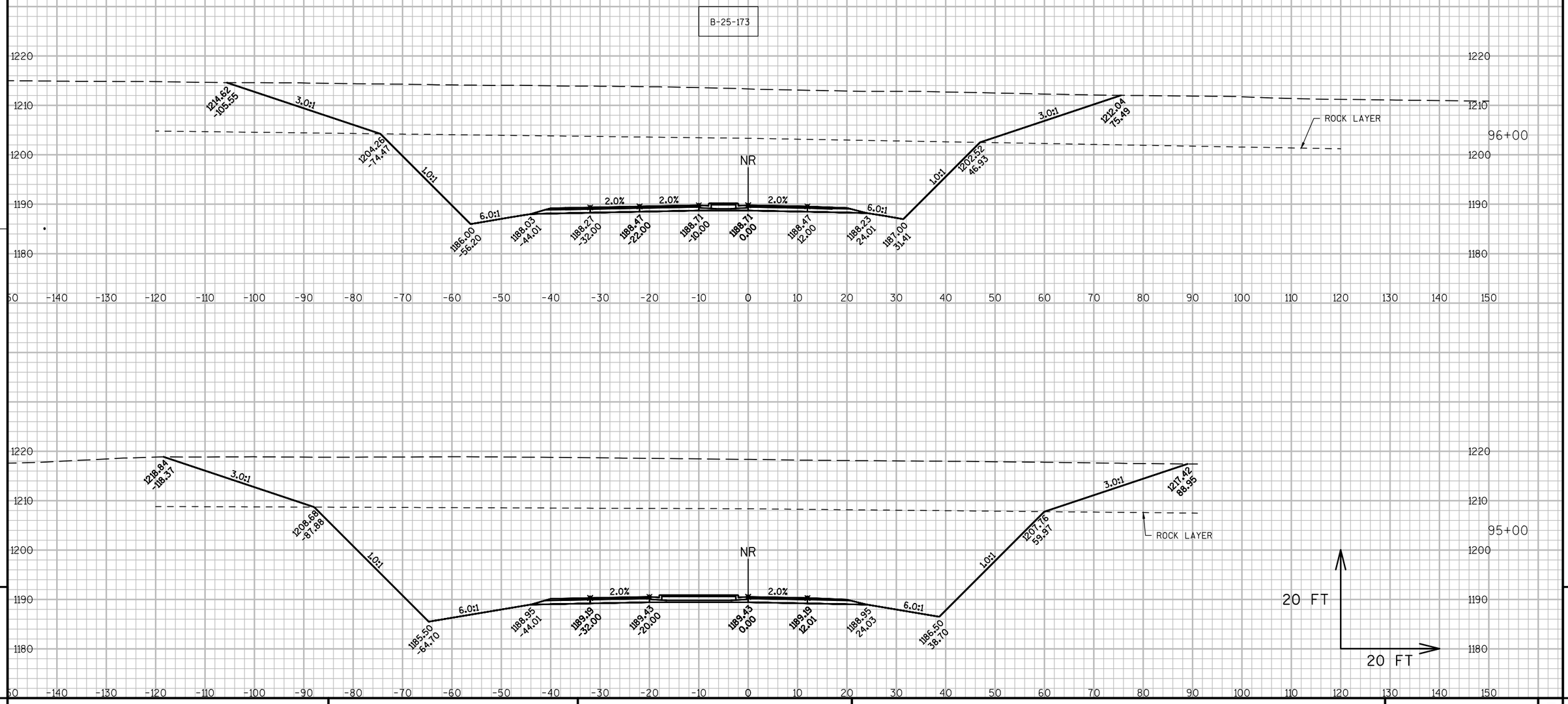
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 672	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 4

PLOT DATE : 2/27/2017 4:22 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

B-25-173



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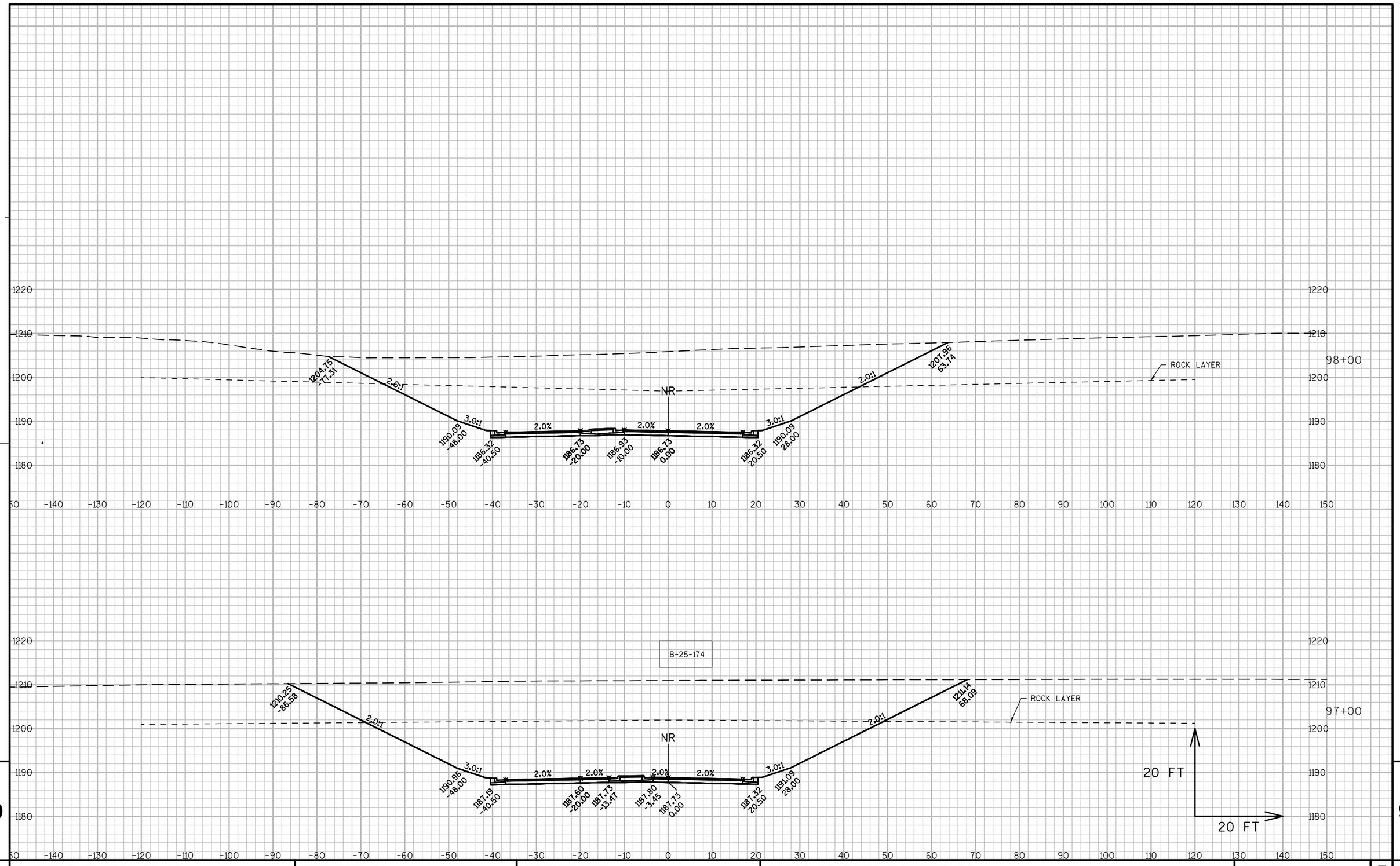
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 673	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 5

PLOT DATE : 2/27/2017 4:22 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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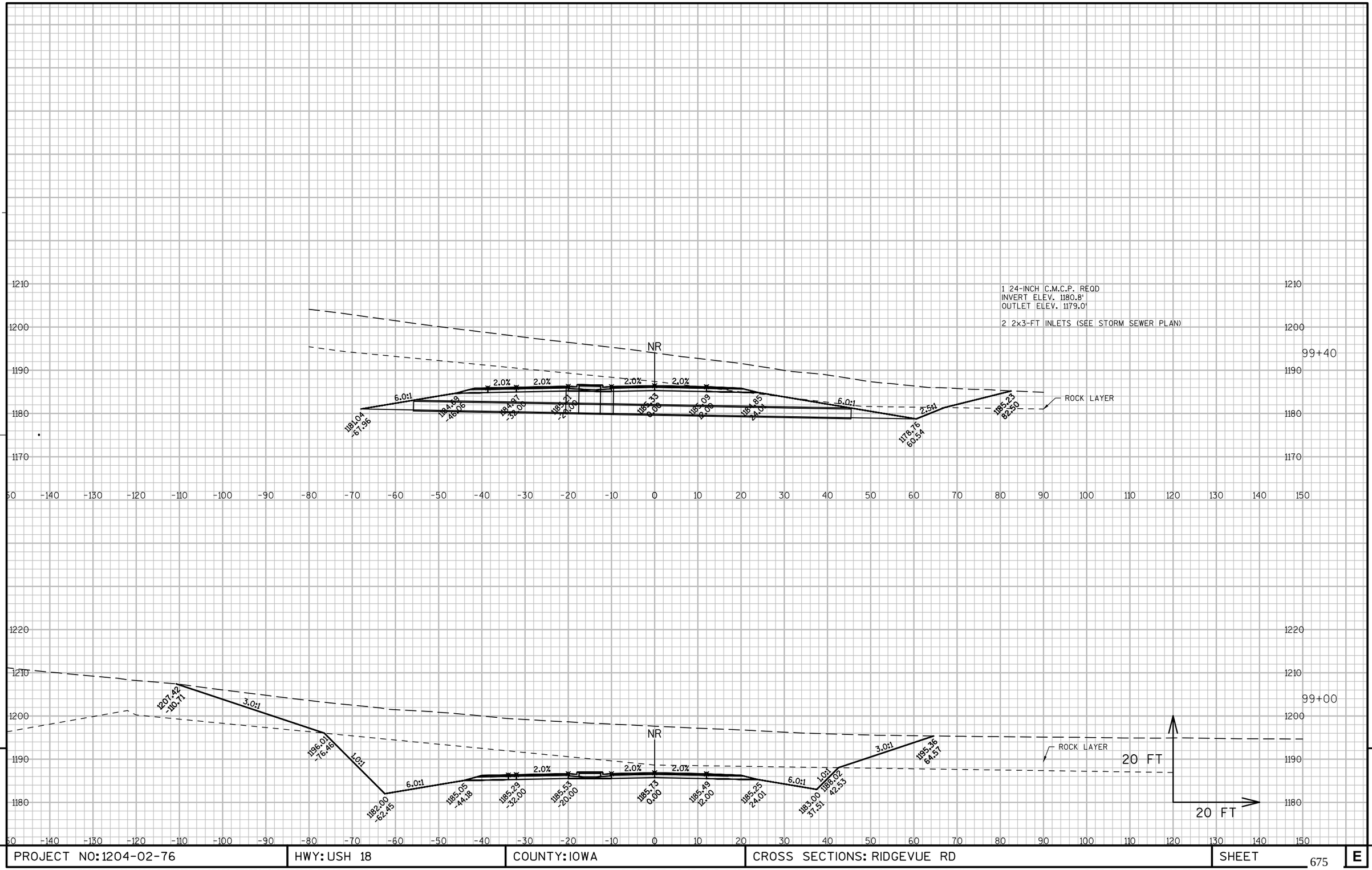
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 674	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 6

PLOT DATE : 2/27/2017 4:23 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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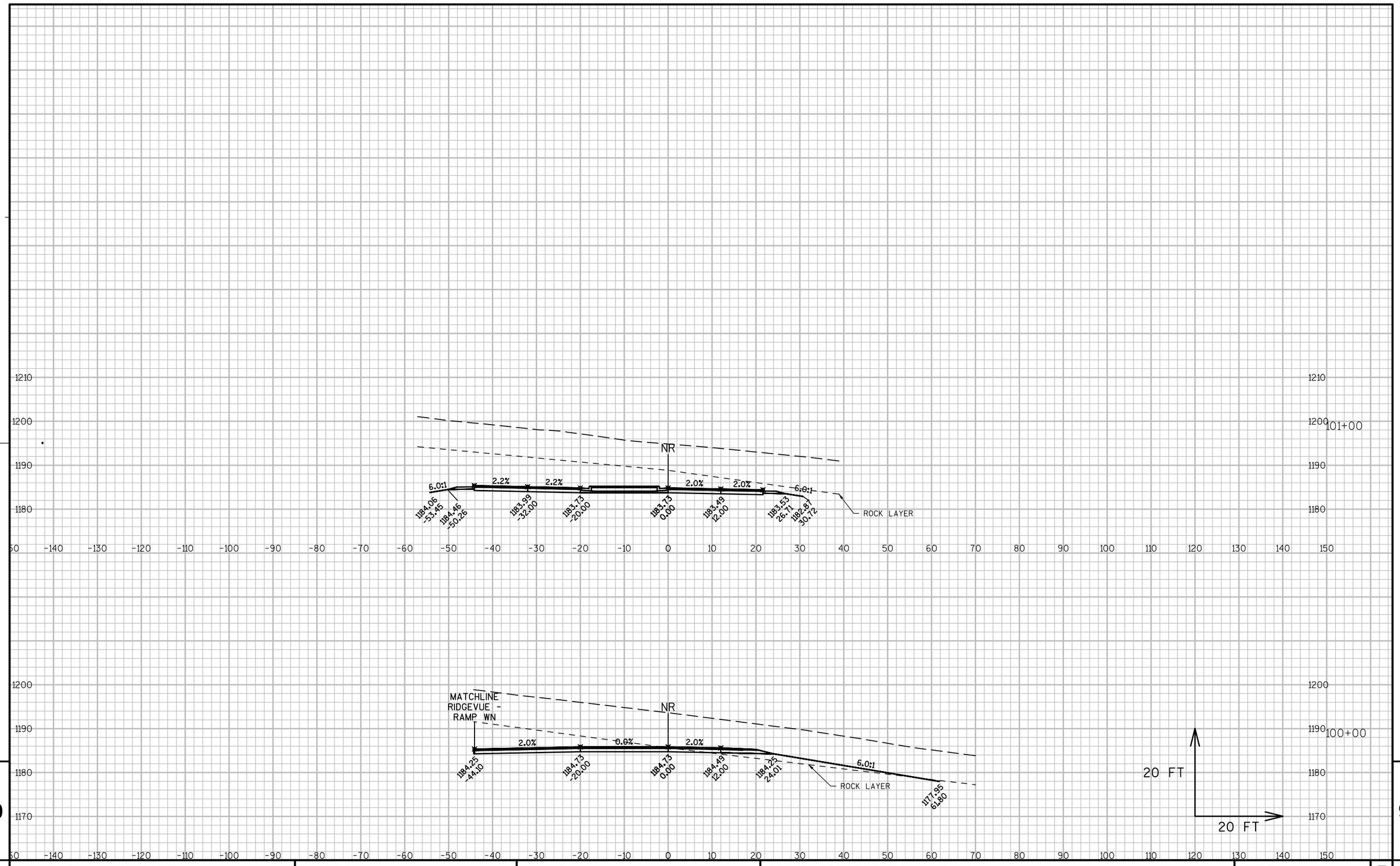
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 675	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 7

PLOT DATE : 2/27/2017 4:23 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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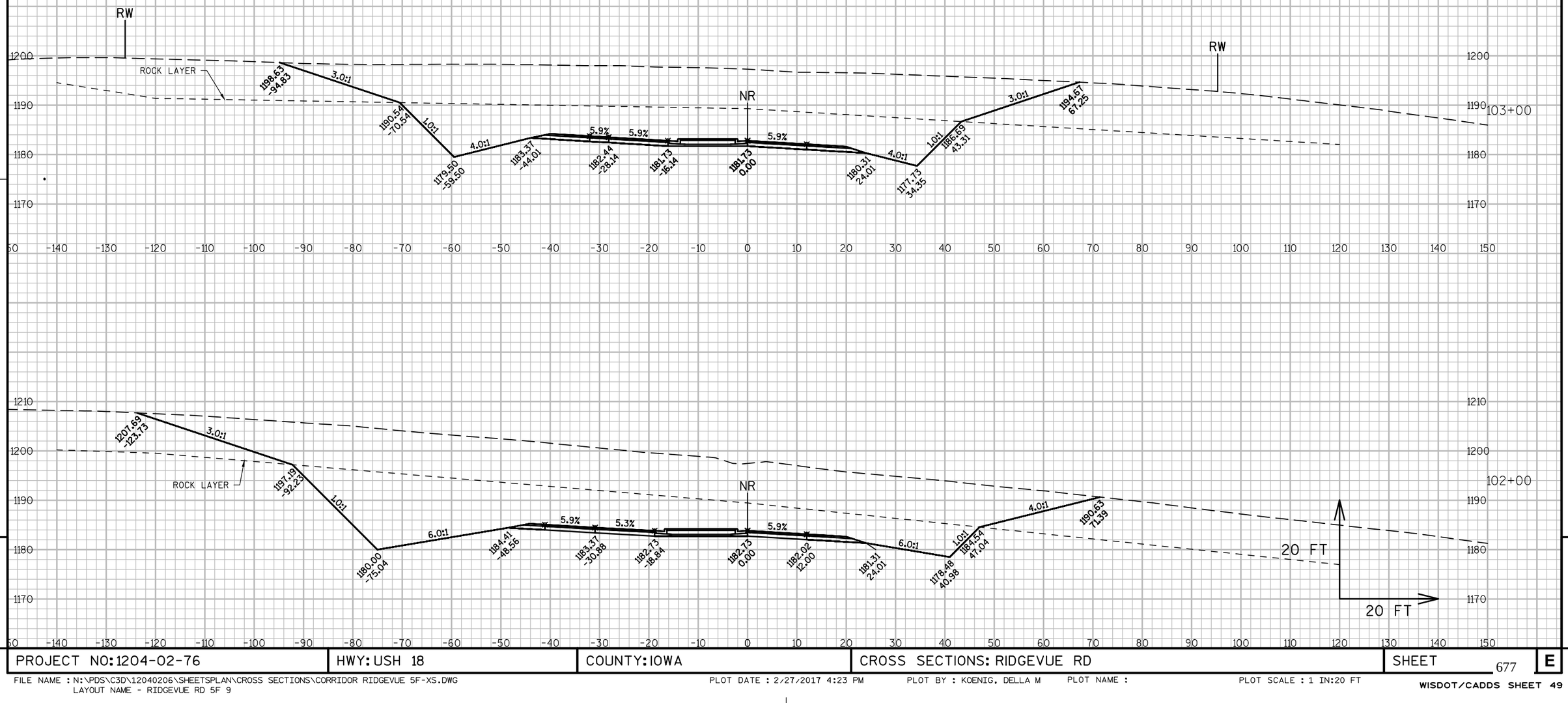
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 676	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUERD 5F 8

PLOT DATE : 2/27/2017 4:23 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 677	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 9

PLOT DATE : 2/27/2017 4:23 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

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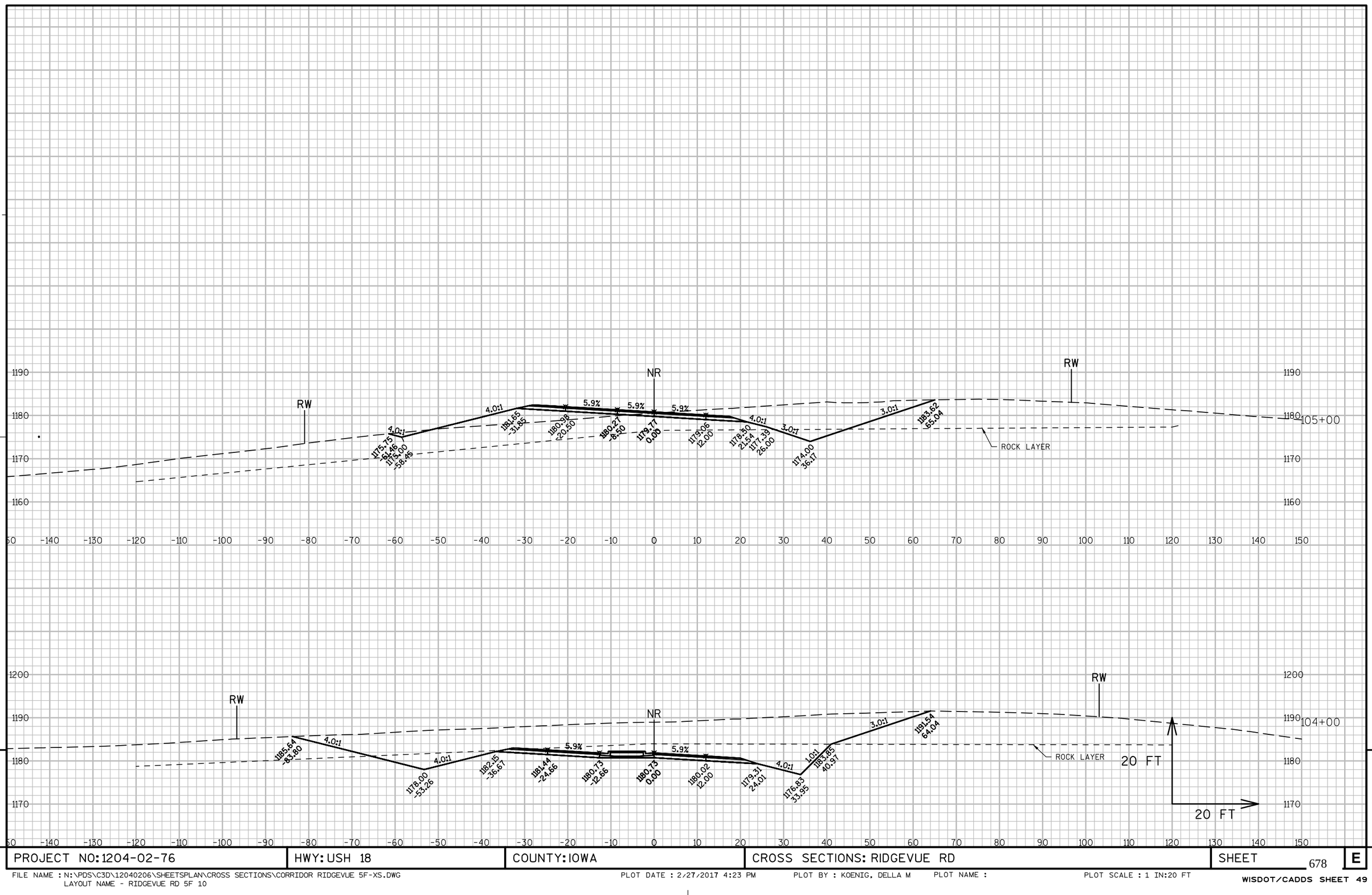

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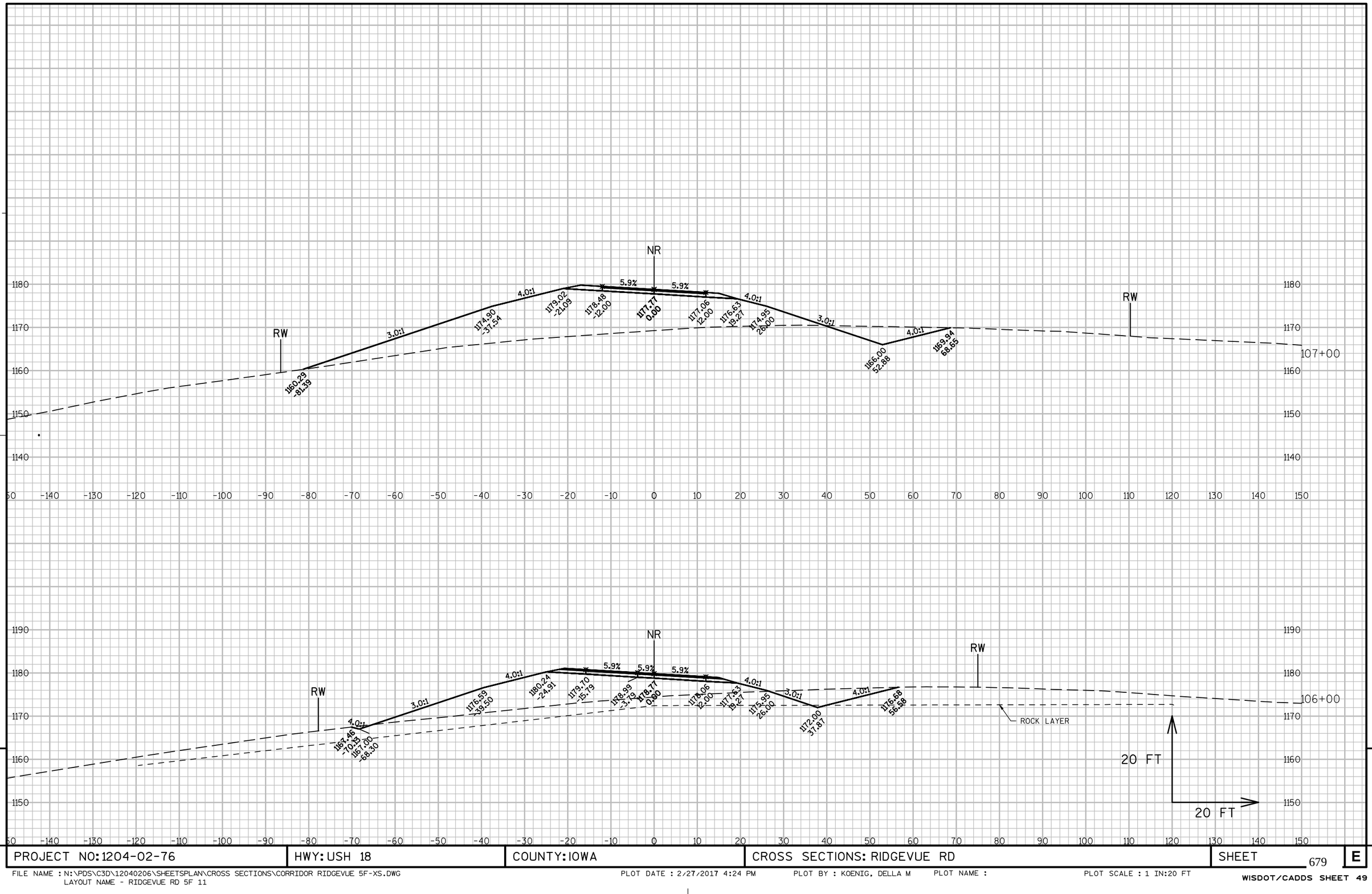
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 678	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 10

PLOT DATE : 2/27/2017 4:23 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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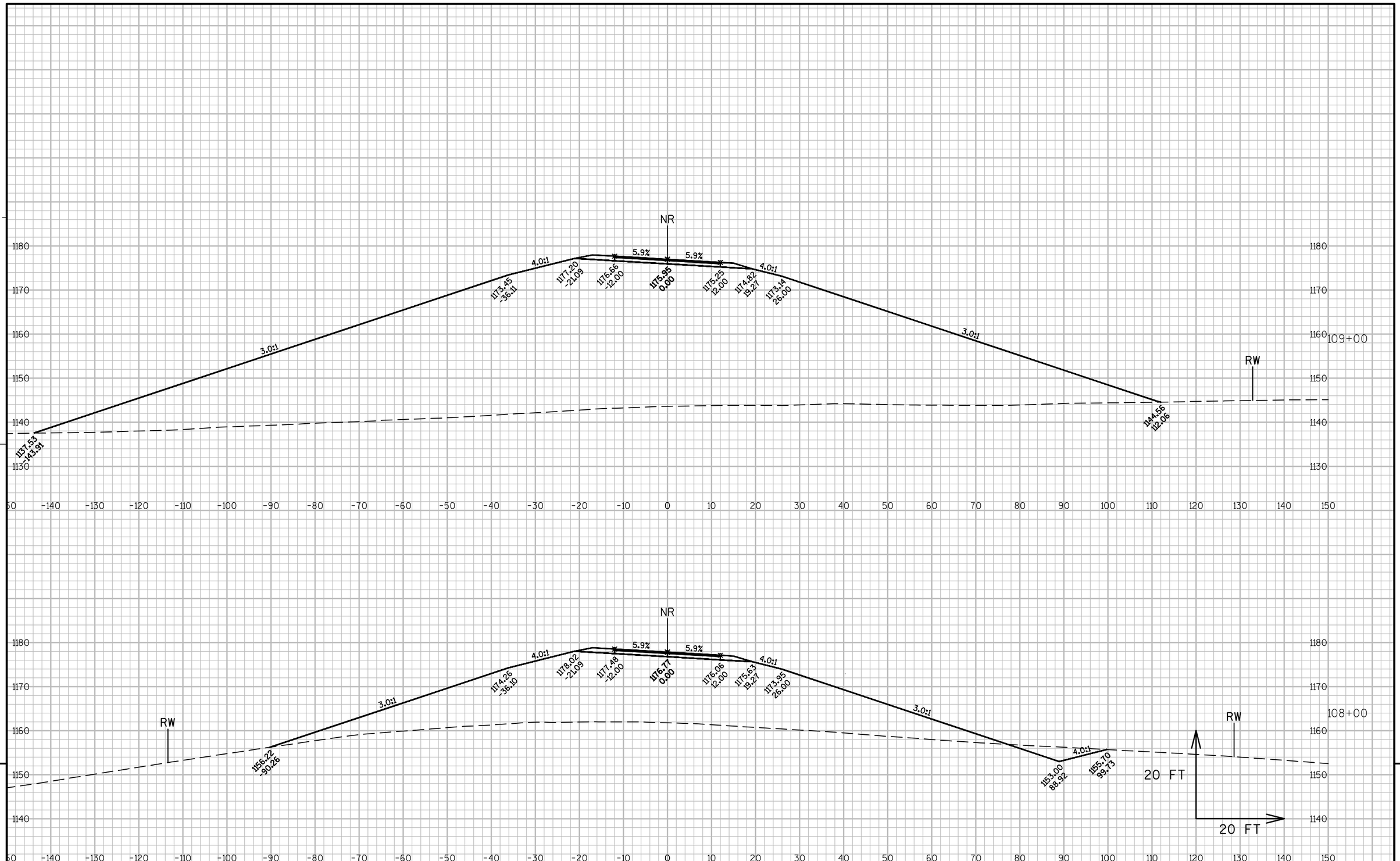
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 679	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 11

PLOT DATE : 2/27/2017 4:24 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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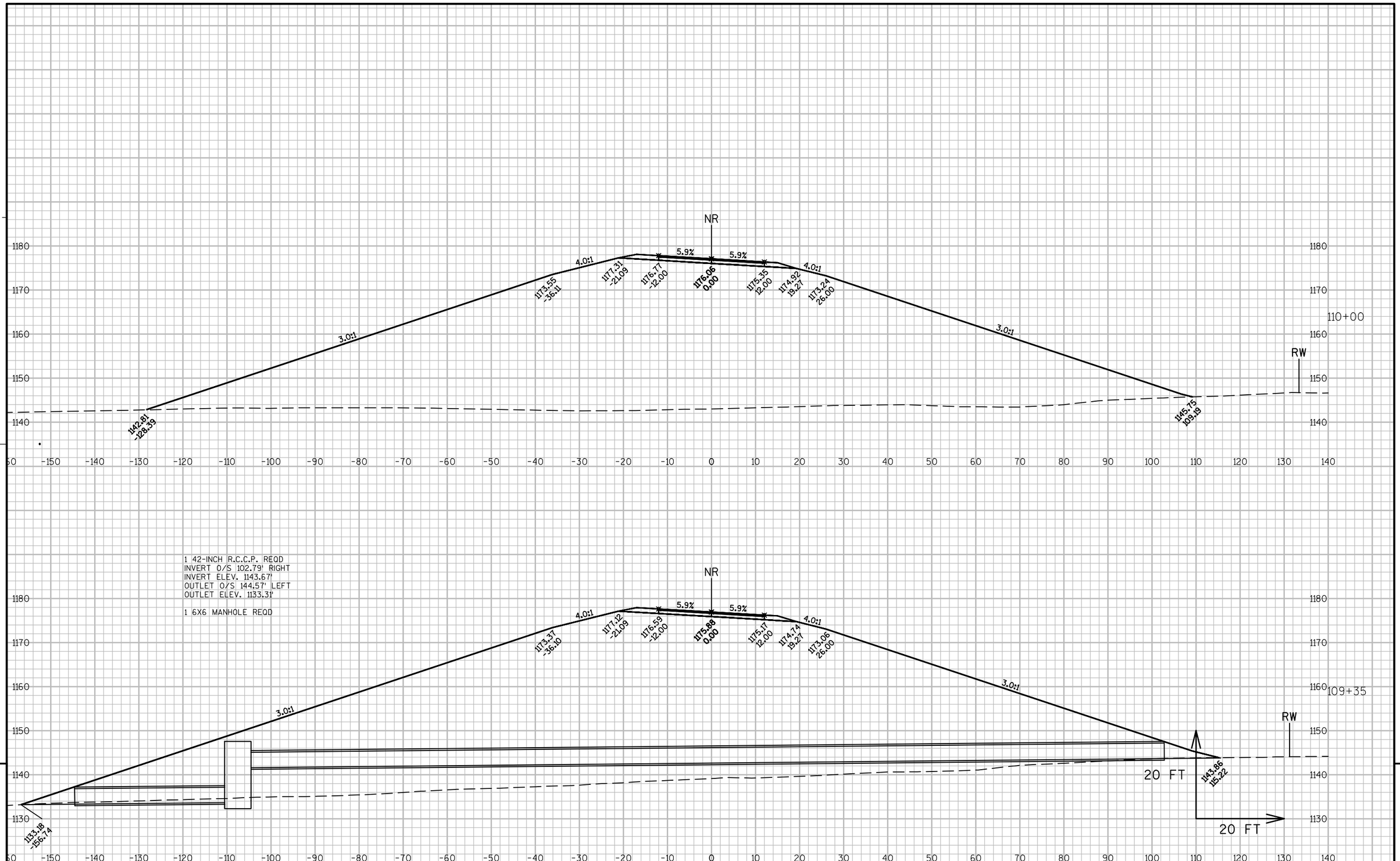
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 680	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 12

PLOT DATE : 2/27/2017 4:24 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

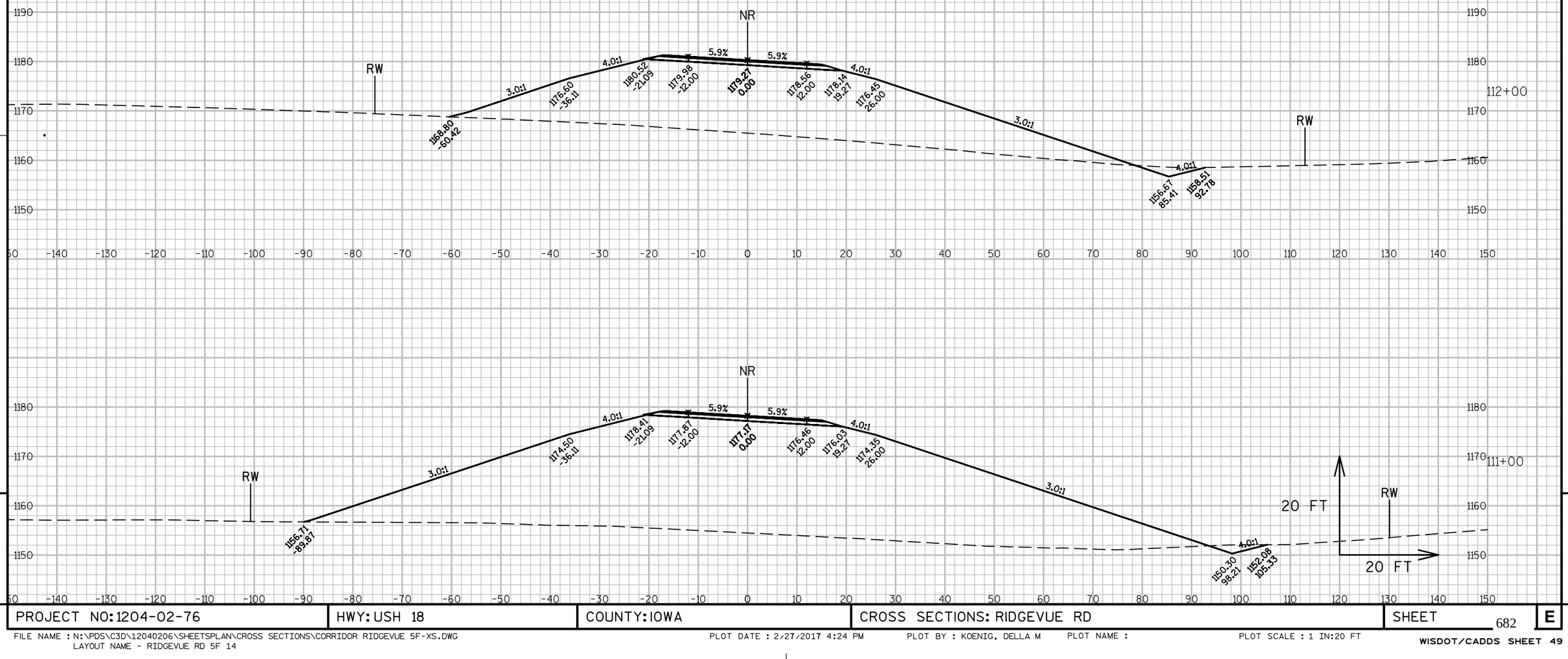


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 681	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 13

PLOT DATE : 2/27/2017 4:24 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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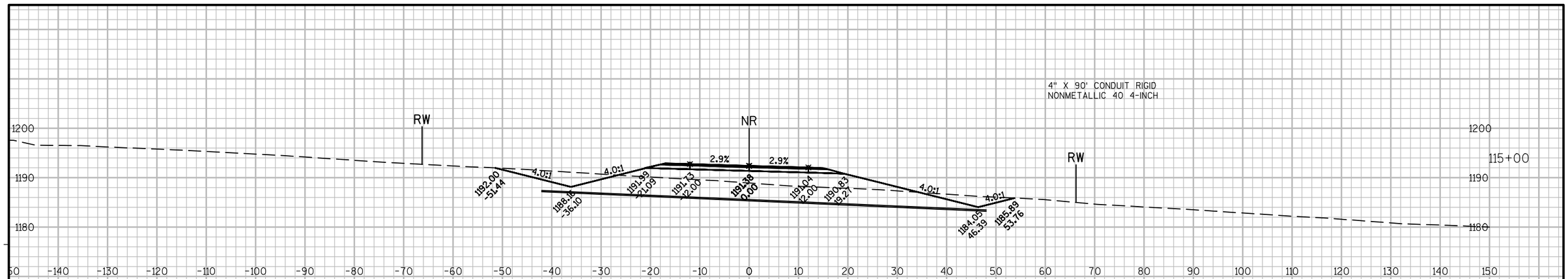
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 682	E

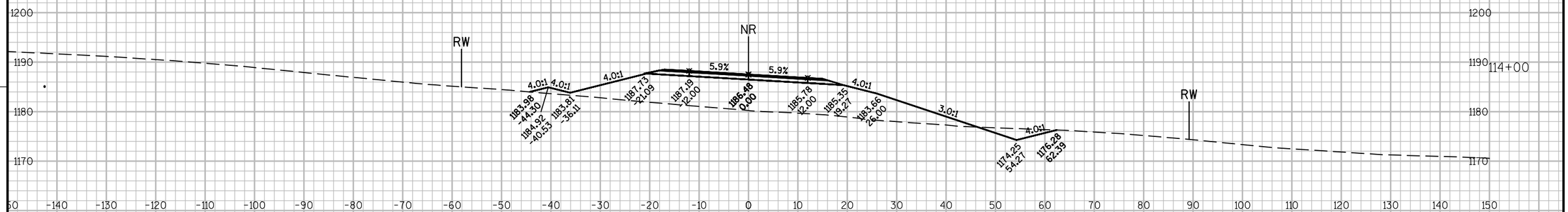
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 14

