MAD

NOVEMBER 2017

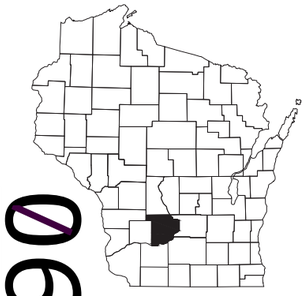
PROJECT ID: 1670-00-62,1674-01-72,1674-01-73,1674-01-74 WITH: N/A

COUNTY: SAUK

ORDER OF SHEETS

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

TOTAL SHEETS = 546



06

DESIGN DESIGNATION

A.A.D.T. (2018)	=	1400 - 6100
A.A.D.T. (2038)	=	1800 - 7800
D.H.V.	=	1180
D.D.	=	59/41
T.	=	4.6 %
DESIGN SPEED	=	30-55 MPH
ESALS	=	380,000 - 740,000

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 (300'EB')
- 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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1670-00-62	WISC 2017504	1
1674-01-72		
1674-01-73		
1674-01-74		

V WEST BARABOO, PINE STREET
BARABOO RVR STRUC B-56-153/B-56-154
USH 12
SAUK COUNTY

STATE PROJECT NUMBER: 1670-00-62

LAKE DELTON - SAUK CITY
TERRYTOWN RD TO CTH W
USH 12
SAUK COUNTY

STATE PROJECT NUMBER: 1674-01-72

LAKE DELTON - SAUK CITY
CTH W TO STH 159
USH 12
SAUK COUNTY

STATE PROJECT NUMBER: 1674-01-73

V WEST BARABOO, PINE & LINN STREETS
BERKLEY BLVD TO W MAPLE ST
USH 12
SAUK COUNTY

STATE PROJECT NUMBER: 1674-01-74

EXCEPTION TO NET CENTERLINE LENGTH
PROJECT 1674-01-72
STA 8206+EB TO STA 88+20 EB

BEGIN PROJECT 1674-01-72
STA. 10+00.00EB
Y= 244,255.5177
X= 641,809.2766

BEGIN PROJECT 1674-01-74
STA. 59+44.19EB
Y= 239,775.7298
X= 643,807.2628

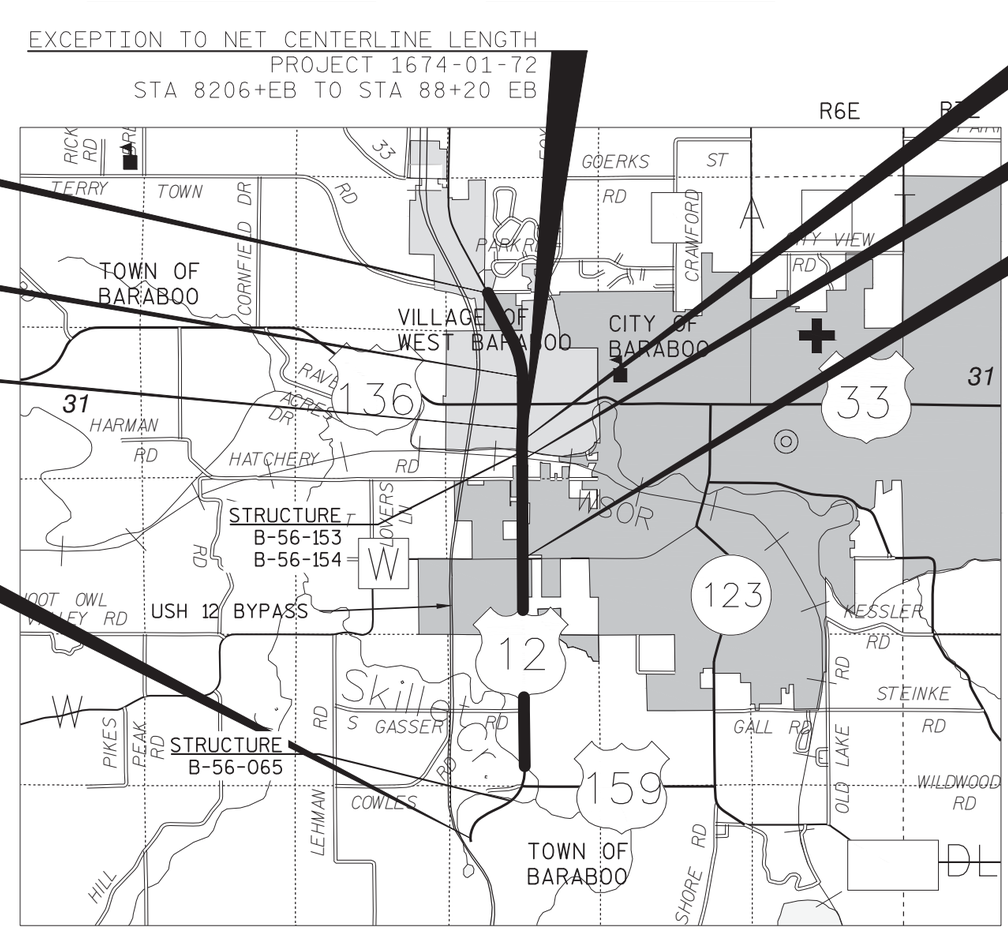
END PROJECT 1674-01-74
STA. 71+47.61EB

END PROJECT 1674-01-73
STA. 228+85.00EB

BEGIN PROJECT 1670-00-62
STA. 82+06EB
Y= 237,513.5116
X= 643,797.3798

END PROJECT 1670-00-62
STA. 88+20EB

BEGIN PROJECT 1674-01-73
END PROJECT 1674-01-72
STA. 122+00EB Y= 233,497.2366 X= 643,810.8789



LAYOUT
SCALE 0 1 MI

1670-00-62 TOTAL NET LENGTH OF CENTERLINE = 0.116 MI
1674-01-72 TOTAL NET LENGTH OF CENTERLINE = 2.005MI
1674-01-73 TOTAL NET LENGTH OF CENTERLINE = 2.024MI
1674-01-74 TOTAL NET LENGTH OF CENTERLINE = 0.000MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. VERTICAL DATUM, NAVD 88 (2012 ADJUSTMENT)

ORIGINAL PLANS PREPARED BY
KL Engineering
[A] Better Experience

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

5/1/2017 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

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

APPROVED FOR THE DEPARTMENT
DATE: 4/18/2017 (Signature)

E

2

ABBREVIATIONS

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

ORDER OF DETAIL SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
WATER MAIN
PERMANENT SIGNING
TRAFFIC SIGNAL
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DETAIL
CONTROL POINT

UTILITY CONTACTS

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Charter Communications - Communication
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(608) 434-8719

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Richardson, TX 75082

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West Baraboo, WI 53913
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robertdemars@villageofwestbaraboo.us

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icrammond@co.sauk.wi.us

REEDSBURG UTILITY COMMISSION

Brett Schuppner
501 Utility Court
PO Box 230
Reedsburg, WI 53959
(608) 524-4381
bretts@rucls.net

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

GENERAL NOTES

EXISTING TOPOGRAPHY AND BASEMAP ARE FLOWN AND MAY NOT BE CURRENT. AS SUCH, ADJUSTMENTS TO THE PLAN MAY BE REQUIRED TO FIT FIELD CONDITIONS.

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

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

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

ALL GRADES PROVIDED ALONG RADII ARE ALONG EDGE OF PAVEMENT.

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

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

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

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

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

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

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

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

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

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

TOTAL PAVEMENT DEPTH	LAYERS	REQUIRED HMA MIX	BID ITEM NUMBER
2-INCH OVERLAY	2-INCH UPPER	4 LT 58-28 S	460.5224
4¼-INCH	2¼-INCH LOWER	4 LT 58-28 S	460.5224
	2-INCH UPPER	4 LT 58-28 S	460.5224
5-INCH	3-INCH LOWER	4 LT 58-28 S	460.5224
	2-INCH UPPER	4 LT 58-28 S	460.5224

REGION CONTACT

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Madison, WI 53704-2583
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DNR LIAISON

Andy Barta
Department of Natural Resources
DNR South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg, WI 53711
(608) 275-3308
andy.barta@wisconsin.gov

2

N

END CONSTRUCTION ID 1674-01-72
STA 42+28LS

TOWN OF BARABOO

BERKLEY BLVD

60EB

STH 33/LINN ST

70EB

MAPLE ST

CHESTNUT ST

LOCUST ST

80EB

B-56-154
WB USH 12

90EB

CARPENTER ST

100EB

SAUK AVE

110EB

CITY OF BARABOO

SOUTH BLVD

120EB

CITY OF BARABOO

TERRYTOWN ROAD

50EB

USH 12

40EB

BEGIN PROJECT ID 1674-01-74
STA. 59+44.19EB

VILLAGE OF WEST BARABOO

STH 136/LINN ST

W CHESTNUT ST

B-56-153
EB USH 12

SAUK AVE

CTH W

TOWN OF BARABOO

30EB

BEGIN CONSTRUCTION ID 1674-01-72
STA 31+67LS

BARABOO RIVER

HATCHERY RD

CITY OF BARABOO

VILLAGE OF WEST BARABOO

20EB

END PROJECT ID 1674-01-74
STA. 71+47.61EB

END PROJECT ID 1670-00-62
STA 88+20EB

BARABOO BYPASS

10EB

VILLAGE OF WEST BARABOO

BEGIN PROJECT ID 1670-00-62
STA 82+06EB

BARABOO BYPASS

BEGIN PROJECT ID 1674-01-72
STA. 10+00.00EB

VILLAGE OF WEST BARABOO

STH 136

TOWN OF BARABOO

TOWN OF BARABOO

END PROJECT ID 1674-01-72/BEGIN PROJECT ID 1674-01-73
STA 122+00EB

STH 159

EXISTING B-56-023

END CONSTRUCTION ID 1674-01-73
STA 20+00SK

WETLANDS

SKILLET CREEK

SOUTH BLVD

CITY OF BARABOO

110EB

120EB

130EB

140EB

150EB

USH 12

160EB

170EB

180EB

190EB

200EB

SKILLET CREEK

EXISTING B-56-065

MINE ROAD

GASSER ROAD

EXISTING B-56-158

WETLANDS

CTH W

CITY OF BARABOO

TOWN OF BARABOO

SKILLET CREEK

BEGIN CONSTRUCTION ID 1674-01-73
STA 13+53SK

SKILLET CREEK ROAD

SKILLET CREEK

210EB

POINT OF ROCKS ROAD

220EB

WETLANDS

230EB

231EB

N

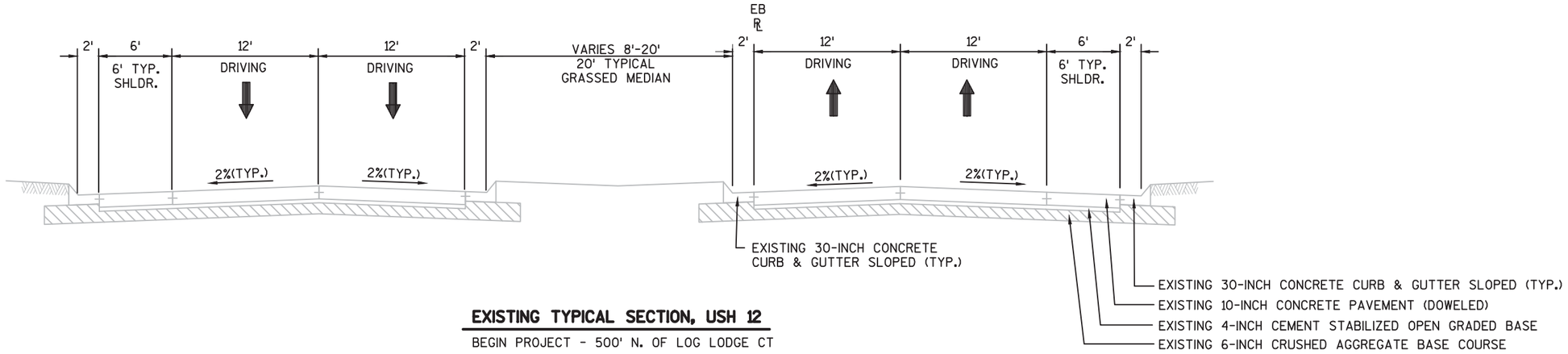
END PROJECT ID 1674-01-73
STA 228+85EB

BARABOO BYPASS

BARABOO BYPASS

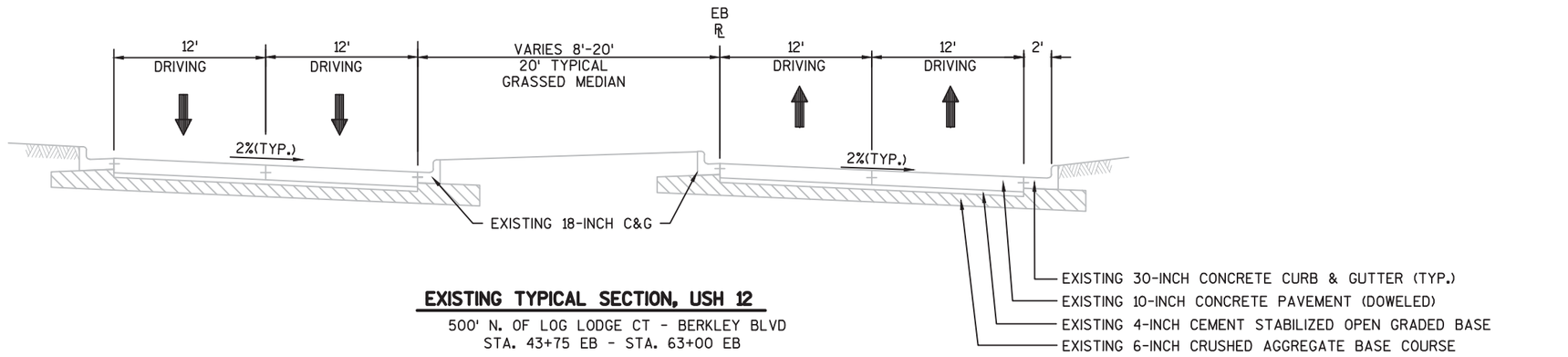
PROJECT NO: 1670-00-62,1674-01-72/73/74	HWY: USH 12	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\020201_PO.DWG PLOT DATE : 4/20/2017 9:48 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 42



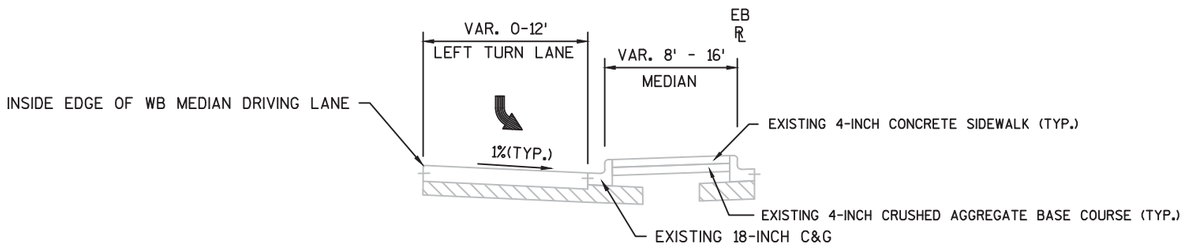
EXISTING TYPICAL SECTION, USH 12

BEGIN PROJECT - 500' N. OF LOG LODGE CT
STA. 10+00 EB - STA. 43+75 EB



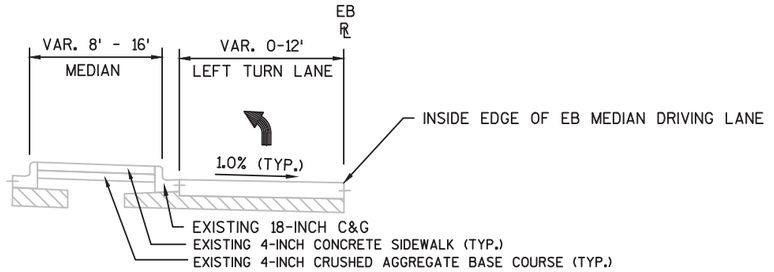
EXISTING TYPICAL SECTION, USH 12

500' N. OF LOG LODGE CT - BERKLEY BLVD
STA. 43+75 EB - STA. 63+00 EB



WESTBOUND LEFT TURN LANE

STA. 27+40 EB TO STA. 31+90 EB (TERRYTOWN RD)
STA. 49+40 EB TO STA. 51+30 EB (COMMERCIAL ENTRANCE)
STA. 53+60 EB TO STA. 55+40 EB (COMMERCIAL ENTRANCE)
STA. 60+25 EB TO STA. 62+25 EB (BERKLEY BLVD)



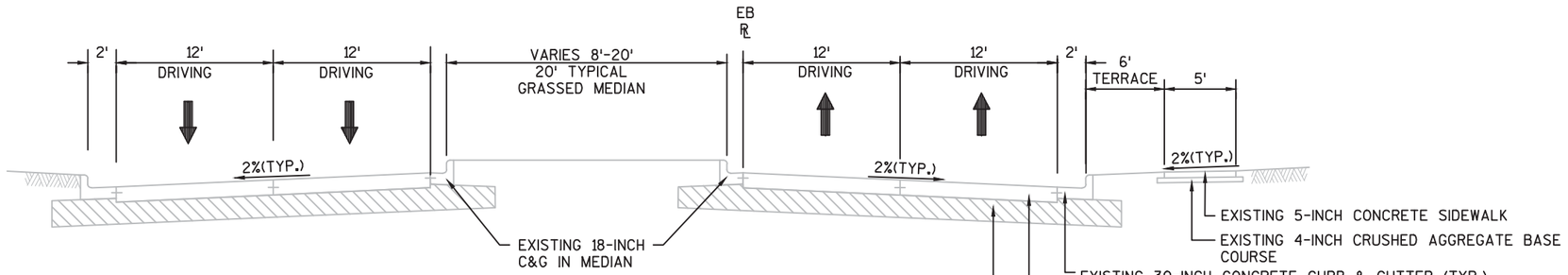
EASTBOUND LEFT TURN LANE

STA. 12+50 EB TO STA. 14+70 EB (COMMERCIAL ENTRANCE)
STA. 22+00 EB T STA. 26+50 EB (TERRYTOWN RD)
STA. 46+00 EB TO STA. 48+30 EB (LOG LODGE CT)
STA. 50+30 EB TO STA. 52+50 EB (COMMERCIAL ENTRANCE)
STA. 56+50 EB TO STA. 59+30 EB (BERKLEY BLVD)

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 4	E

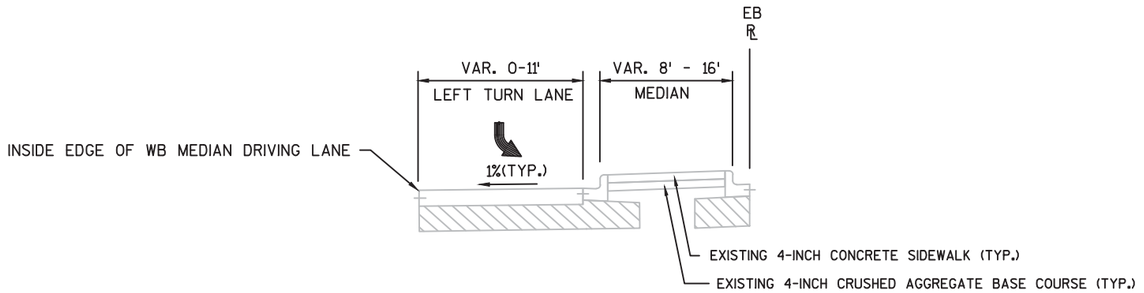
2

**USH 12 EB SIDEWALK BEGINS AT STA. 66+00 EB



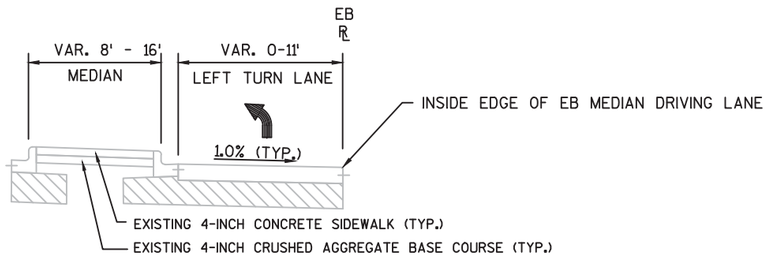
EXISTING TYPICAL SECTION, USH 12

BERKLEY BLVD - CHESTNUT ST.
STA. 63+00 EB - STA. 75+00EB



WESTBOUND LEFT TURN LANE

STA. 68+60 EB TO STA. 70+60 EB (LINN ST.±STH 136)

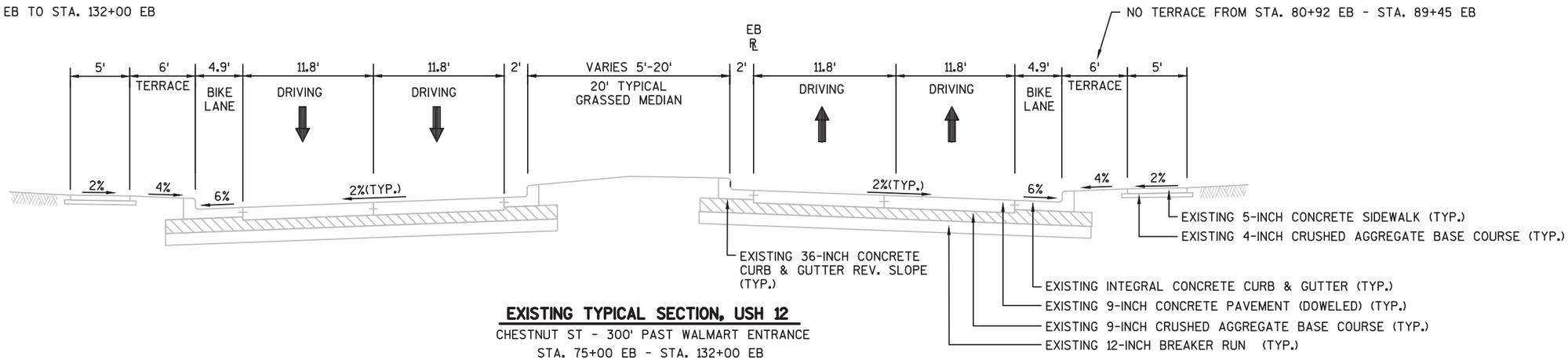


EASTBOUND LEFT TURN LANE

STA. 62+60 EB TO STA. 67+80 EB (LINN ST./STH 33)
STA. 69+85 EB TO STA. 71+05 EB (MAPLE ST.)
STA. 72+70 EB TO STA. 74+60 EB (W. CHESTNUT ST.)

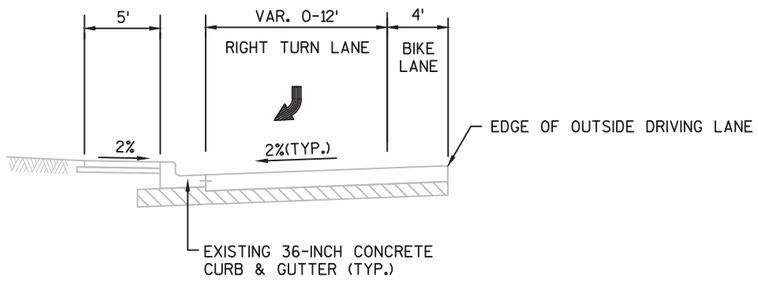
PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 5	E

**NO TERRACE FROM STA. 79+06 EB - STA. 89+47 EB
**NO SIDEWALK FROM STA. 123+00 EB TO STA. 132+00 EB



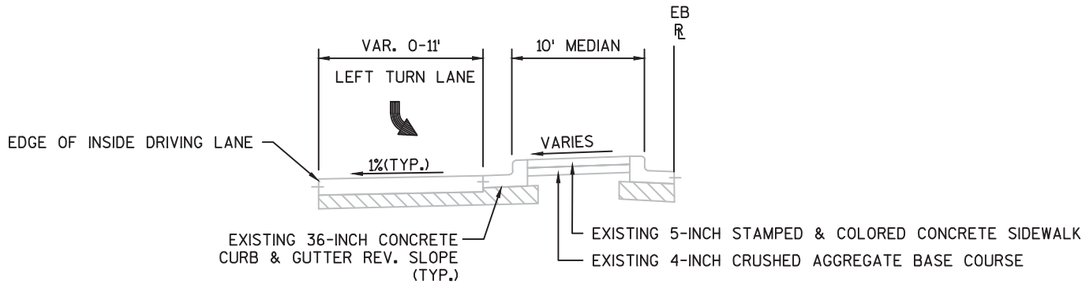
EXISTING TYPICAL SECTION, USH 12

CHESTNUT ST - 300' PAST WALMART ENTRANCE
STA. 75+00 EB - STA. 132+00 EB



TYPICAL RIGHT TURN LANE SECTION

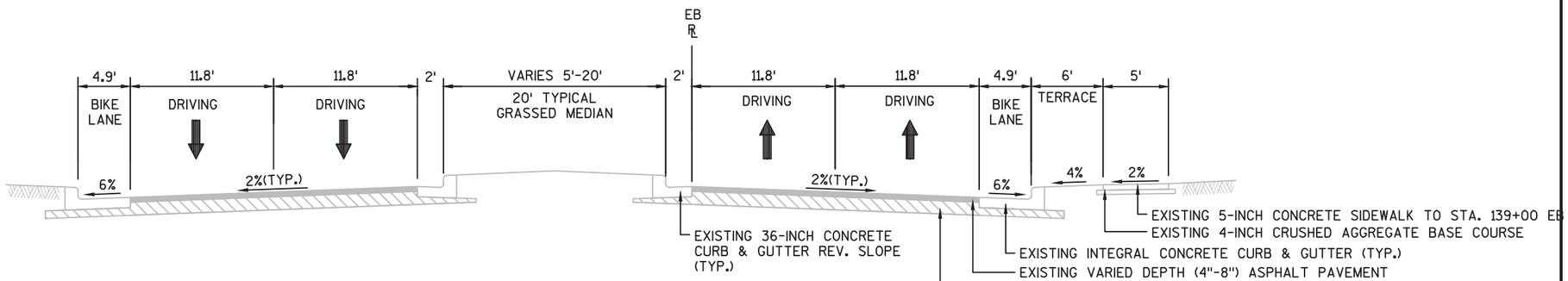
STA. 119+50 EB - STA. 121+61 EB RIGHT COUNTY RD W (MIRROR)
STA. 123+14 EB - STA. 123+95 EB LEFT SOUTH BLVD (AS SHOWN)



TYPICAL LEFT TURN LANE SECTION

EB LEFT TURN LANE (MIRROR)
STA. 76+70 EB TO STA. 78+10 EB (LOCUST ST.)
STA. 91+85 EB TO STA. 93+60 EB (CARPENTER ST.)
STA. 95+80 EB TO STA. 97+90 EB (COMMERCIAL ENTRANCE)
STA. 107+10 EB TO STA. 109+70 EB (SAUK AVE.)
STA. 114+10 EB TO STA. 115+60 EB (COMMERCIAL ENTRANCE)
STA. 117+20 EB TO STA. 118+45 EB (COMMERCIAL ENTRANCE)
STA. 119+75 EB TO STA. 120+60 EB (SOUTH BLVD)
STA. 137+00 EB TO STA. 138+37 EB (PRIVATE DRIVEWAY)
STA. 140+90 EB TO STA. 142+60 EB (PRIVATE DRIVEWAY)

WB LEFT TURN LANE (AS SHOWN)
STA. 75+45 EB TO STA. 77+20 EB (TINKHAM TRAIL)
STA. 78+95 EB TO STA. 80+90 EB (COMMERCIAL ENTRANCE)
STA. 94+70 EB TO STA. 96+50 EB (HATCHERY ROAD)
STA. 98+40 EB TO STA. 99+95 EB (COMMERCIAL ENTRANCE)
STA. 104+00 EB TO STA. 105+60 EB (COMMERCIAL ENTRANCE)
STA. 110+85 EB TO STA. 113+45 EB (SAUK AVE)
STA. 116+17 EB TO STA. 116+67 EB (COMMERCIAL ENTRANCE)
STA. 119+00 EB TO STA. 120+50 EB (COMMERCIAL ENTRANCE)
STA. 122+60 EB TO STA. 126+80 EB (COUNTY RD W)
STA. 139+55 EB TO STA. 141+95 EB (MENARDS ACCESS)



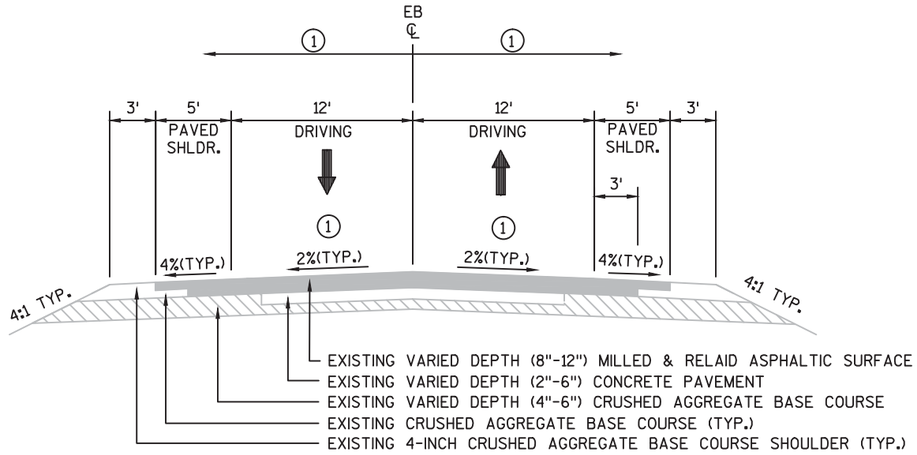
EXISTING TYPICAL SECTION, USH 12

300' PAST WALMART ENTRANCE - MINE RD
STA. 132+00 EB - STA. 148+50 EB

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 6	E

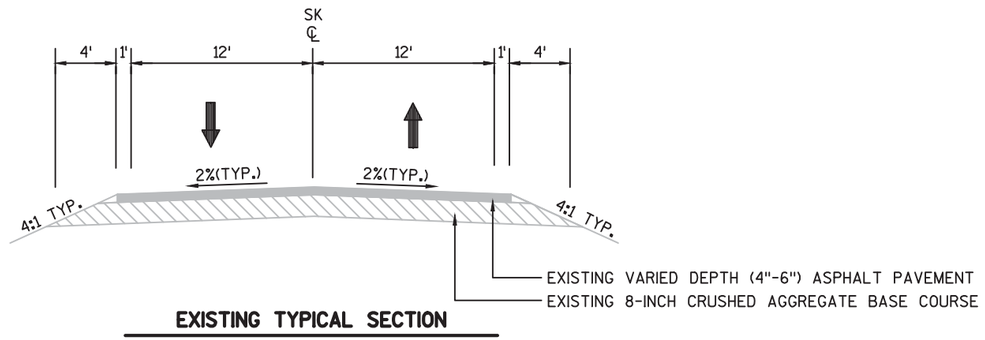
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① 1/2 - 3/4 INCH VARIABLE WIDTH (26-FT TO 34-FT) SEAL COAT
STA. 182+60 EB TO 198+32 EB



EXISTING TYPICAL SECTION, USH 12

MINE RD - END OF PROJECT
STA. 148+50 EB - STA. 228+85 EB



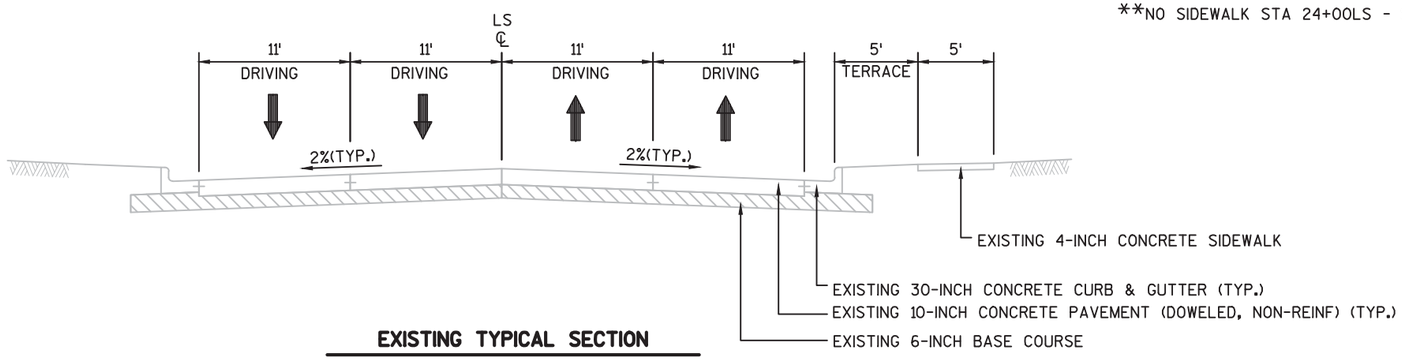
EXISTING TYPICAL SECTION

STH 159
STA 17+00SK - STA 17+50SK

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 7	E

**ALL SIDEWALK CROSS SLOPES ARE 2%
**ALL TERRACE SLOPES ARE 4%

**NO SIDEWALK STA 24+00LS - STA 28+65LS

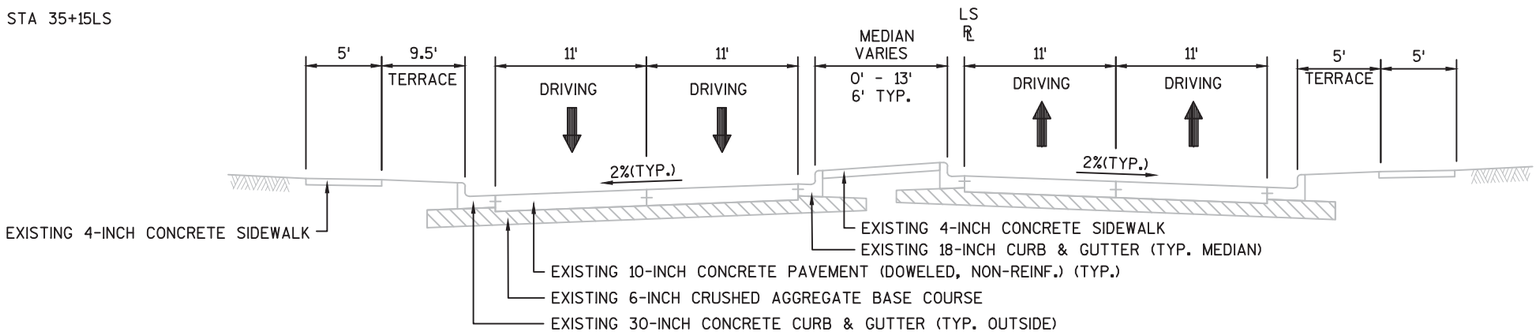


EXISTING TYPICAL SECTION

STH 136/STH 33 LINN STREET
STA 30+00LS - 34+07LS
STA 42+11LS - 44+04LS

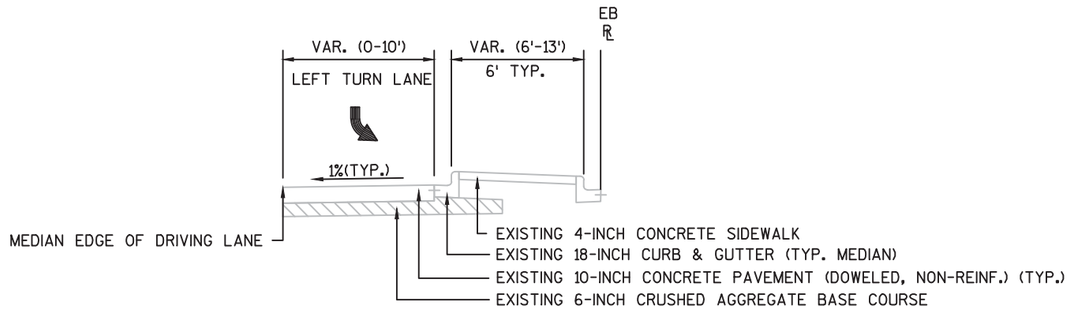
**NO SIDEWALK STA 32+00LS - STA 35+15LS

**NO SIDEWALK STA 28+65LT - STA 32+00LS



EXISTING TYPICAL SECTION

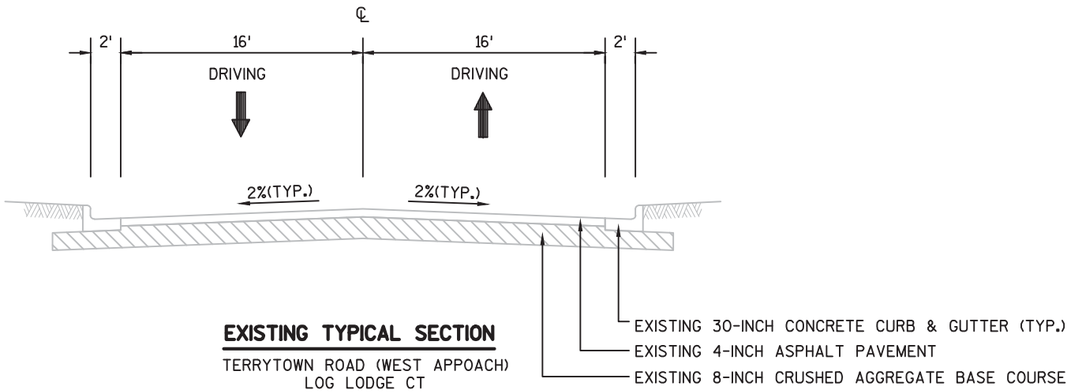
STH 136/STH 33 LINN STREET
STA 34+07LS - STA 42+11LS



LEFT TURN LANE

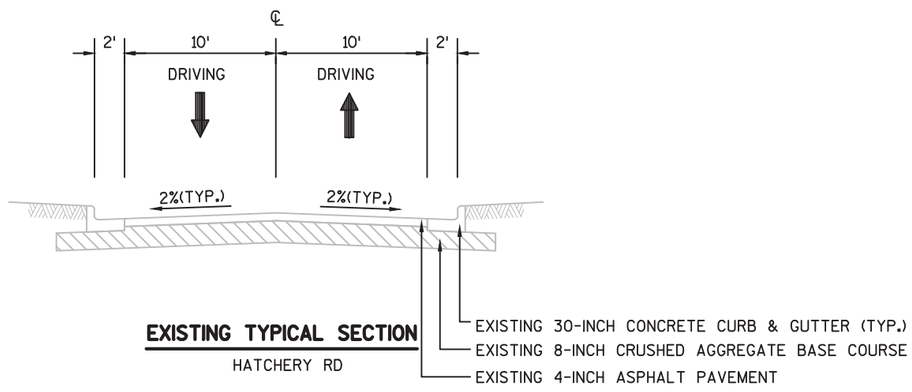
STH 136/STH 33 LINN STREET
STA 38+11LS - STA 42+11LS

PROJECT NO:1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 8	E



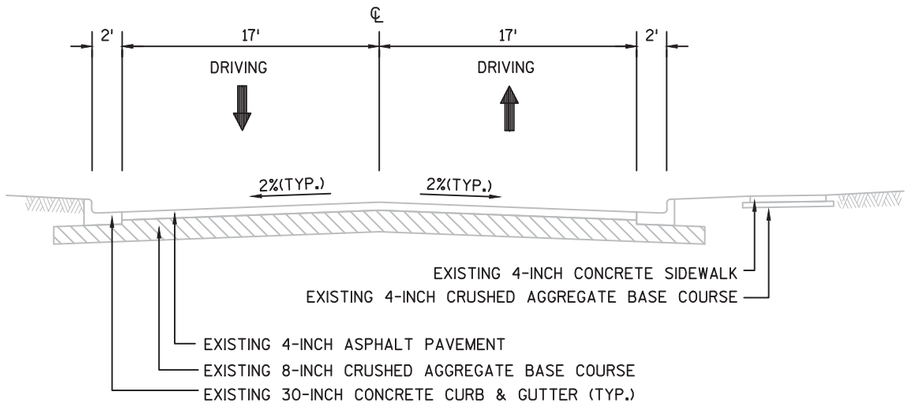
EXISTING TYPICAL SECTION

TERRYTOWN ROAD (WEST APPOACH)
LOG LODGE CT
CARPENTER ST



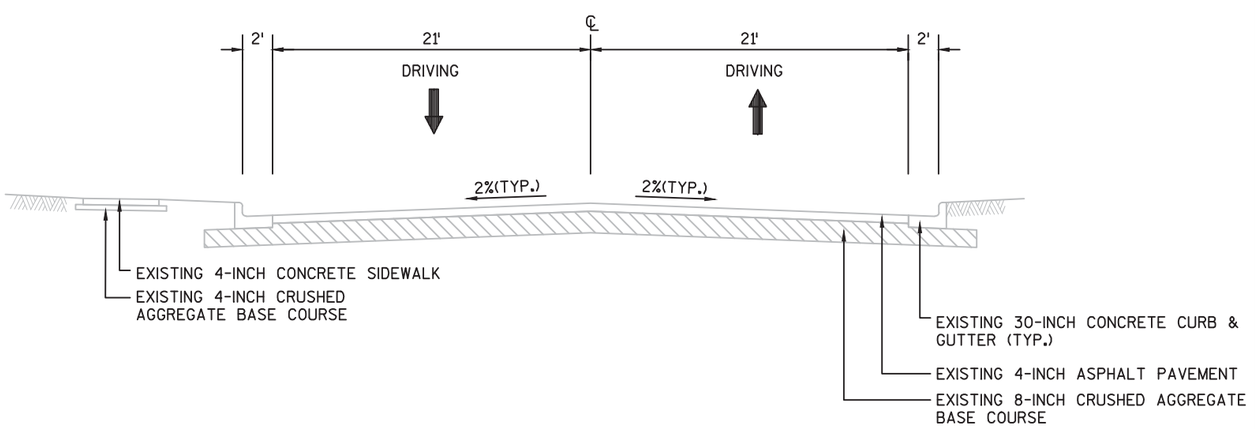
EXISTING TYPICAL SECTION

HATCHERY RD



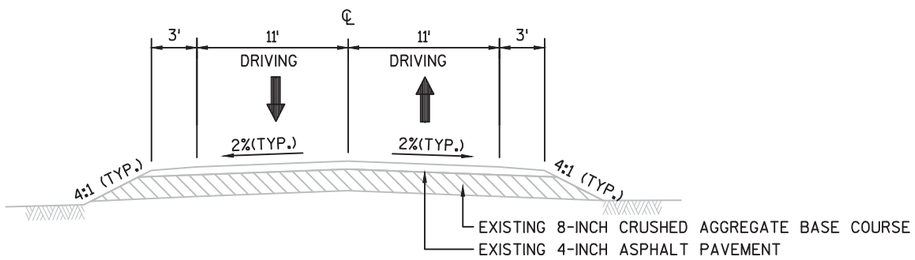
EXISTING TYPICAL SECTION

BERKLEY BLVD
MAPLE ST
TINKHAM TR/CHESTNUT ST
LOCUST ST
MINE RD



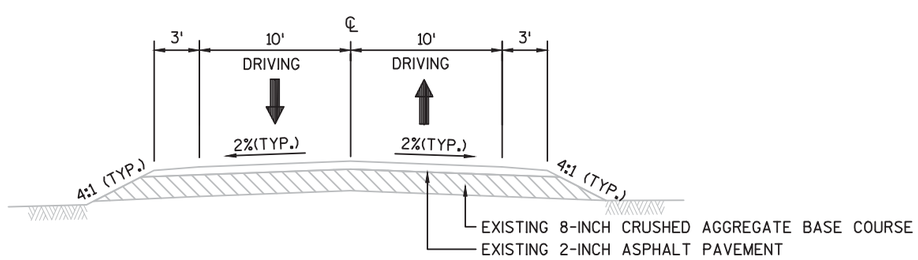
EXISTING TYPICAL SECTION

SAUK AVE



EXISTING TYPICAL SECTION

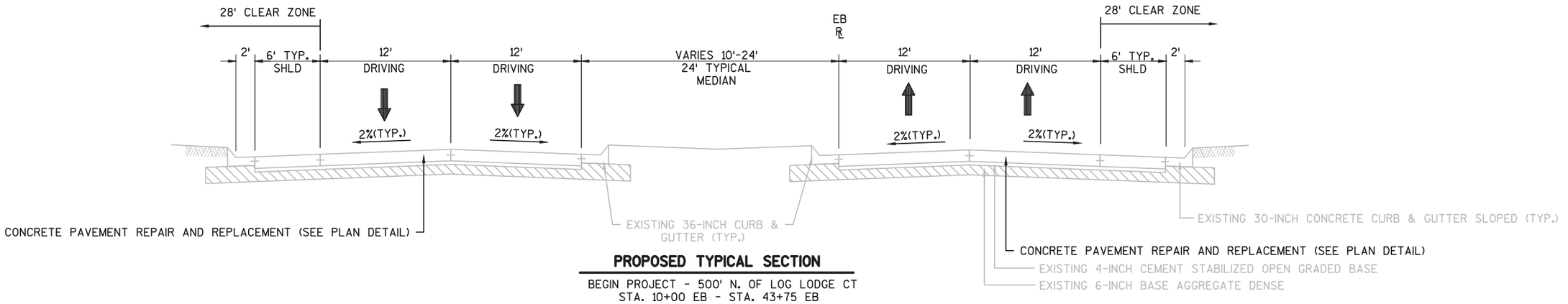
TERRYTOWN ROAD
EAST APPROACH



EXISTING TYPICAL SECTION

SKILLET CREEK ROAD

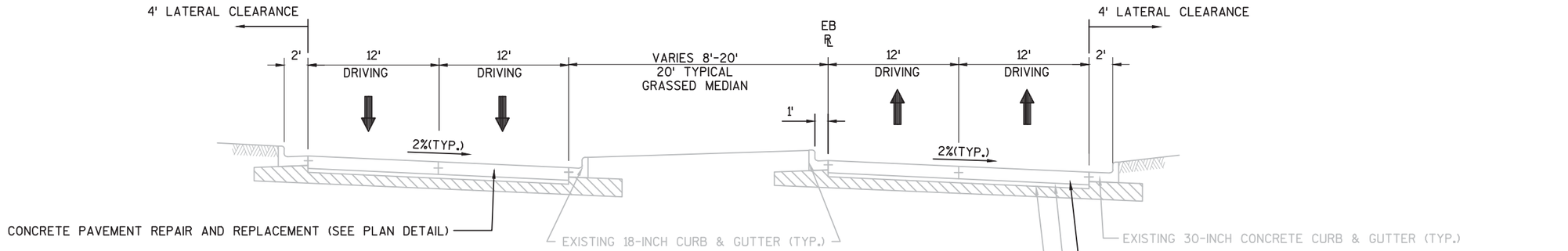
PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 9	E



PROPOSED TYPICAL SECTION

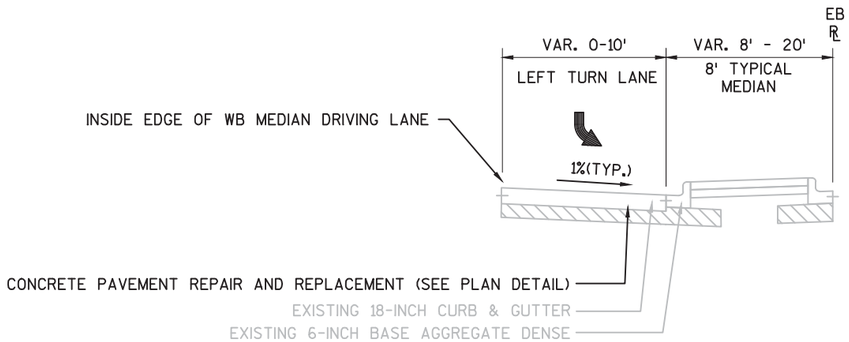
BEGIN PROJECT - 500' N. OF LOG LODGE CT
STA. 10+00 EB - STA. 43+75 EB

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 10	E



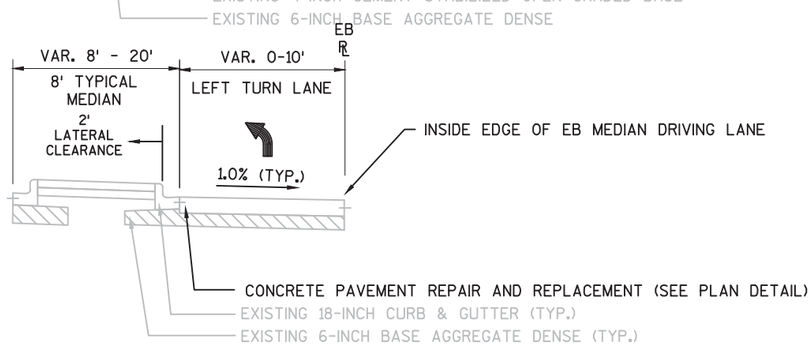
PROPOSED TYPICAL SECTION

500' N. OF LOG LODGE CT - BERKLEY BLVD
STA. 43+75 EB - STA. 59+44 EB



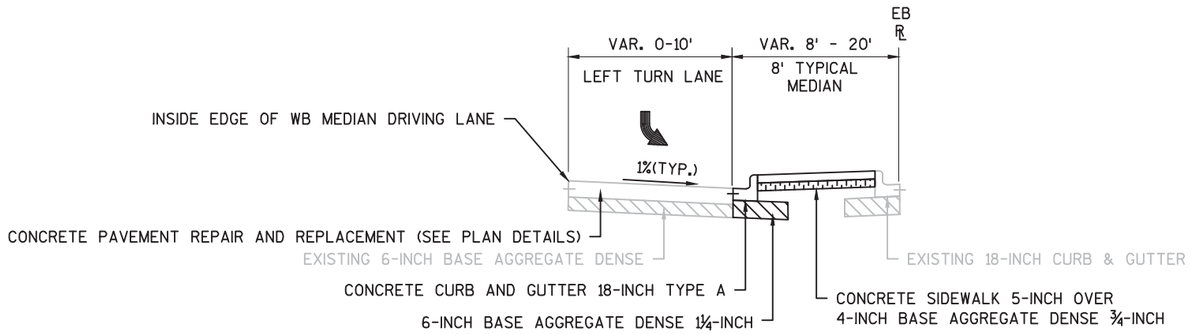
WESTBOUND LEFT TURN LANE

STA. 27+40 EB TO STA. 31+90 EB (TERRYTOWN RD)
STA. 49+40 EB TO STA. 51+30 EB (COMMERCIAL ENTRANCE)
STA. 53+60 EB TO STA. 55+40 EB (COMMERCIAL ENTRANCE)
STA. 60+25 EB TO STA. 62+25 EB (BERKLEY BLVD)



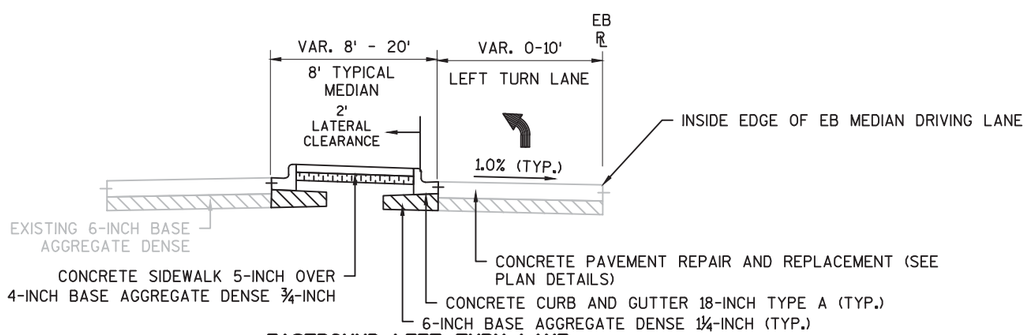
EASTBOUND LEFT TURN LANE

STA. 12+50 EB TO STA. 14+70 EB (COMMERCIAL ENTRANCE)
STA. 22+00 EB T STA. 26+50 EB (TERRYTOWN RD)
STA. 46+00 EB TO STA. 48+30 EB (LOG LODGE CT)
STA. 50+30 EB TO STA. 51+92 EB (COMMERCIAL ENTRANCE)
STA. 56+50 EB TO STA. 59+30 EB (BERKLEY BLVD)



WESTBOUND LEFT TURN LANE

STA. 51+92 EB TO STA. 52+52 EB (COMMERICAL ENTRANCE)

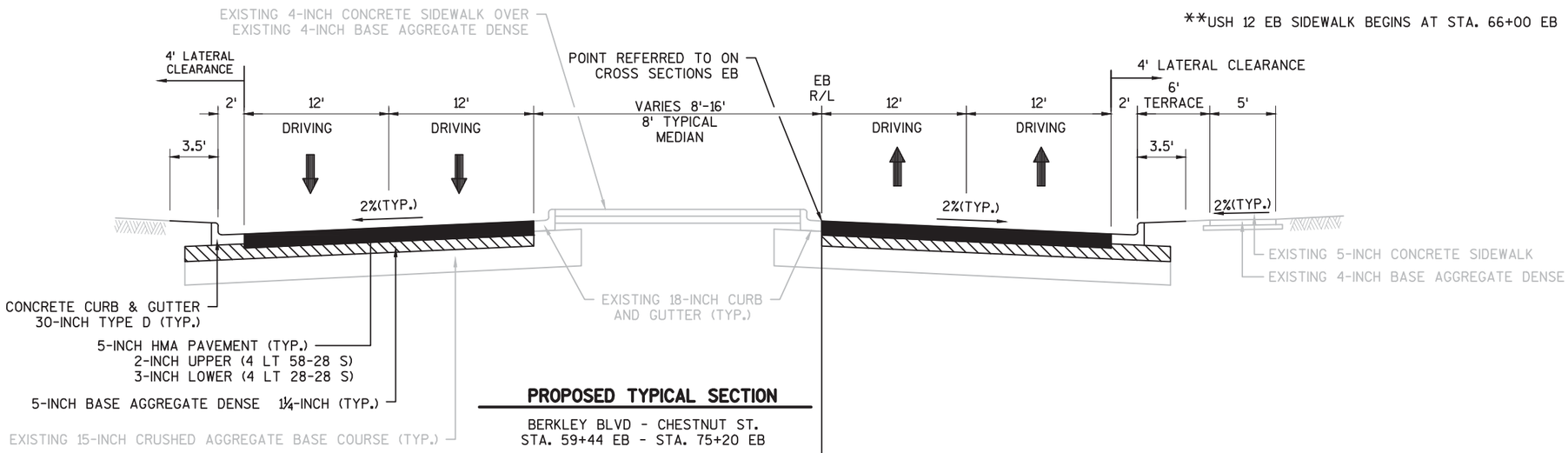


EASTBOUND LEFT TURN LANE

STA. 53+56 EB TO STA. 58+24 EB

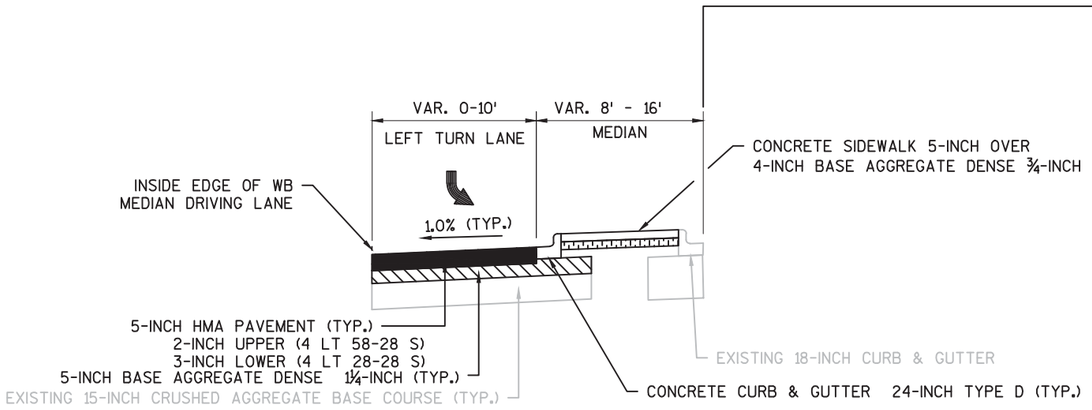
PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 11	E

2



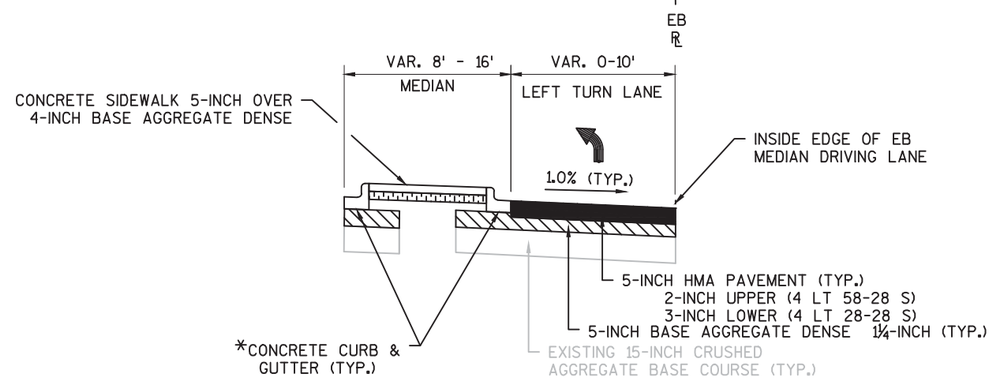
PROPOSED TYPICAL SECTION

BERKLEY BLVD - CHESTNUT ST.
STA. 59+44 EB - STA. 75+20 EB



WESTBOUND LEFT TURN LANE

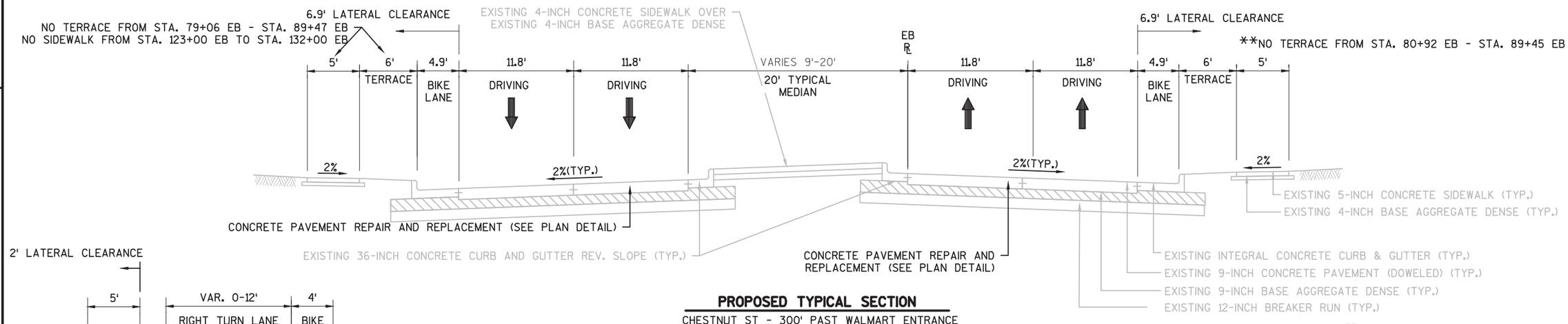
STA. 61+57 EB TO STA. 61+76 EB (BERKLEY BLVD)
STA. 68+68 EB TO STA. 68+82 EB (LINN ST./STH 33)



EASTBOUND LEFT TURN LANE

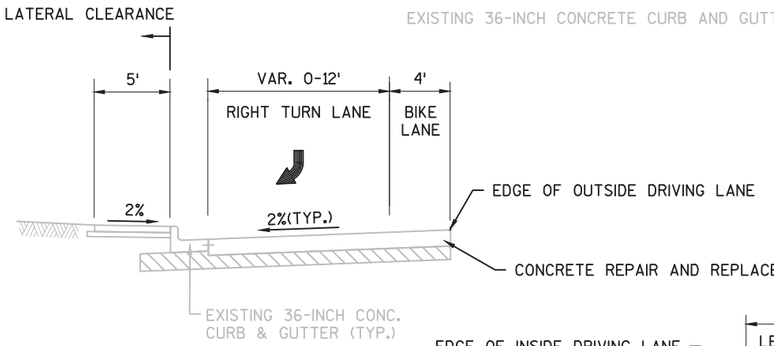
STA. 62+48 EB TO STA. 62+80 EB (LINN ST./STH 33)
* CONCRETE CURB & GUTTER 24-INCH TYPE D
STA. 64+40 EB TO STA. 64+89 EB (LINN ST./STH 33)
* CONCRETE CURB & GUTTER 24-INCH TYPE D
STA. 65+43 EB TO STA. 67+80 EB (LINN ST./STH 33)
* CONCRETE CURB & GUTTER 24-INCH TYPE D
STA. 68+68 EB TO STA. 71+07 EB (MAPLE ST.)
* CONCRETE CURB & GUTTER 18-INCH TYPE D
STA. 72+25 EB TO STA. 74+62 EB (CHESTNUT ST.)
* CONCRETE CURB & GUTTER 18-INCH TYPE D

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 12	E



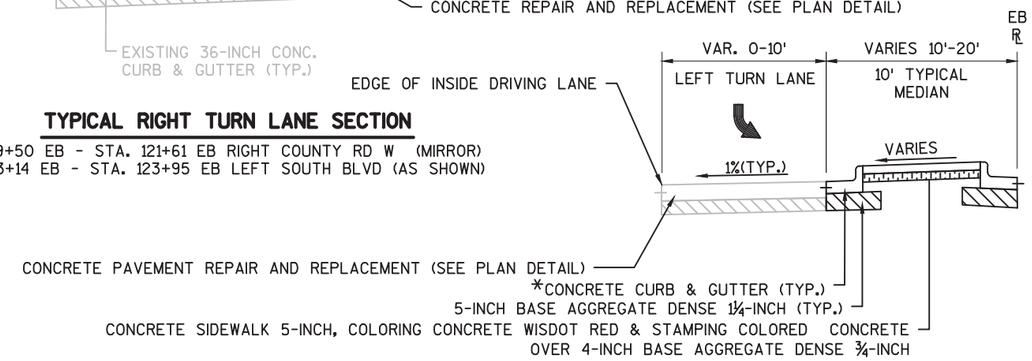
PROPOSED TYPICAL SECTION

CHESTNUT ST - 300' PAST WALMART ENTRANCE
STA. 75+20 EB - STA. 132+08 EB



TYPICAL RIGHT TURN LANE SECTION

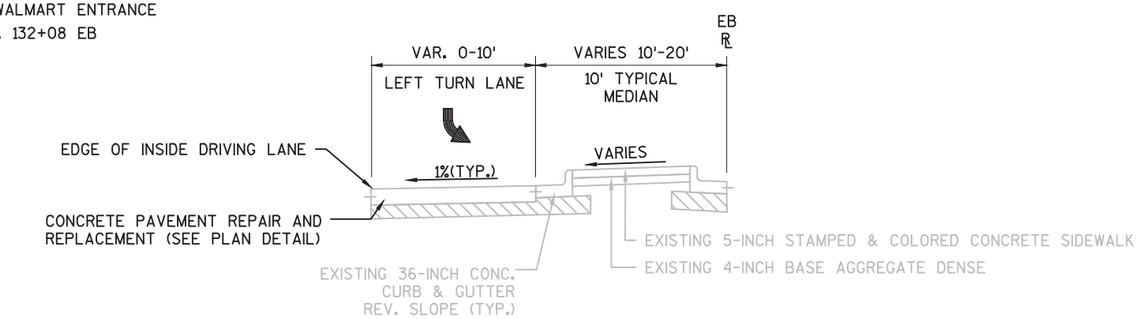
STA. 119+50 EB - STA. 121+61 EB RIGHT COUNTY RD W (MIRROR)
STA. 123+14 EB - STA. 123+95 EB LEFT SOUTH BLVD (AS SHOWN)



LEFT TURN LANE SECTION

CHESTNUT ST. - LOCUST ST.
STA. 75+43 EB - STA. 77+64 EB
*CONCRETE CURB & GUTTER 30-INCH TYPE A

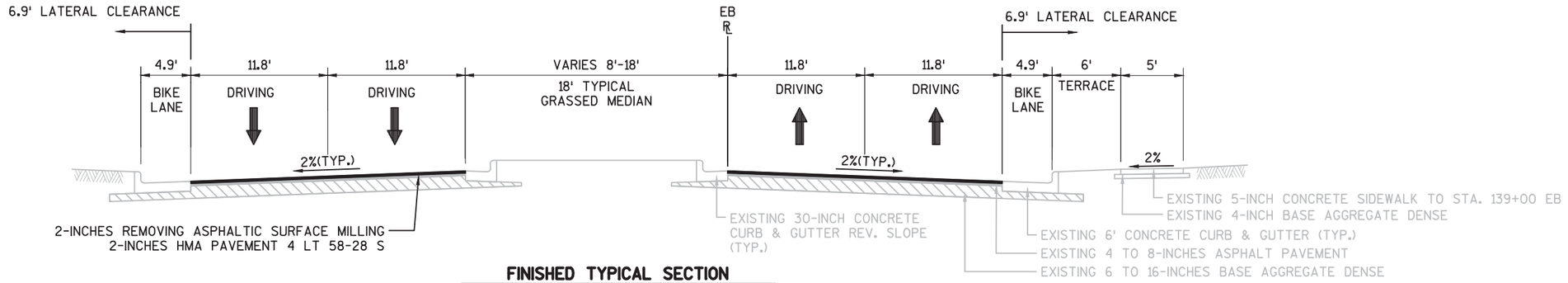
CARPENTER ST.
STA. 88+20 EB TO STA. 93+60 EB (CARPENTER ST.)
*CONCRETE CURB & GUTTER 36-INCH TYPE A REV. SLOPE



TYPICAL LEFT TURN LANE SECTION

EB LEFT TURN LANE (MIRROR)
STA. 76+70 EB TO STA. 78+10 EB (LOCUST ST.)
STA. 95+80 EB TO STA. 97+90 EB (COMMERCIAL ENTRANCE)
STA. 107+10 EB TO STA. 109+70 EB (SAUK AVE.)
STA. 114+10 EB TO STA. 115+60 EB (COMMERCIAL ENTRANCE)
STA. 117+20 EB TO STA. 118+45 EB (COMMERCIAL ENTRANCE)
STA. 119+75 EB TO STA. 120+60 EB (SOUTH BLVD)
STA. 137+00 EB TO STA. 138+37 EB (PRIVATE DRIVEWAY)
STA. 140+90 EB TO STA. 142+60 EB (PRIVATE DRIVEWAY)

WB LEFT TURN LANE (AS SHOWN)
STA. 75+45 EB TO STA. 77+20 EB (TINKHAM TRAIL)
STA. 78+95 EB TO STA. 80+90 EB (COMMERCIAL ENTRANCE)
STA. 94+70 EB TO STA. 96+50 EB (HATCHERY ROAD)
STA. 98+40 EB TO STA. 99+95 EB (COMMERCIAL ENTRANCE)
STA. 104+00 EB TO STA. 105+60 EB (COMMERCIAL ENTRANCE)
STA. 110+85 EB TO STA. 113+45 EB (SAUK AVE)
STA. 116+17 EB TO STA. 116+67 EB (COMMERCIAL ENTRANCE)
STA. 119+00 EB TO STA. 120+50 EB (COMMERCIAL ENTRANCE)
STA. 122+60 EB TO STA. 126+80 EB (COUNTY RD W)
STA. 139+55 EB TO STA. 141+95 EB (MENARDS ACCESS)



FINISHED TYPICAL SECTION

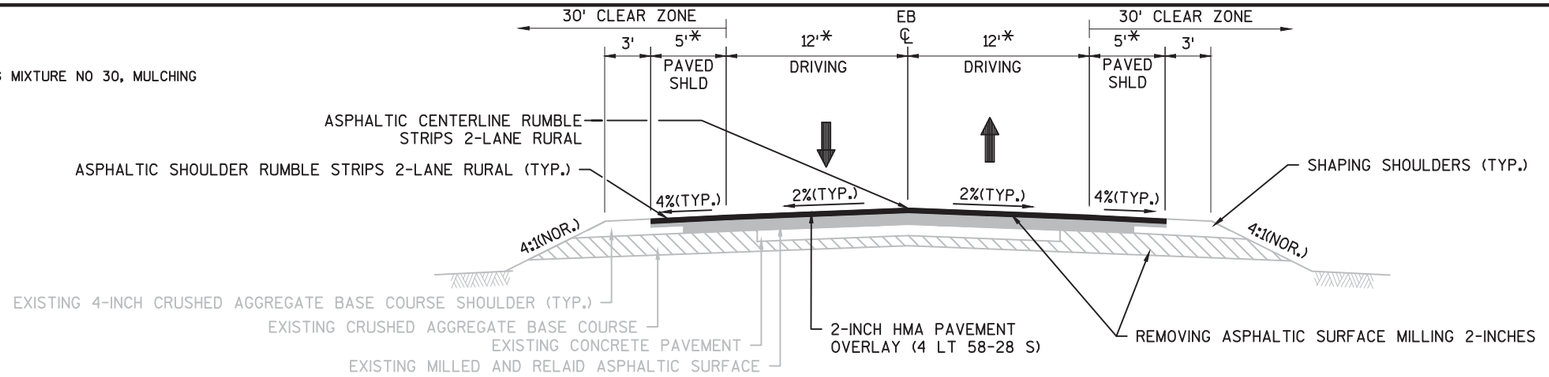
300' PAST WALMART ENTRANCE - MINE RD
STA. 132+08 EB - STA. 148+50 EB

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 14	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\020302_TS-PROP.DWG PLOT DATE : 3/23/2016 12:13 PM PLOT BY : KL ENGINEERING PLOT NAME : 5 PLOT SCALE : **********
WISDOT/CADDS SHEET 42

LEGEND

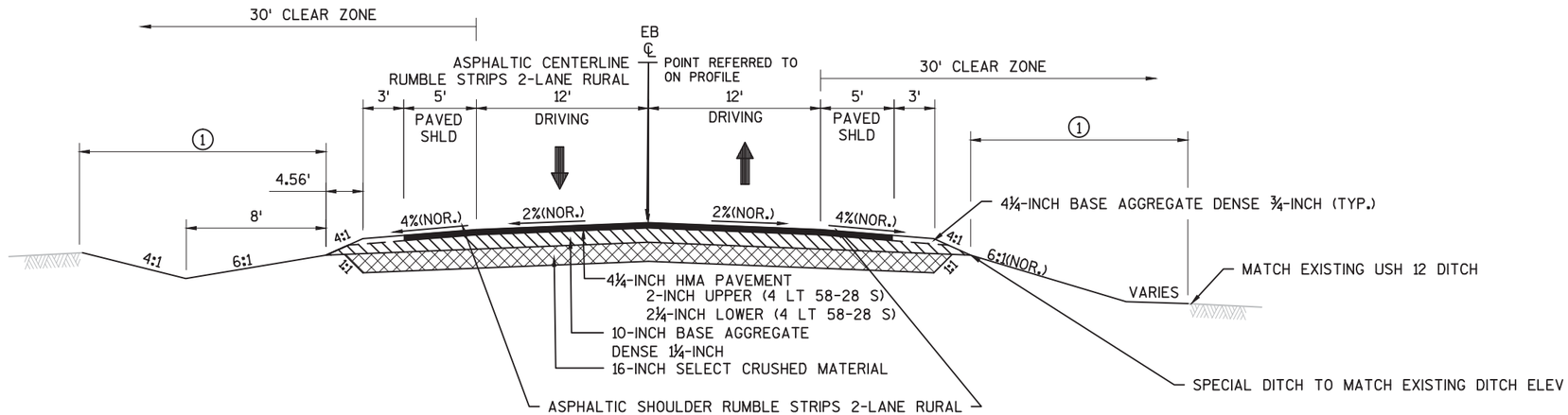
①SALVAGED TOPSOIL, SEEDING MIXTURE NO 30, MULCHING



* 1/2-3/4 INCH VARIABLE WIDTH SEAL COAT SHALL BE REMOVED ALONG WITH 2-INCHES OF ASPHALTIC SURFACE. REMOVAL OF SEAL COAT SHALL BE APART OF REMOVING ASPHALTIC SURFACE MILLING

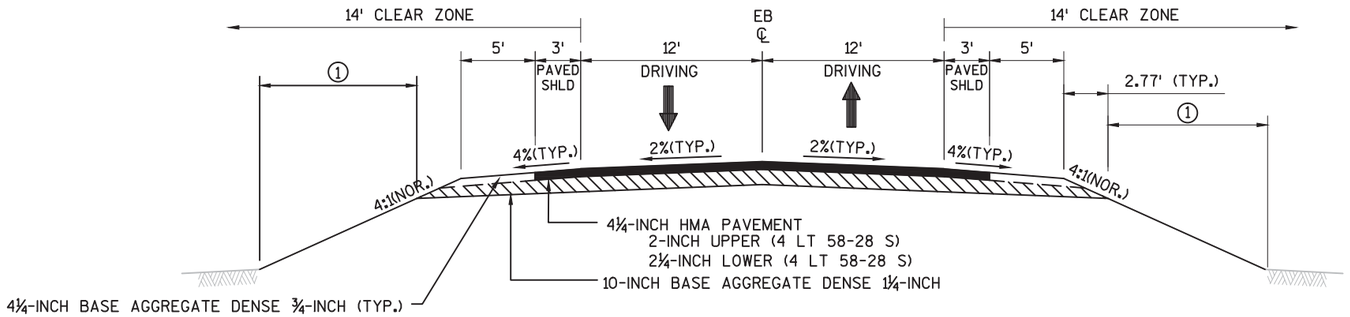
PROPOSED TYPICAL SECTION

MINE RD - STH 159
STA. 148+50 EB - STA. 197+64 EB



PROPOSED TYPICAL SECTION

USH 12
STA. 197+64 EB - STA. 201+39 EB



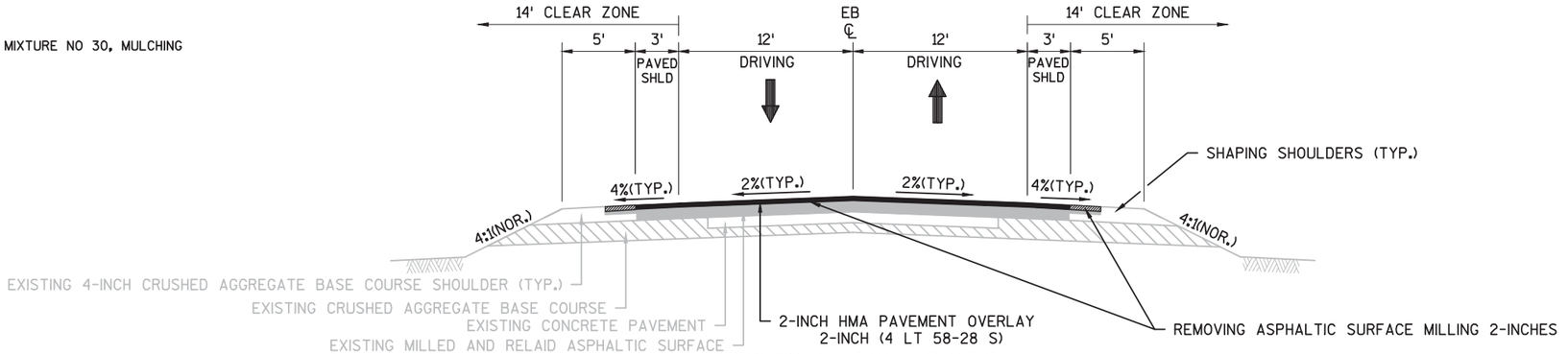
PROPOSED TYPICAL SECTION

POINT OF ROCKS ROAD
201+39EB - 206+10EB

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 15	E

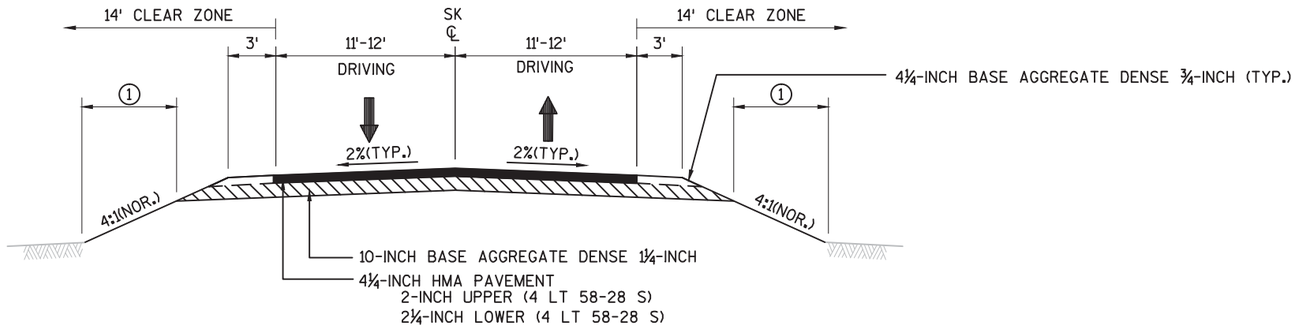
LEGEND

①SALVAGED TOPSOIL, SEEDING MIXTURE NO 30, MULCHING



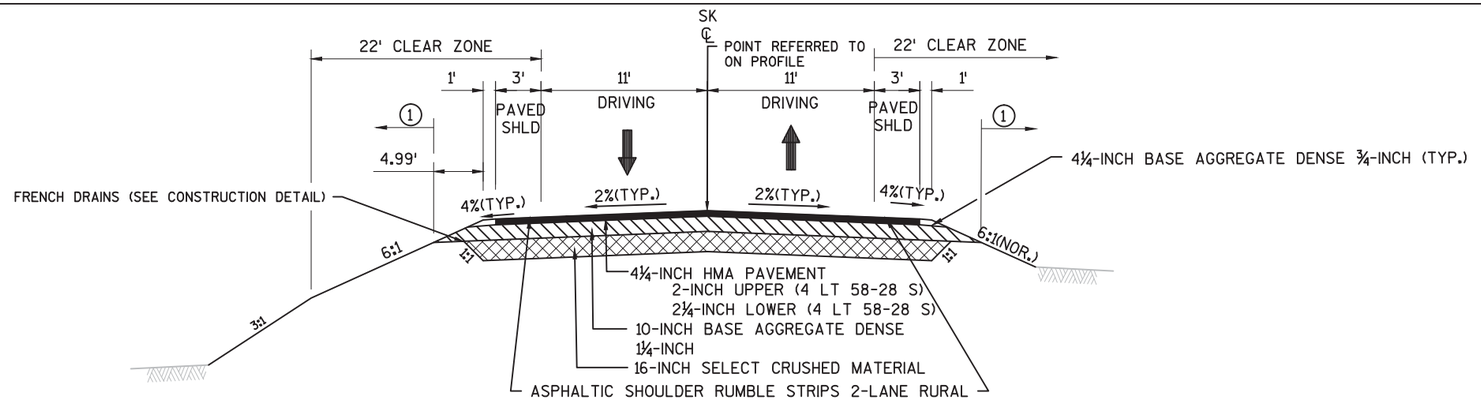
PROPOSED TYPICAL SECTION

POINT OF ROCKS ROAD
STA. 206+10 EB - STA. 228+85 EB



PROPOSED TYPICAL SECTION

SKILLET CREEK ROAD
STA. 13+53 SK - STA. 15+62 SK

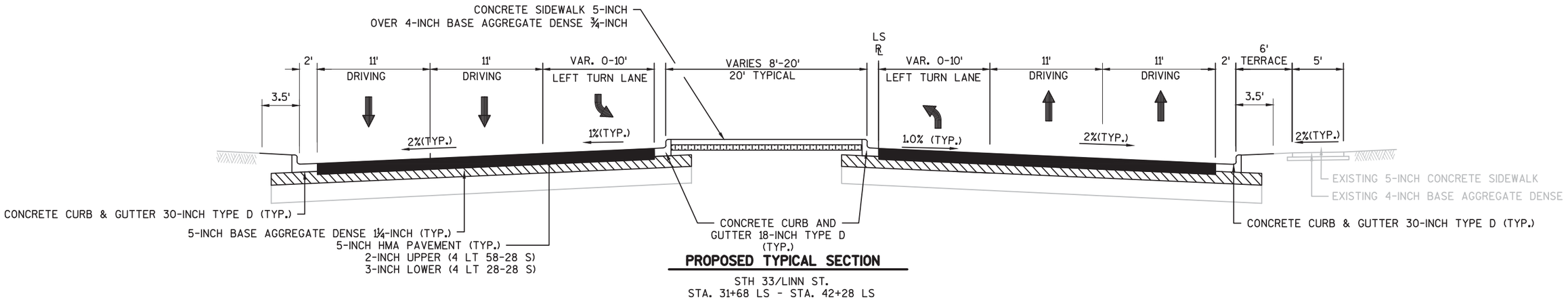


PROPOSED TYPICAL SECTION

STH 159
STA. 15+62 SK - STA. 20+00 SK

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 16	E

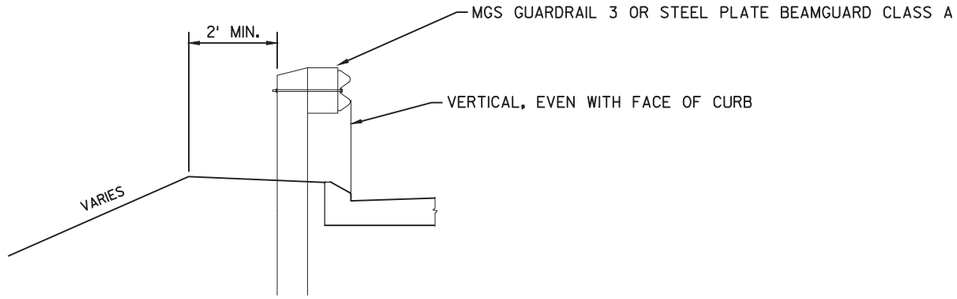
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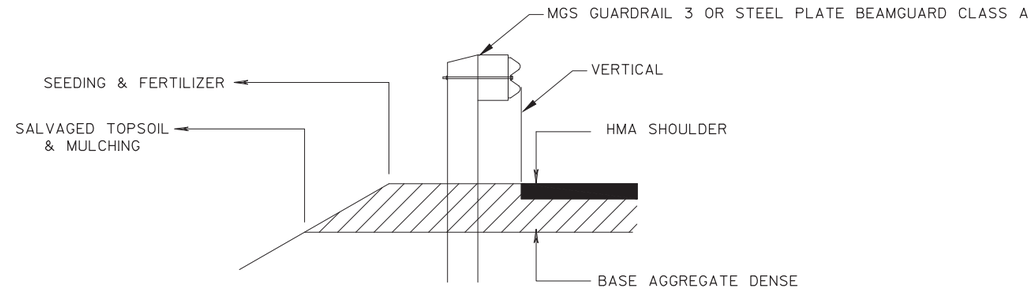


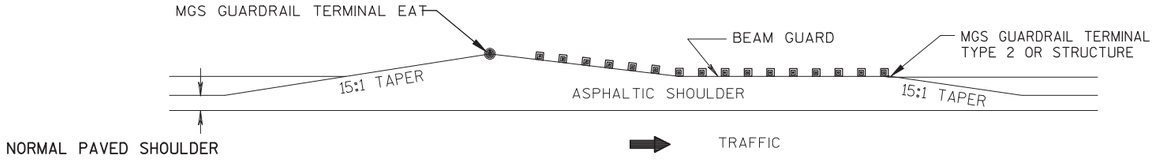
PROPOSED TYPICAL SECTION

STH 33/LINN ST.
STA. 31+68 LS - STA. 42+28 LS

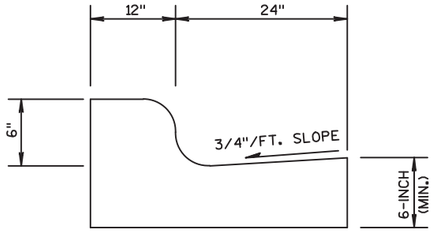
PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 17	E





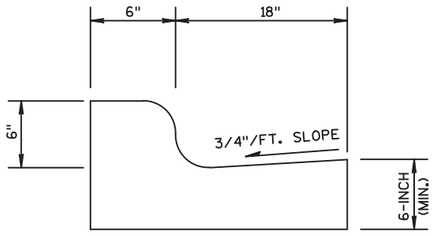


DETAIL FOR SHOULDER AT BEAM GUARD



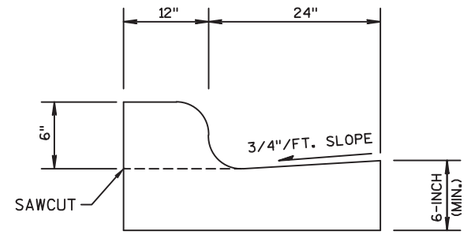
CONCRETE CURB & GUTTER, 36-INCH, TYPE A & D

SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES, 30-INCH TYPE A & D CURB DETAIL" FOR DETAILS NOT SHOWN.



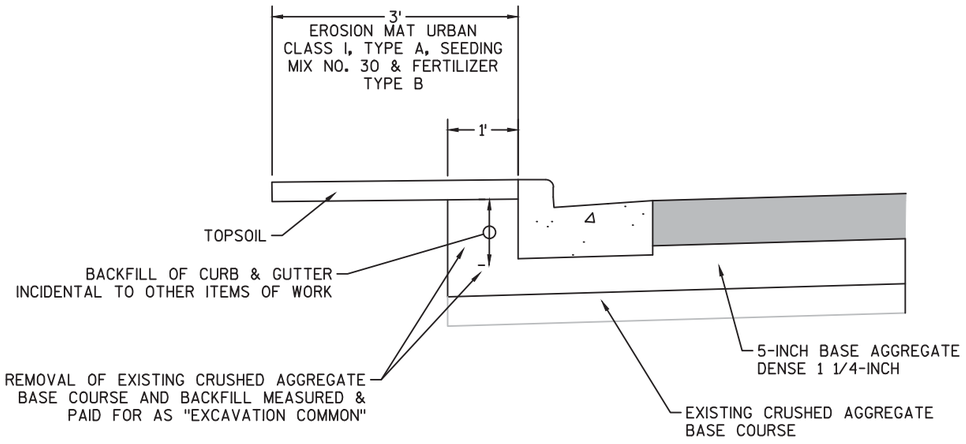
CONCRETE CURB & GUTTER, 24-INCH, TYPE D

SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES, 30-INCH TYPE A & D CURB DETAIL" FOR DETAILS NOT SHOWN.

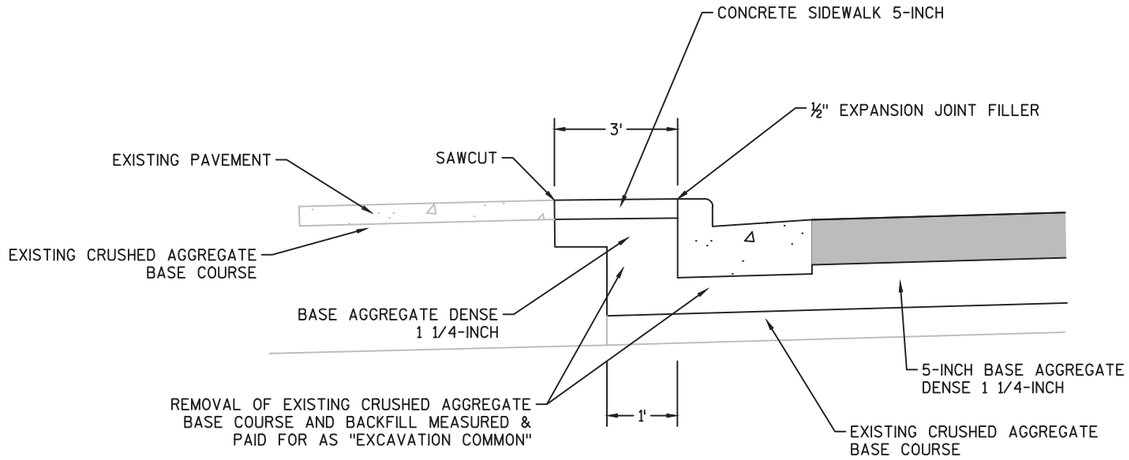


DRIVEWAY CURB

2



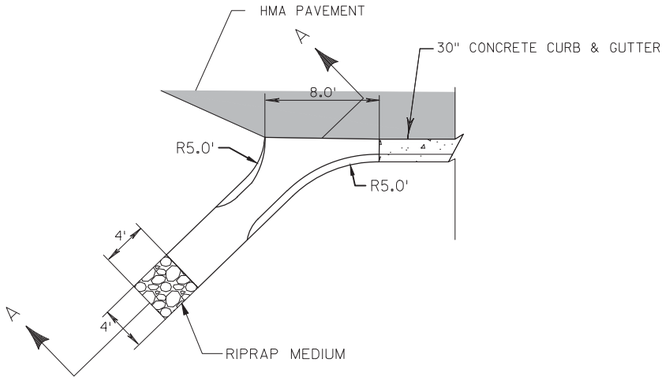
DETAIL FOR EXCAVATION, BACKFILL &
SEEDING BEHIND CURB & GUTTER REPLACEMENT

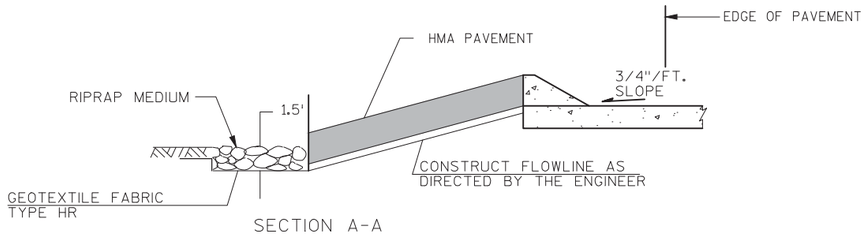


DETAIL FOR PAVING
BEHIND CURB & GUTTER REPLACEMENT

2

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 20	E

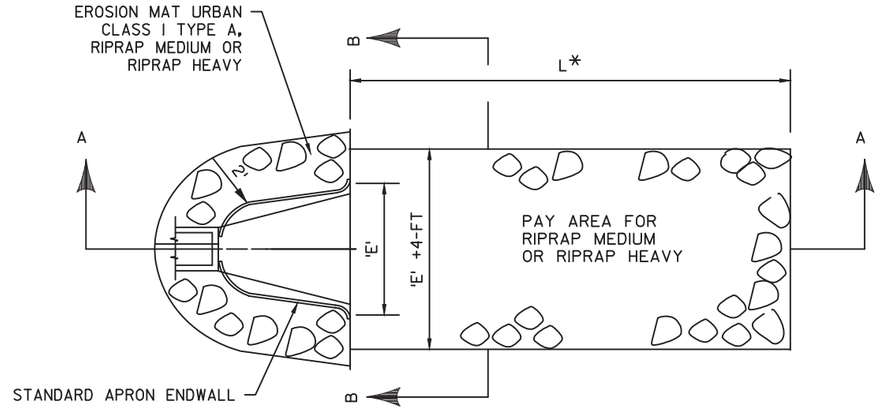




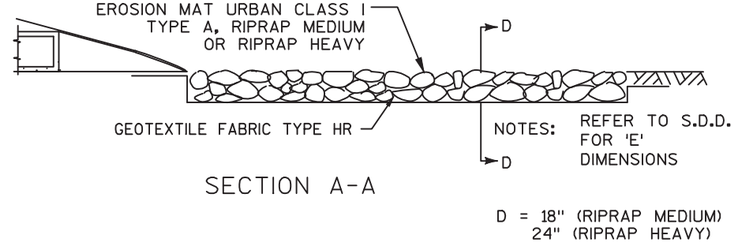
SECTION A-A

ASPHALTIC FLUME WITH RIPRAP MEDIUM

SEE EROSION CONTROL PLAN FOR LOCATION

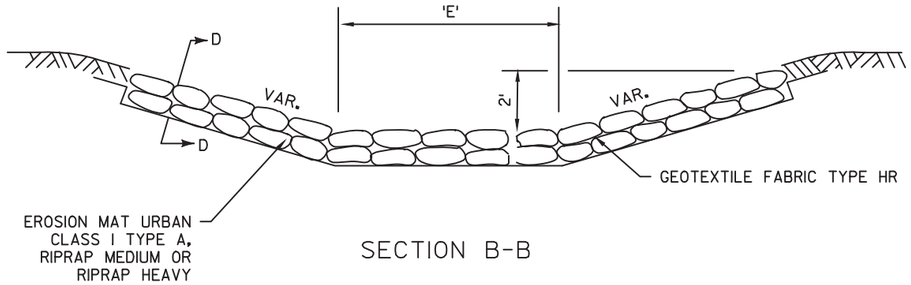


* L = 'E' OR L=10' MIN. AS INDICATED IN THE PLANS, OR AS DIRECTED BY THE ENGINEER



SECTION A-A

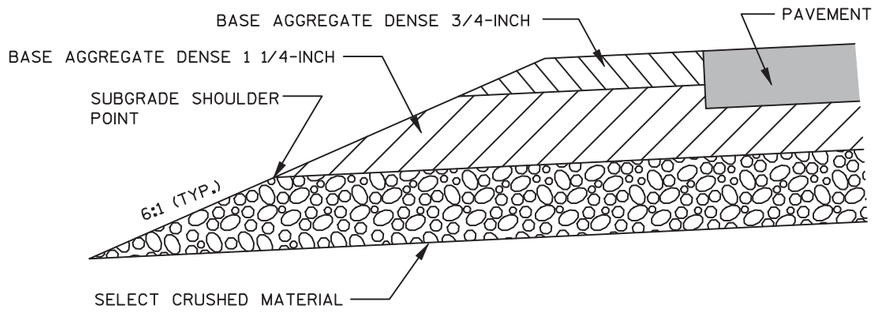
D = 18" (RIPRAP MEDIUM)
24" (RIPRAP HEAVY)



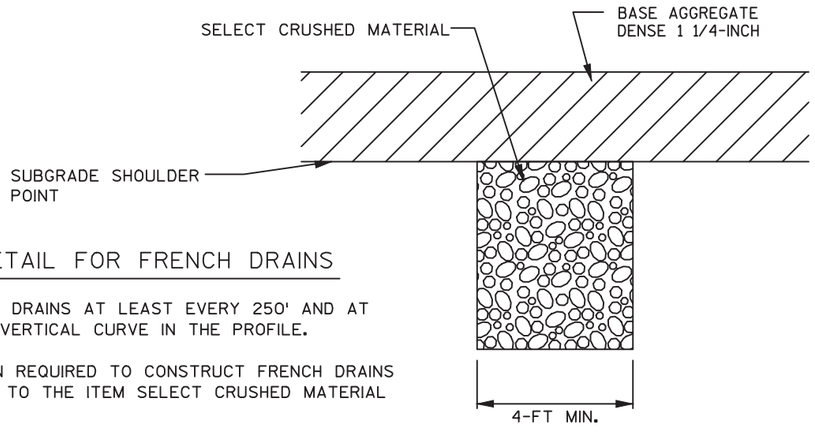
SECTION B-B

EROSION CONTROL TREATMENT AT PIPE ENDWALLS

SEE EROSION CONTROL PLANS FOR LOCATIONS



SECTION A-A

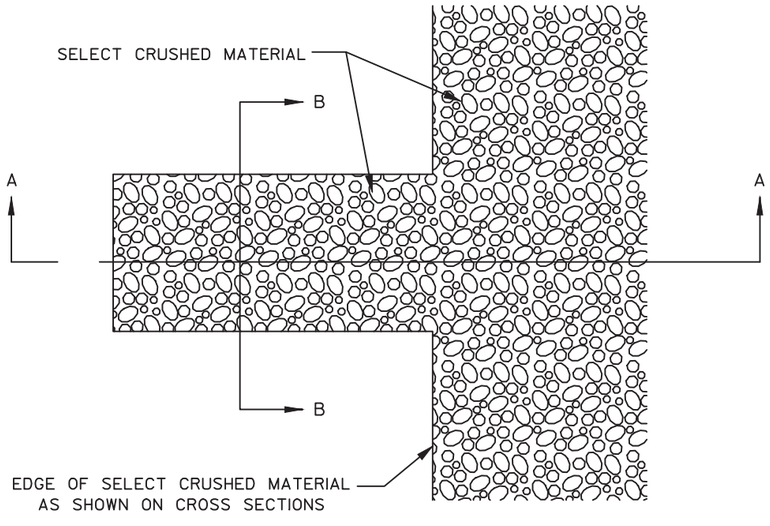


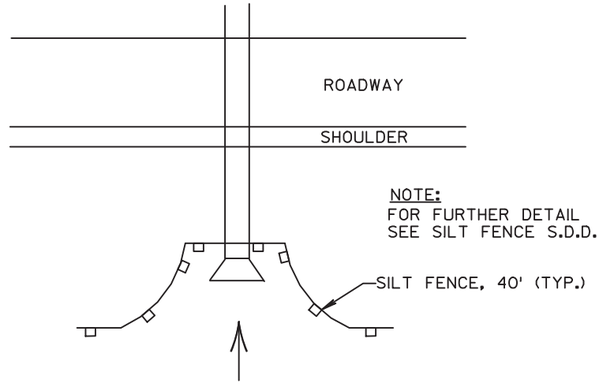
DETAIL FOR FRENCH DRAINS

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

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

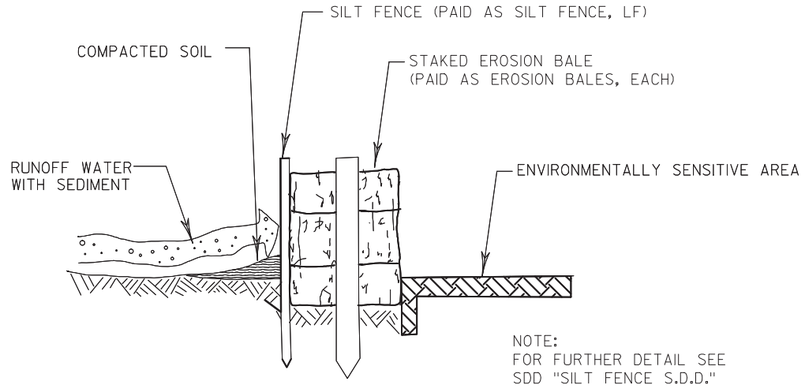
SECTION B-B





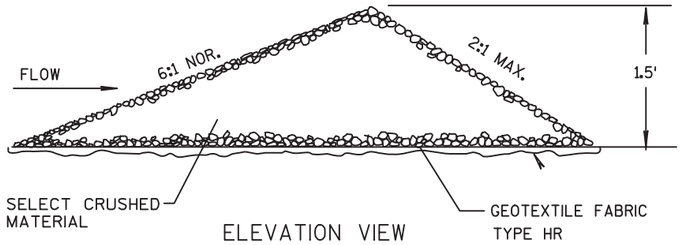
SILT FENCE AT PIPE INLET

SEE EROSION CONTROL PLANS FOR LOCATIONS



SIILT FENCE AND EROSION BALE OUTLET STRUCTURE DETAIL

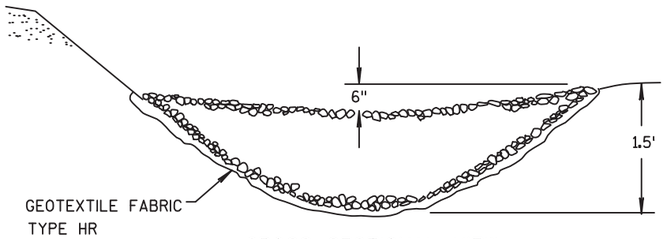
SEE EROSION CONTROL PLAN FOR LOCATIONS



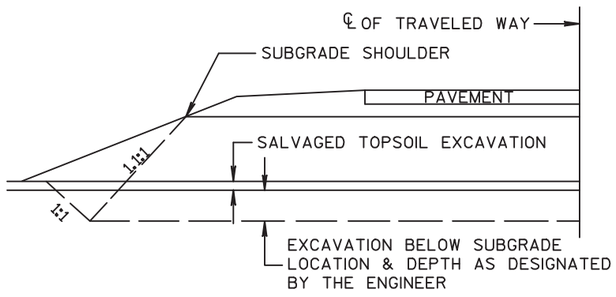
ELEVATION VIEW

STONE OR ROCK DITCH CHECKS DETAIL

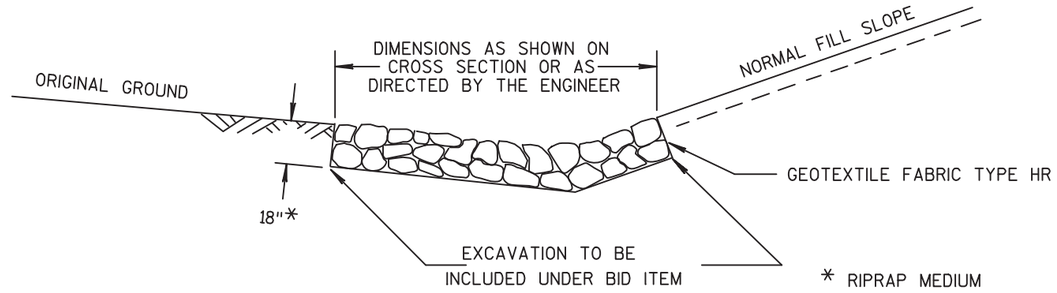
SEE EROSION CONTROL PLANS FOR LOCATIONS



CROSS SECTIONAL VIEW



DETAIL FOR EXCAVATION BELOW SUBGRADE



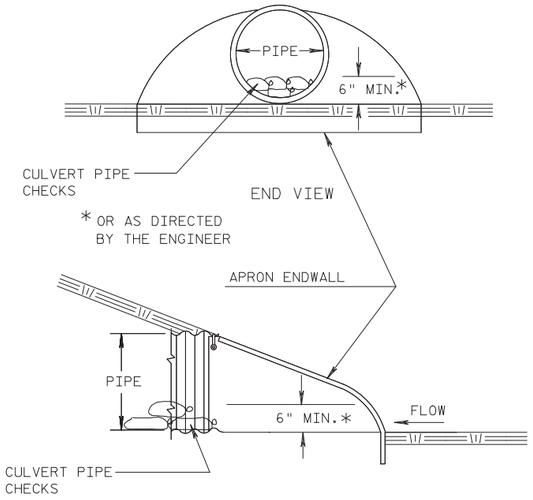
RIPRAP IN DITCHES DETAIL

SEE EROSION CONTROL PLANS FOR LOCATIONS

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

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

2

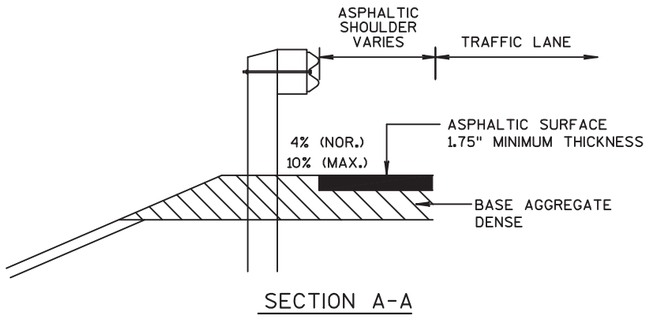


SIDE VIEW

ESTIMATED BAG SIZE = 24" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF ROCK BAGS
12"	1
15"	2
18"	2
24"	3
30"	5
36'	7
42"	7
48"	10
54"	10
60"	13
72"	16
30"X19"	5
38"X24"	7
53"X34"	10
60"X38"	13
76"X48"	18

CULVERT PIPE CHECKS

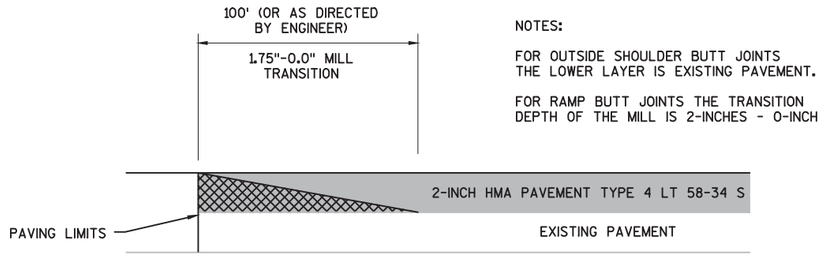
SEE EROSION CONTROL PLANS FOR LOCATIONS



SECTION A-A

NOTE:

HMA PAVEMENT TO FACE OF BEAM GUARD REQUIRED TO BE COMPACTED.



NOTES:

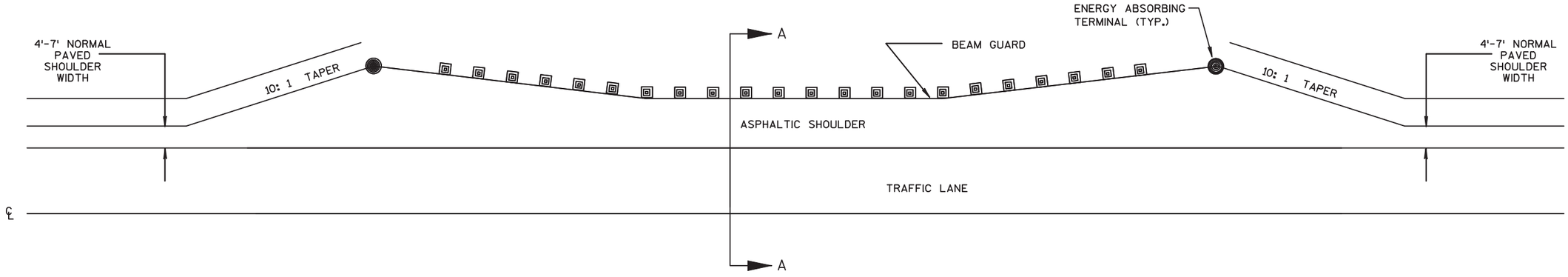
FOR OUTSIDE SHOULDER BUTT JOINTS THE LOWER LAYER IS EXISTING PAVEMENT.

FOR RAMP BUTT JOINTS THE TRANSITION DEPTH OF THE MILL IS 2-INCHES - 0-INCH

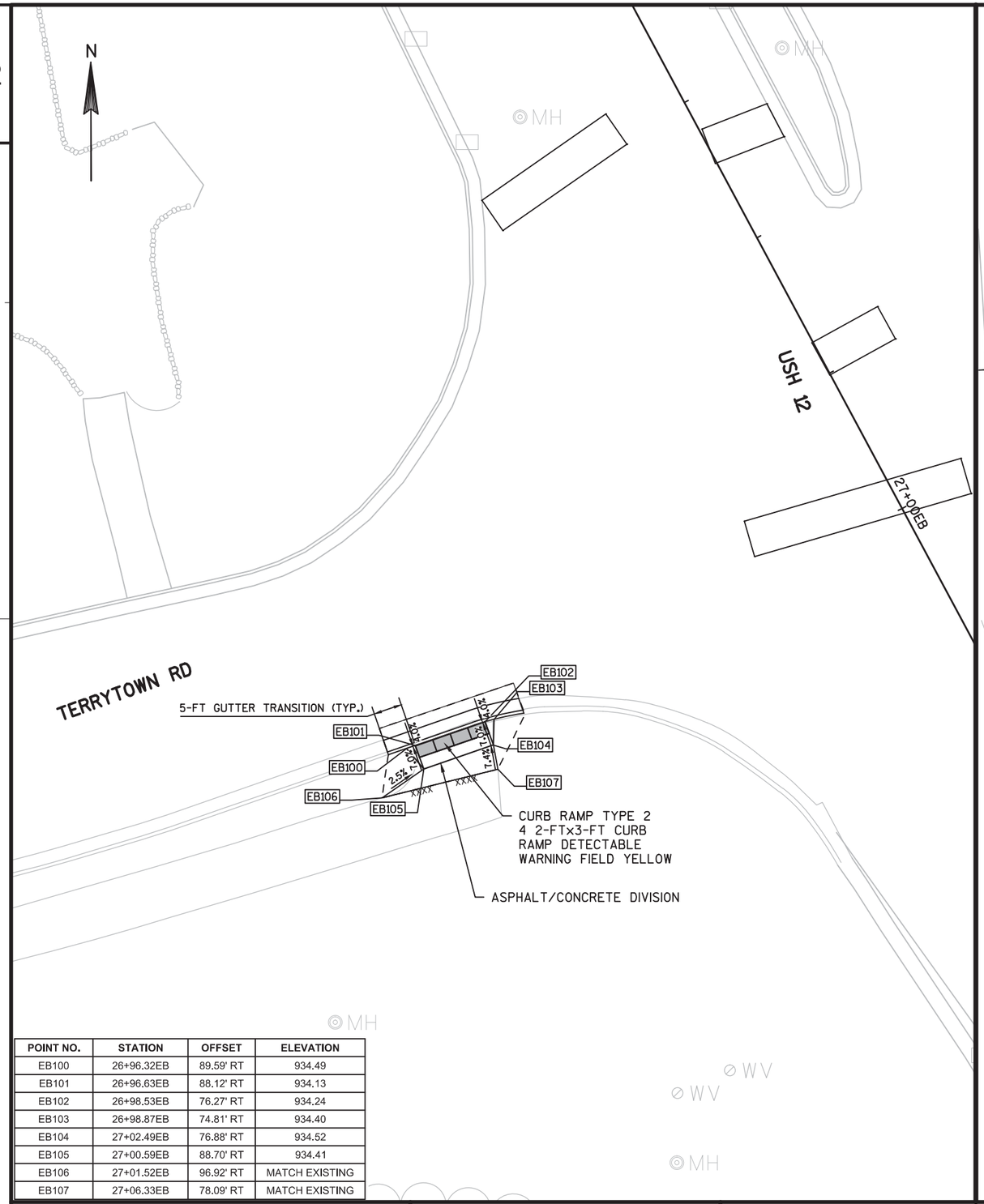
PAID FOR AS "REMOVING ASPHALTIC SURFACE BUTT JOINTS"

USH 12 MAINLINE REMOVING ASPHALTIC SURFACE BUTT JOINT DETAIL: UPPER LAYER

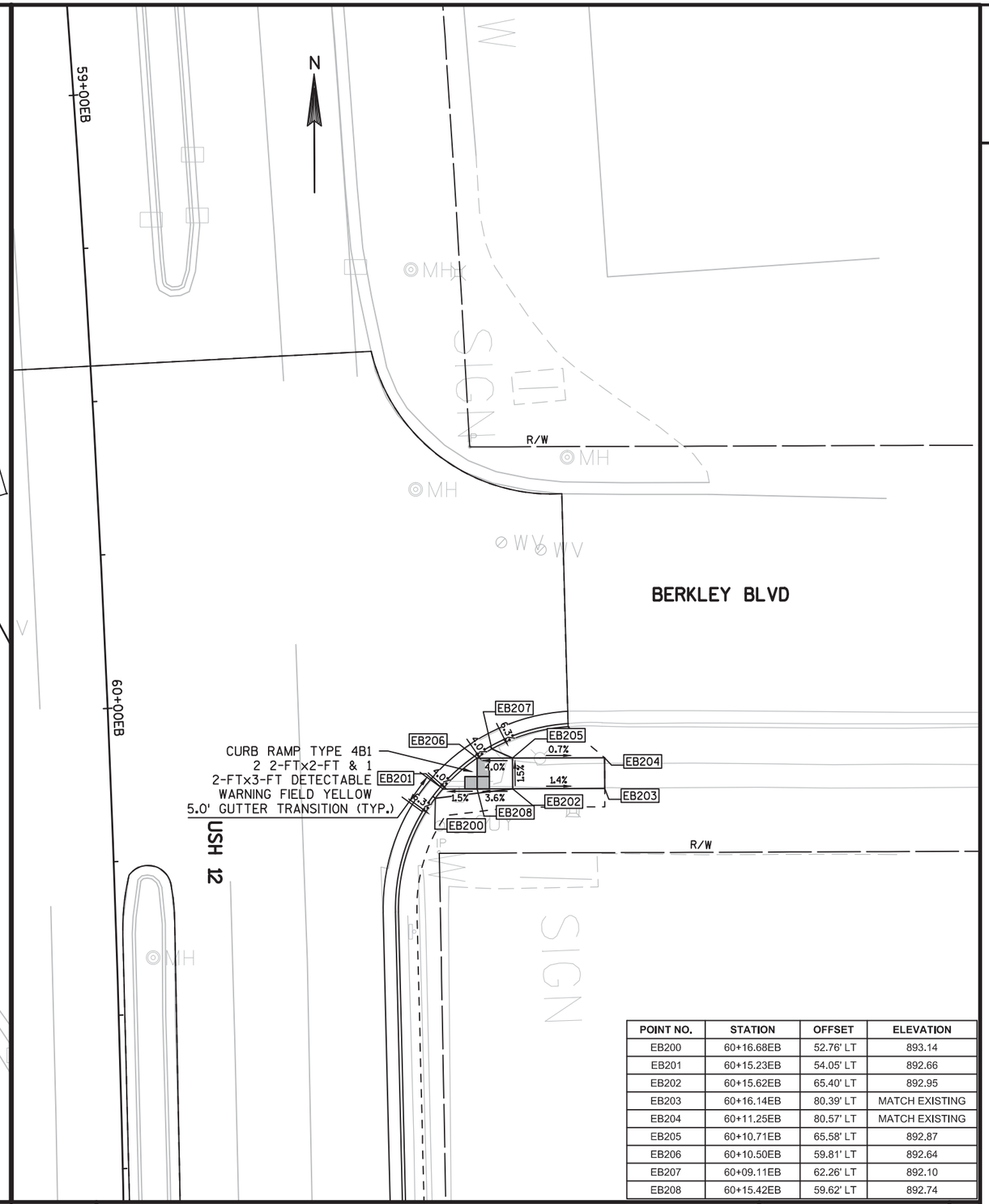
REQUIRED AT BEGIN AND END OF PROJECT, BRIDGES AND RAMPS
(EXACT LOCATION AND LENGTH TO BE DETERMINED BY THE ENGINEER)



DETAIL FOR ASPHALTIC SHOULDER AT GUARDRAIL



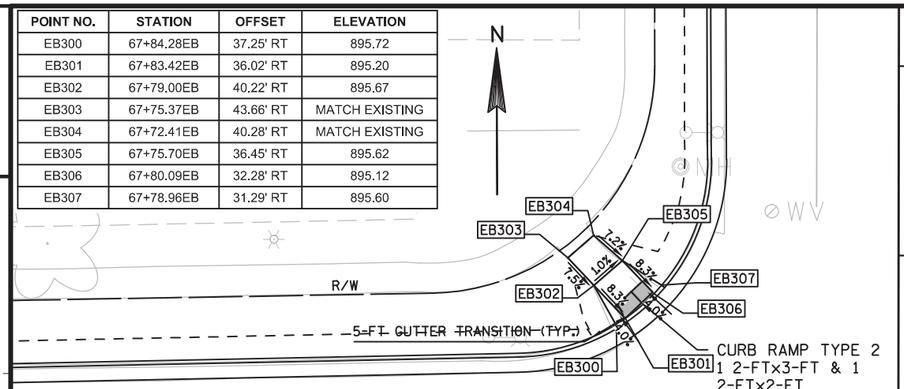
POINT NO.	STATION	OFFSET	ELEVATION
EB100	26+96.32EB	89.59' RT	934.49
EB101	26+96.63EB	88.12' RT	934.13
EB102	26+98.53EB	76.27' RT	934.24
EB103	26+98.87EB	74.81' RT	934.40
EB104	27+02.49EB	76.88' RT	934.52
EB105	27+00.59EB	88.70' RT	934.41
EB106	27+01.52EB	96.92' RT	MATCH EXISTING
EB107	27+06.33EB	78.09' RT	MATCH EXISTING

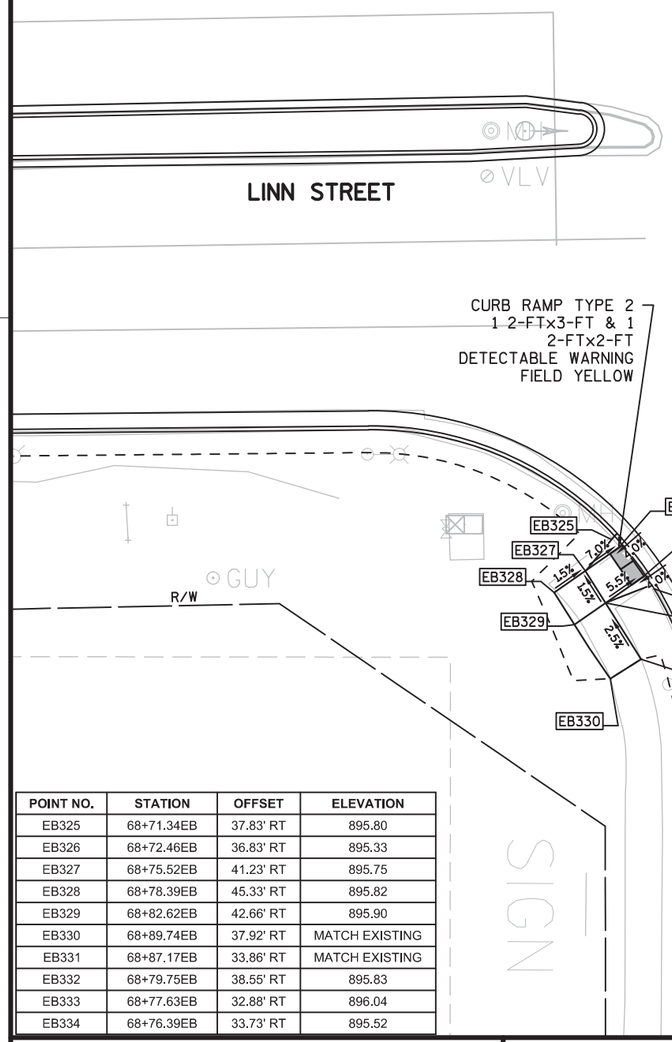


POINT NO.	STATION	OFFSET	ELEVATION
EB200	60+16.68EB	52.76' LT	893.14
EB201	60+15.23EB	54.05' LT	892.66
EB202	60+15.62EB	65.40' LT	892.95
EB203	60+16.14EB	80.39' LT	MATCH EXISTING
EB204	60+11.25EB	80.57' LT	MATCH EXISTING
EB205	60+10.71EB	65.58' LT	892.87
EB206	60+10.50EB	59.81' LT	892.64
EB207	60+09.11EB	62.26' LT	892.10
EB208	60+15.42EB	59.62' LT	892.74

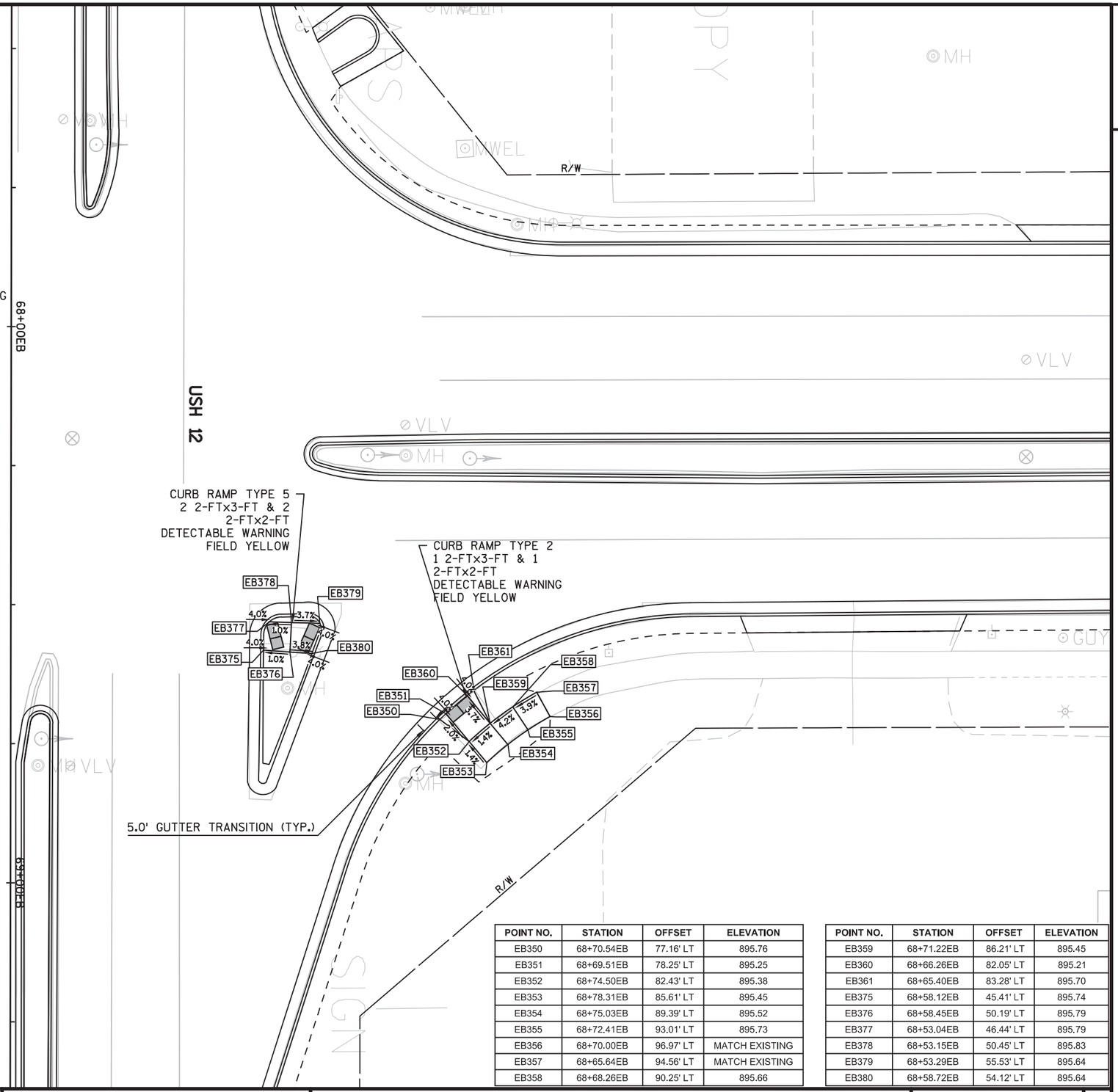
PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	CURB RAMP DETAILS	SHEET 26	E

POINT NO.	STATION	OFFSET	ELEVATION
EB300	67+84.28EB	37.25' RT	895.72
EB301	67+83.42EB	36.02' RT	895.20
EB302	67+79.00EB	40.22' RT	895.67
EB303	67+75.37EB	43.66' RT	MATCH EXISTING
EB304	67+72.41EB	40.28' RT	MATCH EXISTING
EB305	67+75.70EB	36.45' RT	895.62
EB306	67+80.09EB	32.28' RT	895.12
EB307	67+78.96EB	31.29' RT	895.60





POINT NO.	STATION	OFFSET	ELEVATION
EB325	68+71.34EB	37.83' RT	895.80
EB326	68+72.46EB	36.83' RT	895.33
EB327	68+75.52EB	41.23' RT	895.75
EB328	68+78.39EB	45.33' RT	895.82
EB329	68+82.62EB	42.66' RT	895.90
EB330	68+89.74EB	37.92' RT	MATCH EXISTING
EB331	68+87.17EB	33.86' RT	MATCH EXISTING
EB332	68+79.75EB	38.55' RT	895.83
EB333	68+77.63EB	32.88' RT	896.04
EB334	68+76.39EB	33.73' RT	895.52



POINT NO.	STATION	OFFSET	ELEVATION
EB350	68+70.54EB	77.16' LT	895.76
EB351	68+69.51EB	78.25' LT	895.25
EB352	68+74.50EB	82.43' LT	895.38
EB353	68+78.31EB	85.61' LT	895.45
EB354	68+75.03EB	89.39' LT	895.52
EB355	68+72.41EB	93.01' LT	895.73
EB356	68+70.00EB	96.97' LT	MATCH EXISTING
EB357	68+65.64EB	94.56' LT	MATCH EXISTING
EB358	68+68.26EB	90.25' LT	895.66

POINT NO.	STATION	OFFSET	ELEVATION
EB359	68+71.22EB	86.21' LT	895.45
EB360	68+66.26EB	82.05' LT	895.21
EB361	68+65.40EB	83.28' LT	895.70
EB375	68+58.12EB	45.41' LT	895.74
EB376	68+58.45EB	50.19' LT	895.79
EB377	68+53.04EB	46.44' LT	895.79
EB378	68+53.15EB	50.45' LT	895.83
EB379	68+53.29EB	55.53' LT	895.64
EB380	68+58.72EB	54.12' LT	895.64

PROJECT NO:1674-01-72 | HWY: USH 12 | COUNTY: SAUK | CURB RAMP DETAILS | SHEET 27 | E

POINT NO.	STATION	OFFSET	ELEVATION
EB450	74+76.47EB	36.62' RT	MATCH EXISTING
EB451	74+65.44EB	36.58' RT	MATCH EXISTING
EB452	74+63.98EB	31.76' RT	MATCH EXISTING
EB453	74+69.65EB	30.41' RT	MATCH EXISTING
EB454	74+72.13EB	32.32' RT	MATCH EXISTING

N

R/W

EB452
EB451
EB453
EB454
EB450

CURB RAMP
TYPE 4B1
2 2.5-FTx3-FT
DETECTABLE
WARNING FIELD
YELLOW

WEST CHESTNUT STREET

51+00

75+00EB

USH 12

52+00

CHESTNUT STREET

53+00

5.0' GUTTER TRANSITION (TYP.)

EB433

EB434
EB426
EB425
EB427
EB428
EB429

EB436
EB432
EB431
EB430

CURB RAMP
TYPE 1
1 2-FTx3-FT &
1 2-FTx2-FT
DETECTABLE
WARNING FIELD
YELLOW

R/W

EB400
EB402
EB403
EB401
EB404
EB411
EB410
EB405
EB409
EB406
EB408
EB407

CURB RAMP
TYPE 1
1 2-FTx3-FT &
1 2-FTx2-FT
DETECTABLE
WARNING FIELD
YELLOW

R/W

76+00EB

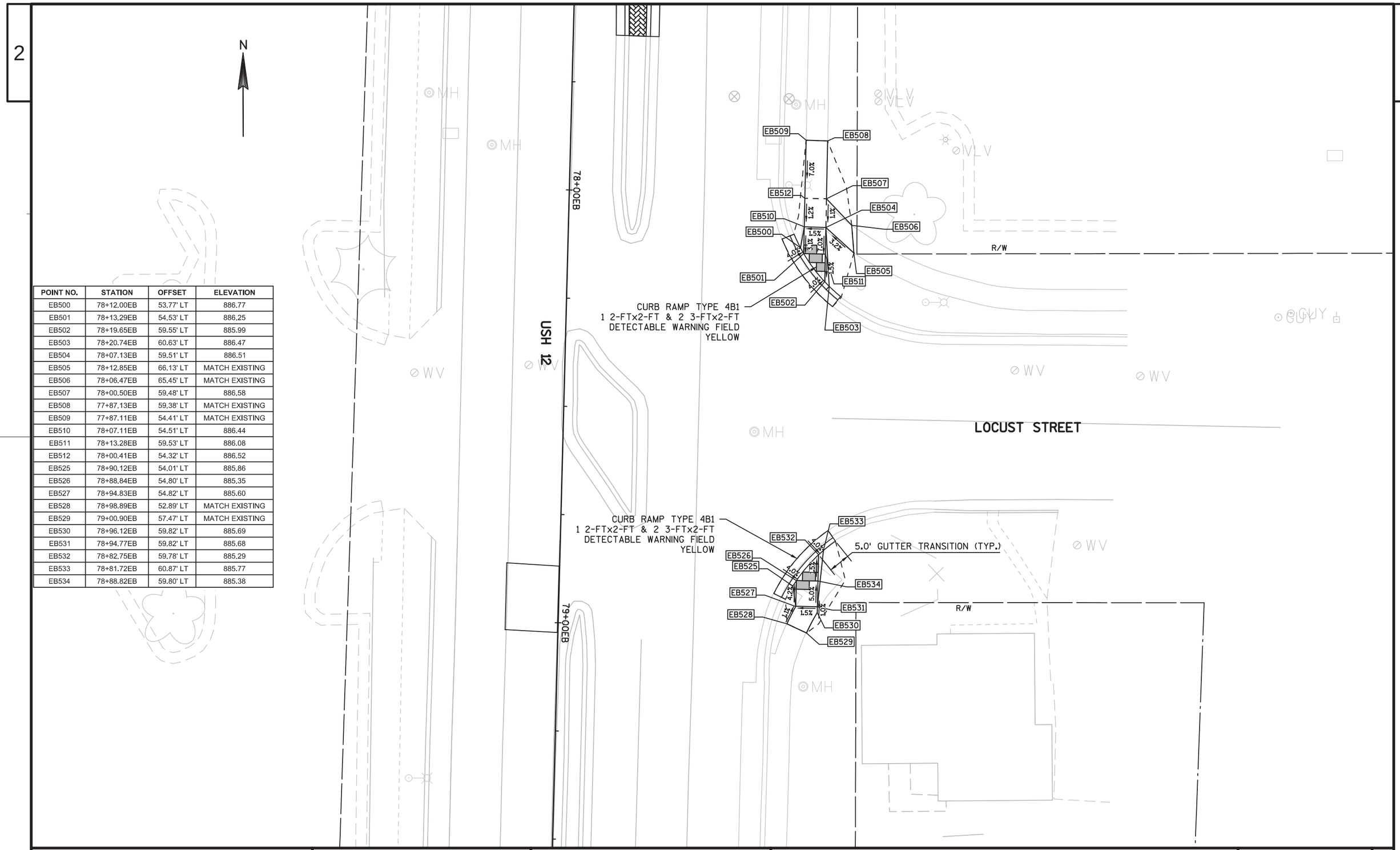
POINT NO.	STATION	OFFSET	ELEVATION
EB400	75+30.40EB	43.96' RT	MATCH EXISTING
EB401	75+35.26EB	38.57' RT	889.75
EB402	75+32.27EB	36.71' RT	890.17
EB403	75+33.41EB	35.73' RT	889.69
EB404	75+37.55EB	32.93' RT	889.74
EB405	75+38.89EB	32.25' RT	890.25
EB406	75+39.45EB	35.84' RT	889.83
EB407	75+46.34EB	33.57' RT	MATCH EXISTING
EB408	75+47.15EB	38.50' RT	MATCH EXISTING
EB409	75+42.20EB	40.06' RT	889.90
EB410	75+38.01EB	42.79' RT	889.83
EB411	75+34.59EB	46.70' RT	MATCH EXISTING

POINT NO.	STATION	OFFSET	ELEVATION
EB425	75+44.11EB	49.88' LT	MATCH EXISTING
EB426	75+39.65EB	52.14' LT	890.05
EB427	75+43.16EB	52.93' LT	890.11
EB428	75+48.16EB	52.91' LT	890.18
EB429	75+58.16EB	53.01' LT	MATCH EXISTING
EB430	75+58.18EB	57.83' LT	MATCH EXISTING
EB431	75+48.18EB	57.91' LT	890.26
EB432	75+43.18EB	57.93' LT	890.18
EB433	75+29.93EB	61.92' LT	MATCH EXISTING
EB434	75+35.59EB	55.09' LT	890.08
EB435	75+38.78EB	60.33' LT	890.26

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CURB RAMP DETAILS	SHEET 28	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\021002_CD_CURB RAMPS.DWG PLOT DATE : 4/27/2017 PLOT BY : KL ENGINEERING PLOT NAME : CHESTNUT PLOT SCALE : 1:20_XREF

POINT NO.	STATION	OFFSET	ELEVATION
EB500	78+12.00EB	53.77' LT	886.77
EB501	78+13.29EB	54.53' LT	886.25
EB502	78+19.65EB	59.55' LT	885.99
EB503	78+20.74EB	60.63' LT	886.47
EB504	78+07.13EB	59.51' LT	886.51
EB505	78+12.85EB	66.13' LT	MATCH EXISTING
EB506	78+06.47EB	65.45' LT	MATCH EXISTING
EB507	78+00.50EB	59.48' LT	886.58
EB508	77+87.13EB	59.38' LT	MATCH EXISTING
EB509	77+87.11EB	54.41' LT	MATCH EXISTING
EB510	78+07.11EB	54.51' LT	886.44
EB511	78+13.28EB	59.53' LT	886.08
EB512	78+00.41EB	54.32' LT	886.52
EB525	78+90.12EB	54.01' LT	885.86
EB526	78+88.84EB	54.80' LT	885.35
EB527	78+94.83EB	54.82' LT	885.60
EB528	78+98.89EB	52.89' LT	MATCH EXISTING
EB529	79+00.90EB	57.47' LT	MATCH EXISTING
EB530	78+96.12EB	59.82' LT	885.69
EB531	78+94.77EB	59.82' LT	885.68
EB532	78+82.75EB	59.78' LT	885.29
EB533	78+81.72EB	60.87' LT	885.77
EB534	78+88.82EB	59.80' LT	885.38


N
2
2
USH 12
78+00EB
79+00EB
EB509
EB508
EB507
EB512
EB504
EB510
EB506
EB500
EB501
EB505
EB511
EB502
EB503
7.0%
1.2%
1.1%
1.5%
3.1%
7.0%
3.2%
4.0%
1.5%
5.0%
CURB RAMP TYPE 4B1
1 2-FTx2-FT & 2 3-FTx2-FT
DETECTABLE WARNING FIELD
YELLOW
R/W
LOCUST STREET
EB533
EB532
EB526
EB525
EB527
EB528
EB534
EB531
EB530
EB529
4.0%
1.0%
1.5%
4.2%
5.0%
1.2%
1.5%
1.0%
CURB RAMP TYPE 4B1
1 2-FTx2-FT & 2 3-FTx2-FT
DETECTABLE WARNING FIELD
YELLOW
5.0' GUTTER TRANSITION (TYP.)
R/W
MH
WV
WV
WV
WV
WV
WV
MH
MH
MH

POINT NO.	STATION	OFFSET	ELEVATION
CH600	71+03.77CH	30.37' LT	919.66
CH601	71+05.17CH	32.18' LT	919.15
CH602	71+04.46CH	45.65' LT	919.40
CH603	71+04.20CH	50.64' LT	919.48
CH604	71+03.94CH	55.63' LT	MATCH EXISTING
CH605	71+08.93CH	55.90' LT	MATCH EXISTING
CH606	71+09.19CH	50.90' LT	919.41
CH607	71+09.46CH	45.91' LT	919.32
CH608	71+09.77CH	39.92' LT	919.09
CH609	71+11.11CH	43.05' LT	919.58
CH610	71+04.79CH	39.66' LT	919.26

POINT NO.	STATION	OFFSET	ELEVATION
CH675	71+98.52CH	43.82' LT	918.97
CH676	71+99.25CH	42.50' LT	918.75
CH677	71+98.85CH	50.61' LT	918.87
CH678	71+98.46CH	58.57' LT	MATCH EXISTING
CH679	72+03.45CH	58.81' LT	MATCH EXISTING
CH680	72+03.84CH	50.87' LT	918.95
CH681	72+04.25CH	42.75' LT	918.82
CH682	72+04.63CH	34.97' LT	918.71
CH683	72+05.64CH	33.86' LT	919.19
CH684	71+98.60CH	55.60' LT	918.95
CH685	72+03.60CH	55.87' LT	919.03

POINT NO.	STATION	OFFSET	ELEVATION
CH625	71+07.64CH	26.81' RT	919.25
CH626	71+08.71CH	27.86' RT	918.77
CH627	71+09.14CH	41.82' RT	919.37
CH628	71+09.57CH	56.81' RT	MATCH EXISTING
CH629	71+14.57CH	56.67' RT	MATCH EXISTING
CH630	71+14.11CH	41.67' RT	919.30
CH631	71+13.91CH	34.60' RT	918.93
CH632	71+15.81CH	38.19' RT	919.45
CH633	71+08.91CH	34.71' RT	918.87
CH634	71+09.28CH	46.82' RT	918.94
CH635	71+14.27CH	46.67' RT	919.37

POINT NO.	STATION	OFFSET	ELEVATION
CH650	72+03.12CH	48.52' RT	919.04
CH651	72+03.69CH	47.14' RT	919.02
CH652	72+04.01CH	53.13' RT	919.36
CH653	72+04.86CH	66.17' RT	MATCH EXISTING
CH654	72+09.87CH	66.02' RT	MATCH EXISTING
CH655	72+08.89CH	52.88' RT	919.44
CH656	72+08.32CH	38.88' RT	918.92
CH657	72+09.17CH	37.66' RT	918.90
CH658	72+08.68CH	46.89' RT	919.04
CH659	72+04.27CH	58.12' RT	919.44
CH660	72+09.27CH	57.87' RT	919.51

N

USH 12

HATCHERY ROAD

71+00

72+00

73+00

94+00EB

95+00EB

APPROXIMATE R/W

CURB RAMP TYPE 4B1
3 2.5-FTx2-FT
DETECTABLE WARNING
FIELDS YELLOW

5.0' GUTTER TRANSITION (TYP.)

SLOPE INTERCEPT (TYP.)

TILE

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CURB RAMP DETAILS	SHEET 30	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\021002_CD_CURB RAMPS.DWG PLOT DATE : 4/27/2017 PLOT BY : KL ENGINEERING PLOT NAME : HATCHERY ROAD PLOT SCALE : 1:20_XREF

POINT NO.	STATION	OFFSET	ELEVATION
SA700	81+14.19SA	29.87' LT	MATCH EXISTING
SA701	81+29.23SA	29.86' LT	919.75
SA702	81+31.54SA	29.86' LT	919.82
SA703	81+36.15SA	31.29' LT	919.46
SA704	81+40.31SA	34.07' LT	919.50
SA705	81+45.47SA	38.55' LT	919.90
SA706	81+51.39SA	45.80' LT	920.27
SA707	81+55.18SA	52.71' LT	919.91
SA708	81+56.84SA	57.46' LT	920.00
SA709	81+53.88SA	66.21' LT	920.47
SA710	81+53.13SA	71.27' LT	MATCH EXISTING
SA711	81+48.84SA	71.25' LT	MATCH EXISTING
SA712	81+48.87SA	66.25' LT	920.55
SA713	81+48.69SA	60.25' LT	920.13
SA714	81+47.74SA	55.25' LT	920.03
SA715	81+45.58SA	49.66' LT	920.35
SA716	81+41.20SA	43.07' LT	920.00
SA717	81+36.78SA	39.02' LT	919.59
SA718	81+32.57SA	36.31' LT	919.55
SA719	81+29.03SA	34.68' LT	919.82
SA720	81+14.21SA	34.44' LT	MATCH EXISTING

N

APPROXIMATE R/W

USH 12

110+00EB

9.0' GUTTER TRANSITION

CURB RAMP TYPE 1-A
1 3-FTx2-FT & 1 2-FTx2-FT DETECTABLE WARNING FIELD YELLOW

CURB RAMP TYPE 1-A
1 3-FTx2-FT & 1 2-FTx2-FT DETECTABLE WARNING FIELD YELLOW

81+00

82+00

83+00

SAUK AVE

CURB RAMP TYPE 2
2 2-FTx2-FT DETECTABLE WARNING FIELD YELLOW

CURB RAMP TYPE 1-A
1 2-FTx2-FT & 1 2-FTx3-FT DETECTABLE WARNING FIELD YELLOW

111+00EB

APPROXIMATE R/W

5.0' GUTTER TRANSITION (TYP.)

CURB RAMP TYPE 2
3 2.5-FTx2-FT DETECTABLE WARNING FIELD YELLOW

SLOPE INTERCEPT (TYP.)

TLE

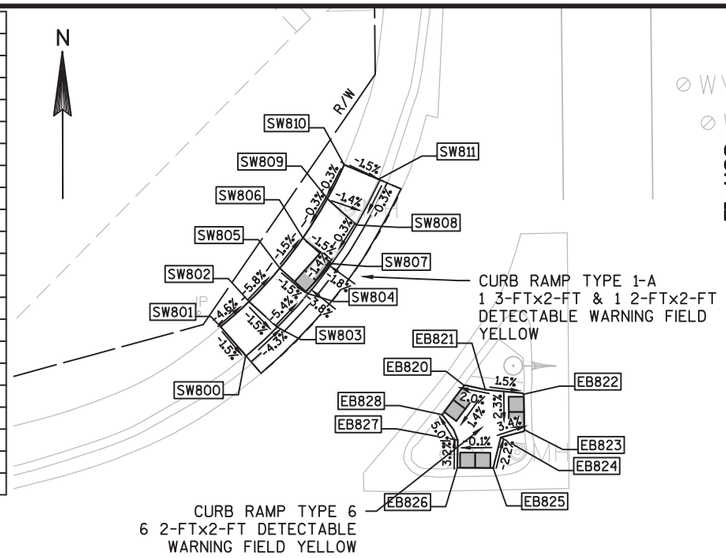
APPROXIMATE R/W

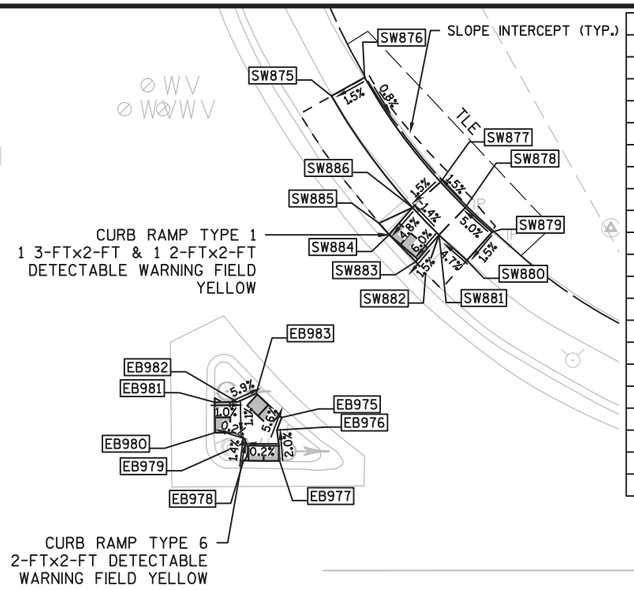
POINT NO.	STATION	OFFSET	ELEVATION
SA750	81+48.99SA	42.20' RT	MATCH EXISTING
SA751	81+52.59SA	47.34' RT	MATCH EXISTING
SA752	81+55.72SA	53.54' RT	MATCH EXISTING
SA753	81+57.55SA	58.55' RT	MATCH EXISTING
SA754	81+54.24SA	61.28' RT	MATCH EXISTING
SA755	81+49.47SA	61.63' RT	MATCH EXISTING
SA756	81+53.69SA	58.53' RT	MATCH EXISTING
SA757	81+52.71SA	53.06' RT	MATCH EXISTING
SA758	81+52.43SA	51.54' RT	MATCH EXISTING
SA759	81+49.03SA	51.79' RT	MATCH EXISTING

POINT NO.	STATION	OFFSET	ELEVATION
SA725	82+49.93SA	40.94' RT	920.15
SA726	82+48.94SA	42.06' RT	920.20
SA727	82+48.88SA	56.74' RT	920.78
SA728	82+48.85SA	61.74' RT	920.85
SA729	82+48.83SA	66.74' RT	MATCH EXISTING
SA730	82+43.83SA	66.72' RT	MATCH EXISTING
SA731	82+43.85SA	61.72' RT	920.77
SA732	82+39.20SA	63.13' RT	920.48
SA733	82+39.41SA	61.70' RT	920.51
SA734	82+40.55SA	56.71' RT	920.47
SA735	82+43.88SA	56.72' RT	920.70
SA736	82+43.91SA	49.29' RT	920.40
SA737	82+48.91SA	49.29' RT	920.31
SA738	82+40.57SA	61.71' RT	920.53

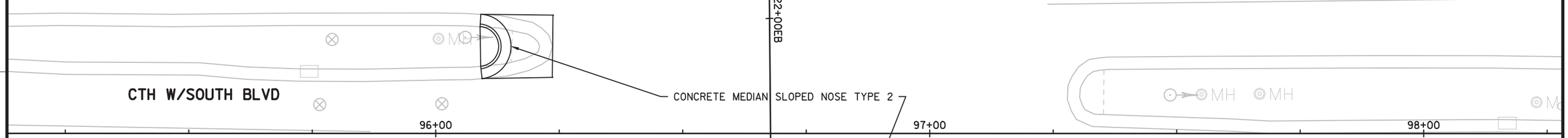
PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CURB RAMP DETAILS	SHEET 31	E

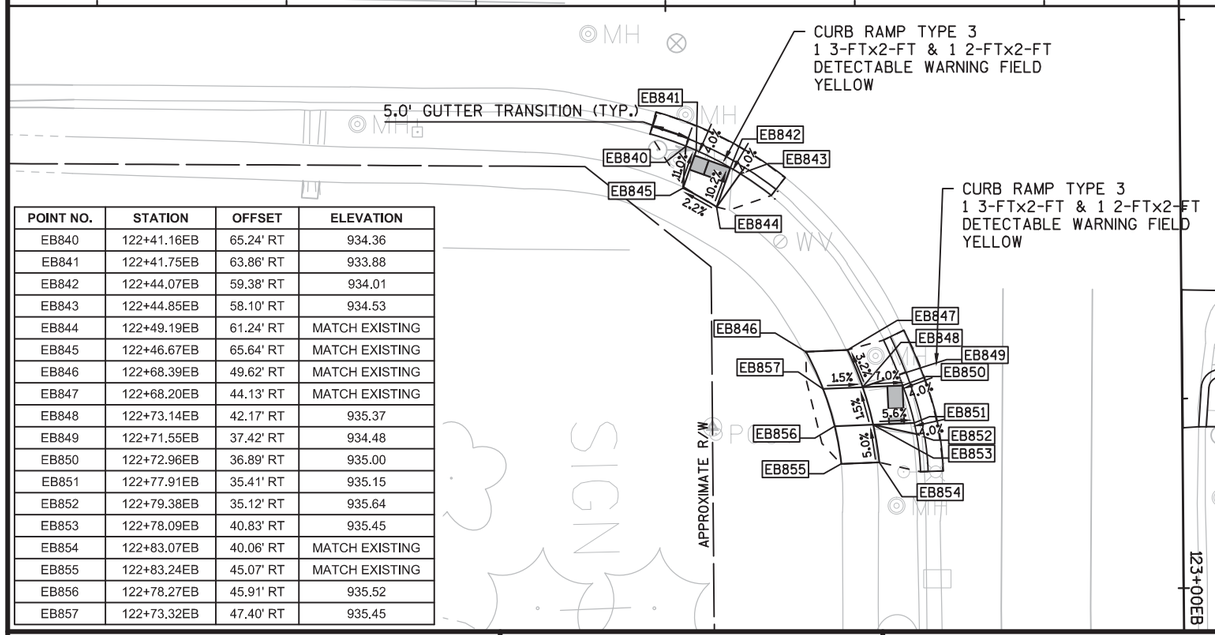
POINT NO.	STATION	OFFSET	ELEVATION
SW800	96+00.98SW	66.27' LT	MATCH EXISTING
SW801	95+97.65SW	70.09' LT	MATCH EXISTING
SW802	96+01.40SW	73.74' LT	932.91
SW803	96+05.15SW	69.99' LT	932.82
SW804	96+09.22SW	74.47' LT	932.50
SW805	96+05.48SW	77.78' LT	932.57
SW806	96+08.51SW	81.80' LT	932.50
SW807	96+12.25SW	78.44' LT	932.43
SW808	96+15.59SW	83.50' LT	932.44
SW809	96+11.74SW	86.97' LT	932.52
SW810	96+13.97SW	91.46' LT	MATCH EXISTING
SW811	96+18.52SW	89.57' LT	MATCH EXISTING
EB820	121+60.52EB	37.46' RT	933.00
EB821	121+61.09EB	34.64' RT	933.06
EB822	121+61.73EB	29.59' RT	932.98
EB823	121+66.44EB	29.53' RT	933.08
EB824	121+67.43EB	32.67' RT	933.19
EB825	121+71.44EB	33.72' RT	933.28
EB826	121+71.36EB	38.43' RT	933.31
EB827	121+67.74EB	38.36' RT	933.19
EB828	121+64.36EB	40.37' RT	933.03



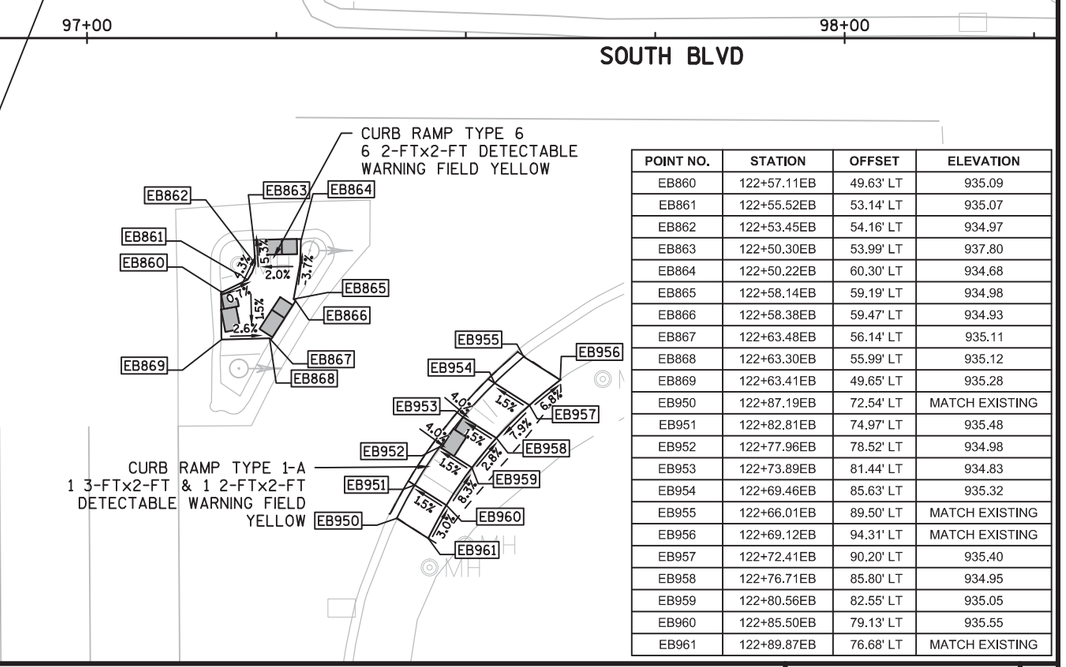


POINT NO.	STATION	OFFSET	ELEVATION
SW875	97+32.26SW	100.55' LT	MATCH EXISTING
SW876	97+36.62SW	103.00' LT	MATCH EXISTING
SW877	97+46.65SW	89.21' LT	932.49
SW878	97+49.93SW	85.83' LT	932.56
SW879	97+53.48SW	82.64' LT	MATCH EXISTING
SW880	97+50.14SW	78.84' LT	MATCH EXISTING
SW881	97+46.45SW	82.24' LT	932.49
SW882	97+44.70SW	77.14' LT	932.72
SW883	97+43.40SW	78.70' LT	932.21
SW884	97+39.89SW	82.28' LT	932.19
SW885	97+38.52SW	83.79' LT	932.69
SW886	97+42.95SW	85.84' LT	932.42
EB975	121+65.57EB	58.42' LT	932.97
EB976	121+67.20EB	57.79' LT	933.07
EB977	121+71.31EB	58.10' LT	933.15
EB978	121+71.23EB	53.32' LT	933.19
EB979	121+68.77EB	53.62' LT	933.15
EB980	121+67.49EB	49.61' LT	933.14
EB981	121+63.47EB	49.61' LT	933.12
EB982	121+63.48EB	52.58' LT	933.09
EB983	121+62.35EB	55.08' LT	932.93





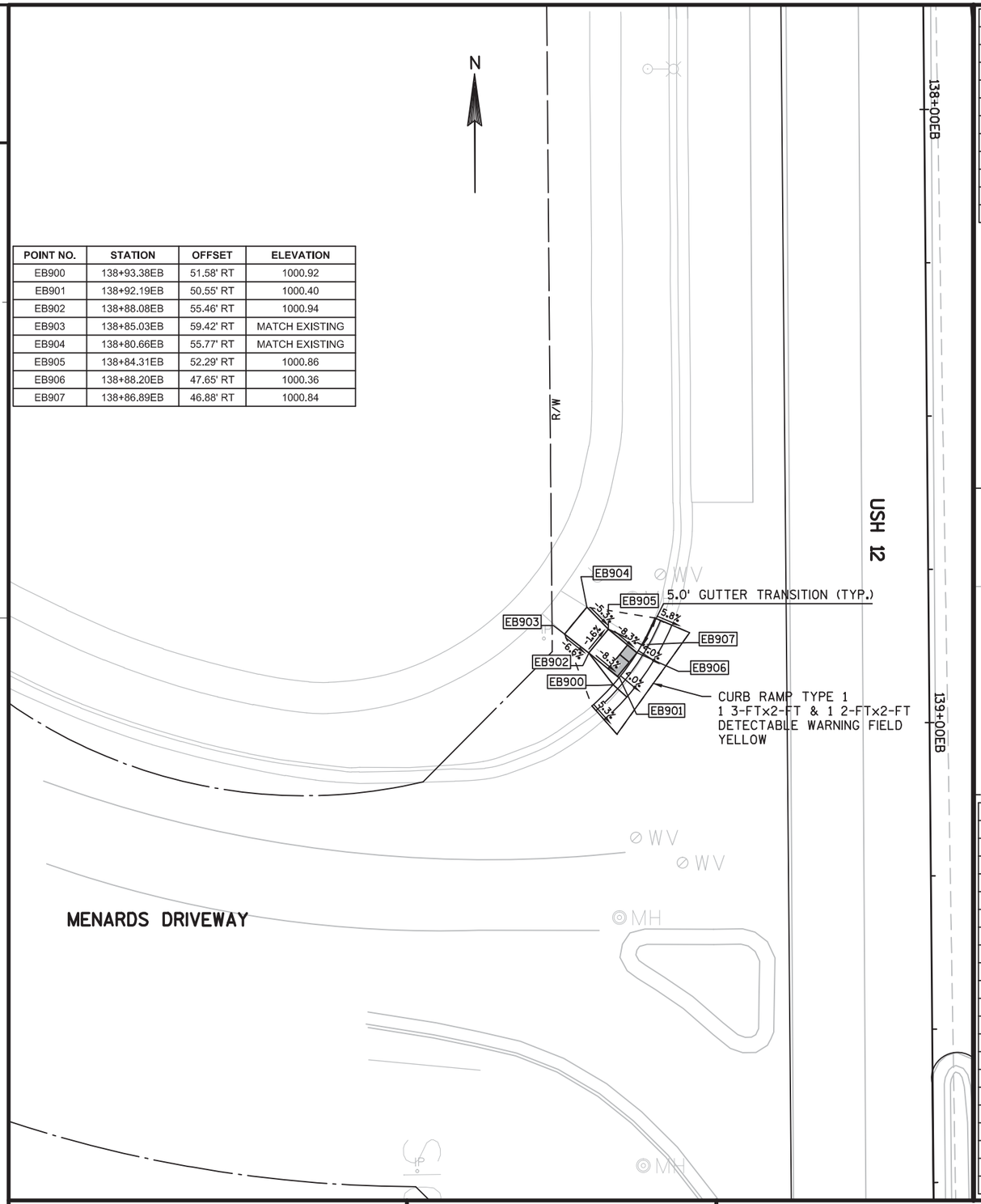
POINT NO.	STATION	OFFSET	ELEVATION
EB840	122+41.16EB	65.24' RT	934.36
EB841	122+41.75EB	63.86' RT	933.88
EB842	122+44.07EB	59.38' RT	934.01
EB843	122+44.85EB	58.10' RT	934.53
EB844	122+49.19EB	61.24' RT	MATCH EXISTING
EB845	122+46.67EB	65.64' RT	MATCH EXISTING
EB846	122+68.39EB	49.62' RT	MATCH EXISTING
EB847	122+68.20EB	44.13' RT	MATCH EXISTING
EB848	122+73.14EB	42.17' RT	935.37
EB849	122+71.55EB	37.42' RT	934.48
EB850	122+72.96EB	36.89' RT	935.00
EB851	122+77.91EB	35.41' RT	935.15
EB852	122+79.38EB	35.12' RT	935.64
EB853	122+78.09EB	40.83' RT	935.45
EB854	122+83.07EB	40.06' RT	MATCH EXISTING
EB855	122+83.24EB	45.07' RT	MATCH EXISTING
EB856	122+78.27EB	45.91' RT	935.52
EB857	122+73.32EB	47.40' RT	935.45



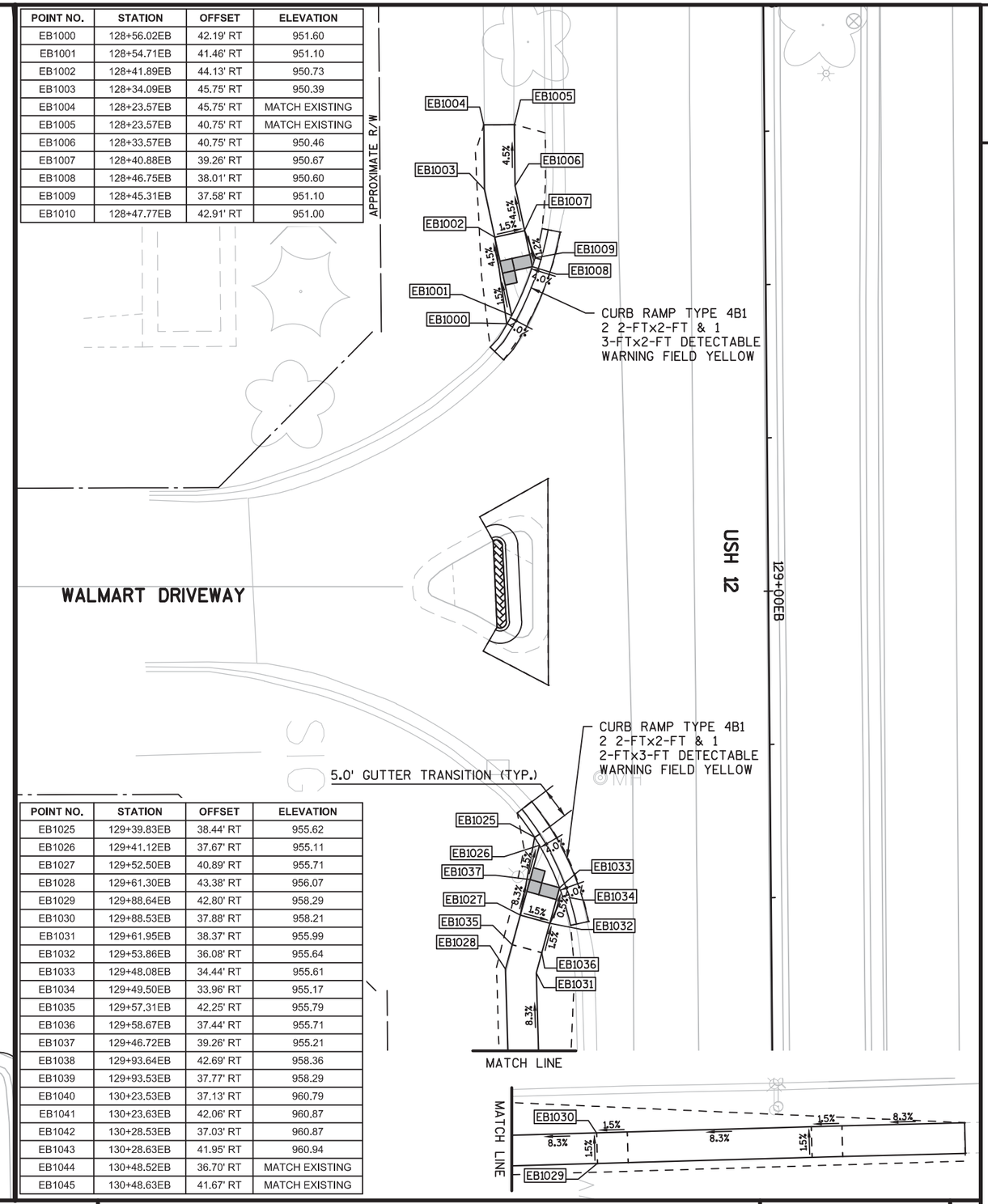
POINT NO.	STATION	OFFSET	ELEVATION
EB860	122+57.11EB	49.63' LT	935.09
EB861	122+55.52EB	53.14' LT	935.07
EB862	122+53.45EB	54.16' LT	934.97
EB863	122+50.30EB	53.99' LT	937.80
EB864	122+50.22EB	60.30' LT	934.68
EB865	122+58.14EB	59.19' LT	934.98
EB866	122+58.38EB	59.47' LT	934.93
EB867	122+63.48EB	56.14' LT	935.11
EB868	122+63.30EB	55.99' LT	935.12
EB869	122+63.41EB	49.65' LT	935.28
EB950	122+87.19EB	72.54' LT	MATCH EXISTING
EB951	122+82.81EB	74.97' LT	935.48
EB952	122+77.96EB	78.52' LT	934.98
EB953	122+73.89EB	81.44' LT	934.83
EB954	122+69.46EB	85.63' LT	935.32
EB955	122+66.01EB	89.50' LT	MATCH EXISTING
EB956	122+69.12EB	94.31' LT	MATCH EXISTING
EB957	122+72.41EB	90.20' LT	935.40
EB958	122+76.71EB	85.80' LT	934.95
EB959	122+80.56EB	82.55' LT	935.05
EB960	122+85.50EB	79.13' LT	935.55
EB961	122+89.87EB	76.68' LT	MATCH EXISTING

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	CURB RAMP DETAILS	SHEET 32	E

POINT NO.	STATION	OFFSET	ELEVATION
EB900	138+93.38EB	51.58' RT	1000.92
EB901	138+92.19EB	50.55' RT	1000.40
EB902	138+88.08EB	55.46' RT	1000.94
EB903	138+85.03EB	59.42' RT	MATCH EXISTING
EB904	138+80.66EB	55.77' RT	MATCH EXISTING
EB905	138+84.31EB	52.29' RT	1000.86
EB906	138+88.20EB	47.65' RT	1000.36
EB907	138+86.89EB	46.88' RT	1000.84



POINT NO.	STATION	OFFSET	ELEVATION
EB1000	128+56.02EB	42.19' RT	951.60
EB1001	128+54.71EB	41.46' RT	951.10
EB1002	128+41.89EB	44.13' RT	950.73
EB1003	128+34.09EB	45.75' RT	950.39
EB1004	128+23.57EB	45.75' RT	MATCH EXISTING
EB1005	128+23.57EB	40.75' RT	MATCH EXISTING
EB1006	128+33.57EB	40.75' RT	950.46
EB1007	128+40.88EB	39.26' RT	950.67
EB1008	128+46.75EB	38.01' RT	950.60
EB1009	128+45.31EB	37.58' RT	951.10
EB1010	128+47.77EB	42.91' RT	951.00



POINT NO.	STATION	OFFSET	ELEVATION
EB1025	129+39.83EB	38.44' RT	955.62
EB1026	129+41.12EB	37.67' RT	955.11
EB1027	129+52.50EB	40.89' RT	955.71
EB1028	129+61.30EB	43.38' RT	956.07
EB1029	129+88.64EB	42.80' RT	958.29
EB1030	129+88.53EB	37.88' RT	958.21
EB1031	129+61.95EB	38.37' RT	955.99
EB1032	129+53.86EB	36.08' RT	955.64
EB1033	129+48.08EB	34.44' RT	955.61
EB1034	129+49.50EB	33.96' RT	955.17
EB1035	129+57.31EB	42.25' RT	955.79
EB1036	129+58.67EB	37.44' RT	955.71
EB1037	129+46.72EB	39.26' RT	955.21
EB1038	129+93.64EB	42.69' RT	958.36
EB1039	129+93.53EB	37.77' RT	958.29
EB1040	130+23.53EB	37.13' RT	960.79
EB1041	130+23.63EB	42.06' RT	960.87
EB1042	130+28.53EB	37.03' RT	960.87
EB1043	130+28.63EB	41.95' RT	960.94
EB1044	130+48.52EB	36.70' RT	MATCH EXISTING
EB1045	130+48.63EB	41.67' RT	MATCH EXISTING

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CURB RAMP DETAILS	SHEET 33	E

2

LEGEND

	CONCRETE PAVEMENT REPAIR
	CONCRETE PAVEMENT REPLACEMENT
	COLORING CONCRETE WISDOT RED & STAMPING COLORED CONCRETE
XXXX	SAWING ASPHALT
	SAWING CONCRETE
	CURB RAMP DETECTABLE WARNING FIELD, YELLOW
X	CURB RAMP, TYPE X

ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
GRVL-6	6-INCH BASE AGGREGATE DENSE 1 1/4-INCH
CG-18A	CONCRETE CURB & GUTTER, 18-INCH TYPE A
CG-18D	CONCRETE CURB & GUTTER, 18-INCH TYPE D
CG-24D	CONCRETE CURB & GUTTER, 24-INCH TYPE D SPECIAL
CG-30A	CONCRETE CURB & GUTTER, TYPE A 30-INCH
CG-30D	CONCRETE CURB & GUTTER, TYPE D 30-INCH
CG-36A	CONCRETE CURB & GUTTER 36-INCH, TYPE A
CG-36D	CONCRETE CURB & GUTTER 36-INCH, TYPE D
CG-6S36D	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG-J	CONCRETE CURB TYPE J
CS-5	CONCRETE SIDEWALK 5-INCH
CD-7	CONCRETE DRIVEWAY HES 7-INCH
SN-1	CONCRETE MEDIAN SLOPED NOSE TYPE-1
SN-2	CONCRETE MEDIAN SLOPED NOSE TYPE-2

2

LARS LLC

STONEFIELD PLACE LLC

BAR-4 LLC

USH 12 WB

USH 12 EB

11+00EB 12+00EB 13+00EB 14+00EB 15+00EB 16+00EB 17+0

USH 12 EB ℄

STA 10+00EB
BEGIN PROJECT ID 1674-01-72

ALLIANT ENERGY (ELECTRIC)

MATCH LINE STA 17+00.00EB

2

MATCH LINE STA 17+00.00EB

STONEFIELD PLACE LLC

RIPRAP

EMMETT E FULLER

CENTURY LINK (TELEPHONE)

STA 23+25EB LT
ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 REQUIRED

BEGIN DRIVEWAY CURB
STA. 22+92EB

33'

USH 12 WB

USH 12 EB

18+00EB 19+00EB 20+00EB 21+00EB 22+00EB 23+00EB 24+0

USH 12 EB ℄

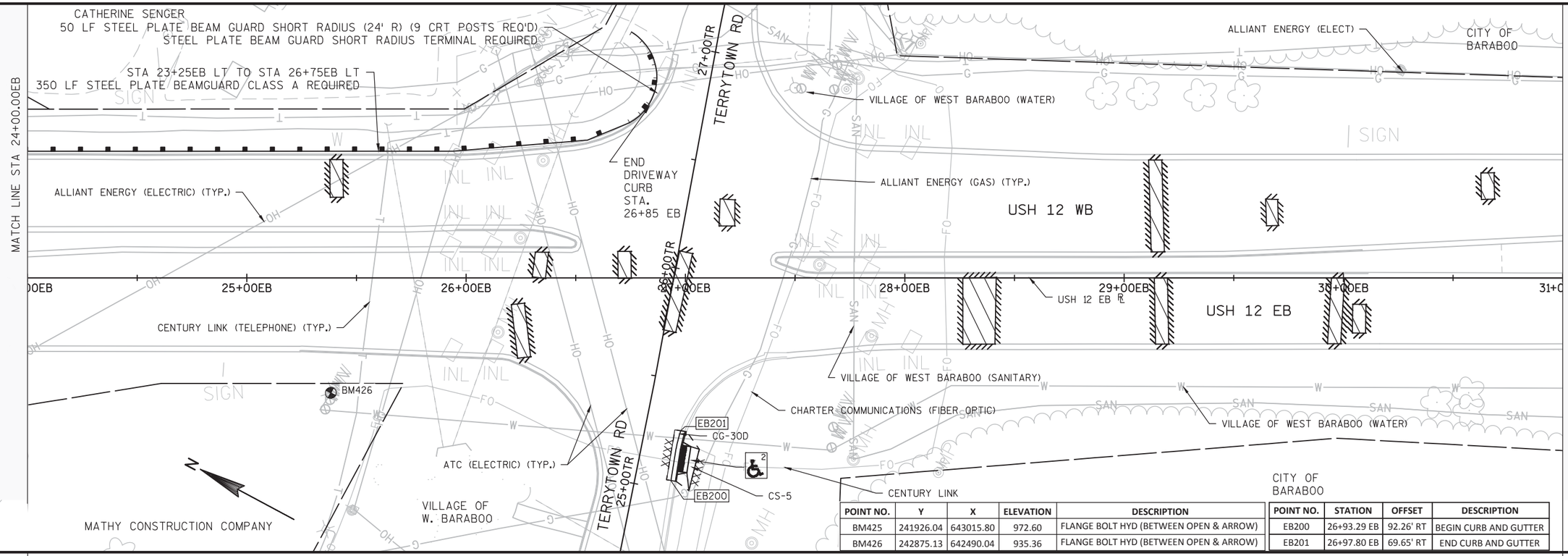
ALLIANT ENERGY (ELECTRIC)

VILLAGE OF W. BARABOO

MATCH LINE STA 24+00.00EB

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 35	E

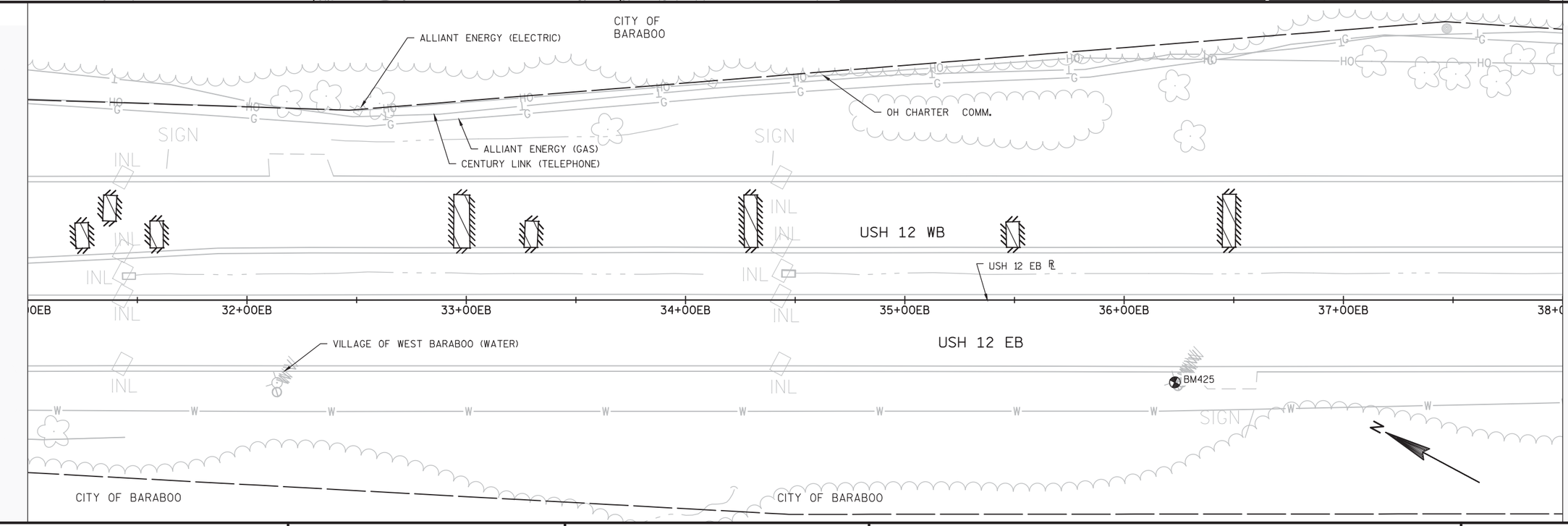
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\PLAN DETAILS\020401_PD.DWG PLOT DATE : 4/26/2017 7:31 AM PLOT BY : KL ENGINEERING PLOT NAME : 10+00.00 PLOT SCALE : 1 IN:50 FT



POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM425	241926.04	643015.80	972.60	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)
BM426	242875.13	642490.04	935.36	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)

CITY OF BARABOO

POINT NO.	STATION	OFFSET	DESCRIPTION
EB200	26+93.29 EB	92.26' RT	BEGIN CURB AND GUTTER
EB201	26+97.80 EB	69.65' RT	END CURB AND GUTTER



2

CITY OF BARABOO

P.L.

BADGER HOUSING III

CENTURY LINK (TELEPHONE)

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELECTRIC) (TYP.)

MATCH LINE STA 38+00EB

USH 12 WB

39+00EB

40+00EB

USH 12 EB ℄

41+00EB

42+00EB

43+00EB

44+00EB

45+00

USH 12 EB

BM427

MATCH LINE STA 45+00EB

SAUK COUNTY

CITY OF BARABOO

P.L.

BADGER HOUSING ASSOC III

LOG LODGE CT

ALLIANT ENERGY (ELECTRIC)
CHARTER COMMUNICATIONS

CENTURY LINK (TELEPHONE)

ALLIANT ENERGY (GAS)

NICOLE J ELGAR

USH 12 WB

MATCH LINE STA 45+00EB

USH 12 EB ℄

46+00EB

47+00EB

48+00EB

USH 12 EB

49+00EB

50+00EB

51+00EB

52+00

EB300

BM424

VILLAGE OF W BARABOO (WATER & SANITARY)

SAUK COUNTY

NEW LIFE
OUTREACH
MINISTRIES

KIM VAN PHAN LC

MATCH LINE STA 52+00EB

SAUK COUNTY

SAUK COUNTY

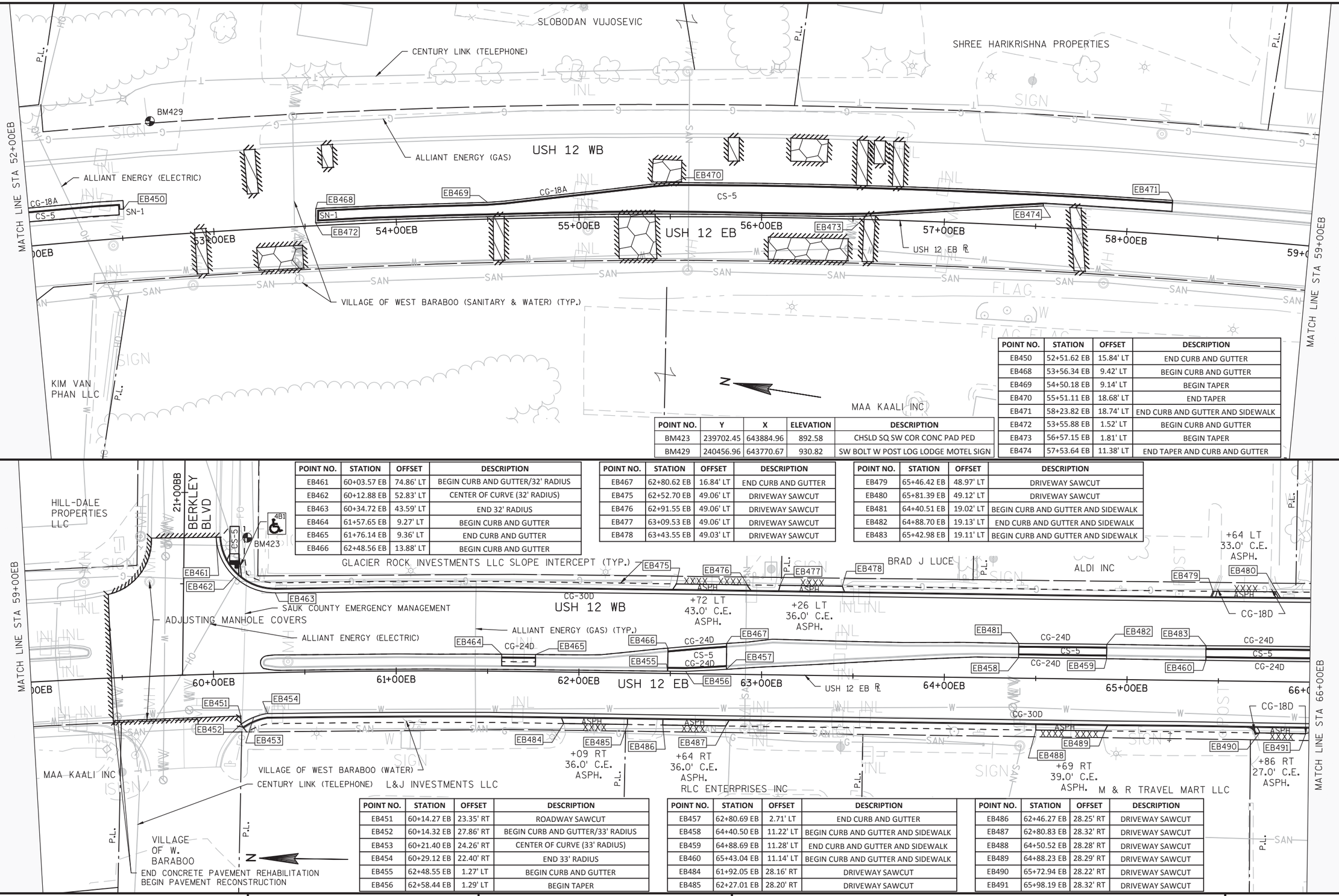
P.L.

POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM424	240903.35	643528.95	958.69	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)
BM427	241394.45	643299.70	977.62	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)

POINT NO.	STATION	OFFSET	DESCRIPTION
EB300	51+91.77 EB	20.98' LT	BEGIN CURB AND GUTTER AND SIDEWALK

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 37	E

2



POINT NO.	STATION	OFFSET	DESCRIPTION
EB450	52+51.62 EB	15.84' LT	END CURB AND GUTTER
EB468	53+56.34 EB	9.42' LT	BEGIN CURB AND GUTTER
EB469	54+50.18 EB	9.14' LT	BEGIN TAPER
EB470	55+51.11 EB	18.68' LT	END TAPER
EB471	58+23.82 EB	18.74' LT	END CURB AND GUTTER AND SIDEWALK
EB472	53+55.88 EB	1.52' LT	BEGIN CURB AND GUTTER
EB473	56+57.15 EB	1.81' LT	BEGIN TAPER
EB474	57+53.64 EB	11.38' LT	END TAPER AND CURB AND GUTTER

POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM423	239702.45	643884.96	892.58	CHSLD SQ SW COR CONC PAD PED
BM429	240456.96	643770.67	930.82	SW BOLT W POST LOG LODGE MOTEL SIGN

POINT NO.	STATION	OFFSET	DESCRIPTION
EB461	60+03.57 EB	74.86' LT	BEGIN CURB AND GUTTER/32' RADIUS
EB462	60+12.88 EB	52.83' LT	CENTER OF CURVE (32' RADIUS)
EB463	60+34.72 EB	43.59' LT	END 32' RADIUS
EB464	61+57.65 EB	9.27' LT	BEGIN CURB AND GUTTER
EB465	61+76.14 EB	9.36' LT	END CURB AND GUTTER
EB466	62+48.56 EB	13.88' LT	BEGIN CURB AND GUTTER

POINT NO.	STATION	OFFSET	DESCRIPTION
EB467	62+80.62 EB	16.84' LT	END CURB AND GUTTER
EB475	62+52.70 EB	49.06' LT	DRIVEWAY SAWCUT
EB476	62+91.55 EB	49.06' LT	DRIVEWAY SAWCUT
EB477	63+09.53 EB	49.06' LT	DRIVEWAY SAWCUT
EB478	63+43.55 EB	49.03' LT	DRIVEWAY SAWCUT

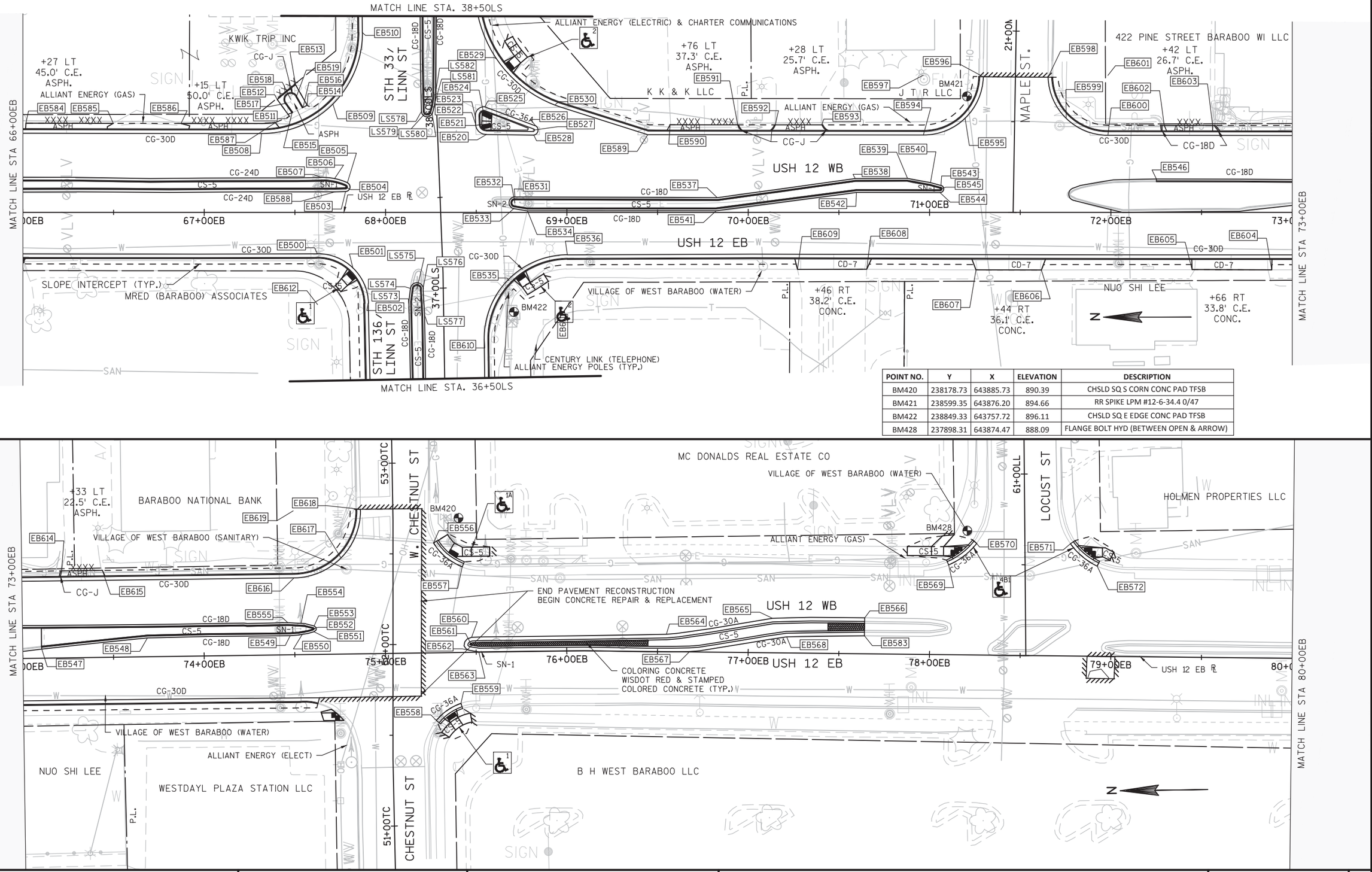
POINT NO.	STATION	OFFSET	DESCRIPTION
EB479	65+46.42 EB	48.97' LT	DRIVEWAY SAWCUT
EB480	65+81.39 EB	49.12' LT	DRIVEWAY SAWCUT
EB481	64+40.51 EB	19.02' LT	BEGIN CURB AND GUTTER AND SIDEWALK
EB482	64+88.70 EB	19.13' LT	END CURB AND GUTTER AND SIDEWALK
EB483	65+42.98 EB	19.11' LT	BEGIN CURB AND GUTTER AND SIDEWALK

POINT NO.	STATION	OFFSET	DESCRIPTION
EB451	60+14.27 EB	23.35' RT	ROADWAY SAWCUT
EB452	60+14.32 EB	27.86' RT	BEGIN CURB AND GUTTER/33' RADIUS
EB453	60+21.40 EB	24.26' RT	CENTER OF CURVE (33' RADIUS)
EB454	60+29.12 EB	22.40' RT	END 33' RADIUS
EB455	62+48.55 EB	1.27' LT	BEGIN CURB AND GUTTER
EB456	62+58.44 EB	1.29' LT	BEGIN TAPER

POINT NO.	STATION	OFFSET	DESCRIPTION
EB457	62+80.69 EB	2.71' LT	END CURB AND GUTTER
EB458	64+40.50 EB	11.22' LT	BEGIN CURB AND GUTTER AND SIDEWALK
EB459	64+88.69 EB	11.28' LT	END CURB AND GUTTER AND SIDEWALK
EB460	65+43.04 EB	11.14' LT	BEGIN CURB AND GUTTER AND SIDEWALK
EB484	61+92.05 EB	28.16' RT	DRIVEWAY SAWCUT
EB485	62+27.01 EB	28.20' RT	DRIVEWAY SAWCUT

POINT NO.	STATION	OFFSET	DESCRIPTION
EB486	62+46.27 EB	28.25' RT	DRIVEWAY SAWCUT
EB487	62+80.83 EB	28.32' RT	DRIVEWAY SAWCUT
EB488	64+50.52 EB	28.28' RT	DRIVEWAY SAWCUT
EB489	64+88.23 EB	28.29' RT	DRIVEWAY SAWCUT
EB490	65+72.94 EB	28.22' RT	DRIVEWAY SAWCUT
EB491	65+98.19 EB	28.32' RT	DRIVEWAY SAWCUT

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 38	E



POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM420	238178.73	643885.73	890.39	CHSLD SQ S CORN CONC PAD TFSB
BM421	238599.35	643876.20	894.66	RR SPIKE LPM #12-6-34.4 0/47
BM422	238849.33	643757.72	896.11	CHSLD SQ E EDGE CONC PAD TFSB
BM428	237898.31	643874.47	888.09	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)

POINT NO.	STATION	OFFSET	DESCRIPTION
EB508	67+31.64 EB	43.53' LT	BEGIN 55.5 RADIUS
EB509	67+70.97 EB	59.83' LT	CENTER OF CURVE 55.5 RADIUS
EB510	67+87.18 EB	99.20' LT	END CURB AND GUTTER
EB511	67+47.04 EB	52.95' LT	SAWCUT
EB512	67+40.25 EB	62.31' LT	SAWCUT
EB513	67+50.35 EB	70.47' LT	SAWCUT
EB514	67+56.74 EB	59.14' LT	SAWCUT
EB515	67+48.42 EB	54.92' LT	BEGIN PED CURB
EB516	67+54.52 EB	57.84' LT	END PED CURB
EB517	67+44.67 EB	60.09' LT	BEGIN 3.75 RADIUS (FACE OF CURB)
EB518	67+47.70 EB	62.29' LT	3.75 RADIUS (FACE OF CURB)
EB519	67+50.97 EB	64.13' LT	END 3.75 RADIUS (FACE OF CURB)
EB520	68+55.59 EB	42.93' LT	BEGIN 3.75 RADIUS (FACE OF CURB)
EB521	68+55.39 EB	48.67' LT	3.75 RADIUS (FACE OF CURB)
EB522	68+49.65 EB	48.58' LT	END 3.75 RADIUS (FACE OF CURB)
EB523	68+49.52 EB	52.82' LT	BEGIN 2.75 RADIUS (FACE OF CURB)
EB524	68+54.24 EB	53.48' LT	2.75 RADIUS (FACE OF CURB)
EB525	68+54.77 EB	58.22' LT	END 2.75 RADIUS (FACE OF CURB)
EB526	68+82.79 EB	47.73' LT	BEGIN 0.8 RADIUS (FACE OF CURB)

POINT NO.	STATION	OFFSET	DESCRIPTION
EB527	68+81.30 EB	45.35' LT	0.8 RADIUS (FACE OF CURB)
EB528	68+81.73 EB	42.58' LT	END 0.8 RADIUS (FACE OF CURB)
EB529	68+61.23 EB	84.69' LT	BEGIN CURB AND GUTTER
EB530	68+93.25 EB	59.15' LT	END CURB AND GUTTER
EB537	69+82.92 EB	8.10' LT	BEGIN TAPER
EB538	70+59.05 EB	18.68' LT	END TAPER
EB539	70+87.82 EB	18.75' LT	BEGIN TAPER
EB540	71+00.54 EB	16.45' LT	END TAPER
EB546	72+25.09 EB	18.46' LT	BEGIN CURB AND GUTTER
LS578	37+97.77 LS	8.43' LT	BEGIN 3.1 RADIUS
LS579	37+97.71 LS	5.33' LT	3.1 RADIUS
LS580	37+96.34 LS	2.53' LT	END 3.1 RADIUS/BEGIN 36.5 RADIUS
LS581	38+01.97 LS	0.89' LT	36.5 RADIUS
LS582	38+07.79 LS	0.17' LT	END 36.5 RADIUS
EB584	66+01.68 EB	49.20' LT	DRIVEWAY SAWCUT
EB585	66+49.88 EB	49.12' LT	DRIVEWAY SAWCUT
EB586	66+87.22 EB	49.06' LT	DRIVEWAY SAWCUT
EB587	67+39.30 EB	49.55' LT	DRIVEWAY SAWCUT

POINT NO.	STATION	OFFSET	DESCRIPTION
EB589	69+44.58 EB	42.84' LT	BEGIN TAPER
EB590	69+56.90 EB	48.33' LT	DRIVEWAY SAWCUT
EB591	69+94.15 EB	48.31' LT	DRIVEWAY SAWCUT
EB592	70+14.93 EB	48.29' LT	DRIVEWAY SAWCUT
EB593	70+40.60 EB	48.27' LT	DRIVEWAY SAWCUT
EB594	70+96.59 EB	42.73' LT	BEGIN CURB AND GUTTER
EB595	71+19.59 EB	52.05' LT	MIDPOINT CURB AND GUTTER
EB596	71+29.61 EB	74.77' LT	END CURB AND GUTTER
EB597	70+96.61 EB	75.73' LT	33-FT RADIUS
EB598	71+65.32 EB	74.56' LT	END CURB AND GUTTER
EB599	71+75.36 EB	51.89' LT	MIDPOINT CURB AND GUTTER
EB600	71+98.32 EB	42.56' LT	BEGIN CURB AND GUTTER
EB601	71+98.35 EB	75.56' LT	33-FT RADIUS
EB602	72+29.44 EB	48.03' LT	DRIVEWAY SAWCUT
EB603	72+56.10 EB	48.00' LT	DRIVEWAY SAWCUT

POINT NO.	STATION	OFFSET	DESCRIPTION
EB500	67+62.39 EB	22.76' RT	BEGIN 30' RADIUS
EB501	67+82.03 EB	30.71' RT	CENTER OF CURVE (30' RADIUS)
EB502	67+90.48 EB	50.15' RT	END OF CURB AND GUTTER
EB503	67+77.97 EB	11.57' LT	BEGIN 2.5' RADIUS
EB504	67+77.87 EB	14.07' LT	2.5' RADIUS
EB505	67+78.90 EB	16.35' LT	END 2.5' RADIUS/BEGIN 33' RADIUS
EB506	67+71.86 EB	18.62' LT	CENTER OF CURVE (33' RADIUS)
EB507	67+64.51 EB	19.28' LT	END 33' RADIUS
EB531	68+71.34 EB	8.54' LT	BEGIN 3.25' RADIUS
EB532	68+71.34 EB	5.30' LT	3.25' RADIUS
EB533	68+70.72 EB	2.10' LT	END 3.25' RADIUS

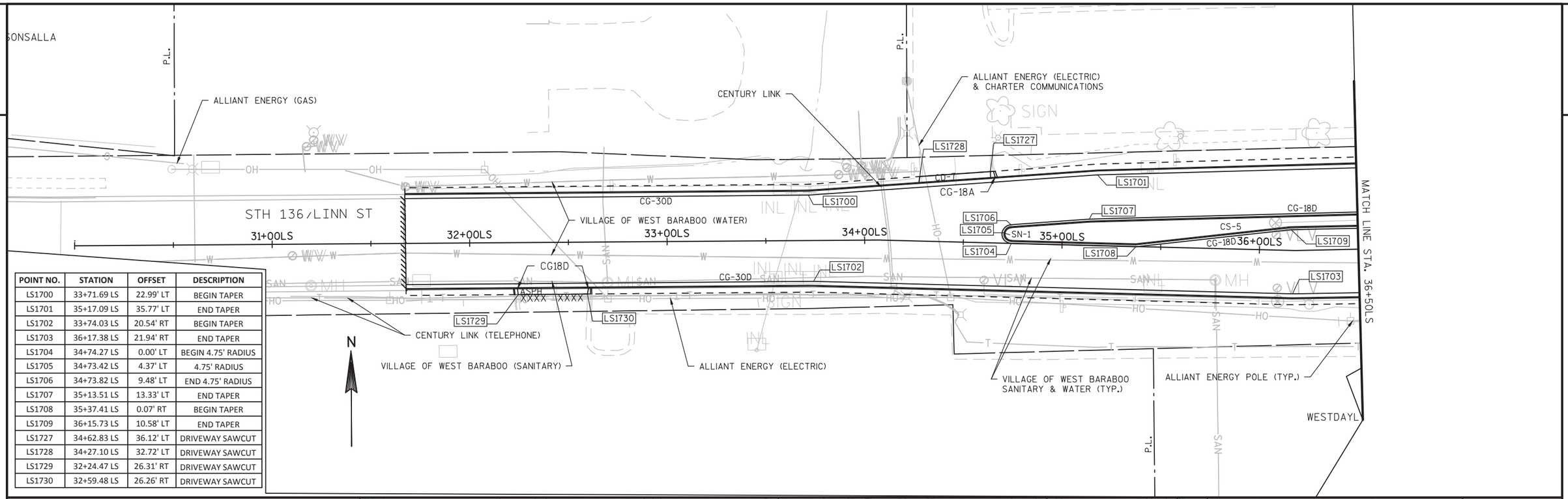
POINT NO.	STATION	OFFSET	DESCRIPTION
EB534	68+78.27 EB	0.90' LT	END TAPER
EB535	68+67.91 EB	37.54' RT	BEGIN CURB AND GUTTER
EB536	69+00.27 EB	23.36' RT	END CURB AND GUTTER
EB541	69+82.31 EB	0.99' LT	BEGIN TAPER
EB542	70+59.71 EB	11.03' LT	END TAPER
EB543	71+06.23 EB	14.87' LT	BEGIN 2' RADIUS
EB544	71+05.75 EB	10.93' LT	END 2' RADIUS
EB545	71+05.76 EB	12.93' LT	2' RADIUS
LS573	36+91.93 LS	19.16' LT	BEGIN TAPER
LS574	37+00.09 LS	18.04' LT	BEGIN 3.5' RADIUS
LS575	36+99.60 LS	14.57' LT	3.5' RADIUS

POINT NO.	STATION	OFFSET	DESCRIPTION
LS576	36+99.73 LS	11.07' LT	END 3.5' RADIUS
LS577	36+85.43 LS	10.53' LT	END TAPER
EB588	67+72.17 EB	11.35' LT	END TAPER
EB604	72+88.71 EB	31.67' RT	DRIVEWAY SAWCUT
EB605	72+44.73 EB	31.58' RT	DRIVEWAY SAWCUT
EB606	71+61.67 EB	31.71' RT	DRIVEWAY SAWCUT
EB607	71+25.56 EB	31.66' RT	DRIVEWAY SAWCUT
EB608	70+65.36 EB	31.33' RT	DRIVEWAY SAWCUT
EB609	70+27.14 EB	31.39' RT	DRIVEWAY SAWCUT
EB610	68+54.44 EB	69.86' RT	END CURB AND GUTTER

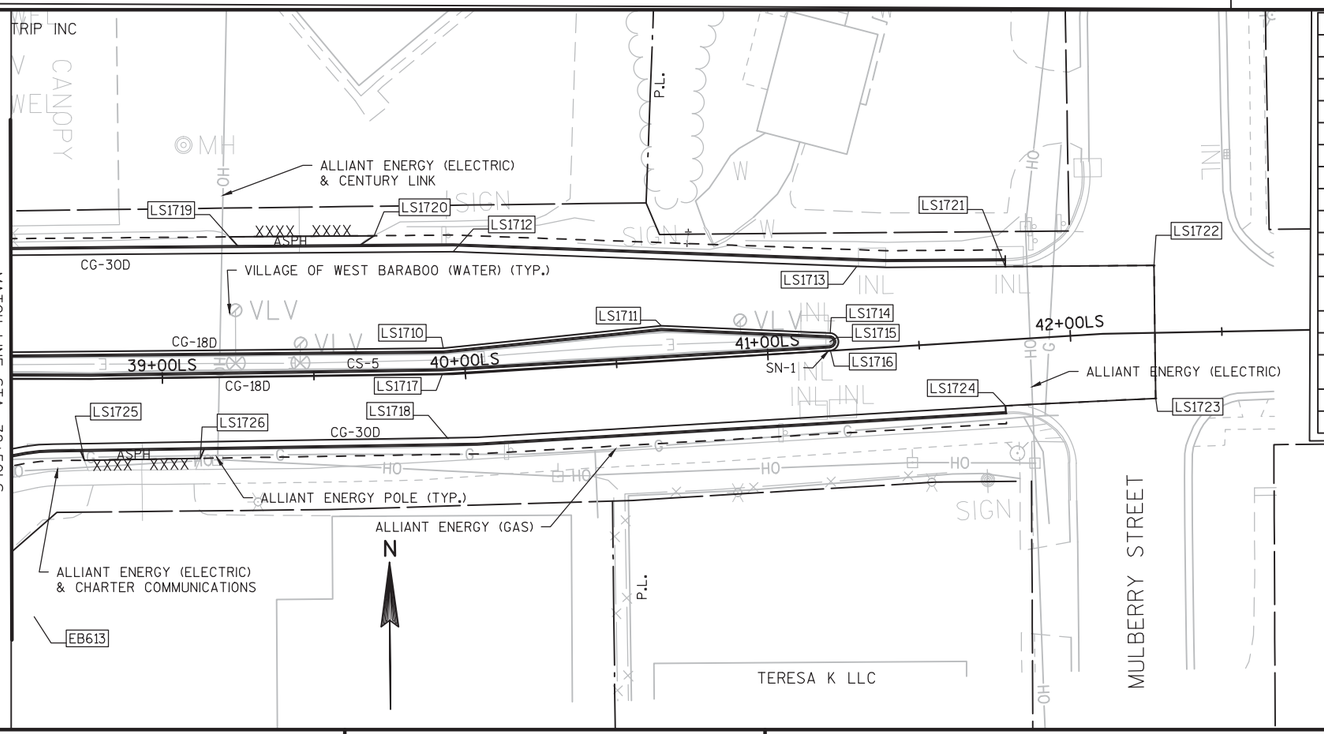
POINT NO.	STATION	OFFSET	DESCRIPTION
EB547	73+10.48 EB	5.01' LT	BEGIN CURB AND GUTTER
EB548	73+68.85 EB	10.35' LT	END TAPER
EB549	74+47.62 EB	10.55' LT	BEGIN 54' RADIUS
EB550	74+54.22 EB	11.14' LT	CENTER OF CURVE (54' RADIUS)
EB551	74+60.71 EB	12.53' LT	END 54' RADIUS/BEGIN 1.5' RADIUS
EB552	74+60.43 EB	14.13' LT	1.5' RADIUS
EB553	74+60.83 EB	15.71' LT	END 1.5' RADIUS/BEGIN 37.8' RADIUS
EB554	74+53.69 EB	17.41' LT	37.8' RADIUS
EB555	74+46.36 EB	17.70' LT	END 37.8' RADIUS

POINT NO.	STATION	OFFSET	DESCRIPTION
EB556	75+27.30 EB	60.48' LT	BEGIN CURB AND GUTTER
EB557	75+42.97 EB	47.10' LT	END CURB AND GUTTER
EB558	75+27.56 EB	37.31' RT	BEGIN CURB AND GUTTER
EB559	75+41.20 EB	28.09' RT	END CURB AND GUTTER
EB560	75+47.56 EB	8.20' LT	BEGIN 3.6 RADIUS
EB561	75+47.19 EB	4.58' LT	3.6 RADIUS
EB562	75+46.29 EB	1.07' LT	END 3.6 RADIUS
EB563	75+51.43 EB	0.15' LT	END TAPER
EB564	76+54.80 EB	9.52' LT	BEGIN TAPER
EB565	77+13.19 EB	18.98' LT	END TAPER
EB566	77+64.06 EB	19.82' LT	END CURB AND GUTTER AND SIDEWALK
EB567	76+67.73 EB	0.20' LT	BEGIN TAPER

POINT NO.	STATION	OFFSET	DESCRIPTION
EB568	77+21.11 EB	8.80' LT	END TAPER
EB569	78+10.06 EB	49.46' LT	BEGIN CURB AND GUTTER
EB570	78+25.39 EB	61.48' LT	END CURB AND GUTTER
EB571	78+77.09 EB	61.82' LT	BEGIN CURB AND GUTTER
EB572	78+91.97 EB	49.66' LT	END CURB AND GUTTER
EB583	77+63.99 EB	9.89' LT	END CURB AND GUTTER AND SIDEWALK
EB614	73+22.05 EB	47.93' LT	DRIVEWAY SAWCUT
EB615	73+44.50 EB	47.91' LT	DRIVEWAY SAWCUT
EB616	74+50.14 EB	42.29' LT	BEGIN CURB AND GUTTER
EB617	74+76.19 EB	52.98' LT	MIDPOINT CURB
EB618	74+87.19 EB	79.64' LT	END CURB AND GUTTER
EB619	74+50.18 EB	79.29' LT	37-FT RADIUS



POINT NO.	STATION	OFFSET	DESCRIPTION
LS1700	33+71.69 LS	22.99' LT	BEGIN TAPER
LS1701	35+17.09 LS	35.77' LT	END TAPER
LS1702	33+74.03 LS	20.54' RT	BEGIN TAPER
LS1703	36+17.38 LS	21.94' RT	END TAPER
LS1704	34+74.27 LS	0.00' LT	BEGIN 4.75' RADIUS
LS1705	34+73.42 LS	4.37' LT	4.75' RADIUS
LS1706	34+73.82 LS	9.48' LT	END 4.75' RADIUS
LS1707	35+13.51 LS	13.33' LT	END TAPER
LS1708	35+37.41 LS	0.07' RT	BEGIN TAPER
LS1709	36+15.73 LS	10.58' LT	END TAPER
LS1727	34+62.83 LS	36.12' LT	DRIVEWAY SAWCUT
LS1728	34+27.10 LS	32.72' LT	DRIVEWAY SAWCUT
LS1729	32+24.47 LS	26.31' RT	DRIVEWAY SAWCUT
LS1730	32+59.48 LS	26.26' RT	DRIVEWAY SAWCUT



POINT NO.	STATION	OFFSET	DESCRIPTION
LS1710	39+92.81 LS	8.56' LT	BEGIN TAPER
LS1711	40+65.48 LS	11.68' LT	END TAPER
LS1712	39+98.43 LS	40.28' LT	BEGIN TAPER
LS1713	41+31.00 LS	27.09' LT	END TAPER
LS1714	41+20.97 LS	5.79' LT	BEGIN 2.9' RADIUS
LS1715	41+20.67 LS	2.90' LT	2.9' RADIUS
LS1716	41+20.66 LS	0.03' LT	END 2.9' RADIUS
LS1717	39+92.50 LS	0.20' LT	BEGIN TAPER
LS1718	39+94.03 LS	21.21' RT	BEGIN TAPER
LS1719	39+22.73 LS	46.27' LT	DRIVEWAY SAWCUT
LS1720	39+70.47 LS	46.00' LT	DRIVEWAY SAWCUT
LS1721	41+80.01 LS	24.12' LT	END CURB AND GUTTER
LS1722	42+28.06 LS	22.20' LT	END PAVEMENT
LS1723	42+27.76 LS	21.64' RT	END PAVEMENT
LS1724	41+77.18 LS	21.73' RT	END CURB AND GUTTER
LS1725	38+74.26 LS	26.82' RT	DRIVEWAY SAWCUT
LS1726	39+12.18 LS	26.68' RT	DRIVEWAY SAWCUT

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-STH 33/LINN ST	SHEET 41	E

2

DAVID W HOLMEN

INSTALL A POLYMER DECK OVERLAY, STAIN/SEAL EXISTING PARAPETS, AND REPLACE EXISTING RAILINGS

MATCH LINE STA 80+00EB

B-56-153

USH 12 WB

USH 12 EB ℄

81+00EB | 82+00EB | 83+00EB | 84+00EB | 85+00EB | 86+00EB | 87+0

B-56-154

USH 12 EB

BM419

RIPRAP

STA 82+06EB
END PROJECT ID: 1674-01-72
BEGIN PROJECT ID: 1670-00-62

BARABOO RIVER

SPRINT COMMUNICATIONS

VERIZON

MATCH LINE STA 87+00EB

VILLAGE OF WEST BARABOO (SANITARY)

B H WEST BARABOO LLC

VILLAGE OF W. BARABOO

POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM418	236889.26	643850.18	912.69	WISDOT VT CTL DISK TOP OF PARAPET
BM419	237524.87	643761.20	891.29	WISDOT VT CTL DISK TOP OF PARAPET

CITY OF BARABOO (WATER)

CHARTER COMMUNICATIONS (FIBER OPTIC)
MICHAEL A PRICE LC

CITY OF BARABOO (SANITARY)

ALLIANT ENERGY (GAS)

JACK J BIRRENKOTT

SPRINT COMMUNICATIONS

VERIZON

INSTALL A POLYMER DECK OVERLAY, STAIN/SEAL EXISTING PARAPETS, AND REPLACE EXISTING RAILINGS

ALLIANT ENERGY (ELECTRIC)

BM418

TLE

4B1

CS-5

CG-36A

EB661

EB660

MATCH LINE STA 87+00EB

CITY OF BARABOO ELECTRIC

USH 12 WB

EB650

EB652

EB651

SN-1

EB653

EB654

EB655

EB658

EB657

EB656

CG-36A

88+00EB | 89+00EB | 90+00EB | 91+00EB | 92+00EB | 93+00EB | 94+0

EB659

USH 12 EB

USH 12 EB ℄

COLORING CONCRETE WISDOT RED & STAMPING COLORED CONCRETE

EB662

EB663

CG-36A

CS-5

4B1

ATC (ELECTRIC)

CITY OF BARABOO ELECTRIC

MATCH LINE STA 94+00EB

STA 88+20EB
END PROJECT ID: 1670-00-62
BEGIN PROJECT ID: 1674-01-72

CENTURY LINK (TELEPHONE)

VILLAGE OF WEST BARABOO

BARABOO PROPERTIES LLC

POINT NO.	STATION	OFFSET	DESCRIPTION
EB650	88+63.60 EB	19.95' LT	BEGIN CURB AND GUTTER
EB651	93+45.03 EB	19.89' LT	BEGIN 66.7' RADIUS
EB652	93+52.38 EB	19.51' LT	CENTER OF CURVE (66.7' RADIUS)
EB653	93+59.62 EB	18.26' LT	END 66.7' RADIUS/BEGIN 3' RADIUS
EB654	93+59.10 EB	15.30' LT	3' RADIUS
EB655	93+59.80 EB	12.39' LT	END 3' RADIUS/BEGIN 117.2' RADIUS
EB656	93+52.48 EB	10.87' LT	CENTER OF CURVE (117.2' RADIUS)

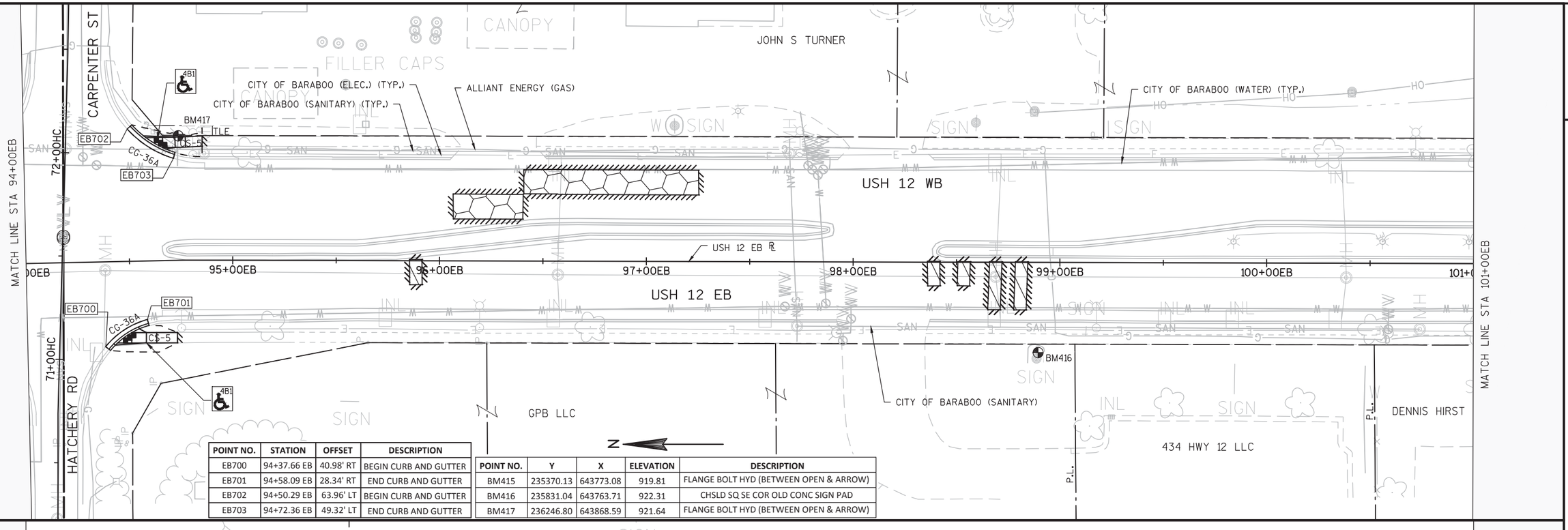
POINT NO.	STATION	OFFSET	DESCRIPTION
EB657	93+45.07 EB	9.81' LT	END 117.2' RADIUS
EB658	92+44.18 EB	10.21' LT	END TAPER
EB659	91+86.82 EB	0.08' LT	BEGIN TAPER
EB660	93+70.27 EB	48.53' LT	BEGIN CURB AND GUTTER
EB661	93+92.83 EB	62.44' LT	END CURB AND GUTTER
EB662	93+72.32 EB	30.05' RT	BEGIN CURB AND GUTTER
EB663	93+89.07 EB	41.16' RT	END CURB AND GUTTER

PROJECT NO:1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 42	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\PLAN DETAILS\020401_PD.DWG PLOT DATE : 4/26/2017 7:35 AM PLOT BY : KL ENGINEERING PLOT NAME : 88888888 PLOT SCALE : 1 IN:50 FT

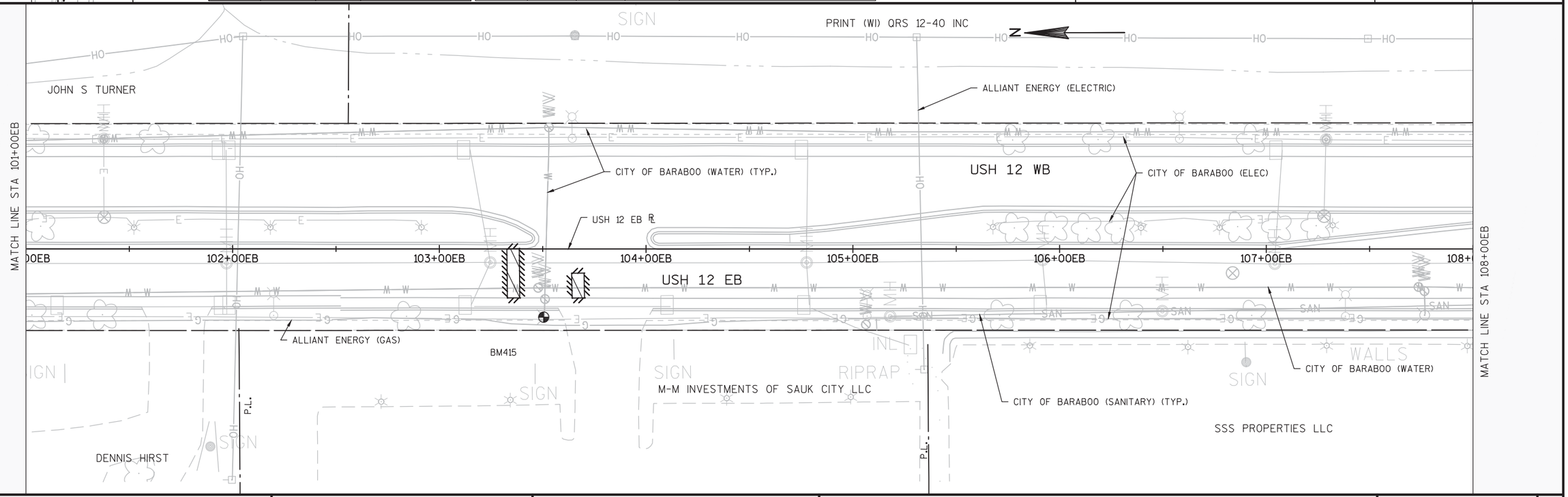
WISDOT/CADDS SHEET 44

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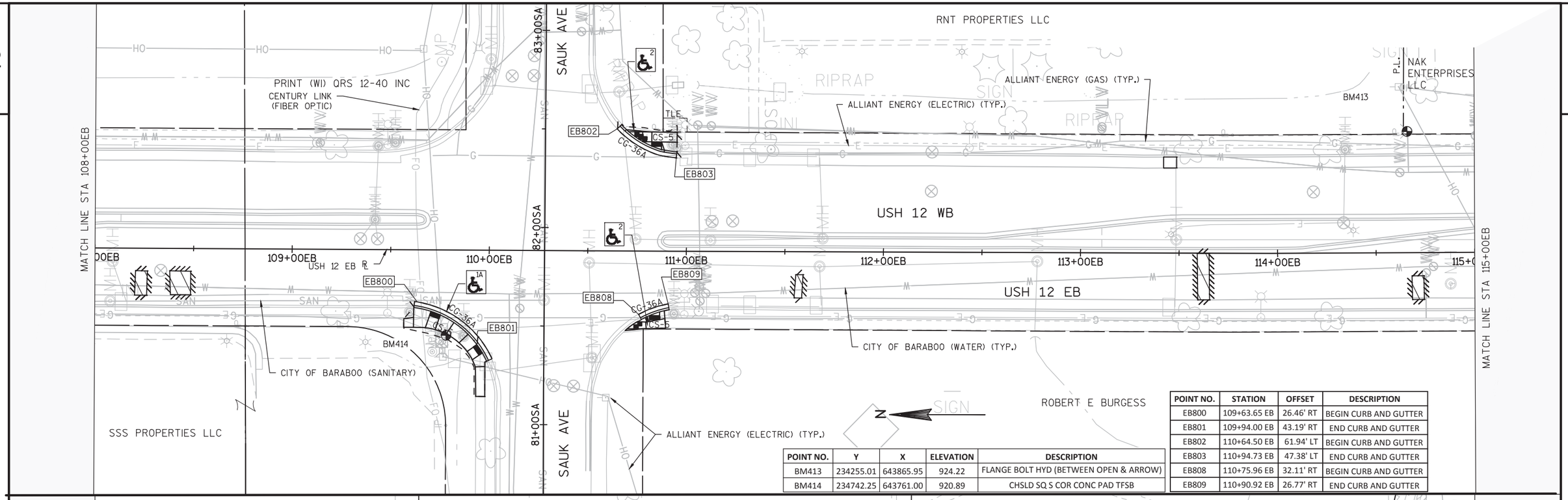


POINT NO.	STATION	OFFSET	DESCRIPTION
EB700	94+37.66 EB	40.98' RT	BEGIN CURB AND GUTTER
EB701	94+58.09 EB	28.34' RT	END CURB AND GUTTER
EB702	94+50.29 EB	63.96' LT	BEGIN CURB AND GUTTER
EB703	94+72.36 EB	49.32' LT	END CURB AND GUTTER

POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM415	235370.13	643773.08	919.81	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)
BM416	235831.04	643763.71	922.31	CHSLD SQ SE COR OLD CONC SIGN PAD
BM417	236246.80	643868.59	921.64	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)

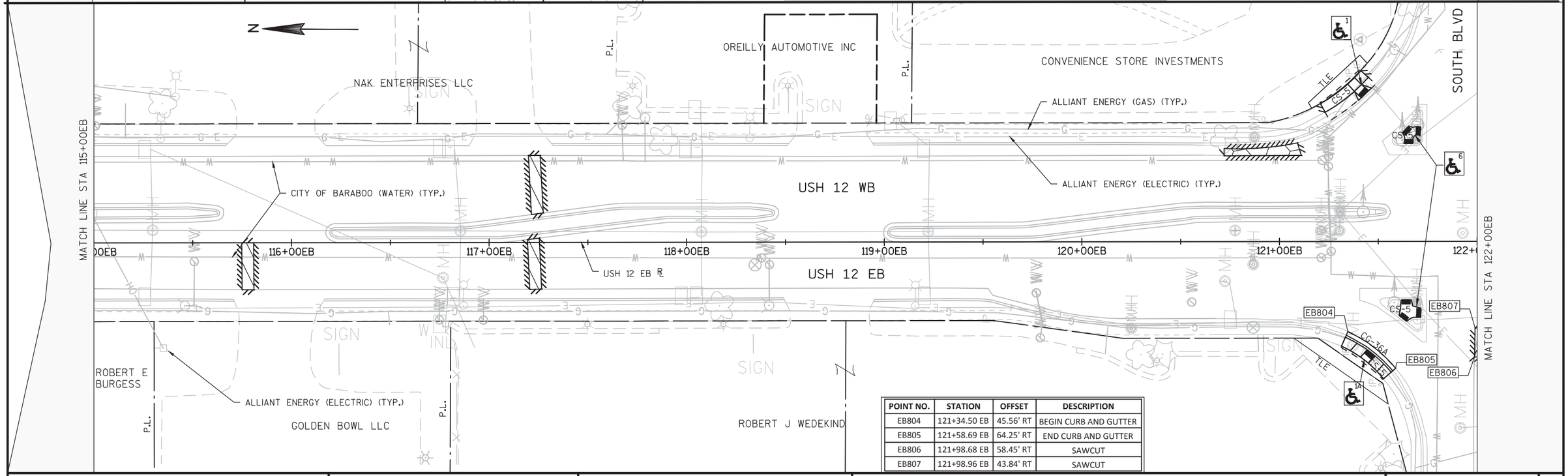


PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 43	E



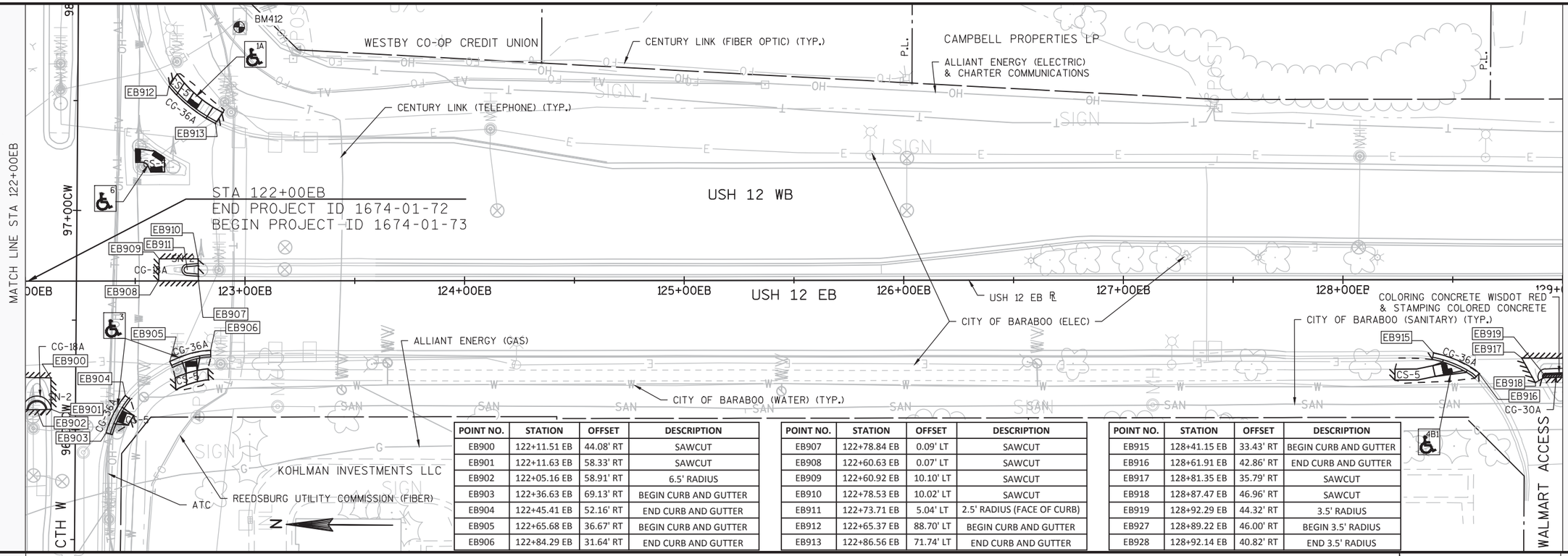
POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM413	234255.01	643865.95	924.22	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)
BM414	234742.25	643761.00	920.89	CHSLD SQ S COR CONC PAD TFSB

POINT NO.	STATION	OFFSET	DESCRIPTION
EB800	109+63.65 EB	26.46' RT	BEGIN CURB AND GUTTER
EB801	109+94.00 EB	43.19' RT	END CURB AND GUTTER
EB802	110+64.50 EB	61.94' LT	BEGIN CURB AND GUTTER
EB803	110+94.73 EB	47.38' LT	END CURB AND GUTTER
EB808	110+75.96 EB	32.11' RT	BEGIN CURB AND GUTTER
EB809	110+90.92 EB	26.77' RT	END CURB AND GUTTER



POINT NO.	STATION	OFFSET	DESCRIPTION
EB804	121+34.50 EB	45.56' RT	BEGIN CURB AND GUTTER
EB805	121+58.69 EB	64.25' RT	END CURB AND GUTTER
EB806	121+98.68 EB	58.45' RT	SAWCUT
EB807	121+98.96 EB	43.84' RT	SAWCUT

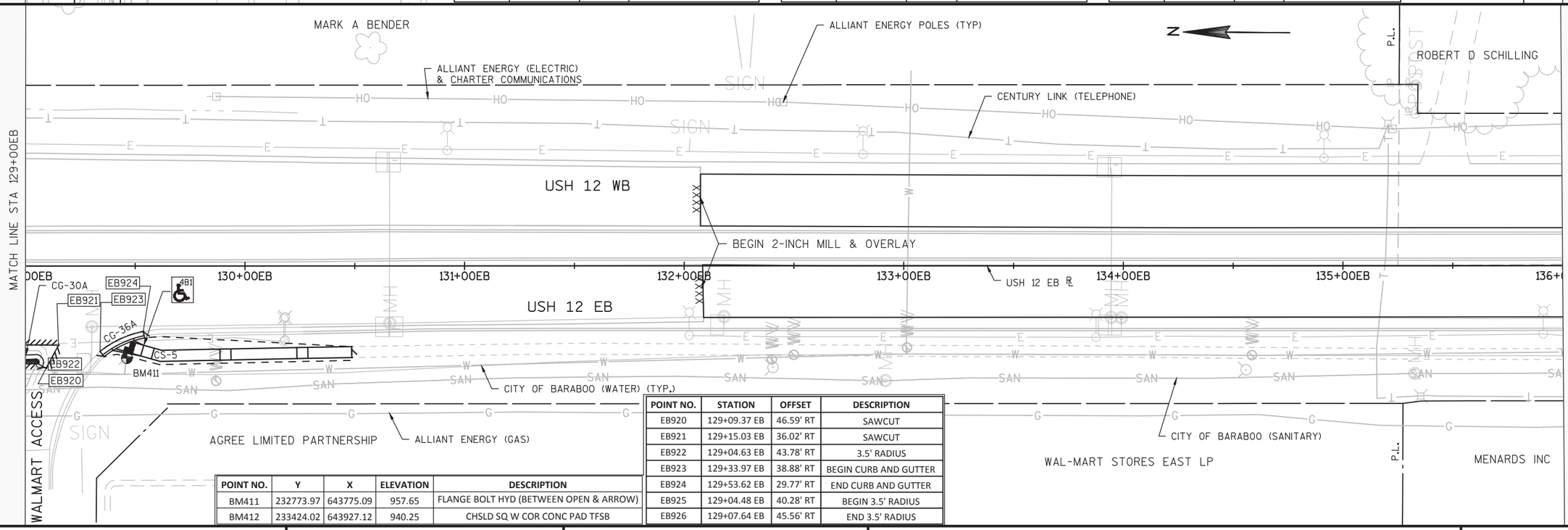
PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 44	E



POINT NO.	STATION	OFFSET	DESCRIPTION
EB900	122+11.51 EB	44.08' RT	SAWCUT
EB901	122+11.63 EB	58.33' RT	SAWCUT
EB902	122+05.16 EB	58.91' RT	6.5' RADIUS
EB903	122+36.63 EB	69.13' RT	BEGIN CURB AND GUTTER
EB904	122+45.41 EB	52.16' RT	END CURB AND GUTTER
EB905	122+65.68 EB	36.67' RT	BEGIN CURB AND GUTTER
EB906	122+84.29 EB	31.64' RT	END CURB AND GUTTER

POINT NO.	STATION	OFFSET	DESCRIPTION
EB907	122+78.84 EB	0.09' LT	SAWCUT
EB908	122+60.63 EB	0.07' LT	SAWCUT
EB909	122+60.92 EB	10.10' LT	SAWCUT
EB910	122+78.53 EB	10.02' LT	SAWCUT
EB911	122+73.71 EB	5.04' LT	2.5' RADIUS (FACE OF CURB)
EB912	122+65.37 EB	88.70' LT	BEGIN CURB AND GUTTER
EB913	122+86.56 EB	71.74' LT	END CURB AND GUTTER

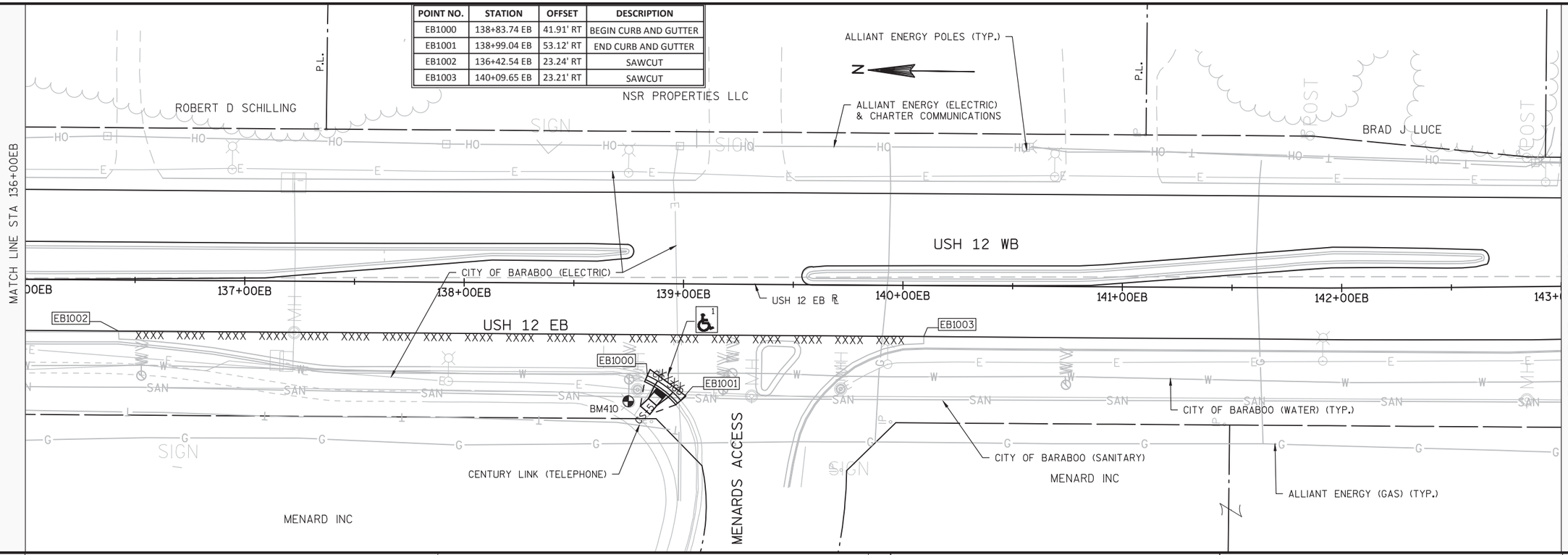
POINT NO.	STATION	OFFSET	DESCRIPTION
EB915	128+41.15 EB	33.43' RT	BEGIN CURB AND GUTTER
EB916	128+61.91 EB	42.86' RT	END CURB AND GUTTER
EB917	128+81.35 EB	35.79' RT	SAWCUT
EB918	128+87.47 EB	46.96' RT	SAWCUT
EB919	128+92.29 EB	44.32' RT	3.5' RADIUS
EB927	128+89.22 EB	46.00' RT	BEGIN 3.5' RADIUS
EB928	128+92.14 EB	40.82' RT	END 3.5' RADIUS



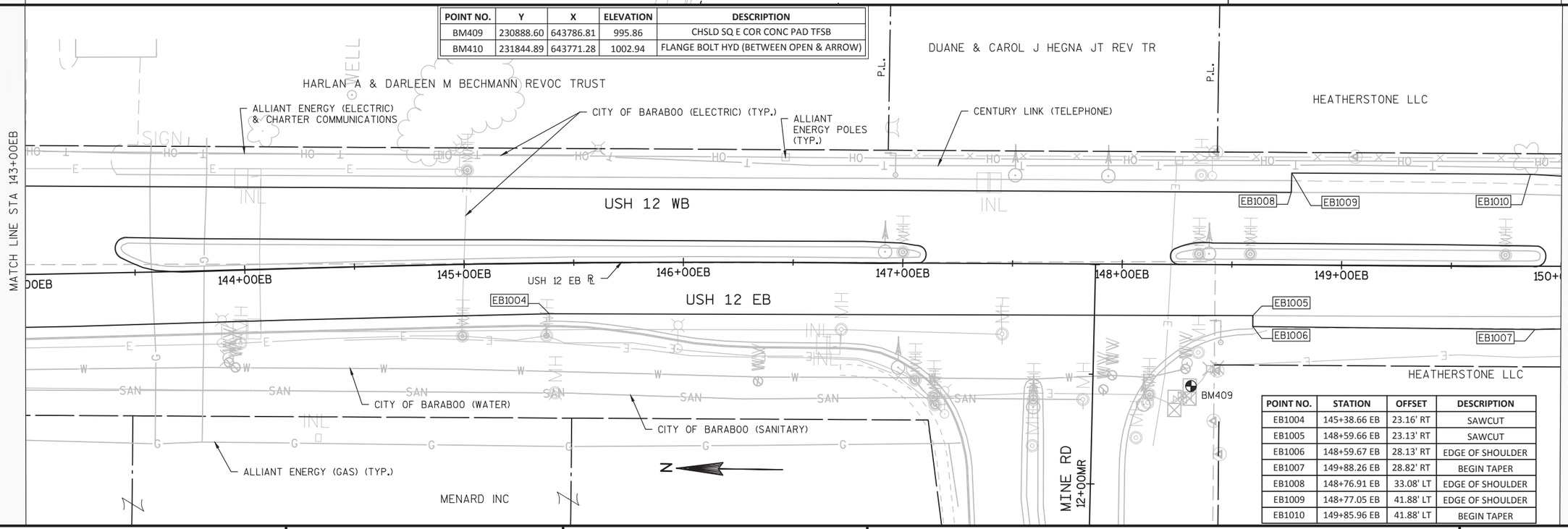
POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM411	232773.97	643775.09	957.65	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)
BM412	233424.02	643927.12	940.25	CHSLD SQ W COR CONC PAD TFSB

POINT NO.	STATION	OFFSET	DESCRIPTION
EB920	129+09.37 EB	46.59' RT	SAWCUT
EB921	129+15.03 EB	36.02' RT	SAWCUT
EB922	129+04.63 EB	43.78' RT	3.5' RADIUS
EB923	129+33.97 EB	38.88' RT	BEGIN CURB AND GUTTER
EB924	129+53.62 EB	29.77' RT	END CURB AND GUTTER
EB925	129+04.48 EB	40.28' RT	BEGIN 3.5' RADIUS
EB926	129+07.64 EB	45.56' RT	END 3.5' RADIUS

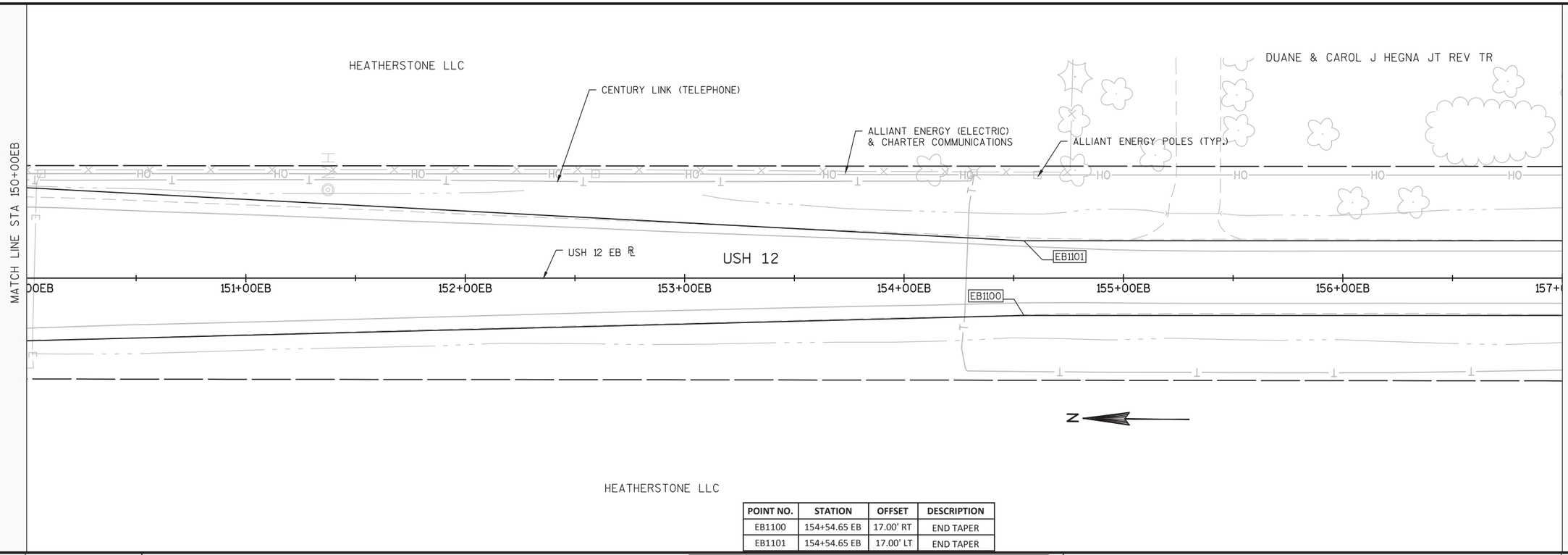
POINT NO.	STATION	OFFSET	DESCRIPTION
EB1000	138+83.74 EB	41.91' RT	BEGIN CURB AND GUTTER
EB1001	138+99.04 EB	53.12' RT	END CURB AND GUTTER
EB1002	136+42.54 EB	23.24' RT	SAWCUT
EB1003	140+09.65 EB	23.21' RT	SAWCUT



POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM409	230888.60	643786.81	995.86	CHSLD SQ E COR CONC PAD TFSB
BM410	231844.89	643771.28	1002.94	FLANGE BOLT HYD (BETWEEN OPEN & ARROW)

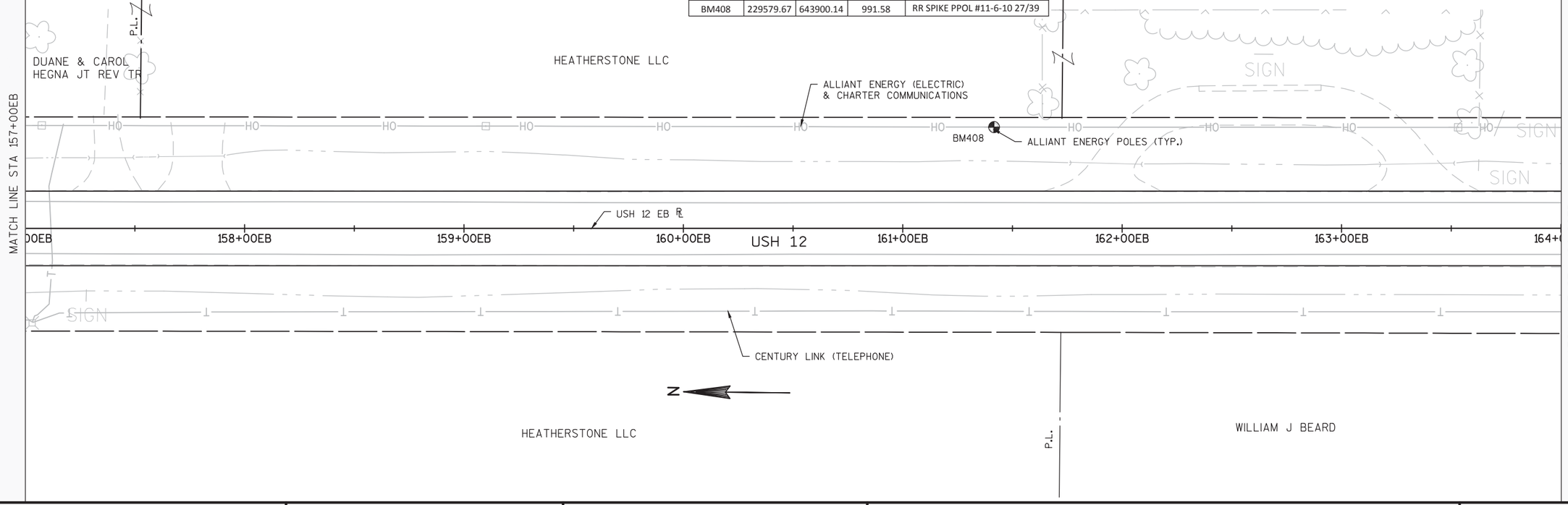


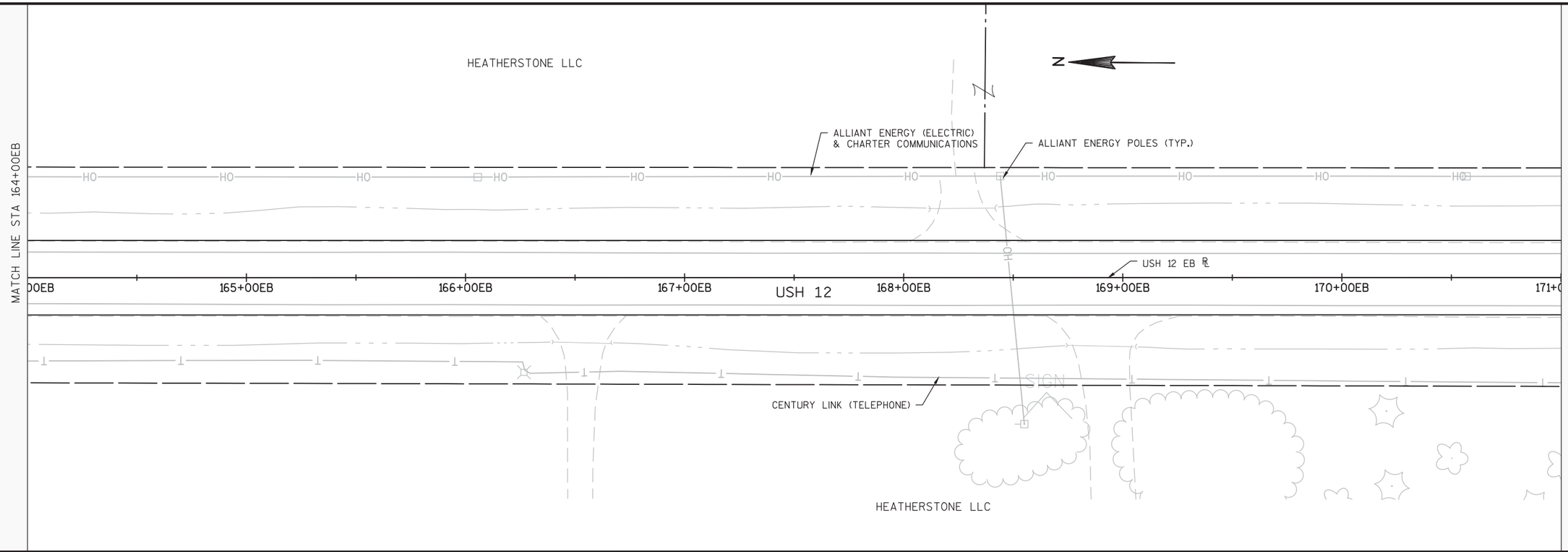
POINT NO.	STATION	OFFSET	DESCRIPTION
EB1004	145+38.66 EB	23.16' RT	SAWCUT
EB1005	148+59.66 EB	23.13' RT	SAWCUT
EB1006	148+59.67 EB	28.13' RT	EDGE OF SHOULDER
EB1007	149+88.26 EB	28.82' RT	BEGIN TAPER
EB1008	148+76.91 EB	33.08' LT	EDGE OF SHOULDER
EB1009	148+77.05 EB	41.88' LT	EDGE OF SHOULDER
EB1010	149+85.96 EB	41.88' LT	BEGIN TAPER



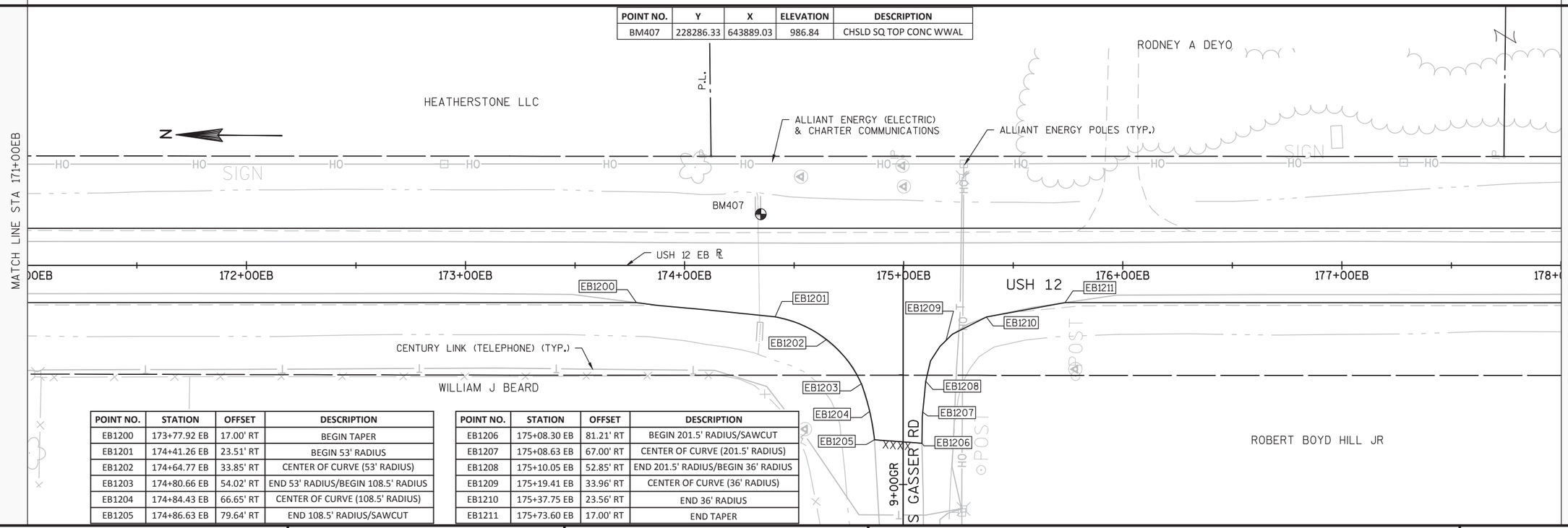
POINT NO.	STATION	OFFSET	DESCRIPTION
EB1100	154+54.65 EB	17.00' RT	END TAPER
EB1101	154+54.65 EB	17.00' LT	END TAPER

POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM408	229579.67	643900.14	991.58	RR SPIKE PPOL #11-6-10 27/39





POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM407	228286.33	643889.03	986.84	CHSLD SQ TOP CONC WWAL



POINT NO.	STATION	OFFSET	DESCRIPTION
EB1200	173+77.92 EB	17.00' RT	BEGIN TAPER
EB1201	174+41.26 EB	23.51' RT	BEGIN 53' RADIUS
EB1202	174+64.77 EB	33.85' RT	CENTER OF CURVE (53' RADIUS)
EB1203	174+80.66 EB	54.02' RT	END 53' RADIUS/BEGIN 108.5' RADIUS
EB1204	174+84.43 EB	66.65' RT	CENTER OF CURVE (108.5' RADIUS)
EB1205	174+86.63 EB	79.64' RT	END 108.5' RADIUS/SAWCUT

POINT NO.	STATION	OFFSET	DESCRIPTION
EB1206	175+08.30 EB	81.21' RT	BEGIN 201.5' RADIUS/SAWCUT
EB1207	175+08.63 EB	67.00' RT	CENTER OF CURVE (201.5' RADIUS)
EB1208	175+10.05 EB	52.85' RT	END 201.5' RADIUS/BEGIN 36' RADIUS
EB1209	175+19.41 EB	33.96' RT	CENTER OF CURVE (36' RADIUS)
EB1210	175+37.75 EB	23.56' RT	END 36' RADIUS
EB1211	175+73.60 EB	17.00' RT	END TAPER

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 48	E

2

POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM406	227325.06	643919.87	985.86	RR SPIKE PPOL #11-6-10 27/16

N

RODNEY A DEYO

P.L.

P POST

ALLIANT ENERGY POLES (TYP.)

HO

ALLIANT ENERGY (ELECTRIC)
& CHARTER COMMUNICATIONS

CHARLES J MARKING

G

AT&TP

BM406

MATCH LINE STA 178+00EB

USH 12 EB ℄

00EB | 179+00EB | 180+00EB | 181+00EB | 182+00EB | 183+00EB | 184+00EB | 185+

USH 12

MATCH LINE STA 185+00EB

ROBERT BOYD HILL JR

NORTHERN NATURAL GAS (GAS)

ALLIANT ENERGY (ELECTRIC)
& CHARTER COMMUNICATIONS

CHARLES J MARKING

N

N

ALLIANT ENERGY POLES (TYP.)

HO

USH 12 EB ℄

00EB | 186+00EB | 187+00EB | 188+00EB | 189+00EB | 190+00EB | 191+00EB | 192+

USH 12

MATCH LINE STA 192+00EB

P POST

SIGN

SIGN

SIGN

SIGN

ROBERT BOYD HILL JR

P.L.

DANIEL W REILLY

2

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 49	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\PLAN DETAILS\020401_PD.DWG PLOT DATE : 4/26/2017 7:39 AM PLOT BY : KL ENGINEERING PLOT NAME : 178+00.00 PLOT SCALE : 1 IN:50 FT

2

CHARLES J MARKING

P.L.

MATCH LINE STA 192+00EB

STA 193+71, 34' LT
MGS GUARDRAIL TERMINAL EAT REQUIRED

194+21 EB TO 194+70 EB LT
MGS THRIE BEAM TRANSITION &
12.5 LF MGS BEAMGUARD REQUIRED

WETLANDS

STA 196+10EB, 30' LT
MGS GUARDRAIL TERMINAL EAT REQUIRED

194+99EB TO 195+61 EB LT
MGS THRIE BEAM TRANSITION &
25 LF MGS BEAMGUARD REQUIRED

JOHN HEHENBERGER

ALLIANT ENERGY POLES (TYP.)

CENTURY LINK (TELEPHONE) (TYP.)

ALLIANT ENERGY (ELECTRIC)
& CHARTER COMMUNICATIONS

EB1402 EB1404 EB1405

EB1400

USH 12 EB ℄

USH 12

193+00EB 194+00EB 195+00EB 196+00EB 197+00EB 198+00EB 199+

EB1401 EB1403 EB1406 EB1407

STA 193+49EB, 25' RT
MGS GUARDRAIL TERMINAL EAT REQUIRED

193+99EB TO 194+60EB RT
MGS THRIE BEAM TRANSITION &
25 LF MGS BEAMGUARD REQUIRED

B-56-158
TO REMAIN

SKILLET CREEK

WETLANDS

STA 196+01 EB, 24' RT
MGS GUARDRAIL TERMINAL EAT REQUIRED

194+89EB TO 196+02EB RT
MGS THRIE BEAM TRANSITION &
25 LF MGS BEAMGUARD REQUIRED

SLOPE INTERCEPT (TYP.)

RICHARD A BECRAFT

MATCH LINE STA 199+00EB

EB1427

JOHN HEHENBERGER

EB1414

MATCH LINE STA. 16+25SK

EB1425 EB1420 EB1421 EB1419 EB1418 EB1422 EB1423 EB1417 EB1416 EB1424 EB1415

STH 159

15+00SK

CS-5 CG-4

986.33 986.35 985.93

CG-6S36D

987.16

10:1 TAPER

EB1426 EB1431

SLOPE INTERCEPT

CENTURY LINK (TELEPHONE)

ALLIANT ENERGY POLE

ALLIANT ENERGY (ELECTRIC)
& CHARTER COMMUNICATIONS

MATCH LINE STA 199+00EB

EB1409

202+00EB 203+00EB 204+00EB 205+00EB 206+

EB1430 EB1432 EB1433 EB1434

10:1 TAPER

987.17

EB1429

POINT OF ROCKS ROAD

POINT OF ROCKS ROAD ℄

USH 12 EB ℄

201+00EB

99°47'22"

EB1411 CG-6S36D EB1413

SKILLET CREEK RD

EB1410

10:1 TAPER

986.37

985.62

985.83

EB1428

EB1408

200+00EB

USH 12

EB1435

ATC (ELEC. TRANSMISSION)
ALLIANT ENERGY (ELECTRIC)
& CHARTER COMMUNICATIONS

EB1412

SLOPE INTERCEPT

SK1437

SIGN

CENTURY LINK (FIBER OPTIC)

ATC

SK1436

14+00SK

BRIAN C FARR

STA 205+69, 22' RT
MGS GUARDRAIL TERMINAL EAT REQ'D

STA 206+19EB TO 207+96EB RT
175 LF MGS BEAMGUARD REQUIRED

MATCH LINE STA 206+00EB

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 50	E

POINT NO.	STATION	OFFSET	DESCRIPTION
EB1400	192+57.36 EB	16.93' LT	BEGIN TAPER
EB1401	193+18.74 EB	17.70' RT	BEGIN TAPER
EB1402	193+71.56 EB	32.46' LT	END TAPER
EB1403	193+48.72 EB	20.94' RT	END TAPER
EB1404	196+10.71 EB	30.37' LT	BEGIN TAPER
EB1405	197+05.14 EB	17.00' LT	END TAPER
EB1406	196+01.40 EB	26.03' RT	BEGIN TAPER
EB1407	197+36.40 EB	17.00' RT	END TAPER

POINT NO.	STATION	OFFSET	DESCRIPTION
EB1408	199+45.79 EB	12.00' LT	BEGIN TAPER
EB1409	200+45.79 EB	24.22' LT	BEGIN CURB AND GUTTER/65' RADIUS
EB1410	200+37.37 EB	12.00' RT	BEGIN TAPER
EB1411	200+87.37 EB	18.00' RT	BEGIN CURB AND GUTTER/50' RADIUS
EB1412	200+86.21 EB	68.02' RT	50' RADIUS
EB1413	201+35.49 EB	59.40' RT	END CURB AND GUTTER/50' RADIUS
EB1414	200+35.71 EB	88.43' LT	65' RADIUS
EB1415	201+10.93 EB	28.01' LT	BEGIN 3' RADIUS (FACE OF CURB)
EB1416	201+10.62 EB	30.99' LT	3' RADIUS
EB1417	201+07.76 EB	31.91' LT	END 3' RADIUS/BEGIN 100' RADIUS (FACE OF CURB)
EB1418	201+10.62 EB	42.90' LT	CENTER OF CURVE (100' RADIUS) (FACE OF CURB)
EB1419	201+12.21 EB	54.15' LT	END 100' RADIUS/BEGIN 1.5' RADIUS (FACE OF CURB)
EB1420	201+13.70 EB	54.02' LT	1.5' RADIUS
EB1421	201+15.18 EB	54.28' LT	END 1.5' RADIUS (FACE OF CURB)
EB1422	201+19.08 EB	32.09' LT	BEGIN 3' RADIUS (FACE OF CURB)
EB1423	201+16.13 EB	31.57' LT	3' RADIUS
EB1424	201+16.44 EB	28.58' LT	END 3' RADIUS (FACE OF CURB)
EB1425	201+50.15 EB	51.96' LT	BEGIN CURB AND GUTTER/52' RADIUS
EB1426	201+92.28 EB	15.00' LT	END CURB AND GUTTER/52' RADIUS
EB1427	201+92.46 EB	67.01' LT	52' RADIUS
EB1428	201+68.09 EB	47.15' RT	BEGIN CURB AND GUTTER/25' RADIUS
EB1429	201+95.58 EB	39.81' RT	25' RADIUS
EB1430	201+96.45 EB	14.80' RT	END CURB AND GUTTER/25' RADIUS
EB1431	202+29.90 EB	12.00' LT	END TAPER
EB1432	202+58.98 EB	12.00' RT	END TAPER
EB1433	204+97.75 EB	15.00' RT	BEGIN TAPER
EB1434	205+30.48 EB	15.00' LT	BEGIN TAPER
EB1435	205+67.86 EB	22.00' RT	END TAPER
SK1436	201+65.31 SK	137.34' RT	END TAPER
SK1437	201+96.48 SK	130.28' RT	END TAPER

2

POINT NO.	STATION	OFFSET	DESCRIPTION
EB1800	16+48.59 EB	25.91' LT	END CURB AND GUTTER/65' RADIUS
EB1801	16+58.24 EB	24.02' LT	BEGIN TAPER
EB1802	17+37.77 EB	11.00' LT	END TAPER
EB1803	16+91.30 EB	11.00' RT	BEGIN TAPER
EB1804	16+51.02 EB	37.58' RT	DRIVEWAY MATCH
EB1805	16+66.64 EB	38.87' RT	DRIVEWAY MATCH
EB1806	18+13.72 EB	42.69' RT	DRIVEWAY MATCH
EB1807	18+32.72 EB	43.09' RT	DRIVEWAY MATCH
EB1808	18+62.09 EB	45.71' RT	DRIVEWAY MATCH
EB1809	18+78.09 EB	46.35' RT	DRIVEWAY MATCH
EB1810	19+54.87 EB	40.21' LT	BEGIN TAPER
EB1811	19+58.58 EB	45.66' LT	DRIVEWAY MATCH
EB1812	19+67.28 EB	45.22' LT	DRIVEWAY MATCH
EB1813	19+70.92 EB	41.79' LT	BEGIN TAPER

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-STH 159	SHEET 52	E

POINT NO.	STATION	OFFSET	DESCRIPTION
EB1500	208+47.32 EB	22.00' RT	BEGIN TAPER
EB1501	209+42.08 EB	15.00' RT	END TAPER
EB1502	208+71.34 EB	21.78' LT	BEGIN TAPER
EB1503	209+51.32 EB	15.00' LT	END TAPER

POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM401	224696.36	642539.92	985.86	RR SPIKE PPOL #11-6-15 13/44
BM402	224917.26	643328.39	980.73	RR SPIKE SIGN POST
BM405	225167.67	643453.80	981.73	WISDOT VT CTL DISK TOP CONC WWAL

KUHNAU PROPERTY LLC

BM402

SKILLET CREEK

STA 206+06, 22' LT
MGS GUARDRAIL TERMINAL EAT REQUIRED

STA 206+06EB TO 208+22EB LT
175 LF MGS BEAMGUARD REQUIRED

2 S.F. CONCRETE SURFACE REPAIR
CLEANING BOX CULVERT, B-56-065

B-56-065
TO REMAIN

STA 208+71, 22' LT
MGS TERMINAL EAT REQUIRED

POINT OF ROCKS ROAD

CENTURY LINK (TELEPHONE)

MATCH LINE STA 206+00EB

207+00EB

208+00EB

209+00EB

210+00EB

211+00EB

212+00EB

213+

EB1500

EB1501

EB1502

EB1503

BM405

CENTURY LINK (FIBER OPTIC)

WETLANDS

STA 206+10EB
END RECONSTRUCTION

STA 208+47, 22' RT
MGS TERMINAL EAT REQUIRED

GDL PROPERTIES LLC

BRIAN C FARR

P.L.

MATCH LINE STA 213+00EB

KUHNAU PROPERTY LLC

ATC

POINT OF ROCKS ROAD

214+00EB

215+00EB

216+00EB

217+00EB

218+00EB

219+00EB

220+

MATCH LINE STA 220+00EB

CENTURY LINK (TELEPHONE)

CENTURY LINK (FIBER OPTIC)

ALLIANT ENERGY (ELECTRIC)

SKILLET CREEK ROAD

BM401

MICHAEL C BENNETT

LINCOLN NOAH WOODS

GDL PROPERTIES LLC

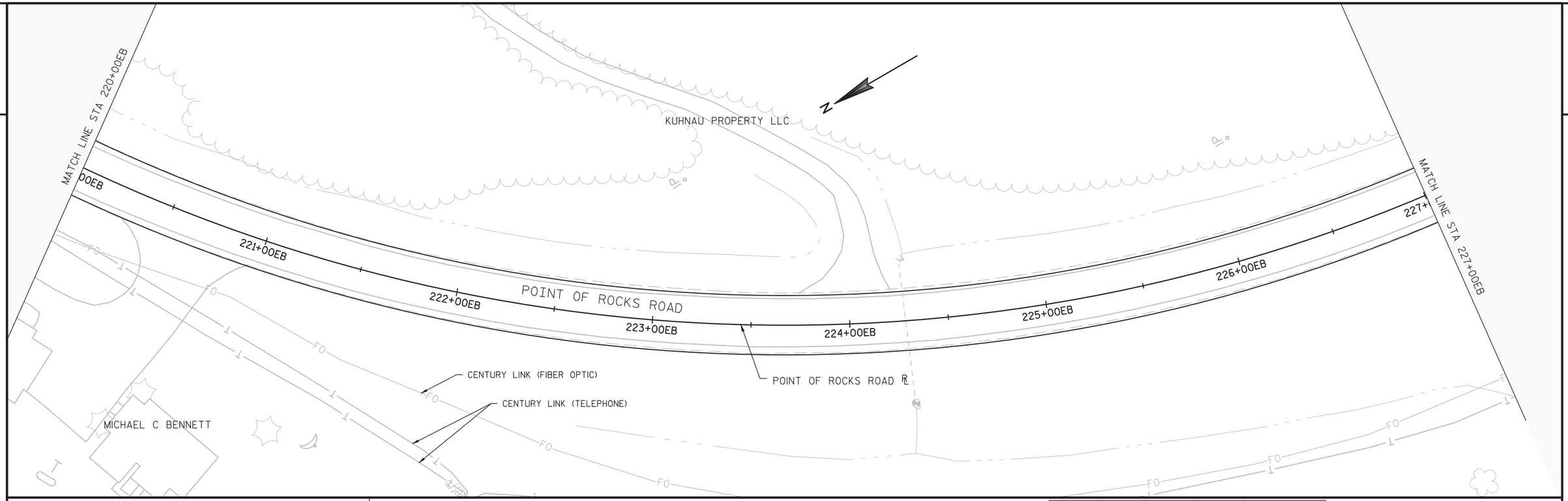
SIGN

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 53	E

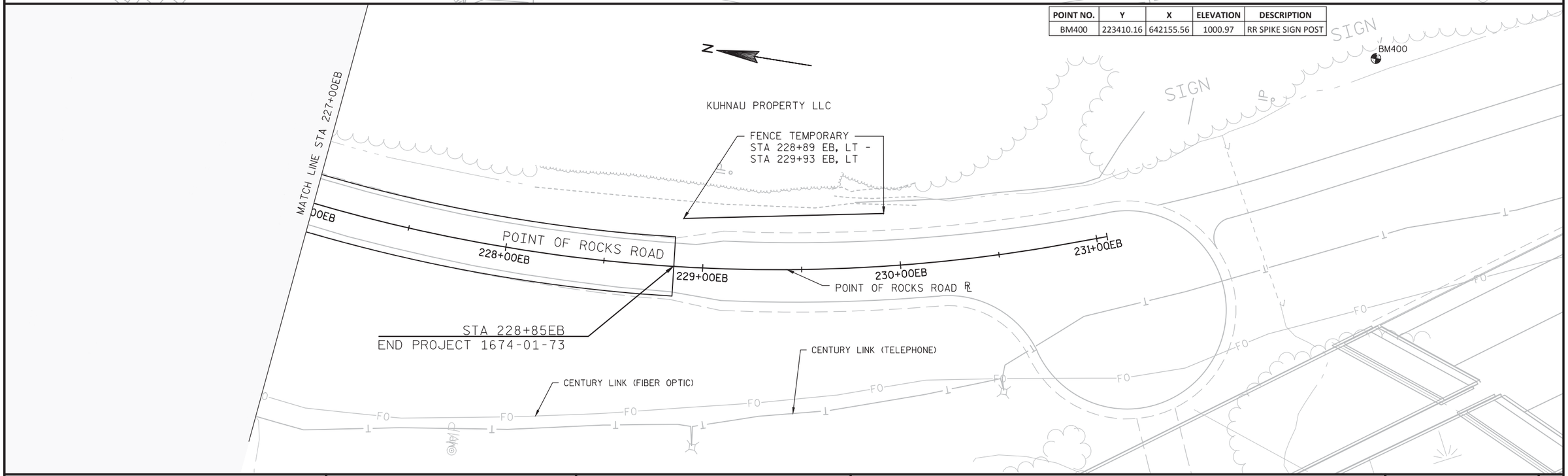
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\PLAN DETAILS\020401_PD.DWG PLOT DATE : 4/26/2017 7:41 AM PLOT BY : KL ENGINEERING PLOT NAME : 206+00.00 PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

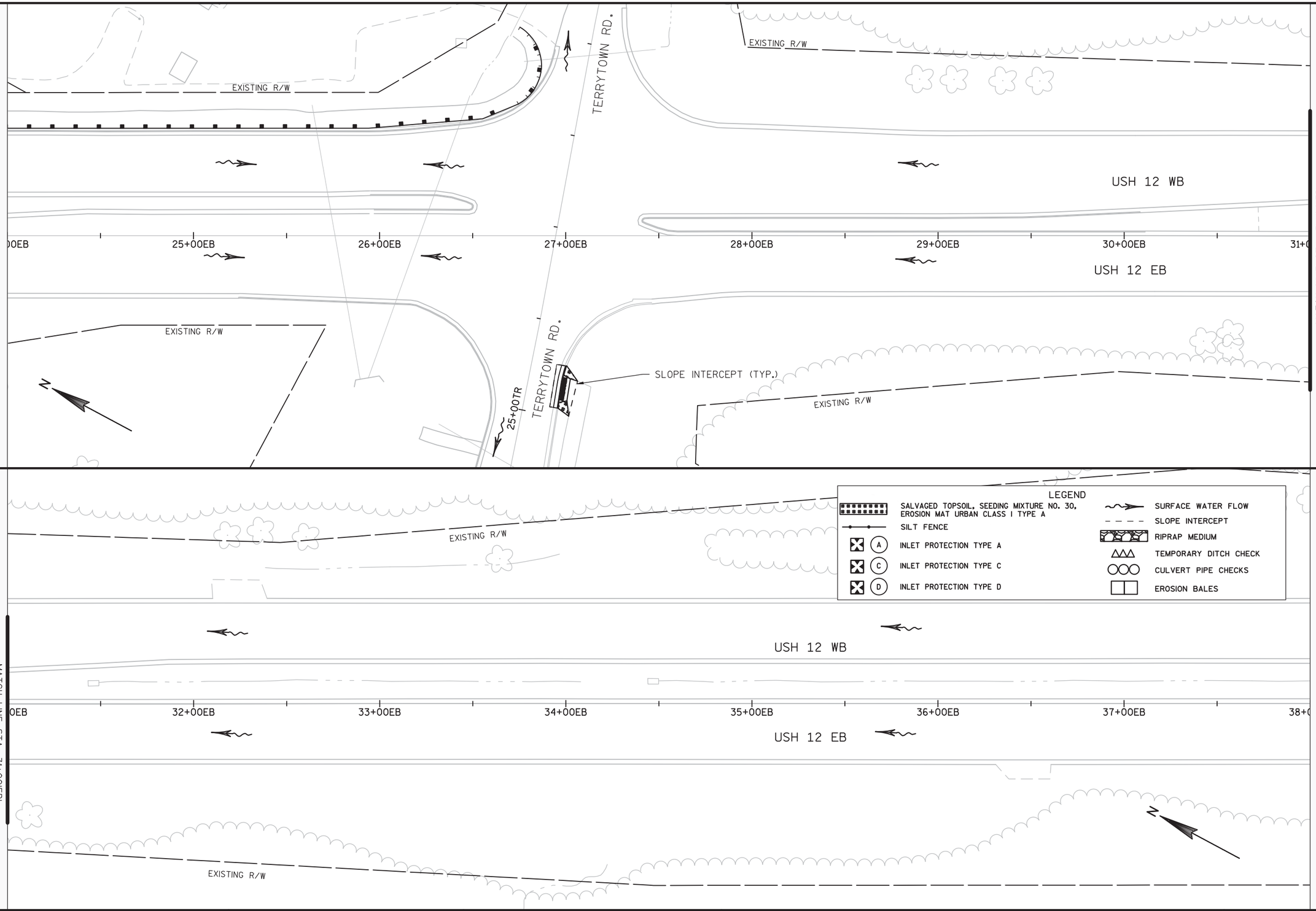
2



POINT NO.	Y	X	ELEVATION	DESCRIPTION
BM400	223410.16	642155.56	1000.97	RR SPIKE SIGN POST



PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL-USH 12	SHEET 54	E



2

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 55	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 4/26/2017 8:45 AM PLOT BY : KL ENGINEERING PLOT NAME : 24+00.00 PLOT SCALE : 1 IN:50 FT

2

EXISTING R/W

USH 12 WB

SLOPE INTERCEPT (TYP.)

53+00EB

54+00EB

55+00EB

56+00EB

USH 12 EB

57+00EB

58+00EB

59+

MATCH LINE STA. 59+00'EB'

EXISTING R/W

P.L.

P.L.

P.L.

P.L.

N

LEGEND

SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, EROSION MAT URBAN CLASS I TYPE A	SURFACE WATER FLOW
SILT FENCE	SLOPE INTERCEPT
(A) INLET PROTECTION TYPE A	RIPRAP MEDIUM
(C) INLET PROTECTION TYPE C	TEMPORARY DITCH CHECK
(D) INLET PROTECTION TYPE D	CULVERT PIPE CHECKS
	EROSION BALES

BERKLEY BLVD

SLOPE INTERCEPT (TYP.)

EXISTING R/W

EXISTING R/W

USH 12 WB

USH 12 EB

60+00EB

61+00EB

62+00EB

63+00EB

64+00EB

65+00EB

66+

MATCH LINE STA. 59+00'EB'

MATCH LINE STA. 66+00'EB'

EXISTING R/W

P.L.

P.L.

P.L.

P.L.

P.L.

P.L.

P.L.

N

NOTES:
WHEN INLET PROTECTION TYPE A AND TYPE C OR D ARE INDICATED AT THE SAME LOCATION, USE TYPE A PRIOR TO THE PLACEMENT OF CURB AND GUTTER AND USE TYPE C OR D AFTER THE INLET CASTINGS ARE IN PLACE.

USE ROCK BAGS FOR ADDITIONAL INLET PROTECTION AS NECESSARY

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 56	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 4/26/2017 8:46 AM PLOT BY : KL ENGINEERING PLOT NAME : 52+00.00 PLOT SCALE : 1 IN:50 FT

2

MATCH LINE STA. 38+50LS

STH 33/LINN ST.

38+00LS

P.L.

EXISTING R/W

EXISTING R/W

P.L.

MAPLE STREE

EXISTING R/W

MATCH LINE STA. 66+00'EB'

USH 12 WB

0EB

67+00EB

68+00EB

69+00EB

70+00EB

71+00EB

72+00EB

73+

MATCH LINE STA. 73+00'EB'

USH 12 EB

EXISTING R/W

SLOPE INTERCEPT (TYP.)

STH 136/LINN ST

37+00LS

P.L.

P.L.

MATCH LINE STA. 36+50LS

N

W. CHESTNUT ST.

P.L.

SLOPE INTERCEPT (TYP.)

LOCUST STREET

N

EXISTING R/W

EXISTING R/W

MATCH LINE STA. 73+00'EB'

USH 12 WB

0EB

74+00EB

75+00EB

76+00EB

77+00EB

USH 12 EB

78+00EB

79+00EB

80+

MATCH LINE STA. 80+00'EB'

EXISTING R/W

EXISTING R/W

CHESTNUT ST.

P.L.

P.L.

LEGEND

- SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- EROSION BALES

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 57	E

2

2

P.L.

EXISTING R/W

STH 136/LINN ST

31+00LS

32+00LS

33+00LS

34+00LS

35+00LS

36+00LS

MATCH LINE STA. 36+50LS

C

D

EXISTING R/W

N

P.L.

P.L.

EXISTING R/W

MATCH LINE STA. 38+50LS

39+00LS

40+00LS

41+00LS

42+00LS

43+00LS

44+00LS

STH 33/LINN ST

EXISTING R/W

MULBERRY STREET

P.L.

P.L.

LEGEND

SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, EROSION MAT URBAN CLASS I TYPE A

SILT FENCE

A INLET PROTECTION TYPE A

C INLET PROTECTION TYPE C

D INLET PROTECTION TYPE D

SURFACE WATER FLOW

SLOPE INTERCEPT

RIPRAP MEDIUM

TEMPORARY DITCH CHECK

CULVERT PIPE CHECKS

EROSION BALES

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 58	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 4/26/2017 8:47 AM PLOT BY : KL ENGINEERING PLOT NAME : STH33 PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

EXISTING R/W

N

B-56-153

USH 12 WB

MATCH LINE STA. 80+00'EB'

00EB | 81+00EB | 82+00EB | 83+00EB | 84+00EB | 85+00EB | 86+00EB | 87+

B-56-154

USH 12 EB

MATCH LINE STA. 87+00'EB'

STA 82+06EB
END PROJECT ID: 1674-01-72
BEGIN PROJECT ID: 1670-00-62

BARABOO RIVER

EXISTING R/W

LEGEND

- SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- EROSION BALES

N

P.L.

SLOPE INTERCEPT (TYP.)

EXISTING R/W

TLE

USH 12 WB

MATCH LINE STA. 87+00'EB'

0EB | 88+00EB | 89+00EB | 90+00EB | 91+00EB | 92+00EB | 93+00EB | 94+

USH 12 EB

MATCH LINE STA. 94+00'EB'

STA 88+20EB
END PROJECT ID: 1670-00-62
BEGIN PROJECT ID: 1674-01-72

EXISTING R/W

2

PROJECT NO: 1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 59	E

2

CARPENTER STREET

HATCHERY ROAD

EXISTING R/W

SLOPE INTERCEPT (TYP.)

TLE

EXISTING R/W

P.L.

P.L.

USH 12 WB

MATCH LINE STA. 94+00'EB'

95+00EB

96+00EB

97+00EB

98+00EB

99+00EB

100+00EB

101+

MATCH LINE STA. 101+00'EB'

USH 12 EB

EXISTING R/W

EXISTING R/W

P.L.

P.L.

P.L.

N

LEGEND

SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, EROSION MAT URBAN CLASS I TYPE A	SURFACE WATER FLOW
SILT FENCE	SLOPE INTERCEPT
(A) INLET PROTECTION TYPE A	RIPRAP MEDIUM
(C) INLET PROTECTION TYPE C	TEMPORARY DITCH CHECK
(D) INLET PROTECTION TYPE D	CULVERT PIPE CHECKS
	EROSION BALES

P.L.

N

EXISTING R/W

USH 12 WB

MATCH LINE STA. 101+00'EB'

102+00EB

103+00EB

104+00EB

105+00EB

106+00EB

107+00EB

108+

MATCH LINE STA. 108+00'EB'

USH 12 EB

EXISTING R/W

P.L.

P.L.

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 60	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 4/26/2017 8:49 AM PLOT BY : KL ENGINEERING PLOT NAME : 94+00.00 PLOT SCALE : 1 IN:50 FT

2

2

SAUK AVE.

EXISTING R/W

SLOPE INTERCEPT (TYP.)

TLE

P.L.

EXISTING R/W

MATCH LINE STA. 108+00'EB'

USH 12 WB

00EB 109+00EB 110+00EB 111+00EB 112+00EB 113+00EB 114+00EB 115+

MATCH LINE STA. 115+00'EB'

USH 12 EB

EXISTING R/W

SAUK AVE.

EXISTING R/W

LEGEND

- SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- EROSION BALES

N

N

SLOPE INTERCEPT (TYP.)

P.L.

TLE

SOUTH BLVD

MATCH LINE STA. 115+00'EB'

USH 12 WB

00EB 116+00EB 117+00EB 118+00EB 119+00EB 120+00EB 121+00EB 122+

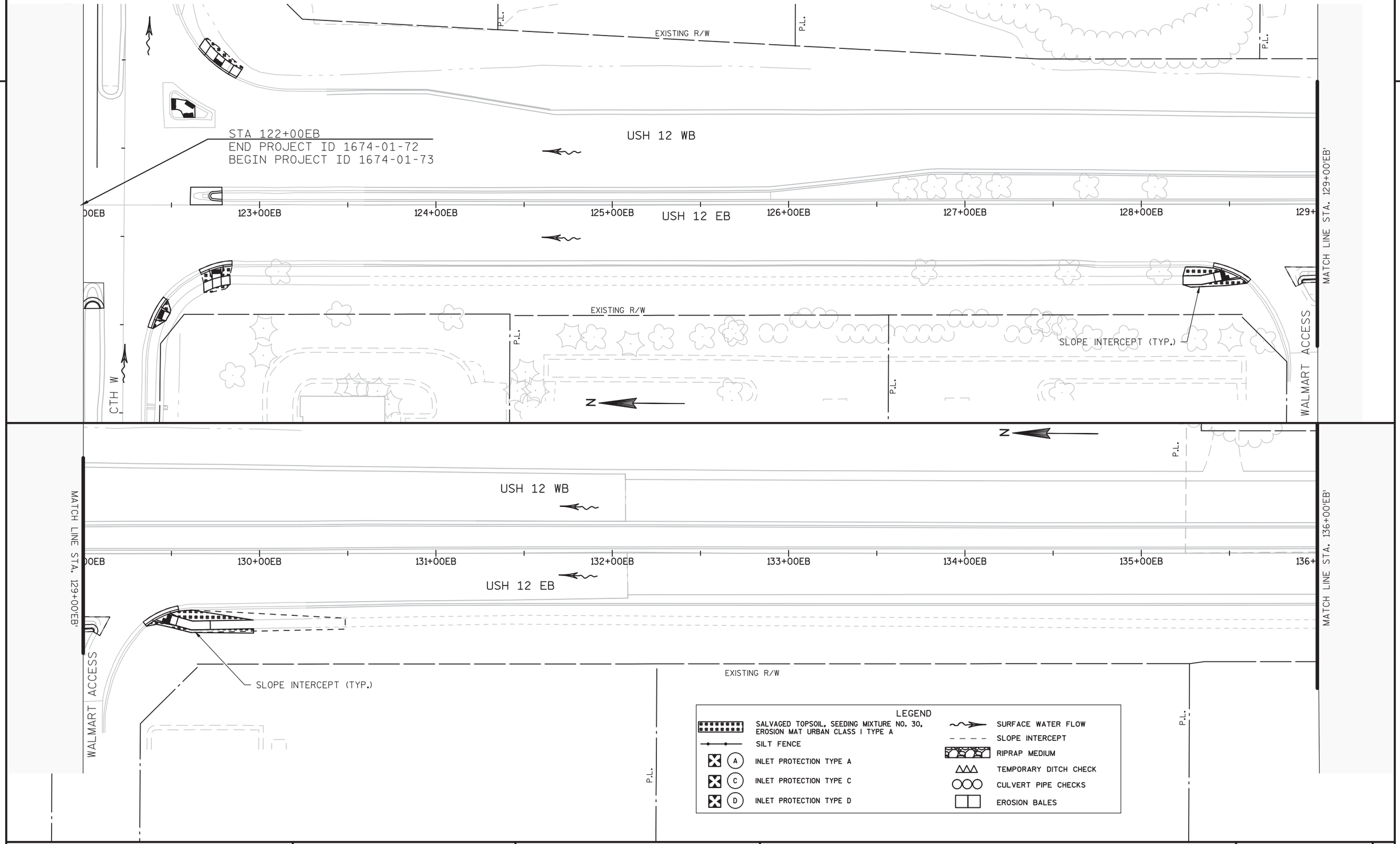
MATCH LINE STA. 122+00'EB'

USH 12 EB

TLE

P.L. P.L. P.L.

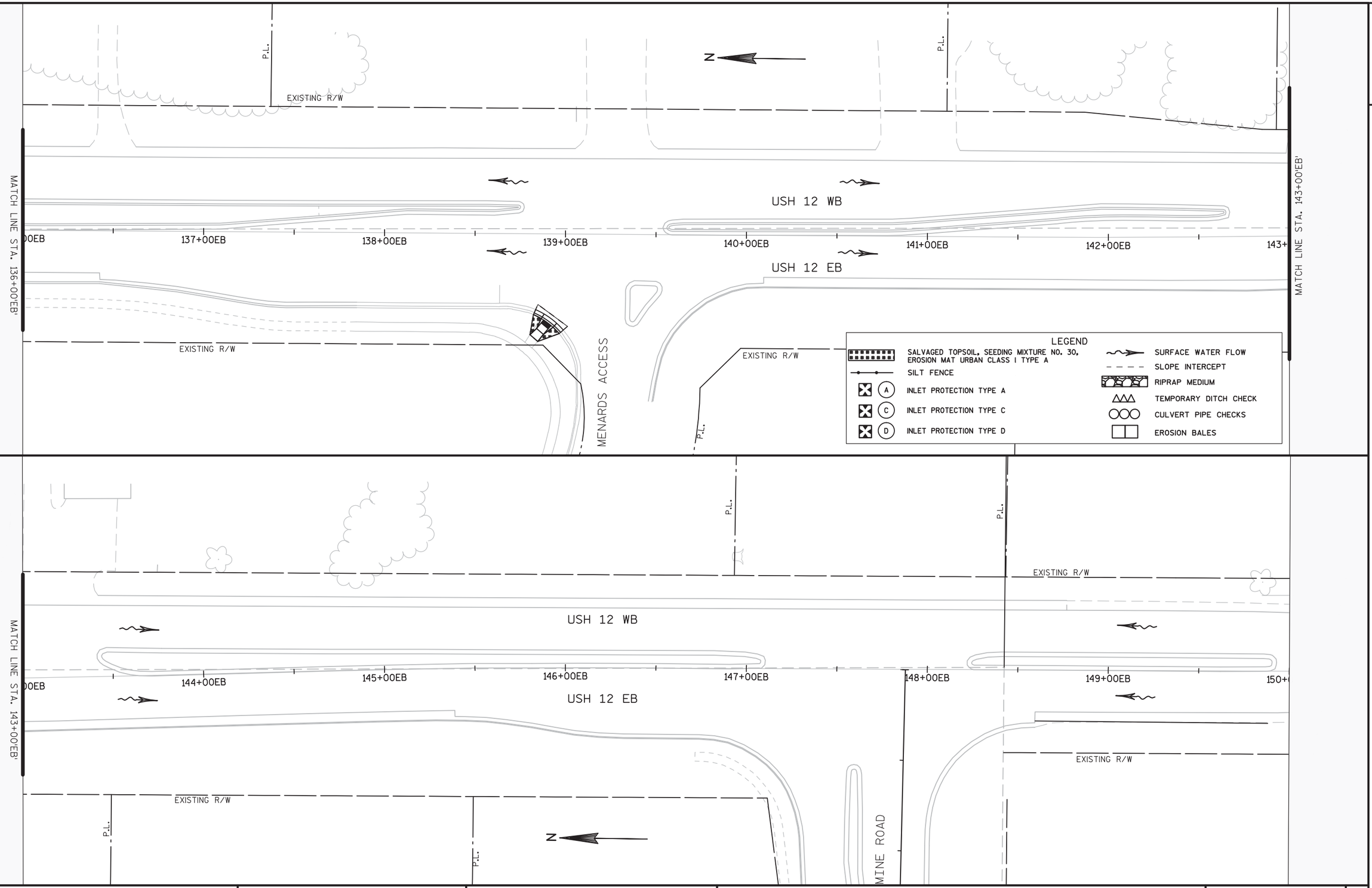
PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 61	E



PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 62	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 4/26/2017 8:50 AM PLOT BY : KL ENGINEERING PLOT NAME : 122+00.00 PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 63	E

2

2

N

EXISTING R/W

P.L.

