WKE

NOVEMBER 2017

PROJECT ID: 2340-00-76

COUNTY: RACINE

ORDER OF SHEETS

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

TOTAL SHEETS = 562

37

DESIGN DESIGNATION		STH 20	CTH C	CTH A
A.A.D.T.	2016	= 9,600-19,400	= 3,500-4,600	= 2100
A.A.D.T.	2036	= 11,900-23,800	= 3,900-5,200	= 2300
D.H.V.		= 1054	= -	= -
D.D.		= 60/40	= -	= -
T.		= 8.8%	= -	= -
DESIGN SPEED		= 50 MPH	= 55/60 MPH	= 55/60 MPH
ESALS		= 4,800,000	= -	= -

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 20

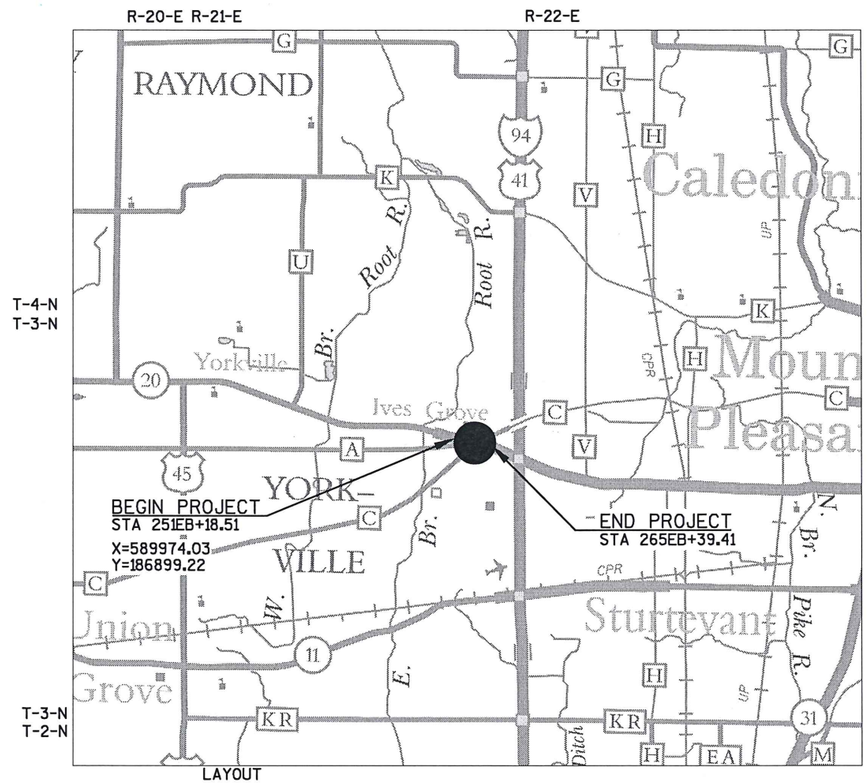
INTERSECTION WITH CTH C

STH 20

RACINE COUNTY

STATE PROJECT NUMBER
2340-00-76

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2340-00-76	WISC 2017613	1



LAYOUT

SCALE 0 1/2 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.269 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WCCS RACINE COUNTY, NAD83 (1997), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (1991)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DAAR ENGINEERING, INC
Designer	WISDOT
Project Manager	FRANK PRITZLAFF
Regional Examiner	
Regional Supervisor	WAFA ELQAQ

APPROVED FOR THE DEPARTMENT

DATE: 09-11-17 (Signature)

E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\010101_TI.DWG
LAYOUT NAME - TITLE SHEET 1 IN EQ 0.5 MI

PLOT DATE : 4/27/2017 1:39 PM

PLOT BY : SPAETH, MICHELE L PLOT NAME :

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
ASPH	ASPHALTIC
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CY	CUBIC YARD
D	DEGREE OF CURVE
Δ	DELTA
EB	EASTBOUND
ENB	EXISTING NOISE BARRIER
FE	FIELD ENTRANCE
FL	FLOW LINE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LP	LOW POINT
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PGL	PROFILE GRADE LINE
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RT	RIGHT
SALV	SALVAGED
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
SI	SLOPE INTERCEPT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT
WB	WESTBOUND

UTILITY CONTACTS

TDS METROCOM
MR. MATTHEW SCHULTE
16924 WEST VICTOR ROAD
NEW BERLIN, WI 53151
PHONE: (262) 754-3063
matt.schulte@tdstelecom.com

TIME WARNER CABLE
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1320 N. DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212-4002
PHONE: (414) 277-4045
wis.engineering@twcable.com

WE ENERGIES (ELECTRIC)
ALL CORRESPONDANCE SENT TO:
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FAX: (414) 221-2336
latroy.brumfield@we-energies.com

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ed.herda@we-energies.com

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WISCONSIN BELL, INC
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me1754@att.com

WISDOT TRAFFIC LIGHTING
MR. ERIC PEREA
SE REGION LIGHTING ENGINEER
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WAUKESHA, WI 53187
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eric.perea@dot.wi.gov

YORKVILLE SEWER UTILITY
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UNION GROVE, WI 53182
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yorkville_sewer@yahoo.com

OTHER CONTACTS

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RACINE, WI 53405
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MR. MICHAEL MAIERLE, MANAGER
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michael.maierle@cityofracine.org

COUNTY CONTACTS

RACINE COUNTY DEPARTMENT OF PUBLIC WORKS
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RACINE COUNTY PUBLIC WORKS AND DEVELOPMENT SERVICES DIRECTOR
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julie.anderson@goracine.org

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nathan.plunkett@goracine.org

DNR CONTACT

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
MS. KRISTINA BETZOLD
2300 N. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53212
PHONE: (414) 263-8517
CELL: (414) 507-4946
kristina.betzold@wisconsin.gov

DOT CONTACT

WISCONSIN DEPARTMENT OF TRANSPORTATION
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SOUTHEAST REGION
141 NW BARSTOW STREET
WAUKESHA, WI 53187
PHONE: (262) 548-5683
frank.pritzlaff@dot.wi.gov

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

GENERAL NOTES

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.

ANY REINFORCEMENT LOCATED IN EXISTING CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVING PAVEMENT ITEM, AND NO ADDITIONAL COMPENSATION WILL BE GRANTED.

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

EXISTING AND PROPOSED UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. LOCATIONS SHOWN ARE TAKEN FROM EXISTING RECORDS AND BEST INFORMATION AVAILABLE FROM EXISTING PLANS. IT IS EXPECTED THAT THERE MAY BE DISCREPANCIES AND OMISSIONS IN THE LOCATION OF UTILITIES AND STRUCTURES SHOWN. THERE MAY ALSO BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. VERIFY ALL LOCATIONS IN THE FIELD.

COORDINATE WITH DIGGERS HOTLINE AND AFFECTED UTILITIES TO FIELD LOCATE UTILITIES PRIOR TO THE START OF WORK. CONTACT ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE SEPARATELY.

ALL PRIVATE EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED.

WHEN THE QUANTITY OF HMA PAVEMENT OR BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE QUANTITY OF TOPSOIL IS COMPUTED FROM MEASUREMENTS BETWEEN THE SUBGRADE SHOULDER POINTS AND THE SLOPE INTERCEPTS AS SHOWN ON THE CROSS SECTIONS PLUS 5 FEET FOR ROUNDING.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER OR THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE OF CURB AND GUTTER OR THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER.

RESTORE EXISTING DRIVEWAYS AND FIELD ENTRANCES IN KIND AT THE LOCATION DETERMINED AND MANNER DIRECTED BY THE ENGINEER.

DO NOT USE BROKEN CONCRETE CONTAINING RE-BAR AS RIPRAP MEDIUM.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. REPLACE TOPSOIL WITH 6-INCH TYPICAL DEPTH THROUGHOUT THE PROJECT.

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

CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC) AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

SAWCUT ASPHALTIC AND CONCRETE DRIVEWAYS AT THE MATCHLINE AS SHOWN ON THE PAVING DETAILS OR AS DIRECTED BY THE ENGINEER.

SPACE LONGITUDINAL JOINTS A MAXIMUM OF 15'.

ONLY TINE CONCRETE PAVEMENT LONGITUDINALLY.

VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.

THE EXACT LOCATION OF EXCAVATION BELOW SUBGRADE (EBS) WILL BE DETERMINED BY THE ENGINEER.

WHEN TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IS REQUIRED, CUT THROUGH ITS FULL WIDTH AND THICKNESS AT 25-FOOT INTERVALS TO CONTROL RAVELING.

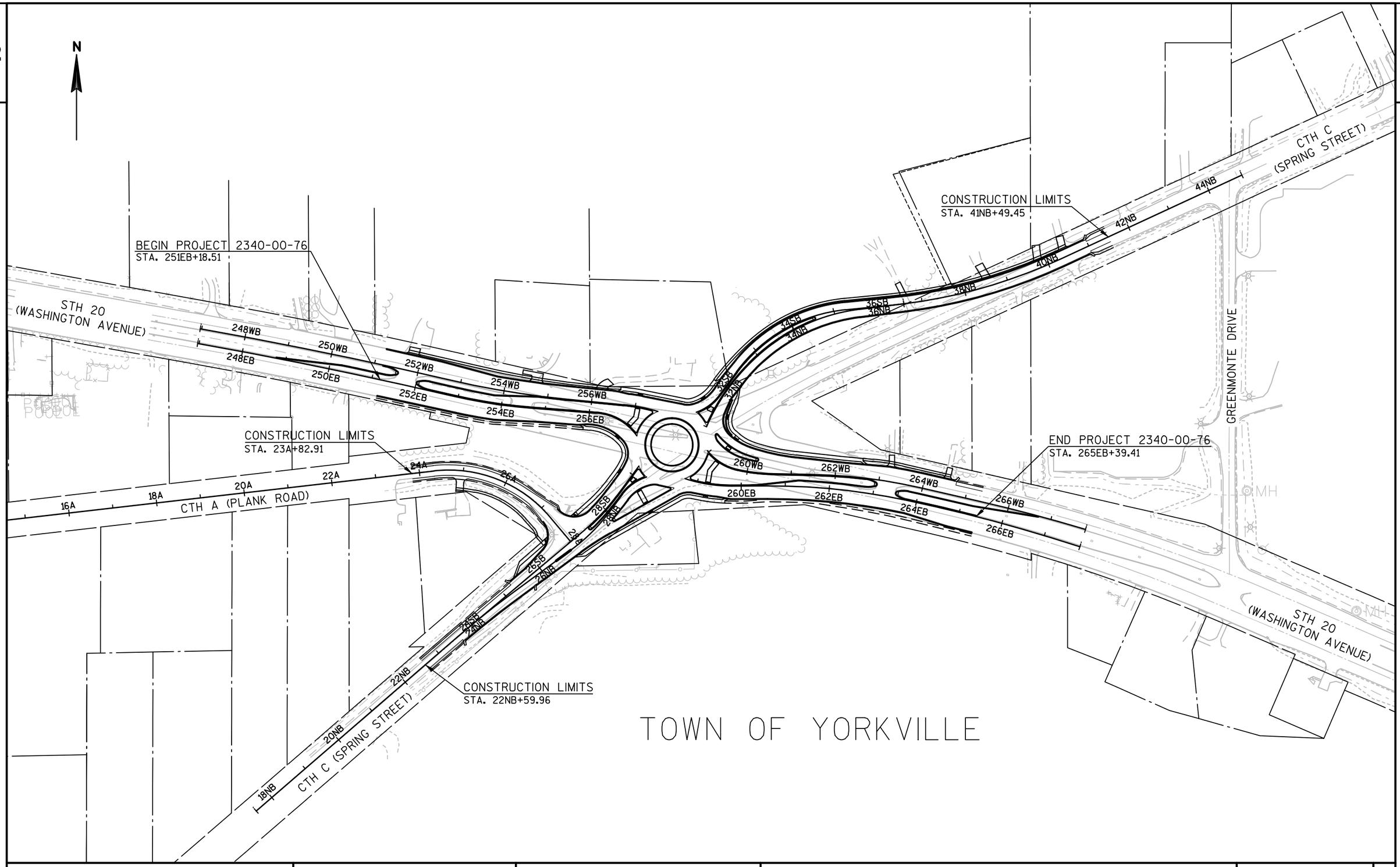
CONSTRUCT HMA PAVEMENTS AS FOLLOWS:

A

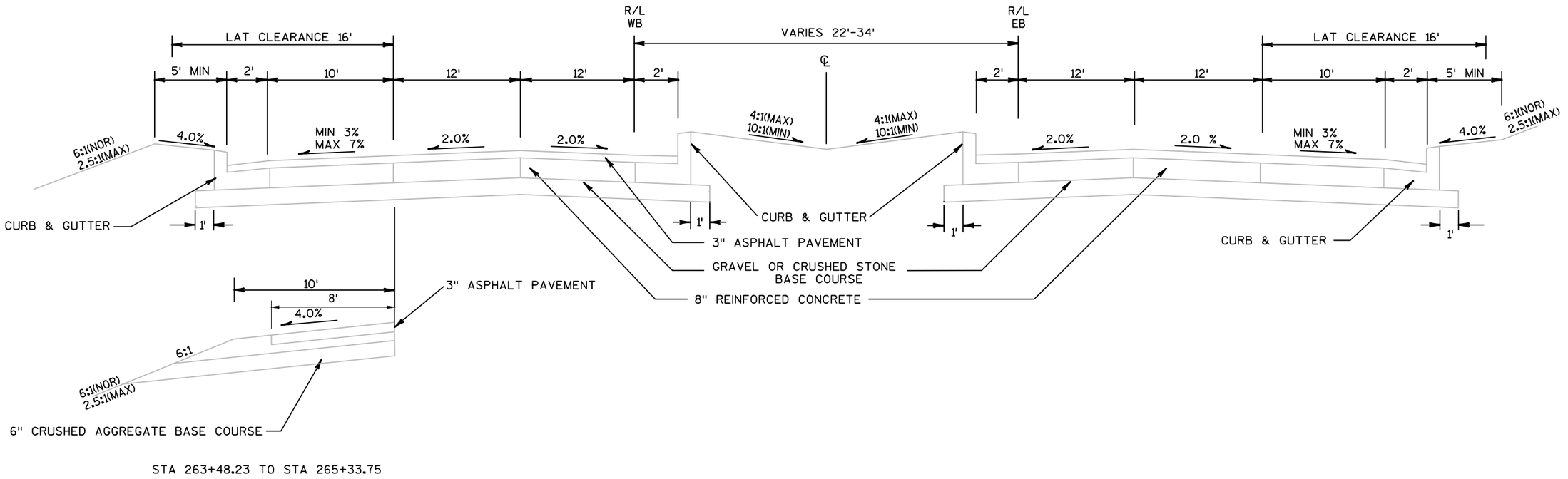
PAVEMENT TYPE	PAVEMENT THICKNESS	USE
4 MT 58-28 S	4"	HMA SHOULDERS
ASPHALTIC SURFACE	3"	SHARED USE PATH MEDIANS/SPLITTER ISLANDS
ASPHALTIC SURFACE TEMPORARY	4"	TEMPORARY CROSSOVERS TEMPORARY PAVEMENT

ORDER OF SECTION 2 DETAIL SHEETS

UTILITY CONTACTS
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
PLAN DETAILS
PAVING GRADES
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER
LANDSCAPING PLANS
ELECTRICAL PLANS
EXISTING SIGNING
PERMANENT SIGNING
LIGHTING PLANS
PAVEMENT MARKING
STAGED CONSTRUCTION/TRAFFIC CONTROL
DETOUR PLAN
FENCING
ALIGNMENT LAYOUT



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 4	E

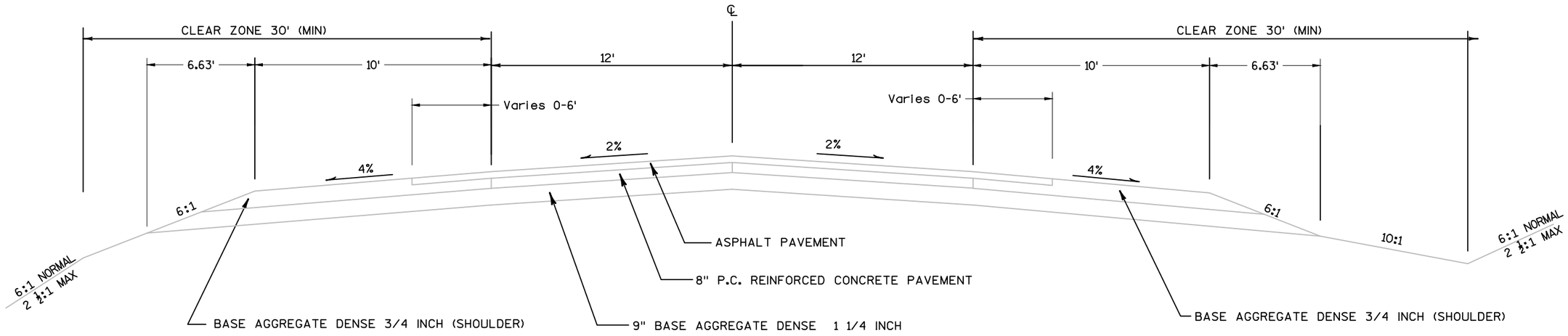


STA 263+48.23 TO STA 265+33.75

TYPICAL EXISTING SECTION
STH 20

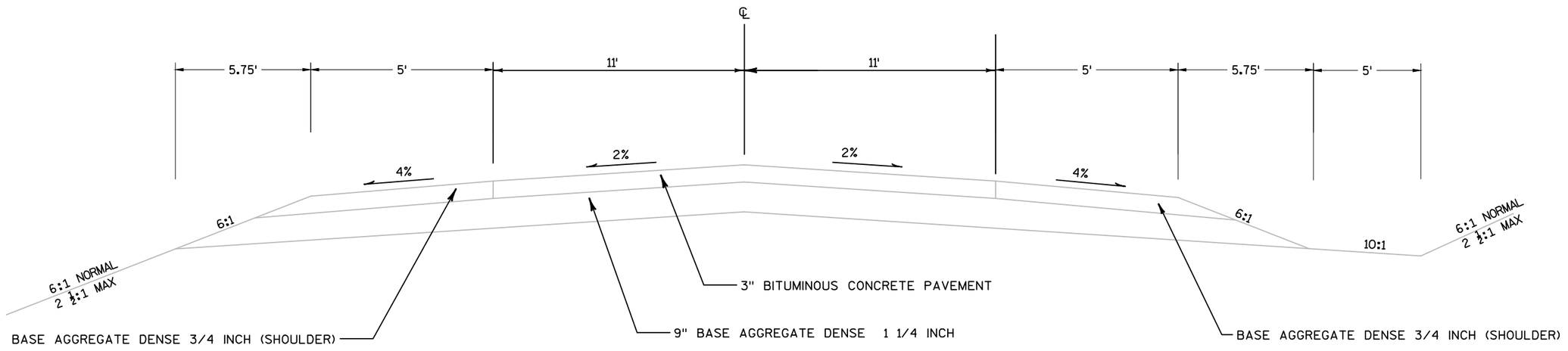
STA. 251+18.51 TO 265+39.41

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 5	E



TYPICAL EXISTING SECTION
CTH C

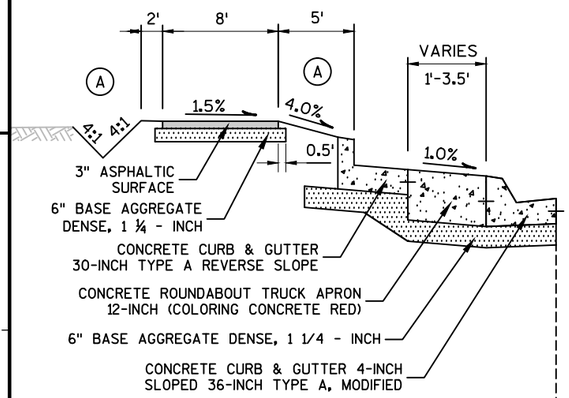
STA. 22+59.96 TO 41+49.45



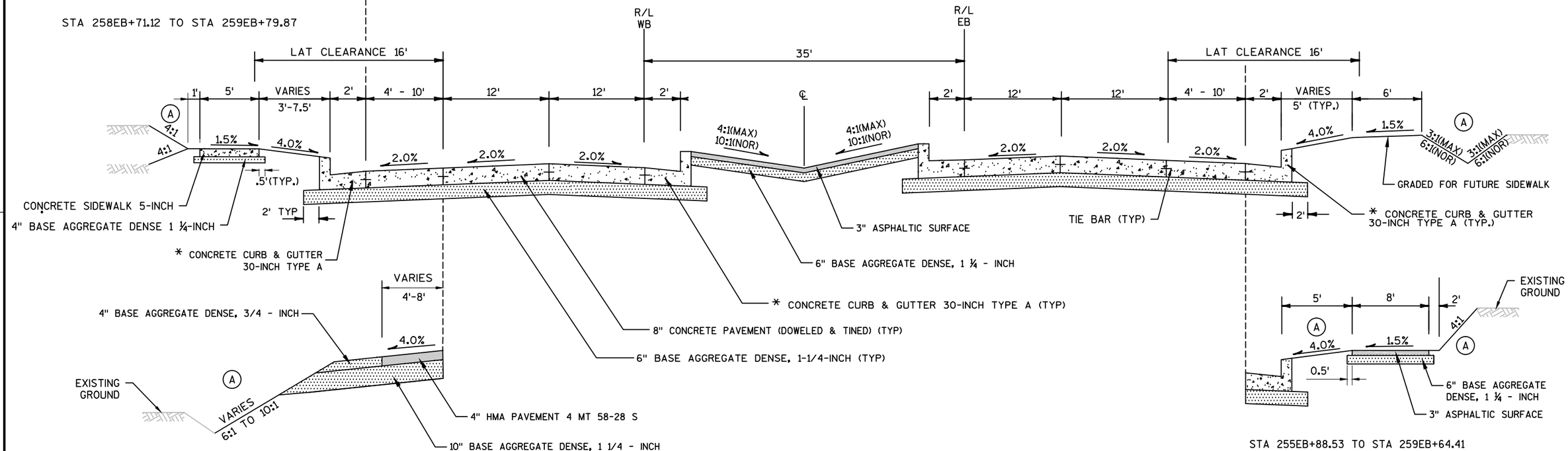
TYPICAL EXISTING SECTION
CTH A

STA. 23+82.91 TO 27+79.45

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 6	E



STA 258EB+71.12 TO STA 259EB+79.87



STA 264EB+68.92 TO STA 265EB+39.41

STA 255EB+88.53 TO STA 259EB+64.41

PROPOSED TYPICAL SECTION
STH 20

STA. 251EB+18.51 TO 257EB+25.02

STA. 258EB+71.12 TO 265EB+39.41

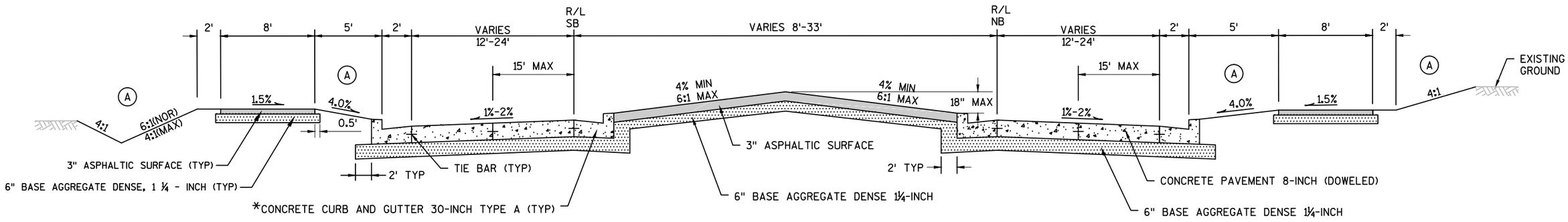
NOTES:

*CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A AT SPEEDS OF 45 MPH OR GREATER. REFER TO PLAN DETAILS.

(A) SEED, FERTILIZER, TOPSOIL, AND MULCH

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 7	E

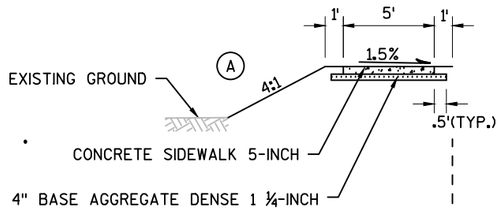
FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\020101_TS.DWG
LAYOUT NAME - SHEET - (3)
PLOT DATE : 9/13/2017 11:47 AM PLOT BY : WOJCIK, AMY M PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



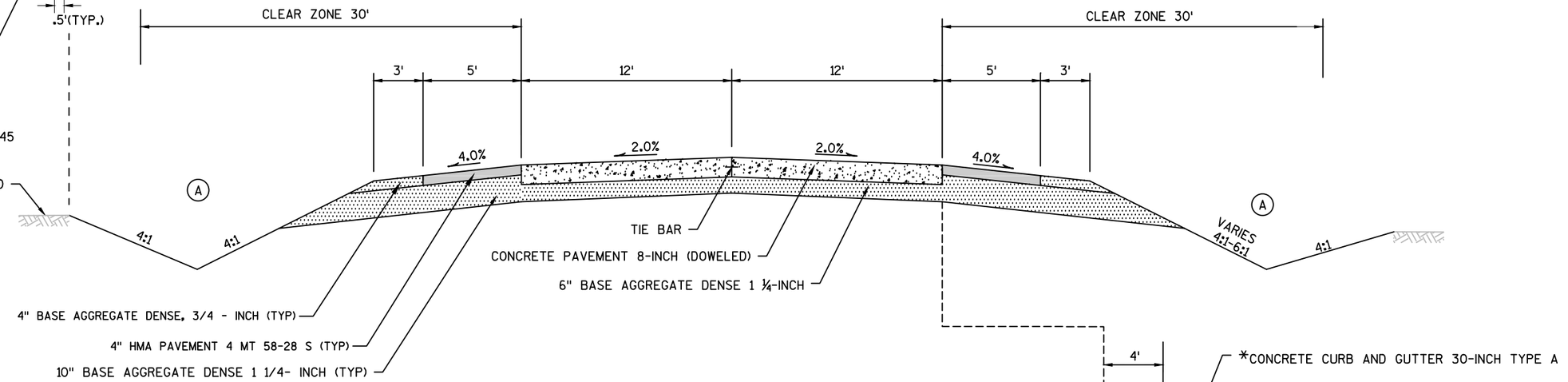
PROPOSED TYPICAL SECTION FOR SPLITTER ISLANDS

STA 25NB+23.84 - STA 29NB+22.32

STA 30NB+99.93 - STA 40NB+99.45



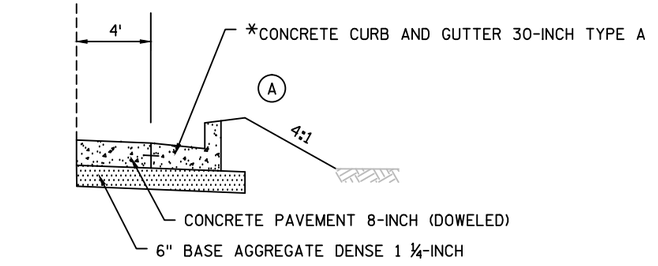
STA 31SB+85.04 - STA 40NB+99.45



PROPOSED TYPICAL SECTION
CTH C

STA 22NB+59.96 - STA 25NB+23.84

STA 40NB+99.45 - STA 41NB+49.45

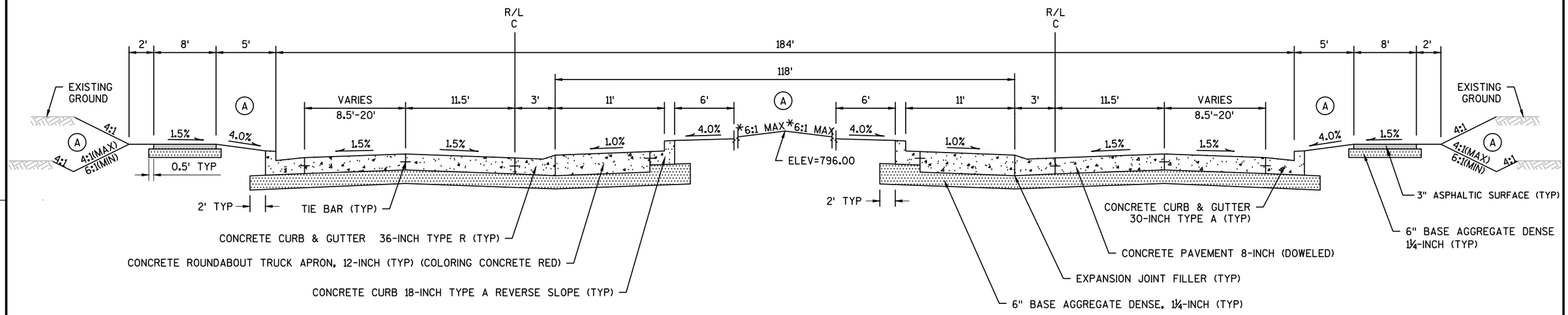


STA 23NB+59.96 - STA 25NB+23.84

NOTES:
*CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A AT SPEEDS OF 45 MPH OR GREATER. REFER TO PLAN DETAILS.

(A) SEED, FERTILIZER, TOPSOIL AND MULCH

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 8	E

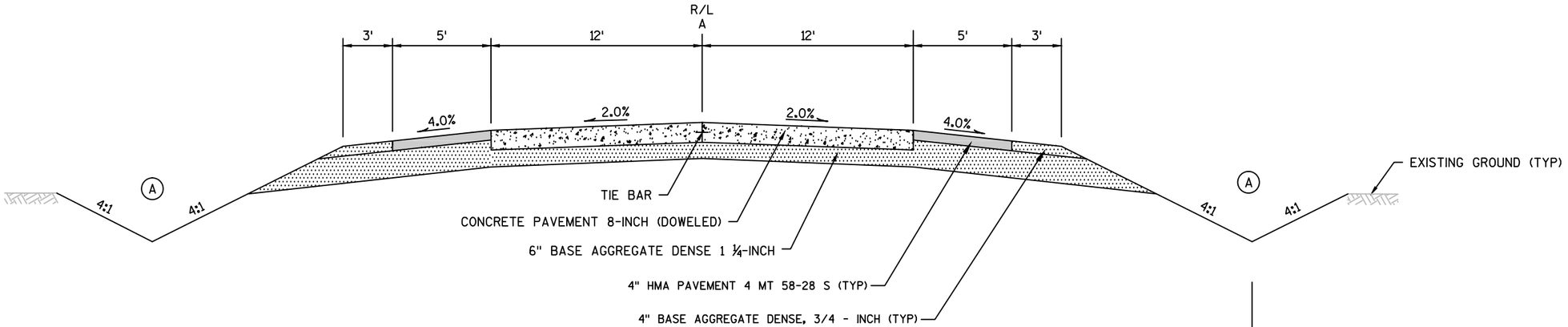


PROPOSED TYPICAL SECTION
RAB CENTER

STA 0C+00.00 - STA 3C+89.56

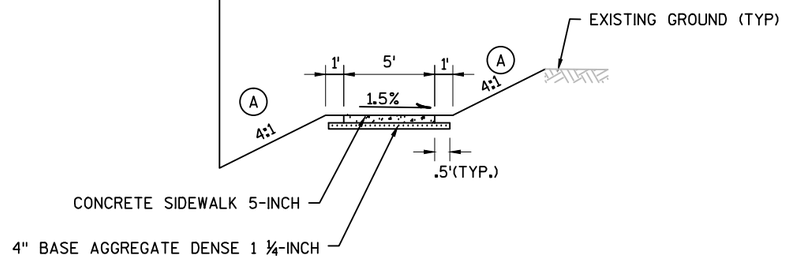
NOTES:
*THE CENTER OF THE CENTRAL ISLAND GROUND SURFACE ELEVATION SHOULD BE RAISED A MINIMUM OF 3.5 FEET AND A MAXIMUM OF 6 FEET ABOVE THE CIRCULATORY ROADWAY SURFACE.

(A) SEED, FERTILIZER, TOPSOIL, AND MULCH



PROPOSED TYPICAL SECTION
CTH A

STA 23A+82.91 - STA 27A+25.51

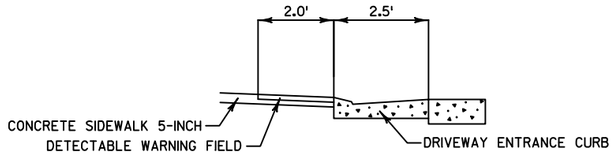


STA 25A+85.76 - STA 27A+25.51

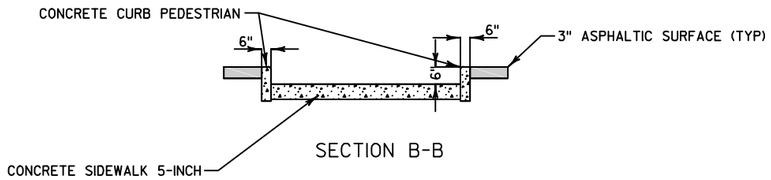
NOTES:

(A) SEED, FERTILIZER, TOPSOIL, AND MULCH

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 10	E



SECTION A-A



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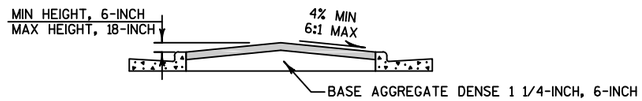
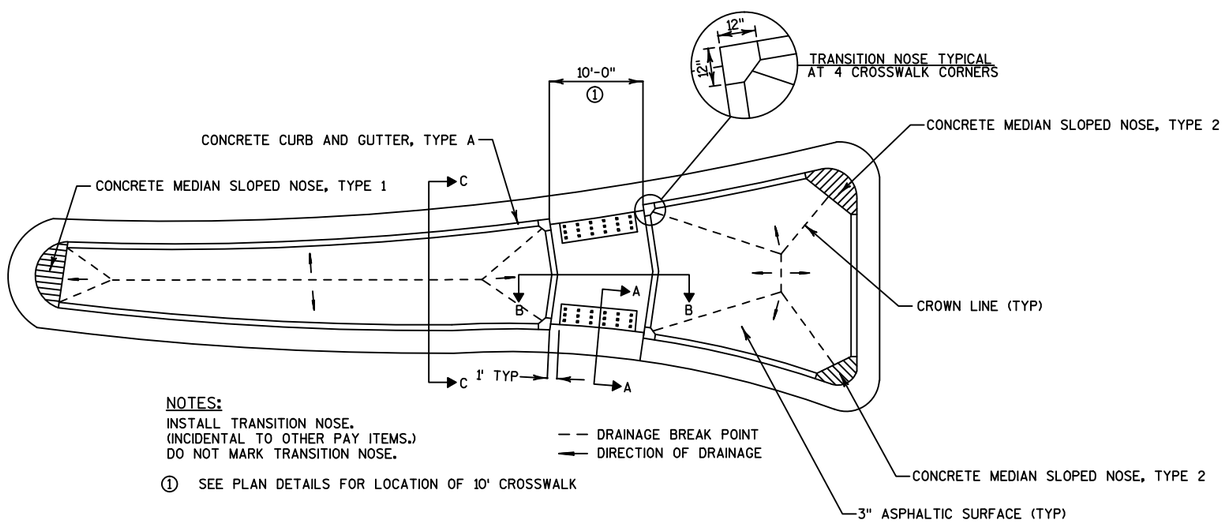


SECTION C-C



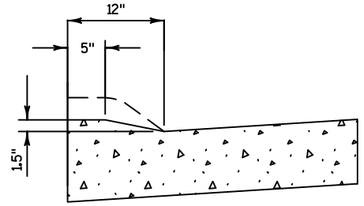
NOTES:

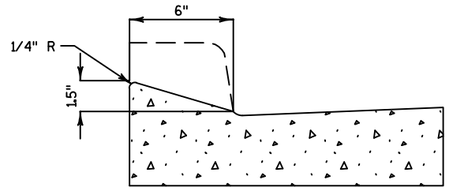
INSTALL TRANSITION NOSE.
(INCIDENTAL TO OTHER PAY ITEMS.)
DO NOT MARK TRANSITION NOSE.

— — DRAINAGE BREAK POINT
◄— DIRECTION OF DRAINAGE

① SEE PLAN DETAILS FOR LOCATION OF 10' CROSSWALK

ROUNDABOUT SPLITTER ISLAND DETAIL (TYP)

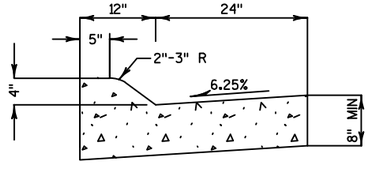




NOTE

PAID FOR AS CONCRETE CURB & GUTTER TYPE A OR CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A. MEASURED ALONG FLOW LINE.

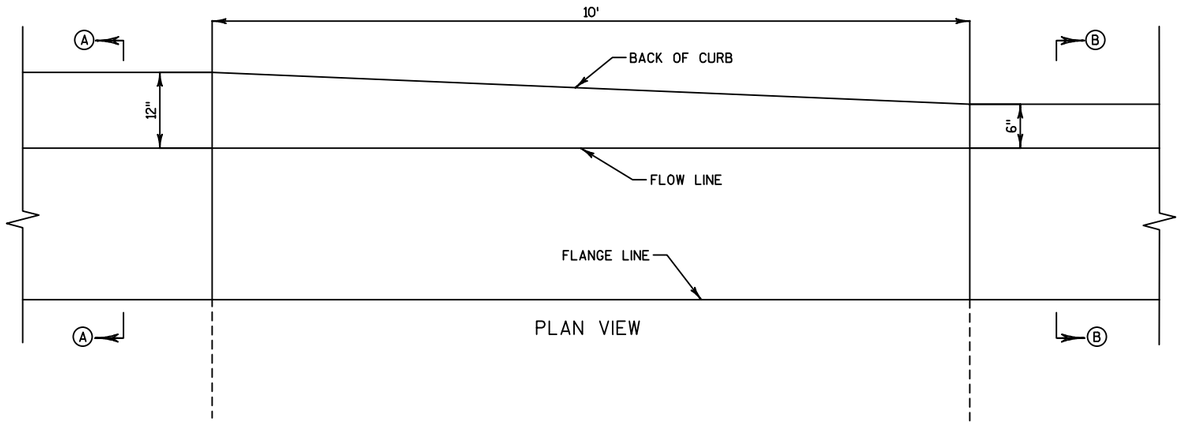
DRIVEWAY ENTRANCE CURB



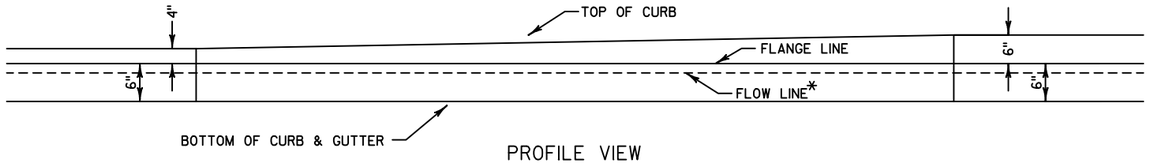
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A, MODIFIED

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 11	E

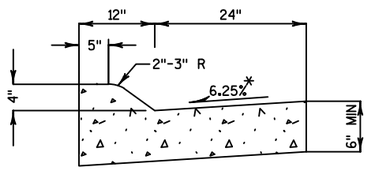
2



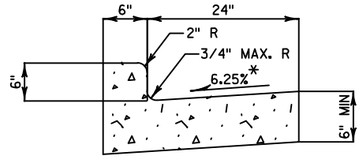
PLAN VIEW



PROFILE VIEW



SECTION A - A



SECTION B - B

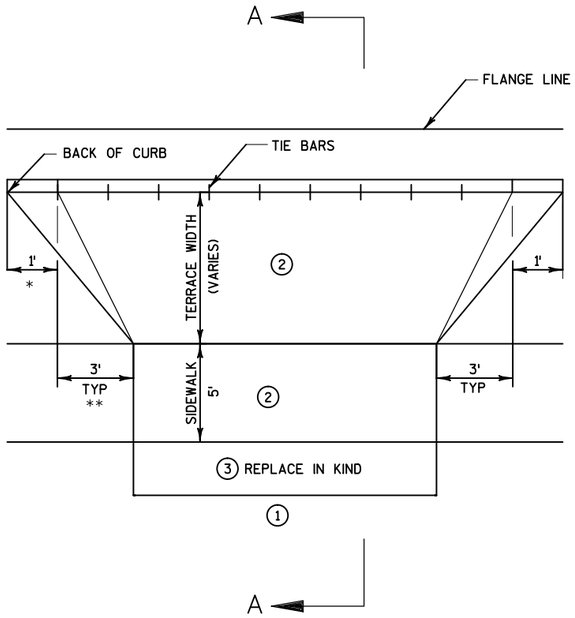
* = CURB & GUTTER PAN'S CROSS-SLOPE MAY VARY FROM SHOWN.
SEE PLAN DETAILS FOR LOCATIONS WHERE PAN CROSS-SLOPE VARIES.
FLOW LINE IS ADJUSTED THROUGH LENGTH OF TRANSITION.

CURB & GUTTER TRANSITION
CONCRETE CURB & GUTTER TYPE A TO
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A

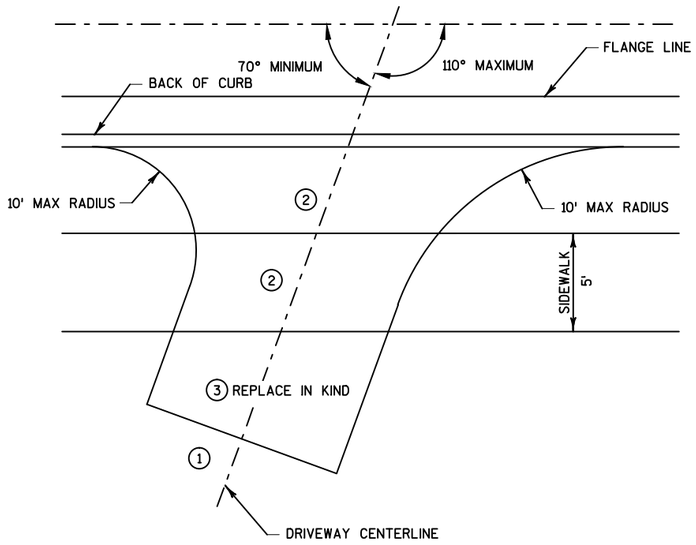
SEE PLAN DETAILS FOR LOCATIONS

NOTES

TO BE MEASURED & PAID FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A

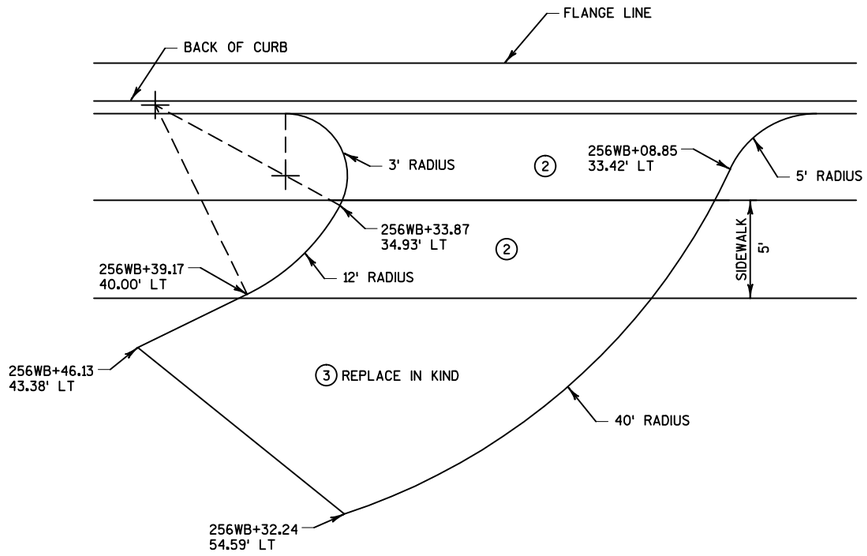


PLAN VIEW

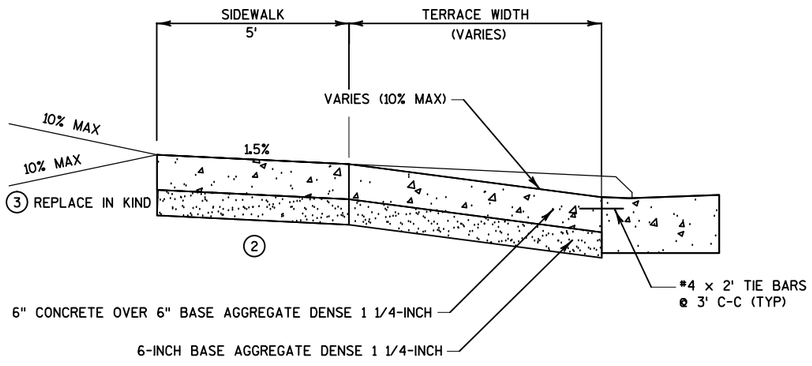


SKEWED DRIVEWAY WITH SIDEWALK

STA. 263WB+22, LT
STA. 36NB+61, LT
STA. 38NB+56, LT
STA. 39NB+81, LT
STA. 40NB+43, LT



DRIVEWAY AT STA. 256WB+23, LT



SECTION A–A

URBAN DRIVEWAY WITH SIDEWALK

STA. 251WB+81, LT
STA. 254WB+60, LT
STA. 264WB+51, LT

NOTES:

1. DRIVEWAY WIDTHS
   COMMERCIAL: 35' MAX, 16' MIN
   NON-COMMERCIAL: 24' MAX, 12' MIN
2. ALL DRIVEWAY APPROACHES SHALL BE 6" CONCRETE ON 6" BASE AGGREGATE DENSE 1 1/4-INCH.
3. DRIVEWAY SURFACE REPLACED IN KIND:
   CONCRETE - 6" CONCRETE ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
   ASPHALT - 3" ASPHALTIC SURFACE ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
   BASE AGGREGATE DENSE - 6" BASE AGGREGATE DENSE 1 1/4-INCH

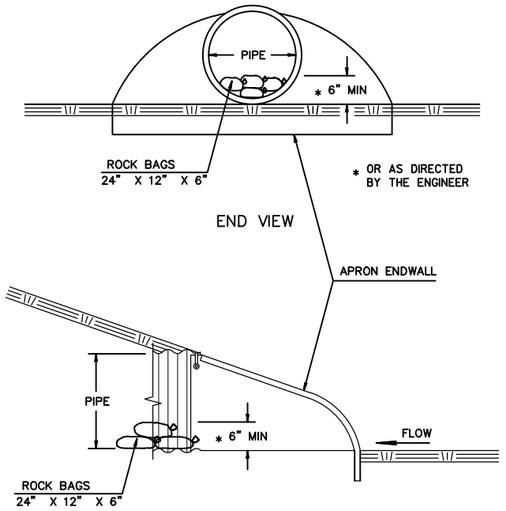
DRIVEWAY APPROACHES TO BE PAID FOR AS CONCRETE DRIVEWAY, 6-INCH.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY, 6-INCH.

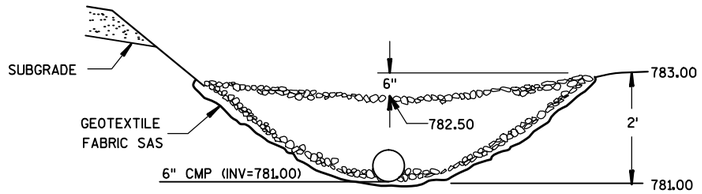
TIE BARS ARE INCIDENTAL TO THE BID ITEM CONCRETE DRIVEWAY, 6-INCH.

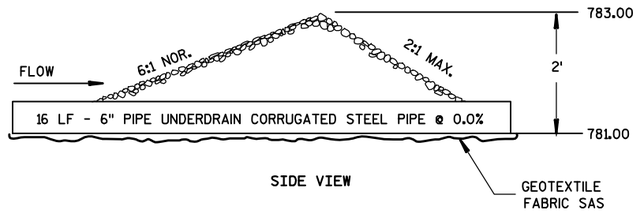
REFER TO SDD 8D21-1 "DRIVEWAYS WITHOUT CURB & GUTTER" FOR RURAL DRIVEWAY AT STA. 24A+96, RT.

* TAPER CURB HEAD (1.5" TO 4" OR 6")

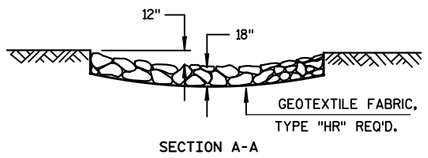


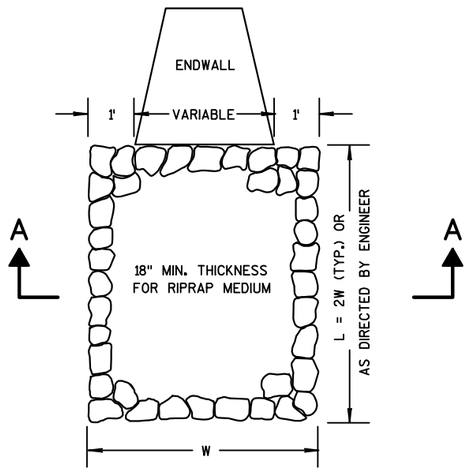
CULVERT PIPE ENDS





PERMANENT STONE DITCH CHECK





RIPRAP MEDIUM TREATMENT AT CULVERTS

2

N

STA. 256+51.66WB, 38.48 LT
789.82

STA. 257+02.04WB, 39.00 LT
790.10

STA. 257+11.15WB, 39.00 LT
790.26

STA. 256+97.26WB, 38.97 LT
790.53

STA. 257+17.91WB, 39.04 LT
790.88

256+40.00WB, 38.03 LT
4

STA. 256+90.00WB, 39.00 LT
790.45

STA. 257+20.00WB, 39.08 LT
790.92

3.25%
1.50%
1.50%
3.25%
1.06%
8.29%
1.65%
8.33%
1.72%
1.50%
1.50%
1.50%
1.50%
1.50%
1.50%

STA. 257+20.00WB, 31.08 LT
790.80

1.08%
8.26%
1.66%
8.33%
1.75%
1.50%
1.50%

56+40.00WB, 33.03 LT

STA. 256+90.00WB, 31.00 LT
790.33

STA. 256+51.66WB, 33.48 LT
789.74

STA. 256+96.98WB, 30.97 LT
790.41

STA. 257+18.01WB, 31.04 LT
790.76

STA. 257+01.85WB, 31.00 LT
789.98

STA. 257+11.13WB, 31.00 LT
790.14

STA. 257+01.73WB, 26.50 LT
789.91

STA. 257+11.11WB, 26.50 LT
790.07

+25
256WB+50
256WB+75
257WB+00
257WB+25
257WB+50

1.17%

STA. 257+00.96WB, 2.00 RT
790.25

STA. 257+11.01WB, 2.00 RT
790.37

STH 20 (WASHINGTON AVENUE)

5.26%
4.42%

STA. 257+00.31WB, 23.11 RT
791.36

STA. 257+10.91WB, 26.16 RT
791.44

0.72%

SEE NEXT SHEET

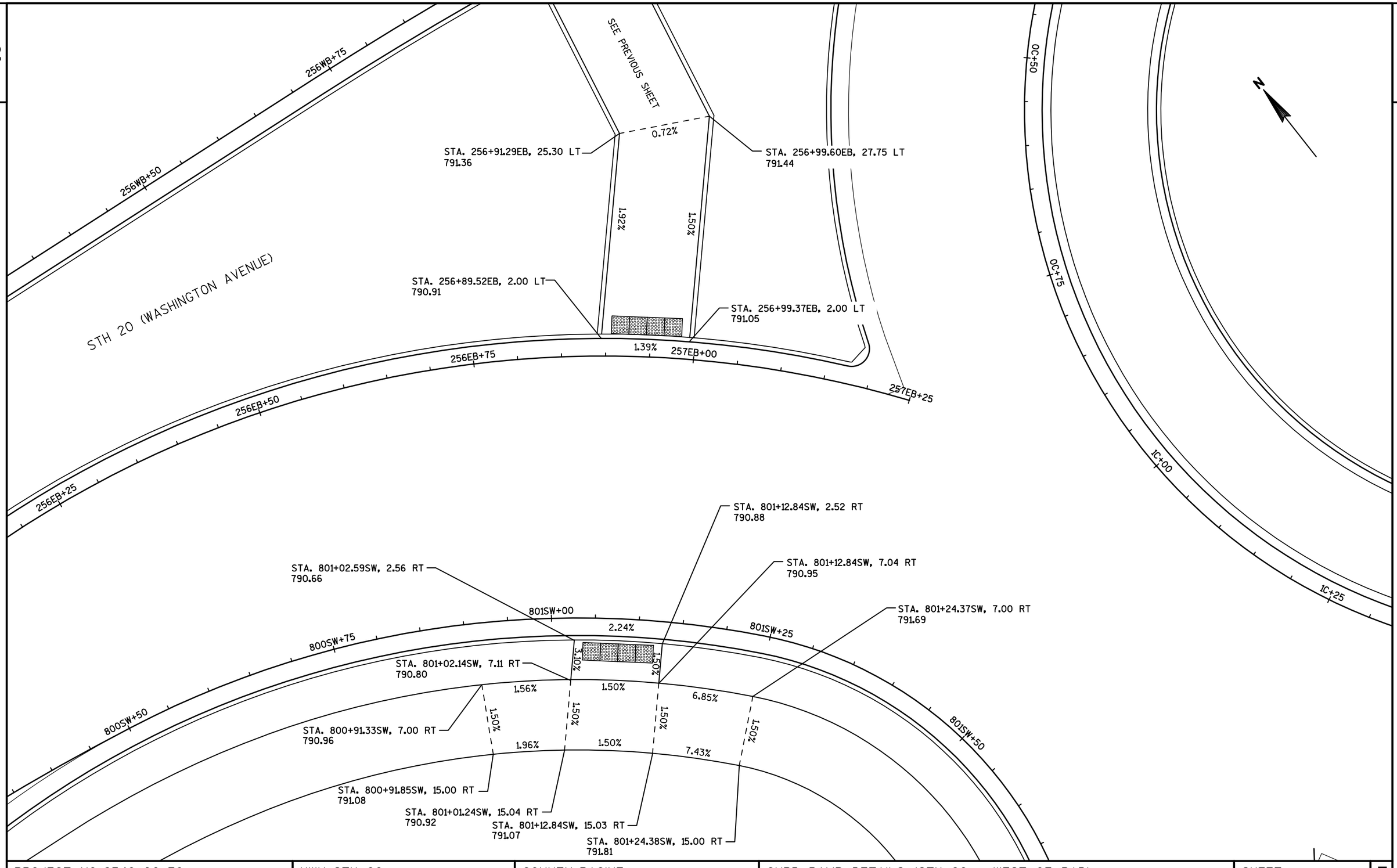
256EB+50
256EB

00+25

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (STH 20 - WEST OF RAB)	SHEET	E

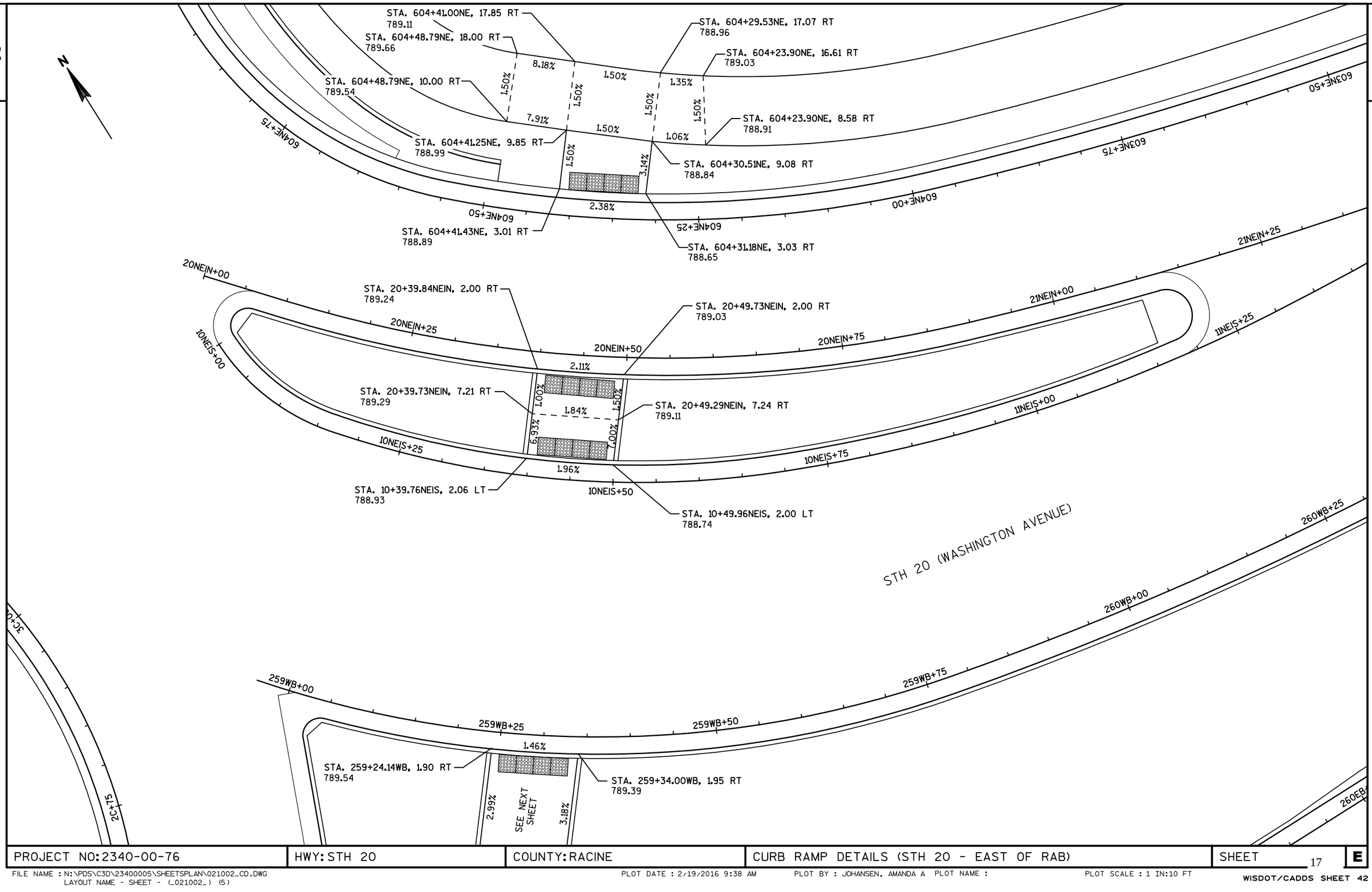
FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021002_CD.DWG
LAYOUT NAME - SHEET - (_021002_) (1)
PLOT DATE : 9/13/2017 1:22 PM
PLOT BY : WOJCIK, AMY M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (STH 20 - WEST OF RAB)	SHEET 16	E

2



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (STH 20 - EAST OF RAB)	SHEET 17	E

2

2C+00

2C+25

SEE PREVIOUS SHEET

259WB+75

STA. 259+18.65EB, 31.68 LT
790.40

1.50%

STA. 259+29.59EB, 28.93 LT
790.25

N

1.84%

2.00%

258EB+75

259EB+00

1.46%

STA. 259+18.65EB, 2.02 LT
789.86

259EB+25

259EB+50

259EB+75

260EB+

STA. 259+28.71EB, 2.01 LT
789.71

STA. 259+18.65EB, 26.49 RT
789.60

STA. 259+18.65EB, 30.97 RT
789.67

STA. 259+11.88EB, 31.00 RT
790.29

STH 20 (WASHINGTON AVENUE)

STA. 259+27.92EB, 26.49 RT
789.42

STA. 259+27.81EB, 30.98 RT
789.49

STA. 259+32.28EB, 30.97 RT
789.90

1.76%

1.50%

1.50%

8.33%

1.77%

8.30%

1.50%

1.50%

1.50%

1.50%

8.24%

1.76%

7.67%

STA. 259+11.97EB, 39.00 RT
790.40

STA. 259+18.65EB, 38.99 RT
789.79

STA. 259+32.34EB, 38.97 RT
790.02

STA. 259+27.62EB, 38.99 RT
789.61

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (STH 20 - EAST OF RAB)	SHEET 18	E

2

STA. 31+18.54SB, 32.68 LT
790.57

STA. 31+29.51SB, 32.26 LT
789.93

STA. 31+43.64SB, 31.78 LT
789.74

STA. 31+50.14SB, 31.56 LT
790.09

STA. 31+19.05SB, 24.65 LT
790.44

STA. 31+28.99SB, 24.31 LT
789.81

STA. 31+28.73SB, 19.78 LT
789.74

STA. 31+47.69SB, 23.65 LT
790.00

STA. 31+41.81SB, 23.89 LT
789.62

STA. 31+40.91SB, 19.36 LT
789.55

STA. 31+37.65SB, 1.97 RT
789.59

STA. 31+27.79SB, 1.97 RT
789.72

STA. 31+27.62SB, 7.10 RT
789.80

STA. 31+37.31SB, 4.75 RT
789.63

STA. 31+45.34NB, 1.97 LT
789.44

STA. 31+35.36NB, 1.97 LT
789.57

STA. 605+08.93NE, 7.65 RT
789.41

STA. 605+08.90NE, 8.16 RT
789.53

STA. 605+08.58NE, 12.75 RT
789.60

STA. 605+09.24NE, 3.00 RT
789.15

STA. 604+98.44NE, 3.06 RT
789.26

STA. 604+96.52NE, 8.48 RT
789.54

STA. 604+96.31NE, 8.98 RT
789.67

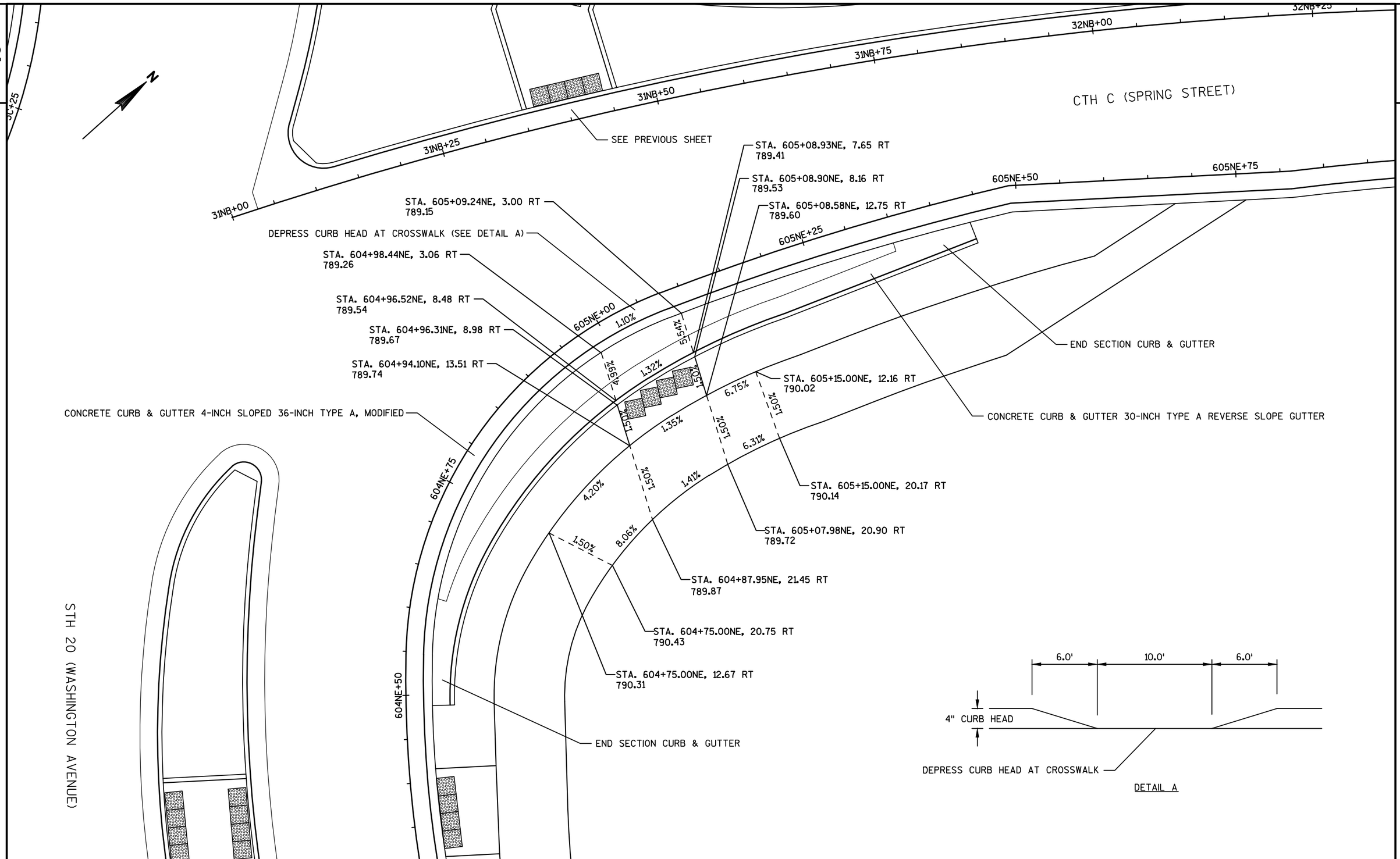
STA. 604+94.10NE, 13.51 RT
789.74

SEE NEXT SHEET

CTH C (SPRING STREET)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (CTH C - NORTH OF RAB)	SHEET 19	E

2



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (CTH C - NORTH OF RAB)	SHEET 20	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021004_CD.DWG
LAYOUT NAME - SHEET - (_021002_) (12)
PLOT DATE : 3/3/2017 6:45 AM
PLOT BY : JOHANSEN, AMANDA A PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

STA. 28+93.08SB, 39.40 LT
791.16

STA. 29+04.17SB, 40.67 LT
791.77

STA. 28+83.08SB, 39.00 LT
791.06

STA. 28+74.87SB, 39.00 LT
791.45

5.48%

1.00%

4.81%

1.50%

1.50%

1.50%

5.16%

1.01%

4.48%

1.50%

1.50%

STA. 29+05.43SB, 32.77 LT
791.65

STA. 28+93.68SB, 31.45 LT
791.04

1.01%

STA. 28+94.02SB, 26.93 LT
790.97

STA. 28+74.87SB, 31.00 LT
791.33

STA. 28+83.68SB, 31.02 LT
790.93

STA. 28+84.02SB, 26.51 LT
790.87

STA. 28+96.19SB, 2.00 RT
791.22

29SB+00

STA. 28+86.16SB, 2.00 RT
791.14

0.82%

28SB+75

CTH C (SPRING STREET)

1.97%

1.25%

1.45%

STA. 28+97.49NB, 9.46 LT
791.34

28SB+50

STA. 28+88.06NB, 7.65 LT
791.19

4.41%

4.36%

28SB+25

28NB+75

0.72%

29NB+00

STA. 28+87.40NB, 1.98 LT
790.94

28NB+50

STA. 28+97.25NB, 1.91 LT
791.01

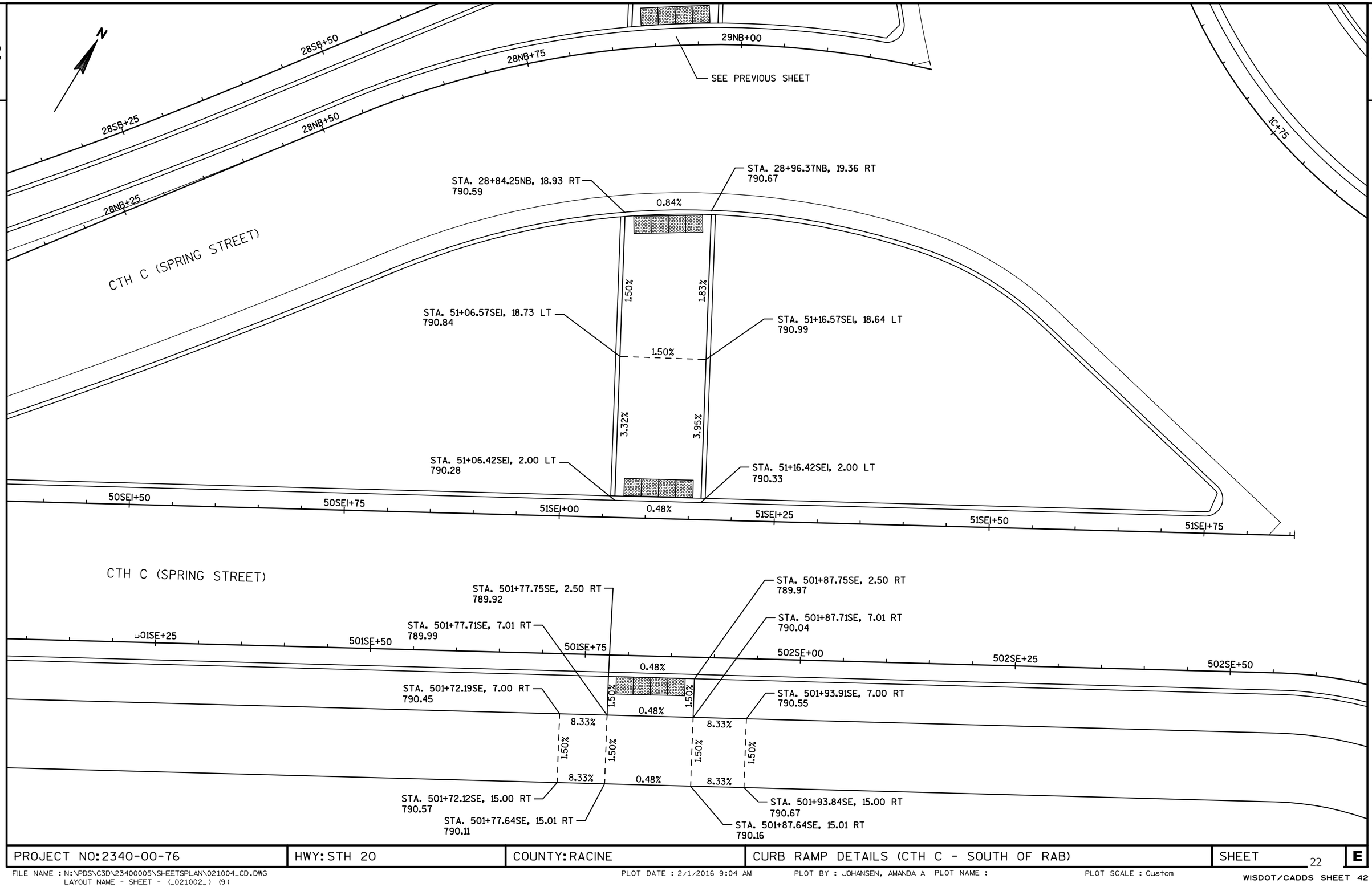
28NB+25

SEE NEXT SHEET

1C+25

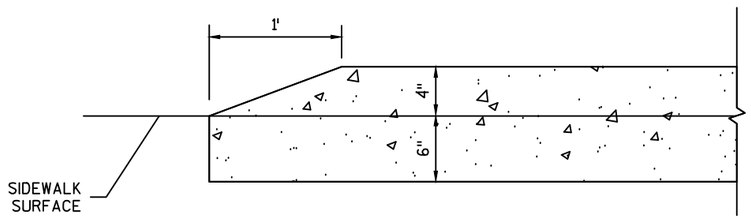
1C+50

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (CTH C - SOUTH OF RAB)	SHEET 21	E

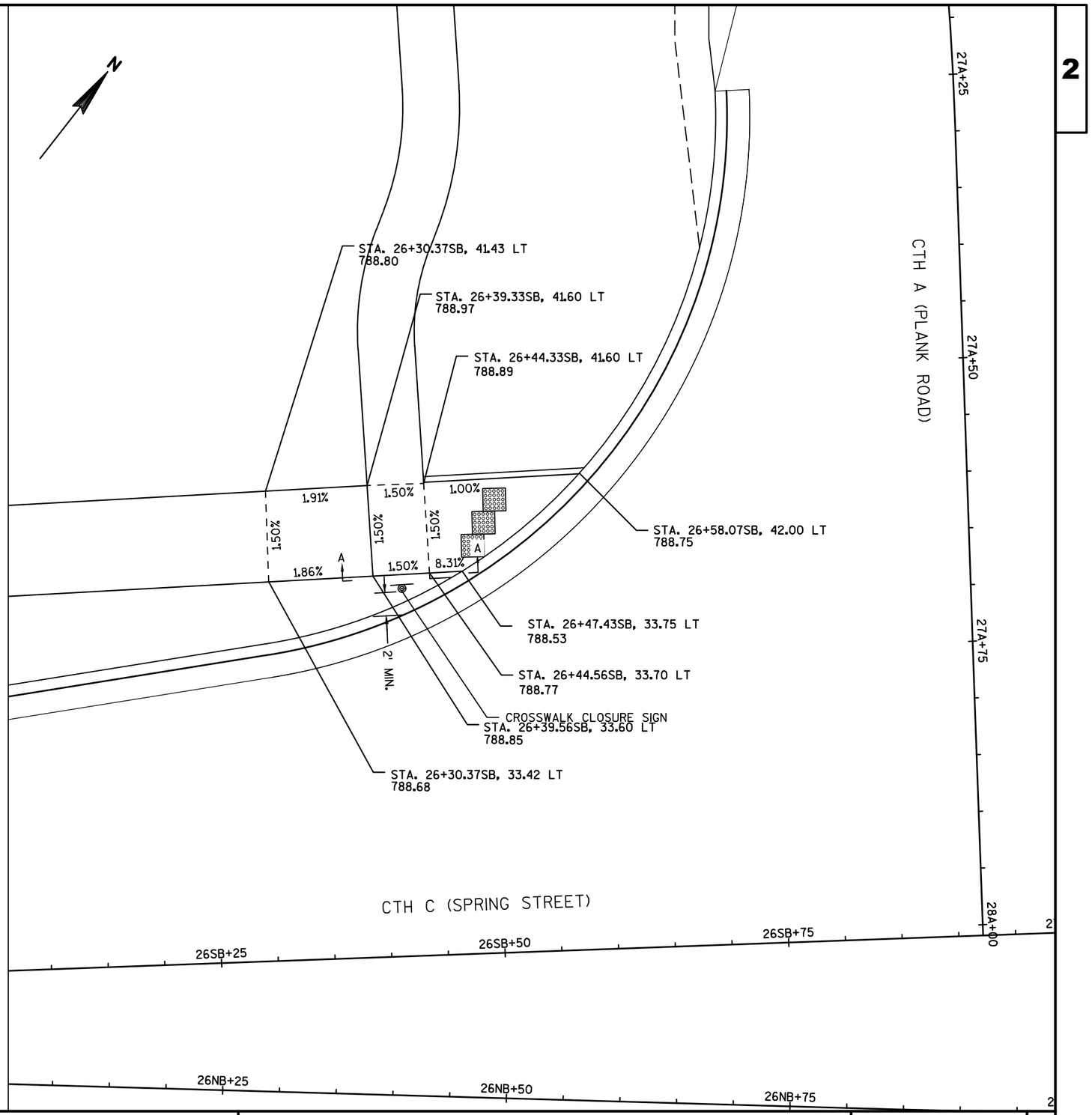


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (CTH C - SOUTH OF RAB)	SHEET 22	E

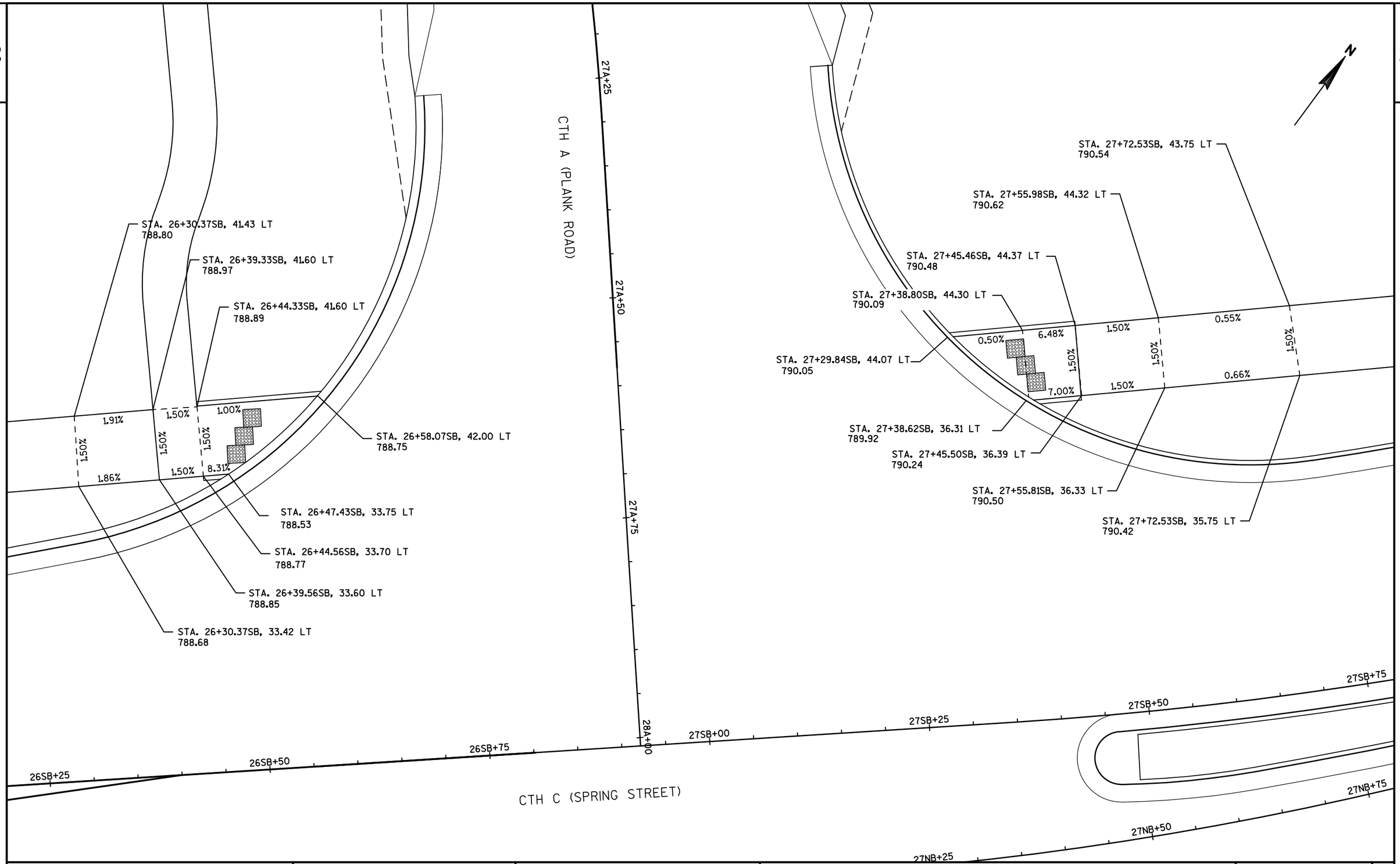
CROSSWALK CLOSURE SIGN



SECTION A-A
CONCRETE CURB PEDESTRIAN DETAIL



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (INTERSECTION OF CTH C & CTH A)	SHEET 23	E



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CURB RAMP DETAILS (INTERSECTION OF CTH C & CTH A)	SHEET 24	E

2

STH 20 (WEST OF RAB)

N

STA. 255+40.00WB, 38.93 LT
788.83

STA. 255+80.00WB, 38.11 LT
789.16

STA. 256+00.00WB, 38.00 LT
788.97

STA. 256+40.00WB, 38.03 LT
789.44

STA. 256+51.66WB, 38.48 LT
789.82

1.50%
0.82%
1.50%
0.95%
1.50%
1.16%
1.50%
3.25%
1.50%

STA. 255+40.00WB, 33.93 LT
788.76

STA. 255+80.00WB, 33.11 LT
789.09

STA. 256+00.00WB, 33.00 LT
788.90

STA. 256+40.00WB, 33.03 LT
789.36

STA. 256+51.66WB, 33.48 LT
789.74

STH 20 (WASHINGTON AVENUE)

255WB+25
255WB+50
255WB+75
256WB+00
256WB+25
256WB+50

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	SIDEWALK TRANSITION DETAILS (STH 20 - WEST OF RAB)	SHEET 25	E

2

28SB+00
27SB+75
27SB+50
28NB+25
28NB+00
27NB+75
27NB+50

CTH C (SPRING STREET)

50SEI+00
50SEI+25
50SEI+50
50SEI+75
51SEI+00

500SE+50
500SE+75
501SE+00
501SE+25
501SE+50
501SE+75

STA. 500+56.06SE, 7.00 RT
789.72

1.50%

0.96%

1.50%

STA. 500+91.52SE, 7.00 RT
790.06

STA. 500+58.10SE, 15.00 RT
789.84

1.02%

STA. 500+91.52SE, 15.00 RT
790.18

N

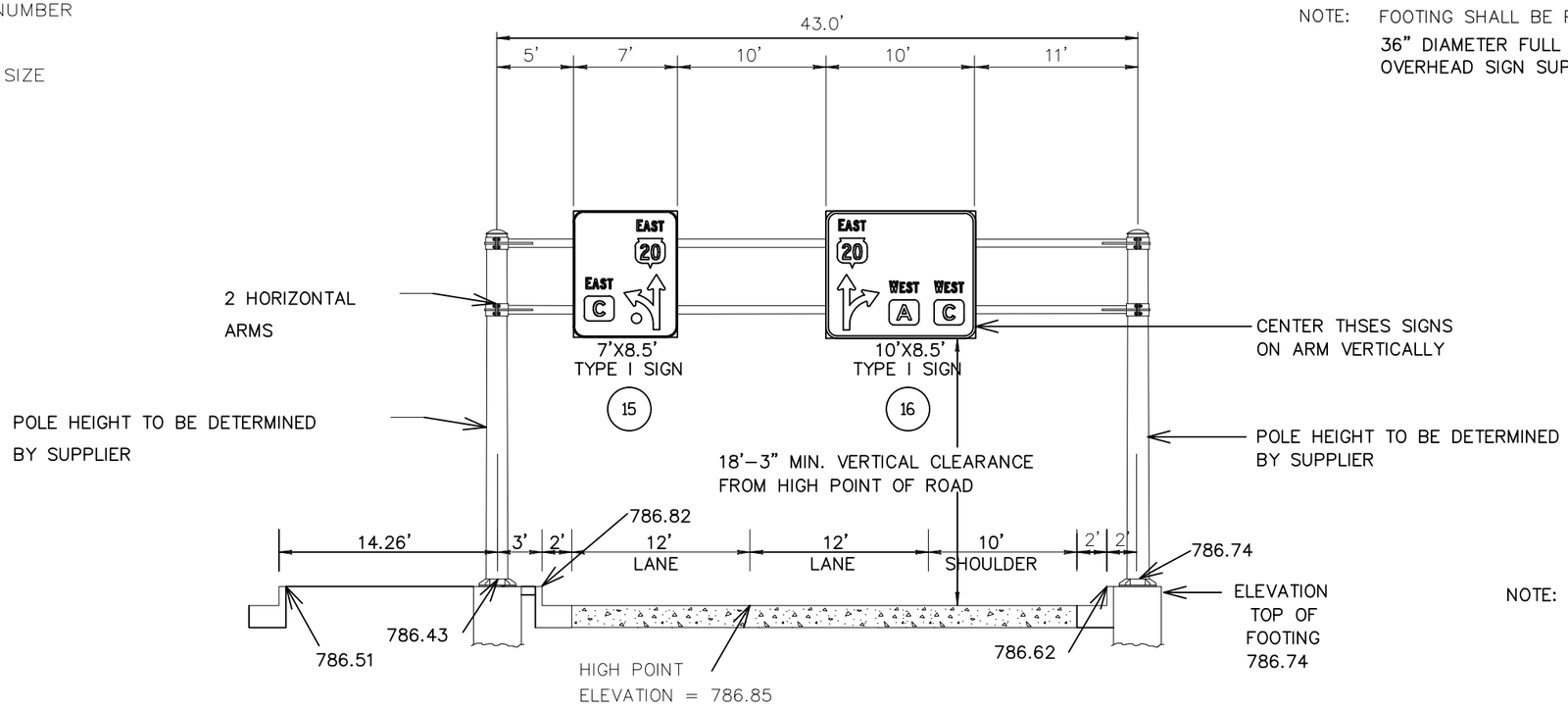
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIDEWALK TRANSITION DETAILS (CTH C - SOUTH OF RAB)	SHEET 26	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021004_CD.DWG
LAYOUT NAME - SHEET - (_021002_) (8)
PLOT DATE : 3/3/2017 7:04 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



NOTE: FOOTING SHALL BE PER SDD.
36" DIAMETER FULL SPAN
OVERHEAD SIGN SUPPORT BASE

NOTE: 15X3.7 I BEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE I SIGNS

S-51-241
STA. 253+75
STH 20 EB @ CTH C
OVERHEAD SIGN SUPPORTS DETAIL

NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT, TO TOM HEYDEL, TRAFFIC OPS.

2.) PROVIDE DESIGN CALCULATIONS.

3.) SHOW SIGNS ON SHOP DRAWINGS.

4.) I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

GERNERAL NOTES

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

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

WIND VELOCITY PER WISDOT STD SPECIFATIONS

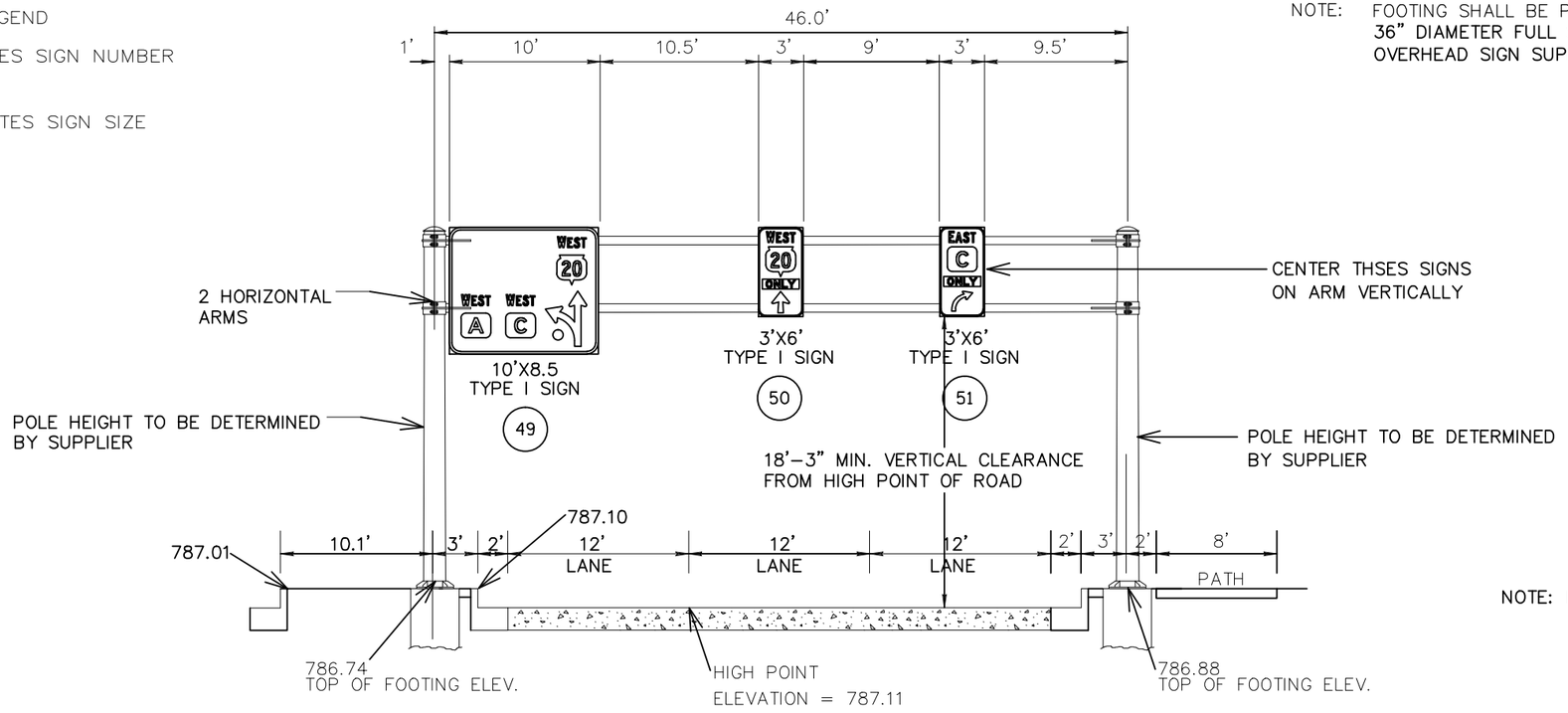
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	OVERHEAD SIGN SUPPORT S-51-241 ROUNDABOUTS	SHEET 27	E

LEGEND

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



NOTE: FOOTING SHALL BE PER SDD.
36" DIAMETER FULL SPAN
OVERHEAD SIGN SUPPORT BASE

NOTE: I5X3.7 I BEAMS FOR MOUNTING
SIGNS ARE INCIDENTAL TO TYPE I SIGNS

S-51-242

STA. 261+10

STH 20 WB @ CTH C

OVERHEAD SIGN SUPPORTS DETAIL

NOTE, CONTRACTOR SHALL:

1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT, TO TOM HEYDEL, TRAFFIC OPS.

2.) PROVIDE DESIGN CALCULATIONS.

3.) SHOW SIGNS ON SHOP DRAWINGS.

4.) I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT

GERNERAL NOTES

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

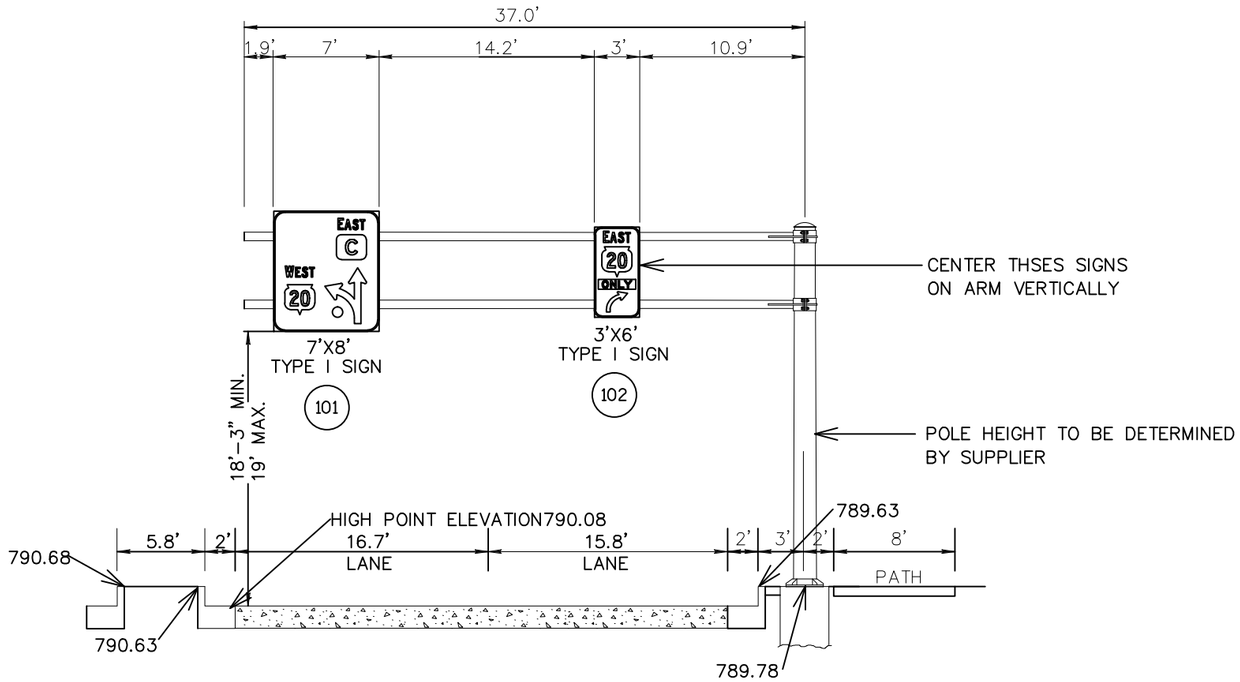
THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGN SHOWN.

WIND VELOCITY PER WISDOT STD SPECIFATIONS

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

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	OVERHEAD SIGN SUPPORT S-51-242 ROUNDABOUTS	SHEET 28	E

2



NOTE, CONTRACTOR SHALL:
1.) SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT, TO TOM HEYDEL, TRAFFIC OPS
2.) PROVIDE DESIGN CALCULATIONS.
3.) SHOW SIGNS ON SHOP DRAWINGS.
4.) I.D. PLAQUE INCIDENTAL TO SIGN SUPPORT
5.) 6ANCHER RODS SHALL BE USED PER SDD 15C 23-1

S-51-243
STA. 27+60
CTH C EB @ STH 20
OVERHEAD SIGN SUPPORTS DETAIL

CONTRACTOR TO USE SDD 36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE.

I BEAMS – I5X3.7 I BEAMS FOR MOUNTING SINGS ARE INCIDENTAL TO TYPE I SIGNS

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\OVERHEAD SIGN TYPICALS.DWG
LAYOUT NAME - ****
PLOT DATE : 1/18/2017 10:48 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- X — CLEARING AND GRUBBING (ID)
- ⊠ — CLEARING AND GRUBBING (STA.)
- ▨ — REMOVING PAVEMENT
- . . . . . — REMOVING CURB AND GUTTER
- —x— — REMOVING FENCE
- —RM— — REMOVING CULVERT
- – – – — SLOPE INTERCEPT
- X X X — SAWING ASPHALT
- XXXX — SAWING CONCRETE PAVEMENT
- X X — ABANDONING UTILITIES

N

R/W

WB+68.12
53.79'LT

WB+94.47
53.74'LT

WB+18.81
37.73'LT

SLOPE INTERCEPT

R/W

WB+36.37
53.86'LT

TLE

WB+83.80
51.53'LT

STH 20 (WASHINGTON AVENUE)

249+00WB 250+00WB 251+00WB 252+00WB 253+00WB 254+00WB 255

MATCHLINE 255EB+00

EB+77.44
2.17'LT

WB+19.34
2.50'RT

EB+18.48
2.14'LT

249+00EB 250+00EB 251+00EB 252+00EB 253+00EB 254+00EB 255+

STH 20 (WASHINGTON AVENUE)

R/W

EB+19.01
38.11'LT

TLE

R/W

SLOPE INTERCEPT

TLE

25+00A

NOTES

FOR SIGN REMOVALS REFER TO SIGN PLANS
FOR LIGHTING REMOVALS REFER TO LIGHTING PLANS
FOR STORM SEWER REMOVALS REFER TO STORM SEWER STAGING PLANS

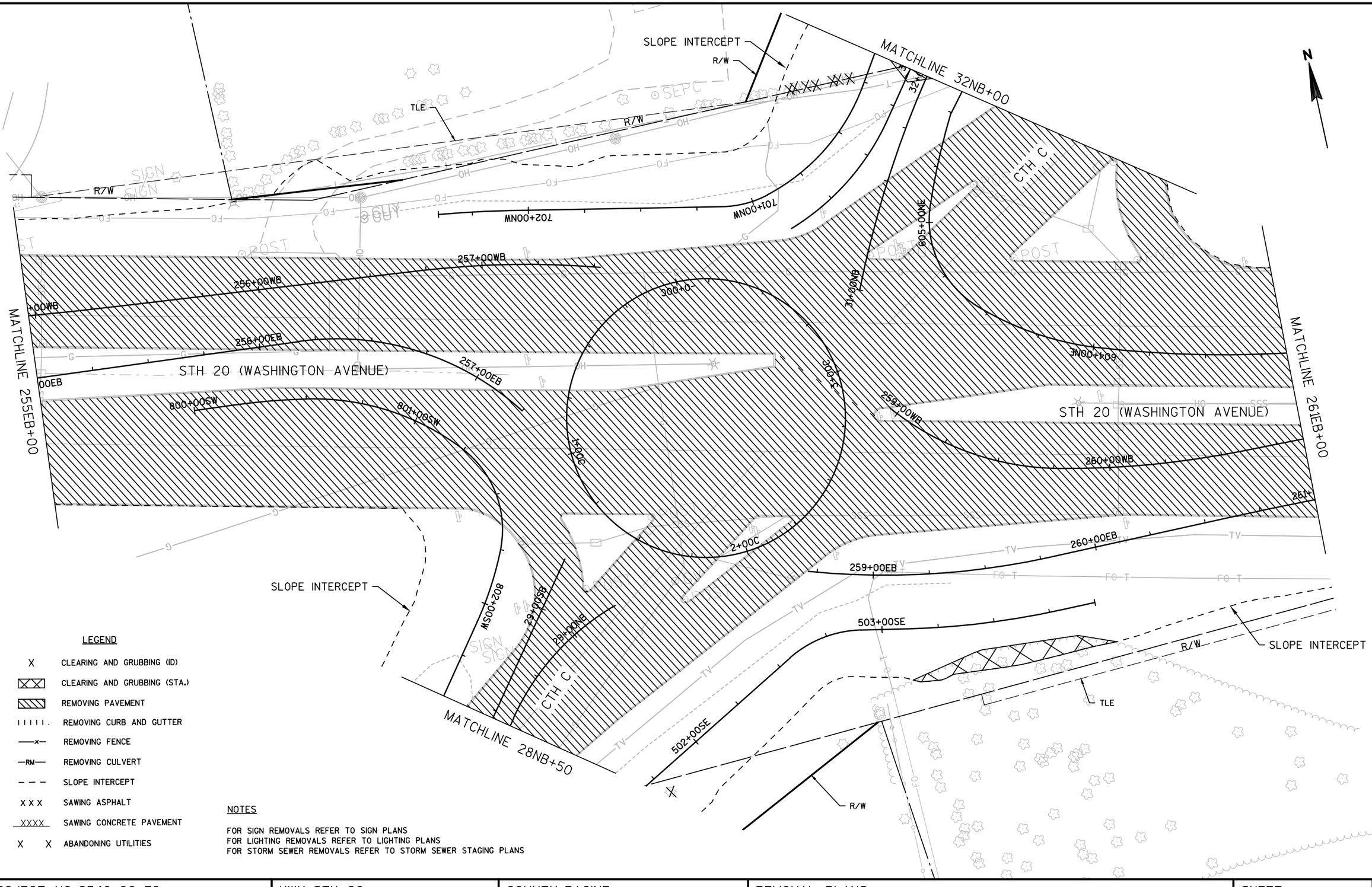
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	REMOVAL PLANS	SHEET 30	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021101

PLOT DATE : 9/14/2017 9:45 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

X	CLEARING AND GRUBBING (ID)
XXXX	CLEARING AND GRUBBING (STA.)
	REMOVING PAVEMENT
IIIIII.	REMOVING CURB AND GUTTER
—x—	REMOVING FENCE
—RM—	REMOVING CULVERT
– – –	SLOPE INTERCEPT
X X X	SAWING ASPHALT
XXXX	SAWING CONCRETE PAVEMENT
X X	ABANDONING UTILITIES

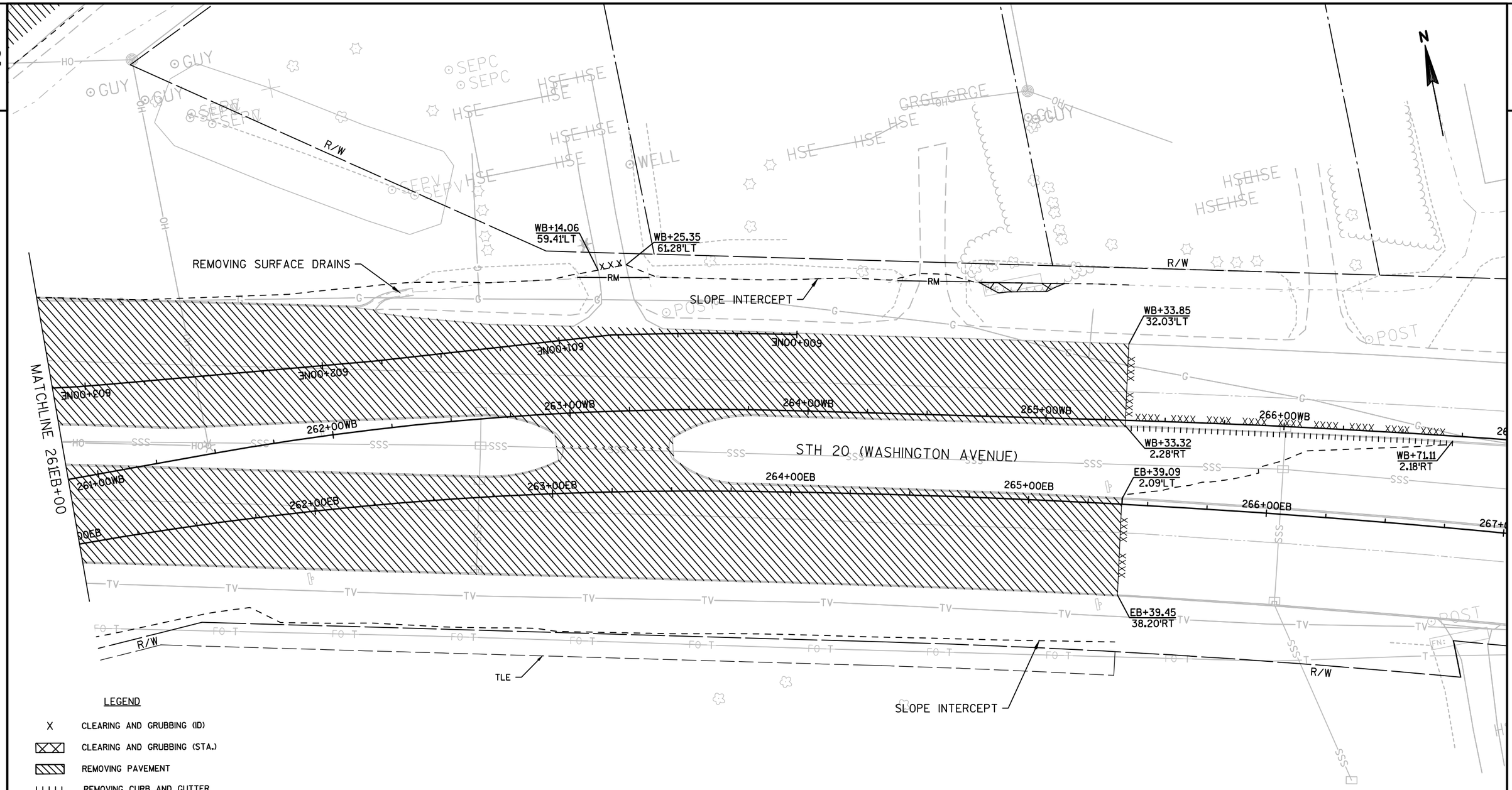
NOTES

FOR SIGN REMOVALS REFER TO SIGN PLANS
FOR LIGHTING REMOVALS REFER TO LIGHTING PLANS
FOR STORM SEWER REMOVALS REFER TO STORM SEWER STAGING PLANS

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	REMOVAL PLANS	SHEET 31	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021102
PLOT DATE : 9/14/2017 9:45 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

X	CLEARING AND GRUBBING (ID)
⊠	CLEARING AND GRUBBING (STA.)
▨	REMOVING PAVEMENT
. . . . .	REMOVING CURB AND GUTTER
—x—	REMOVING FENCE
—RM—	REMOVING CULVERT
- - -	SLOPE INTERCEPT
X X X	SAWING ASPHALT
XXXX	SAWING CONCRETE PAVEMENT
X X	ABANDONING UTILITIES

NOTES

FOR SIGN REMOVALS REFER TO SIGN PLANS
FOR LIGHTING REMOVALS REFER TO LIGHTING PLANS
FOR STORM SEWER REMOVALS REFER TO STORM SEWER STAGING PLANS

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	REMOVAL PLANS	SHEET 32	E

2

LEGEND

- X — CLEARING AND GRUBBING (ID)
- ⊠ — CLEARING AND GRUBBING (STA.)
- ▨ — REMOVING PAVEMENT
- . . . . . — REMOVING CURB AND GUTTER
- —x— — REMOVING FENCE
- —RM— — REMOVING CULVERT
- – – – — SLOPE INTERCEPT
- X X X — SAWING ASPHALT
- XXXX — SAWING CONCRETE PAVEMENT
- X X — ABANDONING UTILITIES

N

R/W

R/W

SLOPE INTERCEPT

34+00SB

34+00NB

35+00SB

35+00NB

33+00SB

33+00NB

36+00SB

36+00NB

606+00NE

R/W

MATCHLINE 32NB+00

REMOVING SURFACE DRAINS

CTH C (SPRING STREET)

RM

MATCHLINE 37NB+00

REMOVING SURFACE DRAINS

SLOPE INTERCEPT

R/W

NOTES

FOR SIGN REMOVALS REFER TO SIGN PLANS
FOR LIGHTING REMOVALS REFER TO LIGHTING PLANS
FOR STORM SEWER REMOVALS REFER TO STORM SEWER STAGING PLANS

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	REMOVAL PLANS	SHEET 33	E

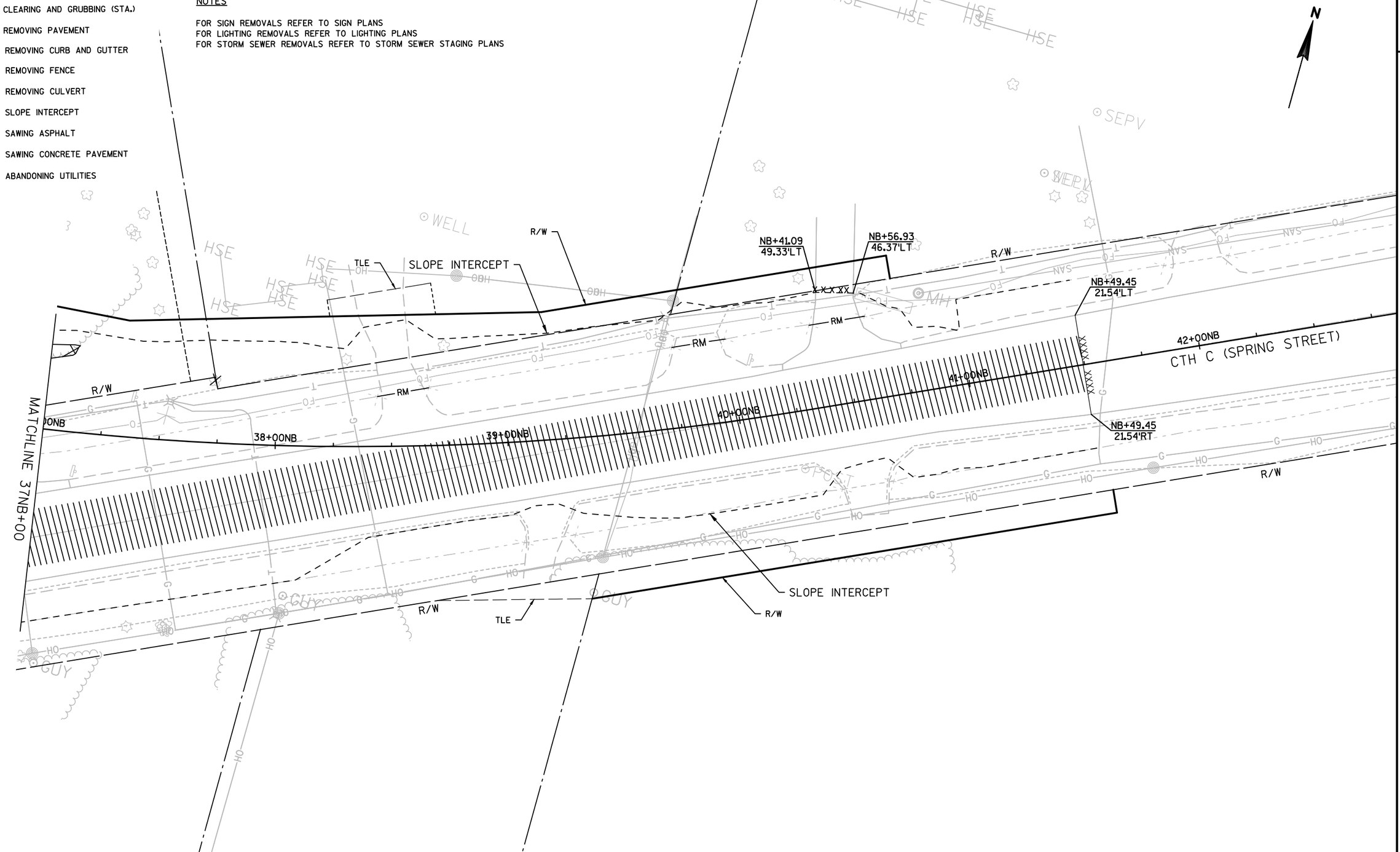
2

LEGEND

- X — CLEARING AND GRUBBING (ID)
- ⊠ — CLEARING AND GRUBBING (STA.)
- ▨ — REMOVING PAVEMENT
- . . . . . — REMOVING CURB AND GUTTER
- —x— — REMOVING FENCE
- —RM— — REMOVING CULVERT
- – – – — SLOPE INTERCEPT
- X X X — SAWING ASPHALT
- XXXX — SAWING CONCRETE PAVEMENT
- X X — ABANDONING UTILITIES

NOTES

FOR SIGN REMOVALS REFER TO SIGN PLANS
FOR LIGHTING REMOVALS REFER TO LIGHTING PLANS
FOR STORM SEWER REMOVALS REFER TO STORM SEWER STAGING PLANS



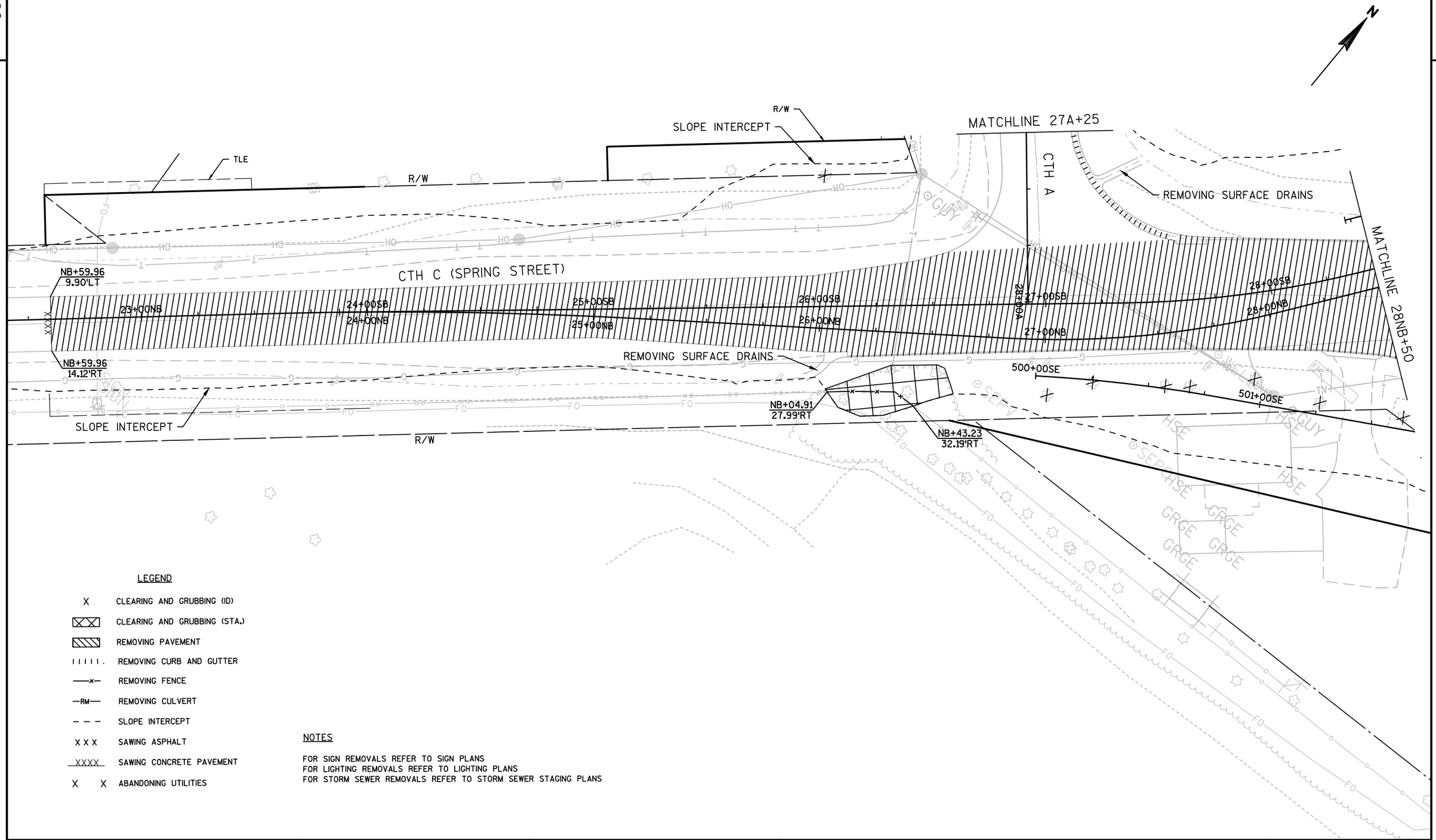
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	REMOVAL PLANS	SHEET 34 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021105

PLOT DATE : 9/14/2017 9:45 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

X	CLEARING AND GRUBBING (ID)
⊠	CLEARING AND GRUBBING (STA.)
▨	REMOVING PAVEMENT
ıııı.	REMOVING CURB AND GUTTER
——x——	REMOVING FENCE
—RM—	REMOVING CULVERT
– – –	SLOPE INTERCEPT
X X X	SAWING ASPHALT
XXXX	SAWING CONCRETE PAVEMENT
X X	ABANDONING UTILITIES

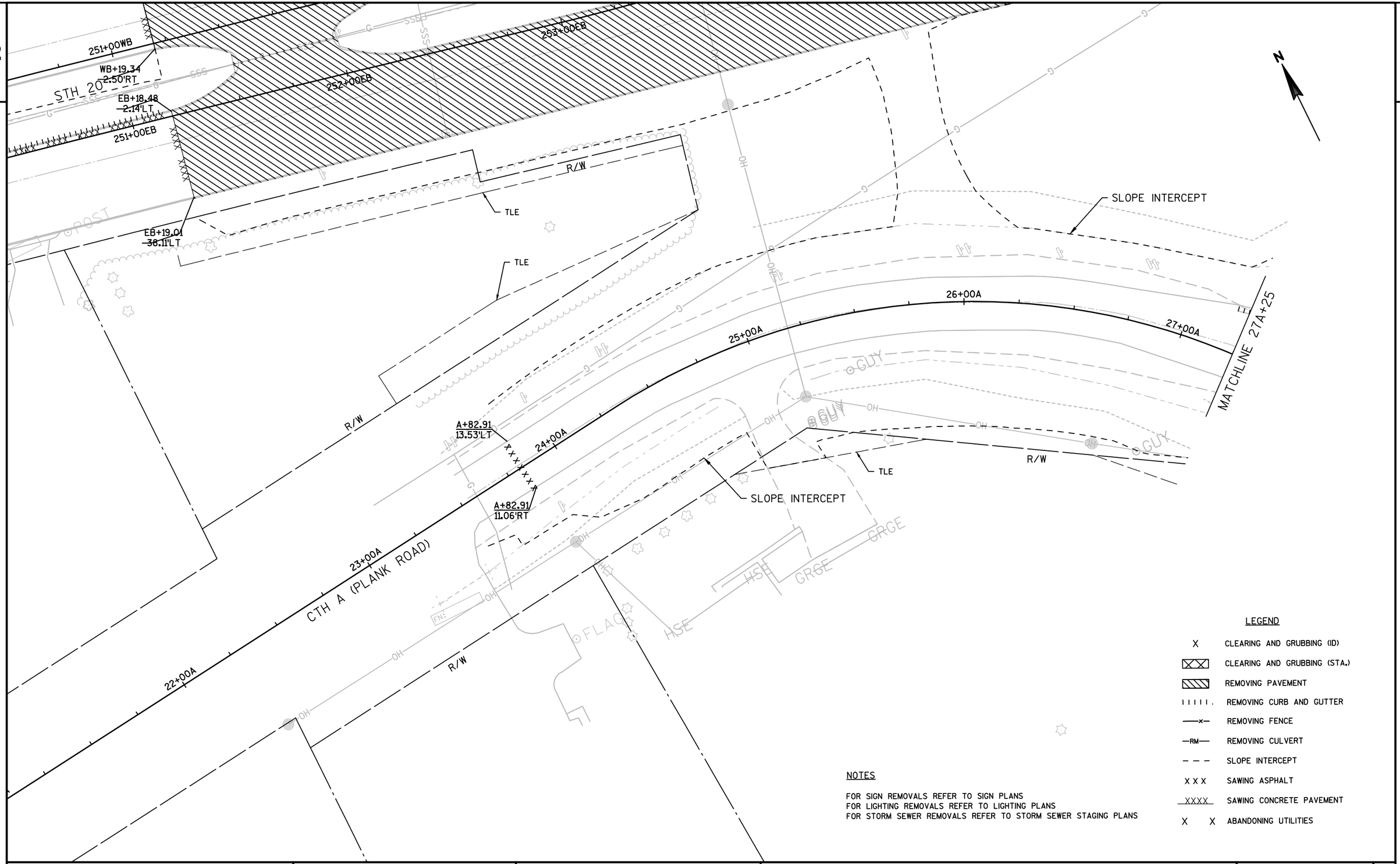
NOTES

FOR SIGN REMOVALS REFER TO SIGN PLANS
FOR LIGHTING REMOVALS REFER TO LIGHTING PLANS
FOR STORM SEWER REMOVALS REFER TO STORM SEWER STAGING PLANS

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	REMOVAL PLANS	SHEET 35	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021101_RM.DWG
LAYOUT NAME - 021106
PLOT DATE : 9/14/2017 9:45 AM
PLOT BY : SPAETH, MICHELE L
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

X	CLEARING AND GRUBBING (ID)
⊠	CLEARING AND GRUBBING (STA.)
▨	REMOVING PAVEMENT
. . . . .	REMOVING CURB AND GUTTER
—x—	REMOVING FENCE
—RM—	REMOVING CULVERT
– – –	SLOPE INTERCEPT
X X X	SAWING ASPHALT
XXXX	SAWING CONCRETE PAVEMENT
X X	ABANDONING UTILITIES

NOTES

FOR SIGN REMOVALS REFER TO SIGN PLANS
FOR LIGHTING REMOVALS REFER TO LIGHTING PLANS
FOR STORM SEWER REMOVALS REFER TO STORM SEWER STAGING PLANS

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	REMOVAL PLANS	SHEET 36	E

RADIUS TABLE							
POINT	STATION	OFFSET	RADIUS	PC		PT	
				STATION	OFFSET	STATION	OFFSET
1	243+27.52	1033.31' RT	1050'	243+99.80	-14.19' LT	244+36.80	-10.98' LT
2	243+19.22	-1033.30' LT	1050'	243+88.13	14.44' RT	244+17.89	12.06' RT
3	249+37.77	1033.47' RT	1050'	248+17.29	-10.21' LT	248+62.05	-14.03' LT
4	249+08.72	-1033.56' LT	1050'	248+18.64	12.23' RT	248+45.34	14.36' RT