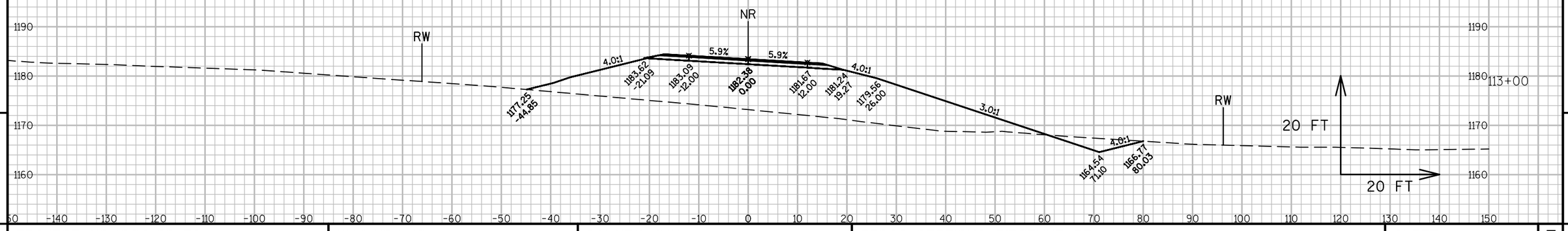
PLOT DATE : 2/27/2017 4:24 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

4" X 90° CONDUIT RIGID NONMETALLIC 40 4-INCH







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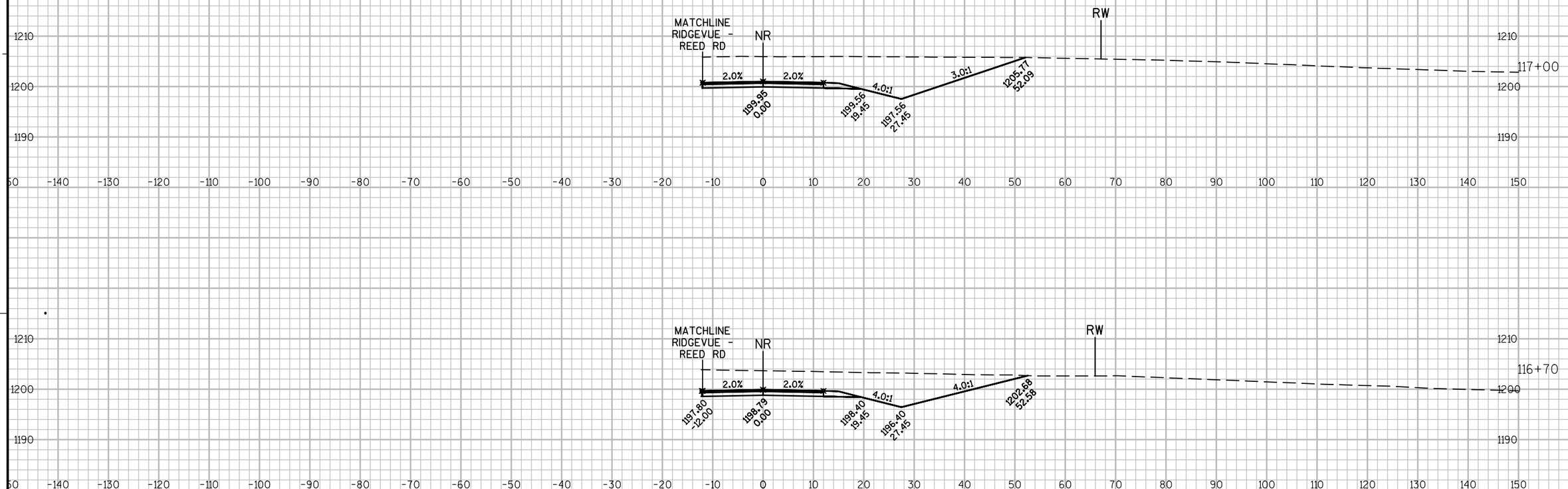
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 683	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 15

PLOT DATE : 2/27/2017 4:24 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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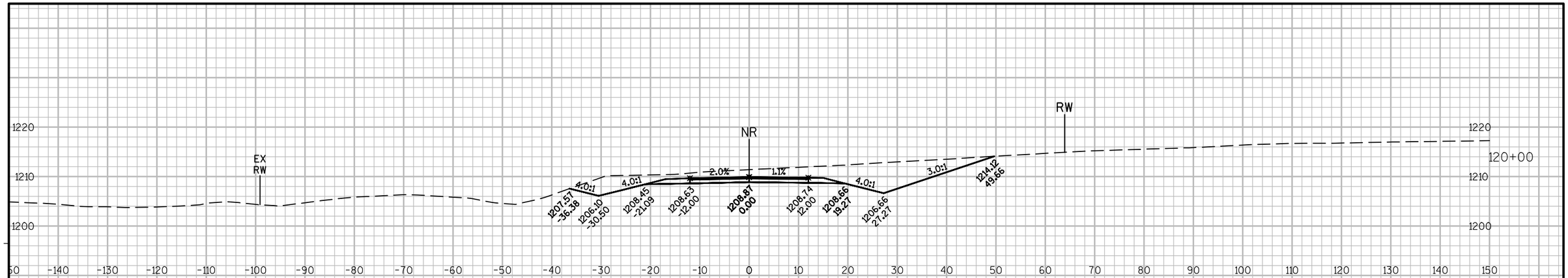
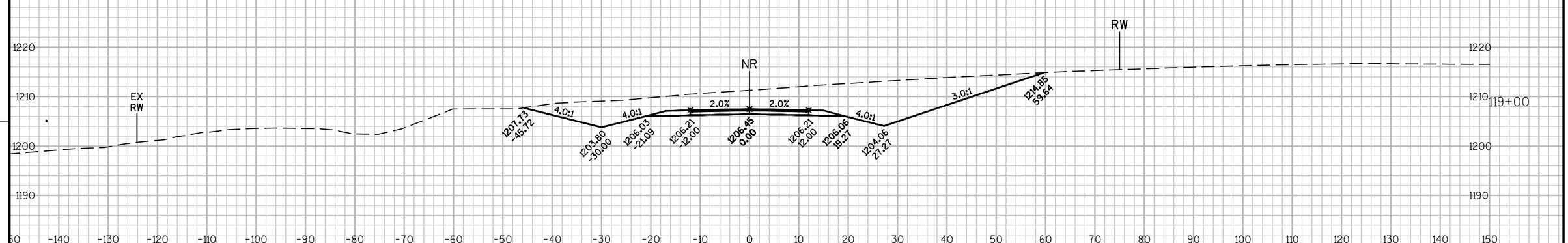
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 684	E

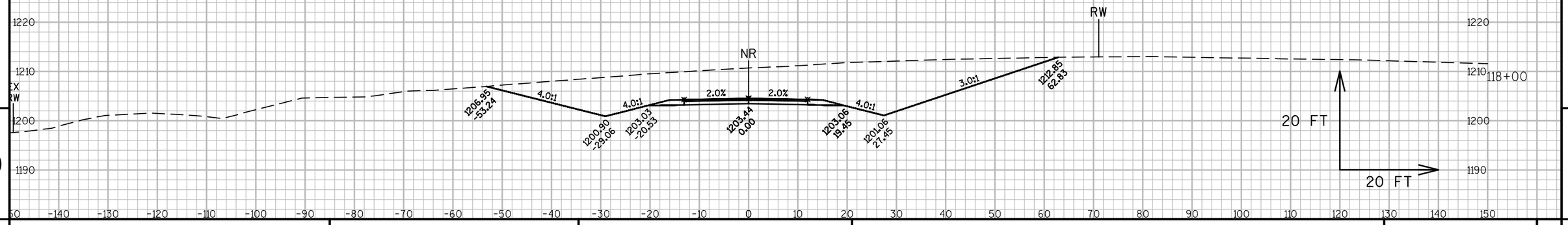
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 16

PLOT DATE : 2/27/2017 4:25 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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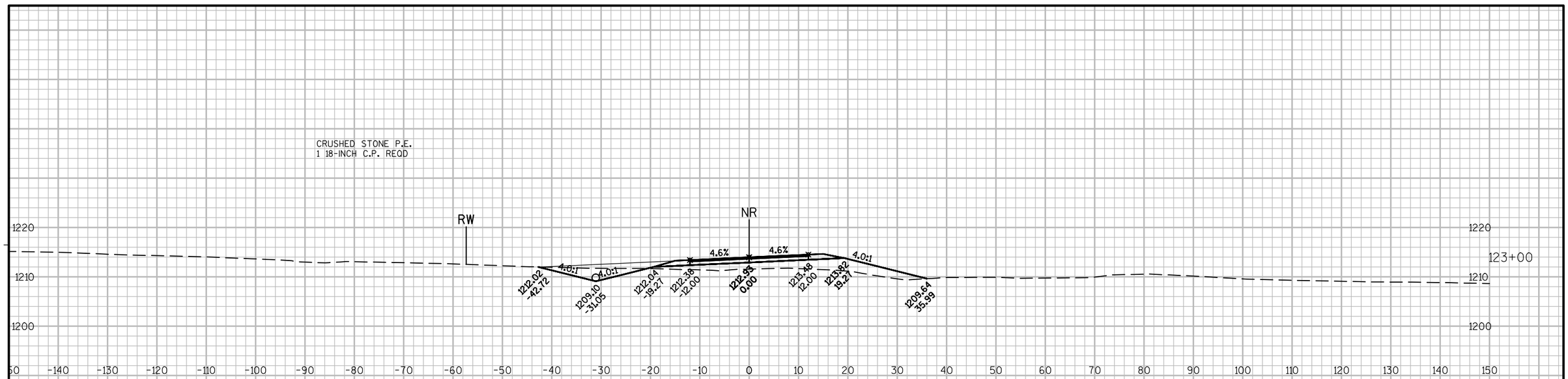
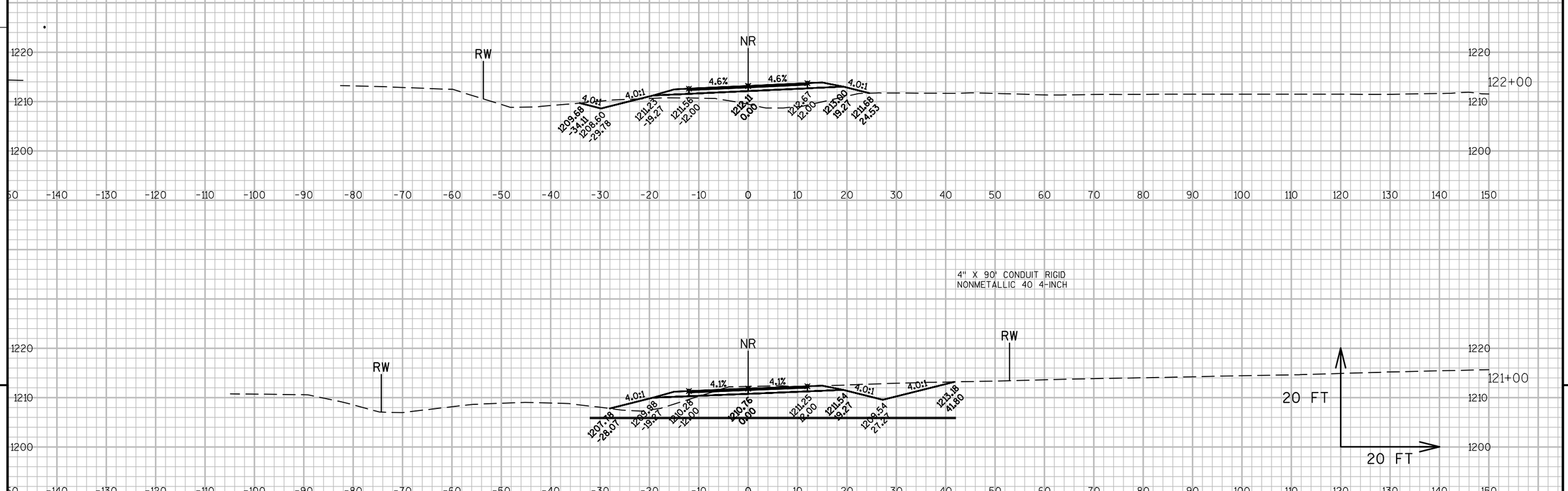
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 685	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 17

PLOT DATE : 2/27/2017 4:25 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





4" X 90' CONDUIT RIGID
NONMETALLIC 40 4-INCH

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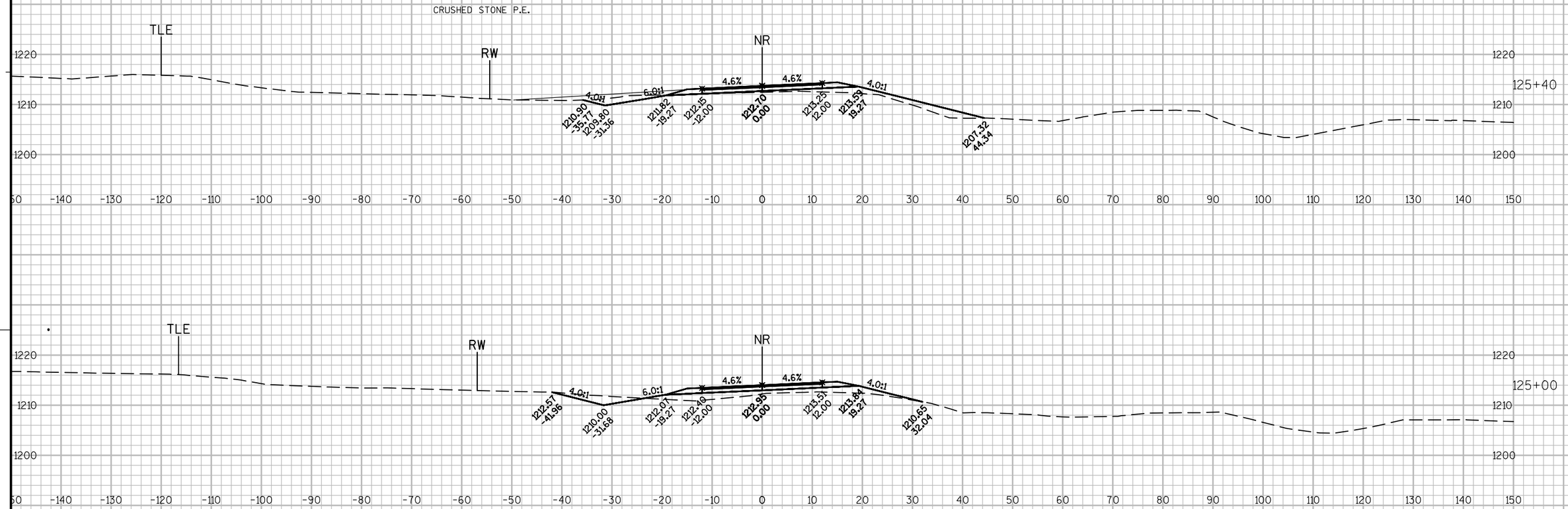
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 686	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 18

PLOT DATE : 2/27/2017 4:25 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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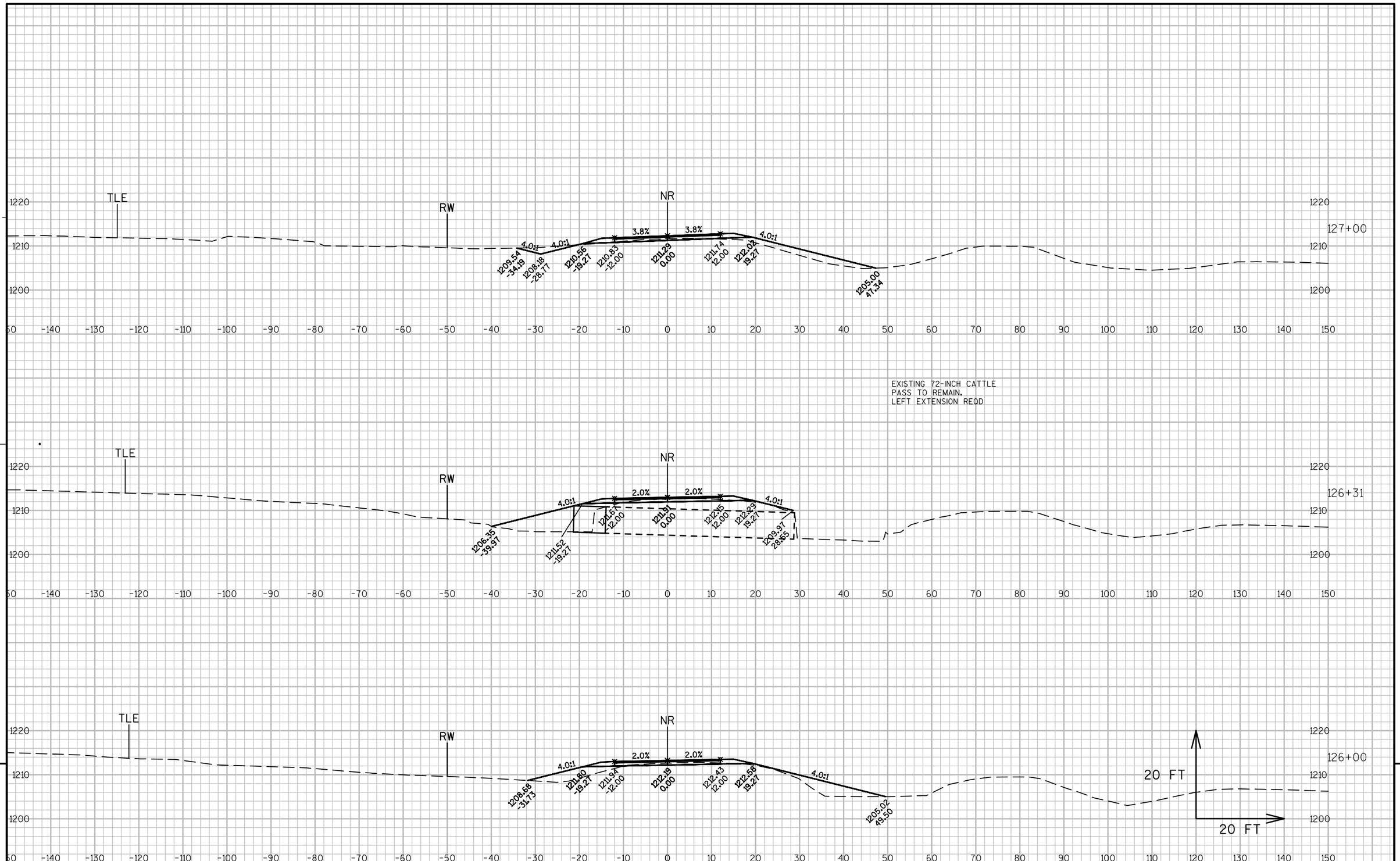
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 687	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 19

PLOT DATE : 2/27/2017 4:25 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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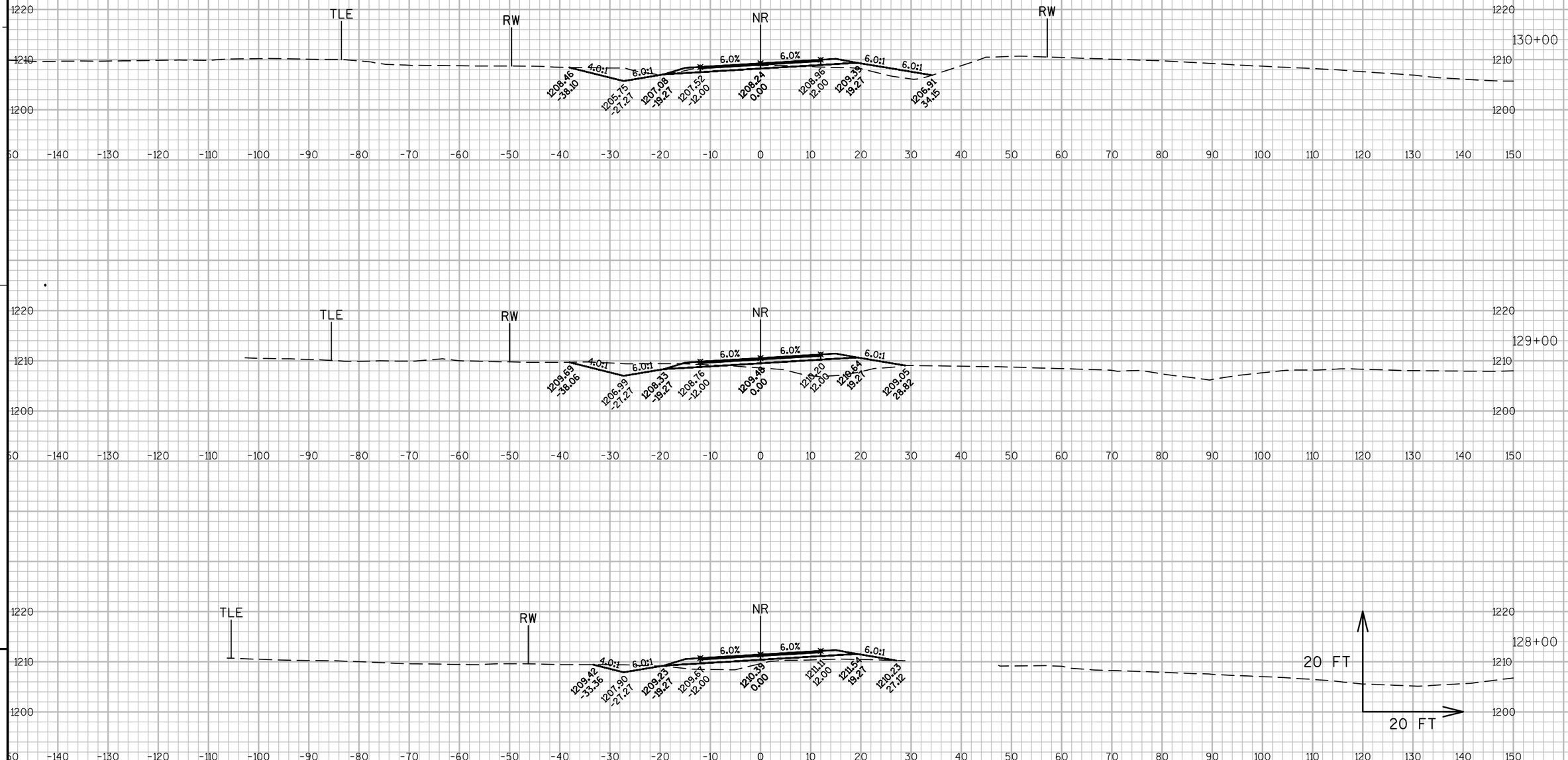
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 688	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 20

PLOT DATE : 2/27/2017 4:25 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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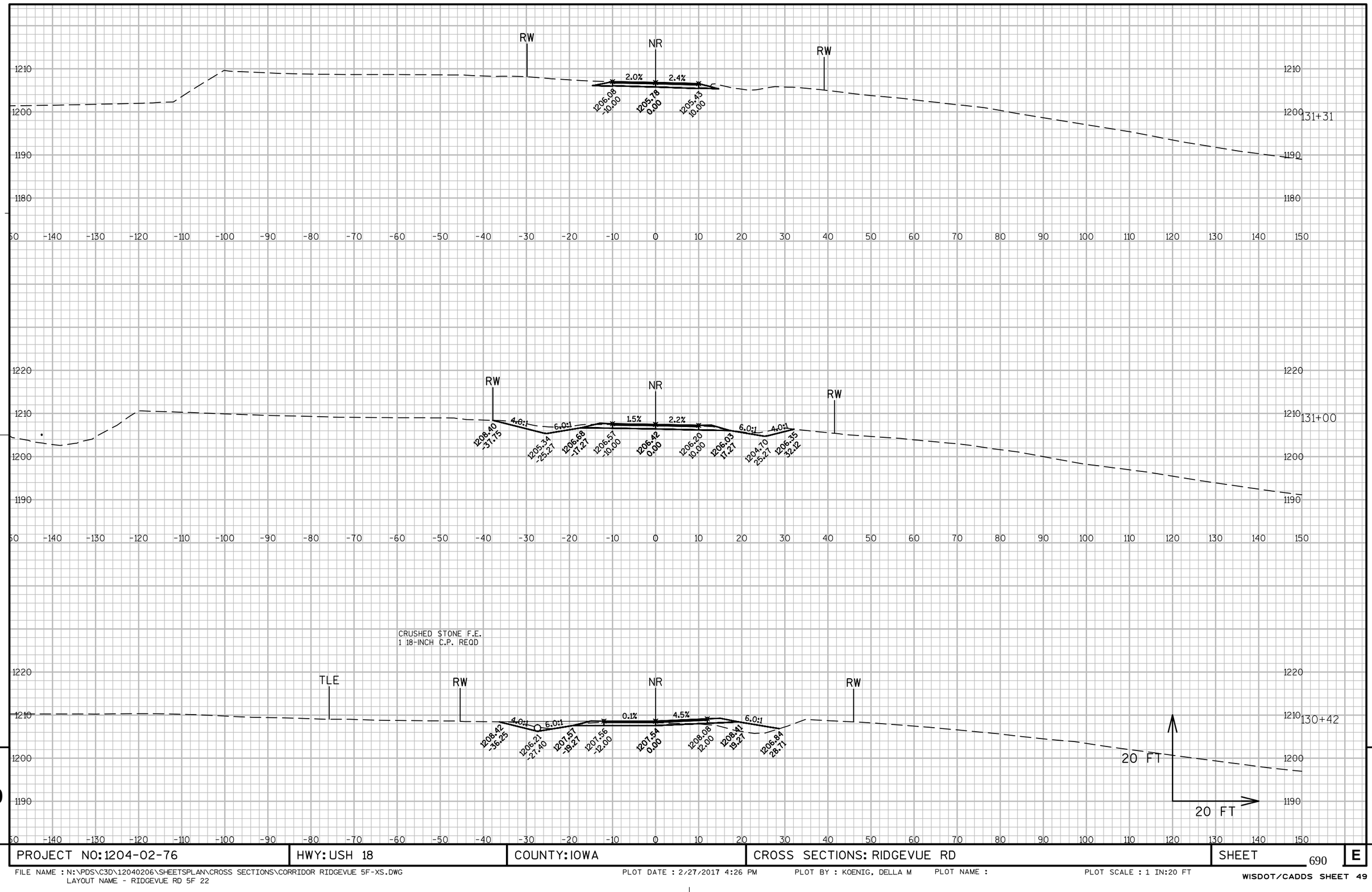
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 689	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 21

PLOT DATE : 2/27/2017 4:26 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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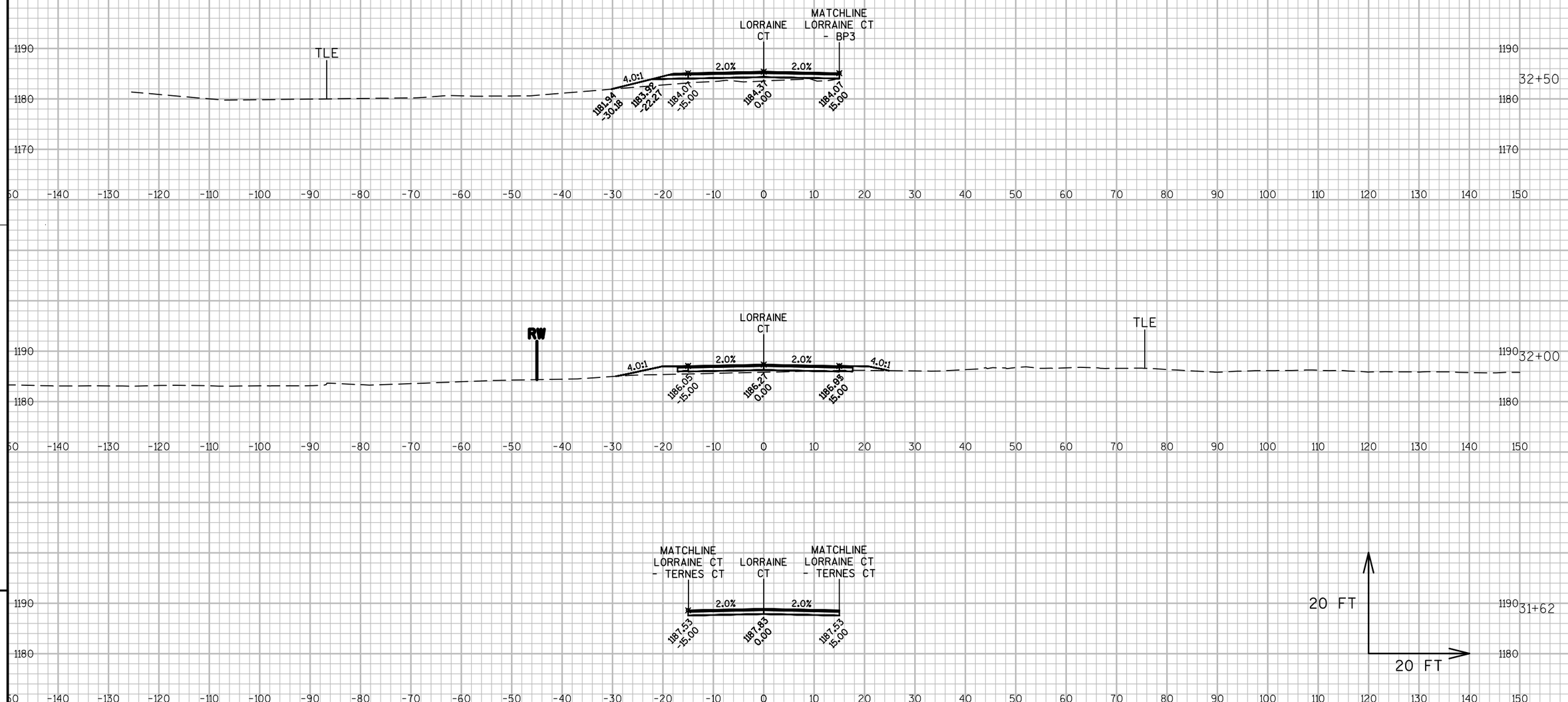
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: RIDGEVUE RD	SHEET 690	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RIDGEVUE 5F-XS.DWG
LAYOUT NAME - RIDGEVUE RD 5F 22

PLOT DATE : 2/27/2017 4:26 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

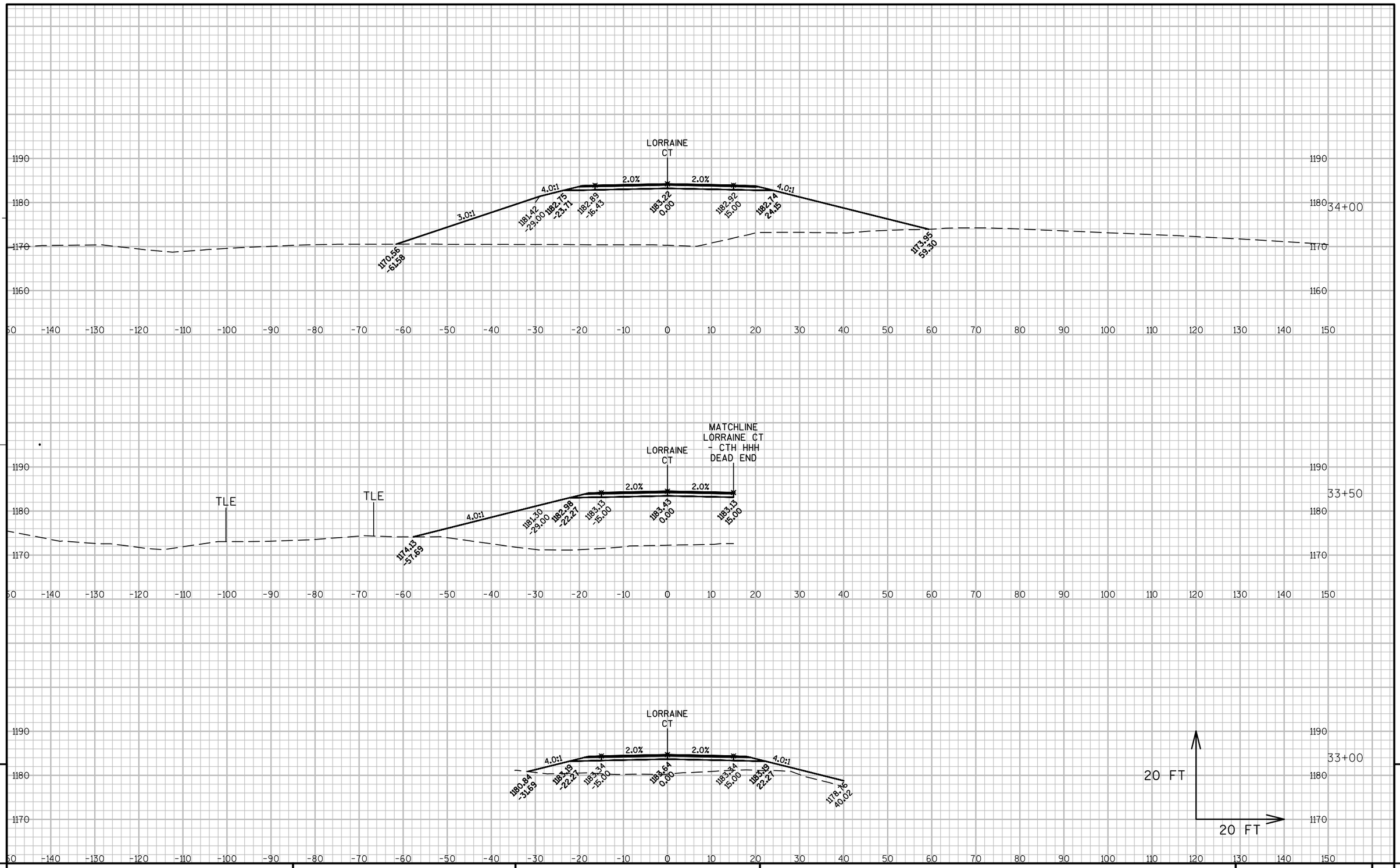


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: LORRAINE CT	SHEET 691	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR LORRAINE CT-XS.DWG
LAYOUT NAME - 090210 LORRAINE CT 1

PLOT DATE : 1/26/2017 12:07 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49

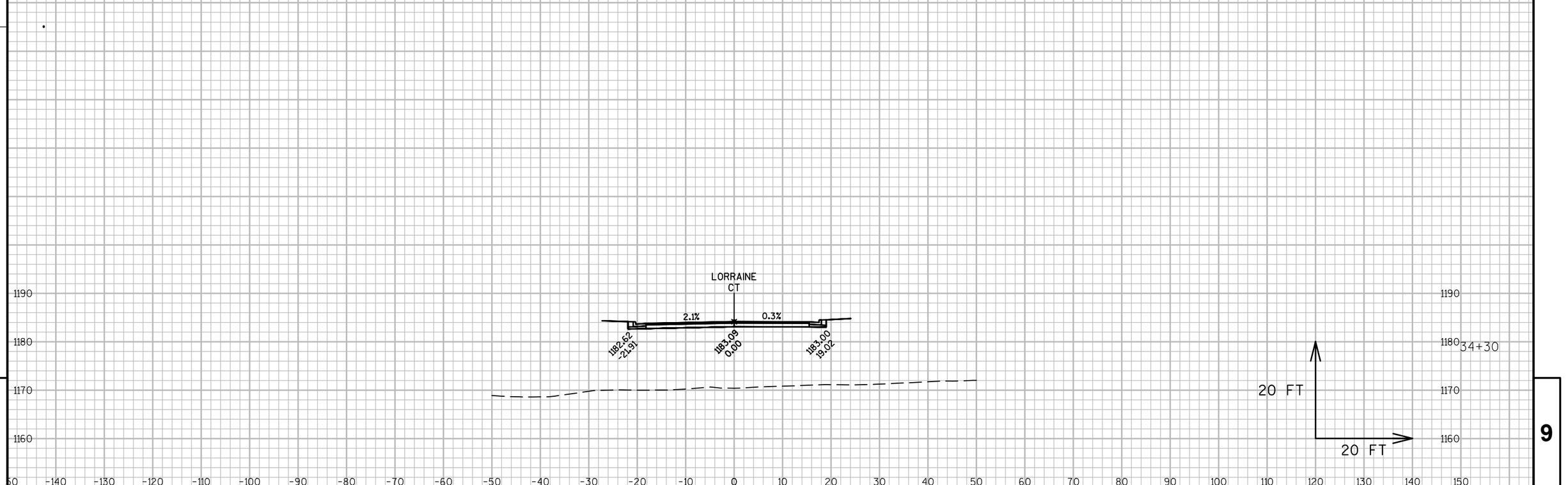


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: LORRAINE CT	SHEET 692	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR LORRAINE CT-XS.DWG
LAYOUT NAME - 090210 LORRAINE CT 2

PLOT DATE : 1/26/2017 12:07 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49



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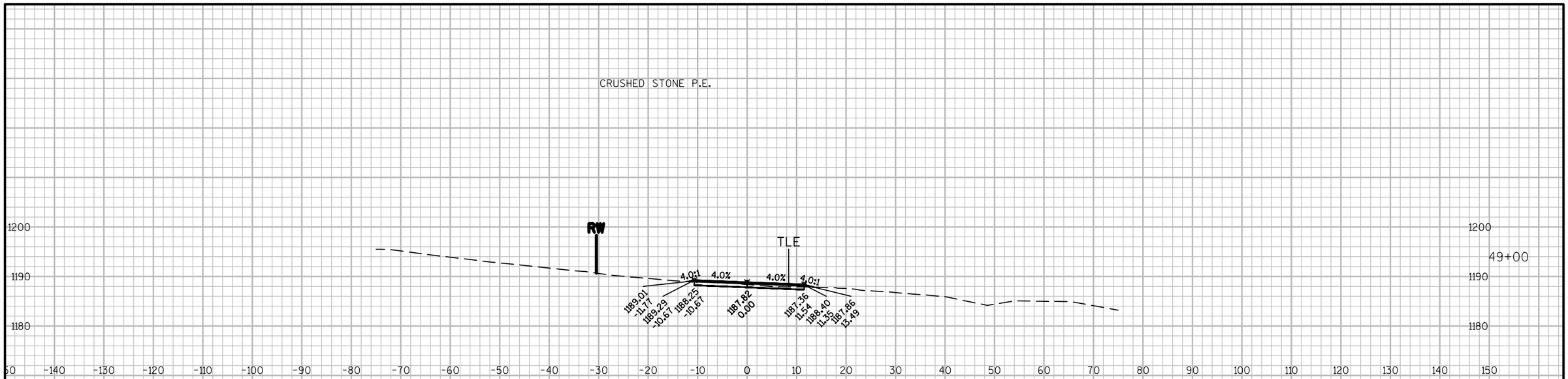
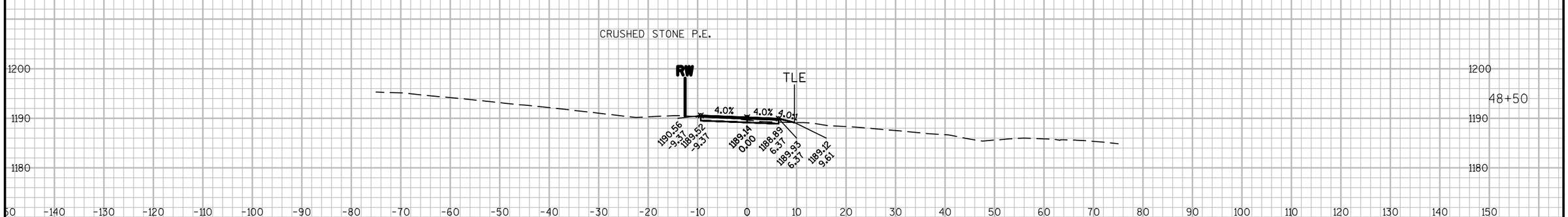
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: LORRAINE CT	SHEET 693	E