WETLANDS

SLOPE INTERCEPT (TYP.)

USH 12

193+00EB

194+00EB

195+00EB

196+00EB

197+00EB

198+00EB

199+

MATCH LINE STA. 199+00EB'

B-56-158
TO REMAIN

SKILLET CREEK

WETLANDS

P.L.

EXISTING R/W

P.L.

N

MATCH LINE STA. 16+50SK

15+00SK STH 159

16+00SK

201+00EB

202+00EB

203+00EB

POINT OF ROCKS ROAD

204+00EB

205+00EB

206+

MATCH LINE STA. 206+00EB'

USH 12

200+00EB

MATCH LINE STA. 199+00EB'

SKILLET CREEK ROAD

15+00SK

14+00SK

ASPHALTIC FLUME
WITH RIPRAP MEDIUM
(SEE CONSTRUCTION
DETAIL) (TYP.)

SLOPE INTERCEPT (TYP.)

EXISTING R/W

SILT FENCE
RELIEF (TYP.)

EXISTING R/W

LEGEND

- SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- EROSION BALES

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 64	E

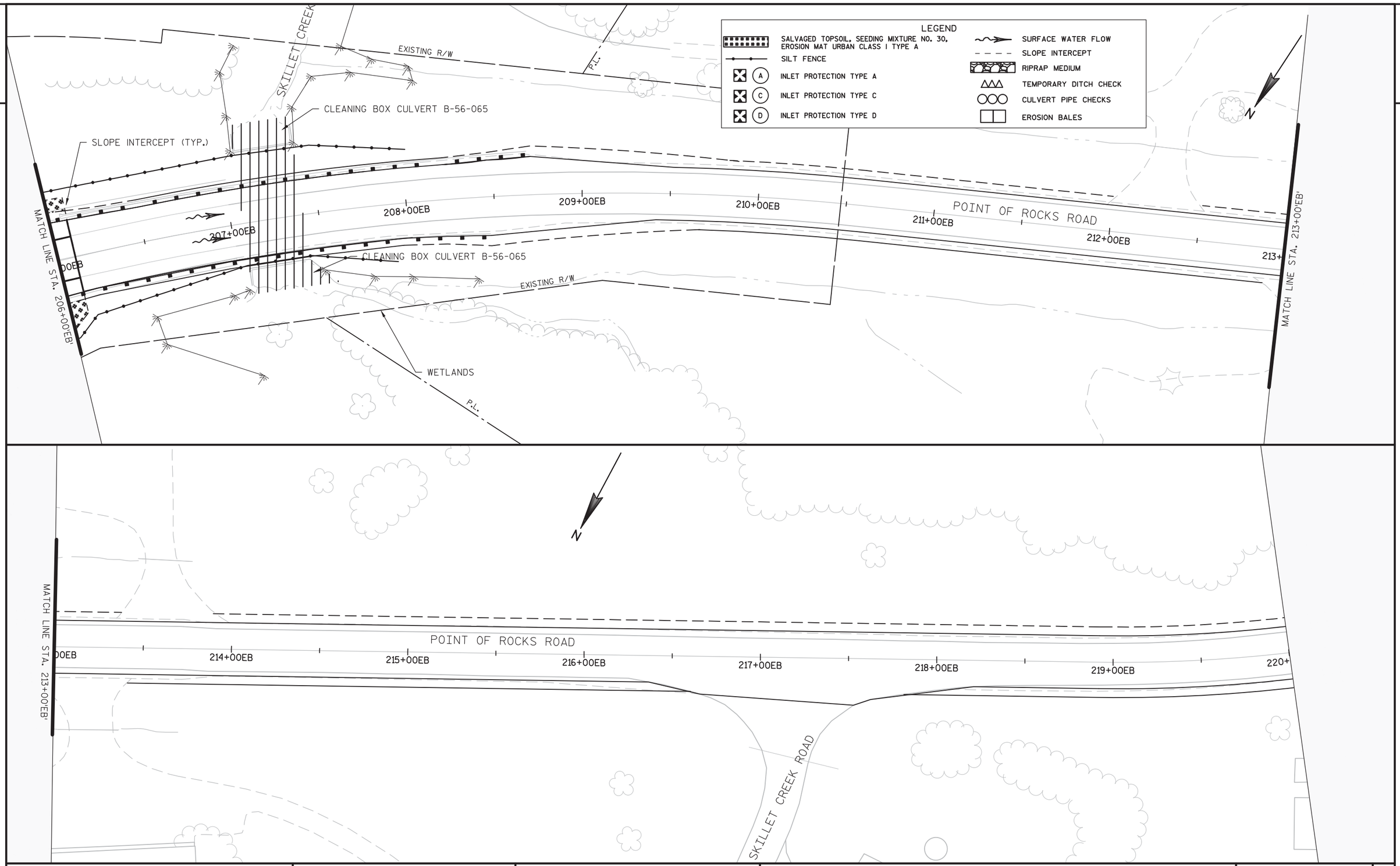


LEGEND

- SALVAGED TOPSOIL, SEEDING MIXTURE NO. 30, EROSION MAT URBAN CLASS I TYPE A
- SILT FENCE
- (A) INLET PROTECTION TYPE A
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- RIPRAP MEDIUM
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- EROSION BALES

2

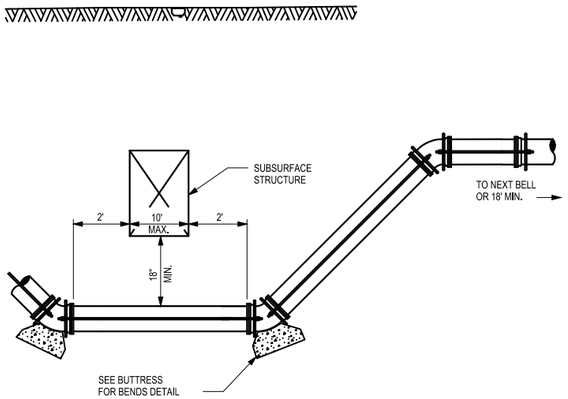
PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 65	E



PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 66	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 4/26/2017 8:52 AM PLOT BY : KL ENGINEERING PLOT NAME : 206+00.00 PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

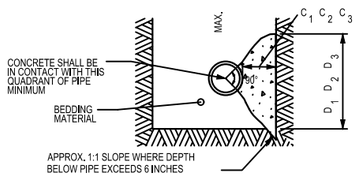


GENERAL NOTES:

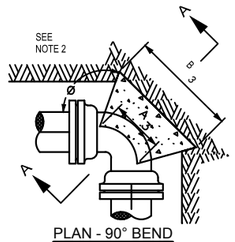
1. FITTINGS TO BE WRAPPED WITH POLYETHYLENE BEFORE PLACEMENT OF RODDING AND BUTTRESSES.
2. ALL FITTINGS SHALL BE RODDED OR CONNECTED TO THE PIPE WITH AN APPROVED WEDGE ACTION THRUST RESTRAINING GLAND. RODS SHALL BE STAINLESS STEEL OR BITUMINOUS COATED, AND A MINIMUM OF 1 INCH IN DIAMETER.
3. LOCATIONS OF EXISTING MAINS ARE APPROXIMATE. LENGTH REQUIRED TO BE LOWERED WILL BE DETERMINED IN THE FIELD.
4. MAINS SHALL BE INSULATED IF COVER IS LESS THAN 6.5 FEET.

PRESSURE MAIN OFFSET DETAIL

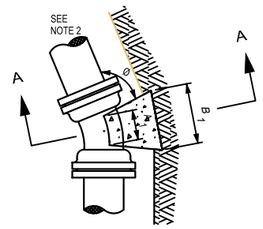
SCALE: NONE



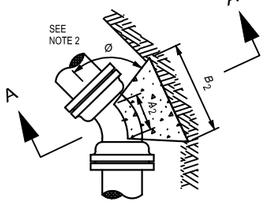
SECTION A-A



PLAN - 90° BEND



PLAN - 22 1/2 ° BEND



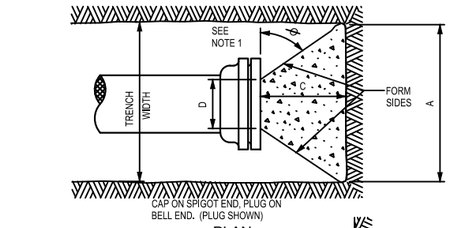
PLAN - 45° BEND

NOTES:
1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 P.S.I. AND AN EARTH RESISTANCE OF 2 TONS PER SQ. FT. INFORM THE ENGINEER IF PRESSURES EXCEEDS 150 PSI, OR ON-SITE SOIL DOES NOT MEET THIS CONDITION.
2. DIMENSION C C C SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.
3. DIMENSION C C C SHOULD BE LARGE AS POSSIBLE WITHOUT INTERFERRING WITH THE MECHANICAL JOINT.
4. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
5. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. IN ADDITION TO BUTTRESS, ALL JOINTS SURROUNDING BENDS SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS. RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

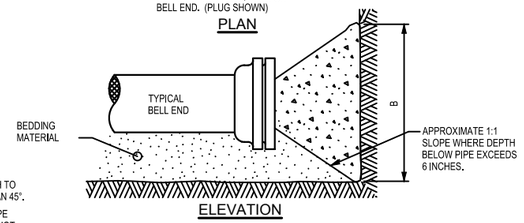
BUTTRESS DIMENSIONS						
PIPE SIZE	22 1/2 ° BENDS		45° BENDS		90° BENDS	
	B_1	D_1	B_2	D_2	B_3	D_3
6"	1'-0"	1'-0"	1'-0"	1'-0"	1'-4"	1'-2"
8"	1'-0"	1'-0"	1'-4"	1'-2"	1'-10"	1'-6"
10"	1'-2"	1'-2"	1'-7"	1'-7"	2'-3"	1'-10"
12"	1'-4"	1'-4"	1'-10"	1'-10"	2'-8"	2'-3"
16"	1'-10"	1'-8"	2'-6"	2'-4"	3'-10"	2'-10"
20"	2'-4"	2'-0"	3'-3"	2'-10"	5'-0"	3'-4"
24"	2'-10"	2'-4"	4'-0"	3'-3"	6'-4"	3'-10"

BUTTRESS FOR BENDS DETAIL

SCALE: NONE



PLAN



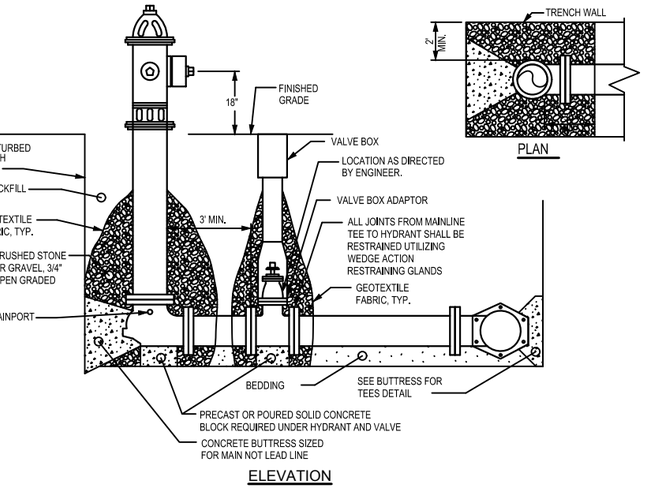
ELEVATION

NOTES:
1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE O EQUAL TO OR LARGER THAN 45°.
2. DIMENSION 'D' EQUALS APPROX. I.D. OF PIPE LESS 2 INCHES. THE CONCRETE SHOULD NOT INTERFERE WITH THE MECHANICAL JOINTS.
3. WHERE BUTTRESSES ARE NOT POSSIBLE BECAUSE OF POOR SOIL CONDITIONS OR LACK OF ROOM, WEDGE ACTION RESTRAINING GLANDS SHALL BE PERMITTED.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
5. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHLENE.

BUTTRESS DIMENSIONS				
DIA.	A	B	C	D
6"	1'-6"	1'-2"	SEE NOTE NO. 1	SEE NOTE NO. 2
8"	2'-0"	1'-4"		
12"	2'-5"	1'-10"		
16"	3'-4"	2'-4"		
20"	4'-3"	2'-10"		
24"	5'-2"	3'-4"		
30"	6'-9"	4'-0"		

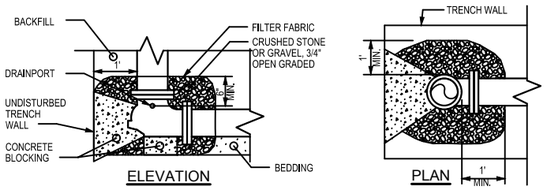
BUTTRESS FOR PLUGS DETAIL

SCALE: NONE



PLAN

ELEVATION

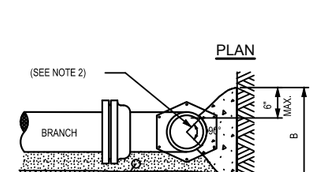


ELEVATION PLAN

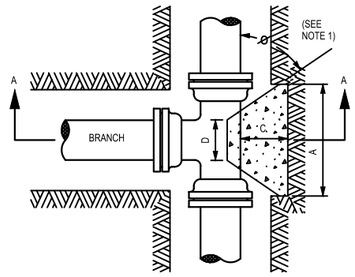
PERVIOUS SOIL SUMP DETAIL

HYDRANT AND LEAD CONNECTION DETAIL

SCALE: NONE



SECTION A-A



NOTES:
1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE O GREATER THAN OR EQUAL TO 45°.
2. CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AT A MINIMUM.
3. DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
5. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
6. CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
8. IN ADDITION TO BUTTRESSES, ALL JOINTS SURROUNDING TEES SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

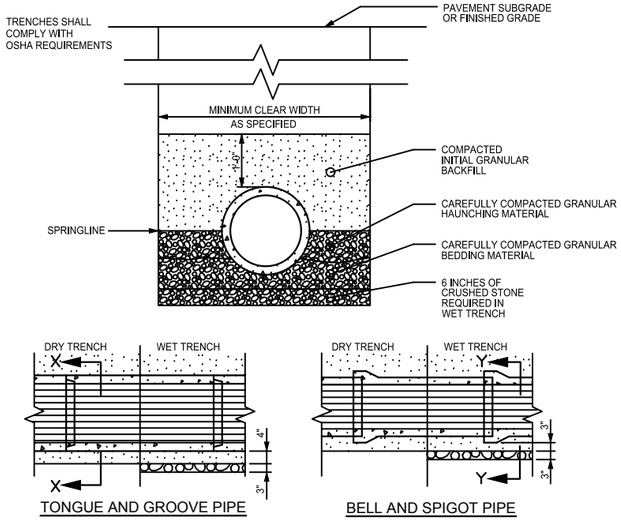
BUTTRESS DIMENSIONS				
B.D	A	B	C	D
6"	1'-3"	1'-0"	SEE NOTE NO. 1	SEE NOTE NO. 3
8"	1'-6"	1'-4"		
10"	1'-10"	1'-8"		
12"	2'-3"	2'-0"		
16"	3'-2"	2'-6"		
20"	4'-0"	3'-0"		
24"	5'-3"	3'-4"		

B.D. = BRANCH DIAMETER

BUTTRESS FOR TEES DETAIL

SCALE: NONE

2

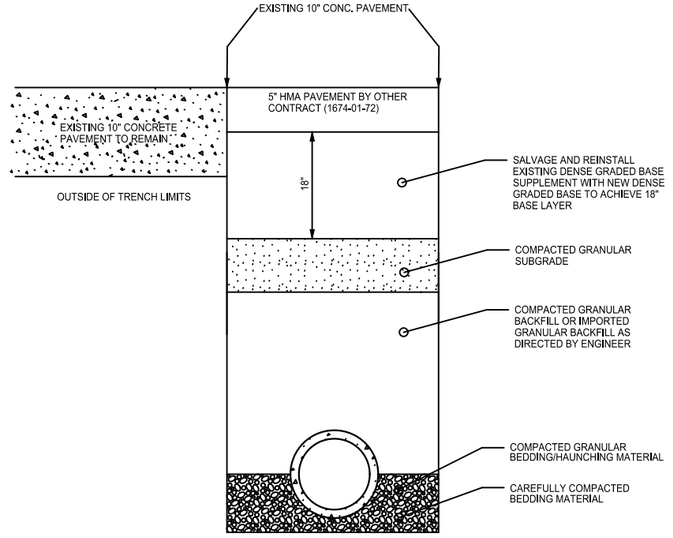


GENERAL NOTES:

1. BEDDING AND HAUNCHING MATERIAL SHALL BE WELL-GRADED 3/4 TO 1/4 INCH CRUSHED STONE OR OTHER NONE COHESIVE MATERIAL NOT SUBJECT TO MIGRATION AND FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
2. BEDDING MATERIAL TO BE PLACED BEFORE SETTING PIPE, 4 INCH MINIMUM UNDER BARREL WITH 3 INCH MINIMUM UNDER BELL.
3. INITIAL BACKFILL SHALL BE DENSELY COMPACTED, NON-COHESIVE FINELY DIVIDED MATERIAL FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
4. IN ROCK OR OTHER INCOMPRESSABLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6-INCHES AND REFILLED WITH GRANULAR MATERIAL.

CLASS "B" EMBEDMENT FOR RIGID PIPE DETAIL

SCALE: NONE



WATER MAIN TRENCH RESTORATION DETAIL

SCALE: NONE

STATION 67+75 TO STATION 71+50

PROJECT NO: 1674-01-74	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS: SANITARY SEWER AND WATER MAIN DETAILS	SHEET 68	E

2

2

ABANDON EXISTING WATER MAIN
REMOVE EXISTING VALVE AND BOX (TYP. OF 2)

21+00'BB'

BERKLEY BLVD

1 - 8" X 6" TEE
1 - 8" VALVE AND BOX
1 - 6" VALVE AND BOX
28 L.F. - 6" D.I.W.M. (LEAD)
1 - HYDRANT, COMPLETE 7'-6" BURY
2 - 6" 45° BENDS
12 L.F. - 6" D.I.W.M.
1 - CONNECT TO EXISTING WATER MAIN
1 - 8" X 6" REDUCER

GLACIER ROCK INVESTMENTS, LLC

N

BRAD J &
DONNA M LUCE

1" CORP., CURB STOP, CURB BOX, AND RECONNECT
75 L.F. - 1" WATER SERVICE
2.5" HMA PAVEMENT RESTORATION

CAUTION

1 - 8" X 8" CROSS
2 - 8" VALVE AND BOX
1 - 8" X 6" REDUCER
2 - 6" 45° BENDS
30 L.F. - 6" D.I.W.M.
1 - REMOVE EXISTING VALVE AND BOX
1 - CONNECT TO EXISTING WATER MAIN

90 L.F. - 8" D.I.W.M. (CROSS - TEE)

PT: 61+67.96

USH 12/PINE STREET

BP: 20+00.00'BB'

58+00 59+00 60+00 61+00 62+00 63+00 64

MATCH LINE STA 64+00

445 L.F. - 8" D.I.W.M. (CROSS - TEE)

ABANDON EXISTING WATER MAIN, (TYP. OF 5')

ADJUST EXISTING MANHOLE COVER VILLAGE OF WEST BARABOO SANITARY #92

REMOVE EXISTING VALVE AND BOX
ABANDON EXISTING 6" D.I.W.M., (TYP. OF 2')

35 L.F. - 8" D.I.W.M. (CROSS - VALVE)
1 - 8" VALVE AND BOX
1 - 8" PLUG
1 - 8" X 6" TEE
1 - 6" VALVE AND BOX
38 L.F. - 6" D.I.W.M (LEAD)
1 - HYDRANT, COMPLETE 7'-6" BURY
8" VERTICAL O/S REQ'D
UNDER EXISTING STORM/SANITARY
TOP 8" W.M. @ CROSSING = 884.00

REMOVE AND ABANDON EXISTING HYDRANT AND LEAD

1" CORP., CURB STOP, CURB BOX, AND RECONNECT
18 L.F. - 1" COPPER WATER SERVICE
2" RIGID UTILITY INSULATION UNDER STORM/SANITARY

I. & J. INVESTMENTS, LLC

EXISTING 6" WATER MAIN TO BE ABANDONED IN PLACE

ADJUST EXISTING MANHOLE COVER VILLAGE OF WEST BARABOO SANITARY #88

1" CORP., CURB STOP, CURB BOX, AND RECONNECT
22 L.F. - 1" COPPER WATER SERVICE
2" RIGID UTILITY INSULATION UNDER STORM/SANITARY

NATIONAL RETAIL PROPERTIES, LP

REMOVE EXISTING VALVE BOX

EXISTING TOP NUT
887.45

TOP 8" CROSS AT 885.50

EXISTING R/L PROFILE

7'-0"

7'-0" MIN. COVER, TYP.

890
880
878

58 59 60 61 62 63 64

WISCONSIN
TIMOTHY T. MIKONOWICZ
38360-006
BARABOO
WI
PROFESSIONAL ENGINEER

06-29-2017

PROJECT NO: 1674-01-74	HWY: USH 12	COUNTY: SAUK	WATER MAIN	SHEET 69 E

FILE NAME : P:\80S\82\00082064\CADD\C3D\UTILITIES.DWG
LAYOUT NAME - 023001_up

PLOT DATE : 6/29/2017 11:58 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

ALDI, INC

KWIK TRIP, INC

BARABOO NATIONAL BANK

1" CORP., CURB STOP, CURB BOX,
AND RECONNECT
80 L.F. - 1" WATER SERVICE
2.5" HMA PAVEMENT RESTORATION

PI: 38+11.00LS

38+00LS

STH 33/LINN STREET

CAUTION

USH 12/PINE STREET

1 - 8" X 8" TEE
2 - 8" VALVE AND BOX
2 - 8" 45° BENDS

USH 12/PINE STREET

MATCH LINE
STA 64+00

64+00

65+00

66+00

67+00

68+00

69+00

70

MATCH LINE
STA 70+00

REMOVE EXISTING VALVE AND BOX

298 L.F. - 8" D.I.W.M. (TEE - TEE)

50 L.F. - 8" D.I.W.M.
(TEE - TEE)

365 L.F. - 8" D.I.W.M. (TEE - TEE)

EXISTING 6"
WATER MAIN
TO BE ABANDONED
IN PLACE

REMOVE EXISTING
VALVE BOX

CAUTION

PI: 37+08.30LS

37+00LS

5" CONC.
SIDEWALK, TYP.

ADJUST EXISTING MANHOLE COVER
VILLAGE OF WEST BARABOO
SANITARY #89

1 - 8" X 6" TEE
2 - 8" VALVE AND BOX
1 - 6" VALVE AND BOX
23 L.F. - 6" D.I.W.M. (LEAD)
1 - HYDRANT, COMPLETE 7'-6" BURY

REMOVE EXISTING
VALVE BOX

1 - 8" X 6" TEE
2 - 8" VALVE AND BOX
1 - 6" VALVE AND BOX
20 L.F. - 6" D.I.W.M. (LEAD)
1 - HYDRANT, COMPLETE 7'-6" BURY

ABANDON EXISTING
WATER MAIN
REMOVE EXISTING
VALVE BOX

CAUTION

STH 136LINN STREET

5" CONC.
SIDEWALK, TYP.

1 - 8" X 8" TEE
10 L.F. - 8" D.I.W.M
1 - 8" X 6" TEE
1 - 8" PLUG
1 - 6" VALVE AND BOX
6 L.F. - 6" D.I.W.M. (LEAD)
1 HYDRANT, COMPLETE 7'-6" BURY

1.5" CORP., CURB STOP, CURB BOX,
AND RECONNECT
30 L.F. - 1.5" COPPER WATER SERVICE

REMOVE AND ABANDON EXISTING
HYDRANT AND LEAD

M & R TRAVEL MART, LLC

MRED BARABOO ASSOCIATES
(WALGREENS)

WESTDAYL PLAZA STATION, LLC

EXISTING TOP NUT
881.87

EXISTING R/L PROFILE

TOP 8" TEE AT 888.00

7'-0"

7'-0"

7'-0"

7'-0"

EX. 6" WATER MAIN TO BE ABANDONED IN PLACE

890

880

878

64

65

66

67

68

69

70

PROJECT NO: 1674-01-74	HWY: USH 12	COUNTY: SAUK	WATER MAIN	SHEET 70	E

FILE NAME : P:\80S\82\00082064\CADD\C3D\UTILITIES.DWG
LAYOUT NAME - 023002_up

PLOT DATE : 6/29/2017 11:58 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

J T R, LLC
(CHOMP)

MAPLE STREET

422 W PINE STREET
BARABOO WI, LLC
(PIZZA HUT)

BARABOO NATIONAL BANK

W CHESTNUT STREET

ADJUST EXISTING MANHOLE COVER
VILLAGE OF WEST BARABOO SANITARY #47

ADJUST EXISTING MANHOLE COVER
VILLAGE OF WEST BARABOO SANITARY #22

1 - 8" X 8" TEE
3 - 8" VALVE AND BOX
15 L.F. - 8" D.I.W.M.
2 - 8" X 6" REDUCERS
2 - 6" 45° BENDS
15 L.F. - 6" D.I.W.M.
2 - CONNECT TO EXISTING
WATER MAIN

USH 12/PINE STREET

MATCH LINE
STA 70+00

PI: 76+09.72

70+00 71+00 72+00 73+00 74+00 75+00

REMOVE AND ABANDON
EXISTING HYDRANT AND LEAD

5" CONC.
SIDEWALK, TYP.

1 - 8" X 8" TEE
10 L.F. - 8" D.I.W.M.
1 - 8" X 6" TEE
1 - 8" PLUG
1 - 6" VALVE AND BOX
6 L.F. - 6" D.I.W.M. (LEAD)
1 - HYDRANT, COMPLETE 7'-6" BURY

EXISTING TOP NUT
889.41

NUO SHI LEE
(WOK KING)

WESTDAYL PLAZA STATION, LLC

WESTDAYL PLAZA STATION, LLC

TINKHAM TRAIL

EXISTING R/L PROFILE

TOP 8" TEE AT 887.00

EX. 6" WATER MAIN TO BE ABANDONED IN PLACE

EX. 6" WATER MAIN

890

880

878

70 71 72 73 74 75 76

PROJECT NO: 1674-01-74	HWY: USH 12	COUNTY: SAUK	WATER MAIN	SHEET 71	E

FILE NAME : P:\80S\82\00082064\CADD\C3D\UTILITIES.DWG
LAYOUT NAME - 023003_up

PLOT DATE : 6/29/2017 11:58 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

ABANDON EXISTING WATER MAIN
1 - 12" PLUG

ADJUST EXISTING MANHOLE COVER
VILLAGE OF WEST BARABOO SANITARY #124

STH 136/LINN STREET

BP: 30+00.00LS

31+00LS

32+00LS

33+00LS

34+00LS

34+07.12LS

35+

MATCH LINE
STA 35+00

EXISTING 8" TEE

8" VALVE

8" VALVE

8" X 6" REDUCER

6" VALVE

EXISTING
8" D.I.W.M.

4'

8'

2'

2'

EXISTING 6" D.I.W.M.
TO WALGREENS

3'

12'

10'

1 - 8" X 8" CROSS
1 - 8" VALVE AND BOX
2 - 8" 45° BENDS
3 - RECONNECT TO
EXISTING 8" D.I.W.M
10 L.F. - 8" D.I.W.M.

EXISTING TOP NUT
885.83

EXISTING TOP NUT
885.76

EXISTING R/L PROFILE

TOP 8" TEE AT 885.00

900

890

882

29

30

31

32

33

34

35

PROJECT NO: 1674-01-74	HWY: USH 12	COUNTY: SAUK	WATER MAIN	SHEET 72	E

FILE NAME : P:\805\82\00082064\CADD\C3D\UTILITIES.DWG
LAYOUT NAME - 023004_up

PLOT DATE : 6/29/2017 11:58 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MRED BARABOO ASSOCIATES
(WALGREENS)

1 - 8" X 8" TEE
2 - 8" VALVE AND BOX
2 - 8" 45° BENDS
15 L.F. - 8" D.I.W.M. (TEE TO 2ND BEND)

318 L.F. - 8" D.I.W.M. - (BEND TO TEE)

STH 136/LINN STREET

MATCH LINE
STA 35+00

PI: 36+18.25LS

PI: 37+08.30LS

CAUTION

CAUTION

USH 12/PINE STREET

00+89

PI: 38+11.00LS

PI: 38+76.48LS

PI: 39+95.91LS

KWIK TRIP, INC

STH 33/LINN STREET

35+00LS

36+00LS

37+00LS

38+00LS

39+00LS

40+00LS

41+00LS

ABANDON EXISTING WATER MAIN
REMOVE EXISTING VALVE AND BOX

ADJUST EXISTING MANHOLE COVER
VILLAGE OF WEST BARABOO SANITARY #123

REMOVE AND ABANDON
EXISTING HYDRANT AND LEAD

00+69

USH 12/PINE STREET

WESTDAYL PLAZA STATION, LLC

BARABOO NATIONAL BANK

N

EXISTING R/L PROFILE

7'-0" MIN. COVER, TYP.

TOP 8" TEE AT 888.00

TOP OF PROPOSED 8" D.I.W.M.

900
890
882

35
36
37
38
39
40
41

PROJECT NO: 1674-01-74	HWY: USH 12	COUNTY: SAUK	WATER MAIN	SHEET 73	E

FILE NAME : P:\80S\82\00082064\CADD\C3D\UTILITIES.DWG
LAYOUT NAME - 023005_up

PLOT DATE : 6/29/2017 11:58 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

1 - 8" X 8" CROSS
2 - 8" VALVE AND BOX
1 - 8" X 6" REDUCER
2 - 6" 45° BENDS
30 L.F. - 6" D.I.W.M.
1 - REMOVE EXISTING VALVE AND BOX
1 - CONNECT TO EXISTING WATER MAIN

ABANDON EXISTING WATER MAIN, (TYP. OF 5')

REMOVE EXISTING VALVE AND BOX
ABANDON EXISTING 6" D.I.W.M., (TYP. OF 2')

59+00

60+00

BP: 20+00.00'BB'

90 L.F. - 8" D.I.W.M. (CROSS - TEE)

21+00'BB'

EP: 22+00.00'BB'

ABANDON EXISTING WATER MAIN

CAUTION

BERKLEY BLVD

35 L.F. - 8" D.I.W.M. (CROSS - VALVE)
2 - 8" VALVE AND BOX
1 - 8" PLUG
1 - 8" X 6" TEE
1 - 6" VALVE AND BOX
38 L.F. - 6" D.I.W.M (LEAD)
1 - HYDRANT, COMPLETE 7'-6" BURY

L & J INVESTMENTS, LLC

USH 12/PINE STREET

1 - 8" X 6" TEE
1 - 8" VALVE AND BOX
1 - 6" VALVE AND BOX
28 L.F. - 6" D.I.W.M. (LEAD)
1 - HYDRANT, COMPLETE 7'-6" BURY
2 - 6" 45° BENDS
12 L.F. - 6" D.I.W.M.
1 - CONNECT TO EXISTING WATER MAIN
1 - 8" X 6" REDUCER

GLACIER ROCK INVESTMENTS, LLC

EXISTING TOP NUT
886.80

EXISTING TOP NUT
886.10

TOP 8" CROSS AT 885.50

8" DIWM VERTICAL O/S

TOP 8" DIWM @
CROSSING 884.00

890

880

877

19

20

21

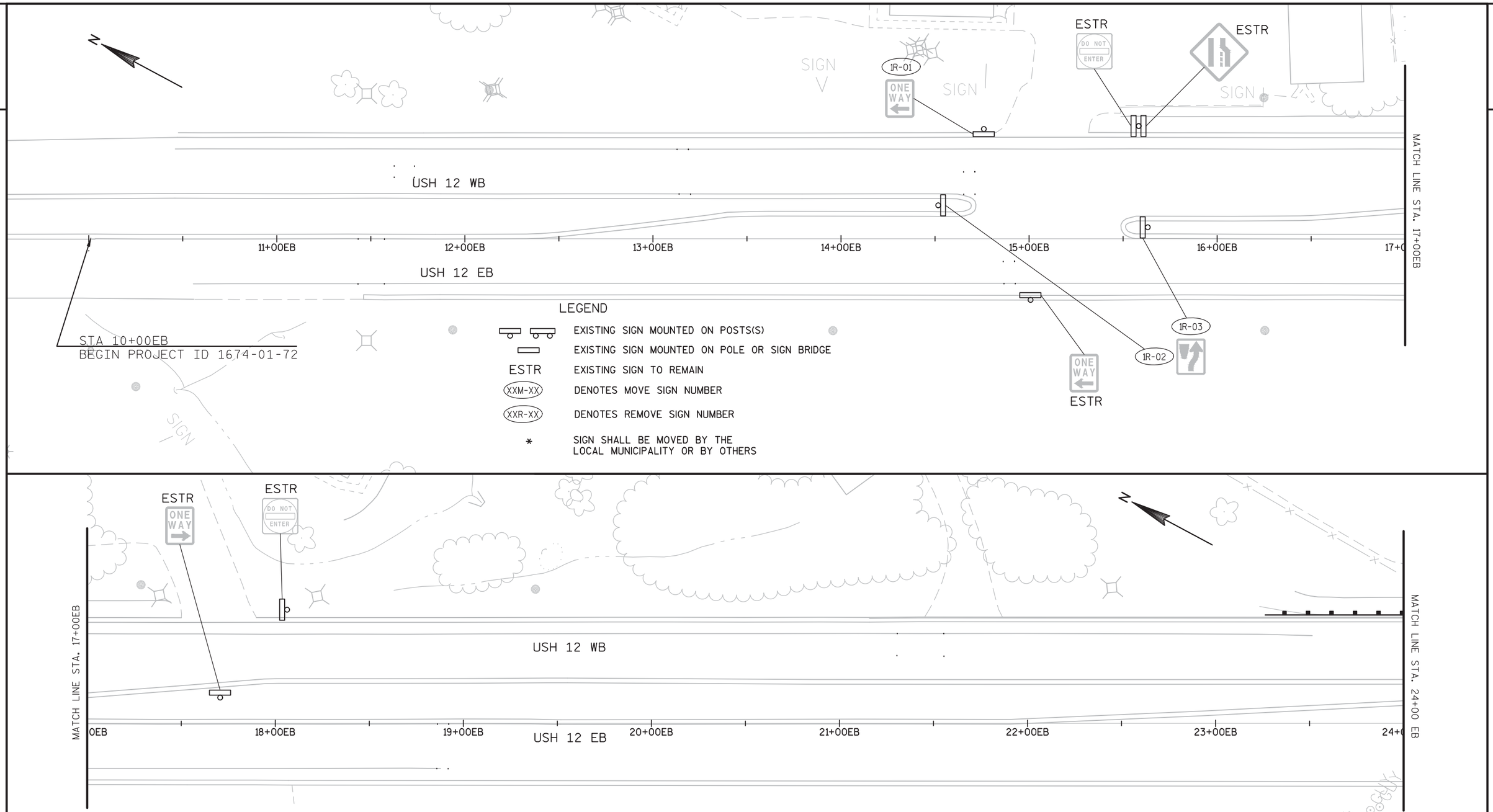
22

23

24

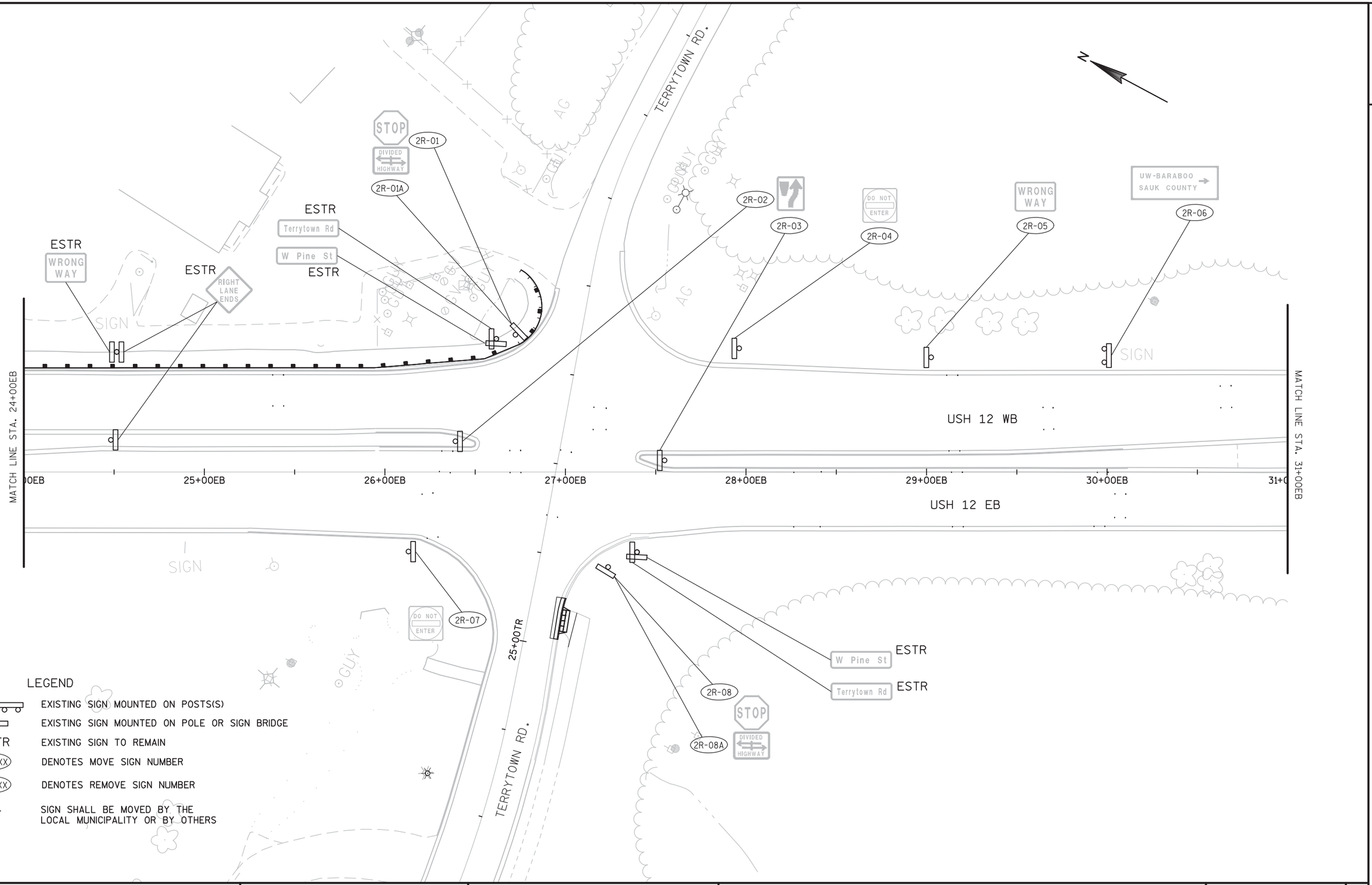
PROJECT NO: 1674-01-74	HWY: USH 12	COUNTY: SAUK	WATER MAIN	SHEET 74	E

2



PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 75	E

2

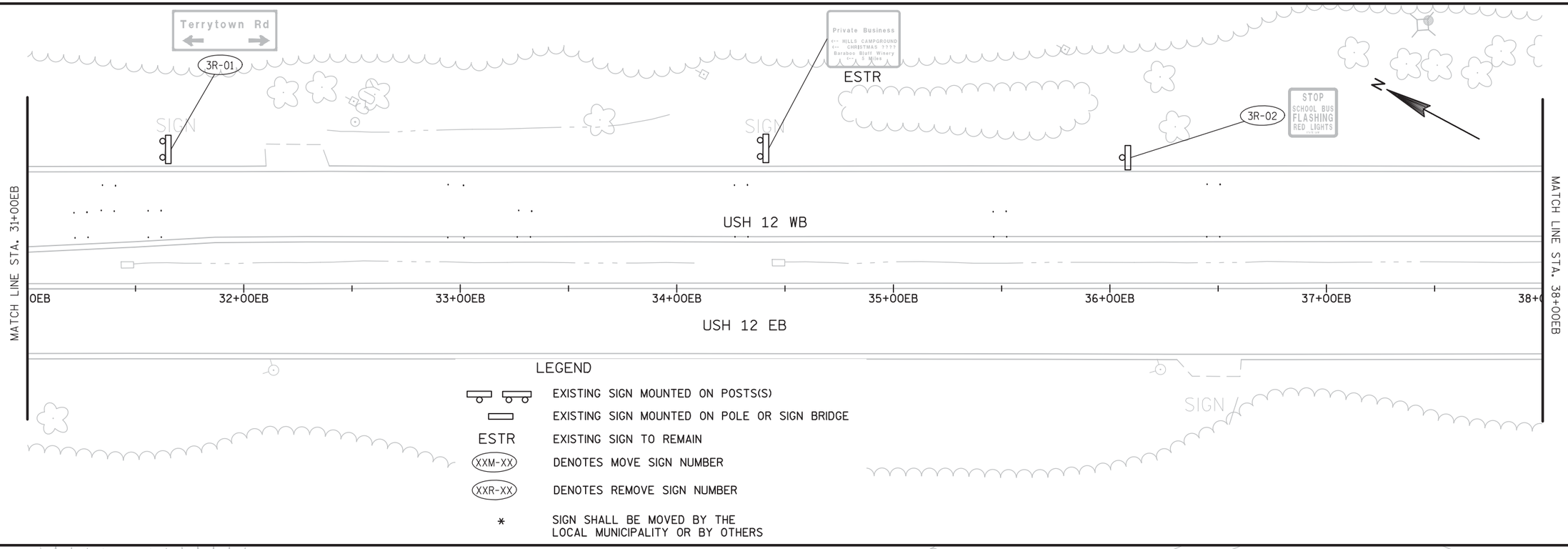


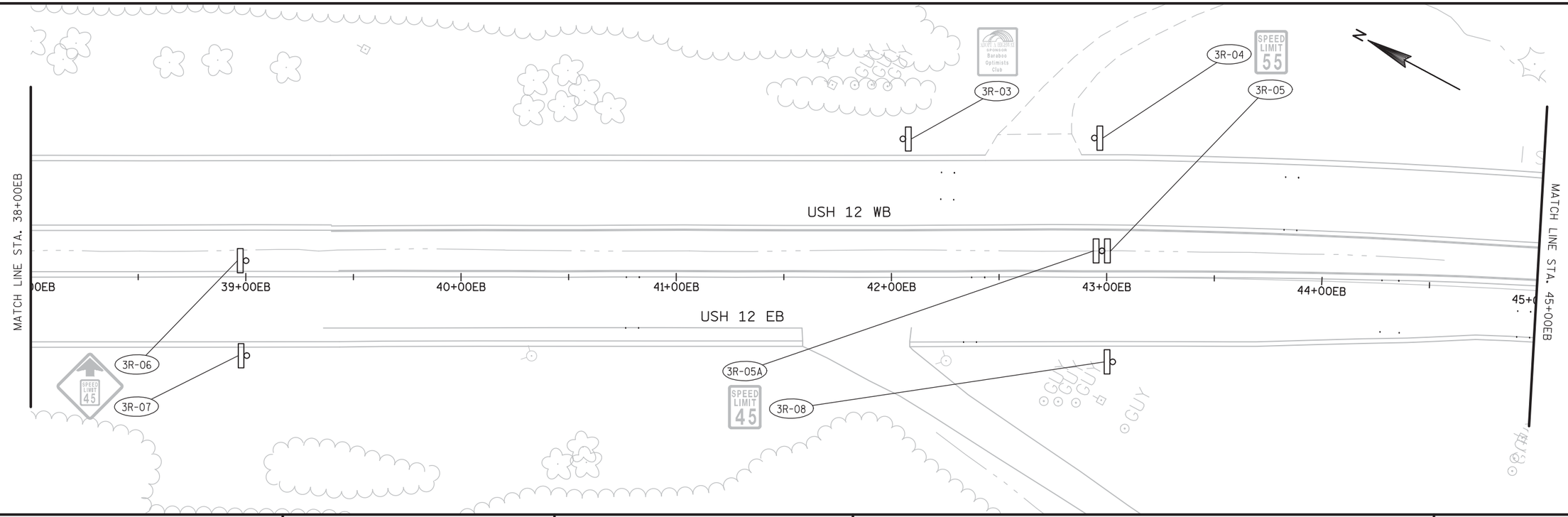
LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- (XXR-XX) — DENOTES REMOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 76	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:21 AM PLOT BY : KL ENGINEERING PLOT NAME : 02 PLOT SCALE : 1 IN:50 FT

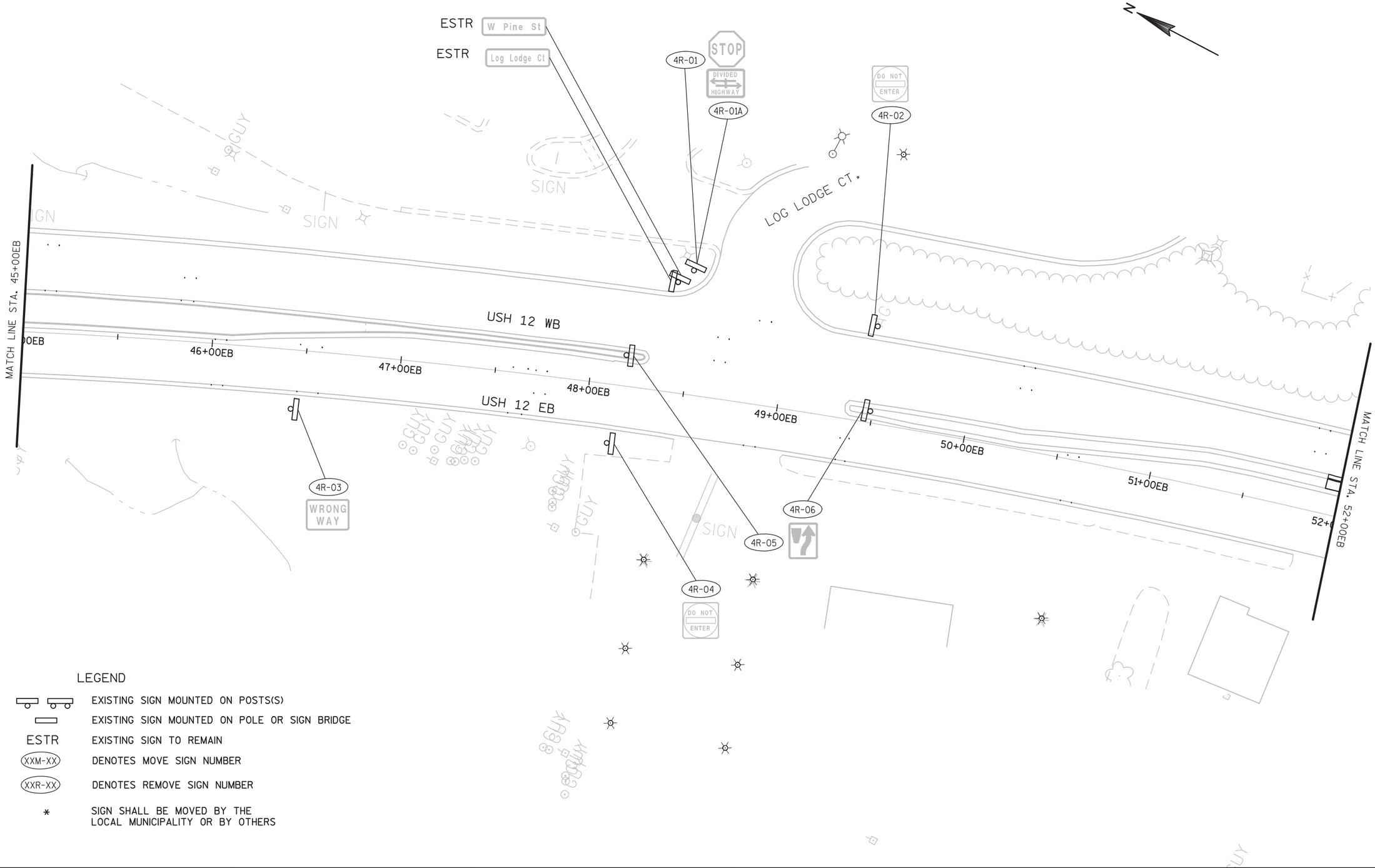




PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 77	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:21 AM PLOT BY : KL ENGINEERING PLOT NAME : 03 PLOT SCALE : 1 IN:50 FT

2



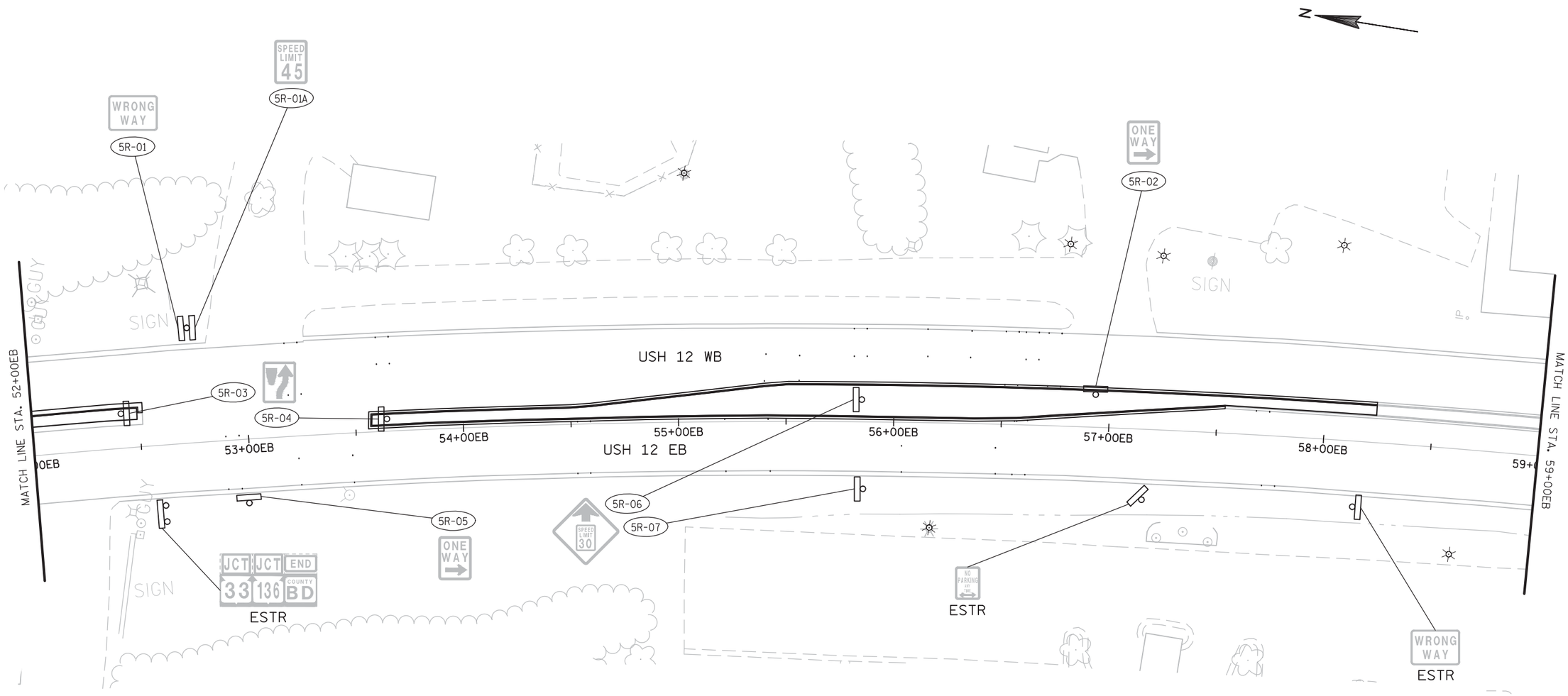
LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 78	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:21 AM PLOT BY : KL ENGINEERING PLOT NAME : 04 PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2



LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 79	E

LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- (XXR-XX) — DENOTES REMOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

N

BERKLEY BLVD

ESTR Berkley Rd

ESTR W Pine St

SPEED LIMIT 45

6R-01

6R-02

STOP

DIVIDED HIGHWAY

6R-02A

DO NOT ENTER

6R-03

WRONG WAY

6R-04

SIGN

ESTR

BUSINESS COUNTY BD 12

SPEED LIMIT 30

6R-05

MATCH LINE STA. 59+00EB

USH 12 WB

60+00EB

61+00EB

62+00EB

63+00EB

64+00EB

65+00EB

66+00EB

MATCH LINE STA. 66+00EB

USH 12 EB

SIGN

CANOPY

6R-06

SPEED LIMIT 30

6R-06A

DO NOT ENTER

6R-07

6R-08

6R-09

STOP

DIVIDED HIGHWAY

6R-09A

EAST BUSINESS 33 12

ESTR

6R-10

H

WEST WEST 33 136

ESTR

2

N

MATCH LINE STA. 39+50LS

ESTR 136

ESTR W Linn St

ESTR W Pine St

STOP 7R-03A

7R-04

7R-03

CANOPY

ONE WAY 7R-02

7R-01A

SIGN

7R-01

STH 33/LINN ST.

39+00LS

38+00LS

GUY

ESTR WEST 136 33

ESTR COUNTY BD BUSINESS 12

STOP DIVIDED HIGHWAY 7R-08

7R-08A

City Sign
Ritz Intersection
High School
St Claire Hospital
UW Campus
Mid Continent Railway

7R-05 STOP

7R-06

7R-07

SIGN

MAPLE STREET

ESTR

ESTR W Pine St

ESTR W Maple St

ESTR EAST 33

SIGN

MATCH LINE STA. 66+00EB

USH 12 WB

USH 12 EB

66+00EB

67+00EB

68+00EB

69+00EB

70+00EB

71+00EB

72+00EB

MATCH LINE STA. 73+00EB

7R-01B

7R-09

STOP

SIGN

7R-10

ESTR 33 136

ESTR WEST WEST ALTERNATE 33 136 90

37+00LS

STH 136/LINN ST

36+00LS

7R-07A

7R-07B

7R-13 ONE WAY

7R-14 EAST 136

7R-12

7R-10A

STOP

SIGN

SIGN

7R-15

7R-16

7R-17 WRONG WAY

ESTR WEST WEST 33 136

SPEED LIMIT 35

7R-11

7R-11A

WRONG WAY

MATCH LINE STA. 35+50LS

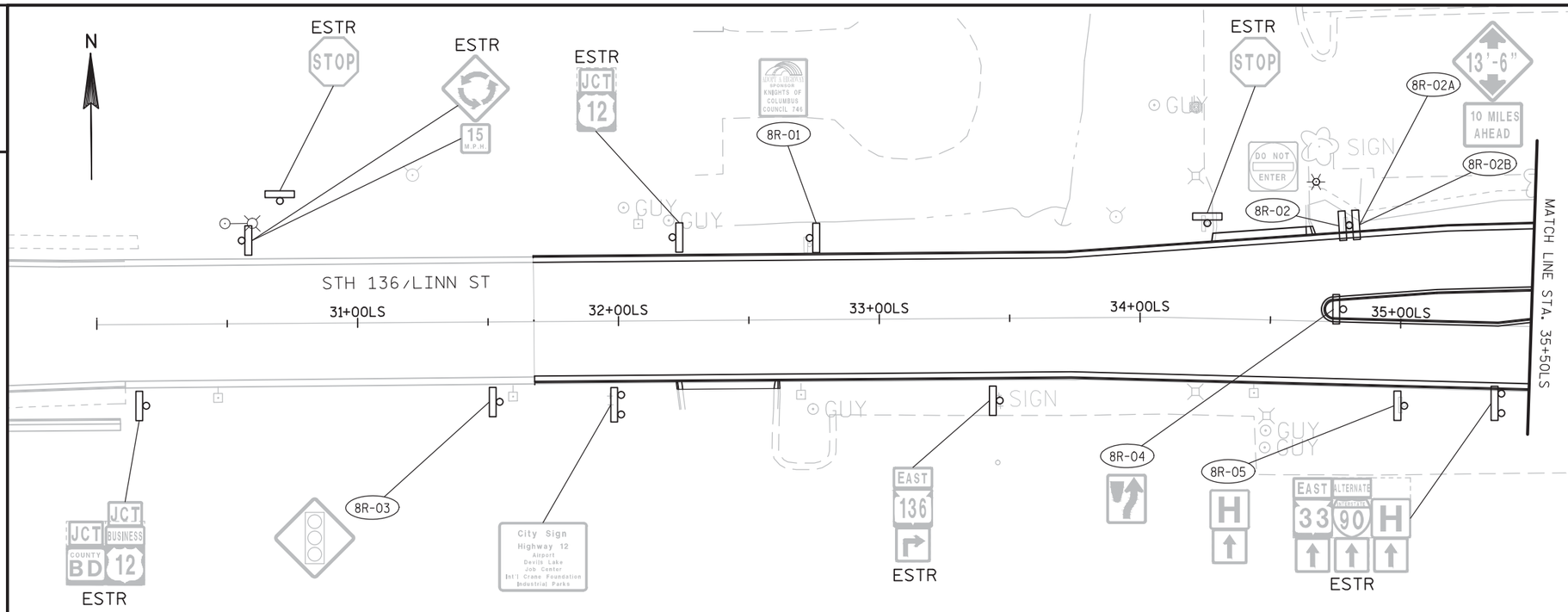
ESTR BUSINESS EAST COUNTY BD 12 136

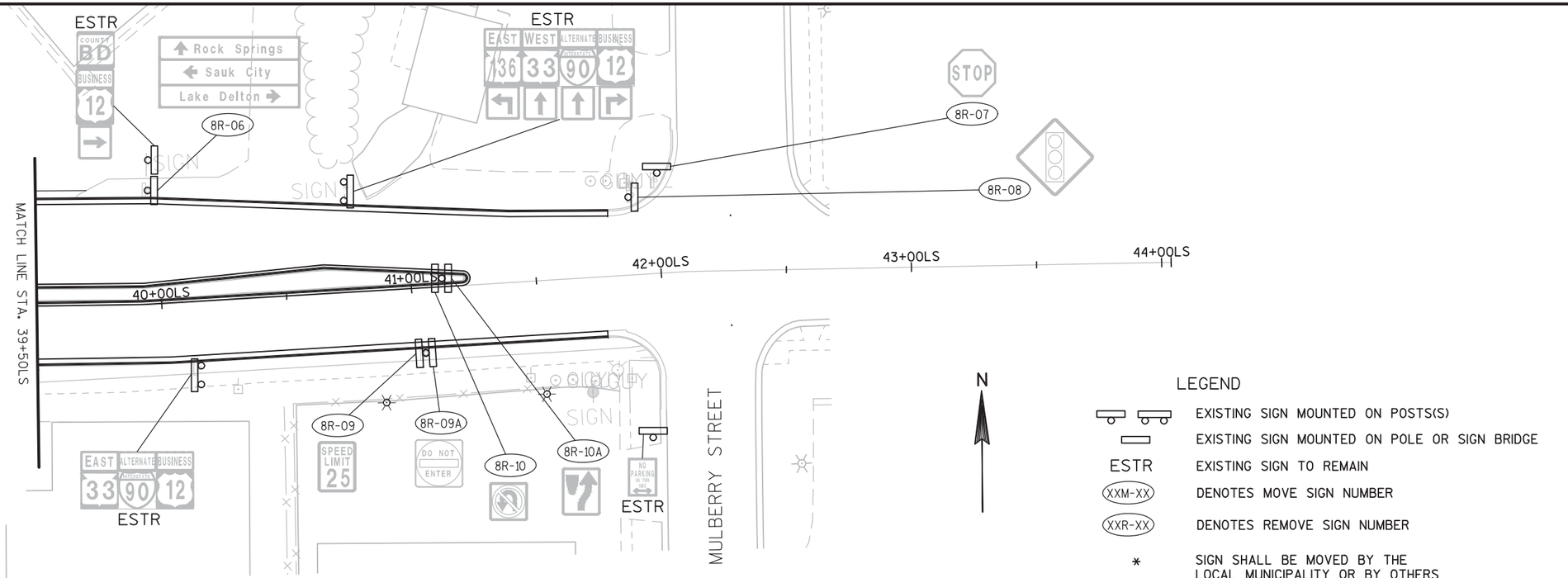
LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 81	E

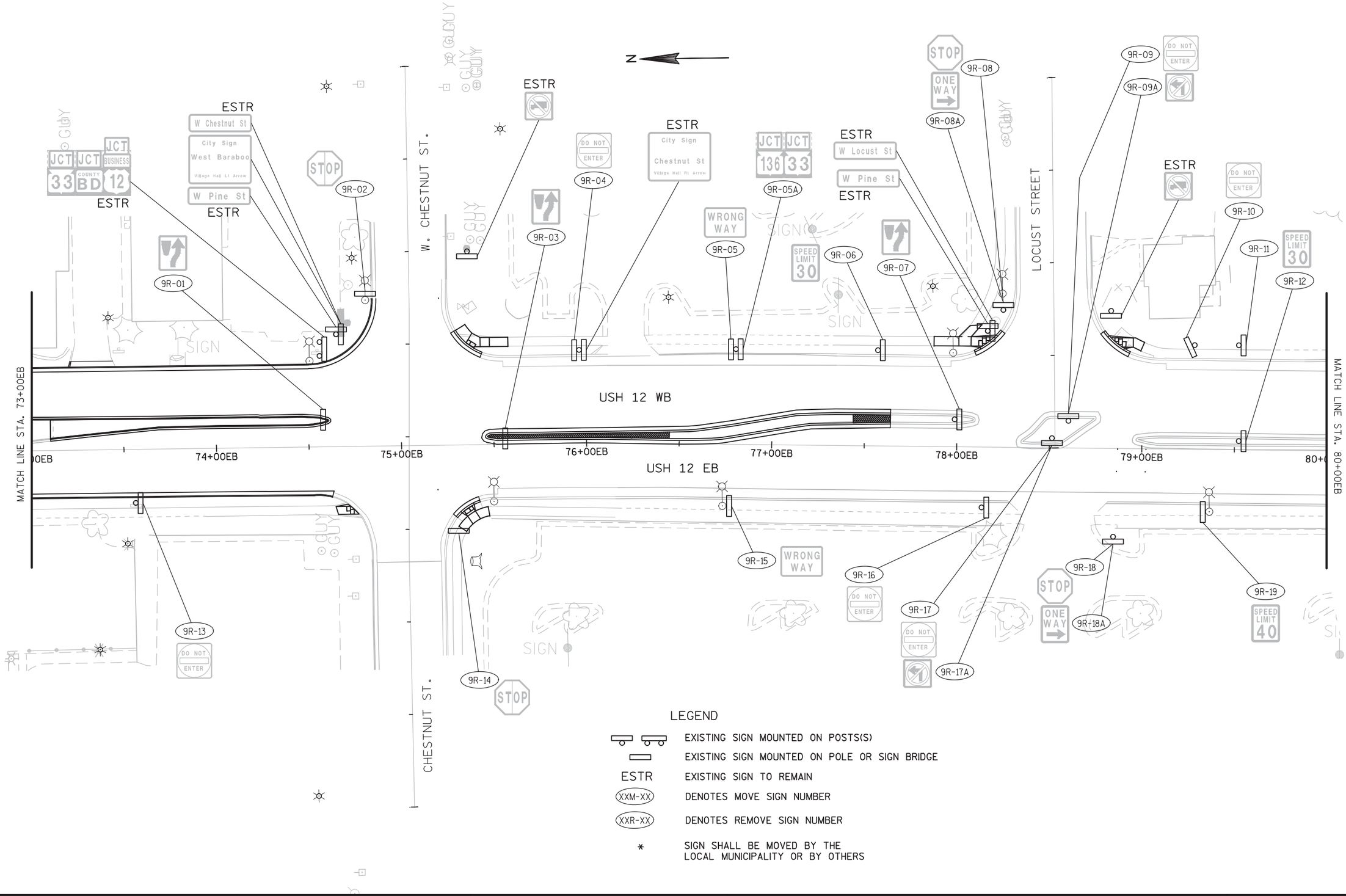
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:22 AM PLOT BY : KL ENGINEERING PLOT NAME : 07 PLOT SCALE : 1 IN:50 FT





PROJECT NO:1674-01-72/73	HWY: STH 33/STH 136	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 82	E

2



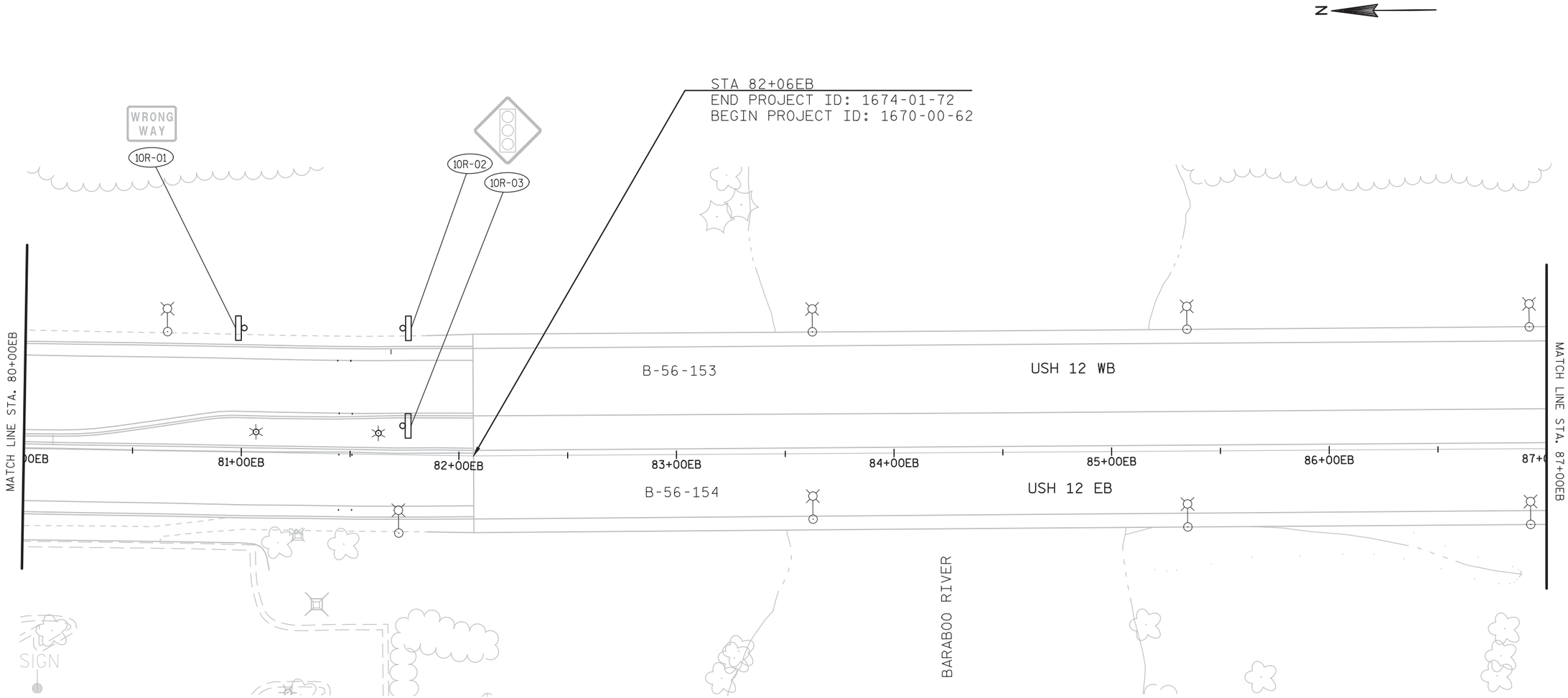
LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 83	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:23 AM PLOT BY : KL ENGINEERING PLOT NAME : 09 PLOT SCALE : **********

2

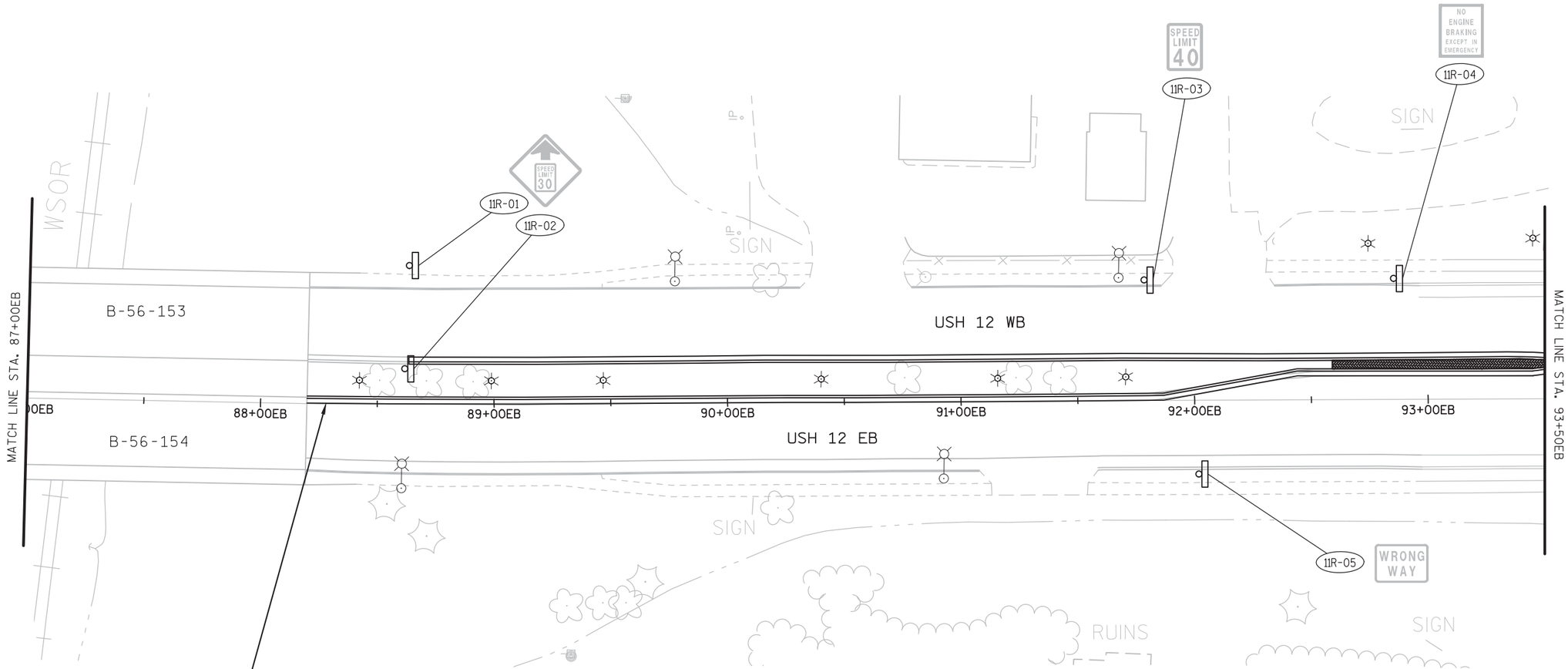


LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

2

N



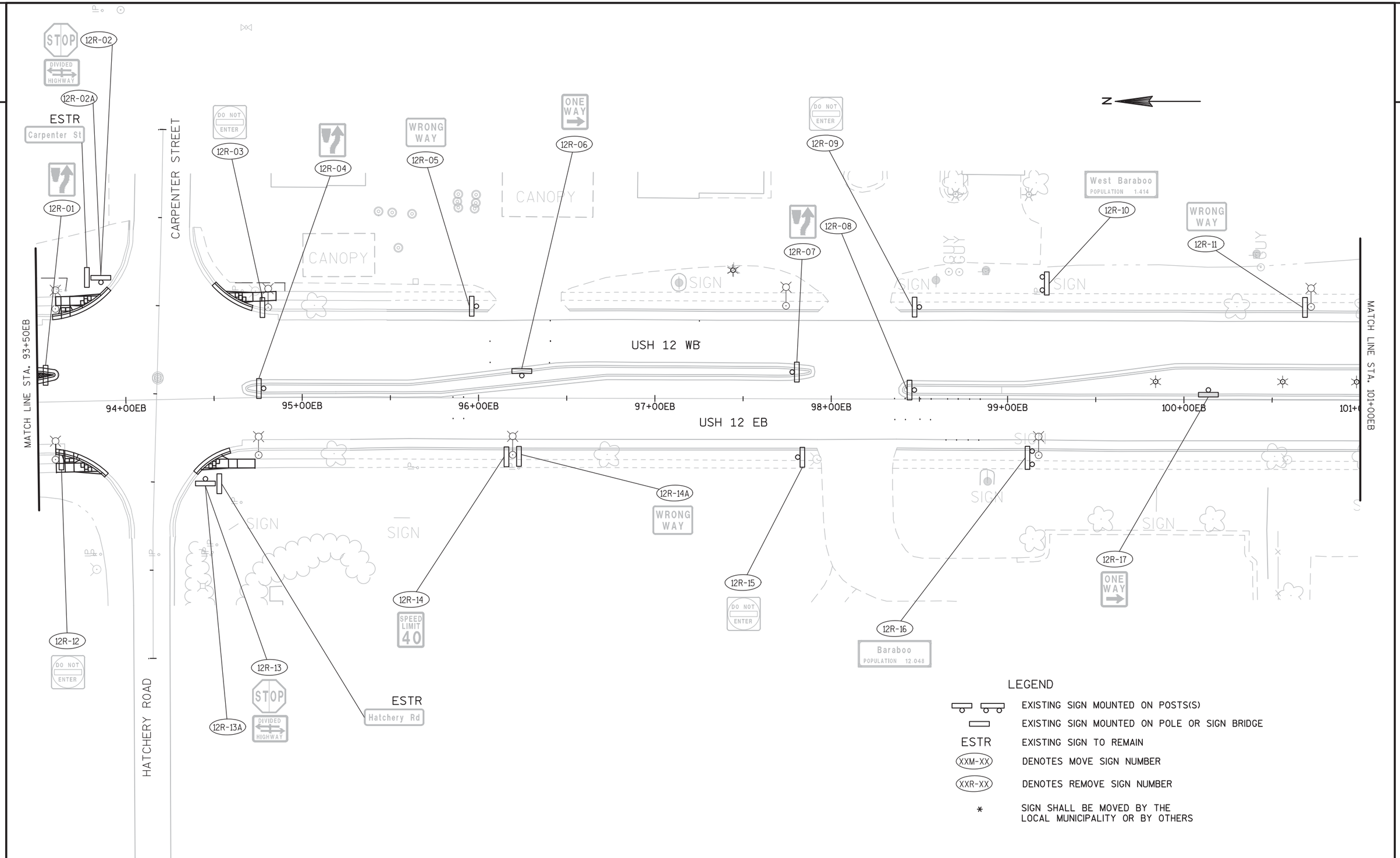
STA 88+20EB
END PROJECT ID: 1670-00-62
BEGIN PROJECT ID: 1674-01-72

LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO:1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 85	E

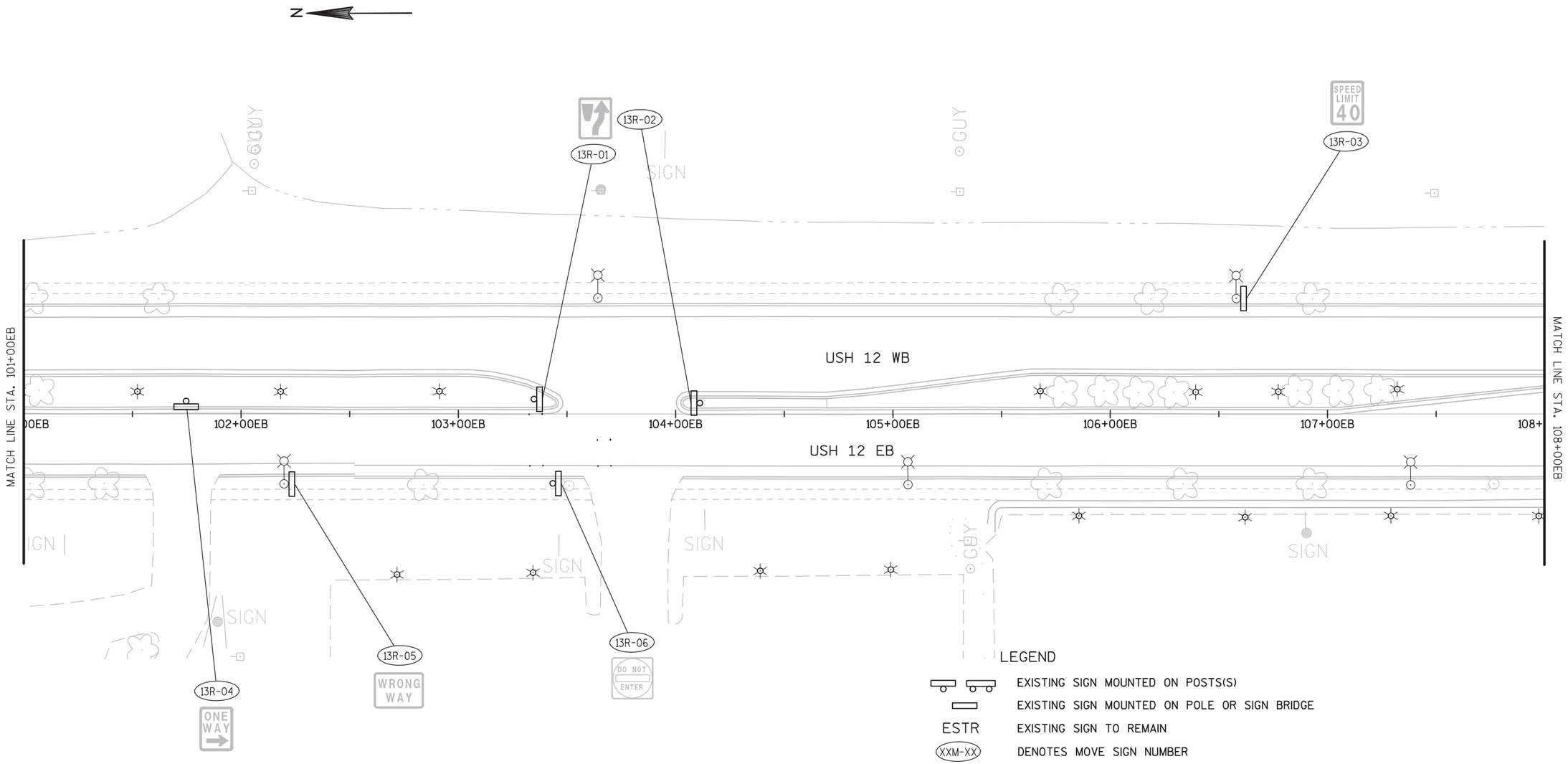
2



PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 86	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:24 AM PLOT BY : KL ENGINEERING PLOT NAME : 12 PLOT SCALE : 1 IN:50 FT

2



LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 87	E

2

N

Sauk Ave *

STOP DIVIDED HIGHWAY

14R-01

14R-01A

GUY

GUY

SAUK AVE.

DO NOT ENTER

14R-02

WRONG WAY

14R-03

SIGN

SIGN

USH 12 WB

MATCH LINE STA. 108+00EB

MATCH LINE STA. 115+00EB

108+00EB

109+00EB

110+00EB

111+00EB

112+00EB

113+00EB

114+00EB

115+00EB

USH 12 EB

14R-04

14R-05

14R-06

14R-07

14R-07A

14R-08

SPEED LIMIT 40

14R-09

14R-09A

WRONG WAY

JCT BUSINESS 12 JCT COUNTY W

ESTR

Sauk Ave *

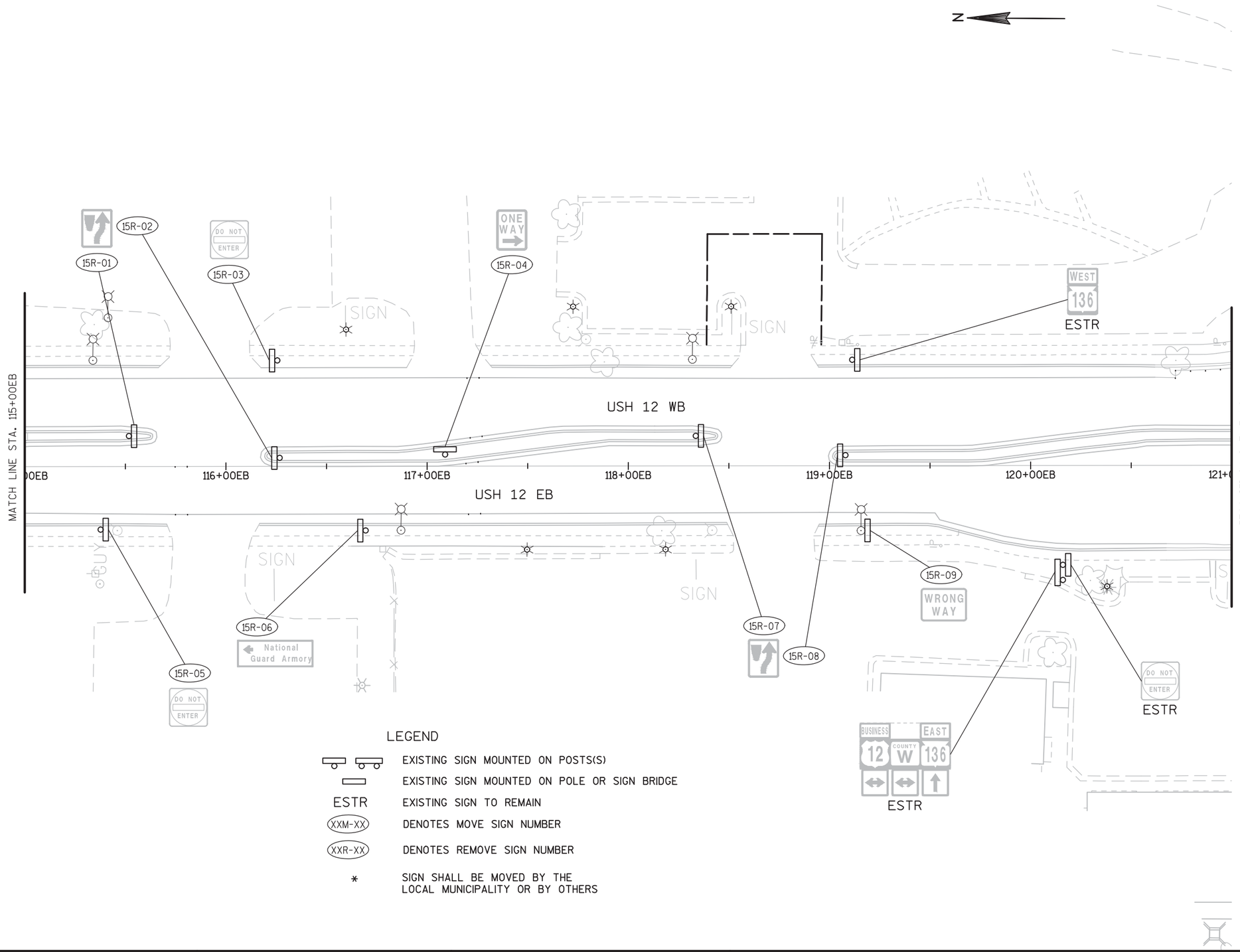
SIGN

LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 88	E

2



LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 89	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:25 AM PLOT BY : KL ENGINEERING PLOT NAME : 15 PLOT SCALE : **********

2

STA 122+00EB
END PROJECT ID 1674-01-72
BEGIN PROJECT ID 1674-01-73

SOUTH BLVD

USH 12 WB

USH 12 EB

CTH W

MATCH LINE STA. 121+00EB

MATCH LINE STA. 128+00EB

95+00CW

16R-01 STOP
16R-01A LEFT TURN YIELD ON FLASHING YELLOW ARROW
16R-01B
16R-01C
16R-02 YIELD
16R-03
16R-04 STOP
16R-05
16R-05A
16R-05B
16R-06 WRONG WAY
16R-07 YIELD
16R-08 STOP
16R-09
16R-09A DO NOT ENTER
16R-10 WRONG WAY
16R-11 YIELD
16R-12
16R-13 STOP
16R-14
16R-14A
16R-14B STOP
16R-15 WRONG WAY
16R-16 DO NOT ENTER
16R-17 ONLY
16R-18
16R-19 STOP
16R-20
16R-20A
16R-20B STOP
16R-20C LEFT TURN YIELD ON FLASHING YELLOW ARROW
16R-21 SPONSOR MOV BORCHERT & EBBS
16R-22 SPEED LIMIT 40
16R-23 EAST 136

ESTR BUSINESS 136 12 COUNTY W
ESTR BUSINESS 12 COUNTY W
ESTR BUSINESS 136 12 COUNTY W
ESTR Devils Lake State Park

SIGN

U/C

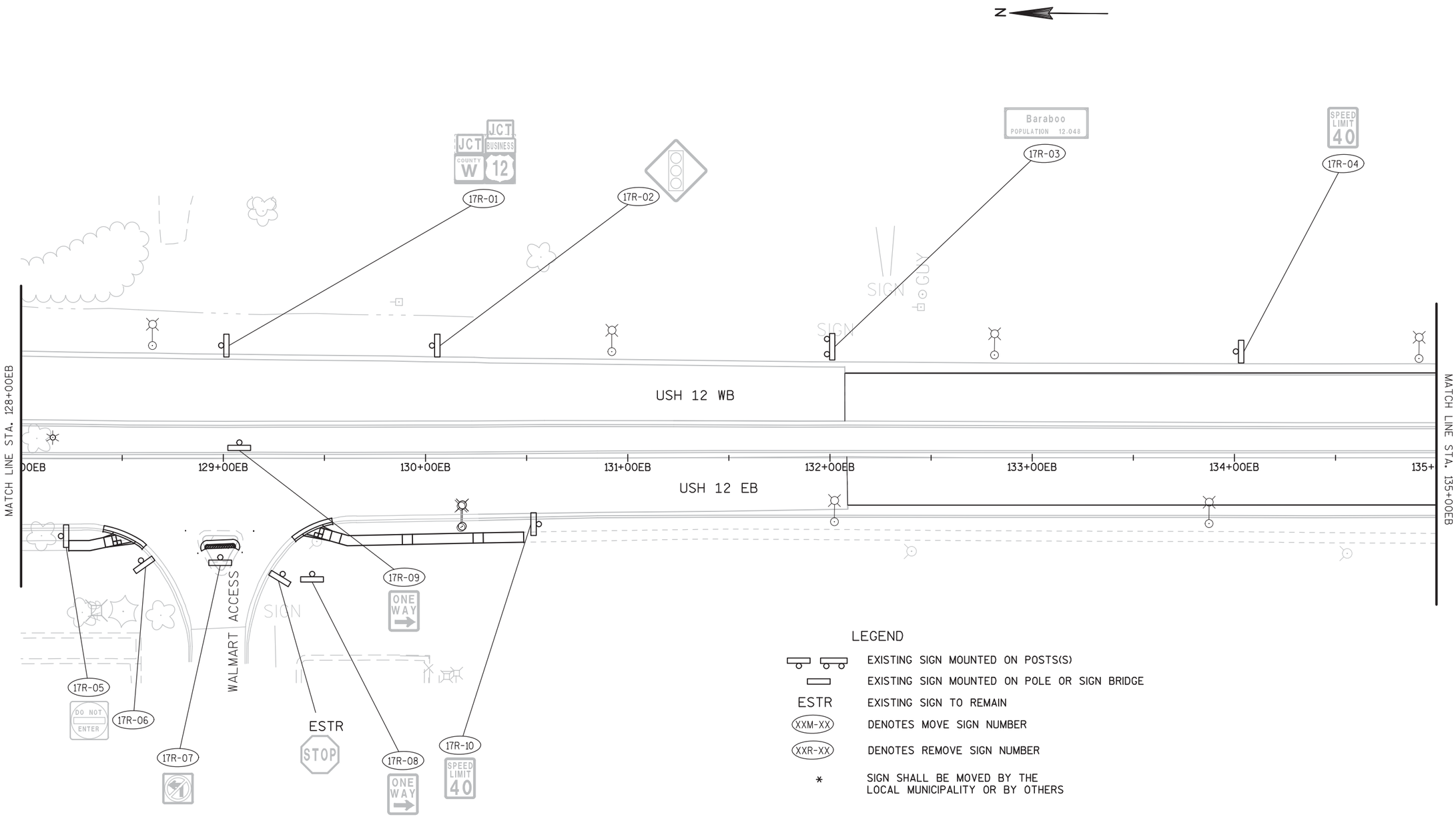
GUY

LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- (XXR-XX) — DENOTES REMOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 90	E

2



LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 91	E

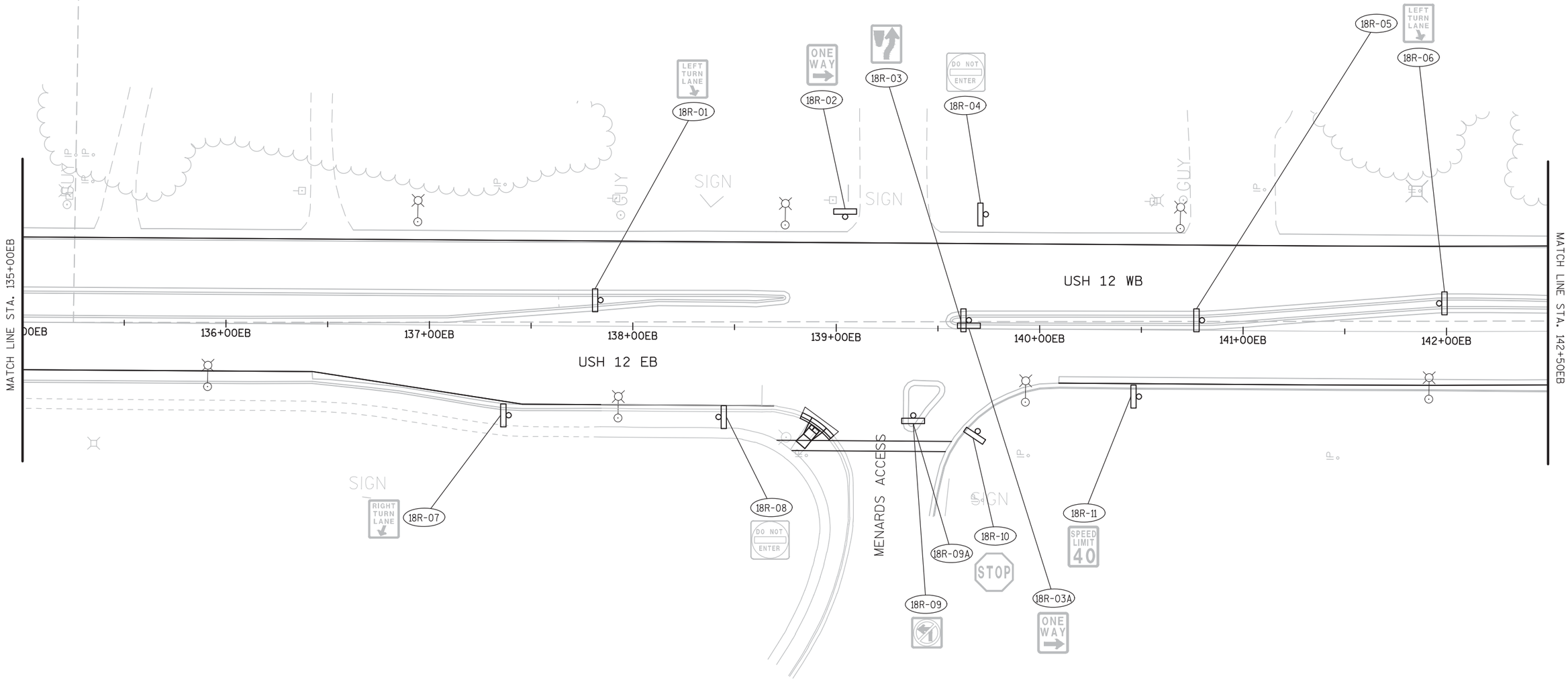
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:26 AM PLOT BY : KL ENGINEERING PLOT NAME : 17 PLOT SCALE : **********

2

LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- (XXR-XX) — DENOTES REMOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

N

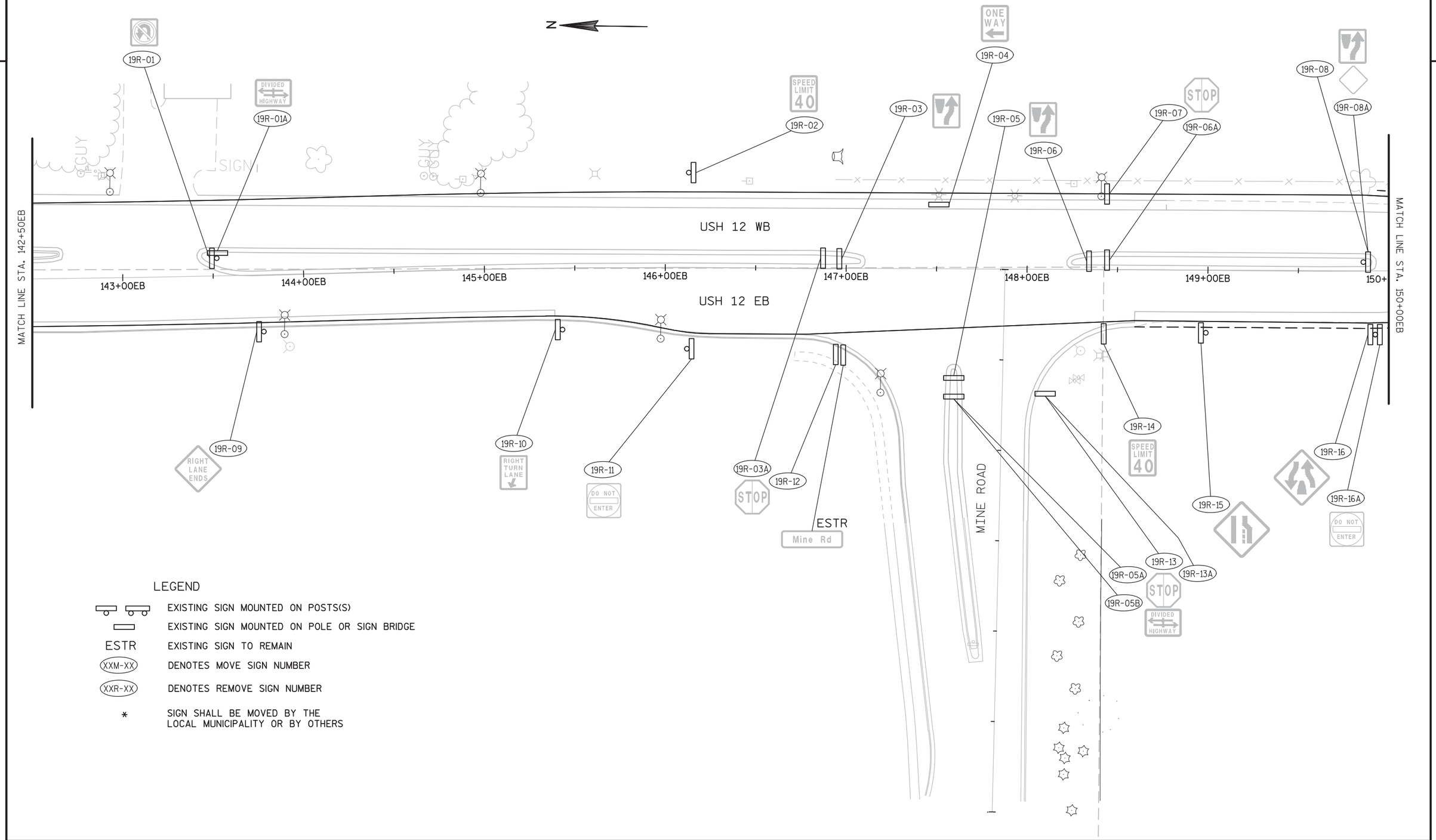


PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 92	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:26 AM PLOT BY : KL ENGINEERING PLOT NAME : 18 PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

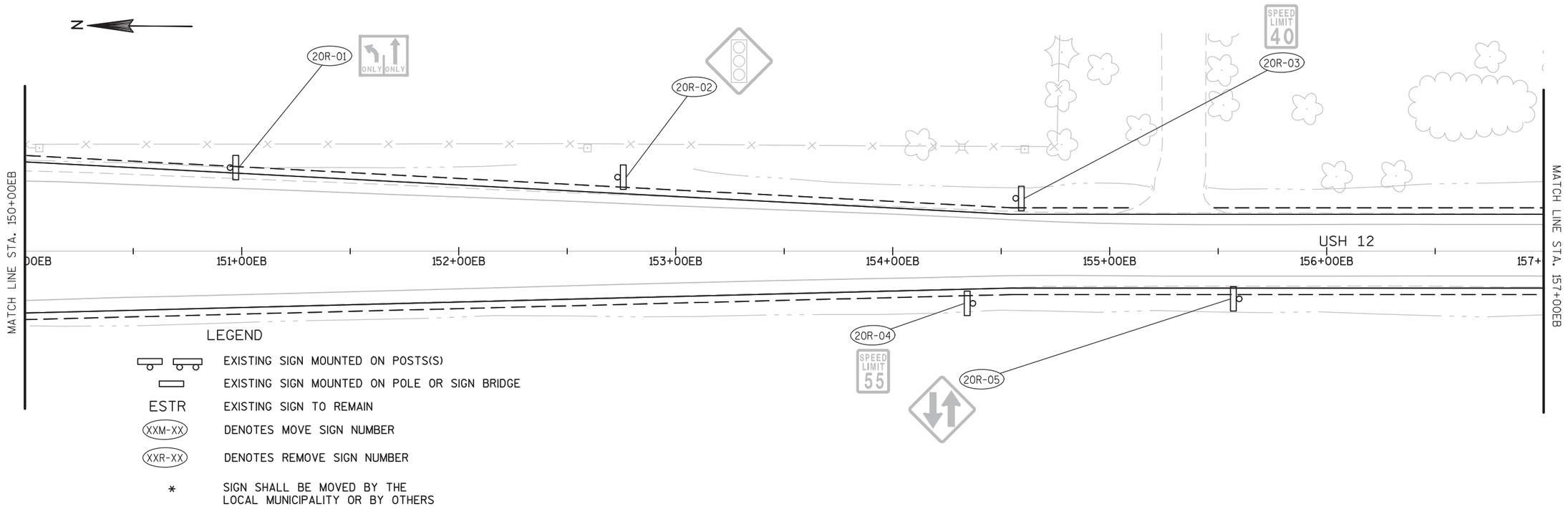


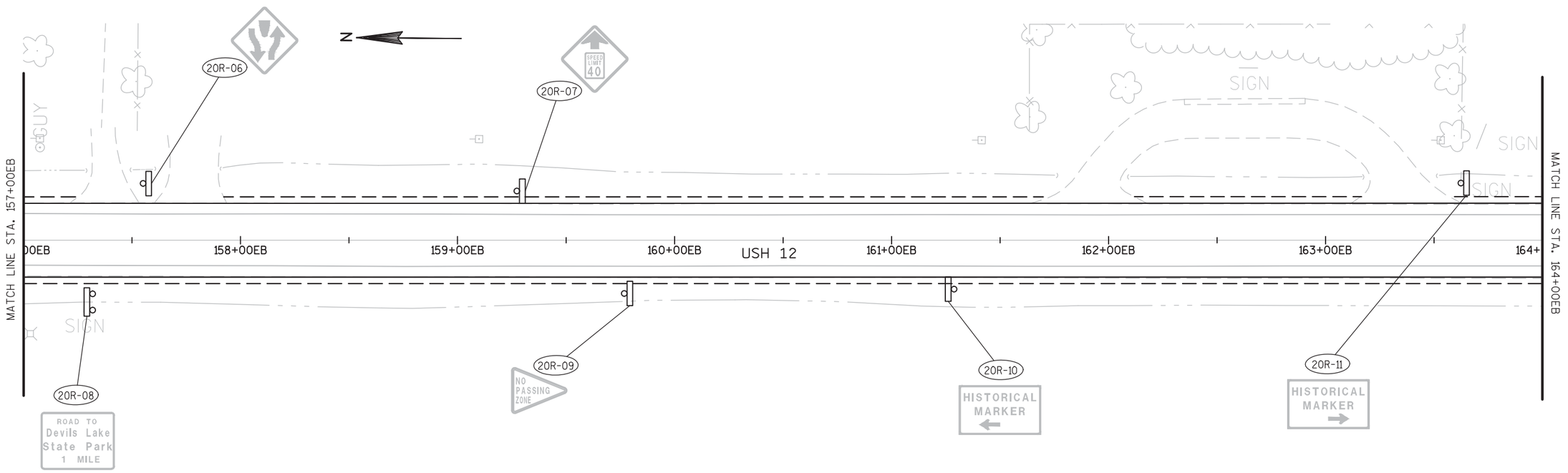
LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

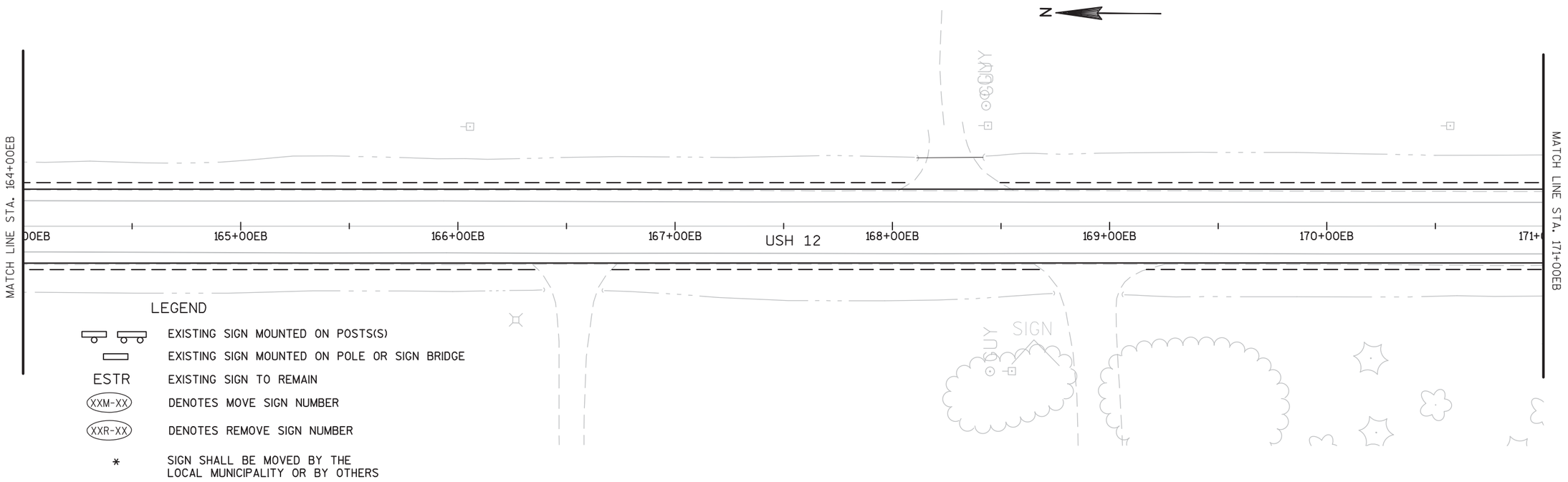
PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 93	E

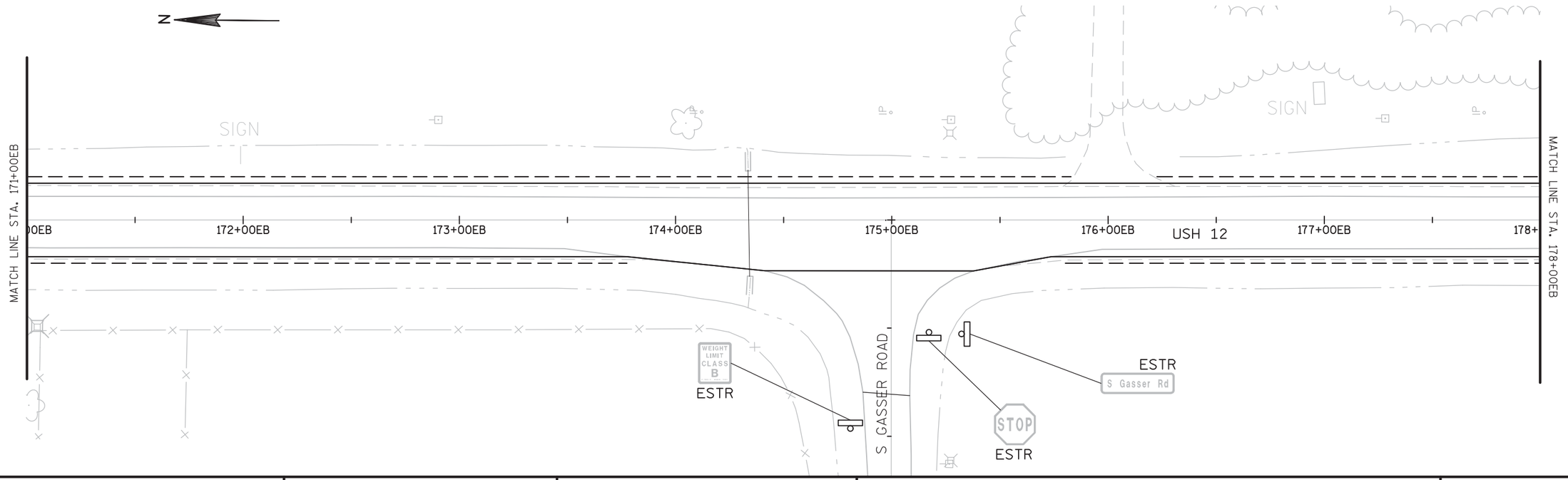
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:26 AM PLOT BY : KL ENGINEERING PLOT NAME : 19 PLOT SCALE : **********

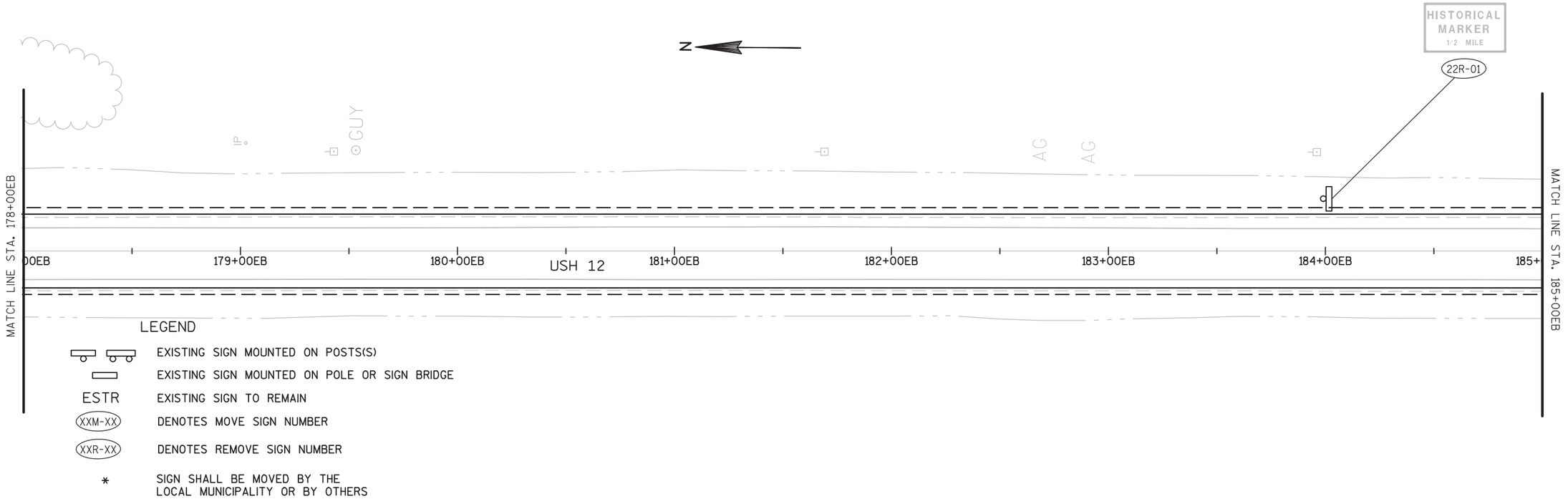


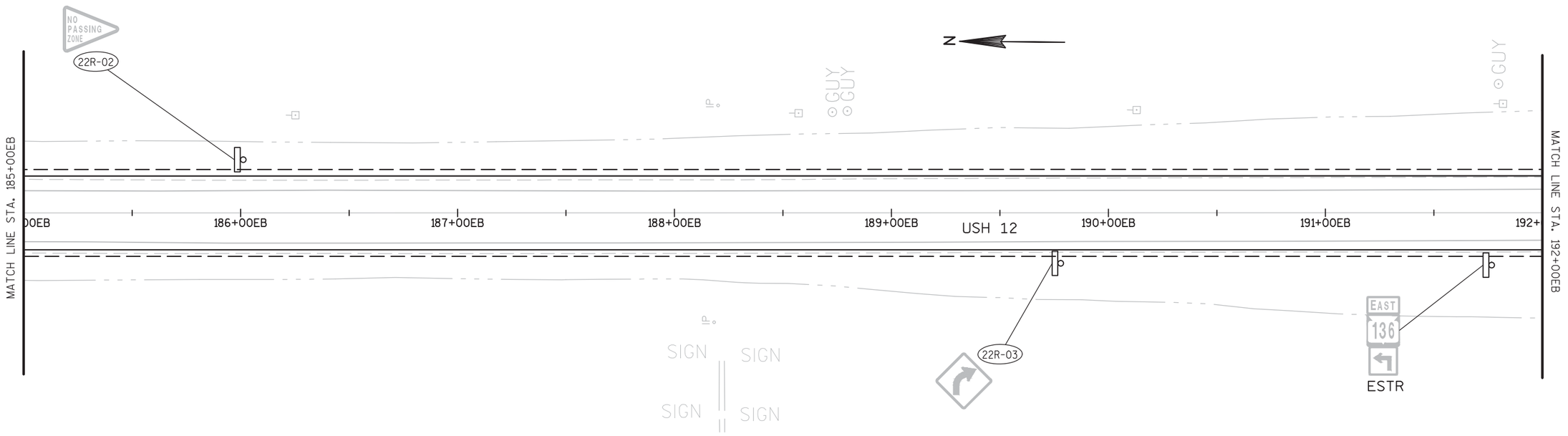


PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 94	E


N
MATCH LINE STA. 164+00EB
00EB
165+00EB
166+00EB
167+00EB
USH 12
168+00EB
169+00EB
170+00EB
171+
MATCH LINE STA. 171+00EB
SIGN
SIGN
LEGEND
EXISTING SIGN MOUNTED ON POSTS(S)
EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR
EXISTING SIGN TO REMAIN
XXM-XX
DENOTES MOVE SIGN NUMBER
XXR-XX
DENOTES REMOVE SIGN NUMBER
*
SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS


N
MATCH LINE STA. 171+00EB
SIGN
SIGN
00EB
172+00EB
173+00EB
174+00EB
175+00EB
176+00EB
USH 12
177+00EB
178+
MATCH LINE STA. 178+00EB
WEIGHT LIMIT CLASS B
ESTR
S GASSER ROAD
ESTR
S Gasser Rd
STOP
ESTR

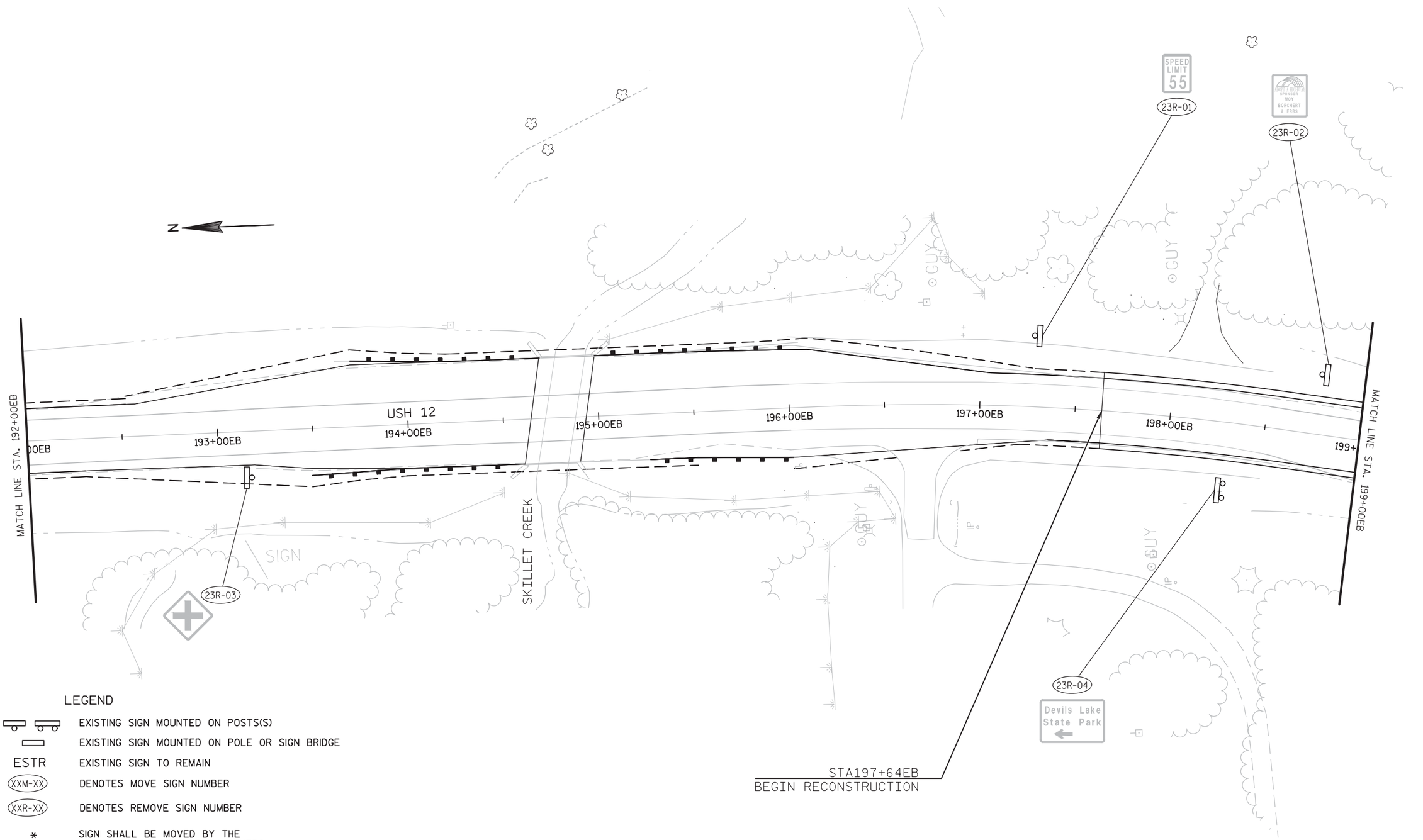




PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:28 AM PLOT BY : KL ENGINEERING PLOT NAME : 22 PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2



LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
(XXM-XX)	DENOTES MOVE SIGN NUMBER
(XXR-XX)	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 97	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-ES.DWG PLOT DATE : 4/20/2017 9:28 AM PLOT BY : KL ENGINEERING PLOT NAME : 23 PLOT SCALE : 1 IN:50 FT

LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- XXM-XX — DENOTES MOVE SIGN NUMBER
- XXR-XX — DENOTES REMOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

MATCH LINE STA. 18+50SK

STH 159

18+00SK

WEST 136

ESTR

24R-03

SPEED LIMIT 50

24R-04

17+00SK

THE FARM KITCHEN

24R-05

STOP

24R-02

DO NOT ENTER

24R-01

24M-01

16+00SK

STOP

24R-06

WEST 136

202+00EB

203+00EB

POINT OF ROCKS ROAD

204+00EB

205+00EB

206+

MATCH LINE STA. 206+00EB

201+00EB

200+00EB

USH 12

199+00EB

MATCH LINE STA. 199+00EB

15+00SK

SKILLET CREEK ROAD

24M-03

NO OUTLET

*

Skillet Creek Rd

24R-09

ST. CLAIRE HOSPITAL & MEADOWS

24M-02

EAST 136

DEAD END

24R-07

14+00SK

24R-08

STOP

STH 159

20+00SK

EAST 159

24R-10

ESTR

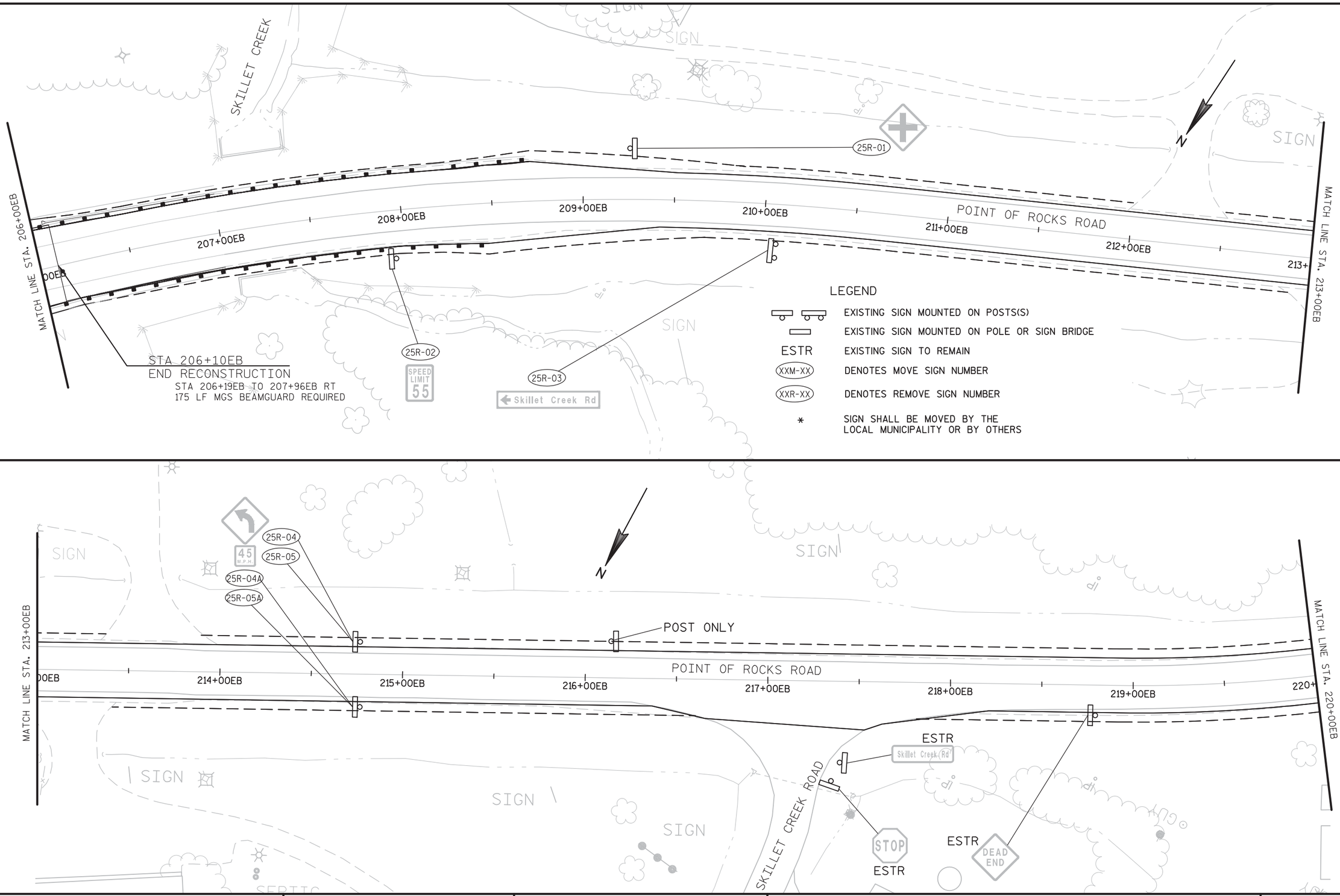
Baraboo

19+00SK

MATCH LINE STA. 18+50SK

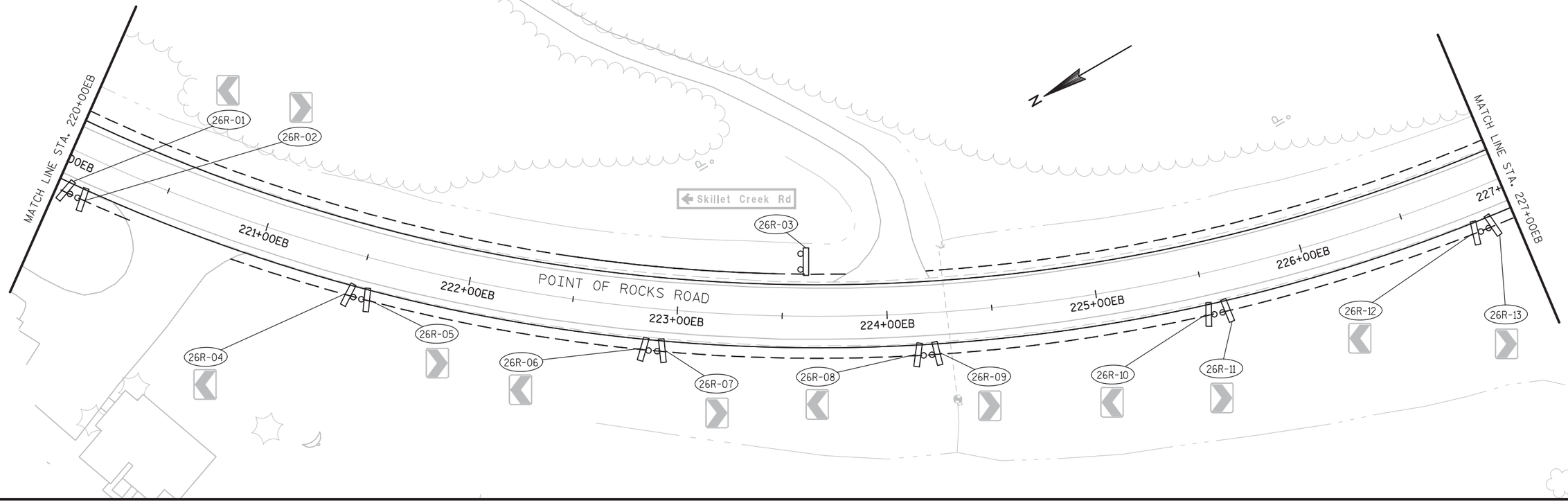
PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 98	E

2



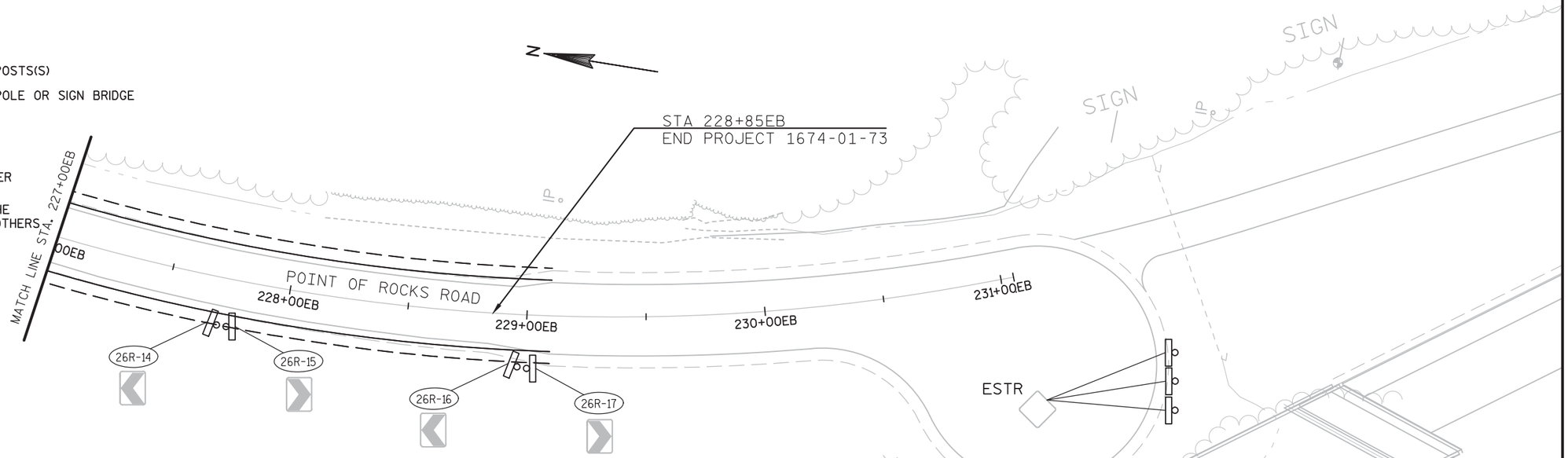
PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 99	E

2

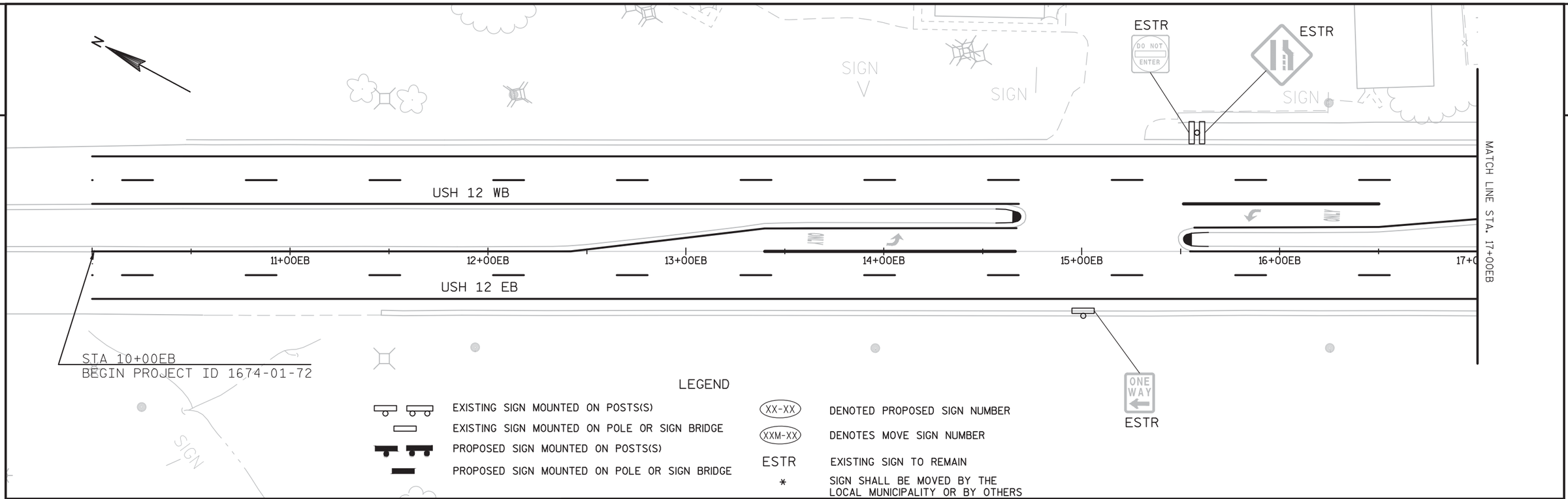


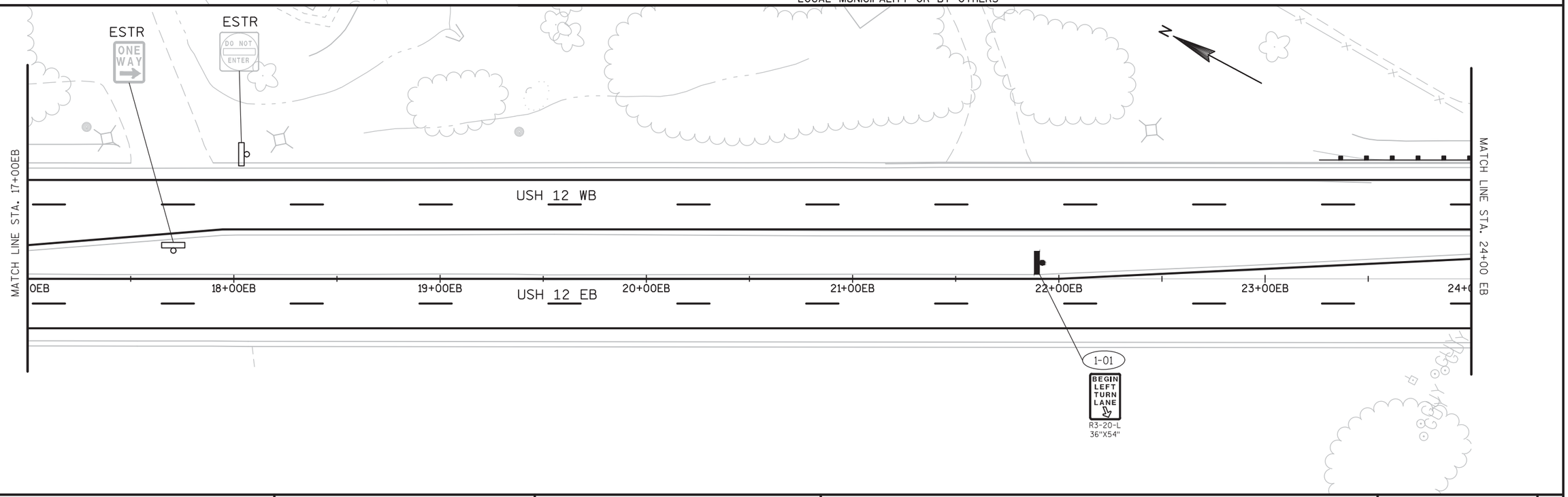
LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XXM-XX	DENOTES MOVE SIGN NUMBER
XXR-XX	DENOTES REMOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



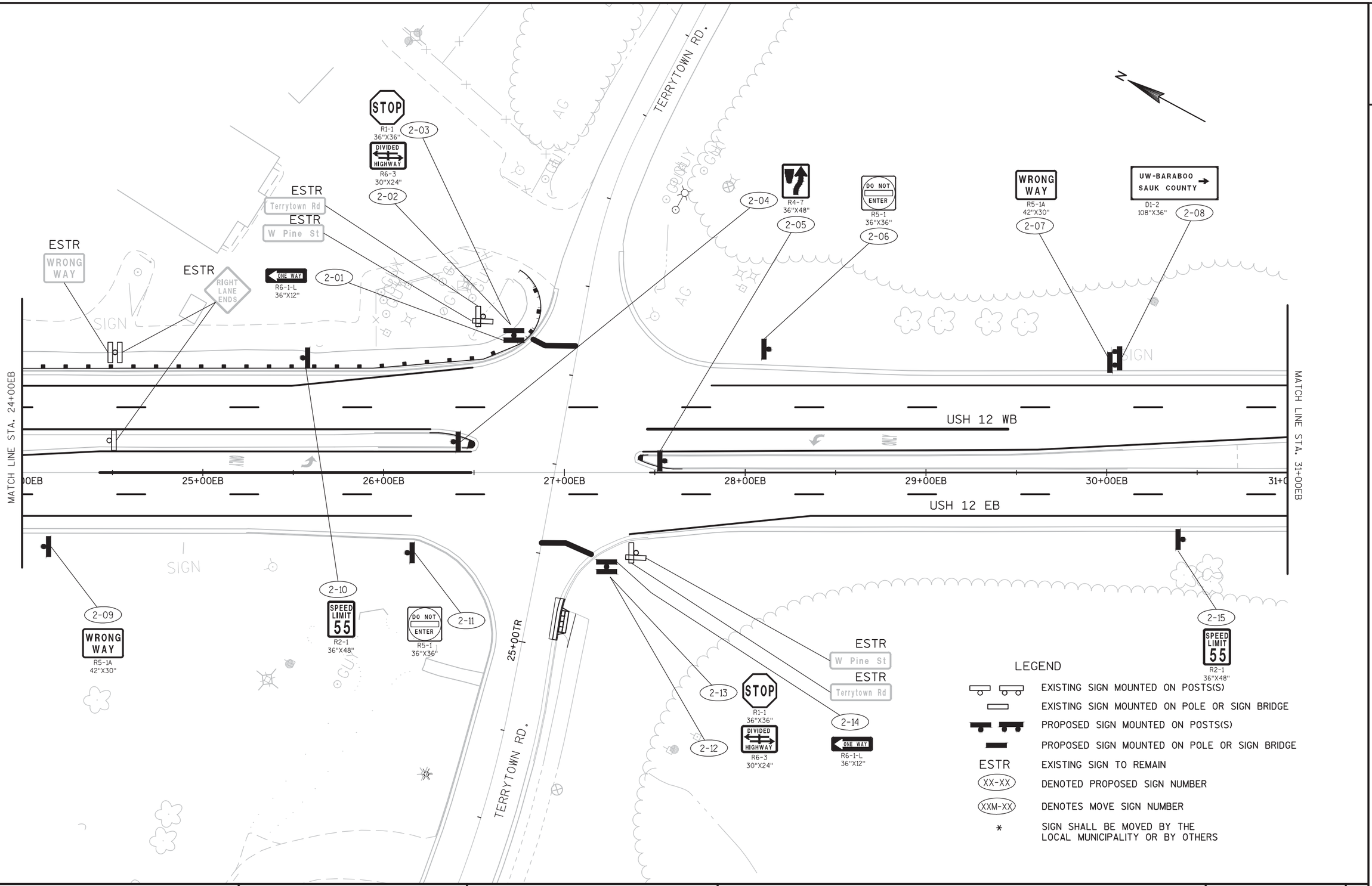
PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING - REMOVALS	SHEET 100	E





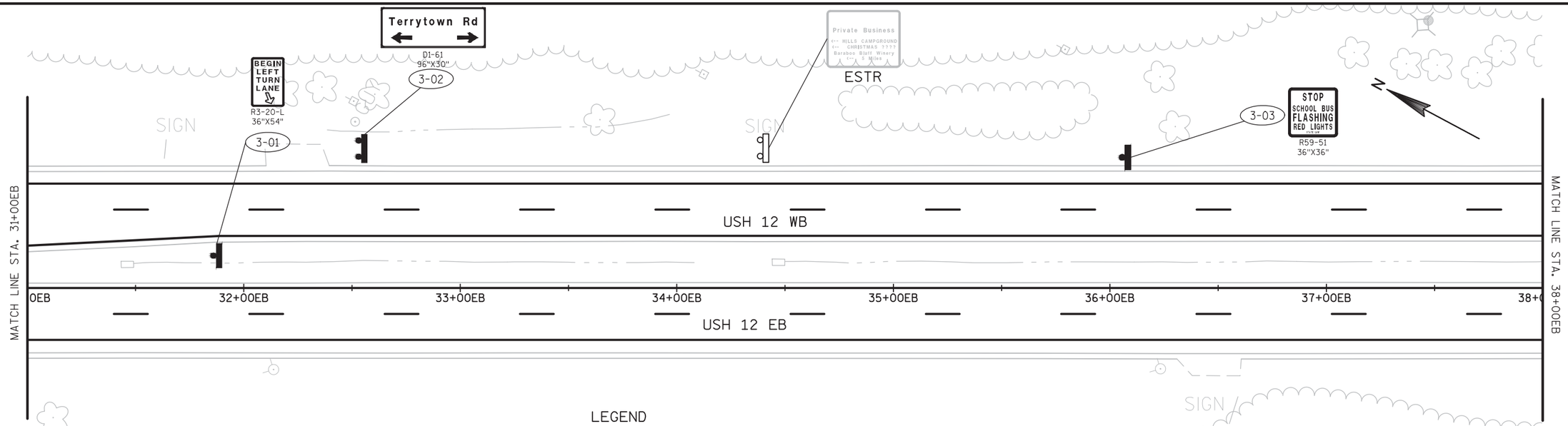
PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 101	E

2



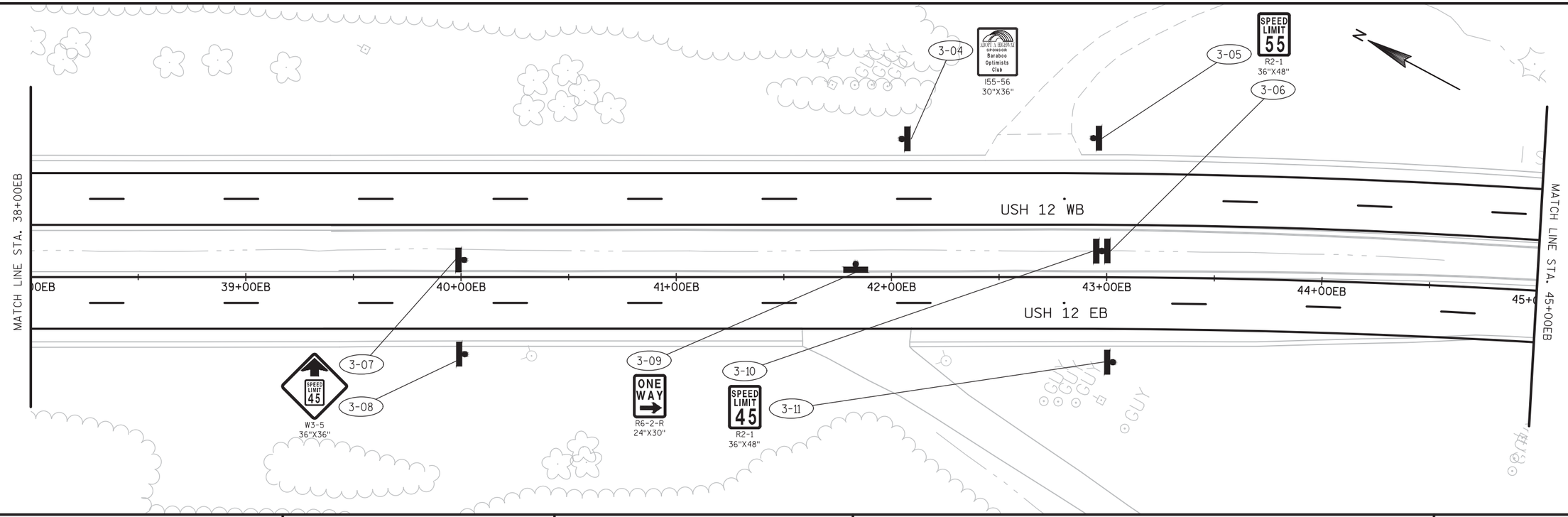
PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 102	E

2



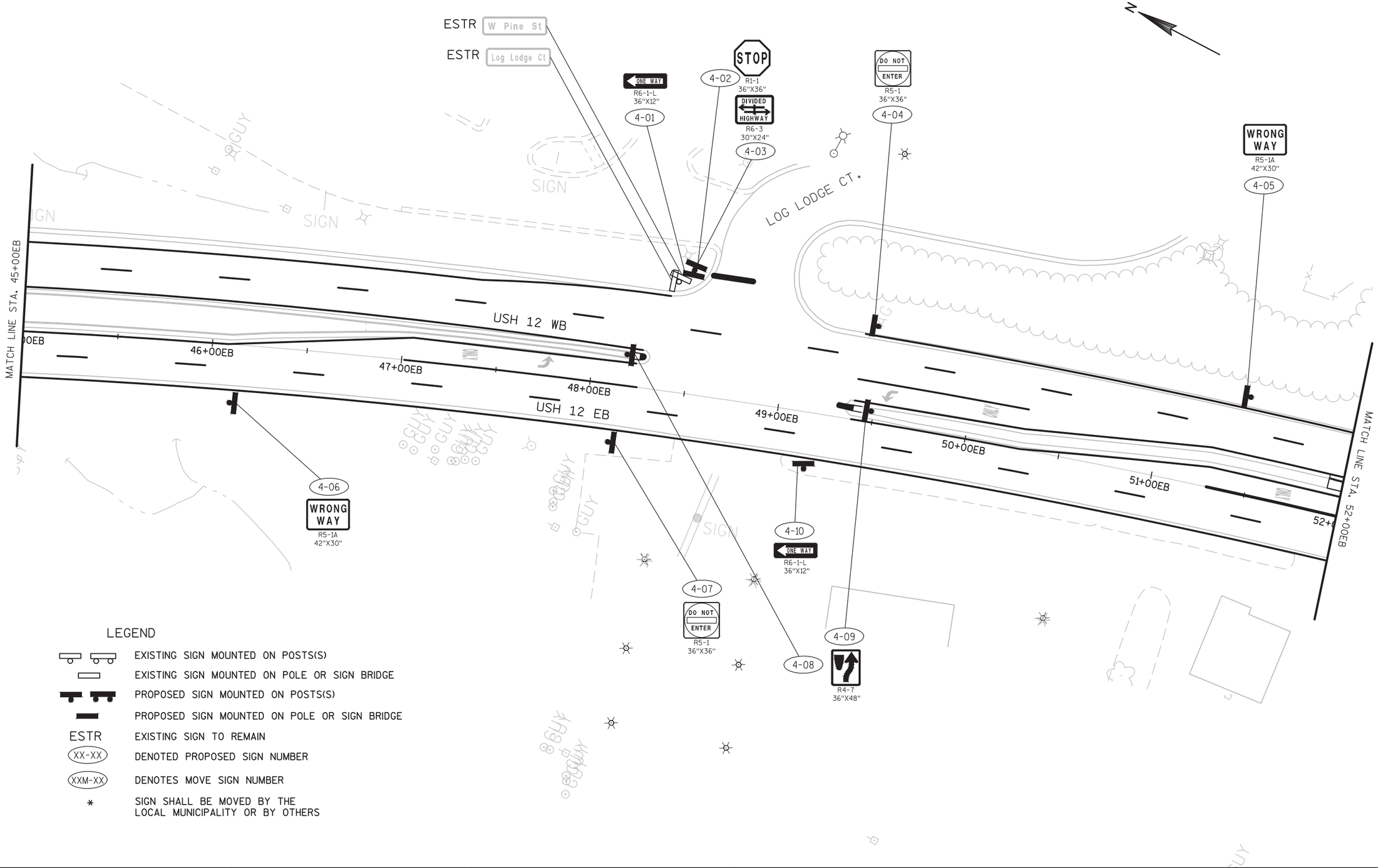
LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)	ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE	XX-XX	DENOTED PROPOSED SIGN NUMBER
	PROPOSED SIGN MOUNTED ON POSTS(S)	XXM-XX	DENOTES MOVE SIGN NUMBER
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE	*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 103	E

2

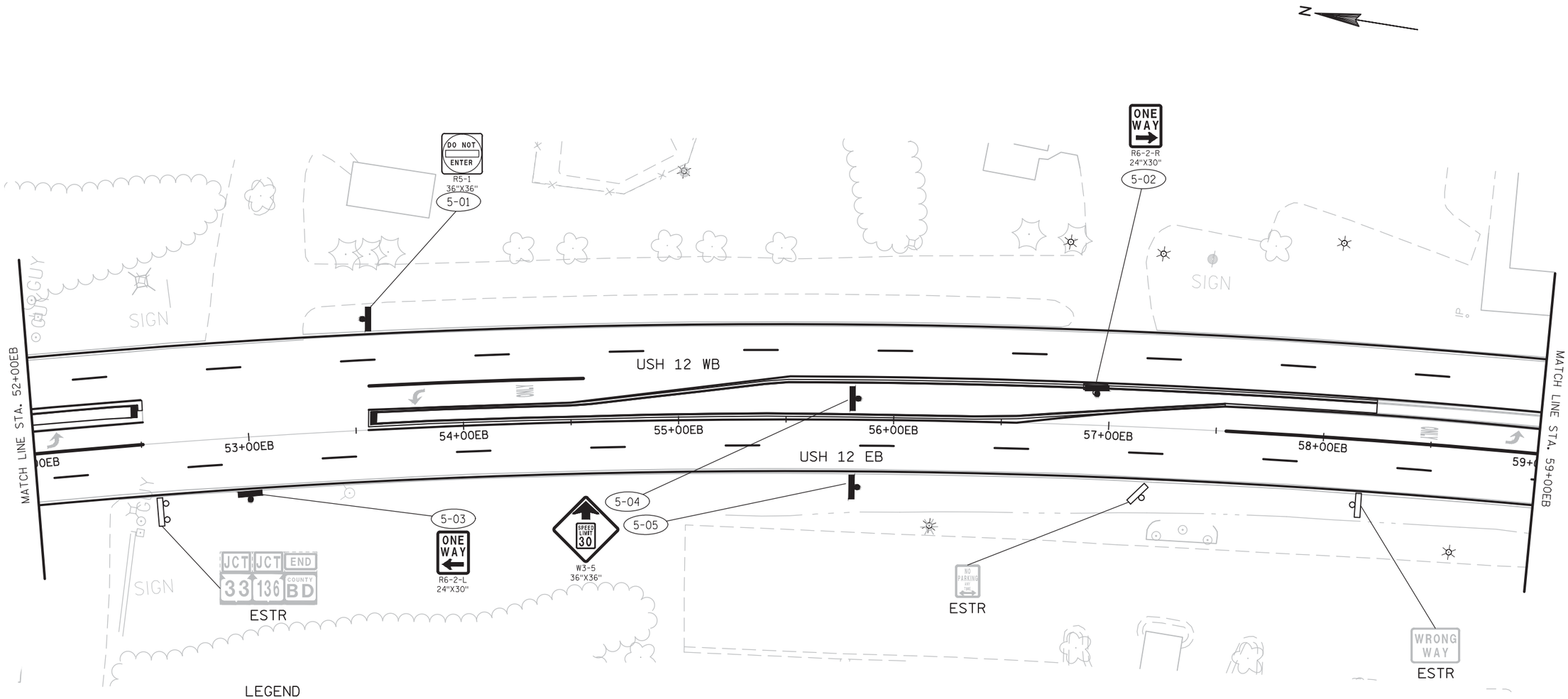


LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 104	E

2



LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 105	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- XX-XX — DENOTED PROPOSED SIGN NUMBER
- XXM-XX — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

N

BERKLEY BLVD

ESTR Berkley Rd

ESTR W Pine St

6-01 SPEED LIMIT 45 R2-1 36"X48"

6-02 ONE WAY R6-1-L 36"X12"

6-03 STOP R1-1 36"X36"

6-04 DIVIDED HIGHWAY R6-3 30"X24"

6-05 DO NOT ENTER R5-1 30"X30"

6-06 WRONG WAY R5-1A 36"X24"

ESTR COUNTY BD BUSINESS 12

6-07 SPEED LIMIT 30 R2-1 24"X30"

MATCH LINE STA. 59+00EB

USH 12 WB

USH 12 EB

60+00EB 61+00EB 62+00EB 63+00EB 64+00EB 65+00EB 66+00EB

MATCH LINE STA. 66+00EB

SIGN

6-08 SPEED LIMIT 30 R2-1 24"X30"

6-09 DO NOT ENTER R5-1 30"X30"

6-10

6-11 R4-7 24"X30"

6-12

6-13 STOP R1-1 36"X36"

6-14 ONE WAY R6-1-L 36"X12"

6-15 JH-1 24"X45"

ESTR EAST BUSINESS 33 12

6-16 BEGIN LEFT TURN LANE R3-20-L 24"X36"

ESTR WEST WEST 33 136

CANOPY

6-17 WRONG WAY R5-1A 36"X24"

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 106	E

2

N

MATCH LINE STA. 39+50LS

STH 33/LINN ST.

39+00LS

ESTR 136

ESTR W Linn St

ESTR W Pine St

R4-7 24"X30" 7-04

R5-1 30"X30" 7-05

R1-1F 36"X36" 7-06

R6-3 30"X24" 7-07

7-08

7-09

R1-1F 36"X36" 7-01

R4-7 24"X30" 7-03

R3-4 24"X24" 7-02

R5-1 30"X30" 7-28

R6-2-L 24"X30" 7-10

7-11

R1-1F 36"X36" 7-12

7-13

R5-1 30"X30" 7-14

ESTR WEST 136 33

WRONG WAY R5-1A 36"X24" 7-15

R1-1 36"X36" 7-17

R6-3 30"X24" 7-16

ESTR BUSINESS COUNTY BD 12

City Sign
Ritz Intersection
High School
St Claire Hospital
UW Campus
Mid Continent Railway

MAPLE STREET

ESTR EAST 33

ESTR W Pine St

ESTR W Maple St

USH 12 WB

USH 12 EB

67+00EB

68+00EB

69+00EB

70+00EB

72+00EB

MATCH LINE STA. 66+00EB

MATCH LINE STA. 73+00EB

R1-1F 36"X36" 7-18

R5-1 30"X30" 7-19

ESTR 33 136

7-20

R4-7 24"X30" 7-21

R6-2-L 24"X30"

ESTR WEST WEST ALTERNATE 33 136 90

SPEED LIMIT 35 R2-1 24"X30" 7-22

7-23

WRONG WAY R5-1A 36"X24"

STH 136/LINN ST

36+00LS

37+00LS

MATCH LINE STA. 35+50LS

7-24

R1-1F 36"X36" 7-27

7-26

DIVIDED HIGHWAY R6-3 30"X24" 7-25

7-29

R4-7 24"X30" 7-30

R3-4 24"X24" 7-31

ESTR EAST 136 J4-1 24"X36"

SPEED LIMIT 30 R2-1 24"X30" 7-32

7-33

R4-7 24"X30" 7-34

7-35

WRONG WAY R5-1A 36"X24"

ESTR WEST WEST 33 136

ESTR BUSINESS COUNTY BD 12 EAST 136

SIGN

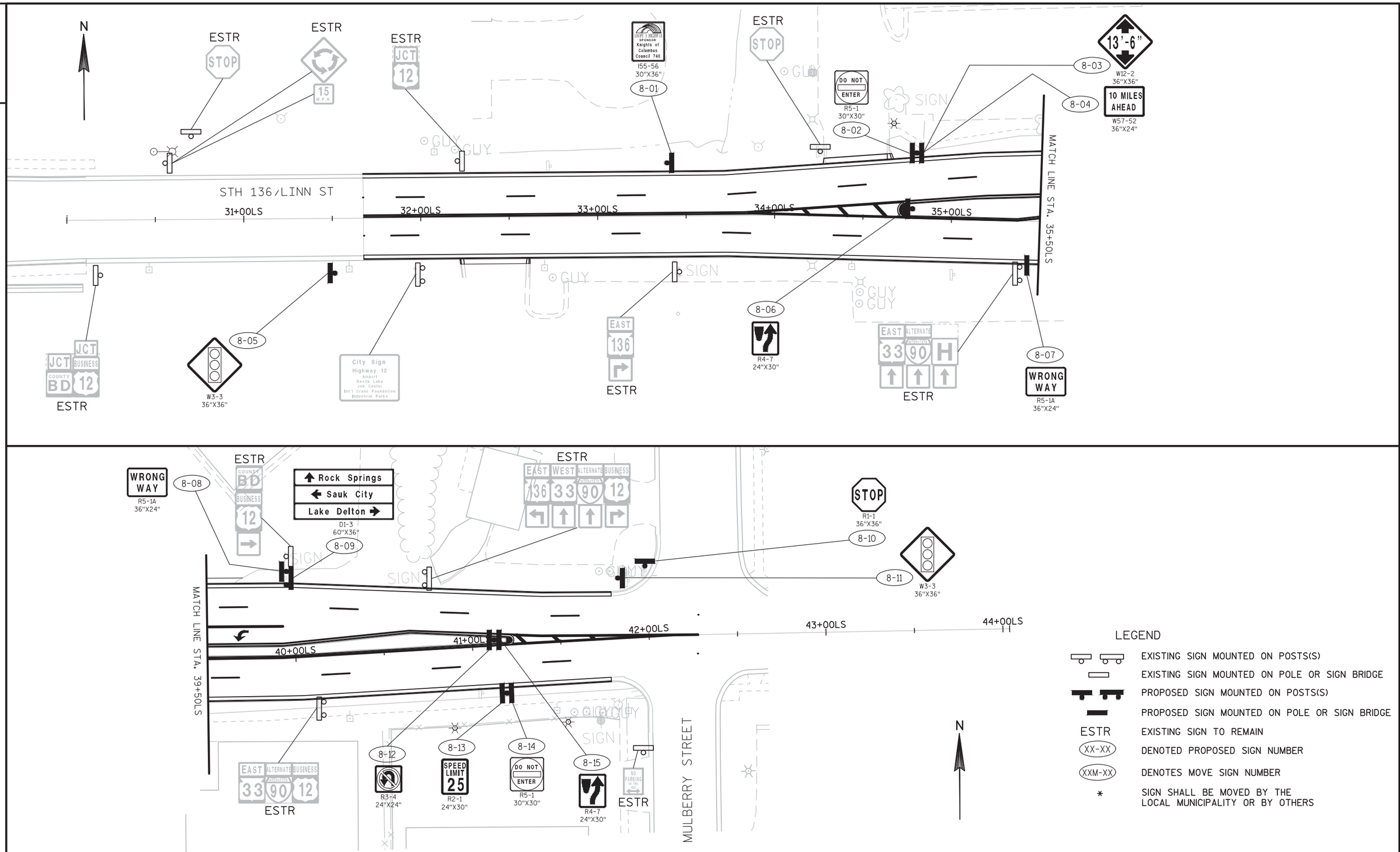
GUY

CANOPY

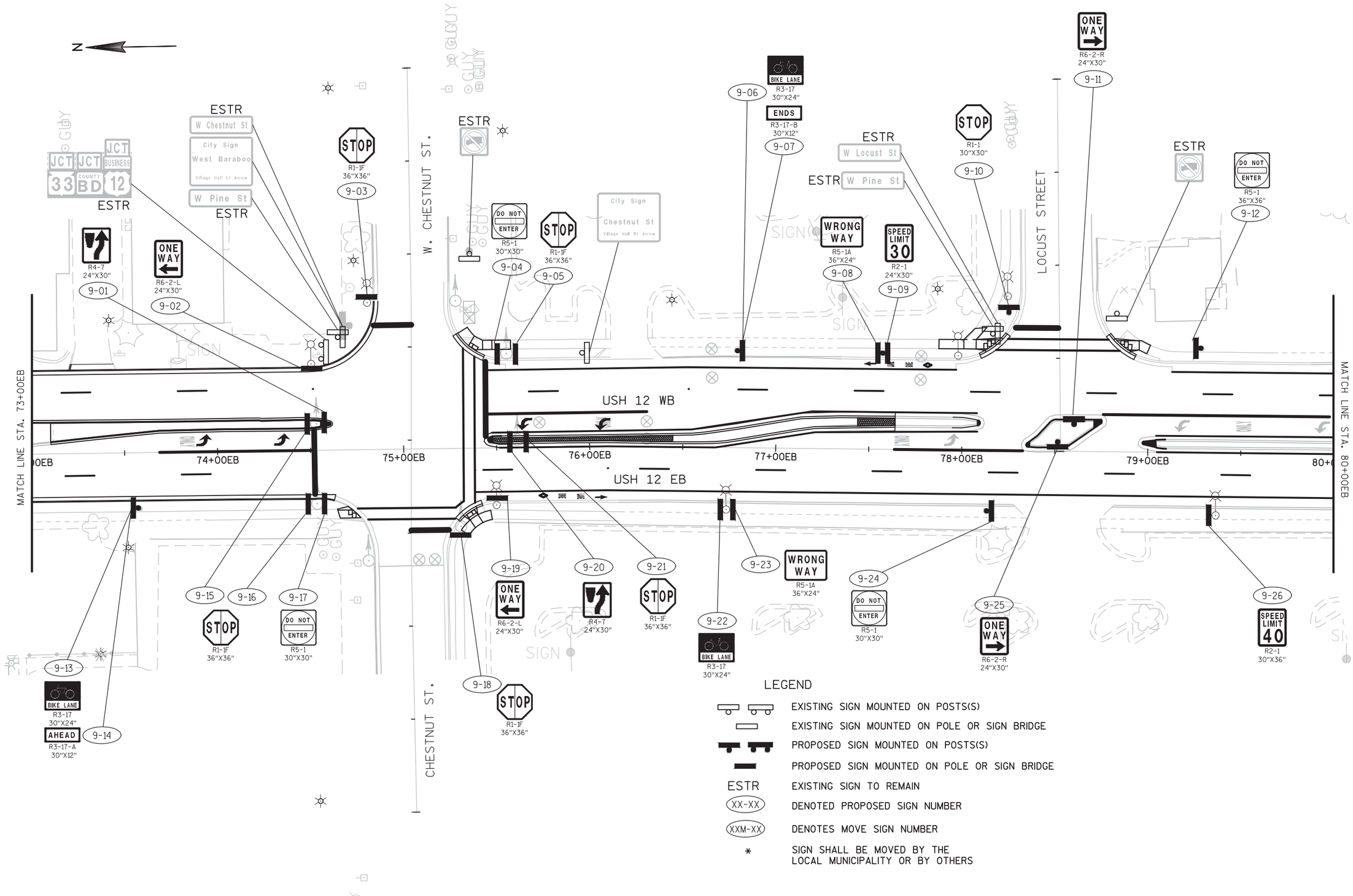
LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- XX-XX — DENOTED PROPOSED SIGN NUMBER
- XXM-XX — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 107	E



PROJECT NO:1674-01-72	HWY: STH 33/STH 136	COUNTY: SAUK	PERMANENT SIGNING	SHEET 108	E

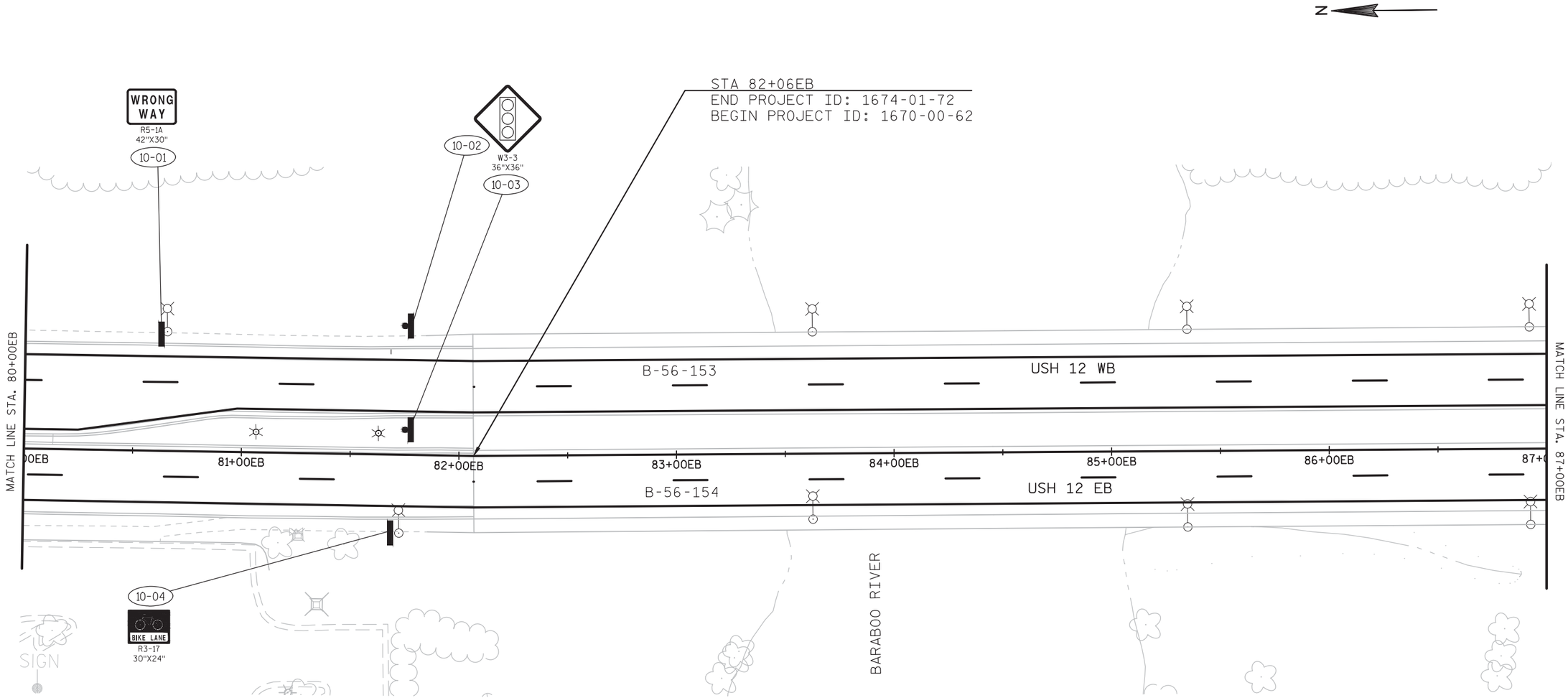


LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 109	E

2



LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XX-XX) — DENOTED PROPOSED SIGN NUMBER
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 110	E

2

LEGEND

EXISTING SIGN MOUNTED ON POSTS(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POSTS(S)

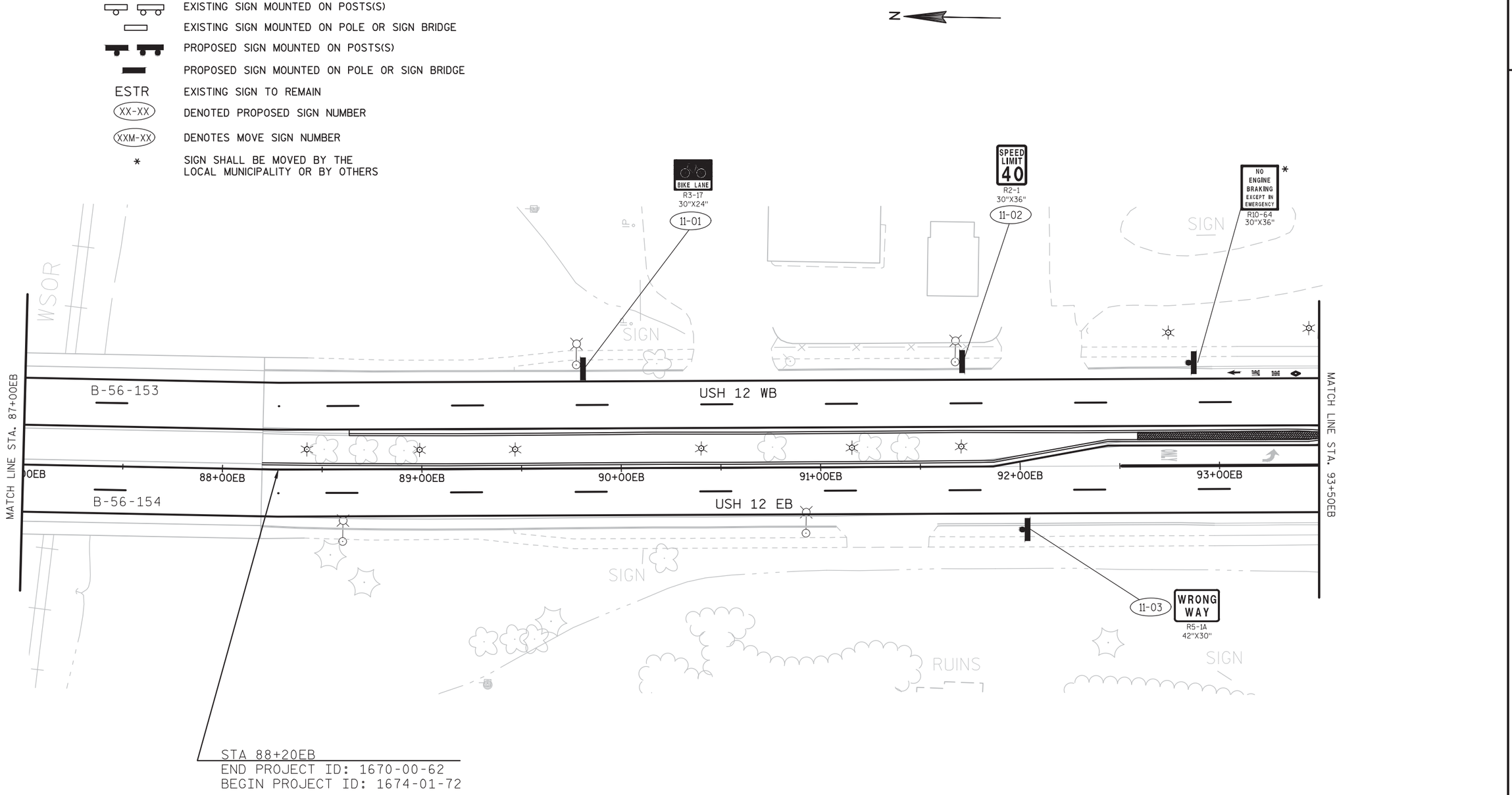
PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE

ESTR — EXISTING SIGN TO REMAIN

(XX-XX) — DENOTED PROPOSED SIGN NUMBER

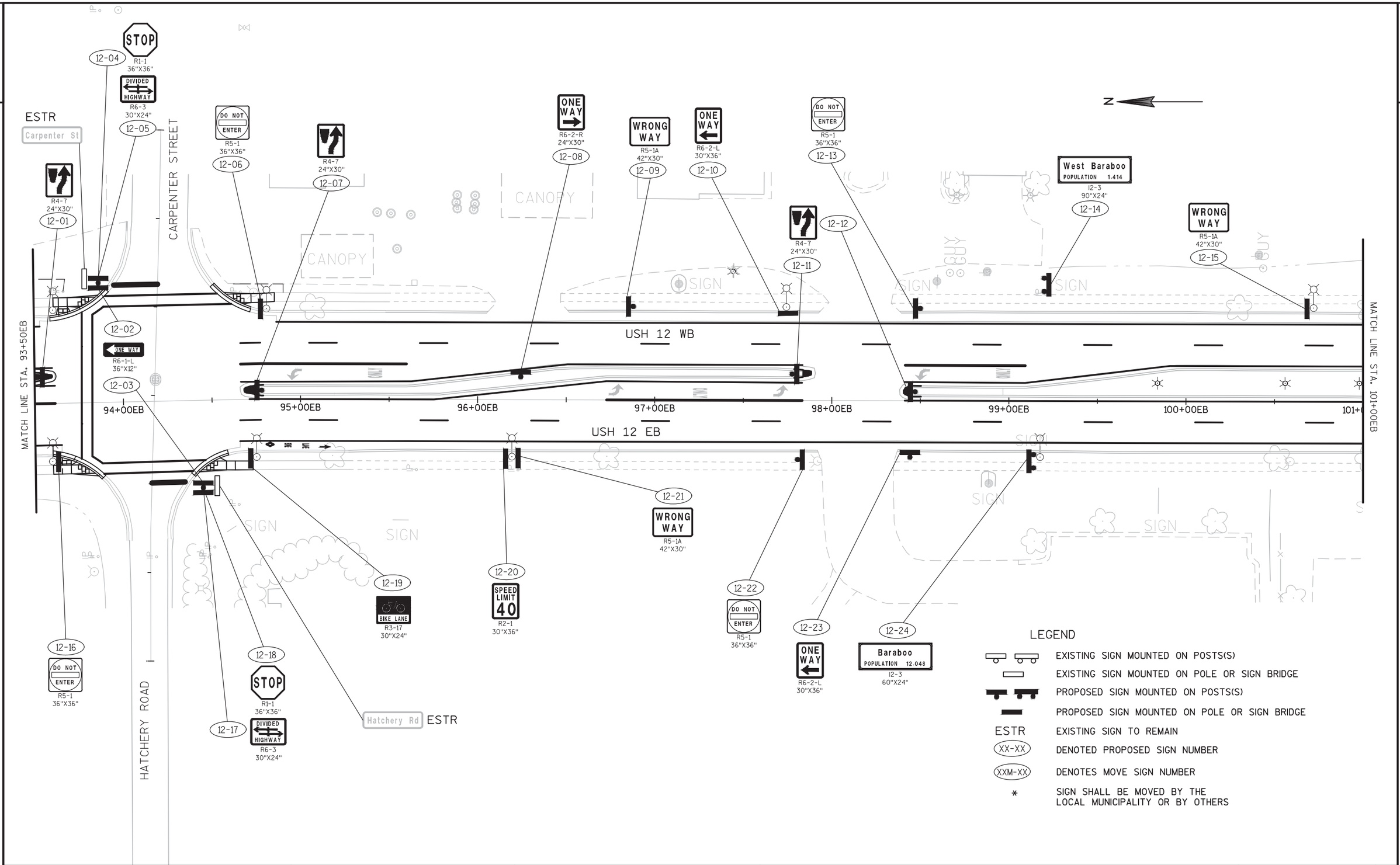
(XXM-XX) — DENOTES MOVE SIGN NUMBER

* — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



PROJECT NO:1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 111	E

2



PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 112	E

2

N

MATCH LINE STA. 101+00EB

MATCH LINE STA. 108+00EB

USH 12 WB

USH 12 EB

100EB 102+00EB 103+00EB 104+00EB 105+00EB 106+00EB 107+00EB 108+

GUY

SIGN

SIGN

SIGN

SIGN

SIGN

GUY

CITY

13-01
R4-7
24"X30"

13-02
SPEED LIMIT 40
R2-1
30"X36"

13-03
WRONG WAY
R5-1A
42"X30"

13-04
ONE WAY
R6-2-R
24"X30"

13-05
DO NOT ENTER
R5-1
36"X36"

13-06
ONE WAY
R6-2-L
30"X36"

13-07
BEGIN LEFT TURN LANE
R3-20-L
24"X36"

13-08
WRONG WAY
R5-1A
42"X30"

LEGEND

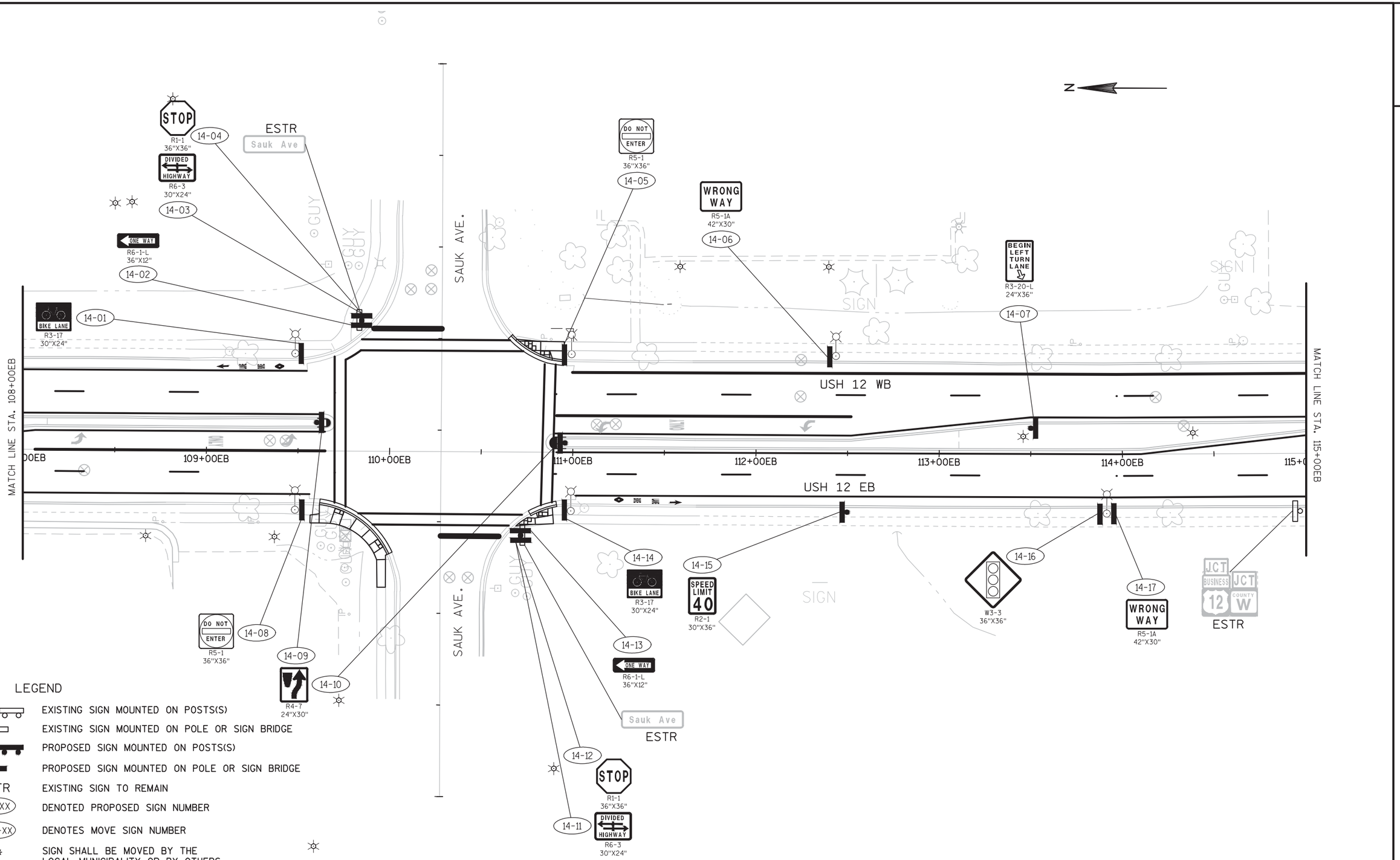
	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 113	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-PS.DWG PLOT DATE : 8/8/2017 8:44 AM PLOT BY : KL ENGINEERING PLOT NAME : 13 PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2

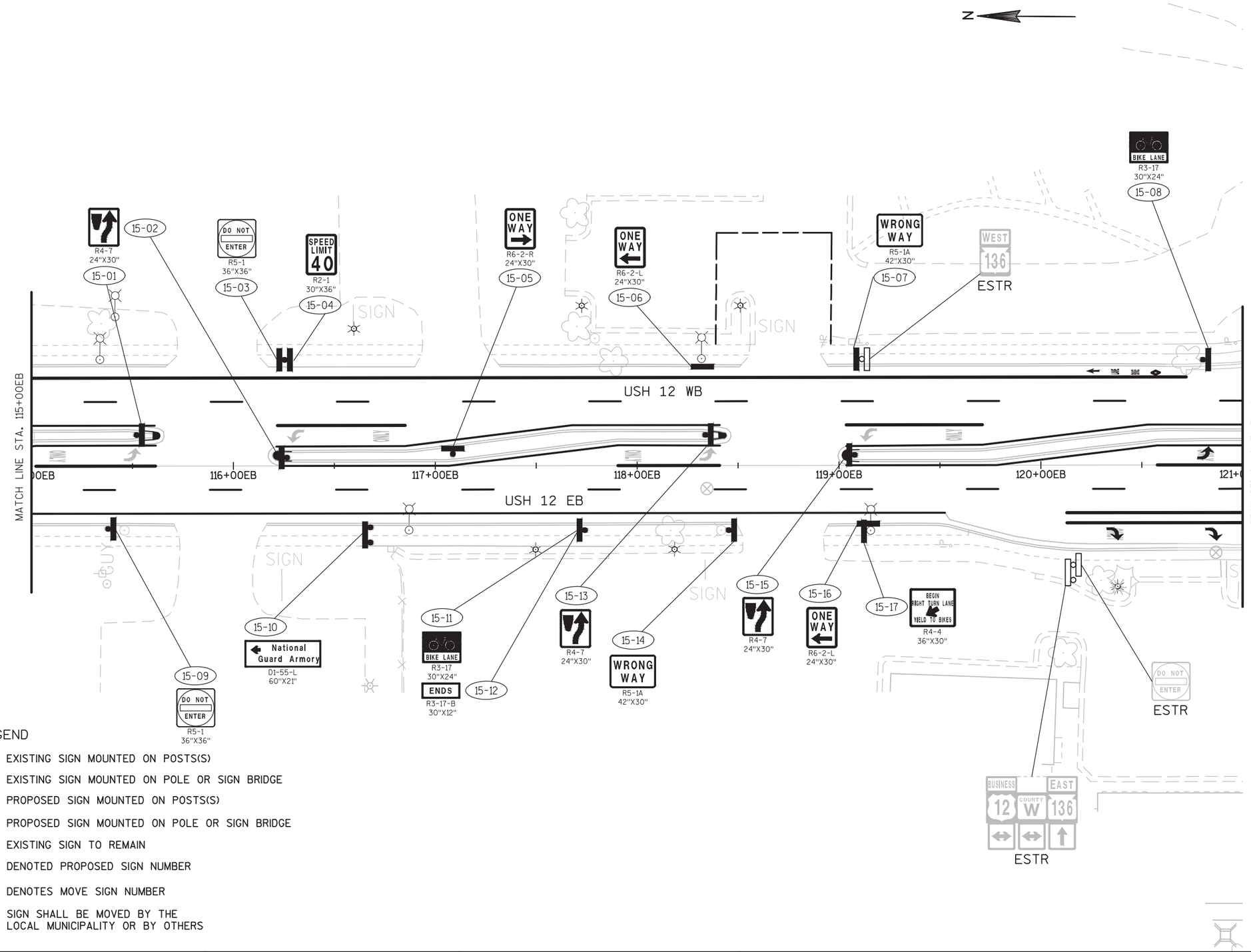


LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XX-XX) — DENOTED PROPOSED SIGN NUMBER
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 114	E

2

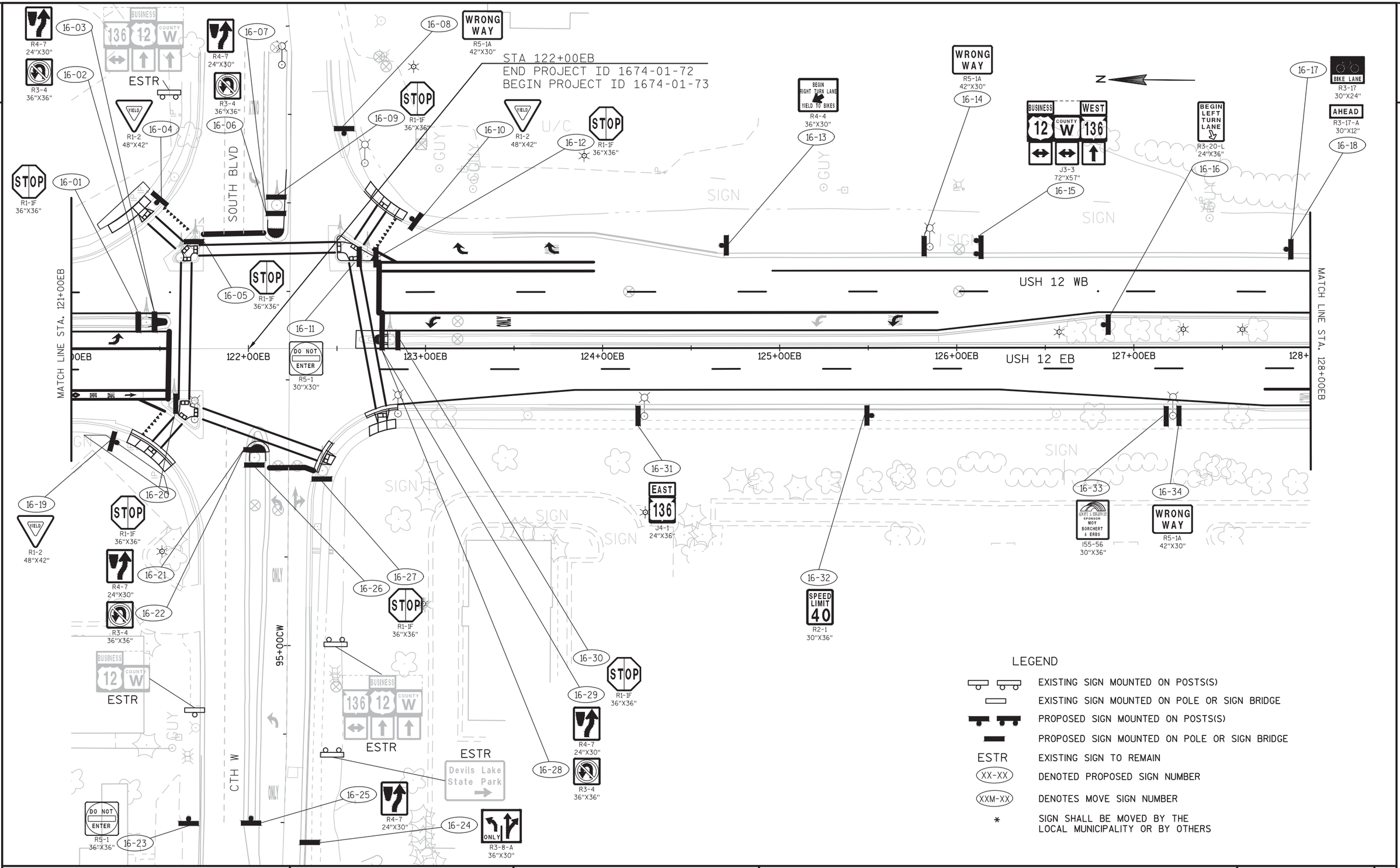


LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XX-XX) — DENOTED PROPOSED SIGN NUMBER
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 115	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-PS.DWG PLOT DATE : 8/8/2017 8:45 AM PLOT BY : KL ENGINEERING PLOT NAME : 15 PLOT SCALE : **********



LEGEND

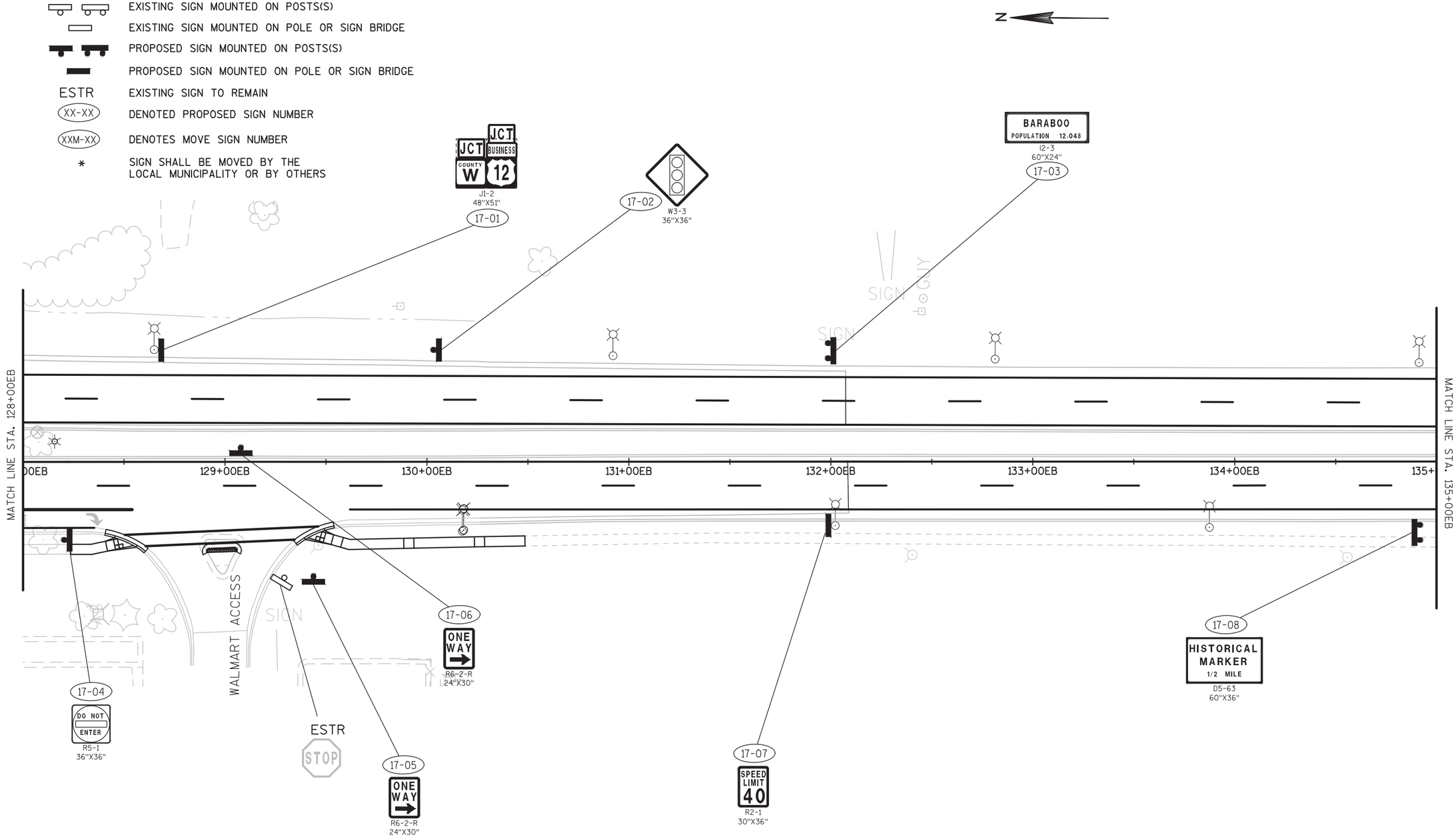
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	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 116	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XX-XX) — DENOTED PROPOSED SIGN NUMBER
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 117	E

2

N

MATCH LINE STA. 135+00EB

MATCH LINE STA. 142+50EB

135+00EB
136+00EB
137+00EB
138+00EB
139+00EB
140+00EB
141+00EB
142+00EB

USH 12 EB

USH 12 WB

MENARDS ACCESS

GUY

SIGN

18-01 R4-7 24"X30"

18-02 R6-2-R 24"X30"

18-03 R4-7 24"X30"

18-04 R5-1 36"X36"

18-05 R5-1 36"X36"

18-06 R5-1A 42"X30"

18-07 R5-1 36"X36"

18-08 R6-2-L 24"X30"

18-09 R6-2-R 24"X30"

18-10 R6-2-R 24"X30"

18-11 R2-1 30"X36"

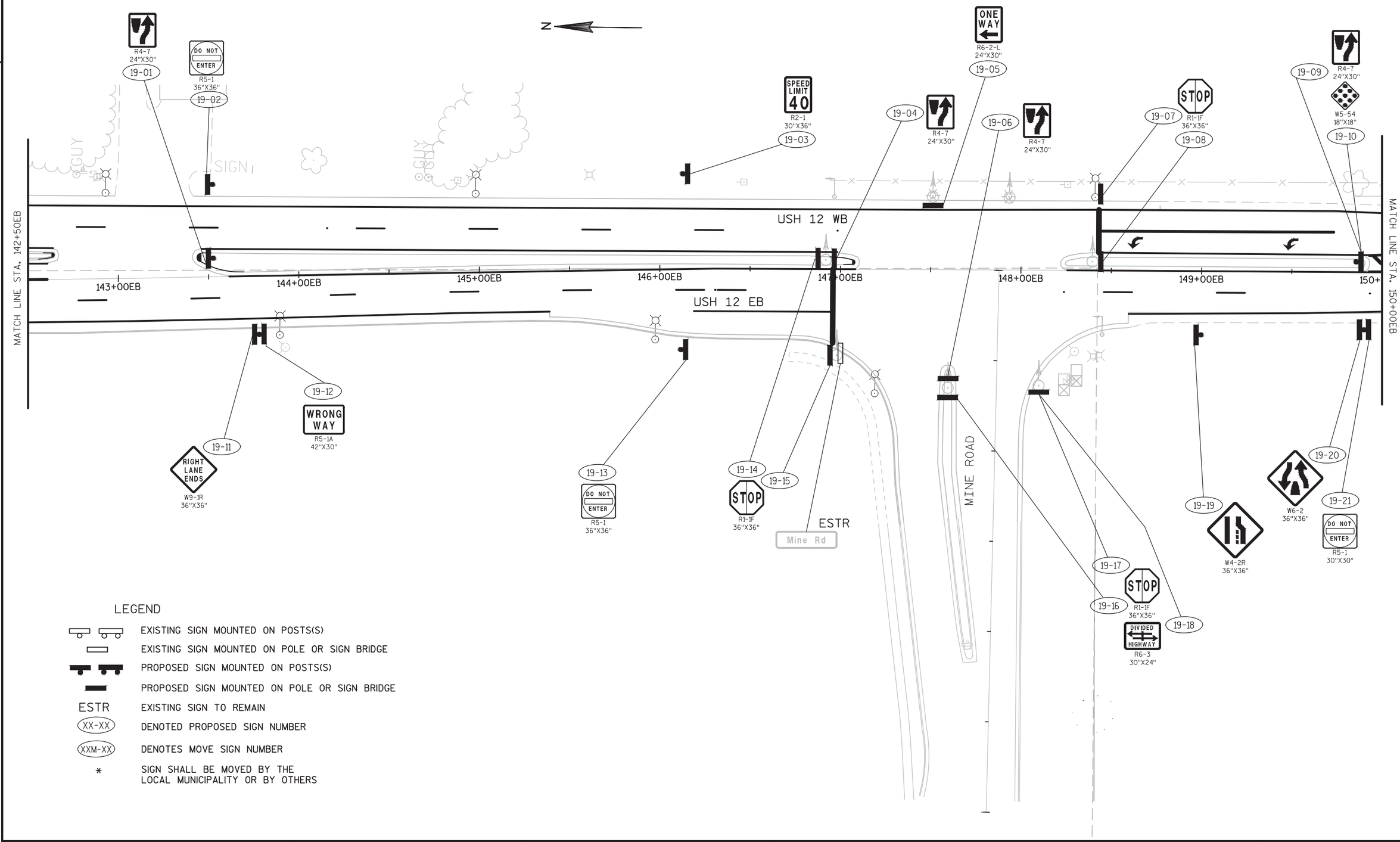
LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 118	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\023201-PS.DWG PLOT DATE : 8/8/2017 8:45 AM PLOT BY : KL ENGINEERING PLOT NAME : 18 PLOT SCALE : 1 IN:50 FT

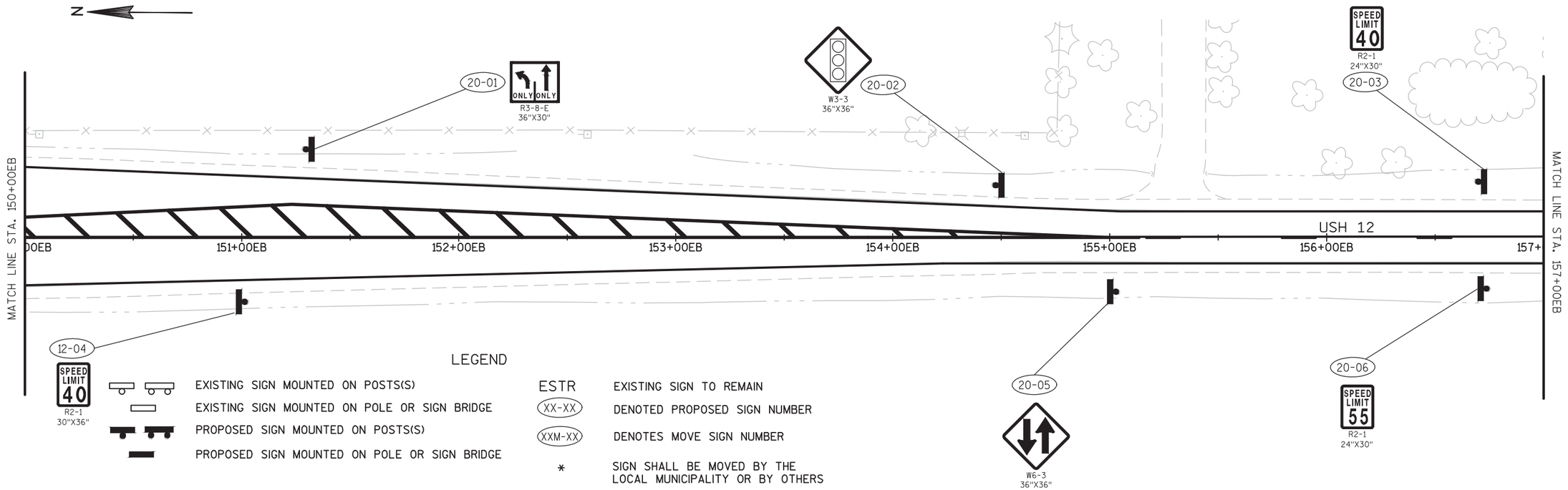
2



LEGEND

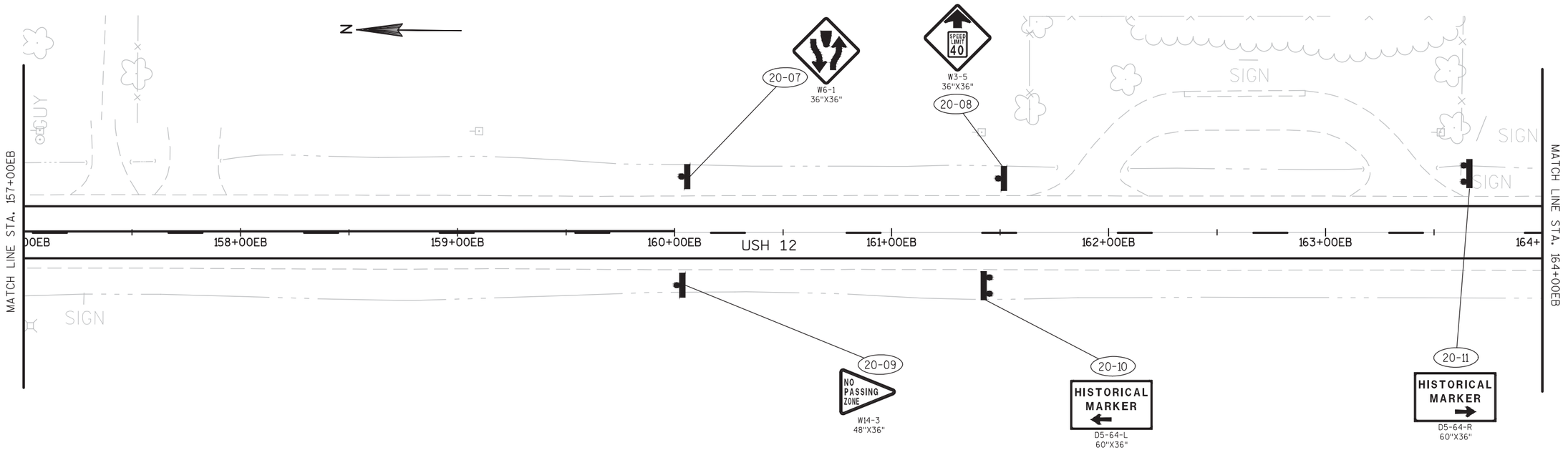
	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 119	E

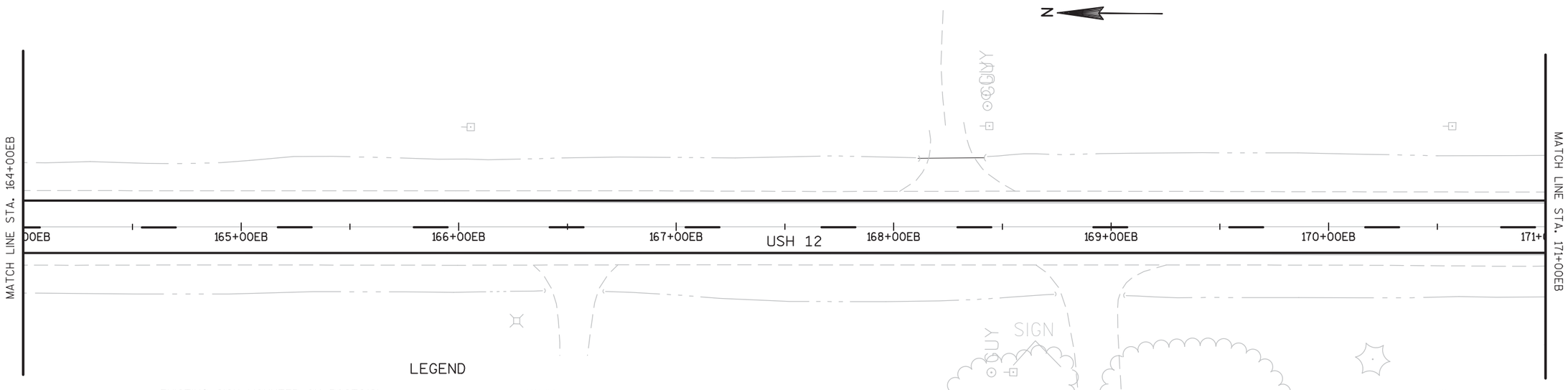


LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



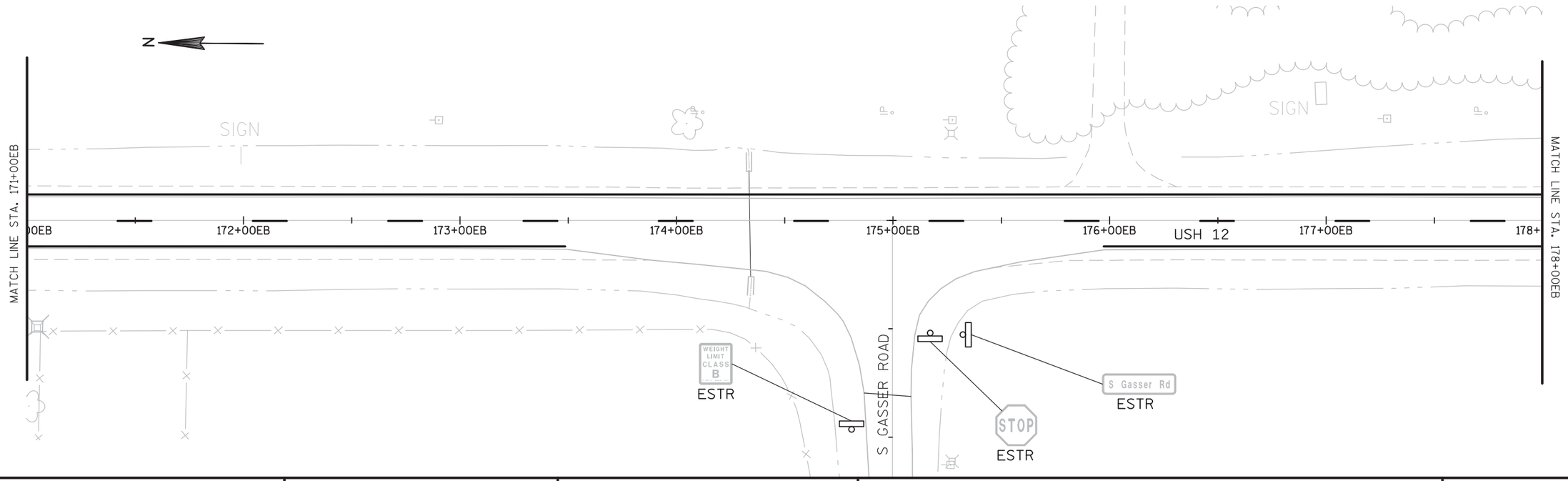
PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 120	E



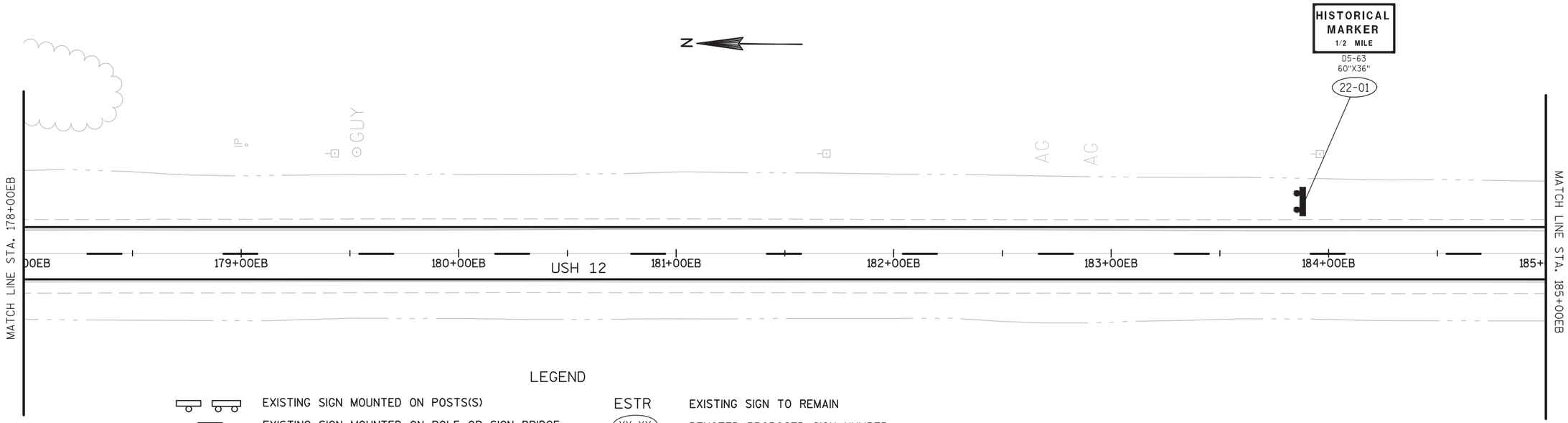
LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE

- ESTR — EXISTING SIGN TO REMAIN
- (XX-XX) — DENOTED PROPOSED SIGN NUMBER
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

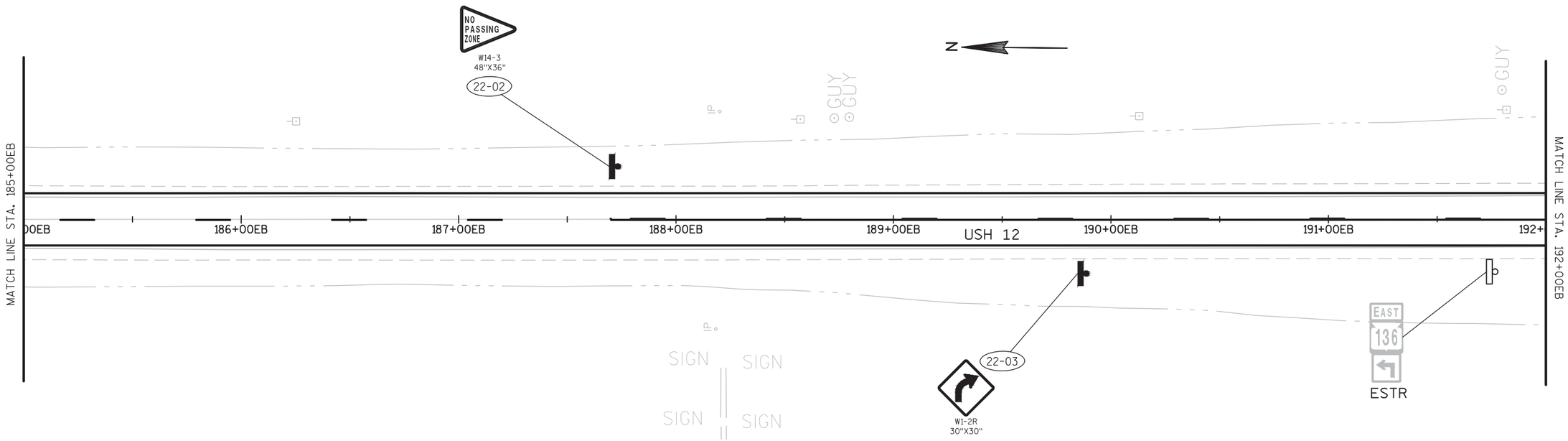


PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 121	E



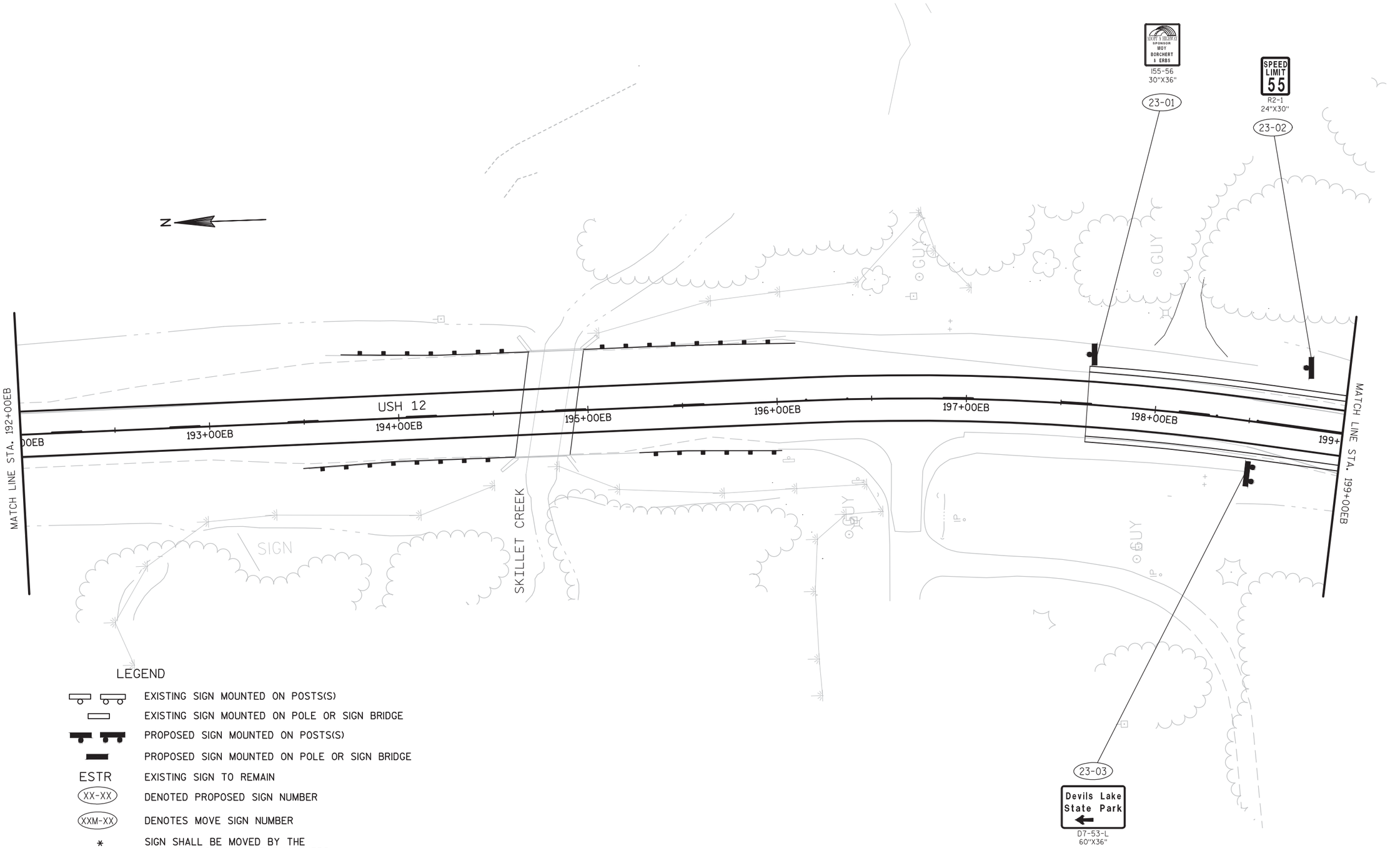
LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)	ESTR	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE	XX-XX	DENOTED PROPOSED SIGN NUMBER
	PROPOSED SIGN MOUNTED ON POSTS(S)	XXM-XX	DENOTES MOVE SIGN NUMBER
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE	*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 122	E

2



LEGEND

	EXISTING SIGN MOUNTED ON POSTS(S)
	EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
	PROPOSED SIGN MOUNTED ON POSTS(S)
	PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR	EXISTING SIGN TO REMAIN
XX-XX	DENOTED PROPOSED SIGN NUMBER
XXM-XX	DENOTES MOVE SIGN NUMBER
*	SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 123	E

LEGEND

- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- XX-XX — DENOTED PROPOSED SIGN NUMBER
- XXM-XX — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS

MATCH LINE STA. 18+50SK

STH 159

18+00SK

17+00SK

16+00SK

24-04 — SPEED LIMIT 50 — R2-1 24"X30"

24-05 — EAST 159 — J4-1 24"X36"

24-06 — STOP — R1-1 36"X36" — TRAFFIC FROM RIGHT DOES NOT STOP — W4-4AR 30"X12"

24-07

WEST 136 — ESTR

24-01 — DO NOT ENTER — R5-1 30"X30"

24-02 — YIELD — R1-2 36"X31"

24-08 — STOP — R1-1 36"X36" — ONCOMING TRAFFIC DOES NOT STOP — W4-4B 30"X12"

24-09

24M-01 — WEST 136

201+00EB

200+00EB

USH 12

199+00EB

MATCH LINE STA. 199+00EB

24-10 — STOP — R1-1 36"X36" — TRAFFIC FROM LEFT DOES NOT STOP — W4-4AL 30"X12"

24-11

15+00SK

SKILLET CREEK ROAD

24-12 — DEAD END — W14-1 30"X30"

24M-02 — EAST 136

14+00SK

202+00EB

203+00EB

POINT OF ROCKS ROAD

204+00EB

205+00EB

206+

MATCH LINE STA. 206+00EB

24-13 — SPEED LIMIT 45 — R2-1 24"X30"

24M-03 — SIGN — Skillet Creek Rd * — NO OUTLET

24-14 — LIGHT & HOLIDAY SPONSOR St. Claire Hospital & Meadows — I55-56 30"X36"

STH 159

20+00SK

19+00SK

ESTR — Baraboo

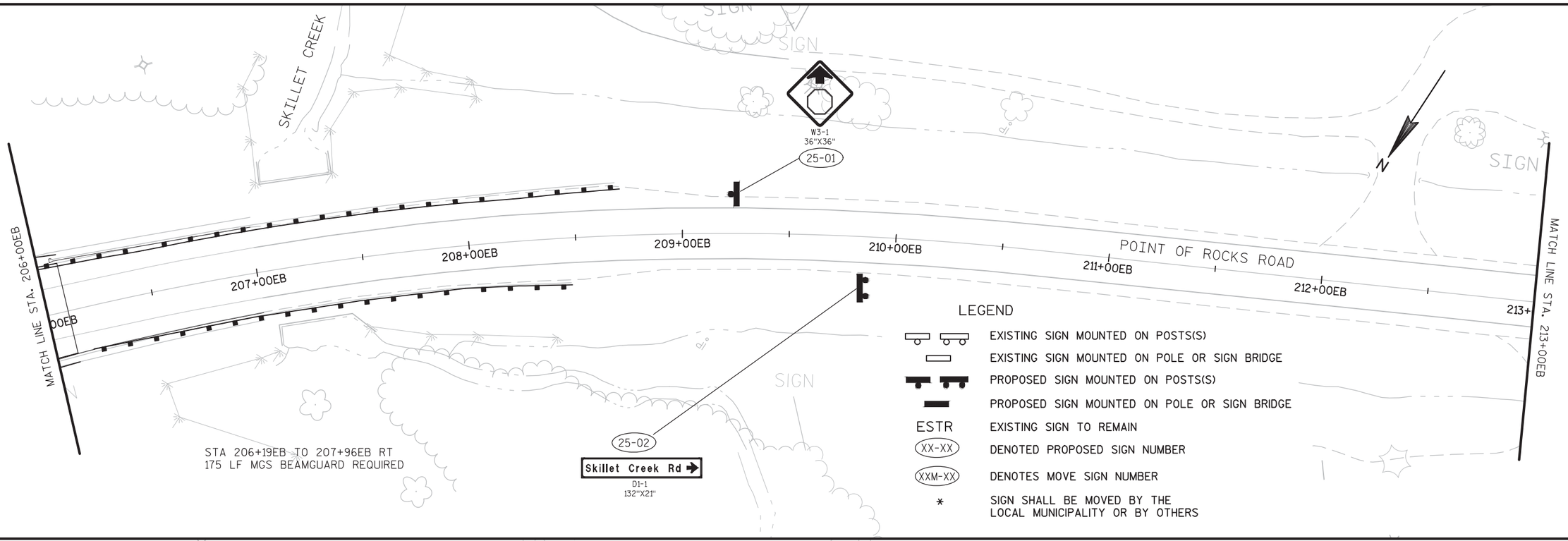
LIGHT & HOLIDAY SPONSOR THE FRAM KITCHEN — I55-56 30"X36"

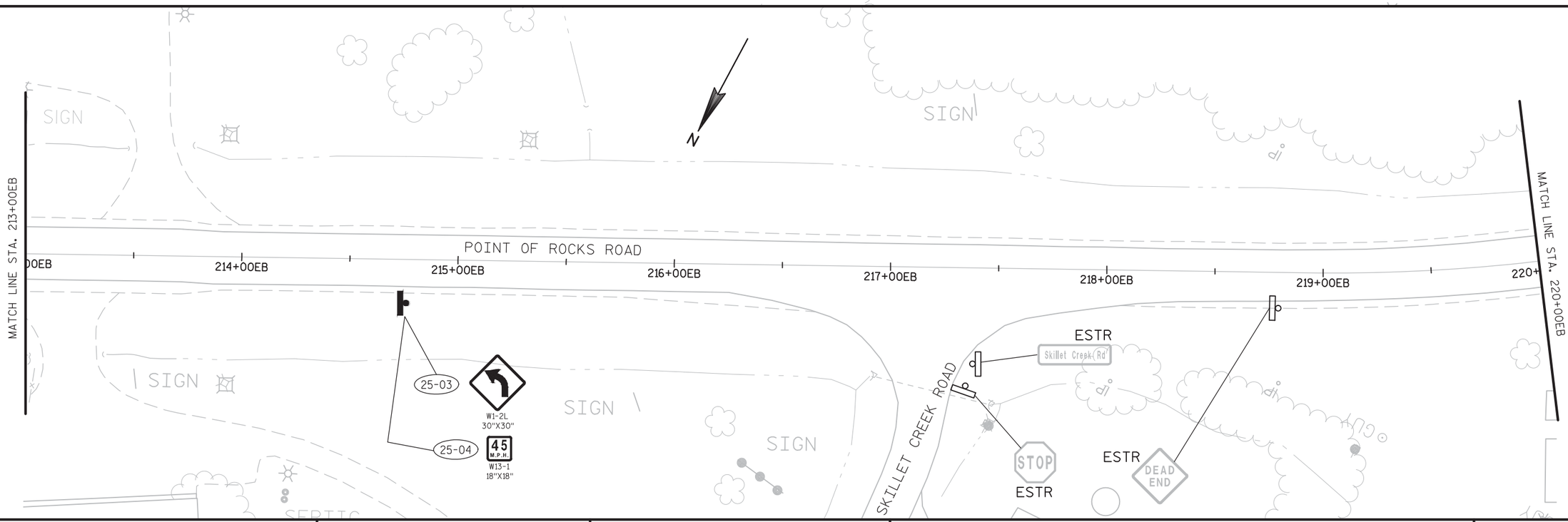
24-03

MATCH LINE STA. 18+50SK

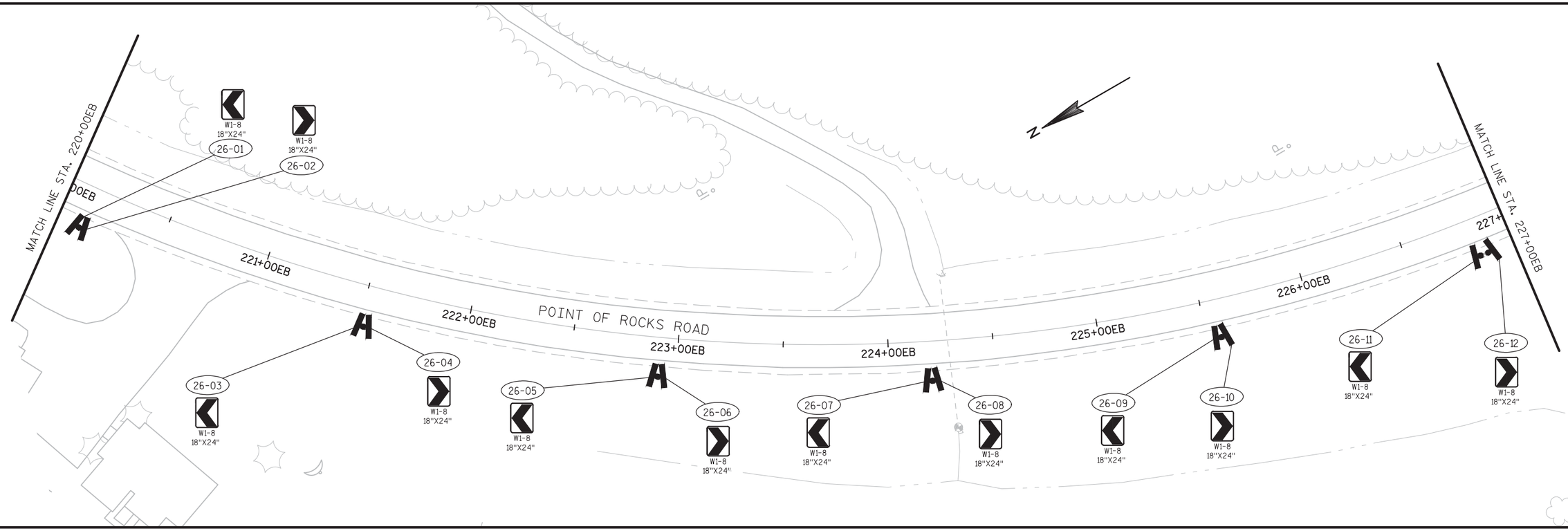
2

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 124	E


SKILLET CREEK
SIGN
SIGN
SIGN
SIGN
W3-1
36"X36"
25-01
MATCH LINE STA. 206+00EB
00EB
207+00EB
208+00EB
209+00EB
210+00EB
211+00EB
212+00EB
213+
POINT OF ROCKS ROAD
MATCH LINE STA. 213+00EB
STA 206+19EB TO 207+96EB RT
175 LF MGS BEAMGUARD REQUIRED
25-02
Skillet Creek Rd
D1-1
132"X21"
LEGEND
EXISTING SIGN MOUNTED ON POSTS(S)
EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
PROPOSED SIGN MOUNTED ON POSTS(S)
PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
ESTR
EXISTING SIGN TO REMAIN
XX-XX
DENOTED PROPOSED SIGN NUMBER
XXM-XX
DENOTES MOVE SIGN NUMBER
*
SIGN SHALL BE MOVED BY THE
LOCAL MUNICIPALITY OR BY OTHERS

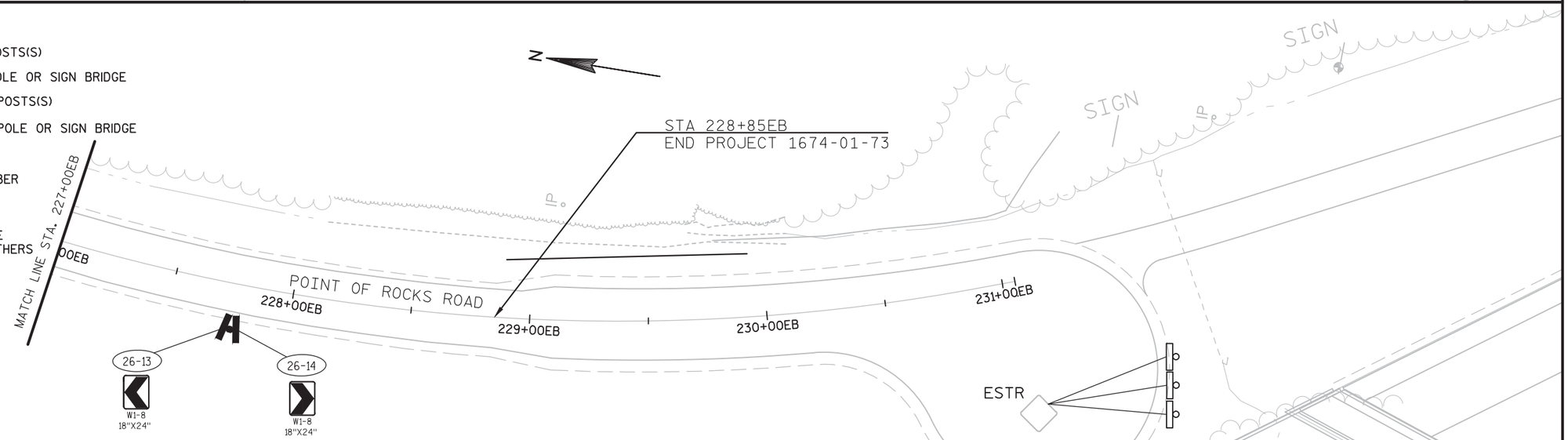

SIGN
SIGN
SIGN
SIGN
SIGN
MATCH LINE STA. 213+00EB
00EB
214+00EB
215+00EB
216+00EB
217+00EB
218+00EB
219+00EB
220+
POINT OF ROCKS ROAD
MATCH LINE STA. 220+00EB
25-03
W1-2L
30"X30"
25-04
45
M.P.H.
W13-1
18"X18"
Sseptic
SKILLET CREEK ROAD
ESTR
Skillet Creek Rd
STOP
ESTR
ESTR
DEAD
END

2



LEGEND

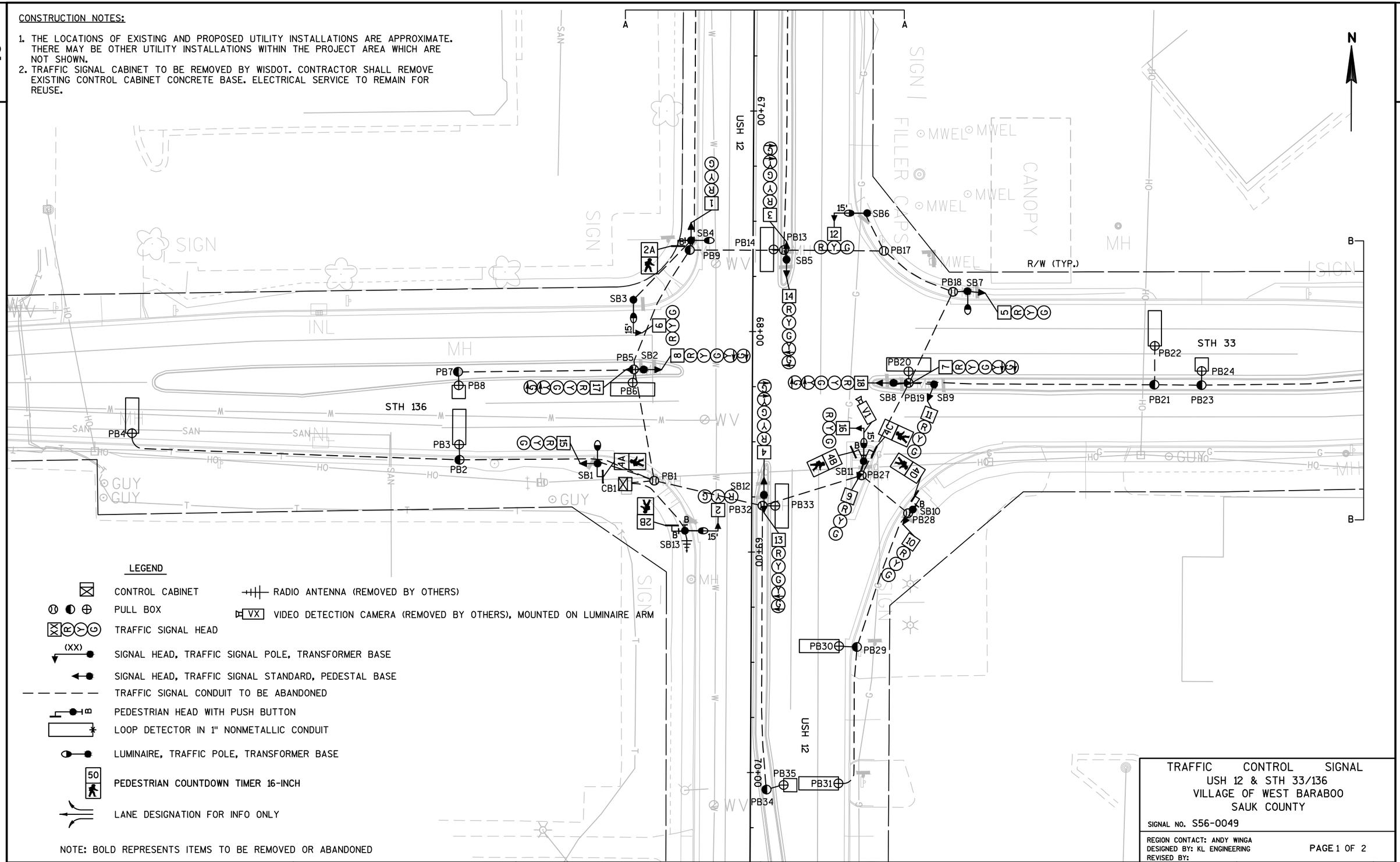
- EXISTING SIGN MOUNTED ON POSTS(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POSTS(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- ESTR — EXISTING SIGN TO REMAIN
- (XX-XX) — DENOTED PROPOSED SIGN NUMBER
- (XXM-XX) — DENOTES MOVE SIGN NUMBER
- * — SIGN SHALL BE MOVED BY THE LOCAL MUNICIPALITY OR BY OTHERS



PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 126	E

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. TRAFFIC SIGNAL CABINET TO BE REMOVED BY WISDOT. CONTRACTOR SHALL REMOVE EXISTING CONTROL CABINET CONCRETE BASE. ELECTRICAL SERVICE TO REMAIN FOR REUSE.



LEGEND

- CONTROL CABINET
- PULL BOX
- TRAFFIC SIGNAL HEAD
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- TRAFFIC SIGNAL CONDUIT TO BE ABANDONED
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- 50 PEDESTRIAN COUNTDOWN TIMER 16-INCH
- LANE DESIGNATION FOR INFO ONLY
- RADIO ANTENNA (REMOVED BY OTHERS)
- VX VIDEO DETECTION CAMERA (REMOVED BY OTHERS), MOUNTED ON LUMINAIRE ARM

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED

TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

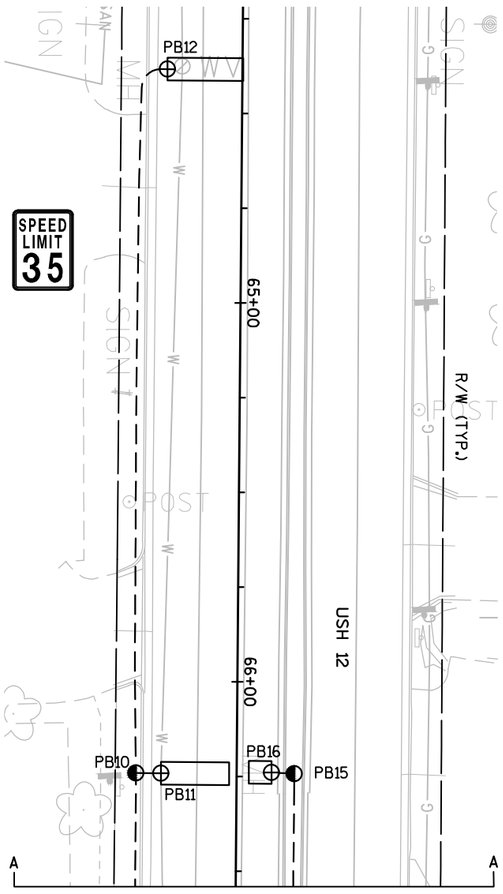
SIGNAL NO. S56-0049

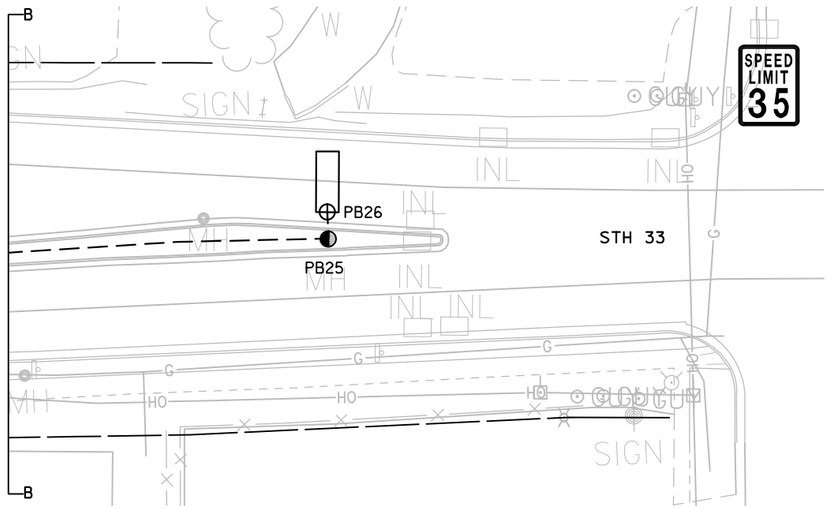
REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 127	E

2





LEGEND

PULL BOX

TRAFFIC SIGNAL CONDUIT TO BE ABANDONED

LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR ABANDONED

TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. S56-0049

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

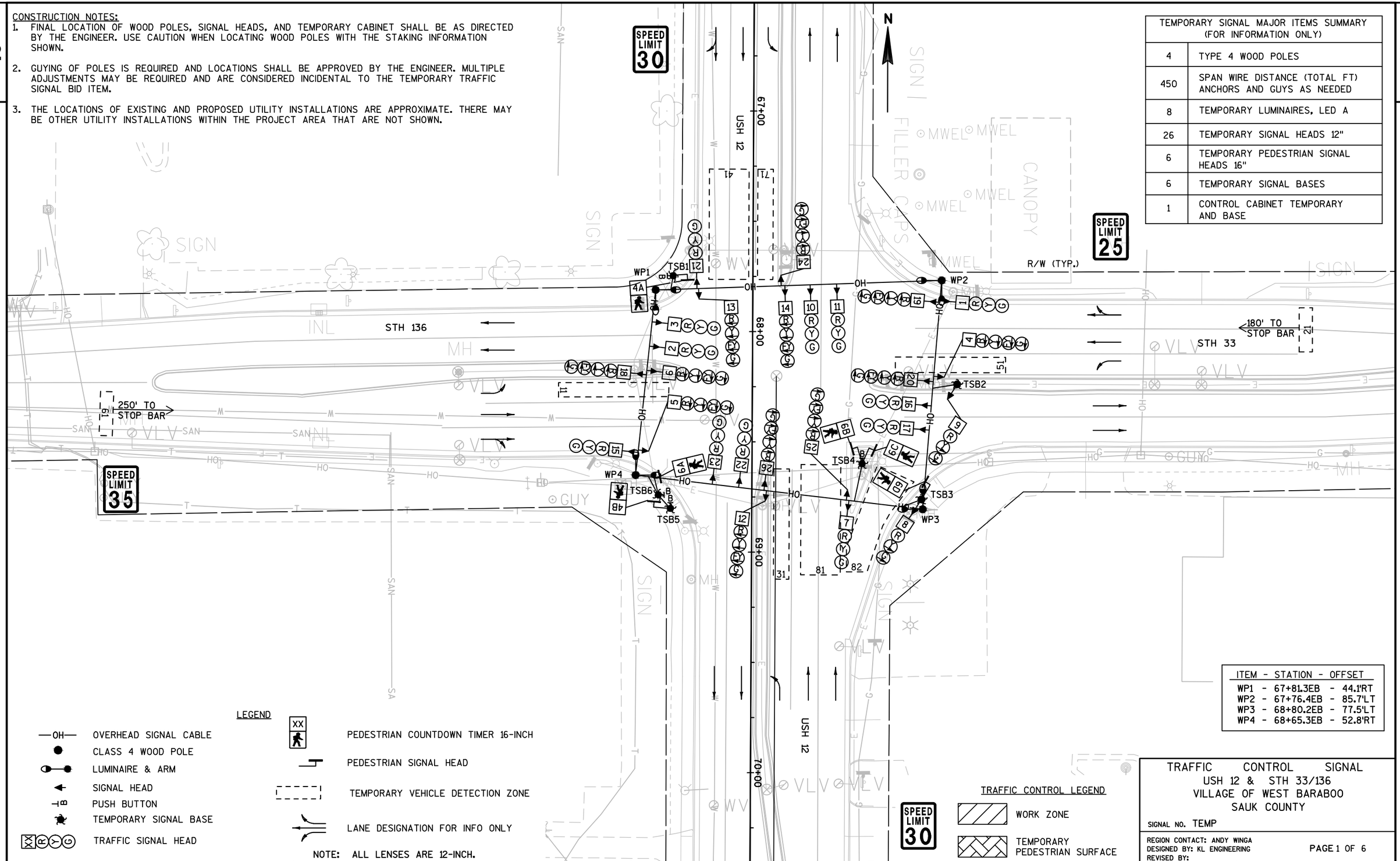
PAGE 2 OF 2

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 128	E

CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)	
4	TYPE 4 WOOD POLES
450	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
8	TEMPORARY LUMINAIRES, LED A
26	TEMPORARY SIGNAL HEADS 12"
6	TEMPORARY PEDESTRIAN SIGNAL HEADS 16"
6	TEMPORARY SIGNAL BASES
1	CONTROL CABINET TEMPORARY AND BASE



LEGEND

- —OH— OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- PUSH BUTTON
- TEMPORARY SIGNAL BASE
- TRAFFIC SIGNAL HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- PEDESTRIAN SIGNAL HEAD
- TEMPORARY VEHICLE DETECTION ZONE
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE

ITEM - STATION - OFFSET
WP1 - 67+81.3EB - 44.1'RT
WP2 - 67+76.4EB - 85.7'LT
WP3 - 68+80.2EB - 77.5'LT
WP4 - 68+65.3EB - 52.8'RT

TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

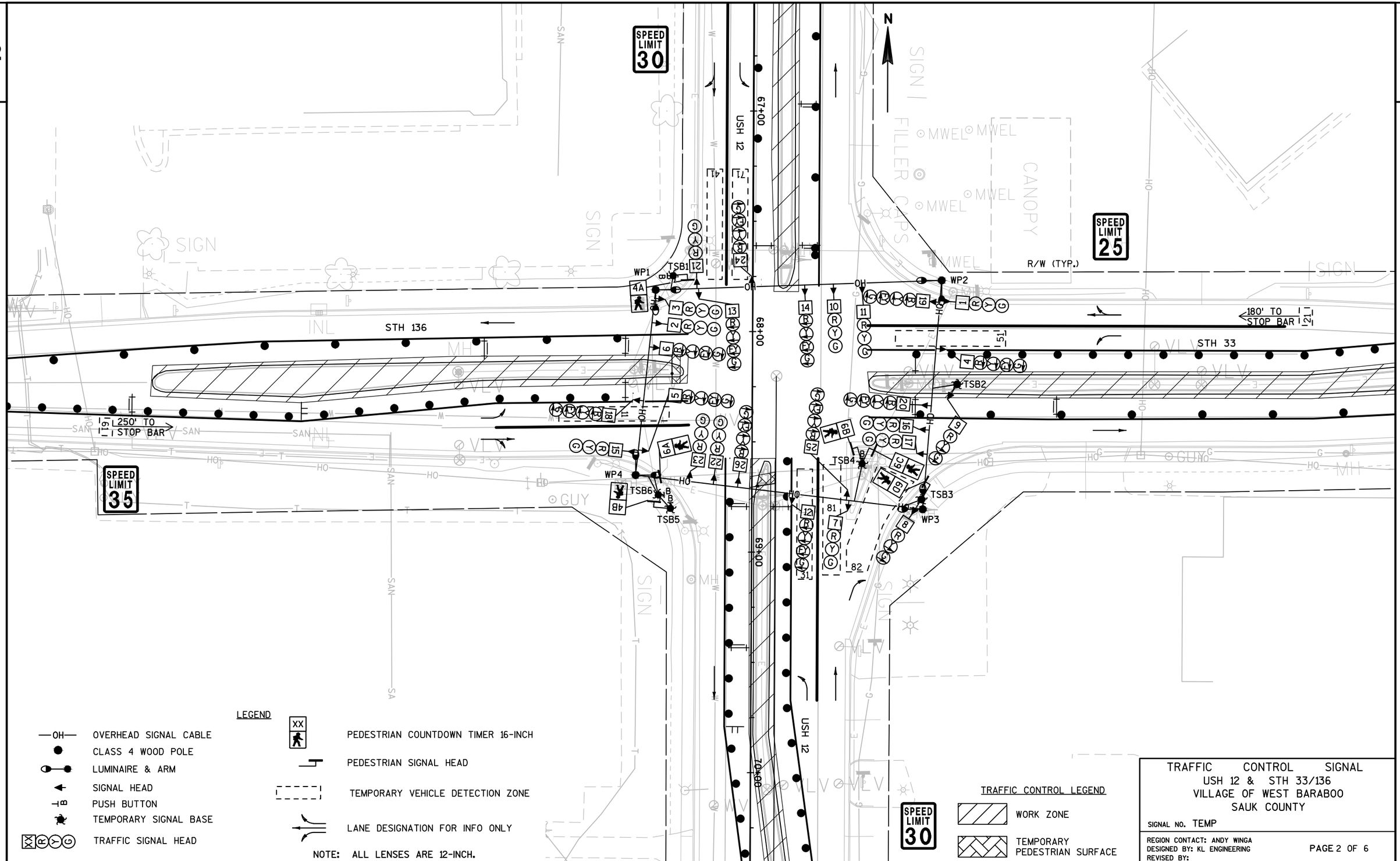
PAGE 1 OF 6

PROJECT NO: 1674-01-72 | HWY: USH 12 | COUNTY: SAUK | TEMPORARY TRAFFIC SIGNAL PLAN - PRE STAGE | SHEET 129 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC SIGNALS\024101-ST_PRE.DWG PLOT DATE : 5/1/2017 9:48 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

—OH— OVERHEAD SIGNAL CABLE	XX PEDESTRIAN COUNTDOWN TIMER 16-INCH
CLASS 4 WOOD POLE	PEDESTRIAN SIGNAL HEAD
LUMINAIRE & ARM	TEMPORARY VEHICLE DETECTION ZONE
SIGNAL HEAD	LANE DESIGNATION FOR INFO ONLY
PUSH BUTTON	
TEMPORARY SIGNAL BASE	
TRAFFIC SIGNAL HEAD	

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE

TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 2 OF 6

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 130 E

2

SPEED LIMIT 30

SPEED LIMIT 25

SPEED LIMIT 35

SPEED LIMIT 30

N

USH 12

STH 136

STH 33

R/W (TYP.)

250' TO STOP BAR

180' TO STOP BAR

WP1

WP2

WP3

WP4

TSB1

TSB2

TSB3

TSB4

TSB5

TSB6

67+00

68+00

69+00

70+00

LEGEND

—OH— OVERHEAD SIGNAL CABLE	XX PEDESTRIAN COUNTDOWN TIMER 16-INCH
CLASS 4 WOOD POLE	PEDESTRIAN SIGNAL HEAD
LUMINAIRE & ARM	TEMPORARY VEHICLE DETECTION ZONE
SIGNAL HEAD	LANE DESIGNATION FOR INFO ONLY
PB PUSH BUTTON	
TEMPORARY SIGNAL BASE	
TRAFFIC SIGNAL HEAD	BAGGED SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

WORK ZONE

TEMPORARY PEDESTRIAN SURFACE

TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP

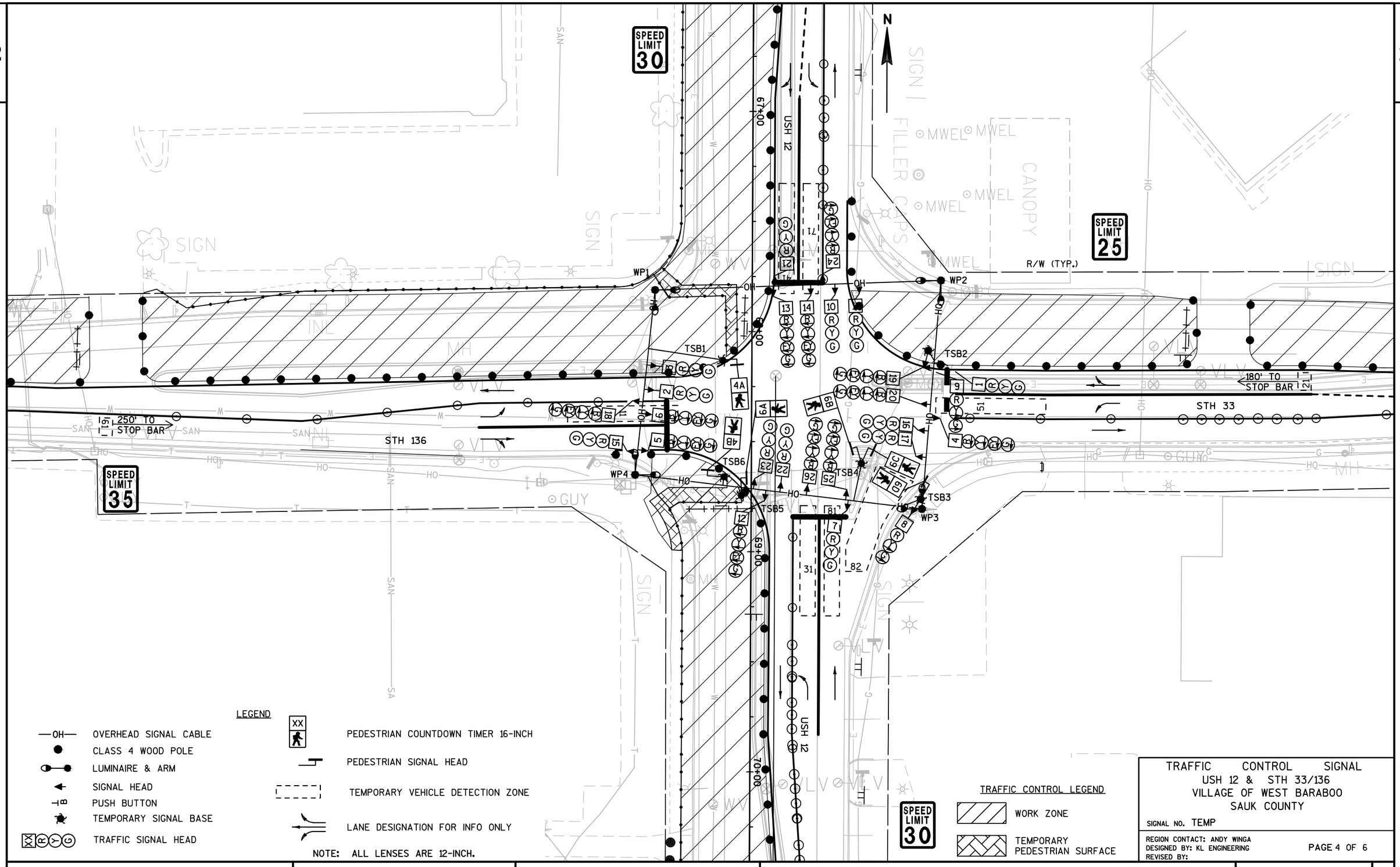
REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 6

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 131 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC SIGNALS\024101-ST_S2.DWG PLOT DATE : 5/1/2017 10:58 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 4 OF 6

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 132	E

2

2

N

SPEED LIMIT 30

SPEED LIMIT 25

SPEED LIMIT 35

USH 12

STH 136

STH 33

R/W (TYP.)

250' TO STOP BAR

180' TO STOP BAR

WP1

WP2

WP3

WP4

TSB1

TSB2

TSB3

TSB4

TSB5

TSB6

67+00

68+00

69+00

70+00

OH

SIGN

MWEL

FILLER CAPS

CANOPY

GUY

LEGEND

—OH— OVERHEAD SIGNAL CABLE	XX PEDESTRIAN COUNTDOWN TIMER 16-INCH
CLASS 4 WOOD POLE	PEDESTRIAN SIGNAL HEAD
LUMINAIRE & ARM	TEMPORARY VEHICLE DETECTION ZONE
SIGNAL HEAD	LANE DESIGNATION FOR INFO ONLY
PUSH BUTTON	
TEMPORARY SIGNAL BASE	
TRAFFIC SIGNAL HEAD	

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE

TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARBAOO
SAUK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 5 OF 6

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 133	E

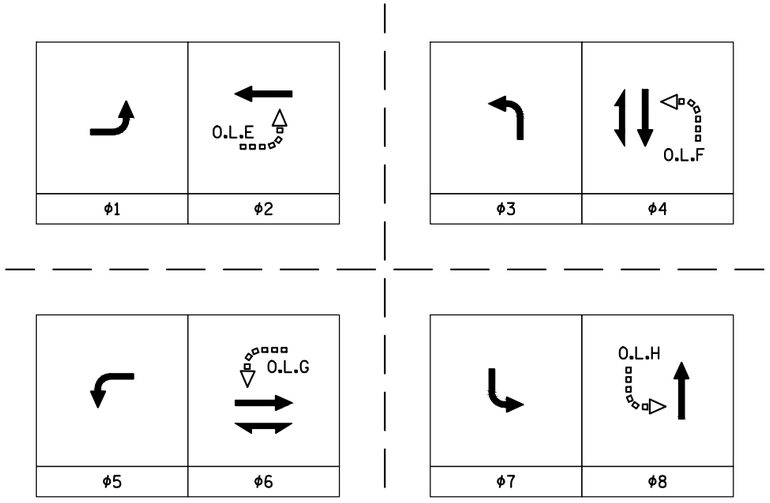
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WISDOT/CADDS SHEET 42

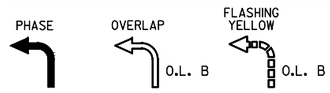
	HEAD NUMBERS	FLASH
ϕ1	18-20	-
ϕ2	1-3	R
ϕ3	12-14	-
ϕ4	21-23	R
ϕ5	4-6	-
ϕ6	15-17	R
ϕ7	24-26	-
ϕ8	7-11	R
ϕ2 PED		
ϕ4 PED	4A-4B	
ϕ6 PED	6A-6D	
ϕ8 PED		

O.L. ASSIGNMENTS			
O.L.A			
O.L.B			
O.L.C			
O.L.D			
O.L.E	18-20	R	ϕ1 + ϕ2
O.L.F	12-14	R	ϕ3 + ϕ4
O.L.G	4-6	R	ϕ5 + ϕ6
O.L.H	24-26	R	ϕ7 + ϕ8

N



LEGEND



CONTROLLER LOGIC

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

TYPE OF PRE-EMPT	
NONE	?
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

CENTRAL SYSTEM
LOCATION OF MASTER
CONTROLLER NO.:
SIGNAL SYSTEM *:

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
DETECTOR *(S)	11	21	31	41	51	61	71	81	82							
PHASE CALLED	1	2	3	4	5	6	7	8	8							
PHASE EXTENDED	1	2	3	4	5	6	7	8	8							
DISCONNECT TIME																
CALLING DELAY									10.0							
EXTENSION STRETCH																
LOOP FUNCTION																

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
DETECTOR *(S)																
PHASE CALLED																
PHASE EXTENDED																
DISCONNECT TIME																
CALLING DELAY																
EXTENSION STRETCH																
LOOP FUNCTION																

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

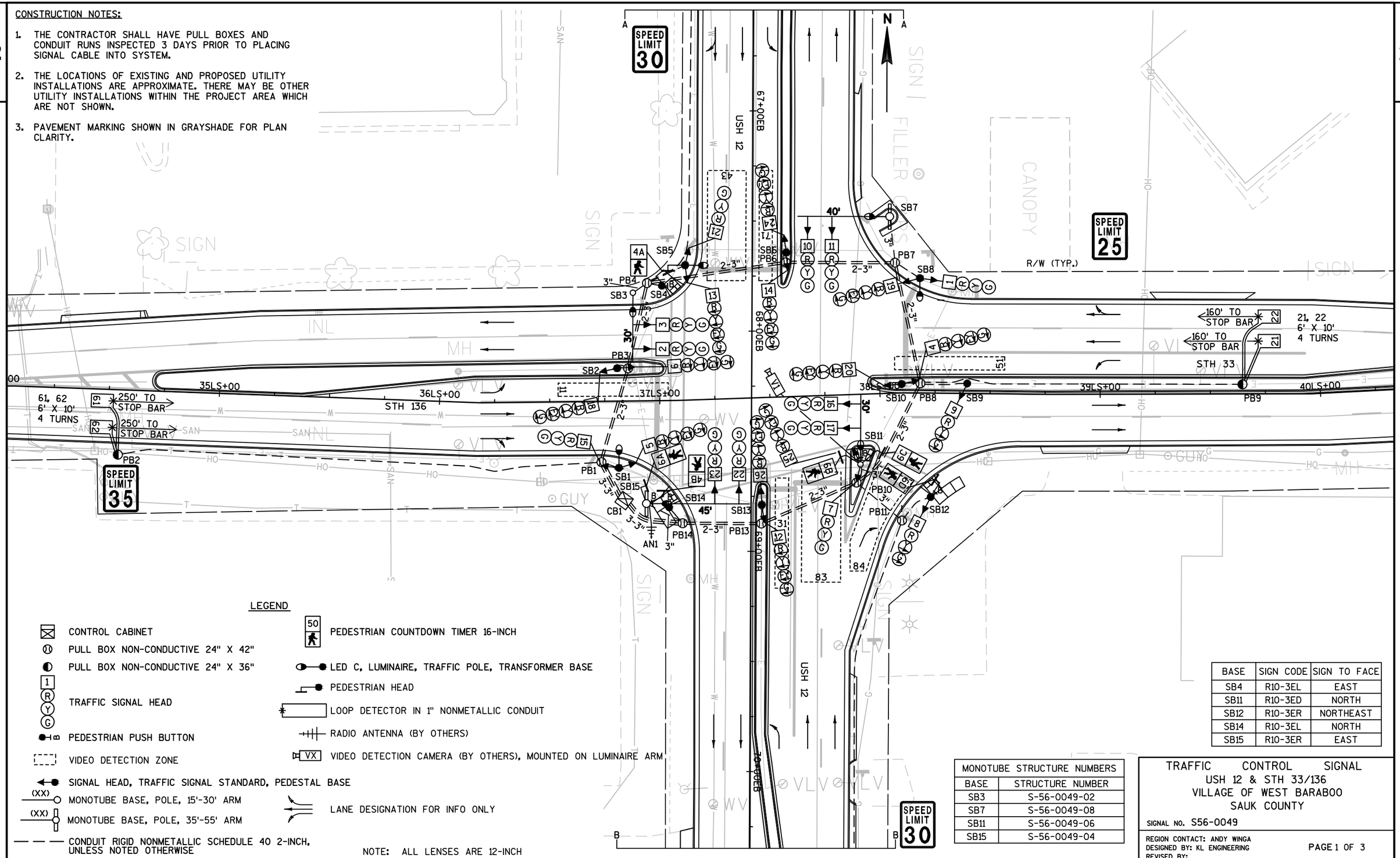
TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP
CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 05/2017
PAGE NO. 6 OF 6

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. PAVEMENT MARKING SHOWN IN GRAYSHADE FOR PLAN CLARITY.



LEGEND

- CONTROL CABINET
- PULL BOX NON-CONDUCTIVE 24" X 42"
- PULL BOX NON-CONDUCTIVE 24" X 36"
- TRAFFIC SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION ZONE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- LED C, LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADIO ANTENNA (BY OTHERS)
- VX VIDEO DETECTION CAMERA (BY OTHERS), MOUNTED ON LUMINAIRE ARM
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

BASE	SIGN CODE	SIGN TO FACE
SB4	R10-3EL	EAST
SB11	R10-3ED	NORTH
SB12	R10-3ER	NORTHEAST
SB14	R10-3EL	NORTH
SB15	R10-3ER	EAST

MONOTUBE STRUCTURE NUMBERS	
BASE	STRUCTURE NUMBER
SB3	S-56-0049-02
SB7	S-56-0049-08
SB11	S-56-0049-06
SB15	S-56-0049-04

TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. S56-0049

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 1 OF 3

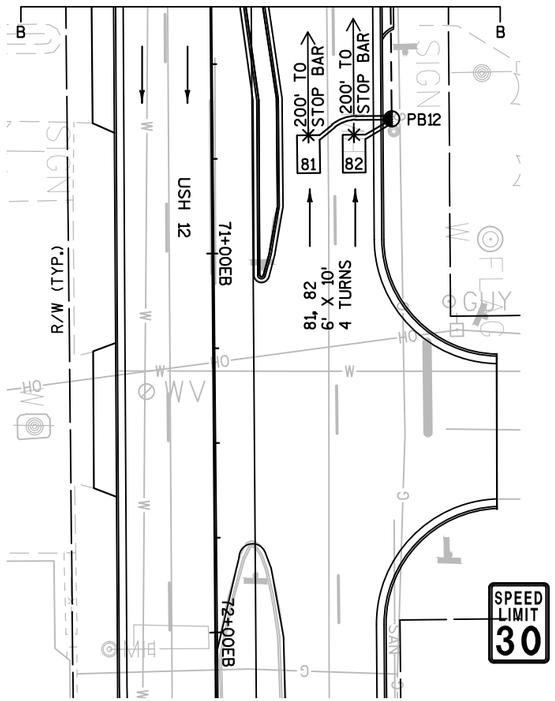
PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC SIGNAL PLAN	SHEET	E

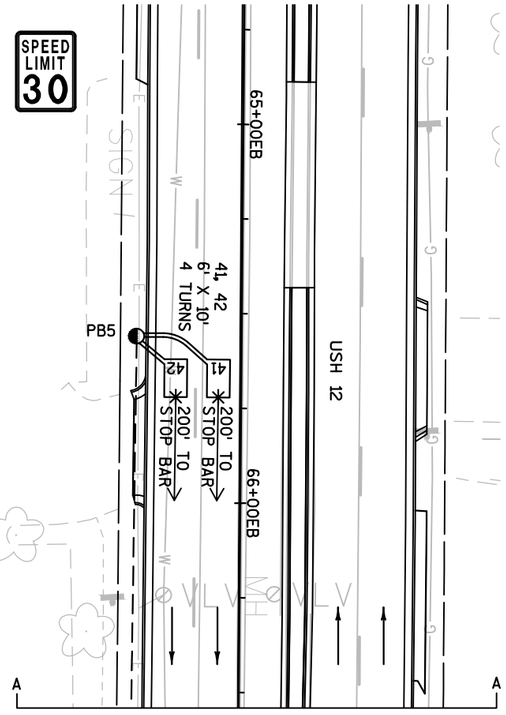
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC SIGNALS\024201-SP.DWG PLOT DATE : 5/1/2017 9:54 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

N





LEGEND

- PULL BOX NON-CONDUCTIVE 24" X 36"
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. S56-0049

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC SIGNAL PLAN	SHEET 136	E

USH 12 & STH 33/136 TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD	MOVEMEN	LENS	CONDUCTOR
CB1 TO SB1	12/C	5	Ø5 WB LT	R ←	RED/BLK
				Y ←	ORG/BLK
				FY ←	BLK/WHT
				G ←	GRN/BLK
		15	Ø6 EB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB2	12/C	6	Ø5 WB LT	R ←	RED
				Y ←	ORG
				FY ←	BLU
				G ←	GRN
		18	Ø1 EB LT	R ←	RED/BLK
				Y ←	ORG/BLK
				FY ←	BLK/WHT
				G ←	GRN/BLK
CB1 TO SB3	5/C	2	Ø2 WB TH	R	RED
				Y	ORG
				G	GRN
		3	Ø2 WB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB4	5/C	-	Ø4 SB	BUTTON	BLK
CB1 TO SB5	12/C	4A	Ø4 SB TH	D/WALK	BLK
				WALK	BLU
		13	Ø3 NB LT	R ←	RED/BLK
				Y ←	ORG/BLK
				FY ←	BLK/WHT
				G ←	GRN/BLK
		21	Ø4 SB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB6	12/C	14	Ø3 NB LT	R ←	RED
				Y ←	ORG
				FY ←	BLU
				G ←	GRN
		24	Ø7 SB LT	R ←	RED/BLK
				Y ←	ORG/BLK
				FY ←	BLK/WHT
				G ←	GRN/BLK
CB1 TO SB7	5/C	10	Ø8 NB TH	R	RED
				Y	ORG
				G	GRN
		11	Ø8 NB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB8	12/C	1	Ø2 WB TH	R	RED
				Y	ORG
				G	GRN
		19	Ø1 EB LT	R ←	RED/BLK
				Y ←	ORG/BLK
				FY ←	BLK/WHT
				G ←	GRN/BLK

USH 12 & STH 33/136 TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD	MOVEMEN	LENS	CONDUCTOR
CB1 TO SB9	5/C	9	Ø8 NB RT	R	RED
				Y →	ORG
				G →	GRN
CB1 TO SB10	12/C	4	Ø5 WB LT	R ←	RED
				Y ←	ORG
				FY ←	BLU
				G ←	GRN
		20	Ø1 EB LT	R ←	RED/BLK
				Y ←	ORG/BLK
				FY ←	BLK/WHT
				G ←	GRN/BLK
CB1 TO SB11	12/C	6B	Ø6 EB TH	D/WALK	BLK
				WALK	BLU
		6C	Ø6 EB TH	D/WALK	BLK
				WALK	BLU
		7	Ø8 NB TH	R	RED
				Y	ORG
				G	GRN
		16	Ø6 EB TH	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		17	Ø6 EB TH	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
		-	Ø6 EB TH	BUTTON	WHT/BLK
CB1 TO SB12	5/C	8	Ø8 NB RT	R	RED
				Y →	ORG
				G →	GRN
CB1 TO SB13	12/C	12	Ø3 NB LT	R ←	RED
				Y ←	ORG
				FY ←	BLU
				G ←	GRN
		26	Ø7 SB LT	R ←	RED/BLK
				Y ←	ORG/BLK
				FY ←	BLK/WHT
				G ←	GRN/BLK
CB1 TO SB14	5/C	-	Ø6 EB	BUTTON	BLK
CB1 TO SB15	12/C	4B	Ø4 SB TH	D/WALK	BLK
				WALK	BLU
		6A	Ø6 EB TH	D/WALK	ORG/BLK
				WALK	GRN/BLK
		-	Ø4 SB TH	BUTTON	WHT/BLK
		22	Ø4 SB TH	R	RED
				Y	ORG
				G	GRN
		23	Ø4 SB TH	R	RED
				Y	ORG
				G	GRN

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB15
SB15	CB1

USH 12 & STH 33/136 LIGHTING CABLE CHART TYPE UF 10-2 AWG GROUNDED	
CABLE RUN	LUMINAIRE LOCATION
CB1 TO SB1	SW QUADRANT
SB1 TO SB3	NW QUADRANT
SB3 TO SB5	NW QUADRANT
CB1 TO SB15	SW QUADRANT
SB15 TO SB11	SE QUADRANT
SB11 TO SB8	NE QUADRANT
SB8 TO SB7	NE QUADRANT

2

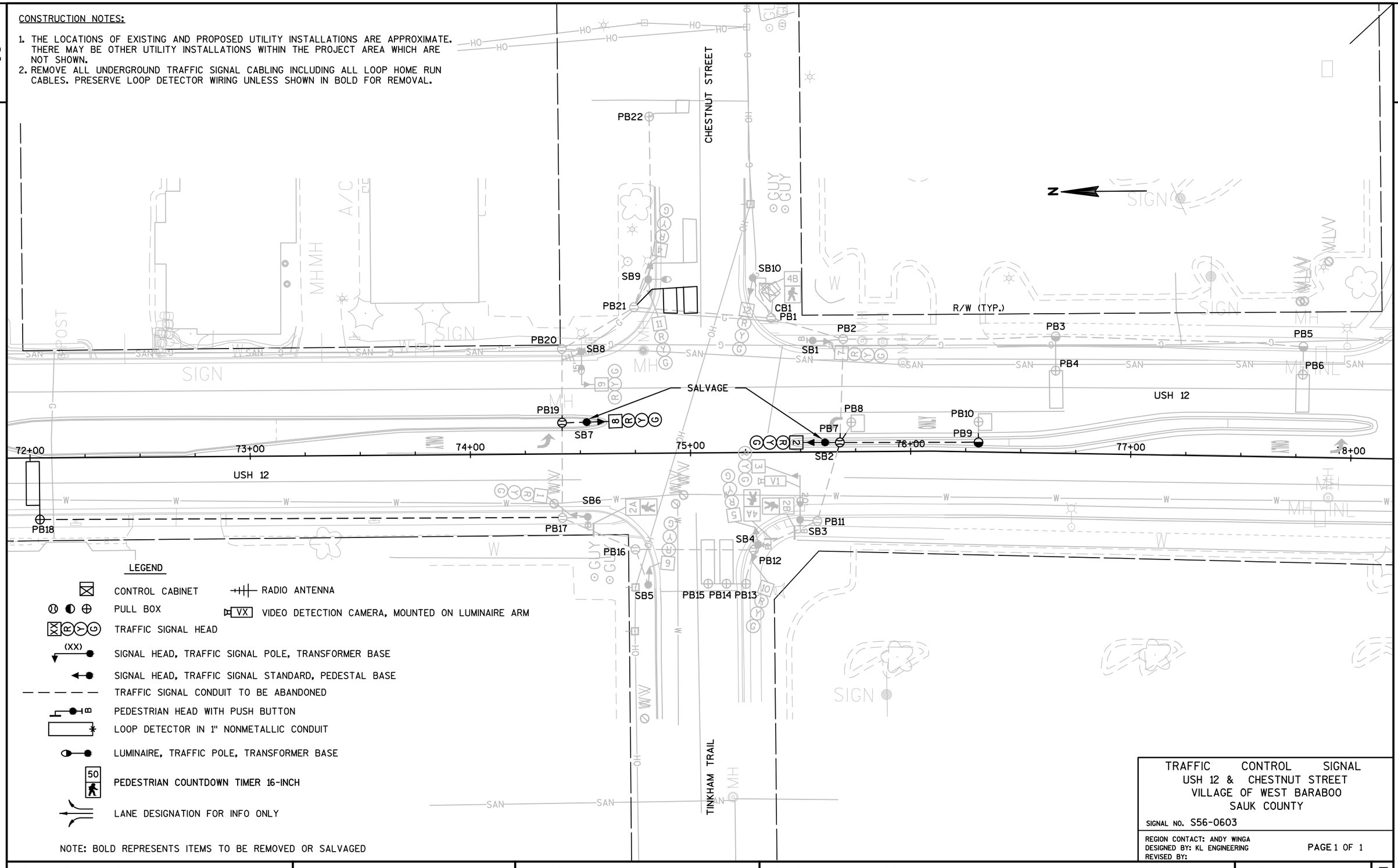
TRAFFIC CONTROL SIGNAL
USH 12 & STH 33/136
VILLAGE OF WEST BARABOO
SAUK COUNTY

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

FILE NAME: G:\WDOTSW\14016-000 USH 12 Rehab\Civil3D\SheetsPlan\Traffic Signals\1401-02-74_cabling charts.ppt
ORIGINATOR: KL ENGINEERING, INC.
ORIG. DATE:
REV. DATE:
PRINT DATE: May 1, 2017

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. REMOVE ALL UNDERGROUND TRAFFIC SIGNAL CABLING INCLUDING ALL LOOP HOME RUN CABLES. PRESERVE LOOP DETECTOR WIRING UNLESS SHOWN IN BOLD FOR REMOVAL.



NOTE: BOLD REPRESENTS ITEMS TO BE REMOVED OR SALVAGED

TRAFFIC CONTROL SIGNAL
USH 12 & CHESTNUT STREET
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. S56-0603

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

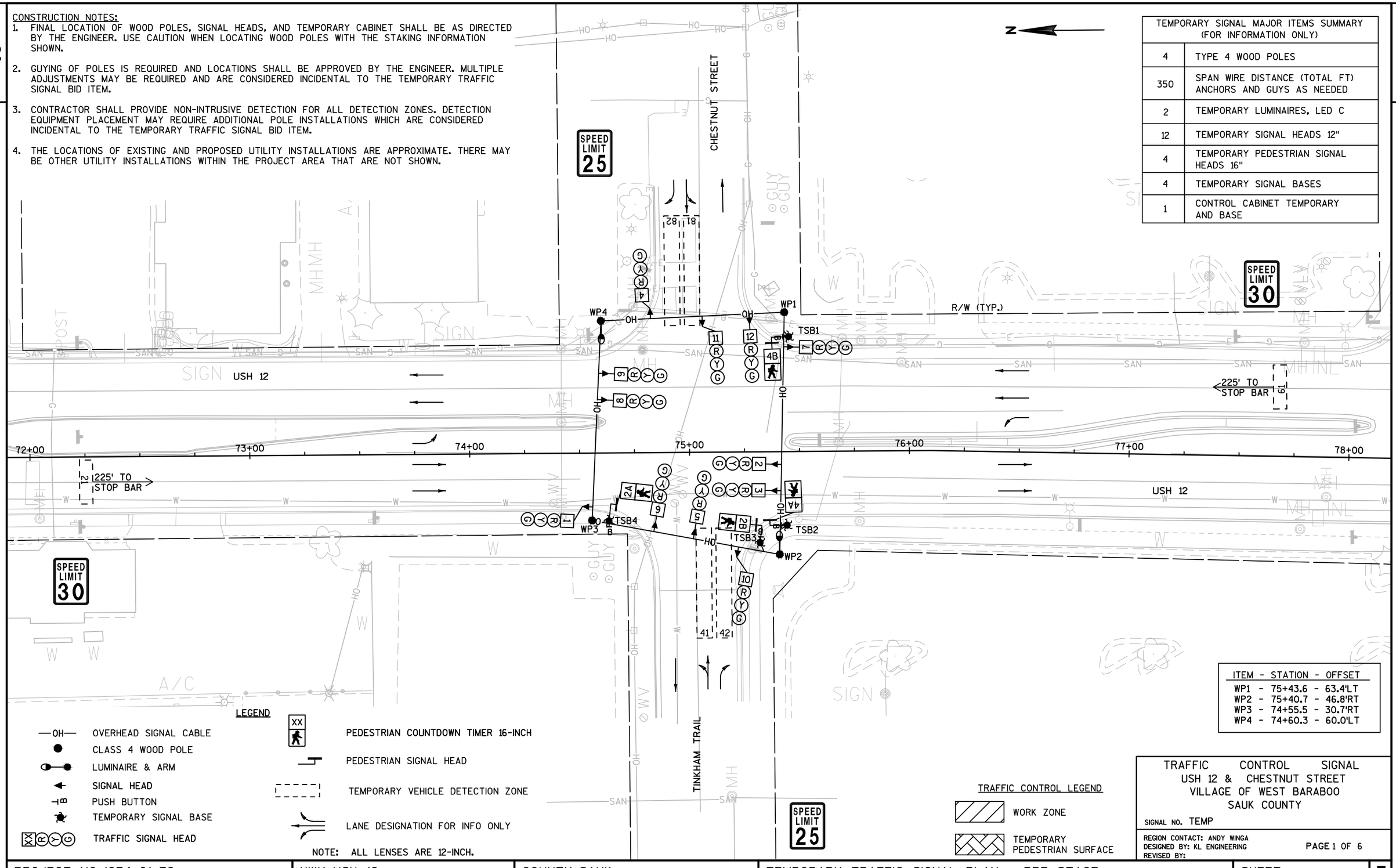
PAGE 1 OF 1

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 138	E

CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
3. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTION EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
4. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)	
4	TYPE 4 WOOD POLES
350	SPAN WIRE DISTANCE (TOTAL FT) ANCHORS AND GUYS AS NEEDED
2	TEMPORARY LUMINAIRES, LED C
12	TEMPORARY SIGNAL HEADS 12"
4	TEMPORARY PEDESTRIAN SIGNAL HEADS 16"
4	TEMPORARY SIGNAL BASES
1	CONTROL CABINET TEMPORARY AND BASE



LEGEND

- —OH— OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- PUSH BUTTON
- TEMPORARY SIGNAL BASE
- TRAFFIC SIGNAL HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- PEDESTRIAN SIGNAL HEAD
- TEMPORARY VEHICLE DETECTION ZONE
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN SURFACE

ITEM - STATION - OFFSET
WP1 - 75+43.6 - 63.4'LT
WP2 - 75+40.7 - 46.8'RT
WP3 - 74+55.5 - 30.7'RT
WP4 - 74+60.3 - 60.0'LT

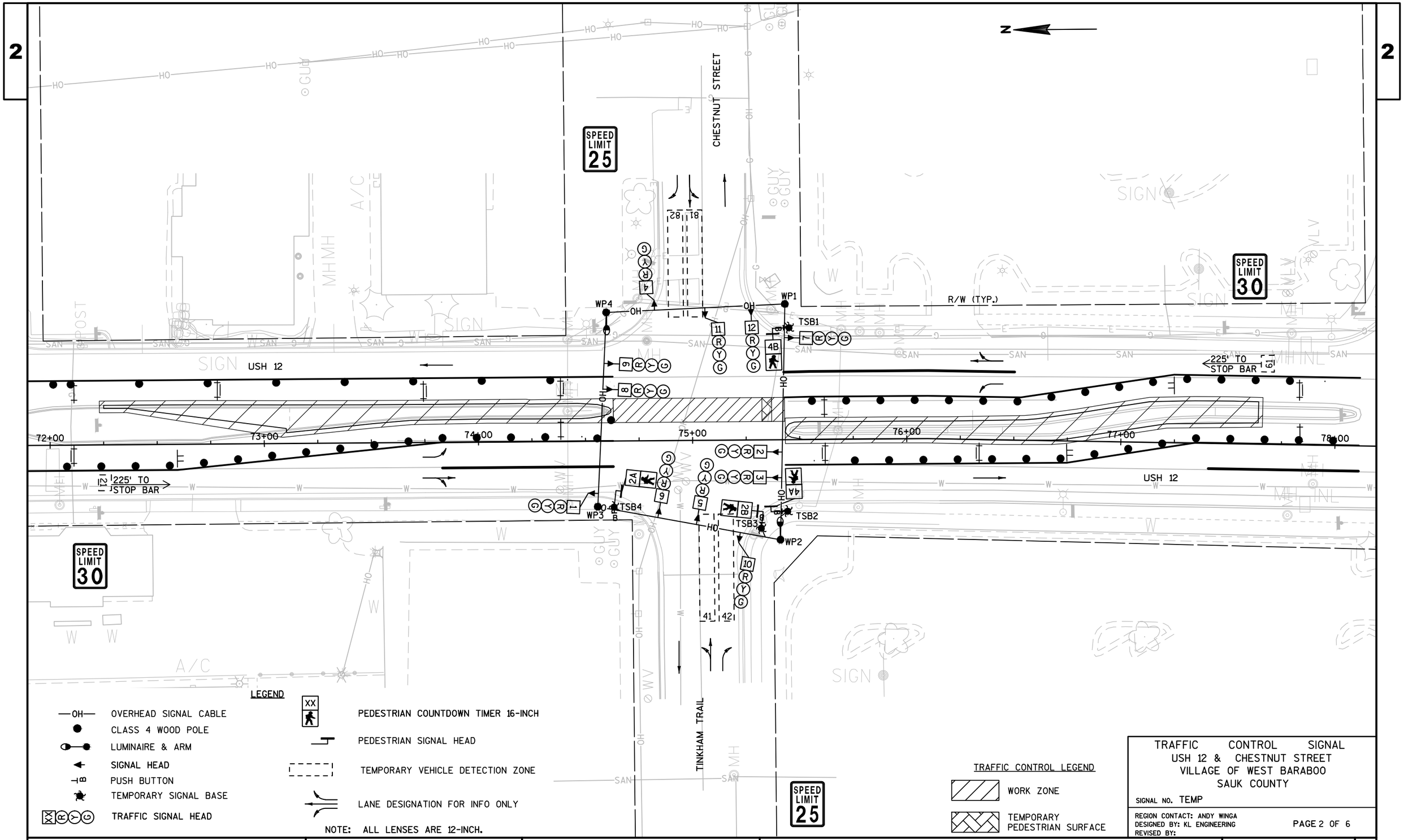
TRAFFIC CONTROL SIGNAL
USH 12 & CHESTNUT STREET
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 1 OF 6

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY TRAFFIC SIGNAL PLAN - PRE STAGE	SHEET 139	E



TRAFFIC CONTROL SIGNAL
USH 12 & CHESTNUT STREET
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 2 OF 6

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 140	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC SIGNALS\024102-ST_S1.DWG
PLOT DATE : 5/1/2017 9:57 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N

CHESTNUT STREET

CHESTNUT ST.

SPEED LIMIT 25

SPEED LIMIT 30

SPEED LIMIT 30

SPEED LIMIT 25

R/W (TYP.)

WP1

WP2

WP3

WP4

TSB1

TSB2

TSB3

TSB4

USH 12

USH 12

72+00

73+00

74+00

75+00

76+00

77+00

78+00

225' TO STOP BAR

225' TO STOP BAR

TINKHAM TRAIL

SIGN

SIGN

SIGN

SIGN

A/C

A/C

MHMH

MH

MH

M

2

N

SPEED LIMIT 25

SPEED LIMIT 30

SPEED LIMIT 30

SPEED LIMIT 25

CHESTNUT STREET

CHESTNUT ST.

TINKHAM TRAIL

USH 12

USH 12

225' TO STOP BAR

225' TO STOP BAR

R/W (TYP.)

WP1

WP2

WP3

WP4

TSB1

TSB3

TSB4

72+00

73+00

74+00

75+00

76+00

77+00

78+00

LEGEND

—OH—	OVERHEAD SIGNAL CABLE
●	CLASS 4 WOOD POLE
●—	LUMINAIRE & ARM
◄	SIGNAL HEAD
A B	PUSH BUTTON
	TEMPORARY SIGNAL BASE
R Y G	TRAFFIC SIGNAL HEAD
XX	PEDESTRIAN COUNTDOWN TIMER 16-INCH
	PEDESTRIAN SIGNAL HEAD
	TEMPORARY VEHICLE DETECTION ZONE
	LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

	WORK ZONE
	TEMPORARY PEDESTRIAN SURFACE

TRAFFIC CONTROL SIGNAL
USH 12 & CHESTNUT STREET
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 4 OF 6

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 142	E

2

N

CHESTNUT STREET

CHESTNUT ST.

SPEED LIMIT 25

SPEED LIMIT 30

R/W (TYP.)

WP1

WP2

WP3

WP4

TSB1

TSB3

TSB4

USH 12

225' TO STOP BAR

72+00

73+00

74+00

75+00

76+00

77+00

78+00

TINKHAM TRAIL

LEGEND

—OH— OVERHEAD SIGNAL CABLE	PEDESTRIAN COUNTDOWN TIMER 16-INCH
CLASS 4 WOOD POLE	PEDESTRIAN SIGNAL HEAD
LUMINAIRE & ARM	TEMPORARY VEHICLE DETECTION ZONE
SIGNAL HEAD	LANE DESIGNATION FOR INFO ONLY
PUSH BUTTON	
TEMPORARY SIGNAL BASE	
TRAFFIC SIGNAL HEAD	

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

WORK ZONE

TEMPORARY PEDESTRIAN SURFACE

TRAFFIC CONTROL SIGNAL
USH 12 & CHESTNUT STREET
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

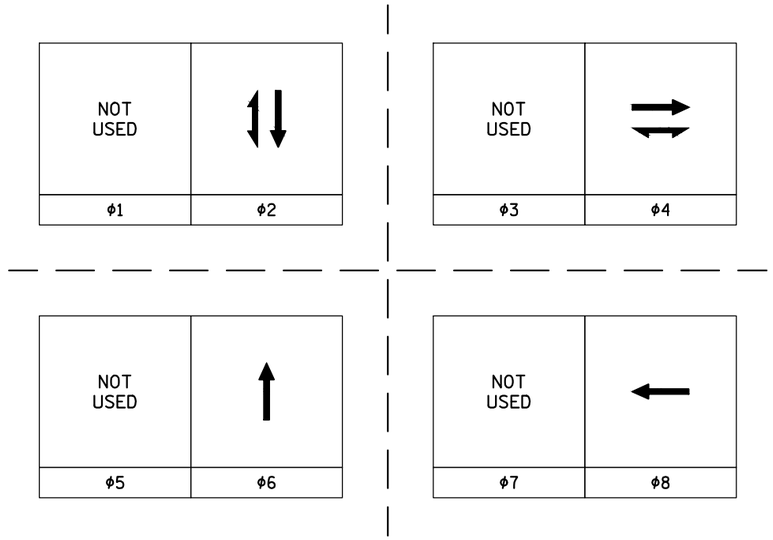
PAGE 5 OF 6

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET 143	E

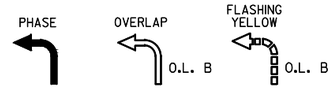
	HEAD NUMBERS	FLASH
ϕ1		
ϕ2	1-3	R
ϕ3		
ϕ4	10-12	R
ϕ5		
ϕ6	7-9	R
ϕ7		
ϕ8	4-6	R
ϕ2 PED	2A-2B	
ϕ4 PED	4A-4B	
ϕ6 PED		
ϕ8 PED		

O.L. ASSIGNMENTS		
O.L.A		
O.L.B		
O.L.C		
O.L.D		
O.L.E		
O.L.F		
O.L.G		
O.L.H		





LEGEND



CONTROLLER LOGIC

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

TYPE OF PRE-EMPT	
NONE	?
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

CENTRAL SYSTEM
LOCATION OF MASTER
CONTROLLER NO.:
SIGNAL SYSTEM *:

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR *(S)	21	41	42	61	81	82											DETECTOR *(S)
PHASE CALLED	2	4	4	6	8	8											PHASE CALLED
PHASE EXTENDED	2	4	4	6	8	8											PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY			10.0			10.0											CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR *(S)																	DETECTOR *(S)
PHASE CALLED																	PHASE CALLED
PHASE EXTENDED																	PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

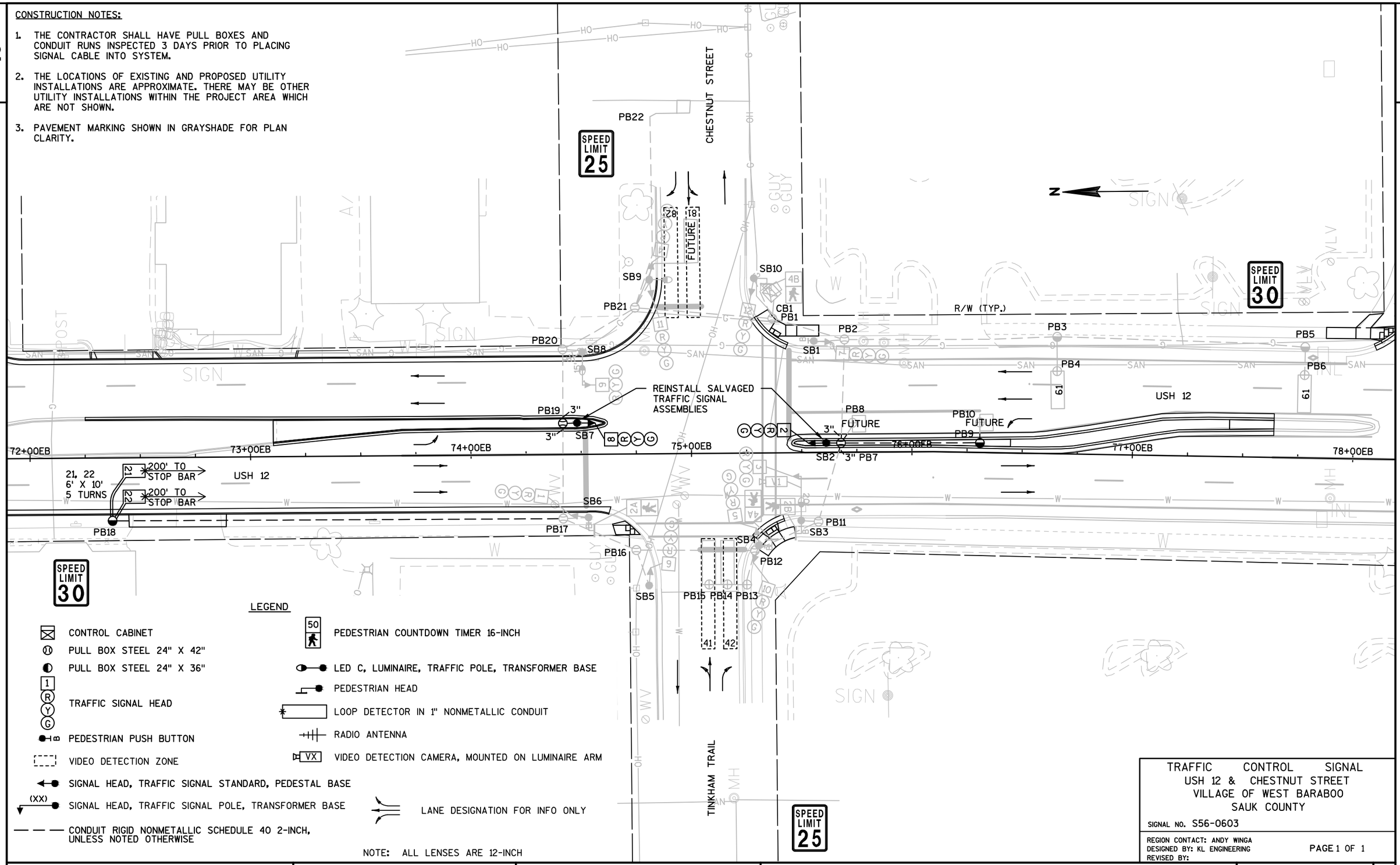
USH 12 & CHESTNUT STREET
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. TEMP
CABINET TYPE: TEMP
CONTROLLER TYPE: TEMP
DATE: 05/2017
PAGE NO. 6 OF 6

2

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. PAVEMENT MARKING SHOWN IN GRAYSHADE FOR PLAN CLARITY.



LEGEND

- CONTROL CABINET
- PULL BOX STEEL 24" X 42"
- PULL BOX STEEL 24" X 36"
- TRAFFIC SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION ZONE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- LED C, LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADIO ANTENNA
- VIDEO DETECTION CAMERA, MOUNTED ON LUMINAIRE ARM
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH

TRAFFIC CONTROL SIGNAL
USH 12 & CHESTNUT STREET
VILLAGE OF WEST BARABOO
SAUK COUNTY

SIGNAL NO. S56-0603

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC SIGNAL PLAN	SHEET 145	E

N

ADJUST TO MATCH PROPOSED GRADE

EXPB1

R/W

USH 12

122+00EB

REMOVE EXISTING CONCRETE BASE

EXSB1

EXPB2

SB1

RELOCATE PEDESTAL BASE, SIGNAL STANDARD, SIGNAL HEADS, AND SIGNS FROM EXSB2 TO SB2.