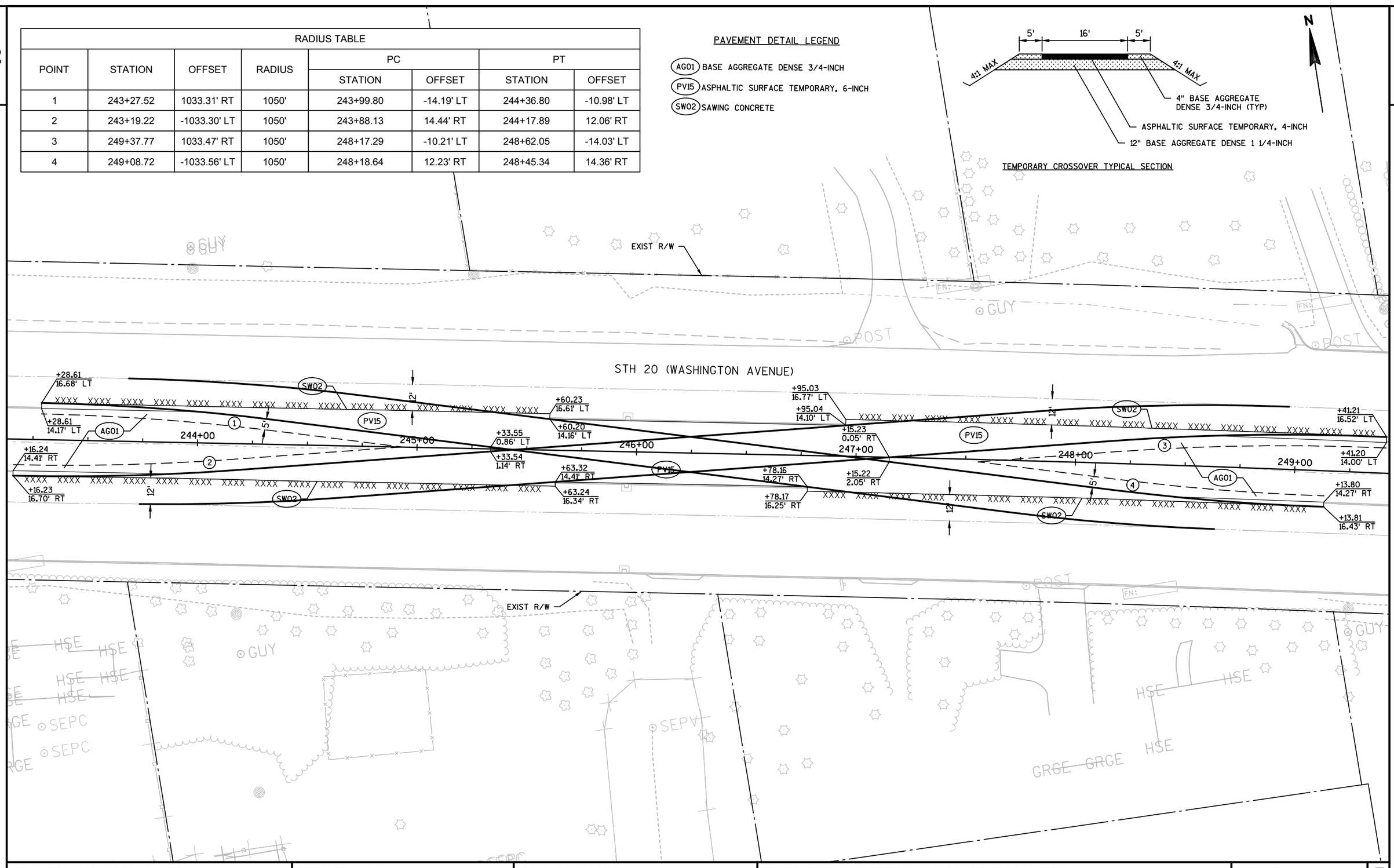
PAVEMENT DETAIL LEGEND

AGO1 BASE AGGREGATE DENSE 3/4-INCH

PV15 ASPHALTIC SURFACE TEMPORARY, 6-INCH

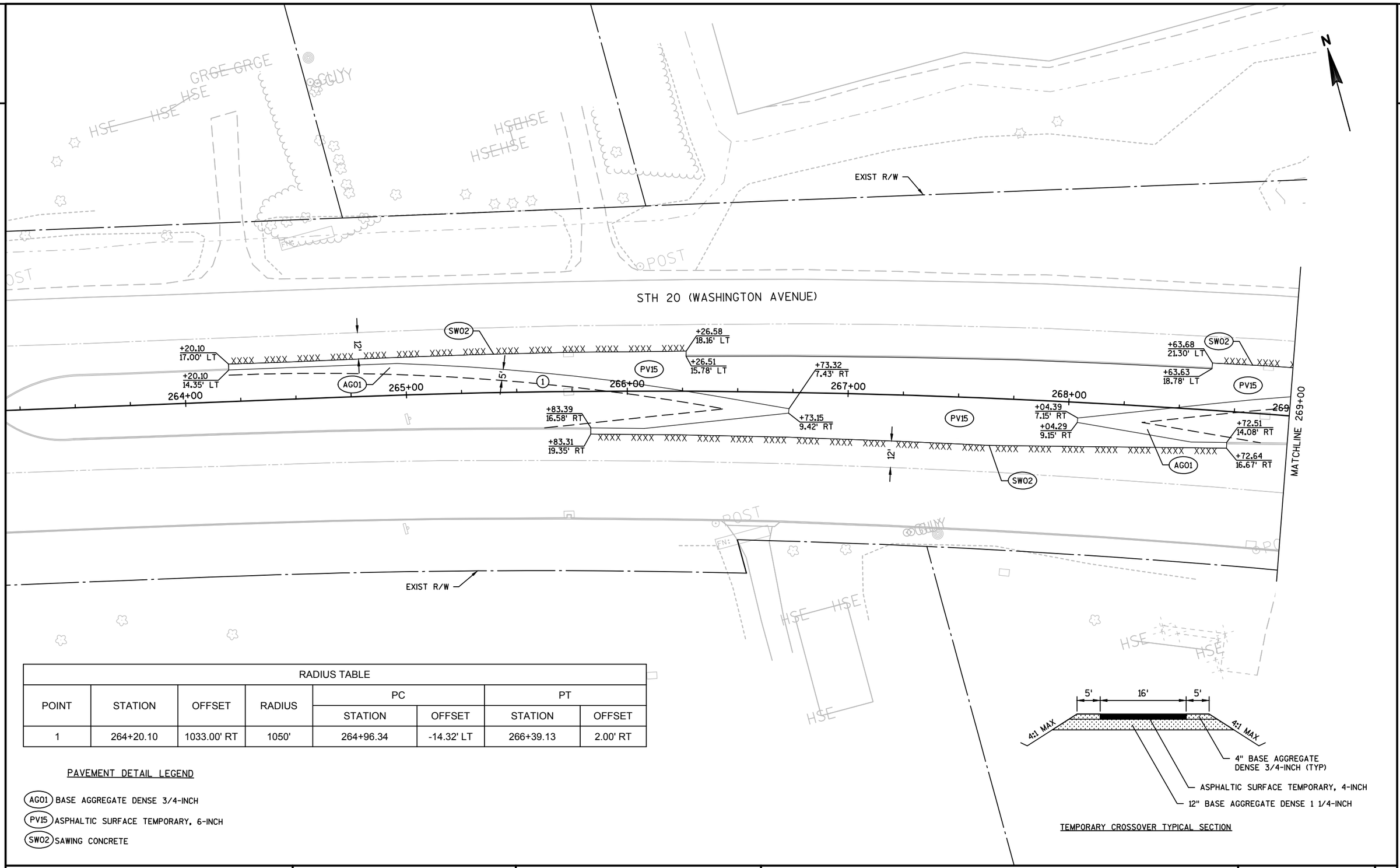
SW02 SAWING CONCRETE

TEMPORARY CROSSOVER TYPICAL SECTION



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL TEMPORARY CROSSOVER (WEST)	SHEET 37	E

2



RADIUS TABLE							
POINT	STATION	OFFSET	RADIUS	PC		PT	
				STATION	OFFSET	STATION	OFFSET
1	264+20.10	1033.00' RT	1050'	264+96.34	-14.32' LT	266+39.13	2.00' RT

PAVEMENT DETAIL LEGEND

- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (PV15) ASPHALTIC SURFACE TEMPORARY, 6-INCH
- (SW02) SAWING CONCRETE

TEMPORARY CROSSOVER TYPICAL SECTION

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL TEMPORARY CROSSOVER (EAST)	SHEET 38	E

RADIUS TABLE							
POINT	STATION	OFFSET	RADIUS	PC		PT	
				STATION	OFFSET	STATION	OFFSET
1	271+14.63	1025.12' RT	1050'	268+66.93	-3.27' LT	270+02.55	-20.47' LT

PAVEMENT DETAIL LEGEND

AGO1 BASE AGGREGATE DENSE 3/4-INCH

PV15 ASPHALTIC SURFACE TEMPORARY, 6-INCH

SW02 SAWING CONCRETE

GREENMONTE DRIVE

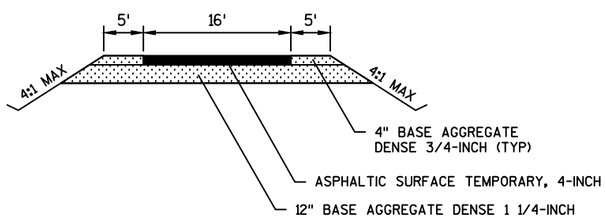
STH 20 (WASHINGTON AVENUE)

EXIST R/W

MATCHLINE 269+00

SW02 PV15 AGO1 1 12' 5' +02.61 22.95' LT +02.55 20.47' LT

+00 270+00 271+00 272+00 273+00 274+00



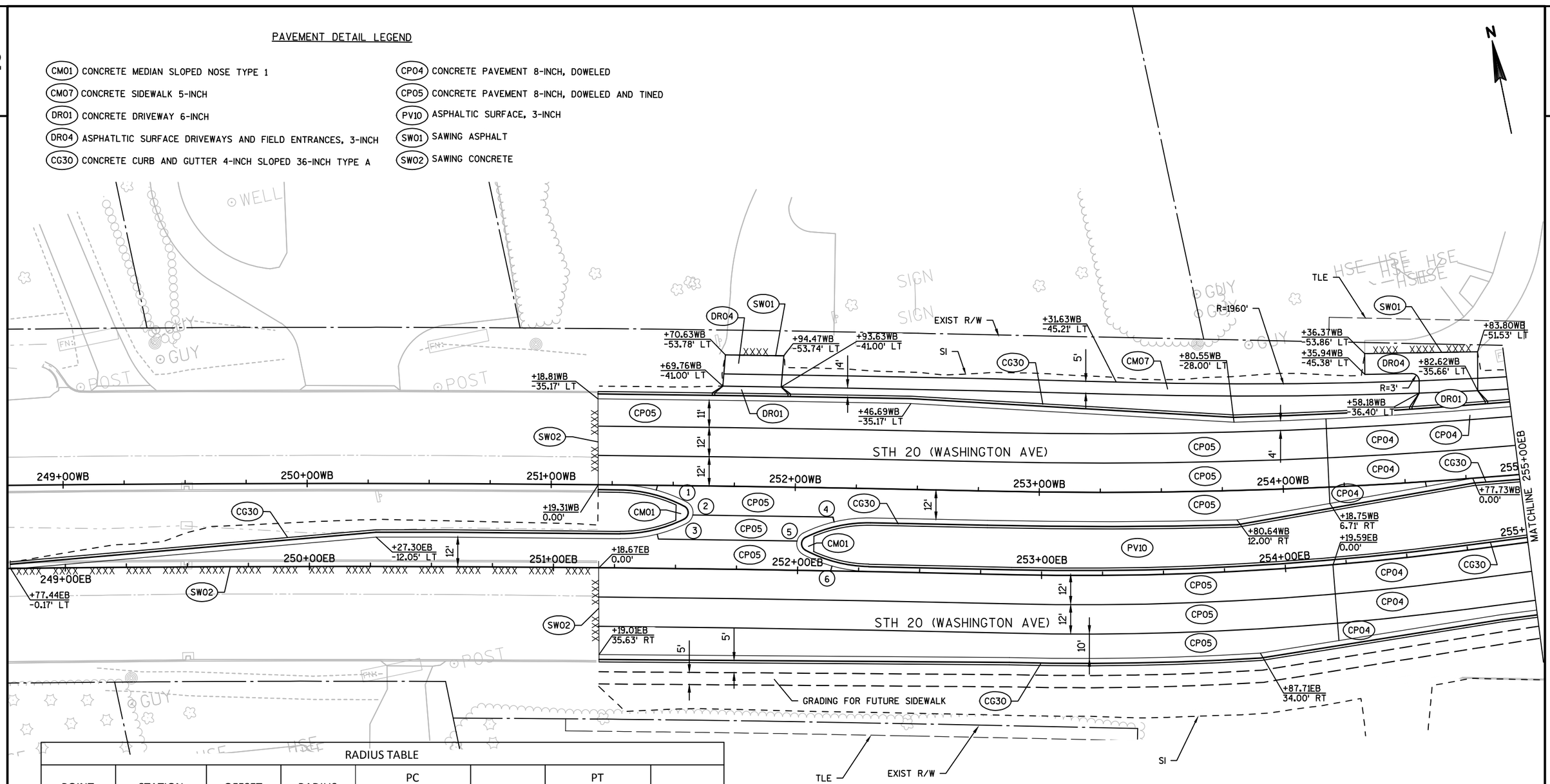
TEMPORARY CROSSOVER TYPICAL SECTION

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL TEMPORARY CROSSOVER (EAST)	SHEET 39	E

2

PAVEMENT DETAIL LEGEND

- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM07) CONCRETE SIDEWALK 5-INCH
- (DR01) CONCRETE DRIVEWAY 6-INCH
- (DR04) ASPHATLTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (CG30) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (CP04) CONCRETE PAVEMENT 8-INCH, DOWELED
- (CP05) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (PV10) ASPHALTIC SURFACE, 3-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE

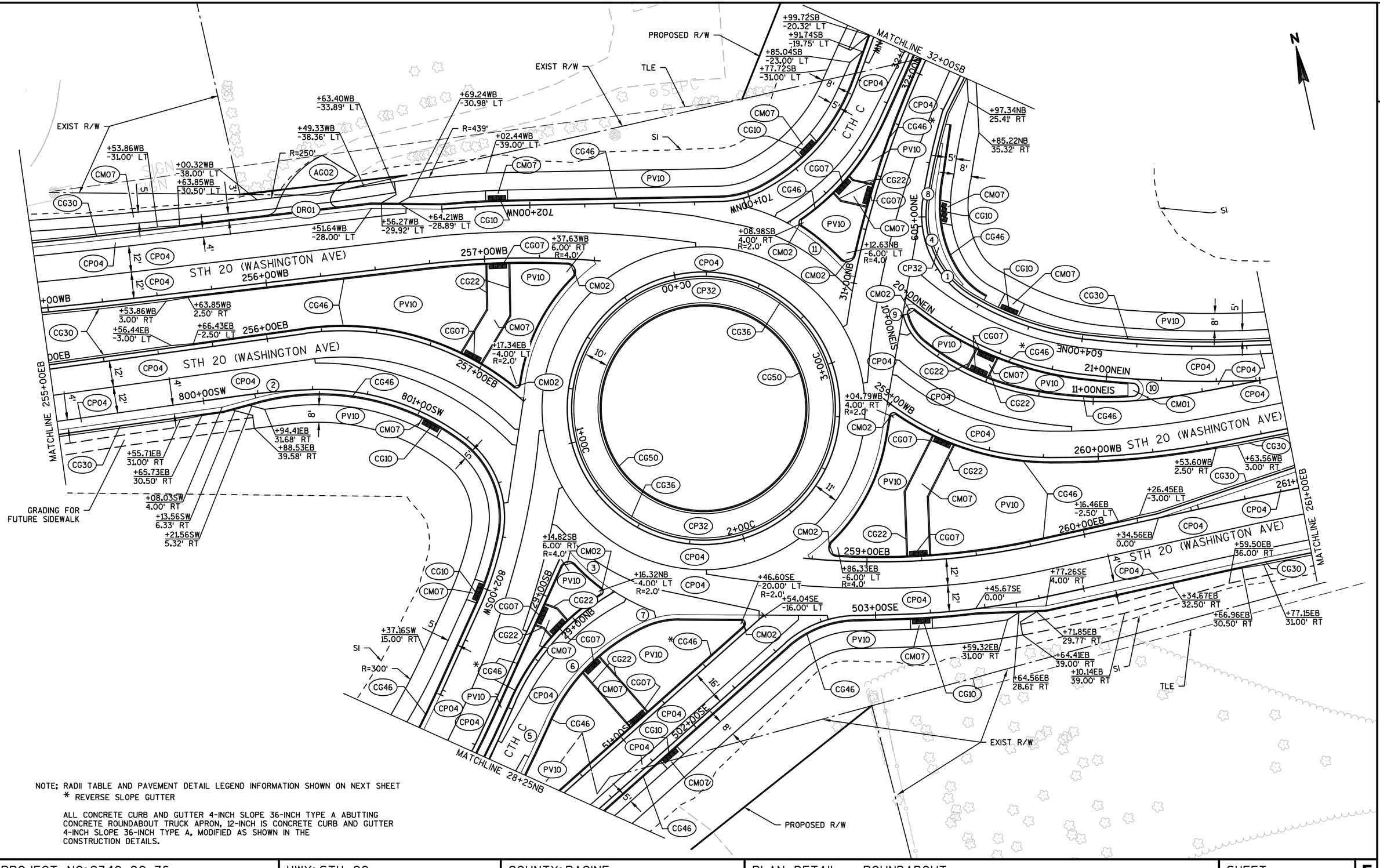


RADIUS TABLE							
POINT	STATION	OFFSET	RADIUS	PC		PT	
				STATION	OFFSET	STATION	OFFSET
1	251+28.08WB	60.04' RT	60'	251+28.03WB	0'	251+55.54WB	6.65' RT
2	251+53.26WB	11.1' RT	5'	251+55.54WB	6.65' RT	251+55.53WB	15.6' RT
3	251+27.16EB	-71.97' LT	60'	252+27.21EB	-11.97' LT	251+54.17EB	-18.44 LT
4	252+31.23WB	72.02' RT	60'	252+03.73WB	18.64' RT	252+31.12WB	12.02' RT
5	252+06.01WB	23.09' RT	5'	252+03.73WB	18.64' RT	252+03.74WB	27.55' RT
6	252+29.28EB	-59.98' LT	60'	252+02.24EB	-6.45' LT	252+29.23EB	0.00'

NOTE: CURB & GUTTER RADII ,ARE MEASURED TO THE FLANGE

NOTE: CURB & GUTTER RADII ARE MEASURED TO THE FLANGE
SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

2



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL - ROUNDABOUT	SHEET 41	E

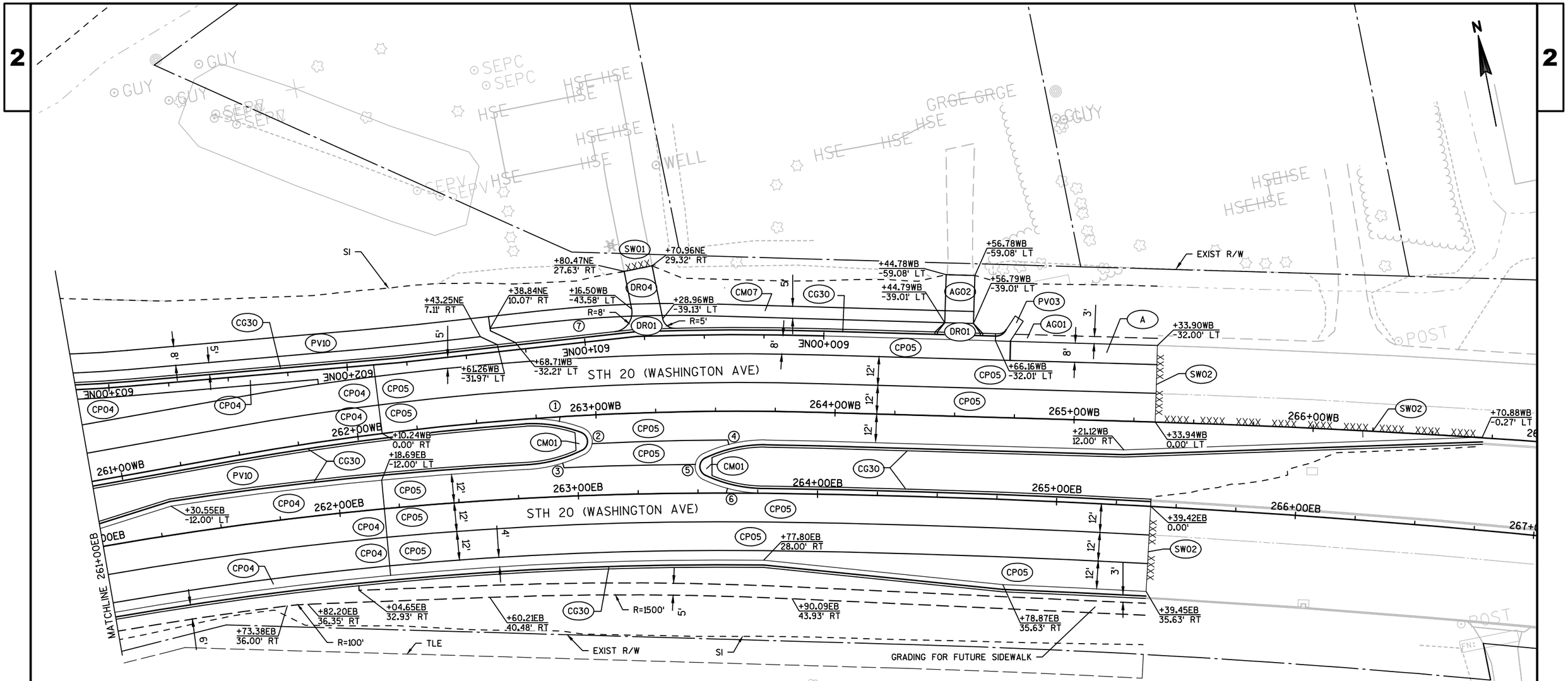
2

RADIUS TABLE							
POINT	STATION	OFFSET	RADIUS	PC		PT	
				STATION	OFFSET	STATION	OFFSET
1	604+49.14NE	40.00' RT	37'	604+61.39NE	3.99' RT	604+70.20NE	5.06' RT
2	802+48.64SW	61.98' RT	110'	800+24.31SW	1.90' RT	801+24.37SW	0.00'
3	2+32.12C	-50.41' LT	90'	1+38.98C	28.05' RT	1+52.85C	30.65' RT
4	604+33.66NE	55.00' RT	55'	604+70.20NE	5.06' RT	605+01.85NE	6.26' RT
5	26+39.47NB	-700.00' LT	716'	27+96.99NB	14.14' RT	28+49.20NB	16.00' RT
6	51+15.92SEI	51.99' RT	90'	50+79.20SEI	-30.18'LT	51+41.64SEI	-34.26' LT
7	51+30.21SEI	4.07' RT	40'	51+41.64SEI	-34.26' LT	51+56.96SEI	-25.67' LT
8	603+99.90NE	60.97' RT	75'	605+01.85NE	6.26' RT	605+20.50NE	5.00'RT
9	20+06.52NEIN	4.00' RT	4'	20+03.95NEIN	7.06' RT	20+06.52NEIN	0.00'
10	21+12.12NEIN	5.00' RT	5'	21+12.12NEIN	0.00'	21+12.77NEIN	9.96' RT
11	0+35.25C	-53.90' LT	90'	3+33.16C	28.39' RT	3+49.17C	30.46' RT

NOTE: CURB & GUTTER RADII ARE MEASURED TO THE FLANGE
SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PAVEMENT DETAIL LEGEND

- CM02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- CM07 CONCRETE SIDEWALK 5-INCH
- AG02 BASE AGGREGATE DENSE 1 1/4-INCH
- DR01 CONCRETE DRIVEWAY 6-INCH
- CG07 CURB RAMP TYPE 5
- CG10 CURB RAMP TYPE 7B
- CG22 CONCRETE CURB PEDESTRIAN
- CG30 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG36 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CG46 CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG50 CONCRETE CURB & GUTTER 18-INCH TYPE A
- CP04 CONCRETE PAVEMENT 8-INCH, DOWELED
- CP32 CONCRETE ROUNDABOUT TRUCK APRON, 12-INCH (RED)
- PV10 ASPHALTIC SURFACE, 3-INCH



PAVEMENT DETAIL LEGEND

- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM07) CONCRETE SIDEWALK 5-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AG02) BASE AGGREGATE DENSE 1 1/4-INCH
- (DR01) CONCRETE DRIVEWAY 6-INCH
- (DR04) ASPHALTLIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (CG30) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (CP04) CONCRETE PAVEMENT 8-INCH, DOWELED
- (CP05) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (PV03) CONCRETE SURFACE DRAIN
- (PV10) ASPHALTIC SURFACE, 3-INCH
- (A) HMA PAVEMENT 4 MT 58-28 S, 4-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE

RADIUS TABLE

POINT	STATION	OFFSET	RADIUS	PC		PT	
				STATION	OFFSET	STATION	OFFSET
1	262+68.91WB	59.99' RT	60'	262+70.30WB	0.00'	262+94.24WB	5.28' RT
2	262+91.81WB	10.77' RT	6'	262+94.24WB	5.28' RT	262+94.23WB	16.27' RT
3	262+79.30EB	-72.00' LT	60'	262+79.42EB	-12.00' LT	263+03.10EB	-17.23' LT
4	263+71.23WB	72.01' RT	60'	263+44.77WB	17.67' RT	263+70.79WB	12.01' RT
5	263+47.31WB	23.13' RT	6'	263+44.63WB	28.53' RT	263+44.77WB	17.67' RT
6	263+77.15EB	-59.99' LT	60'	263+52.34EB	-5.61' LT	263+77.59EB	0.00'
7	601+16.51NE	-489.93' LT	500'	601+16.51NE	10.07' RT	600+48.11NE	7.93' RT

NOTE: CURB & GUTTER RADII ARE MEASURED TO THE FLANGE
SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

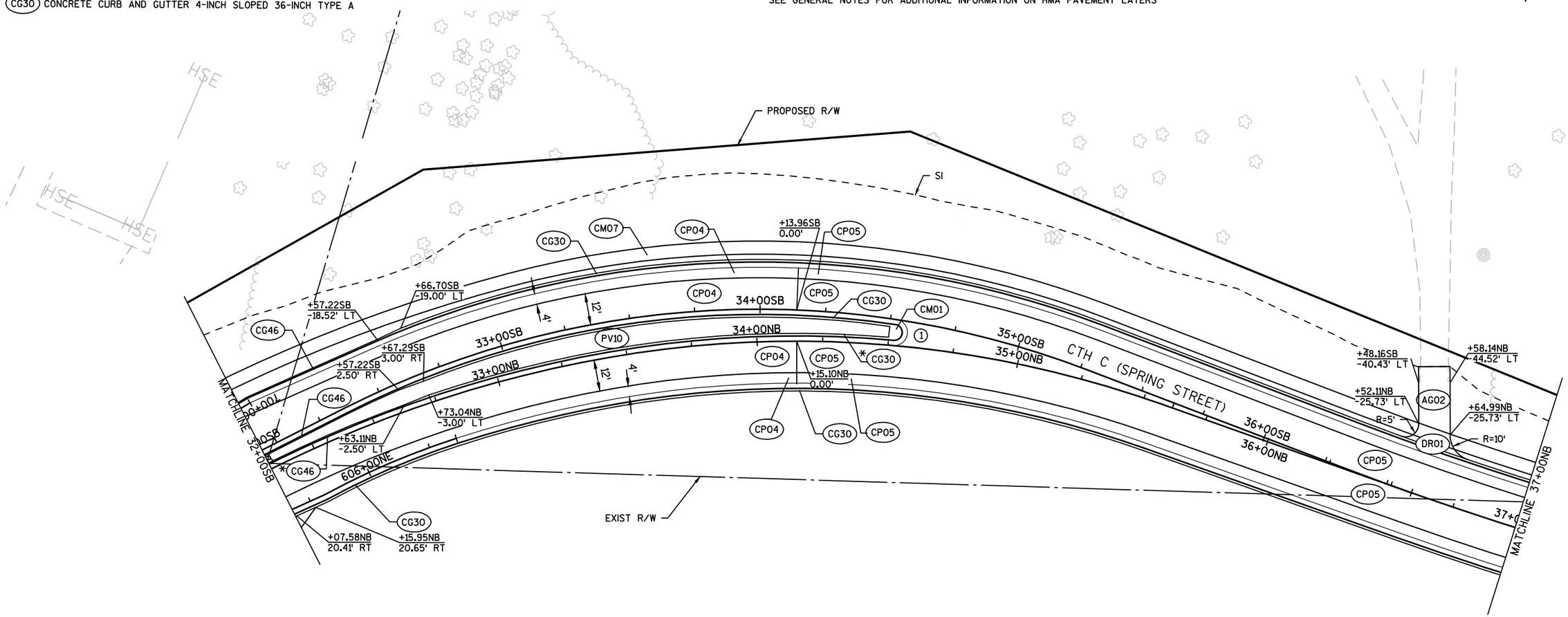
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL - STH 20	SHEET 43	E

PAVEMENT DETAIL LEGEND

- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM07) CONCRETE SIDEWALK 5-INCH
- (AG02) BASE AGGREGATE DENSE 1 1/4-INCH
- (DR01) CONCRETE DRIVEWAY 6-INCH
- (CG30) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (CG46) CONCRETE CURB & GUTTER 30-INCH TYPE A
- (CP04) CONCRETE PAVEMENT 8-INCH, DOWELED
- (CP05) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (PV10) ASPHALTIC SURFACE, 3-INCH

RADIUS TABLE							
POINT	STATION	OFFSET	RADIUS	PC		PT	
				STATION	OFFSET	STATION	OFFSET
1	34+52.18SB	5.00' RT	5'	34+52.18SB	0.00'	34+52.50SB	10.00' RT

NOTE: CURB & GUTTER RADII ARE MEASURED TO THE FLANGE
SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

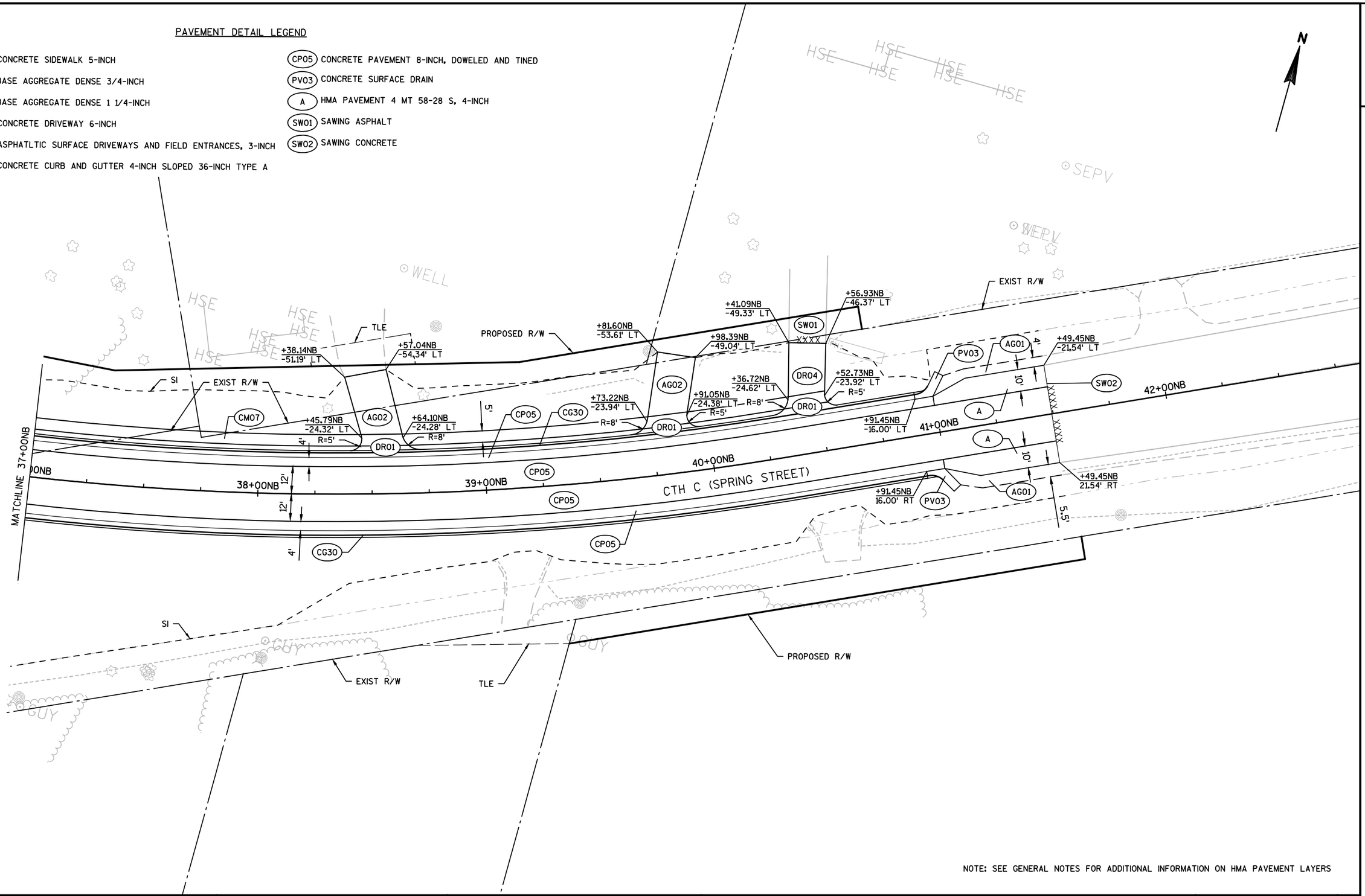


*REVERSE SLOPE GUTTER

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL - CTH C	SHEET 44	E

PAVEMENT DETAIL LEGEND

- (CM07) CONCRETE SIDEWALK 5-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AG02) BASE AGGREGATE DENSE 1 1/4-INCH
- (DR01) CONCRETE DRIVEWAY 6-INCH
- (DR04) ASPHATLTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (CG30) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (CP05) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (PV03) CONCRETE SURFACE DRAIN
- (A) HMA PAVEMENT 4 MT 58-28 S, 4-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE



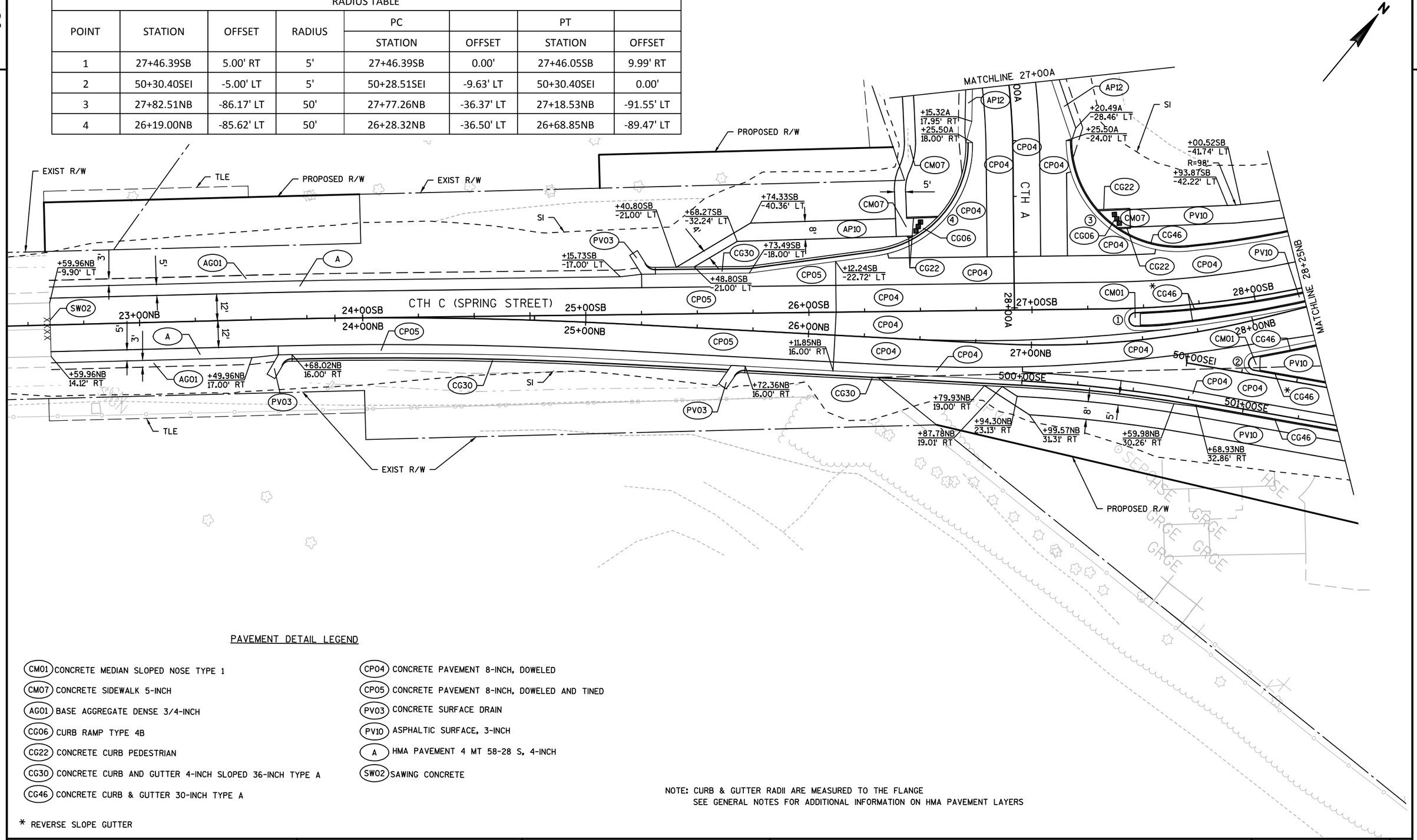
NOTE: SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL - CTH C	SHEET 45	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021205

PLOT DATE : 9/13/2017 4:46 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

RADIUS TABLE							
POINT	STATION	OFFSET	RADIUS	PC		PT	
				STATION	OFFSET	STATION	OFFSET
1	27+46.39SB	5.00' RT	5'	27+46.39SB	0.00'	27+46.05SB	9.99' RT
2	50+30.40SEI	-5.00' LT	5'	50+28.51SEI	-9.63' LT	50+30.40SEI	0.00'
3	27+82.51NB	-86.17' LT	50'	27+77.26NB	-36.37' LT	27+18.53NB	-91.55' LT
4	26+19.00NB	-85.62' LT	50'	26+28.32NB	-36.50' LT	26+68.85NB	-89.47' LT



PAVEMENT DETAIL LEGEND

- (CM01) CONCRETE MEDIAN SLOPED NOSE TYPE 1
- (CM07) CONCRETE SIDEWALK 5-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (CG06) CURB RAMP TYPE 4B
- (CG22) CONCRETE CURB PEDESTRIAN
- (CG30) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
- (CG46) CONCRETE CURB & GUTTER 30-INCH TYPE A
- (CP04) CONCRETE PAVEMENT 8-INCH, DOWELED
- (CP05) CONCRETE PAVEMENT 8-INCH, DOWELED AND TINED
- (PV03) CONCRETE SURFACE DRAIN
- (PV10) ASPHALTIC SURFACE, 3-INCH
- (A) HMA PAVEMENT 4 MT 58-28 S, 4-INCH
- (SW02) SAWING CONCRETE

* REVERSE SLOPE GUTTER

NOTE: CURB & GUTTER RADII ARE MEASURED TO THE FLANGE
SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

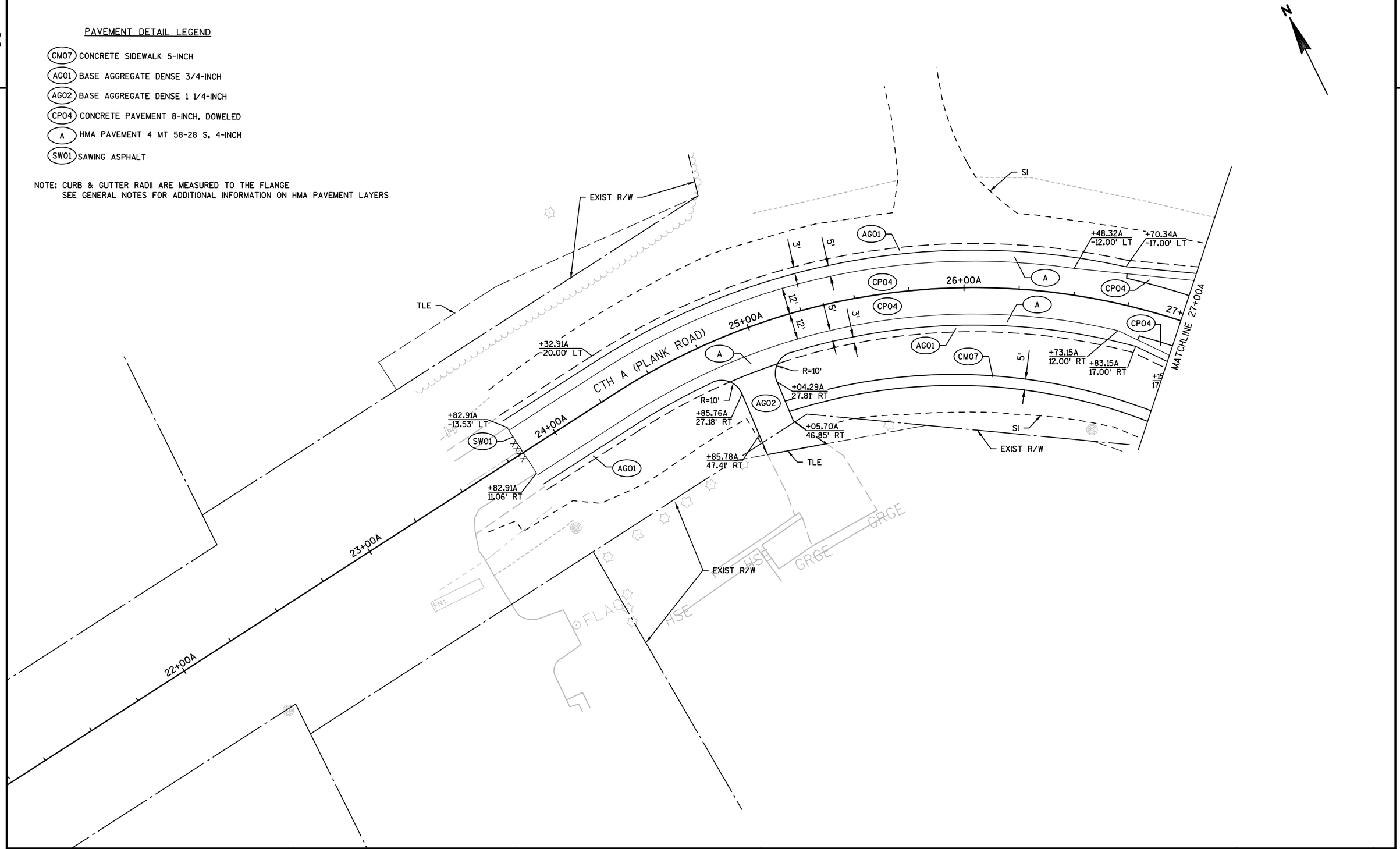
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL - CTH C	SHEET 46	E

2

PAVEMENT DETAIL LEGEND

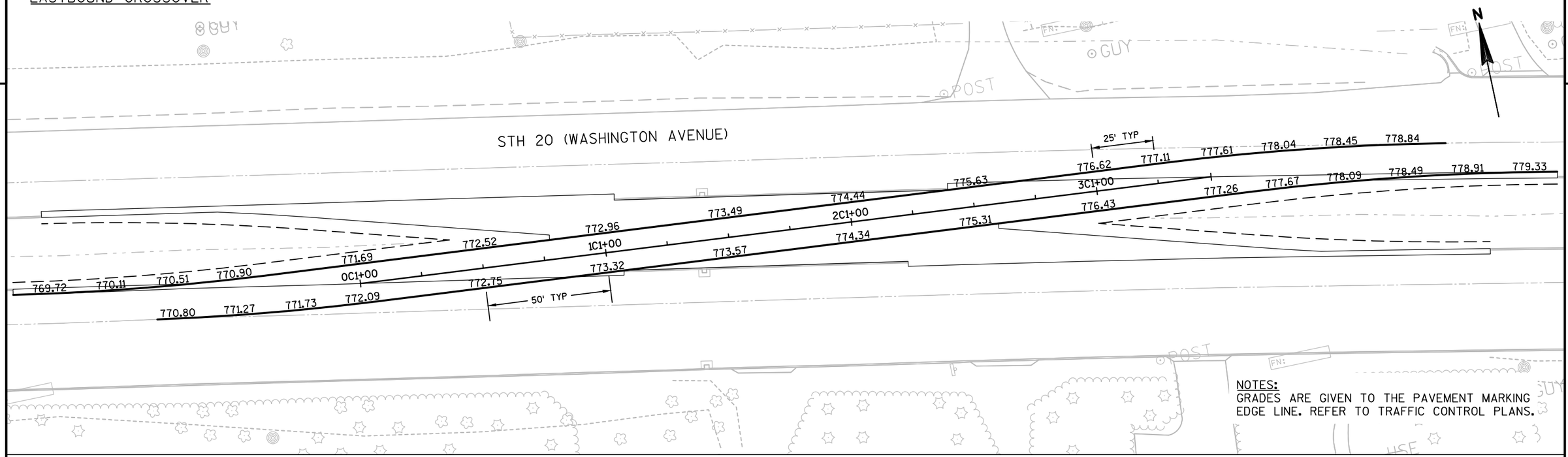
- (CM07) CONCRETE SIDEWALK 5-INCH
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AG02) BASE AGGREGATE DENSE 1 1/4-INCH
- (CP04) CONCRETE PAVEMENT 8-INCH, DOWELED
- (A) HMA PAVEMENT 4 MT 58-28 S, 4-INCH
- (SW01) SAWING ASPHALT

NOTE: CURB & GUTTER RADII ARE MEASURED TO THE FLANGE
SEE GENERAL NOTES FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

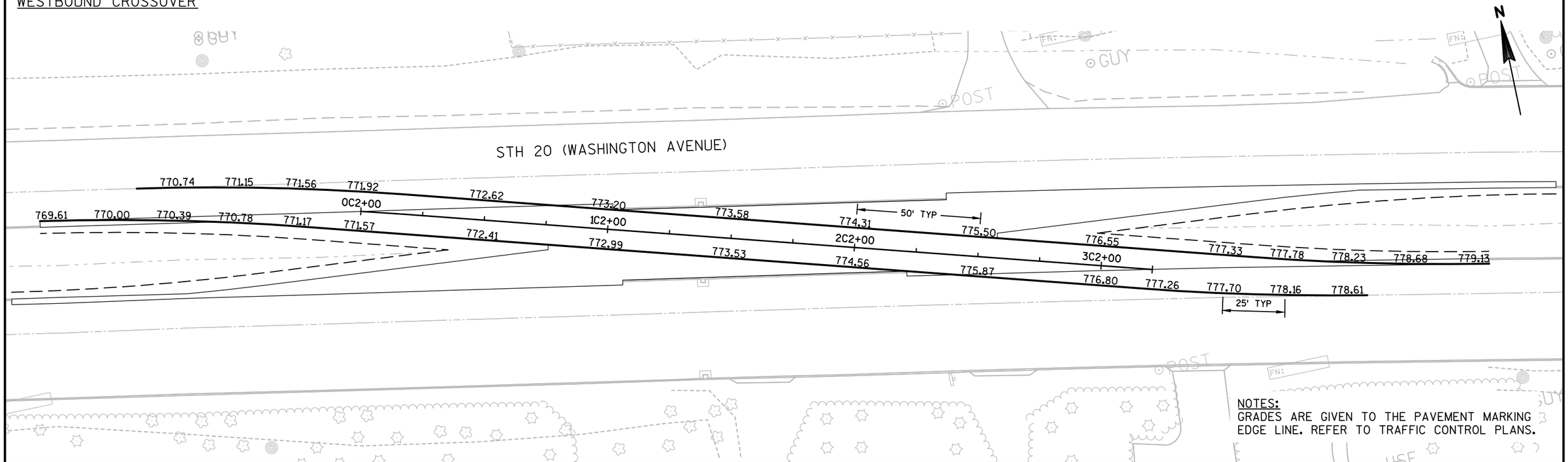


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN DETAIL - CTH A	SHEET 47	E

EASTBOUND CROSSOVER



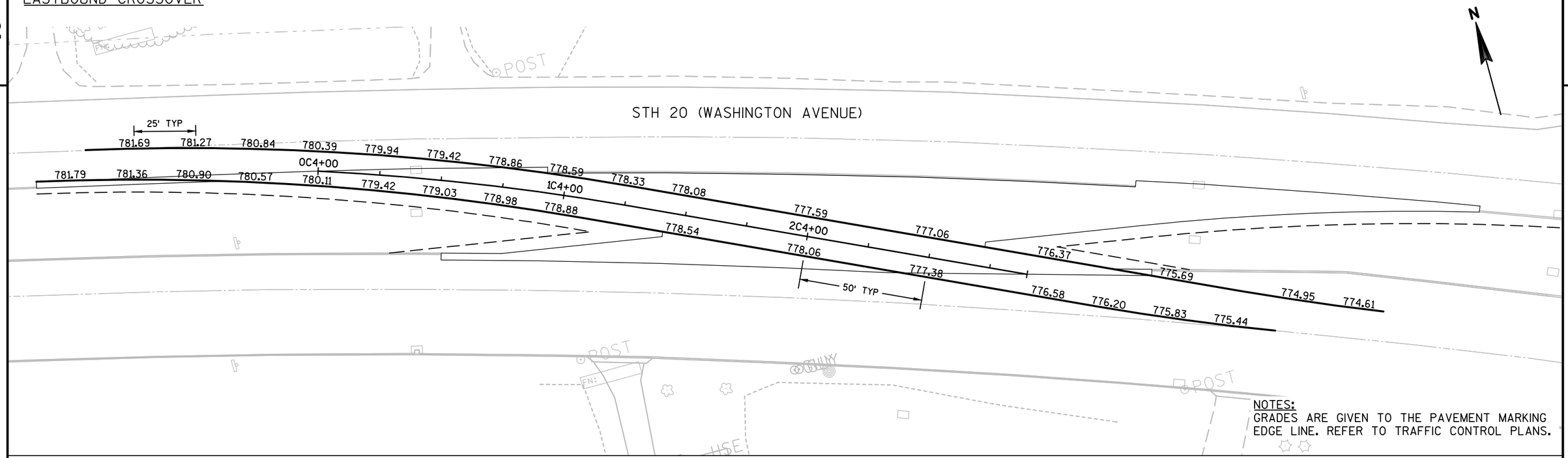
WESTBOUND CROSSOVER



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVING GRADES - TEMPORARY CROSSOVER (WEST)	SHEET 48	E

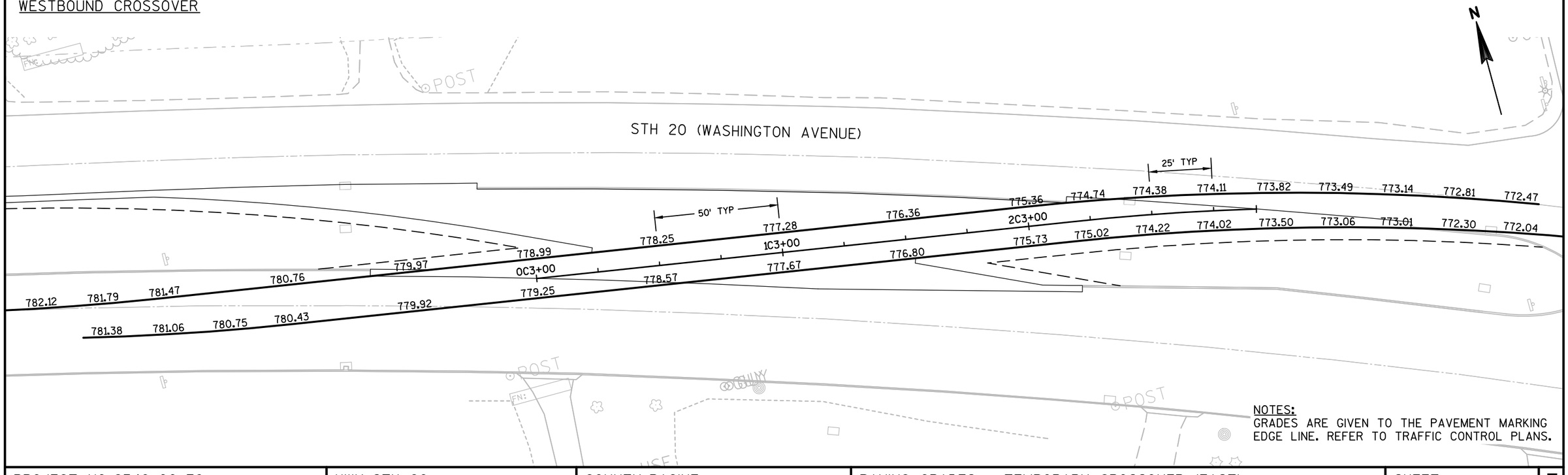
2

EASTBOUND CROSSOVER



NOTES:
GRADES ARE GIVEN TO THE PAVEMENT MARKING EDGE LINE. REFER TO TRAFFIC CONTROL PLANS.

WESTBOUND CROSSOVER

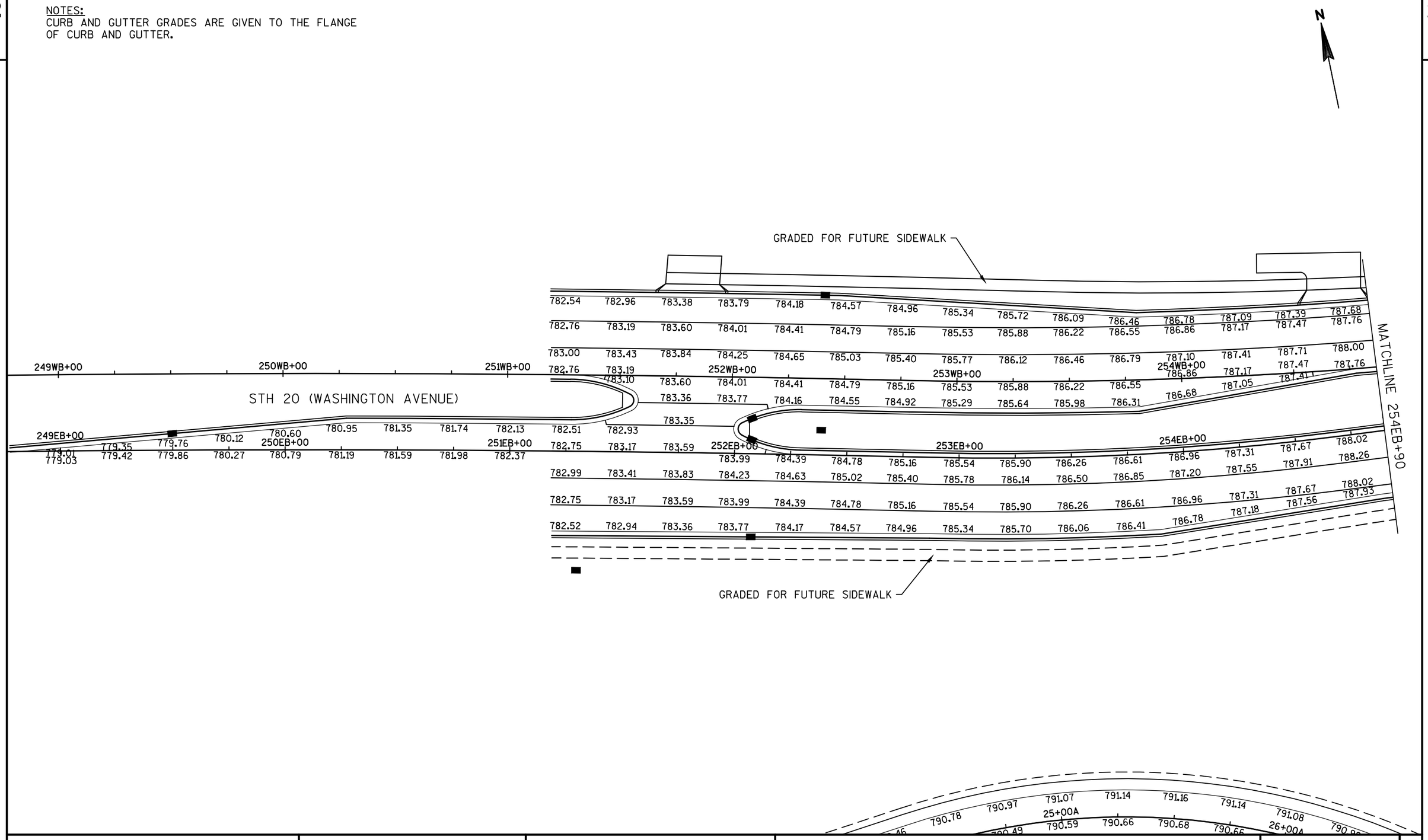


NOTES:
GRADES ARE GIVEN TO THE PAVEMENT MARKING EDGE LINE. REFER TO TRAFFIC CONTROL PLANS.

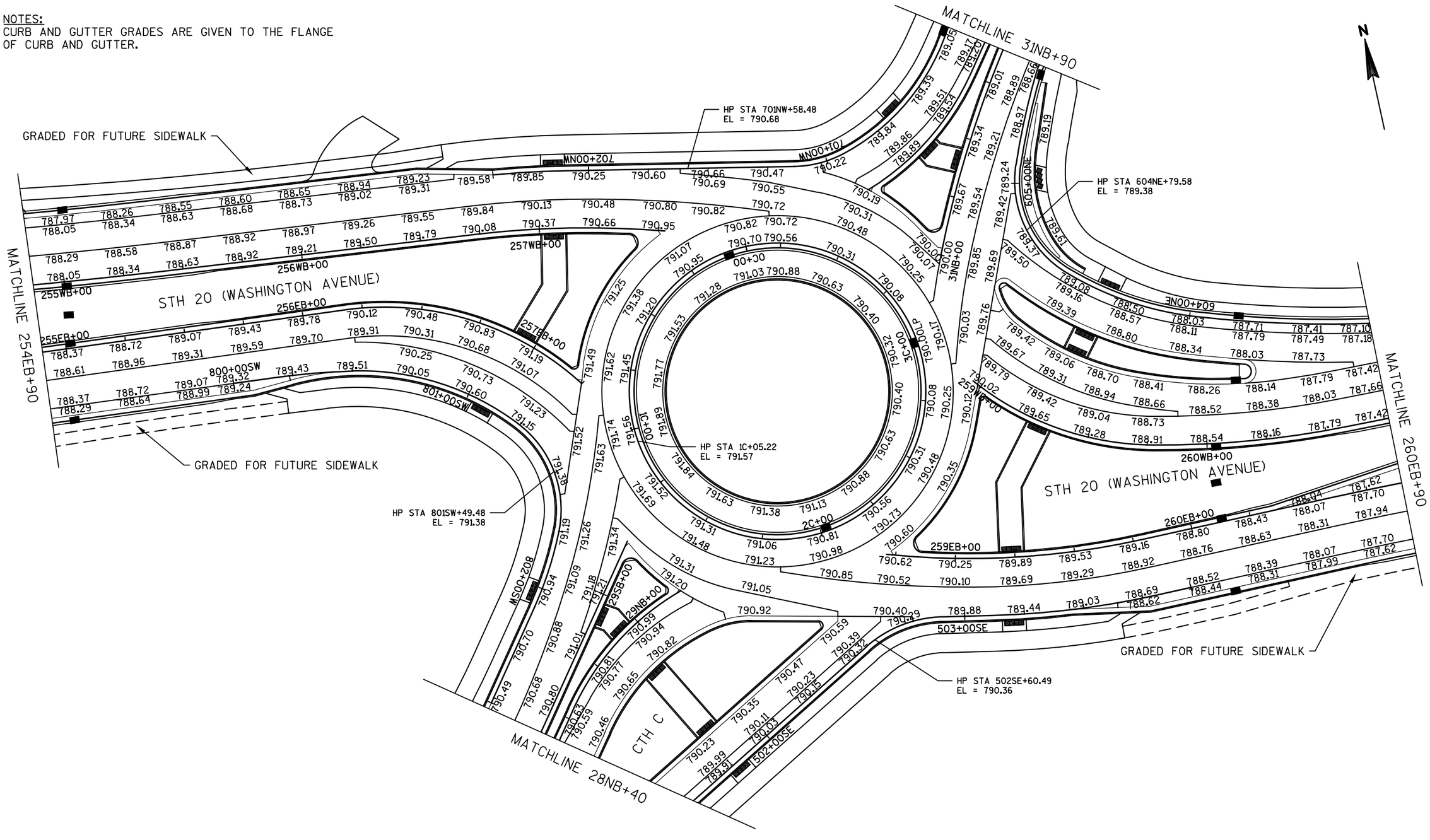
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVING GRADES - TEMPORARY CROSSOVER (EAST)	SHEET 49	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021302_JD.DWG
LAYOUT NAME - 021301B
PLOT DATE : 9/10/2015 7:33 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:
CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.



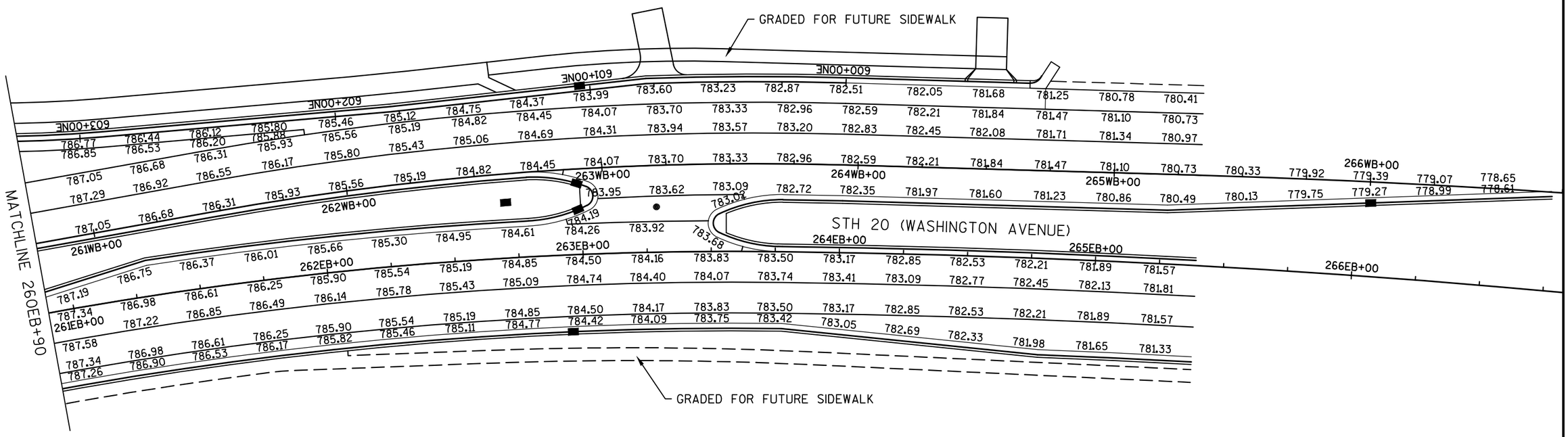
NOTES:
CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.



PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVING GRADES	SHEET 51	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021301_JD.DWG
LAYOUT NAME - 021302
PLOT DATE : 9/13/2017 9:32 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

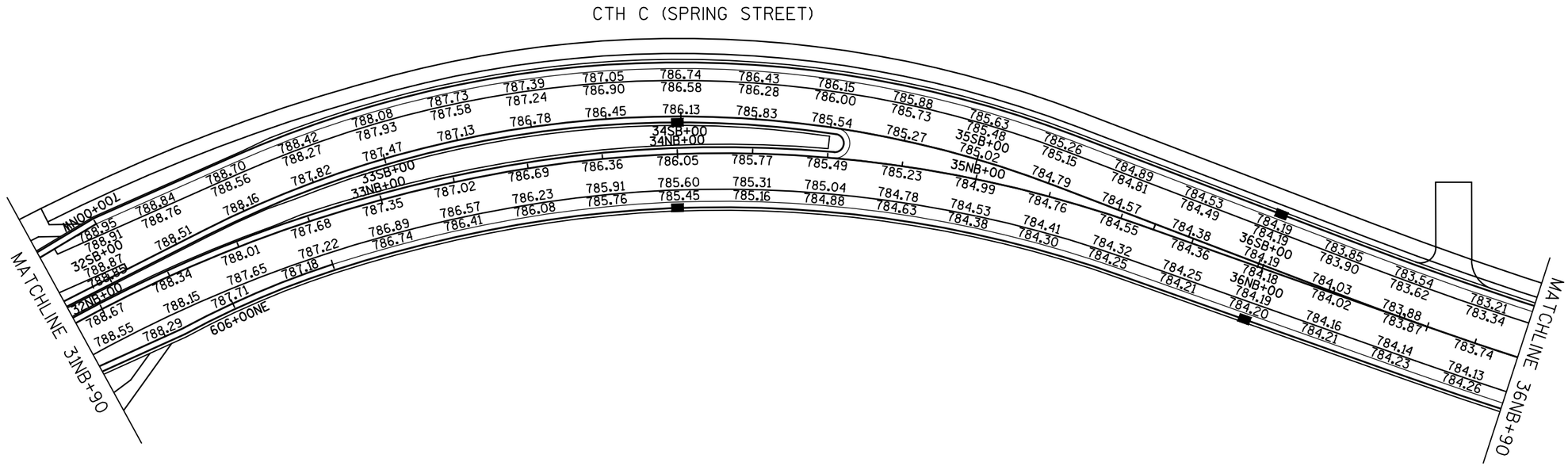
NOTES:
CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVING GRADES	SHEET 52	E

NOTES:
CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

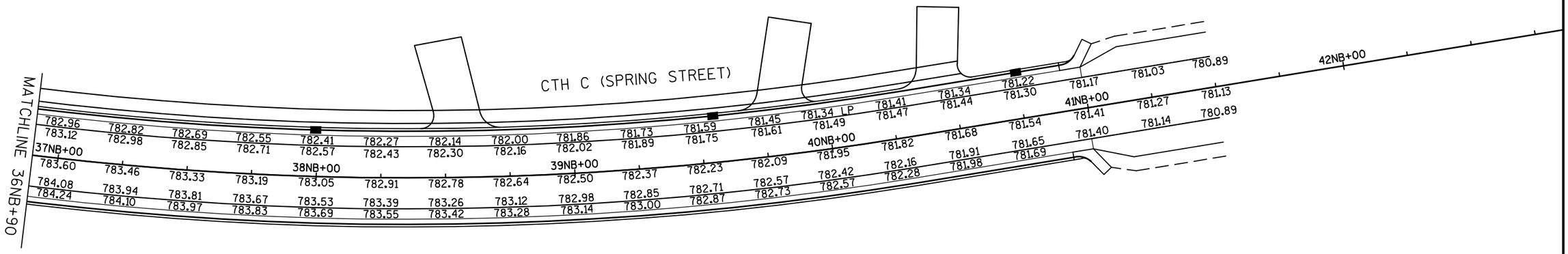
2



PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVING GRADES	SHEET 53	E

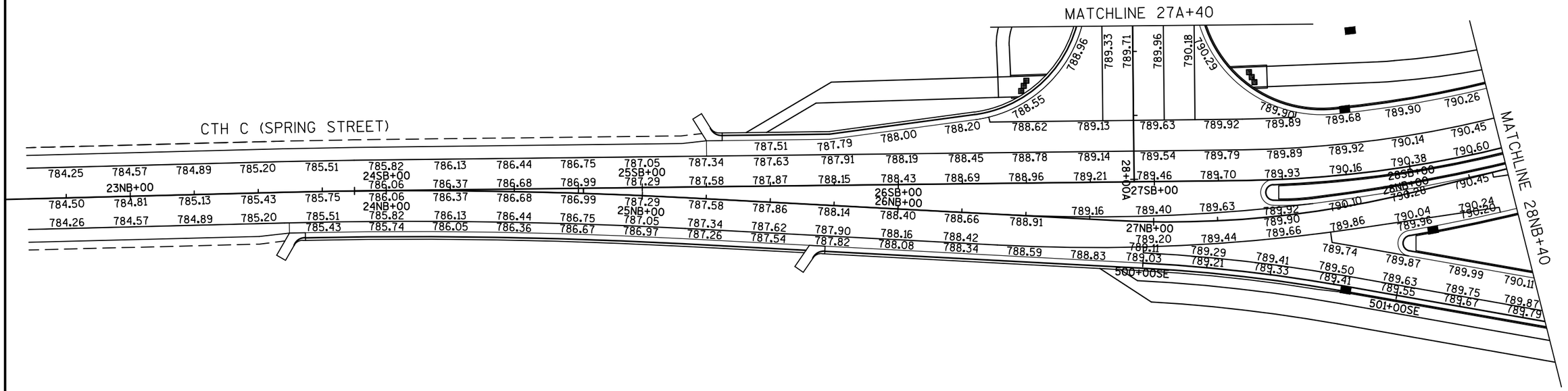
2

NOTES:
CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

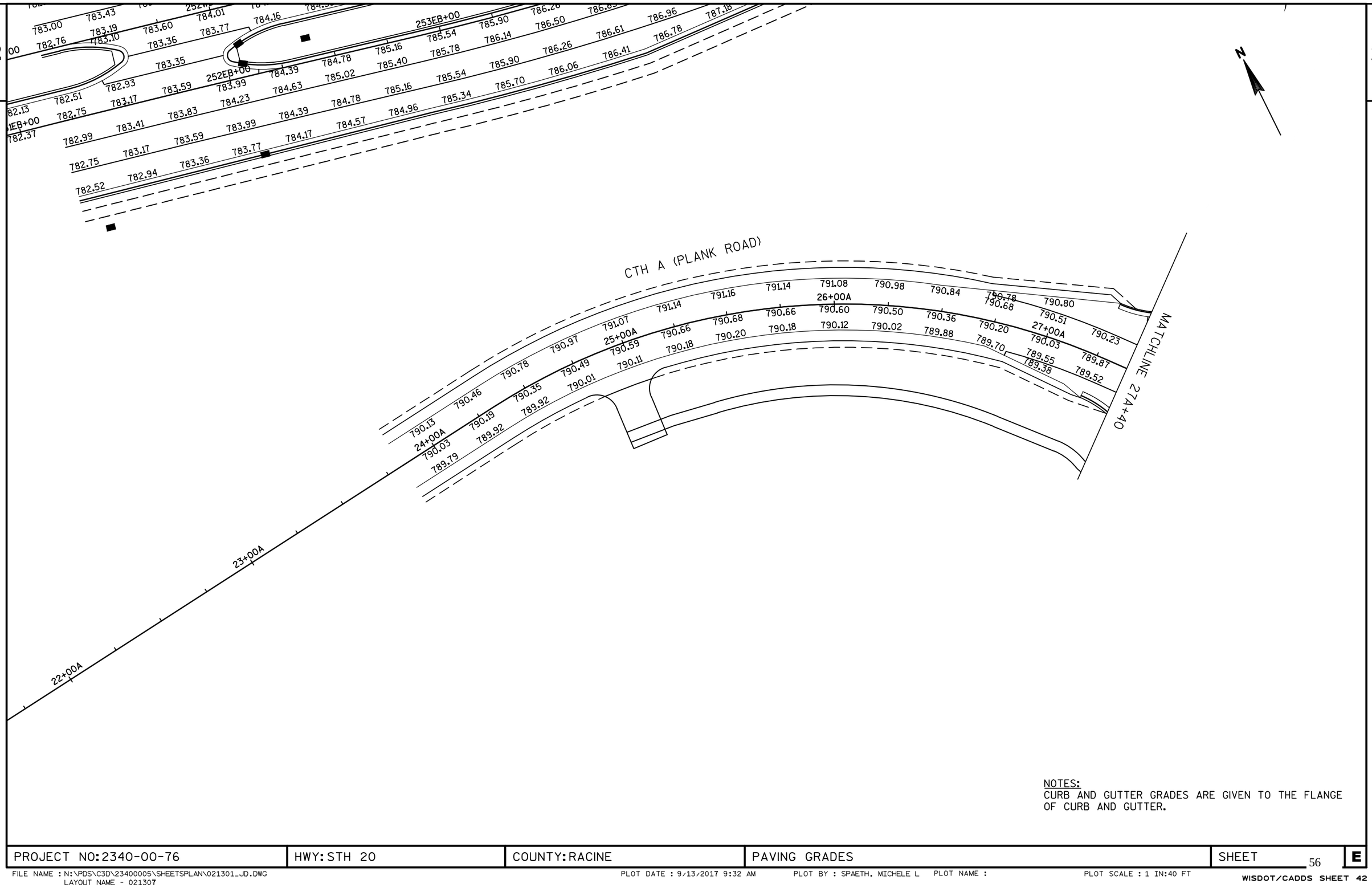


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVING GRADES	SHEET 54	E

NOTES:
CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

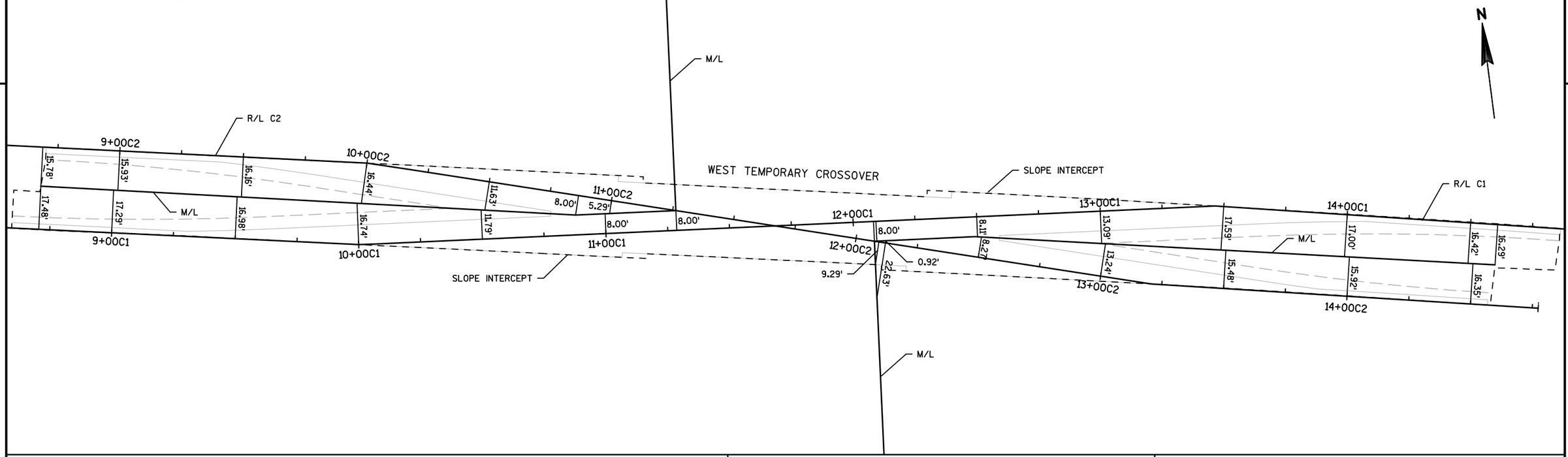


2

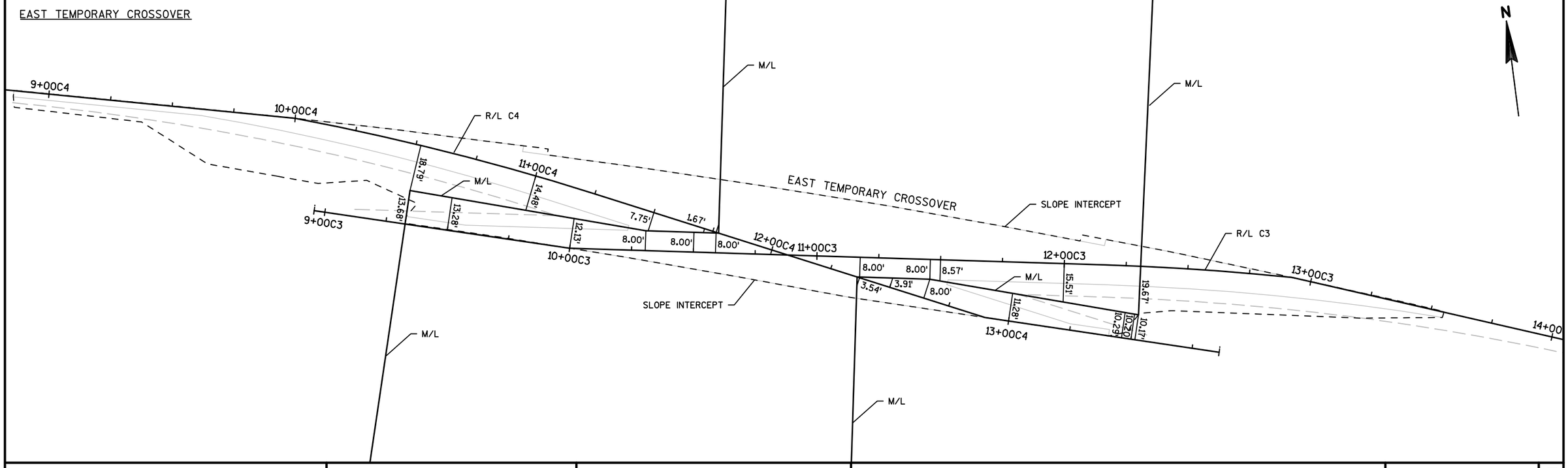


NOTES:
CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER.

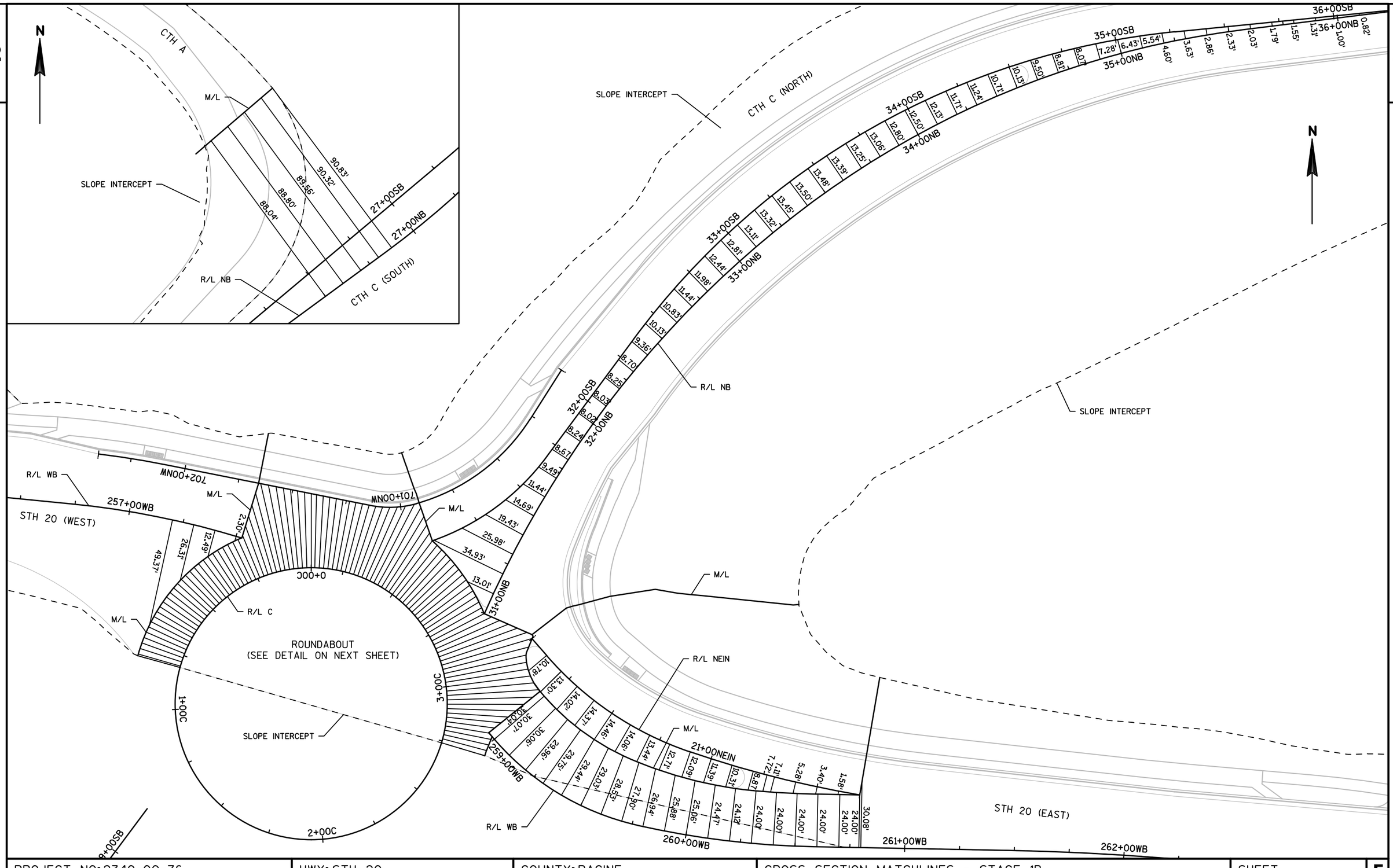
WEST TEMPORARY CROSSOVER



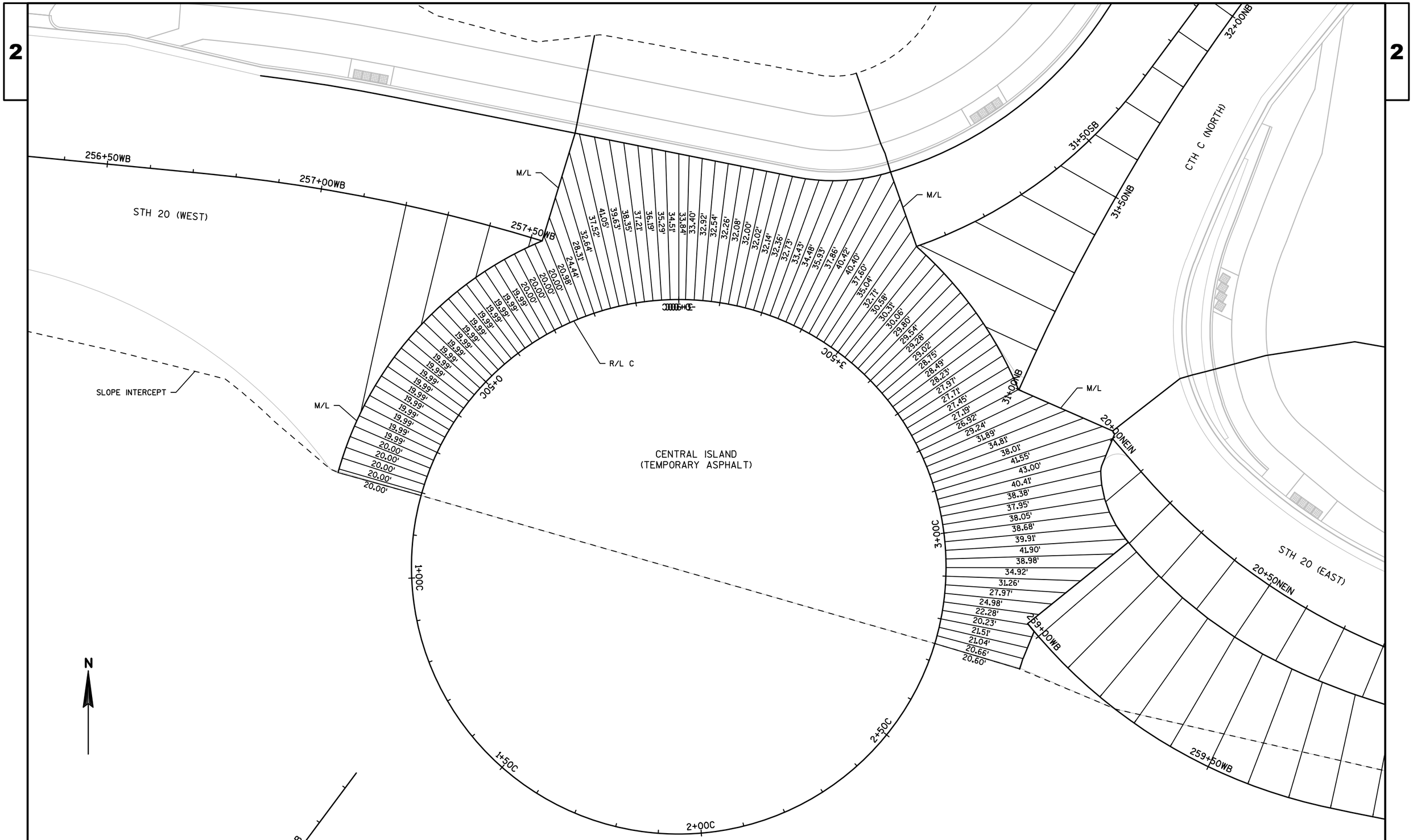
EAST TEMPORARY CROSSOVER



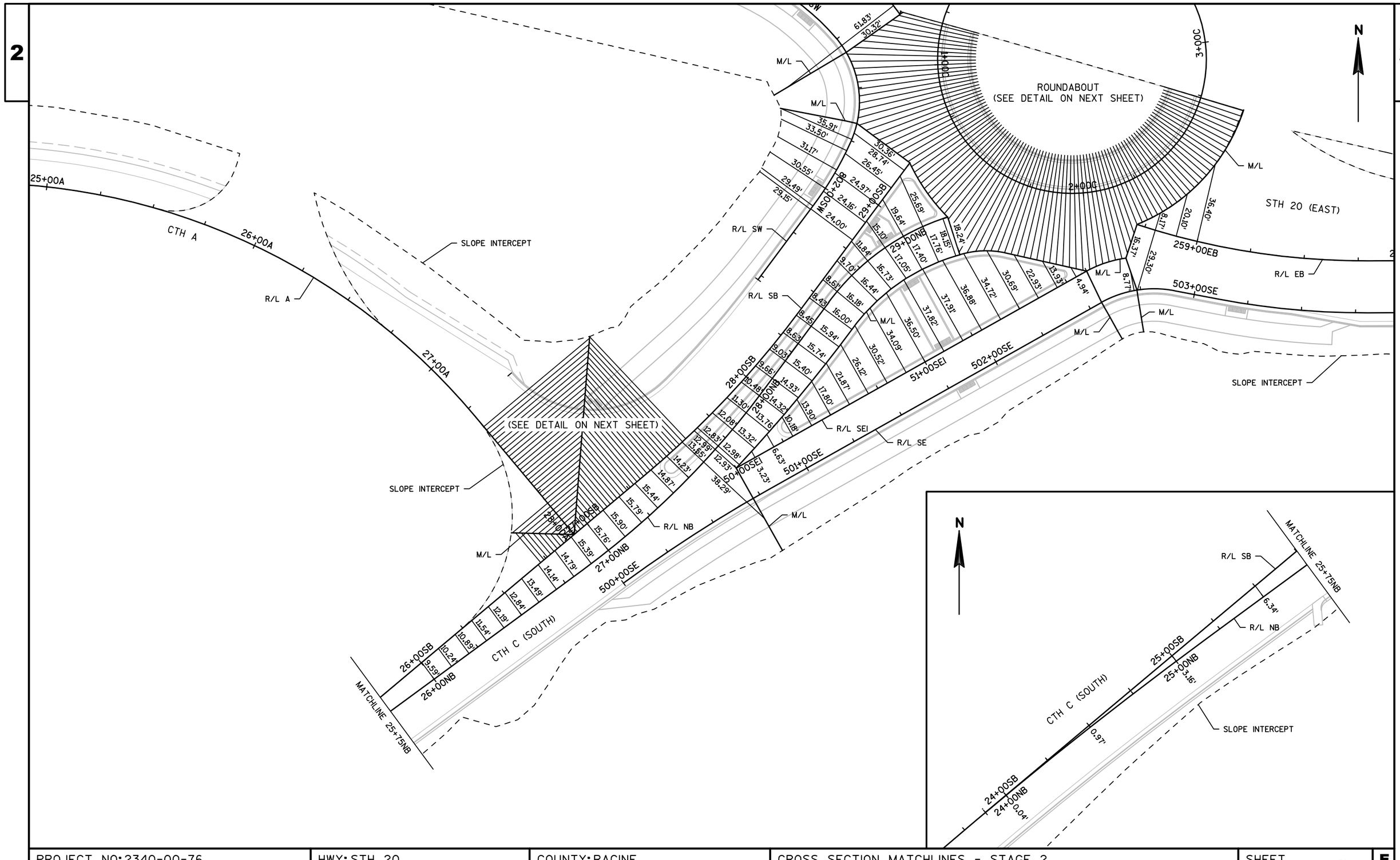
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTION MATCHLINES - TEMPORARY CROSSOVERS	SHEET 57	E



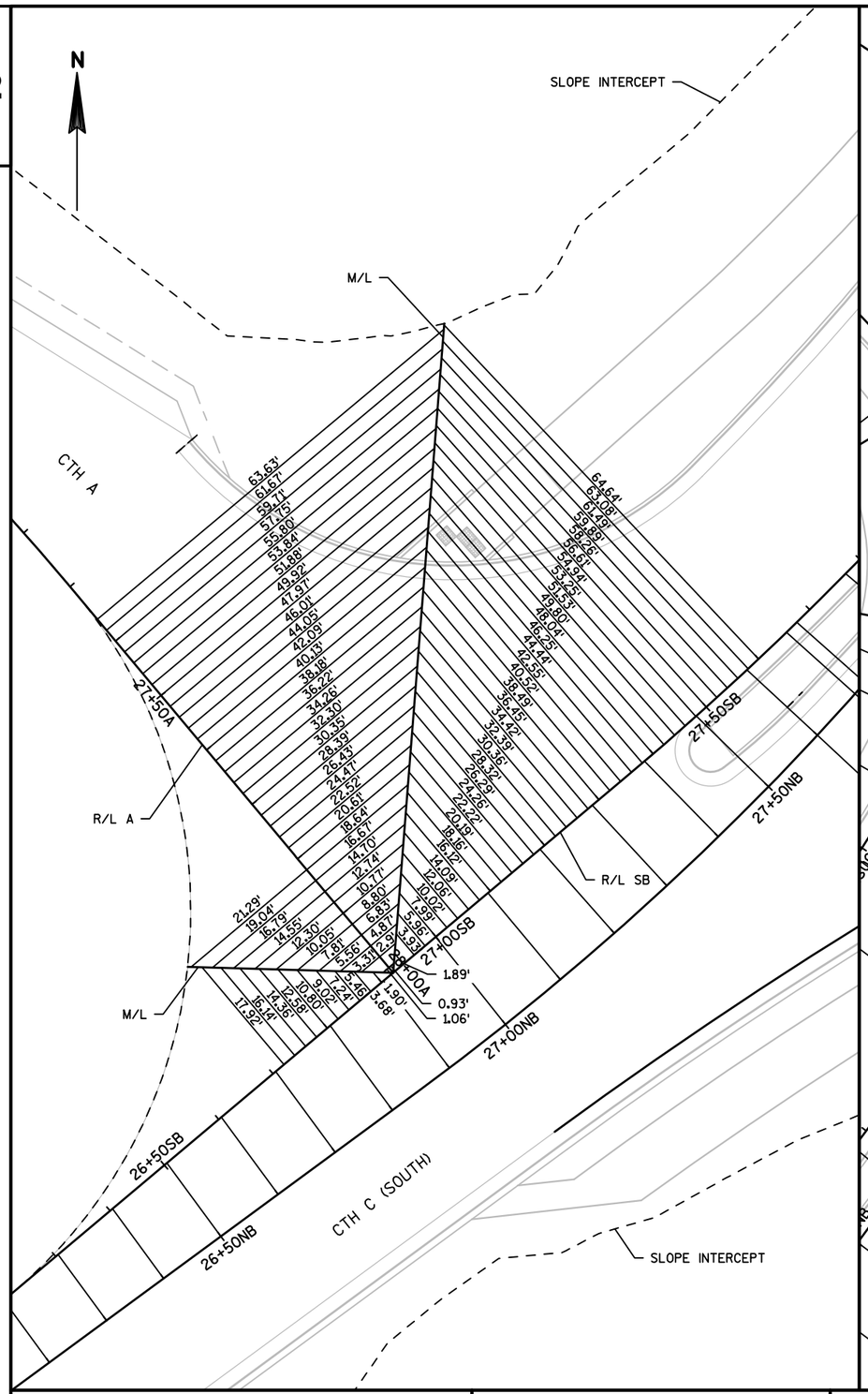
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTION MATCHLINES - STAGE 1B	SHEET 58	E



PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTION MATCHLINES - STAGE 1B (DETAIL)	SHEET 59	E

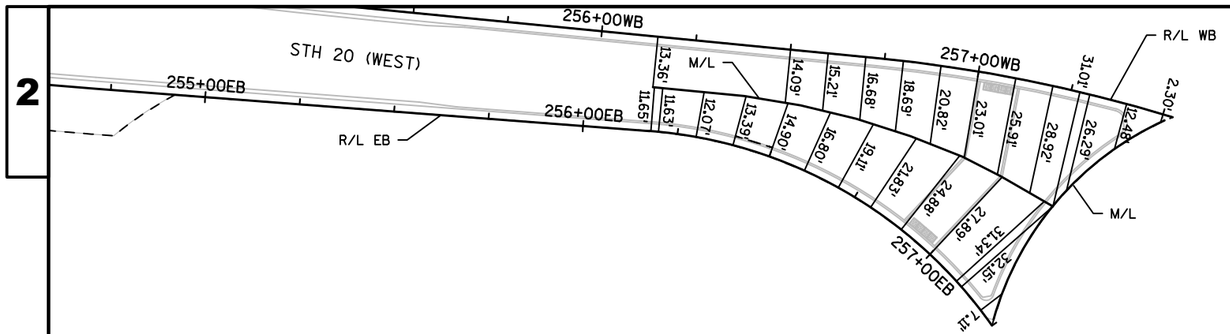


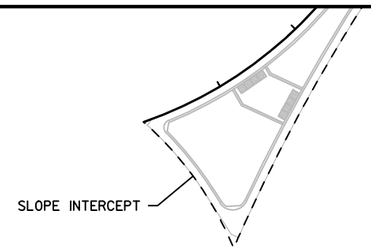
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTION MATCHLINES - STAGE 2	SHEET 60	E

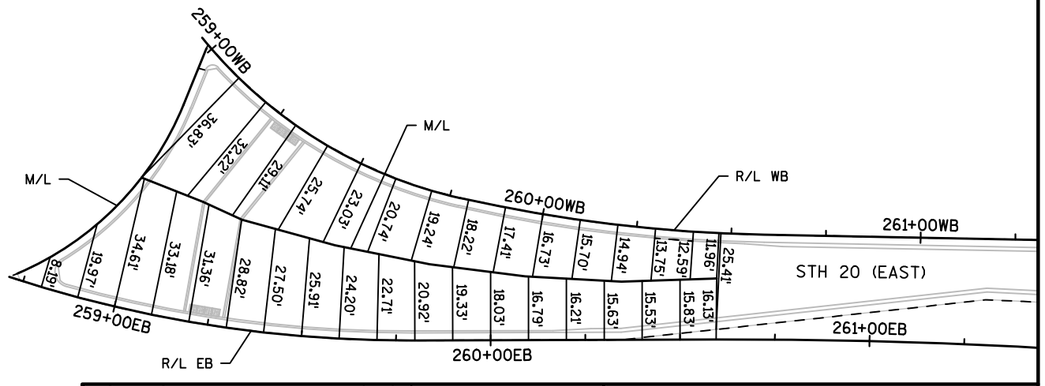


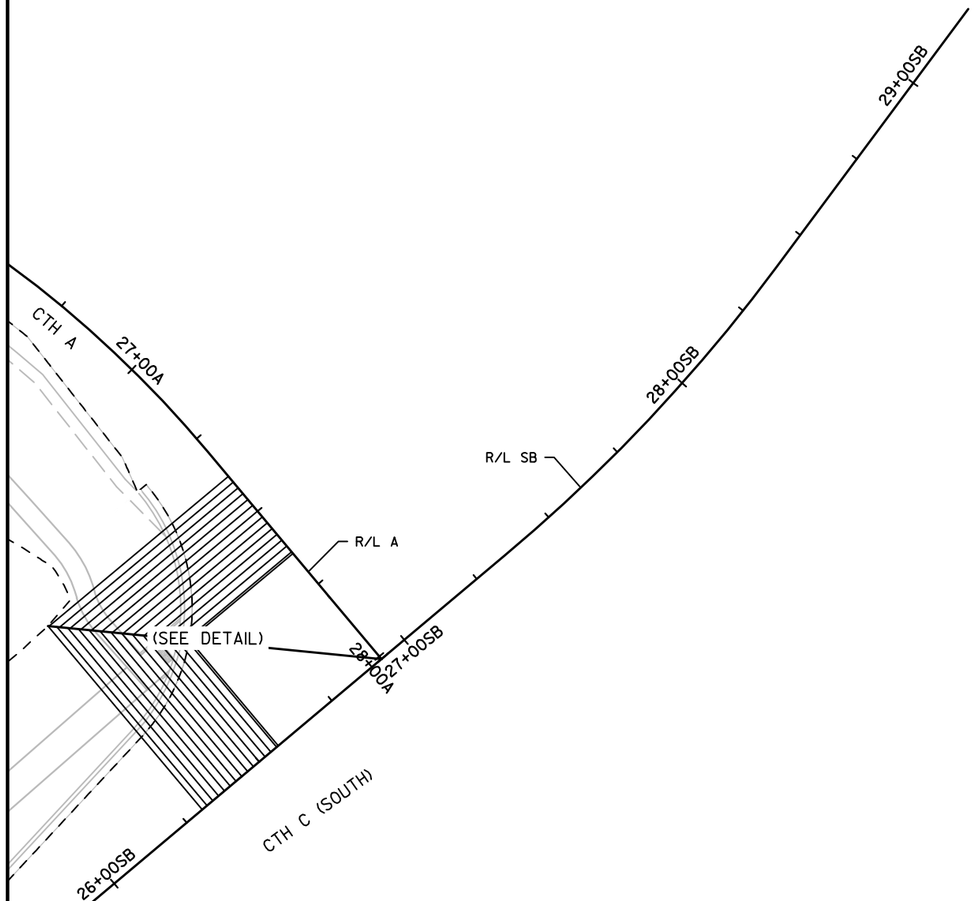
PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTION MATCHLINES - STAGE 2 (DETAIL)	SHEET 61	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\021703_XM.DWG
LAYOUT NAME - 021703B
PLOT DATE : 3/3/2017 10:58 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42









PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTION MATCHLINES - STAGE 3B	SHEET 62 E

LEGEND

- ###### EROSION MAT CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- MEDIUM RIP RAP
- SLOPE INTERCEPT
- CONC CONCRETE FLUME
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

R/W

STH 20 (WASHINGTON AVE)

9C2+00 10C2+00 11C2+00 12C1+00 12C2+00 13C1+00 13C2+00 14C1+00 14C2+00

9C1+00 10C1+00 11C1+00

(D) (A)

STH 20 (WASHINGTON AVE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - WEST CROSSOVER	SHEET 63	E

2

2

N

R/W

STH 20 (WASHINGTON AVE)

COVER PLATE TEMPORARY

STH 20 (WASHINGTON AVE)

R/W

TLE

R/W

LEGEND

######	EROSION MAT CLASS I, TYPE B
	SILT FENCE
	EROSION BALE, BARRIER
	MEDIUM RIP RAP
	SLOPE INTERCEPT
CONC	CONCRETE FLUME
A	INLET PROTECTION TYPE A
D	INLET PROTECTION TYPE D
	TEMPORARY DITCH CHECK
	CULVERT PIPE CHECK
	SURFACE WATER FLOW

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - EAST CROSSOVER	SHEET 64	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - 022003

PLOT DATE : 4/28/2017 7:29 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- ###### EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- MEDIUM RIP RAP
- SLOPE INTERCEPT
- CONC CONCRETE SURFACE DRAIN
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

STH 20 (WASHINGTON AVE)

STH 20 (WASHINGTON AVE)

247+00WB 248+00WB 249+00WB

247+00EB 248+00EB 249+00EB

R/W

MATCHLINE 249+75EB

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - STH 20	SHEET 65 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022000

PLOT DATE : 9/14/2017 8:58 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- ###### EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- MEDIUM RIP RAP
- SLOPE INTERCEPT
- CONC CONCRETE SURFACE DRAIN
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

STH 20 (WASHINGTON AVE)

250+00WB 251+00WB 252+00WB 253+00WB 254+00WB 255+00WB

250+00EB 251+00EB 252+00EB 253+00EB 254+00EB 255+00EB

MATCHLINE 249+75EB

MATCHLINE 255+25EB

R/W

TLE

GRADED FOR FUTURE SIDEWALK

DITCH FLOWLINE

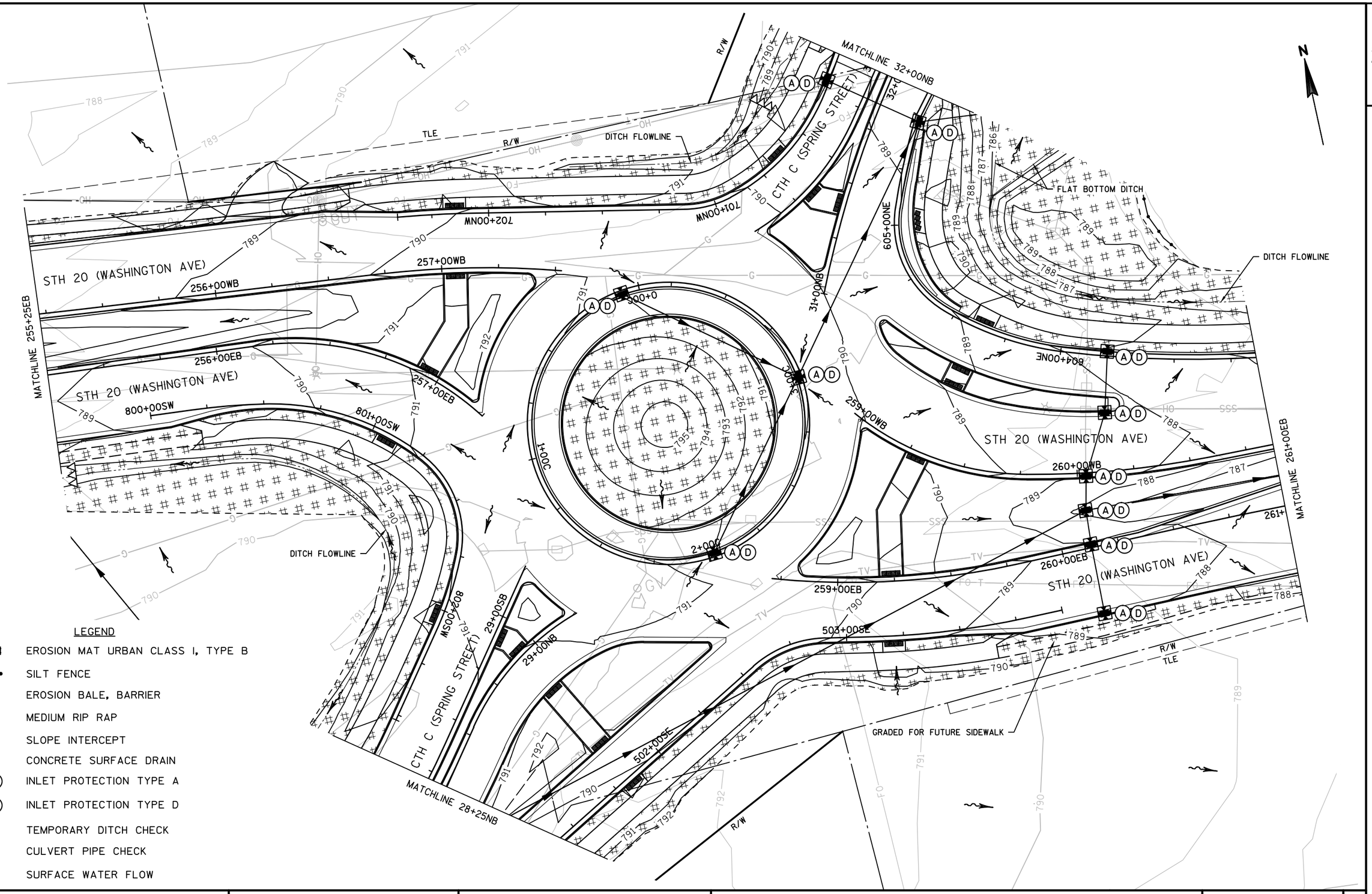
CULVERT PIPE TEMPORARY

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - STH 20	SHEET 66	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001

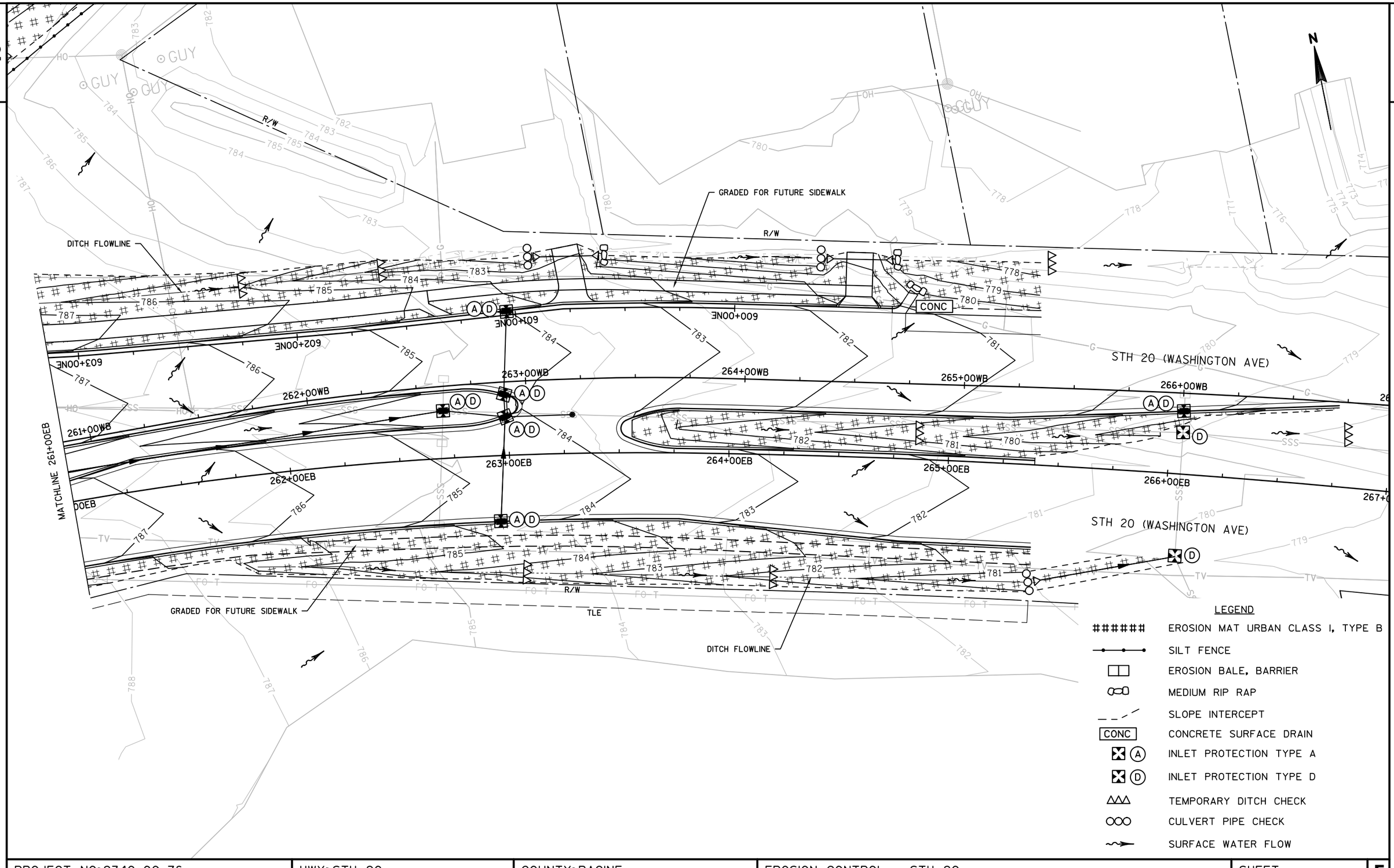
PLOT DATE : 9/14/2017 8:58 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - ROUNDABOUT	SHEET 67	E

2

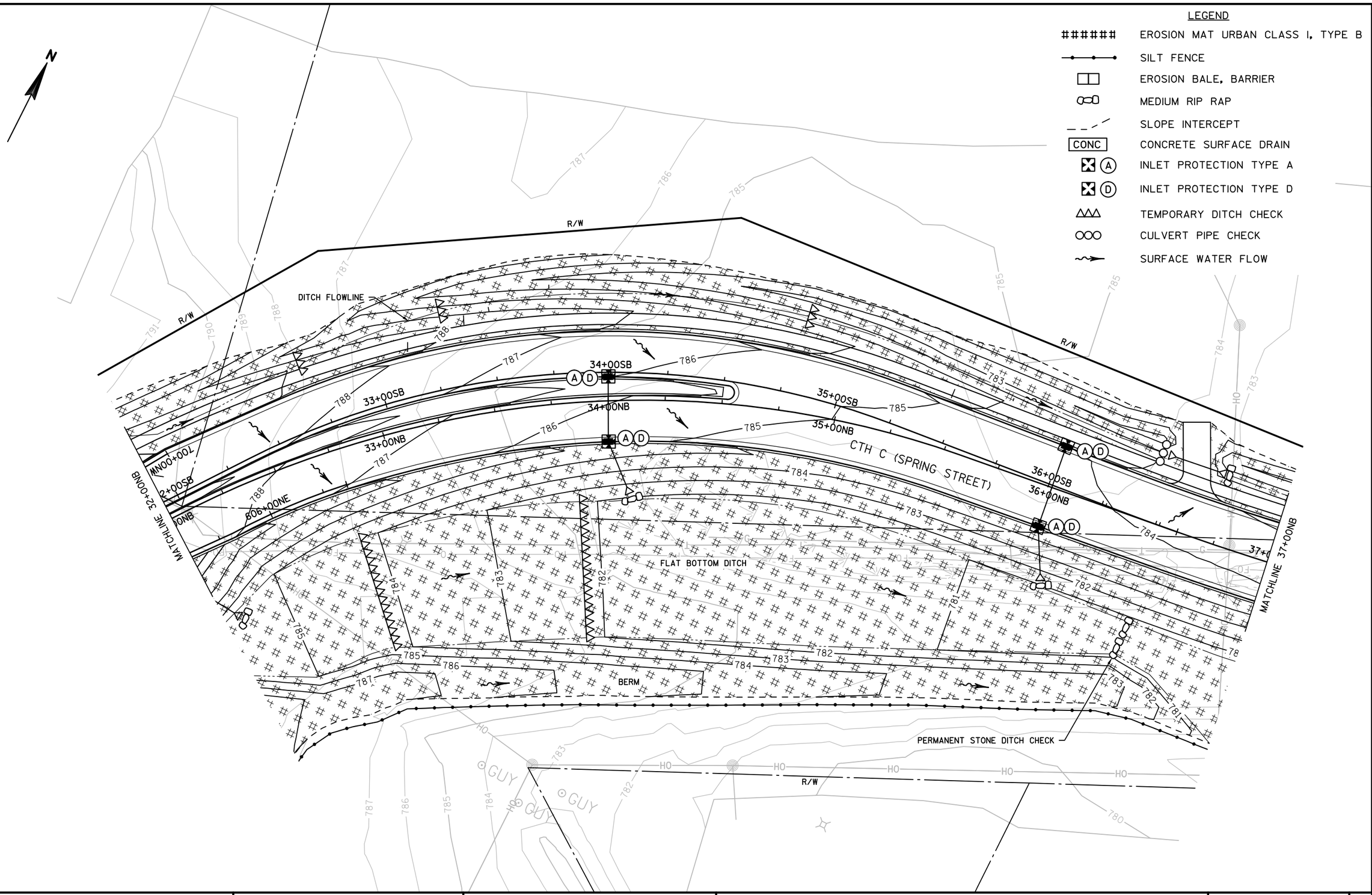


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - STH 20	SHEET 68	E

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- MEDIUM RIP RAP
- SLOPE INTERCEPT
- CONC — CONCRETE SURFACE DRAIN
- A — INLET PROTECTION TYPE A
- D — INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

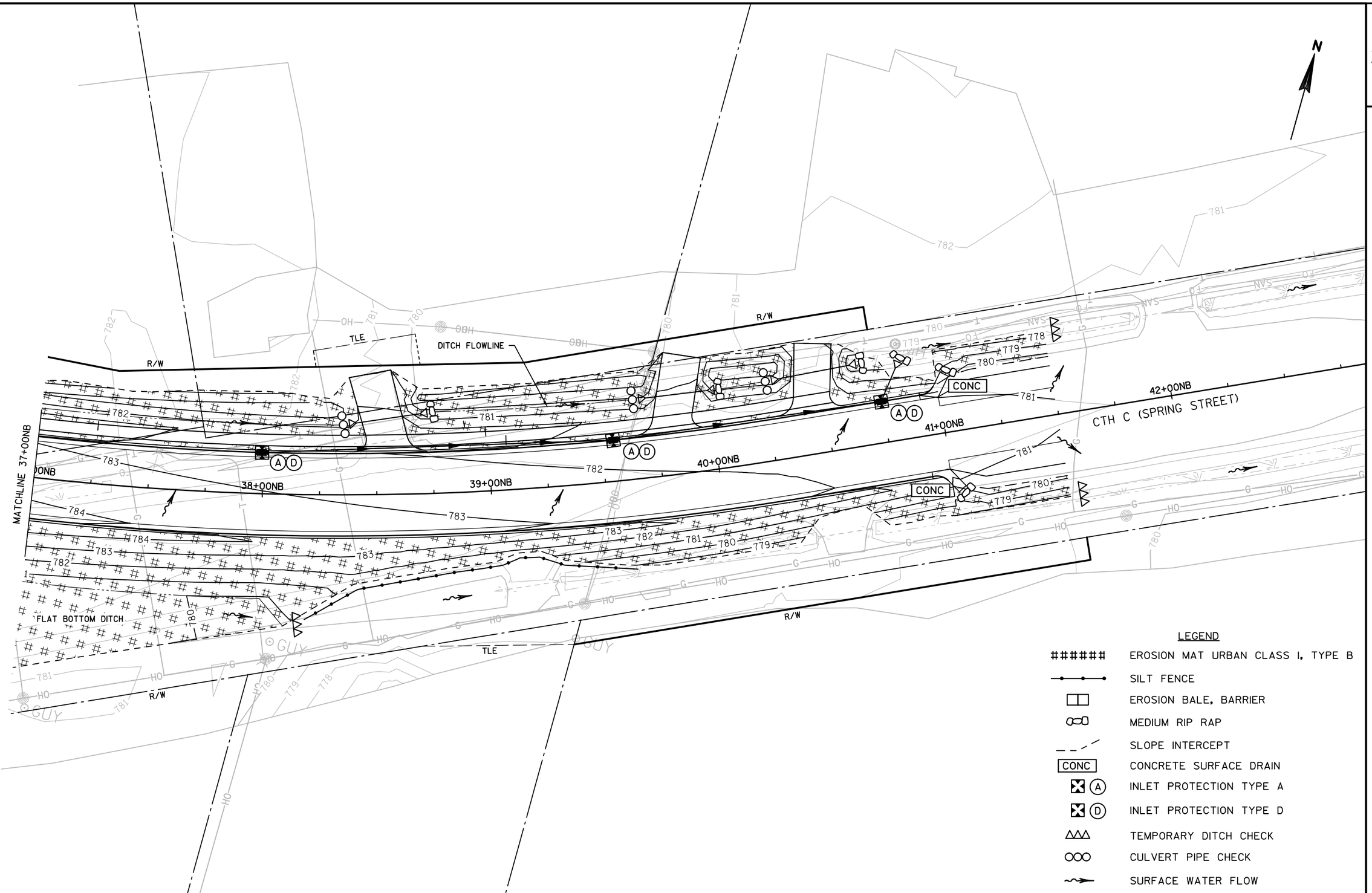


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - CTH C	SHEET 69	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022004

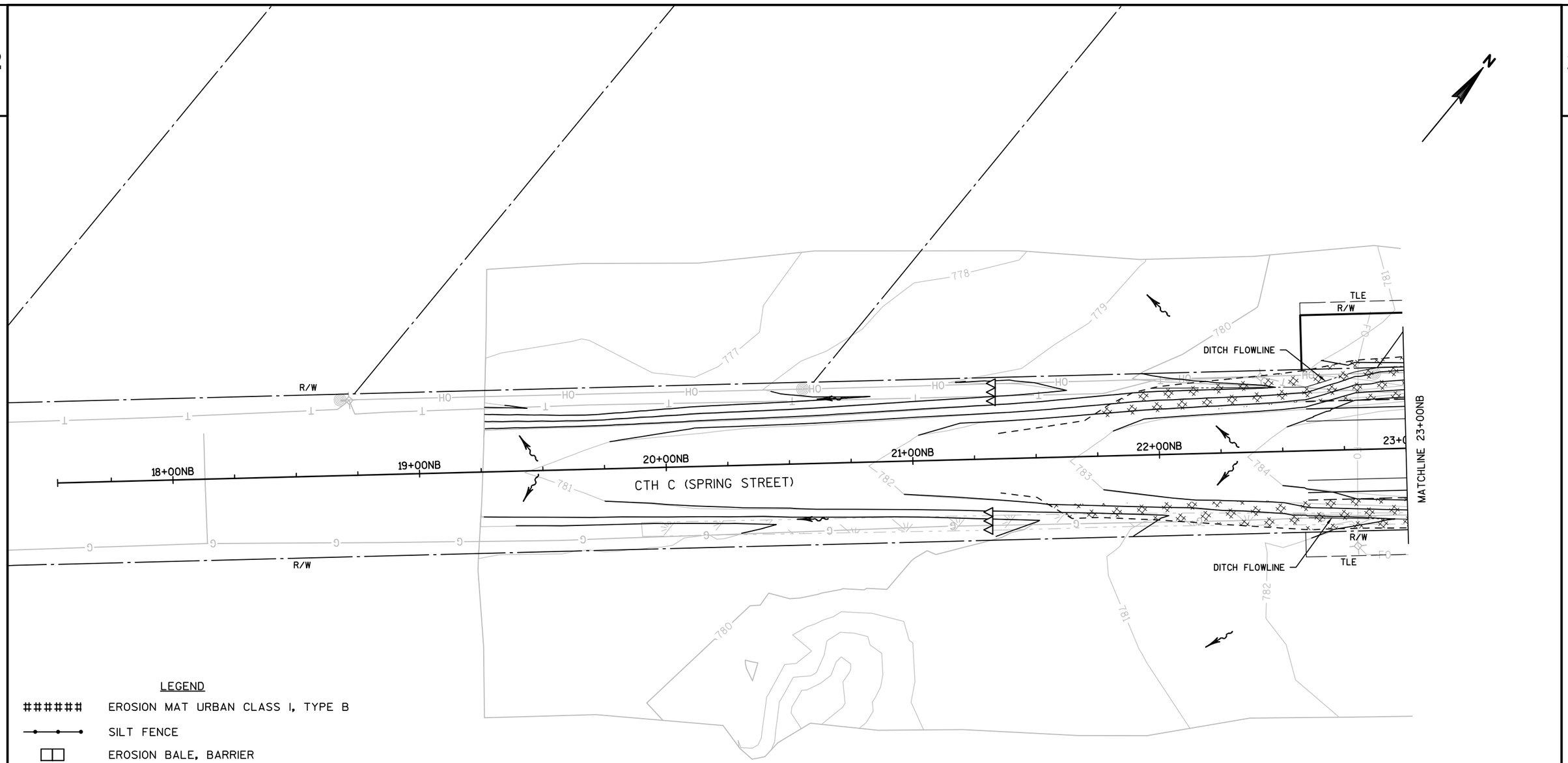
PLOT DATE : 9/14/2017 8:58 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - CTH C	SHEET 70	E

2

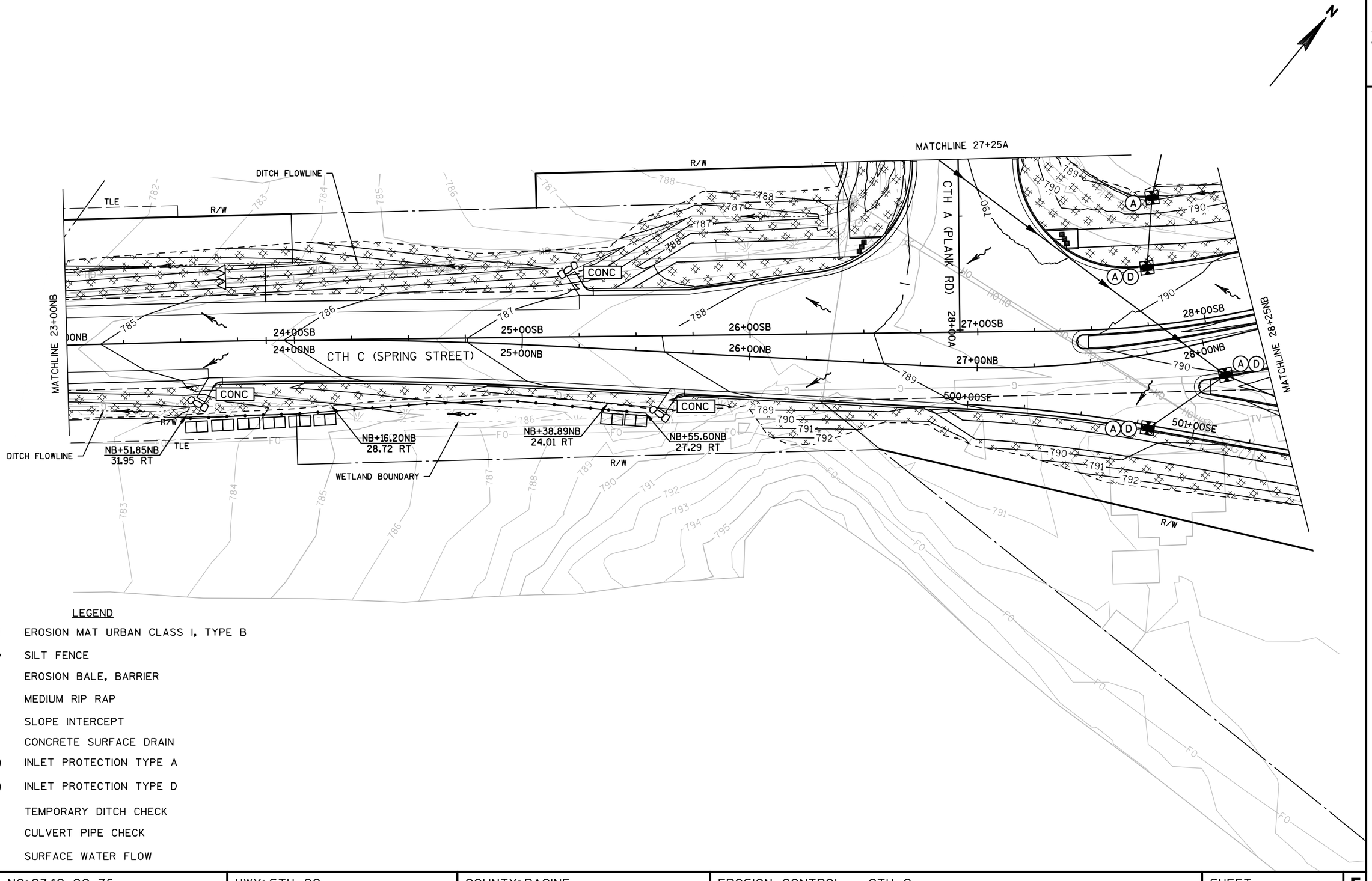


LEGEND

######	EROSION MAT URBAN CLASS I, TYPE B
	SILT FENCE
	EROSION BALE, BARRIER
	MEDIUM RIP RAP
	SLOPE INTERCEPT
CONC	CONCRETE SURFACE DRAIN
Ⓐ	INLET PROTECTION TYPE A
Ⓓ	INLET PROTECTION TYPE D
	TEMPORARY DITCH CHECK
	CULVERT PIPE CHECK
	SURFACE WATER FLOW

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - CTH C	SHEET 71	E

2

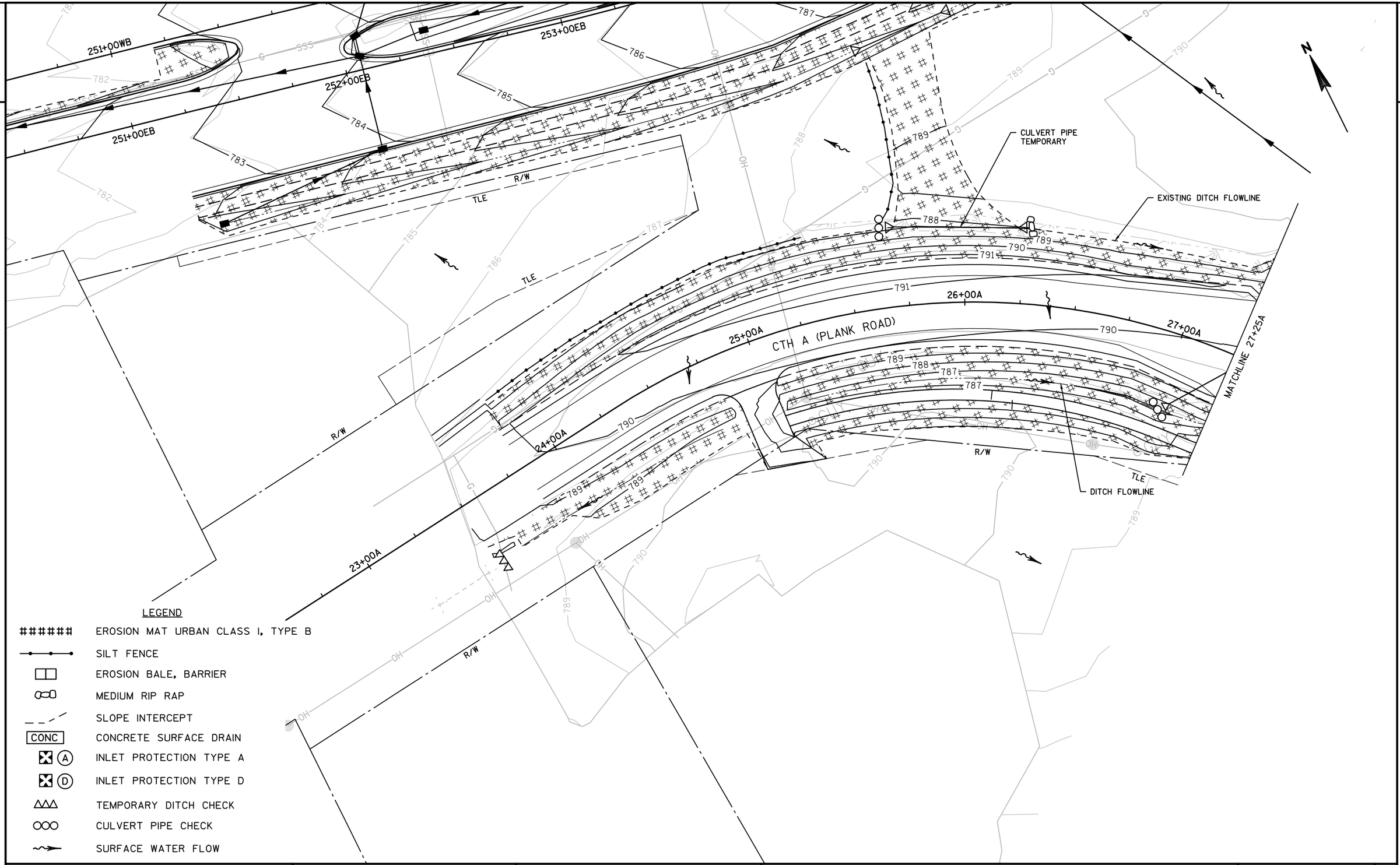


LEGEND

######	EROSION MAT URBAN CLASS I, TYPE B
	SILT FENCE
	EROSION BALE, BARRIER
	MEDIUM RIP RAP
	SLOPE INTERCEPT
CONC	CONCRETE SURFACE DRAIN
(A)	INLET PROTECTION TYPE A
(D)	INLET PROTECTION TYPE D
	TEMPORARY DITCH CHECK
	CULVERT PIPE CHECK
	SURFACE WATER FLOW

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - CTH C	SHEET 72	E

2



LEGEND

- ###### EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- EROSION BALE, BARRIER
- MEDIUM RIP RAP
- SLOPE INTERCEPT
- CONC CONCRETE SURFACE DRAIN
- (A) INLET PROTECTION TYPE A
- (D) INLET PROTECTION TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	EROSION CONTROL - CTH A	SHEET 73	E

GENERAL DRAINAGE NOTES

LOCATION OF STRUCTURES IN CURB AND GUTTER OR BARRIER SECTION REFER TO CURB AND GUTTER OR BARRIER FLOW LINE. LOCATION OF STRUCTURES NOT IN CURB AND GUTTER SECTION REFER TO CENTER OF STRUCTURE OR AS NOTED ON PLAN.