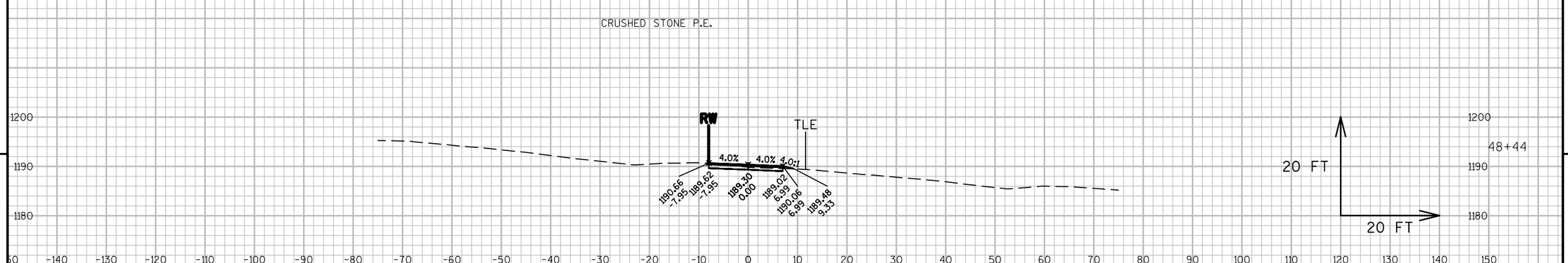
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR LORRAINE CT-XS.DWG
LAYOUT NAME - 090210 LORRAINE CT 3

PLOT DATE : 1/26/2017 12:07 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1:20_XREF

WISDOT/CADDS SHEET 49







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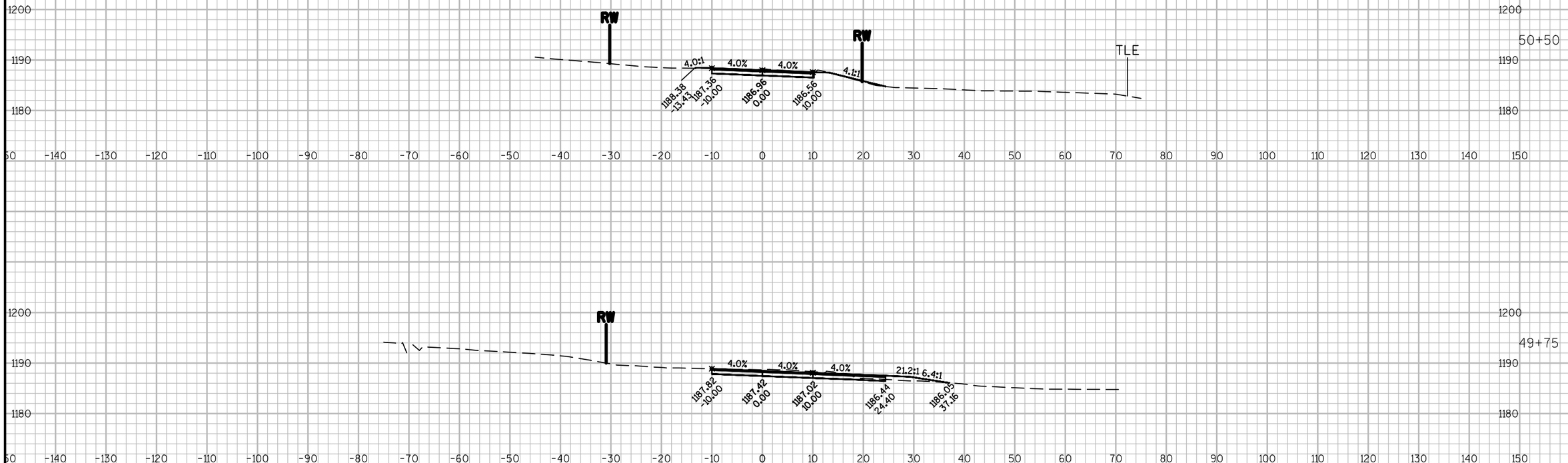
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: TERNES CT	SHEET 694	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR TERNES CT-XS.DWG
LAYOUT NAME - 090211 TERNES CT (1)

PLOT DATE : 1/27/2017 3:17 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

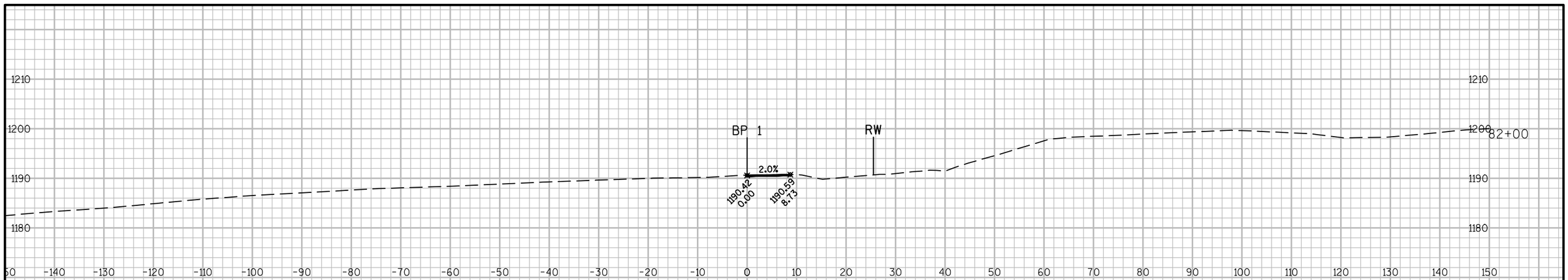


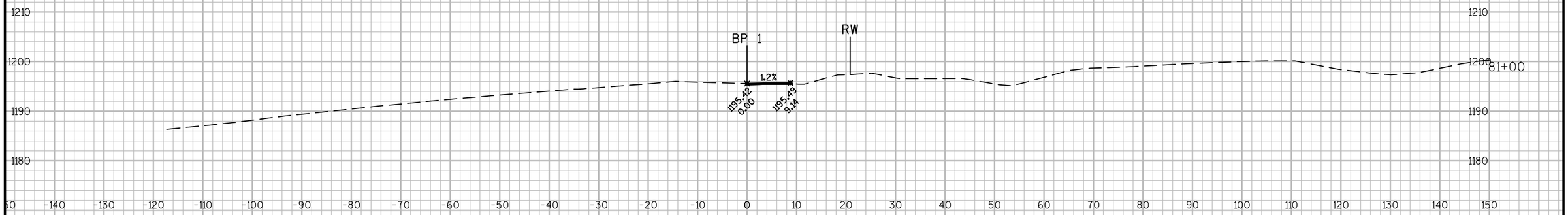
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: TERNES CT	SHEET 695	E

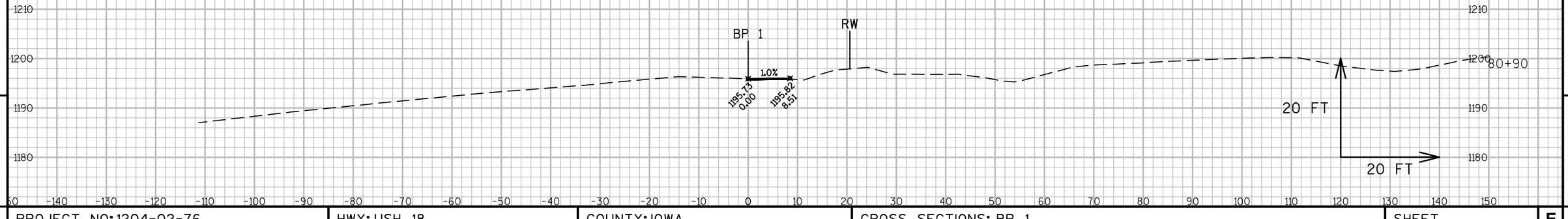
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR TERNES CT-XS.DWG
LAYOUT NAME - 090211 TERNES CT (2)

PLOT DATE : 1/27/2017 3:17 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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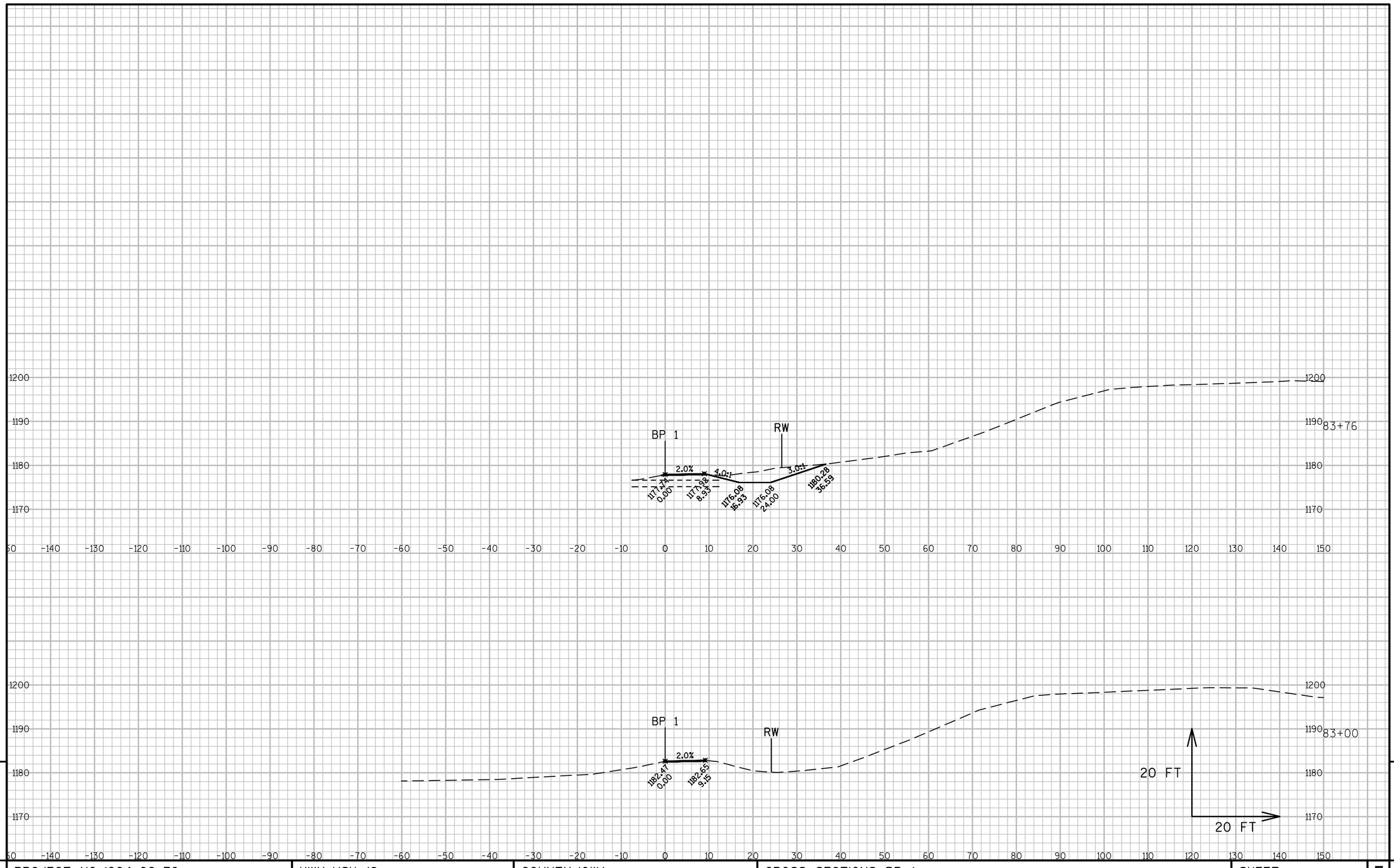
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 696	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (1)

PLOT DATE : 2/23/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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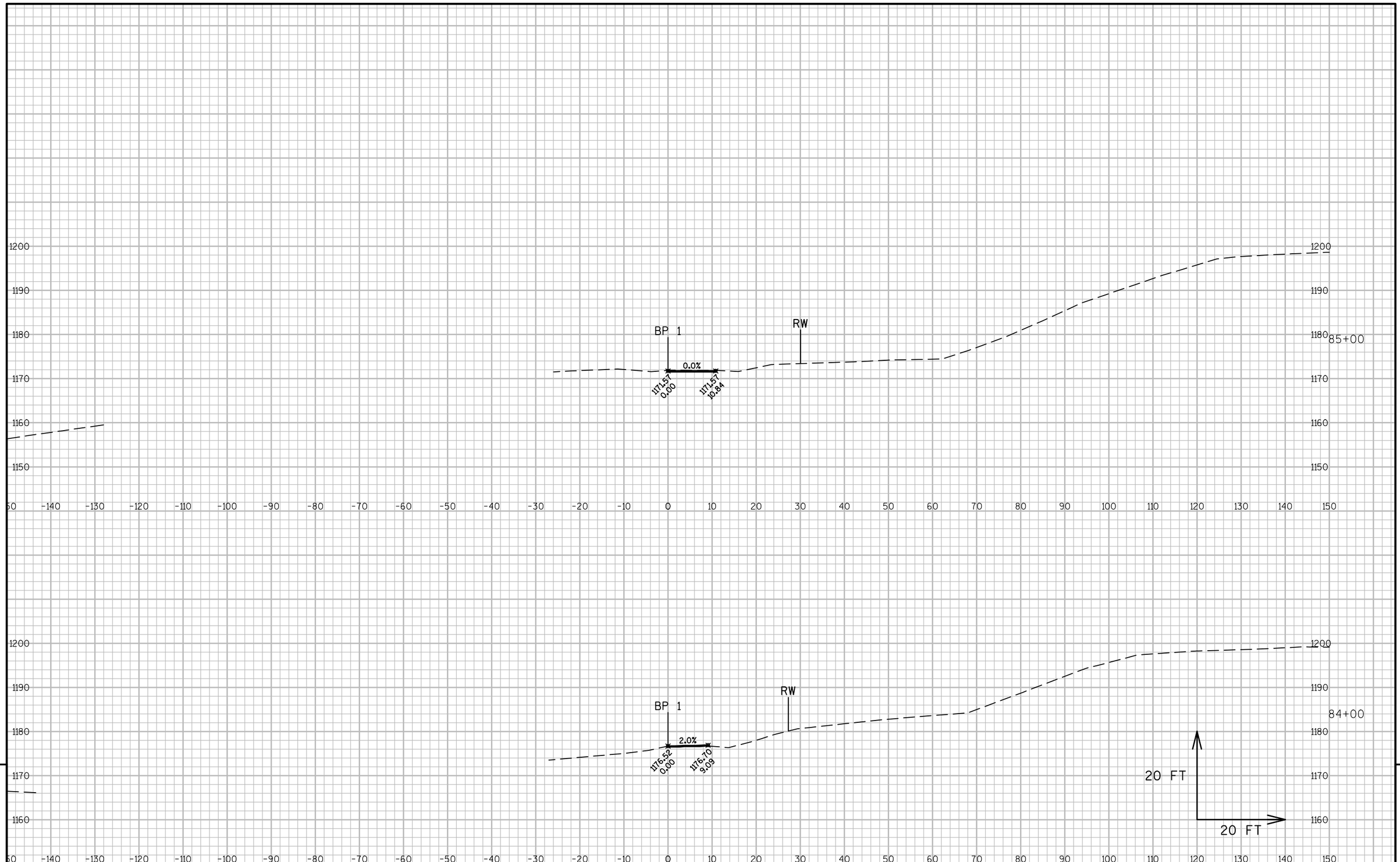
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 697	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (2)

PLOT DATE : 2/23/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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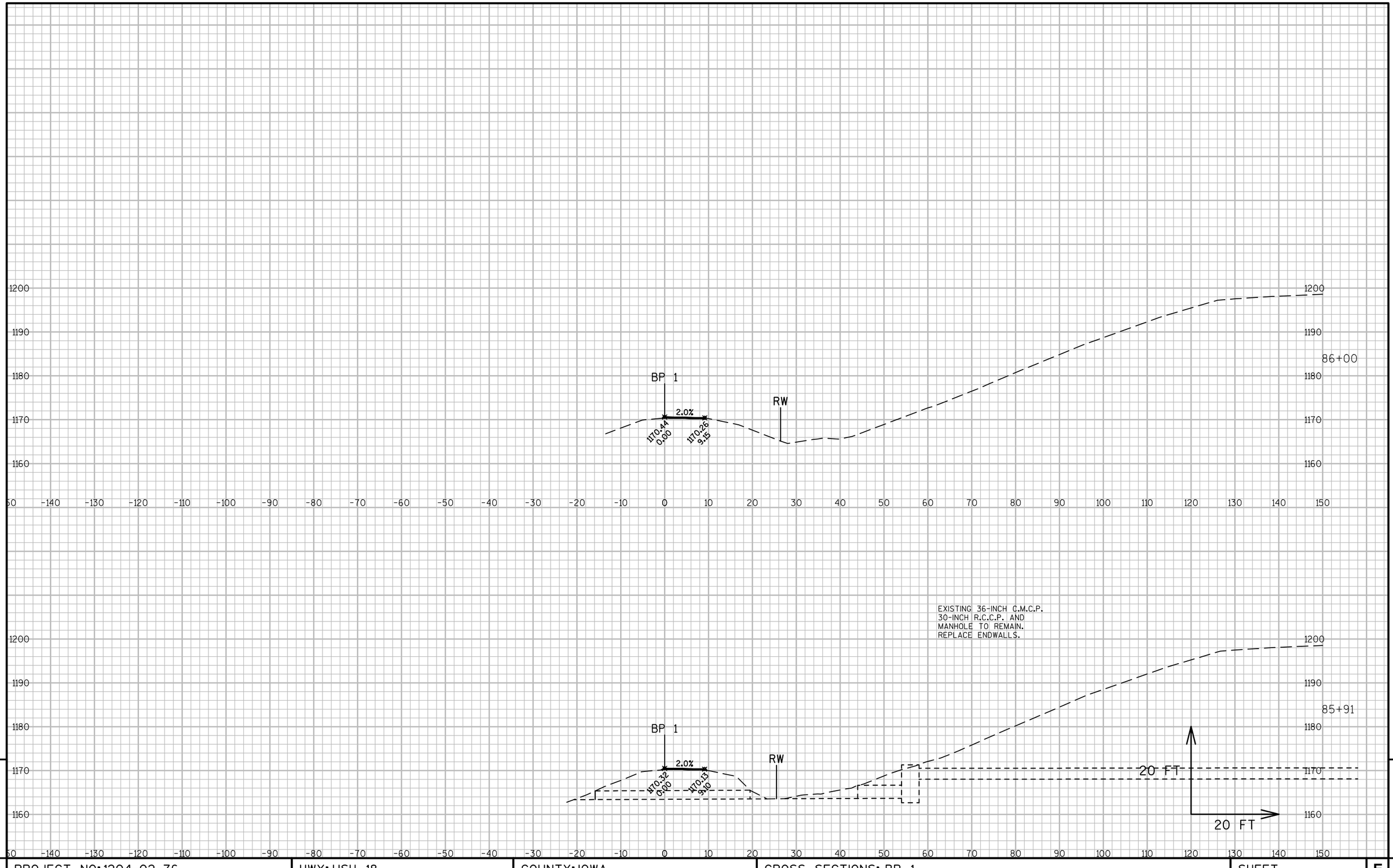
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 698	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (3)

PLOT DATE : 2/23/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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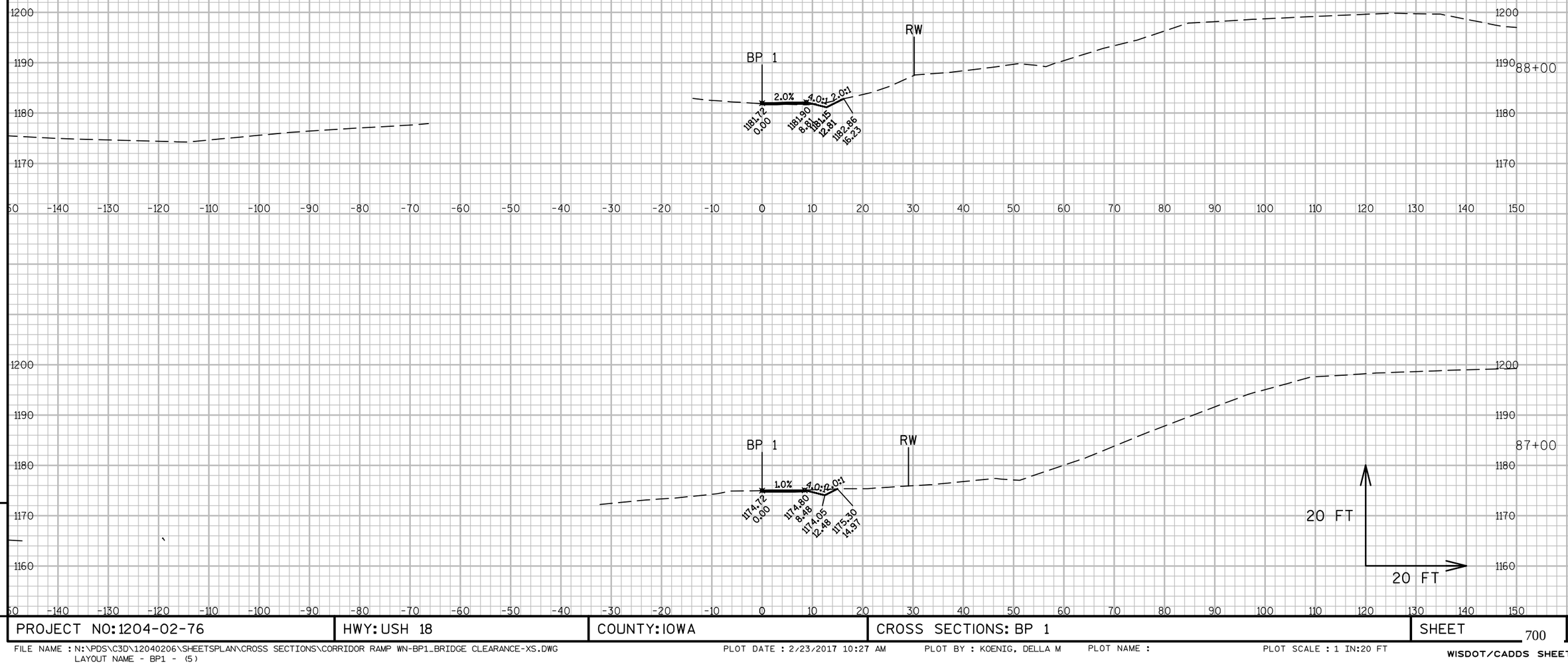
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 699	E



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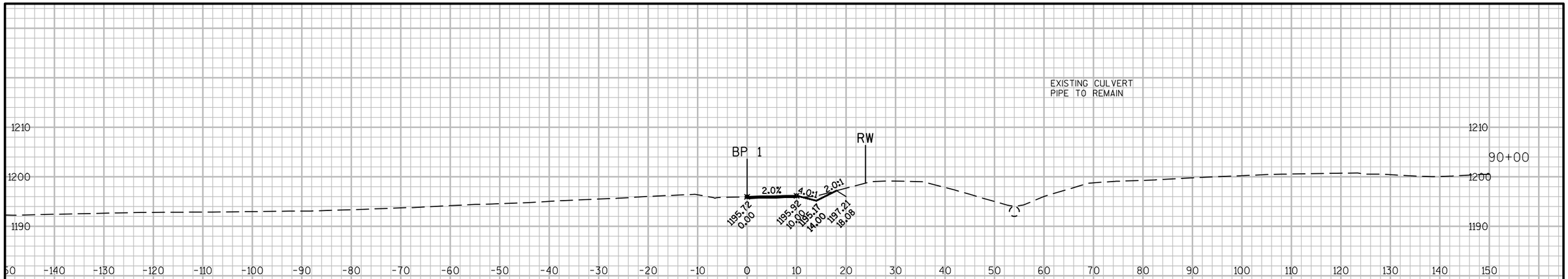
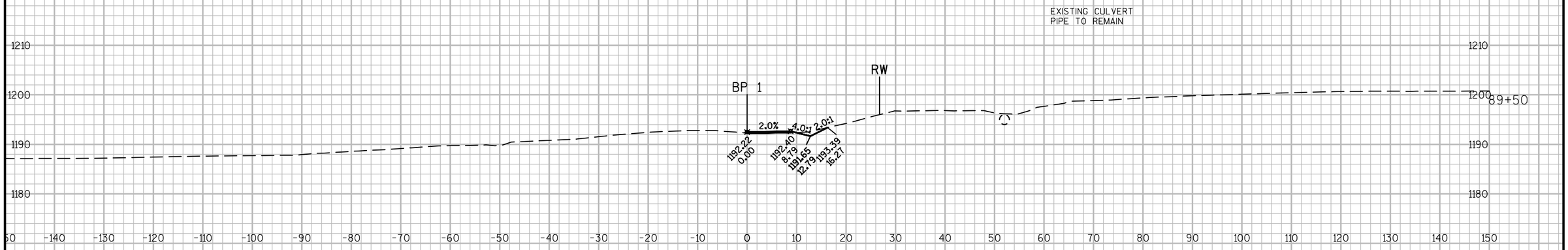
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 700	E

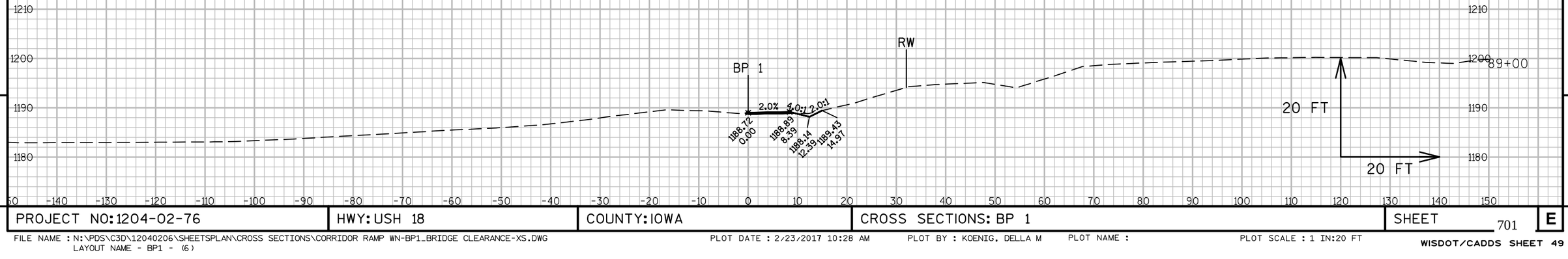
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (5)

PLOT DATE : 2/23/2017 10:27 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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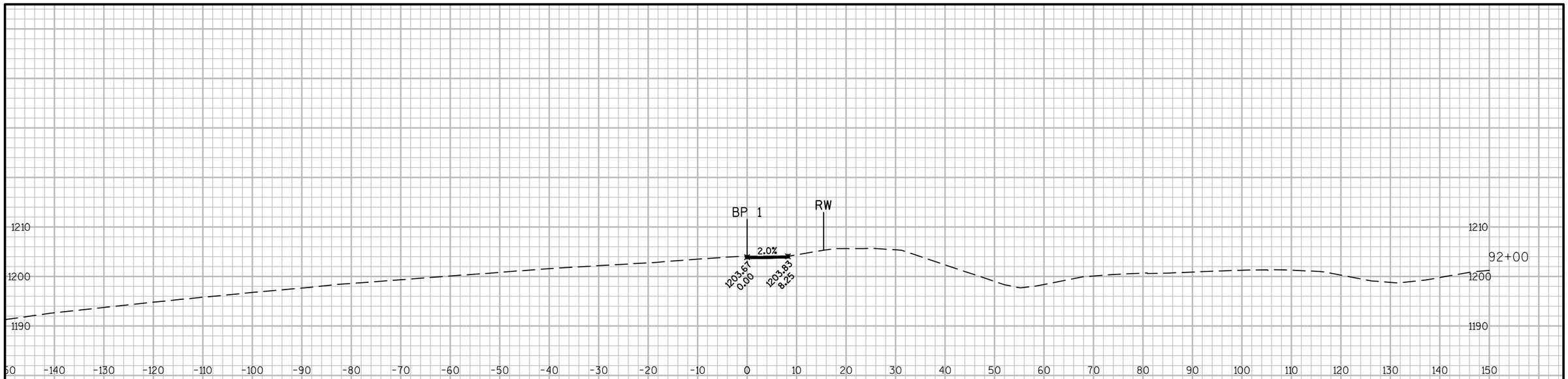
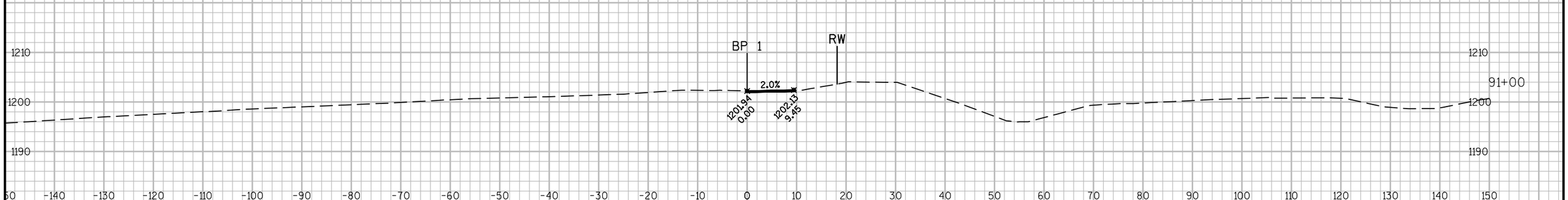
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 701	E

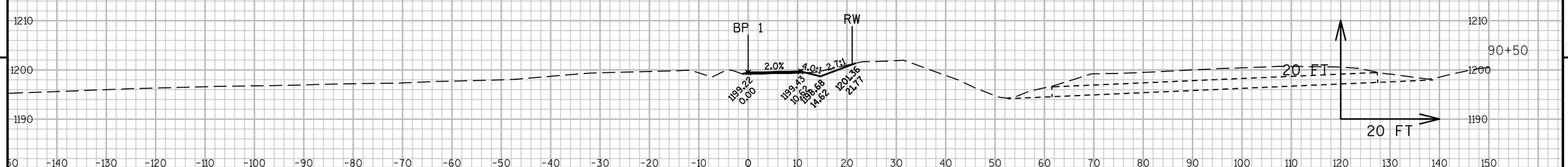
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (6)

PLOT DATE : 2/23/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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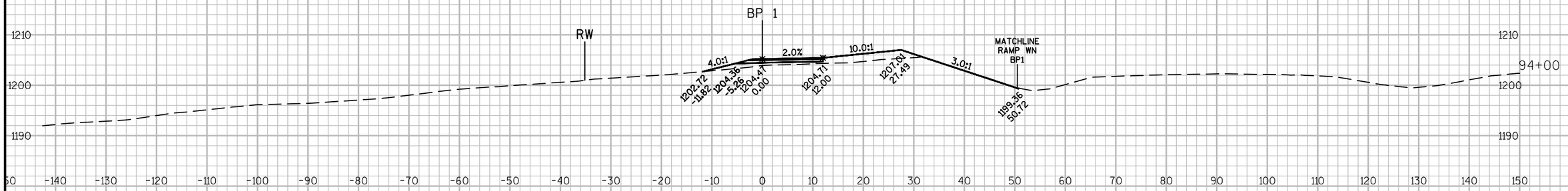
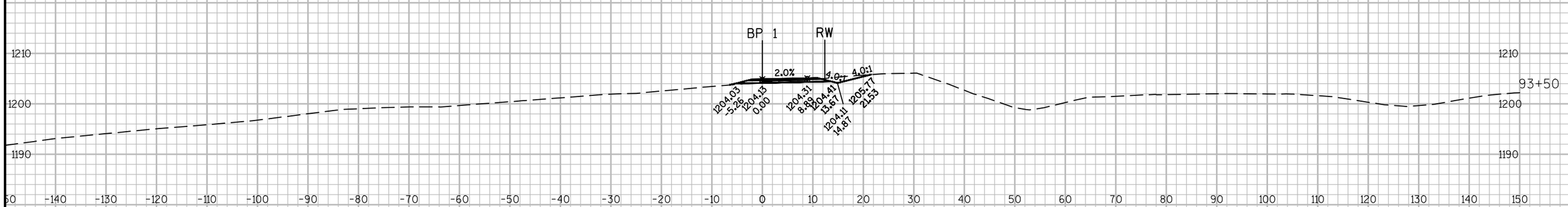
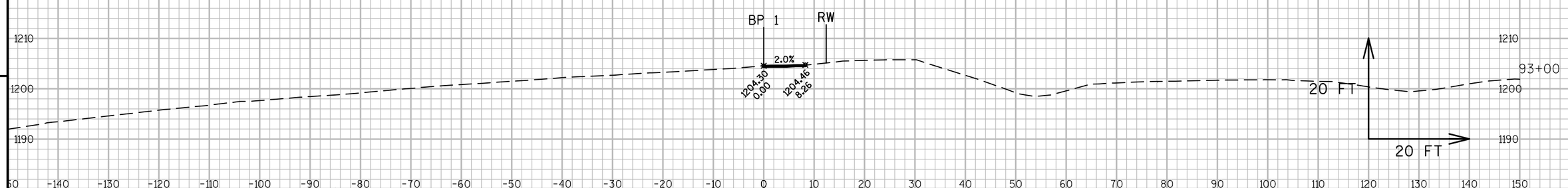
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 702	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (7)

PLOT DATE : 2/23/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT





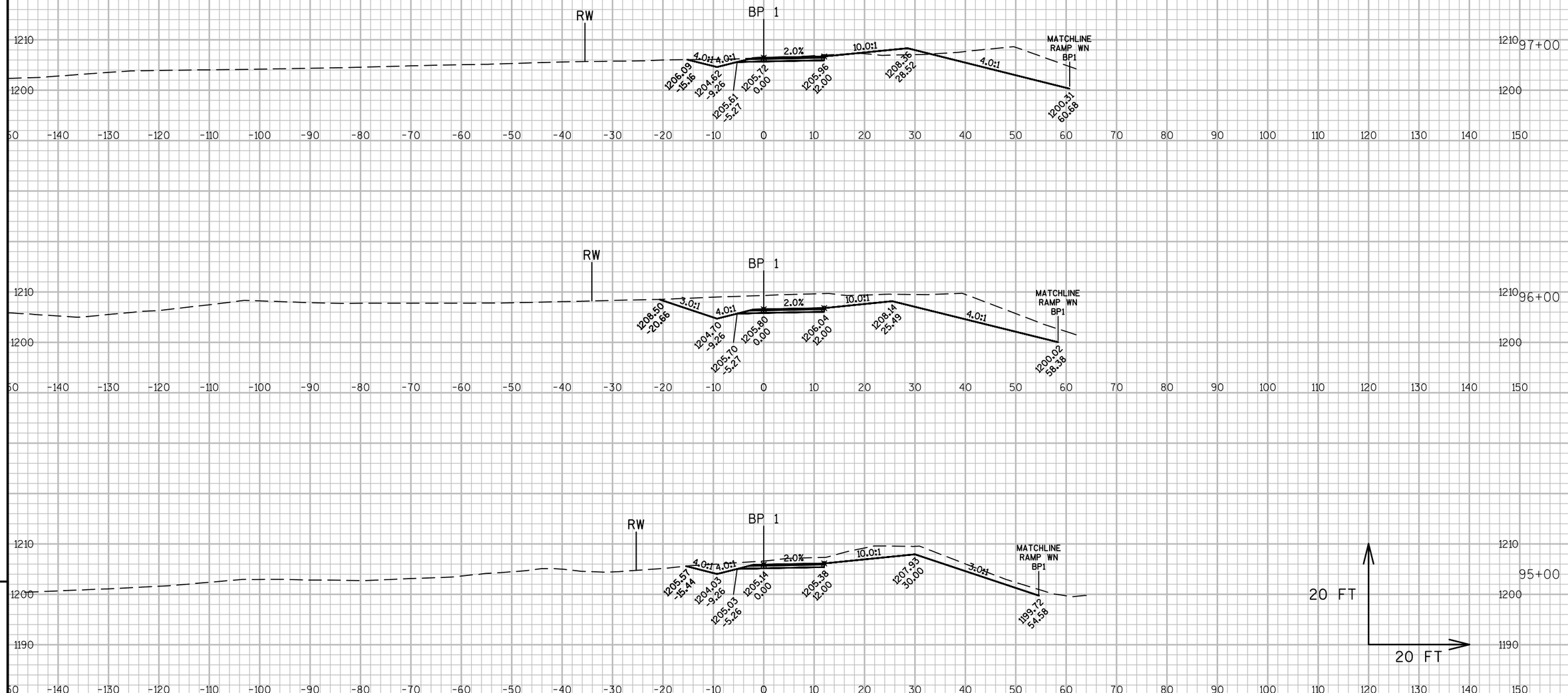


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 703 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (8)