CTH W/SOUTH BLVD

96+00

97+00

98+00

SOUTH BLVD

TLE

LEGEND

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PULL BOX STEEL 24" X 42"

NOTE: EXISTING ITEMS TO BE REMOVED SHOWN IN GRAY.

APPROXIMATE R/W

REMOVE EXISTING CONCRETE BASE

RELOCATE PEDESTAL BASE, SIGNAL STANDARD, SIGNAL HEADS, AND SIGNS FROM EXSB1 TO SB1.

EXSB2

SB2

EXPB3

123+00EB

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	CTH W SIGNAL RELOCATIONS	SHEET 146	E

2

USH 12 & CHESTNUT STREET TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD	MOVEMEN	LENS	CONDUCTOR
CB1 TO SB1	5/C	7	Ø6 NB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB2	5/C	2	Ø2 SB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB3	12/C	2B	Ø2 SB TH	D/WALK	BLK
				WALK	BLU
		-	Ø2 SB TH	BUTTON	WHT/BLK
		3	Ø2 SB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB4	12/C	4A	Ø4 EB TH	D/WALK	BLK
				WALK	BLU
		-	Ø2 SB TH	BUTTON	WHT/BLK
		5	Ø8 WB TH	R	RED
				Y	ORG
				G	GRN
		10	Ø4 EB TH	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
CB1 TO SB5	5/C	6	Ø8 WB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB6	12/C	2A	Ø2 SB TH	D/WALK	BLK
				WALK	BLU
		-	Ø2 SB TH	BUTTON	WHT/BLK
		1	Ø2 SB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB7	5/C	8	Ø6 NB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB8	5/C	9	Ø6 NB TH	R	RED
				Y	ORG
				G	GRN
CB1 TO SB9	12/C	4	Ø8 WB TH	R	RED
				Y	ORG
				G	GRN
		11	Ø4 EB TH	R	RED/BLK
				Y	ORG/BLK
				G	GRN/BLK
CB1 TO SB10	12/C	12	Ø4 EB TH	R	RED
				Y	ORG
				G	GRN
		4B	Ø4 EB TH	D/WALK	BLK
				WALK	BLU

EQUIPMENT GROUNDING CONDUCTOR 10 AWG	
FROM	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
PB1	CB1
PB2	SB1
PB7	SB2
PB11	SB3
PB12	SB4
PB16	SB5
PB17	SB6
PB19	SB7
PB20	SB8
PB21	SB9

USH 12 & CHESTNUT STREET LIGHTING CABLE CHART TYPE UF 10-2 AWG GROUNDED	
CABLE RUN	LUMINAIRE LOCATION
CB1 TO SB3	SW QUADRANT
CB1 TO SB9	NE QUADRANT
SB9 TO SB8	NE QUADRANT

TRAFFIC CONTROL SIGNAL
USH 12 & CHESTNUT STREET
VILLAGE OF WEST BARABOO
SAUK COUNTY

REGION CONTACT: ANDY WINGA
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 2 OF 2

2

N

EXISTING STREET LIGHTING (DO NOT REMOVE)

R/W (TYP.)

USH 12

EXISTING STREET LIGHTING (DO NOT REMOVE)

87+00 88+00 89+00 90+00 91+00 92+00 93+00

EXLL1 EXLL2 EXLL3 EXLL4 EXLL5 EXLL6

LEGEND

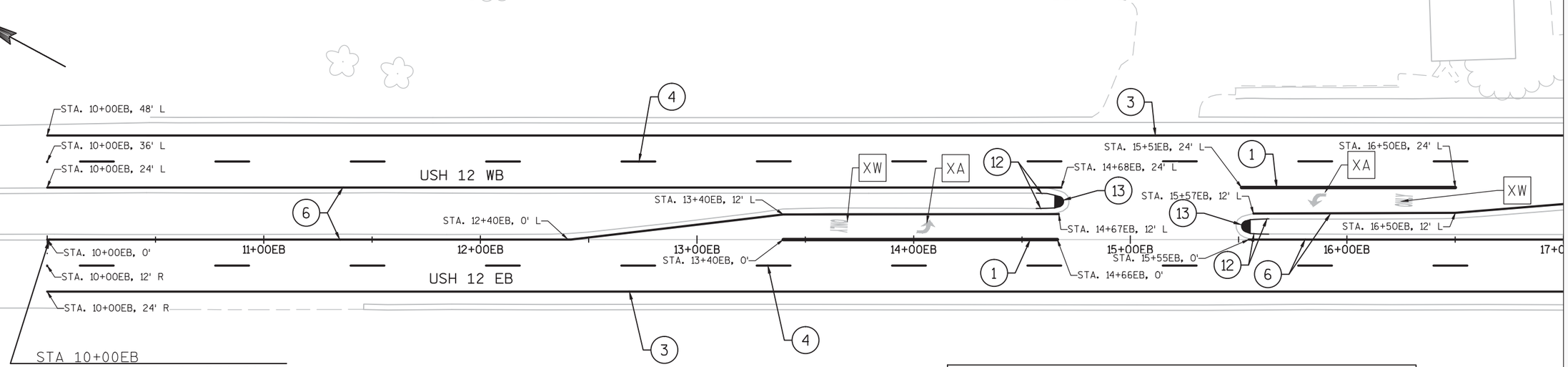
EXISTING LANDSCAPE LIGHT TO BE REMOVED AND SALVAGED

EXISTING LIGHTING CONDUIT TO BE ABANDONED

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. DISCONNECT EXISTING LANDSCAPE LIGHTING CIRCUITS THROUGH ALL CONDUITS BACK TO THE CONTROL CABINET. ENGINEER SHALL VERIFY THE EXTENT OF WIRING REMOVAL PRIOR TO DISCONNECTING MEDIAN LUMINAIRES.

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	LIGHTING REMOVAL PLAN	SHEET 148	E

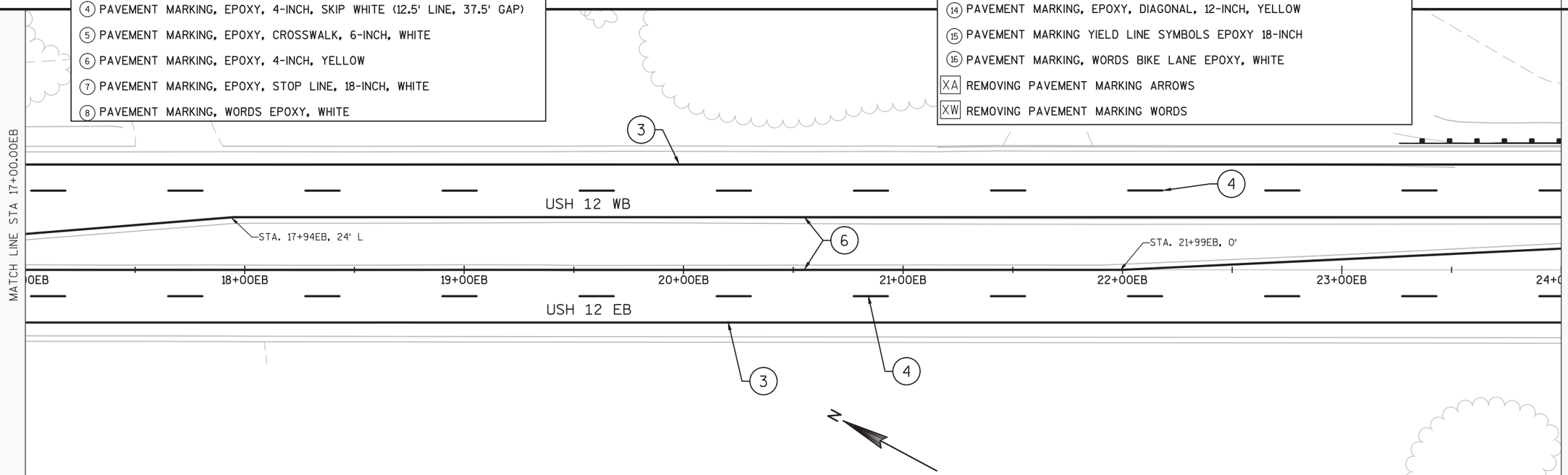


STA 10+00EB
BEGIN PROJECT ID 1674-01-72

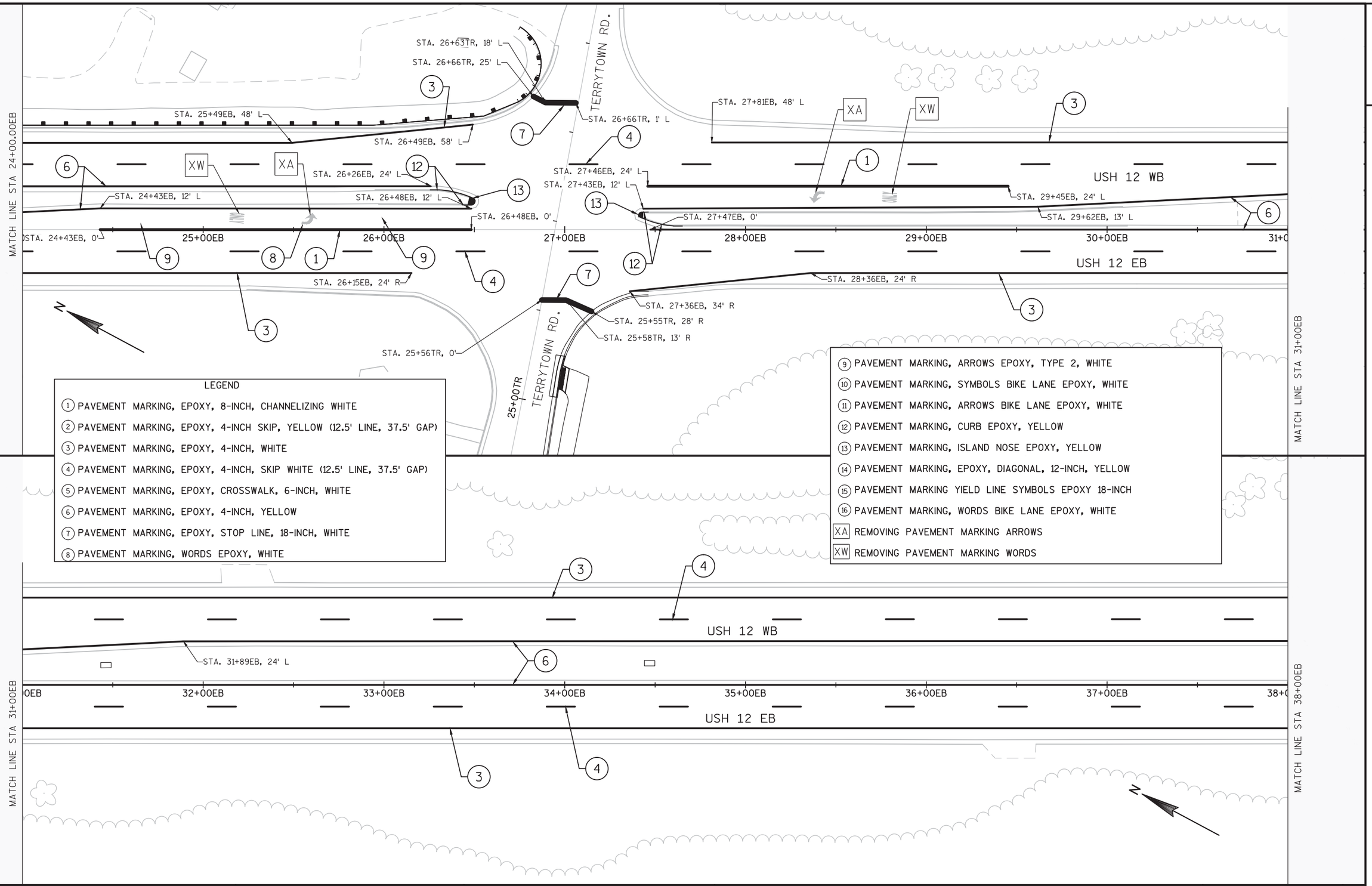
LEGEND

1. PAVEMENT MARKING, EPOXY, 8-INCH, CHANNELIZING WHITE
2. PAVEMENT MARKING, EPOXY, 4-INCH SKIP, YELLOW (12.5' LINE, 37.5' GAP)
3. PAVEMENT MARKING, EPOXY, 4-INCH, WHITE
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5. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
6. PAVEMENT MARKING, EPOXY, 4-INCH, YELLOW
7. PAVEMENT MARKING, EPOXY, STOP LINE, 18-INCH, WHITE
8. PAVEMENT MARKING, WORDS EPOXY, WHITE
9. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
10. PAVEMENT MARKING, SYMBOLS BIKE LANE EPOXY, WHITE
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12. PAVEMENT MARKING, CURB EPOXY, YELLOW
13. PAVEMENT MARKING, ISLAND NOSE EPOXY, YELLOW
14. PAVEMENT MARKING, EPOXY, DIAGONAL, 12-INCH, YELLOW
15. PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH
16. PAVEMENT MARKING, WORDS BIKE LANE EPOXY, WHITE

XA REMOVING PAVEMENT MARKING ARROWS
XW REMOVING PAVEMENT MARKING WORDS



PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 149	E



LEGEND

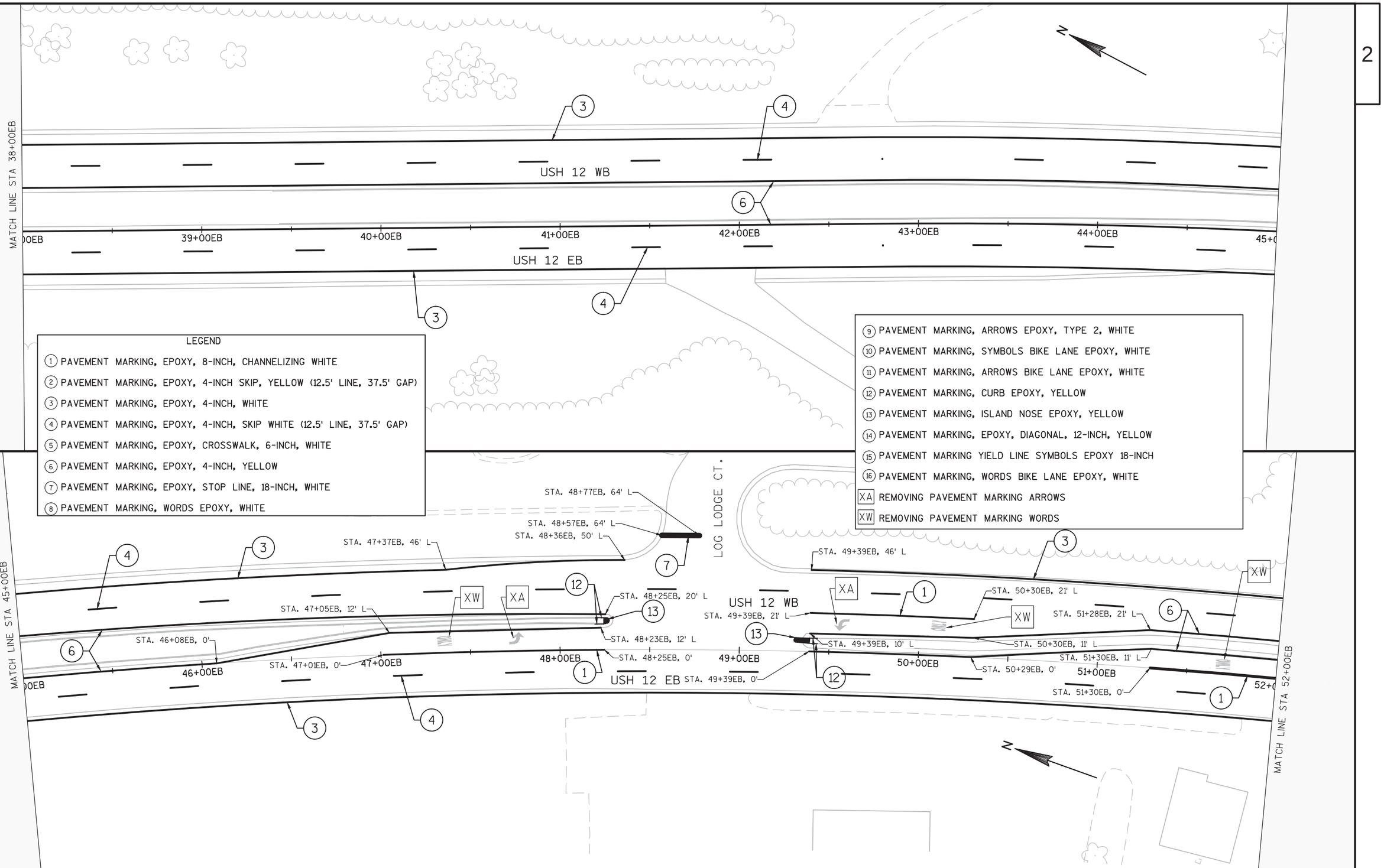
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16. PAVEMENT MARKING, WORDS BIKE LANE EPOXY, WHITE

XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 150	E

2



LEGEND

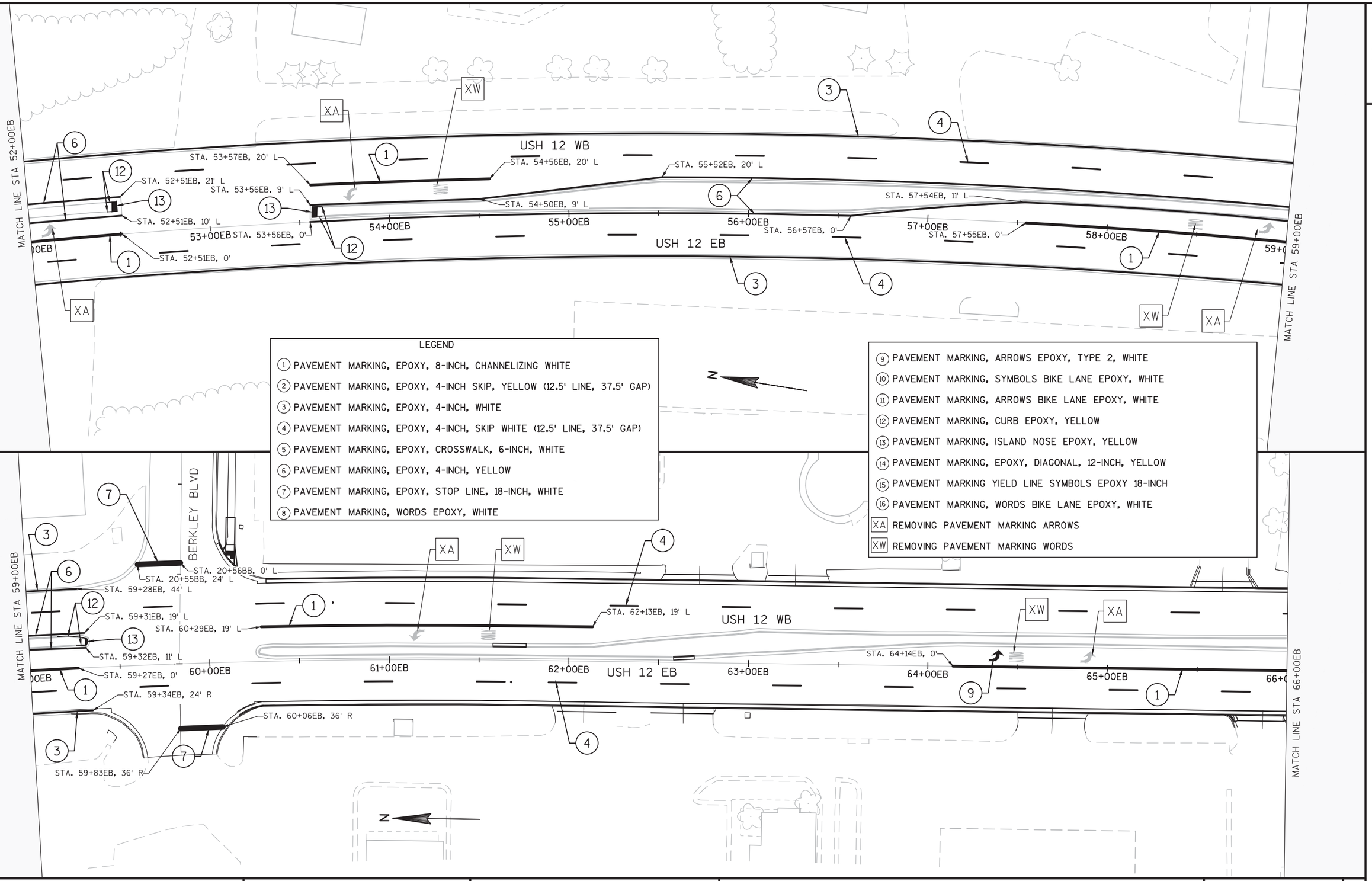
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XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 151	E

2



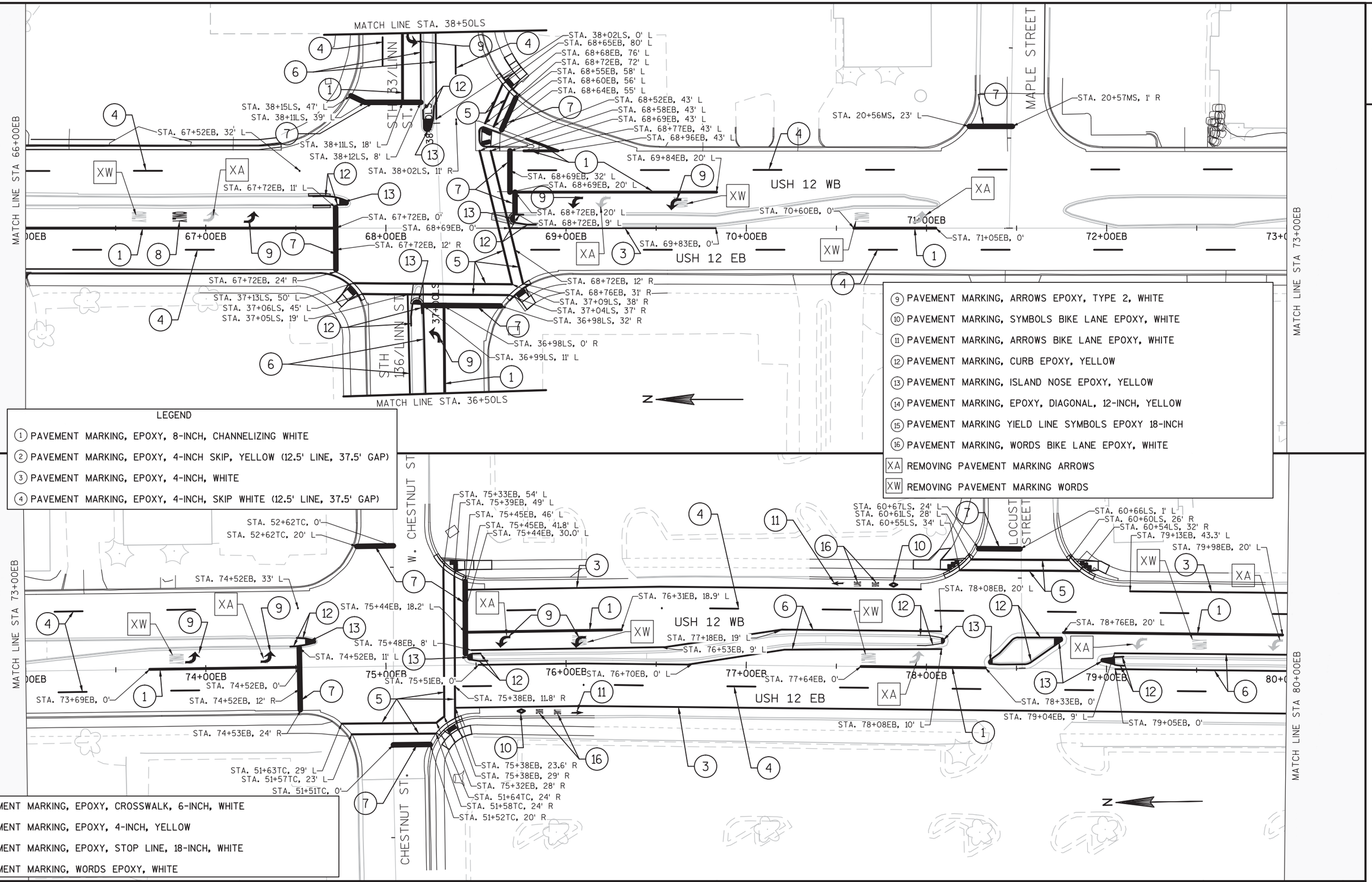
LEGEND

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XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 152	E



LEGEND

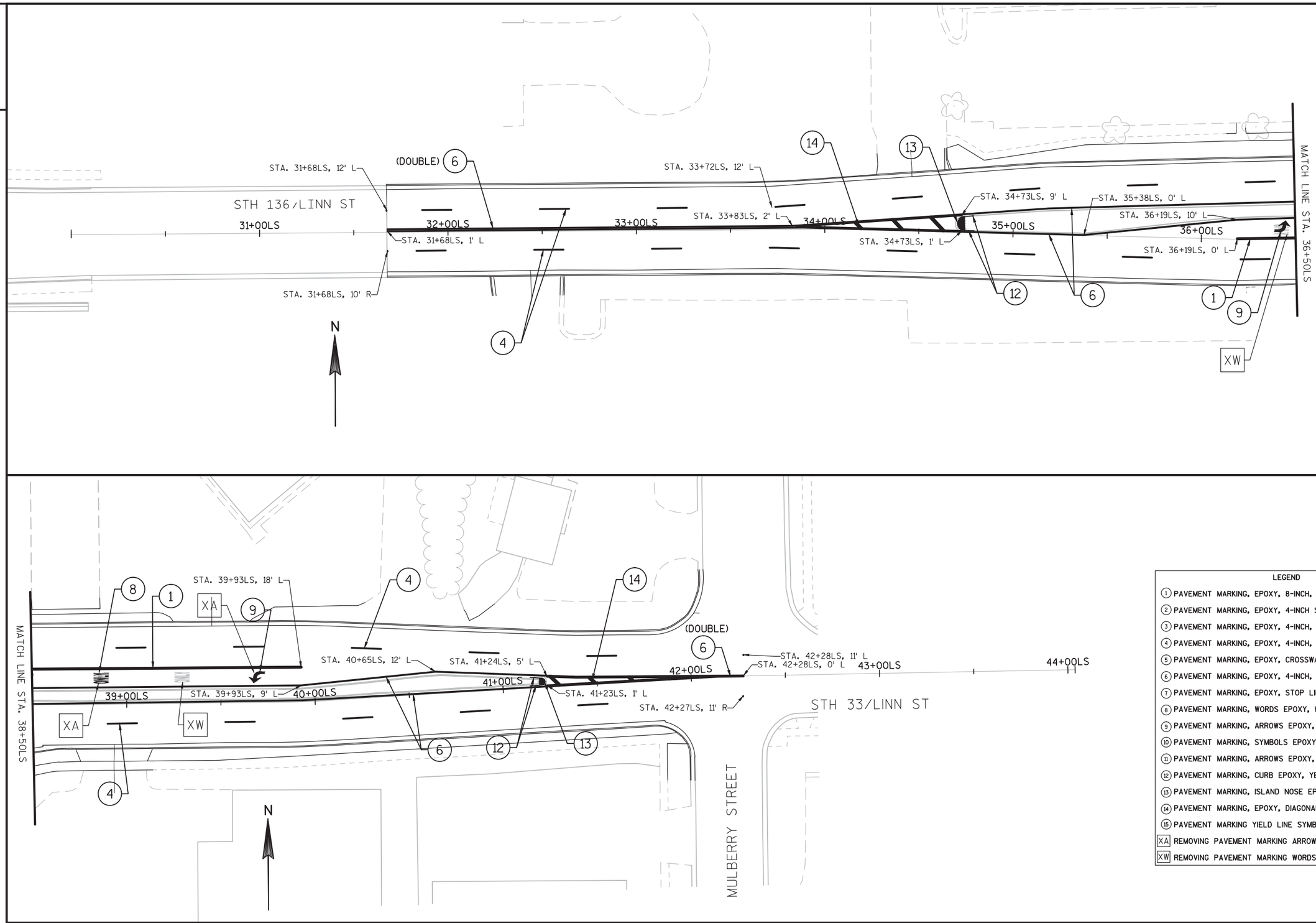
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XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 153 E

2



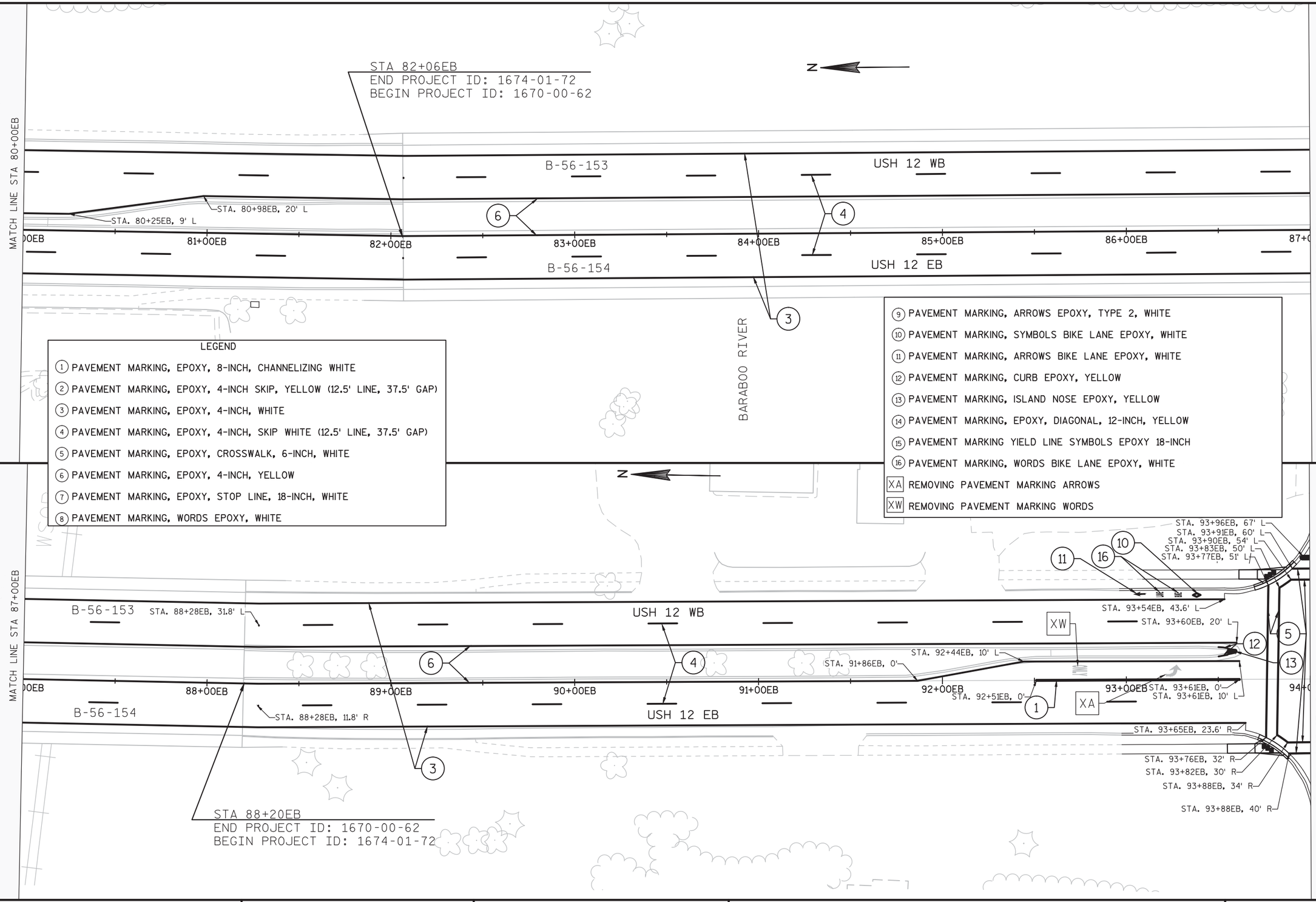
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XA. REMOVING PAVEMENT MARKING ARROWS

XW. REMOVING PAVEMENT MARKING WORDS

PROJECT NO: 1674-01-72/73	HWY: STH 33/STH 136	COUNTY: SAUK	PAVEMENT MARKING	SHEET 154	E



PROJECT NO:1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 155	E

LEGEND

1. PAVEMENT MARKING, EPOXY, 8-INCH, CHANNELIZING WHITE
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XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

CARPENTER STREET

HATCHERY ROAD

USH 12 WB

USH 12 EB

MATCH LINE STA 94+00EB

MATCH LINE STA 101+00EB

MATCH LINE STA 101+00EB

MATCH LINE STA 108+00EB

STA. 72+13HC, 0'
STA. 72+09HC, 34' R
STA. 72+03HC, 42' R
STA. 94+67EB, 31.8' L
STA. 94+86EB, 43.6' L
STA. 94+67EB, 20' L
STA. 94+67EB, 10' L
STA. 95+60EB, 20' L
STA. 95+63EB, 10' L
STA. 94+71EB, 0'
STA. 95+79EB, 0' L
STA. 94+66EB, 11.8' R
STA. 94+65EB, 23.6' R
STA. 96+51EB, 20' L
STA. 96+73EB, 11' L
STA. 96+73EB, 0'
STA. 97+83EB, 20' L
STA. 97+83EB, 10' L
STA. 98+41EB, 20' L
STA. 97+83EB, 0'
STA. 98+41EB, 11' L
STA. 98+41EB, 0'
STA. 99+09EB, 20' L
STA. 99+09EB, 10' L
STA. 99+91EB, 20' L
STA. 94+46EB, 34' R
STA. 71+08HC, 23' R
STA. 71+02HC, 19' R
STA. 71+00HC, 0'
95+00EB
96+00EB
97+00EB
98+00EB
99+00EB
100+00EB
101+00EB

STA. 104+06EB, 20' L
STA. 103+43EB, 20' L
STA. 104+69EB, 20' L
STA. 105+57EB, 20' L
STA. 104+05EB, 10' L
STA. 104+69EB, 10' L
STA. 107+05EB, 0' R
STA. 103+42EB, 0'
STA. 104+06EB, 0' R
102+00EB
103+00EB
104+00EB
105+00EB
106+00EB
107+00EB
108+00EB

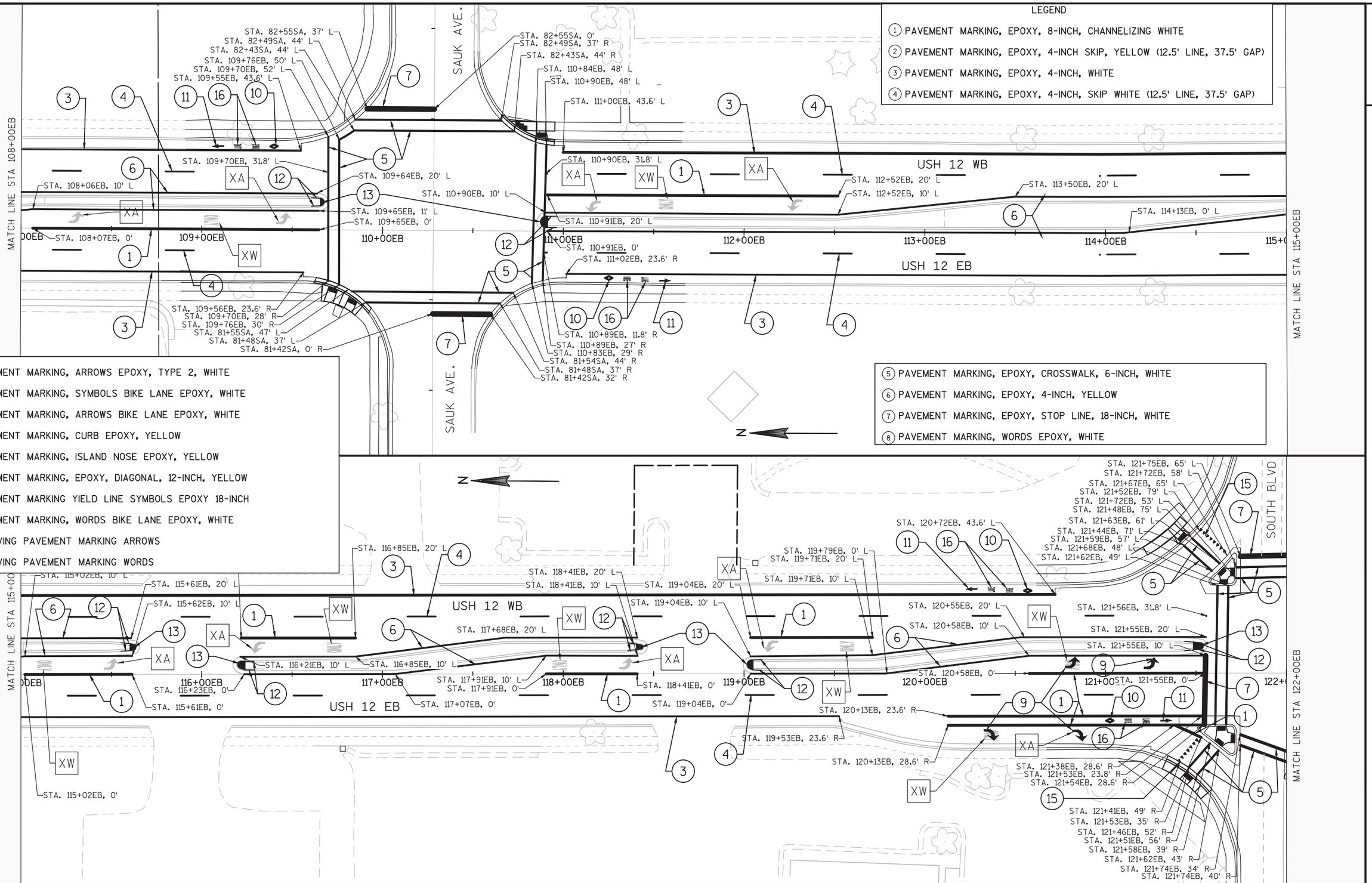
2

LEGEND

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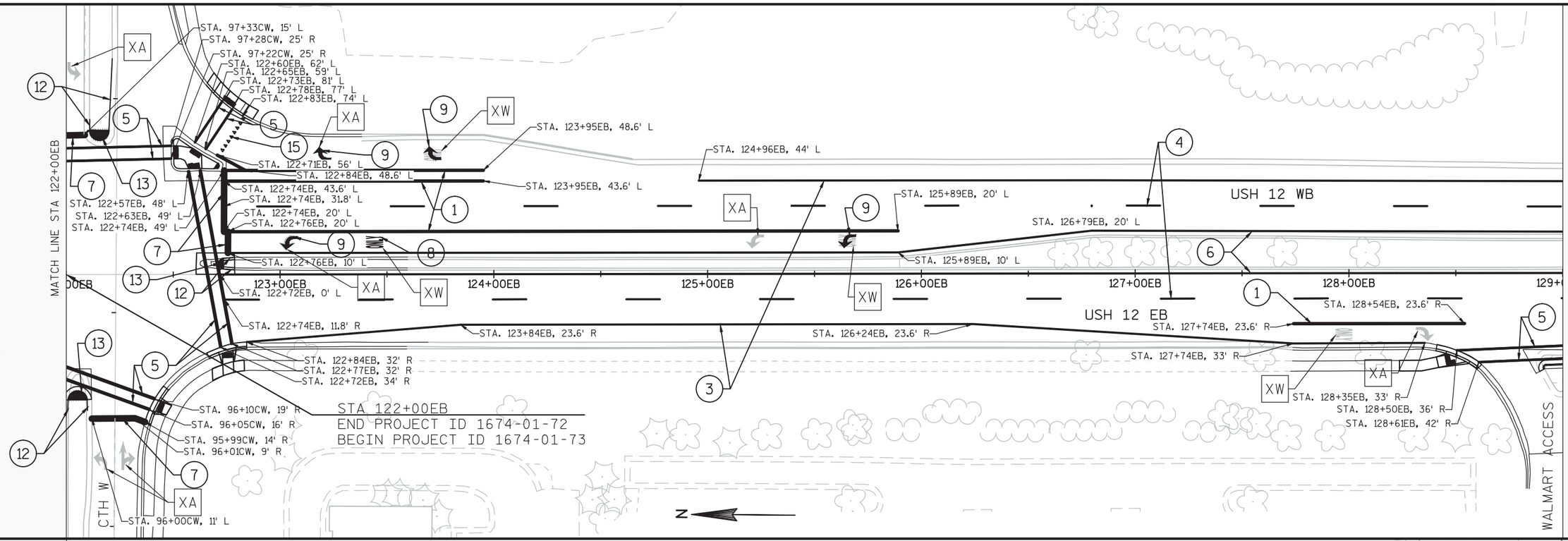
XA REMOVING PAVEMENT MARKING ARROWS

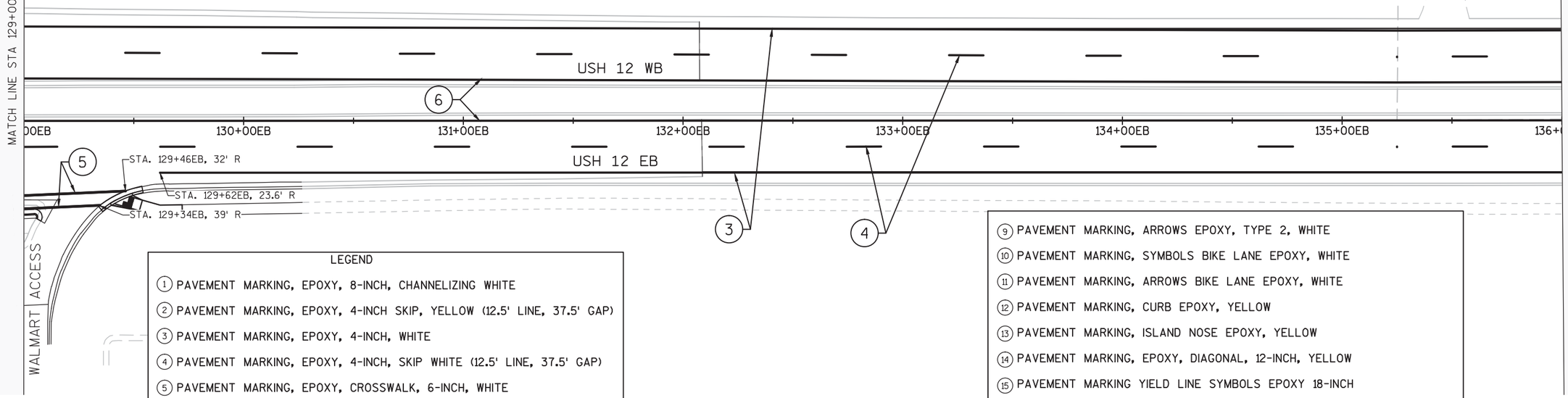
XW REMOVING PAVEMENT MARKING WORDS



PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 157	E

2





LEGEND

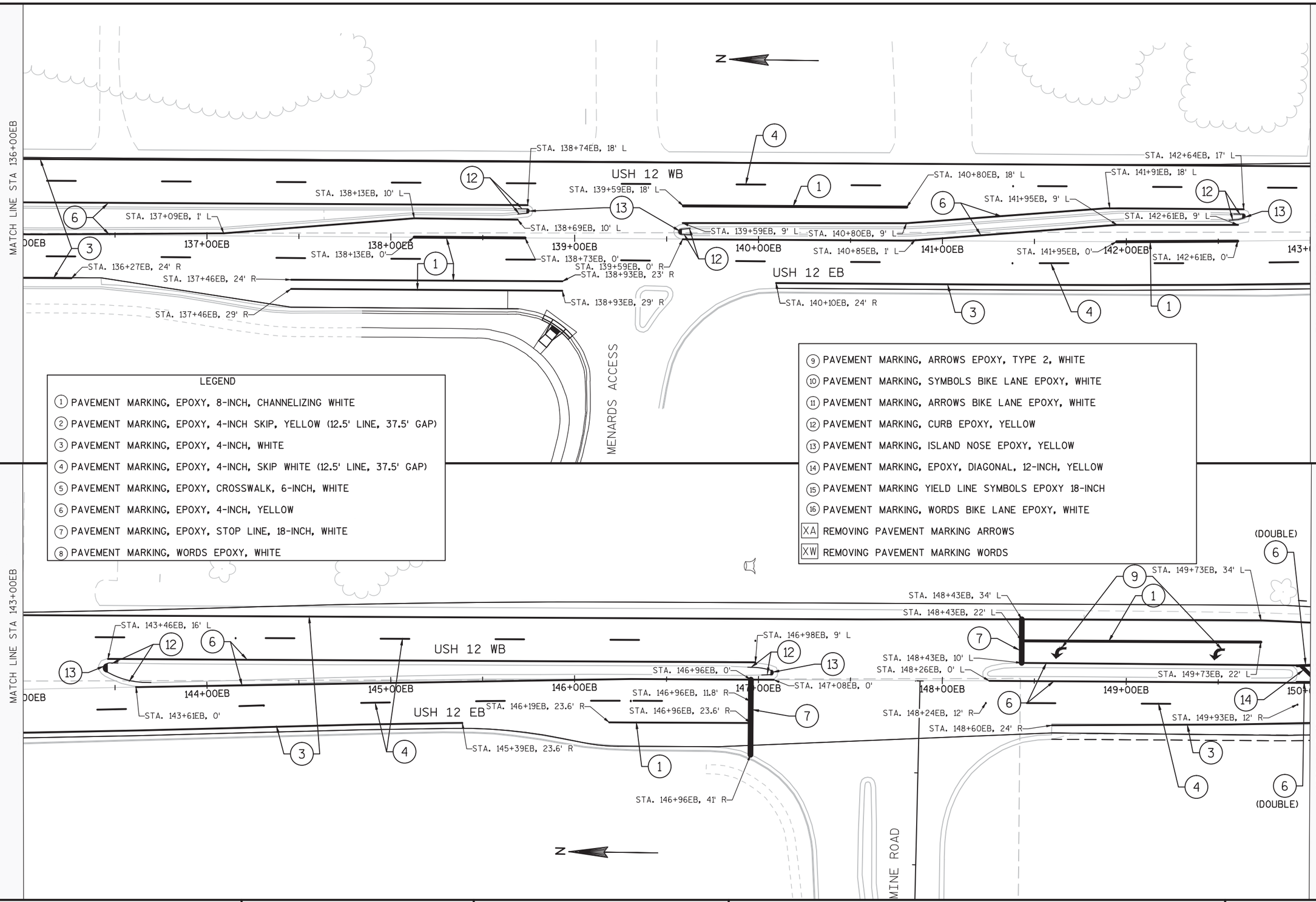
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XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 158	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\024501-PM.DWG PLOT DATE : 4/20/2017 8:01 AM PLOT BY : KL ENGINEERING PLOT NAME : 122+00.00 PLOT SCALE : 1 IN:50 FT



LEGEND

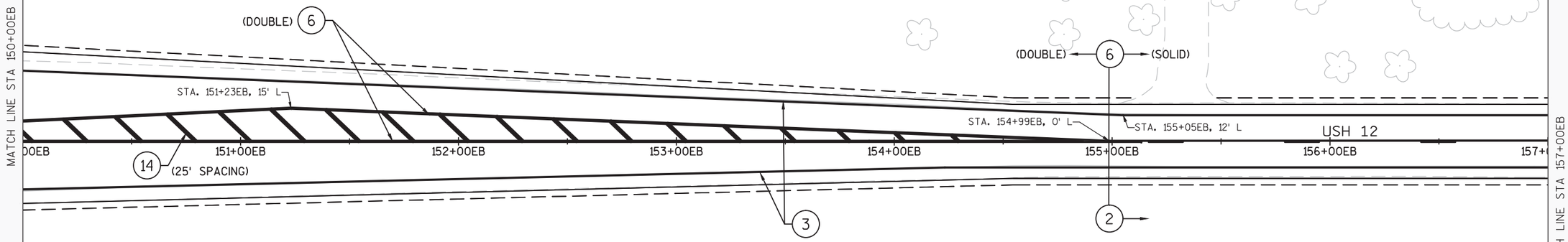
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XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 159	E

2

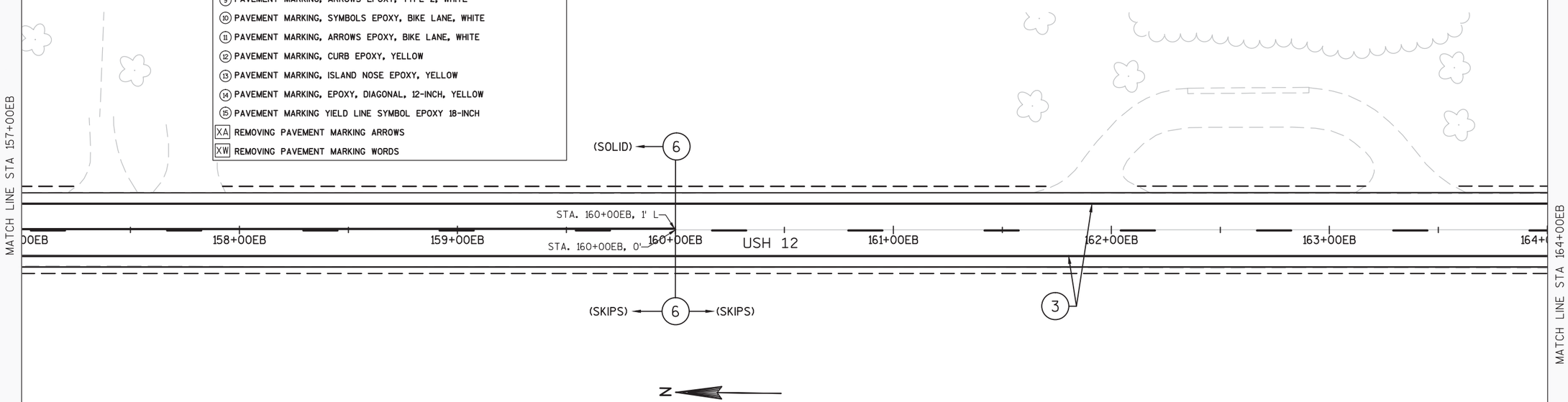


LEGEND

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XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS



PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 160	E

2

2

MATCH LINE STA 164+00EB

MATCH LINE STA 171+00EB

N

00EB 165+00EB 166+00EB 167+00EB USH 12 168+00EB 169+00EB 170+00EB 171+0

2

3

LEGEND

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XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

N

MATCH LINE STA 171+00EB

MATCH LINE STA 178+00EB

2

3

00EB 172+00EB 173+00EB 174+00EB 175+00EB 176+00EB USH 12 177+00EB 178+0

STA. 173+49EB, 12' R

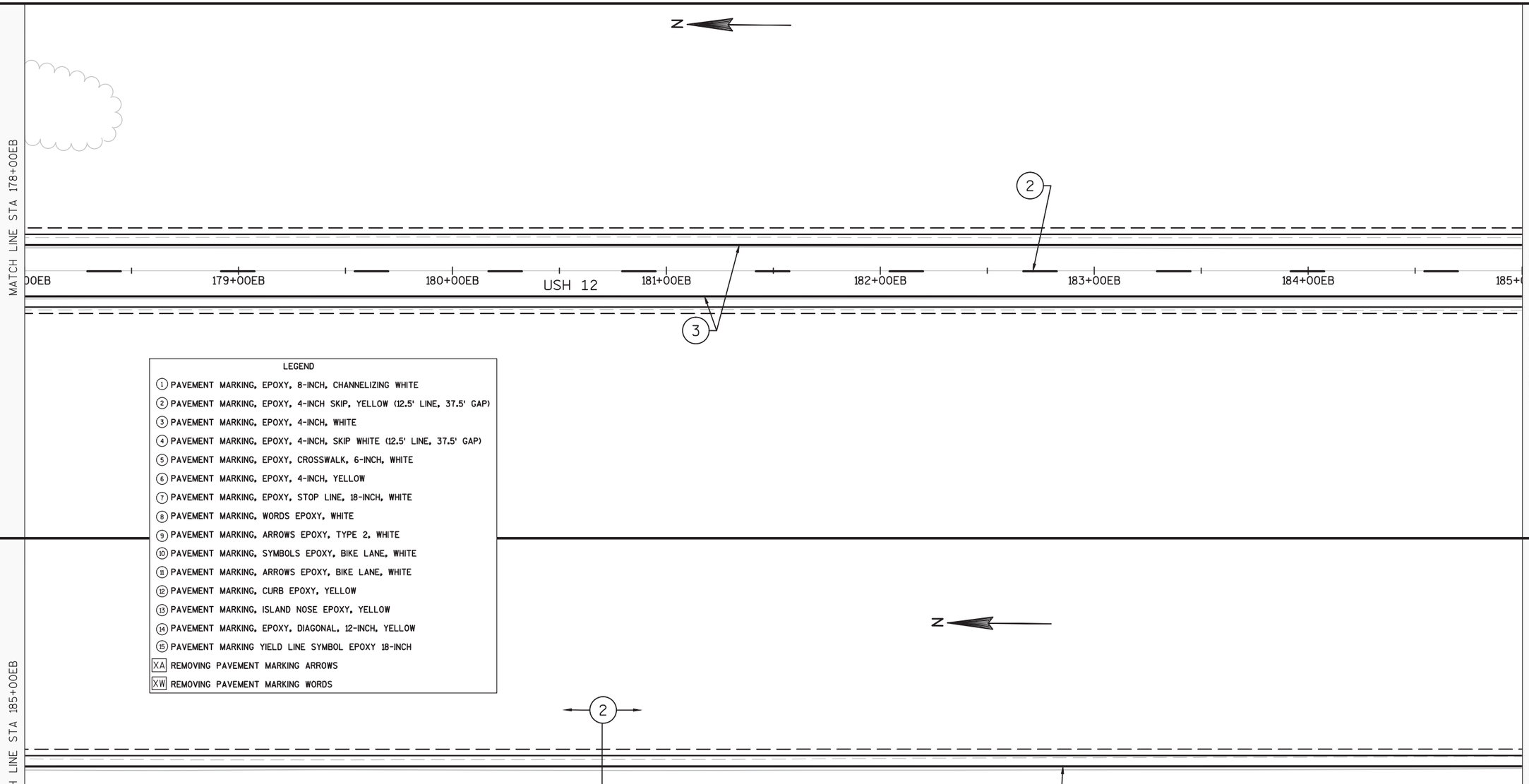
STA. 175+97EB, 12' R

3

S GASSER ROAD

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 161	E

2

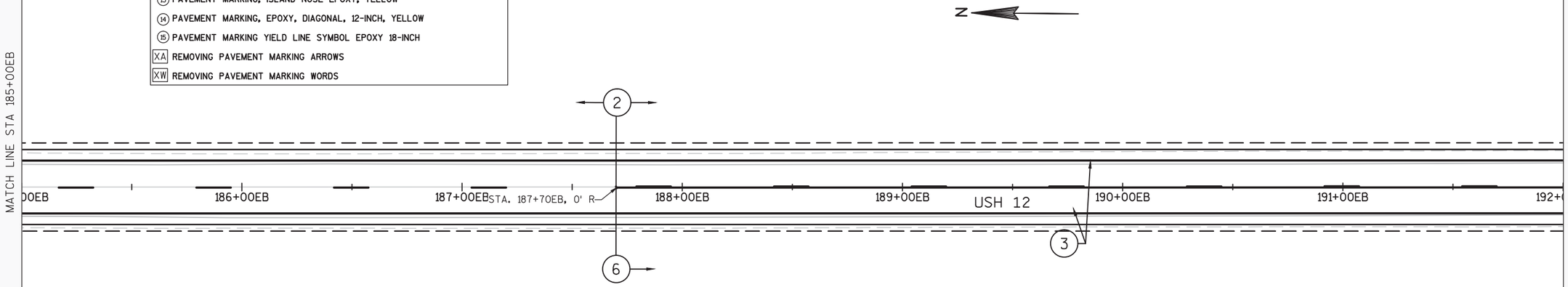


LEGEND

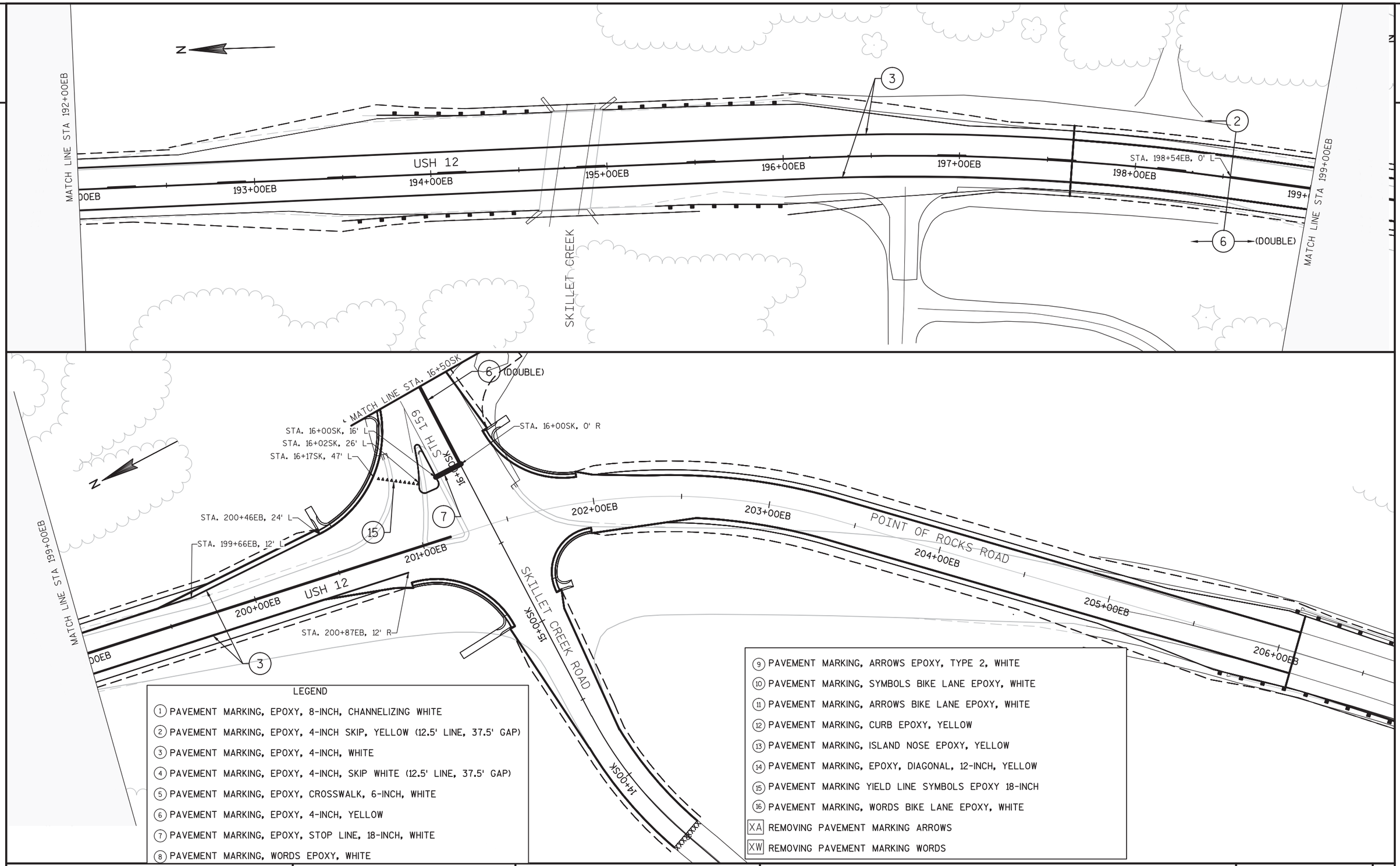
1. PAVEMENT MARKING, EPOXY, 8-INCH, CHANNELIZING WHITE
2. PAVEMENT MARKING, EPOXY, 4-INCH SKIP, YELLOW (12.5' LINE, 37.5' GAP)
3. PAVEMENT MARKING, EPOXY, 4-INCH, WHITE
4. PAVEMENT MARKING, EPOXY, 4-INCH, SKIP WHITE (12.5' LINE, 37.5' GAP)
5. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
6. PAVEMENT MARKING, EPOXY, 4-INCH, YELLOW
7. PAVEMENT MARKING, EPOXY, STOP LINE, 18-INCH, WHITE
8. PAVEMENT MARKING, WORDS EPOXY, WHITE
9. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
10. PAVEMENT MARKING, SYMBOLS EPOXY, BIKE LANE, WHITE
11. PAVEMENT MARKING, ARROWS EPOXY, BIKE LANE, WHITE
12. PAVEMENT MARKING, CURB EPOXY, YELLOW
13. PAVEMENT MARKING, ISLAND NOSE EPOXY, YELLOW
14. PAVEMENT MARKING, EPOXY, DIAGONAL, 12-INCH, YELLOW
15. PAVEMENT MARKING YIELD LINE SYMBOL EPOXY 18-INCH

XA. REMOVING PAVEMENT MARKING ARROWS

XW. REMOVING PAVEMENT MARKING WORDS



PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 162	E



LEGEND

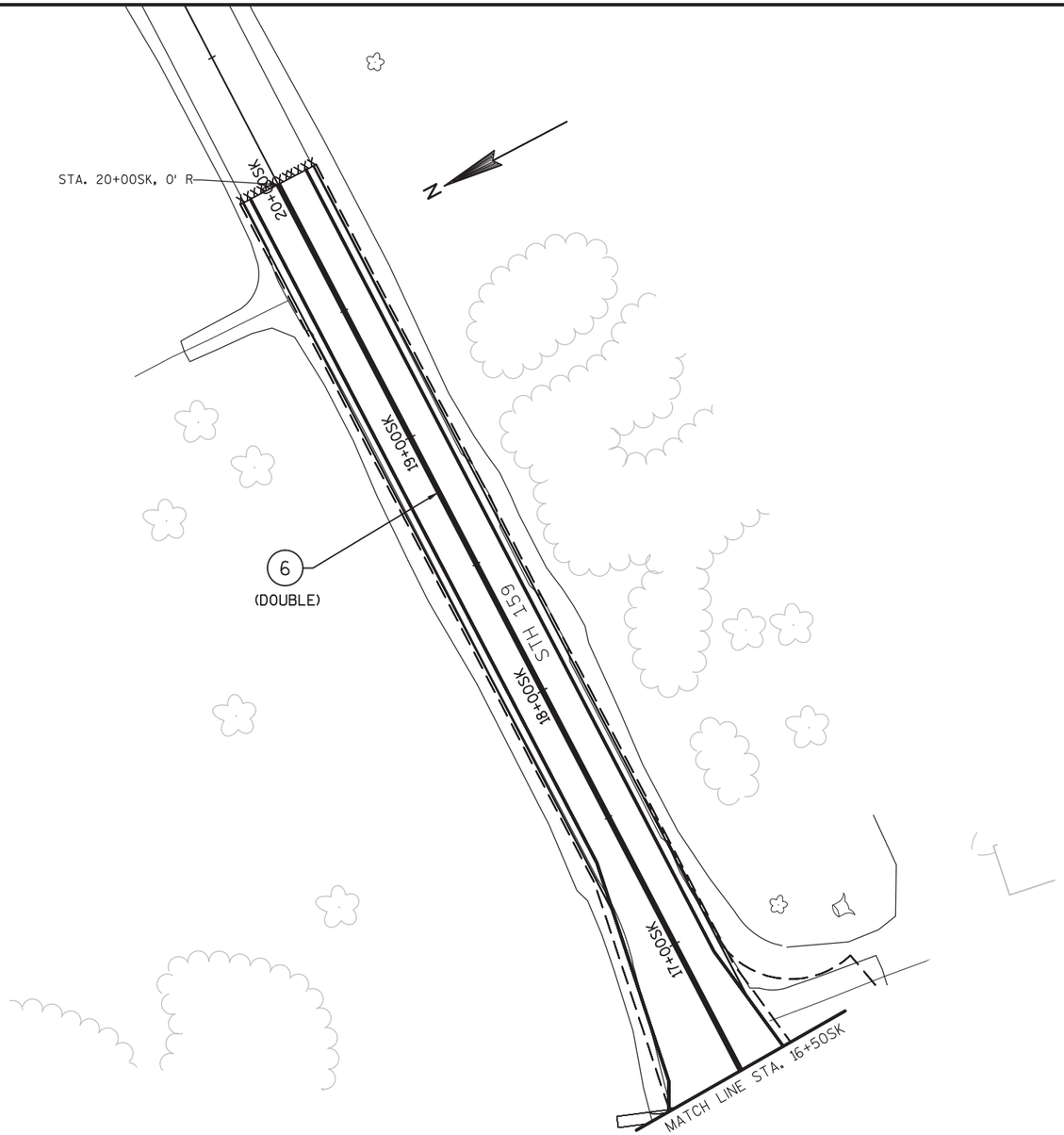
1. PAVEMENT MARKING, EPOXY, 8-INCH, CHANNELIZING WHITE
2. PAVEMENT MARKING, EPOXY, 4-INCH SKIP, YELLOW (12.5' LINE, 37.5' GAP)
3. PAVEMENT MARKING, EPOXY, 4-INCH, WHITE
4. PAVEMENT MARKING, EPOXY, 4-INCH, SKIP WHITE (12.5' LINE, 37.5' GAP)
5. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
6. PAVEMENT MARKING, EPOXY, 4-INCH, YELLOW
7. PAVEMENT MARKING, EPOXY, STOP LINE, 18-INCH, WHITE
8. PAVEMENT MARKING, WORDS EPOXY, WHITE
9. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
10. PAVEMENT MARKING, SYMBOLS BIKE LANE EPOXY, WHITE
11. PAVEMENT MARKING, ARROWS BIKE LANE EPOXY, WHITE
12. PAVEMENT MARKING, CURB EPOXY, YELLOW
13. PAVEMENT MARKING, ISLAND NOSE EPOXY, YELLOW
14. PAVEMENT MARKING, EPOXY, DIAGONAL, 12-INCH, YELLOW
15. PAVEMENT MARKING YIELD LINE SYMBOLS EPOXY 18-INCH
16. PAVEMENT MARKING, WORDS BIKE LANE EPOXY, WHITE

XA REMOVING PAVEMENT MARKING ARROWS

XW REMOVING PAVEMENT MARKING WORDS

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 163	E

2



LEGEND

1. PAVEMENT MARKING, EPOXY, 8-INCH, CHANNELIZING WHITE
2. PAVEMENT MARKING, EPOXY, 4-INCH SKIP, YELLOW (12.5' LINE, 37.5' GAP)
3. PAVEMENT MARKING, EPOXY, 4-INCH, WHITE
4. PAVEMENT MARKING, EPOXY, 4-INCH, SKIP WHITE (12.5' LINE, 37.5' GAP)
5. PAVEMENT MARKING, EPOXY, CROSSWALK, 6-INCH, WHITE
6. PAVEMENT MARKING, EPOXY, 4-INCH, YELLOW
7. PAVEMENT MARKING, EPOXY, STOP LINE, 18-INCH, WHITE
8. PAVEMENT MARKING, WORDS EPOXY, WHITE
9. PAVEMENT MARKING, ARROWS EPOXY, TYPE 2, WHITE
10. PAVEMENT MARKING, SYMBOLS EPOXY, BIKE LANE, WHITE
11. PAVEMENT MARKING, ARROWS EPOXY, BIKE LANE, WHITE
12. PAVEMENT MARKING, CURB EPOXY, YELLOW
13. PAVEMENT MARKING, ISLAND NOSE EPOXY, YELLOW
14. PAVEMENT MARKING, EPOXY, DIAGONAL, 12-INCH, YELLOW
15. PAVEMENT MARKING YIELD LINE SYMBOL EPOXY 18-INCH

XA. REMOVING PAVEMENT MARKING ARROWS

XW. REMOVING PAVEMENT MARKING WORDS

GENERAL NOTES FOR TRAFFIC CONTROL

1) THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.

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

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

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

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

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

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

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

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

11) MAINTAIN A MINIMUM 11-FOOT TURN LANE.

TEMPORARY PAVEMENT MARKING LEGEND

T4W	TEMPORARY PAVEMENT MARKING PAINT, 4-INCH, WHITE
T4Y	TEMPORARY PAVEMENT MARKING PAINT, 4-INCH, YELLOW
T4DY	TEMPORARY PAVEMENT MARKING PAINT, 4-INCH, DOUBLE YELLOW
TR6	TEMPORARY PAVEMENT MARKING, CROSSWALK PAINT, 6-INCH, WHITE
T8W	TEMPORARY PAVEMENT MARKING PAINT, 8-INCH, WHITE
T18W	TEMPORARY PAVEMENT MARKING PAINT, 18-INCH, WHITE
TR4W	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH, WHITE
TR4Y	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 4-INCH, YELLOW
TR8W	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 8-INCH, WHITE
TR18W	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, 18-INCH, WHITE

TRAFFIC CONTROL LEGEND

- TYPE II BARRICADE WITH ATTACHED SIGN AND TYPE A LIGHTS
- TYPE III BARRICADE WITH TYPE A LIGHTS
- TYPE III BARRICADE WTH ATTACHED SIGN AND TYPE A LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON EXISTING SUPPORT
- FLEXIBLE TUBULAR MARKER
- SIGN ON TEMPORARY SUPPORT
- PCMS — TRAFFIC CONTROL SIGNS PCMS
- CC — CRASH CUSHION TEMPORARY
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT CONSTRUCTED IN STAGE
- WORK AREA
- DIRECTION OF TRAFFIC
- SIGNALIZED INTERSECTION (TEMPORARY)
- TEMPORARY PEDESTRIAN SURFACE
- PEDESTRIAN SAFETY FENCE

2

BARABOO

DEVILS LAKE

STH 123

STH 136

CTH W

DETOUR WEST NORTH COUNTY DL 136

DETOUR SOUTH EAST COUNTY DL 136

DETOUR NORTH BUSINESS 12 COUNTY DL SOUTH COUNTY DL EAST 136

DETOUR BUSINESS WEST 12 136

DETOUR BUSINESS EAST 12 136 H

DETOUR BUSINESS WEST COUNTY W 12 136

DETOUR WEST JCT 136 136

DETOUR BUSINESS EAST COUNTY W 12 136

END DETOUR WEST 136 COUNTY W

ROAD CLOSED 1/2 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

DETOUR EAST 136

DETOUR SOUTH WEST COUNTY DL 136 136

END DETOUR WEST EAST 136 136

DETOUR M4-9R

ROAD CLOSED 1 1/4 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

DETOUR WEST WEST 136 136

JCT DETOUR WEST 136 136

WEST 136

DETOUR AHEAD W20-2-A

N

ROAD CLOSED 1000 FT W20-3-C

ROAD CLOSED 500 FT W20-3-D

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

STH 136 CLOSED SOUTH OF MINE ROAD DURING RECONSTRUCTION OF STH 136 INTERSECTION (LOCAL TRAFFIC ACCESS ALLOWED)

EAST 136 DETOUR AHEAD W20-2-A

DETOUR EAST JCT 136 COUNTY W

DETOUR EAST 136

DETOUR M4-9L 30"X24"

ROAD OPEN TO MINE ROAD R10-61 60"X30"

EAST 136 DETOUR AHEAD W20-2-A

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- 136 M1-4 24"X24"
- EAST WEST M3-2/M3-4 24"X12"
- DETOUR M4-8 24"X12"
- END DETOUR M4-8-A 24"X18"
- M05-1L/M05-1R 21"X21"
- M06-1 21"X21"
- DETOUR AHEAD W20-2-A 48"X48"

ALL SIGNS SHOWN ON PAGE ARE TO BE PAID FOR AS THE TRAFFIC CONTROL DETOUR SIGNS ITEM UNLESS OTHERWISE INDICATED

PROJECT NO: 1670-00-62/1674-01-72/-73	HWY: USH 12	COUNTY: SAUK	DETOUR ROUTE STAGE 1 & STAGE 2 (STH 136)	SHEET	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - SHEET - (1)
PLOT DATE : 4/19/2017 7:42 AM
PLOT BY : BRIAN VEIT
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

CTH BD/USH 12 - STAGE 1

CONSTRUCTION OPERATIONS:

- INSTALL TEMPORARY TRAFFIC SIGNAL AT STH 136/33 AND CTH BD/USH 12 INTERSECTION
- CONSTRUCT TEMPORARY PAVEMENT (MEDIAN AREA) ALONG CTH BD/USH 12 FROM LOG LODGE COURT TO HATCHERY ROAD
- CONSTRUCT TEMPORARY PAVEMENT (MEDIAN AREA) ALONG STH 136/33
- RECONSTRUCT STH 159/USH 12 INTERSECTION
- MILL AND OVERLAY USH 12 FROM MINE ROAD TO POINT OF ROCKS ROAD CONSTRUCTION LIMITS

CTH BD/USH 12 - STAGE 1

TRAFFIC OPERATIONS:

- CTH BD/USH 12 (EB AND WB): MAINTAIN ONE THROUGH LANE IN EACH DIRECTION ON EXISTING OUTSIDE LANE ALIGNMENT FROM LOG LODGE COURT TO HATCHERY ROAD
- STH 136/33: MAINTAIN ONE THROUGH LANE IN EACH DIRECTION ON THE EXISTING OUTSIDE LANE ALIGNMENT
- USH 12 (EB AND WB): CLOSED TO THRU TRAFFIC FROM MINE ROAD TO STH 159 AND DETOURED; OPEN TO LOCAL TRAFFIC
- STH 159: CLOSED TO THRU TRAFFIC AT USH 12 INTERSECTION AND DETOURED; OPEN TO LOCAL TRAFFIC

MAX. 11' WIDTH
W12-52
48"X48"

USH 12 CLOSED - LOCAL TRAFFIC ACCESS ALLOWED
(SEE DETOUR PLAN)

LEGEND

(A) SEE S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURE TYPE 4.

EXISTING B-56-023
EXISTING B-56-065
EXISTING B-56-158
B-56-154 WB USH 12
B-56-153 EB USH 12

BERKLEY BLVD
STH 33/ LINN ST
MAPLE ST
CHESTNUT ST
LOCUST ST
CARPENTER ST
SAUK AVE
SOUTH BLVD
W. CHESTNUT ST
STH 136/LINN ST
BARABOO RIVER
HATCHERY RD
CTH W
TERRYTOWN ROAD
MINE ROAD
GASSER ROAD
SKILLET CREEK
SKILLET CREEK ROAD
POINT OF ROCKS ROAD
STH 136
STH 159
BARABOO BYPASS
USH 12

10EB 20EB 30EB 40EB 50EB 60EB 70EB 80EB 90EB 100EB 110EB 120EB 130EB 140EB 150EB 160EB 170EB 180EB 190EB 200EB 210EB 220EB 230EB

N

PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 167	E

2

2

N

USH 12

30EB

TERRYTOWN ROAD

CTH BD/USH 12 - STAGE 1

*NOTE: SEE "TRAFFIC CONTROL - STAGE 1" FOR A COMPLETE TRAFFIC CONTROL LAYOUT ALONG CORRIDOR

TRAFFIC OPERATIONS:

- SIDEWALK OPEN TO PEDESTRIANS AT ALL EXISTING LOCATIONS

N

STH 33/LINN ST

MAPLE ST

CHESTNUT ST

LOCUST ST

CARPENTER ST

B-56-154
WB USH 12

70EB

80EB

90EB

USH 12

USH 12

STH 136/LINN ST.

W. CHESTNUT ST

B-56-153
EB USH 12

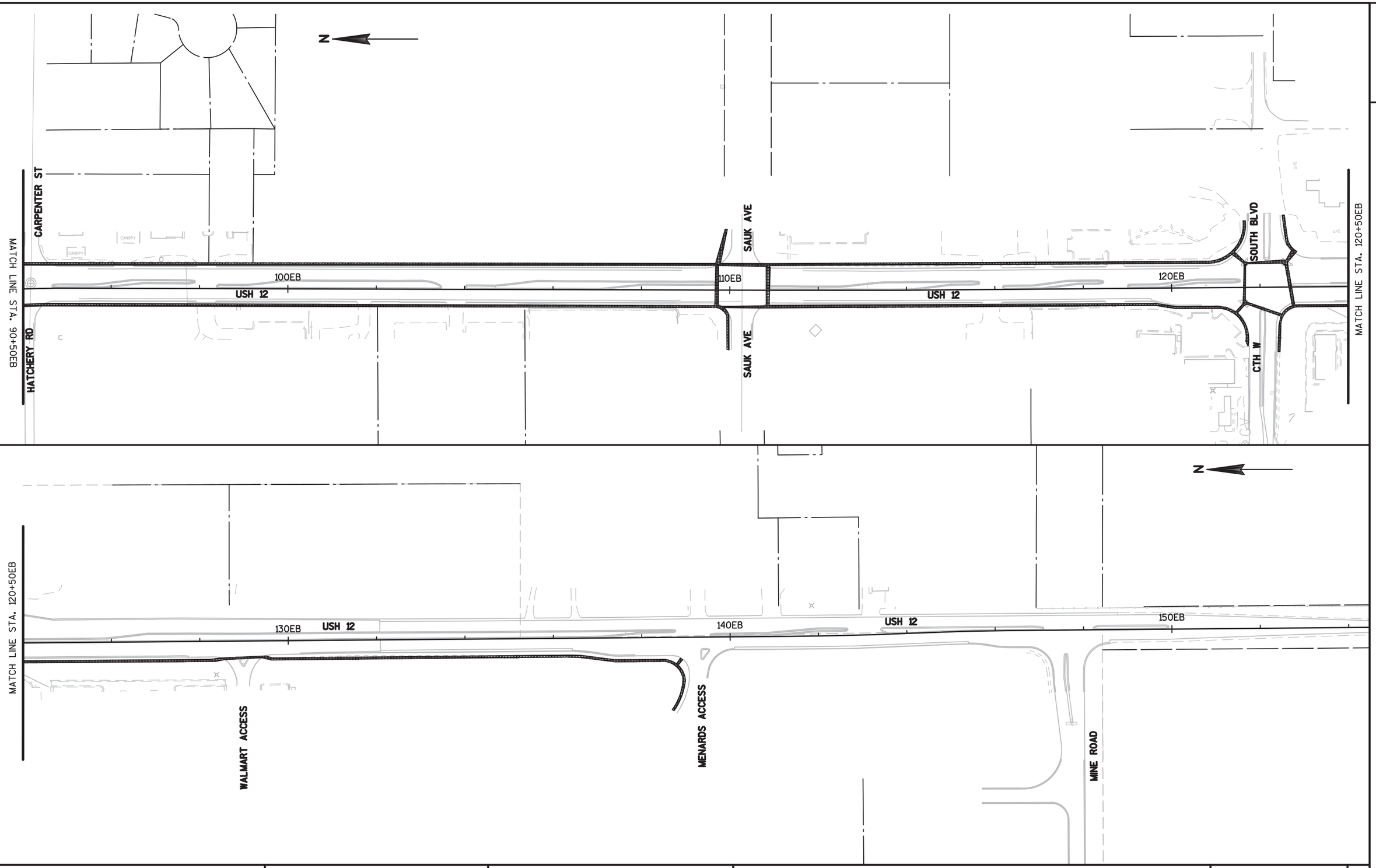
BARABOO RIVER

HATCHERY RD

MATCH LINE STA. 90+50EB

PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 PEDESTRIAN OVERVIEW	SHEET 168	E

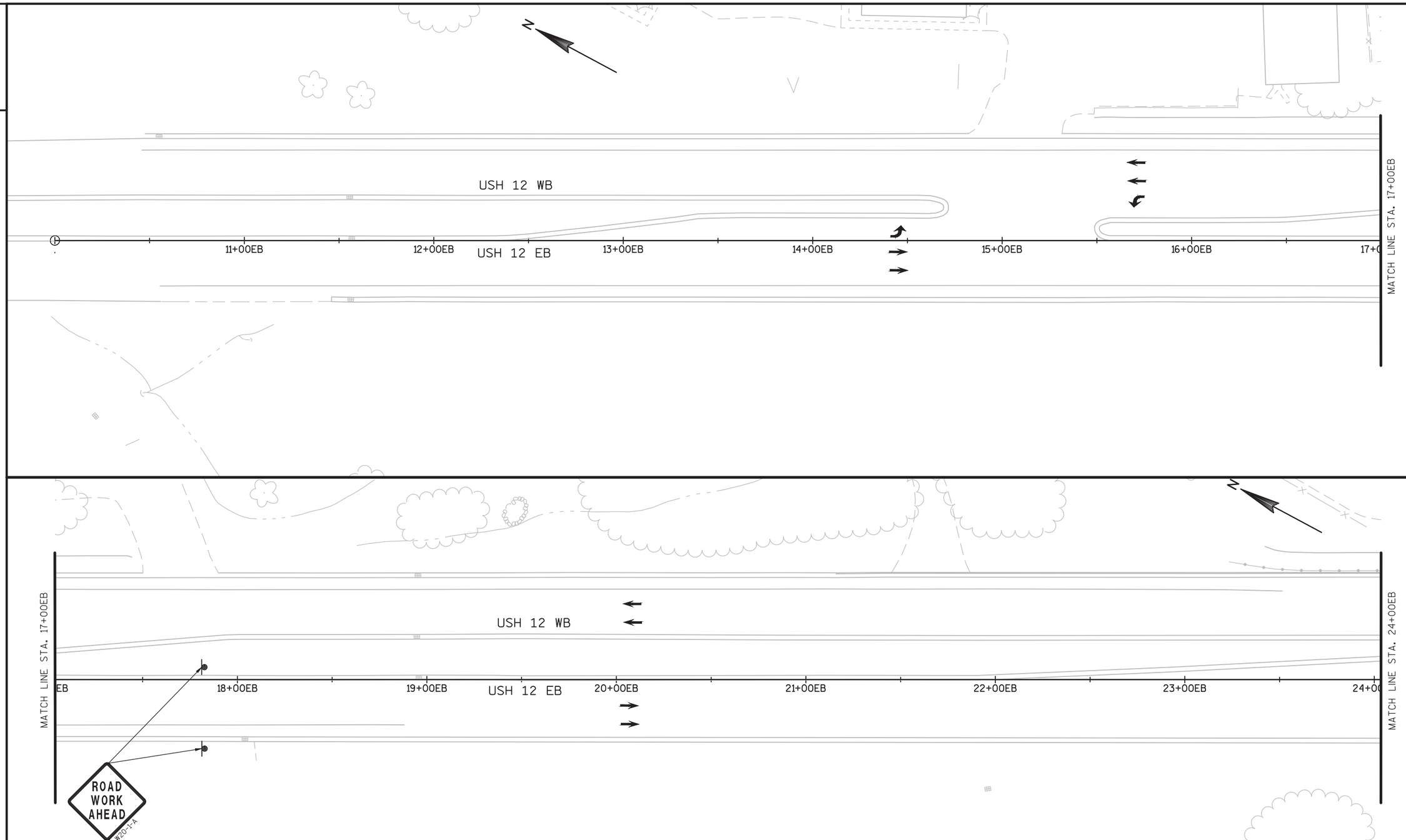
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PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 PEDESTRIAN OVERVIEW	SHEET 169	E

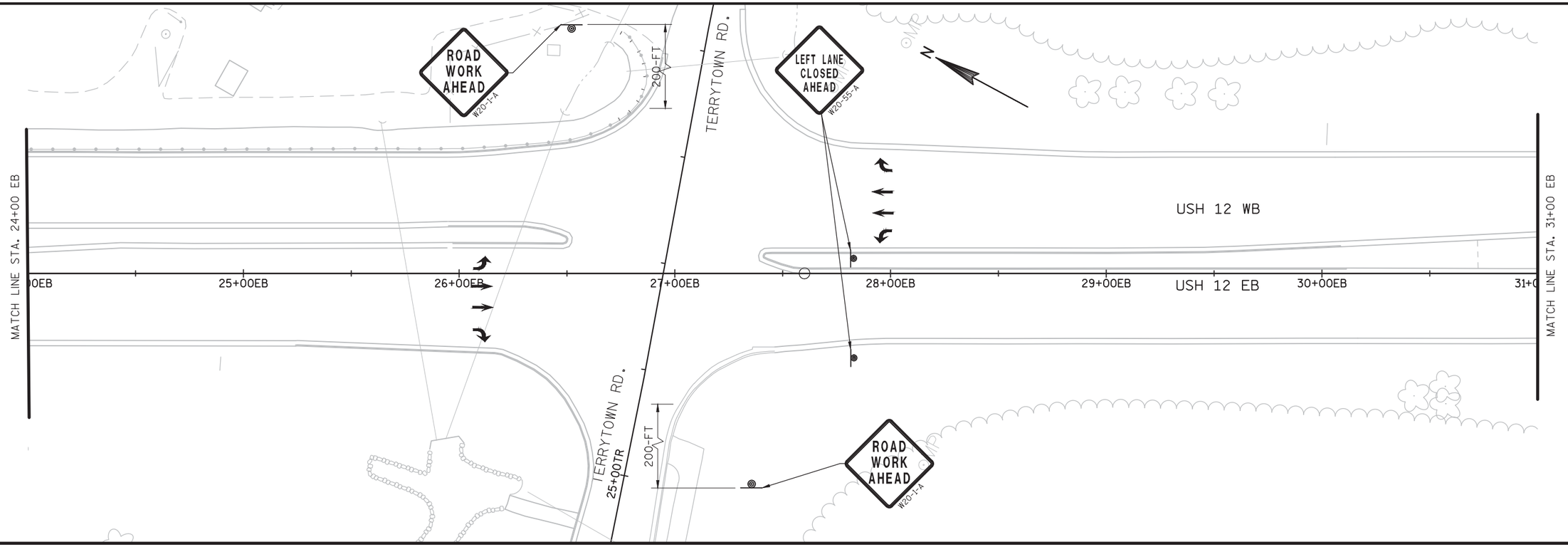
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WISDOT/CADDS SHEET 42

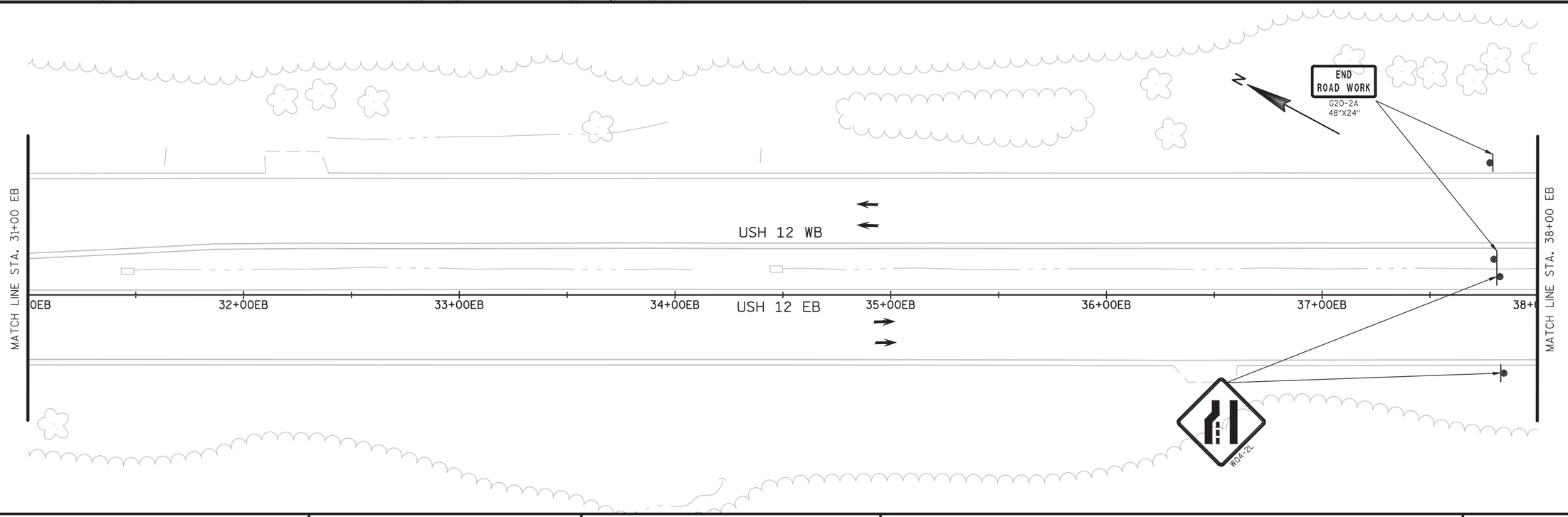
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PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-1)	SHEET 170	E

2

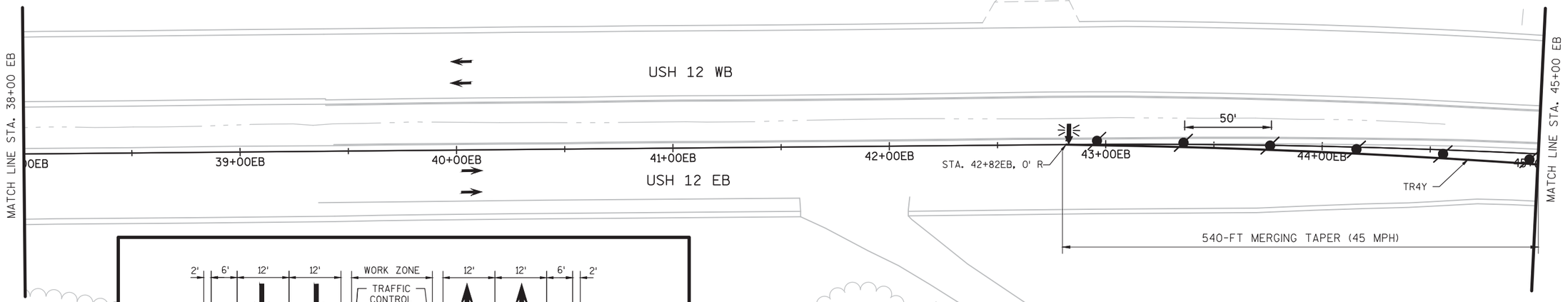




PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-2)	SHEET 171	E

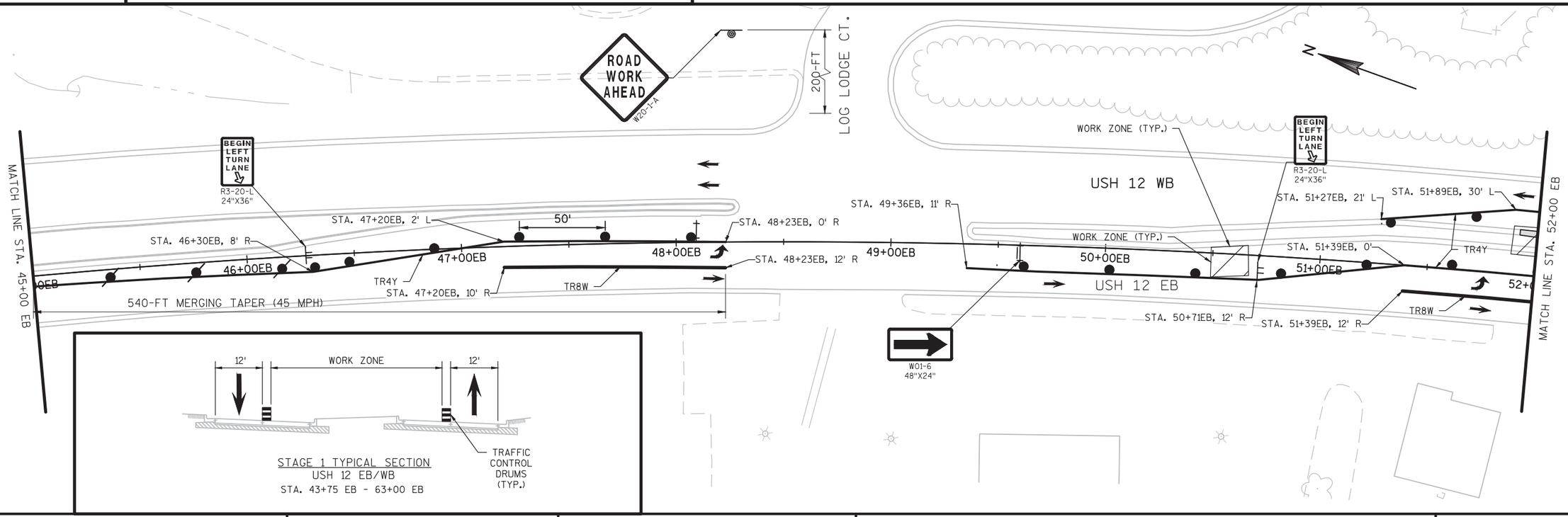
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2





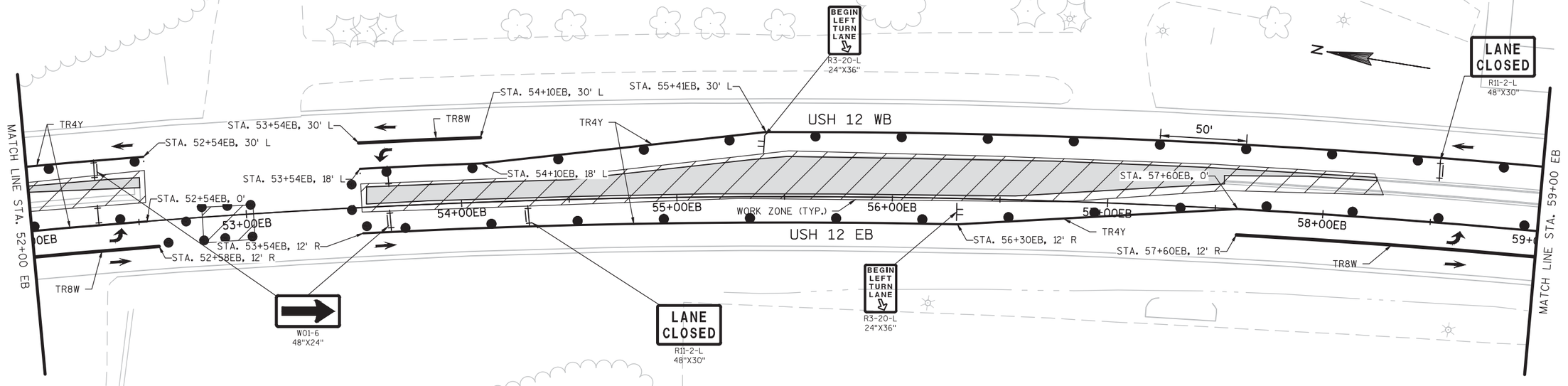
STAGE 1 TYPICAL SECTION
USH 12 EB/WB
STA. 10+00 EB - 43+75 EB

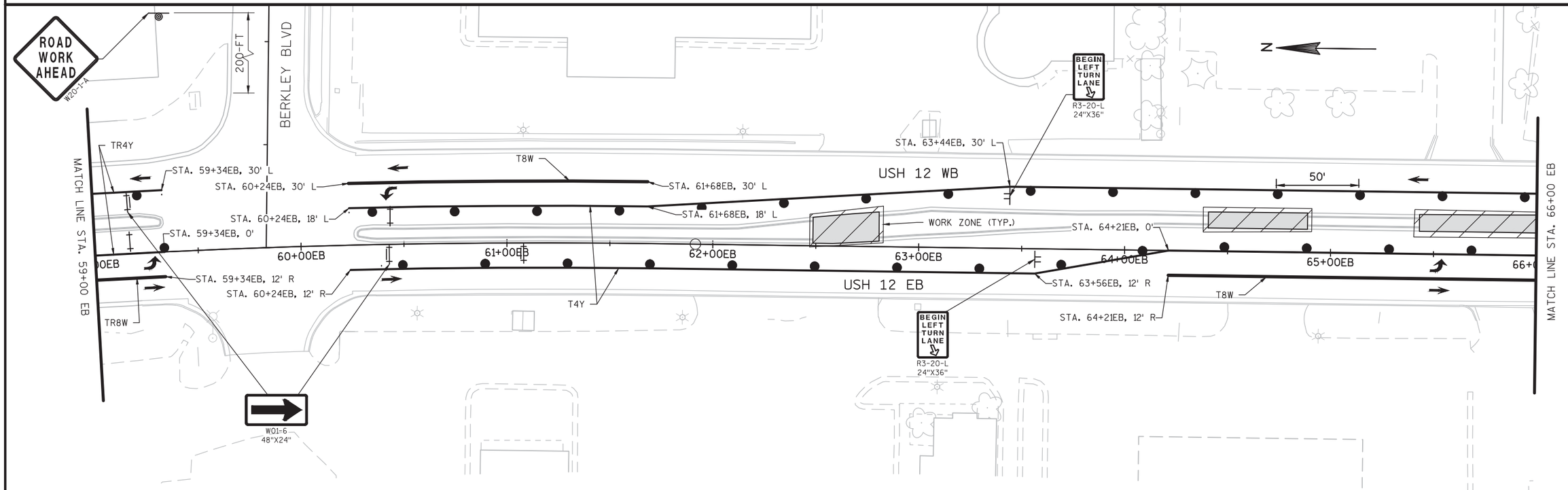


STAGE 1 TYPICAL SECTION
USH 12 EB/WB
STA. 43+75 EB - 63+00 EB

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-3)	SHEET 172	E

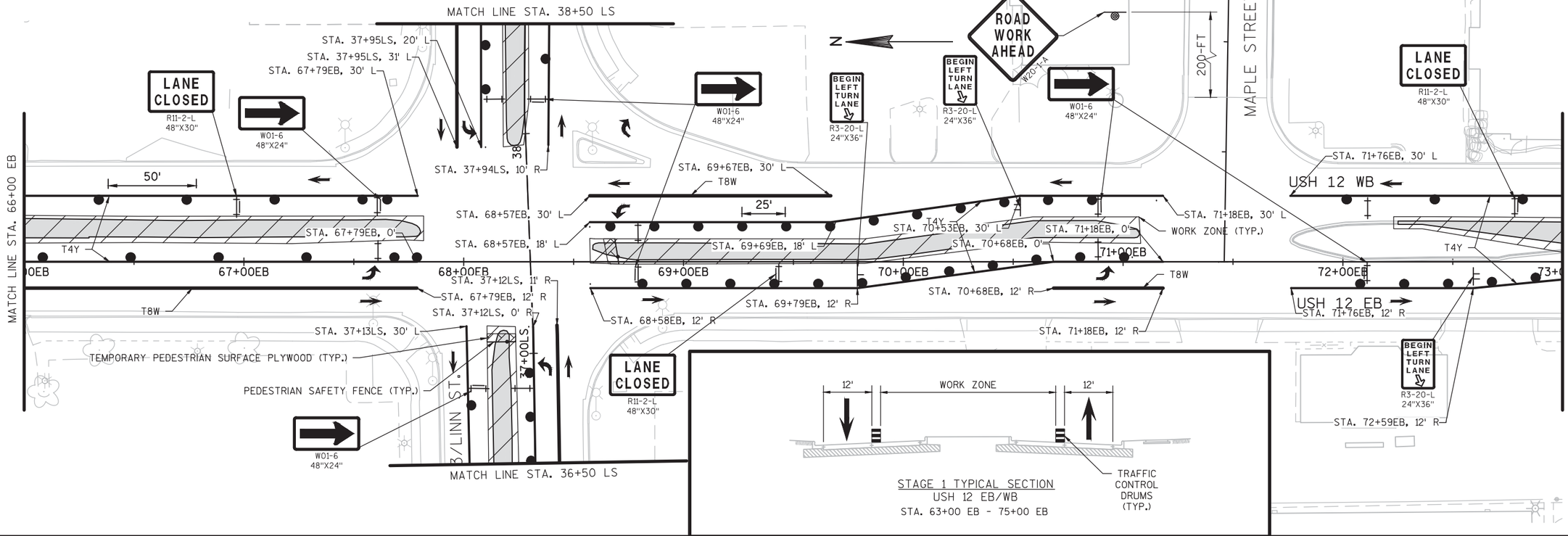
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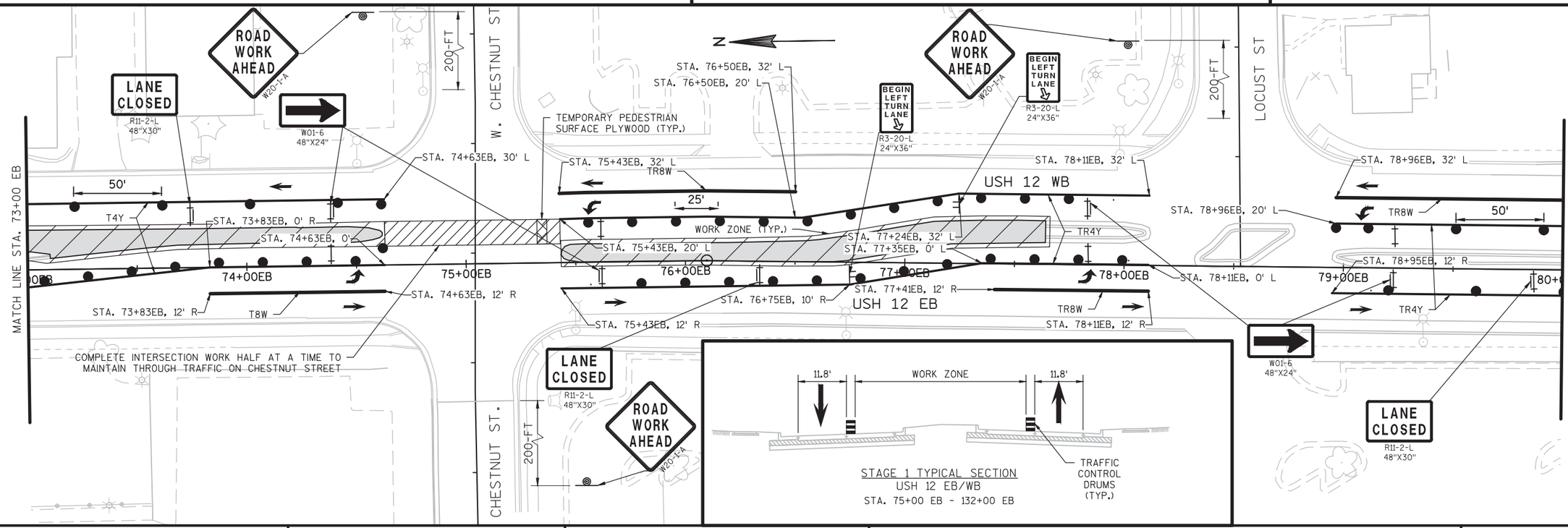




PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-4)	SHEET 173	E

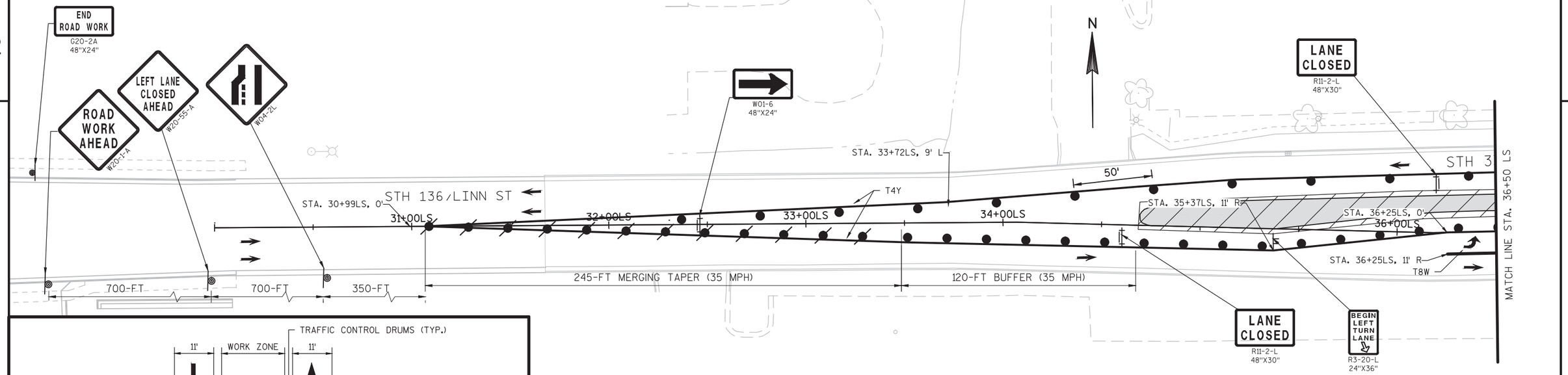
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WISDOT/CADDS SHEET 44

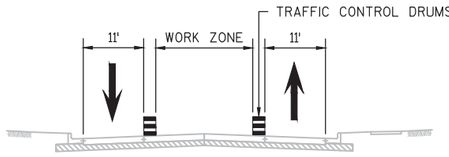




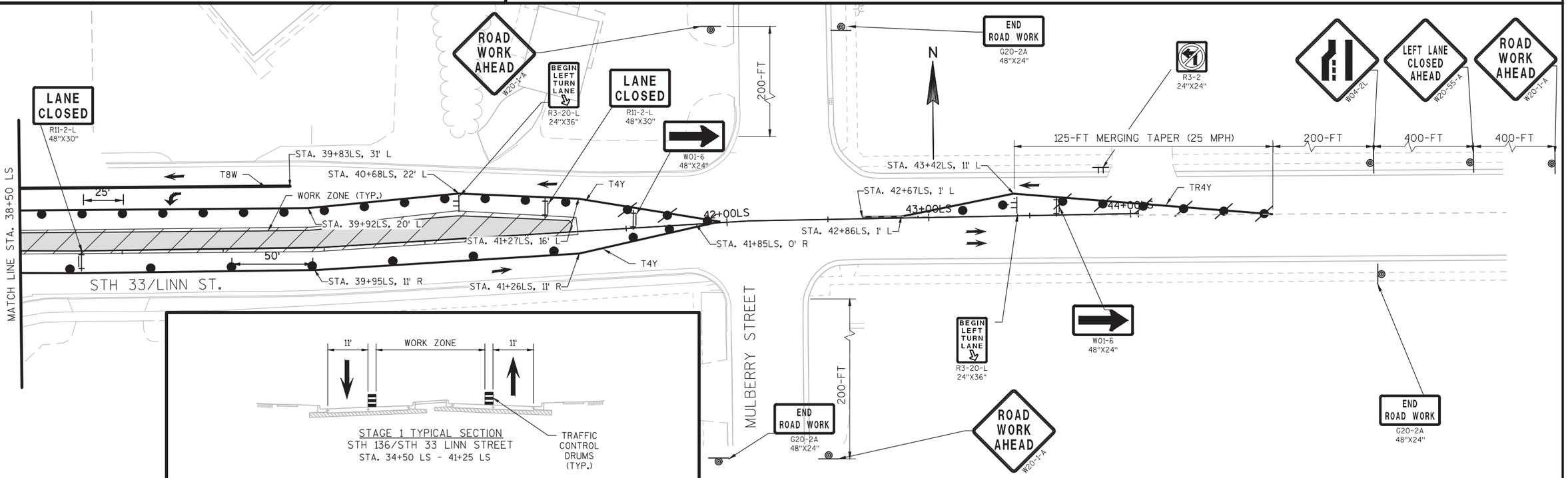
PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-5)	SHEET 174	E

2





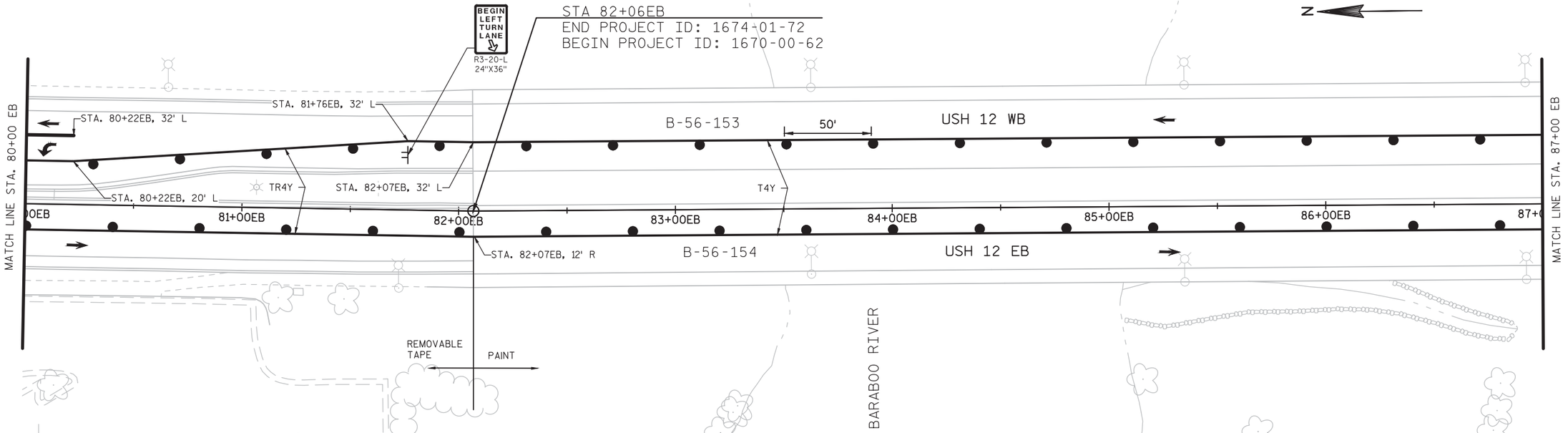
STAGE 1 TYPICAL SECTION
STH 136/STH 33 LINN STREET
STA. 30+44 LS - 34+50 LS
STA. 41+25 LS - 44+00 LS

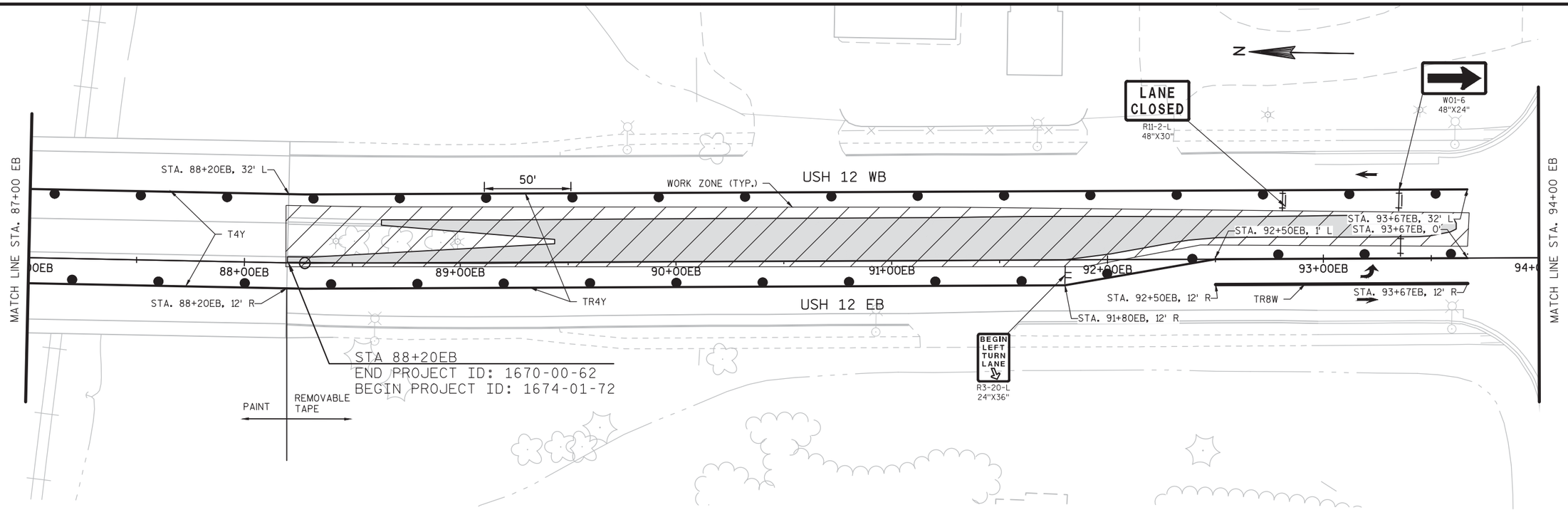


STAGE 1 TYPICAL SECTION
STH 136/STH 33 LINN STREET
STA. 34+50 LS - 41+25 LS

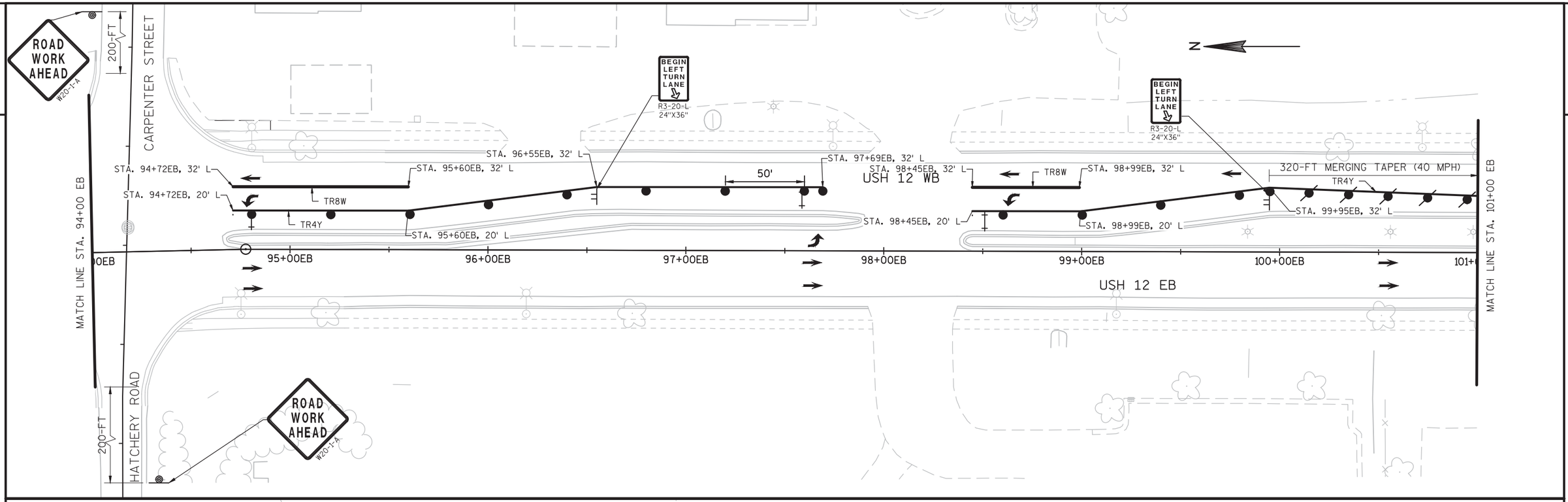
PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-6)	SHEET 175	E

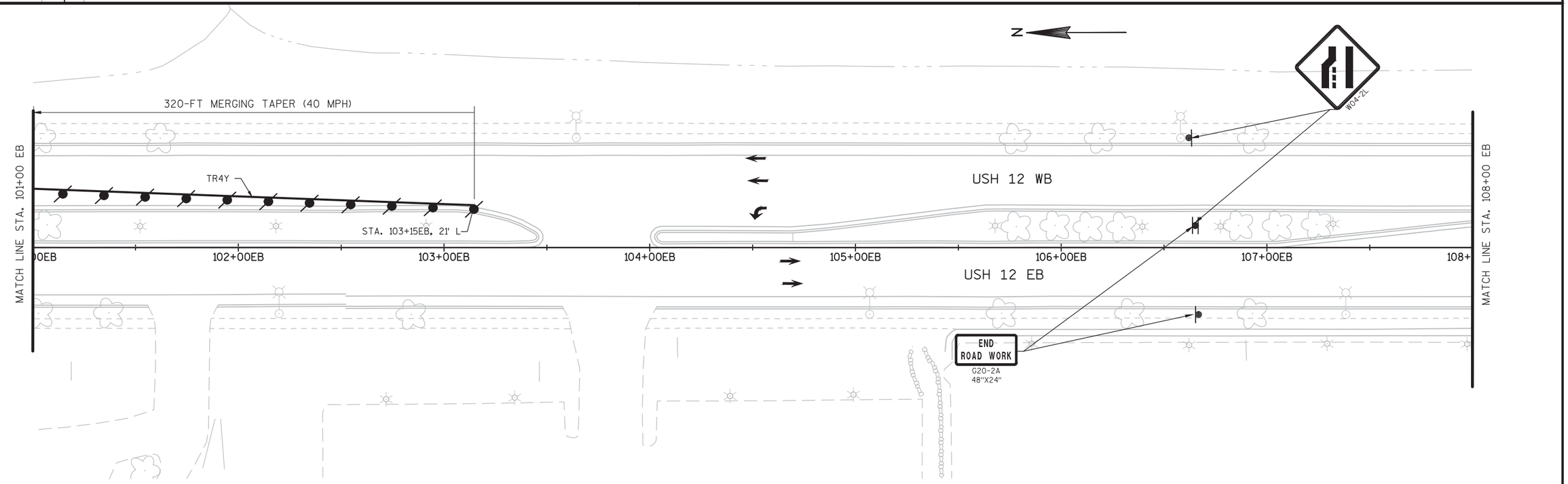
2





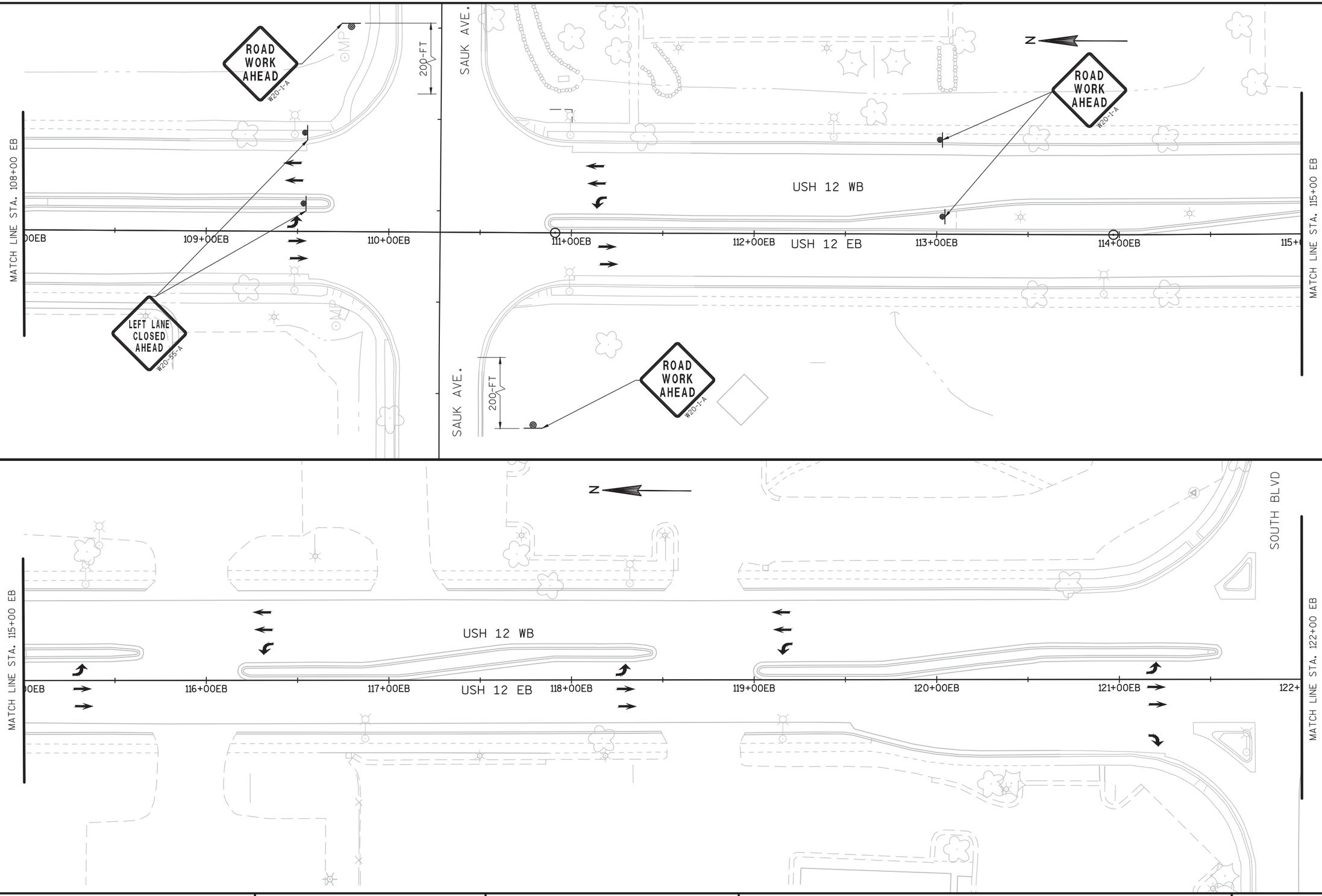
PROJECT NO:1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-7)	SHEET 176	E





PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-8)	SHEET 177	E

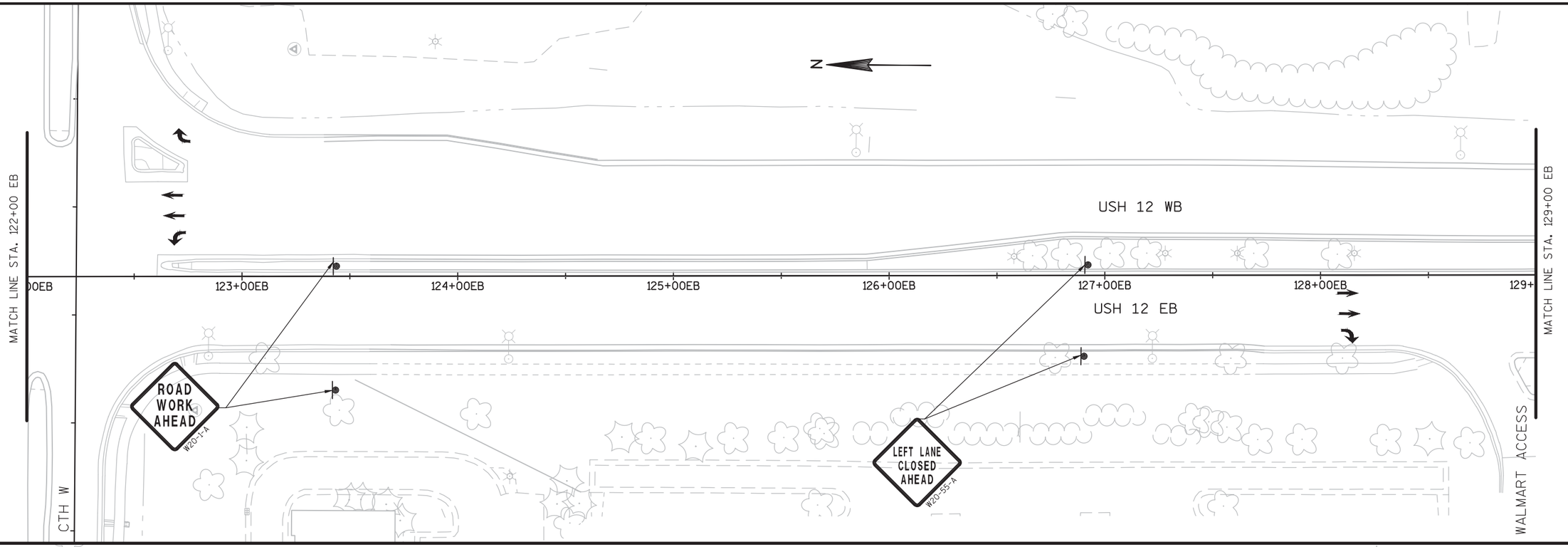
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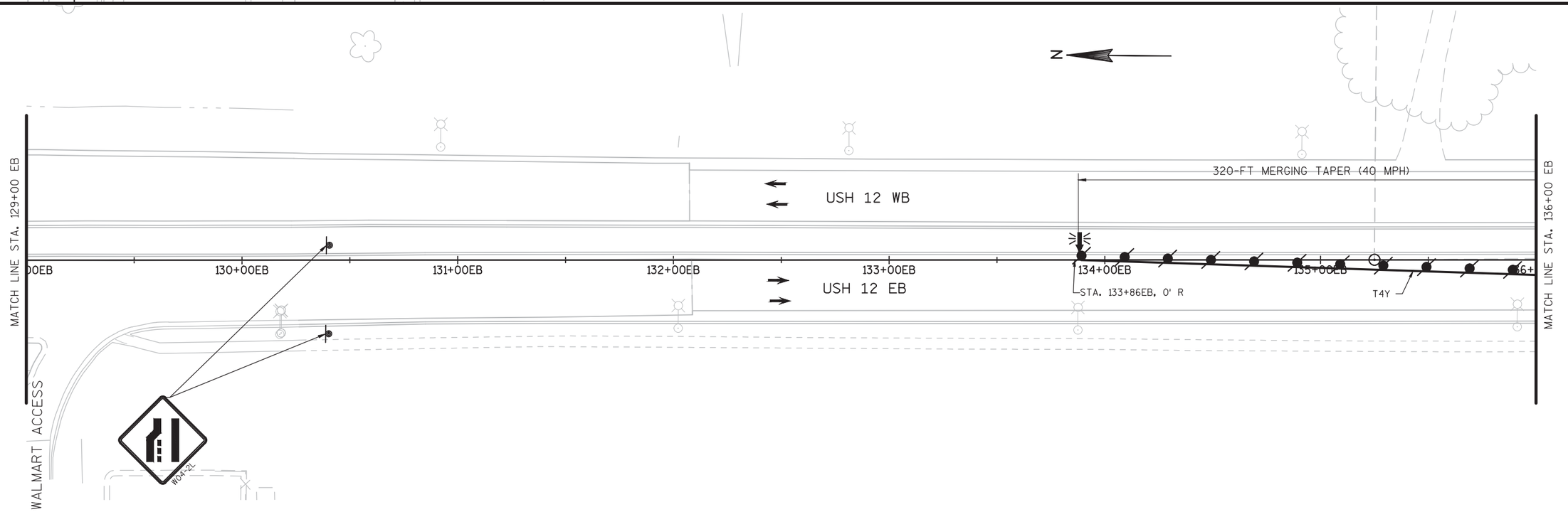


PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-9)	SHEET 178	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE1.DWG PLOT DATE : 4/19/2017 4:33 PM PLOT BY : KL ENGINEERING PLOT NAME : 108+00 PLOT SCALE : **********

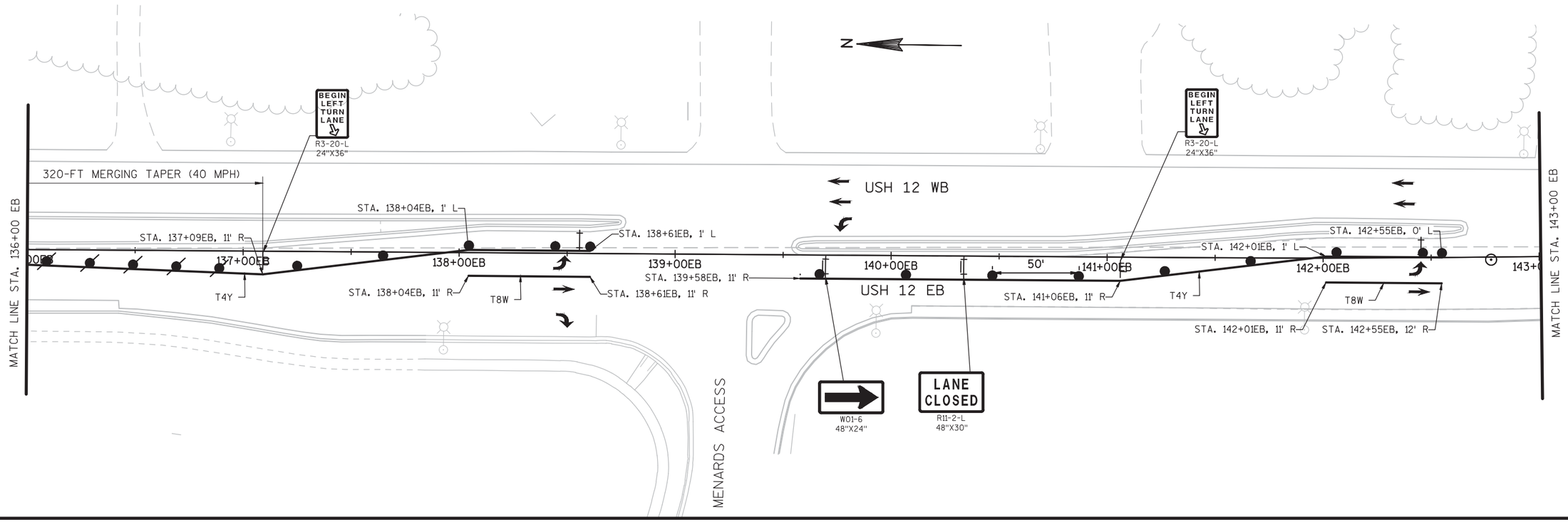
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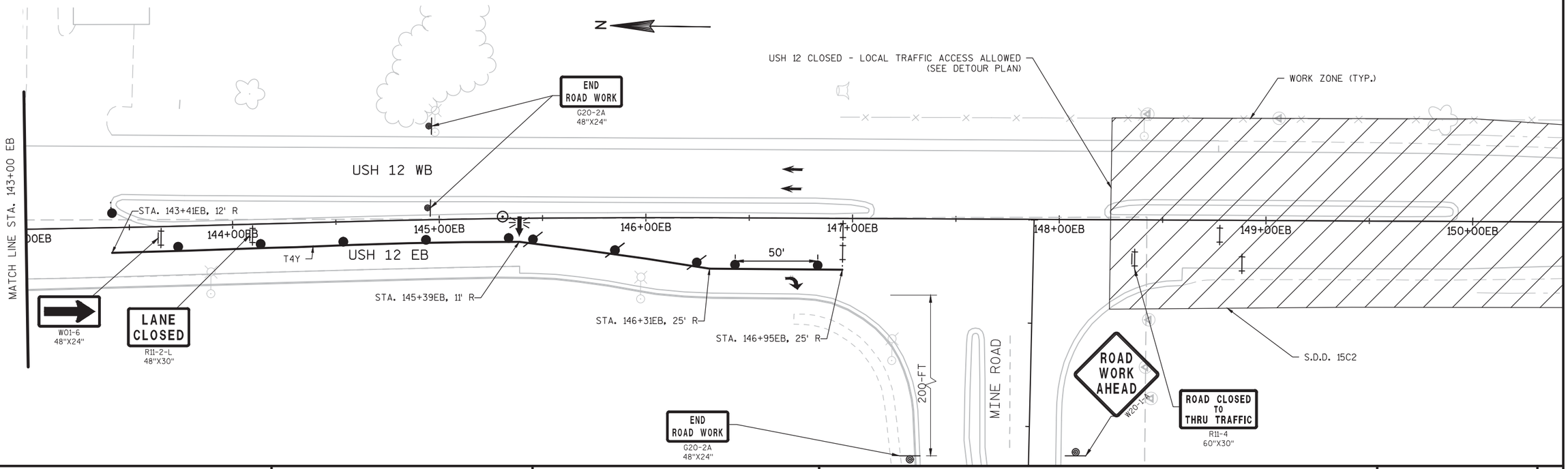




PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-10)	SHEET 179	E

2





PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1 (SHEET 1-11)	SHEET 180	E

CTH BD/USH 12 - STAGE 2

CONSTRUCTION OPERATIONS:

- PERFORM CONCRETE PAVEMENT REPAIR ALONG CTH BD/USH 12 OUTSIDE LANES FROM CTH BD CONSTRUCTION LIMITS TO BERKLEY BLVD AND CHESTNUT ST TO USH 12 STATION 131+00EB
- RECONSTRUCT PAVEMENT ALONG CTH BD WB FROM BERKLEY BLVD TO STH 136/33 INTERSECTION
- PERFORM JOINT REPAIR AND OVERLAY USH 12 WB FROM STH 136/33 TO CHESTNUT ST. AND STH 136/33 WB
- PEFORM REPAIRS AND EPOXY OVERLAY ON BRIDGE B-56-153
- MILL AND OVERLAY USH 12 FROM STATION 131+00EB TO RECONSTRUCTION LIMITS OF STH 159/USH 12 INTERSECTION AND ALONG POINT OF ROCKS ROAD FROM STH 159/USH 12 RECONSTRUCTION LIMITS TO END OF CONSTRUCTION ON POINT OF ROCKS ROAD
- RECONSTRUCT STH 159/USH 12 INTERSECTION

CTH BD/USH 12 - STAGE 2

TRAFFIC OPERATIONS:

- CTH BD/USH 12 (EB AND WB): MAINTAIN ONE THROUGH LANE IN EACH DIRECTION ON EXISTING INSIDE LANE ALIGNMENT FROM CONSTRUCTION LIMITS ON CTH BD TO LOG LODGE COURT AND HATCHERY ROAD TO MINE ROAD
- CTH BD/USH 12 (WB): MAINTAIN ONE THROUGH LANE, SHIFT, AND CROSSOVER TO CTH BD/USH 12 EB ROADWAY FROM LOG LODGE COURT TO HATCHERY ROAD
- CTH BD/USH 12 (EB): MAINTAIN ONE THROUGH LANE AND SHIFT TO THE OUTSIDE LANE FROM LOG LODGE COURT TO HATCHERY ROAD
- STH 136/33 (WB): MAINTAIN ONE THROUGH LANE AND SHIFT TO THE OUTSIDE LANE
- STH 136/33 (EB): MAINTAIN ONE THROUGH LANE, SHIFT AND CROSSOVER TO THE STH 136/33 EB ROADWAY
- LOCUST STREET CLOSED
- USH 12 (EB AND WB): CLOSED TO THRU TRAFFIC FROM MINE ROAD TO STH 159 AND DETOURED; OPEN TO LOCAL TRAFFIC
- STH 159: CLOSED TO THRU TRAFFIC AT USH 12 INTERSECTION AND DETOURED; OPEN TO LOCAL TRAFFIC

MAX. 11' WIDTH
W12-52
48"X48"

USH 12 CLOSED SEE DETOUR ROUTE
(LOCAL TRAFFIC ACCESS ALLOWED)

EXISTING B-56-023
EXISTING B-56-065
EXISTING B-56-158
B-56-154 WB USH 12
B-56-153 EB USH 12

LEGEND

(A) SEE S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURE TYPE 4.

PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 181 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 2 OVERVIEW.DWG PLOT DATE : 4/19/2017 4:35 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

2

CTH BD/USH 12 - STAGE 2

*NOTE: SEE "TRAFFIC CONTROL - STAGE 2" FOR A COMPLETE TRAFFIC CONTROL LAYOUT ALONG THE CORRIDOR

TRAFFIC OPERATIONS:

- SIDEWALK OPEN TO PEDESTRIANS ALONG WEST SIDE OF USH 12 FROM STH 136/STH 33 TO MENDARDS DRIVEWAY
- SIDEWALK OPEN TO PEDESTRIANS ALONG EAST SIDE OF USH 12 FROM SOUTH OF CHESTNUT STREET TO LOCUST STREET AND NORTH OF CARPENTER STREET TO SOUTH OF CARPENTER STREET
- SIDEWALK OPEN TO PEDESTRIANS AT TERRYTOWN ROAD
- SIDEWALK OPEN TO PEDESTRIANS ALONG SOUTH SIDE OF USH 33/LINN ST

N

USH 12

30EB

TEMPORARY CURB RAMP

TERRYTOWN ROAD

N

STH 33/LINN ST

TEMPORARY CURB RAMP

MAPLE ST

CHESTNUT ST

LOCUST ST

B-56-154 WB USH 12

TEMPORARY CURB RAMP

CARPENTER ST

70EB

USH 12

80EB

90EB

USH 12

MATCH LINE STA. 90+50EB

STH 136/LINN ST.

TEMPORARY CURB RAMP

W. CHESTNUT ST

B-56-153 EB USH 12

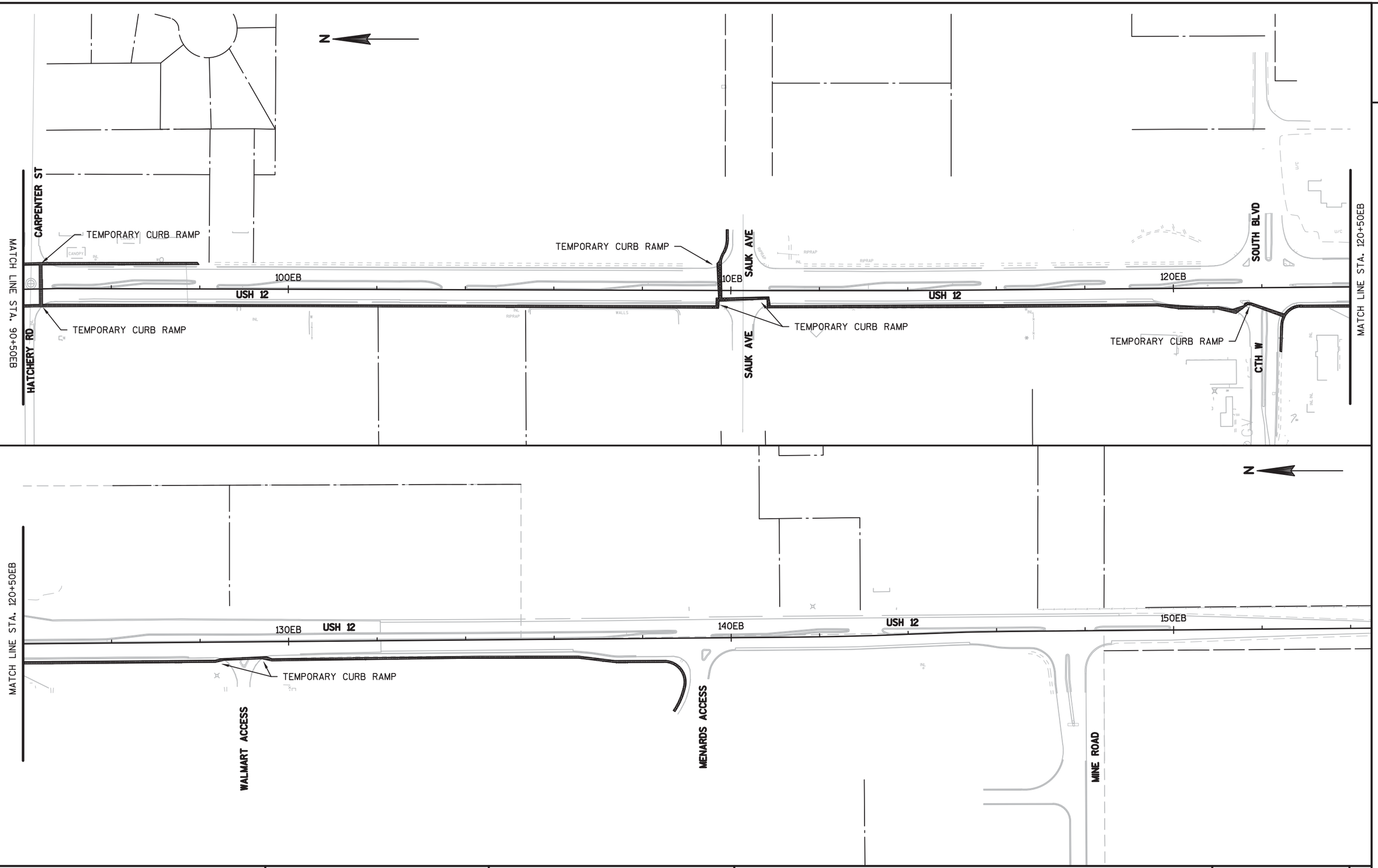
TEMPORARY CURB RAMP

HATCHERY RD

BARABOO RIVER

PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 PEDESTRIAN OVERVIEW	SHEET 182	E

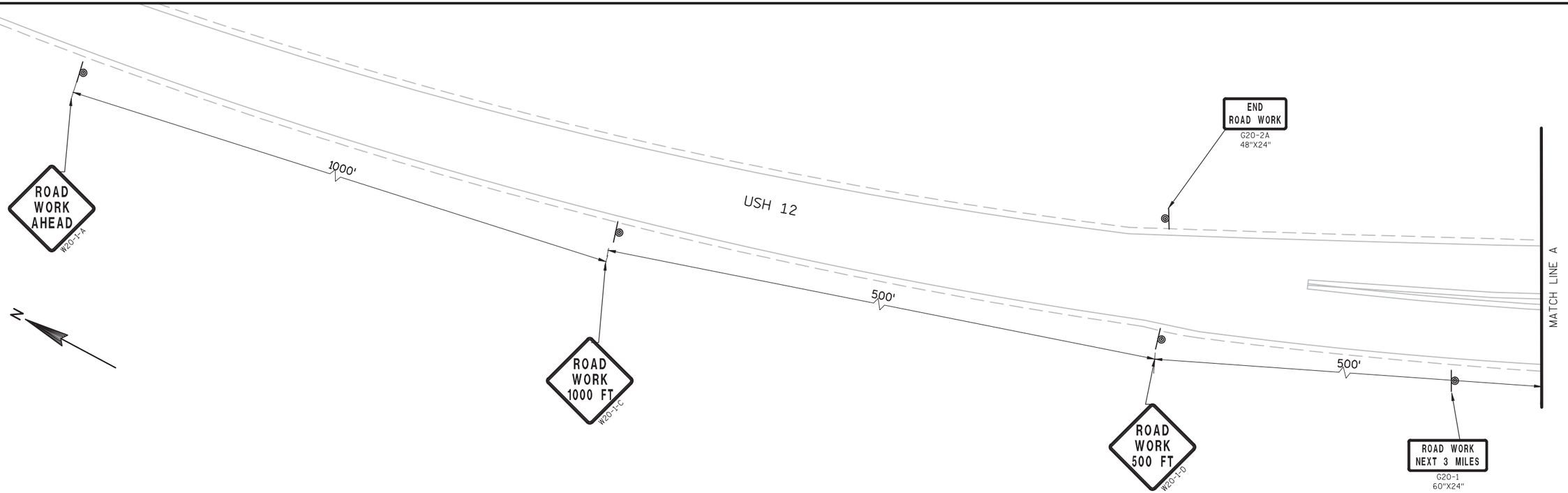
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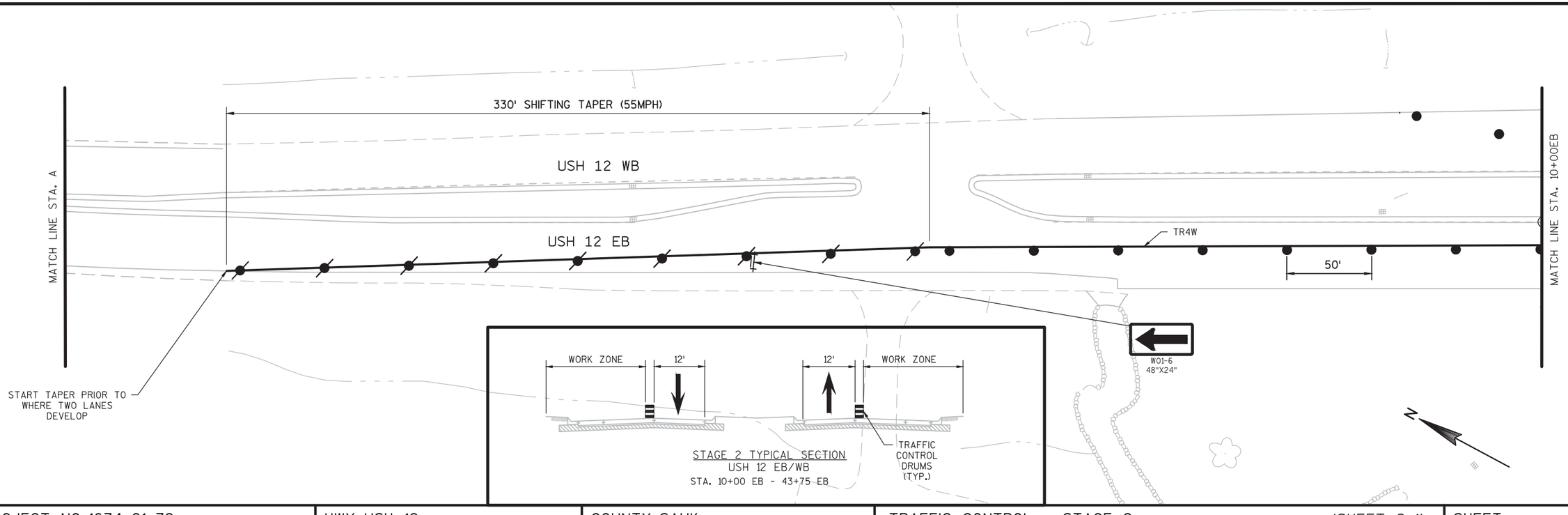


PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 PEDESTRIAN OVERVIEW	SHEET 183	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 2 PED OVERVIEW.DWG PLOT DATE : 4/19/2017 4:38 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

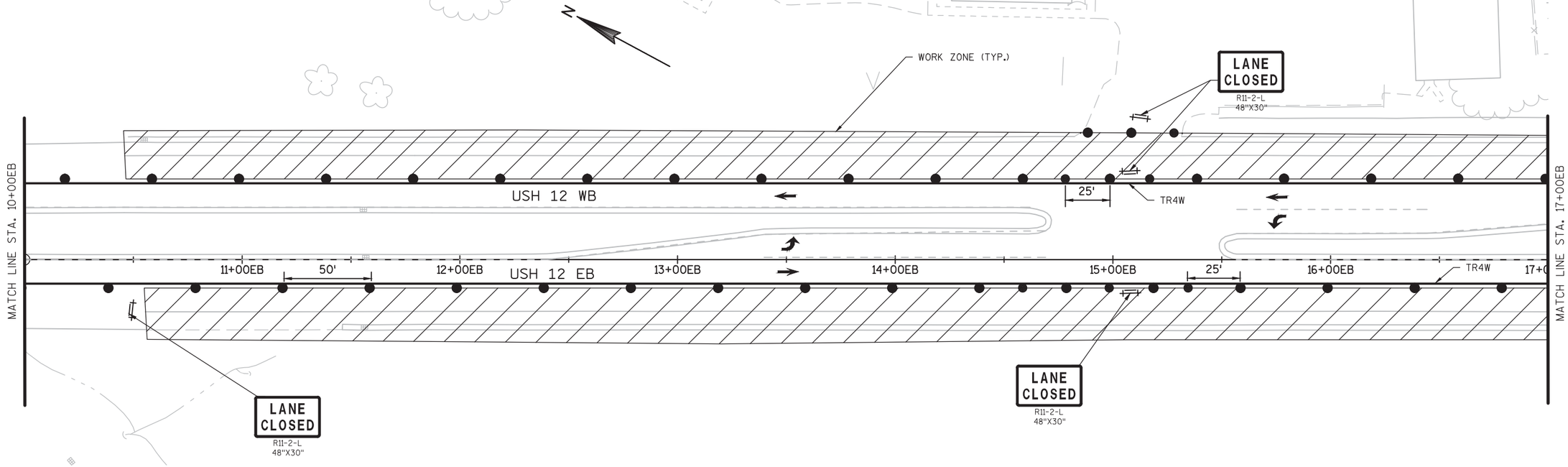
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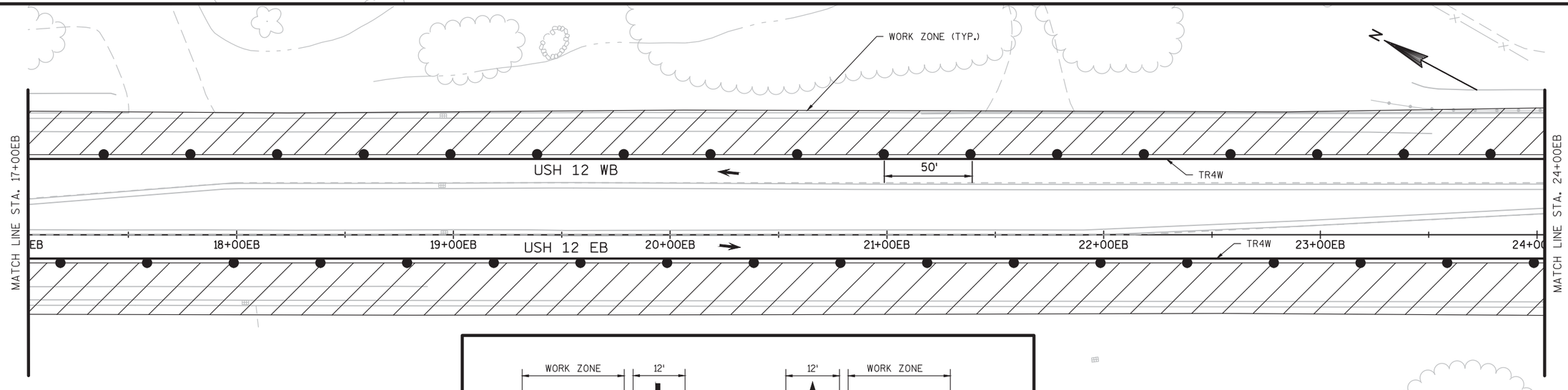


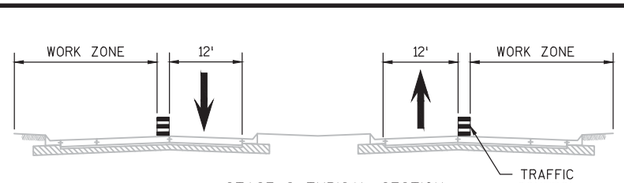


PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-1)	SHEET 184	E

2



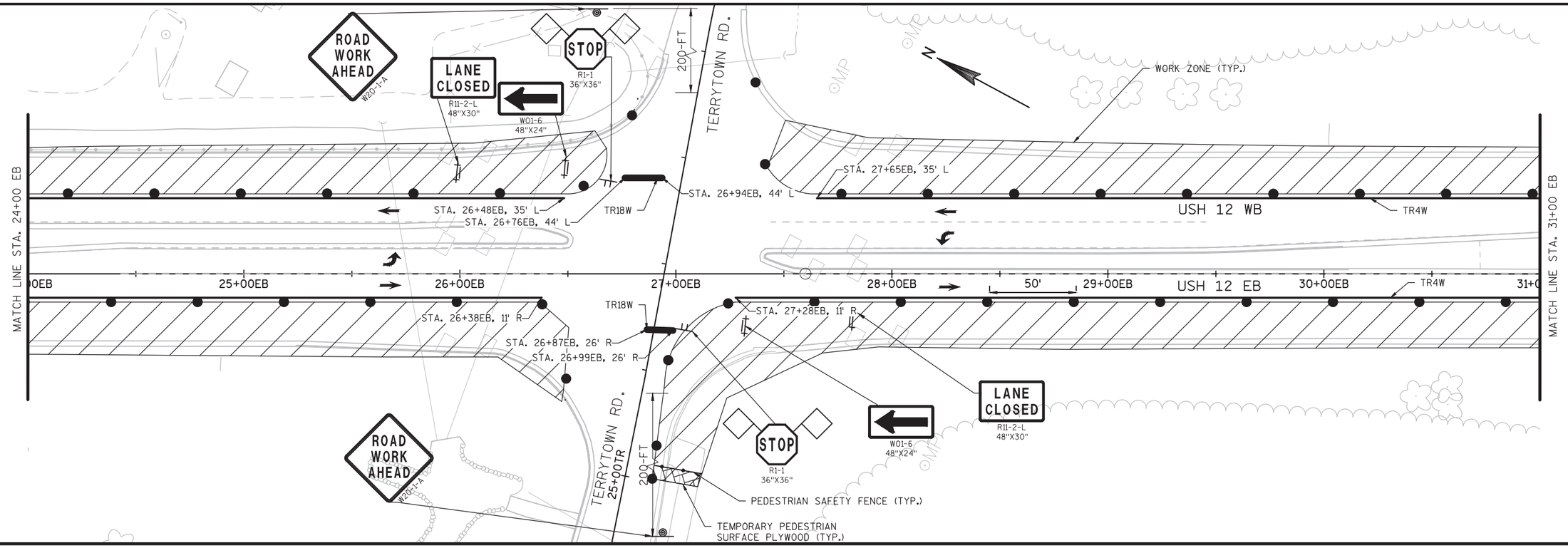


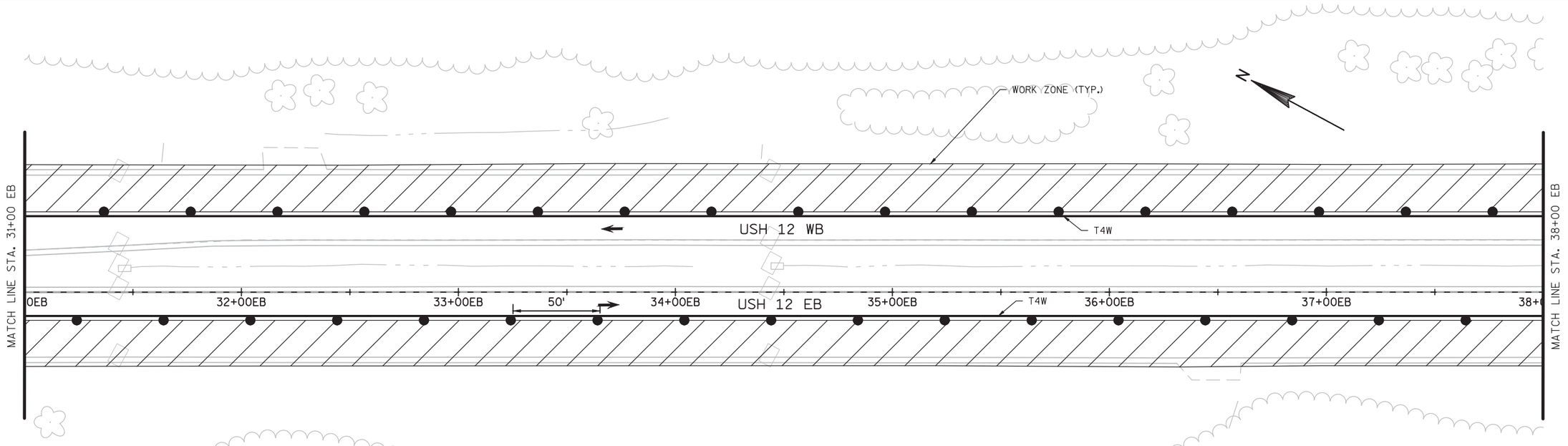


STAGE 2 TYPICAL SECTION
USH 12 EB/WB
STA. 10+00 EB - 43+75 EB

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-2)	SHEET 185	E

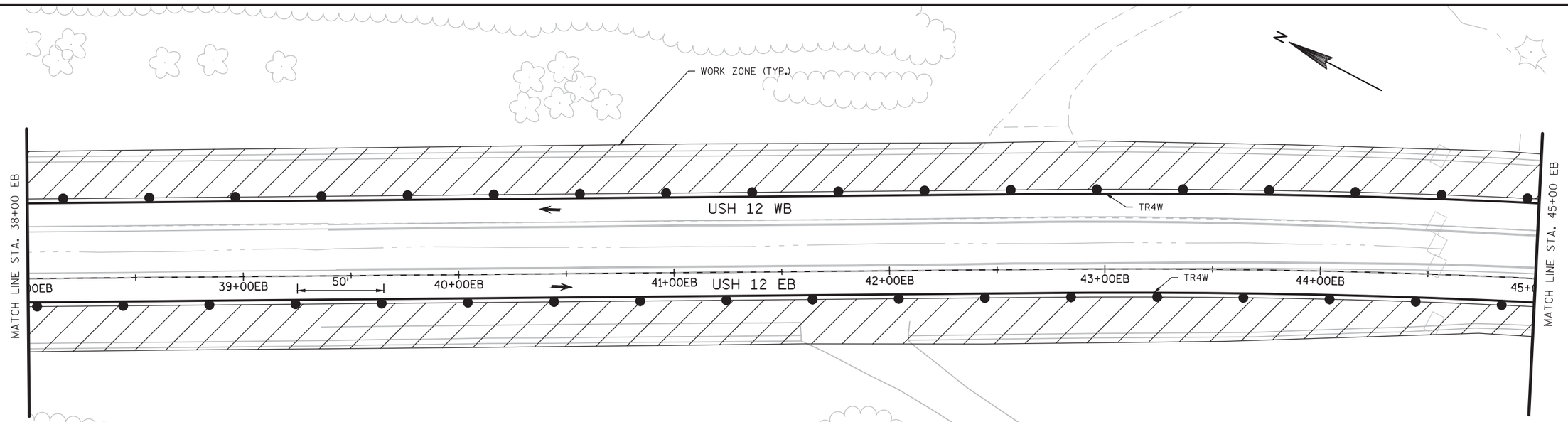
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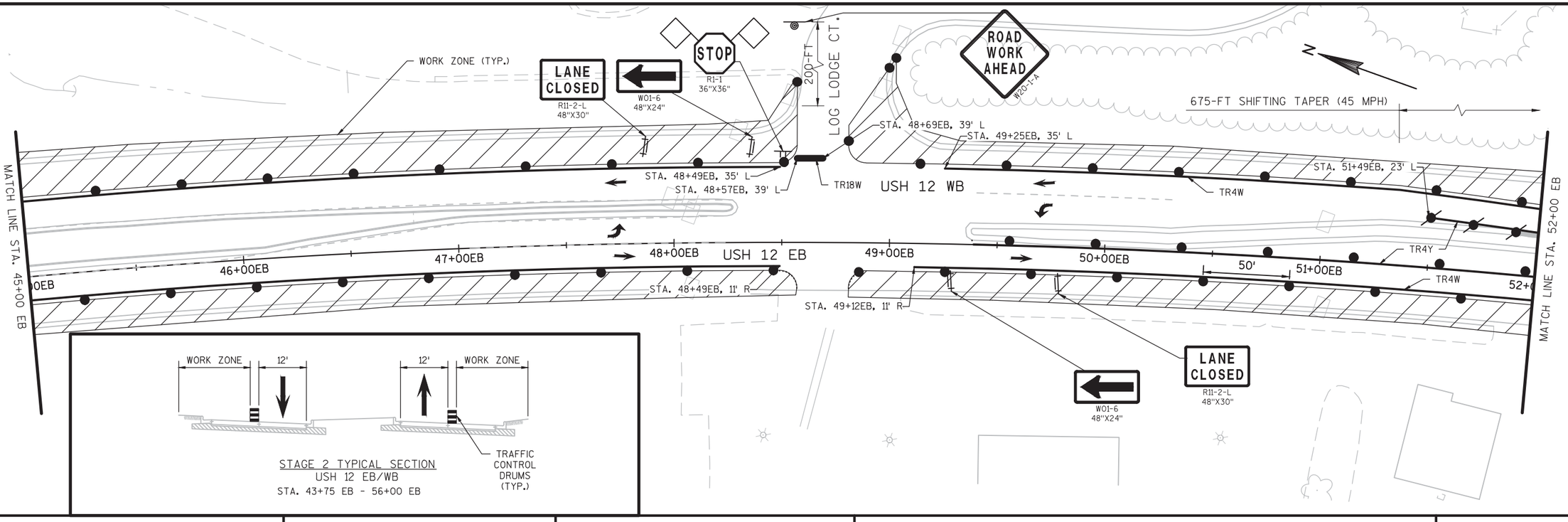




PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-3)	SHEET 186	E

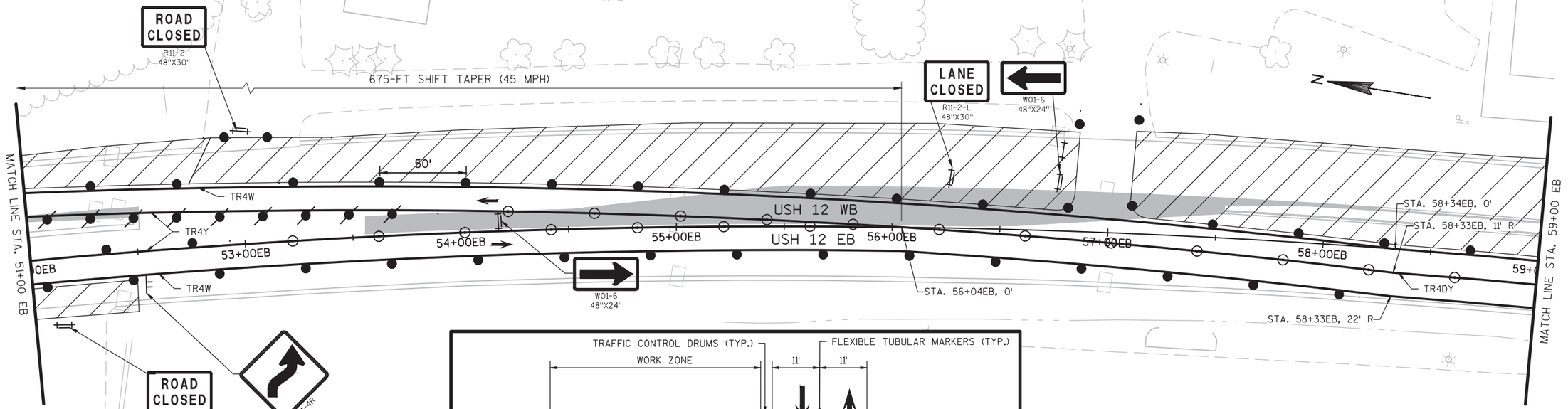
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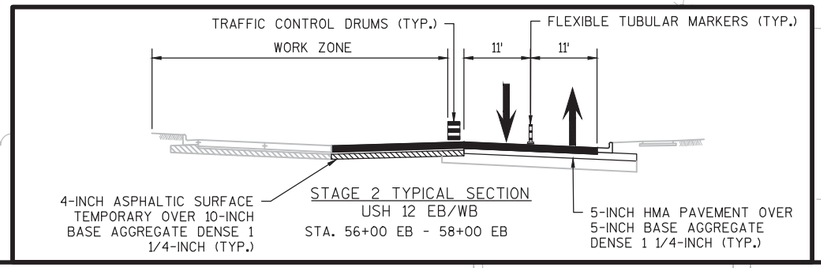


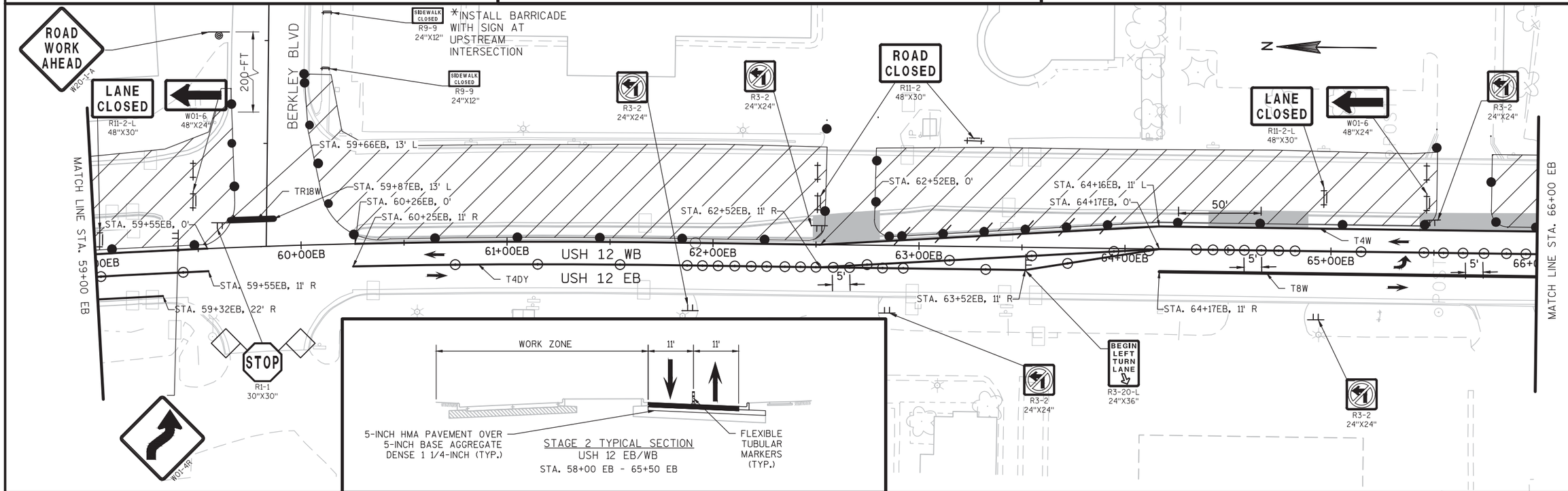


PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-4)	SHEET 187	E

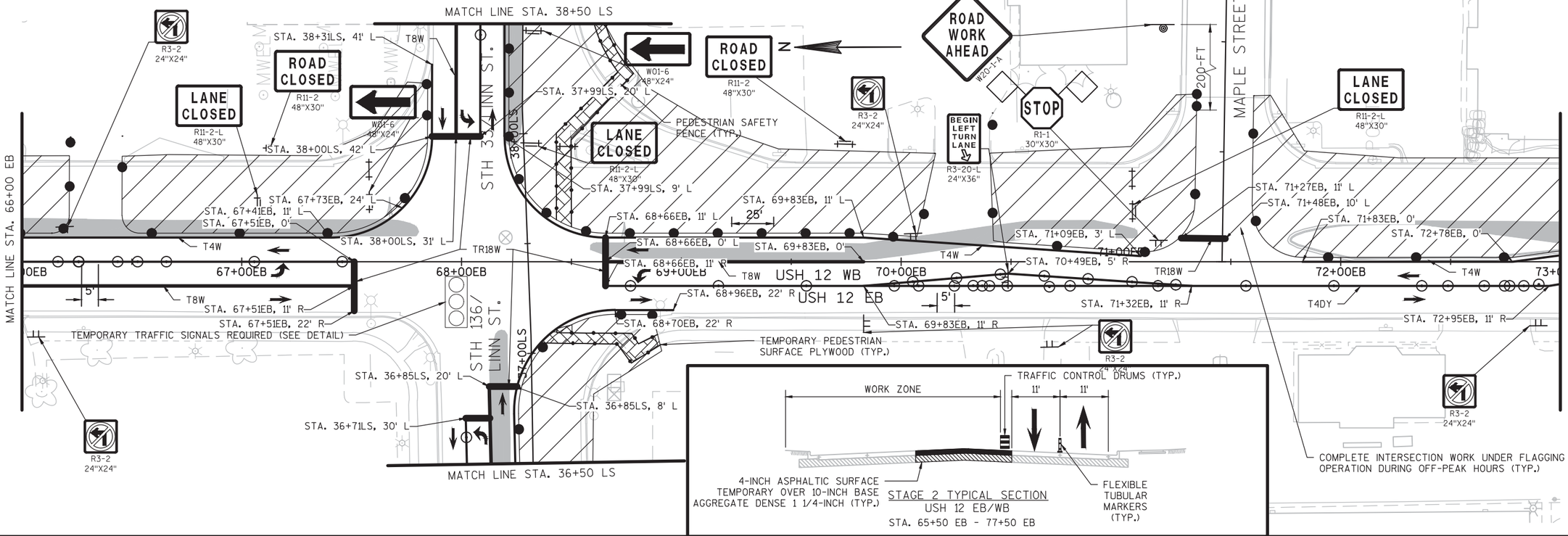
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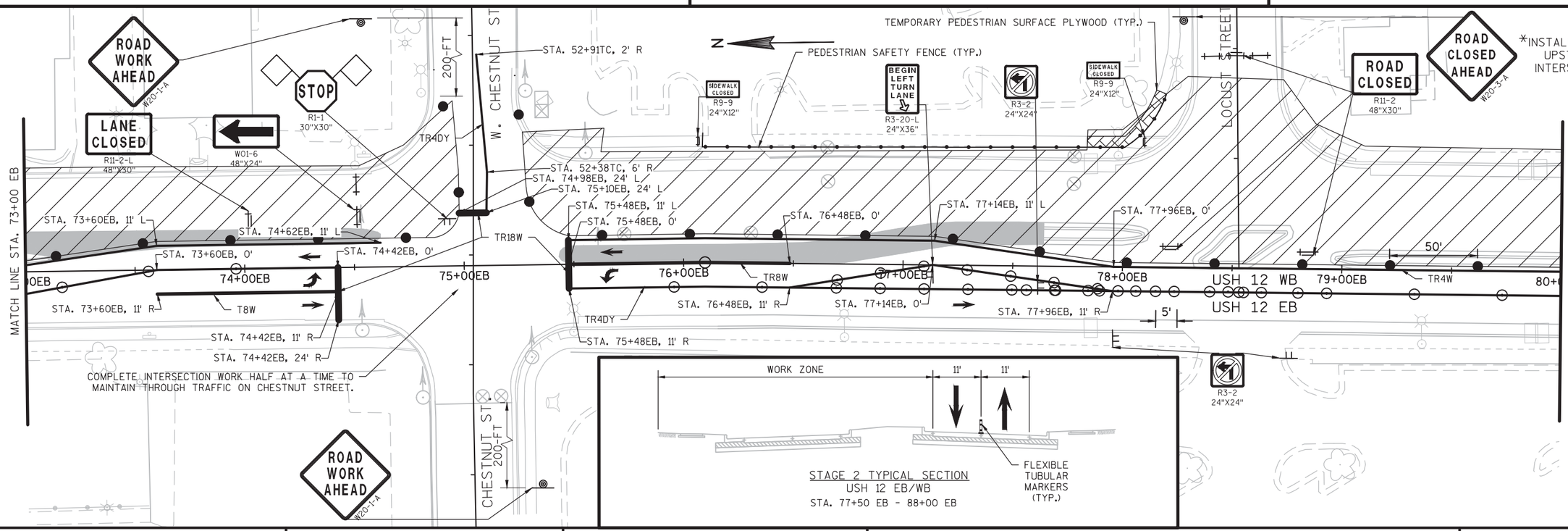






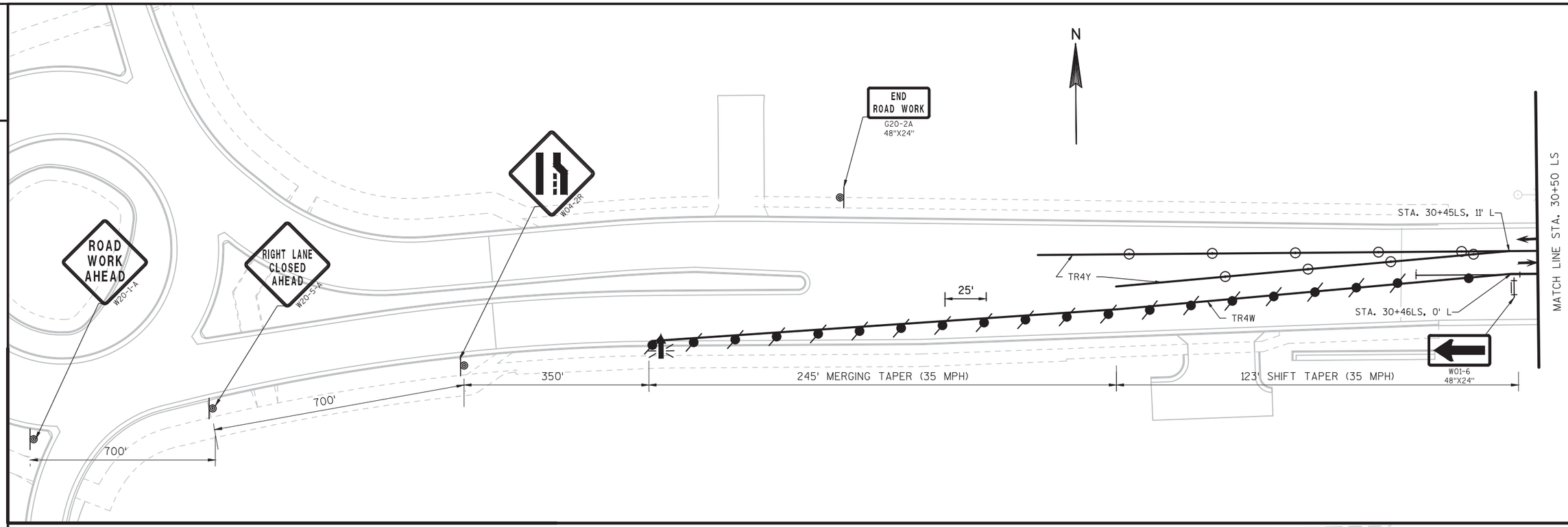
PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-5)	SHEET 188	E

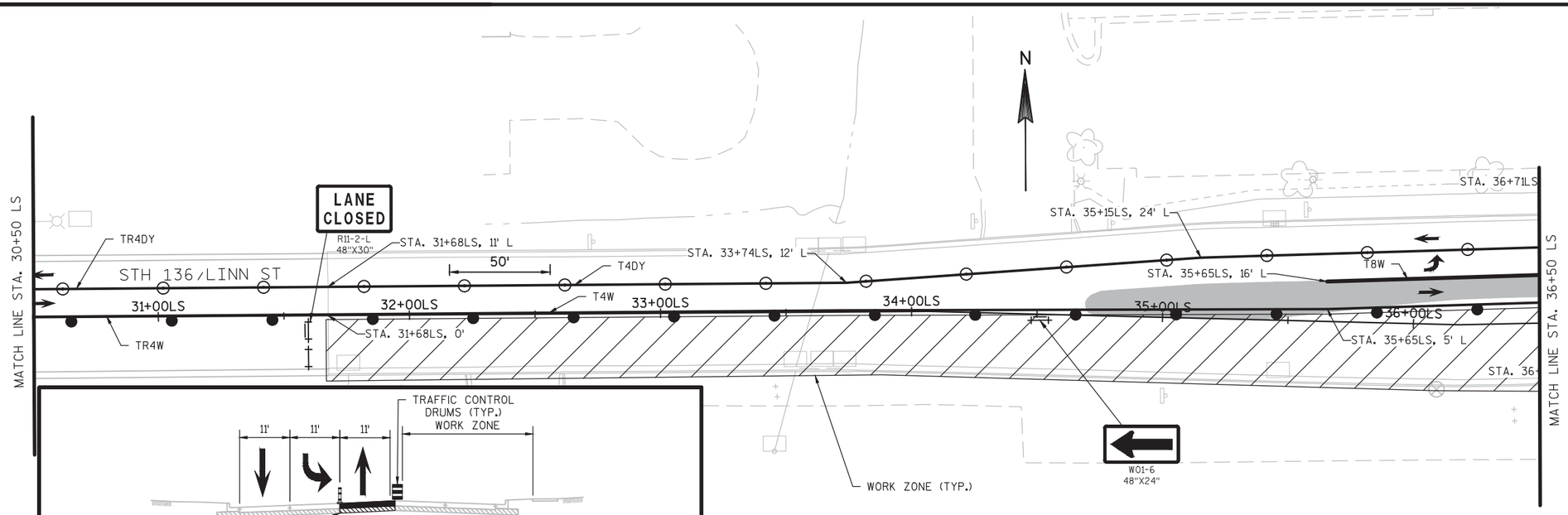




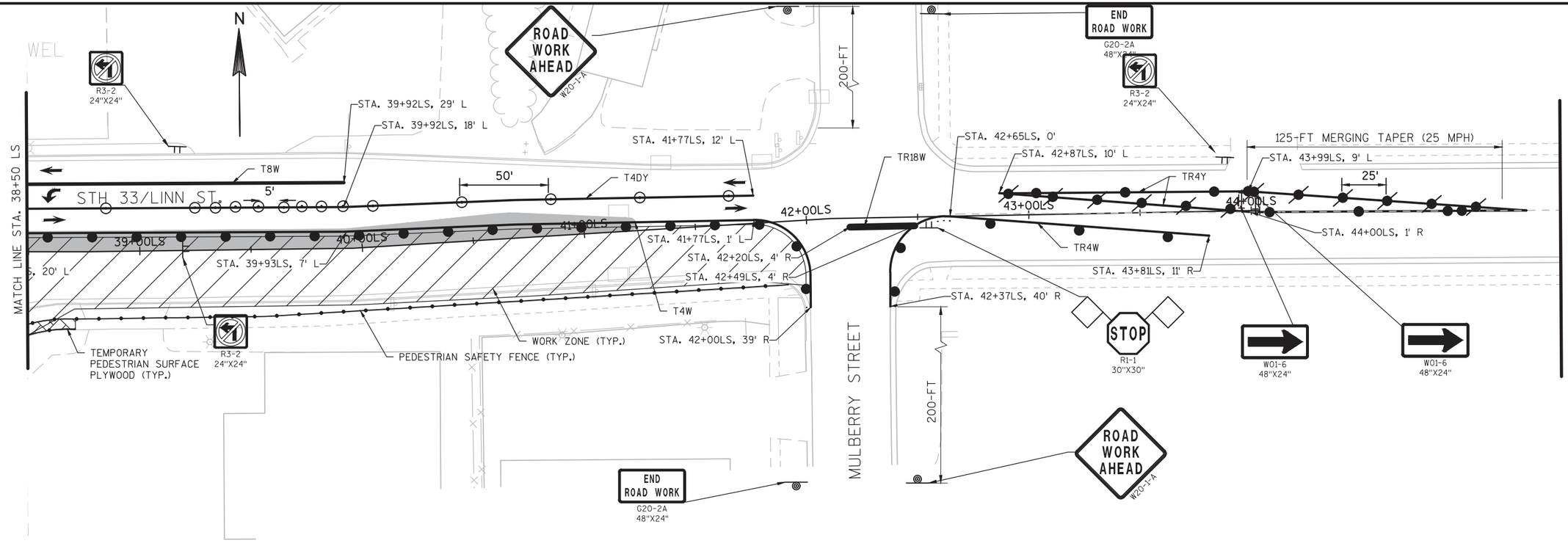
PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-6)	SHEET 189	E

2



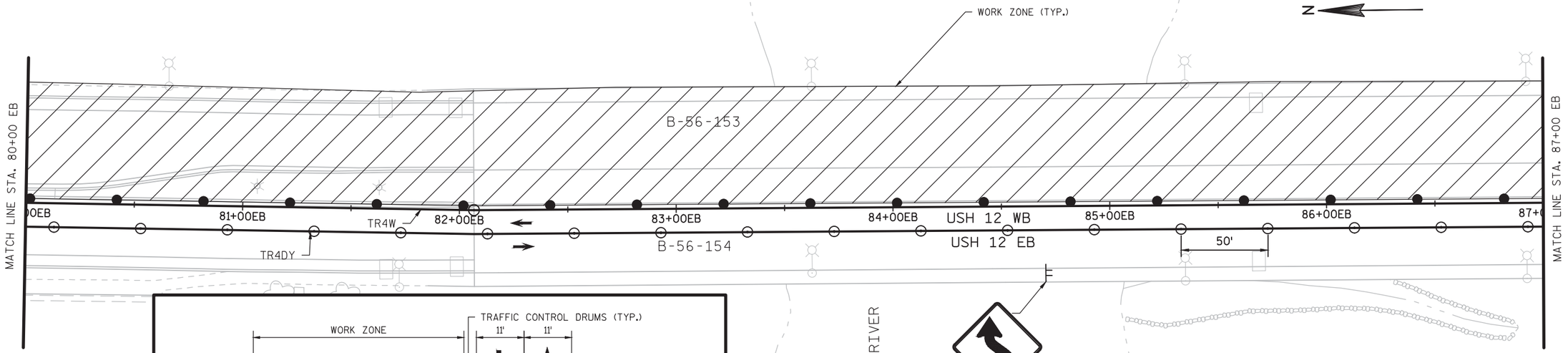


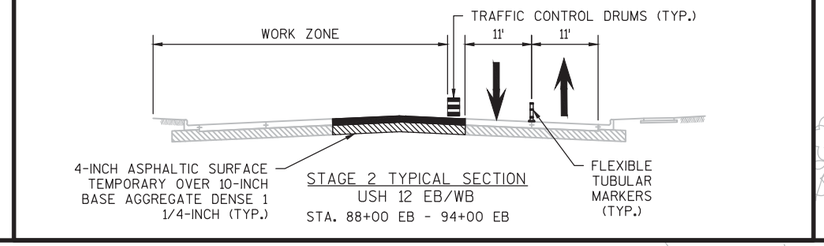
PROJECT NO:1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-7)	SHEET 190	E



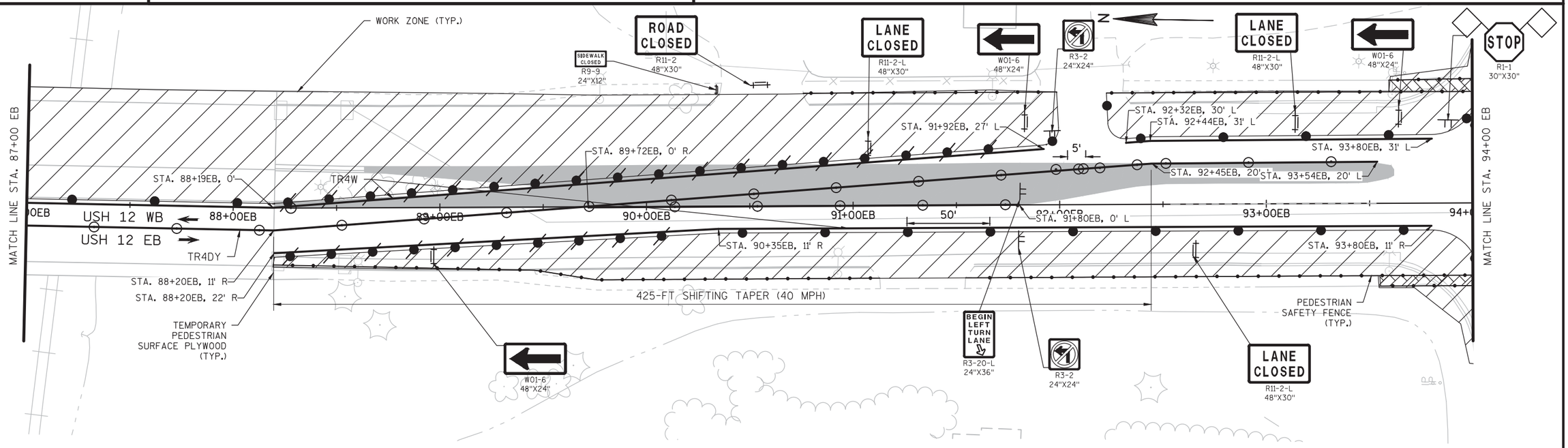
PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-8)	SHEET 191	E

2



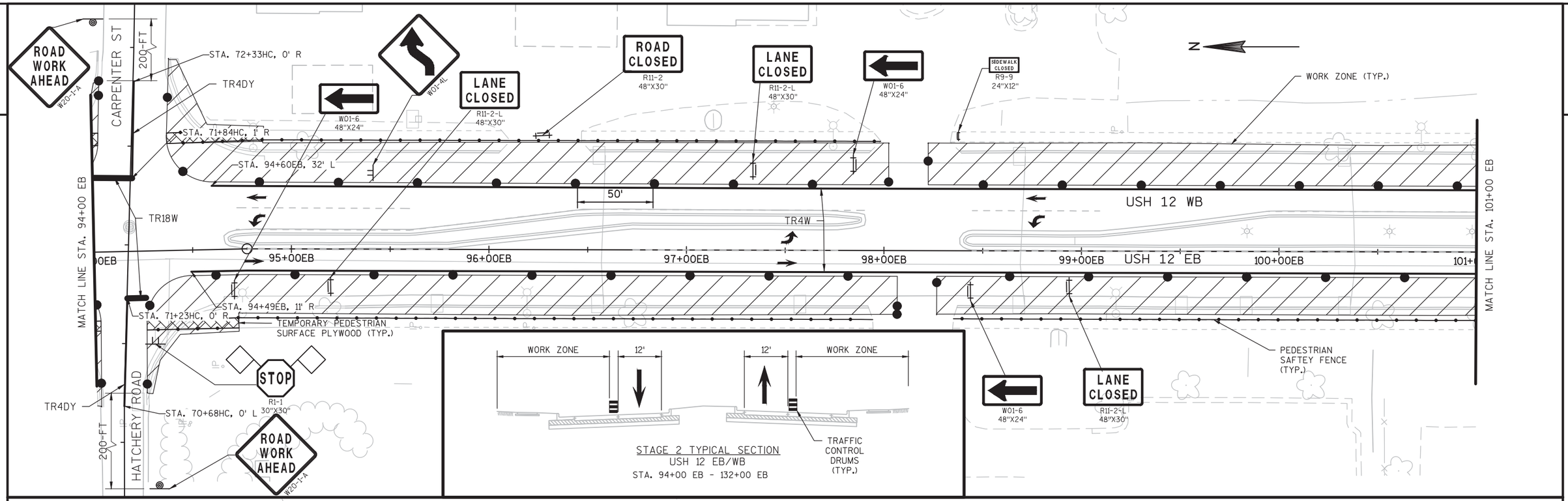


STAGE 2 TYPICAL SECTION
USH 12 EB/WB
STA. 88+00 EB - 94+00 EB



PROJECT NO:1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-9)	SHEET	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE2.DWG PLOT DATE : 4/19/2017 4:43 PM PLOT BY : KL ENGINEERING PLOT NAME : 88000000 PLOT SCALE : 1 IN:50 FT



PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-10)	SHEET 193	E

2

ROAD WORK AHEAD
W20-1-A

LANE CLOSED
R11-2-L
48"X30"

W01-6
48"X24"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

SIDEWALK CLOSED
CROSS HERE
R9-11-A
48"X24"

200-FT

SAUK AVE.

STOP
R1-1
30"X30"

SIDEWALK CLOSED
R9-9
24"X12"

N

WORK ZONE (TYP.)

MATCH LINE STA. 108+00 EB

STA. 110+28EB, 46' L

T18W

TR4W

STA. 109+83EB, 31' L

USH 12 WB

STA. 110+76EB, 31' L

STA. 110+74EB, 11' R

109+00EB

110+00EB

111+00EB

112+00EB

USH 12 EB

113+00EB

50'

114+00EB

MATCH LINE STA. 115+00 EB

STA. 109+81EB, 11' R

STA. 110+28EB, 26' R

T18W

TEMPORARY PEDESTRIAN SURFACE PLYWOOD (TYP.)

PEDESTRIAN SAFETY FENCE (TYP.)

STOP
R1-1
30"X30"

SIDEWALK CLOSED
CROSS HERE
R9-11-A
48"X24"

SIDEWALK CLOSED
CROSS HERE
R9-11-A
48"X24"

W01-6
48"X24"

LANE CLOSED
R11-2-L
48"X30"

ROAD WORK AHEAD
W20-1-A

200-FT

SAUK AVE.

INSTALL BARRICADE WITH SIGN AT UPSTREAM INTERSECTION

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

N

WORK ZONE (TYP.)

LANE CLOSED
R11-2-L
48"X30"

W01-6
48"X24"

ROAD WORK AHEAD
W20-1-A

200-FT

MATCH LINE STA. 115+00 EB

LANE CLOSED
R11-2-L
48"X30"

W01-6
48"X24"

LANE CLOSED
R11-2-L
48"X30"

STA. 121+63EB, 31' L

USH 12 WB

TR4W

STA. 121+66EB, 11' R

STA. 119+53EB, 11' R

STA. 120+24EB, 11' R

116+00EB

50'

117+00EB

USH 12 EB

118+00EB

119+00EB

120+00EB

121+00EB

MATCH LINE STA. 122+00 EB

PEDESTRIAN SAFETY FENCE (TYP.)

W01-6
48"X24"

LANE CLOSED
R11-2-L
48"X30"

LANE CLOSED
R11-2-L
48"X30"

W12-1D
24"X24"

USE CROSSWALK
R9-3-BR
18"X12"

18'

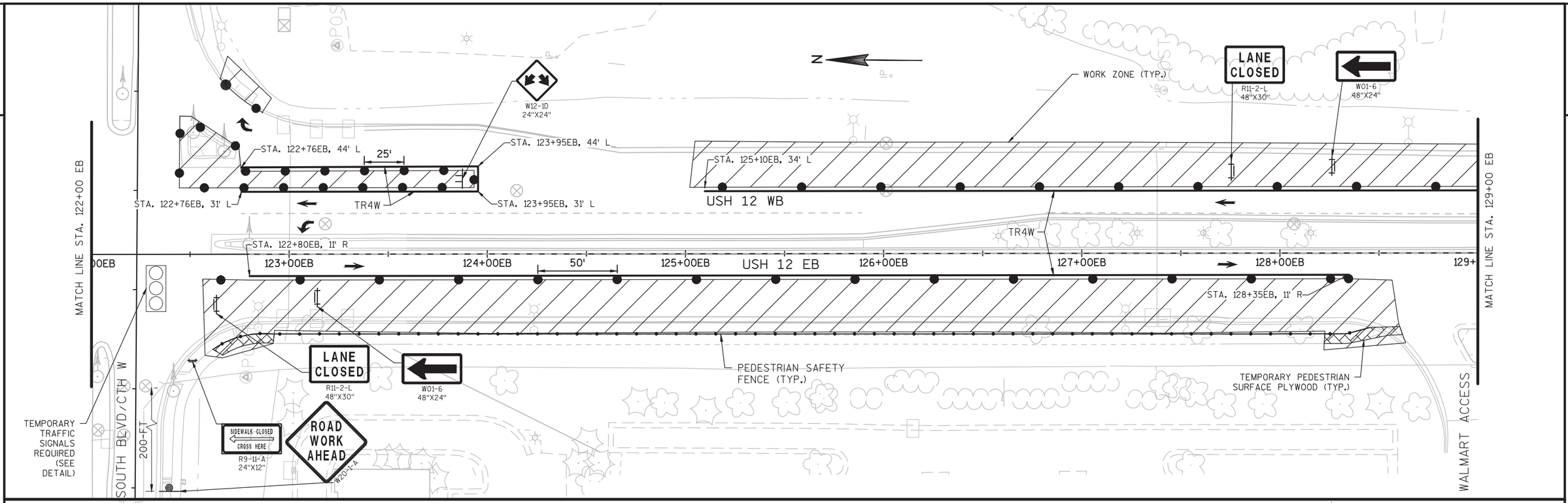
TEMPORARY PEDESTRIAN SURFACE PLYWOOD (TYP.)

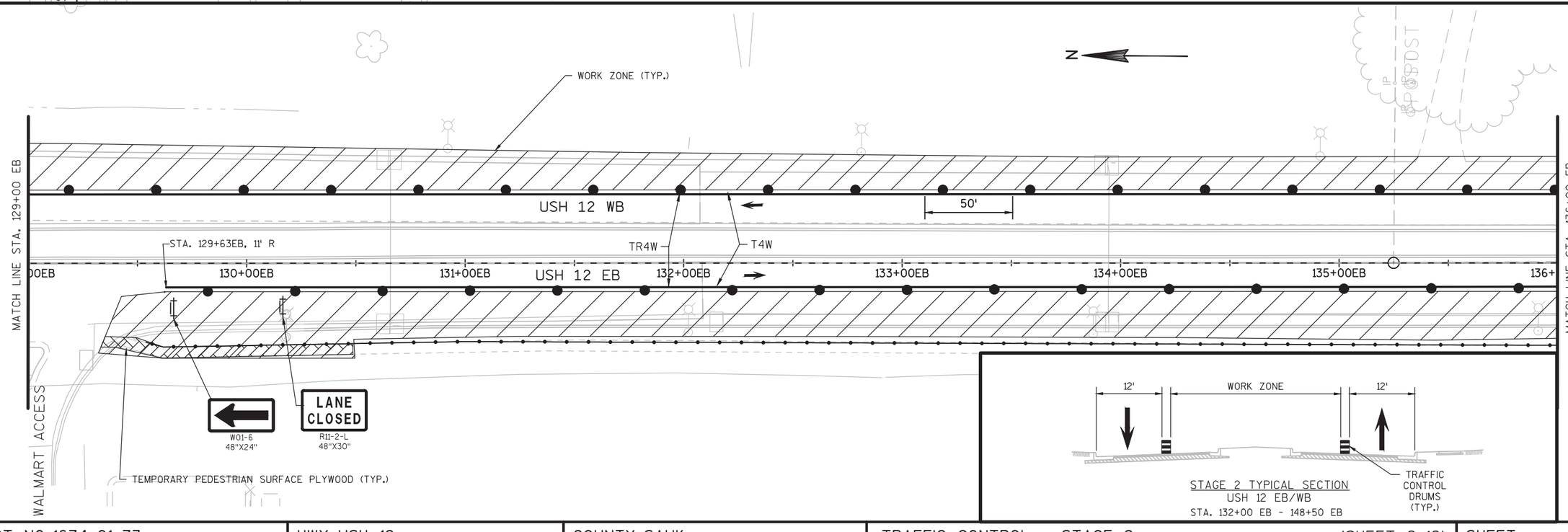
SOUTH BLVD./CTH W

MATCH LINE STA. 122+00 EB

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-11)	SHEET 194	E

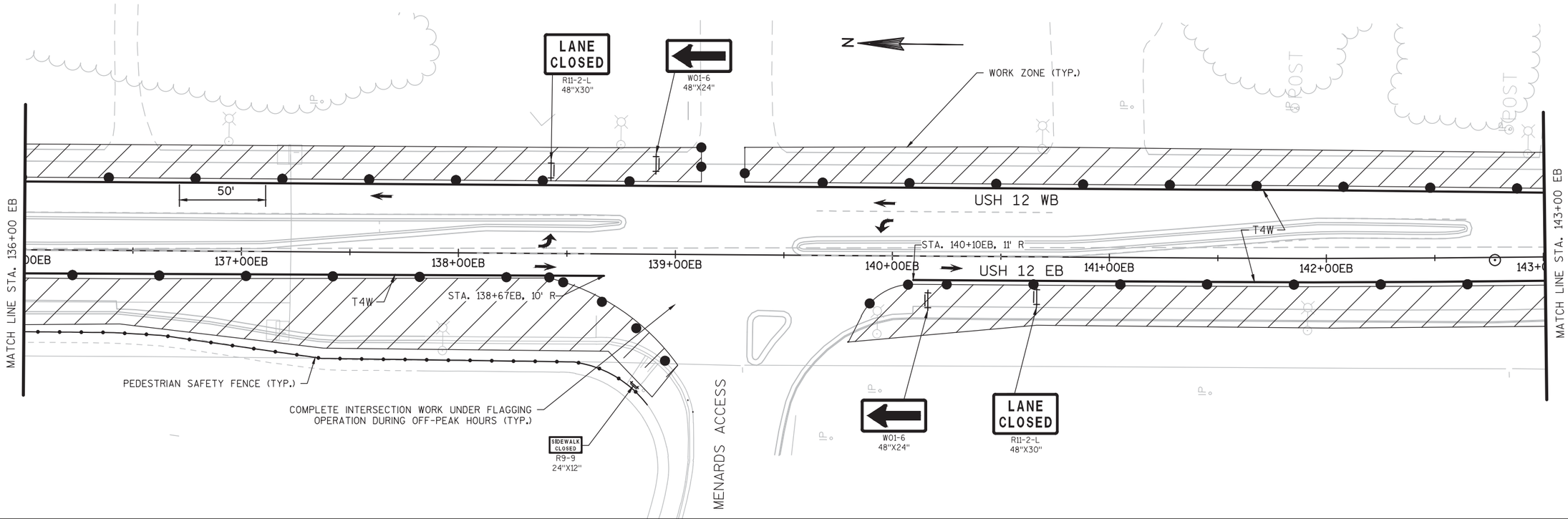
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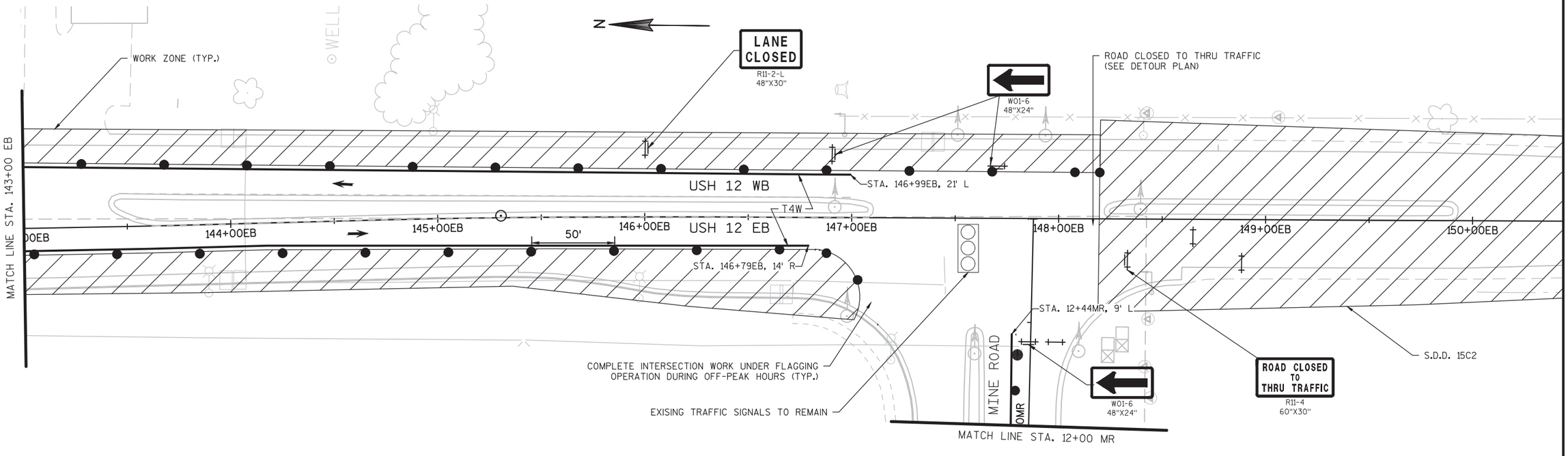




PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-12)	SHEET 195	E

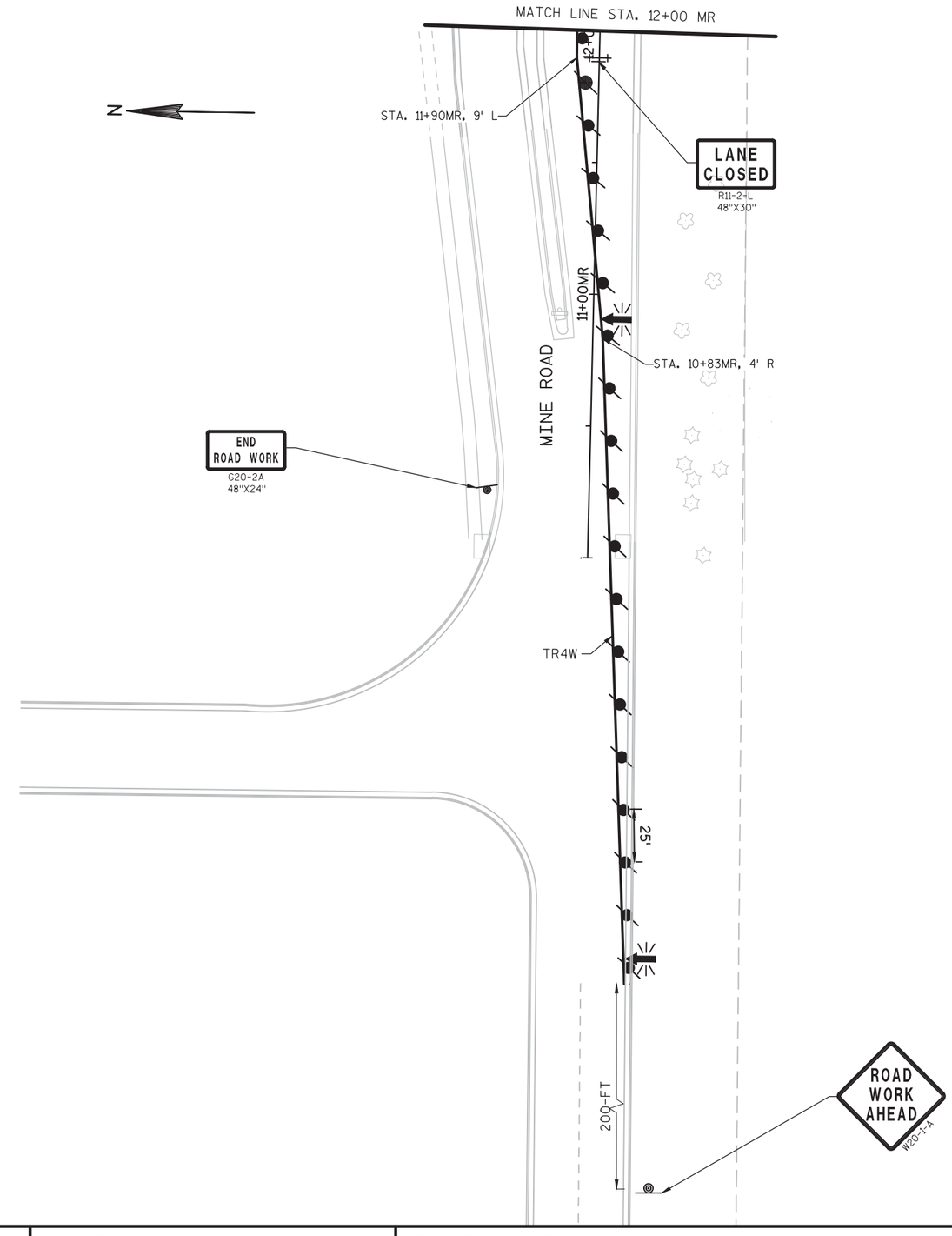
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PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-13)	SHEET 196	E

2

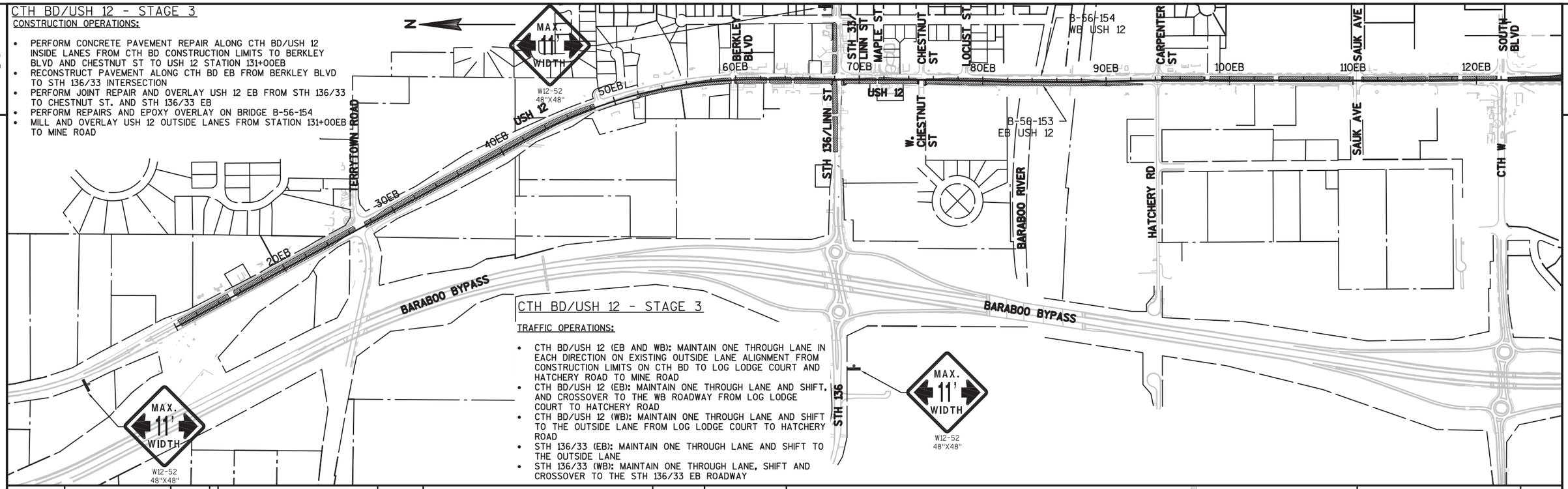


PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2 (SHEET 2-14)	SHEET 197	E

CTH BD/USH 12 - STAGE 3

CONSTRUCTION OPERATIONS:

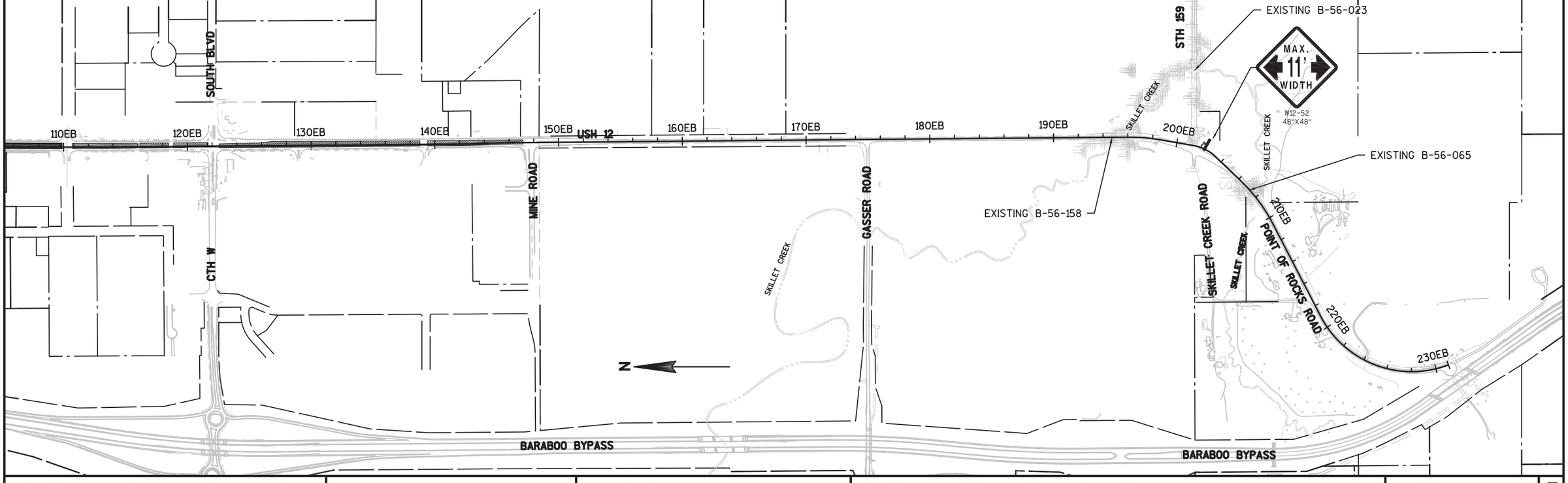
- PERFORM CONCRETE PAVEMENT REPAIR ALONG CTH BD/USH 12 INSIDE LANES FROM CTH BD CONSTRUCTION LIMITS TO BERKLEY BLVD AND CHESTNUT ST TO USH 12 STATION 131+00EB
- RECONSTRUCT PAVEMENT ALONG CTH BD EB FROM BERKLEY BLVD TO STH 136/33 INTERSECTION
- PERFORM JOINT REPAIR AND OVERLAY USH 12 EB FROM STH 136/33 TO CHESTNUT ST. AND STH 136/33 EB
- PERFORM REPAIRS AND EPOXY OVERLAY ON BRIDGE B-56-154
- MILL AND OVERLAY USH 12 OUTSIDE LANES FROM STATION 131+00EB TO MINE ROAD



CTH BD/USH 12 - STAGE 3

TRAFFIC OPERATIONS:

- CTH BD/USH 12 (EB AND WB): MAINTAIN ONE THROUGH LANE IN EACH DIRECTION ON EXISTING OUTSIDE LANE ALIGNMENT FROM CONSTRUCTION LIMITS ON CTH BD TO LOG LODGE COURT AND HATCHERY ROAD TO MINE ROAD
- CTH BD/USH 12 (EB): MAINTAIN ONE THROUGH LANE AND SHIFT, AND CROSSOVER TO THE WB ROADWAY FROM LOG LODGE COURT TO HATCHERY ROAD
- CTH BD/USH 12 (WB): MAINTAIN ONE THROUGH LANE AND SHIFT TO THE OUTSIDE LANE FROM LOG LODGE COURT TO HATCHERY ROAD
- STH 136/33 (EB): MAINTAIN ONE THROUGH LANE AND SHIFT TO THE OUTSIDE LANE
- STH 136/33 (WB): MAINTAIN ONE THROUGH LANE, SHIFT AND CROSSOVER TO THE STH 136/33 EB ROADWAY



PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 OVERVIEW	SHEET 198 E

2

N

USH 12

30EB

TERRYTOWN ROAD

CTH BD/USH 12 - STAGE 3

*NOTE: SEE "TRAFFIC CONTROL - STAGE 3" FOR A COMPLETE TRAFFIC CONTROL LAYOUT ALONG CORRIDOR

TRAFFIC OPERATIONS:

- SIDEWALK OPEN TO PEDESTRIANS ALONG WEST SIDE OF USH 12 FROM STH 136/STH 33 TO MENARDS DRIVEWAY
- SIDEWALK OPEN TO PEDESTRIANS ALONG EAST SIDE OF USH 12 FROM CHESTNUT STREET TO CTH W
- SIDEWALK OPEN TO PEDESTRIANS AT TERRYTOWN ROAD
- SIDEWALK OPEN TO PEDESTRIANS ALONG SOUTH SIDE OF USH 33/LINN ST
- SIDEWALK CLOSED AT W CHESTNUT STREET INTERSECTION DURING WATERLINE INSTALLATION

2

N

MULBERRY STREET

STH 33/LINN ST

MAPLE STREET

CHESTNUT ST

LOCUST ST

CARPENTER ST

B-56-154
WB USH 12

70EB

80EB

90EB

USH 12

USH 12

MATCH LINE STA. 90+50EB

TEMPORARY CURB RAMP

STH 136/LINN ST.

TEMPORARY CURB RAMP

TEMPORARY CURB RAMP

W. CHESTNUT ST

TEMPORARY CURB RAMP

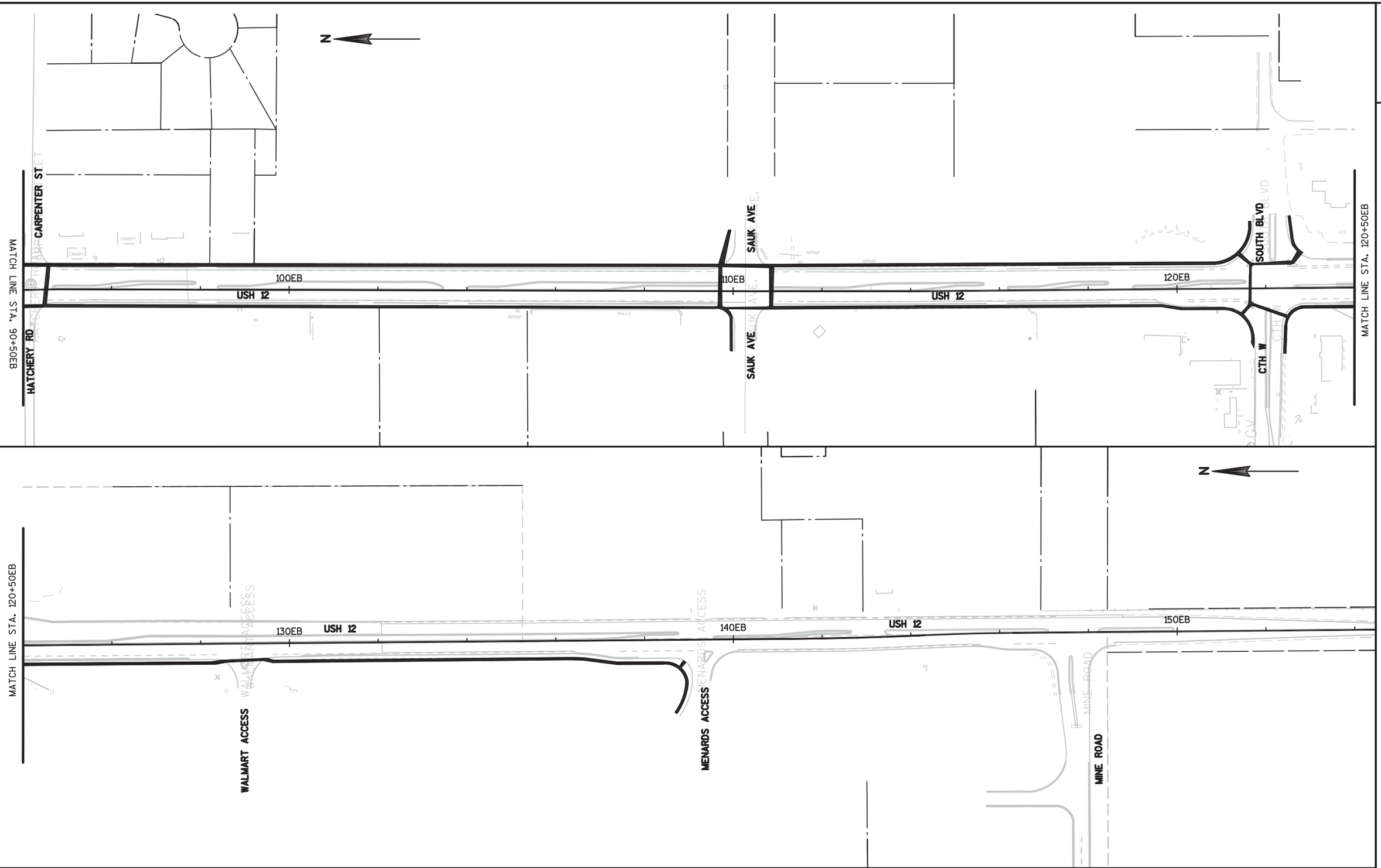
B-56-153
EB USH 12

BARABOO RIVER

HATCHERY RD

PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 PEDESTRIAN OVERVIEW	SHEET 199	E

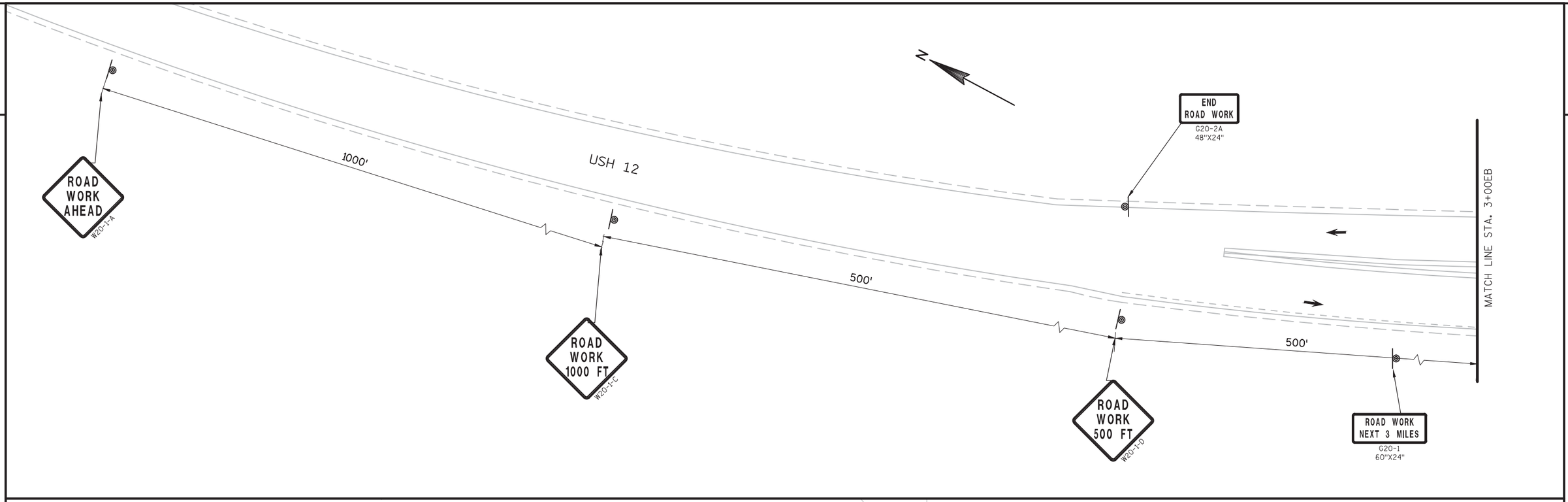
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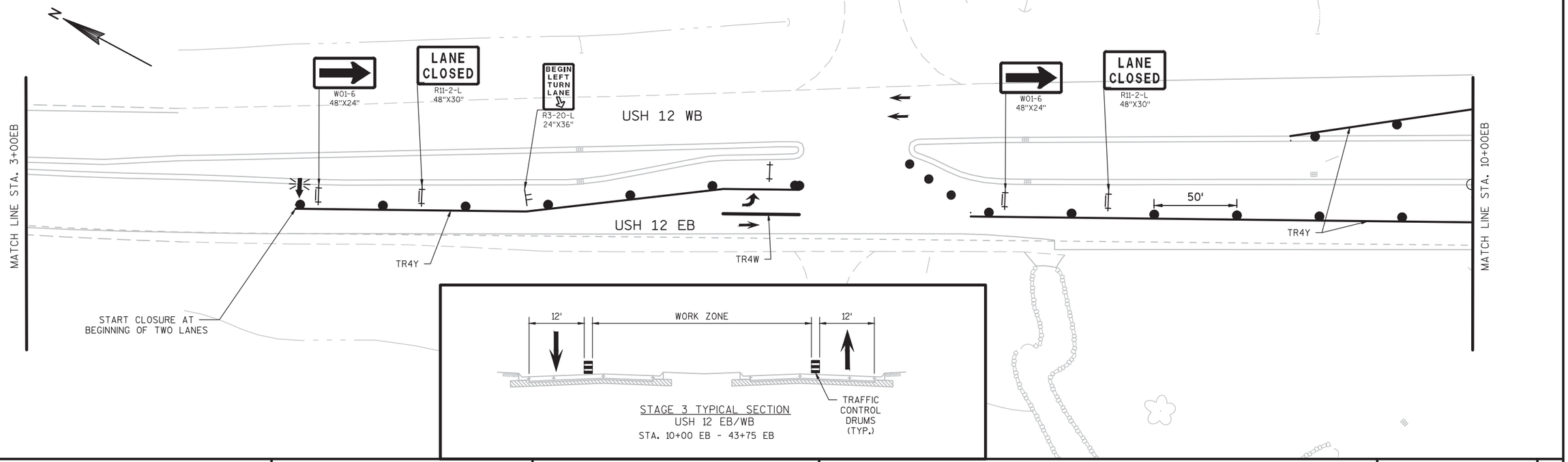


PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 PEDESTRIAN OVERVIEW	SHEET 200	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 3 PED OVERVIEW.DWG PLOT DATE : 4/19/2017 4:47 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

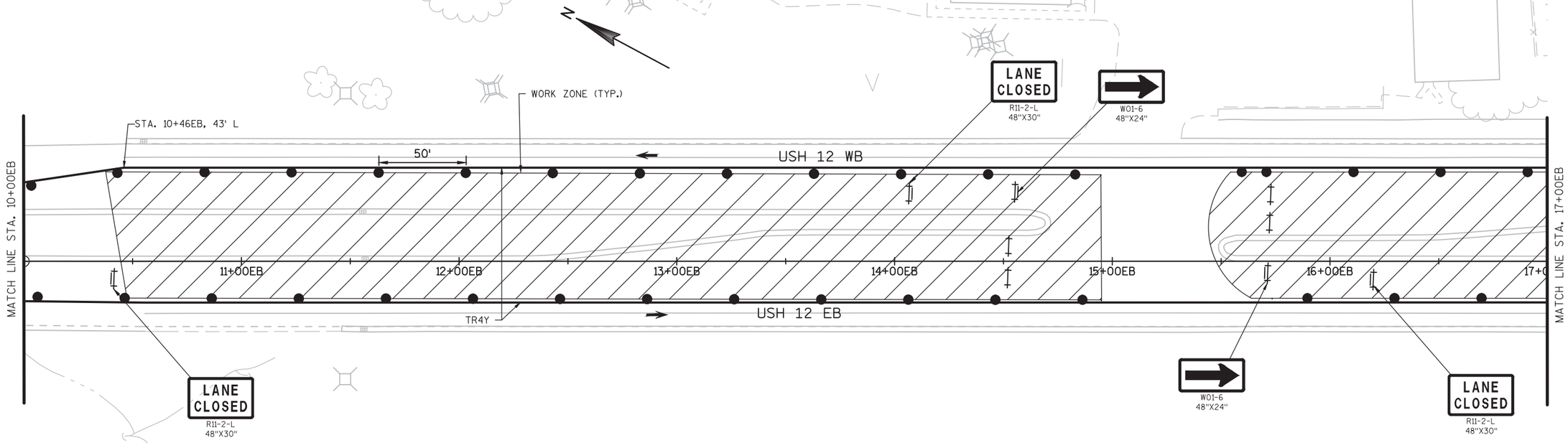
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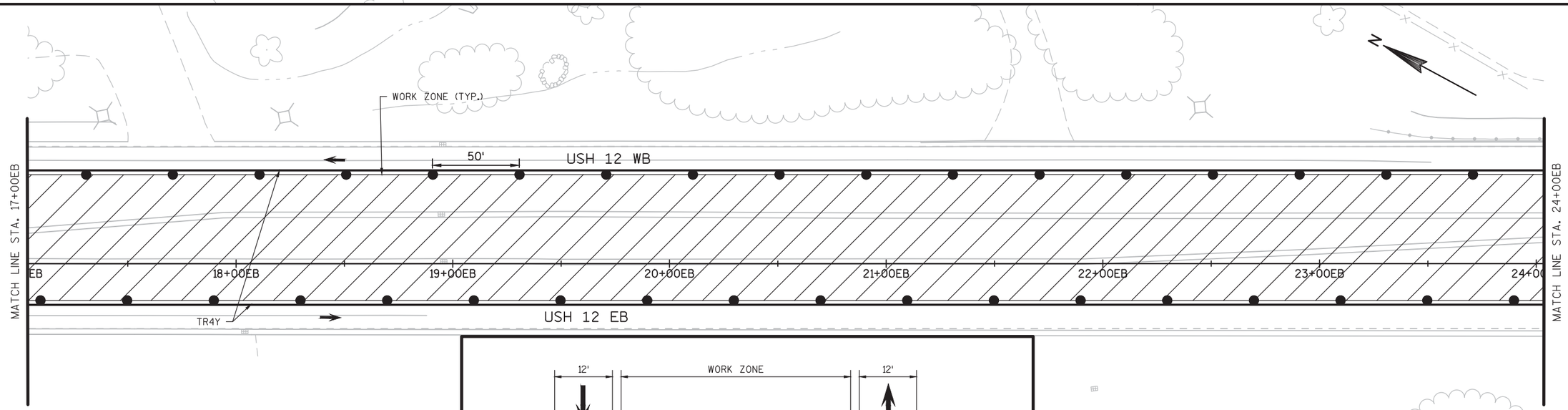


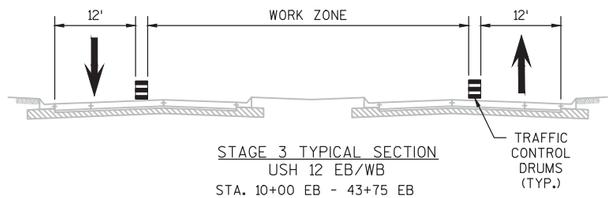


PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-1)	SHEET 201	E

2



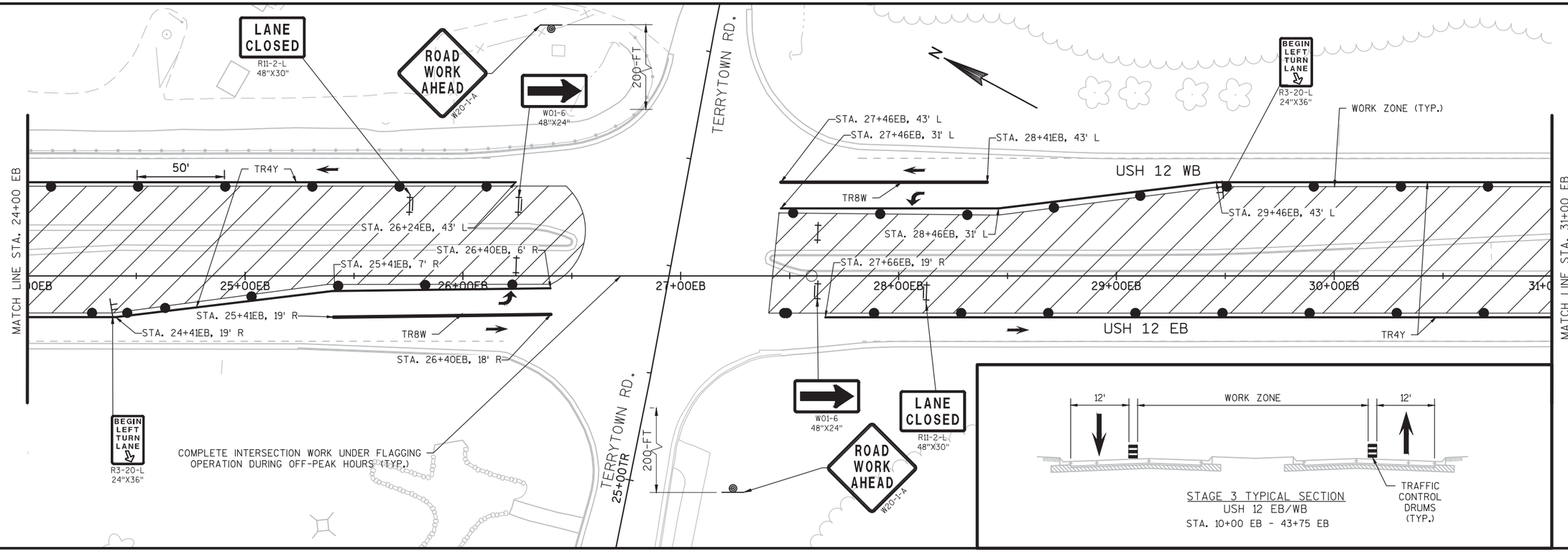




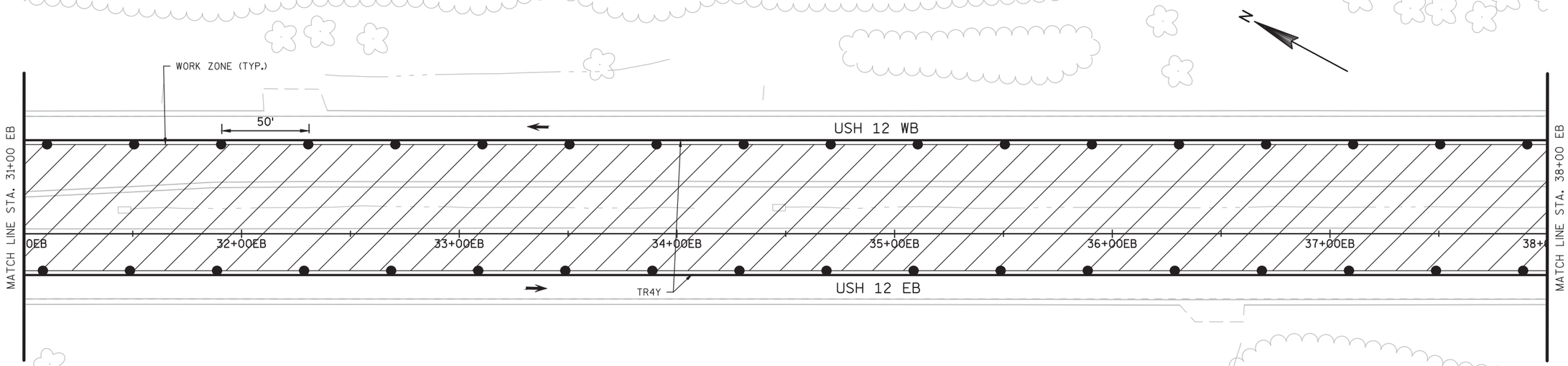
STAGE 3 TYPICAL SECTION
USH 12 EB/WB
STA. 10+00 EB - 43+75 EB

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-2)	SHEET 202	E

2



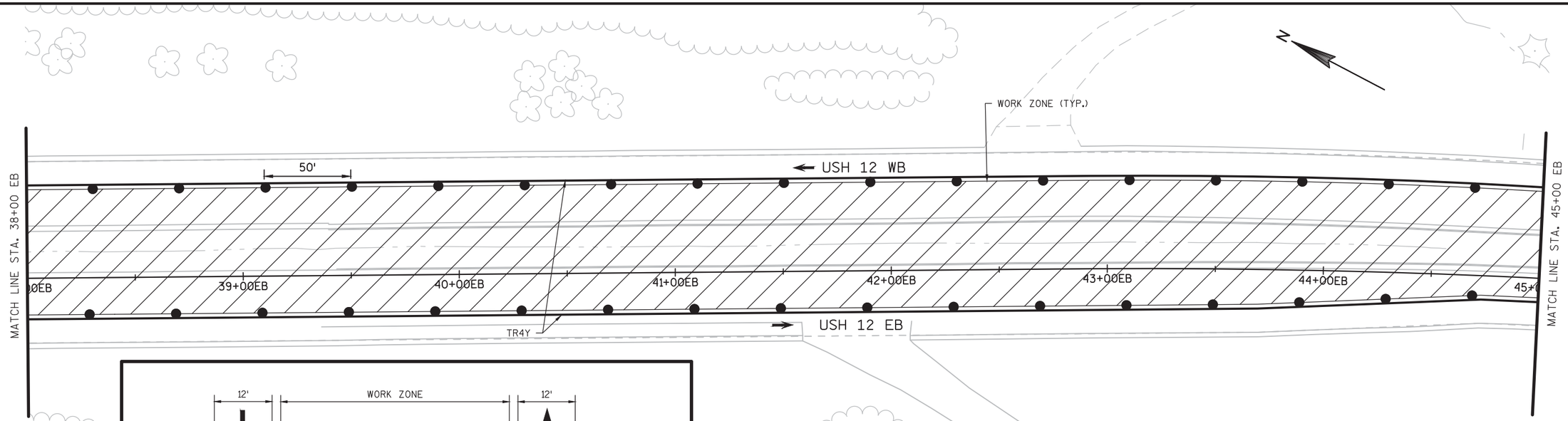
STAGE 3 TYPICAL SECTION
USH 12 EB/WB
STA. 10+00 EB - 43+75 EB

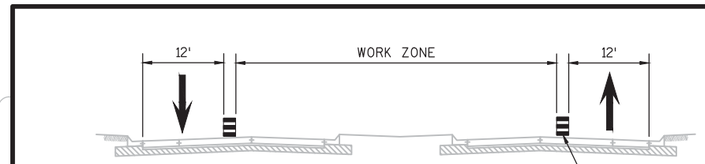


PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-3)	SHEET 203	E

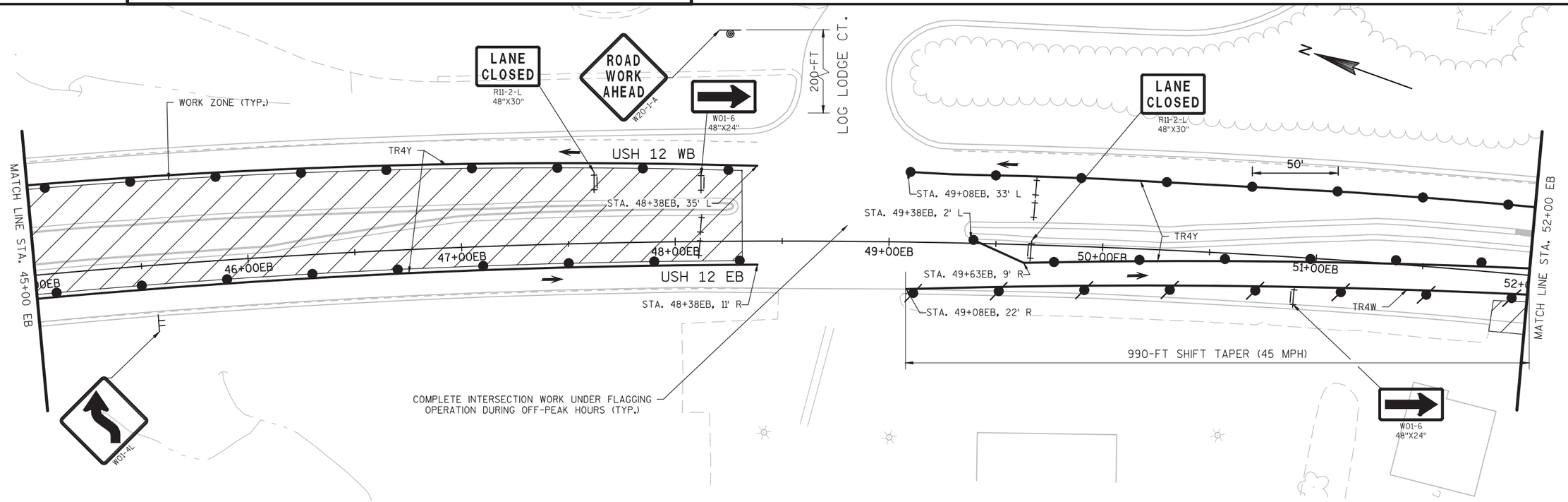
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE3.DWG PLOT DATE : 4/20/2017 7:11 AM PLOT BY : KL ENGINEERING PLOT NAME : 24+00 PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2



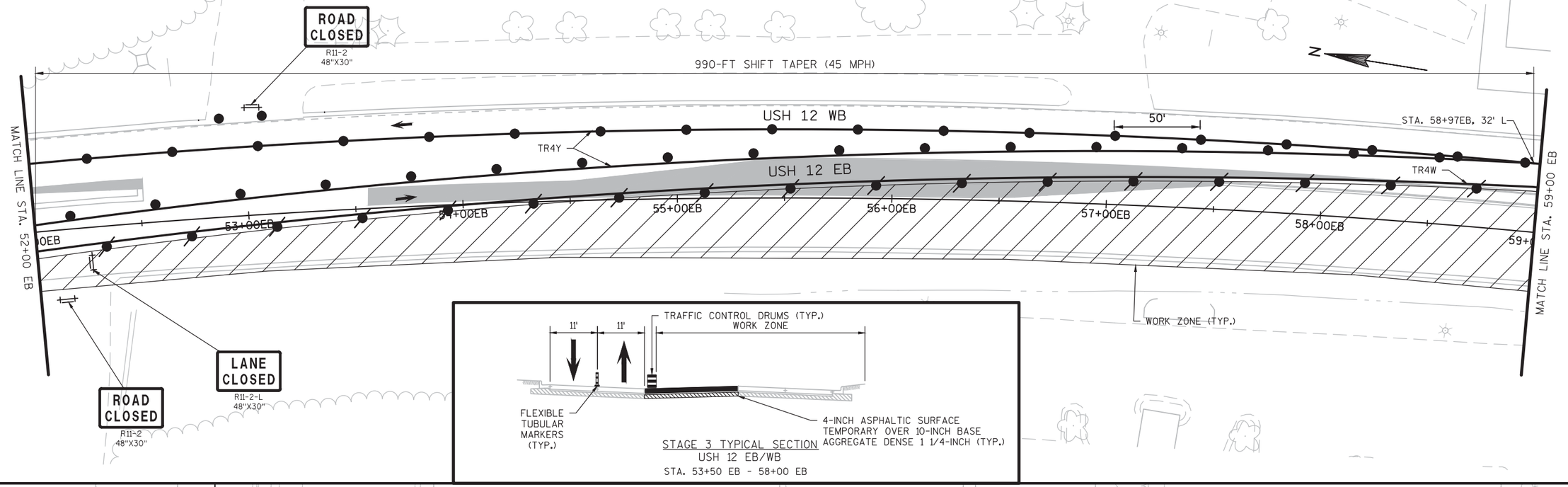


STAGE 3 TYPICAL SECTION
USH 12 EB/WB
STA. 10+00 EB - 53+50 EB

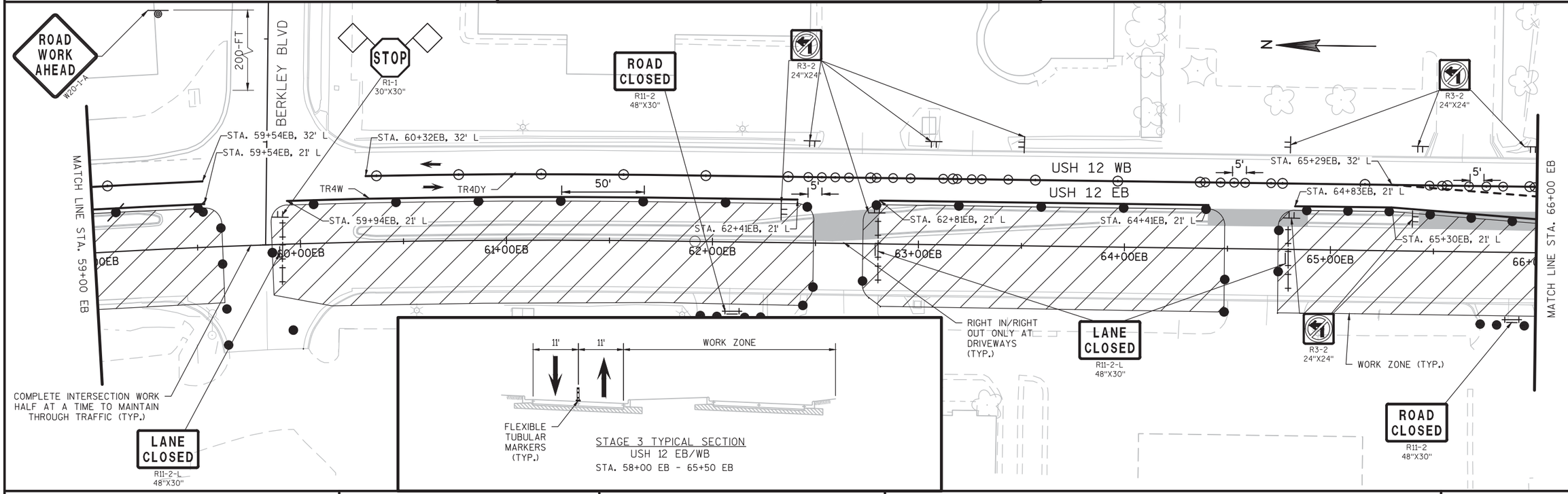


PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-4)	SHEET 204	E

2



STAGE 3 TYPICAL SECTION
USH 12 EB/WB
STA. 53+50 EB - 58+00 EB



STAGE 3 TYPICAL SECTION
USH 12 EB/WB
STA. 58+00 EB - 65+50 EB

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-5)	SHEET 205	E

2

MATCH LINE STA. 38+50 LS

TEMPORARY TRAFFIC SIGNALS REQUIRED (SEE DETAIL)

R3-2 24"X24"

STA. 38+30LS, 11' L
STA. 38+30LS, 0' R
STA. 38+30LS, 11' R

38+00LS

STA. 67+78EB, 32' L
STA. 67+71EB, 43' L
STA. 67+41EB, 43' L

TR8W SKIPS (3' LINE 3' GAP)

TR4DY

5'

TR8W

TR18W

MATCH LINE STA. 66+00 EB

STA. 66+94EB, 21' L
STA. 66+94EB, 10' L
STA. 67+78EB, 21' L
STA. 67+75EB, 10' L

67+00EB

68+00EB

STA. 37+07LS, 11' L

37+00LS

PEDESTRIAN SAFETY FENCE (TYP.)

TEMPORARY PEDESTRIAN SURFACE PLYWOOD (TYP.)

STA. 37+03LS, 0' L
STA. 37+03LS, 11' R

STA. 37+03LS, 22' R
STA. 36+80LS, 22' R

WORK ZONE (TYP.)

ROAD CLOSED
R11-2
48"X30"

MATCH LINE STA. 36+50 LS

STA. 68+84EB, 43' L

R3-2 24"X24"

ROAD WORK AHEAD
W20-1-A

200-FT

ROAD CLOSED
R11-2
48"X30"

TR8W

USH 12 WB

STA. 69+83EB, 31' L

STA. 69+86EB, 19' L

TR4DY

5'

USH 12 EB

TR4W

STA. 71+22EB, 28' L

STA. 69+85EB, 8' L

69+00EB

70+00EB

71+00EB

STA. 68+84EB, 31' L
STA. 68+84EB, 19' L

R3-2 24"X24"

MAPLE STREET

STOP
R1-1
30"X30"

R3-2 24"X24"

STA. 71+64EB, 31' L

STA. 72+29EB, 31' L

5'

STA. 71+63EB, 20' L

STA. 72+29EB, 20' L

72+00EB

MATCH LINE STA. 73+00 EB

ROAD CLOSED
R11-2
48"X30"

TRAFFIC CONTROL DRUMS (TYP.)

11'
11'
WORK ZONE

FLEXIBLE TUBULAR MARKERS (TYP.)

4-INCH ASPHALTIC SURFACE TEMPORARY OVER 10-INCH BASE AGGREGATE DENSE 1 1/4-INCH (TYP.)

STAGE 3 TYPICAL SECTION
USH 12 EB/WB
STA. 65+50 EB - 77+50 EB

R3-2 24"X24"

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

ROAD WORK AHEAD
W20-1-A

200-FT

STA. 74+61EB, 31' L
STA. 74+61EB, 20' L

5'

TR4DY

STA. 73+75EB, 31' L

TR8W

STA. 73+10EB, 20' L

TR4W

TR18W

MATCH LINE STA. 73+00 EB

STA. 73+10EB, 9' L
STA. 73+75EB, 20' L

74+00EB

STA. 74+61EB, 7' L

STA. 51+90TC, 3' L
STA. 51+90TC, 7' R
STA. 51+66TC, 7' R
STA. 51+66TC, 3' L

75+00EB

PEDESTRIAN SAFETY FENCE (TYP.)

NO PEDESTRIAN ACCESS TO INTERSECTION DURING WATERLINE INSTALLATION

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X24"

COMPLETE INTERSECTION WORK UNDER FLAGGING OPERATION DURING OFF-PEAK HOURS (TYP.)

W. CHESTNUT ST.

200-FT

CHESTNUT ST.

STOP
R1-1
30"X30"

R3-2 24"X24"

ROAD WORK AHEAD
W20-1-A

200-FT

STA. 75+48EB, 42' L
STA. 75+48EB, 31' L

STA. 76+32EB, 31' L

STA. 77+13EB, 30' L

TR8W

5'

TR4DY

STA. 76+32EB, 20' L

STA. 76+33EB, 9' L

STA. 77+14EB, 19' L

TR4W

USH 12 WB
USH 12 EB

50'

STA. 75+48EB, 20' L
STA. 75+46EB, 9' L

77+00EB

78+00EB

79+00EB

80+

MATCH LINE STA. 80+00 EB

R3-2 24"X24"(INTO DRIVEWAY)

TEMPORARY PEDESTRIAN SURFACE PLYWOOD (TYP.)

STA. 51+90TC, 19' R

ROAD CLOSED
R11-2
48"X30"

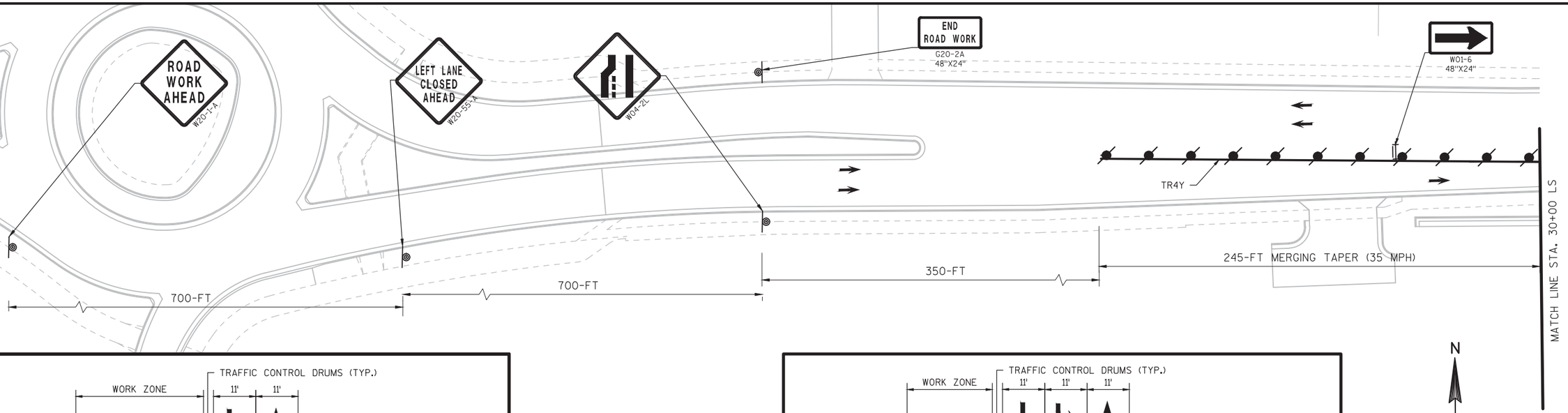
ROAD WORK AHEAD
W20-1-A

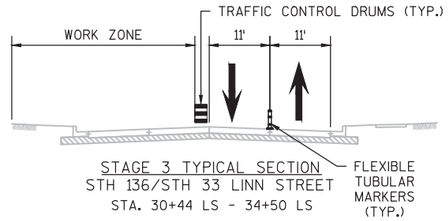
WORK ZONE (TYP.)

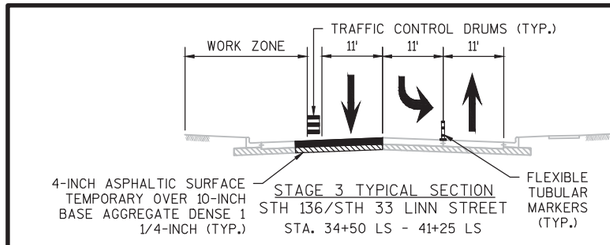
ROAD CLOSED
R11-2
48"X30"

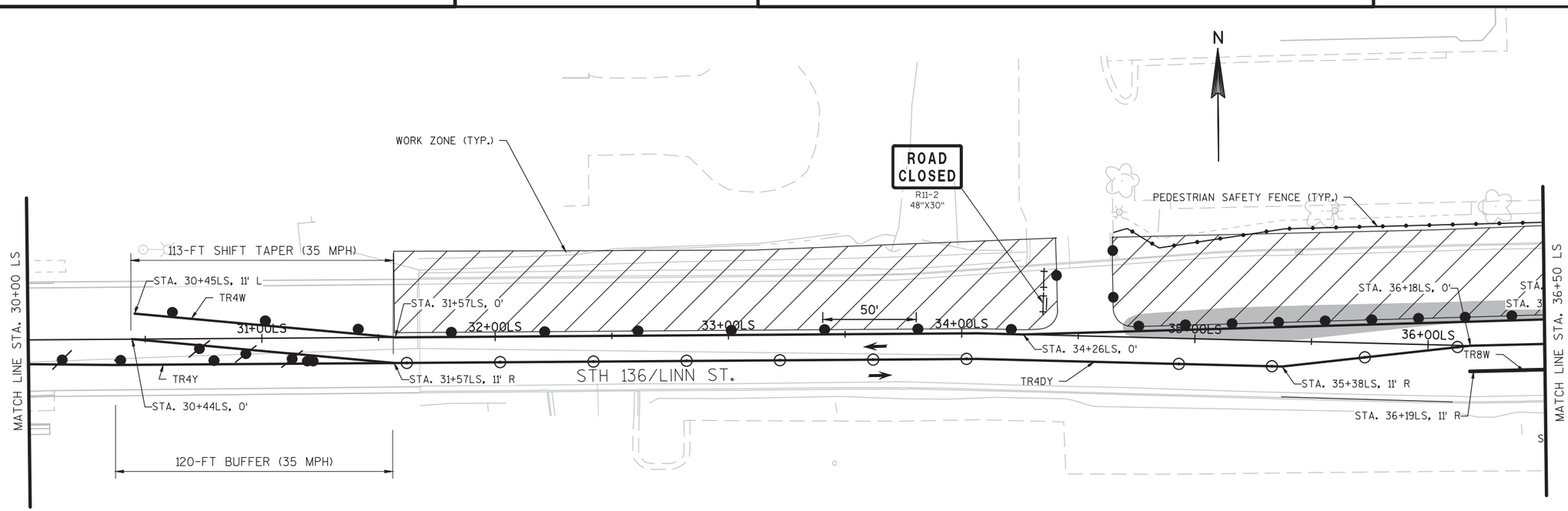
PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-6)	SHEET 206	E

2



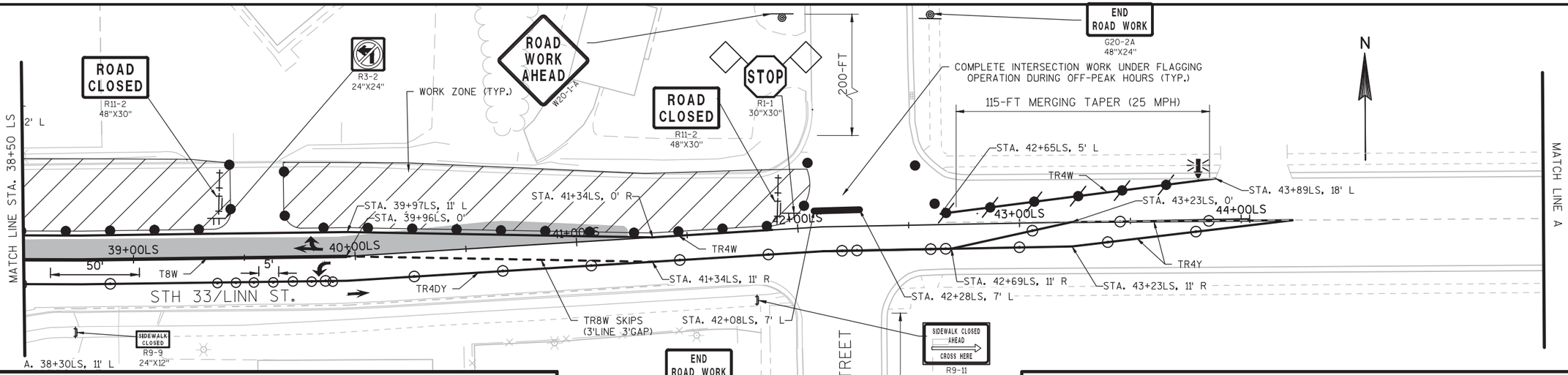


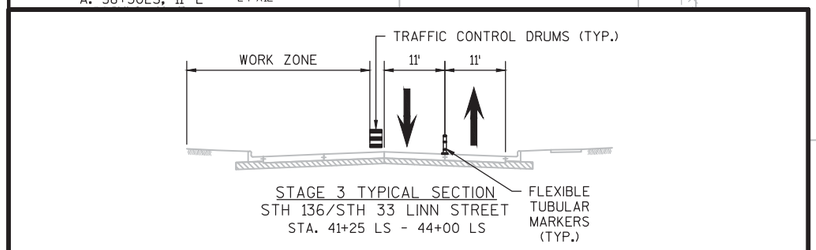


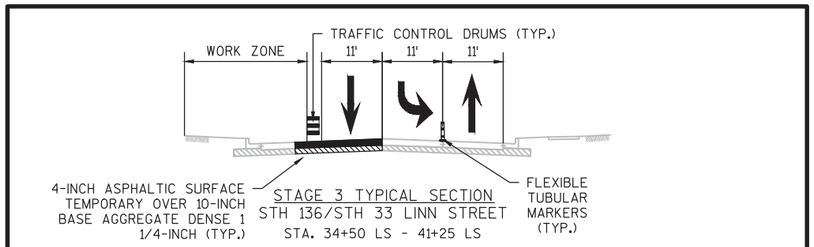


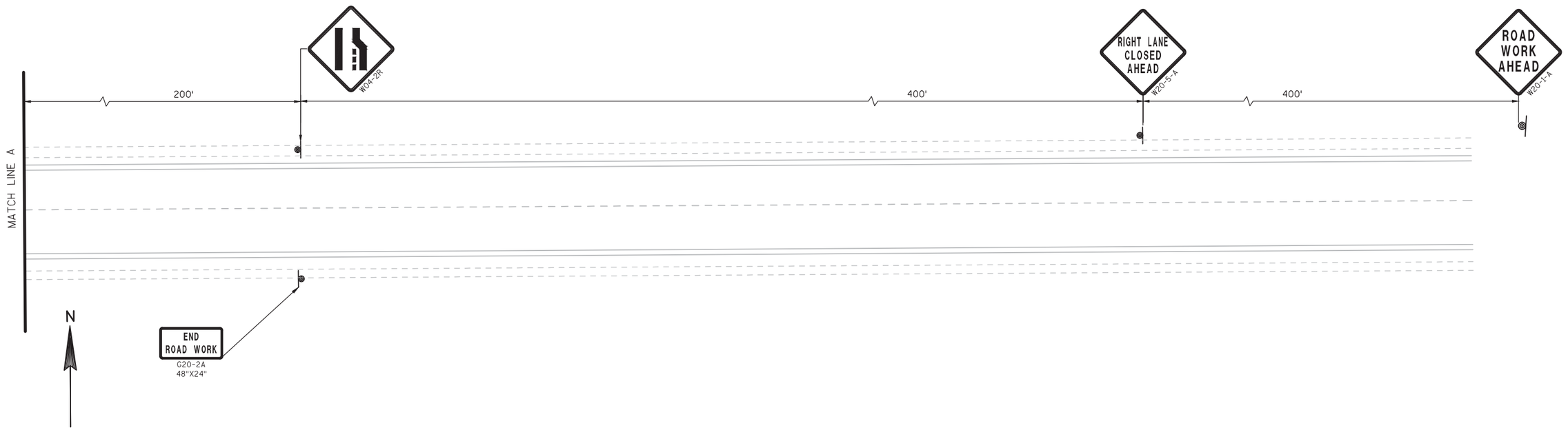
PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-7)	SHEET 207	E

2



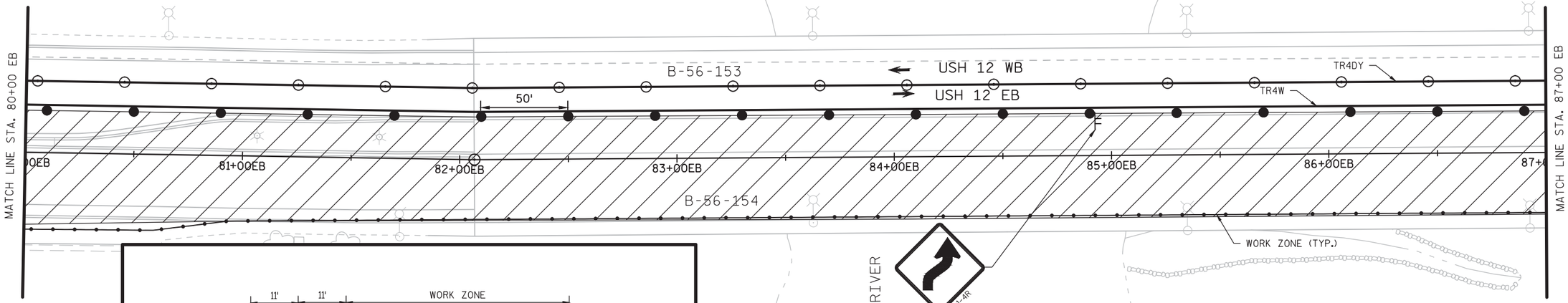


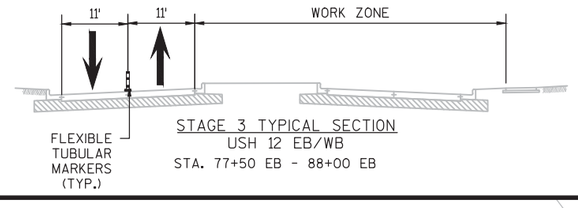




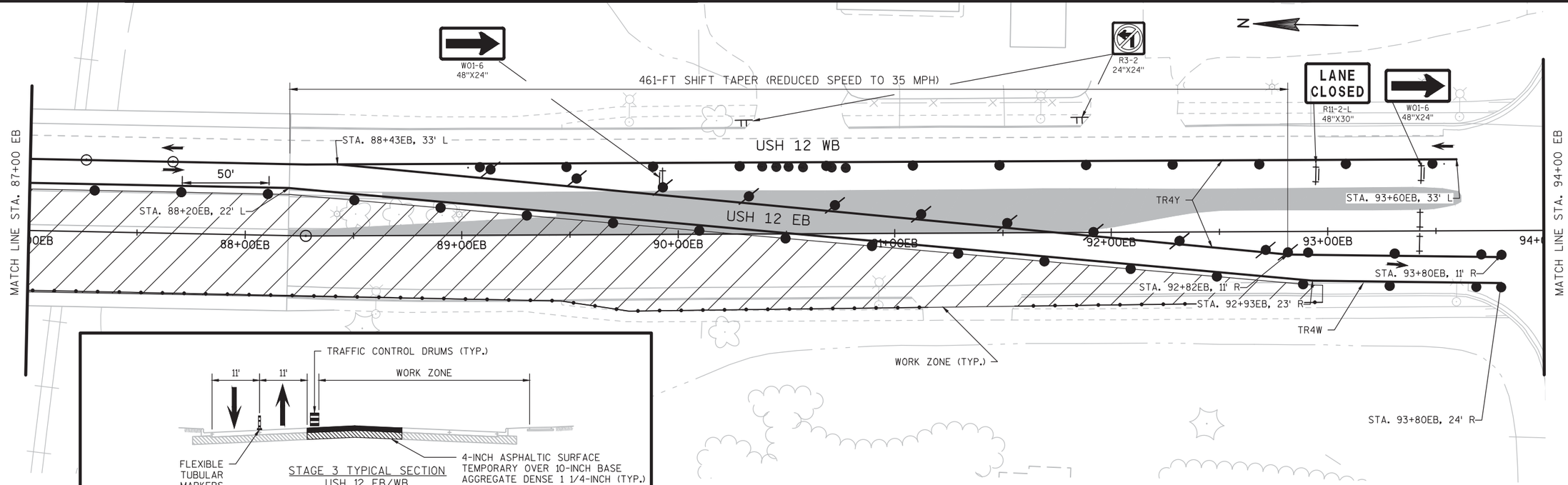
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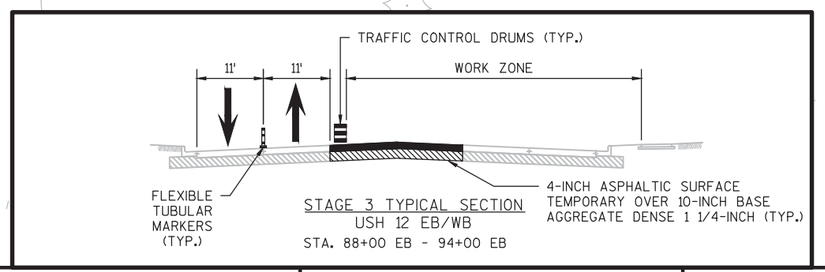
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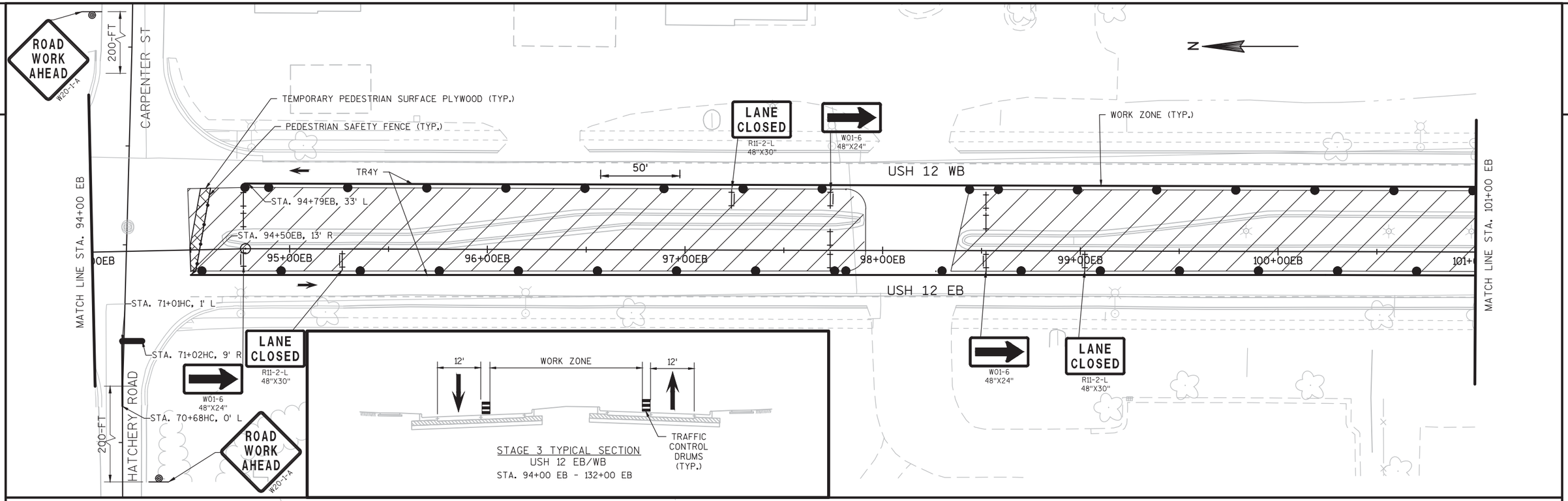
STAGE 3 TYPICAL SECTION
USH 12 EB/WB
STA. 77+50 EB - 88+00 EB

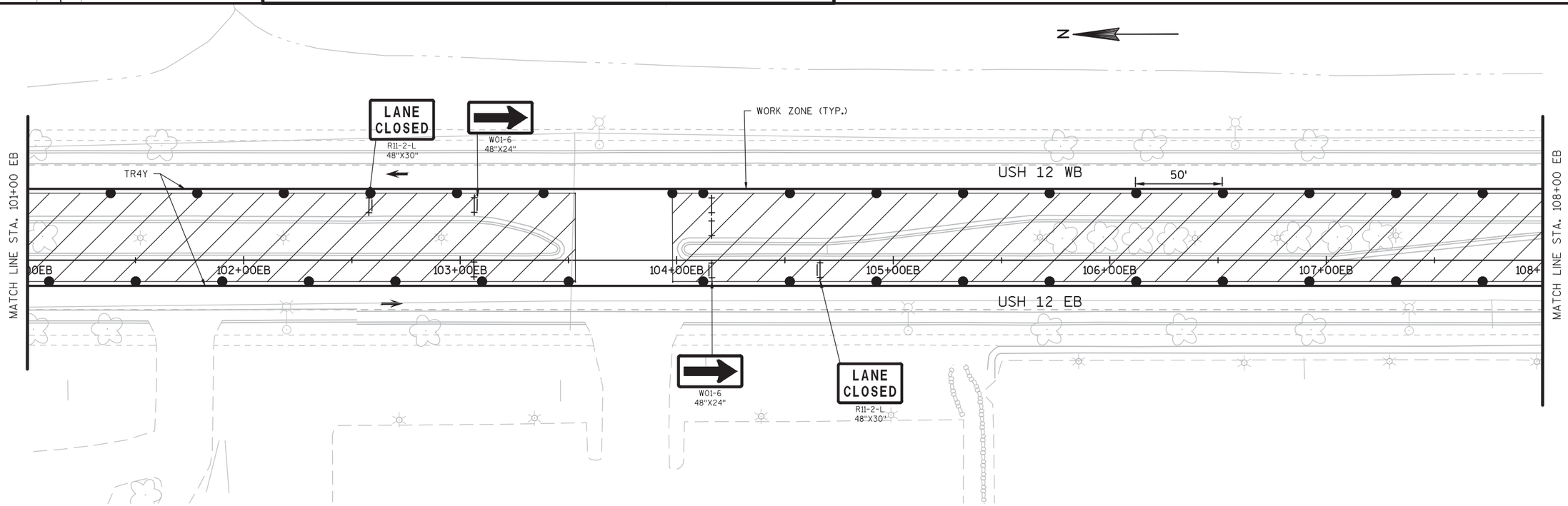




STAGE 3 TYPICAL SECTION
USH 12 EB/WB
STA. 88+00 EB - 94+00 EB

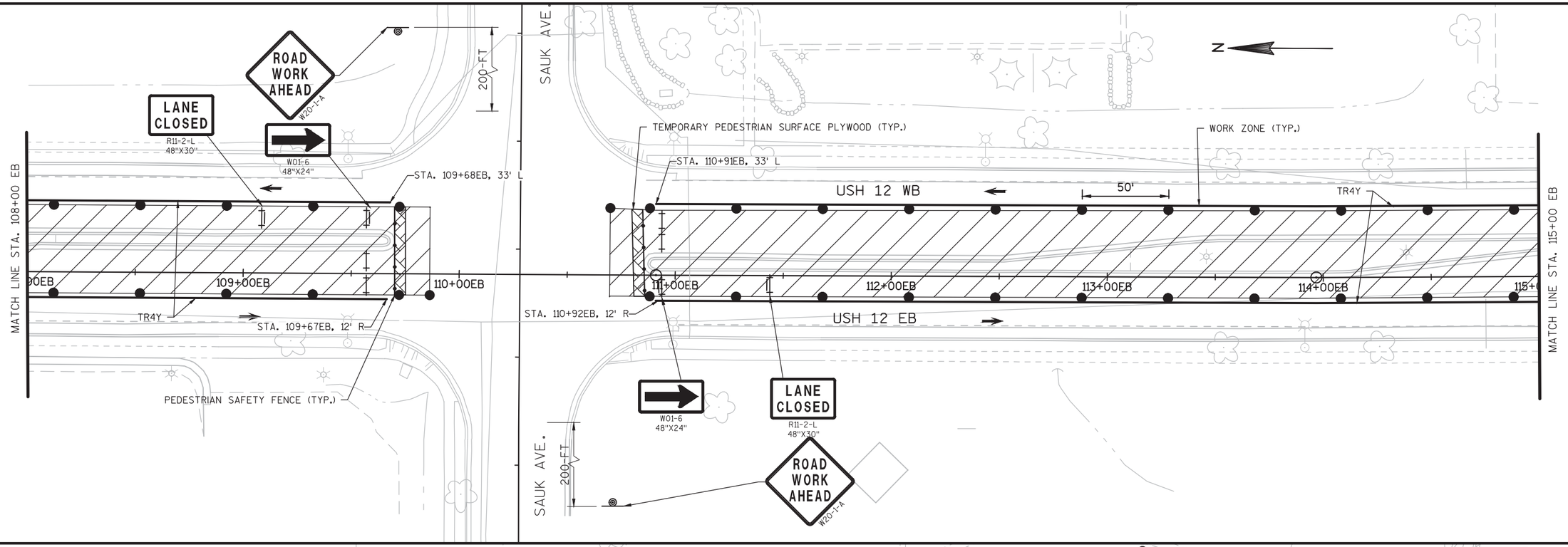
PROJECT NO:1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-9)	SHEET 209	E

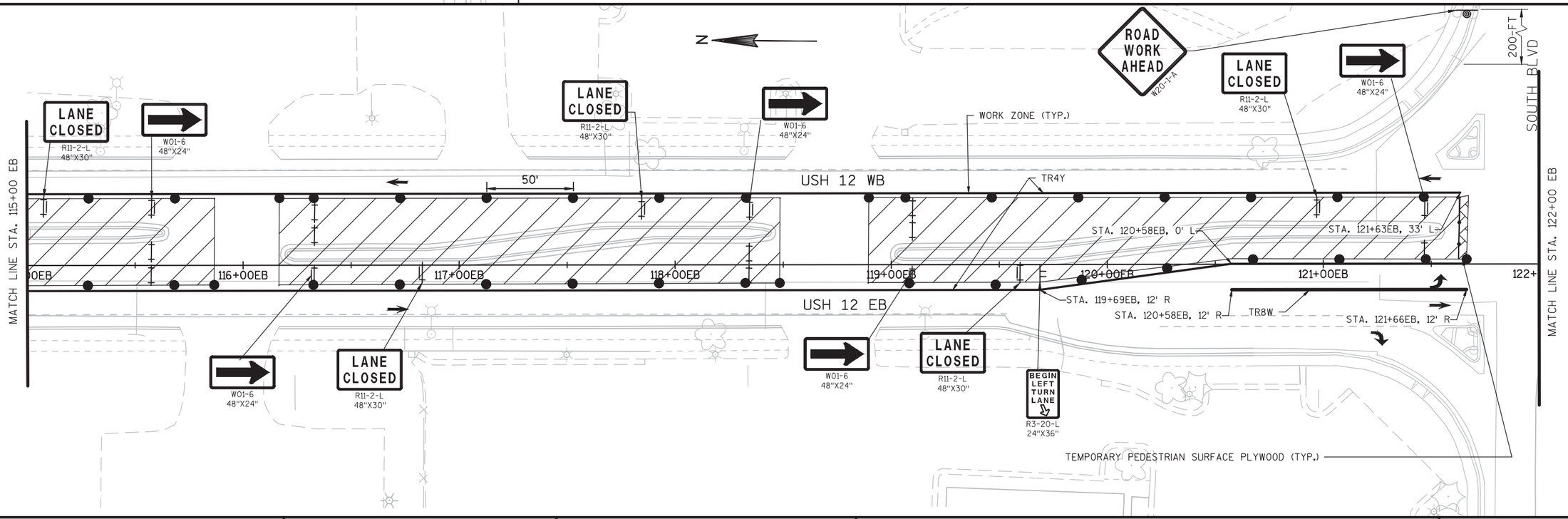




PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-10)	SHEET 210	E

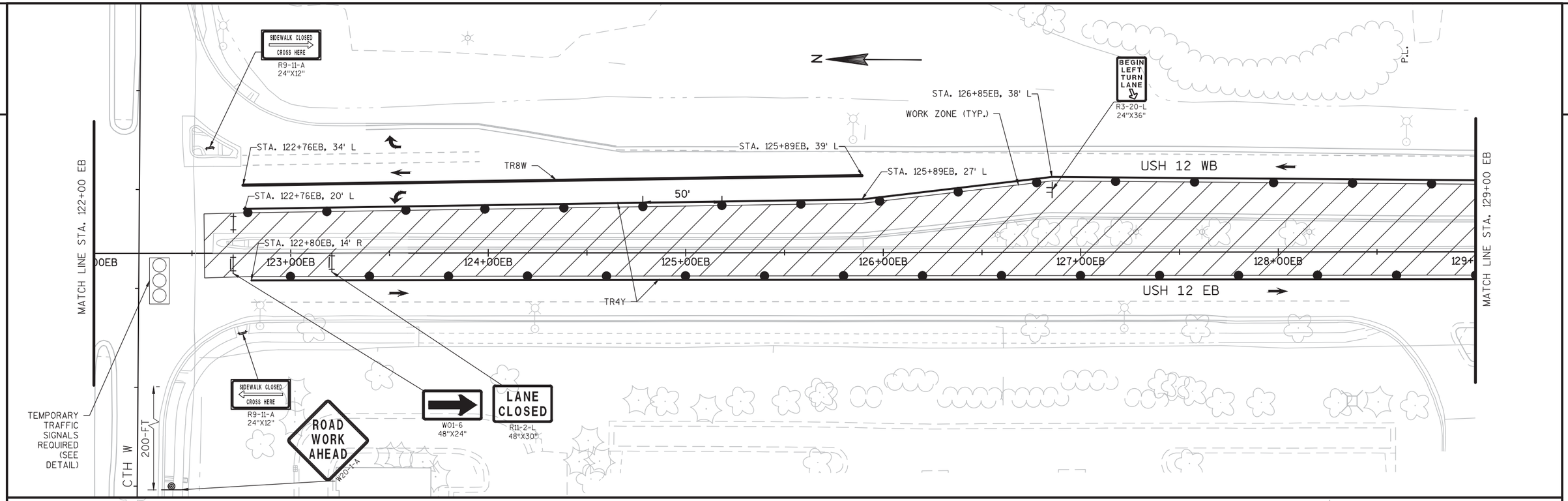
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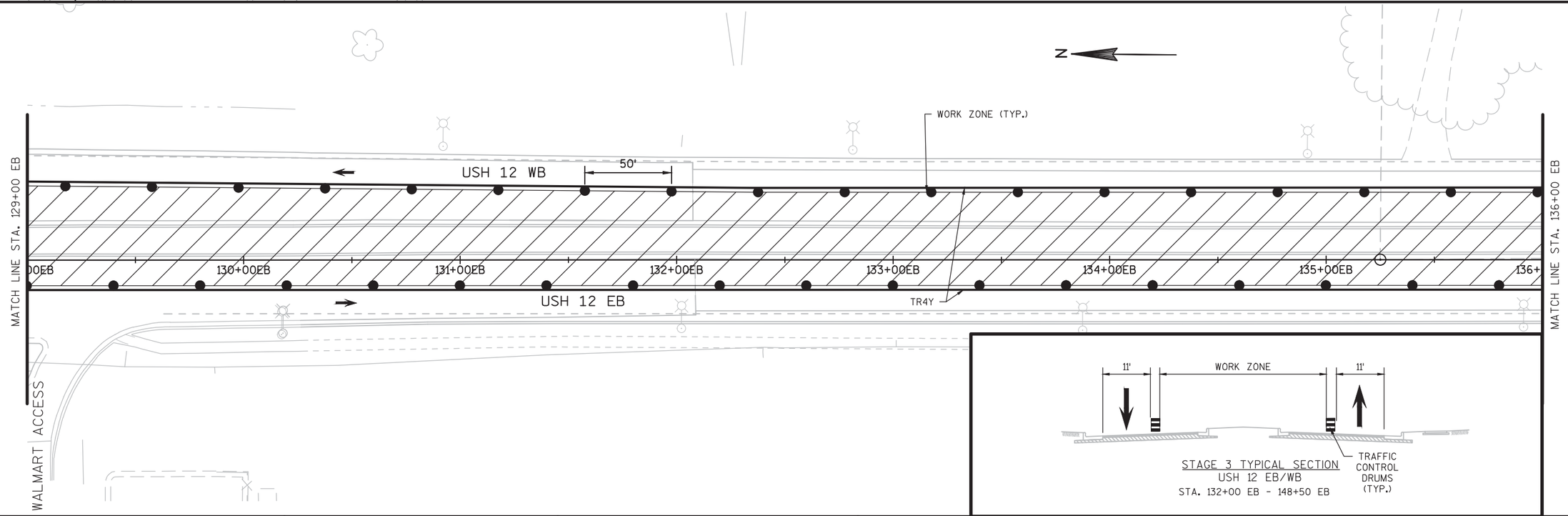




PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-11)	SHEET 211	E

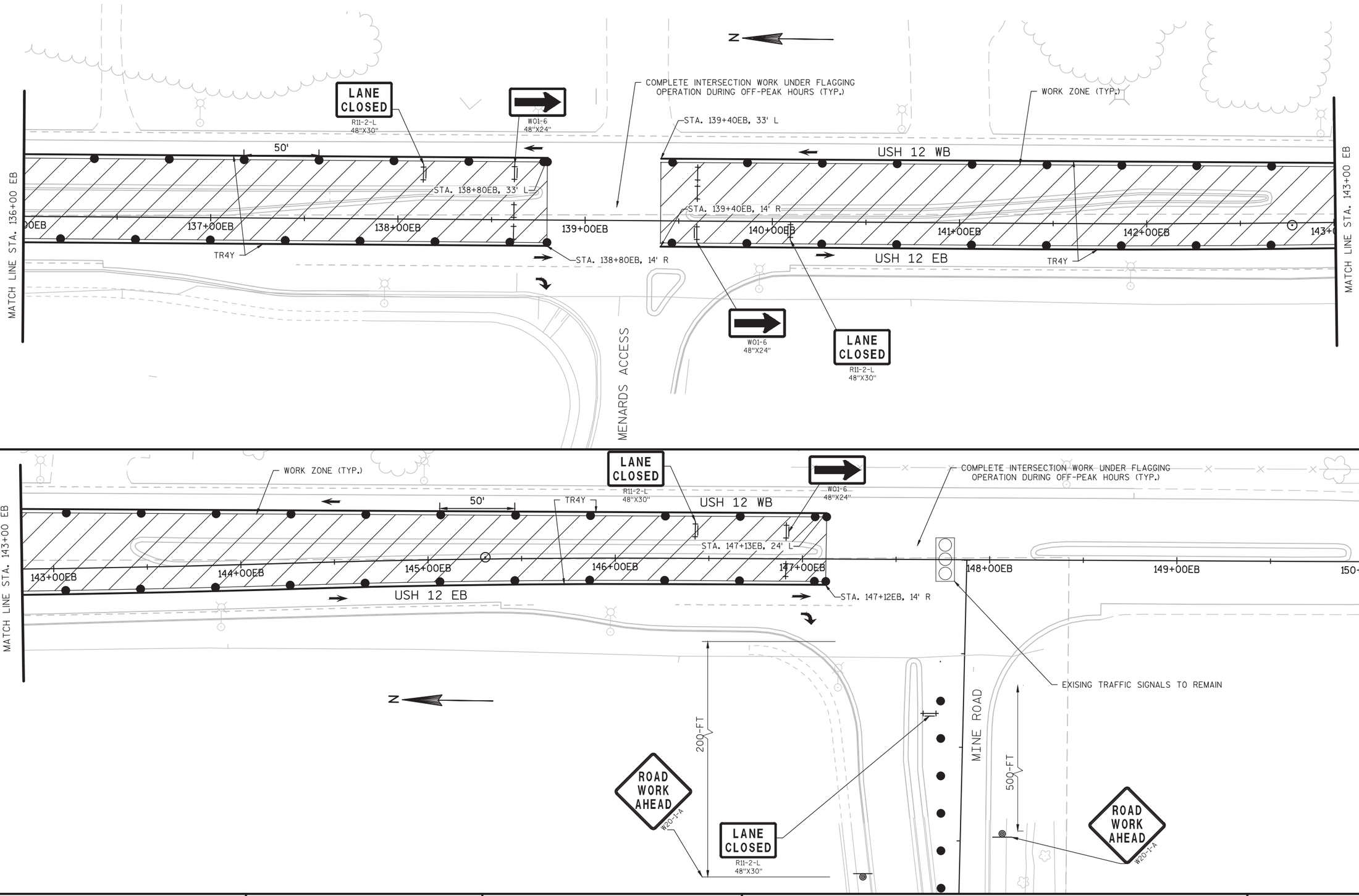
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE3.DWG PLOT DATE : 4/20/2017 7:15 AM PLOT BY : KL ENGINEERING PLOT NAME : 108+00 PLOT SCALE : 1 IN:50 FT





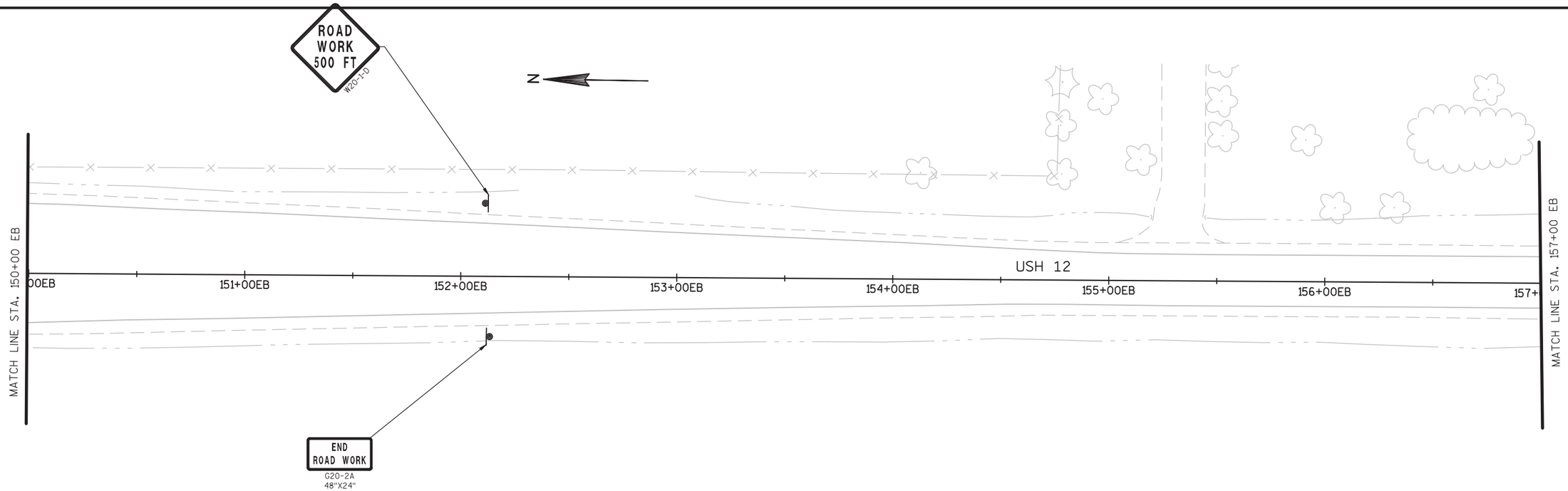
PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-12)	SHEET 212	E

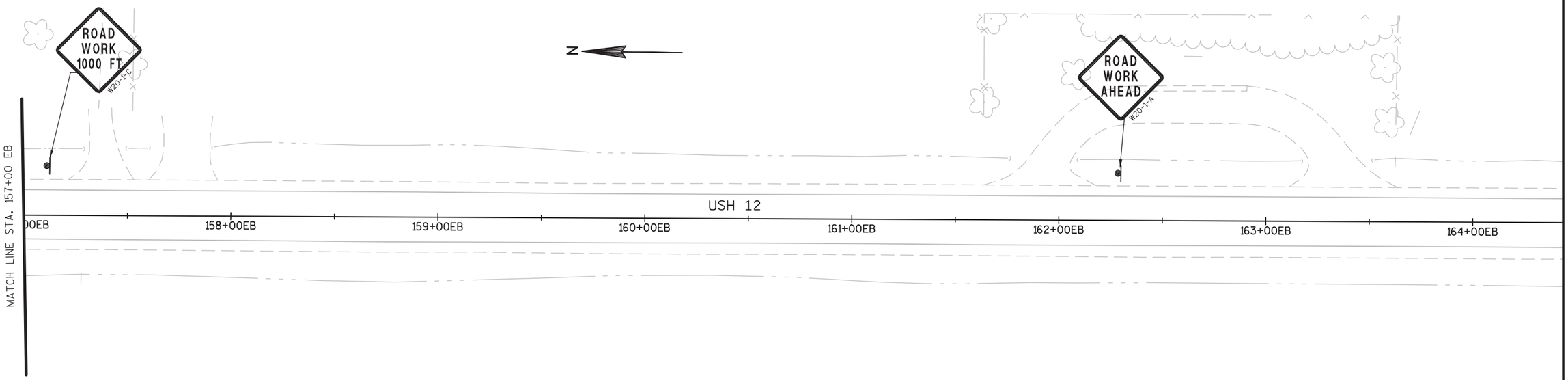
2



PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-13)	SHEET 213	E

2





PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 3 (SHEET 3-14)	SHEET 214	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025003-TC-STAGE3.DWG PLOT DATE : 4/20/2017 7:16 AM PLOT BY : KL ENGINEERING PLOT NAME : 150+00 PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

CTH BD/USH 12 - STAGE 4

CONSTRUCTION OPERATIONS:

- REMOVE TEMPORARY PAVEMENT (MEDIAN AREA) AND RECONSTRUCT MEDIAN CURB ALONG CTH BD/USH 12 FROM LOG LODGE COURT TO HATCHERY ROAD
- REMOVE TEMPORARY PAVEMENT (MEDIAN AREA) AND RECONSTRUCT MEDIAN CURB ALONG STH 136/33

N

MAX. 11' WIDTH
W12-52
48"X48"

BERKLEY BLVD
STH 33/LINN ST
MAPLE ST
CHESTNUT ST
LOCUST ST
B-56-154
WB USH 12
CARPENTER ST
SAUK AVE
SOUTH BLVD

60EB 70EB 80EB 90EB 100EB 110EB 120EB

USH 12

W. CHESTNUT ST
B-56-153
EB USH 12
SAUK AVE
HATCHERY RD
CTH W

TERRYTOWN ROAD
10EB 20EB 30EB 40EB 50EB
BARABOO BYPASS
BARABOO RIVER
STH 136/LINN ST
STH 136

CTH BD/USH 12 - STAGE 4

TRAFFIC OPERATIONS:

- CTH BD/USH 12 (EB AND WB): MAINTAIN ONE THROUGH LANE IN EACH DIRECTION ON EXISTING OUTSIDE LANE ALIGNMENT FROM LOG LODGE COURT TO HATCHERY ROAD
- STH 136/33: MAINTAIN ONE THROUGH LANE IN EACH DIRECTION ON THE EXISTING OUTSIDE LANE ALIGNMENT

SOUTH BLVD
110EB 120EB 130EB 140EB 150EB 160EB 170EB 180EB 190EB 200EB
USH 12
MINE ROAD
GASSER ROAD
CTH W
SKILLET CREEK
STH 159
EXISTING B-56-023
EXISTING B-56-065
EXISTING B-56-158
SKILLET CREEK ROAD
POINT OF ROCKS ROAD
210EB 220EB 230EB

LEGEND

(A) SEE S.D.D. BARRICADES AND SIGNS FOR SIDEROAD CLOSURE TYPE 4.