RIM ELEVATIONS ARE GIVEN AT FLOW LINE OF INLET OR AT CENTER OF MANHOLE. SEE STRUCTURE LOCATION DETAIL.

ADJUSTMENT RINGS MAY BE USED TO A COMBINED MAXIMUM THICKNESS OF 6 INCHES.

PLAN LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE AND IS USED FOR ESTIMATING. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE AND IS USED TO COMPUTE PIPE SLOPE.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND PIPES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

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

COORDINATE WITH DIGGERS HOTLINE TO FIELD LOCATE UTILITIES. SHEETING SHALL NOT GO THROUGH UTILITIES. ANY UTILITIES DAMAGED DUE TO CONTRACTOR ACTIVITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE COMPLETE SATISFACTION OF THE UTILITY FACILITY.

VERIFY THE EXISTING STORM SEWER SYSTEM CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.

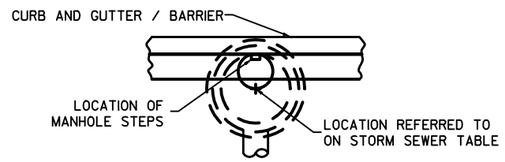
PROVIDE TEMPORARY POSITIVE DRAINAGE THROUGHOUT THE PROJECT DURING ALL PROJECT STAGES. PROVIDING TEMPORARY POSITIVE DRAINAGE IS INCIDENTAL TO CONSTRUCTION.

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

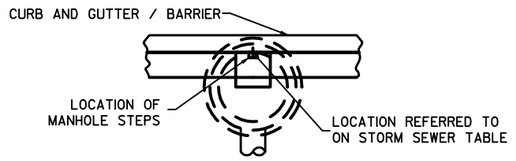
CONSTRUCTION AND REMOVAL OF TEMPORARY BULKHEAD IS CONSIDERED INCIDENTAL TO COST OF STORM SEWER PIPE OR STORM SEWER STRUCTURE WHEN A PIPE OR STRUCTURE IS CONSTRUCTED OR REMOVED IN MULTIPLE STAGES.

STORM SEWER PLAN & PROFILE NOTE:
PLAN VIEW HIGHLIGHTS CORRESPOND TO PROFILES SHOWN IN PROFILE BELOW PLAN VIEW (SAME SHEET). STORM SEWER STRUCTURES AND PIPES LABELED IN PLAN VIEW WITHOUT HIGHLIGHT ARE SHOWN ON THE NEXT PROFILE ONLY SHEET(S).

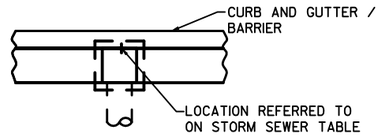
CONCRETE PIPE JOINT TIES SHALL CONNECT ALL CONCRETE APRON ENDWALLS AND THE LAST THREE PIPE SEGMENTS PROCEEDING THE APRON ENDWALL. THE COST OF JOINT TIES SHALL BE INCIDENTAL TO THE STORM SEWER PIPE.



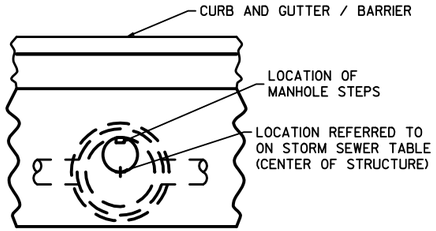
MANHOLE IN CURB AND GUTTER / AT BARRIER



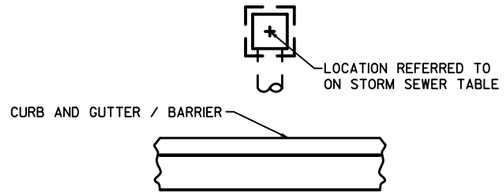
MANHOLE WITH INLET COVER IN CURB AND GUTTER / AT BARRIER



INLET IN CURB AND GUTTER / AT BARRIER



MANHOLE NOT IN CURB AND GUTTER / NOT AT BARRIER



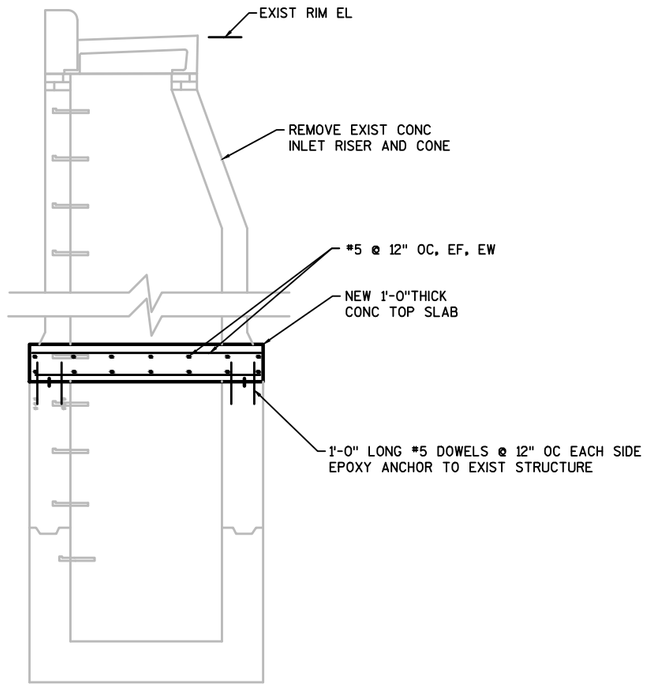
INLET NOT IN CURB AND GUTTER / NOT AT BARRIER

STRUCTURE LOCATION DETAIL

NOTE

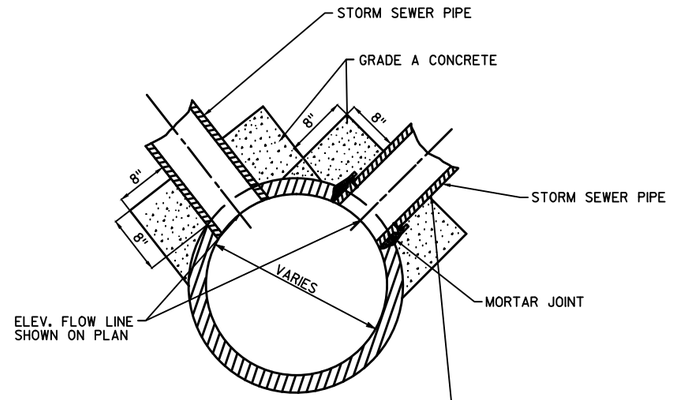
1) LOCATION OF STRUCTURE MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

2) LOCATION AND SIZE OF STRUCTURE COVER OPENING DEPENDS ON TYPE OF CASTING. CASTING TYPES ARE SHOWN ON THE STORM SEWER TABLE.



SECTION

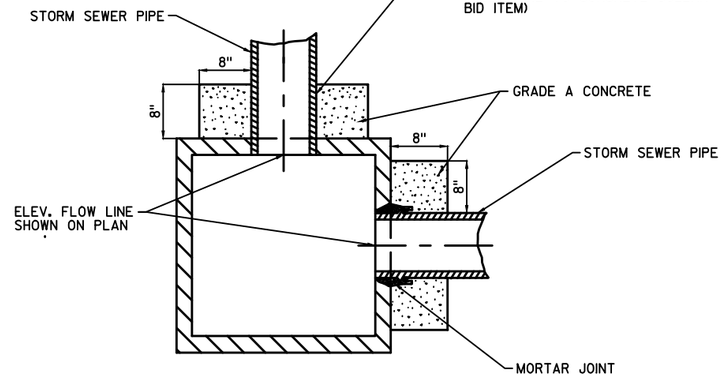
REMOVE AND CAP EXISTING DRAINAGE STRUCTURE



AT MANHOLE

INCIDENTAL TO NEW STRUCTURE
AND NEW PIPE ITEMS

CLEAN PIPE AND STRUCTURE SURFACES AND APPLY BONDING AGENT PRIOR TO INSTALLING CONCRETE COLLAR (INCIDENTAL TO CONCRETE COLLAR BID ITEM)



AT STORM SEWER INLET

INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS

NOTE

CONCRETE COLLAR TO BE PAID AS A BID ITEM WHEN CONNECTING AN EXISTING PIPE TO A NEW STRUCTURE.

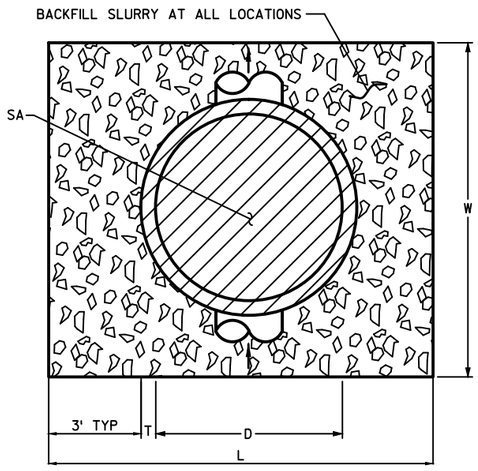
CONCRETE COLLAR DETAIL

FOR LOCATIONS SEE MISCELLANEOUS QUANTITIES SHEETS

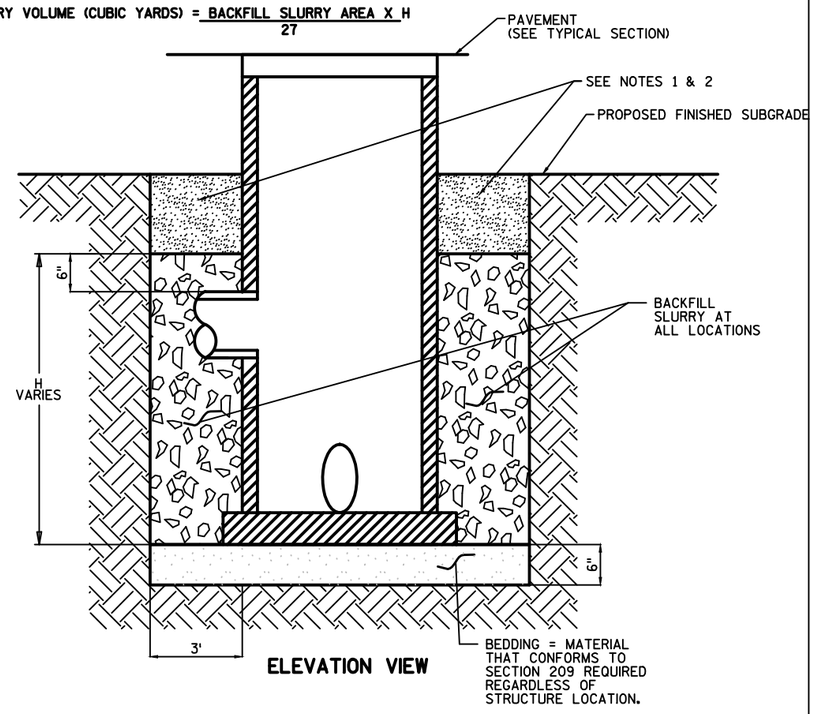
BACKFILL SLURRY STRUCTURES (FOR INFORMATION ONLY)								
DESCRIPTION	DIAMETER/ STR LENGTH D FT	RECTANGULAR STR WIDTH RW FT	WALL THICKNESS T INCH	STRUCTURE EXCAVATION LENGTH L FT	STRUCTURE EXCAVATION WIDTH W FT	STRUCTURE EXCAVATION AREA SF	STRUCTURE AREA SA SF	BACKFILL SLURRY AREA SF
INLETS MEDIAN 1 GRATE	2.5	2.5	8	9.83	9.83	97	15	82
INLETS 3-FT DIAMETER	3	-	4	9.67	9.67	93	11	82
INLETS 4-FT DIAMETER	4	-	5	10.83	10.83	117	18	99
MANHOLES 4-FT DIAMETER	4	-	5	10.83	10.83	117	18	99

H = UP TO 6" ABOVE THE TOP OF THE HIGHEST PIPE IN THE STRUCTURE

BACKFILL SLURRY VOLUME (CUBIC YARDS) = $\frac{\text{BACKFILL SLURRY AREA X H}}{27}$



PLAN VIEW



ELEVATION VIEW

NOTES

(1) IF THE STRUCTURE IS OUTSIDE THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, NATIVE BACKFILL MAY BE USED ABOVE BACKFILL SLURRY AND SHALL CONFORM TO SECTION 209.

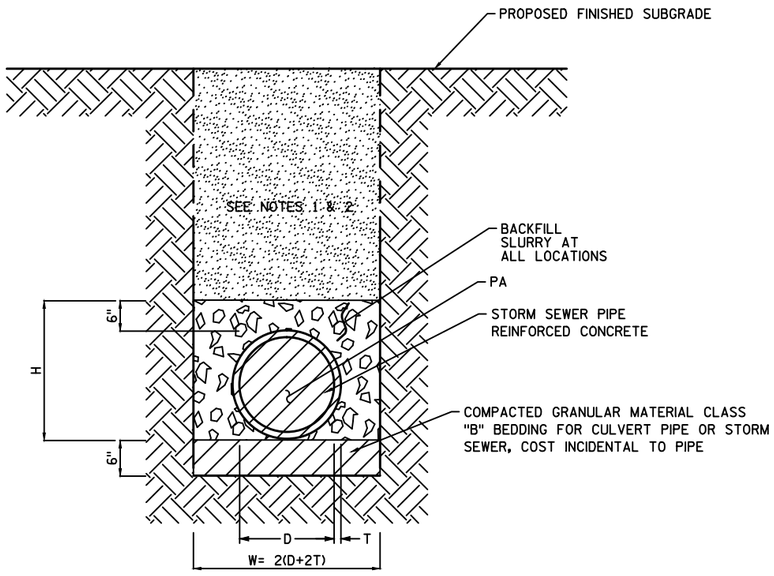
(2) IF THE STRUCTURE IS WITHIN THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, BACKFILL ABOVE BACKFILL SLURRY SHALL CONFORM TO SECTION 209.

(3) WHEN TEMPORARY SUBGRADE IS HIGHER THAN PROPOSED FINISHED SUBGRADE, PROVIDE GRANULAR BACKFILL AT ALL LOCATIONS. COST FOR GRANULAR BACKFILL IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

BACKFILL SLURRY DETAIL - STORM SEWER STRUCTURES

BACKFILL SLURRY TRENCHES (FOR INFORMATION ONLY)					
PIPE DIAMETER D INCHES	WALL THICKNESS T INCHES	TRENCH WIDTH W FT	HEIGHT OF PIPE ZONE H FT	AREA OF PIPE ZONE SF	BACKFILL SLURRY AREA SF
12	2.00	2.67	1.83	4.89	3.49
15	2.25	3.25	2.13	6.91	4.83
18	2.50	3.83	2.42	9.26	6.38

BACKFILL SLURRY VOLUME (CUBIC YARDS) = $\frac{\text{(PIPE ZONE AREA - PIPE AREA) X PIPE PLAN LENGTH}}{27}$



NOTES

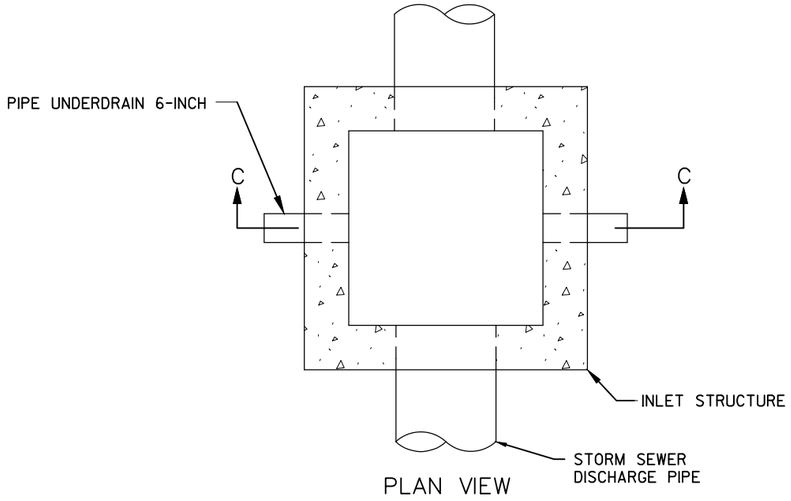
(1) IF THE PIPE IS OUTSIDE THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, NATIVE BACKFILL MAY BE USED ABOVE BACKFILL SLURRY AND SHALL CONFORM TO SECTION 209.

(2) IF THE PIPE IS WITHIN THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, BACKFILL ABOVE BACKFILL SLURRY SHALL CONFORM TO SECTION 209.

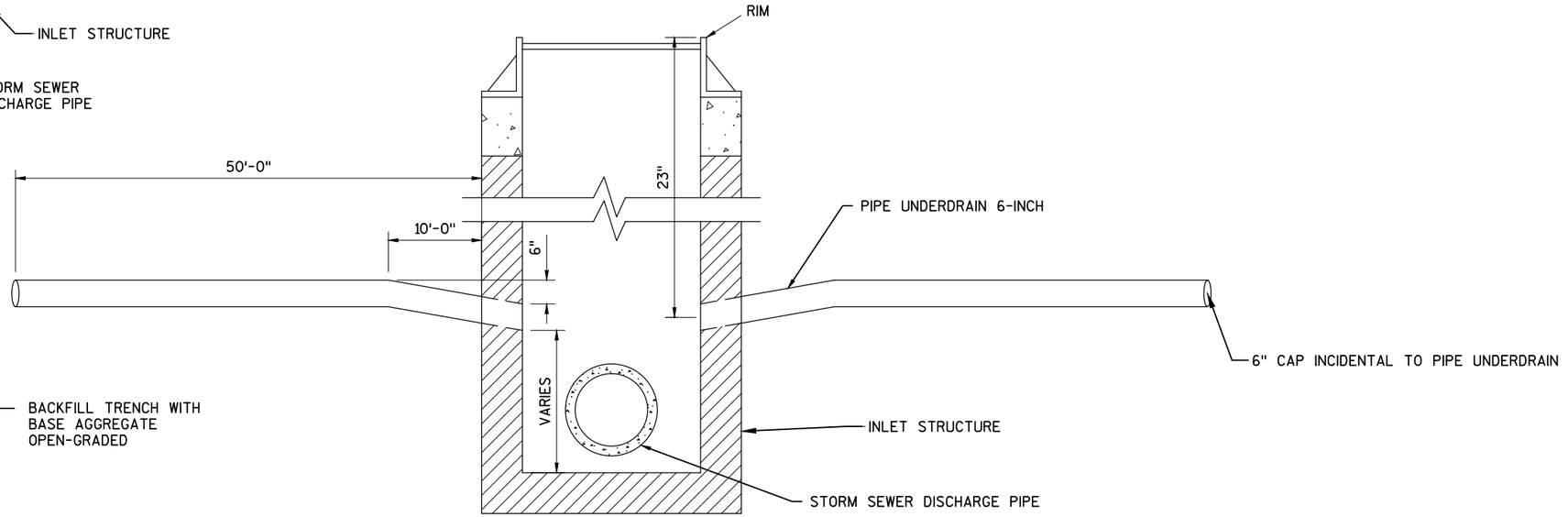
(3) WHEN TEMPORARY SUBGRADE IS HIGHER THAN PROPOSED FINISHED SUBGRADE, PROVIDE GRANULAR BACKFILL AT ALL LOCATIONS. COST FOR GRANULAR BACKFILL IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

BACKFILL SLURRY DETAIL - STORM SEWER TRENCH

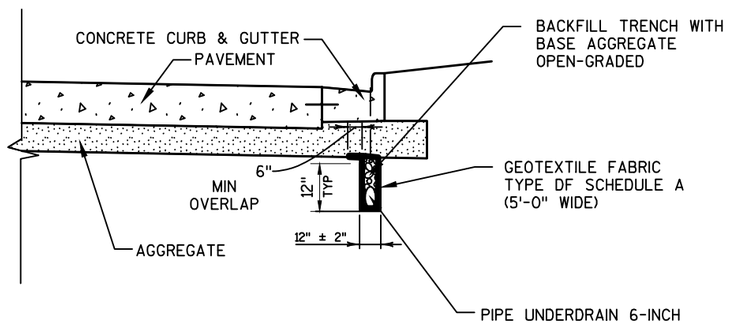
2



PLAN VIEW



SECTION C–C



CURB & GUTTER SECTION

NOTES

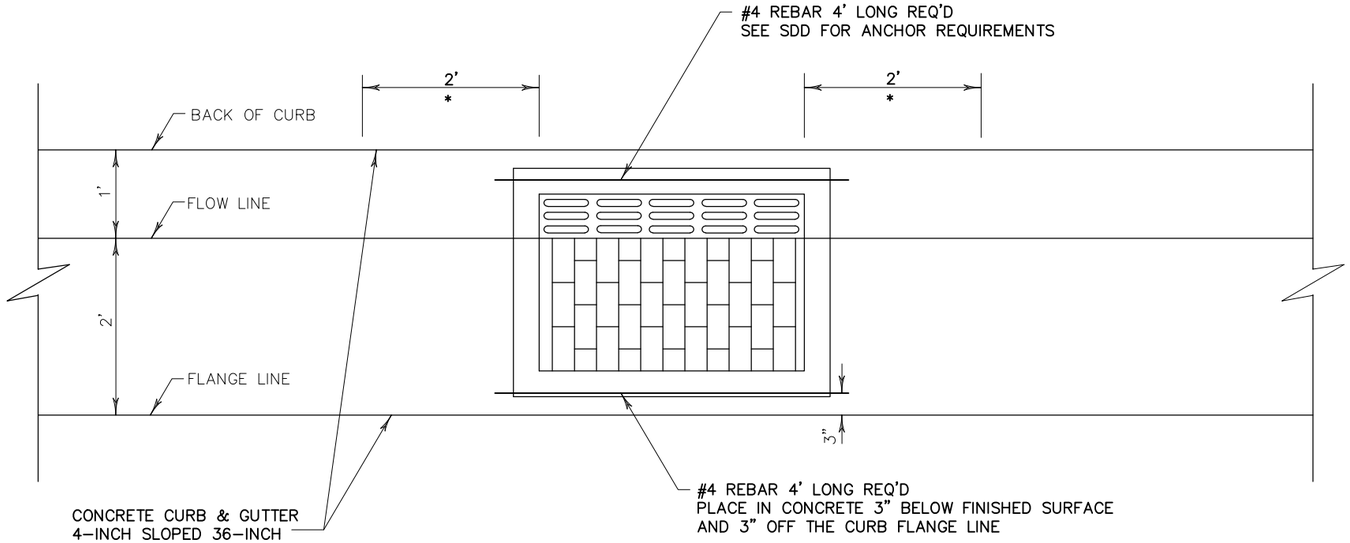
1. PROVIDE TWO 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF 23" BELOW THE RIM ELEVATION.

PIPE UNDERDRAIN AT SAG POINTS

S502: STA. 3C+00.00, 17' LT

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	STORM SEWER - CONSTRUCTION DETAILS	SHEET 77	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022500_SS.DWG
LAYOUT NAME - SHEET - (5)
PLOT DATE : 1/5/2017 10:28 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



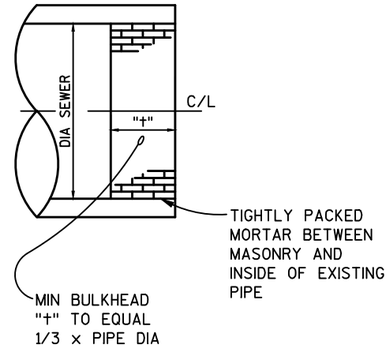
PLAN VIEW

* TRANSITION STANDARD CURB HEAD TO MATCH THE TYPE HM INLET COVER.

NOTES

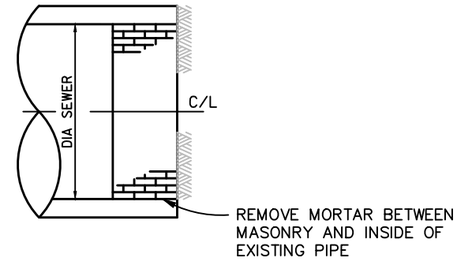
1. SEE SDD "INLET COVERS TYPE F, HM, HM-S, S, V, HM-GJ, & HM-GJ-S" FOR ADDITIONAL INFORMATION.
2. THE TWO 2-FOOT LONG CURB TRANSITION SEGMENTS ARE PAID AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH.
3. THE TWO 4-FOOT LENGTHS OF #4 REBAR ARE INCIDENTAL TO THE BID ITEM "INLET COVERS TYPE HM".

INLET COVERS, TYPE HM



TEMPORARY BULKHEAD PIPE MASONRY

ITEM TO BE PAID FOR UNDER ITEM "SEALING PIPES"
FOR LOCATIONS SEE MISCELLANEOUS QUANTITIES SHEETS



REMOVING TEMPORARY BULKHEAD

FOR LOCATIONS SEE MISCELLANEOUS QUANTITIES SHEETS

2

LEGEND

- REMOVING INLETS
- RM-1A — REMOVING STORM SEWER (BY STAGE)
- 1B — PROPOSED STORM SEWER (BY STAGE)
- REMOVE AND CAP EXISTING DRAINAGE STORM SEWER STRUCTURE
- BULKHEAD PIPE MASONRY

N

STH 20 (WASHINGTON AVENUE)

CTH A (PLANK ROAD)

CTH C (SPRING STREET)

248WB

248EB

250WB

250EB

252WB

252EB

254WB

254EB

256WB

256EB

800SW

702NW

702NE

802SW

802SE

500SE

502SE

285B

28NB

265B

26NB

245B

24NB

22NB

16A

18A

20A

22A

24A

26A

28A

30A

STAGE 1B

STAGE 1A/3B

RM-1B

RM-2

1B

2

1A

3B

REPLACE INLET COVER WITH TYPE B COVER
(STAGE 1A) TEMPORARILY UNTIL STAGE 3B
RIM (STAGE 1A) = 773.30
RIM (STAGE 3B) = 772.99

BULKHEAD PIPE
MASONRY IN STAGE 1B

TEMPORARY CONNECTION IN STAGE 1B
BULKHEAD PIPE MASONRY IN STAGE 2

TEMPORARY 12" CPRC (BULKHEAD IN STAGE 1A
& REMOVE BULKHEAD STAGE 2)
REMOVE PIPE STAGE 3A

TEMPORARY 12" CPRC (REMOVE STAGE 3A)

COVER PLATE TEMPORARY (STAGE 1B) UNTIL STAGE 3A

TEMPORARY CONNECTION
IN STAGE 1B

INLET COVER S TEMPORARILY
(STAGE 1B - STAGE 3A)

MATCHLINE 26OEB+00

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	STORM SEWER - STAGING	SHEET 79	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022502_SS.DWG
LAYOUT NAME - 022501

PLOT DATE : 9/13/2017 4:17 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- REMOVING INLETS
- RM-1A — REMOVING STORM SEWER (BY STAGE)
- 1B — PROPOSED STORM SEWER (BY STAGE)
- REMOVE AND CAP EXISTING DRAINAGE STORM SEWER STRUCTURE
- BULKHEAD PIPE MASONRY

CTH C (SPRING STREET)

MATCHLINE 260EB+00

STH 20 (WASHINGTON AVENUE)

GREENMONTE DRIVE

34SB

34NE

36SB

36NB

38NB

40NB

42NB

COVER PLATE TEMPORARY (STAGE 1B) UNTIL STAGE 3B

COVER PLATE TEMPORARY (STAGE 1B) UNTIL STAGE 3A. TEMPORARY CONNECTION IN STAGE 1B. BULKHEAD PIPE MASONRY IN STAGE 2

ABANDON STORM SEWER STAGE 2

BULKHEAD PIPE MASONRY IN STAGE 1B

COVER PLATE TEMPORARY (STAGE 1B) UNTIL STAGE 3B

REMOVE STAGE 1B

REPLACE INLET COVER WITH TYPE S (STAGE 1A) TEMPORARILY UNTIL STAGE 3B

COVER PLATE TEMPORARY (STAGE 1A) UNTIL STAGE 3B

RM-1B

RM-2

260NE

262WB

262EB

264WB

264EB

266WB

266EB

BULKHEAD PIPE MASONRY IN STAGE 1B (2 PIPES)
REMOVE BULKHEAD IN STAGE 2 (1 PIPE)

CONNECT PIPE TO EXISTING STRUCTURE IN STAGE 1B (INV=780.90)
INSTALL S308 IN STAGE 2 AND CONNECT PIPE INSTALLED IN STAGE 1B TO S308 (INV=780.20)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	STORM SEWER - STAGING	SHEET 80	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022502_SS.DWG
LAYOUT NAME - 022502

PLOT DATE : 9/13/2017 4:17 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

STORM SEWER LEGEND

- (SE***) EXISTING STRUCTURE
- (S***) PROPOSED DRAINAGE STRUCTURE
- ● PROPOSED MANHOLE
- ■ PROPOSED INLET
- △ PROPOSED ENDWALL
- PE*** EXISTING PIPE
- P*** PROPOSED PIPE
- C*** PROPOSED CULVERT PIPE

STH 20

CTH A

CTH C

R/W

TLE

246WB+97

248WB+00

250WB+00

252WB+00

254WB+00

256WB+00

246EB+97

248EB+00

250EB+00

252EB+00

254EB+00

256EB+00

702NW+00

800SW+00

802SW+00

285SB+00

282NB+00

502SE+00

22A+00

24A+00

26A+00

2C+00

00+00

S900 S000 SE114 SE115 S100 S101 S103 S104 S105 S106 S107 S108 S109 S110 S111 S112 S113

P100 P101 P103 P104 P105 P106 P107 P108 P109 P110 P111 P112 P113

CONNECT TO EXISTING STRUCTURE
CONCRETE COLLAR REQUIRED

CONNECT TO EXISTING PIPE
2-CONCRETE COLLARS REQUIRED

REMOVE & CAP EXISTING DRAINAGE STRUCTURE

GRADED FOR FUTURE SIDEWALK

SLOPE INTERCEPT

SLOPE INTERCEPT

PROPOSED
DITCH LINE

EXISTING PROFILE AT STORM SEWER TRUNKLINE

FINISHED PROFILE AT STORM SEWER TRUNKLINE

SE114 778.86 18" EXIST PIPE 775.66 775.71 (12" EXIST PIPE) 775.66
254'-SSPRC CL IV 18" @ 0.50%
S113 783.89 779.89 777.28 776.93 777.03
S108 783.31 777.26 777.16
27'-SSPRC CL III 18" @ 0.50%
258'-SSPRC CL III 18" @ 1.00%
S104 788.27 786.54 782.54 780.84 779.84
S107
S103 788.16 781.22 781.12 780.98 780.88
28'-SSPRC CL III 15" @ 0.50%
8'-SSPRC CL III 15" @ 0.50%
189'-SSPRC CL IV 15" @ 1.81%
S101 788.81 784.71
S100 789.57 785.59 784.81
27'-SSPRC CL IV 15" @ 2.89%

S111 782.07 777.96
S112 783.77
S113 783.89
S110 783.72 780.01 779.91
S109 784.30 780.30
76'-SSPRC CL III 15" @ 0.50%
39'-SSPRC CL III 15" @ 0.50%
777.57 777.47 777.28 777.03 776.93
59'-SSPRC CL IV 15" @ 0.50%
5'-SSPRC CL IV 15" @ 0.50%
779.89

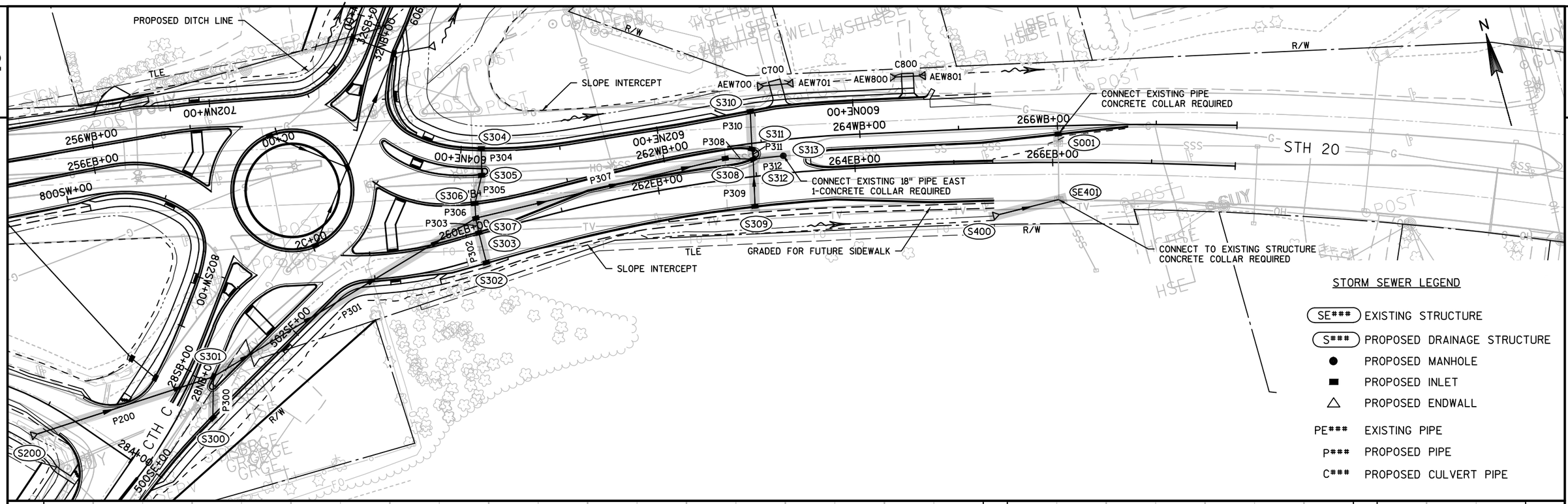
S105 787.95
S106
S107 787.86 786.54 782.82 782.54 780.84 779.84 782.68 782.58
28'-SSPRC CL III 15" @ 0.50%
8'-SSPRC CL IV 15" @ 0.50%

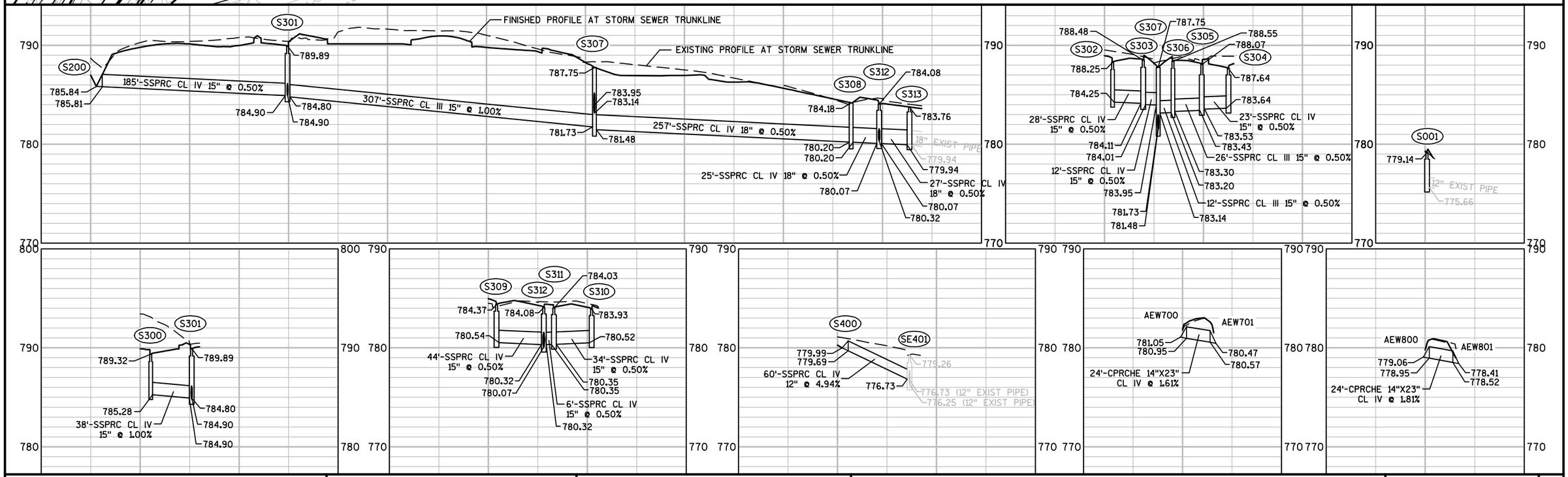
S000 779.63 778.86 775.71 775.66 775.71 775.78
SE114
12" EXIST PIPE 12" EXIST PIPE 775.81

S900 776.23 (STAGE 1A) 775.39 (STAGE 3B)
18" EXIST PIPE 18" EXIST PIPE 771.98 771.98

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	STORM SEWER	SHEET 81	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501
PLOT DATE : 9/13/2017 4:14 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	STORM SEWER	SHEET 82	E

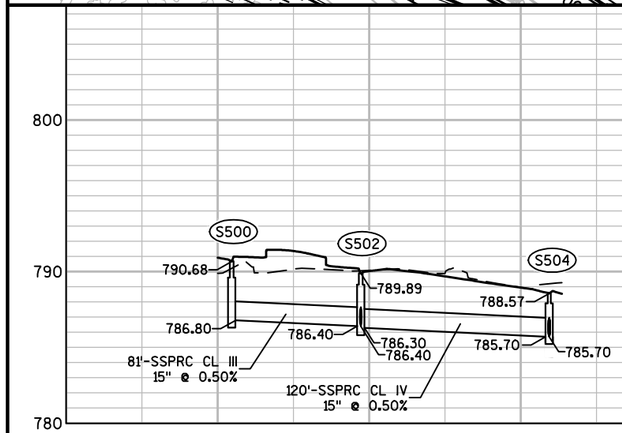
2

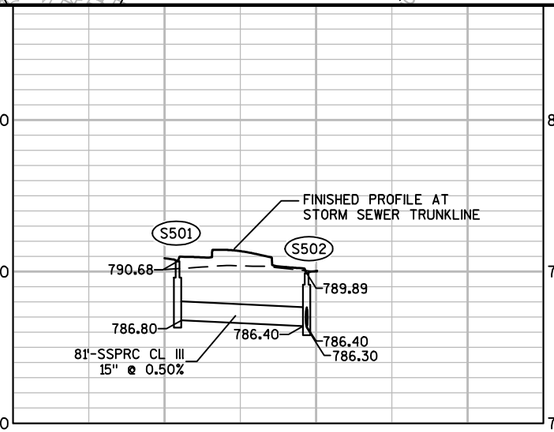
STORM SEWER LEGEND

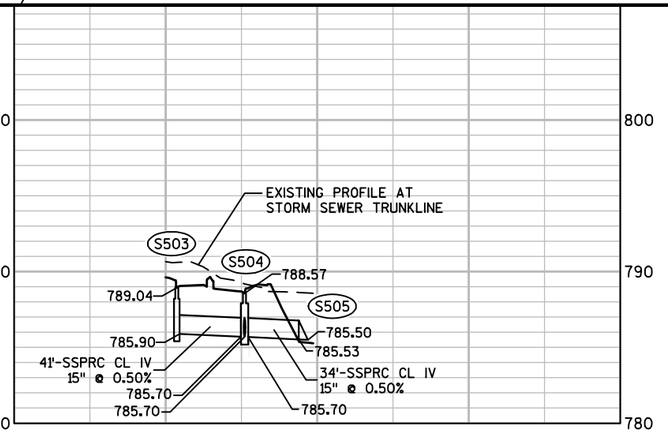
- SE*** EXISTING STRUCTURE
- S*** PROPOSED DRAINAGE STRUCTURE
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED ENDWALL
- PE*** EXISTING PIPE
- P*** PROPOSED PIPE
- C*** PROPOSED CULVERT PIPE

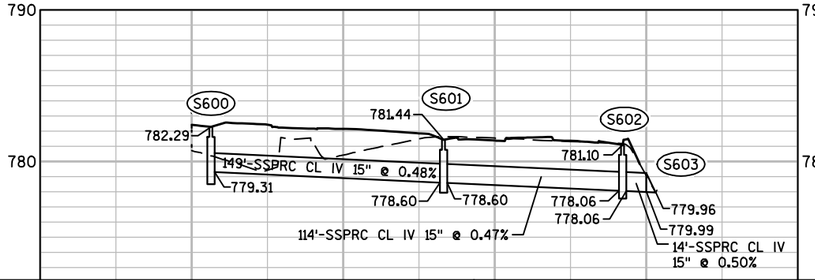
N

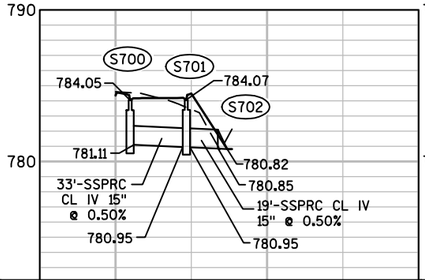
PROPOSED DITCH LINE
SLOPE INTERCEPT
1-CONCRETE COLLAR REQUIRED
2-CONCRETE COLLARS REQUIRED
3-CONCRETE COLLARS REQUIRED
R/W
TLE
CTH C
STH 20
S500 S501 S502 S503 S504 S505 S600 S601 S602 S603 S700 S701 S702 S800 S801 S802
P500 P501 P502 P503 P504 P600 P601 P602 P701 P800 P801
102NW+00
00+00
20+00
40+00
260WB+00
260EB+00
32SB+00
32NB+00
34SB+00
34NB+00
36SB+00
36NB+00
38NB+00
40NB+00
42NB+00
44NB+00
606NE+00
604NE+00

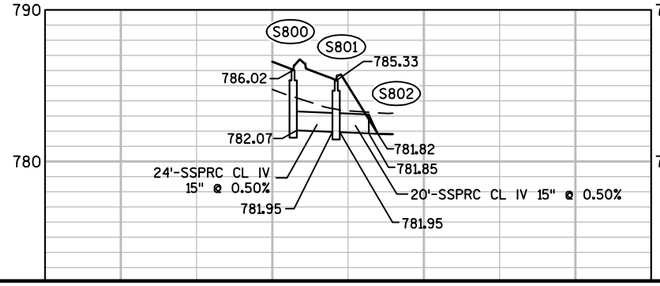




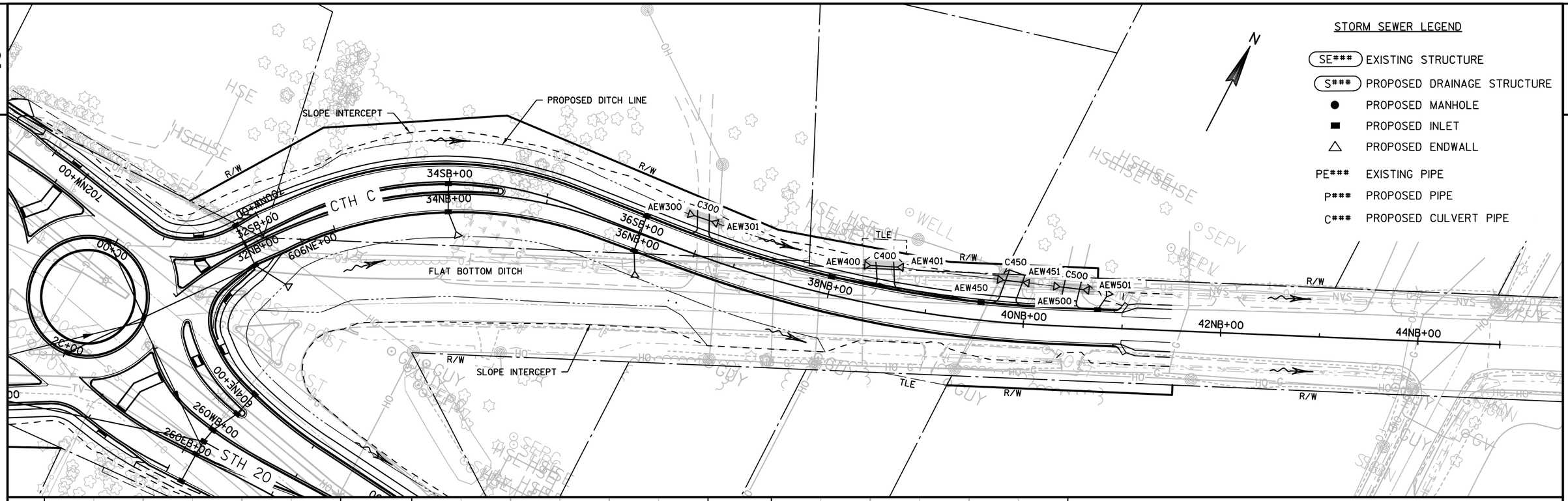


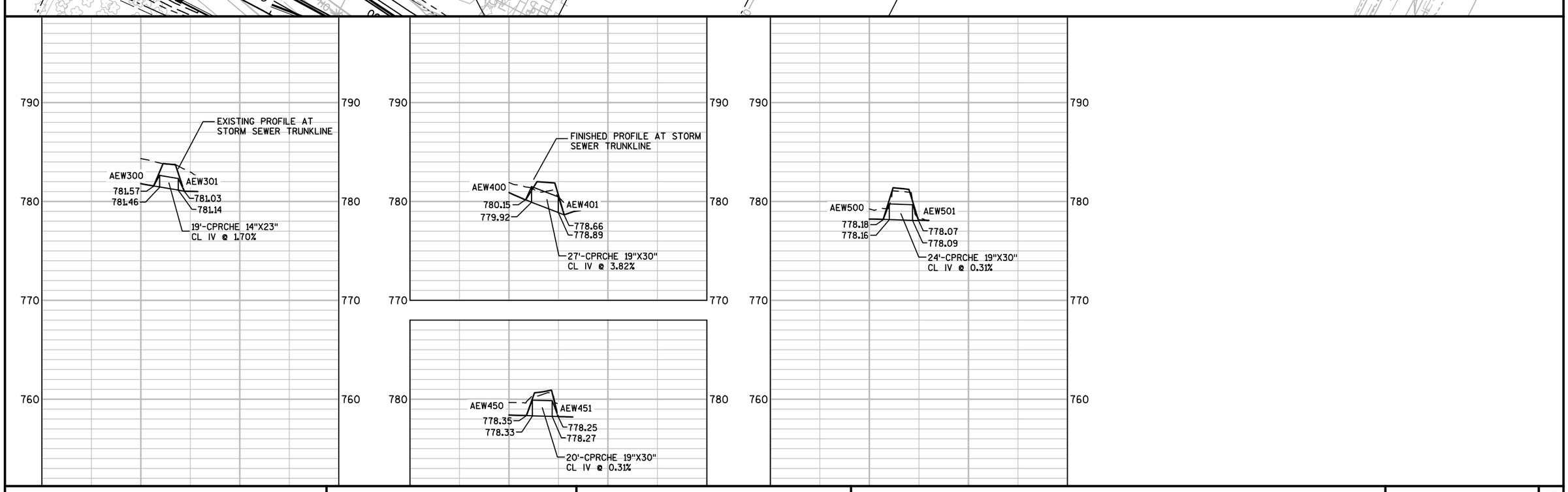






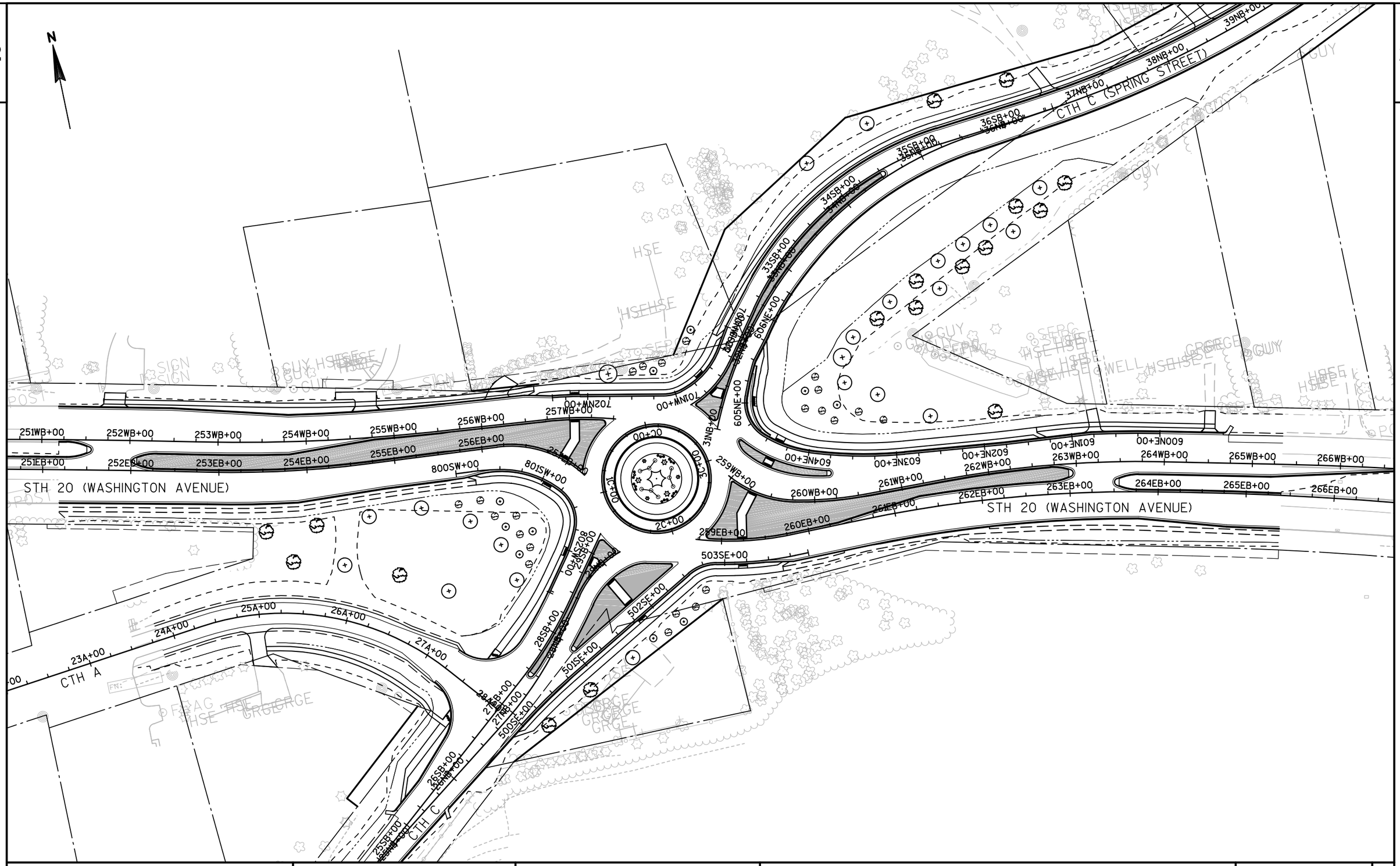
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	STORM SEWER	SHEET 83	E





PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	STORM SEWER	SHEET 84	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022505
PLOT DATE : 9/14/2017 3:02 PM
PLOT BY : JOHANSEN, AMANDA A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLANTING - OVERVIEW	SHEET 85	E

PLANT LIST	
SYMBOL	COMMON NAME
CC	CRABAPPLE, CAMELOT
LP	LONDON PLANE TREE
OS	OAK, SWAMP WHITE
TCH	HAWTHORN, THORNLESS COCKSPUR

LEGEND

- EXISTING TREE (DECIDUOUS)
- EXISTING TREE (CONIFEROUS)
- ASPHALTIC SURFACE
- XX / 0 — PLANT SYMBOL / QUANTITY

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.
2. MULCH IS INCIDENTAL TO TREE PLANTING
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

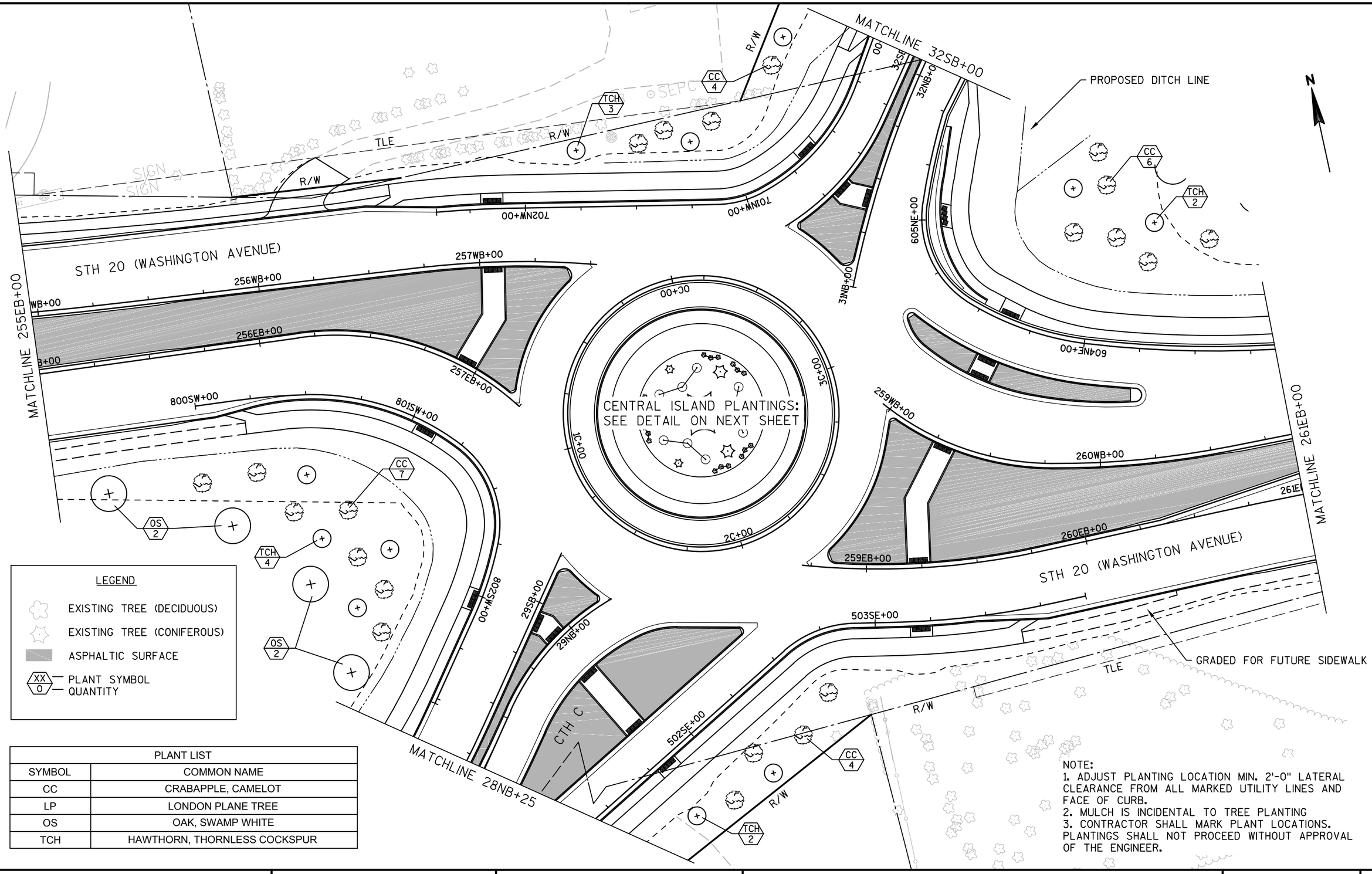
N

WELL
GUY
POST
SIGN
HSE
R/W
TLE
250WB+00
251WB+00
252WB+00
253WB+00
254WB+00
255
MATCHLINE 255EB+00
250EB+00
251EB+00
252EB+00
253EB+00
254EB+00
255E
STH 20 (WASHINGTON AVENUE)
GRADED FOR FUTURE SIDEWALK
PROPOSED DITCH LINE
LP 2
OS 1

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLANTING - STH 20	SHEET	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\023101_PL.DWG
LAYOUT NAME - 023101
PLOT DATE : 9/13/2017 4:25 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

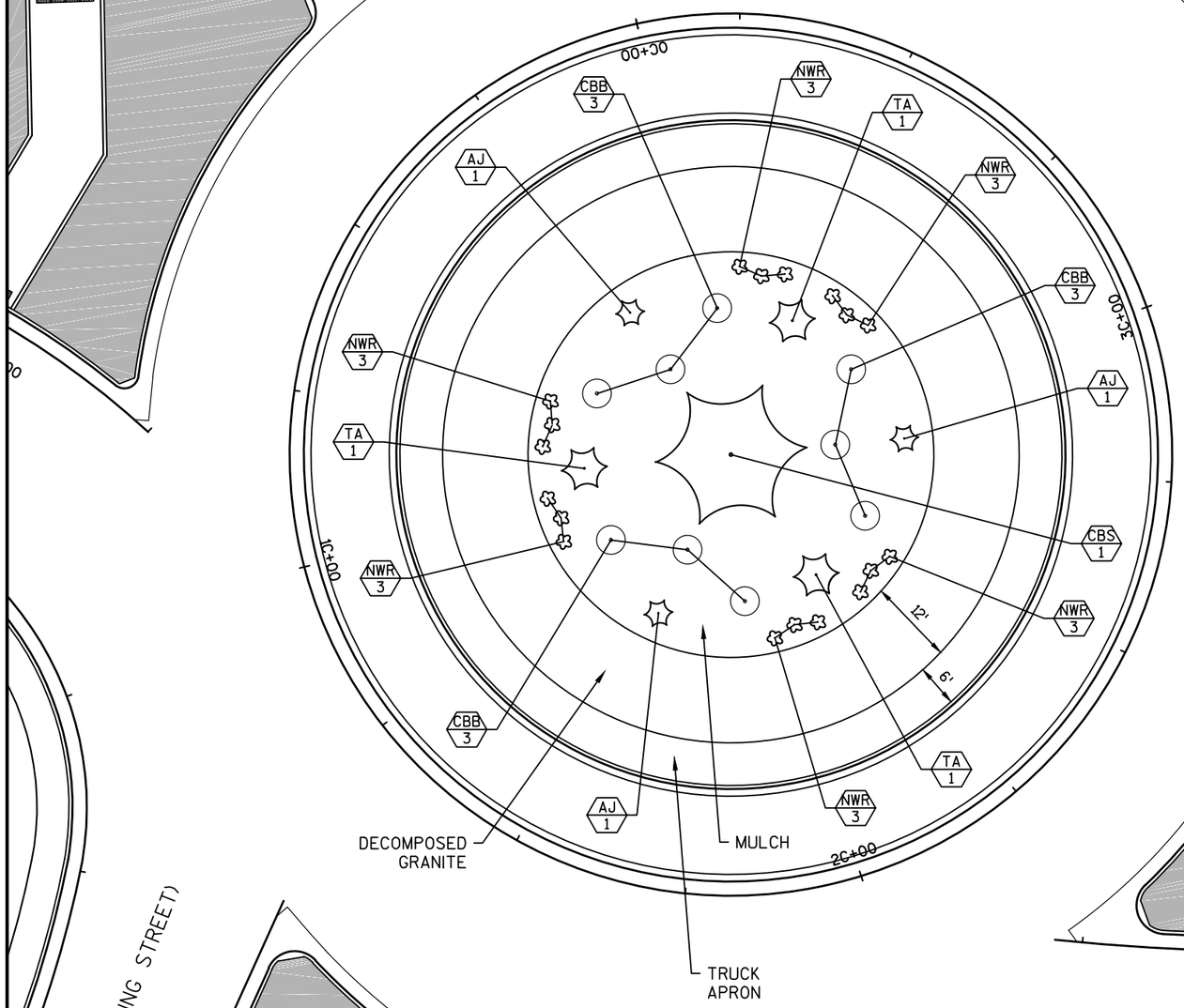
- EXISTING TREE (DECIDUOUS)
- EXISTING TREE (CONIFEROUS)
- ASPHALTIC SURFACE
- XX / 0 — PLANT SYMBOL / QUANTITY

PLANT LIST	
SYMBOL	COMMON NAME
CC	CRABAPPLE, CAMELOT
LP	LONDON PLANE TREE
OS	OAK, SWAMP WHITE
TCH	HAWTHORN, THORNLESS COCKSPUR

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.
2. MULCH IS INCIDENTAL TO TREE PLANTING
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

2

STH 20 (WASHINGTON AVENUE)



CTH C (SPRING STREET)

PLANT LIST	
SYMBOL	COMMON NAME
CBS	SPRUCE FASTIGATE BLUE COLORADO
TA	ARBORVITAE TECHNY
AJ	JUNIPER ANDORRA
CBB	BURNING BUSH COMPACT
NWR	NEARLY WILD ROSE

LEGEND

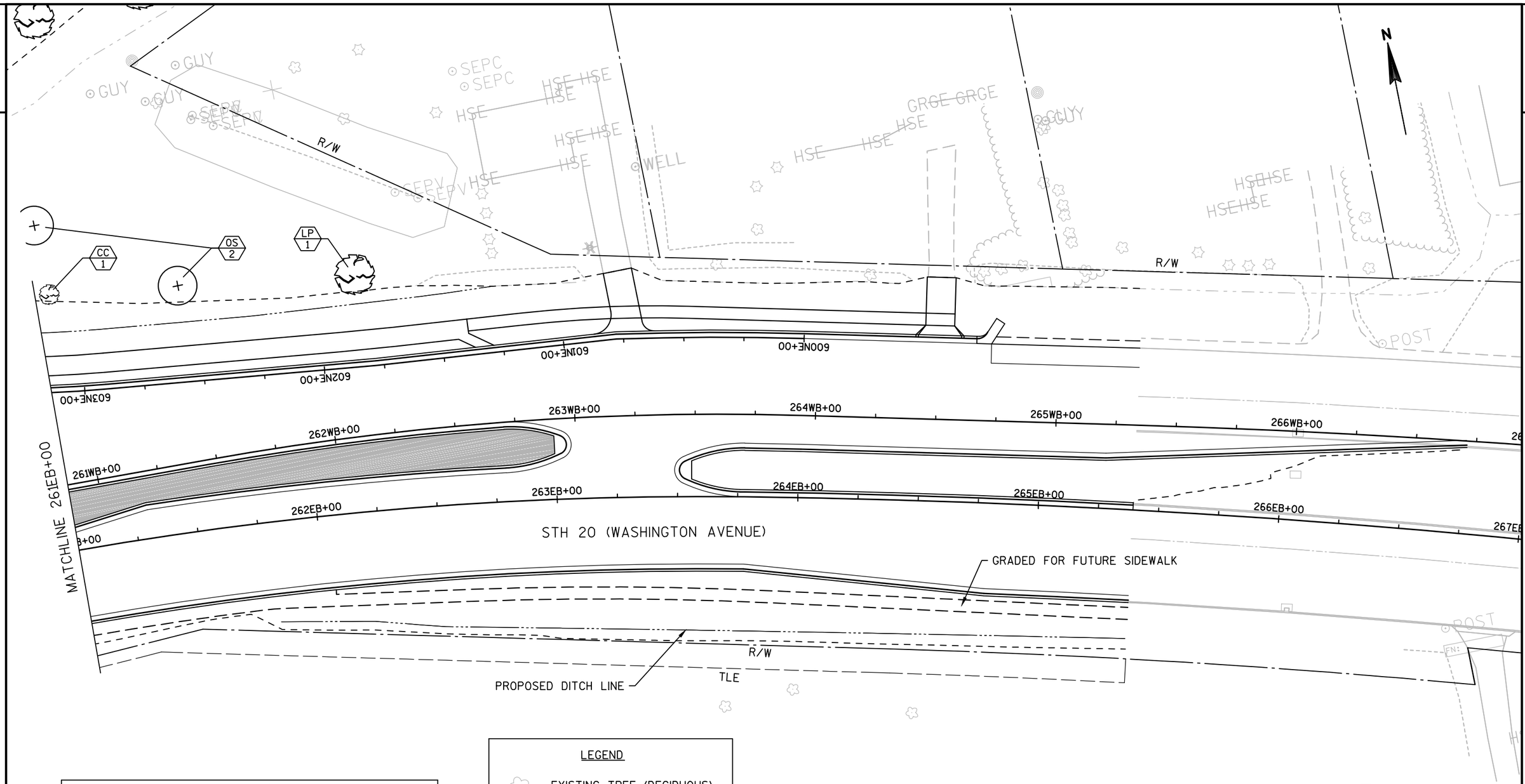
- EXISTING TREE (DECIDUOUS)
- EXISTING TREE (CONIFEROUS)
- ASPHALTIC SURFACE
- XX / 0 — PLANT SYMBOL / QUANTITY

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.
2. MULCH IS INCIDENTAL TO TREE PLANTING
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLANTING - ROUNDABOUT (CENTRAL ISLAND DETAIL)	SHEET 88	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\023101_PL.DWG
LAYOUT NAME - 023102A
PLOT DATE : 9/13/2017 4:25 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



PLANT LIST	
SYMBOL	COMMON NAME
CC	CRABAPPLE, CAMELOT
LP	LONDON PLANE TREE
OS	OAK, SWAMP WHITE
TCH	HAWTHORN, THORNLESS COCKSPUR

LEGEND

- EXISTING TREE (DECIDUOUS)
- EXISTING TREE (CONIFEROUS)
- ASPHALTIC SURFACE
- XX / 0 — PLANT SYMBOL / QUANTITY

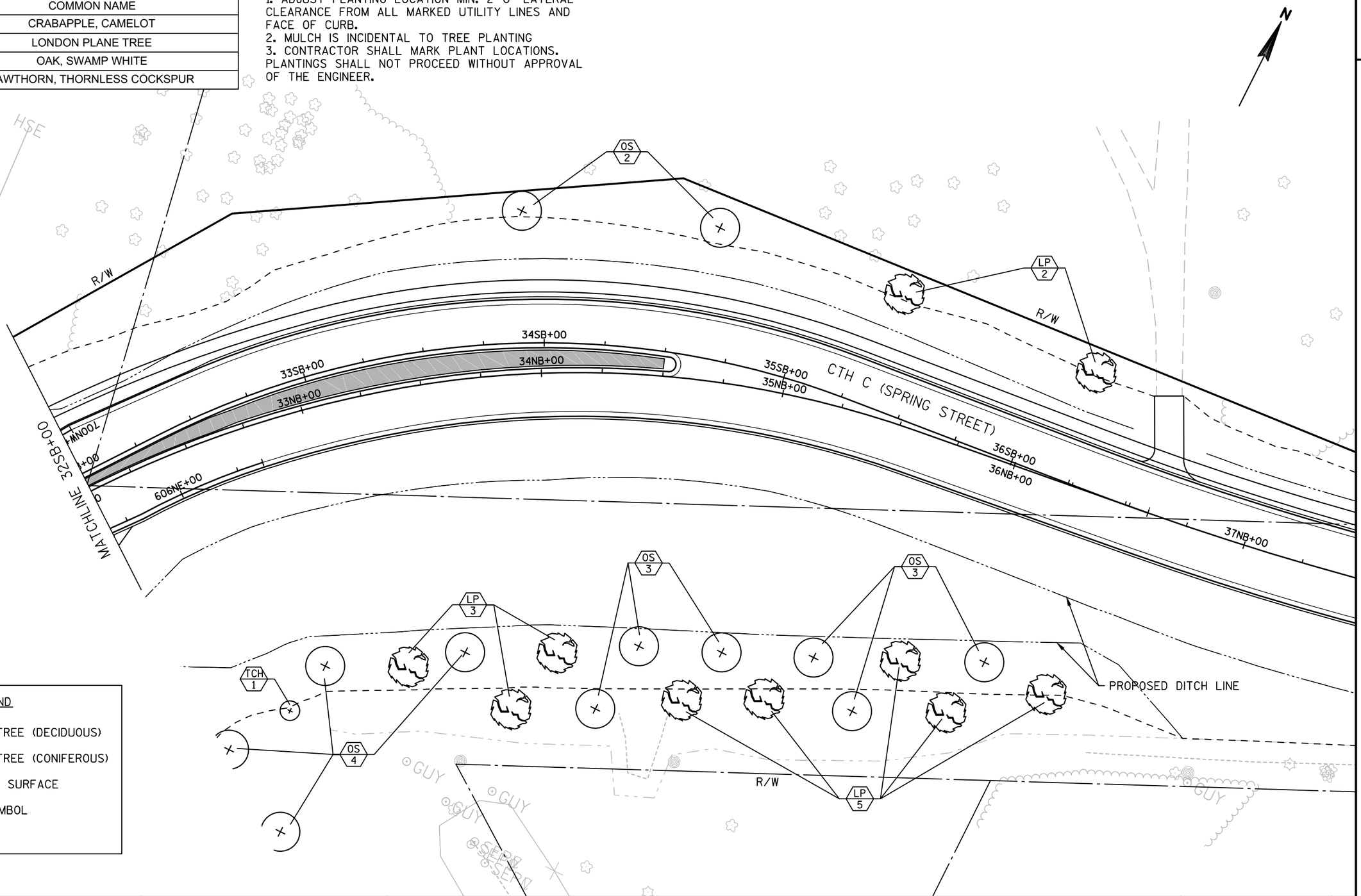
NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.
2. MULCH IS INCIDENTAL TO TREE PLANTING
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLANTING - STH 20	SHEET 89	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\023101_PL.DWG
LAYOUT NAME - 023103
PLOT DATE : 9/13/2017 4:25 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PLANT LIST	
SYMBOL	COMMON NAME
CC	CRABAPPLE, CAMELOT
LP	LONDON PLANE TREE
OS	OAK, SWAMP WHITE
TCH	HAWTHORN, THORNLESS COCKSPUR

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.
2. MULCH IS INCIDENTAL TO TREE PLANTING
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

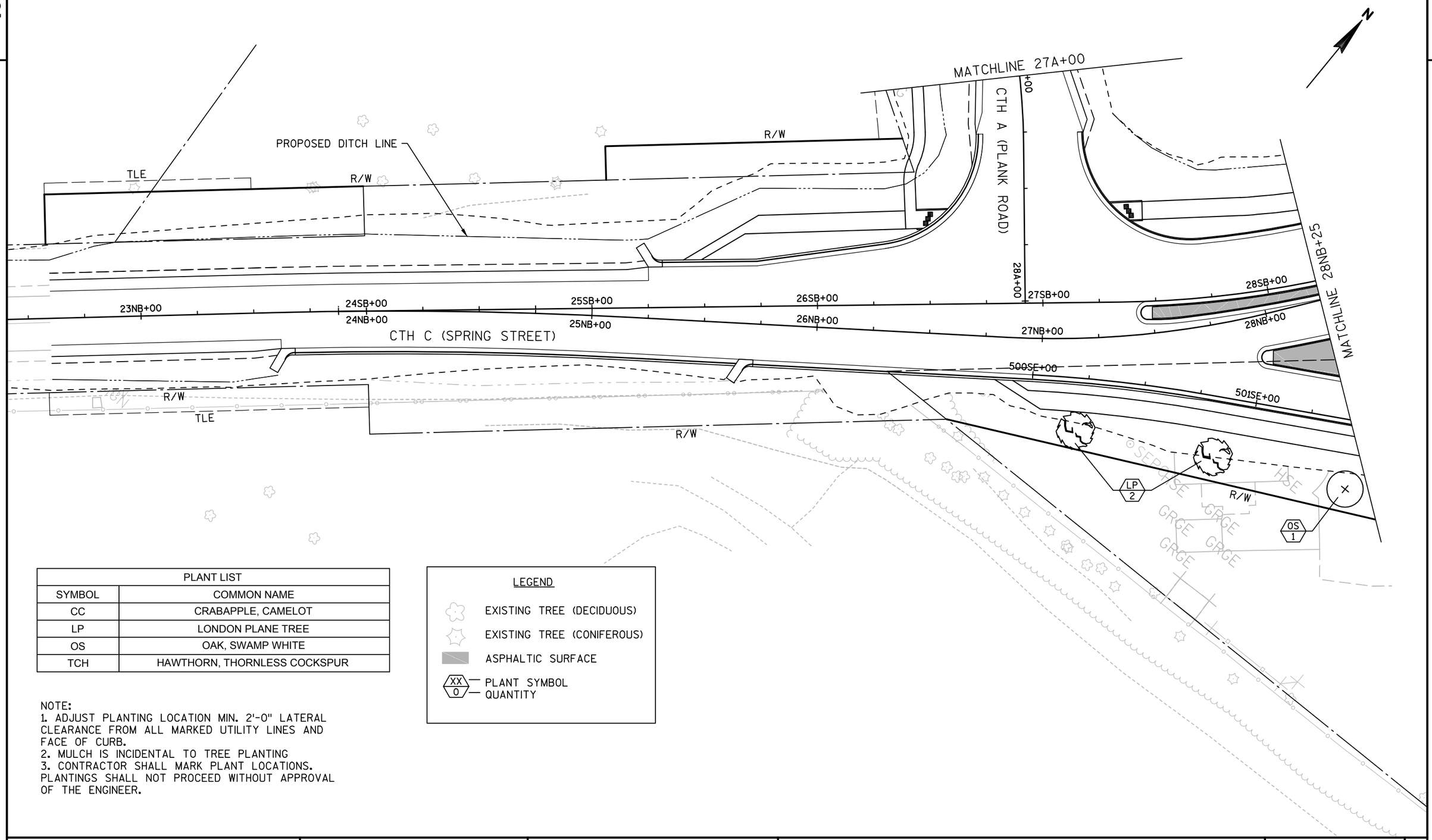


LEGEND

- EXISTING TREE (DECIDUOUS)
- EXISTING TREE (CONIFEROUS)
- ASPHALTIC SURFACE
- XX / 0 — PLANT SYMBOL / QUANTITY

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLANTING - CTH C	SHEET 90	E

2



PLANT LIST	
SYMBOL	COMMON NAME
CC	CRABAPPLE, CAMELOT
LP	LONDON PLANE TREE
OS	OAK, SWAMP WHITE
TCH	HAWTHORN, THORNLESS COCKSPUR

LEGEND

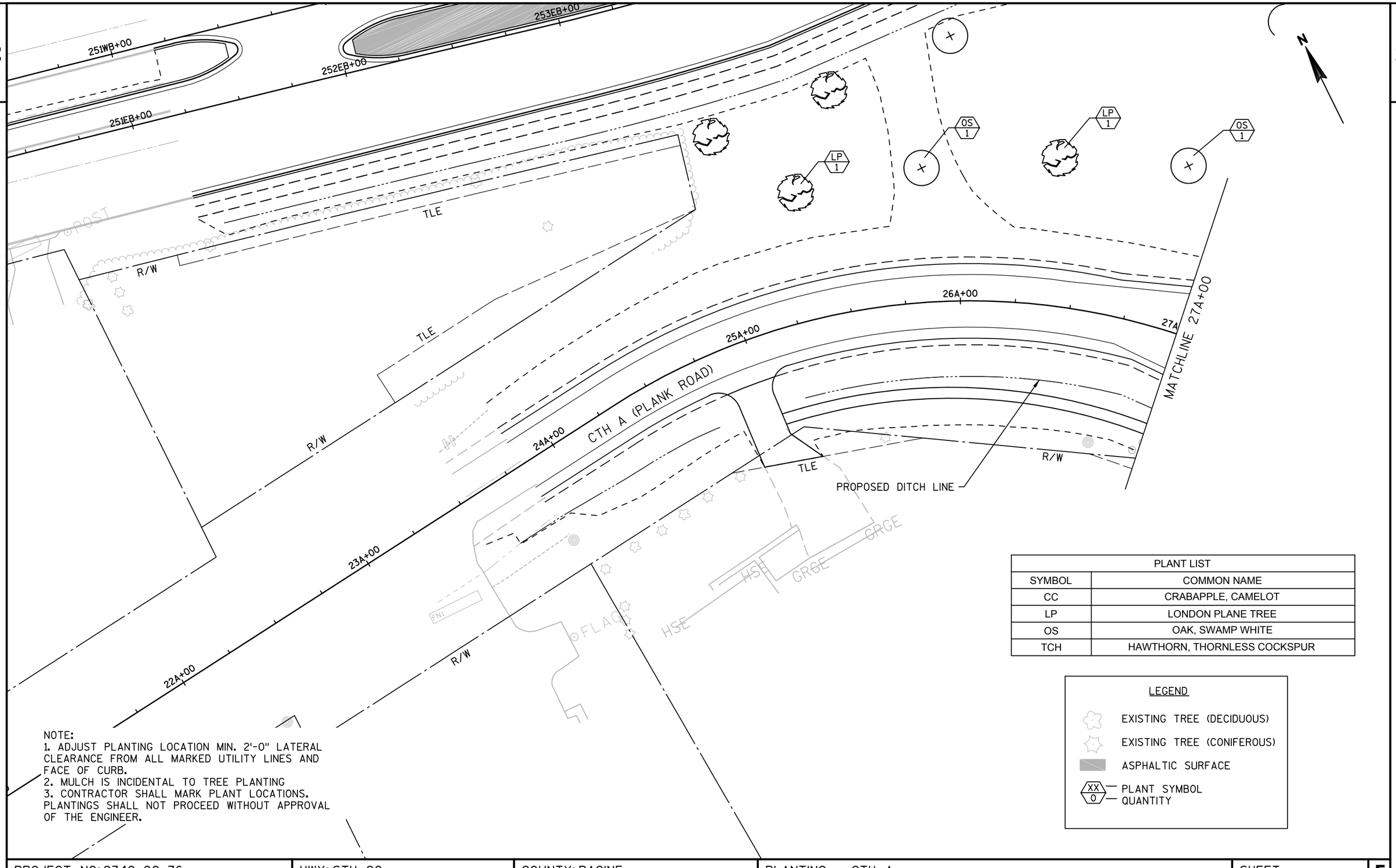
- EXISTING TREE (DECIDUOUS)
- EXISTING TREE (CONIFEROUS)
- ASPHALTIC SURFACE
- XX / 0 — PLANT SYMBOL / QUANTITY

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.
2. MULCH IS INCIDENTAL TO TREE PLANTING
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLANTING - CTH C	SHEET 91	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\023101_PL.DWG
LAYOUT NAME - 023106
PLOT DATE : 9/13/2017 4:26 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PLANT LIST	
SYMBOL	COMMON NAME
CC	CRABAPPLE, CAMELOT
LP	LONDON PLANE TREE
OS	OAK, SWAMP WHITE
TCH	HAWTHORN, THORNLESS COCKSPUR

LEGEND

- EXISTING TREE (DECIDUOUS)
- EXISTING TREE (CONIFEROUS)
- ASPHALTIC SURFACE
- XX / 0 — PLANT SYMBOL / QUANTITY

NOTE:
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.
2. MULCH IS INCIDENTAL TO TREE PLANTING
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLANTING - CTH A	SHEET 92	E

2

PLANT DATA TABLE														
SYMBOL	COMMON NAME	SCIENTIFIC NAME	TYPE	AVERAGE MATURE HEIGHT	SIZE WHEN PLANTED	ROOT ZONE MODE	MINIMUM SIZE				BRACE OR GUY	FERTILIZER UNITS REQUIRED	RODENT PROTECTION REQUIRED	MULCH RING REQUIRED
							BALL/POT		PLANT HOLE					
							DIAMETER	DEPTH	DIAMETER	DEPTH				
CANOPY TREES														
OS	OAK, SWAMP WHITE	QUERCUS BICOLOR	1T	50'-60' HT.	2.5" CAL	B&B	28"	17"	48"	17"	GUY	4	NO	64"
EVERGREEN TREES														
CBS	SPRUCE, FASTIGATE BLUE COLORADO	PICEA PUNGENS 'FASTIGIATA' (ISELI)	4E	40'	6' HT	B&B	22"	14"	46"	15"	BRACE	2	NO	--
DECIDUOUS ORNAMENTAL TREES														
CC	CRABAPPLE, CAMELOT	MALUS 'CAMZAM'	3T	10' HT	2" CAL	B&B	24"	14"	48"	14"	BRACE	3	YES	60"
TCH	HAWTHORN, THORNLESS COCKSPUR	CRATAEGUS CRUS GALLI VAR. INERMIS	3T	20' HT	2" CAL	B&B	24"	14"	48"	14"	BRACE	3	YES	60"
LP	TREE, LONDON PLANE	PLANTANUS, OCCIDENTAILS		50' HT	2.5" CAL	B&B	28"	17'	52"	17"	GUY	4	NO	64"
EVERGREEN SHRUBS														
TA	ARBORVITAE, TECHNY	THUJA OCCIDENTALIS 'TECHNY'	4E	15'	6' HT	B&B	18"	12"	42"	12"	-	3	NO	BED
AJ	JUNIPER, ANDORRA	JUNIPERUS HORIZONTALIS 'PLUMOSA COMPACTA'	1C	1.5'	8" HT	CG	12"	9"	36"	9"	-	2	NO	BED
DECIDUOUS ORNAMENTAL SHRUBS														
CBB	BURNING BUSH, COMPACT	EUONYMUS ALATA 'COMPACTUS'	3S	8'	2.5' HT	CG	12"	9"	36"	9"	-	2	NO	BED
NWR	ROSE, NEARLY WILD	ROSA, SPP. 'NEARLY WILD'	3S	3'	1.5' HT	CG	9"	7"	33"	7"	-	2	NO	BED

BR: BARE ROOT
B&B: BALLED AND BURLAPPED
CG: CONTAINER GROWN

2

2

N

STH 20 (WASHINGTON AVE.)

241+00 242+00 243+00 244+00 245+00 246+00 247+00

SPEED LIMIT 45
R2-1
ESTR

GUY POST FN: SEPC HSE GRGE BLDG A/C SEPV

SHEET 1 OF 11

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 94	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023101_PS.DWG
LAYOUT NAME - 023101_SP

PLOT DATE : 11/15/2016 12:57 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

STH 20 (WASHINGTON AVE.)

STOP
R1-1
MOVE
SEE PERMANENT
SIGNING PLAN

ONE WAY 3R
REMOVE

4R
REMOVE

JCT
COUNTY A 1R 2R
COUNTY C
REMOVE

ONE WAY 5R
REMOVE

247+00 248+00 249+00 250+00 251+00 252+00 253

WELL
GUY
POST
FN:
HSE
GRGE

SHEET 2 OF 11

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 95	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023101_PS.DWG
LAYOUT NAME - 023102_SP

PLOT DATE : 11/15/2016 12:57 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STH 20 (WASHINGTON AVE.)

CTH A (PLANK ROAD)

CTH C (SPRING STREET)

253+00 254+00 255+00 256+00 257+00 258+00

25+00 26+00

28+00 29+00 30+00 31+00

6R WRONG WAY REMOVE

7R ONE WAY REMOVE

8R WRONG WAY REMOVE

9R WEST COUNTY A COUNTY C JV3-1 REMOVE

10R DO NOT ENTER REMOVE

11R STOP REMOVE

12R EAST COUNTY C

13R STOP REMOVE

14R SPEED LIMIT 45 REMOVE

15R WEST 20 SPEED LIMIT 45 REMOVE

16R STOP REMOVE

17R REMOVE

18R ONE WAY REMOVE

19R YIELD REMOVE

STREET NAME SIGN TO BE MOVED BY MUNICPALITY

DO NOT ENTER REMOVE

WEST 20 REMOVE

SHEET 3 OF 11

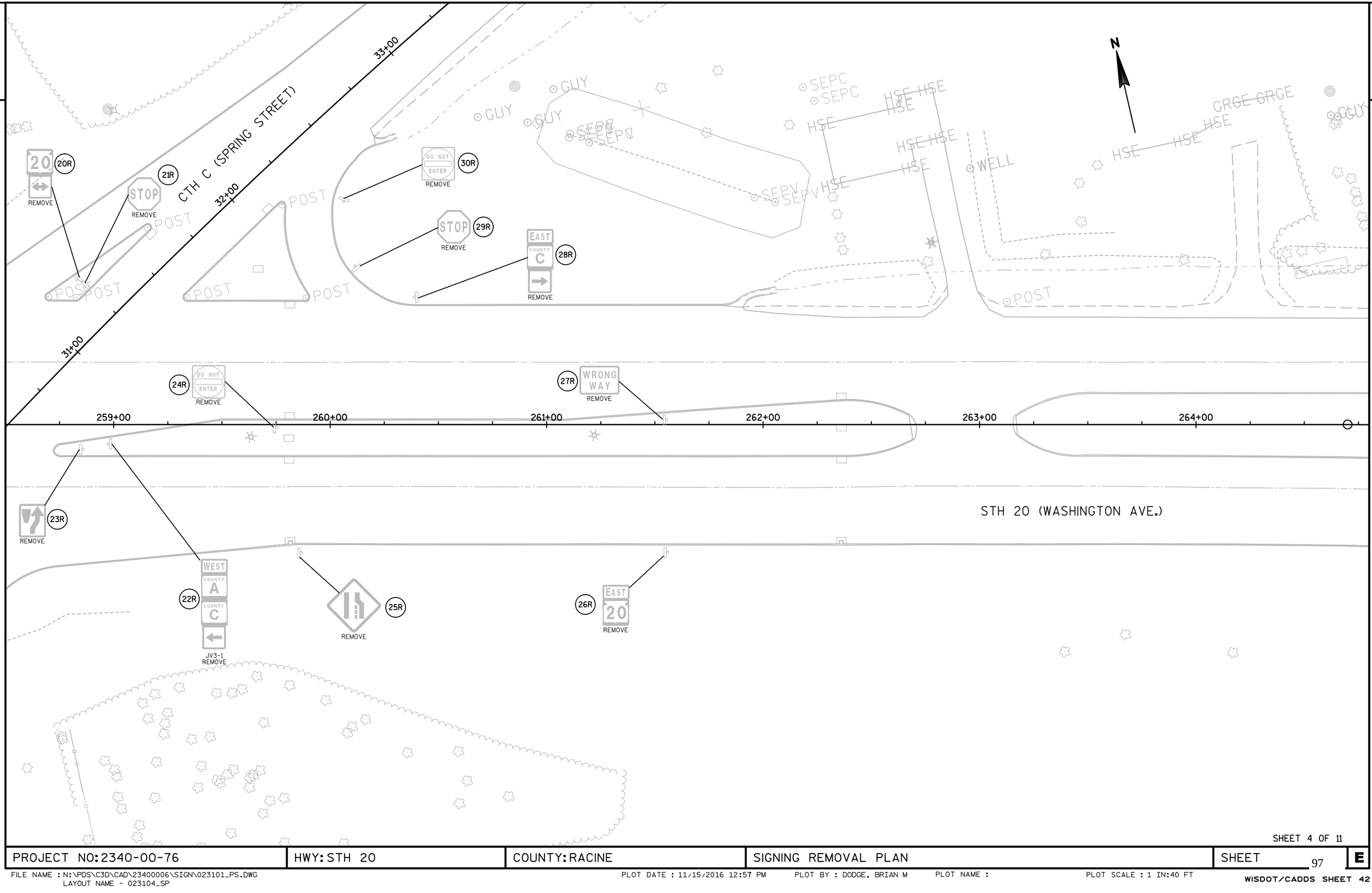
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 96	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023101_PS.DWG
LAYOUT NAME - 023103_SP

PLOT DATE : 11/15/2016 12:57 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



SHEET 4 OF 11

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 97	E

2

2

Ives Grove
Park & Ride
ESTR

N

12+00
GREENMONTE DRIVE

GUY
HSE
HSE
POST
FNC

JCT
COUNTY A
34R
COUNTY C
35R
REMOVE

265+00
266+00
267+00
268+00
269+00
270+00

STH 20 (WASHINGTON AVE.)

31R
32R
SPEED LIMIT 45
REMOVE

33R
PARK & RIDE
REMOVE

POST
GUY
FNC
HSE
HSE
HSE
HSE
HSE
HSE
HSE
HSE
HSE
HSE
FLAG

JCT
INTERSTATE
41
INTERSTATE
94
ESTR

SHEET 5 OF 11

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 98	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023101_PS.DWG
LAYOUT NAME - 023105_SP

PLOT DATE : 11/15/2016 12:57 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

GREENMONTE DRIVE

12+00

11+00

STOP
R1-1

DIVIDED HIGHWAY
R6-3-A
ESTR

WRONG WAY
36R
REMOVE

SPEED LIMIT 45
R2-1
ESTR

STREET NAME SIGN TO BE REMAIN

R4-7
ESTR

271+00 272+00 273+00 274+00 275+00 276+00

SPEED LIMIT 45
R2-1
ESTR

STH 20 (WASHINGTON AVE.)

ONE WAY
R6-2-L
ESTR

JCT
INTERSTATE 41
INTERSTATE 94
ESTR

W3-3
ESTR

GUY POST MH FLAG HSE WELL SERC GRGE

SHEET 6 OF 11

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 99	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023101_PS.DWG
LAYOUT NAME - 023106_SP

PLOT DATE : 11/15/2016 12:57 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

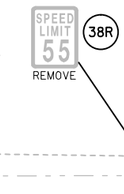
2

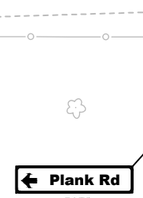
2

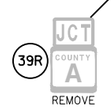
N

20+00 21+00 22+00 23+00 24+00 25+00

CTH C (SPRING ST)







SHEET 7 OF 11

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 100	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023101_PS.DWG
LAYOUT NAME - 023107_SP

PLOT DATE : 11/15/2016 12:57 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

CTH A (PLANK ROAD)

STH 20 (WASHINGTON AVE.)

CTH C (SPRING STREET)

24+00 25+00 26+00 27+00 28+00 29+00 30+00

255+00 257+00

51R WEST COUNTY C REMOVE

52R EMPTY POST

50R END COUNTY A J1-1 REMOVE

49R COUNTY C J3-1 REMOVE

48R STOP REMOVE

47R WEST COUNTY A J3-1 REMOVE

Wis Veterans Cemetery

Wis Veterans Home

MOVE SEE PERMANENT SIGNING PLAN

40R 20 REMOVE

41R JCT 20 J1-1 REMOVE

42R WEST COUNTY A J3-1 REMOVE

43R REMOVE

44R REMOVE 4' MOUNTING HEIGHT

45R EAST COUNTY C J4-1 REMOVE

46R EAST 20 J3-1 REMOVE

SHEET 8 OF 11

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 101	E

2

2

N

54R

PLANK RD
SECOND INTERSECTION

D1-64(MOD)
REMOVE

55R

20

REMOVE

57R

JCT
20

J1-1
REMOVE

32+00 33+00 34+00 35+00 36+00 37+00

CTH C (SPRING STREET)

53R

EAST
COUNTY
C

J4-1
REMOVE

I55-56
MOVE
SEE PERMANENT
SIGNING PLAN

56R

SPEED
LIMIT
50

REMOVE

58R

Greenmonte Dr

D1-1
REMOVE

260+00

STH 20 (WASHINGTON AVE.)

261+00

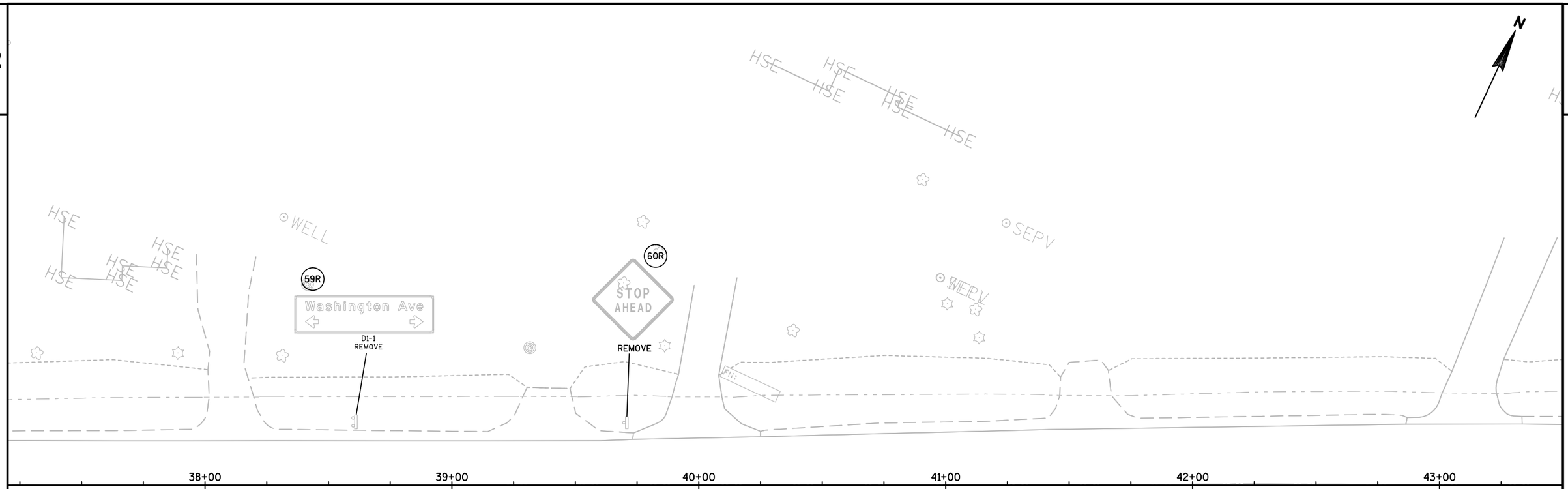
SHEET 9 OF 11

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 102	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023101_PS.DWG
LAYOUT NAME - 023109_SP

PLOT DATE : 11/15/2016 12:58 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



CTH C (SPRING STREET)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGNING REMOVAL PLAN	SHEET 103	E

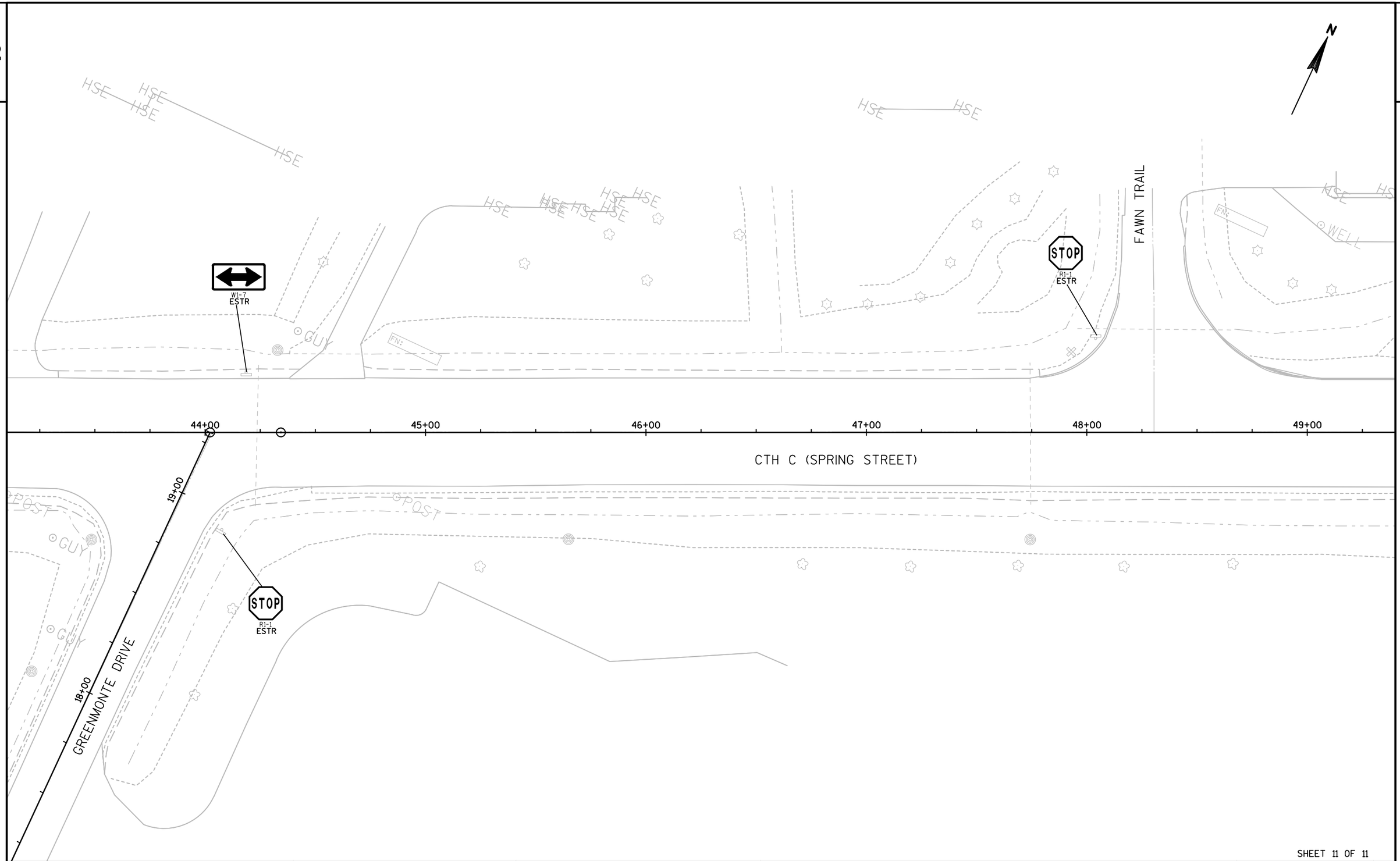
SHEET 10 OF 11

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023101_PS.DWG
LAYOUT NAME - 023110_SP

PLOT DATE : 11/15/2016 12:58 PM PLOT BY : DODGE, BRIAN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2


N
HSE
HSE
HSE

Type II aluminum signs removed under the contract shall be delivered to the County sign shop. Contact Dennis Newton, 414-266-1165 for distribution county location.

Signs shall be carefully removed from sign supports. The signs shall be palletized for handling with a forklift (see special provision 638.3.4). The Regional sign shop (414-266-1165) shall be notified three working days prior to delivery of the signs.

When an existing stop sign support is to be removed and a new stop sign and support erected, the work shall be done concurrently. For other signs and supports that are to be removed and new signs and supports erected, the removal of the existing sign/support and erection of the new sign/support should be done as concurrently as possible. In no case shall a new sign/support be down for more than 24 hours and there shall not be more than one sign of the same legend missing in a row.

Wood posts sizes, for type II signs are estimated lengths and the actual length will be determined in the field.

Street name signs are property of the municipality (city, village or town). The municipality shall be contacted to remove their street name signs prior to construction and it is their responsibility to reinstall the old signs or replace them following construction. WisDOT does not furnish or install street name signs. The street name signs shall not be placed on top of the STOP signs.

Locate no passing pennants based on establishing no passing zones pay item. Place signs based on where the pavement marking for no passing zones begin

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) PROPOSED TRAFFIC SIGNAL, 35'-55' ARM
- PROPOSED LIGHT POLE
- EXISTING LIGHT OR SIGNAL POLE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

N

STH 20 (WASHINGTON AVE.)

241+00 242+00 243+00 244+00 245+00 246+00 247+00

247+00

247+00

SPEED LIMIT 45
R2-1
ESTR

SHEET 1 OF 12

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET 105	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023201_PS.DWG
LAYOUT NAME - 023201_SP

PLOT DATE : 9/13/2017 10:35 AM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

DO NOT REPLACE
PRIVATE SIGN

9 STOP R1-1 (MOVE)

8 R4-7 (3)

10 DO NOT ENTER R5-1 (3)

7 ONE WAY R6-2-R (2S)

STH 20 (WASHINGTON AVE.)

247+00 248+00 249+00 250+00 251+00 252+00 253

247+00 248+00 249+00 250+00 251+00 252+00 253

247+00 248+00 249+00 250+00 251+00 252+00 253

1 2 JCT COUNTY A COUNTY C J1-1 (3)

3 5 4 6 W2-6 (3) 16X16 TEMPORARY ORANGE FLAGS 15 M.P.H. W13-1 (3)

11 ONE WAY R6-2-L (2S)

12 R4-7 (3)

WELL GUY POST FN: HSE GRGE

SHEET 2 OF 12

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023201_PS.DWG
LAYOUT NAME - 023202_SP

PLOT DATE : 9/13/2017 10:36 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

STH 20 (WASHINGTON AVE.)

253+00 254+00 255+00 256+00 257+00 258+00 259+00

CTH A (PLANK ROAD) 25+00 26+00

CTH C (SPRING STREET) 28+00 29+00 30+00 31+00 32+00

13 R3-8-CC(2S) ON UPRIGHT

18 19 SPEED LIMIT 45 R2-1(3)

20 WEST 20 J4-1(3)

23 R1-6(2S) 2' HEIGHT

21 YIELD R1-2(2S)

22 ONE WAY R6-2-R(2S)

16"x16" TEMPORARY ORANGE FLAGS

24 W11-2(2S)

25 W16-7L(2S)

26 WEST 20 D1-1

31 32 33 34 ONE WAY R6-1-R(2S) R6-4-B(2S) 35 36 37 38

131 WATCH FOR WIDE TURNING TRUCKS W8-73(2S)

27 W11-2(2S)

28 W16-7L(2S)

16"x16" TEMPORARY ORANGE FLAGS

29 YIELD R1-2(2S)

30 TO TRAFFIC FROM LEFT R1-54(2S)

STA. 253+75 OVERHEAD SIGN SUPPORT S-51-241

14 W3-2(2S) 16X16 TEMPORARY ORANGE FLAGS

17 R3-8-CC(2S) ON UPRIGHT

15 EAST 20 EAST C TYPE I

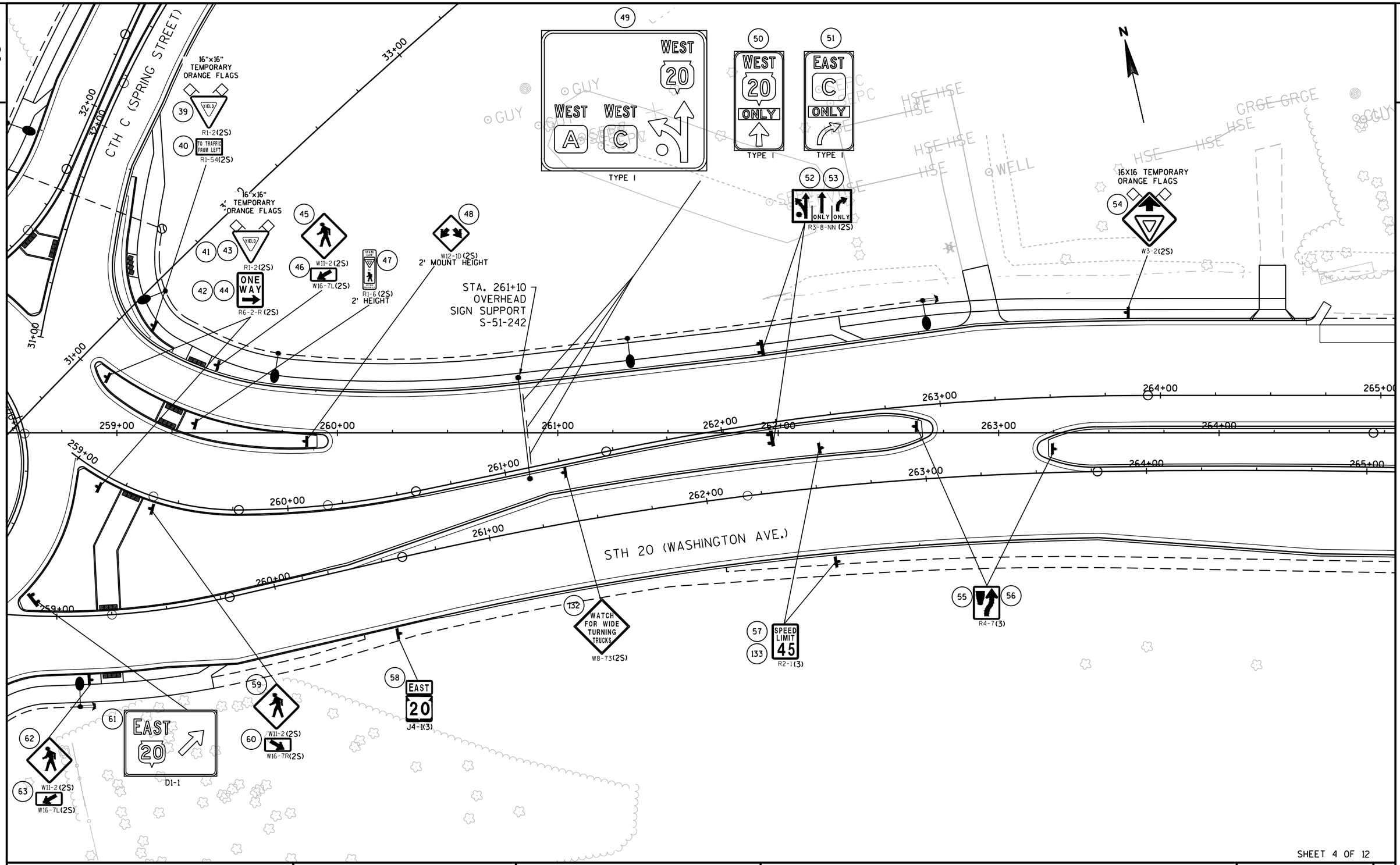
16 EAST 20 WEST A WEST C TYPE I

SHEET 3 OF 12

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET 107	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023201_PS.DWG
LAYOUT NAME - 023203_SP
PLOT DATE : 9/13/2017 10:36 AM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



SHEET 4 OF 12

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET 108 E

2

2

TYPE I
Ives Grove
Park & Ride
ESTR

16X16 TEMPORARY ORANGE FLAGS
64 66
W2-6 (3)
65 67
15 M.P.H.
W13-1 (3)

69 70
JCT
COUNTY A
COUNTY C
JV1-1(2S)

12+00

265+00 266+00 267+00 268+00 269+00 270+00

STH 20 (WASHINGTON AVE.)

PARK & RIDE
68
D4-2-L (3)

JCT
INTERSTATE 41
INTERSTATE 94
ESTR

SHEET 5 OF 12

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET 109	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023201_PS.DWG
LAYOUT NAME - 023205_SP

PLOT DATE : 9/13/2017 10:36 AM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME : PLOT SCALE : 1 IN:40 FT

2

GREENMONTE DRIVE

12+00

11+00

STOP
R1-1

DIVIDED HIGHWAY
R6-3-A
ESTR

STREET NAME SIGN
ESTR

R4-7
ESTR

71
DO NOT ENTER
R5-1(3)

72
WRONG WAY
R5-1A(3)

SPEED LIMIT 45
R2-1
ESTR

271+00 272+00 273+00 274+00 275+00 276+00

STH 20 (WASHINGTON AVE.)

JCT
41
94
ESTR

ONE WAY
R6-2-L
ESTR

SPEED LIMIT 45
R2-1
ESTR

W3-3
ESTR

GUY POST MH FLAG WELL SERC GRGE HSE FN:

SHEET 6 OF 12

PROJECT NO:2340-00-76	HWY:STH 20	COUNTY:RACINE	PERMANENT SIGNING	SHEET 110	E

2

N

73
JCT
20
COUNTY
C
JV1-1(2S)

16X16 TEMPORARY
ORANGE FLAGS
74
W2-6(2S)
15
M.P.H.
75
W13-1(2S)

PLANK RD
ESTR

76
W3-2(2S)
16X16 TEMPORARY
ORANGE FLAGS

78
SPEED
LIMIT
55
R2-1(2S)

20+00
21+00
22+00
23+00
24+00
25+00

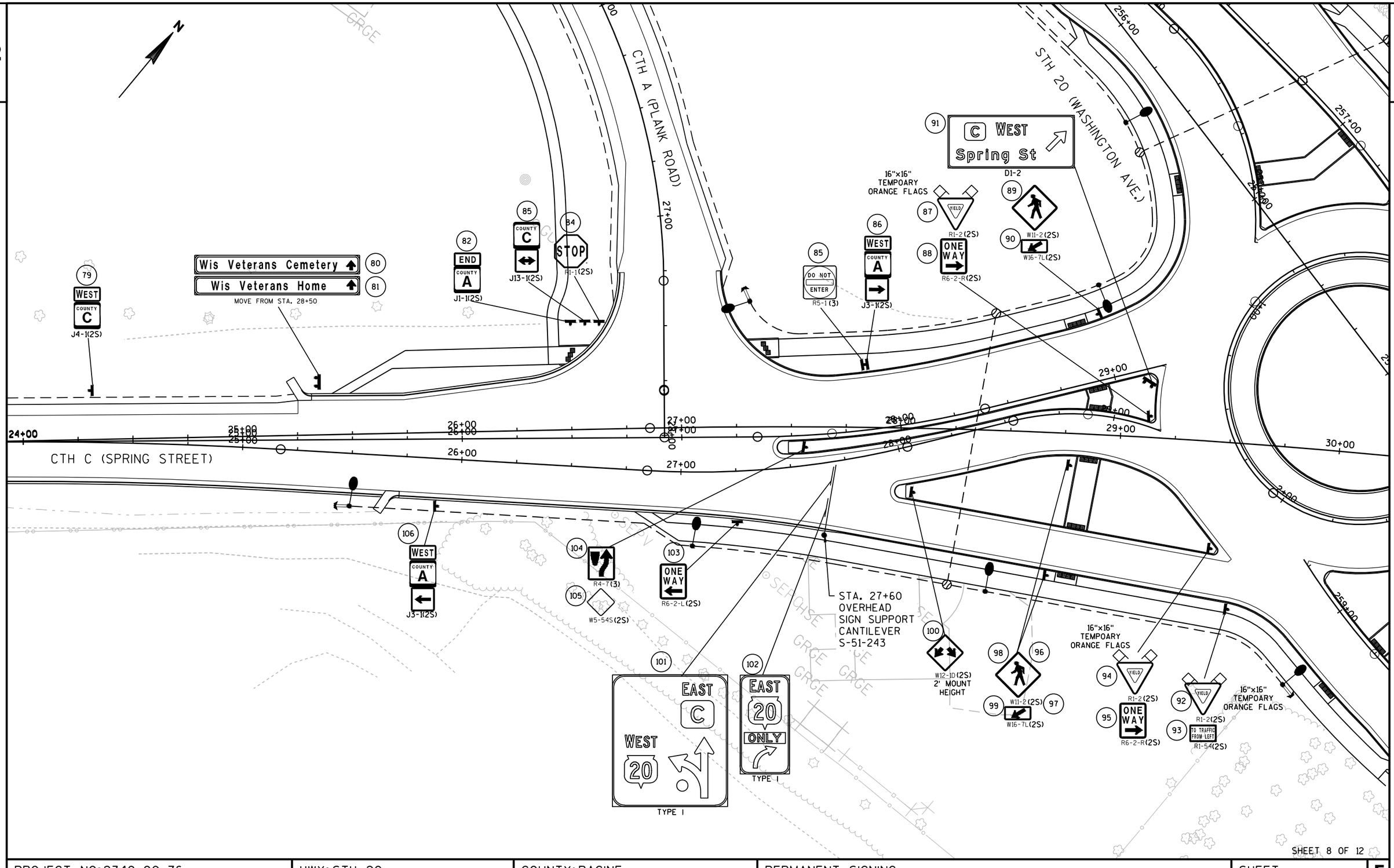
CTH C (SPRING ST.)