PLOT DATE : 2/23/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

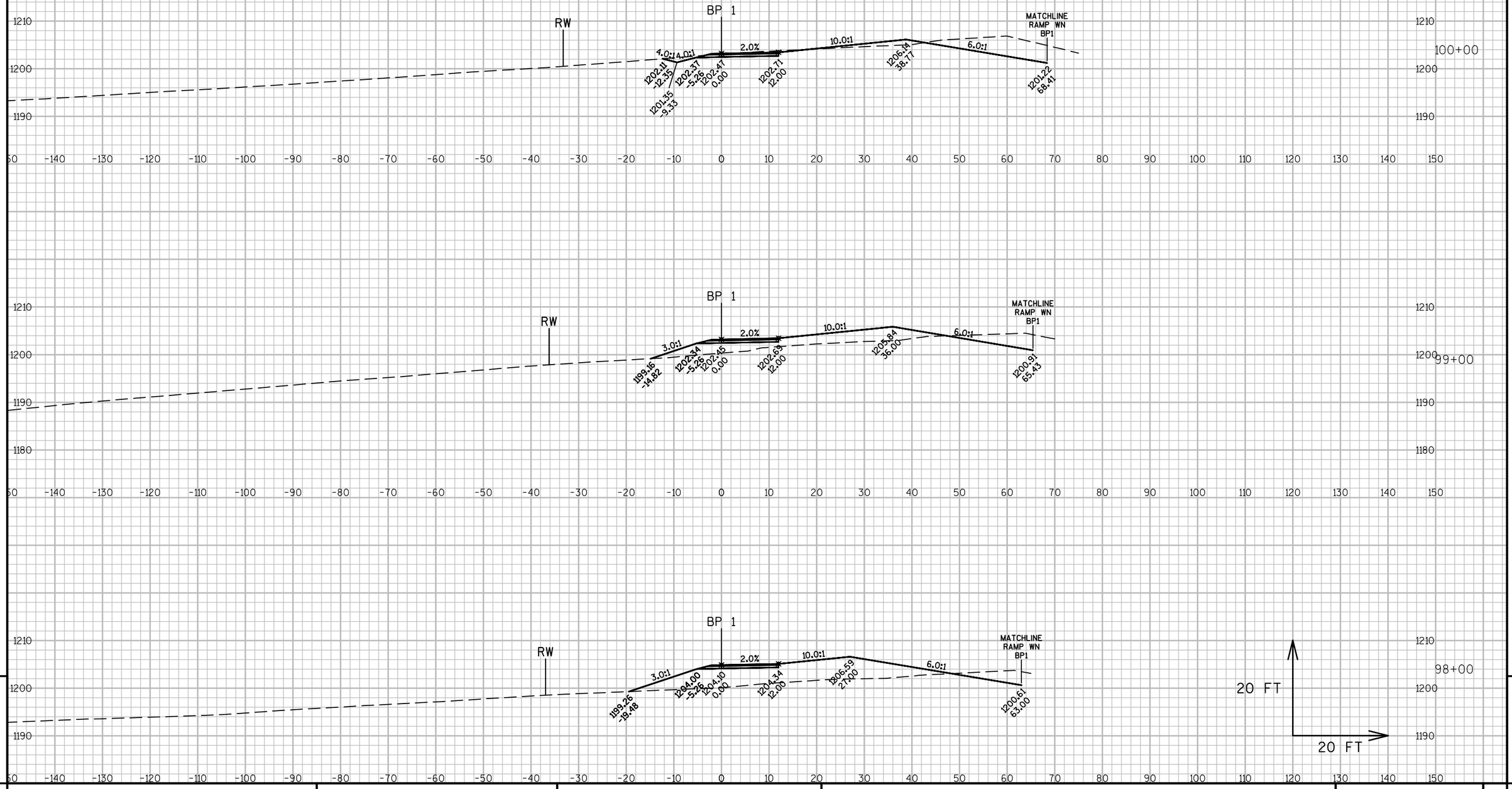


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 704 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (9)

PLOT DATE : 2/23/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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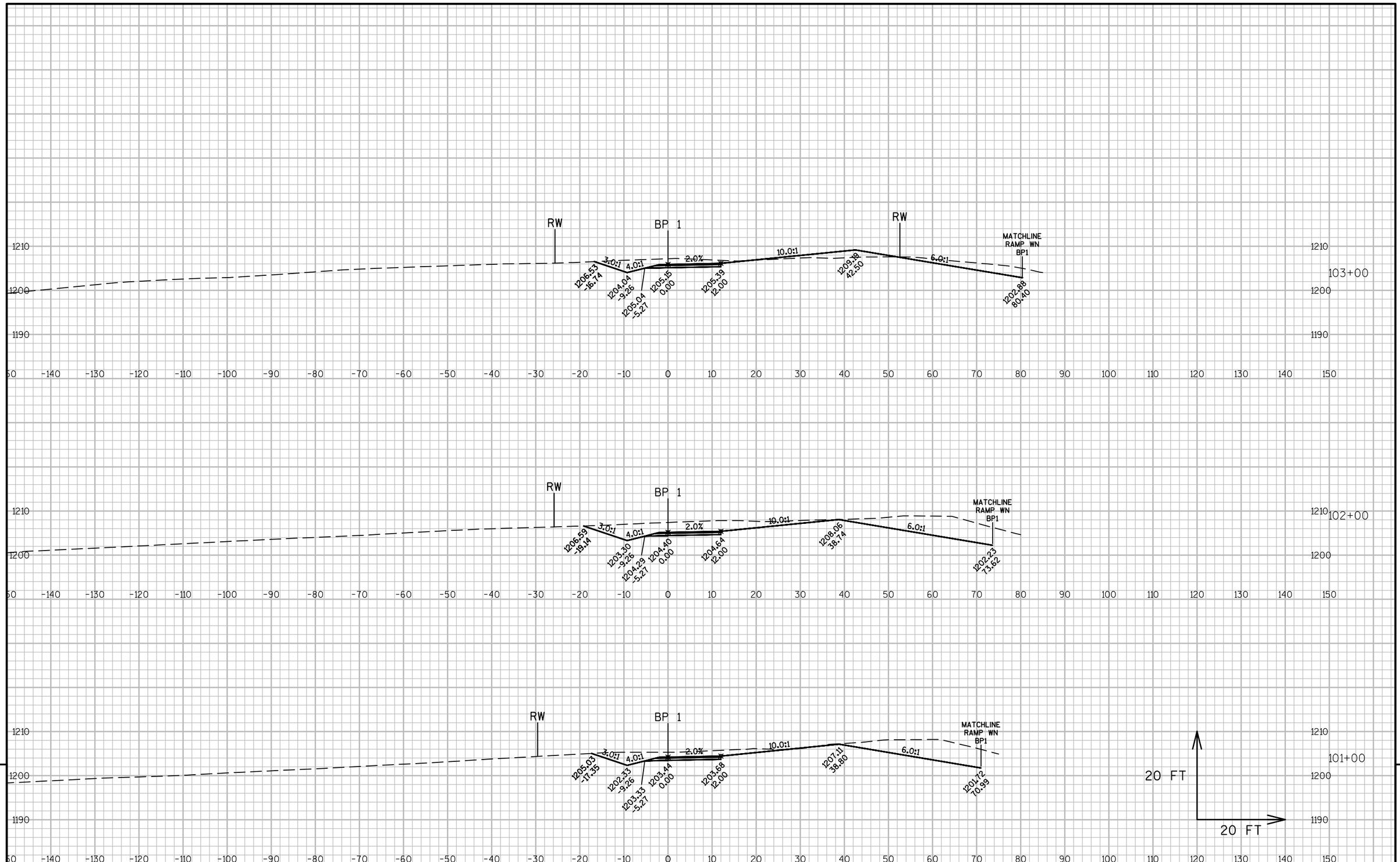
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 705	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (10)

PLOT DATE : 2/23/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 706	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (11)

PLOT DATE : 2/23/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

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PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 707	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (12)

PLOT DATE : 2/23/2017 10:28 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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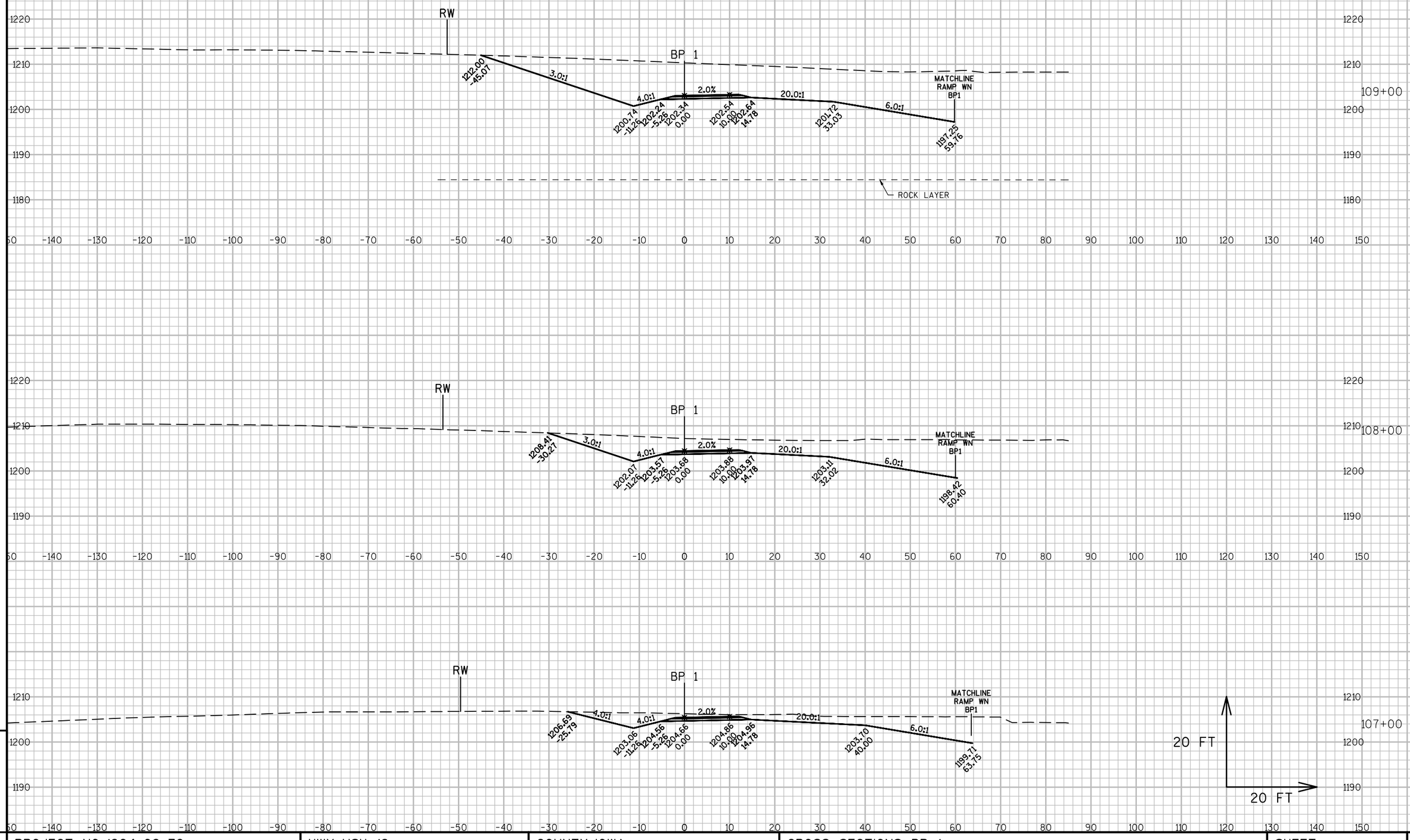

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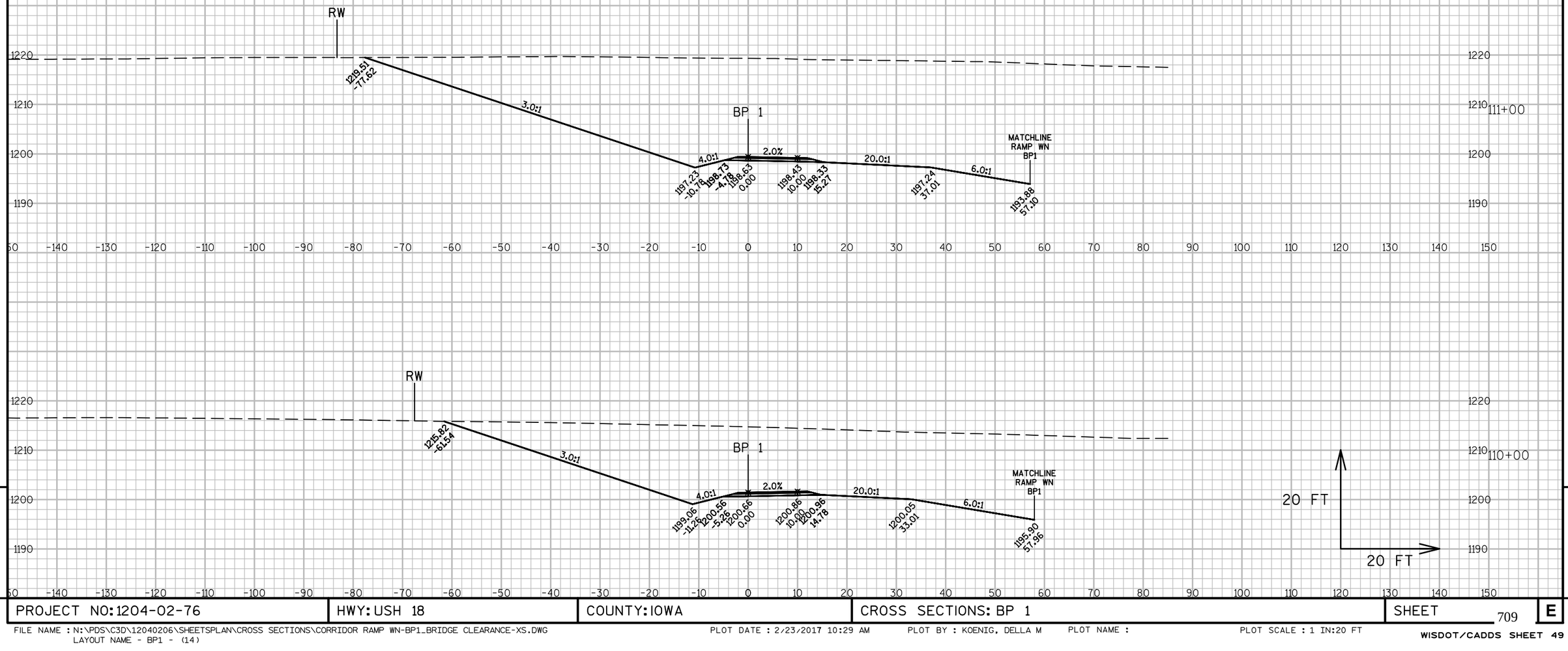
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 708	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (13)
PLOT DATE : 2/23/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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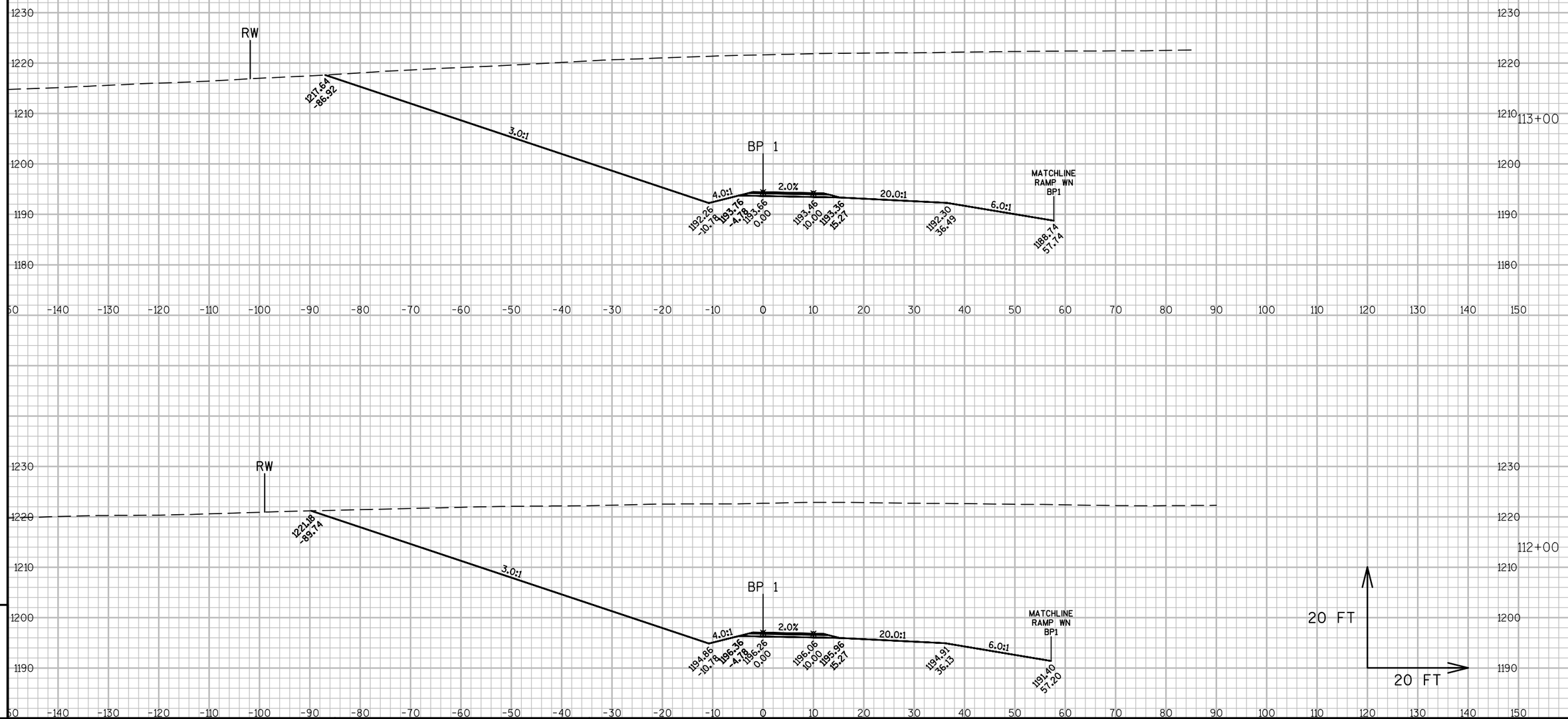
PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 709	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (14)

PLOT DATE : 2/23/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

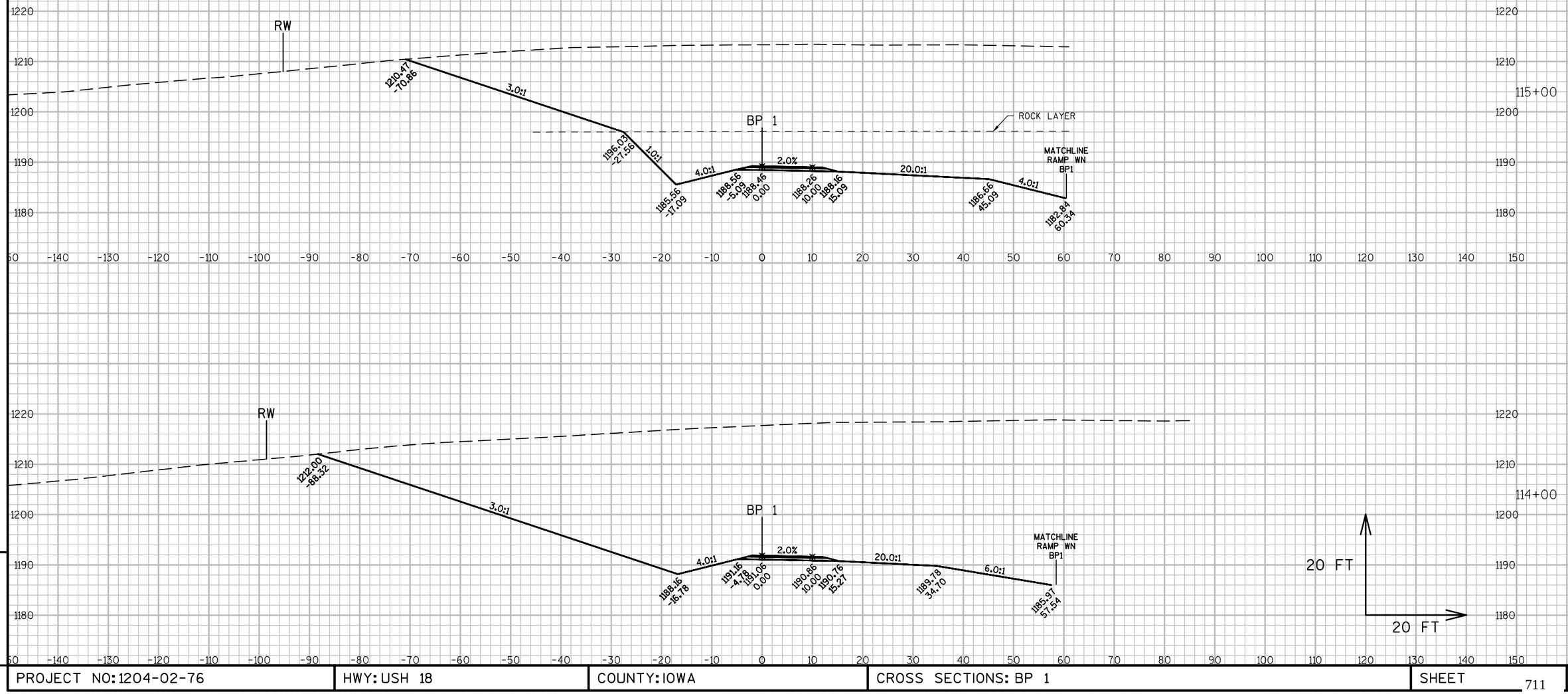


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 710	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (15)

PLOT DATE : 2/23/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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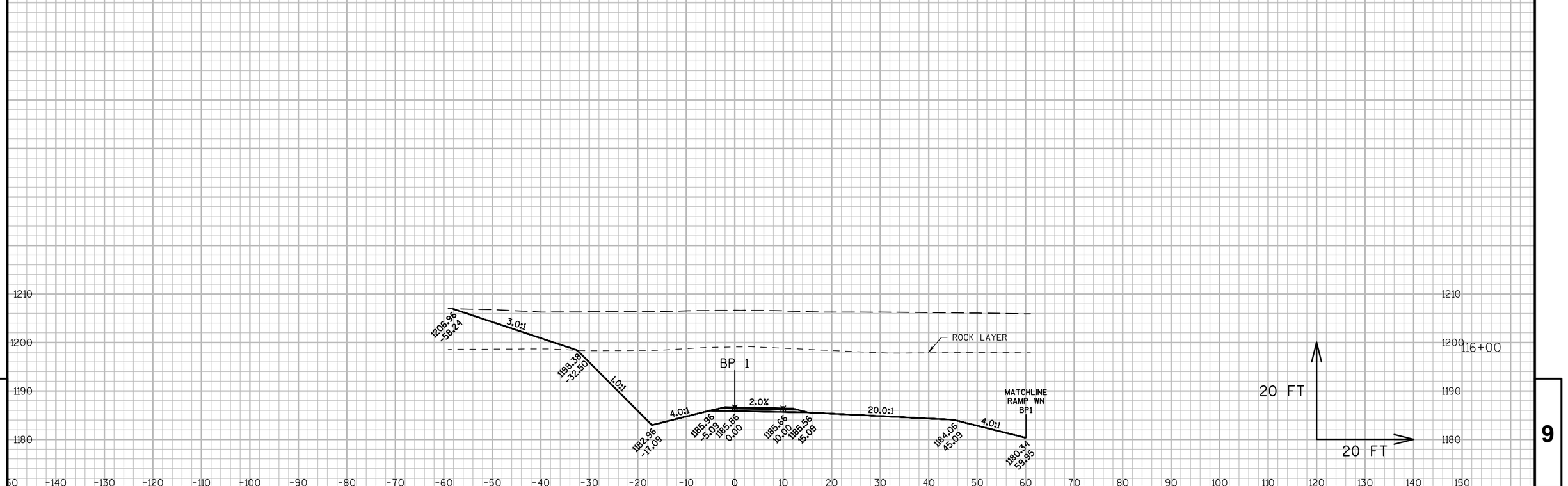
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 711	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (16)

PLOT DATE : 2/23/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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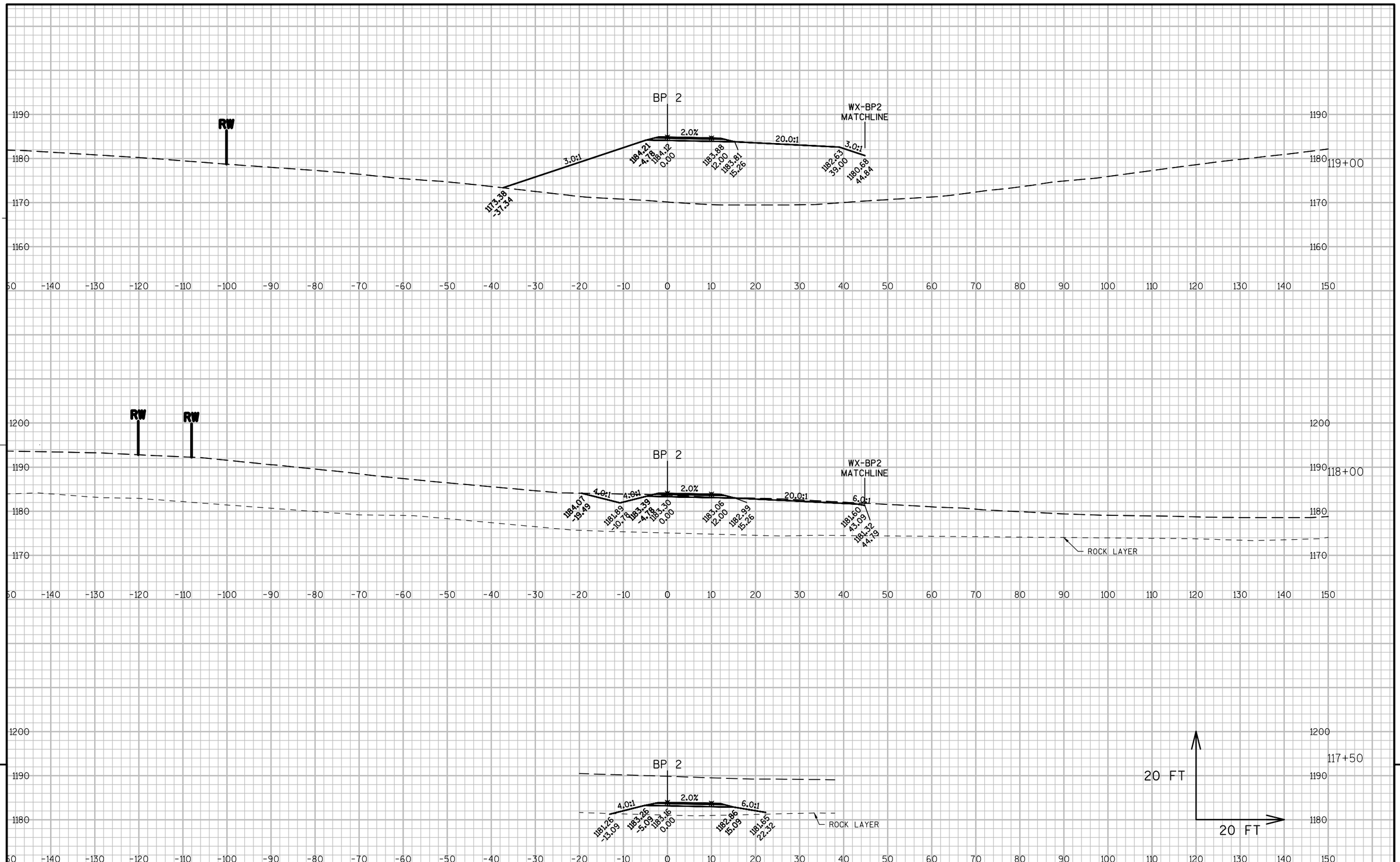
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 1	SHEET 712	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR RAMP WN-BP1_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BP1 - (17)

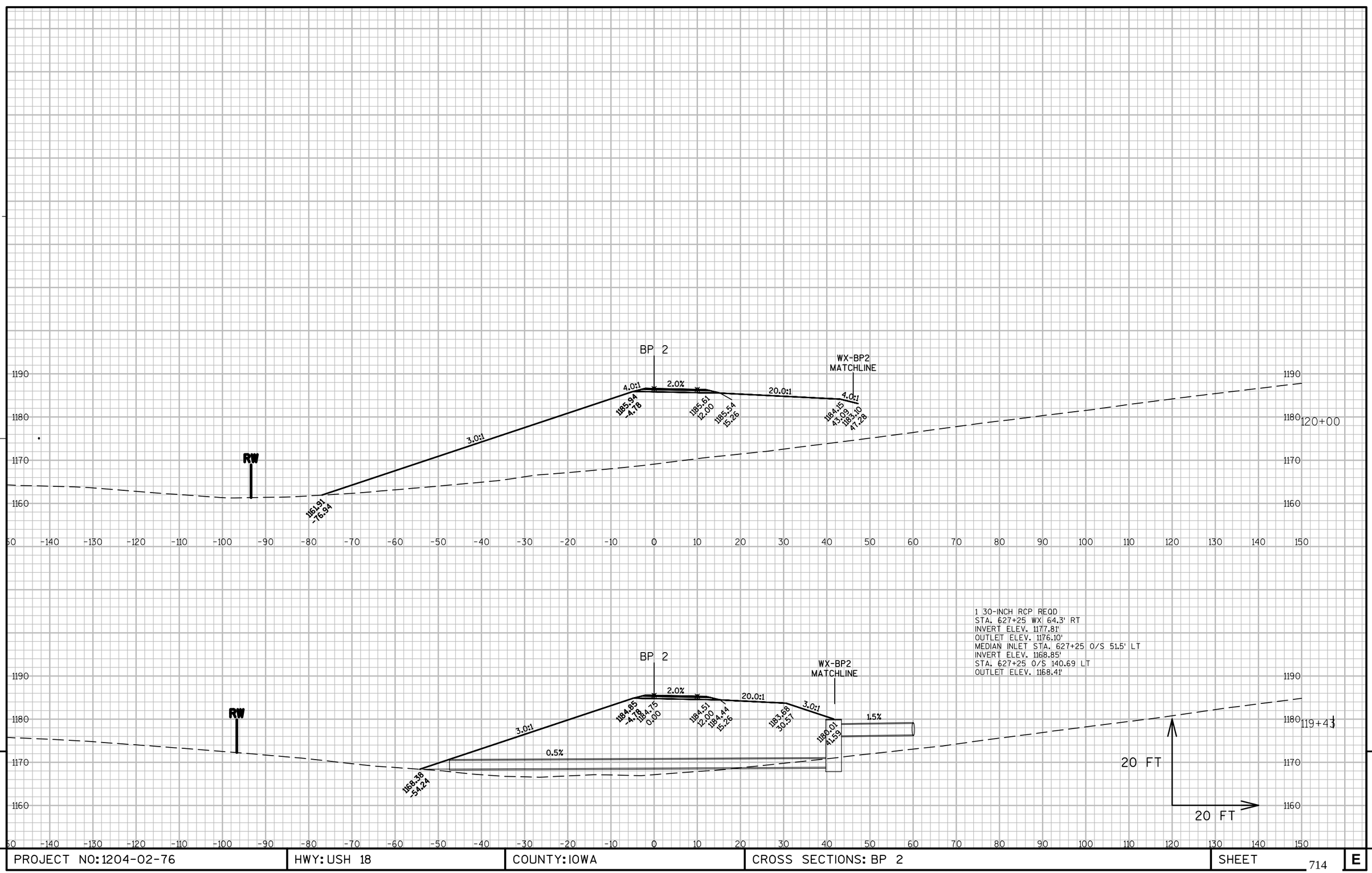
PLOT DATE : 2/23/2017 10:29 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 713	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (1)

PLOT DATE : 3/1/2017 3:39 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

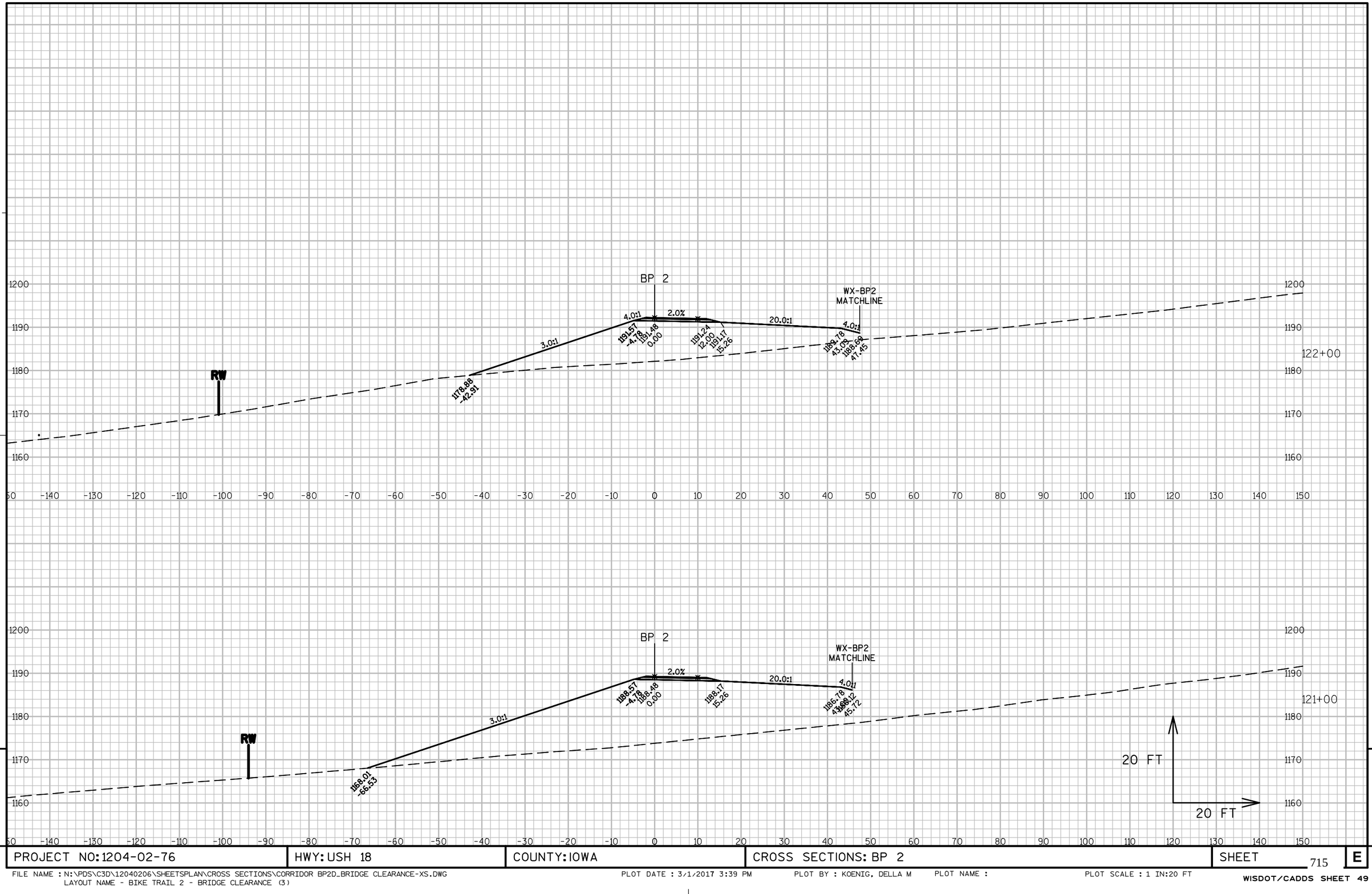


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 714	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (2)

PLOT DATE : 3/1/2017 3:39 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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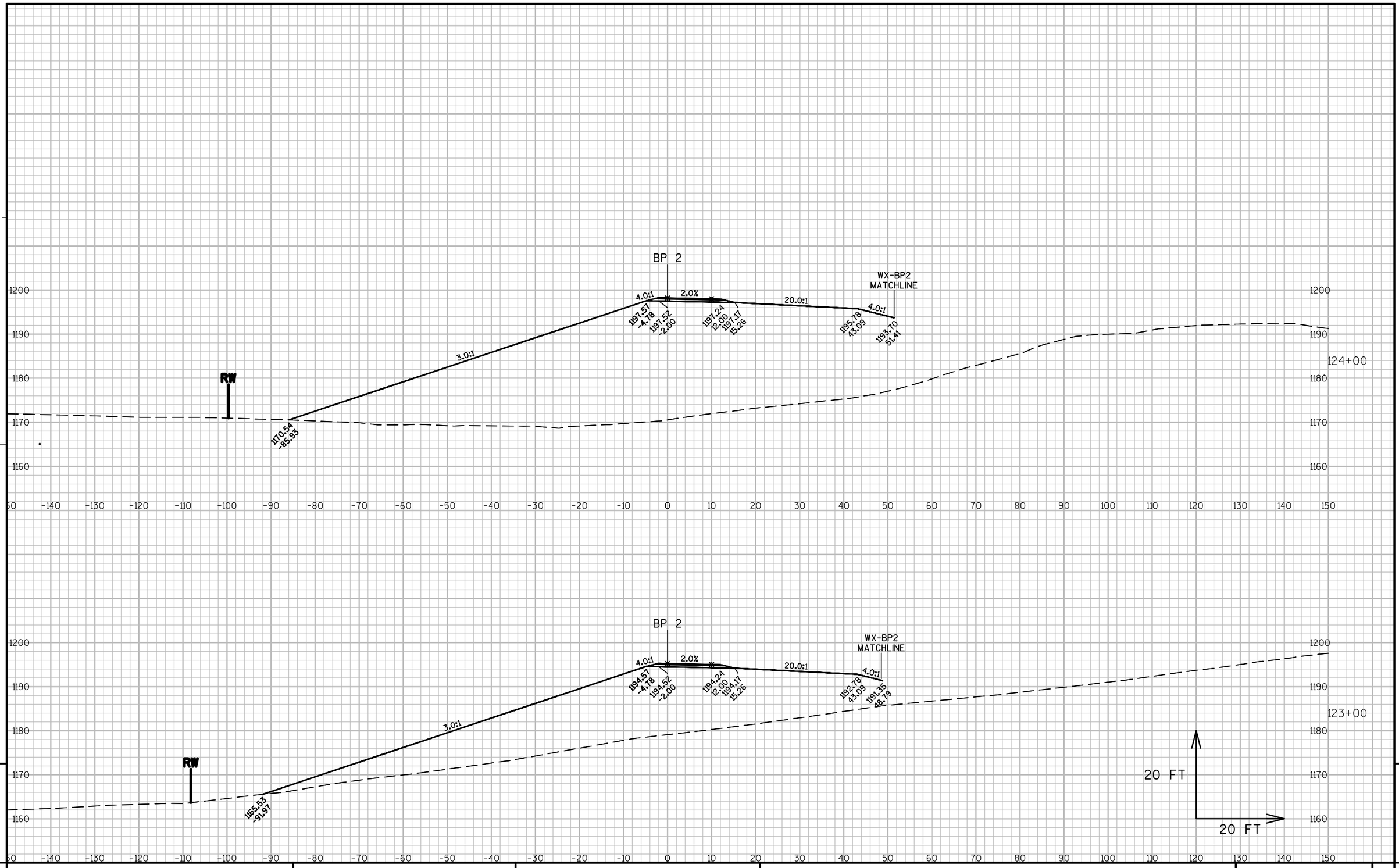
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 715	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (3)