BARABOO BYPASS
BARABOO BYPASS

PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 OVERVIEW	SHEET 215	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025001-TC-STAGE 4 OVERVIEW.DWG PLOT DATE : 4/20/2017 7:16 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

2

CTH BD/USH 12 - STAGE 4

*NOTE: SEE "TRAFFIC CONTROL - STAGE 4" FOR A COMPLETE TRAFFIC CONTROL LAYOUT ALONG CORRIDOR

TRAFFIC OPERATIONS:

- SIDEWALK OPEN TO PEDESTRIANS AT ALL EXISTING LOCATIONS

N

USH 12

30EB

TERRYTOWN ROAD

N

STH 33/LINN ST

MAPLE ST

CHESTNUT ST

LOCUST ST

B-56-154
WB USH 12

CARPENTER ST

70EB

USH 12

80EB

90EB

USH 12

STH 136/LINN ST.

W. CHESTNUT ST

B-56-153
EB USH 12

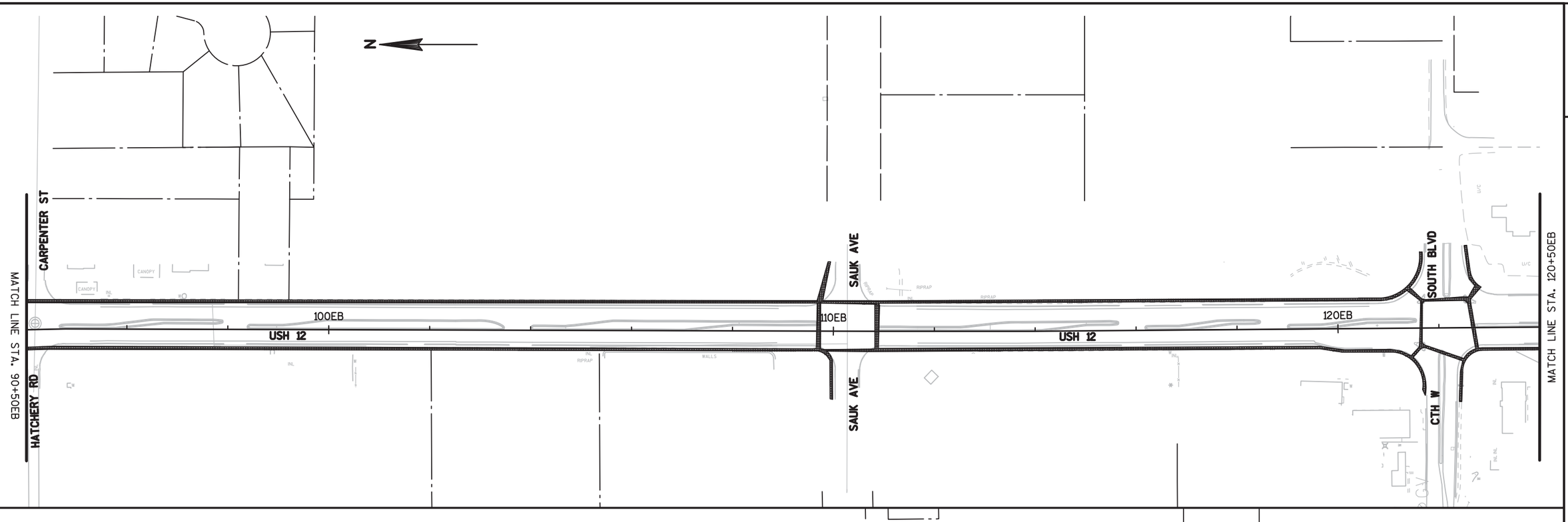
BARABOO RIVER

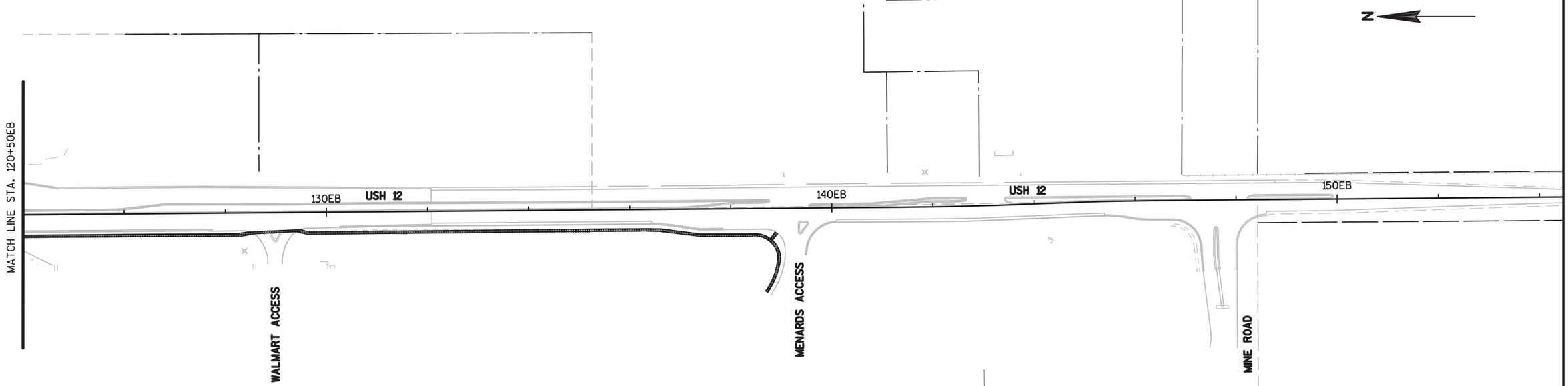
HATCHERY RD

MATCH LINE STA. 90+50EB

PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 PEDESTRIAN OVERVIEW	SHEET 216	E

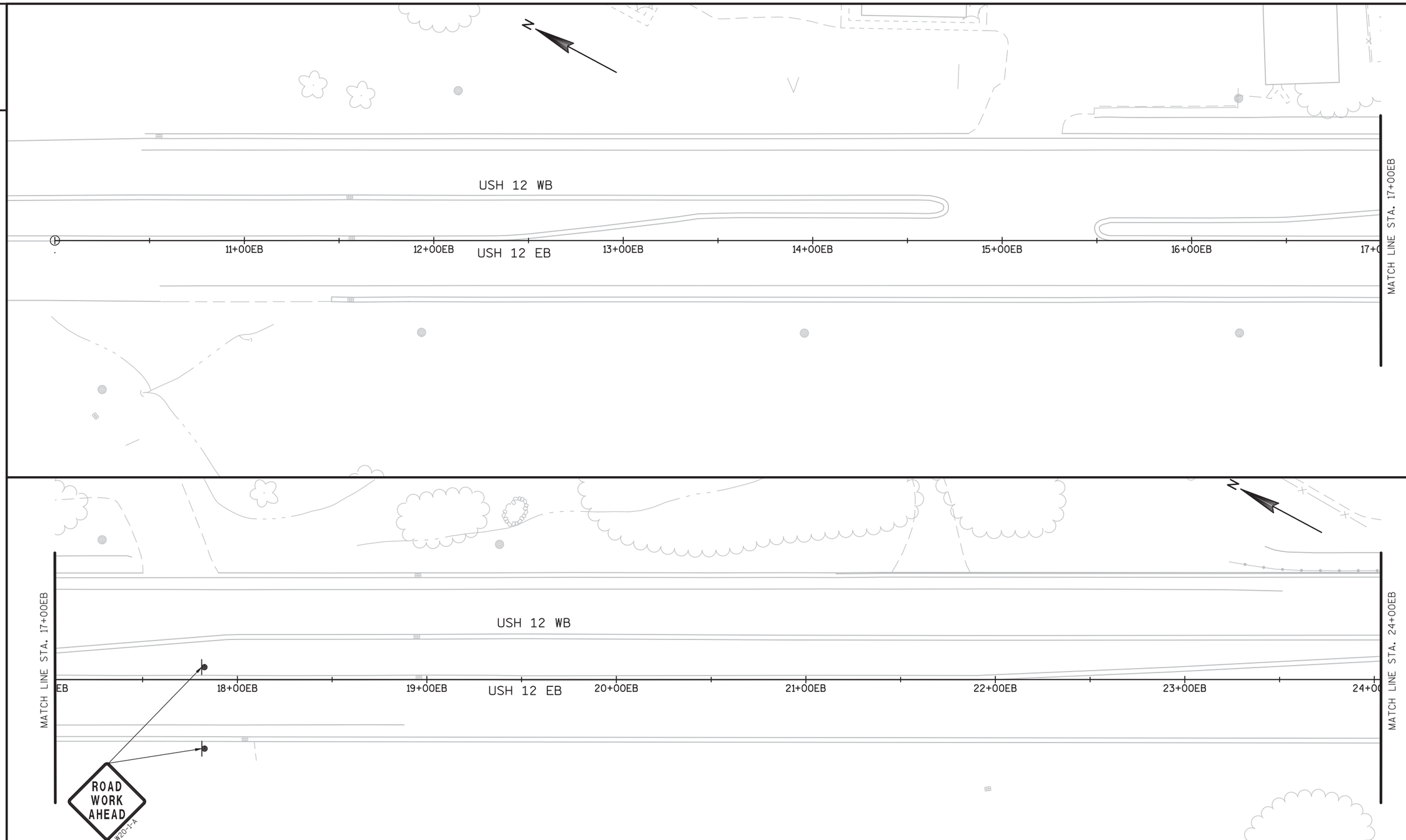
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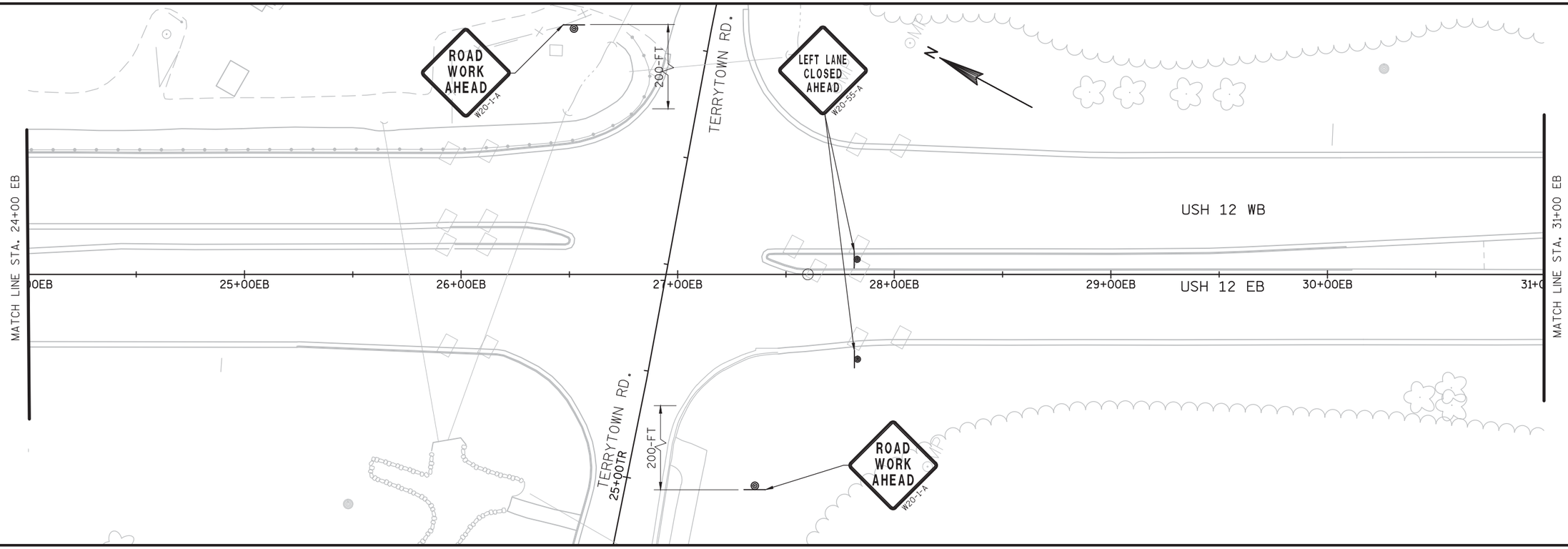
PROJECT NO: 1670-00-62,1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 PEDESTRIAN OVERVIEW	SHEET 217	E

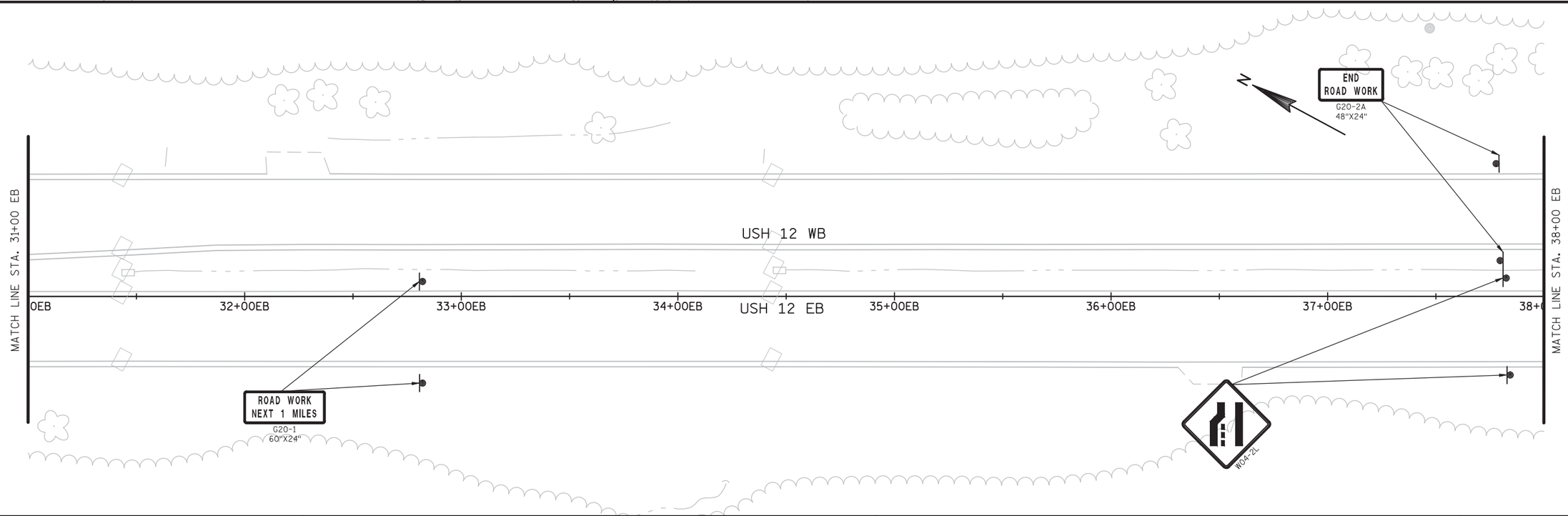
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PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-1)	SHEET 218	E

2



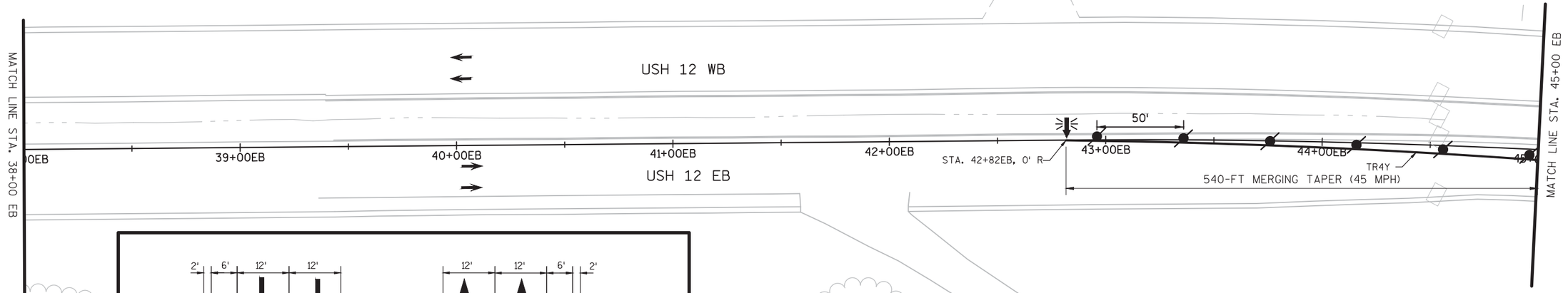


PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-2)	SHEET 219	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\TRAFFIC CONTROL\025004-TC-STAGE4.DWG PLOT DATE : 4/20/2017 7:18 AM PLOT BY : KL ENGINEERING PLOT NAME : 24+00 PLOT SCALE : **********

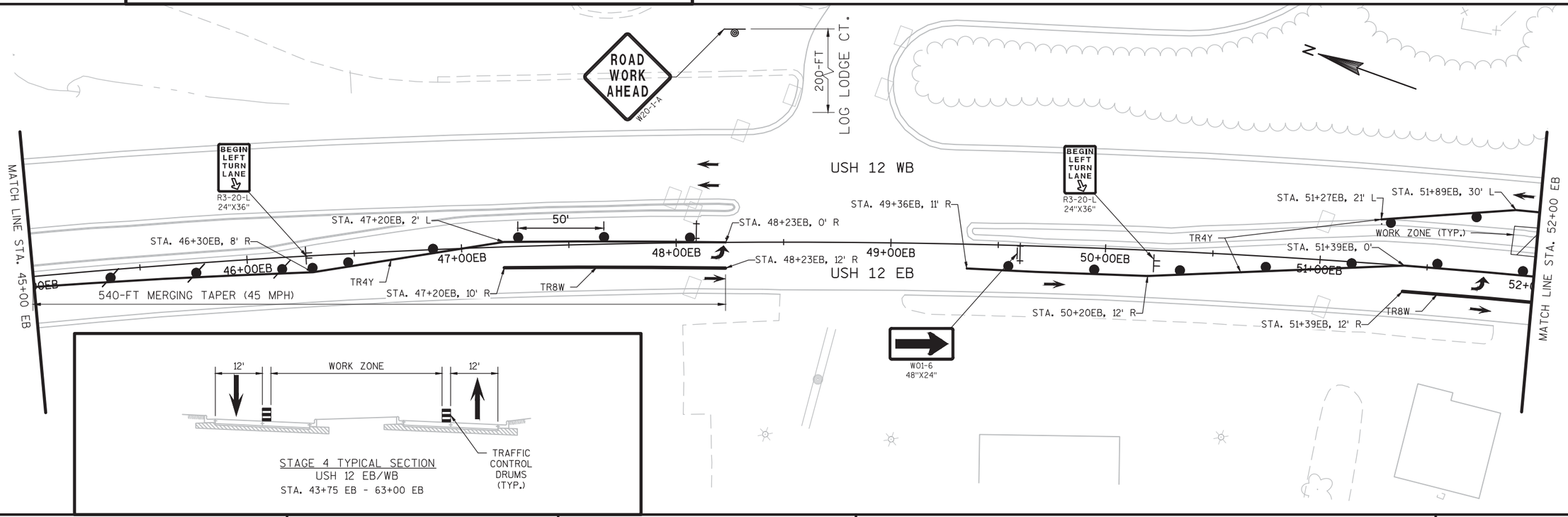
WISDOT/CADDS SHEET 44

2





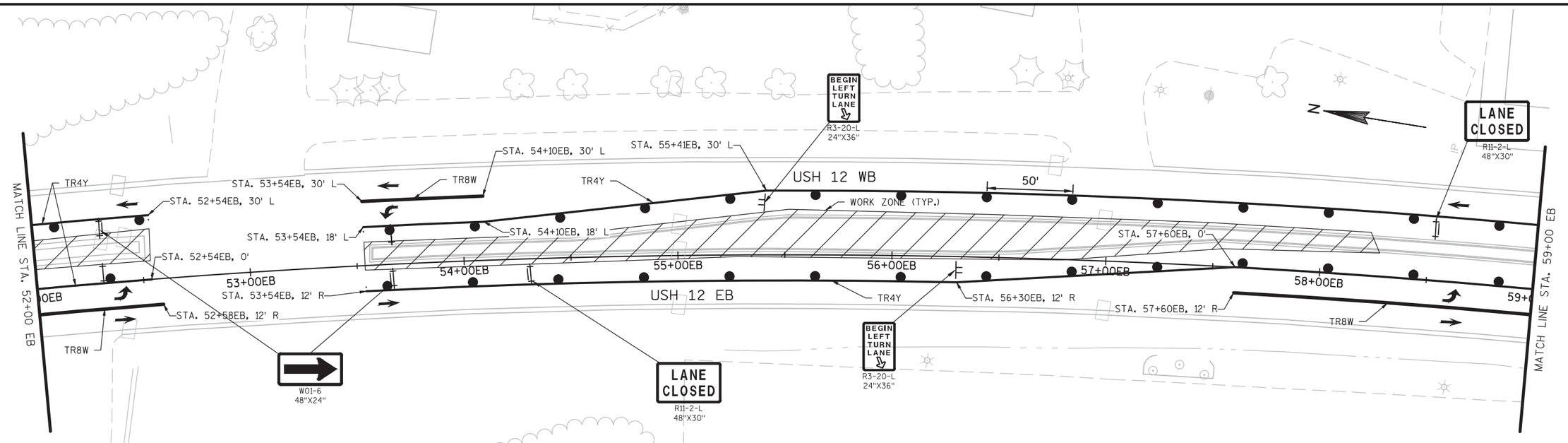
STAGE 4 TYPICAL SECTION
USH 12 EB/WB
STA. 10+00 EB - 43+75 EB

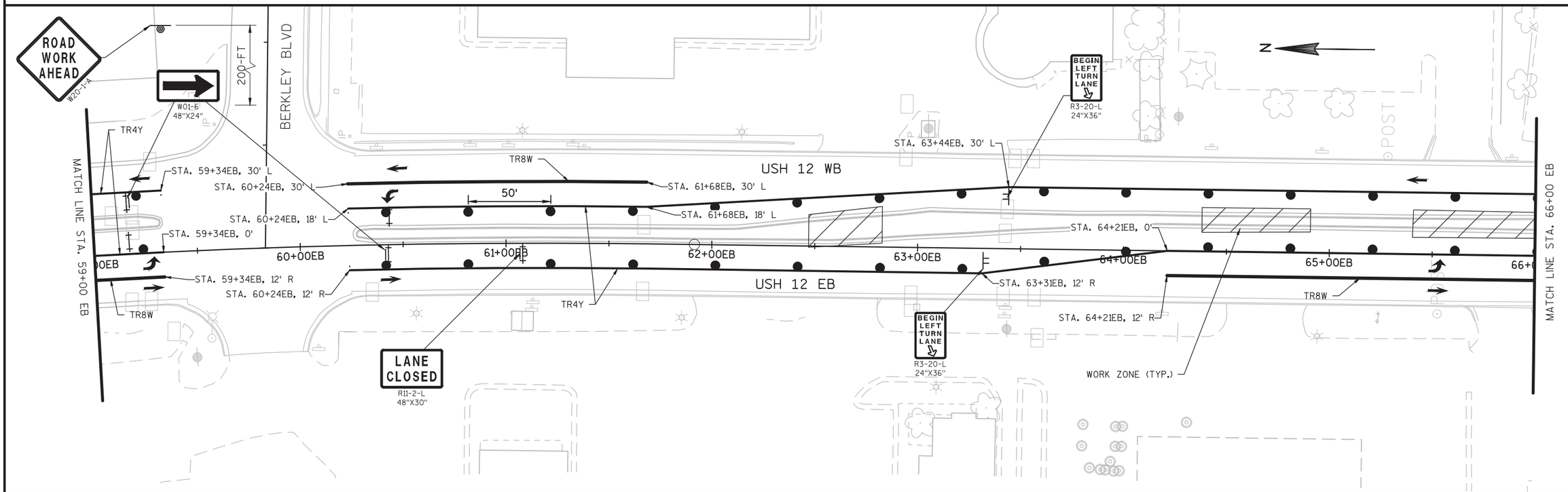


STAGE 4 TYPICAL SECTION
USH 12 EB/WB
STA. 43+75 EB - 63+00 EB

PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-3)	SHEET 220	E

2





PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-4)	SHEET 221	E

2

MATCH LINE STA. 38+50 LS

STA. 37+95LS, 20' L
STA. 37+95LS, 31' L
STA. 67+79EB, 30' L
STA. 37+94LS, 10' R
38+00LS

LANE CLOSED
R11-2-L
48"X30"

W01-6
48"X24"

W01-6
48"X24"

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

ROAD WORK AHEAD
W20-1-A

W01-6
48"X24"

200-FT

MAPLE STREET

MATCH LINE STA. 66+00 EB

50'

TR4Y

STA. 67+79EB, 0'

STA. 68+57EB, 30' L
TR4Y (6' LINE, 3' SKIP)
STA. 68+57EB, 18' L

STA. 69+67EB, 30' L
TR8W

USH 12 WB

25'

STA. 69+69EB, 18' L

STA. 70+53EB, 30' L
STA. 70+68EB, 0'

STA. 71+18EB, 30' L
STA. 71+18EB, 0'

STA. 71+76EB, 30' L
TR4Y
WORK ZONE (TYP.)

MATCH LINE STA. 73+00 EB

67+00EB
68+00EB
69+00EB
70+00EB
71+00EB
72+00EB

STA. 37+12LS, 11' R
STA. 67+79EB, 12' R
STA. 37+12LS, 0' R
TR8W
STA. 37+13LS, 30' L
TEMPORARY PEDESTRIAN SURFACE PLYWOOD (TYP.)

STA. 68+58EB, 12' R
STA. 69+79EB, 12' R
USH 12 EB
STA. 70+68EB, 12' R
TR8W
STA. 71+18EB, 12' R
STA. 71+76EB, 12' R

LANE CLOSED
R11-2-L
48"X30"

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

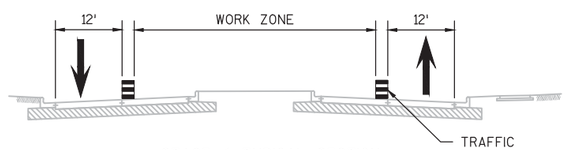
STA. 72+59EB, 12' R

W01-6
48"X24"

37+00LS

STH 33/ LINN ST.

MATCH LINE STA. 36+50 LS



STAGE 4 TYPICAL SECTION
USH 12 EB/WB
STA. 63+00 EB - 75+00 EB

ROAD WORK AHEAD
W20-1-A

200-FT

CHESTNUT ST.

STA. 52+85TC, 5' R

LANE CLOSED
R11-2-L
48"X30"

W01-6
48"X24"

STA. 74+63EB, 30' L

STA. 76+50EB, 32' L
STA. 76+50EB, 20' L

LANE CLOSED
R11-2-L
48"X30"

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

ROAD WORK AHEAD
W20-1-A

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

200-FT

LOCUST STREET

STA. 75+43EB, 32' L
TR8W

USH 12 WB

STA. 78+11EB, 32' L

STA. 79+97EB, 32' L
STA. 78+96EB, 32' L
50'
TR4Y

MATCH LINE STA. 73+00 EB

50'
TR4Y
STA. 73+83EB, 0' R
STA. 74+63EB, 0'

25'

STA. 75+43EB, 20' L

STA. 77+24EB, 32' L
STA. 77+35EB, 0' L
T4Y

STA. 78+96EB, 20' L

STA. 78+95EB, 12' R

74+00EB
75+00EB
76+00EB
77+00EB
78+00EB
79+00EB

STA. 74+63EB, 12' R
STA. 73+83EB, 12' R
TR8W

STA. 76+75EB, 10' R
STA. 77+41EB, 12' R
USH 12 EB
TR8W
STA. 78+11EB, 12' R

STA. 78+11EB, 0' L

TR4Y

MATCH LINE STA. 80+00 EB

WORK ZONE (TYP.)

TR4Y (6' LINE, 3' SKIP)
STA. 51+32TC, 6' L

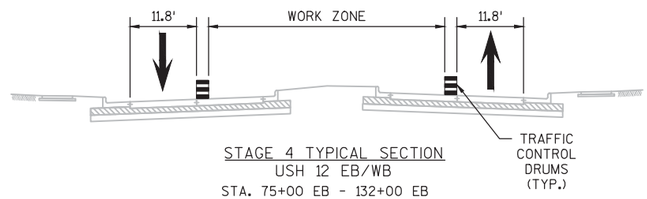
W01-6
48"X24"

LANE CLOSED
R11-2-L
48"X30"

W. CHESTNUT ST.

ROAD WORK AHEAD
W20-1-A

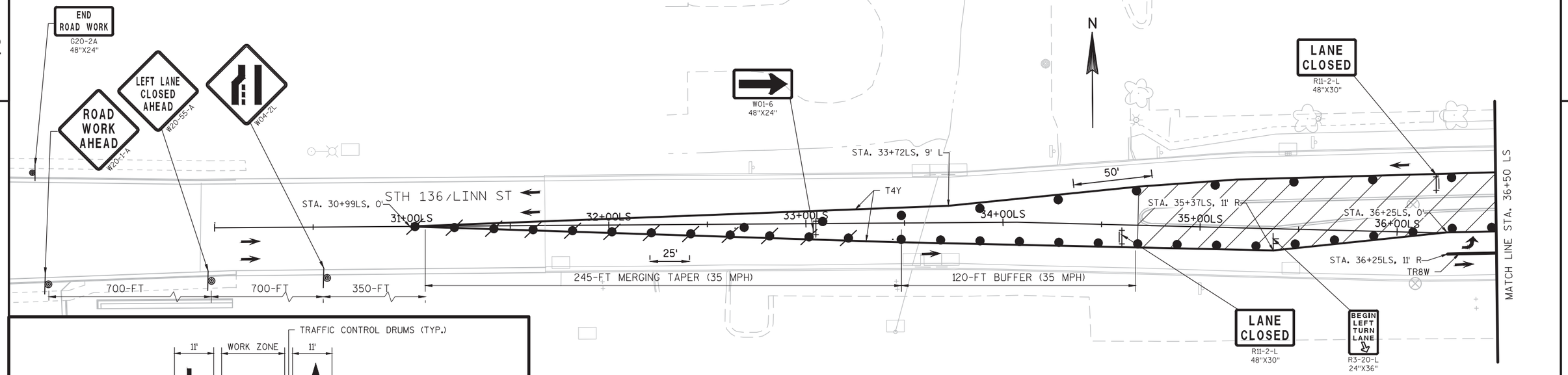
200-FT

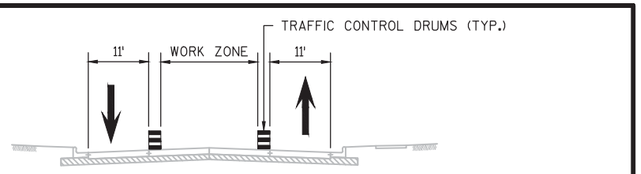


STAGE 4 TYPICAL SECTION
USH 12 EB/WB
STA. 75+00 EB - 132+00 EB

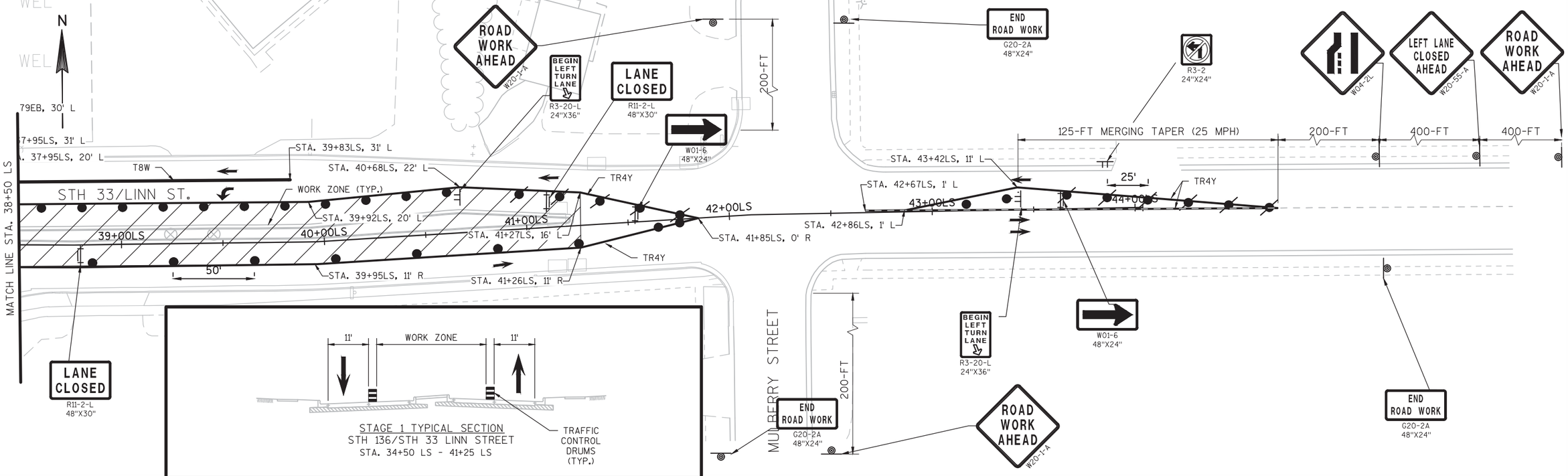
PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-5)	SHEET 222	E

2





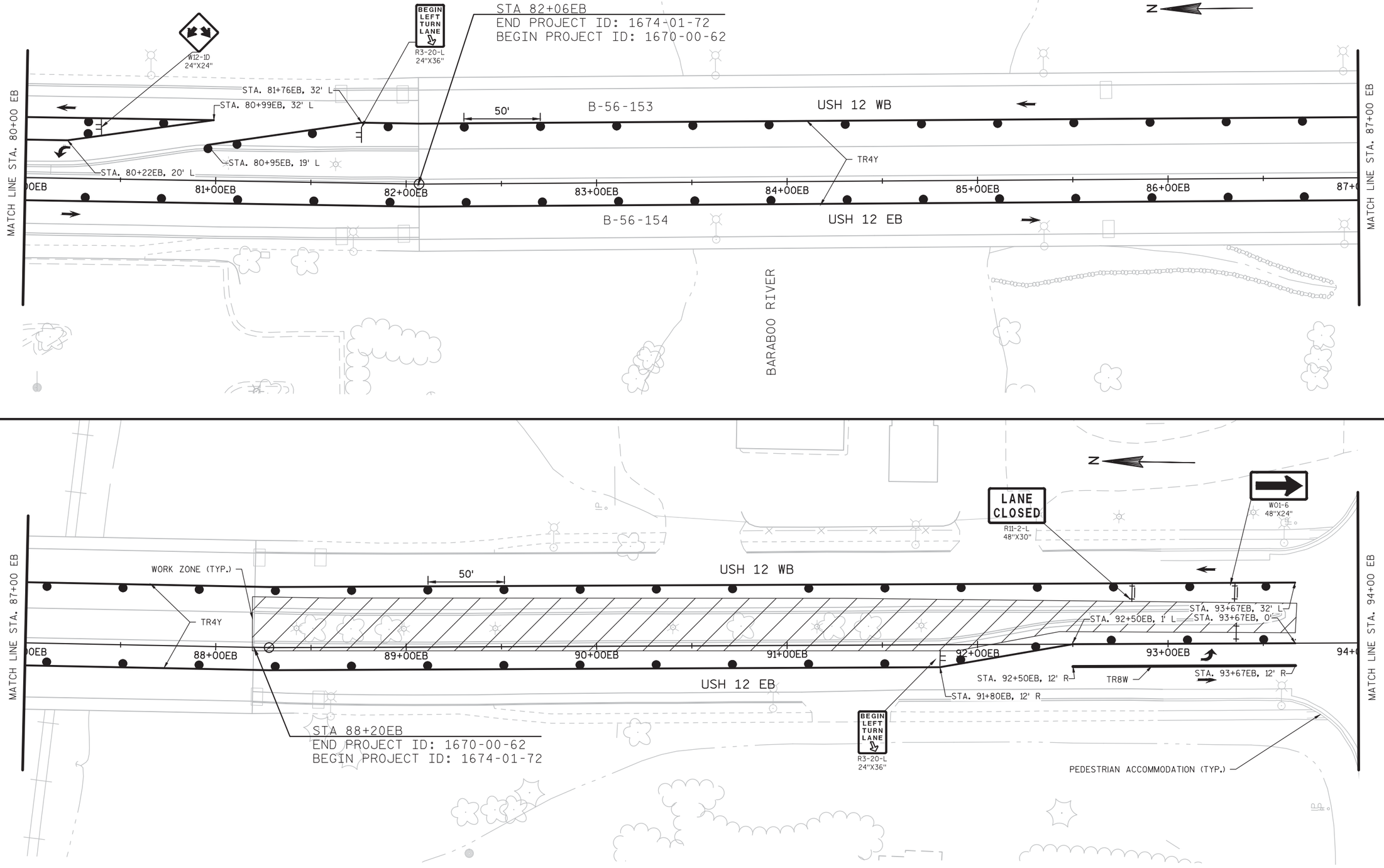
STAGE 1 TYPICAL SECTION
STH 136/STH 33 LINN STREET
STA. 30+44 LS - 34+50 LS
STA. 41+25 LS - 44+00 LS



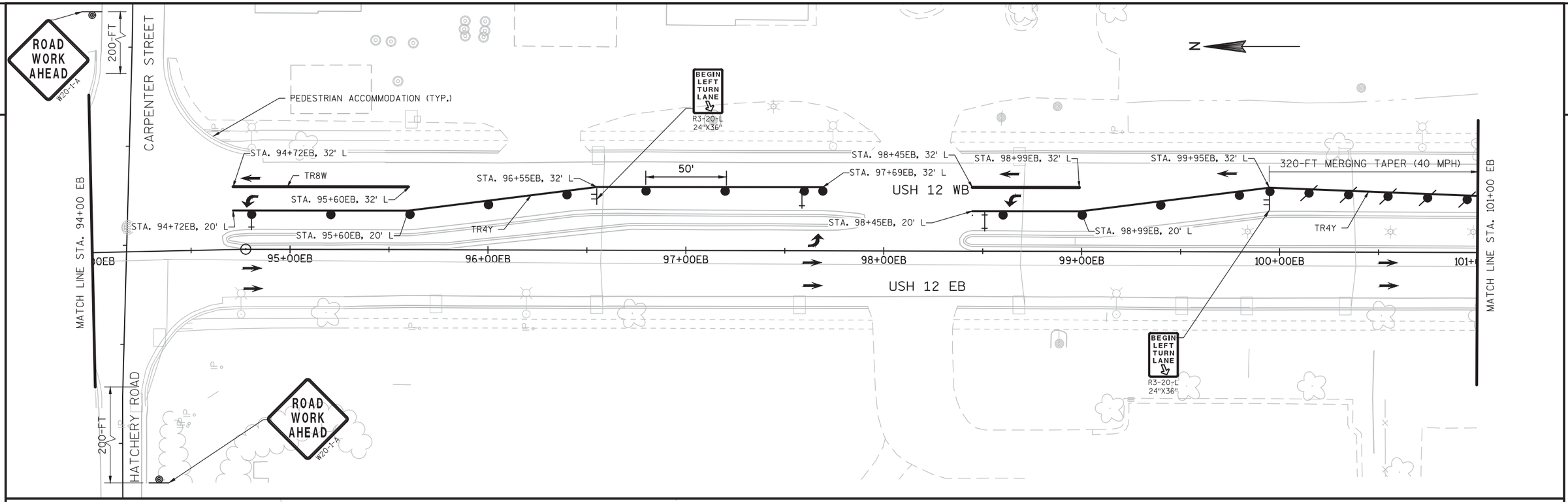
STAGE 1 TYPICAL SECTION
STH 136/STH 33 LINN STREET
STA. 34+50 LS - 41+25 LS

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-6)	SHEET 223	E

2

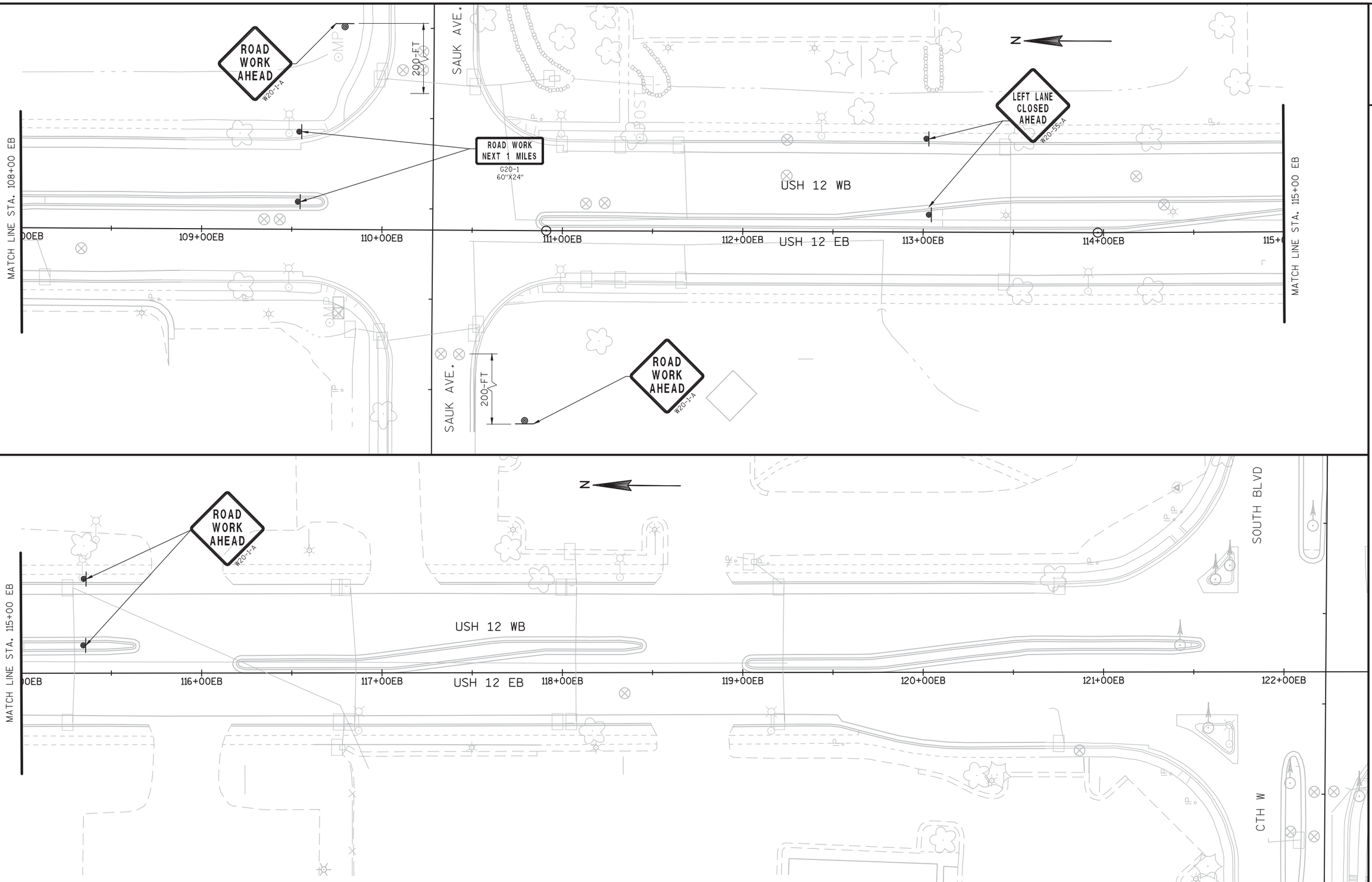


PROJECT NO:1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-7)	SHEET 224	E



PROJECT NO:1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-8)	SHEET 225	E

2



PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 4 (SHEET 4-9)	SHEET 226	E

2

136
PI STA = 10+00.00 EB
Y = 244,255.52
X = 641,809.28

N

BP: 10+00.00EB

11+00EB 12+00EB 13+00EB 14+00EB 15+00EB 16+00EB 17+00EB 18+00EB 19+00EB 20+00EB 21+00EB 22+00EB 23+00EB 24+00EB 25+

USH 12 WB

USH 12 EB

S28° 12' 10"E

MATCH LINE STA. 25+00'EB'

2

LCL-Terrytown Road
PI STA = 29+74.99 TR
Y = 242,811.39
X = 642,982.88

EP: 29+75.00TR

29+00TR

N89° 47' 10"E

PT: 27+98.04TR

28+00TR

TERRYTOWN ROAD

PI STA = 27+54.57TR
Y = 242,810.57
X = 642,761.77
DELTA = 17°29'56"
D = 19°57'59"
T = 44.16'
L = 87.64'
R = 286.96'
PC STA = 27+10.40TR
PT STA = 27+98.04TR
SE=MATCH EXISTING

PC: 27+10.40TR

27+00TR

N72° 17' 15"E

26+00TR

PI: 25+46.06TR

N73° 08' 44"E

MATCH LINE STA. 25+00'TR'

MATCH LINE STA. 25+00'EB'

25+00EB 26+00EB 27+00EB 28+00EB 29+00EB 30+00EB 31+00EB 32+00EB 33+00EB 34+00EB 35+00EB 36+00EB 37+00EB 38+00EB 39+00EB 40+

USH 12 WB

USH 12 EB

S28° 12' 10"E

MATCH LINE STA. 40+00'EB'

LCL-Terrytown Road
PI STA = 20+00.00 TR
Y = 242,743.93
X = 642,027.83

PI STA = 23+12.19TR
Y = 242,677.36
X = 642,332.84
DELTA = 29°10'02"
D = 9°32'57"
T = 156.10'
L = 305.44'
R = 600.00'
PC STA = 21+56.09TR
PT STA = 24+61.52TR
SE=MATCH EXISTING

N

BP: 20+00.00TR

S77° 41' 15"E

PC: 21+56.09TR

21+00TR 22+00TR 23+00TR 24+00TR

TERRYTOWN ROAD

PT: 24+61.52TR

25+

MATCH LINE STA. 25+00'TR'

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 227	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\027201_AD.DWG PLOT DATE : 4/20/2017 7:31 AM PLOT BY : KL ENGINEERING PLOT NAME : 10+00

2

PI STA = 52+43.65EB
Y = 240,515.67
X = 643,814.80
DELTA = 28°16'46"
D = 1°29'53"
T = 963.59'
L = 1,887.90'
R = 3,825.00'
PC STA = 42+80.06EB
PT STA = 61+67.96EB
SE=MATCH EXISTING

N

MATCH LINE STA. 40+00EB'

PC: 42+80.06EB

S28° 12' 10"E

0EB 41+00EB 42+00EB 43+00EB 44+00EB 45+00EB 46+00EB 47+00EB 48+00EB 49+00EB 50+00EB 51+00EB 52+00EB 53+00EB 54+00EB 55+

USH 12 WB

USH 12 EB

MATCH LINE STA. 55+00'EB'

MATCH LINE STA. 40+00'LS'

33
PI STA = 44+03.81 LS
Y = 238,906.58
X = 644,474.33

N

N89° 19' 16"E

° 51' 12"E

PI: 42+10.77LS

EP: 44+03.81LS

0LS 41+00LS 42+00LS 43+00LS 44+00LS

STH 33 / LINN ST.

2

N

LCL-Berkley Blvd
PI STA = 20+00.00 BB
Y = 239,736.95
X = 643,809.28

LCL-Berkley Blvd
PI STA = 22+00.00 BB
Y = 239,736.95
X = 644,009.28

EP: 22+00.00BB

N89° 59' 00"E

21+00BB

BERKLEY BLVD

PT: 61+67.96EB

BP: 20+00.00BB

S00° 04' 36"W

0EB 56+00EB 57+00EB 58+00EB 59+00EB 60+00EB 61+00EB 62+00EB 63+00EB 64+00EB 65+00EB 66+00EB 67+00EB 68+00EB 69+00EB 70+

USH 12 WB

USH 12 EB

MATCH LINE STA. 55+00'EB'

LOCATE AND RE-ESTABLISH SECTION CORNER MONUMENTS

T 12 N
R 6 E
34 34
34 34

MATCH LINE STA. 40+00'LS'

PI: 39+95.91LS

N89° 38' 55"E

39+00LS

PI: 38+76.48LS

S89° 33' 19"E

38+00LS

PI: 38+11.00LS

N87° 51' 15"E

STH 33 / LINN ST.

37+00LS

PI: 37+08.30LS

N89° 07' 45"E

PI: 36+18.25LS

36+00LS

STH 136 / LINN ST.

MATCH LINE STA. 70+00'EB'

MATCH LINE STA. 35+75'LS'

N

MATCH LINE STA. 35+75'LS'

33
PI STA = 30+00.00 LS
Y = 238,893.94
X = 643,071.06

S88° 08' 44"E

PI: 34+07.12LS

S89° 59' 34"E

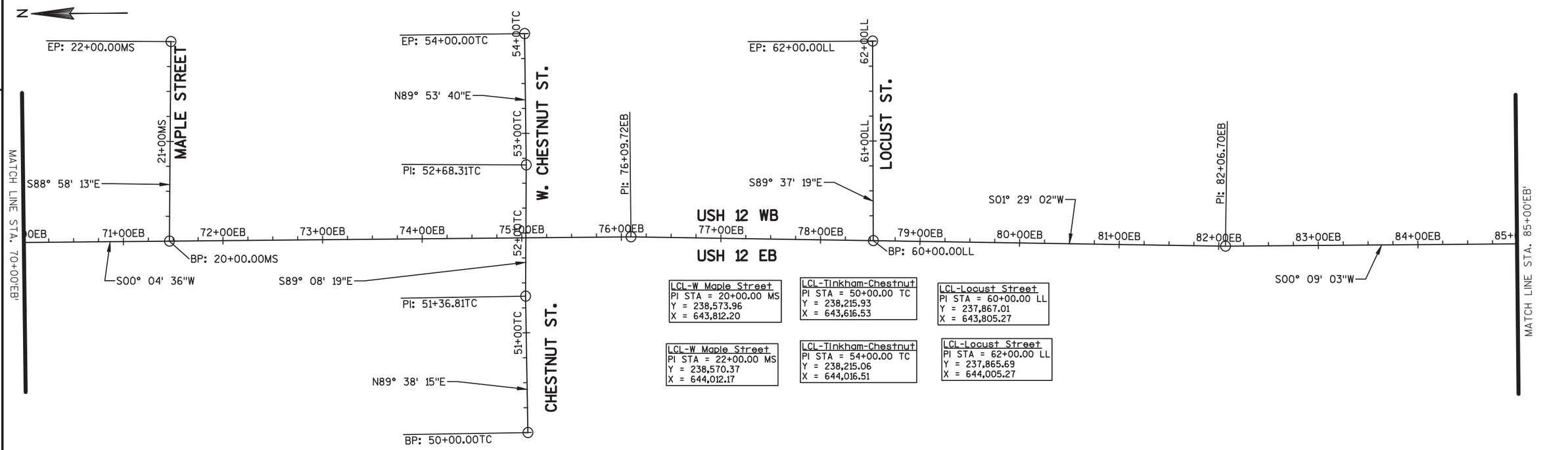
BP: 30+00.00LS

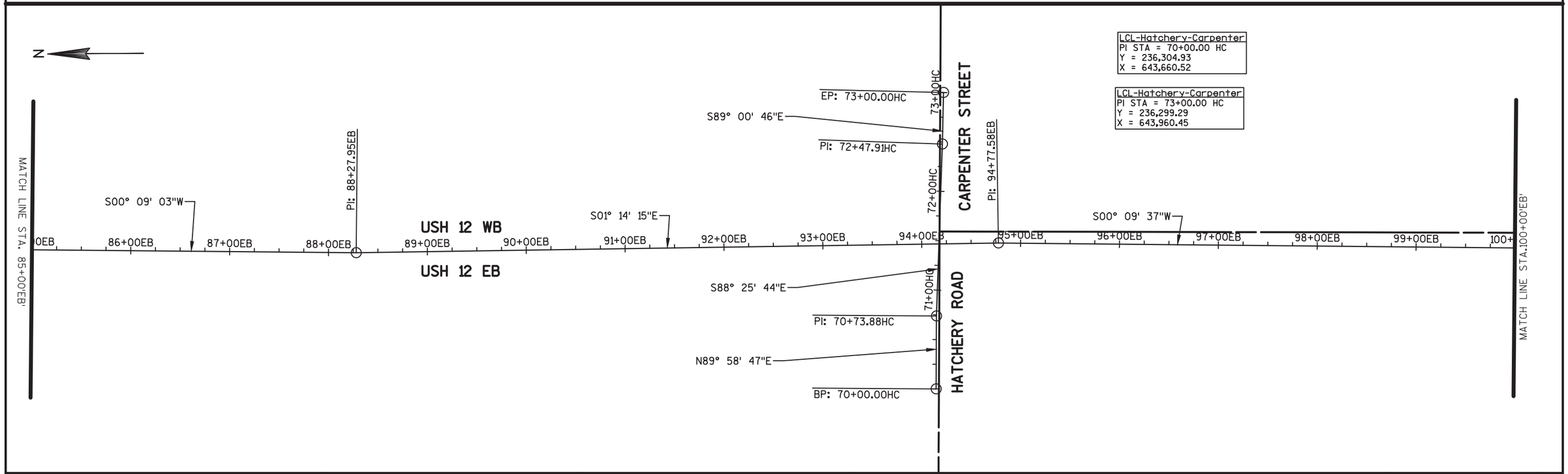
35+00LS 34+00LS 33+00LS 32+00LS 31+00LS

STH 136 / LINN ST.

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 228	E

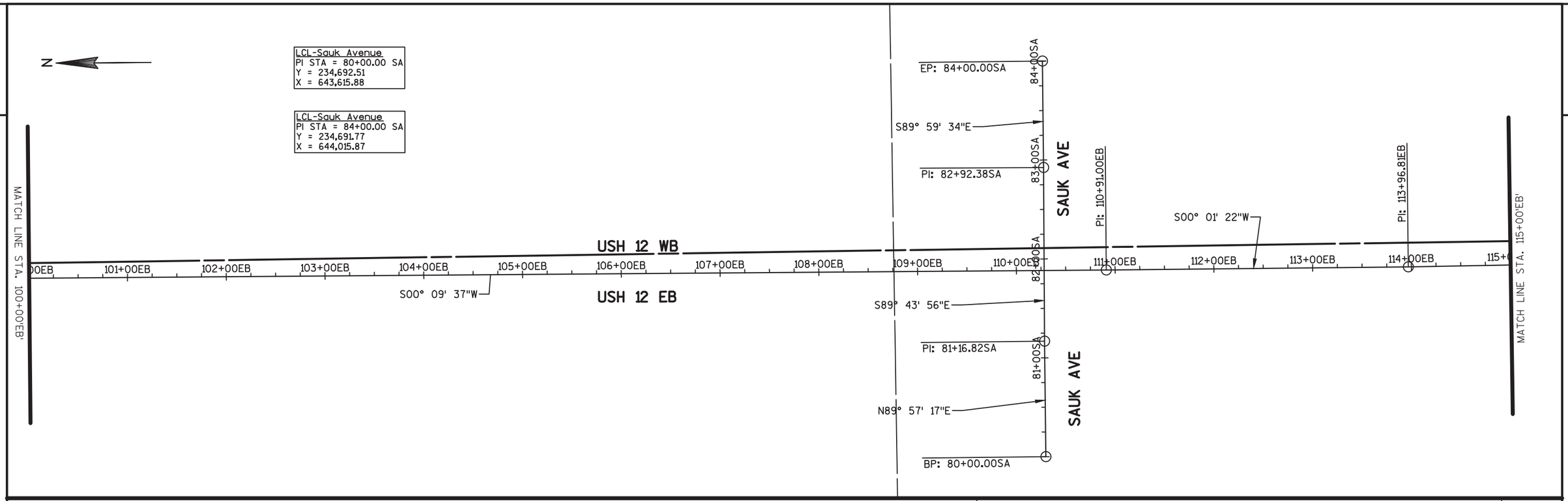
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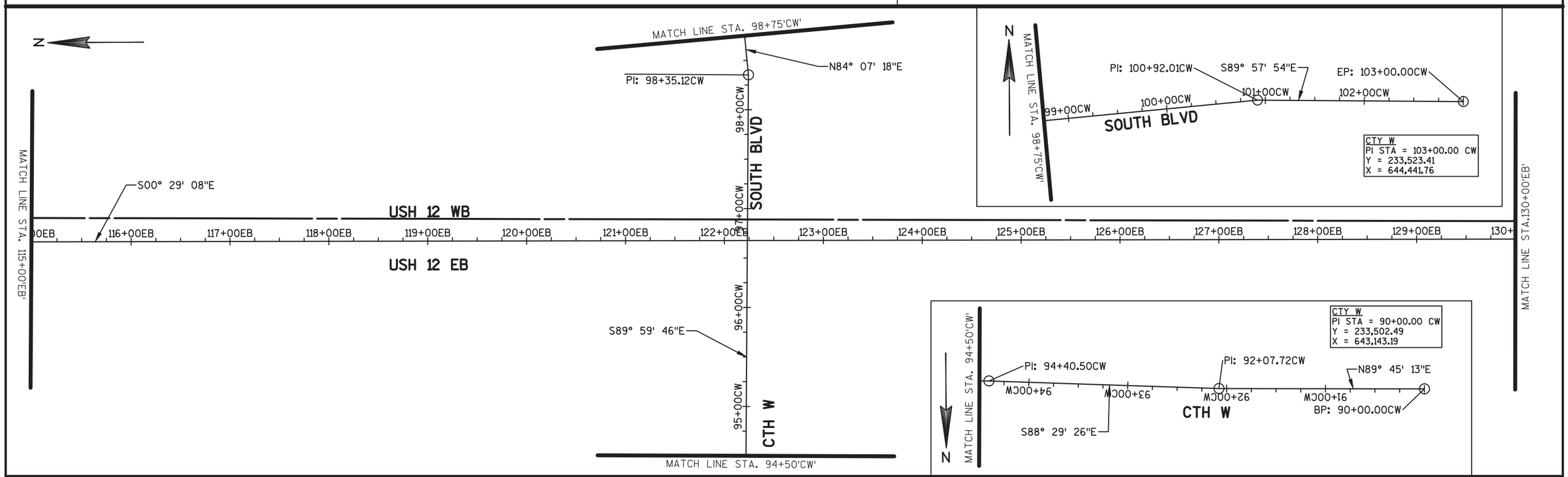




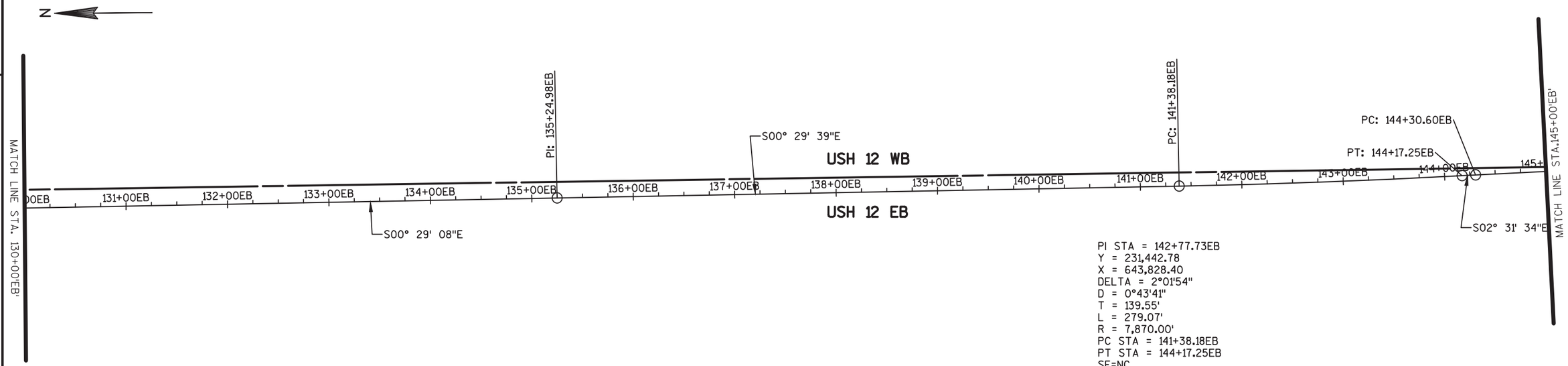
PROJECT NO: 1670-00-62 & 1674-01-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 229	E

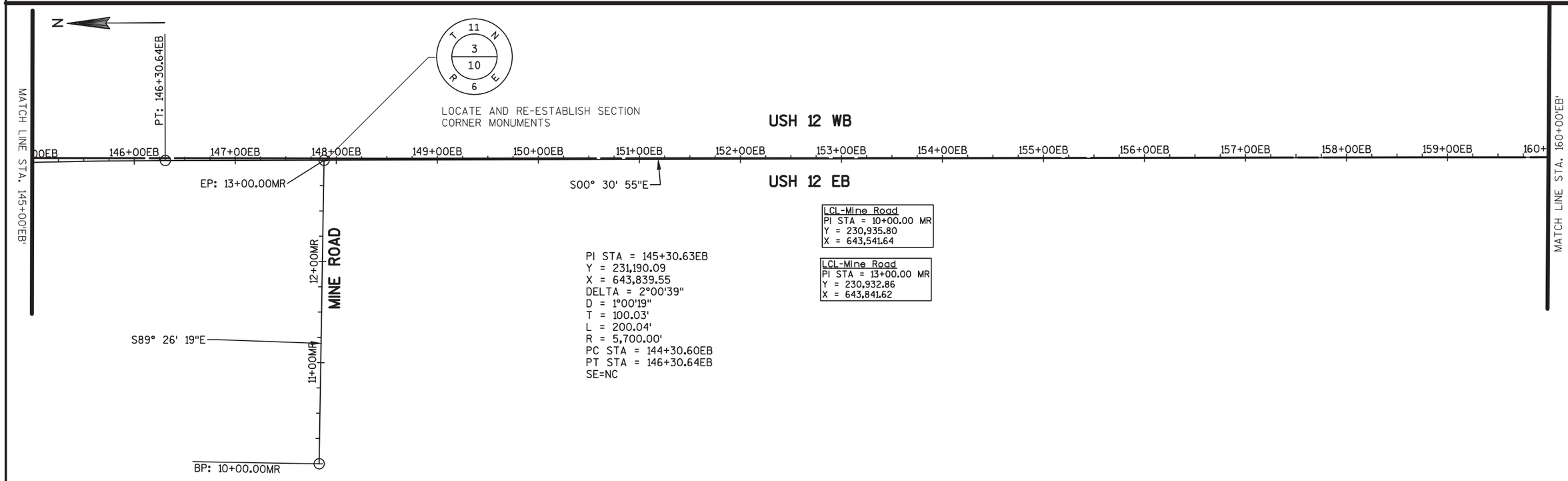
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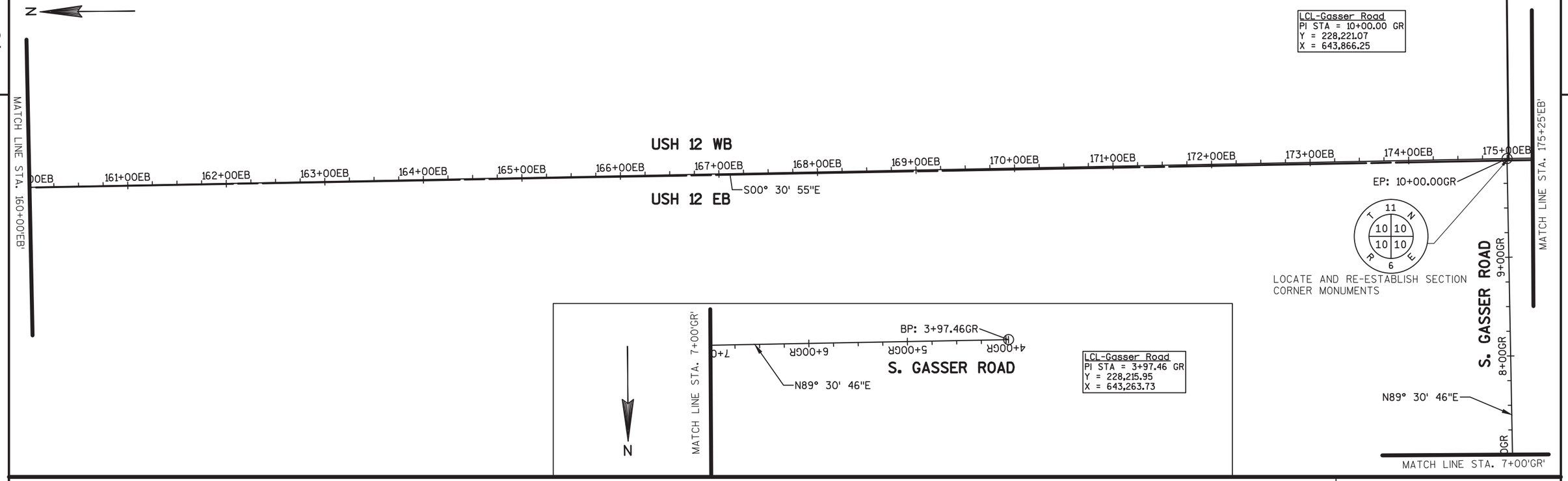


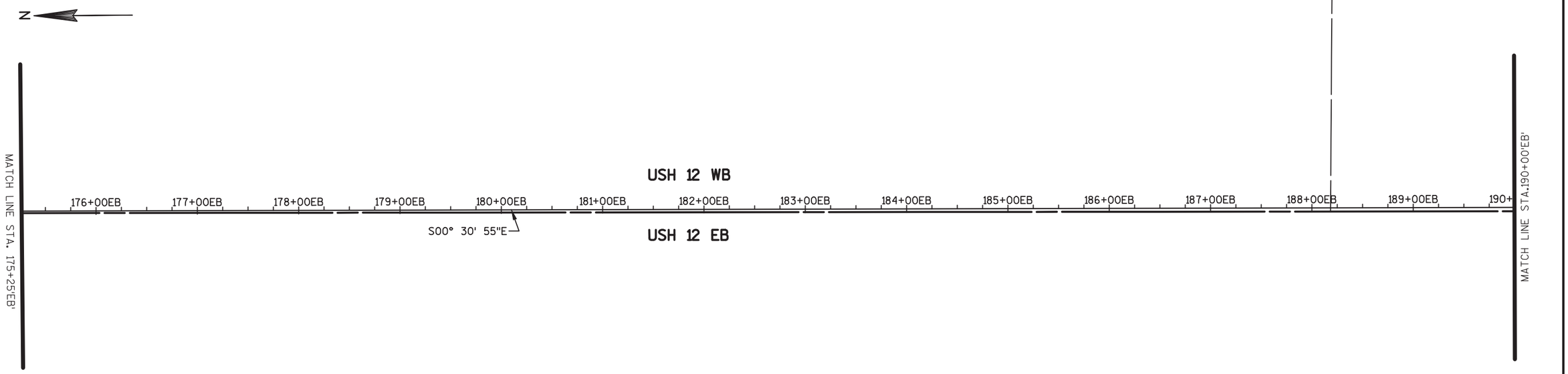
PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 230	E





PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 231	E





PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 232	E

2

N

MATCH LINE STA. 190+00'EB'

MATCH LINE STA. 18+00'SK'

S00° 30' 55"E

S00° 26' 04"E

S09° 51' 45"W

S89° 55' 37"E

S43° 45' 37"W

S62° 42' 46"W

USH 12 WB

USH 12 EB

STH 159

SKILLET CREEK ROAD

POINT OF ROCKS ROAD

PI: 194+75.87EB

PC: 196+15.25EB

PT: 198+54.27EB

PC: 201+39.30EB

PT: 203+37.49EB

PT: 14+39.32SK

PC: 13+53.27SK

MATCH LINE STA. 13+75'SK'

MATCH LINE STA. 205+00'EB'

PC: 206+19.35EB

PT: 210+59.30EB

PC: 218+92.19EB

MATCH LINE STA. 220+00'EB'

T 11 N
10
15
R 6 E

LOCATE AND RE-ESTABLISH SECTION CORNER MONUMENTS

PI STA = 197+35.08EB
Y = 225,985.82
X = 643,885.98
DELTA = 10°17'49"
D = 4°18'29"
T = 119.83'
L = 239.02'
R = 1,330.00'
PC STA = 196+15.25EB
PT STA = 198+54.27EB
SE=5.8%

PI STA = 202+41.39EB
Y = 225,486.36
X = 643,799.15
DELTA = 33°53'52"
D = 17°06'12"
T = 102.09'
L = 198.19'
R = 335.00'
PC STA = 201+39.30EB
PT STA = 203+37.49EB
SE=NC

PI STA = 13+96.83SK
Y = 225,586.01
X = 643,649.97
DELTA = 21°54'48"
D = 25°27'53"
T = 43.56'
L = 86.05'
R = 225.00'
PC STA = 13+53.27SK
PT STA = 14+39.32SK
SE=NC

PI STA = 208+41.36EB
Y = 225,048.72
X = 643,380.05
DELTA = 18°57'10"
D = 4°18'29"
T = 222.00'
L = 439.95'
R = 1,330.00'
PC STA = 206+19.35EB
PT STA = 210+59.30EB
SE=N/A

159 & Skillet Creek Rd
PI STA = 10+00.00 SK
Y = 225,490.66
X = 643,266.51

N68° 09' 36"E

N80° 41' 42"E

PC: 11+83.61SK

PT: 13+14.87SK

BP: 10+00.00SK

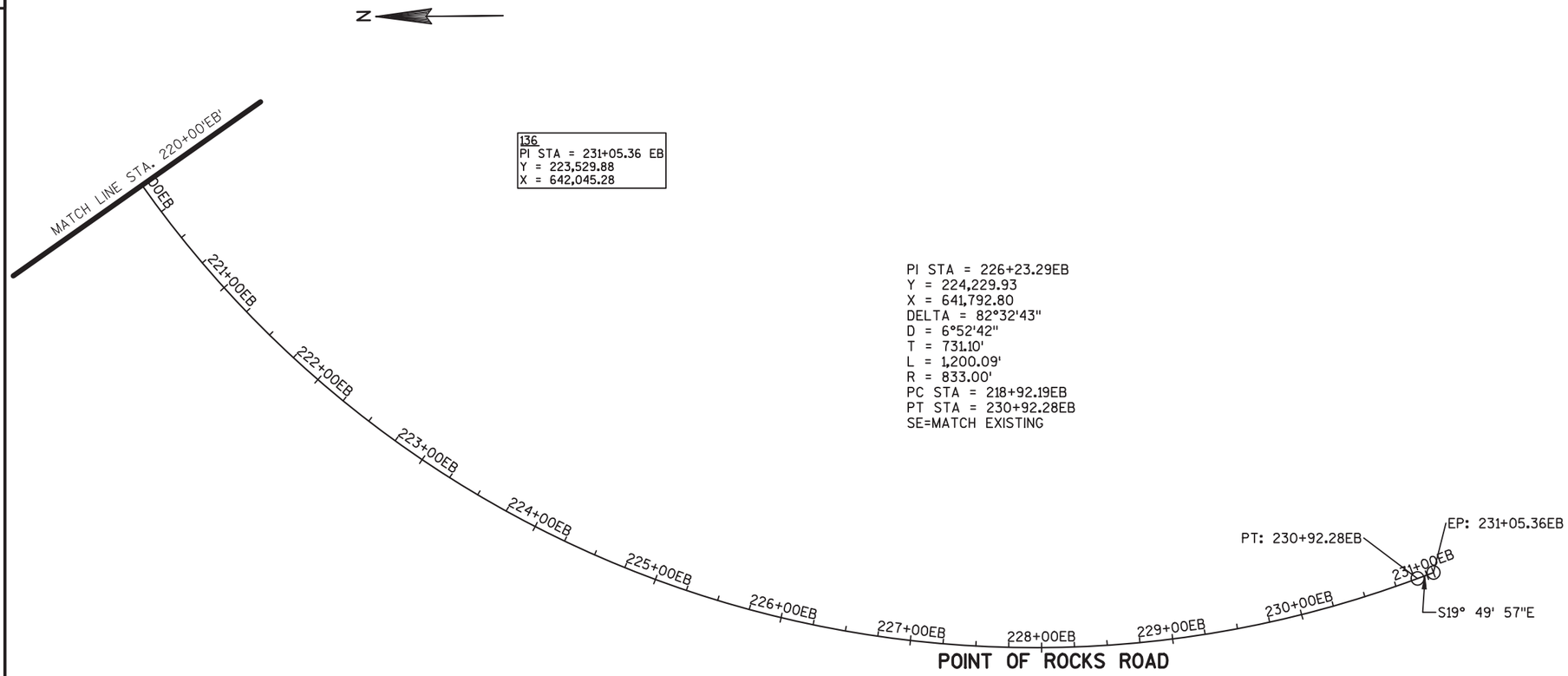
PI STA = 12+49.50SK
Y = 225,531.01
X = 643,512.73
DELTA = 12°32'06"
D = 9°32'57"
T = 65.90'
L = 131.27'
R = 600.00'
PC STA = 11+83.61SK
PT STA = 13+14.87SK
SE=NC

159 & Skillet Creek Rd
PI STA = 22+83.07 SK
Y = 225,584.88
X = 644,537.27

EP: 22+83.07SK

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 233	E

2

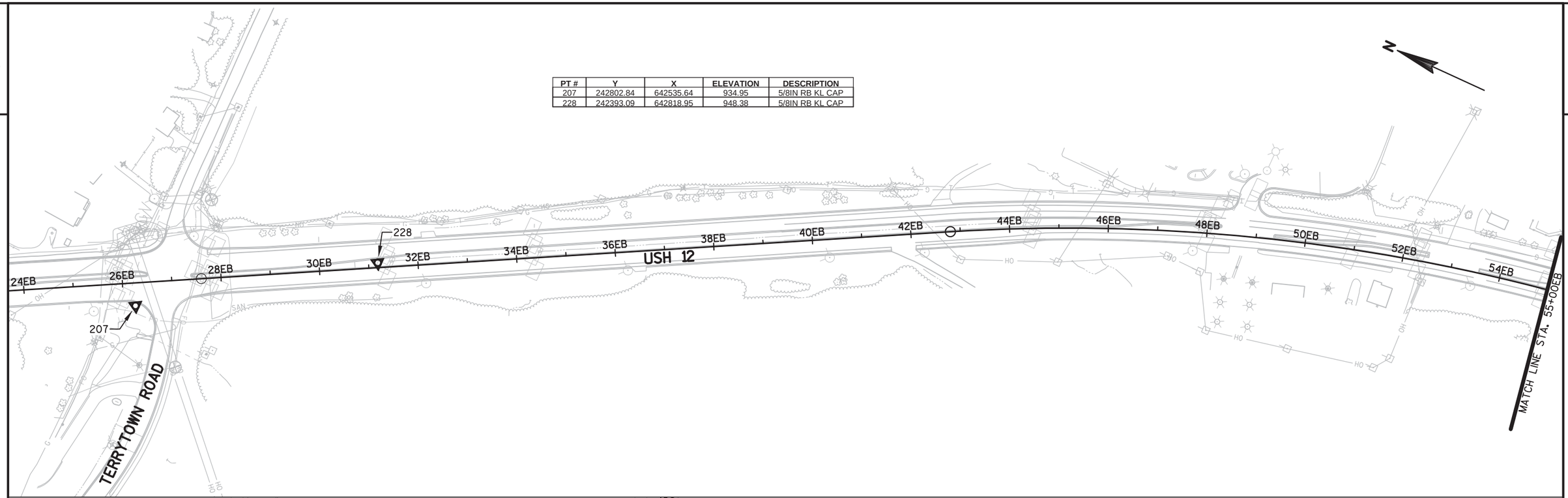


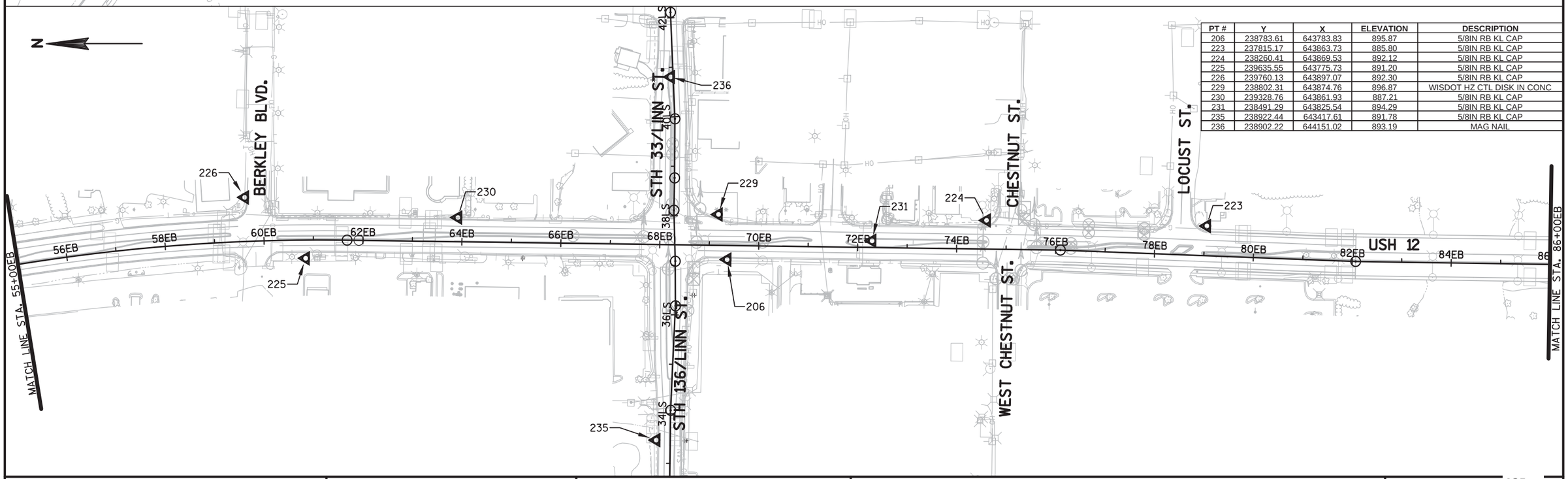
136
PI STA = 231+05.36 EB
Y = 223,529.88
X = 642,045.28

PI STA = 226+23.29EB
Y = 224,229.93
X = 641,792.80
DELTA = 82°32'43"
D = 6°52'42"
T = 731.10'
L = 1,200.09'
R = 833.00'
PC STA = 218+92.19EB
PT STA = 230+92.28EB
SE=MATCH EXISTING

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	ALIGNMENT DIAGRAM	SHEET 234	E

PT #	Y	X	ELEVATION	DESCRIPTION
207	242802.84	642535.64	934.95	5/8IN RB KL CAP
228	242393.09	642818.95	948.38	5/8IN RB KL CAP



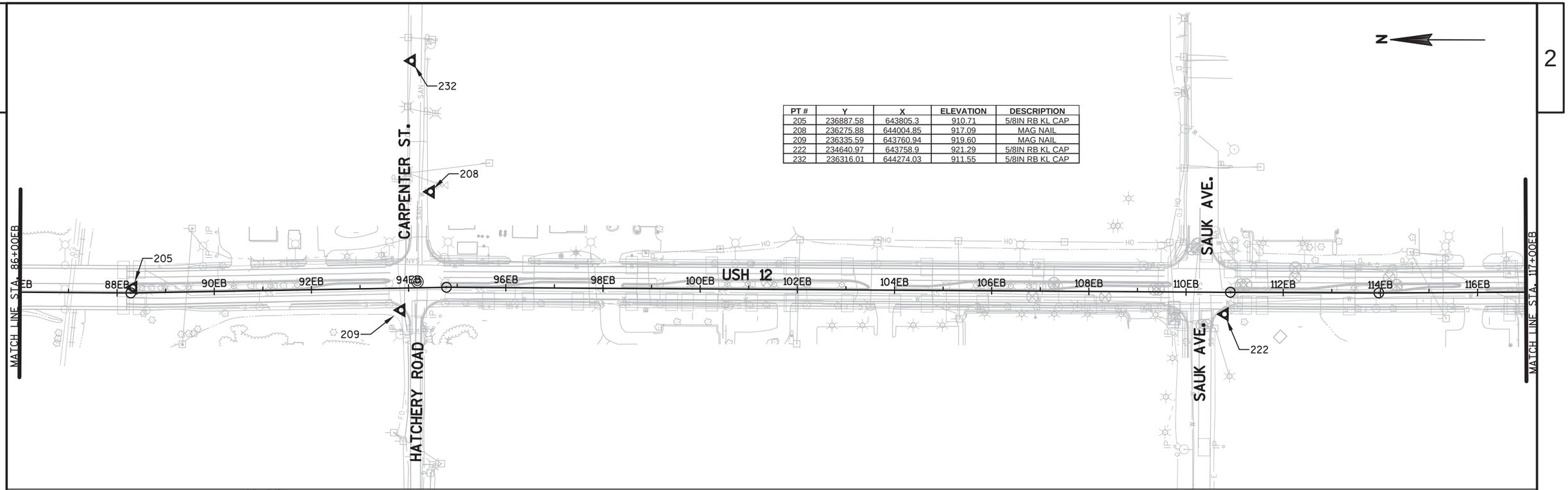


PT #	Y	X	ELEVATION	DESCRIPTION
206	238783.61	643783.83	895.87	5/8IN RB KL CAP
223	237815.17	643863.73	885.80	5/8IN RB KL CAP
224	238260.41	643869.53	892.12	5/8IN RB KL CAP
225	239635.55	643775.73	891.20	5/8IN RB KL CAP
226	239760.13	643897.07	892.30	5/8IN RB KL CAP
229	238802.31	643874.76	896.87	WISDOT HZ CTL DISK IN CONC
230	239328.76	643861.93	887.21	5/8IN RB KL CAP
231	238491.29	643825.54	894.29	5/8IN RB KL CAP
235	238922.44	643417.61	891.78	5/8IN RB KL CAP
236	238902.22	644151.02	893.19	MAG NAIL

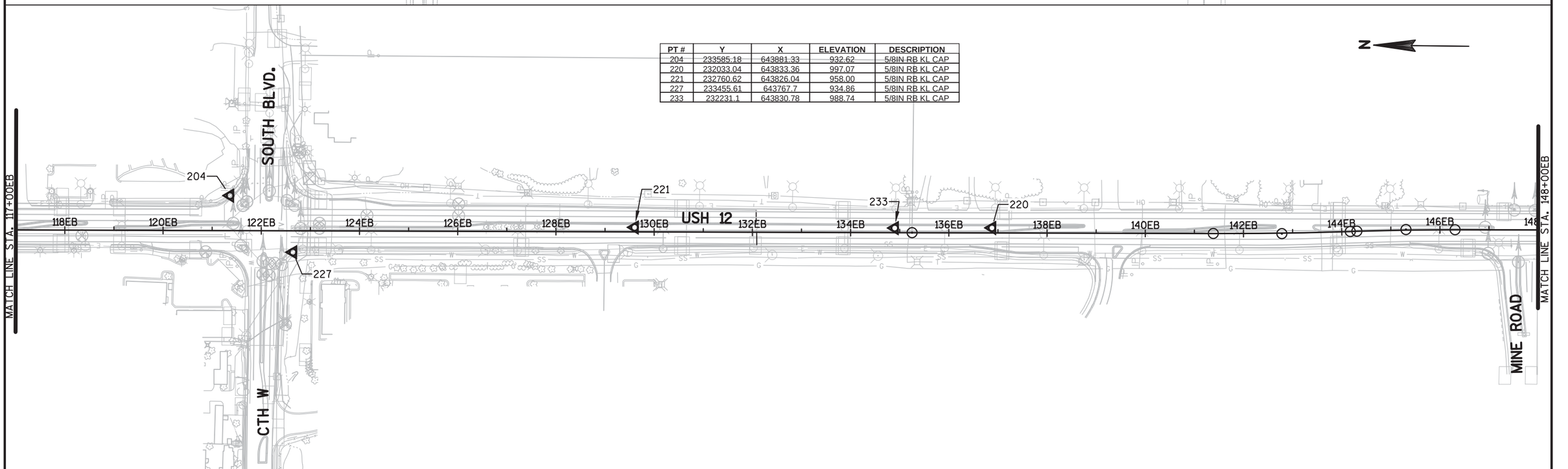
PROJECT NO: 1670-00-62, 1674-01-72 & 1674-02-73	HWY: USH 12	COUNTY: SAUK	CONTROL POINTS	SHEET 235 E

2

PT #	Y	X	ELEVATION	DESCRIPTION
205	236887.58	643805.3	910.71	5/8IN RB KL CAP
208	236275.88	644004.85	917.09	MAG NAIL
209	236335.59	643760.94	919.60	MAG NAIL
222	234640.97	643758.9	921.29	5/8IN RB KL CAP
232	236316.01	644274.03	911.55	5/8IN RB KL CAP

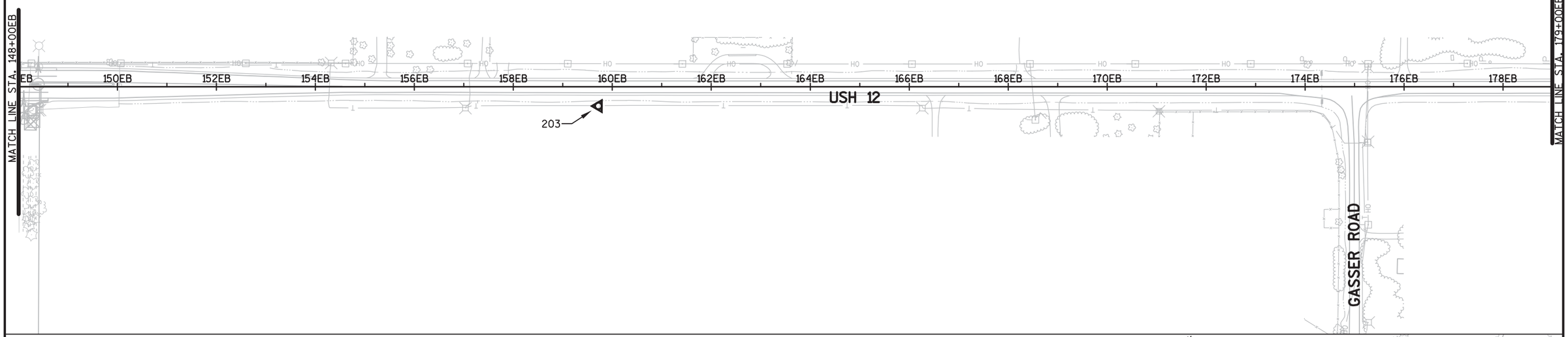


PT #	Y	X	ELEVATION	DESCRIPTION
204	233585.18	643881.33	932.62	5/8IN RB KL CAP
220	232033.04	643833.36	997.07	5/8IN RB KL CAP
221	232760.62	643826.04	958.00	5/8IN RB KL CAP
227	233455.61	643767.7	934.86	5/8IN RB KL CAP
233	232231.1	643830.78	988.74	5/8IN RB KL CAP

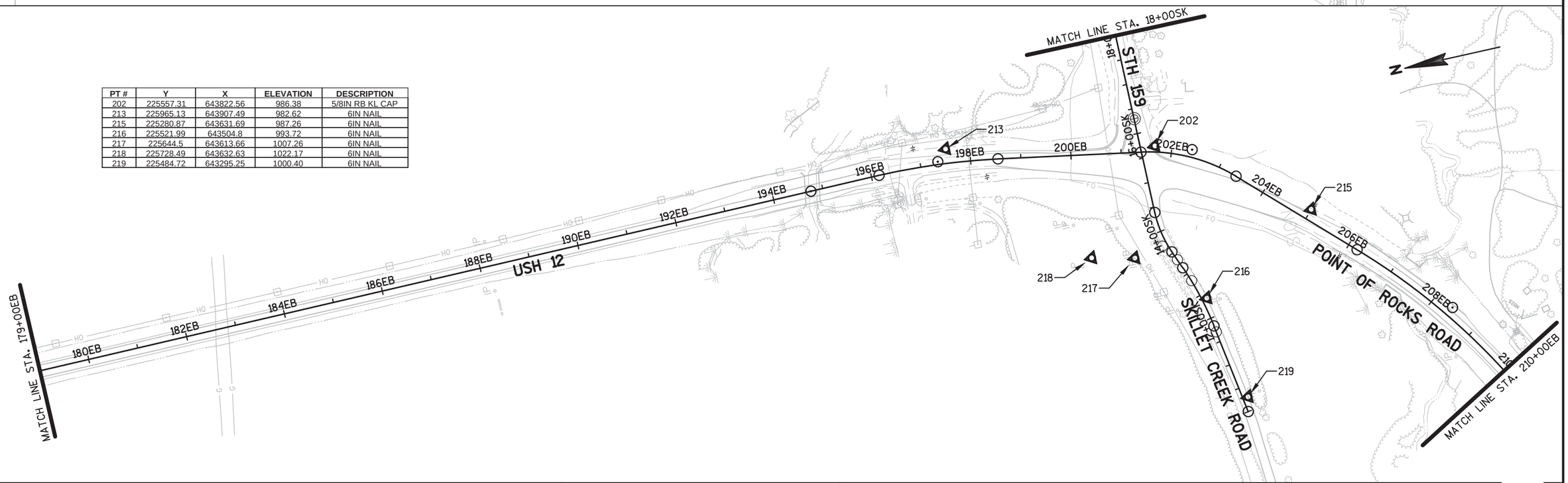


PROJECT NO: 1670-00-62, 1674-01-72 & 1674-02-73	HWY: USH 12	COUNTY: SAUK	CONTROL POINTS	SHEET 236 E

PT #	Y	X	ELEVATION	DESCRIPTION
203	229748.52	643813.38	991.99	5/8IN RB KL CAP



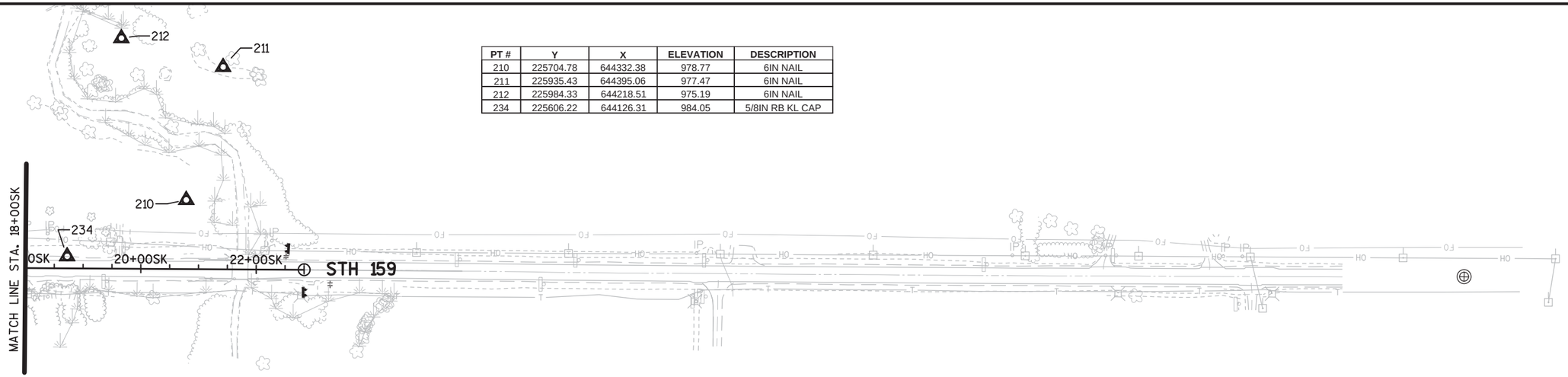
PT #	Y	X	ELEVATION	DESCRIPTION
202	225557.31	643822.56	986.38	5/8IN RB KL CAP
213	225965.13	643907.49	982.62	6IN NAIL
215	225280.87	643631.69	987.26	6IN NAIL
216	225521.99	643504.8	993.72	6IN NAIL
217	225644.5	643613.66	1007.26	6IN NAIL
218	225728.49	643632.63	1022.17	6IN NAIL
219	225484.72	643295.25	1000.40	6IN NAIL



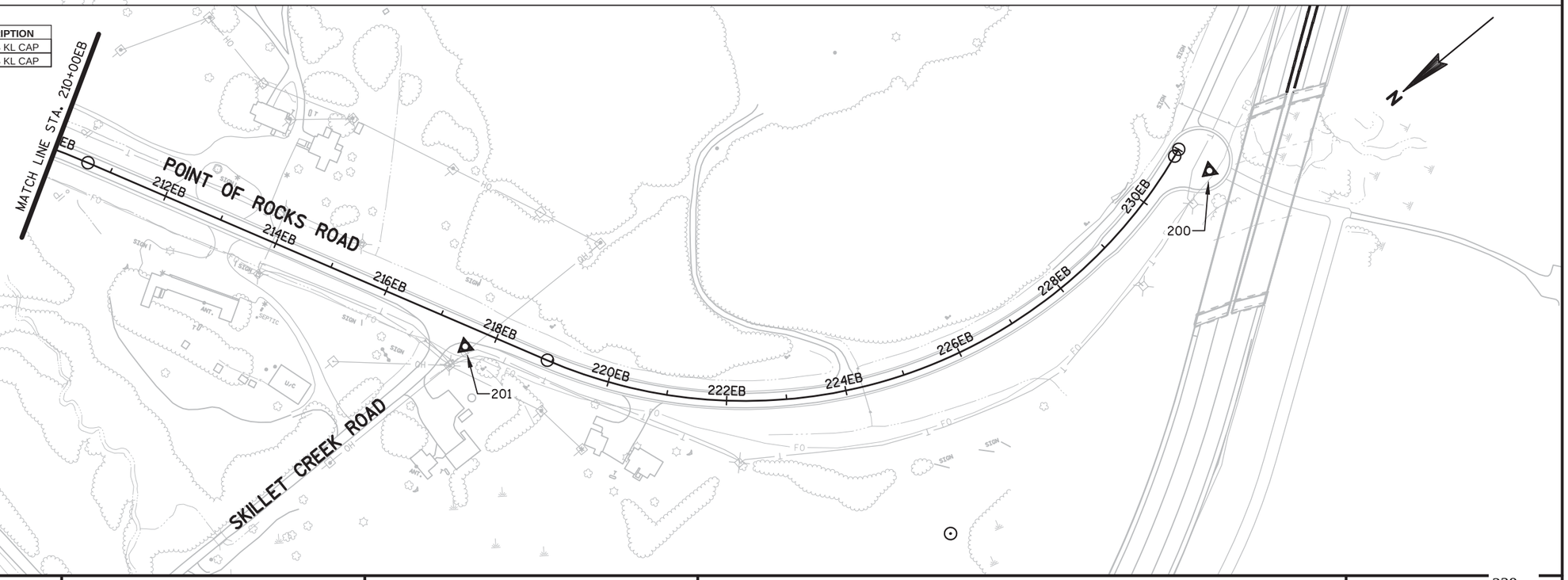
PROJECT NO: 1670-00-62, 1674-01-72 & 1674-02-73	HWY: USH 12	COUNTY: SAUK	CONTROL POINTS	SHEET 237 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\027201_CP.DWG
LAYOUT NAME - CP - (3)
PLOT DATE : 4/20/2017 7:34 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

PT #	Y	X	ELEVATION	DESCRIPTION
210	225704.78	644332.38	978.77	6IN NAIL
211	225935.43	644395.06	977.47	6IN NAIL
212	225984.33	644218.51	975.19	6IN NAIL
234	225606.22	644126.31	984.05	5/8IN RB KL CAP



PT #	Y	X	ELEVATION	DESCRIPTION
200	223512.83	641985.37	1000.90	5/8IN RB KL CAP
201	224656.29	642547.19	986.86	5/8IN RB KL CAP



PROJECT NO: 1670-00-62, 1674-01-72 & 1674-02-73	HWY: USH 12	COUNTY: SAUK	CONTROL POINTS	SHEET 238 E

Estimate Of Quantities

					1670-00-62	1674-01-72	1674-01-73	1674-01-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0002	203.0200	Removing Old Structure (station) 001. 82+06EB	LS	1.000	1.000			
0004	203.0200	Removing Old Structure (station) 002. 82+06EB	LS	1.000	1.000			
0006	204.0100	Removing Pavement	SY	21,200.000		19,130.000	2,070.000	
0008	204.0110	Removing Asphaltic Surface	SY	162.000		30.000		132.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	3,200.000			3,200.000	
0012	204.0120	Removing Asphaltic Surface Milling	SY	31,350.000			31,350.000	
0014	204.0150	Removing Curb & Gutter	LF	10,000.000		9,565.000	435.000	
0016	204.0155	Removing Concrete Sidewalk	SY	8,551.000		7,325.000	1,192.000	34.000
0018	204.0165	Removing Guardrail	LF	1,370.000		402.000	968.000	
0020	204.0195	Removing Concrete Bases	EACH	24.000		24.000		
0022	205.0100	Excavation Common	CY	14,573.000		9,213.000	5,360.000	
0024	211.0100	Prepare Foundation for Asphaltic Paving (project) 001. 1674-01-72	LS	1.000		1.000		
0026	211.0100	Prepare Foundation for Asphaltic Paving (project) 002. 1674-01-73	LS	1.000			1.000	
0028	213.0100	Finishing Roadway (project) 001. 1674-01-72	EACH	1.000		1.000		
0030	213.0100	Finishing Roadway (project) 002. 1674-01-73	EACH	1.000			1.000	
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	800.000		400.000	400.000	
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	12,330.000		7,700.000	4,500.000	130.000
0036	312.0110	Select Crushed Material	TON	4,501.000		767.000	3,734.000	
0038	405.0100	Coloring Concrete WisDOT Red	CY	15.000		15.000		
0040	405.1000	Stamping Colored Concrete	CY	15.000		15.000		
0042	416.0270	Concrete Driveway HES 7-Inch	SY	820.000		820.000		
0044	416.0610	Drilled Tie Bars	EACH	1,800.000		1,767.000	33.000	
0046	416.0620	Drilled Dowel Bars	EACH	116.000		116.000		
0048	416.1710	Concrete Pavement Repair	SY	3,000.000		2,970.000	30.000	
0050	416.1720	Concrete Pavement Replacement	SY	425.000		425.000		
0052	440.4410	Incentive IRI Ride	DOL	11,078.000		2,386.000	8,692.000	
0054	450.4000	HMA Cold Weather Paving	TON	1,315.000			1,315.000	
0056	455.0605	Tack Coat	GAL	4,340.000		1,240.000	3,100.000	
0058	460.2000	Incentive Density HMA Pavement	DOL	7,100.000		3,000.000	4,100.000	
0060	460.5224	HMA Pavement 4 LT 58-28 S	TON	11,070.000		4,700.000	6,350.000	20.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	310.000		250.000	60.000	
0064	465.0125	Asphaltic Surface Temporary	TON	660.000		660.000		
0066	465.0315	Asphaltic Flumes	SY	50.000			50.000	
0068	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	10,270.000			10,270.000	
0070	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	4,600.000			4,600.000	
0072	502.3210	Pigmented Surface Sealer	SY	912.000	912.000			
0074	509.0301	Preparation Decks Type 1	SY	10.000	10.000			
0076	509.1500	Concrete Surface Repair	SF	5.000			5.000	

					1670-00-62	1674-01-72	1674-01-73	1674-01-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0078	509.5100.S	Polymer Overlay	SY	4,150.000	4,150.000			
0080	513.7016	Railing Steel Type C3 (structure) 001. B-56-153	LF	637.000	637.000			
0082	513.7016	Railing Steel Type C3 (structure) 002. B-56-154	LF	637.000	637.000			
0084	601.0120	Concrete Curb Type J	LF	105.000		40.000	65.000	
0086	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	970.000		940.000	30.000	
0088	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	2,010.000		2,010.000		
0090	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	470.000		450.000	20.000	
0092	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	4,640.000		4,640.000		
0094	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	255.000			255.000	
0096	602.0410	Concrete Sidewalk 5-Inch	SF	15,900.000		14,280.000	1,320.000	300.000
0098	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	470.000		380.000	90.000	
0100	606.0200	Riprap Medium	CY	5.000			5.000	
0102	611.0430	Reconstructing Inlets	EACH	8.000		8.000		
0104	611.0666	Inlet Covers Type Z	EACH	6.000		6.000		
0106	611.8110	Adjusting Manhole Covers	EACH	9.000		2.000		7.000
0108	611.8115	Adjusting Inlet Covers	EACH	71.000		71.000		
0110	614.0115	Anchorages for Steel Plate Beam Guard Type 2	EACH	1.000		1.000		
0112	614.0305	Steel Plate Beam Guard Class A	LF	350.000		350.000		
0114	614.0345	Steel Plate Beam Guard Short Radius	LF	50.000		50.000		
0116	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	1.000		1.000		
0118	614.0396	Guardrail Mow Strip Asphalt	SY	600.000		200.000	400.000	
0120	614.2300	MGS Guardrail 3	LF	440.000			440.000	
0122	614.2500	MGS Thrie Beam Transition	LF	285.000			285.000	
0124	614.2610	MGS Guardrail Terminal EAT	EACH	8.000			8.000	
0126	616.0600.S	Fence Temporary	LF	100.000			100.000	
0128	618.0100	Maintenance And Repair of Haul Roads (project) 001. 1674-01-72	EACH	1.000		1.000		
0130	618.0100	Maintenance And Repair of Haul Roads (project) 002. 1674-01-73	EACH	1.000			1.000	
0132	619.1000	Mobilization	EACH	1.000	0.120	0.560	0.240	0.080
0134	620.0200	Concrete Median Blunt Nose	SF	25.000			25.000	
0136	620.0300	Concrete Median Sloped Nose	SF	550.000		460.000	90.000	
0138	621.0100	Landmark Reference Monuments	EACH	8.000		1.000	7.000	
0140	624.0100	Water	MGAL	380.000		210.000	170.000	
0142	625.0500	Salvaged Topsoil	SY	10,600.000		1,725.000	8,875.000	
0144	628.1104	Erosion Bales	EACH	11.000			11.000	
0146	628.1504	Silt Fence	LF	3,690.000			3,690.000	
0148	628.1520	Silt Fence Maintenance	LF	750.000			750.000	
0150	628.1905	Mobilizations Erosion Control	EACH	20.000		12.000	8.000	
0152	628.1910	Mobilizations Emergency Erosion Control	EACH	12.000		6.000	6.000	

					1670-00-62	1674-01-72	1674-01-73	1674-01-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0154	628.2006	Erosion Mat Urban Class I Type A	SY	10,600.000		1,725.000	8,875.000	
0156	628.7005	Inlet Protection Type A	EACH	14.000		14.000		
0158	628.7015	Inlet Protection Type C	EACH	26.000		26.000		
0160	628.7020	Inlet Protection Type D	EACH	6.000		6.000		
0162	628.7504	Temporary Ditch Checks	LF	260.000			260.000	
0164	628.7555	Culvert Pipe Checks	EACH	6.000			6.000	
0166	628.7560	Tracking Pads	EACH	5.000			5.000	
0168	628.7570	Rock Bags	EACH	65.000		65.000		
0170	629.0210	Fertilizer Type B	CWT	6.720		1.150	5.570	
0172	630.0130	Seeding Mixture No. 30	LB	219.000		38.000	181.000	
0174	630.0200	Seeding Temporary	LB	86.000		20.000	66.000	
0176	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	8.000		1.000	7.000	
0178	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	57.000		27.000	30.000	
0180	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	99.000		71.000	28.000	
0182	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	6.000		4.000	2.000	
0184	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	20.000		14.000	6.000	
0186	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	2.000		1.000	1.000	
0188	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	1.000			1.000	
0190	637.2210	Signs Type II Reflective H	SF	1,837.820		1,308.810	529.010	
0192	637.2215	Signs Type II Reflective H Folding	SF	221.520		146.920	74.600	
0194	637.2230	Signs Type II Reflective F	SF	261.750		96.000	165.750	
0196	638.2102	Moving Signs Type II	EACH	3.000			3.000	
0198	638.2602	Removing Signs Type II	EACH	247.000		148.000	99.000	
0200	638.3000	Removing Small Sign Supports	EACH	207.000		116.000	91.000	
0202	638.4000	Moving Small Sign Supports	EACH	3.000			3.000	
0204	642.5401	Field Office Type D	EACH	1.000		1.000		
0206	643.0100	Traffic Control (project) 001. 1674-01-72	EACH	1.000		1.000		
0208	643.0100	Traffic Control (project) 002. 1674-01-73	EACH	1.000			1.000	
0210	643.0300	Traffic Control Drums	DAY	116,440.000		106,480.000	9,960.000	
0212	643.0410	Traffic Control Barricades Type II	DAY	820.000		670.000	150.000	
0214	643.0420	Traffic Control Barricades Type III	DAY	14,891.000		12,946.000	1,945.000	
0216	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	285.000		285.000		
0218	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	285.000		285.000		
0220	643.0705	Traffic Control Warning Lights Type A	DAY	29,800.000		25,910.000	3,890.000	
0222	643.0715	Traffic Control Warning Lights Type C	DAY	30,160.000		29,320.000	840.000	
0224	643.0800	Traffic Control Arrow Boards	DAY	455.000		220.000	235.000	
0226	643.0900	Traffic Control Signs	DAY	12,750.000		11,130.000	1,620.000	
0228	643.2000	Traffic Control Detour (project) 001. 1674-01-73	EACH	1.000			1.000	
0230	643.3000	Traffic Control Detour Signs	DAY	5,600.000			5,600.000	
0232	644.1420.S	Temporary Pedestrian Surface Plywood	SF	8,700.000		8,185.000	515.000	

					1670-00-62	1674-01-72	1674-01-73	1674-01-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0234	644.1601.S	Temporary Curb Ramp	EACH	16.000		16.000		
0236	644.1616.S	Temporary Pedestrian Safety Fence	LF	9,370.000		7,840.000	1,530.000	
0238	645.0120	Geotextile Type HR	SY	10.000			10.000	
0240	646.0106	Pavement Marking Epoxy 4-Inch	LF	70,840.000		44,580.000	26,260.000	
0242	646.0126	Pavement Marking Epoxy 8-Inch	LF	5,400.000		4,000.000	1,400.000	
0244	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	21.000		15.000	6.000	
0246	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	8.000		8.000		
0248	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	8.000		8.000		
0250	647.0356	Pavement Marking Words Epoxy	EACH	3.000		2.000	1.000	
0252	647.0406	Pavement Marking Words Bike Lane Epoxy	EACH	17.000		16.000	1.000	
0254	647.0456	Pavement Marking Curb Epoxy	LF	790.000		600.000	190.000	
0256	647.0526	Pavement Marking Yield Line Symbols Epoxy 18-Inch	EACH	42.000		19.000	23.000	
0258	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	800.000		620.000	180.000	
0260	647.0606	Pavement Marking Island Nose Epoxy	EACH	41.000		32.000	9.000	
0262	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	280.000		35.000	245.000	
0264	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	2,735.000		2,060.000	675.000	
0266	647.0955	Removing Pavement Markings Arrows	EACH	46.000		38.000	8.000	
0268	647.0965	Removing Pavement Markings Words	EACH	40.000		33.000	7.000	
0270	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	75,850.000		68,880.000	6,970.000	
0272	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	13,130.000		9,220.000	3,910.000	
0274	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	4,129.000		3,814.000	315.000	
0276	649.0802	Temporary Pavement Marking Paint 8-Inch	LF	2,275.000		2,165.000	110.000	
0278	649.1100	Temporary Pavement Marking Stop Line 18-Inch	LF	50.000		50.000		
0280	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	500.000		500.000		
0282	650.4500	Construction Staking Subgrade	LF	7,505.000		5,983.000	1,522.000	
0284	650.5000	Construction Staking Base	LF	6,768.000		5,246.000	1,522.000	
0286	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	10,285.000		9,905.000	380.000	
0288	650.8000	Construction Staking Resurfacing Reference	LF	10,400.000			10,400.000	
0290	650.8500	Construction Staking Electrical Installations (project) 001. 1674-01-72	LS	1.000		1.000		
0292	650.9910	Construction Staking Supplemental Control (project) 001. 1674-01-72	LS	1.000		1.000		
0294	650.9910	Construction Staking Supplemental Control (project) 002. 1674-01-73	LS	1.000			1.000	
0296	650.9920	Construction Staking Slope Stakes	LF	6,768.000		5,246.000	1,522.000	
0298	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,269.000		1,269.000		
0300	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	996.000		996.000		
0302	652.0700.S	Install Conduit into Existing Item	EACH	2.000		2.000		
0304	652.0800	Conduit Loop Detector	LF	490.000		490.000		
0306	653.0135	Pull Boxes Steel 24x36-Inch	EACH	2.000		2.000		

					1670-00-62	1674-01-72	1674-01-73	1674-01-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0308	653.0140	Pull Boxes Steel 24x42-Inch	EACH	2.000		2.000		
0310	653.0900	Adjusting Pull Boxes	EACH	1.000		1.000		
0312	653.0905	Removing Pull Boxes	EACH	39.000		39.000		
0314	654.0101	Concrete Bases Type 1	EACH	12.000		12.000		
0316	654.0102	Concrete Bases Type 2	EACH	3.000		3.000		
0318	654.0110	Concrete Bases Type 10	EACH	2.000		2.000		
0320	654.0113	Concrete Bases Type 13	EACH	2.000		2.000		
0322	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000		1.000		
0324	655.0230	Cable Traffic Signal 5-14 AWG	LF	3,154.000		3,154.000		
0326	655.0260	Cable Traffic Signal 12-14 AWG	LF	2,511.000		2,511.000		
0328	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,329.000		1,329.000		
0330	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,819.000		2,819.000		
0332	655.0610	Electrical Wire Lighting 12 AWG	LF	819.000		819.000		
0334	655.0700	Loop Detector Lead In Cable	LF	3,320.000		3,320.000		
0336	655.0800	Loop Detector Wire	LF	1,796.000		1,796.000		
0338	657.0100	Pedestal Bases	EACH	8.000		8.000		
0340	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	3.000		3.000		
0342	657.0315	Poles Type 4	EACH	3.000		3.000		
0344	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	2.000		2.000		
0346	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000		2.000		
0348	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	4.000		4.000		
0350	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	3.000		3.000		
0352	657.1360	Install Poles Type 13	EACH	2.000		2.000		
0354	657.1530	Install Monotube Arms 30-FT	EACH	2.000		2.000		
0356	657.1540	Install Monotube Arms 40-FT	EACH	1.000		1.000		
0358	657.1545	Install Monotube Arms 45-FT	EACH	1.000		1.000		
0360	657.1808	Install Luminaire Arms Steel 8-FT	EACH	4.000		4.000		
0362	657.1815	Install Luminaire Arms Steel 15-FT	EACH	1.000		1.000		
0364	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	14.000		14.000		
0366	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	12.000		12.000		
0368	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	14.000		14.000		
0370	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	12.000		12.000		
0372	658.0416	Pedestrian Signal Face 16-Inch	EACH	6.000		6.000		
0374	658.0500	Pedestrian Push Buttons	EACH	5.000		5.000		
0376	658.0600	Led Modules 12-Inch Red Ball	EACH	14.000		14.000		
0378	658.0605	Led Modules 12-Inch Yellow Ball	EACH	12.000		12.000		
0380	658.0610	Led Modules 12-Inch Green Ball	EACH	12.000		12.000		
0382	658.0615	Led Modules 12-Inch Red Arrow	EACH	12.000		12.000		
0384	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	26.000		26.000		
0386	658.0625	Led Modules 12-Inch Green Arrow	EACH	14.000		14.000		

					1670-00-62	1674-01-72	1674-01-73	1674-01-74
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**	**Qty**
0388	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	6.000		6.000		
0390	658.5069	Signal Mounting Hardware (location) 001. USH 12 & STH 33/136	LS	1.000		1.000		
0392	659.1125	Luminaires Utility LED C	EACH	7.000		7.000		
0394	661.0200	Temporary Traffic Signals for Intersections (location) 001. USH 12 & STH 33/136	LS	1.000		1.000		
0396	661.0200	Temporary Traffic Signals for Intersections (location) 002. USH 12 & Chestnut Street	LS	1.000		1.000		
0398	690.0150	Sawing Asphalt	LF	1,800.000		1,305.000	345.000	150.000
0400	690.0250	Sawing Concrete	LF	13,205.000		12,200.000	400.000	605.000
0402	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	690.000	690.000			
0404	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	290.000	290.000			
0406	SPV.0035	Special 001. Concrete Masonry Deck Repair	CY	2.000	2.000			
0408	SPV.0060	Special 001. Temporary Inlet Cover	EACH	5.000		5.000		
0410	SPV.0060	Special 002. Construction Staking Curb Ramp	EACH	28.000		21.000	7.000	
0412	SPV.0060	Special 101. Pull Box Non-Conductive 24X36-Inch	EACH	4.000		4.000		
0414	SPV.0060	Special 102. Pull Box Non-Conductive 24X42-Inch	EACH	10.000		10.000		
0416	SPV.0060	Special 103. Remove and Salvage Lighting Unit	EACH	6.000		6.000		
0418	SPV.0060	Special 104. Install Poles Over Height Type 10	EACH	2.000		2.000		
0420	SPV.0060	Special 105. Salvage and Reinstall Traffic Signal Assembly	EACH	4.000		4.000		
0422	SPV.0060	Special 201. Water Valve and Box 8-Inch	EACH	14.000				14.000
0424	SPV.0060	Special 202. Water Valve and Box 6-Inch	EACH	6.000				6.000
0426	SPV.0060	Special 203. Cross 8-Inch X 8-Inch	EACH	2.000				2.000
0428	SPV.0060	Special 204. Tee 8-Inch X 8-Inch	EACH	3.000				3.000
0430	SPV.0060	Special 205. Tee 8-Inch X 6-Inch	EACH	6.000				6.000
0432	SPV.0060	Special 206. Reducer 8-Inch	EACH	4.000				4.000
0434	SPV.0060	Special 207. Bend 8-Inch	EACH	6.000				6.000
0436	SPV.0060	Special 208. Bend 6-Inch	EACH	4.000				4.000
0438	SPV.0060	Special 209. Sleeve 8-Inch	EACH	1.000				1.000
0440	SPV.0060	Special 210. Sleeve 6-Inch	EACH	4.000				4.000
0442	SPV.0060	Special 211. Plug 12-Inch	EACH	1.000				1.000
0444	SPV.0060	Special 212. Plug 8-Inch	EACH	3.000				3.000
0446	SPV.0060	Special 213. Pressure Main Offset 8-Inch	EACH	1.000				1.000
0448	SPV.0060	Special 214. Fire Hydrant	EACH	6.000				6.000
0450	SPV.0060	Special 215. Connect to Existing Water Main	EACH	7.000				7.000
0452	SPV.0060	Special 216. Corporation, Curb Stop, Curb Box, and Reconnect 1.5-Inch	EACH	1.000				1.000
0454	SPV.0060	Special 217. Corporation, Curb Stop, Curb Box, and Reconnect 1-Inch	EACH	4.000				4.000
0456	SPV.0060	Special 218. Remove and Abandon Existing Fire	EACH	4.000				4.000

					1670-00-62	1674-01-72	1674-01-73	1674-01-74
Line	Item	Item Description	Unit	Total	Qty	Qty	Qty	Qty
		Hydrant						
0458	SPV.0060	Special 219. Remove and Abandon Existing Valve and Box	EACH	16.000				16.000
0460	SPV.0060	Special 220. Abandon Existing Water Main	EACH	6.000				6.000
0462	SPV.0090	Special 001. Sawing Pavement Deck Preparation Areas	LF	120.000	120.000			
0464	SPV.0090	Special 002. Driveway Curb	LF	435.000		435.000		
0466	SPV.0090	Special 004. Removing HMA Pavement Notched Wedge Longitudinal Joint Milling	LF	1,915.000		1,915.000		
0468	SPV.0090	Special 006. Concrete Curb & Gutter 24-Inch Type D Special	LF	655.000		655.000		
0470	SPV.0090	Special 007. Concrete Curb & Gutter 36-Inch Type A	LF	1,535.000		1,425.000	110.000	
0472	SPV.0090	Special 008. Concrete Curb & Gutter 36-Inch Type D	LF	520.000		505.000	15.000	
0474	SPV.0090	Special 101. Removing Electrical Wires from Existing Conduit	LF	2,000.000		2,000.000		
0476	SPV.0090	Special 221. Water Main Ductile Iron 8-Inch	LF	1,661.000				1,661.000
0478	SPV.0090	Special 222. Water Main Ductile Iron 6-Inch	LF	178.000				178.000
0480	SPV.0090	Special 224. Water Service 1.5-Inch Copper	LF	23.000				23.000
0482	SPV.0090	Special 225. Water Service 1-Inch Copper	LF	195.000				195.000
0484	SPV.0105	Special 001. Cleaning Box Culvert, B-56-065	LS	1.000			1.000	
0486	SPV.0105	Special 103. Remove Traffic Signals (USH 12 & STH 33/136)	LS	1.000		1.000		
0488	SPV.0105	Special 104. Remove Traffic Signal Cable (USH 12 & Chestnut Street)	LS	1.000		1.000		
0490	SPV.0105	Special 105. Containment Collection and Disposal of Waste Materials B-56-0153	LS	1.000	1.000			
0492	SPV.0105	Special 106. Containment, Collection and Disposal of Waste Materials B-56-154	LS	1.000	1.000			
0494	SPV.0105	Special 228. Construction Staking Water Main	LS	1.000				1.000
0496	SPV.0165	Special 230. Utility Insulation 2-Inch Rigid	SF	128.000				128.000
0498	SPV.0180	Special 001. Cleaning Concrete	SY	1,016.000	1,016.000			
0500	SPV.0195	Special 231. Imported Granular Fill, Water Main Trenches	TON	200.000				200.000

REMOVAL ITEMS

CATEGORY	STAGE	STATION TO STATION	204.0100 REMOVING PAVEMENT (SY)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)	204.0165 REMOVING GUARDRAIL (LF)
0010	STAGE 1								
		USH 12 (EASTBOUND)							
		48+71 EB - 59+86 EB	---	---	---	---	933	4,386	---
		59+86 EB - 68+30 EB	---	---	---	---	474	1,479	---
		68+30 EB - 71+48 EB	---	---	---	---	498	115	---
		71+48 EB - 75+00 EB	---	---	---	---	388	87	---
		75+00 EB - 78+50 EB	---	---	---	---	440	35	---
		STH 136 / 33 / LINN STREET							
		30+00 LS - 37+41 LS	---	---	---	---	---	211	---
		37+41 LS - 44+03 LS	---	---	---	---	---	176	---
	STAGE 1 TOTAL		---	---	---	---	2,733	6,488	---
	STAGE 2								
		USH 12 (EASTBOUND)							
		10+00 EB - 27+00 EB	68	---	---	---	---	---	402
		27+00 EB - 48+71 EB	152	---	---	---	23	---	---
		48+71 EB - 59+86 EB	537	---	---	---	---	181	---
		59+86 EB - 68+30 EB	3,169	16	---	---	825	---	---
		68+30 EB - 71+48 EB	1,305	---	---	---	1,063	44	---
		71+48 EB - 75+00 EB	1,279	---	---	---	---	7	---
		75+00 EB - 78+50 EB	207	---	---	---	39	51	---
		78+50 EB - 94+18 EB	66	---	---	---	1,114	36	---
		94+18 EB - 110+35 EB	206	---	---	---	108	72	---
		110+35 EB - 122+00 EB	85	---	---	---	48	80	---
		TERRYTOWN ROAD							
		20+00 TR - 25+95 TR	5	14	---	---	---	---	---
		STH 136 / 33 / LINN STREET							
		30+00 LS - 37+41 LS	1,480	---	---	---	501	---	---
		37+41 LS - 44+03 LS	1,294	---	---	---	960	---	---
	STAGE 2 TOTAL		9,853	30	---	---	4,681	470	402
	STAGE 3								
		USH 12 (EASTBOUND)							
		10+00 EB - 27+00 EB	101	---	---	---	---	---	---
		27+00 EB - 48+71 EB	307	---	---	---	---	---	---
		48+71 EB - 59+86 EB	99	---	---	---	---	---	---
		59+86 EB - 68+30 EB	3,202	---	---	---	792	---	---
		68+30 EB - 71+48 EB	1,366	---	---	---	---	---	---
		71+48 EB - 75+00 EB	1,262	---	---	---	---	---	---
		75+00 EB - 78+50 EB	26	---	---	---	16	---	---
		78+50 EB - 94+18 EB	21	---	---	---	---	367	---
		94+18 EB - 110+35 EB	46	---	---	---	---	---	---
		STH 136 / 33 / LINN STREET							
		30+00 LS - 37+41 LS	1,583	---	---	---	1,003	---	---
		37+41 LS - 44+03 LS	1,264	---	---	---	340	---	---
	STAGE 3 TOTAL		9,276	---	---	---	2,151	367	---
	PROJECT 1674-01-72 TOTALS		**19,130**	**30**	**---**	**---**	**9,565**	**7,325**	**402**

REMOVAL ITEMS (2)

CATEGORY	STAGE	STATION TO STATION	204.0100 REMOVING PAVEMENT (SY)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)	204.0165 REMOVING GUARDRAIL (LF)
0010	**PROJECT 1674-01-72 TOTALS**		**19,130**	**30**	**---**	**---**	**9,565**	**7,325**	**402**
	STAGE 1								
		USH 12 (EASTBOUND)							
		147+59 EB - 175+00 EB	---	---	---	2,061	---	---	---
		175+00 EB - 201+39 EB	922	---	1,640	9,293	---	---	433
		201+39 EB - 217+15 EB	1,147	---	464	4,035	255	---	535
		217+15 EB - 231+05 EB	---	---	334	3,900	---	---	---
		S. GASSER ROAD							
		3+97.46 GR - 10+00 GR	---	---	243	243	---	---	---
	STAGE 1 TOTAL		2,070	---	2,680	19,531	255	---	968
	STAGE 2								
		USH 12 (EASTBOUND)							
		122+00 EB - 129+00 EB	---	---	---	---	112	482	---
		129+00 EB - 139+25 EB	---	---	243	1,708	67	710	---
		139+25 EB - 147+59 EB	---	---	---	4,933	---	---	---
	STAGE 2 TOTAL		---	---	243	6,640	180	1,192	---
	STAGE 3								
		USH 12 (EASTBOUND)							
		129+00 EB - 139+25 EB	---	---	278	2,307	---	---	---
		139+25 EB - 147+59 EB	---	---	---	2,872	---	---	---
	STAGE 3 TOTAL		---	---	278	5,179	---	---	---
	PROJECT 1674-01-73 TOTALS		**2,070**	**---**	**3,200**	**31,350**	**435**	**1,192**	**968**
PROPOSAL TOTALS			**21,200**	**30**	**3,200**	**31,350**	**10,000**	**8,517**	**1,370**

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	LOCATION	211.0100 (LS)
0010	STA. 10+00 EB - 122+00 EB	1
	PROJECT 1674-01-72 TOTALS	**1**
	STA. 122+00 EB - 228+85 EB	1
	PROJECT 1674-01-73 TOTALS	**1**
PROPOSAL TOTALS		**2**

EARTHWORK

CATEGORY	STAGE	DIVISION	LOCATION	STATION - STATION	205.0100 Excavation Common (1) Cut (2) (CY)	205.0100 Excavation Common (1) EBS Excavation (3) (CY)	Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Reduced EBS in Fill (6) Factor 0.80	Unexpanded Fill	Expanded Fill (7) Factor 1.25	Mass Ordinate +/- (8)	Waste
0010	1	1	USH 12	51+92EB - 52+52EB	8	0	4	4		---	-	4	4
				53+56EB - 58+24EB	263	13	87	177	11		-13	190	190
				62+49EB - 62+81EB	22	1	3	19	1	---	-1	20	20
				64+41EB - 64+89EB	18	1	9	9	1	---	-1	10	10
				65+43EB - 67+79EB	90	4	44	46	4	---	-4	50	50
				68+59EB - 71+07EB	86	4	46	40	3	---	-4	45	45
				72+25EB - 74+62EB	94	5	33	61	4	---	-5	66	66
				75+45EB - 77+64EB	97	5	41	57	4	---	-5	61	61
				88+20EB - 93+61EB	444	22	52	392	18	---	-22	414	414
			STH 136/33/LINN ST.	34+70LS - 37+11LS	120	6	45	75	5	---	-6	82	82
				37+95LS - 41+21LS	141	7	60	81	6	---	-7	88	88
		1674-01-72 Sub-total 1			1,384	69	423	961	55		-69	1,031	1,031
0010	2	2	USH 12	59+44EB - 75+20EB	1,695	85	1,405	291	68	---	-85	376	376
			STH 136/33/LINN ST.	31+68LS - 37+16LS	515	26	405	110	21	---	-26	136	136
				37+85LS - 42+28LS	433	22	354	79	17	---	-22	101	101
		1674-01-72 Sub-total 2			2,644	132	2,163	480	106	---	-132	612	612
0010	3	3	USH 12	59+45EB - 75+19EB	1,446	72	1,170	276	58	---	-72	348	348
			STH 136/33/LINN ST.	31+68LS - 37+19LS	527	26	418	110	21	---	-26	136	136
				37+88LS - 42+28LS	430	22	348	82	17	---	-22	103	103
		1674-01-72 Sub-total 3			2,403	120	1,936	467	96	---	-120	587	587
0010	4	4	USH 12	51+92EB - 52+52EB	30	2	---	30	1	---	-2	32	32
				53+56EB - 58+24EB	321	16	---	321	13	---	-16	337	337
				59+44EB - 75+20EB	1,005	50	124	881	40	---	-50	931	931
				75+45EB - 77+64EB	184	9	---	184	7	---	-9	193	193
				88+20EB - 93+61EB	465	23	---	465	19	68	62	402	402
			STH 136/33/LINN ST.	34+08LS - 37+19LS	146	7	---	146	6	---	-7	153	153
				37+86LS - 42+07LS	193	10	---	193	8	---	-10	202	202
		1674-01-72 Sub-total 4			2,343	117	124	2,219	94	68	-32	2,251	2,251
1674-01-72 totals					8,774	439	4,646	4,128	351	68	-353	4,481	4,481
0010	1	5	USH 12	197+65EB - 206+10EB	3,286	164	564	2,723	131	1140	1261	1,461	1,461
			SKILLET CREEK	13+53SK - 15+00SK	63	3	---	63	3	138	169	-105	---
			STH 159	16+05SK - 20+00SK	1,756	88	---	1,756	70	620	687	1,069	1,069
		1674-01-73 total			5,105	255	564	4,542	204	1,898	2,117	2,425	2,425
1674-01-72 & 1674-01-73 Totals					13,879	694	5,210	8,670	555	1,966	1,764	6,906	6,906
Total Excavation Common					14,573								

1) Common Excavation is the sum of the Cut and EBS Excavation columns

2) Salvaged/Unsuable Pavement Material is included in Cut

3) EBS Excavation to be backfilled with Select Crush

4) Salvaged/Unusable Pavement Material

5) Available Material = Cut - Salvaged/Unusuable Pavement Material

6) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8

7) Expanded Fill. Factor = 1.25

8) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

BASE AGGREGATE & SELECT CRUSHED MATERIAL

CATEGORY	STAGE	STATION TO STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)
0010	STAGE 1				
		USH 12 (EASTBOUND)			
		48+71 EB - 59+86 EB	---	360	---
		59+86 EB - 68+30 EB	---	183	---
		68+30 EB - 71+48 EB	---	122	---
		71+48 EB - 75+00 EB	---	116	---
		75+00 EB - 78+50 EB	---	143	---
		78+50 EB - 94+18 EB	---	542	---
		STH 136 / 33 / LINN STREET			
		30+00 LS - 37+41 LS	---	168	---
		37+41 LS - 44+03 LS	---	198	---
		EBS EXCAVATION	---	---	121
	STAGE 1 TOTAL		---	1,833	121
	STAGE 2				
		USH 12 (EASTBOUND)			
		48+71 EB - 59+86 EB	---	77	---
		59+86 EB - 68+30 EB	2	850	---
		68+30 EB - 71+48 EB	8	256	---
		71+48 EB - 75+00 EB	---	232	---
		75+00 EB - 78+50 EB	11	38	---
		78+50 EB - 94+18 EB	11	13	---
		94+18 EB - 110+35 EB	20	15	---
		110+35 EB - 122+00 EB	20	11	---
		TERRYTOWN ROAD			
		20+00 TR - 25+95 TR	2	6	---
		BERKLEY BLVD			
		20+00 BB - 22+00 BB	4	---	---
		STH 136 / 33 / LINN STREET			
		30+00 LS - 37+41 LS	---	249	---
		37+41 LS - 44+03 LS	---	196	---
		EBS EXCAVATION	---	---	231
	STAGE 2 TOTAL		76	1,944	231
	STAGE 3				
		USH 12 (EASTBOUND)			
		48+71 EB - 59+86 EB	---	28	---
		59+86 EB - 68+30 EB	2	908	---
		68+30 EB - 71+48 EB	3	172	---
		71+48 EB - 75+00 EB	2	169	---
		75+00 EB - 78+50 EB	3	9	---
		STH 136 / 33 / LINN STREET			
		30+00 LS - 37+41 LS	---	269	---
		37+41 LS - 44+03 LS	---	211	---
		EBS EXCAVATION	---	---	210
	STAGE 3 TOTAL		10	1,766	210
0010	STAGE 4				
		USH 12 (EASTBOUND)			
		48+71 EB - 59+86 EB	114	132	---
		59+86 EB - 68+30 EB	36	128	---
		68+30 EB - 71+48 EB	26	416	---
		71+48 EB - 75+00 EB	20	397	---
		75+00 EB - 78+50 EB	14	85	---
		78+50 EB - 94+18 EB	10	159	---
		94+18 EB - 110+35 EB	---	---	---
		STH 136 / 33 / LINN STREET			
		30+00 LS - 37+41 LS	44	440	---
		37+41 LS - 44+03 LS	50	399	---
		EBS EXCAVATION	---	---	205
	STAGE 4 TOTAL		314	2,157	205
	PROJECT 1674-01-72 TOTALS		**400**	**7,700**	**767**
0010	STAGE 1				
		USH 12 (EASTBOUND)			
		122+00 EB - 129+00 EB	16	27	---
		129+00 EB - 139+25 EB	28	12	---
		175+00 EB - 201+39 EB	83	1,203	1,704
		201+39 EB - 217+15 EB	168	1,515	---
		CTH W			
		90+00 CW - 96+67 CW	---	6	---
		SKILLET CREEK ROAD			
		10+00 SK - 15+62 SK	44	480	---
		15+62 SK - 22+83 SK	60	1,258	1,583
		EBS EXCAVATION	---	---	446
	STAGE 1 TOTAL		400	4,500	3,734
	PROJECT 1674-01-73 TOTALS		**400**	**4,500**	**3,734**
PROPOSAL TOTALS			**800**	**12,200**	**4,500**

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CONCRETE ITEMS

CATEGORY	STAGE	STATION TO STATION	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)	416.1710 CONCRETE PAVEMENT REPAIR (SY)	416.1720 CONCRETE PAVEMENT REPLACEMENT (SY)
0010	STAGE 2					
		USH 12 (EASTBOUND)				
		10+00 EB - 27+00 EB	---	---	247	19
		27+00 EB - 48+71 EB	---	---	473	---
		48+71 EB - 59+86 EB	---	---	176	84
		68+30 EB - 71+48 EB	44	---	---	---
		71+48 EB - 75+00 EB	48	65	---	---
		75+00 EB - 78+50 EB	27	27	---	---
		78+50 EB - 94+18 EB	22	---	98	---
		94+18 EB - 110+35 EB	30	---	56	111
		110+35 EB - 122+00 EB	22	---	55	18
		STH 136 / 33 / LINN STREET				
		30+00 LS - 37+41 LS	---	18	---	---
		37+41 LS - 44+03 LS	---	---	---	---
	STAGE 2 TOTAL		192	110	1,105	231
	STAGE 3					
		USH 12 (EASTBOUND)				
		10+00 EB - 27+00 EB	---	---	333	14
		27+00 EB - 48+71 EB	---	---	855	---
		48+71 EB - 59+86 EB	---	---	351	114
		68+30 EB - 71+48 EB	---	3	---	---
		75+00 EB - 78+50 EB	6	---	---	---
		78+50 EB - 94+18 EB	---	---	100	21
		94+18 EB - 110+35 EB	---	---	133	46
		110+35 EB - 122+00 EB	---	---	92	---
		STH 136 / 33 / LINN STREET				
		30+00 LS - 37+41 LS	68	3	---	---
	STAGE 3 TOTAL		74	6	1,865	194

CATEGORY	STAGE	STATION TO STATION	416.0610 DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)	416.1710 CONCRETE PAVEMENT REPAIR (SY)	416.1720 CONCRETE PAVEMENT REPLACEMENT (SY)
0010	STAGE 4					
		USH 12 (EASTBOUND)				
		48+71 EB - 59+86 EB	314	---	---	---
		68+30 EB - 71+48 EB	169	---	---	---
		71+48 EB - 75+00 EB	130	---	---	---
		75+00 EB - 78+50 EB	149	---	---	---
		78+50 EB - 94+18 EB	351	---	---	---
		STH 136 / 33 / LINN STREET				
		30+00 LS - 37+41 LS	165	---	---	---
		37+41 LS - 44+03 LS	222	---	---	---
	STAGE 4 TOTAL		1500	---	---	---
	PROJECT 1674-01-72 TOTALS		**1,767**	**116**	**2,970**	**425**
	STAGE 2					
		USH 12 (EASTBOUND)				
		122+00 EB - 129+00 EB	26	---	14	---
		129+00 EB - 139+25 EB	7	---	---	---
	STAGE 2 TOTAL		33	---	14	---
	STAGE 3					
		USH 12 (EASTBOUND)				
		122+00 EB - 129+00 EB	---	---	16	---
	STAGE 3 TOTAL		---	---	16	---
	PROJECT 1674-01-73 TOTALS		**33**	**---**	**30**	**---**
PROPOSAL TOTALS			**1,800**	**116**	**3,000**	**425**

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ASPHALTIC ITEMS

CATEGORY	STAGE	STATION TO STATION	450.4000 HMA COLD WEATHER PAVING (TON)	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4LT 58-28 S (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)	465.0315 ASPHALTIC FLUMES (SY)	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL (LF)	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (LF)	SPV.0090.004 REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING (LF)
0010	STAGE 1										
		USH 12 (EASTBOUND)									
		48+71 EB - 59+86 EB	---	---	---	---	130	---	---	---	---
		59+86 EB - 68+30 EB	---	---	---	---	66	---	---	---	---
		68+30 EB - 71+48 EB	---	---	---	---	44	---	---	---	---
		71+48 EB - 75+00 EB	---	---	---	---	42	---	---	---	---
		75+00 EB - 78+50 EB	---	---	---	---	52	---	---	---	---
		78+50 EB - 94+18 EB	---	---	---	---	195	---	---	---	---
		STH 136 / 33 / LINN STREET									
		30+00 LS - 37+41 LS	---	---	---	---	61	---	---	---	---
		37+41 LS - 44+03 LS	---	---	---	---	71	---	---	---	---
	STAGE 1 TOTAL		---	---	---	---	660	---	---	---	---
	STAGE 2										
		USH 12 (EASTBOUND)									
		48+71 EB - 59+86 EB	---	69	128	---	---	---	---	---	---
		59+86 EB - 68+30 EB	---	179	718	45	---	---	---	---	---
		68+30 EB - 71+48 EB	---	52	208	22	---	---	---	---	---
		71+48 EB - 75+00 EB	---	46	184	17	---	---	---	---	---
		75+00 EB - 78+50 EB	---	8	32	---	---	---	---	---	---
		TERRYTOWN ROAD									
		20+00 TR - 25+95 TR	---	1	1	---	---	---	---	---	---
		STH 136 / 33 / LINN STREET									
		30+00 LS - 37+41 LS	---	44	176	18	---	---	---	---	533
		37+41 LS - 44+03 LS	---	37	148	20	---	---	---	---	417
	STAGE 2 TOTAL		---	437	1595	121	---	---	---	---	950
	STAGE 3										
		USH 12 (EASTBOUND)									
		48+71 EB - 59+86 EB	---	7	28	---	---	---	---	---	---
		59+86 EB - 68+30 EB	---	193	773	109	---	---	---	---	---
		68+30 EB - 71+48 EB	---	34	135	---	---	---	---	---	---
		71+48 EB - 75+00 EB	---	32	128	---	---	---	---	---	---
		75+00 EB - 78+50 EB	---	2	7	---	---	---	---	---	---
		STH 136 / 33 / LINN STREET									
		30+00 LS - 37+41 LS	---	49	196	---	---	---	---	---	534
		37+41 LS - 44+03 LS	---	40	159	20	---	---	---	---	431
	STAGE 3 TOTAL		---	357	1426	129	---	---	---	---	964

ASPHALTIC ITEMS (2)

CATEGORY	STAGE	STATION TO STATION	450.4000 HMA COLD WEATHER PAVING (TON)	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4LT 58-28 S (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)	465.0315 ASPHALTIC FLUMES (SY)	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL (LF)	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (LF)	SPV.0090.004 REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING (LF)
	STAGE 1		---	---	---	---	660	---	---	---	---
	STAGE 2		---	437	1595	121	---	---	---	---	950
	STAGE 3		---	357	1426	129	---	---	---	---	964
0010	STAGE 4										
		USH 12 (EASTBOUND)									
		59+86 EB - 68+30 EB	---	64	153	---	---	---	---	---	---
		68+30 EB - 71+48 EB	---	91	366	---	---	---	---	---	---
		71+48 EB - 75+00 EB	---	89	357	---	---	---	---	---	---
		75+00 EB - 78+50 EB	---	6	26	---	---	---	---	---	---
		STH 136 / 33 / LINN STREET									
		30+00 LS - 37+41 LS	---	104	415	---	---	---	---	---	---
		37+41 LS - 44+03 LS	---	91	362	---	---	---	---	---	---
	STAGE 4 TOTAL		---	446	1,678	---	---	---	---	---	---
	PROJECT 1674-01-72 TOTALS		**---**	**1,240**	**4,700**	**250**	**660**	**---**	**---**	**---**	**1,915**
0010	STAGE 1										
		USH 12 (EASTBOUND)									
		147+59 EB - 175+00 EB	332	876	1,364	---	---	---	4,768	2,150	---
		175+00 EB - 201+39 EB	309	787	1,261	---	---	9	4,902	2,450	---
		201+39 EB - 217+15 EB	348	417	1,442	---	---	---	---	---	---
		217+15 EB - 231+05 EB	228	273	912	---	---	---	---	---	---
		SKILLET CREEK ROAD									
		10+00 SK - 15+62 SK	30	36	121	---	---	23	---	---	---
		15+62 SK - 22+83 SK	67	80	267	60	---	17	600	---	---
	STAGE 1 TOTAL		1,315	2,469	5,367	60	---	50	10,270	4,600	---
	STAGE 2										
		USH 12 (EASTBOUND)									
		129+00 EB - 139+25 EB	---	129	202	---	---	---	---	---	---
		139+25 EB - 147+59 EB	---	149	234	---	---	---	---	---	---
	STAGE 2 TOTAL		---	278	437	---	---	---	---		
	STAGE 3										
		USH 12 (EASTBOUND)									
		129+00 EB - 139+25 EB	---	156	239	---	---	---	---	---	---
		139+25 EB - 147+59 EB	---	197	307	---	---	---	---	---	---
	STAGE 3 TOTAL		---	353	546	---	---	---	---		
	PROJECT 1674-01-73 TOTALS		**1,315**	**3,100**	**6,350**	**60**	**---**	**50**	**10,270**	**4,600**	**---**
PROPOSAL TOTALS			**1,315**	**4,340**	**11,050**	**310**	**660**	**50**	**10,270**	**4,600**	**1,915**

CONCRETE SURFACE REPAIR

				509.1500
CATEGORY	STAGE	STATION	OFFSET	(SF)
0010	STAGE 2	207+24 EB	0' LT/RT	5
	PROJECT 1674-01-73 TOTALS			**5**
PROPOSAL TOTALS				**5**

CONCRETE CURB & GUTTER

CATEGORY	STAGE	STATION TO STATION	601.0120 CONCRETE CURB TYPE J (LF)	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A (LF)	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D (LF)	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A (LF)	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (LF)	620.0200 CONCRETE MEDIAN BLUNT NOSE (SF)	620.0300 CONCRETE MEDIAN SLOPED NOSE (SF)	SPV.0090.002 DRIVEWAY CURB (LF)	SPV.0090.006 CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL (LF)	SPV.0090.007 CONCRETE CURB & GUTTER 36-INCH TYPE A (LF)	SPV.0090.008 CONCRETE CURB & GUTTER 36-INCH TYPE D (LF)
0010	STAGE 2													
		USH 12 (EASTBOUND)												
		10+00 EB - 27+00 EB	---	---	---	---	---	---	---	---	435	---	---	---
		59+86 EB - 68+30 EB	---	7	---	---	829	---	---	---	---	---	---	---
		68+30 EB - 71+48 EB	12	---	---	---	334	---	---	10	---	---	72	---
		71+48 EB - 75+00 EB	3	---	---	7	355	---	---	---	---	---	---	---
		75+00 EB - 78+50 EB	---	---	---	---	---	---	---	---	---	---	38	---
		78+50 EB - 94+18 EB	---	---	---	---	---	---	---	---	---	---	86	---
		94+18 EB - 110+35 EB	---	---	---	---	---	---	---	---	---	---	98	---
		110+35 EB - 122+00 EB	---	---	---	---	---	---	---	---	---	---	48	---
		TERRYTOWN ROAD												
		20+00 TR - 25+95 TR	---	---	---	---	23	---	---	---	---	---	---	---
		STH 136 / 33 / LINN STREET												
		30+00 LS - 37+41 LS	---	---	---	6	---	---	---	---	---	---	---	505
		37+41 LS - 44+03 LS	---	---	---	---	652	---	---	---	---	---	---	---
	STAGE 2 TOTAL		15	7	---	13	2,193	---	---	10	435	---	343	505
	STAGE 3													
		USH 12 (EASTBOUND)												
		59+86 EB - 68+30 EB	25	---	9	---	787	---	---	---	---	---	---	---
		68+30 EB - 71+48 EB	---	---	---	---	317	---	---	---	---	---	---	---
		71+48 EB - 75+00 EB	---	---	---	---	315	---	---	---	---	---	---	---
		75+00 EB - 78+50 EB	---	---	---	---	---	---	---	---	---	---	16	---
		110+35 EB - 122+00 EB	---	---	---	---	---	---	---	---	---	---	30	---
		STH 136 / 33 / LINN STREET												
		30+00 LS - 37+41 LS	---	---	3	---	1,028	---	---	---	---	---	---	---
	STAGE 3 TOTAL		25	---	12	---	2,447	---	---	---	---	---	45	---
	STAGE 4													
		USH 12 (EASTBOUND)												
		48+71 EB - 59+86 EB	---	933	---	---	---	---	---	94	---	---	---	---
		59+86 EB - 68+30 EB	---	---	---	---	---	---	---	33	---	655	---	---
		68+30 EB - 71+48 EB	---	---	481	---	---	---	---	60	---	---	---	---
		71+48 EB - 75+00 EB	---	---	388	---	---	---	---	24	---	---	---	---
		75+00 EB - 78+50 EB	---	---	---	437	---	---	---	45	---	---	---	---
		78+50 EB - 94+18 EB	---	---	---	---	---	---	---	42	---	---	1,037	---
		STH 136 / 33 / LINN STREET												
		30+00 LS - 37+41 LS	---	---	470	---	---	---	---	85	---	---	---	---
		37+41 LS - 44+03 LS	---	---	659	---	---	---	---	67	---	---	---	---
	STAGE 4 TOTAL		---	933	1,998	437	---	---	---	450	---	655	1,037	---
	PROJECT 1674-01-72 TOTALS		**40**	**940**	**2,010**	**450**	**4,640**	**---**	**---**	**460**	**435**	**655**	**1,425**	**505**

CONCRETE CURB & GUTTER (2)

CATEGORY	STAGE	STATION TO STATION	601.0120 CONCRETE CURB TYPE J (LF)	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A (LF)	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D (LF)	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A (LF)	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D (LF)	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (LF)	620.0200 CONCRETE MEDIAN BLUNT NOSE (SF)	620.0300 CONCRETE MEDIAN SLOPED NOSE (SF)	SPV.0090.002 DRIVEWAY CURB (LF)	SPV.0090.006 CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL (LF)	SPV.0090.007 CONCRETE CURB & GUTTER 36-INCH TYPE A (LF)	SPV.0090.008 CONCRETE CURB & GUTTER 36-INCH TYPE D (LF)
	PROJECT 1674-01-72 TOTALS		**40**	**940**	**2,010**	**450**	**4,640**	**---**	**---**	**460**	**435**	**655**	**1,425**	**505**
0010	STAGE 1													
		SKILLET CREEK ROAD												
		10+00 SK - 15+62 SK	---	---	---	---	---	111	---	---	---	---	---	---
		15+62 SK - 22+83 SK	65	---	---	---	---	144	---	---	---	---	---	---
	STAGE 1 TOTAL		65	---	---	---	---	255	---	---	---	---	---	---
	STAGE 2													
		USH 12 (EASTBOUND)												
		122+00 EB - 129+00 EB	---	---	---	---	---	---	---	62	---	---	68	---
		129+00 EB - 139+25 EB	---	---	---	20	---	---	25	---	---	---	21	15
	STAGE 2 TOTAL		---	---	---	20	---	---	25	62	---	---	89	15
	STAGE 3													
		USH 12 (EASTBOUND)												
		122+00 EB - 129+00 EB	---	12	---	---	---	---	---	28	---	---	21	---
	STAGE 3 TOTAL		---	12	---	---	---	---	---	28	---	---	21	---
	STAGE 4													
		USH 12 (EASTBOUND)												
		122+00 EB - 129+00 EB	---	18	---	---	---	---	---	---	---	---	---	---
	STAGE 4 TOTAL		---	18	---	---	---	---	---	---	---	---	---	---
	PROJECT 1674-01-73 TOTALS		**65**	**30**	**---**	**20**	**---**	**255**	**25**	**90**	**---**	**---**	**110**	**15**
PROPOSAL TOTALS			**105**	**970**	**2,010**	**470**	**4,640**	**255**	**25**	**550**	**435**	**655**	**1,535**	**520**

RIPRAP MEDIUM

CATEGORY	STAGE	STATION TO STATION	606.0200 RIPRAP MEDIUM (CY)	645.0120 GEOTEXTILE TYPE HR (SY)
0010	STAGE 1			
		USH 12 (WESTBOUND)		
		201+39 EB - 217+15 EB	1	2
		SKILLET CREEK ROAD		
		10+00 SK - 15+62 SK	2	4
		15+62 SK - 22+83 SK	2	4
	STAGE 1 TOTAL		5	10
	PROJECT 1674-01-73 TOTALS		**5**	**10**
PROPOSAL TOTALS			**5**	**10**

CONCRETE SIDEWALK

CATEGORY	STAGE	STATION TO STATION	405.0100 COLORING CONCRETE WISDOT RED (CY)	405.1000 STAMPING COLORED CONCRETE (CY)	416.0270 CONCRETE DRIVEWAY HES 7-INCH (SY)	602.0410 CONCRETE SIDEWALK 5-INCH (SF)	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)
0010	STAGE 2						
		USH 12 (EASTBOUND)					
		59+86 EB - 68+30 EB	---	---	---	63	10
		68+30 EB - 71+48 EB	---	---	---	378	39
		75+00 EB - 78+50 EB	---	---	---	356	26
		78+50 EB - 94+18 EB	---	---	---	380	70
		94+18 EB - 110+35 EB	---	---	---	692	50
		110+35 EB - 122+00 EB	---	---	---	380	91
		TERRYTOWN ROAD					
		20+00 TR - 25+95 TR	---	---	---	55	24
		BERKLEY BLVD					
		20+00 BB - 22+00 BB	---	---	---	132	14
	STAGE 2 TOTAL		---	---	---	2,435	324
	STAGE 3						
		USH 12 (EASTBOUND)					
		59+86 EB - 68+30 EB	---	---	---	64	10
		68+30 EB - 71+48 EB	---	---	460	---	---
		71+48 EB - 75+00 EB	---	---	252	51	10
		75+00 EB - 78+50 EB	---	---	---	110	10
		110+35 EB - 122+00 EB	---	---	---	368	26
		STH 136 / 33 / LINN STREET					
		30+00 LS - 37+41 LS	---	---	108	---	---
	STAGE 3 TOTAL		---	---	820	592	56
	STAGE 4						
		USH 12 (EASTBOUND)					
		48+71 EB - 59+86 EB	---	---	---	4,374	---
		59+86 EB - 68+30 EB	---	---	---	1,460	---
		68+30 EB - 71+48 EB	---	---	---	1,012	---
		71+48 EB - 75+00 EB	---	---	---	781	---
		75+00 EB - 78+50 EB	7	7	---	---	---
		78+50 EB - 94+18 EB	8	8	---	---	---
		STH 136 / 33 / LINN STREET					
		30+00 LS - 37+41 LS	---	---	---	1,703	---
		37+41 LS - 44+03 LS	---	---	---	1,923	---
	STAGE 4 TOTAL		15	15	---	11,253	---
	PROJECT 1674-01-72 TOTALS		**15**	**15**	**820**	**14,280**	**380**

CATEGORY	STAGE	STATION TO STATION	405.0100 COLORING CONCRETE WISDOT RED (CY)	405.1000 STAMPING COLORED CONCRETE (CY)	416.0270 CONCRETE DRIVEWAY HES 7-INCH (SY)	602.0410 CONCRETE SIDEWALK 5-INCH (SF)	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW (SF)
0010	STAGE 1						
		SKILLET CREEK ROAD					
		15+62 SK - 22+83 SK	---	---	---	191	---
	STAGE 1 TOTAL		---	---	---	191	---
	STAGE 2						
		USH 12 (EASTBOUND)					
		122+00 EB - 129+00 EB	---	---	---	495	54
		129+00 EB - 139+25 EB	---	---	---	600	26
	STAGE 2 TOTAL		---	---	---	1,095	80
	STAGE 3						
		USH 12 (EASTBOUND)					
		122+00 EB - 129+00 EB	---	---	---	35	10
	STAGE 3 TOTAL		---	---	---	35	10
	PROJECT 1674-01-73 TOTALS		**---**	**---**	**---**	**1,320**	**90**
PROPOSAL TOTALS			**15**	**15**	**820**	**15,600**	**470**

INLETS

CATEGORY	STAGE	STATION TO STATION	611.0430 RECONSTRUCTING INLETS (EACH)	611.0666 INLET COVERS TYPE Z (LF)	611.8110 ADJUSTING MANHOLE COVERS (EACH)	611.8115 ADJUSTING INLET COVERS (EACH)	SPV.0060.001 TEMPORARY INLET COVER (EACH)
0010	STAGE 1						
		USH 12 (EASTBOUND)					
		48+71 EB - 59+86 EB	---	---	---	---	5
	STAGE 1 TOTAL		---	---	---	---	5
	STAGE 2						
		USH 12 (EASTBOUND)					
		10+00 EB - 27+00 EB	2	---	---	2	---
		27+00 EB - 48+71 EB	---	---	---	13	---
		48+71 EB - 59+86 EB	---	---	1	8	---
		59+86 EB - 68+30 EB	4	3	---	2	---
		STH 136 / 33 / LINN STREET					
		30+00 LS - 37+41 LS	---	---	---	5	---
		37+41 LS - 44+03 LS	---	---	---	3	---
	STAGE 2 TOTAL		6	3	1	33	---
	STAGE 3						
		USH 12 (EASTBOUND)					
		10+00 EB - 27+00 EB	---	---	---	4	---
		27+00 EB - 48+71 EB	---	---	---	13	---
		48+71 EB - 59+86 EB	---	---	1	5	---
		59+86 EB - 68+30 EB	2	---	---	3	---
		STH 136 / 33 / LINN STREET					
		30+00 LS - 37+41 LS	---	---	---	4	---
		37+41 LS - 44+03 LS	---	---	---	3	---
	STAGE 3 TOTAL		2	---	1	32	---
	STAGE 4						
		USH 12 (EASTBOUND)					
		48+71 EB - 59+86 EB	---	---	---	6	---
		59+86 EB - 68+30 EB	---	3	---	---	---
	STAGE 4 TOTAL		---	3	---	6	---
	PROJECT 1674-01-72 TOTALS		**8**	**6**	**2**	**71**	**5**
PROPOSAL TOTALS			**8**	**6**	**2**	**71**	**5**

GUARDRAIL

CATEGORY	STAGE	STATION TO STATION	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 (EACH)	614.0305 STEEL PLATE BEAM GUARD CLASS A (LF)	614.0345 STEEL PLATE BEAM GUARD SHORT RADIUS (LF)	614.0390 STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL (EACH)	614.0396 GUARDRAIL MOW STRIP ASPHALT (SY)	614.2300 MGS GUARDRAIL 3 (LF)	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)
0010	STAGE 2									
		USH 12 (EASTBOUND)								
		10+00 EB - 27+00 EB	1	350	50	1	200	---	---	---
	STAGE 2 TOTAL		1	350	50	1	200	---	---	---
	PROJECT 1674-01-72 TOTALS		**1**	**350**	**50**	**1**	**200**	**---**	**---**	**---**
	STAGE 1									
		USH 12 (EASTBOUND)								
		175+00 EB - 201+39 EB	---	---	---	---	177	90	285	4
		201+39 EB - 217+15 EB	---	---	---	---	223	350	---	4
	STAGE 1 TOTAL		---	---	---	---	400	440	285	8
	PROJECT 1674-01-73 TOTALS		**---**	**---**	**---**	**---**	**400**	**440**	**285**	**8**
PROPOSAL TOTALS			**1**	**350**	**50**	**1**	**600**	**440**	**285**	**8**

FENCE TEMPORARY

CATEGORY	STAGE	STATION TO STATION	616.0600.S (LF)
0010	STAGE 1		
		USH 12 (EASTBOUND)	
		228+89 EB - 229+93 EB	100
	STAGE 1 TOTAL		100
	PROJECT 1674-01-73 TOTALS		**100**
PROPOSAL TOTALS			**100**

LANDSCAPING

CATEGORY	STAGE	STATION TO STATION	625.0500 SALVAGED TOPSOIL (SY)	628.2006 EROSION MAT URBAN CLASS I TYPE A (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO. 30 (LB)	630.0200 SEEDING TEMPORARY (LB)
0010	STAGE 2						
		USH 12 (EASTBOUND)					
		59+86 EB - 68+30 EB	217	217	0.14	4	1
		68+30 EB - 71+48 EB	78	78	0.05	1	1
		71+48 EB - 75+00 EB	98	98	0.06	1	1
		75+00 EB - 78+50 EB	26	26	0.02	1	1
		78+50 EB - 94+18 EB	26	26	0.02	1	1
		94+18 EB - 110+35 EB	36	36	0.02	1	1
		110+35 EB - 122+00 EB	7	7	0.01	1	1
		TERRYTOWN ROAD					
		20+00 TR - 25+95 TR	6	6	0.01	1	1
		STH 136 / 33 / LINN STREET					
		30+00 LS - 37+41 LS	170	170	0.11	3	1
		37+41 LS - 44+03 LS	112	112	0.07	2	1
	STAGE 2 TOTAL		776	776	0.54	16	10
	STAGE 3						
		USH 12 (EASTBOUND)					
		59+86 EB - 68+30 EB	209	209	0.13	5	1
		71+48 EB - 75+00 EB	85	85	0.05	2	1
		75+00 EB - 78+50 EB	10	10	0.01	1	1
		110+35 EB - 122+00 EB	18	18	0.01	1	1
		STH 136 / 33 / LINN STREET					
		30+00 LS - 37+41 LS	168	168	0.11	3	1
		37+41 LS - 44+03 LS	114	114	0.07	2	1
	STAGE 3 TOTAL		604	604	0.38	14	6
	UNDISTRUBED		345	345	0.23	8	4
	PROJECT 1674-01-72 TOTALS		**1,725**	**1725**	**1.15**	**38**	**20**
	STAGE 1						
		USH 12 (EASTBOUND)					
		175+00 EB - 201+39 EB	3,012	3,012	1.89	62	21
		201+39 EB - 217+15 EB	4,016	4,016	2.51	80	29
	STAGE 1 TOTAL		7,028	7,028	4.40	142	50
	STAGE 2						
		USH 12 (EASTBOUND)					
		122+00 EB - 129+00 EB	33	33	0.02	1	1
		129+00 EB - 139+25 EB	36	36	0.02	1	1
	STAGE 2 TOTAL		69	69	0.04	2	2
	STAGE 3						
		USH 12 (EASTBOUND)					
		122+00 EB - 129+00 EB	3	3	0.01	1	1
	STAGE 3 TOTAL		3	3	0.01	1	1
	UNDISTRUBED		1,775	1,775	1.11	36	13
	PROJECT 1674-01-73 TOTALS		**8,875**	**8,875**	**5.57**	**181**	**66**
PROPOSAL TOTALS			**10,600**	**10,600**	**6.71**	**219**	**87**

LANDMARK REFERENCE MONUMENTS

CATEGORY	LOCATION	STATION	OFFSET	621.0100 (EACH)
0010	STH 136/33/LINN ST	68+20.21 EB	10.84 LT	1
	PROJECT 1674-01-72 TOTALS			**1**
	MINE ROAD	148+42.42 EB	1.38 LT	1
	GASSER ROAD	175+01.45 EB	1.96 RT	1
	STH 159	201+29.04 EB	67.23 LT	5
	PROJECT 1674-01-73 TOTALS			**7**
PROPOSAL TOTALS				**8**

WATER

CATEGORY	LOCATION	TASK	624.0100 (MGAL)
0010	PROJECT	DUST CONTROL	105
		COMPACTION	105
	PROJECT 1674-01-72 TOTALS		**210**
	PROJECT	DUST CONTROL	85
		COMPACTION	85
	PROJECT 1674-01-73 TOTALS		**170**
PROPOSAL TOTALS			**380**

EROSION CONTROL MOBILZATION

CATEGORY	LOCATION	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
0010	STAGE 1	3	2
	STAGE 2	3	2
	STAGE 3	3	1
	STAGE 4	3	1
PROJECT 1674-01-72 TOTALS		**12**	**6**
	STAGE 1	3	2
	STAGE 2	3	2
	STAGE 3	1	1
	STAGE 4	1	1
PROJECT 1674-01-73 TOTALS		**8**	**6**
PROPOSAL TOTALS		**20**	**12**

EROSION CONTROL

CATEGORY	STAGE	STATION TO STATION	628.1104 EROSION BALES (EACH)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)	628.7020 INLET PROTECTION TYPE D (EACH)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7555 CULVERT PIPE CHECKS (EACH)	628.7560 TRACKING PADS (EACH)	628.7570 ROCK BAGS (EACH)
0010	STAGE 1											
		STH 136 / 33 / LINN STREET										
		37+41 LS - 44+03 LS	---	---	---	---	2	---	---	---	---	---
	STAGE 1 TOTAL		---	---	---	---	2	---	---	---	---	---
	STAGE 2											
		USH 12 (EASTBOUND)										
		59+86 EB - 68+30 EB	---	---	---	6	4	2	---	---	---	24
		STH 136 / 33 / LINN STREET										
		30+00 LS - 37+41 LS	---	---	---	---	4	1	---	---	---	---
		37+41 LS - 44+03 LS	---	---	---	---	2	---	---	---	---	---
	STAGE 2 TOTAL		---	---	---	6	10	3	---	---	---	24
	STAGE 3											
		USH 12 (EASTBOUND)										
		59+86 EB - 68+30 EB	---	---	---	5	4	1	---	---	---	20
		STH 136 / 33 / LINN STREET										
		30+00 LS - 37+41 LS	---	---	---	---	3	1	---	---	---	---
		37+41 LS - 44+03 LS	---	---	---	---	2	---	---	---	---	---
	STAGE 3 TOTAL		---	---	---	5	9	2	---	---	---	20
	UNDISTRIBUTED		---	---	---	3	5	1	---	---	---	21
	PROJECT 1674-01-72 TOTALS		**---**	**---**	**---**	**14**	**26**	**6**	**---**	**---**	**---**	**65**
	STAGE 1											
		USH 12 (EASTBOUND)										
		139+25 EB - 147+59 EB	---	---	---	---	---	---	---	---	---	---
		147+59 EB - 175+00 EB	---	---	---	---	---	---	---	---	---	---
		175+00 EB - 201+39 EB	---	630	126	---	---	---	80	2	1	---
		201+39 EB - 217+15 EB	3	1200	249	---	---	---	---	---	1	---
		SKILLET CREEK ROAD										
		10+00 SK - 15+62 SK	---	250	50	---	---	---	48	---	1	---
		15+62 SK - 22+83 SK	6	870	174	---	---	---	80	3	1	---
	STAGE 1 TOTAL		9	2,950	599	---	---	---	208	5	4	---
	UNDISTRIBUTED		2	740	151	---	---	---	52	1	1	---
	PROJECT 1674-01-73 TOTALS		**11**	**3,690**	**750**	**---**	**---**	**---**	**260**	**6**	**5**	**---**
PROPOSAL TOTALS			**11**	**3,690**	**750**	**14**	**26**	**6**	**260**	**6**	**5**	**65**

3

PERMANENT SIGNING TYPE II

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE W IN		SIGN SIZE H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	POSTS WOOD 4X6-INCH 634.0612 12 FT EACH	634.0614 14 FT EACH	634.0616 16 FT EACH	634.0618 18 FT EACH	POSTS TUBULAR STEEL 2X2-INCH 634.0812 12 FT EACH	634.0814 14 FT EACH	634.0816 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
0010	1-01	R3-20L	36	X	54	13.5	---	---	---	1	---	---	---	---	---	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	2-01	R6-1L	36	X	12	3	---	---	---	---	1	---	---	---	---	2-02, 2-03	ONE WAY LEFT
	2-02	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	2-01, 2-03	DIVIDED HIGHWAY SIGN CROSSROAD
	2-03	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	2-01, 2-02	STOP SIGN
	2-04	R4-7	36	X	48	12	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	2-05	R4-7	36	X	48	12	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	2-06	R5-1	36	X	36	9	---	---	---	1	---	---	---	---	---	---	DO NOT ENTER
	2-07	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	2-08	WRONG WAY
	2-08	D1-2	108	X	36	27	---	---	---	---	2	---	---	---	---	2-07	UW BARABOO SAUK COUNTY (LEFT ARROW)
	2-09	R5-1A	42	X	30	8.75	---	---	---	1	---	---	---	---	---	---	WRONG WAY
	2-10	R2-1	36	X	48	12	---	---	---	---	1	---	---	---	---	---	SPEED LIMIT 55 MPH
	2-11	R5-1	36	X	36	9	---	---	---	1	---	---	---	---	---	---	DO NOT ENTER
	2-12	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	2-13, 2-14	DIVIDED HIGHWAY SIGN CROSSROAD
	2-13	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	2-12, 2-14	STOP SIGN
	2-14	R6-1L	36	X	12	3	---	---	---	---	---	---	---	---	---	2-12, 2-13	ONE WAY LEFT
	2-15	R2-1	36	X	48	12	---	---	---	---	1	---	---	---	---	---	SPEED LIMIT 55 MPH
	3-01	R3-20L	36	X	54	13.5	---	---	---	---	---	1	---	---	---	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	3-02	D1-61	96	X	30	20	---	---	---	---	---	2	---	---	---	---	TERRYTOWN ROAD (LEFT/RIGHT ARROWS)
	3-03	R59-51	36	X	36	9	---	---	---	1	---	---	---	---	---	---	STOP FOR BUS FLASHING LIGHTS
	3-04	I55-56	30	X	36	7.5	---	---	---	1	---	---	---	---	---	---	ADOPT A HIGHWAY SPONSOR
	3-05	R2-1	36	X	48	12	---	---	---	---	1	---	---	---	---	---	SPEED LIMIT 55 MPH
	3-06	R2-1	36	X	48	12	---	---	---	---	1	---	---	---	---	3-10	SPEED LIMIT 55 MPH
	3-07	W3-5	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SPEED LIMIT 45 AHEAD (ARROW)
	3-08	W3-5	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SPEED LIMIT 45 AHEAD (ARROW)
	3-09	R6-2R	24	X	30	5	---	---	---	1	---	---	---	---	---	---	ONE WAY RIGHT ARROW
	3-10	R2-1	36	X	48	12	---	---	---	---	---	---	---	---	---	3-06	SPEED LIMIT 45 MPH
	3-11	R2-1	36	X	48	12	---	---	---	---	1	---	---	---	---	---	SPEED LIMIT 45 MPH
	4-01	R6-1L	36	X	12	3	---	---	---	---	---	---	---	---	---	4-02, 4-03	ONE WAY LEFT
	4-02	R1-1	36	X	36	7	---	---	---	---	1	---	---	---	---	4-01, 4-03	STOP SIGN
	4-03	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	4-01, 4-02	DIVIDED HIGHWAY SIGN CROSSROAD
	4-04	R5-1	36	X	36	9	---	---	---	1	---	---	---	---	---	---	DO NOT ENTER
	4-05	R5-1A	42	X	30	8.75	---	---	---	1	---	---	---	---	---	---	WRONG WAY
	4-06	R5-1A	42	X	30	8.75	---	---	---	1	---	---	---	---	---	---	WRONG WAY
	4-07	R5-1	36	X	36	9	---	---	---	1	---	---	---	---	---	---	DO NOT ENTER
	4-08	R4-7	36	X	48	12	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	4-09	R4-7	36	X	48	12	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	4-10	R6-1L	36	X	12	3	---	---	1	---	---	---	---	---	---	---	ONE WAY LEFT
	5-01	R5-1	36	X	36	9	---	---	---	1	---	---	---	---	---	---	DO NOT ENTER
	5-02	R6-2R	24	X	30	5	---	---	---	1	---	---	---	---	---	---	ONE WAY RIGHT ARROW
	5-03	R6-2L	24	X	30	5	---	---	---	1	---	---	---	---	---	---	ONE WAY LEFT ARROW
PROJECT 1674-01-72 SUBTOTALS						**354.88**	**---**	**18.00**	**1**	**14**	**17**	**3**	**---**	**---**	**---**		

PERMANENT SIGNING TYPE II (2)

CATEGORY	SIGN #	SIGN CODE	W IN	SIGN SIZE X	H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12 FT EACH	634.0614 POSTS WOOD 4X6-INCH 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH 18 FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH 12 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS						**354.88**	**---**	**18.00**	**1**	**14**	**17**	**3**	**---**	**---**	**---**		
0010	5-04	W3-5	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SPEED LIMIT 30 AHEAD (ARROW)
	5-05	W3-5	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SPEED LIMIT 30 AHEAD (ARROW)
	6-01	R2-1	36	X	48	12	---	---	---	---	1	---	---	---	---	---	SPEED LIMIT 45 MPH
	6-02	R6-1L	36	X	12	3	---	---	---	---	---	---	---	---	---	6-03, 6-04	ONE WAY LEFT
	6-03	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	6-02, 6-04	STOP SIGN
	6-04	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	6-02, 6-03	DIVIDED HIGHWAY SIGN CROSSROAD
	6-05	R5-1	30	X	30	6.25	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	6-06	R5-1A	36	X	24	6	---	---	---	1	---	---	---	---	---	---	WRONG WAY
	6-07	R2-1	24	X	30	5	---	---	---	---	1	---	---	---	---	---	SPEED LIMIT 30 MPH
	6-08	R2-1	24	X	30	5	---	---	---	---	1	---	---	---	---	6-09	SPEED LIMIT 30 MPH
	6-09	R5-1	30	X	30	6.25	---	---	---	---	---	---	---	---	---	6-08	DO NOT ENTER
	6-10	R4-7	24	X	30	5	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	6-11	R4-7	24	X	30	5	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	6-12	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	6-13, 6-14	DIVIDED HIGHWAY SIGN CROSSROAD
	6-13	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	6-12, 6-14	STOP SIGN
	6-14	R6-1L	36	X	12	3	---	---	---	---	---	---	---	---	---	6-12, 6-13	ONE WAY LEFT
	6-15	JH-1	24	X	45	7.5	---	---	---	---	1	---	---	---	---	---	HOSPITAL ROUTE ASSEMBLY
	6-16	R3-20L	24	X	36	6	---	---	---	---	1	---	---	---	---	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	6-17	R5-1A	36	X	24	6	---	---	---	1	---	---	---	---	---	---	WRONG WAY
	7-01	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS, 7-02,7-03	STOP SIGN (FOLDING)
	7-02	R3-4	24	X	24	4	---	---	---	---	---	---	---	---	---	TS, 7-01, 7-03	NO U TURN SYMBOL
	7-03	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 7-01, 7-02	KEEP RIGHT
	7-04	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 7-08,7-09	KEEP RIGHT
	7-05	R5-1	30	X	30	6.25	---	---	---	---	---	---	---	---	---	LP, 7-06, 7-07	DO NOT ENTER
	7-06	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	LP, 7-05, 7-07	STOP SIGN (FOLDING)
	7-07	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	LP, 7-05, 7-06	DIVIDED HIGHWAY SIGN CROSSROAD
	7-08	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	LP, 7-04, 7-09	STOP SIGN (FOLDING)
	7-09	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	LP, 7-04, 7-08	
	7-10	R6-2L	24	X	30	5	---	---	---	1	---	---	---	---	---	LP,7-11	ONE WAY LEFT ARROW
	7-11	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	LP,7-10	STOP SIGN (FOLDING)
	7-12	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS	STOP SIGN (FOLDING)
	7-13	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS, 7-29, 7-30	STOP SIGN (FOLDING)
	7-14	R5-1	30	X	30	6.25	---	---	---	---	---	---	---	---	---	ON EXISTING POST	DO NOT ENTER
	7-15	R5-1A	36	X	24	6	---	---	---	---	---	---	---	---	---	ON EXISTING POST	WRONG WAY
	7-16	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	7-15	DIVIDED HIGHWAY SIGN CROSSROAD
	7-17	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	7-14	STOP SIGN
	7-18	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	LP,7-19	STOP SIGN (FOLDING)
	7-19	R5-1	30	X	30	6.25	---	---	---	---	---	---	---	---	---	LP,7-18	DO NOT ENTER
	7-20	R6-2L	24	X	30	5	---	---	---	---	---	---	---	---	---	LP	ONE WAY LEFT ARROW
	7-21	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 7-24, 7-25	KEEP RIGHT
PROJECT 1674-01-72 SUBTOTALS						**532.01**	**52.22**	**36.00**	**1**	**17**	**30**	**3**	**---**	**---**	**---**		

3

PERMANENT SIGNING TYPE II (3)

CATEGORY	SIGN #	SIGN CODE	W IN	SIGN SIZE X	H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12 FT EACH	634.0614 POSTS WOOD 4X6-INCH 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH 18 FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH 12 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS						**532.01**	**52.22**	**36.00**	**1**	**17**	**30**	**3**	**---**	**---**	**---**		
0010	7-22	R2-1	24	X	30	5	---	---	---	---	1	---	---	---	---	7-23	SPEED LIMIT 30 MPH
	7-23	R5-1A	36	X	24	6	---	---	---	---	---	---	---	---	---	7-22	WRONG WAY
	7-24	R1-1F	36	X	36	---	7.46	---	---	---	---	---	---	---	---	TS, 7-20, 7-25	STOP SIGN (FOLDING)
	7-25	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	TS, 7-20, 7-24	DIVIDED HIGHWAY SIGN CROSSROAD
	7-26	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	LP, 7-27, 7-28	DIVIDED HIGHWAY SIGN CROSSROAD
	7-27	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	LP,7-26, 7-28	STOP SIGN (FOLDING)
	7-28	R5-1	30	X	30	6.25	---	---	---	---	---	---	---	---	---	LP,7-26, 7-27	DO NOT ENTER
	7-29	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 7-13, 7-30	KEEP RIGHT
	7-30	R3-4	24	X	24	4	---	---	---	---	---	---	---	---	---	TS, 7-13, 7-29	NO U TURN SYMBOL
	7-31	J4-1	24	X	36	6	---	---	---	---	1	---	---	---	---	---	REASSURANCE ASSEMBLY
	7-32	R2-1	24	X	30	5	---	---	---	---	---	---	---	---	---	LP	SPEED LIMIT 30 MPH
	7-33	R4-7	24	X	30	5	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	7-34	R4-7	24	X	30	5	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	7-35	R5-1A	36	X	24	6	---	---	---	1	---	---	---	---	---	---	WRONG WAY
	8-01	I55-56	30	X	36	8	---	---	---	---	1	---	---	---	---	---	ADOPT A HIGHWAY SPONSOR
	8-02	R5-1	30	X	30	6	---	---	---	---	---	---	---	---	---	8-03, 8-04	DO NOT ENTER
	8-03	W12-2	36	X	36	---	---	9	---	---	---	1	---	---	---	8-02, 8-04	LOW CLEARANCE SYMBOL
	8-04	W57-52	36	X	24	---	---	6	---	---	---	---	---	---	---	8-02, 8-03	10 MILES AHEAD
	8-05	W3-3	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SIGNAL AHEAD
	8-06	R4-7	24	X	30	5	---	---	---	---	1	---	---	---	---	---	KEEP RIGHT
	8-07	R5-1A	36	X	24	6	---	---	---	---	---	---	---	---	---	ON EXISTING POST	WRONG WAY
	8-08	R5-1A	36	X	24	6	---	---	---	---	---	---	---	---	---	8-09	WRONG WAY
	8-09	D1-3	60	X	36	15	---	---	---	---	2	---	---	---	---	8-08	THREE DESTINATION (ARROWS)
	8-10	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	---	STOP SIGN
	8-11	W3-3	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SIGNAL AHEAD
	8-12	R3-4	24	X	24	4	---	---	---	---	---	---	---	---	---	8-15	NO U TURN SYMBOL
	8-13	R2-1	24	X	30	5	---	---	---	---	1	---	---	---	---	8-14	SPEED LIMIT 25 MPH
	8-14	R5-1	30	X	30	6.25	---	---	---	---	---	---	---	---	---	8-13	DO NOT ENTER
	8-15	R4-7	24	X	30	5	---	---	---	---	1	---	---	---	---	8-12	KEEP RIGHT
	9-01	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS,9-15	KEEP RIGHT
	9-02	R6-2L	24	X	30	5	---	---	---	---	---	---	---	---	---	LP	ONE WAY LEFT ARROW
	9-03	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	LP	STOP SIGN (FOLDING)
	9-04	R5-1	30	X	30	6.25	---	---	---	---	---	---	---	---	---	TS,9-05	DO NOT ENTER
	9-05	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS,9-04	STOP SIGN (FOLDING)
	9-06	R3-17	30	X	24	5	---	---	---	1	---	---	---	---	---	9-07	BIKE LANE (BIKE SYMBOL)
	9-07	R3-17B	30	X	12	2.5	---	---	---	---	---	---	---	---	---	9-06	BIKE LANE ENDS PLAQUE
	9-08	R5-1A	36	X	24	6	---	---	---	---	---	---	---	---	---	9-09	WRONG WAY
	9-09	R2-1	24	X	30	5	---	---	---	---	1	---	---	---	---	9-08	SPEED LIMIT 30 MPH
	9-10	R1-1	30	X	30	---	5	---	---	---	1	---	---	---	---	---	STOP SIGN
	9-11	R6-2R	24	X	30	5	---	---	---	---	1	---	---	---	---	---	ONE WAY RIGHT ARROW
PROJECT 1674-01-72 SUBTOTALS						**708.47**	**87.24**	**69.00**	**1**	**19**	**46**	**4**	**---**	**---**	**---**		

PERMANENT SIGNING TYPE II (4)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE W IN	X	H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12 FT EACH	634.0614 POSTS WOOD 4X6-INCH 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH 18 FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH 12 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS						**708.47**	**87.24**	**69.00**	**1**	**19**	**46**	**4**	**---**	**---**	**---**		
0010	9-12	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	9-13	R3-17	30	X	24	5	---	---	---	1	---	---	---	---	---	9-07	BIKE LANE (BIKE SYMBOL)
	9-14	R3-17A	30	X	12	2.5	---	---	---	---	---	---	---	---	---	9-06	BIKE LANE AHEAD PLAQUE
	9-15	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	LP,9-01	STOP SIGN (FOLDING)
	9-16	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	LP,9-17	STOP SIGN (FOLDING)
	9-17	R5-1	30	X	30	6	---	---	---	---	---	---	---	---	---	LP,9-16	DO NOT ENTER
	9-18	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	TS	STOP SIGN (FOLDING)
	9-19	R6-2L	24	X	30	5	---	---	---	---	---	---	---	---	---	LP	ONE WAY LEFT ARROW
	9-20	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS,9-21	KEEP RIGHT
	9-21	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	TS,9-20	STOP SIGN (FOLDING)
	9-22	R3-17	30	X	24	5	---	---	---	---	---	---	---	---	---	LP, 9-23	BIKE LANE (BIKE SYMBOL)
	9-23	R5-1A	36	X	24	6	---	---	---	---	---	---	---	---	---	LP, 9-22	WRONG WAY
	9-24	R5-1	30	X	30	6.25	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	9-25	R6-2R	24	X	30	5	---	---	---	---	1	---	---	---	---	---	ONE WAY RIGHT ARROW
	9-26	R2-1	30	X	36	8	---	---	---	---	---	---	---	---	---	LP	SPEED LIMIT 40 MPH
	10-01	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	LP	WRONG WAY
	10-02	W3-3	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SIGNAL AHEAD
	10-03	W3-3	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SIGNAL AHEAD
	10-04	R3-17	30	X	24	5	---	---	---	---	---	---	---	---	---	LP	BIKE LANE (BIKE SYMBOL)
	11-01	R3-17	30	X	24	5	---	---	---	---	---	---	---	---	---	LP	BIKE LANE (BIKE SYMBOL)
	11-02	R2-1	30	X	36	8	---	---	---	---	---	---	---	---	---	LP	SPEED LIMIT 40 MPH
	11-03	R5-1A	42	X	30	9	---	---	---	---	1	---	---	---	---	---	WRONG WAY
	12-01	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	12-02	R6-1L	36	X	12	3	---	---	---	---	---	---	---	---	---	12-04, 12-05	ONE WAY LEFT
	12-03	R6-1L	36	X	12	3	---	---	---	---	---	---	---	---	---	12-17, 12-18	ONE WAY LEFT
	12-04	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	12-02, 12-05	STOP SIGN
	12-05	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	12-02, 12-04	DIVIDED HIGHWAY SIGN CROSSROAD
	12-06	R5-1	36	X	36	9	---	---	---	---	---	---	---	---	---	LP	DO NOT ENTER
	12-07	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	12-08	R6-2R	24	X	30	5	---	---	---	---	---	---	1	---	---	---	ONE WAY RIGHT ARROW
	12-09	R5-1A	42	X	30	8.75	---	---	---	---	---	---	1	---	---	---	WRONG WAY
	12-10	R6-2L	30	X	36	7.5	---	---	---	---	---	---	---	---	---	LP	ONE WAY LEFT ARROW
	12-11	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	12-12	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	12-13	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	12-14	I2-3	90	X	24	15	---	---	---	2	---	---	---	---	---	---	MUNICIPALITY SIGN-POP OR UNINC
	12-15	R5-1A	42	X	30	9	---	---	---	---	---	---	---	---	---	LP	WRONG WAY
	12-16	R5-1	36	X	36	9	---	---	---	---	---	---	---	---	---	LP	DO NOT ENTER
	12-17	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	12-03, 12-18	DIVIDED HIGHWAY SIGN CROSSROAD
	12-18	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	12-03, 12-17	STOP SIGN
PROJECT 1674-01-72 SUBTOTALS						**928.89**	**117.08**	**87.00**	**1**	**22**	**55**	**4**	**6**	**---**	**---**		

3

PERMANENT SIGNING TYPE II (5)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE W IN	X	H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12 FT EACH	634.0614 14 FT EACH	634.0616 16 FT EACH	634.0618 18 FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH 12 FT EACH	634.0814 14 FT EACH	634.0816 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS						**928.89**	**117.08**	**87.00**	**1**	**22**	**55**	**4**	**6**	**---**	**---**		
0010	12-19	R3-17	30	X	24	5	---	---	---	---	---	---	---	---	---	LP	BIKE LANE (BIKE SYMBOL)
	12-20	R2-1	30	X	36	7.5	---	---	---	---	---	---	---	---	---	LP, 12-21	SPEED LIMIT 40 MPH
	12-21	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	LP, 12-20	WRONG WAY
	12-22	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	12-23	R6-2L	30	X	36	7.5	---	---	---	---	1	---	---	---	---	---	ONE WAY LEFT ARROW
	12-24	I2-3	60	X	24	10	---	---	---	2	---	---	---	---	---	---	MUNICIPALITY SIGN-POP OR UNINC
	13-01	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	13-02	R2-1	30	X	36	7.5	---	---	---	---	---	---	---	---	---	LP	SPEED LIMIT 40 MPH
	13-03	R5-1A	42	X	30	8.75	---	---	---	---	1	---	---	---	---	---	WRONG WAY
	13-04	R6-2L	24	X	30	5	---	---	---	---	1	---	---	---	---	---	ONE WAY LEFT ARROW
	13-05	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	13-06	R6-2L	30	X	36	7.5	---	---	---	---	---	---	---	---	---	LP	ONE WAY LEFT ARROW
	13-07	R3-20L	24	X	36	6	---	---	---	---	1	---	---	---	---	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	13-08	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	LP	WRONG WAY
	14-01	R3-17	24	X	36	6	---	---	---	---	---	---	---	---	---	LP	BIKE LANE (BIKE SYMBOL)
	14-02	R6-1L	36	X	12	3	---	---	---	---	---	---	---	---	---	14-03, 14-04	ONE WAY LEFT
	14-03	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	14-02, 14-04	DIVIDED HIGHWAY SIGN CROSSROAD
	14-04	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	14-02, 14-03	STOP SIGN
	14-05	R5-1	36	X	36	9	---	---	---	---	---	---	---	---	---	LP	DO NOT ENTER
	14-06	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	LP	WRONG WAY
	14-07	R3-20L	24	X	36	6	---	---	---	---	---	---	---	1	---	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	14-08	R5-1	36	X	36	9	---	---	---	---	---	---	---	---	---	LP	DO NOT ENTER
	14-09	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	14-10	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	14-11	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	14-12, 14-13	DIVIDED HIGHWAY SIGN CROSSROAD
	14-12	R1-1	36	X	36	7.46	---	---	---	---	1	---	---	---	---	14-11, 14-13	STOP SIGN
	14-13	R6-1L	36	X	12	3	---	---	---	---	---	---	---	---	---	14-11 14-12	ONE WAY LEFT
	14-14	R3-17	24	X	36	6	---	---	---	---	---	---	---	---	---	LP	BIKE LANE (BIKE SYMBOL)
	14-15	R2-1	30	X	36	7.5	---	---	---	---	1	---	---	---	---	---	SPEED LIMIT 40 MPH
	14-16	W3-3	36	X	36	---	---	9	---	---	---	---	---	---	---	LP, 14-17	SIGNAL AHEAD
	14-15	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	LP, 14-16	WRONG WAY
	15-01	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	15-02	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	15-03	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	15-04	DO NOT ENTER
	15-04	R2-1	30	X	36	7.5	---	---	---	---	---	---	---	---	---	15-03	SPEED LIMIT 40 MPH
	15-05	R6-2R	24	X	30	5	---	---	---	---	---	---	1	---	---	---	ONE WAY RIGHT ARROW
	15-06	R6-2L	24	X	30	5	---	---	---	---	---	---	---	---	---	LP	ONE WAY LEFT ARROW
	15-07	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	ON EXISTING POST	WRONG WAY
	15-08	R3-17	24	X	36	6	---	---	---	---	1	---	---	---	---	---	BIKE LANE (BIKE SYMBOL)
	15-09	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
PROJECT 1674-01-72 SUBTOTALS						**1,196.31**	**117.08**	**96.00**	**1**	**24**	**67**	**4**	**12**	**1**	**---**		

3

PERMANENT SIGNING TYPE II (6)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE W IN	X	H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12 FT EACH	634.0614 14 FT EACH	634.0616 16 FT EACH	634.0618 18 FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH 12 FT EACH	634.0814 14 FT EACH	634.0816 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS						**1,196.31**	**117.08**	**96.00**	**1**	**24**	**67**	**4**	**12**	**1**	**---**		
0010	15-10	D1-55L	60	X	21	8.75	---	---	---	2	---	---	---	---	---	---	NATIONAL GUARD ARMORY (LEFT ARROW)
	15-11	R3-17	30	X	24	5	---	---	---	1	---	---	---	---	---	15-12	BIKE LANE (BIKE SYMBOL)
	15-12	R3-17B	30	X	12	2.5	---	---	---	---	---	---	---	---	---	15-11	BIKE LANE ENDS PLAQUE
	15-13	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	15-14	R5-1A	42	X	30	8.75	---	---	---	---	1	---	---	---	---	---	WRONG WAY
	15-15	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	15-16	R6-2L	24	X	30	5	---	---	---	---	---	---	---	---	---	LP, 15-17	ONE WAY LEFT ARROW
	15-17	R4-4	36	X	30	7.5	---	---	---	---	---	---	---	---	---	LP, 15-16	BEGIN RIGHT TURN LANE YEILD TO BIKES
	16-01	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS, 16-02,16-03	STOP SIGN (FOLDING)
	16-02	R3-4	36	X	36	9	---	---	---	---	---	---	---	---	---	TS, 16-01,16-03	NO U TURN SYMBOL
	16-03	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 16-01,16-02	KEEP RIGHT
	16-04	R1-2	48	X	42	7	---	---	---	---	1	---	---	---	---	---	YIELD
	16-05	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS	STOP SIGN (FOLDING)
	16-06	R3-4	36	X	36	9	---	---	---	---	---	---	---	---	---	TS, 16-07,16-09	NO U TURN SYMBOL
	16-07	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 16-06,16-09	KEEP RIGHT
	16-19	R1-2	48	X	42	7	---	---	---	---	1	---	---	---	---	---	YIELD
	16-20	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS	STOP SIGN (FOLDING)
	16-21	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 16-22,16-26	KEEP RIGHT
	16-22	R3-4	36	X	36	9	---	---	---	---	---	---	---	---	---	TS, 16-21, 16-26	NO U TURN SYMBOL
	16-23	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	16-26	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS, 16-21,16-22	STOP SIGN (FOLDING)
PROJECT 1674-01-72 TOTALS						**1,308.81**	**146.92**	**96.00**	**1**	**27**	**71**	**4**	**14**	**1**	**---**		

PERMANENT SIGNING TYPE II (7)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE W		IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12 FT EACH	634.0614 14 FT EACH	634.0616 16 FT EACH	634.0618 18 FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH 12 FT EACH	634.0814 14 FT EACH	634.0816 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 TOTALS						**1,308.81**	**146.92**	**96.00**	**1**	**27**	**71**	**4**	**14**	**1**	**---**		
0010	16-08	R5-1A	42	X	30	8.75	---	---	---	---	1	---	---	---	---	---	WRONG WAY
	16-09	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS, 16-06,16-07	STOP SIGN (FOLDING)
	16-10	R1-2	48	X	42	7	---	---	---	---	1	---	---	---	---	---	YIELD
	16-11	R5-1	30	X	30	6	---	---	---	---	---	---	---	---	---	TS,16-12	DO NOT ENTER
	16-12	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS,16-11	STOP SIGN (FOLDING)
	16-13	R4-4	36	X	30	8	---	---	---	---	1	---	---	---	---	---	BEGIN RIGHT TURN LANE YEILD TO BIKES
	16-14	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	LP	WRONG WAY
	16-15	J3-3	72	X	57	28.5	---	---	---	---	---	2	---	---	---	---	DIRECTIONAL ASSEMBLY
	16-16	R3-20L	24	X	36	6	---	---	---	---	1	---	---	---	---	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	16-17	R3-17	30	X	24	5	---	---	---	1	---	---	---	---	---	9-07	BIKE LANE (BIKE SYMBOL)
	16-18	R3-17A	30	X	12	2.5	---	---	---	---	---	---	---	---	---	9-06	BIKE LANE AHEAD PLAQUE
	16-24	R3-8A	36	X	30	8	---	---	---	---	---	---	---	---	---	LP	LEFT ONLY / AHEAD, RIGHT
	16-25	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	16-27	R1-1F	36	X	36	0	7	---	---	---	---	---	---	---	---	TS	STOP SIGN (FOLDING)
	16-28	R3-4	36	X	36	9	---	---	---	---	---	---	---	---	---	TS, 16-29,16-30	NO U TURN SYMBOL
	16-29	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 16-28,16-30	KEEP RIGHT
	16-30	R1-1F	36	X	36	---	7.46	---	---	---	---	---	---	---	---	TS,16-28,16-29	STOP SIGN (FOLDING)
	16-31	J4-1	24	X	36	6	---	---	---	---	---	---				LP	REASSURANCE ASSEMBLY
	16-32	R2-1	30	X	36	7.5	---	---	---	1	---	---	---	---	---	---	SPEED LIMIT 40 MPH
	16-33	I55-56	30	X	36	7.5	---	---	---	---	---	---	---	---	---	LP, 16-34	ADOPT A HIGHWAY SPONSOR
	16-34	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	LP, 16-33	WRONG WAY
	17-01	J1-2(MOD)	48	X	51	17	---	---	---	---	---	---	---	---	---	LP	JUNCTION OR END ASSEMBLY
	17-02	W3-3	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SIGNAL AHEAD
	17-03	I2-3	60	X	24	10	---	---	---	2	---	---	---	---	---	---	MUNICIPALITY SIGN-POP OR UNINC
	17-04	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	17-05	R6-2R	24	X	30	5	---	---	---	---	1	---	---	---	---	---	ONE WAY RIGHT ARROW
	17-06	R6-2R	24	X	30	5	---	---	---	---	1	---	---	---	---	---	ONE WAY RIGHT ARROW
	17-07	R2-1	30	X	36	7.5	---	---	---	---	---	---	---	---	---	LP	SPEED LIMIT 40 MPH
	17-08	D5-63	60	X	36	15	---	---	---	---	2	---	---	---	---	---	HISTORICAL MARKER [1/2] MILE
	18-01	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	18-02	R6-2R	24	X	30	5	---	---	---	---	1	---	---	---	---	---	ONE WAY RIGHT ARROW
	18-03	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	18-09	KEEP RIGHT
	18-04	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	18-05	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	18-06	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	LP	WRONG WAY
	18-07	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	18-08	R6-2L	24	X	30	5	---	---	---	---	---	---	1	---	---	---	ONE WAY LEFT ARROW
	18-09	R6-2R	24	X	30	5	---	---	---	---	---	---	1	---	---	18-03	ONE WAY RIGHT ARROW
	18-10	R6-2R	24	X	30	5	---	---	---	---	---	---	1	---	---	---	ONE WAY RIGHT ARROW
	18-11	R2-1	30	X	36	7.5	---	---	---	---	---	---	---	---	---	LP	SPEED LIMIT 40 MPH
PROJECT 1674-01-73 SUBTOTALS						**278.25**	**29.84**	**9.00**	**---**	**4**	**14**	**2**	**5**	**---**	**---**		

3

PERMANENT SIGNING TYPE II (8)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE W IN	X	SIGN SIZE H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12 FT EACH	634.0614 POSTS WOOD 4X6-INCH 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH 18 FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH 12 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 TOTALS						**1,308.81**	**146.92**	**96.00**	**1**	**27**	**71**	**4**	**14**	**1**	**---**		
PROJECT 1674-01-73 SUBTOTALS						**278.25**	**29.84**	**9.00**	**---**	**4**	**14**	**2**	**5**	**---**	**---**		
0010	19-01	R4-7	24	X	30	5	---	---	---	---	---	---	1	---	---	---	KEEP RIGHT
	19-02	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	19-03	R2-1	30	X	36	7.5	---	---	---	---	1	---	---	---	---	---	SPEED LIMIT 40 MPH
	19-04	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS,19-14	KEEP RIGHT
	19-05	R6-2L	24	X	30	5	---	---	---	---	---	---	---	---	---	TS	ONE WAY LEFT ARROW
	19-06	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	---	TS, 19-16	KEEP RIGHT
	19-07	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	LP	STOP SIGN (FOLDING)
	19-08	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	TS	STOP SIGN (FOLDING)
	19-09	R4-7	24	X	30	5	---	---	---	---	---	---	---	---	1	19-10	KEEP RIGHT
	19-10	W5-54	18	X	18	---	---	2	---	---	---	---	---	---	---	19-09	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING
	19-11	W9-1R	36	X	36	---	---	9	---	---	1	---	---	---	---	19-12	RIGHT LANE ENDS
	19-12	R5-1A	42	X	30	8.75	---	---	---	---	---	---	---	---	---	19-11	WRONG WAY
	19-13	R5-1	36	X	36	9	---	---	---	---	1	---	---	---	---	---	DO NOT ENTER
	19-14	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	TS, 19-04	STOP SIGN (FOLDING)
	19-15	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	---	STOP SIGN (FOLDING)
	19-16	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	TS, 19-06	STOP SIGN (FOLDING)
	19-17	R1-1F	36	X	36	---	7	---	---	---	---	---	---	---	---	TS, 19-18	STOP SIGN (FOLDING)
	19-18	R6-3	30	X	24	5	---	---	---	---	---	---	---	---	---	TS, 19-17	DIVIDED HIGHWAY SIGN CROSSROAD
	19-19	W4-2R	36	X	36	---	---	9	---	---	1	---	---	---	---	---	LANE REDUCTION TRANSITION SYMBOL (RIGHT)
	19-20	W6-2	36	X	36	---	---	9	---	---	1	---	---	---	---	19-21	DIVIDED HIGHWAY ENDS SYMBOL
	19-21	R5-1	30	X	30	6	---	---	---	---	---	---	---	---	---	19-20	DO NOT ENTER
	20-01	R3-8E	36	X	30	7.5	---	---	---	1	---	---	---	---	---	---	LEFT ONLY / AHEAD ONLY
	20-02	W3-3	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SIGNAL AHEAD
	20-03	R2-1	24	X	30	5	---	---	---	1	---	---	---	---	---	---	SPEED LIMIT 40 MPH
	20-04	R2-1	30	X	36	7.5	---	---	---	1	---	---	---	---	---	---	SPEED LIMIT 55 MPH
	20-05	W6-3	36	X	36	---	---	9	---	---	1	---	---	---	---	---	TWO WAY TRAFFIC
	20-06	R2-1	24	X	30	5	---	---	---	1	---	---	---	---	---	---	SPEED LIMIT 55 MPH
	20-07	W6-1	36	X	36	---	---	9	---	---	1	---	---	---	---	---	DIVIDED HIGHWAY AHEAD SYMBOL
	20-08	W3-5	36	X	36	---	---	9	---	---	1	---	---	---	---	---	SPEED LIMIT 40 AHEAD (ARROW)
	20-09	W14-3	48	X	36	---	---	6	---	1	---	---	---	---	---	---	NO PASSING ZONE
	20-10	D5-64L	60	X	36	15	---	---	---	2	---	---	---	---	---	---	HISTORICAL MARKER (LEFT ARROW)
	20-11	D5-64R	60	X	36	15	---	---	---	2	---	---	---	---	---	---	HISTORICAL MARKER (RIGHT ARROW)
	22-01	D5-63	60	X	36	15	---	---	---	2	---	---	---	---	---	---	HISTORICAL MARKER 1/2 MILE
	22-02	W14-3	48	X	36	---	---	6	---	1	---	---	---	---	---	---	NO PASSING ZONE
	22-03	W1-2R	30	X	30	---	---	6.25	---	---	1	---	---	---	---	---	RIGHT CURVE
	23-01	I55-56	30	X	36	7.5	---	---	---	1	---	---	---	---	---	---	ADOPT A HIGHWAY SPONSOR
	23-02	R2-1	24	X	30	5	---	---				---	---	---	---	---	SPEED LIMIT 55 MPH
	23-03	D7-53L	60	X	36	15	---	---	---	2	---	---	---	---	---	---	DEVIL'S LAKE STATE PARK (LEFT ARROW)
	24-01	R5-1	30	X	30	6.25	---	---	---	1	---	---	---	---	---	---	DO NOT ENTER
	24-02	R1-2	36	X	31	4	---	---	---	---	1	---	---	---	---	---	YIELD
PROJECT 1674-01-73 SUBTOTALS						**456.38**	**74.60**	**92.50**	**---**	**20**	**26**	**2**	**6**	**---**	**1**		

3

PERMANENT SIGNING TYPE II (9)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE W	X	H IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH 12 FT EACH	634.0614 POSTS WOOD 4X6-INCH 14 FT EACH	634.0616 POSTS WOOD 4X6-INCH 16 FT EACH	634.0618 POSTS WOOD 4X6-INCH 18 FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH 12 FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14 FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH 16 FT EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 TOTALS						**1,308.81**	**146.92**	**96.00**	**1**	**27**	**71**	**4**	**14**	**1**	**---**		
PROJECT 1674-01-73 SUBTOTALS						**456.38**	**74.60**	**92.50**	**---**	**20**	**26**	**2**	**6**	**---**	**1**		
0010	24-03	I55-56	30	X	36	7.5	---	---	---	1	---	---	---	---	---	---	ADOPT A HIGHWAY SPONSOR
	24-04	R2-1	24	X	30	5	---	---	---	1	---	---	---	---	---	---	SPEED LIMIT 50 MPH
	24-05	J4-1	24	X	36	6	---	---	---	1	---	---	---	---	---	---	REASSURANCE ASSEMBLY
	24-06	R1-1	36	X	36	7	---	---	---	1	---	---	---	---	---	24-07	STOP SIGN
	24-07	W4-4AR	30	X	12	---	---	2.5	---	---	---	---	---	---	---	24-06	TRAFFIC FROM RIGHT DOES NOT STOP
	24-08	R1-1	36	X	36	7	---	---	---	1	---	---	---	---	---	24-09	STOP SIGN
	24-09	W4-4B	30	X	12	---	---	2.5	---	---	---	---	---	---	---	24-08	ONCOMING TRAFFIC DOES NOT STOP
	24-10	R1-1	36	X	36	7.46	---	---	---	1	---	---	---	---	---	24-11	STOP SIGN
	24-11	W4-4AL	30	X	12	---	---	3	---	---	---	---	---	---	---	24-10	ONCOMING TRAFFIC DOES NOT STOP
	24-12	W14-1	30	X	30	---	---	6	---	---	1	---	---	---	---	---	DEAD END
	24-13	R2-1	24	X	30	5	---	---	---	1	---	---	---	---	---	---	SPEED LIMIT 45 MPH
	24-14	I55-56	30	X	36	8	---	---	---	1	---	---	---	---	---	---	ADOPT A HIGHWAY SPONSOR
	25-01	W3-1	36	X	36	---	---	9	---	---	---	---	---	1	---	---	STOP AHEAD
	25-02	D1-1	132	X	21	19.25	---	---	---	2	---	---	---	---	---	---	ADVANCED CROSSROAD NAME (LEFT ARROW)
	25-03	W1-2L	30	X	30	---	---	6.25	---	---	1	---	---	---	---	25-04	LEFT CURVE
	25-04	W13-1	18	X	18	---	---	2	---	---	---	---	---	---	---	25-03	ADVISORY SPEED (YELLOW BACK)
	26-01	W1-8	18	X	24	---	---	3	1	---	---	---	---	---	---	---	CHEVRON
	26-02	W1-8	18	X	24	---	---	3	---	---	---	---	---	---	---	26-01	CHEVRON
	26-03	W1-8	18	X	24	---	---	3	1	---	---	---	---	---	---	---	CHEVRON
	26-04	W1-8	18	X	24	---	---	3	---	---	---	---	---	---	---	26-03	CHEVRON
	26-05	W1-8	18	X	24	---	---	3	1	---	---	---	---	---	---	---	CHEVRON
	26-06	W1-8	18	X	24	---	---	3	---	---	---	---	---	---	---	26-05	CHEVRON
	26-07	W1-8	18	X	24	---	---	3	1	---	---	---	---	---	---	---	CHEVRON
	26-08	W1-8	18	X	24	---	---	3	---	---	---	---	---	---	---	26-07	CHEVRON
	26-09	W1-8	18	X	24	---	---	3	1	---	---	---	---	---	---	---	CHEVRON
	26-10	W1-8	18	X	24	---	---	3	---	---	---	---	---	---	---	26-09	CHEVRON
	26-11	W1-8	18	X	24	---	---	3	1	---	---	---	---	---	---	---	CHEVRON
	26-12	W1-8	18	X	24	---	---	3	---	---	---	---	---	---	---	26-11	CHEVRON
	26-13	W1-8	18	X	24	---	---	3	1	---	---	---	---	---	---	---	CHEVRON
	26-14	W1-8	18	X	24	---	---	3	---	---	---	---	---	---	---	26-13	CHEVRON
PROJECT 1674-01-73 SUBTOTALS						**529.01**	**74.60**	**165.75**	**7**	**30**	**28**	**2**	**6**	**1**	**1**		
PROPOSAL TOTALS						**1,837.82**	**221.52**	**261.75**	**8**	**57**	**99**	**6**	**20**	**2**	**1**		

MOVING & REMOVING SIGNS

CATEGORY	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
0010	1R-01	R6-2L	---	1	1	---	---	ONE WAY LEFT ARROW
	1R-02	R4-7	---	1	1	---	---	KEEP RIGHT
	1R-03	R4-7	---	1	1	---	---	KEEP RIGHT
	2R-01	R1-1	---	1	1	---	2R-01A	STOP SIGN
	2R-01A	R6-3	---	---	---	---	2R-01	DIVIDED HIGHWAY SIGN CROSSROAD
	2R-02	R4-7	---	1	1	---	---	KEEP RIGHT
	2R-03	R4-7	---	1	1	---	---	KEEP RIGHT
	2R-04	R5-1	---	1	1	---	---	DO NOT ENTER
	2R-05	R5-1A	---	1	1	---	---	WRONG WAY
	2R-06	CUSTOM	---	1	2	---	---	UW BARABOO SAUK COUNTY
	2R-07	R5-1	---	1	1	---	---	DO NOT ENTER
	2R-08	R1-1	---	1	1	---	2R-08A	STOP SIGN
	2R-08A	R6-3	---	---	---	---	2R-08	DIVIDED HIGHWAY SIGN CROSSROAD
	3R-01	CUSTOM	---	1	2	---	---	TERRYTOWN RD
	3R-02	R59-51	---	1	1	---	---	STOP FOR BUS FLASHING LIGHTS
	3R-03	I55-56	---	1	1	---	---	ADOPT A HIGHWAY SPONSOR
	3R-04	R2-1	---	1	1	---	---	SPEED LIMIT 55 MPH
	3R-05	R2-1	---	1	1	---	3R-05A	SPEED LIMIT 55 MPH
	3R-05A	R2-1	---	---	---	---	3R-05	SPEED LIMIT 45 MPH
	3R-06	W3-5	---	1	1	---	---	SPEED LIMIT 45 AHEAD (ARROW)
	3R-07	W3-5	---	1	1	---	---	SPEED LIMIT 45 AHEAD (ARROW)
	3R-08	R2-1	---	1	1	---	---	SPEED LIMIT 45 MPH
	4R-01	R1-1	---	1	1	---	4R-01A	STOP SIGN
	4R-01A	R6-3	---	---	---	---	4R-01	DIVIDED HIGHWAY SIGN CROSSROAD
	4R-02	R5-1	---	1	1	---	---	DO NOT ENTER
	4R-03	R5-1A	---	1	1	---	---	WRONG WAY
	4R-04	R5-1	---	1	1	---	---	DO NOT ENTER
	4R-05	R4-7	---	1	1	---	---	KEEP RIGHT
	4R-06	R4-7	---	1	1	---	---	KEEP RIGHT
	5R-01	R5-1A	---	1	1	---	5R-01A	WRONG WAY
	5R-01A	R2-1	---	---	---	---	5R-01	SPEED LIMIT 45 MPH
	5R-02	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
	5R-03	R4-7	---	1	1	---	---	KEEP RIGHT
	5R-04	R4-7	---	1	1	---	---	KEEP RIGHT
	5R-05	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
	5R-06	W3-5	---	1	1	---	---	SPEED LIMIT 30 AHEAD (ARROW)
	5R-07	W3-5	---	1	1	---	---	SPEED LIMIT 30 AHEAD (ARROW)
	6R-01	R2-1	---	1	1	---	---	SPEED LIMIT 45 MPH
	6R-02	R1-1	---	1	1	---	6R-02A	STOP SIGN
	6R-02A	R6-3	---	---	---	---	6R-02	DIVIDED HIGHWAY SIGN CROSSROAD
	6R-03	R5-1	---	1	1	---	---	DO NOT ENTER
	6R-04	R5-1A	---	1	1	---	---	WRONG WAY
	6R-05	R2-1	---	1	1	---	---	SPEED LIMIT 30 MPH
	6R-06	R2-1	---	1	1	---	6R-06A	SPEED LIMIT 30 MPH
	6R-06A	R5-1	---	---	---	---	6R-06	DO NOT ENTER
PROJECT 1674-01-72 SUBTOTALS			**---**	**38**	**40**	**---**		

MOVING & REMOVING SIGNS (2)

CATEGORY	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS			**---**	**38**	**40**	**---**		
0010	6R-07	R4-7	---	1	1	---	---	KEEP RIGHT
	6R-08	R4-7	---	1	1	---	---	KEEP RIGHT
	6R-09	R1-1	---	1	1	---	6R-09A	STOP SIGN
	6R-09A	R6-3	---	---	---	---	6R-09	DIVIDED HIGHWAY SIGN CROSSROAD
	6R-10	JH-1	---	1	1	---	---	HOSPITAL ROUTE ASSEMBLY
	7R-01	R3-4	---	1	---	---	TS, 7R-01A, 7R-01B	NO U TURN SYMBOL
	7R-01A	R4-7	---	---	---	---	TS, 7R-01, 7R-01B	KEEP RIGHT
	7R-01B	R1-1F	---	---	---	---	TS, 7R-01, 7R-01A	STOP SIGN (FOLDING)
	7R-02	R6-2L	---	1	---	---	LP	ONE WAY LEFT ARROW
	7R-03	R4-7	---	1	---	---	TS, 7R-03A	KEEP RIGHT
	7R-03A	R1-1F	---	---	---	---	TS, 7R-03	STOP SIGN (FOLDING)
	7R-04	R1-1F	---	1	---	---	LP	STOP SIGN (FOLDING)
	7R-05	R1-1F	---	1	---	---	TS	STOP SIGN (FOLDING)
	7R-06	R1-1F	---	1	---	---	LP	STOP SIGN (FOLDING)
	7R-07	R1-1F	---	1	---	---	TS, 7R-07A, 7R-07B	STOP SIGN (FOLDING)
	7R-07A	R4-7	---	---	---	---	TS, 7R-07, 7R-07B	KEEP RIGHT
	7R-07B	R3-4	---	---	---	---	TS, 7R-07, 7R-07A	NO U TURN SYMBOL
	7R-08	R1-1	---	1	---	---	7R-08A	STOP SIGN
	7R-08A	R6-3	---	---	---	---	7R-08	DIVIDED HIGHWAY SIGN CROSSROAD
	7R-09	R1-1F	---	1	---	---	LP	STOP SIGN (FOLDING)
	7R-10	R4-7	---	1	---	---	TS, 7R-10A	KEEP RIGHT
	7R-10A	R1-1F	---	---	---	---	TS, 7R-10	STOP SIGN (FOLDING)
	7R-11	R2-1	---	1	1	---	7R-11A	SPEED LIMIT 35 MPH
	7R-11A	R5-1A	---	---	---	---	7R-11	WRONG WAY
	7R-12	R1-1F	---	1	---	---	LP	STOP SIGN (FOLDING)
	7R-13	R6-2L	---	1	---	---	LP	ONE WAY LEFT ARROW
	7R-14	J4-1	---	1	1	---	---	REASSURANCE ASSEMBLY
	7R-15	R4-7	---	1	1	---	---	KEEP RIGHT
	7R-16	R4-7	---	1	1	---	---	KEEP RIGHT
	7R-17	R5-1A	---	1	1	---	---	WRONG WAY
	8R-01	I55-56	---	1	1	---	---	ADOPT A HIGHWAY SPONSOR
	8R-02	R5-1	---	1	1	---	8R-02A, 8R-02B	DO NOT ENTER
	8R-02A	W12-2	---	---	---	---	8R-02, 8R-02B	LOW CLEARANCE SYMBOL
	8R-02B	W57-52	---	---	---	---	8R-02, 8R-02A	10 MILES AHEAD
	8R-03	W3-3	---	1	1	---	---	SIGNAL AHEAD
	8R-04	R4-7	---	1	1	---	---	KEEP RIGHT
	8R-05	JH3-1	---	1	1	---	---	HOSPITAL ROUTE ASSEMBLY
	8R-06	D1-3	---	1	1	---	---	THREE DESTINATION (ARROWS)
	8R-07	R1-1	---	1	1	---	---	STOP SIGN
	8R-08	W3-3	---	1	1	---	---	SIGNAL AHEAD
PROJECT 1674-01-72 SUBTOTALS			**---**	**67**	**57**	**---**		

MOVING & REMOVING SIGNS (3)

CATEGORY	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS			**---**	**67**	**57**	**---**		
0010	8R-09	R2-1	---	1	1	---	8R-09A	SPEED LIMIT 25 MPH
	8R-09A	R5-1	---	---	---	---	8R-09	DO NOT ENTER
	8R-10	R3-4	---	1	1	---	8R-10A	NO U TURN SYMBOL
	8R-10A	R4-7	---	---	---	---	8R-10	KEEP RIGHT
	9R-01	R4-7	---	1	---	---	TS	KEEP RIGHT
	9R-02	R1-1F	---	1	---	---	LP	STOP SIGN (FOLDING)
	9R-03	R4-7	---	1	---	---	TS	KEEP RIGHT
	9R-04	R5-1	---	1	---	---	CITY SIGN	DO NOT ENTER
	9R-05	R5-1A	---	1	1	---	9R-05A	WRONG WAY
	9R-05A	J1-2	---	---	---	---	9R-05	JUNCTION OR END ASSEMBLY
	9R-06	R2-1	---	1	1	---	---	SPEED LIMIT 30 MPH
	9R-07	R4-7	---	1	1	---	---	KEEP RIGHT
	9R-08	R6-2R	---	1	1	---	9R-08A	ONE WAY RIGHT ARROW
	9R-08A	R1-1	---	---	---	---	9R-08	STOP SIGN
	9R-09	R5-1	---	1	1	---	9R-09A	DO NOT ENTER
	9R-09A	R3-2	---	---	---	---	9R-09	NO LEFT TURN SYMBOL
	9R-10	R5-1	---	1	1	---	---	DO NOT ENTER
	9R-11	R2-1	---	1	1	---	---	SPEED LIMIT 30 MPH
	9R-12	R2-1	---	1	1	---	---	SPEED LIMIT 30 MPH
	9R-13	R5-1	---	1	1	---	---	DO NOT ENTER
	9R-14	R1-1F	---	1	---	---	TS	STOP SIGN (FOLDING)
	9R-15	R5-1A	---	1	---	---	LP	WRONG WAY
	9R-16	R5-1	---	1	1	---	---	DO NOT ENTER
	9R-17	R5-1	---	1	1	---	9R-17A	DO NOT ENTER
	9R-17A	R3-2	---	---	---	---	9R-17	NO LEFT TURN SYMBOL
	9R-18	R1-1	---	1	1	---	9R-18A	STOP SIGN
	9R-18A	R6-2R	---	---	---	---	9R-18	ONE WAY RIGHT ARROW
	9R-19	R2-1	---	1	---	---	LP	SPEED LIMIT 40 MPH
	10R-01	R5-1A	---	1	1	---	---	WRONG WAY
	10R-02	W3-3	---	1	1	---	---	SIGNAL AHEAD
	10R-03	W3-3	---	1	1	---	---	SIGNAL AHEAD
	11R-01	W3-5	---	1	1	---	---	SPEED LIMIT 30 AHEAD (ARROW)
	11R-02	W3-5	---	1	1	---	---	SPEED LIMIT 30 AHEAD (ARROW)
	11R-03	R2-1	---	1	1	---	---	SPEED LIMIT 40 MPH
	11R-04	R10-64	---	1	1	---	---	NO ENGINE BREAKING EXCEPT IN EMERGENCY
	11R-05	R5-1A	---	1	1	---	---	WRONG WAY
	12R-01	R4-7	---	1	1	---	---	KEEP RIGHT
	12R-02	R1-1	---	1	1	---	12R-02A	STOP SIGN
	12R-02A	R6-3	---	---	---	---	12R-02	DIVIDED HIGHWAY SIGN CROSSROAD
	12R-03	R5-1	---	1	---	---	LP	DO NOT ENTER
PROJECT 1674-01-72 SUBTOTALS			**---**	**99**	**81**	**---**		

MOVING & REMOVING SIGNS (4)

CATEGORY	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS			**---**	**134**	**109**	**---**		
0010	12R-04	R4-7	---	1	1	---	---	KEEP RIGHT
	12R-05	R5-1A	---	1	1	---	---	WRONG WAY
	12R-06	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
	12R-07	R4-7	---	1	1	---	---	KEEP RIGHT
	12R-08	R4-7	---	1	1	---	---	KEEP RIGHT
	12R-09	R5-1	---	1	1	---	---	DO NOT ENTER
	12R-10	I2-3	---	1	2	---	---	MUNICIPALITY SIGN-POP OR UNINC
	12R-11	R5-1A	---	1	---	---	LP	WRONG WAY
	12R-12	R5-1	---	1	---	---	LP	DO NOT ENTER
	12R-13	R1-1	---	1	1	---	12R-13A	STOP SIGN
	12R-13A	R6-3	---	---	---	---	12R-13	DIVIDED HIGHWAY SIGN CROSSROAD
	12R-14	R2-1	---	1	---	---	LP, 12R-14A	SPEED LIMIT 40 MPH
	12R-14A	R5-1A	---	---	---	---	LP, 12R-14	WRONG WAY
	12R-15	R5-1	---	1	1	---	---	DO NOT ENTER
	12R-16	I2-3	---	1	2	---	---	MUNICIPALITY SIGN-POP OR UNINC
	12R-17	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
	13R-01	R4-7	---	1	1	---	---	KEEP RIGHT
	13R-02	R4-7	---	1	1	---	---	KEEP RIGHT
	13R-03	R2-1	---	1	---	---	LP	SPEED LIMIT 40 MPH
	13R-04	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
	13R-05	R5-1A	---	1	---	---	LP	WRONG WAY
	13R-06	R5-1	---	1	1	---	---	DO NOT ENTER
	14R-01	R1-1	---	1	1	---	14R-01A	STOP SIGN
	14R-01A	R6-3	---	---	---	---	14R-01	DIVIDED HIGHWAY SIGN CROSSROAD
	14R-02	R5-1	---	1	---	---	LP	DO NOT ENTER
	14R-03	R5-1A	---	1	---	---	LP	WRONG WAY
	14R-04	R5-1	---	1	---	---	LP	DO NOT ENTER
	14R-05	R4-7	---	1	1	---	---	KEEP RIGHT
	14R-06	R4-7	---	1	1	---	---	KEEP RIGHT
	14R-07	R1-1	---	1	1	---	14R-07A	STOP SIGN
	14R-07A	R6-3	---	---	---	---	14R-07	DIVIDED HIGHWAY SIGN CROSSROAD
	14R-08	R2-1	---	1	1	---	---	SPEED LIMIT 40 MPH
	14R-09	W3-3	---	1	---	---	LP, 14R-09A	SIGNAL AHEAD
	14R-09A	R5-1A	---	---	---	---	LP, 14R-09A	WRONG WAY
	15R-01	R4-7	---	1	1	---	---	KEEP RIGHT
	15R-02	R4-7	---	1	1	---	---	KEEP RIGHT
	15R-03	R5-1	---	1	1	---	---	DO NOT ENTER
	15R-04	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
	15R-05	R5-1	---	1	1	---	---	DO NOT ENTER
	15R-06	D1-55L	---	1	1	---	---	NATIONAL GUARD ARMORY (LEFT ARROW)

3

MOVING & REMOVING SIGNS (5)

CATEGORY	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 SUBTOTALS			**---**	**134**	**109**	**---**		
0010	15R-07	R4-7	---	1	1	---	---	KEEP RIGHT
	15R-08	R4-7	---	1	1	---	---	KEEP RIGHT
	15R-09	R5-1A	---	1	---	---	LP	WRONG WAY
	16R-01	R1-1F	---	1	---	---	TS, 16R-01A,16R-01B,16R-01C	STOP SIGN (FOLDING)
	16R-01A	R10-50-L	---	---	---	---	TS, 16R-01,16R-01B,16R-01C	LEFT TURN YEILD ON FLASHING YELLOW ARROW
	16R-01B	R3-4	---	---	---	---	TS, 16R-01,16R-01A,16R-01C	NO U TURN SYMBOL
	16R-01C	R4-7	---	---	---	---	TS, 16R-01,16R-01A, 16R-01B	KEEP RIGHT
	16R-02	R1-2	---	1	1	---	---	YIELD
	16R-03	W12-1D	---	1	1	---	---	DOUBLE DOWN ARROW
	16R-04	R1-1F	---	1	---	---	TS	STOP SIGN (FOLDING)
	16R-05	R3-4	---	1	---	---	TS, 16R-05A,16R-05B	NO U TURN SYMBOL
	16R-05A	R4-7	---	---	---	---	TS, 16R-05,16R-05B	KEEP RIGHT
	16R-05B	R1-1F	---	---	---	---	TS, 16R-05, 16R-05A	STOP SIGN (FOLDING)
	16R-11	R1-2	---	1	1	---	---	YIELD
	16R-12	W12-1D	---	1	1	---	---	DOUBLE DOWN ARROW
	16R-13	R1-1F	---	1	---	---	TS	STOP SIGN (FOLDING)
	16R-14	R4-7	---	1	---	---	TS, 16R-14A, 16R-14B	KEEP RIGHT
	16R-14A	R3-4	---	---	---	---	TS, 16R-14,16R-14B	NO U TURN SYMBOL
	16R-14B	R1-1F	---	---	---	---	TS, 16R-14,16R-14A	STOP SIGN (FOLDING)
	16R-15	R5-1A	---	1	---	---	REASSURANCE ASSEMBLY	WRONG WAY
	16R-16	R5-1	---	1	1	---	---	DO NOT ENTER
PROJECT 1674-01-72 TOTALS			**---**	**148**	**116**	**---**		
0010	16R-06	R5-1A	---	1	1	---	---	WRONG WAY
	16R-07	R1-2	---	1	1	---	---	YIELD
	16R-08	R1-1F	---	1	---	---	TS	STOP SIGN (FOLDING)
	16R-09	J3-3	---	1	2	---	16R-09A	DIRECTIONAL ASSEMBLY
	16R-09A	R5-1	---	---	---	---	16R-09	DO NOT ENTER
	16R-10	R5-1A	---	1	---	---	LP	WRONG WAY
	16R-17	R3-8A	---	1	---	---	LP	LEFT ONLY / AHEAD, RIGHT
	16R-18	R4-7	---	1	1	---	---	KEEP RIGHT
	16R-19	R1-1F	---	1	---	---	TS	STOP SIGN (FOLDING)
	16R-20	R3-4	---	1	---	---	TS, 16R-20A,16R-20B,16R-20C	NO U TURN SYMBOL
	16R-20A	R4-7	---	---	---	---	TS, 16R-20,16R-20B,16R-20C	KEEP RIGHT
	16R-20B	R1-1F	---	---	---	---	TS, 16R-20,16R-20A,16R-20C	STOP SIGN (FOLDING)
	16R-20C	R10-50-L	---	---	---	---	TS, 16R-20.16R-20A,16R-20B	LEFT TURN YEILD ON FLASHING YELLOW ARROW
	16R-21	I55-56	---	1	1	---	---	ADOPT A HIGHWAY SPONSOR
	16R-22	R2-1	---	1	---	---	LP	SPEED LIMIT 40 MPH
	16R-23	J4-1	---	1	1	---	---	REASSURANCE ASSEMBLY
	17R-01	J1-2	---	1	1	---	---	JUNCTION OR END ASSEMBLY
	17R-02	W3-3	---	1	1	---	---	SIGNAL AHEAD
	17R-03	I2-3	---	1	2	---	---	MUNICIPALITY SIGN-POP OR UNINC
	17R-04	R2-1	---	1	1	---	---	SPEED LIMIT 40 MPH
	17R-05	R5-1	---	1	1	---	---	DO NOT ENTER
	17R-06	R5-1	---	1	1	---	---	DO NOT ENTER
	17R-07	R3-2	---	1	1	---	---	NO LEFT TURN SYMBOL
	17R-08	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
	17R-09	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
PROJECT 1674-01-73 SUBTOTALS			**---**	**21**	**17**	**---**		

MOVING & REMOVING SIGNS (6)

CATEGORY	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 TOTALS			**---**	**148**	**116**	**---**		
PROJECT 1674-01-73 SUBTOTALS			**---**	**21**	**17**	**---**		
0010	17R-10	R2-1	---	1	1	---	---	SPEED LIMIT 40 MPH
	18R-01	R3-55L	---	1	1	---	---	LEFT TURN LANE W/DOWN RIGHT ARROW
	18R-02	R6-2R	---	1	1	---	---	ONE WAY RIGHT ARROW
	18R-03	R4-7	---	1	1	---	18R-03A	KEEP RIGHT
	18R-03A	R6-2R	---	---	---	---	18R-03	ONE WAY RIGHT ARROW
	18R-04	R5-1	---	1	1	---	---	DO NOT ENTER
	18R-05	R3-55L	---	1	1	---	---	LEFT TURN LANE W/DOWN RIGHT ARROW
	18R-06	R3-55L	---	1	1	---	---	LEFT TURN LANE W/DOWN RIGHT ARROW
	18R-07	R3-55R	---	1	1	---	---	RIGHT TURN LANE W/DOWN LEFT ARROW
	18R-08	R5-1	---	1	1	---	---	DO NOT ENTER
	18R-09	R3-2	---	1	1	---	18R-09A	NO LEFT TURN SYMBOL
	18R-09A	R1-1	---	---	---	---	18R-09	STOP SIGN
	18R-10	R1-1	---	1	1	---	---	STOP SIGN
	18R-11	R2-1	---	1	1	---	---	SPEED LIMIT 40 MPH
	19R-01	R3-4	---	1	1	---	19R-01A	NO U TURN SYMBOL
	19R-01A	R6-3	---	---	---	---	19R-01	DIVIDED HIGHWAY SIGN CROSSROAD
	19R-02	R2-1	---	1	1	---	---	SPEED LIMIT 40 MPH
	19R-03	R4-7	---	1	---	---	TS, 19R-03A	KEEP RIGHT
	19R-03A	R1-1F	---	---	---	---	TS, 19R-03A	STOP SIGN (FOLDING)
	19R-04	R6-2L	---	1	---	---	LP	ONE WAY LEFT ARROW
	19R-05	R4-7	---	1	---	---	TS, 19R-05A/19R-05B	KEEP RIGHT
	19R-05A	R1-1F	---	---	---	---	TS, 19R-05/19R-05B	STOP SIGN (FOLDING)
	19R-05B	R6-3	---	---	---	---	TS, 19R-05/19R-05A	DIVIDED HIGHWAY SIGN CROSSROAD
	19R-06	R4-7	---	1	---	---	TS, 19R-06A	KEEP RIGHT
	19R-06A	R1-1F	---	---	---	---	TS, 19R-06A	STOP SIGN (FOLDING)
	19R-07	R1-1F	---	1	---	---	LP	STOP SIGN (FOLDING)
	19R-08	R4-7	---	1	1	---	19R-08A	KEEP RIGHT
	19R-08A	W5-54	---	---	---	---	19R-08	CLEARANCE MARKER WITH YELLOW TYPE F SHEETING
	19R-09	W9-1R	---	1	1	---	---	RIGHT LANE ENDS
	19R-10	R3-55R	---	1	1	---	---	RIGHT TURN LANE W/DOWN LEFT ARROW
	19R-11	R5-1	---	1	1	---	---	DO NOT ENTER
	19R-12	R1-1F	---	1	---	---	STREET SIGN	STOP SIGN (FOLDING)
	19R-13	R1-1F	---	1	---	---	TS, 19R-13A	STOP SIGN (FOLDING)
	19R-13A	R6-3	---	---	---	---	TS, 19R-13	DIVIDED HIGHWAY SIGN CROSSROAD
	19R-14	R2-1	---	1	---	---	TS	SPEED LIMIT 40 MPH
	19R-15	W4-2R	---	1	1	---	---	LANE REDUCTION TRANSITION SYMBOL (RIGHT)
	19R-16	W6-2	---	1	1	---	19R-16A	DIVIDED HIGHWAY ENDS SYMBOL
	19R-16A	R5-1	---	---	---	---	19R-16	DO NOT ENTER
	20R-01	R3-8E	---	1	1	---	---	LEFT ONLY / AHEAD ONLY
	20R-02	W3-3	---	1	1	---	---	SIGNAL AHEAD
PROJECT 1674-01-73 SUBTOTALS			**---**	**51**	**39**	**---**		

MOVING & REMOVING SIGNS (7)

CATEGORY	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3 REMOVING SMALL SIGN SUPPORTS EACH	638.4 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 TOTALS			**---**	**148**	**116**	**---**		
PROJECT 1674-01-73 SUBTOTALS			**---**	**51**	**39**	**---**		
0010	20R-03	R2-1	---	1	1	---	---	SPEED LIMIT 40 MPH
	20R-04	R2-1	---	1	1	---	---	SPEED LIMIT 55 MPH
	20R-05	W6-3	---	1	1	---	---	TWO WAY TRAFFIC
	20R-06	W6-1	---	1	1	---	---	DIVIDED HIGHWAY AHEAD SYMBOL
	20R-07	W3-5	---	1	1	---	---	SPEED LIMIT 40 AHEAD (ARROW)
	20R-08	D7-52	---	1	2	---	---	ROAD TO DEVIL'S LAKE STATE PARK 1 MILE
	20R-09	W14-3	---	1	1	---	---	NO PASSING ZONE
	20R-10	D5-64L	---	1	1	---	---	HISTORICAL MARKER (LEFT ARROW)
	20R-11	D5-64R	---	1	1	---	---	HISTORICAL MARKER (RIGHT ARROW)
	22R-01	D5-63	---	1	1	---	---	HISTORICAL MARKER 1/2 MILE
	22R-02	W14-3	---	1	1	---	---	NO PASSING ZONE
	22R-03	W1-2R	---	1	1	---	---	RIGHT CURVE
	23R-01	R2-1	---	1	1	---	---	SPEED LIMIT 55 MPH
	23R-02	I55-56	---	1	1	---	---	ADOPT A HIGHWAY SPONSOR
	23R-03	W2-1	---	1	1	---	---	CROSS ROAD
	23R-04	D7-53L	---	1	2	---	---	DEVIL' S LAKE STATE PARK LEFT ARROW
	24M-01	J4-1	1	---	---	1	---	REASSURANCE ASSEMBLY
	24R-01	R5-1	---	1	1	---	---	DO NOT ENTER
	24R-02	R1-1	---	1	1	---	---	STOP SIGN
	24R-03	R2-1	---	1	1	---	---	SPEED LIMIT 50 MPH
	24R-04	W12-1D	---	1	1	---	---	DOUBLE DOWN ARROW
	24R-05	I55-56	---	1	1	---	---	ADOPT A HIGHWAY SPONSOR
	24M-02	J3-1	1	---	---	1	---	DIRECTIONAL ASSEMBLY
	24R-06	R1-1	---	1	1	---	---	STOP SIGN
	24R-07	W14-1	---	1	1	---	---	DEAD END
	24R-08	R1-1	---	1	1	---	---	STOP SIGN
	24M-03	W14-2	1	---	---	1	---	NO OUTLET
	24R-09	I55-56	---	1	1	---	---	ADOPT A HIGHWAY SPONSOR
	24R-10	J4-1	---	1	1	---	---	REASSURANCE ASSEMBLY
	25R-01	W2-1	---	1	1	---	---	CROSS ROAD
	25R-02	R2-1	---	1	1	---	---	SPEED LIMIT 55 MPH
	25R-03	D1-61L	---	1	2	---	---	ADVANCED CROSSROAD NAME (LEFT ARROW)
	25R-04	W1-2L	---	1	1	---	25R-04A	LEFT CURVE
	25R-04A	W13-1	---	---	---	---	25R-04	ADVISORY SPEED (YELLOW BACK)
	25R-05	W1-2L	---	1	1	---	25R-05A	LEFT CURVE
	25R-05A	W13-1	---	---	---	---	25R-05	ADVISORY SPEED (YELLOW BACK)
	26R-01	W1-8	---	1	1	---	---	CHEVRON
	26R-02	W1-8	---	1	1	---	---	CHEVRON
	26R-03	D1-61L	---	1	2	---	---	ADVANCED CROSSROAD NAME (LEFT ARROW)
	26R-04	W1-8	---	1	1	---	---	CHEVRON
PROJECT 1674-01-73 SUBTOTALS			**3**	**86**	**78**	**3**		

MOVING & REMOVING SIGNS (8)

CATEGORY	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS
PROJECT 1674-01-72 TOTALS			**---**	**148**	**116**	**---**		
PROJECT 1674-01-73 SUBTOTALS			**3**	**86**	**78**	**3**		
0010	26R-05	W1-8	---	1	1	---	---	CHEVRON
	26R-06	W1-8	---	1	1	---	---	CHEVRON
	26R-07	W1-8	---	1	1	---	---	CHEVRON
	26R-08	W1-8	---	1	1	---	---	CHEVRON
	26R-09	W1-8	---	1	1	---	---	CHEVRON
	26R-10	W1-8	---	1	1	---	---	CHEVRON
	26R-11	W1-8	---	1	1	---	---	CHEVRON
	26R-12	W1-8	---	1	1	---	---	CHEVRON
	26R-13	W1-8	---	1	1	---	---	CHEVRON
	26R-14	W1-8	---	1	1	---	---	CHEVRON
	26R-15	W1-8	---	1	1	---	---	CHEVRON
	26R-16	W1-8	---	1	1	---	---	CHEVRON
	26R-17	W1-8	---	1	1	---	---	CHEVRON
PROJECT 1674-01-73 TOTALS			**3**	**99**	**91**	**3**		
PROPOSAL TOTALS			**3**	**247**	**207**	**3**		

TRAFFIC CONTROL

CATEGORY	STAGE	643.0300 DRUMS (DAY)	643.0410 BARRICADES TYPE II (DAY)	643.0420 BARRICADES TYPE III (DAY)	643.0500 FLEXIBLE TUBULAR MARKER POSTS (EACH)	643.0600 FLEXIBLE TUBULAR MARKER BASES (EACH)	643.0705 WARNING LIGHTS TYPE A (DAY)	643.0715 WARNING LIGHTS TYPE C (DAY)	643.0800 ARROW BOARD (DAY)	643.0900 SIGNS (DAY)	643.2000.001 DETOUR PROJECT (EACH)	643.3000 DETOUR SIGNS (DAY)
0010	STAGE 1	18,331	---	3519	---	---	7038	2006	69	4002	---	---
	STAGE 2	54,193	481	3145	150	150	6290	22057	37	2331	---	---
	STAGE 3	16,570	128	3712	107	107	7424	1487	64	1664	---	---
	STAGE 4	7,672	---	1400	---	---	2800	1104	28	2016	---	---
	UNDISTRIBUTED	9,715	61	1170	28	28	2358	2666	22	1117	---	---
PROJECT 1674-01-72 TOTALS		**106,480**	**670**	**12,946**	**285**	**285**	**25,910**	**29,320**	**220**	**11,130**	**---**	**---**
0010	STAGE 1	1,081	---	621	---	---	1242	243	138	897	1	5600
	STAGE 2	4,724	74	666	---	---	1332	522	74	259	---	---
	STAGE 3	3,247	64	480	---	---	960	---	---	288	---	---
	STAGE 4	---	---	---	---	---	---	---	---	28	---	---
	UNDISTRIBUTED	908	12	178	---	---	356	75	23	148	---	---
PROJECT 1674-01-73 TOTALS		**9,960**	**150**	**1,945**	**---**	**---**	**3,890**	**840**	**235**	**1,620**	**1**	**5,600**
PROPOSAL TOTAL		**116,440**	**820**	**14,890**	**285**	**285**	**29,800**	**30,160**	**455**	**12,750**	**1**	**5,600**

TEMPORARY PEDESTRIAN ACCESS

CATEGORY	STAGE	644.1420.S TEMPORARY PEDESTRIAN SURFACE PLYWOOD (SF)	644.1601.S TEMPORARY CURB RAMP (EACH)	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE (LF)
0010	STAGE 1	105	---	25
	STAGE 2	5,613	12	4,826
	STAGE 3	2,203	4	2,930
	STAGE 4	264	---	60
	UNDISTRIBUTED	---	---	---
PROJECT 1674-01-72 TOTALS		**8,185**	**16**	**7,840**
0010	STAGE 1	---	---	---
	STAGE 2	515	---	1,530
	STAGE 3	---	---	---
	STAGE 4	---	---	---
	UNDISTRIBUTED	---	---	---
PROJECT 1674-01-73 TOTALS		**515**	**---**	**1,530**
PROPOSAL TOTALS		**8,700**	**16**	**9,370**

TEMPORARY PAVEMENT MARKING - LINES

CATEGORY	STAGE	649.0400 REMOVABLE TAPE 4-INCH WHITE SOLID (LF)	649.0400 REMOVABLE TAPE 4-INCH DOUBLE YELLOW SOLID (LF)	649.0400 REMOVABLE TAPE 4-INCH YELLOW SOLID (LF)	649.0402 PAINT 4-INCH WHITE SOLID (LF)	649.0402 PAINT 4-INCH YELLOW 3' SEG, 9' GAP (LF)	649.0402 PAINT 4-INCH YELLOW SOLID (LF)	649.0801 REMOVABLE TAPE 8-INCH WHITE SOLID (LF)	649.0801 REMOVABLE TAPE 8-INCH WHITE 3' SEG, 9' GAP (LF)	649.0802 PAINT 8-INCH WHITE SOLID (LF)	649.1100 STOP LINE 18-INCH (LF)	649.1200 REMOVABLE STOP LINE 18-INCH (LF)
0010	STAGE 1	---	---	5382	---	---	5853	1014	---	1019	---	---
	STAGE 2	21173	2884	2686	1602	---	---	101	---	957	50	305
	STAGE 3	5623	3842	17100	---	---	---	1049	76	---	---	196
	STAGE 4	---	---	10190	---	---	1765	1574	---	189	---	---
PROJECT 1674-01-72 TOTALS		26,796	6,726	35,358	1,602	---	7,618	3,738	76	**2,165**	**50**	**500**
			68,880			**9,220**			**3,814**			
0010	STAGE 1	---	---	---	---	---	1124	---	---	110	---	---
	STAGE 2	2212	---	---	2786	---	---	---	---	---	---	---
	STAGE 3	---	---	4758	---	---	---	315	---	---	---	---
	STAGE 4	---	---	---	---	---	---	---	---	---	---	---
PROJECT 1674-01-73 TOTALS		2,212	---	4,758	2,786	---	1,124	315	---	**110**	**---**	**---**
			6,970			**3,910**			**315**			
PROPOSAL TOTALS		29,009	6,726	40,116	4,388	---	8,742	4,054	76	**2,275**	**50**	**500**
			75,850			**13,130**			**4,130**			

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PAVEMENT MARKING - LINES

CATEGORY	STATION TO STATION	646.0106 EPOXY 4-INCH YELLOW SOLID (LF)	646.0106 EPOXY 4-INCH YELLOW 3' SEG, 9' GAP (LF)	646.0106 EPOXY 4-INCH WHITE SOLID (LF)	646.0106 EPOXY 4-INCH WHITE 12.5' LINE, 37.5' GAP (LF)	646.0126 EPOXY 8-INCH WHITE (LF)	647.0456 CURB EPOXY (LF)	647.0526 YIELD LINE SYMBOLS EPOXY 18-INCH (EACH)	647.0566 STOP LINE EPOXY 18-INCH (LF)	647.0606 ISLAND NOSE EPOXY (EACH)	647.0726 DIAGONAL EPOXY 12-INCH (LF)	647.0766 CROSSWALK EPOXY 6-INCH (LF)
0010	USH 12 (EASTBOUND)											
	10+00 EB - 27+00 EB	3,099	---	3,265	838	431	69	---	---	3	---	---
	27+00 EB - 48+71 EB	4,162	---	4,196	1,096	323	49	---	21	2	---	---
	48+71 EB - 59+86 EB	1,782	---	2,054	561	484	31	---	26	4	---	---
	59+86 EB - 68+30 EB	---	---	---	389	543	27	---	34	1	---	---
	68+30 EB - 71+48 EB	---	---	114	137	198	24	---	54	1	---	197
	71+48 EB - 75+00 EB	---	---	---	154	83	25	---	24	1	---	---
	75+00 EB - 78+50 EB	519	---	561	151	156	144	---	40	2	---	166
	78+50 EB - 94+18 EB	2,913	---	2,958	767	232	20	---	---	3	---	177
	94+18 EB - 110+35 EB	2,756	---	2,959	752	493	96	---	---	5	---	170
	110+35 EB - 122+00 EB	1,885	---	1,823	533	797	59	19	38	6	---	383
	TERRYTOWN ROAD											
	20+00 TR - 25+95 TR	---	---	---	---	---	---	---	29	---	---	---
	25+95 TR - 29+50 TR	---	---	---	---	---	---	---	24	---	---	---
	BERKLEY BLVD											
	20+00 BB - 22+00 BB	---	---	---	---	---	---	---	47	---	---	---
	STH 136 / 33 / LINN STREET											
	30+00 LS - 37+41 LS	1,244	---	---	1,068	79	27	---	43	2	22	169
	37+41 LS - 44+03 LS	1,002	---	---	841	181	27	---	40	2	13	---
	MAPLE STREET											
	20+00 MS - 22+00 MS	---	---	---	---	---	---	---	24	---	---	---
	CHESTNUT STREET											
	50+00 TC - 51+95 TC	---	---	---	---	---	---	---	20	---	---	99
	51+95 TC - 54+00 TC	---	---	---	---	---	---	---	20	---	---	---
	LOCUST STREET											
	60+00 LS - 62+00 LS	---	---	---	---	---	---	---	23	---	---	121
	HATCHERY ROAD											
	70+00 HC - 71+76 HC	---	---	---	---	---	---	---	19	---	---	108
	71+76 HC - 73+00 HC	---	---	---	---	---	---	---	25	---	---	136
	SAUK AVE											
	80+00 SA - 81+88 SA	---	---	---	---	---	---	---	32	---	---	164
	81+88 SA - 84+00 SA	---	---	---	---	---	---	---	37	---	---	169
PROJECT 1674-01-72 TOTALS		19,364	---	17,930	7,287	**4,000**	**600**	**19**	**620**	**32**	**35**	**2,060**
		19,364		25,217								
		44,580										

PAVEMENT MARKING - LINES (2)

CATEGORY	STATION TO STATION	646.0106 EPOXY 4-INCH YELLOW SOLID (LF)	646.0106 EPOXY 4-INCH YELLOW 3' SEG, 9' GAP (LF)	646.0106 EPOXY 4-INCH WHITE SOLID (LF)	646.0106 EPOXY 4-INCH WHITE 12.5' LINE, 37.5' GAP (LF)	646.0126 EPOXY 8-INCH WHITE (LF)	647.0456 CURB EPOXY (LF)	647.0526 YIELD LINE SYMBOLS EPOXY 18-INCH (EACH)	647.0566 STOP LINE EPOXY 18-INCH (LF)	647.0606 ISLAND NOSE EPOXY (EACH)	647.0726 DIAGONAL EPOXY 12-INCH (LF)	647.0766 CROSSWALK EPOXY 6-INCH (LF)
PROJECT 1674-01-72 TOTALS		19,364	---	17,930	7,287	**4,000**	**600**	**19**	**620**	**32**	**35**	**2,060**
		19,364			25,217							
		44,580										
0010	USH 12 (EASTBOUND)											
	122+00 EB - 129+00 EB	1,204	---	956	305	649	58	10	41	2	---	296
	129+00 EB - 139+25 EB	1,993	---	1,678	507	355	9	---	---	1	---	85
	139+25 EB - 147+59 EB	1,307	---	1,459	400	264	75	---	41	4	---	---
	147+59 EB - 175+00 EB	2,833	496	5,137	42	131	---	---	24	---	245	---
	175+00 EB - 201+39 EB	1,509	589	5,046	---	---	---	---	---	---	---	---
	201+39 EB - 217+15 EB	---	---	---	---	---	---	---	---	---	---	---
	217+15 EB - 231+05 EB	---	---	---	---	---	---	---	---	---	---	---
	CTH W											
	90+00 CW - 96+67 CW	---	---	---	---	---	10	---	25	1	---	140
	96+67 CW - 103+00 CW	---	---	---	---	---	39	---	34	1	---	155
	SKILLET CREEK ROAD											
	10+00 SK - 15+62 SK	---	---	---	---	---	---	---	---	---	---	---
	15+62 SK - 22+83 SK	799	---	---	---	---	---	13	15	---	---	---
PROJECT 1674-01-73 TOTALS		9,644	1,085	14,276	1,254	**1,400**	**190**	**23**	**180**	**9**	**245**	**675**
		10,730			15,530							
		26,260										
PROPOSAL TOTALS		29,008	1,085	32,206	8,541	**5,400**	**790**	**42**	**800**	**41**	**280**	**2,735**
		30,093			40,747							
		70,840										

PAVEMENT MARKING - SYMBOLS

CATEGORY	STATION TO STATION	647.0166 ARROWS EPOXY TYPE 2 (EACH)	647.0206 ARROWS BIKE LANE EPOXY (EACH)	647.0306 SYMBOLS BIKE LANE EPOXY (EACH)	647.0406 WORDS BIKE LANE EPOXY (EACH)	647.0356 WORDS EPOXY (EACH)	647.0955 REMOVING PAVEMENT MARKING ARROWS (EACH)	647.0965 REMOVING PAVEMENT MARKING WORDS (EACH)
0010	USH 12 (EASTBOUND)							
	10+00 EB - 27+00 EB	---	---	---	---	---	3	3
	27+00 EB - 48+71 EB	---	---	---	---	---	2	2
	48+71 EB - 59+86 EB	---	---	---	---	---	4	4
	59+86 EB - 68+30 EB	2	---	---	---	1	3	3
	68+30 EB - 71+48 EB	2	---	---	---	---	2	2
	71+48 EB - 75+00 EB	2	---	---	---	---	1	1
	75+00 EB - 78+50 EB	2	2	2	4	---	2	2
	78+50 EB - 94+18 EB	---	1	1	2	---	3	2
	94+18 EB - 110+35 EB	---	2	2	4	---	7	5
	110+35 EB - 122+00 EB	3	3	3	6	---	8	7
	STH 136 / 33 / LINN STREET							
	30+00 LS - 37+41 LS	2	---	---	---	---	1	1
	37+41 LS - 44+03 LS	2	---	---	---	1	2	1
PROJECT 1674-01-72 TOTALS		**15**	**8**	**8**	**16**	**2**	**38**	**33**

CATEGORY	STATION TO STATION	647.0166 ARROWS EPOXY TYPE 2 (EACH)	647.0206 ARROWS BIKE LANE EPOXY (EACH)	647.0306 SYMBOLS BIKE LANE EPOXY (EACH)	647.0406 WORDS BIKE LANE EPOXY (EACH)	647.0356 WORDS EPOXY (EACH)	647.0955 REMOVING PAVEMENT MARKING ARROWS (EACH)	647.0965 REMOVING PAVEMENT MARKING WORDS (EACH)
0010	USH 12 (EASTBOUND)							
	122+00 EB - 129+00 EB	4	---	---	1	1	4	4
	129+00 EB - 139+25 EB	---	---	---	---	---	---	---
	139+25 EB - 147+59 EB	---	---	---	---	---	---	---
	147+59 EB - 175+00 EB	2	---	---	---	---	---	---
	CTH W							
	90+00 CW - 96+67 CW	---	---	---	---	---	3	2
	96+67 CW - 103+00 CW	---	---	---	---	---	1	1
PROJECT 1674-01-73 TOTALS		**6**	**---**	**---**	**1**	**1**	**8**	**7**
PROPOSAL TOTALS		**21**	**8**	**8**	**17**	**3**	**46**	**40**

CONSTRUCTION STAKING

CATEGORY	STAGE	STATION TO STATION	650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	650.5500 CURB GUTTER AND CURB & GUTTER (LF)	650.8000 RESURFACING REFERENCE (LF)	650.9920 SLOPE STAKES (LF)	SPV.0060.002 CURB RAMPS (EACH)
0010	STAGE 1/2/3/4							
		USH 12 (EASTBOUND)						
		27+00 EB - 48+71 EB	---	---	---	---	---	1
		48+71 EB - 59+86 EB	78	78	---	---	78	---
		59+86 EB - 68+30 EB	1,688	1,688	2,684	---	1,688	3
		68+30 EB - 71+48 EB	636	636	1,216	---	636	3
		71+48 EB - 75+00 EB	704	704	1,068	---	704	2
		75+00 EB - 78+50 EB	252	20	491	---	20	1
		78+50 EB - 94+18 EB	505	---	1,123	---	---	3
		94+18 EB - 110+35 EB	---	---	---	---	---	3
		110+35 EB - 122+00 EB	---	---	---	---	---	5
		STH 136 / 33 / LINN STREET						
		30+00 LS - 37+41 LS	1,146	1,146	2,012	---	1,146	---
		37+41 LS - 44+03 LS	974	974	1,311	---	974	---
	PROJECT 1674-01-72 TOTAL		**5,983**	**5,246**	**9,905**	**---**	**5,246**	**21**
	STAGE 1/2/3/4							
		USH 12 (EASTBOUND)						
		122+00 EB - 129+00 EB	---	---	31	---	---	5
		129+00 EB - 139+25 EB	---	---	19	1,458	---	2
		139+25 EB - 147+59 EB	---	---	---	1,682	---	---
		147+59 EB - 175+00 EB	---	---	---	2,764	---	---
		175+00 EB - 201+39 EB	389	389	224	2,220	389	---
		201+39 EB - 217+15 EB	486	486	106	1,106	486	---
		217+15 EB - 231+05 EB	---	---	---	1,170	---	---
		SKILLET CREEK ROAD						
		10+00 SK - 15+62 SK	209	209	---	---	209	---
		15+62 SK - 22+83 SK	438	438	---	---	438	---
	PROJECT 1674-01-73 TOTALS		**1,522**	**1,522**	**380**	**10,400**	**1,522**	**7**
	PROPOSAL TOTALS		**7,505**	**6,768**	**10,285**	**10,400**	**6,768**	**28**

CLEANING BOX CULVERT, B-56-065

CATEGORY	STAGE	STATION	OFFSET	SPV.0105.001 (EACH)
0010	STAGE 2	207+24 EB	0' LT/RT	1
	PROJECT 1674-01-73 TOTALS			**1**
PROPOSAL TOTALS				**1**

SAWING

CATEGORY	STAGE	STATION TO STATION	690.0150 ASPHALT (LF)	690.0250 CONCRETE (LF)
0010	STAGE 1			
		USH 12 (EASTBOUND)		
		48+71 EB - 59+86 EB	---	944
		59+86 EB - 68+30 EB	---	639
		68+30 EB - 71+48 EB	---	506
		71+48 EB - 75+00 EB	---	391
		75+00 EB - 78+50 EB	---	447
		78+50 EB - 94+18 EB	---	1046
		STH 136 / 33 / LINN STREET		
		30+00 LS - 37+41 LS	---	493
		37+41 LS - 44+03 LS	---	664
	STAGE 1 TOTAL		---	5,129
	STAGE 2			
		USH 12 (EASTBOUND)		
		27+00 EB - 48+71 EB	---	590
		48+71 EB - 59+86 EB	---	826
		59+86 EB - 68+30 EB	241	161
		68+30 EB - 71+48 EB	65	123
		71+48 EB - 75+00 EB	58	15
		75+00 EB - 78+50 EB	---	161
		78+50 EB - 94+18 EB	---	222
		94+18 EB - 110+35 EB	---	546
		110+35 EB - 122+00 EB	---	456
		TERRYTOWN ROAD		
		20+00 TR - 25+95 TR	47	5
		BERKLEY BLVD		
		20+00 BB - 22+00 BB	---	5
		STH 136 / 33 / LINN STREET		
		30+00 LS - 37+41 LS	39	22
	STAGE 2 TOTAL		450	3,133
	STAGE 3			
		USH 12 (EASTBOUND)		
		27+00 EB - 48+71 EB	---	1023
		48+71 EB - 59+86 EB	---	960
		59+86 EB - 68+30 EB	140	168
		75+00 EB - 78+50 EB	---	84
		78+50 EB - 94+18 EB	---	179
		94+18 EB - 110+35 EB	---	286
		110+35 EB - 122+00 EB	---	162
		STH 136 / 33 / LINN STREET		
		30+00 LS - 37+41 LS	86	26
	STAGE 3 TOTAL		226	2,888

CATEGORY	STAGE	STATION TO STATION	690.0150 ASPHALT (LF)	690.0250 CONCRETE (LF)
0010	STAGE 4			
		USH 12 (EASTBOUND)		
		59+86 EB - 68+30 EB	629	---
		78+50 EB - 94+18 EB	---	1050
	STAGE 4 TOTAL		629	1,050
	PROJECT 1674-01-72 TOTALS		**1,305**	**12,200**
	STAGE 1			
		USH 12 (EASTBOUND)		
		122+00 EB - 129+00 EB	---	125
		129+00 EB - 139+25 EB	---	25
		175+00 EB - 201+39 EB	150	---
		201+39 EB - 217+15 EB	43	---
		S. GASSER ROAD		
			22	---
		SKILLET CREEK ROAD		
		10+00 SK - 15+62 SK	26	---
		15+62 SK - 22+83 SK	28	---
	STAGE 1 TOTAL		269	150
	STAGE 2			
		USH 12 (EASTBOUND)		
		122+00 EB - 129+00 EB	---	155
		129+00 EB - 139+25 EB	49	15
		CTH W		
		90+00 CW - 96+67 CW	---	80
	STAGE 2 TOTAL		49	250
	STAGE 3			
		USH 12 (EASTBOUND)		
		129+00 EB - 139+25 EB	27	---
	STAGE 3 TOTAL		27	---
	PROJECT 1674-01-73 TOTALS		**345**	**400**
PROPOSAL TOTAL			**1,650**	**12,600**

3

TRAFFIC SIGNAL REMOVALS

LOCATION / ITEM NUMBER	204.0195 REMOVING CONCRETE BASES EACH	653.0900 ADJUSTING PULL BOXES EACH	653.0905 REMOVING PULL BOXES EACH	SPV.0060.103 REMOVE AND SALVAGE LIGHTING UNIT EACH
CATEGORY 0020				
USH 12 & STH 33/136				
CB1	1	--	--	--
SB1	1	--	--	--
SB2	1	--	--	--
SB3	1	--	--	--
SB4	1	--	--	--
SB5	1	--	--	--
SB6	1	--	--	--
SB7	1	--	--	--
SB9	1	--	--	--
SB9	1	--	--	--
SB10	1	--	--	--
SB11	1	--	--	--
SB12	1	--	--	--
SB13	1	--	--	--
PB1	--	--	1	--
PB2	--	--	1	--
PB3	--	--	1	--
PB4	--	--	1	--
PB5	--	--	1	--
PB6	--	--	1	--
PB7	--	--	1	--
PB8	--	--	1	--
PB9	--	--	1	--
PB10	--	--	1	--
PB11	--	--	1	--
PB12	--	--	1	--
PB13	--	--	1	--
PB14	--	--	1	--
PB15	--	--	1	--
PB16	--	--	1	--
PB17	--	--	1	--
PB18	--	--	1	--
PB19	--	--	1	--
PB20	--	--	1	--
PB21	--	--	1	--
PB22	--	--	1	--
PB23	--	--	1	--
PB24	--	--	1	--
PB25	--	--	1	--
PB26	--	--	1	--
PB27	--	--	1	--
PB28	--	--	1	--
PB29	--	--	1	--
PB30	--	--	1	--
PB31	--	--	1	--
PB32	--	--	1	--
PB33	--	--	1	--
PB34	--	--	1	--
PB35	--	--	1	--
USH 12 & CHESTNUT STREET				
SB2	1	--	--	--
SB7	1	--	--	--
PB7	--	--	1	--
PB9	--	--	1	--
PB18	--	--	1	--
PB19	--	--	1	--
USH 12 MEDIAN				
EXLL1	1	--	--	1
EXLL2	1	--	--	1
EXLL3	1	--	--	1
EXLL4	1	--	--	1
EXLL5	1	--	--	1
EXLL6	1	--	--	1
USH 12 & CTH W				
EXSB1	1	--	--	--
EXSB2	1	--	--	--
EXPB1	--	1	--	--
CATEGORY 0020 TOTAL	24	1	39	6

TRAFFIC SIGNAL PULL BOXES

LOCATION / PULL BOX NUMBER	STATION	OFFSET	L/R	653.0135 PULL BOXES STEEL 24X36-INCH EACH	653.0140 PULL BOXES STEEL 24X42-INCH EACH	SPV.0060.101 PULL BOX NON-CONDUCTIVE 24X36-INCH EACH	SPV.0060.102 PULL BOX NON-CONDUCTIVE 24X42-INCH EACH
CATEGORY 0020							
USH 12 & STH 33/136							
PB1	36+73.2 'LS'	27.7'	RT	--	--	--	1
PB2	34+55.0 'LS'	29.5'	RT	--	--	1	--
PB3	36+85.8 'LS'	14.8'	LT	--	--	--	1
PB4	67+78.5 'EB'	47.8'	RT	--	--	--	1
PB5	65+56.1 'EB'	27.6'	RT	--	--	1	--
PB6	67+68.7 'EB'	15.2'	LT	--	--	--	1
PB7	67+68.7 'EB'	64.8'	LT	--	--	--	1
PB8	38+18.3 'LS'	4.4'	LT	--	--	--	1
PB9	39+64.7 'LS'	4.4'	LT	--	--	1	--
PB10	68+68.6 'EB'	47.8'	LT	--	--	--	1
PB11	68+85.6 'EB'	68.6'	LT	--	--	--	1
PB12	70+64.9 'EB'	47.6'	LT	--	--	1	--
PB13	68+87.4 'EB'	4.7'	LT	--	--	--	1
PB14	68+87.4 'EB'	31.0'	RT	--	--	--	1
USH 12 & CHESTNUT STREET							
PB7	75+67.9 'EB'	4.2'	LT	--	1	--	--
PB9	76+30.8 'EB'	4.3'	LT	1	--	--	--
PB18	72+37.2 'EB'	28.6'	RT	1	--	--	--
PB19	74+41.8 'EB'	14.1'	LT	--	1	--	--
CATEGORY 0020 TOTAL				2	2	4	10

MONOTUBE STRUCTURES

LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	657.1360 INSTALL POLES TYPE 13 EACH	SPV.0060.104 INSTALL POLES OVER HEIGHT TYPE 10 EACH	657.1530 INSTALL MONOTUBE ARMS 30-FT EACH	657.1540 INSTALL MONOTUBE ARMS 40-FT EACH	657.1545 INSTALL MONOTUBE ARMS 45-FT EACH	657.1808 LUMINAIRE ARMS STEEL 8-FT EACH	657.1815 LUMINAIRE ARMS STEEL 15-FT EACH	659.1125 * LUMINAIRES UTILITY LED C EACH
CATEGORY 0020													
USH 12 & STH 33/136													
SB3	36+88.4 'LS'	49.1'	LT	1	--	--	1	1	--	--	1	--	1
SB7	67+47.7 'EB'	62.3'	LT	--	1	1	--	--	1	--	1	--	1
SB11	68+60.3 'EB'	49.6'	LT	1	--	--	1	1	--	--	1	1	1
SB15	68+78.6'EB'	47.5'	RT	--	1	1	--	--	--	1	1	--	1
CATEGORY 0020 TOTAL				2	2	2	2	2	1	1	4	1	4

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CONDUIT

LOCATION	FROM	-	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
CATEGORY 0020						
USH 12 & STH 33/136						
	CB1	-	PB1	--	60	--
	CB1	-	PB14	--	81	--
	PB1	-	SB1	9	--	--
	PB1	-	PB2	220	--	--
	PB1	-	PB3	--	86	--
	PB3	-	SB2	6	--	--
	PB3	-	PB4	--	76	--
	PB4	-	SB3	--	6	--
	PB4	-	SB4	5	--	--
	PB4	-	SB5	18	--	--
	PB4	-	PB5	245	--	--
	PB4	-	PB6	--	124	--
	PB6	-	SB6	5	--	--
	PB6	-	PB7	--	96	--
	PB7	-	SB7	--	22	--
	PB7	-	SB8	12	--	--
	PB7	-	PB8	--	110	--
	PB8	-	SB10	12	--	--
	PB8	-	SB9	20	--	--
	PB8	-	PB9	172	--	--
	PB8	-	PB10	--	106	--
	PB10	-	SB11	--	8	--
	PB10	-	PB11	--	25	--
	PB11	-	SB12	17	--	--
	PB11	-	PB12	215	--	--
	PB10	-	PB13	--	90	--
	PB13	-	SB13	8	--	--
	PB13	-	PB14	--	68	--
	PB14	-	SB14	9	--	--
	PB14	-	SB15	--	18	--
USH 12 & CHESTNUT STREET						--
	PB7	-	EXISTING	--	5	--
	PB7	-	EXISTING	--	5	--
	PB7	-	EXISTING	5	--	--
	PB7	-	SB2	5	--	--
	PB7	-	PB9	65	--	--
	PB9	-	EXISTING	5	--	--
	PB17	-	PB18	205	--	--
	PB19	-	EXISTING	--	5	--
	PB19	-	EXISTING	--	5	--
	PB19	-	SB7	6	--	--
	PB17			--	--	1
USH 12 & CTH W						--
	EXPB2	-	SB2	5	--	--
	EXPB2			--	--	1
CATEGORY 0020 TOTAL				1,269	996	2

TRAFFIC SIGNAL HEADS

LOCATION	SIGNAL BASE NO.	HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH	658.0215 BACK PLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACK PLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
CATEGORY 0020														
USH 12 & STH 33/136														
	SB1	5	--	1	--	--	--	1	2	1	--	1	--	--
		15	1	--	1	1	1	--	--	--	1	--	--	--
	SB2	6	--	1	--	--	--	1	2	1	--	1	--	--
		18	--	1	--	--	--	1	2	1	--	1	--	--
	SB3	2	1	--	1	1	1	--	--	--	1	--	--	--
		3	1	--	1	1	1	--	--	--	1	--	--	--
	SB5	4A	--	--	--	--	--	--	--	--	--	--	1	1
		13	--	1	--	--	--	1	2	1	--	1	--	--
		21	1	--	1	1	1	--	--	--	1	--	--	--
	SB6	14	--	1	--	--	--	1	2	1	--	1	--	--
		24	--	1	--	--	--	1	2	1	--	1	--	--
	SB7	10	1	--	1	1	1	--	--	--	1	--	--	--
		11	1	--	1	1	1	--	--	--	1	--	--	--
	SB8	1	1	--	1	1	1	--	--	--	1	--	--	--
		19	--	1	--	--	--	1	2	1	--	1	--	--
	SB9	9	1	--	1	--	--	--	1	1	1	--	--	--
	SB10	4	--	1	--	--	--	1	2	1	--	1	--	--
		20	--	1	--	--	--	1	2	1	--	1	--	--
	SB11	6B	--	--	--	--	--	--	--	--	--	--	1	1
		6C	--	--	--	--	--	--	--	--	--	--	1	1
		7	1	--	1	1	1	--	--	--	1	--	--	--
		16	1	--	1	1	1	--	--	--	1	--	--	--
		17	1	--	1	1	1	--	--	--	1	--	--	--
		25	--	1	--	--	--	1	2	1	--	1	--	--
	SB12	8	1	--	1	--	--	--	1	1	1	--	--	--
		6D	--	--	--	--	--	--	--	--	--	--	1	1
	SB13	12	--	1	--	--	--	1	2	1	--	1	--	--
		26	--	1	--	--	--	1	2	1	--	1	--	--
	SB15	4B	--	--	--	--	--	--	--	--	--	--	1	1
		6A	--	--	--	--	--	--	--	--	--	--	1	1
		22	1	--	1	1	1	--	--	--	1	--	--	--
		23	1	--	1	1	1	--	--	--	1	--	--	--
CATEGORY 0020 TOTAL			14	12	14	12	12	12	26	14	14	12	6	6

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

3

TRAFFIC SIGNAL STRUCTURES

LOCATION / BASE NUMBER	STATION	OFFSET	L/R	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0315 POLES TYPE 4 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	659.1125 * LUMINAIRES UTILITY LED C EACH	SPV.0060.105 SALVAGE AND REINSTALL TRAFFIC SIGNAL ASSEMBLY EACH
CATEGORY 0020														
USH 12 & STH 33/136														
SB1	36+81.1 'LS'	30.3'	RT	--	1	--	1	1	--	--	--	1	1	--
SB2	36+80.8 'LS'	14.9'	LT	1	--	1	--	--	--	--	1	--	--	--
SB4	67+79.7 'EB'	41.0'	RT	1	--	1	--	--	1	--	--	--	--	--
SB5	67+70.2 'EB'	30.5'	RT	--	1	--	1	1	--	--	--	1	1	--
SB6	67+64.3 'EB'	15.4'	LT	1	--	1	--	--	--	--	1	--	--	--
SB8	38+17.6 'LS'	52.1'	LT	--	1	--	1	1	--	--	--	1	1	--
SB9	38+39.6 'LS'	4.5'	LT	1	--	1	--	--	--	1	--	--	--	--
SB10	38+10.0 'LS'	4.0'	LT	1	--	1	--	--	--	--	1	--	--	--
SB12	68+74.9 'EB'	81.5'	LT	1	--	1	--	--	--	1	--	--	--	--
SB13	68+78.9 'EB'	4.9'	LT	1	--	1	--	--	--	--	1	--	--	--
SB14	68+80.2 'EB'	37.2'	RT	1	--	1	--	--	1	--	--	--	--	--
USH 12 & CHESTNUT STREET														--
SB2	74+48.2 'EB'	14.2'	LT	1	--	--	--	--	--	--	--	--	--	1
SB7	75+61.2 'EB'	4.3'	LT	1	--	--	--	--	--	--	--	--	--	1
USH 12 & CTH W														
SB1	122+5.5 'EB'	70.8'	RT	1	--	--	--	--	--	--	--	--	--	1
SB2	122+84.0 'EB'	5.0'	LT	1	--	--	--	--	--	--	--	--	--	1
CATEGORY 0020 TOTAL				12	3	8	3	3	2	2	4	3	3	4

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL LOOP DETECTORS

LOCATION / LOOP NO.	STATION **	OFFSET	L/R	SIZE FT X FT	NO. OF TURNS	INSTALLATION METHOD	652.0800 CONDUIT LOOP DETECTOR LF	655.0800 LOOP DETECTOR WIRE LF	655.0700 * LOOP DETECTOR LEAD IN CABLE LF
CATEGORY 0020									
USH 12 & STH 33/136									
21	39+71.8 'LS'	24.0'	LT	6 X 10	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	47	158	325
22	39+71.8 'LS'	35.1'	LT	6 X 10	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	47	158	325
41	65+72.1 'EB'	6.0'	RT	6 X 10	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	72	288	335
42	65+72.1 'EB'	17.2'	RT	6 X 10	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	48	192	335
61	34+52.0 'LS'	5.2'	RT	6 X 10	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	52	168	250
62	34+52.0 'LS'	17.2	RT	6 X 10	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	40	144	250
81	70+68.9 'EB'	26.6'	LT	6 X 10	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	52	168	335
82	70+68.9 'EB'	37.6'	LT	6 X 10	4	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	40	144	335
USH 12 & CHESTNUT STREET									
21	72+52.1 'EB'	6.0'	RT	6 X 10	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	52	200	400
22	72+52.1 'EB'	17.7'	RT	6 X 10	5	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)	40	176	400
CATEGORY 0020 TOTAL							490	1,796	3,290

* ADDITIONAL QUANTITY FOUND ELSEWHERE
** LOCATION IS TO THE FRONT CENTER OF DETECTOR LOOP & FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TRAFFIC SIGNAL CABLE AND WIRE - BELOW GROUND

LOCATION	FROM	-	TO	655.0230 * CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
CATEGORY 0020							
USH 12 & STH 33/136							
	CB1	-	SB1	--	57	--	57
	CB1	-	SB2	--	117	--	--
	CB1	-	SB3	173	--	173	--
	CB1	-	SB4	171	--	--	--
	CB1	-	SB5	--	184	--	--
	CB1	-	SB6	--	248	--	--
	CB1	-	SB7	329	--	--	--
	CB1	-	SB8	--	328	--	--
	CB1	-	SB9	267	--	--	--
	CB1	-	SB10	--	257	--	--
	CB1	-	SB11	--	186	--	--
	CB1	-	SB12	237	--	--	--
	CB1	-	SB13	--	120	--	--
	CB1	-	SB14	69	--	--	--
	CB1	-	SB15	--	79	79	79
	SB1	-	SB2	--	--	--	102
	SB2	-	SB3	--	--	--	97
	SB3	-	SB4	--	--	--	41
	SB4	-	SB5	--	--	--	51
	SB5	-	SB6	--	--	--	132
	SB6	-	SB7	--	--	--	117
	SB7	-	SB8	--	--	--	61
	SB8	-	SB9	--	--	--	132
	SB9	-	SB10	--	--	--	61
	SB10	-	SB11	--	--	--	117
	SB11	-	SB12	--	--	--	96
	SB12	-	SB13	--	--	--	158
	SB13	-	SB14	--	--	--	97
	SB14	-	SB15	--	--	--	56
	SB1	-	SB3	--	--	158	--
	SB3	-	SB5	--	--	54	--
	SB15	-	SB11	--	--	168	--
	SB11	-	SB8	--	--	193	--
	SB8	-	SB7	--	--	61	--
USH 12 & CHESTNUT STREET							
	CB1	-	SB1	105	--	--	105
	CB1	-	SB2	156	--	--	--
	CB1	-	SB3	--	201	201	--
	CB1	-	SB4	--	247	--	--
	CB1	-	SB5	323	--	--	--
	CB1	-	SB6	--	303	--	--
	CB1	-	SB7	232	--	--	--
	CB1	-	SB8	186	--	--	--
	CB1	-	SB9	--	125	125	--
	CB1	-	SB10	--	59	--	59
	SB1	-	SB2	--	--	--	117
	SB2	-	SB3	--	--	--	110
	SB3	-	SB4	--	--	--	119
	SB4	-	SB5	--	--	--	108
	SB5	-	SB6	--	--	--	124
	SB6	-	SB7	--	--	--	113
	SB7	-	SB8	--	--	--	92
	SB8	-	SB9	--	--	117	117
	SB9	-	SB10	--	--	--	100
	PB1	-	CB1	--	--	--	20
	PB2	-	SB1	--	--	--	23
	PB7	-	SB2	--	--	--	15
	PB11	-	SB3	--	--	--	20
	PB12	-	SB4	--	--	--	15
	PB16	-	SB5	--	--	--	25
	PB17	-	SB6	--	--	--	22
	PB19	-	SB7	--	--	--	18
	PB20	-	SB8	--	--	--	18
	PB21	-	SB9	--	--	--	25
CATEGORY 0020 TOTAL				2248	2511	1329	2819

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

REMOVE TRAFFIC SIGNALS

LOCATION	SPV.0105.103 REMOVE TRAFFIC SIGNALS (USH 12 & STH 33/136) LS
CATEGORY 0020	
USH 12 & STH 33/136	1
CATEGORY 0020 TOTAL	1

3

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (USH 12 & STH 33/136) LS	661.0200.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (USH 12 & CHESTNUT STREET) LS
CATEGORY 0020		
USH 12 & STH 33/136	1	--
USH 12 & CHESTNUT STREET	--	1
CATEGORY 0020 TOTAL	1	1

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE (USH 12 & STH 33/136) LS
CATEGORY 0020	
USH 12 & STH 33/136	1
CATEGORY 0020 TOTAL	1

REMOVE TRAFFIC SIGNAL WIRING

LOCATION	SPV.0105.104 REMOVE TRAFFIC SIGNAL CABLE (USH 12 & CHESTNUT STREET) LS
CATEGORY 0020	
USH 12 & CHESTNUT STREET	1

TRAFFIC SIGNAL CABLE AND WIRE - ABOVE GROUND

LOCATION	FROM SIGNAL BASE	-	TO SIGNAL HEAD	655.0230 * CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0700 * LOOP DETECTOR LEAD IN CABLE LF
CATEGORY 0020						
USH 12 & STH 33/136						
	SB1	-	5	22	--	--
		-	15	21	--	--
		-	LUMINAIRE	--	117	--
	SB2	-	6	22	--	--
		-	18	22	--	--
	SB3	-	2	55	--	--
		-	3	45	--	--
		-	LUMINAIRE	--	117	--
	SB4	-	BUTTON	--	--	6
	SB5	-	4A	15	--	--
		-	13	22	--	--
		-	21	21	--	--
		-	LUMINAIRE	--	117	--
	SB6	-	14	22	--	--
		-	24	22	--	--
	SB7	-	10	60	--	--
		-	11	50	--	--
		-	LUMINAIRE	--	117	--
	SB8	-	1	21	--	--
		-	19	22	--	--
		-	LUMINAIRE	--	117	--
	SB9	-	9	19	--	--
	SB10	-	4	22	--	--
		-	20	22	--	--
	SB11	-	6B	15	--	--
		-	6C	15	--	--
		-	7	21	--	--
		-	16	55	--	--
		-	17	45	--	--
			25	22	--	--
		-	LUMINAIRE	--	117	--
		-	BUTTON	--	--	6
	SB12	-	8	19	--	--
			6D	15	--	--
		-	BUTTON	--	--	6
	SB13	-	12	22	--	--
		-	26	22	--	--
	SB14	-	BUTTON	--	--	6
	SB15	-	4B	15	--	--
		-	6A	15	--	--
		-	22	65	--	--
		-	23	55	--	--
		-	LUMINAIRE	--	117	--
		-	BUTTON	--	--	6
CATEGORY 0020 TOTAL				906	819	30

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

CONSTRUCTION STAKING

LOCATION	650.8500.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (1674-01-72) LS
CATEGORY 0020	
PROJECT	1
CATEGORY 0020 TOTAL	1

TRAFFIC SIGNAL CONTROL

LOCATION	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
CATEGORY 0020	
USH 12 & STH 33/136	
CB1	1
CATEGORY 0020 TOTAL	1

REMOVING WIRES

LOCATION	SPV.0090.101 REMOVING ELECTRICAL WIRES FROM EXISTING CONDUIT LF
CATEGORY 0020	
USH 12 MEDIAN	2000
CATEGORY 0020 TOTAL	2,000

PEDESTRIAN PUSH BUTTONS

LOCATION / BASE NUMBER	658.0500 PEDESTRIAN PUSH BUTTONS EACH
CATEGORY 0020	
USH 12 & STH 33/136	
SB4	1
SB11	1
SB12	1
SB14	1
SB15	1
CATEGORY 0020 TOTAL	5

3

3

REMOVING SURFACE

CATEGORY	STATION - STATION	LOCATION	* 204.0110 REMOVING ASPHALTIC SURFACE (SY)	* 204.0155 REMOVING CONCRETE SIDEWALK (SY)
0010	67+00	60'LT	66	---
	63+35	60'LT	66	---
	67+25	35'RT	---	9
	69+00	35'RT	---	9
	70+10	35'RT	---	7
	71+15	35'RT	---	9
		TOTALS	132	34

* QUANTITIES CAN BE FOUND ELSEWHERE ON PLANS

HMA PAVEMENT

CATEGORY	STATION	LOCATION	* 460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)
0010	67+00	60'LT	10
	63+35	60'LT	10
		TOTALS	20

* QUANTITIES CAN BE FOUND ELSEWHERE ON PLANS

CONCRETE SIDEWALK 5-INCH

CATEGORY	STATION	LOCATION	* 602.0400 CONCRETE SIDEWALK 5-INCH (SF)
0010	67+25	35'RT	80
	69+00	35'RT	80
	70+10	35'RT	60
	71+15	35'RT	80
		TOTALS	300

* QUANTITIES CAN BE FOUND ELSEWHERE ON PLANS

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)
0010	67+72 - 71+60	12'RT - 22'RT	130
		TOTAL	130

* QUANTITIES CAN BE FOUND ELSEWHERE ON PLANS

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS (EACH)
0010	59+90	30'RT	1
	62+91	30'RT	1
	64+42	37'RT	1
	71+71	47'LT	1
	74+80	47'LT	1
	32+69LS	20'RT	1
	35+78LS	15'RT	1
		TOTAL	7

SAWING

CATEGORY	STATION - STATION	LOCATION	* 690.0150 SAWING ASPHALT (LF)	* 690.0250 SAWING CONCRETE (LF)
0010	63+25 - 63+45	60'LT	70	---
	66+90 - 67+10	60'LT	80	---
	67+72 - 71+60	12'RT	---	605
		TOTALS	150	605

*QUANTITIES CAN BE FOUND ELSEWHERE ON PLANS

3

MUNICIPAL SUMMARY (WATER MAIN)

CATEGORY	STATION	LOCATION	SPV.0060.201 WATER VALVE AND BOX 8-INCH (EACH)	SPV.0060.202 WATER VALVE AND BOX 6-INCH (EACH)	SPV.0060.203 CROSS 8-INCH X 8-INCH (EACH)	SPV.0060.204 TEE 8-INCH X 8-INCH (EACH)	SPV.0060.205 TEE 8-INCH X 6-INCH (EACH)	SPV.0060.206 REDUCER 8-INCH (EACH)	SPV.0060.207 BEND 8-INCH (EACH)	SPV.0060.208 BEND 6-INCH (EACH)	SPV.0060.209 SLEEVE 8-INCH (EACH)	SPV.0060.210 SLEEVE 6-INCH (EACH)	SPV.0060.211 PLUG 12-INCH (EACH)	SPV.0060.212 PLUG 8-INCH (EACH)	SPV.0060.213 PRESSURE MAIN OFFSET 8-INCH (EACH)
0020	59+76.39	97.9' LT	---	---	---	---	---	---	---	1	---	---	---	---	---
	59+85.03	88.2' LT	---	---	---	---	---	---	---	1	---	---	---	---	---
	59+84.86	86.9'LT - 80.9'LT	1	---	---	---	1	1	---	---	---	---	---	---	---
	59+89.27	80.7' LT	---	1	---	---	---	---	---	---	---	---	---	---	---
	59+80.64	8.9'RT	---	---	1	---	---	---	---	---	---	---	---	---	---
	59+79.25	38.9'RT	---	---	---	---	1	---	---	---	---	---	---	---	---
	59+83.96	39.2'RT	---	1	---	---	---	---	---	---	---	---	---	---	---
	59+79.11	41.8'RT	1	---	---	---	---	---	---	---	---	---	---	---	---
	59+79.01	43.9'RT	---	---	---	---	---	---	---	---	---	---	---	1	---
	59+72.63	8.6'RT	---	---	---	---	---	---	1	---	---	---	---	---	---
	59+58.26	21.7'RT	---	---	---	---	---	---	1	---	---	---	---	---	---
	59+76.64	8.8'RT	1	---	---	---	---	1	---	---	---	---	---	---	---
	59+80.64	8.9'RT	1	---	---	---	---	---	---	---	---	---	---	---	---
	64+27.00	10'RT	2	---	---	---	1	---	---	---	---	---	---	---	---
	64+27.00	27.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---
	67+25.00	10'RT	2	---	---	---	1	---	---	---	---	---	---	---	---
	67+25.00	13.4'RT	---	1	---	---	---	---	---	---	---	---	---	---	---
	68+10	19'RT	2	---	---	1	---	---	---	---	---	---	---	---	---
	67+83.00	10'RT	---	---	---	---	---	---	1	---	---	---	---	---	---
	67+90	19'RT	---	---	---	---	---	---	1	---	---	---	---	---	---
	69+00.00	16.4'RT	---	---	---	---	---	---	---	---	---	---	---	---	---
	69+00.00	28.2'RT	---	1	---	---	1	---	---	---	---	---	---	1	---
	71+15.00	18.2'RT	---	---	---	---	---	---	---	---	---	---	---	---	---
	71+15.00	28.2'RT	---	1	---	---	1	---	---	---	---	---	---	1	---
	71+30.99 - 71+35.76	1.4'RT - 18.2'RT	3	---	---	1	---	2	---	2	---	---	---	---	---
	33+98.6 -34+02.49 LINN	37.5'LT - 28.9'LT	1	---	---	1	---	---	2	---	---	---	---	---	---
	31+41.18 LINN	6.1'LT	---	---	---	---	---	---	---	---	---	---	1	---	---
	59+79.95	29.7'LT	---	---	---	---	---	---	---	---	---	---	---	---	1
	59+45	22'RT	---	---	---	---	---	---	---	---	---	1	---	---	---
	59+75	100'LT	---	---	---	---	---	---	---	---	---	1	---	---	---
	71+30	2'LT	---	---	---	---	---	---	---	---	---	1	---	---	---
	71+45	19'RT	---	---	---	---	---	---	---	---	---	1	---	---	---
	33+98	34'LT	---	---	1	---	---	---	---	---	1	---	---	---	---
		TOTALS	14	6	2	3	6	4	6	4	1	4	1	3	1

NOTE : STATION AND LOCATION REFER TO CENTER OF TEE

MUNICIPAL SUMMARY (WATER MAIN)

CATEGORY	STATION	LOCATION	SPV.0060.214 FIRE HYDRANT (EACH)	SPV.0060.215 CONNECT TO EXISTING WATER MAIN (EACH)	SPV.0060.216 CORPORATION CURB STOP CURB BOX RECONNECT 1.5-INCH (EACH)	SPV.0060.217 CORPORATION CURB STOP CURB BOX RECONNECT 1-INCH (EACH)
0020	59+76.39	97.9' LT	---	1	---	---
	60+10.15	79.8'LT	1	---	---	---
	60+47.62	40.5'RT	1	---	---	---
	59+46.41	21.4'RT	---	1	---	---
	60+84.61	29.8'RT	---	---	---	1
	62+94.89	33'RT	---	---	---	1
	63+35.66	64.3'LT	---	---	---	1
	64+21.21	40'RT	---	---	1	---
	64+27.00	33'RT	1	---	---	---
	66+98.70	70'LT	---	---	---	1
	67+25.00	30'RT	1	---	---	---
	69+06.00	28.2'RT	1	---	---	---
	71+21.00	28.2'RT	1	---	---	---
	71+30.99 - 71+35.76	1.4'RT - 18.2'RT	---	2	---	---
	33+98.6 -34+02.49 LINN	37.5'LT - 28.9'LT	---	3	---	---
		TOTALS	6	7	1	4

MUNICIPAL SUMMARY (WATER MAIN REMOVALS)

CATEGORY	STATION	LOCATION	SPV.0060.218 REMOVE AND ABANDON EXISTING FIRE HYDRANT (EACH)	SPV.0060.219 REMOVE AND ABANDON EXISTING VALVE AND BOX (EACH)	SPV.0060.220 ABANDON EXISTING WATER MAIN (EACH)
0020	59+46.41	21.4'RT	---	1	---
	59+76.39 - 59+70.26	97.9'LT - 57'RT	---	9	2
	61+07.16	29.5'RT	1	---	---
	63+92.83	14.9'RT	---	1	---
	64+05.86	29.7'RT	1	---	---
	64+37.69	15.9'RT	---	1	---
	66+24.30	19.9'RT	---	1	---
	67+04.27	13.8'RT	---	1	---
	67+69.19	16.8'RT	---	---	1
	59+77.81 - 67+69.19	19.7'RT - 16.8'RT	---	---	1
	67+69.19	16.8'RT	---	1	---
	70+08.29	29.7'RT	1	---	---
	31+41.18 LINN	6.1'RT	---	---	1
	36+24.50 LINN	27.5'RT	1	---	---
	37+19.95 LINN	8.8'RT	---	1	1
		TOTALS	4	16	6

MUNICIPAL SUMMARY (WATER MAIN)

CATEGORY	STATION	LOCATION	SPV.0090.221 WATER MAIN DUCTILE IRON 8-INCH (LF)	SPV.0090.222 WATER MAIN DUCTILE IRON 6-INCH (LF)	SPV.0090.224 WATER SERVICE 1.5-INCH COPPER (LF)	SPV.0090.225 WATER SERVICE 1-INCH COPPER (LF)	SPV.0105.228 CONSTRUCTION STAKING WATER MAIN (LS)	SPV.0165.230 UTILITY INSULATION 2-INCH RIGID (SF)	SPV.0195.231 IMPORTED GRANULAR FILL WATER MAIN TRENCHES (TON)
0020	59+84.71 - 60+10.15	80.9'LT - 79.8'LT	---	12	---	---	---	---	---
	59+76.39 - 59+84.71	97.9'LT - 80.9'LT	---	28	---	---	---	---	---
	59+87.71 - 59+80.64	80.9' LT - 8.9'RT	90	---	---	---	---	---	---
	59+80.64 - 59+79.25	8.9'RT - 38.9'RT	35	---	---	---	---	---	---
	59+79.25 - 60+17.62	38.9'RT - 40.5'RT	---	38	---	---	---	---	---
	59+76.64 - 59+46.41	8.8'RT - 21.4'RT	---	30	---	---	---	---	---
	60+84.61	29.83'RT	---	---	---	---	---	64	---
	62+97.89	33.0'RT	---	---	---	---	---	64	---
	60+84.86 - 60+84.61	11.8'RT - 29.83'RT	---	---	---	18	---	---	---
	62+94.71 - 62+94.89	11.1'RT - 33'RT	---	---	---	22	---	---	---
	63+36.22 - 63+35.66	10.7'RT - 64.3'LT	---	---	---	75	---	---	---
	59+77.81 - 64+22.00	19.7'RT - 10'RT	445	---	---	---	---	---	---
	64+20.97 - 64+21.21	10'RT - 40'RT	---	---	23	---	---	---	---
	64+27.00	10'RT - 33'RT	---	23	---	---	---	---	---
	66+98.70	10'RT - 70'LT	---	---	---	80	---	---	---
	67+25.00	10'RT - 13.4'RT	---	20	---	---	---	---	---
	64+27.00 - 67+25.00	10'RT	298	---	---	---	---	---	---
	69+00.00	16.4'RT - 28.2'RT	10	---	---	---	---	---	---
	69+00.00 - 69+06.00	28.2'RT	---	6	---	---	---	---	---
	67+25.00 - 67+75.00	10'RT	50	---	---	---	---	---	---
	67+75.00 - 71+35.76	10'RT - 18.2'RT	365	---	---	---	---	---	---
	71+15.00	18.2'RT - 28.2'RT	10	---	---	---	---	---	---
	71+15.00 - 71+21.00	28.2'RT	---	6	---	---	---	---	---
	71+30.99 - 71+35.76	1.4'RT - 18.2'RT	15	15	---	---	---	---	---
	33+98.6 - 34+02.49	37.5'LT - 28.9'LT	10	---	---	---	---	---	---
	34+02.49 - 37+33.86 LINN	28.9'LT - 55.7'LT	333	---	---	---	---	---	---
	59+50.00 - 71+60.00	10'RT	---	---	---	---	1	---	200
		TOTALS	1661	178	23	195	1	128	200

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 1674-01-22
LAKE DELTON - SAUK CITY
TERRYTOWN ROAD TO CTH W
USH 12
SAUK COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
R/W MONUMENT
NON-MONUMENTED R/W POINT
PROPERTY PIPE FOUND
HYDRANT (WATER)
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
BRIDGE
PARCEL NUMBER 25
UTILITY NUMBER 40

CONVENTIONAL ABBREVIATIONS

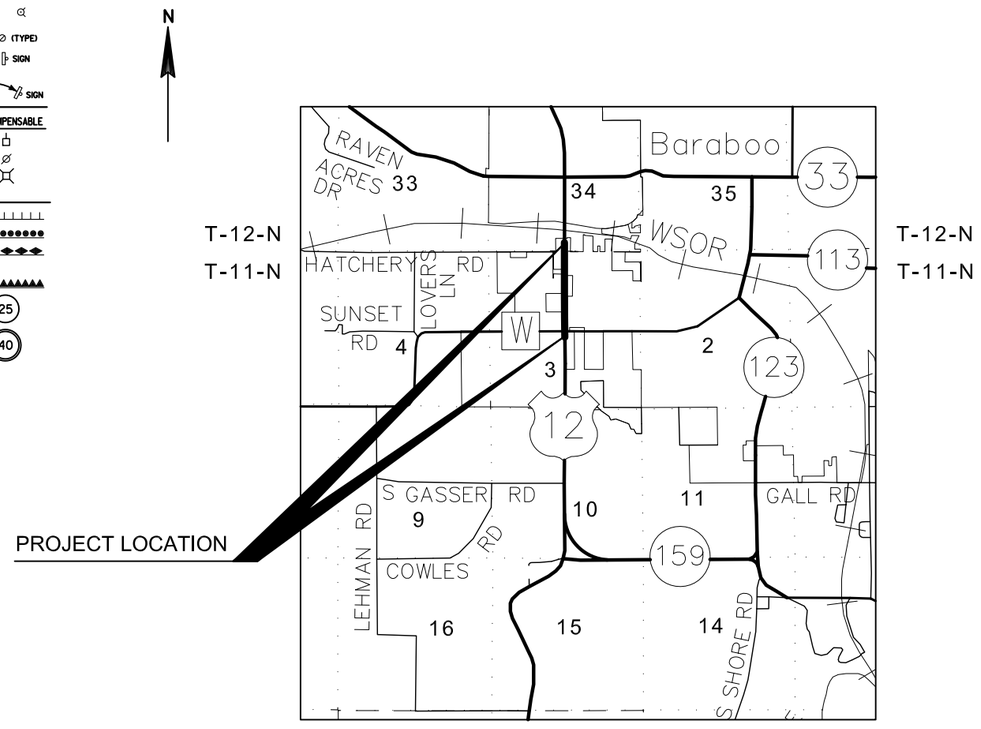
ACCESS RIGHTS	AR	POINT OF CURVATURE	PC
ACRES	AC	POINT OF COMPOUND CURVE	PCC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
BUILDING	B.	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
CORNER	COR	SUBDIVISION	SUBD
DOCUMENT NUMBER	DOC	TANGENT	TAN
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS



LAYOUT
SCALE 0 0.5 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1674-01-22.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" 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 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".