200'
350'

77
Washington Ave
SECOND INTERSECTION
MOVE

SHEET 7 OF 12

PROJECT NO:2340-00-76	HWY:STH 20	COUNTY:RACINE	PERMANENT SIGNING	SHEET 111	E



SHEET 8 OF 12

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET 112 E

2

16"x16" TEMPOARY ORANGE FLAGS

16"x16" TEMPOARY ORANGE FLAGS

107 R1-2(2S)

108 TO TRAFFIC FROM LEFT R1-54(2S)

109 R1-2(2S)

110 ONE WAY R6-2-R(2S)

111 W11-2(2S)

112 W16-7L(2S)

113 C EAST Spring St D1-2

114 W11-2(2S)

115 W16-7L(2S)

116 EAST COUNTY C J4-1(2S)

117 WRONG WAY R5-1A(2S)

118 SPONSOR1 SPONSOR2 SPONSOR3 I55-56 MOVE FROM STA. 32+75

119 SPEED LIMIT 50 R2-1(2S)

120 DO NOT ENTER R5-1(3)

121 R4-7(3)

122 W5-54S(2S)

31+00 32+00 33+00 34+00 35+00 36+00 37+00

259+00 260+00

CTH C (SPRING STREET)

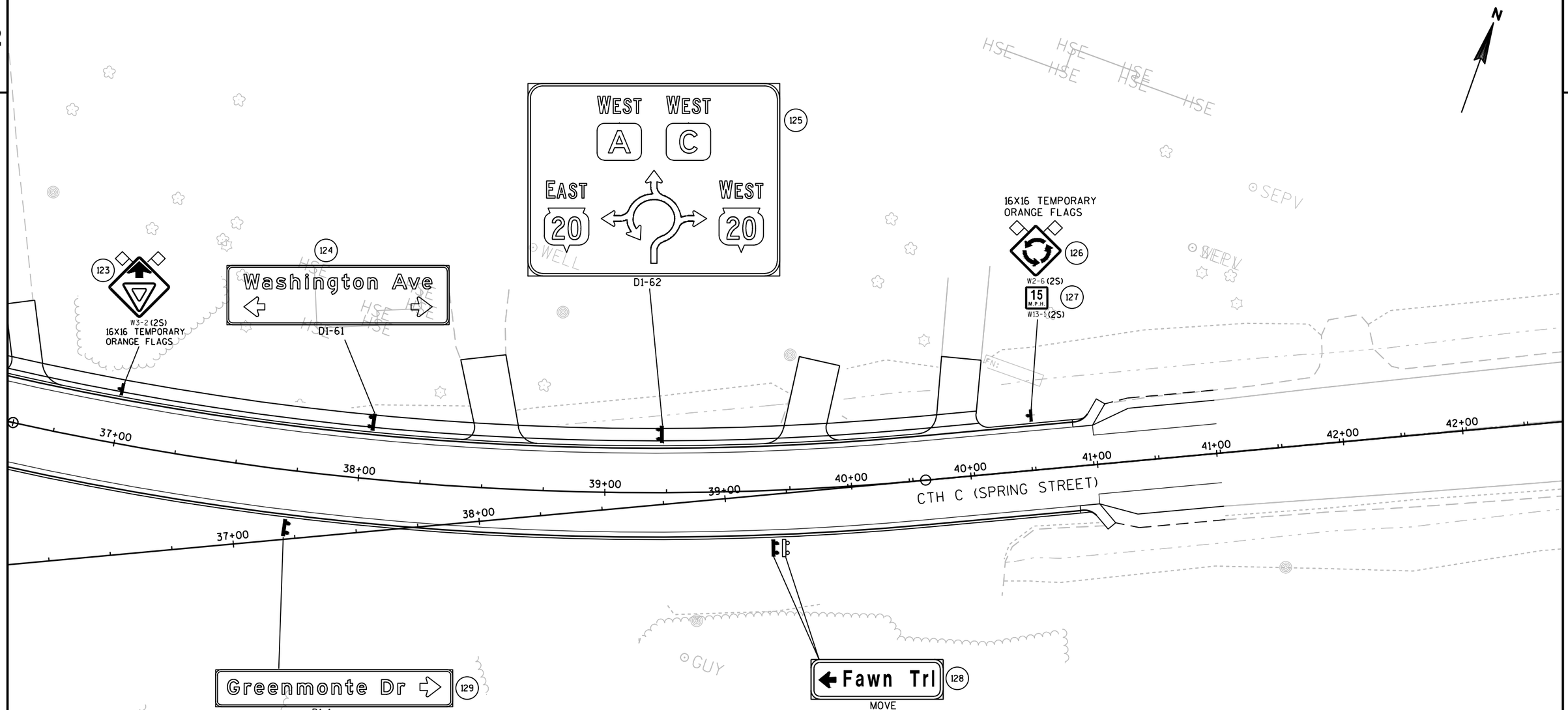
STH 20 (WASHINGTON AVE.)

GUY

SHEET 9 OF 12

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET 113	E

2



SHEET 10 OF 12

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET 114	E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023201_PS.DWG
LAYOUT NAME - 023210_SP

PLOT DATE : 9/13/2017 10:36 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

HSE HSE HSE HSE HSE HSE HSE HSE HSE HSE HSE HSE HSE HSE HSE HSE

JCT 20 130
J1-1(2S)

GUY GUY FN:

42+00 43+00 43+00 44+00 44+00 45+00 46+00 47+00 48+00

CTH C (SPRING STREET)

POST GUY GUY POST

19+00 18+00

GREENMONTE DRIVE

W4-2R
ESTR

STOP
ESTR

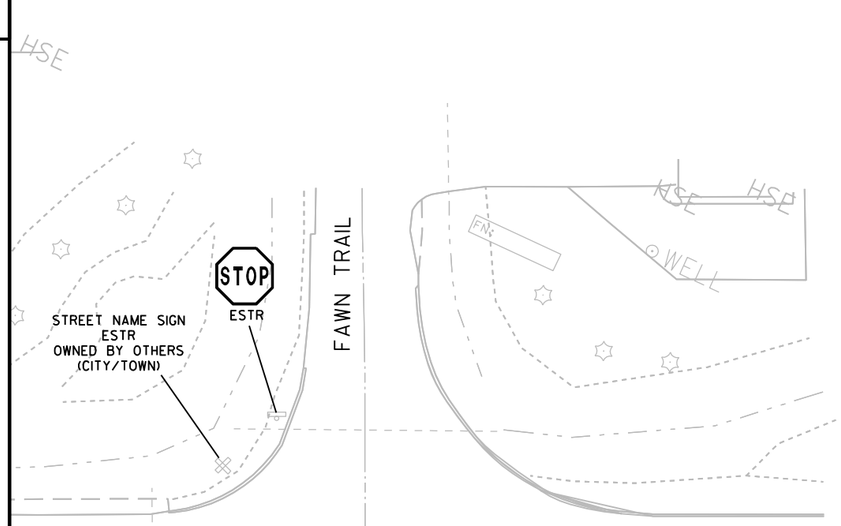
SHEET 11 OF 12

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET 115 E

FILE NAME : N:\PDS\C3D\CAD\23400006\SIGN\023201_PS.DWG
LAYOUT NAME - 023211_SP

PLOT DATE : 9/13/2017 10:37 AM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME : PLOT SCALE : 1 IN:40 FT

2



48+00 49+00 50+00 51+00 52+00 53+00

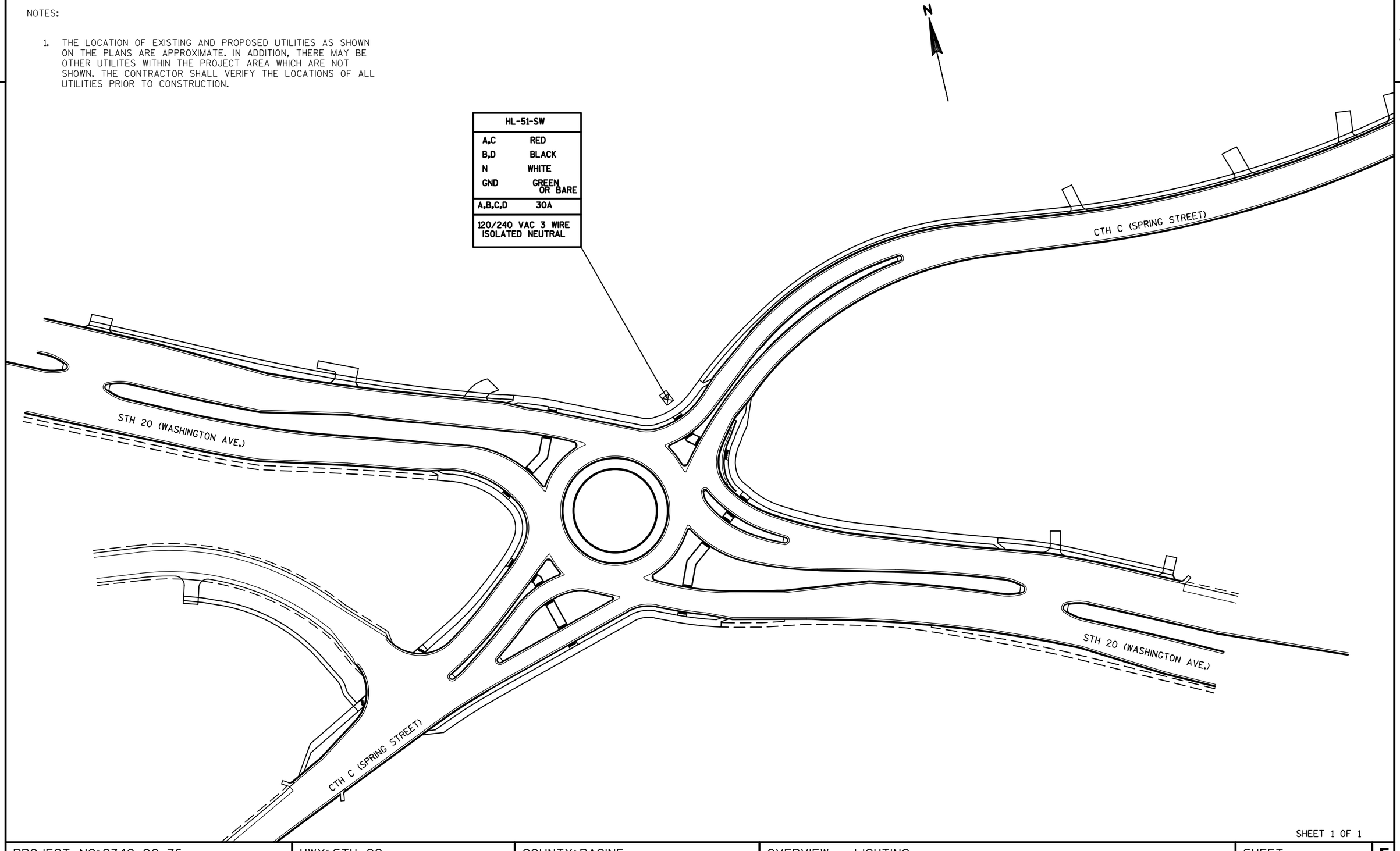
CTH C (SPRING STREET)

SHEET 12 OF 12

PROJECT NO:2340-00-76	HWY:STH 20	COUNTY:RACINE	PERMANENT SIGNING	SHEET 116	E

NOTES:

1. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.



SHEET 1 OF 1

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	OVERVIEW - LIGHTING	SHEET 117 E

2

GENERAL NOTES:

HIGHWAY LIGHTING SHALL BE INSTALLED IN COMPLIANCE WITH WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 652 TO 657 AND 659 EXCEPT AS MODIFIED BY SPECIAL PROVISIONS AND AS HEREINAFTER PROVIDIED:

1. DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

2. LOCATIONS OF THE PVC CONDUITS ARE INDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. HOWEVER, INSTALLATION WILL REQUIRE INTEGRATION WITH EXISTING FIELD CONDITIONS. UNDER THE APPROVAL OF THE ENGINEER, APPROPRIATE ADJUSTMENT OF CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED TO ILLUSTRATE AS BUILT CONDITIONS.

3. THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

4. ALL OPEN AND UNTERMINATED CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATLY AFTER INSTALLATION.

5. BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

6. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

7. PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND BE CAPPED WITH THE APPROPRIATE CAST PLASTIC CAP WHICH FITS SNUGGLY ON THE CONDUIT THAT CAN BE EASILY REMOVED. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.

8. CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX-TO-PULL BOX, JUNCTION BOX OR BASE-TO-BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.

9. PULL ROPE (3/8-INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUITS.

10. CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS (PDF FORMAT) FOR ALL THE WORK BEING DONE.

11. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION.

12. PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO STORM SEWER OR DRAIN SUMP AS REQUIRED FOR DRAINAGE. THE 2" DRAIN DUCT OR SUMP IS INCIDENTAL TO THE PULL BOX BID ITEM AND IS NOT SHOWN.

13. THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE, IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

14. HAND DIGGING MAY BE REQUIRED FOR LOCATIONS ADJACENT TO EXISTING GAS AND POWER LINES. HAND EXCAVATION SHOULD BE ANTICIPATED & WILL BE CONSIDERED INCIDENTAL TO THE CONCRETE BASES BID ITEM. COORDINATE ALL WORK NEAR GAS LINE WITH WE ENERGIES.

15. UNDERGROUND WIRE & CONDUIT SHOWN ON REMOVAL PLANS FOR REMOVAL SHALL BE ABANDONED IN PLACE UNLESS DIRECTED BY THE ENGINEER. CONTRACTOR MAY CHOOSE TO REMOVE CONDUCTOR AT THEIR OWN EXPENSE.

16. EXISTING CONDUIT AND CID NO LONGER BEING USED IS ABANDONED IN PLACE. THE CONTRACTOR MAY REMOVE ABANDONED WIRING AT THE CONTRACTOR'S EXPENSE. ABANDONED PULL BOX REMOVAL IS INCIDENTAL TO THE ROAD CONSTRUCTION.

17. ALL UNDERGROUND WIRING AND CONDUIT FOR POLES BEING REMOVED IS ABANDONED IN PLACE UNLESS NOTED OTHERWISE. CONTRACTOR MAY SALVAGE ABANDONED WIRING AT HIS OWN EXPENSE.

18. PROVIDE REMOVABLE SEALANT SUCH AS DUCT SEAL IN THE CONDUITS AT THE CABINET, PULL BOXES, AND JUNCTION BOXES TO AVOID CONDENSATION CAUSED BY AIRFLOW THROUGH THE CONDUITS DUE TO TEMPERATURE DIFFERENCE. THIS WORK SHALL BE INCIDENTAL TO THE ASSOCIATED CONDUIT PAY ITEM.

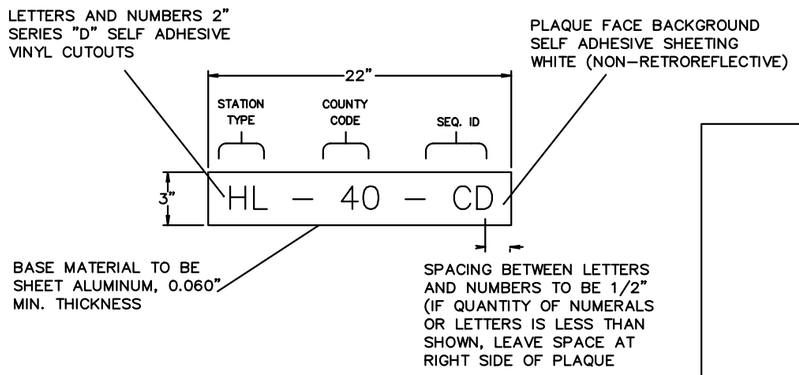
19. PROVIDE MINIMUM CABLE SLACK AS MENTIONED BELOW:

PULL BOXES:	10-FT
EMBEDDED JUCTION BOXES:	3-FT
DISTRIBUTION CENTER/LOAD CENTER:	10-FT
POLES:	5-FT IN AND 5-FT OUT

2

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 SPECIAL PROVISIONS.

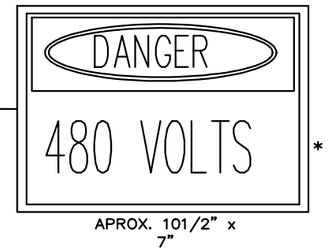


DISTRIBUTION CENTER IDENTIFICATION PLAQUE

CHAMBERS

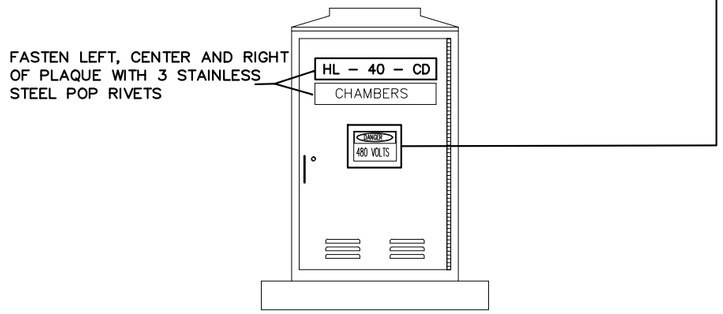
MNEMONIC
(SEE MISC. QTYS.)
(NO. OF CHARACTERS VARIES THIRD PLAQUE MAY BE NECESSARY)

TWO REQUIRED CABINET AND METER PEDESTALS



APROX. 101/2" x 7"

*SOME LOCATIONS WILL BE 240 VOLTS

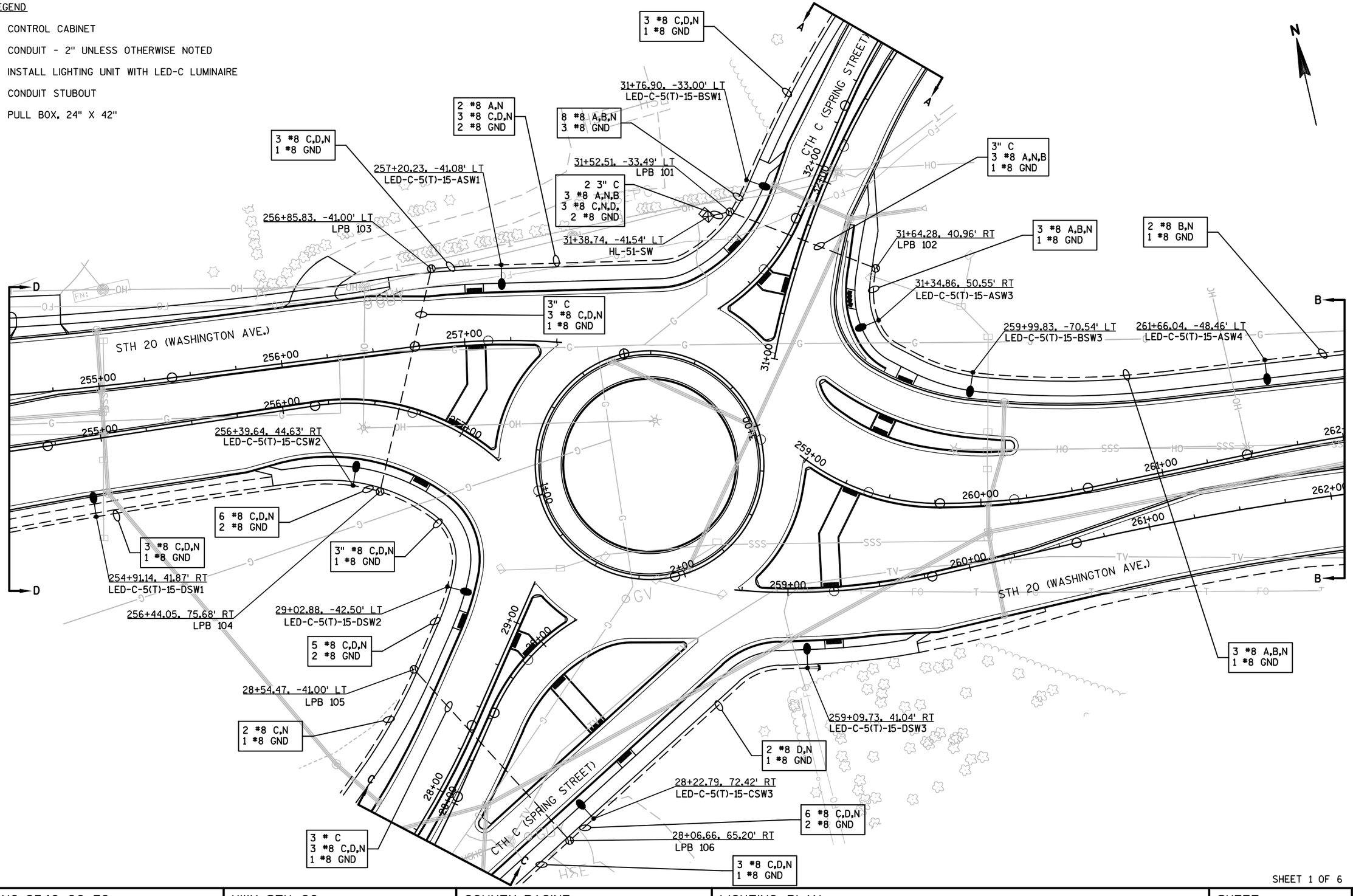


DISTRIBUTION CENTER IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS
(TYPICAL ALL CONTROL CABINETS)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	LIGHTING DETAIL - CABINET PLAQUES	SHEET 119	E

LEGEND

- CONTROL CABINET
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- INSTALL LIGHTING UNIT WITH LED-C LUMINAIRE
- CONDUIT STUBOUT
- PULL BOX, 24" X 42"



SHEET 1 OF 6

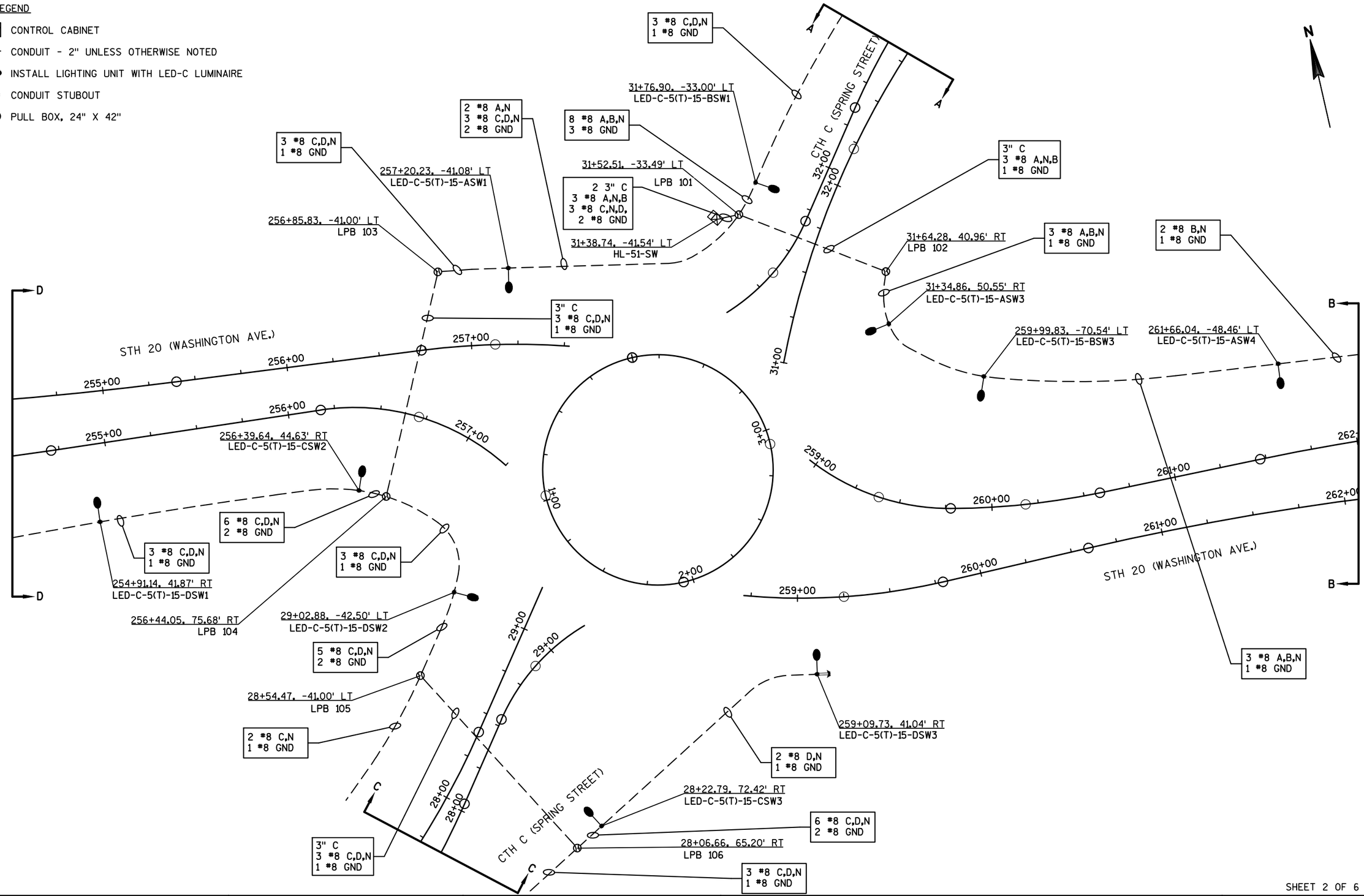
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	LIGHTING PLAN	SHEET 120	E

FILE NAME : N:\PDS\C3D\CAD\23400006\LTG\023501_LP.DWG
LAYOUT NAME - 023501_LP

PLOT DATE : 9/13/2017 9:38 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND

- CONTROL CABINET
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- INSTALL LIGHTING UNIT WITH LED-C LUMINAIRE
- CONDUIT STUBOUT
- PULL BOX, 24" X 42"



SHEET 2 OF 6

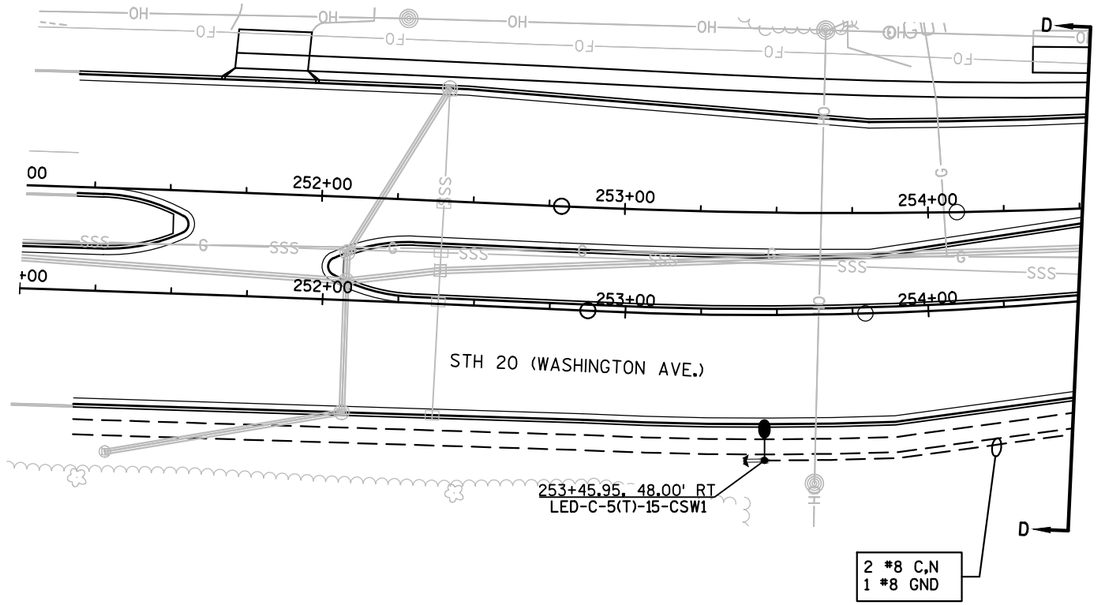
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	LIGHTING PLAN - SCHEMATIC	SHEET 121	E

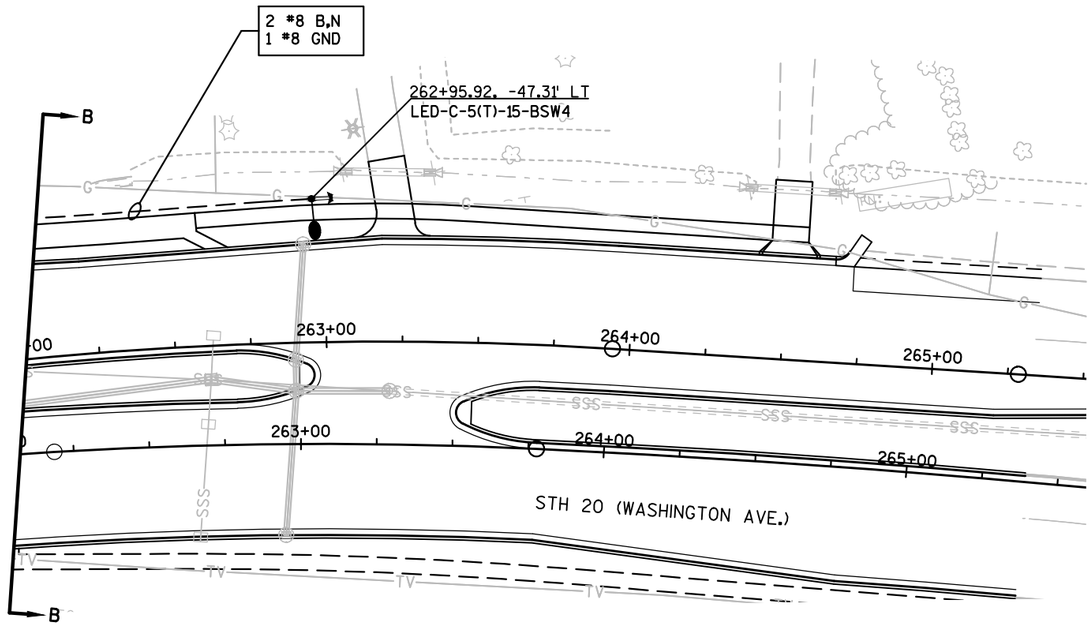
FILE NAME : N:\PDS\C3D\CAD\23400006\LTG\023501_LP.DWG
LAYOUT NAME - 023502_LP

PLOT DATE : 9/13/2017 9:39 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:50 FT

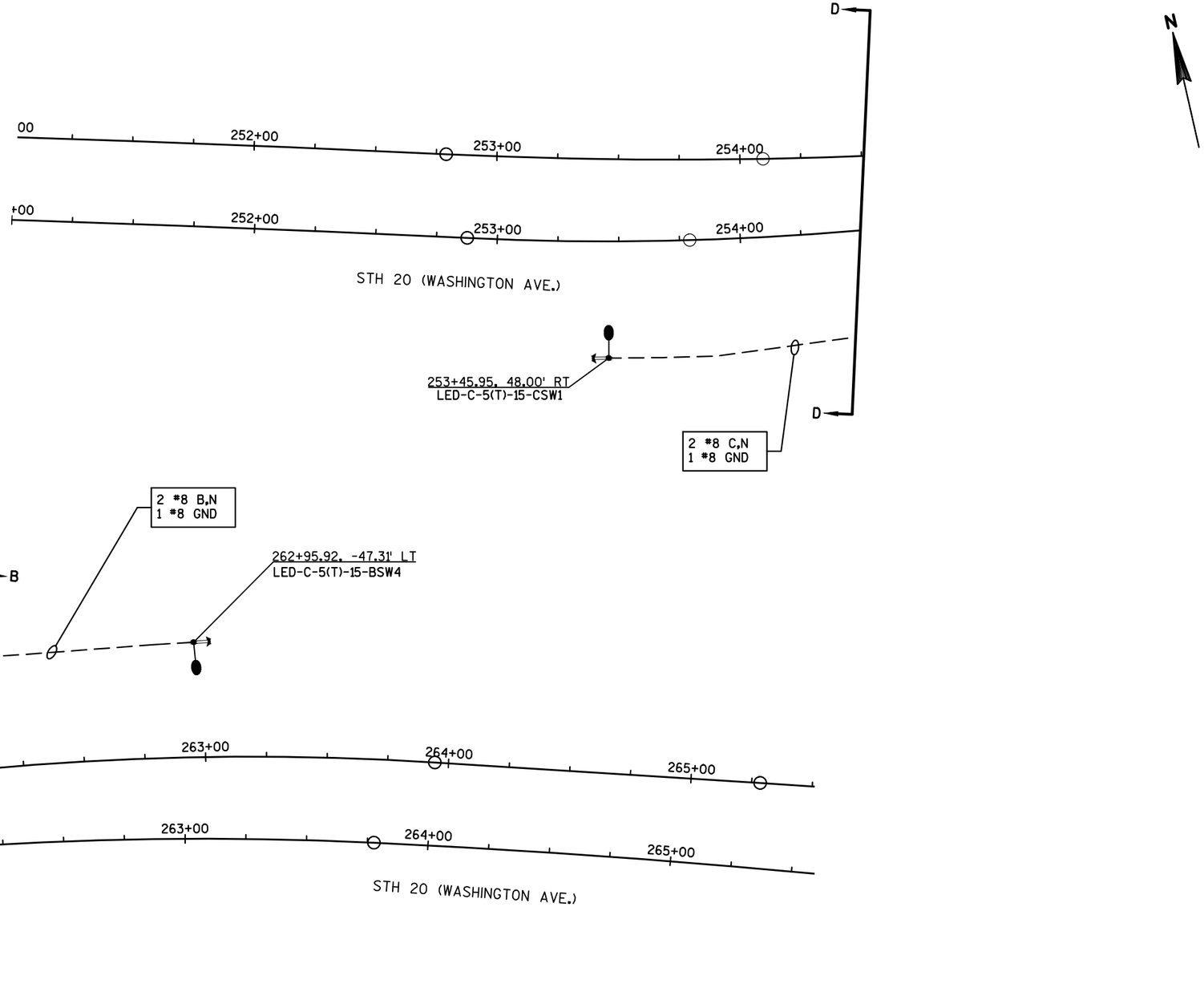
WISDOT/CADDS SHEET 42

2

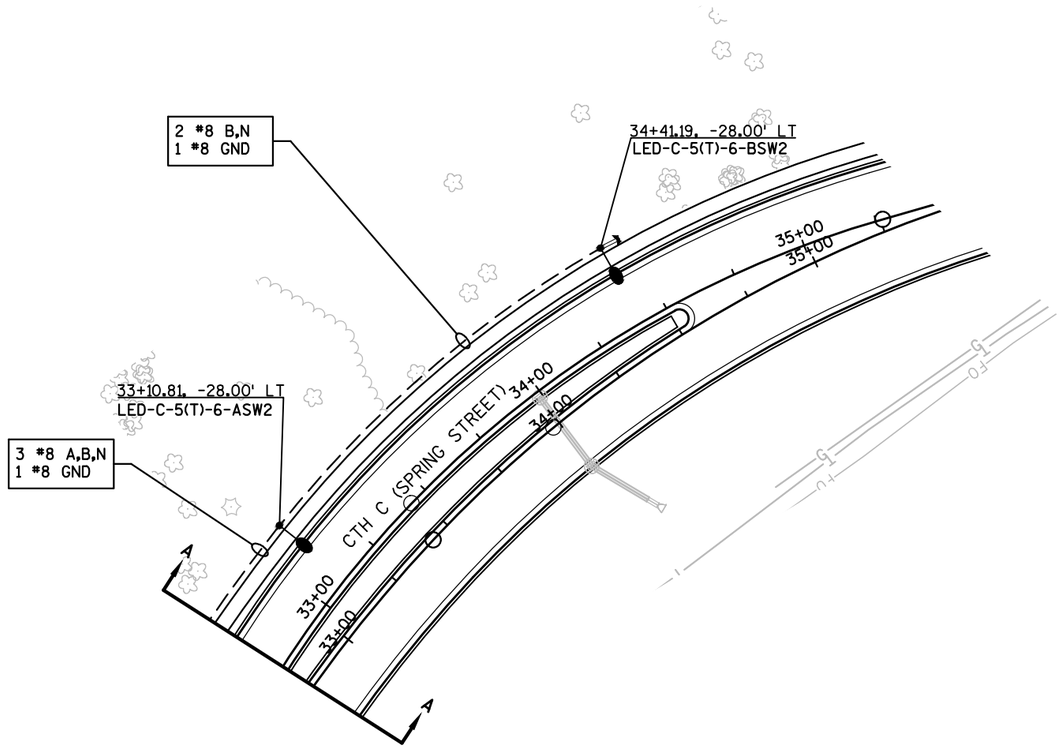

D
252+00
253+00
254+00
252+00
253+00
254+00
STH 20 (WASHINGTON AVE.)
253+45.95, 48.00' RT
LED-C-5(T)-15-CSW1
2 #8 C,N
1 #8 GND
D

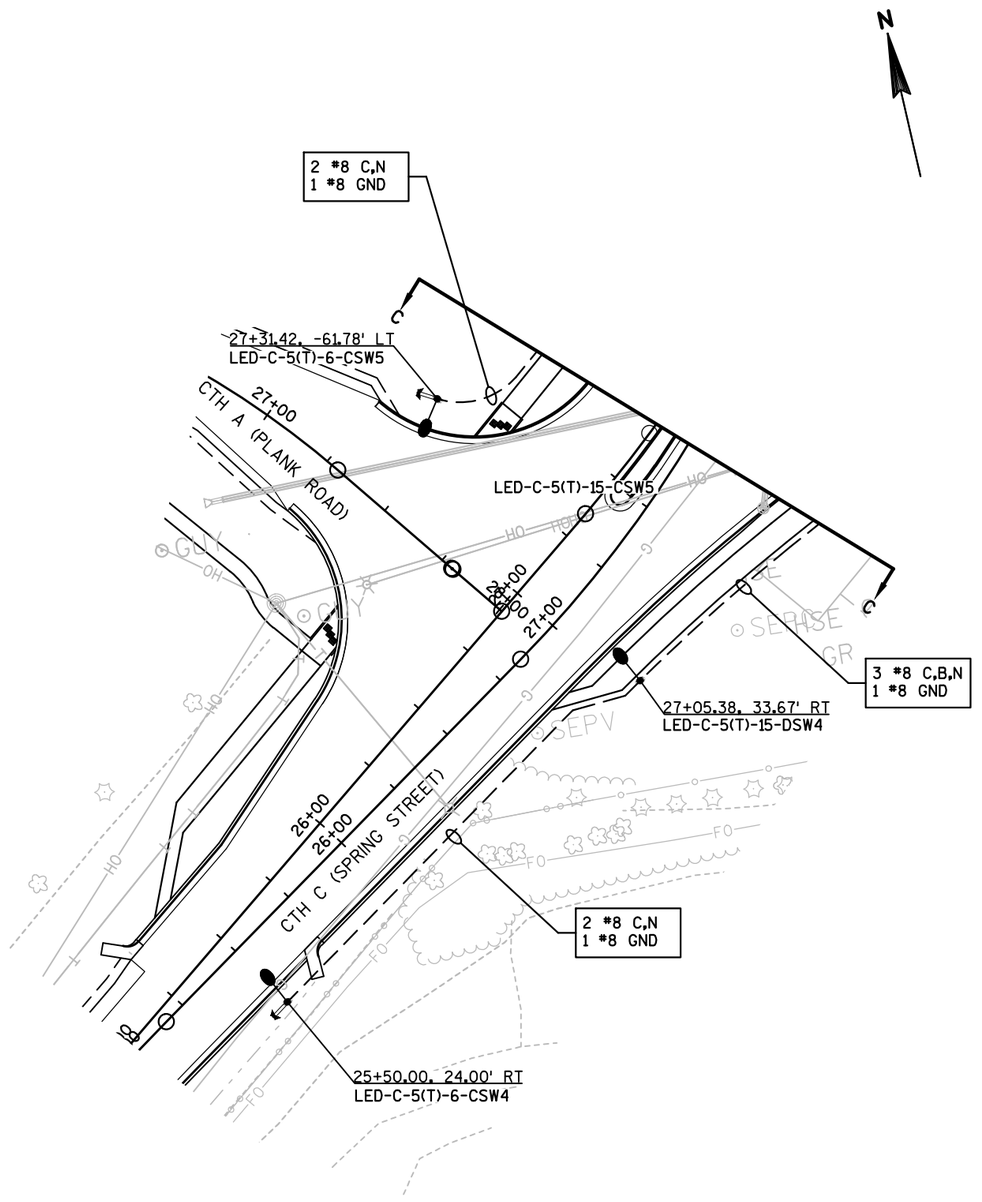

2 #8 B,N
1 #8 GND
262+95.92, -47.31' LT
LED-C-5(T)-15-BSW4
B
263+00
264+00
265+00
263+00
264+00
265+00
STH 20 (WASHINGTON AVE.)
B

2


D
N
00
252+00
253+00
254+00
+00
252+00
253+00
254+00
STH 20 (WASHINGTON AVE.)
253+45.95, 48.00' RT
LED-C-5(T)-15-CSW1
D
2 #8 C,N
1 #8 GND
2 #8 B,N
1 #8 GND
262+95.92, -47.31' LT
LED-C-5(T)-15-BSW4
B
263+00
264+00
265+00
263+00
264+00
265+00
STH 20 (WASHINGTON AVE.)
B

2

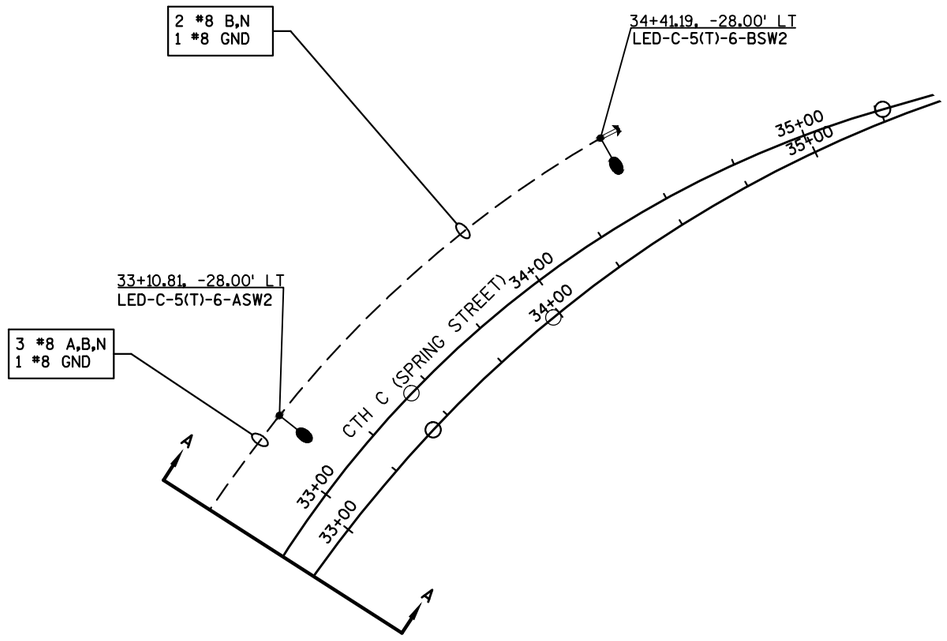


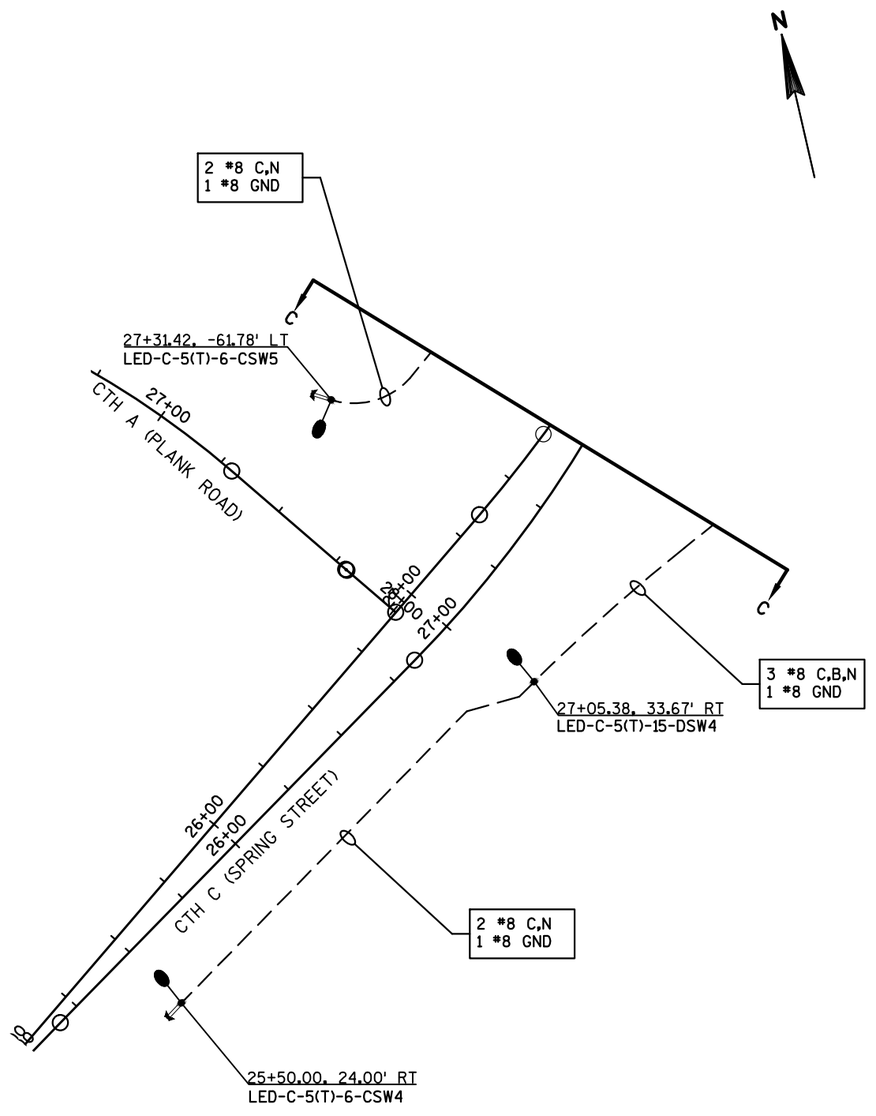


SHEET 5 OF 6

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	LIGHTING PLAN	SHEET 124	E

2


2 #8 B,N
1 #8 GND
34+41.19, -28.00' LT
LED-C-5(T)-6-BSW2
33+10.81, -28.00' LT
LED-C-5(T)-6-ASW2
3 #8 A,B,N
1 #8 GND
CTH C (SPRING STREET)
35+00
35+00
34+00
34+00
33+00
33+00
A
A


2 #8 C,N
1 #8 GND
27+31.42, -61.78' LT
LED-C-5(T)-6-CSW5
C
C
CTH A (PLANK ROAD)
27+00
28+00
27+00
3 #8 C,B,N
1 #8 GND
27+05.38, 33.67' RT
LED-C-5(T)-15-DSW4
26+00
26+00
CTH C (SPRING STREET)
2 #8 C,N
1 #8 GND
25+50.00, 24.00' RT
LED-C-5(T)-6-CSW4

LEGEND

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

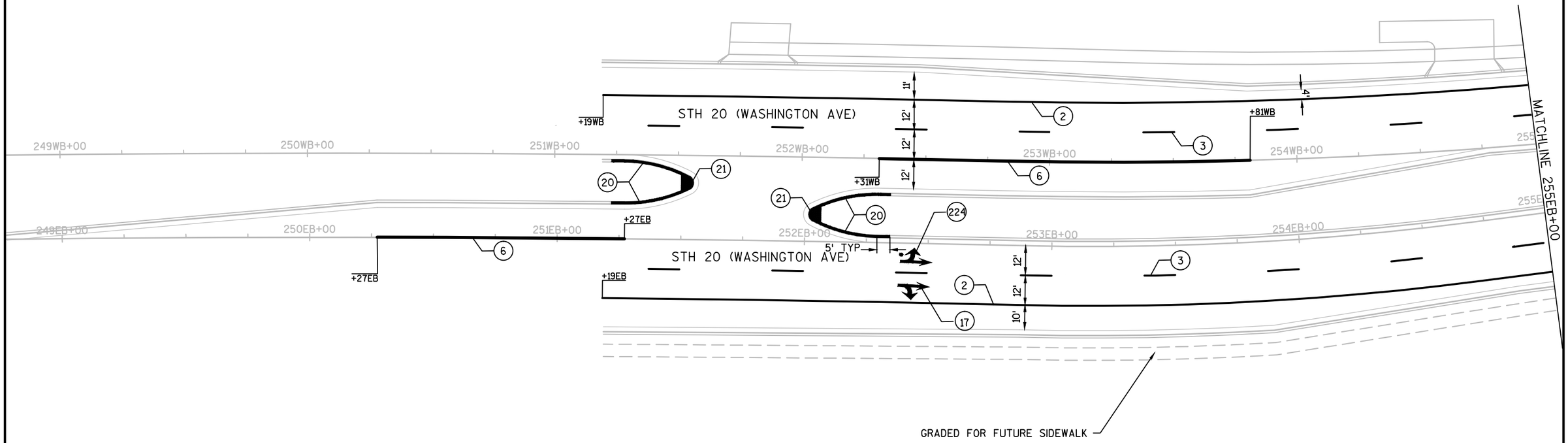
(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(17) PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)

(20) PAVEMENT MARKING CURB EPOXY (YELLOW)

(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)

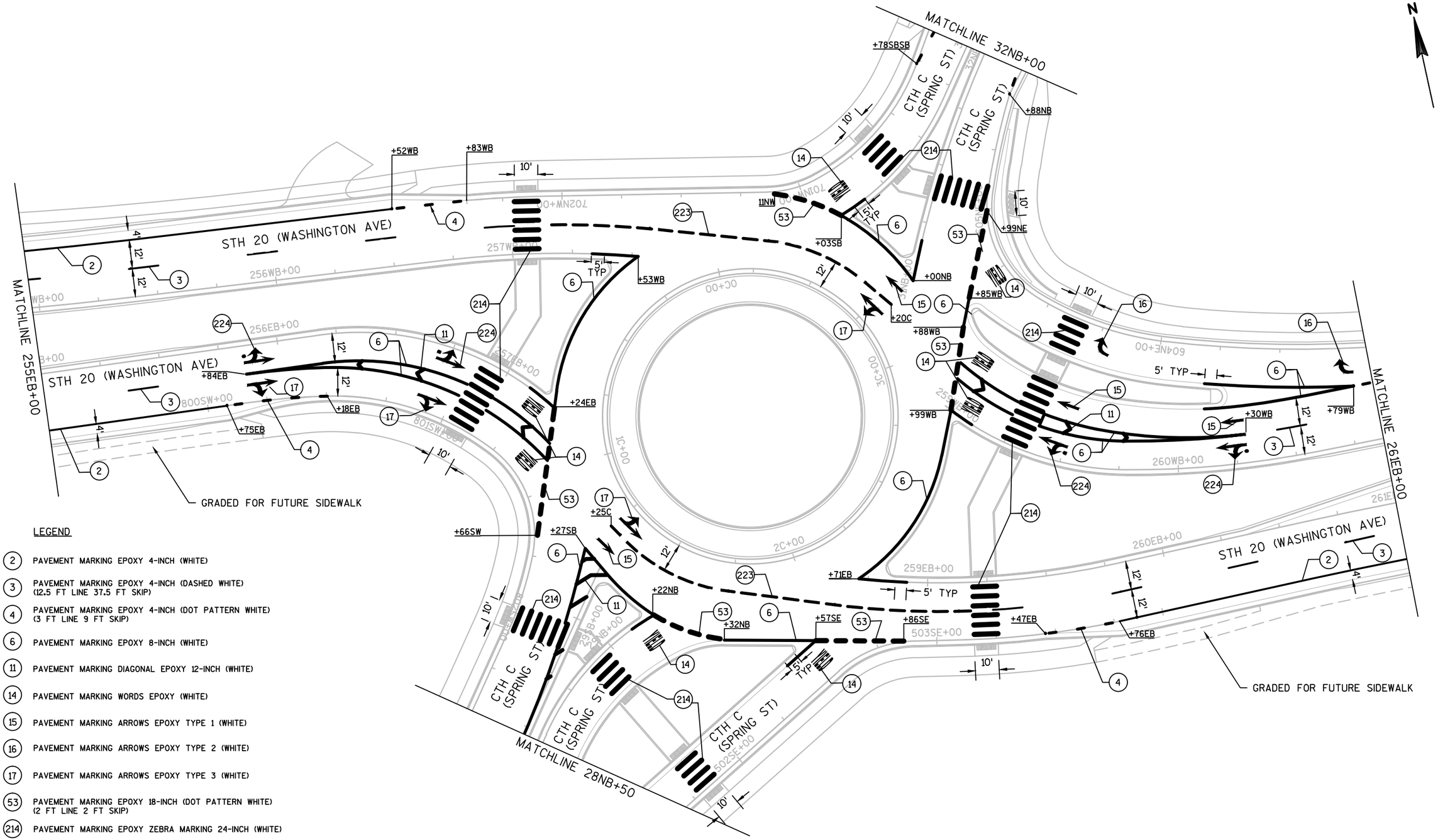
(224) PAVEMENT MARKING ARROWS EPOXY TYPE 3R (WHITE)



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVEMENT MARKING	SHEET	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024501

PLOT DATE : 9/13/2017 9:36 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT



LEGEND

2	PAVEMENT MARKING EPOXY 4-INCH (WHITE)
3	PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
4	PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6	PAVEMENT MARKING EPOXY 8-INCH (WHITE)
11	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (WHITE)
14	PAVEMENT MARKING WORDS EPOXY (WHITE)
15	PAVEMENT MARKING ARROWS EPOXY TYPE 1 (WHITE)
16	PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
17	PAVEMENT MARKING ARROWS EPOXY TYPE 3 (WHITE)
53	PAVEMENT MARKING EPOXY 18-INCH (DOT PATTERN WHITE) (2 FT LINE 2 FT SKIP)
214	PAVEMENT MARKING EPOXY ZEBRA MARKING 24-INCH (WHITE)
223	PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN WHITE) (6 FT LINE 3 FT SKIP)
224	PAVEMENT MARKING ARROWS EPOXY TYPE 3R (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVEMENT MARKING	SHEET 127	E

LEGEND

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(3) PAVEMENT MARKING EPOXY 4-INCH (DASHED WHITE)
(12.5 FT LINE 37.5 FT SKIP)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(6) PAVEMENT MARKING EPOXY 8-INCH (WHITE)

(14) PAVEMENT MARKING WORDS EPOXY (WHITE)

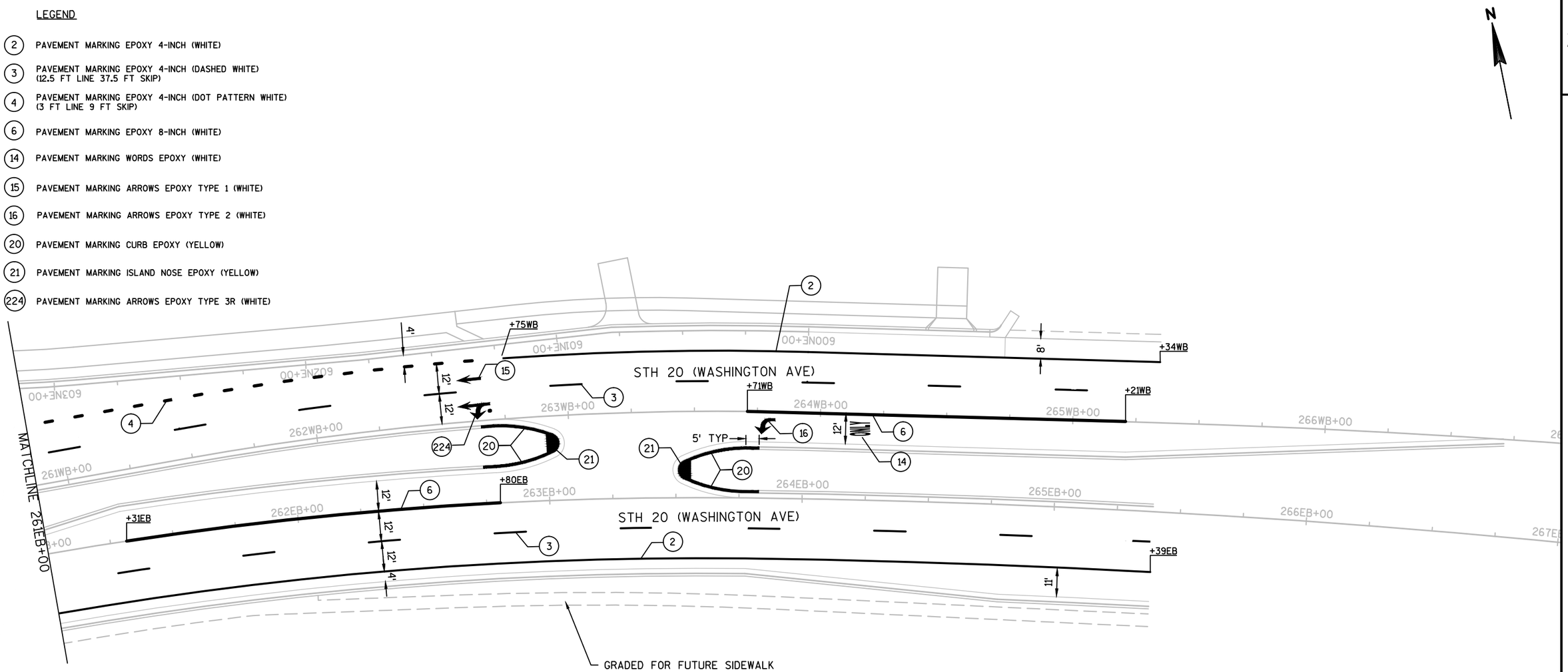
(15) PAVEMENT MARKING ARROWS EPOXY TYPE 1 (WHITE)

(16) PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)

(20) PAVEMENT MARKING CURB EPOXY (YELLOW)

(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)

(224) PAVEMENT MARKING ARROWS EPOXY TYPE 3R (WHITE)



2

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

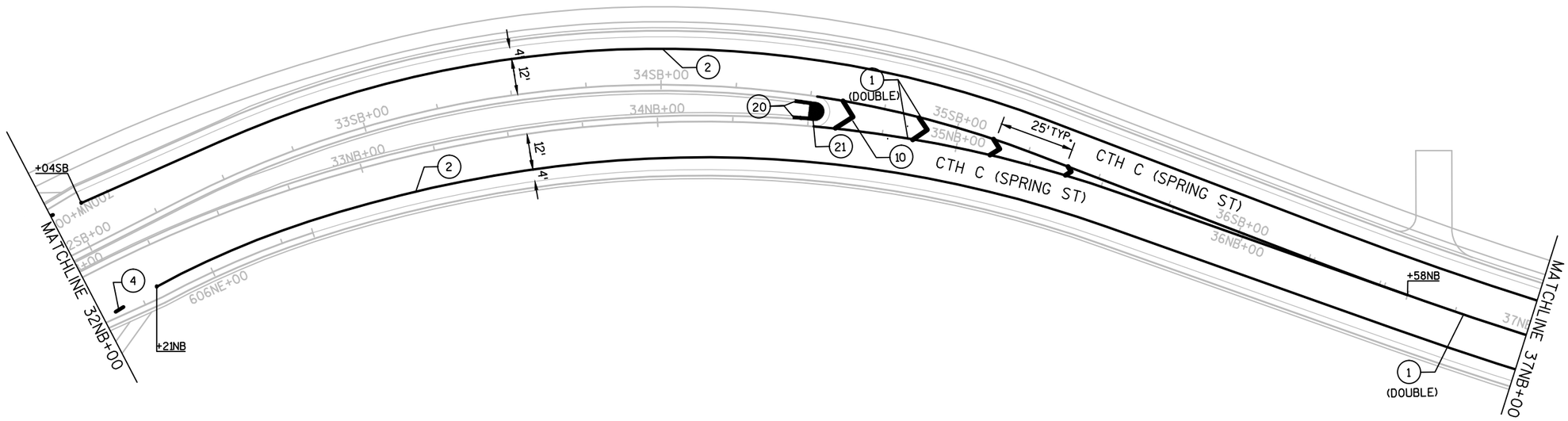
(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(4) PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE)
(3 FT LINE 9 FT SKIP)

(10) PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

(20) PAVEMENT MARKING CURB EPOXY (YELLOW)

(21) PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)



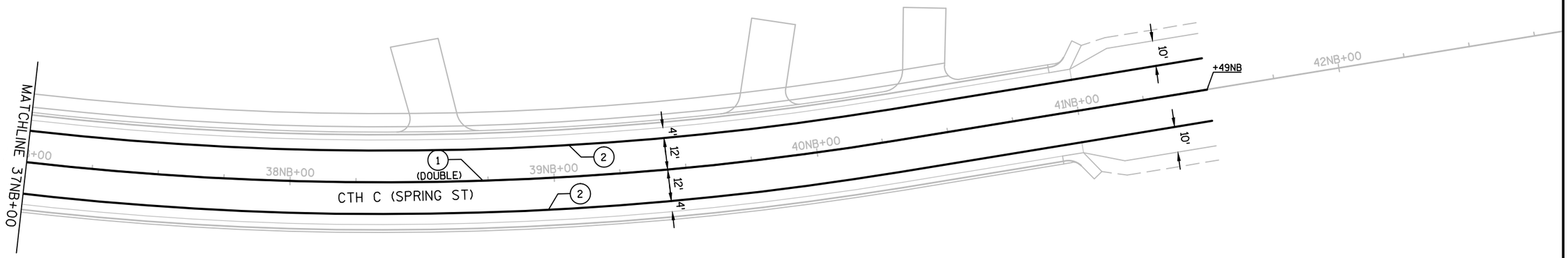
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVEMENT MARKING	SHEET 129	E

2

LEGEND

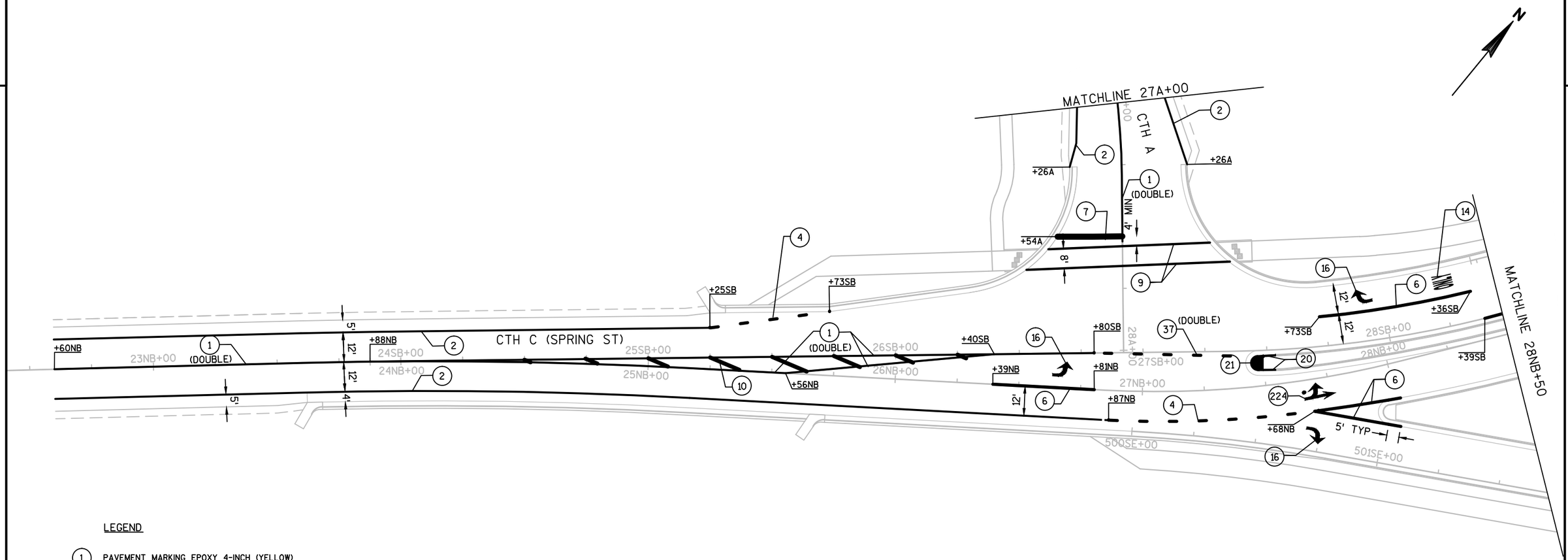
(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVEMENT MARKING	SHEET 130	E

2



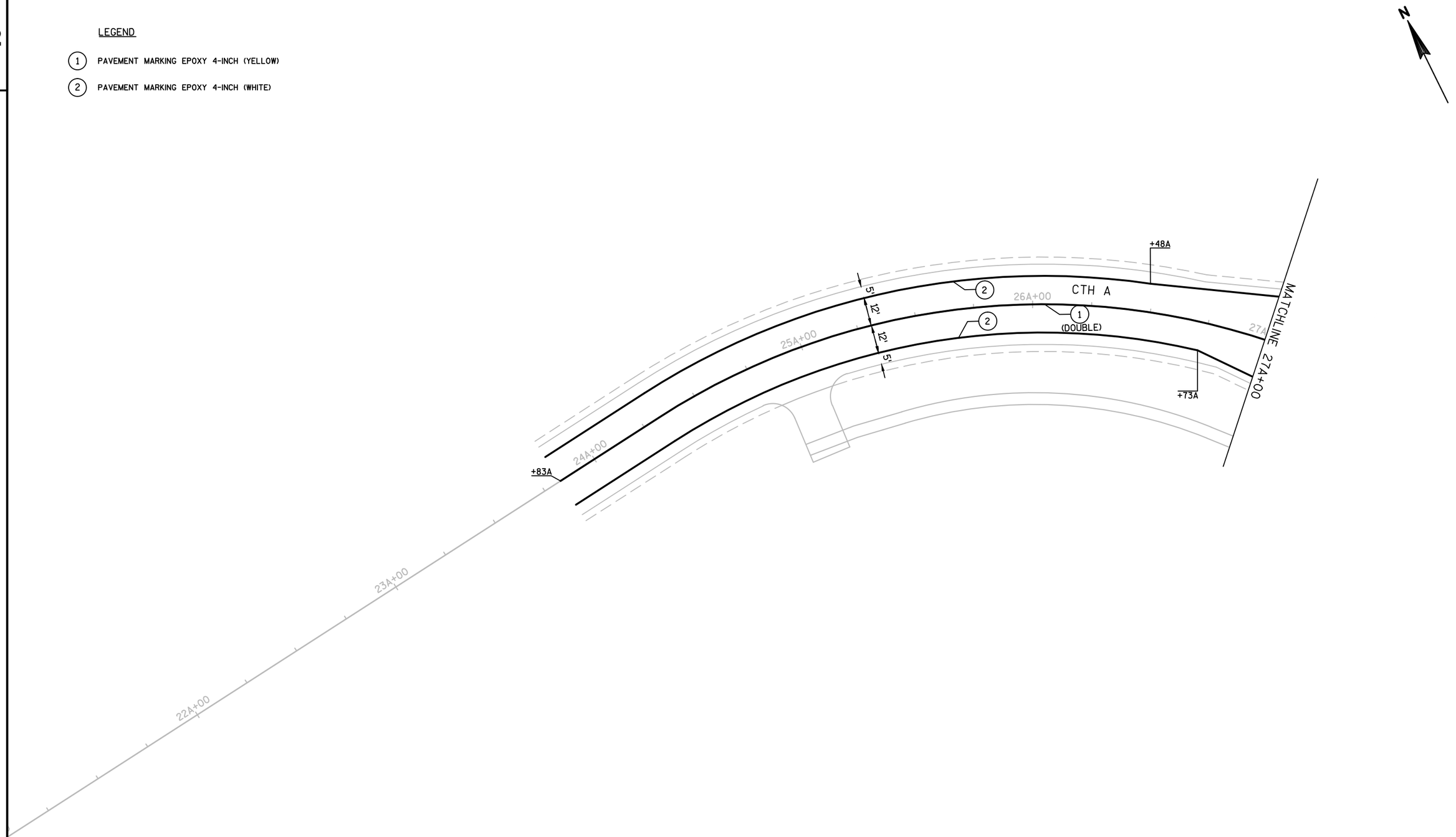
LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
2. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
4. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
6. PAVEMENT MARKING EPOXY 8-INCH (WHITE)
7. PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
9. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)
10. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
14. PAVEMENT MARKING WORDS EPOXY (WHITE)
16. PAVEMENT MARKING ARROWS EPOXY TYPE 2 (WHITE)
20. PAVEMENT MARKING CURB EPOXY (YELLOW)
21. PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
37. PAVEMENT MARKING EPOXY 4-INCH (DOT PATTERN YELLOW) (3 FT LINE 9 FT SKIP)
224. PAVEMENT MARKING ARROWS EPOXY TYPE 3R (WHITE)

LEGEND

(1) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)

(2) PAVEMENT MARKING EPOXY 4-INCH (WHITE)



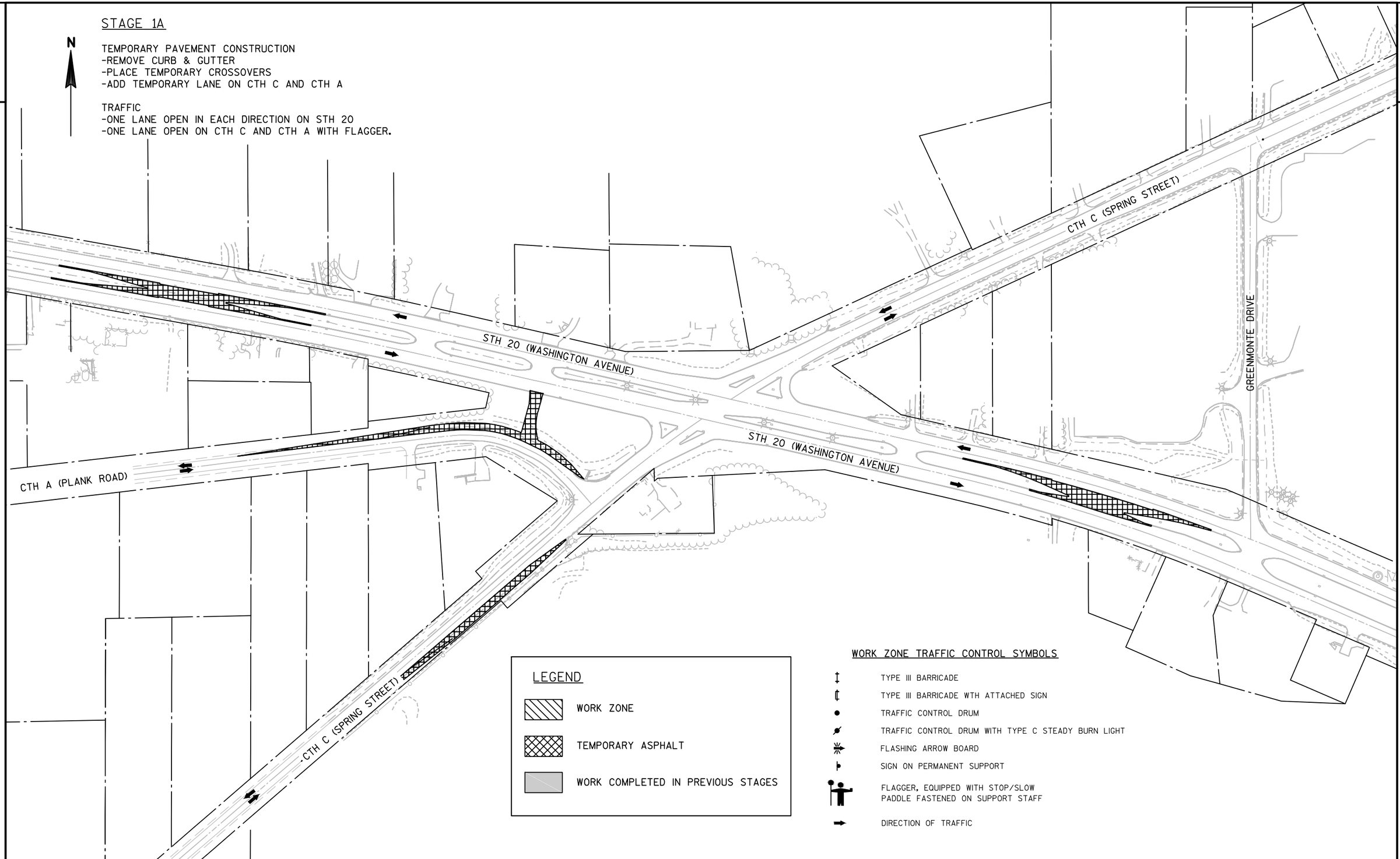
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PAVEMENT MARKING	SHEET 132	E

STAGE 1A

N

TEMPORARY PAVEMENT CONSTRUCTION
-REMOVE CURB & GUTTER
-PLACE TEMPORARY CROSSOVERS
-ADD TEMPORARY LANE ON CTH C AND CTH A

TRAFFIC
-ONE LANE OPEN IN EACH DIRECTION ON STH 20
-ONE LANE OPEN ON CTH C AND CTH A WITH FLAGGER.



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES

WORK ZONE TRAFFIC CONTROL SYMBOLS

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

PROJECT NO: 2340-00-06	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - OVERVIEW STAGE 1A	SHEET 133 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026000_S1A.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 4/19/2017 11:32 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

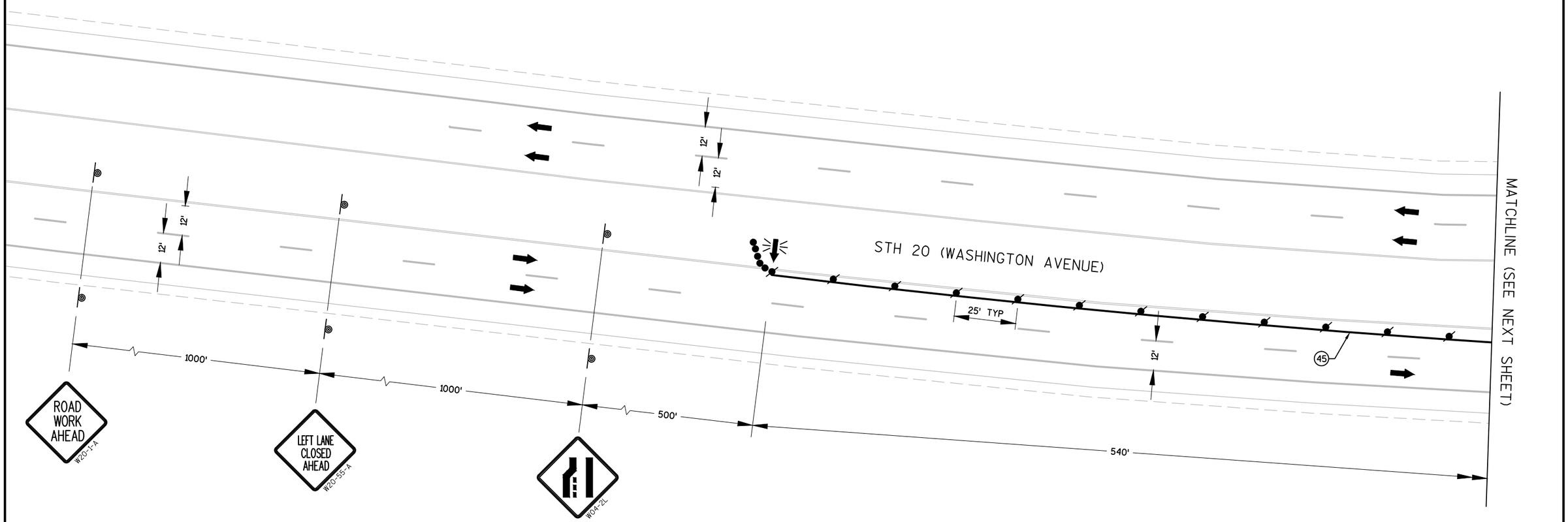
LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

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

N

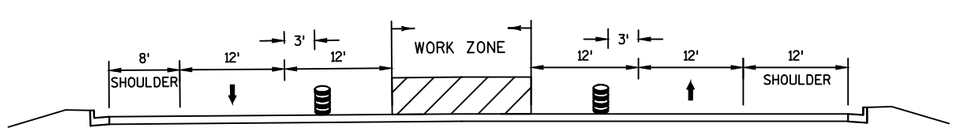


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 134	E

LEGEND

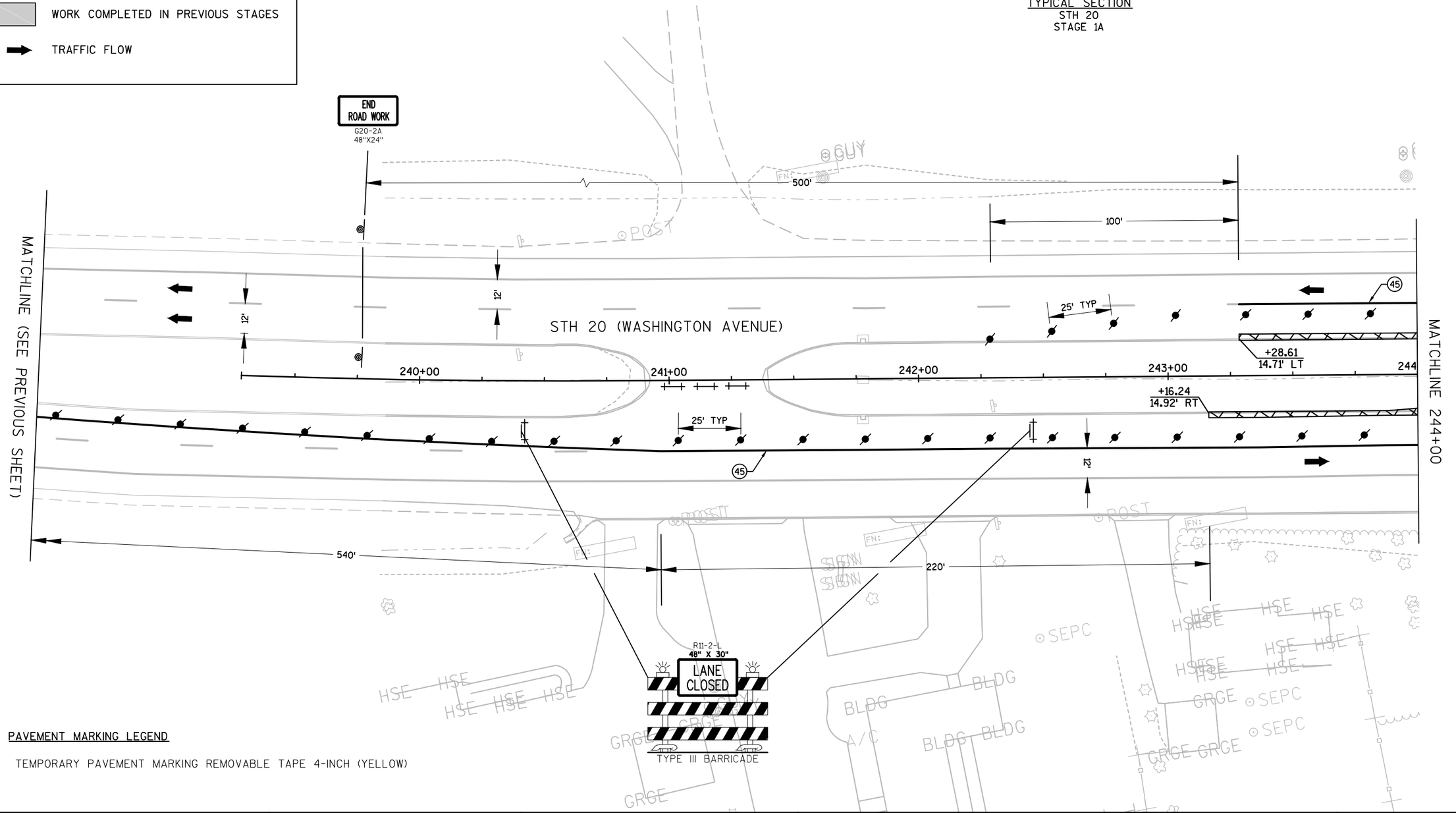
- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES
REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.
REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."



TYPICAL SECTION
STH 20
STAGE 1A

N



PAVEMENT MARKING LEGEND

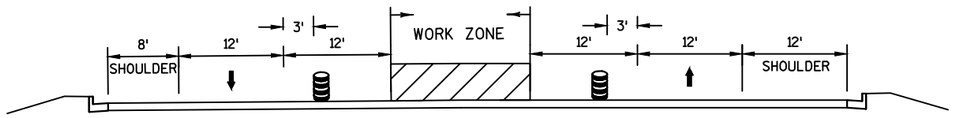
(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 135 E

LEGEND

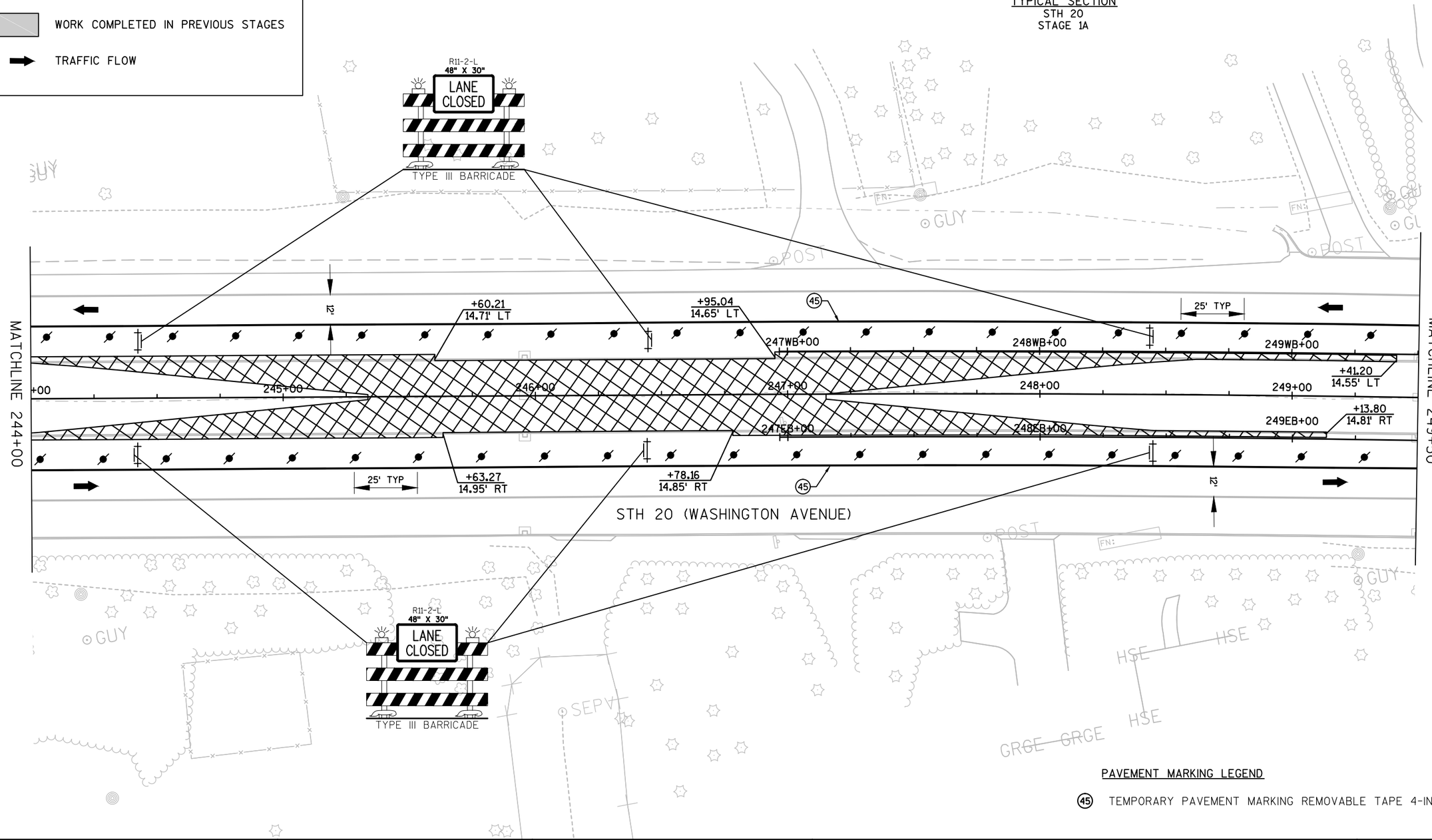
- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES
REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.
REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."



TYPICAL SECTION
STH 20
STAGE 1A

N



PAVEMENT MARKING LEGEND

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

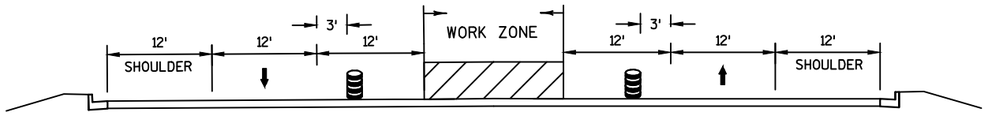
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 136 E

2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES
REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.



TYPICAL SECTION
STH 20
STAGE 1A

N

R11-2-L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STH 20 (WASHINGTON AVENUE)

MATCHLINE 249+50

MATCHLINE 255+00

250WB+00 251WB+00 252WB+00 253WB+00 254WB+00 255WB

250+00 251+00 252+00 253+00 254+00 255E 255

250EB+00 251EB+00 252EB+00 253EB+00 254EB+00

12'

25' TYP

45

46

R11-2-L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

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

A+67.42
124.53' LT

A+89.11
129.02' LT

R90.0'

150'

R213.2'

A+89.73
117.02' LT

BEGIN RIGHT TURN LANE
R3-20-R
24"X36"

A+73.67
96.05' LT

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

A+93.06
86.66' LT

PAVEMENT MARKING LEGEND

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

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 137 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S1A.DWG
LAYOUT NAME - 026004

PLOT DATE : 4/19/2017 10:05 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

STH 20 (WASHINGTON AVENUE)

MATCHLINE 255+00

MATCHLINE 260+75

CTH C (SPRING STREET)

ROAD WORK AHEAD W20-1-A

END ROAD WORK G20-2A 48"X24"

500'

150'

25' TYP

10' TYP

12'

R11-2-L 48" X 30" LANE CLOSED

TYPE III BARRICADE

ONE LANE ROAD AHEAD W20-4-A

MATCHLINE 28NB+25

N

PAVEMENT MARKING LEGEND

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

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 138 E

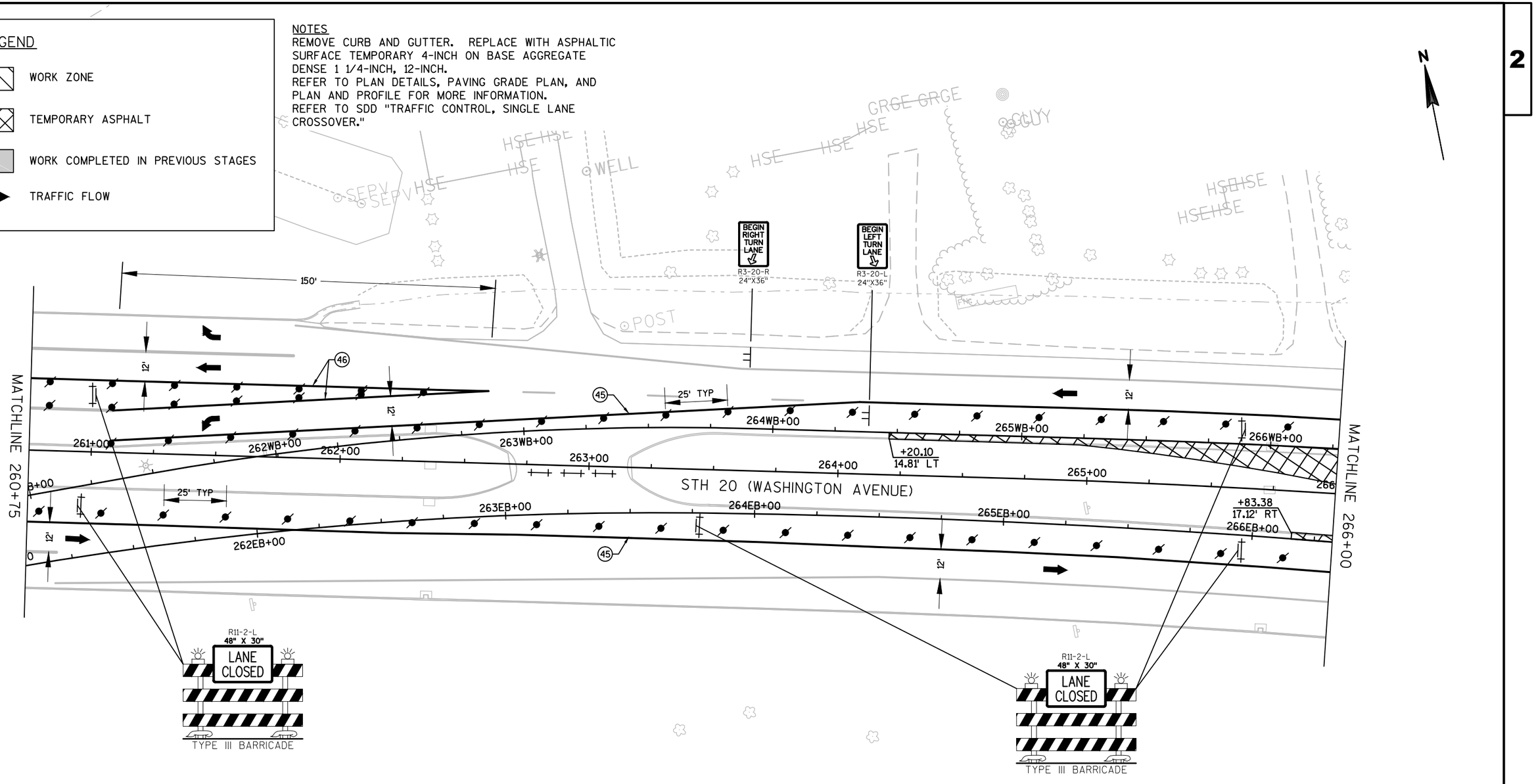
FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S1A.DWG
LAYOUT NAME - SHEET - (23)
PLOT DATE : 4/19/2017 8:44 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

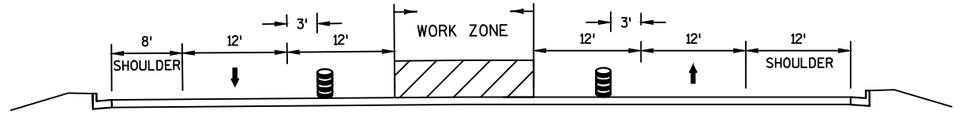
NOTES
REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.
REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."



PAVEMENT MARKING LEGEND

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

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)



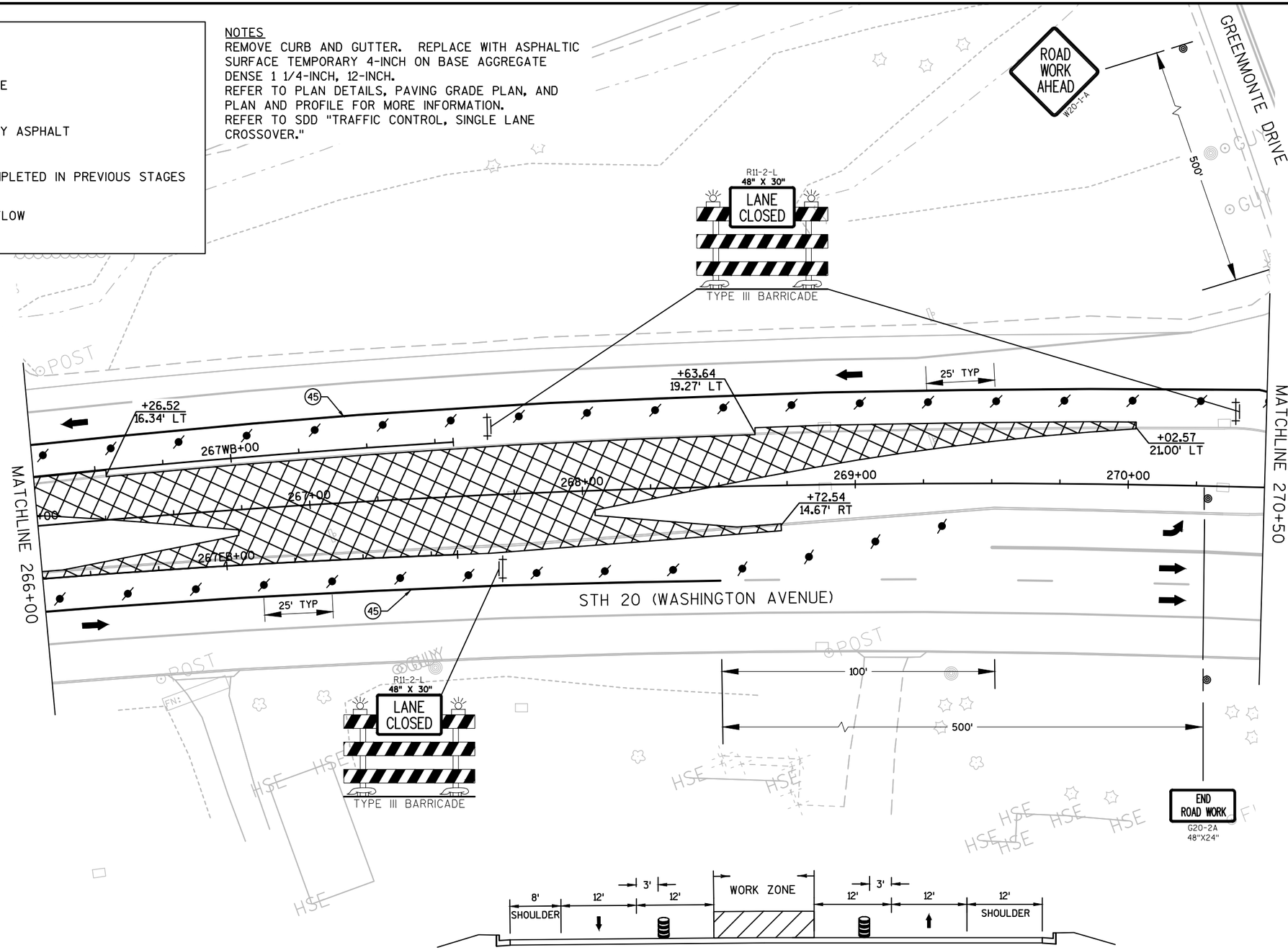
TYPICAL SECTION
STH 20
STAGE 1A

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 139	E

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES
REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.
REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."



PAVEMENT MARKING LEGEND

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

TYPICAL SECTION
STH 20
STAGE 1A

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 140	E

2

END ROAD WORK
G20-2A
48"X24"

500'

GREENMONTE DRIVE

SIGN

SIGN

POST

POST

MH

540'

45

25' TYP

10' TYP

MATCHLINE 270+50

271+00

272+00

273+00

274+00

275+00

276

MATCHLINE 276+00

STH 20 (WASHINGTON AVENUE)

R11-2-L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

POST

EN:

AG

HSE

HSE

HSE

HSE

HSE

HSE

WELL

SEPC

GRGE

GRGE

EN:

GUY

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

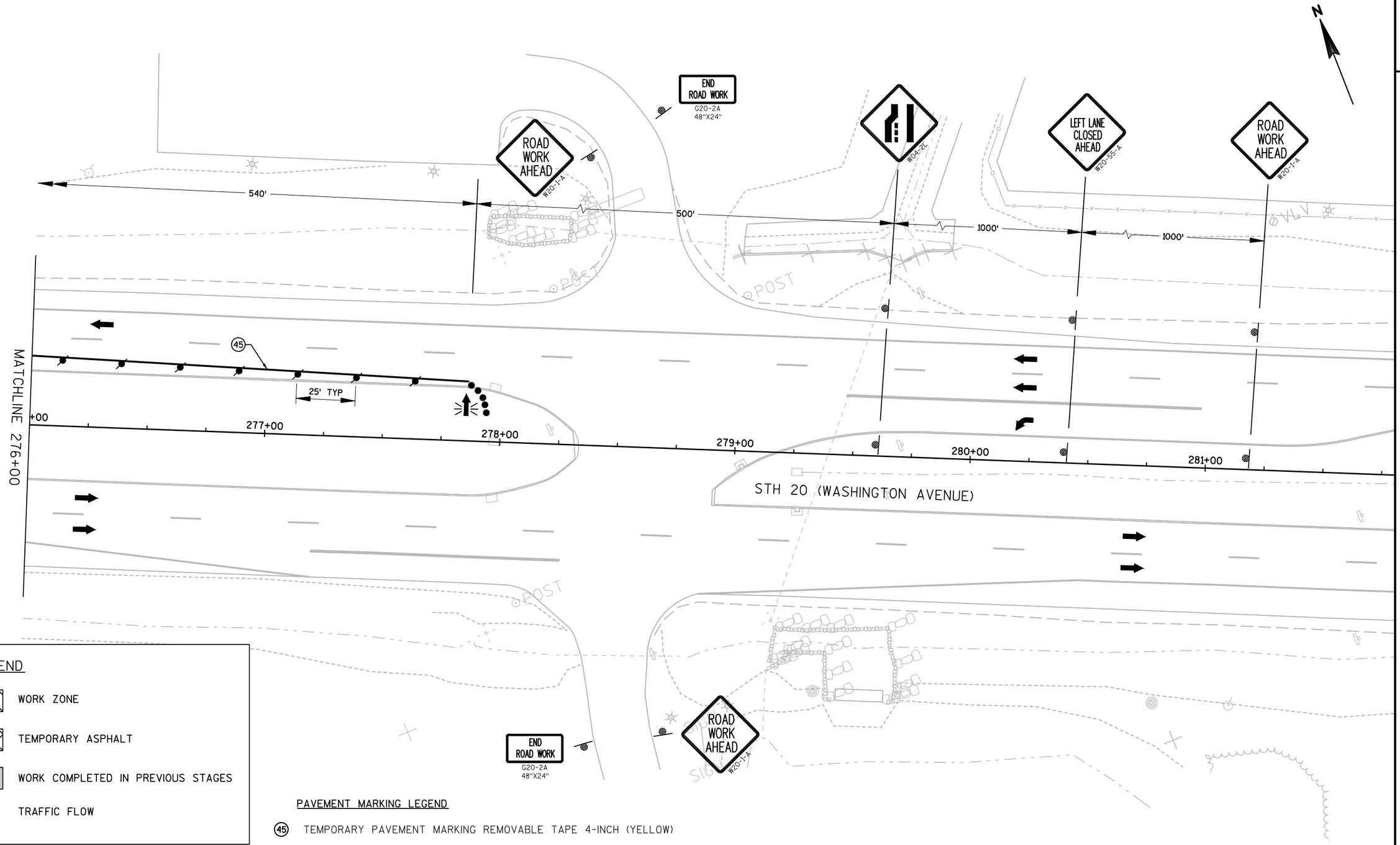
PAVEMENT MARKING LEGEND

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

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 141	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S1A.DWG
LAYOUT NAME - SHEET - (26)
PLOT DATE : 4/19/2017 7:55 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

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

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (STH 20)	SHEET 142	E

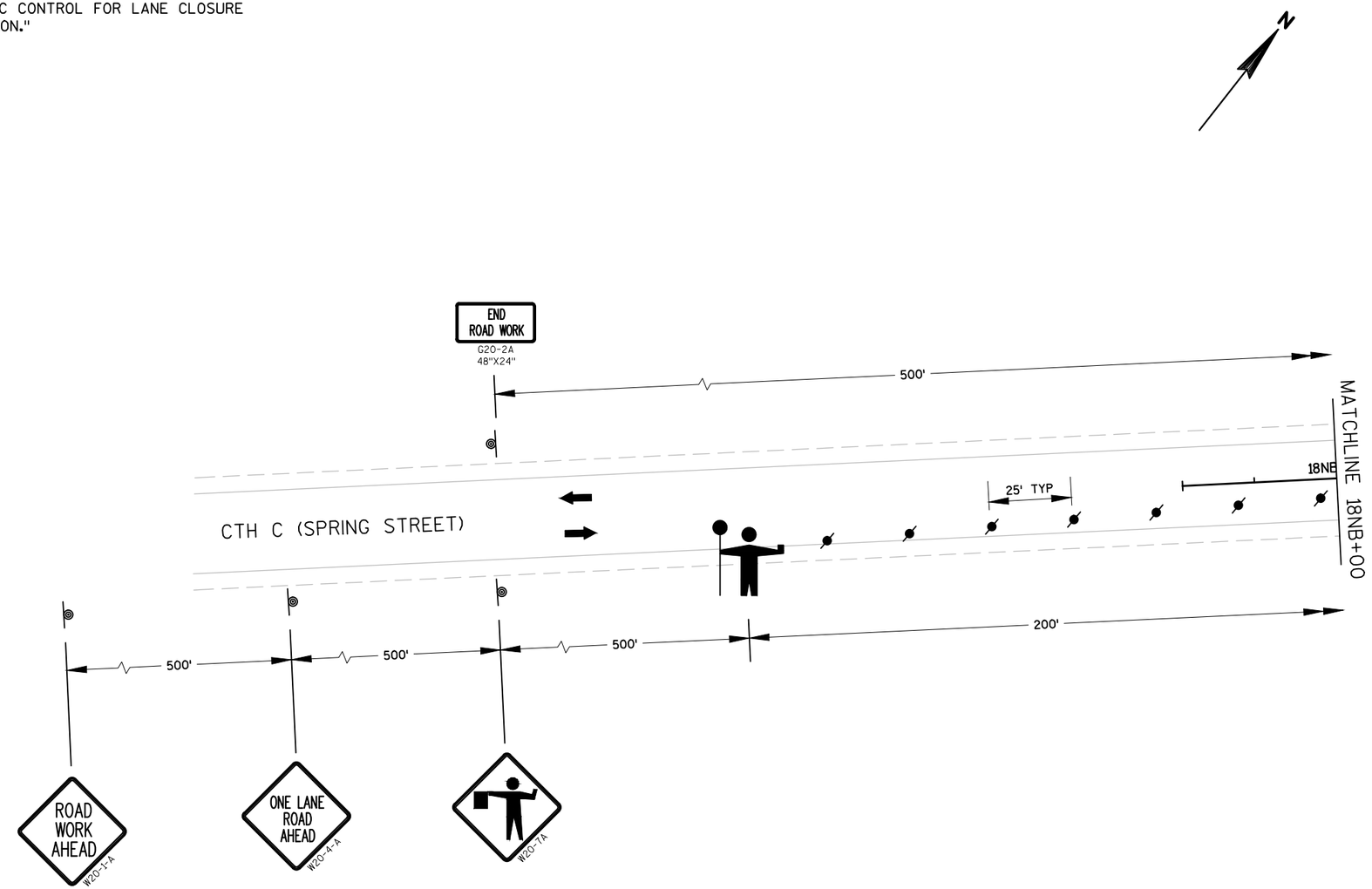
2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES

REFER TO SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."



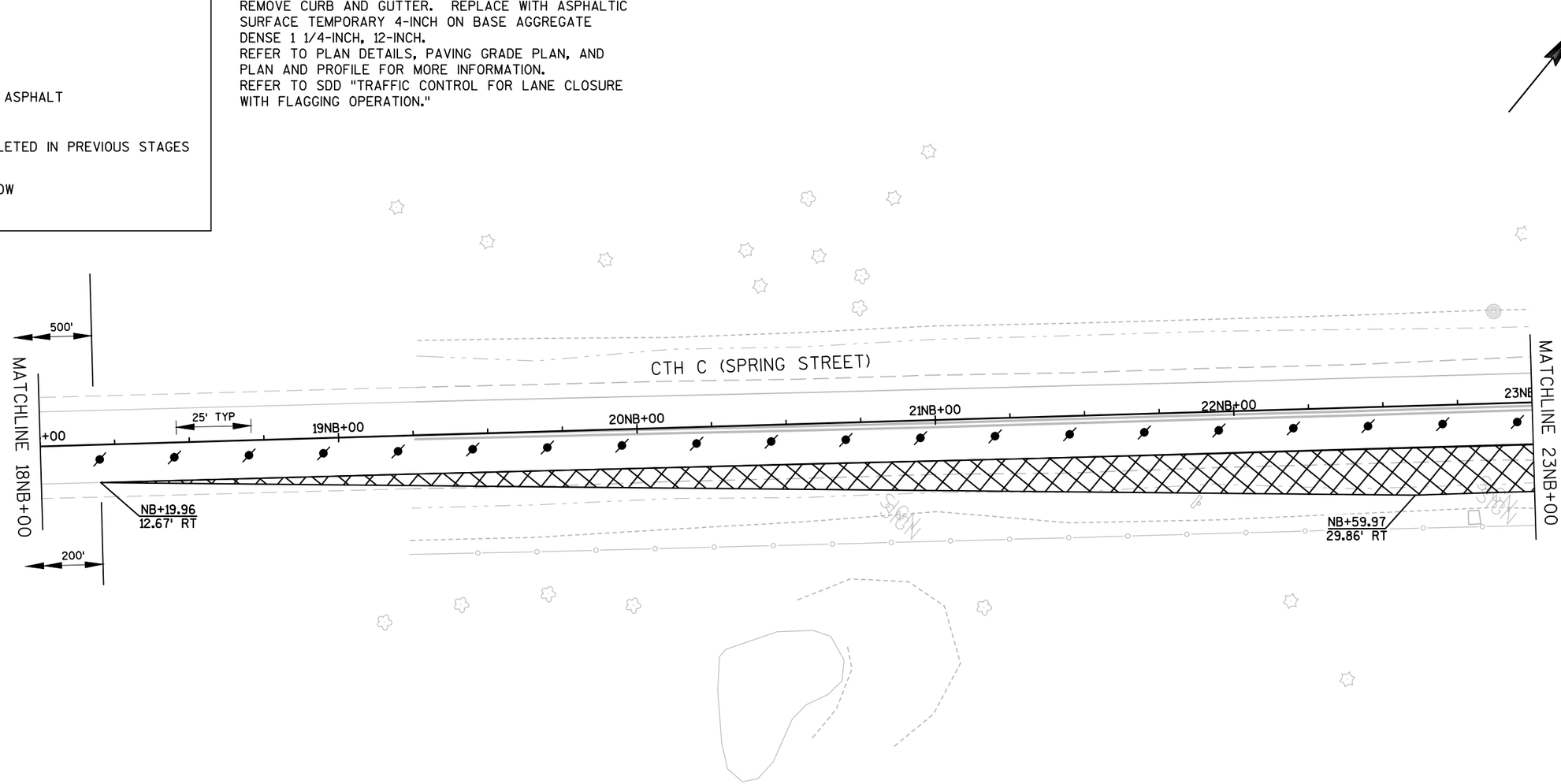
PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (CTH C)	SHEET 143	E

2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES
REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.
REFER TO SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."



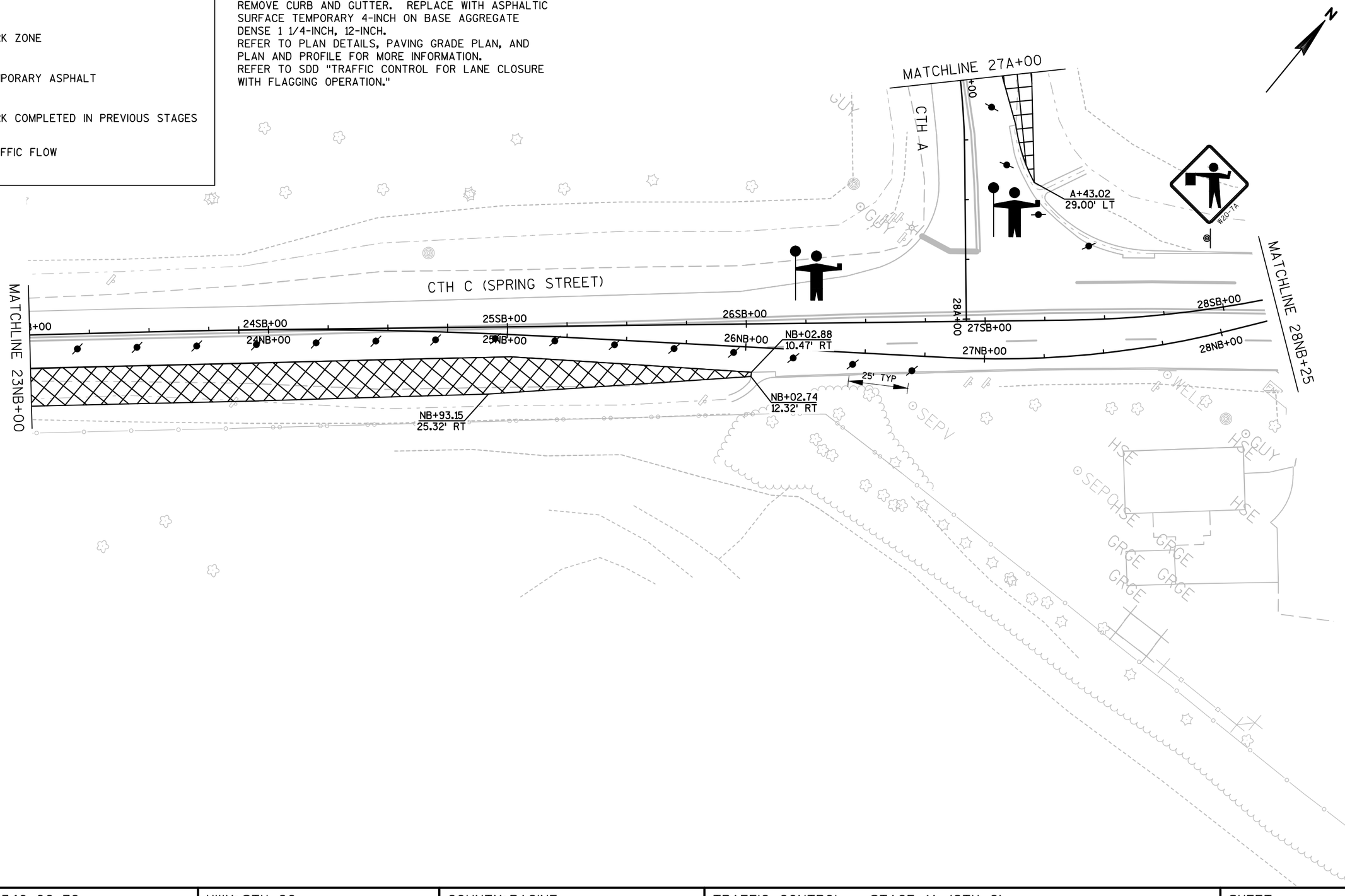
PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (CTH C)	SHEET 144	E

2

LEGEND

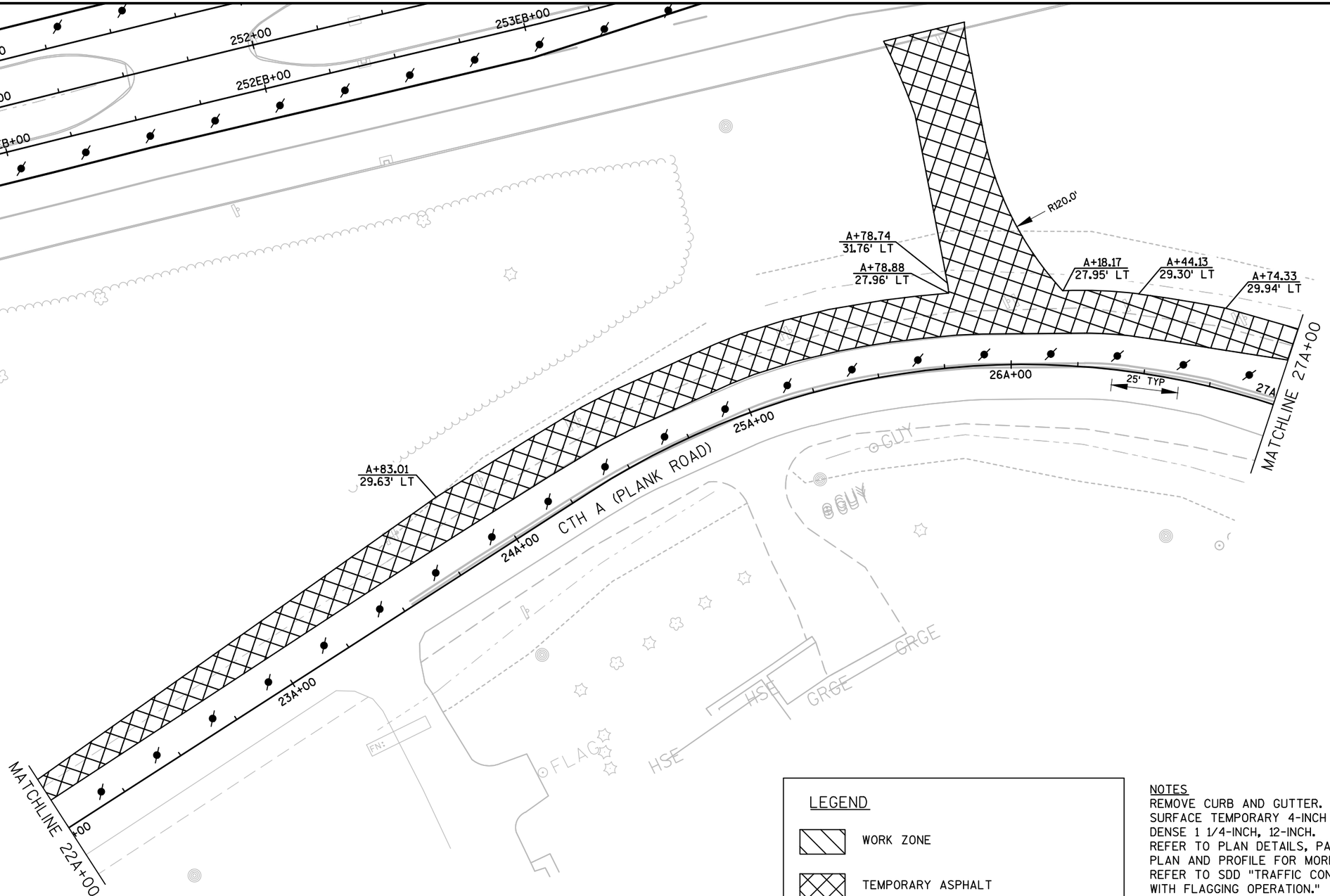
- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES
REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.
REFER TO SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (CTH C)	SHEET 145	E

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

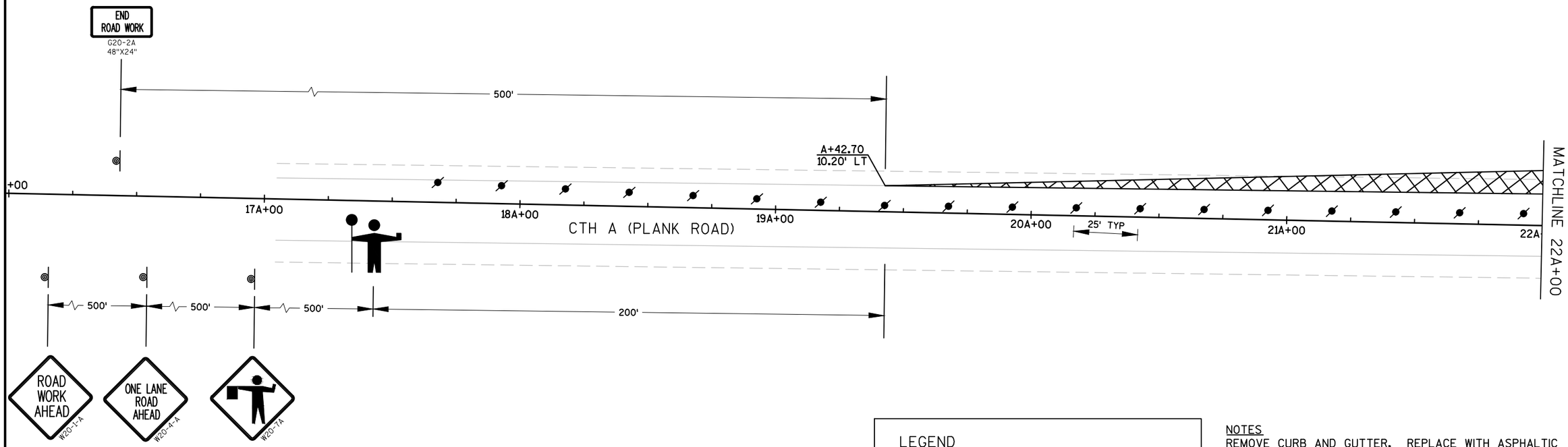
NOTES

REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.
REFER TO SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (CTH A)	SHEET 146	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S1A.DWG
LAYOUT NAME - SHEET - (34)
PLOT DATE : 4/19/2017 10:29 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES

REMOVE CURB AND GUTTER. REPLACE WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.
REFER TO PLAN DETAILS, PAVING GRADE PLAN, AND PLAN AND PROFILE FOR MORE INFORMATION.
REFER TO SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1A (CTH A)	SHEET 147	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S1A.DWG
LAYOUT NAME - SHEET - (35)
PLOT DATE : 4/19/2017 11:09 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

STAGE 1B

N

CTH C (NORTH OF STH 20) AND STH 20 WB CONSTRUCTION
-BEGIN STORM SEWER CONSTRUCTION (REFER TO STORM SEWER STAGING PLAN).
-BEGIN ROADWAY CONSTRUCTION FOR CTH C (NORTH OF STH 20) AND STH 20 WB. CONSTRUCT MEDIANS AND PART OF THE ROUNDABOUT CENTER ISLAND WITH TEMPORARY ASPHALT.
-CONTRACTOR WILL MAINTAIN ACCESS TO ALL DRIVEWAYS. MATERIAL SHALL BE BASE AGGREGATE DENSE 1 1/4-INCH INCIDENTAL TO ITEM 305.0110. ACCESS TO DRIVEWAYS MAY INCLUDE MULTIPLE GRADING OPERATIONS. CONTRACTOR SHALL PROVIDE ADDITIONAL TRAFFIC CONTROL ITEMS AS NEEDED TO MAINTAIN ACCESS TO ALL DRIVEWAYS.