PLOT DATE : 3/1/2017 3:39 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

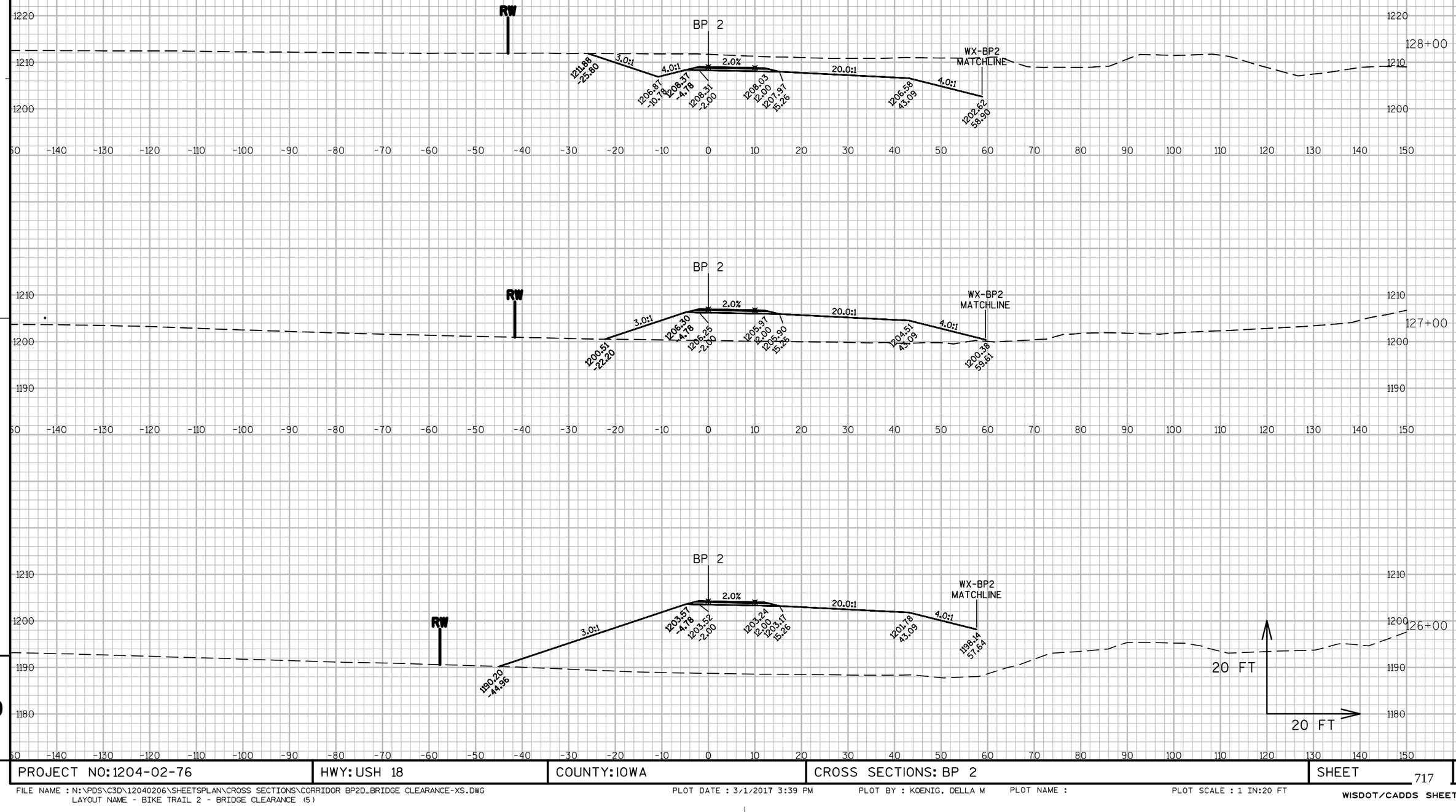
WISDOT/CADDS SHEET 49



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 716	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (4)

PLOT DATE : 3/1/2017 3:39 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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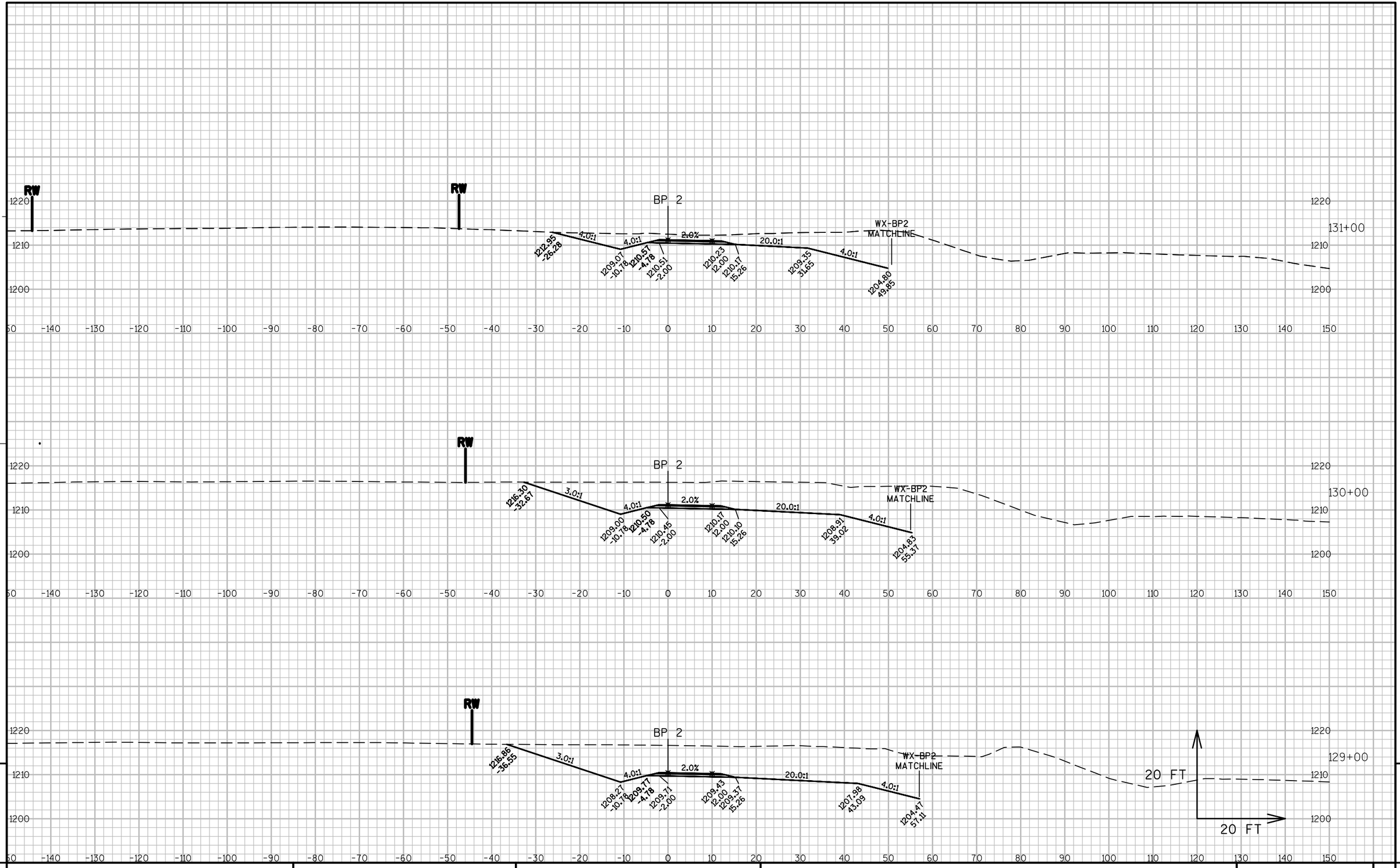
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 717	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (5)

PLOT DATE : 3/1/2017 3:39 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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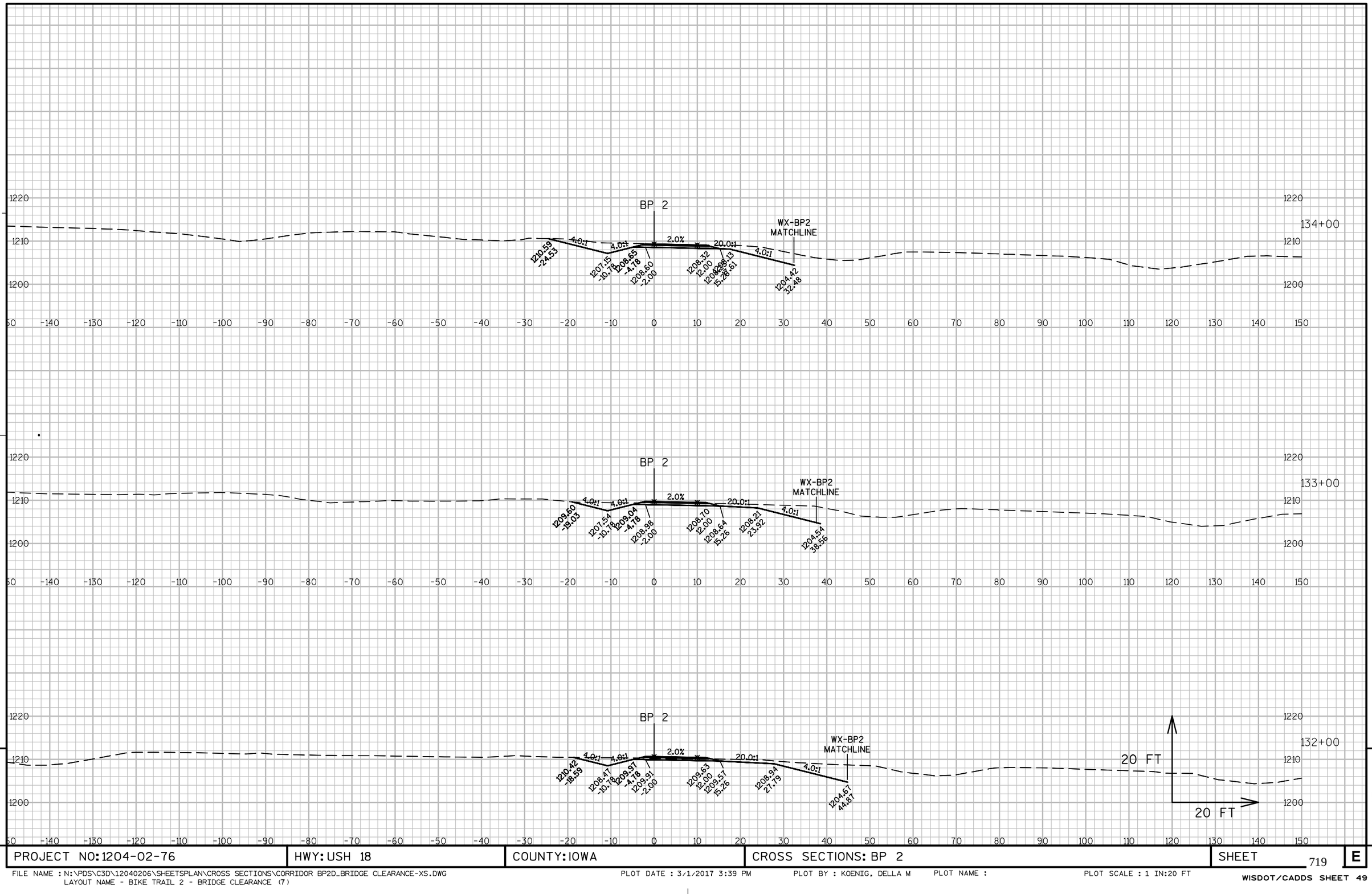
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 718	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (6)

PLOT DATE : 3/1/2017 3:39 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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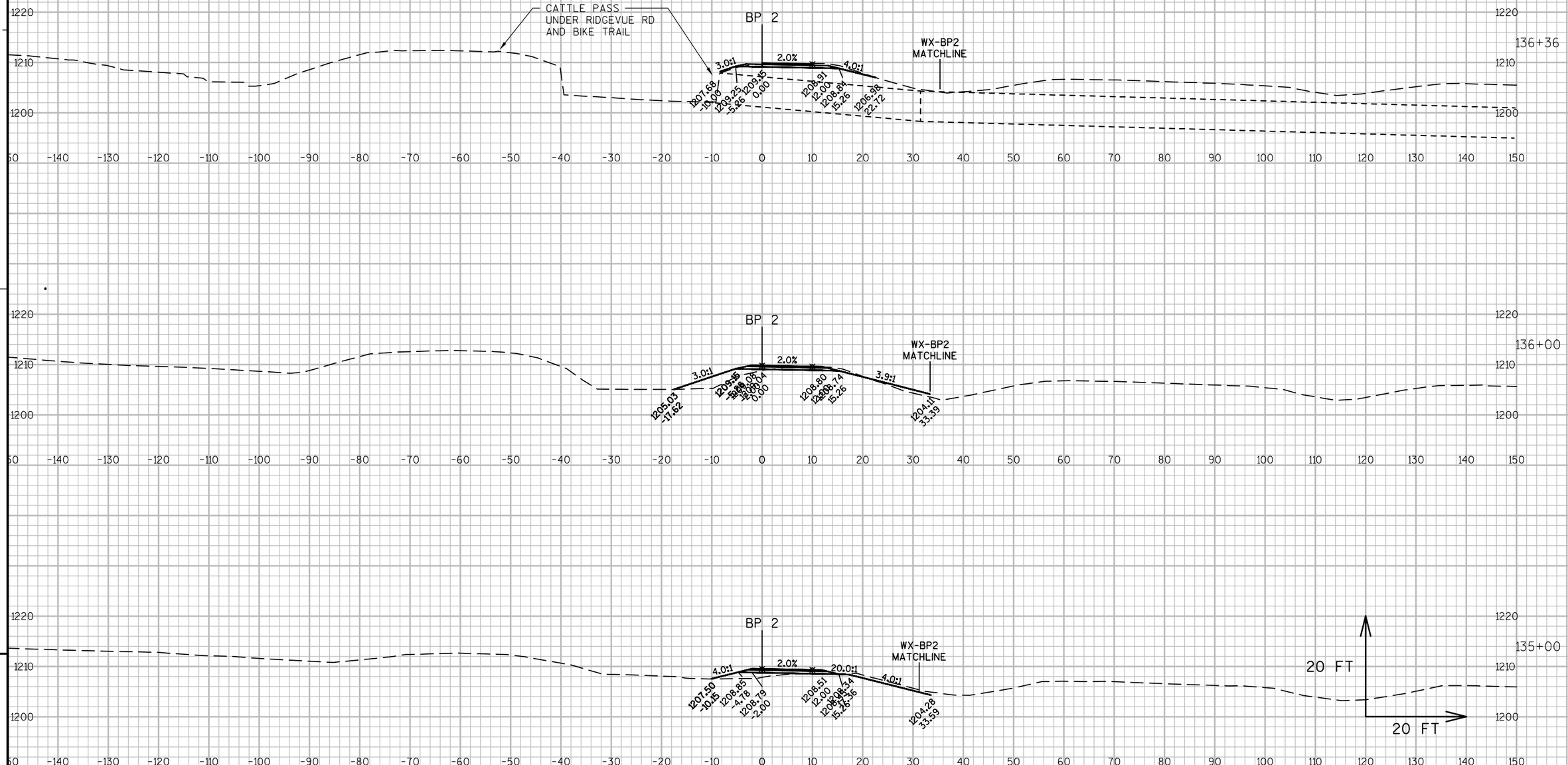
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 719	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (7)

PLOT DATE : 3/1/2017 3:39 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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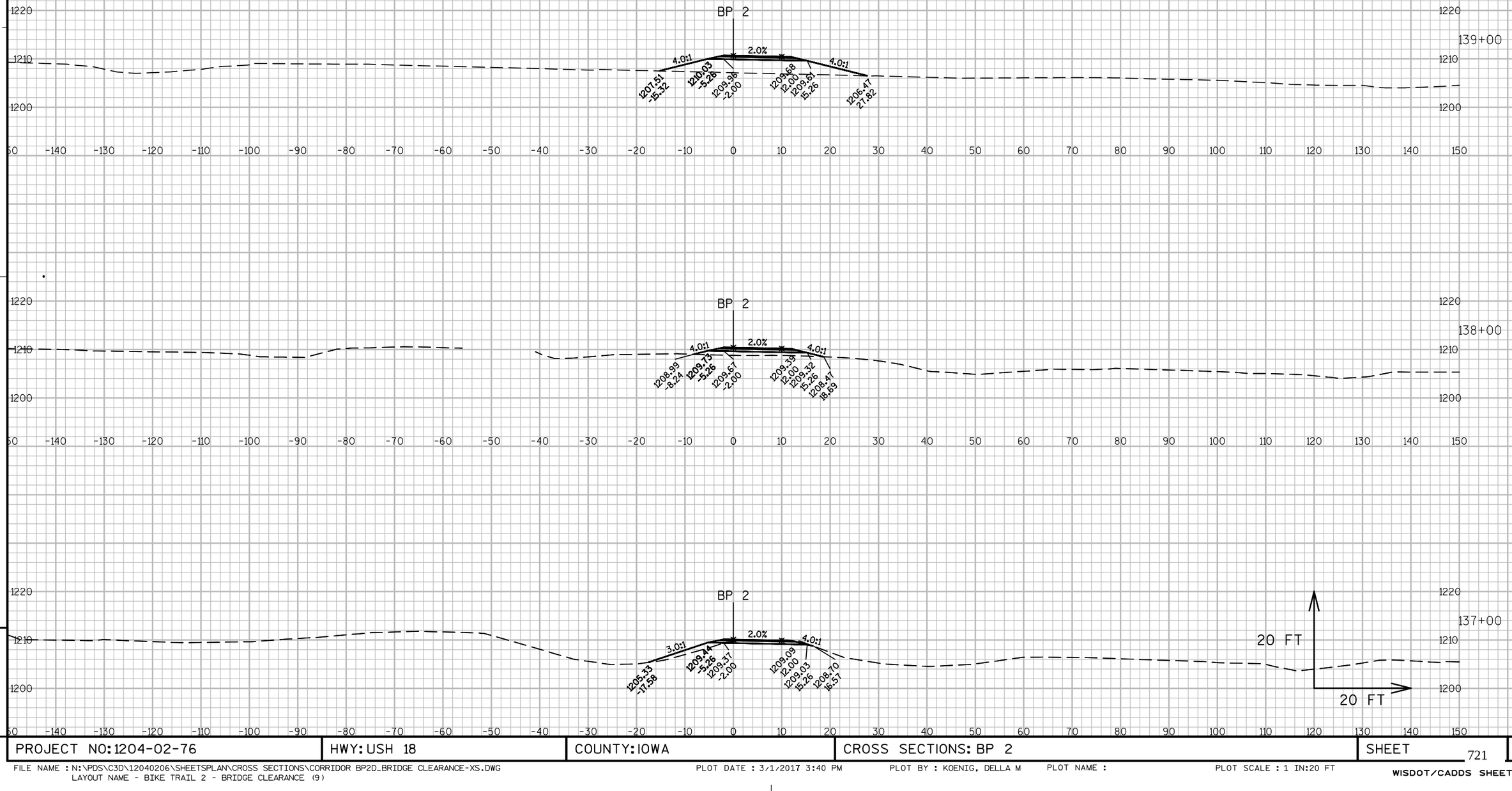
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 720	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (8)

PLOT DATE : 3/1/2017 3:39 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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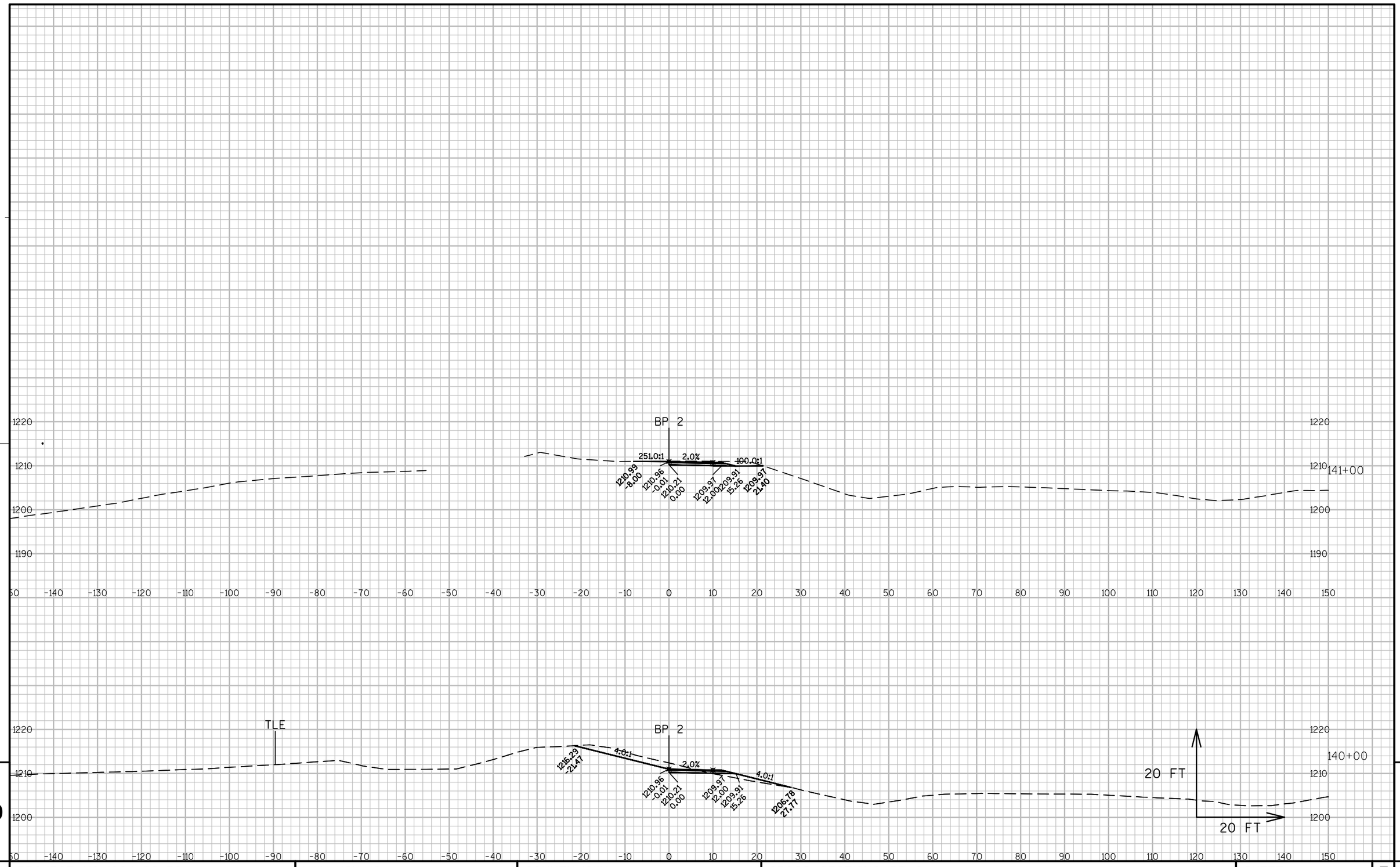
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 721	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (9)

PLOT DATE : 3/1/2017 3:40 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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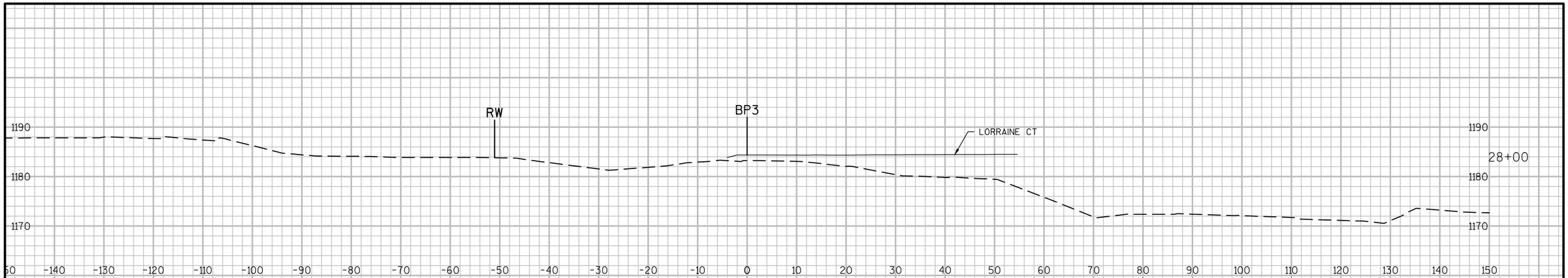
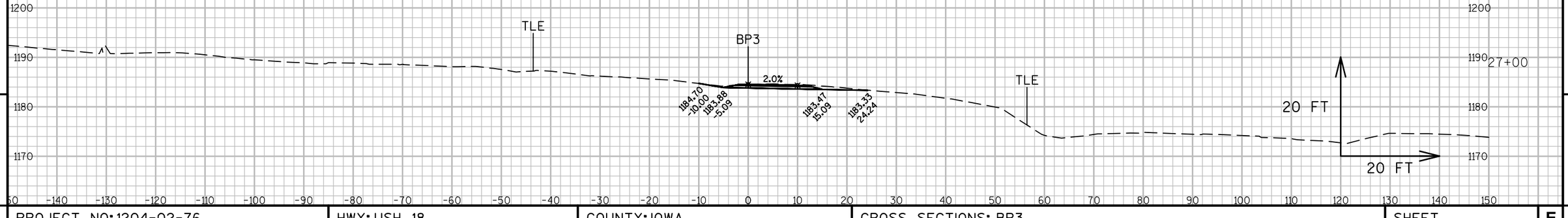
9

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP 2	SHEET 722	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP2D_BRIDGE CLEARANCE-XS.DWG
LAYOUT NAME - BIKE TRAIL 2 - BRIDGE CLEARANCE (10)

PLOT DATE : 3/1/2017 3:40 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT





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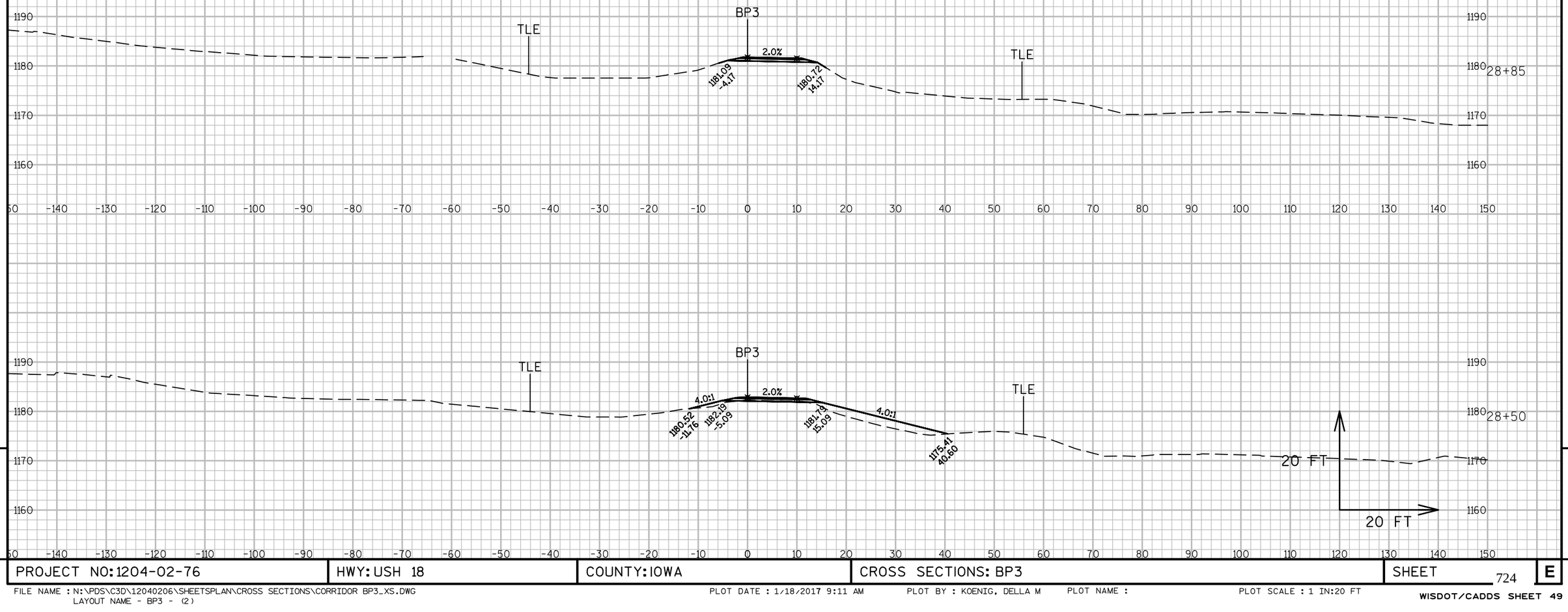
9

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP3	SHEET 723	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP3_XS.DWG
LAYOUT NAME - BP3 - (1)

PLOT DATE : 1/18/2017 9:11 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

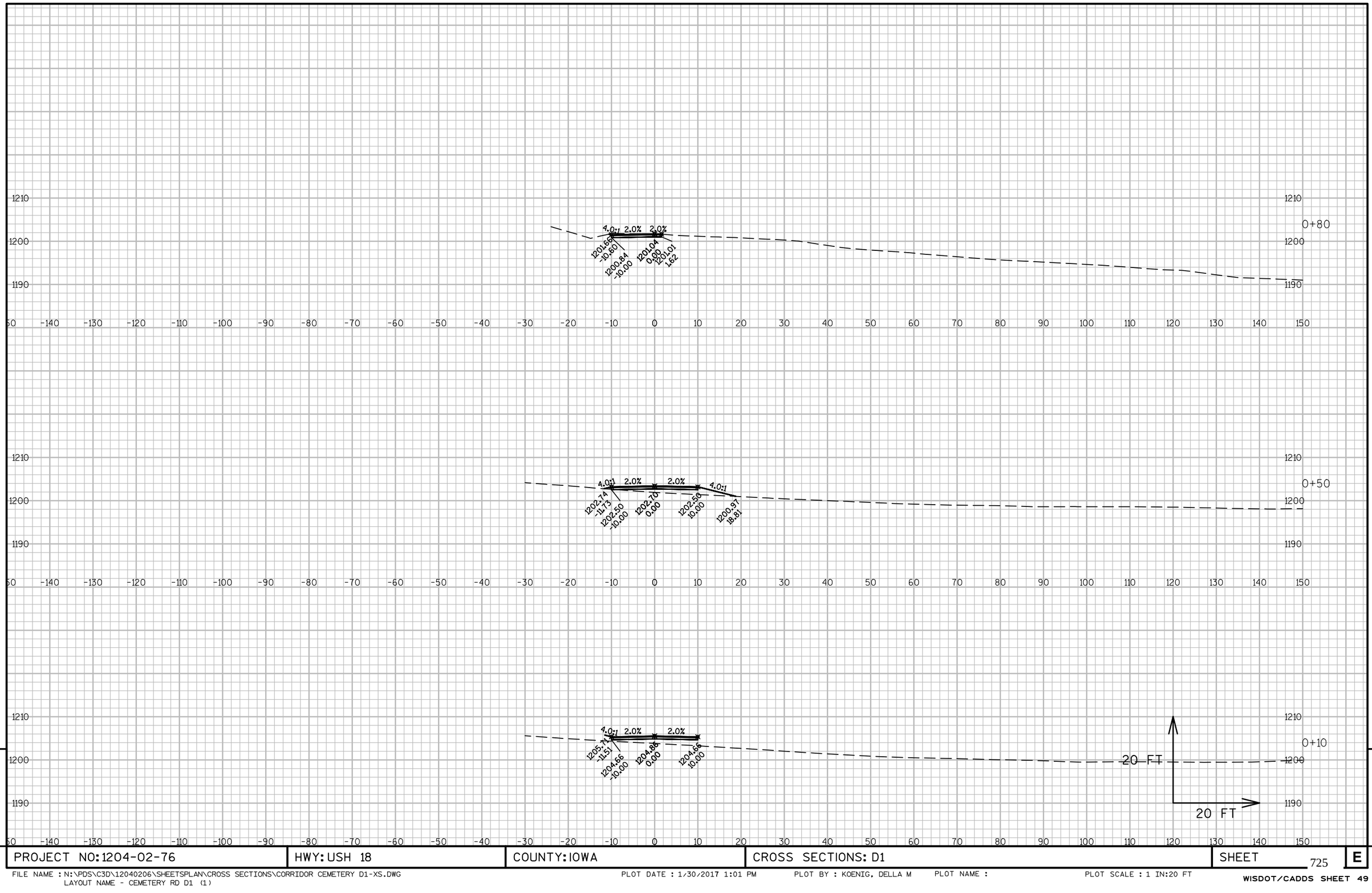
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: BP3	SHEET 724	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR BP3_XS.DWG
LAYOUT NAME - BP3 - (2)

PLOT DATE : 1/18/2017 9:11 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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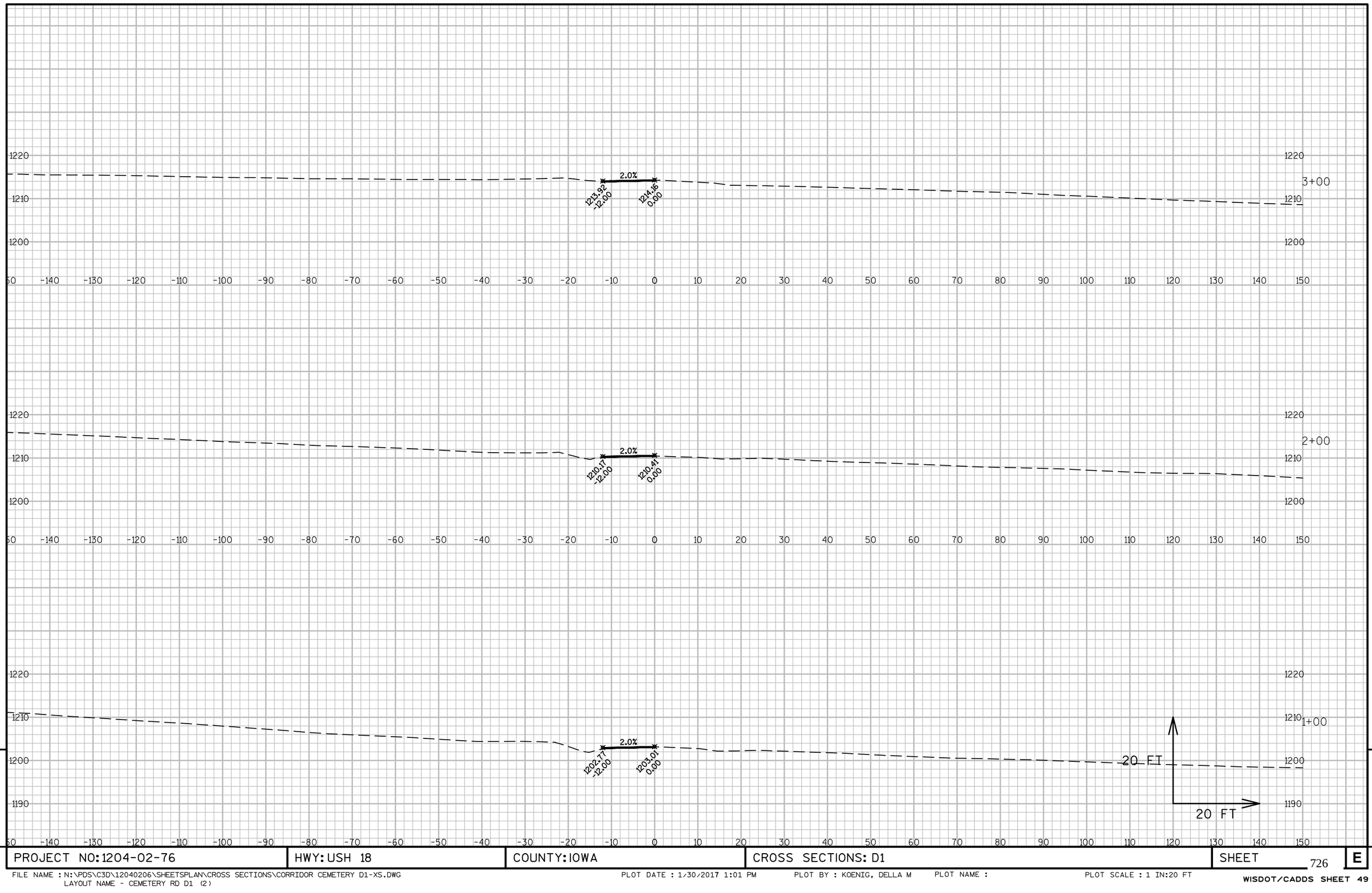
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: D1	SHEET 725	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CEMETERY D1-XS.DWG
LAYOUT NAME - CEMETERY RD D1 (1)

PLOT DATE : 1/30/2017 1:01 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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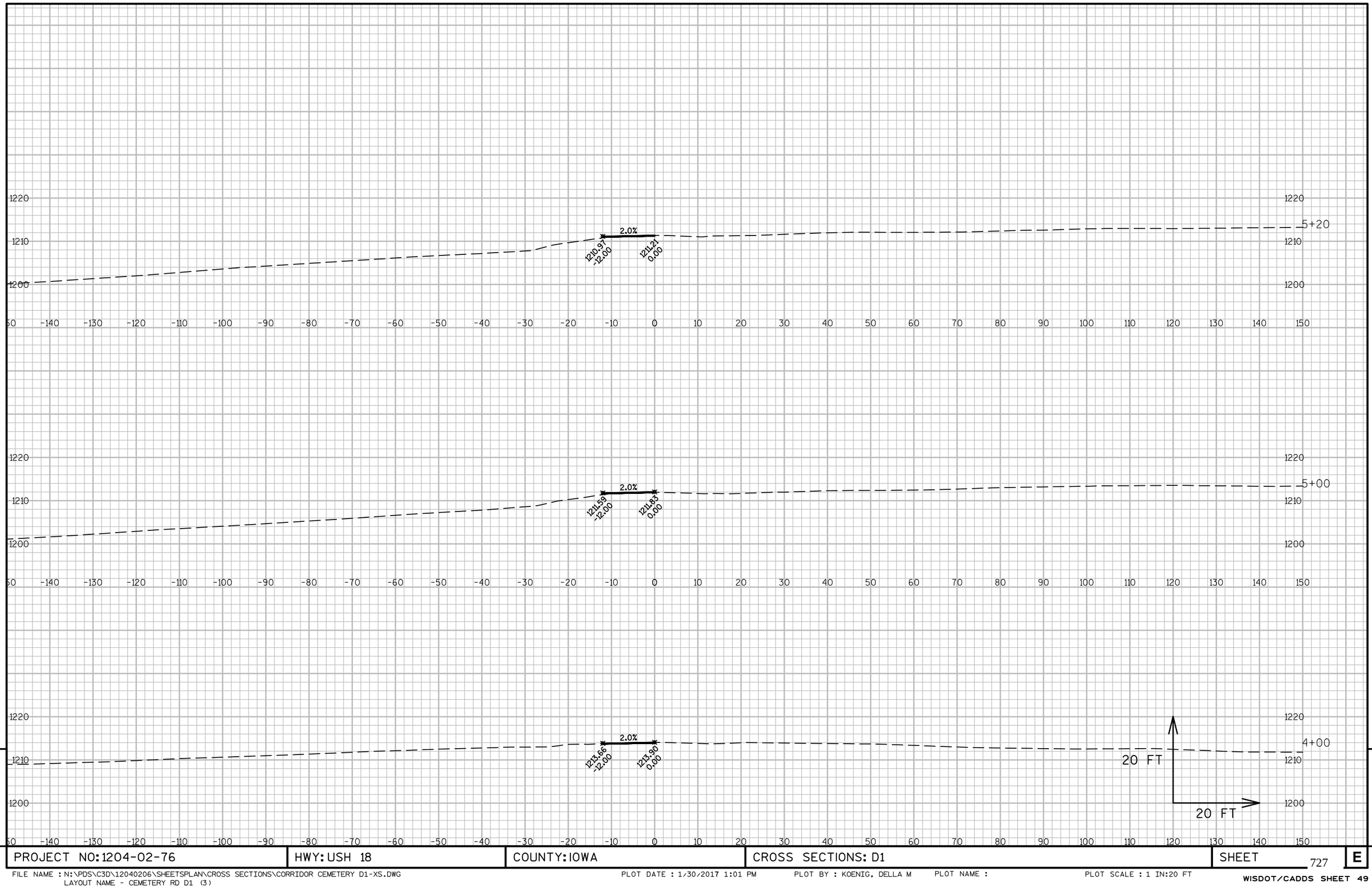
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: D1	SHEET 726	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CEMETERY D1-XS.DWG
LAYOUT NAME - CEMETERY RD D1 (2)