DIMENSIONING FOR THE NEW RIGHT-OF-WAY 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 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. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION LACROSSE OFFICE.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY FOR USH 12 IS ESTABLISHED FROM PREVIOUS PROJECTS 1670-00-22, 1670-00-23, 1670-00-24, DIVISION JOB 1453, CSM 3674, CSM 5214 & CSM 6161.

EXISTING HIGHWAY RIGHT OF WAY FOR CARPENTER STREET IS ESTABLISHED FROM PREVIOUS PROJECTS 1670-00-22, 1670-00-23, 1670-00-24 & CSM 2049.

EXISTING HIGHWAY RIGHT OF WAY FOR HATCHERY ROAD IS ESTABLISHED FROM PREVIOUS PROJECTS 1670-00-22, 1670-00-23, 1670-00-24, & CSM 3674 & CSM 5214.

EXISTING HIGHWAY RIGHT OF WAY FOR SAUK AVENUE IS ESTABLISHED FROM PREVIOUS PROJECTS 1670-00-22, 1670-00-24 & DIVISION JOB 1453 AND PLATS OF SURVEY # 12659 & 12947.

EXISTING HIGHWAY RIGHT OF WAY FOR CTH W/SOUTH BOULEVARD IS ESTABLISHED FROM PREVIOUS PROJECTS 1670-00-22,1670-00-24 & DIVISION JOB 1453, CSM 650 & CSM 6161.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-01-22-4.01
SHEET 2 OF 2

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\RW\USH 12 INTERSECTIONS\TITLE SHEET.DWG
APPRAISAL PLAT DATE : AUGUST 22, 2016
PLOT DATE :
PLOT BY : KL ENGINEERING PLOT NAME : ----------

TRANSPORTATION PROJECT PLAT NO: 1674-01-22 - 4.01

THAT PART OF THE NW 1/4 - NE 1/4 OF SECTION 3, T11N, R6E, CITY OF BARABOO, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12 LAKE DELTON - SAUK CITY, TERRYTOWN ROAD TO CTH W, SAUK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 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 OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT
__:__ __M ON _____
AS DOCUMENT #_____
AND FILED IN _____.

SIGNATURE OF REGISTER OF DEEDS

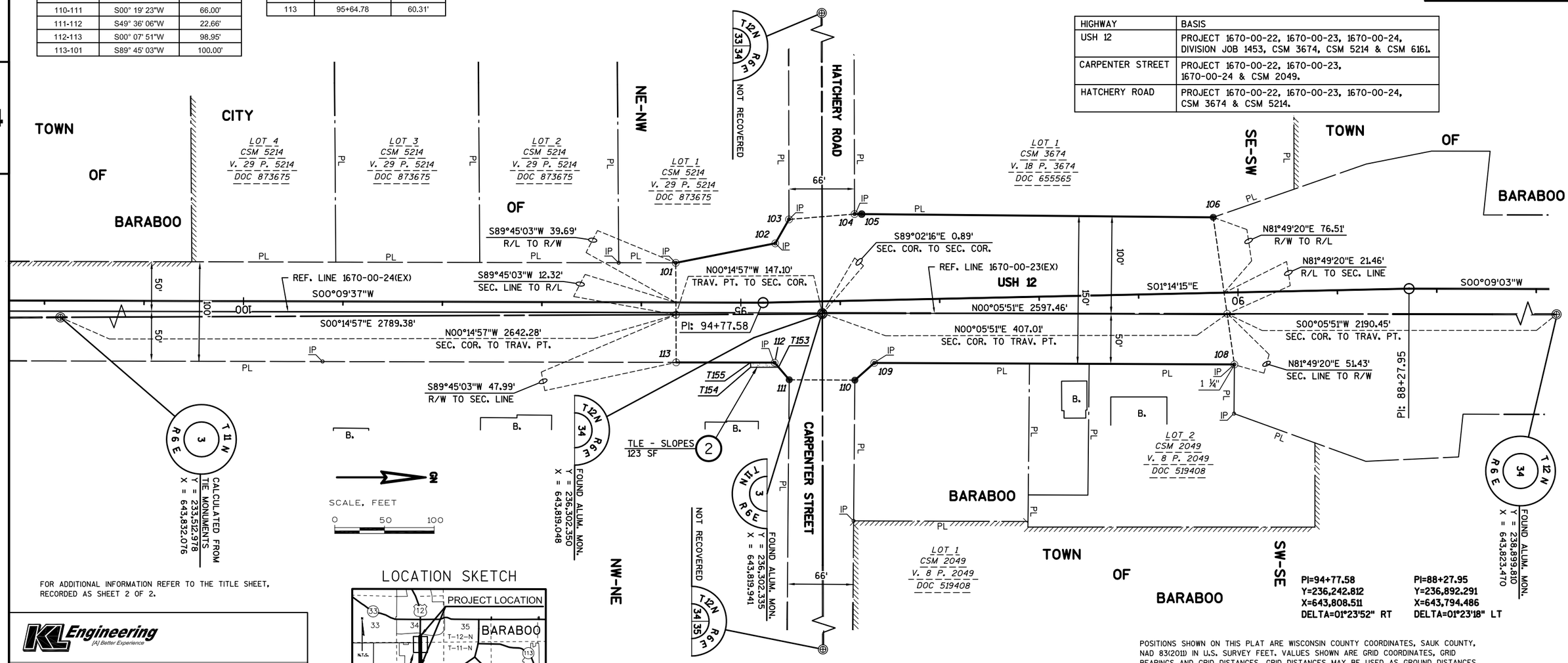
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-01-22 - 4.01
AMENDMENT NO:
SHEET 1 OF 2

COURSE TABLE		
COURSE	BEARING	DISTANCE
101-102	N11° 06' 45"W	101.98'
	(N10° 41' 31"W)	(101.98')
102-103	N60° 17' 20"W	27.72'
	(N59° 52' 06"W)	(27.74')
103-104	N04° 38' 22"W	66.16'
104-105	N00° 16' 24"E	3.24'
	(N00° 44' 16"E)	(3.24')
105-106	N00° 31' 21"E	357.44'
106-108	N81° 49' 20"E	149.40'
108-109	S00° 14' 31"W	362.12'
109-110	S41° 36' 58"E	26.06'
110-111	S00° 19' 23"W	66.00'
111-112	S49° 36' 06"W	22.66'
112-113	S00° 07' 51"W	98.95'
113-101	S89° 45' 03"W	100.00'

STATION OFFSET TABLE		
POINT	STATION	OFFSET
101	95+65.49	39.70'
102	94+64.03	59.31'
103	94+49.78	83.09
104	93+83.73	87.02'
105	93+80.49	86.93'
106	90+23.22	75.95'
108	90+05.17	72.36'
109	93+67.17	63.01'
110	93+87.02	79.89'
111	94+53.00	78.09'
112	94+67.30	60.53'
113	95+64.78	60.31'

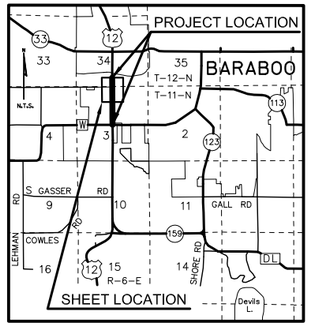
TLE STATION OFFSET TABLE		
POINT	STATION	OFFSET
T153	94+63.44	65.28'
T154	94+89.98	65.03'
T155	94+89.98	60.27'

HIGHWAY	BASIS
USH 12	PROJECT 1670-00-22, 1670-00-23, 1670-00-24, DIVISION JOB 1453, CSM 3674, CSM 5214 & CSM 6161.
CARPENTER STREET	PROJECT 1670-00-22, 1670-00-23, 1670-00-24 & CSM 2049.
HATCHERY ROAD	PROJECT 1670-00-22, 1670-00-23, 1670-00-24, CSM 3674 & CSM 5214.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.

LOCATION SKETCH



KL Engineering
(A) Better Experience

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-01-22-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

AUGUST 22, 2016
THOMAS J. HANSEN DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

CORY SCHLAGEL DATE

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQUARE FEET REQUIRED NEW	EXISTING	TOTAL	TLE SF
2	JOHN S. TURNER	TLE	----	----	----	123

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD 83(2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION LACROSSE OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR UNLESS NOTED.

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\RW\USH 12 INTERSECTIONS\040101-RP.DWG PLOT DATE : 2/9/2017 10:25 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
APPRAISAL PLAT DATE : SEPTEMBER 1, 2016

TRANSPORTATION PROJECT PLAT NO: 1674-01-22 - 4.02

THAT PART OF LOT 1, CSM 6161, IN THE SW 1/4 - NE 1/4 AND PART OF SW 1/4 - NE 1/4 ALL IN SECTION 3, T11N, R6E, CITY OF BARABOO, SAUK COUNTY, WISCONSIN.

RELOCATION ORDER USH 12 LAKE DELTON - SAUK CITY, TERRYTOWN ROAD TO CTH W, SAUK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 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 OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY, WISCONSIN AT ---:-- --M ON ----------
AS DOCUMENT #----------
AND FILED IN ----------

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1674-01-22 - 4.02
AMENDMENT NO:

TLE STATION OFFSET TABLE		
POINT	STATION	OFFSET
T250	110+87.77	67.59'
T251	111+00.14	67.57'
T252	111+00.13	60.57'
T253	121+16.37	67.49'
T254	121+14.70	70.21'
T255	121+40.75	94.25'
T256	121+44.51	90.17'

STATION OFFSET TABLE		
POINT	STATION	OFFSET
201	121+65.17	120.88'
202	121+52.18	71.80'
203	121+19.37	48.84'
204	120+20.94	48.85'
205	119+55.32	39.80'
206	113+77.51	40.05'
207	110+78.36	39.42'
210	110+87.81	60.59'
211	113+77.17	59.95'
212	120+94.98	60.21'
213	121+39.10	84.31'
214	121+43.15	88.70'
215	121+61.41	131.91'

COURSE TABLE		
COURSE	BEARING	DISTANCE
201-202	N74° 41' 37"E	50.77'
202-203	N34° 29' 59"E	40.05'
203-204	N00° 29' 33"W	98.43'
204-205	N07° 21' 53"E	66.24'
205-206	N00° 29' 33"W	578.16'
206-207	N00° 08' 57"E	299.25'
	(N00° 05' 12"E)	(299.25')
207-210	S84° 26' 24"E	100.45'
210-211	S00° 08' 57"W	289.22'
	(S00° 05' 12"W)	(289.22')
211-212	S00° 29' 33"E	717.27'
212-213	SEE CURVE DATA	
213-214	S47° 44' 10"E	5.97'
	(S45° 34' 38"E)	(6.07')
214-215	SEE CURVE DATA	
215-201	S88° 39' 44"W	252.82'

CURVE 212-213
L=51.09' (49.55')
LC=50.28' (48.81)
LCB=S29°07'38"E (S29°55'15"E)
R=82.50'

CURVE 214-215
L=48.10' (47.87)
LC=46.91' (46.96')
LCB=S67°35'05"E (S67°31'39"E)
R=67.00'

HIGHWAY	BASIS
USH 12	PROJECT 1670-00-22, 1670-00-24, DIVISION JOB 1453 & CSM 6161.
CTH W/SOUTH BOULEVARD	PROJECT 1670-00-22, 1670-00-24, DIVISION JOB 1453, CSM 650 & CSM 6161.
SAUK AVENUE	PROJECT 1670-00-22, 1670-00-24, DIVISION JOB 1453, & PLATS OF SURVEY #12659 & #12947.

SCALE, FEET
0 50 100

NOT RECOVERED
T 11 N R 6 E (4 3)
CTH W
37' 43' 80'
CITY
S88°39'44"W 120.90' R/L TO R/W
B.
LOT 2 CSM 650 V. 3 P. 650 DOC 418896
LOT 1 CSM 650 V. 3 P. 650 DOC 418896
SE-NW
TOWN OF
S84°26'24"E 39.59' R/W TO R/L
B.
S84°26'24"E 23.28' R/L TO SEC. LINE
100'
SAUK AVENUE
PLAT OF SURVEY #12947
BARABOO
NE-NW
CUT "X" IN CONC.
NOO°14'57"W 44.58' SEC. COR. TO TRAV. PT.
201 202 203 204 205 206 207
S88°39'44"W 21.52' SEC. LINE TO R/L
USH 12
OF
REF. LINE 1670-00-24(EX)
S00°29'08"E
S00°01'22"W
S00°09'37"W
PI: 110+91.00
S00°14'57"E 2789.38'
S00°14'57"E 1666.29' SEC. COR. TO TRAV. PT.
NOO°14'57"W 1078.51' TRAV. PT. TO TRAV. PT.
T253 T254 T255 T256
CUT "X" IN CONC.
213 214 212 215 211 210
1 ¼"
S84°26'24"E 37.58' SEC. LINE TO R/W
T252 T251 T250
PI: 113+96.81
CITY OF BARABOO WATER-PARCEL 3 100
TLE - SLOPES 85 SF 3
4 TLE - SLOPES 200 SF
PLE FOR ACCESS 1670-00-24
SW-NE
LOT 1 CSM 556 V. 3 P. 556 DOC 414383
LOT 1 CSM 6161 V. 36 P. 6161 DOC 1073616
LOT 1 CSM 5890 V. 34 P. 5890 DOC 1000321
LOT 2 CSM 6161 V. 36 P. 6161 DOC 1073616
SOUTH BOULEVARD
S88°39'44"W 110.40' R/W TO SEC. LINE
83' 44'
TOWN OF BARABOO
SIXTEENTH LINE
NW-NE
T 11 N R 6 E (3)
FOUND ALUM. MON. Y = 236,302.335 X = 643,819.941
CALCULATED FROM TIE MONUMENTS Y = 233,512.978 X = 643,832.076
T 11 N R 6 E (3 2)
NOT RECOVERED

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	CITY OF BARABOO - WATER	RELEASE OF RIGHTS

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL NO.
CITY OF BARABOO - WATER	NO EASEMENT OF RECORD FOUND	3

PI=110+91.00
Y=234,629.396
X=643,803.990
DELTA=00°08'15" LT

PI=113+96.81
Y=234,323.588
X=643,803.877
DELTA=00°30'30" LT

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN SAUK COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 1136068 AND FILED IN D-292B.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTEREST TO D.O.T.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W SQUARE FEET REQUIRED NEW	EXISTING	TOTAL	TLE SF
3	RNT PROPERTIES, INC.	TLE	----	----	----	85
4	CONVENIENCE STORE INVESTMENTS	TLE	----	----	----	200

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD 83(2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

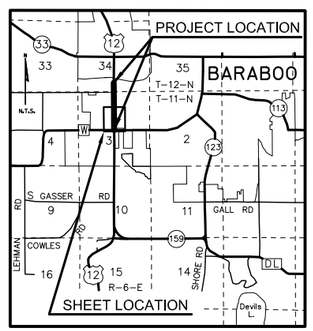
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION LACROSSE OFFICE.

FOUND PROPERTY PIPES ARE 3/4" REBAR UNLESS NOTED.

LOCATION SKETCH



KL Engineering [A] Better Experience

I, THOMAS J. HANSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1674-01-22-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN THOMAS J. HANSEN S-2033 MADISON, WISCONSIN LAND SURVEYOR

SEPTEMBER 1, 2016
THOMAS J. HANSEN DATE
AGENT FOR KL ENGINEERING, INC.
P.L.S. NUMBER 2033

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

CORY SCHLAGEL TE

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\RW\USH 12 INTERSECTIONS\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 1, 2016
PLOT DATE : 2/9/2017 10:26 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

DATE:	REVISED:
SEPTEMBER 1, 2016	

TRANSPORTATION PROJECT PLAT NO: 1674-01-22 - 4.03

RELOCATION ORDER USH 12 LAKE DELTON - SAUK CITY, TERRYTOWN ROAD TO CTH W, SAUK COUNTY

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, SAUK COUNTY, NAD 83(2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

4

POINT	Y	X
101	236155.0063	643768.5735
102	236255.0743	643748.9185
103	236268.8141	643724.8410
104	236334.7593	643719.4895
105	236337.9990	643719.5051
106	236695.4244	643722.7652
108	236716.6767	643870.6496
109	236354.5589	643869.1206
110	236335.0769	643886.4273
111	236269.0780	643886.0554
112	236254.3947	643868.8015
113	236155.4419	643868.5753

POINT	Y	X
201	233554.2346	643689.5092
202	233567.6369	643738.4783
203	233600.6433	643761.1627
204	233699.0696	643760.3166
205	233764.7632	643768.8076
206	234342.9018	643763.8378
207	234642.1508	643764.6169
210	234632.4186	643864.5921
211	234343.2016	643863.8392
212	233625.9571	643870.0048
213	233582.0381	643894.4772
214	233578.0230	643898.8953
215	233560.1370	643942.2573

4

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\RW\USH 12 INTERSECTIONS\040101-RP - COORDS.DWG PLOT DATE : 2/9/2017 10:23 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********

JOHN HEHENBERGER

MICHAEL C PARRISH

KUHNAU PROPERTY LLC

BRIAN C FARR

RICHARD A BECRAFT

CENTURYLINK (FIBER OPTIC)

ALLIANT ENERGY (ELECTRIC)

ASPHALTIC FLUME (TYP.) (SEE SDD)

SLOPE INTERCEPT (TYP.)

ATC

WETLANDS

REMOVING GUARDRAIL REQ'D.

EXISTING R/W

SKILLET CREEK

USH 12

STH 159

SKILLET CREEK ROAD

POINT OF ROCKS ROAD

SKILLET CREEK RD

CLEANING BOX CULVERT
B-56-065
3-CELL CONCRETE BOX CULVERTS 11'x5'x67'
34.5'x9' AND 40'x9' APRONS
APPROX. 1.5-FEET OF ACCUMULATED MATERIAL

194+00EB
195+00EB
196+00EB
197+00EB
198+00EB
199+00EB
200+00EB
201+00EB
202+00EB
203+00EB
204+00EB
205+00EB
206+00EB
207+00EB
208+00EB
209+00EB

STA 197+64EB END REHABILITATION
BEGIN RECONSTRUCTION
PROJECT ID: 1674-01-73
MATCH EXISTING
SAWCUT REQUIRED

STA 201+40.47EB USH 12
STA 15+62.23SK SKILLET CREEK RD & STH 159

STA 206+10 EB
END RECONSTRUCTION BEGIN REHABILITATION
PROJECT ID: 1674-01-73
MATCH EXISTING
SAWCUT REQUIRED

N

1000
990
980
970
965

194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209

STA 197+64.00
EL 982.40

VPC STA 199+84.53
VPC EL 985.56

201+40.46EB
987.18

VPI STA 202+34.53
VPI EL 989.14

FINISHED PROFILE

VPT STA 204+84.53
VPT EL 986.73

VCL = 120
K = 168

206+10.00
985.89

STA 206+36.24
EL 985.80

-0.96%

-0.25%

1.43%

0.50%

1.85%

1.20%

-0.59%

-0.42%

EXISTING GROUND

B-56-158
TO REMAIN

SPECIAL DITCH RIGHT

VCL = 500

K = 209

VPC STA 205+01.83
VPC EL 986.57

VPI STA 205+61.83
VPI EL 985.99

VPT STA 206+21.83
VPT EL 985.184

979.50 979.39 979.67 979.95 980.57 981.06 981.55 982.04 982.77 982.92 983.39 983.63 983.94 984.35 984.57 985.06 985.20 985.77 985.80 986.39 986.48 986.89 986.44 987.27 985.66 987.53 984.44 987.67 985.05 987.69 987.20 987.59 987.33 987.37 986.91 987.04 986.60 986.58 986.23 986.17 985.91 985.91 985.68 985.64 983.10 985.37 985.26 985.08

PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: USH 12/POINT OF ROCKS ROAD	SHEET 289	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\050101-PP.DWG PLOT DATE : 4/21/2017 3:12 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

RICHARD A BECRAFT

EXISTING R/W

USH 12 EB ℄

CENTURYLINK (FIBER OPTIC)

ASPHALTIC FLUME (TYP.) (SEE SDD)

ATC

SKILLET CREEK RD ℄

USH 12

201+00EB

14SK

16SK

STH 159

18SK

20SK

SKILLET CREEK ROAD

STA 201+40.47EB USH 12

STA 15+62.23SK SKILLET CREEK RD & STH 159

SLOPE INTERCEPT (TYP.)

EXISTING R/W

BRIAN C FARR

EXISTING R/W

STA 13+53.27SK
BEGIN RECONSTRUCTION
PROJECT ID: 1674-01-73
MATCH EXISTING
SAWCUT REQUIRED

POINT OF ROCKS ROAD ℄

POINT OF ROCKS ROAD

202+00EB

EXISTING R/W

JOHN HEHENBERGER

CENTURYLINK (FIBER OPTIC)

ALLIANT ENERGY (ELECTRIC)

SLOPE INTERCEPT (TYP.)

EXISTING CULVERT TO REMAIN IN PLACE

STH 159 ℄

STA 19+75SK LT
RECONSTRUCT P.E.

EXISTING CULVERT TO REMAIN IN PLACE

LOCATE AND RE-ESTABLISH SECTION CORNER MONUMENTS

STA 16+65SK RT
RECONSTRUCT
ASPHALT P.E.

STA 18+25SK RT
RECONSTRUCT P.E.

STA 18+75SK RT
RECONSTRUCT P.E.

P.I.

EXISTING R/W

SLOPE INTERCEPT (TYP.)

EXISTING R/W

MICHAEL C PARRISH

N

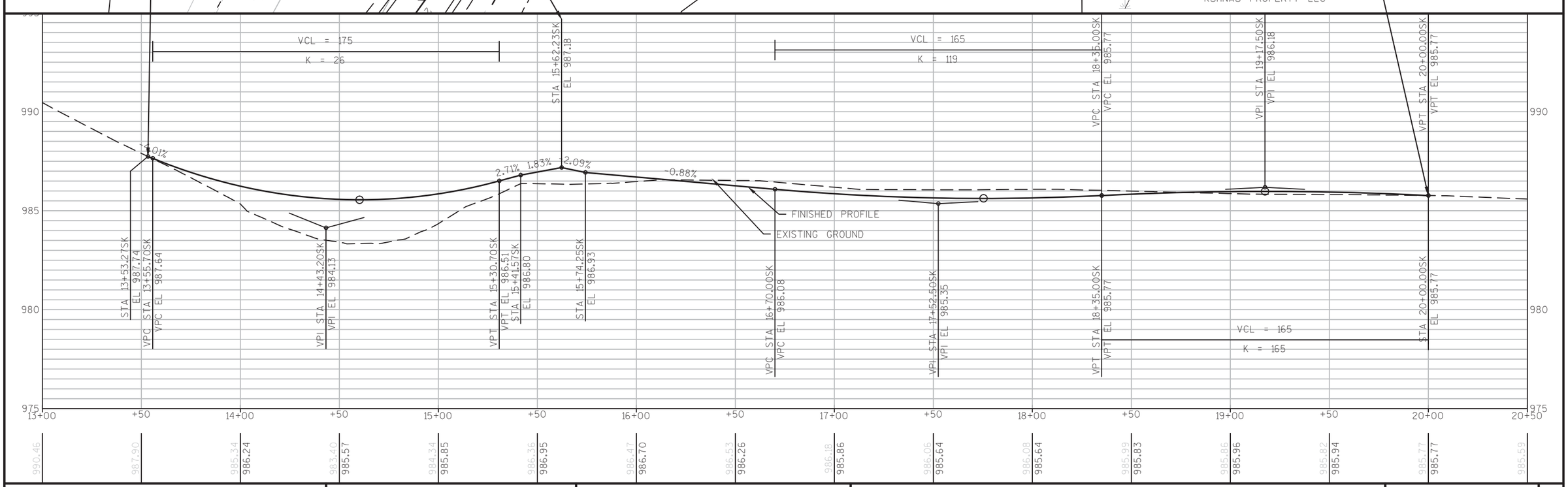
WETLAND BOUNDARY

KUHNAU PROPERTY LLC

STA 20+00SK
END RECONSTRUCTION
PROJECT ID: 1674-01-73
MATCH EXISTING
SAWCUT REQUIRED

5

5



PROJECT NO:1674-01-73	HWY: USH 12	COUNTY: SAUK	PLAN AND PROFILE: SKILLET CREEK ROAD & STH 159	SHEET 290	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\PLAN AND PROFILE\050101-PP.DWG PLOT DATE : 4/21/2017 3:13 PM PLOT BY : KL ENGINEERING PLOT NAME : 159 PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

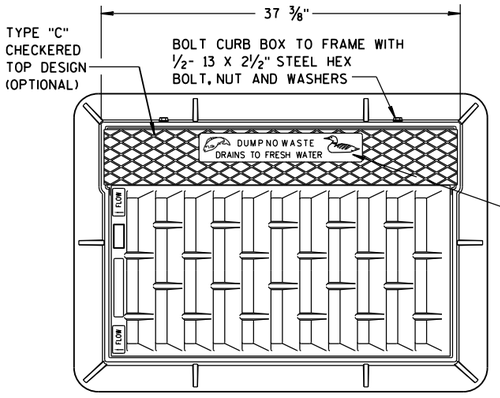
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
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
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C12-08A	CONCRETE BASE TYPE 13
09C12-08B	CONCRETE BASE TYPE 13
09E01-14C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-08D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09E12-01B	OVER HEIGHT TYPE 10 POLE 15'-30' MONOTUBE ARM
09E12-01E	GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-14A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-14B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-14C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
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)
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B28-03	GUARDRAIL MOW STRIP
14B42-04A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
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)

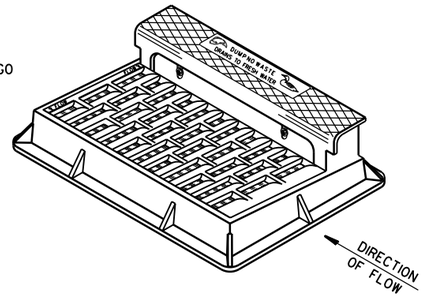
6

Standard Detail Drawing List

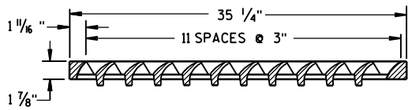
14B45-04G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
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
15C06-08	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-13A	PAVEMENT MARKING SYMBOLS
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C07-13E	PAVEMENT MARKING FOR BIKE LANES
15C08-17A	LONGITUDINAL MARKING (MAINLINE)
15C08-17B	PAVEMENT MARKING (TURN LANES)
15C08-17C	PAVEMENT MARKING (ISLANDS)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C12-05	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-03	MEDIAN ISLAND MARKING
15C19-04C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C20-02	YIELD MARKING
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
16A01-06	LANDMARK REFERENCE MONUMENTS AND COVERS

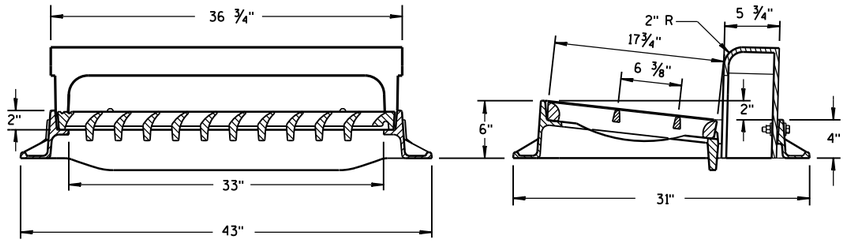


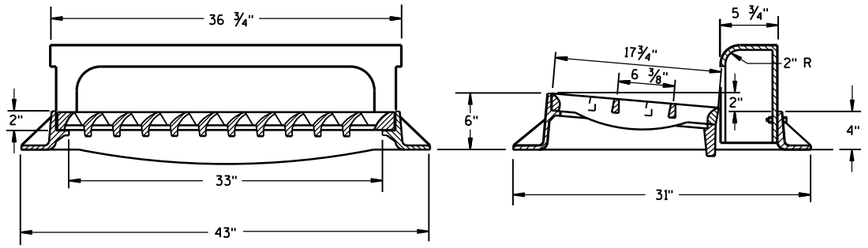
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

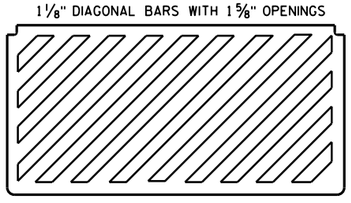






TYPE "H"

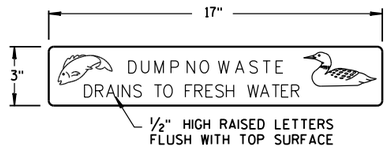
NOTE: EITHER CASTING IS ACCEPTABLE



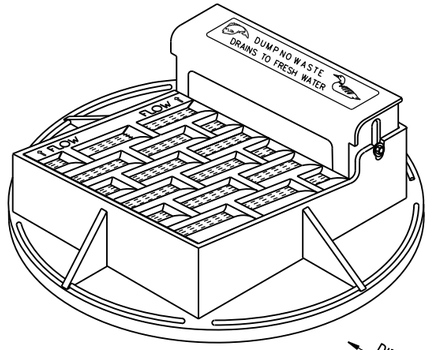
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

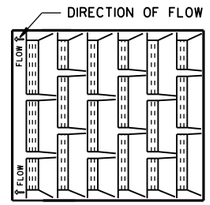
NOTE:
GRATE IS REVERSIBLE.

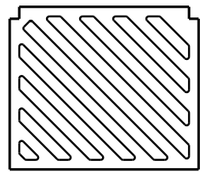
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

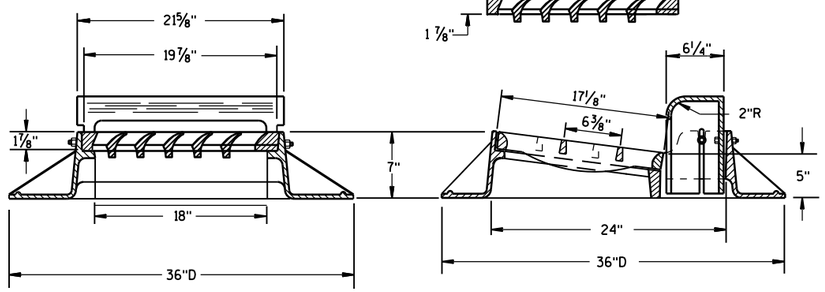




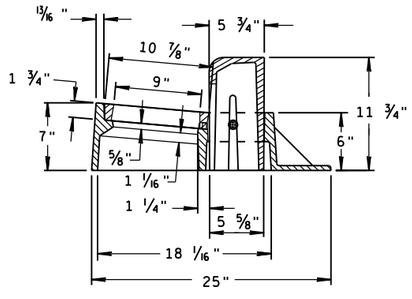
SPECIAL GRATE FOR TYPE "A" COVER

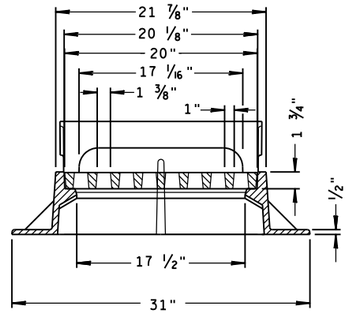
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

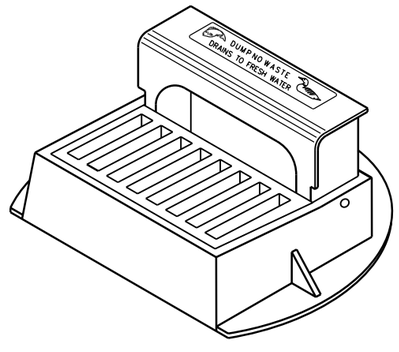


TYPE "A"





TYPE "Z"



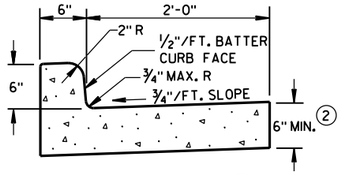
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

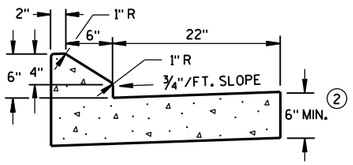
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

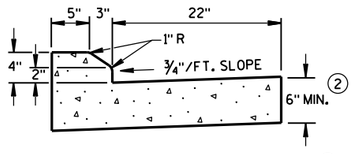
S.D.D. 8 A 5-19a



TYPES A & D ①

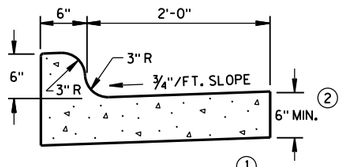


6" SLOPED CURB TYPES G & J ①

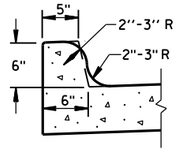


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

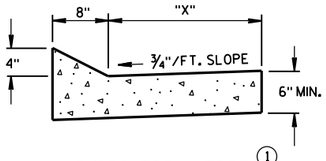


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

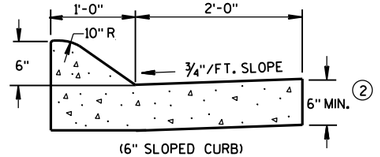
CONCRETE CURB & GUTTER 30"



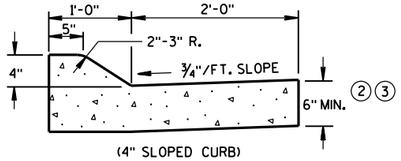
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

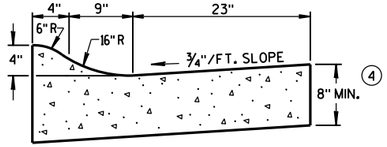


(6" SLOPED CURB)



(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.

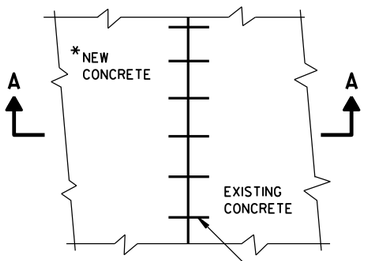
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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.

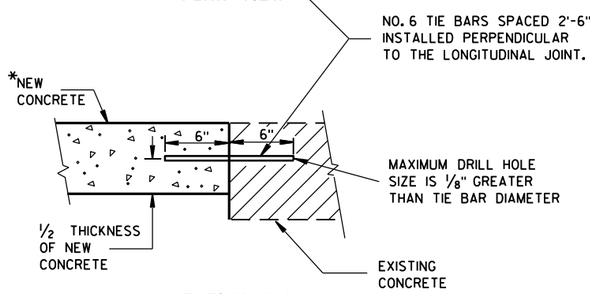
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



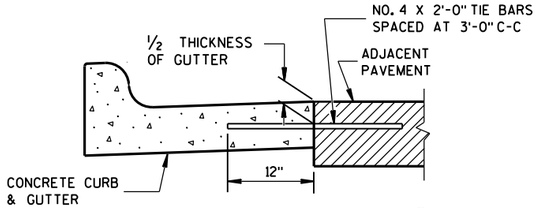
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

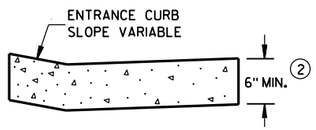


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

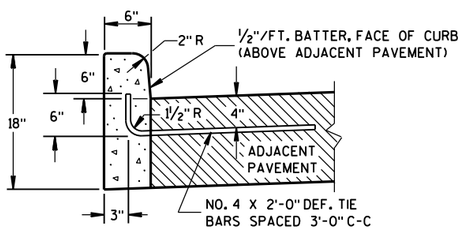


TYPICAL TIE BAR LOCATION ①

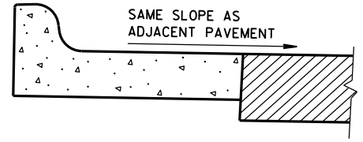


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

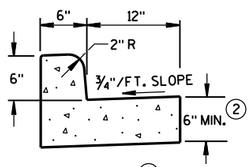


① TYPES A & D



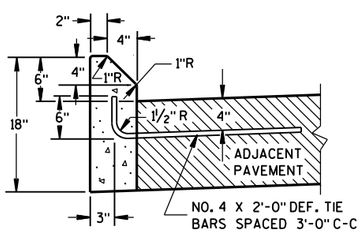
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



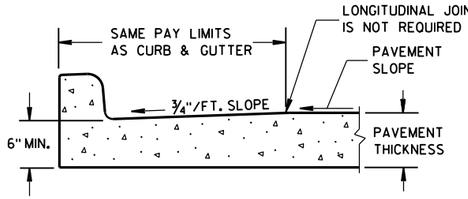
① TYPES A & D

CONCRETE CURB & GUTTER 18"

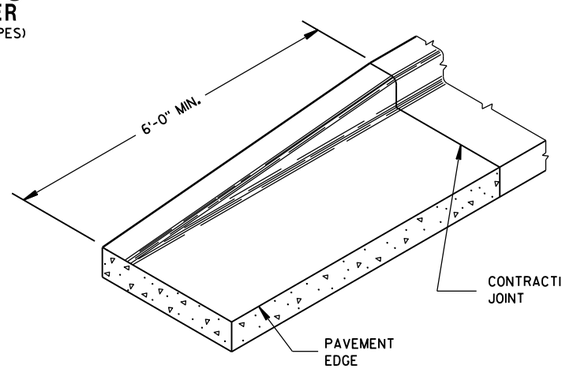


① TYPES G & J

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

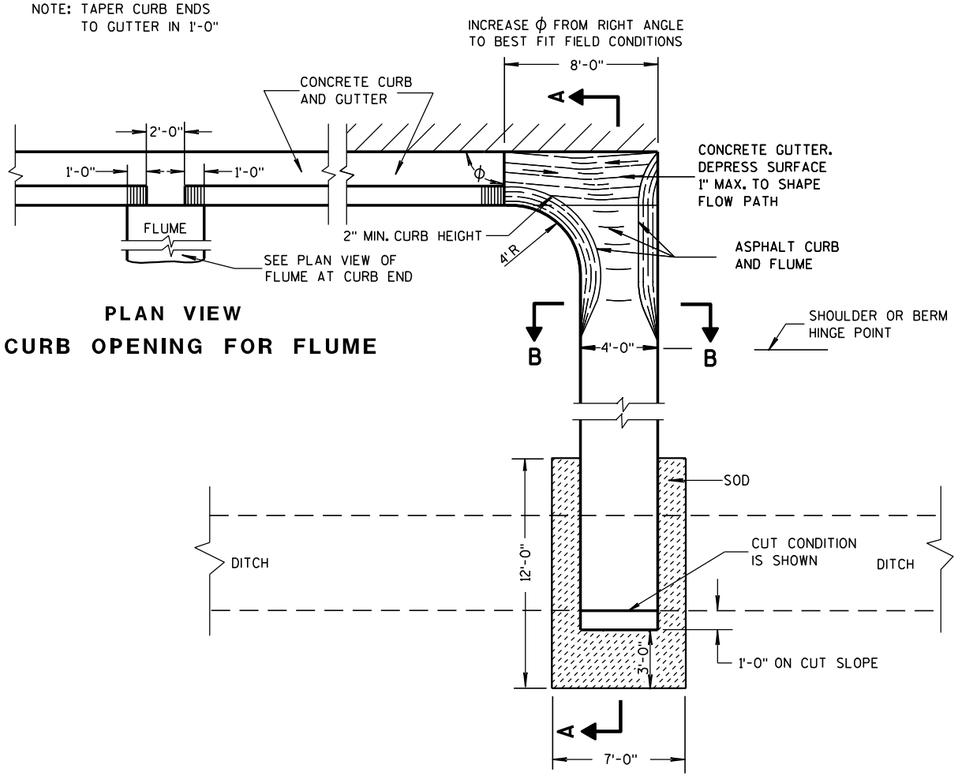
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

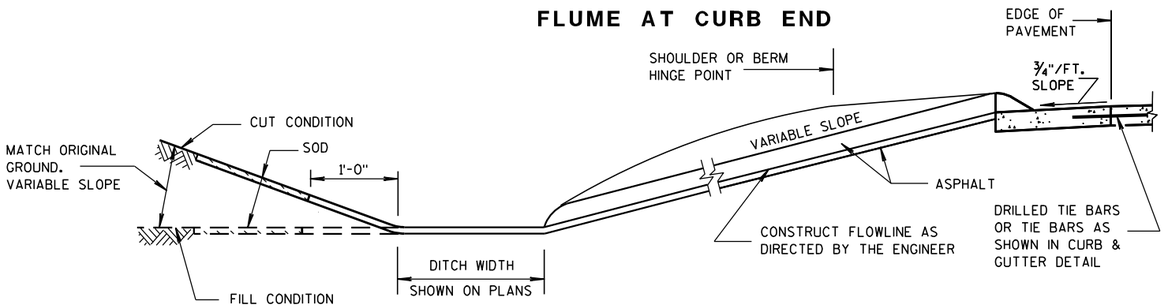
S.D.D. 8 D 1-19

ASPHALTIC FLUME

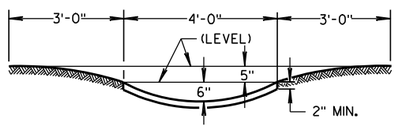


PLAN VIEW
CURB OPENING FOR FLUME

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.

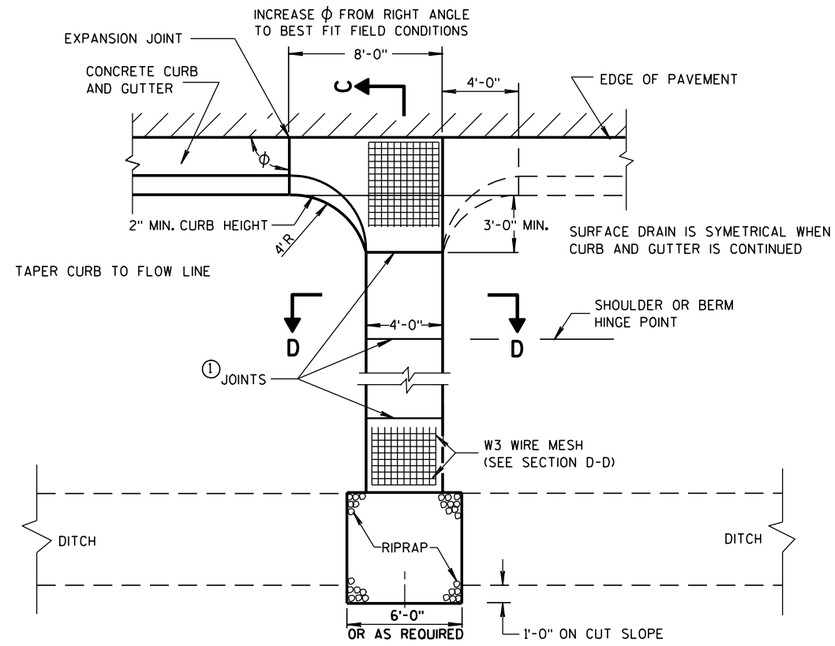
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

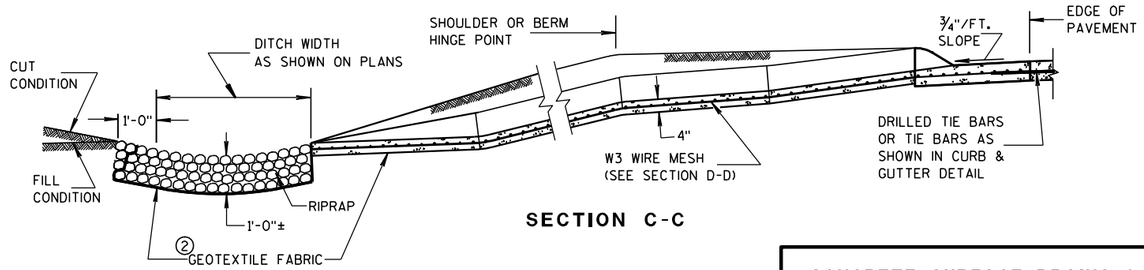
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

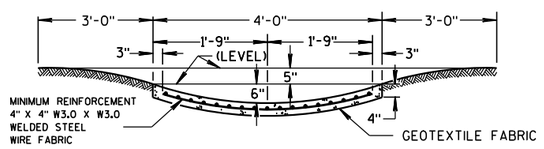
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C

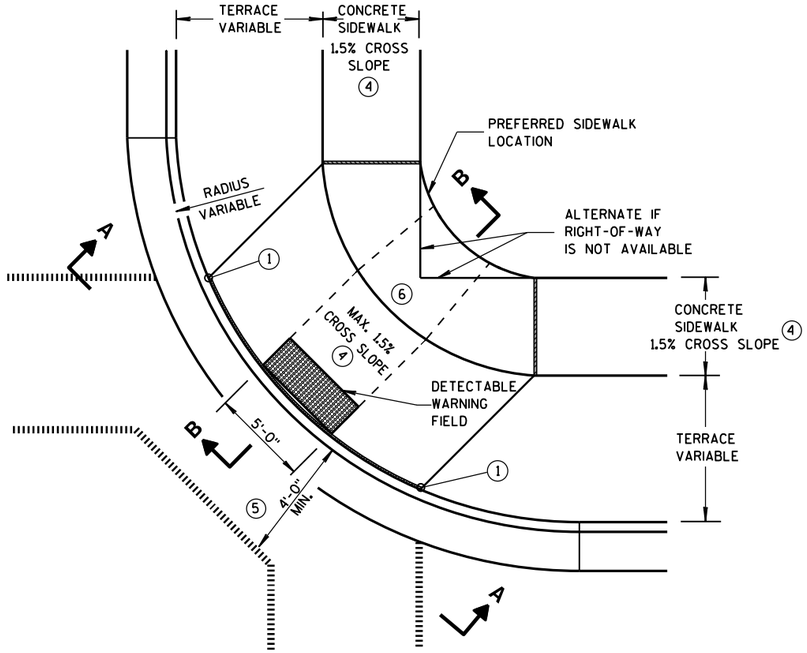


SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

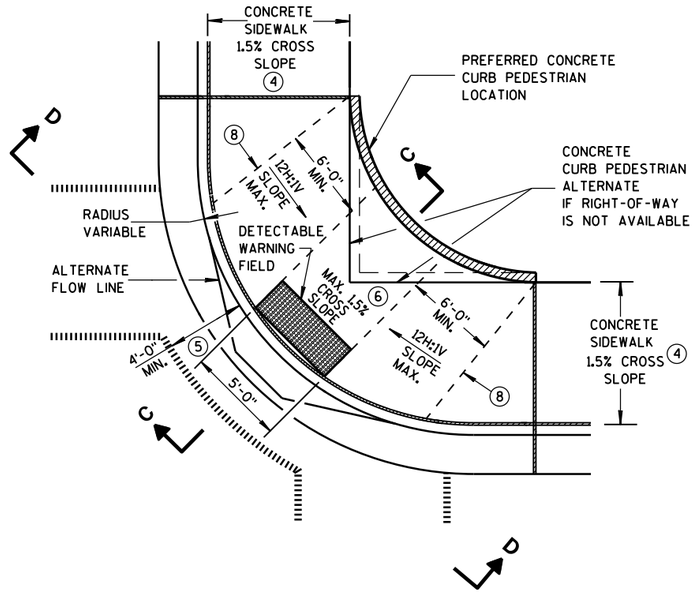
APPROVED
9-4-08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
295
MENT
FHWA



PLAN VIEW

TYPE 1 RAMP

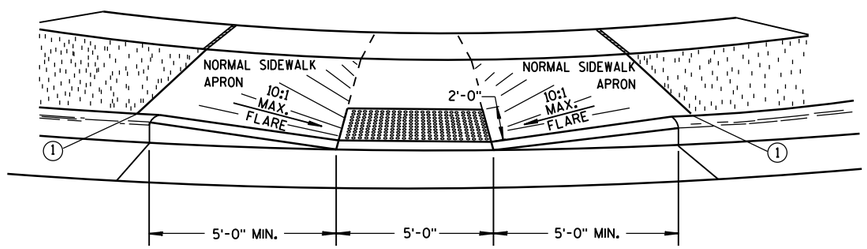
(CENTER OF CORNER RADIUS)



PLAN VIEW

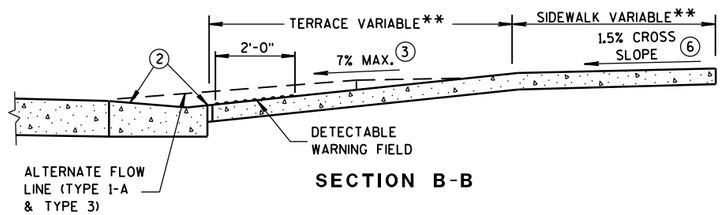
TYPE 1-A RAMP

(NO TERRACE)

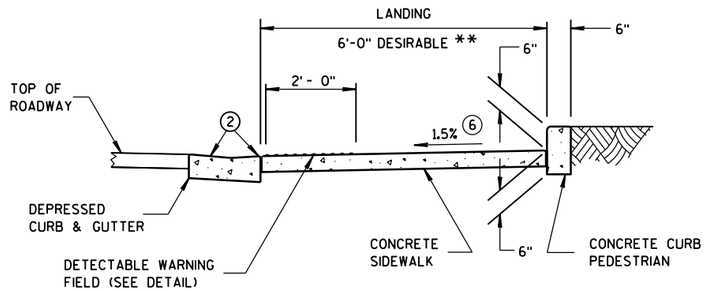


VIEW A-A

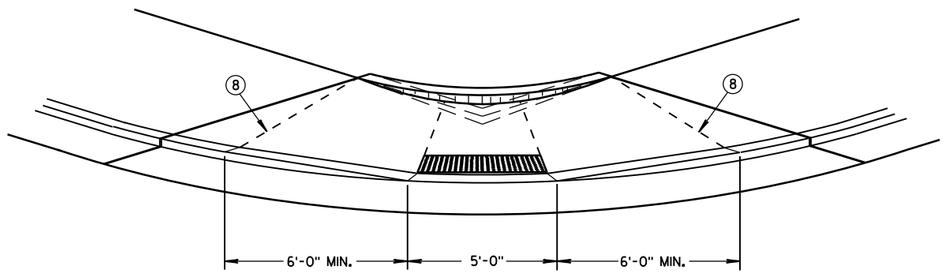
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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

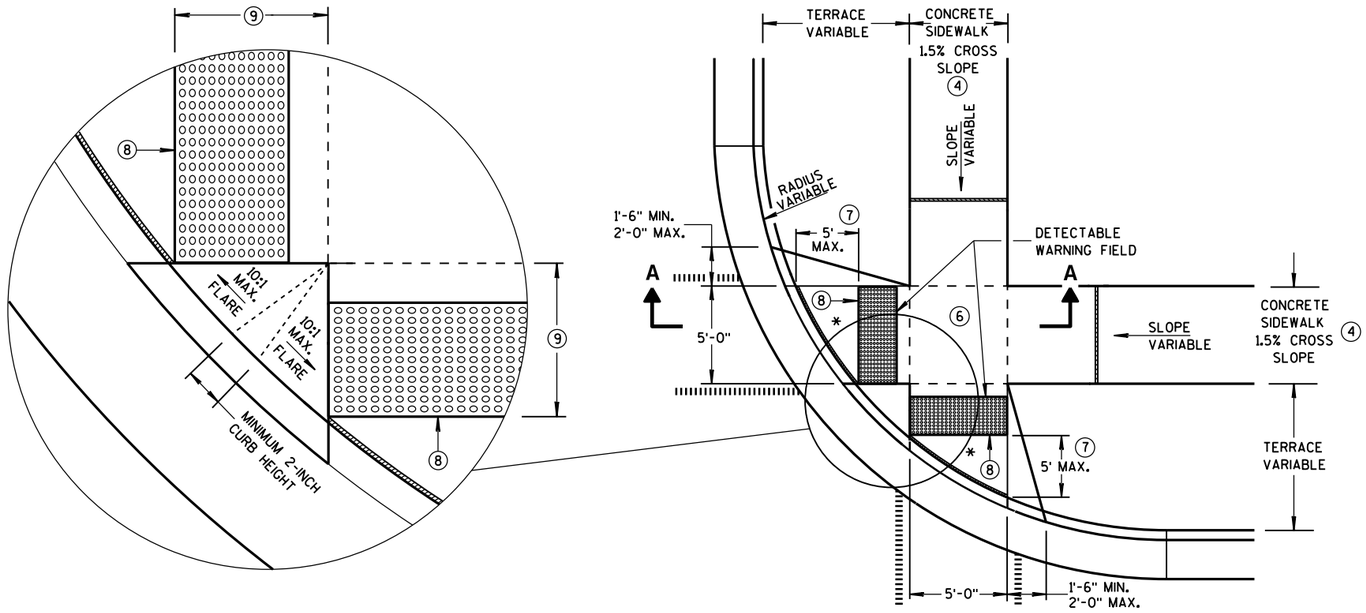
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-18a

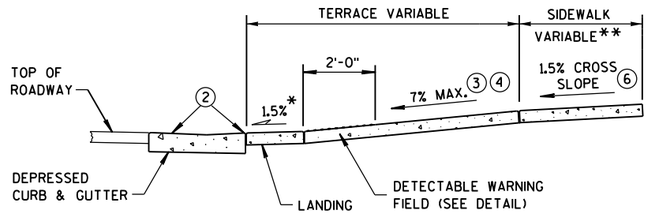


PLAN VIEW

TYPE 2 RAMP

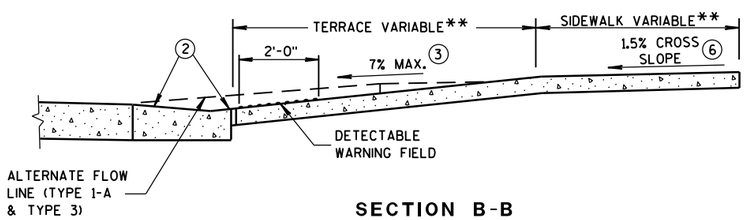
(ON LINE WITH SIDEWALK)

* 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.

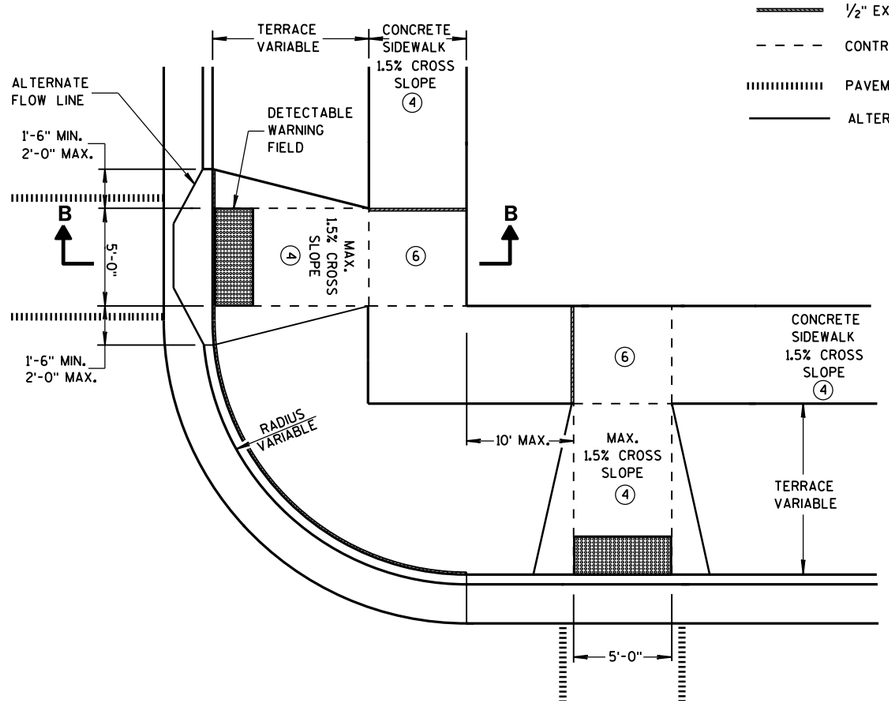
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION 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

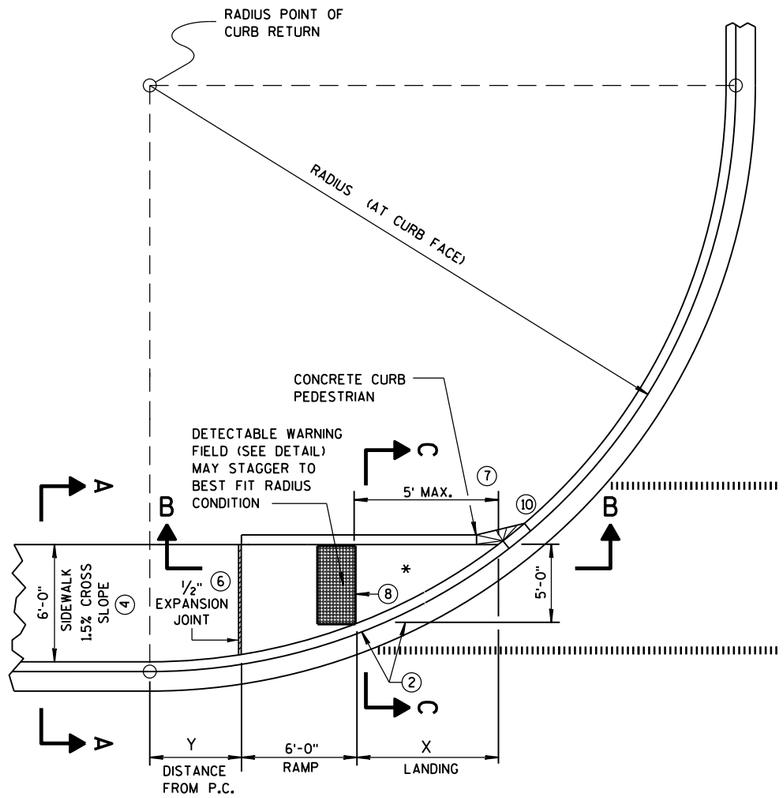
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 8 D 5-18b

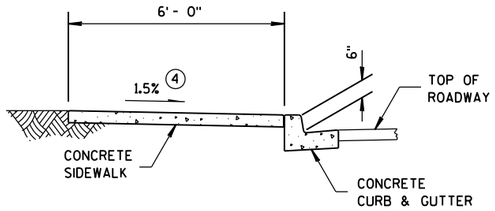


CURB RAMP TYPE 4A

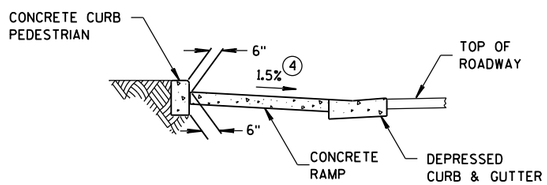
PLAN VIEW

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"

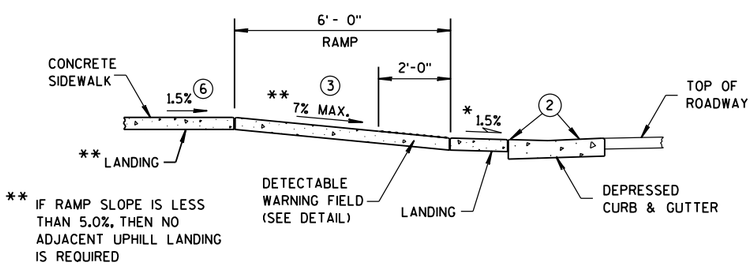
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A



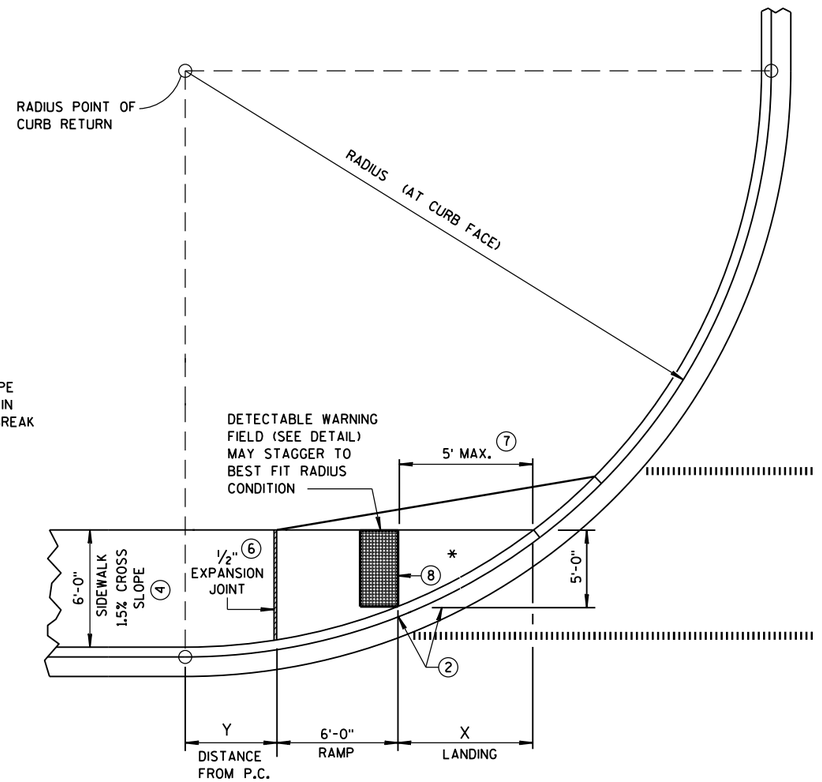
SECTION C-C FOR TYPE 4A



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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.

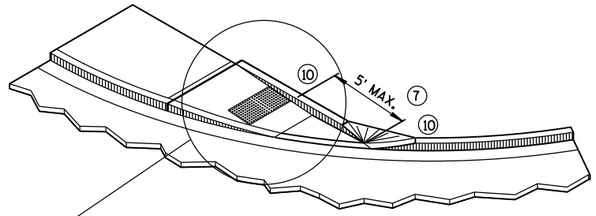
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

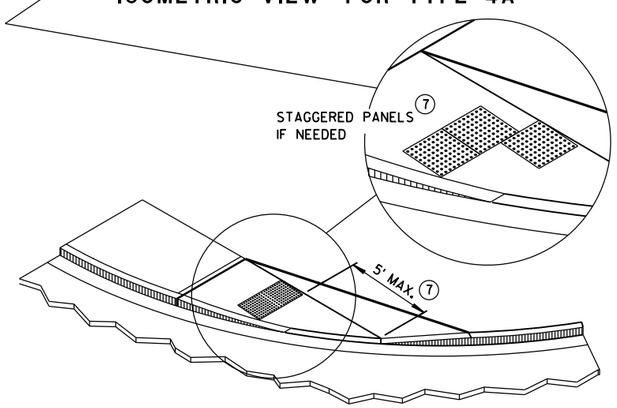
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION 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



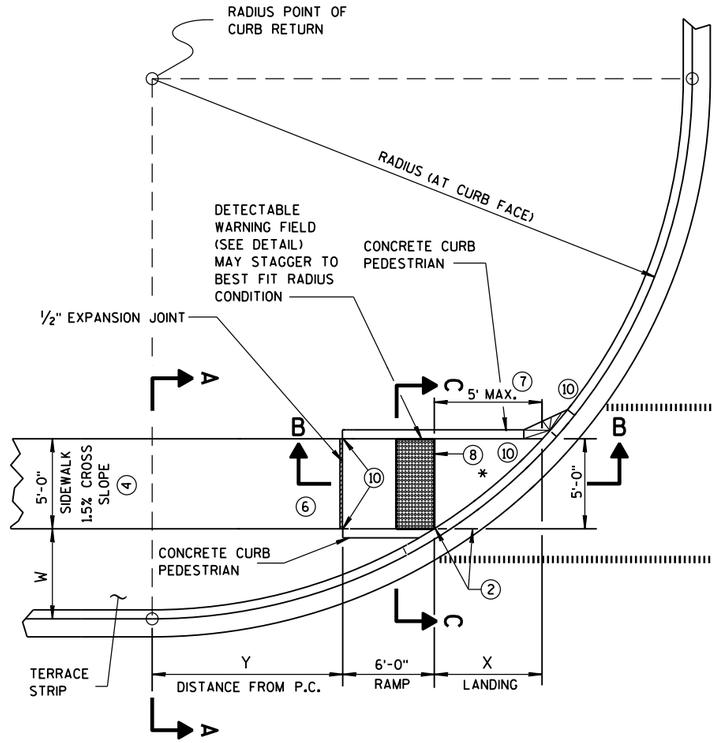
ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

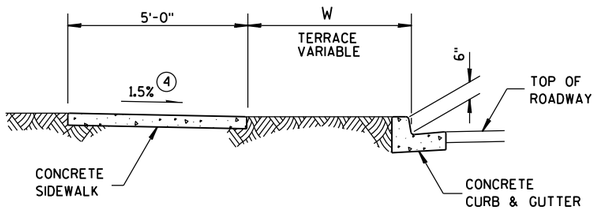
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

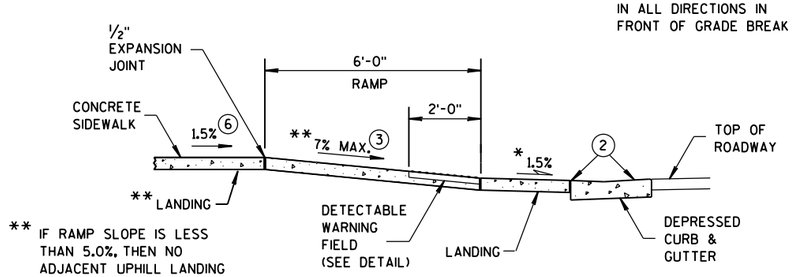
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



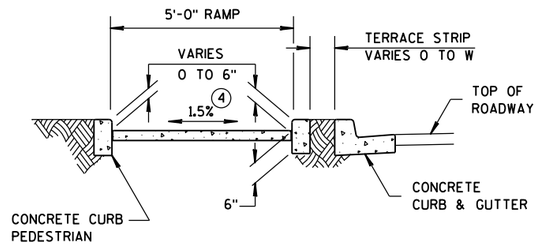
SECTION B-B FOR TYPE 4B

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.

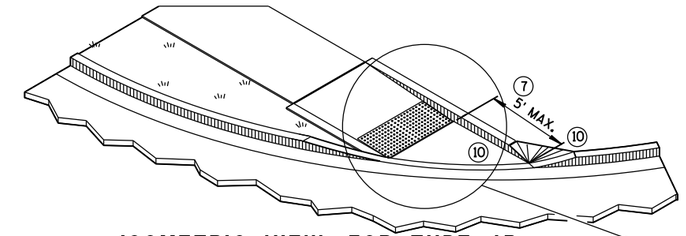
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

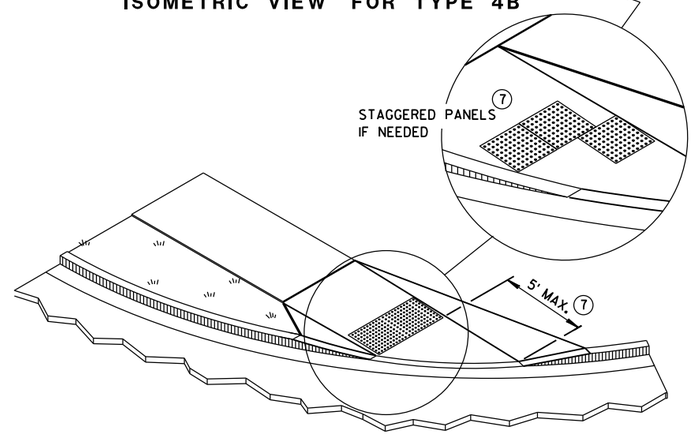
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

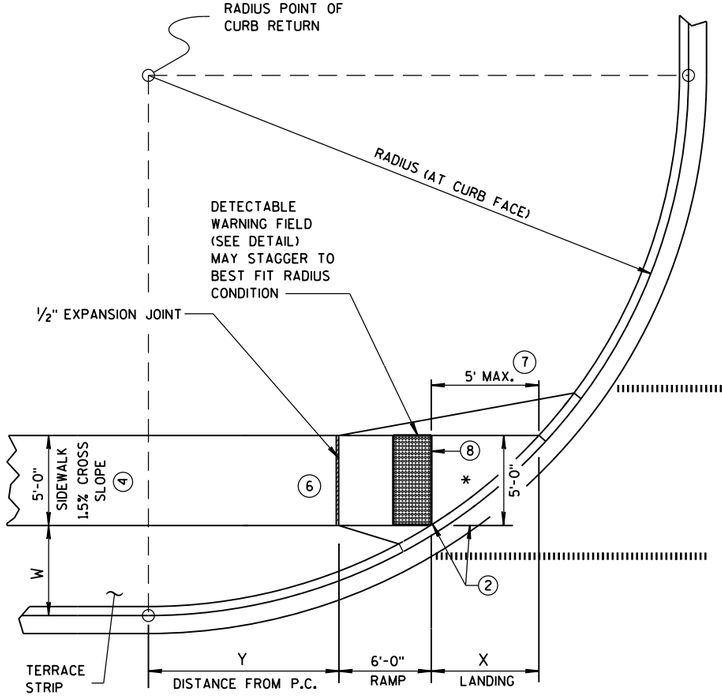
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS TYPE 4B AND 4B1

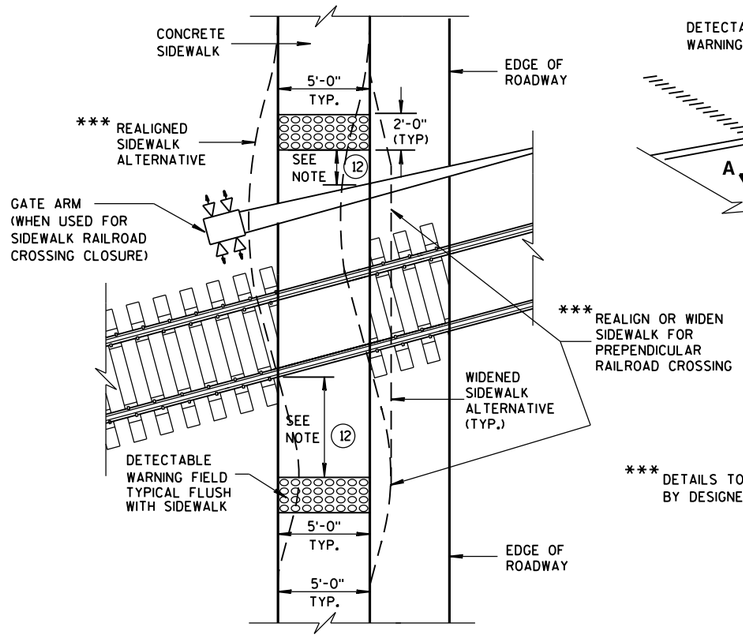
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 8 D 5-18d

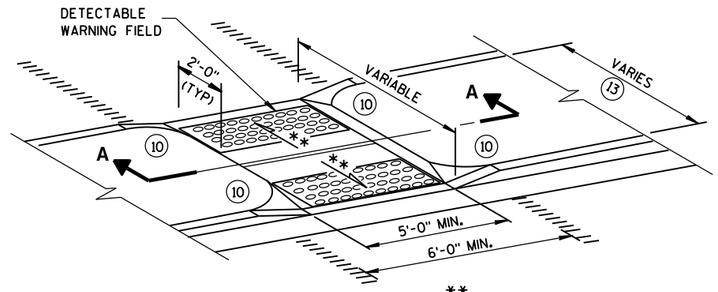
6

S.D.D. 8 D 5-18d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE 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.

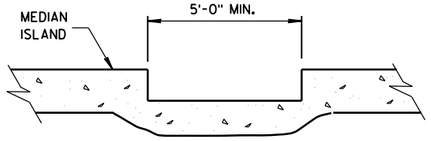
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(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.

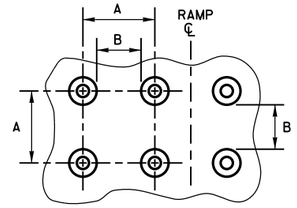
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



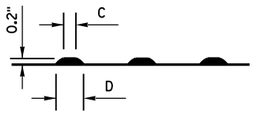
SECTION A-A

	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.

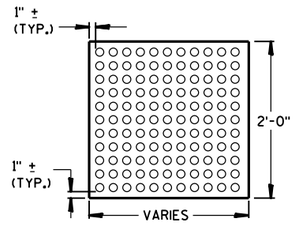


PLAN VIEW

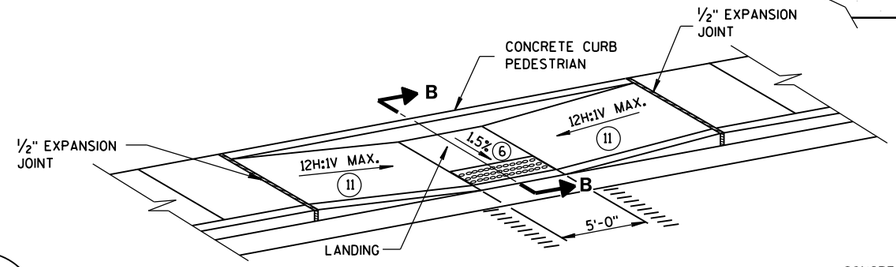


ELEVATION VIEW

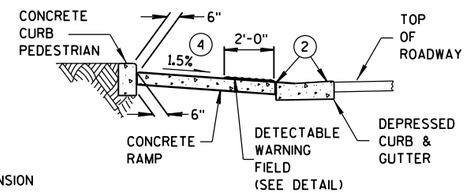
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

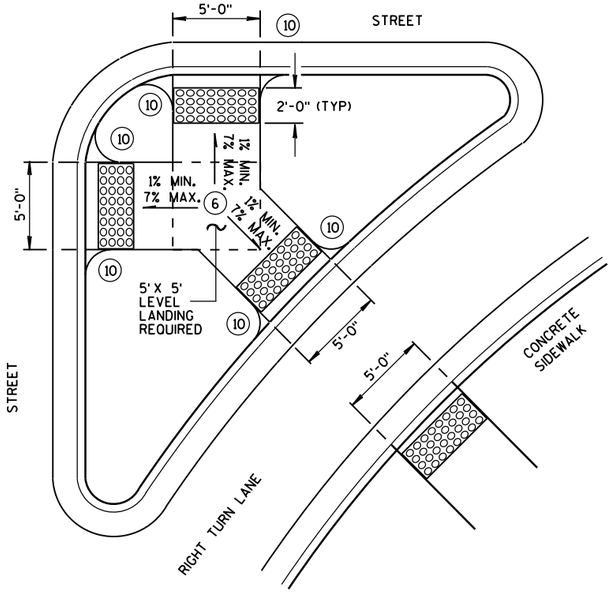


MID-BLOCK CROSSING
TYPE 7A

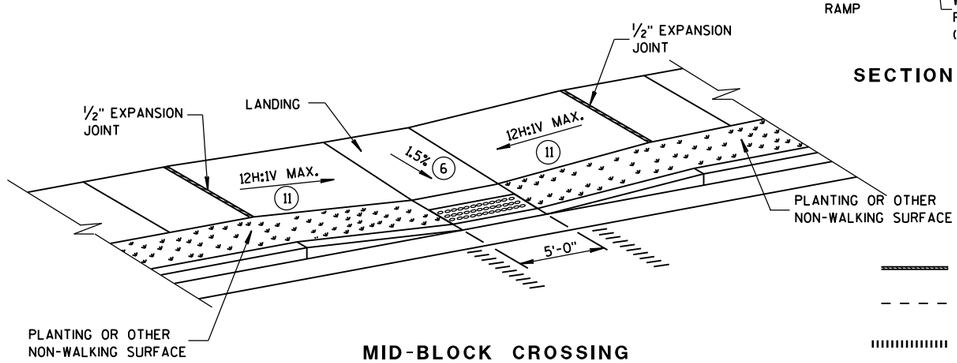


SECTION B-B

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

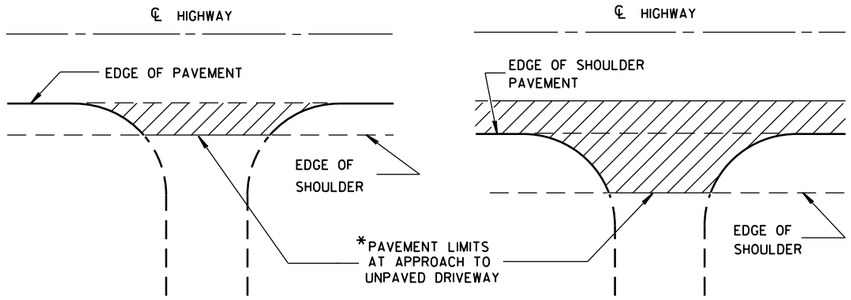
APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
300
ENT
FHWA

6

S.D.D. 8 D 5-18e

6

S.D.D. 8 D 5-18e



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

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

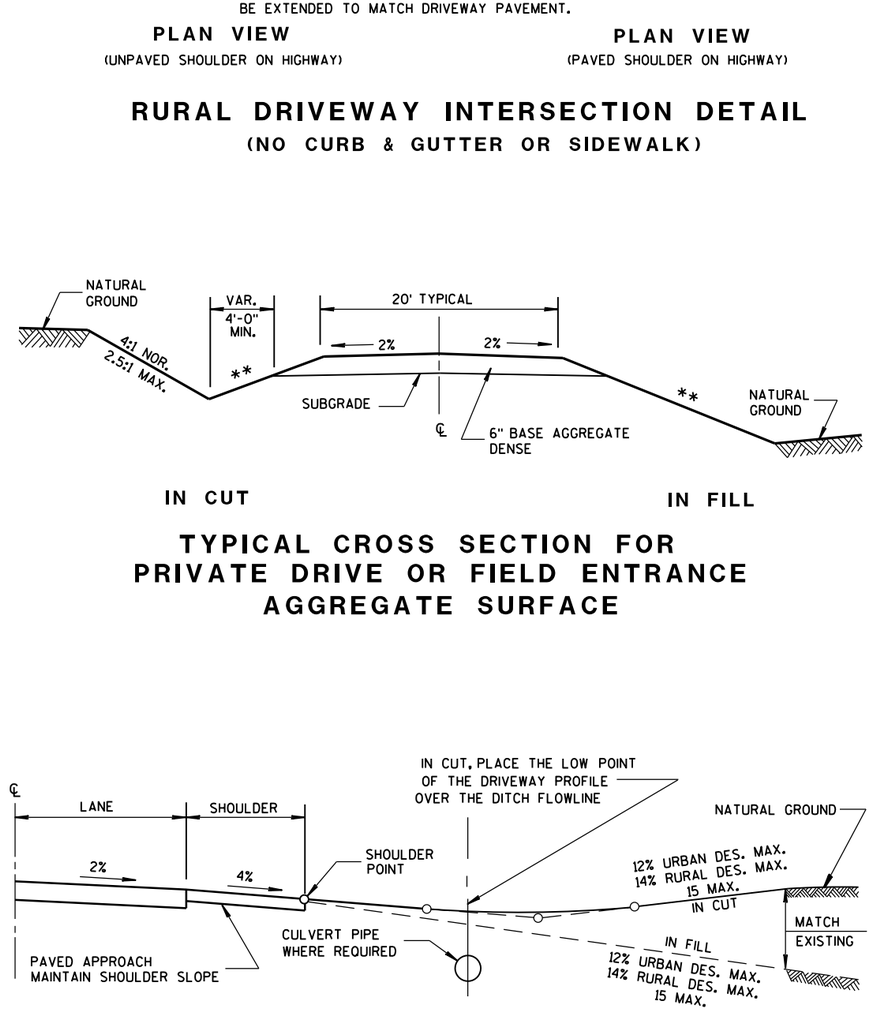
RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB & GUTTER OR SIDEWALK)

IN CUT **IN FILL**

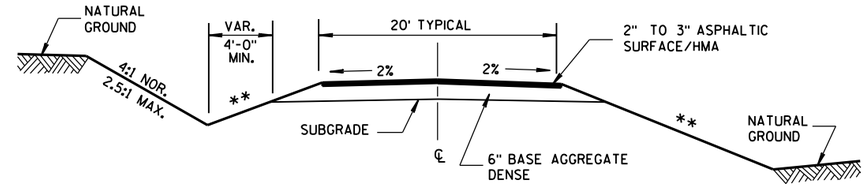
TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-2.6.2.

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥35 TO <60	6:1
≥60	10:1



TYPICAL DRIVEWAY PROFILES



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

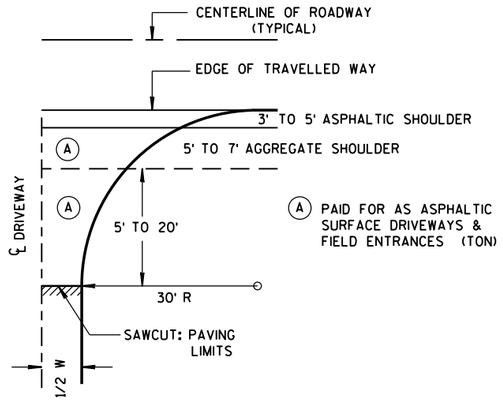
APPROVED
December, 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS UNIT SUPERV
FHWA

6

S.D.D. 8 D 21-1

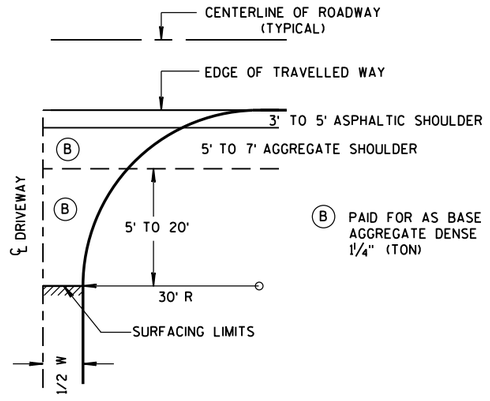
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S.D.D. 8 D 21-1



PLAN VIEW
HALF SECTION

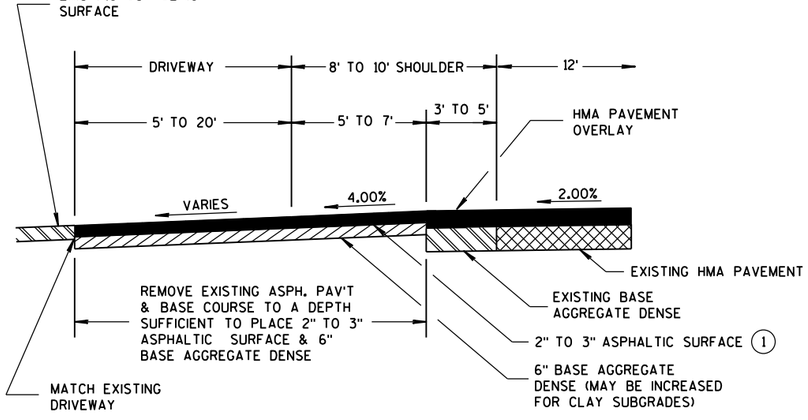
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

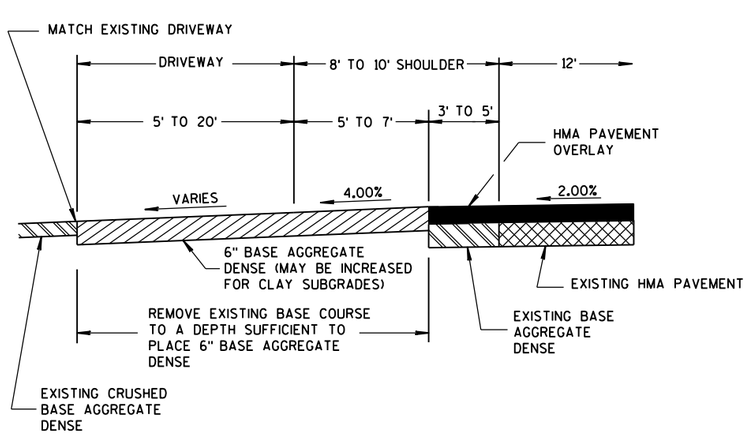
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

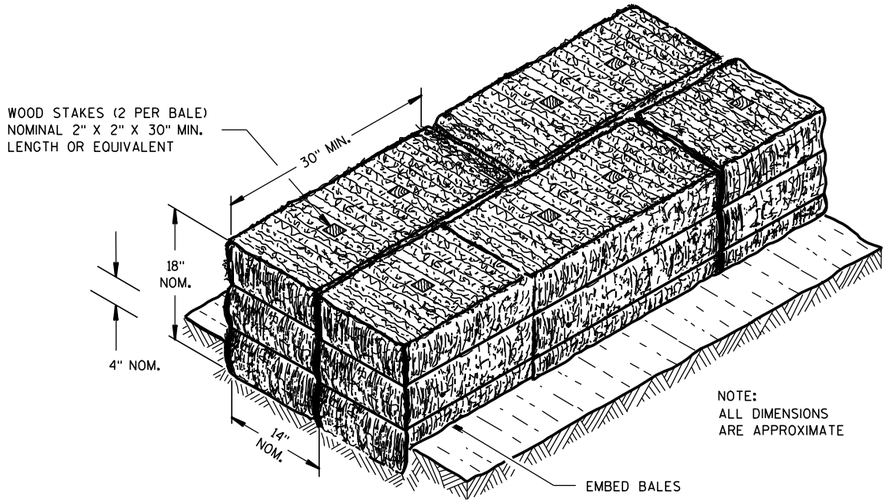
DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

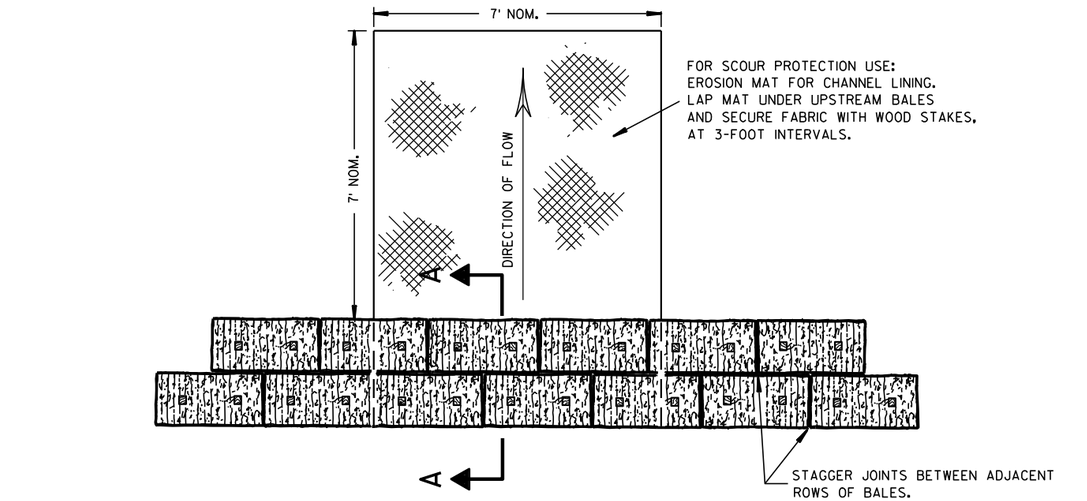
APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

6

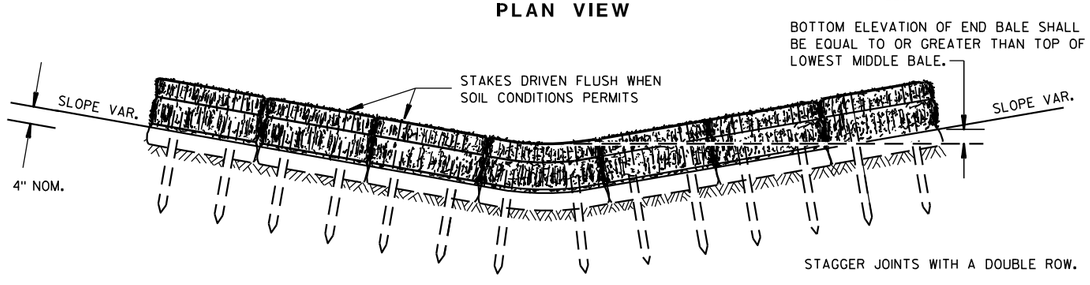
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



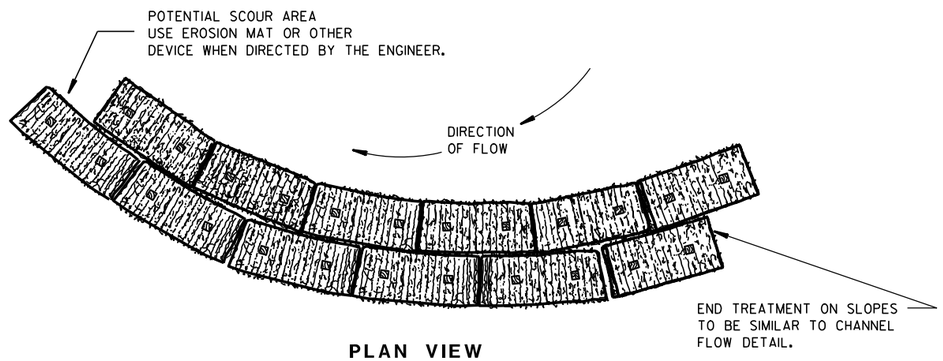
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

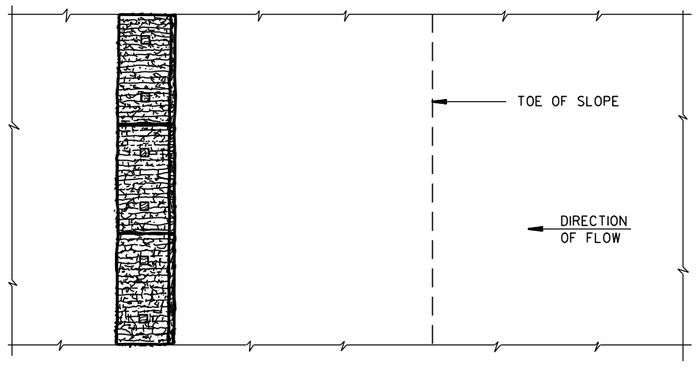
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

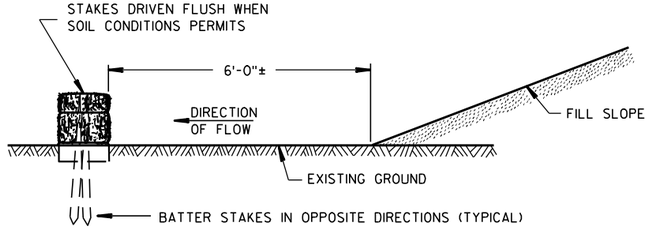


PLAN VIEW

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

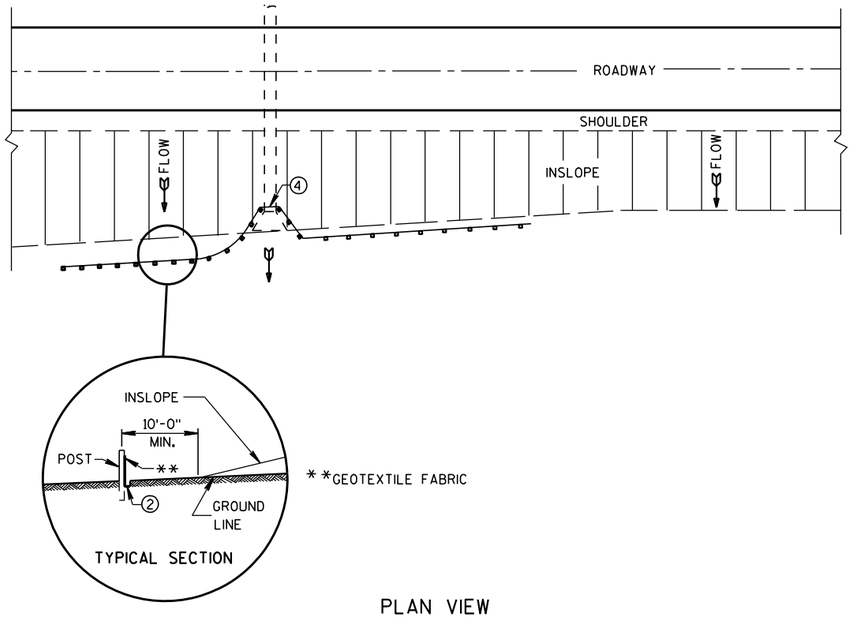
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

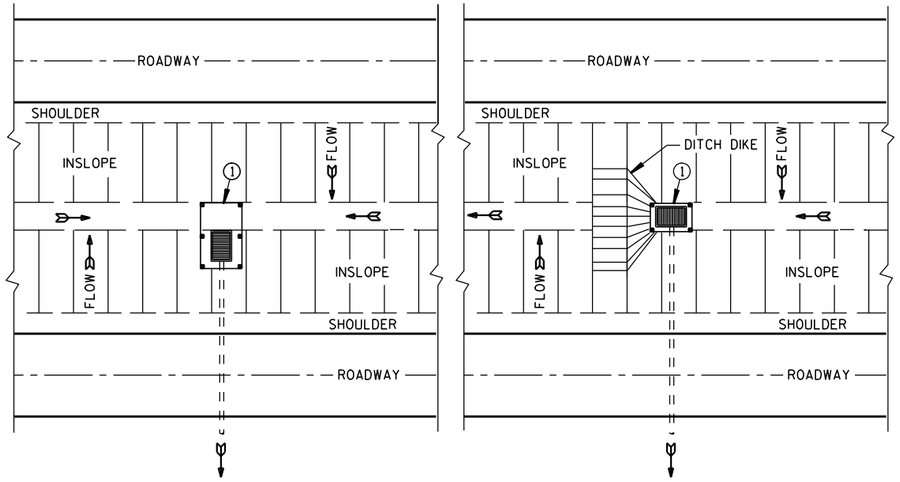
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



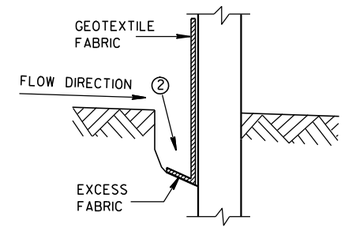
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

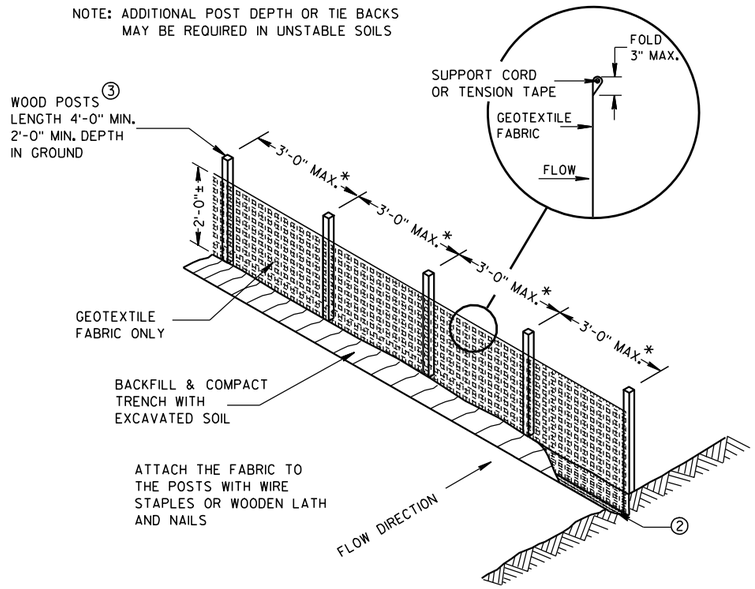
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

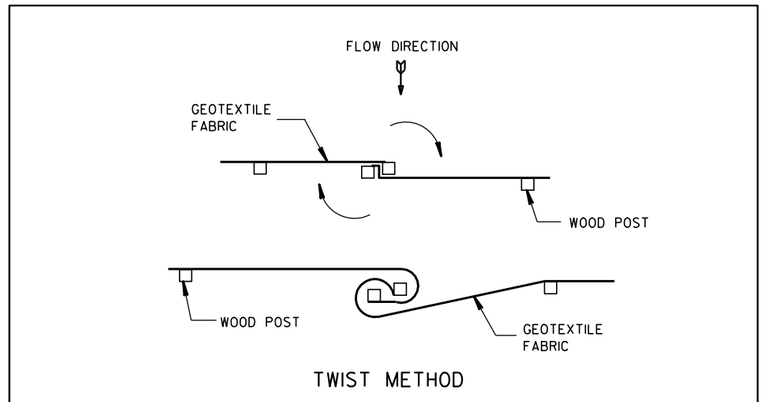
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



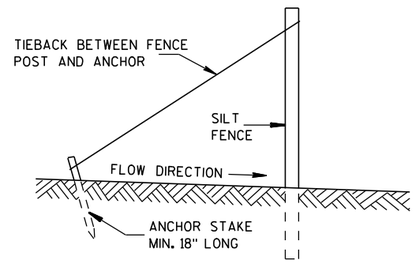
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

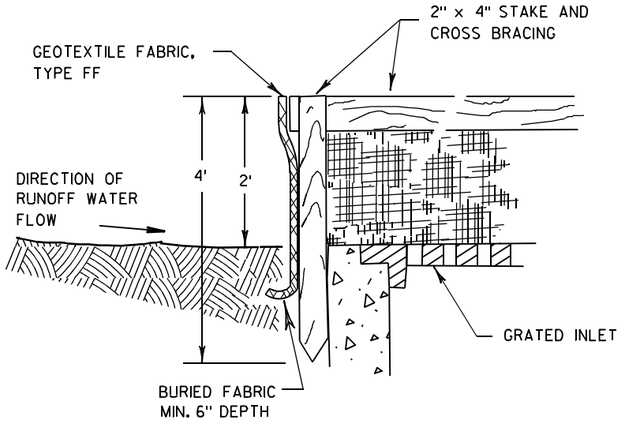
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

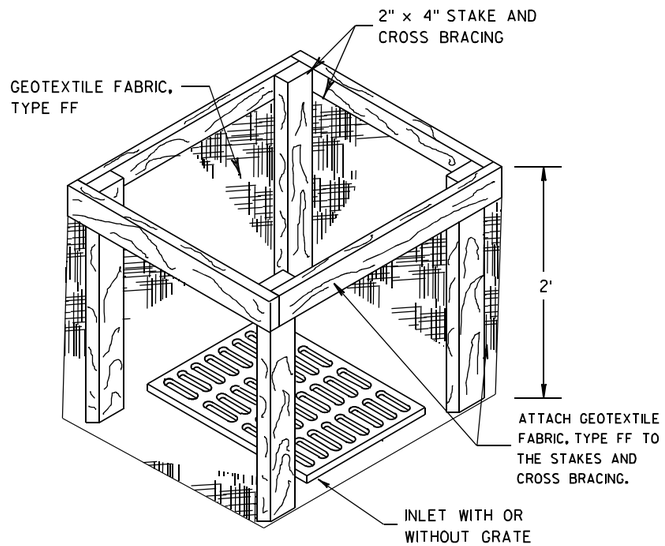
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S.D.D. 8 E 9-6

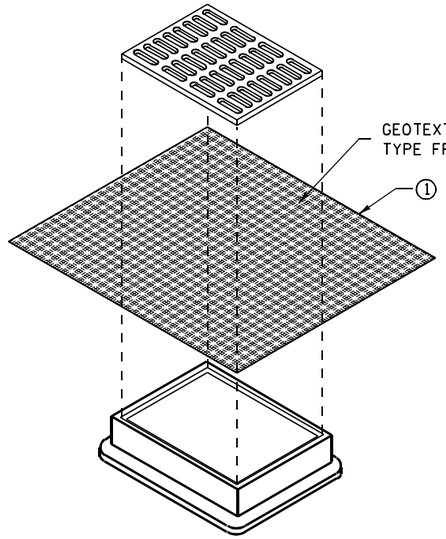
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S.D.D. 8 E 9-6



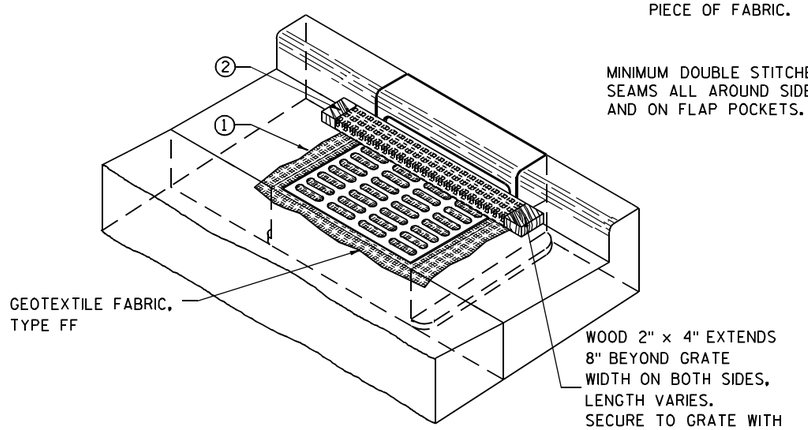


INLET PROTECTION, TYPE A

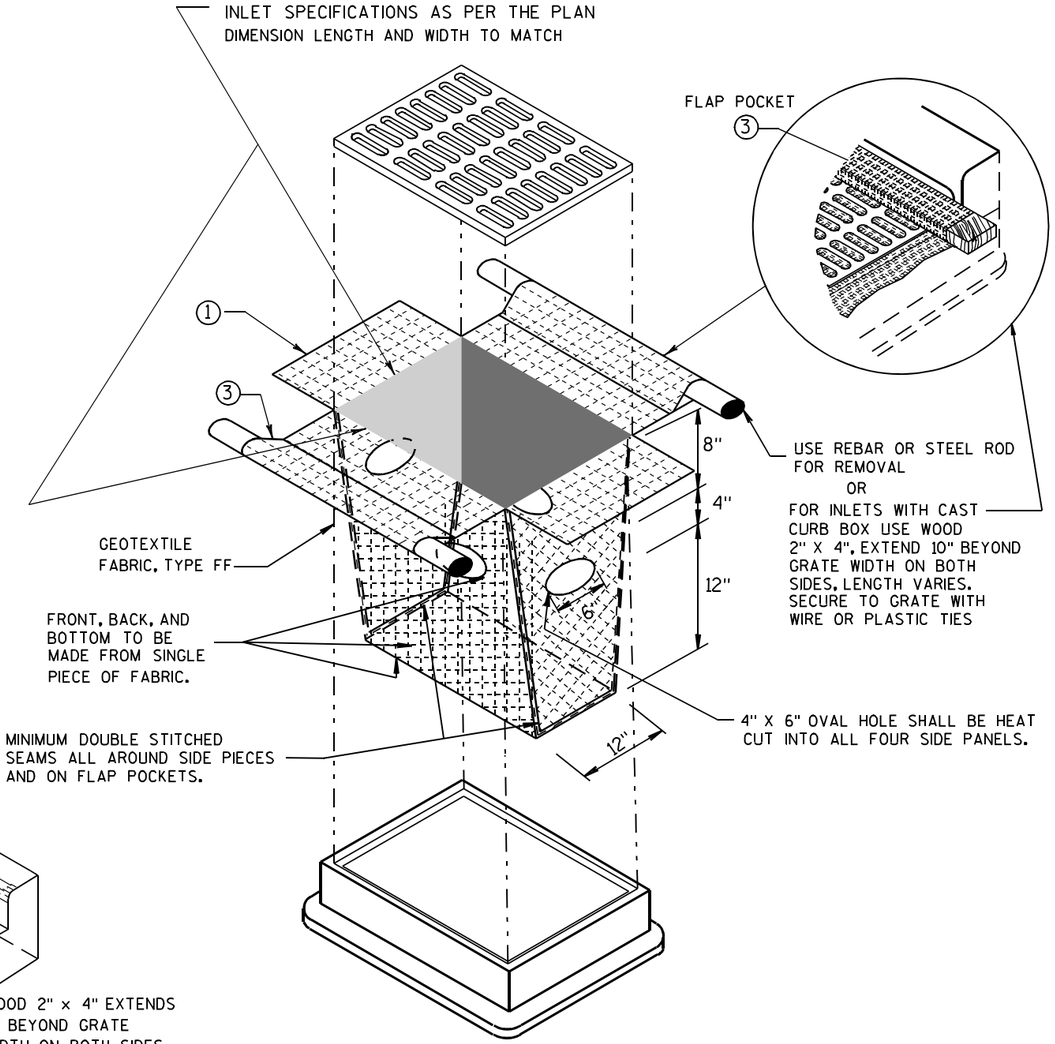


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

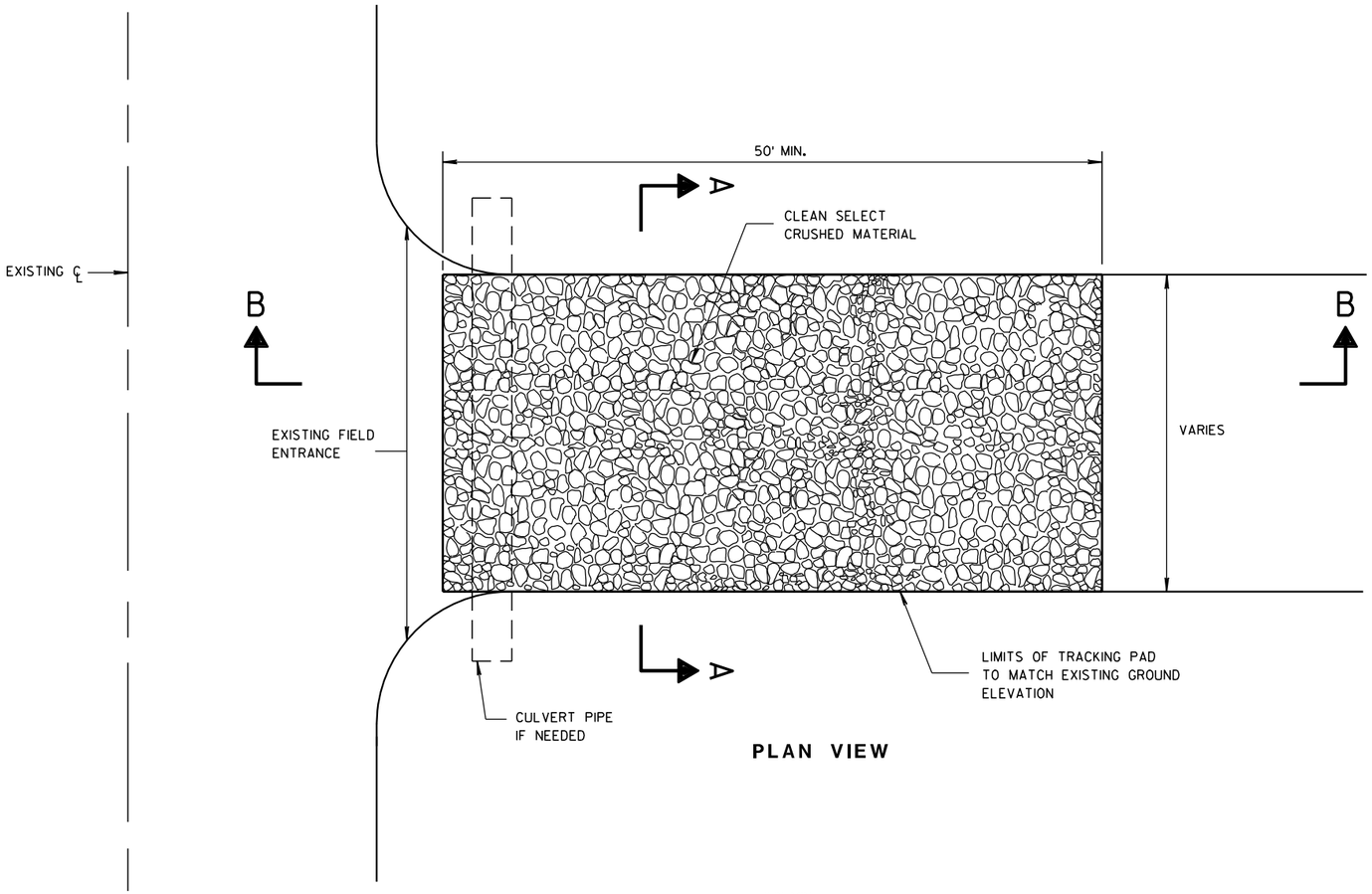
FHWA

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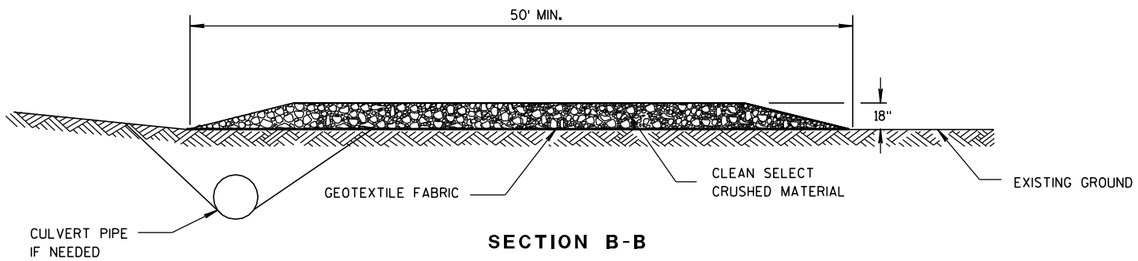
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

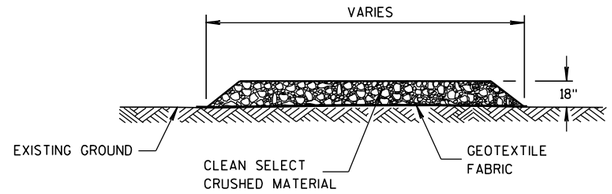
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011 — DATE

/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER

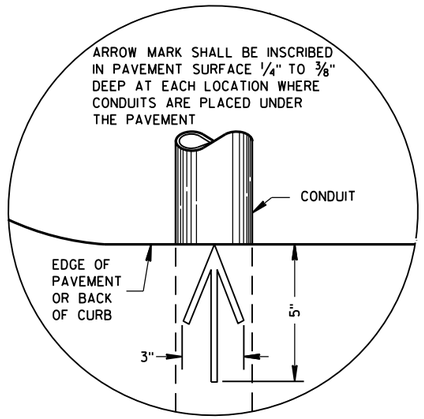
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FHWA

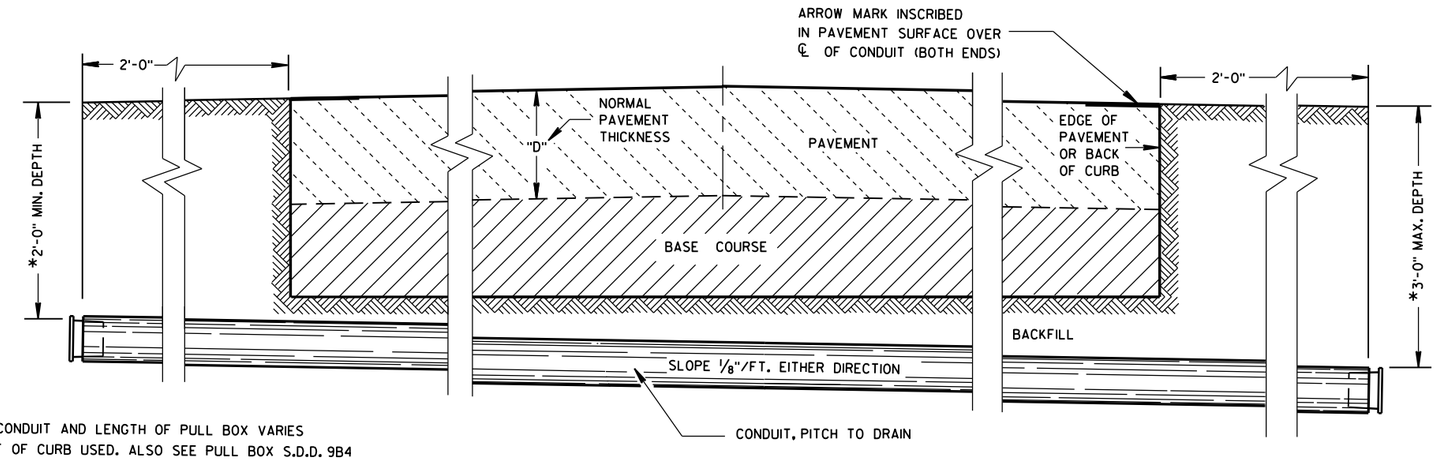
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S.D.D. 8 E 14-1



PLAN VIEW

ARROW MARK



*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

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.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 307
FHWA

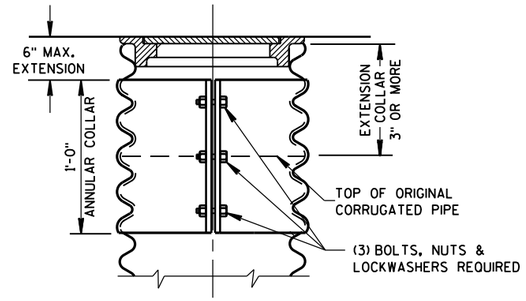
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S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

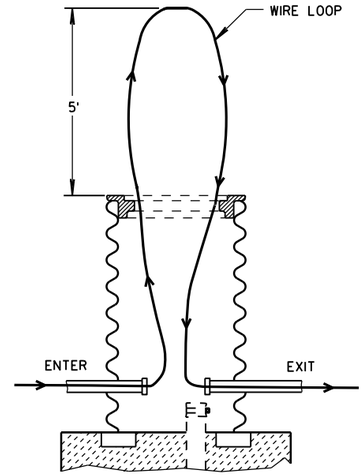
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

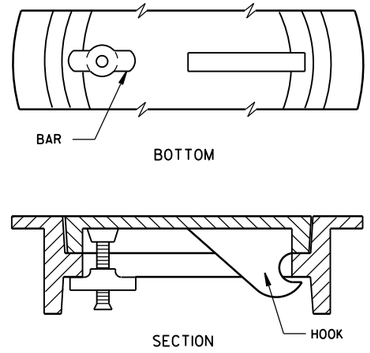
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

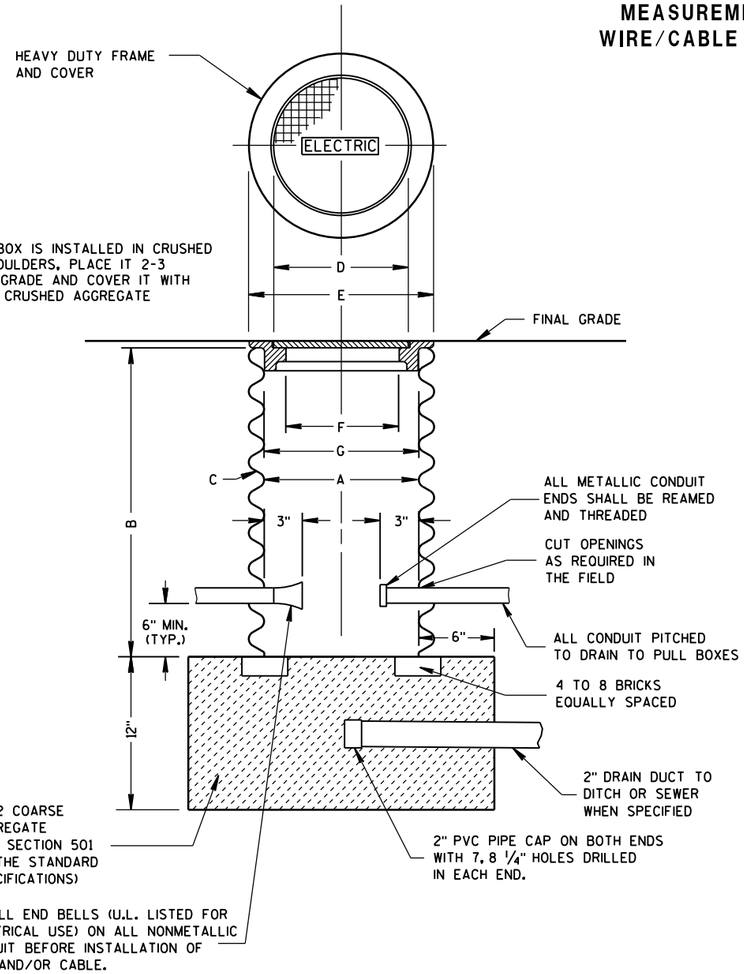


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



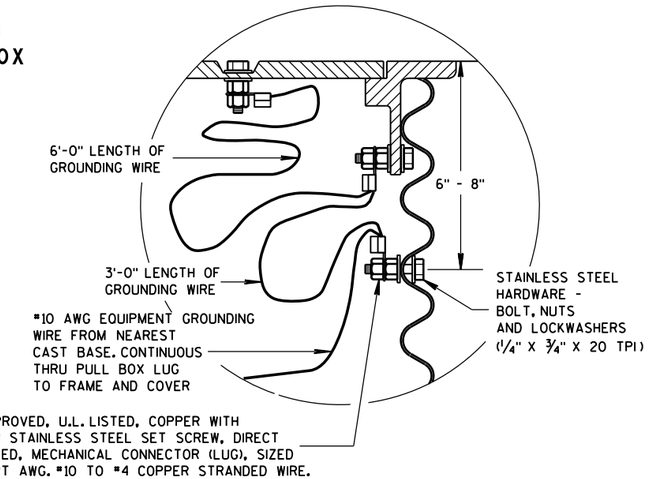
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

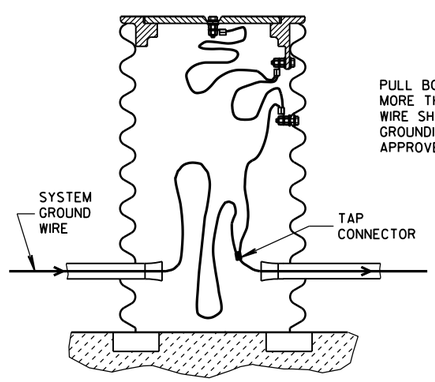


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

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.

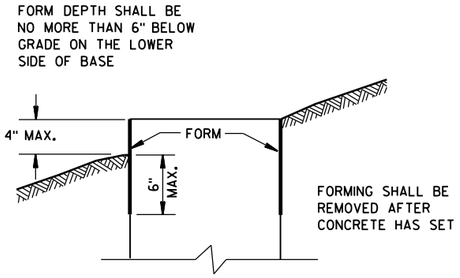
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

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.

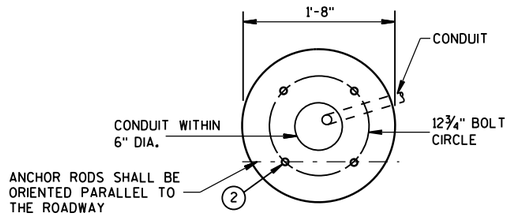
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

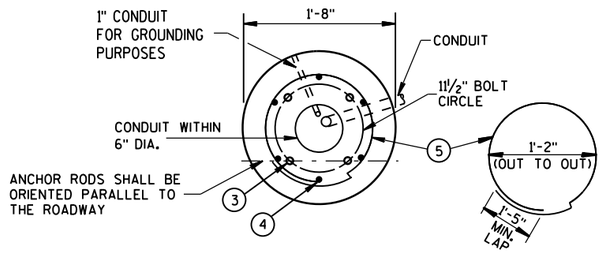
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

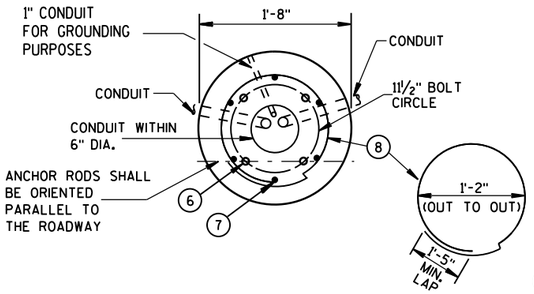
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

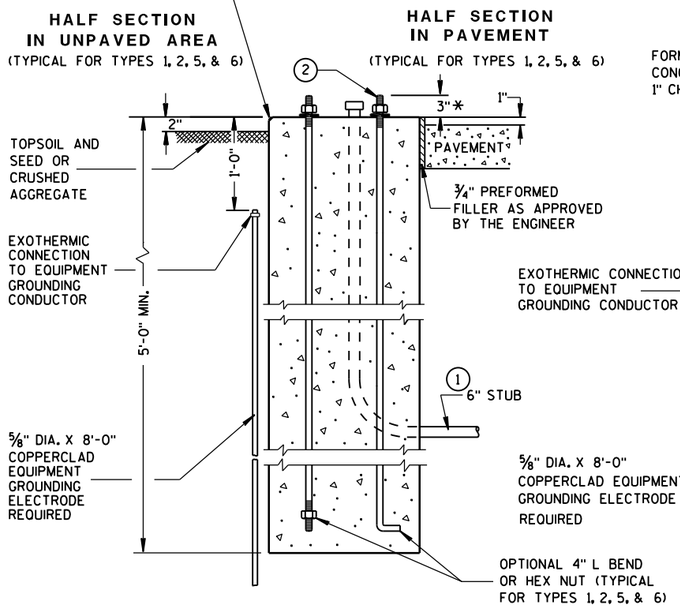






HALF SECTION IN UNPAVED AREA

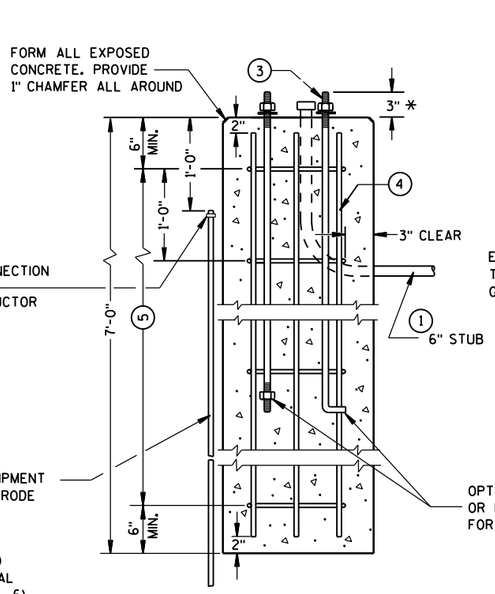
(TYPICAL FOR TYPES 1, 2, 5, & 6)



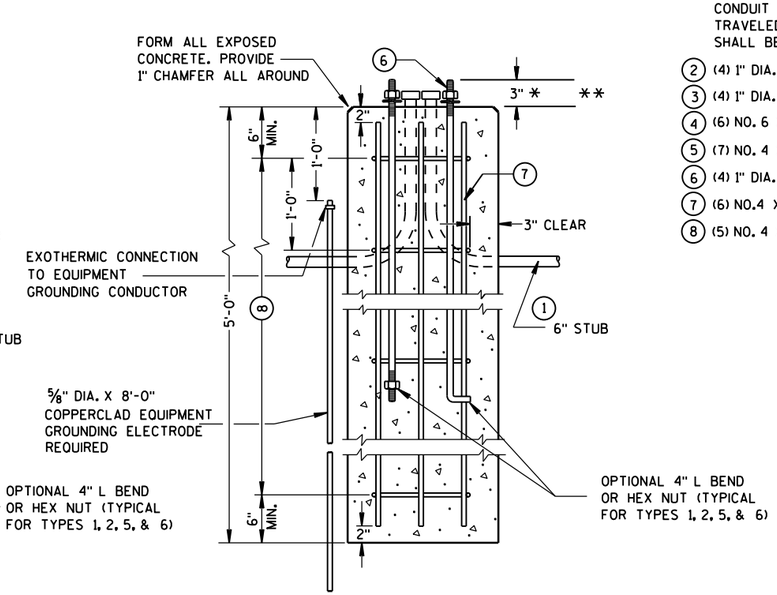
HALF SECTION IN PAVEMENT

(TYPICAL FOR TYPES 1, 2, 5, & 6)

TYPE 2



TYPE 5 & 6



CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

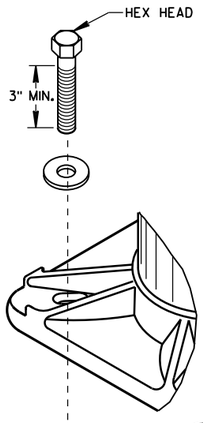
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

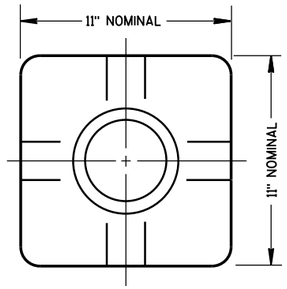
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

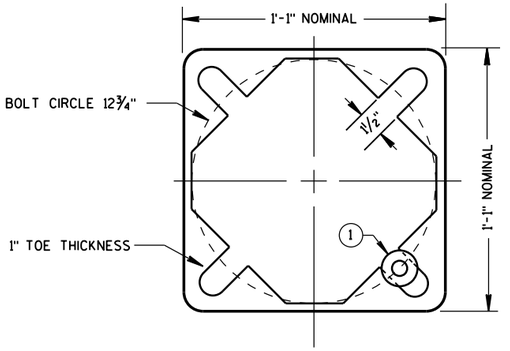
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

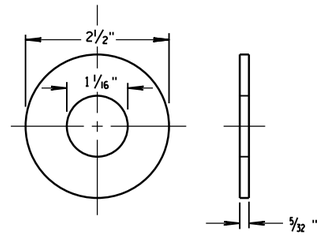




TOP VIEW
(PEDESTAL BASE)

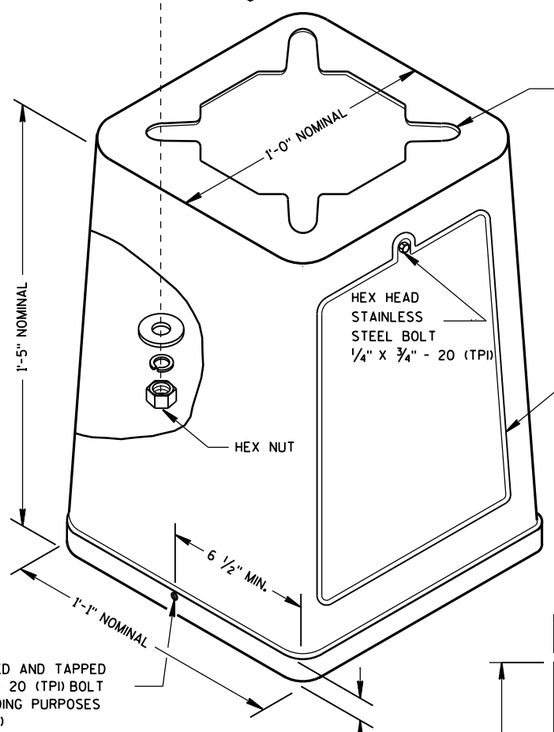


BOTTOM VIEW
(PEDESTAL BASE)

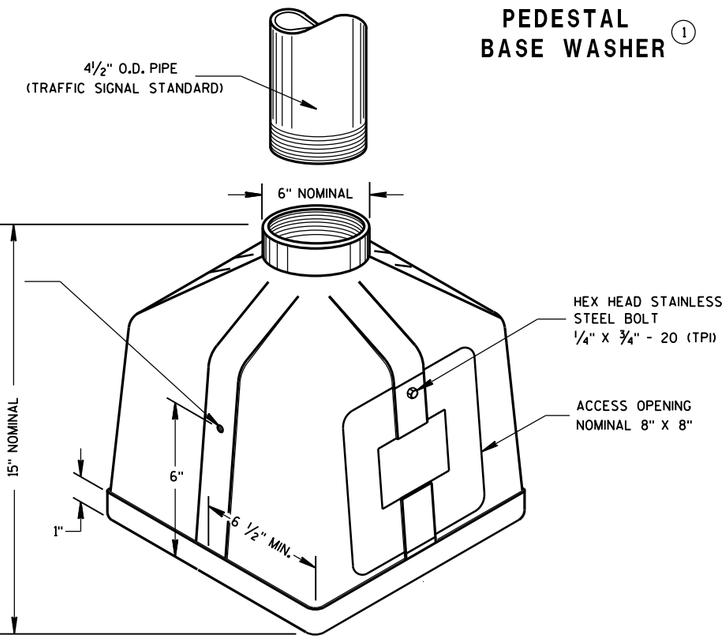


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

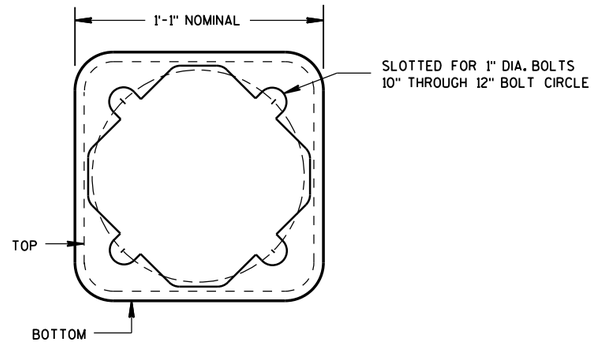


ISOMETRIC VIEW

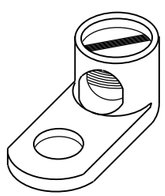


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

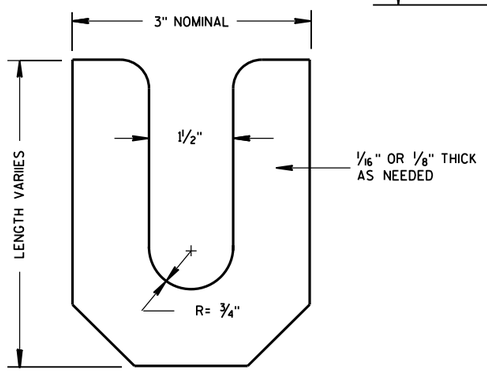


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

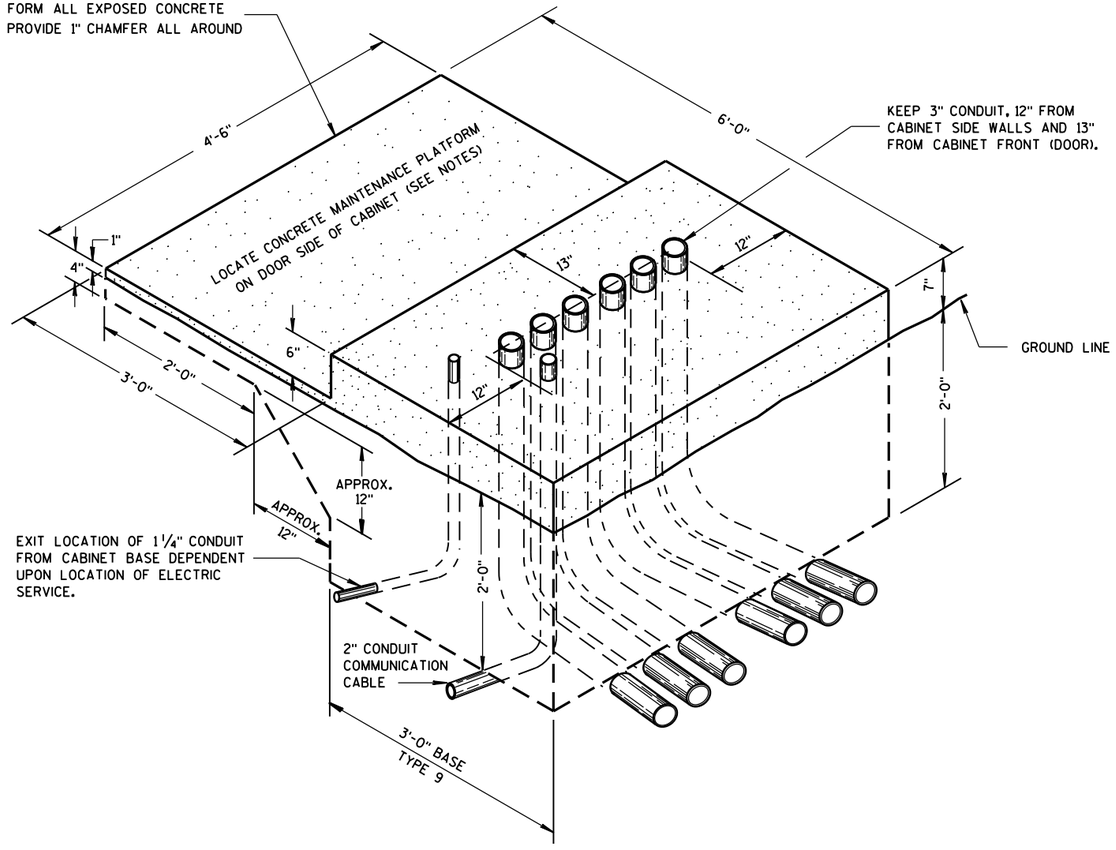
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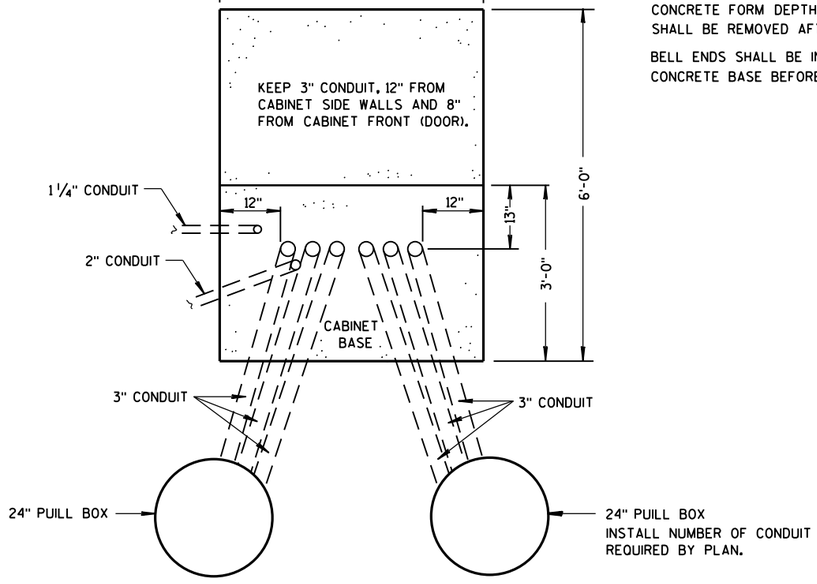
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 311
FHWA

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

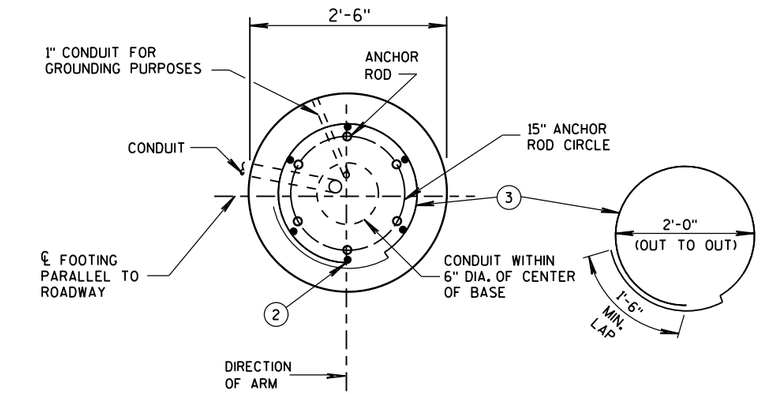
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

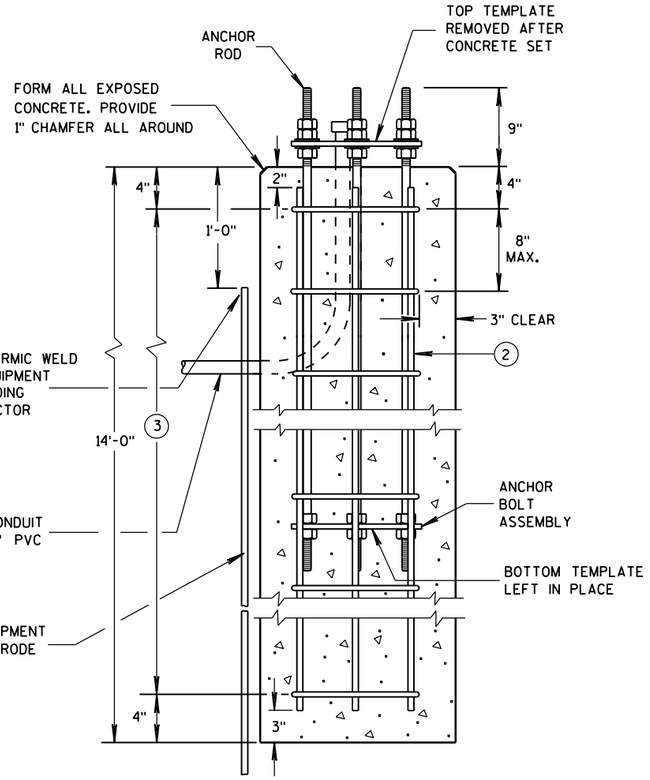
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATION)	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.

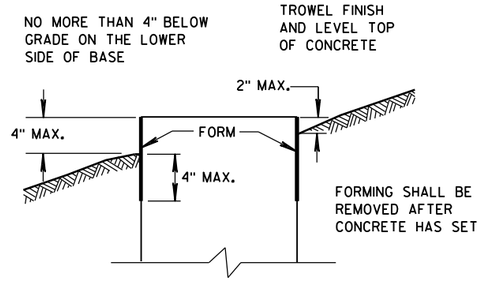




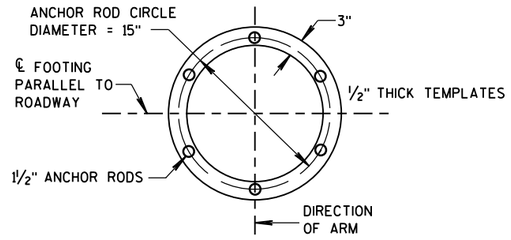
CONCRETE BASE TYPE 10

(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

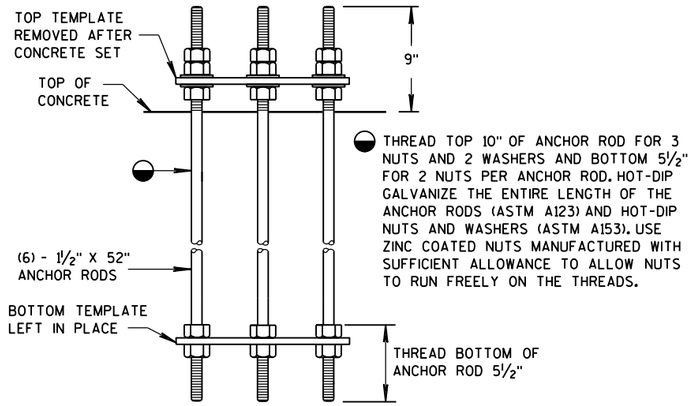
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

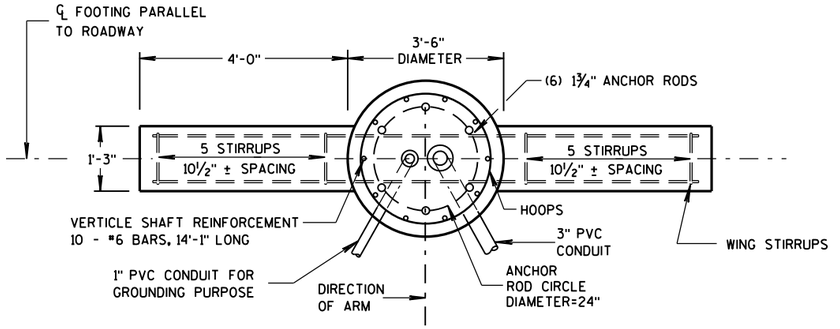
CONCRETE BASE TYPE 10

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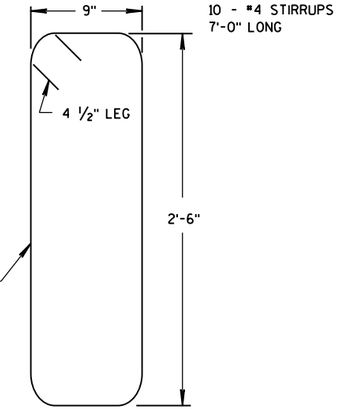
APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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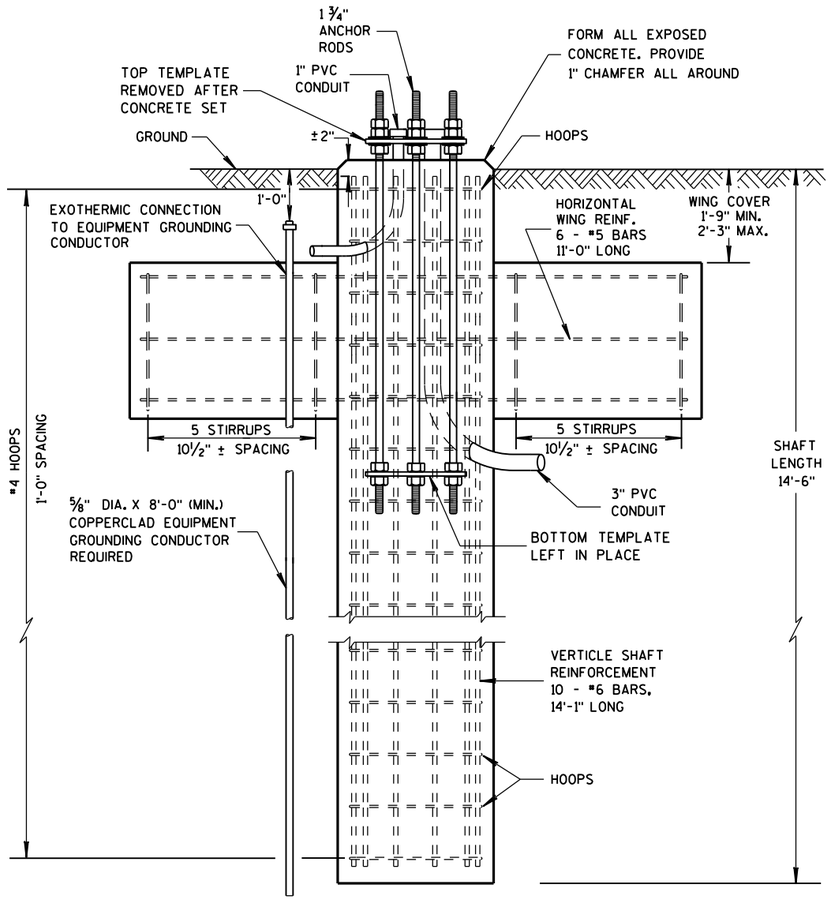
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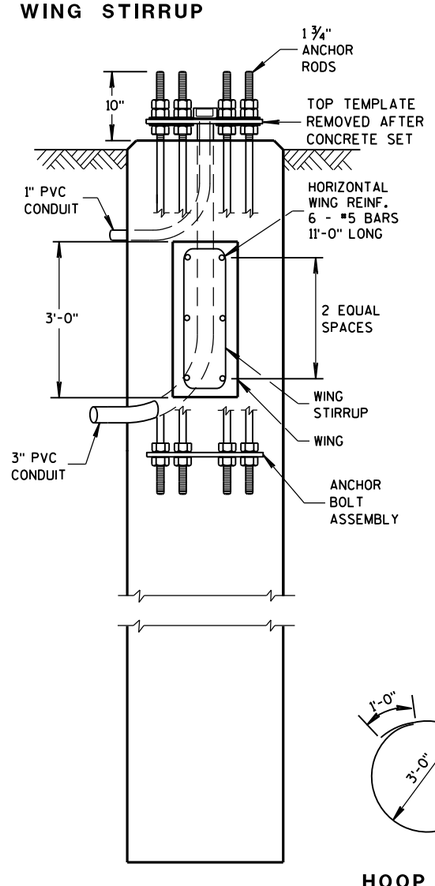
PLAN VIEW



WING STIRRUP

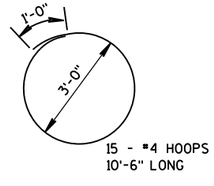


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

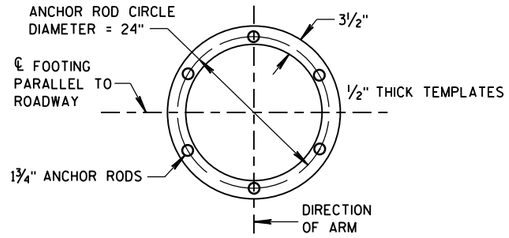
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

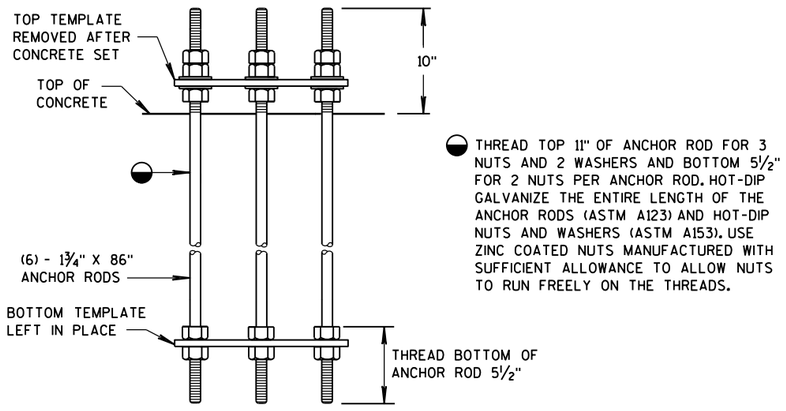
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

S.D.D. 9 C 12-8a

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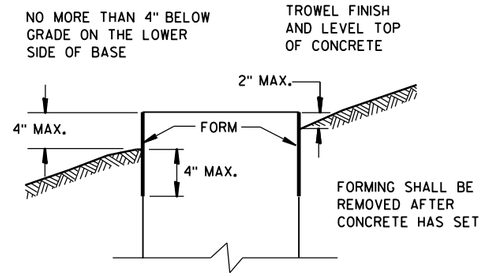


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

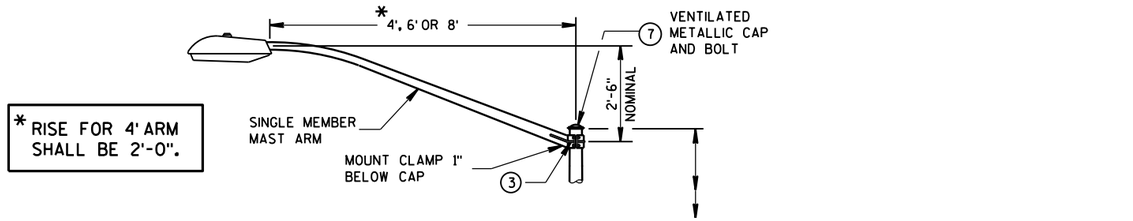
CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2016 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

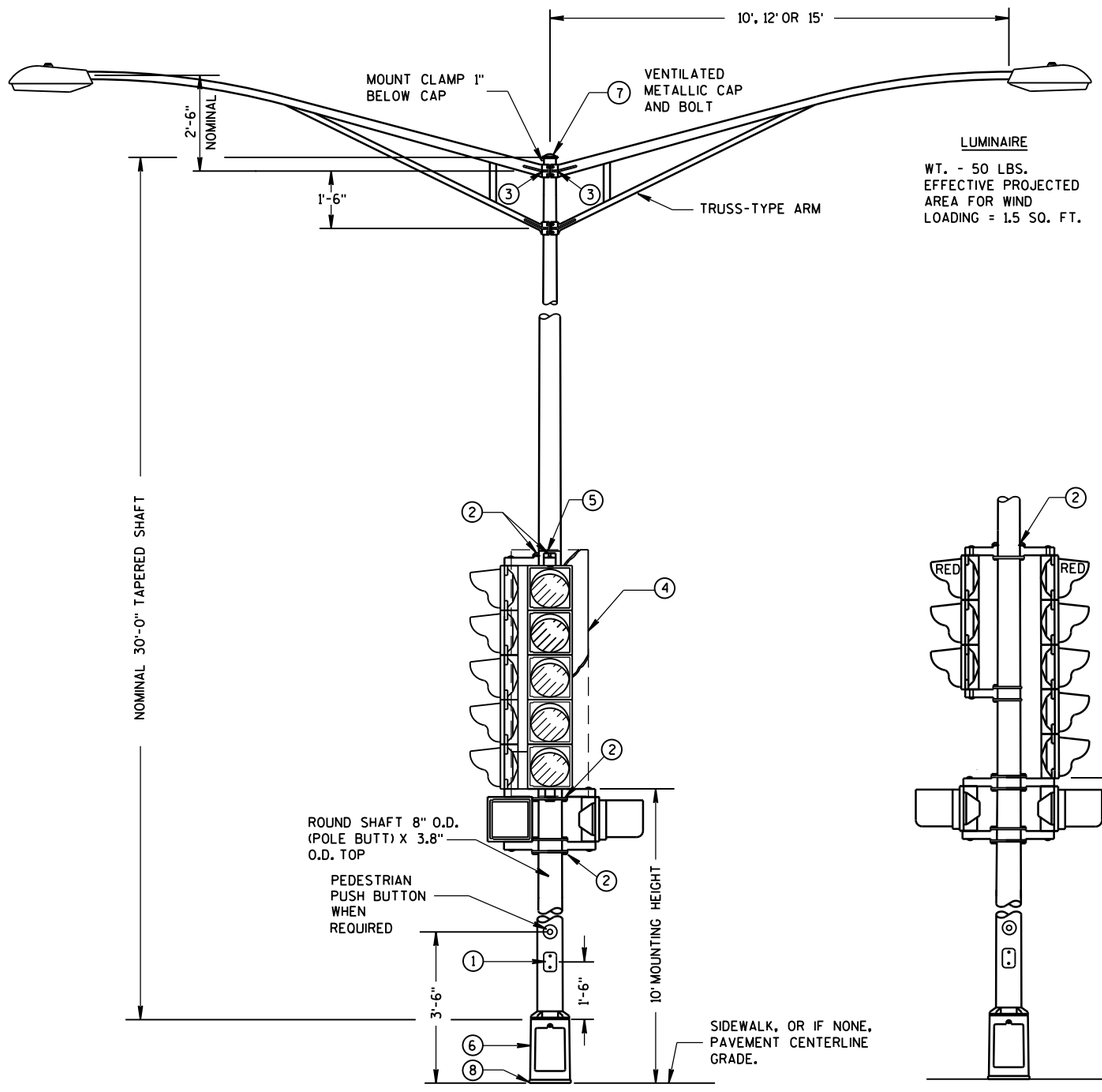
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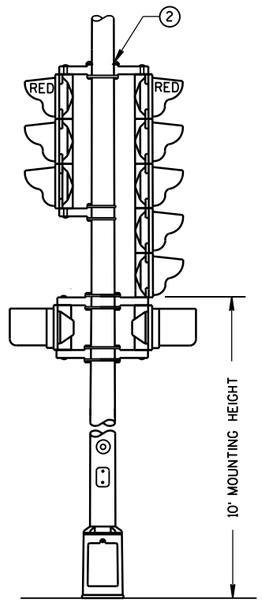




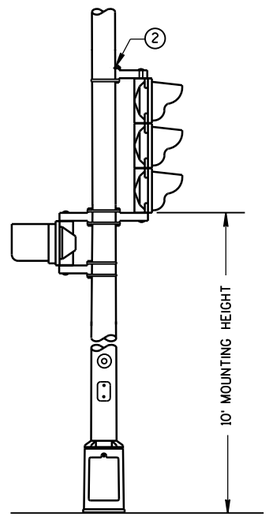
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

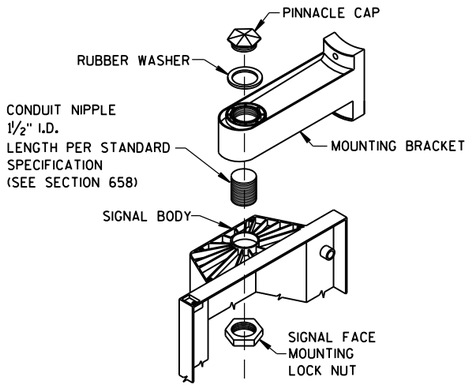


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

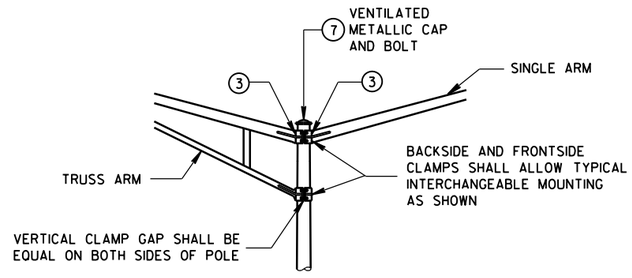
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



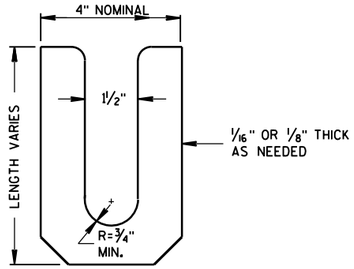
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

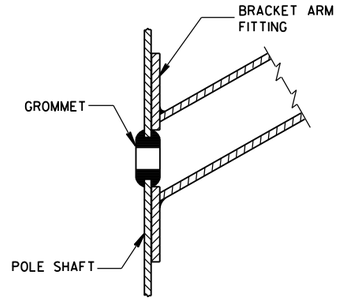
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S.D.D. 9 E 1-14c
S.D.D. 9 E 1-14c

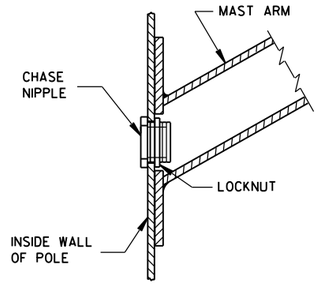


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

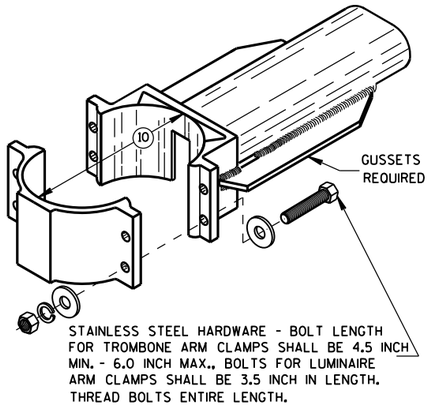
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

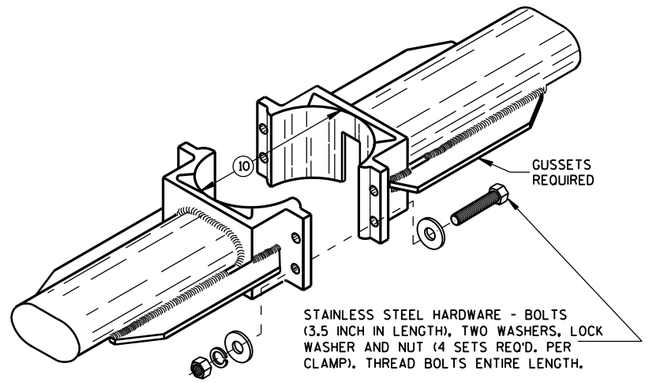
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

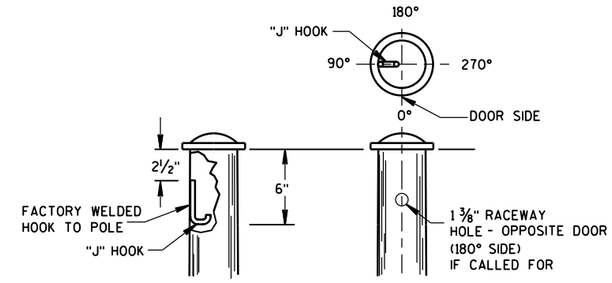
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



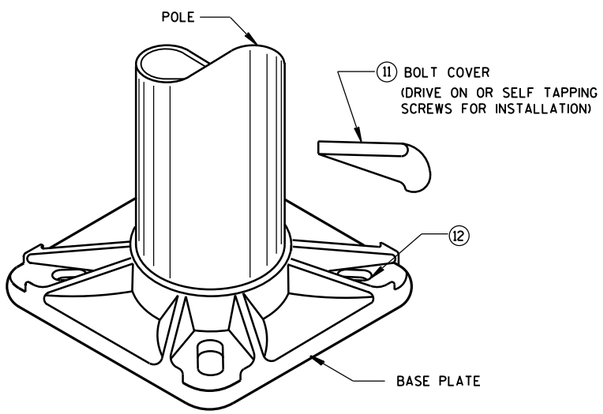
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



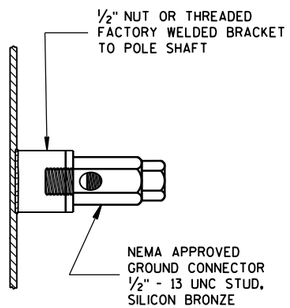
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

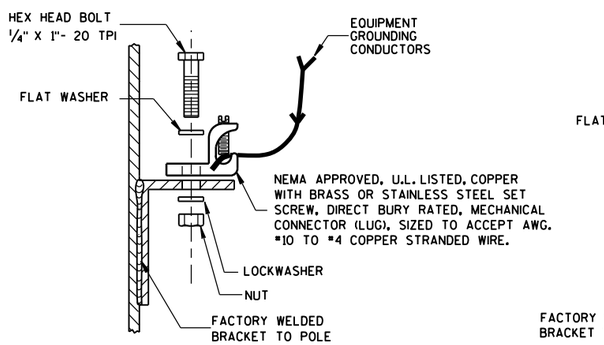


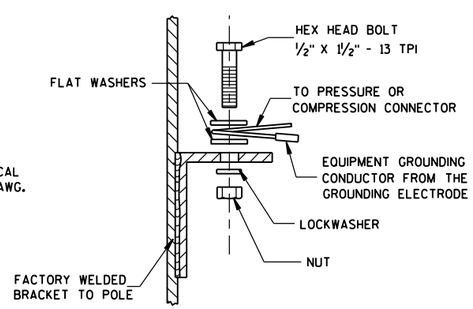
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

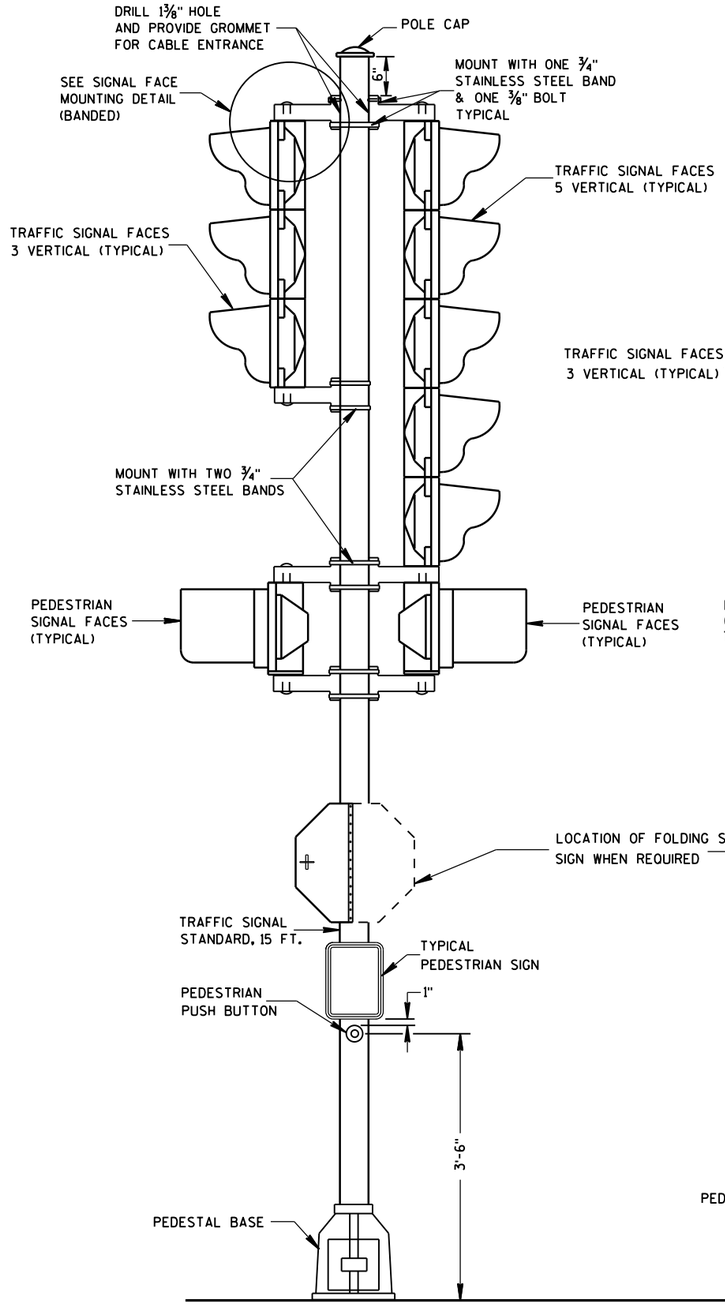
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

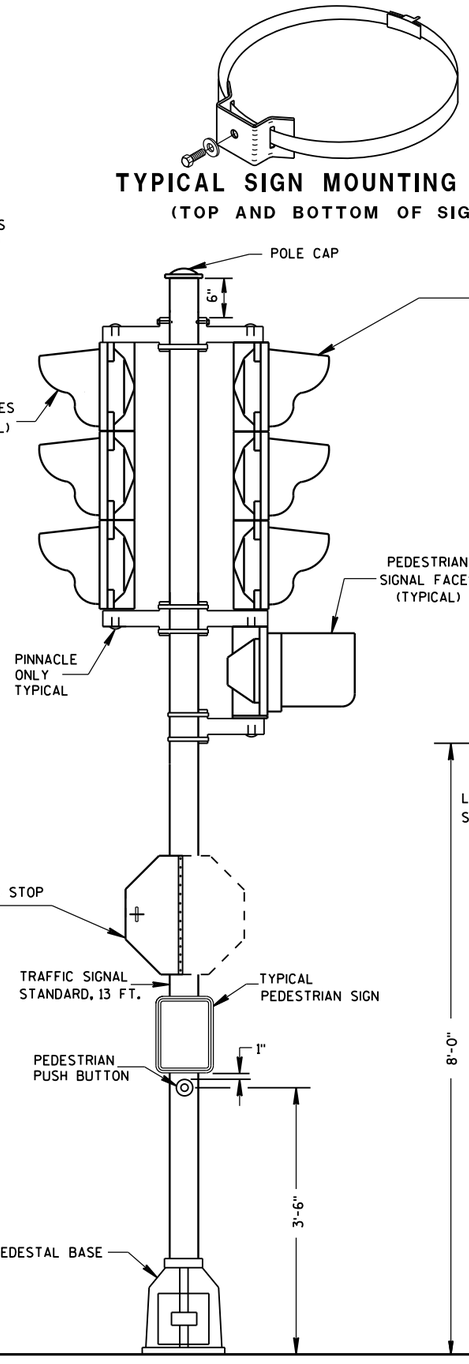
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 1-14g

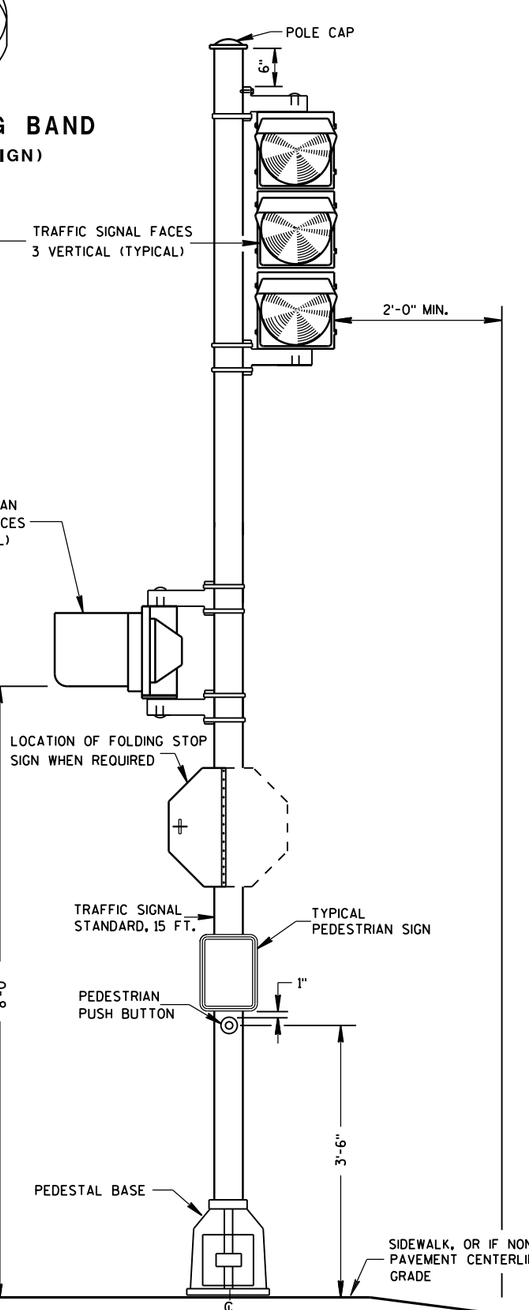


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

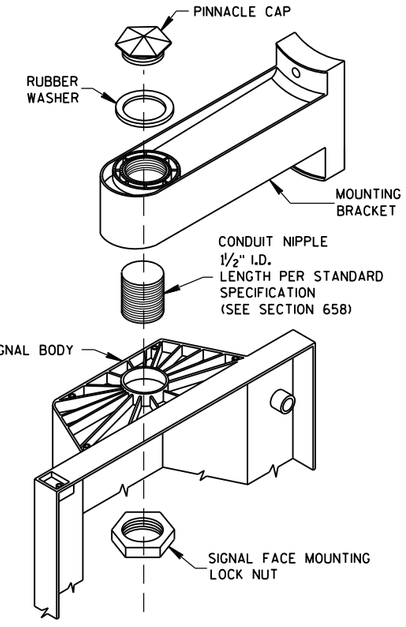
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

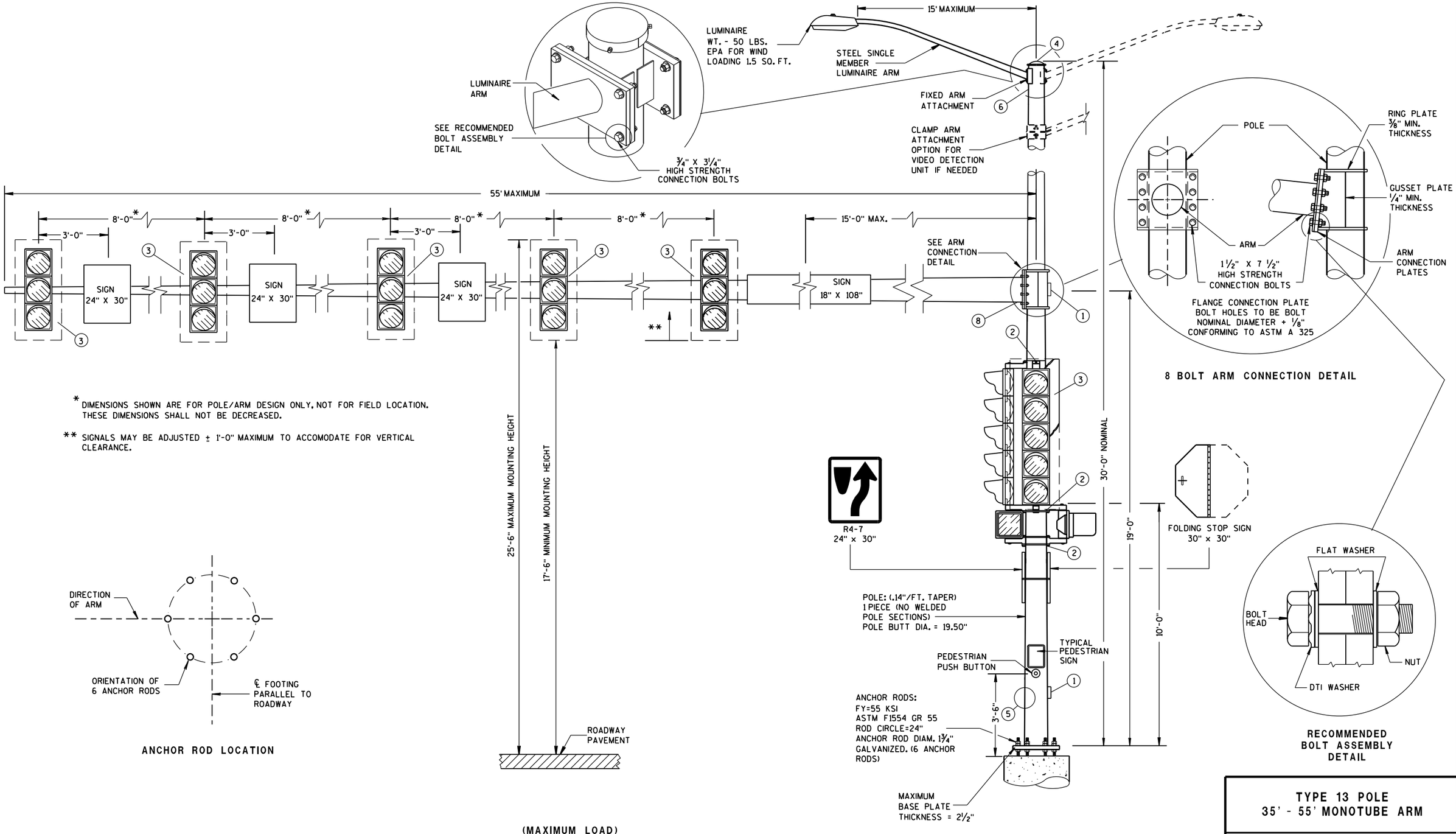
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 E 6-5



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 318
FHWA

6

S.D.D. 9 E 8-8d

6

S.D.D. 9 E 8-8d

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

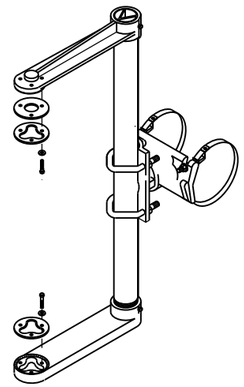
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

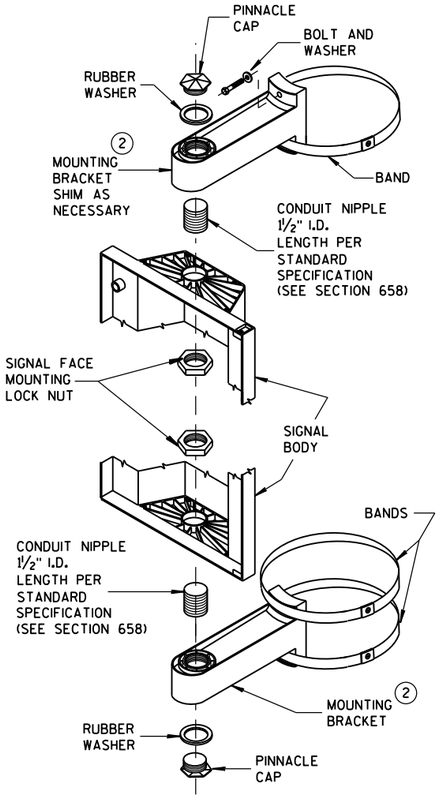
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

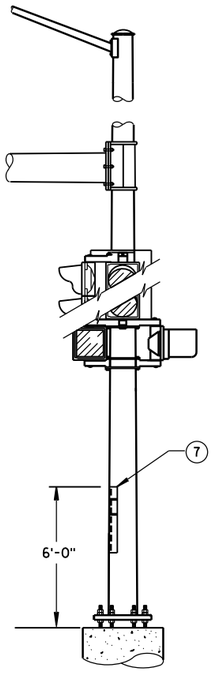


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

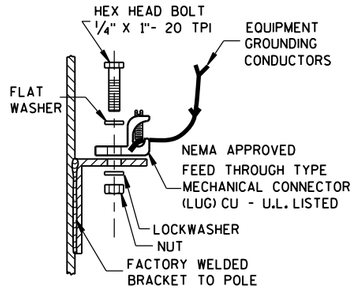
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

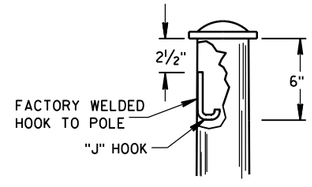


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

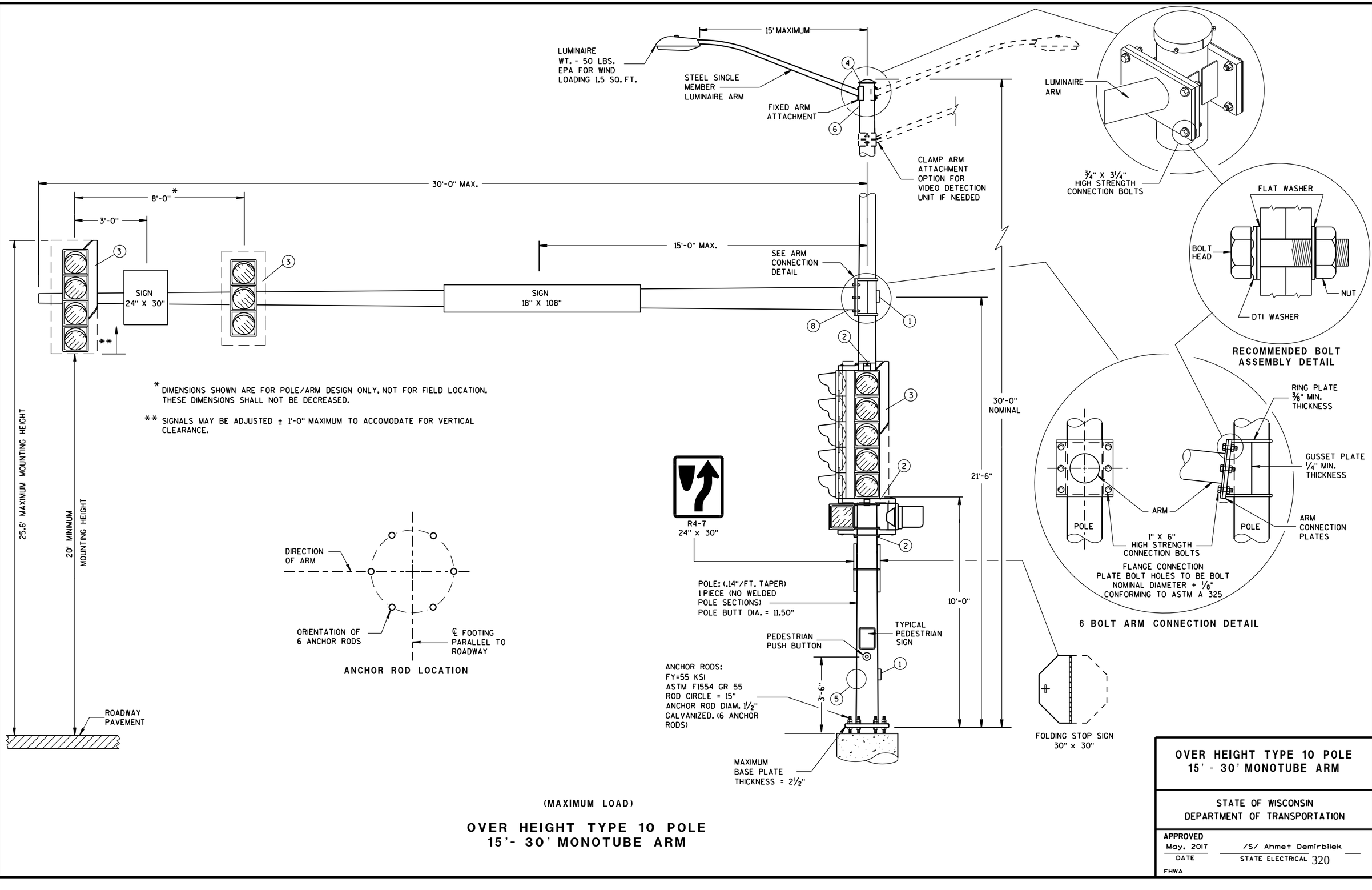
APPROVED
May 2016
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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S.D.D. 9 E 8-8e



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

(MAXIMUM LOAD)

OVER HEIGHT TYPE 10 POLE
15'- 30' MONOTUBE ARM

OVER HEIGHT TYPE 10 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May, 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

6 S.D.D. 9 E 12-1b

GENERAL NOTES

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

OVER HEIGHT POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

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MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

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- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
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(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

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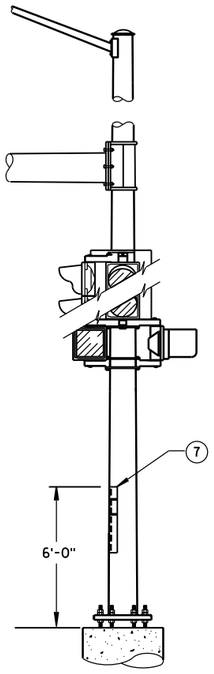
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(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

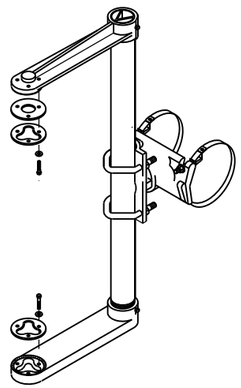
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

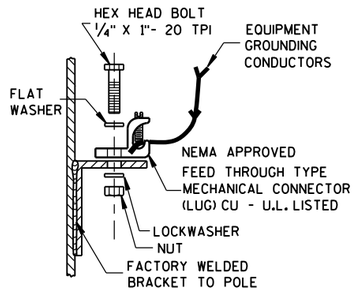


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



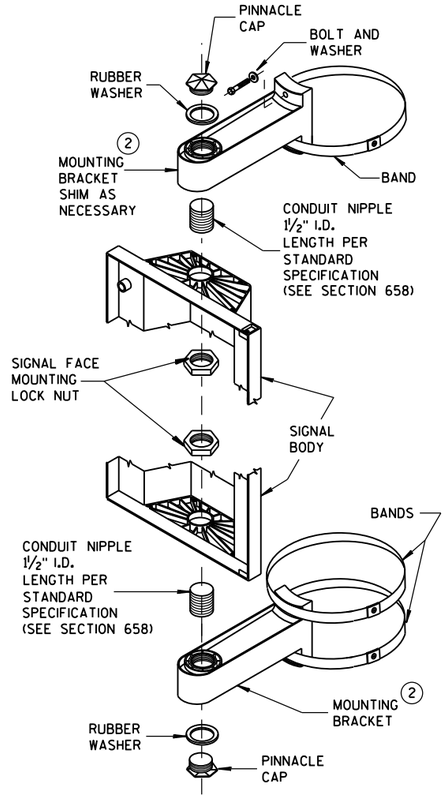
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

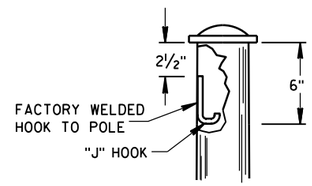


TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR OVER HEIGHT TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

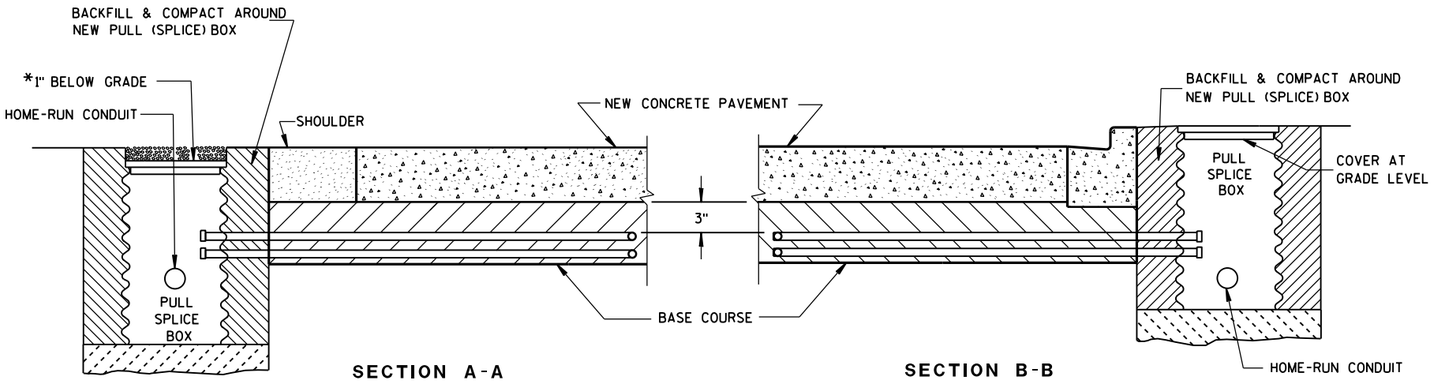
APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 12-1e

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S.D.D. 9 E 12-1e



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

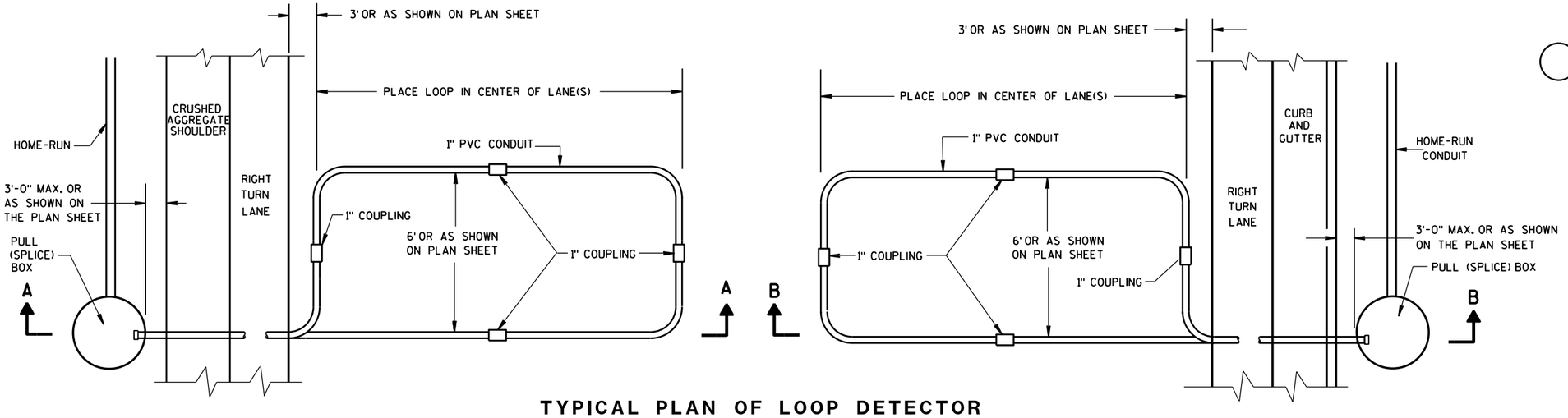
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

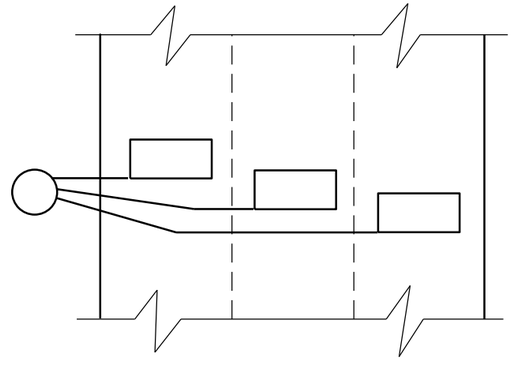
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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S.D.D. 9 F 15-4b

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S.D.D. 9 F 15-4b

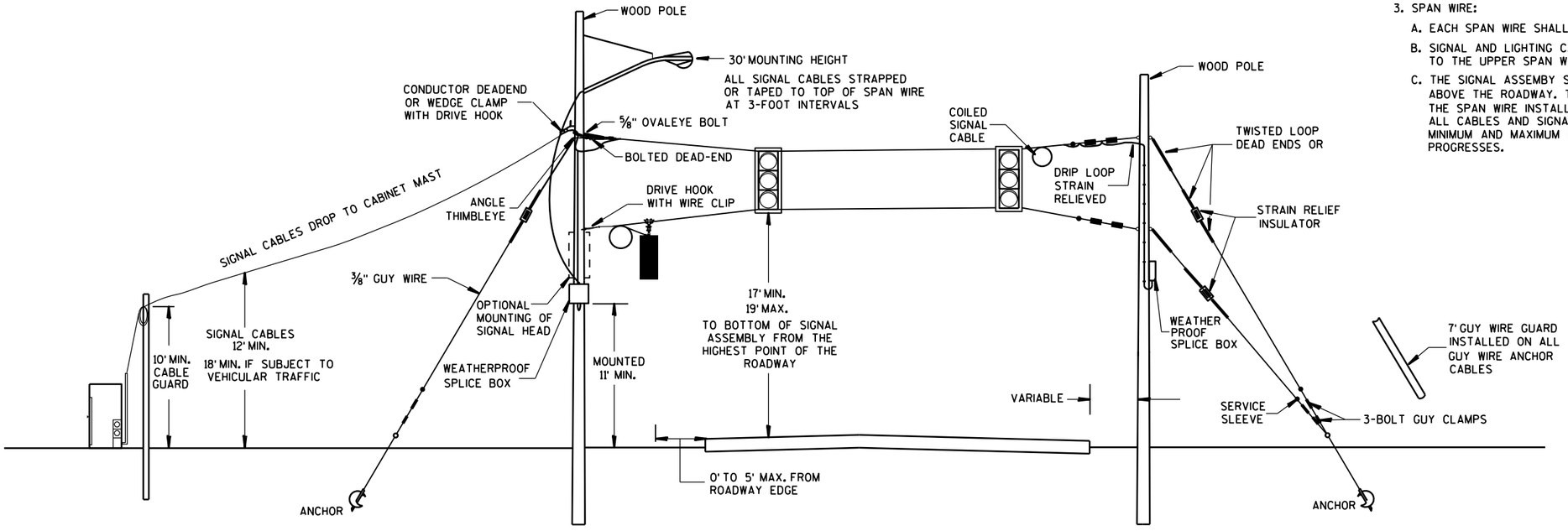
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

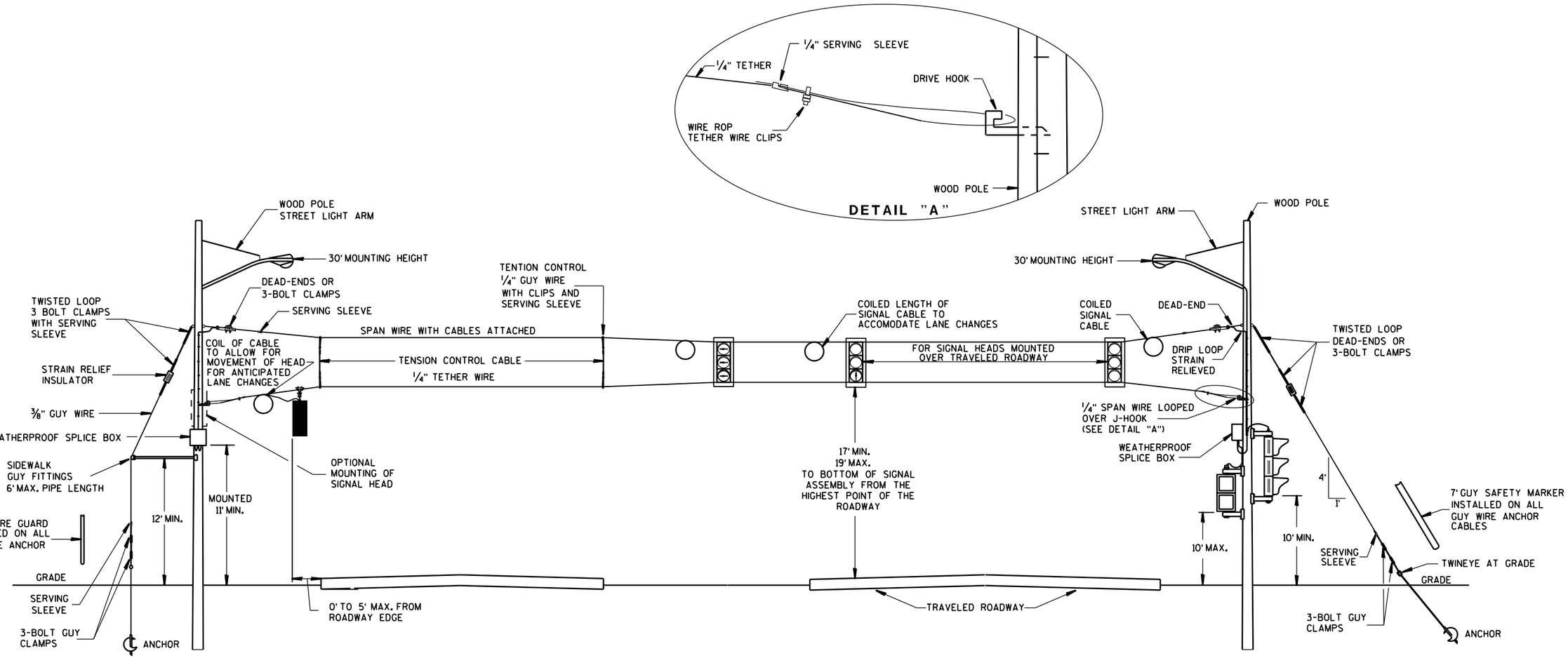
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4a



GENERAL NOTES

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

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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
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   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

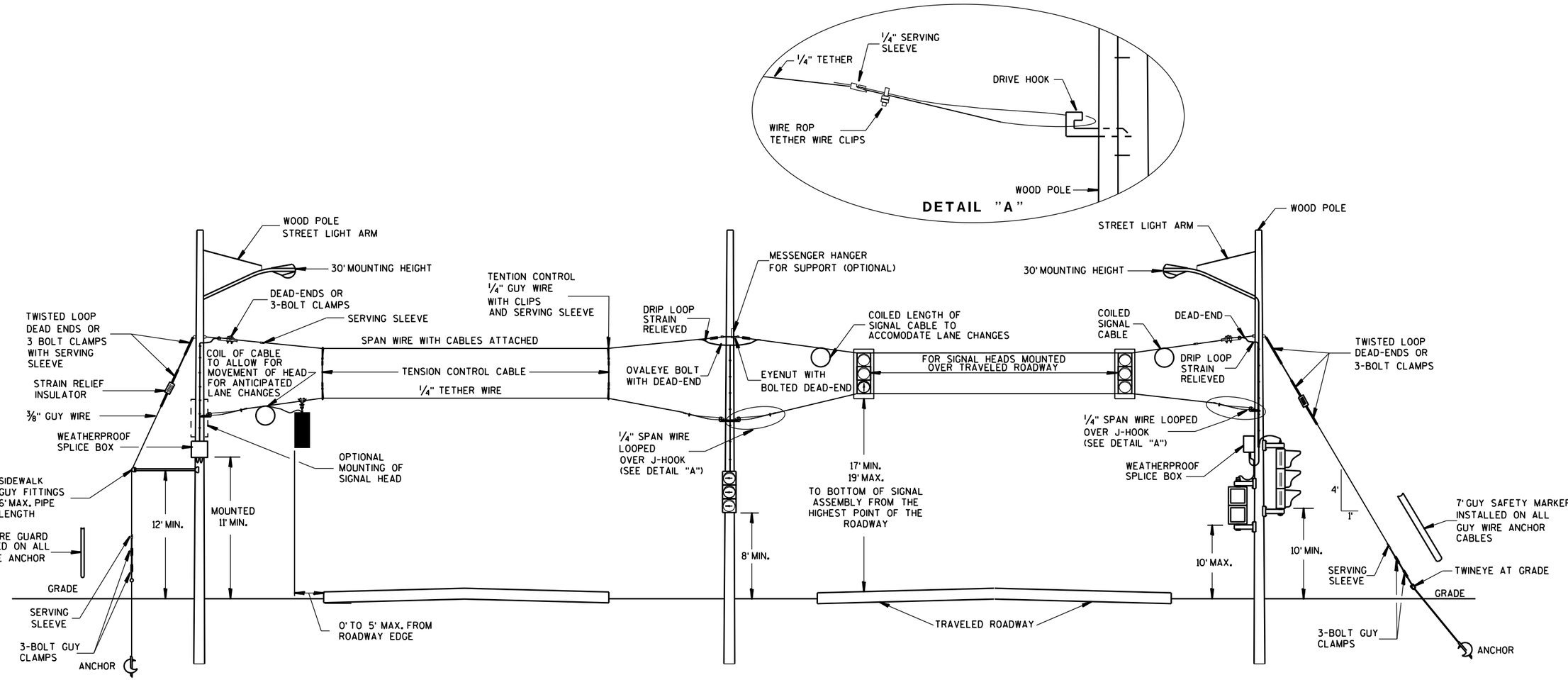
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

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   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

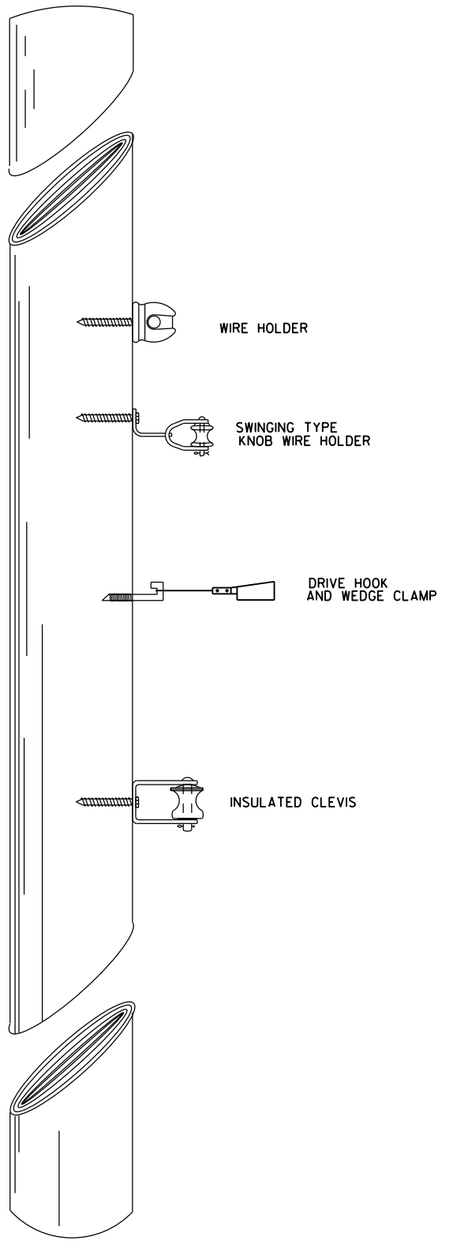
APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 325
FHWA

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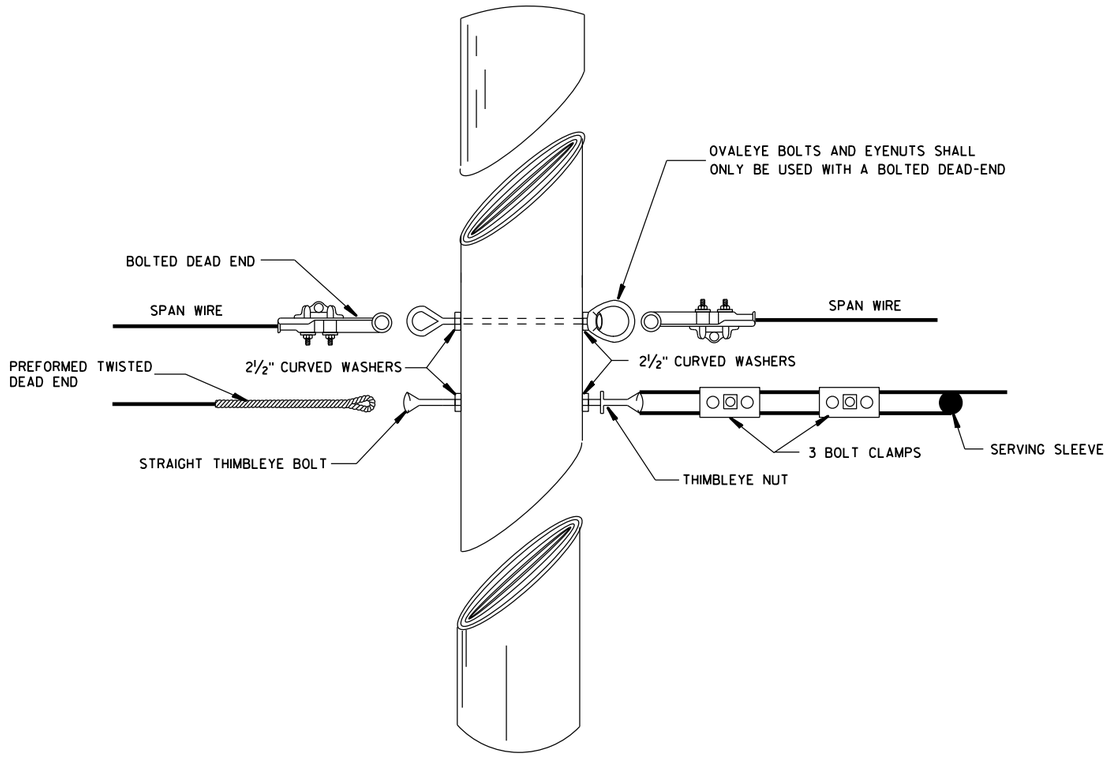
S.D.D. 9 G 1-4c

6

S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

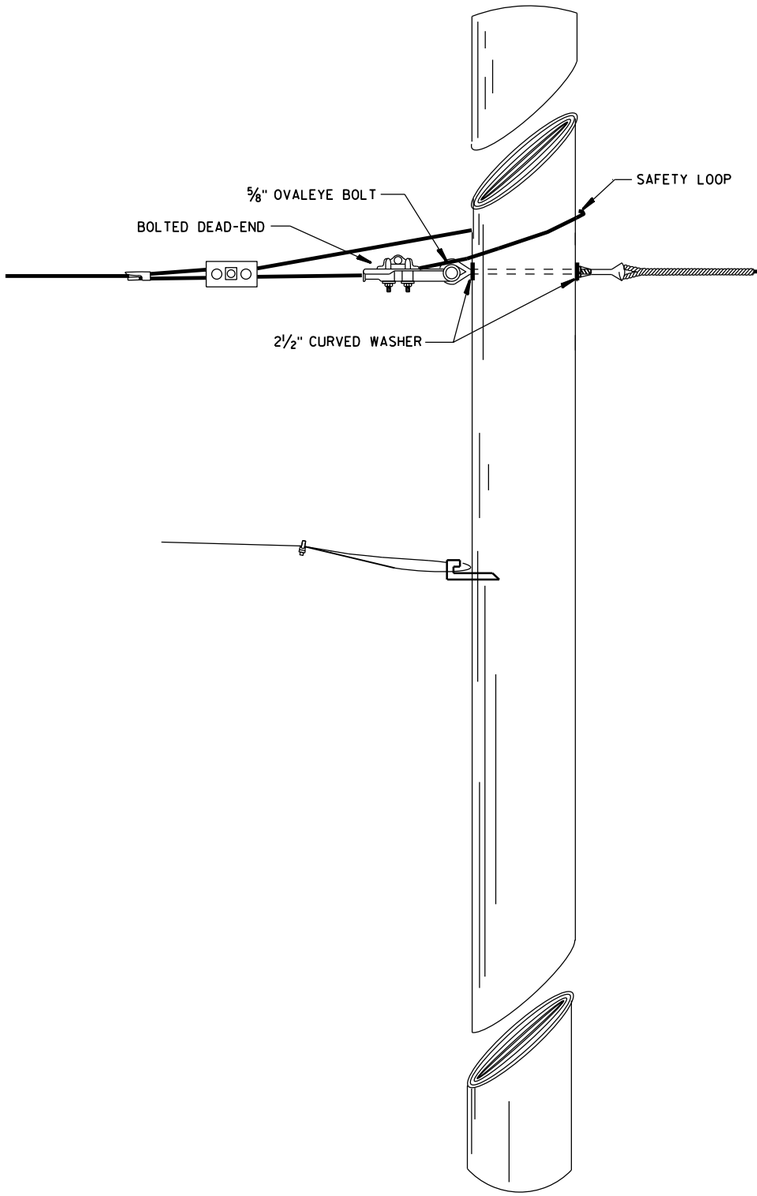
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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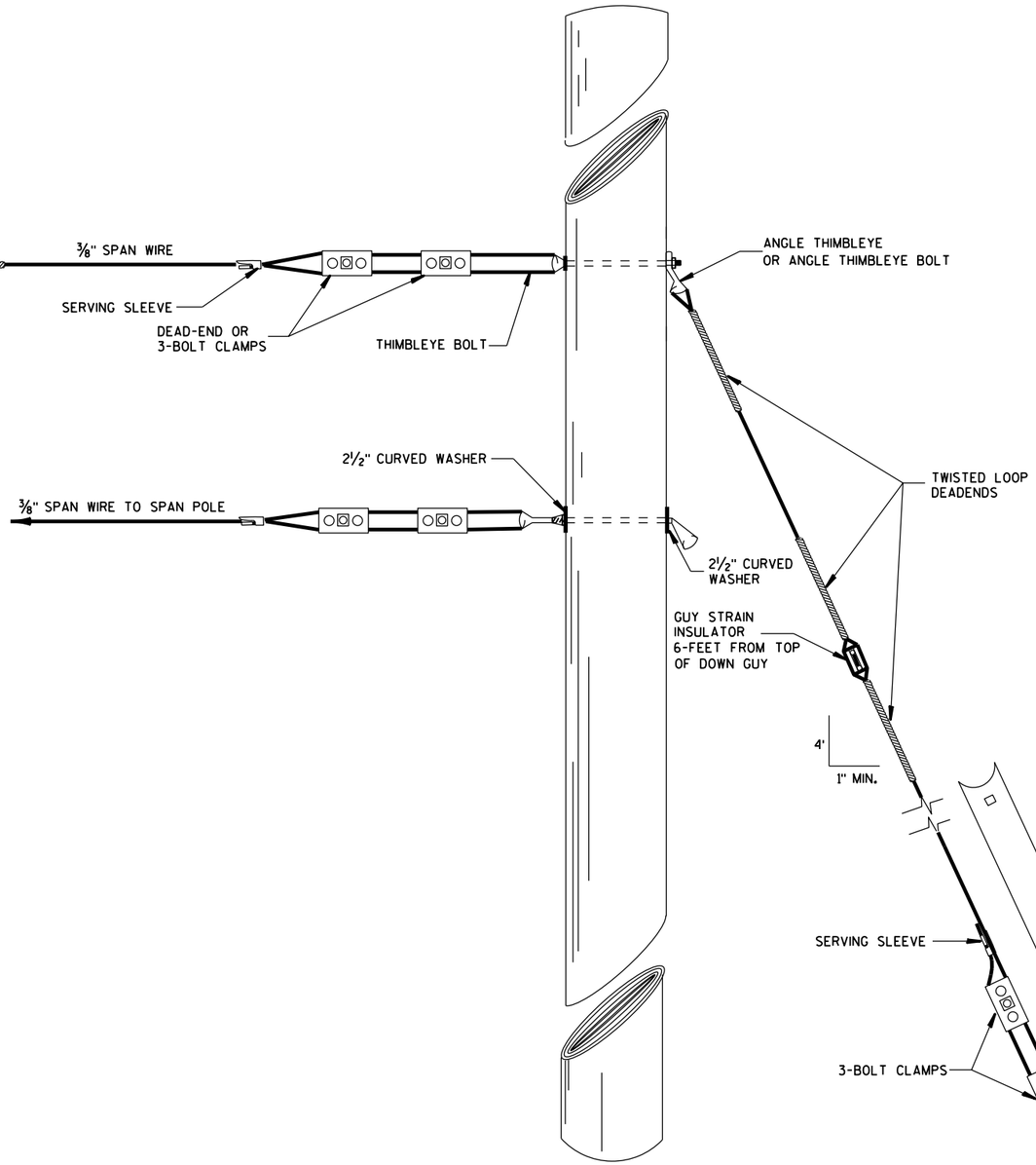
S.D.D. 9 G 1-4d

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

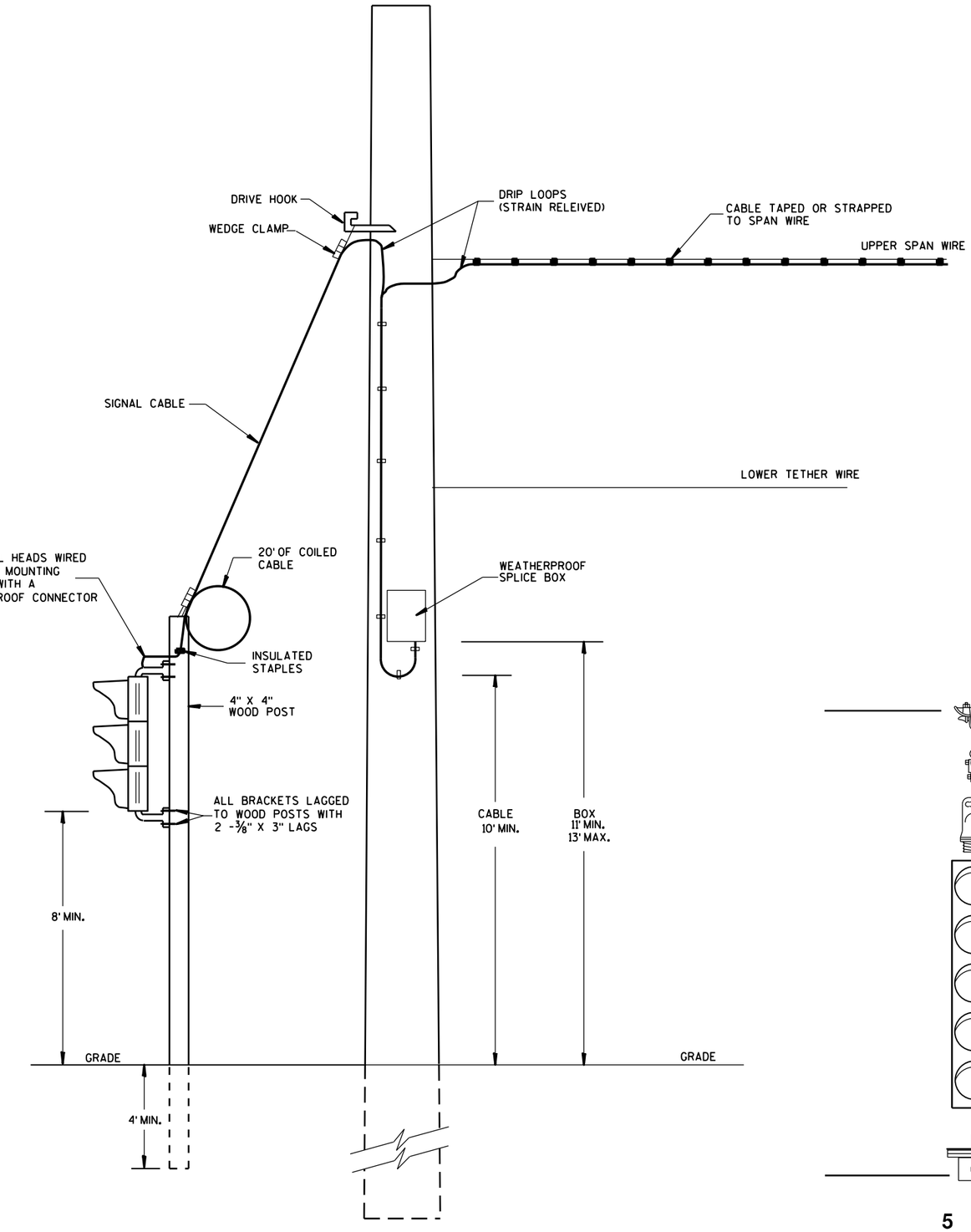
SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June. 2015 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL 327
FHWA	

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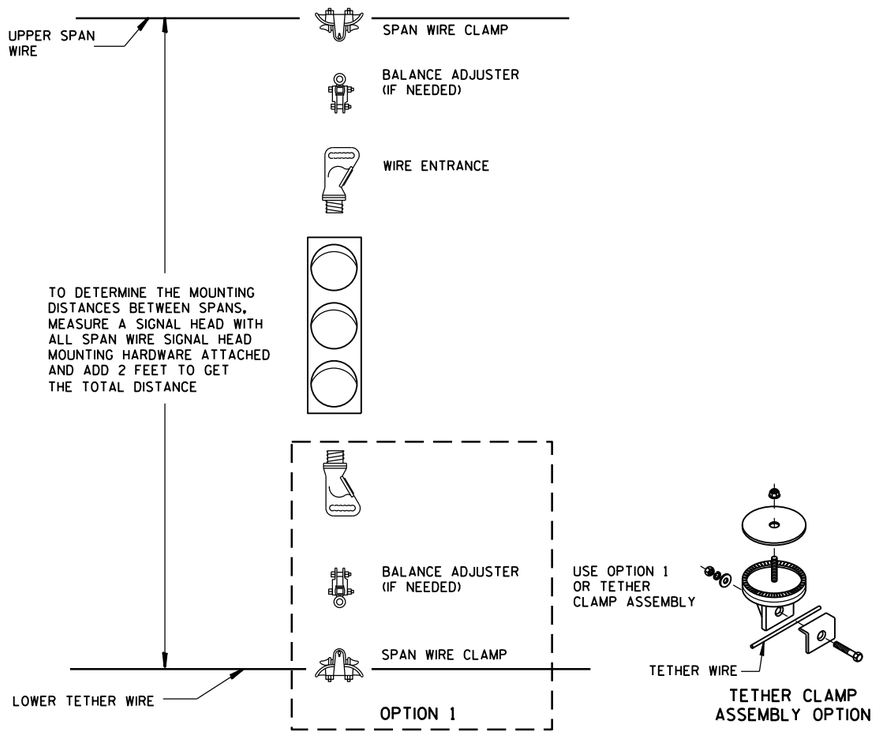
S.D.D. 9 G 1-4e

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S.D.D. 9 G 1-4e

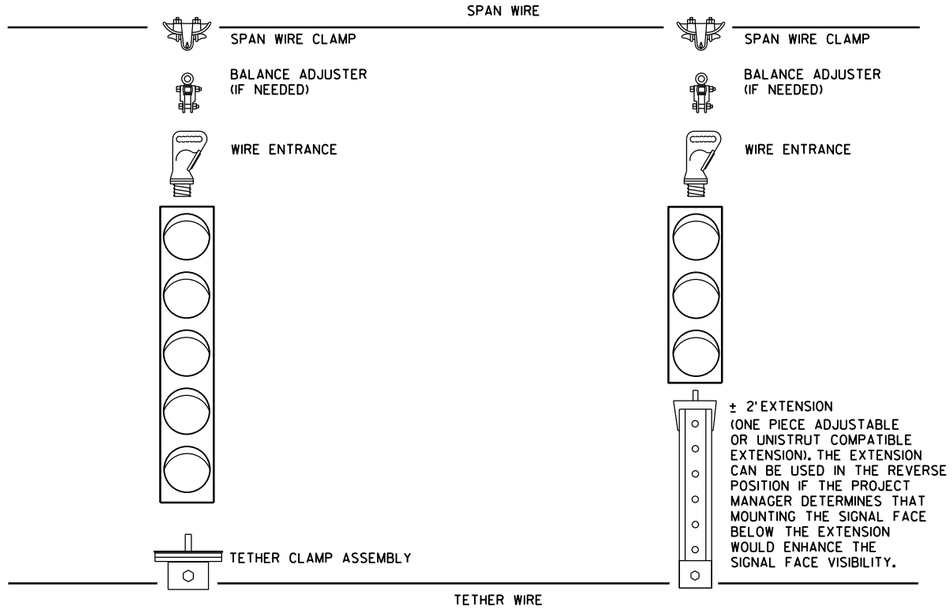


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June. 2015 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

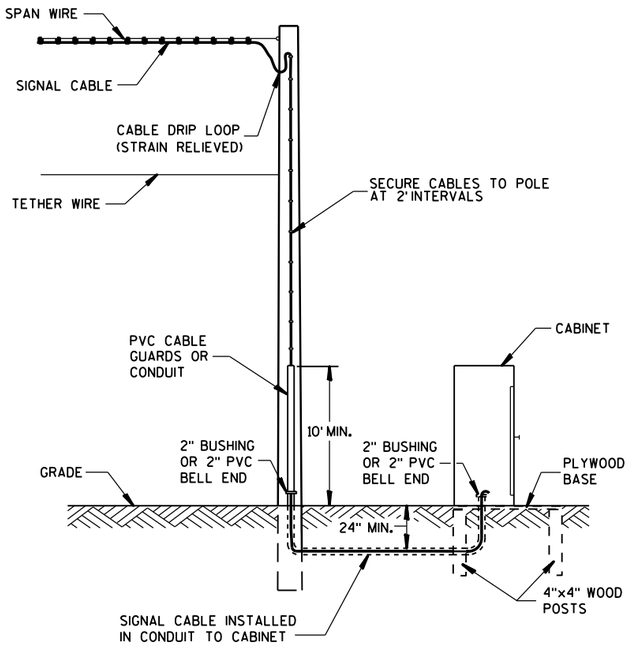
FHWA

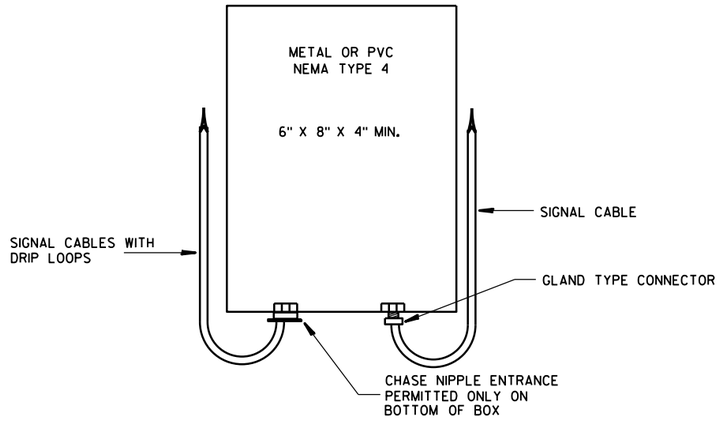
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S.D.D. 9 G 1-4f

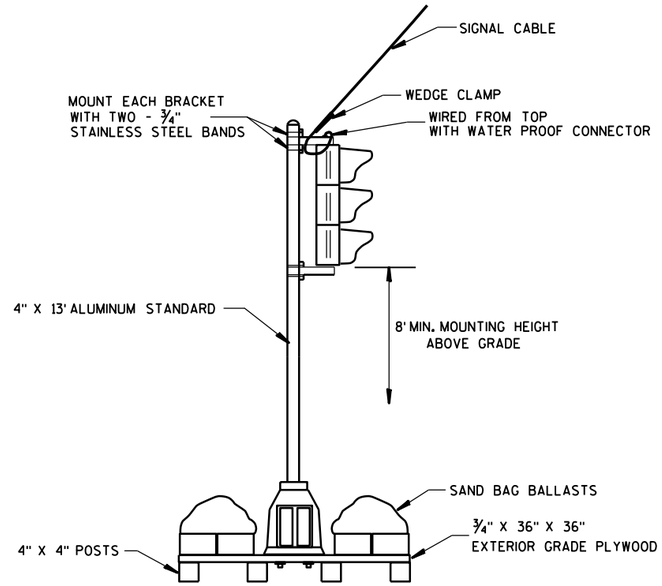
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S.D.D. 9 G 1-4f

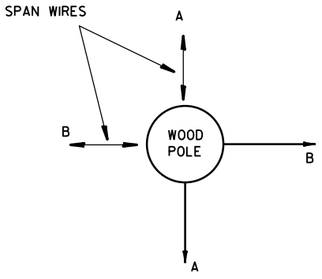




SPLICE BOX

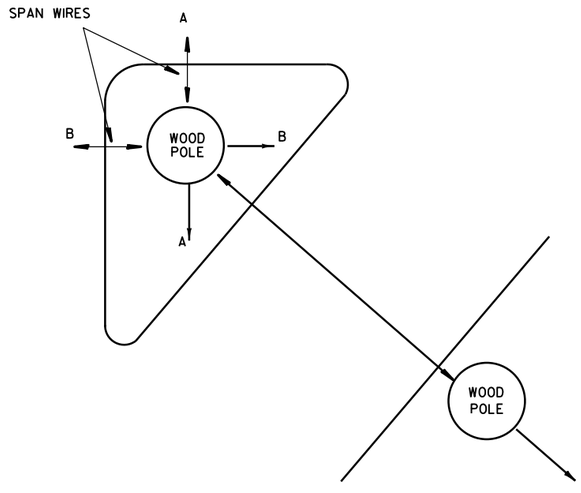


TYPICAL SKID TYPE TEMPORARY

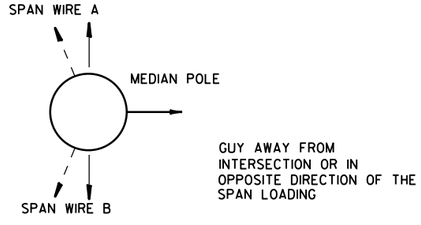


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

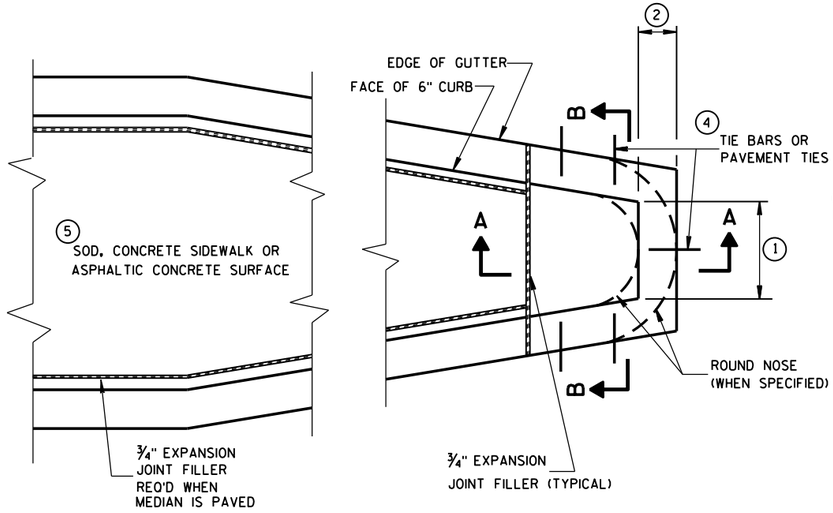
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

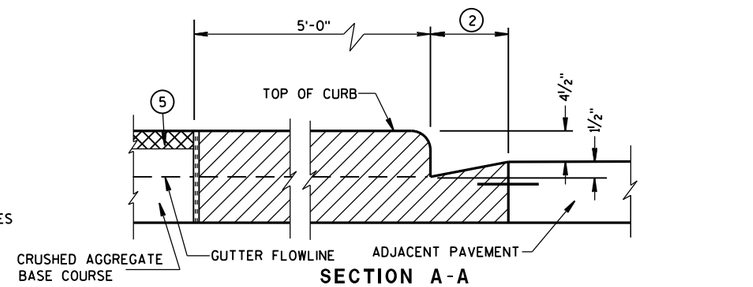
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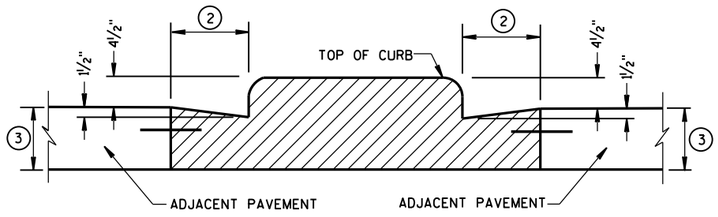
S.D.D. 9 G 1-4g

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S.D.D. 9 G 1-4g







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

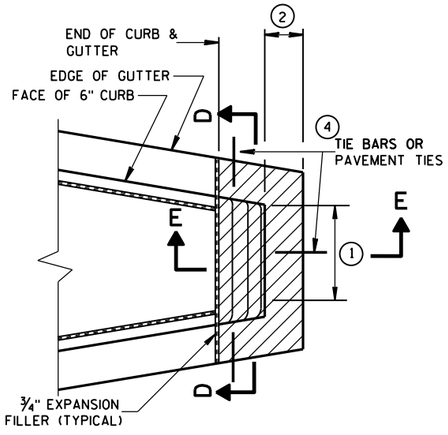
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

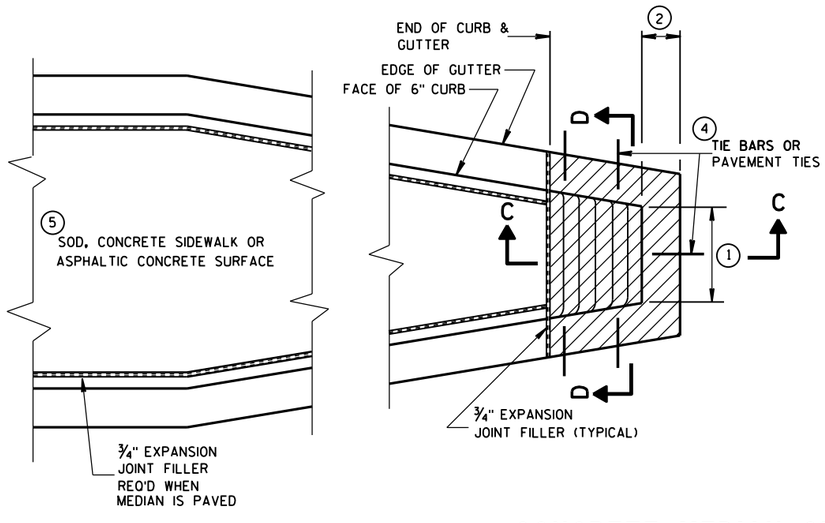
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

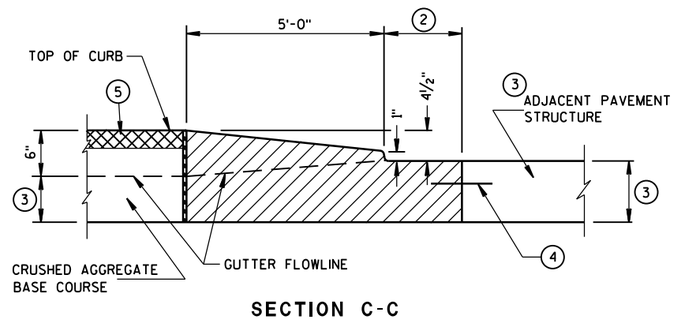
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

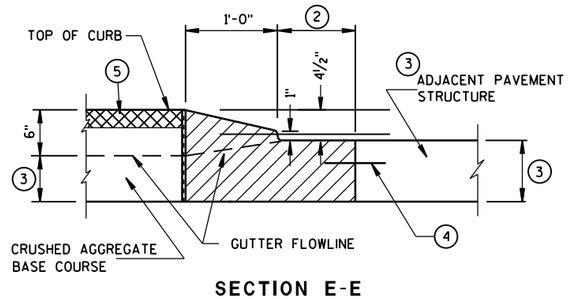
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



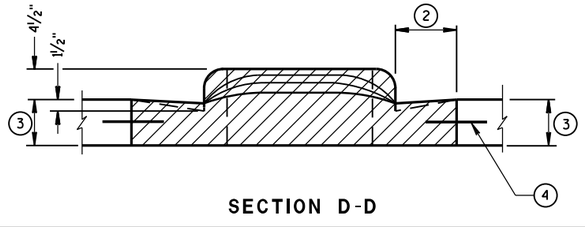






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

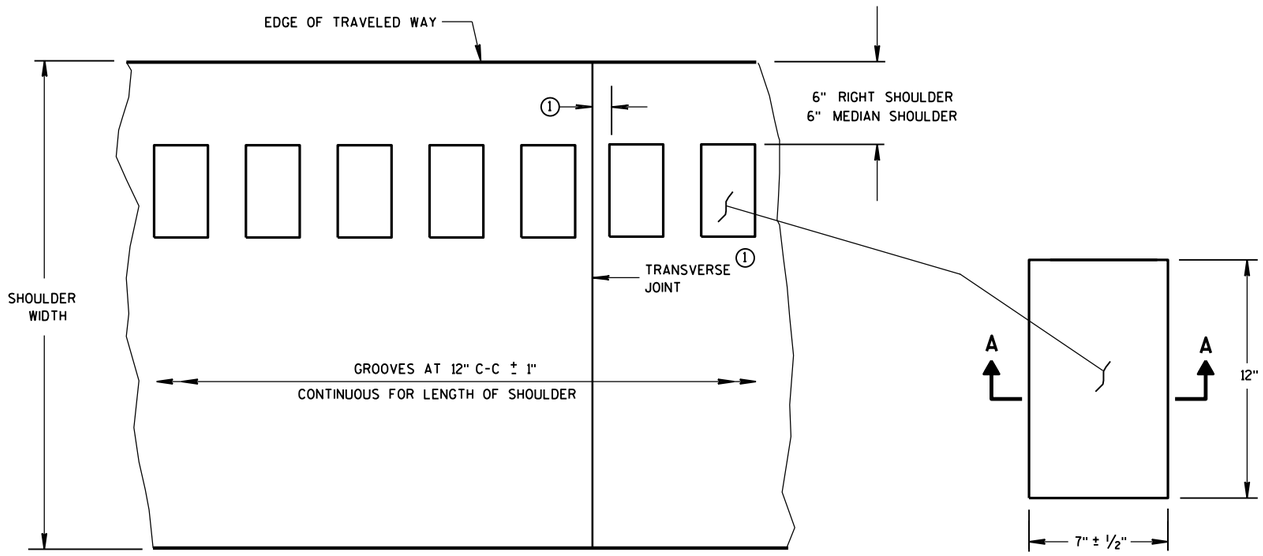
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
330
FHWA

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S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

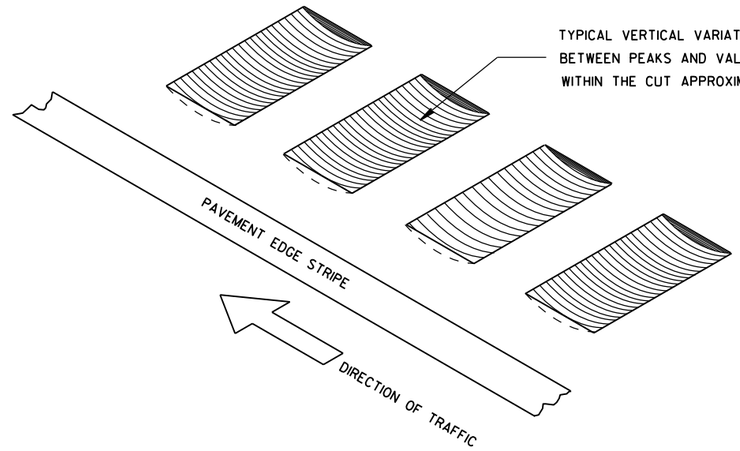
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

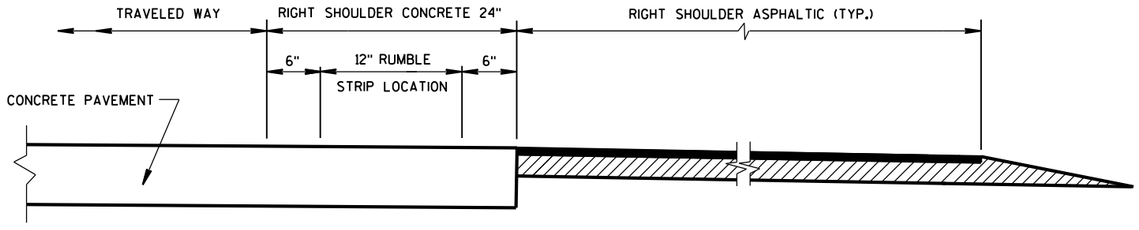
RUMBLE STRIPS ON EXPRESSWAYS

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.

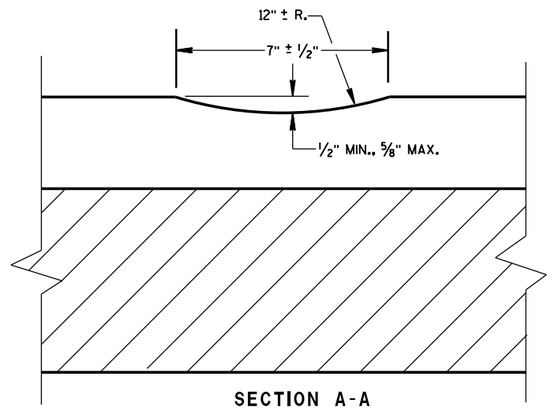
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



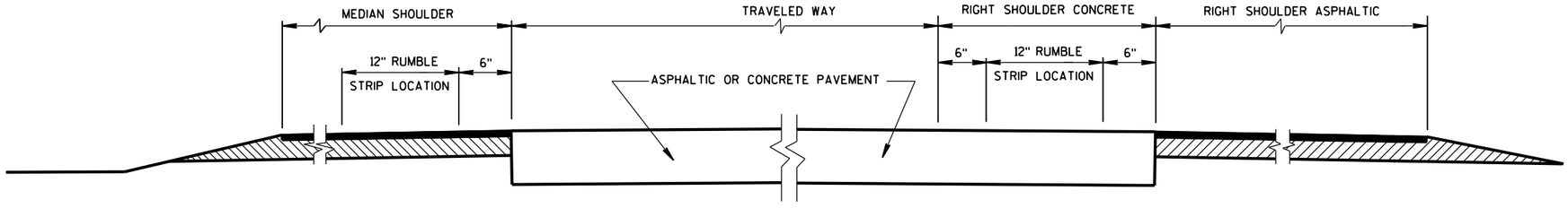
ISOMETRIC



SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION A-A



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a

GENERAL NOTES

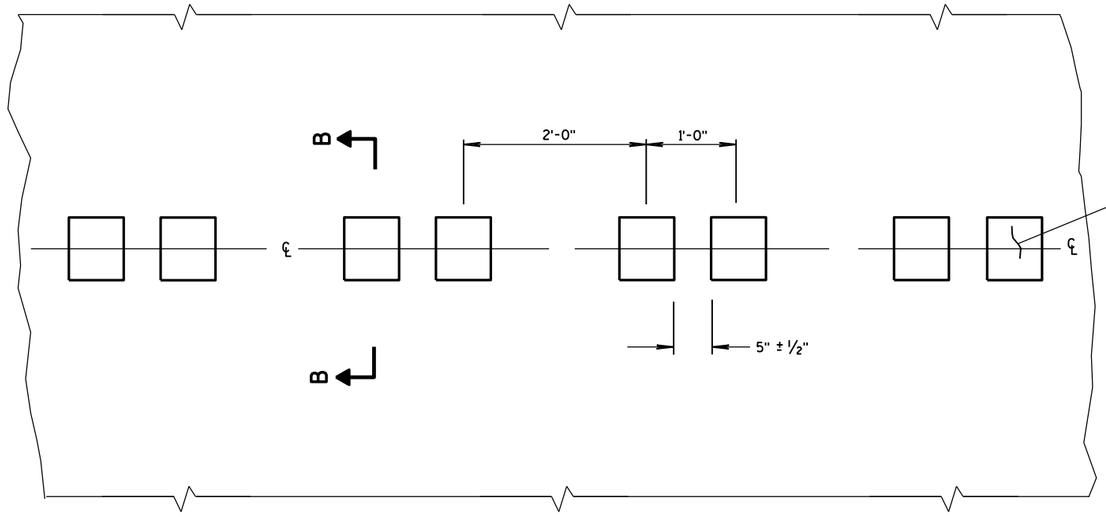
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

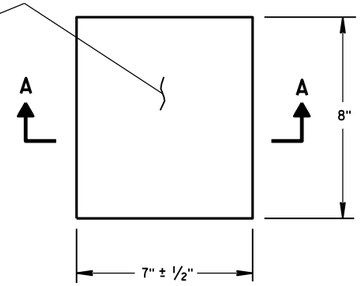
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

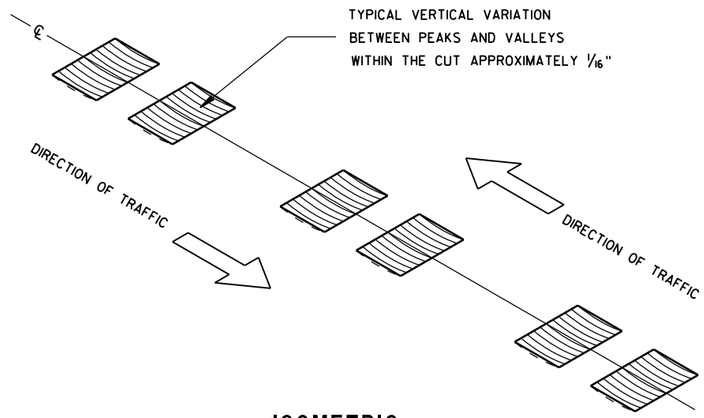
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



PLAN VIEW
CENTER LINE WITH GROOVES

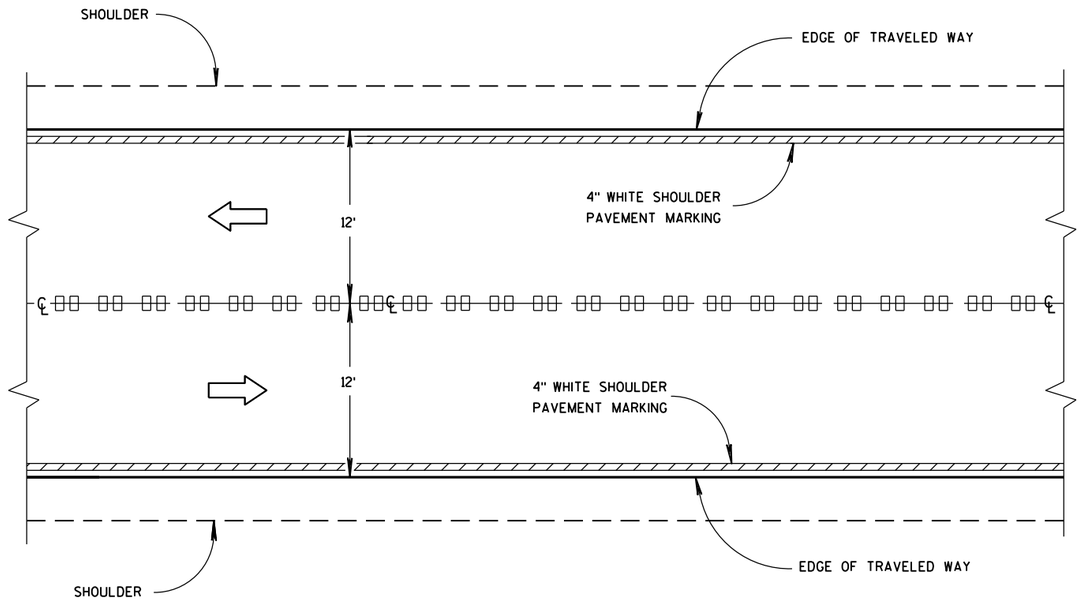


PLAN VIEW
(SINGLE GROOVE)

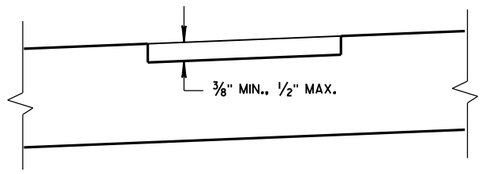


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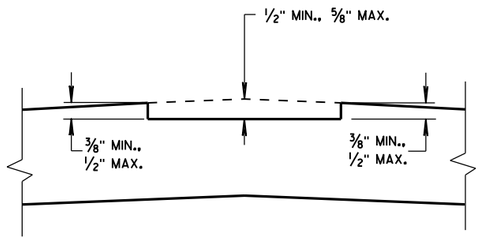
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



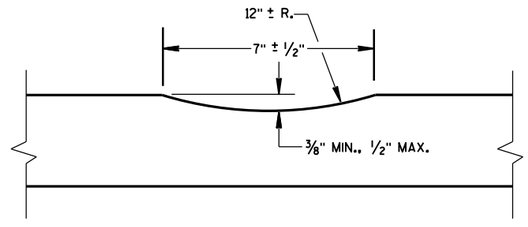
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

6

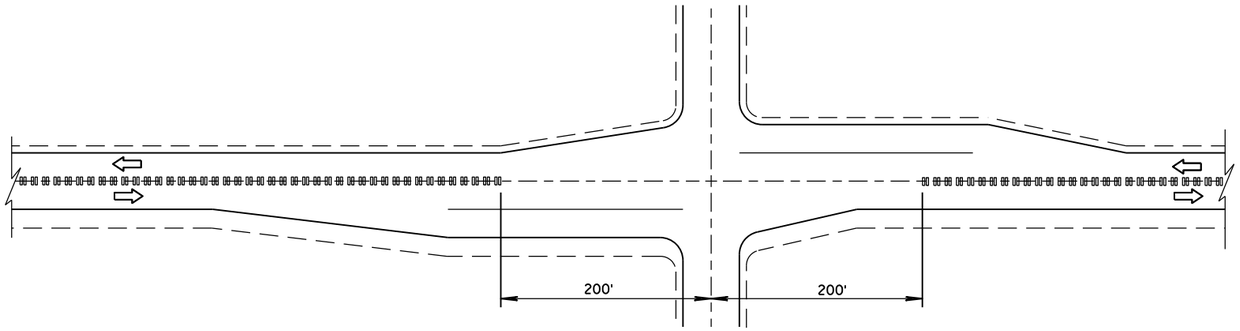
S.D.D. 13 A 11-2a

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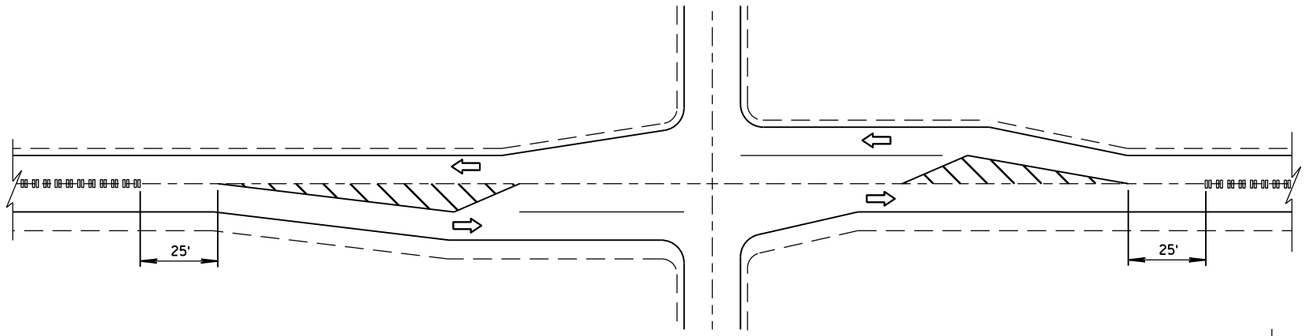
S.D.D. 13 A 11-2a

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

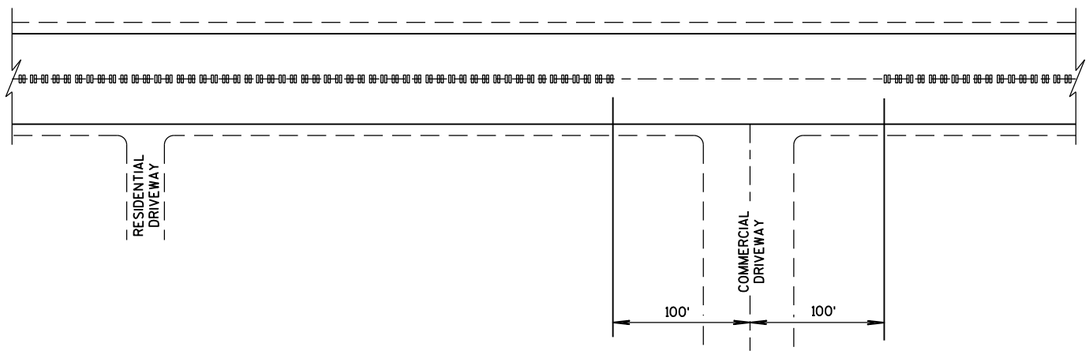
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



CENTER LINE GROOVES AT INTERSECTIONS

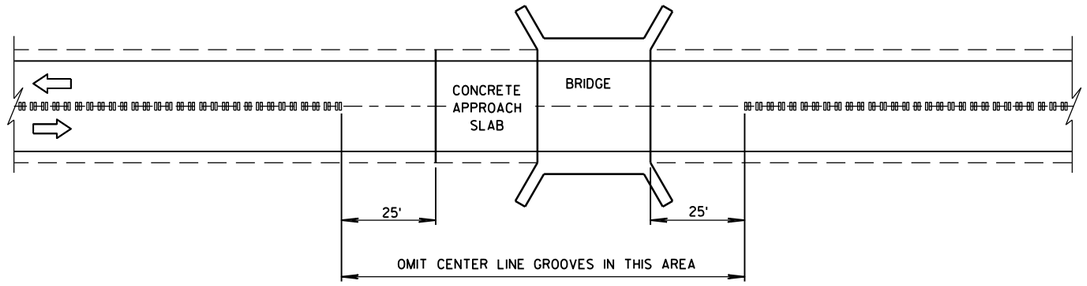


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

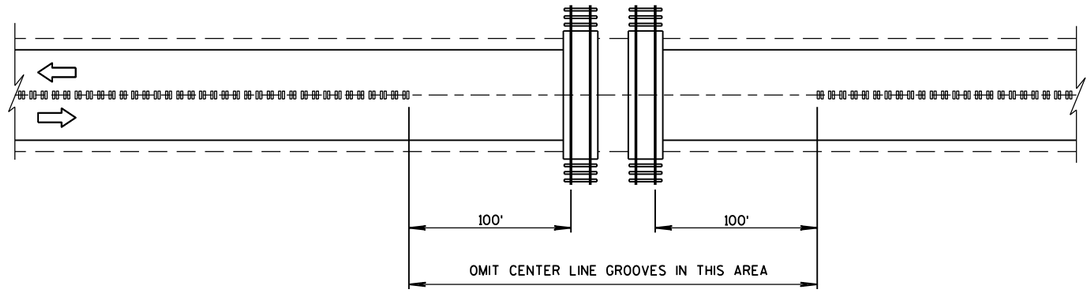


CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

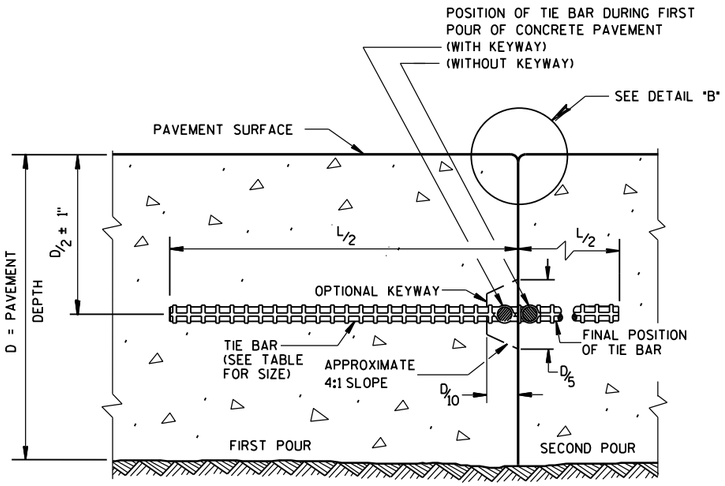
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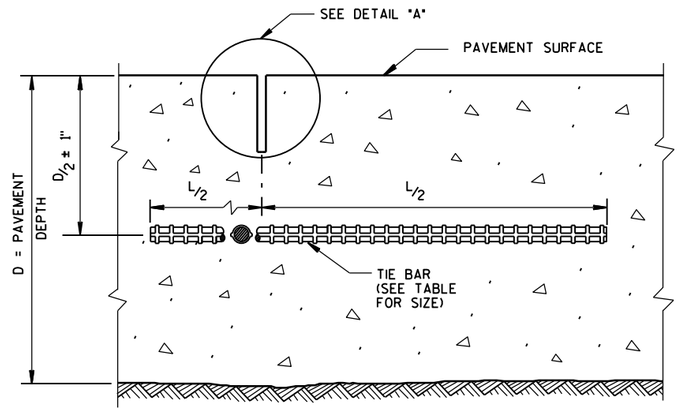
FHWA

6

S.D.D. 13 A 11-2b



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

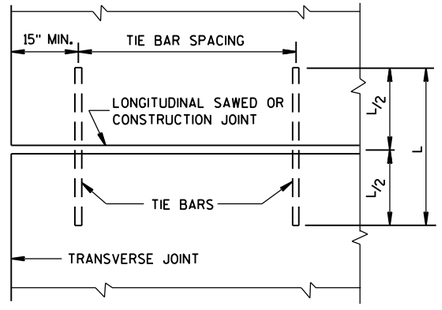
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

6
S.D.D. 13 C 1-18

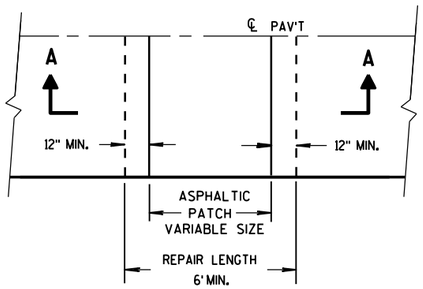
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

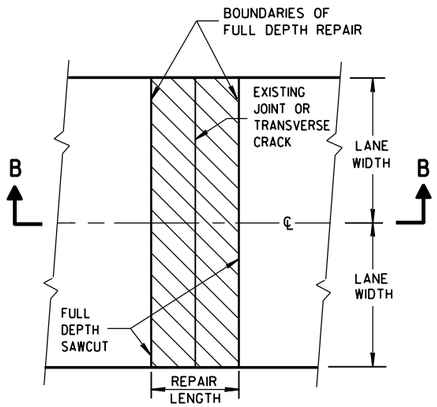
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

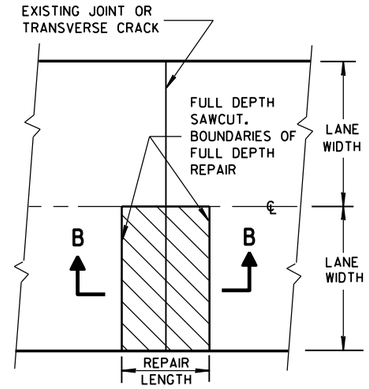
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

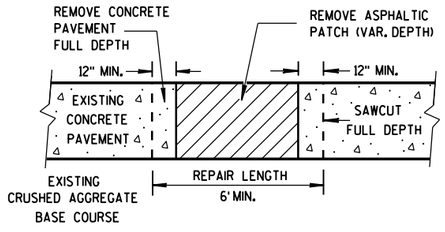


PLAN VIEW
(DOUBLE LANE REPAIR)



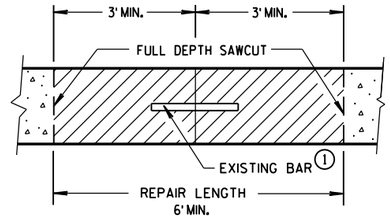
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

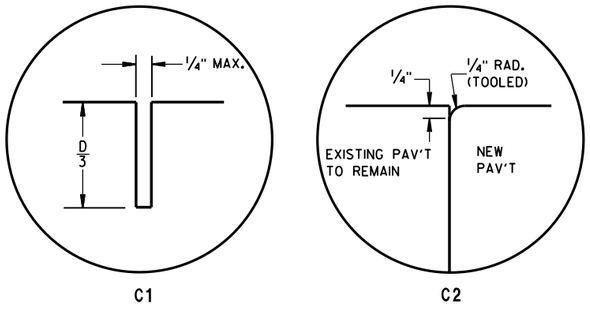
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 13 C 9-14a



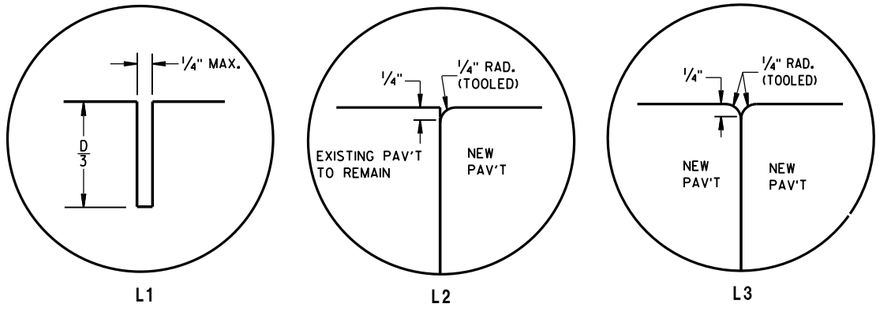
TRANSVERSE JOINTS

TIE BAR TABLE

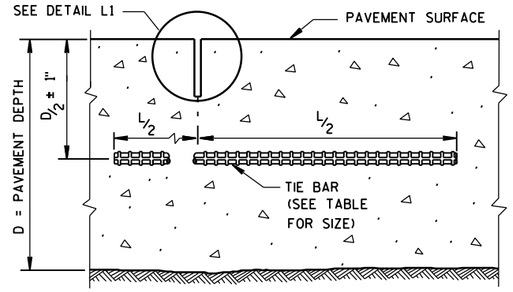
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

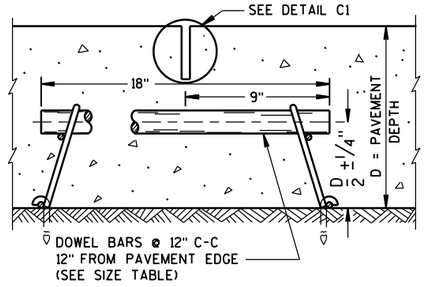
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

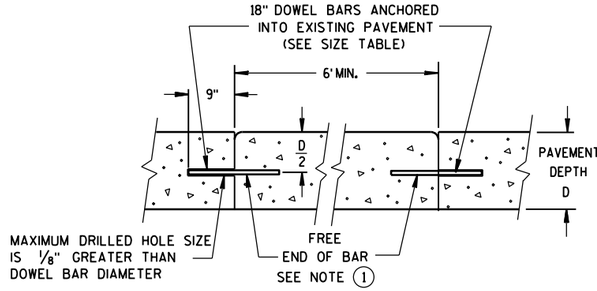
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

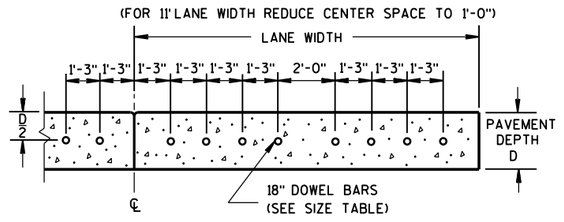


SECTION F-F

CONTRACTION JOINT



SECTION D-D

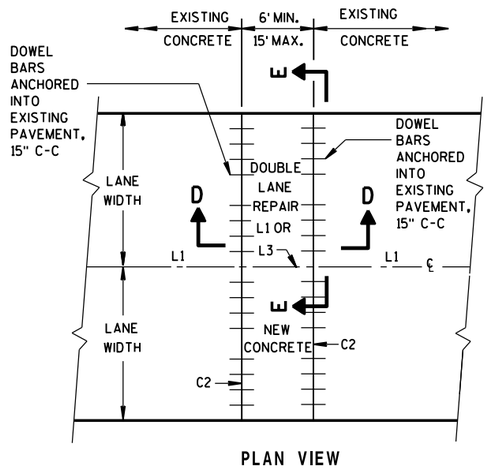


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

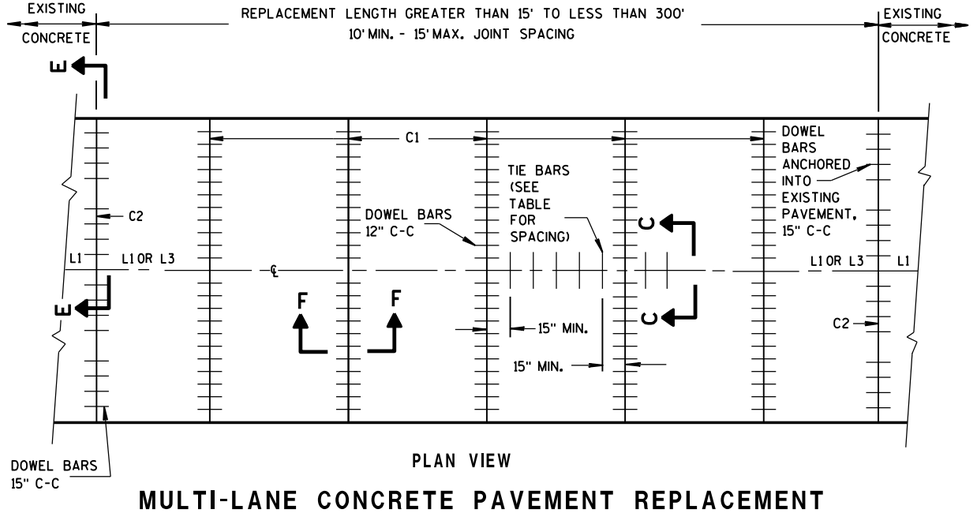
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	NONE	12'
7", 7 ½"	1"	1"	14'
8", 8 ½"	1 ¼"	1 ¼"	15'
9", 9 ½"	1 ¼"	1 ¼"	15'
10" & ABOVE	1 ½"	1 ¼"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

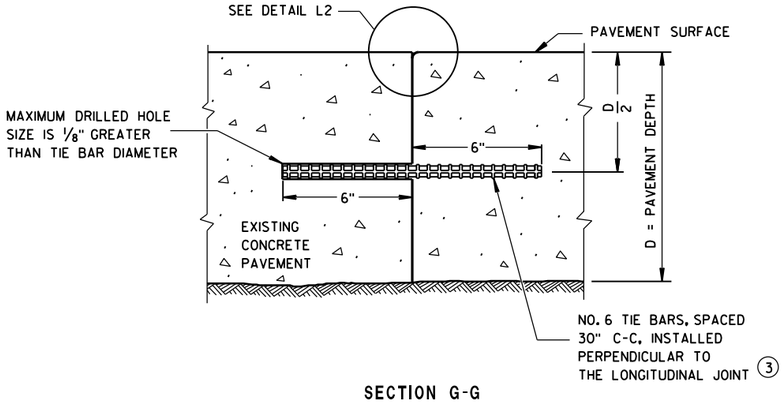
MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 13 C 9-14b



SECTION G-G

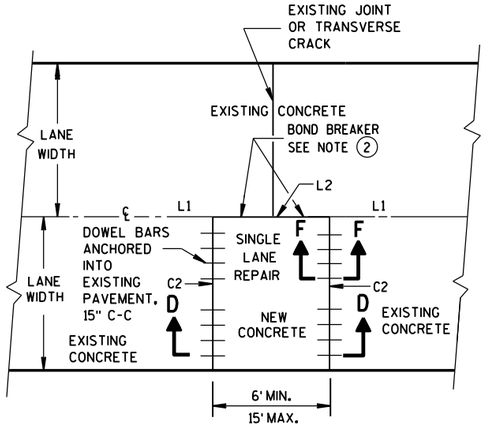
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

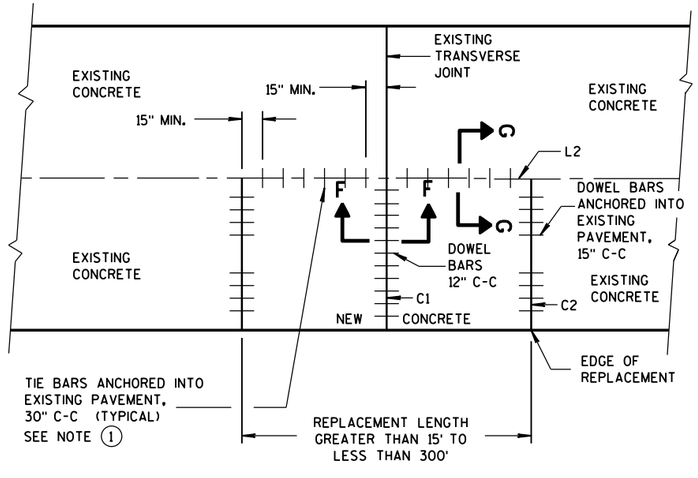
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

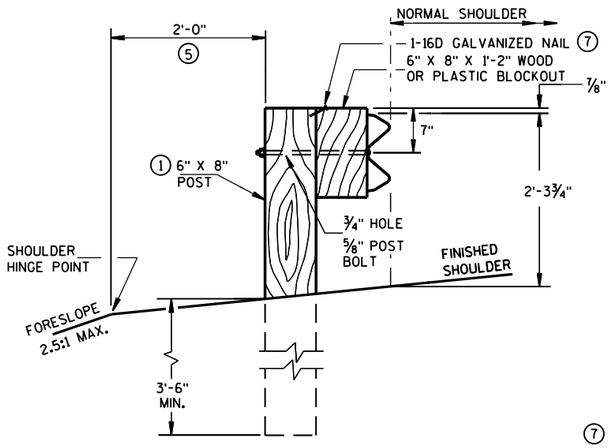
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S.D.D. 13 C 9-14c

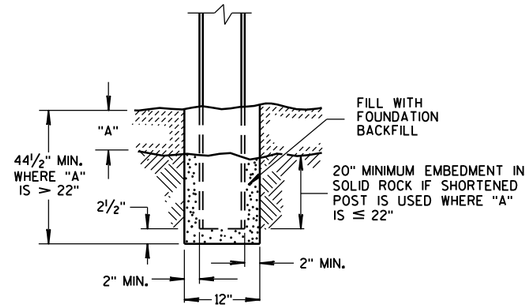
GENERAL NOTES

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.

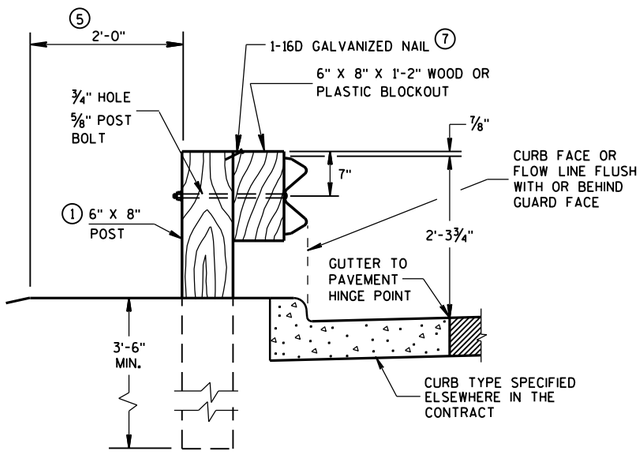
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



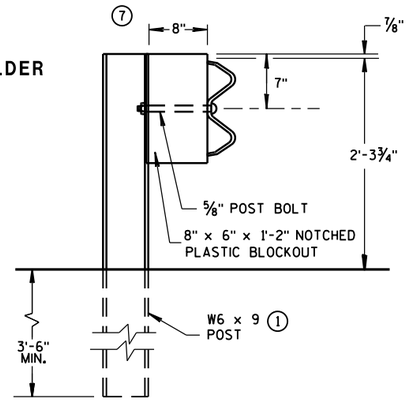
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



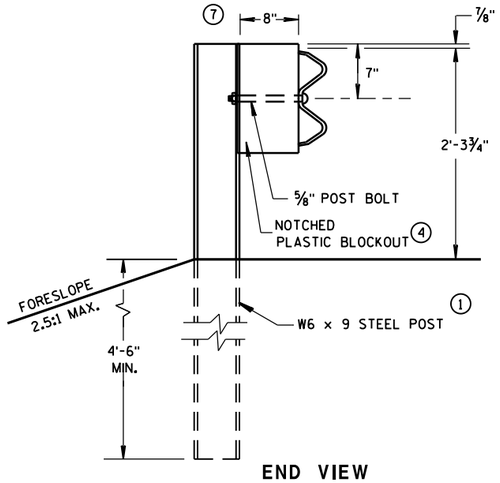
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ⑥



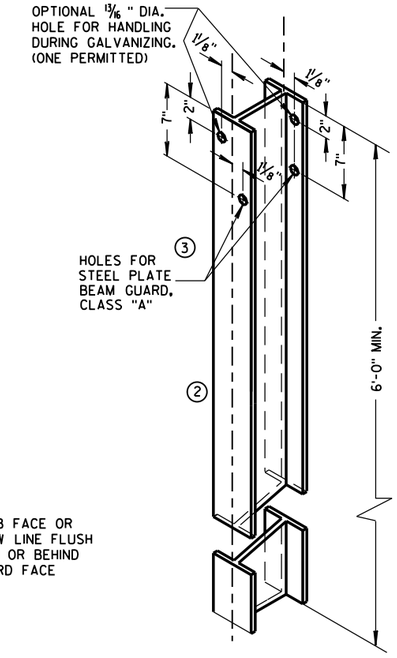
END VIEW
LOCATED ALONG A CURBED ROADWAY



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION

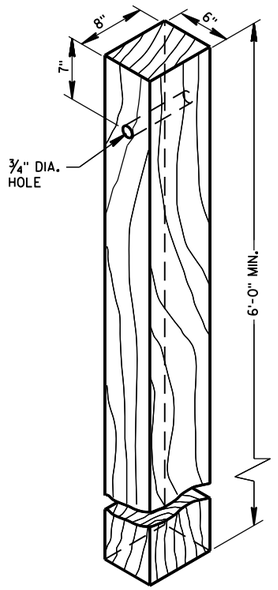


END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

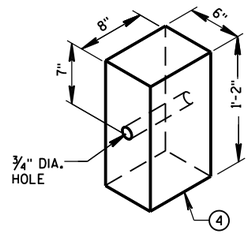


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) ①

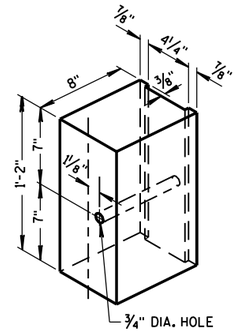
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



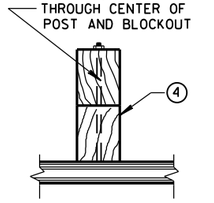
WOOD POST
(6"X8") NOMINAL



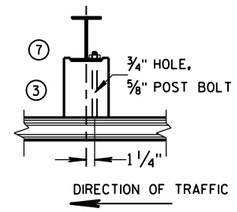
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



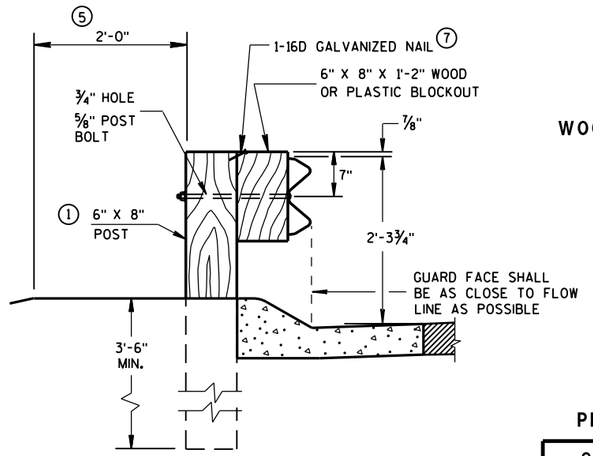
TYPICAL NOTCHED ①
PLASTIC BLOCKOUT
FOR STEEL POSTS



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

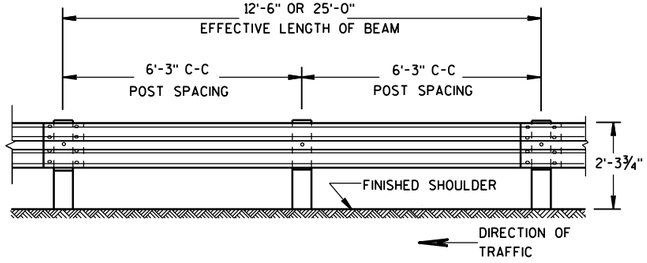
STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 338

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

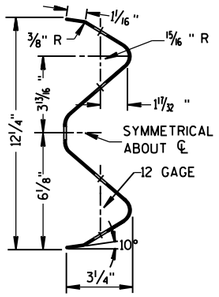
6

S.D.D. 14 B 15-9a

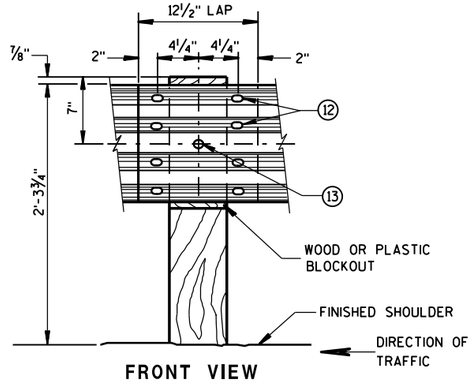


FRONT VIEW

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.

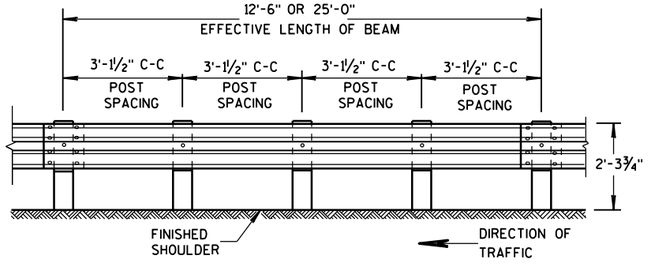
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(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.

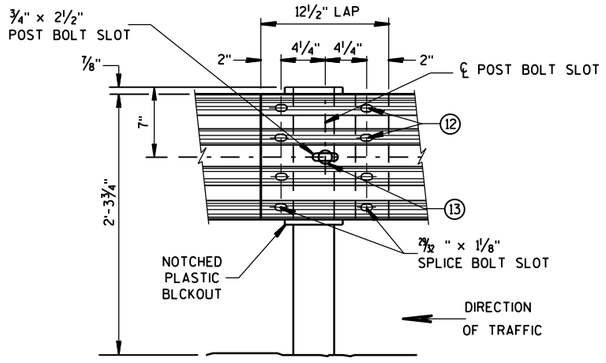
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

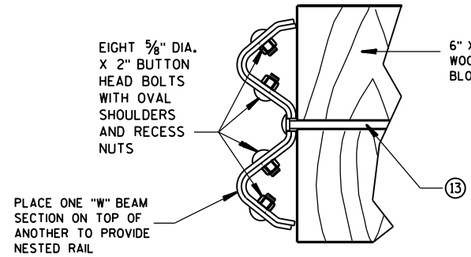
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

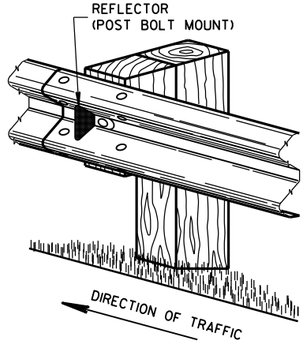


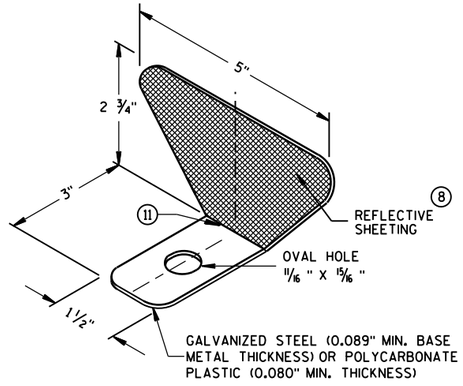
NESTED W BEAM (NW)

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	



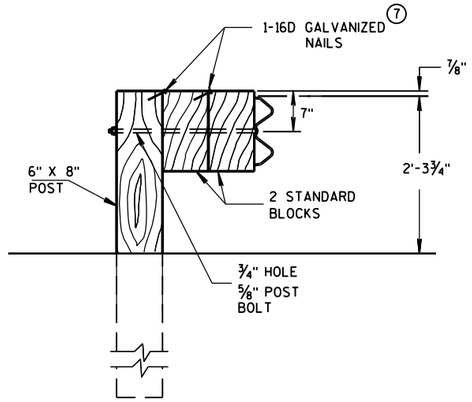


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

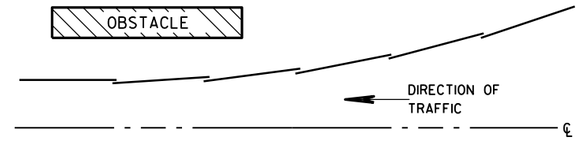
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 15-9b

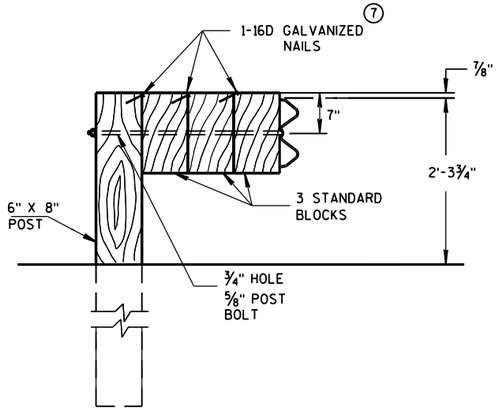


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

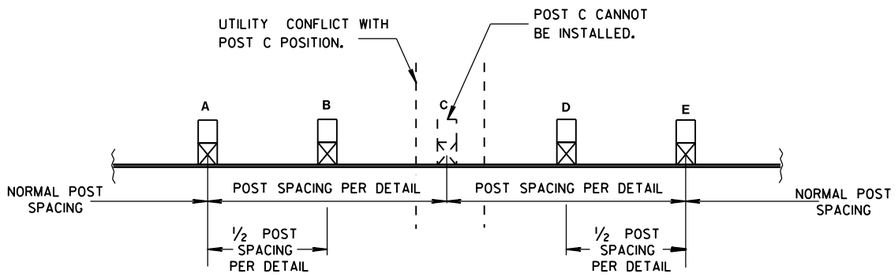


PLAN VIEW
BEAM LAPPING DETAIL



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

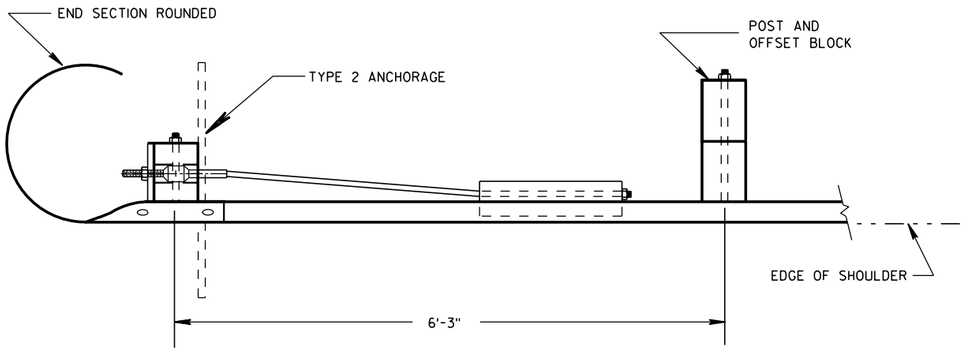
June 2016 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

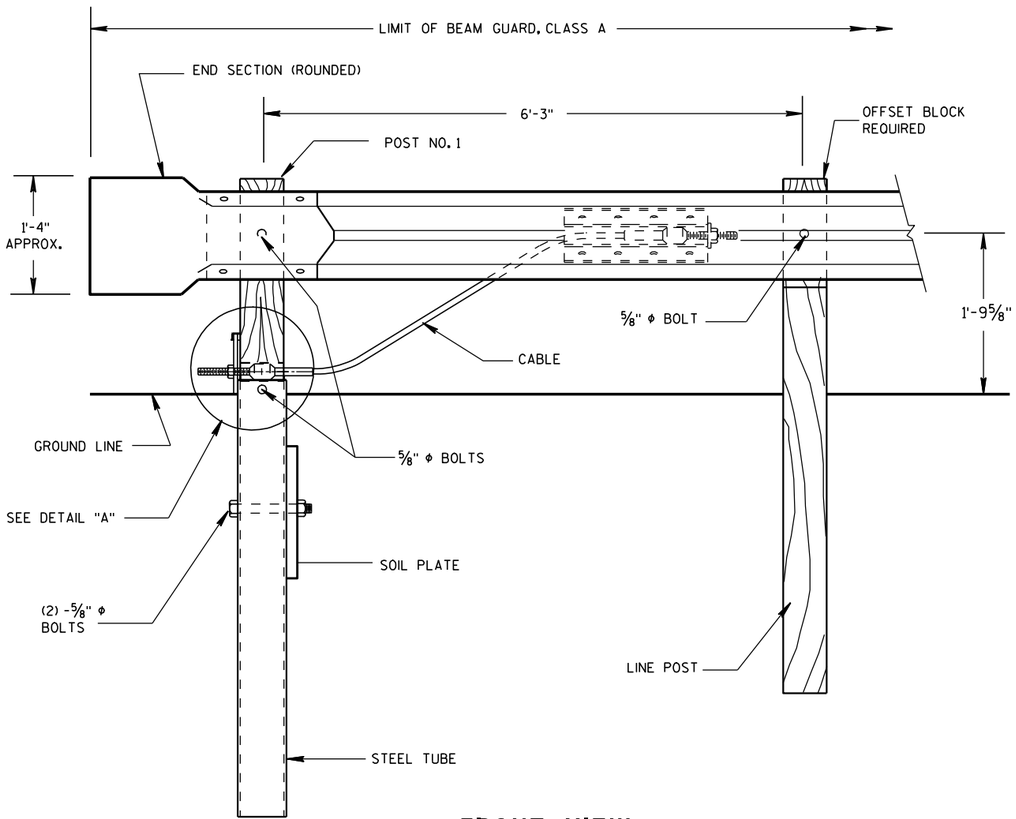
FHWA

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S.D.D. 14 B 15-9c



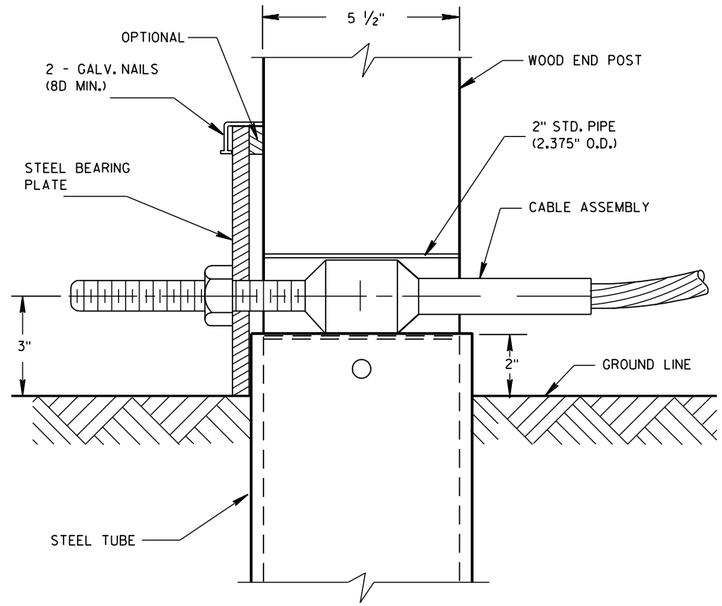
PLAN VIEW



FRONT VIEW

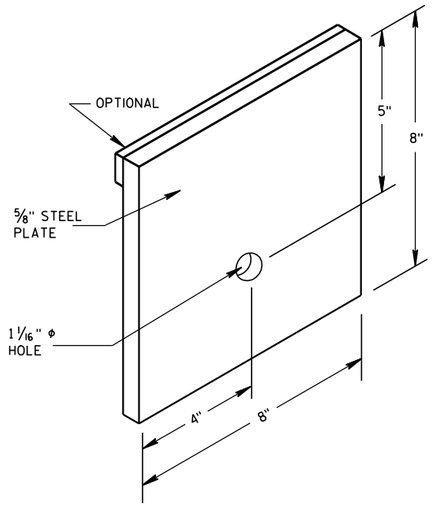
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

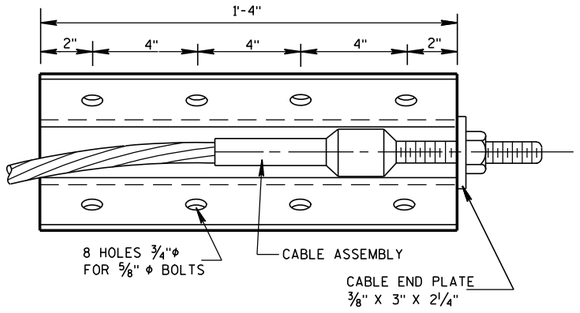
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO.....T

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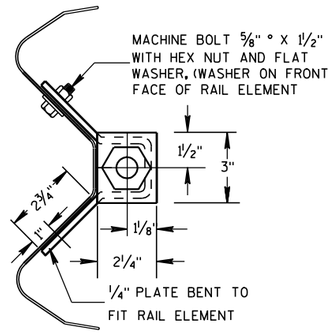
S.D.D. 14 B 16-4a

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S.D.D. 14 B 16-4a

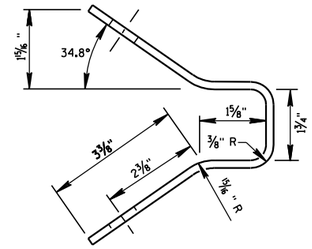


FRONT VIEW

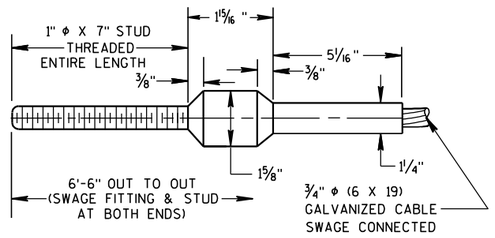


END VIEW

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)

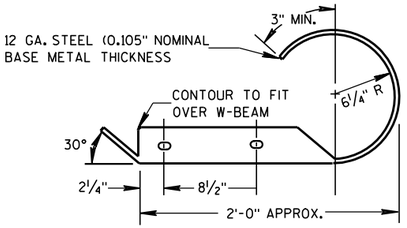
GENERAL NOTES

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.