TRAFFIC
-TRAFFIC SHIFTS TO STH 20 EB
-ONE LANE OPEN IN EACH DIRECTION
-CTH C (NORTH OF STH 20) IS CLOSED, USE DETOUR

STH 20 (WASHINGTON AVENUE)

REDUCE TO ONE LANE
(MOVE TO SHOULDER)

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

CTH C (SPRING STREET)

ROAD CLOSED (USE DETOUR)
REFER TO DETOUR PLAN FOR
CLOSURE ON CTH C

GREENMONTE DRIVE

CTH A (PLANK ROAD)

STH 20 (WASHINGTON AVENUE)

REDUCE TO ONE LANE

CTH C (SPRING STREET)

WORK ZONE TRAFFIC CONTROL SYMBOLS

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- DIRECTION OF TRAFFIC
- × × × × REMOVE PAVEMENT MARKINGS

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - OVERVIEW STAGE 1B	SHEET 148	E

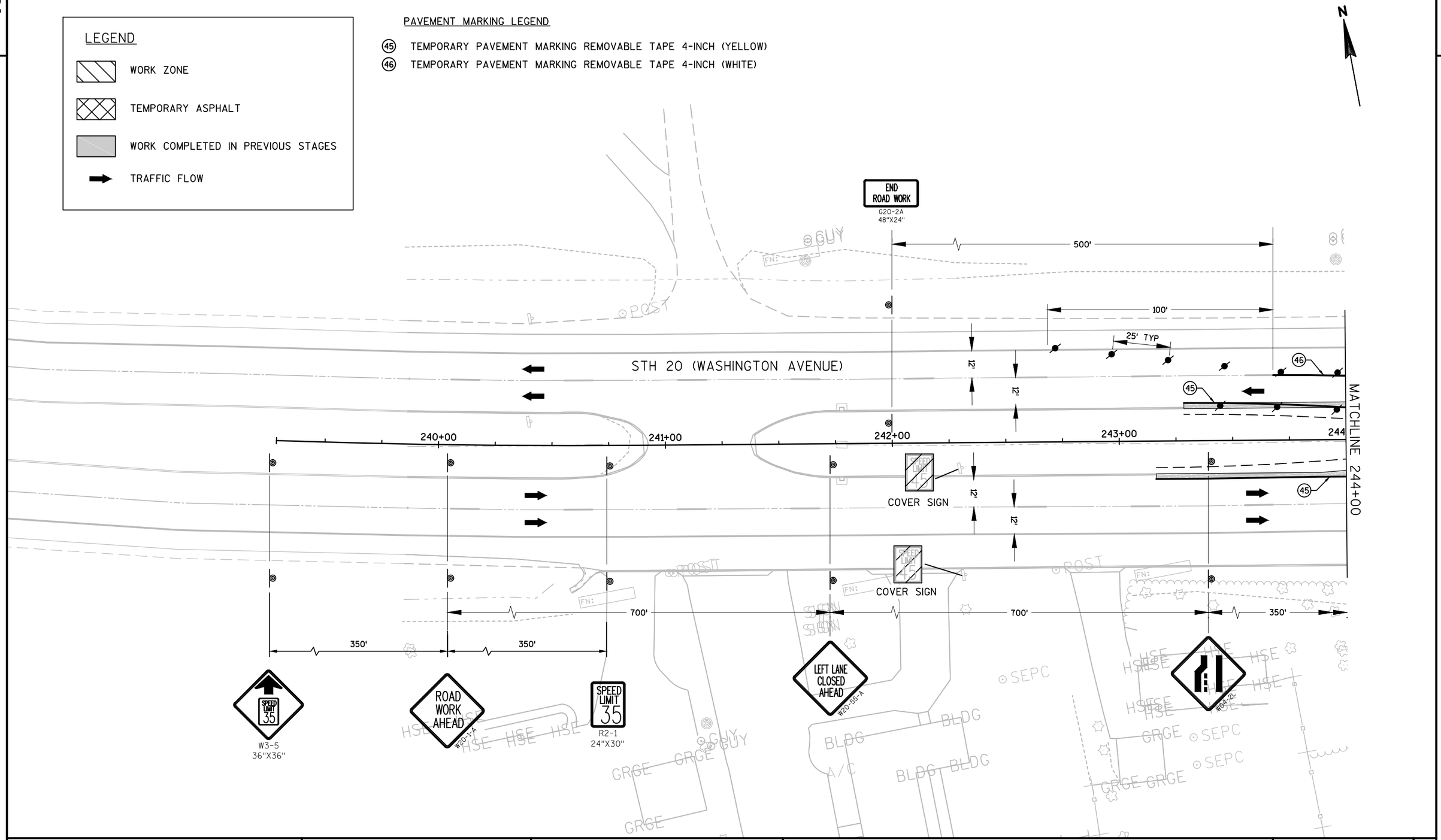
2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)



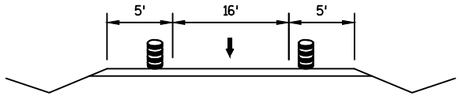
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (STH 20)	SHEET 149 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S1B.DWG
LAYOUT NAME - 1B - 026001

PLOT DATE : 9/13/2017 2:15 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW



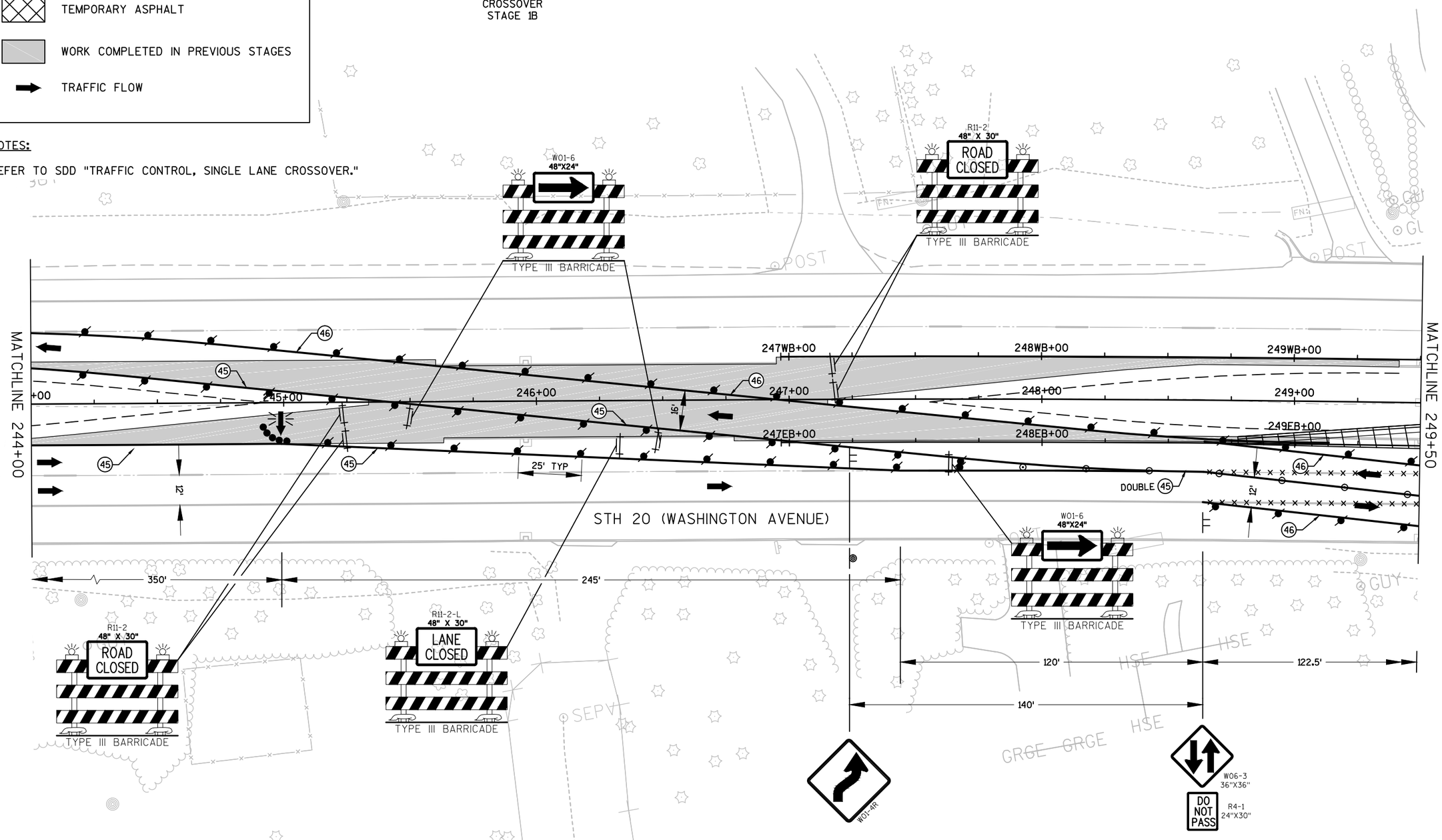
TYPICAL SECTION
CROSSOVER
STAGE 1B

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

NOTES:

REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (STH 20)	SHEET 150 E

LEGEND

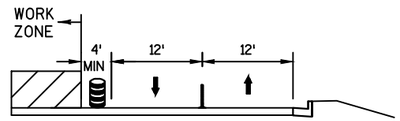
- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

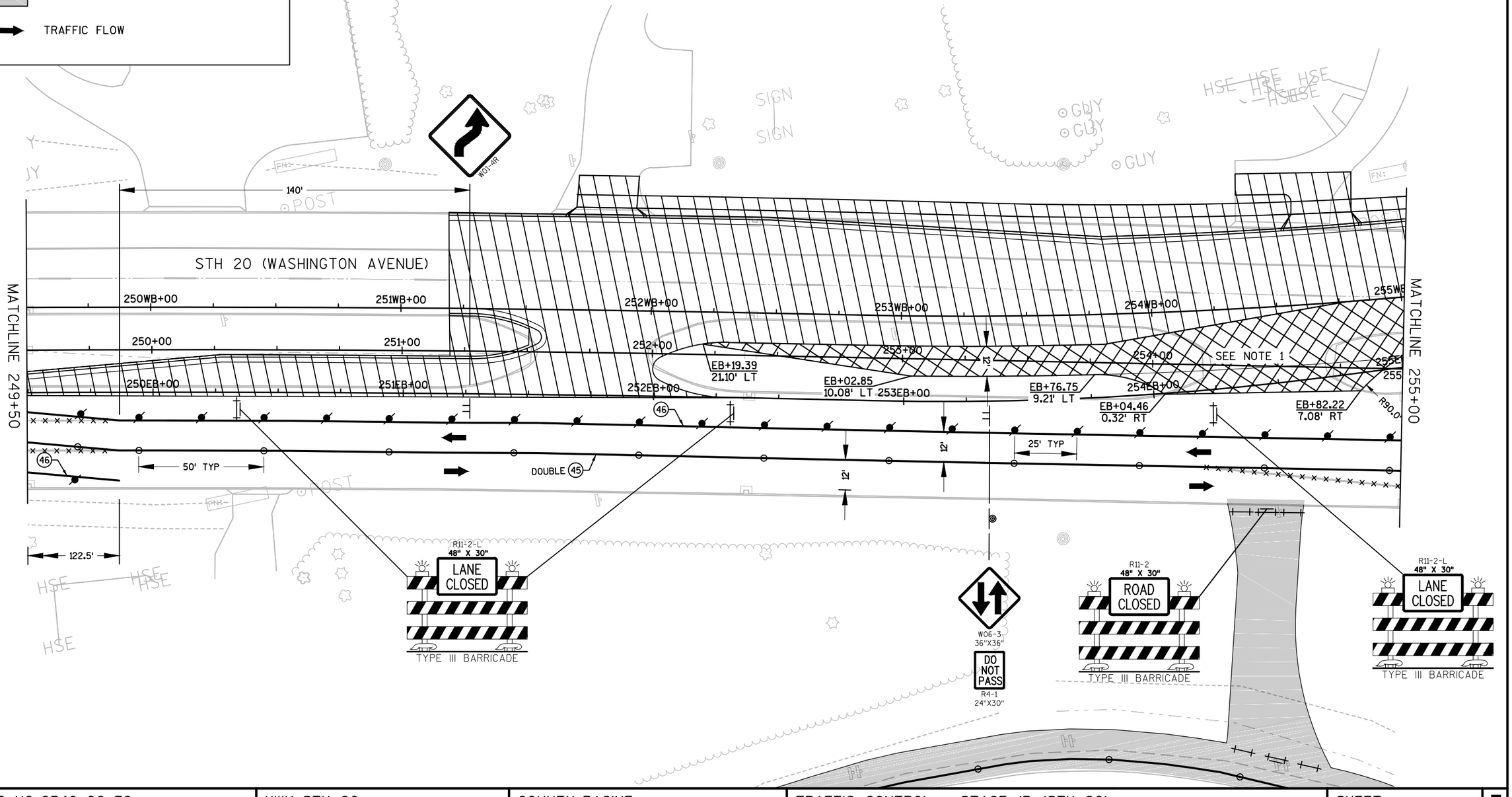
1. CONSTRUCT FUTURE ISLAND WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH. REFER TO PLAN DETAILS.

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

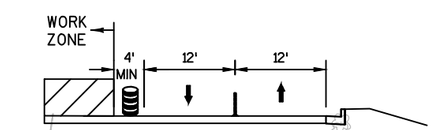


TYPICAL SECTION
STH 20
STAGE 1B



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (STH 20)	SHEET 151	E

2



TYPICAL SECTION
STH 20
STAGE 1B

NOTES:

1. CONSTRUCT FUTURE ISLAND WITH ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH. REFER TO PLAN DETAILS.

W06-3
36"X36"
DO NOT PASS
R4-1
24"X30"

ROAD CLOSED (USE DETOUR)
REFER TO DETOUR PLAN FOR
CTH C CLOSURE

CTH C (SPRING STREET)

N

MATCHLINE 255+00

MATCHLINE 260+75

STH 20 (WASHINGTON AVENUE)

SEE NOTE 1

EB+17.61
0.00' RT

EB+02.92
5.80' RT

C+80.67
0.00'

WB+02.44
8.14' RT

WB+24.50
0.00'

C+74.11
0.00'

25' TYP

50' TYP

DOUBLE

SPEED LIMIT 35
R2-1
24"X30"

R11-2-L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

W024-1-L

STOP
EXIST SIGN

YIELD
CROSS TRAFFIC DOES NOT STOP
EXIST SIGN

W01-7
48"X24"
TYPE III BARRICADE

MATCHLINE 28NB+25

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

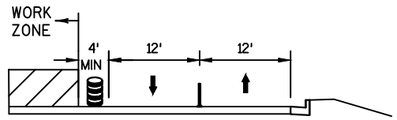
PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(49) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(50) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
(52) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

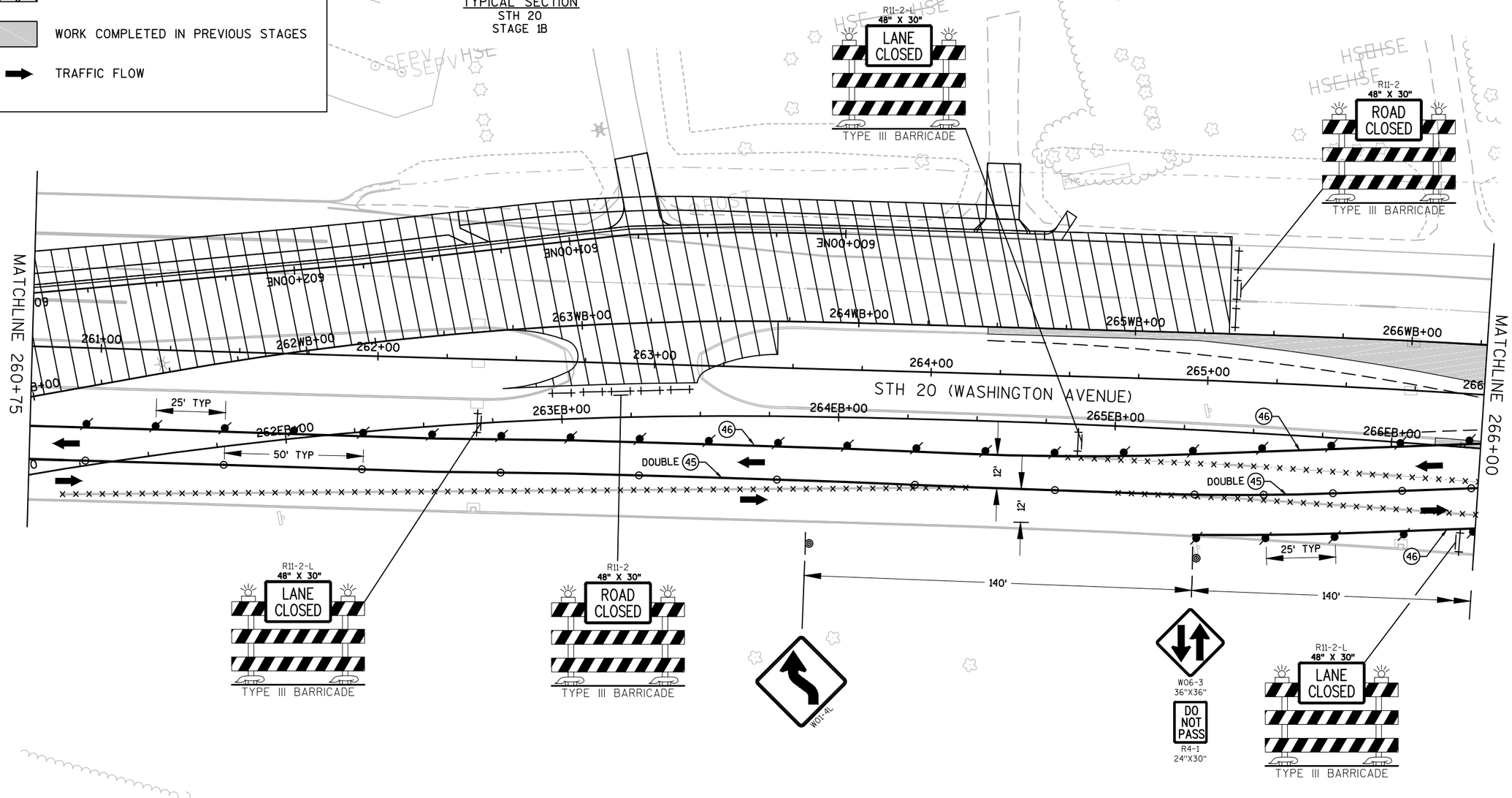
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (STH 20)	SHEET 152	E

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW



TYPICAL SECTION
STH 20
STAGE 1B

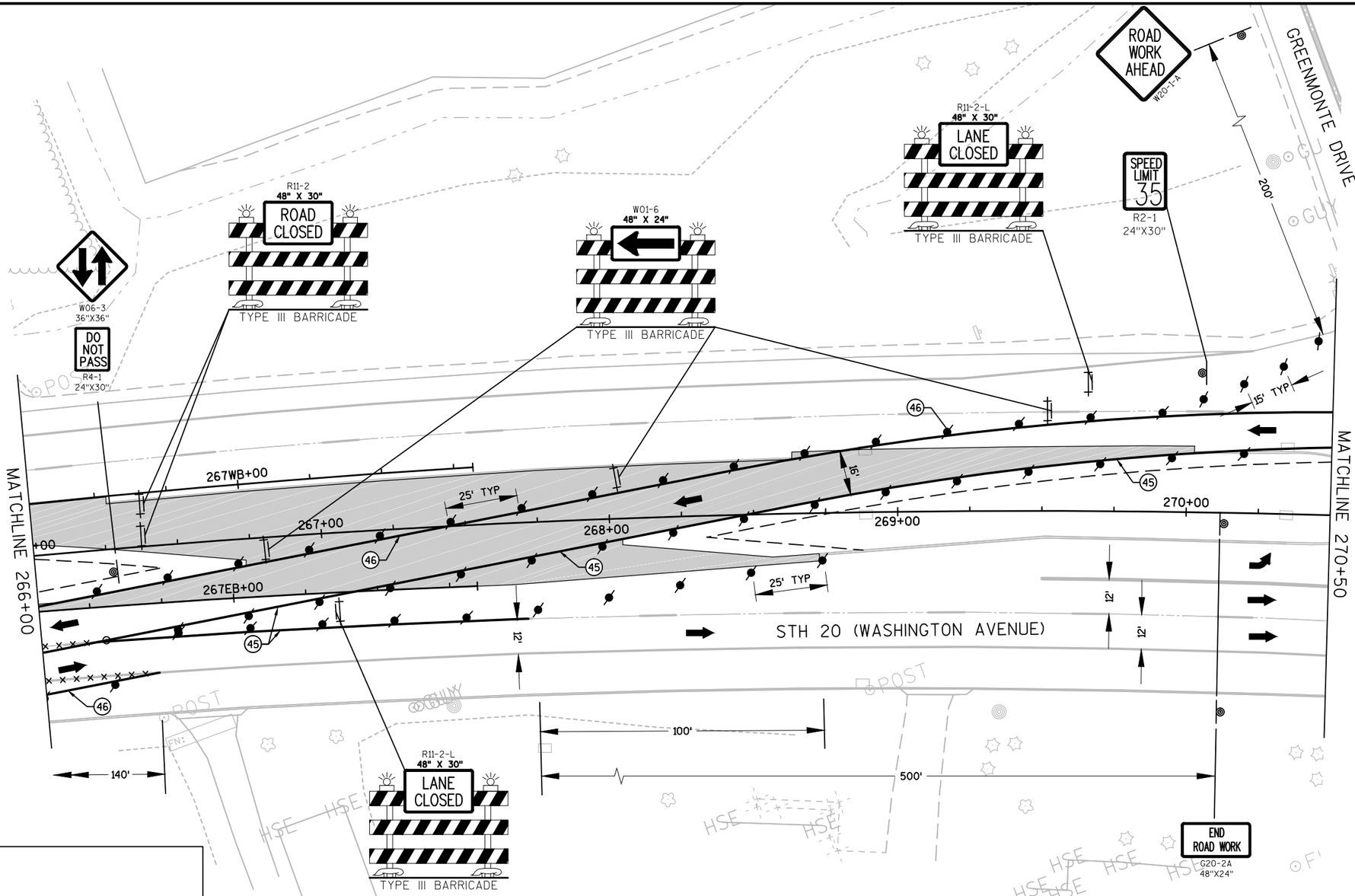


PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

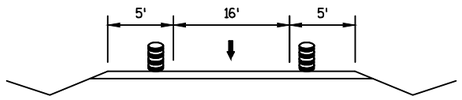
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (STH 20)	SHEET 153	E

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW



TYPICAL SECTION
CROSSOVER
STAGE 1B

PAVEMENT MARKING LEGEND

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

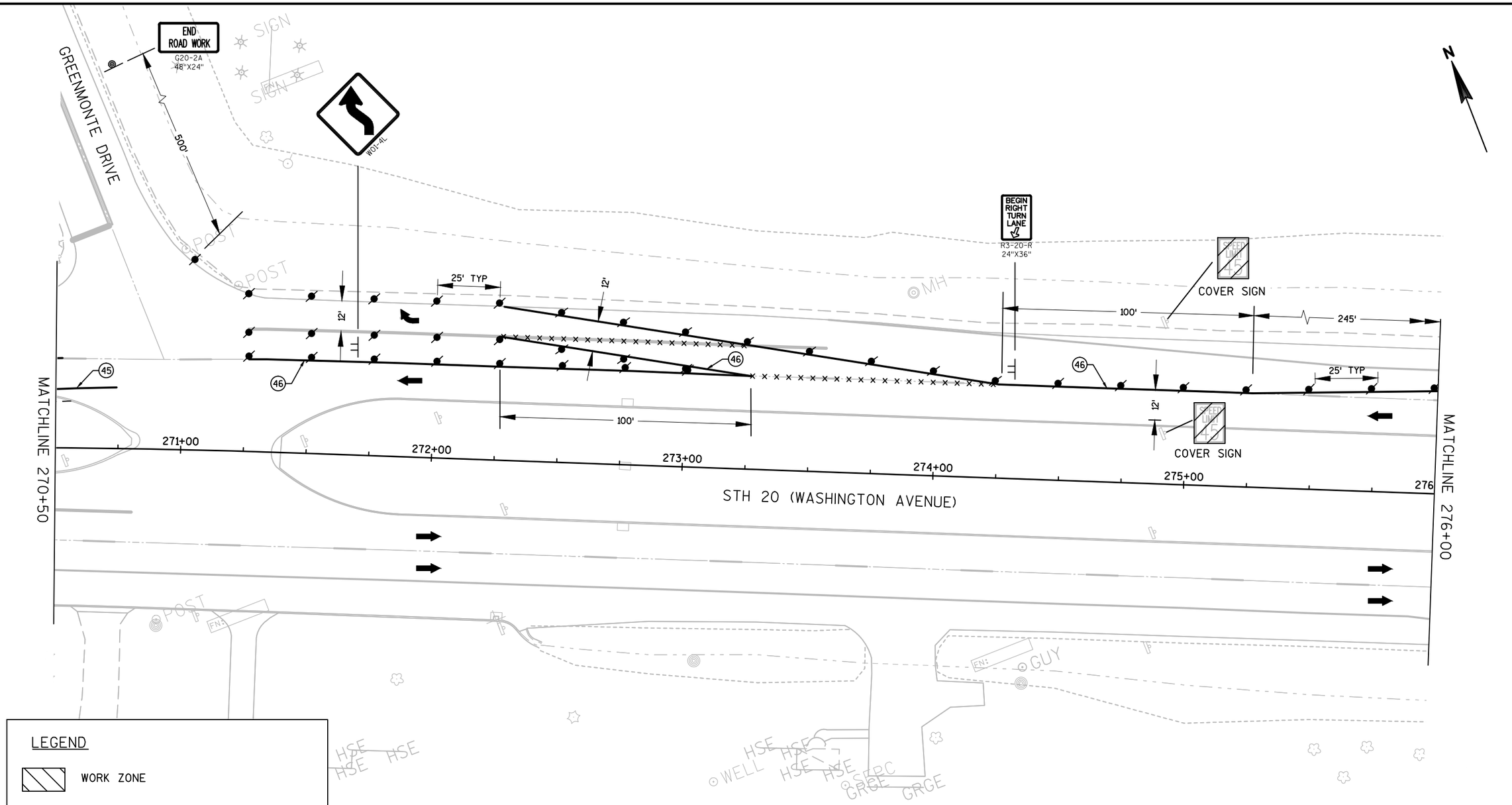
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

NOTES:

REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (STH 20)	SHEET 154	E

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (STH 20)	SHEET 155	E

2

N

SPEED LIMIT 35
R2-1
24"X30"

ROAD WORK AHEAD
W20-1-A

END ROAD WORK
G20-2A
48"X24"

W03-2R

RIGHT LANE CLOSED AHEAD
W20-5-A

ROAD WORK AHEAD
W20-1-A

SPEED LIMIT 35
R2-1
24"X30"

SPEED LIMIT 35
W3-5
36"X36"

245'

350'

700'

700'

350'

350'

46

25' TYP

MATCHLINE 276+00

276+00

277+00

278+00

279+00

280+00

281+00

STH 20 (WASHINGTON AVENUE)

POST

SIGN

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1-A

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (STH 20)	SHEET	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S1B.DWG
LAYOUT NAME - 1B - 026008

PLOT DATE : 9/13/2017 2:16 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

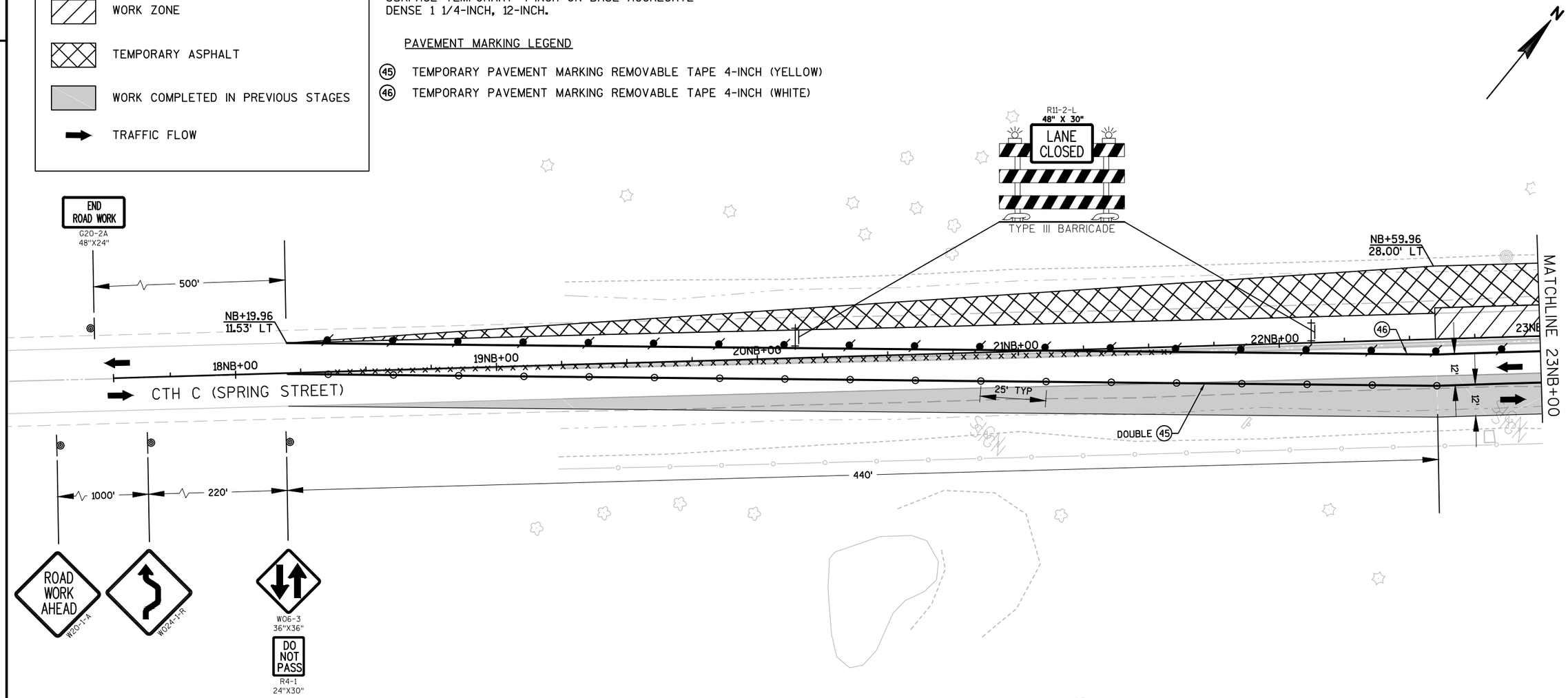
NOTES:

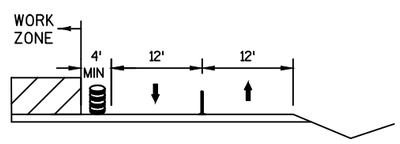
TEMPORARY ASPHALT CONSISTS OF ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.

PAVEMENT MARKING LEGEND

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

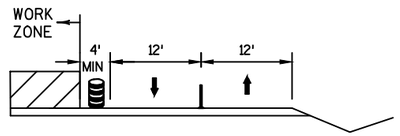
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)



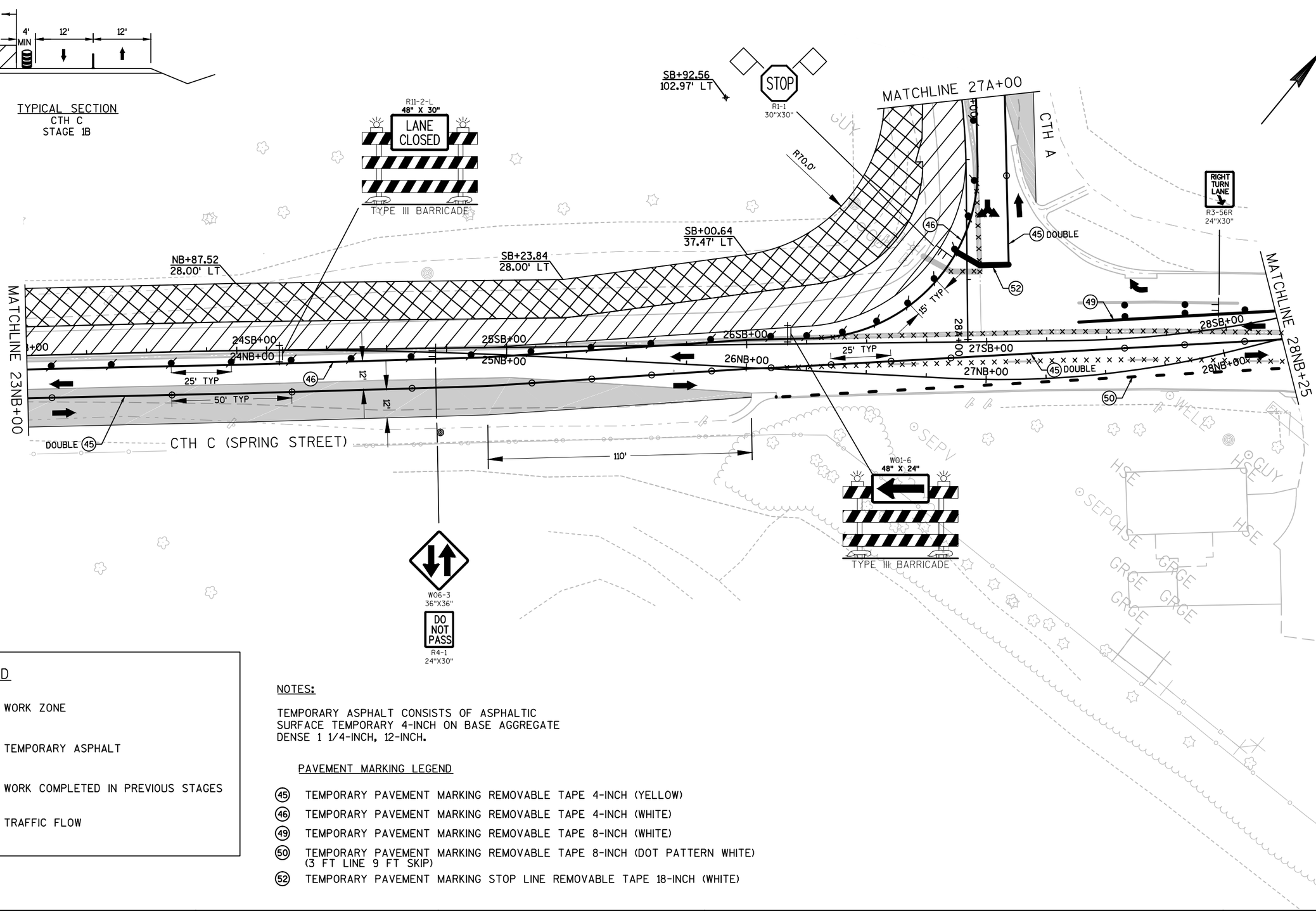


TYPICAL SECTION
CTH C
STAGE 1B

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (CTH C)	SHEET 157 E



TYPICAL SECTION
CTH C
STAGE 1B



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

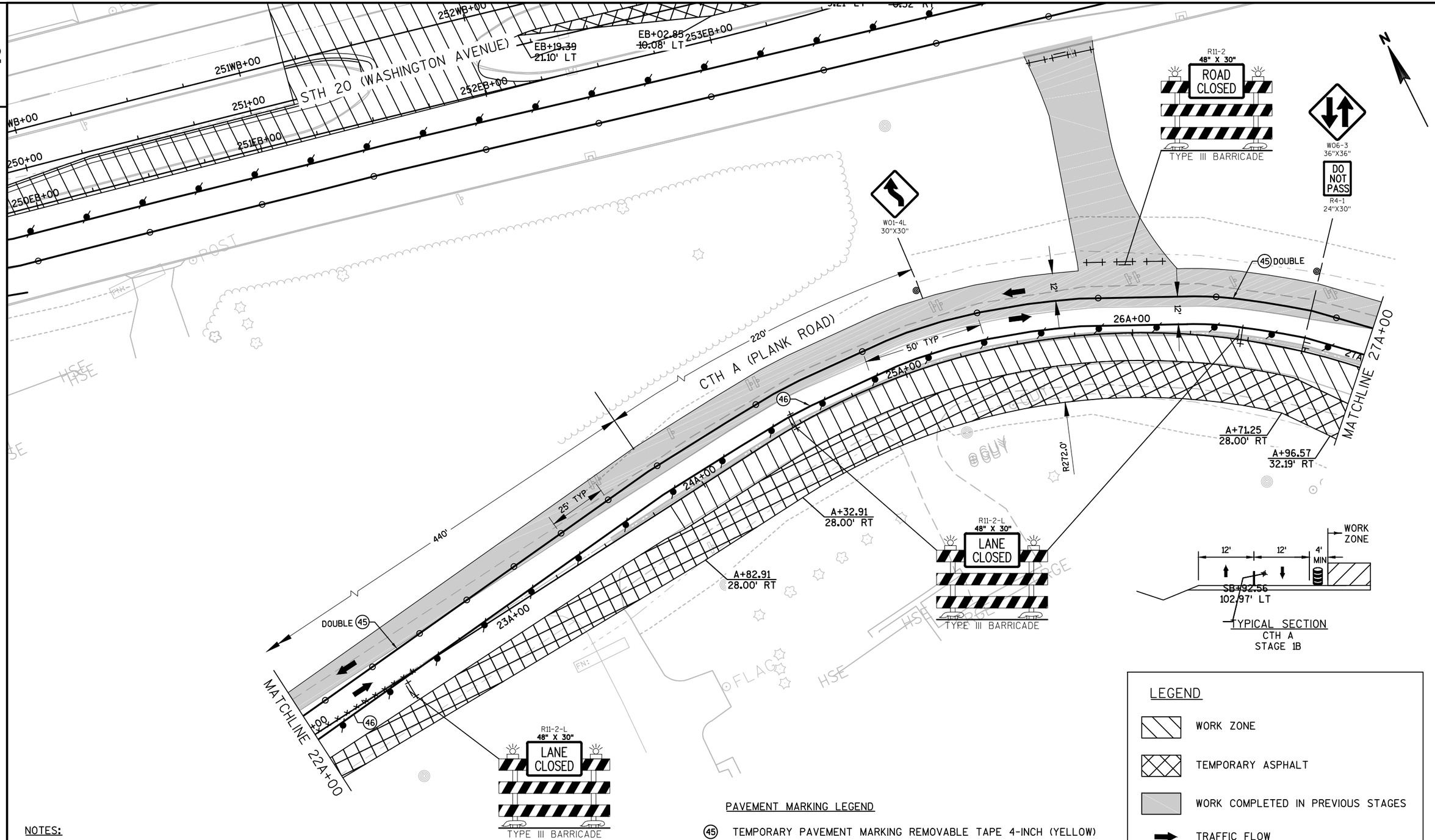
TEMPORARY ASPHALT CONSISTS OF ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(49) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(50) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
(52) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (CTH C)	SHEET 158	E

2



NOTES:

TEMPORARY ASPHALT CONSISTS OF ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.

PAVEMENT MARKING LEGEND

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

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (CTH A)	SHEET 159	E

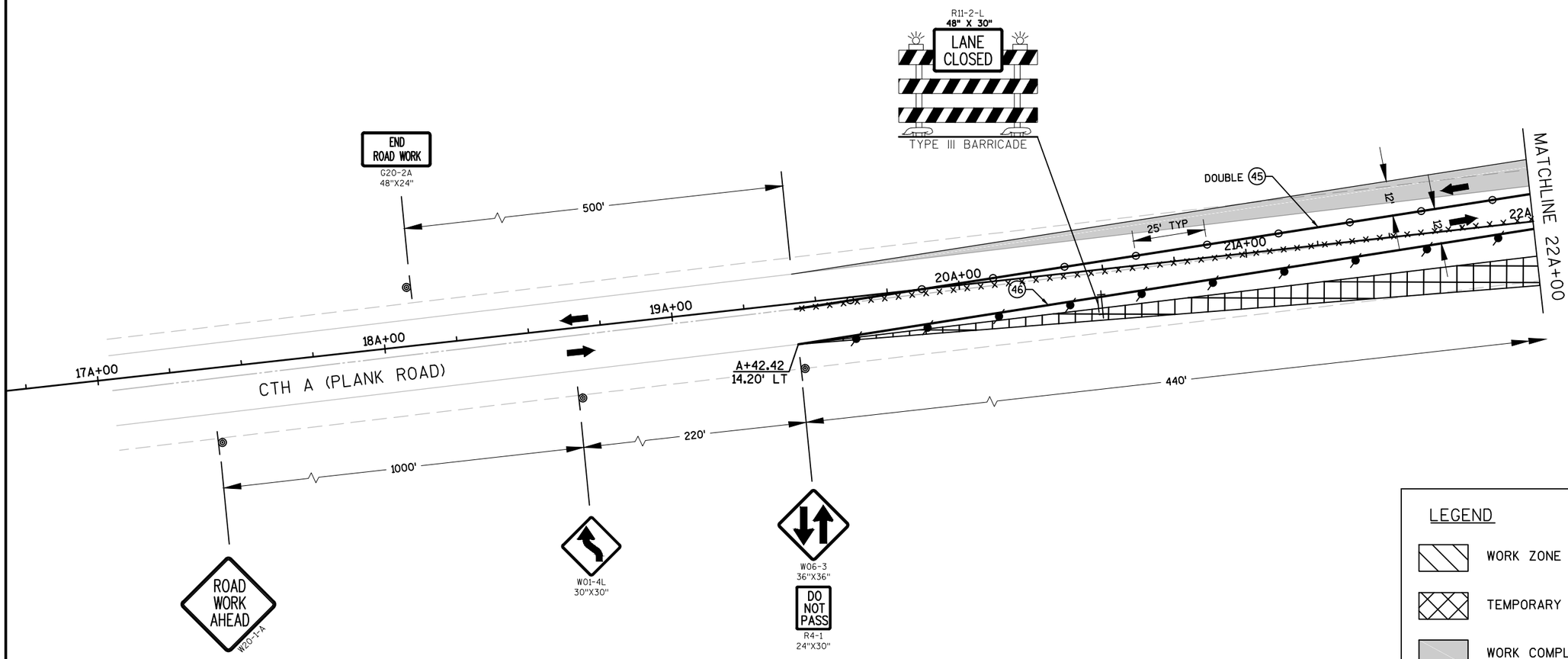
2

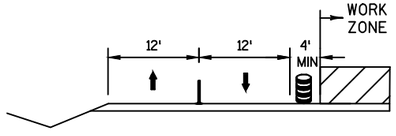
SEPC
SEPV
SEPV

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

N





TYPICAL SECTION
CTH A
STAGE 1B

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

TEMPORARY ASPHALT CONSISTS OF ASPHALTIC SURFACE TEMPORARY 4-INCH ON BASE AGGREGATE DENSE 1 1/4-INCH, 12-INCH.

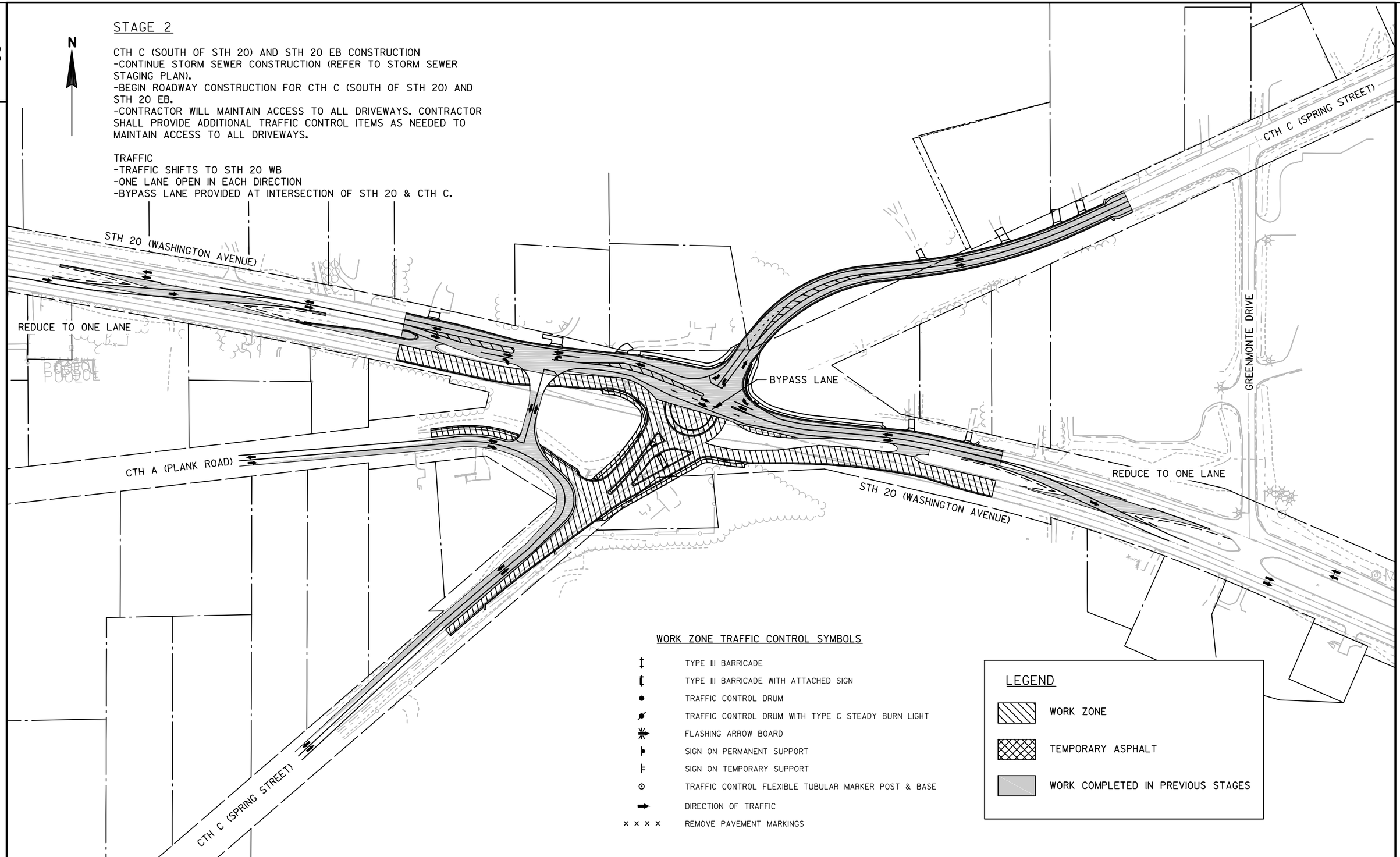
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 1B (CTH A)	SHEET 160	E

2

STAGE 2

CTH C (SOUTH OF STH 20) AND STH 20 EB CONSTRUCTION
-CONTINUE STORM SEWER CONSTRUCTION (REFER TO STORM SEWER STAGING PLAN).
-BEGIN ROADWAY CONSTRUCTION FOR CTH C (SOUTH OF STH 20) AND STH 20 EB.
-CONTRACTOR WILL MAINTAIN ACCESS TO ALL DRIVEWAYS. CONTRACTOR SHALL PROVIDE ADDITIONAL TRAFFIC CONTROL ITEMS AS NEEDED TO MAINTAIN ACCESS TO ALL DRIVEWAYS.

TRAFFIC
-TRAFFIC SHIFTS TO STH 20 WB
-ONE LANE OPEN IN EACH DIRECTION
-BYPASS LANE PROVIDED AT INTERSECTION OF STH 20 & CTH C.



WORK ZONE TRAFFIC CONTROL SYMBOLS

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- DIRECTION OF TRAFFIC
- × × × × REMOVE PAVEMENT MARKINGS

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - OVERVIEW STAGE 2	SHEET 161	E

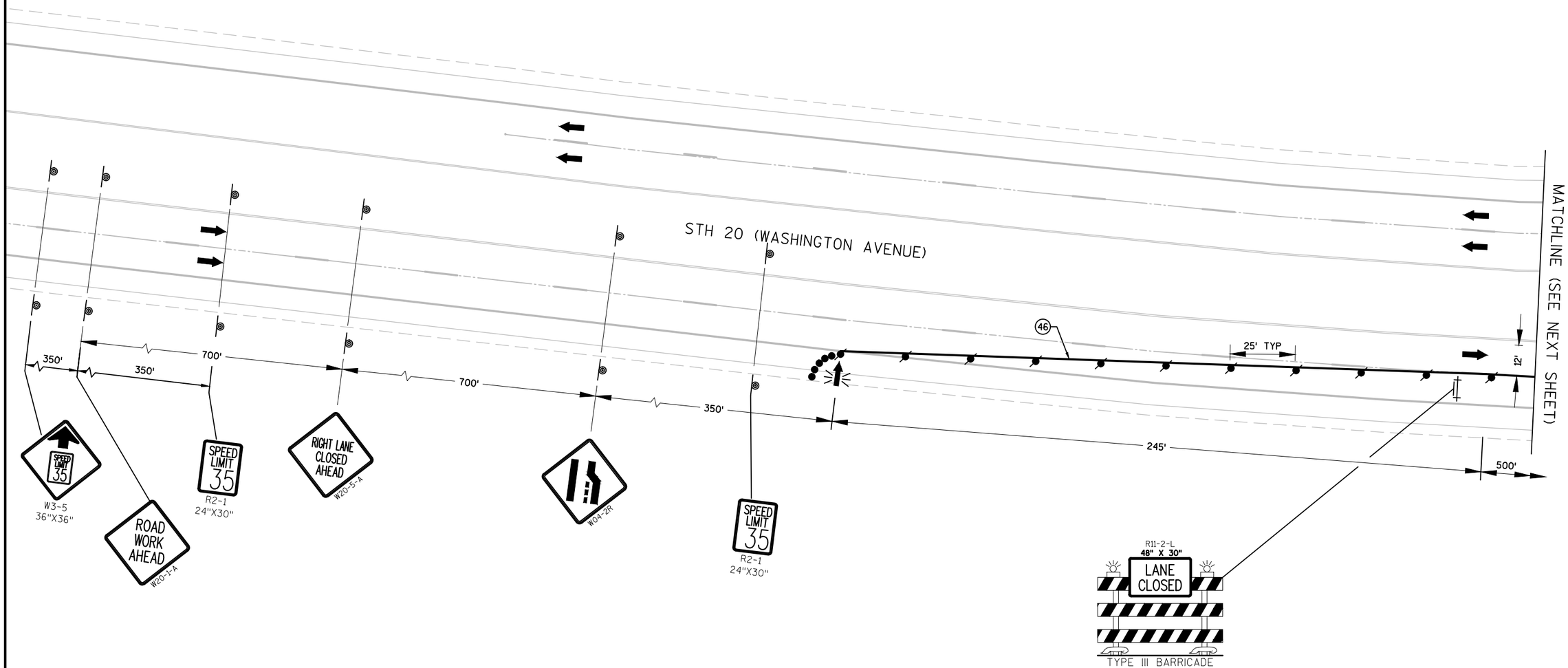
2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (STH 20)	SHEET 162	E

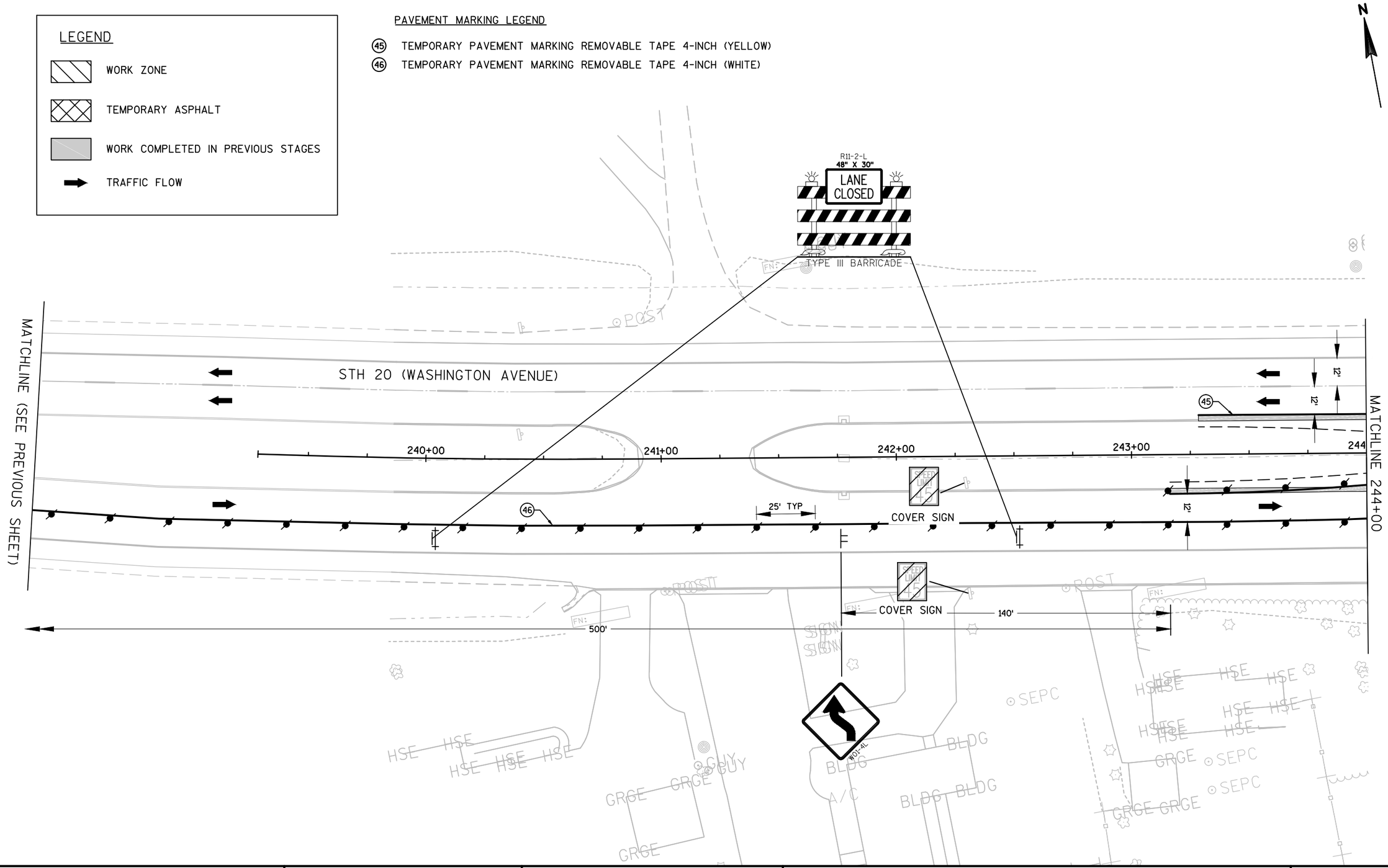
2

LEGEND

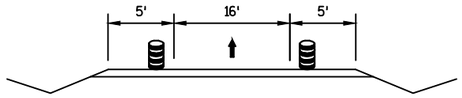
- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)



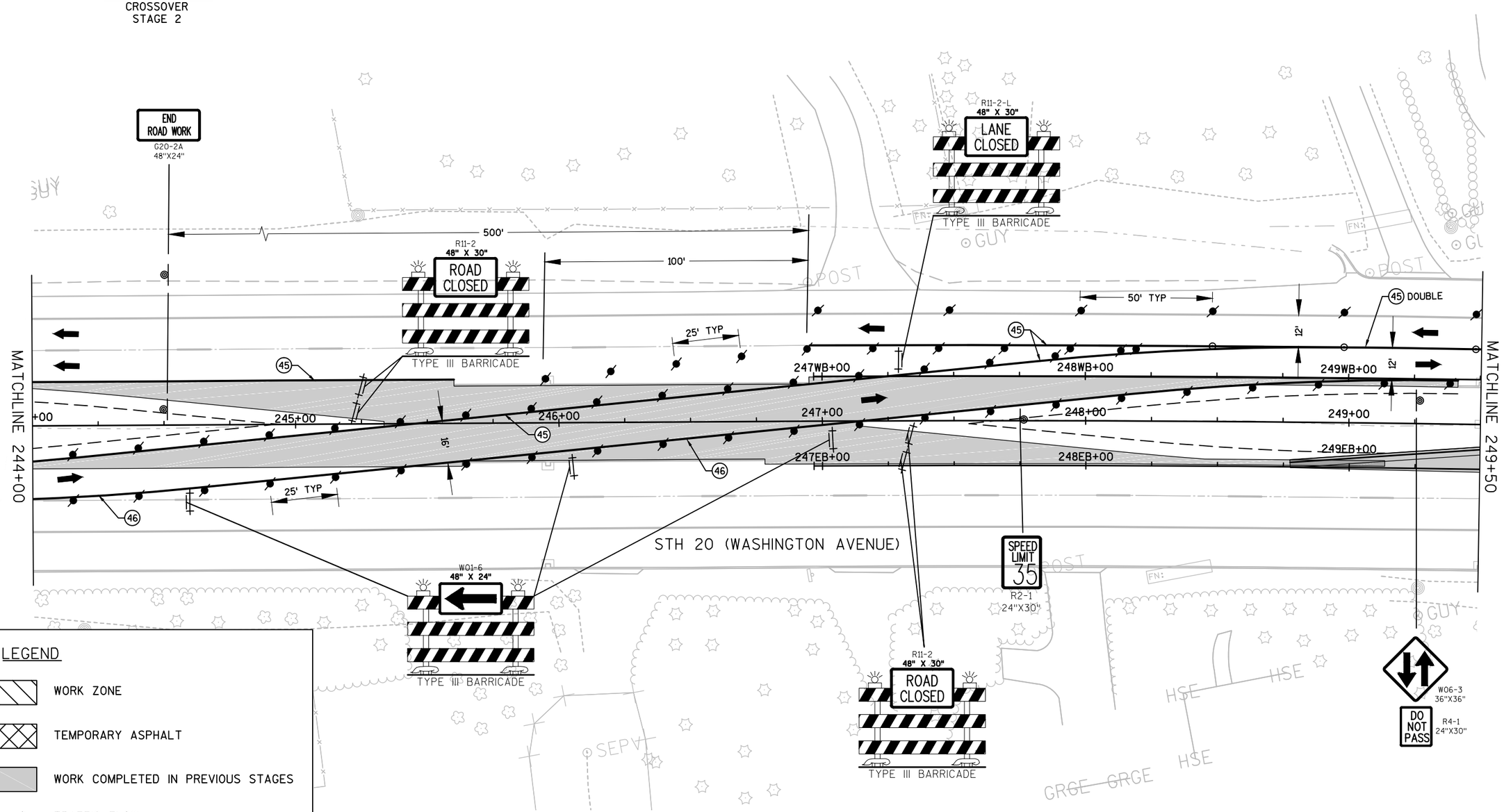
PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (STH 20)	SHEET 163 E



TYPICAL SECTION
CROSSOVER
STAGE 2

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."

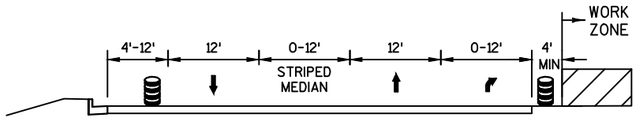
PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (STH 20)	SHEET 164	E

LEGEND

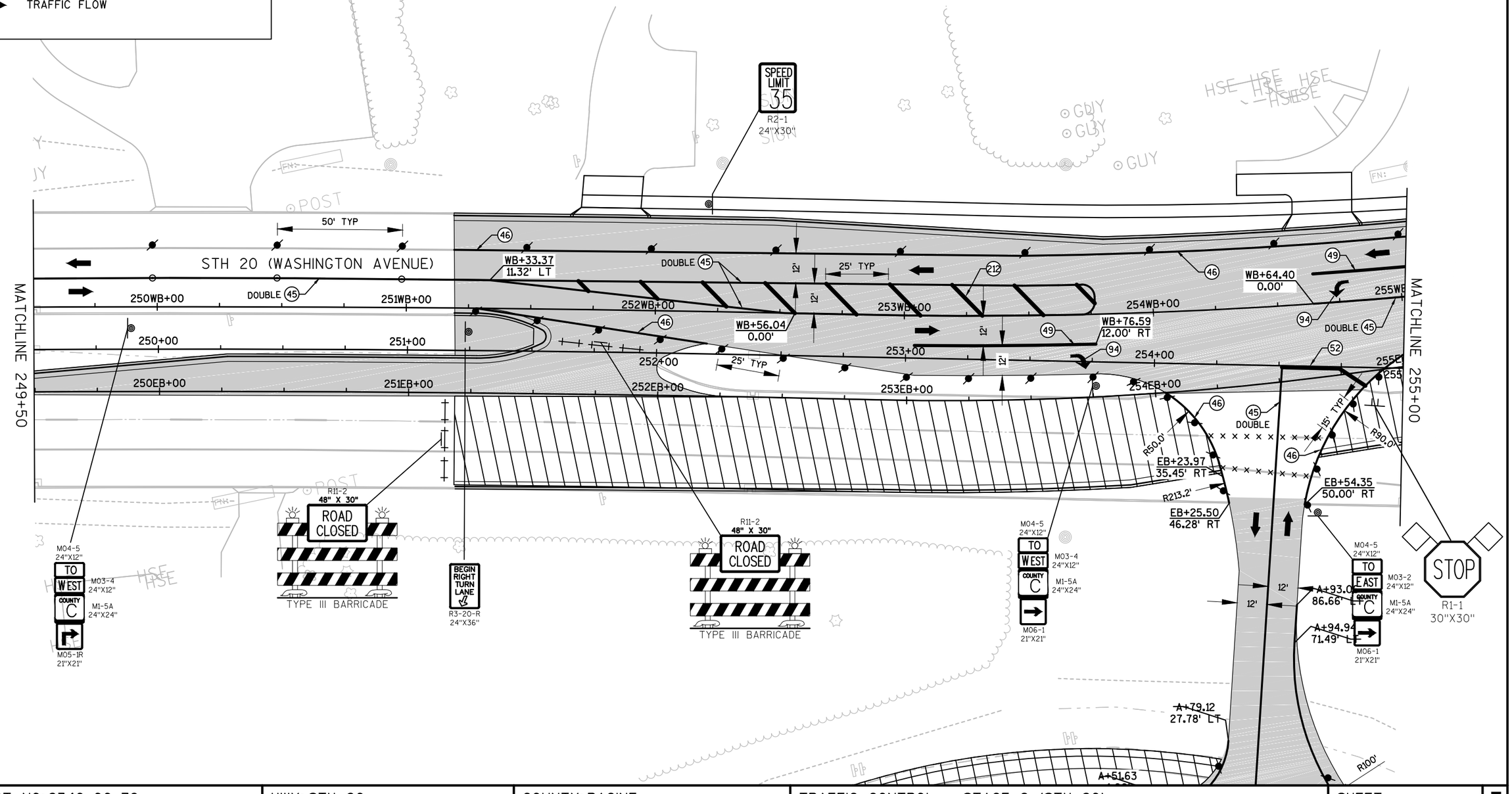
- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(49) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(52) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
(94) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 2 (WHITE)
(212) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE DIAGONAL 12-INCH (YELLOW)

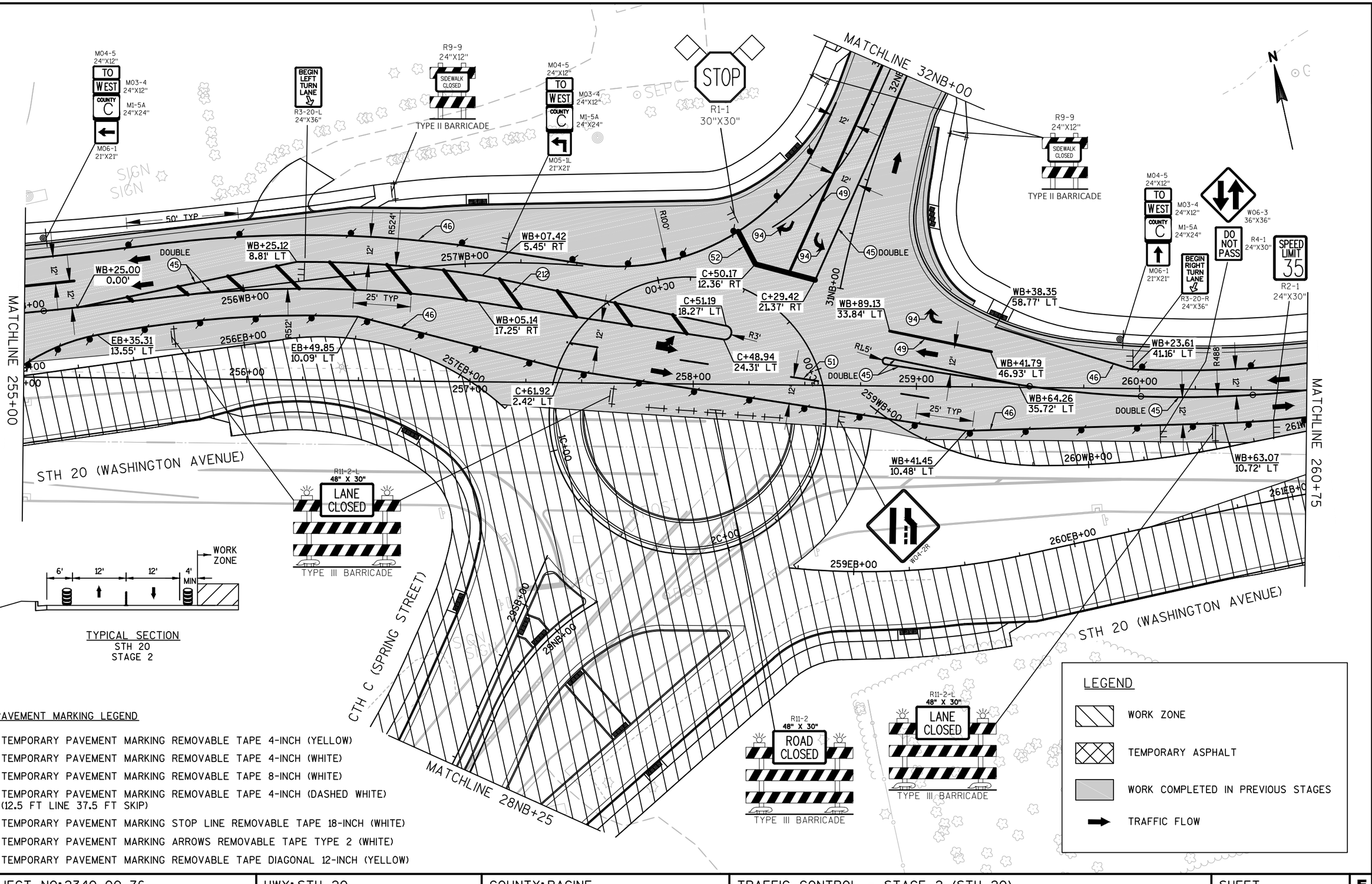


TYPICAL SECTION
STH 20
STAGE 2



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (STH 20)	SHEET 165	E

2



TYPICAL SECTION
STH 20
STAGE 2

PAVEMENT MARKING LEGEND

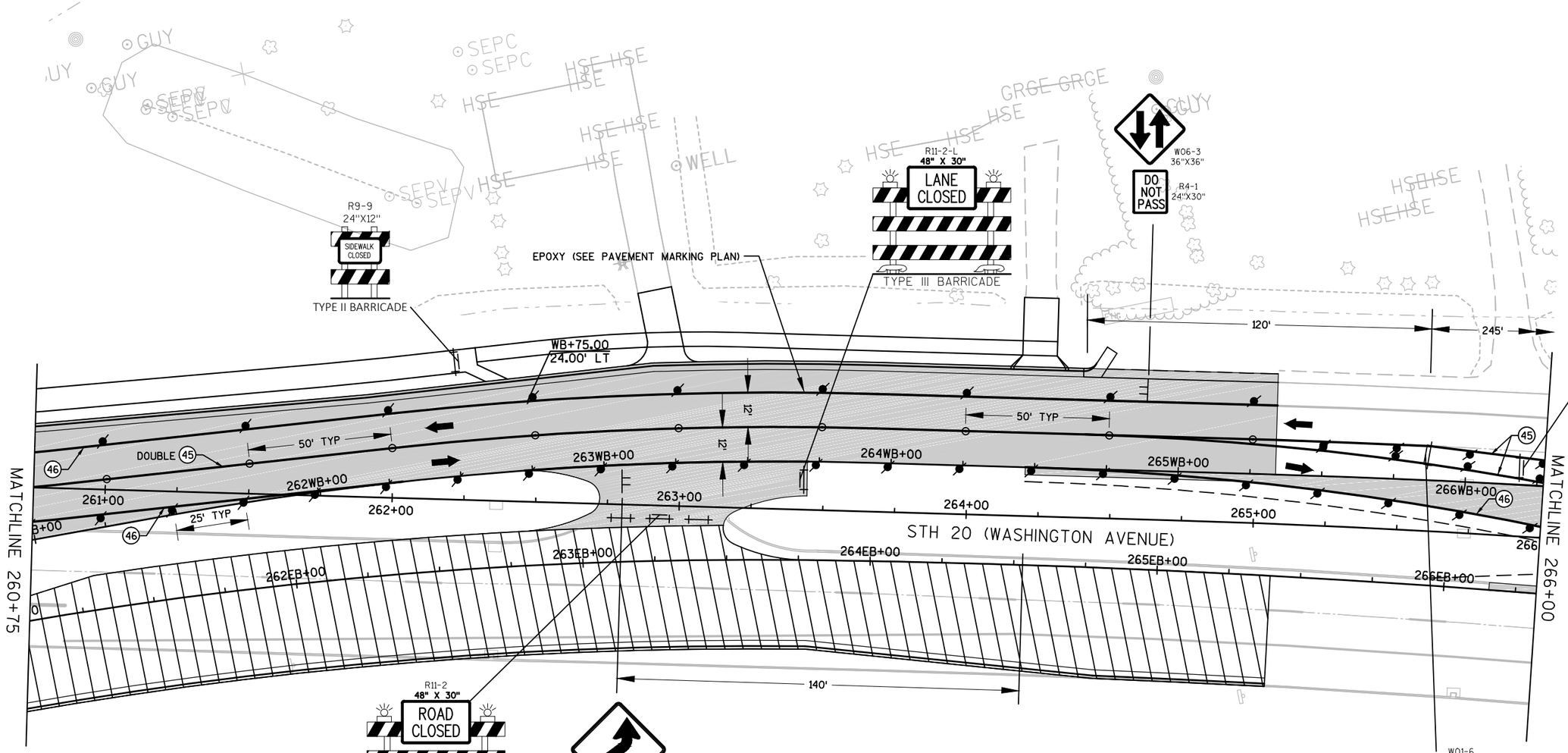
(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(49) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(51) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
(52) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
(94) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 2 (WHITE)
(212) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE DIAGONAL 12-INCH (YELLOW)

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (STH 20)	SHEET 166	E

2

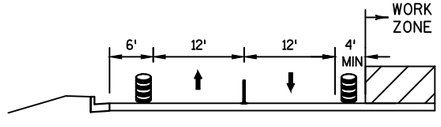


LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

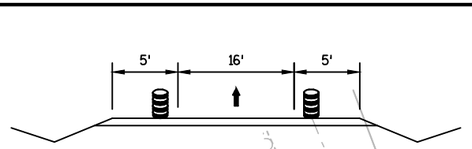
PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

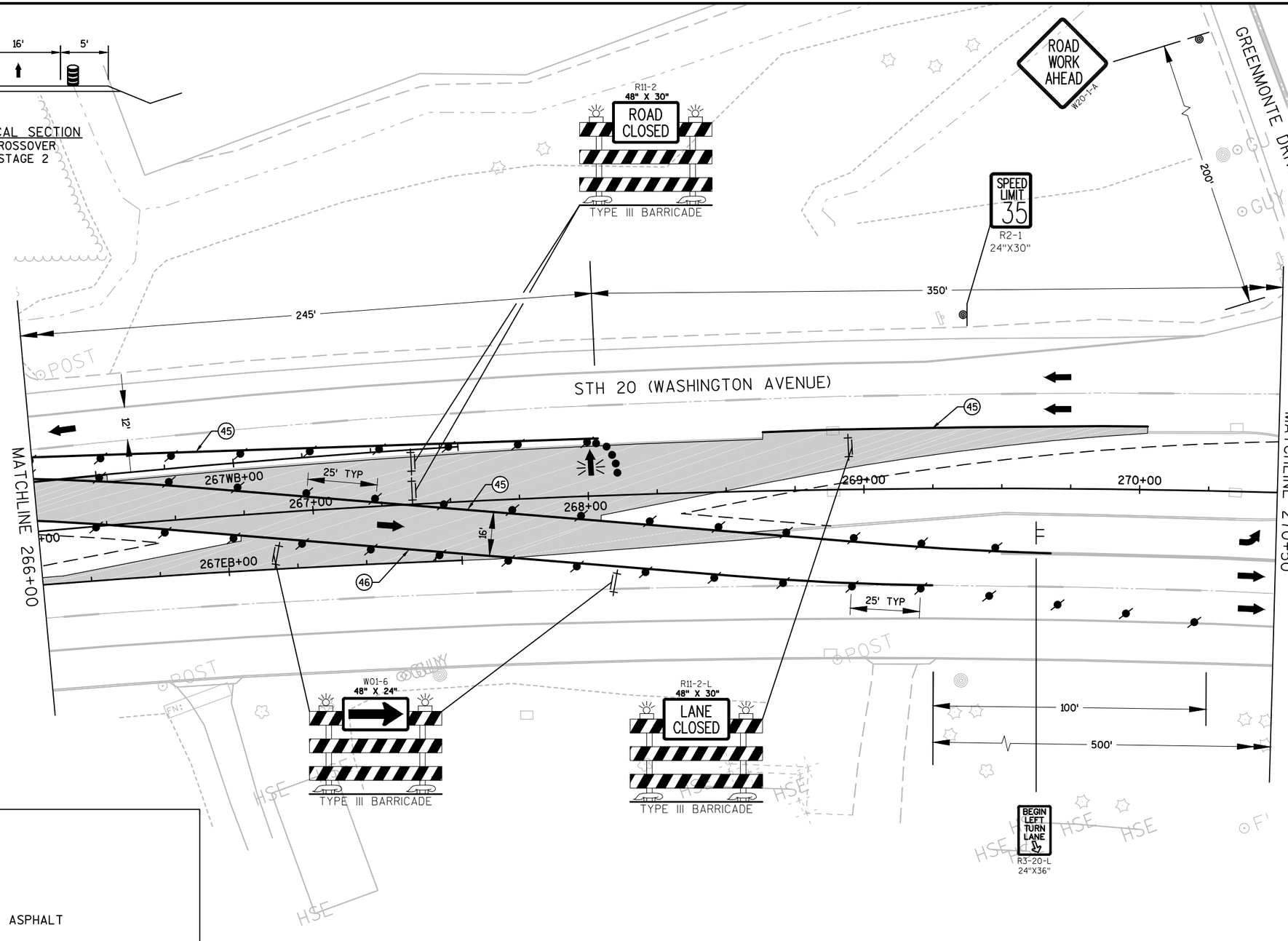


TYPICAL SECTION
STH 20
STAGE 2

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (STH 20)	SHEET 167	E



TYPICAL SECTION
CROSSOVER
STAGE 2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (STH 20)	SHEET 168	E

2

END ROAD WORK
G20-2A
48"X24"

500'

GREENMONTE DRIVE

W04-2L

LEFT LANE CLOSED AHEAD
W20-5S-A

SPEED LIMIT 35
R2-1
24"X30"

ROAD WORK AHEAD
W20-1-A

SPEED LIMIT 35
W3-5
36"X36"

350'

700'

700'

350'

350'

COVER SIGN

COVER SIGN

MATCHLINE 270+50

271+00

272+00

273+00

274+00

275+00

276+00

STH 20 (WASHINGTON AVENUE)

500'

END ROAD WORK
G20-2A
48"X24"

POST

POST

POST

SIGN

SIGN

MH

HSE

HSE

HSE

HSE

WELL

HSE

HSE

SEPC

GRGE

GRGE

GUY

GUY

EM

EM

LEGEND

WORK ZONE

TEMPORARY ASPHALT

WORK COMPLETED IN PREVIOUS STAGES

TRAFFIC FLOW

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (STH 20)	SHEET 169	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S2.DWG
LAYOUT NAME - 2 - 026007

PLOT DATE : 9/13/2017 11:19 AM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

M04-5
24"X12"
TO
WEST
M03-4
24"X12"
COUNTY
C
M1-5A
24"X24"
M05-1R
21"X21"

ROAD WORK AHEAD
W20-1-A

M04-5
24"X12"
TO
WEST
M03-4
24"X12"
COUNTY
C
M1-5A
24"X24"
M06-1
21"X21"

350' TO INTERSECTION

CTH C (SPRING STREET)

SB+43.96
12.00' LT

SB+43.72
0.00'

R351.6'

34SB+00

34NB+00

35SB+00

35NB+00

45 DOUBLE

45 DOUBLE

212

25'

46

33SB+00

33NB+00

36SB+00

36NB+00

37NB+00

12'

12'

EPOXY (SEE PAVEMENT MARKING PLAN)

SB+35.84
15.99' LT

R382.8'

50

NB+42.04
1.49' LT

25SB+00

+00

MATCHLINE 32NB+00

NB+03.39
0.00'

500' TO INTERSECTION

EPOXY (SEE PAVEMENT MARKING PLAN)

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

END ROAD WORK
G20-2A
48"X24"

HSE

HSE

HSE

GUY

GUY

GUY

SEPT

SEPT

SEPT

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

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

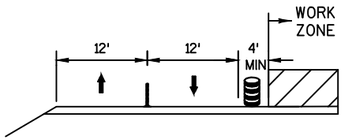
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

(50) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)

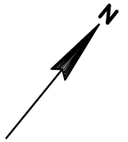
(212) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE DIAGONAL 12-INCH (YELLOW)

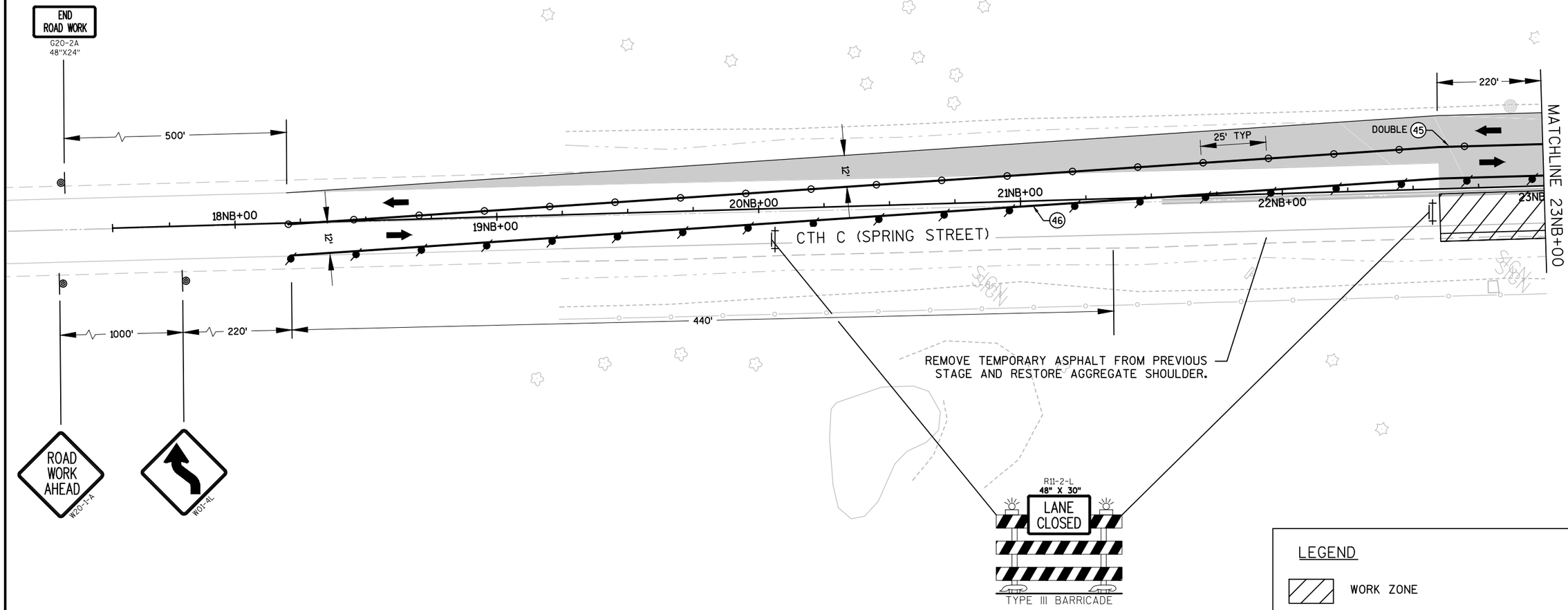
PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (CTH C)	SHEET 170	E

2



TYPICAL SECTION
CTH C
STAGE 2





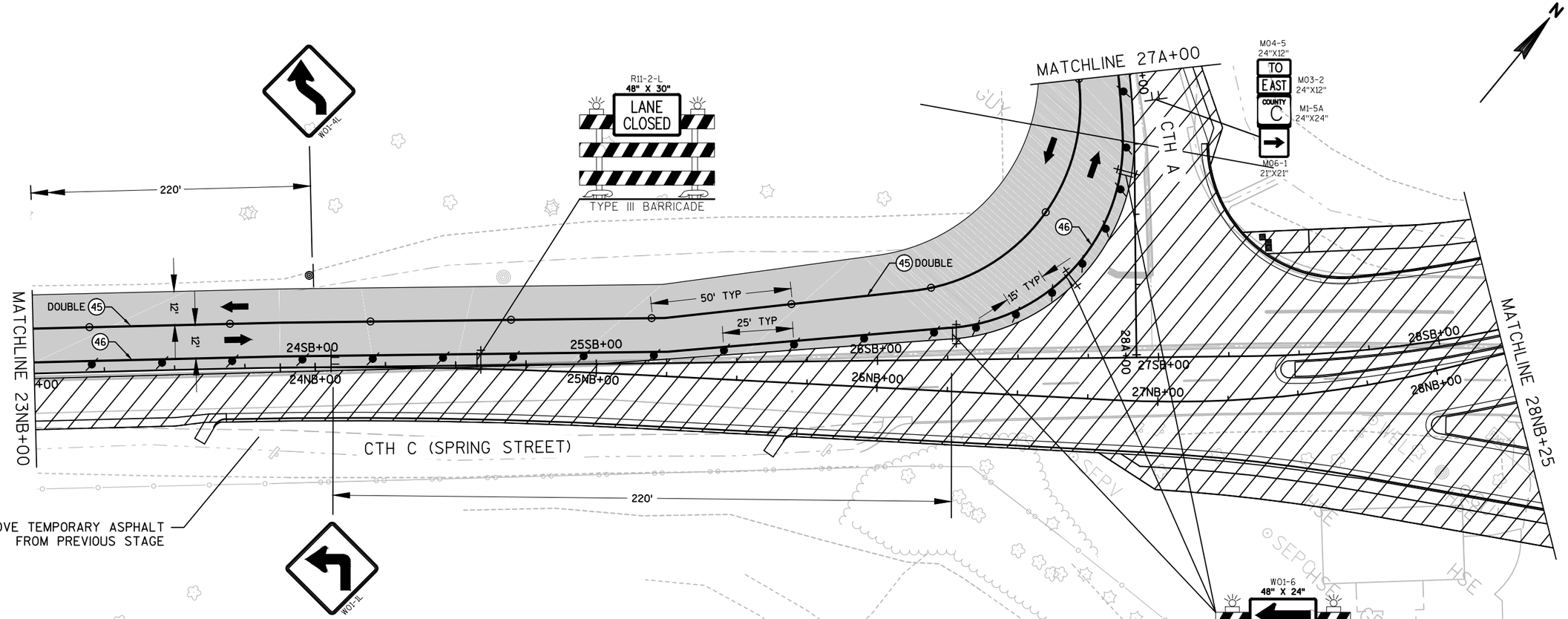
LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

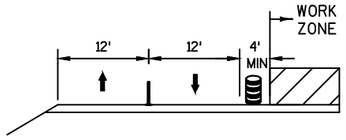
(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

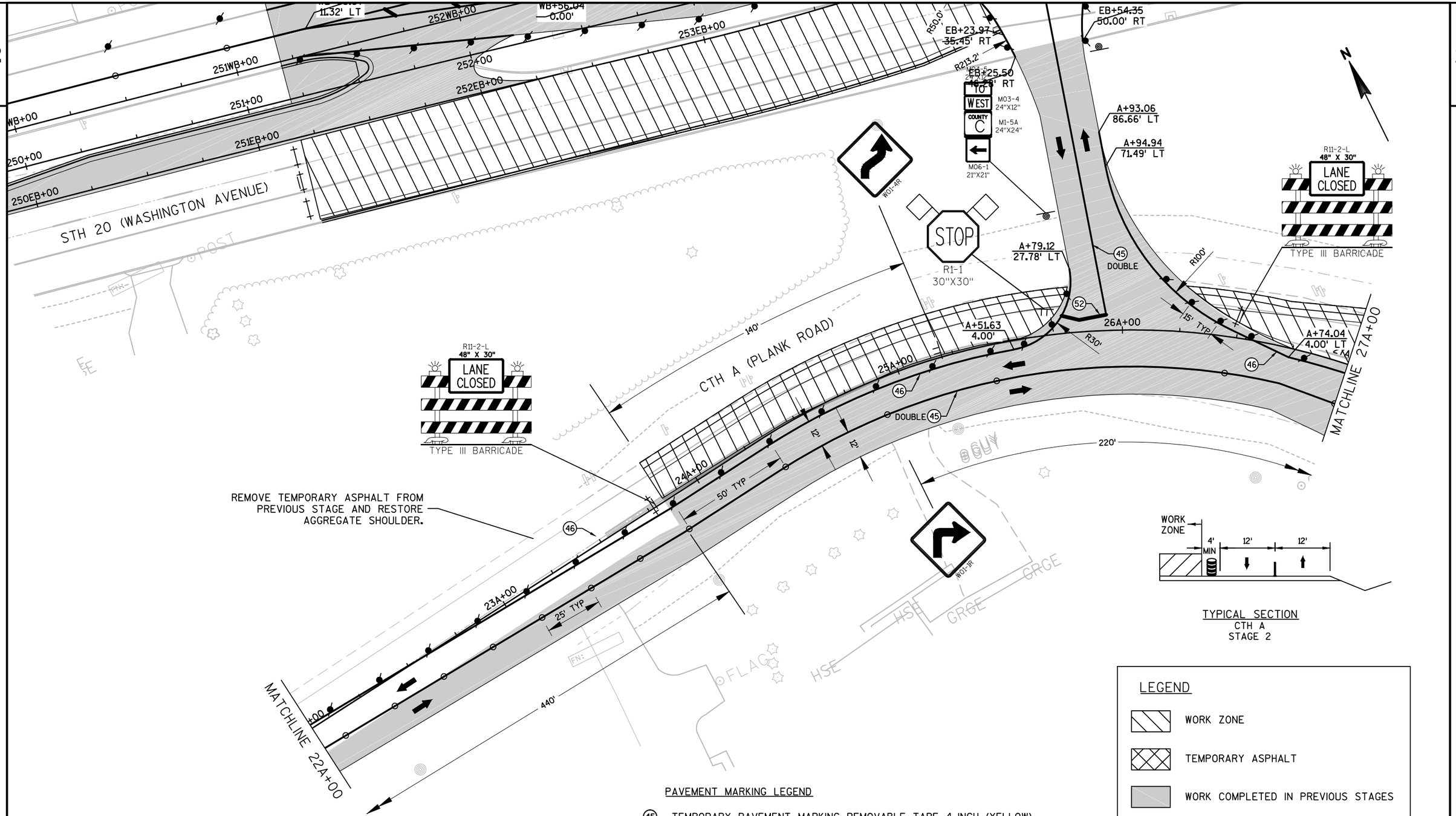


TYPICAL SECTION
CTH C
STAGE 2

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (CTH C)	SHEET 172	E



REMOVE TEMPORARY ASPHALT FROM PREVIOUS STAGE AND RESTORE AGGREGATE SHOULDER.

TYPICAL SECTION
CTH A
STAGE 2

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(52) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

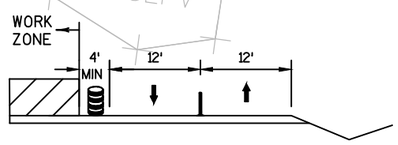
LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 2 (CTH A)	SHEET 173 E

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW



TYPICAL SECTION
CTH A
STAGE 2

N

R11-2-L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

END ROAD WORK
G20-2A
48"X24"

500'

REMOVE TEMPORARY ASPHALT FROM PREVIOUS STAGE AND RESTORE AGGREGATE SHOULDER.

46

25' TYP

DOUBLE 45

+00
17A+00
18A+00
19A+00
20A+00
21A+00
22A

CTH A (PLANK ROAD)

MATCHLINE 22A+00

1000'
220'
440'

ROAD WORK AHEAD
W20-1-A

W01-4R

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO:2340-00-76	HWY:STH 20	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 2 (CTH A)	SHEET 174	E

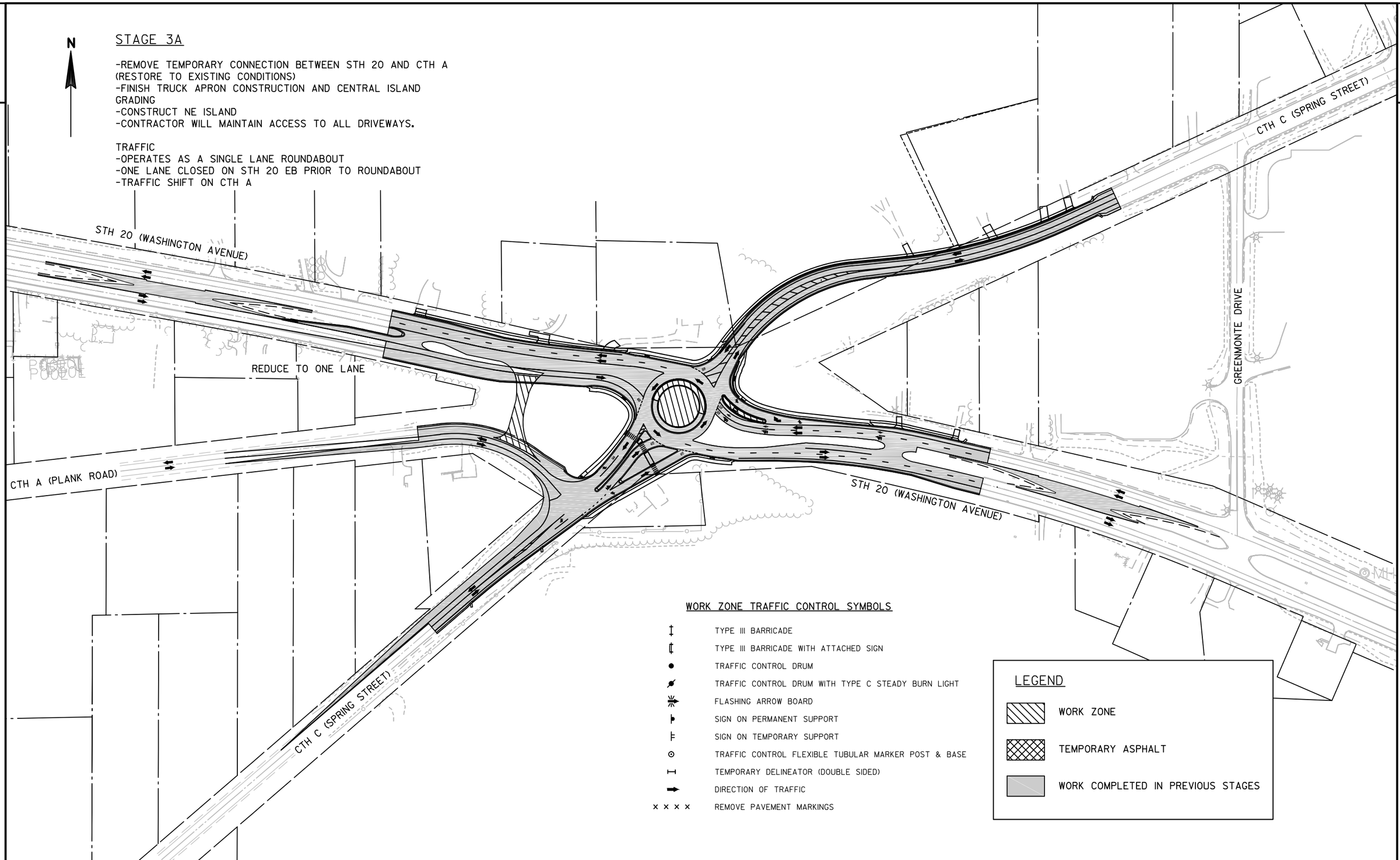
2

N

STAGE 3A

-REMOVE TEMPORARY CONNECTION BETWEEN STH 20 AND CTH A (RESTORE TO EXISTING CONDITIONS)
-FINISH TRUCK APRON CONSTRUCTION AND CENTRAL ISLAND GRADING
-CONSTRUCT NE ISLAND
-CONTRACTOR WILL MAINTAIN ACCESS TO ALL DRIVEWAYS.

TRAFFIC
-OPERATES AS A SINGLE LANE ROUNDABOUT
-ONE LANE CLOSED ON STH 20 EB PRIOR TO ROUNDABOUT
-TRAFFIC SHIFT ON CTH A



WORK ZONE TRAFFIC CONTROL SYMBOLS

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- DIRECTION OF TRAFFIC
- × × × × REMOVE PAVEMENT MARKINGS

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - OVERVIEW STAGE 3A	SHEET 175	E

2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

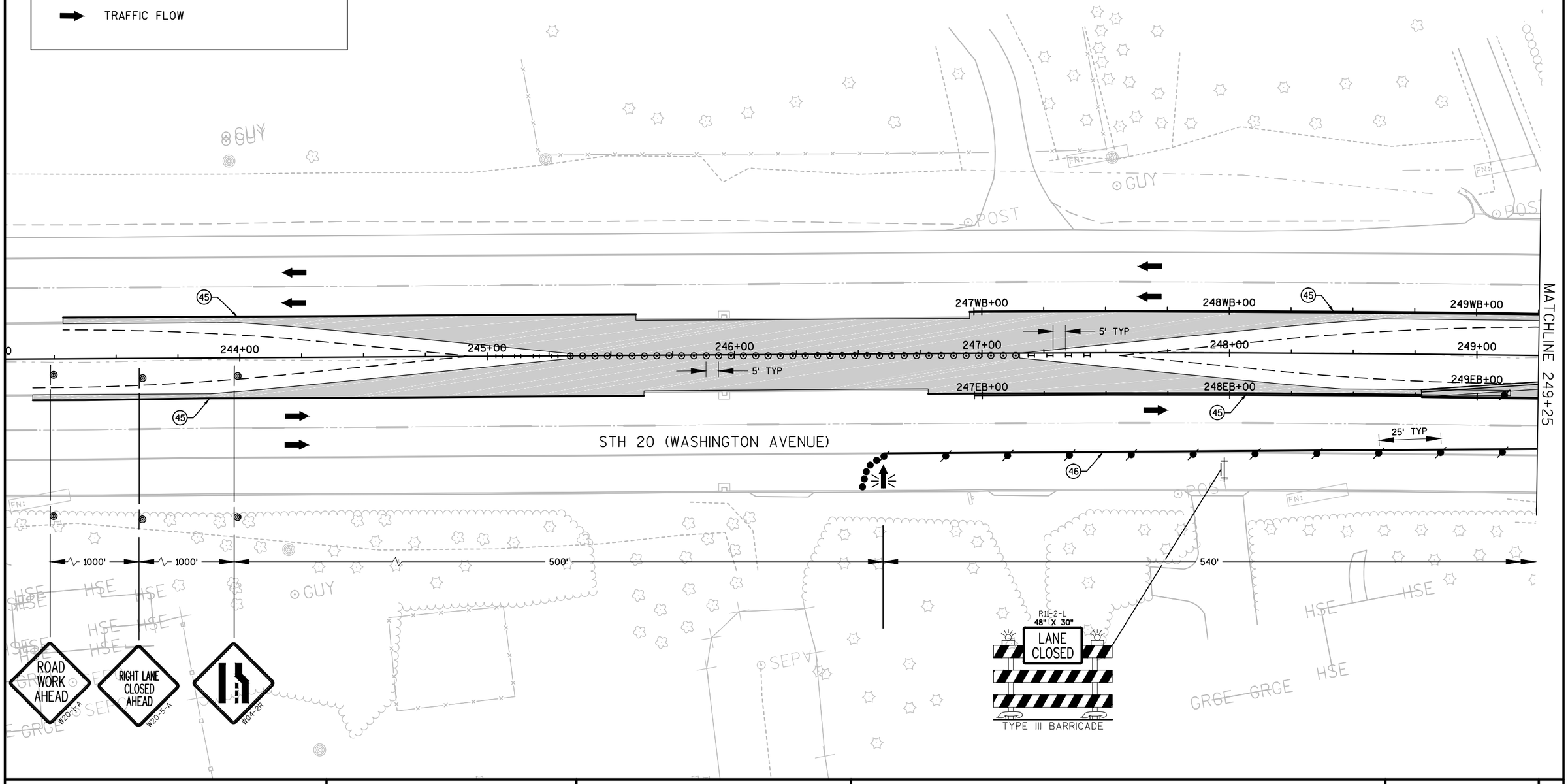
NOTES:

REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

N



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (STH 20)	SHEET	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S3A.DWG
LAYOUT NAME - 3A - 026001A

PLOT DATE : 9/13/2017 12:32 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

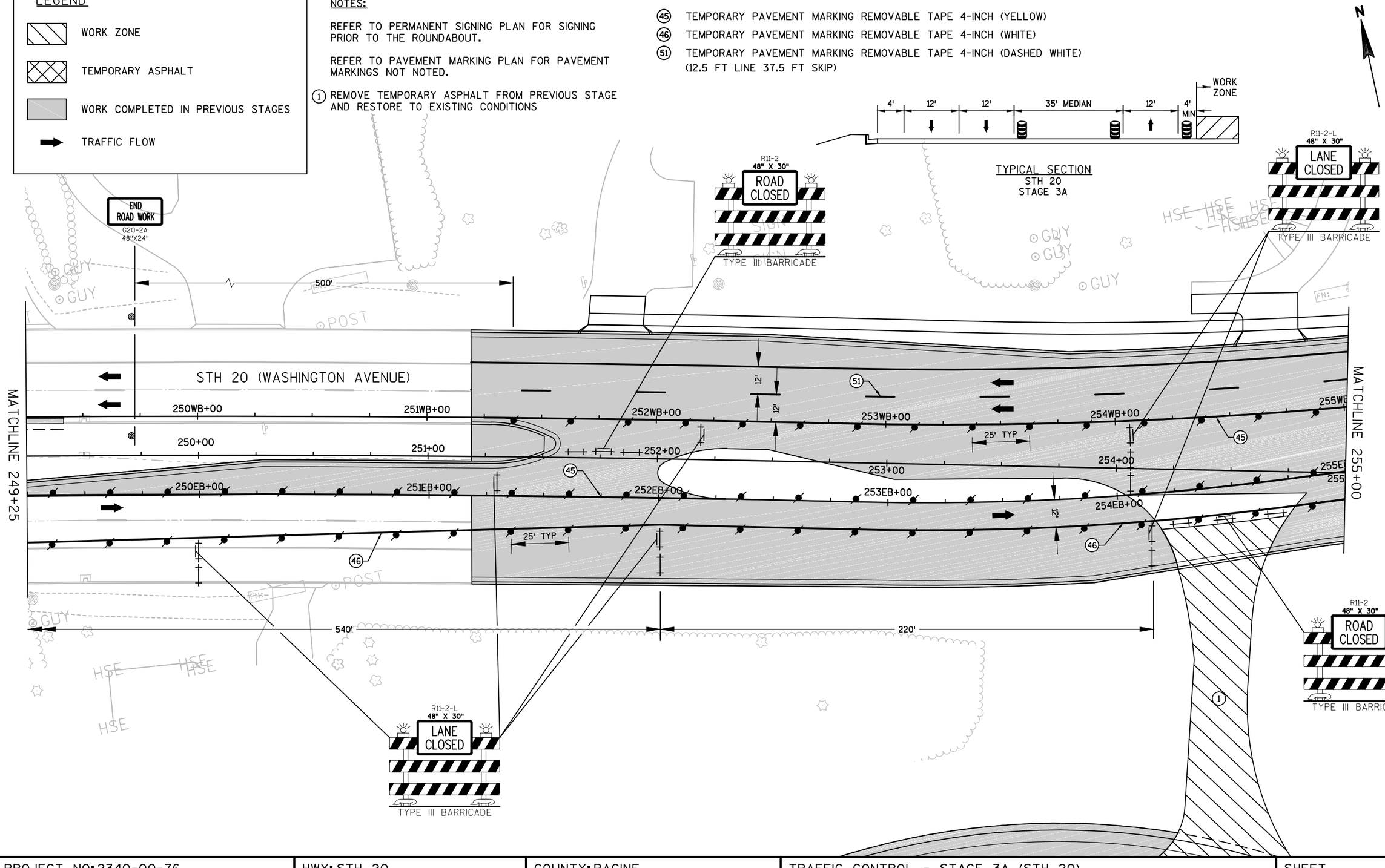
REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

(1) REMOVE TEMPORARY ASPHALT FROM PREVIOUS STAGE AND RESTORE TO EXISTING CONDITIONS

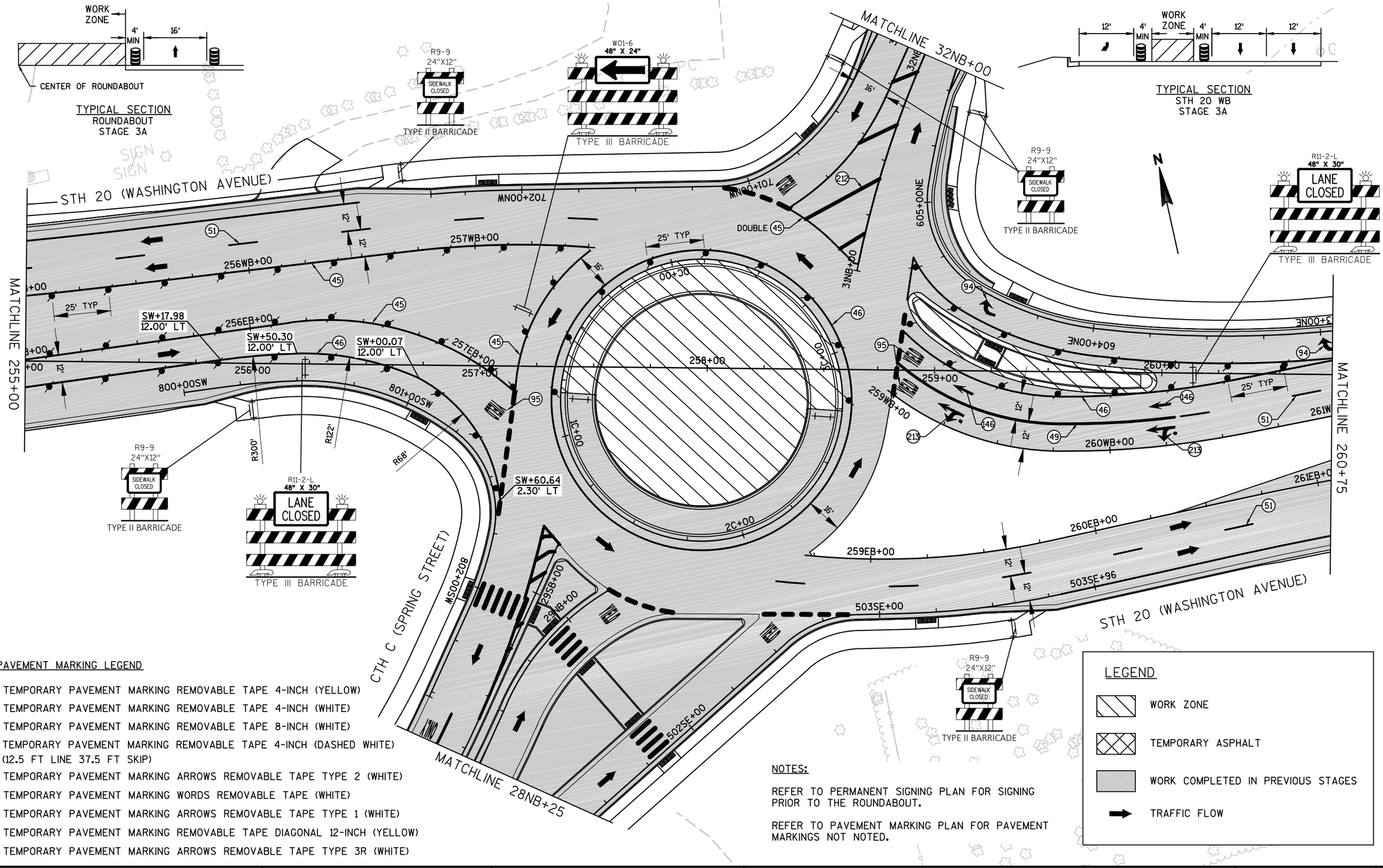
PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(51) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)

TYPICAL SECTION
STH 20
STAGE 3A



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (STH 20)	SHEET 177	E



PAVEMENT MARKING LEGEND

- (45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
- (49) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
- (51) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (94) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 2 (WHITE)
- (95) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)
- (146) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 1 (WHITE)
- (212) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE DIAGONAL 12-INCH (YELLOW)
- (213) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 3R (WHITE)

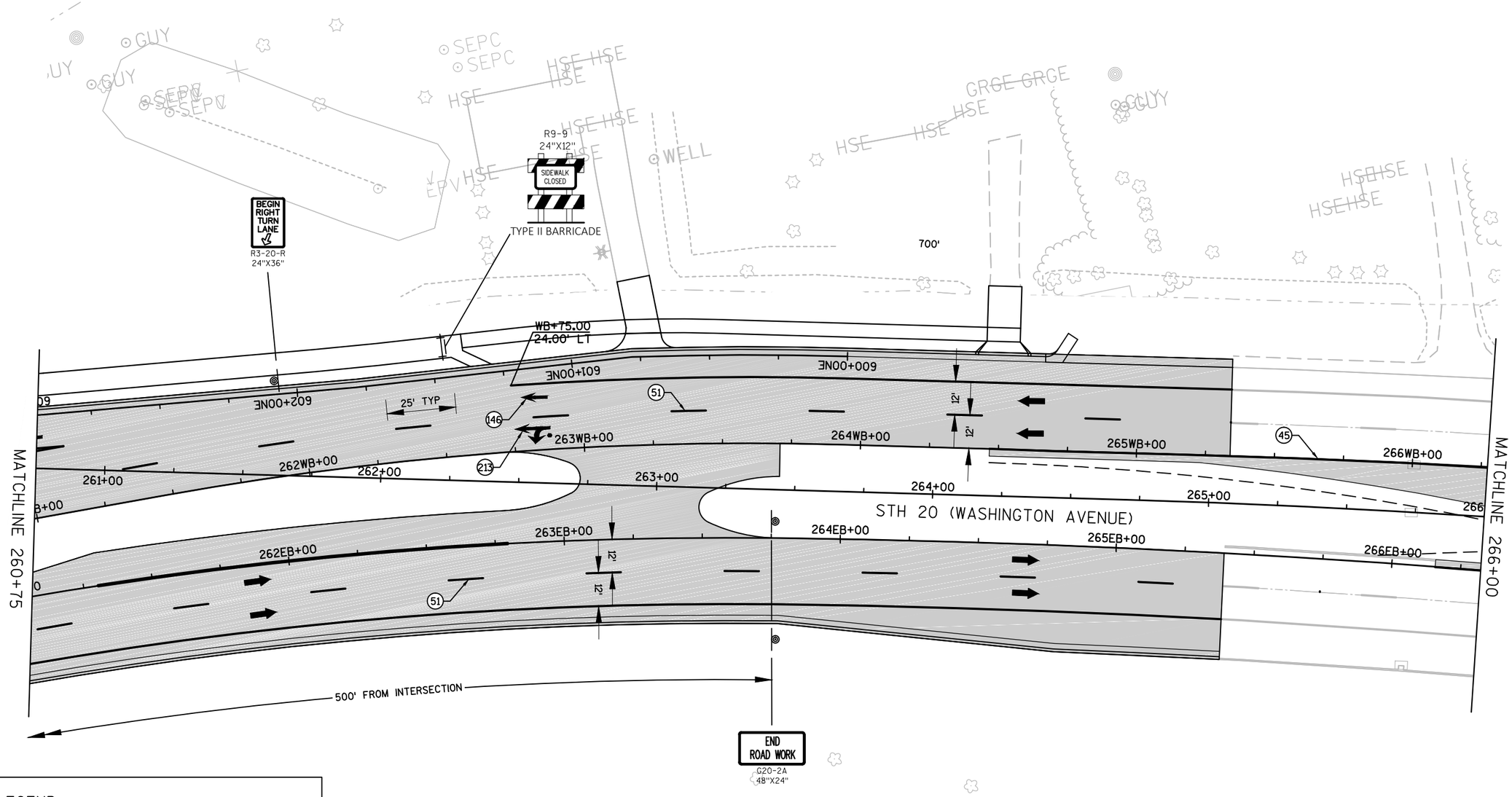
NOTES:

REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (STH 20)	SHEET 178	E

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

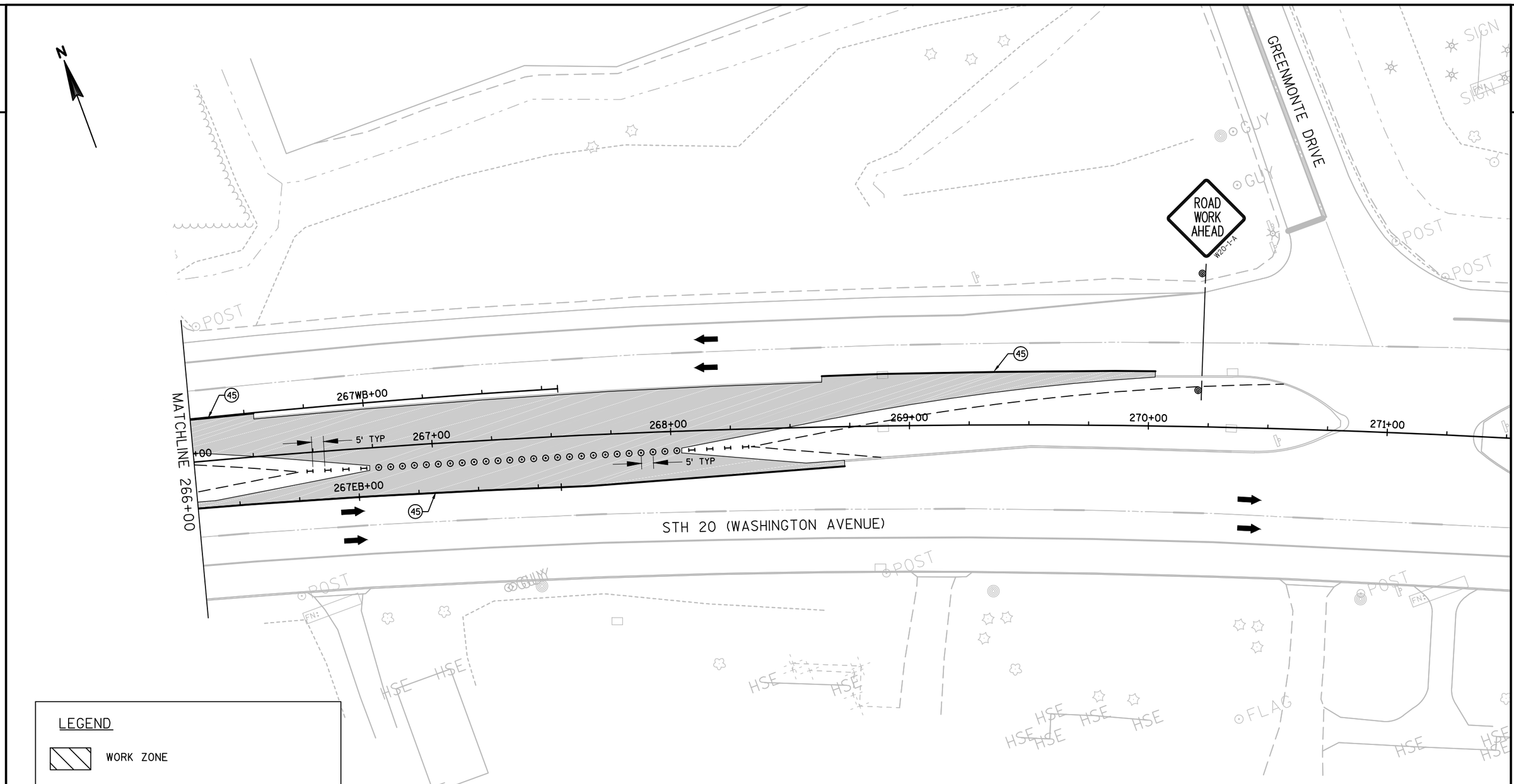
REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

PAVEMENT MARKING LEGEND

- (45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
- (51) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- (146) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 1 (WHITE)
- (213) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 3R (WHITE)

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (STH 20)	SHEET 179	E



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

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

NOTES:

REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER."

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (STH 20)	SHEET 180	E

2

N

ROAD WORK AHEAD
W20-1-A

500' TO INTERSECTION

CTH C (SPRING STREET)

12'

12'

34SB+00

34NB+00

45 DOUBLE

45 DOUBLE

35SB+00

35NB+00

36SB+00

36NB+00

37NB+00

NB+58.28
0.00'

33SB+00

212

33NB+00

MNDO+00L

2SB+00

+00

606+00NE

MATCHLINE 32NB+00

500' TO INTERSECTION

END ROAD WORK
G20-2A
48"X24"

HSE

HSE

HSE

GUY

GUY

GUY

SEPW

SEPW

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

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

(212) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE DIAGONAL 12-INCH (YELLOW)

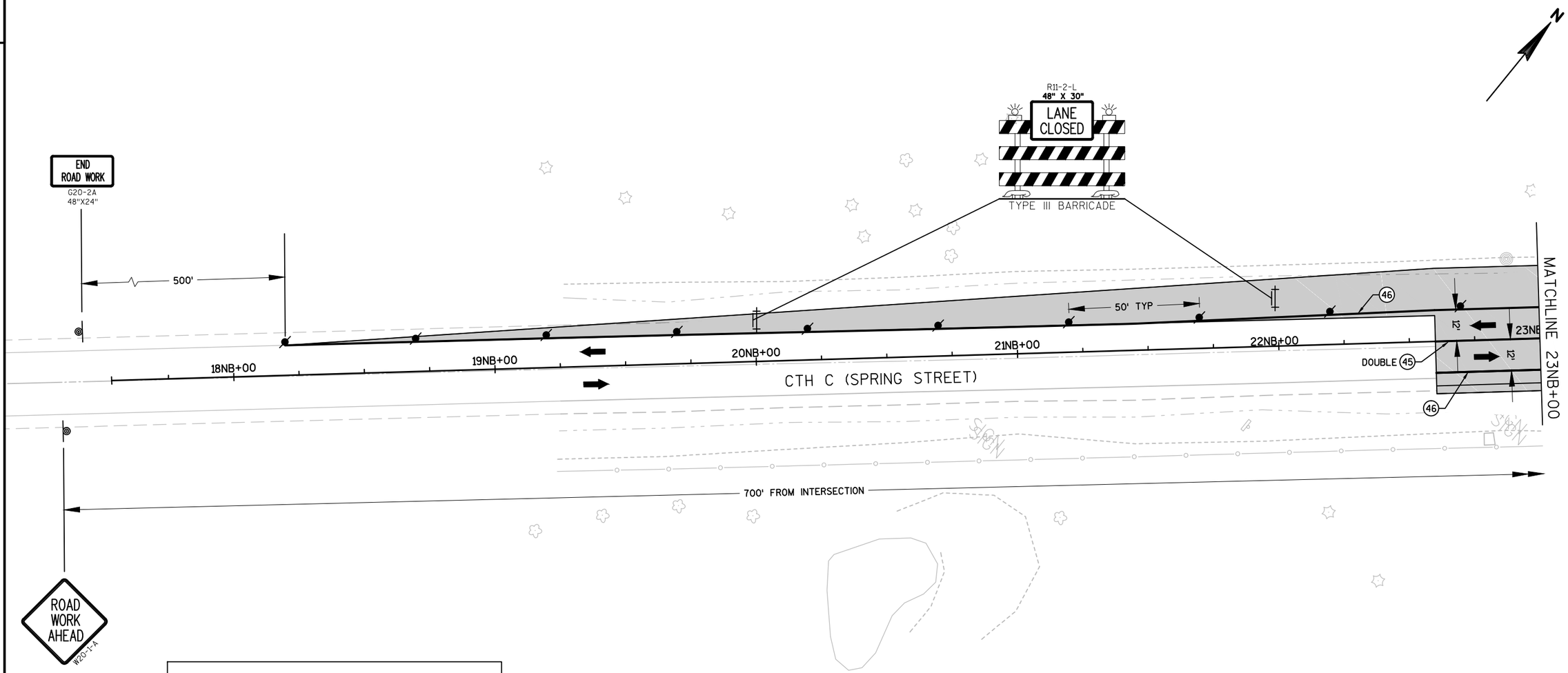
NOTES:

REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (CTH C)	SHEET 181	E

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

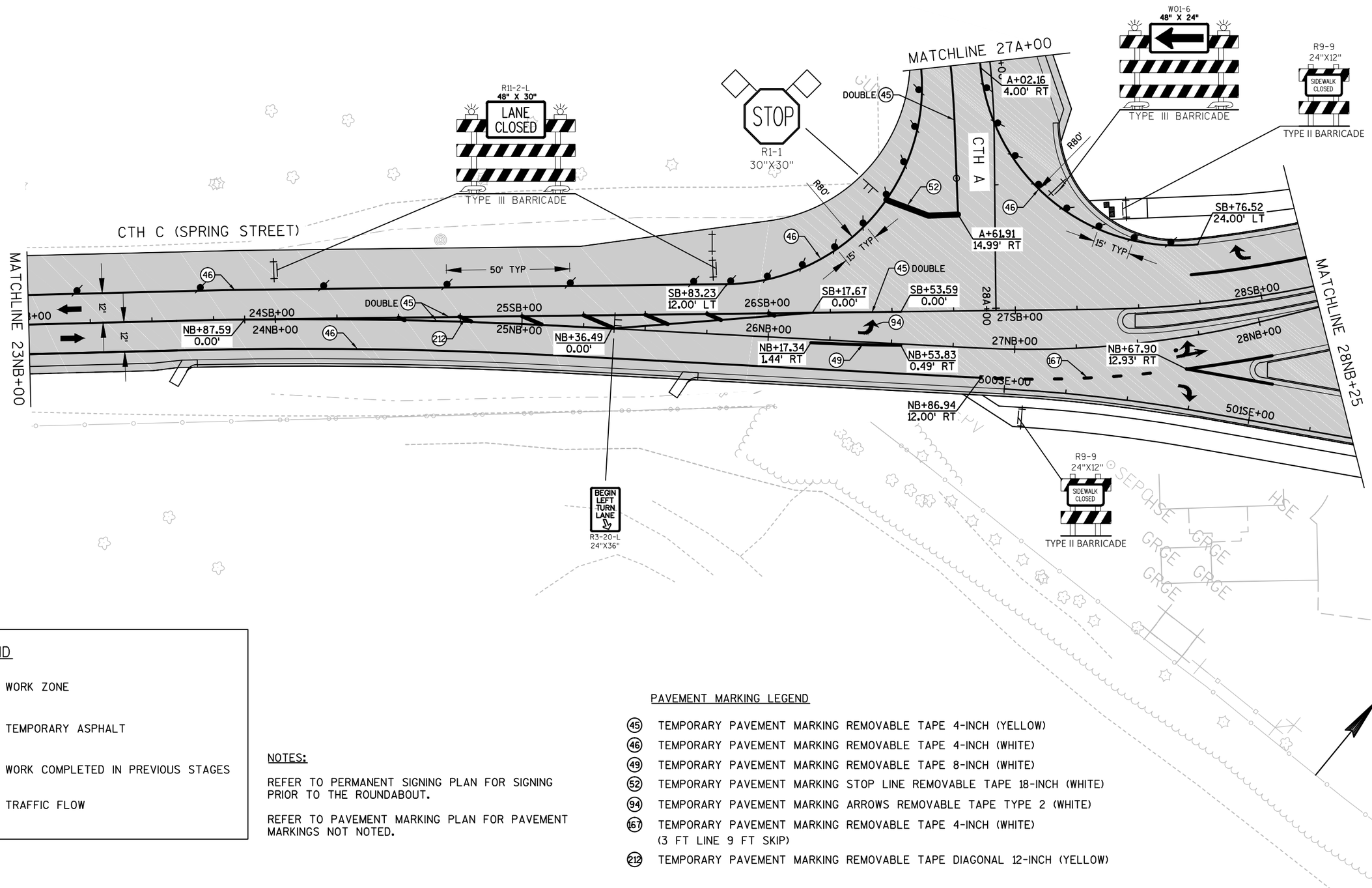
PAVEMENT MARKING LEGEND

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

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (CTH C)	SHEET 182	E

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

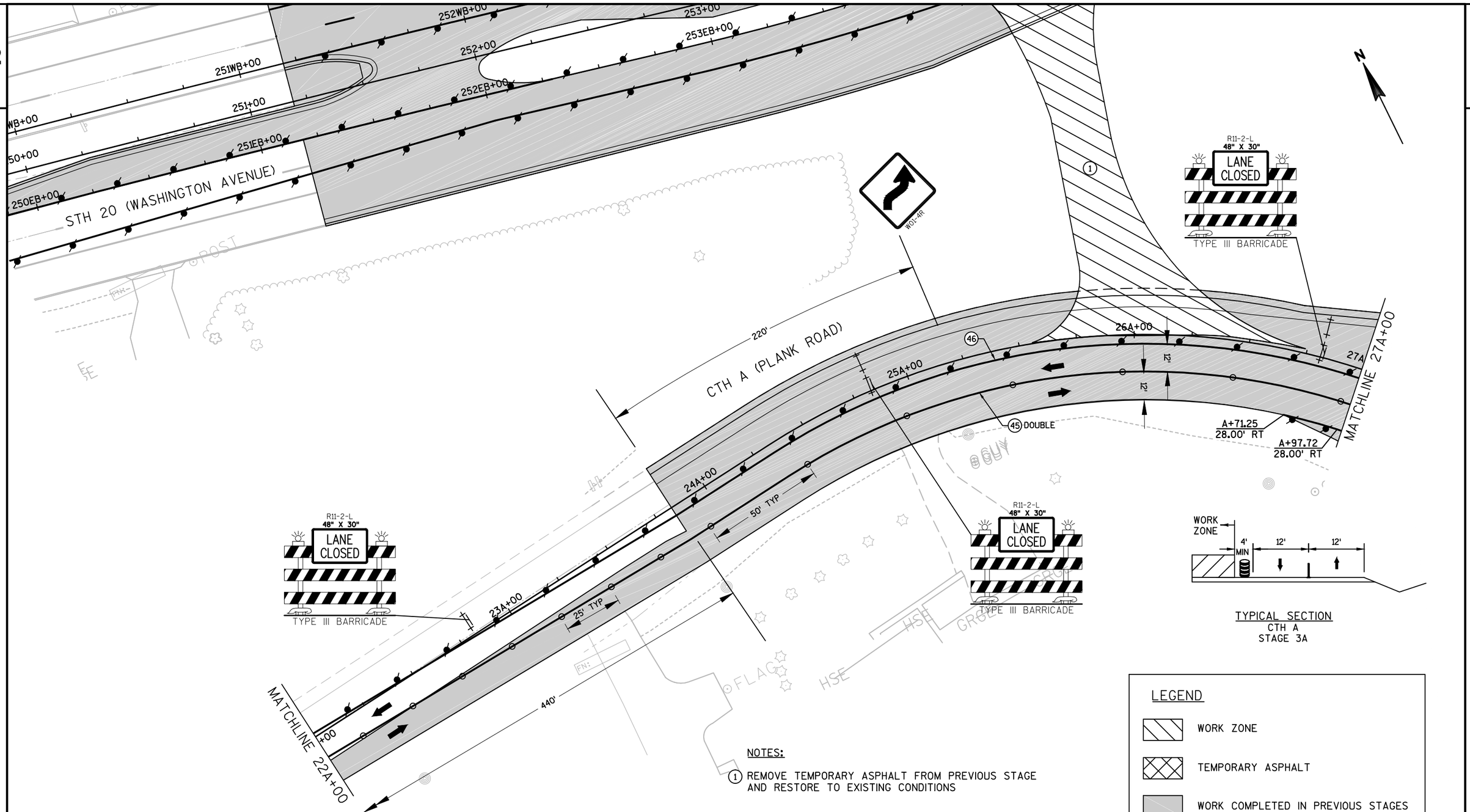
REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(49) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(52) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
(94) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 2 (WHITE)
(167) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(212) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE DIAGONAL 12-INCH (YELLOW)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (CTH C)	SHEET 183	E

2



TYPICAL SECTION
CTH A
STAGE 3A

NOTES:

(1) REMOVE TEMPORARY ASPHALT FROM PREVIOUS STAGE AND RESTORE TO EXISTING CONDITIONS

PAVEMENT MARKING LEGEND

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

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3A (CTH A)	SHEET 184 E

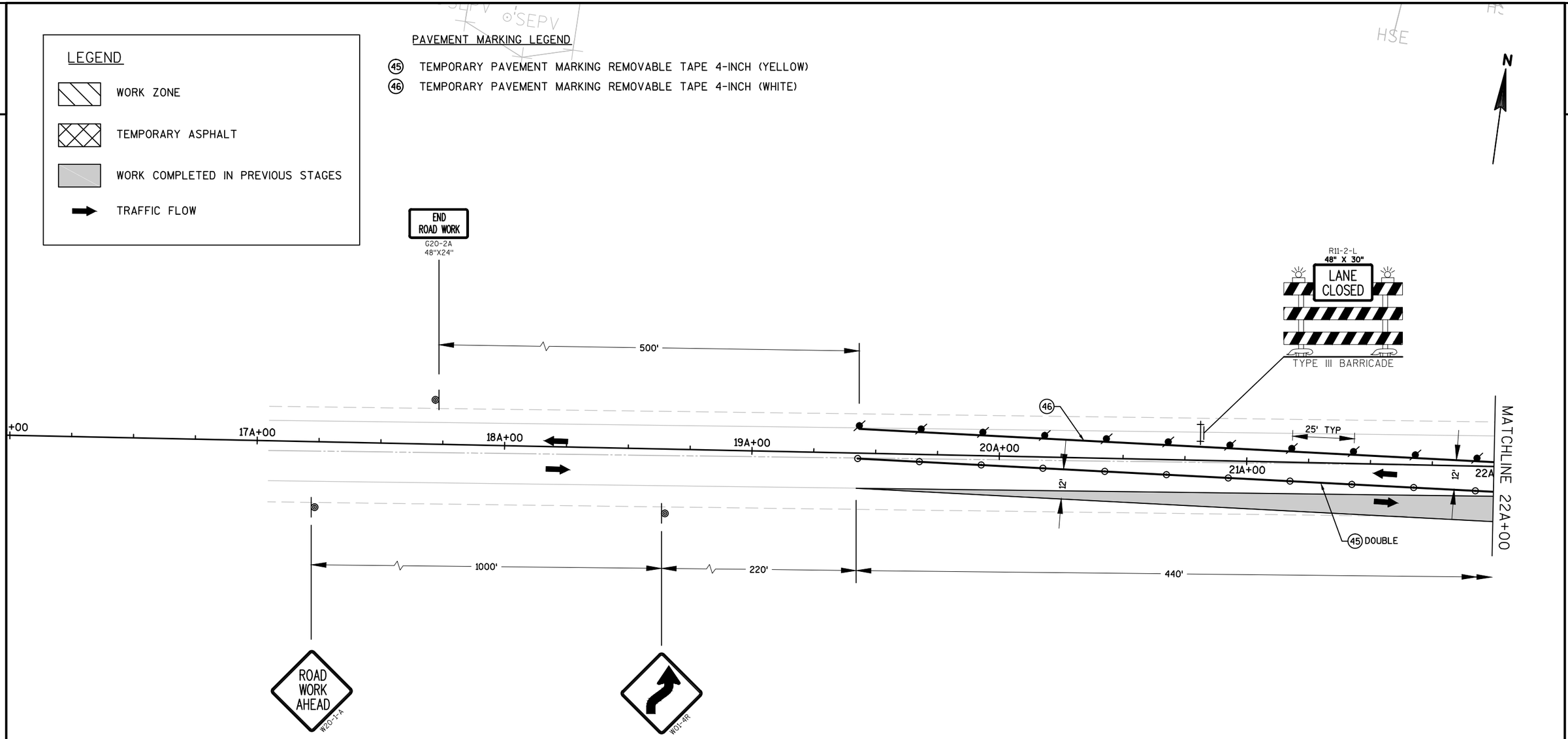
2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)



PROJECT NO:2340-00-76	HWY:STH 20	COUNTY:RACINE	TRAFFIC CONTROL - STAGE 3A (CTH A)	SHEET 185 E

2

2

N

STAGE 3B

-REMOVE TEMPORARY CROSSOVERS, REPLACE CURB & GUTTER, AND RESTORE DITCHES.
-COMPLETE SPLITTER ISLANDS ALONG STH 20 AND CTH C (NORTH OF THE ROUNDABOUT).
-CONSTRUCT LEFT-TURN LANE ON STH 20 WB (EAST OF THE ROUNDABOUT).
-REMOVE TEMPORARY ASPHALT ALONG CTH C (SOUTH OF CTH A) AND CTH A AND CONSTRUCT SHOULDER. SALVAGE AGGREGATE BASE COURSE FROM STAGE 1B.
-CONTRACTOR WILL MAINTAIN ACCESS TO ALL DRIVEWAYS.