PLOT DATE : 1/30/2017 1:01 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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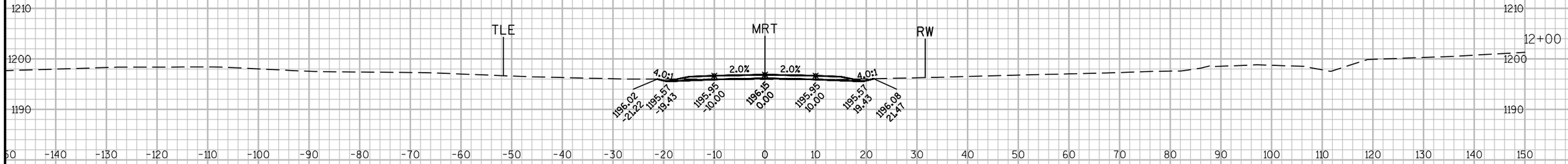
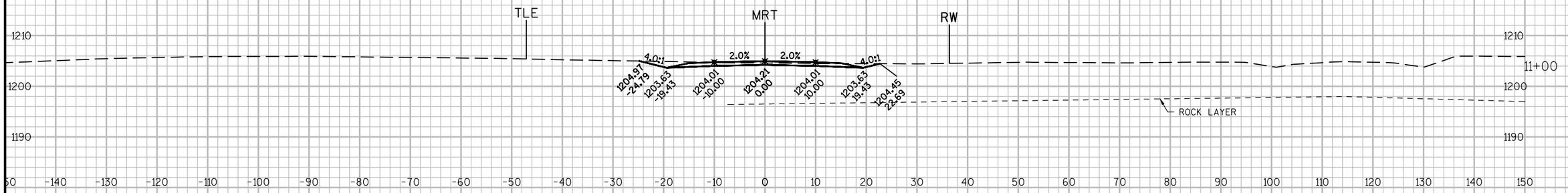
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: D1	SHEET 727	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR CEMETERY D1-XS.DWG
LAYOUT NAME - CEMETERY RD D1 (3)

PLOT DATE : 1/30/2017 1:01 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT





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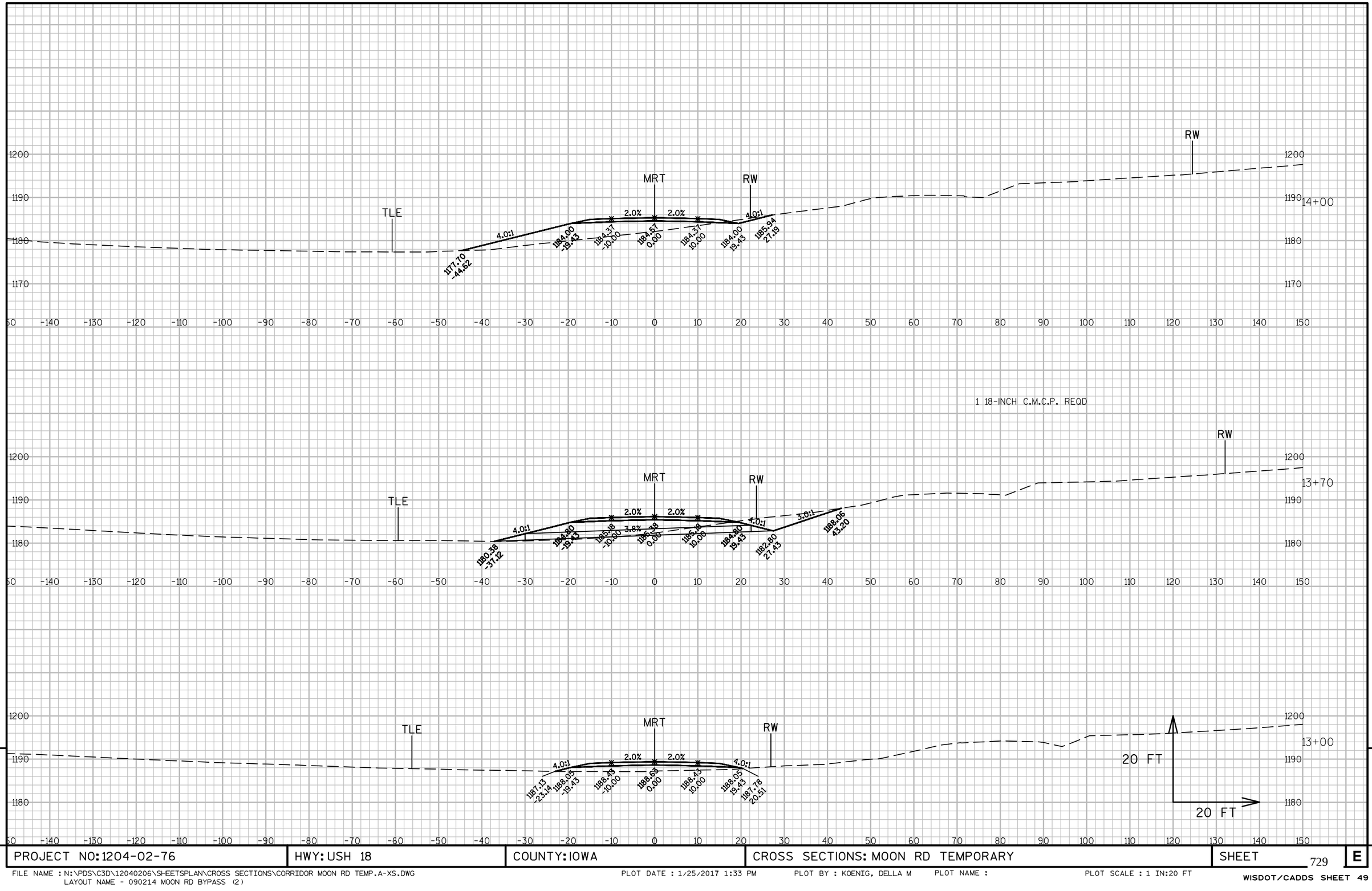
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: MOON RD TEMPORARY	SHEET 728	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR MOON RD TEMP.A-XS.DWG
LAYOUT NAME - 090214 MOON RD BYPASS (1)

PLOT DATE : 1/25/2017 1:33 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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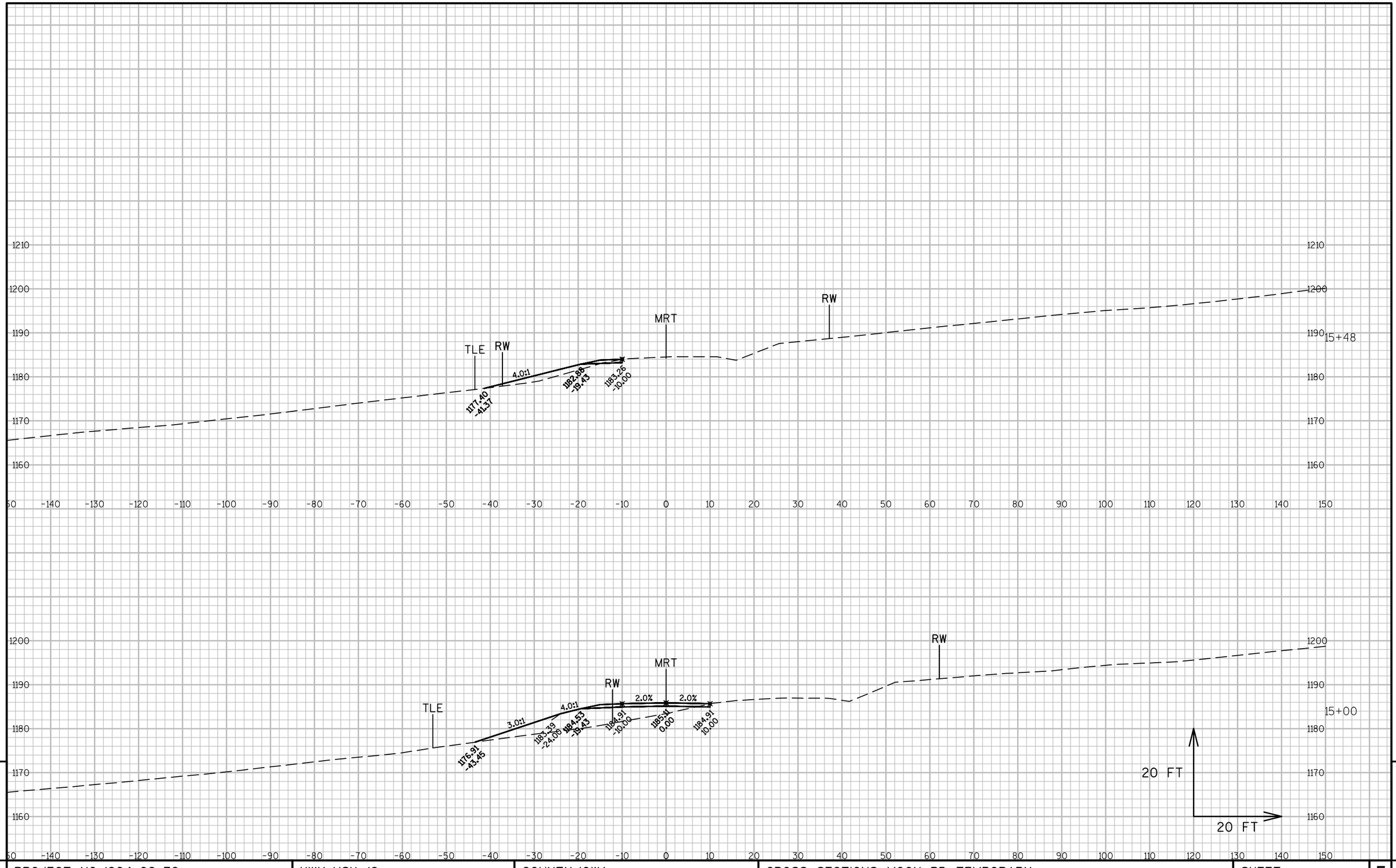
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: MOON RD TEMPORARY	SHEET 729	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR MOON RD TEMP.A-XS.DWG
LAYOUT NAME - 090214 MOON RD BYPASS (2)

PLOT DATE : 1/25/2017 1:33 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

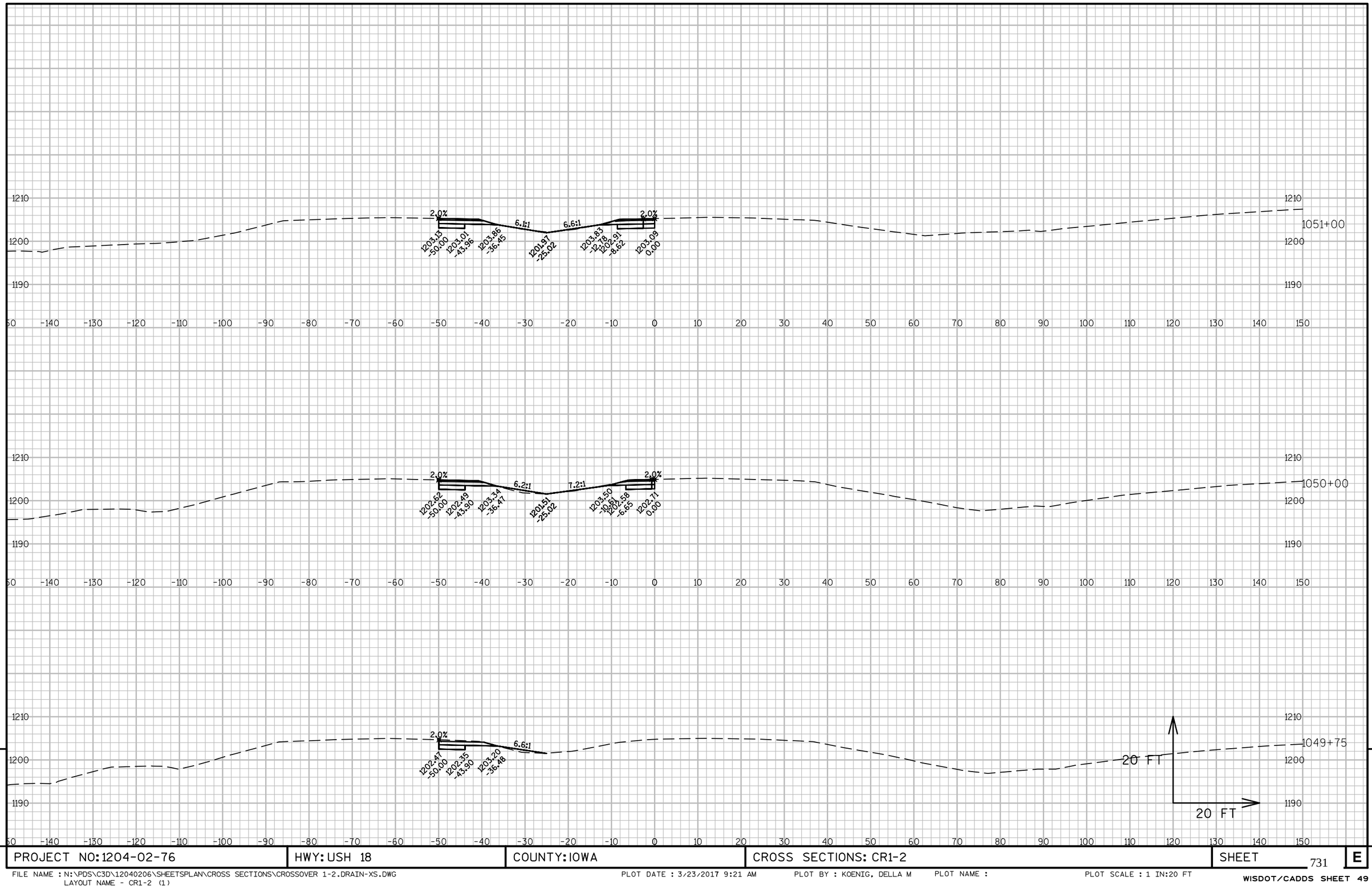


PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: MOON RD TEMPORARY	SHEET 730	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CORRIDOR MOON RD TEMP.A-XS.DWG
LAYOUT NAME - 090214 MOON RD BYPASS (3)

PLOT DATE : 1/25/2017 1:33 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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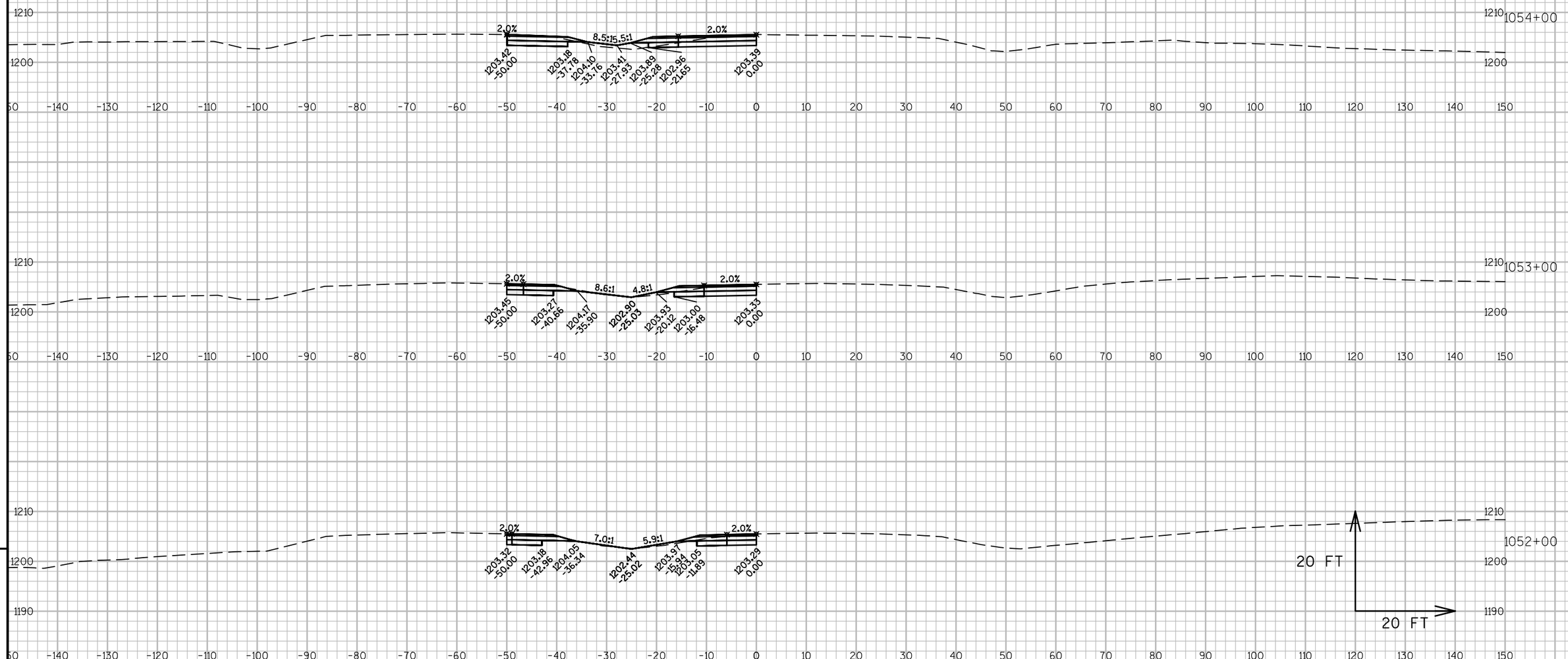
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR1-2	SHEET 731	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 1-2.DRAIN-XS.DWG
LAYOUT NAME - CR1-2 (1)

PLOT DATE : 3/23/2017 9:21 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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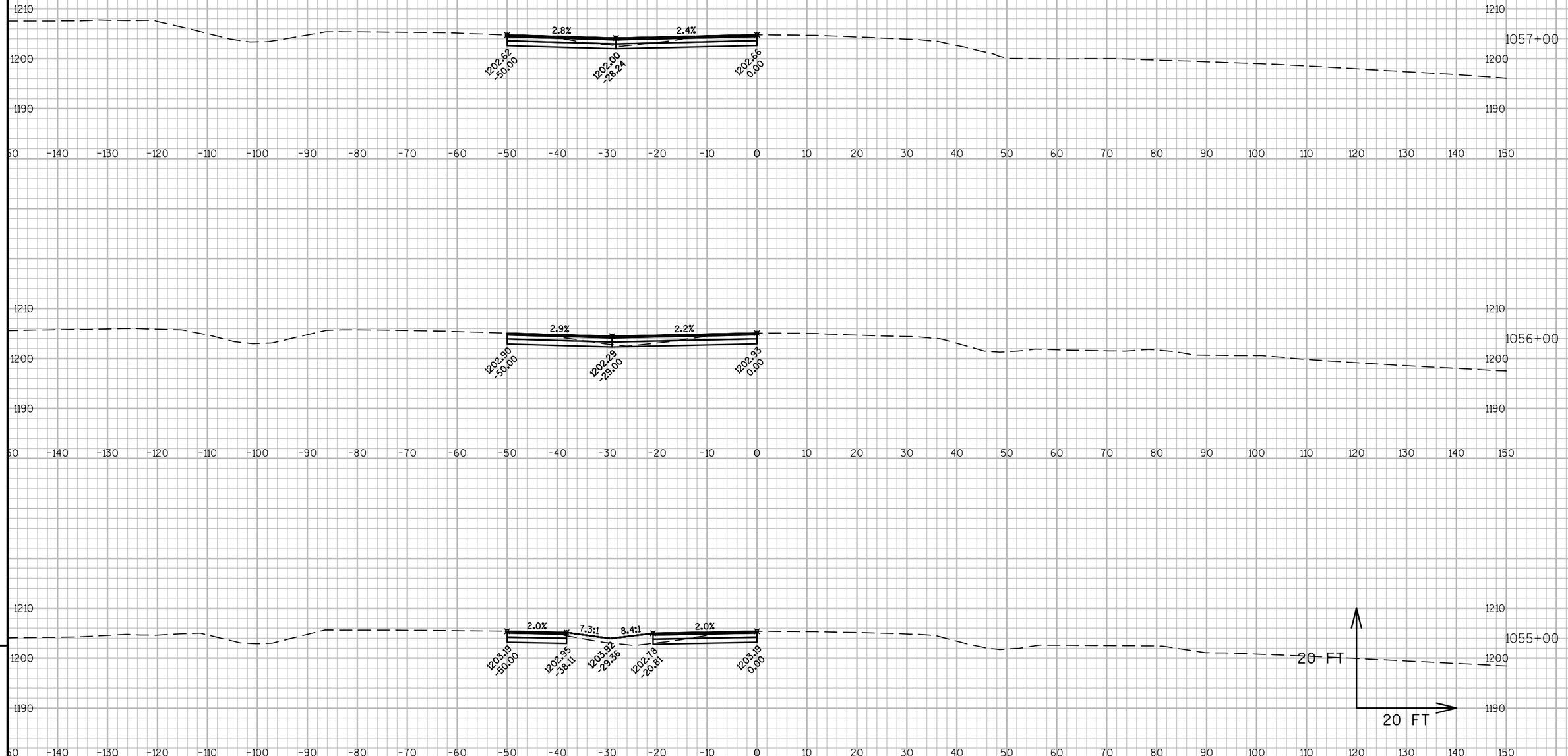
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR1-2	SHEET 732	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 1-2.DRAIN-XS.DWG
LAYOUT NAME - CR1-2 (2)

PLOT DATE : 3/23/2017 9:21 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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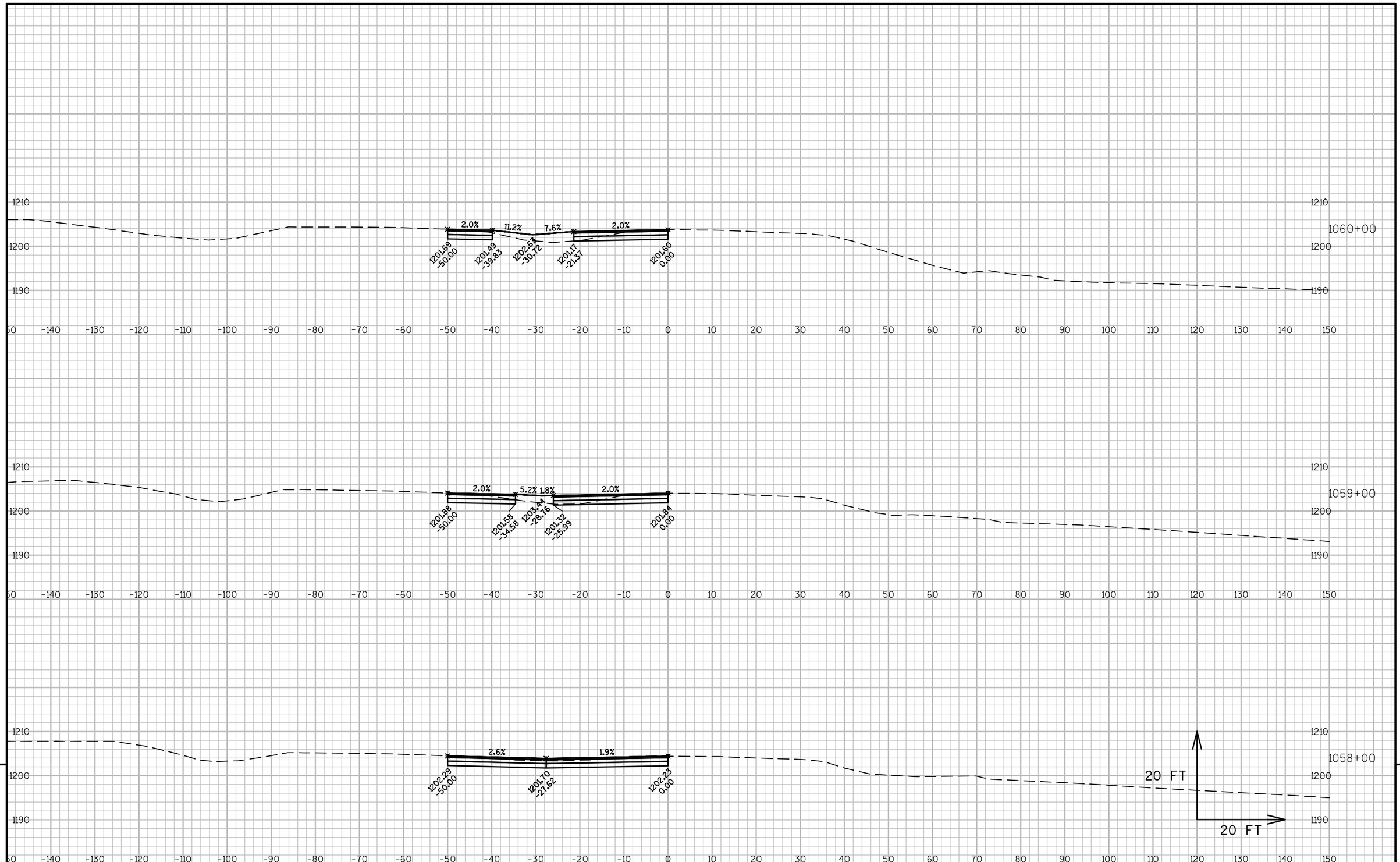
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR1-2	SHEET 733	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 1-2.DRAIN-XS.DWG
LAYOUT NAME - CR1-2 (3)

PLOT DATE : 3/23/2017 9:21 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR1-2	SHEET 734	E

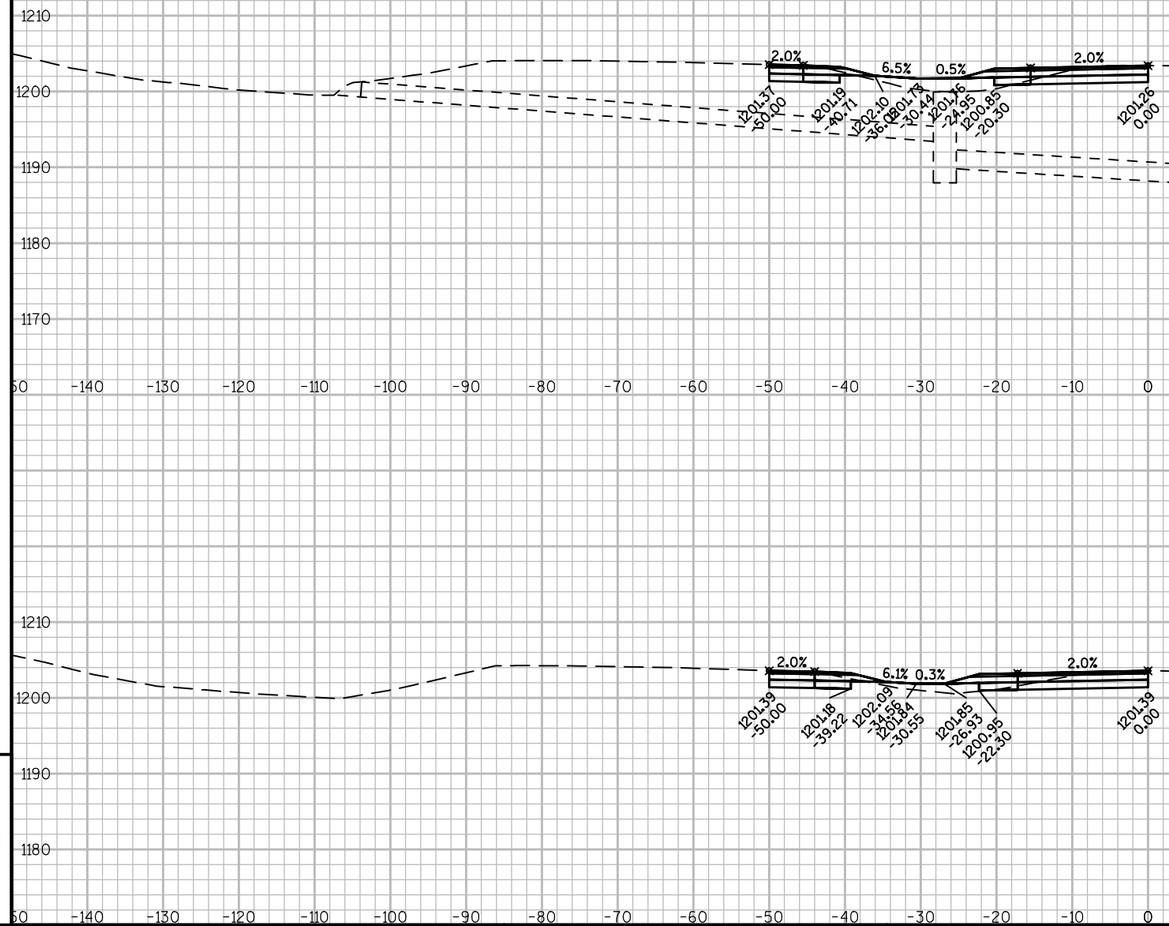
FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 1-2.DRAIN-XS.DWG
LAYOUT NAME - CR1-2 (4)

PLOT DATE : 3/23/2017 9:21 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

EXISTING 18-INCH R.C.C.P.

EXISTING 30-INCH R.C.C.P.
AND 9 MS INLET



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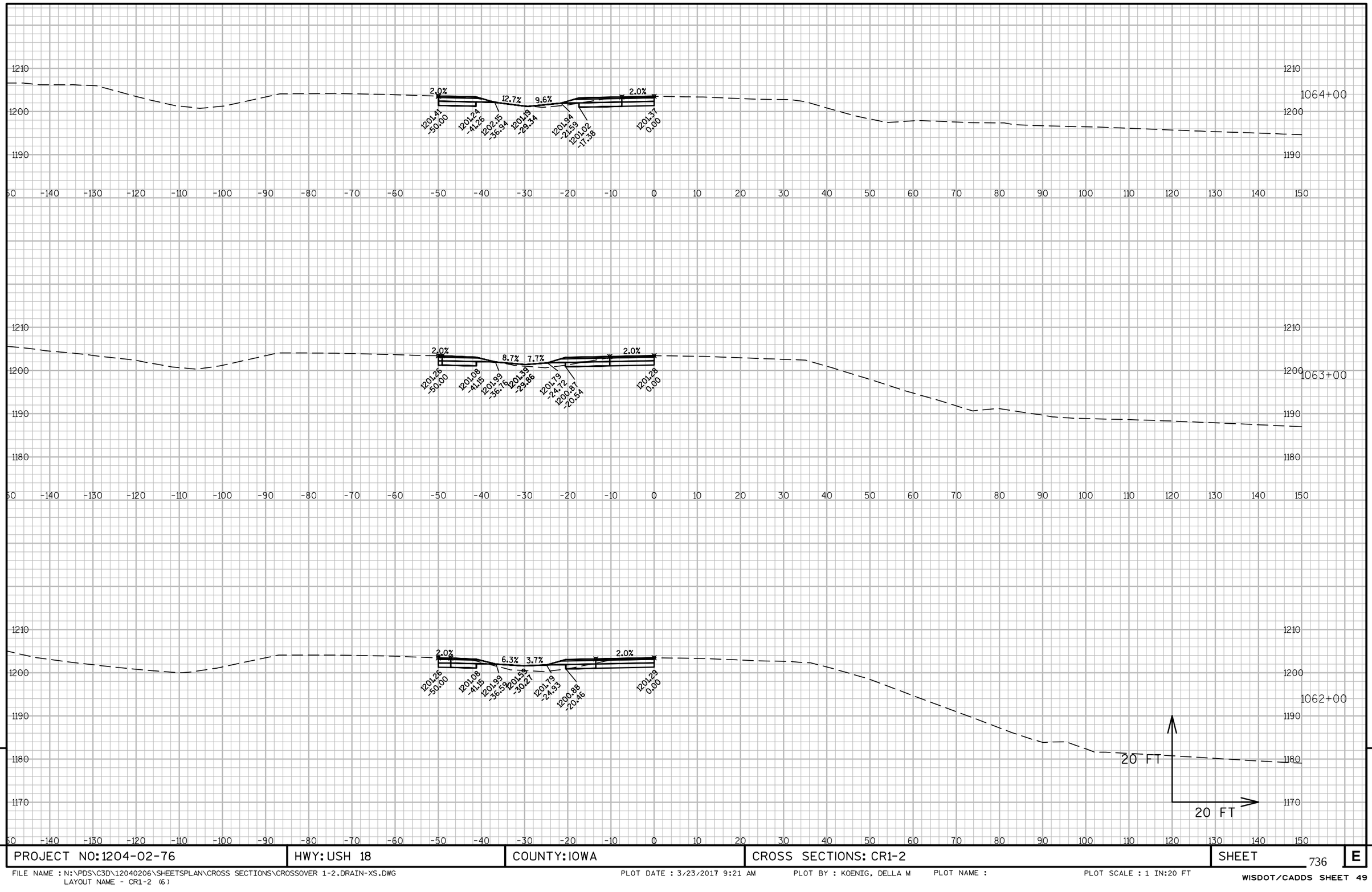
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR1-2	SHEET 735	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 1-2.DRAIN-XS.DWG
LAYOUT NAME - CR1-2 (5)

PLOT DATE : 3/23/2017 9:21 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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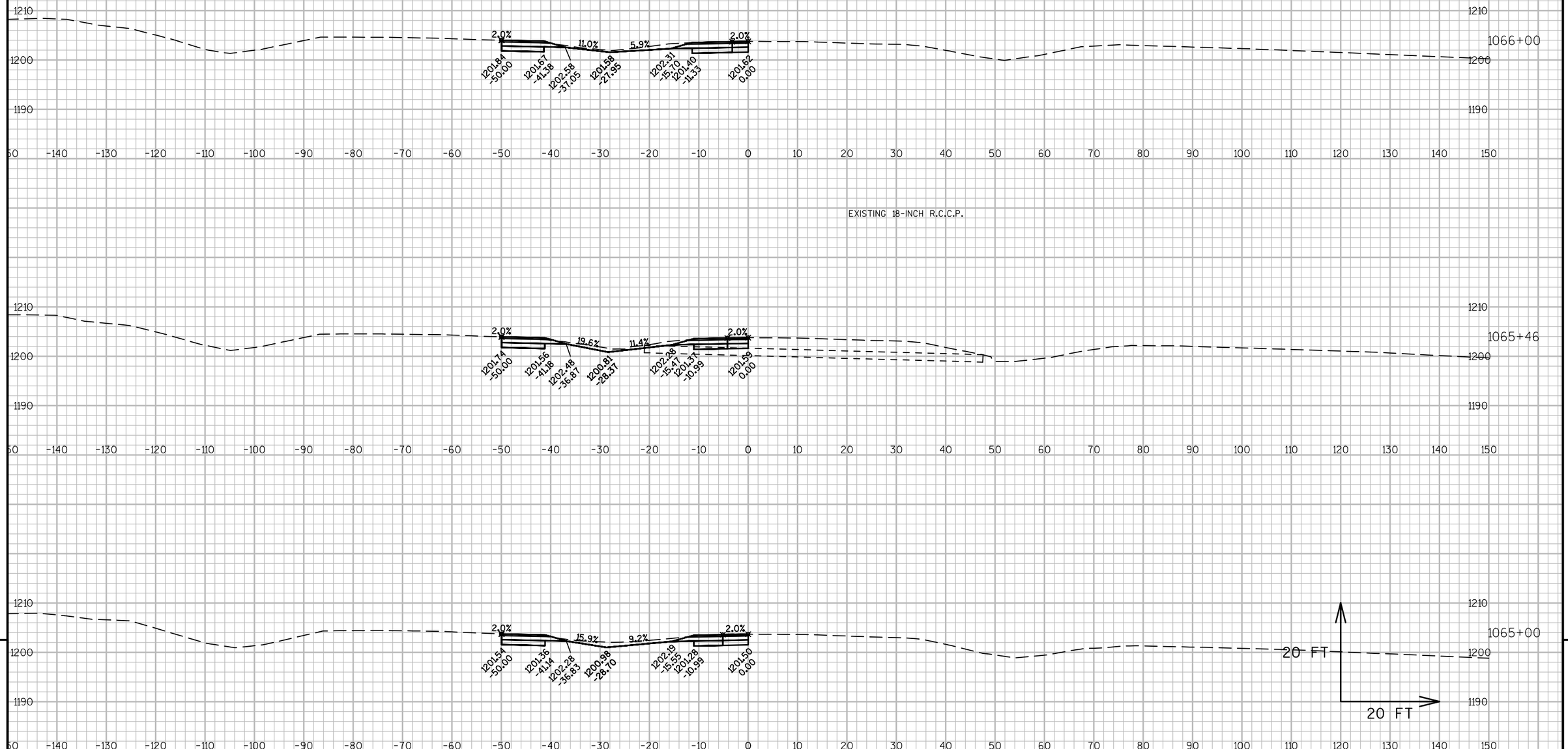
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR1-2	SHEET 736	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 1-2.DRAIN-XS.DWG
LAYOUT NAME - CR1-2 (6)

PLOT DATE : 3/23/2017 9:21 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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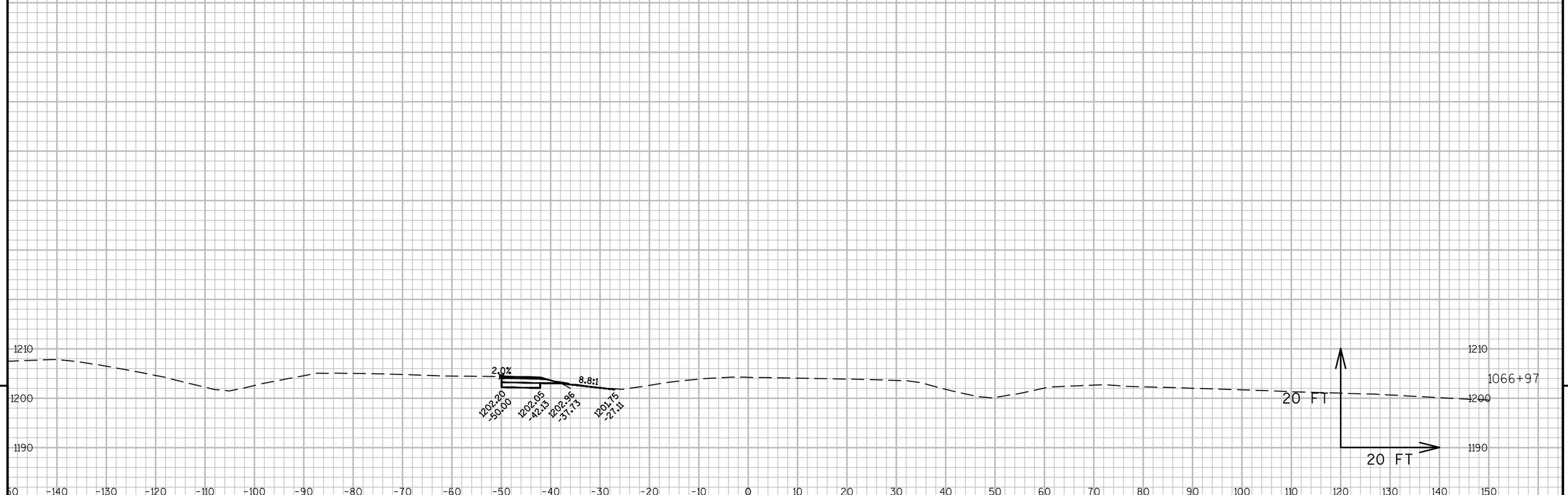
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR1-2	SHEET 737	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 1-2.DRAIN-XS.DWG
LAYOUT NAME - CR1-2 (7)