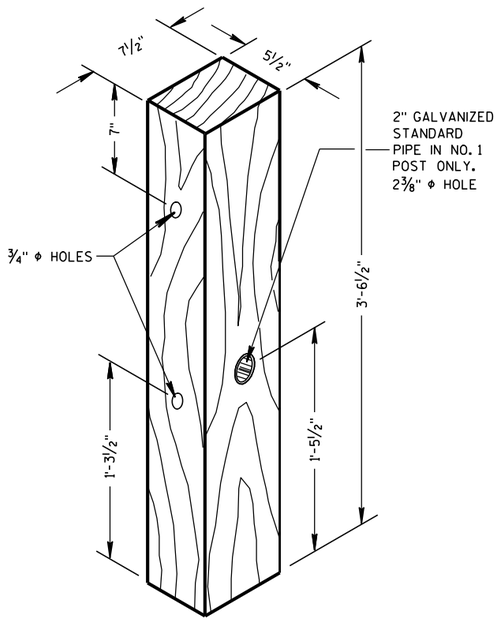
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

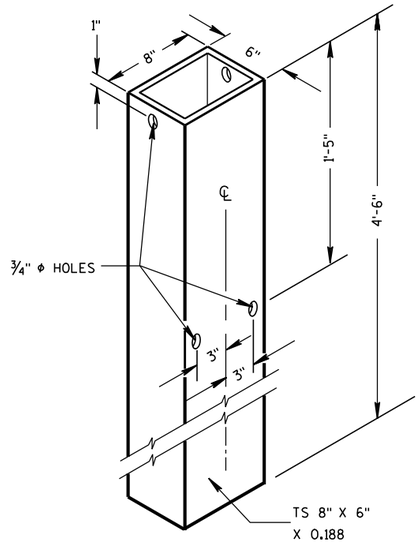
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

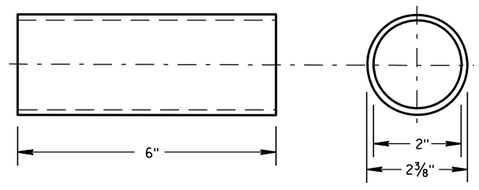


WOOD BREAKAWAY POST



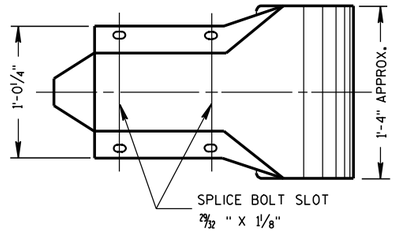
STEEL TUBE

STEEL TUBE SHALL CONFORM TO
REQUIREMENTS OF ASTM A500

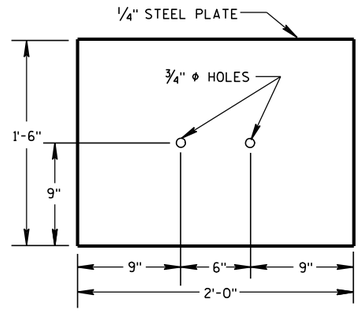


BREAKAWAY TERMINAL POST SLEEVE

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

FHWA

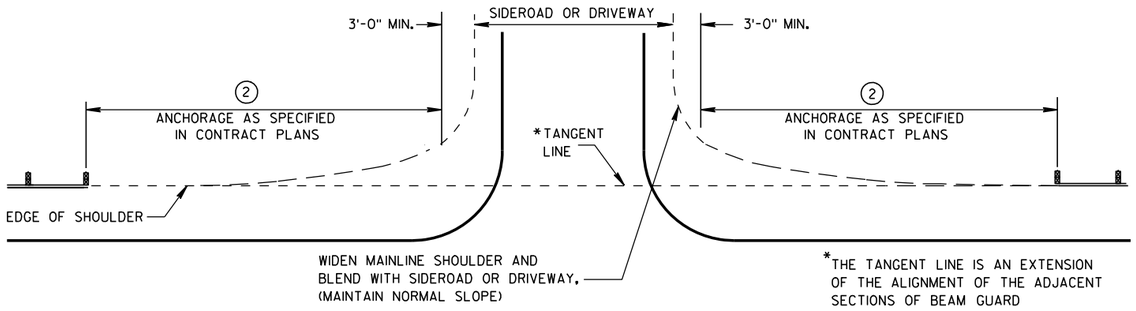
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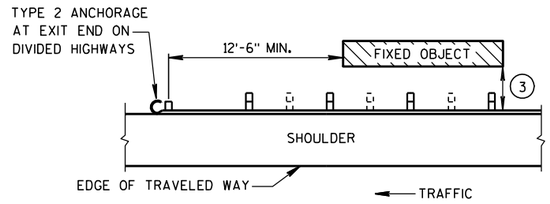
S.D.D. 14 B 16-4b

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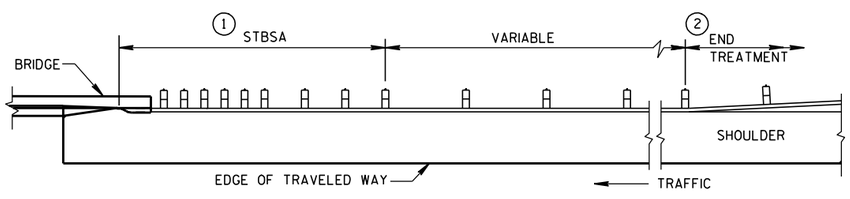
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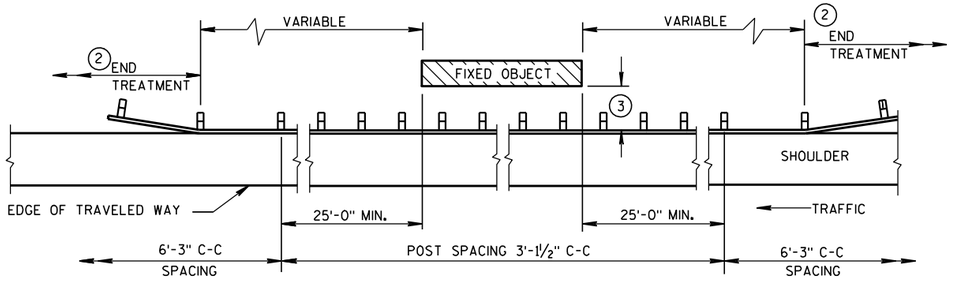
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

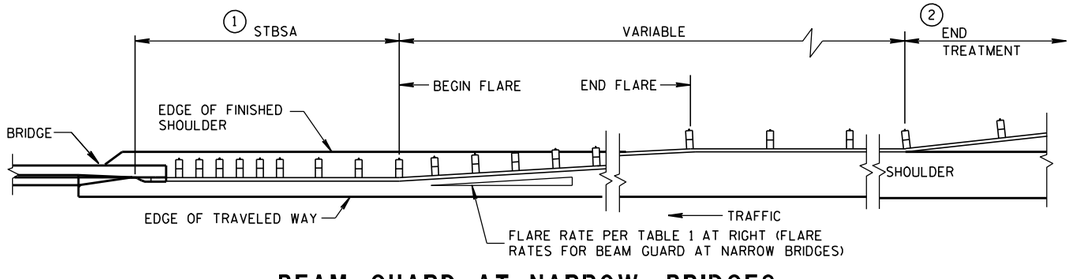


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

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

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"

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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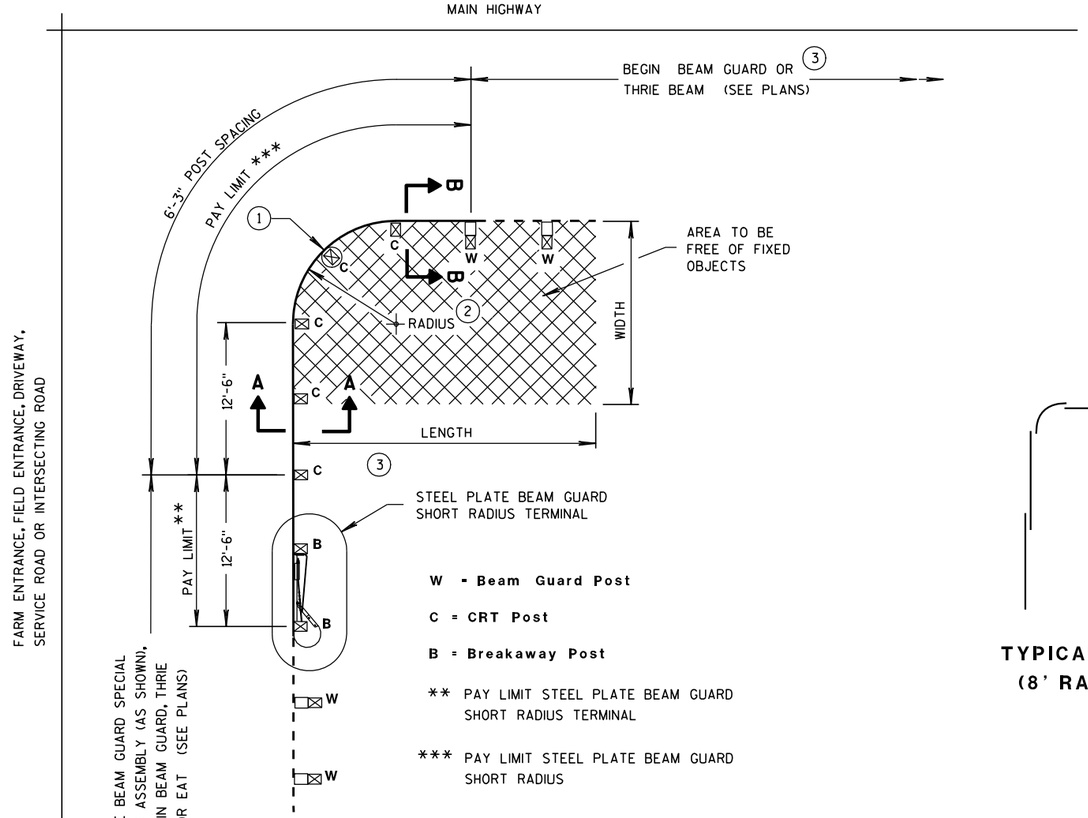
8-21-07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

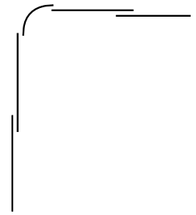
FHWA

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S.D.D. 14 B 18-6a



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

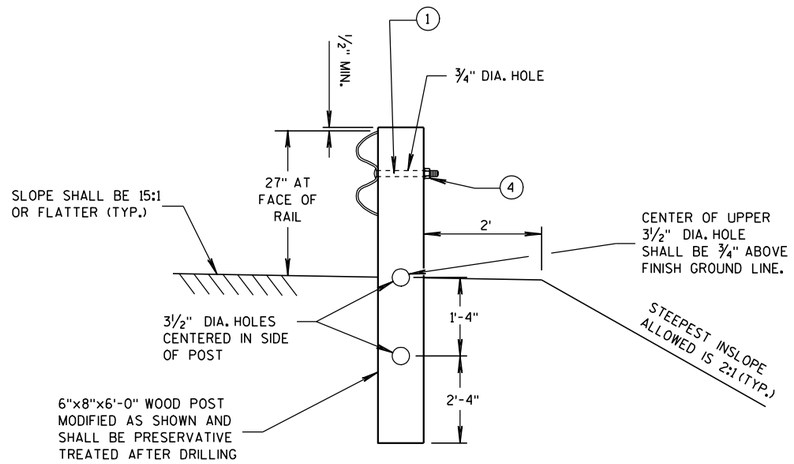
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

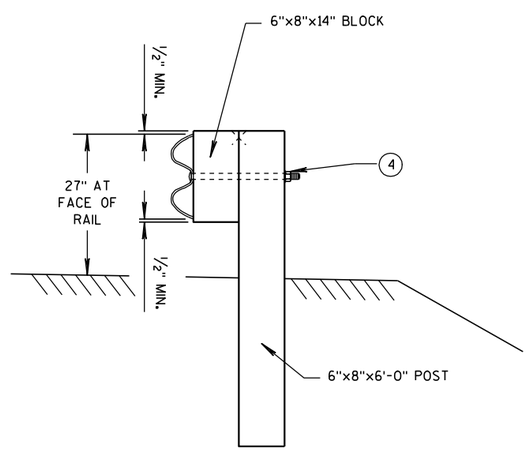
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)

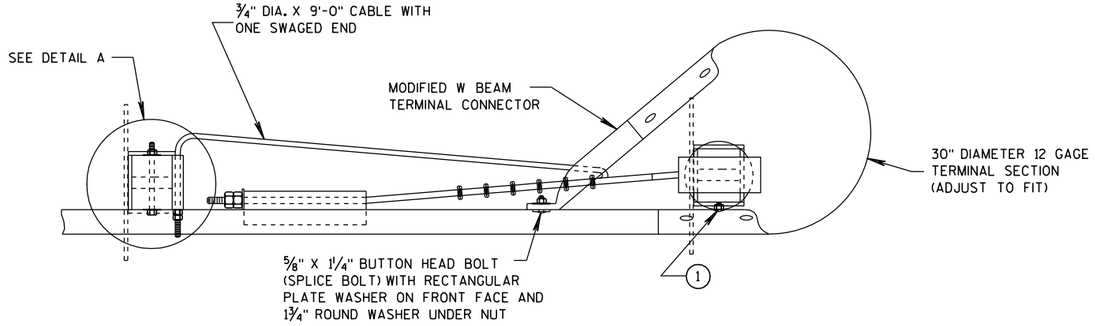


SECTION B-B
(BEAM GUARD POST)

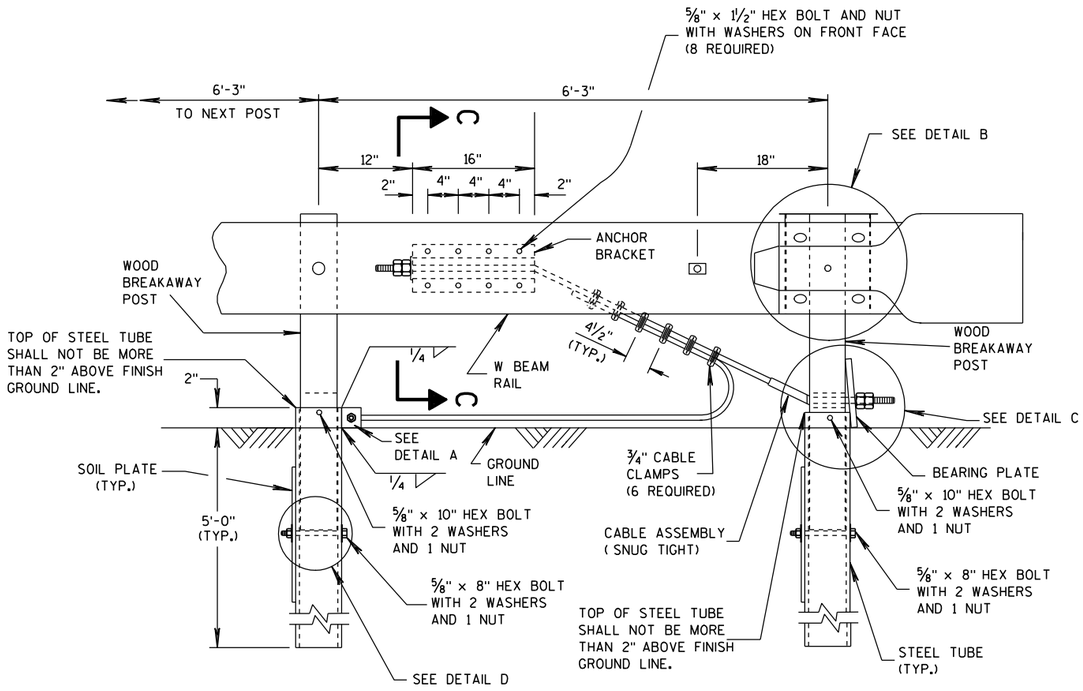
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	344

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S.D.D. 14 B 27-1a



PLAN VIEW



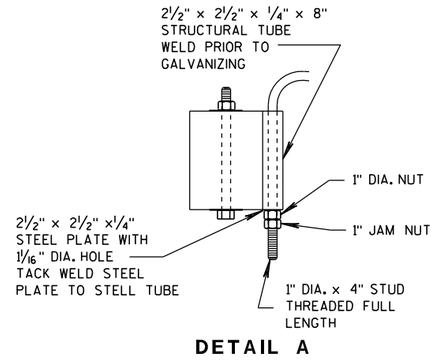
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

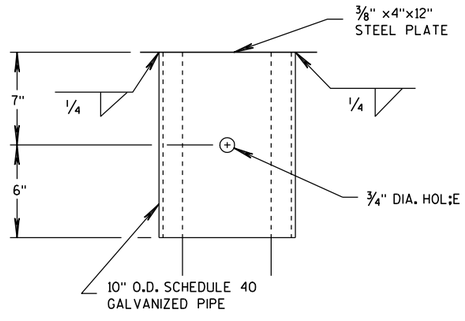
GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

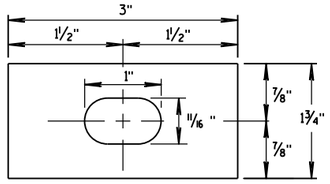
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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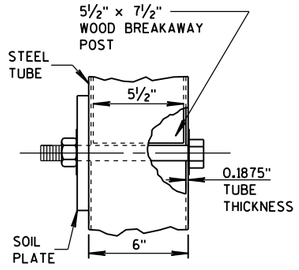
S.D.D. 14 B 27-1b

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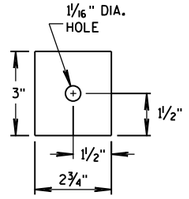
S.D.D. 14 B 27-1b



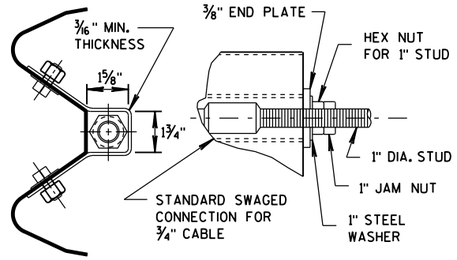
RECTANGULAR PLATE WASHER



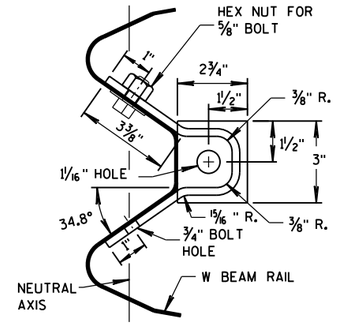
DETAIL D



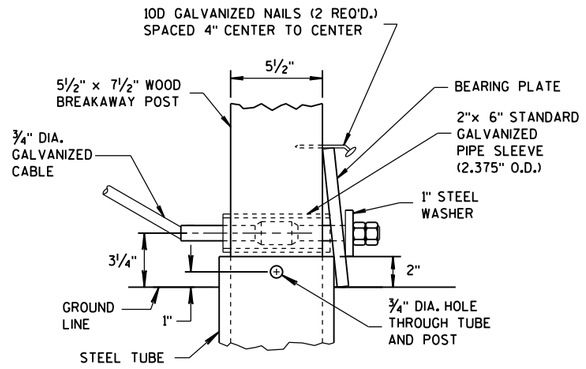
END PLATE



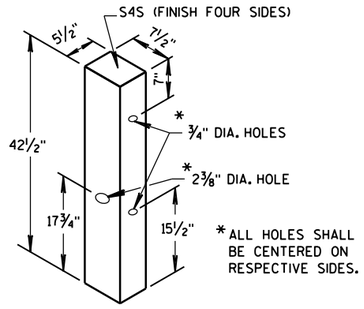
SECTION C-C
(END PLATE REMOVED)



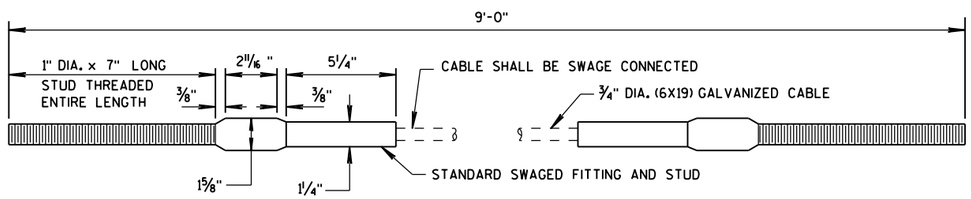
ANCHOR BRACKET



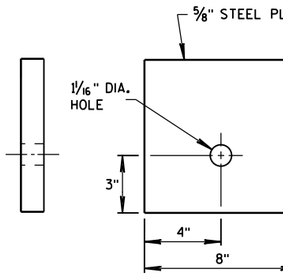
DETAIL C



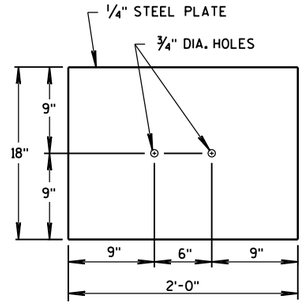
WOOD BREAKAWAY POST



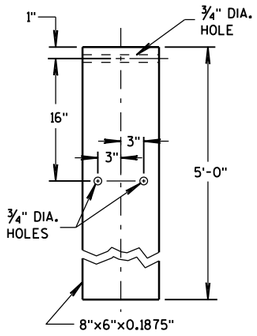
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

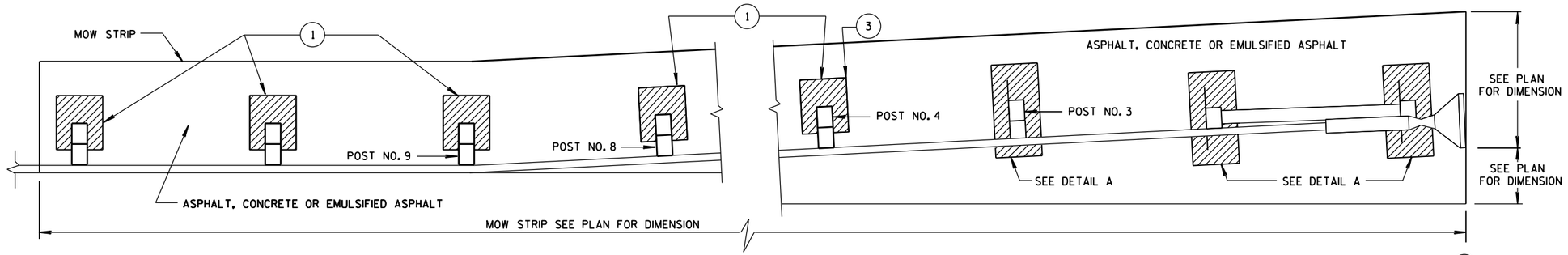
APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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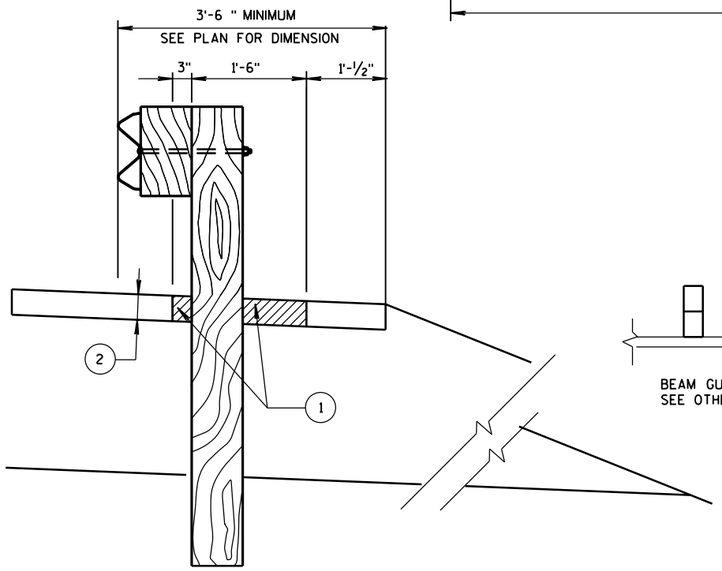
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S.D.D. 14 B 27-1c

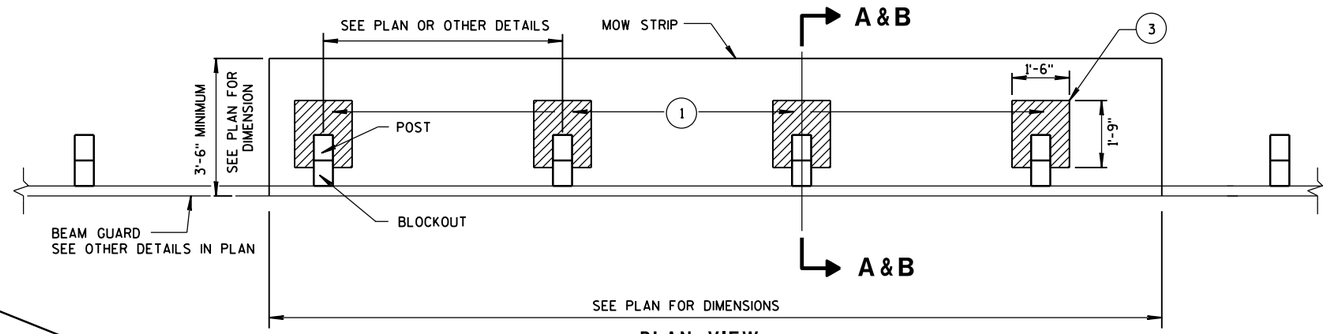


PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABORBING TERMINAL

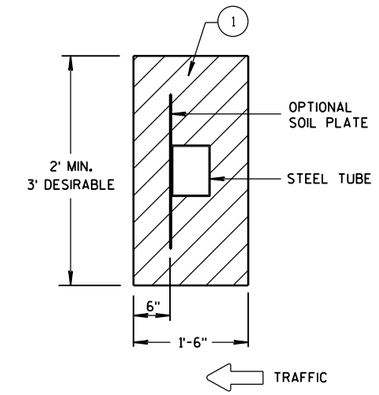


SECTION A-A

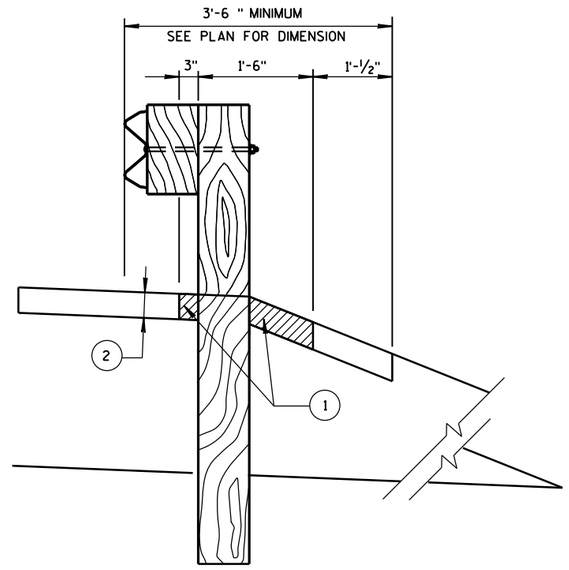


PLAN VIEW

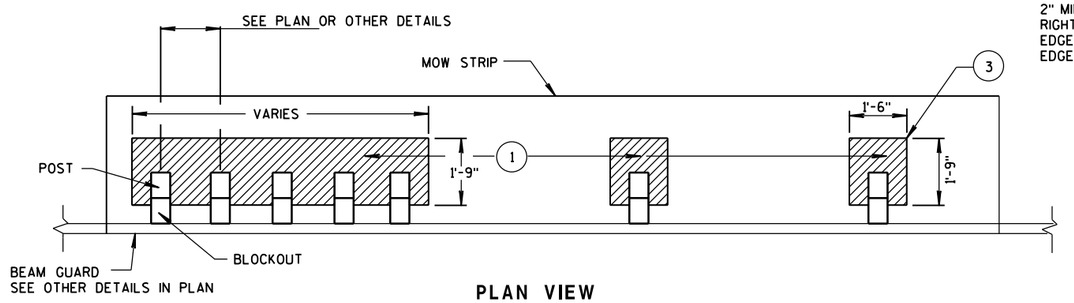
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



DETAIL A

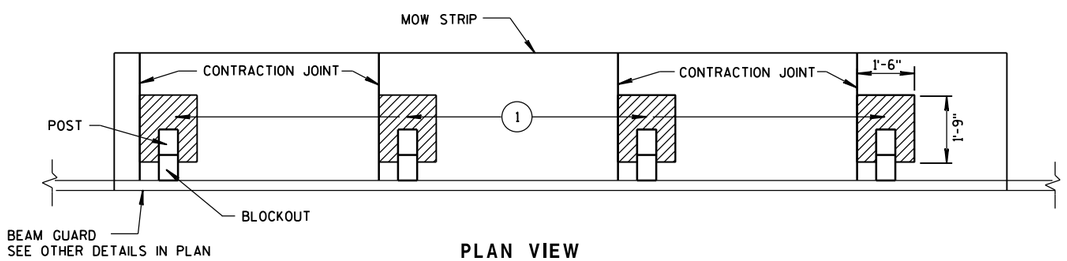


SECTION B-B



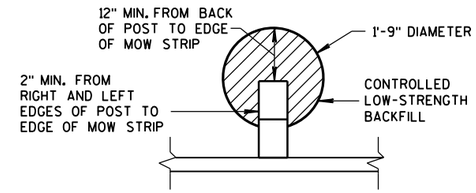
PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP



ALTERNATIVE HMA
MOW STRIP DESIGN

(1) CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.

(2) DEPTH OF MOW STRIP:
ASPHALT - 4"
CONCRETE - 4"
EMULSIFIED ASPHALT - 1" OR LESS

(3) FOR EMULSIFIED ASPHALT MOW STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS.)

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
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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.

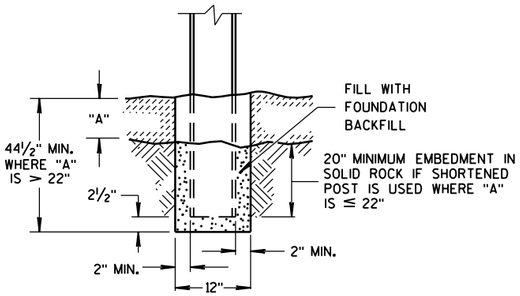
② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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.

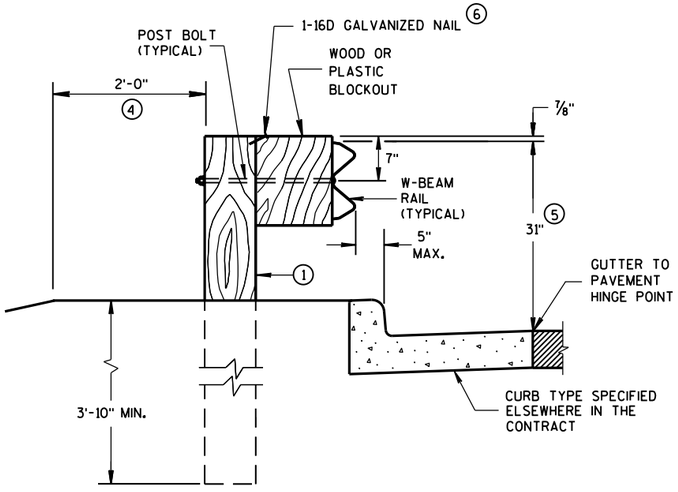
④ WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

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.



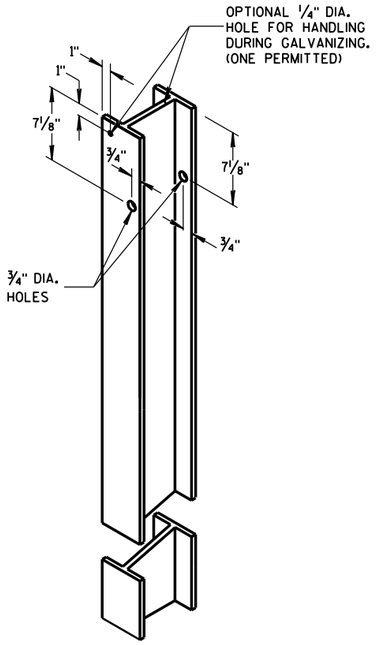
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ③



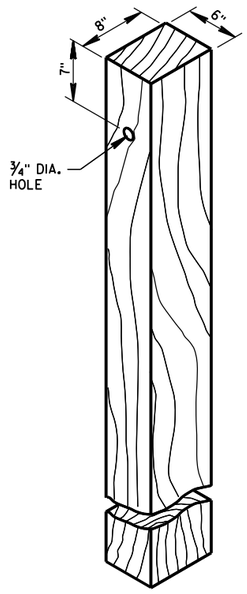
END VIEW
LOCATED ALONG A CURBED ROADWAY

END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION

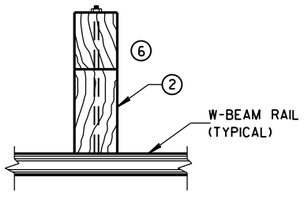
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



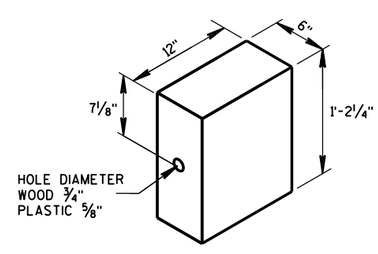
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



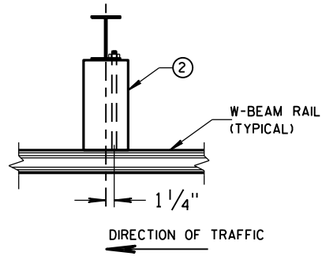
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②



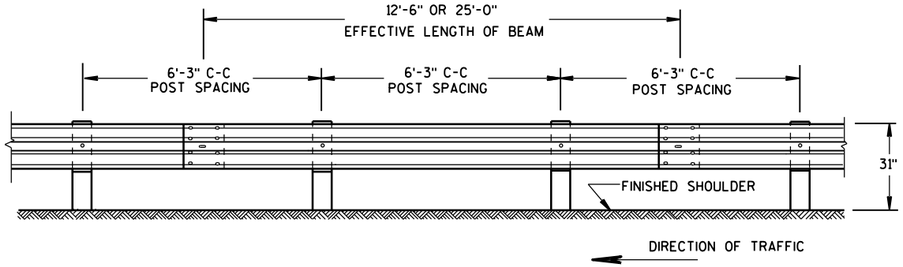
PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

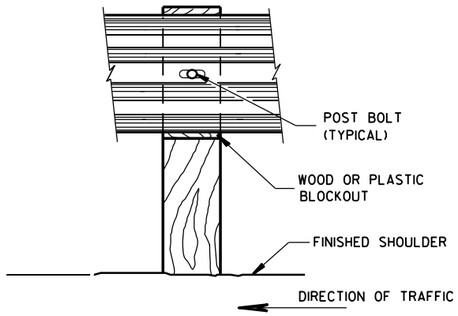
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S.D.D. 14 B 42-4a



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.

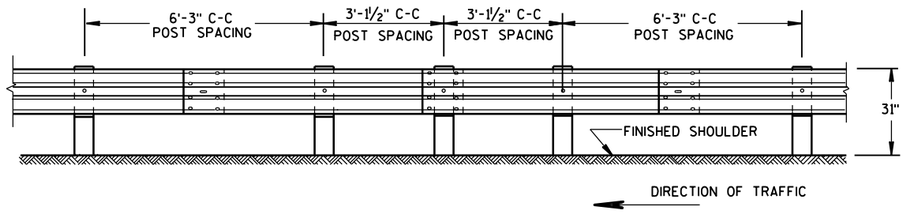
9. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

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.

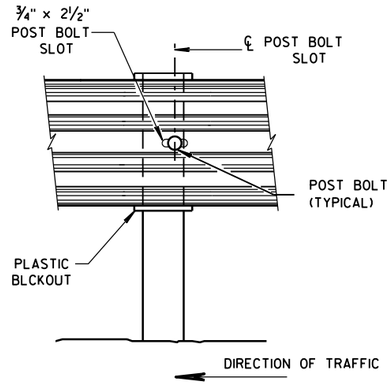
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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.

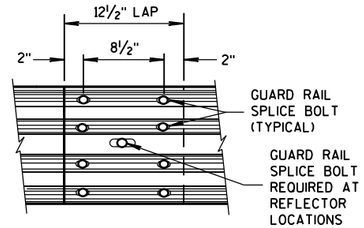


FRONT VIEW

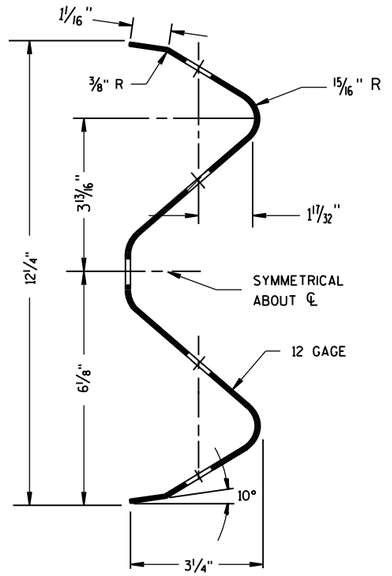
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



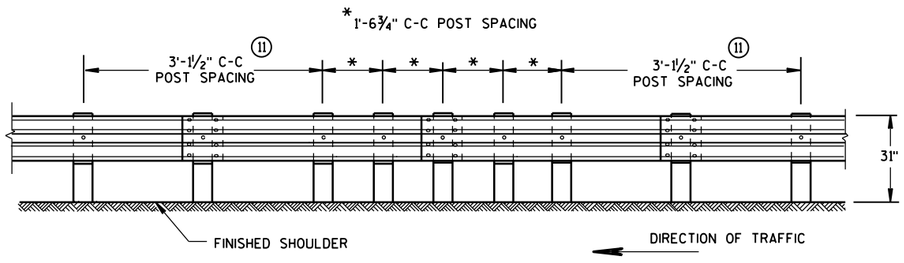
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

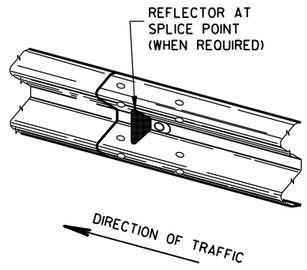


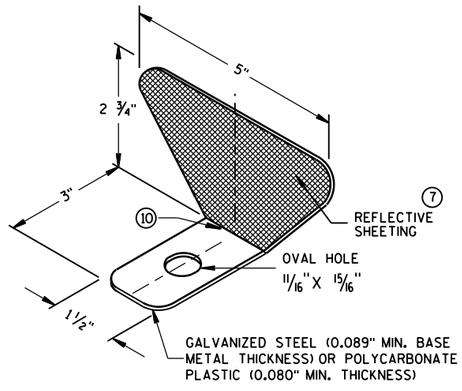
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION 7

REFLECTOR SPACING 8

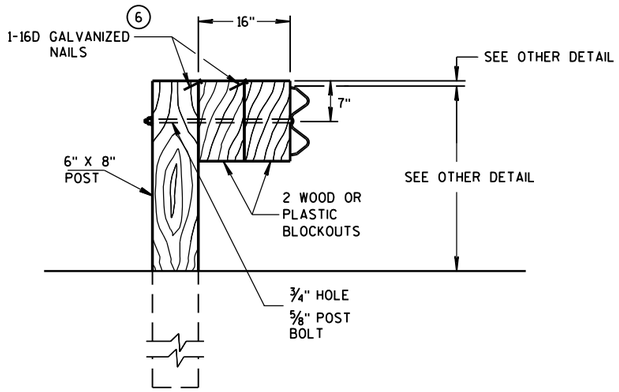
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 9	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 10	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

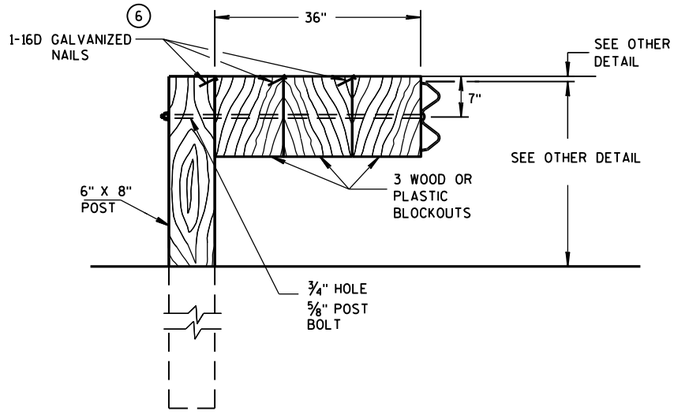
6

S.D.D. 14 B 42-4b



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.

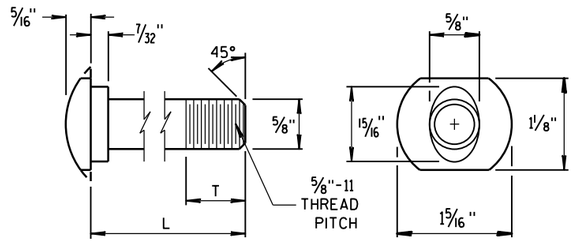


DETAIL FOR 36" BLOCKOUT DEPTH

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.

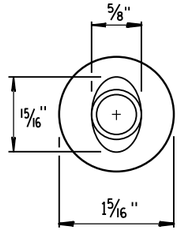
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

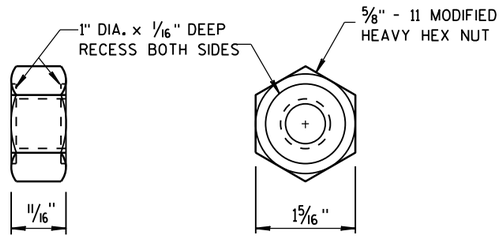


POST BOLT TABLE

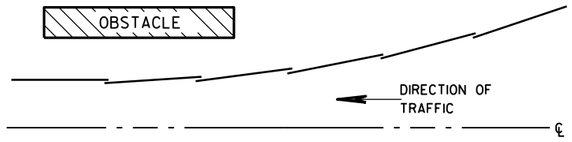
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

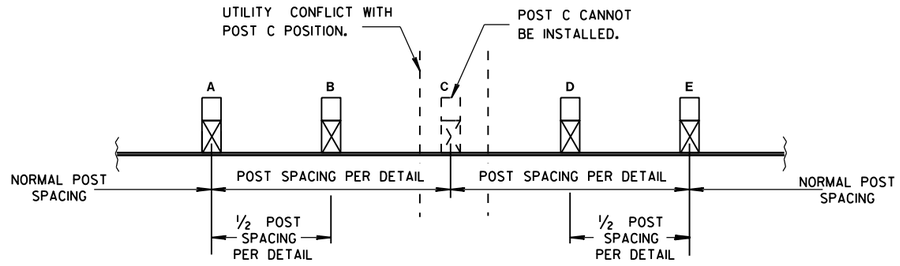


POST BOLT, SPLICE BOLT AND RECESS NUT

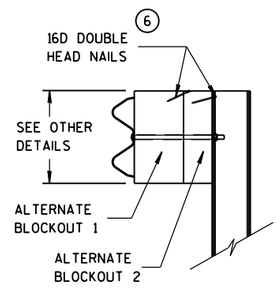


PLAN VIEW

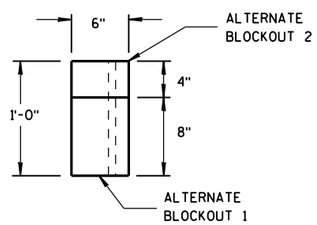
BEAM LAPPING DETAIL



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 (350 ENGINEER
FHWA

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6

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.

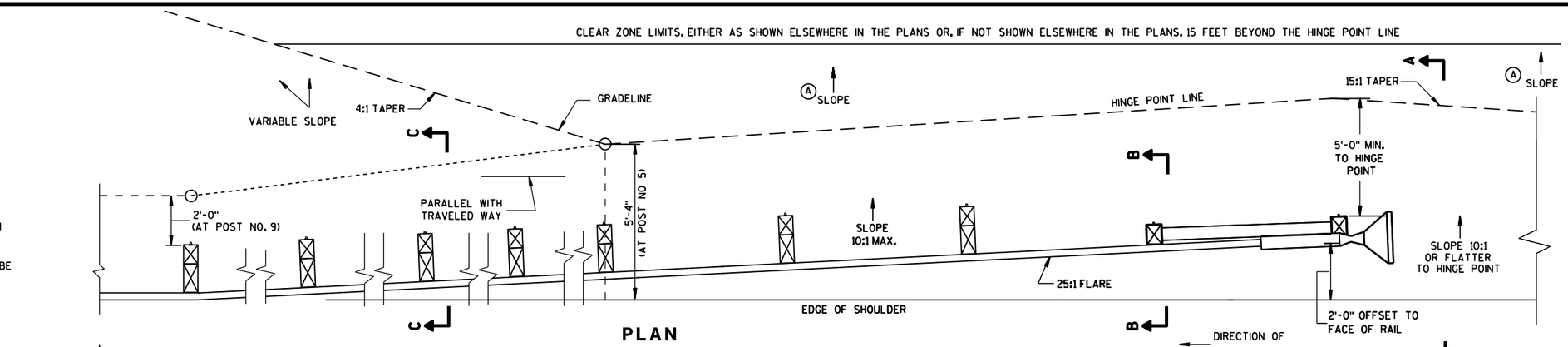
SEE SDD 14B42 FOR MORE INFORMATION.

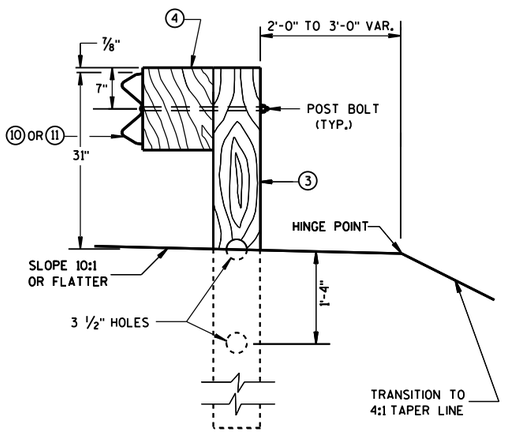
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

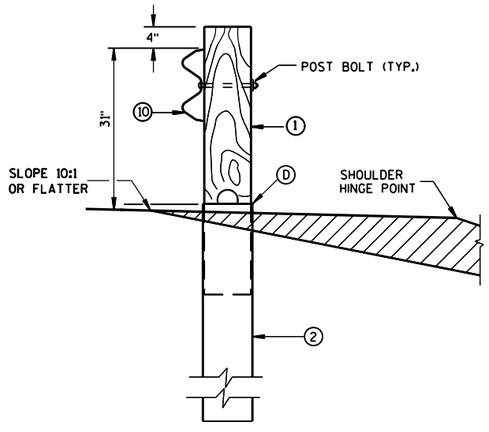
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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.

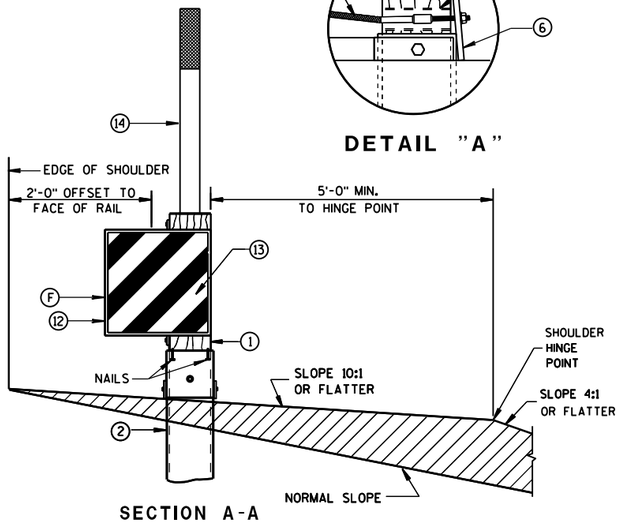




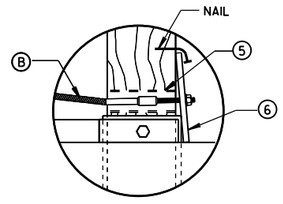
SECTION C-C
TYPICAL AT POST NOS. 3-9



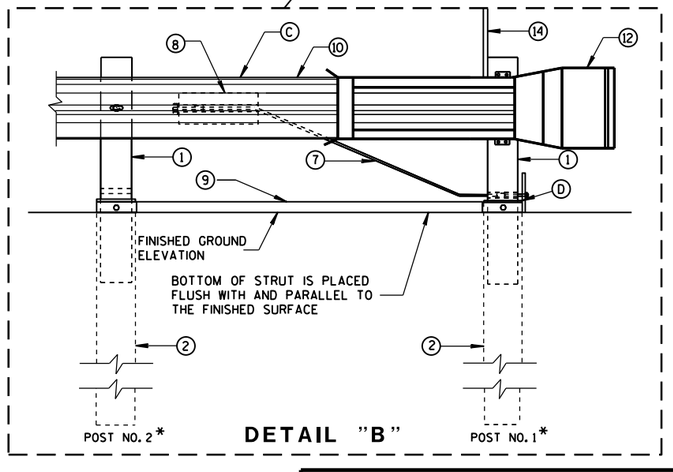
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



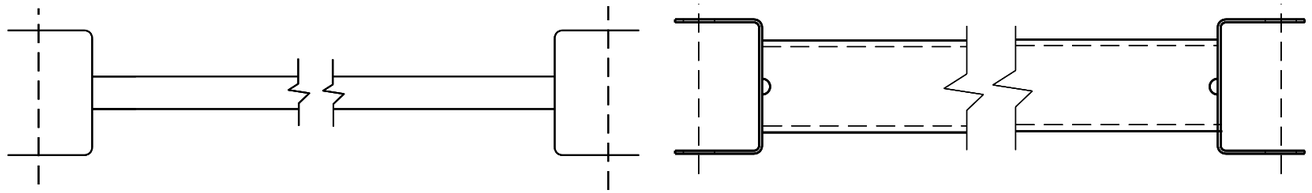
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

S.D.D. 14 B 44-2a

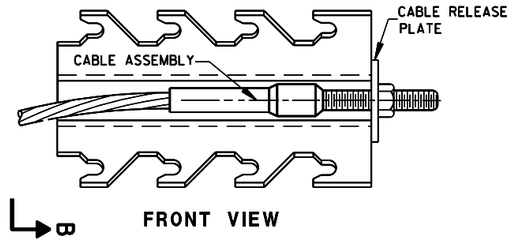
S.D.D. 14 B 44-2a



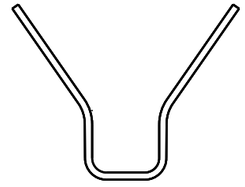
GENERIC GROUND STRUT (9) (H)

BILL OF MATERIALS

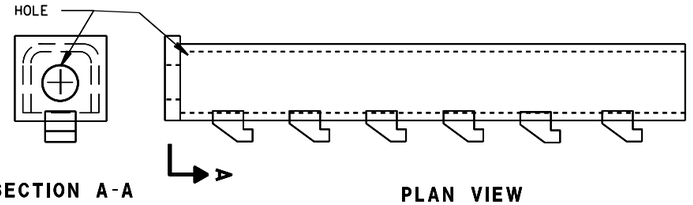
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	WOOD BREAKAWAY POST
(2)	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR 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)



FRONT VIEW



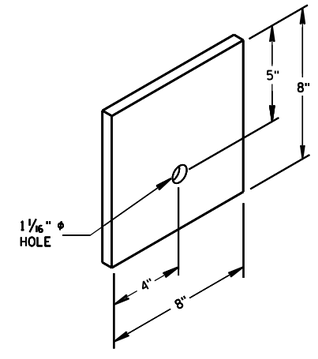
SECTION B-B



SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX (8) (H)



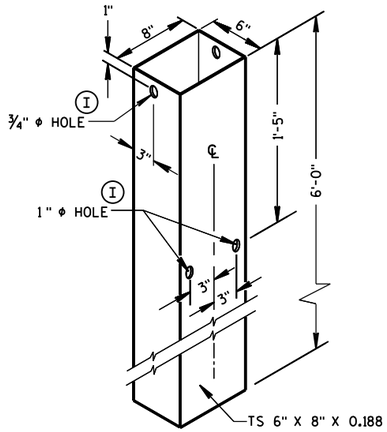
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

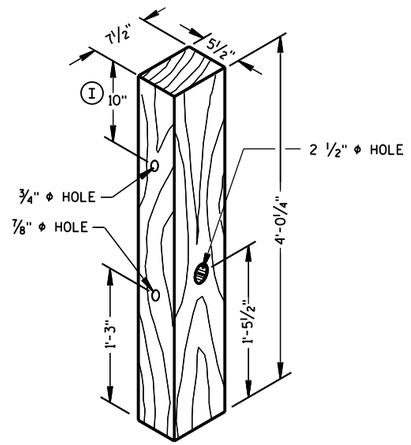
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 44-2b

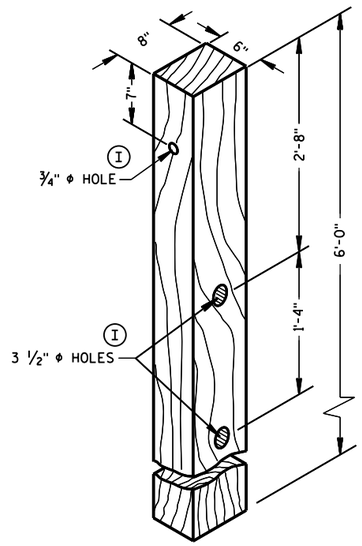


FOUNDATION TUBE (2)



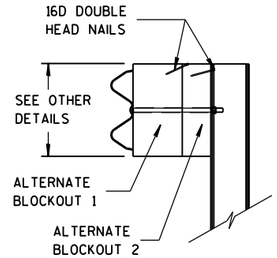
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

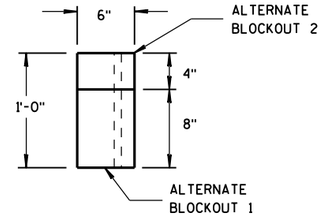


POSTS NUMBER 3-9

WOOD CRT POST (3)

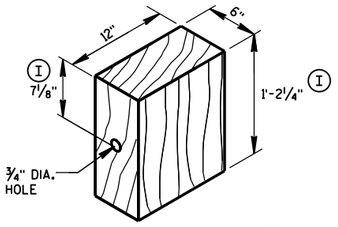


SIDE VIEW



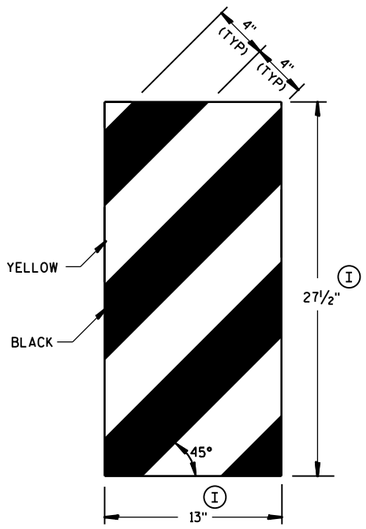
TOP VIEW

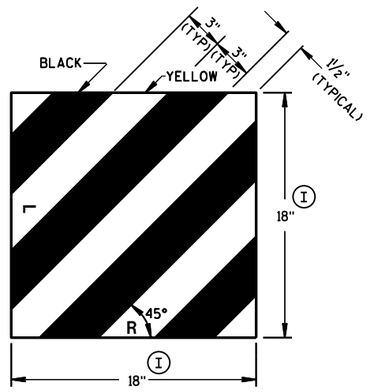
ALTERNATE WOOD BLOCKOUT DETAIL



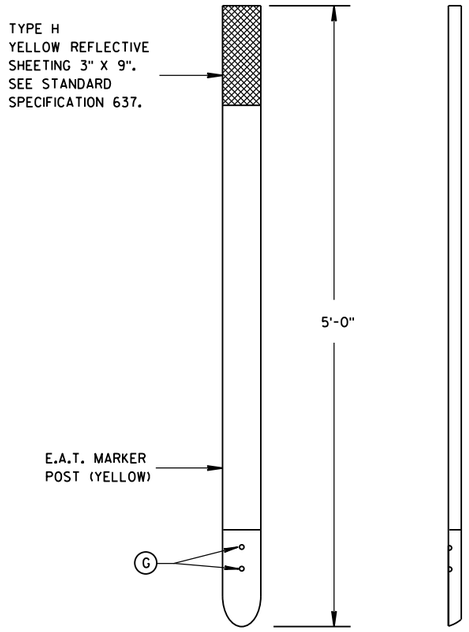
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





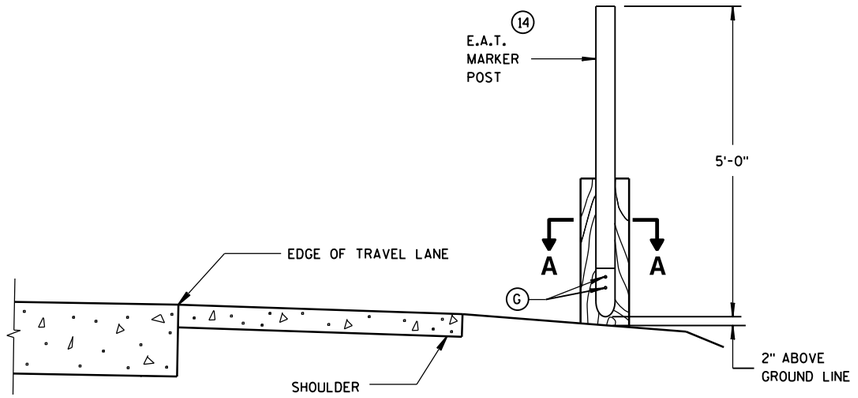
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

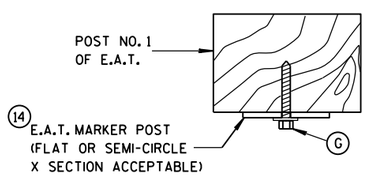
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

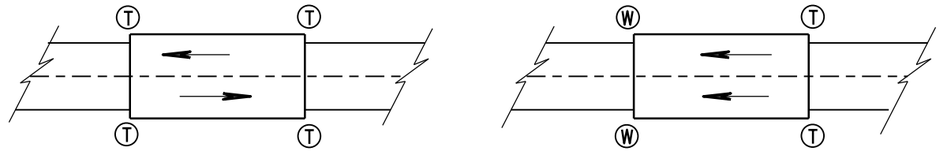
353

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

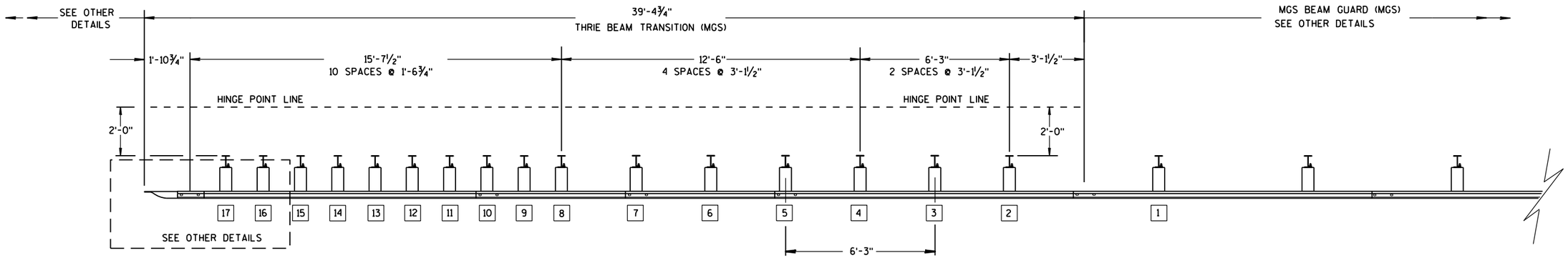
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

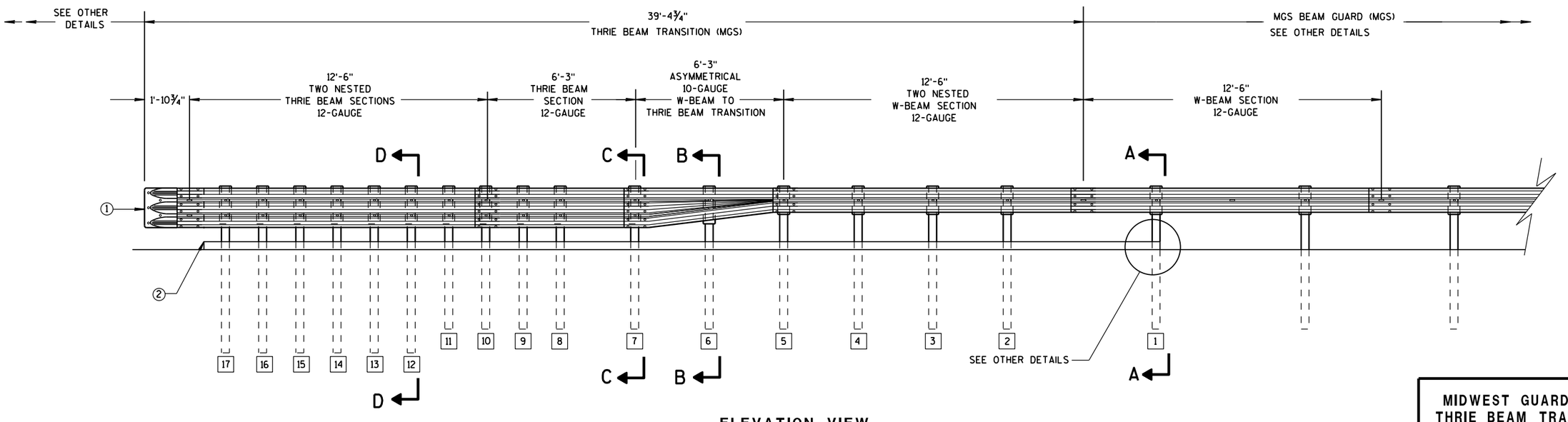
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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 TRANSPOR

6

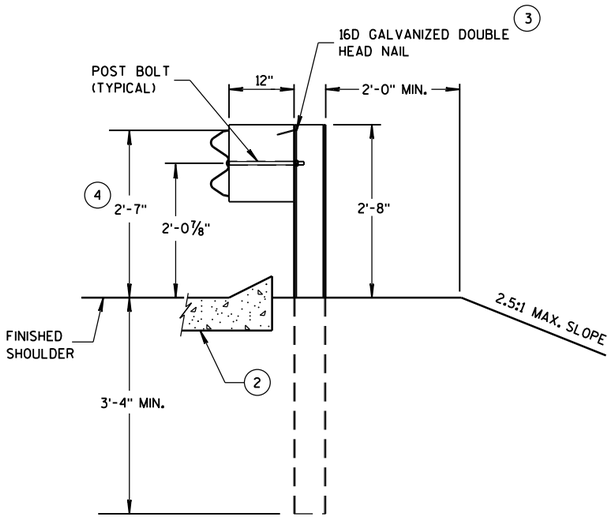
S.D.D. 14 B 45-4a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

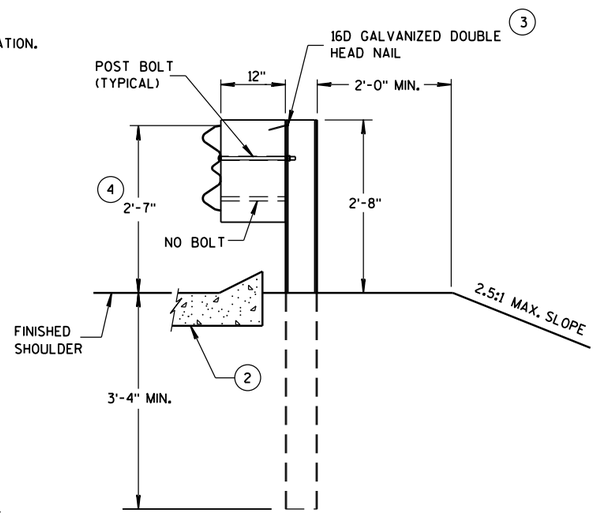
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



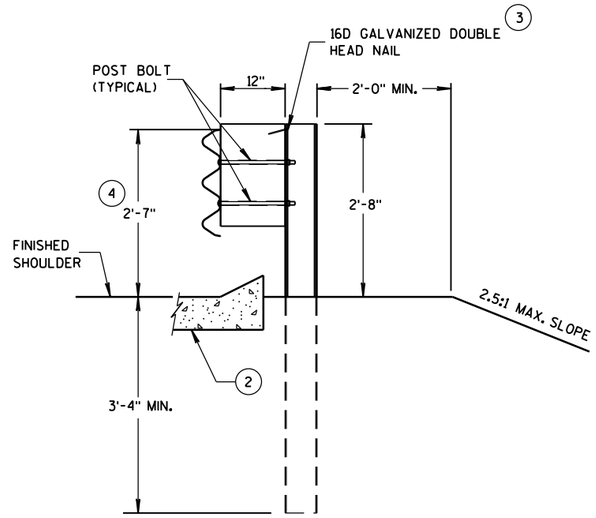
SECTION A-A

POSTS 1-5



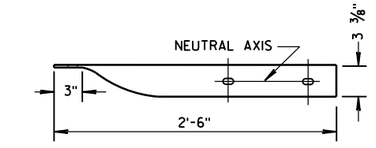
SECTION B-B

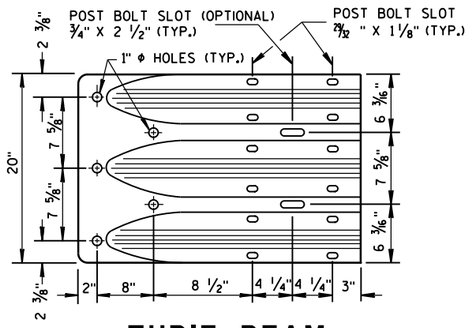
POST 6



SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR

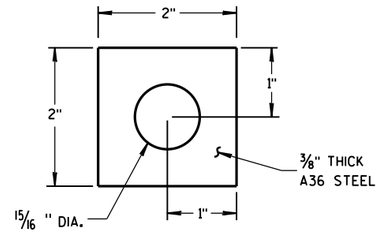
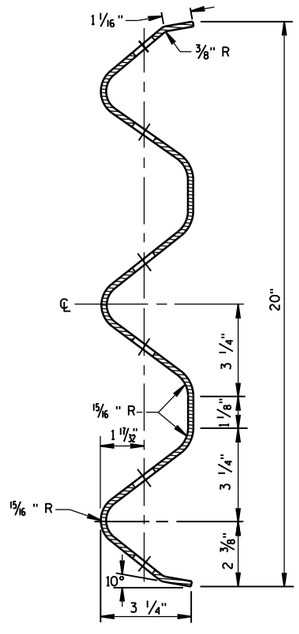
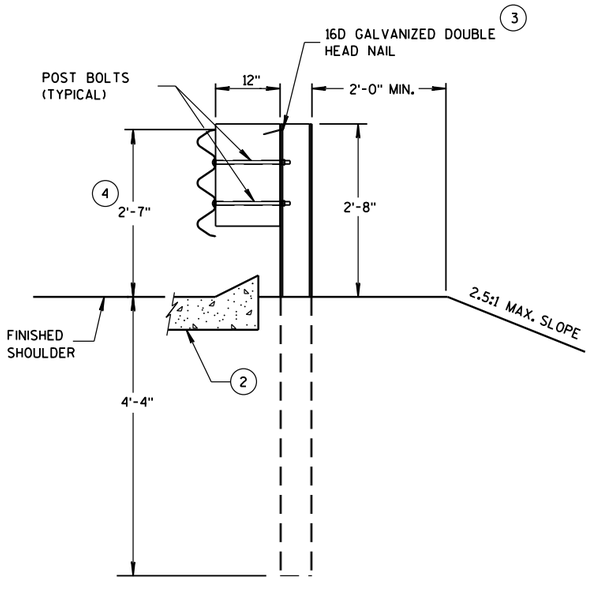


PLATE WASHER DETAIL

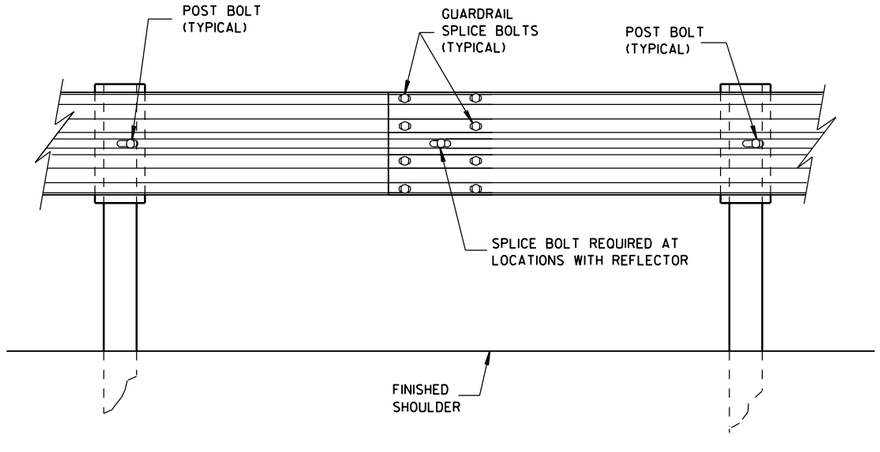


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



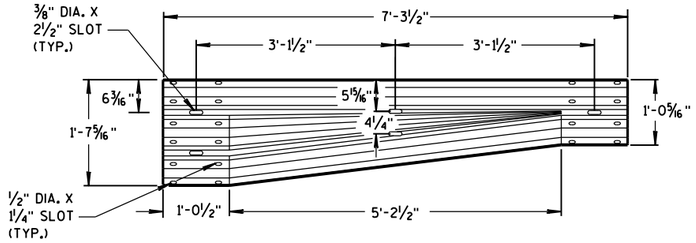
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

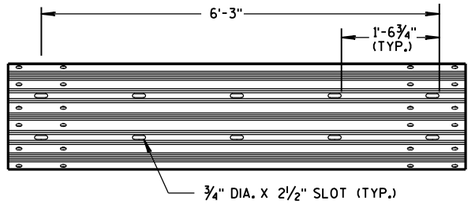
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

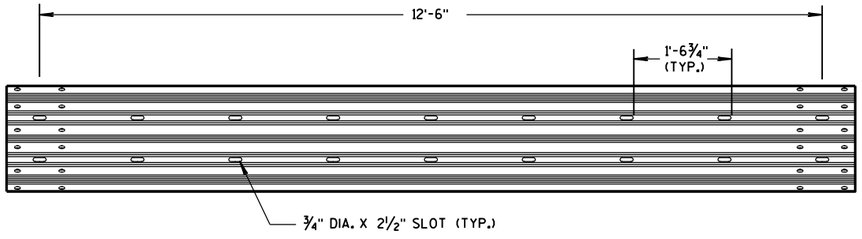
S.D.D. 14 B 45-4b



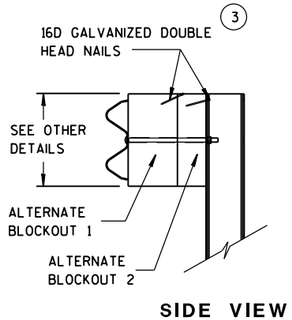
W-BEAM TO THRIE BEAM TRANSITION SECTION



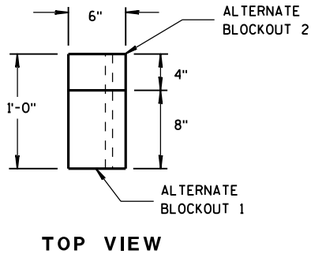
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

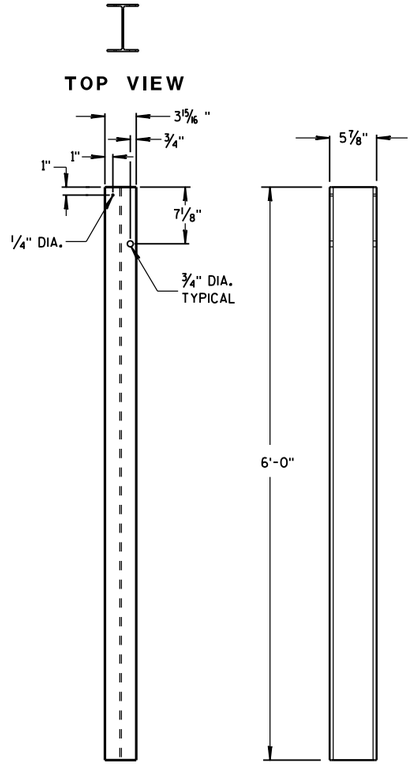


SIDE VIEW

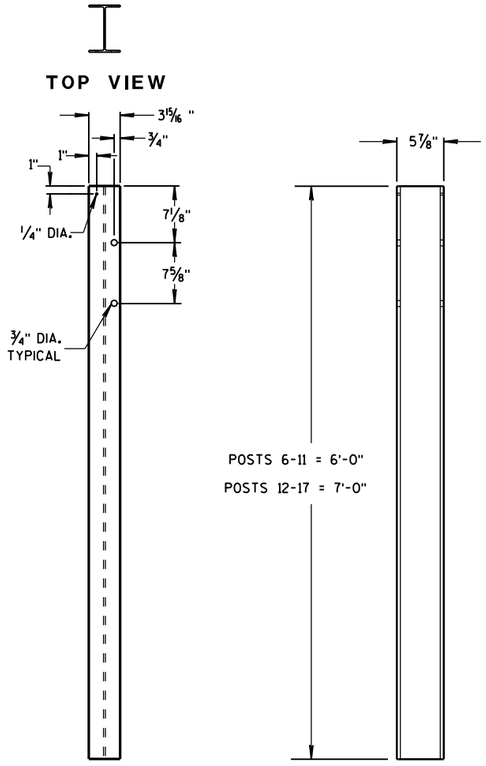


TOP VIEW

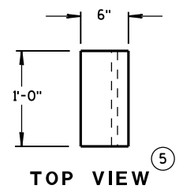
ALTERNATE WOOD BLOCKOUT DETAIL



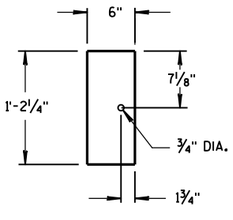
STEEL POSTS 1-5



STEEL POSTS 6-17

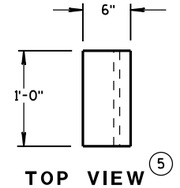


TOP VIEW (5)

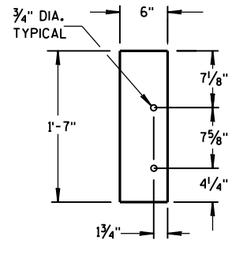


FRONT VIEW

BLOCKOUT POSTS 1-5



TOP VIEW (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.

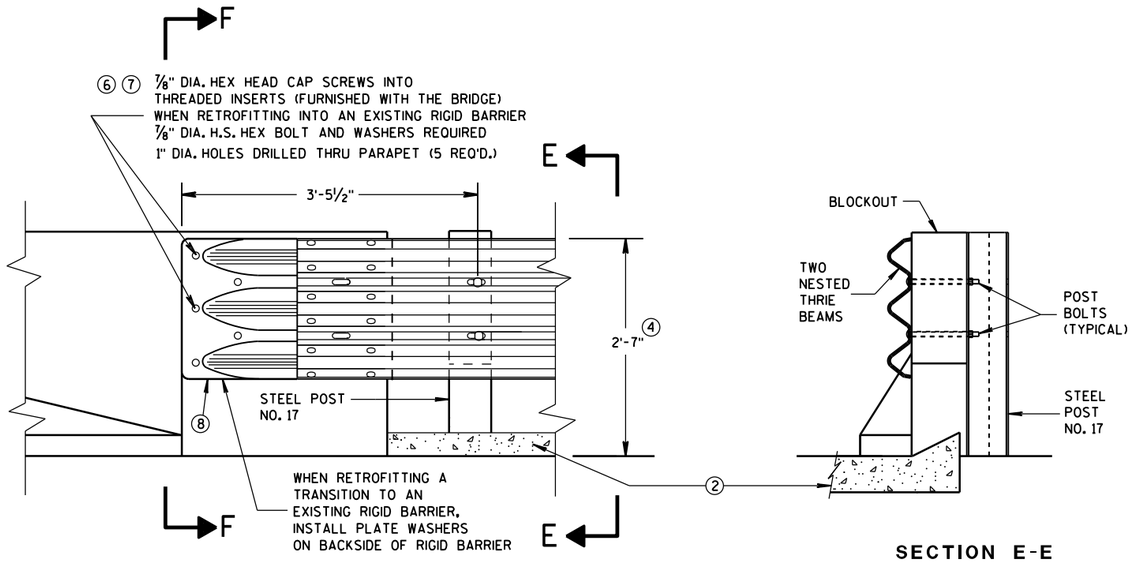
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

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.

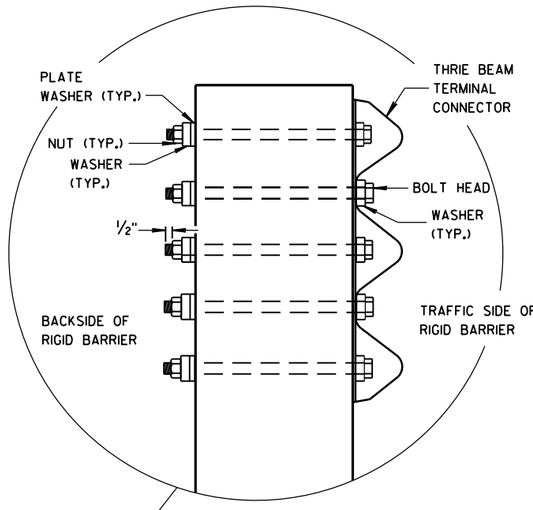
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

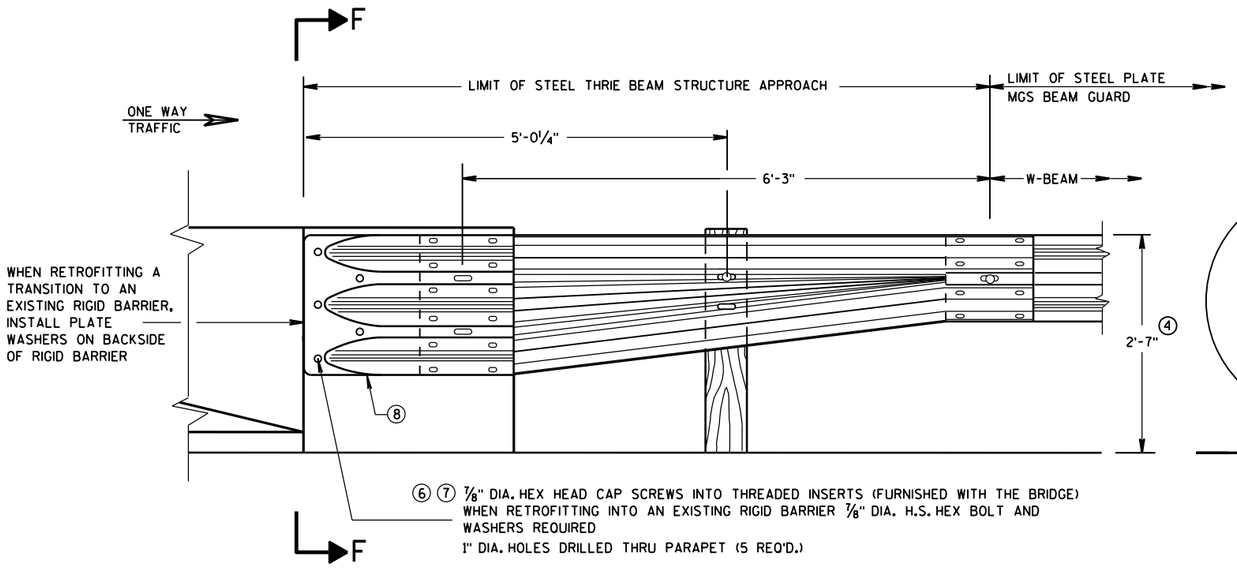
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

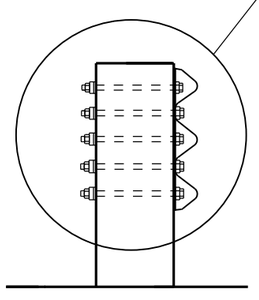
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

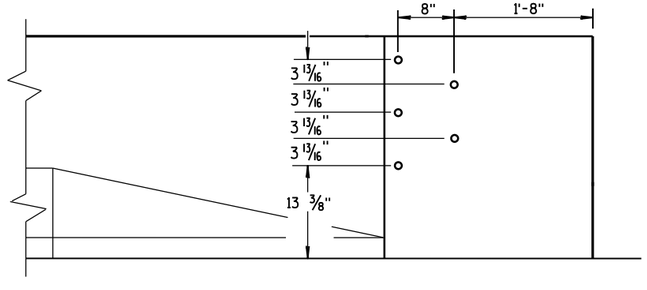




FRONT VIEW



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
357
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S.D.D. 14 B 45-4d

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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.

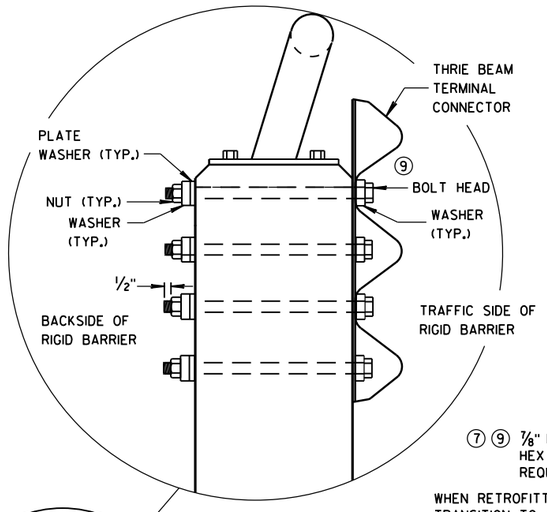
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

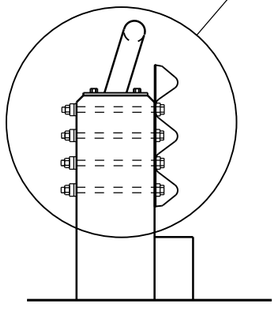
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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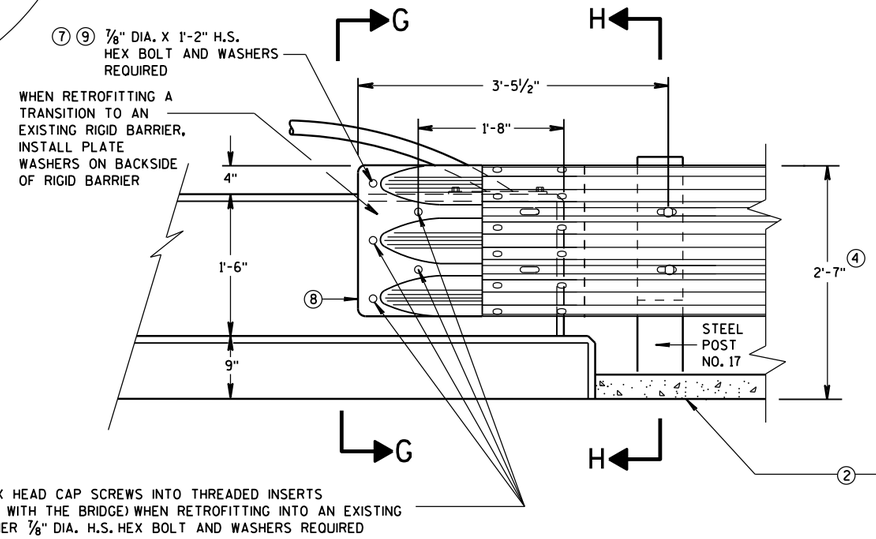
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(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.

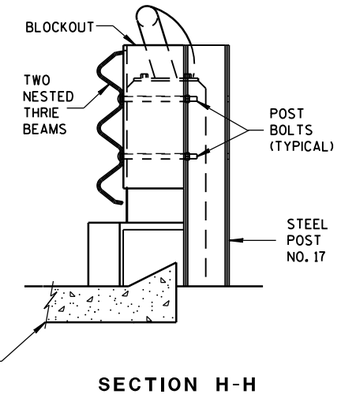




SECTION G-G

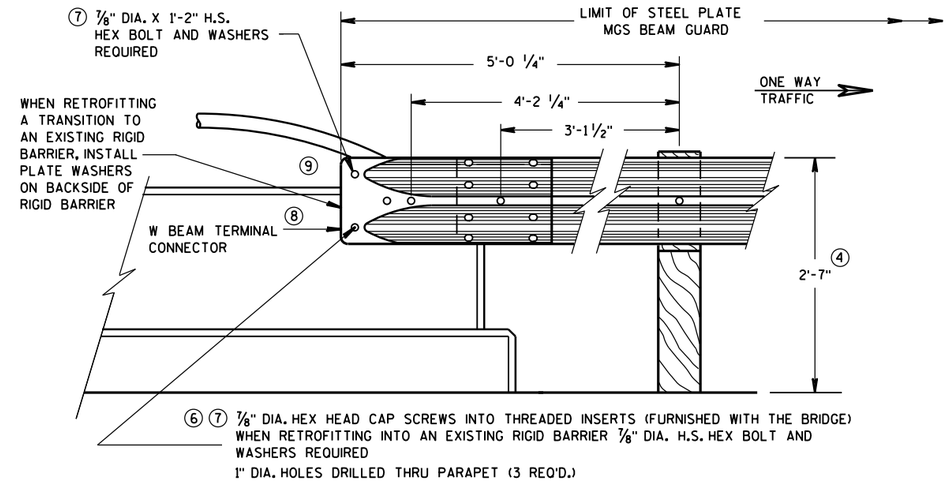


FRONT VIEW



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

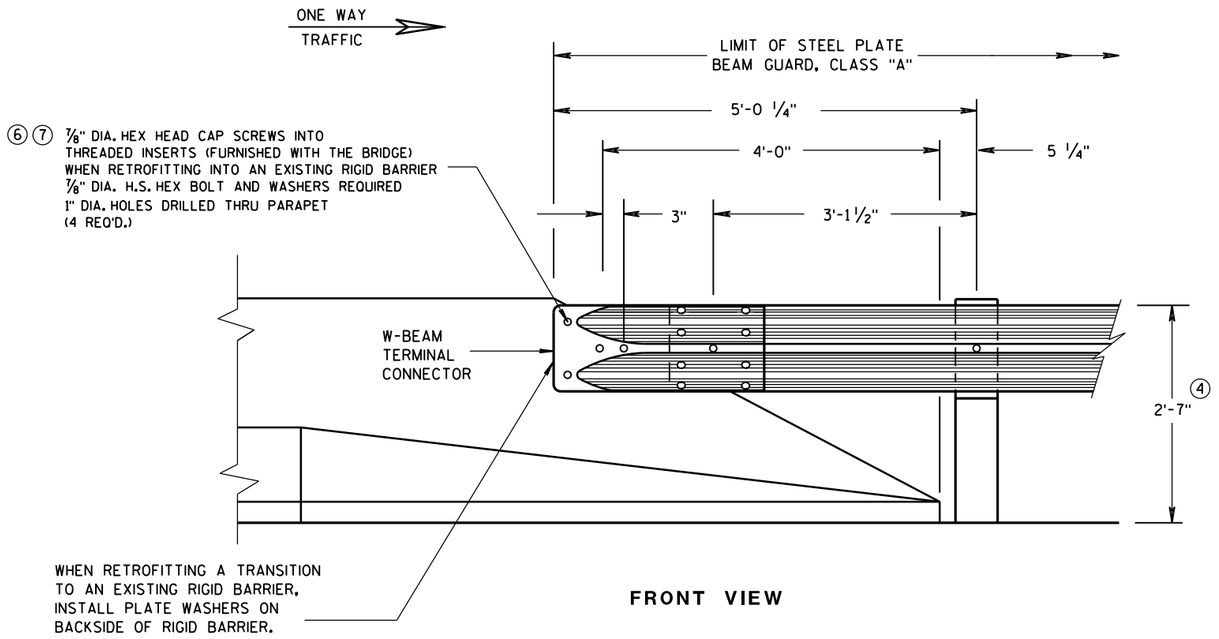
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FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

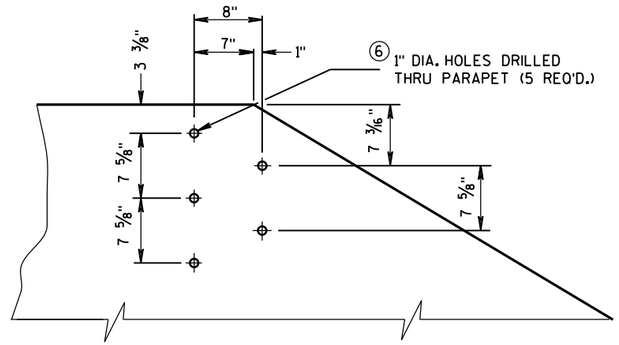
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

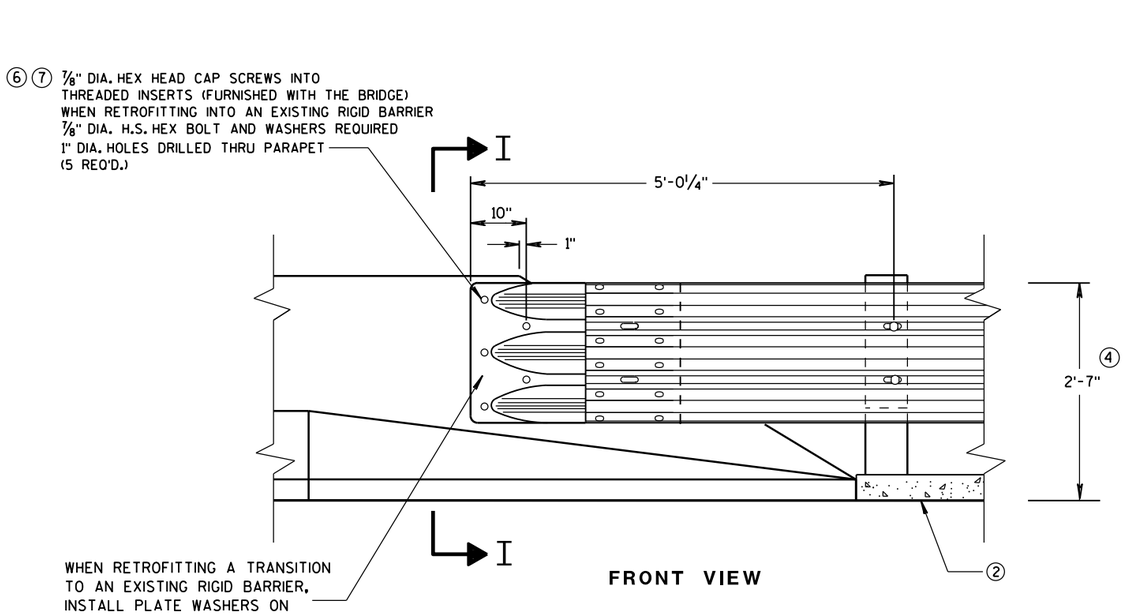
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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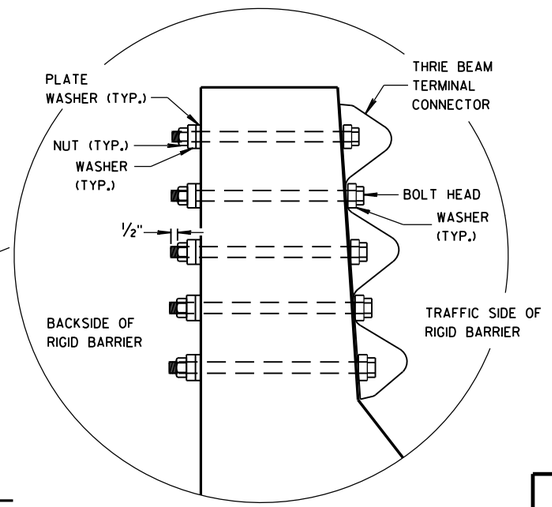


DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



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

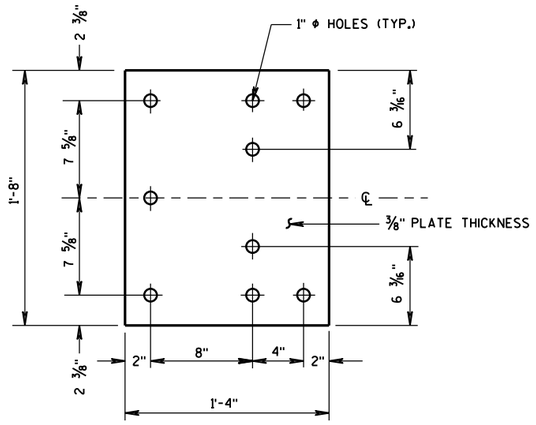
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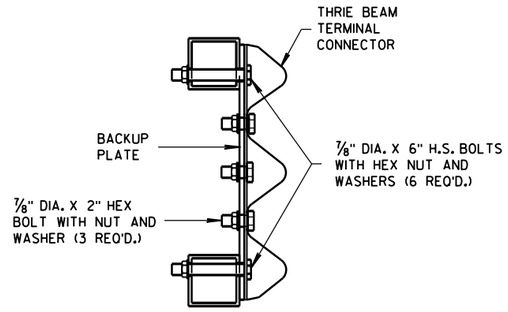
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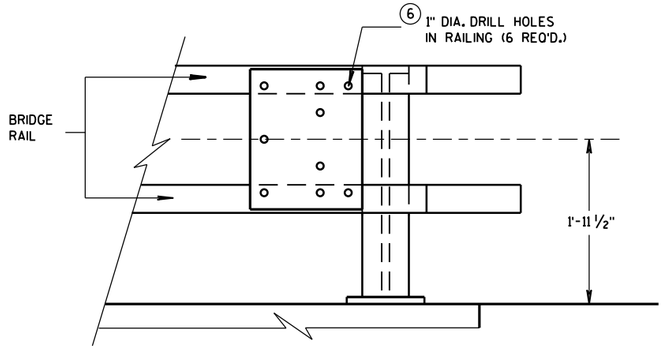
S.D.D. 14 B 45-4f



BACK-UP PLATE DETAIL



SECTION J-J

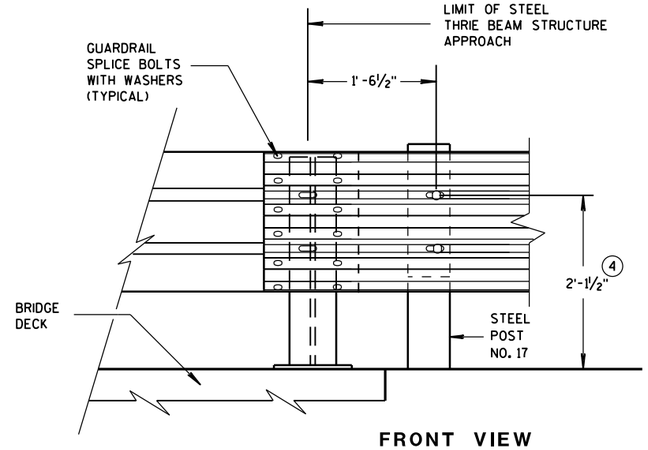


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

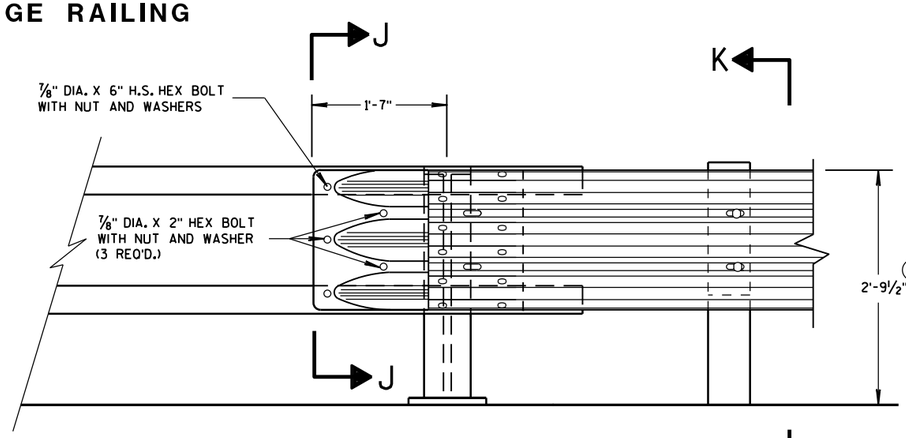
4 TOLERANCE FOR TOP OF BEAM IS ± 1".

6 DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

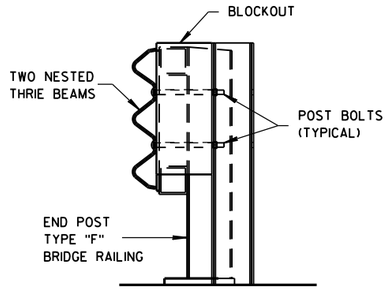


FRONT VIEW

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
DEPARTMENT OF TRANSPORTATION

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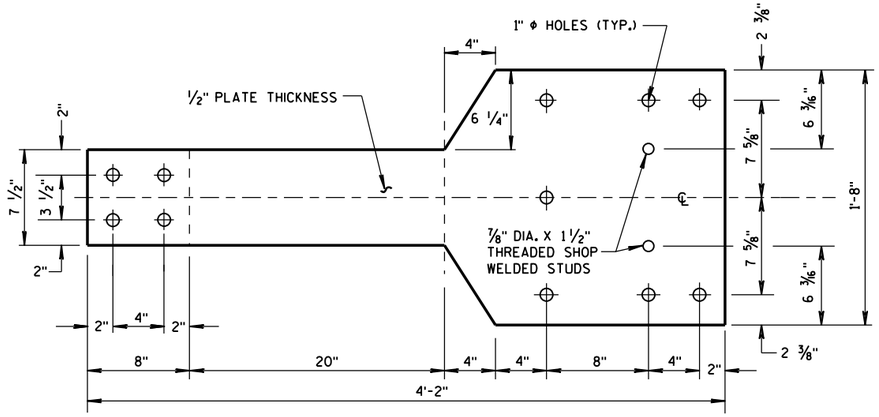
S.D.D. 14 B 45-4g

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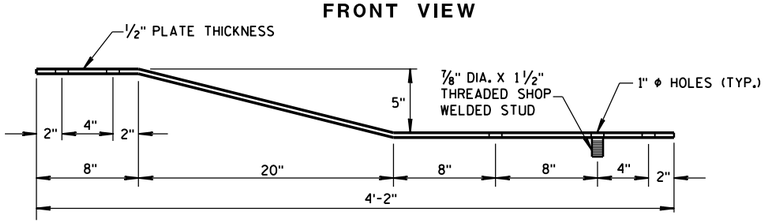
S.D.D. 14 B 45-4g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

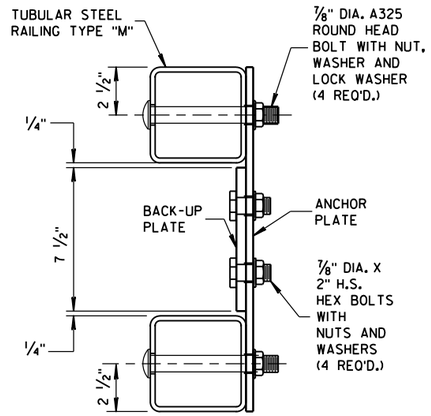


FRONT VIEW

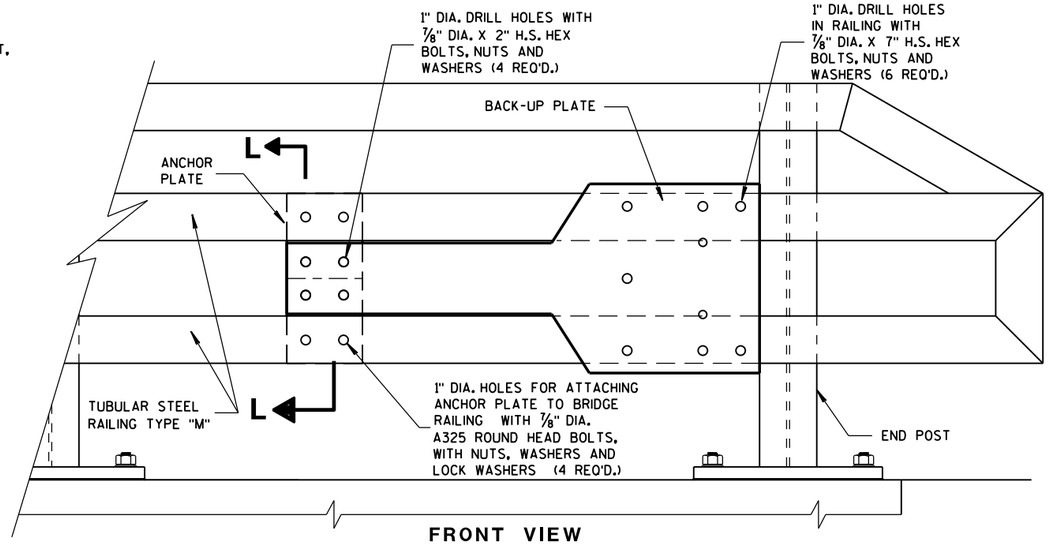


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

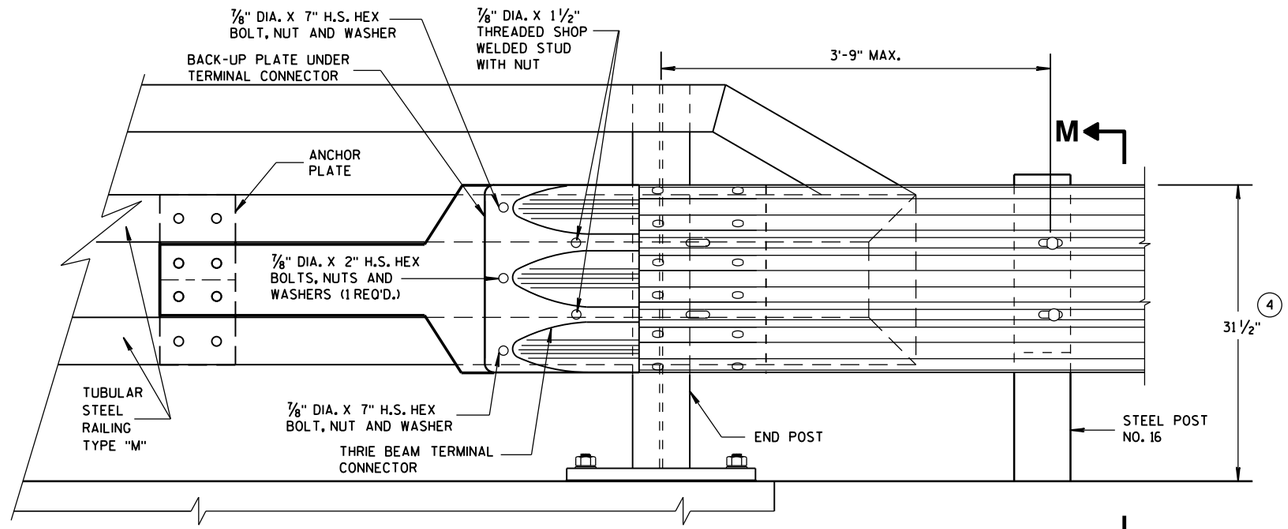


SECTION L-L

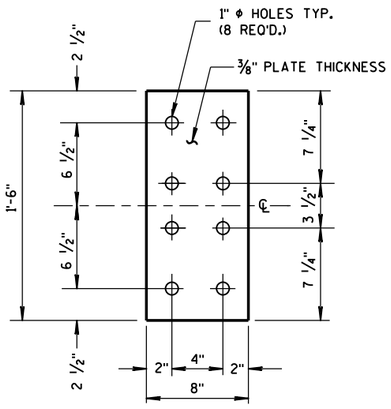


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

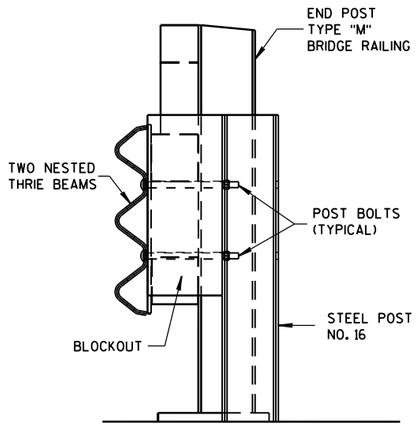


FRONT VIEW

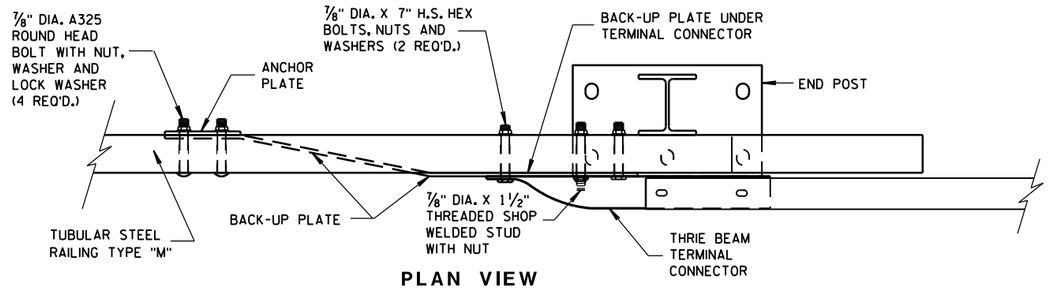


FRONT VIEW

ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

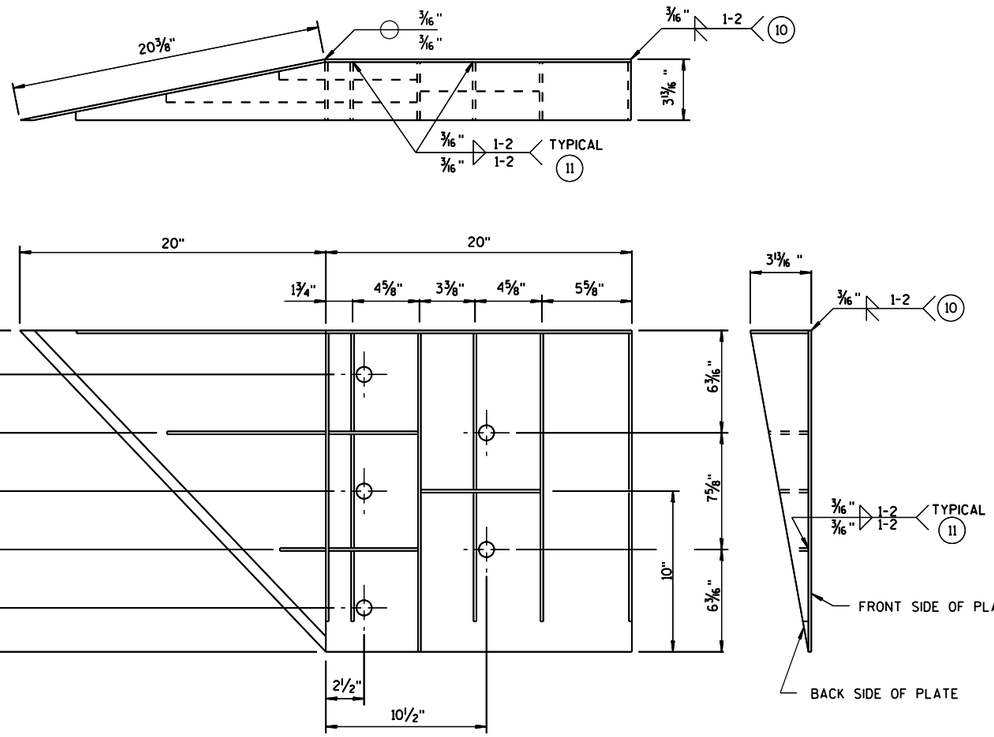
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WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

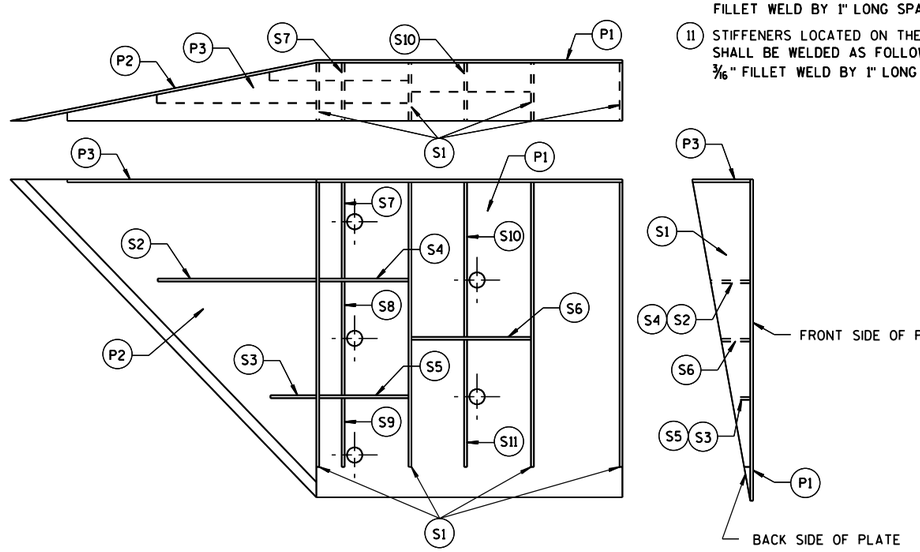


PLATE AND STIFFENER IDENTIFICATION

(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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

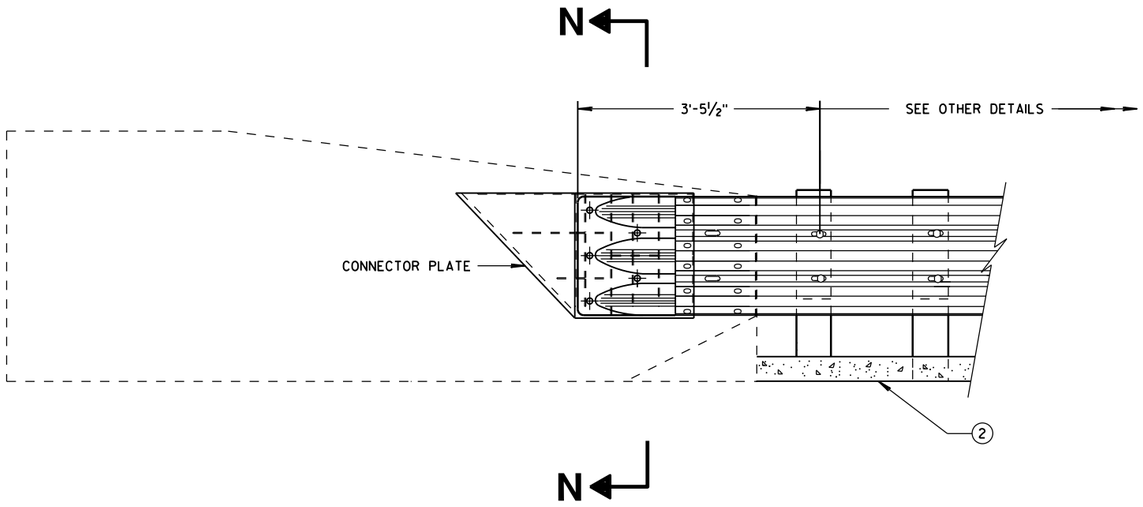
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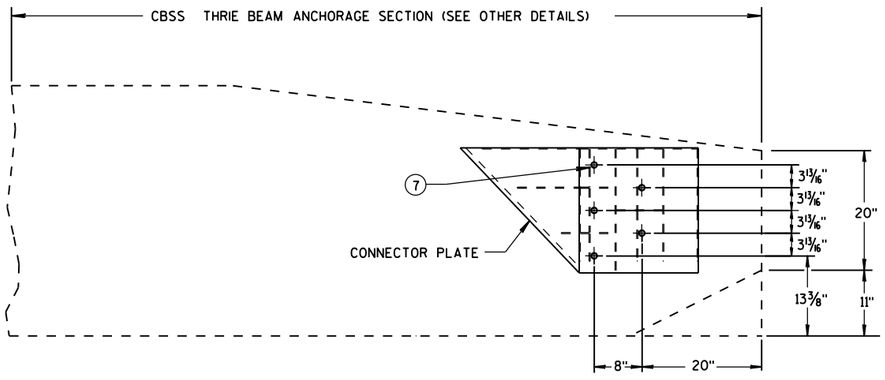
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S.D.D. 14 B 45-4i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



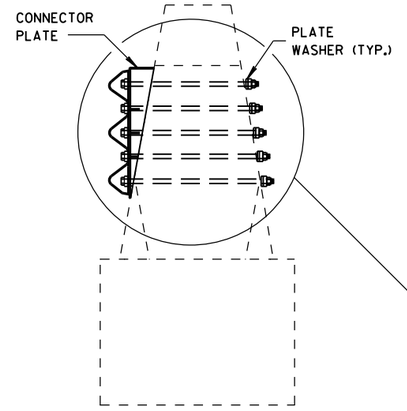
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

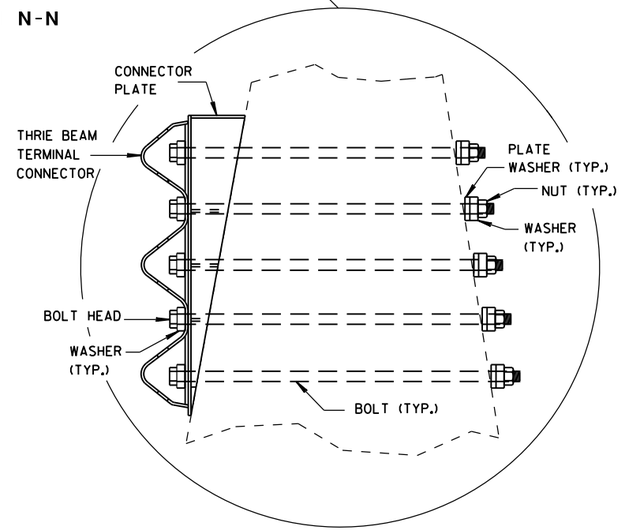
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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

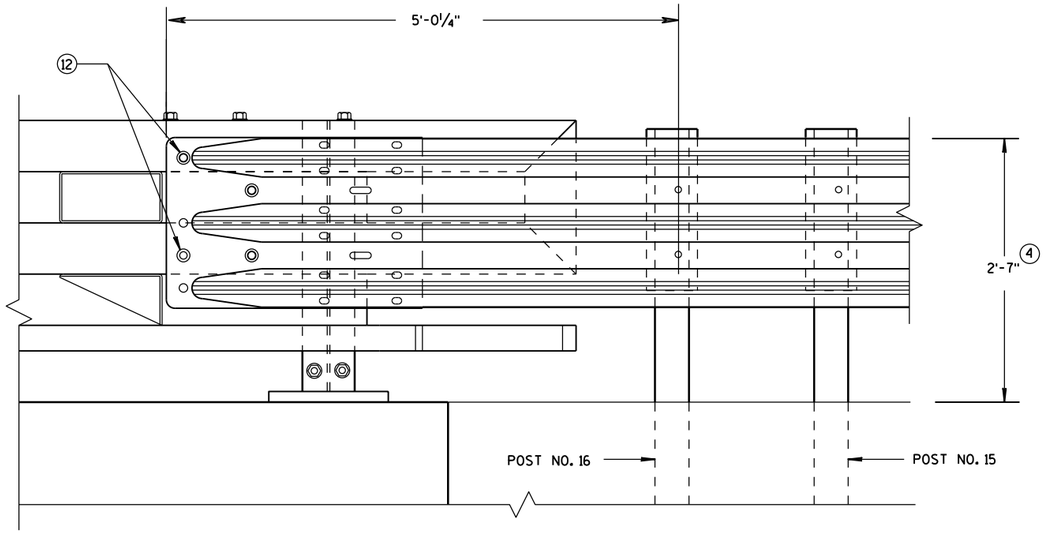
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zoga — ROADWAY STANDARDS DEVELOPMENT ENGINEER
NT
FHWA

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S.D.D. 14 B 45-4j

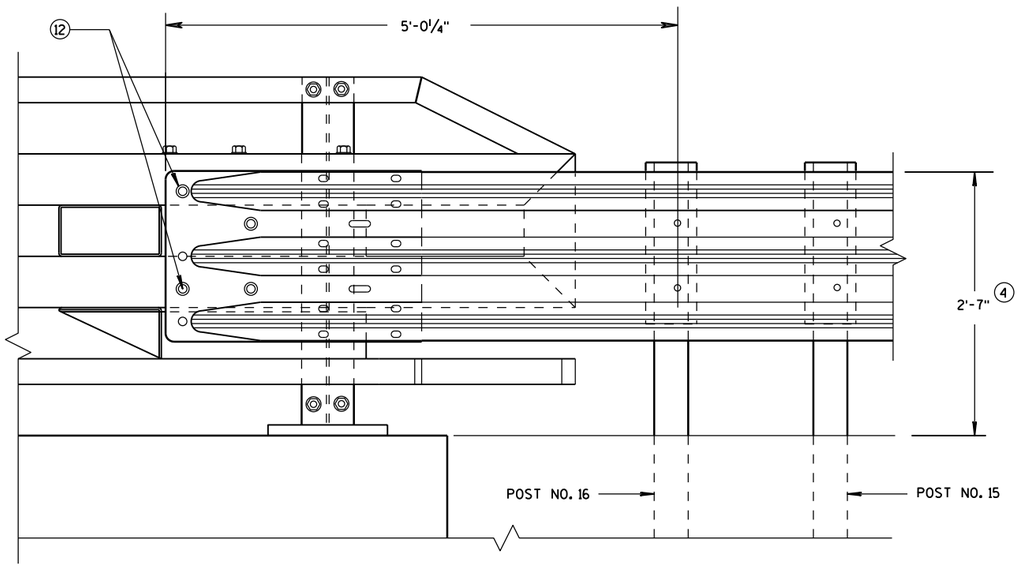
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S.D.D. 14 B 45-4j



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
DEPARTMENT OF TRANSPORTATION

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June, 2015
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D 364 NT
ENGINEER

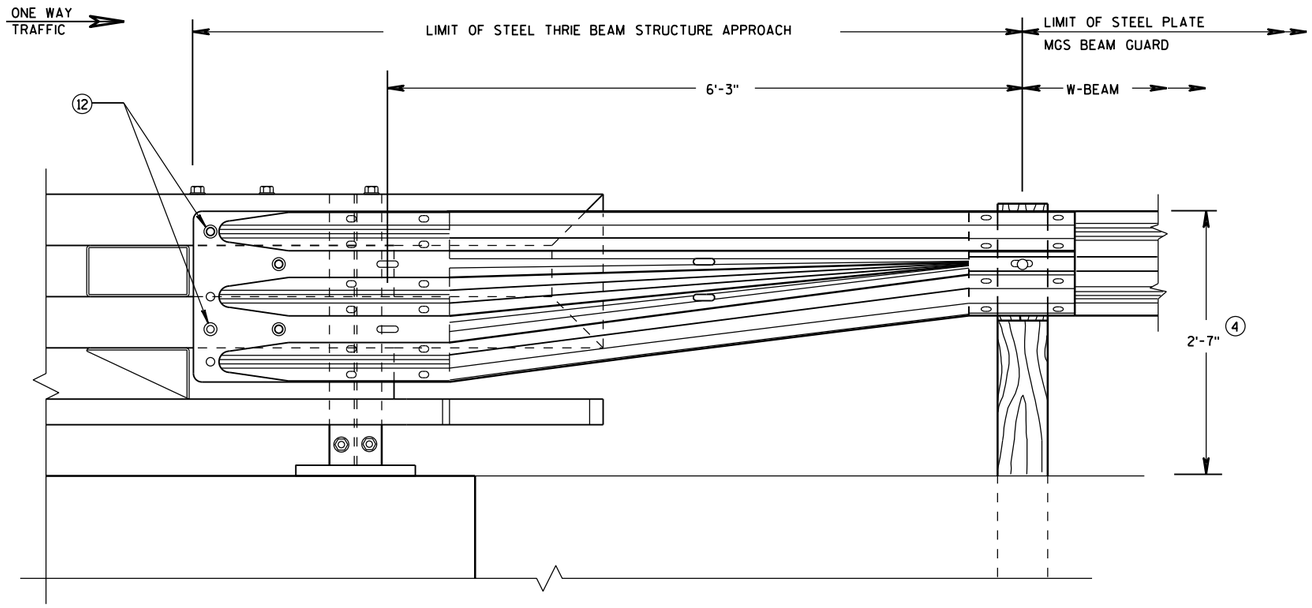
FHWA

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S.D.D. 14 B 45-4k

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S.D.D. 14 B 45-4k



FRONT VIEW

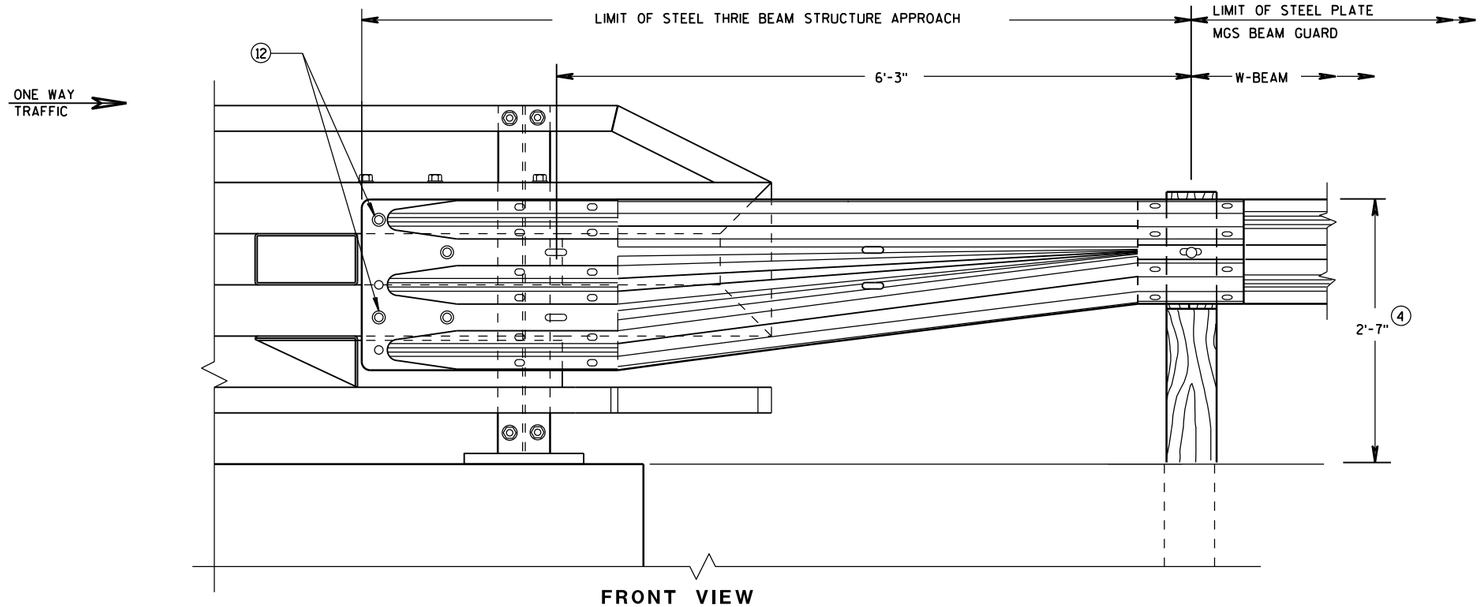
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

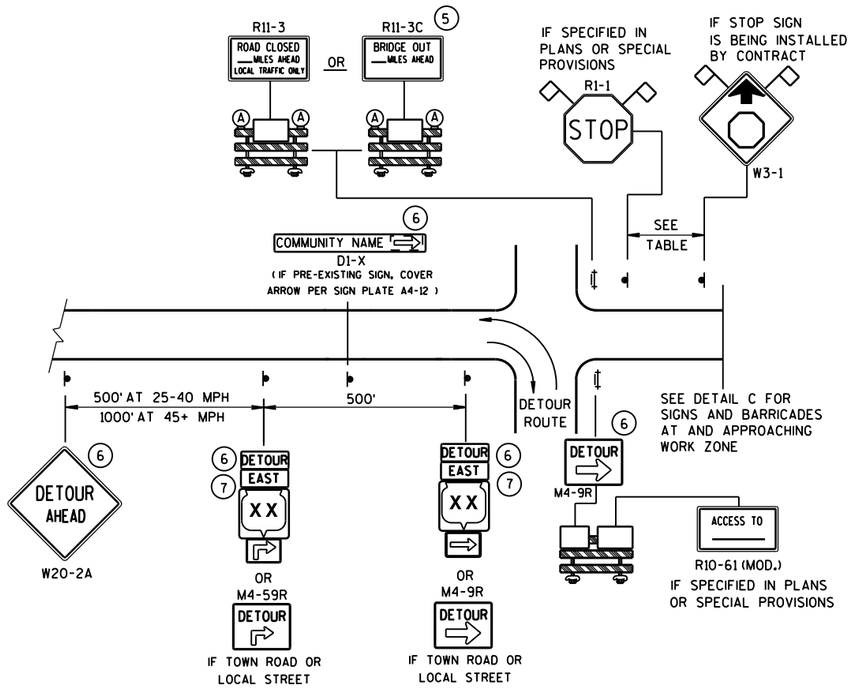
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
D 365 NT
FHWA

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S.D.D. 14 B 45-4L

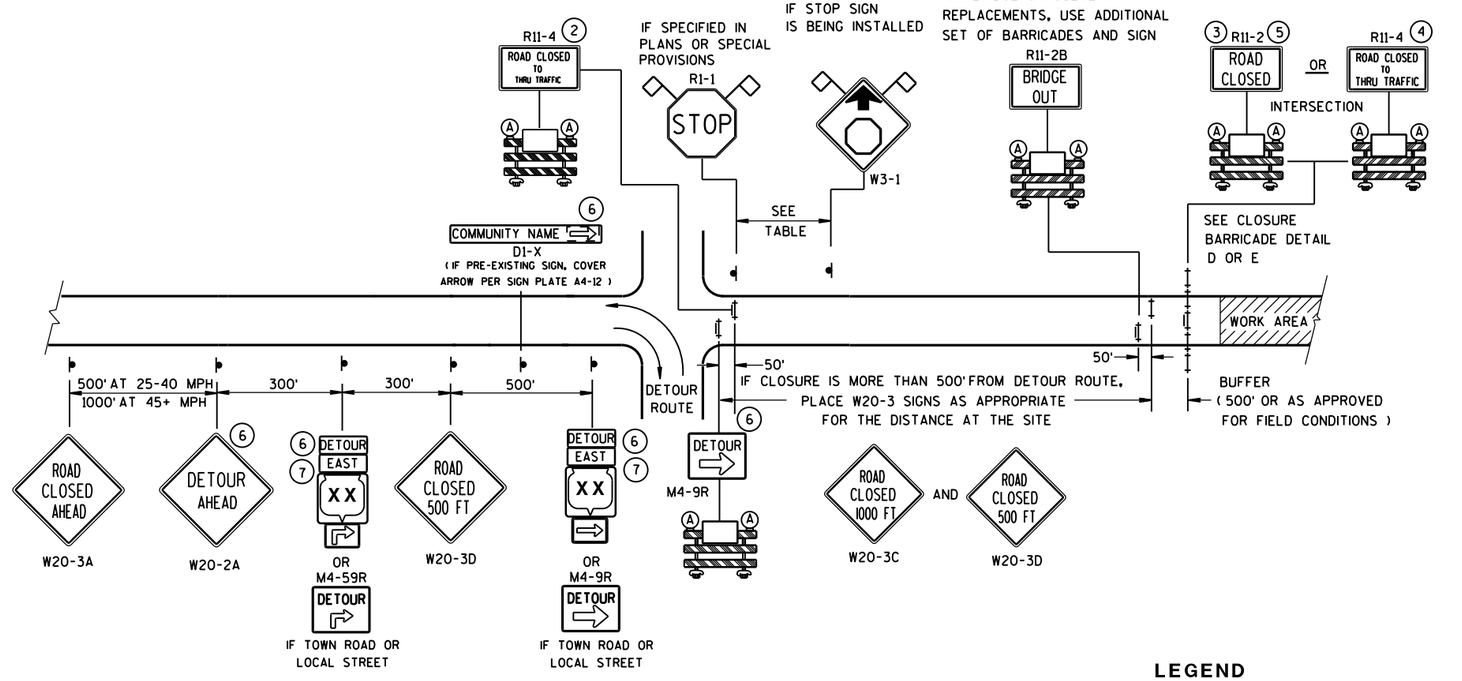
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S.D.D. 14 B 45-4L



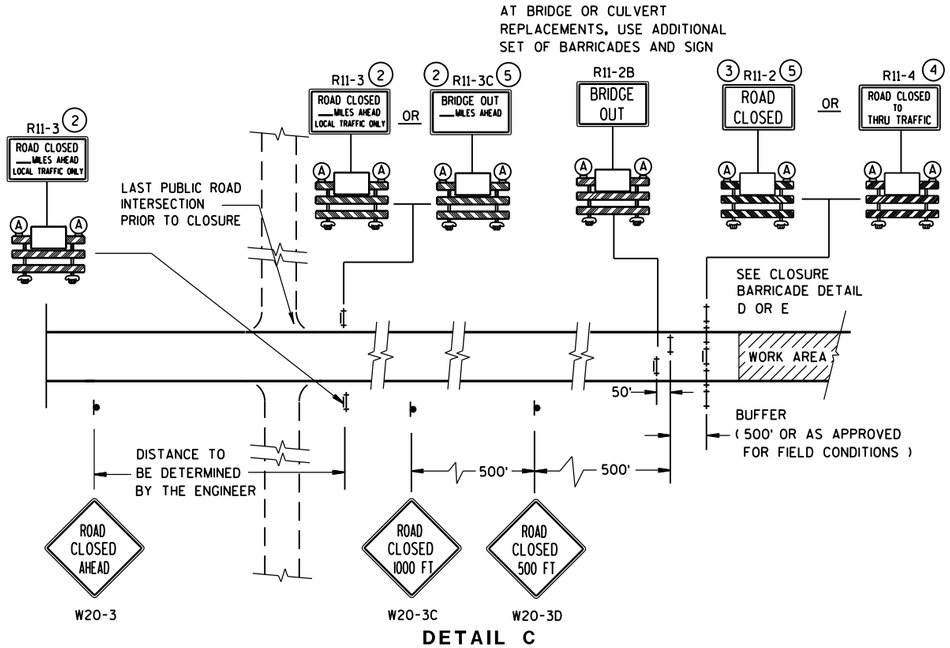
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

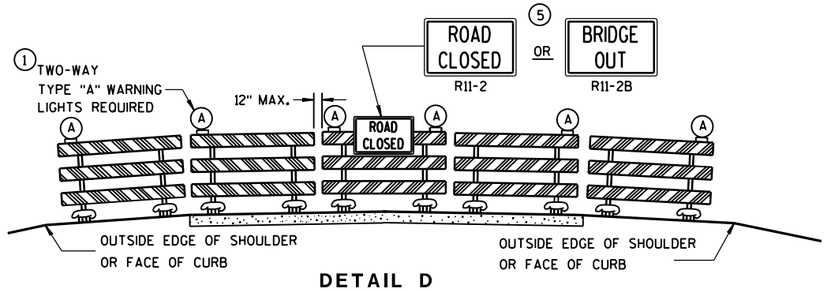
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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S.D.D. 15 C 2-6a

6

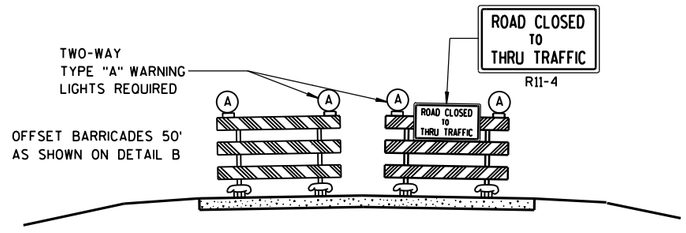
S.D.D. 15 C 2-6a



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 — FIC

FHWA

6

S.D.D. 15 C 2-6b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

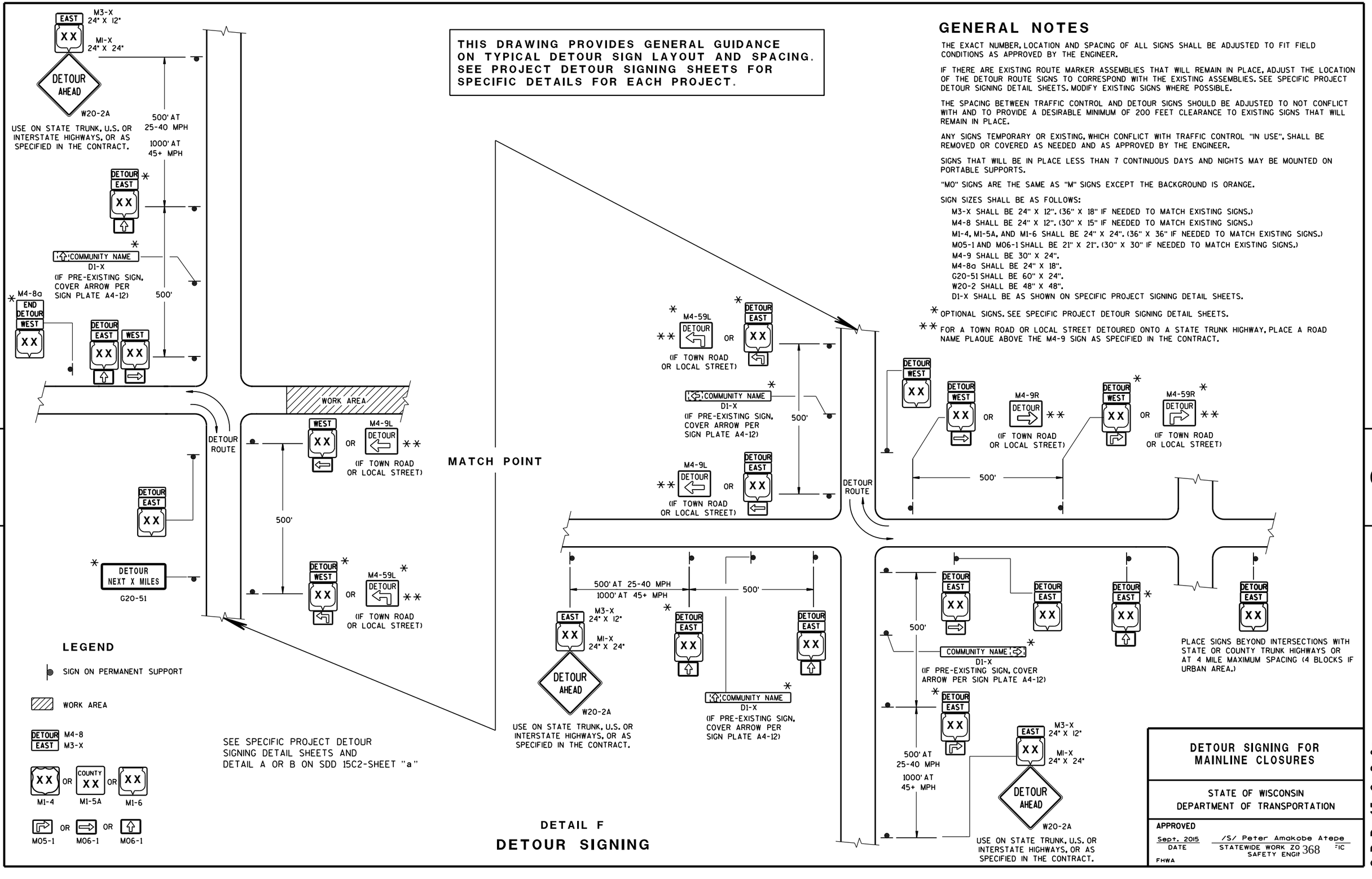
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4
- COUNTY XX — M1-5A
- XX — M1-6
- M05-1
- M06-1
- M06-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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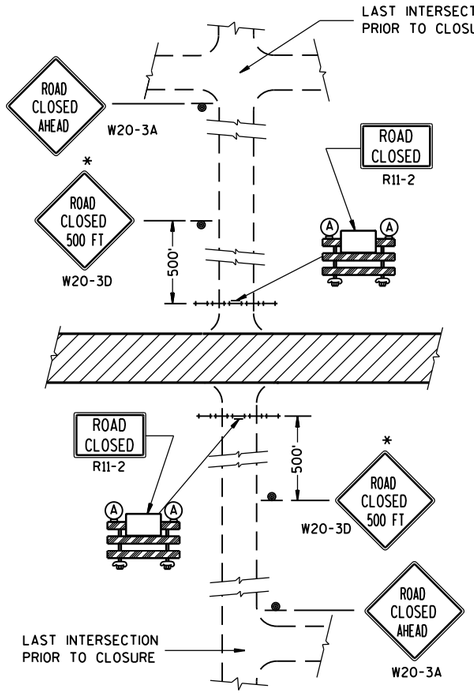
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... FIC

FHWA

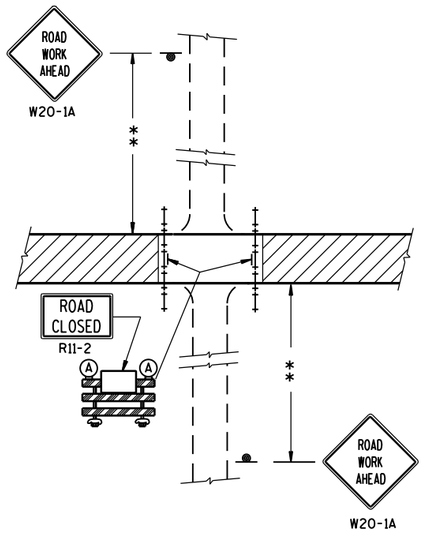
S.D.D. 15 C 2-6c

S.D.D. 15 C 2-6c



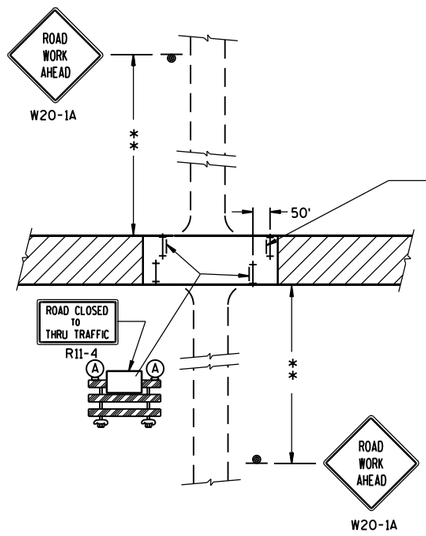
DETAIL 1

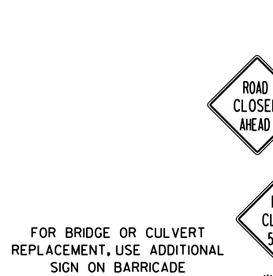
(NO ACCESS TO PROJECT)



DETAIL 2

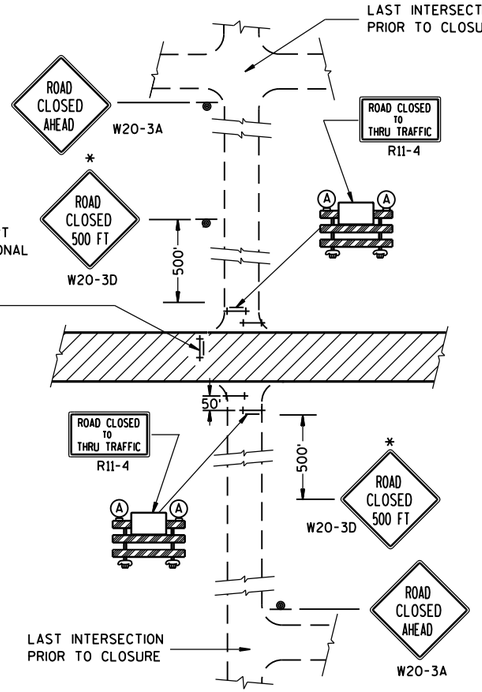
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





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

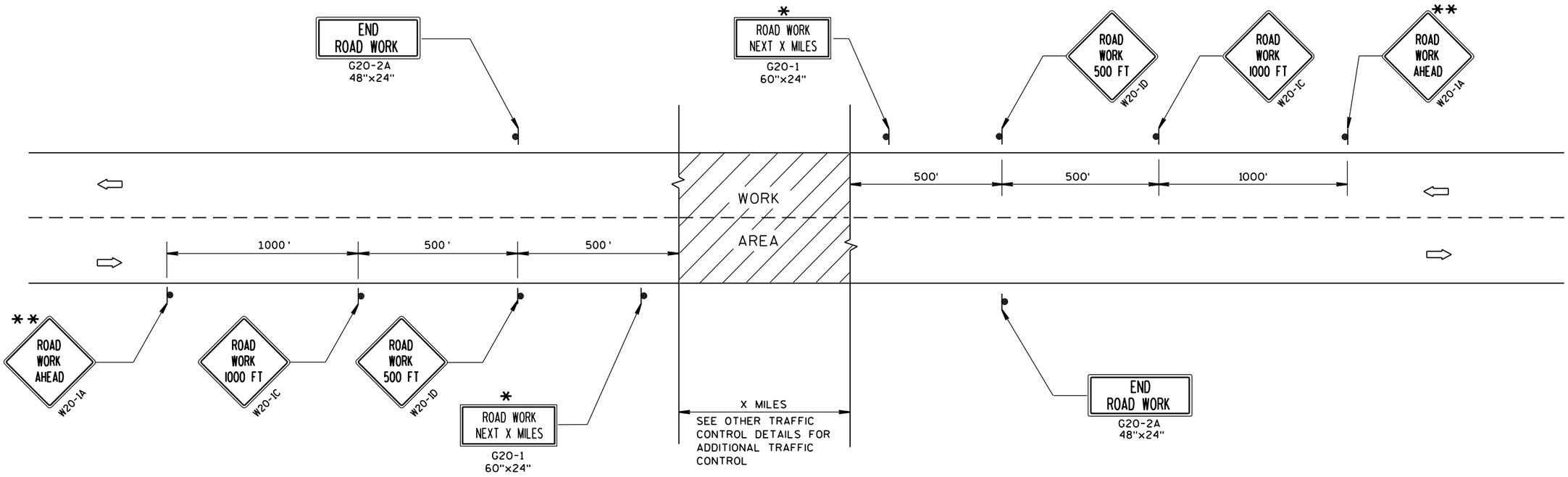
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

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S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

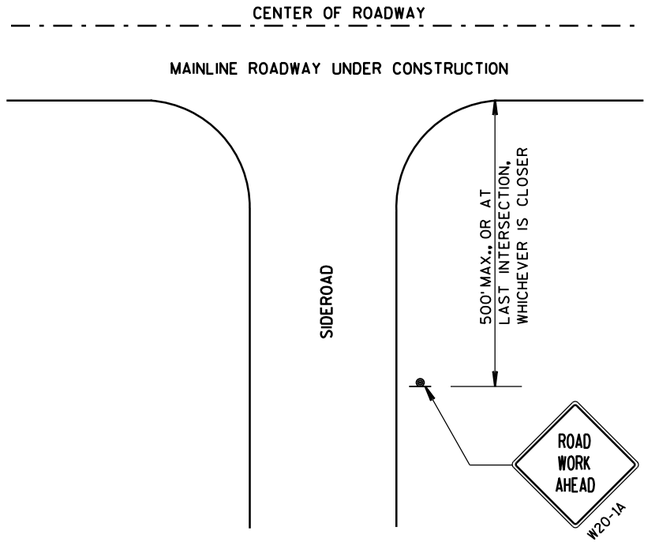
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

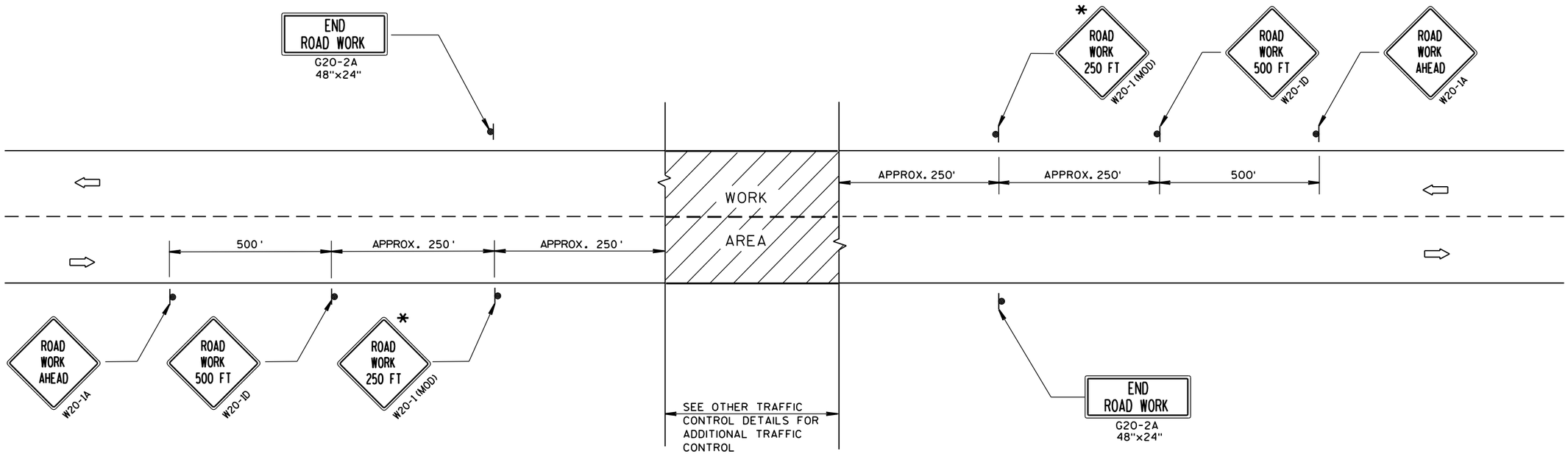
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S.D.D. 15 C 4-3

6

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.

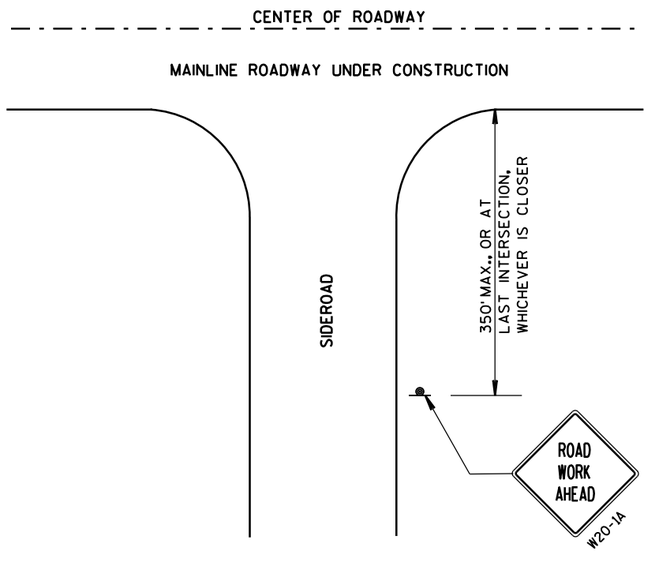
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

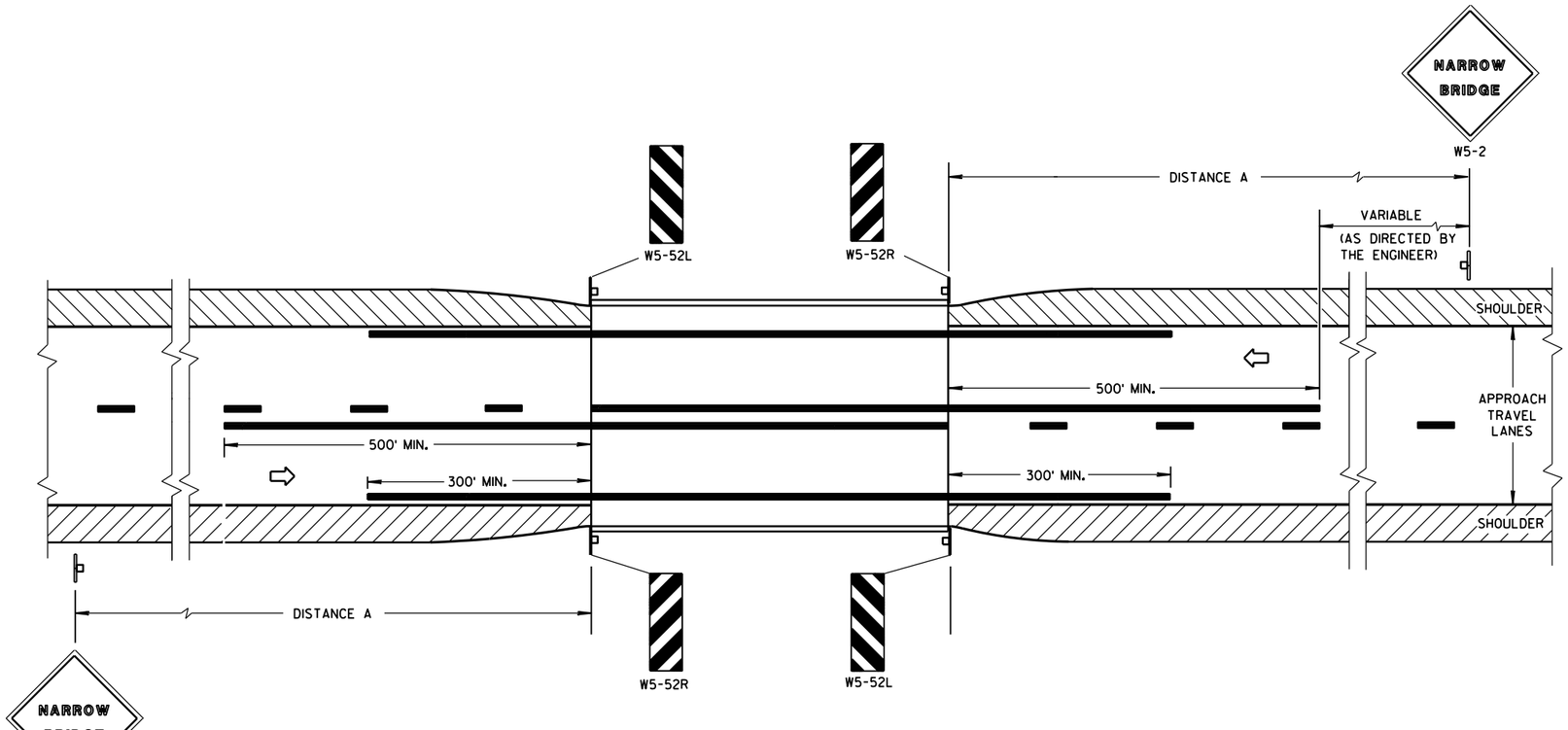
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

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



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.

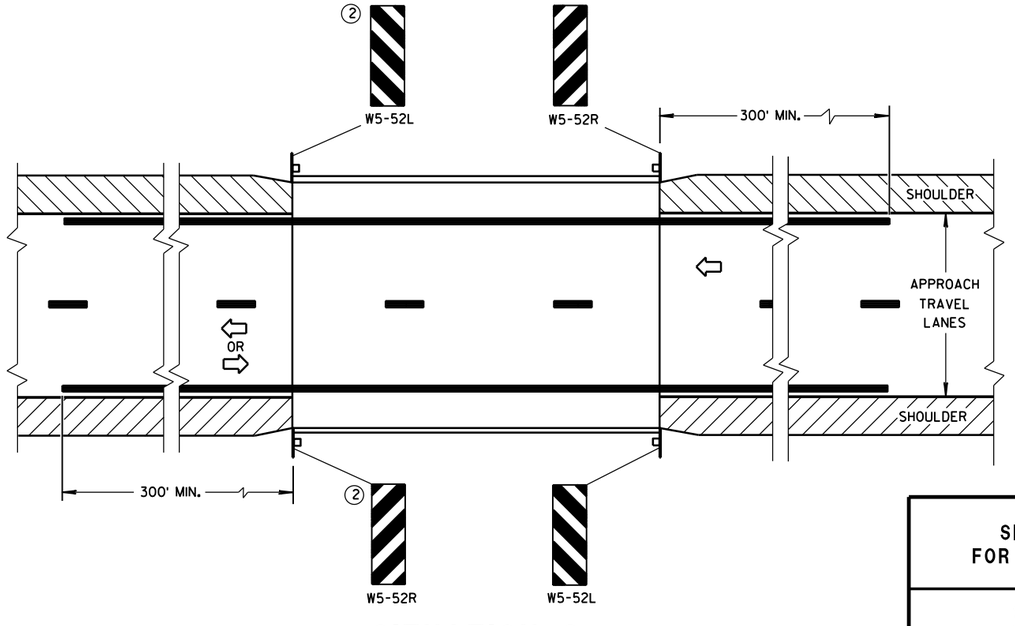
DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

1. LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.
2. OMIT ON ONE-WAY TRAVELLED WAYS.
3. EDGE OF W5-52 SIGN SHALL BE PLACED IN LINE WITH FACE OF CURB OR PARAPET.



SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET.

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR ... ENGINEER
FHWA

6

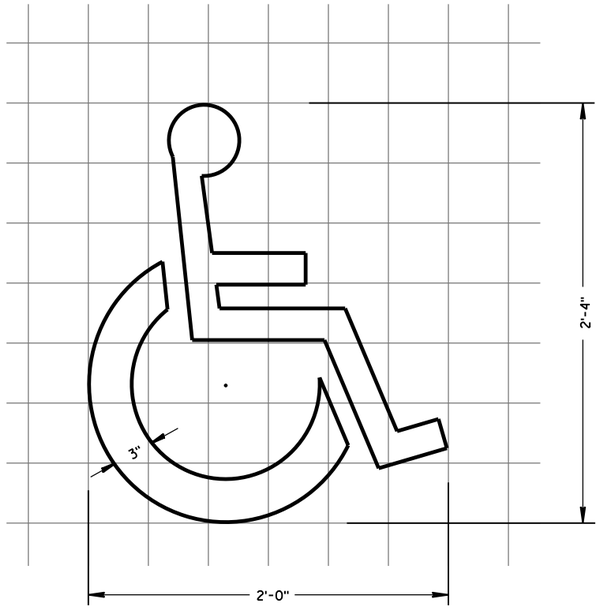
S.D.D. 15 C 6-8

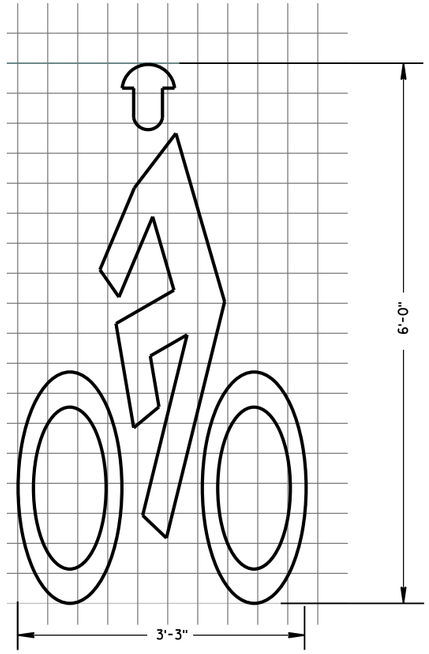
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S.D.D. 15 C 6-8

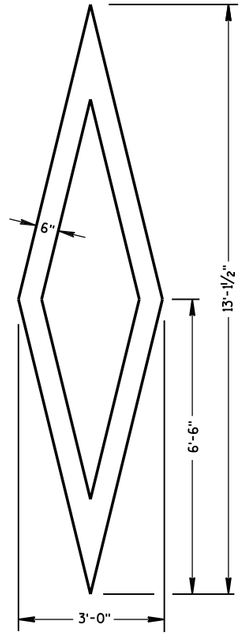
GENERAL NOTES

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.





BIKE CROSSING SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-13a

S.D.D. 15 C 7-13a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

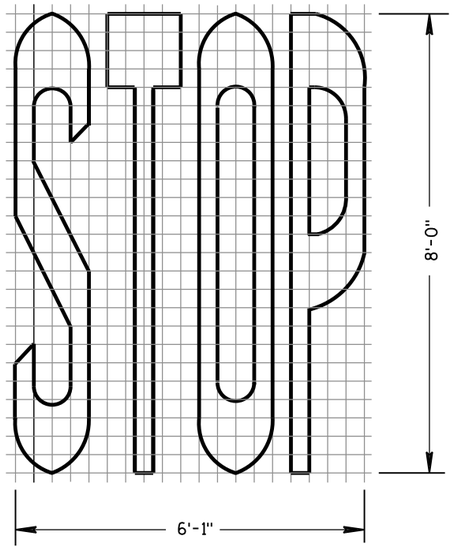
APPROVED

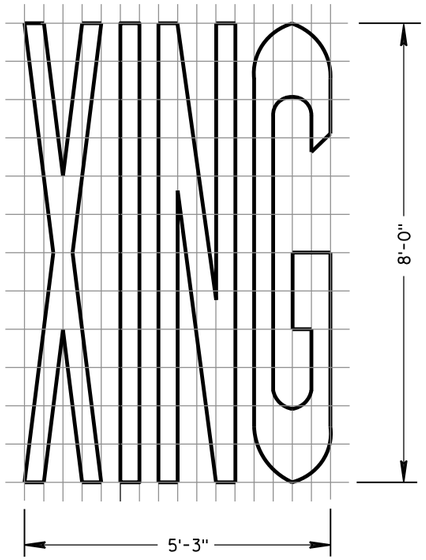
4/18/16	/S/ Matthew R. Rauch
DATE	STATE SIGNING AND MARK[illegible] EER

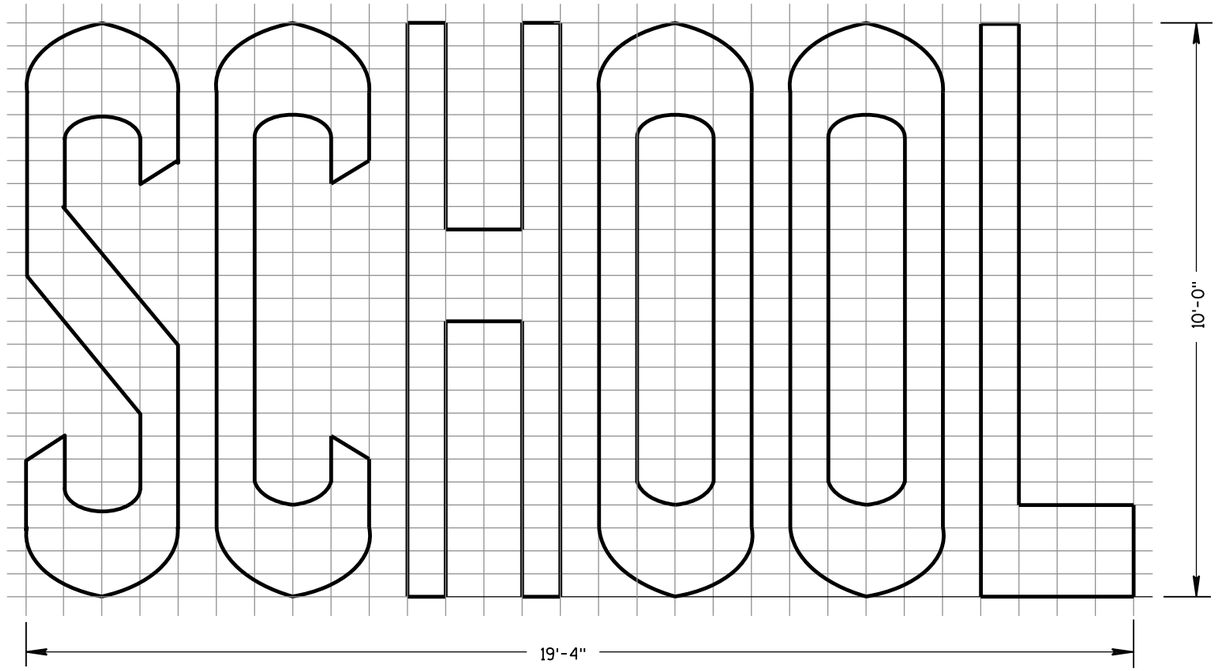
FHWA

GENERAL NOTES

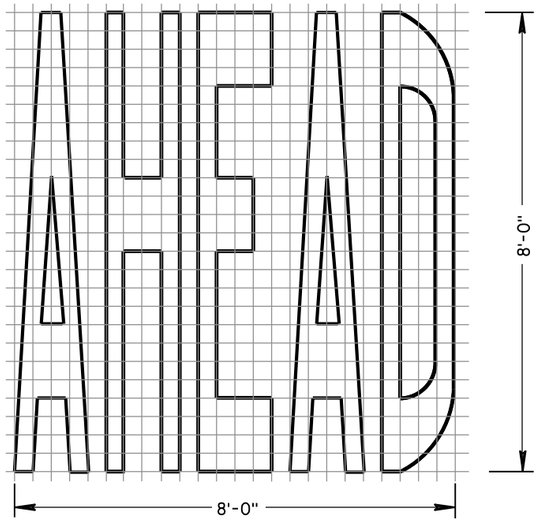
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

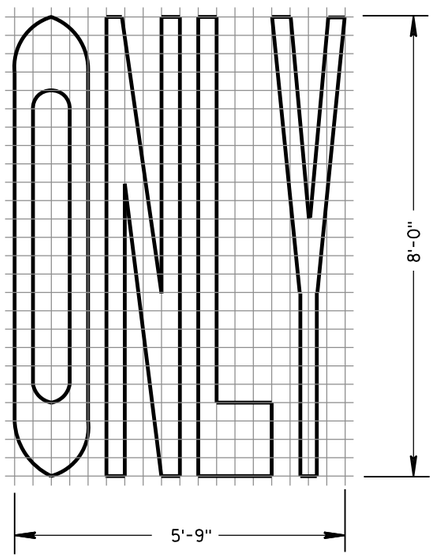


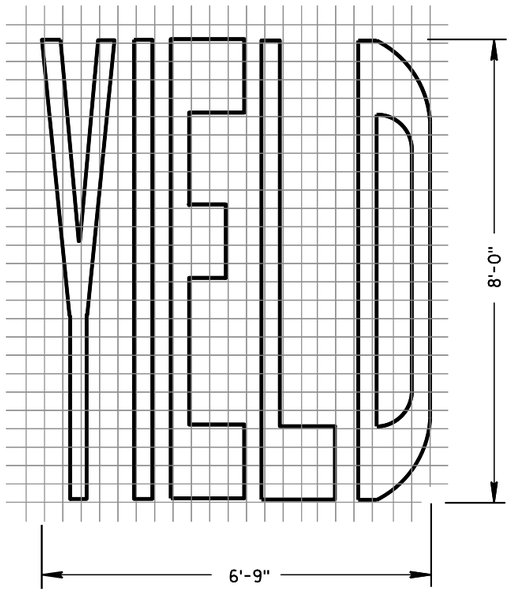


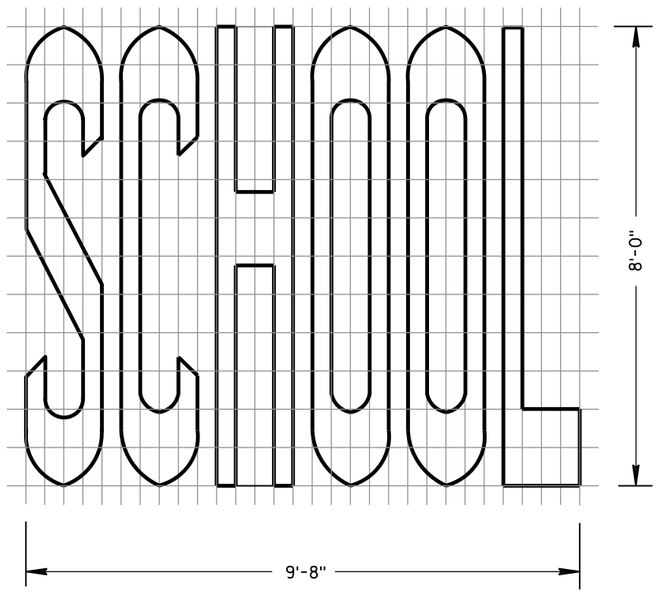


TWO-LANE









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

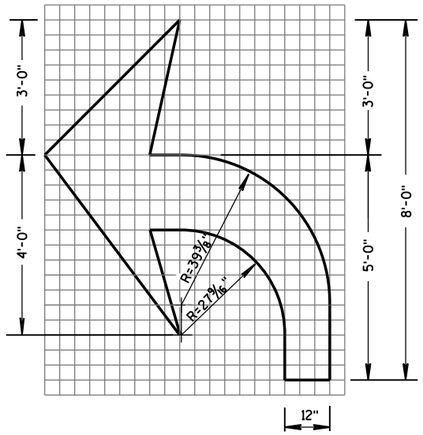
S.D.D. 15 C 7-13b

6

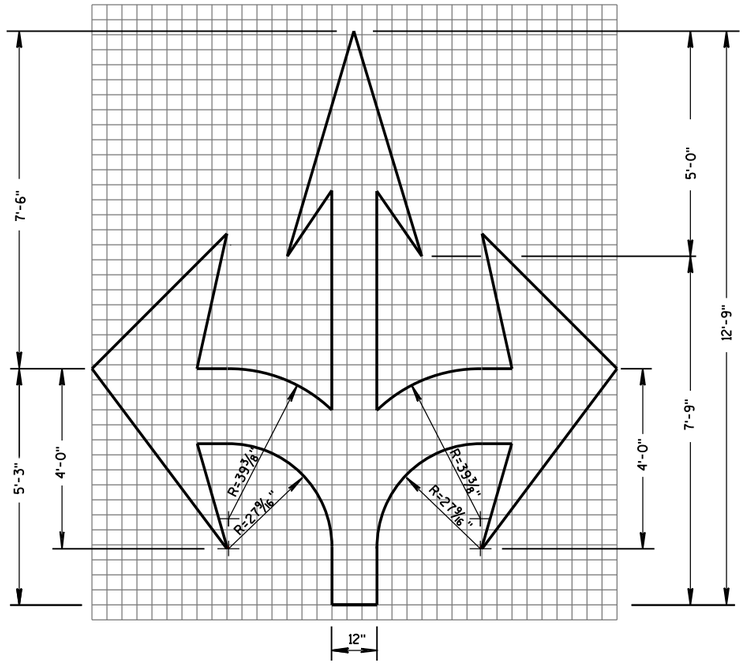
S.D.D. 15 C 7-13b

GENERAL NOTES

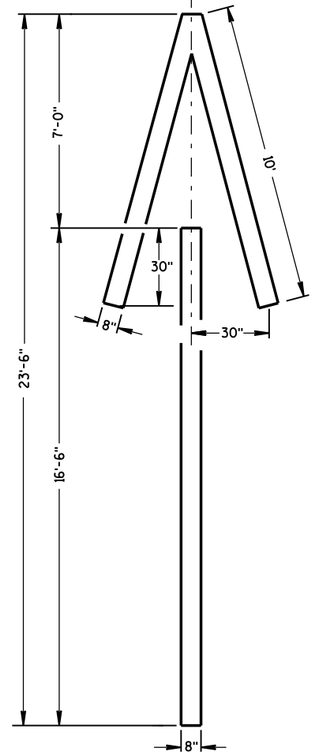
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



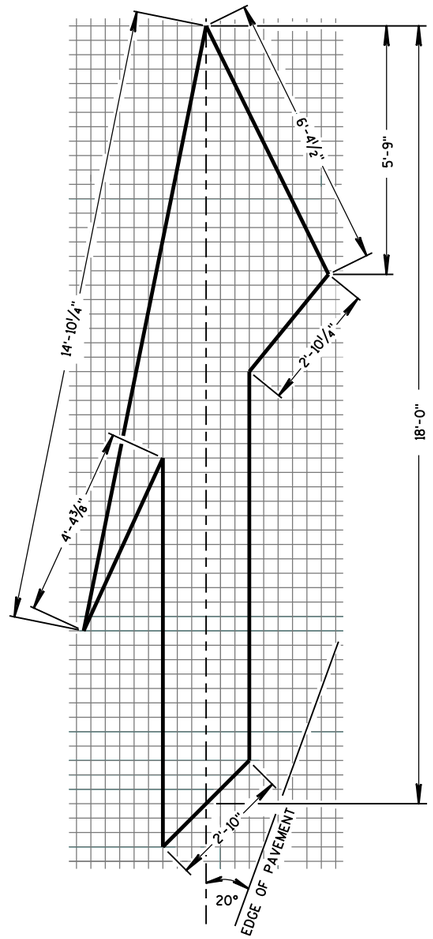
TYPE 2



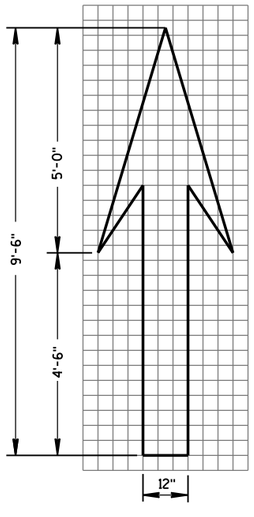
TYPE 6



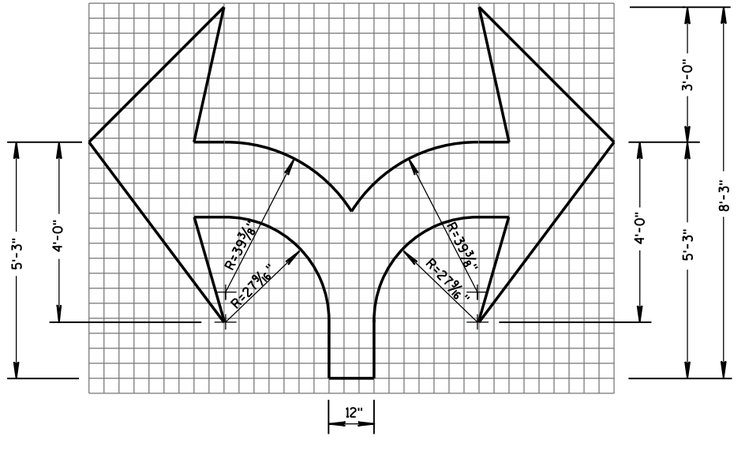
TYPE 4



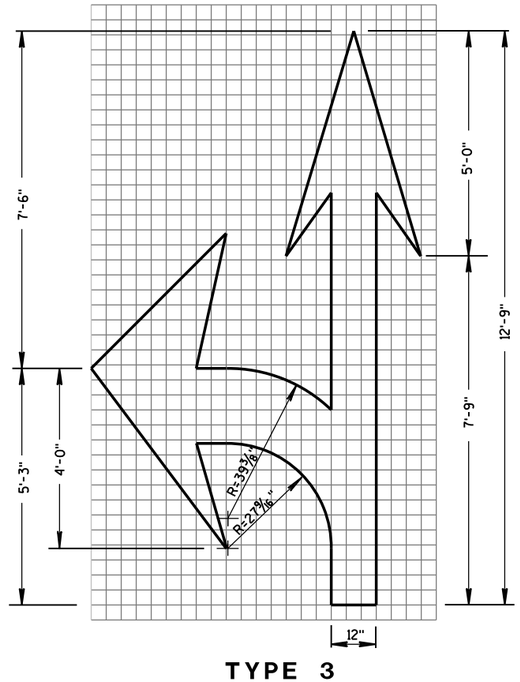
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

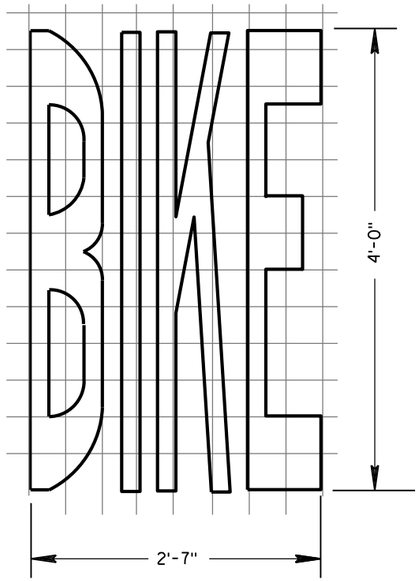
APPROVED
4-18-16
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR 375 NEER
FHWA

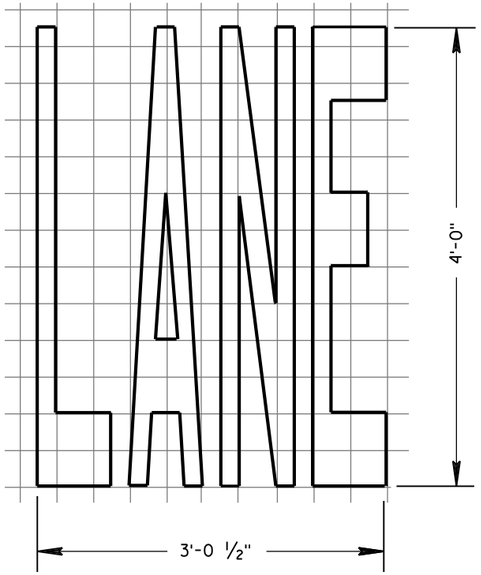
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S.D.D. 15 C 7-13c

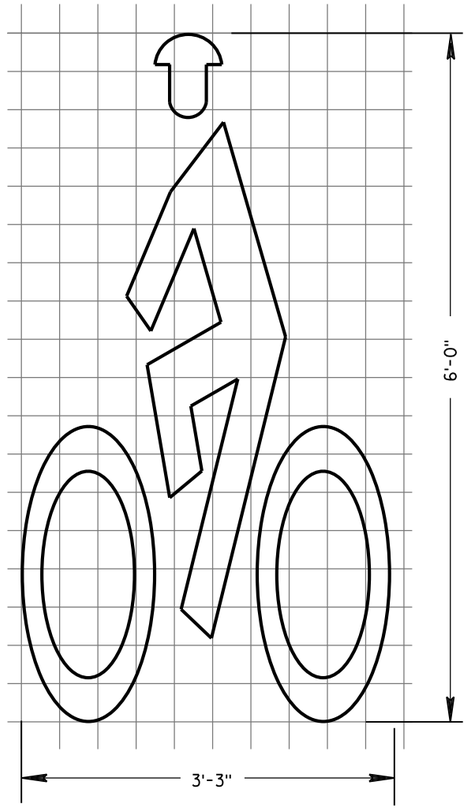
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S.D.D. 15 C 7-13c

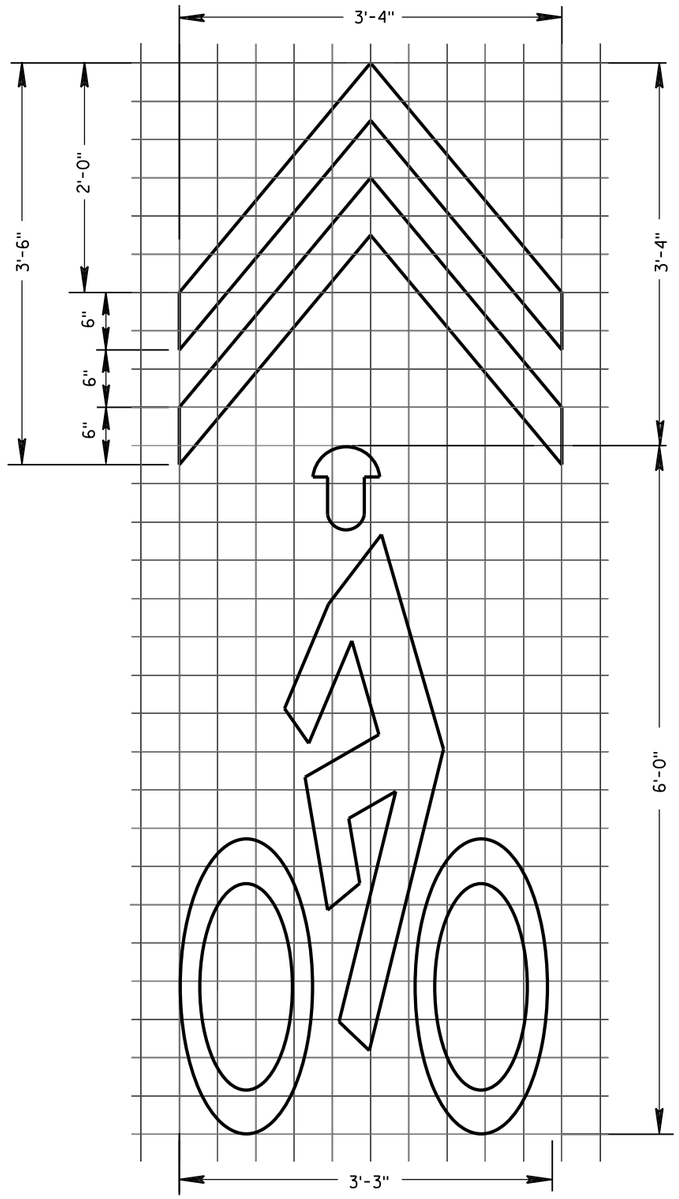




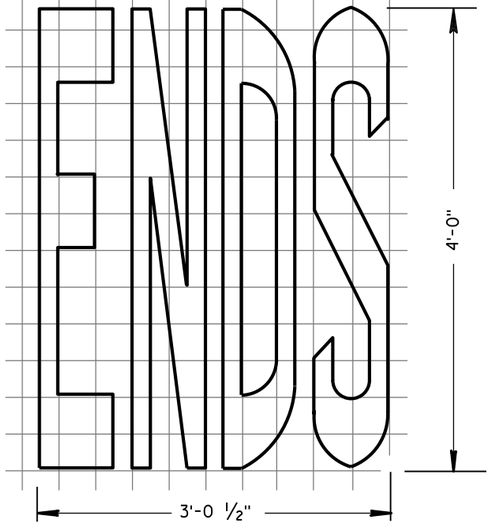
BIKE LANE WORDS



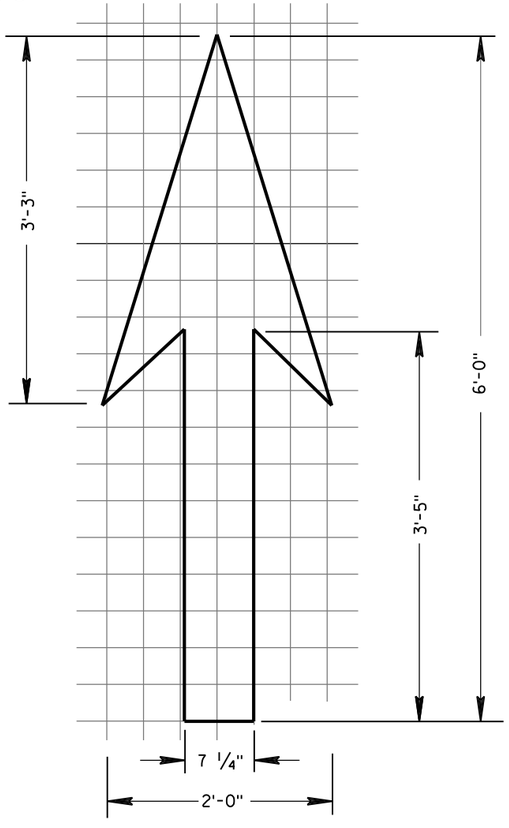
BIKE LANE SYMBOL



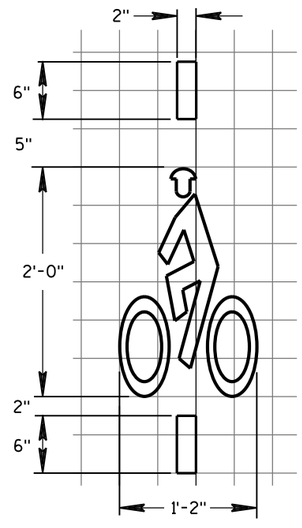
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

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.

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARK ENGINEER

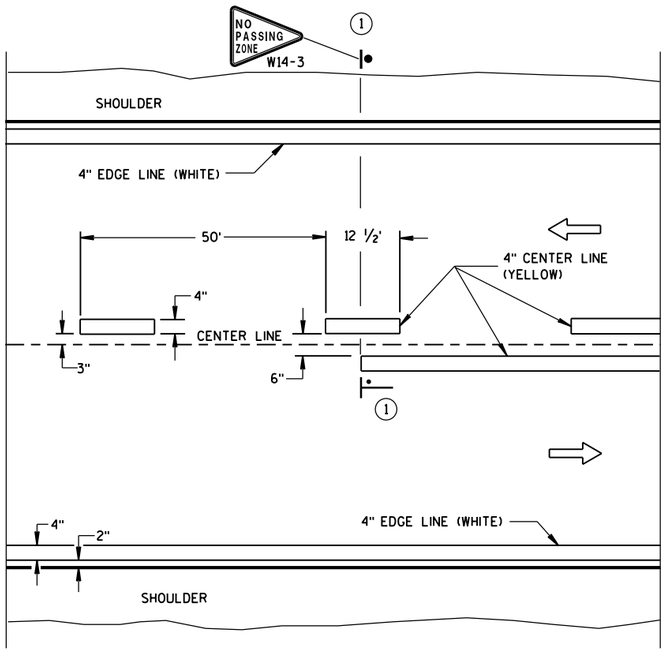
FHWA

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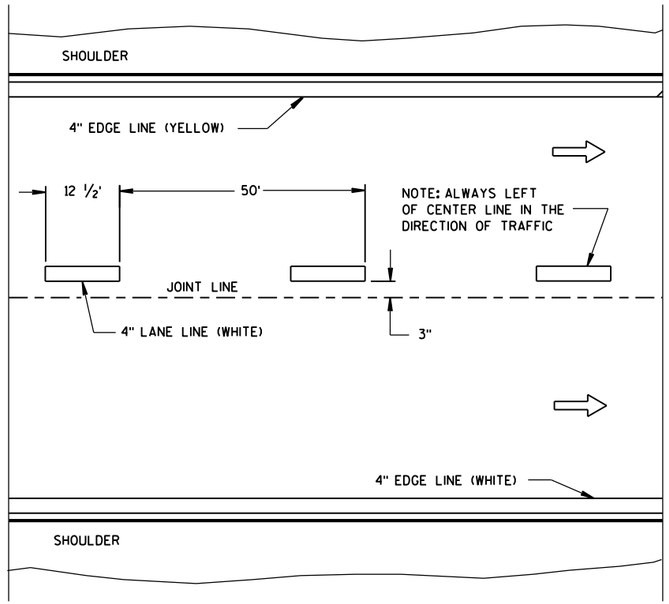
S.D.D. 15 C 7-13e

6

S.D.D. 15 C 7-13e



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) NO PASSING ZONE W14-3 SIGN SHALL BE LOCATED WITHIN 50 FEET OF THE "T" MARKING.

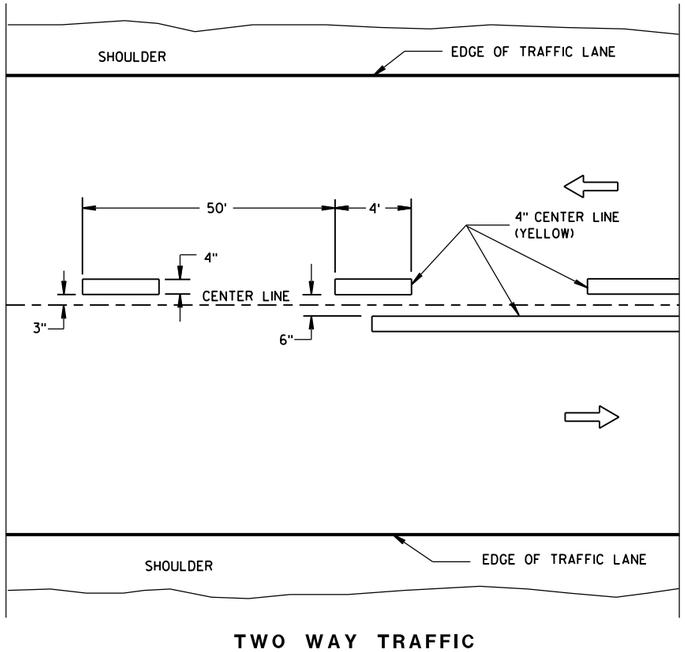
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

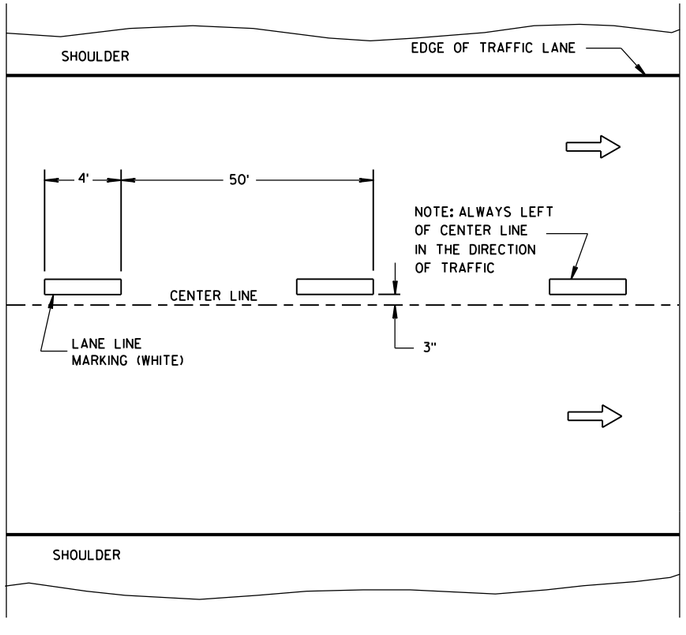
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

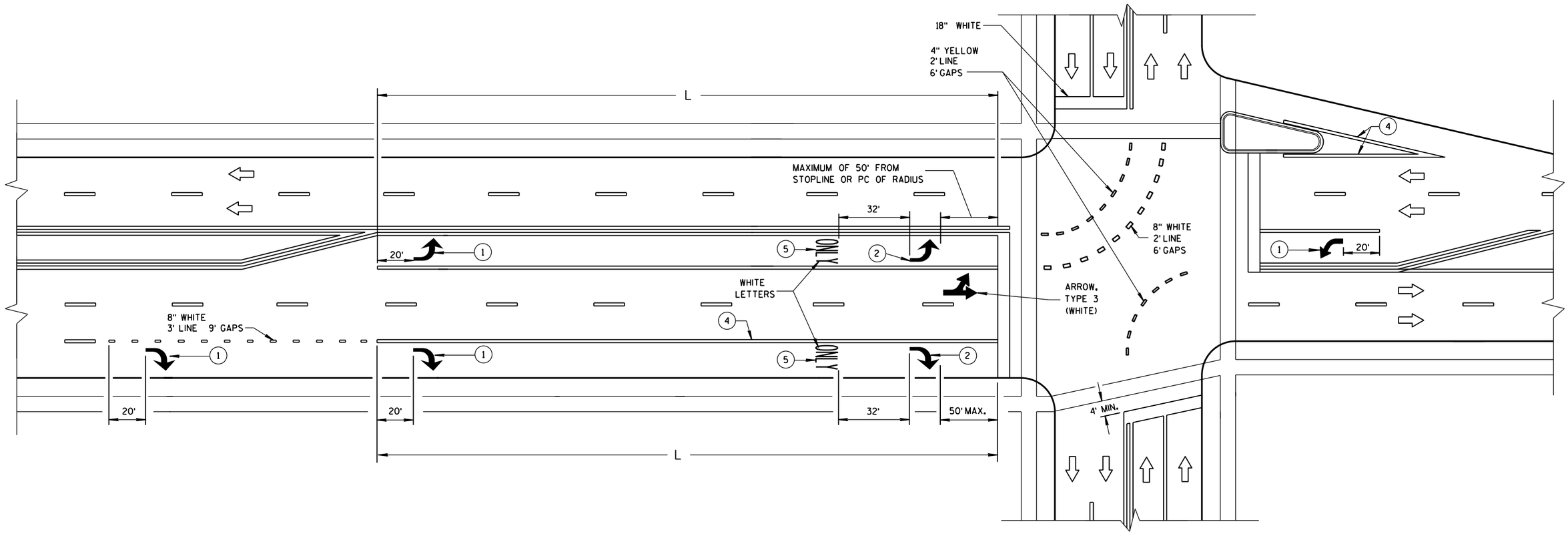
APPROVED
Sept., 2016 — /S/ Matthew R. Rauch
DATE — STATE SIGNING AND MARKING ENGINEER
FHWA

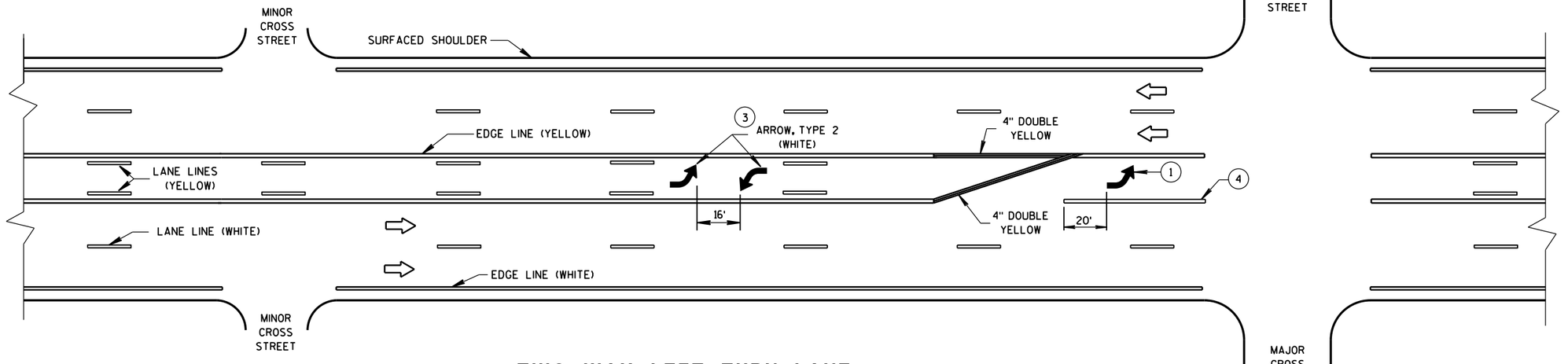
6

S.D.D. 15 C 8-17a

6

S.D.D. 15 C 8-17a





TWO WAY LEFT TURN LANE

GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

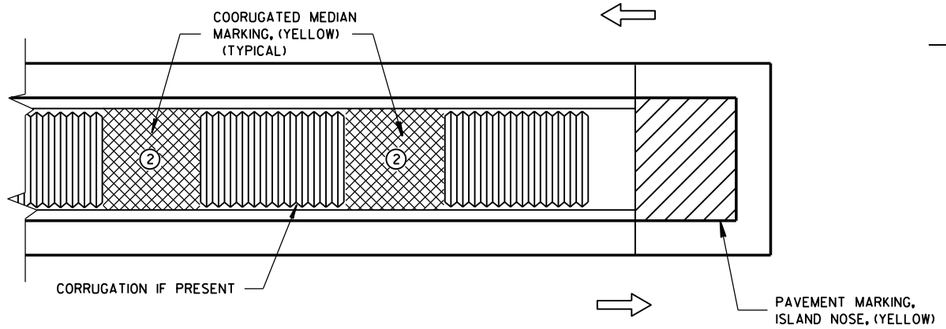
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

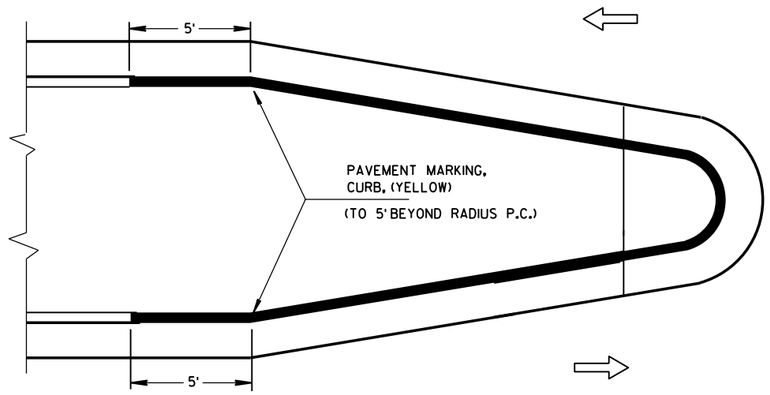
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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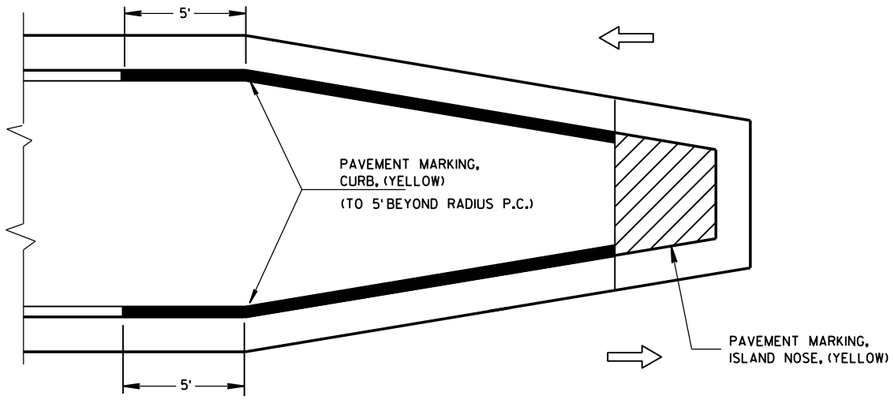
S.D.D. 15 C 8-17b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

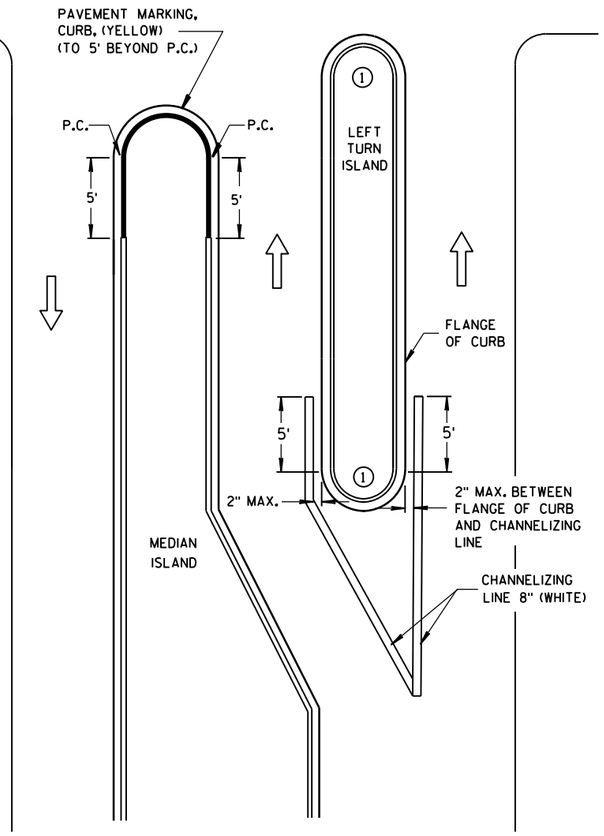


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

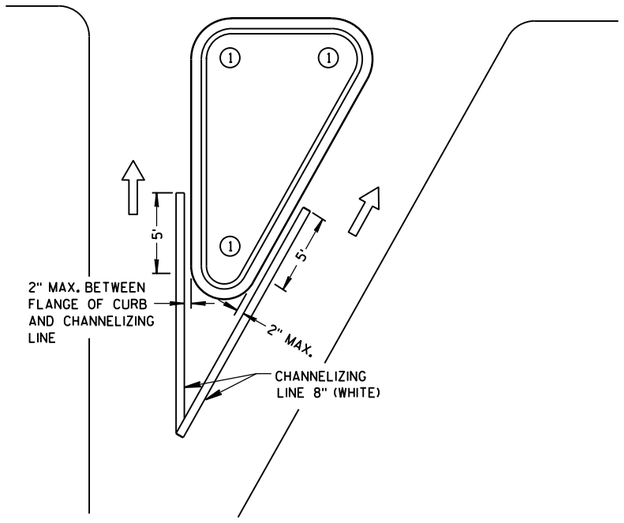


LEFT TURN & MEDIAN ISLAND

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

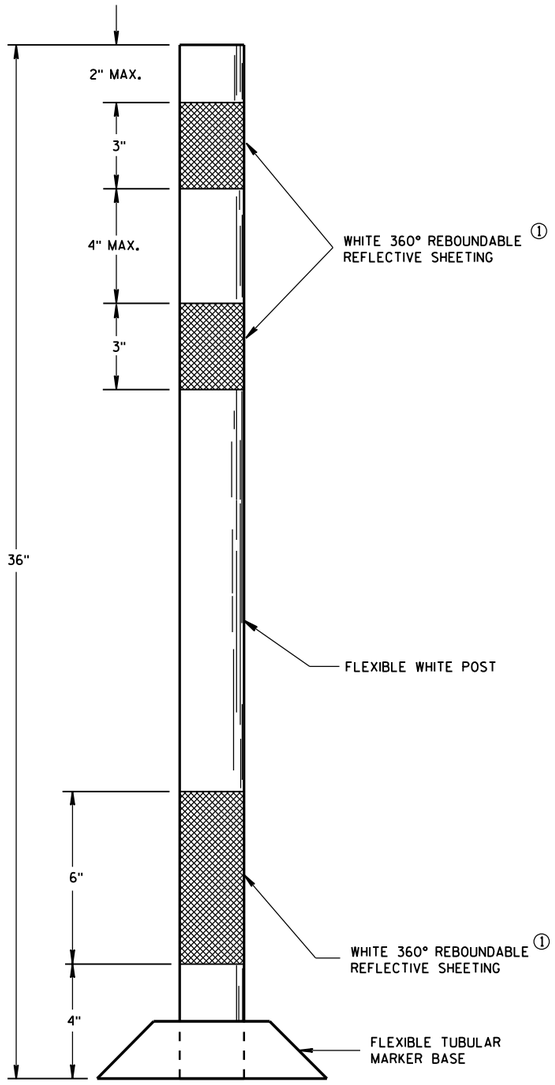
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

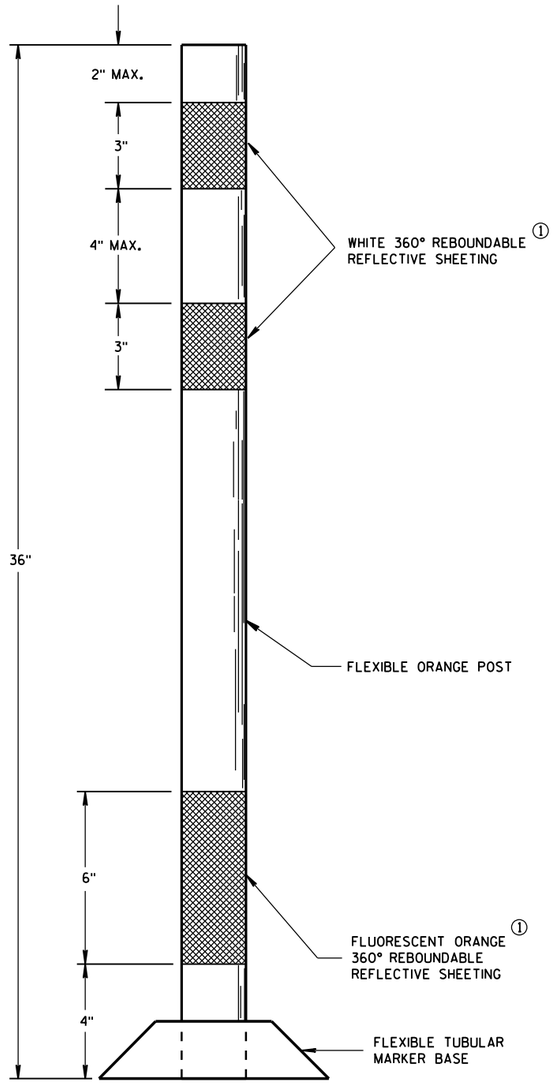
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-17c



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 /S/ Peter Amakobe Atepe STATEWIDE WORK ZON SAFETY ENGINE FHWA

6

S.D.D. 15 C 11-6

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

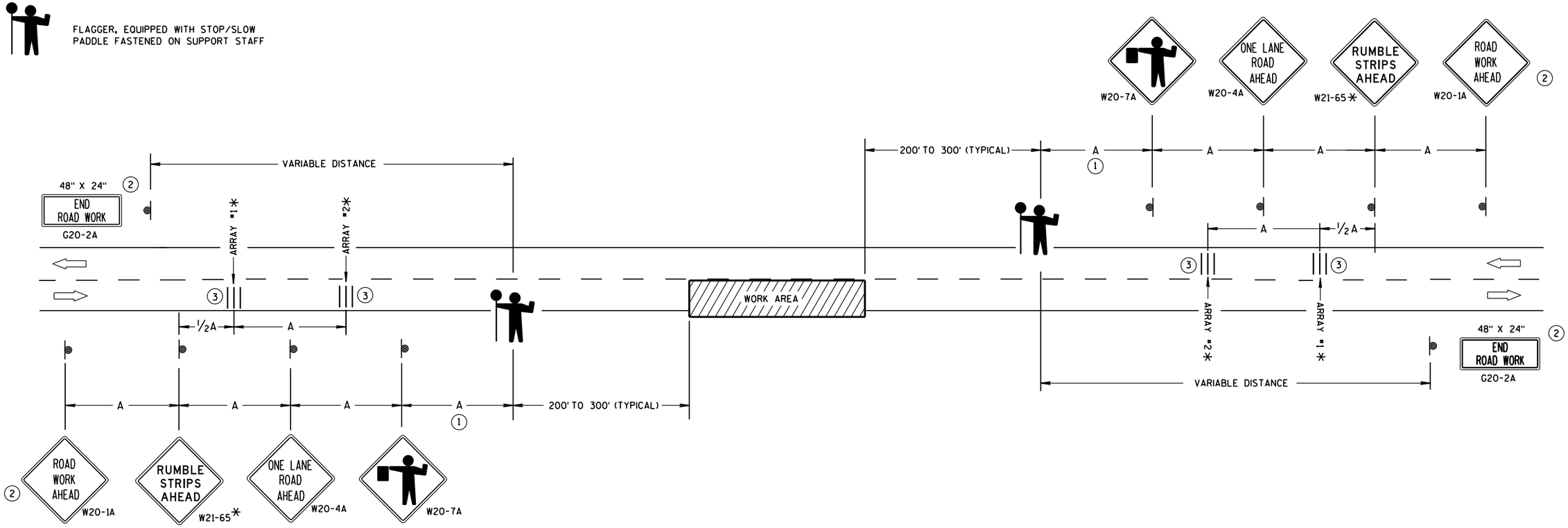
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING A.



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

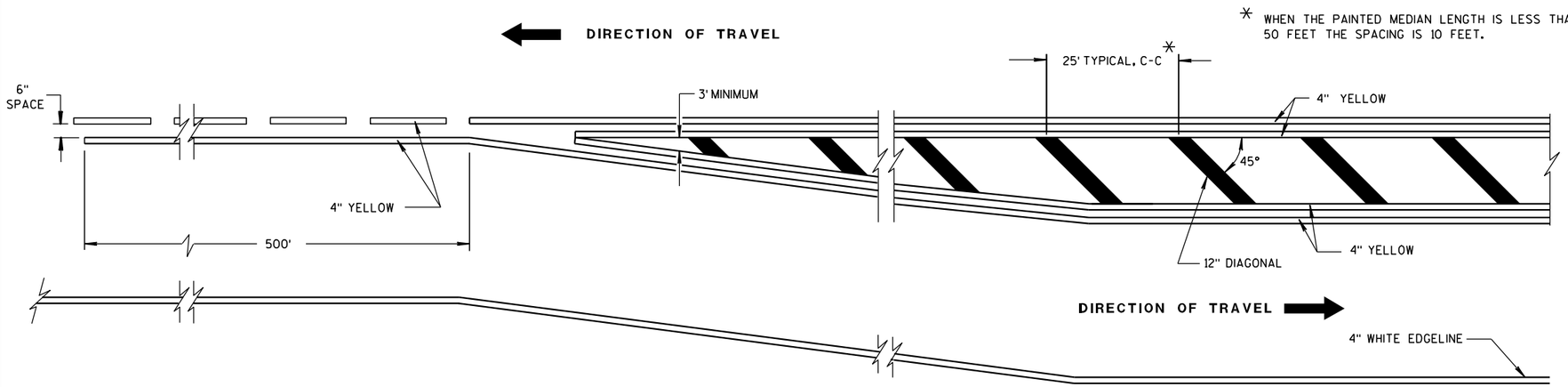
(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — /S/ Andrew Heldtke
DATE — WORK ZONE ENG
FHWA

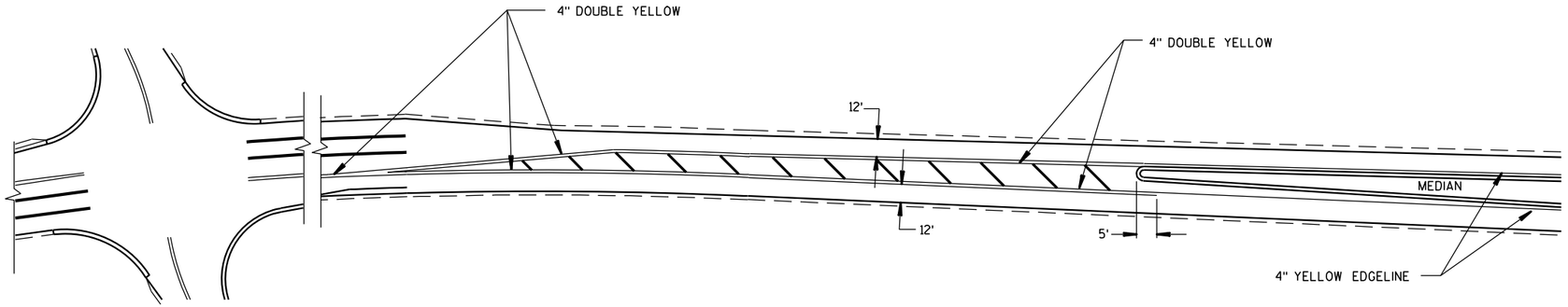
6
S.D.D. 15 C 12-5



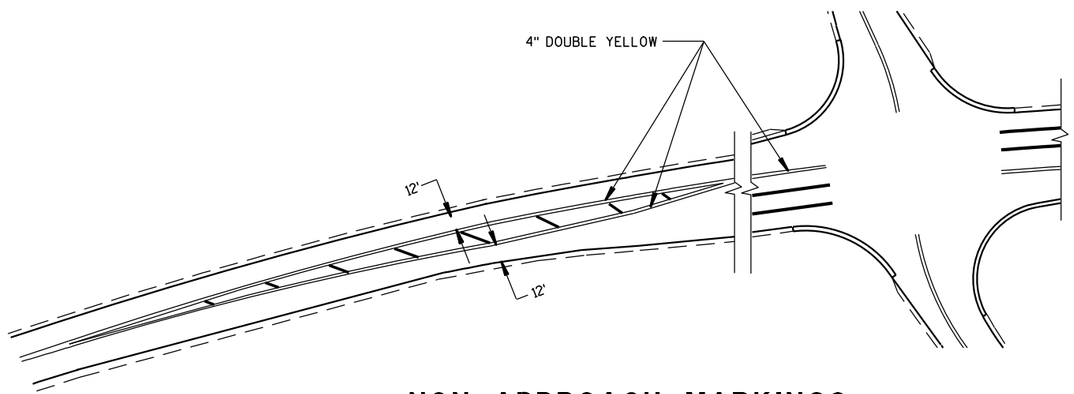
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

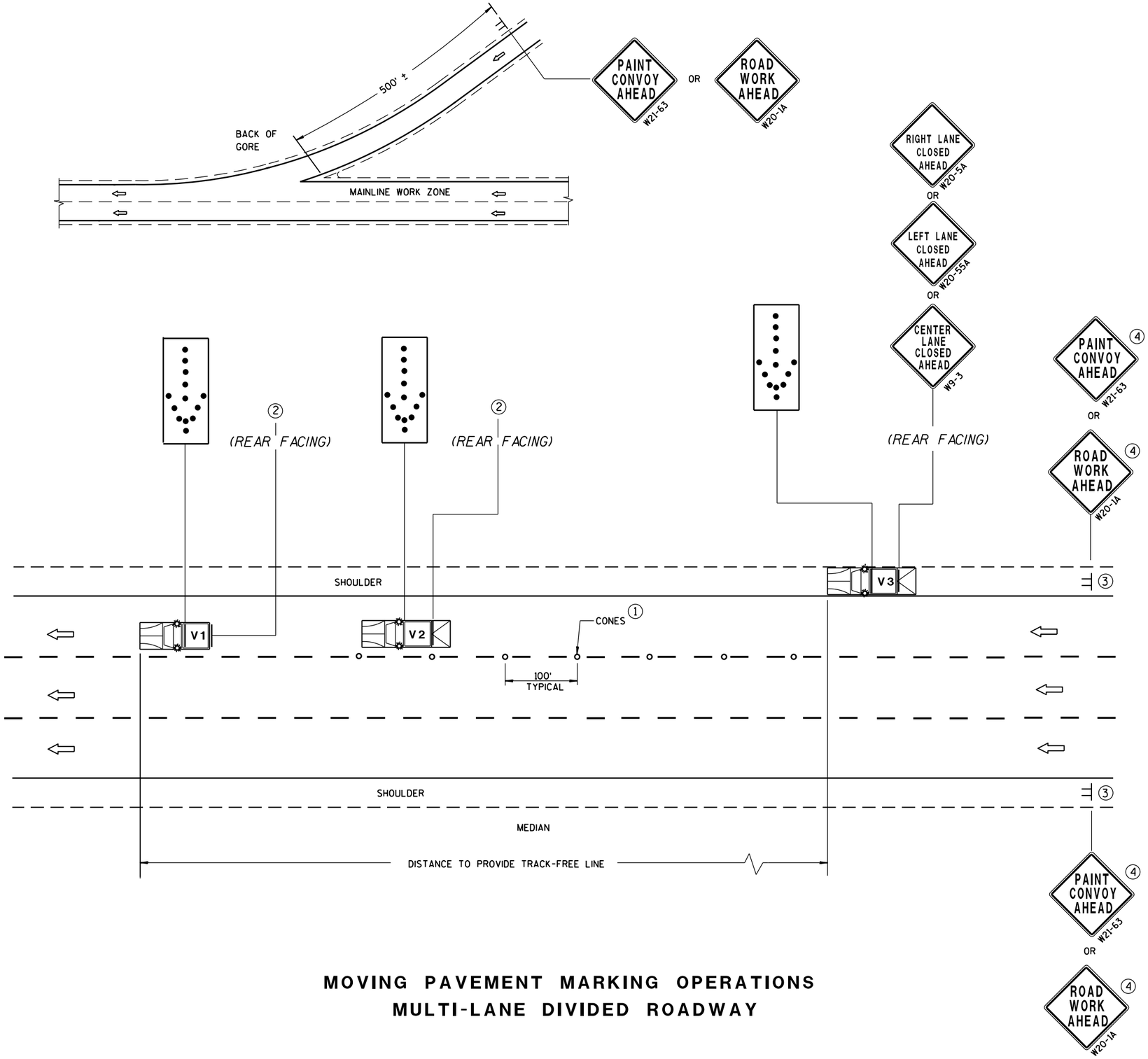
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER
FHWA	

6

S.D.D. 15 C 18-3

6

S.D.D. 15 C 18-3



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(4) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

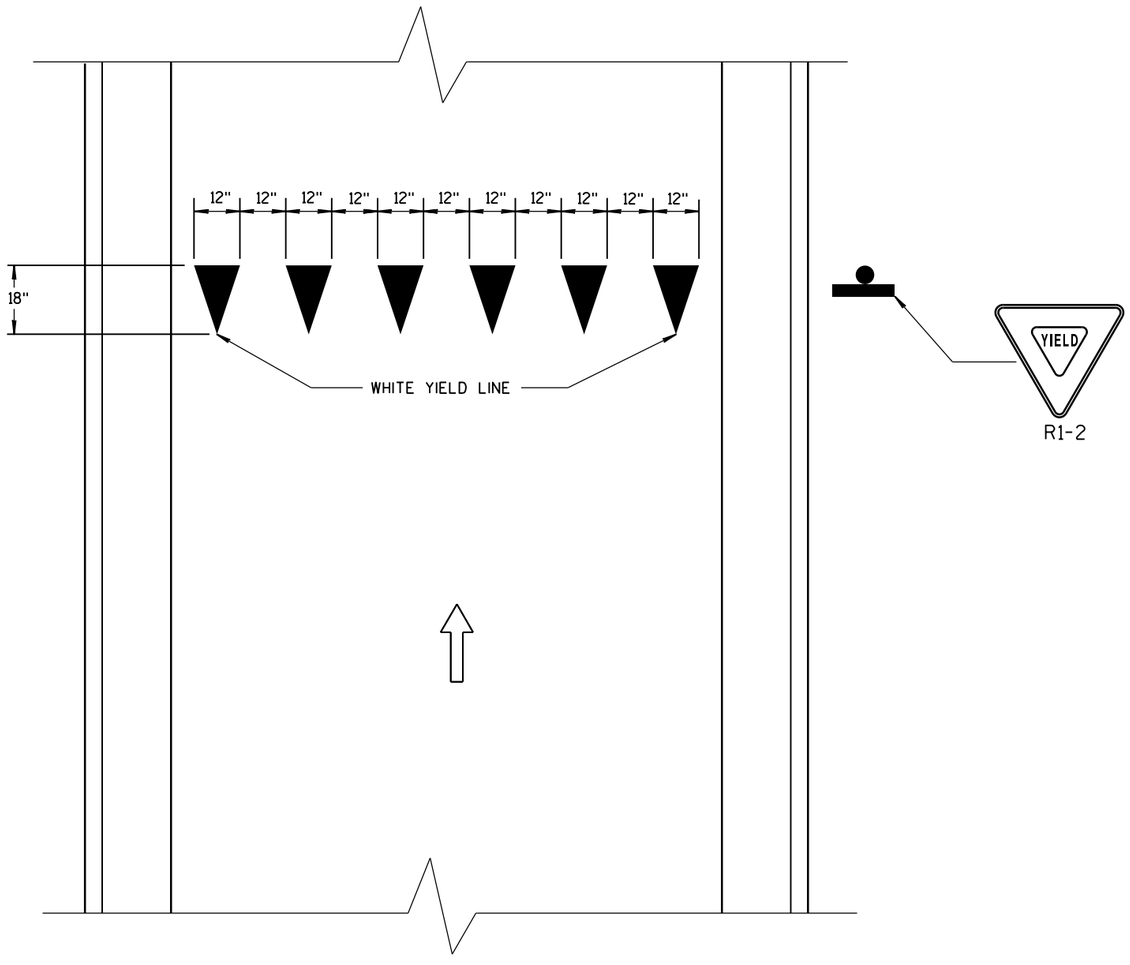
APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGINI
FHWA

6

S.D.D. 15 C 19-4c

6

S.D.D. 15 C 19-4c



R1-2

DIRECTION OF TRAVEL

YIELD LINE

6

6

S.D.D. 15 C 20-2

S.D.D. 15 C 20-2

YIELD MARKINGS

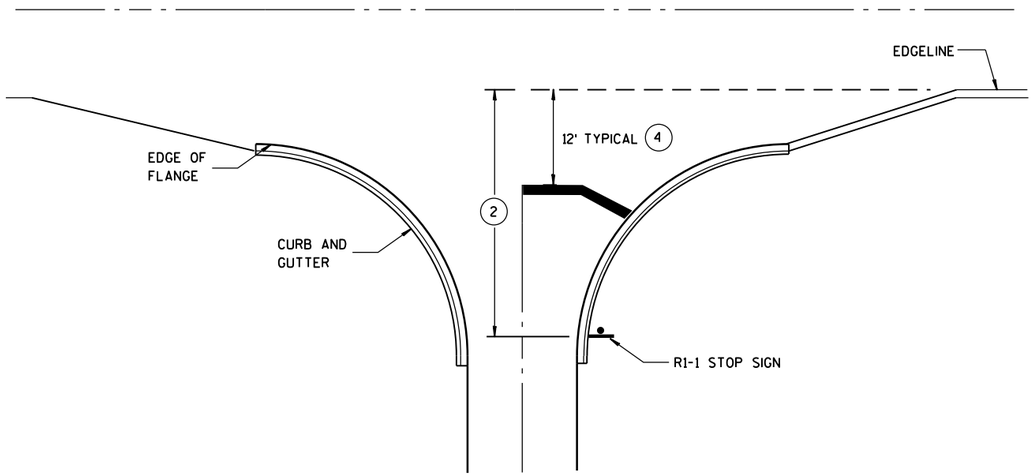
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

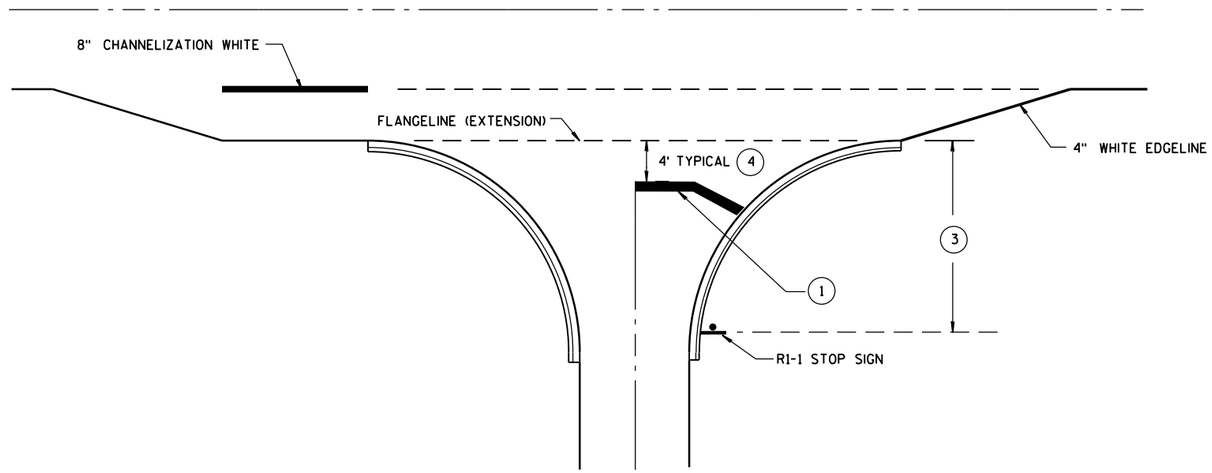
4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARI 384 IEER

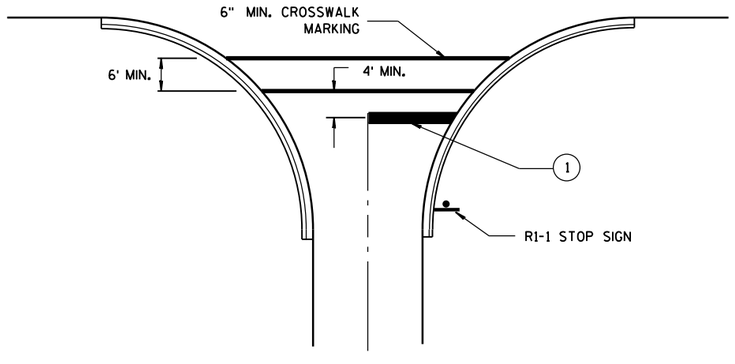
FHWA



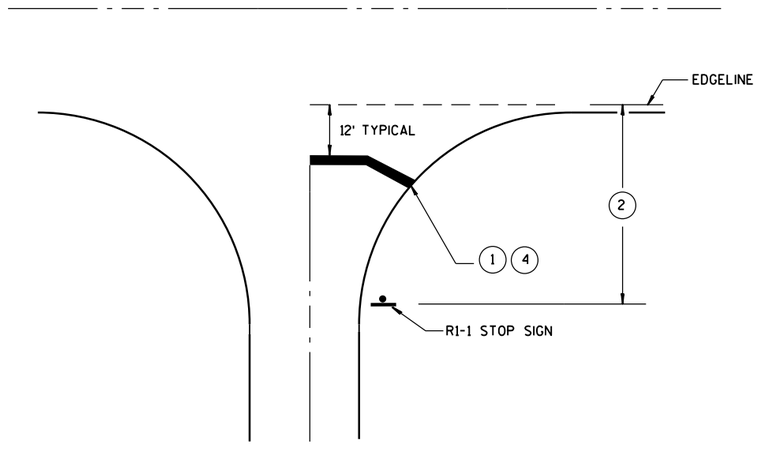
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

(2) IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.

(3) IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.

(4) MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

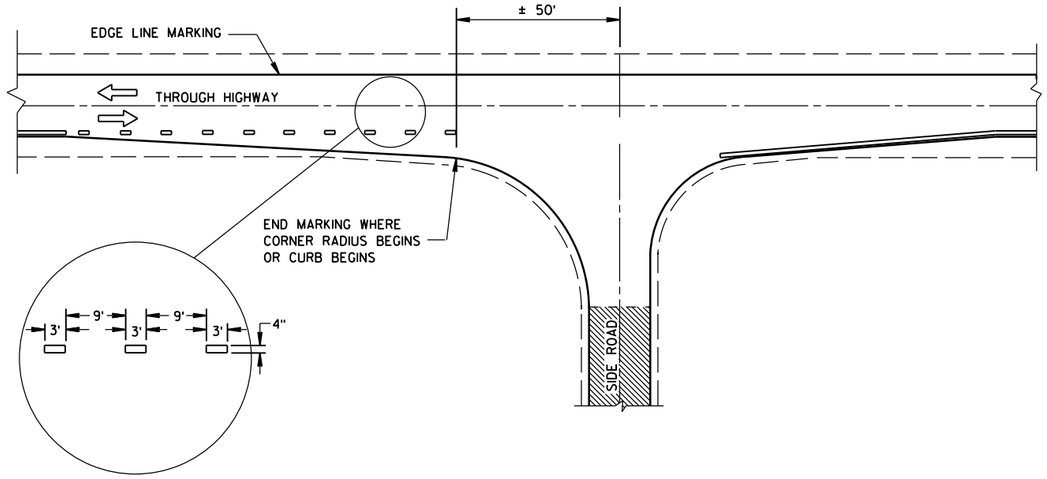
4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 385 NEER

FHWA

6

S.D.D. 15 C 33-2



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

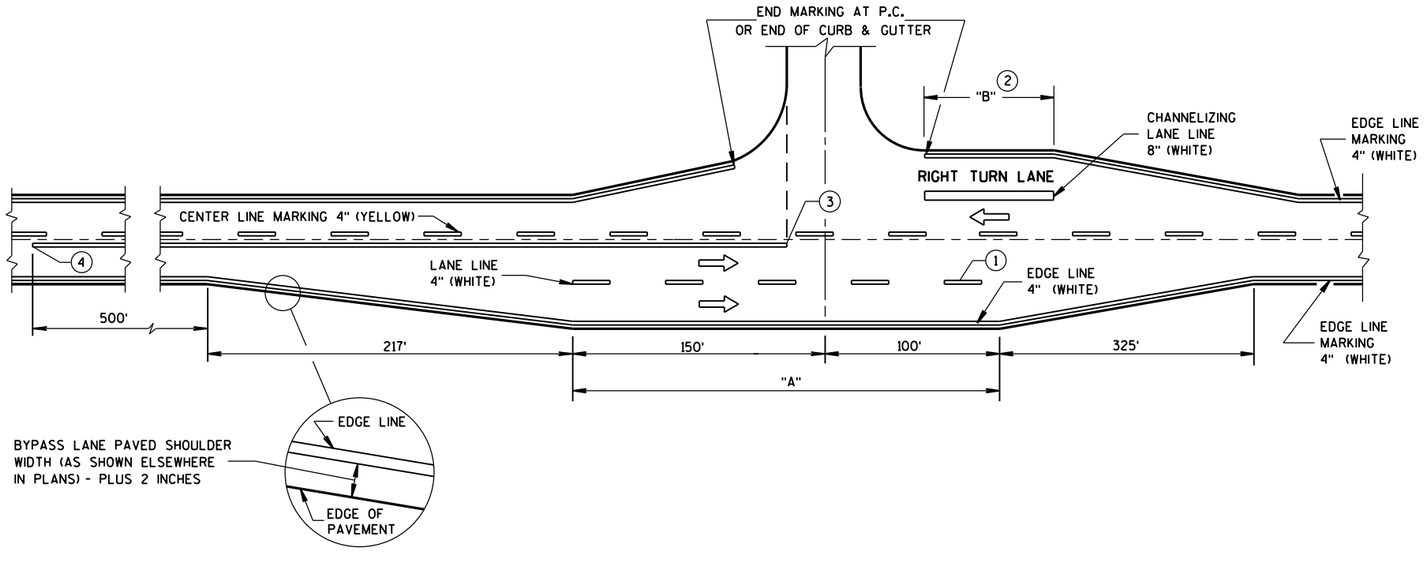
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(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

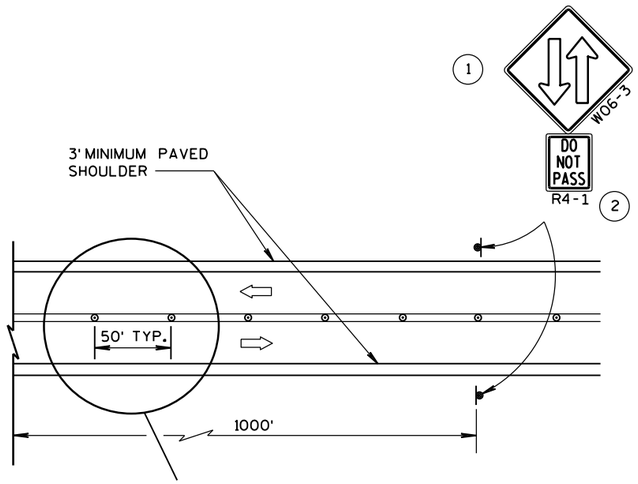
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

PAVEMENT MARKING
(INTERSECTIONS)

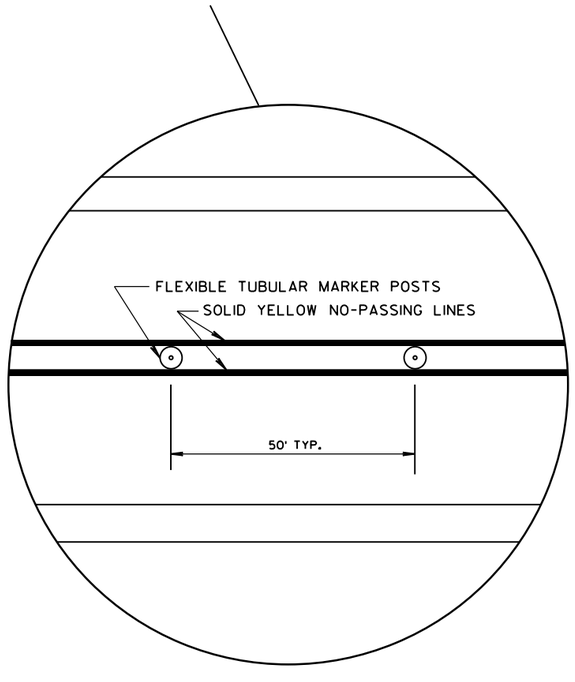
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 35-1a



TWO LANE, TWO WAY OPERATION



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.



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"

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

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

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

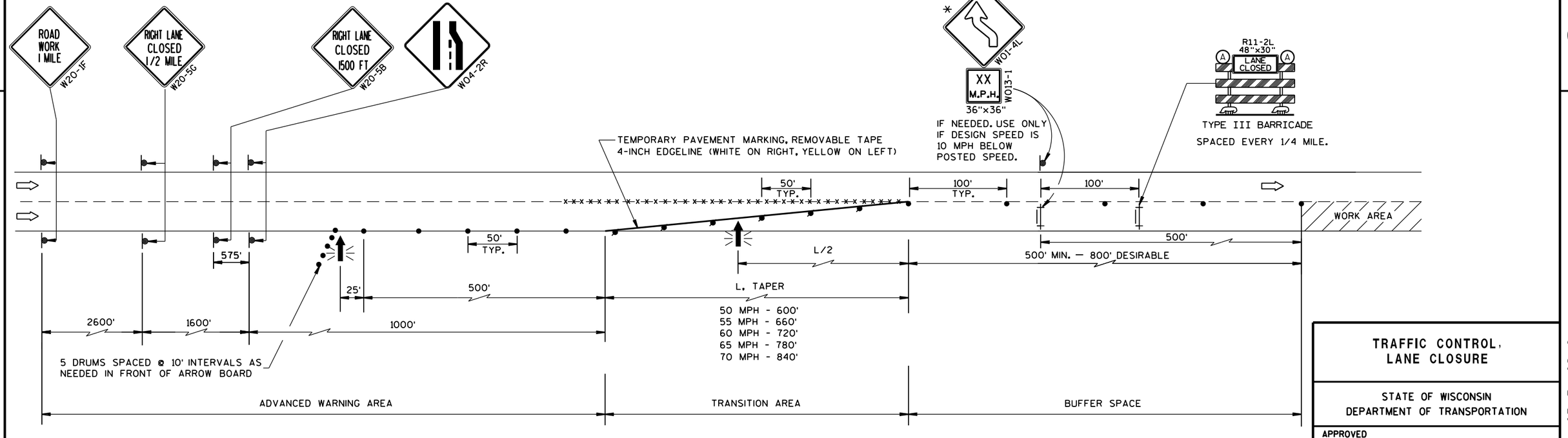
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



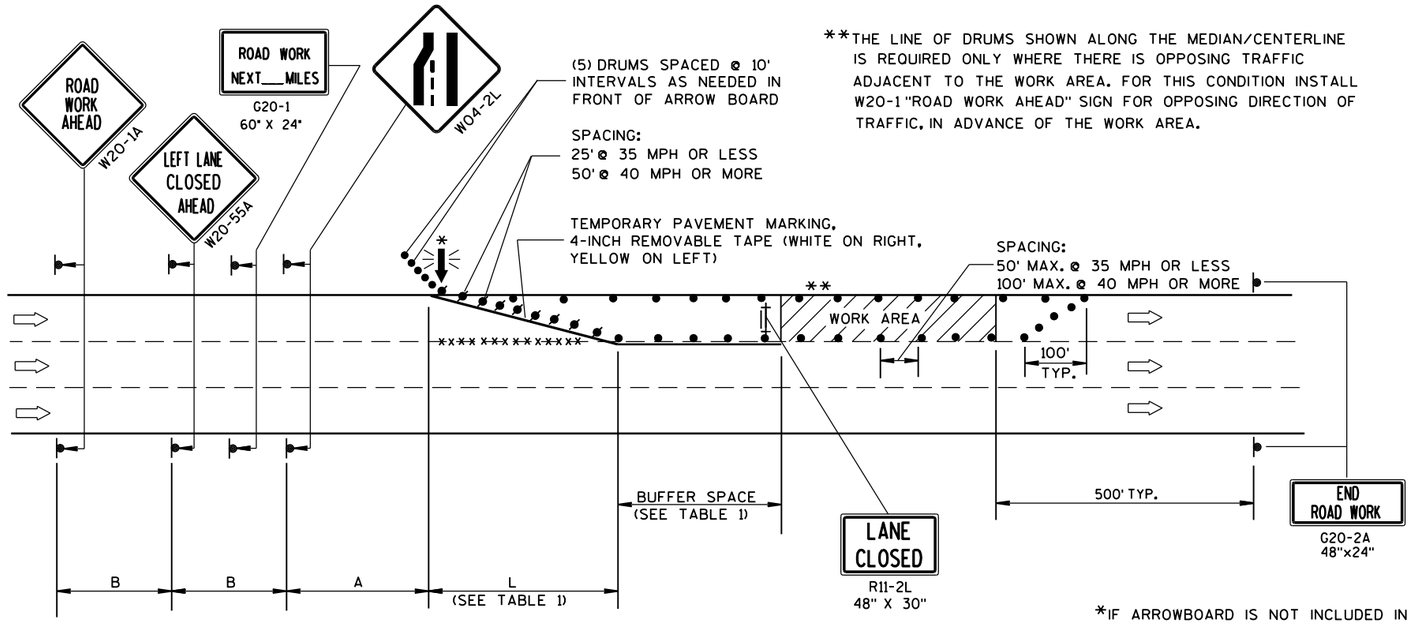
TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 12-6a



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

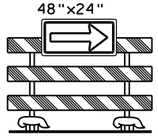


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

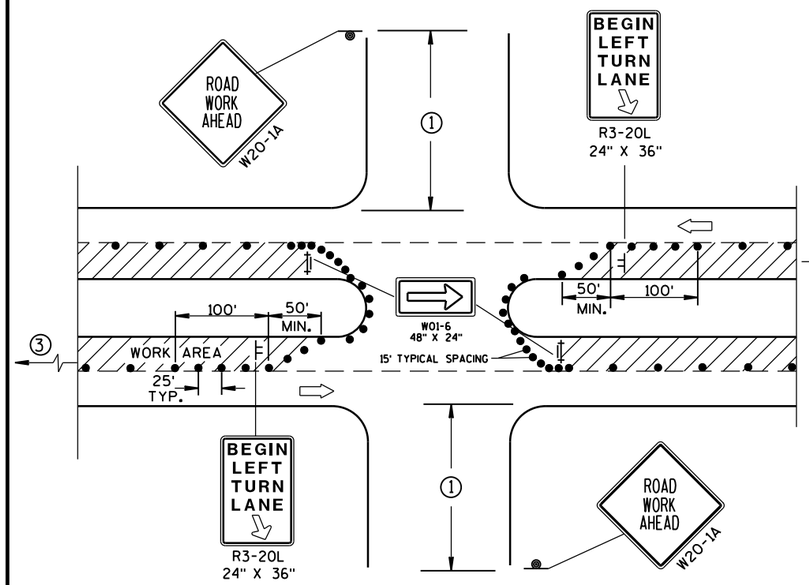
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER

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S.D.D. 15 D 20-4

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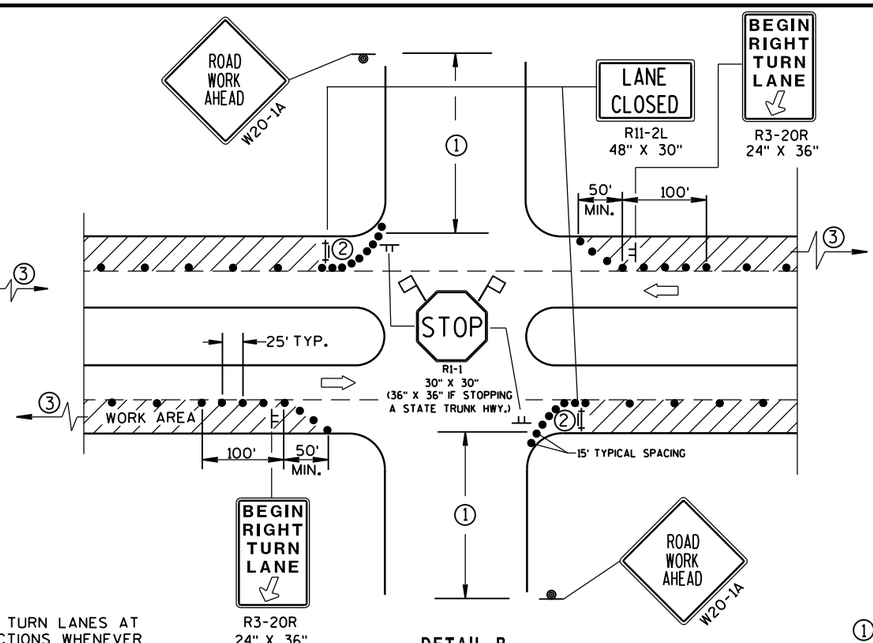
S.D.D. 15 D 20-4



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

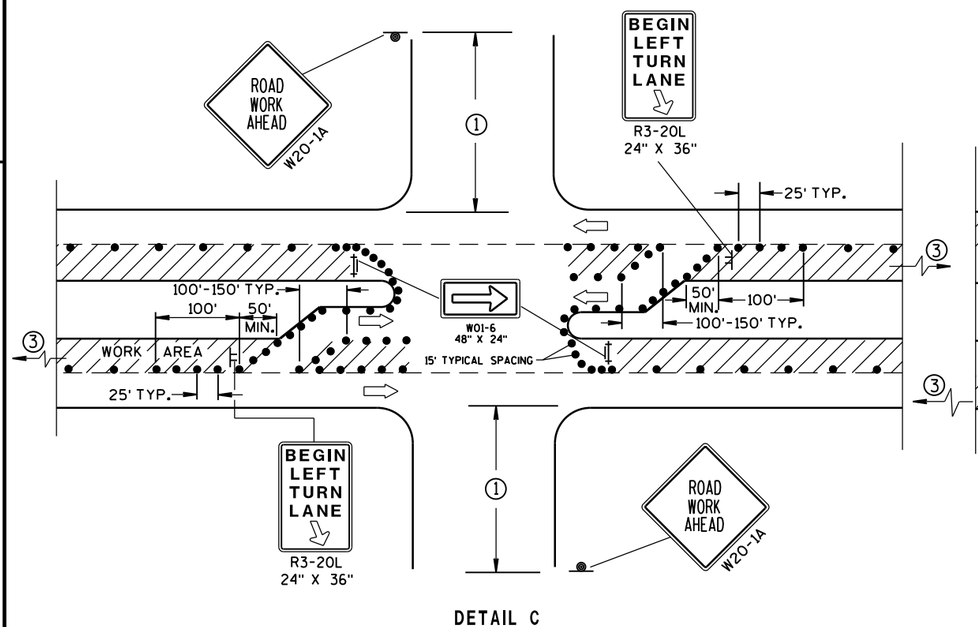
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

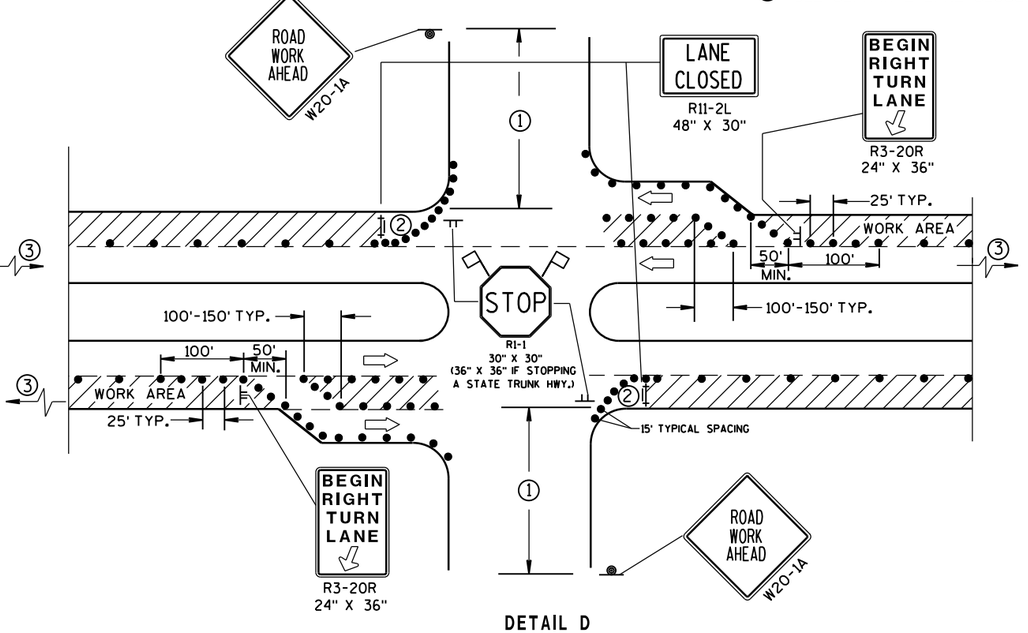
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

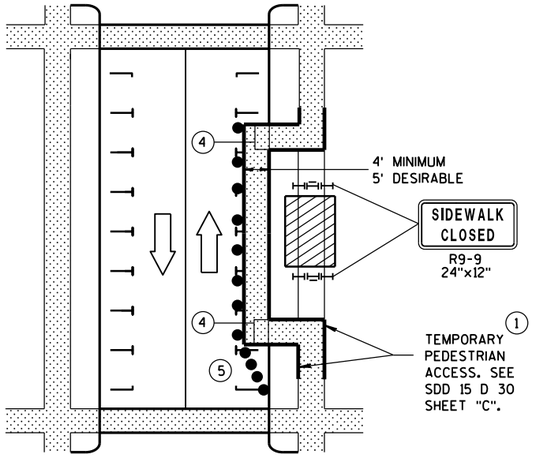
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Anakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC
FHWA

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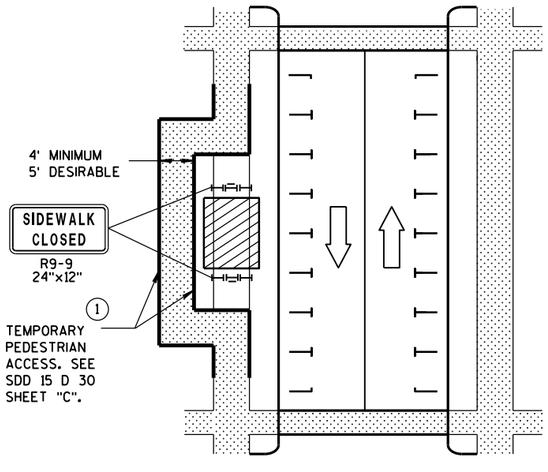
S.D.D. 15 D 21-4
S.D.D. 15 D 21-4

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

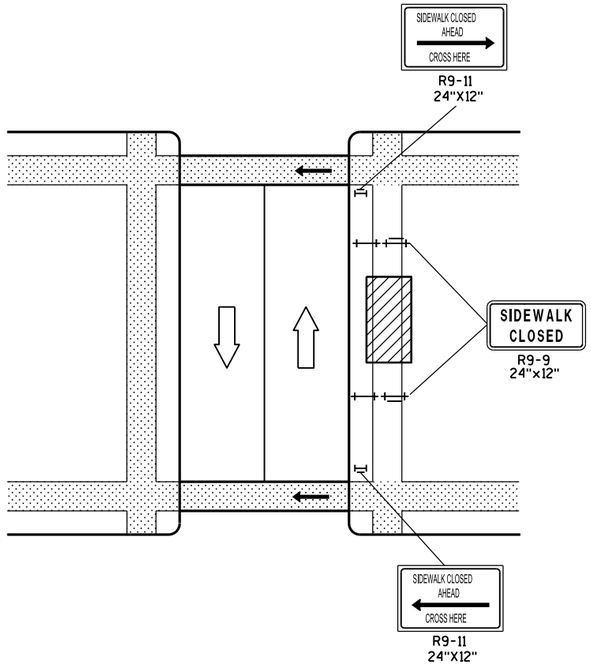


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

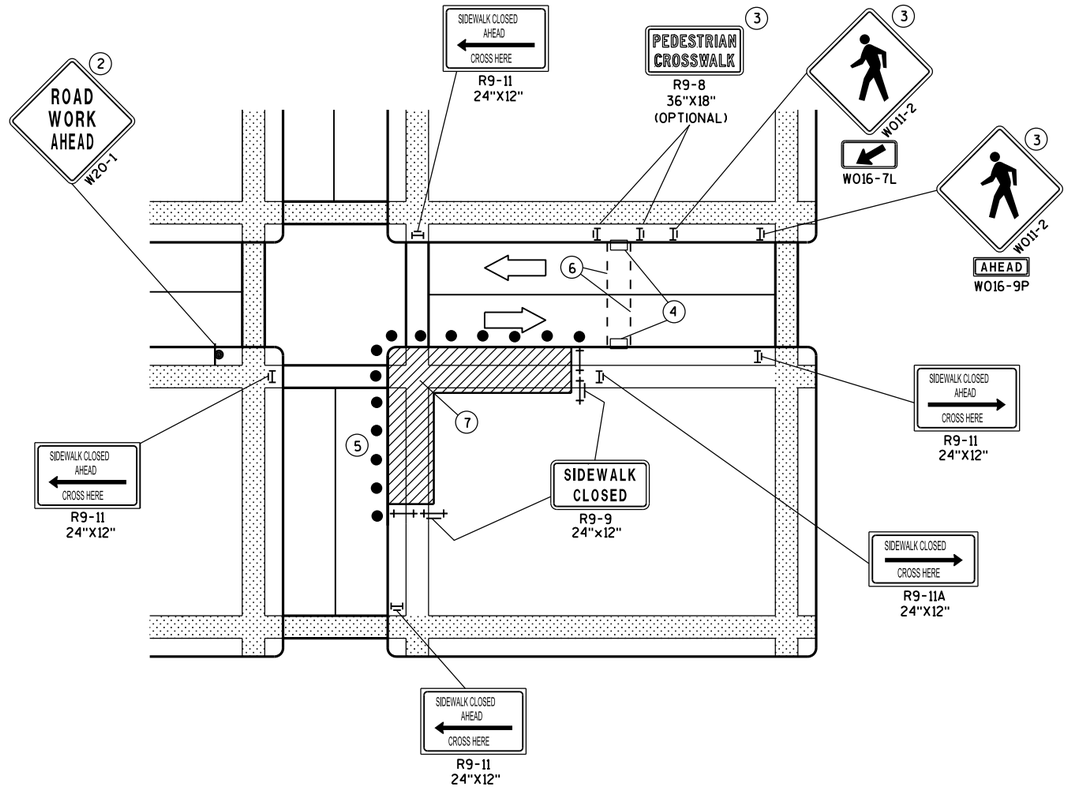
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

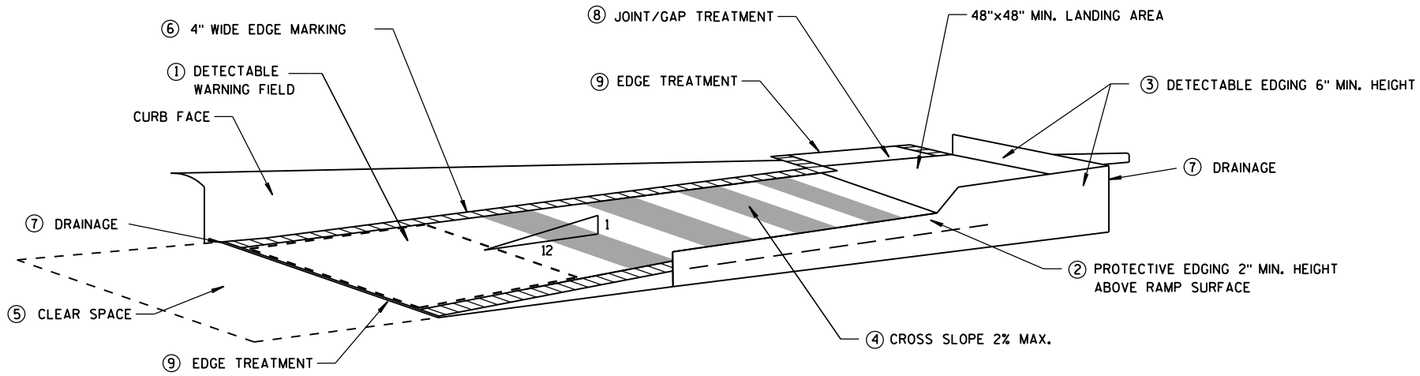
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 D 30-3a

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S.D.D. 15 D 30-3a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

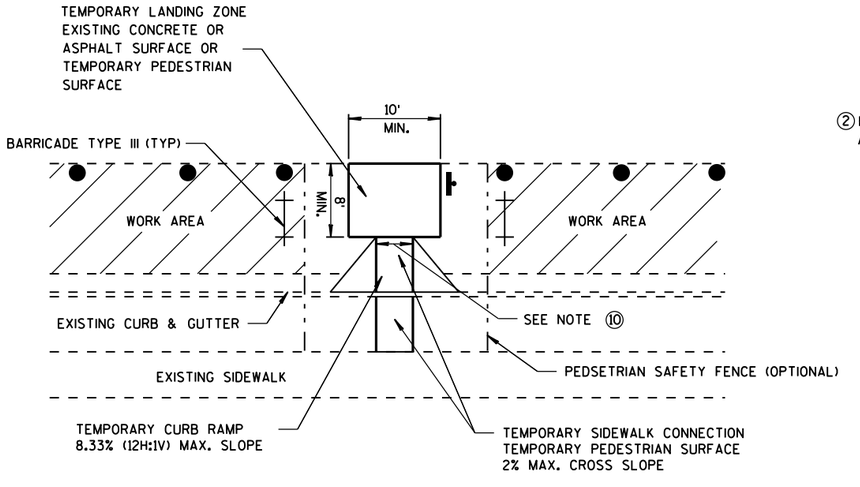
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

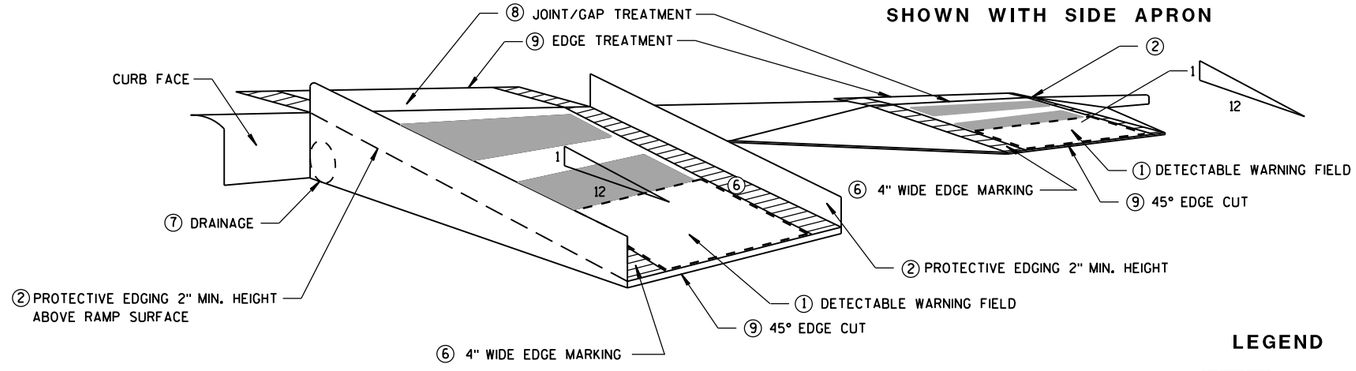
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

SHOWN WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

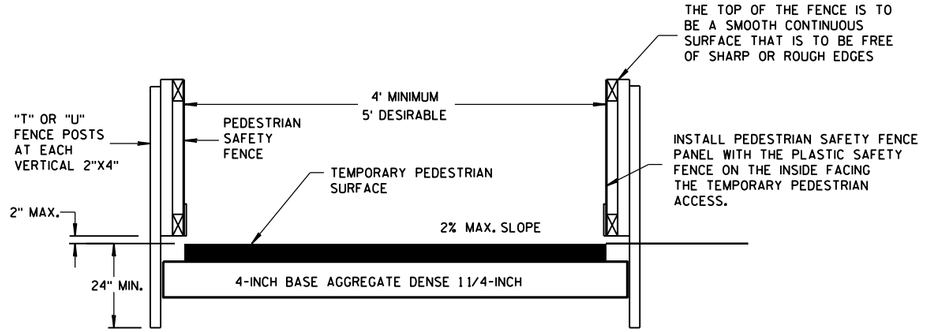
FHWA

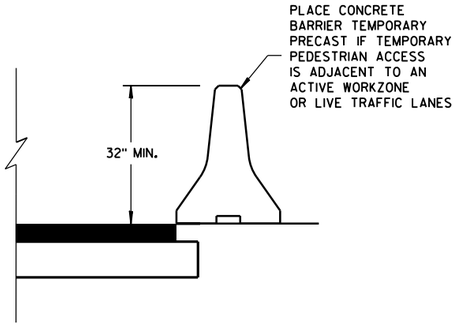
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S.D.D. 15 D 30-3b

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S.D.D. 15 D 30-3b

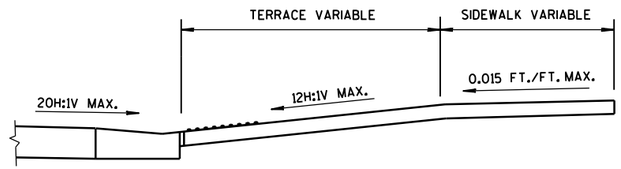




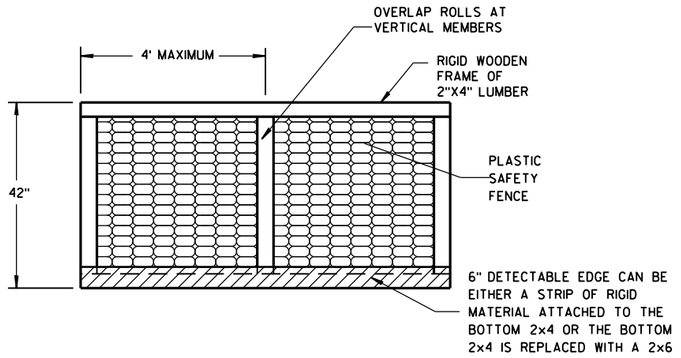
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

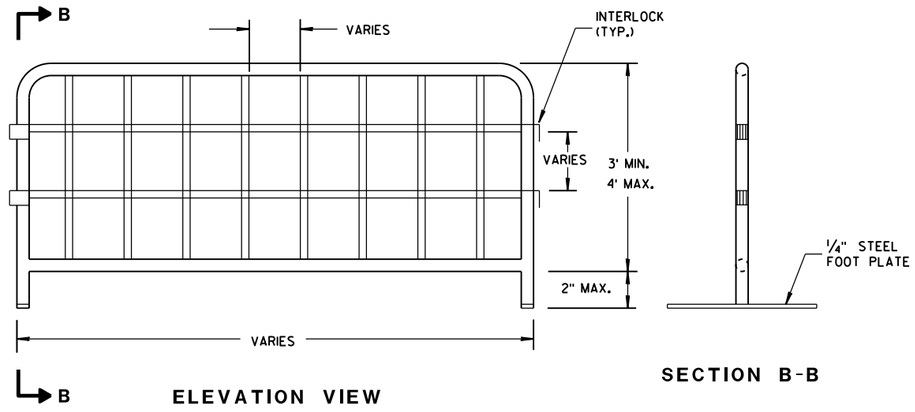
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



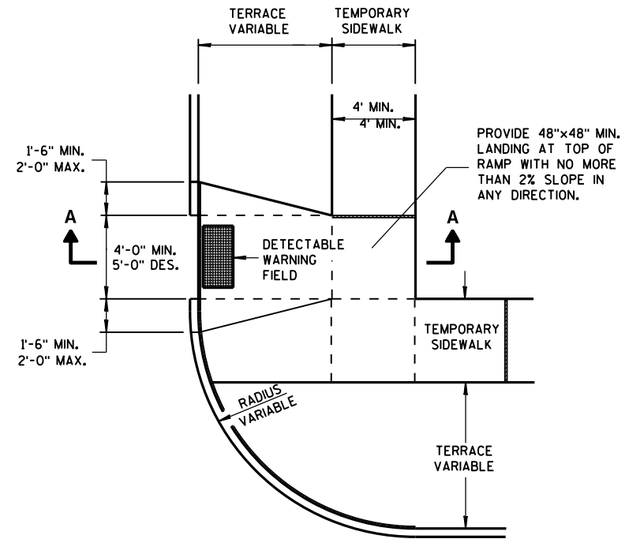
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

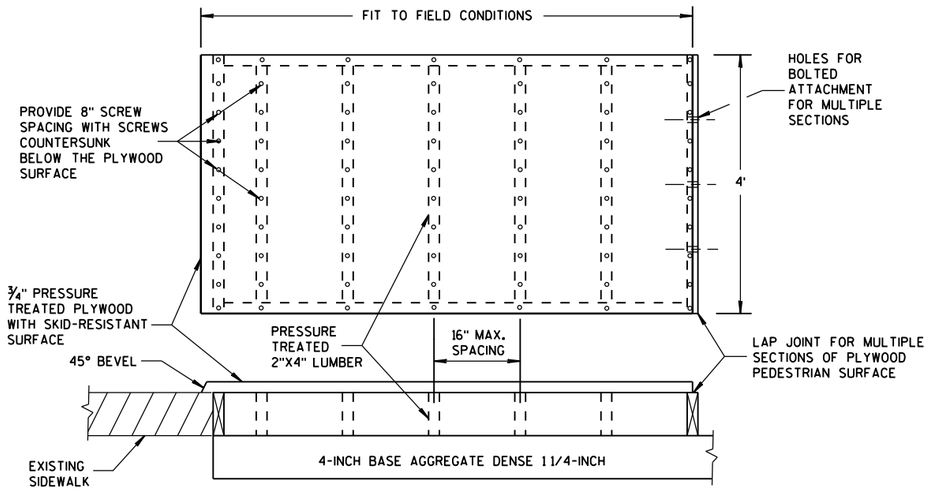
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



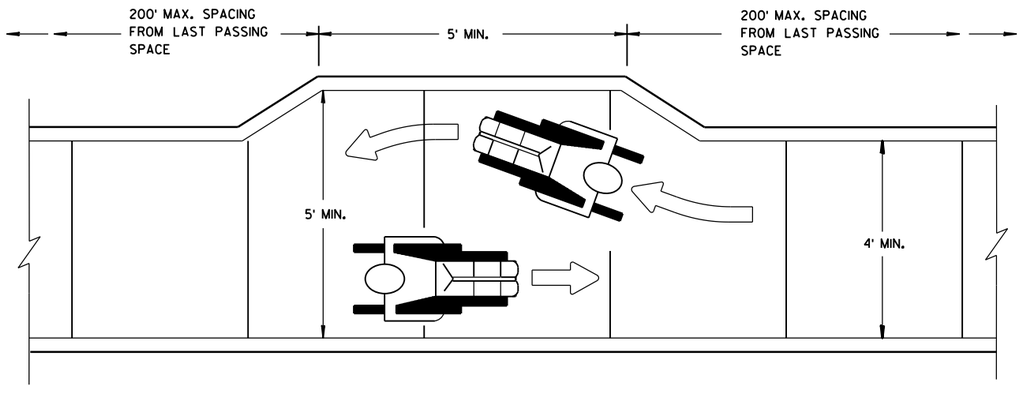
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

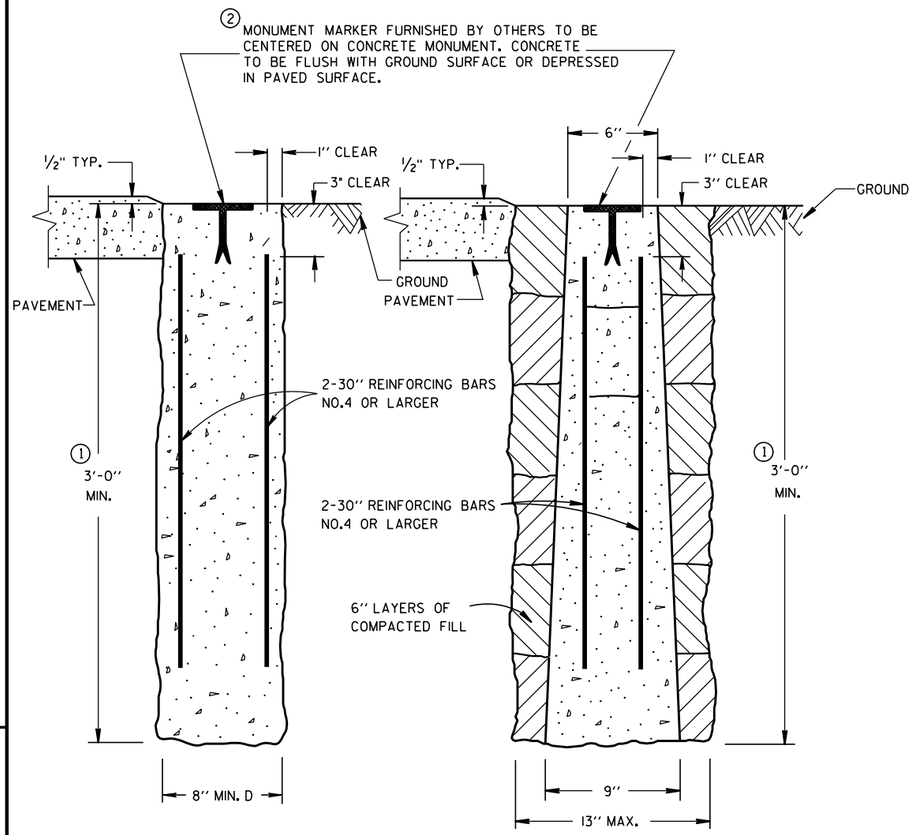
APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
FHWA

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S.D.D. 15 D 30-3c

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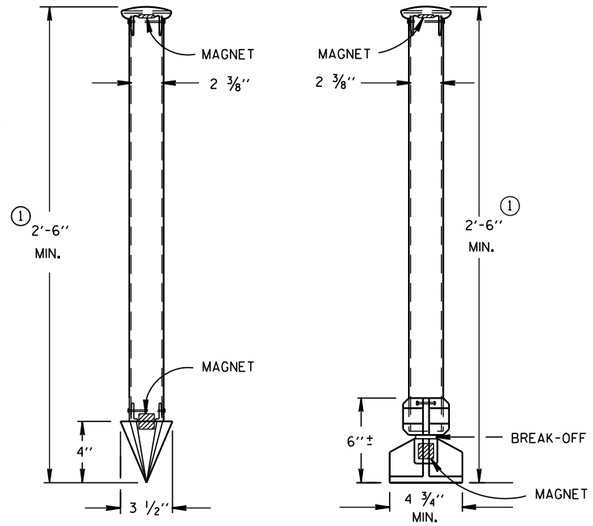
S.D.D. 15 D 30-3c



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D 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.

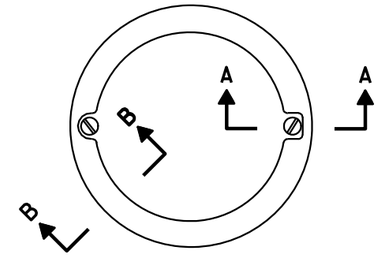
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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.