TRAFFIC
-OPERATES AS A SINGLE LANE ROUNDABOUT
-ONE LANE CLOSED IN EACH DIRECTION ALONG STH 20
-CTH C (NORTH OF STH 20) IS CLOSED, USE DETOUR

STH 20 (WASHINGTON AVENUE)

REDUCE TO ONE LANE

CTH A (PLANK ROAD)

CTH C (SPRING STREET)

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED (USE DETOUR)
REFER TO DETOUR PLAN FOR CLOSURE ON CTH C.

CTH C (SPRING STREET)

GREENMONTE DRIVE

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2-L
48"X30"

STH 20 (WASHINGTON AVENUE)

REDUCE TO ONE LANE

WORK ZONE TRAFFIC CONTROL SYMBOLS

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- TEMPORARY DELINEATOR (STEEL POST W/ SINGLE DELINEATOR)
  COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- DIRECTION OF TRAFFIC
- × × × × REMOVE PAVEMENT MARKINGS

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES

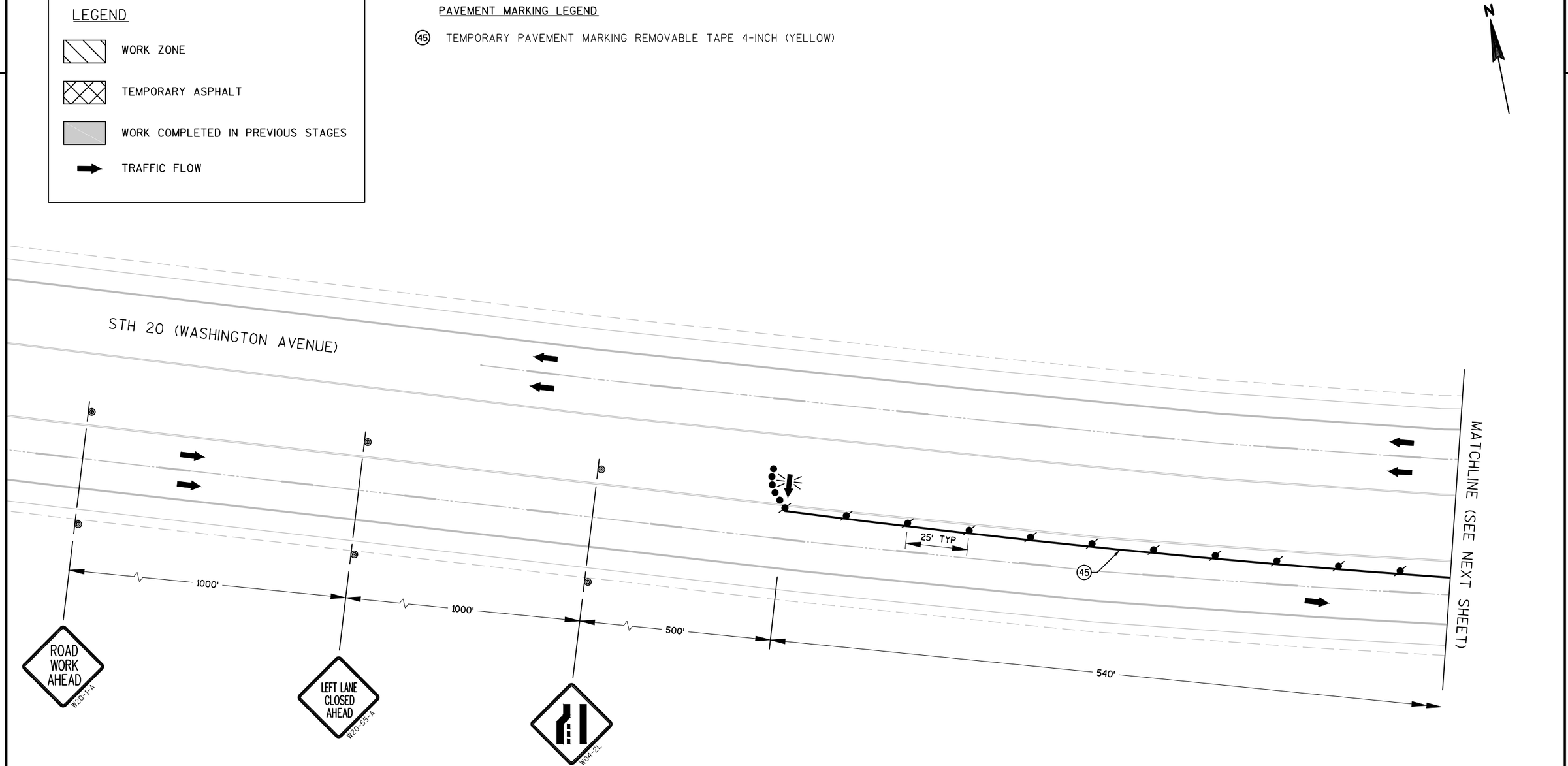
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - OVERVIEW STAGE 3B	SHEET 186	E

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

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



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 187	E

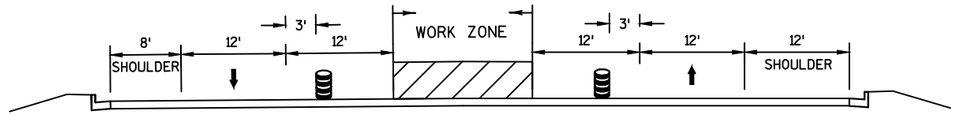
FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S3B.DWG
LAYOUT NAME - 3B - 026000

PLOT DATE : 9/13/2017 2:27 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW



TYPICAL SECTION
STH 20
STAGE 3B

N

END ROAD WORK
G20-2A
48"X24"

500'

100'

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

STH 20 (WASHINGTON AVENUE)

25' TYP

12'

45

MATCHLINE (SEE PREVIOUS SHEET)

240+00

241+00

242+00

243+00

+28.61
14.17' LT

+16.24
14.41' RT

MATCHLINE 244+00

540'

220'

R11-2-L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

R11-2-L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

PAVEMENT MARKING LEGEND

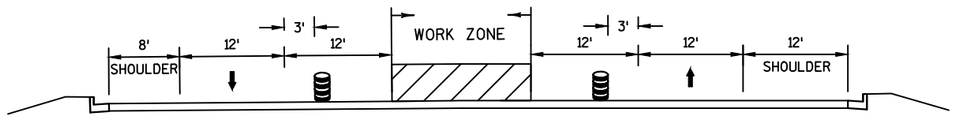
(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 188	E

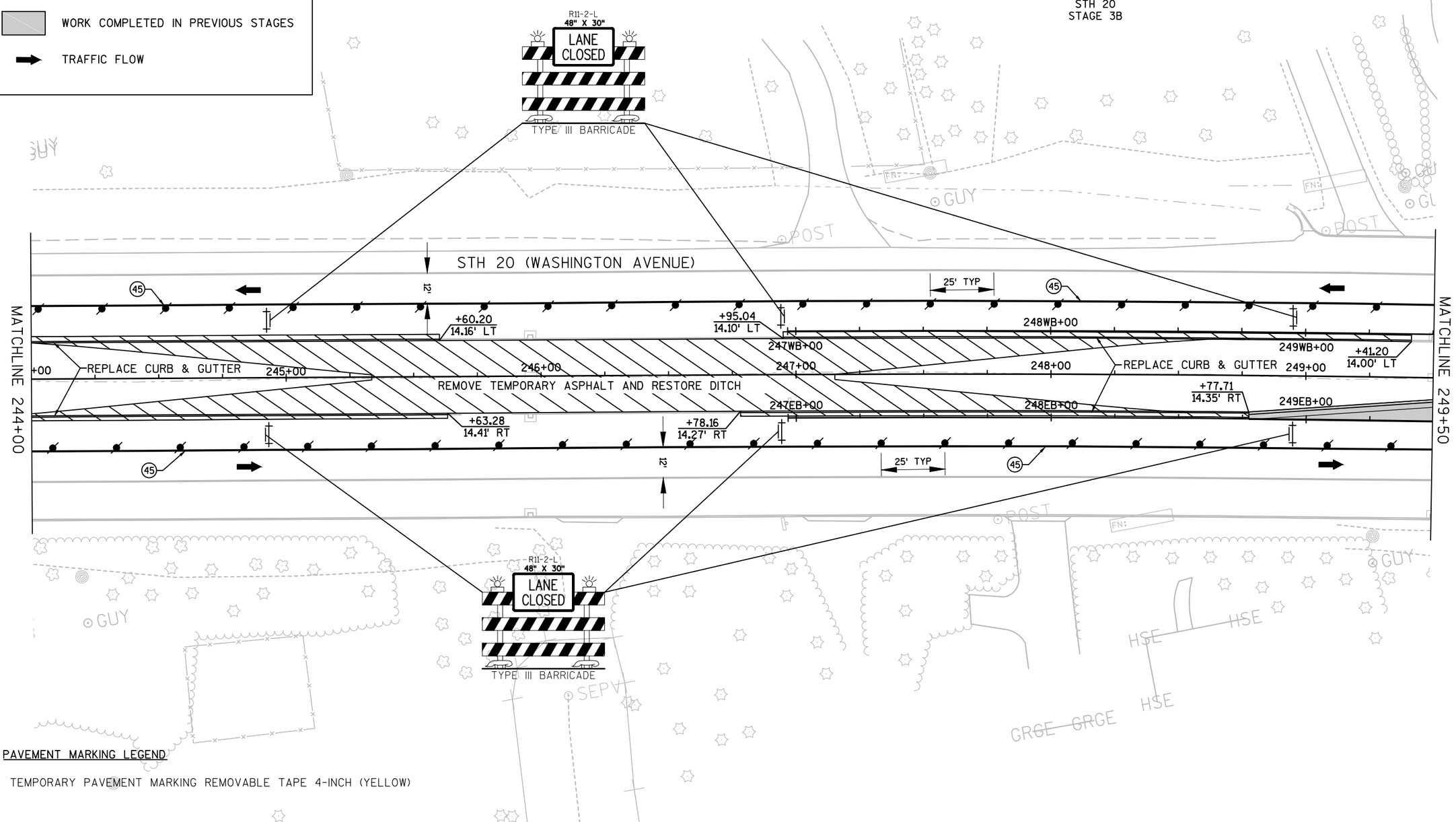
2

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW



TYPICAL SECTION
STH 20
STAGE 3B



PAVEMENT MARKING LEGEND

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

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 189	E

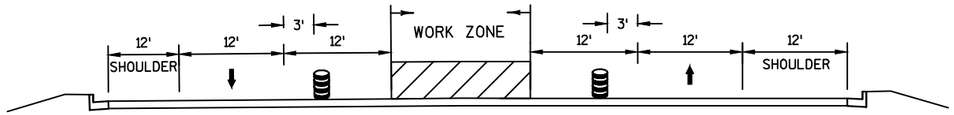
LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

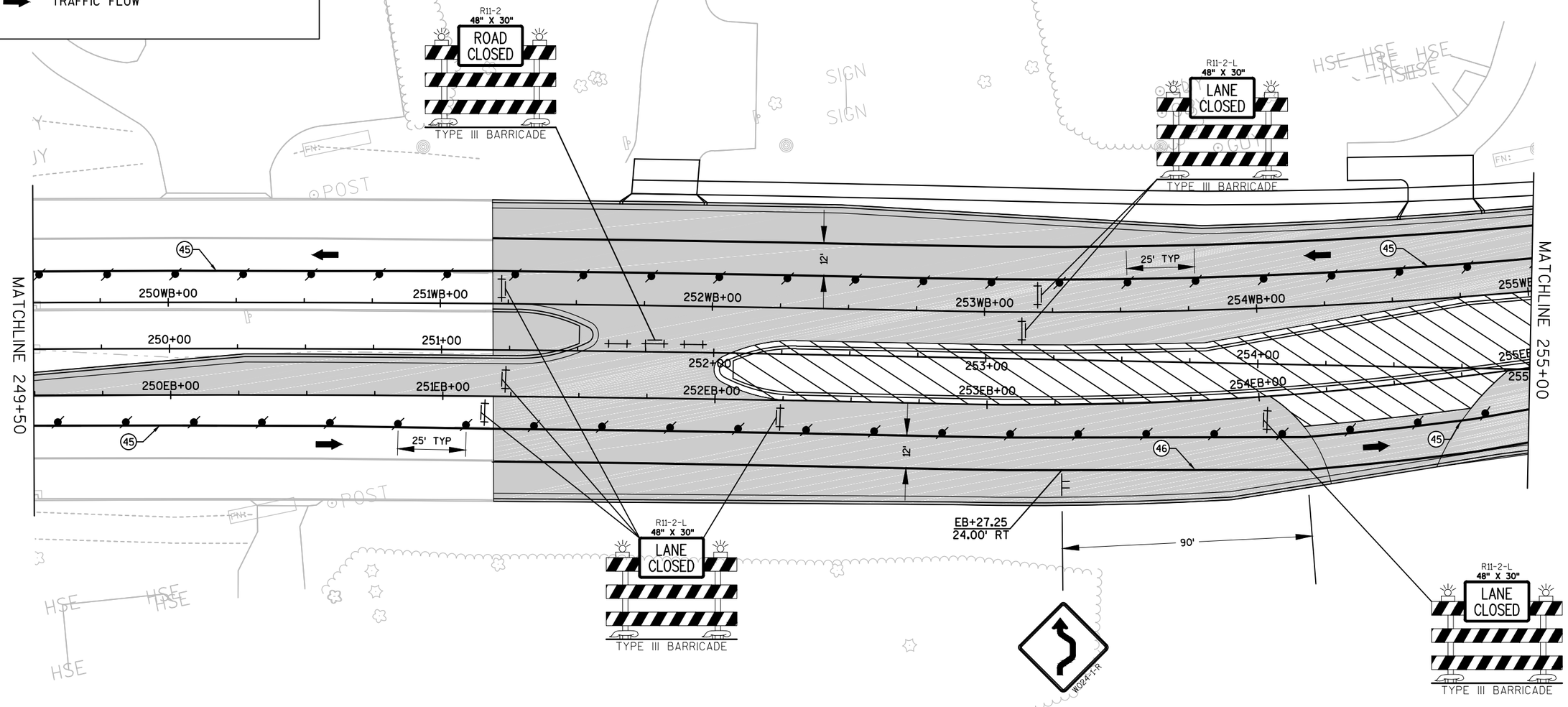
REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.



TYPICAL SECTION
STH 20
STAGE 3B

N

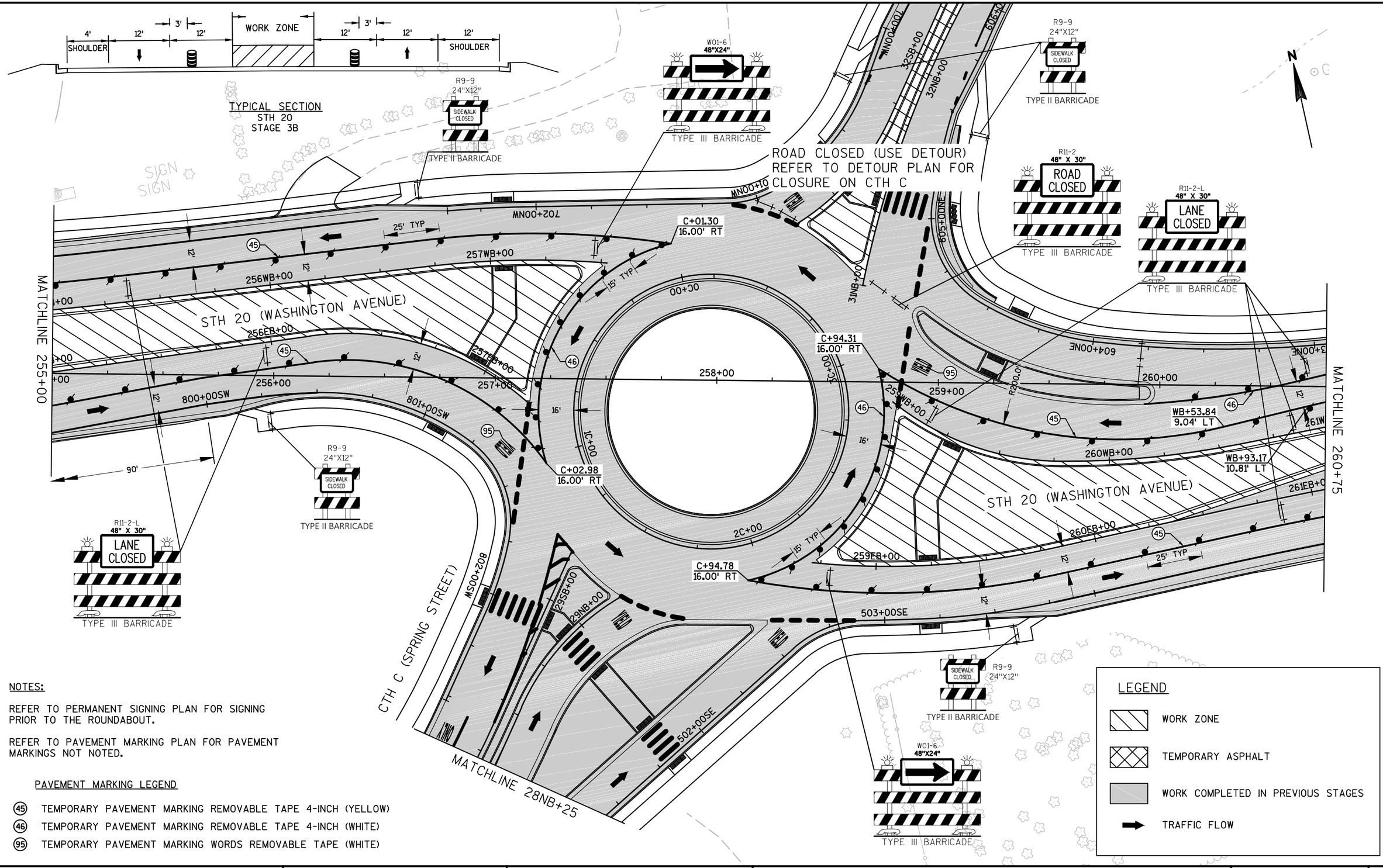


PAVEMENT MARKING LEGEND

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

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 190	E



NOTES:

REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

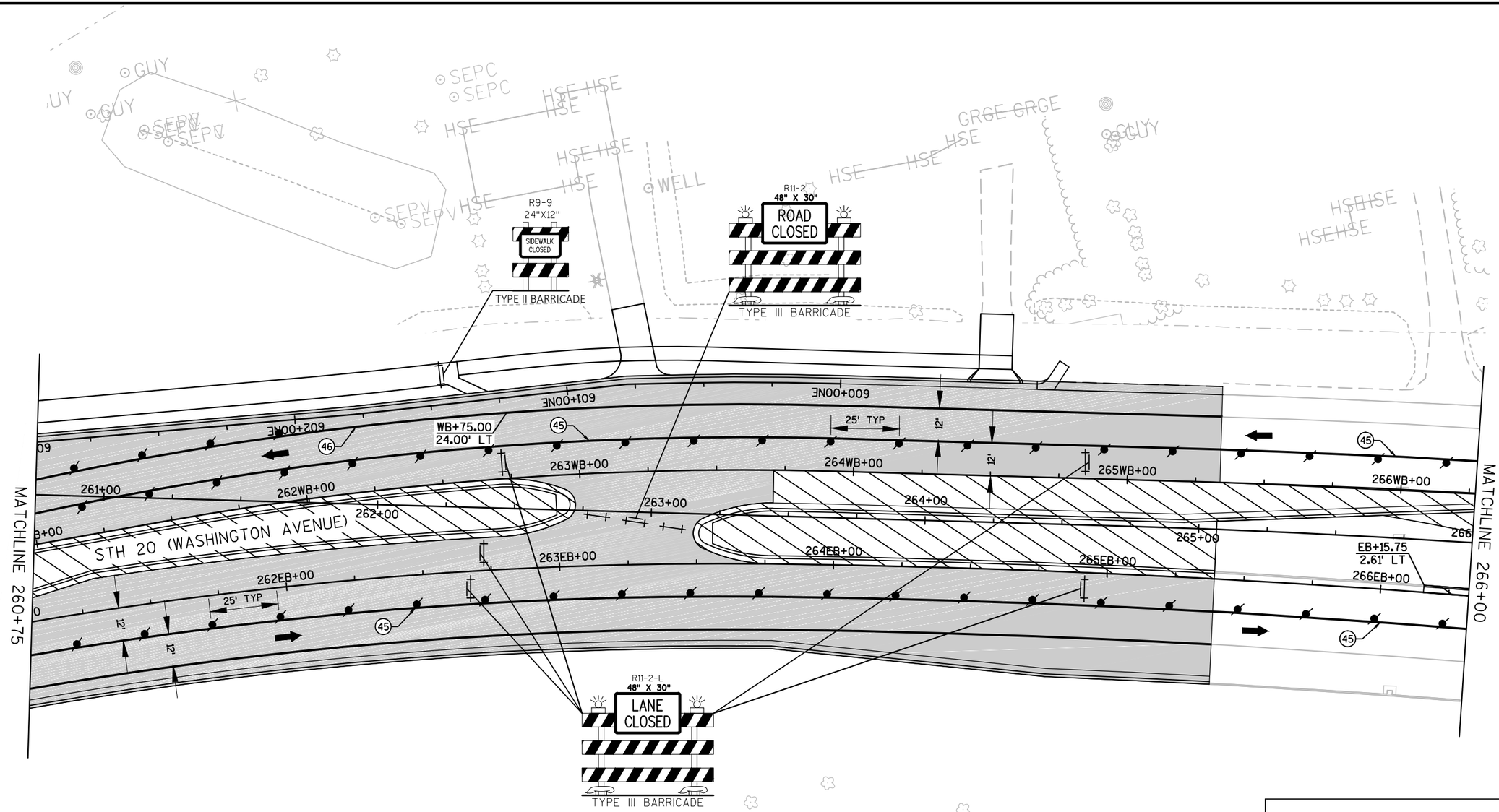
REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

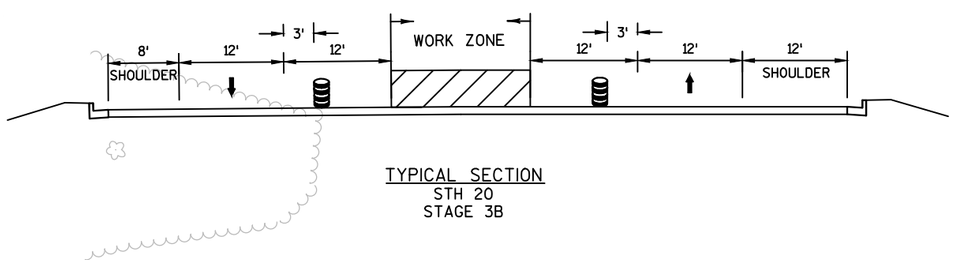
PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(95) TEMPORARY PAVEMENT MARKING WORDS REMOVABLE TAPE (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 191	E

2





TYPICAL SECTION
STH 20
STAGE 3B

NOTES:

REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

PAVEMENT MARKING LEGEND

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

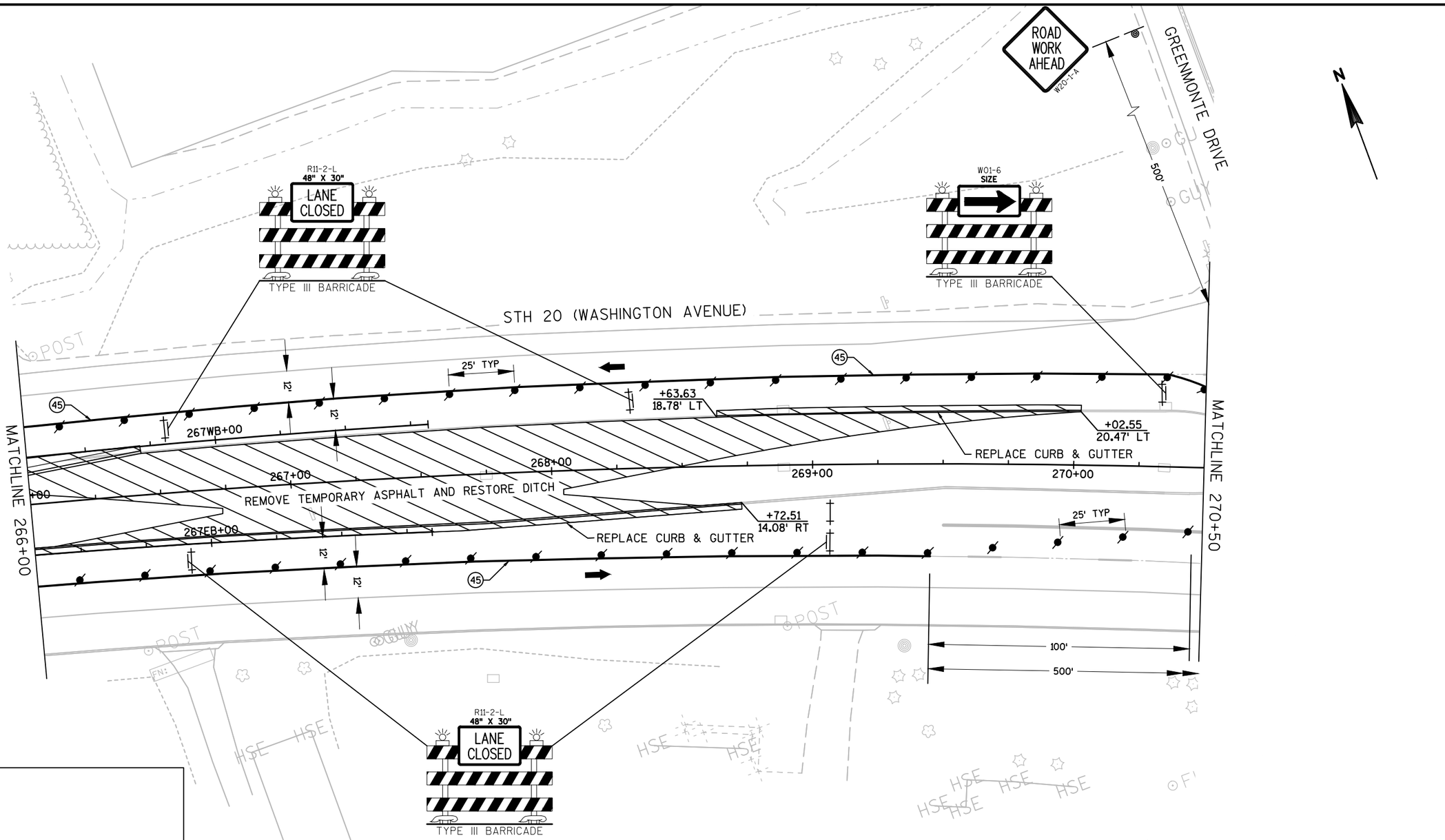
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 192	E

2

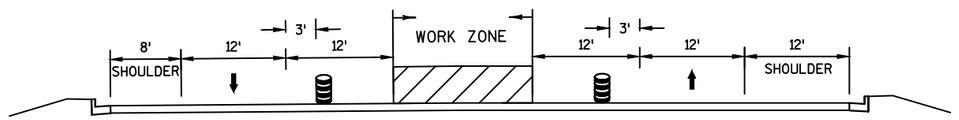


LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

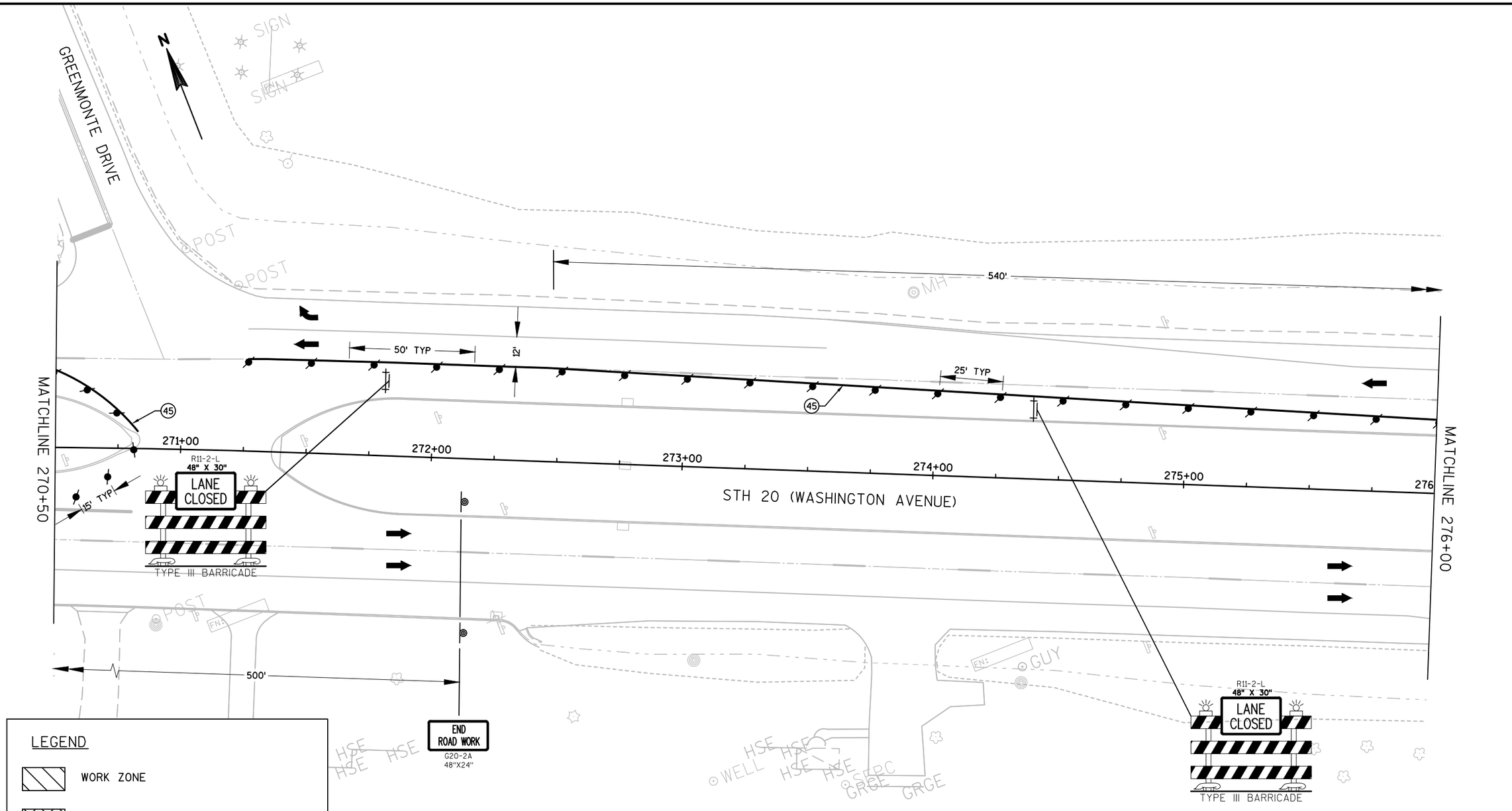
(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)



TYPICAL SECTION
STH 20
STAGE 3B

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 193	E

2



LEGEND

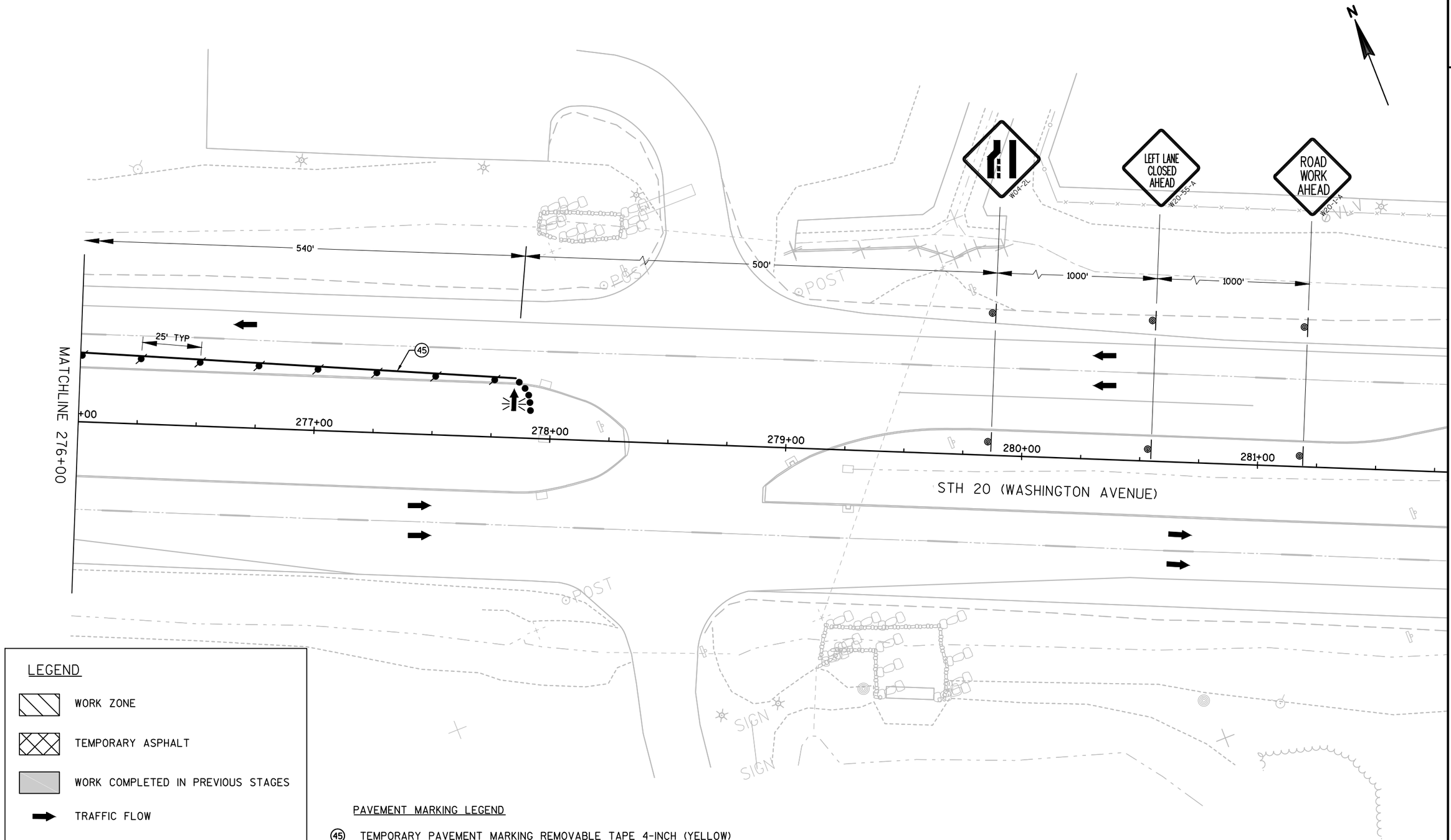
- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

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

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 194	E

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

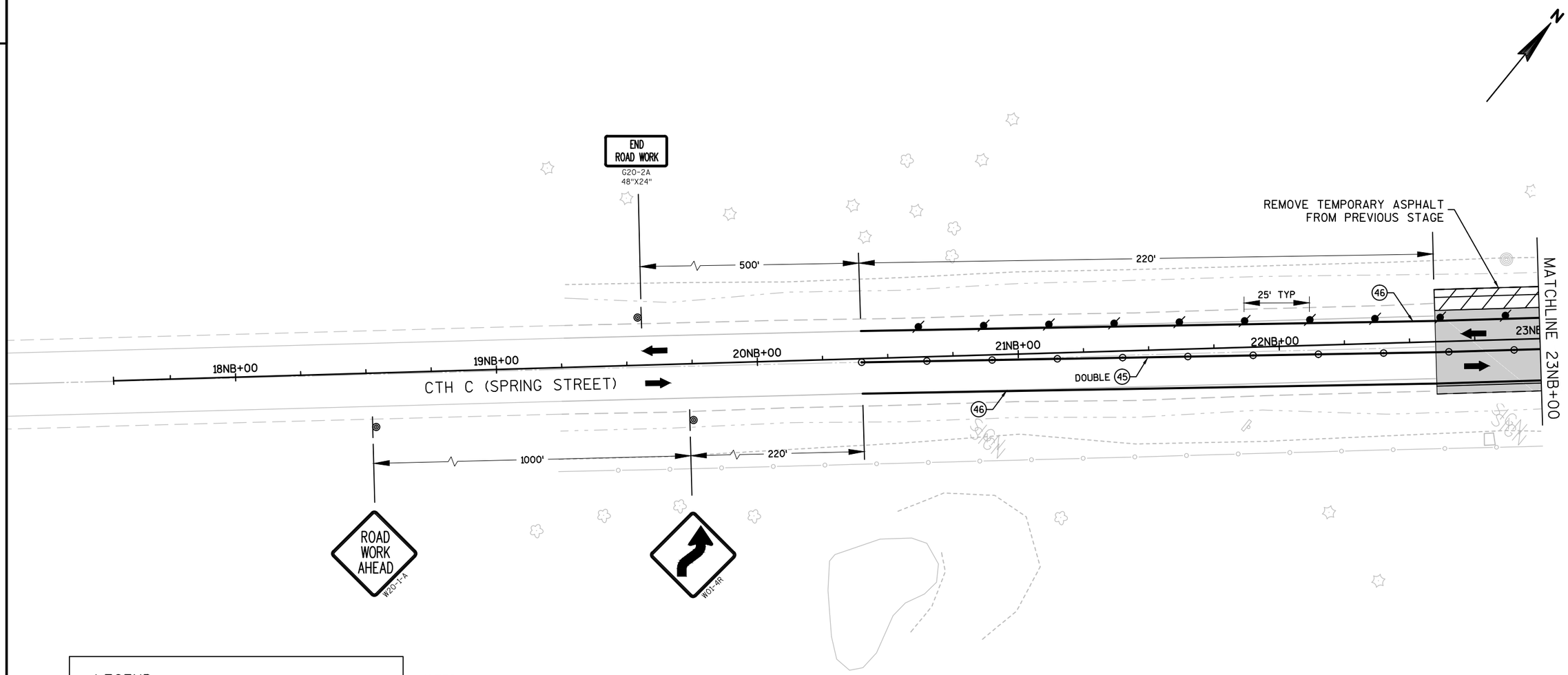
PAVEMENT MARKING LEGEND

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

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (STH 20)	SHEET 195	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S3B.DWG
LAYOUT NAME - 3B - 026007B
PLOT DATE : 9/13/2017 2:28 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

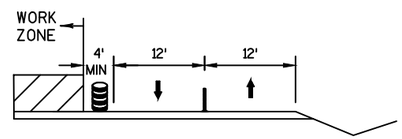
REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

PAVEMENT MARKING LEGEND

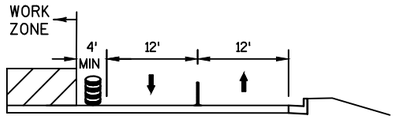
(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)

(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

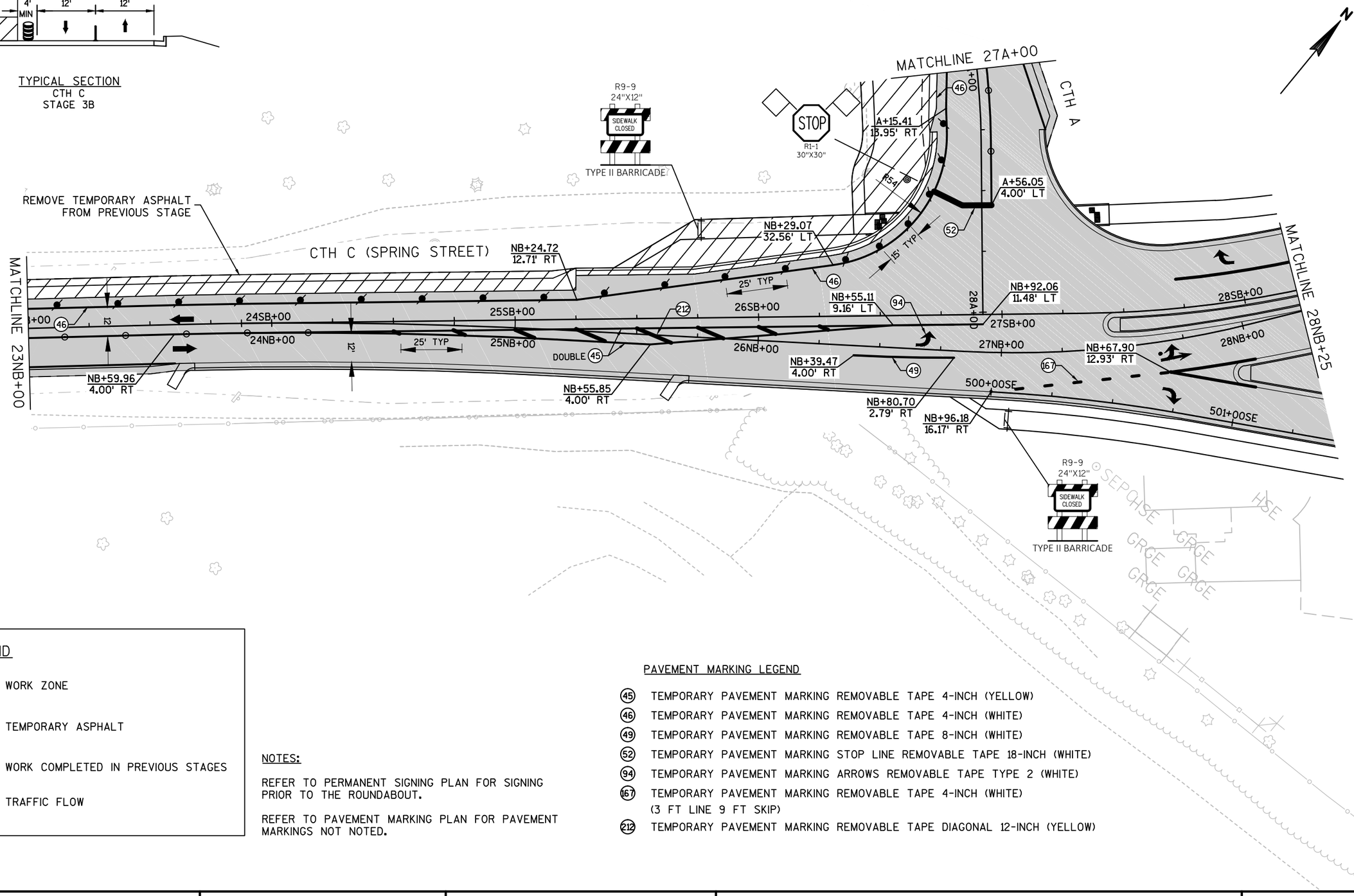


TYPICAL SECTION
CTH C
STAGE 3B

PROJECT NO:2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (CTH C)	SHEET 196	E



TYPICAL SECTION
CTH C
STAGE 3B



LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

NOTES:

REFER TO PERMANENT SIGNING PLAN FOR SIGNING PRIOR TO THE ROUNDABOUT.

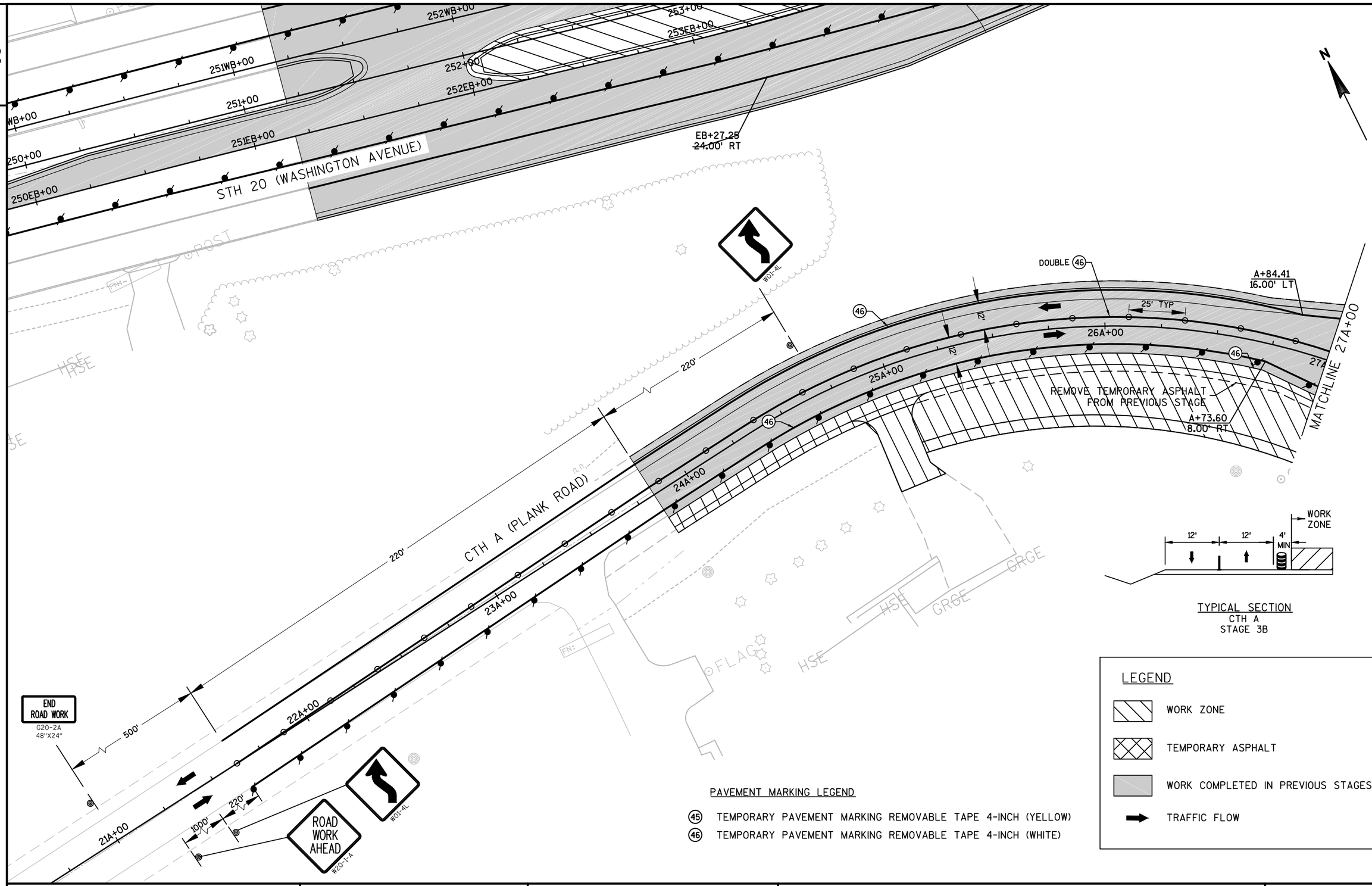
REFER TO PAVEMENT MARKING PLAN FOR PAVEMENT MARKINGS NOT NOTED.

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
(49) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
(52) TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
(94) TEMPORARY PAVEMENT MARKING ARROWS REMOVABLE TAPE TYPE 2 (WHITE)
(167) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) (3 FT LINE 9 FT SKIP)
(212) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE DIAGONAL 12-INCH (YELLOW)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (CTH C)	SHEET 197	E

2



TYPICAL SECTION
CTH A
STAGE 3B

LEGEND

- WORK ZONE
- TEMPORARY ASPHALT
- WORK COMPLETED IN PREVIOUS STAGES
- TRAFFIC FLOW

PAVEMENT MARKING LEGEND

(45) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
(46) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	TRAFFIC CONTROL - STAGE 3B (CTH A)	SHEET 198	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\026001_S3B.DWG
LAYOUT NAME - 3B - 026010

PLOT DATE : 9/13/2017 2:28 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:40 FT

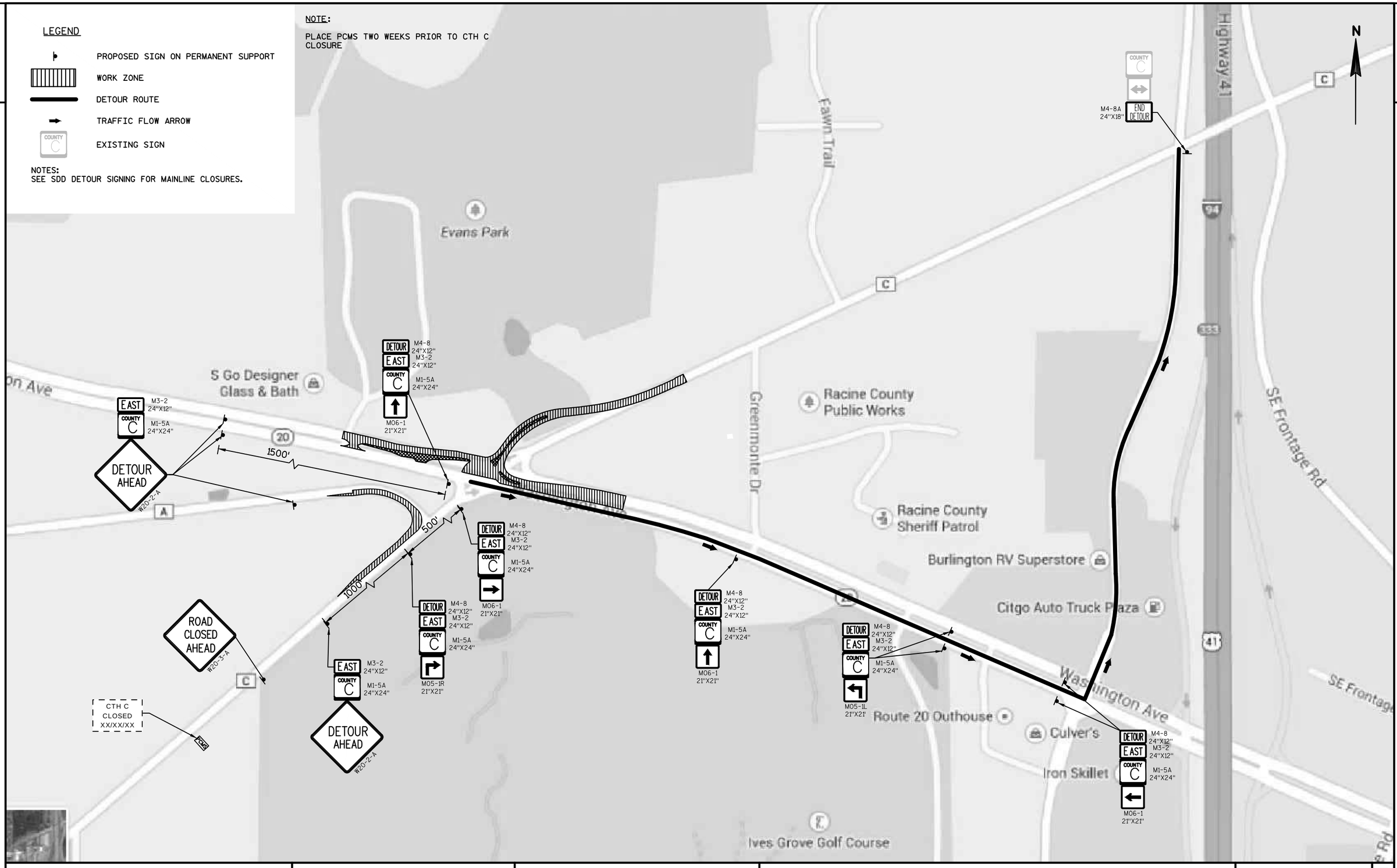
LEGEND

- PROPOSED SIGN ON PERMANENT SUPPORT
- WORK ZONE
- DETOUR ROUTE
- TRAFFIC FLOW ARROW
- EXISTING SIGN

NOTES:
SEE SDD DETOUR SIGNING FOR MAINLINE CLOSURES.

NOTE:

PLACE PCMS TWO WEEKS PRIOR TO CTH C CLOSURE



PROJECT NO: 2340-00-06	HWY: STH 20	COUNTY: RACINE	DETOUR EB - STAGE 1B & 3B	SHEET 199 E

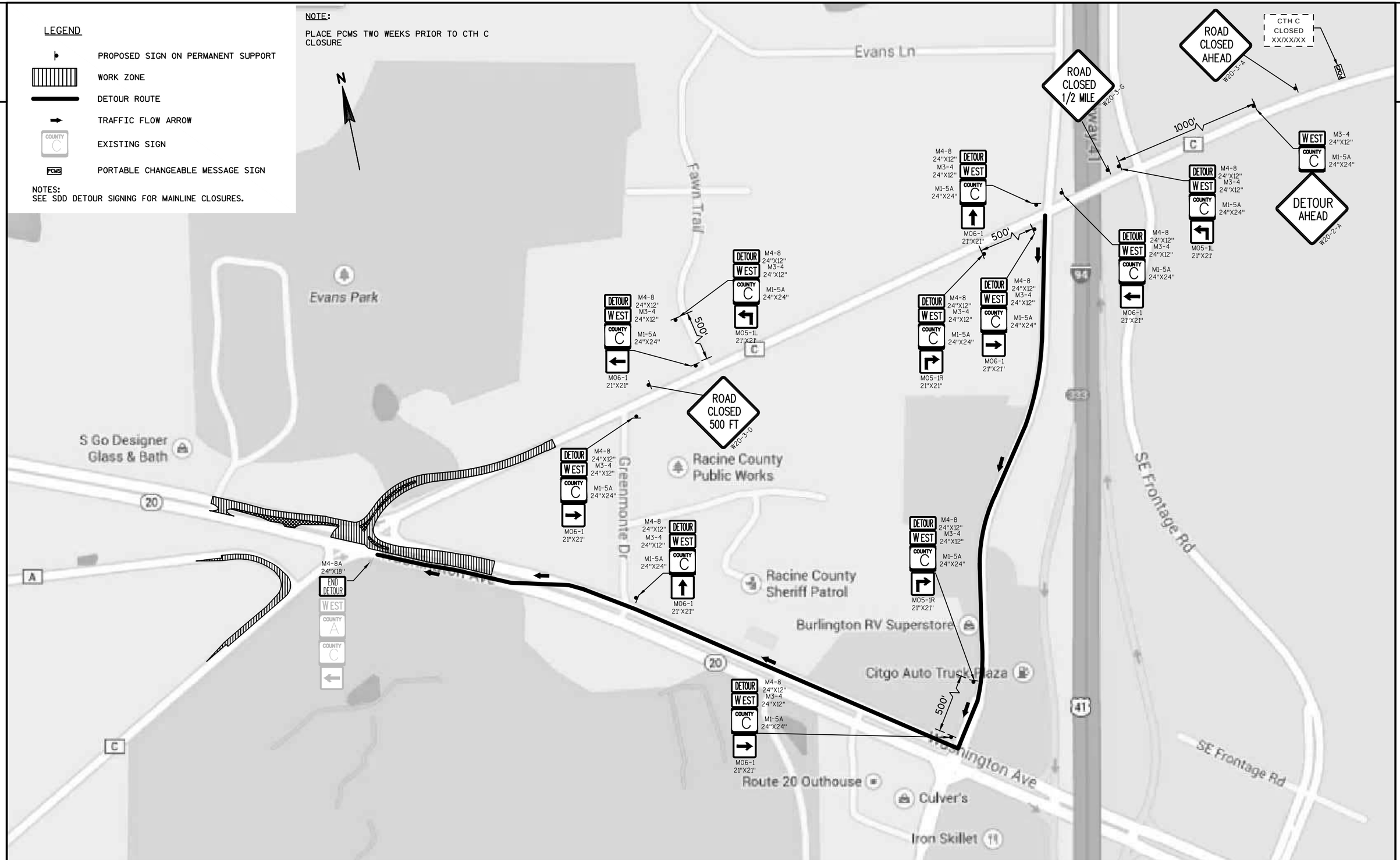
LEGEND

- PROPOSED SIGN ON PERMANENT SUPPORT
- WORK ZONE
- DETOUR ROUTE
- TRAFFIC FLOW ARROW
- EXISTING SIGN
- PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
SEE SDD DETOUR SIGNING FOR MAINLINE CLOSURES.

NOTE:

PLACE PCMS TWO WEEKS PRIOR TO CTH C CLOSURE



PROJECT NO:2340-00-06	HWY:STH 20	COUNTY:RACINE	DETOUR WB - STAGE 1B & 3B	SHEET 200	E

2

N

252WB
252EB
254WB
254EB
256WB
256EB
30
2C
24A
26A
28SB
28NB
26SB
26NB
24SB
24NB
32SB
32NB
34SB
34NB
36SB
36NB
38NB
40NB
260WB
260EB
262WB
262EB
264WB
264EB
266WB
266EB

CP201
1000MM BERNTSEN/FENO MONUMENT WITH ALUMINUM CAP
SET ALONG THE S. ROW LINE OF STH 20, APPROXIMATELY
580' W. OF THE CENTERLINE OF CTH C AND
APPROXIMATELY 170' E. OF DRIVEWAY ENTRANCE TO
14703 WASHINGTON AVE.
STA 252EB+23.70, 52.21' RT
N 186825.487
E 590065.160
ELEV. 784.790

BM907
CHISELED X ON NORTHEAST CORNER OF FIBER
OPTIC VAULT NEAR HOUSE.
STA 37NB+52.37, 10.618' LT
N 187096.774
E 591252.439
ELEV. 781.118

CP202
1000MM BERNTSEN/FENO MONUMENT WITH ALUMINUM CAP
SET ALONG THE S. ROW LINE OF STH 20, APPROXIMATELY
400' E. OF THE CENTERLINE OF CTH C.
STA 262EB+41.20, 47.638' RT
N 186600.526
E 591028.268
ELEV. 785.445

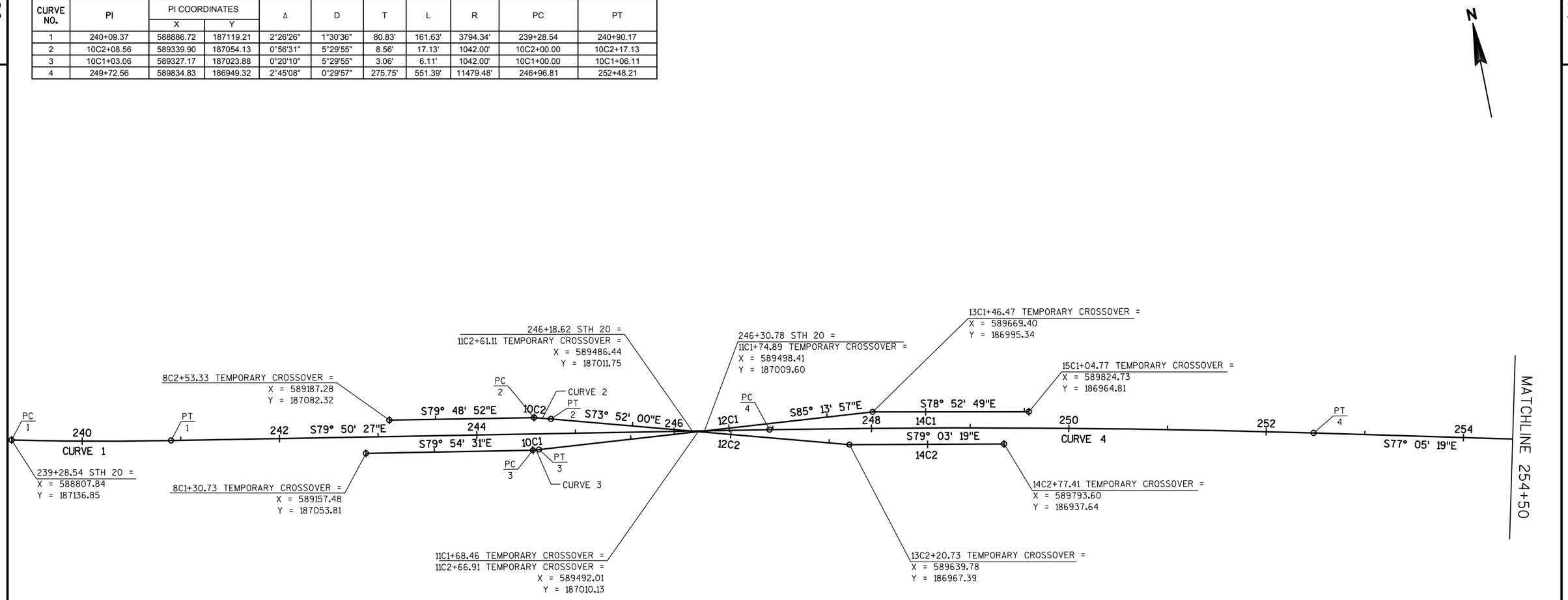
BM900
NORTHWEST FLANGE BOLT OF WELL COVER
STA 27NB+74.79, 12.548' RT
N 186567.947
E 590485.498
ELEV. 792.534

CP205
1000MM BERNTSEN/FENO MONUMENT WITH ALUMINUM CAP
SET ALONG THE SOUTHERLY ROW LINE OF CTH C, APPROXIMATELY
315' SW OF THE CENTERLINE OF CTH A AS IT INTERSECTS THE
CENTERLINE OF CTH C. MARKED BY AN ORANGE CARSONITE MARKER
POST.
STA 23NB+87.78, 39.866' RT
N 186305.341
E 590198.999
ELEV. 784.253

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	ALIGNMENT LAYOUT - SURVEY CONTROL	SHEET 201	E

2

CURVE DATA										
CURVE NO.	PI	PI COORDINATES		Δ	D	T	L	R	PC	PT
		X	Y							
1	240+09.37	588886.72	187119.21	2°26'26"	1°30'36"	80.83'	161.63'	3794.34'	239+28.54	240+90.17
2	10C2+08.56	589339.90	187054.13	0°56'31"	5°29'55"	8.56'	17.13'	1042.00'	10C2+00.00	10C2+17.13
3	10C1+03.06	589327.17	187023.88	0°20'10"	5°29'55"	3.06'	6.11'	1042.00'	10C1+00.00	10C1+06.11
4	249+72.56	589834.83	186949.32	2°45'08"	0°29'57"	275.75'	551.39'	11479.48'	246+96.81	252+48.21

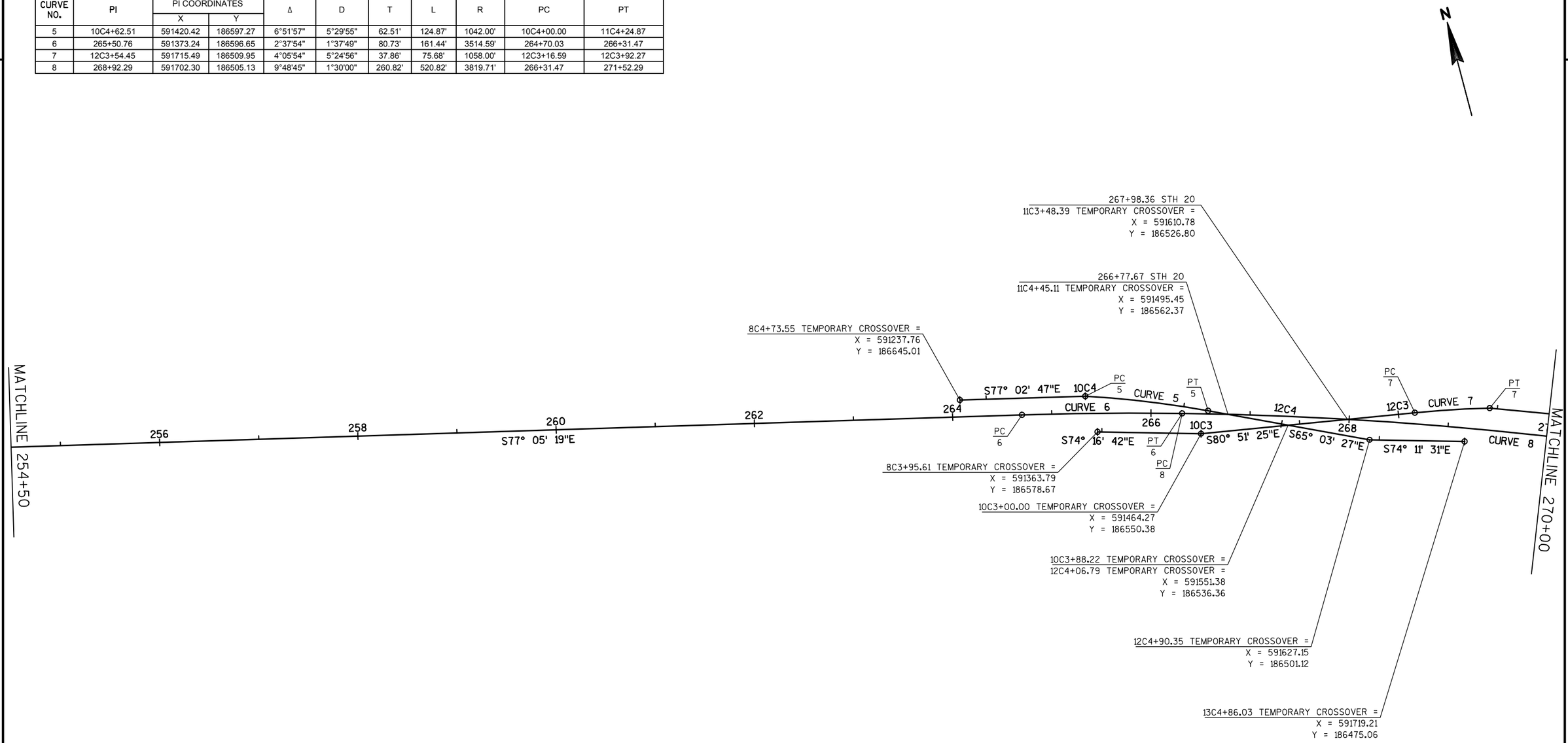


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	ALIGNMENT LAYOUT - TRAFFIC CONTROL	SHEET 202	E

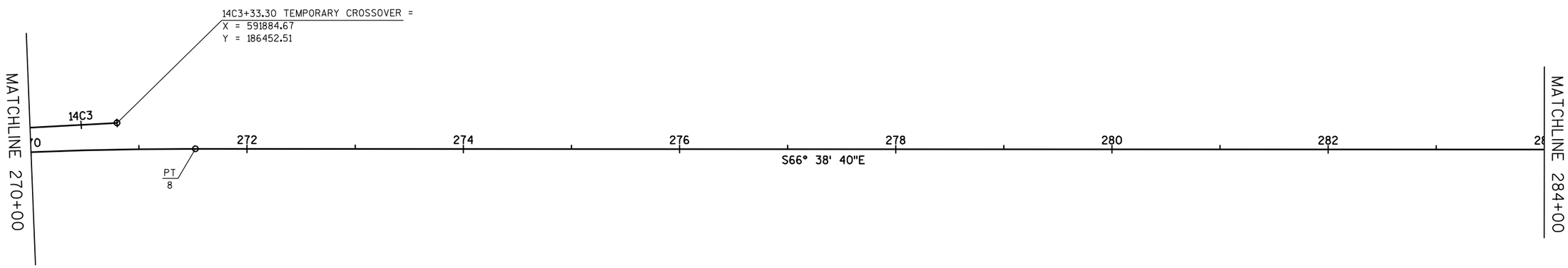
2

CURVE DATA

CURVE NO.	PI	PI COORDINATES X	PI COORDINATES Y	Δ	D	T	L	R	PC	PT
5	10C4+62.51	591420.42	186597.27	6°51'57"	5°29'55"	62.51'	124.87'	1042.00'	10C4+00.00	11C4+24.87
6	265+50.76	591373.24	186596.65	2°37'54"	1°37'49"	80.73'	161.44'	3514.59'	264+70.03	266+31.47
7	12C3+54.45	591715.49	186509.95	4°05'54"	5°24'56"	37.86'	75.68'	1058.00'	12C3+16.59	12C3+92.27
8	268+92.29	591702.30	186505.13	9°48'45"	1°30'00"	260.82'	520.82'	3819.71'	266+31.47	271+52.29

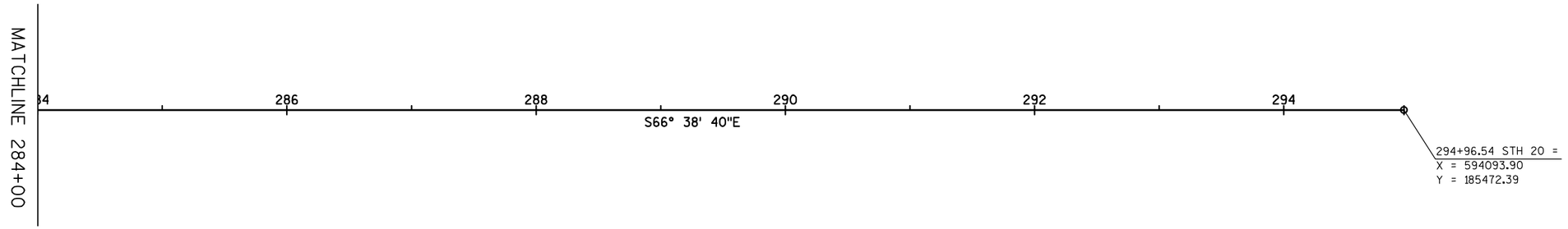


2



PROJECT NO:2340-00-76	HWY:STH 20	COUNTY:RACINE	ALIGNMENT LAYOUT - TRAFFIC CONTROL	SHEET 204	E

2

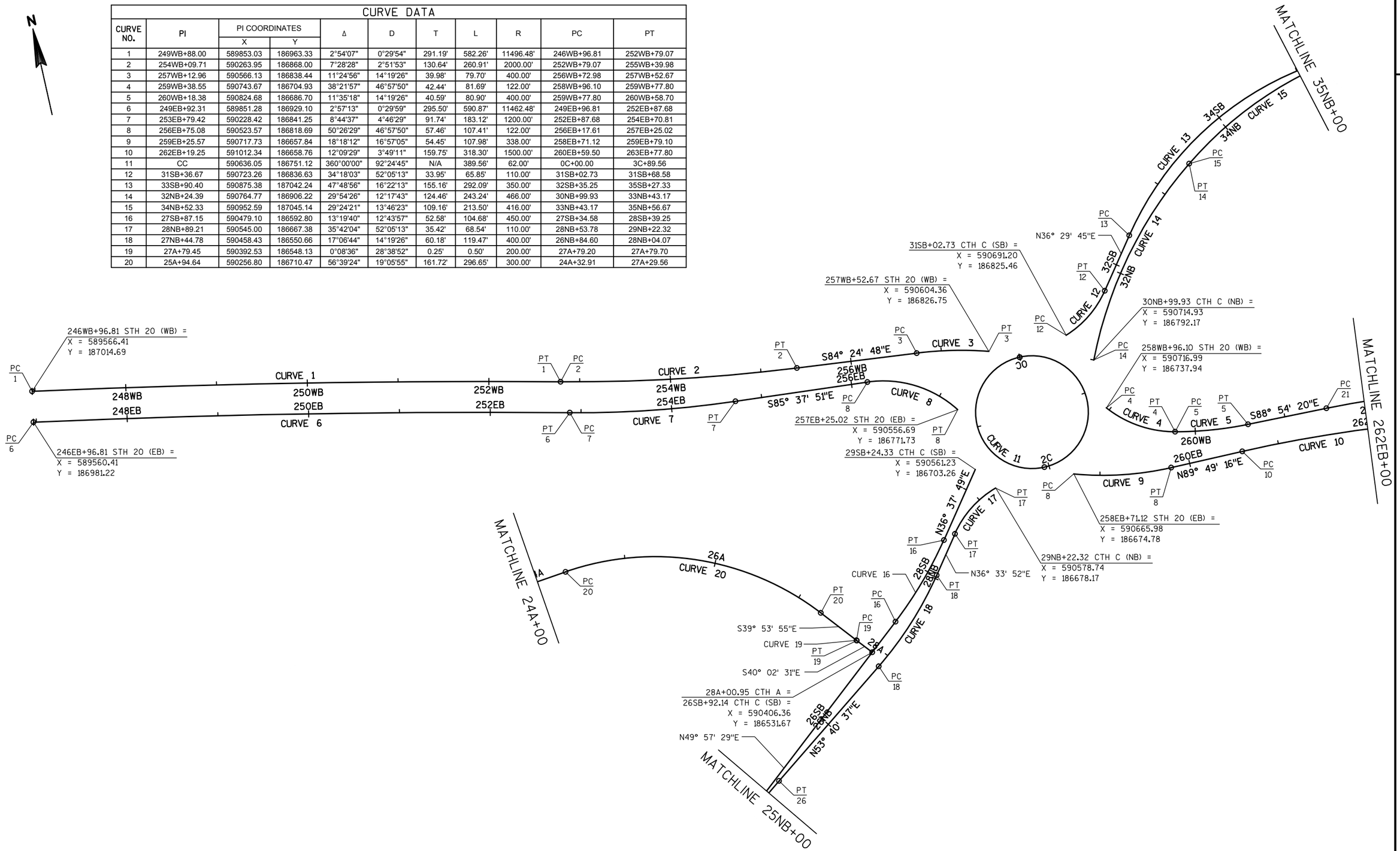


PROJECT NO:2340-00-76	HWY:STH 20	COUNTY:RACINE	ALIGNMENT LAYOUT - TRAFFIC CONTROL	SHEET 205	E

2

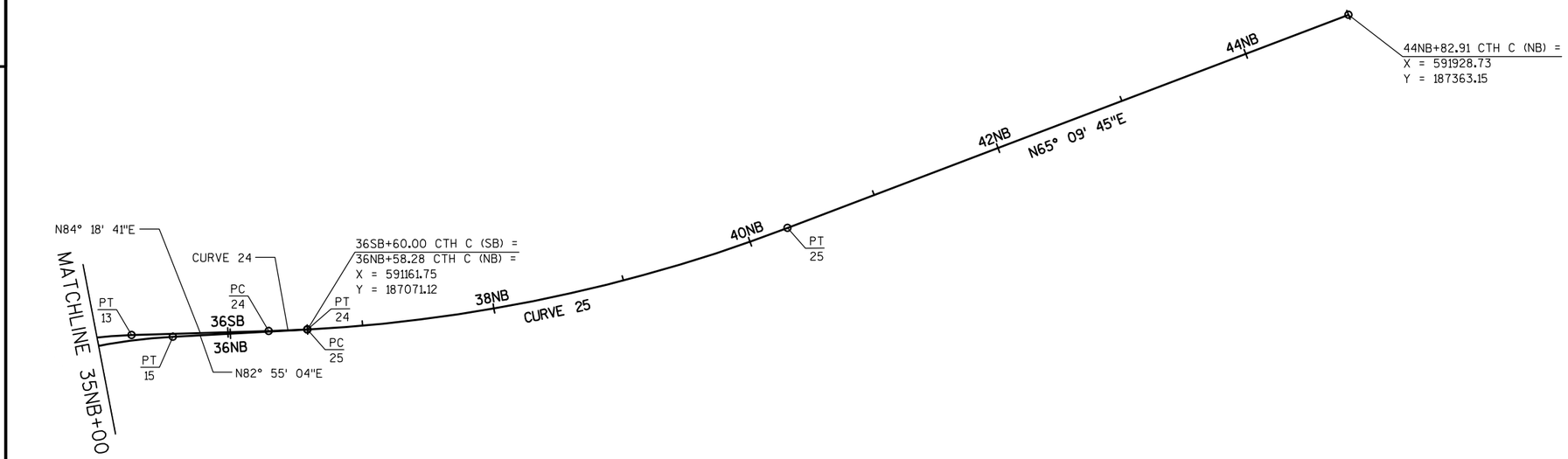
CURVE DATA

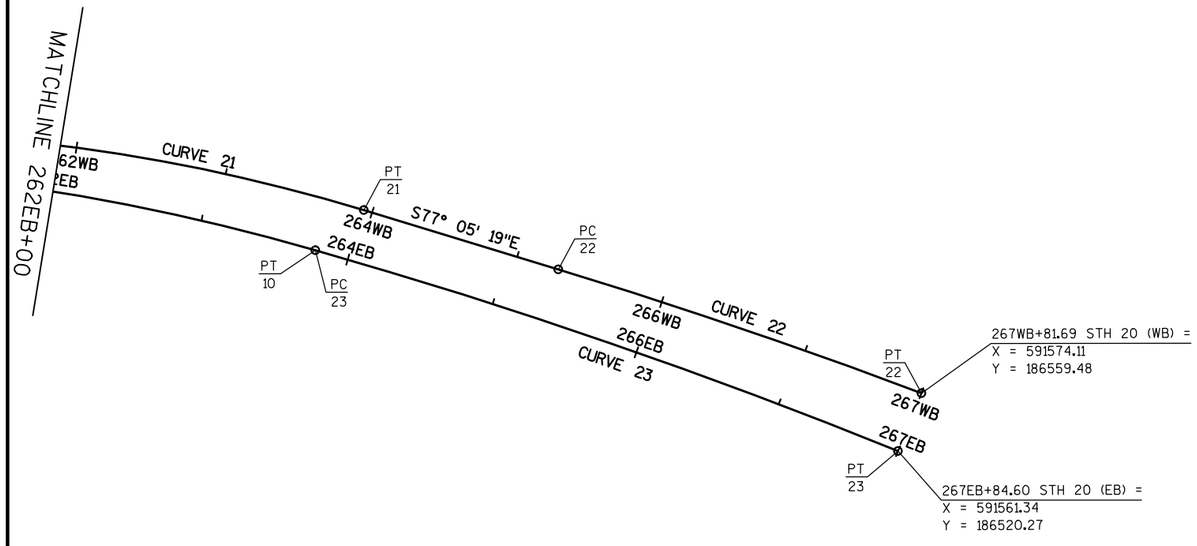
CURVE NO.	PI	PI COORDINATES		Δ	D	T	L	R	PC	PT
		X	Y							
1	249WB+88.00	589853.03	186963.33	2°54'07"	0°29'54"	291.19'	582.26'	11496.48'	246WB+96.81	252WB+79.07
2	254WB+09.71	590263.95	186868.00	7°28'28"	2°51'53"	130.64'	260.91'	2000.00'	252WB+79.07	255WB+39.98
3	257WB+12.96	590566.13	186838.44	11°24'56"	14°19'26"	39.98'	79.70'	400.00'	256WB+72.98	257WB+52.67
4	259WB+38.55	590743.67	186704.93	38°21'57"	46°57'50"	42.44'	81.69'	122.00'	258WB+96.10	259WB+77.80
5	260WB+18.38	590824.68	186686.70	11°35'18"	14°19'26"	40.59'	80.90'	400.00'	259WB+77.80	260WB+58.70
6	249EB+92.31	589851.28	186929.10	2°57'13"	0°29'59"	295.50'	590.87'	11462.48'	249EB+96.81	252EB+87.68
7	253EB+79.42	590228.42	186841.25	8°44'37"	4°46'29"	91.74'	183.12'	1200.00'	252EB+87.68	254EB+70.81
8	256EB+75.08	590523.57	186818.69	50°26'29"	46°57'50"	57.46'	107.41'	122.00'	256EB+17.61	257EB+25.02
9	259EB+25.57	590717.73	186657.84	18°18'12"	16°57'05"	54.45'	107.98'	338.00'	258EB+71.12	259EB+79.10
10	262EB+19.25	591012.34	186658.76	12°09'29"	3°49'11"	159.75'	318.30'	1500.00'	260EB+59.50	263EB+77.80
11	CC	590636.05	186751.12	360°00'00"	92°24'45"	N/A	389.56'	62.00'	0C+00.00	3C+89.56
12	31SB+36.67	590723.26	186836.63	34°18'03"	52°05'13"	33.95'	65.85'	110.00'	31SB+02.73	31SB+68.58
13	33SB+90.40	590875.38	187042.24	47°48'56"	16°22'13"	155.16'	292.09'	350.00'	32SB+35.25	35SB+27.33
14	32NB+24.39	590764.77	186906.22	29°54'26"	12°17'43"	124.46'	243.24'	466.00'	30NB+99.93	33NB+43.17
15	34NB+52.33	590952.59	187045.14	29°24'21"	13°46'23"	109.16'	213.50'	416.00'	33NB+43.17	35NB+56.67
16	27SB+87.15	590479.10	186592.80	13°19'40"	12°43'57"	52.58'	104.68'	450.00'	27SB+34.58	28SB+39.25
17	28NB+89.21	590545.00	186667.38	35°42'04"	52°05'13"	35.42'	68.54'	110.00'	28NB+53.78	29NB+22.32
18	27NB+44.78	590458.43	186550.66	17°06'44"	14°19'26"	60.18'	119.47'	400.00'	26NB+84.60	28NB+04.07
19	27A+79.45	590392.53	186548.13	0°08'36"	28°38'52"	0.25'	0.50'	200.00'	27A+79.20	27A+79.70
20	25A+94.64	590256.80	186710.47	56°39'24"	19°05'55"	161.72'	296.65'	300.00'	24A+32.91	27A+29.56



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	ALIGNMENT LAYOUT	SHEET 206	E

2

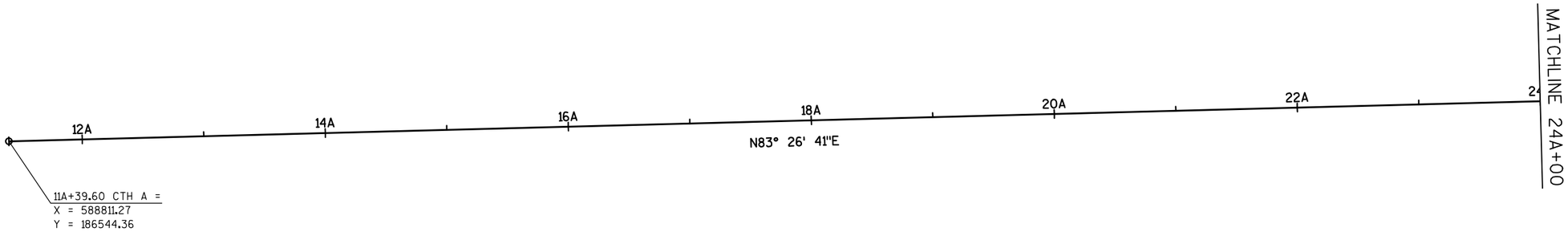


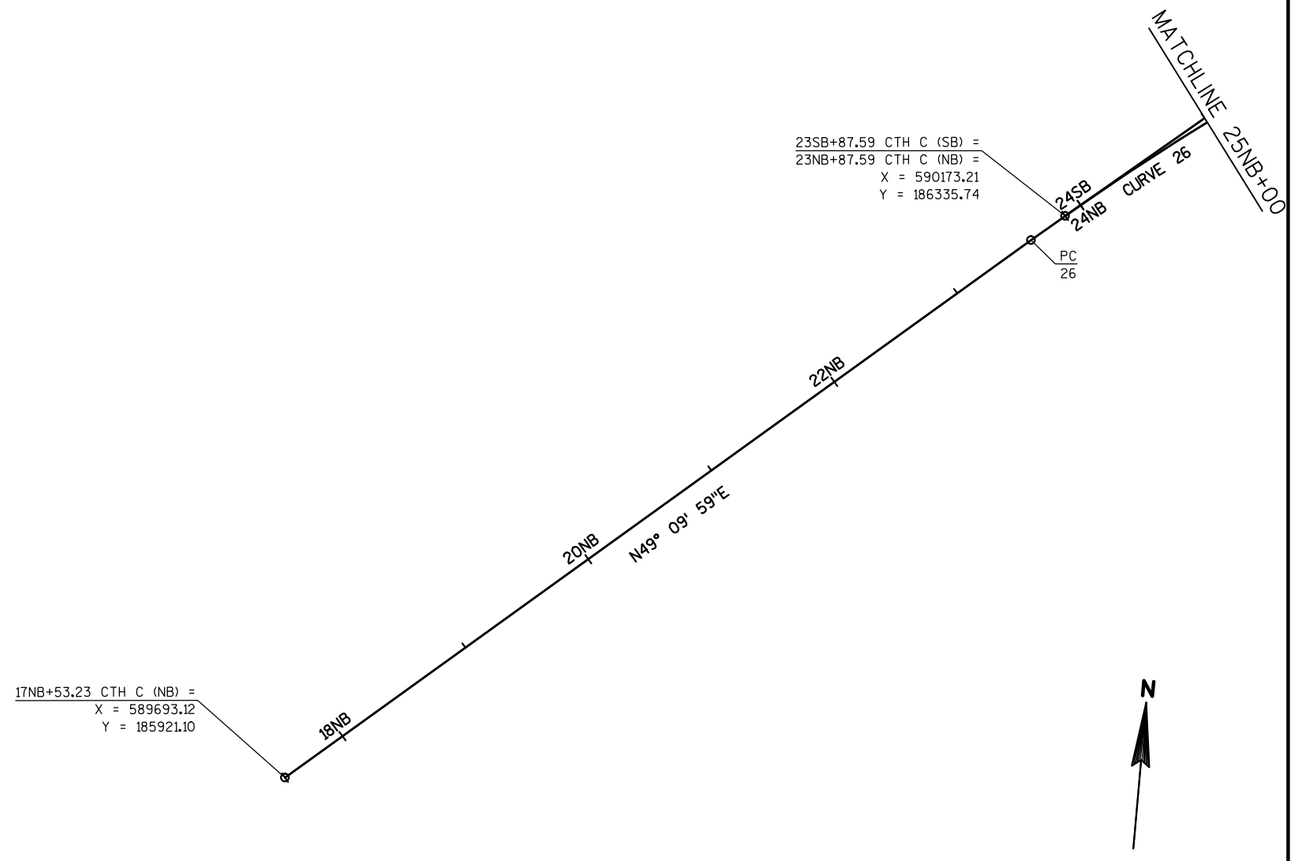


CURVE DATA

CURVE NO.	PI	PI COORDINATES		Δ	D	T	L	R	PC	PT
		X	Y							
21	262WB+71.07	591077.60	186681.87	11°49'01"	4°46'29"	124.19'	247.49'	1200.00'	261WB+46.89	263WB+94.38
22	266WB+55.16	591452.83	186595.85	3°46'50"	1°29'36"	126.62'	253.15'	3836.71'	265WB+28.53	267WB+81.69
23	265EB+81.39	591367.76	186583.34	6°04'03"	1°29'29"	203.59'	406.80'	3841.44'	263EB+77.80	267EB+84.60
24	36SB+45.40	591147.26	187069.32	1°23'37"	4°46'29"	14.59'	29.19'	1200.00'	36SB+30.81	36SB+60.00
25	38NB+45.71	591347.75	187094.23	17°45'19"	4°46'29"	187.43'	371.86'	1200.00'	36NB+58.28	40NB+30.14

2





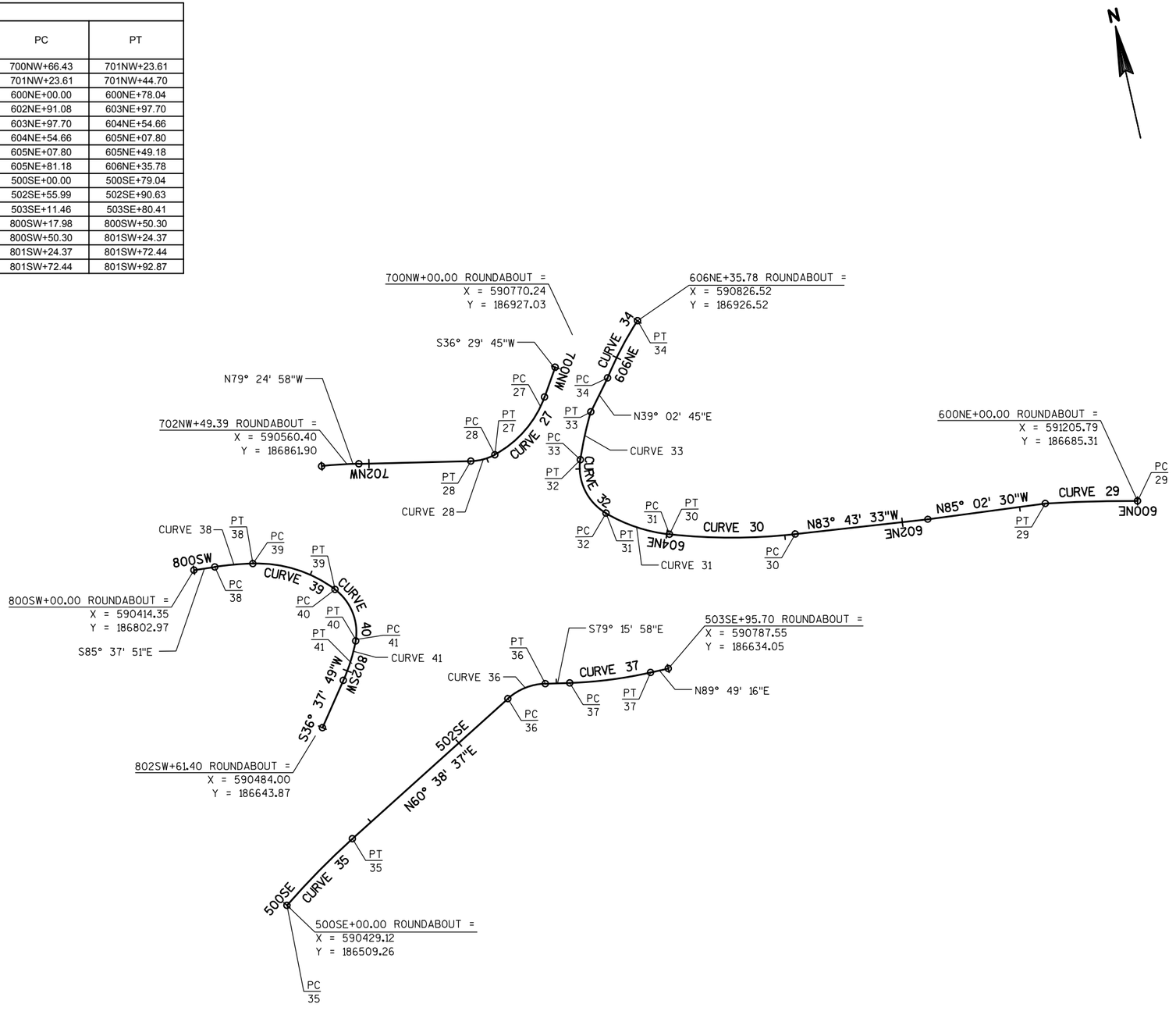
CURVE DATA										
CURVE NO.	PI	PI COORDINATES		Δ	D	T	L	R	PC	PT
		X	Y							
26	24NB+38.72	590211.77	186369.32	4°30'37"	2°51'53"	78.76'	157.44'	2000.00'	23NB+59.96	25NB+17.40

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	ALIGNMENT LAYOUT	SHEET 208	E

2

CURVE DATA

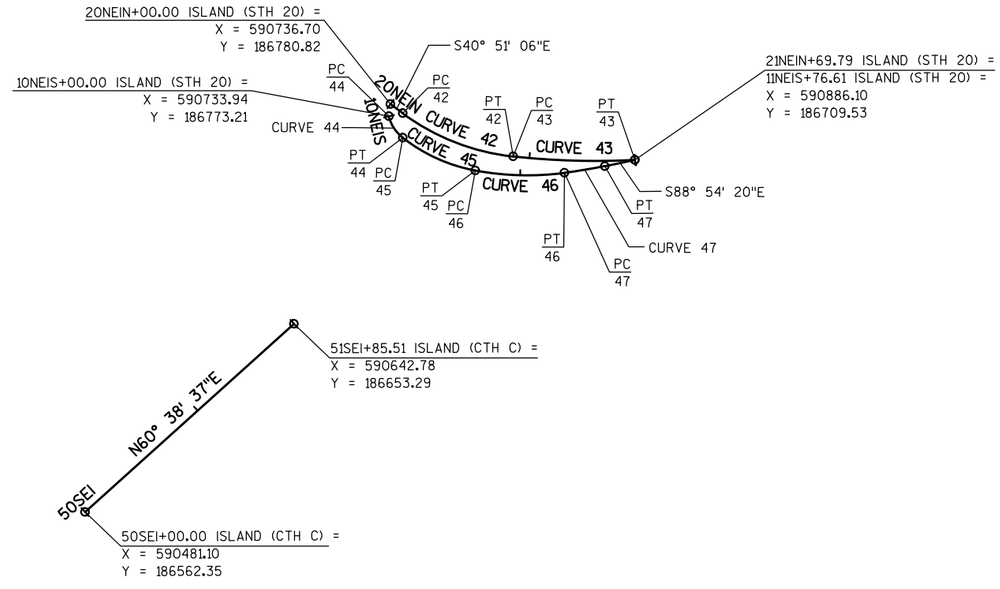
CURVE NO.	PI	PI COORDINATES		Δ	D	T	L	R	PC	PT
		X	Y							
27	700NW+96.02	590712.48	186850.34	36°17'06"	63°27'01"	29.59'	57.19'	90.30'	700NW+66.43	701NW+23.61
28	701NW+34.35	590673.64	186839.48	26°50'46"	127°19'26"	10.74'	21.08'	45.00'	701NW+23.61	701NW+44.70
29	600NE+39.04	591167.75	186694.03	3°37'46"	4°39'02"	39.04'	78.04'	1232.00'	600NE+00.00	600NE+78.04
30	603NE+44.61	590864.03	186727.17	12°37'16"	11°50'17"	53.52'	106.62'	484.00'	602NE+91.08	603NE+97.70
31	604NE+26.61	590786.03	186753.86	24°21'22"	42°45'29"	28.92'	56.96'	134.00'	603NE+97.70	604NE+54.66
32	604NE+84.82	590743.00	186794.35	67°40'05"	127°19'26"	30.16'	53.15'	45.00'	604NE+54.66	605NE+07.80
33	605NE+28.53	590761.17	186841.88	7°54'09"	19°05'55"	20.72'	41.38'	300.00'	605NE+07.80	605NE+49.18
34	606NE+08.56	590806.99	186907.33	10°34'06"	19°21'24"	27.38'	54.60'	296.00'	605NE+81.18	606NE+35.78
35	500SE+39.57	590461.00	186532.69	6°58'01"	8°48'53"	39.57'	79.04'	650.00'	500SE+00.00	500SE+79.04
36	502SE+74.04	590665.51	186647.58	39°41'41"	114°34'09"	18.05'	34.65'	50.01'	502SE+55.99	502SE+90.63
37	503SE+46.04	590737.68	186633.90	10°54'45"	15°49'39"	34.58'	68.95'	362.00'	503SE+11.46	503SE+80.41
38	800SW+34.16	590448.41	186800.37	6°25'53"	19°53'40"	16.18'	32.33'	288.00'	800SW+17.98	800SW+50.30
39	800SW+88.80	590502.12	186790.12	38°34'44"	52°05'13"	38.50'	74.07'	110.00'	800SW+50.30	801SW+24.37
40	801SW+50.98	590544.51	186740.70	61°11'56"	127°19'26"	26.61'	48.07'	45.00'	801SW+24.37	801SW+72.44
41	801SW+82.66	590531.57	186706.22	3°15'09"	15°54'56"	10.22'	20.44'	360.00'	801SW+72.44	801SW+92.87



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	ALIGNMENT LAYOUT - ROUNDABOUT CURB RETURNS	SHEET 209	E

2

CURVE DATA										
CURVE NO.	PI	PI COORDINATES		Δ	D	T	L	R	PC	PT
		X	Y							
42	20NEIN+50.67	590769.85	186742.49	30°15'11"	38°11'50"	40.55'	79.20'	150.00'	20NEIN+10.13	20NEIN+89.33
43	21NEIN+29.65	590846.36	186716.31	9°13'13"	11°27'33"	40.32'	80.46'	500.00'	20NEIN+89.33	21NEIN+69.79
44	10NEIS+08.91	590734.08	186764.30	39°10'46"	228°52'21"	8.91'	17.12'	25.03'	10NEIS+00.00	10NEIS+17.12
45	10NEIS+44.15	590756.88	186736.52	27°37'00"	52°05'13"	27.04'	53.02'	110.00'	10NEIS+17.12	10NEIS+70.14
46	10NEIS+99.95	590809.12	186714.10	18°01'21"	30°28'35"	29.81'	59.14'	188.00'	10NEIS+70.14	11NEIS+29.28
47	11NEIS+42.76	590852.24	186710.18	4°06'25"	15°14'18"	13.48'	26.95'	376.00'	11NEIS+29.28	11NEIS+56.23



STH 20 - WB			
SUPERELEVATION DATA	STATION	RATE	
		INSIDE (LT)	OUTSIDE (LT)
END NORMAL CROWN	255WB+50.00	2.00%	-2.00%
LEVEL CROWN	255WB+75.00	0.00%	-2.00%
SUPER EQUALS NORMAL CROWN	256WB+00.00	-2.00%	-2.00%
ROUNDABOUT (GAP IN CONSTRUCTION)			
END SUPER EQUALS NORMAL CROWN	259WB+65.00	-2.00%	-2.00%
LEVEL CROWN	260WB+02.80	0.00%	-2.00%
BEGIN NORMAL CROWN	260WB+27.80	2.00%	-2.00%

STH 20 - EB			
SUPERELEVATION DATA	STATION	RATE	
		INSIDE (RT)	OUTSIDE (RT)
END NORMAL CROWN	255EB+67.61	2.00%	-2.00%
LEVEL CROWN	255EB+92.61	0.00%	-2.00%
SUPER EQUALS NORMAL CROWN	256EB+17.61	-2.00%	-2.00%
ROUNDABOUT (GAP IN CONSTRUCTION)			
END SUPER EQUALS NORMAL CROWN	259EB+79.10	-2.00%	-2.00%
LEVEL CROWN	260EB+04.10	0.00%	-2.00%
BEGIN NORMAL CROWN	260EB+29.10	2.00%	-2.00%

RAB CENTER			
SUPERELEVATION DATA	STATION	RATE	
		INSIDE (RT)	OUTSIDE (RT)
END 1.0% CROWN	0C+30.00	1.00%	-1.00%
BEGIN 1.5% CROWN	0C+40.00	1.50%	-1.50%
END 1.5% CROWN	3C+74.00	1.50%	-1.50%
BEGIN 1.0% CROWN	3C+84.00	1.00%	-1.00%

CTH C - SB			
SUPERELEVATION DATA	STATION	RATE	
		LEFT	RIGHT
END NORMAL CROWN	28SB+02.47	-2.00%	-
BEGIN 1.0% CROWN	28SB+39.25	-1.00%	-
ROUNDABOUT (GAP IN CONSTRUCTION)			
END 1.0% CROWN	32SB+07.25	-1.00%	-
BEGIN FULL SUPER	32SB+58.25	-3.80%	-
END FULL SUPER	35SB+04.33	-3.80%	-
SUPER EQUALS 0.0%	35SB+99.16	0.00%	-
END ALIGNMENT	36SB+60.00	2.60%	-

CTH C - NB			
SUPERELEVATION DATA	STATION	RATE	
		LEFT	RIGHT
END NORMAL CROWN	28NB+03.78	-	-2.00%
BEGIN 1.0% CROWN	28NB+53.78	-	-1.00%
ROUNDABOUT (GAP IN CONSTRUCTION)			
END 1.0% CROWN	32NB+14.12	-	-1.00%
BEGIN FULL SUPER	32NB+64.54	-	-3.80%
END FULL SUPER	35NB+02.75	-	-3.80%
SUPER EQUALS 0.0%	35NB+97.42	-	0.00%
BEGIN FULL SUPER	36NB+92.28	-4.00%	4.00%
END FULL SUPER	39NB+96.14	-4.00%	4.00%
SUPER EQUALS NORMAL CROWN	40NB+47.14	-2.00%	2.00%
LEVEL CROWN	40NB+98.14	-2.00%	0.00%
BEGIN NORMAL CROWN	41NB+49.14	-2.00%	-2.00%

CTH A			
SUPERELEVATION DATA	STATION	RATE	
		LEFT	RIGHT
END NORMAL CROWN	23A+48.25	-2.00%	-2.00%
LEVEL CROWN	23A+84.25	0.00%	-2.00%
SUPER EQUALS NORMAL CROWN	24A+20.25	2.00%	-2.00%
BEGIN FULL SUPER	24A+57.25	4.00%	-4.00%
END FULL SUPER	27A+05.24	4.00%	-4.00%
SUPER EQUALS NORMAL CROWN	27A+42.24	2.00%	-2.00%
LEVEL CROWN	27A+78.24	0.00%	-2.00%
BEGIN NORMAL CROWN	28A+14.24	-2.00%	-2.00%

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Line	Item	Item Description	Unit	Total	Qty
0002	108.4400	CPM Progress Schedule	EACH	1.000	1.000
0004	201.0105	Clearing	STA	7.000	7.000
0006	201.0120	Clearing	ID	512.000	512.000
0008	201.0205	Grubbing	STA	7.000	7.000
0010	201.0220	Grubbing	ID	512.000	512.000
0012	203.0100	Removing Small Pipe Culverts	EACH	6.000	6.000
0014	204.0100	Removing Pavement	SY	21,118.000	21,118.000
0016	204.0150	Removing Curb & Gutter	LF	1,943.000	1,943.000
0018	204.0170	Removing Fence	LF	40.000	40.000
0020	204.0190	Removing Surface Drains	EACH	5.000	5.000
0022	204.0220	Removing Inlets	EACH	30.000	30.000
0024	204.0245	Removing Storm Sewer (size) 0001. 8-Inch	LF	74.000	74.000
0026	204.0245	Removing Storm Sewer (size) 0002. 12-Inch	LF	767.000	767.000
0028	204.0245	Removing Storm Sewer (size) 0003. 18-Inch	LF	610.000	610.000
0030	204.0280	Sealing Pipes	EACH	8.000	8.000
0032	205.0100	Excavation Common	CY	23,530.000	23,530.000
0034	213.0100	Finishing Roadway (project) 0001. 2340-00-76	EACH	1.000	1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	324.000	324.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	18,315.000	18,315.000
0040	310.0115	Base Aggregate Open-Graded	CY	4.000	4.000
0042	371.1000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	TON	18,315.000	18,315.000
0044	405.0100	Coloring Concrete WisDOT Red	CY	143.000	143.000
0046	415.0080	Concrete Pavement 8-Inch	SY	20,293.000	20,293.000
0048	416.0160	Concrete Driveway 6-Inch	SY	179.000	179.000
0050	416.0512	Concrete Truck Apron 12-Inch	SY	430.000	430.000
0052	416.1010	Concrete Surface Drains	CY	6.000	6.000
0054	455.0605	Tack Coat	GAL	36.000	36.000
0056	460.2000	Incentive Density HMA Pavement	DOL	110.000	110.000
0058	460.6224	HMA Pavement 4 MT 58-28 S	TON	159.000	159.000
0060	465.0105	Asphaltic Surface	TON	311.000	311.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	29.000	29.000
0064	465.0125	Asphaltic Surface Temporary	TON	2,104.000	2,104.000
0066	520.2012	Culvert Pipe Temporary 12-Inch	LF	96.000	96.000
0068	520.8000	Concrete Collars for Pipe	EACH	21.000	21.000
0070	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0072	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	4.000	4.000
0074	523.0414	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	67.000	67.000

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Line	Item	Item Description	Unit	Total	Qty
0076	523.0419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	71.000	71.000
0078	523.0514	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 14x23-Inch	EACH	6.000	6.000
0080	523.0519	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	6.000	6.000
0082	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	295.000	295.000
0084	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	3,110.000	3,110.000
0086	601.0501	Concrete Curb & Gutter Integral 4-Inch Sloped 36-Inch	LF	8,037.000	8,037.000
0088	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	377.000	377.000
0090	601.0600	Concrete Curb Pedestrian	LF	379.000	379.000
0092	602.0410	Concrete Sidewalk 5-Inch	SF	10,369.000	10,369.000
0094	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	344.000	344.000
0096	606.0200	Riprap Medium	CY	33.000	33.000
0098	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	552.000	552.000
0100	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	293.000	293.000
0102	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	62.000	62.000
0104	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	1,476.000	1,476.000
0106	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	576.000	576.000
0108	611.0545	Manhole Covers Type L	EACH	1.000	1.000
0110	611.0603	Inlet Covers Type A-S	EACH	8.000	8.000
0112	611.0606	Inlet Covers Type B	EACH	3.000	3.000
0114	611.0636	Inlet Covers Type HM-S	EACH	23.000	23.000
0116	611.0642	Inlet Covers Type MS	EACH	5.000	5.000
0118	611.0652	Inlet Covers Type T	EACH	3.000	3.000
0120	611.2004	Manholes 4-FT Diameter	EACH	2.000	2.000
0122	611.3003	Inlets 3-FT Diameter	EACH	6.000	6.000
0124	611.3004	Inlets 4-FT Diameter	EACH	29.000	29.000
0126	611.3901	Inlets Median 1 Grate	EACH	5.000	5.000
0128	611.8120.S	Cover Plates Temporary	EACH	6.000	6.000
0130	612.0106	Pipe Underdrain 6-Inch	LF	100.000	100.000
0132	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	16.000	16.000
0134	618.0100	Maintenance And Repair of Haul Roads (project) 0001. 2340-00-76	EACH	1.000	1.000
0136	619.1000	Mobilization	EACH	1.000	1.000
0138	620.0300	Concrete Median Sloped Nose	SF	896.000	896.000

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Line	Item	Item Description	Unit	Total	Qty
0140	623.0200	Dust Control Surface Treatment	SY	37,172.000	37,172.000
0142	624.0100	Water	MGAL	322.000	322.000
0144	627.0200	Mulching	SY	22,159.000	22,159.000
0146	628.1104	Erosion Bales	EACH	6.000	6.000
0148	628.1504	Silt Fence	LF	1,299.000	1,299.000
0150	628.1520	Silt Fence Maintenance	LF	1,299.000	1,299.000
0152	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0154	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0156	628.2008	Erosion Mat Urban Class I Type B	SY	27,699.000	27,699.000
0158	628.7005	Inlet Protection Type A	EACH	41.000	41.000
0160	628.7020	Inlet Protection Type D	EACH	44.000	44.000
0162	628.7504	Temporary Ditch Checks	LF	597.000	597.000
0164	628.7515.S	Stone or Rock Ditch Checks	CY	11.000	11.000
0166	628.7555	Culvert Pipe Checks	EACH	10.000	10.000
0168	628.7560	Tracking Pads	EACH	5.000	5.000
0170	629.0210	Fertilizer Type B	CWT	14.000	14.000
0172	630.0130	Seeding Mixture No. 30	LB	399.000	399.000
0174	630.0200	Seeding Temporary	LB	67.000	67.000
0176	632.0101	Trees (species) (size) (root) 0001. Oak, Swamp, White, B&B 2.5-Inch Cal	EACH	18.000	18.000
0178	632.0101	Trees (species) (size) (root) 0002. Crabapple, Camelot, B&B, 2-Inch Cal	EACH	1.000	1.000
0180	632.0101	Trees (species) (size) (root) 0003. Hawthorne, Thornless Cockspur, B&B, 2-Inch Cal	EACH	1.000	1.000
0182	632.0101	Trees (species) (size) (root) 0004. Tree, London plane, B&B, 2.5-Inch Cal	EACH	17.000	17.000
0184	632.0101	Trees (species) (size) (root) 0005. Spruce Fastigate Blue Colorado, B&B, 2-Inch Cal	EACH	1.000	1.000
0186	632.0201	Shrubs (species) (size) (root) 0001. Ninebark 'Summer Wine', CG, 3'HT/#5	EACH	9.000	9.000
0188	632.0201	Shrubs (species) (size) (root) 0002. Sumac Fragrant 'Glow-Low, CG, 2' SPR/#3	EACH	9.000	9.000
0190	632.0201	Shrubs (species) (size) (root) 0003. Arborvitae Techny, B&B, 2-Inch Cal	EACH	3.000	3.000
0192	632.0201	Shrubs (species) (size) (root) 0004. Juniper Andorra, CG, 8-Inch	EACH	3.000	3.000
0194	632.0201	Shrubs (species) (size) (root) 0005. Burning Bush, CG, 12-Inch	EACH	9.000	9.000
0196	632.0201	Shrubs (species) (size) (root) 0006. Rose Nearly Wild, CG, 12-Inch	EACH	18.000	18.000
0198	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	34.000	34.000
0200	633.0100	Delineator Posts Steel	EACH	32.000	32.000

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Line	Item	Item Description	Unit	Total	Qty
0202	633.1100	Delineators Temporary	EACH	40.000	40.000
0204	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	52.000	52.000
0206	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	7.000	7.000
0208	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	46.000	46.000
0210	637.1220	Signs Type I Reflective SH	SF	339.500	339.500
0212	637.2210	Signs Type II Reflective H	SF	664.980	664.980
0214	637.2230	Signs Type II Reflective F	SF	228.500	228.500
0216	638.2102	Moving Signs Type II	EACH	6.000	6.000
0218	638.3000	Removing Small Sign Supports	EACH	8.000	8.000
0220	641.8100	Overhead Sign Support (structure) 001. S-51-241	LS	1.000	1.000
0222	641.8100	Overhead Sign Support (structure) 002. S-51-242	LS	1.000	1.000
0224	641.8100	Overhead Sign Support (structure) 003. S-51-243	LS	1.000	1.000
0226	642.5401	Field Office Type D	EACH	1.000	1.000
0228	643.0100	Traffic Control (project) 0001. 2340-00-76	EACH	1.000	1.000
0230	643.0300	Traffic Control Drums	DAY	71,025.000	71,025.000
0232	643.0410	Traffic Control Barricades Type II	DAY	650.000	650.000
0234	643.0420	Traffic Control Barricades Type III	DAY	8,388.000	8,388.000
0236	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	248.000	248.000
0238	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	248.000	248.000
0240	643.0705	Traffic Control Warning Lights Type A	DAY	16,775.000	16,775.000
0242	643.0715	Traffic Control Warning Lights Type C	DAY	51,938.000	51,938.000
0244	643.0800	Traffic Control Arrow Boards	DAY	300.000	300.000
0246	643.0900	Traffic Control Signs	DAY	14,800.000	14,800.000
0248	643.0920	Traffic Control Covering Signs Type II	EACH	8.000	8.000
0250	643.1050	Traffic Control Signs PCMS	DAY	35.000	35.000
0252	643.2000	Traffic Control Detour (project) 0001. 2340-00-76	EACH	1.000	1.000
0254	643.3000	Traffic Control Detour Signs	DAY	15,738.000	15,738.000
0256	645.0111	Geotextile Type DF Schedule A	SY	500.000	500.000
0258	645.0120	Geotextile Type HR	SY	107.000	107.000
0260	645.0140	Geotextile Type SAS	SY	32.000	32.000
0262	646.0106	Pavement Marking Epoxy 4-Inch	LF	9,302.000	9,302.000
0264	646.0126	Pavement Marking Epoxy 8-Inch	LF	2,133.000	2,133.000
0266	646.0156	Pavement Marking Epoxy 18-Inch	LF	113.000	113.000
0268	646.0600	Removing Pavement Markings	LF	3,614.000	3,614.000
0270	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	5.000	5.000
0272	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	6.000	6.000
0274	647.0170	Pavement Marking Arrows Epoxy Type 3R	EACH	7.000	7.000
0276	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	5.000	5.000
0278	647.0356	Pavement Marking Words Epoxy	EACH	12.000	12.000
0280	647.0456	Pavement Marking Curb Epoxy	LF	242.000	242.000

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Line	Item	Item Description	Unit	Total	Qty
0282	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	26.000	26.000
0284	647.0606	Pavement Marking Island Nose Epoxy	EACH	6.000	6.000
0286	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	178.000	178.000
0288	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	148.000	148.000
0290	647.0796	Pavement Marking Crosswalk Epoxy 24-Inch	LF	550.000	550.000
0292	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	63,350.000	63,350.000
0294	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	838.000	838.000
0296	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	200.000	200.000
0298	649.1600	Temporary Pavement Marking Diagonal Removable Tape 12-Inch	LF	972.000	972.000
0300	649.1800	Temporary Pavement Marking Arrows Removable Tape	EACH	12.000	12.000
0302	649.2000	Temporary Pavement Marking Words Removable Tape	EACH	5.000	5.000
0304	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,020.000	2,020.000
0306	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	395.000	395.000
0308	653.0140	Pull Boxes Steel 24x42-Inch	EACH	6.000	6.000
0310	654.0105	Concrete Bases Type 5	EACH	17.000	17.000
0312	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0314	655.0610	Electrical Wire Lighting 12 AWG	LF	2,394.000	2,394.000
0316	655.0615	Electrical Wire Lighting 10 AWG	LF	185.000	185.000
0318	655.0620	Electrical Wire Lighting 8 AWG	LF	10,280.000	10,280.000
0320	655.0640	Electrical Wire Lighting 1 AWG	LF	18.000	18.000
0322	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Sta. 31+38.74, 41.54' LT	LS	1.000	1.000
0324	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	17.000	17.000
0326	657.0322	Poles Type 5-Aluminum	EACH	17.000	17.000
0328	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	4.000	4.000
0330	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	13.000	13.000
0332	659.1125	Luminaires Utility LED C	EACH	17.000	17.000
0334	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0336	690.0150	Sawing Asphalt	LF	124.000	124.000
0338	690.0250	Sawing Concrete	LF	2,057.000	2,057.000
0340	715.0415	Incentive Strength Concrete Pavement	DOL	6,216.900	6,216.900
0342	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,200.000	2,200.000
0344	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,300.000	1,300.000
0346	SPV.0035	Special 100. Decomposed Granite	CY	50.000	50.000
0348	SPV.0035	Special 101. Backfill Slurry	CY	970.000	970.000
0350	SPV.0060	Special 101. Mobilizations Emergency Pavement Repair	EACH	5.000	5.000
0352	SPV.0060	Special 102. Reconnect Storm Sewer Laterals	EACH	2.000	2.000
0354	SPV.0060	Special 103. Removing Bulkhead	EACH	3.000	3.000

2340-00-76

Line	Item	Item Description	Unit	Total	Qty
0356	SPV.0060	Special 104. Remove and Cap Existing drainage Storm Sewer Structure	EACH	1.000	1.000
0358	SPV.0075	Special 110. Pavement Cleanup Project 2340-00-76	HRS	100.000	100.000
0360	SPV.0090	Special 120. Concrete Curb and Gutter 4-Inch sloped 36 Inch Type A Modified	LF	71.000	71.000
0362	SPV.0090	Special 125. Drain Tile Exploration, Extension and Repair	LF	500.000	500.000
0364	SPV.0105	Special 130. Survey Project 2340-00-76	LS	1.000	1.000
0366	SPV.0105	Special 131. Lighting System Integrator	LS	1.000	1.000
0368	SPV.0105	Special 132. Lighting System Survey	LS	1.000	1.000
0370	SPV.0105	Special 133. Concrete Pavement Joint Layout	LS	1.000	1.000
0372	SPV.0180	Special 140. Topsoil	SY	22,159.000	22,159.000

CLEARING AND GRUBBING

CATEGORY	LOCATION	STATION	TO STATION	OFFSET	201.0105 CLEARING STA	201.0205 GRUBBING STA	201.0120 CLEARING ID	201.0220 GRUBBING ID
1000	STH 20 (EAST)	259+16 EB	260+00 EB		1	1	--	--
		264+70 WB	265+06 WB		1	1	--	--
	CTH C (SOUTH)	25+99 NB		67.20' LT	--	--	16	16
		26+04 NB	26+61 NB		1	1	--	--
		27+01 NB		24.72' RT	--	--	14	14
		27+20 NB		20.06' RT	--	--	30	30
		27+51 NB		23.52' RT	--	--	14	14
		27+61 NB		24.88' RT	--	--	12	12
		27+88 NB		26.31' RT	--	--	16	16
		28+12 NB		43.36' RT	--	--	16	16
		28+47 NB		58.36' RT	--	--	7	7
		28+53 NB		77.52' RT	--	--	7	7
	CTH C (NORTH)	31+73 NB		54.47' LT	--	--	10	10
		31+75 NB		52.60' LT	--	--	6	6
		31+77 NB		48.18' LT	--	--	6	6
		31+79 NB		43.93' LT	--	--	12	12
		31+83 NB		37.98' LT	--	--	9	9
		31+84 NB		35.63' LT	--	--	6	6
		31+86 NB		31.48' LT	--	--	6	6
		31+95 NB	34+26 NB		3	3	--	--
		33+76 NB		42.95' LT	--	--	6	6
		34+04 NB		51.11' LT	--	--	5	5
		34+12 NB		53.49' LT	--	--	4	4
		34+13 NB		8.74' RT	--	--	5	5
		34+22 NB		9.63' LT	--	--	8	8
		34+39 NB		6.77' LT	--	--	8	8
		34+41 NB		11.25' LT	--	--	8	8
		34+48 NB		30.19' LT	--	--	8	8
		34+48 NB		15.29' LT	--	--	8	8
		34+51 NB		3.10' LT	--	--	4	4
		34+60 NB		3.09' LT	--	--	6	6
		34+62 NB		28.43' LT	--	--	5	5
		34+66 NB		19.10'LT	--	--	5	5
		34+67 NB		28.78' LT	--	--	10	10
		34+67 NB		18.72' LT	--	--	5	5
		34+68 NB		43.00' LT	--	--	6	6
		34+71 NB		46.83' LT	--	--	6	6
		34+71 NB		44.25' LT	--	--	6	6
		34+72 NB		33.70' LT	--	--	4	4
		34+72 NB		8.79' LT	--	--	10	10
		34+75 NB		15.02' LT	--	--	6	6
		34+75 NB		14.02' LT	--	--	6	6
		34+76 NB		3.43' LT	--	--	4	4
		34+82 NB		16.80' RT	--	--	6	6
		34+82 NB		16.67' RT	--	--	6	6
	SUBTOTAL:				6	6	342	342

CONT. NEXT COLUMN

CLEARING AND GRUBBING (CONT.)