PLOT DATE : 3/23/2017 9:22 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



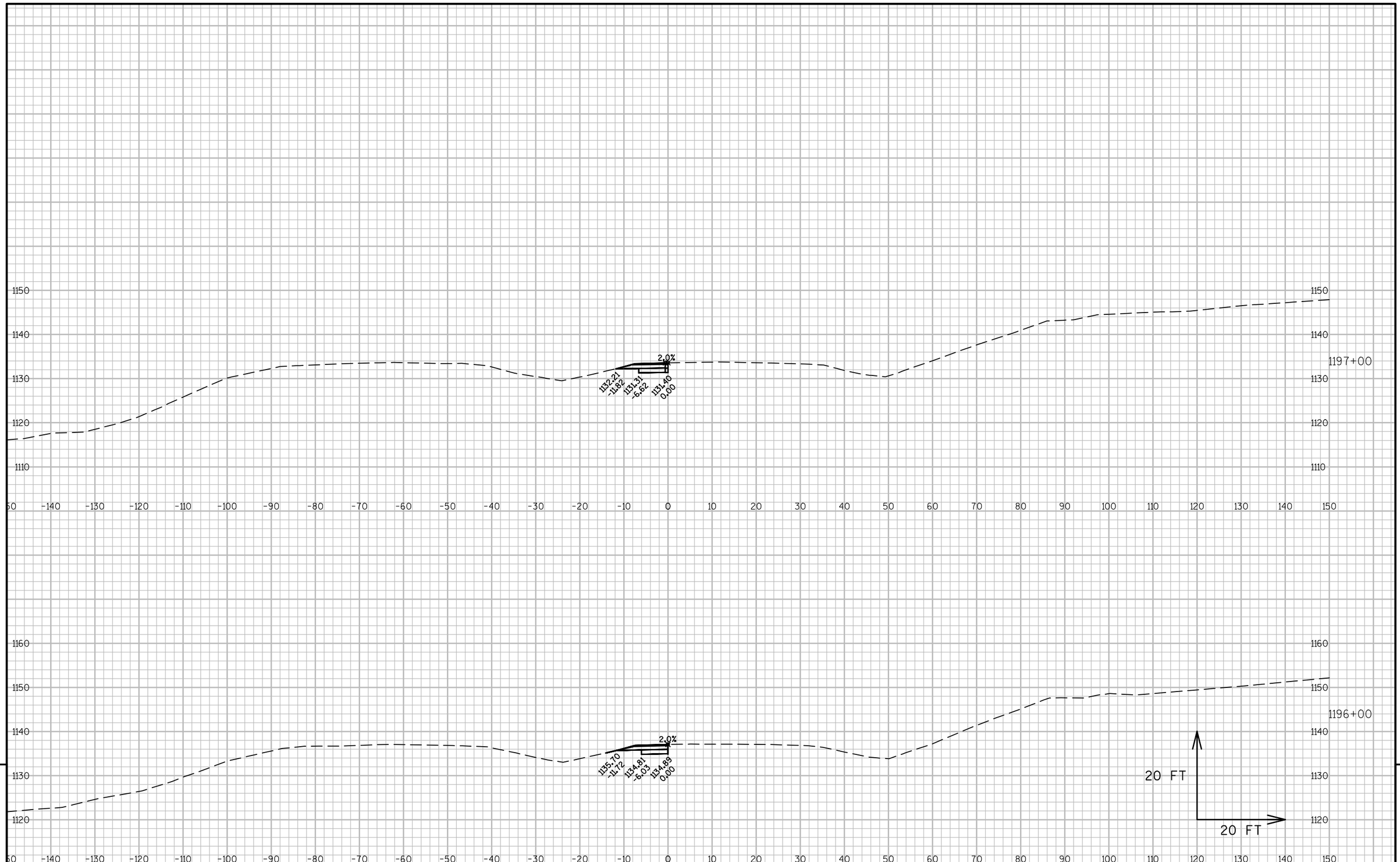
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR1-2	SHEET 738	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 1-2.DRAIN-XS.DWG
LAYOUT NAME - CR1-2 (8)

PLOT DATE : 3/23/2017 9:22 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

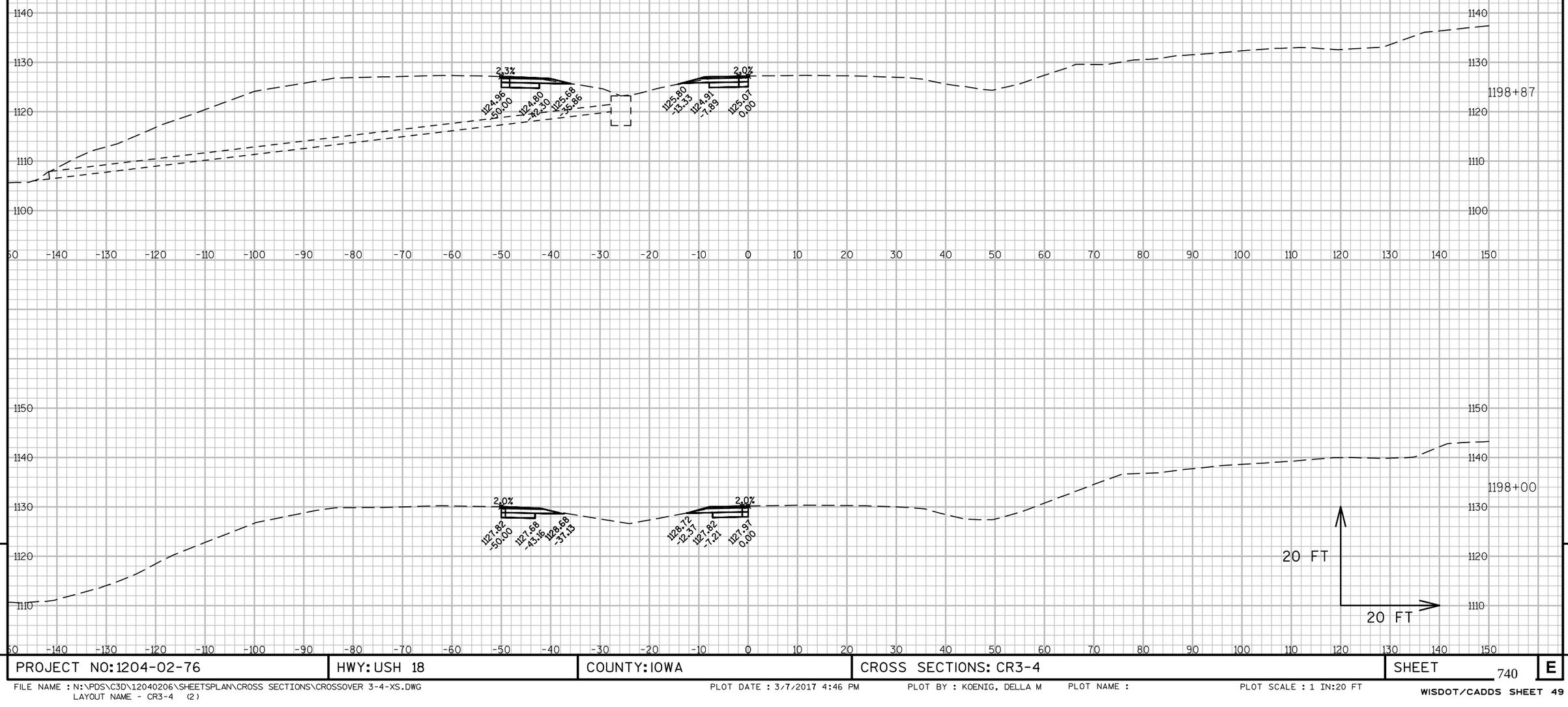
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 739 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (1)

PLOT DATE : 3/7/2017 4:45 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

EXISTING 18-INCH R.C.C.P.
8 MS INLET



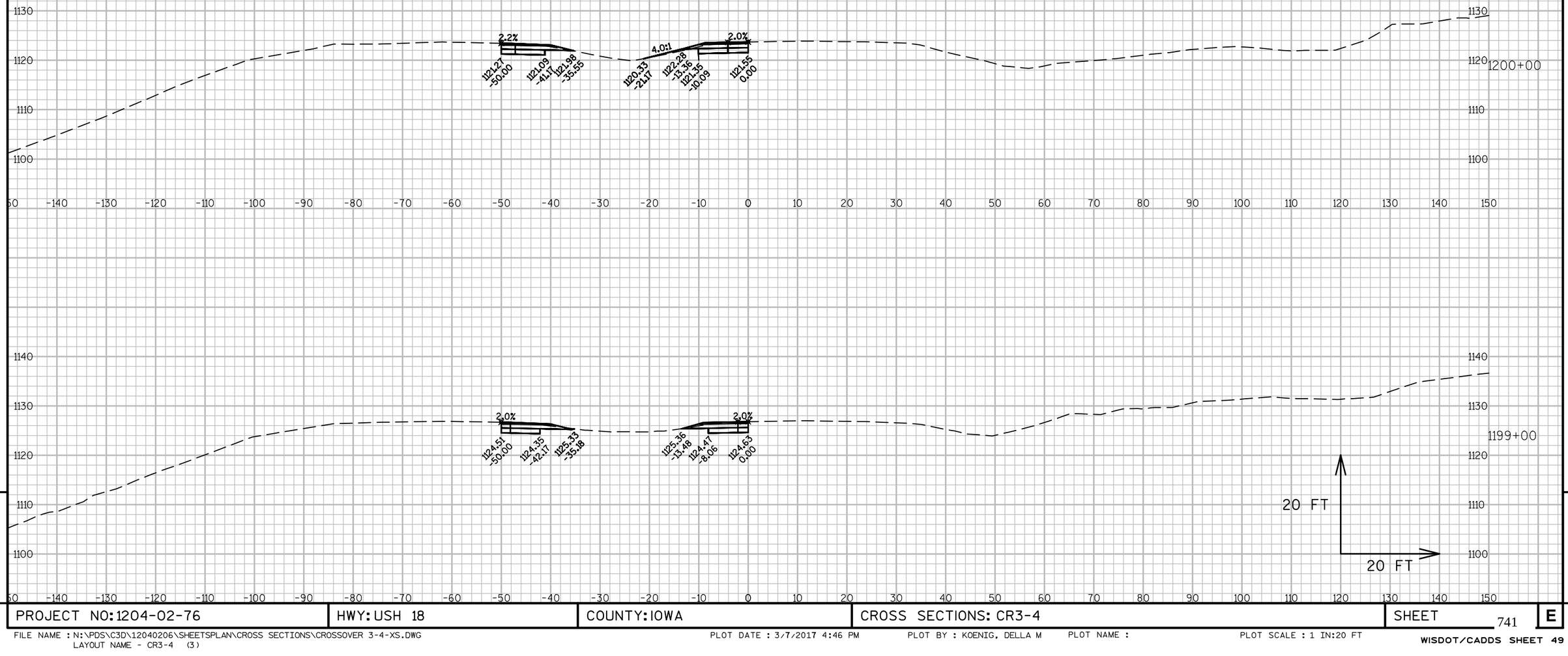
9

9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 740	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (2)

PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



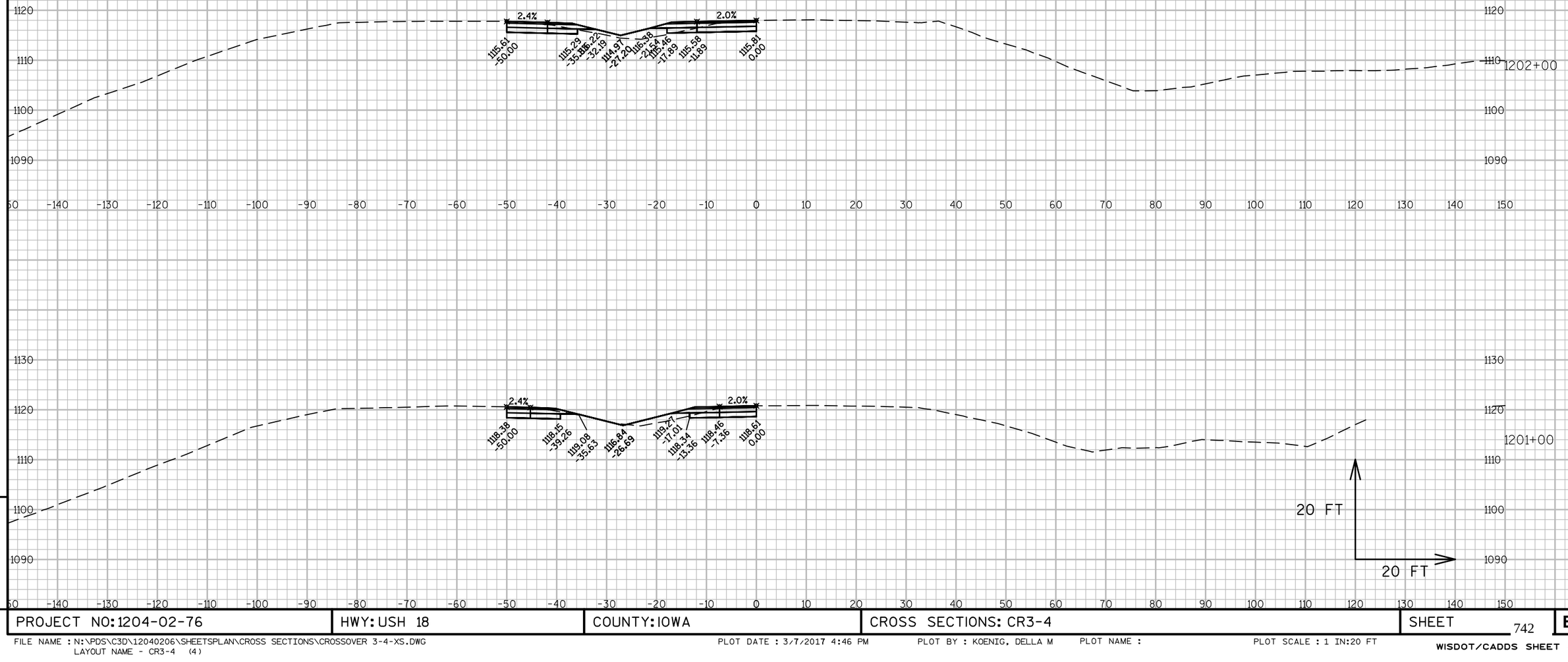
9

9

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 741	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (3)

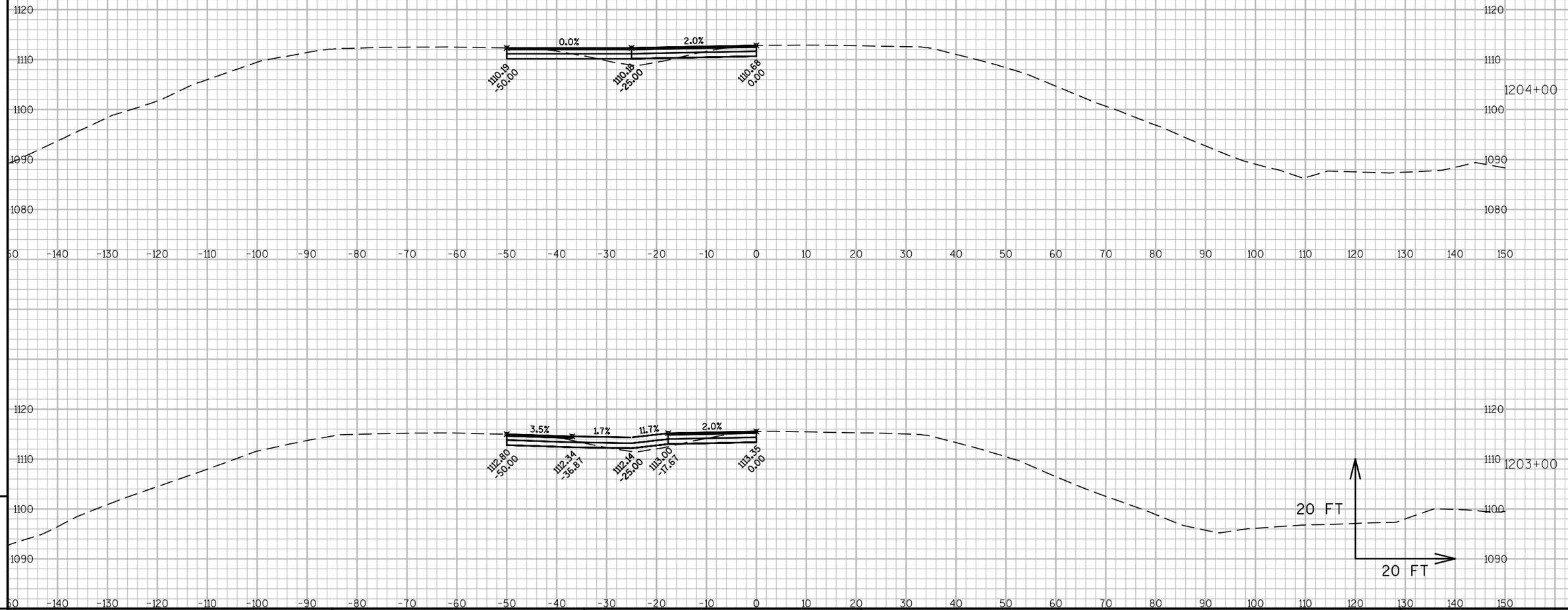
PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 742 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (4)

PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

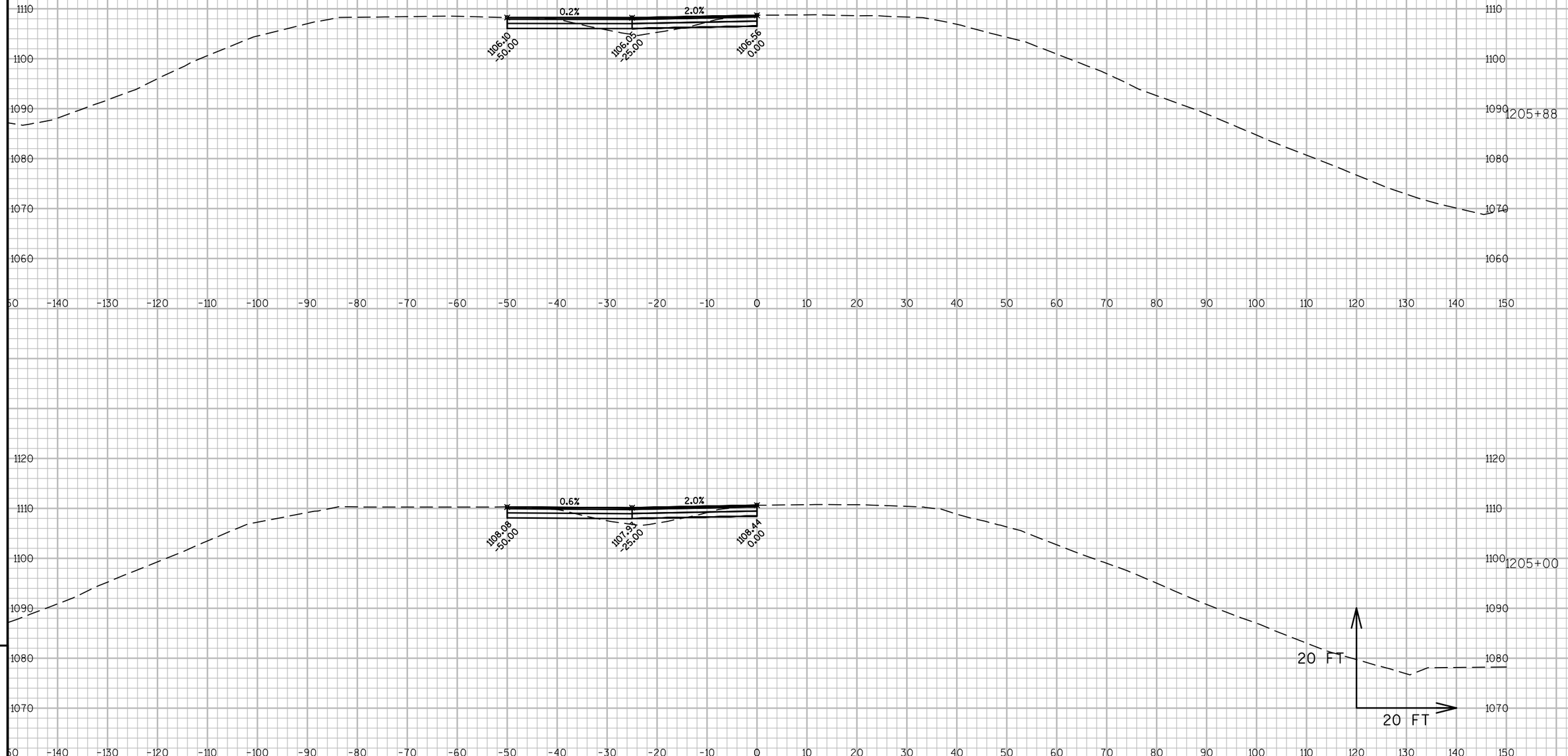
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 743	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (5)

PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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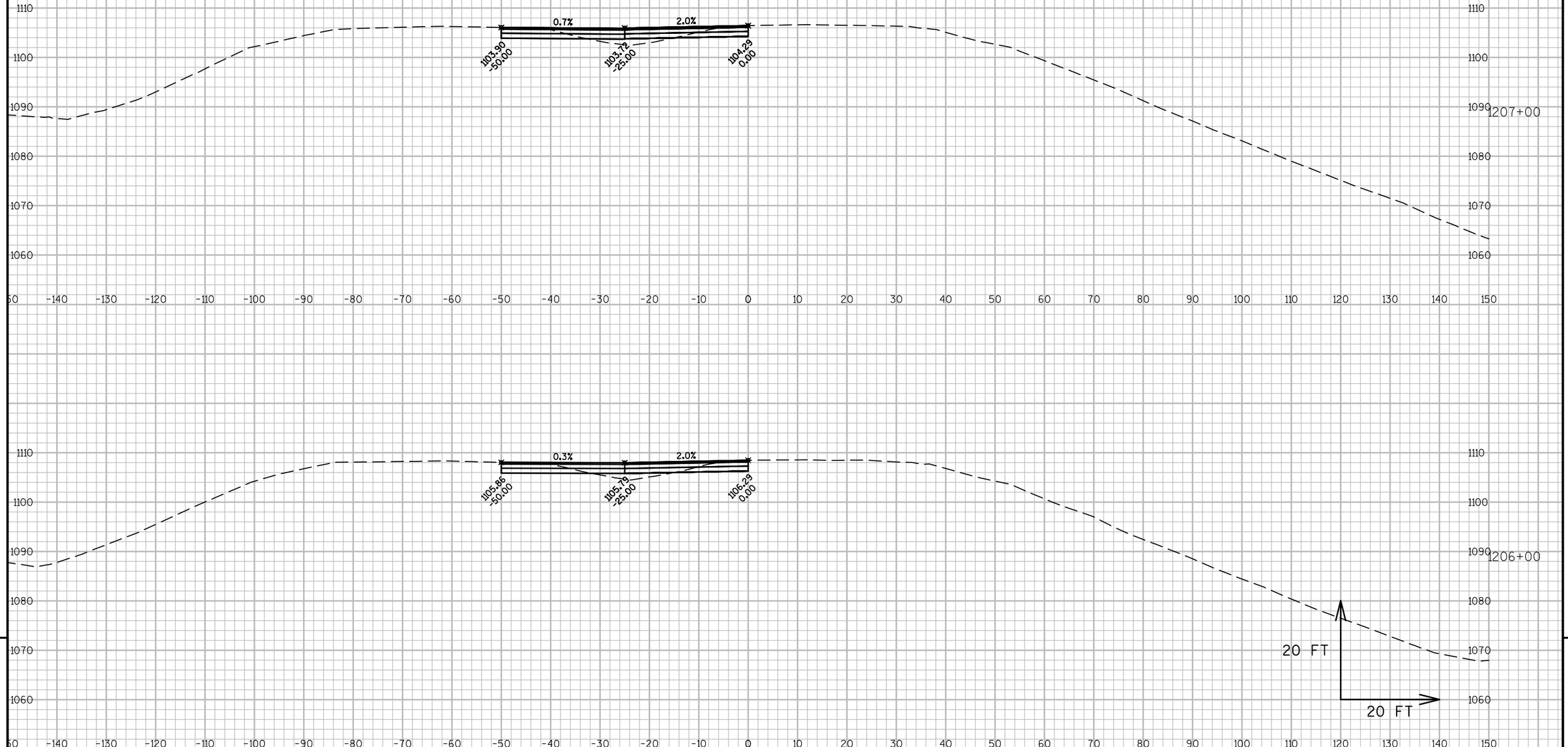
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 744	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (6)

PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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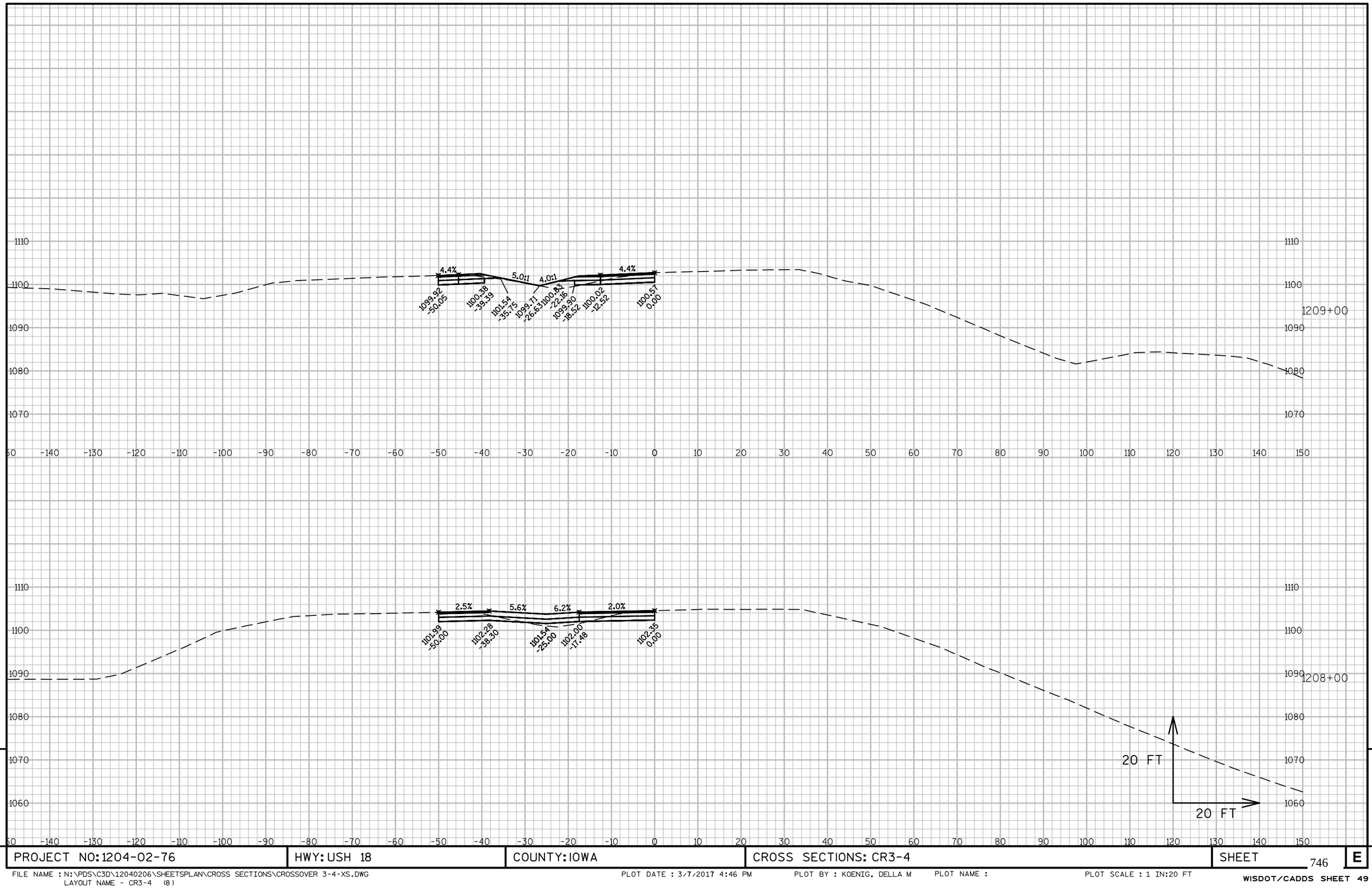
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 745 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (7)

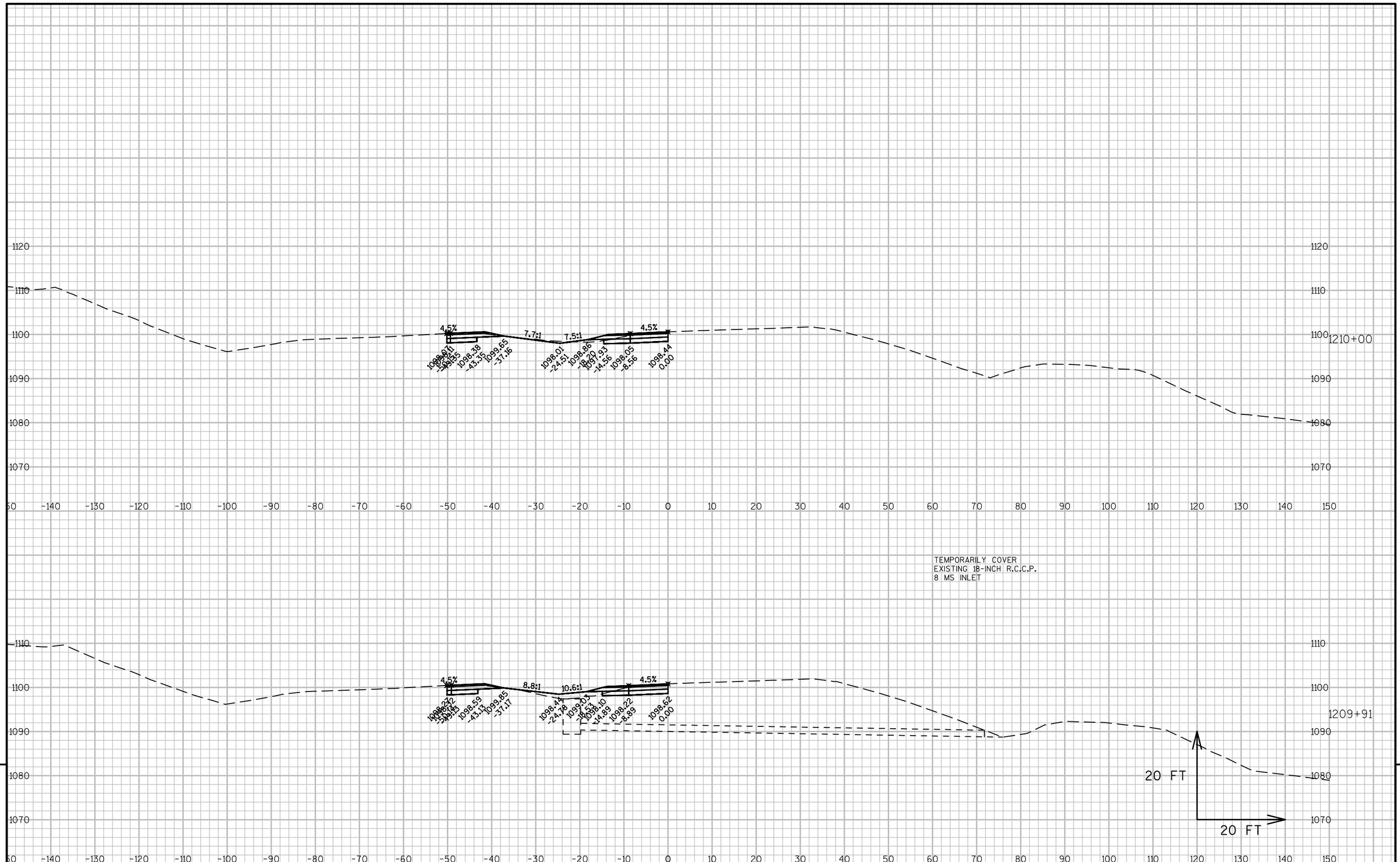
PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



9	PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 746 E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (8)

PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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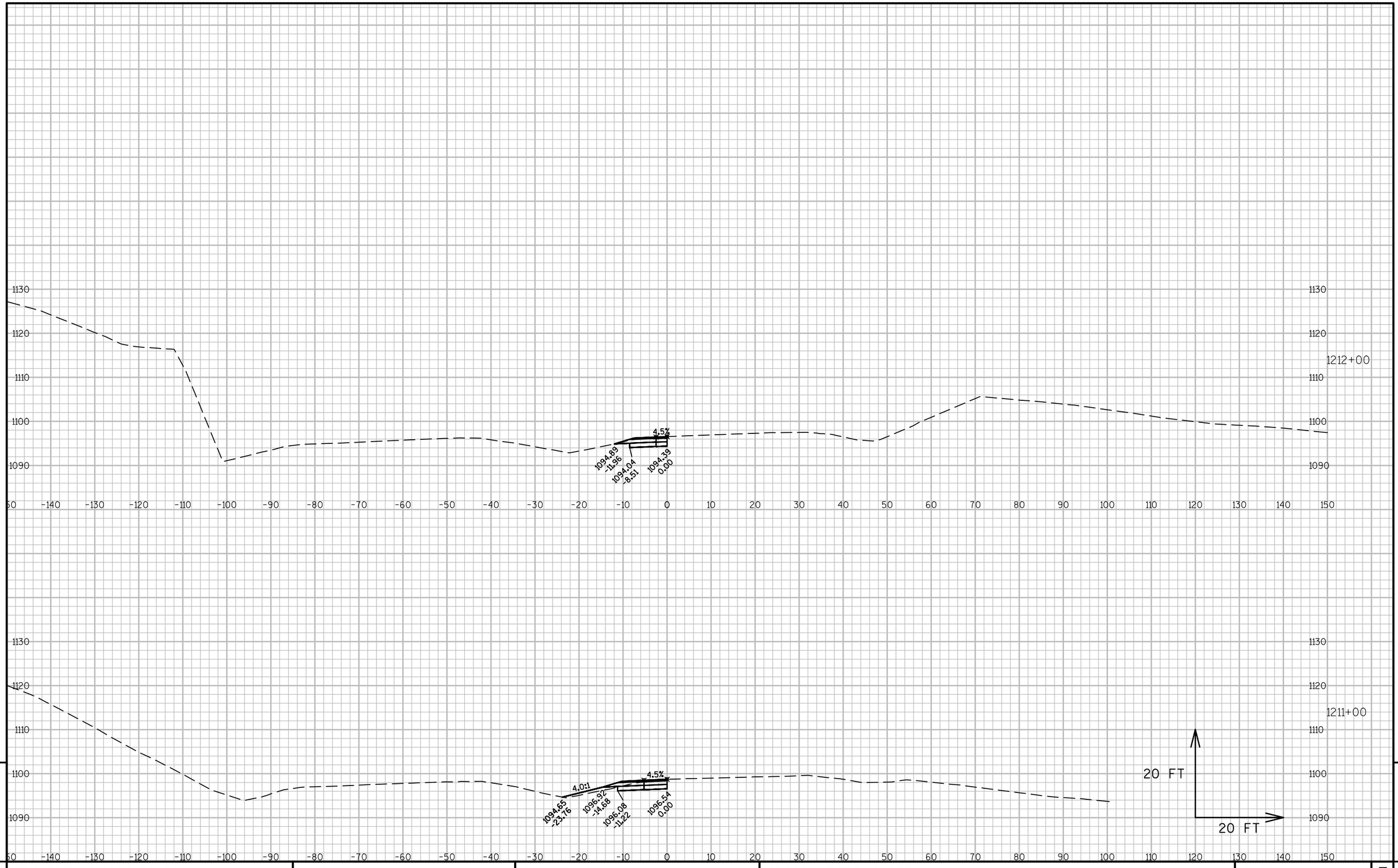
9

PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 747	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (9)

PLOT DATE : 4/10/2017 7:12 AM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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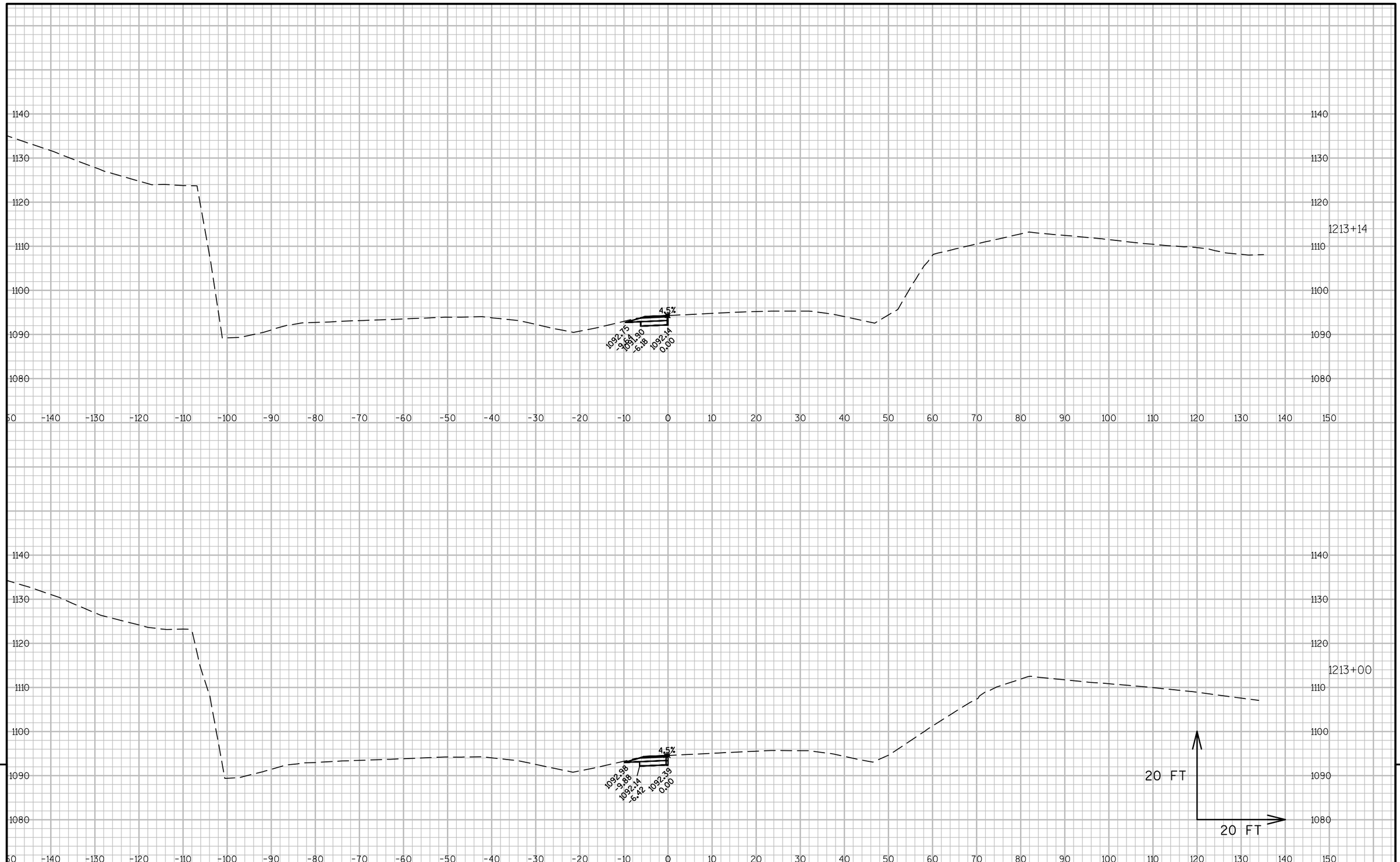
9