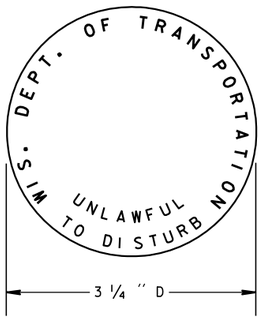
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

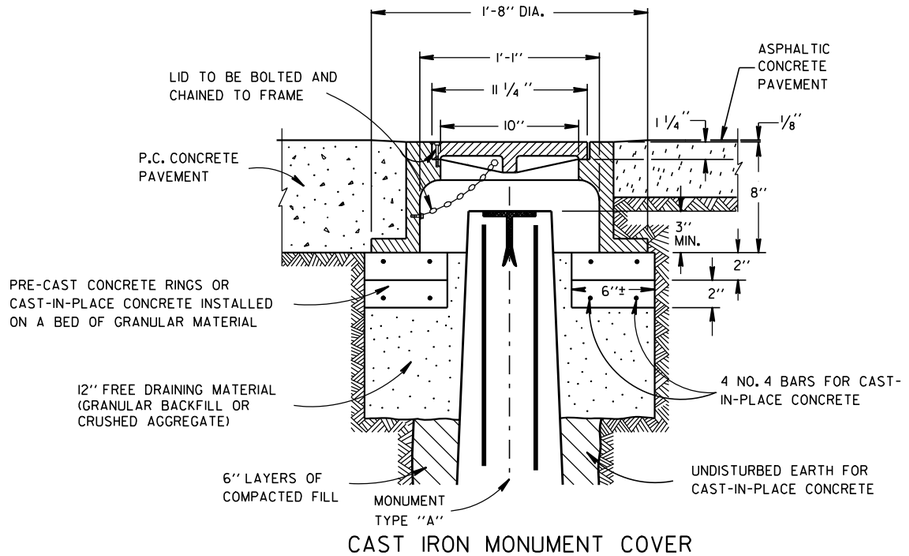
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

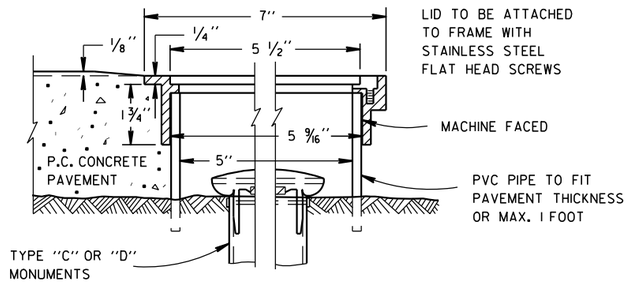


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



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

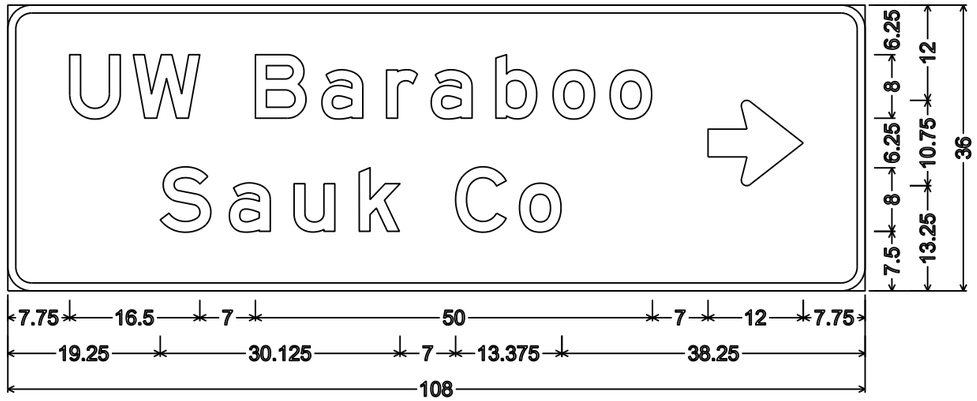
9/22/1999 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

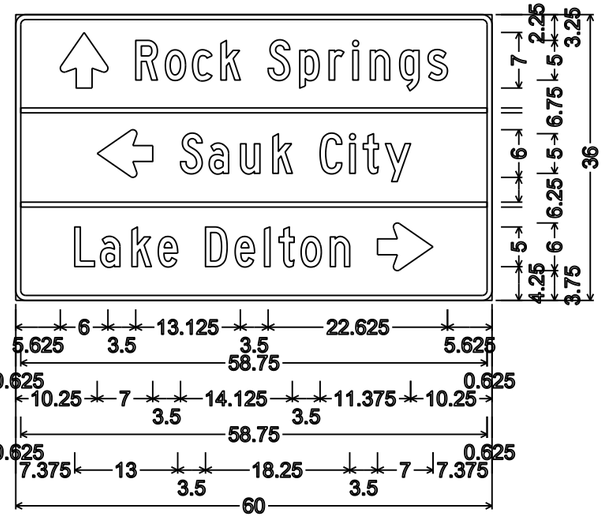
FHWA

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S.D.D. 16 A 1-6



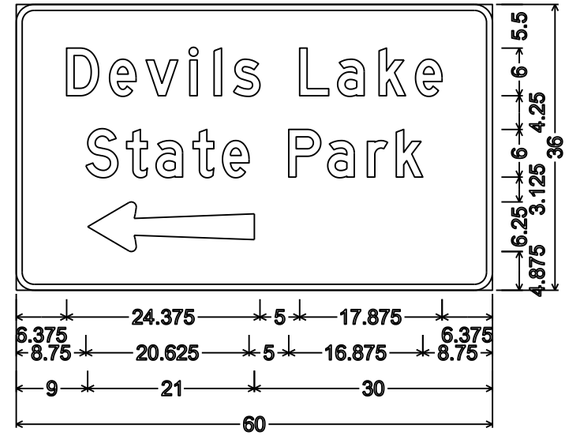
D1-2; 3.000" Radius, 1.000" Border



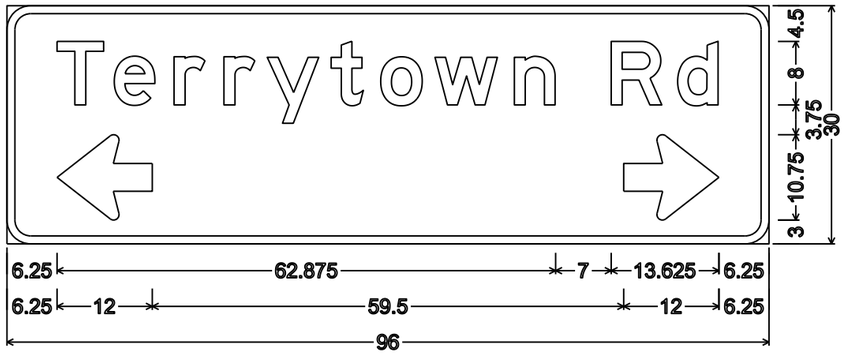
D1-3;
1.250" Radius, 0.625" Border,
"Rock" C; "Springs" C;"Sauk" C; "City" C;
"Lake" C; "Delton" C

NOTES

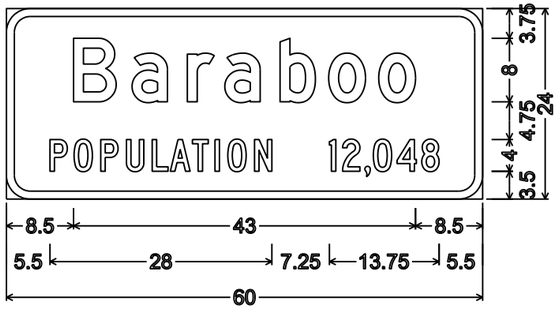
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green except as noted
   Message - White
3. Message Series - E except as noted



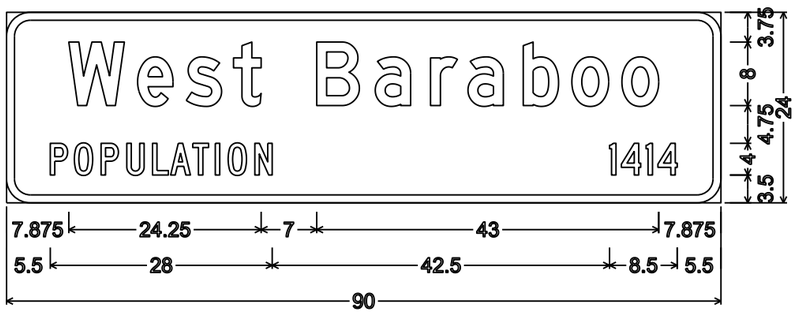
D7-53L;
2.250" Radius, 0.750" Border, White on Brown;
"Devils" D; "Lake" D; "State" D; "Park" D



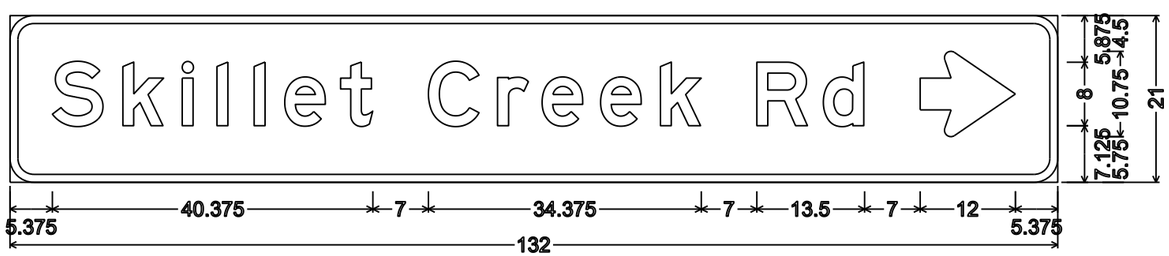
D1-61; 3.000" Radius, 1.000" Border



I2-3;
3.000" Radius, 1.000" Border,
"Baraboo" D; "POPULATION" C; "12,048" C



I2-3; 3.000" Radius, 1.000" Border,
"West" D; "Baraboo" D; "POPULATION" C; "1414" C



D1-1; 3.000" Radius, 1.000" Border

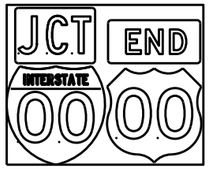
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7

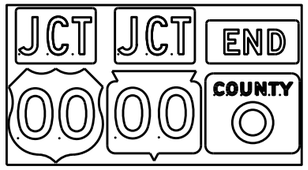
TYPICAL ASSEMBLIES



J1-1



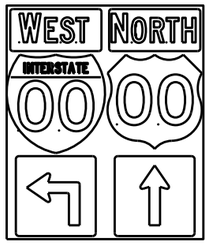
J1-2



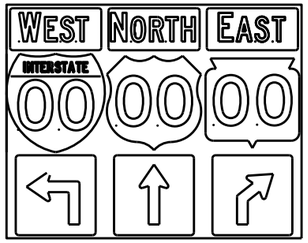
J1-3



J2-1



J2-2

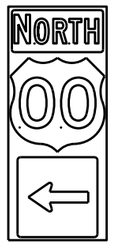


J2-3

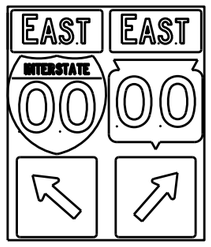


JV

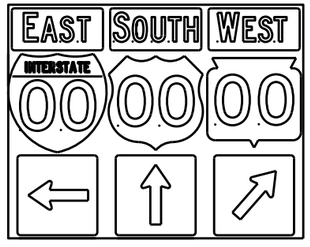
(Typical Vertical J-Assembly
See Note 10 and 11)



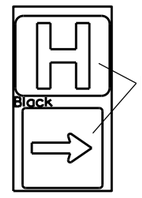
J3-1



J3-2



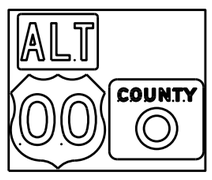
J3-3



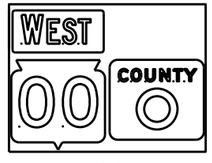
JH-1



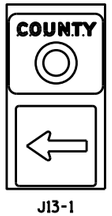
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

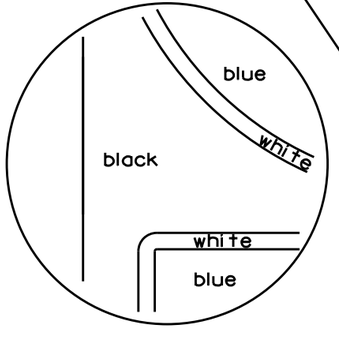


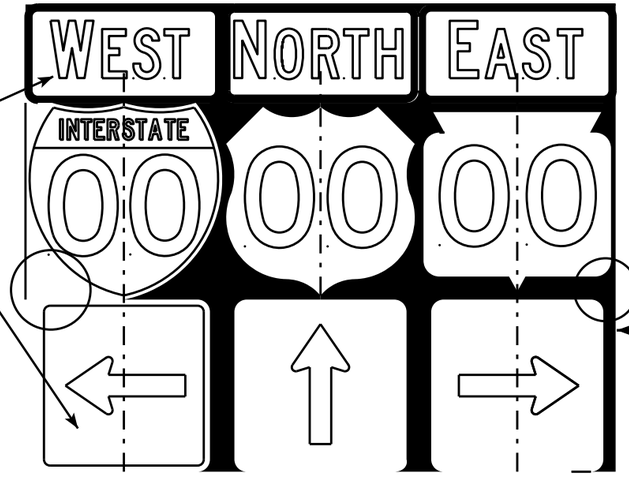
J23-1

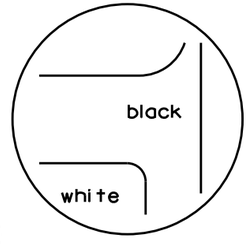


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

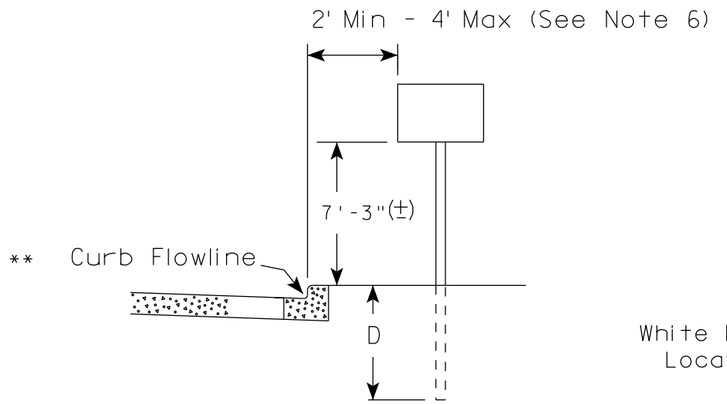
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

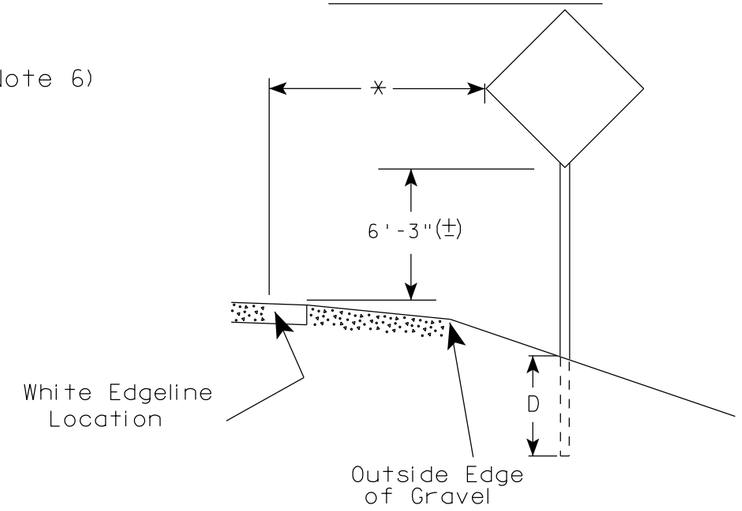
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

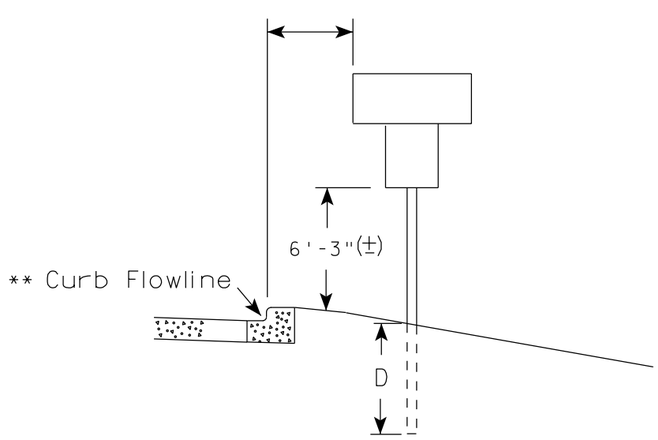
WISDOT/CADDS SHEET 42

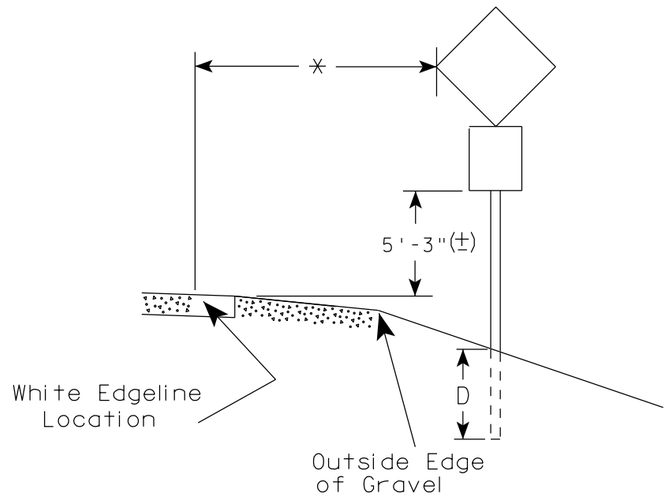
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

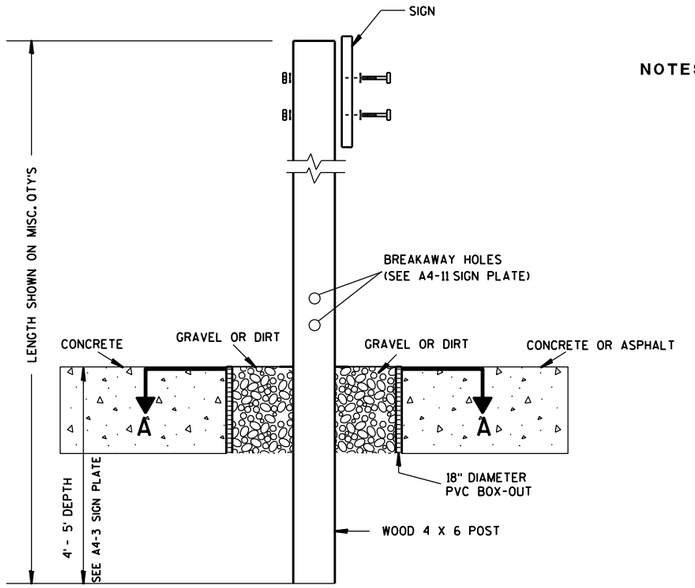
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

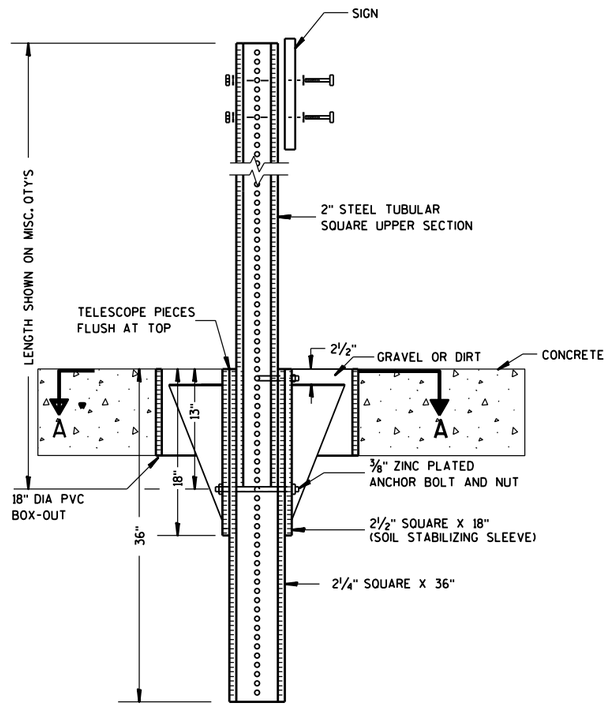
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN PLOT DATE : 23-JUL-2015 15:21 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 99.237937:1.000000 WISDOT/CADDS SHEET 42



ELEVATION VIEW

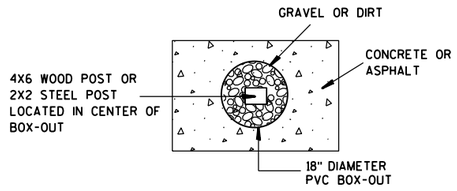
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

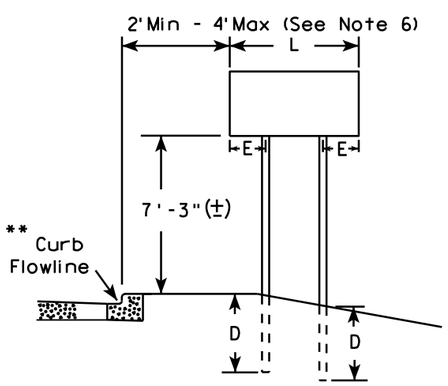
APPROVED Matthew R Rauch
for State Traffic Engineer

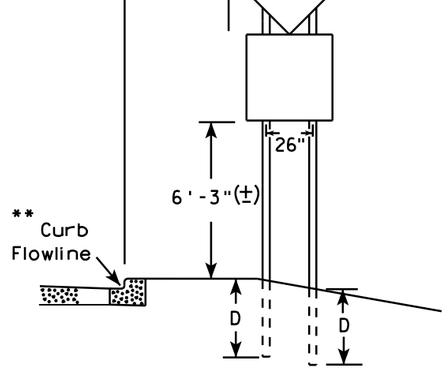
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

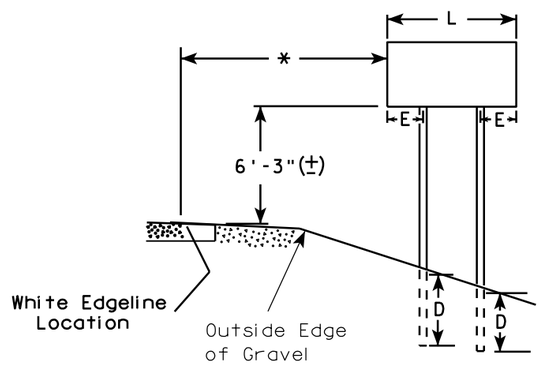
URBAN AREA

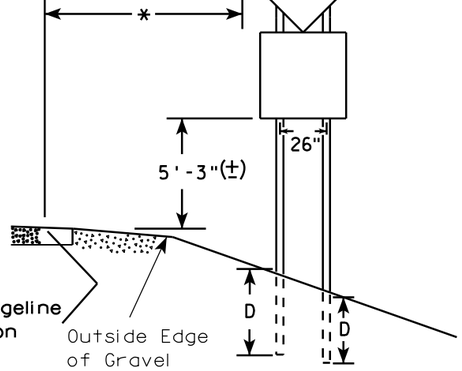




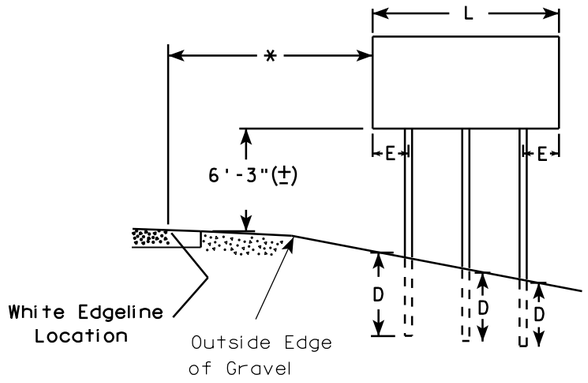
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

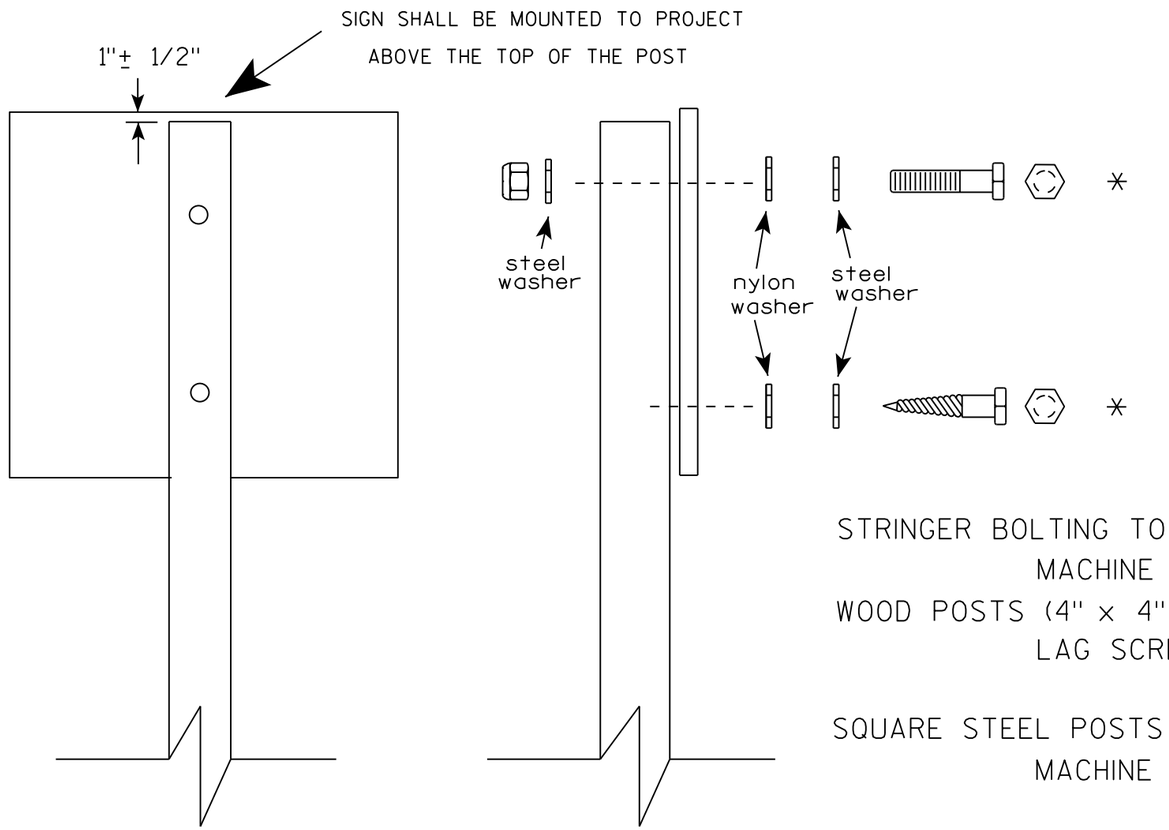
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 23-JUL-2015 15:23 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

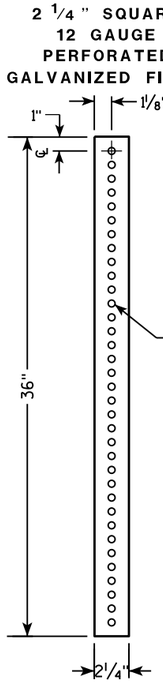
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

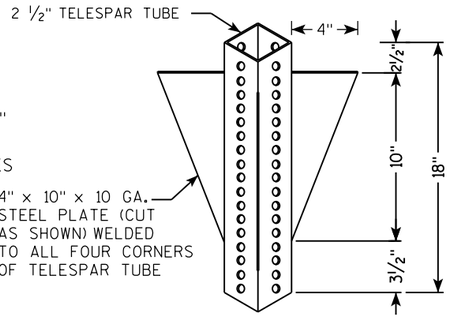
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

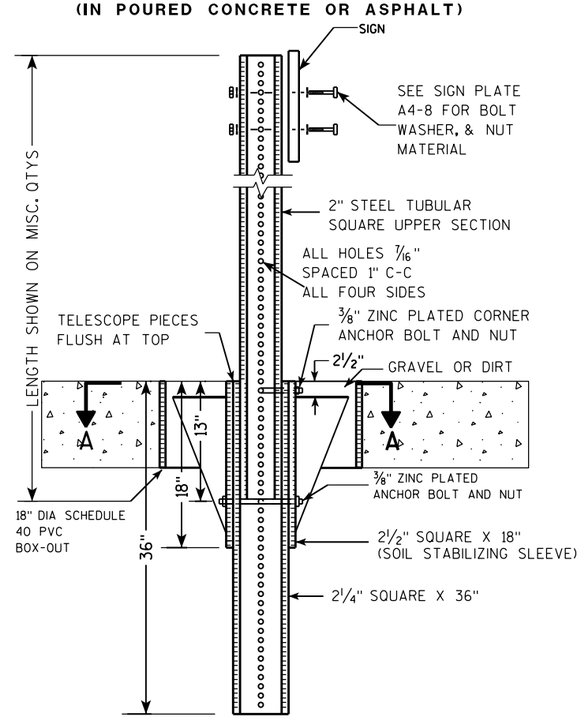
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



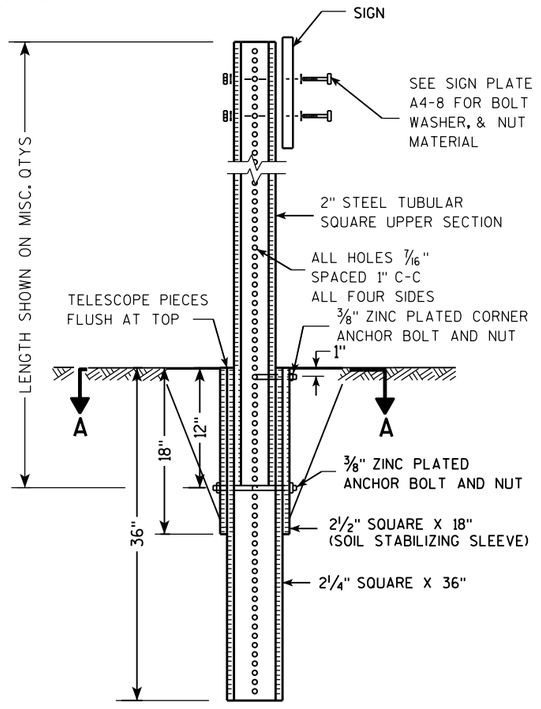
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

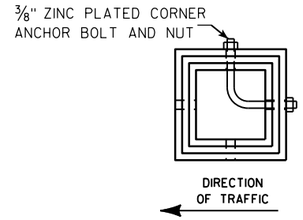


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

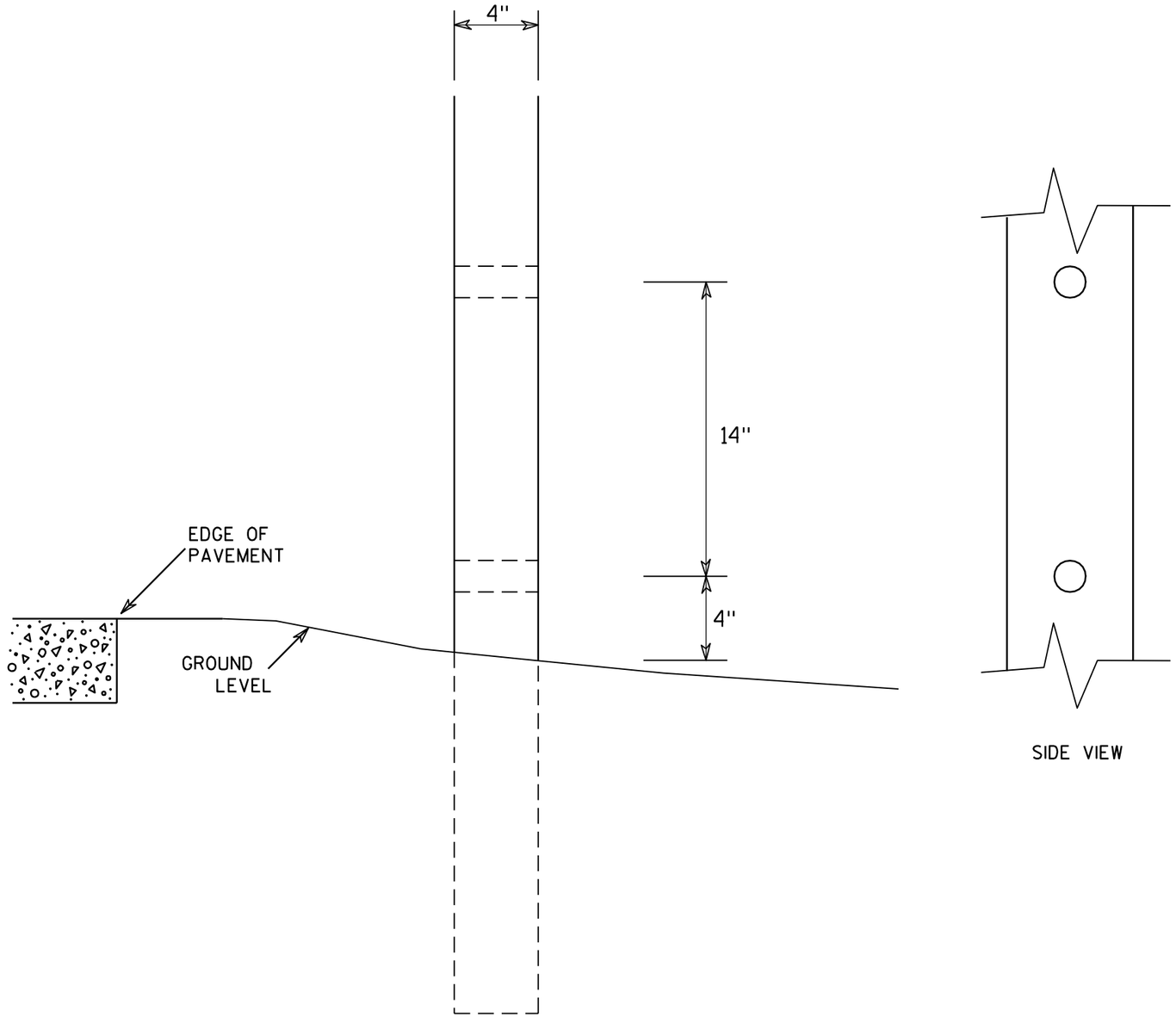
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 401 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

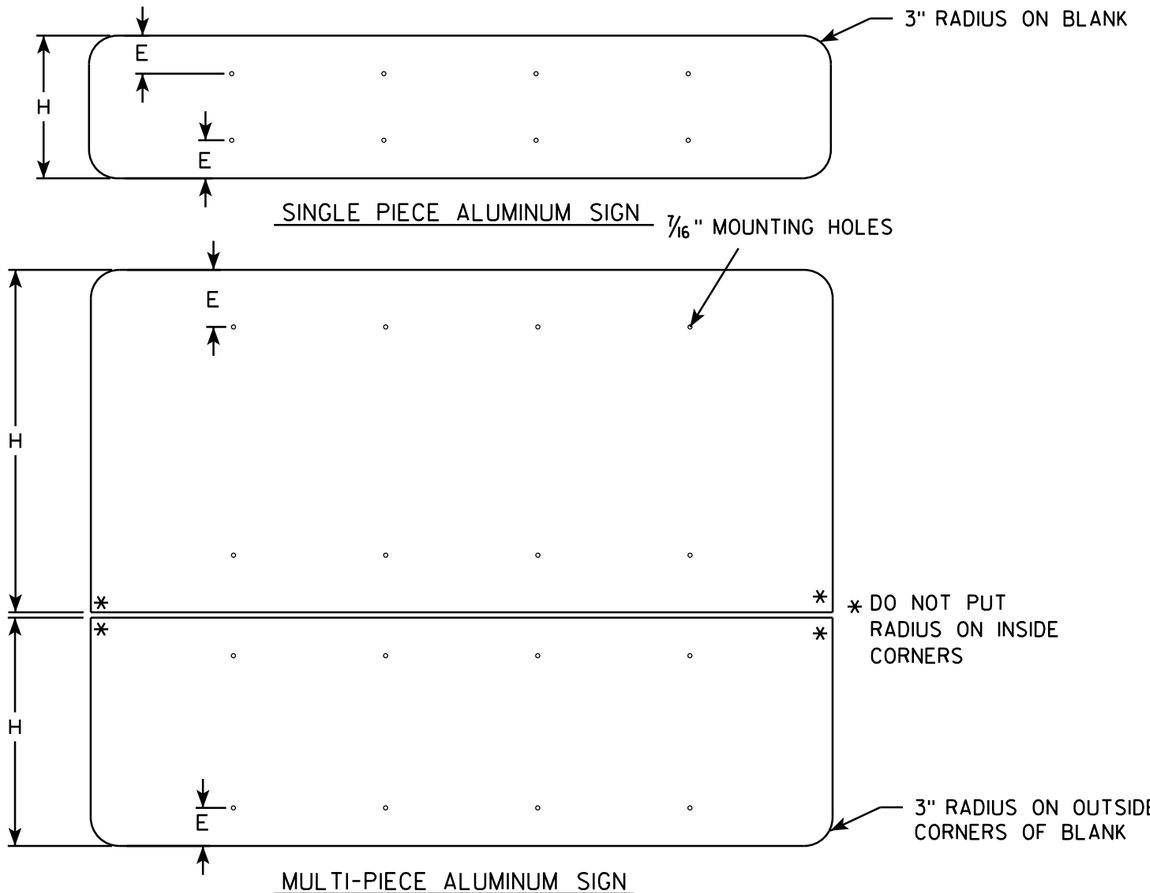
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

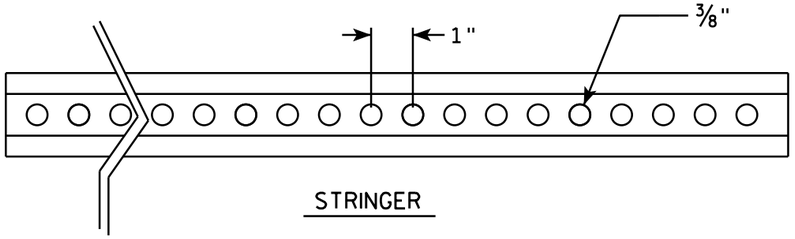
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 402	E



GENERAL NOTES

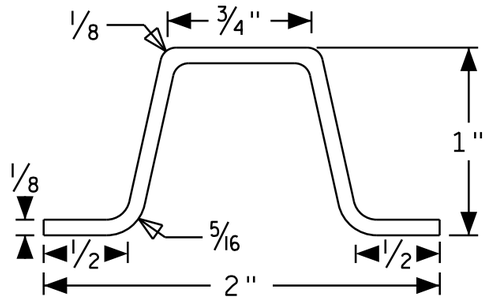
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 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"

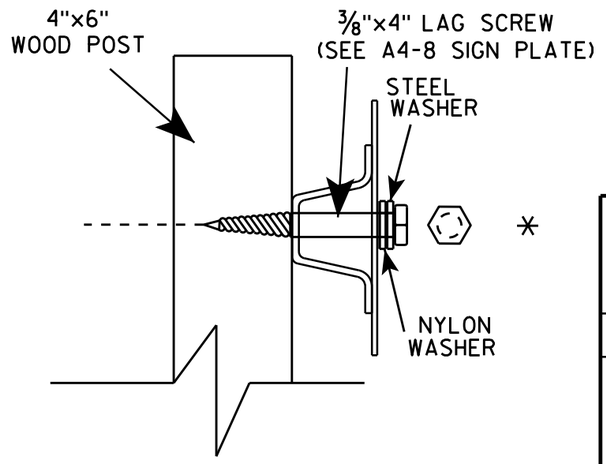


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

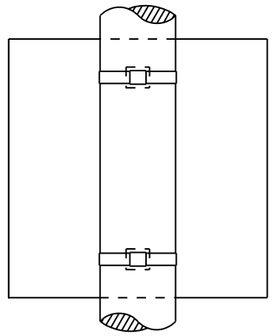
DATE 4/26/16 PLATE NO A4-18.1

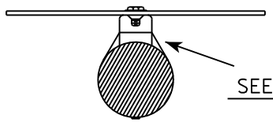
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

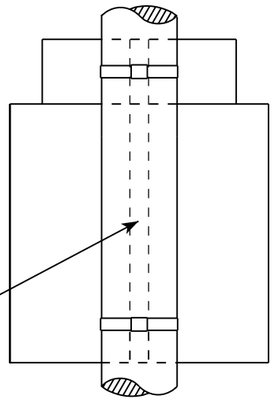
BANDING

SINGLE SIGN



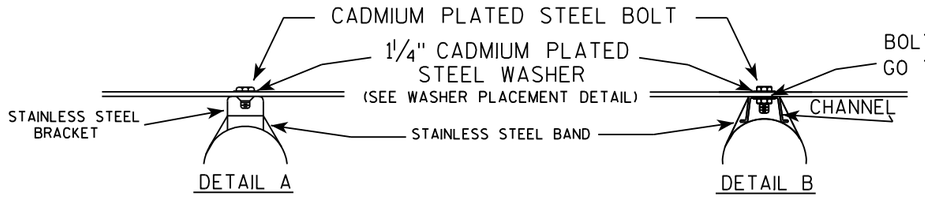


"J" ASSEMBLY

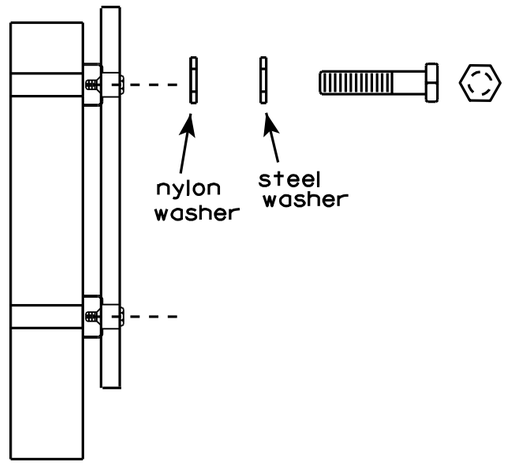


CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

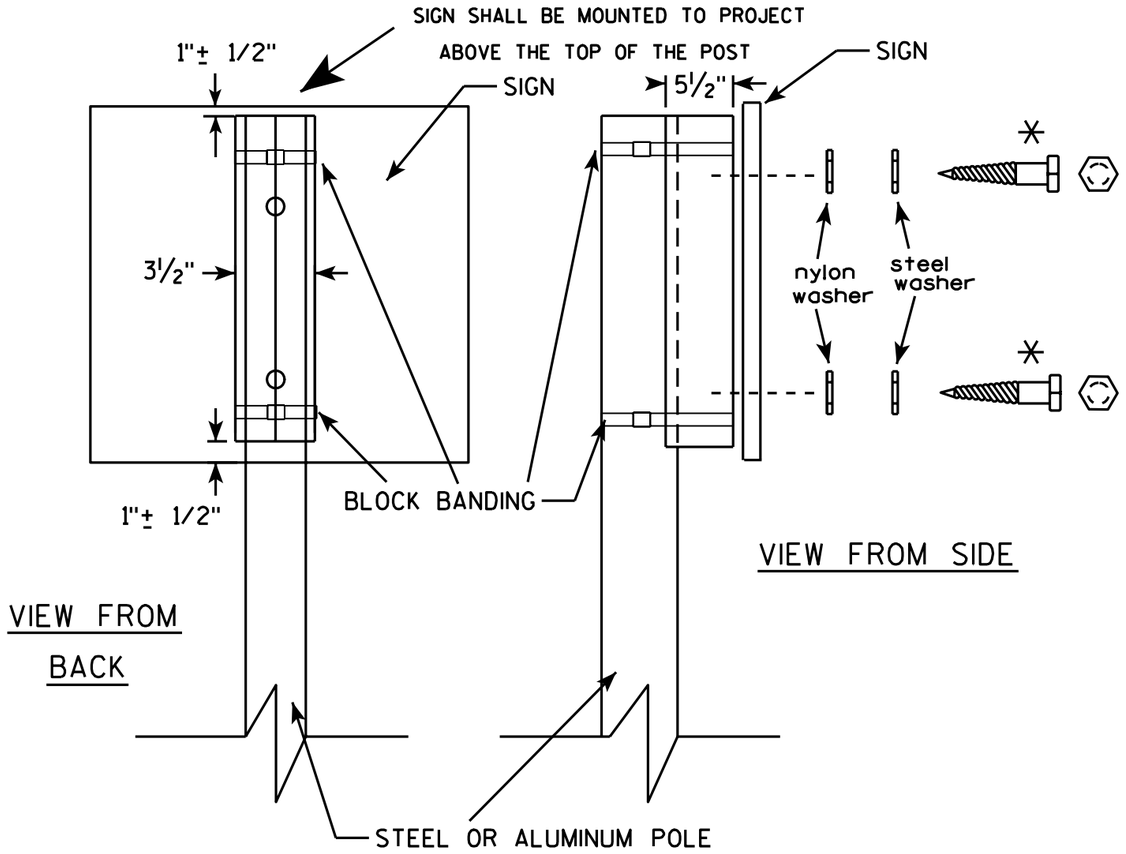
STANDARD SIGN
SIGN BANDING DETAILS

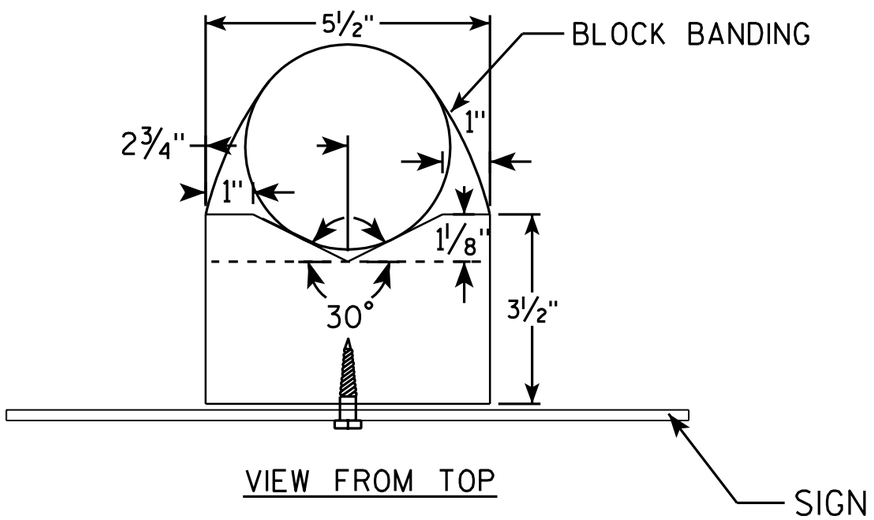
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 404	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

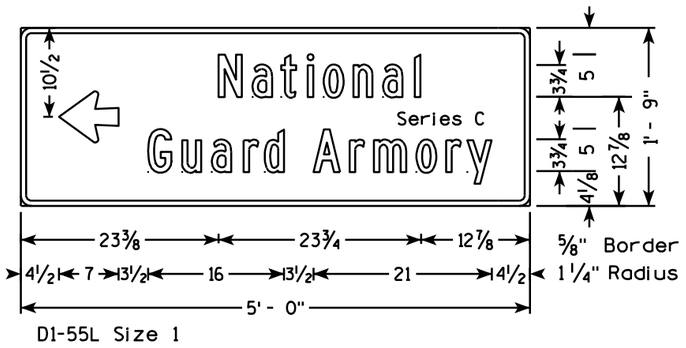
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

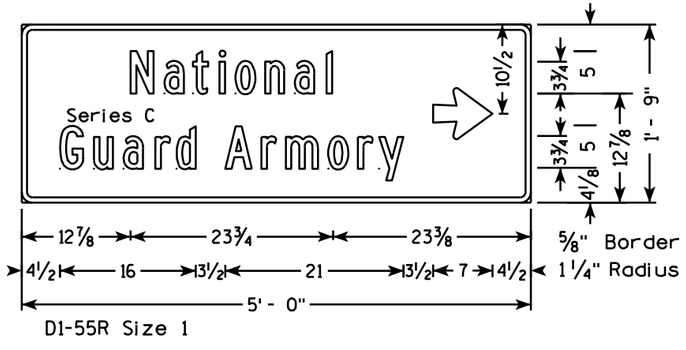
SHEET NO: 405 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42



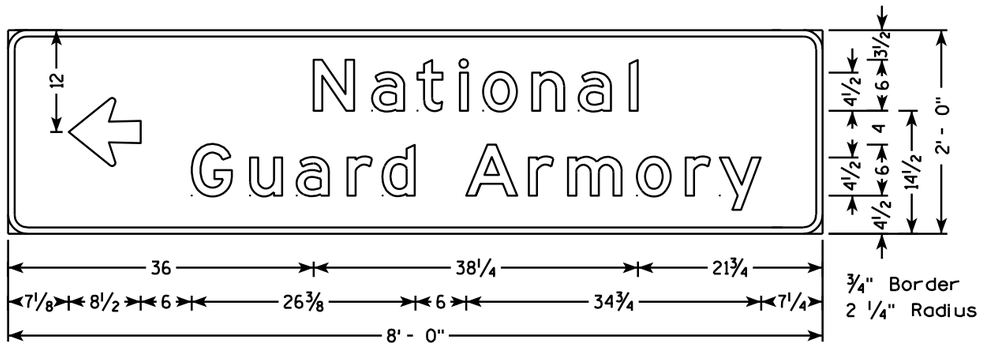
D1-55L Size 1



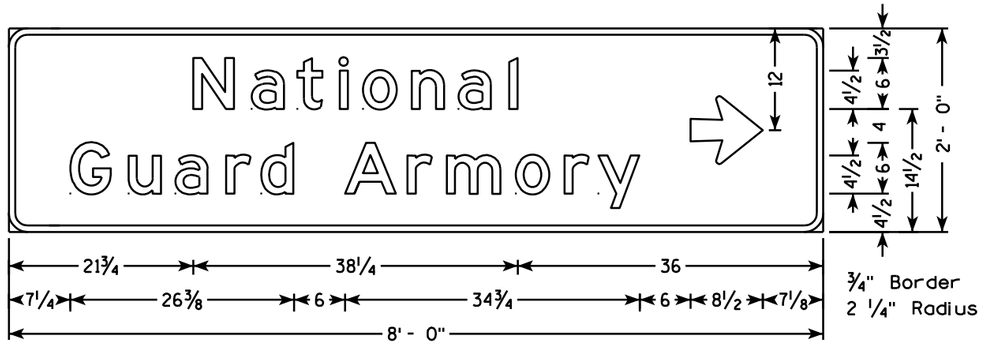
D1-55R Size 1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted
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.



D1-55L Size 2



D1-55R Size 2

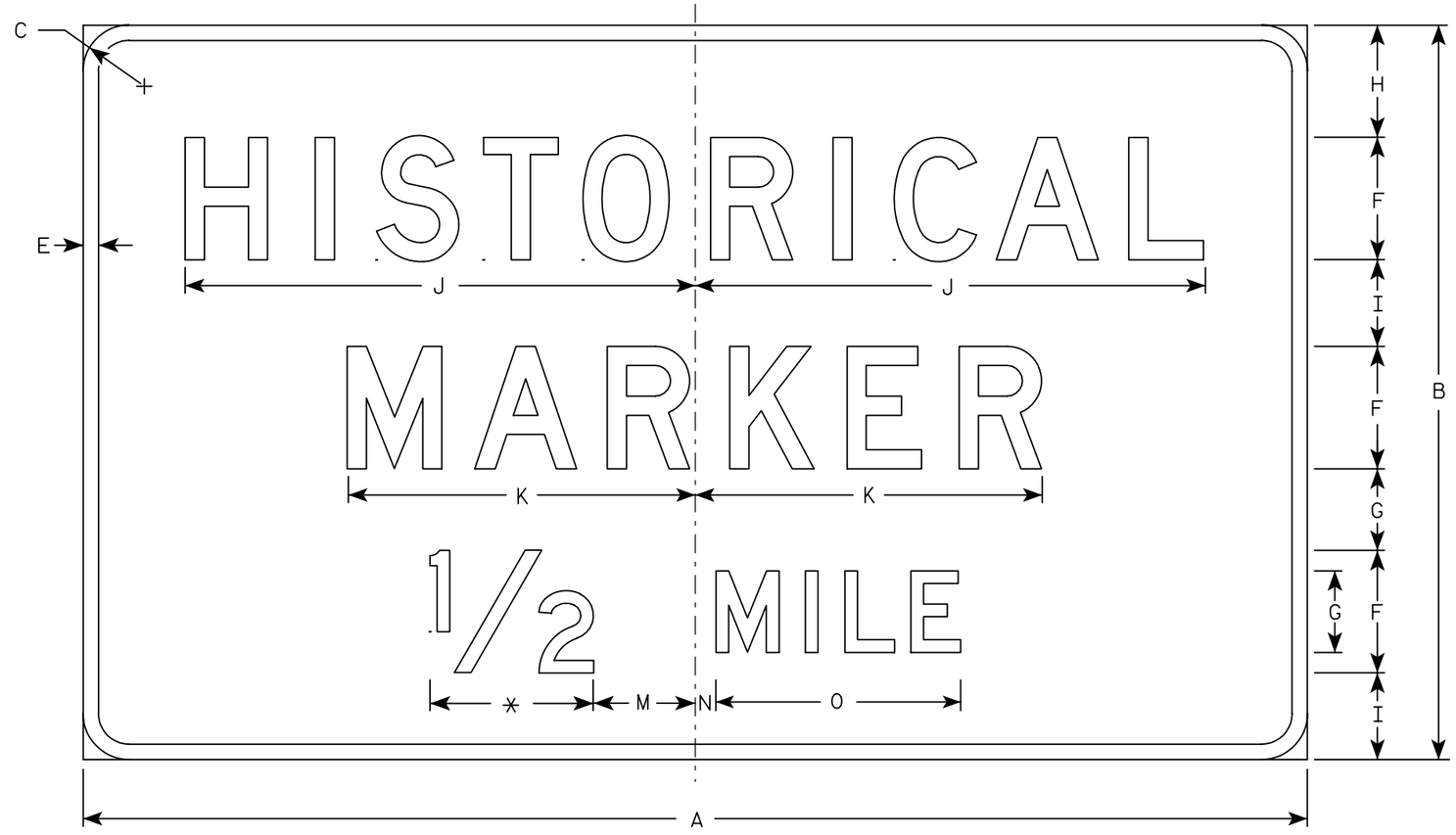
TYPICAL STANDARD
D1-55L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/21/13 PLATE NO. D1-55L.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 406	E



D5-63 * See Note 5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Brown
   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.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	36	2 1/4		3/4	6	4	5 1/2	4 1/4	25	17		5	1	12												15.0	1.35
3																												
4																												
5																												

STANDARD SIGN
D5-63

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/23/99 PLATE NO. D5-63.9

STATE PROJECT NUMBER:

SHEET NO: 407 E

7

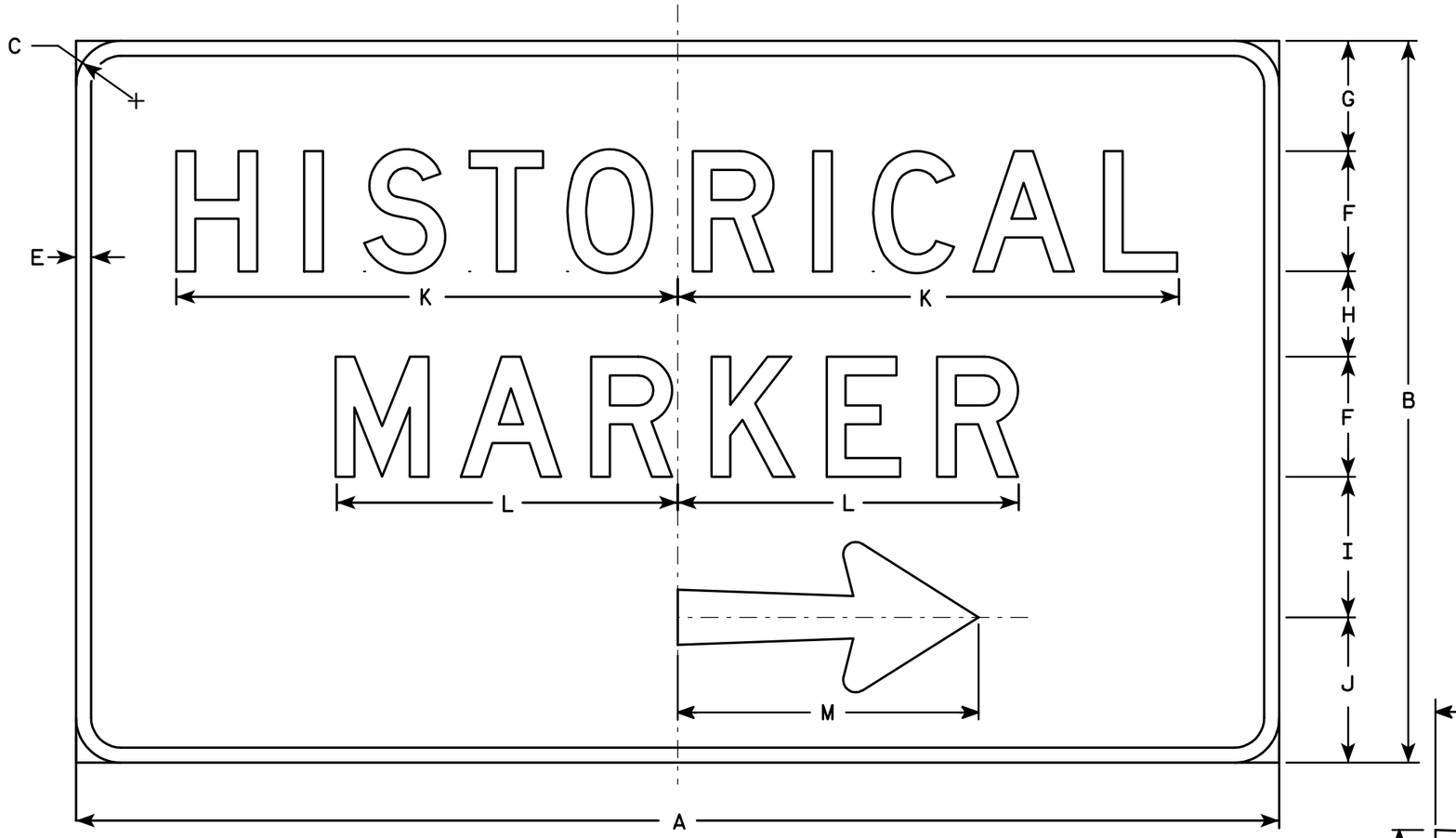
7

58.59.60.61.62.63

LEVELS ON - 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\D563.DGN PLOT DATE : 09-JAN-2002 13:18 ORG DATE : 3/23/99 Originator : Don Kluever

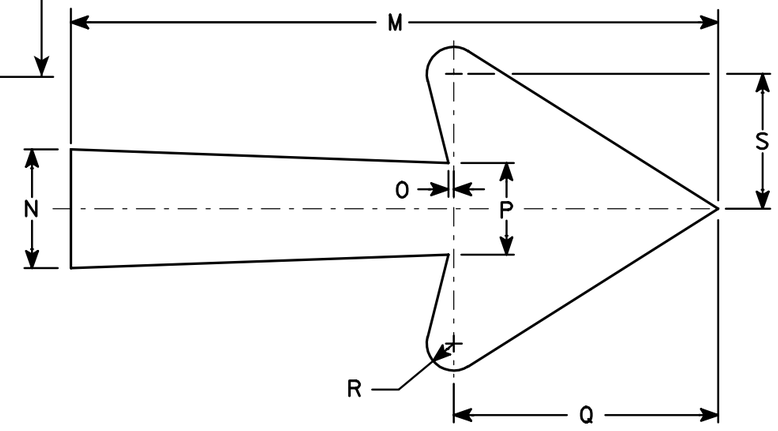
WISDOT/CADDS SHEET 42



D5-64R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Brown
   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.
5. D5-64L is the same as D5-64R except the arrow is reversed.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	
2	1500 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	60	36	2 1/4		3/4	6	5 1/2	4 1/4	7	7 1/4	25	17	15	2 3/4	1/8	2 1/8	6 1/8	5/8	3 1/8								15.0	1.35
3																												
4																												
5																												

STANDARD SIGN
D5-64

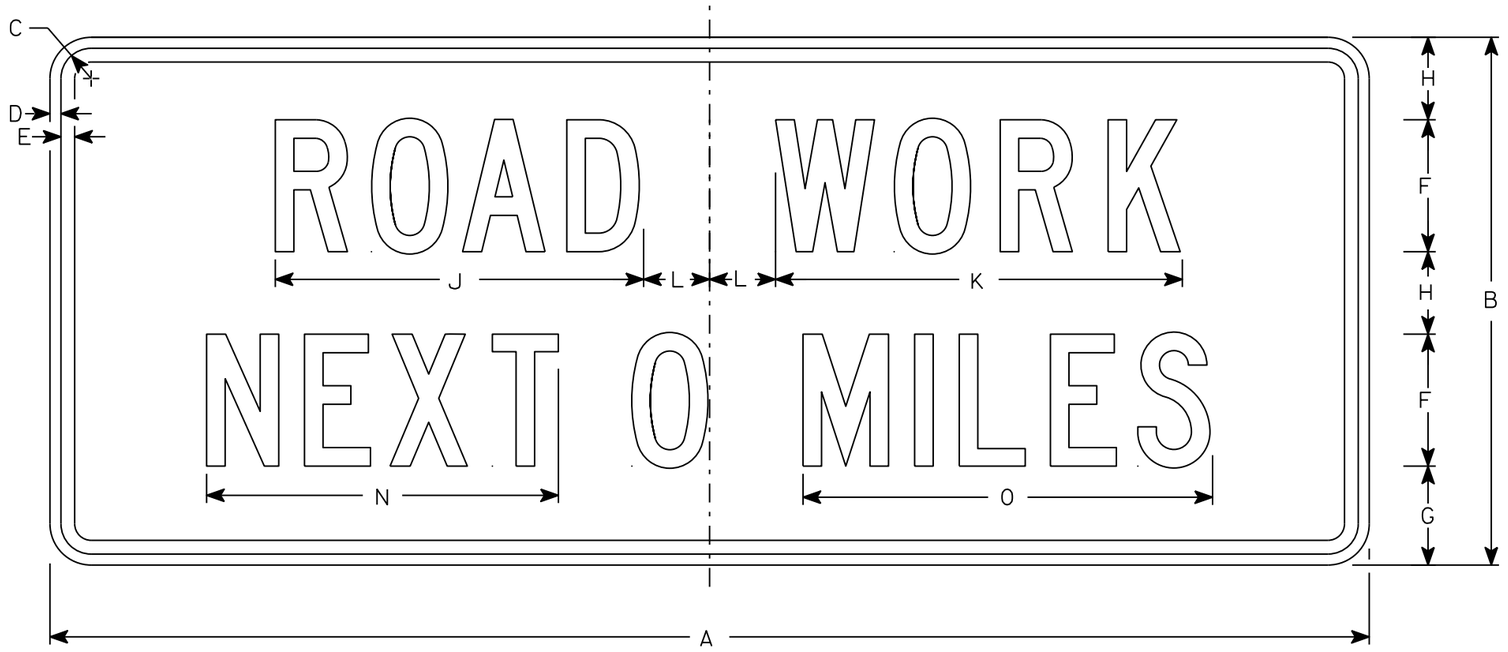
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spay
for State Traffic Engineer

DATE 1/09/02 PLATE NO. D5-64.5

STATE PROJECT NUMBER:

SHEET NO: 408 E



G20-1

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.
5. Round distance to 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																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

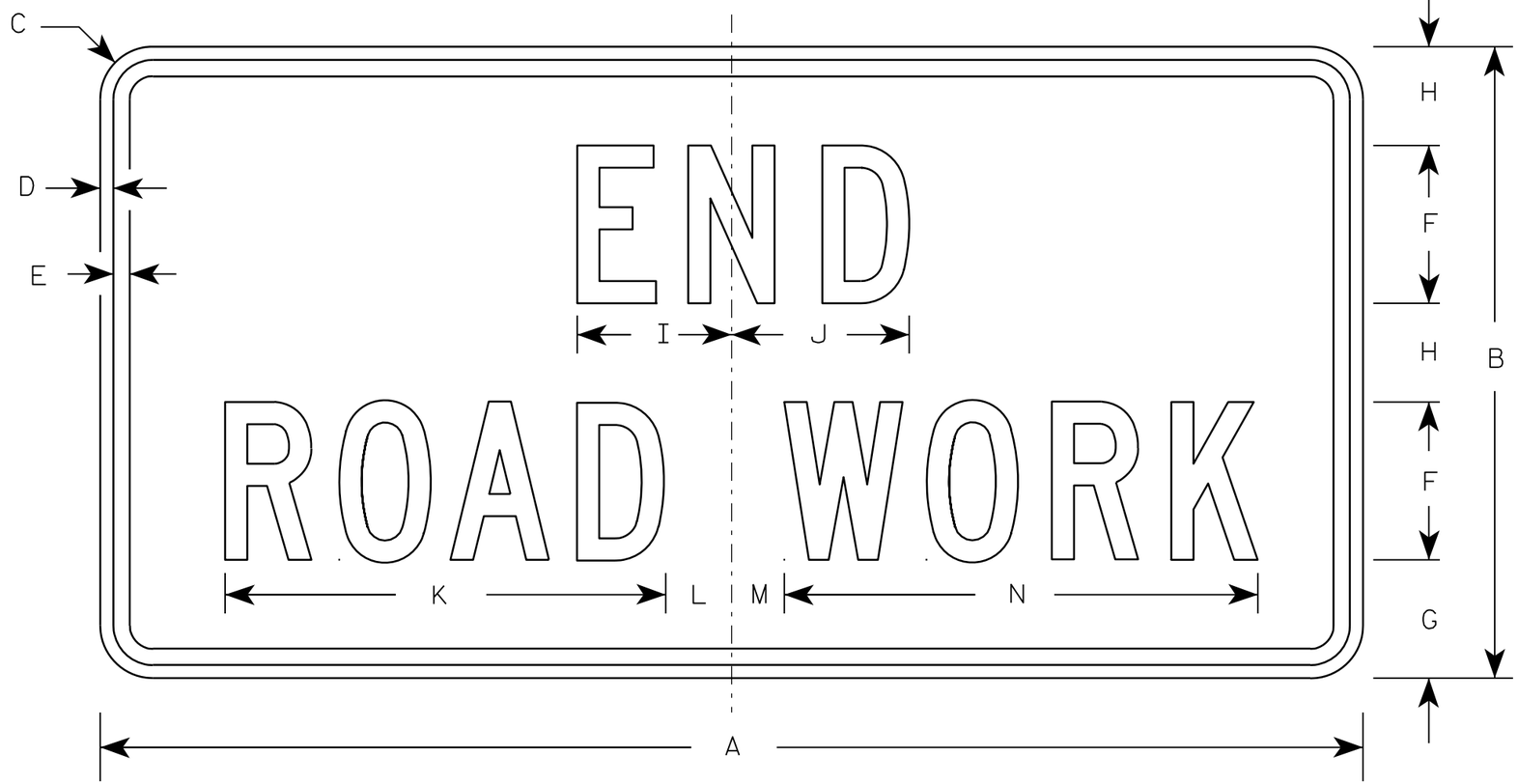
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 409 | 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

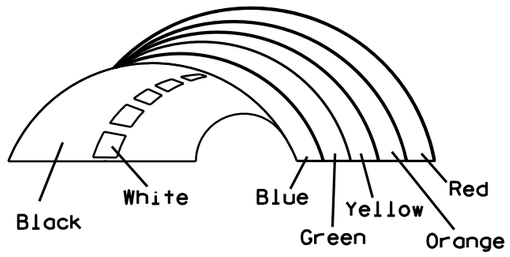
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 410	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - (See Note 5)
3. Message Series - (See Note 6)
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

STANDARD SIGN
I55-56

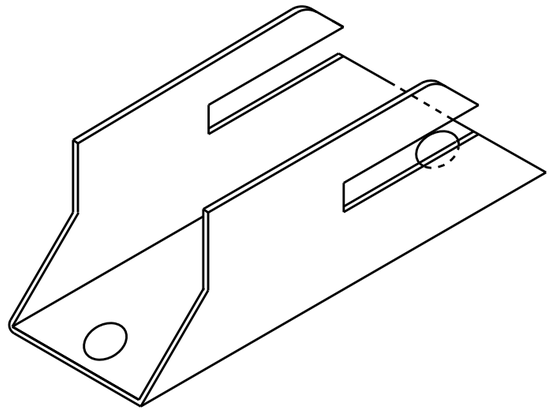
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

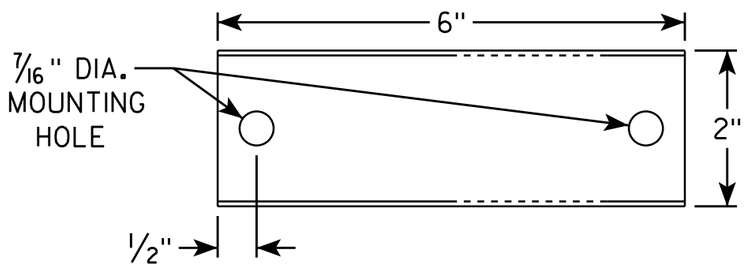
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 411

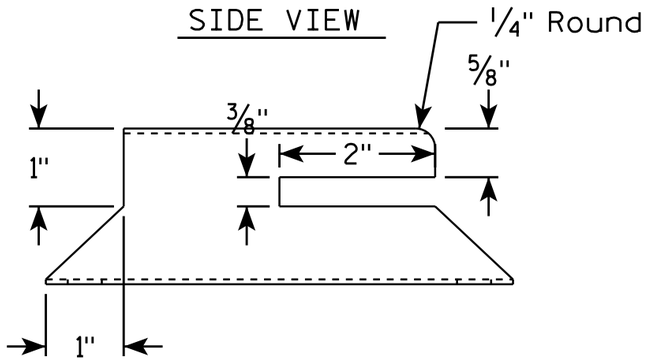
ISOMETRIC VIEW



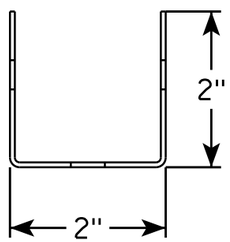
TOP VIEW



SIDE VIEW



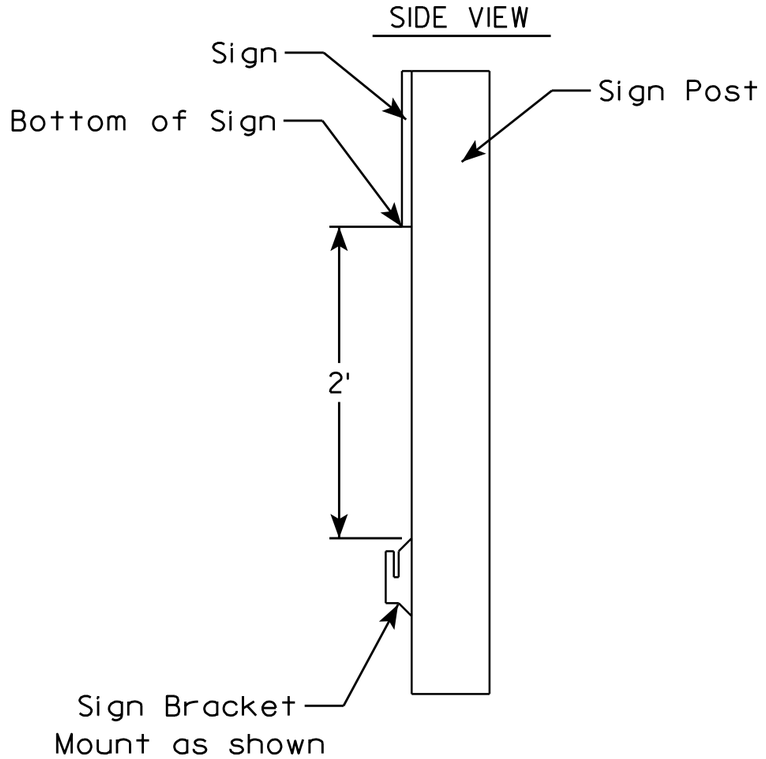
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

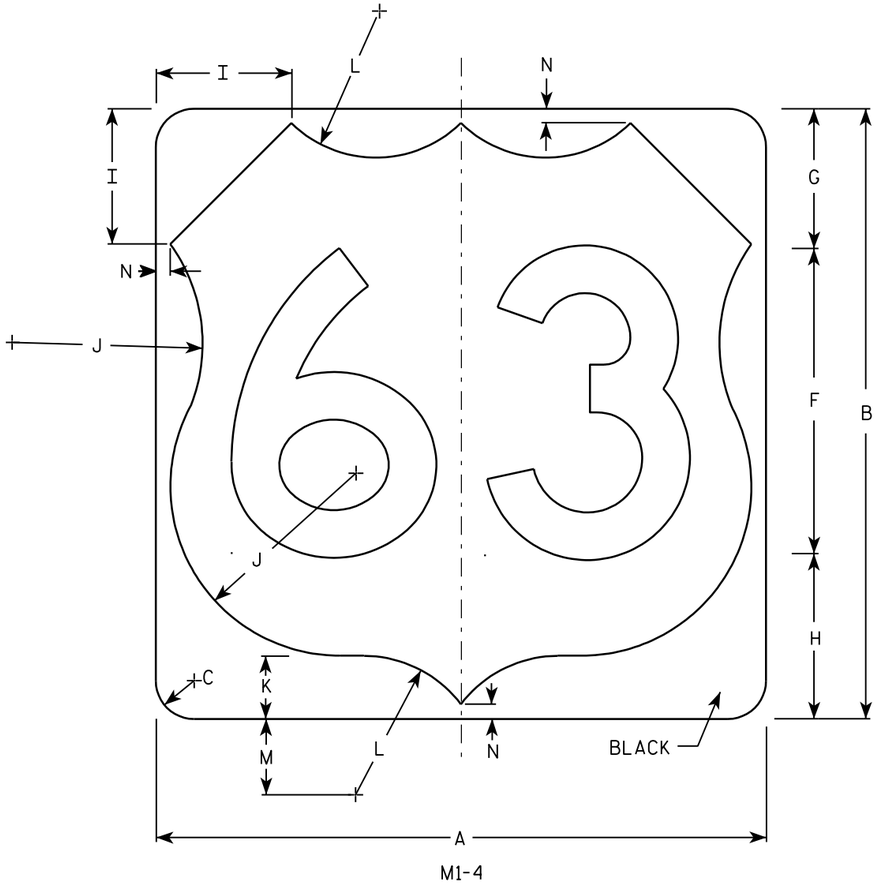
DATE 4/26/16 PLATE I55-56B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

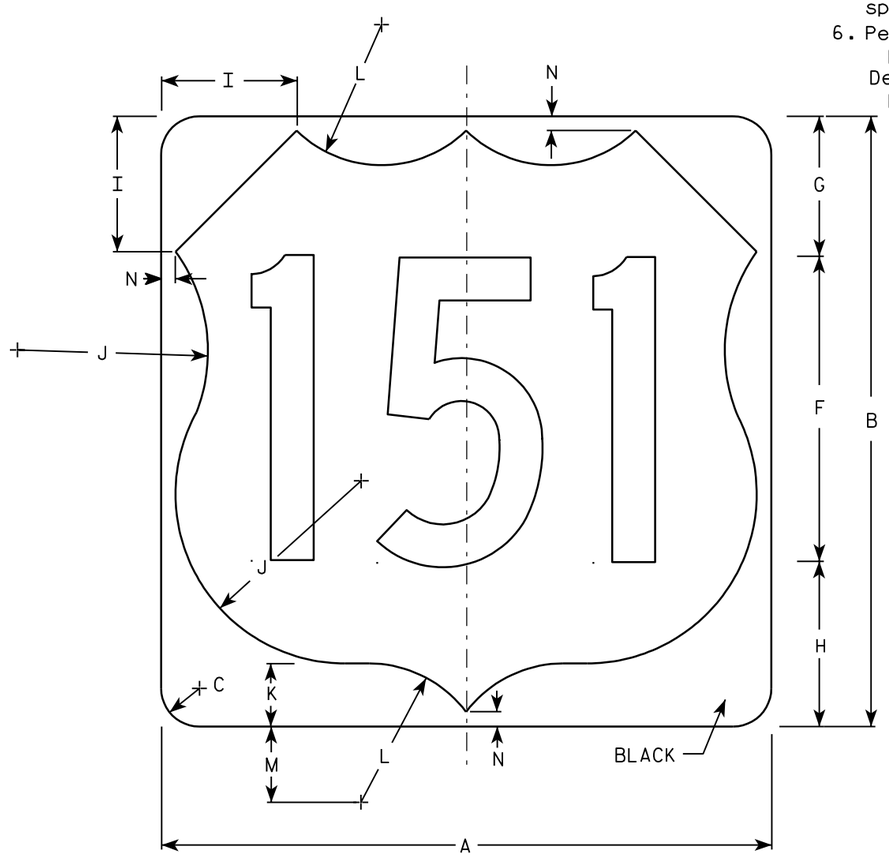
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

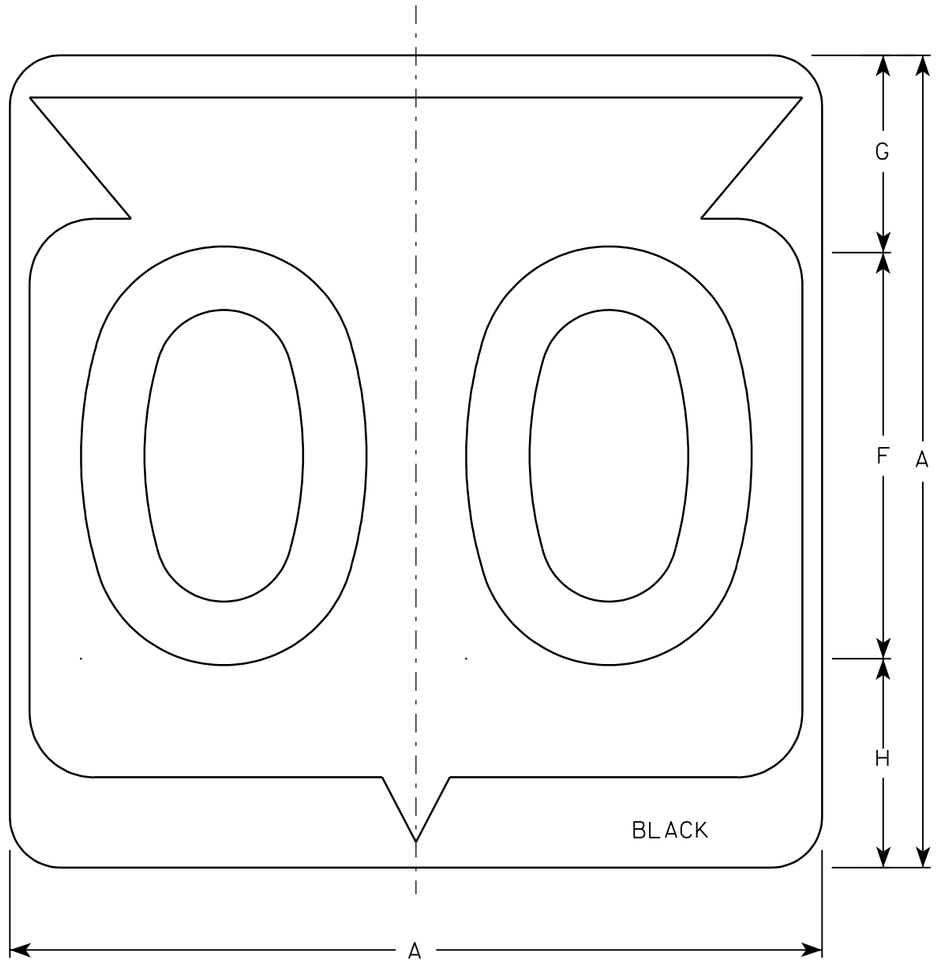
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

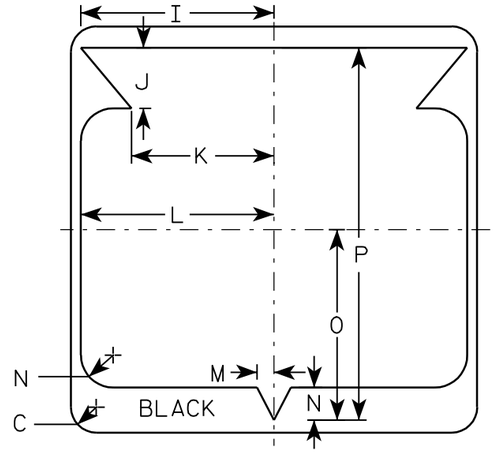
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 413 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

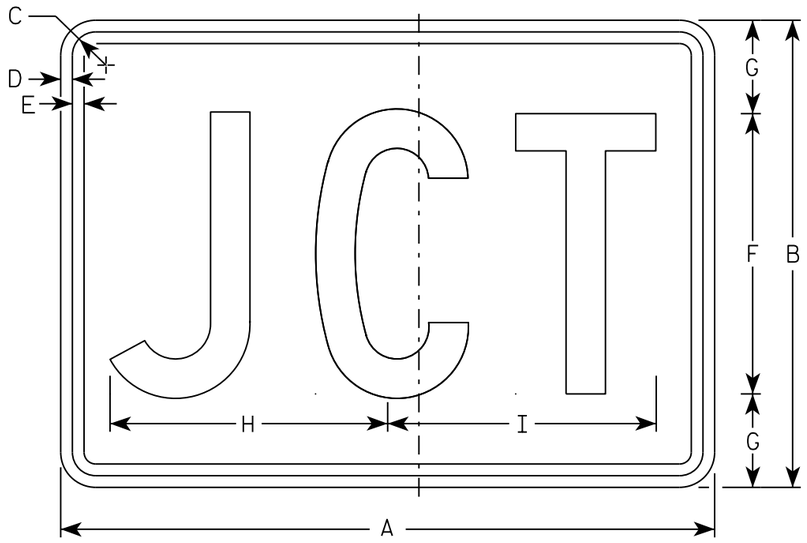
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

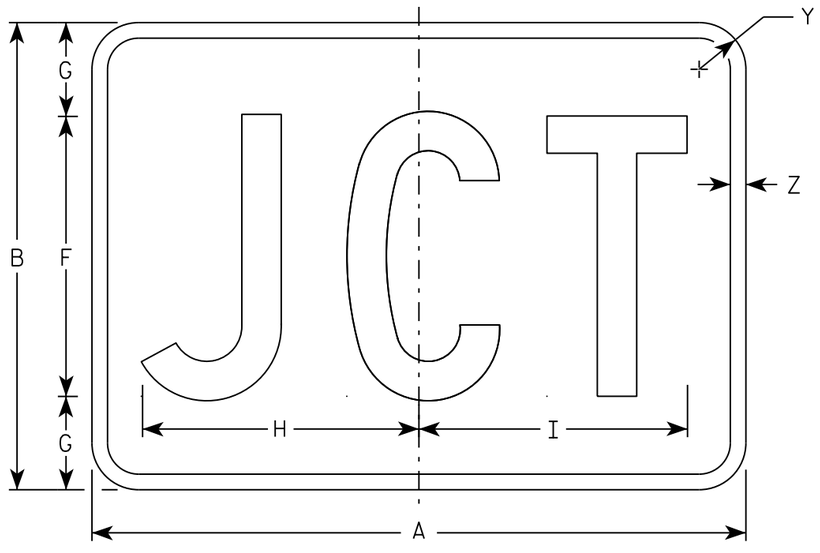
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 414	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

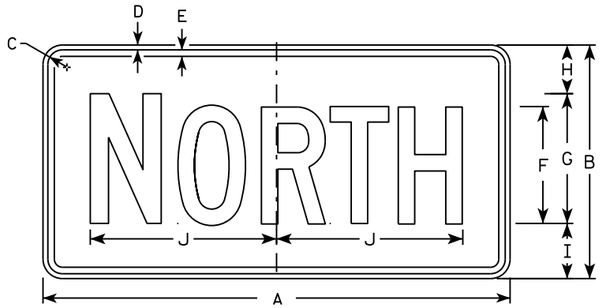
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

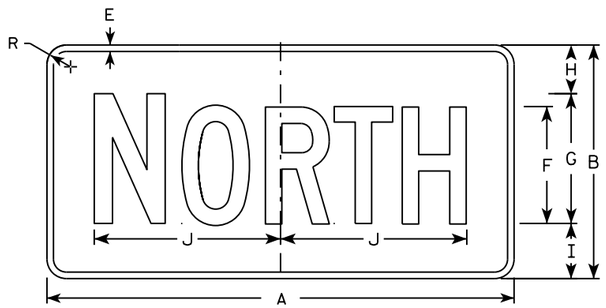
DATE 10/15/15 PLATE 415 12-1.12

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



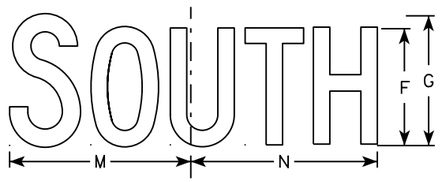
MB3-1
MK3-1
MN3-1



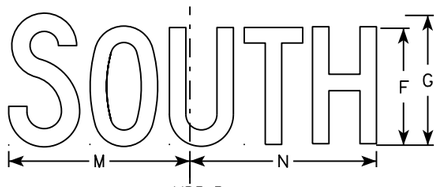
M3-2
MM3-2
MP3-2



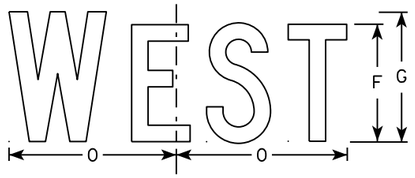
MB3-2
MK3-2
MN3-2



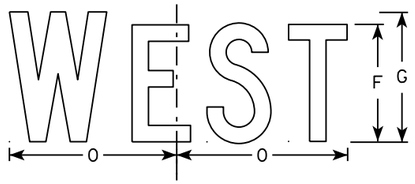
M3-3
MM3-3
MP3-3



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

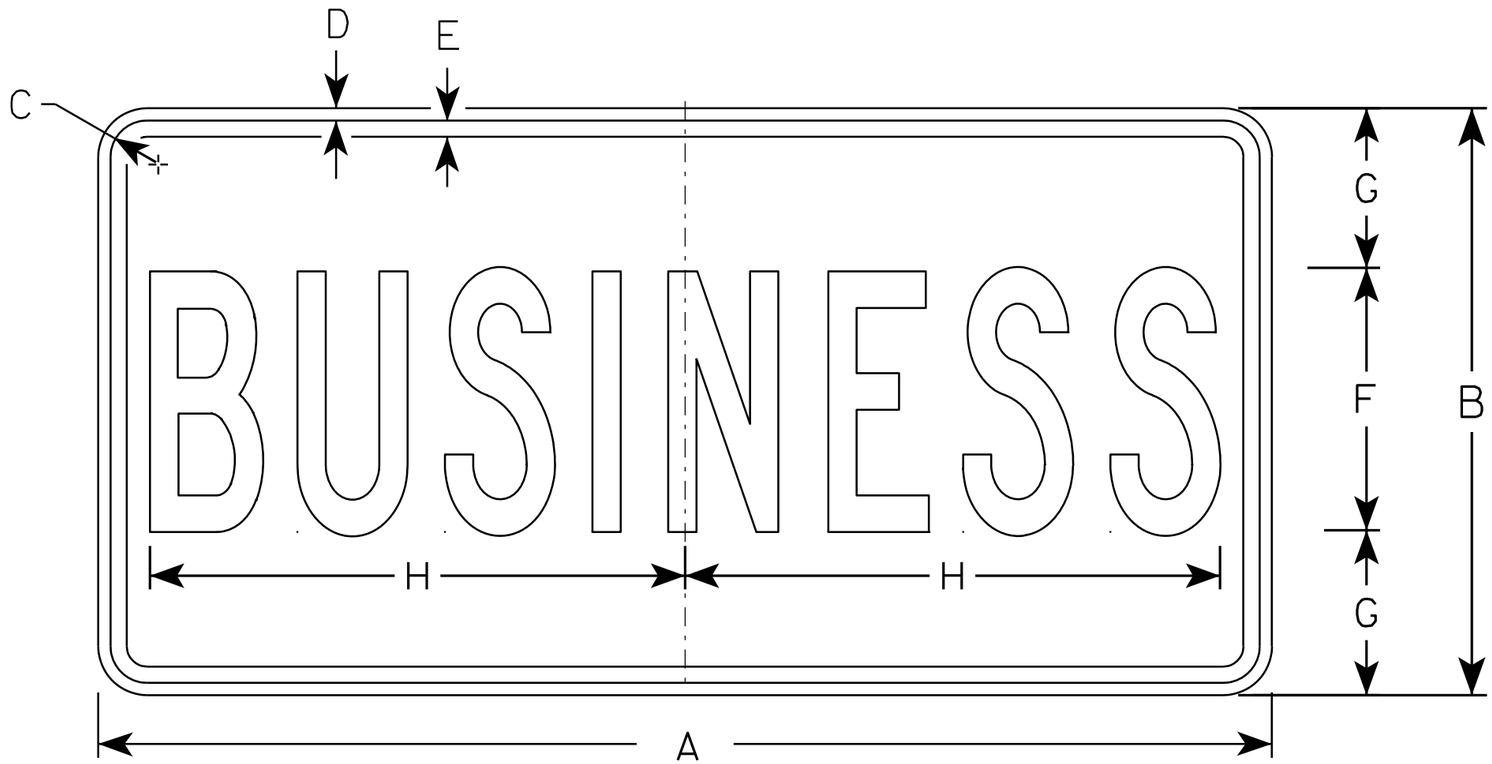
WISCONSIN DEPT OF TRANSPORTATION

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



M4-3

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White - See Note 5
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	5	3 1/2	9 5/8																			2.0
3	36	18	1 1/8	3/8	1/2	8	5	16 3/8																			4.5
4																											
5																											

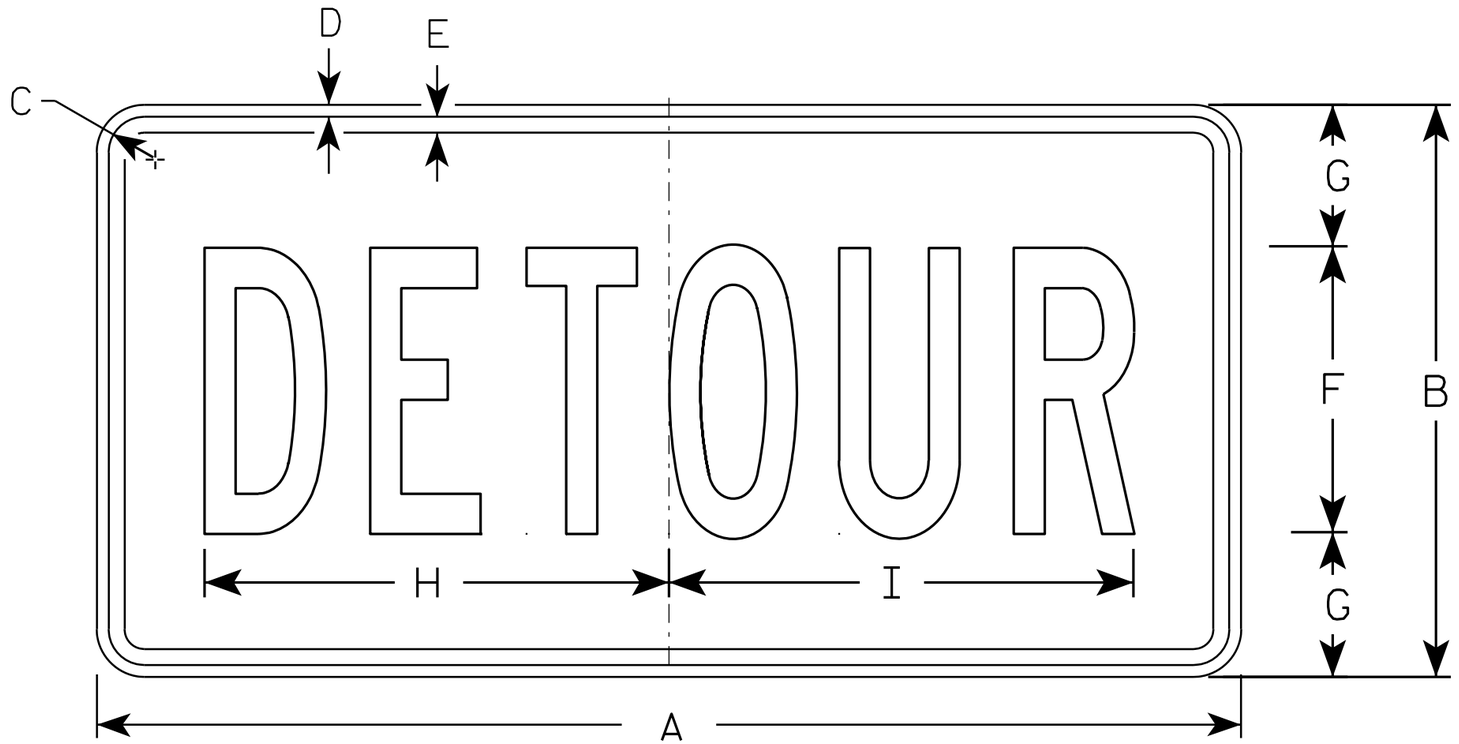
STANDARD SIGN
M4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-3.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 417	E



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																											

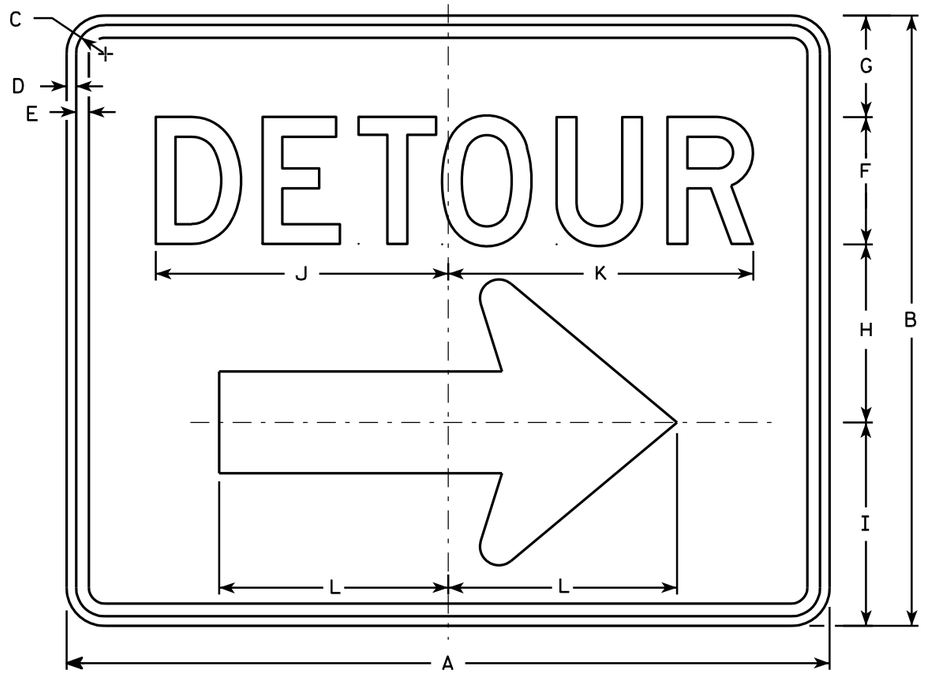
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

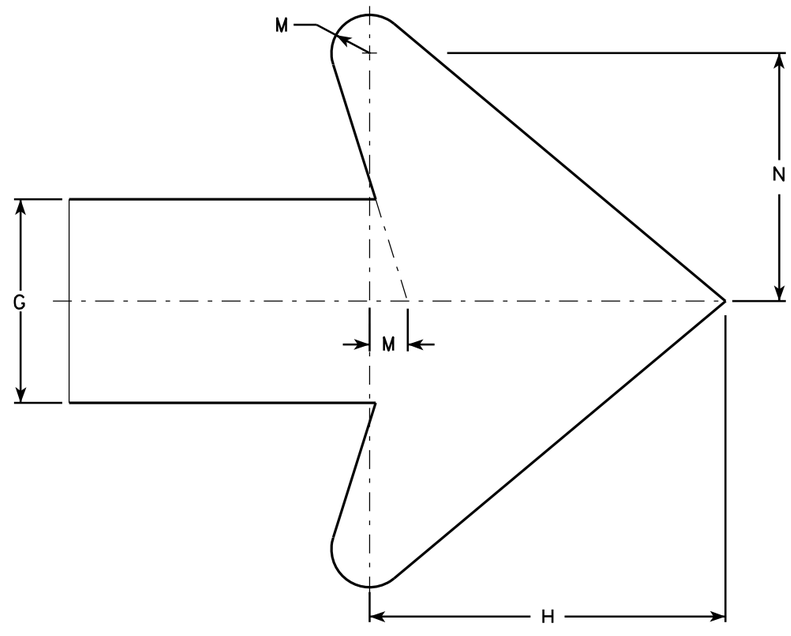
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 418	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

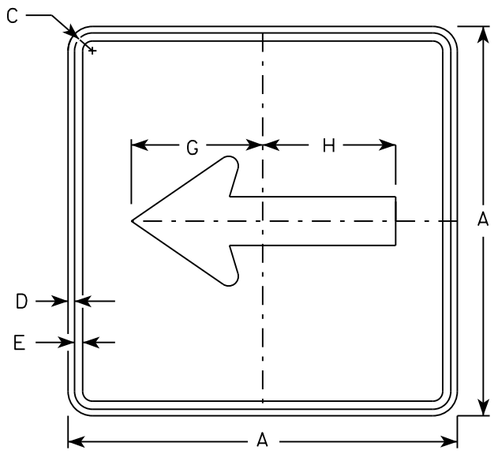
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

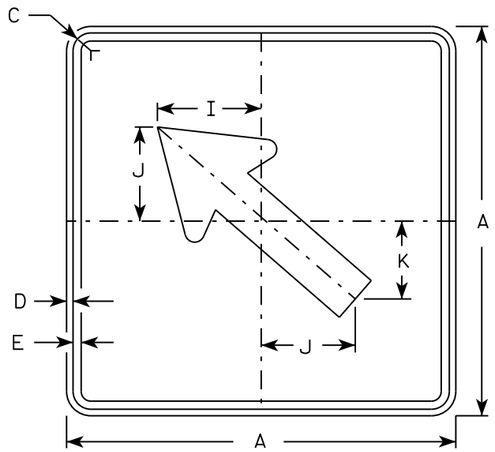
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 419 | E



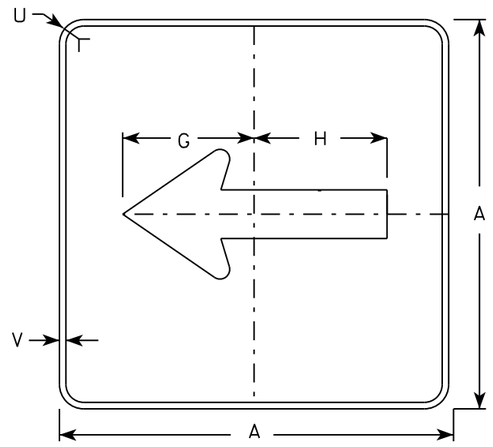
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2

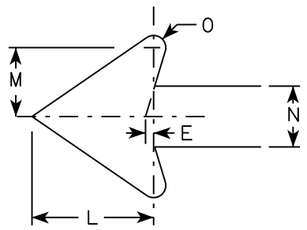
NOTES

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

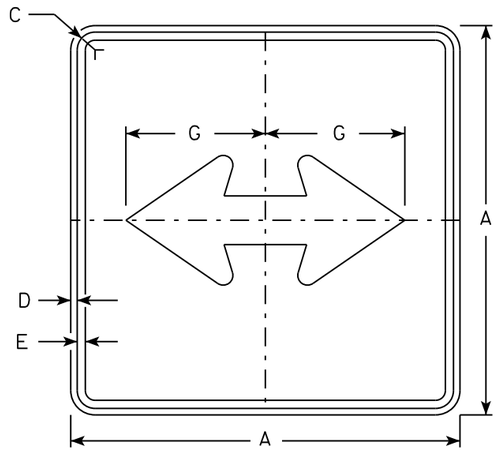
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

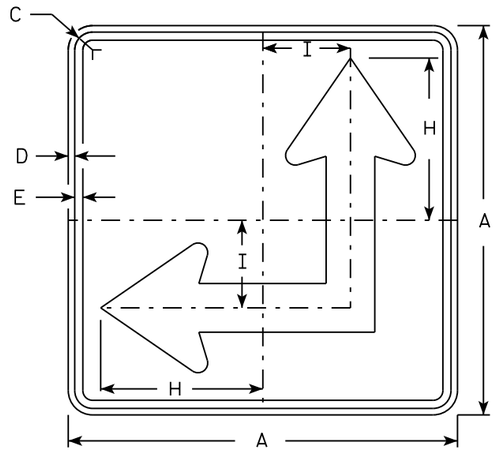
DATE 10/15/15 PLATE 420 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



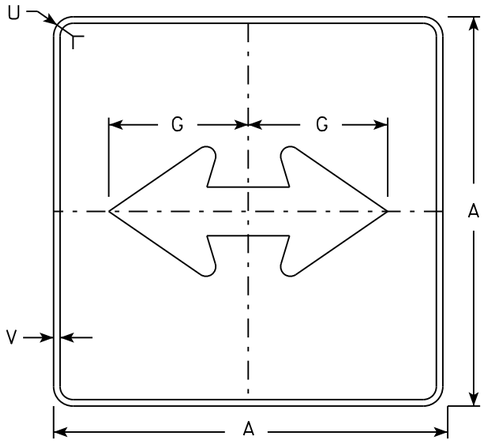
M6-4
MM6-4
MO6-4
MP6-4



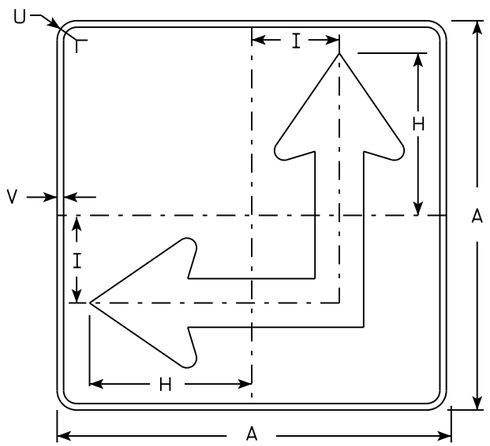
M6-6
MM6-6
MO6-6
MP6-6

NOTES

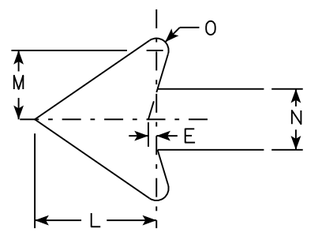
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

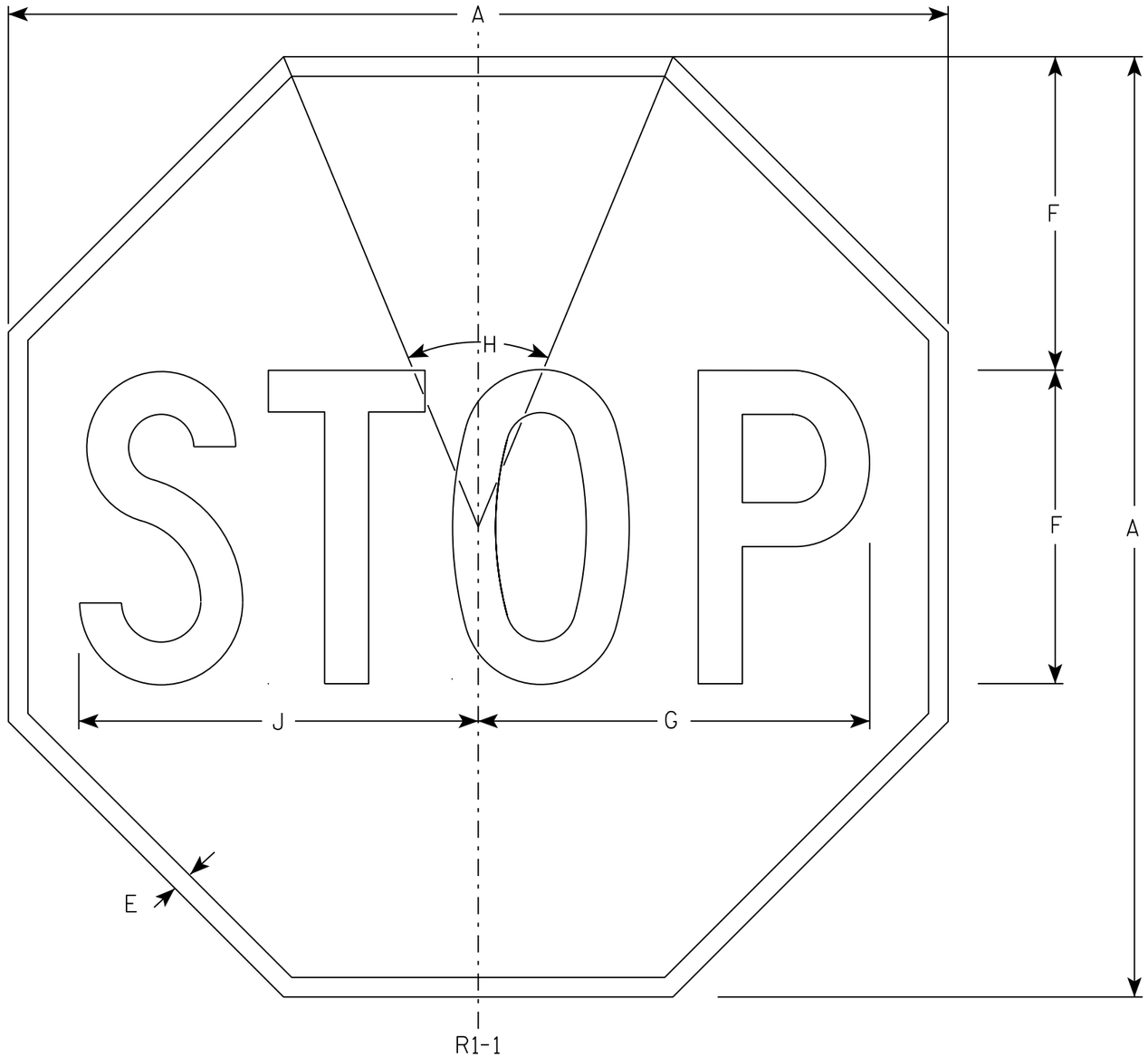
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 421 M6-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

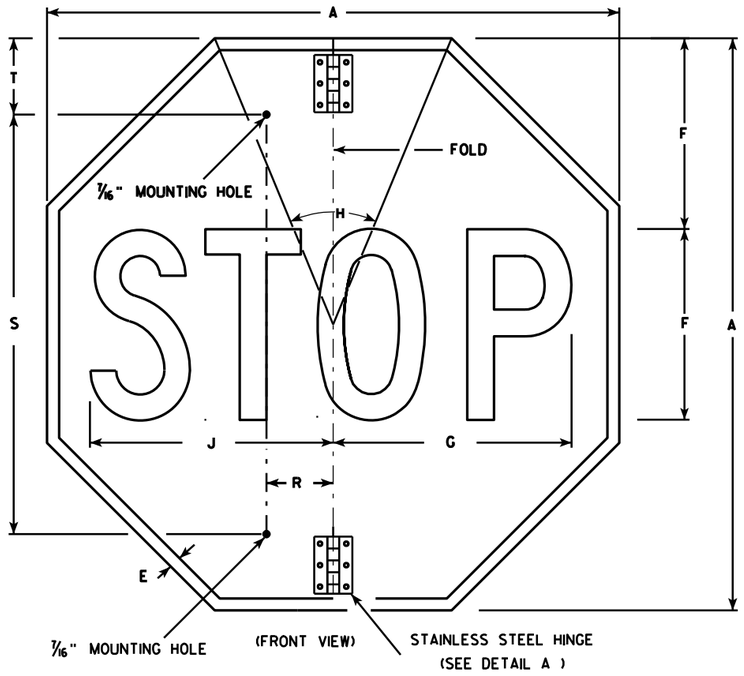
WISCONSIN DEPT OF TRANSPORTATION

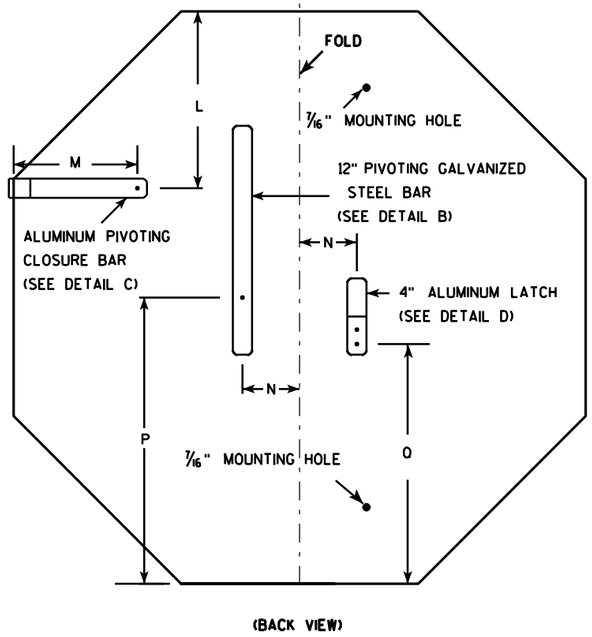
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 422 R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

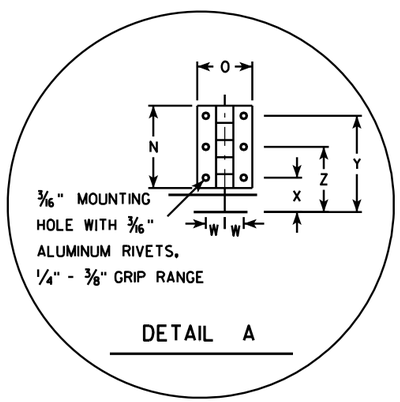
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000



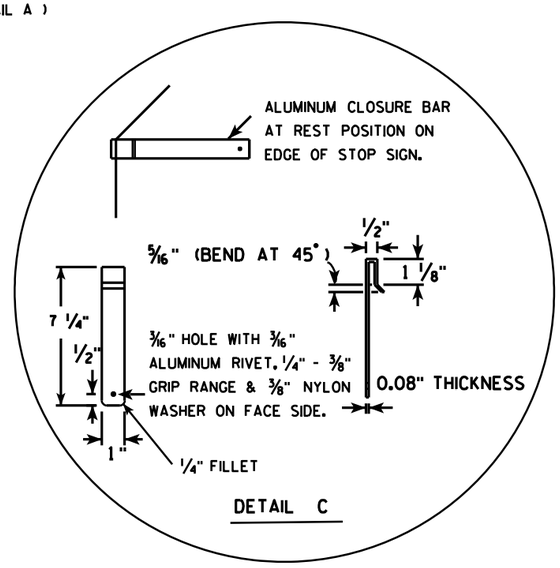


NOTES

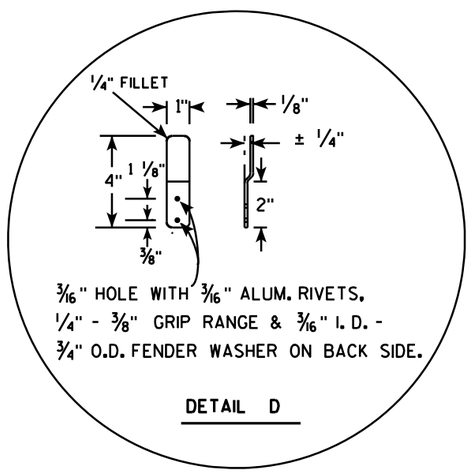
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



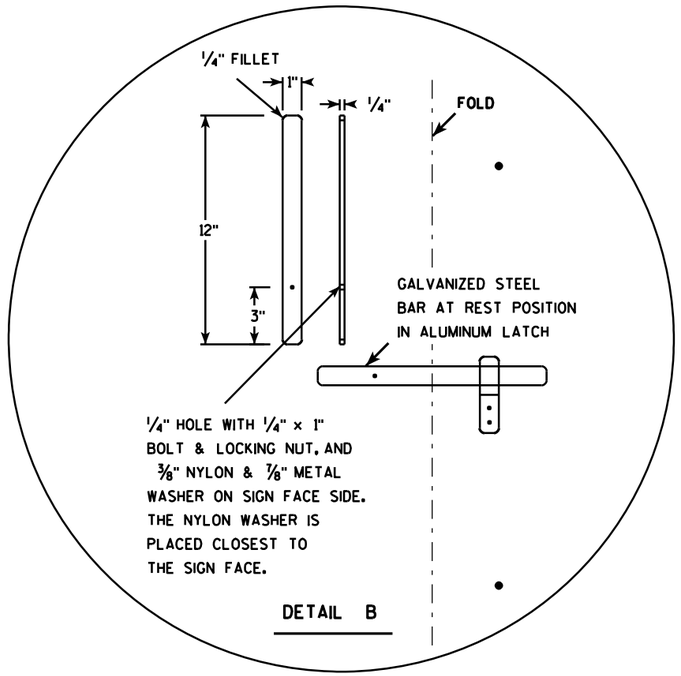
DETAIL A



DETAIL C



DETAIL D



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

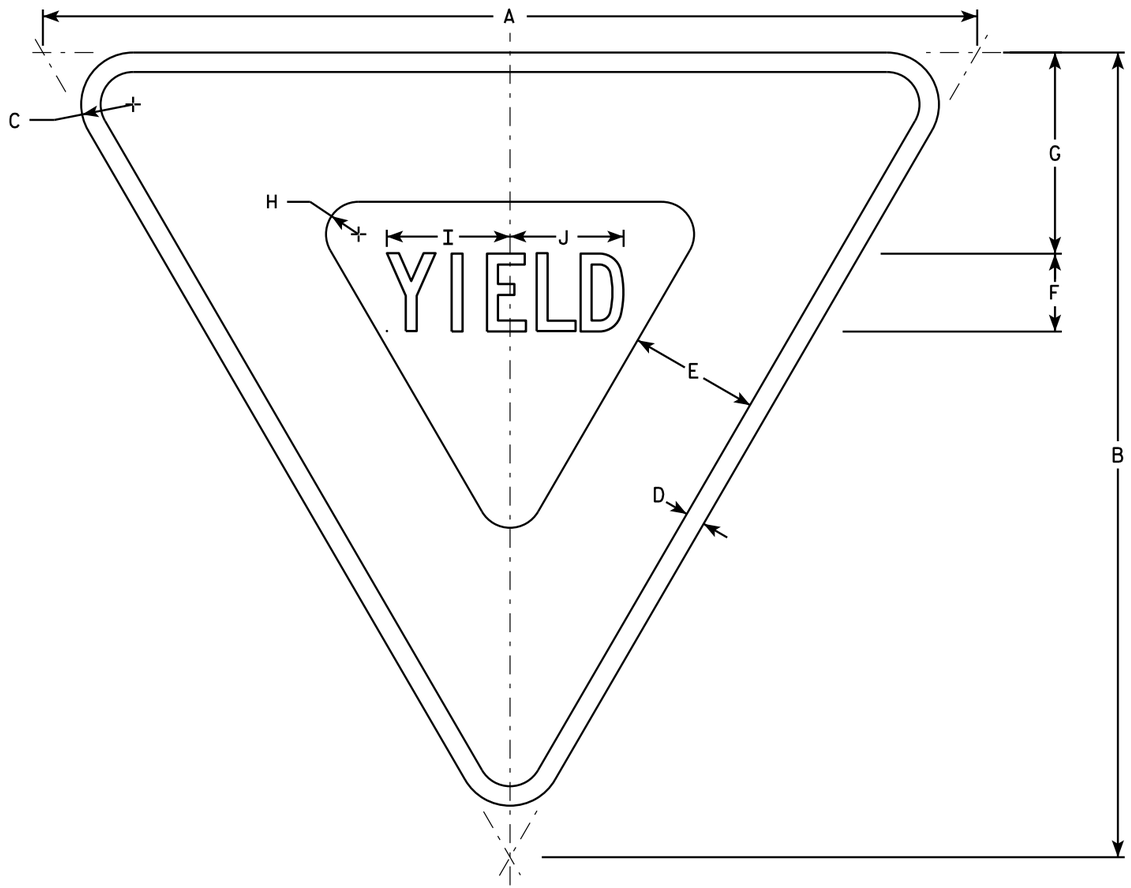
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 423	E



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

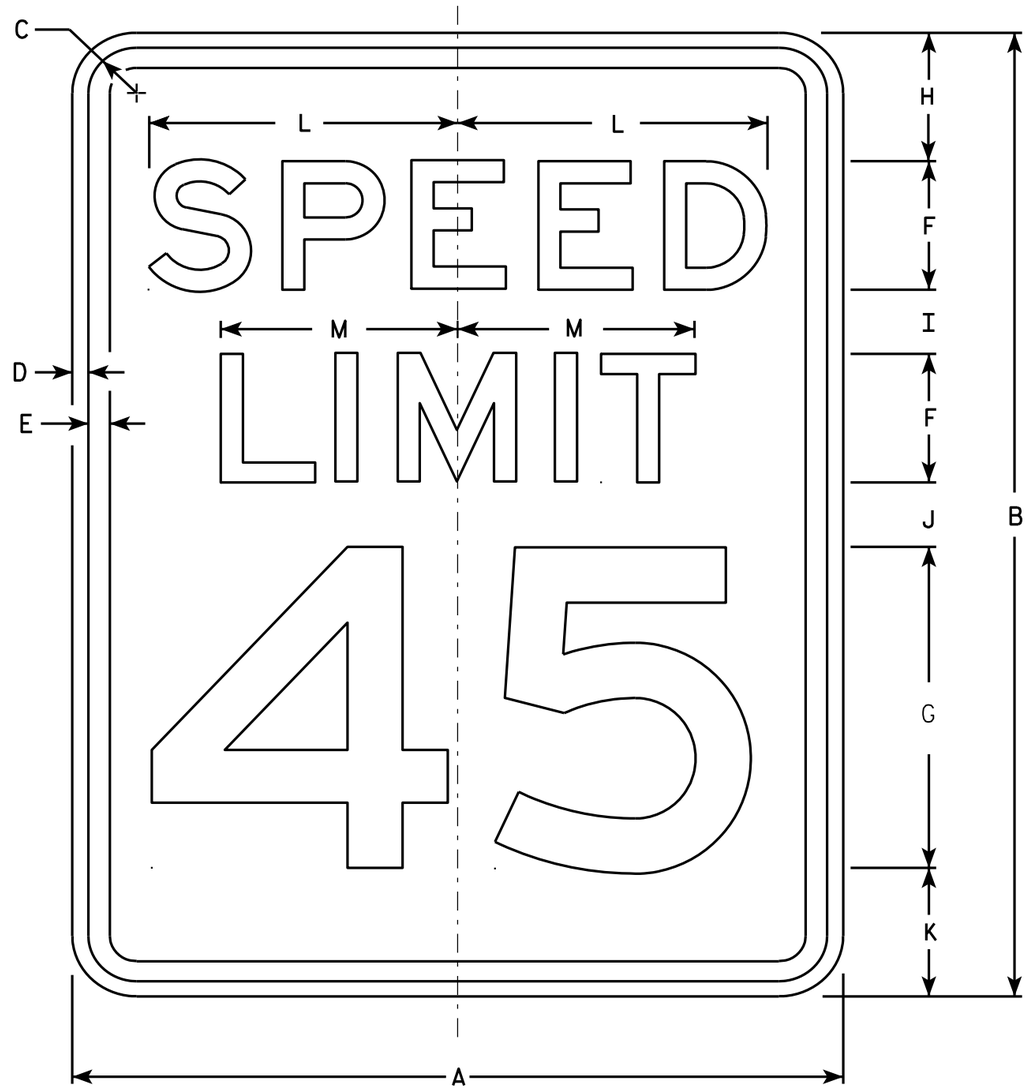
STANDARD SIGN
R1-2

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



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

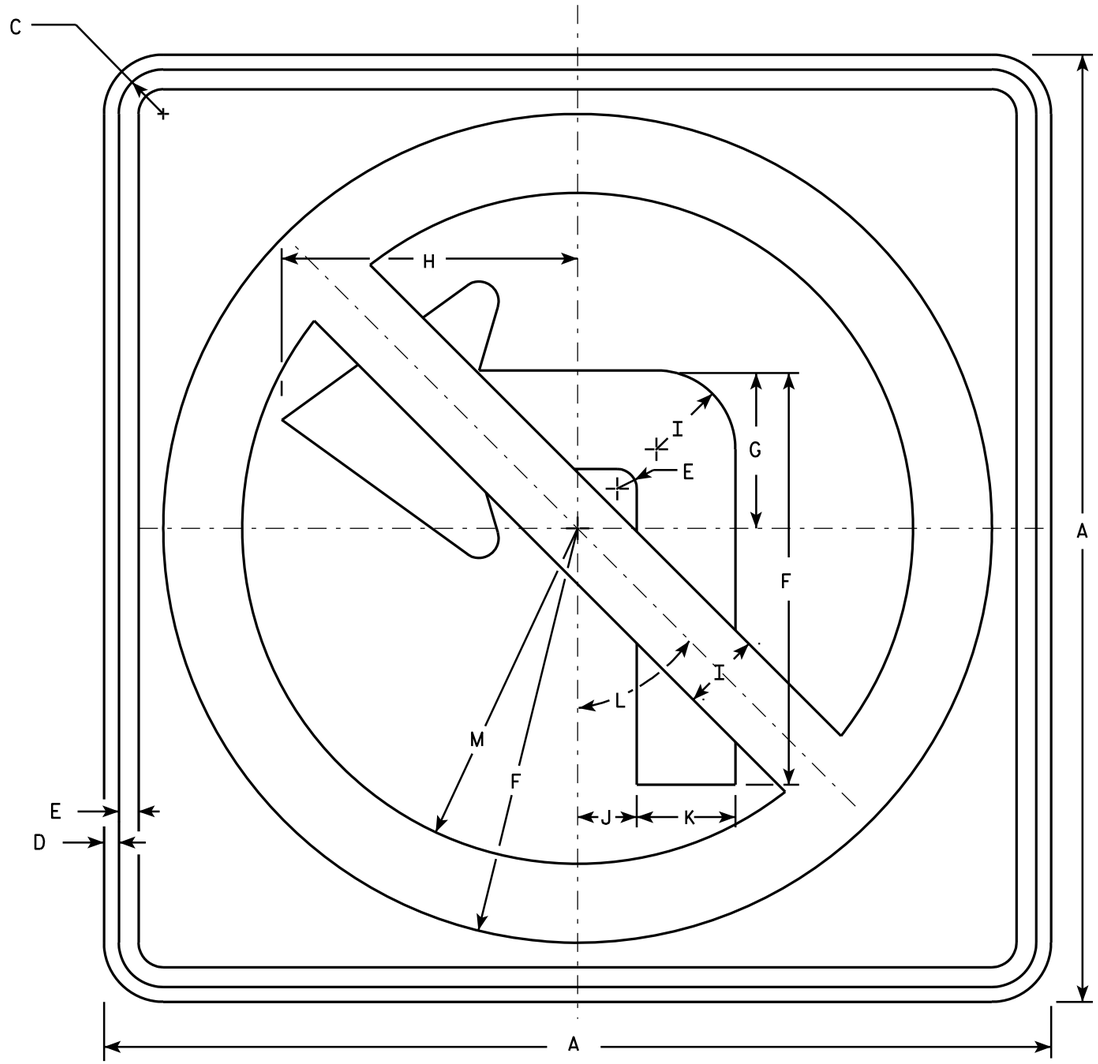
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

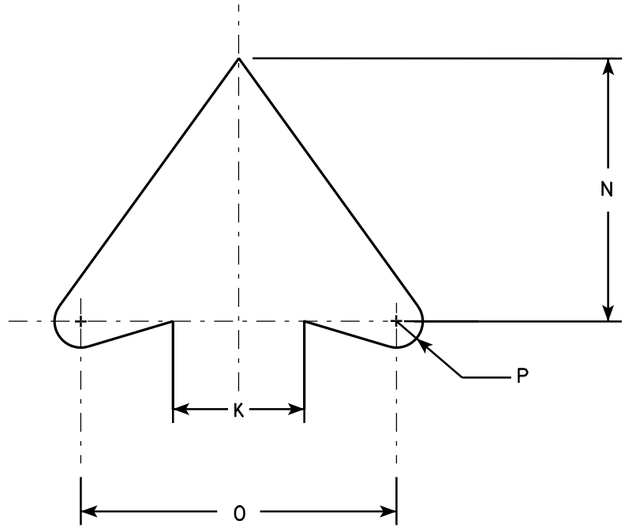
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 425	E



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

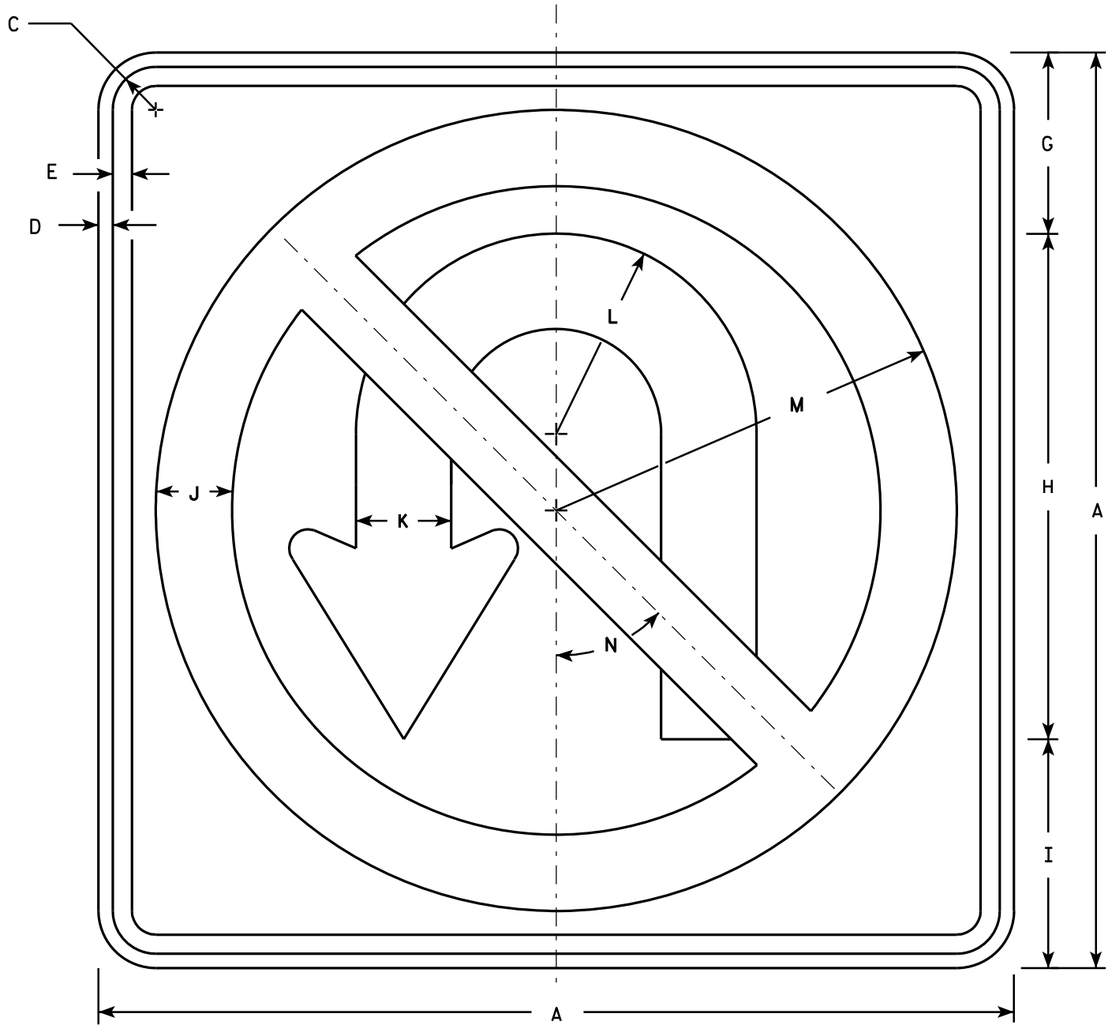
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

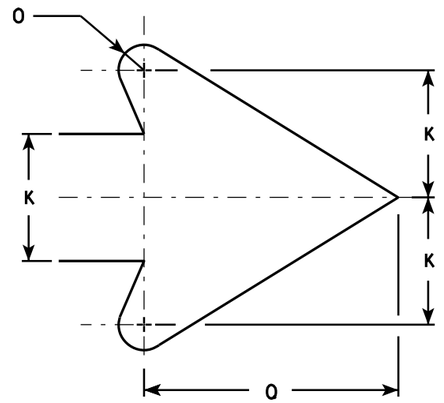
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 426	E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

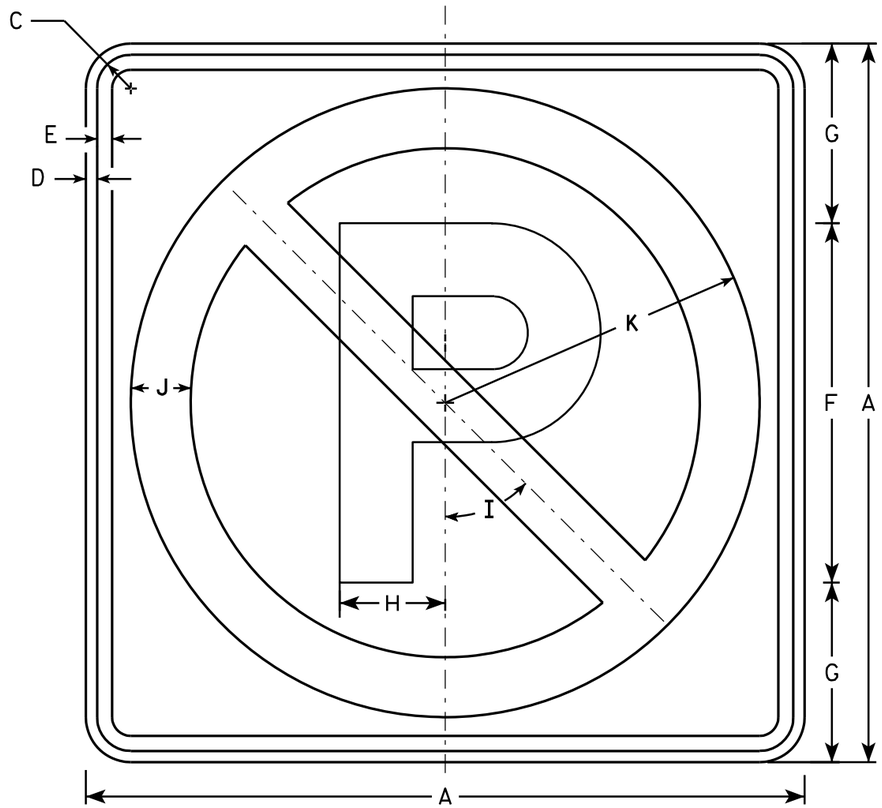
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 427	E



R3-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Letter P are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
2M	24		1 1/8	3/8	1/2	12	6	3 1/2	45°	2	10 1/2																4.0
3																											
4																											
5																											

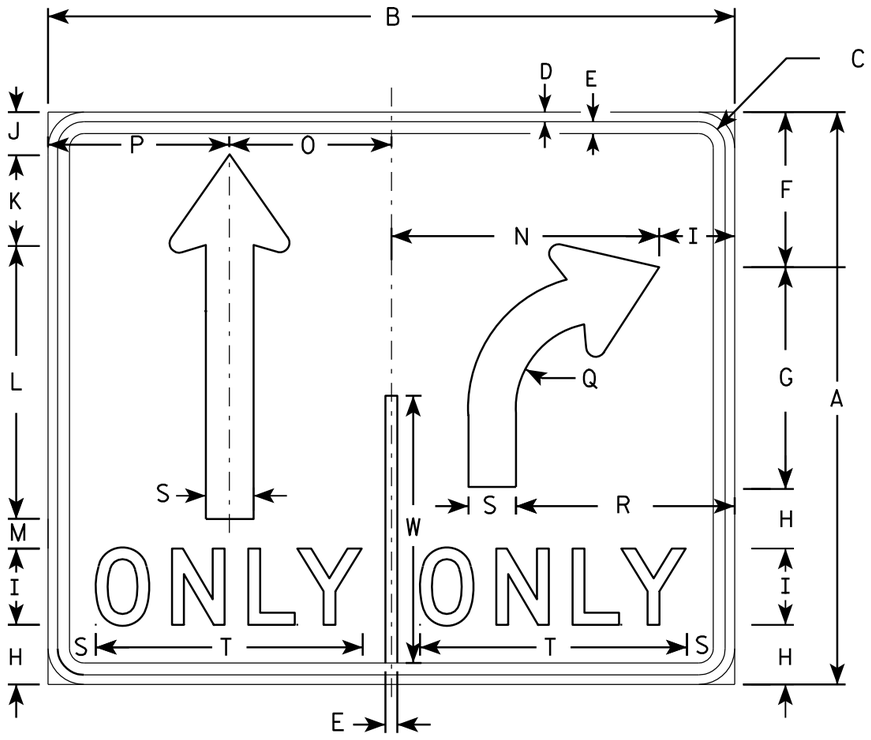
STANDARD SIGN
R3-8A

WISCONSIN DEPT OF TRANSPORTATION

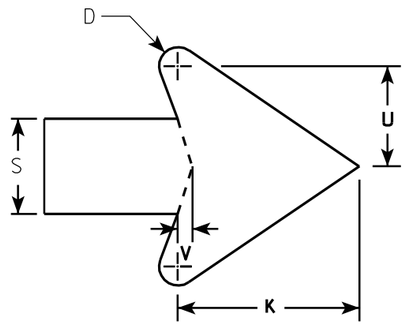
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/01/12 PLATE NO. R3-8A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 428 | E



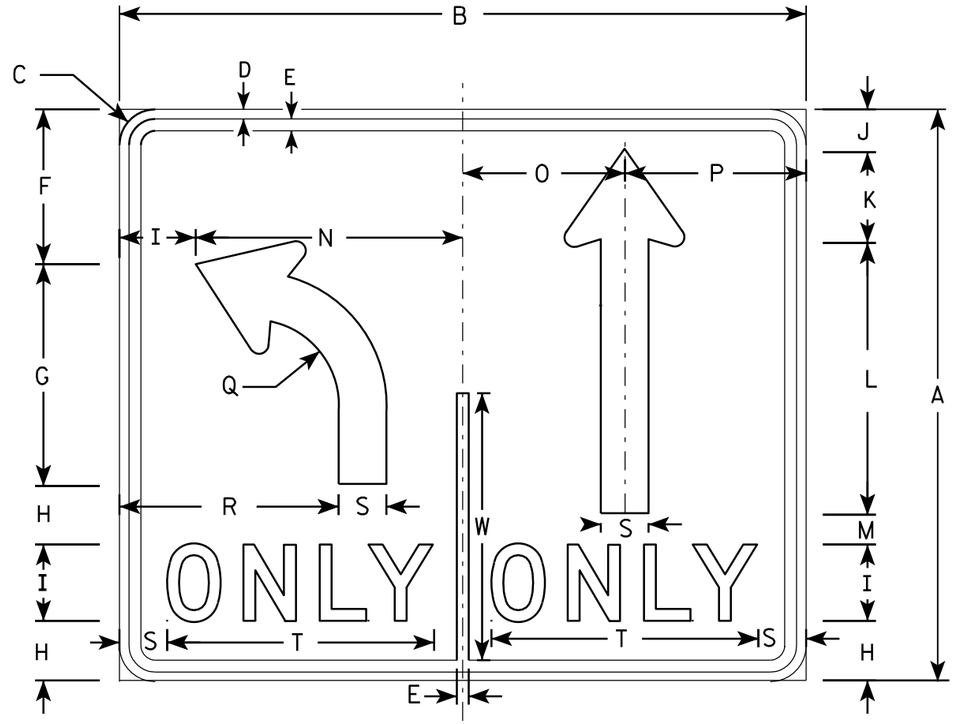
R3-8D



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0

STANDARD SIGN
R3-8D & R3-8E

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

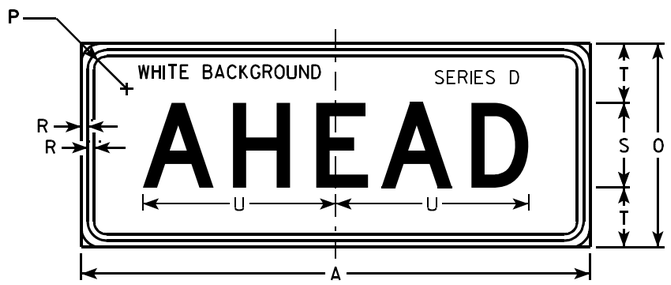
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 429	E



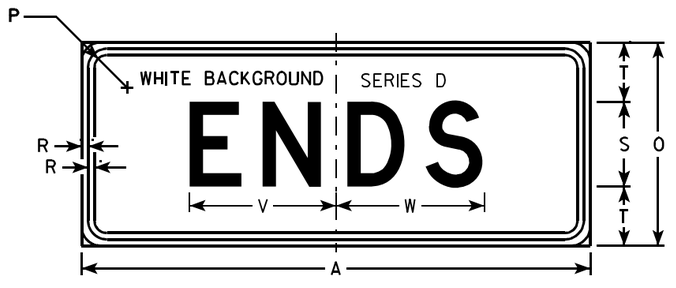
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-17ap



R3-17bp

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

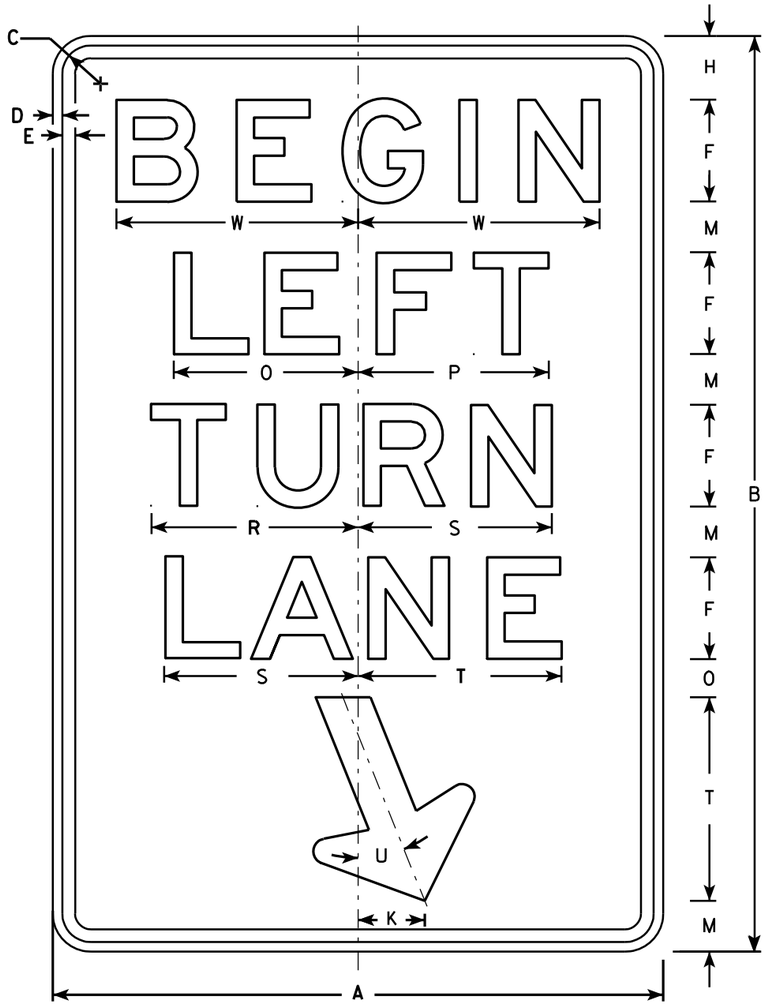
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

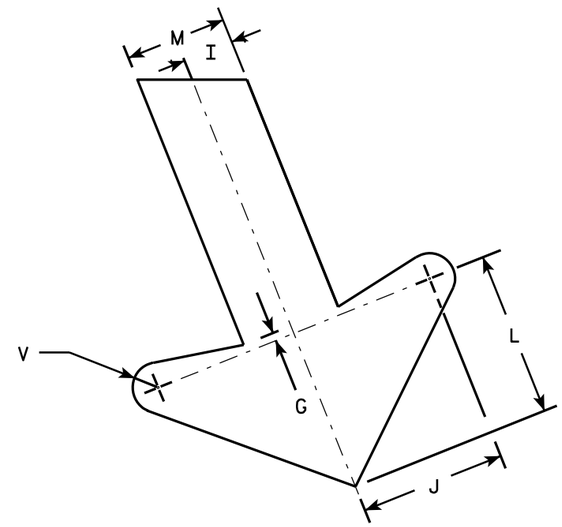
SHEET NO: 430 E



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																											

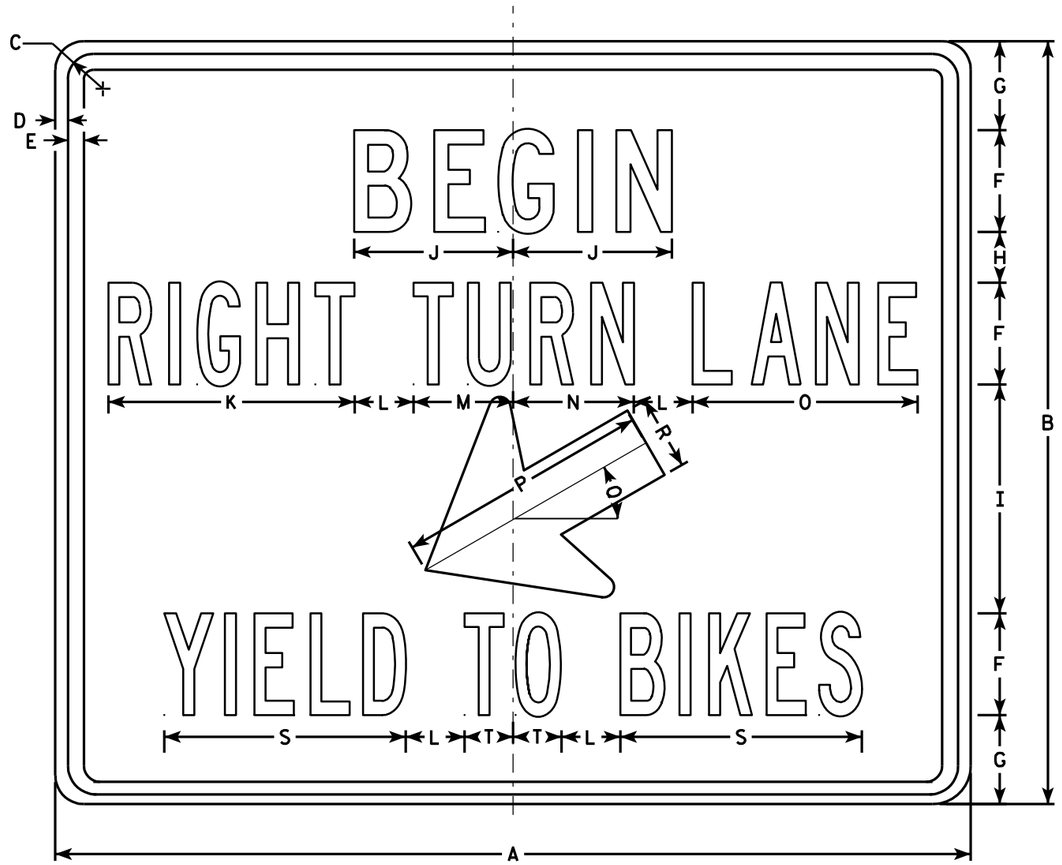
STANDARD SIGN
R3-20L

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: 431 | E



R4-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C
   Lines 2 & 3 are 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	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

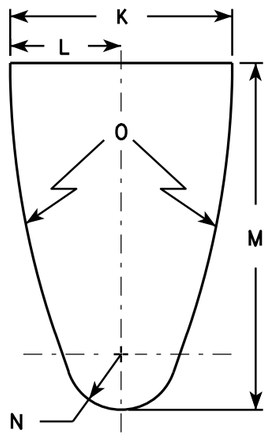
STANDARD SIGN
R4-4

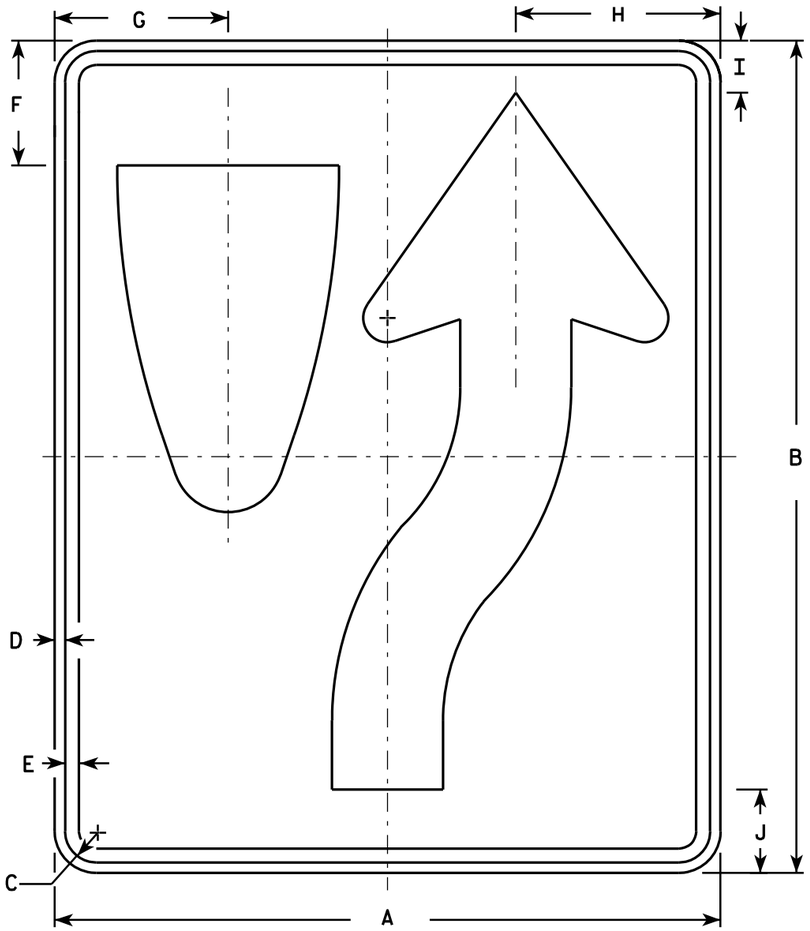
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 432 | E

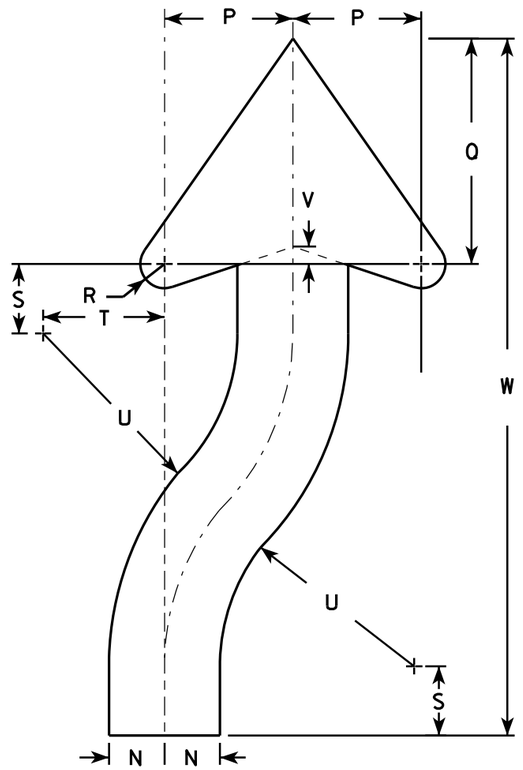




R4-7

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

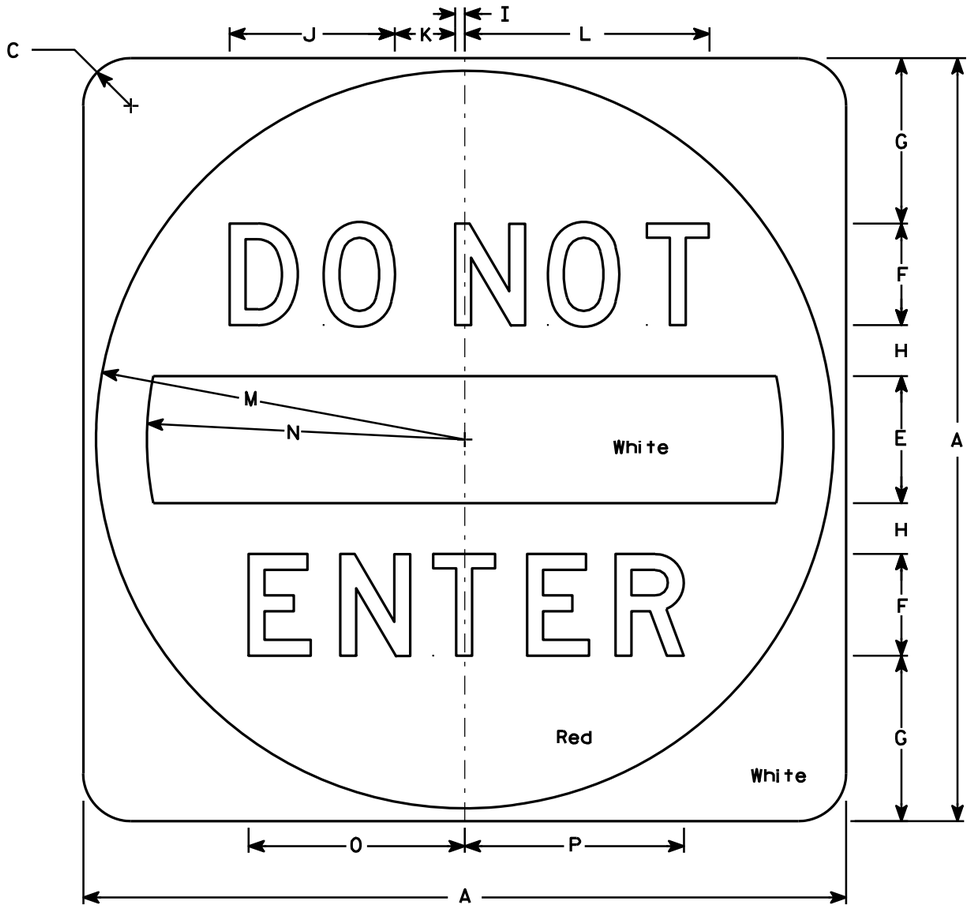
STANDARD SIGN
R4-7 & R4-8

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: 433	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

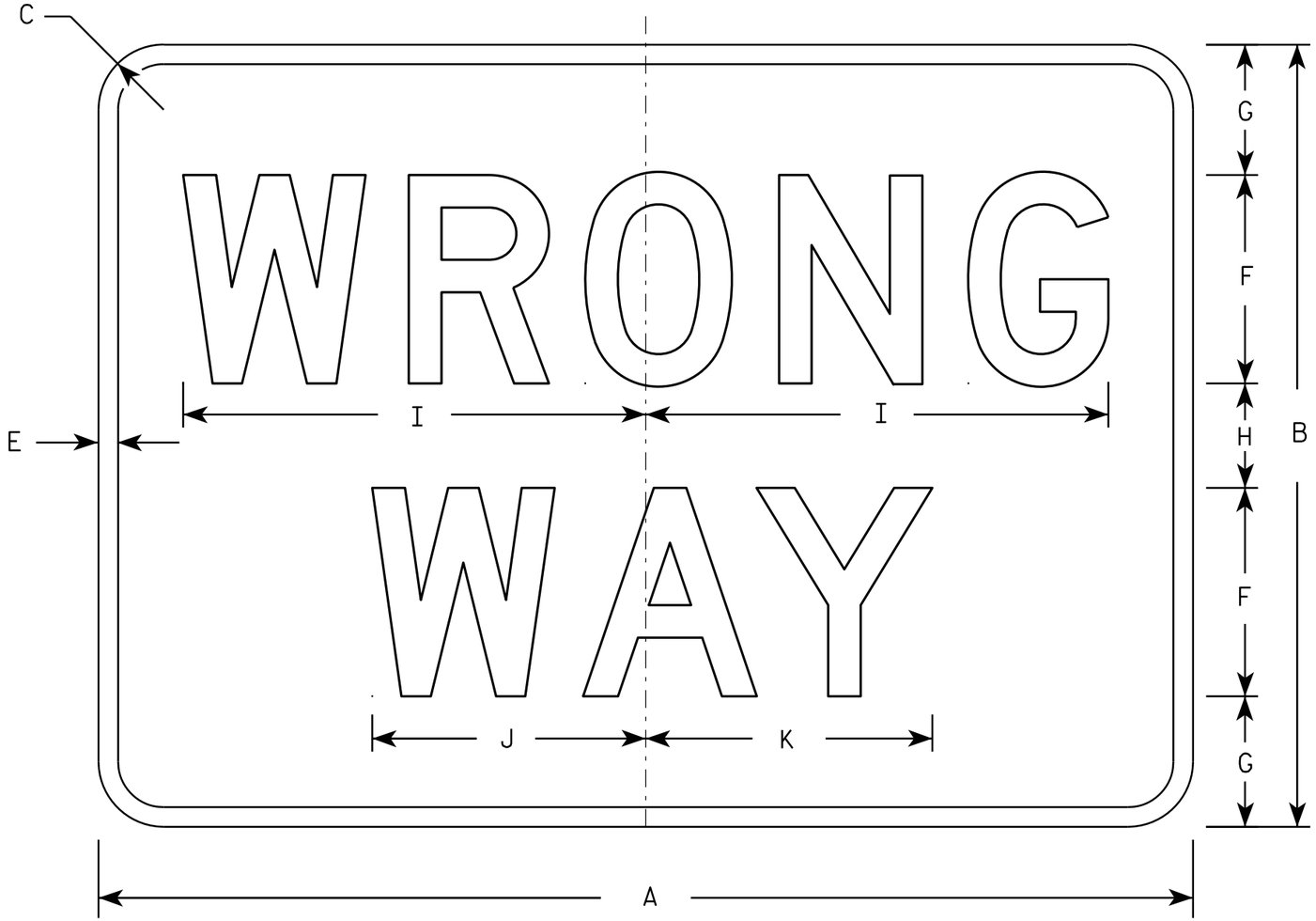
STANDARD SIGN
R5-1

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: 434 | 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

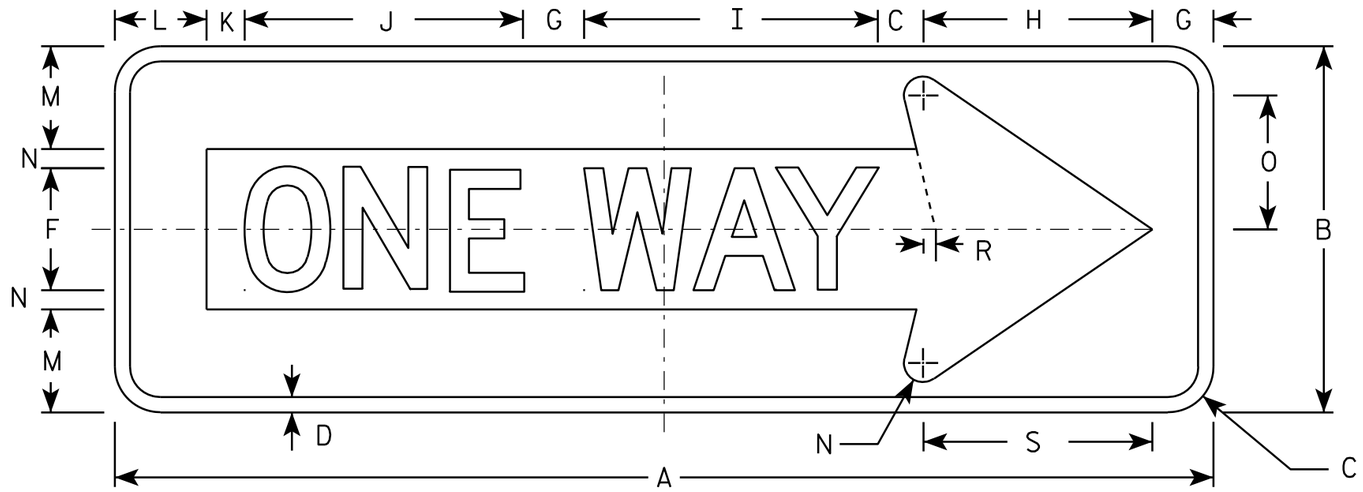
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

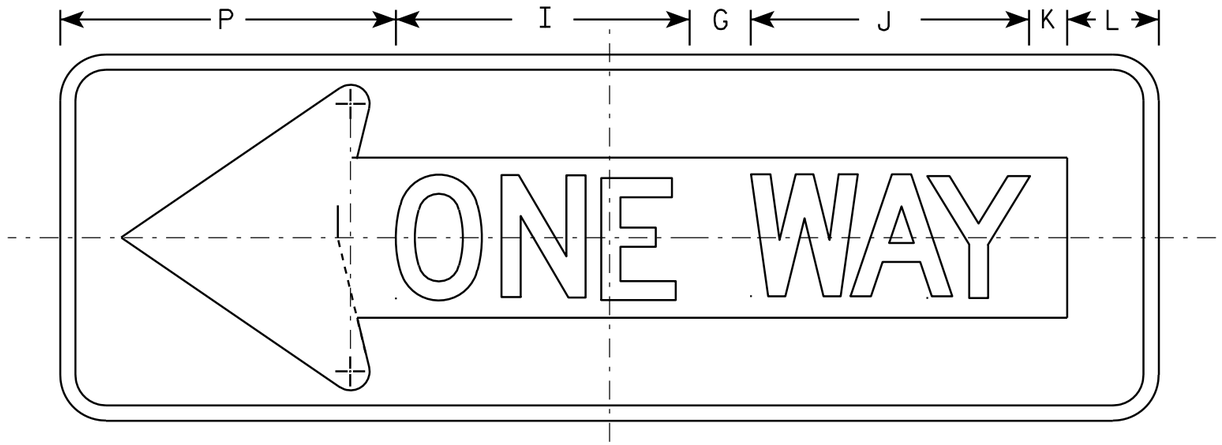
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 435	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

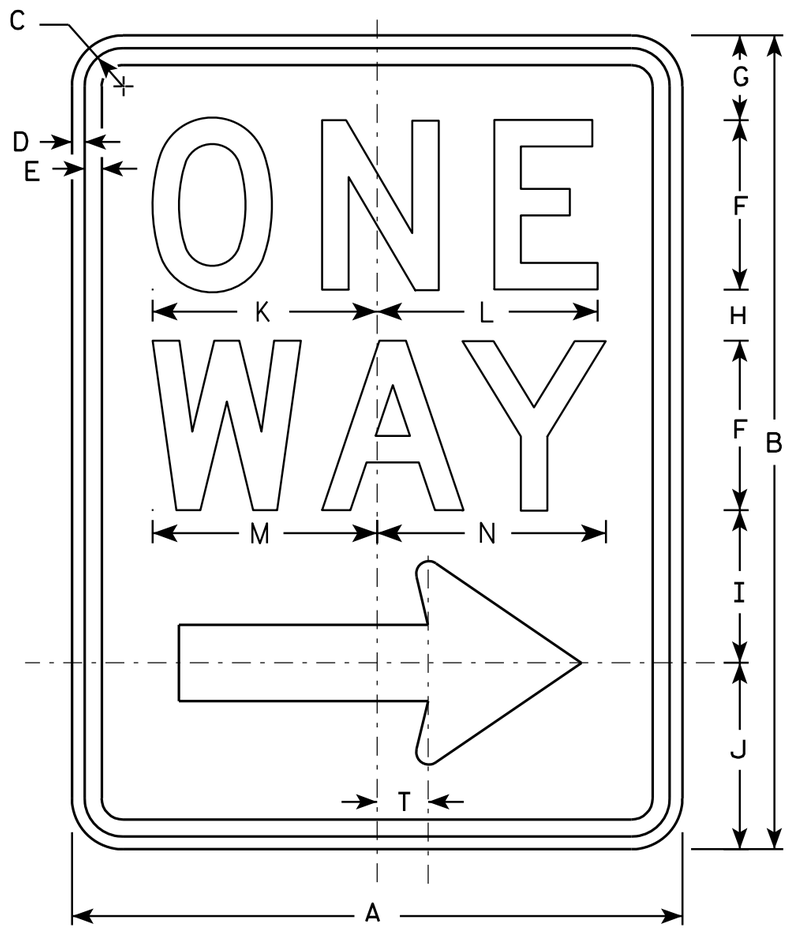
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 436 E

7

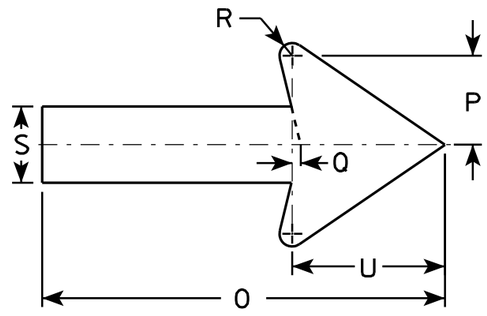
7



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																										

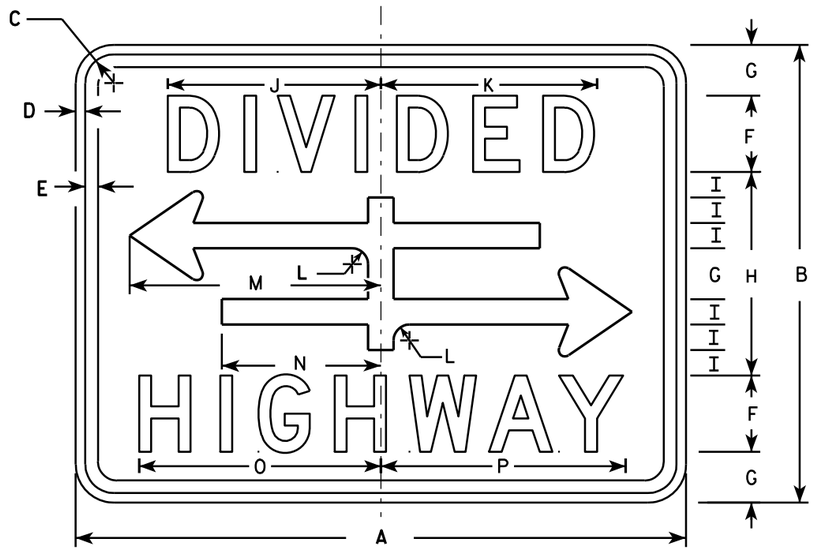
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

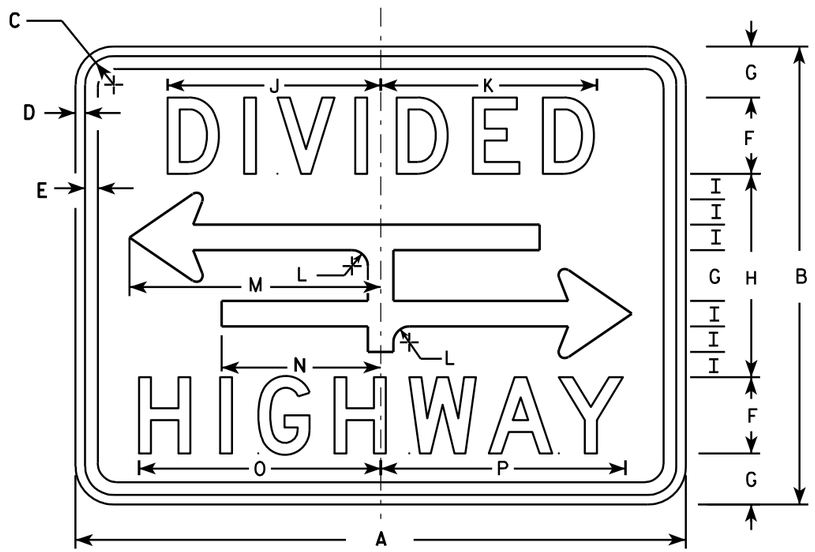
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 437	E



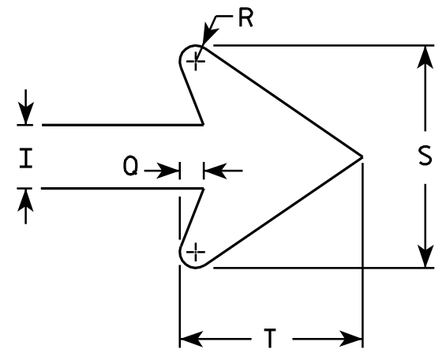
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 438 E



R9-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 & 3 are Series C
   Line 2 is Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/8	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
2M	12	18	1 1/8	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
3																											
4																											
5																											

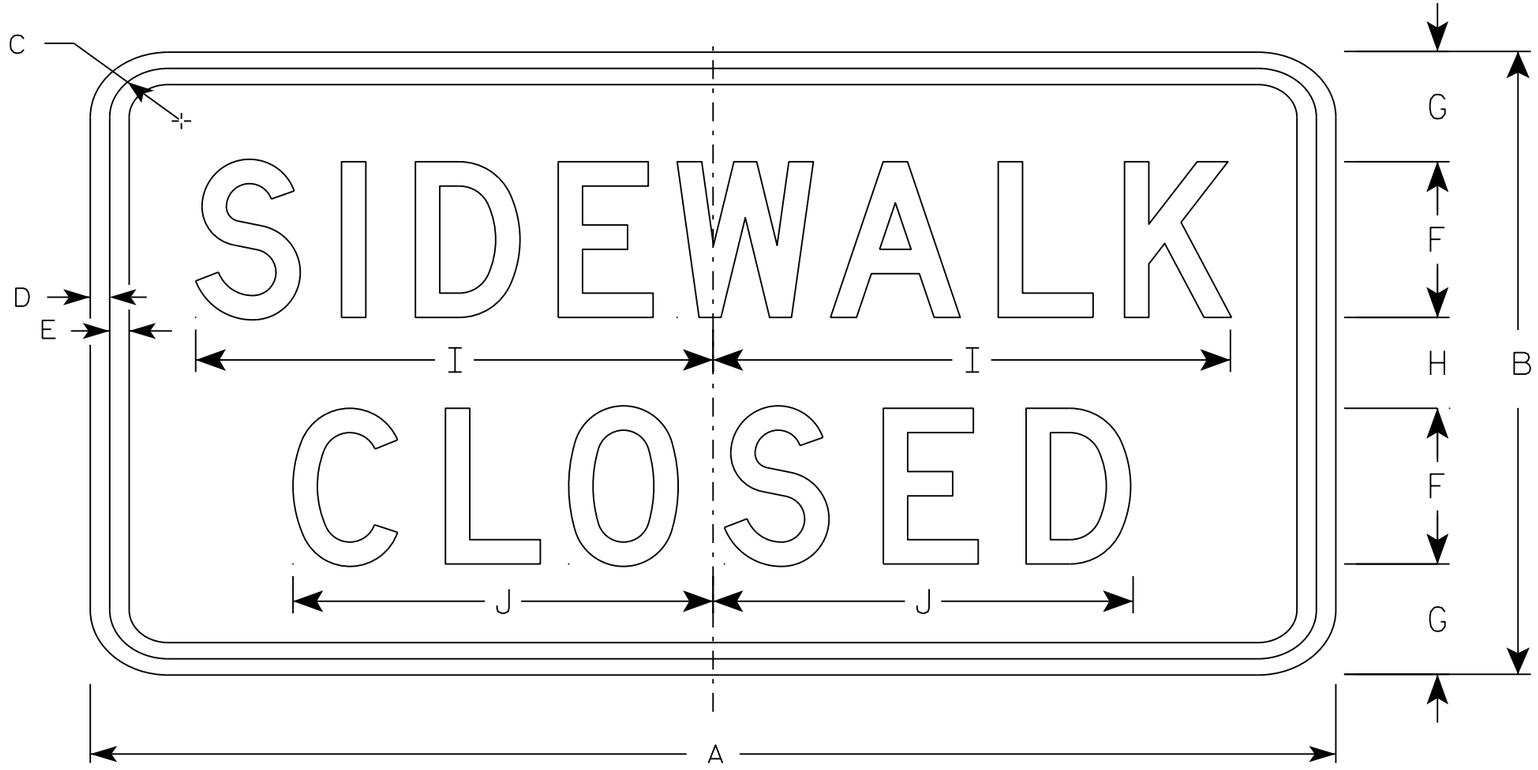
STANDARD SIGN
R9-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-3.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 439	E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

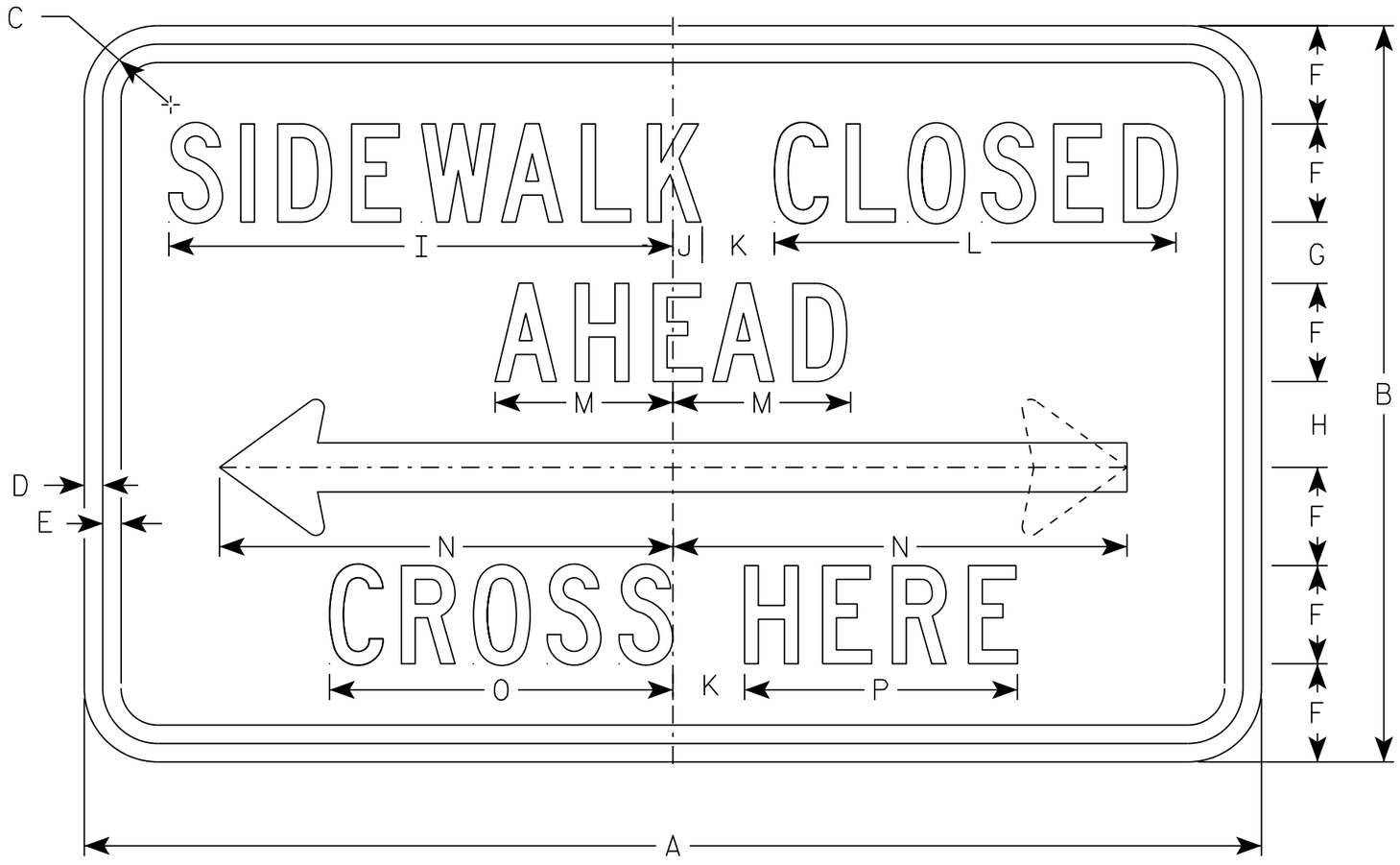
DATE 8/11/16 PLATE 440 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

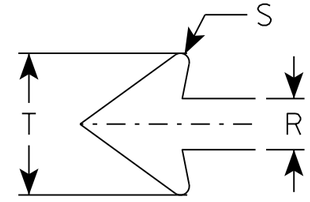
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.



R9-11



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

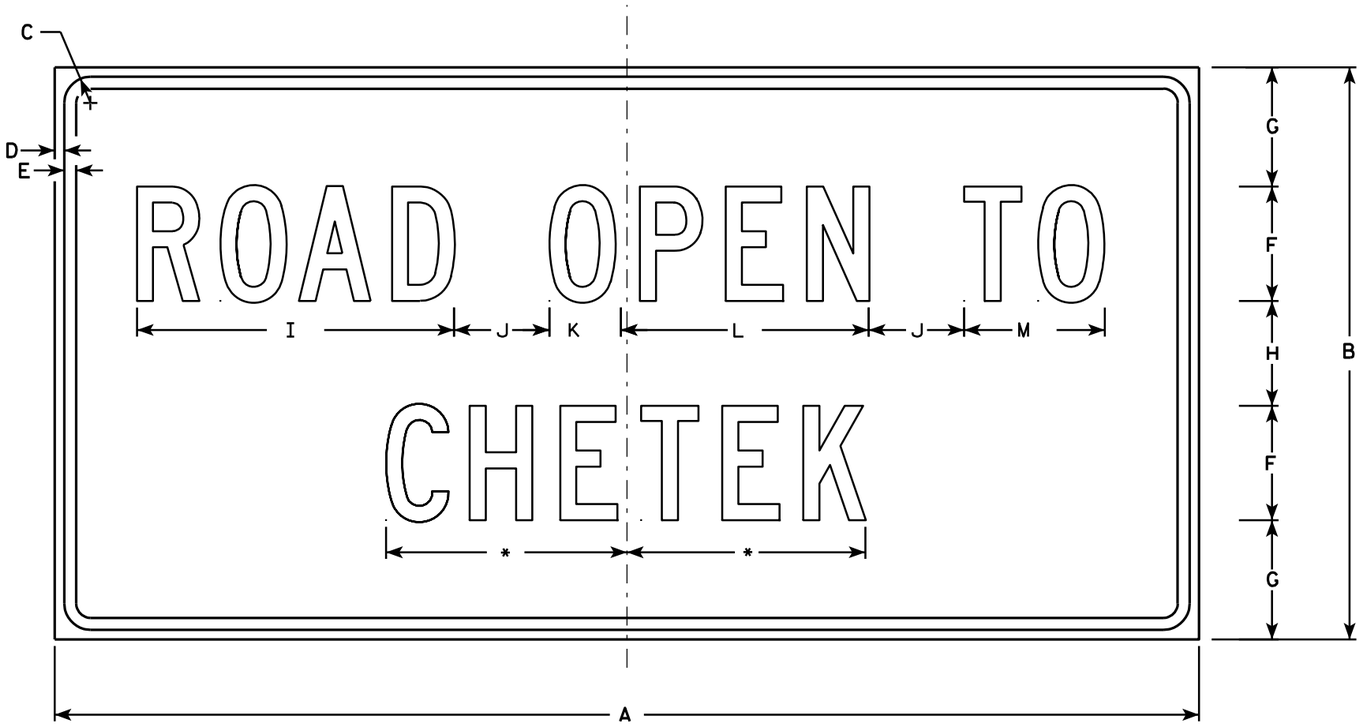
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 441	E



R10-61

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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 message and optically balance.

*See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 3/8	1/2	5/8	4	5 1/2	5	10 3/4	2	2 1/8	8 3/8	4 5/8														6.0
2S	60	30	1 3/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
2M	60	30	1 3/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
3																											
4																											
5																											

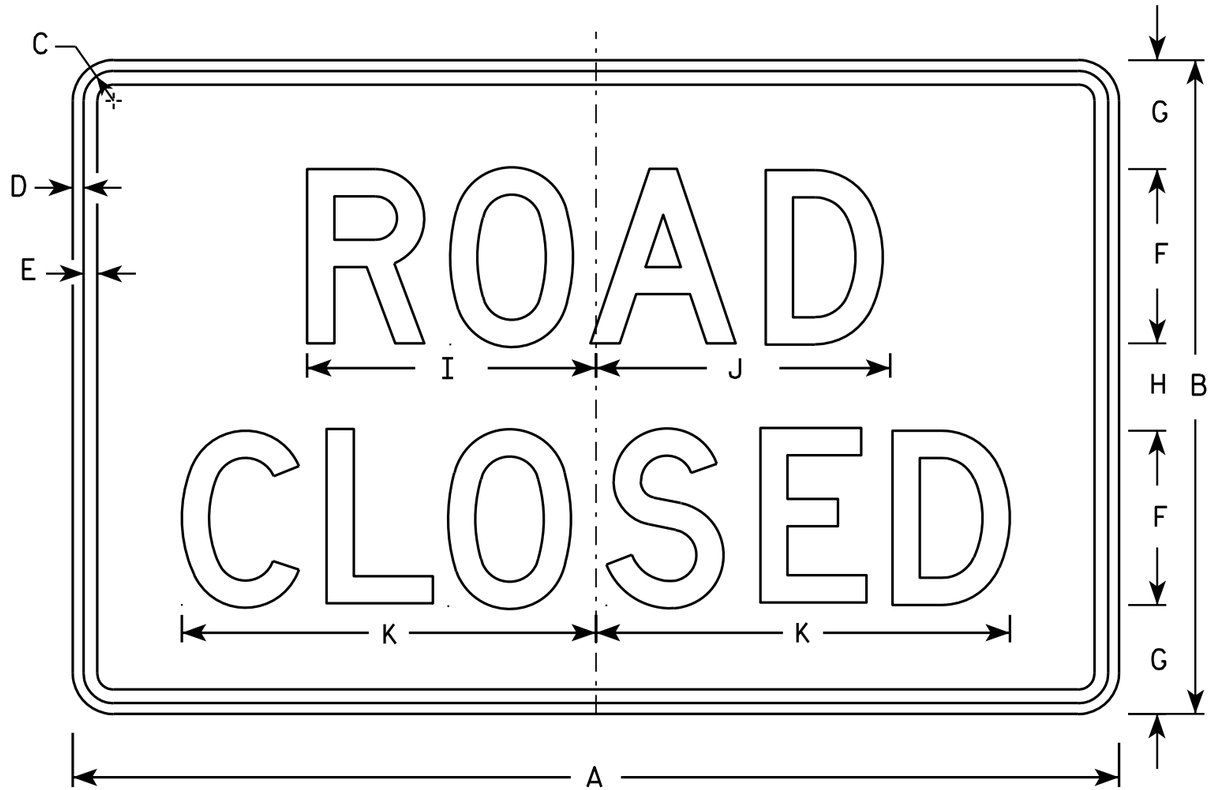
STANDARD SIGN
R10-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-61.5

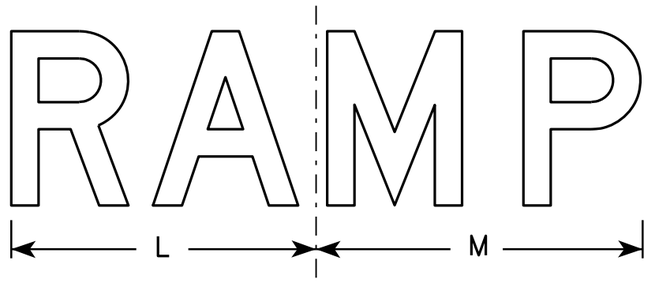
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 442	E



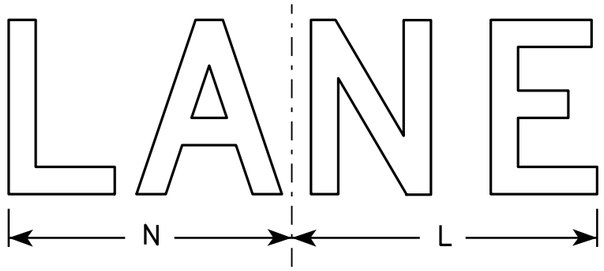
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

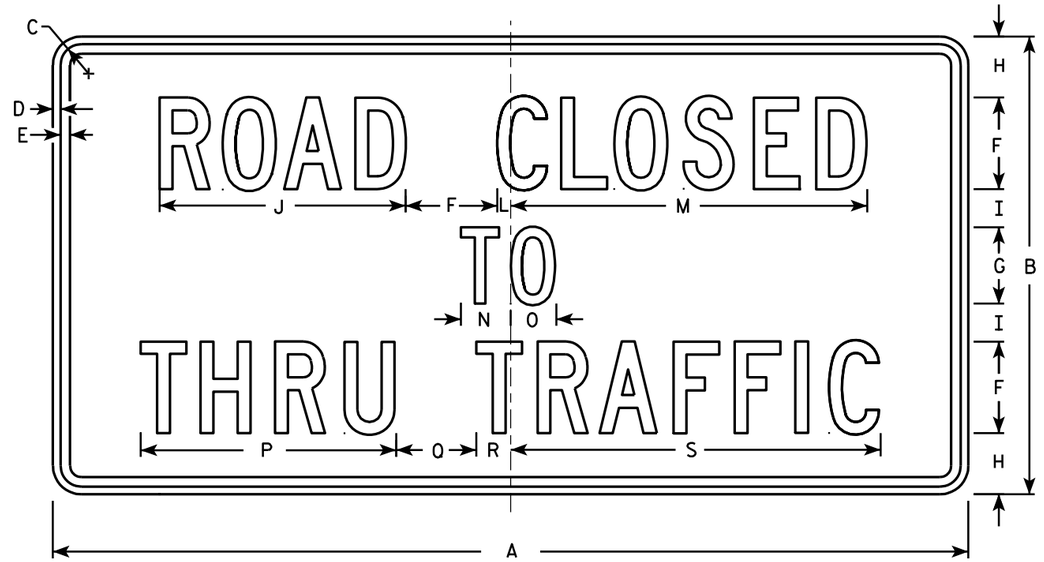
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 443	E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

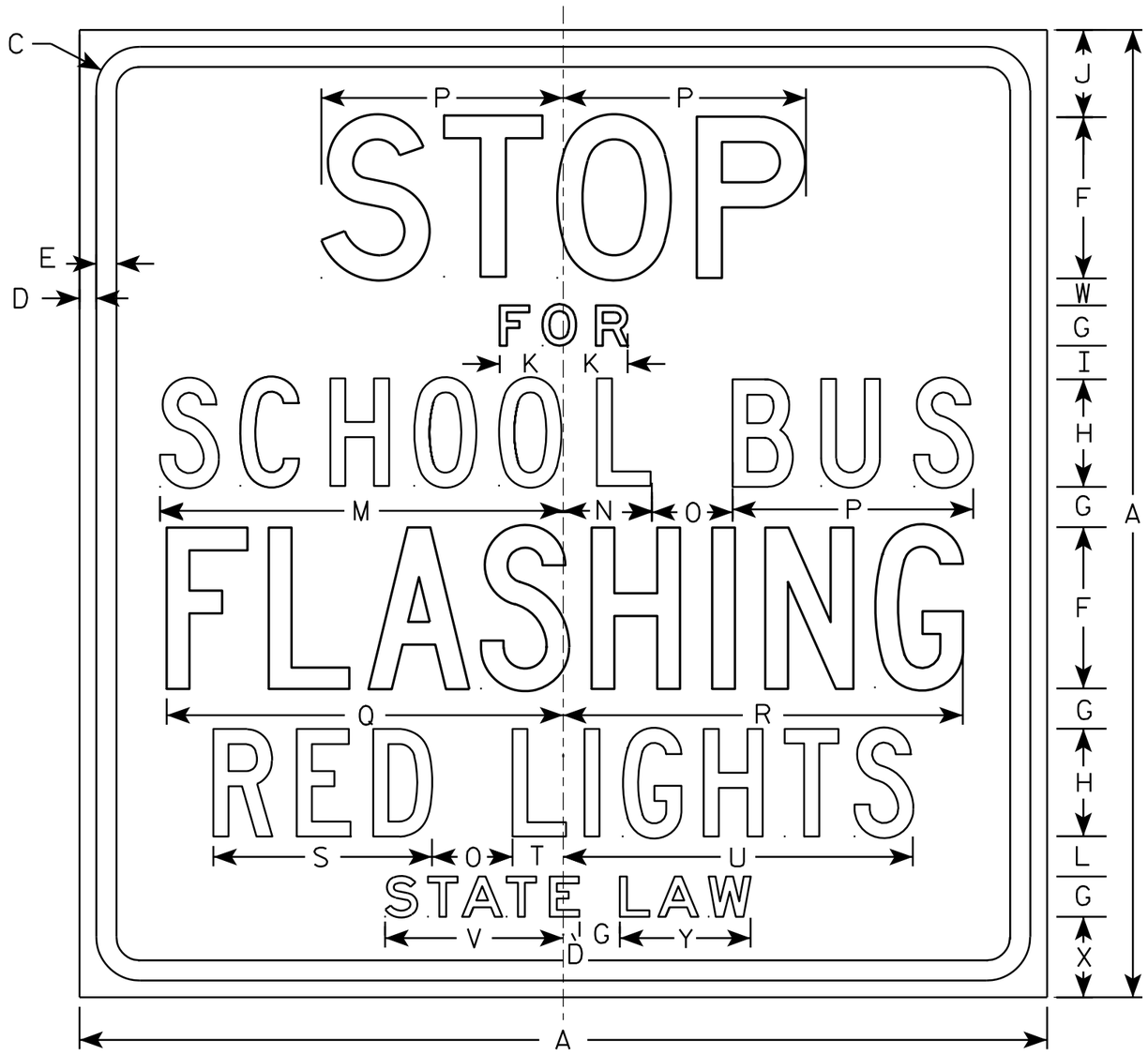
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 444 | E



R59-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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
   Lines 2 & 6 are Series E
   Line 3, 4 & 5 are Series C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	6	1 1/2	4	1 1/4	3 1/4	2 3/8	1 1/2	15	3 1/4	3	9	14 3/4	14 7/8	8 1/8	1 7/8	13	6 5/8	1	3	4 7/8		9.0
2M	36		1 5/8	5/8	3/4	6	1 1/2	4	1 1/4	3 1/4	2 3/8	1 1/2	15	3 1/4	3	9	14 3/4	14 7/8	8 1/8	1 7/8	13	6 5/8	1	3	4 7/8		9.0
3	48		2 1/4	3/4	1	8	2	6	1 1/4	4 3/4	3 1/4	1 1/2	20 1/4	5	3 5/8	12	19 1/2	20	11 5/8	3 3/4	19	9 1/2	1	3 1/2	6 3/4		16.0
4	48		2 1/4	3/4	1	8	2	6	1 1/4	4 3/4	3 1/4	1 1/2	20 1/4	5	3 5/8	12	19 1/2	20	11 5/8	3 3/4	19	9 1/2	1	3 1/2	6 3/4		16.0
5																											

STANDARD SIGN
R59-51

WISCONSIN DEPT OF TRANSPORTATION

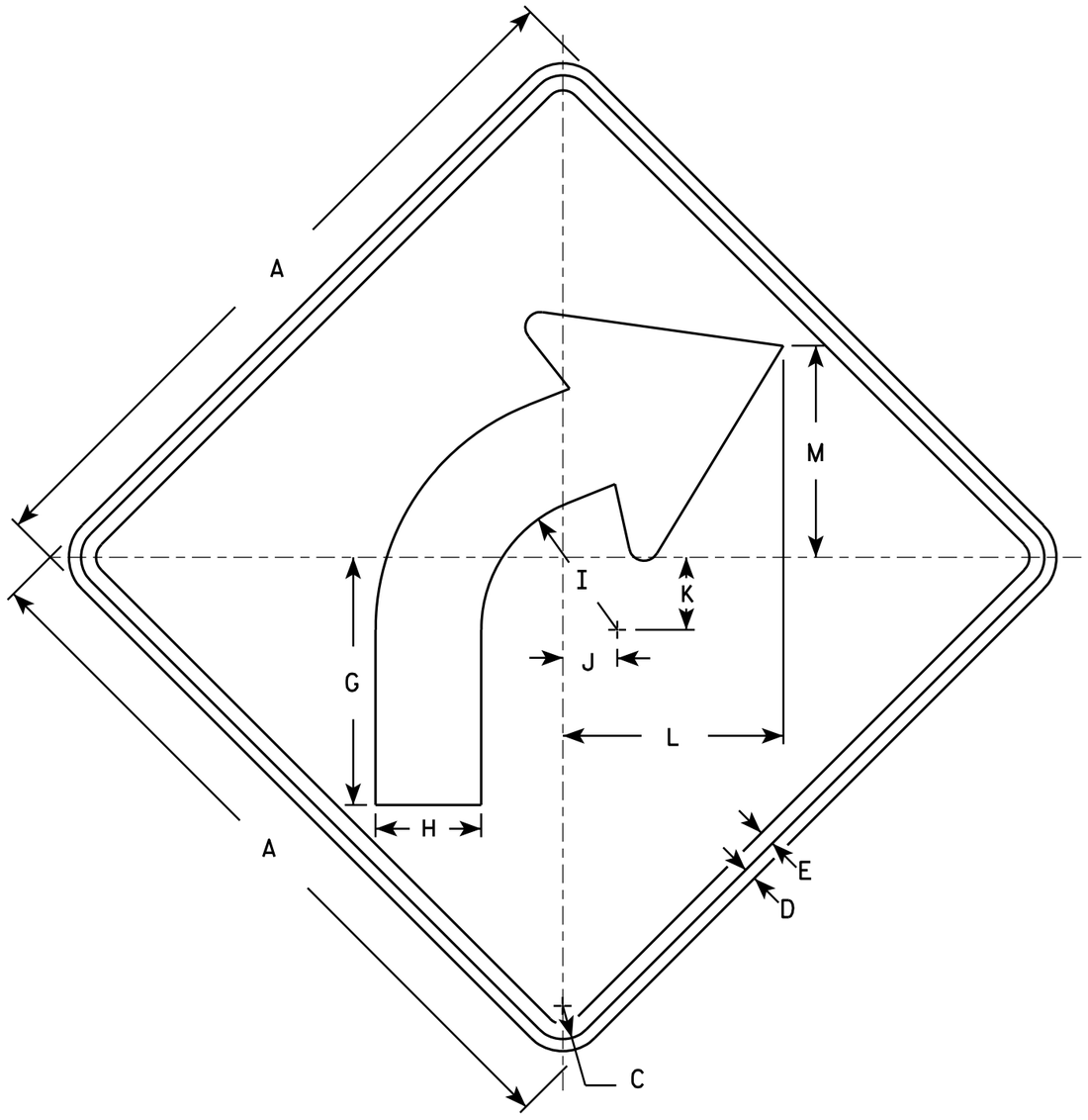
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/30/11 PLATE NO. R59-51.10

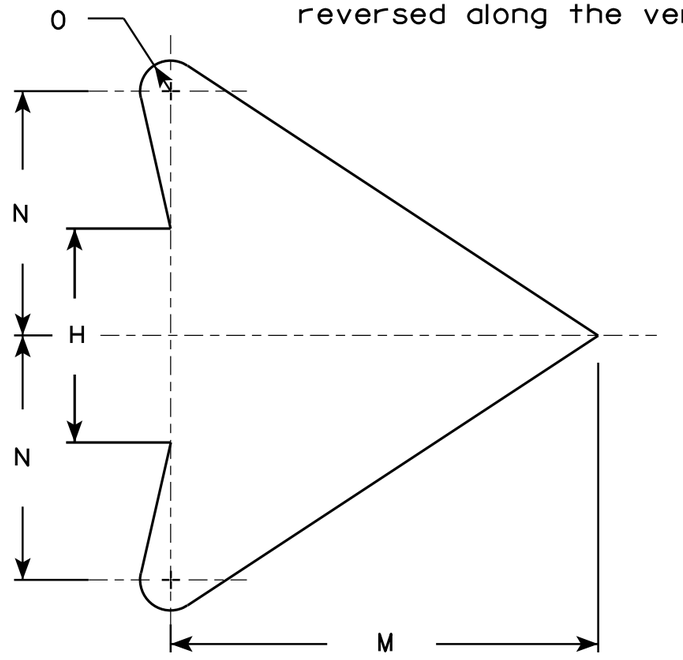
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 445 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

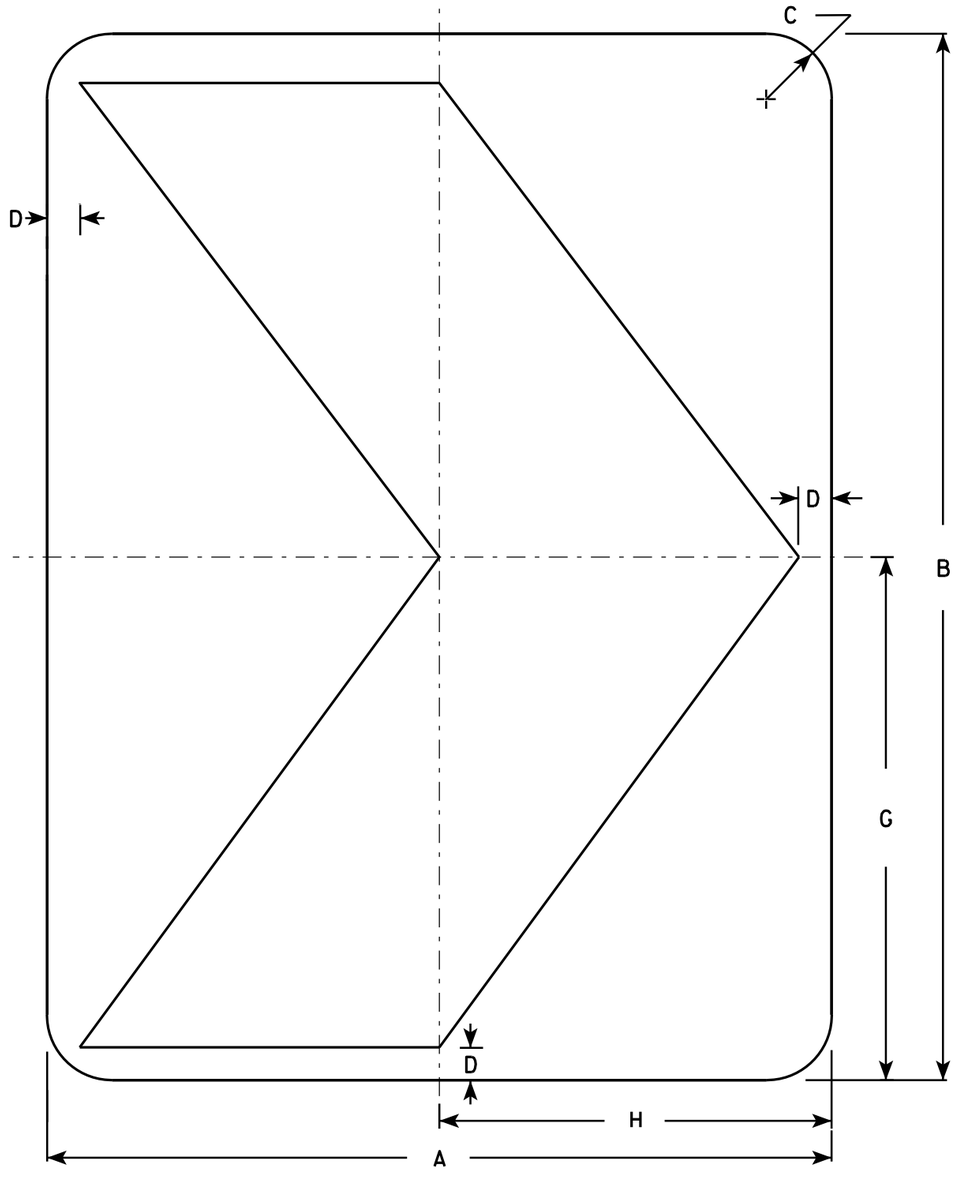
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 446	E



W1-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	2 ¼	1 ½			24	18																			12.0

STANDARD SIGN
W1-8

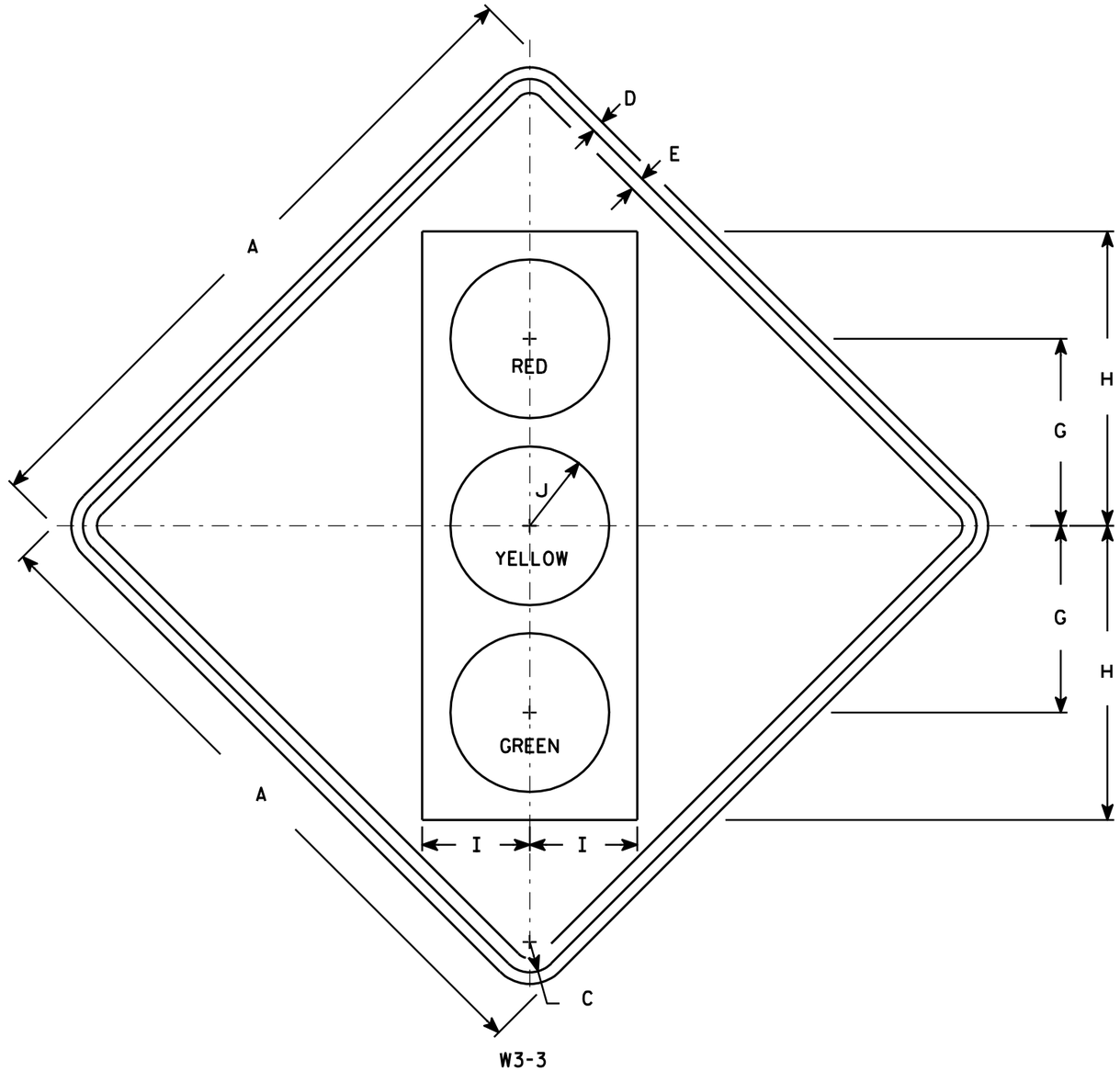
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

SHEET NO: 447 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

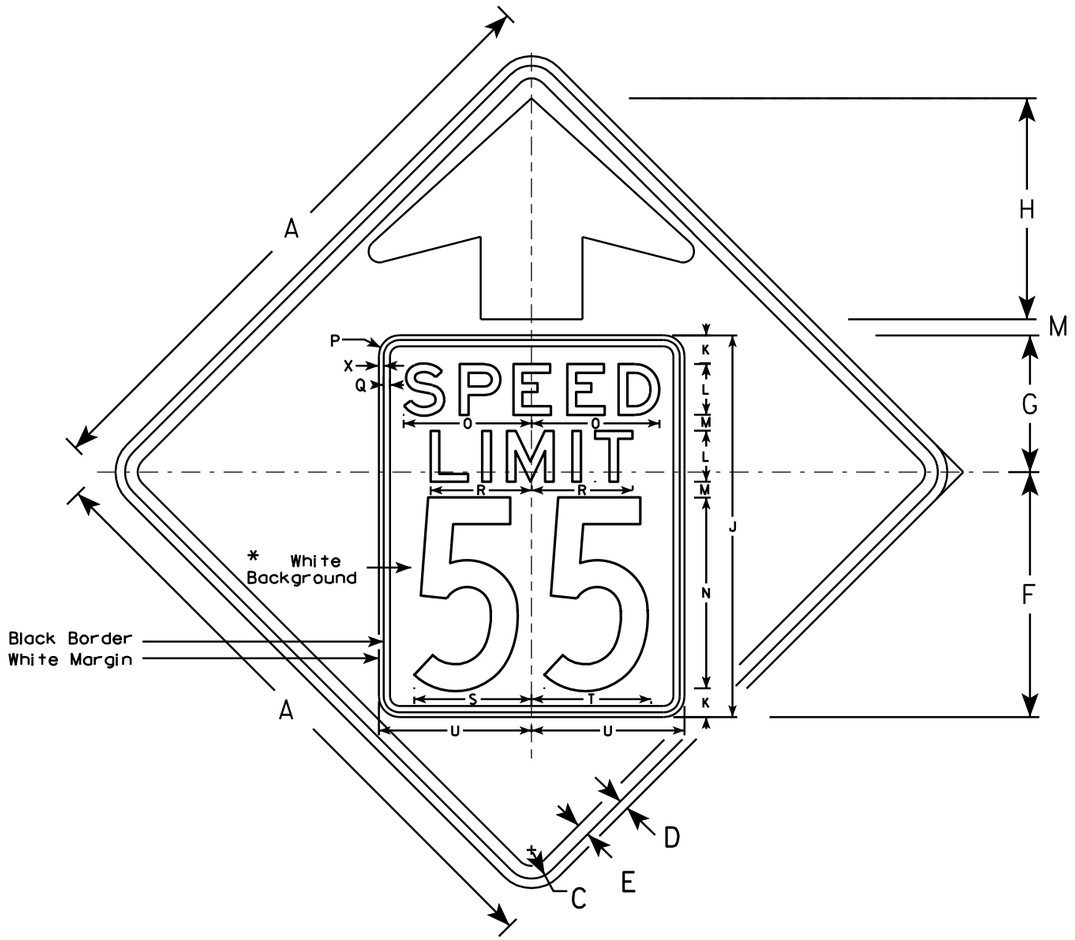
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 448 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000
WISDOT/CADDS SHEET 42

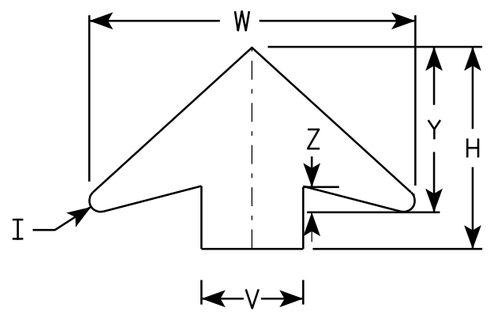


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

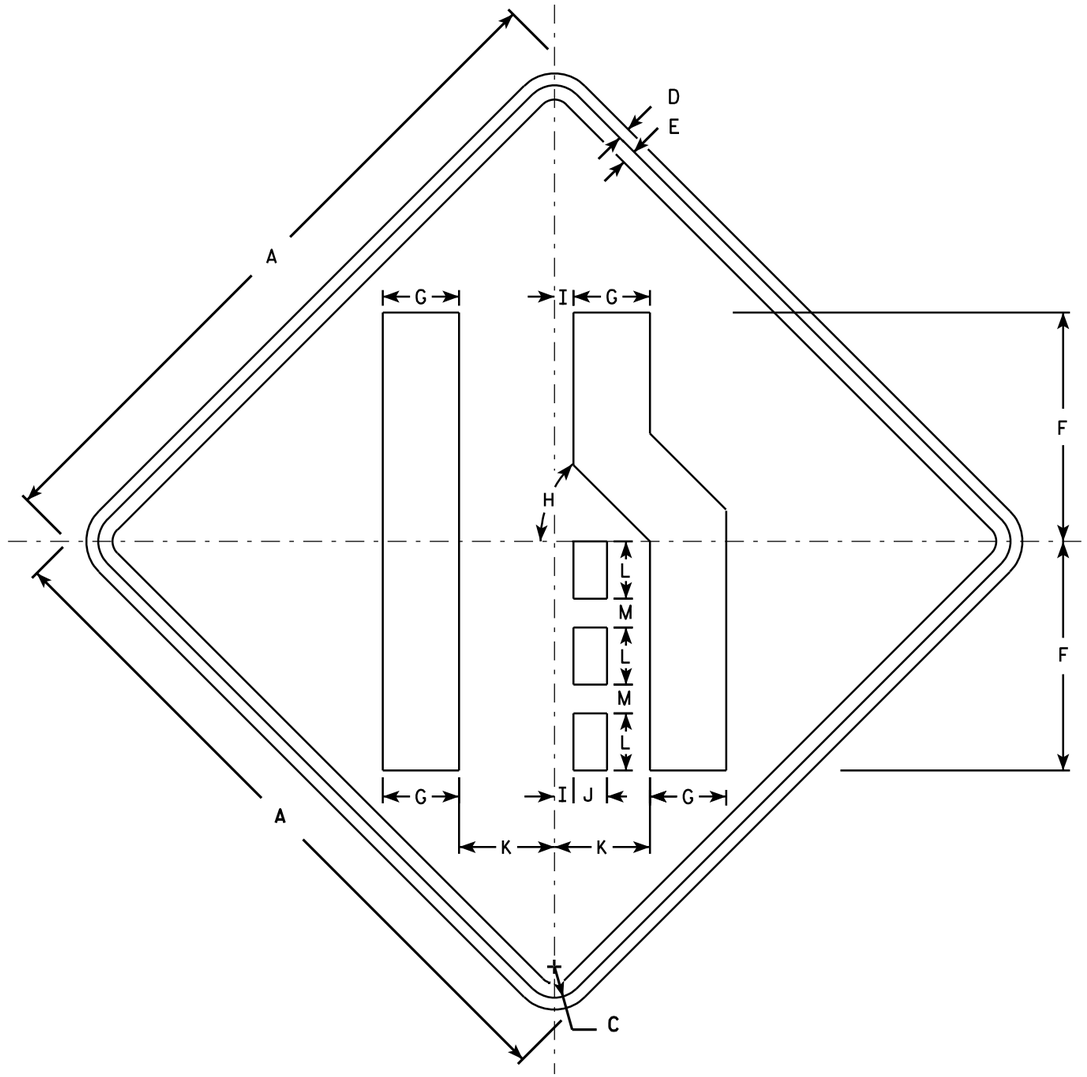
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 449 E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

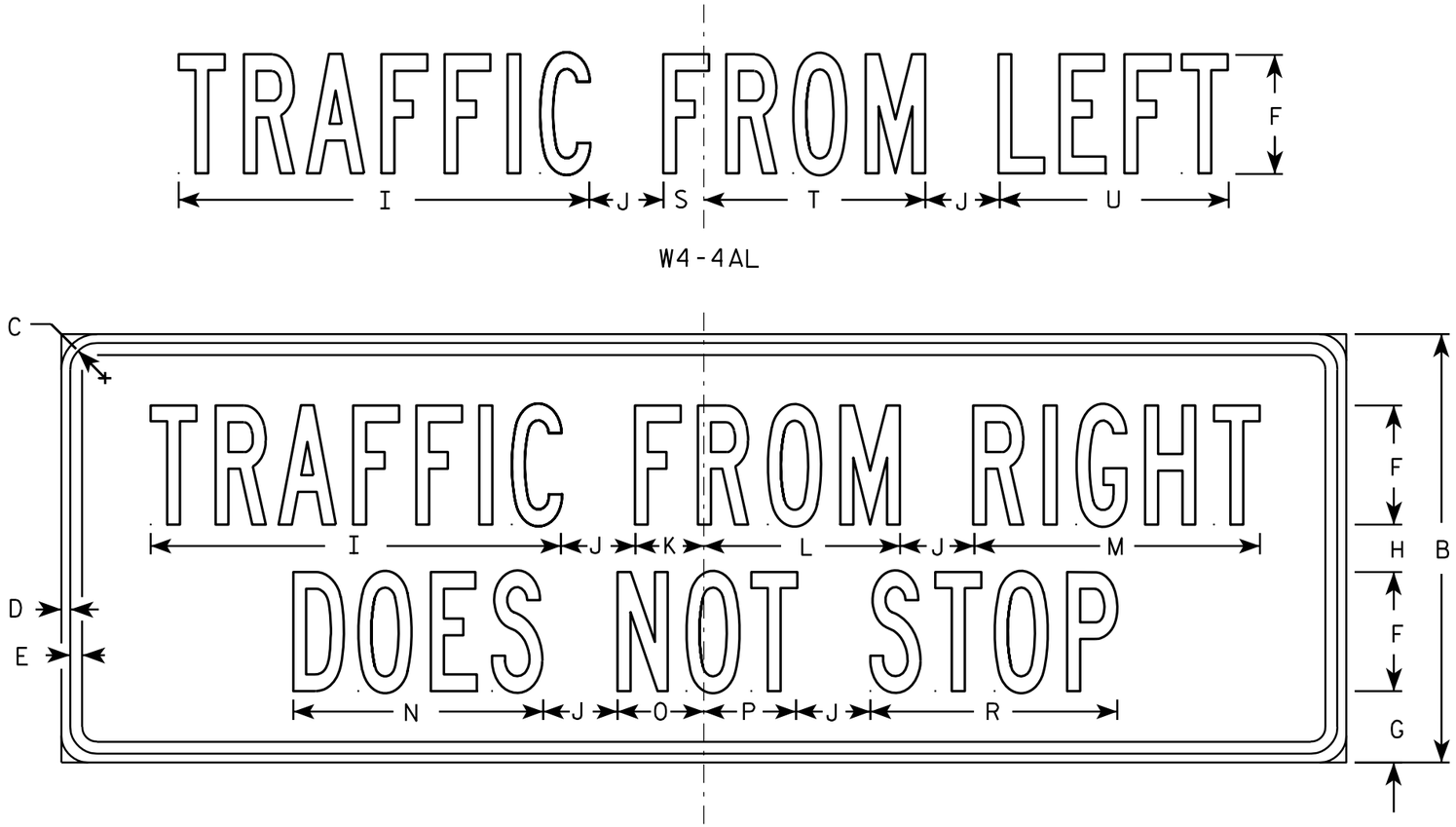
STANDARD SIGN
W4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO: | SHEET NO: 450 | E



W4-4AL

W4-4AR

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
2M	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	13 7/8	2 3/8	2 1/8	6 3/4	9 3/4	8 3/8	2 3/4	3 3/8		8 3/8	1 1/8	7 3/4	7 3/4						4.4
4	54	18	1 1/8	3/8	1/2	5	3	2	17 1/4	3 1/8	2 7/8	8 1/4	12	10 1/2	3 5/8	3 7/8		10 3/8	1 3/4	9 3/8	9 5/8						6.8
5																											

STANDARD SIGN
W4-4AL & W4-4AR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 451 | E



W4-4B

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
2M	30	12	1 1/8	3/8	1/2	3	2 1/4	1 1/2	12 3/8	5/8	1 1/2	10 3/8	6 1/4	2 1/4	2 1/4	6 1/4											2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	16 7/8	5/8	2 3/8	13 7/8	8 3/8	3	3 1/8	8 3/8											4.17
4	48	18	1 1/8	3/8	1/2	5	3	2	21	5/8	3 1/8	17 1/4	10 1/2	3 5/8	3 7/8	10 3/8											6.0
5																											

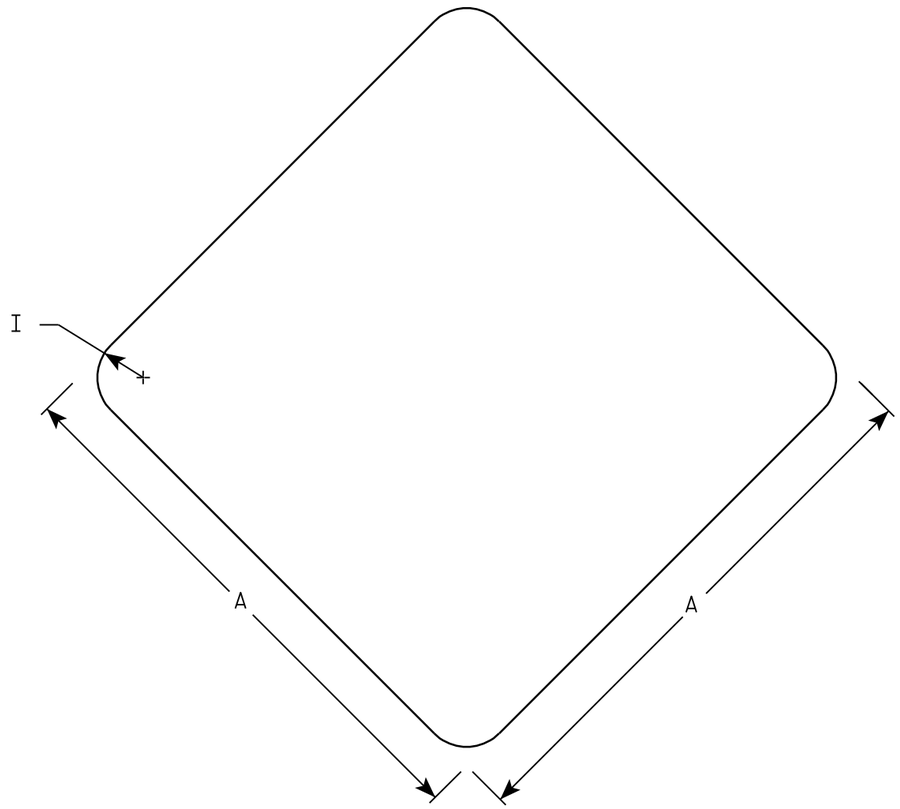
STANDARD SIGN
W4-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 452	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																											

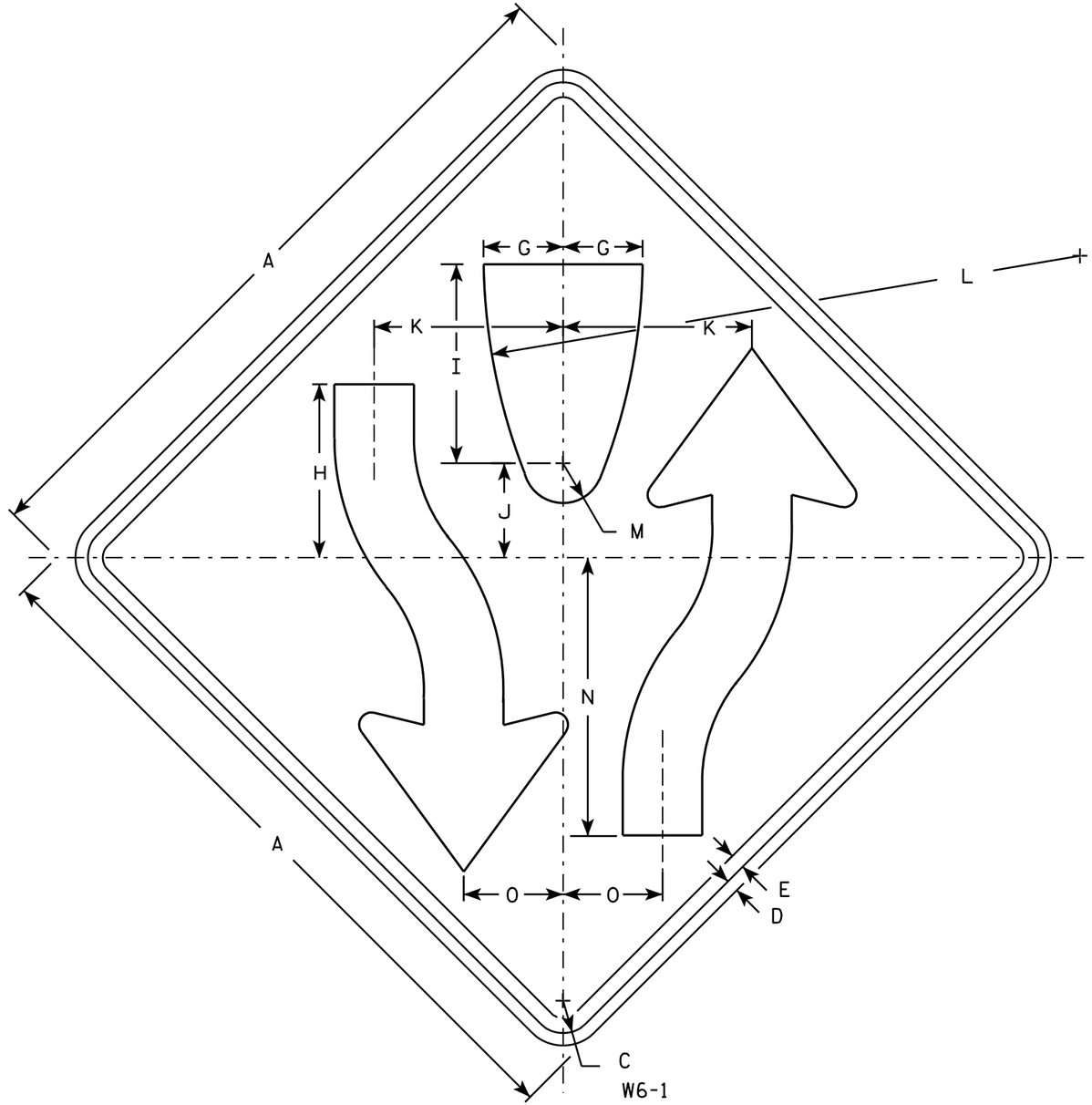
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

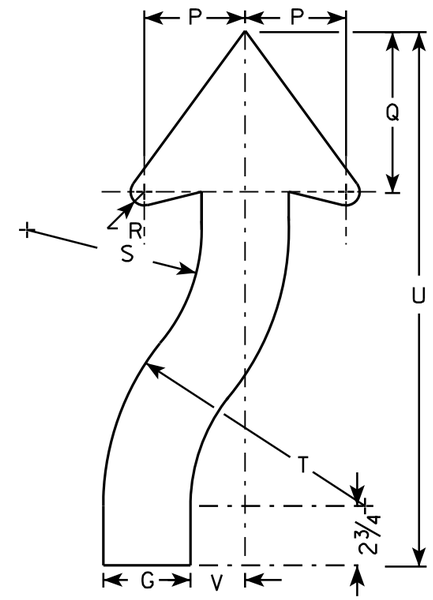
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 453	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

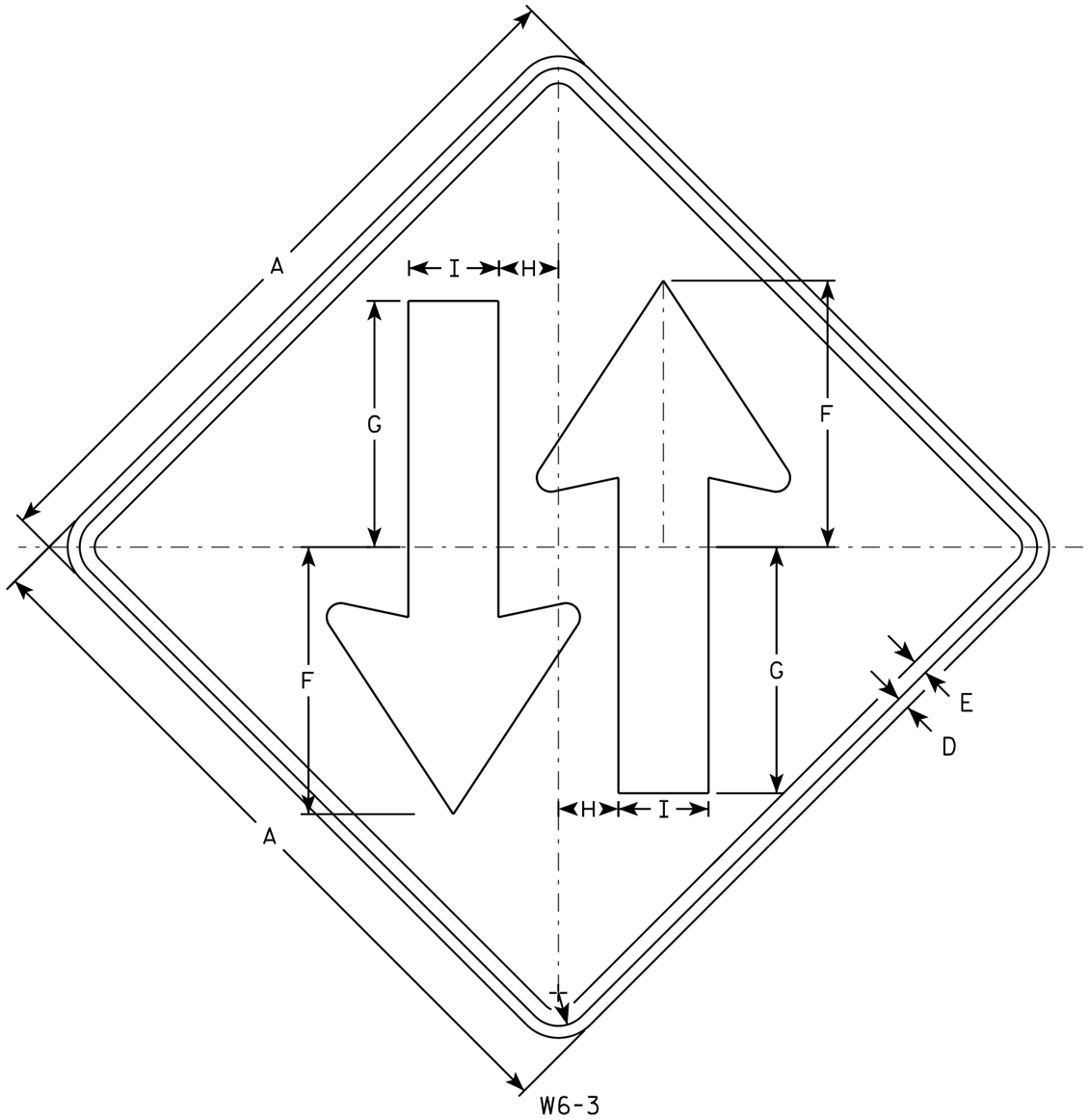
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 454	E

7

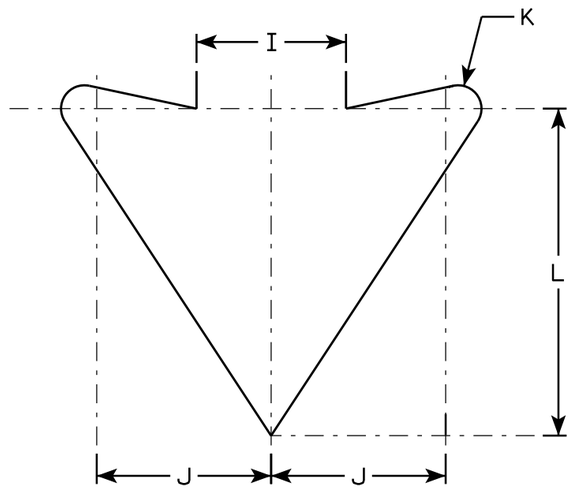
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



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

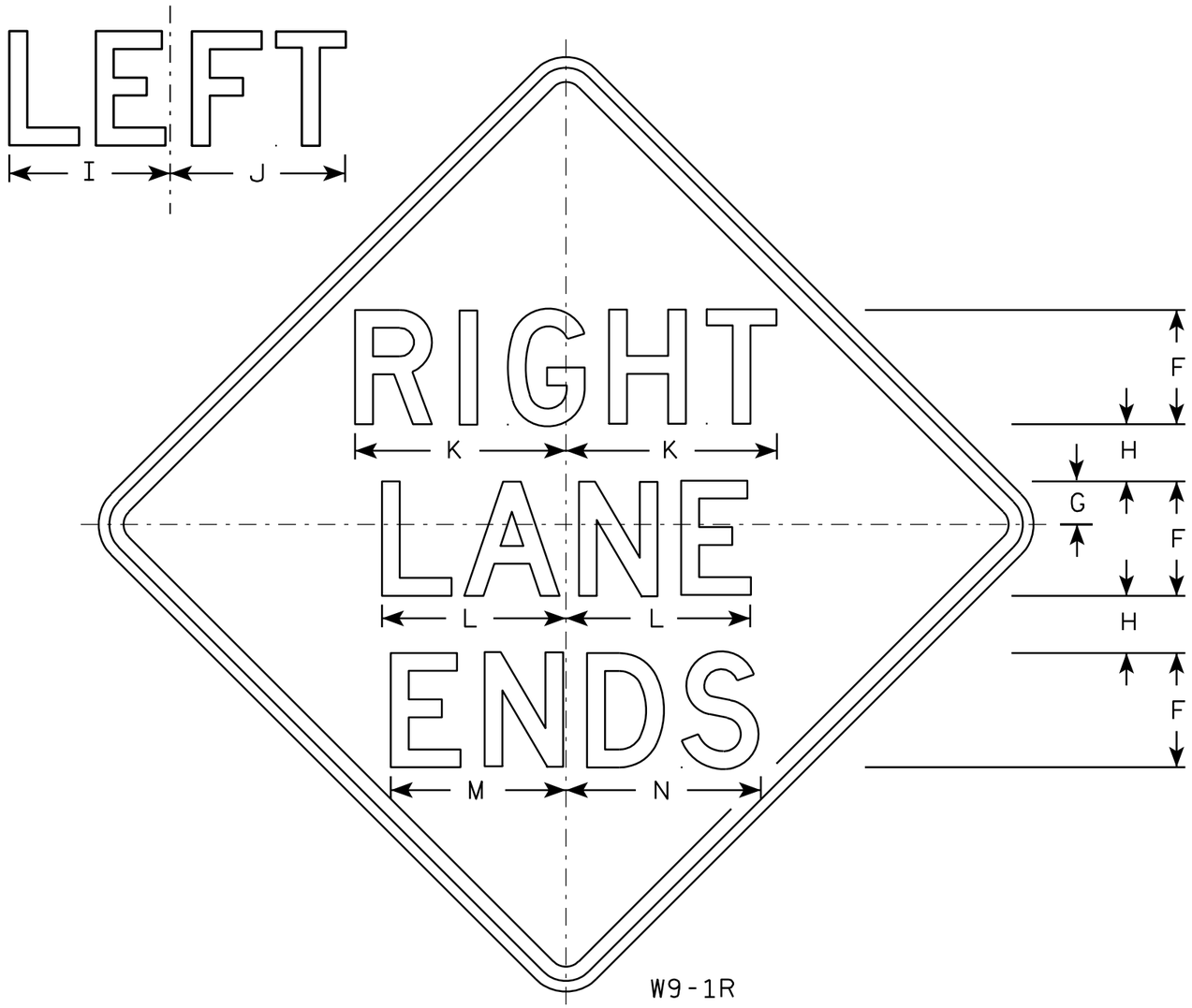
WISCONSIN DEPT OF TRANSPORTATION

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



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

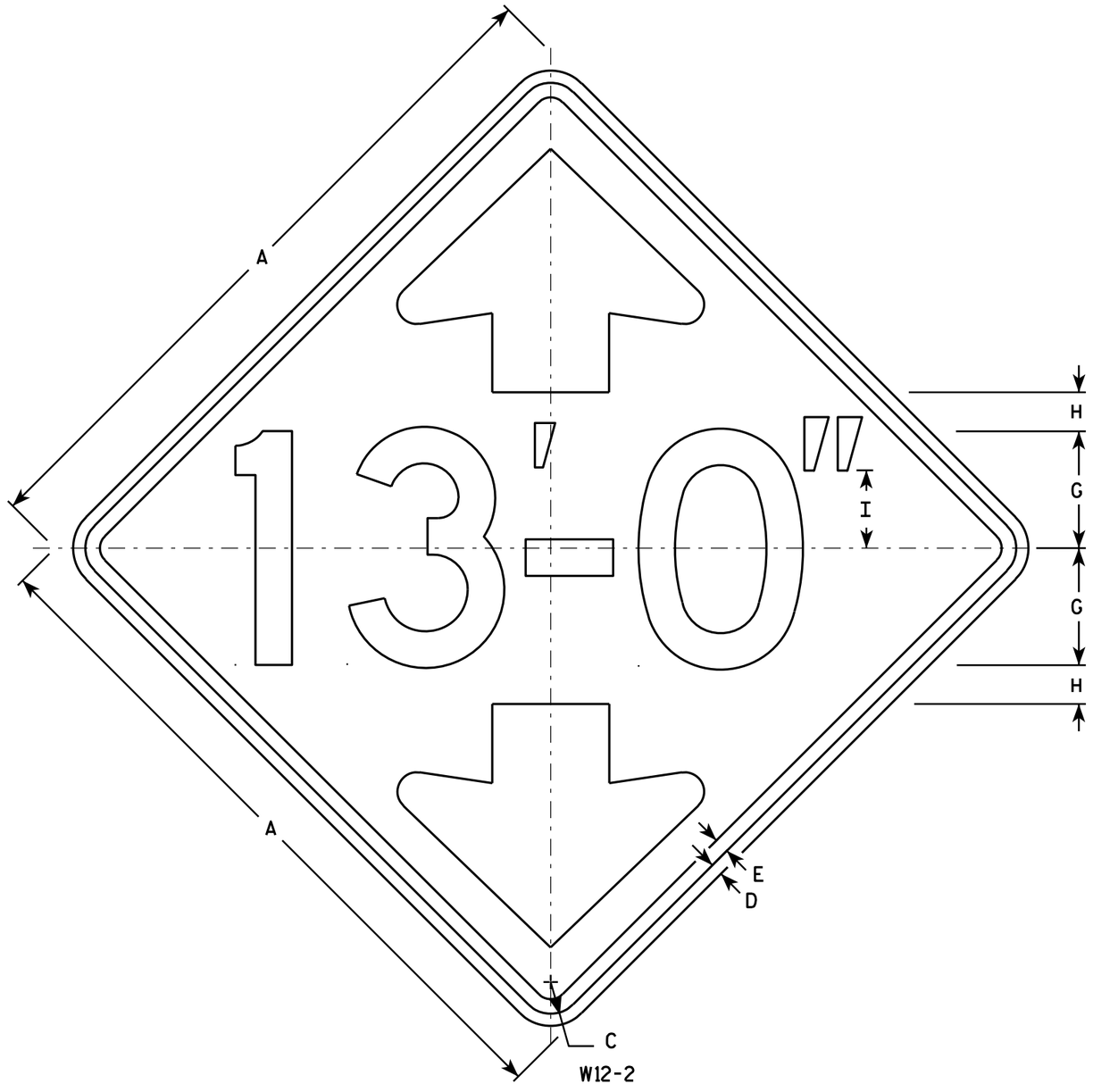
DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

SHEET NO: 456 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

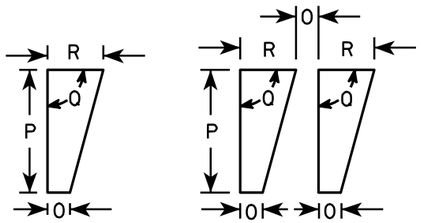
WISDOT/CADDS SHEET 42



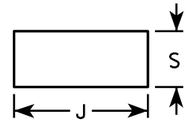
NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing of numerals, hyphen, foot & inch marks to achieve proper balance.

Arrow Detail



Foot Mark & Inch Mark Detail



Hyphen 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		5	1 5/8	3 3/8	3 3/4	6 5/8	5 3/4	3/4	2 1/2	1/2	2 1/4	90°	1	1 5/8								6.25
2S	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
2M	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
3	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
4	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
5	48		2 1/4	3/4	1		8	2 5/8	5 1/2	5 7/8	10 5/8	9 1/4	1 3/8	4	5/8	3 5/8	90°	1 5/8	2 1/2								16.00

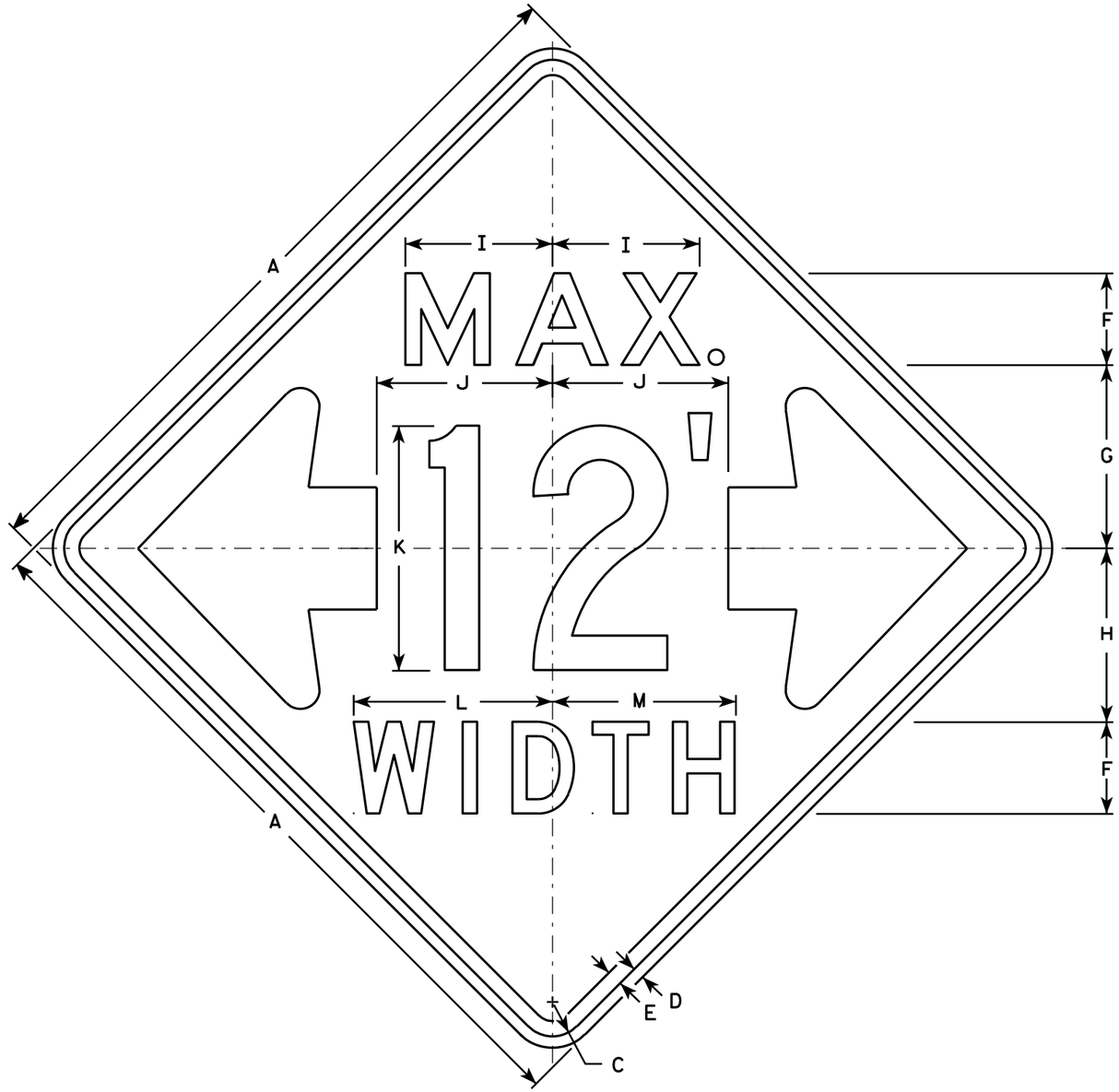
STANDARD SIGN
W12-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-2.9

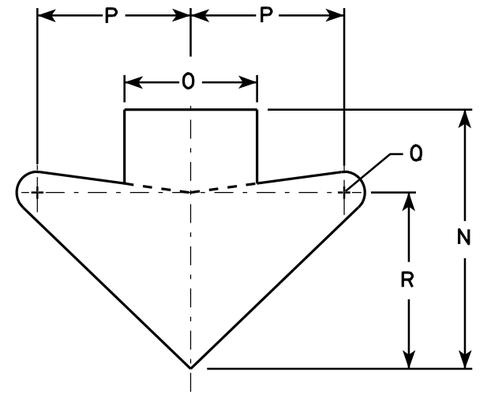
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 457	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

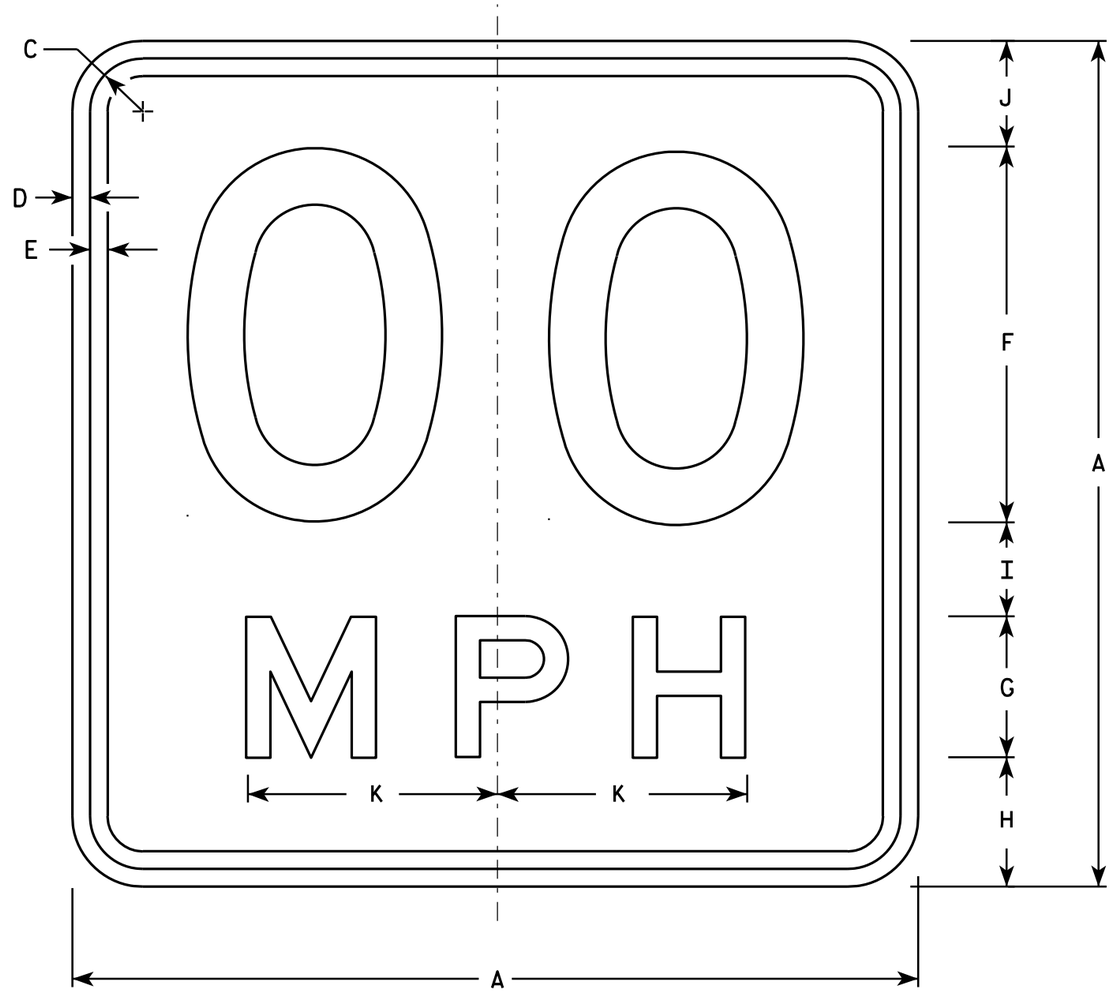
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 458 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000

WISDOT/CADDS SHEET 42

7

7



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

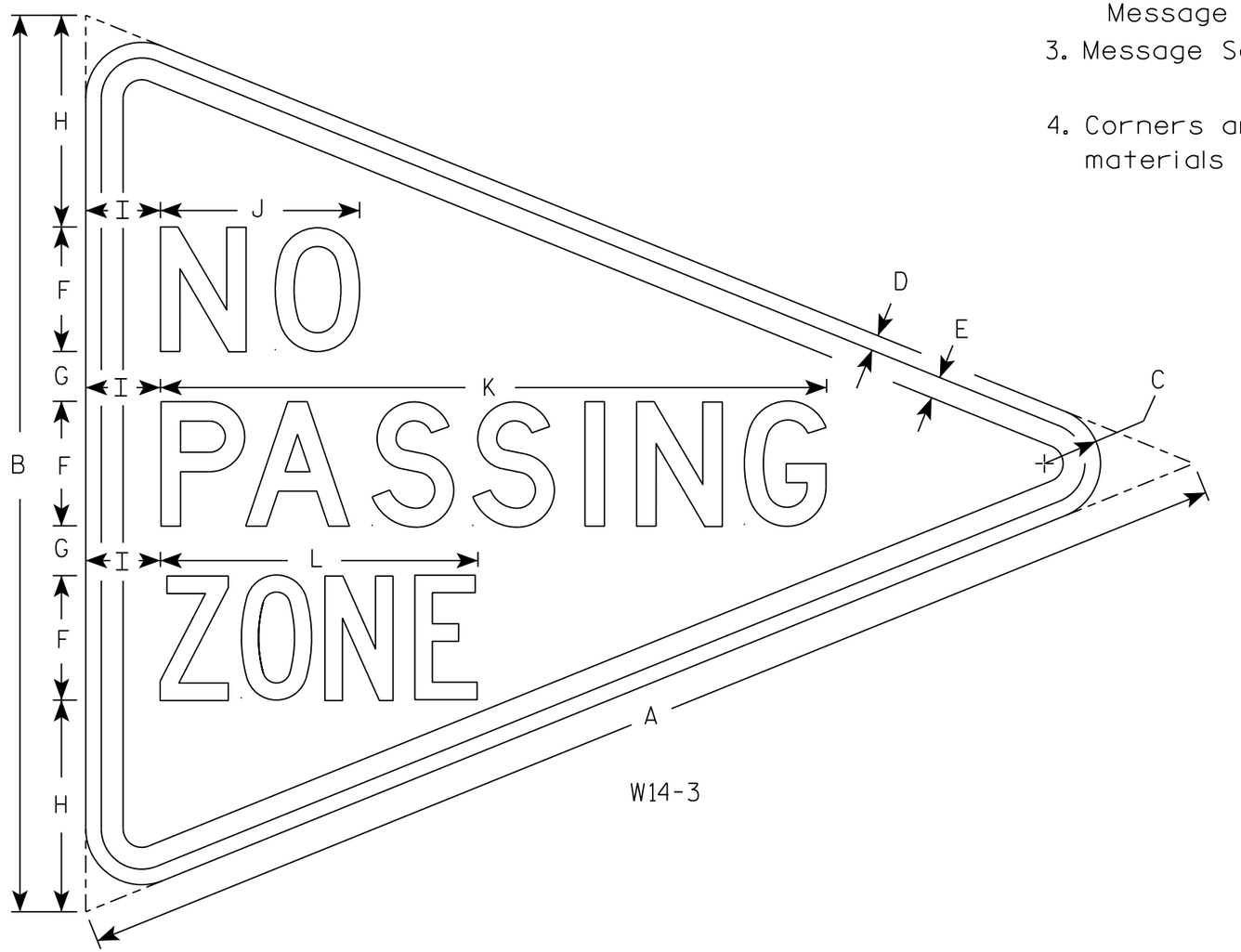
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 459 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

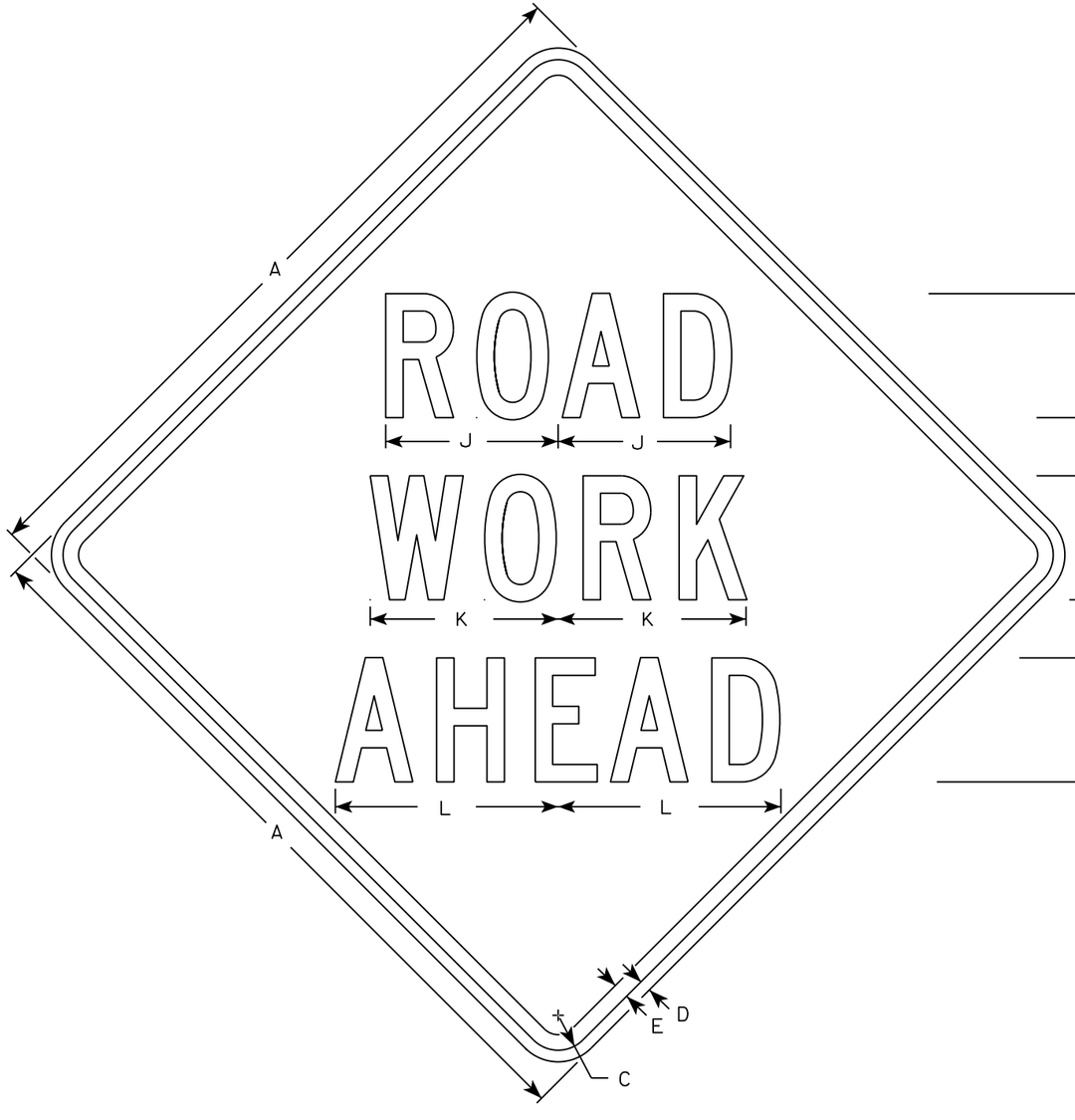
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

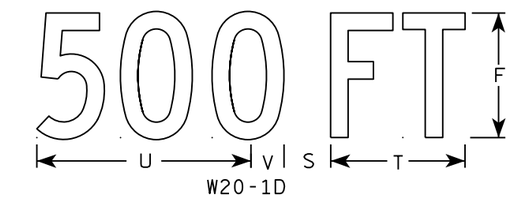
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

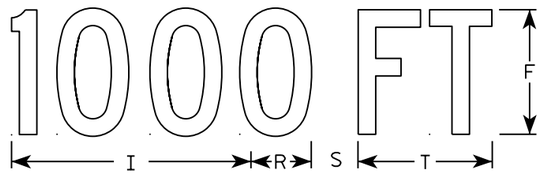
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 460 | E



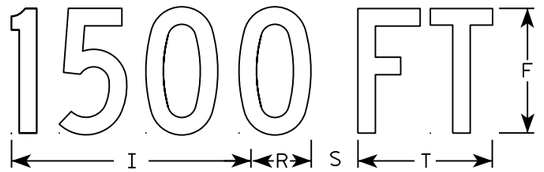
W20-1A



W20-1D



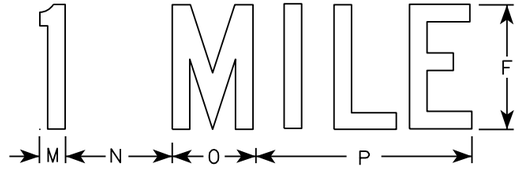
W20-1C



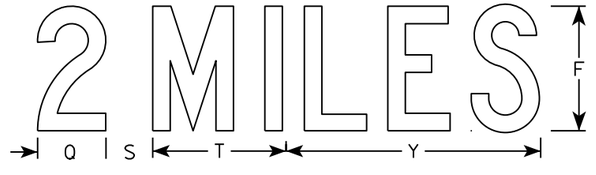
W20-1B



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

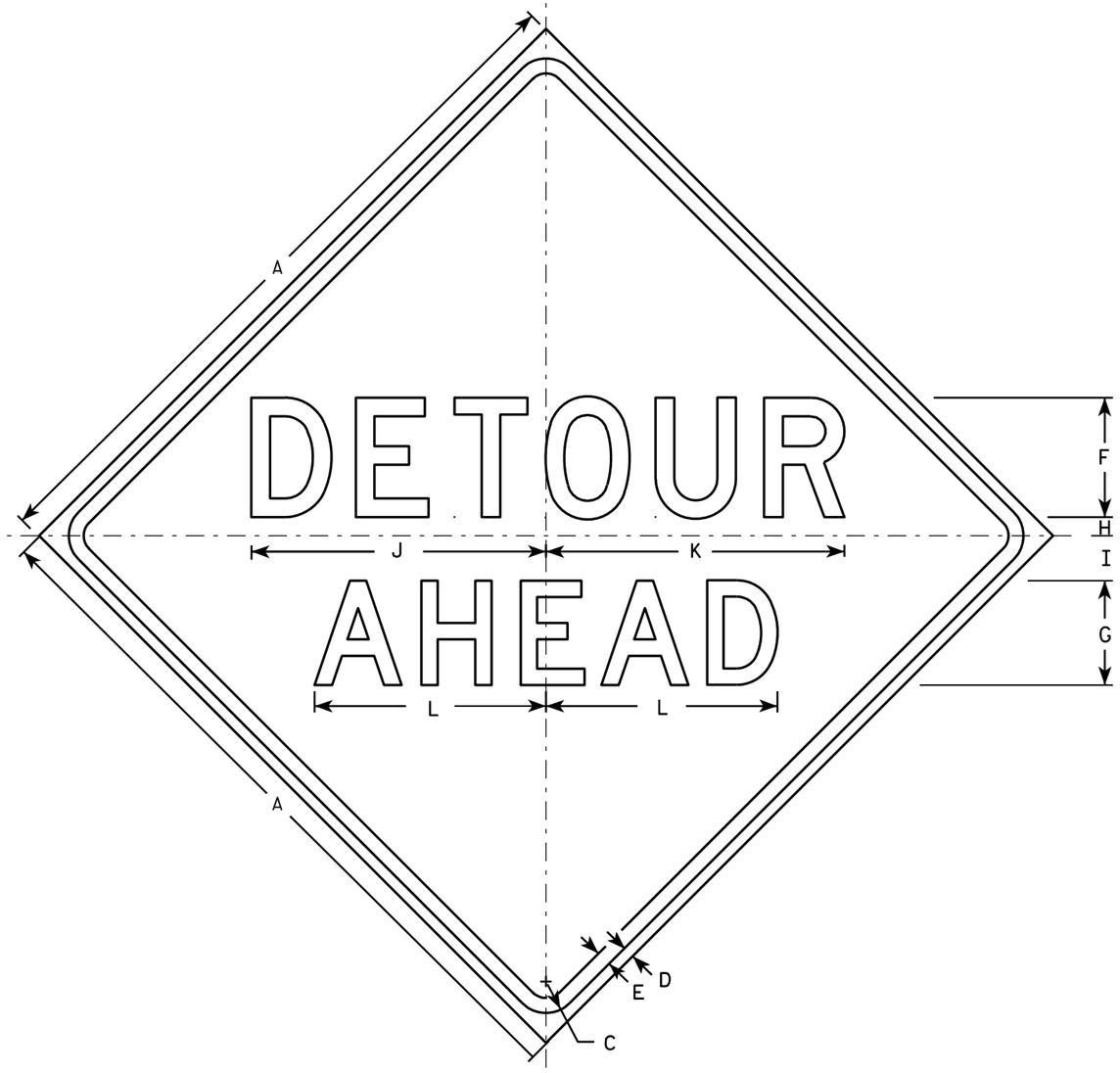
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

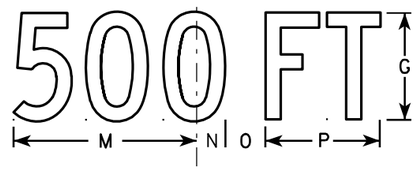
PROJECT NO:

SHEET NO: E

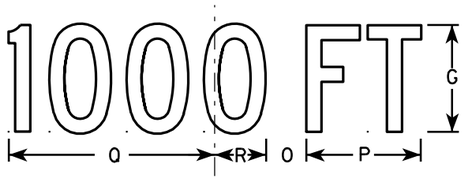
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



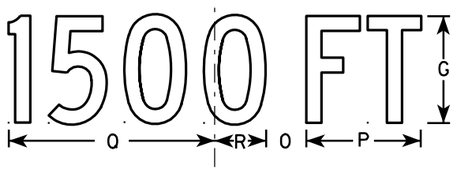
W20-2A



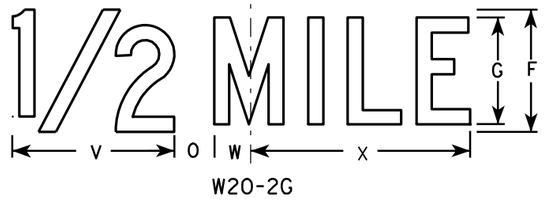
W20-2D



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

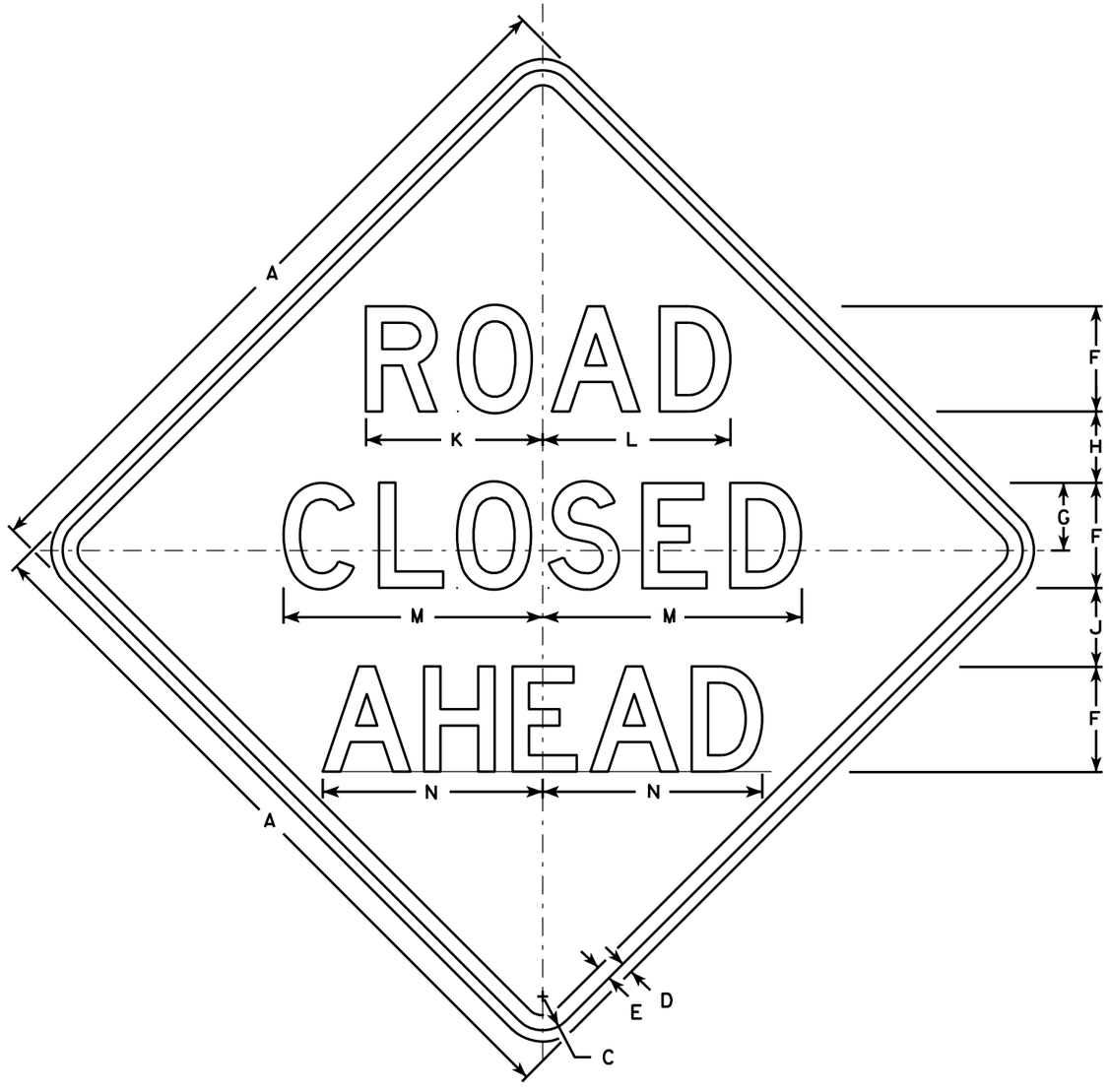
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

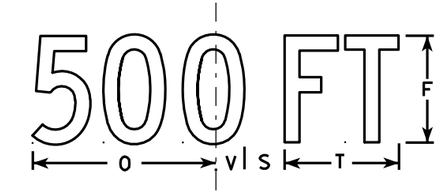
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

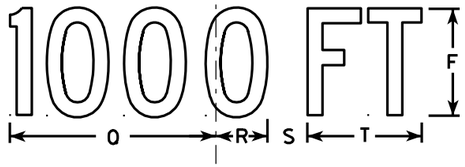
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 462 | E



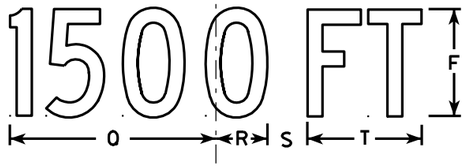
W20-3A



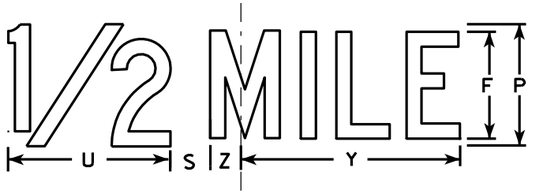
W20-3D



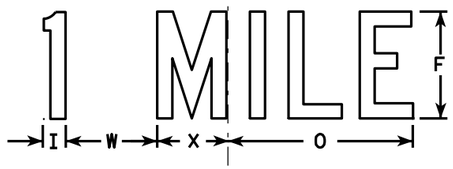
W20-3C



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

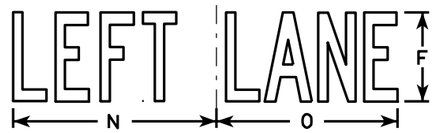
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 463 | E

7

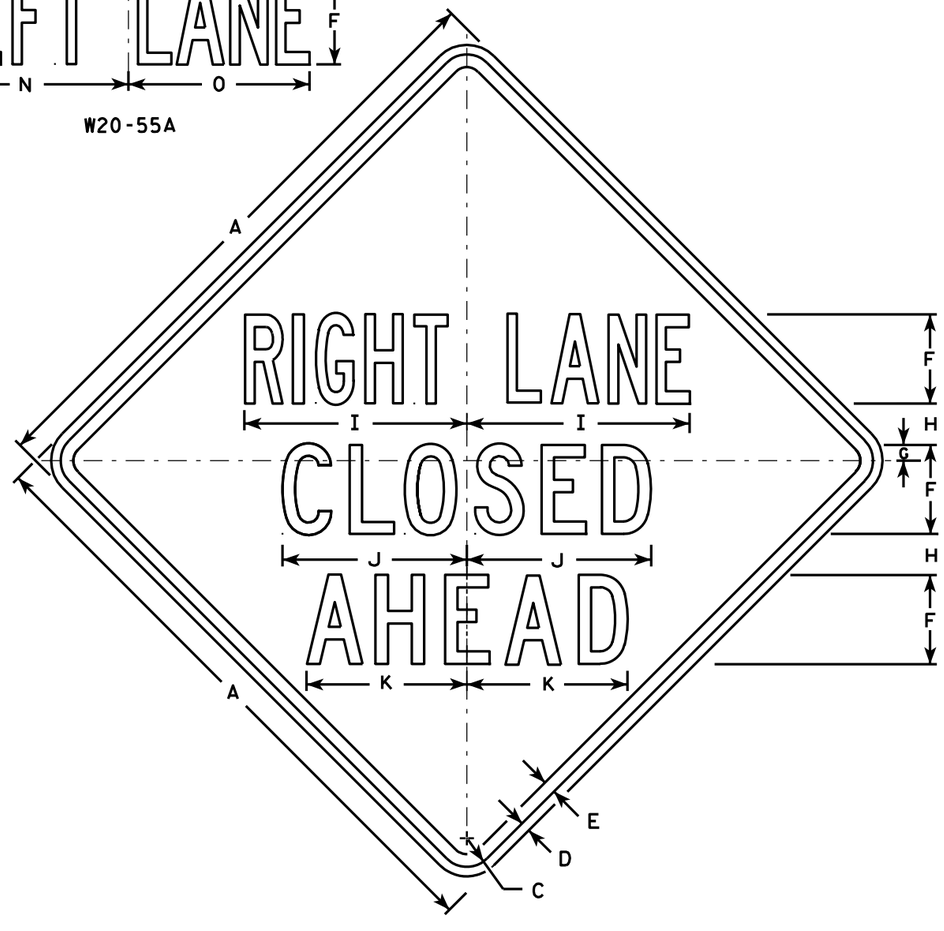
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



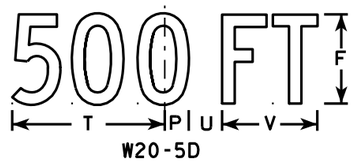
W20-56A



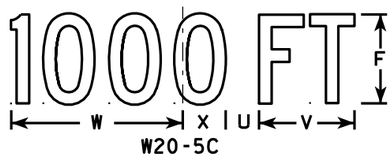
W20-55A



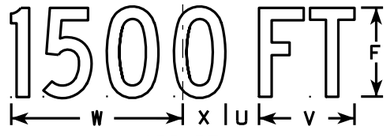
W20-5A



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

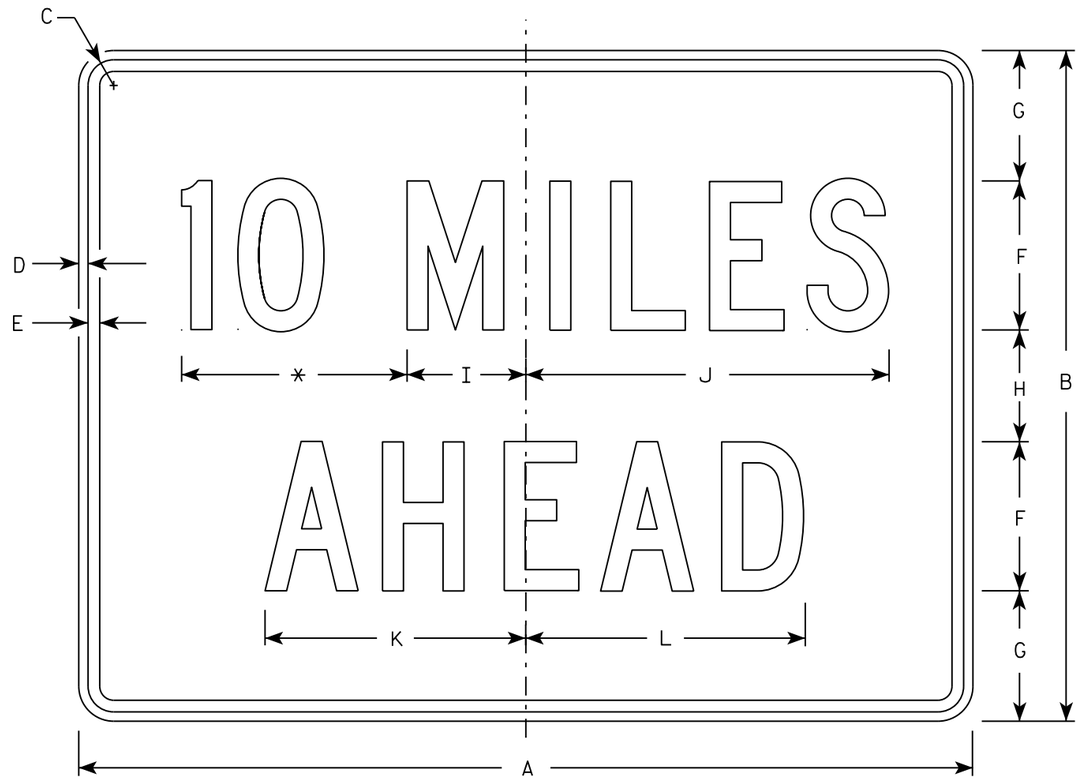
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

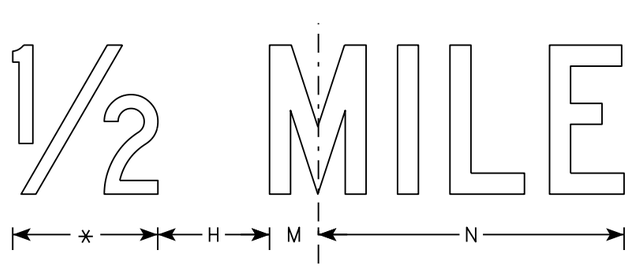
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 464	E

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



W57-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	1/2	4	3 1/2	3	3 1/8	9 3/4	7	7 1/2	1 3/8	8 1/4													3.0
2S	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2M	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
3	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W57-52

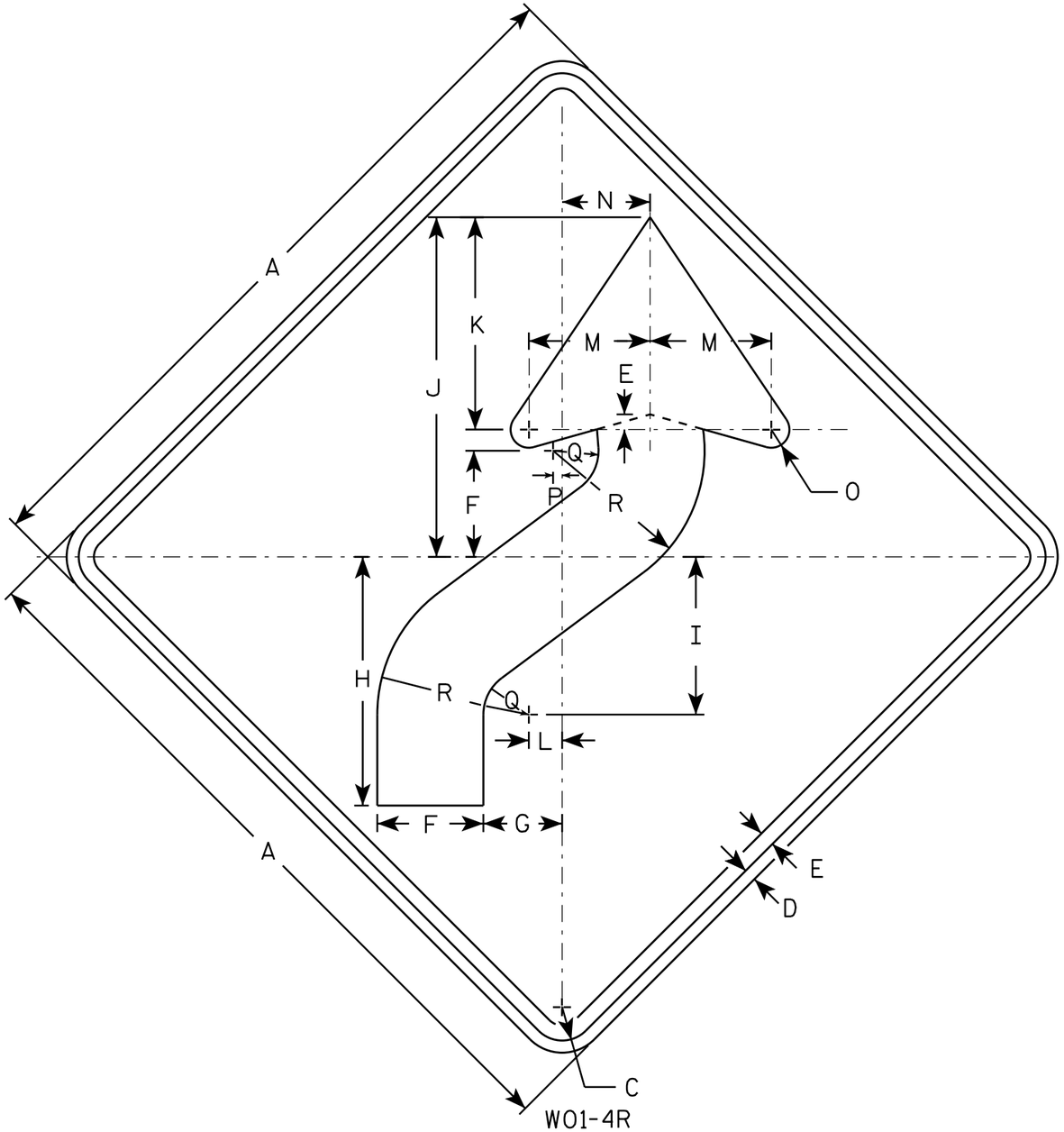
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/21/17 PLATE NO. W57-52.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 465	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W5752.DGN PLOT DATE : 21-MAR-2017 08:50 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 8.131582:1.000000 WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

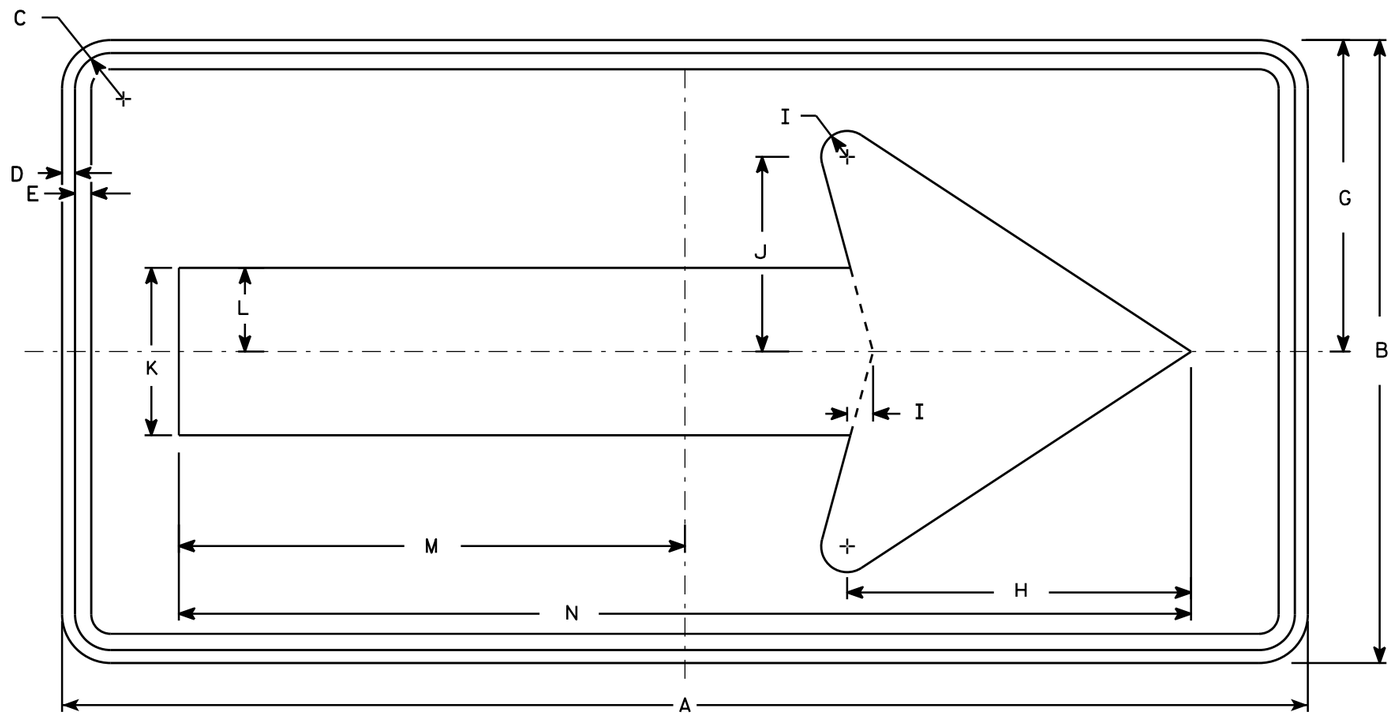
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

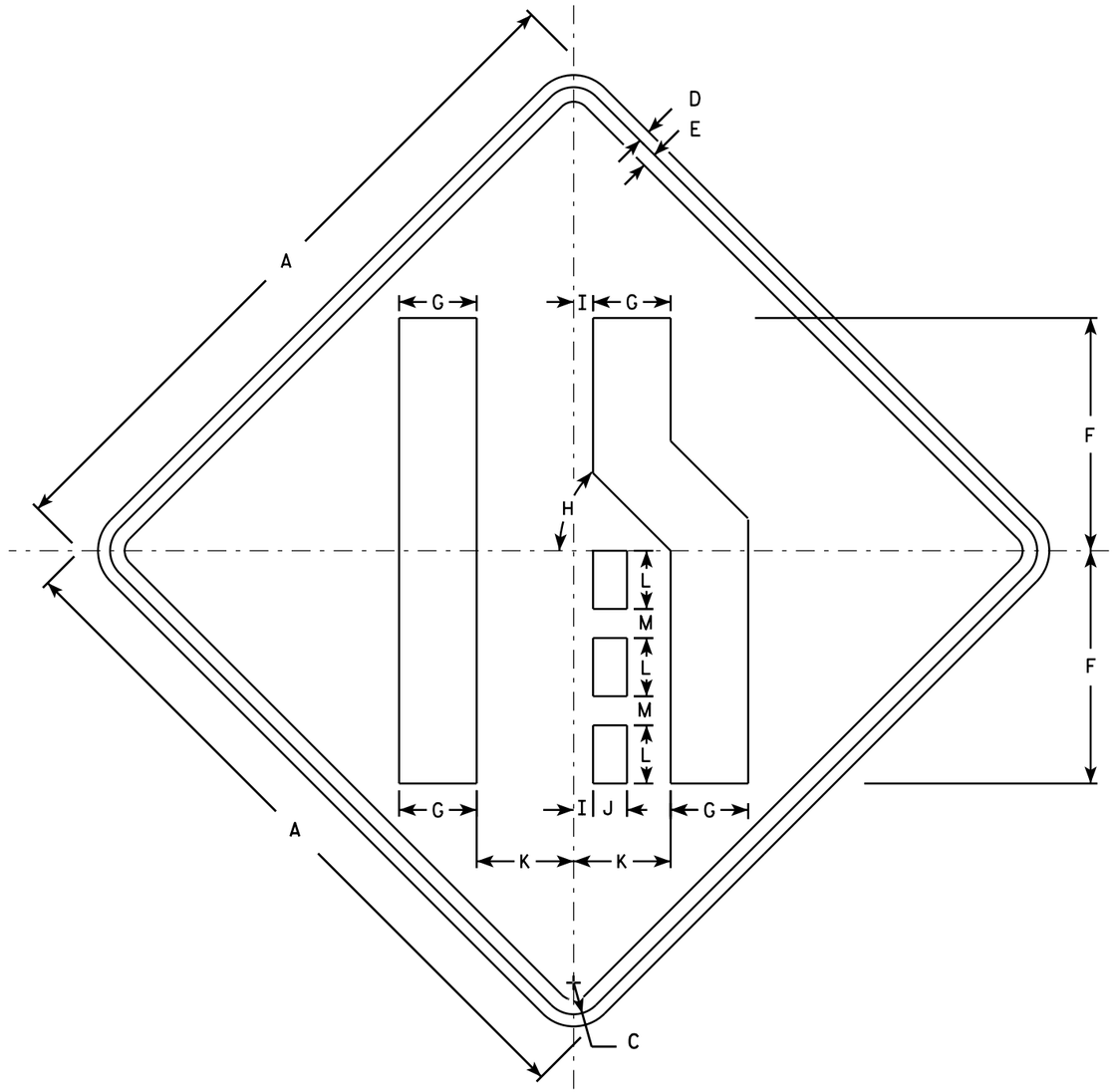
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 468 W04-2.1

PROJECT NO: | SHEET NO: E

STATE PROJECT NUMBER
1670-00-62

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS-20
INVENTORY RATING FACTOR: HS - 31
OPERATING RATING FACTOR: HS - 53
MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPET ON WINGS.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DEFINED BY A 1" DEEP SAWCUT.

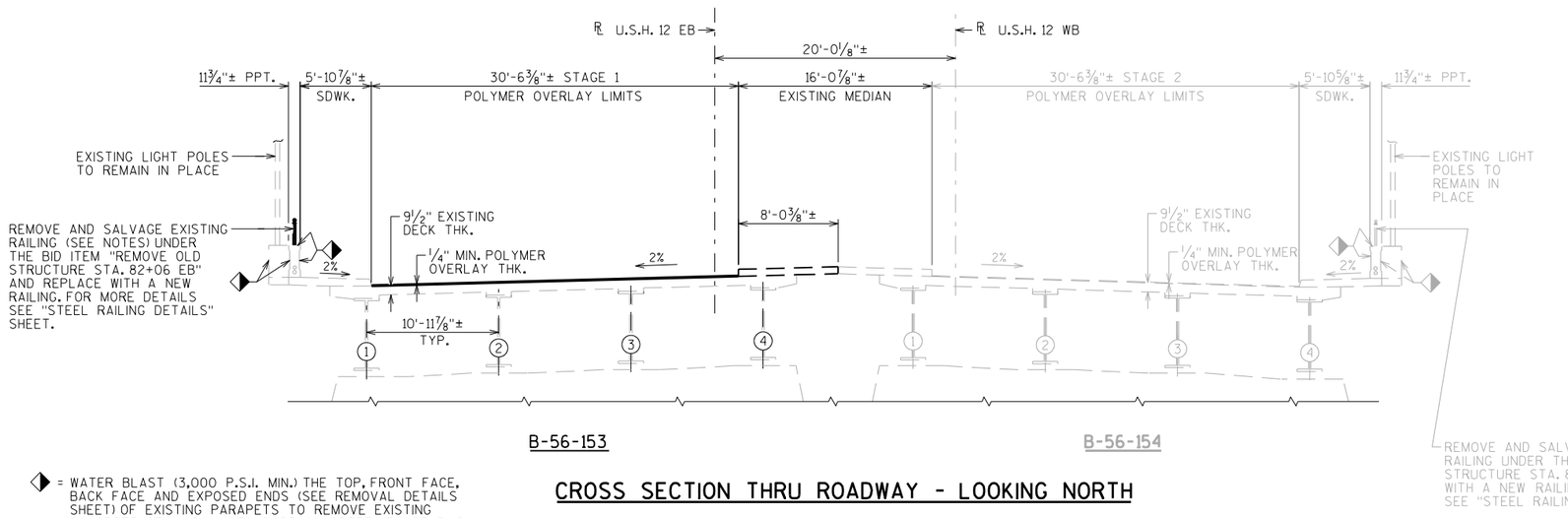
PREPARATION DECKS TYPE 1 ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER.

PREPARATION REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

REMOVE AND SALVAGE THE EXISTING RAILINGS (INCLUDES RAILS, POSTS AND ALL ASSOCIATED HARDWARE). AFTER REMOVAL, THE RAILINGS ARE TO BE SET ASIDE AND SHALL REMAIN THE PROPERTY OF THE STATE OF WISCONSIN. THE CONTRACTOR WILL COORDINATE WITH SAUK COUNTY HIGHWAY DEPARTMENT, AS TO WHEN THE RAILING ARE READY TO BE PICKED UP. THIS SHALL BE INCIDENTAL TO "REMOVING OLD STRUCTURE STA. 82+06 EB".

TRAFFIC VOLUME

USH 12 EB LANES
ADT = 21,000 (2018)
R.D.S. = 45 M.P.H.



◆ = WATER BLAST (3,000 P.S.I. MIN.) THE TOP, FRONT FACE, BACK FACE AND EXPOSED ENDS (SEE REMOVAL DETAILS SHEET) OF EXISTING PARAPETS TO REMOVE EXISTING CONCRETE STAIN DOWN TO BARE CONCRETE. TO BE PAID FOR UNDER THE BID ITEM "CLEANING CONCRETE". SEE SPECIAL PROVISION FOR DETAILS.

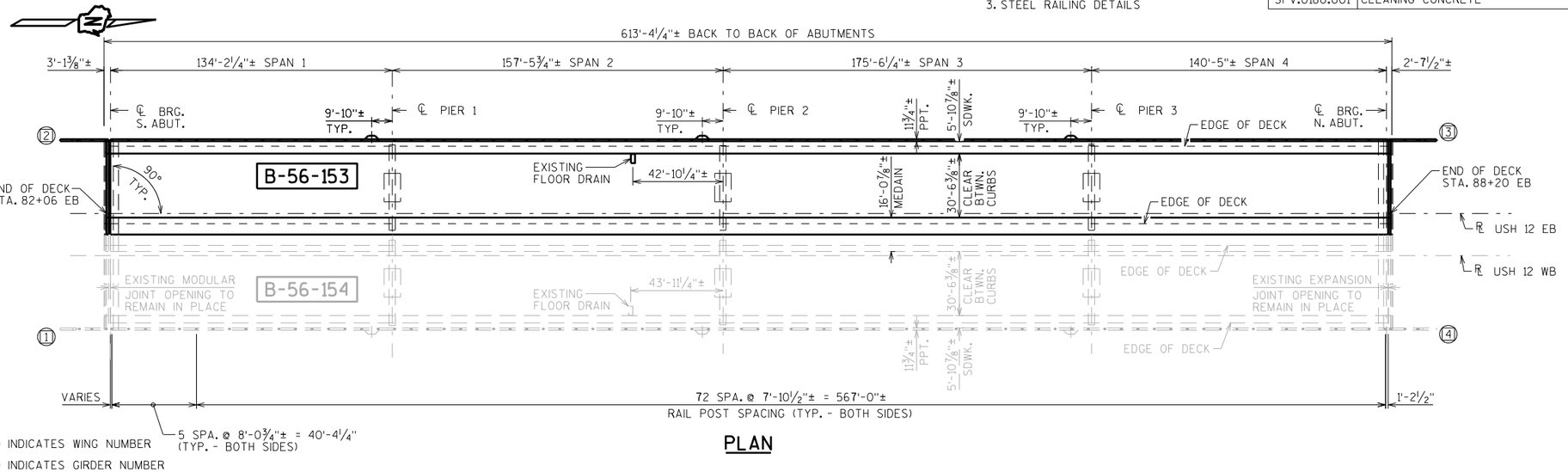
CROSS SECTION THRU ROADWAY - LOOKING NORTH

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0200.001	REMOVING OLD STRUCTURE STA. 82+06 EB	LS	1
502.3210	PIGMENTED SURFACE SEALER	SY	456
509.0301	PREPARATION DECKS TYPE 1	SY	5
509.5100.S	POLYMER OVERLAY	SY	2,075
513.7016.001	RAILING STEEL TYPE C3 B-56-153	LF	637
SPV.0035.001	CONCRETE MASONRY DECK REPAIR	CY	1
SPV.0090.001	SAWING PAVEMENT DECK PREPARATION AREAS	LF	60
SPV.0105.105	CONTAINMENT COLLECTION AND DISPOSAL OF WASTE MATERIALS B-56-153	LS	1
SPV.0180.001	CLEANING CONCRETE	SY	508

LIST OF DRAWINGS

1. POLYMER OVERLAY
2. REMOVAL DETAILS
3. STEEL RAILING DETAILS



(1) INDICATES WING NUMBER
1 INDICATES GIRDER NUMBER

PLAN

STRUCTURE DESIGN CONTACTS:
STEVE DOOCY (608) 261-6063
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES
ACCEPTED William C. Dreher 5/2/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-56-153

USH 12 EB OVER BARABOO RIVER AND UPRR/WSOR

COUNTY	TOWN/CITY/VILLAGE
SAUK	WEST BARABOO

DESIGN SPEC. REHABILATATION N/A

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
SAD	—	DDS	SAD

POLYMER OVERLAY

SHEET 1 OF 3

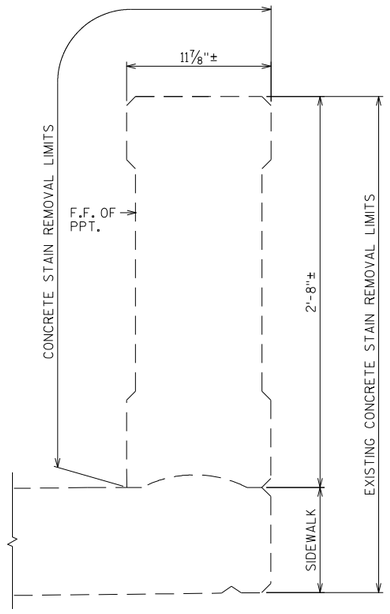
469

I.D. 1670-00-32A

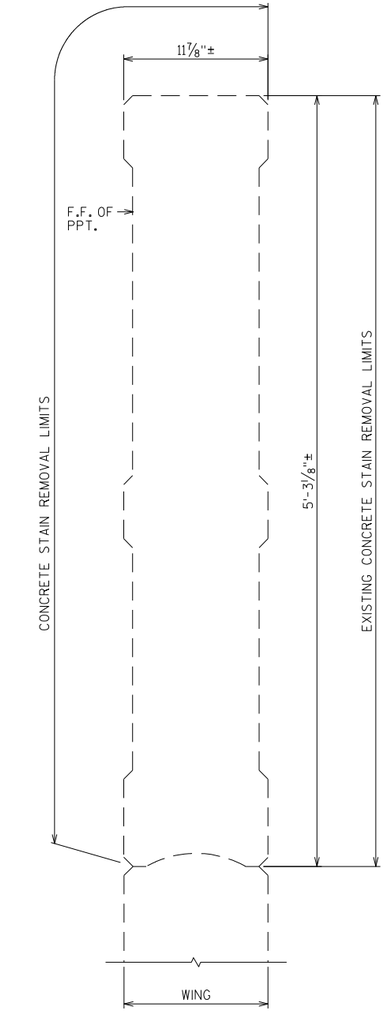
DATE: JAN. 2016

SCALE = 6.00

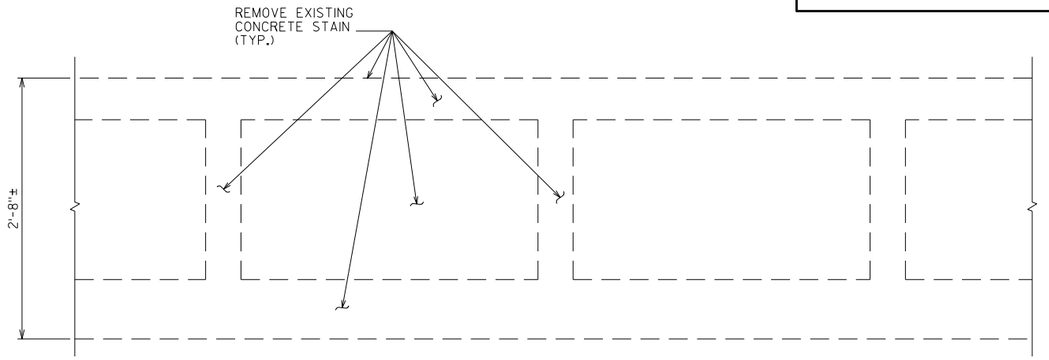
STATE PROJECT NUMBER
1670-00-62



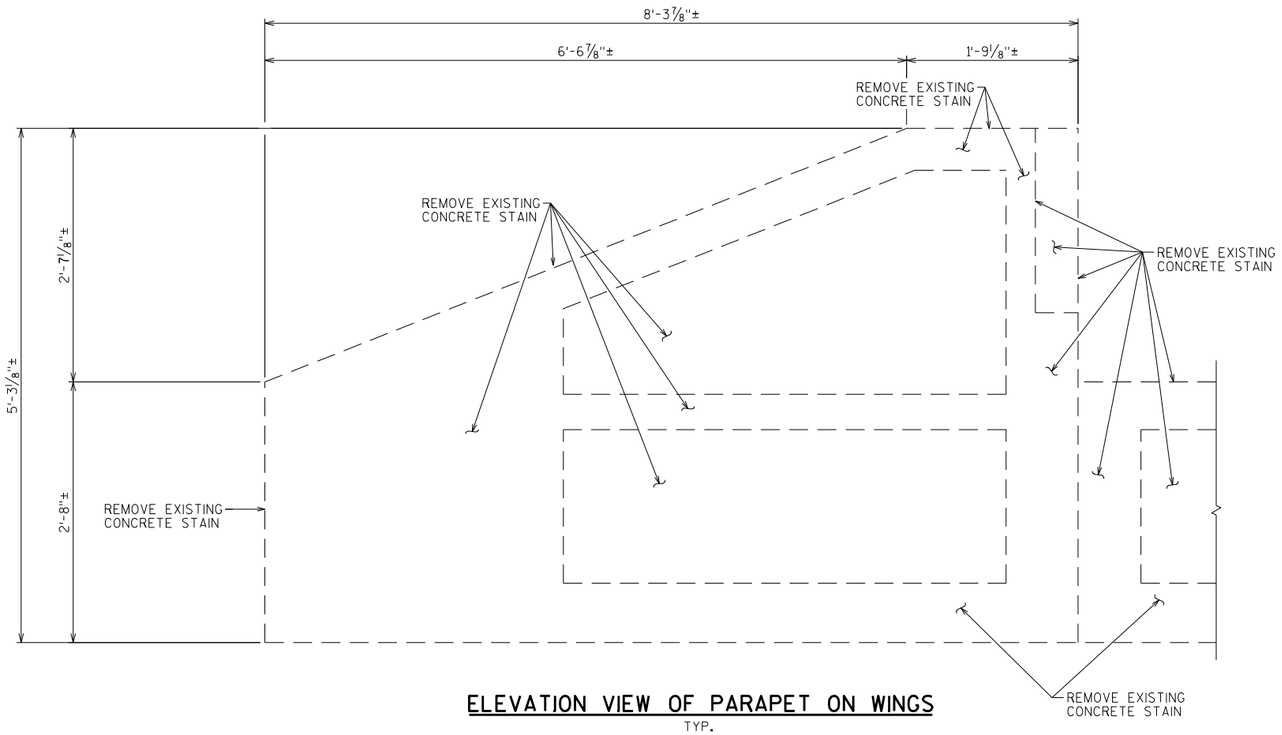
SECTION THRU PARAPET ON BRIDGE
TYP.



SECTION THRU PARAPET ON WINGS
TYP.



ELEVATION VIEW OF PARAPET ON BRIDGE



ELEVATION VIEW OF PARAPET ON WINGS
TYP.

NOTE:

DRAWING SHALL NOT BE SCALED.