CATEGORY	LOCATION	STATION	TO STATION	OFFSET	201.0105 CLEARING STA	201.0205 GRUBBING STA	201.0120 CLEARING ID	201.0220 GRUBBING ID
1000	CTH C (NORTH)	34+84 NB		21.05' LT	--	--	6	6
		34+85 NB		18.12' LT	--	--	8	8
		34+87 NB		37.65' LT	--	--	4	4
		34+87 NB		38.00' LT	--	--	6	6
		34+87 NB		26.86' LT	--	--	7	7
		34+89 NB		37.97' LT	--	--	4	4
		34+90 NB		37.02' LT	--	--	4	4
		34+90 NB		7.65' RT	--	--	14	14
		34+97 NB		14.97' LT	--	--	4	4
		35+03 NB		33.81' LT	--	--	7	7
		35+04 NB		37.42' LT	--	--	7	7
		35+71 NB		10.12' RT	--	--	28	28
		35+75 NB		23.68' RT	--	--	16	16
		36+12 NB		9.53' RT	--	--	7	7
		36+75 NB	37+18 NB		1	1	--	--
		37+73 NB		26.67' LT	--	--	48	48
			SUBTOTAL:		1	1	170	170
			TOTAL:		7	7	512	512

FINISHING ROADWAY & MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	LOCATION	213.0100 FINISHING ROADWAY (2340-00-76) EACH	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (2340-00-76) EACH
1000	STH 20 & CTH C	1	1
	TOTAL:	1	1

REMOVALS

CATEGORY	STAGE	LOCATION	STATION	TO STATION	204.0100 REMOVING PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0170 REMOVING FENCE LF	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
1000	1A	STH 20 (WEST)	243+16	245+63	--	247	--	--	247
			243+29	245+60	--	232	--	--	232
			246+78	249+14	--	236	--	--	236
			246+95	249+41	--	246	--	--	246
			25+67 A	25+89A	--	31	--	--	31
		STH 20 (EAST)	264+20	266+27	--	206	--	--	206
			266+83	268+73	--	289	--	--	289
			268+64	270+03	--	140	--	--	140
		SUBTOTAL			0	1627	0	0	1627
	1B	STH 20 (WEST)	248+77 EB	251+18 EB	--	241	--	--	241
			251+19 WB	257+53 WB	3234	--	--	--	--
			251+19 WB		--	--	--	--	36
			251+68 WB	251+94 WB	--	--	--	26	--
			254+36 WB	254+84 WB	--	--	--	46	--
		STH 20 (EAST)	258+85 WB	265+33 WB	3508	--	--	--	--
			263+14 WB	263+25 WB	--	--	--	12	--
			265+34 WB	265+33 WB	--	--	--	--	34
		ROUNDABOUT	0+00C 2+74C	0+81C 3+90C	1133	--	--	--	--
		CTH C (SOUTH)	22+60 NB	26+73 NB	536	--	--	--	--
		CTH C (NORTH)	31+00 NB	41+49 NB	3425	--	--	--	--
			40+41 NB	41+57 NB	--	--	--	16	--
			41+49 NB		--	--	--	--	43
		CTH A	23+83 A		--	--	--	12	--
		SUBTOTAL			11836	241	0	112	354
	2	STH 20 (WEST)	251+18 EB	257+25 EB	2641	--	--	--	--
			251+18 EB	251+19 EB	--	--	--	--	36
		STH 20 (EAST)	258+82 EB	265+39 EB	2857	--	--	--	--
			265+39 EB		--	--	--	--	40
		RAB	0+81 C	2+74 C	1333	--	--	--	--
		CTH C (SOUTH)	22+60 NB	29+46 NB	2216	--	--	--	--
			26+05 NB	26+43 NB	--	--	40	--	--
			CTH C & CTH A	NE QUAD	--	75	--	--	--
		CTH A	23+83 A		--	--	--	12	--
		SUBTOTAL			9047	75	40	12	76
	3A	STH 20 (WEST)	254+16 EB	254+77 EB	169	--	--	--	--
		SUBTOTAL			169	0	0	0	0
	3B	STH 20 (WEST)	254+04 EB	254+82 EB	66	--	--	--	--
		SUBTOTAL			66	0	0	0	0
		TOTAL			21118	1943	40	124	2057

REMOVING SMALL PIPE CULVERTS

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	DESCRIPTION	203.0100 REMOVING SMALL PIPE CULVERTS EACH
1000	1B	STH 20 (WEST)	263+16 WB	78.47' LT	18-INCH CMCP	1
			264+51 WB	56.03' LT	18-INCH CMCP	1
		CTH C (NORTH)	36+73 NB	11.33' RT	18-INCH CMCP	1
			38+55 NB	22.43' LT	20 x 30 ELIP CMCP	1
			39+88 NB	34.82' LT	20 x 30 ELIP CMCP	1
			40+47 NB	36.34' LT	20 x 30 ARCH CMCP	1
					TOTAL:	6

REMOVING SURFACE DRAINS

CATEGORY	STAGE	LOCATION	STATION	OFFSET	204.0190 REMOVING SURFACE DRAINS EACH
1000	1B	STH 20 (EAST)	262+21 WB	52' LT	1
		CTH C (NORTH)	32+57 NB	118' RT	1
			33+86 NB	84' RT	1
	2	CTH C (SOUTH)	26+07 NB	12' RT	1
		CTH A	27+47 A	32' LT	1
				TOTAL:	5

STORM SEWER REMOVALS

CATEGORY	STAGE	LOCATION	STATION	TO STATION	204.0220 REMOVING INLETS EACH	204.0245.0001 REMOVING STORM SEWER 8-INCH LF	204.0245.0002 REMOVING STORM SEWER 12-INCH LF	204.0245.0003 REMOVING STORM SEWER 18-INCH LF
1000	1B	STH 20 (WEST)	249+50 EB	252+38 EB	--	--	--	289
			252+38 EB	255+00 EB	--	--	--	262
			252+38 EB		2	--	61	--
			255+00 EB		2	--	40	--
		STH 20 (EAST)	258+87 WB	260+12 WB	3	--	101	--
			260+13 EB		4	--	81	--
			262+70 EB		4	--	13	--
			262+70 EB	263+29 EB	--	--	--	59
		SUBTOTAL			15	0	296	610
	2	STH 20 (WEST)	252+38 EB		2	--	49	--
			255+00 EB		3	--	70	--
		STH 20 (EAST)	258+51 EB	260+13 EB	--	--	147	--
			260+13 EB		1	--	31	--
			262+70 EB		3	--	54	--
		ROUNDABOUT	1+21 C	2+25 C	6	74	120	--
		SUBTOTAL			15	74	471	0
		TOTAL			30	74	767	610

DRAIN TILE EXPLORATION

CATEGORY		SPV.0090.125 DRAIN TILE EXPLORATION, EXTENSION AND REPAIR LF
1000	UNDISTRIBUTED	500
	TOTAL	500

Stage	From / To Station	Location	Common Excavation (1) (item # 205.0100) Cut (2)	EBS Excavation (3)	Salvaged / Unusable Pavement Material (4)	Available Material (5)	Expanded EBS Backfill (6) Factor 1.25	Unexpanded Fill	Expanded Fill (7) Factor 1.25	Mass Ordinate + / - (8)	Waste	Comment:
1A	21NB+35 to 26NB+03	CTH C (South)	235	0	0	235	0	130	163	73		
	23A+55 to 27A+39	CTH A	245	0	2	243	0	87	109	134		Includes Temporary Connection to STH 20
	08C1+60 to 14C1+85	West Crossover	684	0	53	631	0	23	29	602		
	09C3+33 to 13C3+55	East Crossover	476	0	35	441	0	33	41	400		
Stage 1A Subtotal			1640	0	90	1550	0	273	341	1209	1209	
1B	248WB+83 to 257WB+53	STH 20 (West)	2369	0	1013	1356	0	32	40	1316		
	258WB+96 to 265WB+33	STH 20 (East)	1973	0	1113	860	0	94	118	743		
	21NB+35 to 26NB+87	CTH C (South)	628	0	169	459	0	181	226	233		
	31NB+00 to 41NB+49	CTH C (North)	5364	0	1152	4212	0	1113	1391	2821		
	23A+50 to 27A+26	CTH A	368	0	37	331	0	20	25	306		
	0C+00 to 0C+81, 2C+74 to 3C+90	RAB	452	0	346	106	0	2	3	104		
Stage 1B Subtotal			11154	0	3830	7324	0	1442	1803	5522	6730	
2	251EB+19 to 257EB+25	STH 20 (West)	979	0	807	172	0	49	61	111		
	258EB+71 to 265EB+39	STH 20 (East)	1431	0	825	606	0	64	80	526		
	21NB+35 to 29NB+22	CTH C (South)	2646	0	752	1894	0	160	200	1694		
	23A+85 to 27A+26	CTH A	283	0	131	152	0	15	19	133		
	0C+81 to 2C+74	RAB	128	0	407	-279	0	263	329	-608		
Stage 2 Subtotal			5467	0	2922	2545	0	551	689	1856	8587	
3A	254EB+16 to 254EB+77	STH 20 (West)	64	0	50	14	0	0	0	14		
	20NEIN+03 to 21NEIN+17	STH 20 (East)	65	0	18	47	0	0	0	47		
	25A+52 to 26A+60	CTH A	126	0	54	72	0	5	6	66		Includes Removing Temporary Connection to STH 20
	0C+00 to 0C+81, 2C+74 to 3C+90	RAB	128	0	76	52	0	382	478	-426		
Stage 3A Subtotal			383	0	198	185	0	387	484	-299	8288	
3B	252EB+00 to 257EB+25	STH 20 (West)	651	0	165	486	0	4	5	481		
	258WB+98 to 266WB+68	STH 20 (East)	716	0	1	715	0	19	24	691		
	21NB+35 to 26SB+57	CTH C (South)	702	0	81	621	0	45	56	565		
	31NB+00 to 34NB+57	CTH C (North)	179	0	56	123	0	1	1	122		
	23A+50 to 27A+26	CTH A	1973	0	58	1915	0	0	0	1915		
	08C1+60 to 14C1+85	West Crossover	293	0	135	158	0	29	36	122		Remove Crossover
	09C3+33 to 13C3+55	East Crossover	372	0	133	239	0	10	13	227		Remove Crossover
Stage 3B Subtotal			4886	0	629	4257	0	108	135	4122	12410	
Grand Total			23530	0	7669	15861	0	2761	3451	12410	12410	
			Total Common Exc	23530								

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with cut material.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
6) Expanded EBS Backfill - This is to be filled with cut material. EBS Backfill Factor = 1.25.
7) Expanded Fill. Factor = 1.25
   Expanded Fill = Unexpanded Fill * Fill Factor
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 ITEMS

CATEGORY	STAGE	LOCATION	STATION	TO STATION	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	305.0110 BASE AGGREGATE DENSE 1 1/4 INCH TON	COMMENTS
1000	1A	STH 20 (WEST)	243+16	249+41	97	1233	TEMPORARY CROSSOVER
		STH 20 (EAST)	264+20	270+56	81	1157	TEMPORARY CROSSOVER
		CTH C (SOUTH)	21+35 NB	26+03 NB	--	602	TEMPORARY PAVEMENT
		CTH A	22+13 A	27+26 A	--	884	TEMPORARY PAVEMENT - INCLUDES CONNECTION TO STH 20
		SUBTOTAL STAGE 1A			177	3875	
	1B	STH 20 (WEST)	248+78 WB	257+53 WB	--	1129	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			252+51 WB	257+51 WB	--	870	TEMPORARY PAVEMENT
			251+66 WB	256+46 WB	--	61	3 - DRIVEWAYS
			251+94 WB	257+11 WB	--	63	SIDEWALK
			256+56 WB	257+52 WB	--	29	SHARED PATH
		STH 20 (EAST)	258+84 WB	265+34 WB	--	922	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			258+87 WB	260+24 WB	--	117	TEMPORARY PAVEMENT
			263+09 WB	264+61 WB	--	24	2 - DRIVEWAYS
			259+27 WB	264+45 WB	--	28	SIDEWALK
			258+84 WB	262+69 WB	--	97	SHARED PATH
			264+72 WB	265+34 WB	6	58	SHOULDER
		ROUNDABOUT	0+00 C	0+81 C	--	275	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			2+74 C	3+90 C			
			0+00C	0+81 C	--	453	TEMPORARY PAVEMENT
			2+74 C	3+90 C			
			0+00 C	0+13 C	--	20	SHARED PATH
			3+62 C	3+90 C			
		CTH C (SOUTH)	22+60 NB	26+87 NB	--	261	CONCRETE PAVEMENT
			21+35 NB	26+69 NB	--	852	TEMPORARY PAVEMENT
		CTH C (NORTH)	31+00 NB	41+49 NB	--	1653	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			31+00 NB	34+57 NB	--	334	TEMPORARY PAVEMENT
			36+47 NB	40+63 NB	--	75	4 - DRIVEWAYS
			31+37 NB	40+41 NB	--	122	SIDEWALK
			31+28 NB	32+16 NB	--	41	SHARED PATH
			40+99 NB	41+49 NB	13	99	SHOULDER
		CTH A	23+83 A	27+25 A	--	158	CONCRETE PAVEMENT
			22+59 A	27+25 A	--	657	TEMPORARY PAVEMENT
		SUBTOTAL STAGE 1B			19	8399	
		SUBTOTAL			196	12275	

FOR INFORMATION ONLY

AGGREGATE UNIT WEIGHTS USED:	
BASE AGGREGATE DENSE	2.0 TONS/CY

Continued next page

BASE AGGREGATE ITEMS CONTINUED

CATEGORY	STAGE	LOCATION	STATION	TO STATION	305.0110 BASE AGGREGATE DENSE 3/4 INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4 INCH TON	COMMENTS
1000	2	STH 20 (WEST)	251+18 EB	257+25 EB	--	725	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			256+85 EB	256+99 EB	--	1	SIDEWALK
			255+80 EB	257+24 EB	--	31	SHARED PATH
		STH 20 (EAST)	258+71 EB	265+39 EB	--	990	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			259+19 EB	259+28 EB	--	1	SIDEWALK
			258+83 EB	259+72 EB	--	27	SHARED PATH
		ROUNDABOUT	0+81 C	2+74 C	--	388	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			0+97 C	2+11 C	--	12	SHARED PATH
		CTH C (SOUTH)	22+60 NB	29+55 NB	--	1183	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			27+34 NB	28+98 NB	--	16	SIDEWALK
			26+80 NB	29+50 NB	--	124	SHARED PATH
			27+50 NB	29+47 NB	--	142	SPLITTER ISLANDS
			22+60 NB	23+62 NB	9	68	SHOULDER
		CTH A	23+83 A	27+26 A	--	134	CONCRETE PAVEMENT
			23+83 A	27+33 A	28	198	SHOULDER
		SUBTOTAL STAGE 2			37	4040	
	3A	STH 20 (WEST)	254+16 EB	254+77 EB	--	40	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
		STH 20 (EAST)	258+87 WB	260+24 WB	--	55	CURB & GUTTER
			259+24 WB	259+41 WB	--	3	SIDEWALK
			258+90 WB	260+16 WB	--	28	SPLITTER ISLAND
		ROUNDABOUT	0+00 C	0+81 C	--	109	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			2+74 C	3+90 C			
		CTH A	25+52 A	26+70 A	--	37	CONCRETE PAVEMENT
			25+74 A	26+37 A	5	38	SHOULDER
		SUBTOTAL STAGE 3A			5	311	
	3B	STH 20 (WEST)	252+01 WB	257+51 WB	--	236	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			256+86 WB	257+11 WB	--	13	SIDEWALK
			252+08 WB	257+41 WB	--	398	SPLITTER ISLAND
		STH 20 (EAST)	258+99 WB	262+98 WB	--	161	CURB & GUTTER - SPLITTER ISLAND
			259+23 WB	259+40 WB	--	15	SIDEWALK
			259+03 WB	262+91 WB	--	319	SPLITTER ISLAND
			263+41 WB	266+71 WB	--	197	CONCRETE PAVEMENT INCLUDING C&G - MEDIAN
		CTH C (SOUTH)	25+25 SB	26+74 SB	--	38	CONCRETE PAVEMENT INCLUDING CURB & GUTTER
			26+40 SB	26+58 SB	--	3	SIDEWALK
			25+41 SB	26+40 SB	--	25	SHARED PATH
			22+60 NB	25+24 NB	23	--	SHOULDER - SALVAGE BAD 1 1/4" FROM STAGE 1B
		CTH C (NORTH)	31+03 NB	34+57 NB	--	147	CURB & GUTTER
			31+34 NB	31+46 NB	--	4	SIDEWALK
			31+09 NB	34+50 NB	--	85	SPLITTER ISLAND
		CTH A	24+75 A	25+16 A	--	18	1 - DRIVEWAY
			25+10A	27+26 A	--	34	SIDEWALK
			23+83 A	27+26 A	28	--	SHOULDER - SALVAGE BAD 1 1/4" FROM STAGE 1B
		SUBTOTAL STAGE 3B			50	1689	
		UNDISTRIBUTED			35	--	SHOULDER RESTORATION
		TOTAL			324	18315	

FOR INFORMATION ONLY

AGGREGATE UNIT WEIGHTS USED:	
BASE AGGREGATE DENSE	2.0 TONS/CY

CONCRETE ITEMS

CATEGORY	STAGE	LOCATION	STATION	TO STATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	405.0100 COLORING CONCRETE WISDOT RED CY	416.0512 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.1010 CONCRETE SUFACE DRAIN CY
1000	1B	STH 20 (WEST)	248+78 WB	257+53 WB	2870	--	--	--	--
			251+83 WB, LT		--	--	--	22	--
			254+60 WB, LT		--	--	--	29	--
			256+24 WB, LT		--	--	--	21	--
		STH 20 (EAST)	258+84 WB	265+34 WB	2442	--	--	--	--
			258+90 WB	259+00 WB	--	1	4	--	--
			263+22 WB, LT		--	--	--	16	--
			264+51 WB, LT		--	--	--	14	--
			264+69 WB, LT		--	--	--	--	1
		ROUNDABOUT	0+00 C	0+81 C	788	--	--	--	--
			2+74 C	3+90 C					
		CTH C (SOUTH)	22+60 NB	26+87 NB	784	--	--	--	--
		CTH C (NORTH)	31+00 NB	41+49 NB	3837	--	--	--	--
			31+21 NB	31+74 NB	--	5	15	--	--
			36+58 NB, LT		--	--	--	16	--
			38+55 NB, LT		--	--	--	21	--
			39+83 NB, LT		--	--	--	21	--
			40+45 NB, LT		--	--	--	19	--
			40+95 NB, RT/LT		--	--	--	--	2
		CTH A	23+83 A	27+26 A	472	--	--	--	--
		SUBTOTAL STAGE 1A			11193	6	19	179	3
	2	STH 20 (WEST)	251+18 EB	257+25 EB	1880	--	--	--	--
		STH 20 (EAST)	258+71 EB	265+39 EB	2615	--	--	--	--
		ROUNDABOUT	0+81 C	2+74 C	818	68	204	--	--
		CTH C (SOUTH)	22+60 NB	29+55 NB	2762	--	--	--	--
			23+65 NB, RT		--	--	--	--	1
			25+69 NB, RT		--	--	--	--	1
		CTH A	23+83 A	27+26 A	401	--	--	--	--
		SUBTOTAL STAGE 2			8476	68	204	0	2
	3A	STH 20 (WEST)	254+16 EB	254+77 EB	98	--	--	--	--
		ROUNDABOUT	0+00 C	0+81 C	--	69	207	--	--
		CTH A	25+52 A	26+70 A	112	--	--	--	--
		SUBTOTAL STAGE 3A			210	69	207	0	0
	3B	STH 20 (WEST)	254+04 WB	254+90 WB	98	--	--	--	--
		STH 20 (EAST)	263+71 WB	266+71 WB	300	--	--	--	--
		CTH C (SOUTH)	25+25 SB	25+73 SB	16	--	--	--	--
			25+22 SB, LT		--	--	--	--	1
		SUBTOTAL STAGE 3B			414	0	0	0	1
		TOTAL			20293	143	430	179	6

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STAGE	LOCATION	STATION	OFFSET	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 1 SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 2 SF
1000	1B	STH 20 (WEST)	251+53 WB	RT	64	--
		SUBTOTAL STAGE 1B			64	0
	2	CTH C (SOUTH)	27+46 SB	RT	59	--
			27+97 NB	RT	60	--
			29+18 SB	RT	--	43
			29+18 SB	LT	--	21
			29+48 NB	RT	--	37
		SUBTOTAL STAGE 2			119	101
	3A	STH 20 (EAST)	258+89 WB	LT	--	21
			260+18 WB	LT	60	--
		SUBTOTAL STAGE 3A			60	21
	3B	STH 20 (WEST)	252+06 WB	RT	64	--
			257+14 WB	RT	--	27
			257+41 WB	RT	--	70
		STH 20 (EAST)	259+11 WB	RT	--	71
			259+03 WB	RT	--	23
			262+92 WB	RT	71	--
			263+47 WB	RT	71	--
		CTH C (NORTH)	31+09 NB	LT	--	53
			31+21 NB	LT	--	22
			34+52 NB	LT	59	--
		SUBTOTAL STAGE 3B			265	266
		SUBTOTAL			508	388
		TOTAL			896	

CONCRETE SIDEWALK

CATEGORY	STAGE	LOCATION	STATION	TO STATION	OFFSET	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
1000	1B	STH 20 (WEST)	251+94WB	256+63WB	LT	2079	--
		STH 20 (WEST)	257+02 WB	257+11 WB	LT	45	16
		STH 20 (EAST)	259+27 WB	259+48 WB	LT	65	16
		STH 20 (WEST)	262+61WB	264+45WB	LT	893	--
		CTH C (NORTH)	31+48 NB	31+56 NB	LT	45	16
			31+37 NB	31+48 NB	RT	47	16
		CTH C (NORTH)	31+92 SB	40+37NB	LT	4043	--
		SUBTOTAL STAGE 1B				7217	64
	2	STH 20 (WEST)	256+85 EB	256+99 EB	RT	45	16
		STH 20 (EAST)	259+19 EB	259+28 EB	RT	45	16
		CTH C (SOUTH)	27+30 SB	27+56 SB	LT	80	12
			28+84 SB	28+94 SB	LT	46	16
			28+86 SB	28+97 SB	RT	108	32
			28+84 NB	28+96 NB	RT	329	32
			28+61 NB	28+89 NB	RT	45	16
		SUBTOTAL STAGE 2				698	140
	3A	STH 20 (EAST)	259+25 WB	259+39 WB	LT	95	32
	3B	STH 20 (WEST)	256+86 WB	257+11 WB	RT	462	32
		STH 20 (EAST)	259+24 WB	259+34 WB	RT	551	32
		CTH C (SOUTH)	26+40 SB	26+58 SB	LT	111	12
		CTH C (NORTH)	31+35 NB	31+45 NB	LT	139	32
		CTH A	25+42	25+05	RT	1116	--
		SUBTOTAL STAGE 3B				2379	108
				TOTAL:		10389	344

DECOMPOSED GRANITE

CATEGORY	ROADWAY	STATION	SPV.0035.100 DECOMPOSED GRANITE CY
1000	ROUNDABOUT	0+00C - 3+90C	50

CONCRETE CURB AND GUTTER

CATEGORY	STAGE	LOCATION	STATION	TO STATION	OFFSET	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0501 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.120 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A, MODIFIED LF	COMMENTS
1000	1B	STH 20 (WEST)	248+78 WB	251+51 WB	RT	--	--	307	--	--	--	MEDIAN
			251+19 WB	255+64 WB	LT	--	--	442	--	--	--	
			255+64 WB	257+52 WB	LT	--	194	--	--	--	--	
		STH 20 (EAST)	258+90 WB	258+95 WB	LT	--	--	--	--	--	17	ALONG TRUCK APRON
			258+95 WB	264+66 WB	LT	--	--	532	--	--	--	
		ROUNDABOUT	0+00 C	0+14 C	RT	--	73	--	--	--	--	
			3+60 C	3+90 C								
		CTH C (NORTH)	31+32 NB	32+62 NB	LT	--	144	--	--	--	--	
			32+62 NB	40+91 NB	LT	--	--	844	--	--	--	
			31+20 NB	31+74 NB	RT	--	--	--	--	--	54	ALONG TRUCK APRON
			31+74 NB	40+91 NB	RT	--	--	908	--	--	--	
		SUBTOTAL STAGE 1B				0	411	3033	0	0	71	
	2	STH 20 (WEST)	251+19 EB	254+24 EB	RT	--	--	308	--	--	--	
			254+62 EB	255+66 EB	RT	--	--	104	--	--	--	
			255+66 EB	257+25 EB	RT	--	132	--	--	--	--	
		STH 20 (EAST)	258+81 EB	260+67 EB	RT	--	195	--	--	--	--	
			260+67 EB	265+39 EB	RT	--	--	465	--	--	--	
		ROUNDABOUT	0+81 C	2+74 C	LT	146	--	--	187	--	--	
			0+96 C	1+15 C	RT	--	33	--	--	--	--	
			2+03 C	2+12 C	RT	--	17	--	--	--	--	
		CTH C (SOUTH)	23+68 NB	25+65 NB	RT	--	--	196	--	--	--	
			25+72 NB	27+69 NB	RT	--	--	203	--	--	--	
			27+18 SB	29+24 SB	LT	--	228	--	--	--	--	
			27+30 SB	27+45 SB	LT	--	--	--	--	19	--	
			27+50 NB	29+16 NB	LT	--	350	--	--	--	--	SPLITTER ISLAND
			28+86 NB	28+97 NB	LT	--	--	--	--	22	--	SPLITTER ISLAND
			27+98 NB	29+48 NB	RT	--	301	--	--	--	--	SE ISLAND
			28+74 NB	28+97 NB	RT	--	--	--	--	65	--	SE ISLAND
			27+69 NB	29+51 NB	RT	--	177	--	--	--	--	
		SUBTOTAL STAGE 2				146	1433	1276	187	106	0	
		SUBTOTAL				146	1844	4309	187	106	71	

CONTINUED NEXT PAGE

CONCRETE CURB AND GUTTER CONTINUED

CATEGORY	STAGE	LOCATION	STATION	TO STATION	OFFSET	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0501 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.120 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A, MODIFIED LF	COMMENTS
1000	3A	STH 20 (WEST)	254+24 EB	254+62 EB	RT	--	--	40	--	--	--	
		STH 20 (EAST)	258+89 WB	260+17 WB	LT	--	217	--	--	--	--	NE ISLAND
			259+24 WB	259+41 WB	LT	--	--	--	--	19	--	NE ISLAND
		ROUNDABOUT	0+00 C	0+81 C	LT	149	--	--	190	--	--	CENTRAL ISLAND
			2+74 C	3+90 C								
		SUBTOTAL STAGE 3A				149	217	40	190	19	0	
	3B	STH 20 (WEST)	243+16	245+63	RT	--	--	247	--	--	--	REPLACE C&G REMOVED IN STAGE 1A
			243+29	245+60	LT	--	--	232	--	--	--	REPLACE C&G REMOVED IN STAGE 1A
			246+78	249+14	RT	--	--	236	--	--	--	REPLACE C&G REMOVED IN STAGE 1A
			246+95	249+41	LT	--	--	31	--	--	--	REPLACE C&G REMOVED IN STAGE 1A
			252+08 WB	255+64 WB	RT	--	--	719	--	--	--	SPLITTER ISLAND
			255+64 WB	257+41 WB	RT	--	381	--	--	--	--	SPLITTER ISLAND
			256+86 WB	257+12 WB	RT	--	--	--	--	93	--	SPLITTER ISLAND
		STH 20 (EAST)	259+03 WB	260+54 WB	RT	--	344	--	--	--	--	SPLITTER ISLAND
			260+07 WB	262+91 WB	RT	--	--	527	--	--	--	SPLITTER ISLAND
			259+23 WB	259+40 WB	RT	--	--	--	--	110	--	SPLITTER ISLAND
			263+48 WB	266+71 WB	RT	--	--	507	--	--	--	MEDIAN
			264+20	266+27	LT	--	--	206	--	--	--	REPLACE C&G REMOVED IN STAGE 1A
			266+83	268+73	RT	--	--	289	--	--	--	REPLACE C&G REMOVED IN STAGE 1A
			268+64	270+03	LT	--	--	140	--	--	--	REPLACE C&G REMOVED IN STAGE 1A
		CTH C (SOUTH)	25+25 SB	26+72 SB	LT	--	--	175	--	--	--	
			26+38 SB	26+59 SB	LT	--	--	--	--	23	--	
		CTH C (NORTH)	31+09 NB	32+63 NB	LT	--	324	--	--	--	--	SPLITTER ISLAND
			32+63 NB	34+50 NB	LT	--	--	379	--	--	--	SPLITTER ISLAND
			31+35 NB	31+46 NB	LT	--	--	--	--	28	--	SPLITTER ISLAND
		SUBTOTAL STAGE 3B				0	1049	3688	0	254	0	
		TOTAL				295	3110	8037	377	379	71	

ASPHALTIC ITEMS

FOR INFORMATION ONLY

MATERIAL UNIT WEIGHTS USED:	
HMA PAVEMENT	110 LB/(SY*IN)

CATEGORY	STAGE	LOCATION	STATION	TO STATION	OFFSET	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	COMMENTS
1000	1A	STH 20 (WEST)	243+16	249+41	RT/LT	--	--	--	--	267	TEMPORARY CROSSOVER
		STH 20 (EAST)	264+20	270+03	RT/LT	--	--	--	--	264	TEMPORARY CROSSOVER
		CTH C (SOUTH)	21+35 NB	26+03 NB	RT	--	--	--	--	199	
		CTH A	22+13 A	27+26 A	LT	--	--	--	--	292	INCLUDES CONNECTION TO STH 20
		SUBTOTAL				0	0	0	0	1020	
	1B	STH 20 (WEST)	252+51 WB	257+51 WB	RT	--	--	--	--	287	SPLITTER ISLAND
			256+56 WB	257+52 WB	LT	--	--	14	--	--	SHARED PATH
			251+82 WB		LT	--	--	--	3	--	
			254+60 WB		LT	--	--	--	8	--	
		STH 20 (EAST)	258+87 WB	260+24 WB	LT	--	--	--	--	36	NE ISLAND
			258+99 WB	259+24 WB	RT	--	--	--	--	2	SPLITTER ISLAND
			258+95 WB	262+69 WB	LT	--	--	48	--	--	SHARED PATH
			264+66 WB	265+34 WB	LT	12	3	--	--	--	SHOULDER
			263+22 WB		LT	--	--	--	3	--	
		ROUNDABOUT	0+00 C	0+15 C	RT	--	--	10	--	--	SHARED PATH
			3+59 C	3+90 C							
			0+00 C	0+81 C	RT	--	--	--	--	150	CENTRAL ISLAND
			2+74 C	3+90 C							
		CTH C (SOUTH)	21+35 NB	26+69 NB	LT	--	--	--	--	281	ADDED LANE
		CTH C (NORTH)	31+00 NB	34+57 NB	LT	--	--	--	--	110	SPLITTER ISLAND
			31+30 NB	32+16 NB	RT	--	--	10	--	--	SHARED PATH
			31+35 NB	32+06 NB	LT	--	--	10	--	--	SHARED PATH
			40+99 NB	41+49 NB	RT	11	2	--	--	--	SHOULDER
			40+99 NB	41+49 NB	LT	11	2	--	--	--	SHOULDER
			40+45 NB		LT	--	--	--	6	--	
		CTH A	22+59 A	27+26 A	RT	--	--	--	--	217	ADDED LANE
		SUBTOTAL				33	8	93	21	1084	
	2	STH 20 (WEST)	255+80 EB	257+24 EB	RT	--	--	15	--	--	SHARED PATH
		STH 20 (EAST)	258+82 EB	259+72 EB	RT	--	--	14	--	--	SHARED PATH
		ROUNDABOUT	0+98 C	1+14 C	RT	--	--	2	--	--	SHARED PATH
			2+04 C	2+11 C	RT	--	--	--	--	--	
		CTH C (SOUTH)	22+60 NB	23+62 NB	RT	12	3	--	--	--	SHOULDER
			27+56 SB	29+21 SB	LT	--	--	24	--	--	SHARED PATH
			26+80 NB	29+50 NB	RT	--	--	38	--	--	SHARED PATH
			27+48 SB	29+18 SB	RT	--	--	17	--	--	SPLITTER ISLAND
			27+98 NB	29+47 NB	RT	--	--	53	--	--	SPLITTER ISLAND
		CTH A	23+83 A	25+77 A	LT	24	6	--	--	--	SHOULDER
			26+30 A	27+26 A	LT	9	2	--	--	--	SHOULDER
		SUBTOTAL				46	10	164	0	0	
	3A	STH 20 (EAST)	258+90 WB	260+16 WB	LT	--	--	14	--	--	SPLITTER ISLAND
		CTH A	25+77 A	26+30 A	LT	7	2	--	--	--	SHOULDER
		SUBTOTAL				7	2	0	0	0	
	3B	STH 20 (WEST)	252+08 WB	257+41 WB	RT	--	--	197	--	--	SPLITTER ISLAND
		STH 20 (EAST)	259+03 WB	262+91 WB	RT	--	--	158	--	--	SPLITTER ISLAND
		CTH C (SOUTH)	22+60 NB	25+24 NB	LT	33	7	--	--	--	SHOULDER
			25+41 SB	26+40 SB	LT	--	--	12	--	--	SHARED PATH
		CTH C (NORTH)	31+09 NB	34+50 NB	LT	--	--	42	--	--	SPLITTER ISLAND
		CTH A	23+83 A	27+26 A	RT	40	9	--	--	--	SHOULDER
			24+96 A		RT	--	--	--	9	--	
		SUBTOTAL				72	16	54	9	0	
				TOTAL:		159	36	311	29	2104	

3

EROSION CONTROL

CATEGORY	STAGE	LOCATION	STATION	TO STATION	OFFSET	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7515.S STONE OR ROCK DITCH CHECKS CY	628.7555 CULVERT PIPE CHECKS EACH	COMMENTS
1000	1A	STH 20 (WEST)	243+16	249+41	RT/LT	--	--	--	--	--	--	--	CROSSOVER
		STH 20 (EAST)	264+21	269+71	RT/LT	--	--	--	--	--	--	--	CROSSOVER
		CTH C (SOUTH)	21+35 NB	26+03 NB	RT	--	--	--	--	--	--	--	ADDED LANE
		CTH A	23+55 A	27+39 A	LT	--	76	76	--	--	--	1	INCLUDES CONNECTION TO STH 20
		SUBTOTAL STAGE 1A				0	76	76	0	0	0	1	
	1B	STH 20 (WEST)	248+78 WB	257+53 WB	RT/LT	--	--	--	599	--	--	--	
		STH 20 (EAST)	258+94 WB	265+34 WB	LT	--	--	--	1489	75	--	2	
		ROUNDABOUT	0+00 C	0+14 C	RT	--	--	--	100	--	--	--	
			3+60 C	3+90 C							--		
		CTH C (SOUTH)	21+35 NB	26+51 NB	LT	--	--	--	--	--	--	--	ADDED LANE
		CTH C (NORTH)	31+25 NB	41+49 NB	RT	--	597	597	6206	188	11	--	RIGHT SIDE
			31+33 NB	41+49 NB	LT	--	--	--	2324	50	--	4	LEFT SIDE
		CTH A	23+50 A	27+26 A	RT	--	--	--	--	--	--	--	ADDED LANE
		SUBTOTAL STAGE 1B				0	597	597	10,718	313	11	6	
	2	STH 20 (WEST)	251+19 EB	257+25 EB	RT	--	--	--	1439	38	--	1	
		STH 20 (EAST)	258+81 EB	265+99 EB	RT	--	--	--	1294	28	--	1	
		ROUNDABOUT	0+96 C	1+15 C	RT	--	--	--	52	--	--	--	SW CORNER
			2+03 C	2+12 C	RT	--	--	--	13	--	--	--	SE CORNER
		CTH C (SOUTH)	21+54 NB	29+52 NB	RT	5	204	204	874	13	--	--	RIGHT SIDE
			27+19 SB	29+23 SB	LT	--	--	--	481	--	--	--	LEFT SIDE
		CTH A	23+83 A	27+26 A	LT	--	162	162	542	--	--	--	
		SUBTOTAL STAGE 2				5	366	366	4696	78	0	2	
	3A	ROUNDABOUT	0+00 C	3+90 C	LT	--	--	--	755	--	--	--	REMOVING CONNECTION TO STH 20
		CTH A	25+65 A	26+26 A	LT	--	--	--	431	--	--	--	
		SUBTOTAL STAGE 3A				0	0	0	1186	0	0	0	
	3B	STH 20 (WEST)	243+16	249+40	RT/LT	--	--	--	1906	--	--	--	REMOVING CROSSOVER
		STH 20 (EAST)	259+29 EB	266+75 EB	LT	--	--	--	434	40	--	--	MEDIAN
			265+43	269+98	RT/LT	--	--	--	1300	--	--	--	REMOVING CROSSOVER
		CTH C (SOUTH)	21+70 NB	26+65 NB	LT	--	--	--	1050	13	--	--	
		CTH A	23+50 A	27+26 A	RT	--	--	--	869	35	--	1	
		SUBTOTAL STAGE 3B				0	0	0	5559	88	0	1	
		UNDISTRIBUTED				1	260	260	5540	119	--	--	
		TOTALS				6	1299	1299	27699	597	11	10	

RESTORATION

CATEGORY	STAGE	LOCATION	STATION	TO STATION	OFFSET	SPV.0180.140 TOPSOIL SPECIAL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEED MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	COMMENTS
6000	1A	STH 20 (WEST)	243+16	249+41	RT/LT	--	--	--	--	15	CROSSOVER
		STH 20 (EAST)	264+21	269+71	RT/LT	--	--	--	--	7	CROSSOVER
		CTH C (SOUTH)	21+35 NB	26+03 NB	RT	--	--	--	--	5	ADDED LANE
		CTH A	23+55 A	27+39 A	LT	--	--	--	--	7	INCLUDES CONNECTION TO STH 20
		SUBTOTAL STAGE 1A				0	0	0.0	0	34	
	1B	STH 20 (WEST)	248+78 WB	257+53 WB	RT/LT	599	599	0.4	11	6	
		STH 20 (EAST)	258+94 WB	265+34 WB	LT	1,489	1,489	0.9	27	--	
		ROUNDABOUT	0+00 C	0+14 C	RT	100	100	0.1	2	--	
			3+60 C	3+90 C							
		CTH C (SOUTH)	21+35 NB	26+51 NB	LT			--	--	8	ADDED LANE
		CTH C (NORTH)	31+25 NB	41+49 NB	RT	6,206	6,206	3.9	112	--	RIGHT SIDE
			31+33 NB	41+49 NB	LT	2,324	2,324	1.5	42	--	LEFT SIDE
		CTH A	23+50 A	27+26 A	RT	--	--	--	--	5	ADDED LANE
		SUBTOTAL STAGE 1B				10,718	10,718	6.8	193	19	
	2	STH 20 (WEST)	251+19 EB	257+25 EB	RT	1,439	1,439	0.9	26	--	
		STH 20 (EAST)	258+81 EB	265+99 EB	RT	1,294	1,294	0.8	23	--	
		ROUNDABOUT	0+96 C	1+15 C	RT	52	52	0.0	1	--	SW CORNER
			2+03 C	2+12 C	RT	13	13	0.0	0	--	SE CORNER
		CTH C (SOUTH)	21+54 NB	29+52 NB	RT	874	874	0.6	16	--	RIGHT SIDE
			27+19 SB	29+23 SB	LT	481	481	0.3	9	--	LEFT SIDE
		CTH A	23+83 A	27+26 A	LT	542	542	0.3	10	--	
		SUBTOTAL STAGE 2				4696	4696	3.0	85	0	
	3A	ROUNDABOUT	0+00 C	3+90 C	LT	755	755	0.5	14	--	REMOVING CONNECTION TO STH 20
		CTH A	25+65 A	26+26 A	LT	431	431	0.3	8	--	
		SUBTOTAL STAGE 3A				1186	1186	0.7	21	0	
	3B	STH 20 (WEST)	243+16	249+40	RT/LT	1906	1906	1.2	34	--	REMOVING CROSSOVER
		STH 20 (EAST)	259+29 EB	266+75 EB	LT	434	434	0.3	8	--	MEDIAN
			265+43	269+98	RT/LT	1300	1300	0.8	23	--	REMOVING CROSSOVER
		CTH C (SOUTH)	21+70 NB	26+65 NB	LT	1050	1050	0.7	19	--	
		CTH A	23+50 A	27+26 A	RT	869	869	0.5	16	--	
		SUBTOTAL STAGE 3B				5559	5559	3.5	100	0	
		UNDISTRIBUTED				--	--	--	--	13	
		TOTALS				22159	22159	14.0	399	67	

3

LANDSCAPE PLANTING

CATEGORY	ROADWAY	LOCATION	632.9101 LANDSCAPE PLANTING SURVEILANCE AND CARE CYCLES EACH
6000	ROUNDABOUT	ALL	34

TREES

CATEGORY	LOCATION	632.0101.0001 TREES OAK SWAMP WHITE, B&B, 2.5-INCH CAL EACH	632.0101.0002 TREES CRABAPPLE CAMELOT, B&B, 2-INCH CAL EACH	632.0101.0003 TREES HAWTHORN THORNLESS COCKSPUR, B&B, 2-INCH CAL EACH	632.0101.0004 TREES LONDON PLANE, B&B, 2.5-INCH CAL EACH	632.0101.0005 TREES, SPRUCE FASTIGATE BLUE COLORADO, B&B, 2-INCH CAL EACH
6000	ROUNDABOUT CENTER ISLAND	18	1	1	17	1

SHRUBS

CATEGORY	LOCATION	632.0201.0001 SHRUBS, NINEBARK SUMMER WINE', CG, 3'HT / #5 EACH	632.0201.0002 SHRUBS, SUMAC FRAGRANT GLOW-LOW', CG, 2' SPR / #3 EACH	632.0201.0003 SHRUBS, ARBORVITAE TECHNY, B&B, 2-INCH CAL EACH	632.0201.0004 SHRUBS, JUNIPER ANDORRA CONTAINER GROWN, 8-INCH EACH	632.0201.0005 SHRUBS, BURNING BUSH CONTAINER GROWN, 12-INCH EACH	632.0201.0006 SHRUBS, ROSE, NEARLY WILD CONTAINER GROWN, 8-INCH EACH
6000	ROUNDABOUT CENTER ISLAND	9	9	3	3	9	18

RIPRAP

CATEGORY	LOCATION	STATION/OFFSET	L X W RIPRAP FT X FT	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	COMMENT
1000	STH 20 (WEST)	254+24 EB, RT	6 X 3	1	2	CULVERT PIPE TEMPORARY
	STH 20 (EAST)	263+34 WB, LT	8 X 4	2	3	AEW701
		264+66 WB, LT	8 X 4	2	3	AEW801
		264+76 WB, LT	20 X 6	4	18	CONCRETE SURFACE DRAIN
	CTH C (SOUTH)	23+58 NB, RT	6 X 6	1	8	CONCRETE SURFACE DRAIN
		25+22 SB, LT	4 X 6	1	7	CONCRETE SURFACE DRAIN
		25+63 NB, RT	3 X 6	1	6	CONCRETE SURFACE DRAIN
	CTH C (NORTH)	32+08 NB, RT	6.5 X 3	1	2	S505
		34+10 NB, RT	6.5 X 3	1	2	S802
		36+10 NB, RT	6.5 X 3	1	2	S702
		36+67 NB, LT	8 X 4	2	3	AEW301
		38+67 NB, LT	9 X 4.5	2	5	AEW401
		40+00 NB, LT	9 X 4.5	2	5	AEW451
		40+85 NB, LT	6.5 X 3	1	2	S603
		40+62 NB, LT	9 X 4.5	2	5	AEW501
		41+04 NB, RT	16 X 6	4	15	CONCRETE SURFACE DRAIN
		41+04 NB, LT	16 X 6	4	15	CONCRETE SURFACE DRAIN
	CTH A	25+72 A, LT	6 X 3	1	2	CULVERT PIPE TEMPORARY
		TOTALS		33	107	

INLET PROTECTION

CATEGORY	LOCATION	STATION	OFFSET	628.7005 TYPE A EACH	628.7020 TYPE D EACH
1000	STH 20 (WEST)	245+96	0	1	--
		247+43 EB	LT	--	1
		249+50 EB	RT/LT	1	4
		251+30 EB	RT	1	--
		252+07 EB	RT/LT	3	3
		252+38 EB	LT	2	2
		255+00 EB	RT/LT	5	5
	STH 20 (EAST)	260+15 EB	RT/LT	6	6
		262+70 EB	LT	1	1
		263+00 EB	RT/LT	4	4
		266+05 EB	RT/LT	1	3
	ROUNDABOUT	0+08 C	LT	1	1
		2+00 C	LT	1	1
		3+00 C	LT	1	1
	CTH C (SOUTH)	27+75 SB	RT/LT	3	2
		28+07 NB	RT	1	1
	CTH C (NORTH)	31+87 NB	RT/LT	2	2
		34+00 NB	RT/LT	2	2
		36+00 NB	RT/LT	2	2
		38+00 NB	LT	1	1
		39+55 NB	LT	1	1
		40+75 NB	LT	1	1
	TOTALS			41	44

MOBILIZATION

CATEGORY	PROJECT	619.1000 MOBILIZATION EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1000	2340-00-76	1	5	5
	TOTAL:	1	5	5

DUST CONTROL SURFACE TREATMENT

CATEGORY	LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY
1000	PROJECT	37172
	TOTAL:	37172

WATER

CATEGORY	LOCATION	624.0100 WATER MGAL
1000	PROJECT - BASE AGGREGATE	275
	PROJECT - EXCAVATION	47
	TOTAL	322

TRACKING PADS

CATEGORY	STAGE	LOCATION	628.7560 TRACKING PADS EACH
	1B	STH 20 (WEST)	1
		STH 20 (EAST)	1
		CTH C (NORTH)	1
	2	STH 20 (WEST)	1
		STH 20 (EAST)	1
		TOTALS	5

CULVERT PIPES

CATEGORY	STAGE	PIPE ID	ROADWAY	STATION	OFFSET	INLET ELEVATION	STATION	OFFSET	DISCHARGE ELEVATION	520.2012 CULVERT PIPE TEMPORARY 12-INCH LF	523.0414 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE- IV 14x23-INCH LF	523.0419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE- IV 19x30-INCH LF	523.0514 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 14x23-INCH EACH	523.0519 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH EACH
1000	1A	--	STH 20 & CTH A CONNECTION	26+20.40 A	35.6' LT	788.08	25+71.38 A	36.2' LT	787.8	56	--	--	--	--
	1A	--	STH 20 & CTH A CONNECTION	254+23.72 EB	49.9' RT	786.56	254+61.76 EB	47.7' RT	787.14	40	--	--	--	--
	1B	C300	CTH C (NORTH)	36+44.88 NB	36.3' LT	781.46	36+63.81 NB	36.9' LT	781.14	--	19	--	2	--
	1B	C400	CTH C (NORTH)	38+36.13 NB	37.9' LT	779.92	38+63.83 NB	41.4' LT	778.89	--	--	27	--	2
	1B	C450	CTH C (NORTH)	39+76.22 NB	42.8' LT	778.33	39+96.93 NB	42.0' LT	778.27	--	--	20	--	2
	1B	C500	CTH C (NORTH)	40+35.43 NB	39.6' LT	778.16	40+59.02 NB	37.7' LT	778.09	--	--	24	--	2
	1B	C700	STH 20 (WEST)	263+08.85 WB	56.1' LT	780.95	263+31.60 WB	55.8' LT	780.57	--	24	--	2	--
	1B	C800	STH 20 (WEST)	264+38.84 WB	55.9' LT	778.95	264+62.73 WB	56.0' LT	778.52	--	24	--	2	--
									TOTAL:	96	67	71	6	6

NOTES:
1) STATIONS AND OFFSETS SHOWN ARE TO THE END OF PIPE.
2) PIPE LENGTH IS FROM END OF THE PIPE TO END OF PIPE, AND DOES NOT INCLUDE LENGTH OF ARPON ENDWALL.

SEALING PIPES

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	204.0280 SEALING PIPES EACH
1000	1A	STH 20 & CTH A CONNECTION	254+23.72 EB	50' RT	1
	1A	STH 20 & CTH A CONNECTION	254+61.76 EB	48' RT	1
	1B	STH 20 (WEST)	255+01.97 EB	2' LT	1
	1B	STH 20 (EAST)	260+04.39 WB	10' LT	1
	1B	STH 20 (EAST)	260+08.02 WB	10' LT	1
	1B	STH 20 (EAST)	262+61.42 WB	11' LT	1
	2	STH 20 (WEST)	252+38.38 EB	11' LT	1
	2	STH 20 (EAST)	260+14.34 WB	26' LT	1
					8

REMOVING BULKHEAD

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	SPV.0060.103 REMOVING BULKHEAD EACH
1000	2	STH 20 & CTH A CONNECTION	254+23.72 EB	50' RT	1
	2	STH 20 & CTH A CONNECTION	254+61.76 EB	48' RT	1
	2	STH 20 (EAST)	260+08.02 WB	10' LT	1
					3

3

COVER PLATE TEMPORARY

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	611.8120.S COVER PLATE TEMPORARY EACH
1000	1A	STH 20 (WEST)	245+96	0	1
		STH 20 (EAST)	267+75	1' RT	1
	1B	STH 20 (EAST)	260+14 WB	26' LT	1
			266+00 WB	6' RT	1
		ROUNDABOUT	0+08 C	2' LT	1
		CTH C (NORTH)	33+99 SB	0	1
		TOTAL			6

REMOVE AND CAP EXISTING DRAINAGE STORM SEWER STRUCTURE

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	SPV.0060.104 REMOVE AND CAP EXISTING DRAINAGE STORM SEWER STRUCTURE EACH
1000	1B	STH 20 (WEST)	249+50 EB	0	1
		TOTAL			1

RECONNECT STORM SEWER LATERALS

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	SPV.0060.102 RECONNECT STORM SEWER LATERALS EACH
1000	1B	STH 20 (WEST)	249+51 WB	17' RT	1
	1B	STH 20 (EAST)	262+61 WB	11' RT	1
	TOTAL				2

3

PIPE UNDERDRAIN

CATEGORY	STATION	STRUCTURE	310.0115 BASE AGGREGATE OPEN-GRADED CY	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	645.0140 GEOTEXTILE TYPE SAS SY
1000	3+00 C, LT	S502	4	100	--	19	--
	36+50 NB, RT	PERMANENT DITCH CHECK	--	--	16	--	32
		TOTAL	4	100	16	19	32

BACKFILL SLURRY

CATEGORY		SPV.0035.101 BACKFILL SLURRY CY
1000	STRUCTURES	394
	PIPES	576
	TOTAL	970

CONCRETE COLLARS FOR PIPE

CATEGORY	STAGE	ROADWAY	STRUCTURE	520.8000 CONCRETE COLLARS FOR PIPE EACH
1000	1B	STH 20 (WEST)	S000	2
	1B	STH 20 (EAST)	S001	1
	1B	STH 20 (WEST)	SE114	1
	1B	STH 20 (EAST)	S313	1
	2	STH 20 (EAST)	SE401	1
	1B	CTH C (NORTH)	S503	1
	1B	CTH C (NORTH)	S504	3
	1B	CTH C (NORTH)	S600	2
	1B	CTH C (NORTH)	S601	2
	1B	CTH C (NORTH)	S602	2
	1B	CTH C (NORTH)	S700	1
	1B	CTH C (NORTH)	S701	2
	1A	STH 20 (WEST)	S900	2
		TOTAL		21

STORM SEWER STRUCTURES

CATEGORY	STAGE	ROADWAY	STRUCT. NUMBER	STATION[1]	OFFSET[1] FT	RIM OR FLOWLINE ELEV	STR DEPTH[2] FT	611.0545 MANHOLE COVERS TYPE L EACH	611.0603 INLET COVERS TYPE A-S EACH	611.0606 INLET COVERS TYPE B EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	NOTES
1000	1B	STH 20 (WEST)	S000	249+49.98 EB	5.4 LT	779.63	3.8	--	--	--	1	--	--	--	--	1	--	CONNECT TO EXISTING PIPE
	1B/3B	STH 20 (EAST)	S001	266+00.36 WB	6.2 RT	779.14	3.5	--	--	--	1	--	--	--	--	1	--	COVER PLATE UNTIL STAGE 3B
	2	CTH C (SOUTH)	S100	27+77.10 SB	26.0 LT	789.57	4.0	--	1	--	--	--	--	--	1	--	--	
	2	CTH C (SOUTH)	S101	27+83.30 SB	55.8 LT	788.81	4.1	--	--	1	--	--	--	--	--	1	--	
	2	STH 20 (WEST)	S103	254+99.40 EB	28.0 RT	788.16	7.0	--	--	--	1	--	--	--	--	1	--	
	2	STH 20 (WEST)	S104	255+02.08 EB	0.0	788.27	7.4	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (WEST)	S105	255+02.13 WB	28.0 LT	787.86	5.0	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (WEST)	S106	255+00.85 WB	0.0	787.95	5.4	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (WEST)	S107	255+02.99 EB	13.9 LT	786.54	6.7	--	--	--	--	1	--	--	--	--	1	
	1B	STH 20 (WEST)	S108	252+38.38 EB	11.0 LT	783.31	6.2	--	--	--	--	1	--	--	--	--	1	
	1B	STH 20 (WEST)	S109	252+40.64 WB	35.2 LT	784.30	4.0	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (WEST)	S110	252+06.88 EB	17.5 RT	783.72	3.8	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (WEST)	S111	251+30.00 EB	53.0 RT	782.07	4.1	--	--	1	--	--	--	--	1	--	--	
	1B	STH 20 (WEST)	S112	252+07.86 EB	35.1 RT	783.77	6.3	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (WEST)	S113	252+06.84 EB	4.4 LT	783.89	7.0	--	--	--	1	--	--	--	--	1	--	CONNECT TO EXISTING MANHOLE
	2	CTH C (SOUTH)	S300	27+69.93 NB	32.7 RT	789.32	4.0	--	1	--	--	--	--	--	1	--	--	
	2	CTH C (SOUTH)	S301	28+06.21 NB	16.7 RT	789.89	5.1	--	1	--	--	--	--	1	--	--	--	
	2	STH 20 (EAST)	S302	260+12.34 EB	30.0 RT	788.25	4.0	--	1	--	--	--	--	--	1	--	--	
	2	STH 20 (EAST)	S303	260+13.13 EB	2.0 LT	788.48	4.5	--	1	--	--	--	--	--	--	1	--	
	1B	STH 20 (EAST)	S304	260+17.92 WB	50.5 LT	787.64	4.0	--	--	--	1	--	--	--	--	1	--	
	1B/3A	STH 20 (EAST)	S305	260+14.34 WB	26.3 LT	788.07	4.6	--	1	--	--	--	--	--	--	1	--	COVER PLATE UNTIL STAGE 3A
	2	STH 20 (EAST)	S306	260+03.84 WB	2.0 RT	788.55	5.4	--	1	--	--	--	--	--	1	--	--	
	2	STH 20 (EAST)	S307	260+14.14 EB	16.5 LT	787.75	6.3	--	--	--	--	1	--	--	--	--	1	
	2	STH 20 (EAST)	S308	262+70.98 EB	21.7 LT	784.18	4.0	--	--	--	--	1	--	--	--	--	1	
	2	STH 20 (EAST)	S309	262+94.89 EB	28.0 RT	784.37	3.8	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (EAST)	S310	262+93.12 WB	30.3 LT	783.93	3.4	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (EAST)	S311	262+90.44 WB	3.8 RT	784.03	3.7	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (EAST)	S312	262+99.37 EB	15.7 LT	784.08	4.0	--	--	--	1	--	--	--	--	1	--	
	1B	STH 20 (EAST)	S313	263+29.01 EB	17.6 LT	783.76	3.8	1	--	--	--	--	--	1	--	--	--	CONNECT TO EXISTING 18-INCH PIPE
	2	ROUNDABOUT	S500	2+02.62 C	1.7 LT	790.68	3.9	--	--	--	--	--	1	--	--	1	--	
	1B/3A	ROUNDABOUT	S501	0+07.84 C	1.7 LT	790.68	3.9	--	--	--	--	--	1	--	--	1	--	COVER PLATE UNTIL STAGE 3A
	1B/3A	ROUNDABOUT	S502	3+00.00 C	1.7 LT	789.89	3.6	--	--	--	--	--	1	--	--	1	--	INLET COVER S TEMPORARY UNTIL STAGE 3A
	1B	CTH C (NORTH)	S503	31+80.03SB	18.4 LT	789.04	3.1	--	1	--	--	--	--	--	1	--	--	
	1B	CTH C (NORTH)	S504	31+85.93 NB	16.5 RT	788.57	2.9	--	--	--	1	--	--	--	--	1	--	
	1B	CTH C (NORTH)	S600	37+99.27 NB	16.0 LT	782.29	3.0	--	--	--	1	--	--	--	--	1	--	
	1B	CTH C (NORTH)	S601	39+55.22 NB	16.0 LT	781.44	2.8	--	--	--	1	--	--	--	--	1	--	
	1B	CTH C (NORTH)	S602	40+74.55 NB	16.0 LT	781.10	3.0	--	--	--	1	--	--	--	--	1	--	
	1B	CTH C (NORTH)	S700	36+01.23 SB	16.0 LT	784.05	2.9	--	--	--	1	--	--	--	--	1	--	
	1B	CTH C (NORTH)	S701	36+00.02 NB	16.0 RT	784.07	3.1	--	--	--	1	--	--	--	--	1	--	
	1B	CTH C (NORTH)	S800	33+98.79 SB	0.0	786.02	4.0	--	--	--	1	--	--	--	--	1	--	COVER PLATE UNTIL STAGE 3B
	1B	CTH C (NORTH)	S801	33+99.38 NB	16.0 RT	785.33	3.4	--	--	--	1	--	--	--	--	1	--	
	1A/3B	STH 20 (WEST)	S900	247+43.41 EB	15.9 LT	*775.39	3.5	--	--	--	--	1	--	--	--	--	1	*SET RIM ELEV TO 776.23 DURING STAGE 1A
	1A/3B	STH 20 (WEST)	--	245+96	0.0	*772.99	3.8	--	--	1	--	--	--	--	--	--	--	INLET COVER B TEMPORARY UNTIL STAGE 3B *SET RIM ELEV TO 773.30 DURING STAGE 1A
	1A/3B	STH 20 (EAST)	--	268+89	21.3 LT	--	--	--	--	--	--	--	--	--	--	--	--	INLET COVER S TEMPORARY UNTIL STAGE 3B
								1	8	3	23	5	3	2	6	29	5	

NOTES

1) STATION AND OFFSET MEASURED TO THE FLOW LINE UNLESS TYPE HM-S CASTING. TYPE HM-S CASTING MEASURED TO THE FLANGE. MANHOLE COVERS TYPE L MEASURED TO CENTER OF STRUCTURE.
2) DEPTH IS THE RIM ELEVATION MINUS LOWEST PIPE INVERT ELEVATION.

STORM SEWER PIPES

CATEGORY	STAGE	PIPE ID	ROADWAY	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE[2] %	PIPE[1] LENGTH	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	COMMENTS
1000	2	P100	CTH C (SOUTH)	S100	S101	785.59	784.81	2.9	27	--	--	--	--		31	--	
	2	P101	CTH C (SOUTH)	S101	S103	784.71	781.22	1.8	189	--	--	--	--	--	193	--	
	2	P103	STH 20 (WEST)	S103	S104	781.12	780.98	0.5	28	--	--	32	--	--	--	--	
	2	P104	STH 20 (WEST)	S104	S107	780.88	780.84	0.5	8	--	--	12	--	--	--	--	
	1B	P105	STH 20 (WEST)	S105	S106	782.82	782.68	0.5	28	--	--	32	--	--	--	--	
	1B	P106	STH 20 (WEST)	S106	S107	782.58	782.54	0.5	8	--	--	--	--	--	12	--	
	1B	P107	STH 20 (WEST)	S107	S108	779.84	777.26	1.0	258	--	--	--	262	--	--	--	
	1B	P108	STH 20 (WEST)	S108	S113	777.16	777.03	0.5	27	--	--	--	31	--	--	--	
	1B	P109	STH 20 (WEST)	S109	S110	780.30	780.01	0.5	59	--	--	--	--	--	64	--	
	1B	P110	STH 20 (WEST)	S110	S113	779.91	779.89	0.5	5	--	--	--	--	--	9	--	
	1B	P111	STH 20 (WEST)	S111	S112	777.96	777.57	0.5	76	--	--	79	--	--	--	--	
	1B	P112	STH 20 (WEST)	S112	S113	777.47	777.28	0.5	39	--	--	43	--	--	--	--	
	1B	P113	STH 20 (WEST)	S113	SE114	776.93	775.66	0.5	254	--	--	--	--	--	--	258	CONNECT TO EXISTING MANHOLE
	2/3B	P200	CTH C (SOUTH)	S200	S301	785.81	784.90	0.5	185	--	1	--	--	--	187	--	
	2	P300	CTH C (SOUTH)	S300	S301	785.28	784.90	1.0	38	--	--	--	--	--	41	--	
	2	P301	STH 20/CTH C (SE)	S301	S307	784.80	781.73	1.0	307	--	--	310	--	--	--	--	
	2	P302	STH 20 (EAST)	S302	S303	784.25	784.11	0.5	28	--	--	--	--	--	31	--	
	2	P303	STH 20 (EAST)	S303	S307	784.01	783.95	0.5	12	--	--	--	--	--	15	--	
	1B	P304	STH 20 (EAST)	S304	S305	783.64	783.53	0.5	23	--	--	--	--	--	27	--	
	1B/2	P305	STH 20 (EAST)	S305	S306	783.43	783.30	0.5	26	--	--	29	--	--	--	--	
	2	P306	STH 20 (EAST)	S306	S307	783.20	783.14	0.5	12	--	--	15	--	--	--	--	
	2	P307	STH 20 (EAST)	S307	S308	781.48	780.20	0.5	257	--	--	--	--	--	--	259	
	1B	P308	STH 20 (EAST)	S308	S312	780.20	780.07	0.5	25	--	--	--	--	--	--	28	
	2	P309	STH 20 (EAST)	S309	S312	780.54	780.32	0.5	44	--	--	--	--	--	48	--	
	1B	P310	STH 20 (EAST)	S310	S311	780.52	780.35	0.5	34	--	--	--	--	--	38	--	
	1B	P311	STH 20 (EAST)	S311	S312	780.35	780.32	0.5	6	--	--	--	--	--	10	--	
	1B	P312	STH 20 (EAST)	S312	S313	780.07	779.94	0.5	27	--	--	--	--	--	--	31	
	2	P400	STH 20 (EAST)	S400	SE401	779.69	776.73	4.9	60	1	--	--	--	62	--	--	CONNECT TO EXISTING INLET
	1B	P500	ROUNDABOUT	S500	S502	786.80	786.40	0.5	81	--	--	--	--	--	85	--	
	1B	P501	ROUNDABOUT	S501	S502	786.80	786.40	0.5	81	--	--	--	--	--	85	--	
	1B	P502	ROUNDABOUT	S502	S504	786.30	785.70	0.5	120	--	--	--	--	--	124	--	
	1B	P503	CTH C (NORTH)	S503	S504	785.90	785.70	0.5	41	--	--	--	--	--	45	--	
	1B	P504	CTH C (NORTH)	S504	S505	785.70	785.53	0.5	34	--	1	--	--	--	36	--	DISCHARGES TO DITCH
	1B	P600	CTH C (NORTH)	S600	S601	779.31	778.60	0.5	149	--	--	--	--	--	153	--	
	1B	P601	CTH C (NORTH)	S601	S602	778.60	778.06	0.5	114	--	--	--	--	--	118	--	
	1B	P602	CTH C (NORTH)	S602	S603	778.06	777.99	0.5	14		1				16		DISCHARGES TO DITCH
	1B	P700	CTH C (NORTH)	S700	S701	781.11	780.95	0.5	33	--	--	--	--	--	37	--	
	1B	P701	CTH C (NORTH)	S701	S702	780.95	780.85	0.5	19	--	1	--	--		21	--	DISCHARGES TO DITCH
	1B	P800	CTH C (NORTH)	S800	S801	782.07	781.95	0.5	24	--	--	--	--	--	28	--	
	1B	P801	CTH C (NORTH)	S801	S802	781.95	781.85	0.5	20	--	--	--	--	--	22	--	
										1	4	552	293	62	1476	576	

NOTES

1) PIPE LENGTH SHOWN FOR SLOPE CALCULATION ONLY. NOT INTENDED FOR PAY QUANTITY
2) SLOPE CALCULATED BASED ON PIPE LENGTH.
3) IF END STRUCTURE IS AN APRON END WALL (AEW), THE LENGTH IS MEASURED FROM THE CENTER OF THE UPSTREAM STRUCTURE TO THE END OF PIPE, AND DOES NOT INCLUDE LENGTH OF AEW.
4) JOINT TIES FOR CONCRETE PIPE SHALL BE PROVIDED AT ALL CONCRETE APRON ENDWALLS. PIPE JOINTS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THE JOINT TIES SHALL BE INCIDENTAL TO THE COST O

TRAFFIC CONTROL

CATEGORY	STAGE	LOCATION	DAYS	643.0300 TRAFFIC CONTROL DRUMS *EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II *EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III *EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A *EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C *EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS *EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS *EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS *EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.3000 TRAFFIC CONTROL DETOUR SIGNS *EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAY
1000	1A	STH 20	20	328	6560	--	--	44	880	88	1760	318	6360	2	40	56	1120	--	--	--	--
		CTH C		42	840	--	--	--	--	--	--	42	840	--	--	3	60	--	--	--	--
		CTH A		42	840	--	--	--	--	--	--	42	840	--	--	4	80	--	--	--	--
		SUBTOTAL			8240		0		880		1760		8040		40		1260		0		0
	1B	41+50 CTH C	90	--	--			2	180	4	360	--	--	--	--	1	90	--	--	--	--
		STH 20 WEST OF ROUNDABOUT		78	7020	--	--	5	450	10	900	28	2520	1	90	16	1440	--	--	--	--
		STH 20 EAST OF ROUNDABOUT		95	8550	--	--	5	450	10	900	15	1350	--	--	19	1710	--	--	--	--
		CTH C		28	2520	--	--	--	--	6	540	--	--	--	--	5	450	--	--	--	--
		CTH A		12	1080	--	--	6	540	6	540	12	1080	--	--	6	540	--	--	--	--
		SUBTOTAL			19170		0		1620		3240		4950		90		4230		0		0
	2	STH 20	40	248	9920	2	80	36	1440	72	2880	238	9520	2	80	73	2920	--	--	24	960
		CTH C		41	1640	2	80	6	240	12	480	41	1640	--	--	17	680	--	--	12	480
		CTH A		32	1280	--	--	3	120	6	240	32	1280	--	--	9	360	--	--	4	160
		SUBTOTAL			12840		160		1800		3600		12440		80		3960		0		1600
	3A	STH 20	10	135	1350	6	60	21	210	42	420	130	1300	1	10	13	130	--	--	--	--
		CTH C		33	330	2	20	6	60	12	120	33	330	--	--	6	60	--	--	--	--
		CTH A		33	330	--	--	6	60	12	120	33	330	--	--	3	30	--	--	--	--
		SUBTOTAL			2010		80		330		660		1960		10		220		0		0
	3B	STH 20	40	313	12520	5	200	52	2080	104	4160	303	12120	2	80	17	680	--	--	--	--
		CTH C		29	1160	2	80	--	--	--	--	29	1160	--	--	4	160	--	--	--	--
		CTH A		22	880	--	--	--	--	--	--	22	880	--	--	4	160	--	--	--	--
		SUBTOTAL			14560		280		2080		4160		14160		80		1000		0		0
	1B & 3B	DETOUR EB	130	--	--	--	--	--	--	--	--	--	--	--	--	5	650	1	14	40	5200
	1B & 3B	DETOUR WB		--	--	--	--	--	--	--	--	--	--	--	--	4	520	1	14	47	6110
		SUBTOTAL			0		0		0		0		0		0		1170		28		11310
		UNDISTRIBUTED			14205		130		1678		3355		10388		0		2960		7		2828
		TOTAL			71025		650		8388		16775		51938		300		14800		35		15738

TRAFFIC CONTROL COVERING SIGNS, TUBULAR MARKERS, & DELINEATORS

CATEGORY	STAGE	LOCATION	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	# of Cycles	# of Signs	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	633.1100 DELINEATORS TEMPORARY YELLOW EACH	633.0100 DELINEATOR POSTS STEEL EACH
1000	1B	STH 20	4	1	4	29	29	16	8
	1B	CTH C	--	--	--	15	15	--	--
	1B	CTH A	--	--	--	7	7	--	--
	2	STH 20	4	1	4	19	19	--	--
	2	CTH C	--	--	--	27	27	--	--
	2	CTH A	--	--	--	23	23	--	--
	3A	STH 20	--	--	--	63	63	32	16
	3A	CTH C	--	--	--	--	--	--	--
	3A	CTH A	--	--	--	25	25	--	--
	3B	CTH C	--	--	--	16	16	--	--
	3B	CTH A	--	--	--	24	24	--	--
		SUBTOTAL	8			248	248	48	24
		TOTAL	8			248	248	48	24

TRAFFIC CONTROL

CATEGORY	LOCATION	643.0100 TRAFFIC CONTROL (2340-00-76) EACH	643.2000 TRAFFIC CONTROL DETOUR (2340-00-76) EACH
1000	STH 20	1	1
		1	1

TEMPORARY PAVEMENT MARKING

					646.0600	649.0400					649.1200	649.1600	649.1800	649.2000
					REMOVING	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE								
					PAVEMENT	4-INCH			8-INCH		STOP BAR	DIAGONAL		
					MARKINGS	YELLOW	WHITE	12.5 FT LINE 37.5 FT SKIP	3 FT LINE 9 FT SKIP	WHITE	18-INCH WHITE	12-INCH YELLOW	ARROWS	WORDS
CATEGORY	LOCATION	STAGE	STATION	TO STATION	LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH
1000	STH 20	1A	236+00	256+00	--	2000	--	--	--	--	--	--	--	--
	STH 20	1A	254+50	256+00	--	--	150	--	--	--	--	--	--	--
	STH 20	1A	243+25	258+25	--	1500	--	--	--	--	--	--	--	--
	STH 20	1A	254+50	258+00	--	--	350	--	--	--	--	--	--	--
	STH 20	1A	259+00	262+50	--	--	350	--	--	--	--	--	--	--
	STH 20	1A	261+00	262+50	--	--	150	--	--	--	--	--	--	--
	STH 20	1A	258+75	268+50	--	975	--	--	--	--	--	--	--	--
	STH 20	1A	261+00	270+75	--	975	--	--	--	--	--	--	--	--
	STH 20	1A	271+25	277+75	--	650	--	--	--	--	--	--	--	--
					0	6100	1000	0	0	0	0	0	0	0
				SUBTOTAL	0		7100		0		0	0	0	0
	STH 20	1B	243+29	248+42	--	537	--	--	--	--	--	--	--	--
	STH 20	1B	243+68	248+65	--	--	548	--	--	--	--	--	--	--
	STH 20	1B	243+16	248+64	--	548	--	--	--	--	--	--	--	--
	STH 20	1B	248+64	249+87	--	--	123	--	--	--	--	--	--	--
	STH 20	1B	248+64	249+87	123	--	--	--	--	--	--	--	--	--
	STH 20	1B	248+64	257+84	--	1978	--	--	--	--	--	--	--	--
	STH 20	1B	248+64	249+87	31	--	--	--	--	--	--	--	--	--
	STH 20	1B	248+65	270+62	--	--	2192	--	--	--	--	--	--	--
	STH 20	1B	254+20	255+79	159	--	--	--	--	--	--	--	--	--
	STH 20	1B	257+09	257+25	40	--	--	--	--	--	--	--	--	--
	STH 20	1B	257+25	257+79	--	--	54	--	--	--	--	--	--	--
	STH 20	1B	258+22	258+50	--	--	29	--	--	--	--	--	--	--
	STH 20	1B	258+22		32	--	--	--	--	--	--	--	--	--
	STH 20	1B	258+32	270+74	--	2029	--	--	--	--	--	--	--	--
	STH 20	1B	258+44		40	--	--	--	--	--	--	--	--	--
	STH 20	1B	258+50	259+92	300	--	--	--	--	--	--	--	--	--
	STH 20	1B	260+87	264+17	330	--	--	--	--	--	--	--	--	--
	STH 20	1B	264+66	266+40	--	--	175	--	--	--	--	--	--	--
	STH 20	1B	264+48	266+22	50	--	--	--	--	--	--	--	--	--
	STH 20	1B	264+66	266+40	175	--	--	--	--	--	--	--	--	--
	STH 20	1B	266+23	267+70	--	150	--	--	--	--	--	--	--	--
	STH 20	1B	271+26	273+26	--	--	200	--	--	--	--	--	--	--
	STH 20	1B	272+27	277+71	--	--	544	--	--	--	--	--	--	--
	STH 20	1B	272+30	273+26	--	--	101	--	--	--	--	--	--	--
	STH 20	1B	272+30	273+25	190	--	--	--	--	--	--	--	--	--
	STH 20	1B	273+26	274+25	25	--	--	--	--	--	--	--	--	--
	CTH C	1B	18+20 NB	21+60 NB	680	--	--	--	--	--	--	--	--	--
	CTH C	1B	18+20 NB	26+27 SB	--	--	809	--	--	--	--	--	--	--
	CTH C	1B	18+20 NB	28+59 NB	--	2078	--	--	--	120	--	--	--	--
	CTH C	1B	26+15 NB	28+59 SB	62	--	--	--	--	--	--	--	--	--
	CTH C	1B	26+27 NB	28+55 SB	458	--	--	--	--	--	--	--	--	--
	CTH C	1B	26+13 NB	28+59 NB	--	--	--	--	62	--	--	--	--	--
	CTH A	1B	26+27 SB	19+42 A	--	--	901	--	--	--	--	--	--	--
	CTH A	1B	27+72A	27+22 A	155	--	--	--	--	--	--	--	--	--
	CTH A	1B	27+69 A	19+42 A	--	1688	--	--	--	--	--	--	--	--
	CTH A	1B	19+42 A	22+75 A	664	--	--	--	--	--	--	--	--	--
					3514	9008	5676	0	62	120	0	0	0	0
				SUBTOTAL	3514		14684		182		0	0	0	0

CONTINUED NEXT PAGE

TEMPORARY PAVEMENT MARKING

					646.0600	649.0400						649.1600	649.1800	649.2000
					REMOVING	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE								
					PAVEMENT	4-INCH			8-INCH		STOP BAR	DIAGONAL		
					MARKINGS	YELLOW	WHITE	12.5 FT LINE 37.5 FT SKIP	3 FT LINE 9 FT SKIP	WHITE	18-INCH WHITE	12-INCH YELLOW	ARROWS	WORDS
CATEGORY	LOCATION	STAGE	STATION	TO STATION	LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH
1000	STH 20	2	241+50	249+25	--	--	775	--	--	--	--	--	--	--
	STH 20	2	243+25	245+50	--	225	--	--	--	--	--	--	--	--
	STH 20	2	243+25	247+00	--	375	--	--	--	--	--	--	--	--
	STH 20	2	247+00	251+25	--	850	--	--	--	--	--	--	--	--
	STH 20	2	251+25	253+75	--	1000	--	--	--	--	--	--	--	--
	STH 20	2	251+25	252+25	--	--	100	--	--	--	--	--	--	--
	STH 20	2	251+25	253+75	--	--	--	--	--	--	--	140	--	--
	STH 20	2	253+00	253+75	--	--	--	--	--	75	--	--	1	--
	STH20	2	254+50	255+00	--	--	--	--	--	--	50	--	--	--
	STH 20	2	254+25	254+75	100	--		--	--	--	--	--	--	--
	STH 20	2	254+00	255+00		--	100	--	--	--	--	--	--	--
	STH 20	2	254WB+50	255WB+25	--	--	--	--	--	75	--	--	1	--
	STH 20	2	251WB+25	258WB+50	--	--	725	--	--	--	--	--	--	--
	STH 20	2	254WB+65	255WB+25	--	60	--	--	--	--	--	--	--	--
	STH 20	2	255WB+25	258WB+00	--	1100	--	--	--	--	--	--	--	--
	STH 20	2	255WB+25	258WB+00	--	--	--	--	--	--	--	140	--	--
	STH 20	2	3C+25	3C+75	--	--	--	--	--	--	50	--	2	--
	STH 20	2	258+75	259+50	--	--	--	--	--	75		--	1	--
	STH 20	2	257+50	259+00	--	--	--	150	--	--	--	--	--	--
	STH 20	2	31NB+00	32NB+00	--	--	--	--	--	100	--	--	--	--
	STH 20	2	259WB+00	259WB+75	--	75	--	--	--	--	--	--	--	--
	STH 20	2	259WB+00	265WB+25	--		625	--	--	--	--	--	--	--
	STH 20	2	259WB+75	265WB+00	--	1050	--	--	--	--	--	--	--	--
	STH 20	2	264+00	268+00	--	400	--	--	--	--	--	--	--	--
	STH 20	2	264+00	269+75	--	575		--	--	--	--	--	--	--
	STH 20	2	255+00	269+25	--	--	425	--	--	--	--	--	--	--
	CTH C	2	32SB+00	33SB+25	--	--	--	--	125	--	--	--	--	--
	CTH C	2	32NB+25	36NB+50	--	1700	--	--		--	--	--	--	--
	CTH C	2	32NB+25	32NB+50	--	--	--	--	--	--	--	325	--	--
	CTH C	2	18NB+25	27NB+00	--	1750	875	--	--	--	--	--	--	--
	CTH A	2	22A+00	25A+75	--	--	375	--	--	--	--	--	--	--
	CTH A	2	25A+75	26A+00	--	--	--	--	--	--	25	--	--	--
	CTH A	2	22A+00	27A+00	--	1000	--	--	--	--	--	--	--	--
	CTH A	2	26A+00	26A+00	--	350	--	--	--	--	--	--	--	--
	CTH A	2	25A+50	27A+00	--	--	150	--	--	--	--	--	--	--
	CTH A	2	19A+50	22A+00	--	500	250	--	--	--	--	--	--	--
					100	11010	4400	150	125	325	125	605	5	0
				SUBTOTAL	100			15560		450	125	605	5	0
	STH 20	3A	243+25	245+50	--	225	--	--	--	--	--	--	--	--
	STH 20	3A	247WB+00	249WB+50	--	250	--	--	--	--	--	--	--	--
	STH 20	3A	251WB+25	257WB+50	--	625	--	625	--	--	--	--	--	--
	STH 20	3A	247EB+00	257EB+25	--	1025	1025	--	--	--	--	--	--	--
	STH 20	3A	0C+00	1C+00	--	100	--	--	--	--	--	--	--	1
	STH 20	3A	0C+00	4C+00	--	--	400	--	--	--	--	--	--	--
	STH 20	3A	259WB+00	260WB+25	--	--	--	--	--	125	--	--	4	2
	STH 20	3A	259WB+00	261WB+00	--	--	200	--	--	--	--	--	--	--
	STH 20	3A	262WB+75	262WB+75	--	--	--	--	--	--	--	--	2	--
	STH 20	3A	260WB+25	265WB+00	--	--	--	475	--	--	--	--	--	--
	STH 20	3A	258EB+75	265EB+25	--	--	--	650	--	--	--	--	--	--
	STH 20	3A	264WB+50	266WB+50	--	200	--	--	--	--	--	--	--	--
	STH 20	3A	266EB+25	269EB+00	--	275	--	--	--	--	--	--	--	--
	STH 20	3A	268+50	270+00	--	150	--	--	--	--	--	--	--	--

TEMPORARY PAVEMENT MARKING

CATEGORY	LOCATION	STAGE	STATION	TO STATION	646.0600 REMOVING PAVEMENT MARKINGS LF	649.0400 TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH YELLOW LF	4-INCH WHITE LF	12.5 FT LINE 37.5 FT SKIP LF	8-INCH 3 FT LINE 9 FT SKIP LF	8-INCH WHITE LF	STOP BAR 18-INCH WHITE LF	649.1600 DIAGONAL 12-INCH YELLOW LF	649.1800 ARROWS EACH	649.2000 WORDS EACH
	CTH C	3A	18NB+25	23NB+00	--	--	475	--	--	--	--	--	--	--
	CTH C	3A	24SB+25	26SB+25	--	800	--	--	--	--	--	--	--	--
	CTH C	3A	26NB+25	26NB+50	--	--	--	--	--	25	--	--	1	--
	CTH C	3A	26SB+25	26SB+75	--	--	--	--	--	--	50	--	--	--
	CTH C	3A	23NB+00	27NB+00	--	--	400	--	--	--	--	--	--	--
	CTH C	3A	31NB+00	36NB+58	--	2232	--	--	--	--	--	300	--	--
	CTH A	3A	22A+00	27A+00	--	1000	500	--	--	--	--	--	--	--
	CTH A	3A	19A+50	22A+00	--	500	250	--	--	--	--	--	--	--
					0	7382	3250	1750	0	150	50	300	7	3
				SUBTOTAL	0		12382			150	50	300	7	3
1000	STH 20	3B	0C+01	1C+03	--	--	128	--	--	--	--	--	--	--
	STH 20	3B	1C+95	2C+94	--	--	125	--	--	--	--	--	--	--
	STH 20	3B	801SW+36.14	801SW+36.14	--	--	--	--	--	--	--	--	--	1
	STH 20	3B	258WB+97	258WB+97	--	--	--	--	--	--	--	--	--	1
	CTH A	3B	21A+63	27A+26	--	--	580	--	--	--	--	--	--	--
	CTH A	3B	21A+63	27A+26	--	--	545	--	--	--	--	--	--	--
	CTH A	3B	21A+62.9	27A+56	--	1194	--	--	--	--	--	--	--	--
	CTH A	3B	27A+56	27A+56	--	--	--	--	--	--	25	--	--	--
	STH 20	3B	240EB+00	1C+03	--	2182	--	--	--	--	--	--	--	--
	STH 20	3B	251EB+15	1C+03	--	--	503	--	--	--	--	--	--	--
	STH 20	3B	251EB+15	256WB+41	--	--	530	--	--	--	--	--	--	--
	STH 20	3B	243EB+29	0C+01	--	1454	--	--	--	--	--	--	--	--
	STH 20	3B	1C+95	269+45	--	1132	--	--	--	--	--	--	--	--
	STH 20	3B	2C+94	270+83	--	1235		--	--	--	--	--	--	--
	STH 20	3B	260WB+18	265WB+34	--	--	518	--	--	--	--	--	--	--
	STH 20	3B	271+26	277+85	--	659	--	--	--	--	--	--	--	--
	CTH C	3B	20NB+40	23NB+60	--	--	320	--	--	--	--	--	--	--
	CTH C	3B	20NB+40	26NB+92	--	1232	--	--	--	--	--	--	--	--
	CTH C	3B	20NB+40	26NB+92	--	607	--	--	--	--	--	--	--	--
	CTH C	3B	20NB+40	26NB+73	--	--	680	--	--	--	--	--	--	--
	CTH C	3B	23NB+89	26NB+92	--	--	--	--	--	--	--	67	--	--
	CTH C	3B	26NB+39	26NB+81	--	--	--	--	--	41	--	--	--	--
	CTH C	3B	26NB+96	27NB+68	--	--	--	--	15	--	--	--	--	--
					0	9695	3929	0	15	41	25	67	0	2
				SUBTOTAL	0		13624			56	25	67	0	2
			SUBTOTAL		3614	43195	18255	1900	202	636	200	972	12	5
			TOTAL		3614		63350			838	200	972	12	5

PAVEMENT MARKING

				646.0106					646.0126		646.0156	647.0726	
				PAVEMENT MARKING									
				EPOXY 4-INCH					EPOXY 8-INCH		EPOXY 18-INCH	DIAGONAL EPOXY 12-INCH	
CATEGORY	LOCATION	STATION	TO STATION	YELLOW LF	WHITE LF	3 FT LINE 9 FT SKIP DOT PATTERN WHITE LF	3 FT LINE 9 FT SKIP DOT PATTERN YELLOW LF	12.5 FT LINE 37.5 FT SKIP DASHED WHITE LF	WHITE LF	6 FT LINE 3 FT SKIP DOT PATTERN WHITE LF	2 FT LINE 2 FT SKIP DOT PATTERN WHITE LF	YELLOW LF	WHITE LF
1000	STH 20	250+27 EB	251+27 EB	--	--	--	--	--	100	--	--	--	--
	STH 20	251+19 WB	256+52 WB	--	533	--	--	--	--	--	--	--	--
	STH 20	251+19 WB	257+00 WB	--	--	--	--	145	--	--	--	--	--
	STH 20	252+31 WB	253+81 WB	--	--	--	--	--	150	--	--	--	--
	STH 20	251+19 EB	255+36 EB	--	417	--	--	--	--	--	--	--	--
	STH 20	251+19 EB	255+85 EB	--	--	--	--	117	--	--	--	--	--
	STH 20	255+36 EB	256+10 EB	--	--	19	--	--	--	--	--	--	--
	STH 20	255+85 EB	257+24 EB	--	--	--	--	--	142	--	--	--	21
	STH 20	256+52 WB	256+83 WB	--	--	8	--	--	--	--	--	--	--
	STH 20/ROUNDABOUT	257+10 WB	3+20 C	--	--	--	--	--	--	116	--	--	--
	STH 20/ROUNDABOUT	0+25 C	259+19 EB	--	--	--	--	--	--	108	--	--	--
	STH 20	257+24 EB	801+66 SW	--	--	--	--	--	--	--	27	--	--
	STH 20	258+99 WB	258+88 WB	--	--	--	--	--	--	--	18	--	--
	STH 20	258+85 WB	604+99 NE	--	--	--	--	--	--	--	19	--	--
	STH 20	257+24 EB	257+53 WB	--	--	--	--	--	108	--	--	--	--
	STH 20	258+71 EB	259+00 WB	--	--	--	--	--	115	--	--	--	--
	STH 20	259+00 WB	260+30 WB	--	--	--	--	--	260	--	--	--	21
	STH 20	258+88 WB	258+85 WB	--	--	--	--	--	13	--	--	--	--
	STH 20	259+29 EB	265+39 EB	--	--	--	--	153	--	--	--	--	--
	STH 20	259+51 EB	260+27 EB	--	--	19	--	--	--	--	--	--	--
	STH 20	260+10 WB	260+79 WB	--	--	--	--	--	138	--	--	--	--
	STH 20	260+27 EB	265+39 EB	--	512	--	--	--	--	--	--	--	--
	STH 20	260+30 WB	265+34 WB	--	--	--	--	126	--	--	--	--	--
	STH 20	260+79 WB	262+75 WB	--	--	49	--	--	--	--	--	--	--
	STH 20	261+31 EB	262+80 EB	--	--	--	--	--	149	--	--	--	--
	STH 20	262+75 WB	265+34 WB	--	259	--	--	--	--	--	--	--	--
	STH 20	263+71 WB	265+21 WB	--	--	--	--	--	150	--	--	--	--
	CTH C	22+60 NB	26+80 SB	840	--	--	--	--	--	--	--	--	--
	CTH C	22+60 NB	25+25 SB	--	265	--	--	--	--	--	--	--	--
	CTH C	22+60 NB	26+85 NB	--	425	--	--	--	--	--	--	--	--
	CTH C	23+88 NB	26+55 SB	534	--	--	--	--	--	--	--	68	--
	CTH C	25+25 SB	25+73 SB	--	--	12	--	--	--	--	--	--	--
	CTH C	26+39 NB	26+80 NB	--	--	--	--	--	41	--	--	--	--
	CTH C	26+80 SB	27+50 SB	--	--	--	34	--	--	--	--	--	--
	CTH C	26+85 NB	27+65 NB	--	--	20	--	--	--	--	--	--	--
	CTH C	26+85 NB	501+14 SE	--	--	--	--	--	45	--	--	--	--
	CTH C	26+85 NB	28+58 NB	--	--	--	--	--	173	--	--	--	--
	CTH C	27+73 SB	28+36 SB	--	--	--	--	--	63	--	--	--	--
	CTH C	28+39 SB	29+25 SB	--	--	--	--	--	86	--	--	--	32
	CTH C	29+25 SB	29+22 NB	--	--	--	--	--	51	--	--	--	--
	CTH C	29+32 NB	502+57 SE	--	--	--	--	--	54	--	--	--	--
	CTH C	29+22 NB	29+32 NB	--	--	--	--	--	--	--	15	--	--
	CTH C	502+57 SE	502+86 SE	--	--	--	--	--	--	--	19	--	--
	CTH C	31+03 SB	701+11 NW	--	--	--	--	--	--	--	15	--	--
	CTH C	31+00 NB	31+03 SB	--	--	--	--	--	71	--	--	--	--
	SBTOTAL:			1374	2411	127	34	541	1909	224	113	68	74

CONTINUED NEXT PAGE

3

PAVEMENT MARKING (CONT.)

				646.0106					646.0126		646.0156	647.0726	
				PAVEMENT MARKING									
				EPOXY 4-INCH					EPOXY 8-INCH		EPOXY 18-INCH	DIAGONAL EPOXY 12-INCH	
CATEGORY	LOCATION	STATION	TO STATION	YELLOW LF	WHITE LF	3 FT LINE 9 FT SKIP DOT PATTERN WHITE LF	3 FT LINE 9 FT SKIP DOT PATTERN YELLOW LF	12.5 FT LINE 37.5 FT SKIP DASHED WHITE LF	WHITE LF	6 FT LINE 3 FT SKIP DOT PATTERN WHITE LF	2 FT LINE 2 FT SKIP DOT PATTERN WHITE LF	YELLOW LF	WHITE LF
	CTH C	32+04 SB	32+54 SB	--	--	13	--	--	--	--	--	--	--
	CTH C	32+54 SB	41+49 NB	--	895	--	--	--	--	--	--	--	--
	CTH C	33+08 NB	41+49 NB	--	841	--	--	--	--	--	--	--	--
	CTH C	34+55 SB	36+60 SB	430	--	--	--	--	--	--	--	--	--
	CTH C	34+55 NB	36+58 NB	426	--	--	--	--	--	--	--	36	--
	CTH C	36+58NB	41+49NB	982	--	--	--	--	--	--	--	--	--
	CTH A	23+83 A	27+26 A LT	--	243	--	--	--	--	--	--	--	--
	CTH A	23+83 A	27+26 A RT	--	243	--	--	--	--	--	--	--	--
	CTH A	23+83 A	27+54 A	742	--	--	--	--	--	--	--	--	--
			SUBTOTAL:	2580	2222	13	0	0	0	0	0	36	0
			TOTAL:			9302			2133		113	178	

PAVEMENT MARKING

				647.0156	647.0166	647.0170	647.0176	647.0356	647.0456	647.0606	647.0566	647.0766	647.0796
				PAVEMENT MARKING									
				ARROWS EPOXY				WORDS	EPOXY		STOP LINE	CROSSWALK	CROSSWALK
				TYPE 1	TYPE 2	TYPE 3R	TYPE 3	EPOXY	CURB	ISLAND NOSE	EPOXY	EPOXY	EPOXY 24-INCH
				WHITE	WHITE	WHITE	WHITE	WHITE	YELLOW	YELLOW	18-INCH WHITE	6-INCH WHITE	WHITE
CATEGORY	LOCATION	STATION	OFFSET	EACH	EACH	EACH	EACH	EACH	LF	EACH	LF	LF	LF
1000	STH 20 (WEST)	251+38 WB	RT	--	--	--	--	--	58	1	--	--	--
	STH 20 (WEST)	252+24 WB	RT	--	--	--	--	--	57	1	--	--	--
	STH 20 (WEST)	252+31 EB	RT	--	--	1	1	--	--	--	--	--	--
	STH 20 (WEST)	255+85 EB	RT	--	--	1	1	--	--	--	--	--	--
	STH 20 (WEST)	256+88 EB	RT	--	--	1	1	--	--	--	--	--	--
	STH 20 (WEST)	258+90 EB	RT	--	--	--	--	--	--	--	--	--	70
	STH 20 (WEST)	257+20 EB	RT	--	--	--	--	2	--	--	--	--	--
	STH 20 (WEST)	257+00 WB	LT	--	--	--	--	--	--	--	--	--	60
	STH 20 (EAST)	259+10 EB	LT	--	--	--	--	3	--	--	--	--	--
	STH 20 (EAST)	259+25 EB	RT	--	--	--	--	--	--	--	--	--	60
	STH 20 (EAST)	259+25 WB	LT	--	--	--	--	--	--	--	--	--	120
	STH 20 (EAST)	259+50 WB	LT	1	--	1	--	--	--	--	--	--	--
	STH 20 (EAST)	604+25 NE	RT	--	1	--	--	--	--	--	--	--	--
	STH 20 (EAST)	260+25 WB	LT	1	--	1	--	--	--	--	--	--	--
	STH 20 (EAST)	260+79 WB	LT	--	1	--	--	--	--	--	--	--	--
	STH 20 (EAST)	262+60 WB	LT	1	--	1	--	--	--	--	--	--	--
	STH 20 (EAST)	262+78 WB	RT	--	--	--	--	--	52	1	--	--	--
	STH 20 (EAST)	263+62 WB	RT	--	--	--	--	--	55	1	--	--	--
	STH 20 (EAST)	263+71 WB	LT	--	1	--	--	--	--	--	--	--	--
	STH 20 (EAST)	264-15 WB	LT	--	--	--	--	1	--	--	--	--	--
	ROUNDABOUT	1+25 C	RT	1	--	--	1	--	--	--	--	--	--
	ROUNDABOUT	3+25 C	RT	1	--	--	1	--	--	--	--	--	--
	CTH C (SOUTH)	26+68 NB	LT	--	1	--	--	--	--	--	--	--	--
	CTH C (SOUTH)	27+50 SB	RT	--	--	--	--	--	10	1	--	--	--
	CTH C (SOUTH)	27+65 NB	RT	--	1	1	--	--	--	--	--	--	--
	CTH C (SOUTH)	27+91 SB	LT	--	1	--	--	--	--	--	--	--	--
	CTH C (SOUTH)	28+31 SB	LT	--	--	--	--	1	--	--	--	--	--
	CTH C (SOUTH)	501+75 SE	LT	--	--	--	--	--	--	--	--	--	40
	CTH C (SOUTH)	28+80 NB	RT	--	--	--	--	--	--	--	--	--	40
	CTH C (SOUTH)	28+80 SB	LT	--	--	--	--	--	--	--	--	--	60
	CTH C (SOUTH)	29+13 NB	RT	--	--	--	--	1	--	--	--	--	--
	CTH C (SOUTH)	502+50 SE	LT	--	--	--	--	1	--	--	--	--	--
	CTH C (NORTH)	31+12 SB	LT	--	--	--	--	1	--	--	--	--	--
	CTH C (NORTH)	31+33 NB	RT	--	--	--	--	--	--	--	--	--	60
	CTH C (NORTH)	31+30 SB	LT	--	--	--	--	--	--	--	--	--	40
	CTH C (NORTH)	34+50 NB	LT	--	--	--	--	--	10	1	--	--	--
	CTH A	27+46 A		--	--	--	--	1	--	--	26	--	--
	CTH A	27+54 A		--	--	--	--	1	--	--	--	148	--
		TOTAL:		5	6	7	5	12	242	6	26	148	550

OVERHEAD SIGN SUPPORTS - MISC QUANTITIES STH 20 @ CTH C 2340-00-76

LOCATION	OVERHEAD SIGN SUPPORT STRUCTURE S-51-241 L.S. 641.8100.001	OVERHEAD SIGN SUPPORT STRUCTURE S-51-242 L.S. 641.8100.002	OVERHEAD SIGN SUPPORT STRUCTURE S-51-243 L.S. 641.8100.003
STH 20 EB at CTH C	1		
STH 20 WB at CTH C		1	
CTH C EB at STH 20			1
TOTAL	1	1	1

FILE NAME : N:\SPO\Operations\Signing\Miscellaneous Quantities\2340-00-76\030201_mq.pptx PLOT DATE : 1/13/2017 PLOT BY : DOTCMV PLOT NAME : 030201_mq.pdf PLOT SCALE : 1:1

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0622 POSTS WOOD 4"X 6"x22' [EA]	634.0814 POSTS TUBULAR STEEL 2"x2"x14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
1	JV1-1(3)	II	--	36 x 93	23.250	--	--	--	2	--	--	--	--	-- x --	--
	M2-1		--	30 x 21											
	M1-5A		CTH A	36 x 36											
	M1-5A		CTH C	36 x 36											
2	JV1-1(3)	II	--	36 x 93	23.250	--	--	--	2	--	--	--	--	-- x --	--
	M2-1		--	30 x 21											
	M1-5A		CTH A	36 x 36											
	M1-5A		CTH C	36 x 36											
3	W2-6(3)	II	--	36 x 36	--	9.000	--	1	--	--	--	--	--	-- x --	--
4	W13-1(3)	II	15 MPH	24 x 24	--	4.000	--	--	--	--	--	3	--	-- x --	--
5	W2-6(3)	II	--	36 x 36	--	9.000	--	1	--	--	--	--	--	-- x --	--
6	W13-1(3)	II	15 MPH	24 x 24	--	4.000	--	--	--	--	--	5	--	-- x --	--
7	R6-2R(2S)	II	--	24 x 30	5.000	--	--	1	--	--	--	--	--	-- x --	--
8	R4-7(3)	II	--	36 x 48	12.000	--	--	1	--	--	--	--	--	-- x --	--
9	R1-1	--	--	-- x --	--	--	1	1	--	--	1	--	--	-- x --	--
10	R5-1(3)	II	--	36 x 36	9.000	--	--	1	--	--	--	--	--	-- x --	--
11	R6-2L(2S)	II	--	24 x 30	5.000	--	--	1	--	--	--	--	--	-- x --	--
12	R4-7(3)	II	--	36 x 48	12.000	--	--	1	--	--	--	--	--	-- x --	--
13	R3-8CC(2S)	II	--	36 x 30	7.500	--	--	--	--	--	--	--	MOUNT ON UPRIGHT OF S-51-241	-- x --	--
14	W3-2(2S)	II	--	36 x 36	--	9.000	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
15	E6-52	I	EAST [C] EAST [C] [ARROW]	-- x --	--	--	--	--	--	--	--	--	INSTALL ON S-51-241	7 x 8.5	59.50
16	E6-53	I	EAST [20] WEST WEST [ARROW] [A] [C]	-- x --	--	--	--	--	--	--	--	--	INSTALL ON S-51-241	10 x 8.5	85.00
17	R3-8CC(2S)	II	--	36 x 30	7.500	--	--	--	--	--	--	--	MOUNT ON UPRIGHT OF S-51-241	-- x --	--
18	R2-1(3)	II	45 MPH	36 x 48	12.000	--	--	1	--	--	--	--	--	-- x --	--
19	R2-1(3)	II	45 MPH	36 x 48	12.000	--	--	1	--	--	--	--	--	-- x --	--
20	J4-1(3)	II	--	36 x 54	13.500	--	--	1	--	--	--	--	--	-- x --	--
	M3-4		--	36 x 18											
	M1-6		STH 20	36 x 36											
21	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	--	-- x --	--
22	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	21	--	-- x --	--
23	R1-6(2S)	II	--	12 x 36	--	3.000	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
24	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
25	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	24	--	-- x --	--
26	D1-1	II	WEST [20] [ARROW]	42 x 30	8.750	--	--	--	--	2	--	--	--	-- x --	--
27	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
28	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	27	--	-- x --	--
29	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
30	R1-54(2S)	II	--	24 x 15	2.500	--	--	--	--	--	--	29	--	-- x --	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0622 POSTS WOOD 4"X 6"x22' [EA]	634.0814 POSTS TUBULAR STEEL 2"x2"x14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
31	R6-1R(2S)	II	--	36 x 12	3.000	--	--	--	--	2	--	--	--	-- x --	--
32	R6-1R(2S)	II	--	36 x 12	3.000	--	--	--	--	2	--	--	--	-- x --	--
33	R6-1R(2S)	II	--	36 x 12	3.000	--	--	--	--	2	--	--	--	-- x --	--
34	R6-1R(2S)	II	--	36 x 12	3.000	--	--	--	--	2	--	--	--	-- x --	--
35	R6-4B(2S)	II	--	60 x 24	10.000	--	--	--	--	--	--	31	4 FT MOUNTING HEIGHT	-- x --	--
36	R6-4B(2S)	II	--	60 x 24	10.000	--	--	--	--	--	--	32	4 FT MOUNTING HEIGHT	-- x --	--
37	R6-4B(2S)	II	--	60 x 24	10.000	--	--	--	--	--	--	33	4 FT MOUNTING HEIGHT	-- x --	--
38	R6-4B(2S)	II	--	60 x 24	10.000	--	--	--	--	--	--	34	4 FT MOUNTING HEIGHT	-- x --	--
39	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
40	R1-54(2S)	II	--	24 x 15	2.500	--	--	--	--	--	--	39	--	-- x --	--
41	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
42	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	41	--	-- x --	--
43	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
44	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	43	--	-- x --	--
45	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
46	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	45	--	-- x --	--
47	R1-6(2S)	II	--	12 x 36	--	3.000	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
48	W12-1D(2S)	II	--	24 x 24	--	4.000	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
49	E6-52	I	WEST [20] WEST WEST [A] [C] [ARROW]	-- x --	--	--	--	--	--	--	--	--	INSTALL ON S-51-242	10 x 8.5	85.00
50	D16-1	I	WEST [20] ONLY [ARROW]	-- x --	--	--	--	--	--	--	--	--	INSTALL ON S-51-242	3 x 6	18.00
51	D16-1R	I	EAST [C] ONLY [ARROW]	-- x --	--	--	--	--	--	--	--	--	INSTALL ON S-51-242	3 x 6	18.00
52	R3-8NN(2S)	II	--	54 x 30	11.250	--	--	2	--	--	--	--	--	-- x --	--
53	R3-8NN(2S)	II	--	54 x 30	11.250	--	--	2	--	--	--	--	--	-- x --	--
54	W3-2(2S)	II	--	36 x 36	--	9.000	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
55	R4-7(3)	II	--	36 x 48	12.000	--	--	1	--	--	--	--	--	-- x --	--
56	R4-7(3)	II	--	36 x 48	12.000	--	--	1	--	--	--	--	--	-- x --	--
57	R2-1(3)	II	45 MPH	36 x 48	12.000	--	--	1	--	--	--	--	--	-- x --	--
58	J4-1(3) M3-2 M1-6	II	-- -- STH 20	36 x 54 36 x 18 36 x 36	13.500	--	--	1	--	--	--	--	--	-- x --	--
59	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
60	W16-7R(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	59	--	-- x --	--
61	D1-1	II	EAST [20] [ARROW]	42 x 30	8.750	--	--	--	--	2	--	--	--	-- x --	--
62	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
63	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	62	--	-- x --	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0622 POSTS WOOD 4"X 6"x22' [EA]	634.0814 POSTS TUBULAR STEEL 2"x2"x14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
64	W2-6(3)	II	--	36 x 36	--	9.000	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
65	W13-1(3)	II	15 MPH	24 x 24	--	4.000	--	--	--	--	--	64	--	-- x --	--
66	W2-6(3)	II	--	36 x 36	--	9.000	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
67	W13-1(3)	II	15 MPH	24 x 24	--	4.000	--	--	--	--	--	66	--	-- x --	--
68	D4-2L(3)	II	--	36 x 48	12.000	--	--	1	--	--	--	--	--	-- x --	--
69	JV1-1(2S)	II	--	24 x 63	10.500	--	--	1	--	--	--	--	--	-- x --	--
	M2-1		--	21 x 15											
	M1-5A		CTH A	24 x 24											
	M1-5A		CTH C	24 x 24											
70	JV1-1(2S)	II	--	24 x 63	10.500	--	--	1	--	--	--	--	--	-- x --	--
	M2-1		--	21 x 15											
	M1-5A		CTH A	24 x 24											
	M1-5A		CTH C	24 x 24											
71	R5-1(3)	II	--	36 x 36	9.000	--	--	1	--	--	--	--	--	-- x --	--
72	R5-1A(3)	II	--	42 x 30	8.750	--	--	1	--	--	--	--	--	-- x --	--
73	JV1-1(2S)	II	--	24 x 63	10.500	--	--	1	--	--	--	--	--	-- x --	--
	M2-1			21 x 15											
	M1-6		STH 20	24 x 24											
	M1-5A		CTH A	24 x 24											
74	W2-6(2S)	II	--	30 x 30	--	6.250	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
75	W13-1(2S)	II	15 MPH	18 x 18	--	2.250	--	--	--	--	--	74	--	-- x --	--
76	W3-2(2S)	II	--	36 x 36	--	9.000	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
77	D1-64	--	WASHINGTON AVE	-- x --	--	--	2	2	--	--	1	--	--	-- x --	--
78	R2-1(2S)	II	55 MPH	24 x 30	5.000	--	--	1	--	--	--	--	--	-- x --	--
79	J4-1(2S)	II	--	24 x 36	6.000	--	--	1	--	--	--	--	--	-- x --	--
	M3-4		--	24 x 12											
	M1-5A		CTH C	24 x 24											
80	--	--	WIS VETERANS CEMETERY [A]	-- x --	--	--	2	2	--	--	1	--	--	-- x --	--
81	--	--	WIS VETERANS HOME [A]	-- x --	--	--	--	--	--	--	1	80	--	-- x --	--
82	J1-1(2S)	II	--	24 x 36	6.000	--	--	1	--	--	--	--	--	-- x --	--
	M4-6		--	24 x 12											
	M1-5A		CTH A	24 x 24											
83	J13-1(2S)	II	--	24 x 45	7.500	--	--	1	--	--	--	--	--	-- x --	--
	M1-5A		CTH C	24 x 24											
	M6-4		--	21 x 21											
84	R1-1(2S)	II	--	30 x 30	5.180	--	--	1	--	--	--	--	--	-- x --	--
85	R5-1(3)	II	--	36 x 36	9.000	--	--	--	--	1	--	--	--	-- x --	--
86	J13-1(2S)	II	--	24 x 57	9.500	--	--	--	--	--	--	85	BACK OF SIGN #85	-- x --	--
	M3-4		--	24 x 12											
	M1-5A		CTH A	24 x 24											
	M6-1		--	21 x 21											
87	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
88	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	87	--	-- x --	--
89	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
90	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	89	--	-- x --	--

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	SIGN REMOVAL QUANTITIES	SHEET:	E

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0622 POSTS WOOD 4"X 6"x22' [EA]	634.0814 POSTS TUBULAR STEEL 2"x2"x14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
91	D1-2	II	[C] WEST [ARROW] SPRING ST	72 x 30	15.000	--	--	--	--	2	--	--	--	-- x --	--
92	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
93	R1-54(2S)	II	--	24 x 15	2.500	--	--	--	--	--	--	92	--	-- x --	--
94	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	--	-- x --	--
95	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	94	--	-- x --	--
96	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
97	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	96	--	-- x --	--
98	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
99	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	98	--	-- x --	--
100	W12-1D(2S)	II	--	24 x 24	--	4.000	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
101	E6-52	I	EAST [C] WEST [20] [ARROW]	-- x --	--	--	--	--	--	--	--	--	INSTALL ON S-51-243	7 x 8	56.00
102	--	I	EAST [20] ONLY [ARROW]	-- x --	--	--	--	--	--	--	--	--	INSTALL ON S-51-243	3 x 6	18.00
103	R6-2L(2S)	II	--	24 x 30	5.000	--	--	1	--	--	--	--	--	-- x --	--
104	R4-7(3)	II	--	36 x 48	12.000	--	--	--	--	1	--	--	--	-- x --	--
105	W5-54(2S)	II	--	18 x 18	--	2.250	--	--	--	--	--	104	--	-- x --	--
106	J3-1(2S) M3-4 M1-5A M6-1	II	-- -- CTH A --	24 x 57 24 x 12 24 x 24 21 x 21	9.500	--	--	1	--	--	--	--	--	-- x --	--
107	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
108	R1-54(2S)	II	--	24 x 15	2.500	--	--	--	--	--	--	107	--	-- x --	--
109	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
110	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	109	--	-- x --	--
111	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
112	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	111	--	-- x --	--
113	D1-2	II	[C] EAST [ARROW] SPRING ST	72 x 30	15.000	--	--	--	--	2	--	--	--	-- x --	--
114	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	1	--	--	--	-- x --	--
115	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	114	--	-- x --	--
116	J4-1(2S) M3-2 M1-5A	II	-- -- CTH C	24 x 36 24 x 12 24 x 24	6.000	--	--	--	--	1	--	--	--	-- x --	--
117	R5-1A(2S)	II	--	36 x 24	6.000	--	--	--	--	--	--	116	BACK OF SIGN #116	-- x --	--
118	I55-56	--	ADOPT A HWY	-- x --	--	--	1	--	--	1	1	--	--	-- x --	--
119	R2-1(2S)	II	50 MPH	24 x 30	5.000	--	--	--	--	1	--	--	--	-- x --	--
120	R5-1(3)	II	--	36 x 36	9.000	--	--	--	--	--	--	119	BACK OF SIGN #119	-- x --	--
121	R4-7(3)	II	--	36 x 48	12.000	--	--	--	--	1	--	--	--	-- x --	--

SIGN NO.	SIGN CODE & SIZE	SIGN TYPE	SIGN MESSAGE	TYPE II SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 POSTS WOOD 4"X 6"x18' [EA]	634.0622 POSTS WOOD 4"X 6"x22' [EA]	634.0814 POSTS TUBULAR STEEL 2"x2"x14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLC SH [SF]
122	W5-54(2S)	II	--	18 x 18	--	2.250	--	--	--	--	--	121	--	-- x --	--
123	W3-2(2S)	II	--	36 x 36	--	9.000	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
124	D1-61	II	WASHINGTON AVE	90 x 24	15.000	--	--	2	--	--	--	--	--	-- x --	--
125	D1-62	I	WEST WEST [A] [C] EAST WEST [20] [ARROW] [20]	102 x 78	55.250	--	--	--	3	--	--	--	--	-- x --	--
126	W2-6(2S)	II	--	30 x 30	--	6.250	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
127	W13-1(2S)	II	15 MPH	18 x 18	--	2.250	--	--	--	--	--	126	--	-- x --	--
128	--	--	[A] FAWN TRL	-- x --	--	--	2	2	--	--	1	--	--	-- x --	--
129	D1-1	II	GREENMONTE DR [A]	96 x 15	10.000	10.000	--	2	--	--	--	--	--	-- x --	--
130	J1-1(2S)	II	--	24 x 39	6.500	--	--	1	--	--	--	--	--	-- x --	--
	M2-1		--	21 x 15											
	M1-6		STH 20	24 x 24											
131	W8-73(2S)	II	--	30 x 30	--	6.250	--	--	--	--	--	--	SHEET 3 OF 12	-- x --	--
132	W8-73(2S)	II	--	30 x 30	--	6.250	--	--	--	--	--	--	SHEET 4 OF 12	-- x --	--
133	R2-1(3)	II	45 MPH	36 x 48	12.000	--	--	1	--	--	--	--	SHEET 4 OF 12	-- x --	--
--	--	--	--	-- x --	--	--	--	--	--	--	--	--	--	-- x --	--
TOTALS					664.980	228.500	8	52	7	46	6				339.500

FILE NAME : N:\SPO\Operations\Signing\Miscellaneous Quantities\2340-00-76\030502_mq.pptx PLOT DATE : 15-NOV-2016 PLOT BY : DOTKLM PLOT NAME : 030502_mq.pdf PLOT SCALE : 1:1

CATEGORY 1100
LIGHTING SYSTEM ITEMS

654.0230 CONCRETE CONTROL CABINET BASES TYPE L30
655.0640 ELECTRICAL WIRE LIGHTING 1 AWG
656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (STA. 31+38.74, 41.54' LT)
659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH
SPV.0105.131 LIGHTING SYSTEM INTEGRATOR
SPV.0105.132 LIGHTING SYSTEM SURVEY

SYSTEM	LOCATION	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (STA. 31+38.74, 41.54' LT)	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH	SPV.0105.131 LIGHTING SYSTEM INTEGRATOR	SPV.0105.132 LIGHTING SYSTEM SURVEY
		EACH	LF	LS	EACH	LS	LS
HL-66-SW	31+38.74, 41.54' LEFT (NW QUADRANT)	1	18	1	1	1	1
	TOTAL (1100)	1	18	1	1	1	1

PLAQUE TEXT HL-51-SW
STH 20 / CTH C
240 VAC WARNING DECAL (METER PEDESTAL AND CABINET DOOR)

CATEGORY 1100
LIGHTING PULL BOX QUANTITIES

653.0140 PULL BOXES STEEL 24 X 42-INCH
655.0615 ELECTRICAL WIRE LIGHTING 10 AWG (GROUNDING WIRE)

SYSTEM	LOCATION	LABEL	653.0140 PULL BOXES STEEL 24 X 42	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG	COMMENTS
			EACH	LF	
HL-51-SW	31+52.51, 33.49' LEFT	LPB101	1	25	CTH C - SPRING STREET
HL-51-SW	31+64.28, 40.96' RIGHT	LPB102	1	30	CTH C - SPRING STREET
HL-51-SW	256+85.83, 41.00' LEFT	LPB103	1	40	STH 20 - WASHINGTON AVENUE
HL-51-SW	256+44.05, 75.68' RIGHT	LPB104	1	20	STH 20 - WASHINGTON AVENUE
HL-51-SW	28+54.47, 41.00' LEFT	LPB105	1	50	CTH C - SPRING STREET
HL-51-SW	28+06.66, 65.20' RIGHT	LPB106	1	20	CTH C - SPRING STREET
	TOTAL (1100)		6	185	

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CATEGORY 1100
LIGHTING BRANCH CIRCUIT CONDUIT

652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH

SYSTEM	LOCATION TO LOCATION	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	COMMENTS
HL-51-SW	LIGHTING CONTROL CABINET (HL-51-SW) TO LPB 101	--	45	3 - 3-INCH
HL-51-SW	LPB101 TO POLE 31+76.90	25	--	--
HL-51-SW	POLE 31+76.90 TO POLE 33+10.81	140	--	--
HL-51-SW	POLE 33+10.81 TO POLE 34+41.19	140	--	--
HL-51-SW	POLE 34+41.19 TO STUBOUT NORTHEAST	15	--	--
HL-51-SW	LPB101 TO LPB102	--	90	1 - 3-INCH
HL-51-SW	LPB102 TO POLE 31+34.86	30	--	--
HL-51-SW	POLE 31+34.86 TO POLE 259+99.83	70	--	--
HL-51-SW	POLE 259+99.83 TO POLE 261+66.04	160	--	--
HL-51-SW	POLE 261+66.04 TO POLE 262+95.92	145	--	--
HL-51-SW	POLE 262+95.92 TO STUBOUT EAST	15	--	--
HL-51-SW	LPB101 TO POLE 257+20.23	140	--	--
HL-51-SW	POLE 257+20.23 TO LPB103	40	--	--
HL-51-SW	LPB103 TO LPB104	--	130	1 - 3-INCH
HL-51-SW	LPB104 TO POLE 256+39.64	25	--	--
HL-51-SW	POLE 256+39.64 TO POLE 254+91.14	140	--	--
HL-51-SW	POLE 254+91.14 TO POLE 253+45.95	160	--	--
HL-51-SW	POLE 253+45.95 TO STUBOUT WEST	15	--	--
HL-51-SW	LPB104 TO POLE 29+02.88	70	--	--
HL-51-SW	POLE 29+02.88 TO LPB105	50	--	--
HL-51-SW	LPB105 TO LPB106	--	130	1 - 3-INCH
HL-51-SW	LPB106 TO POLE 28+22.79	25	--	--
HL-51-SW	POLE 28+22.79 TO POLE 259+09.73	150	--	--
HL-51-SW	POLE 259+09.73 TO STUBOUT EAST	15	--	--
HL-51-SW	LPB105 TO POLE 27+31.42	130	--	--
HL-51-SW	POLE 27+31.42 TO STUBOUT SOUTHEAST	15	--	--
HL-51-SW	LPB106 TO POLE 27+05.38	120	--	--
HL-51-SW	POLE 27+05.38 TO POLE 25+50.00	170	--	--
HL-51-SW	POLE 25+50.00 TO STUBOUT SOUTH	15	--	--
	TOTAL (1100)	2,020	395	

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CATEGORY 1100
LIGHTING WIRE QUANTITIES
120/240 VAC 3-WIRE ISOLATED NEUTRAL SYSTEM