PROJECT NO:1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 748	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (10)

PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT



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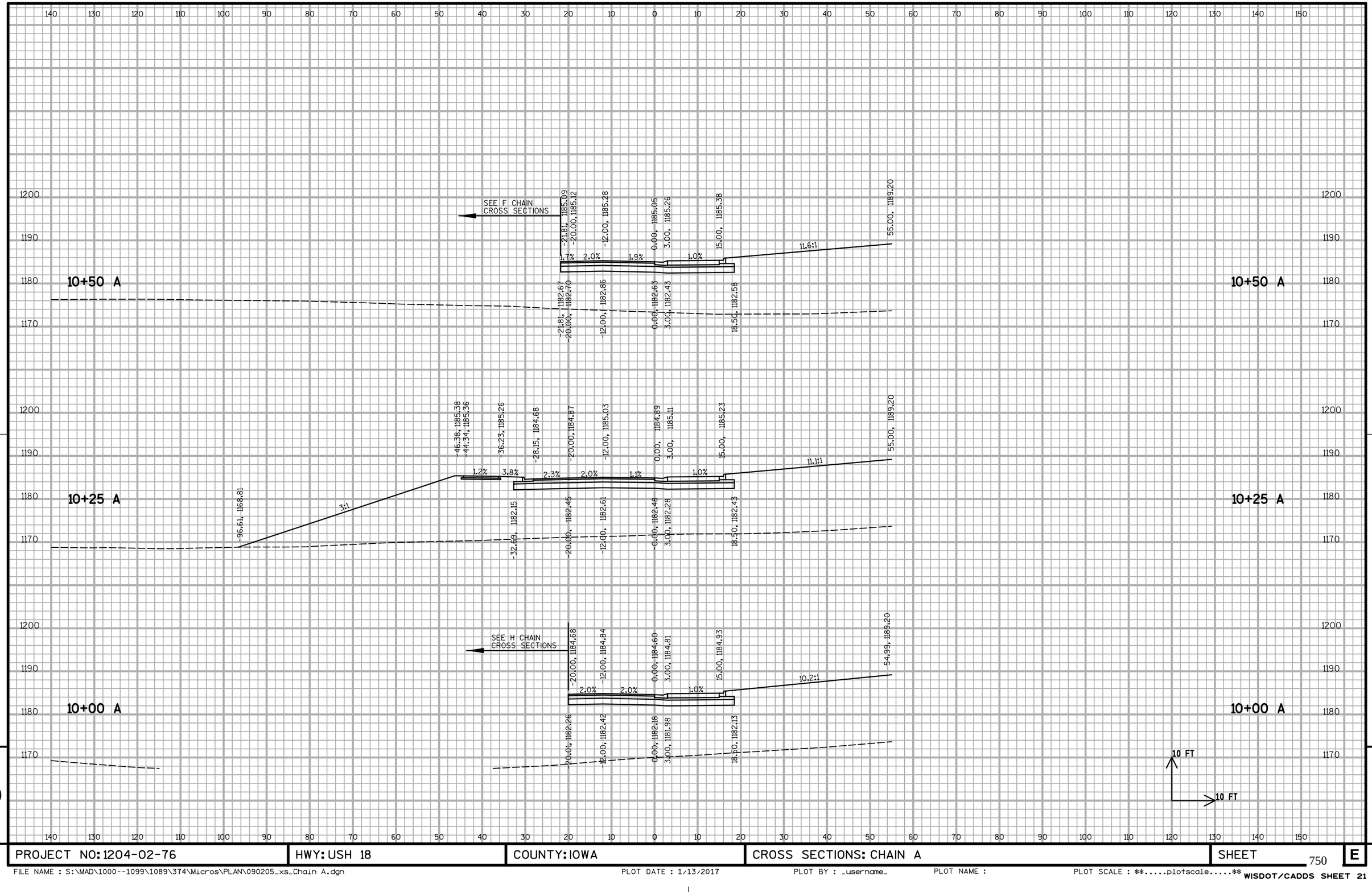
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CR3-4	SHEET 749	E

FILE NAME : N:\PDS\C3D\12040206\SHEETSPLAN\CROSS SECTIONS\CROSSOVER 3-4-XS.DWG
LAYOUT NAME - CR3-4 (11)

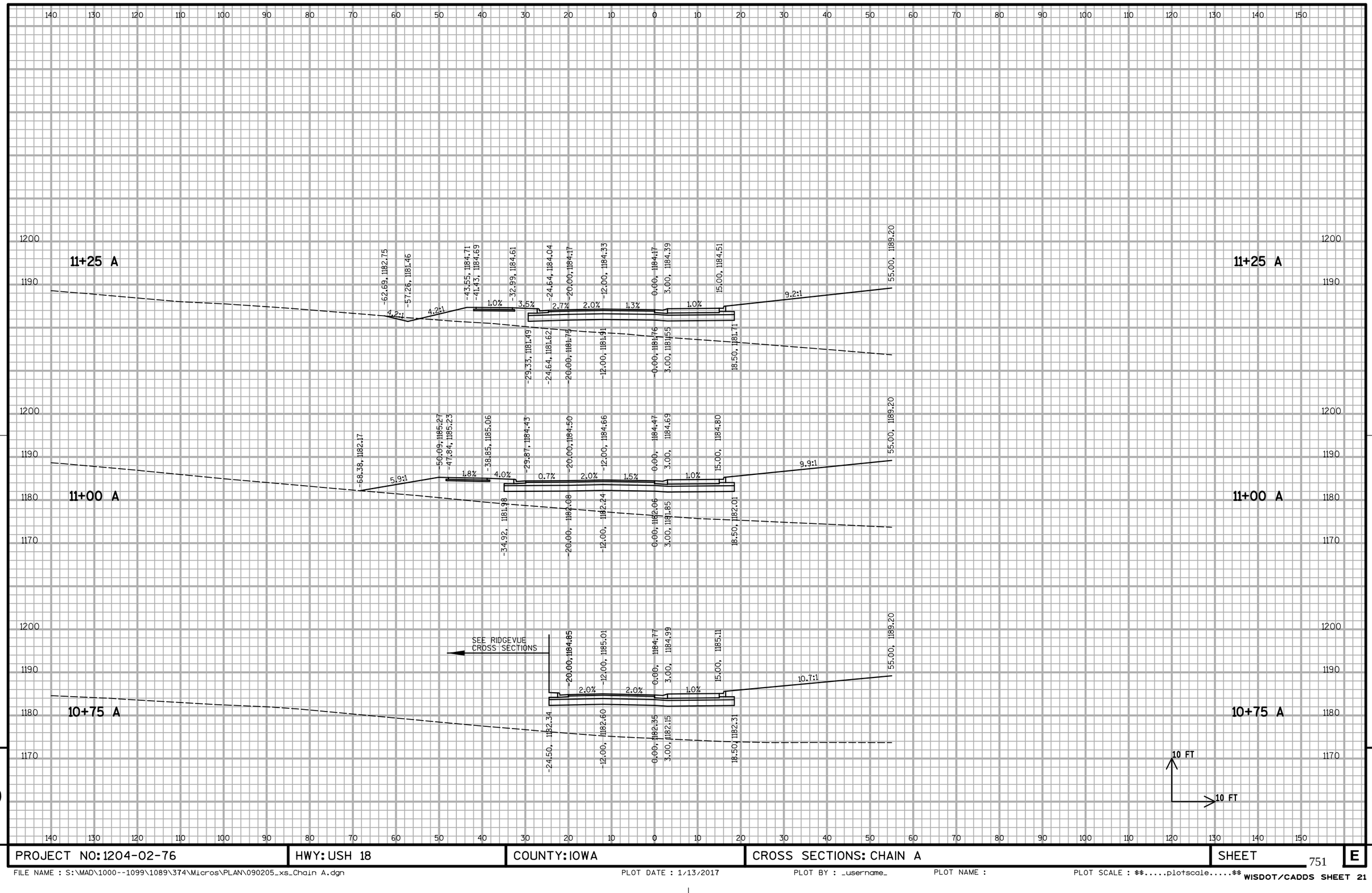
PLOT DATE : 3/7/2017 4:46 PM PLOT BY : KOENIG, DELLA M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



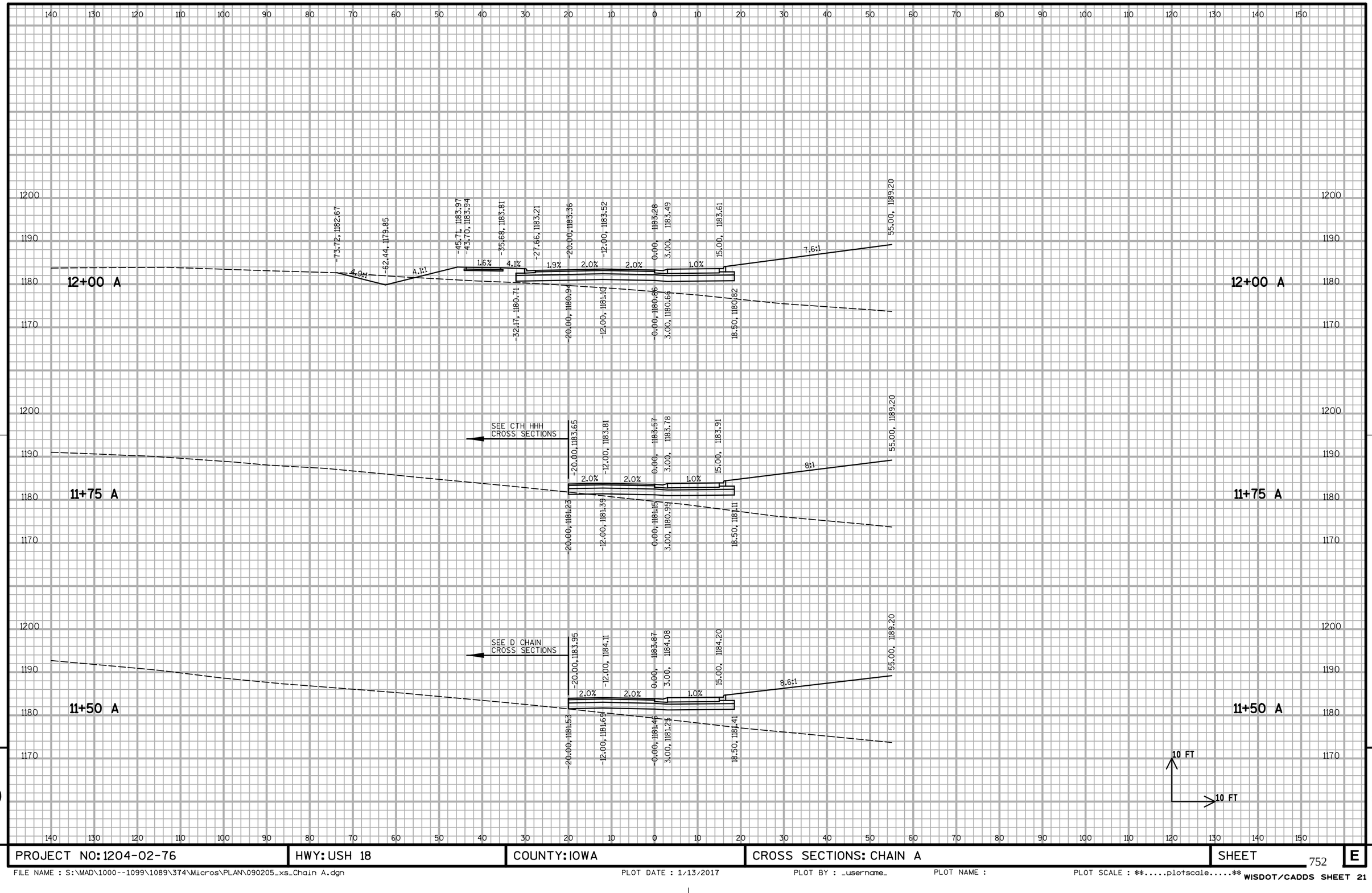
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN A	SHEET 750	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090205_xs_Chain A.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN A	SHEET 751	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090205_xs_Chain A.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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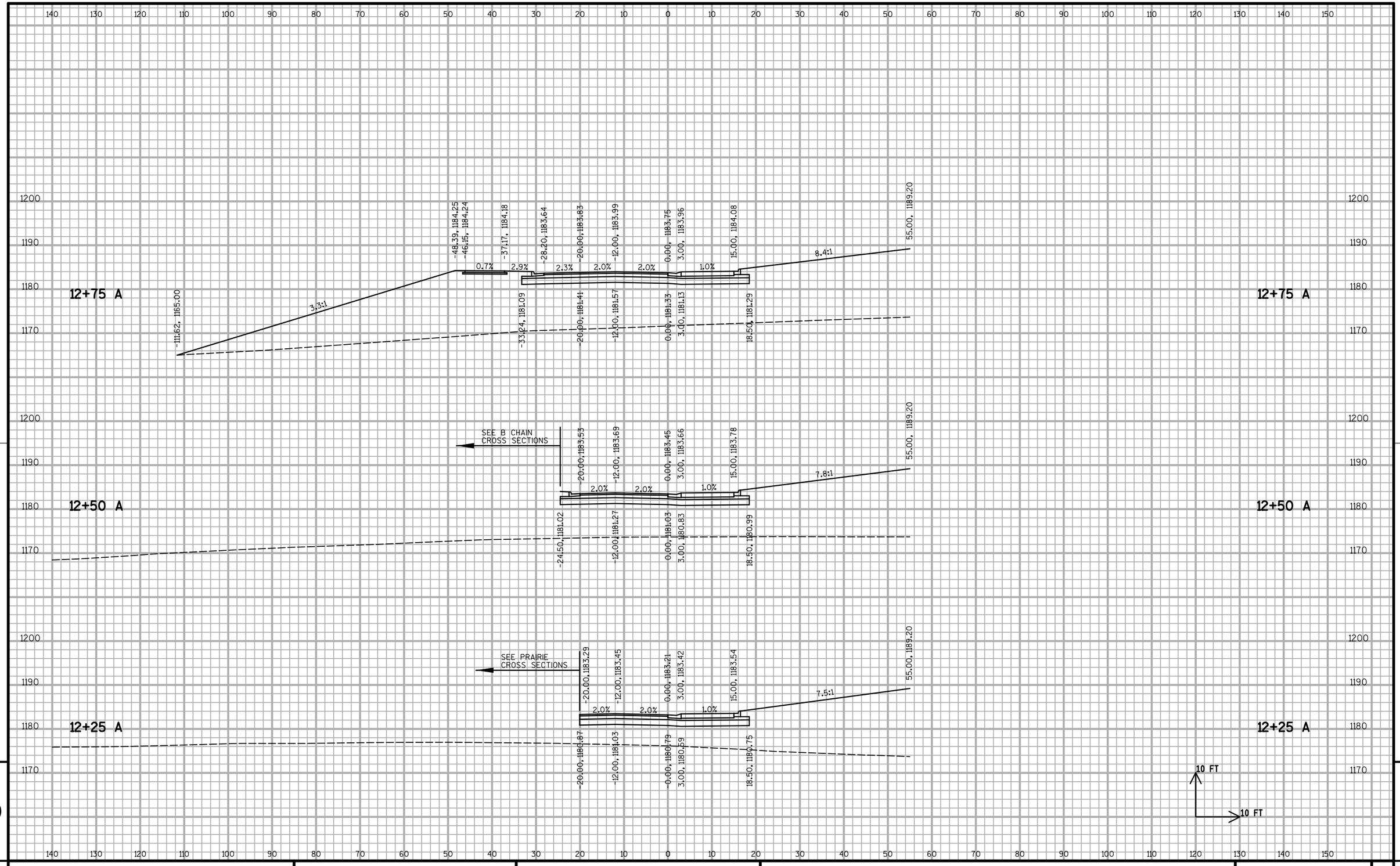
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN A	SHEET 752	E



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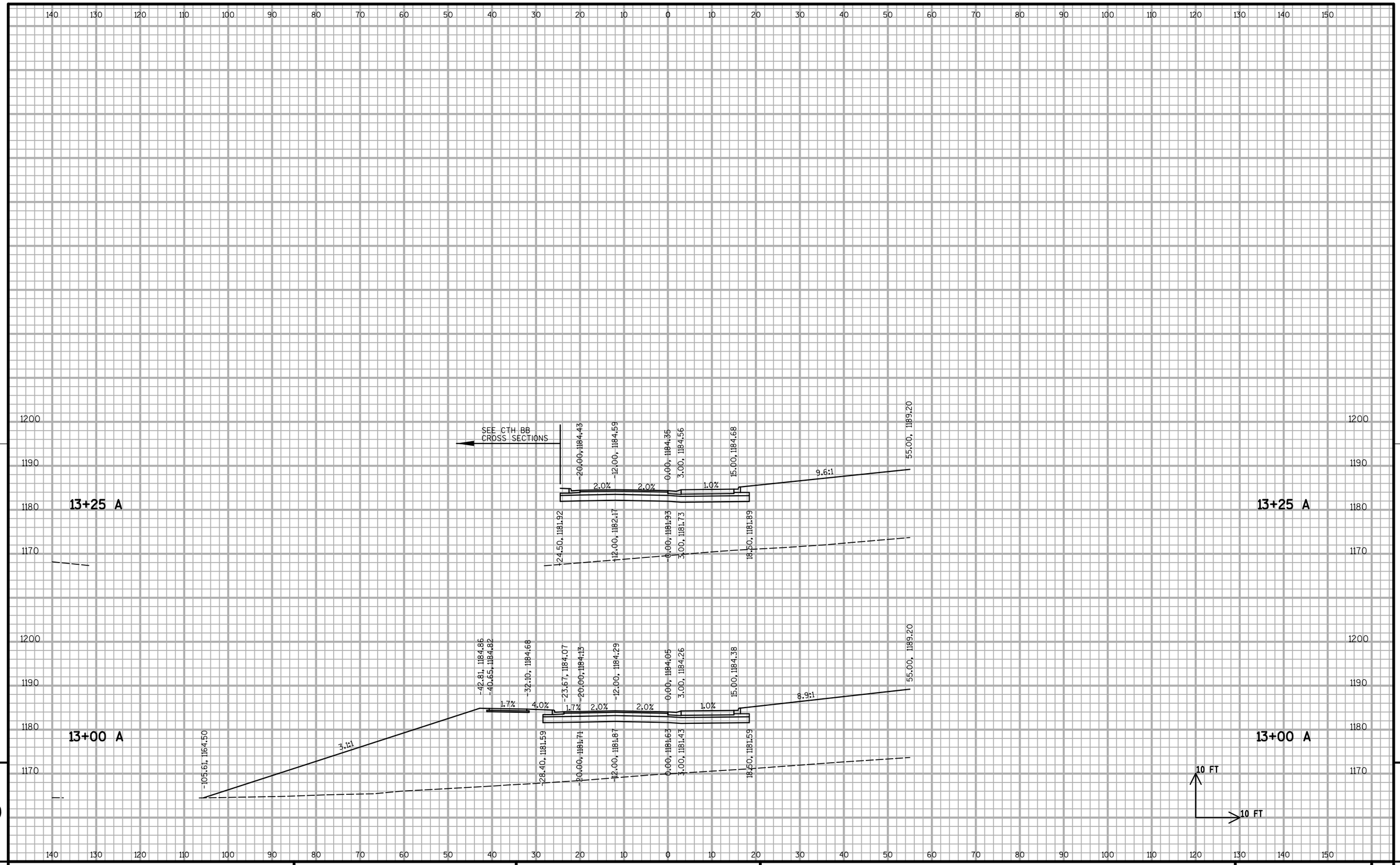
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN A	SHEET 753	E

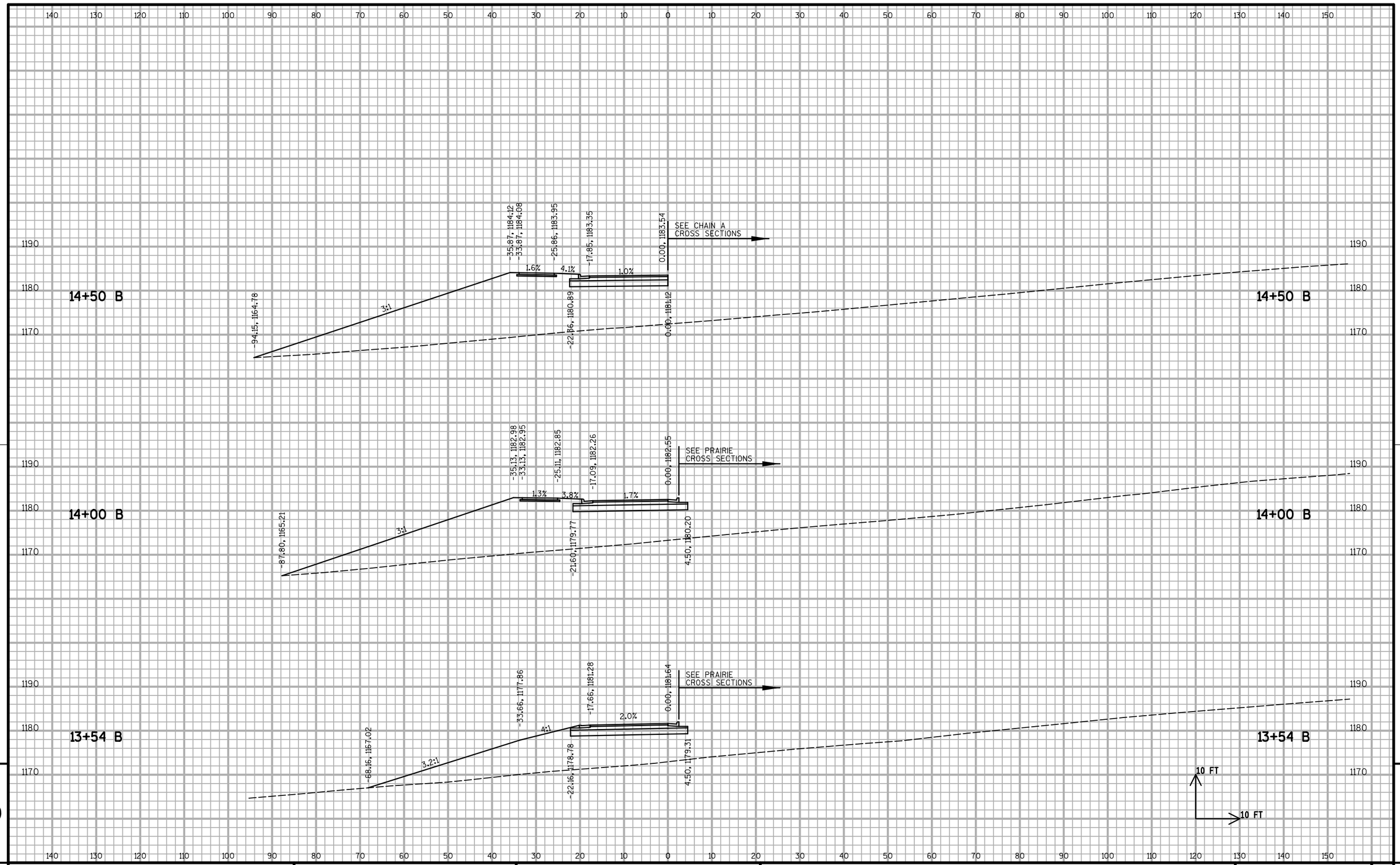
FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090205_xs_Chain A.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN A	SHEET 754	E

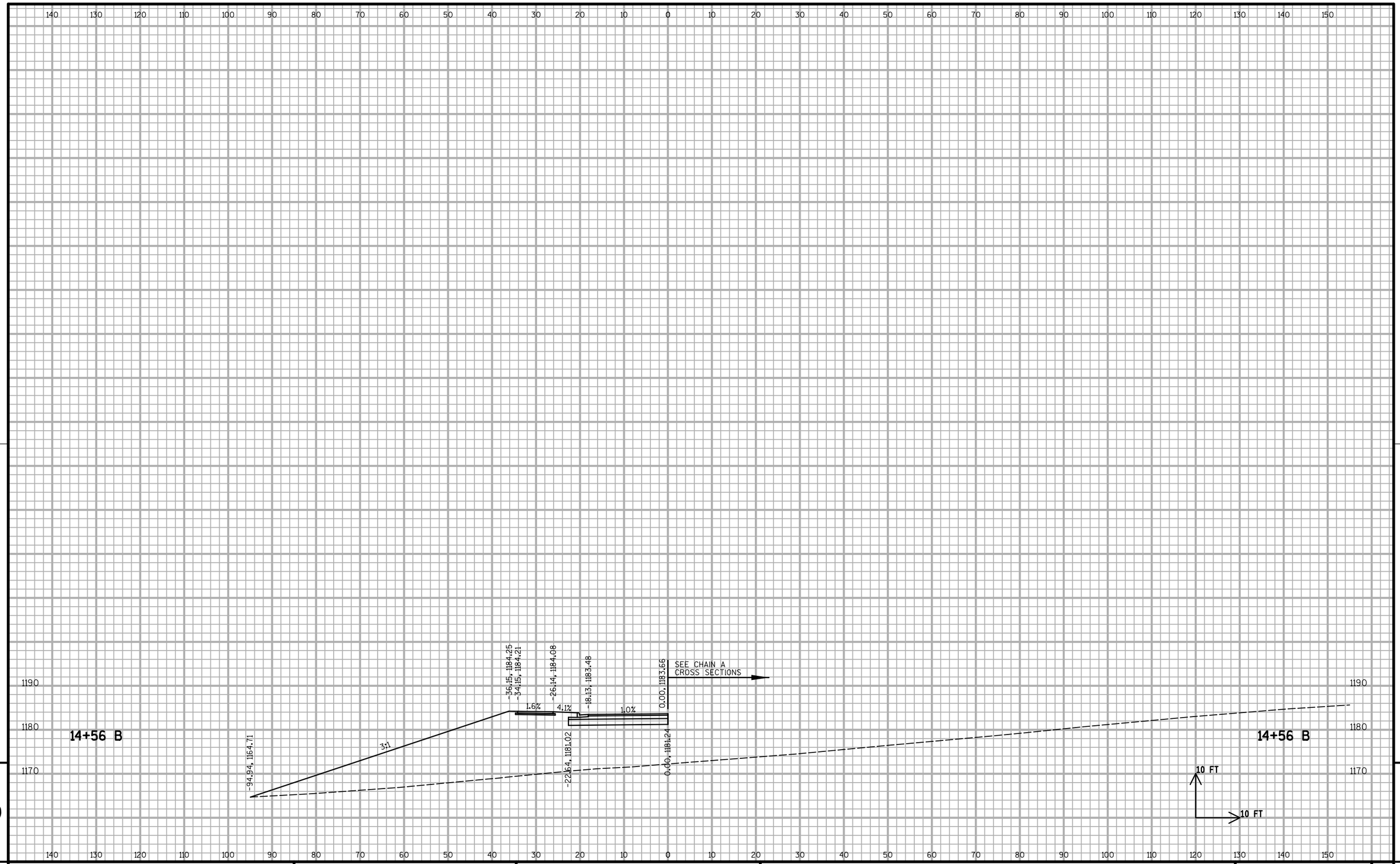
FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090205_xs_Chain A.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN B	SHEET 755	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090205_xs_Chain B.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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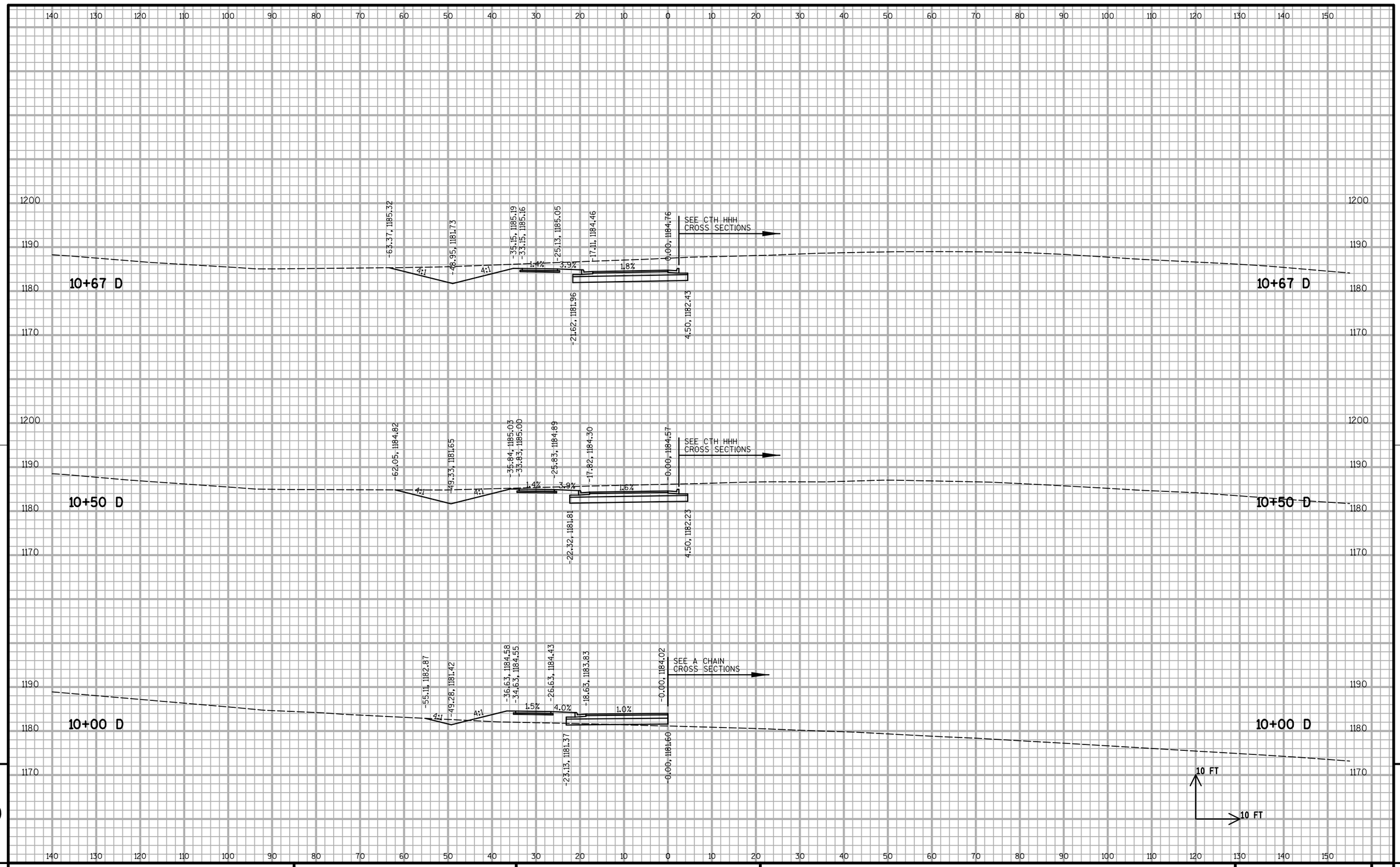
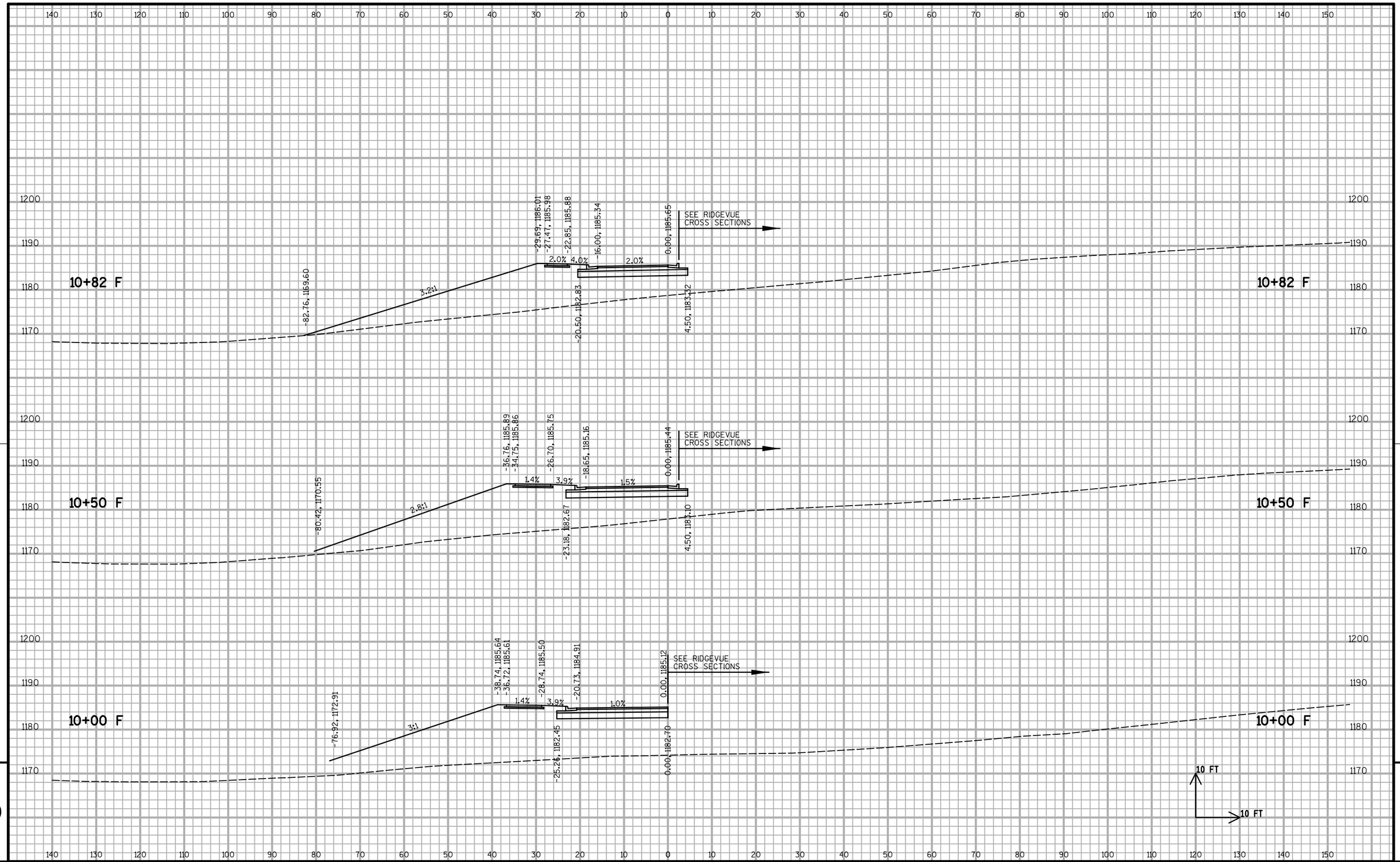
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN B	SHEET 756	E



PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN D	SHEET 757	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090205_xs_Chain D.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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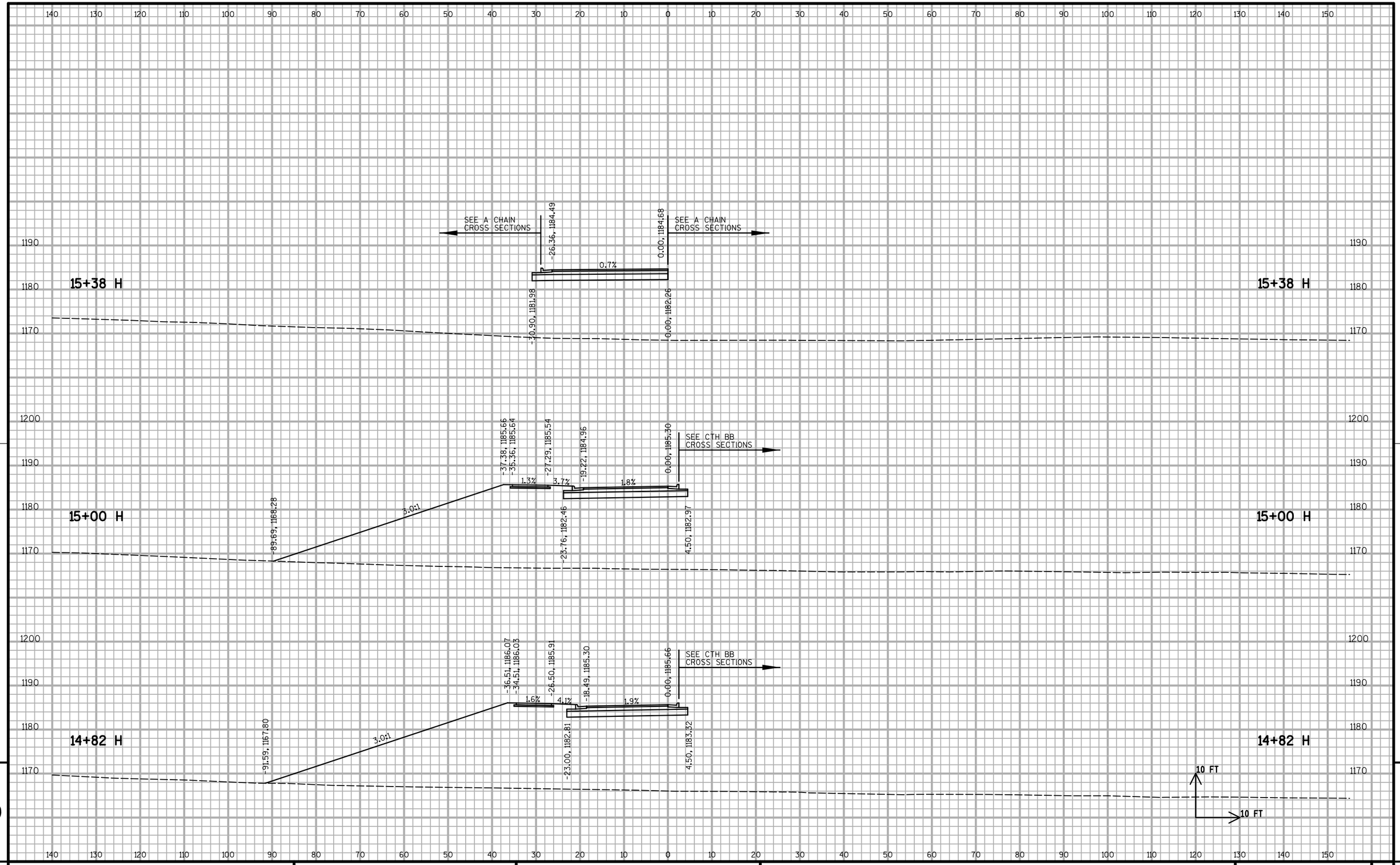
PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN F	SHEET 758	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090205_xs_Chain F.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1204-02-76	HWY: USH 18	COUNTY: IOWA	CROSS SECTIONS: CHAIN H	SHEET 759	E

FILE NAME : S:\MAD\1000--1099\1089\374\Micros\PLAN\090205_xs_Chain H.dgn PLOT DATE : 1/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

Wisconsin Department of Transportation

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