CONCRETE STAIN IS TO BE REMOVED FROM THE EXISTING PARAPETS UNDER BID ITEM "CLEANING CONCRETE"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-153

DRAWN BY DDS | PLANS CK'D. SAD

REMOVAL DETAILS

SHEET 2

470

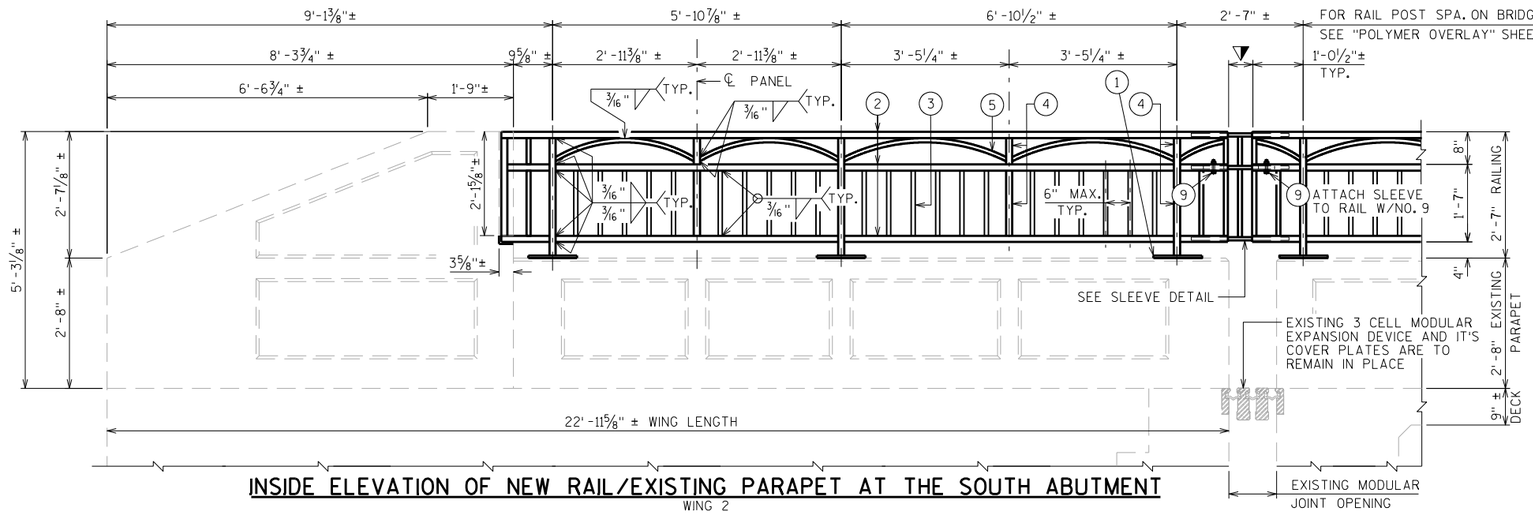
SCALE = 0.50

8

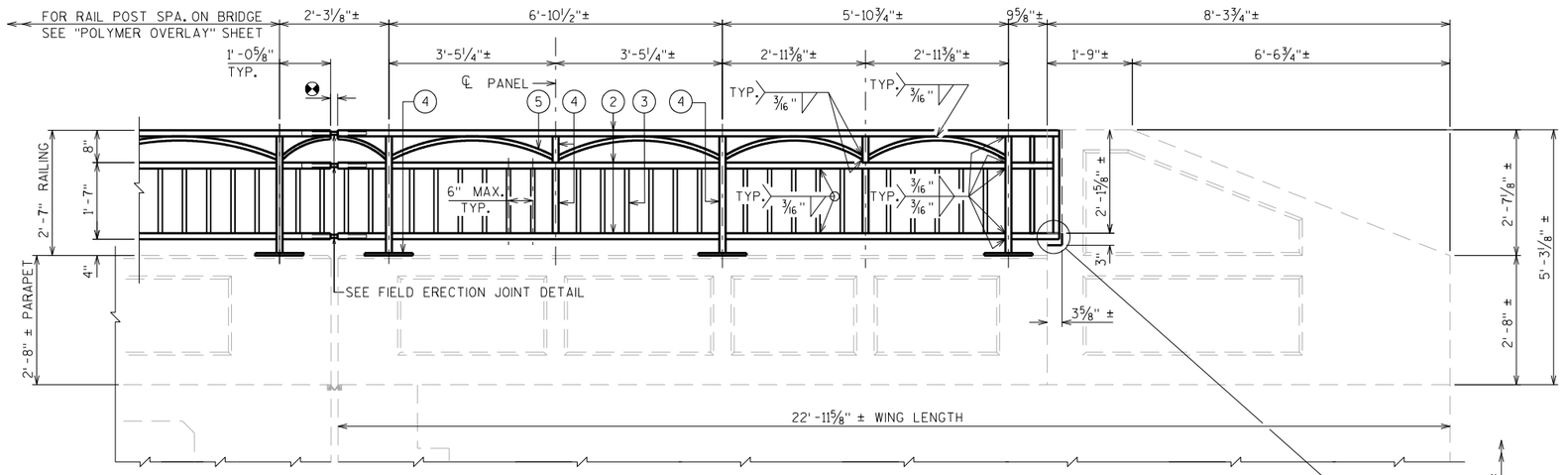
8

STATE PROJECT NUMBER

1670-00-62



INSIDE ELEVATION OF NEW RAIL/EXISTING PARAPET AT THE SOUTH ABUTMENT
WING 2



INSIDE ELEVATION OF NEW RAIL/EXISTING PARAPET AT THE NORTH ABUTMENT
WING 3

LEGEND

1. PLATE 5/8" X 9" X 1'-0" WITH 13/16" X 1 1/2" SLOTTED HOLES.
2. STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 4 & NO. 5.
3. BAR 1" X 1 1/2" PICKETS. WELD TO NO. 2. PLACE VERTICAL. SPACED AT 6" MAX. FROM ℄ TO ℄.
4. STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 1, 2 & 5.
5. BAR 1" X 1". BEND TO REQUIRED RADIUS, WELD TO NO. 2 & 4.
6. RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".
7. BAR 2 1/2" X 1" X 5 1/2".
8. BAR 2 1/2" X 1" X 1'-3".
9. 1/2" DIA. STAINLESS STEEL BOLT WITH NUT AND LOCKWASHER.
10. 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP (ALTERNATE RAIL POST ANCHORAGE: 4 EQUIVALENT STAINLESS STEEL CONCRETE MASONRY ANCHORS TYPE S 5/8-INCH. EMBED 7" IN CONCRETE FOR RAILS POSTS. EMBED 5" IN CONCRETE FOR END RAILS.)

RAILING NOTES

DRAWING SHALL NOT BE SCALED.

BID ITEM SHALL BE "RAILING STEEL TYPE C3 B-56-153", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

CUT OFF EXISTING ANCHORAGES IN PARAPET AT APPROXIMATELY 1/8" BELOW THE TOP OF PARAPET. COAT ENDS OF EXPOSED REINFORCEMENT WITH A NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

NEW ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

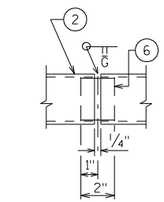
CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 9 & 10) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

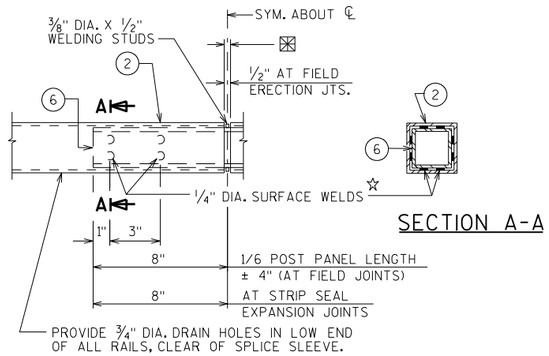
VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



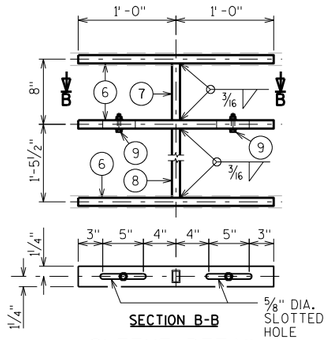
SHOP RAIL SPLICE DETAIL
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



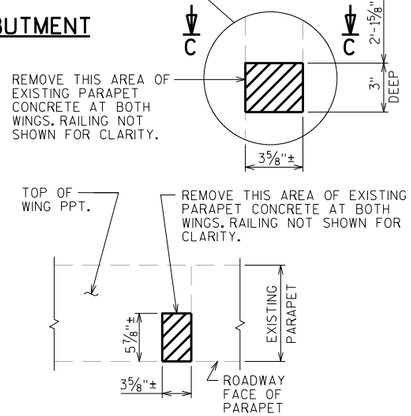
SECTION A-A

☒ ROADWAY OPENING OR 2 1/2" MIN. FOR STRIP SEAL EXPANSION JOINT.

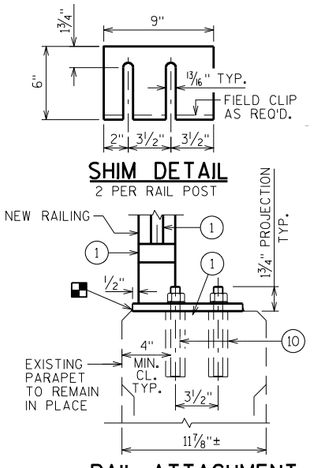
☢ FIELD ERECTION JOINT DETAIL
☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



▼ SLEEVE DETAIL
(AT MODULAR EXP. JT.)

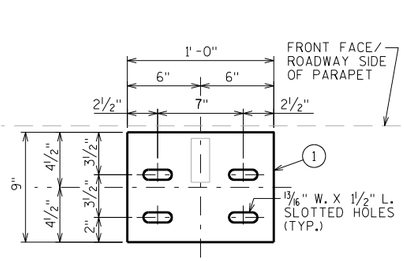


SECTION C-C



SHIM DETAIL
2 PER RAIL POST

RAIL ATTACHMENT DETAIL



BASE PLATE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-153

DRAWN BY DDS | PLANS CK'D. SAD

STEEL RAILING DETAILS

SHEET 3

471

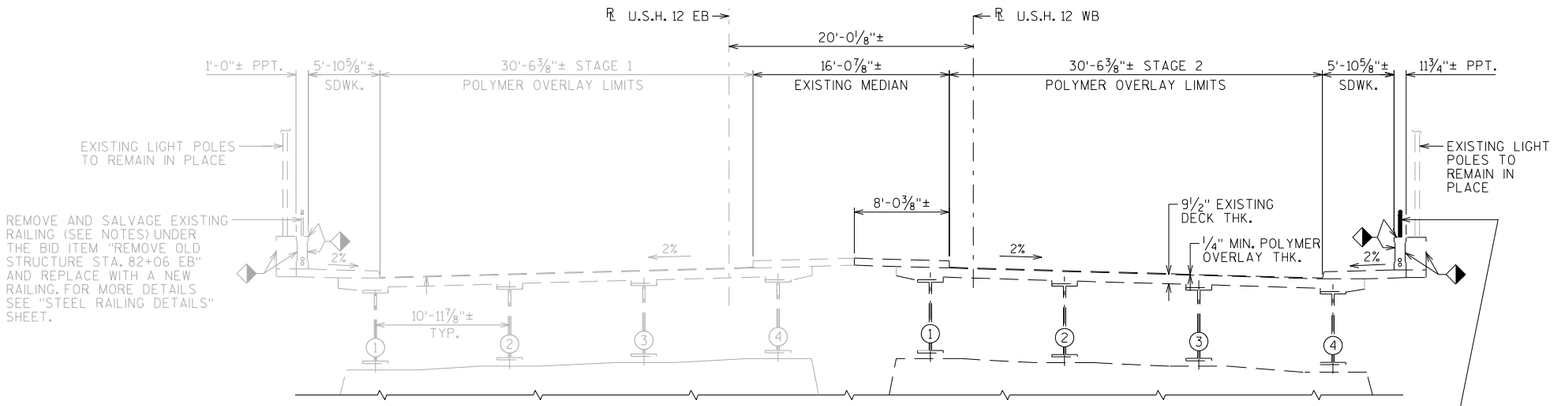
SCALE = 1.50

8

8

STATE PROJECT NUMBER

1670-00-62



◆ = WATER BLAST (3,000 P.S.I. MIN.) THE TOP, FRONT FACE, BACK FACE AND EXPOSED ENDS (SEE REMOVAL DETAILS SHEET) OF EXISTING PARAPETS TO REMOVE EXISTING CONCRETE STAIN DOWN TO BARE CONCRETE. TO BE PAID FOR UNDER THE BID ITEM "CLEANING CONCRETE". SEE SPECIAL PROVISION FOR DETAILS.

CROSS SECTION THRU ROADWAY - LOOKING NORTH

REMOVE AND SALVAGE (SEE NOTES) EXISTING RAILING UNDER THE BID ITEM "REMOVE OLD STRUCTURE STA. 82+06 EB" AND REPLACE WITH A NEW RAILING. FOR MORE DETAILS SEE "STEEL RAILING DETAILS" SHEET.

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS-20
INVENTORY RATING FACTOR: HS - 34
OPERATING RATING FACTOR: HS - 54
MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPET ON WINGS.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DEFINED BY A 1" DEEP SAWCUT.

PREPARATION DECKS TYPE 1 ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER.

PREPARATION REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

REMOVE AND SALVAGE THE EXISTING RAILINGS (INCLUDES RAILS, POSTS AND ALL ASSOCIATED HARDWARE). AFTER REMOVAL, THE RAILINGS ARE TO BE SET ASIDE AND SHALL REMAIN THE PROPERTY OF THE STATE OF WISCONSIN. THE CONTRACTOR WILL COORDINATE WITH SAUK COUNTY HIGHWAY DEPARTMENT, AS TO WHEN THE RAILING ARE READY TO BE PICKED UP. THIS SHALL BE INCIDENTAL TO "REMOVING OLD STRUCTURE STA. 82+06 EB".

TRAFFIC VOLUME

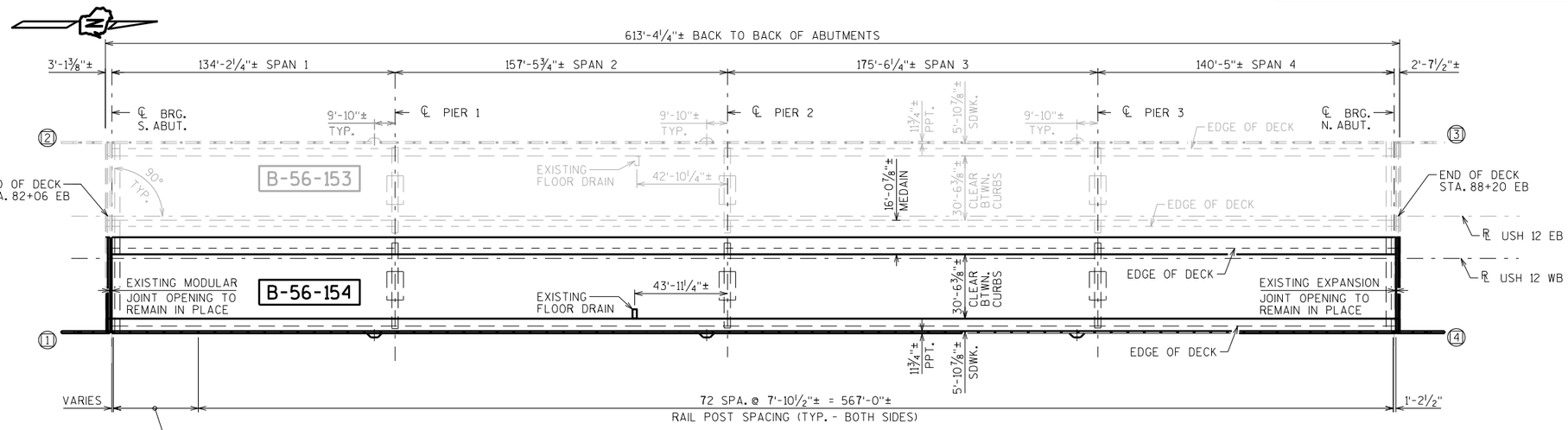
USH 12 WB LANES
ADT = 21,000 (2018)
R.D.S. = 45 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0200.002	REMOVING OLD STRUCTURE STA. 82+06 EB	LS	1
502.3210	PIGMENTED SURFACE SEALER	SY	456
509.0301	PREPARATION DECKS TYPE 1	SY	5
509.5100.S	POLYMER OVERLAY	SY	2,075
513.7016.002	RAILING STEEL TYPE C3 B-56-154	LF	637
SPV.0035.001	CONCRETE MASONRY DECK REPAIR	CY	1
SPV.0090.001	SAWING PAVEMENT DECK PREPARATION AREAS	LF	60
SPV.0105.106	CONTAINMENT, COLLECTION AND DISPOSAL OF WASTE MATERIALS B-56-154	LS	1
SPV.0180.001	CLEANING CONCRETE	SY	508

LIST OF DRAWINGS

1. POLYMER OVERLAY
2. REMOVAL DETAILS
3. STEEL RAILING DETAILS



(11) INDICATES WING NUMBER
(1) INDICATES GIRDER NUMBER

PLAN

STRUCTURE DESIGN CONTACTS:
STEVE DOOCY (608) 261-6063
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED William C. Dreher 5/2/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-56-154

USH 12 WB OVER BARABOO RIVER AND UPRR/WSOR

COUNTY: SAUK
~~TOWN/CITY~~/VILLAGE: WEST BARABOO
DESIGN SPEC.: REHABILATATION N/A
DESIGNED BY: SAD
DESIGNED CK'D.: ____
DRAWN BY: DDS
PLANS CK'D.: SAD

POLYMER OVERLAY

SHEET 1 OF 3

472

I.D. 1670-00-32B

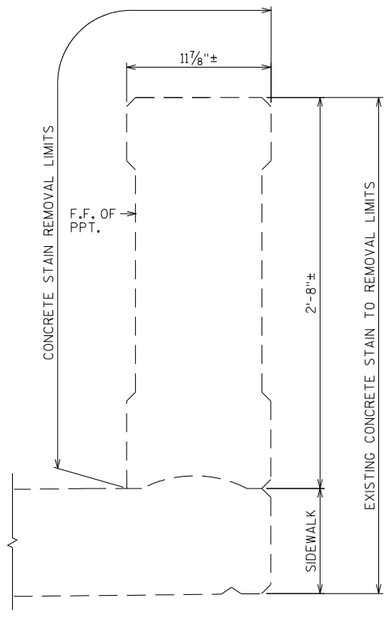
DATE: JAN. 2016

SCALE = 6.00

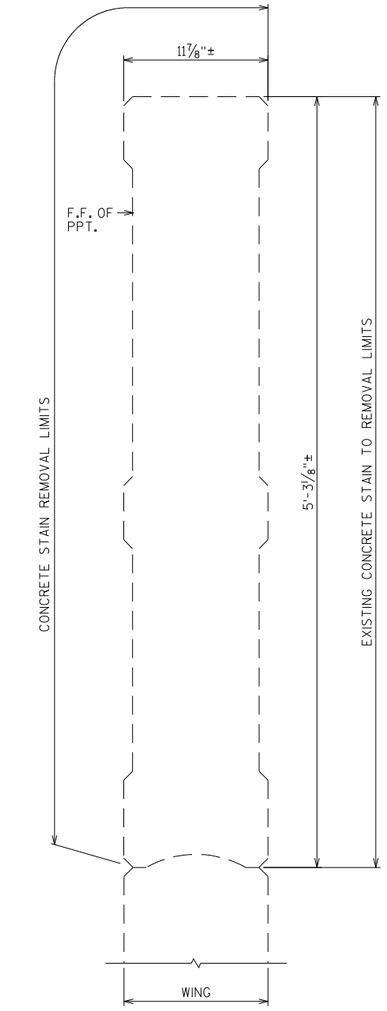
8

8

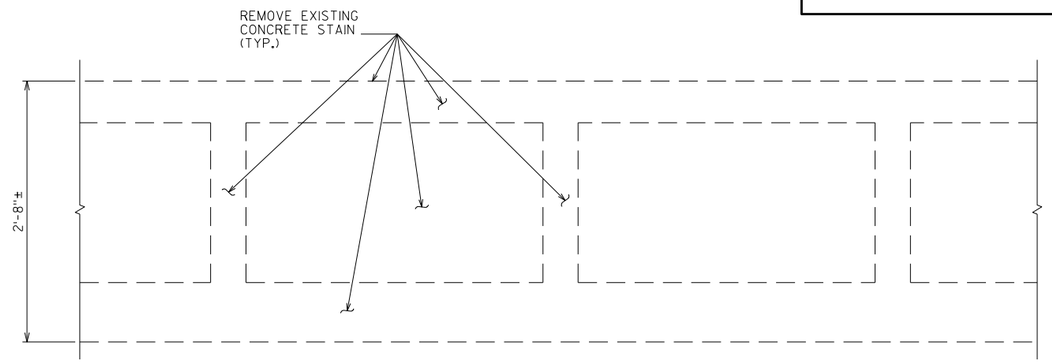
STATE PROJECT NUMBER
1670-00-62



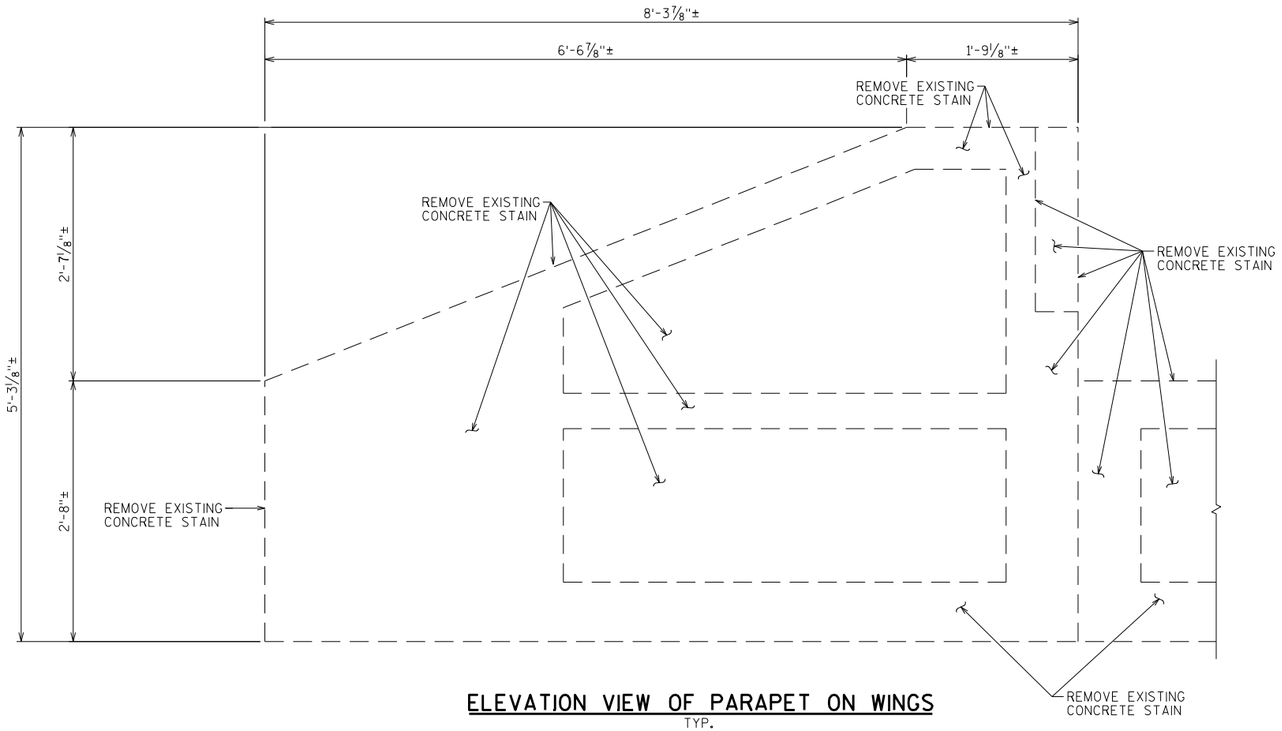
SECTION THRU PARAPET ON BRIDGE
TYP.



SECTION THRU PARAPET ON WINGS
TYP.



ELEVATION VIEW OF PARAPET ON BRIDGE



ELEVATION VIEW OF PARAPET ON WINGS
TYP.

NOTE:

DRAWING SHALL NOT BE SCALED.

CONCRETE STAIN IS TO BE REMOVED FROM THE EXISTING PARAPETS UNDER BID ITEM "CLEANING CONCRETE"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-154

DRAWN BY DDS | PLANS CK'D. SAD

REMOVAL DETAILS

SHEET 2

473

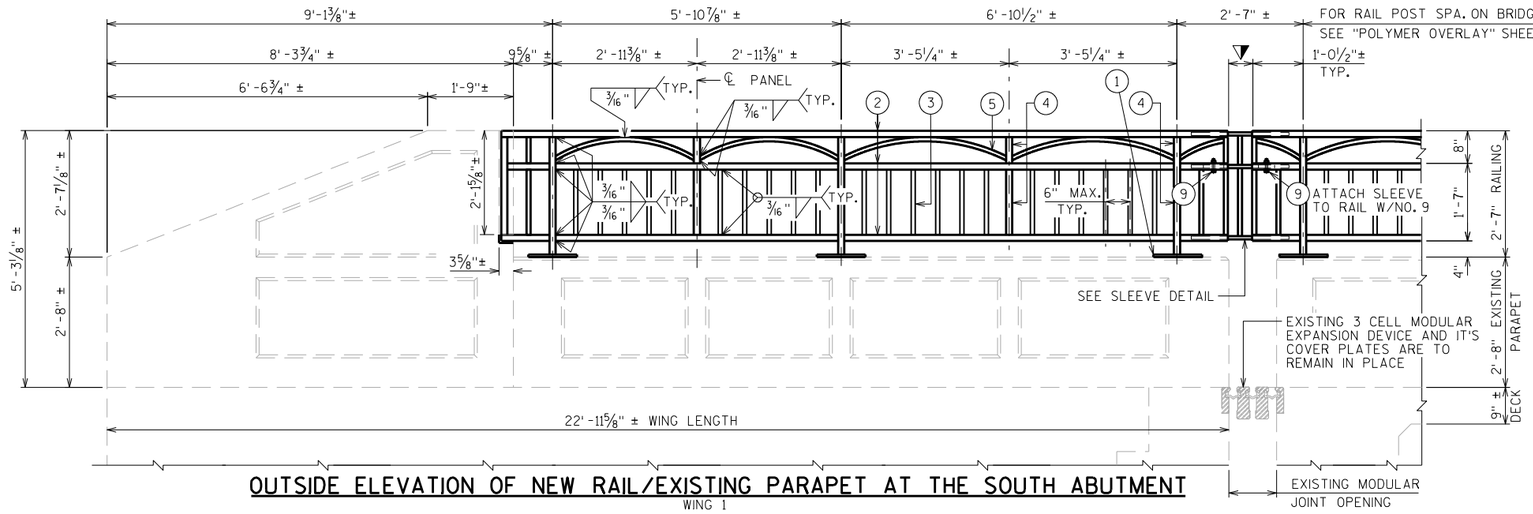
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8

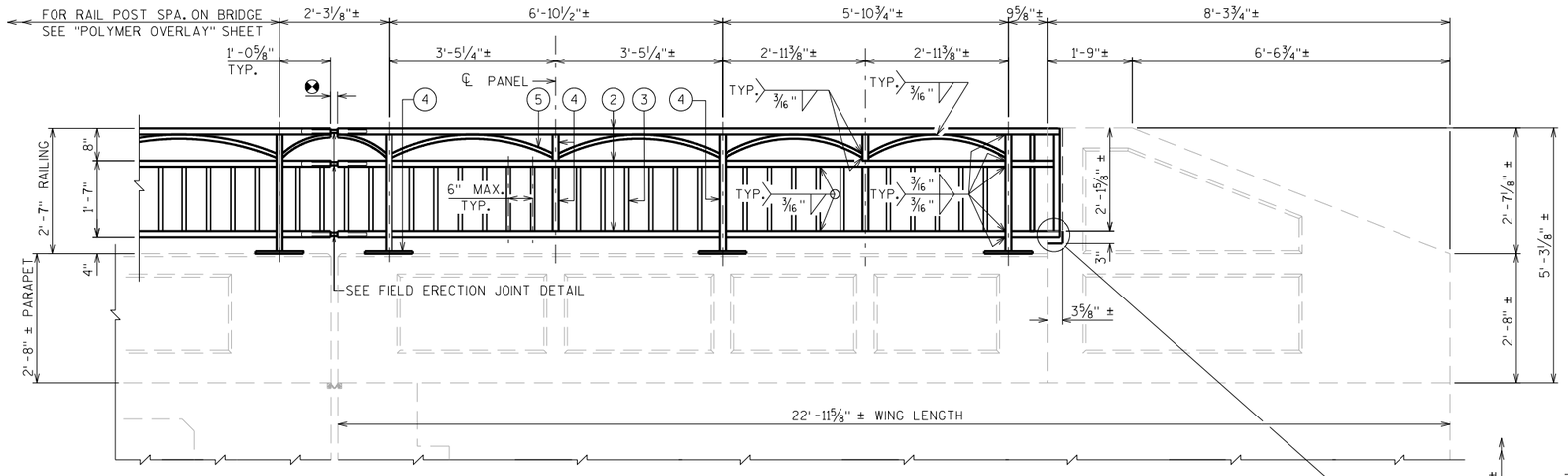
8

STATE PROJECT NUMBER

1670-00-62



OUTSIDE ELEVATION OF NEW RAIL/EXISTING PARAPET AT THE SOUTH ABUTMENT
WING 1



OUTSIDE ELEVATION OF NEW RAIL/EXISTING PARAPET AT THE NORTH ABUTMENT
WING 4

LEGEND

1. PLATE 5/8" X 9" X 1'-0" WITH 13/16" X 1 1/2" SLOTTED HOLES.
2. STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 4 & NO. 5.
3. BAR 1" X 1 1/2" PICKETS. WELD TO NO. 2. PLACE VERTICAL. SPACED AT 6" MAX. FROM ℄ TO ℄.
4. STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 1, 2 & 5.
5. BAR 1" X 1". BEND TO REQUIRED RADIUS, WELD TO NO. 2 & 4.
6. RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".
7. BAR 2 1/2" X 1" X 5 1/2".
8. BAR 2 1/2" X 1" X 1'-3".
9. 1/2" DIA. STAINLESS STEEL BOLT WITH NUT AND LOCKWASHER.
10. 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP (ALTERNATE RAIL POST ANCHORAGE: 4 EQUIVALENT STAINLESS STEEL CONCRETE MASONRY ANCHORS TYPE S 5/8-INCH. EMBED 7" IN CONCRETE FOR RAILS POSTS. EMBED 5" IN CONCRETE FOR END RAILS.)

RAILING NOTES

DRAWING SHALL NOT BE SCALED.

BID ITEM SHALL BE "RAILING STEEL TYPE C3 B-56-154", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

CUT OFF EXISTING ANCHORAGES IN PARAPET AT APPROXIMATELY 1/8" BELOW THE TOP OF PARAPET. COAT ENDS OF EXPOSED REINFORCEMENT WITH A NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

NEW ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

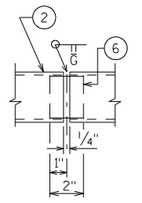
▪ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 9 & 10) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

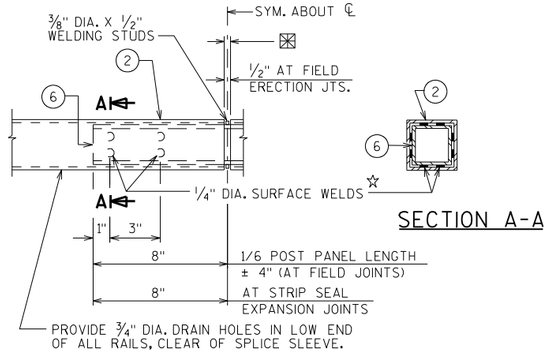
VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



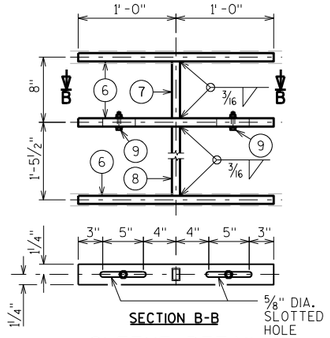
SHOP RAIL SPLICE DETAIL
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



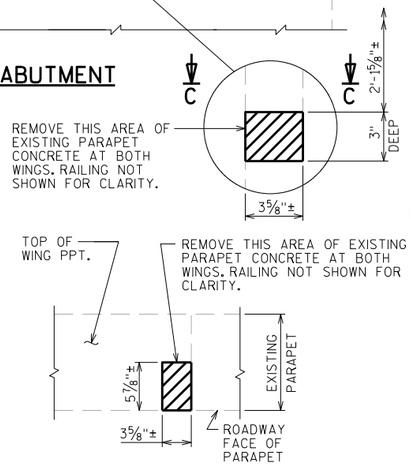
FIELD ERECTION JOINT DETAIL

☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

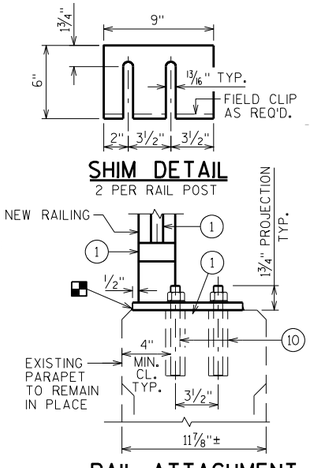
▩ ROADWAY OPENING OR 2 1/2" MIN. FOR STRIP SEAL EXPANSION JOINT.



SLEEVE DETAIL
(AT MODULAR EXP. JT.)

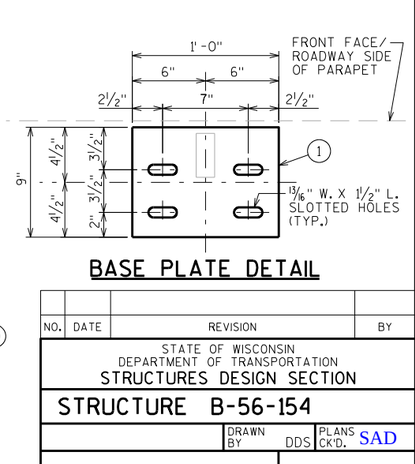


SECTION C-C



SHIM DETAIL
2 PER RAIL POST

RAIL ATTACHMENT DETAIL



BASE PLATE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-56-154

DRAWN BY DDS | PLANS CK'D. SAD

STEEL RAILING DETAILS

SHEET 3

474

SCALE = 1.50

8

8

NOTES:

1-CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2-SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3-FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME OR SELECT FILL
4-EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH CUT OR BORROW
5-REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
6-REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
7-MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH CUT OR BORROW: CUT-(FILL -EXPANDED ROCK)*FILL FACTOR
8-SELECT FILL	AREA UNDER INSIDE 1:1'S EXTENDED DOWN FROM SUBGRADE SHOULDER POINTS

9

9

PROJECT NO: 1674-01-72/73	HWY: USH 12	COUNTY: SAUK	EARTHWORK DATA SHEETS	SHEET 475	E

DIVISION 1 (STA 51+92EB - STA 52+52EB): USH 12 (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
51+92		3	2	0	0	0	0													
52+00	8	3	2	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
52+50	50	4	2	0	0	0	0	7	4	0	0	0	0	8	0	0	0	0	0	4
52+52	2	4	2	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	4
								8	4	0	0	0	0							

DIVISION 1 (STA 53+56EB - STA 58+24EB): USH 12 (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
53+56		8	5	0	0	0	0													
54+00	44	10	5	0	0	0	1	15	8	0	0	0	1	15	-1	0	0	0	1	7
54+50	50	10	5	0	0	0	1	19	9	0	0	0	1	34	-2	0	0	0	1	18
55+00	50	16	5	0	0	0	1	25	9	0	0	0	1	58	-3	0	0	0	2	35
55+50	50	24	5	0	0	0	1	37	9	0	0	0	2	96	-5	0	0	0	4	65
56+00	50	25	5	0	0	0	1	45	9	0	0	0	2	141	-7	0	0	0	6	103
56+50	50	24	5	0	0	0	1	45	9	0	0	0	2	186	-9	0	0	0	7	141
57+00	50	18	5	0	0	0	1	38	9	0	0	0	2	225	-11	0	0	0	9	172
57+50	50	10	5	0	0	0	1	26	9	0	0	0	1	250	-13	0	0	0	10	190
58+00	50	2	5	0	0	0	0	11	9	0	0	0	1	262	-13	0	0	0	10	193
58+24	24	1	5	0	0	0	0	2	4	0	0	0	0	263	-13	0	0	0	11	190
								263	87	0	0	0	13							

DIVISION 1 (STA 62+49EB - STA 62+81EB): USH 12 (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
62+49		18	3	0	0	0	1													
62+50	1	18	3	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	1
62+81	31	20	3	0	0	0	1	21	3	0	0	0	1	22	-1	0	0	0	1	20
								22	3	0	0	0	1							

DIVISION 1 (STA 64+41EB - STA 64+89EB): USH 12 (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
64+41		10	5	0	0	0	1													
64+50	9	10	5	0	0	0	1	4	2	0	0	0	0	4	0	0	0	0	0	2
64+89	39	10	5	0	0	0	1	15	7	0	0	0	1	18	-1	0	0	0	1	10
								18	9	0	0	0	1							

DIVISION 1 (STA 65+43EB - STA 67+79EB): USH 12 (STAGE 1)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
65+43		10	5	0	0	0	1													
65+50	7	10	5	0	0	0	1	3	1	0	0	0	0	3	0	0	0	0	0	2
66+00	50	12	5	0	0	0	1	20	9	0	0	0	1	23	-1	0	0	0	1	14
66+50	50	10	5	0	0	0	1	20	9	0	0	0	1	43	-2	0	0	0	2	26
67+00	50	11	5	0	0	0	1	19	9	0	0	0	1	63	-3	0	0	0	3	37
67+50	50	10	5	0	0	0	1	19	9	0	0	0	1	82	-4	0	0	0	3	48
67+79	29	3	5	0	0	0	0	8	5	0	0	0	0	90	-4	0	0	0	4	50
								90	44	0	0	0	4							

DIVISION 1 (STA 68+59EB - STA 71+07EB): USH 12 (STAGE 1)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
68+59		2	5	0	0	0	0													
69+00	41	11	5	0	0	0	1	10	8	0	0	0	0	10	0	0	0	0	0	3
69+50	50	10	5	0	0	0	1	19	9	0	0	0	1	29	-1	0	0	0	1	14
70+00	50	11	5	0	0	0	1	19	9	0	0	0	1	48	-2	0	0	0	2	25
70+50	50	11	5	0	0	0	1	20	9	0	0	0	1	68	-3	0	0	0	3	36
71+00	50	7	5	0	0	0	0	17	9	0	0	0	1	85	-4	0	0	0	3	45
71+07	7	2	5	0	0	0	0	1	1	0	0	0	0	86	-4	0	0	0	3	45
								86	46	0	0	0	4							

DIVISION 1 (STA 72+25EB - STA 74+62EB): USH 12 (STAGE 1)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
72+25		2	3	0	0	0	0													
72+50	25	5	3	0	0	0	0	3	3	0	0	0	0	3	0	0	0	0	0	1
73+00	50	18	3	0	0	0	1	22	6	0	0	0	1	25	-1	0	0	0	1	18
73+50	50	13	3	0	0	0	1	29	6	0	0	0	1	53	-3	0	0	0	2	42
74+00	50	10	5	0	0	0	0	20	7	0	0	0	1	74	-4	0	0	0	3	56
74+50	50	9	5	0	0	0	0	18	9	0	0	0	1	92	-5	0	0	0	4	66
74+62	12	1	5	0	0	0	0	2	2	0	0	0	0	94	-5	0	0	0	4	66
								94	33	0	0	0	5							

DIVISION 1 (STA 75+45EB - STA 77+64EB): USH 12 (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
75+45		5	5	0	0	0	0													
75+50	5	9	5	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
76+00	50	10	5	0	0	0	0	17	9	0	0	0	1	19	-1	0	0	0	1	9
76+50	50	12	5	0	0	0	1	21	9	0	0	0	1	39	-2	0	0	0	2	22
77+00	50	15	5	0	0	0	1	26	9	0	0	0	1	65	-3	0	0	0	3	39
77+50	50	13	5	0	0	0	1	26	9	0	0	0	1	91	-5	0	0	0	4	57
77+64	14	12	5	0	0	0	1	6	3	0	0	0	0	97	-5	0	0	0	4	61
								97	41	0	0	0	5							

DIVISION 1 (STA 88+20EB - STA 93+61EB): USH 12 (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
88+20		2	3	0	0	0	0													
88+50	30	7	3	0	0	0	0	5	3	0	0	0	0	5	0	0	0	0	0	2
89+00	50	22	3	0	0	0	1	27	5	0	0	0	1	31	-2	0	0	0	1	25
89+50	50	31	3	0	0	0	2	49	5	0	0	0	2	81	-4	0	0	0	3	72
90+00	50	30	3	0	0	0	2	57	5	0	0	0	3	138	-7	0	0	0	6	127
90+50	50	31	3	0	0	0	2	57	5	0	0	0	3	195	-10	0	0	0	8	183
91+00	50	31	3	0	0	0	2	57	5	0	0	0	3	252	-13	0	0	0	10	238
91+50	50	30	3	0	0	0	2	56	5	0	0	0	3	309	-15	0	0	0	12	292
92+00	50	26	3	0	0	0	1	52	5	0	0	0	3	361	-18	0	0	0	14	342
92+50	50	13	3	0	0	0	1	36	5	0	0	0	2	397	-20	0	0	0	16	375
93+00	50	12	3	0	0	0	1	23	5	0	0	0	1	420	-21	0	0	0	17	394
93+50	50	11	3	0	0	0	1	21	5	0	0	0	1	441	-22	0	0	0	18	412
93+61	11	4	3	0	0	0	0	3	1	0	0	0	0	444	-22	0	0	0	18	414
								444	52	0	0	0	22							

DIVISION 1 (STA 34+70LS - STA 37+11LS): STH 136/33/LINN ST. (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
34+70		3	5	0	0	0	0													
35+00	30	17	5	0	0	0	1	12	6	0	0	0	1	12	-1	0	0	0	0	7
35+50	50	20	5	0	0	0	1	34	9	0	0	0	2	46	-2	0	0	0	2	33
36+00	50	13	5	0	0	0	1	30	9	0	0	0	2	76	-4	0	0	0	3	55
36+50	50	12	5	0	0	0	1	23	9	0	0	0	1	98	-5	0	0	0	4	70
37+00	50	9	5	0	0	0	0	19	9	0	0	0	1	118	-6	0	0	0	5	81
37+11	11	3	5	0	0	0	0	2	2	0	0	0	0	120	-6	0	0	0	5	82
								120	45	0	0	0	6							

DIVISION 1 (STA 37+95LS - STA 41+21LS): STH 136/33/LINN ST. (STAGE 1)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
37+95		3	5	0	0	0	0													
38+00	5	9	5	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
38+50	50	12	5	0	0	0	1	19	9	0	0	0	1	20	-1	0	0	0	1	11
39+00	50	12	5	0	0	0	1	22	9	0	0	0	1	42	-2	0	0	0	2	25
39+50	50	12	5	0	0	0	1	22	9	0	0	0	1	64	-3	0	0	0	3	39
40+00	50	12	5	0	0	0	1	22	9	0	0	0	1	86	-4	0	0	0	3	53
40+50	50	15	5	0	0	0	1	25	9	0	0	0	1	111	-6	0	0	0	4	69
41+00	50	11	5	0	0	0	1	23	9	0	0	0	1	134	-7	0	0	0	5	84
41+21	21	7	5	0	0	0	0	7	4	0	0	0	0	141	-7	0	0	0	6	88
								141	60	0	0	0	7							

DIVISION 2 (STA 59+44EB - STA 75+20EB): USH 12 (STAGE 2)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
59+44		29	21	0	0	0	1													
59+50	6	26	23	0	0	0	1	6	5	0	0	0	0	6	0	0	0	0	0	1
60+00	50	50	46	0	0	0	2	70	64	0	0	0	4	76	-4	0	0	0	3	11
60+50	50	27	21	0	0	0	1	71	63	0	0	0	4	147	-7	0	0	0	6	23
61+00	50	24	21	0	0	0	1	47	40	0	0	0	2	194	-10	0	0	0	8	33
61+50	50	29	21	0	0	0	1	49	40	0	0	0	2	243	-12	0	0	0	10	45
62+00	50	26	21	0	0	0	1	51	40	0	0	0	3	294	-15	0	0	0	12	58
62+50	50	26	21	0	0	0	1	48	40	0	0	0	2	342	-17	0	0	0	14	70
63+00	50	27	21	0	0	0	1	49	40	0	0	0	2	391	-20	0	0	0	16	81
63+50	50	27	21	0	0	0	1	50	40	0	0	0	2	441	-22	0	0	0	18	94
64+00	50	28	21	0	0	0	1	51	40	0	0	0	3	492	-25	0	0	0	20	109
64+50	50	28	21	0	0	0	1	52	40	0	0	0	3	544	-27	0	0	0	22	124
65+00	50	27	21	0	0	0	1	51	40	0	0	0	3	595	-30	0	0	0	24	137
65+50	50	27	21	0	0	0	1	50	40	0	0	0	2	644	-32	0	0	0	26	150
66+00	50	27	21	0	0	0	1	50	40	0	0	0	2	694	-35	0	0	0	28	163
66+50	50	24	21	0	0	0	1	47	40	0	0	0	2	741	-37	0	0	0	30	172
67+00	50	25	21	0	0	0	1	46	40	0	0	0	2	787	-39	0	0	0	31	181
67+50	50	18	20	0	0	0	1	41	38	0	0	0	2	827	-41	0	0	0	33	185
68+00	50	20	20	0	0	0	1	36	37	0	0	0	2	863	-43	0	0	0	35	186
68+50	50	23	20	0	0	0	1	40	37	0	0	0	2	904	-45	0	0	0	36	191
69+00	50	41	33	0	0	0	2	59	49	0	0	0	3	963	-48	0	0	0	39	204
69+50	50	29	21	0	0	0	1	65	50	0	0	0	3	1,027	-51	0	0	0	41	222
70+00	50	27	21	0	0	0	1	52	40	0	0	0	3	1,079	-54	0	0	0	43	237
70+50	50	29	21	0	0	0	1	51	40	0	0	0	3	1,131	-57	0	0	0	45	251
71+00	50	28	21	0	0	0	1	52	40	0	0	0	3	1,183	-59	0	0	0	47	266
71+50	50	49	47	0	0	0	2	71	63	0	0	0	4	1,253	-63	0	0	0	50	277
72+00	50	28	21	0	0	0	1	71	63	0	0	0	4	1,324	-66	0	0	0	53	288
72+50	50	27	21	0	0	0	1	51	40	0	0	0	3	1,375	-69	0	0	0	55	302
73+00	50	29	21	0	0	0	1	52	40	0	0	0	3	1,427	-71	0	0	0	57	318
73+50	50	28	21	0	0	0	1	53	40	0	0	0	3	1,480	-74	0	0	0	59	333
74+00	50	29	21	0	0	0	1	52	40	0	0	0	3	1,532	-77	0	0	0	61	349
74+50	50	27	21	0	0	0	1	52	40	0	0	0	3	1,584	-79	0	0	0	63	364
75+00	50	52	52	0	0	0	3	74	68	0	0	0	4	1,658	-83	0	0	0	66	373
75+20	20	51	51	0	0	0	3	38	38	0	0	0	2	1,695	-85	0	0	0	68	376
SUBTOTAL								1,695	1,405	0	0	0	85							

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\090101-EW.DWG
LAYOUT NAME - ****

PLOT DATE : 4/21/2017 3:42 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1:1.75

WISDOT/CADDS SHEET 49

DIVISION 2 (STA 31+68LS - STA 37+16LS): STH 136 (STAGE 2)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
31+68		23	19	0	0	0	1													
32+00	32	23	19	0	0	0	1	27	22	0	0	0	1	27	-1	0	0	0	1	6
32+50	50	24	19	0	0	0	1	44	35	0	0	0	2	71	-4	0	0	0	3	17
33+00	50	23	19	0	0	0	1	43	35	0	0	0	2	114	-6	0	0	0	5	28
33+50	50	22	19	0	0	0	1	42	35	0	0	0	2	156	-8	0	0	0	6	36
34+00	50	24	19	0	0	0	1	43	35	0	0	0	2	198	-10	0	0	0	8	46
34+50	50	24	19	0	0	0	1	44	35	0	0	0	2	243	-12	0	0	0	10	58
35+00	50	23	19	0	0	0	1	44	35	0	0	0	2	287	-14	0	0	0	11	69
35+50	50	26	19	0	0	0	1	45	35	0	0	0	2	332	-17	0	0	0	13	82
36+00	50	26	19	0	0	0	1	48	35	0	0	0	2	380	-19	0	0	0	15	98
36+50	50	25	20	0	0	0	1	48	36	0	0	0	2	428	-21	0	0	0	17	112
37+00	50	40	28	0	0	0	2	60	44	0	0	0	3	487	-24	0	0	0	19	131
37+16	16	55	54	0	0	0	3	28	24	0	0	0	1	515	-26	0	0	0	21	136
SUBTOTAL								515	405	0	0	0	26							

DIVISION 2 (STA 37+85LS - STA 42+28LS): STH 136 (STAGE 2)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut (SF)	Salvaged/Unusable Pavement Material (SF)	Fill (SF)	Marsh Exc (SF)	Rock Exc (SF)	EBS (SF)	Cut Note 1 (CY)	Salvaged/Unusable Pavement Material Note 2 (CY)	Fill Note 3 (CY)	Marsh Exc (CY)	Rock Exc (CY)	EBS (CY)	Cut 1.00 Note 1	Expanded Fill 1.25	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.60 Note 5	Expanded Rock Backfill 1.1	Reduced EBS In Fill 0.80 Note 6	Note 7
37+85		29	27	0	0	0	1													
38+00	15	60	52	0	0	0	3	25	22	0	0	0	1	25	-1	0	0	0	1	4
38+50	50	26	21	0	0	0	1	79	67	0	0	0	4	104	-5	0	0	0	4	20
39+00	50	24	19	0	0	0	1	46	36	0	0	0	2	150	-7	0	0	0	6	32
39+50	50	22	19	0	0	0	1	42	35	0	0	0	2	192	-10	0	0	0	8	41
40+00	50	24	19	0	0	0	1	42	35	0	0	0	2	235	-12	0	0	0	9	51
40+50	50	25	19	0	0	0	1	45	35	0	0	0	2	280	-14	0	0	0	11	63
41+00	50	24	19	0	0	0	1	45	35	0	0	0	2	325	-16	0	0	0	13	76
41+50	50	25	19	0	0	0	1	46	35	0	0	0	2	371	-19	0	0	0	15	89
42+00	50	20	19	0	0	0	1	42	35	0	0	0	2	413	-21	0	0	0	17	99
42+28	28	19	18	0	0	0	1	20	19	0	0	0	1	433	-22	0	0	0	17	101
SUBTOTAL								433	354	0	0	0	22							

DIVISION 3 (STA 59+45EB - STA 75+19EB): USH 12 (STAGE 3)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
59+45		20	20	0	0	0	1													
59+50	5	20	20	0	0	0	1	4	4	0	0	0	0	4	0	0	0	0	0	0
60+00	50	18	20	0	0	0	1	36	36	0	0	0	2	40	-2	0	0	0	2	1
60+50	50	24	20	0	0	0	1	40	37	0	0	0	2	79	-4	0	0	0	3	6
61+00	50	26	20	0	0	0	1	46	37	0	0	0	2	126	-6	0	0	0	5	18
61+50	50	26	20	0	0	0	1	48	37	0	0	0	2	173	-9	0	0	0	7	30
62+00	50	25	20	0	0	0	1	47	37	0	0	0	2	220	-11	0	0	0	9	42
62+50	50	25	20	0	0	0	1	46	37	0	0	0	2	266	-13	0	0	0	11	53
63+00	50	23	20	0	0	0	1	45	37	0	0	0	2	311	-16	0	0	0	12	63
63+50	50	24	20	0	0	0	1	44	37	0	0	0	2	355	-18	0	0	0	14	71
64+00	50	27	20	0	0	0	1	47	37	0	0	0	2	402	-20	0	0	0	16	83
64+50	50	26	20	0	0	0	1	49	37	0	0	0	2	450	-23	0	0	0	18	97
65+00	50	26	20	0	0	0	1	48	37	0	0	0	2	499	-25	0	0	0	20	111
65+50	50	26	20	0	0	0	1	48	37	0	0	0	2	546	-27	0	0	0	22	123
66+00	50	27	20	0	0	0	1	48	37	0	0	0	2	595	-30	0	0	0	24	137
66+50	50	26	20	0	0	0	1	49	37	0	0	0	2	644	-32	0	0	0	26	151
67+00	50	26	20	0	0	0	1	48	37	0	0	0	2	692	-35	0	0	0	28	164
67+50	50	27	20	0	0	0	1	49	37	0	0	0	2	740	-37	0	0	0	30	178
68+00	50	21	19	0	0	0	1	44	36	0	0	0	2	784	-39	0	0	0	31	187
68+50	50	20	19	0	0	0	1	37	35	0	0	0	2	821	-41	0	0	0	33	191
69+00	50	21	20	0	0	0	1	38	36	0	0	0	2	859	-43	0	0	0	34	194
69+50	50	25	20	0	0	0	1	42	37	0	0	0	2	901	-45	0	0	0	36	201
70+00	50	24	20	0	0	0	1	45	37	0	0	0	2	946	-47	0	0	0	38	211
70+50	50	29	20	0	0	0	1	49	37	0	0	0	2	995	-50	0	0	0	40	225
71+00	50	28	20	0	0	0	1	53	37	0	0	0	3	1,048	-52	0	0	0	42	243
71+50	50	28	20	0	0	0	1	52	37	0	0	0	3	1,100	-55	0	0	0	44	260
72+00	50	24	20	0	0	0	1	49	37	0	0	0	2	1,149	-57	0	0	0	46	274
72+50	50	27	20	0	0	0	1	47	37	0	0	0	2	1,196	-60	0	0	0	48	287
73+00	50	25	20	0	0	0	1	48	37	0	0	0	2	1,244	-62	0	0	0	50	300
73+50	50	25	20	0	0	0	1	46	37	0	0	0	2	1,290	-65	0	0	0	52	311
74+00	50	27	20	0	0	0	1	48	37	0	0	0	2	1,338	-67	0	0	0	54	324
74+50	50	25	20	0	0	0	1	48	37	0	0	0	2	1,386	-69	0	0	0	55	336
75+00	50	22	20	0	0	0	1	44	37	0	0	0	2	1,429	-71	0	0	0	57	345
75+19	19	24	20	0	0	0	1	16	14	0	0	0	1	1,446	-72	0	0	0	58	348
SUBTOTAL								1,446	1,170	0	0	0	72							

DIVISION 3 (STA 31+68LS - STA 37+19LS): STH 136 (STAGE 3)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	(CY) Note 1	(CY) Note 2	(CY) Note 3	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
31+68		25	20	0	0	0	1													
32+00	32	26	20	0	0	0	1	30	24	0	0	0	2	30	-2	0	0	0	1	8
32+50	50	25	20	0	0	0	1	47	37	0	0	0	2	77	-4	0	0	0	3	20
33+00	50	26	20	0	0	0	1	47	37	0	0	0	2	124	-6	0	0	0	5	32
33+50	50	25	20	0	0	0	1	47	37	0	0	0	2	171	-9	0	0	0	7	43
34+00	50	27	20	0	0	0	1	48	37	0	0	0	2	219	-11	0	0	0	9	57
34+50	50	27	20	0	0	0	1	50	37	0	0	0	2	269	-13	0	0	0	11	72
35+00	50	26	20	0	0	0	1	49	37	0	0	0	2	317	-16	0	0	0	13	86
35+50	50	25	20	0	0	0	1	47	37	0	0	0	2	364	-18	0	0	0	15	98
36+00	50	25	20	0	0	0	1	46	37	0	0	0	2	410	-21	0	0	0	16	108
36+50	50	25	20	0	0	0	1	46	37	0	0	0	2	456	-23	0	0	0	18	119
37+00	50	26	21	0	0	0	1	47	38	0	0	0	2	503	-25	0	0	0	20	130
37+19	19	41	35	0	0	0	2	24	20	0	0	0	1	527	-26	0	0	0	21	136
SUBTOTAL								527	418	0	0	0	26							

DIVISION 3 (STA 37+89LS - STA 42+28LS): STH 136 (STAGE 3)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	(CY) Note 1	(CY) Note 2	(CY) Note 3	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
37+89		63	62	0	0	0	3													
38+00	11	46	35	0	0	0	2	22	20	0	0	0	1	22	-1	0	0	0	1	3
38+50	50	24	20	0	0	0	1	64	50	0	0	0	3	86	-4	0	0	0	3	20
39+00	50	25	20	0	0	0	1	45	37	0	0	0	2	131	-7	0	0	0	5	31
39+50	50	26	20	0	0	0	1	48	37	0	0	0	2	179	-9	0	0	0	7	43
40+00	50	26	20	0	0	0	1	48	37	0	0	0	2	227	-11	0	0	0	9	57
40+50	50	26	20	0	0	0	1	49	37	0	0	0	2	276	-14	0	0	0	11	70
41+00	50	26	20	0	0	0	1	48	37	0	0	0	2	324	-16	0	0	0	13	84
41+50	50	24	20	0	0	0	1	46	37	0	0	0	2	370	-19	0	0	0	15	95
42+00	50	19	18	0	0	0	1	40	36	0	0	0	2	410	-21	0	0	0	16	102
42+28	28	20	18	0	0	0	1	20	19	0	0	0	1	430	-22	0	0	0	17	103
SUBTOTAL								430	348	0	0	0	22							

DIVISION 4 (STA 51+92EB - STA 52+52EB): USH 12 (STAGE 4)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	(CY) Note 1	(CY) Note 2	(CY) Note 3	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
51+92		14	0	0	0	0	1													
52+00	8	14	0	0	0	0	1	4	0	0	0	0	0	4	0	0	0	0	0	4
52+50	50	13	0	0	0	0	1	25	0	0	0	0	1	30	-1	0	0	0	1	31
52+52	2	13	0	0	0	0	1	1	0	0	0	0	0	30	-2	0	0	0	1	32
								30	0	0	0	0	2							

DIVISION 4 (STA 53+56EB - STA 58+24EB): USH 12 (STAGE 4)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
53+56		18	0	0	0	0	1													
54+00	44	18	0	0	0	0	1	29	0	0	0	0	1	29	-1	0	0	0	1	31
54+50	50	18	0	0	0	0	1	34	0	0	0	0	2	63	-3	0	0	0	3	66
55+00	50	20	0	0	0	0	1	35	0	0	0	0	2	98	-5	0	0	0	4	103
55+50	50	21	0	0	0	0	1	38	0	0	0	0	2	135	-7	0	0	0	5	142
56+00	50	21	0	0	0	0	1	39	0	0	0	0	2	174	-9	0	0	0	7	183
56+50	50	21	0	0	0	0	1	38	0	0	0	0	2	212	-11	0	0	0	8	223
57+00	50	19	0	0	0	0	1	37	0	0	0	0	2	250	-12	0	0	0	10	262
57+50	50	18	0	0	0	0	1	35	0	0	0	0	2	284	-14	0	0	0	11	299
58+00	50	11	0	0	0	0	1	27	0	0	0	0	1	311	-16	0	0	0	12	327
58+24	24	11	0	0	0	0	1	10	0	0	0	0	0	321	-16	0	0	0	13	337
								321	0	0	0	0	16							

DIVISION 4 (STA 59+44EB - STA 75+20EB): USH 12 (STAGE 4)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	Note 1 (CY)	Note 2 (CY)	Note 3 (CY)	(CY)	(CY)	(CY)	1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
59+44		2	0	0	0	0	0													
59+50	6	17	17	0	0	0	1	2	2	0	0	0	0	2	0	0	0	0	0	0
60+00	50	17	16	0	0	0	1	32	30	0	0	0	2	34	-2	0	0	0	1	4
60+50	50	20	9	0	0	0	1	34	23	0	0	0	2	68	-3	0	0	0	3	16
61+00	50	20	9	0	0	0	1	36	17	0	0	0	2	105	-5	0	0	0	4	37
61+50	50	20	9	0	0	0	1	36	17	0	0	0	2	141	-7	0	0	0	6	59
62+00	50	19	9	0	0	0	1	36	17	0	0	0	2	177	-9	0	0	0	7	79
62+50	50	13	5	0	0	0	1	29	13	0	0	0	1	206	-10	0	0	0	8	97
63+00	50	22	0	0	0	0	1	32	5	0	0	0	2	238	-12	0	0	0	10	126
63+50	50	20	0	0	0	0	1	40	0	0	0	0	2	278	-14	0	0	0	11	168
64+00	50	20	0	0	0	0	1	37	0	0	0	0	2	315	-16	0	0	0	13	206
64+50	50	16	0	0	0	0	1	33	0	0	0	0	2	348	-17	0	0	0	14	241
65+00	50	19	0	0	0	0	1	33	0	0	0	0	2	381	-19	0	0	0	15	276
65+50	50	17	0	0	0	0	1	34	0	0	0	0	2	415	-21	0	0	0	17	311
66+00	50	16	0	0	0	0	1	30	0	0	0	0	2	445	-22	0	0	0	18	343
66+50	50	17	0	0	0	0	1	30	0	0	0	0	2	475	-24	0	0	0	19	375
67+00	50	17	0	0	0	0	1	31	0	0	0	0	2	506	-25	0	0	0	20	407
67+50	50	17	0	0	0	0	1	31	0	0	0	0	2	537	-27	0	0	0	21	440
68+00	50	16	0	0	0	0	1	31	0	0	0	0	2	568	-28	0	0	0	23	472
68+50	50	18	0	0	0	0	1	31	0	0	0	0	2	599	-30	0	0	0	24	505
69+00	50	16	0	0	0	0	1	31	0	0	0	0	2	631	-32	0	0	0	25	538
69+50	50	16	0	0	0	0	1	30	0	0	0	0	2	661	-33	0	0	0	26	570
70+00	50	16	0	0	0	0	1	30	0	0	0	0	2	691	-35	0	0	0	28	602
70+50	50	16	0	0	0	0	1	30	0	0	0	0	1	721	-36	0	0	0	29	633
71+00	50	18	0	0	0	0	1	31	0	0	0	0	2	752	-38	0	0	0	30	665
71+50	50	16	0	0	0	0	1	31	0	0	0	0	2	783	-39	0	0	0	31	698
72+00	50	27	0	0	0	0	1	40	0	0	0	0	2	823	-41	0	0	0	33	740
72+50	50	15	0	0	0	0	1	39	0	0	0	0	2	862	-43	0	0	0	34	781
73+00	50	8	0	0	0	0	0	22	0	0	0	0	1	883	-44	0	0	0	35	803
73+50	50	15	0	0	0	0	1	21	0	0	0	0	1	905	-45	0	0	0	36	826
74+00	50	16	0	0	0	0	1	29	0	0	0	0	1	933	-47	0	0	0	37	856
74+50	50	16	0	0	0	0	1	30	0	0	0	0	1	963	-48	0	0	0	39	887
75+00	50	17	0	0	0	0	1	30	0	0	0	0	1	993	-50	0	0	0	40	918
75+20	20	17	0	0	0	0	1	12	0	0	0	0	1	1,005	-50	0	0	0	40	931
								1,005	124	0	0	0	50							

DIVISION 4 (STA 75+45EB - STA 77+64EB): USH 12 (STAGE 4)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
								Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	(CY)	(CY)	(CY)	(CY)	(CY)	(CY)							
75+45		17	0	0	0	0	1													
75+50	5	19	0	0	0	0	1	4	0	0	0	0	0	4	0	0	0	0	0	4
76+00	50	20	0	0	0	0	1	37	0	0	0	0	2	40	-2	0	0	0	2	42
76+50	50	23	0	0	0	0	1	40	0	0	0	0	2	80	-4	0	0	0	3	84
77+00	50	25	0	0	0	0	1	44	0	0	0	0	2	124	-6	0	0	0	5	131
77+50	50	25	0	0	0	0	1	46	0	0	0	0	2	171	-9	0	0	0	7	179
77+64	14	25	0	0	0	0	1	13	0	0	0	0	1	184	-9	0	0	0	7	193
								184	0	0	0	0	9							

DIVISION 4 (STA 88+20EB - STA 93+61EB): USH 12 (STAGE 4)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
								Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.50 Note 4	0.60 Note 5	1.1	0.80 Note 6	Note 7
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	(CY)	(CY)	(CY)	(CY)	(CY)	(CY)							
88+20		15	0	0	0	0	1													
88+50	30	12	0	0	0	0	1	15	0	0	0	0	1	15	-1	0	0	0	1	15
89+00	50	25	0	5	0	0	1	34	0	5	0	0	2	49	4	0	0	0	2	45
89+50	50	25	0	6	0	0	1	46	0	10	0	0	2	95	14	0	0	0	4	81
90+00	50	25	0	5	0	0	1	46	0	10	0	0	2	141	24	0	0	0	6	116
90+50	50	25	0	5	0	0	1	46	0	10	0	0	2	186	35	0	0	0	7	152
91+00	50	25	0	5	0	0	1	46	0	10	0	0	2	232	45	0	0	0	9	187
91+50	50	25	0	5	0	0	1	46	0	10	0	0	2	278	55	0	0	0	11	223
92+00	50	24	0	4	0	0	1	46	0	9	0	0	2	324	64	0	0	0	13	260
92+50	50	24	0	0	0	0	1	44	0	4	0	0	2	368	67	0	0	0	15	301
93+00	50	24	0	0	0	0	1	44	0	0	0	0	2	413	65	0	0	0	17	348
93+50	50	23	0	0	0	0	1	44	0	0	0	0	2	457	63	0	0	0	18	394
93+61	11	17	0	0	0	0	1	8	0	0	0	0	0	465	62	0	0	0	19	402
								465	0	68	0	0	23							

DIVISION 4 (STA 34+70LS - STA 37+11LS): STH 136/33/LINN ST. (STAGE 4)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
								Note 1	Note 2	Note 3				1.00	1.25	1.50	0.60	1.1	0.80	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	(CY)	(CY)	(CY)	(CY)	(CY)	(CY)	Note 1		Note 4	Note 5		Note 6	Note 7
34+70		17	0	0	0	0	1													
35+00	30	17	0	0	0	0	1	19	0	0	0	0	1	19	-1	0	0	0	1	20
35+50	50	17	0	0	0	0	1	31	0	0	0	0	2	51	-3	0	0	0	2	53
36+00	50	16	0	0	0	0	1	31	0	0	0	0	2	81	-4	0	0	0	3	85
36+50	50	16	0	0	0	0	1	30	0	0	0	0	1	111	-6	0	0	0	4	116
37+00	50	15	0	0	0	0	1	29	0	0	0	0	1	140	-7	0	0	0	6	147
37+11	11	15	0	0	0	0	1	6	0	0	0	0	0	146	-7	0	0	0	6	153
								146	0	0	0	0	7							

DIVISION 4 (STA 37+95LS - STA 41+21LS): STH 136/33/LINN ST. (STAGE 4)

STATION	Distance	Area						Incremental Volume (Unadjusted)						Cumulative Vol (CY)						Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Expanded Rock Backfill	Reduced EBS In Fill	
								Note 1	Note 2	Note 3				1.00	1.25	1.50	0.60	1.1	0.80	
		(SF)	(SF)	(SF)	(SF)	(SF)	(SF)	(CY)	(CY)	(CY)	(CY)	(CY)	(CY)	Note 1		Note 4	Note 5		Note 6	Note 7
37+95		15	0	0	0	0	1													
38+00	5	16	0	0	0	0	1	3	0	0	0	0	0	3	0	0	0	0	0	3
38+50	50	16	0	0	0	0	1	29	0	0	0	0	1	32	-2	0	0	0	1	34
39+00	50	16	0	0	0	0	1	30	0	0	0	0	1	62	-3	0	0	0	2	65
39+50	50	16	0	0	0	0	1	30	0	0	0	0	1	91	-5	0	0	0	4	96
40+00	50	16	0	0	0	0	1	30	0	0	0	0	1	121	-6	0	0	0	5	127
40+50	50	17	0	0	0	0	1	30	0	0	0	0	2	151	-8	0	0	0	6	159
41+00	50	16	0	0	0	0	1	30	0	0	0	0	2	181	-9	0	0	0	7	191
41+21	21	13	0	0	0	0	1	11	0	0	0	0	1	193	-10	0	0	0	8	202
								193	0	0	0	0	10							

DIVISION 5 (STA 197+65EB - STA 206+10EB): USH 12 (STAGE 1)

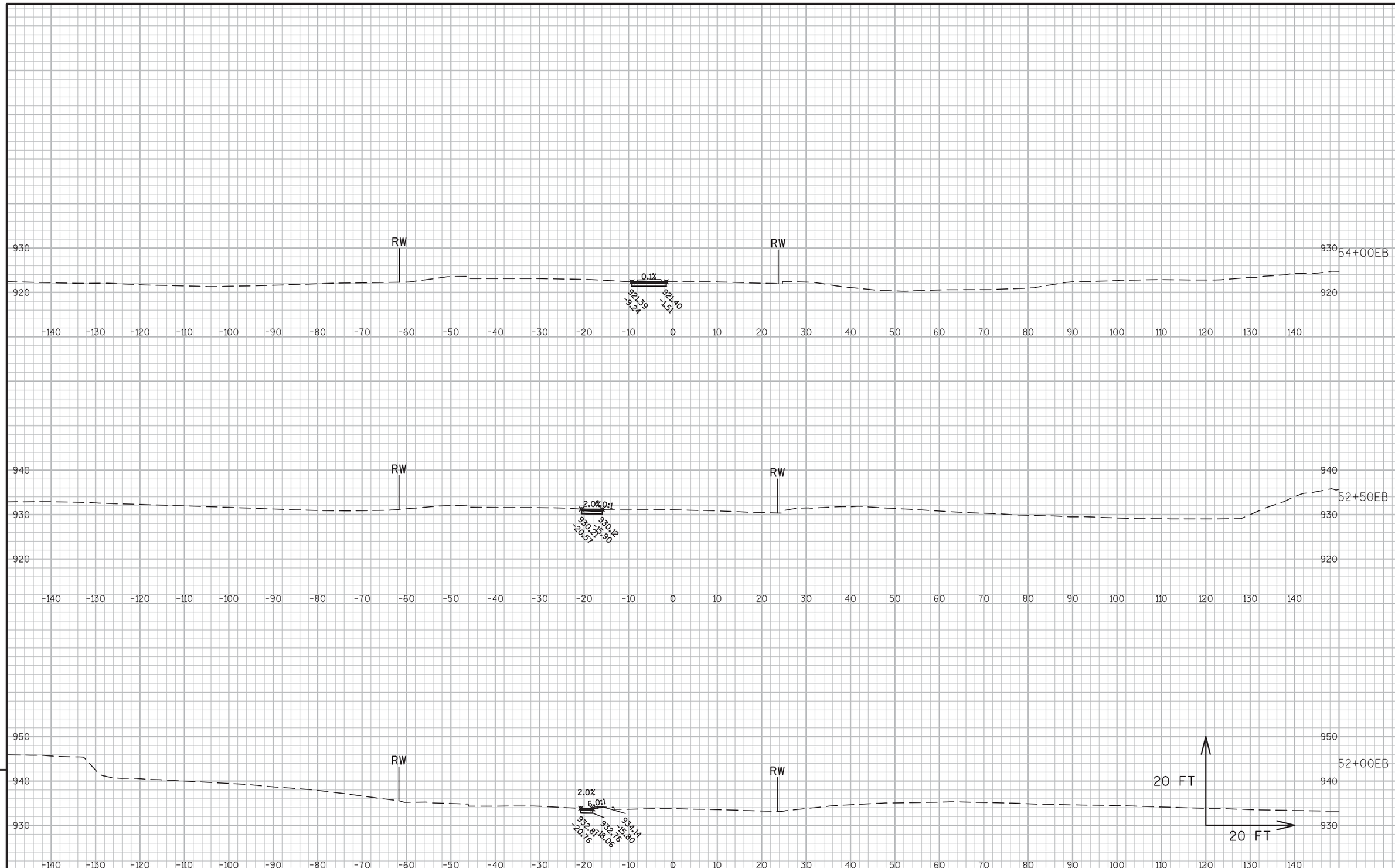
STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
197+65		98	18	1	0	0	5													
198+00	35	94	18	0	0	0	5	125	24	1	0	0	6	125	-5	0	0	0	5	107
198+50	50	88	18	0	0	0	4	168	33	0	0	0	8	293	-14	0	0	0	12	250
199+00	50	85	18	1	0	0	4	160	33	0	0	0	8	453	-21	0	0	0	18	384
199+50	50	90	18	0	0	0	5	163	33	1	0	0	8	616	-28	0	0	0	25	521
200+00	50	100	18	0	0	0	5	176	33	1	0	0	9	792	-36	0	0	0	32	671
200+50	50	127	18	218	0	0	6	210	33	202	0	0	11	1,002	205	0	0	0	40	606
201+00	50	154	18	23	0	0	8	260	33	223	0	0	13	1,262	471	0	0	0	50	568
201+50	50	135	18	1	0	0	7	267	33	22	0	0	13	1,529	485	0	0	0	61	787
202+00	50	144	18	56	0	0	7	258	33	53	0	0	13	1,787	539	0	0	0	71	958
202+50	50	160	18	116	0	0	8	281	33	160	0	0	14	2,069	725	0	0	0	83	1,021
203+00	50	163	18	116	0	0	8	299	33	215	0	0	15	2,368	978	0	0	0	95	1,033
203+50	50	128	18	63	0	0	6	269	33	166	0	0	13	2,637	1,173	0	0	0	105	1,074
204+00	50	76	18	15	0	0	4	188	33	73	0	0	9	2,825	1,254	0	0	0	113	1,148
204+50	50	45	18	1	0	0	2	112	33	14	0	0	6	2,937	1,267	0	0	0	117	1,213
205+00	50	60	18	0	0	0	3	97	33	1	0	0	5	3,034	1,262	0	0	0	121	1,282
205+50	50	65	18	3	0	0	3	116	33	3	0	0	6	3,150	1,260	0	0	0	126	1,367
206+00	50	59	18	4	0	0	3	114	33	6	0	0	6	3,265	1,261	0	0	0	131	1,446
206+10	10	58	18	0	0	0	3	22	7	1	0	0	1	3,286	1,261	0	0	0	131	1,461
								3,286	564	1,140	0	0	164							

DIVISION 5 (STA 13+53SK - STA 15+00SK): SKILLET CREEK (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
13+53		31	0	0	0	0	2													
14+00	47	10	0	5	0	0	0	35	0	5	0	0	2	35	4	0	0	0	1	31
14+50	50	0	0	45	0	0	0	9	0	47	0	0	0	44	62	0	0	0	2	-18
15+00	50	21	0	47	0	0	1	19	0	86	0	0	1	63	169	0	0	0	3	-105
								63	0	138	0	0	3							

DIVISION 5 (STA 16+05SK - STA 20+00SK): STH 159 (STAGE 1)

STATION	Distance	Area: Cut (SF)	Area: Salvaged/Unusable Pavement Material (SF)	Area: Fill (SF)	Area: Marsh Exc (SF)	Area: Rock Exc (SF)	Area: EBS (SF)	Incremental Volume (Unadjusted): Cut Note 1 (CY)	Incremental Volume (Unadjusted): Salvaged/Unusable Pavement Material Note 2 (CY)	Incremental Volume (Unadjusted): Fill Note 3 (CY)	Incremental Volume (Unadjusted): Marsh Exc (CY)	Incremental Volume (Unadjusted): Rock Exc (CY)	Incremental Volume (Unadjusted): EBS (CY)	Cumulative Vol (CY): Cut 1.00 Note 1	Cumulative Vol (CY): Expanded Fill 1.25	Cumulative Vol (CY): Expanded Marsh Backfill 1.50 Note 4	Cumulative Vol (CY): Reduced Marsh in Fill 0.60 Note 5	Cumulative Vol (CY): Expanded Rock Backfill 1.1	Cumulative Vol (CY): Reduced EBS In Fill 0.80 Note 6	Mass Ordinate Note 7
16+05		251	0	23	0	0	13													
16+50	45	199	0	2	0	0	10	379	0	21	0	0	19	379	8	0	0	0	15	371
17+00	50	150	0	0	0	0	7	323	0	2	0	0	16	703	-6	0	0	0	28	708
17+50	50	100	0	20	0	0	5	231	0	19	0	0	12	934	6	0	0	0	37	928
18+00	50	102	0	36	0	0	5	187	0	52	0	0	9	1,121	62	0	0	0	45	1,059
18+50	50	89	0	71	0	0	4	177	0	99	0	0	9	1,298	176	0	0	0	52	1,121
19+00	50	77	0	105	0	0	4	153	0	163	0	0	8	1,451	372	0	0	0	58	1,079
19+50	50	84	0	52	0	0	4	148	0	145	0	0	7	1,600	546	0	0	0	64	1,054
20+00	50	85	0	77	0	0	4	156	0	119	0	0	8	1,756	687	0	0	0	70	1,069
								1,756	0	620	0	0	88							



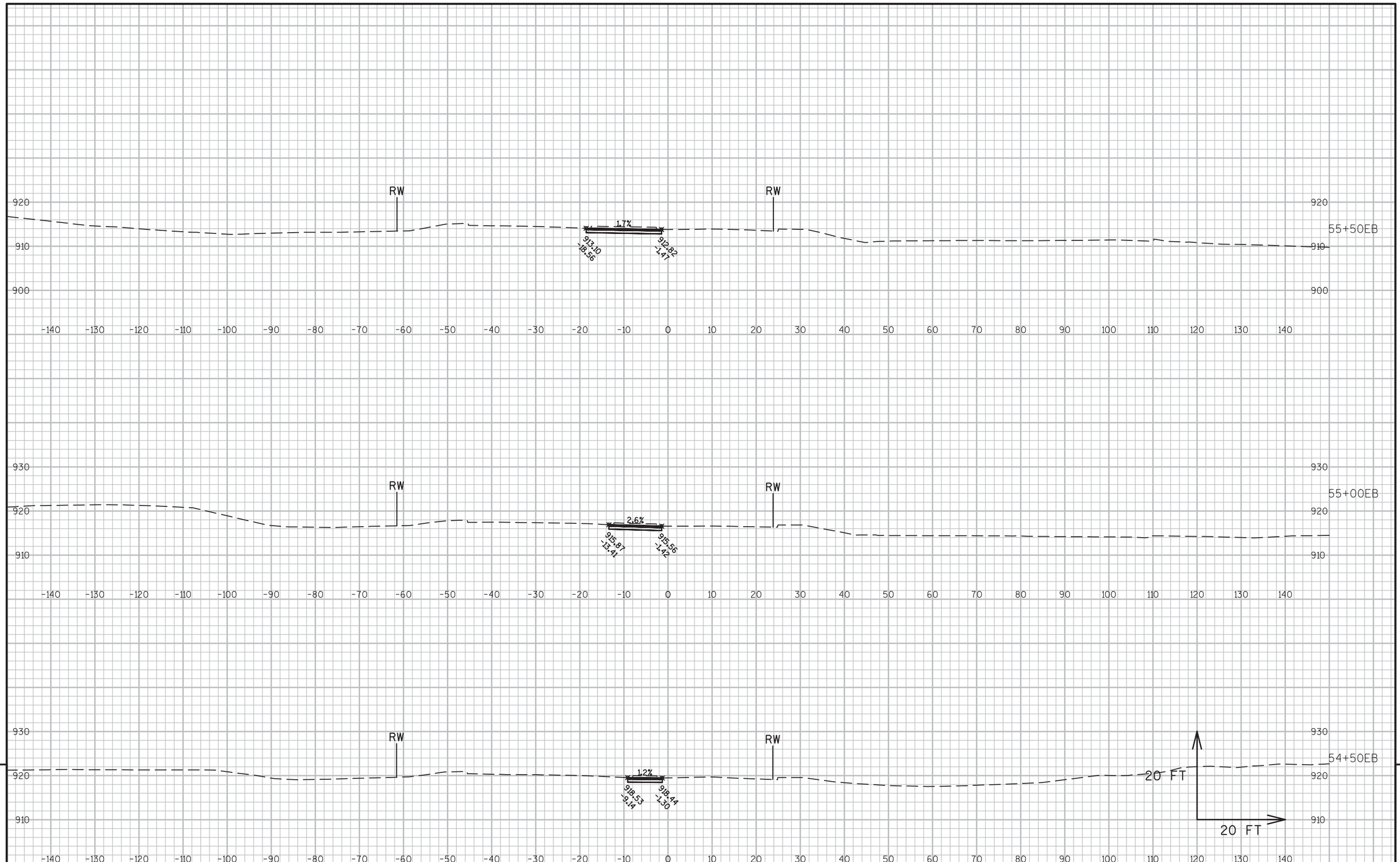
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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 487	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (1)

PLOT DATE : 4/21/2017 11:37 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



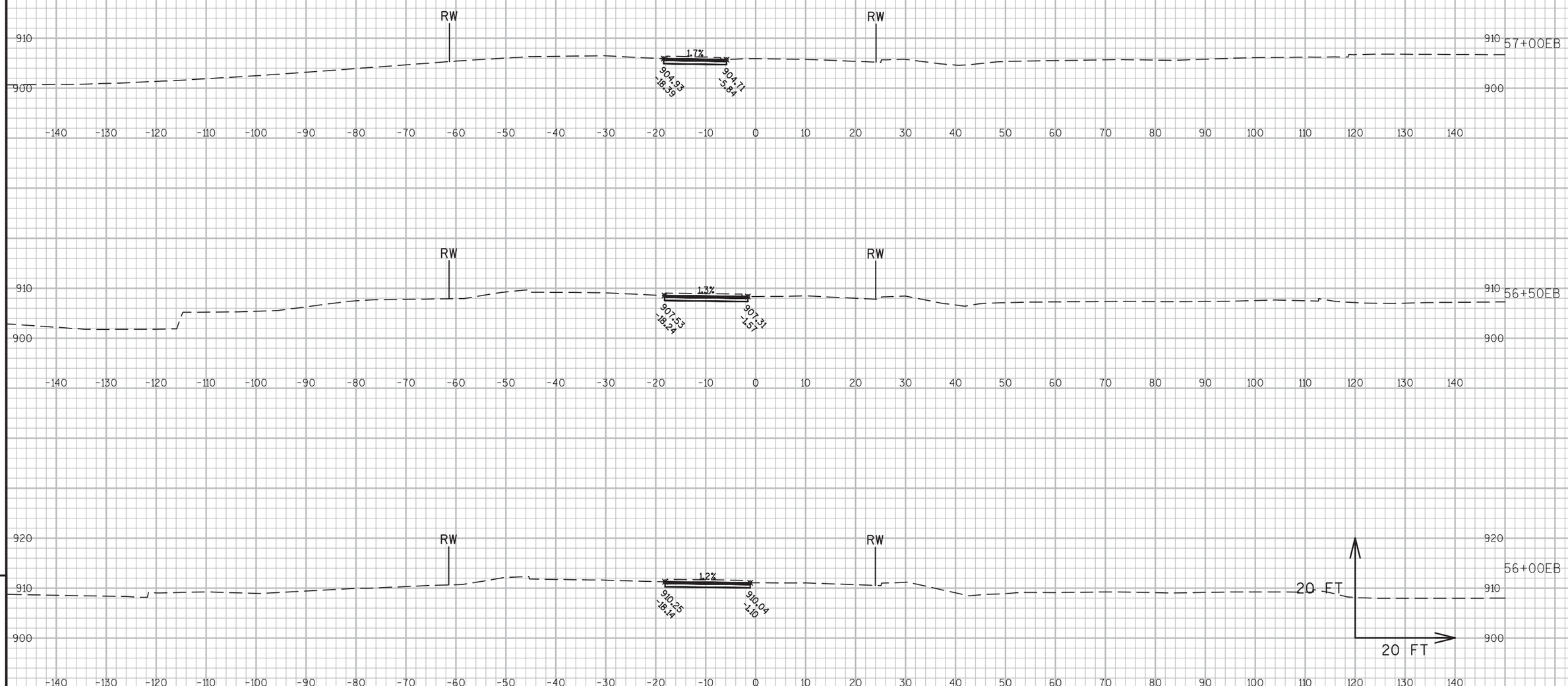
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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 488	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (2)

PLOT DATE : 4/21/2017 11:37 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



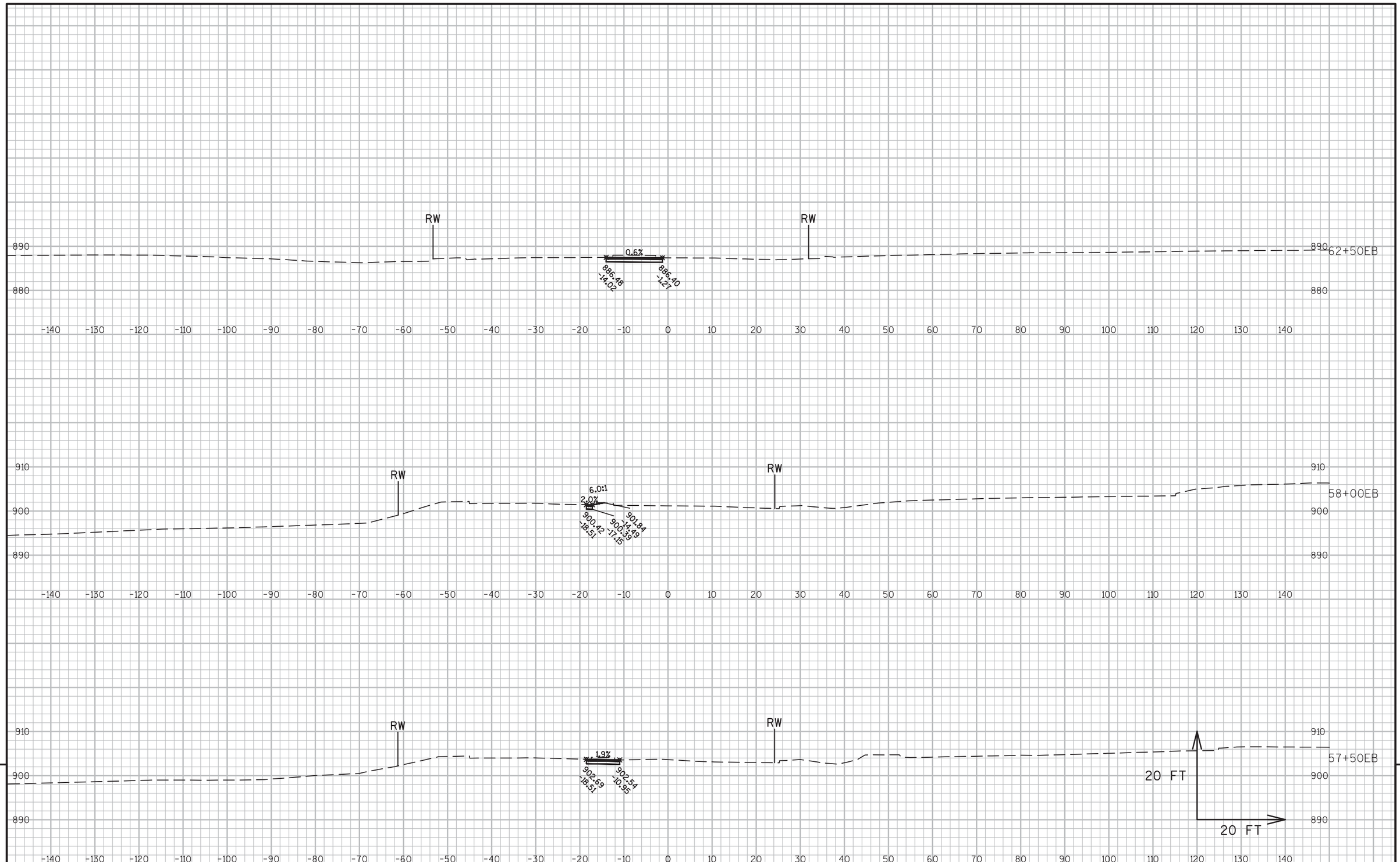
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 489	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (3)

PLOT DATE : 4/21/2017 11:37 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



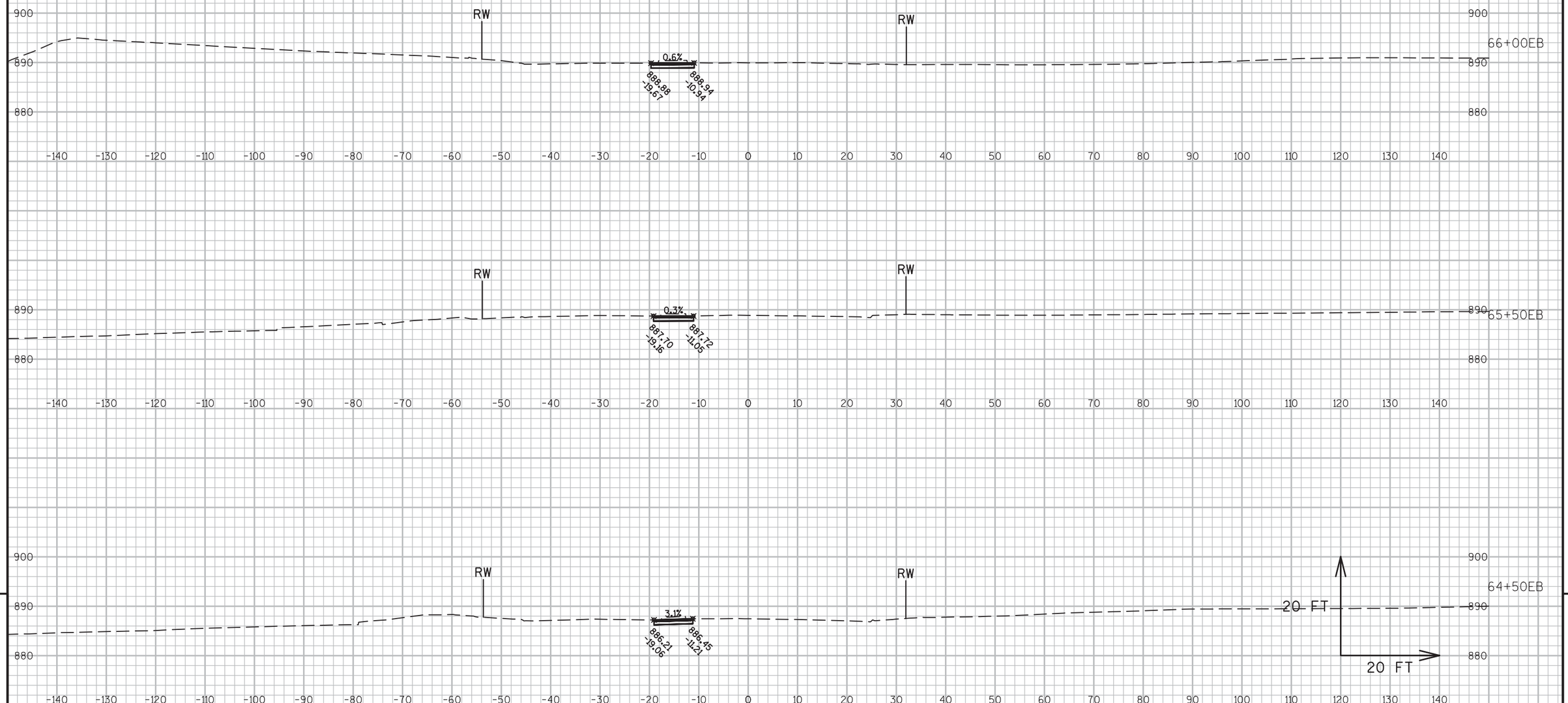
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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 490	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (4)

PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

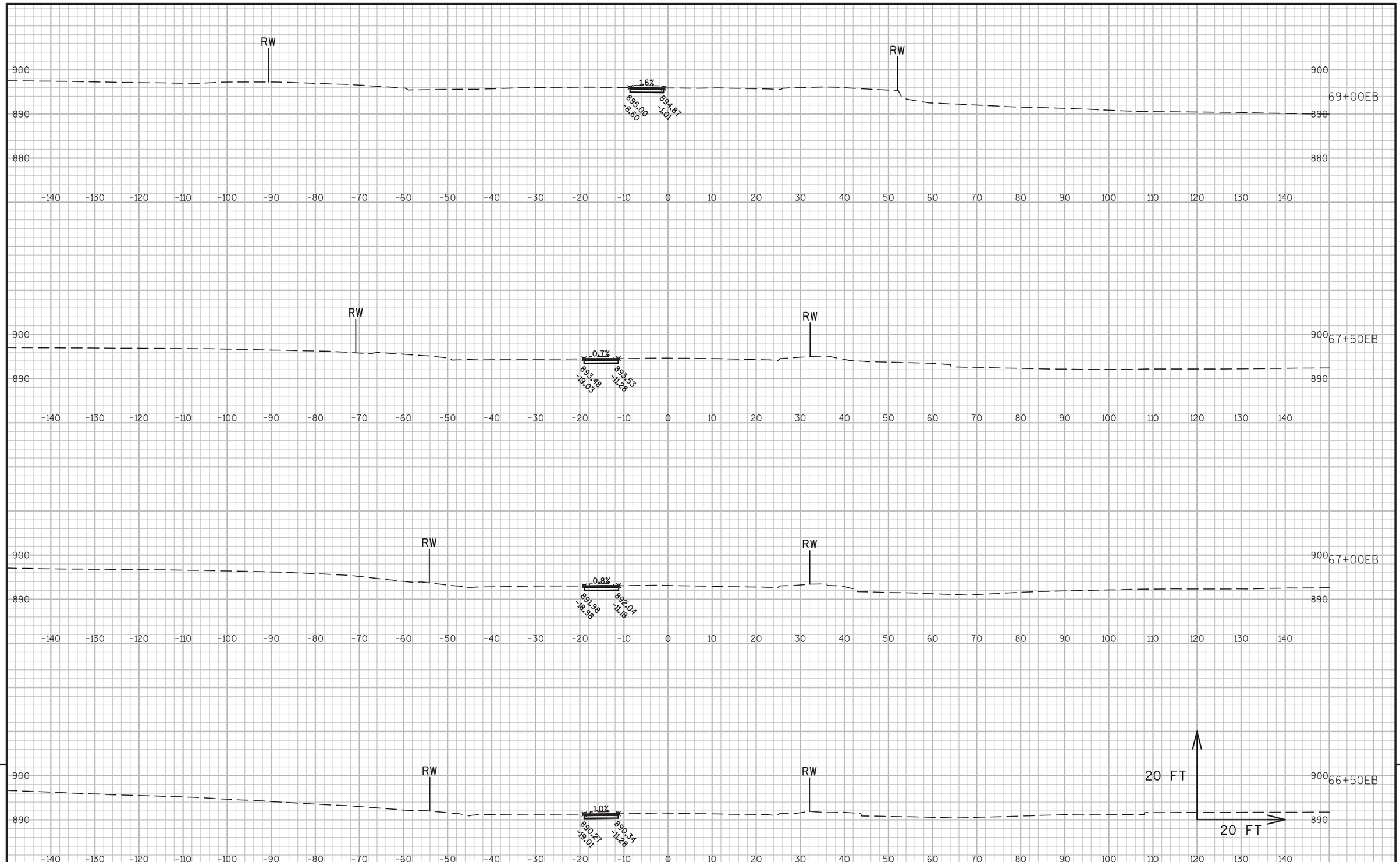
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 491	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (5)

PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

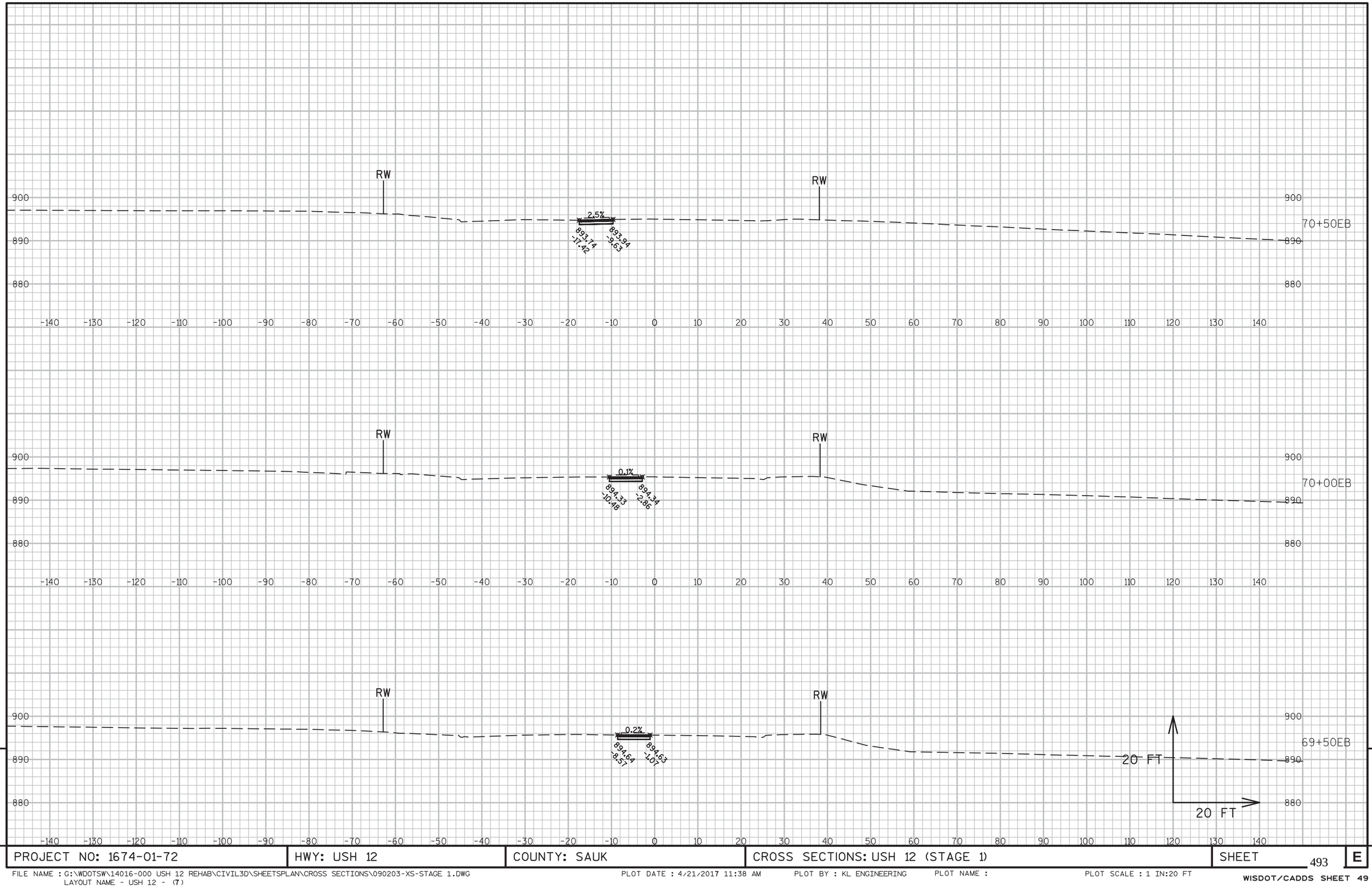


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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 492	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (6)
PLOT DATE : 4/21/2017 11:38 AM
PLOT BY : KL ENGINEERING
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

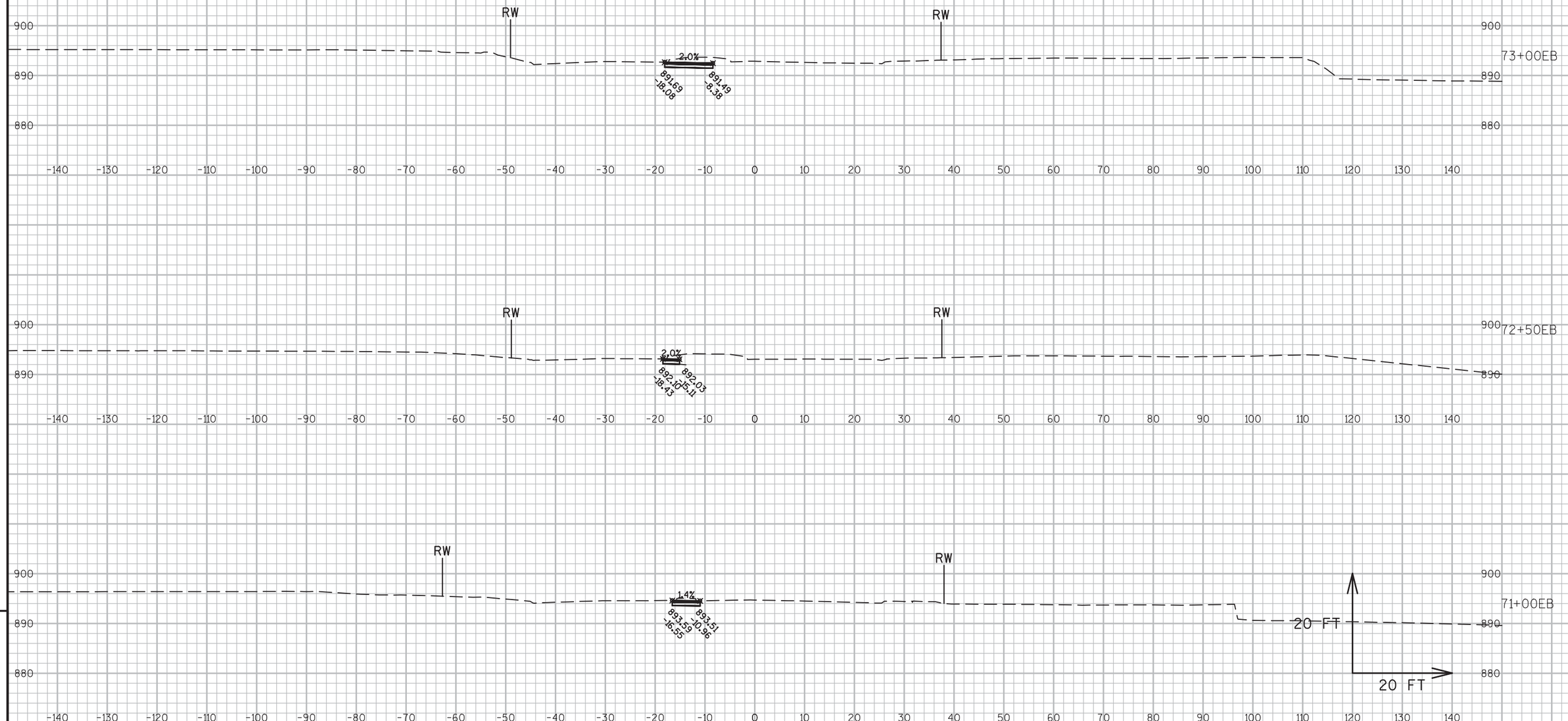


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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 493	E

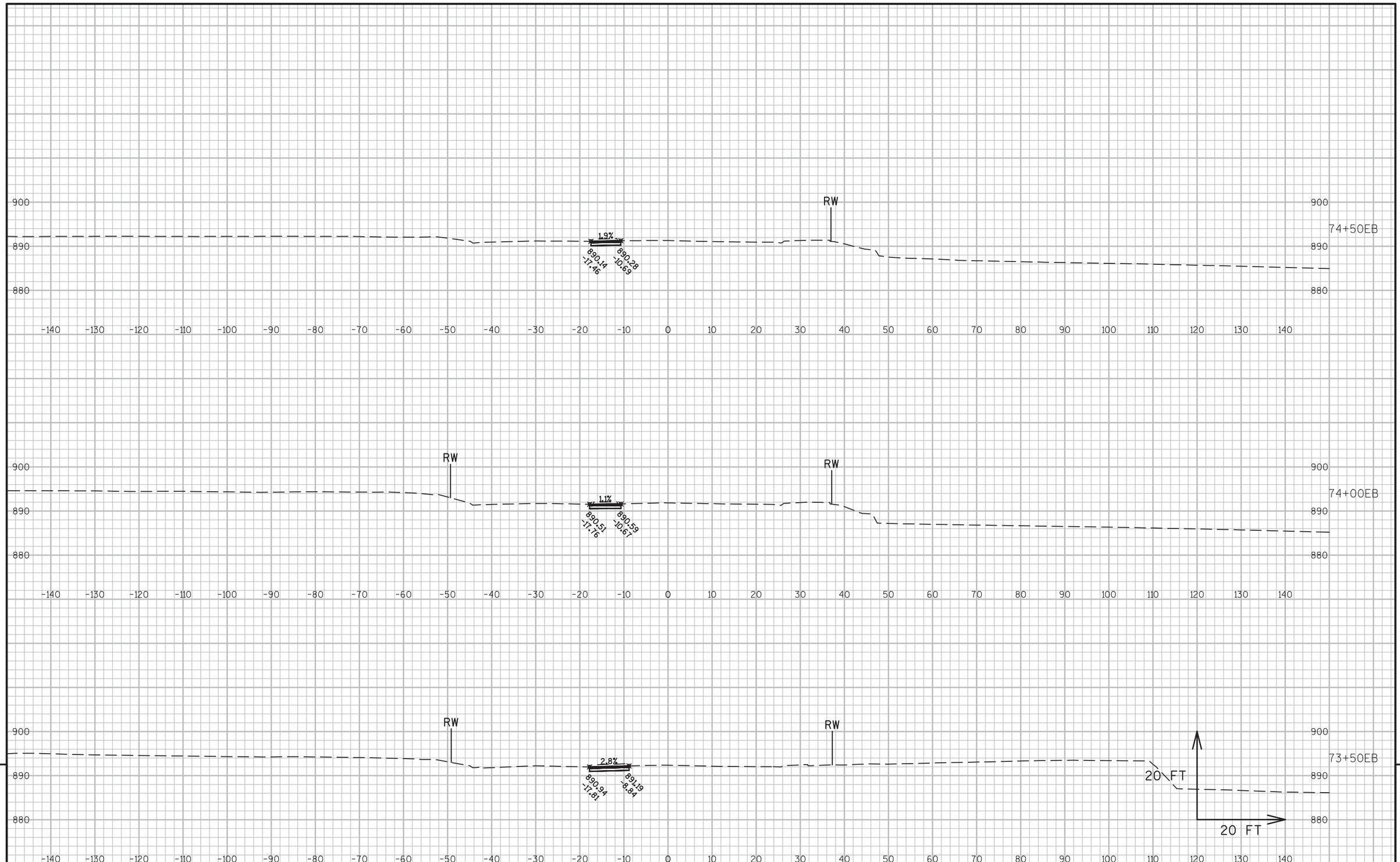
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (7)
PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 494	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (8)
PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



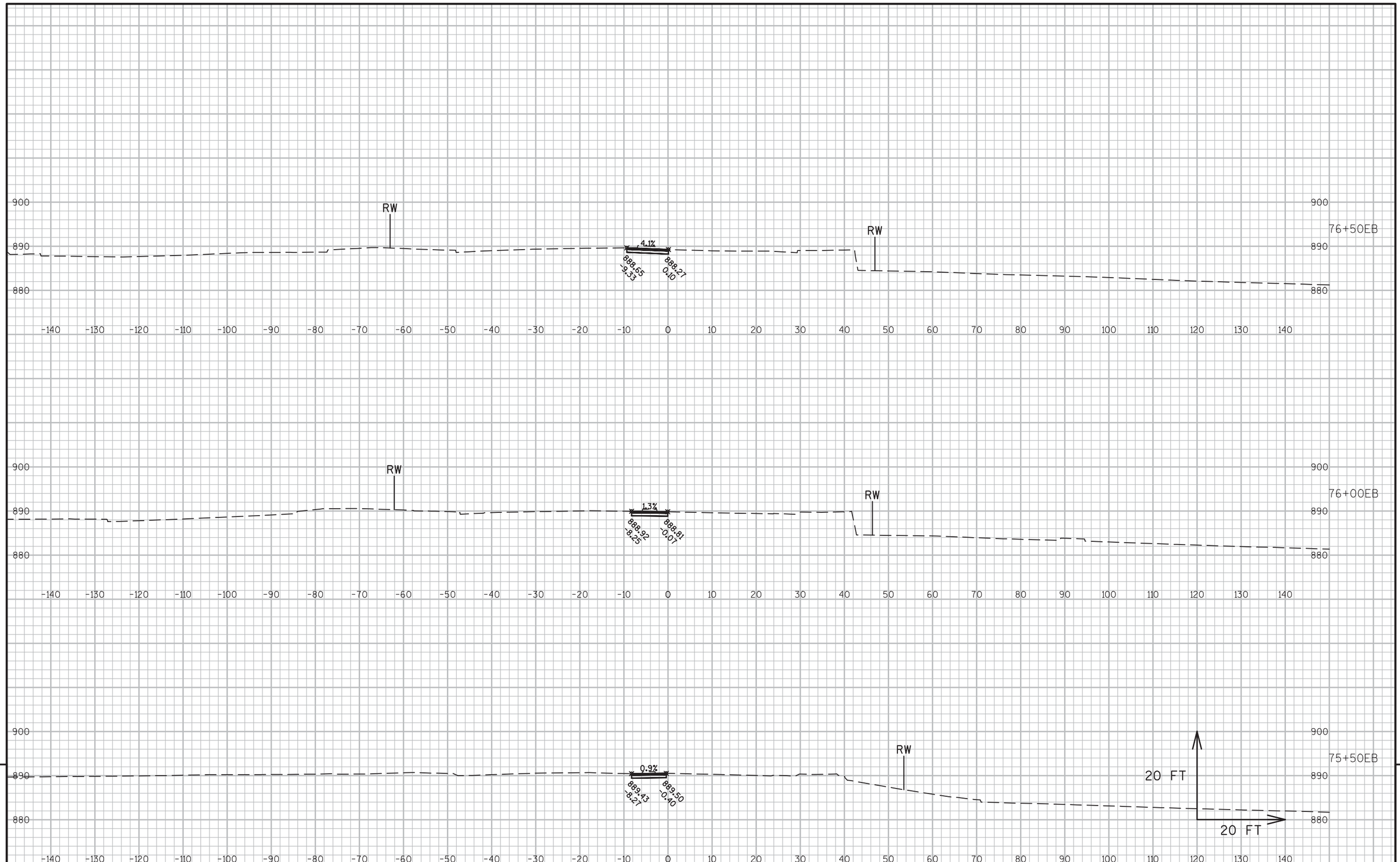
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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 495	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (9)

PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

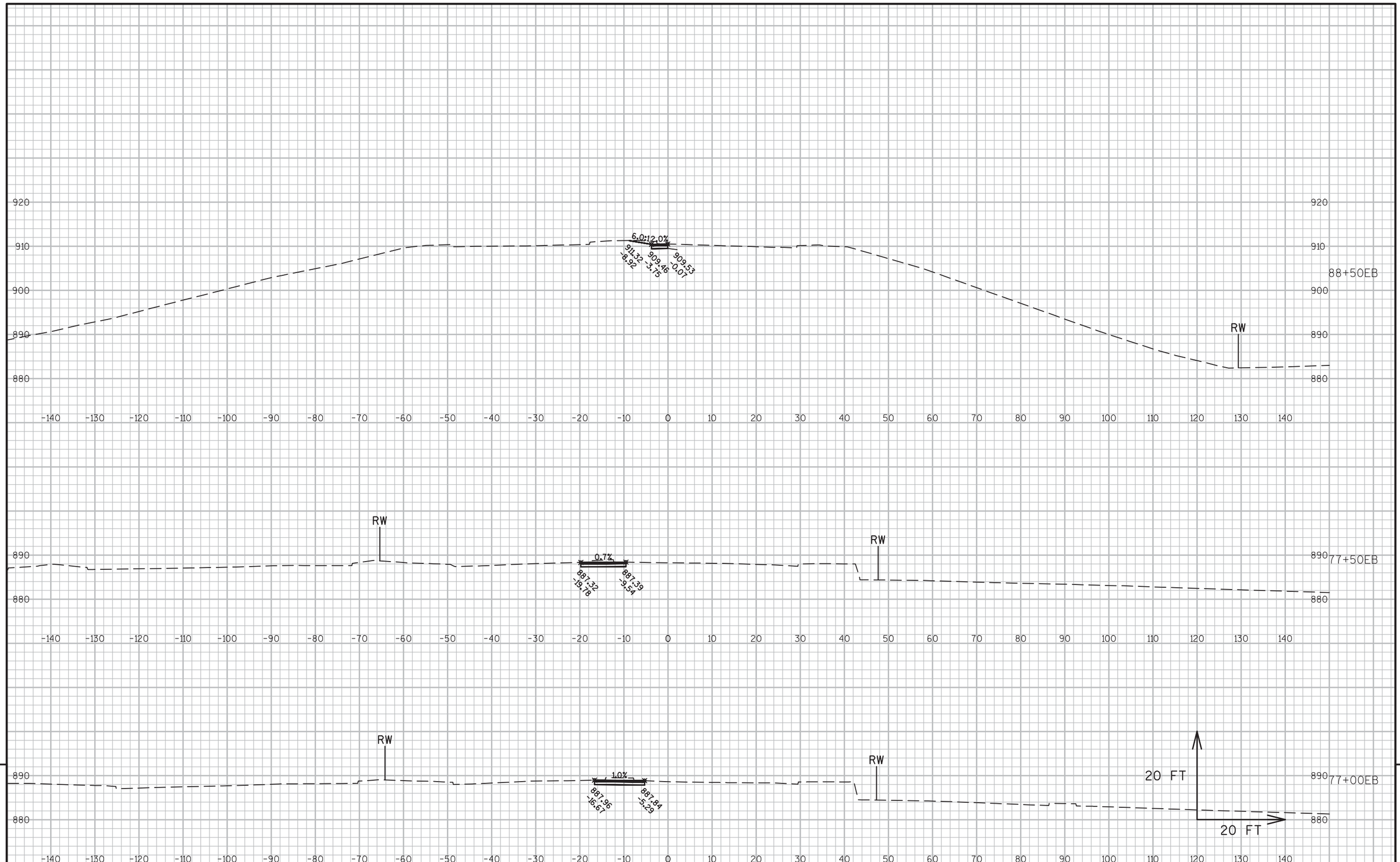


PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 496 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (10)

PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

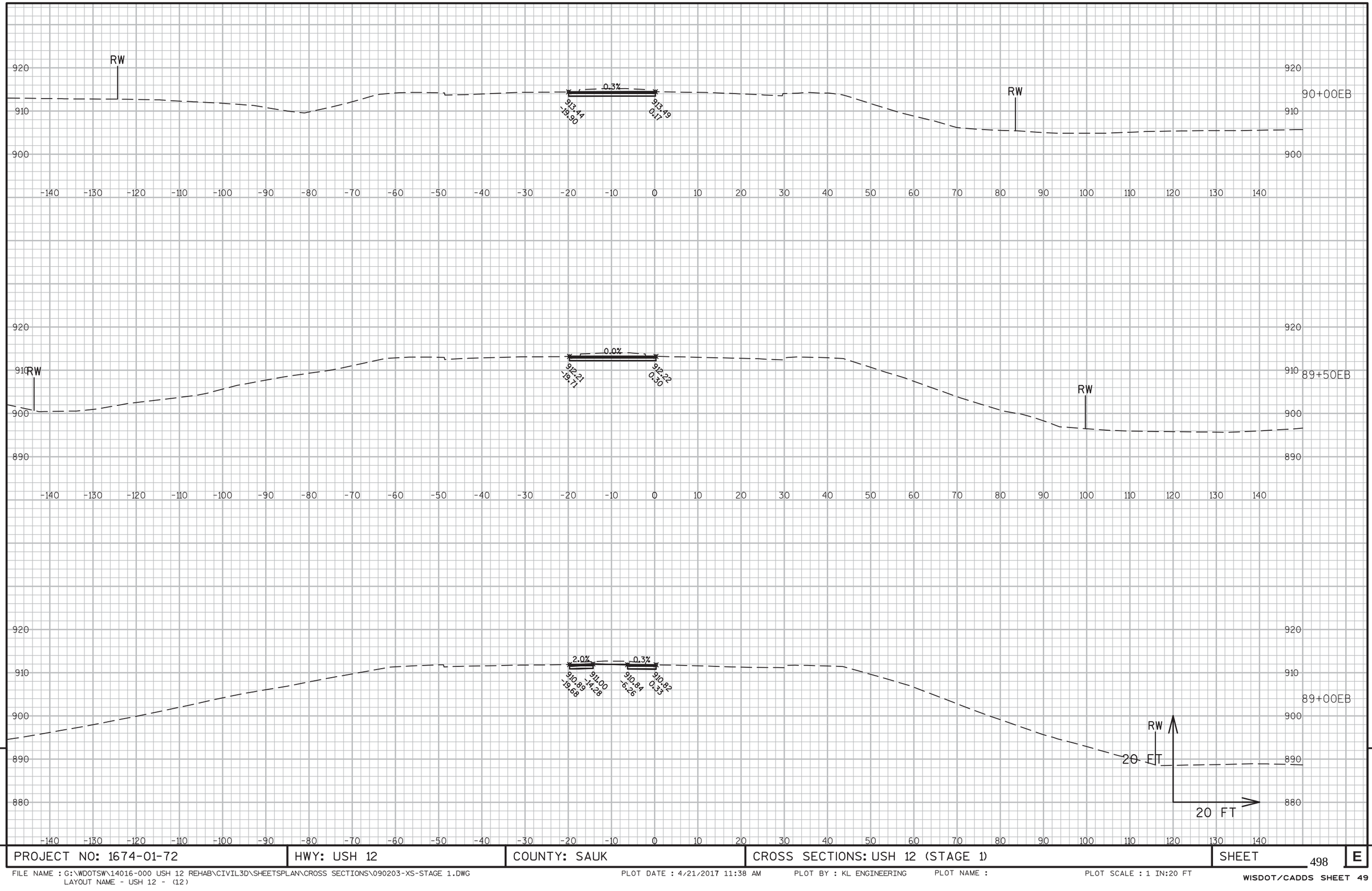


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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 497	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (11)
PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



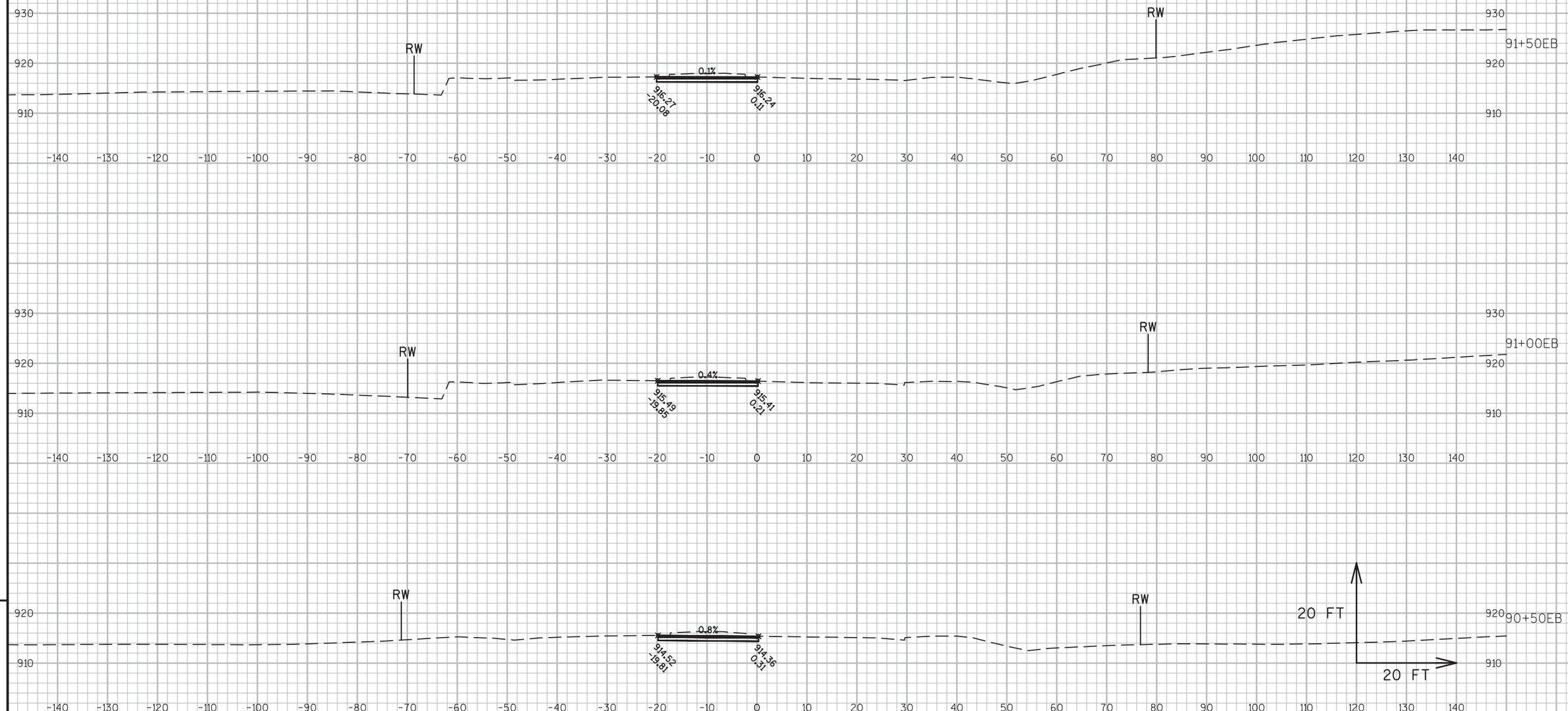
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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 498	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (12)

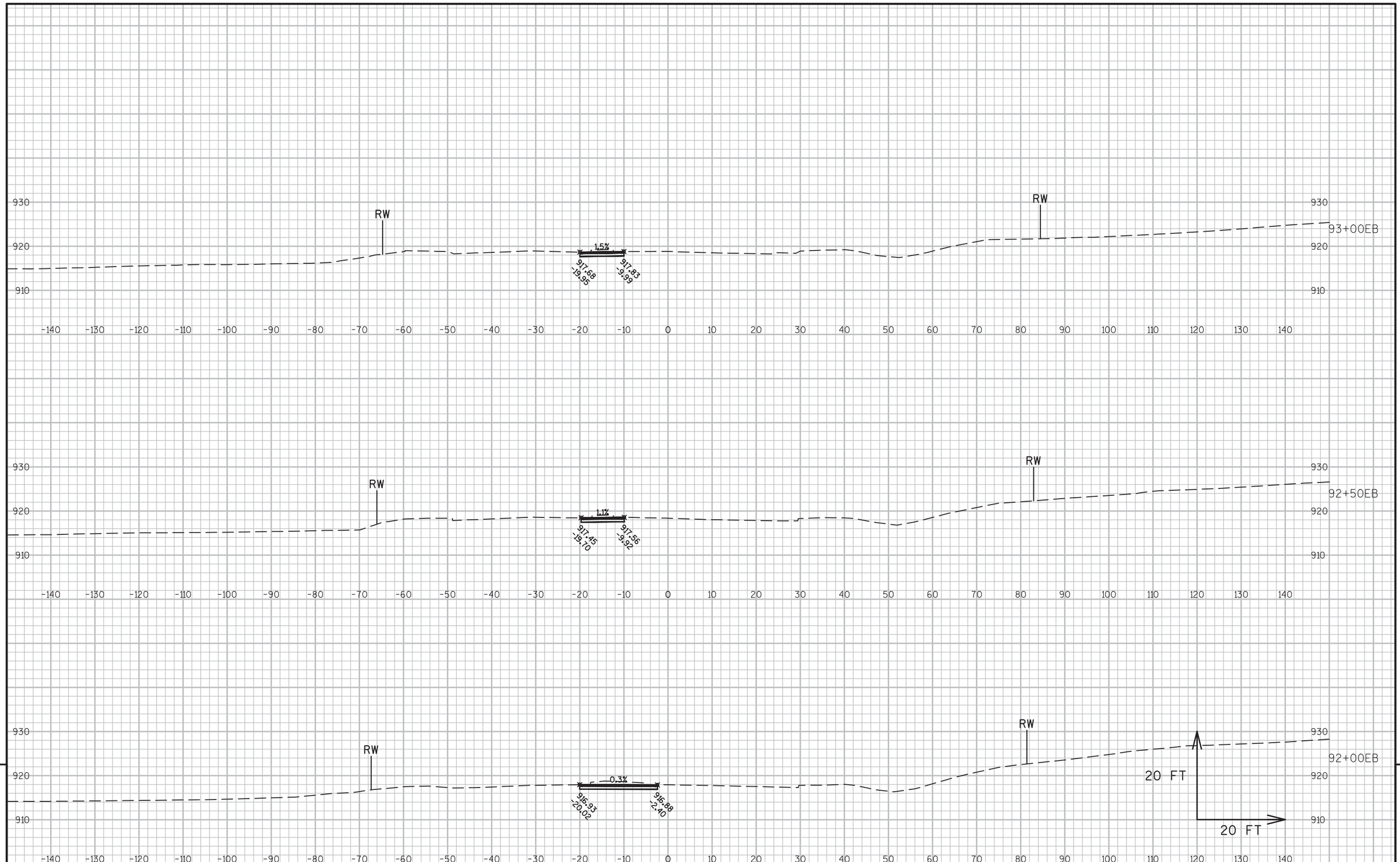
PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



9 9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 499	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (13)
PLOT DATE : 4/21/2017 11:38 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



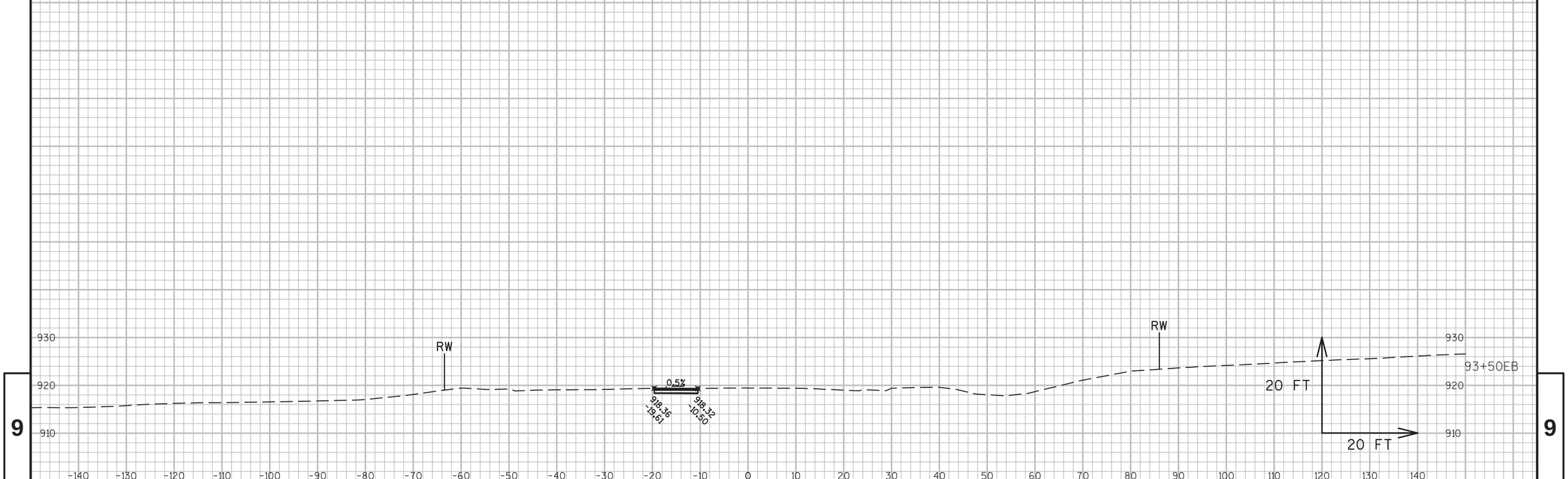
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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 500	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (14)

PLOT DATE : 4/21/2017 11:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



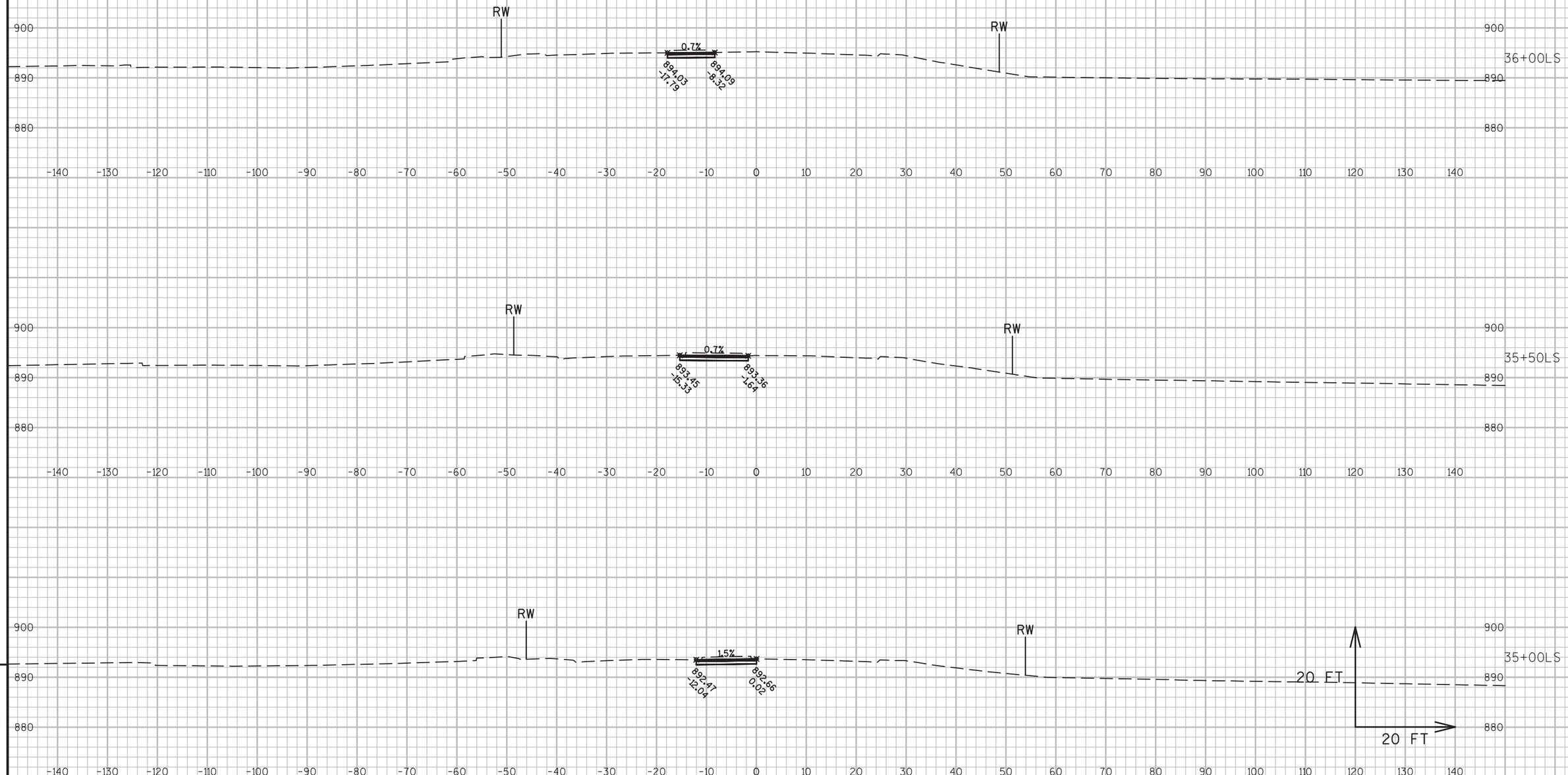
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9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1)	SHEET 501	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - USH 12 - (15)

PLOT DATE : 4/21/2017 11:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

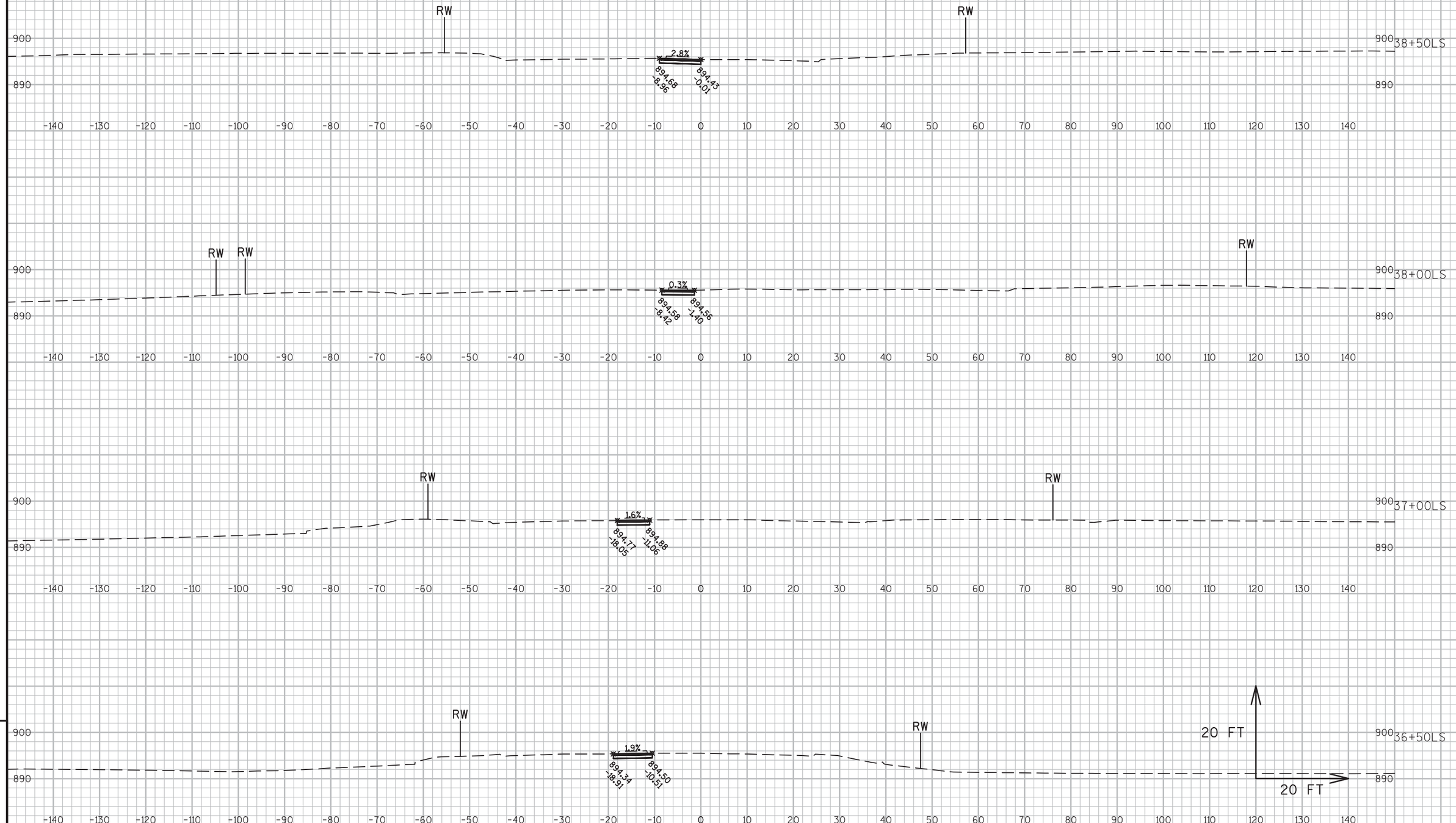
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33 (STAGE 1)	SHEET 502	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - 33 - (1)

PLOT DATE : 4/21/2017 11:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

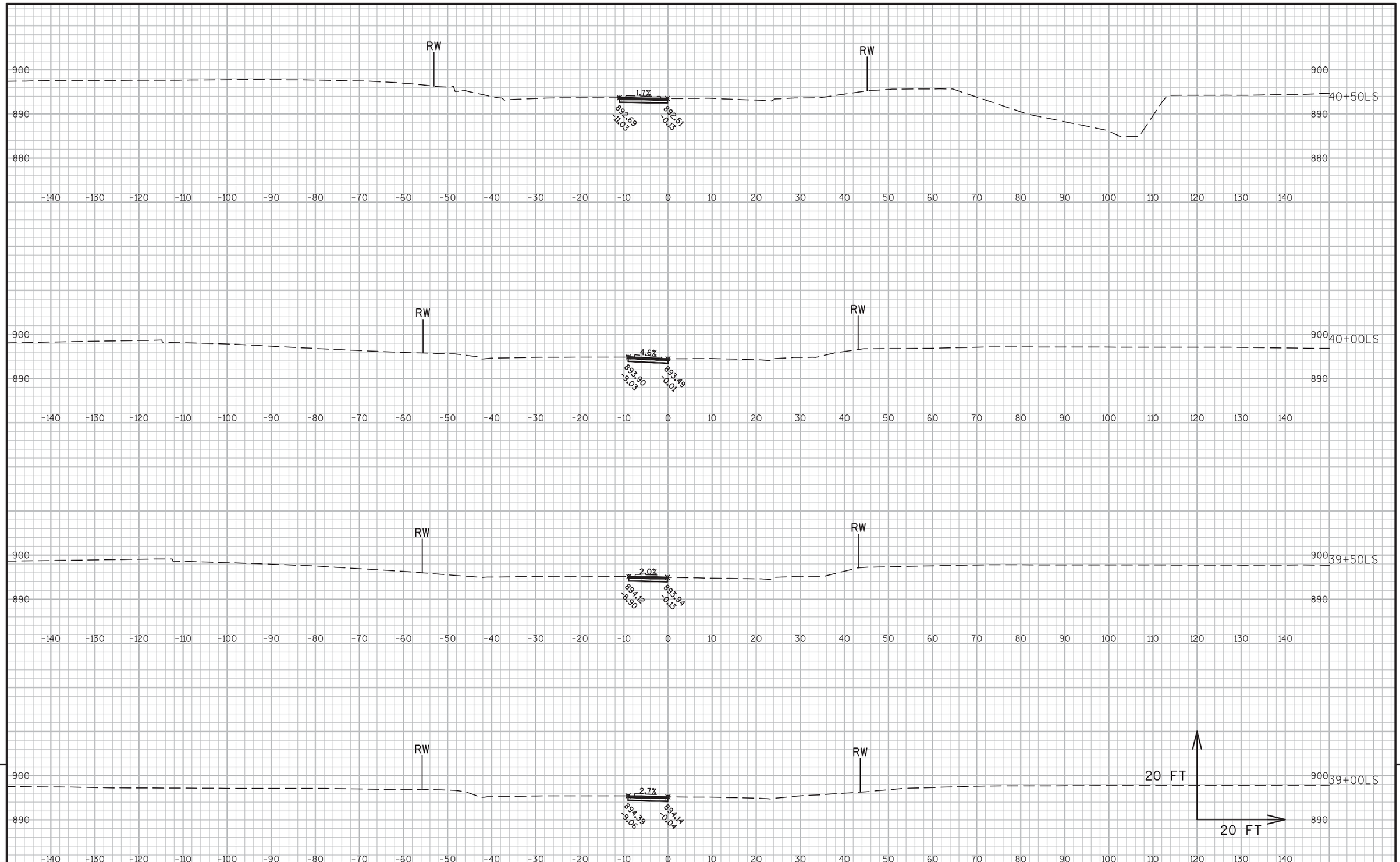


9 9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33 (STAGE 1)	SHEET 503 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - 33 - (2)

PLOT DATE : 4/21/2017 11:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



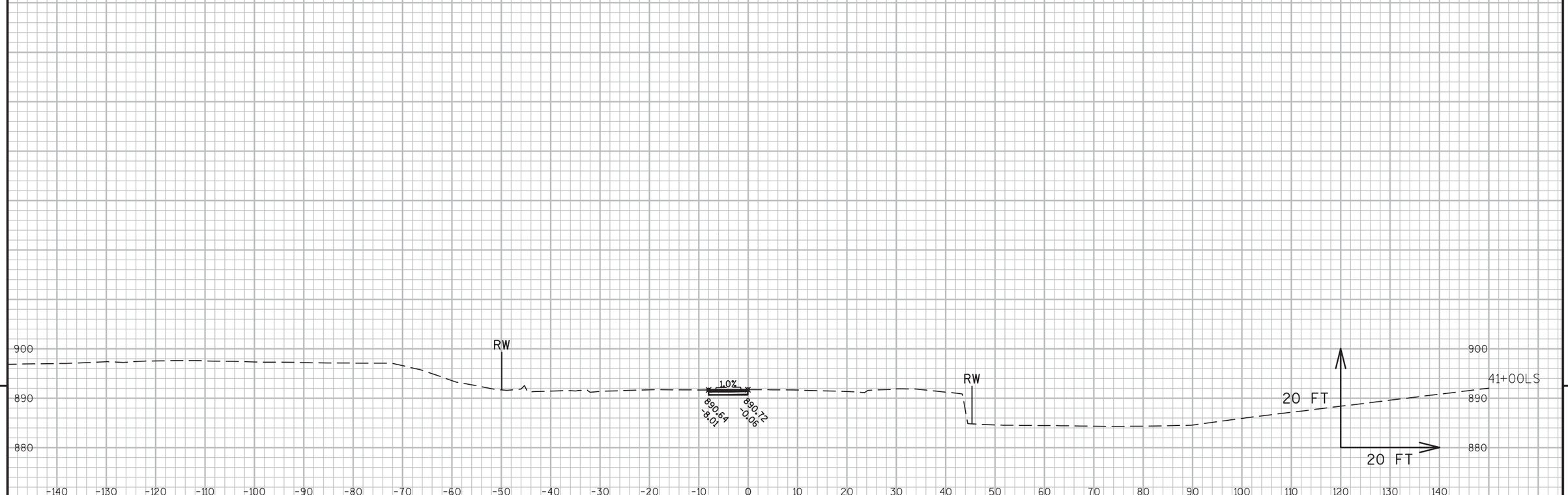
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33 (STAGE 1)	SHEET 504	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - 33 - (3)

PLOT DATE : 4/21/2017 11:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

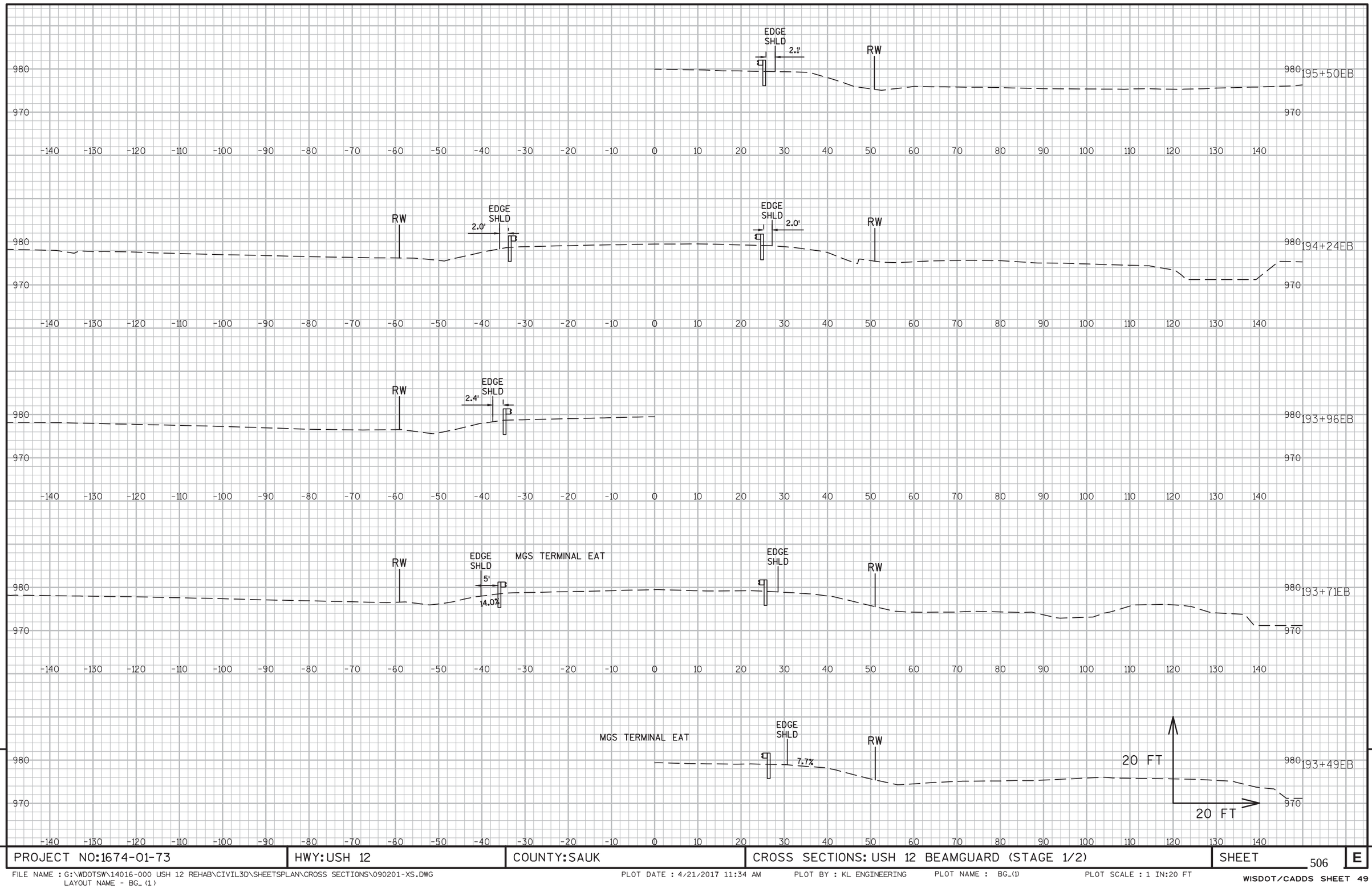


9 9

PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33 (STAGE 1)	SHEET 505 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090203-XS-STAGE 1.DWG
LAYOUT NAME - 33 - (4)

PLOT DATE : 4/21/2017 11:39 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

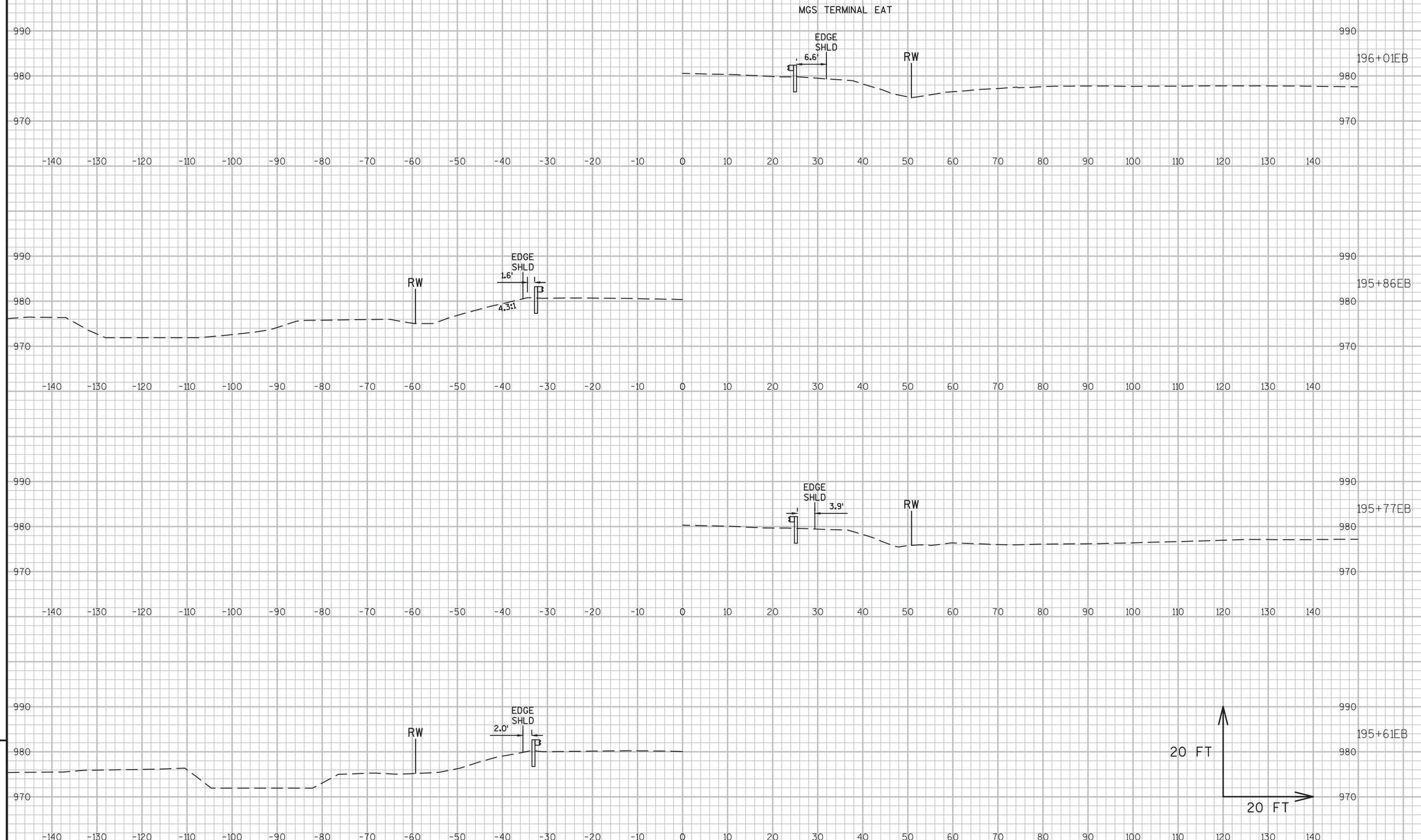


9

9

PROJECT NO:1674-01-73	HWY:USH 12	COUNTY:SAUK	CROSS SECTIONS: USH 12 BEAMGUARD (STAGE 1/2)	SHEET 506	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG
LAYOUT NAME - BG_(1)
PLOT DATE : 4/21/2017 11:34 AM PLOT BY : KL ENGINEERING PLOT NAME : BG_(1) PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

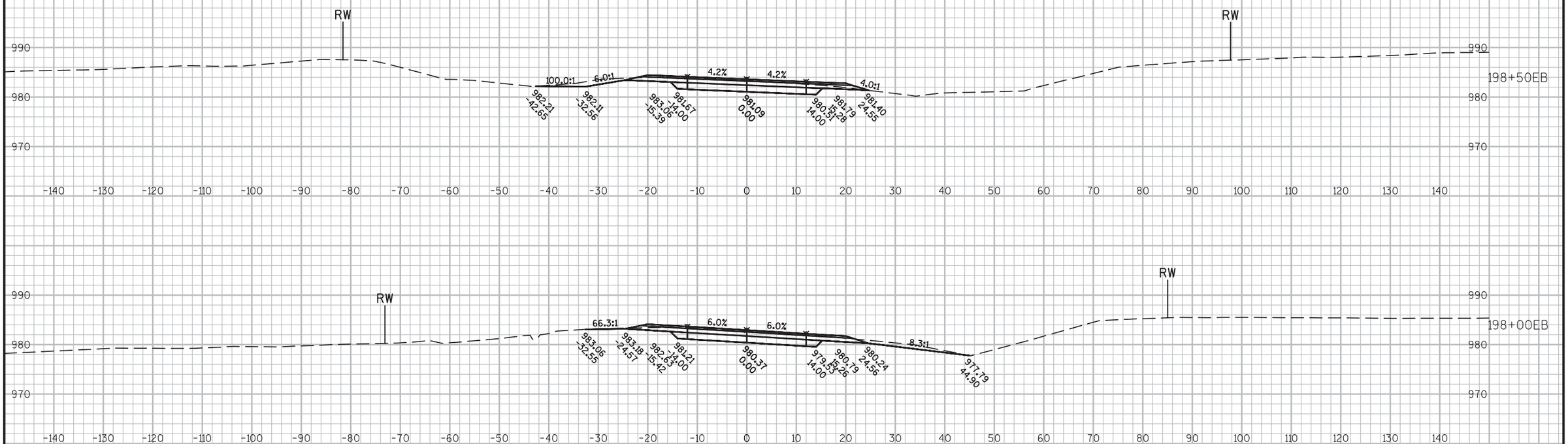
9

PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 BEAMGUARD (STAGE 1/2)	SHEET 507	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG
LAYOUT NAME - BG_(2)

PLOT DATE : 4/21/2017 11:35 AM PLOT BY : KL ENGINEERING PLOT NAME : BG_(2) PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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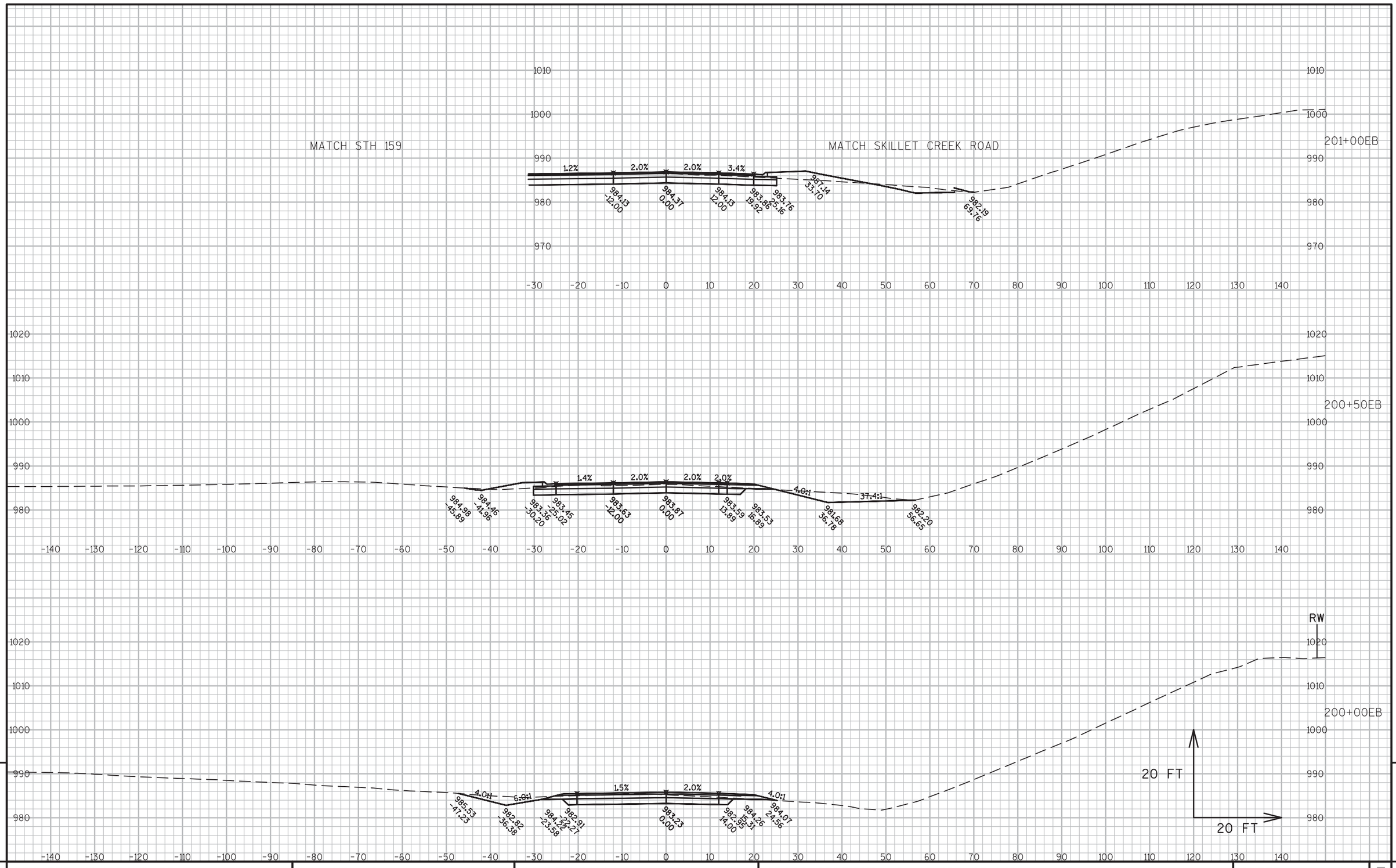
PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1/2)	SHEET 508	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG PLOT DATE : 4/21/2017 11:34 AM PLOT BY : KL ENGINEERING PLOT NAME : 1212L1 PLOT SCALE : 1 IN:20 FT

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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1/2)	SHEET 509	E

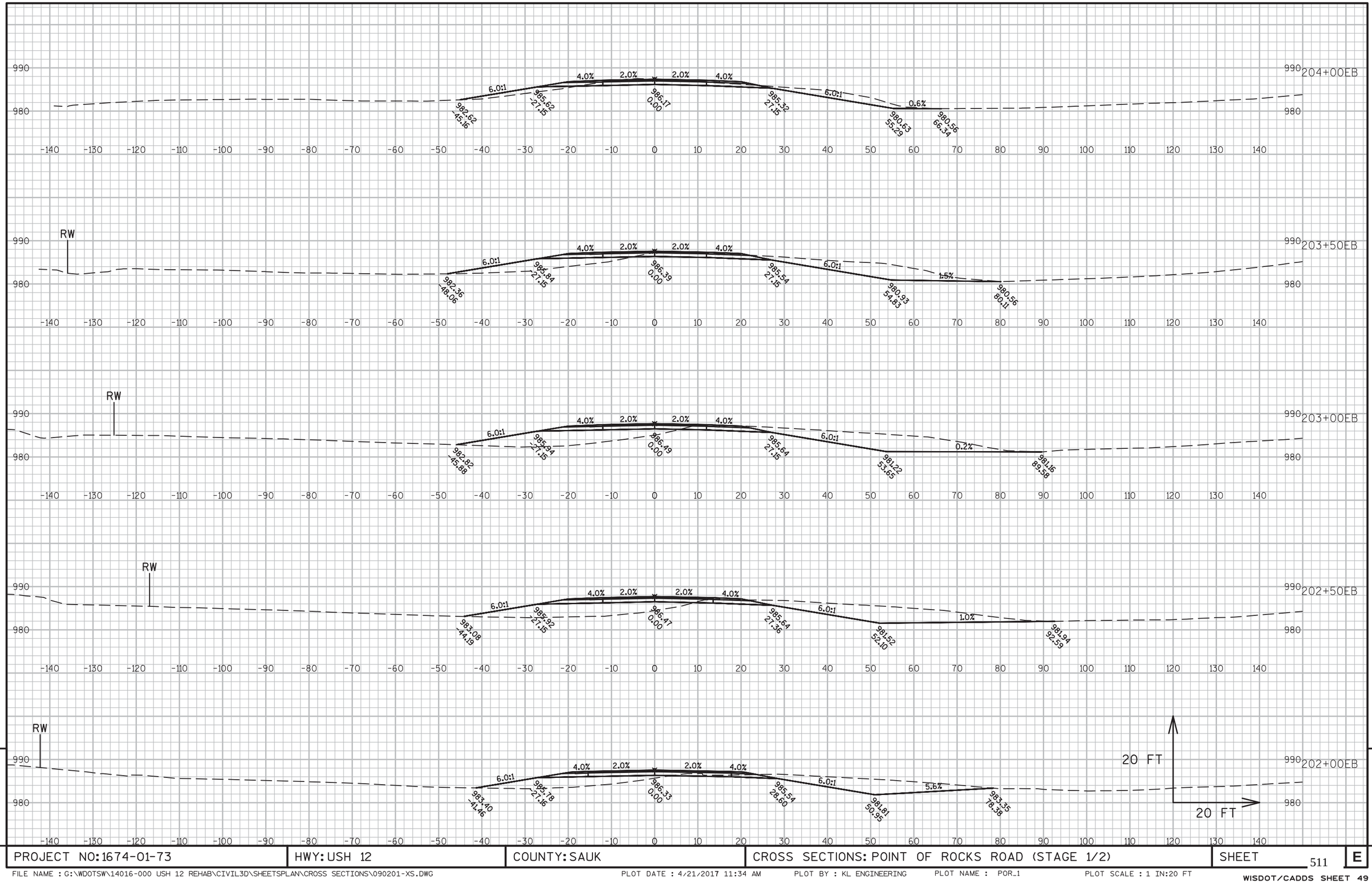


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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 1/2)	SHEET 510	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG PLOT DATE : 4/21/2017 11:34 AM PLOT BY : KL ENGINEERING PLOT NAME : 12_3 PLOT SCALE : 1 IN:20 FT



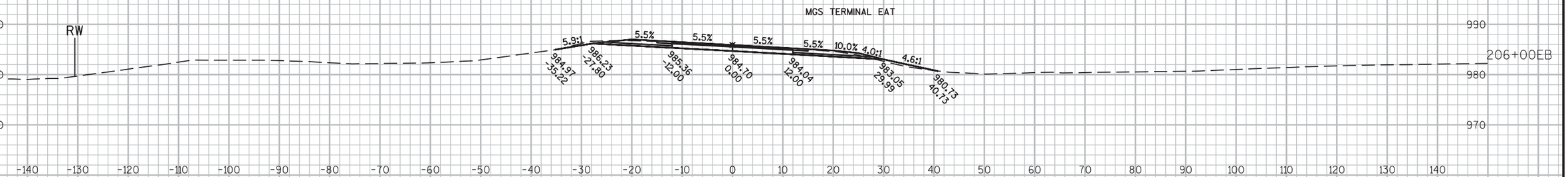
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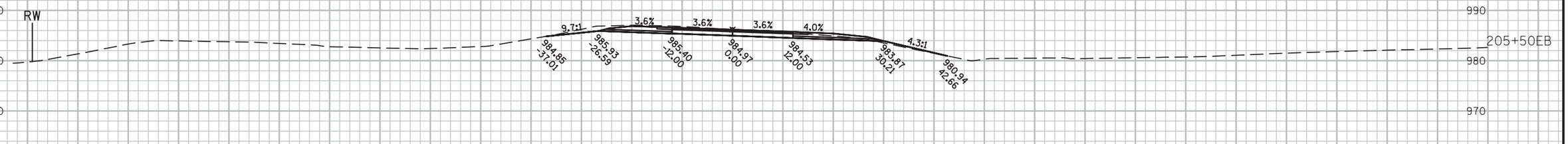
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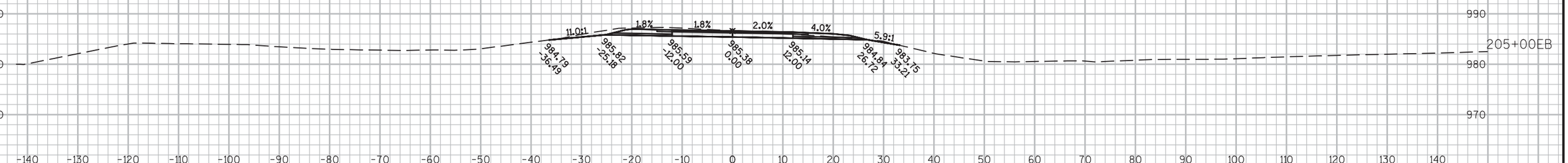
PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: POINT OF ROCKS ROAD (STAGE 1/2)	SHEET 511	E

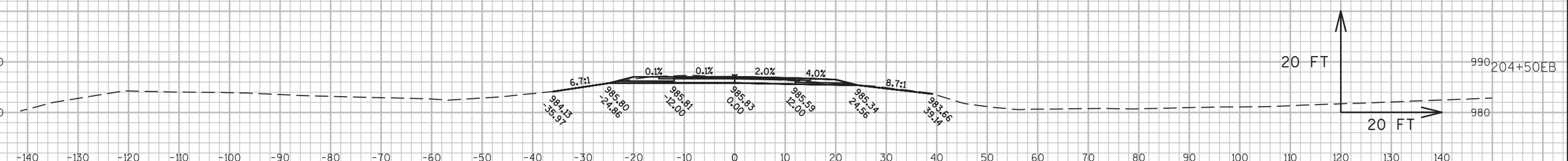
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG PLOT DATE : 4/21/2017 11:34 AM PLOT BY : KL ENGINEERING PLOT NAME : POR_1 PLOT SCALE : 1 IN:20 FT

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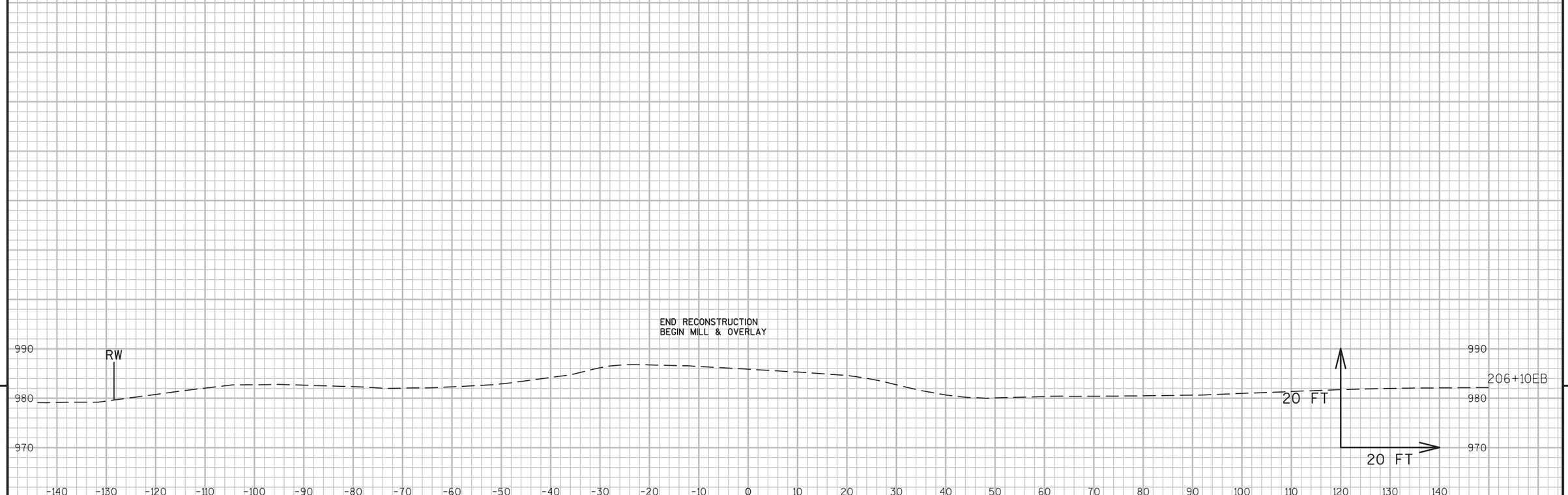






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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: POINT OF ROCKS ROAD (STAGE 1/2)	SHEET 512	E



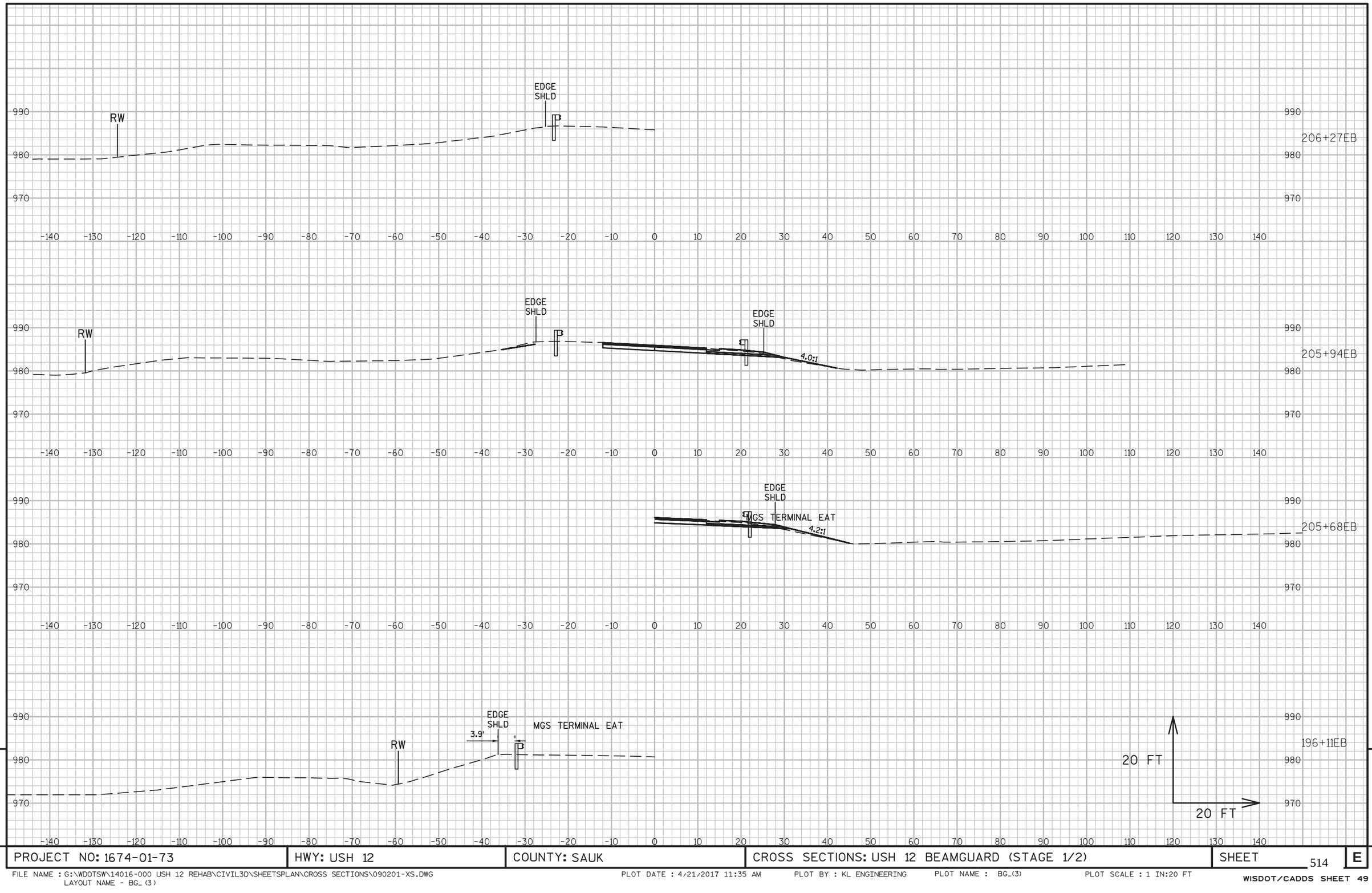
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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: POINT OF ROCKS ROAD (STAGE 1/2)	SHEET 513	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG
LAYOUT NAME - ****

PLOT DATE : 4/21/2017 11:34 AM PLOT BY : KL ENGINEERING PLOT NAME : POR_3 PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



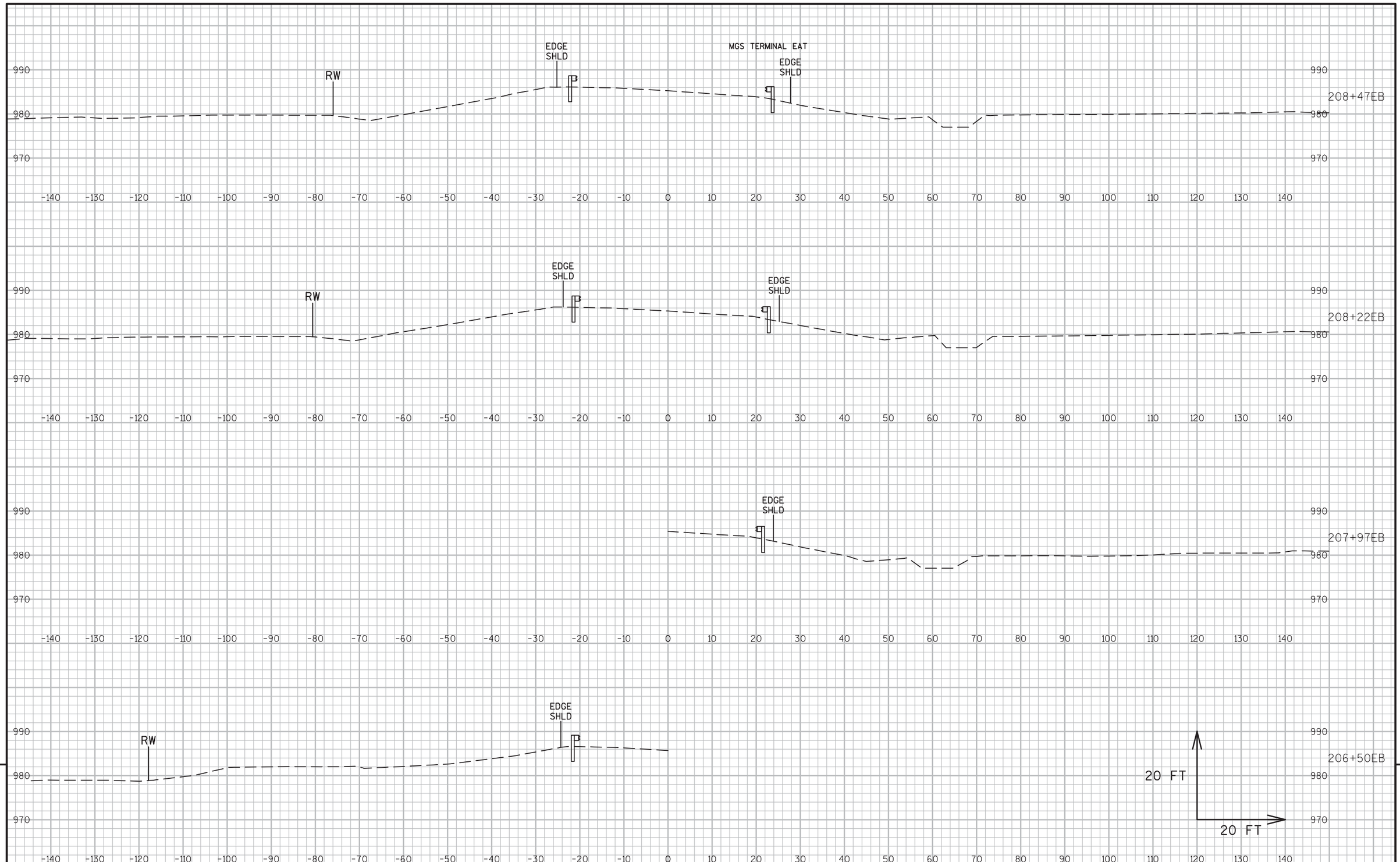
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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 BEAMGUARD (STAGE 1/2)	SHEET 514	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG
LAYOUT NAME - BG_(3)

PLOT DATE : 4/21/2017 11:35 AM PLOT BY : KL ENGINEERING PLOT NAME : BG_(3) PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 BEAMGUARD (STAGE 1/2)	SHEET 515	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG
LAYOUT NAME - BG_(4)
PLOT DATE : 4/21/2017 11:35 AM PLOT BY : KL ENGINEERING PLOT NAME : BG_(4) PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



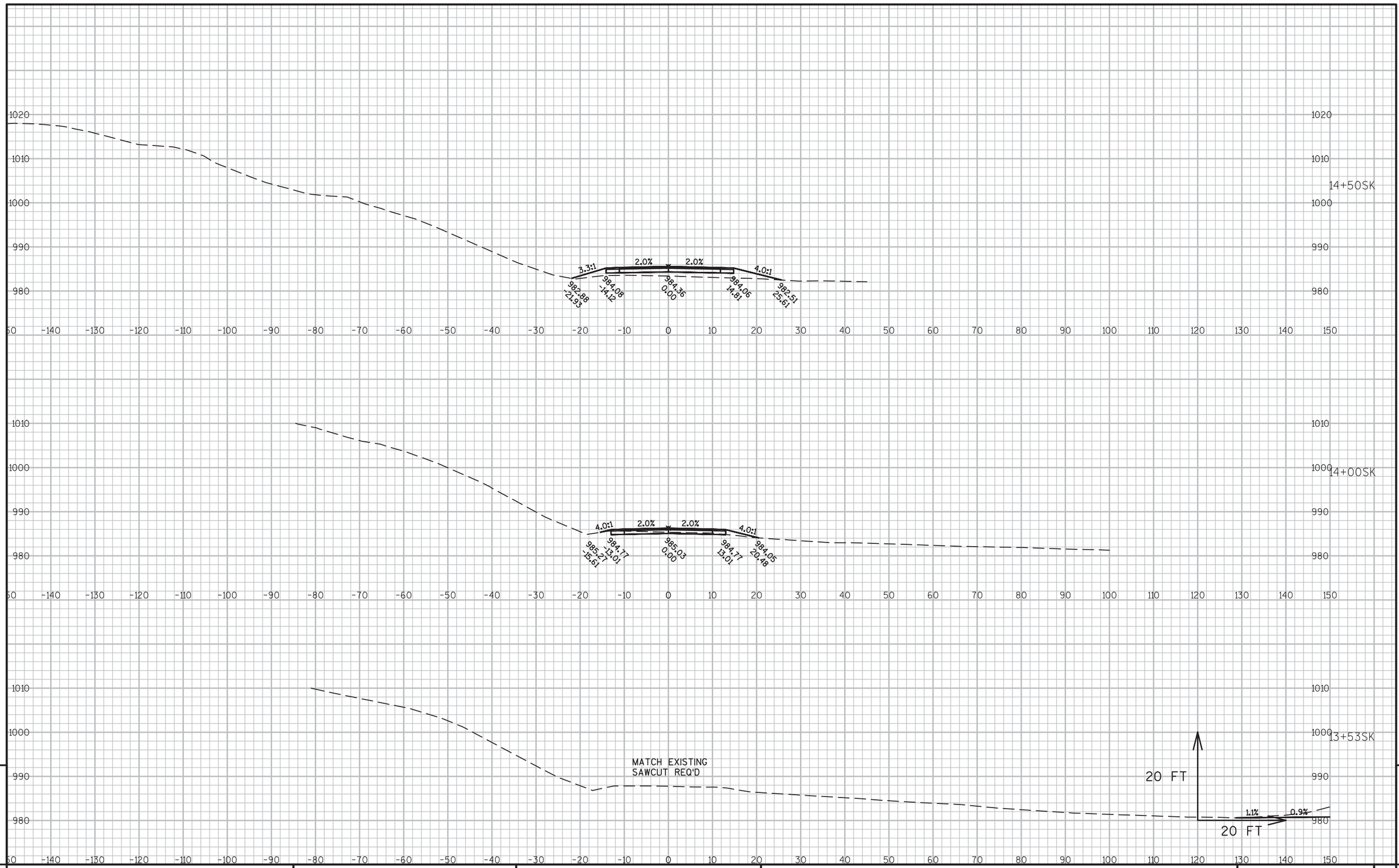
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PROJECT NO:1674-01-73	HWY:USH 12	COUNTY:SAUK	CROSS SECTIONS: USH 12 BEAMGUARD (STAGE 1/2)	SHEET 516	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG
LAYOUT NAME - BG_(5)

PLOT DATE : 4/21/2017 11:35 AM PLOT BY : KL ENGINEERING PLOT NAME : BG_(5) PLOT SCALE : 1 IN:20 FT

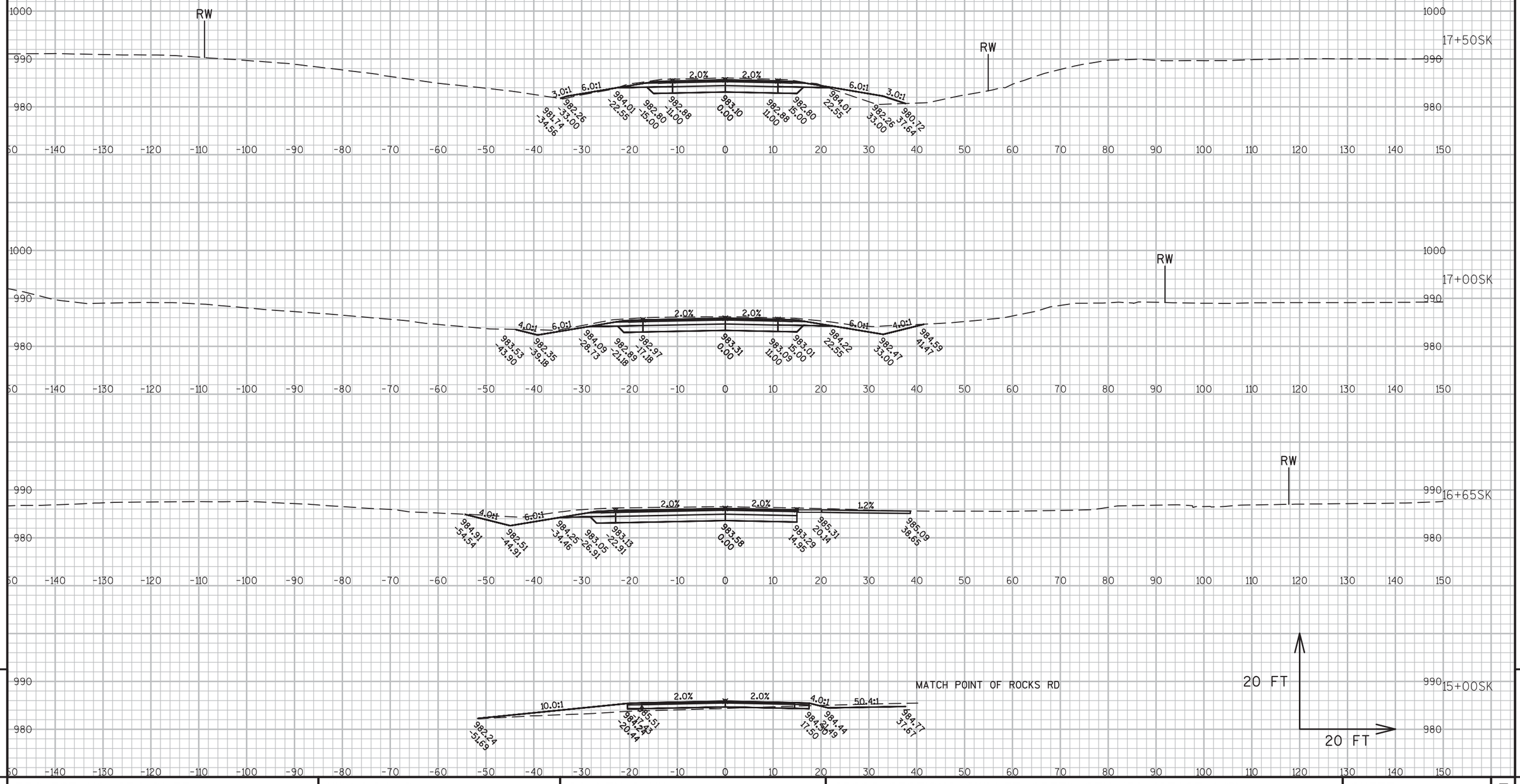


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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKILLET CREEK/STH 159 (STAGE 1/2)	SHEET 517	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG PLOT DATE : 4/21/2017 11:35 AM PLOT BY : KL ENGINEERING PLOT NAME : SK_1 PLOT SCALE : 1 IN:20 FT

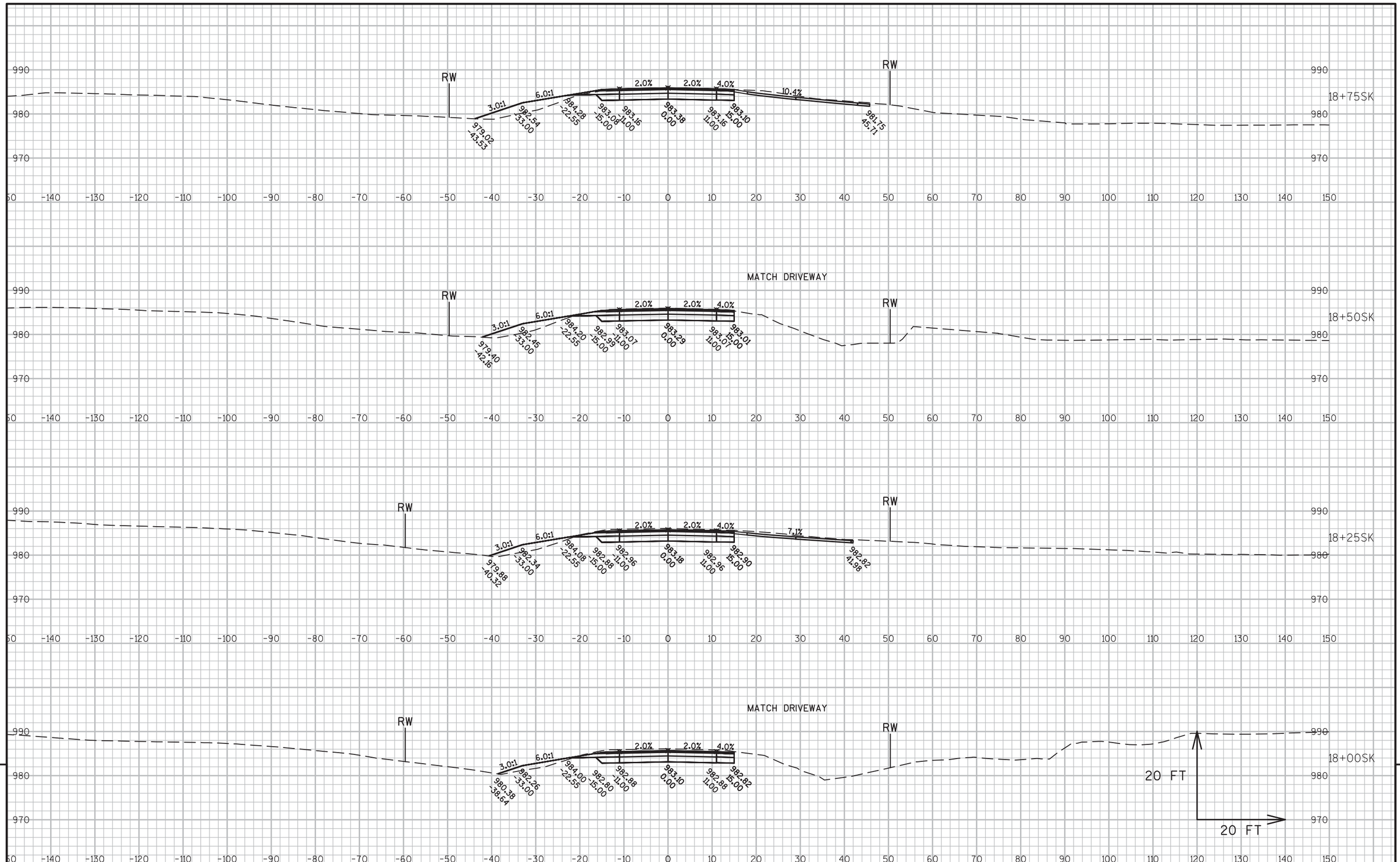


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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKILLET CREEK/STH 159 (STAGE 1/2)	SHEET 518	E

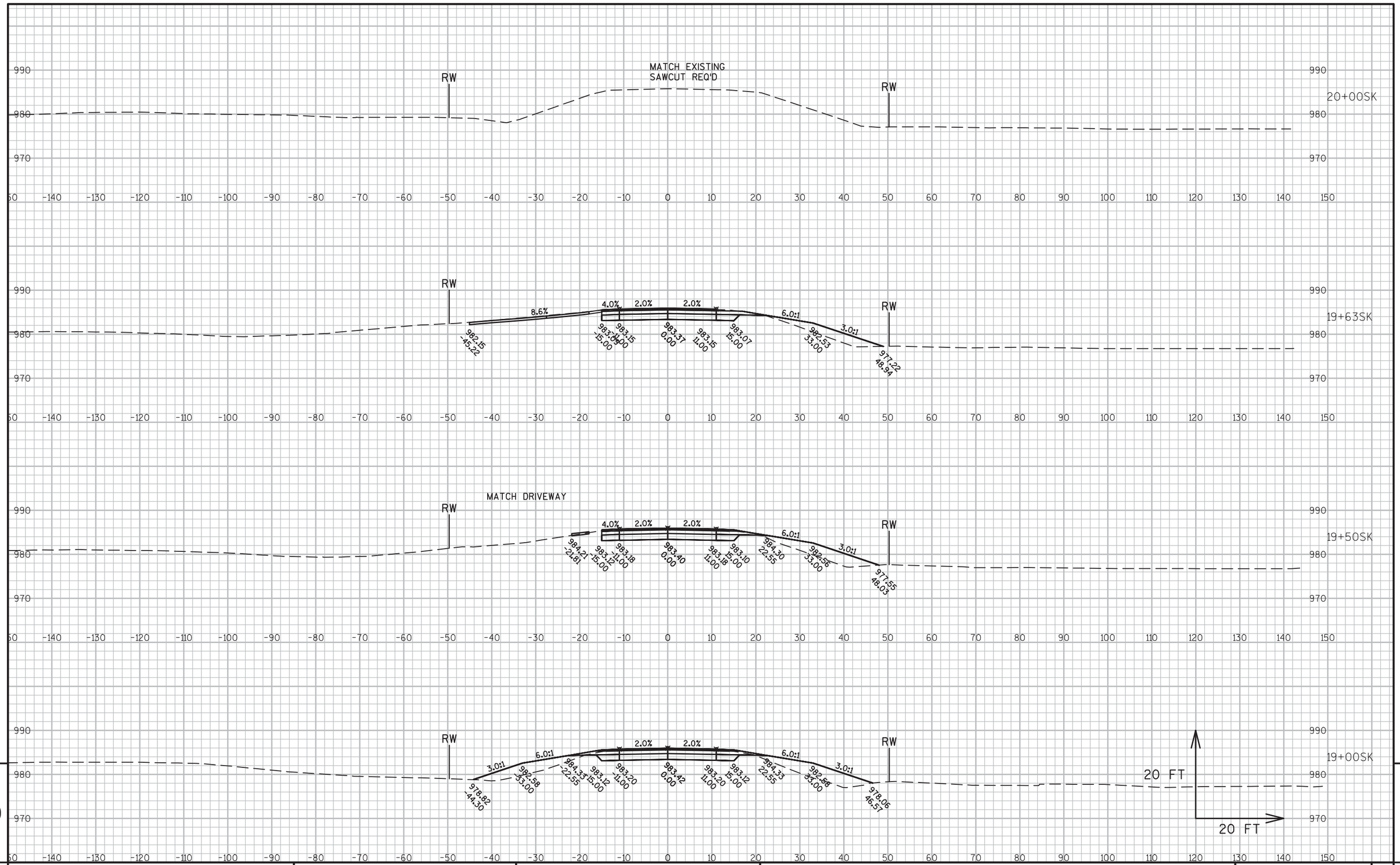
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG PLOT DATE : 4/21/2017 11:35 AM PLOT BY : KL ENGINEERING PLOT NAME : SK_2 PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKILLET CREEK/STH 159 (STAGE 1/2)	SHEET 519 E

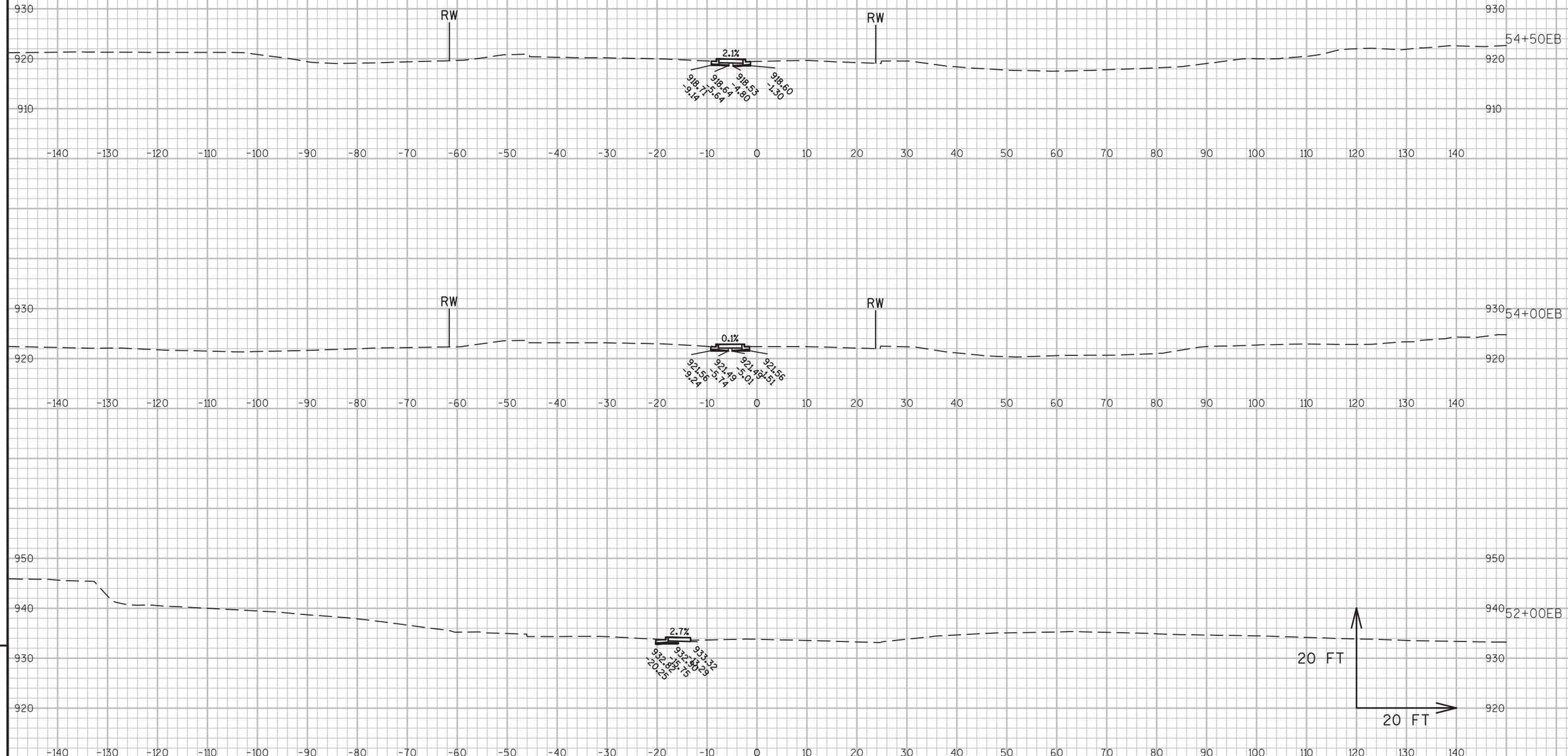
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090201-XS.DWG PLOT DATE : 4/21/2017 11:35 AM PLOT BY : KL ENGINEERING PLOT NAME : SK_3 PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 1674-01-73	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SKILLET CREEK/STH 159 (STAGE 1/2)	SHEET 520	E



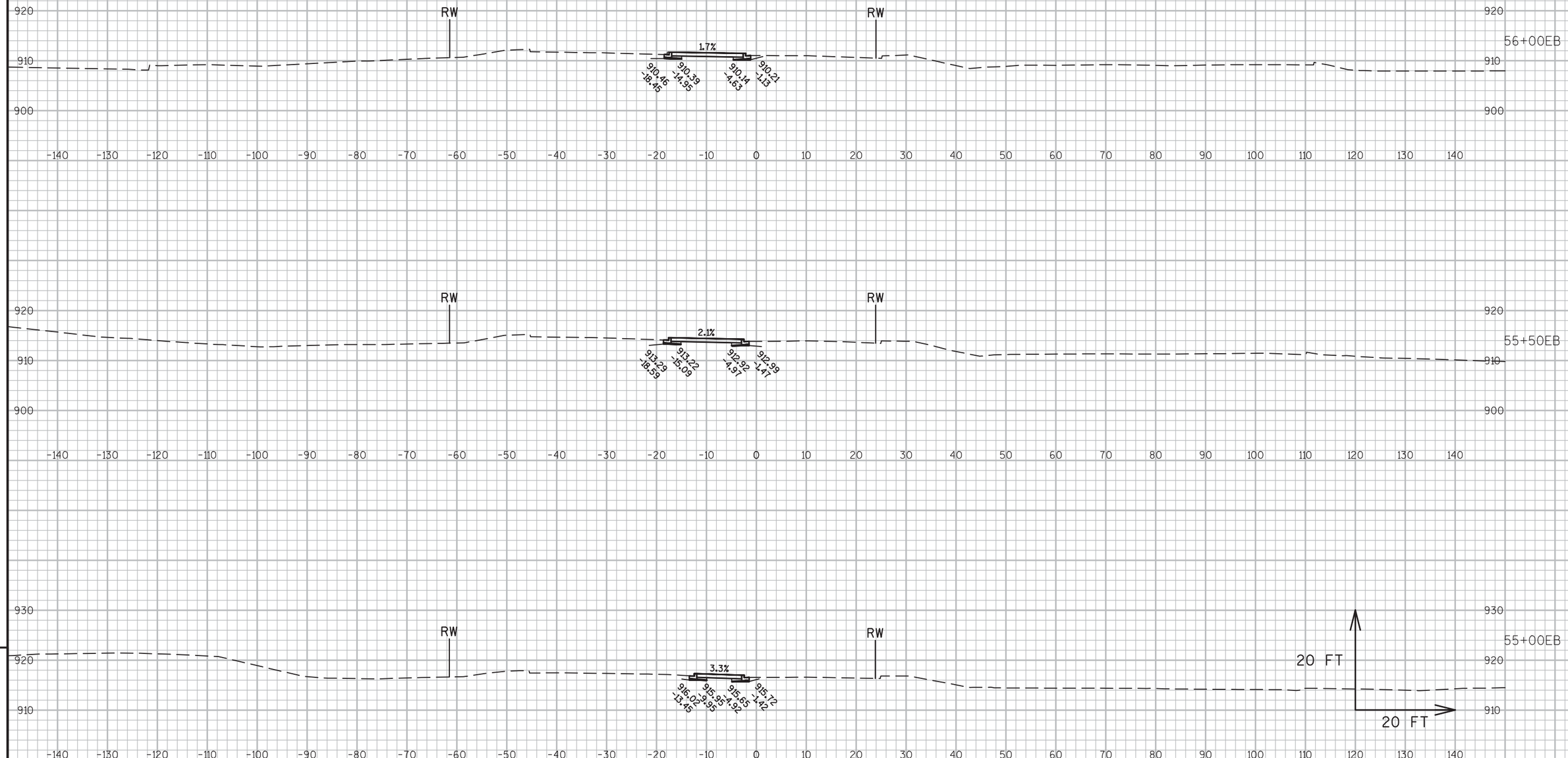
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 521 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (100)

PLOT DATE : 4/21/2017 11:42 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



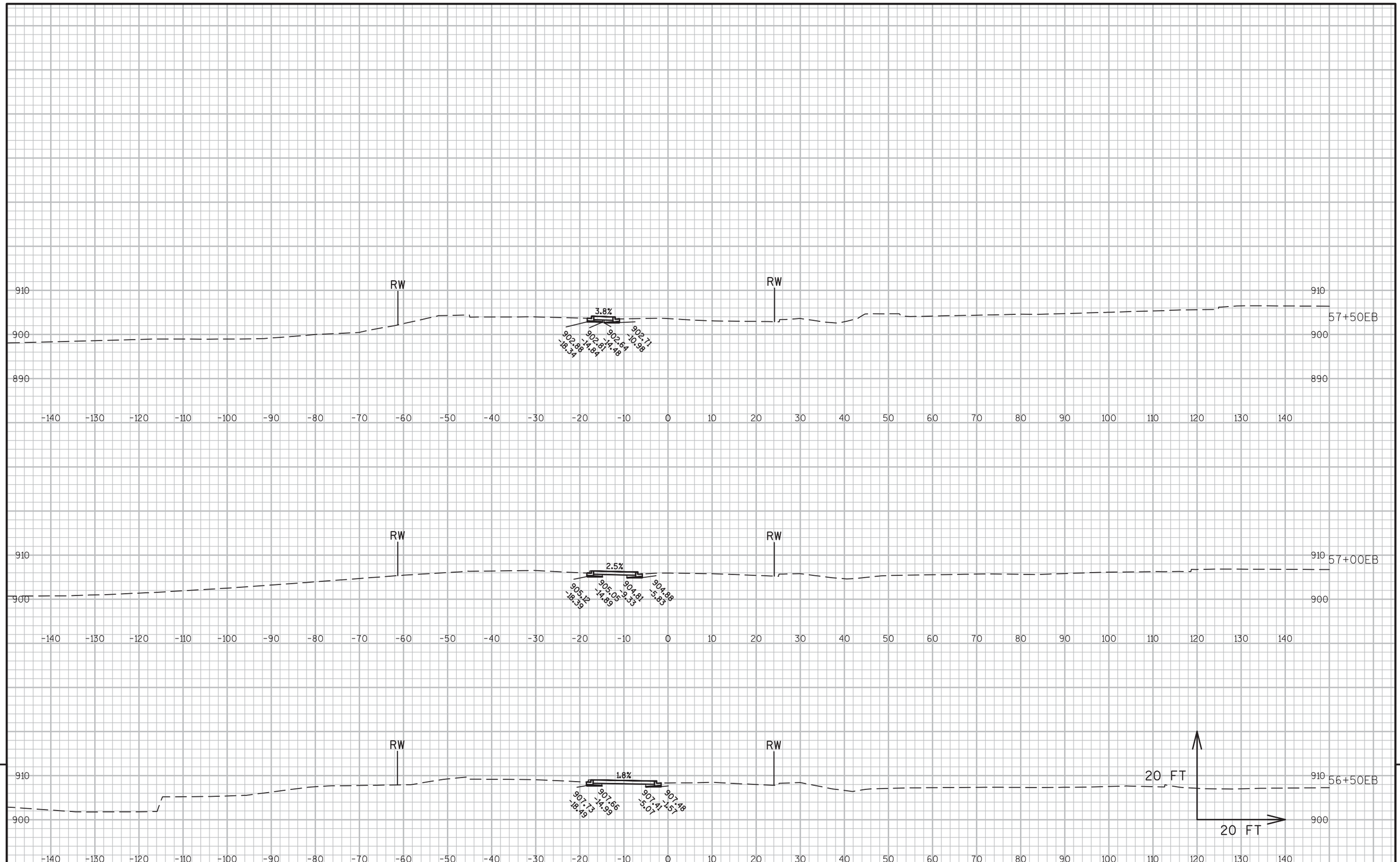
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9

PROJECT NO: X167X-XXX-7XX	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 522	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (101)

PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

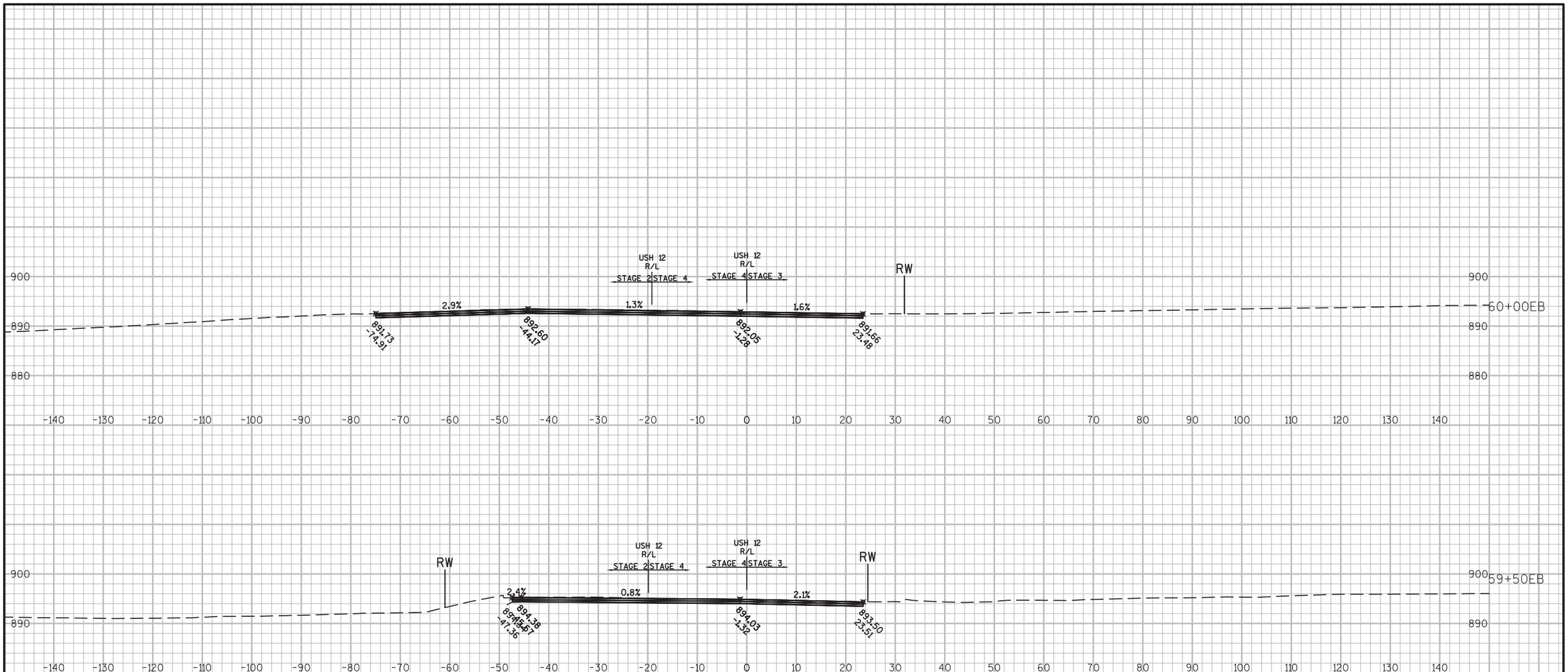


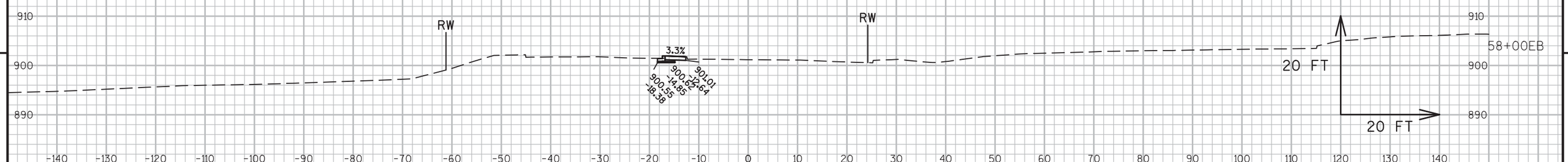
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 523	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (102)
PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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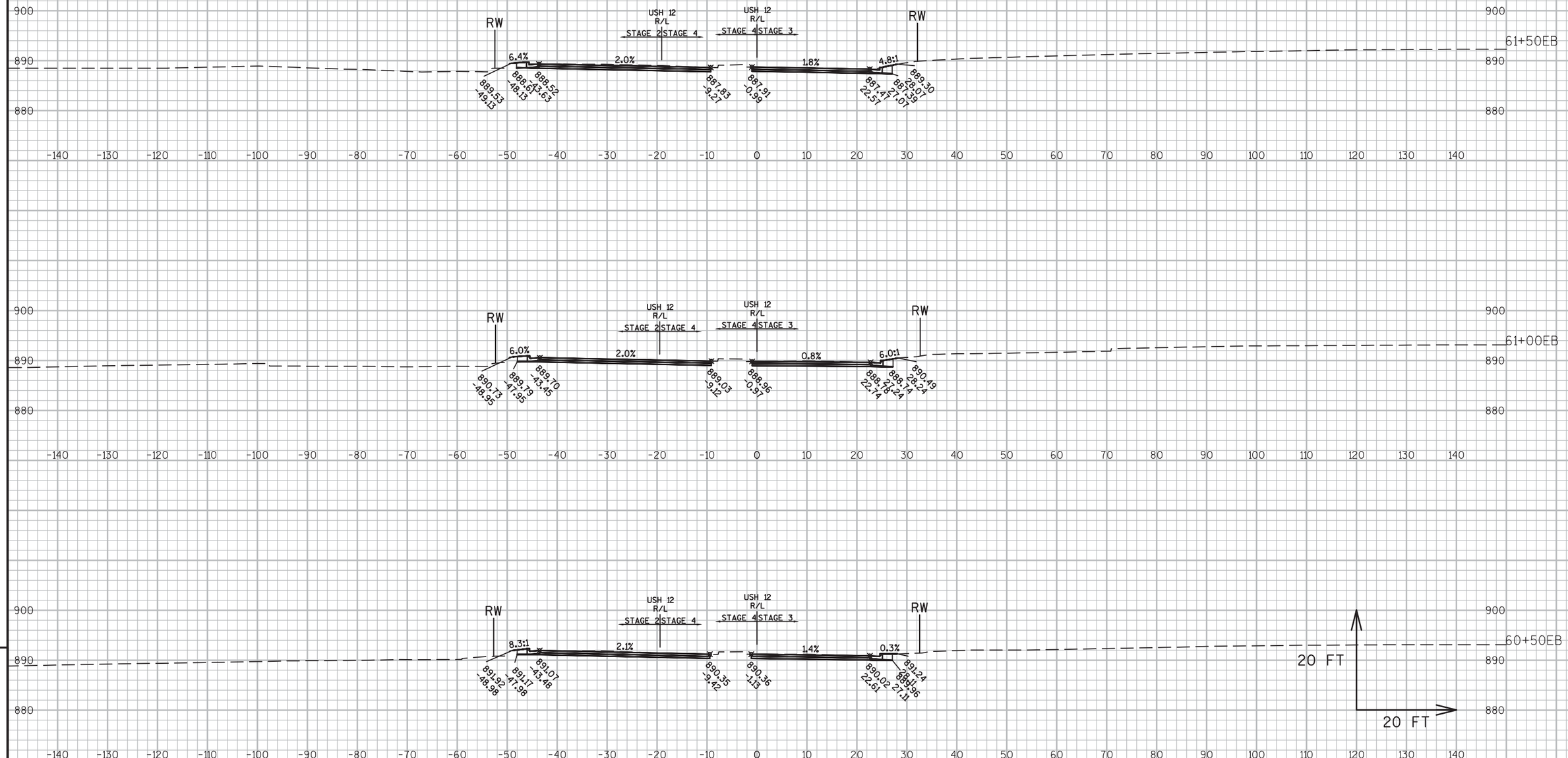
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 524	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (103)

PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

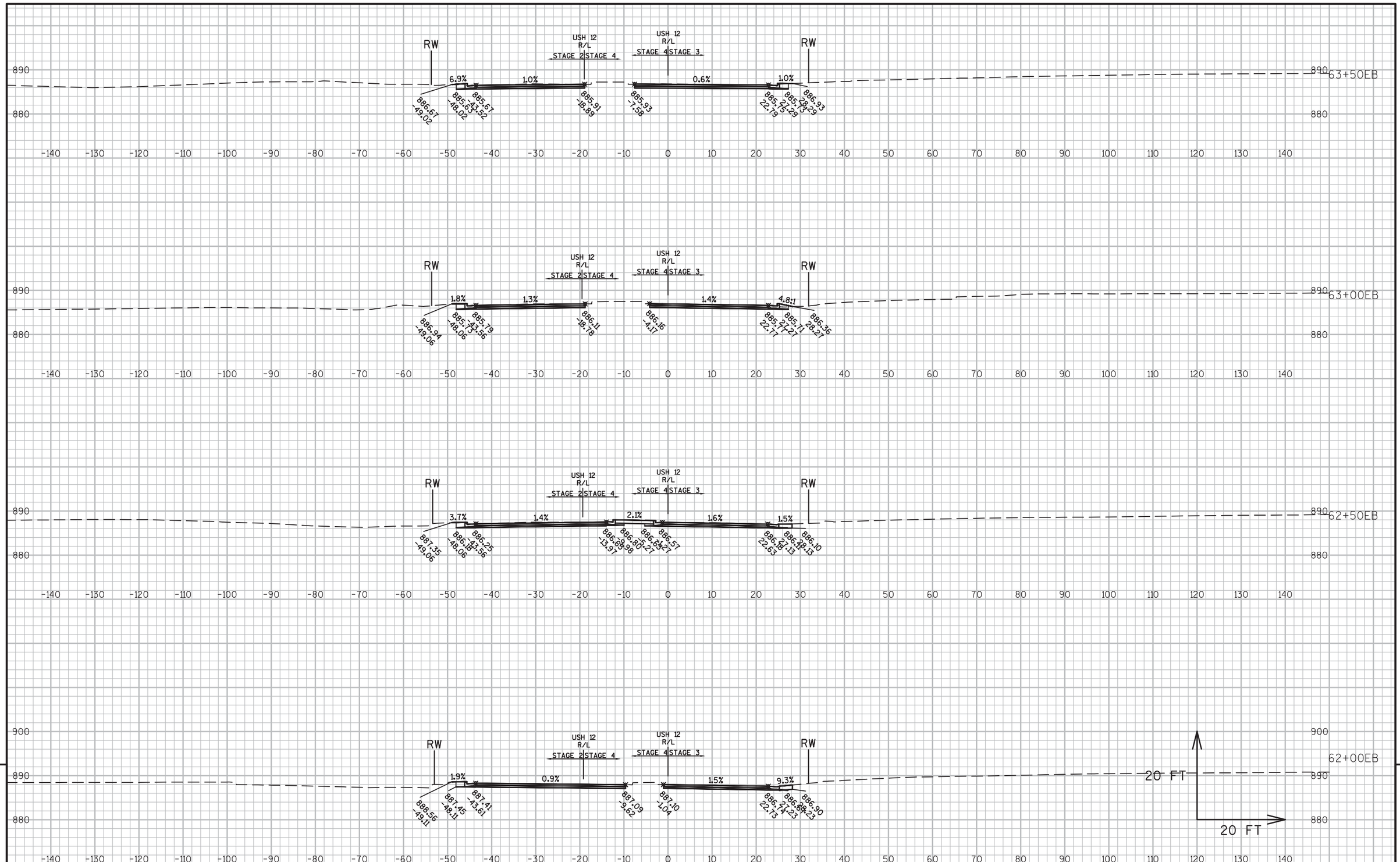


PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 525	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (104)

PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

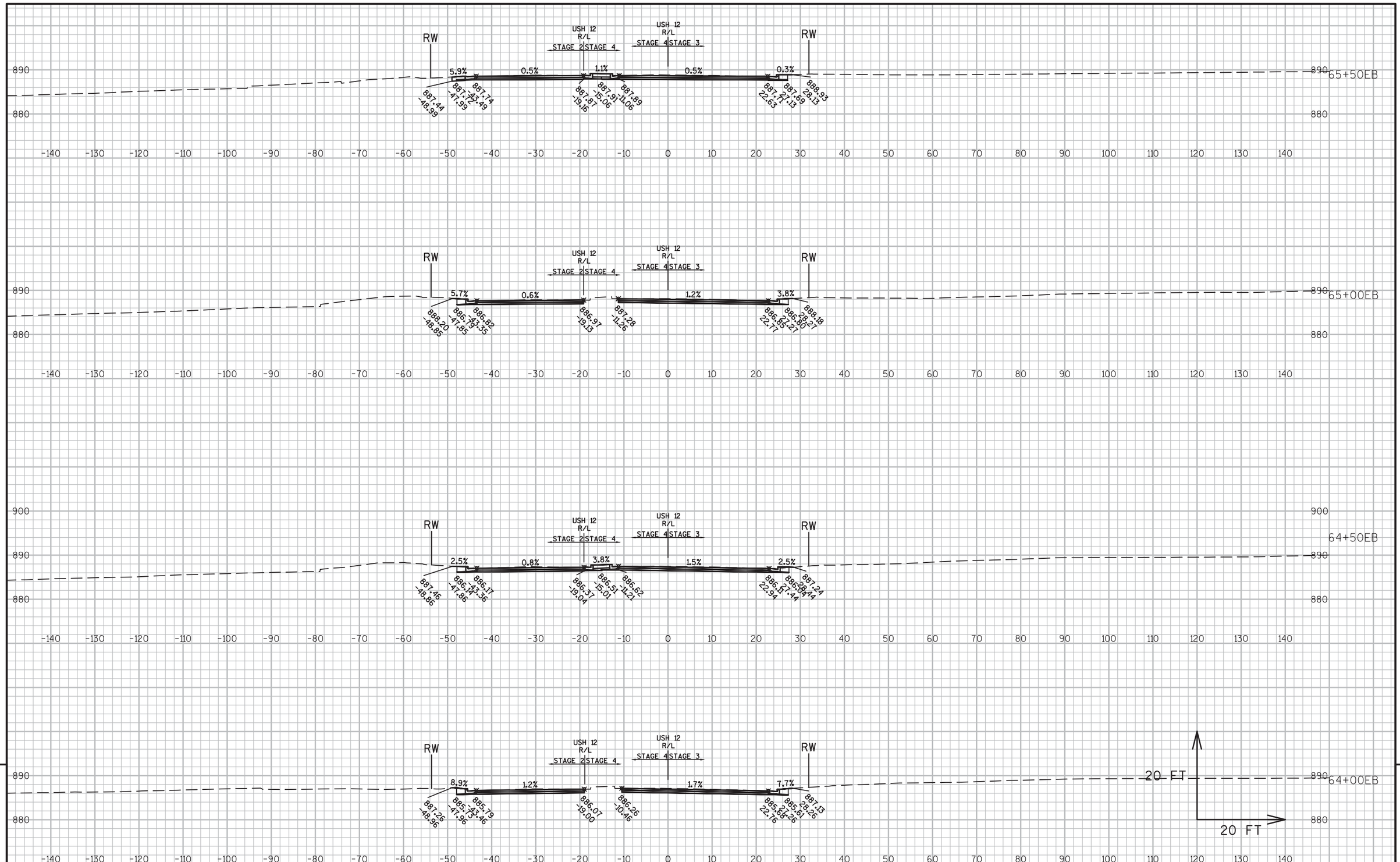
WISDOT/CADDS SHEET 49



PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 526	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (105)
PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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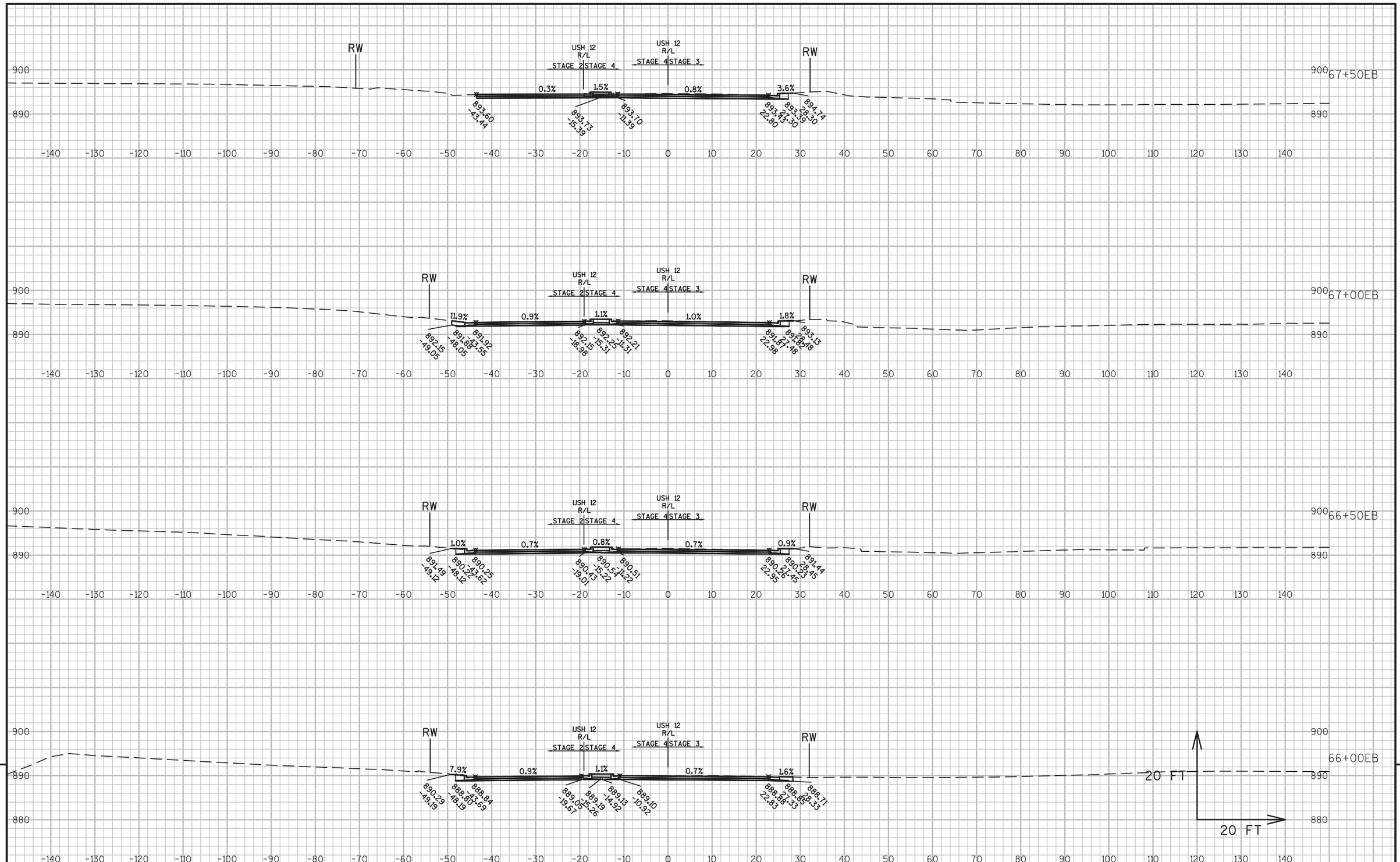
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 527	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (106)

PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

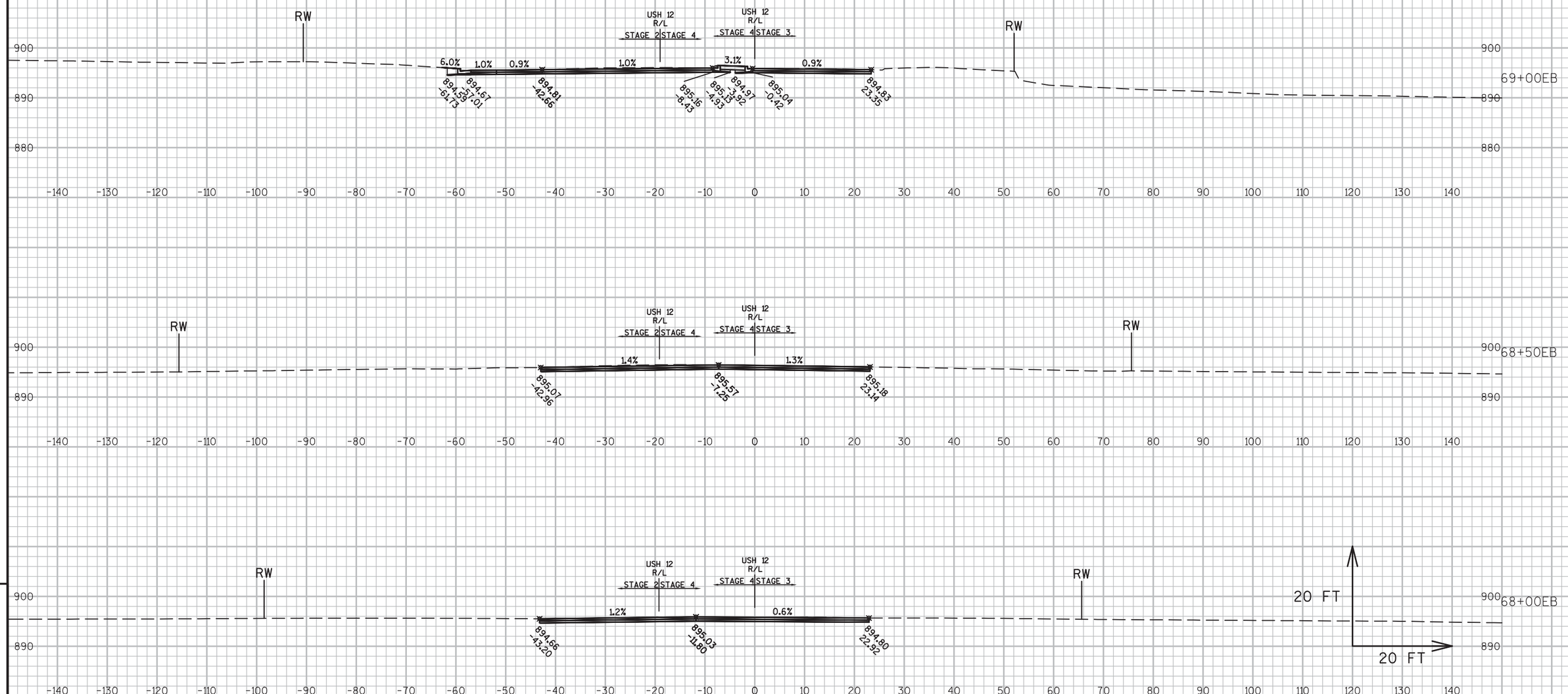


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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 528	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (107)
PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



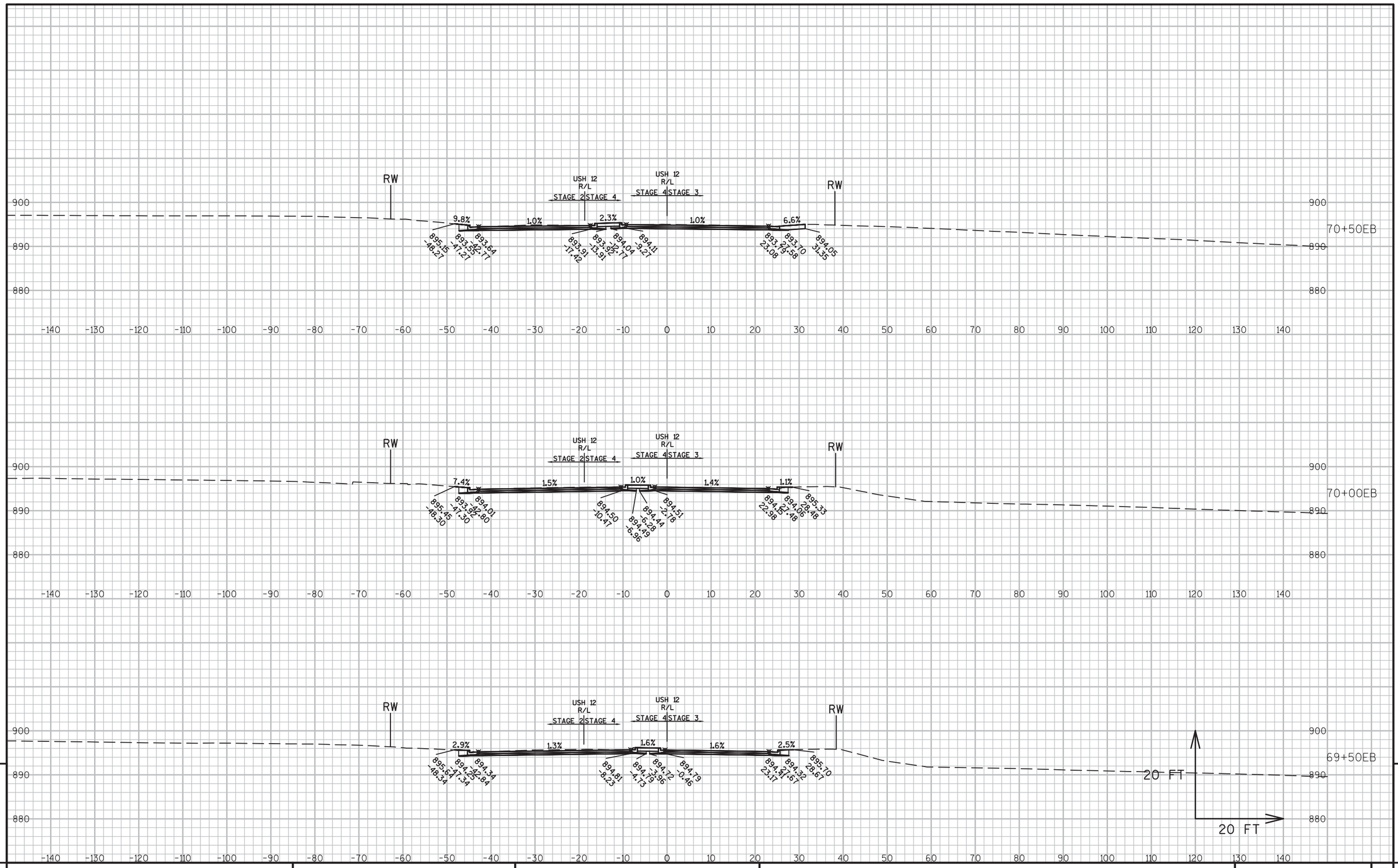
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 529	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (108)

PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



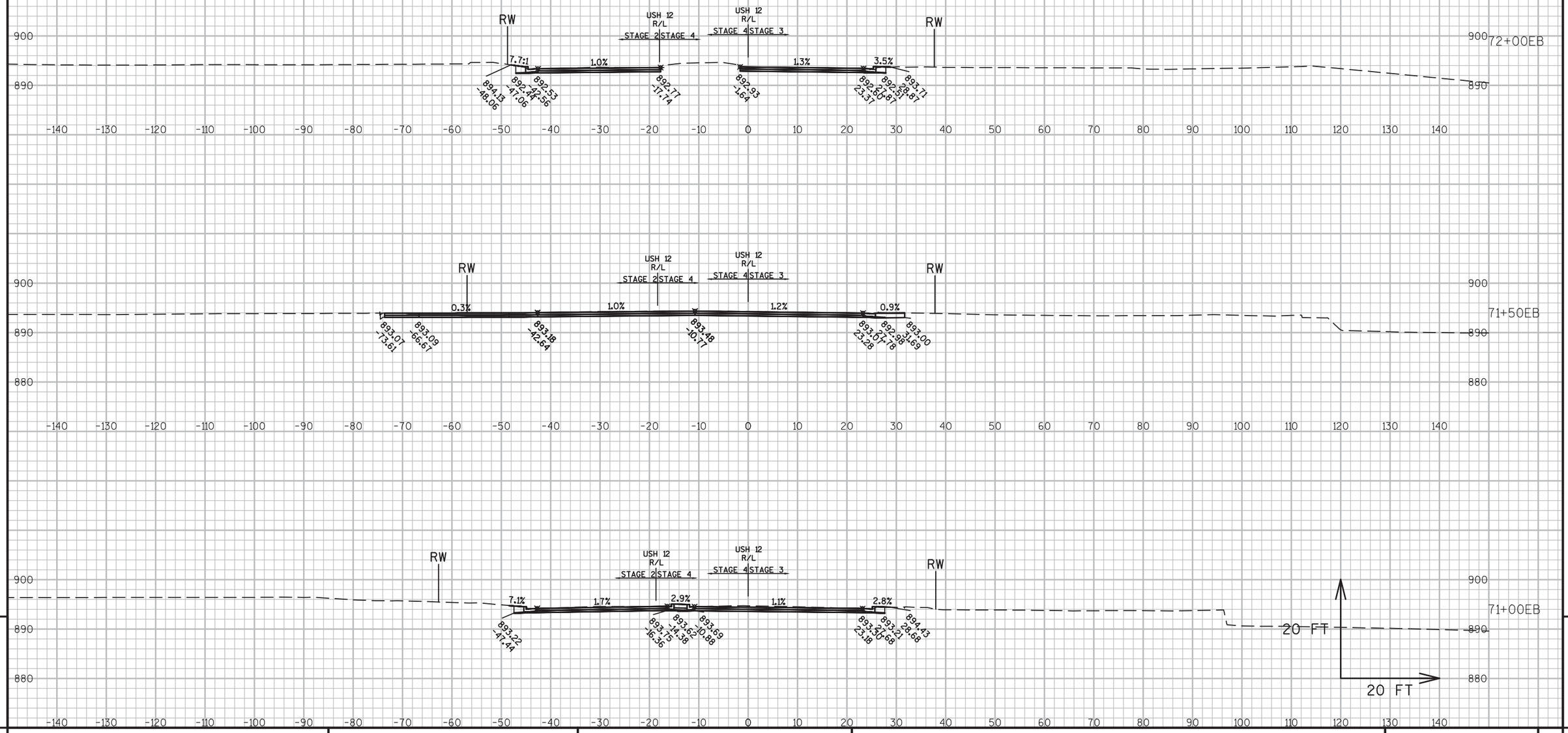
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 530	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (109)

PLOT DATE : 4/21/2017 11:43 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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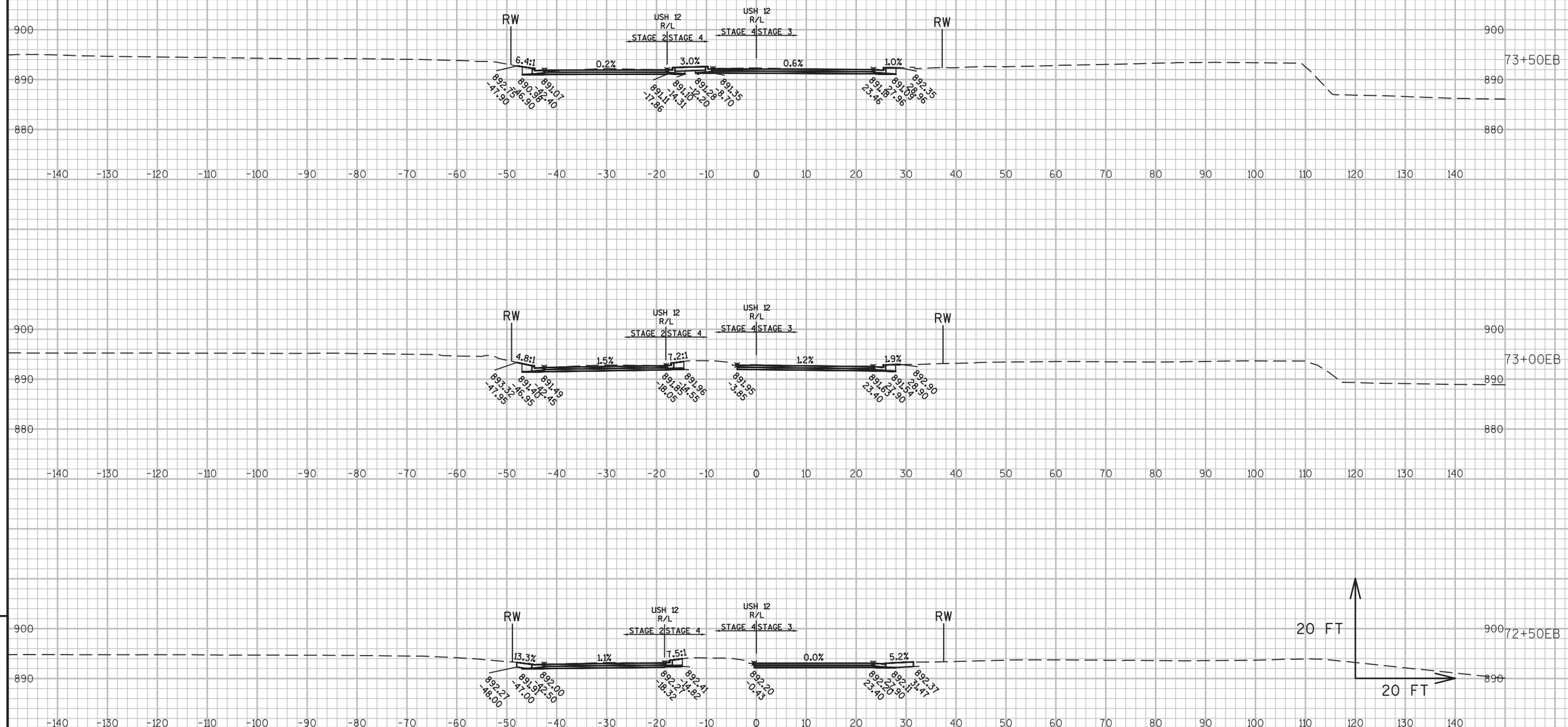
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 531	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (110)

PLOT DATE : 4/21/2017 11:44 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



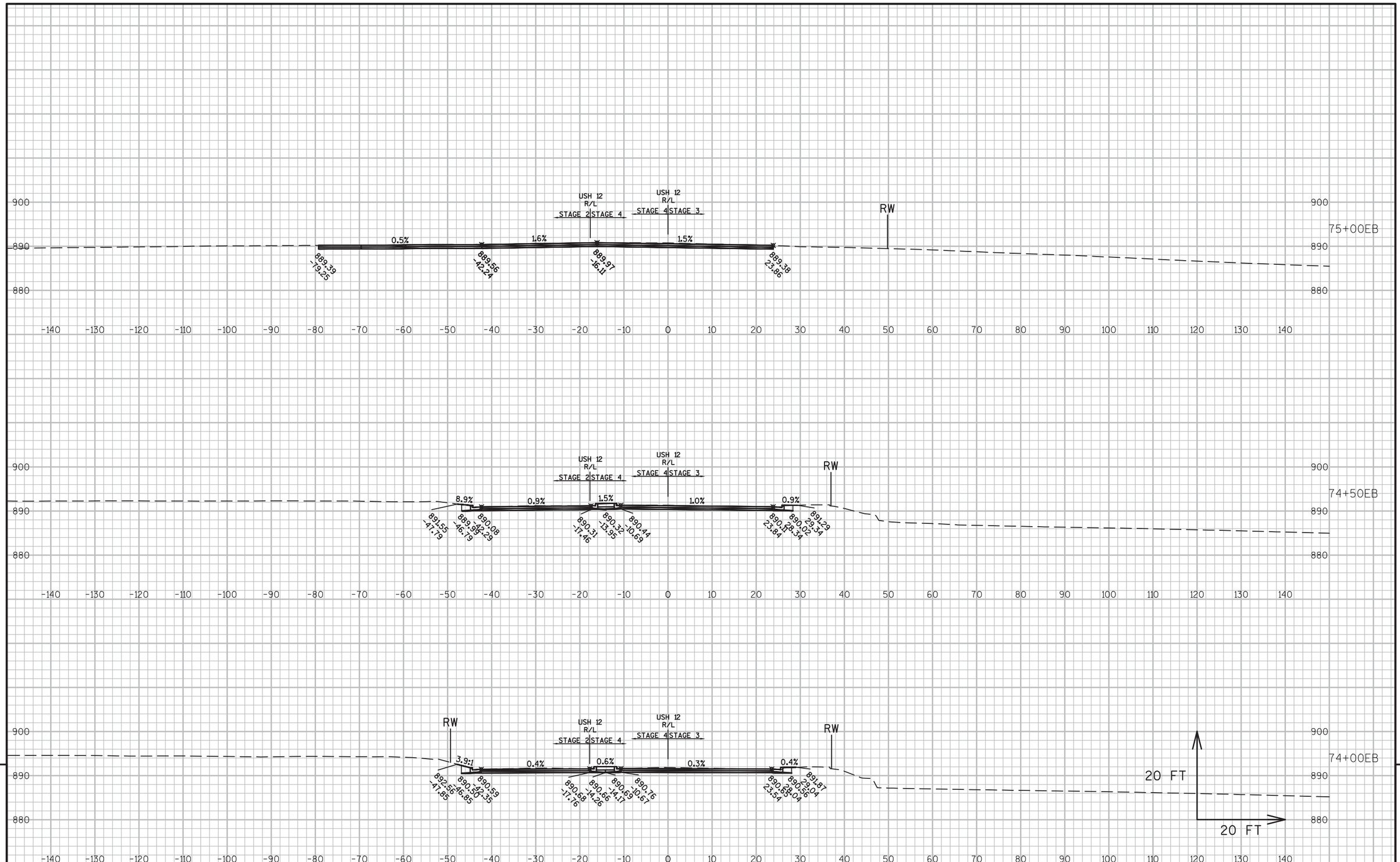
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 532 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (111)

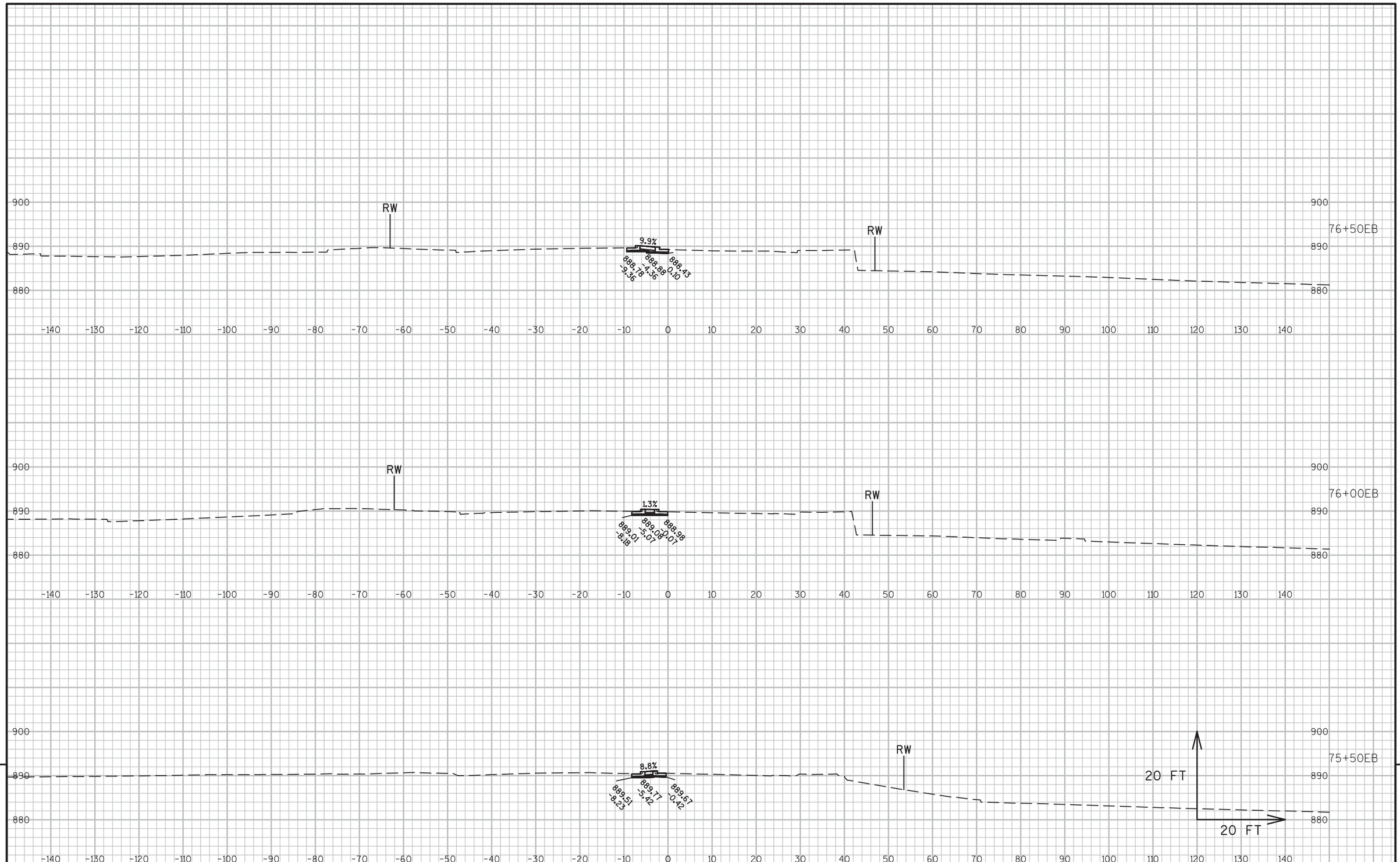
PLOT DATE : 4/21/2017 11:44 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 533	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (112)

PLOT DATE : 4/21/2017 11:44 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



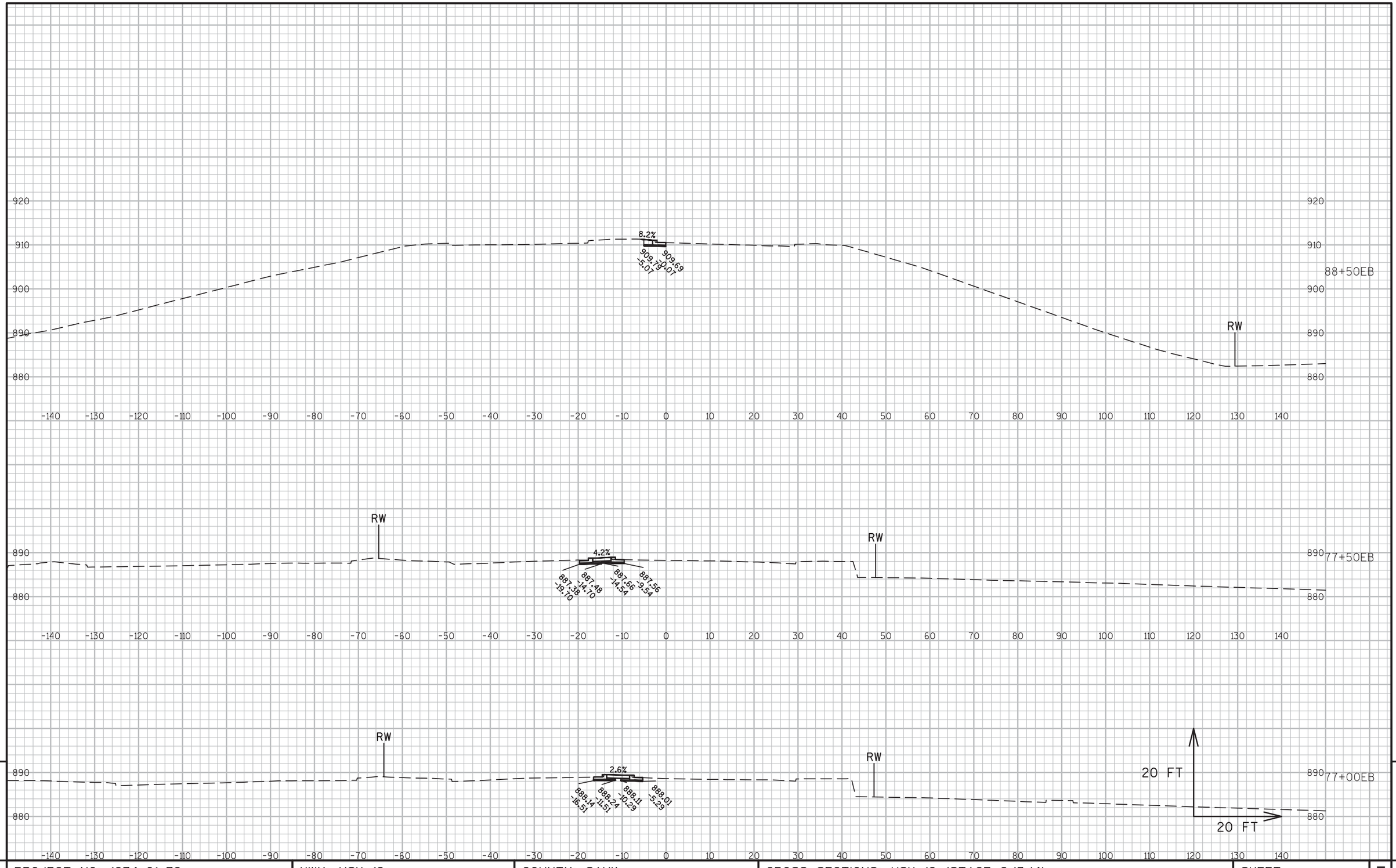
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 534	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (113)

PLOT DATE : 4/21/2017 11:44 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



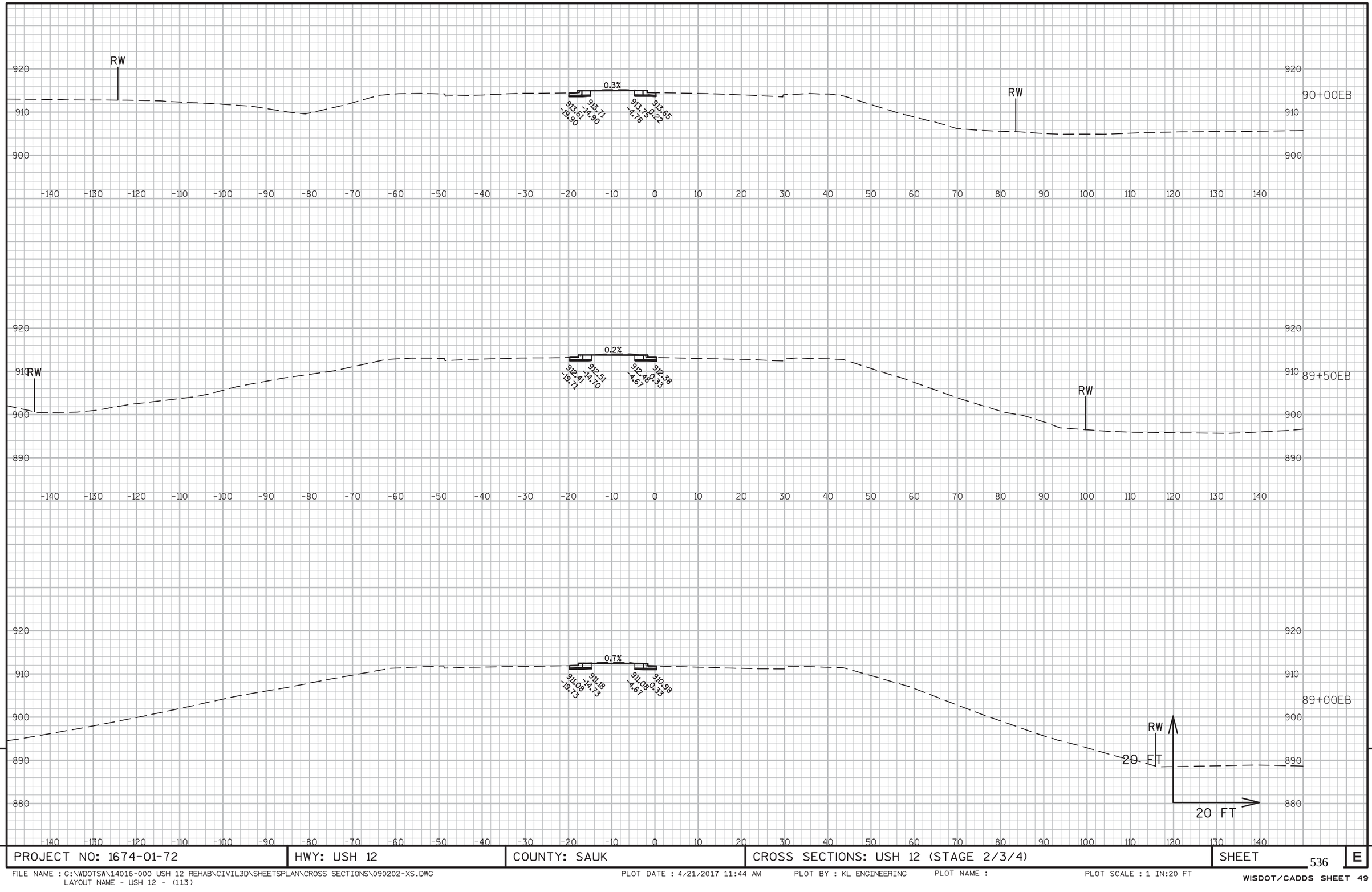
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 535	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (113)

PLOT DATE : 4/21/2017 11:44 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

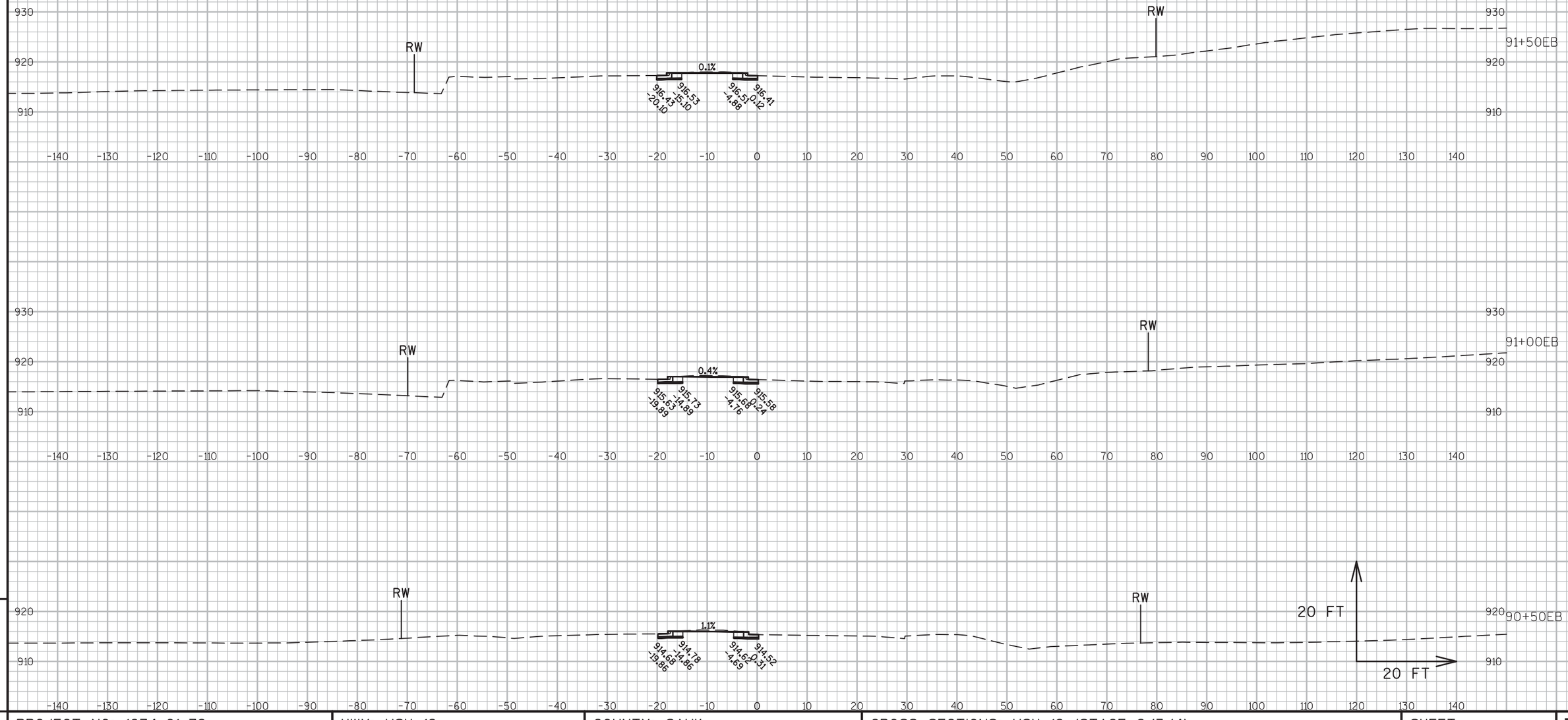


PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 536	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (113)

PLOT DATE : 4/21/2017 11:44 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



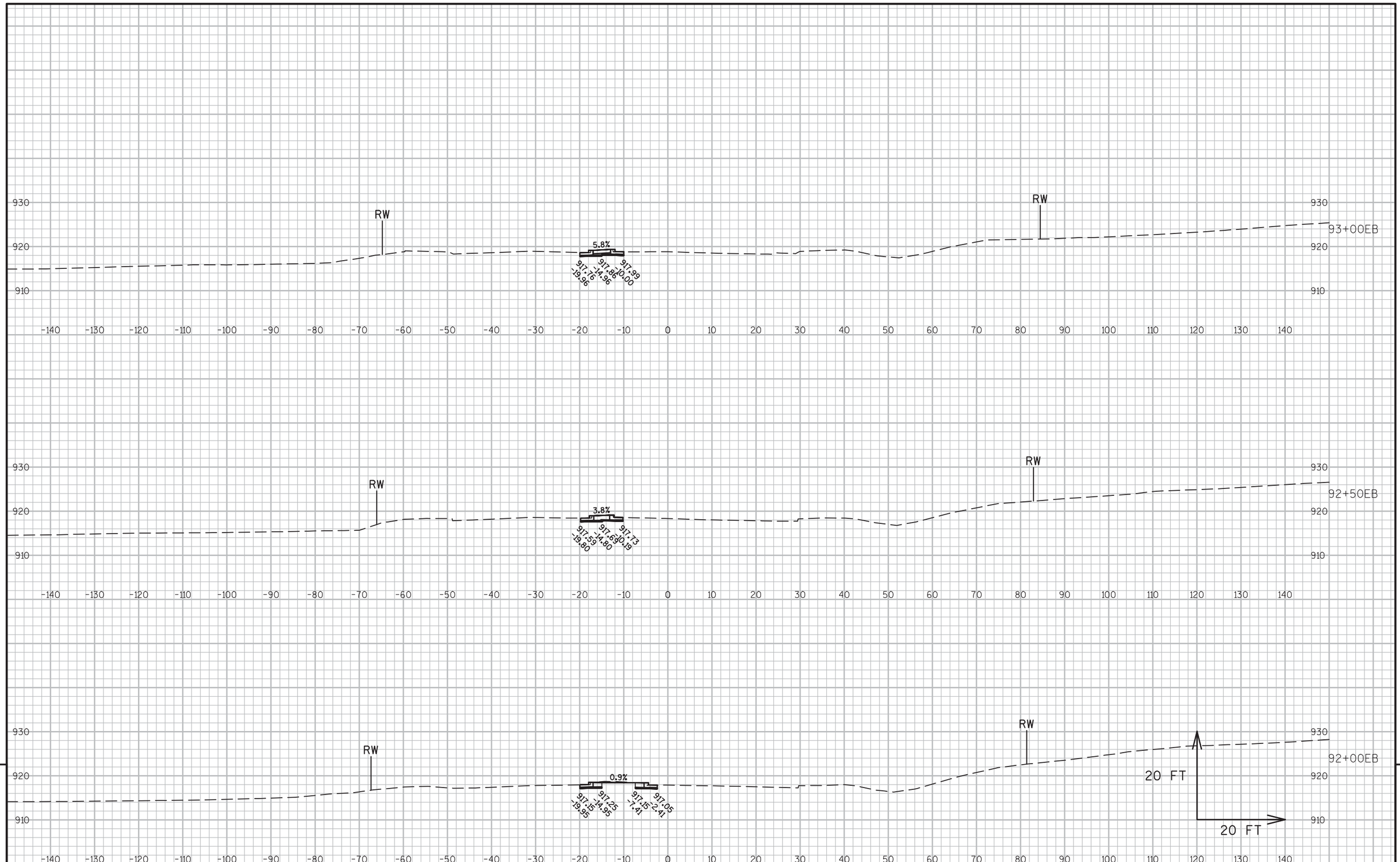
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 537	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (113)

PLOT DATE : 4/21/2017 11:45 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



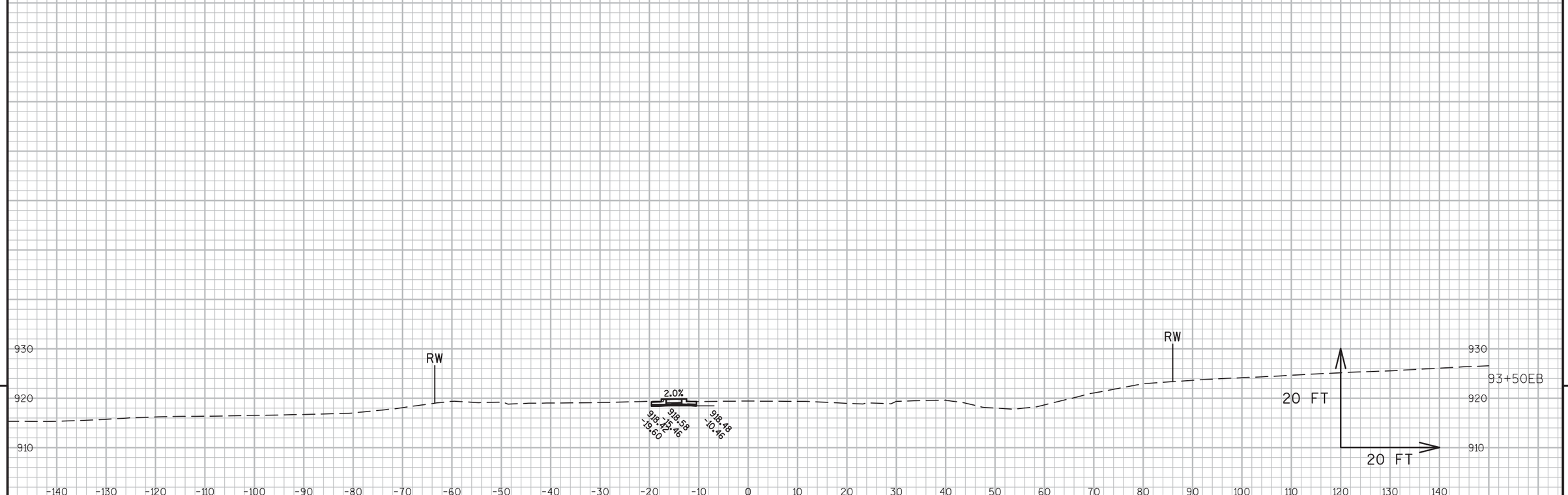
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 538 E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (113)

PLOT DATE : 4/21/2017 11:45 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



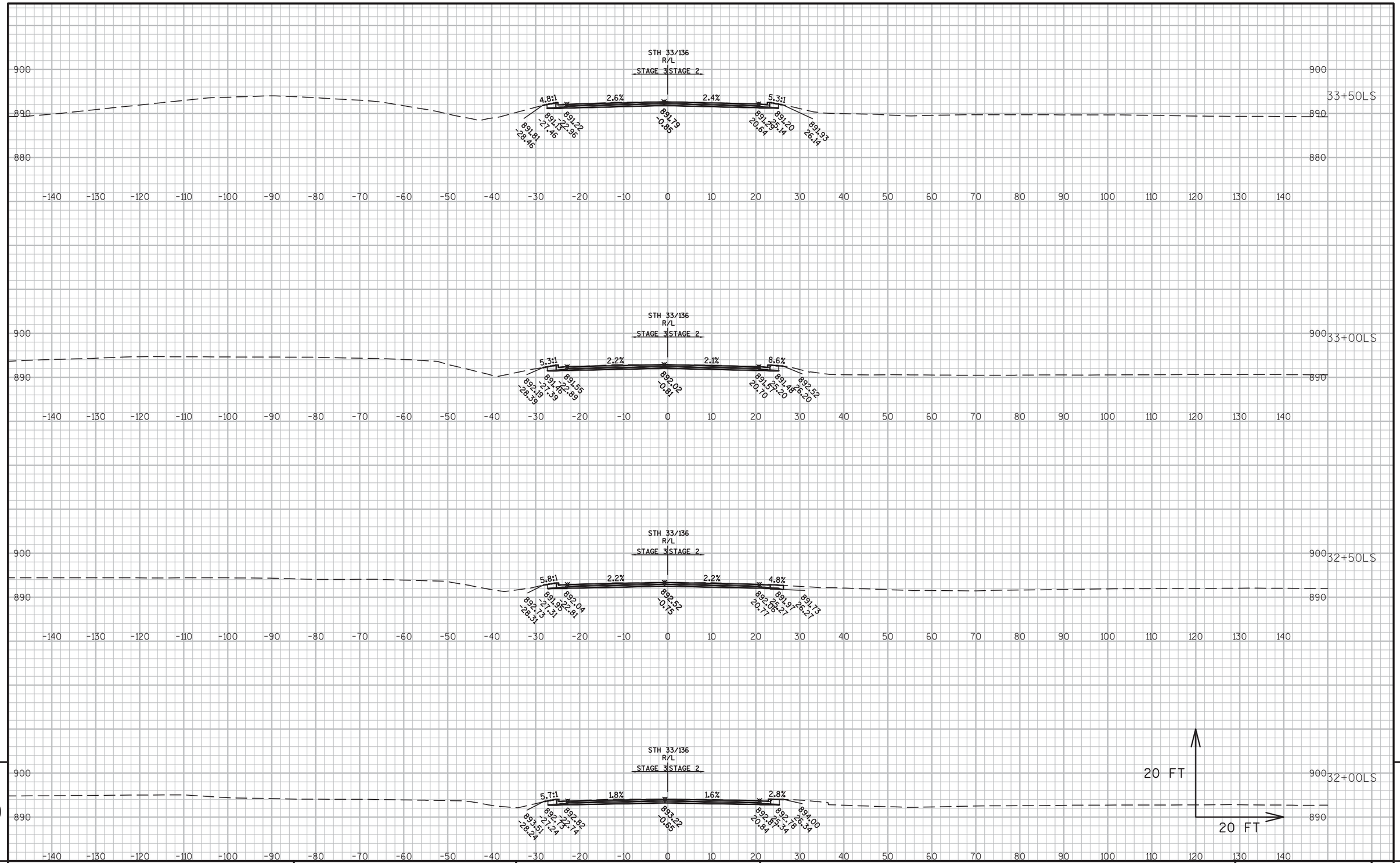
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: USH 12 (STAGE 2/3/4)	SHEET 539	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090202-XS.DWG
LAYOUT NAME - USH 12 - (113)

PLOT DATE : 4/21/2017 11:45 AM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

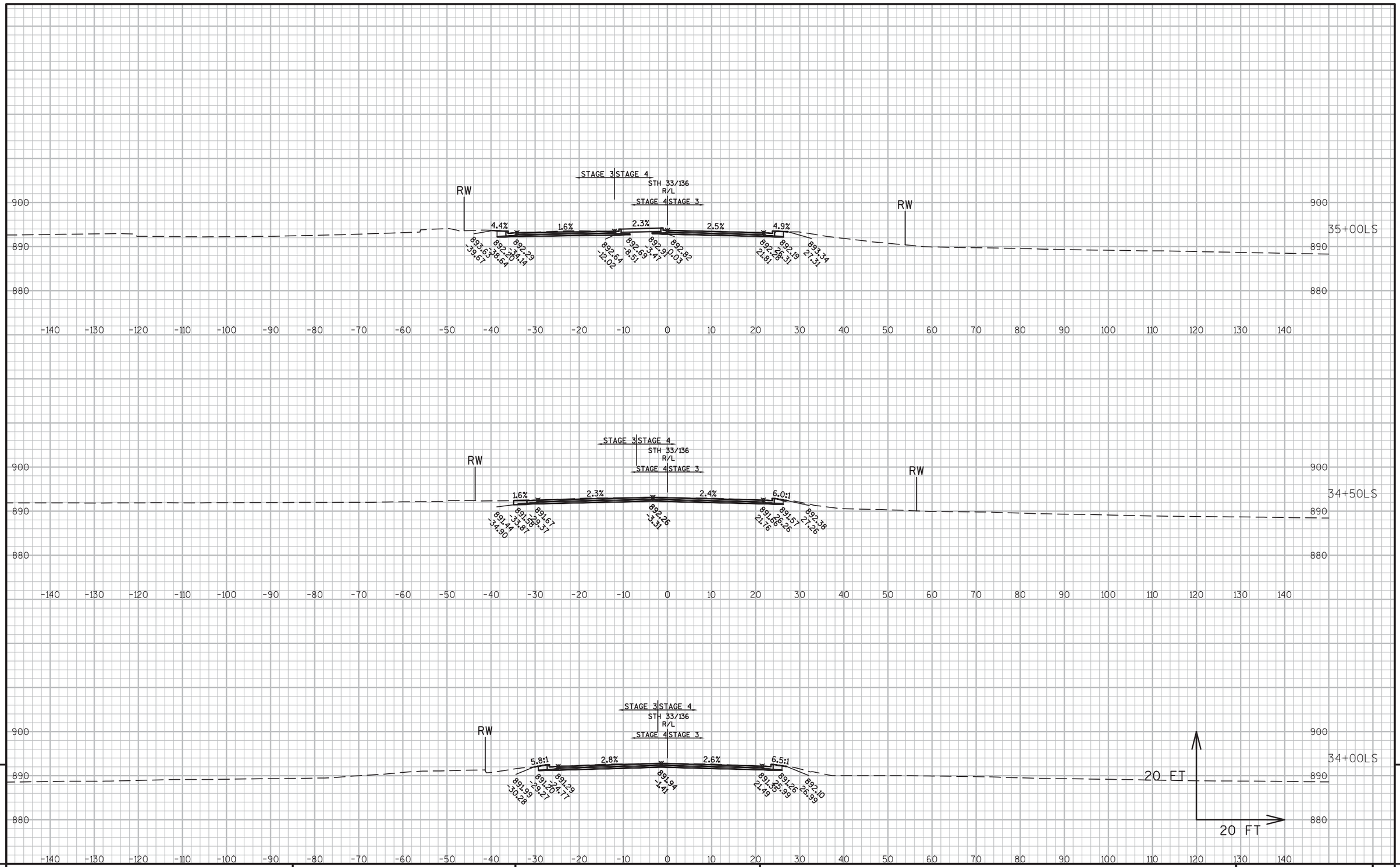


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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33/LINN ST. (STAGE 2/3/4)	SHEET 540	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090204-XS-STH 33.DWG
LAYOUT NAME - STH 33 - (1)
PLOT DATE : 4/26/2017 12:08 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



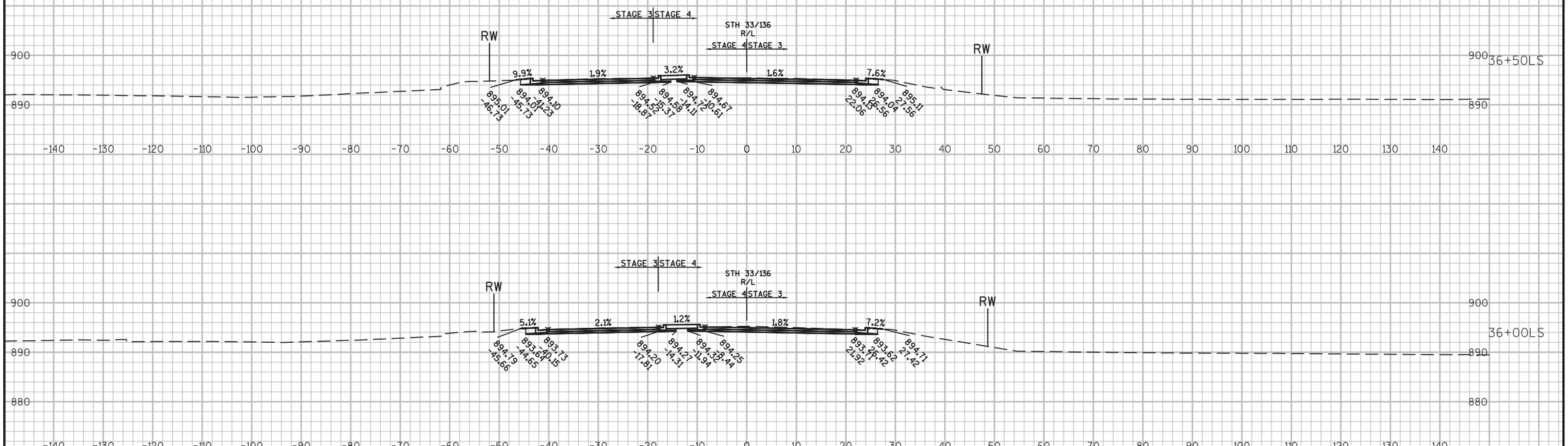
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33/LINN ST. (STAGE 2/3/4)	SHEET 541	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090204-XS-STH 33.DWG
LAYOUT NAME - STH 33 - (2)

PLOT DATE : 4/26/2017 12:08 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



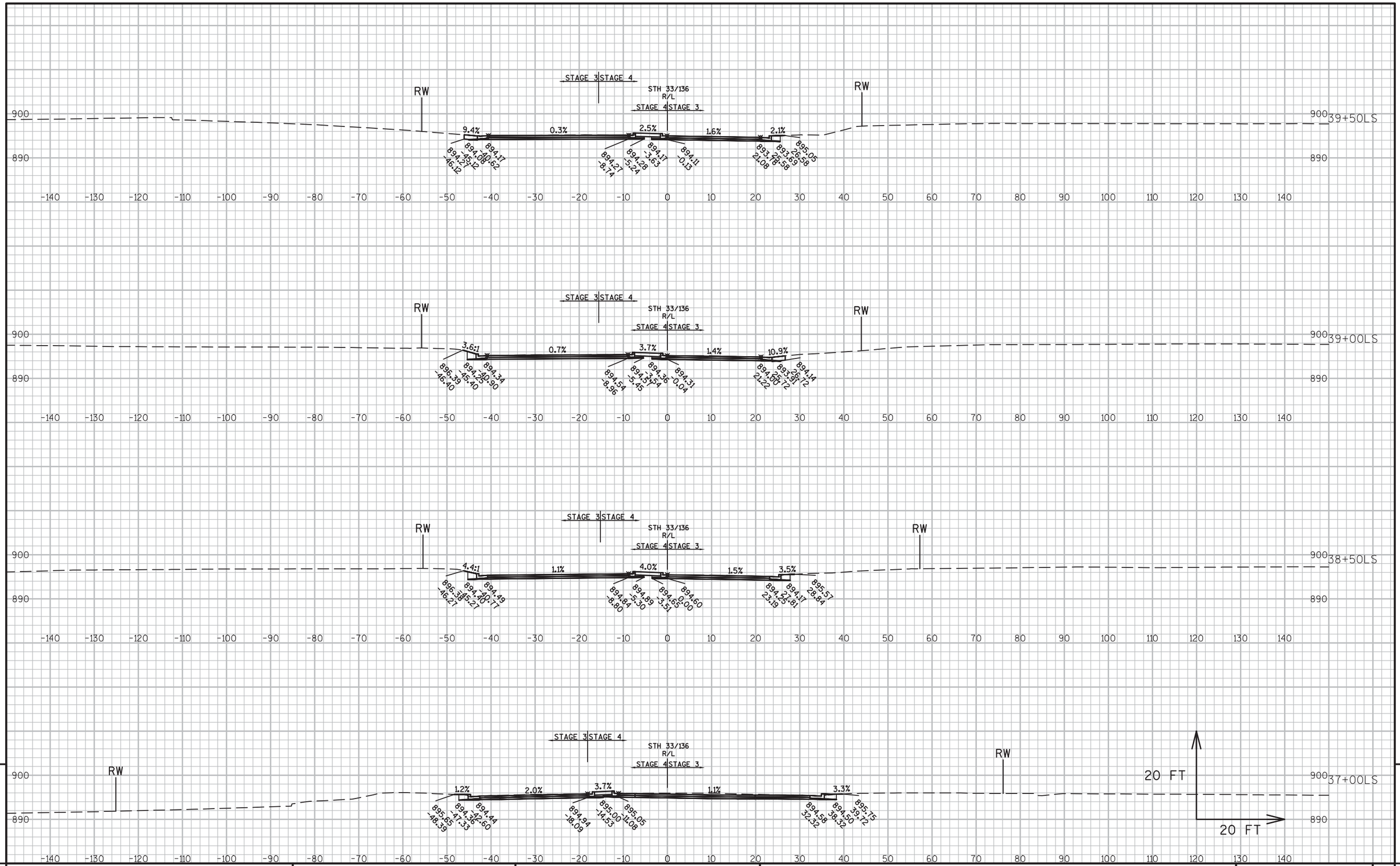
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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33/LINN ST. (STAGE 2/3/4)	SHEET 542	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090204-XS-STH 33.DWG
LAYOUT NAME - STH 33 - (3)

PLOT DATE : 4/26/2017 12:08 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

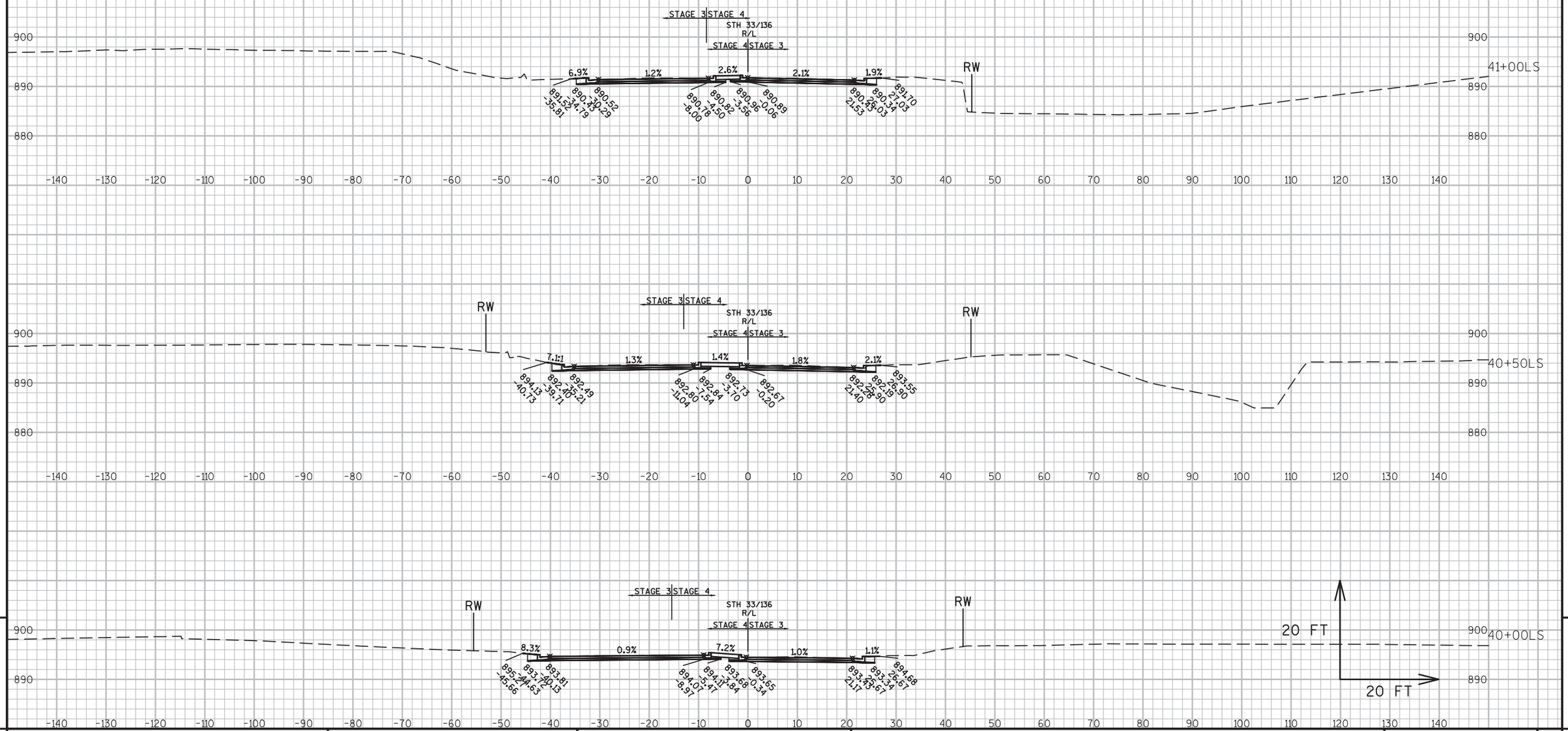


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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33/LINN ST. (STAGE 2/3/4)	SHEET 543	E

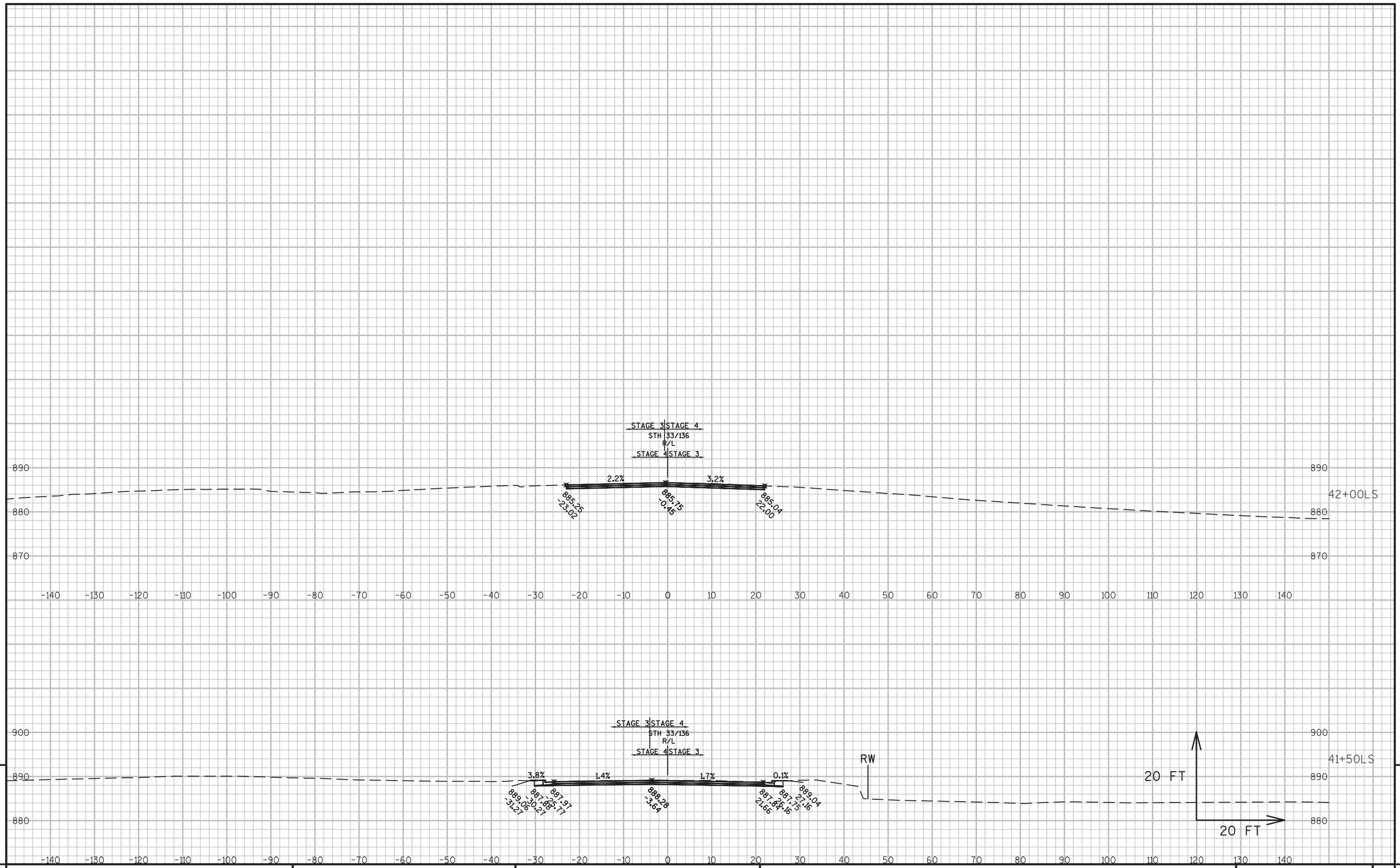
FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090204-XS-STH 33.DWG
LAYOUT NAME - STH 33 - (4)
PLOT DATE : 4/26/2017 12:08 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33/LINN ST. (STAGE 2/3/4)	SHEET 544	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090204-XS-STH 33.DWG
LAYOUT NAME - STH 33 - (4)

PLOT DATE : 4/26/2017 12:08 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 1674-01-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: STH 136/33/LINN ST. (STAGE 2/3/4)	SHEET 545	E

FILE NAME : G:\WDOTSW\14016-000 USH 12 REHAB\CIVIL3D\SHEETSPLAN\CROSS SECTIONS\090204-XS-STH 33.DWG
LAYOUT NAME - STH 33 - (4)

PLOT DATE : 4/26/2017 12:08 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:20 FT

Wisconsin Department of Transportation

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