655.0620 ELECTRICAL WIRE LIGHTING 8 AWG

SYSTEM	NETWORK	LOCATION TO LOCATION	DISTANCE	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF
HL-51-SW	A/B/N/G	LIGHT CONTROL CABINET (HL-51-SW) TO LPB 101 TO POLE 31+76.90	40	240
HL-51-SW	A/B/N/G	POLE 31+76.9 TO LPB101 TO POLE 257+20.23	165	555
HL-51-SW	A/B/N/G	POLE 31+76.9 TO POLE 33+10.81	140	600
HL-51-SW	A/B/N/G	POLE 33+10.81 TO POLE 34+41.19	140	450
HL-51-SW	A/B/N/G	POLE 31+76.9 TO LPB101 TO LPB102 TO POLE 31+34.86	145	700
HL-51-SW	A/B/N/G	POLE 31+34.86 TO POLE 259+99.83	70	320
HL-51-SW	A/B/N/G	POLE 259+99.83 TO POLE 261+66.04	160	680
HL-51-SW	A/B/N/G	POLE 261+66.04 TO POLE 262+95.92	145	465
HL-51-SW	C/D/N/G	LIGHTING CONTROL CABINET (HL-51-SW) TO LPB101 TO LPB103 TO LPB104 TO POLE 256+39.64	345	1540
HL-51-SW	C/D/N/G	POLE 256+39.64 TO POLE 254+91.14	140	600
HL-51-SW	C/D/N/G	POLE 254+91.14 TO POLE 253+45.95	160	510
HL-51-SW	C/D/N/G	POLE 256+39.64 TO LPB104 TO POLE 29+02.88	90	440
HL-51-SW	C/D/N/G	POLE 29+02.88 TO LPB105 TO POLE 27+31.42	180	600
HL-51-SW	C/D/N/G	POLE 29+02.88 TO LPB105 TO LPB106 TO POLE 28+22.79	200	920
HL-51-SW	C/D/N/G	POLE 28+22.79 TO POLE 259+09.73	150	480
HL-51-SW	C/D/N/G	POLE 28+22.79 TO LPB106 TO POLE 27+05.38	140	640
HL-51-SW	C/D/N/G	POLE 27+05.38 TO POLE 25+50.00	170	540
		TOTAL (1100)		10,280

3

CATEGORY 1100
LIGHT POLE QUANTITIES

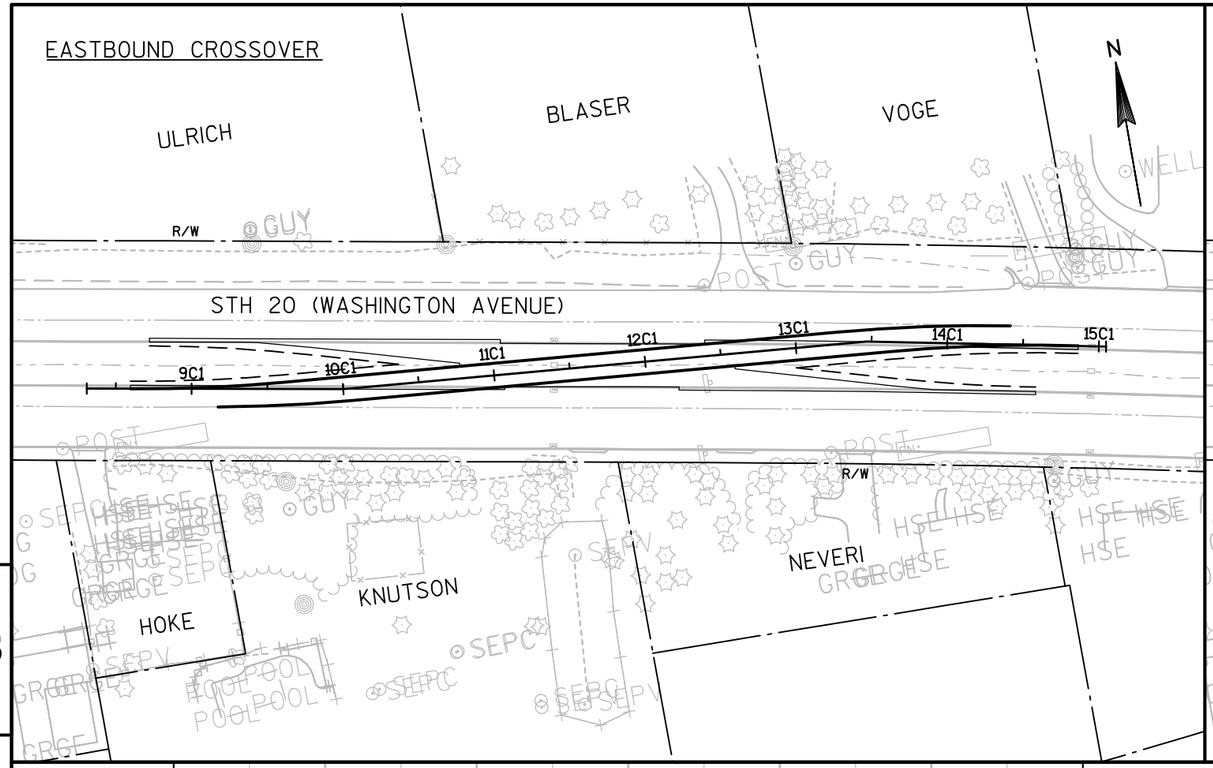
654.0105 CONCRETE BASES TYPE 5
655.0610 ELECTRICAL WIRE LIGHTING 12 AWG
657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
657.0322 POLES TYPE 5-ALUMINUM
657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT
657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT
659.1125 LUMINAIRES UTILITY LED C

SYSTEM	STATION	OFFSET	SEQUENCE I.D.	654.0105 CONCRETE BASES TYPE 5 EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	COMMENTS
HL-51-SW	257+20.23	41.08' LEFT	ASW1	1	144	1	1	--	1	1	STH 20 (WASHINGTON AVENUE)
HL-51-SW	31+76.90	33.00' LEFT	BSW1	1	144	1	1	--	1	1	CTH C (SPRING STREET)
HL-51-SW	33+10.81	28.00' LEFT	ASW2	1	117	1	1	1	--	1	"
HL-51-SW	34+41.19	28.00' LEFT	BSW2	1	117	1	1	1	--	1	"
HL-51-SW	31+34.86	50.55' RIGHT	ASW3	1	144	1	1	--	1	1	"
HL-51-SW	259+99.83	70.54' LEFT	BSW3	1	144	1	1	--	1	1	STH 20 (WASHINGTON AVENUE)
HL-51-SW	261+66.04	48.46' LEFT	ASW4	1	144	1	1	--	1	1	"
HL-51-SW	262.95.92	47.31' LEFT	BSW4	1	144	1	1	--	1	1	"
HL-51-SW	253+45.95	48.00' RIGHT	CSW1	1	144	1	1	--	1	1	"
HL-51-SW	254+91.14	41.87' RIGHT	DSW1	1	144	1	1	--	1	1	"
HL-51-SW	256+39.64	44.63' RIGHT	CSW2	1	144	1	1	--	1	1	"
HL-51-SW	29+02.88	42.50' LEFT	DSW2	1	144	1	1	--	1	1	CTH C (SPRING STREET)
HL-51-SW	28+22.79	72.42' RIGHT	CSW3	1	144	1	1	--	1	1	"
HL-51-SW	259+09.73	41.04' RIGHT	DSW3	1	144	1	1	--	1	1	STH 20 (WASHINGTON AVENUE)
HL-51-SW	25+50.00	24.00' RIGHT	CSW4	1	117	1	1	1	--	1	CTH C (SPRING STREET)
HL-51-SW	27+05.38	33.67' RIGHT	DSW4	1	144	1	1	--	1	1	"
HL-51-SW	27+31.42	61.78' LEFT	CSW5	1	117	1	1	1	--	1	CTH A (PLANK ROAD)
TOTAL (1100)				17	2,340	17	17	4	13	17	

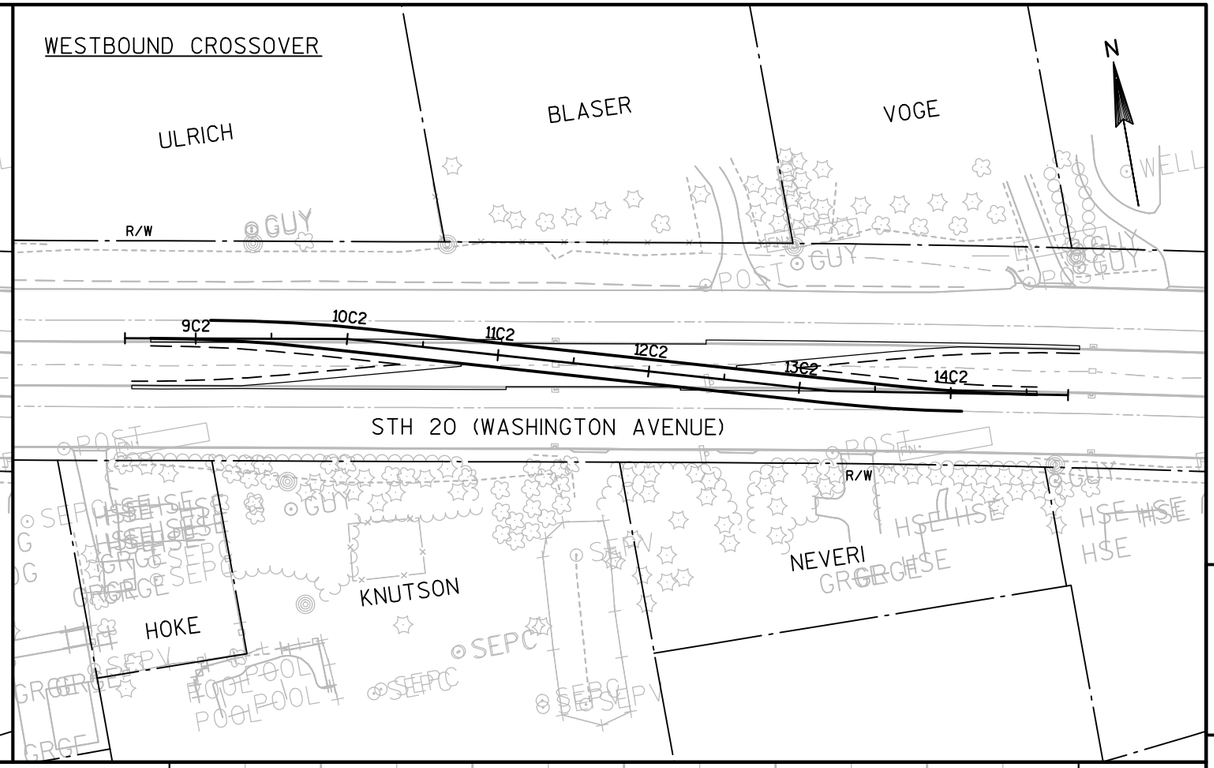
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	MISCELLANEOUS QUANTITIES	SHEET:	E

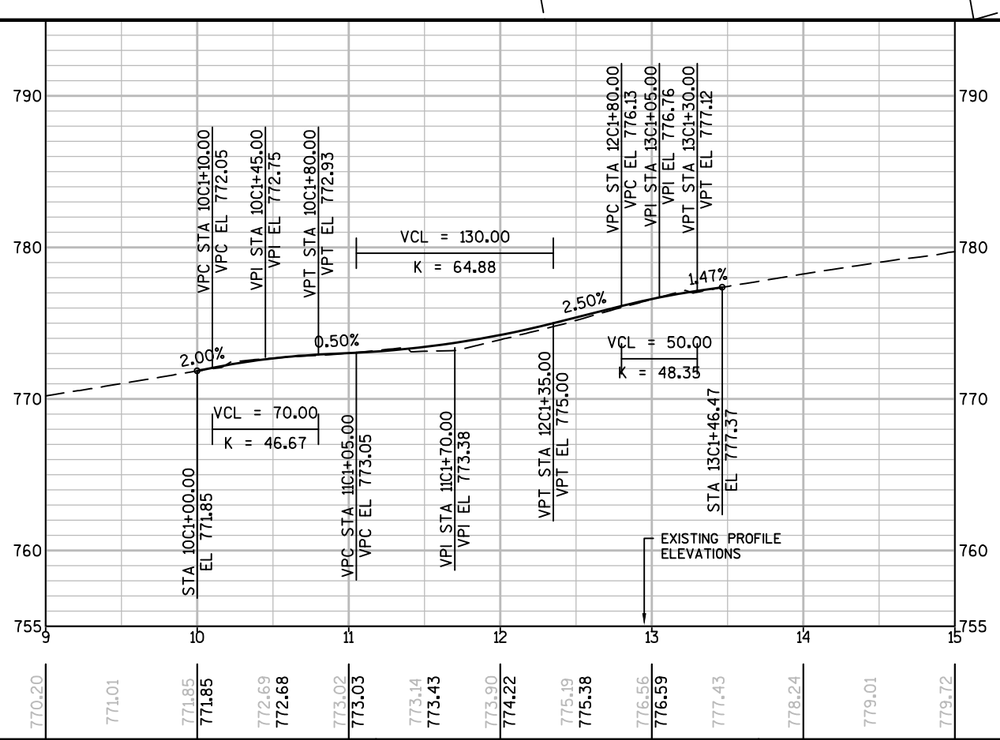
FILE NAME : N:\SPO\Operations\Lighting\Light Projects\qtys\17 qty\2340-00-76_ltg_030201_mq.pptx PLOT DATE : 20-APR-2017 PLOT BY : mscsrp PLOT NAME : 030201_mq_ltg PLOT SCALE : 1:1

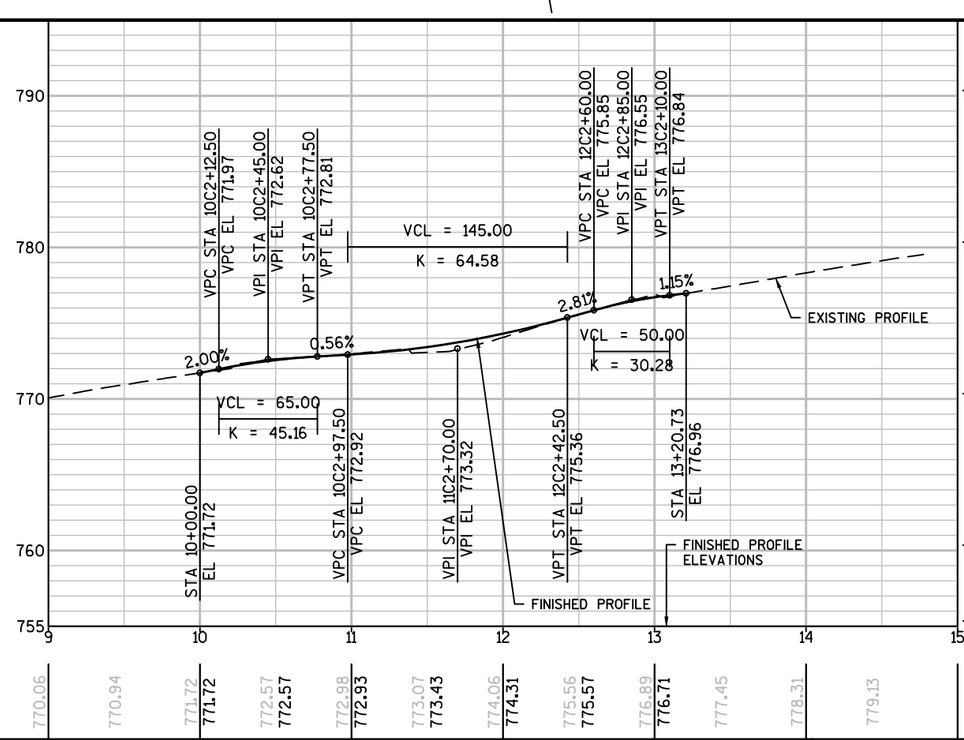
EASTBOUND CROSSOVER



WESTBOUND CROSSOVER

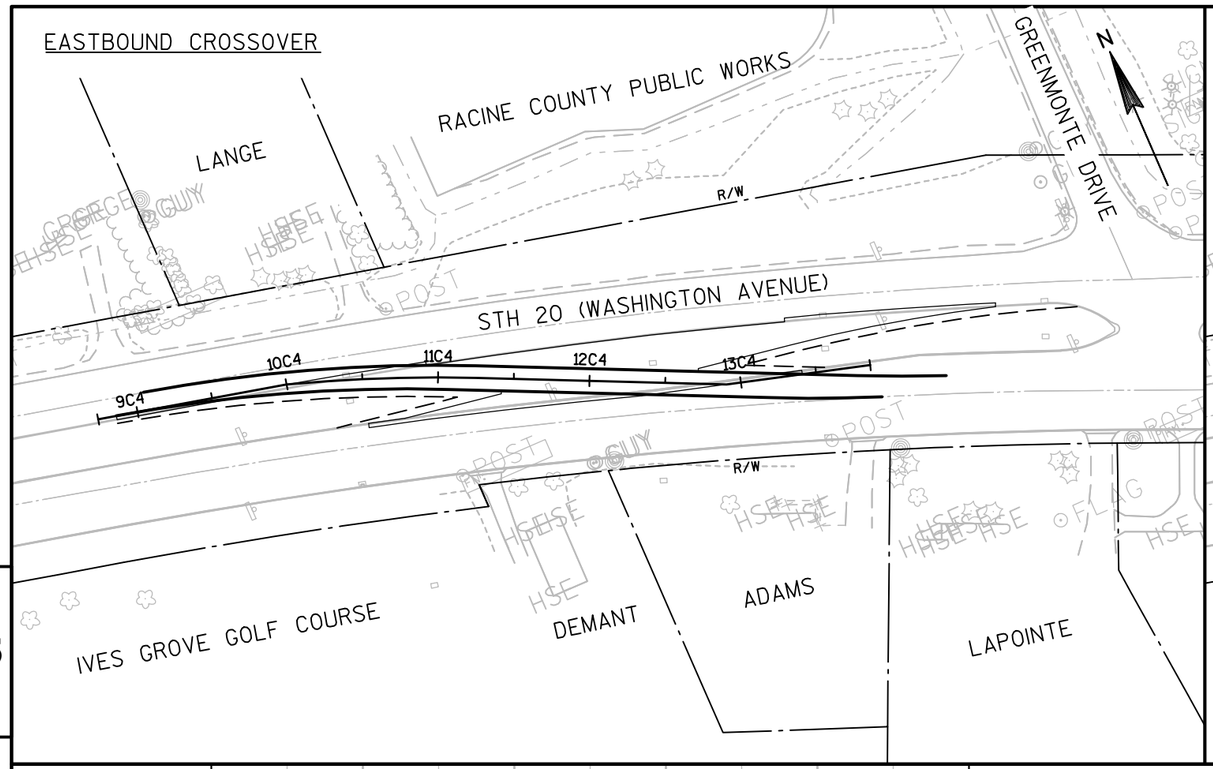




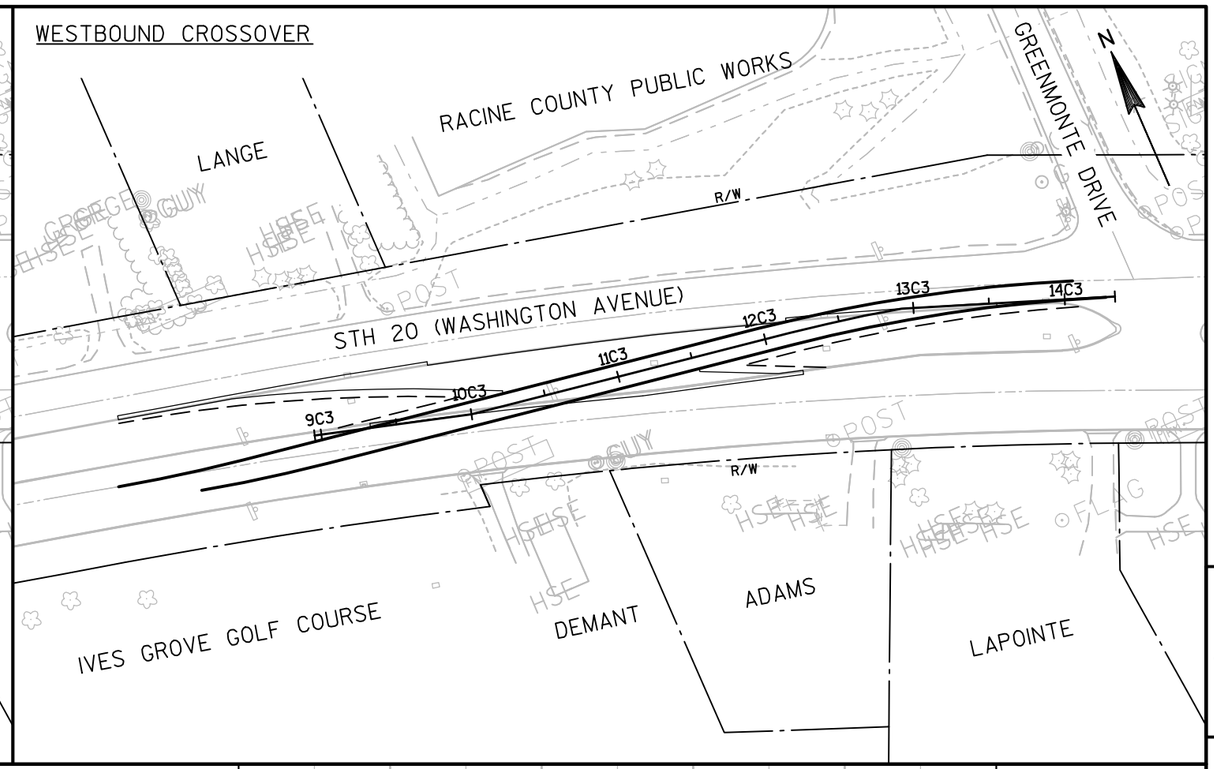


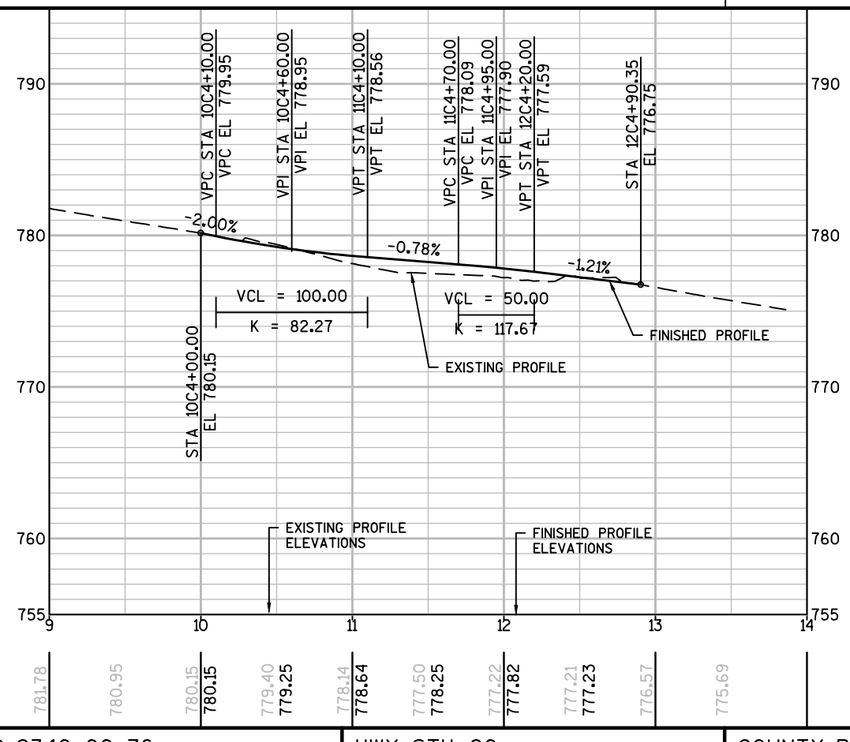
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: TEMPORARY CROSSOVER (WEST)	SHEET 255 E

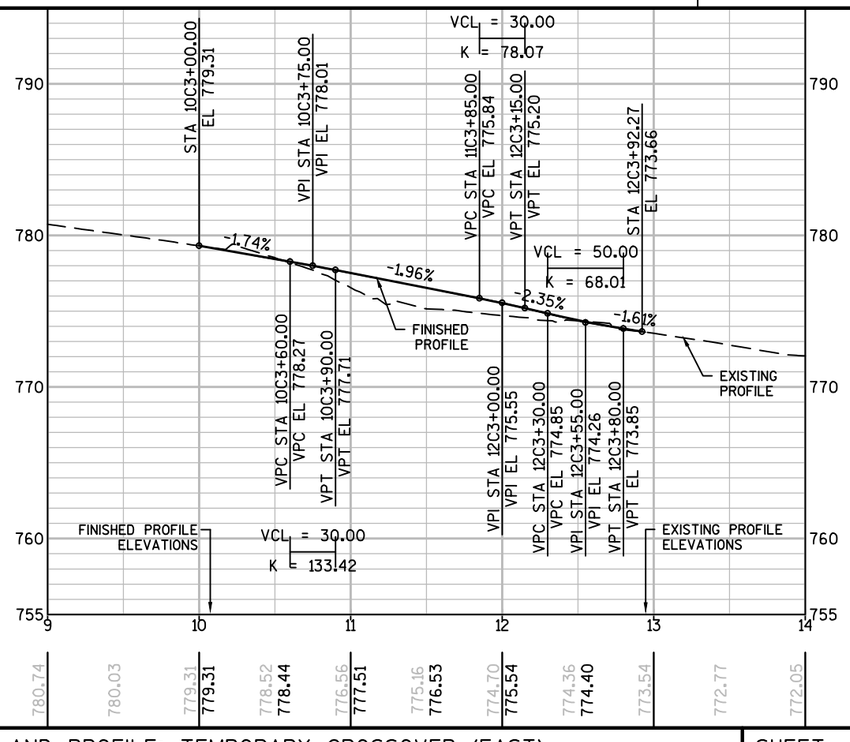
EASTBOUND CROSSOVER



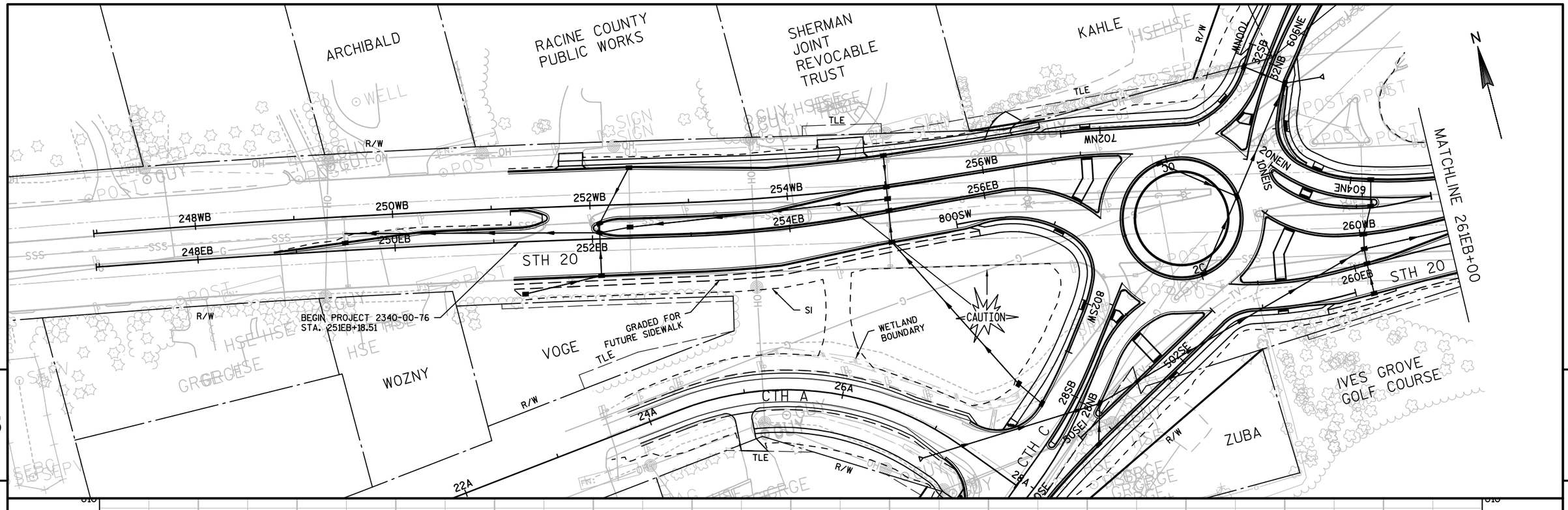
WESTBOUND CROSSOVER

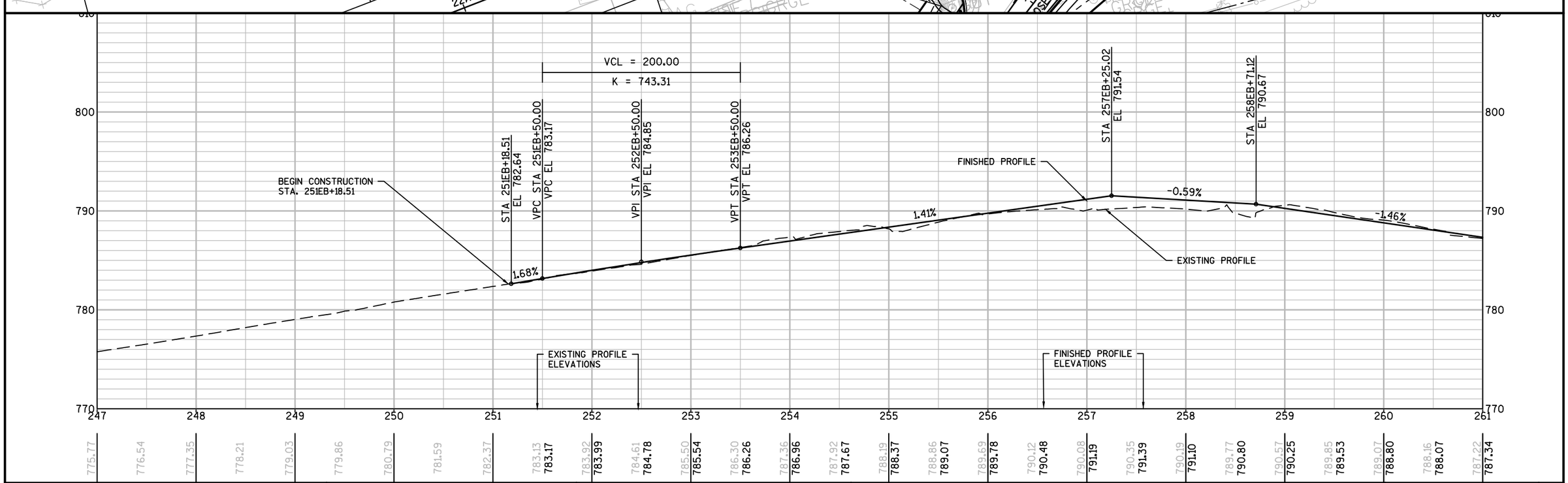




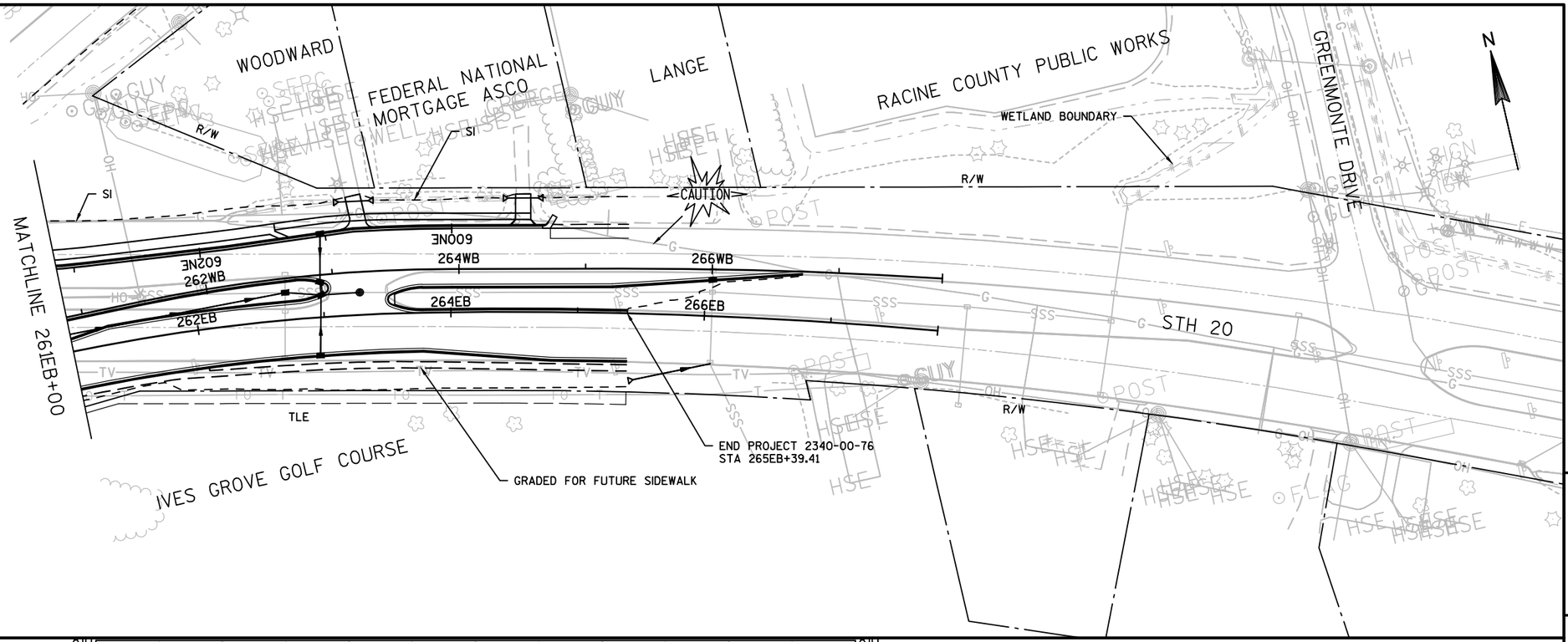


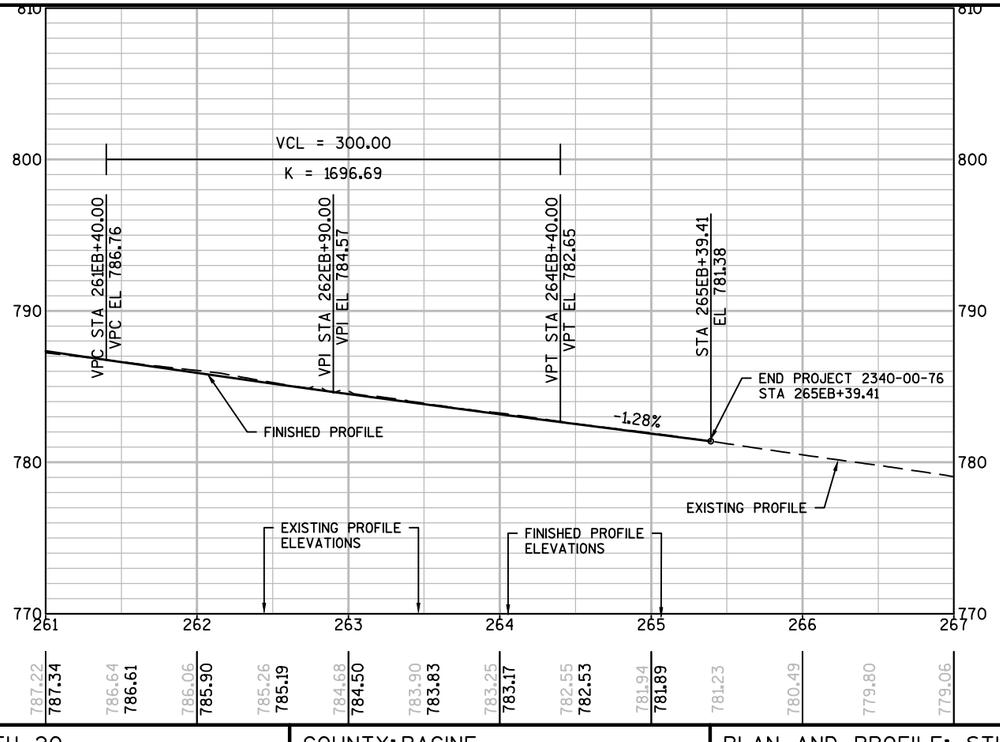
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: TEMPORARY CROSSOVER (EAST)	SHEET 256	E



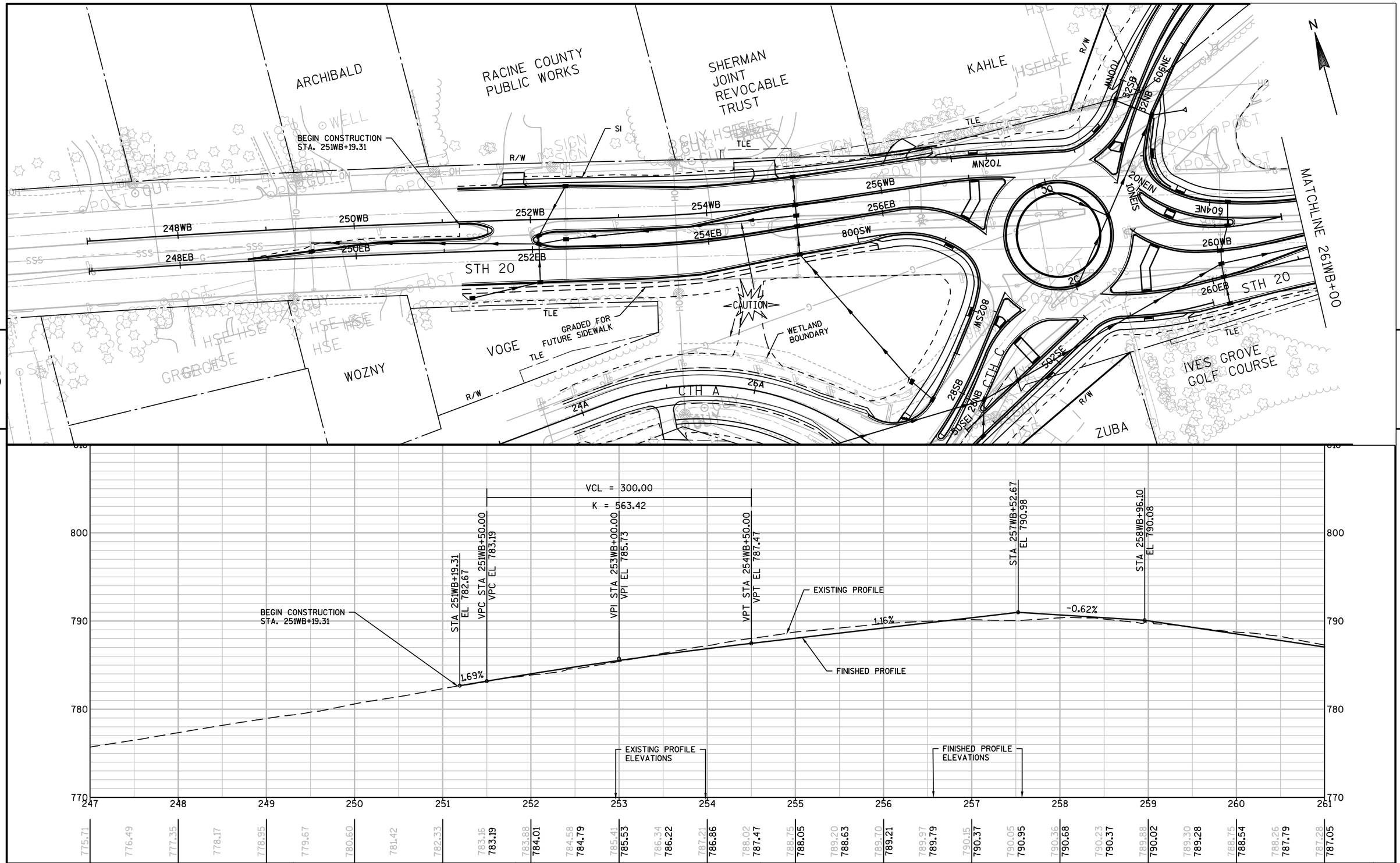


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: STH 20 EB	SHEET 257 E





PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: STH 20 EB	SHEET 258 E

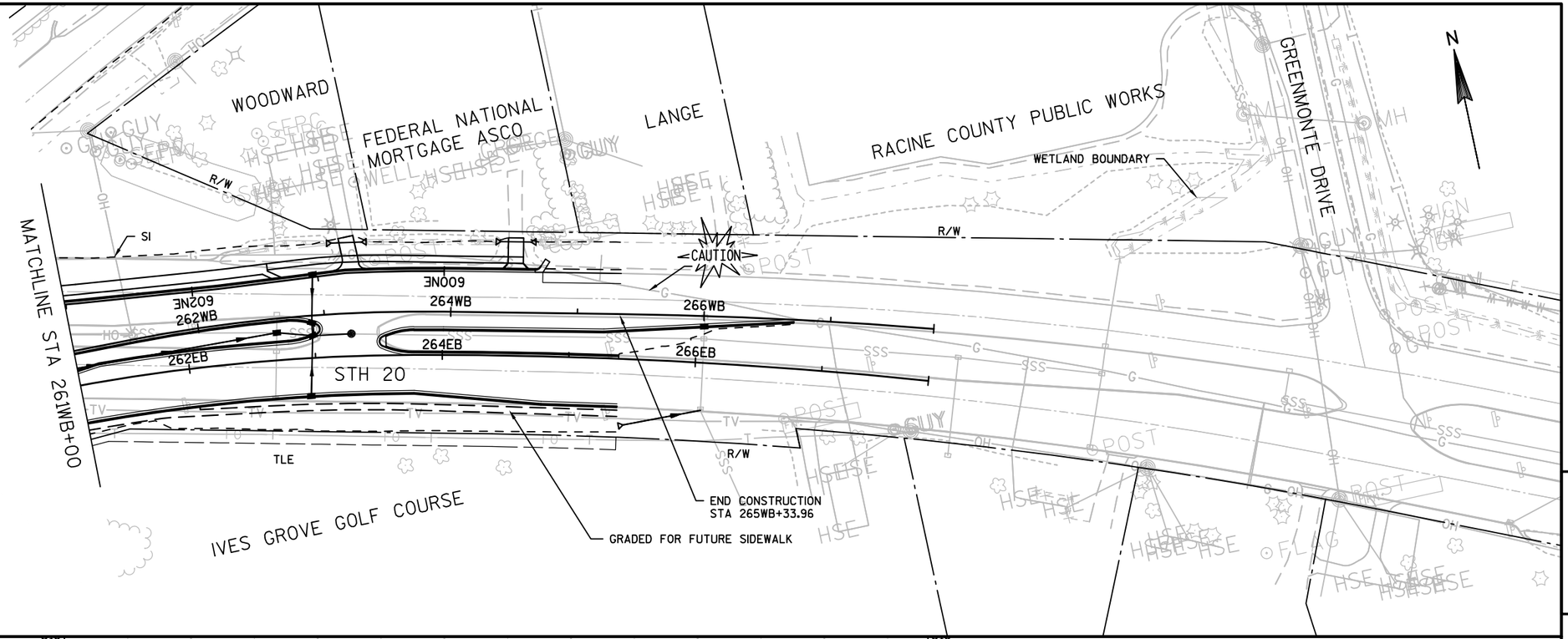


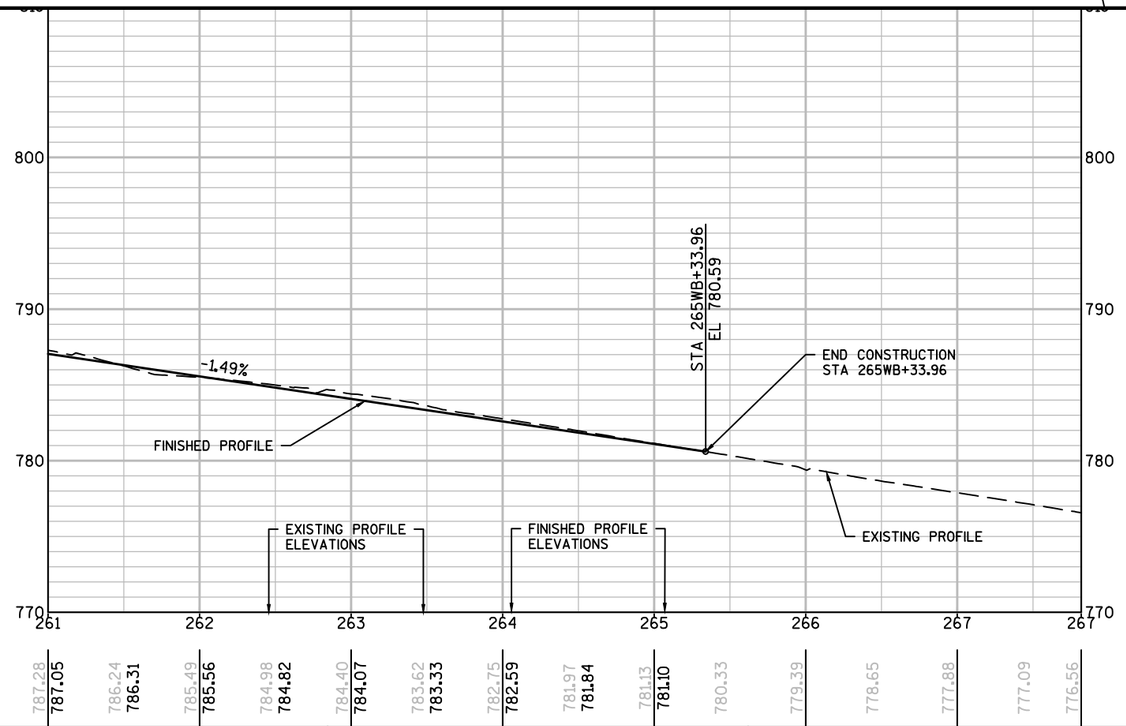
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: STH 20 WB	SHEET 259 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050103

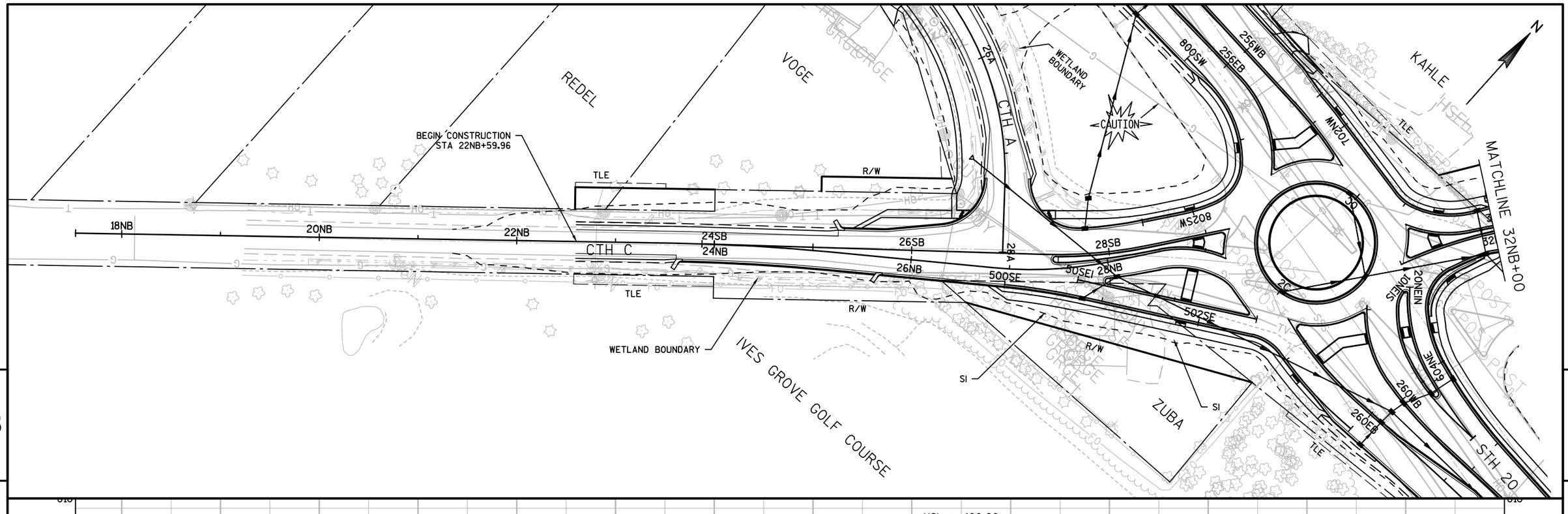
PLOT DATE : 9/13/2017 3:24 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

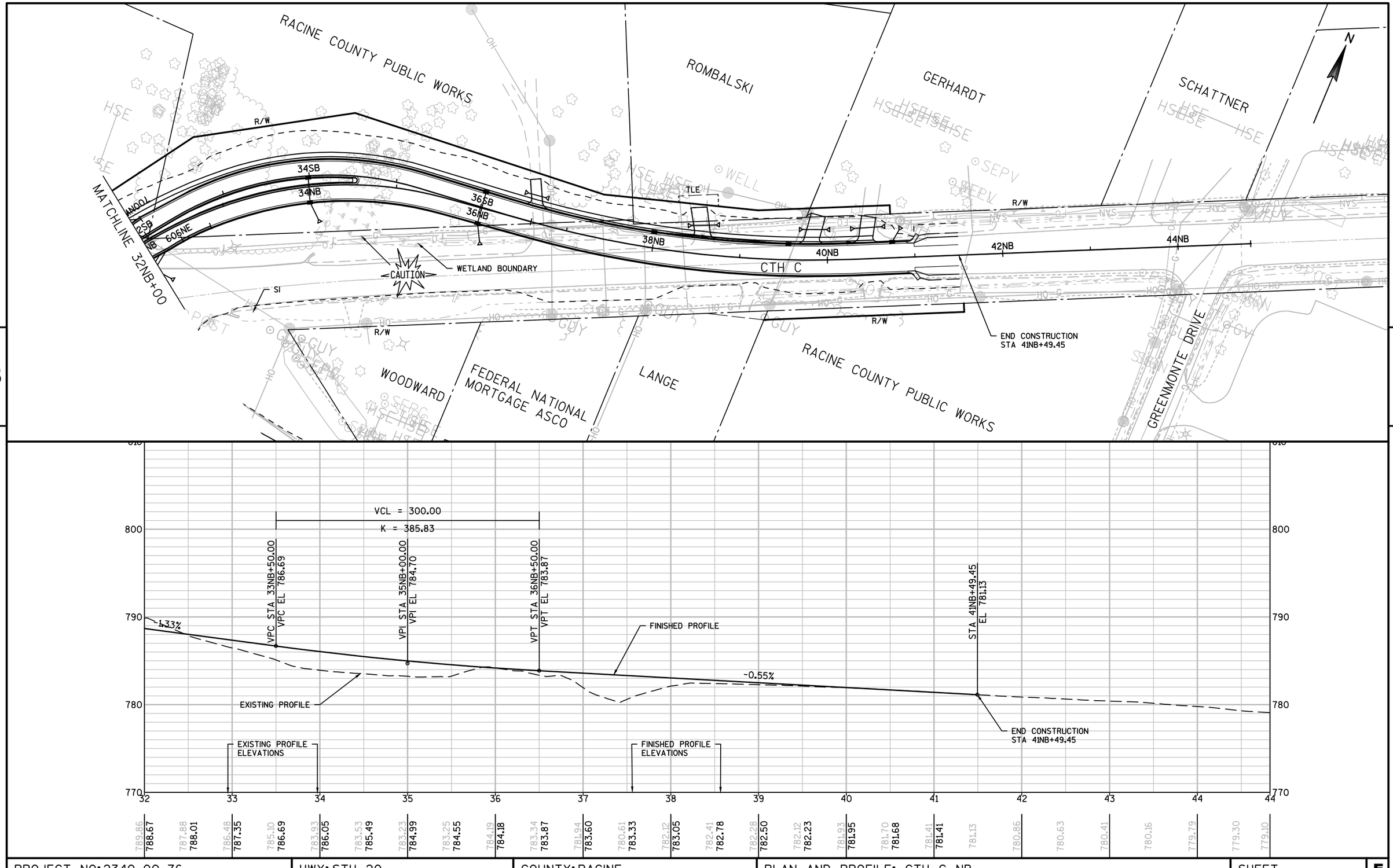




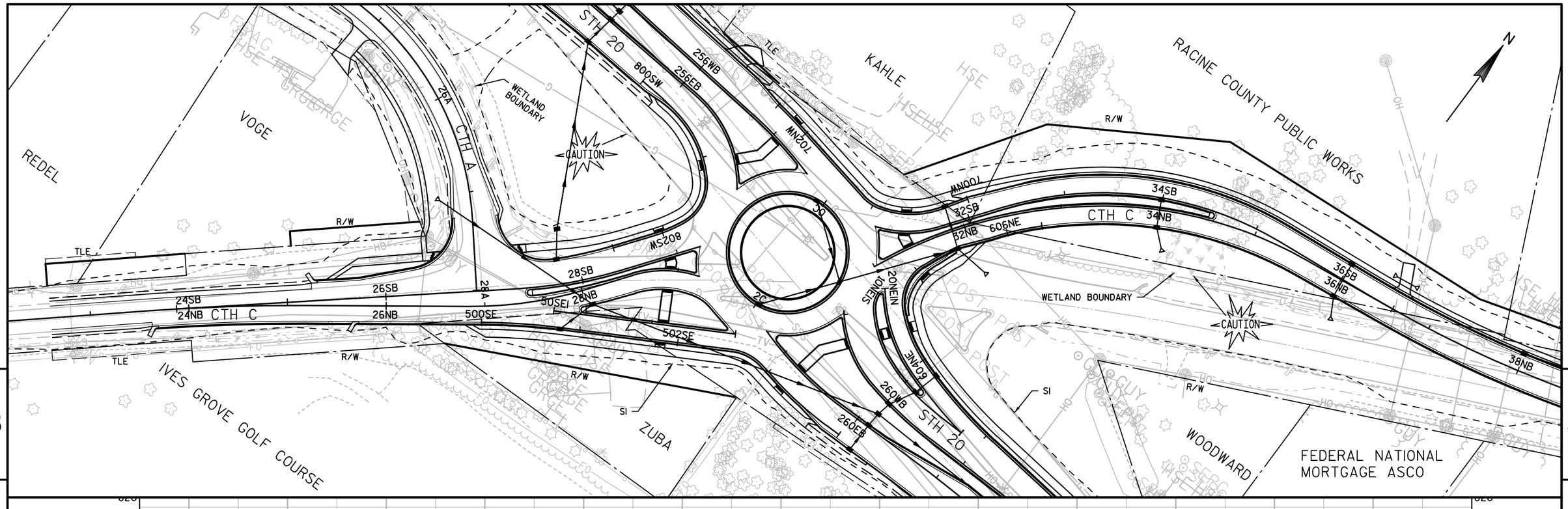
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: STH 20 WB	SHEET 260	E

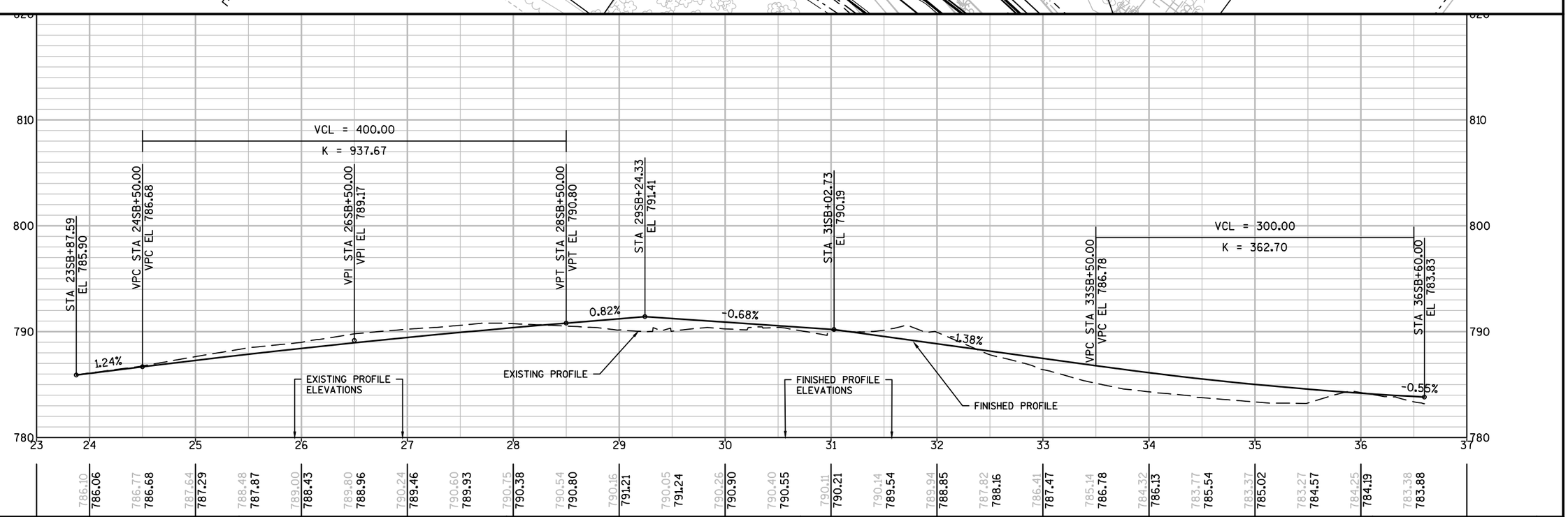


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: CTH C NB	SHEET 261 E



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: CTH C NB	SHEET 262	E

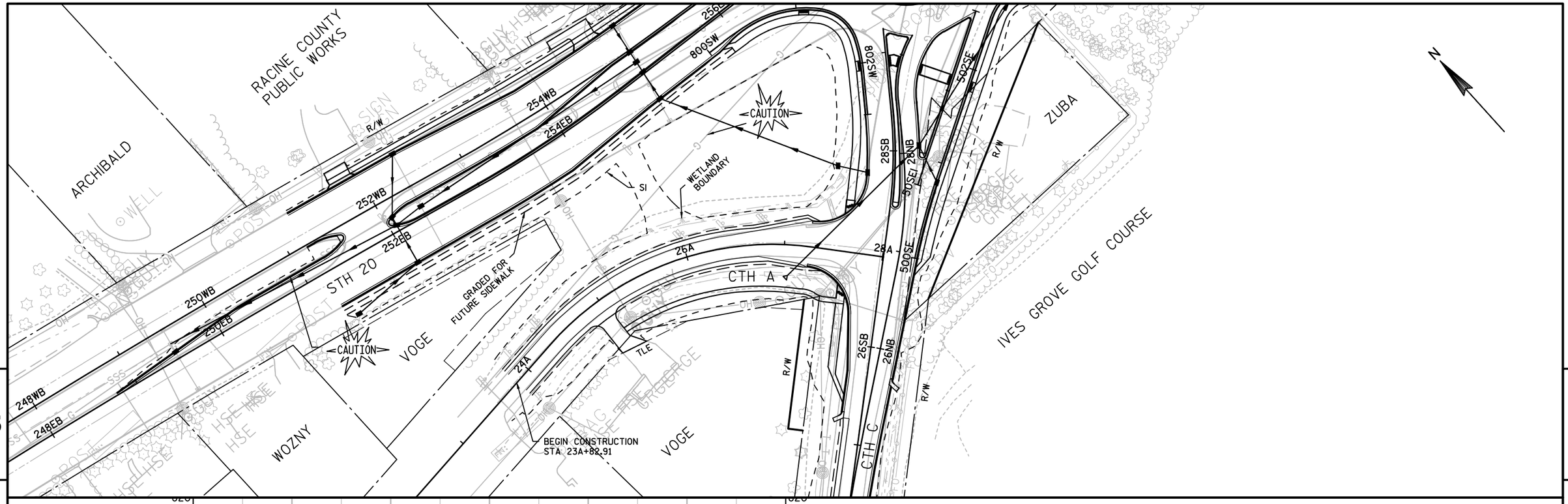


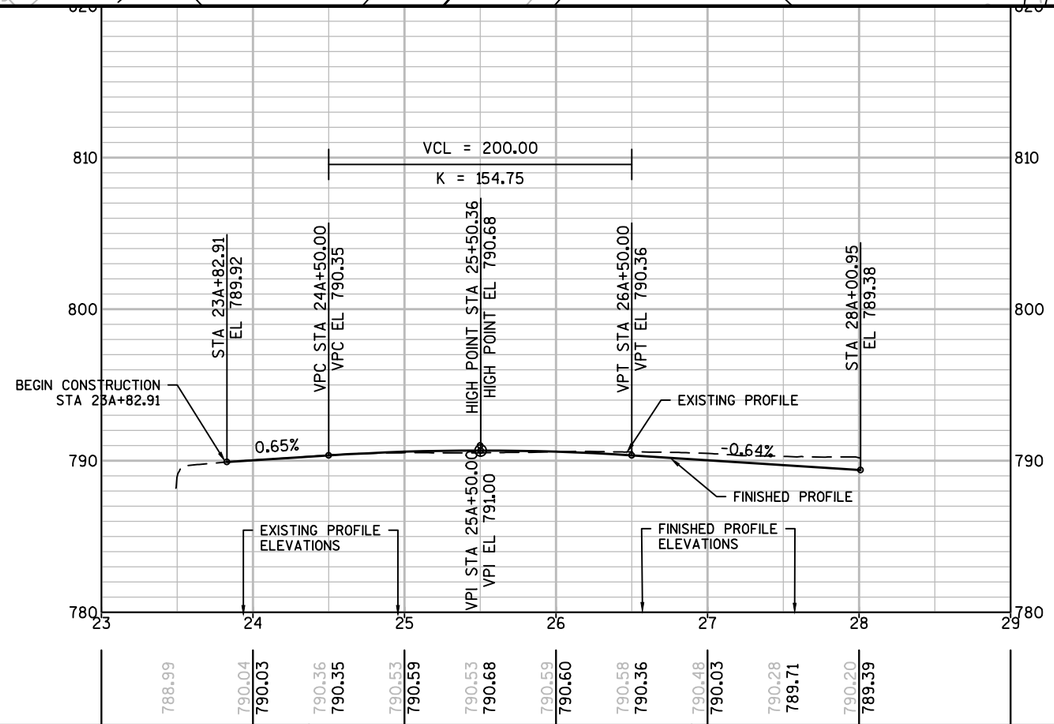


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: CTH C SB	SHEET 263 E

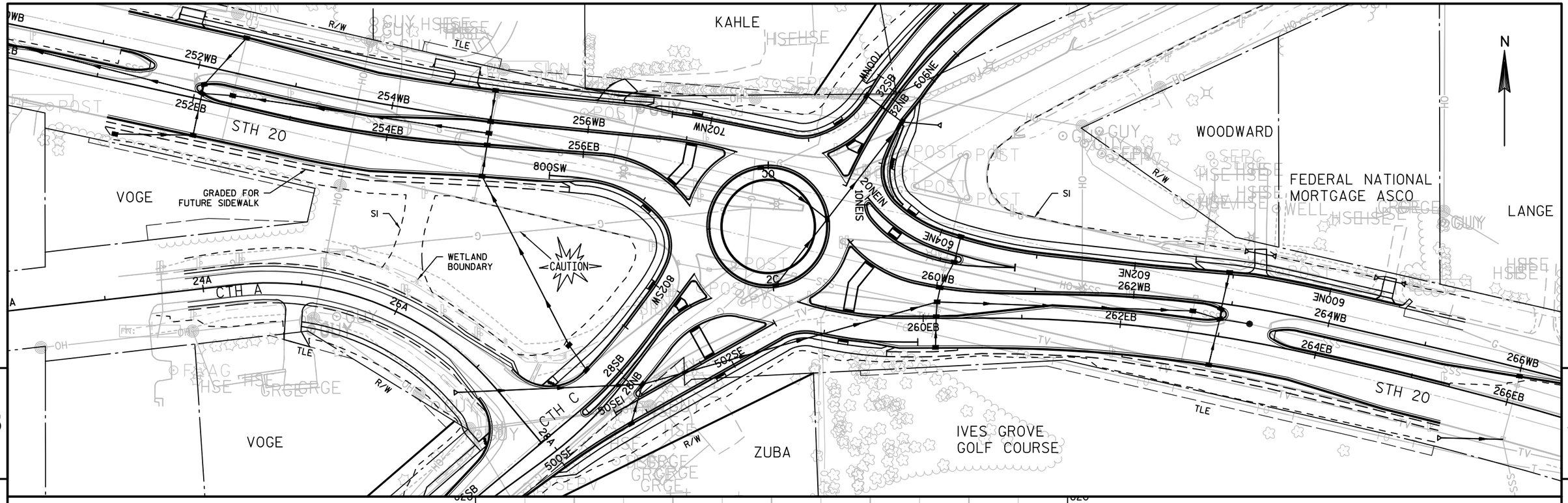
FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050107

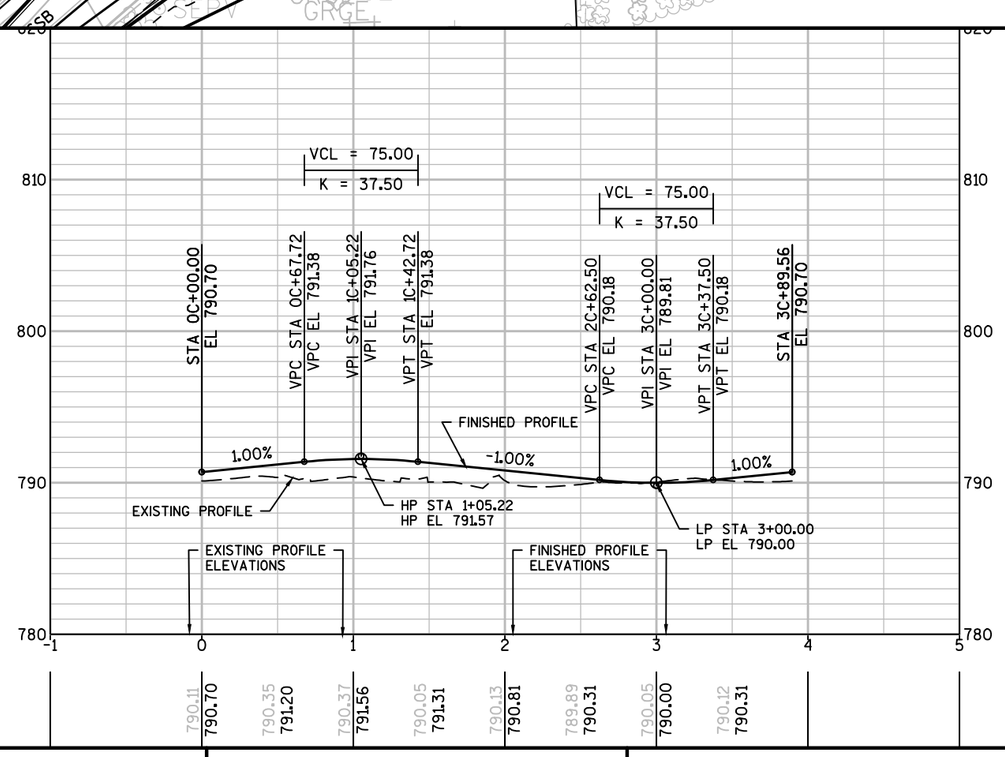
PLOT DATE : 9/13/2017 3:25 PM PLOT BY : SPAETH, MICHELE L PLOT NAME : PLOT SCALE : 1 IN:100 FT





PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: CTH A	SHEET 264 E





PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: CENTER	SHEET 265	E

RACINE COUNTY PUBLIC WORKS

SHERMAN JOINT REVOCABLE TRUST

KAHLE

WOODWARD

FEDERAL NATIONAL MORTGAGE ASCO

LANGE

VOGE

IVES GROVE GOLF COURSE

STH 20

CTH A

CTH C

R/W

TLE

252WB

252EB

254WB

254EB

256WB

256EB

800SW

702NW

MN001

325B

326NB

606NE

34SB

34NB

WETLAND BOUNDARY

SI

20NEIN

10NEIS

604NE

260WB

260EB

262WB

262EB

602NE

3N009

264WB

264EB

266WB

266EB

GRADED FOR FUTURE SIDEWALK

CAUTION

WETLAND BOUNDARY

24A

26A

MS208

28SB

502SE

502SEI 28NB

N

5

5

NW CURB RETURN

STA 700NW+35.71
EL 789.13

VPI STA 700NW+91.04
VPI EL 790.13

VPC STA 701NW+44.04
VPC EL 790.62

VPI STA 701NW+63.04
VPI EL 790.80

VPT STA 701NW+94.04
VPT EL 790.36

STA 702NW+18.43
EL 789.92

1.81%
1.00%
0.72%
-1.78%

HP STA 701+58.48
HP EL 790.68

VPT STA 701NW+36.04
VPT EL 790.57

VPI STA 701NW+31.04
VPI EL 790.53

VPC STA 701NW+26.04
VPT EL 790.48

VPC STA 700NW+81.04
VPC EL 789.95
VPT STA 701NW+01.04
VPT EL 790.23

VCL = 50.00
K = 19.95

VCL = 20.00
K = 24.67

VCL = 10.00
K = 35.87

FINISHED PROFILE ELEV.

790.25
790.76 789.38
790.77 790.22
791.50 790.66
791.66 790.25

NE ISLAND NORTH

STA 20NEIN+00.00
EL 789.71

VPC STA 20NEIN+11.00
VPC EL 789.65

VPI STA 20NEIN+21.00
VPI EL 789.60

VPT STA 20NEIN+31.00
VPT EL 789.39

STA 21NEIN+69.79
EL 787.36

0.51%
2.14%
-1.18%

VCL = 30.00
K = 31.19

EXISTING PROFILE

VPC STA 20NEIN+57.00
VPC EL 788.83

VPI STA 20NEIN+72.00
VPI EL 788.51

VPT STA 20NEIN+87.00
VPT EL 788.33

VCL = 20.00
K = 12.31

789.92 789.71
789.55 788.98
788.99 788.18
787.99 787.59

NE ISLAND SOUTH

STA 10NEIS+00.00
EL 789.77

VPC STA 10NEIS+05.00
VPC EL 789.70

VPT STA 10NEIS+15.00
VPT EL 789.53

STA 11NEIS+18.16
EL 788.17

-1.40%
-1.92%
-0.50%

VCL = 30.00
K = 21.13

VPI STA 10NEIS+10.00
VPI EL 789.63

VPC STA 10NEIS+60.00
VPC EL 788.67

VPI STA 10NEIS+75.00
VPI EL 788.38

VPT STA 10NEIS+90.00
VPT EL 788.31

VCL = 10.00
K = 19.38

790.01 789.77
789.62 788.86
788.53 788.26
787.75

NE CURB RETURN

STA 603NE+78.30
EL 787.75

VPI STA 604NE+10.00
VPI EL 788.15

VPC STA 604NE+45.00
VPC EL 788.97

VPI STA 604NE+70.00
VPI EL 789.56

VPT STA 604NE+95.00
VPT EL 789.30

STA 605NE+19.41
EL 789.04

1.26%
2.35%
1.05%

HP STA 604+79.58
HP EL 789.38

FINISHED PROFILE

VPC STA 603NE+95.00
VPC EL 787.96

VPT STA 604NE+25.00
VPT EL 788.50

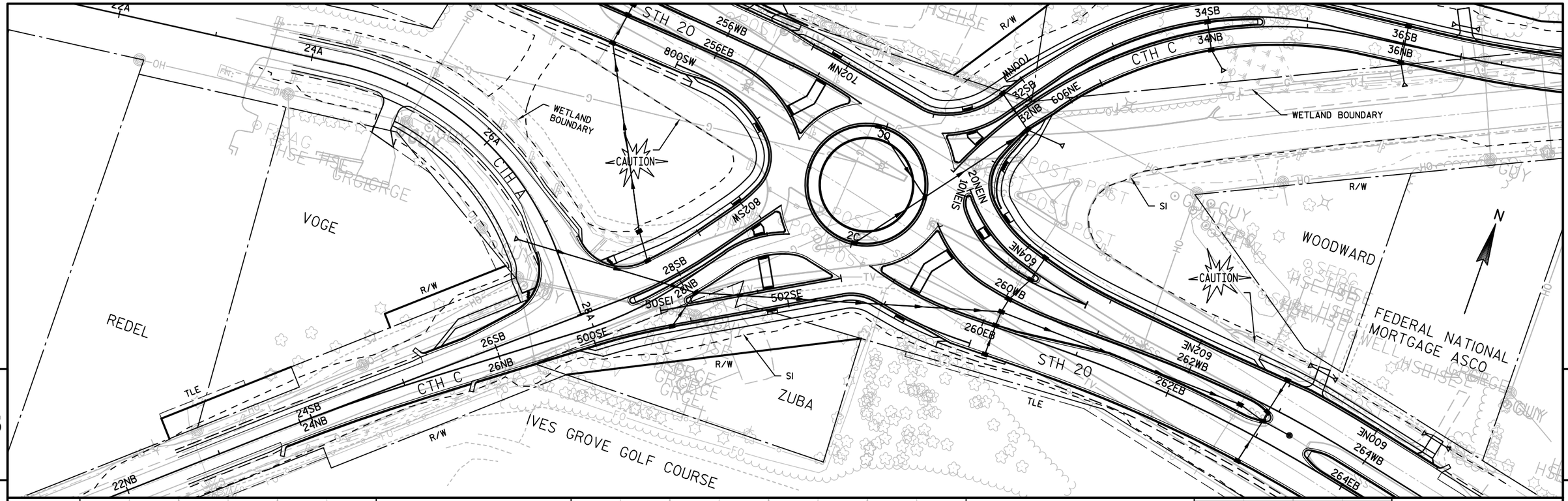
VCL = 50.00
K = 14.73

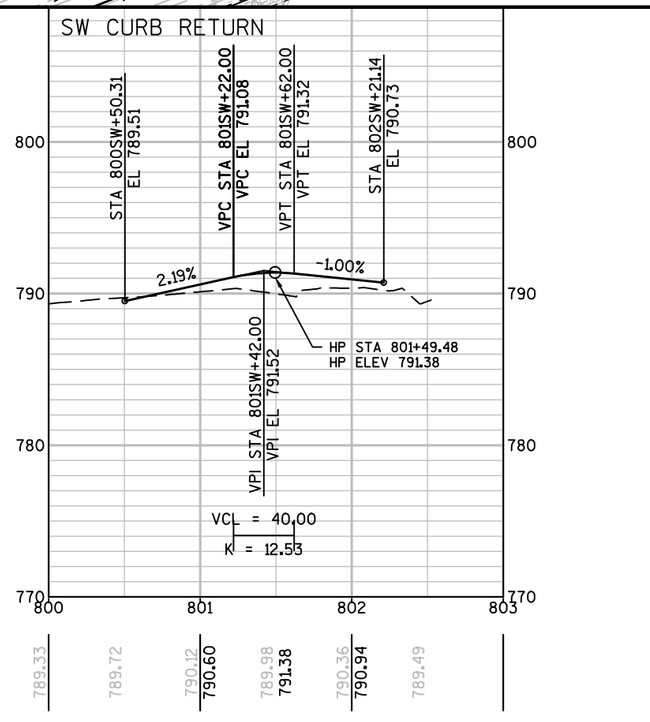
VCL = 30.00
K = 27.45

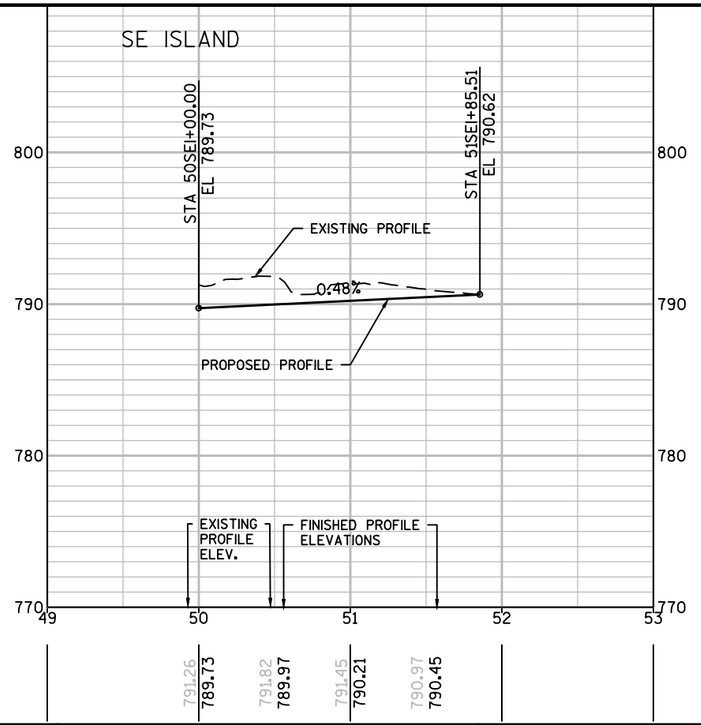
EXISTING PROFILE ELEV.

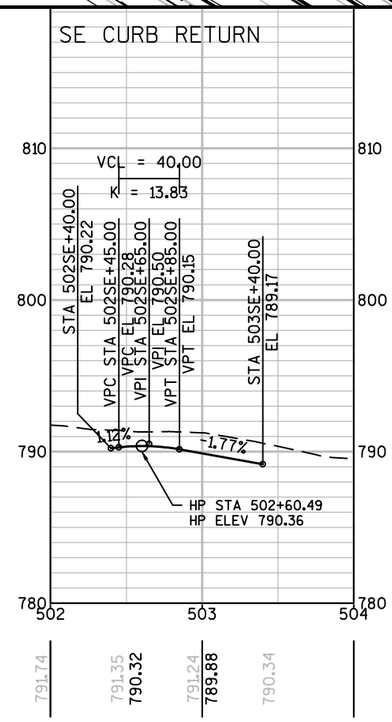
787.68
788.41
789.15 788.03
789.59 789.08
789.74 789.24
789.29
788.08

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: CURB RETURN NE & NW	SHEET 266	E









PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PLAN AND PROFILE: CURB RETURN SW & SE QUADRANT	SHEET 267 E

Standard Detail Drawing List

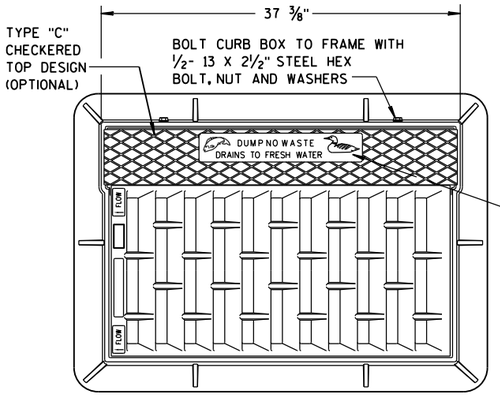
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
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
08D16-10	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D21-01	DRIVEWAYS WITHOUT CURB AND GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
10A01-03	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
10A05-02	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
10A18-05B	LUMINAIRE ARMS, TRUSS TYPE 6-INCH CLAMP
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
13C13-08	URBAN DOWELED CONCRETE PAVEMENT
13C18-04A	CONCRETE PAVEMENT JOINTING
13C18-04B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-04C	CONCRETE PAVEMENT JOINT TIES
13C18-04D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-04E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14A02-01	TREE PLANTING DETAIL
15A02-09	DELINEATOR POST, DELINEATOR REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C07-13D	ROUNDABOUT ARROWS
15C08-17A	PAVEMENT MARKING (MAINLINE)
15C08-17B	PAVEMENT MARKING (INTERSECTIONS)
15C08-17C	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15C24-04	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-01	DOUBLE ARROW WARNING SIGN PLACEMENT

6

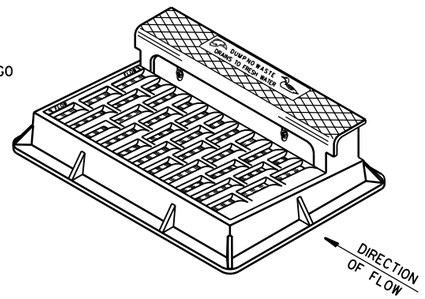
Standard Detail Drawing List

15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D11-06	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

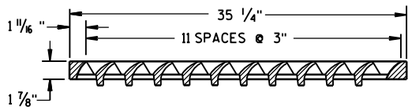
6

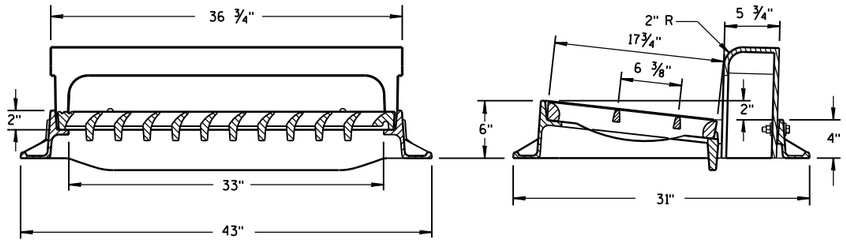


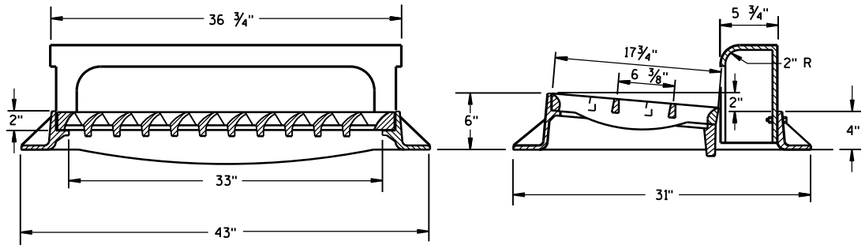
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

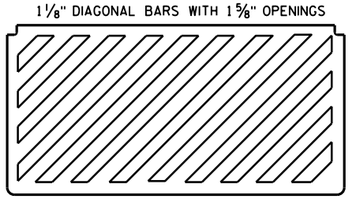






TYPE "H"

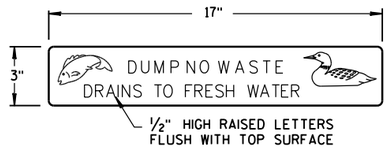
NOTE: EITHER CASTING IS ACCEPTABLE



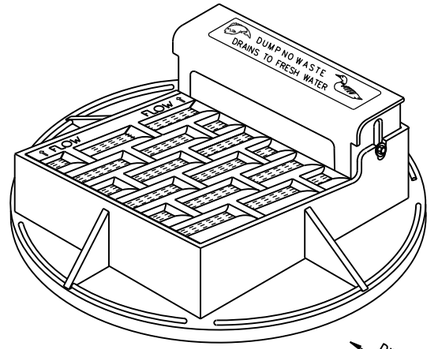
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

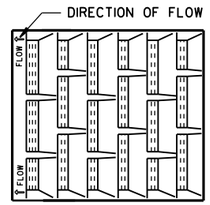
NOTE:
GRATE IS REVERSIBLE.

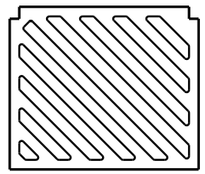
GENERAL NOTES

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.

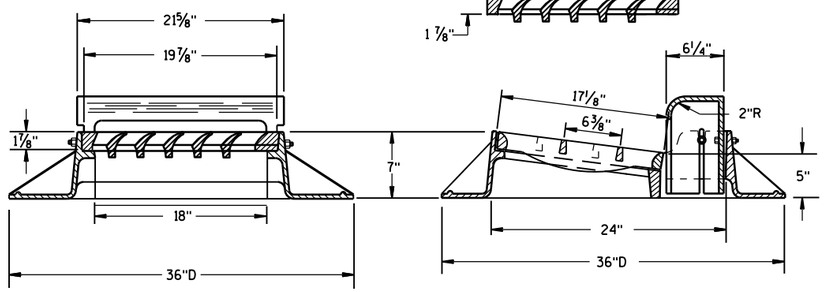




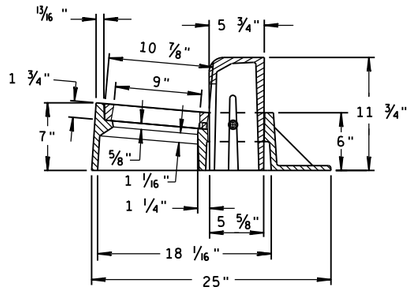
SPECIAL GRATE FOR TYPE "A" COVER

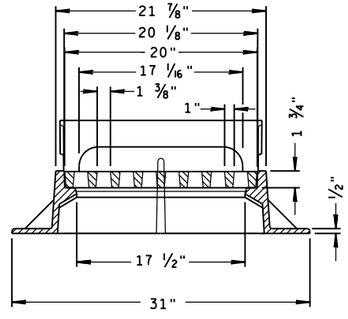
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

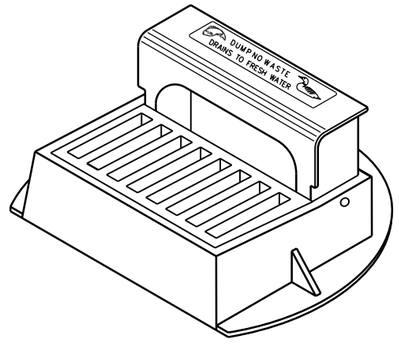


TYPE "A"





TYPE "Z"

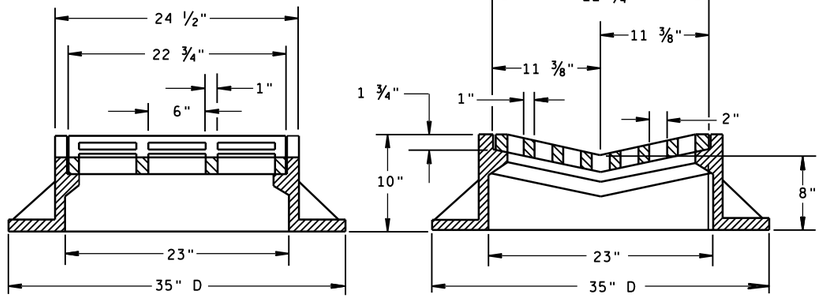


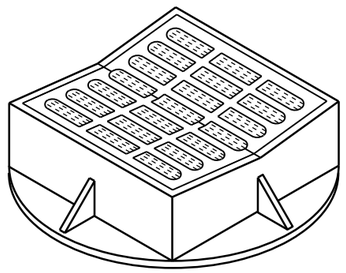
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

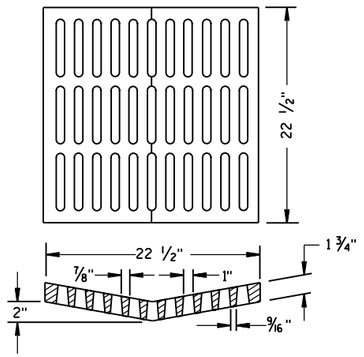
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

S.D.D. 8 A 5-19a



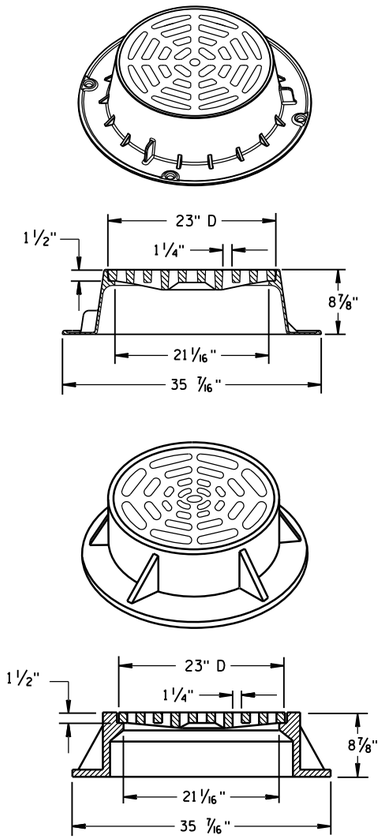


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

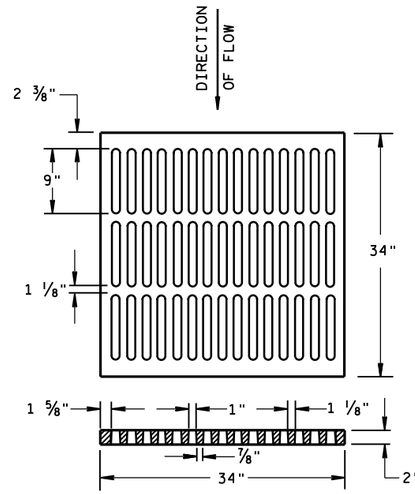
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

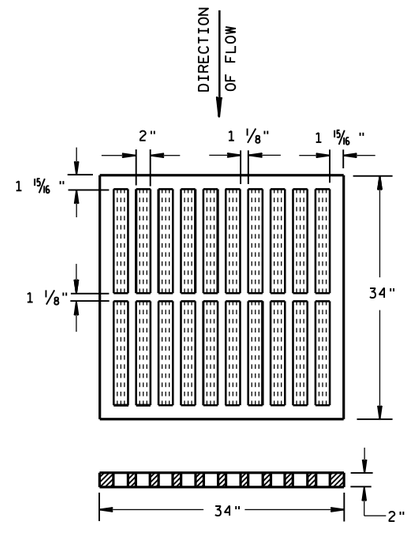
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



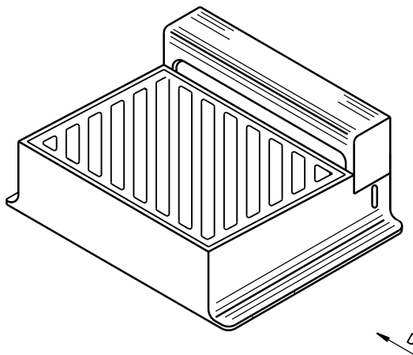
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

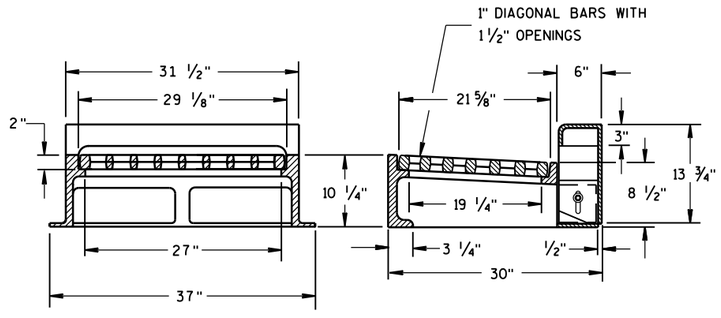


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

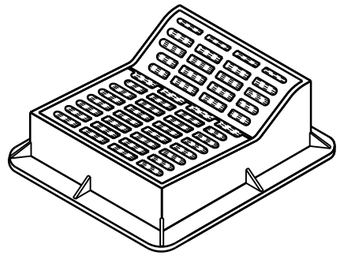
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

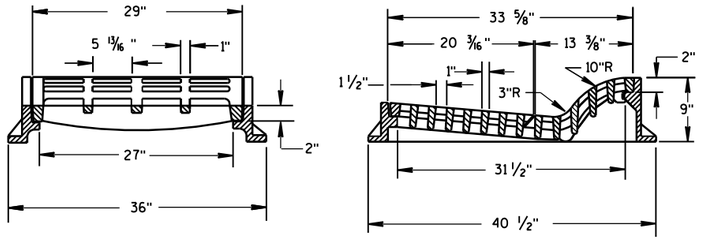
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

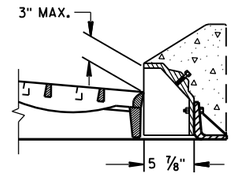
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

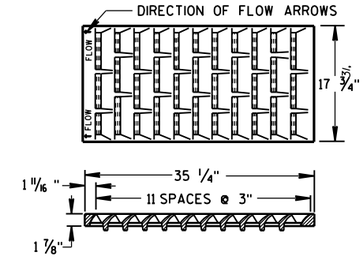
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

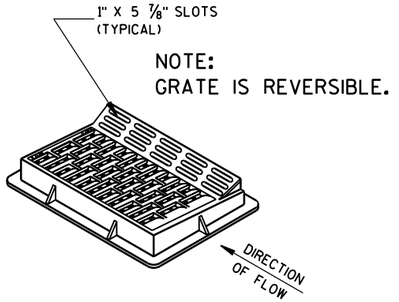
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

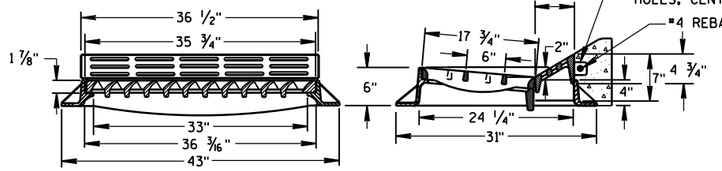
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



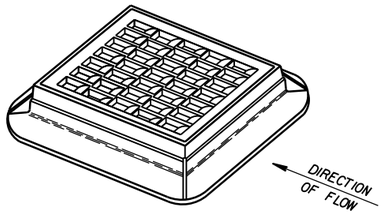


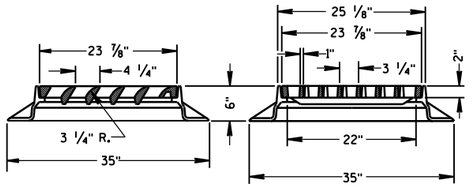


TYPE "HM"

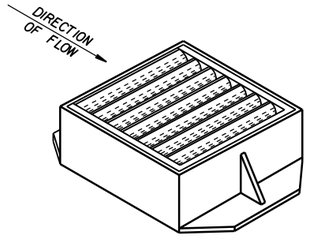
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

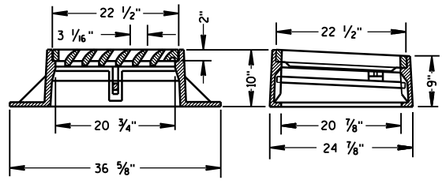
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



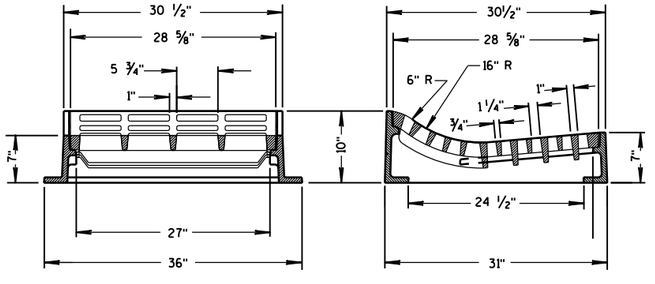


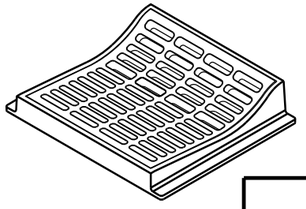
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

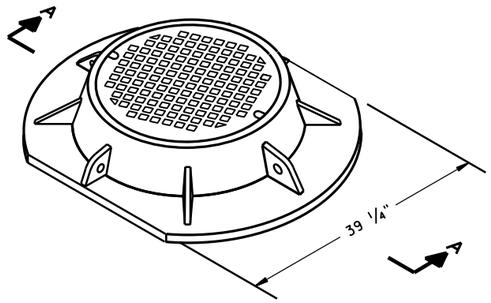
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

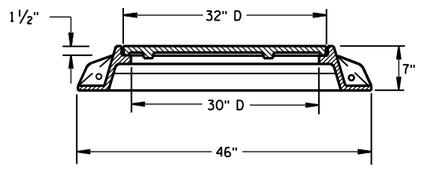
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

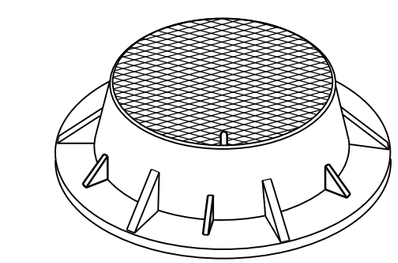
FHWA

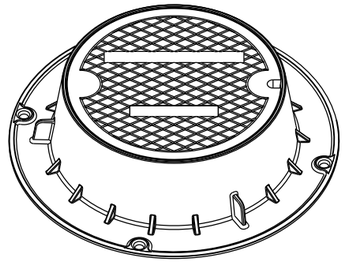
6
S.D.D. 8 A 5-19c

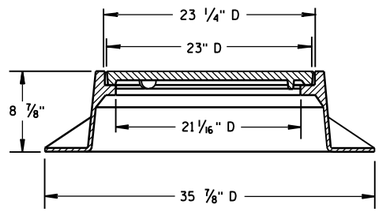


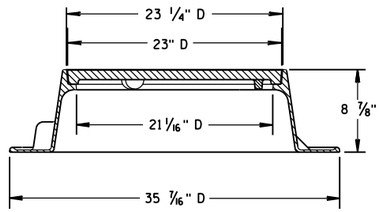


SECTION A-A
TYPE "K"









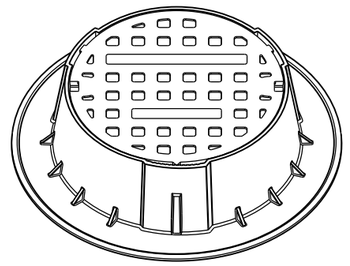
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

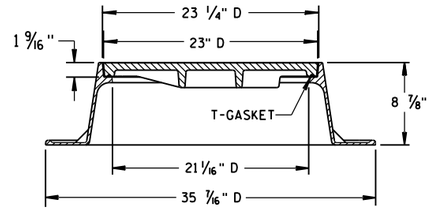
GENERAL NOTES

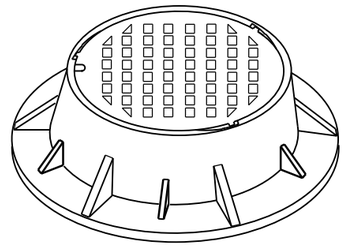
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

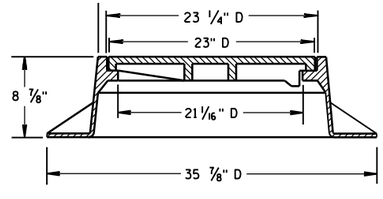
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

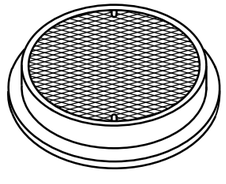


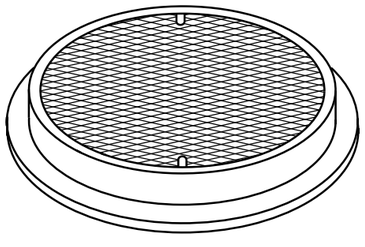


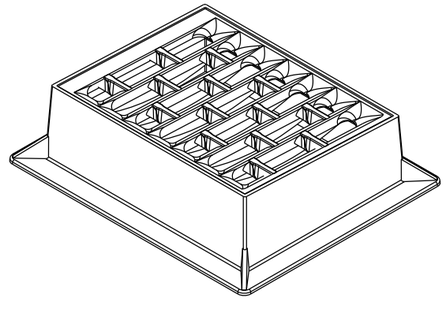


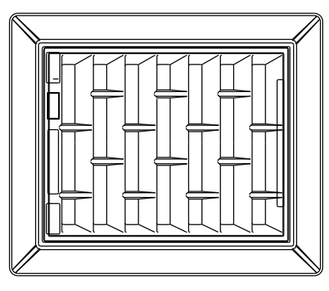


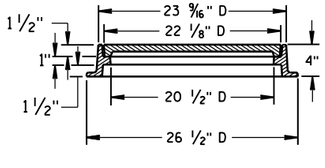
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE











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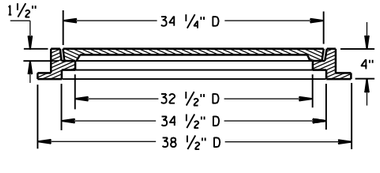

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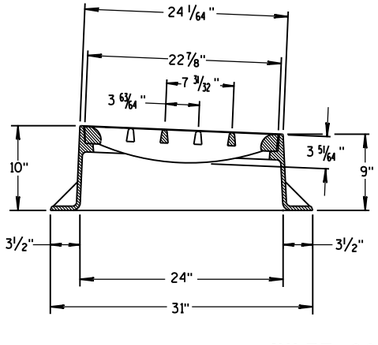
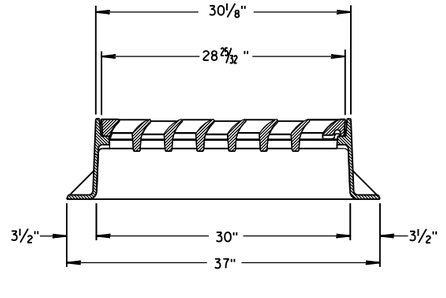




INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

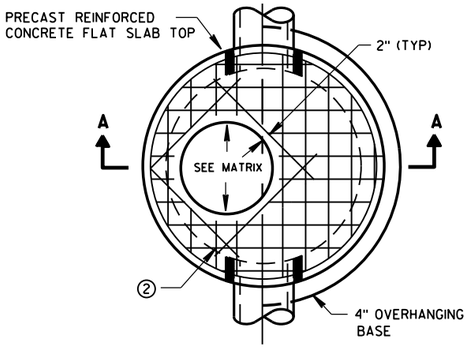
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

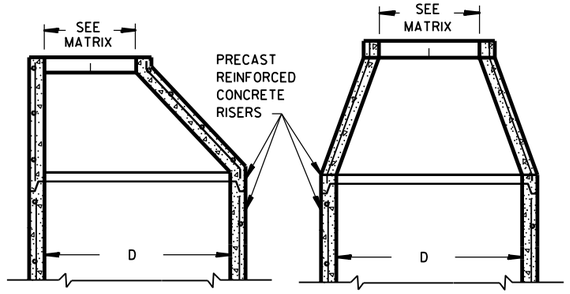
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

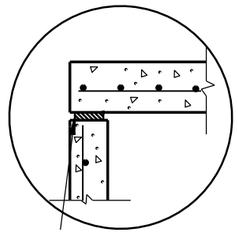


PLAN VIEW CIRCULAR OPENING

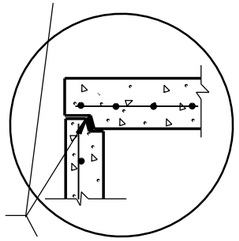


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

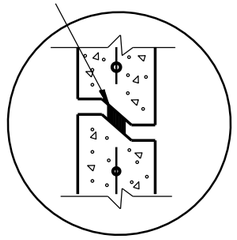


TOP WITH PLAIN END JOINT



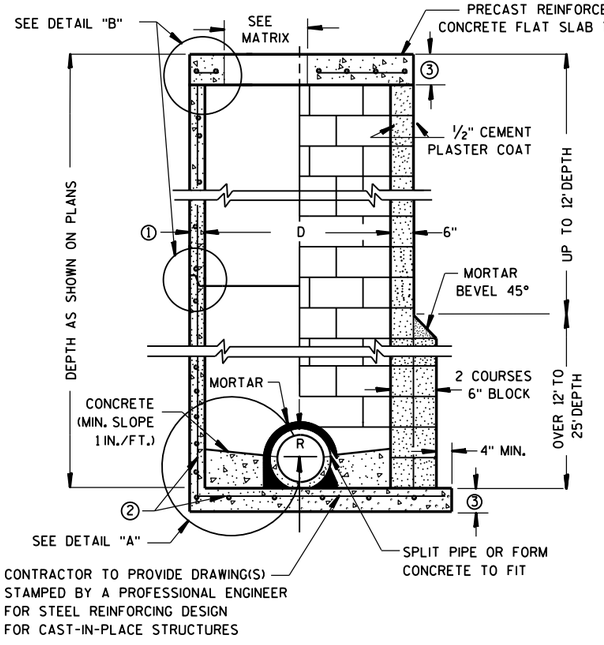
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



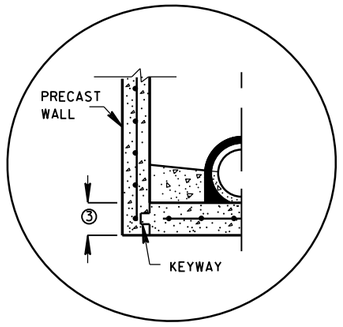
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

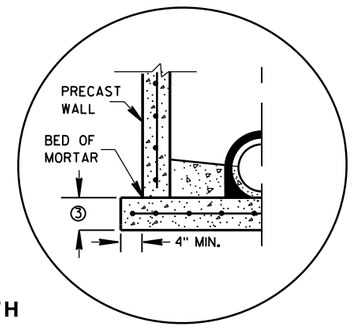


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

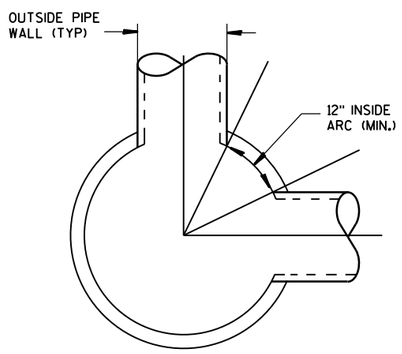


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

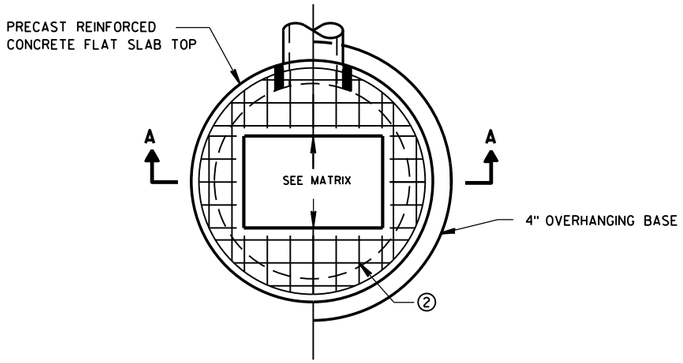
APPROVED

Sept., 2016
DATE

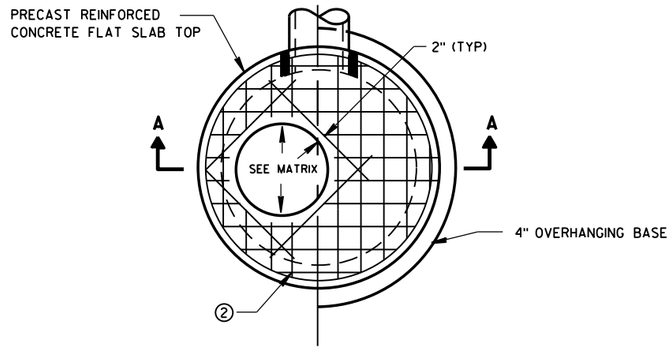
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

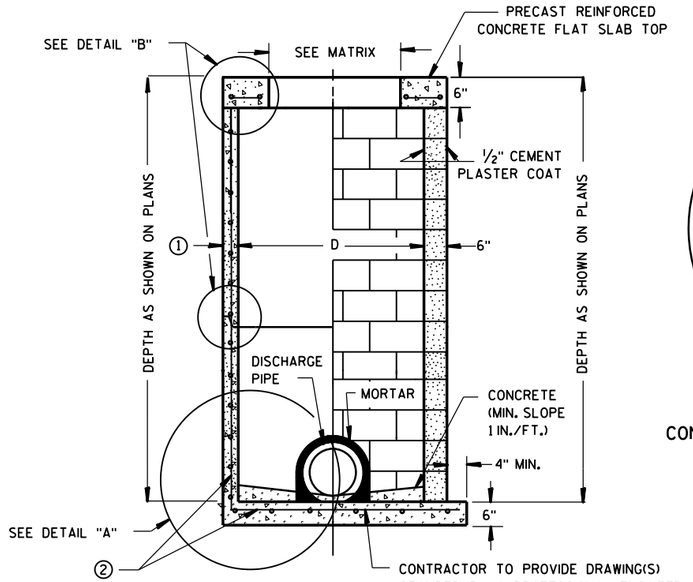
6
S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

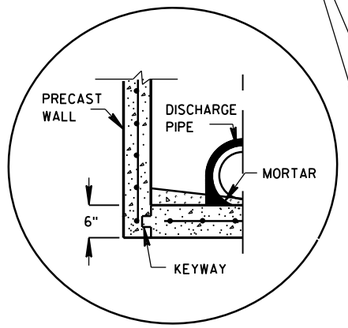


SECTION A-A

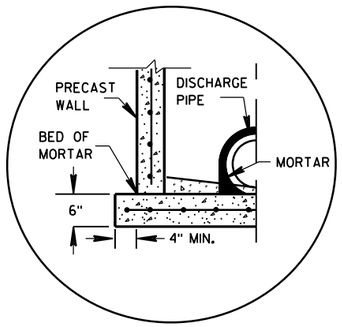
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

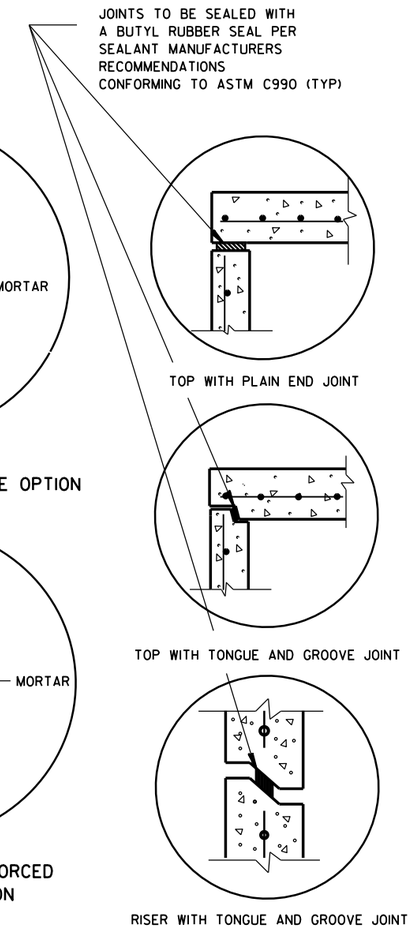


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

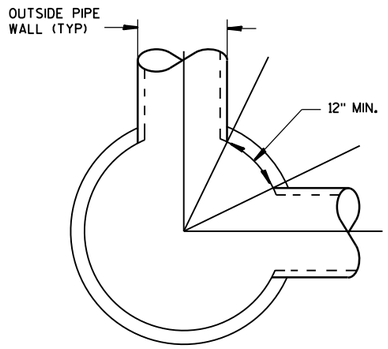
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

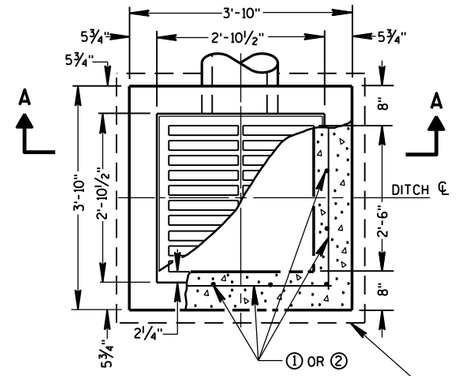
6

S.D.D. 8 C 6-2

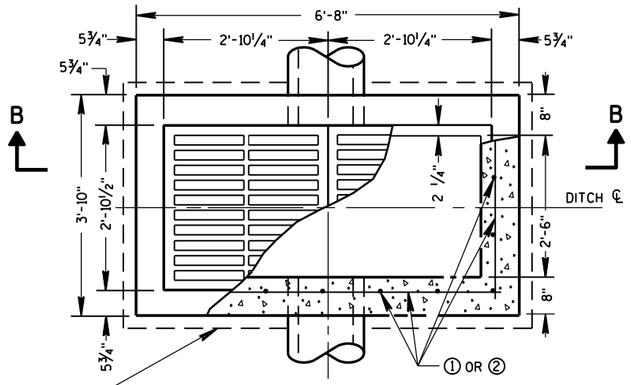
6

S.D.D. 8 C 6-2

INLETS 3-FT AND 4-FT DIAMETER

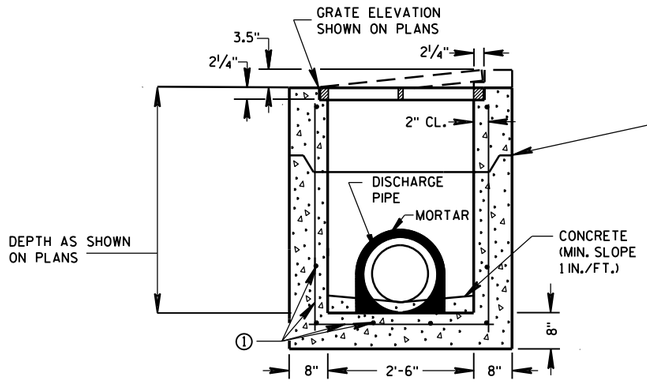


PLAN VIEW

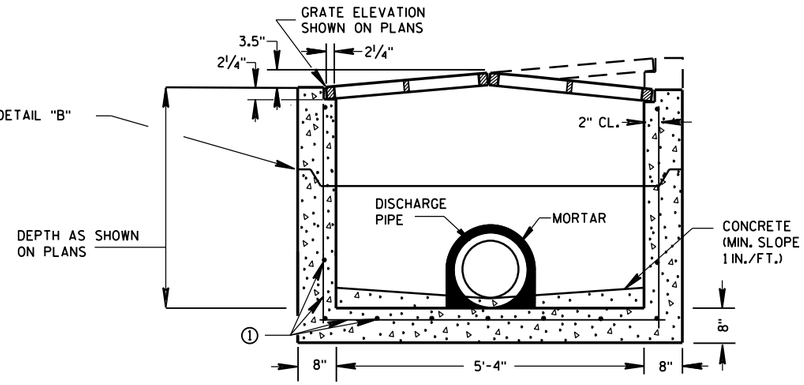


PLAN VIEW

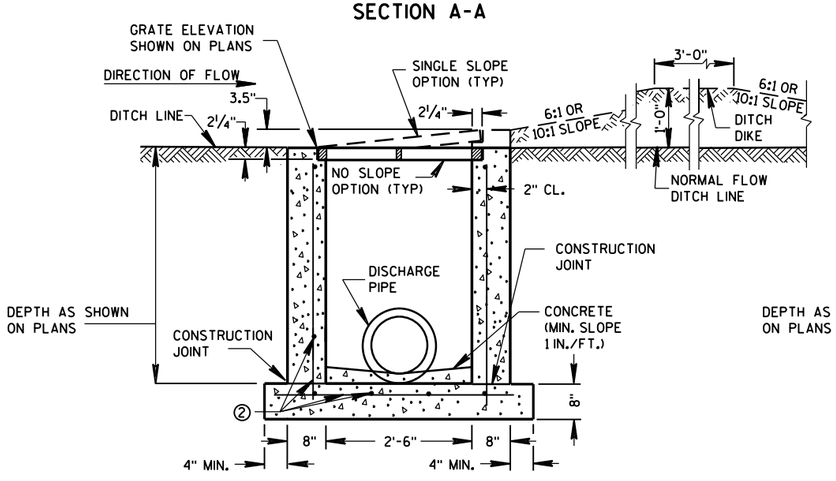
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



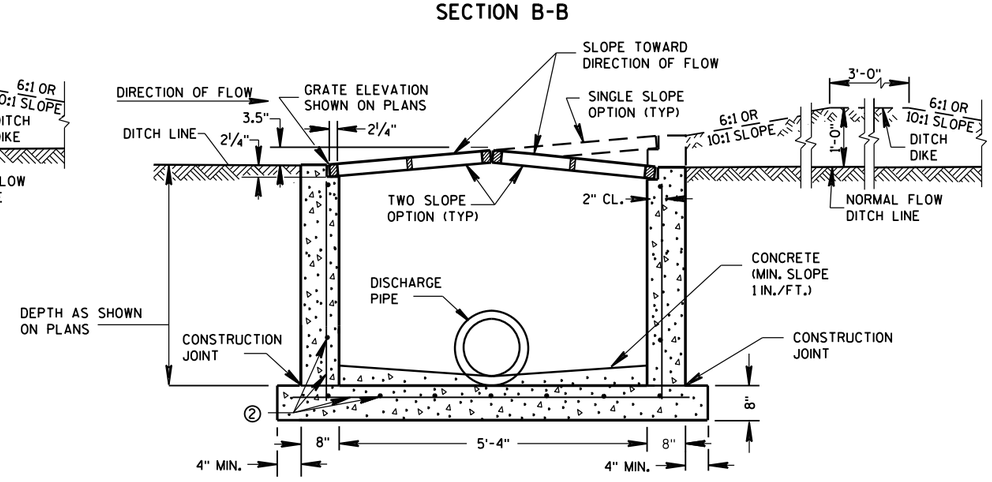
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

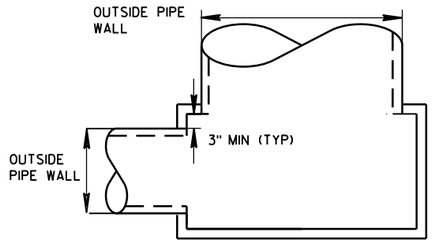
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

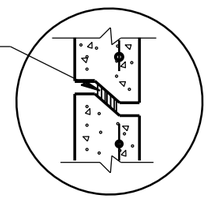
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



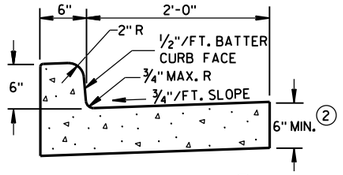
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

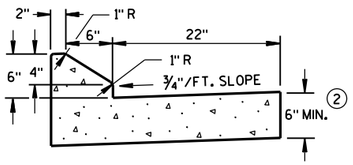
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

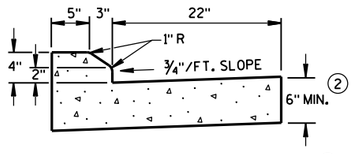
6
S.D.D. 8 C 8-2



TYPES A & D ①

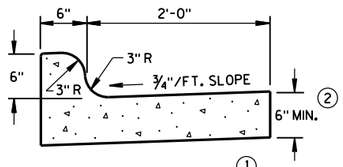


6" SLOPED CURB TYPES G & J ①

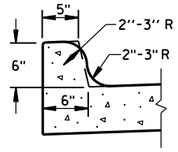


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

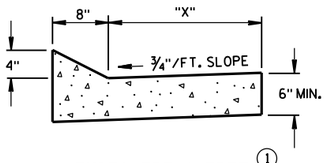


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

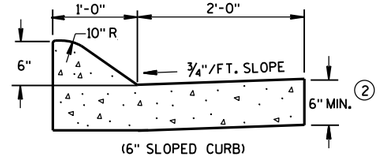
CONCRETE CURB & GUTTER 30"



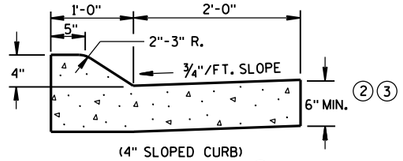
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

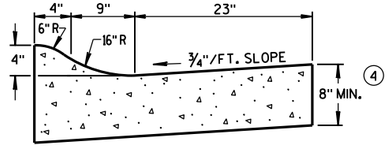


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

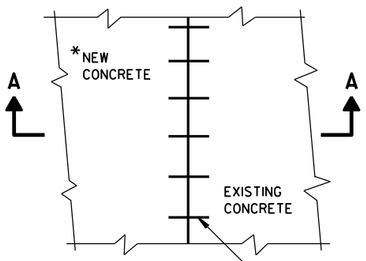
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

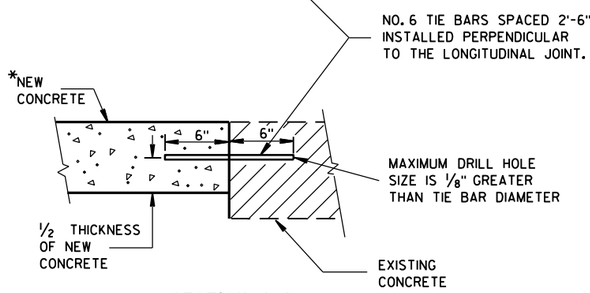
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



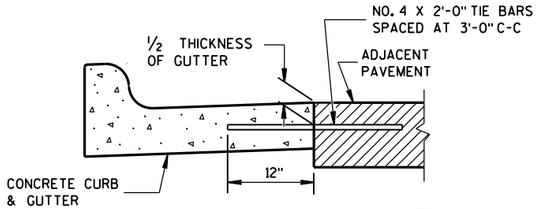
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

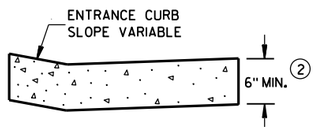


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

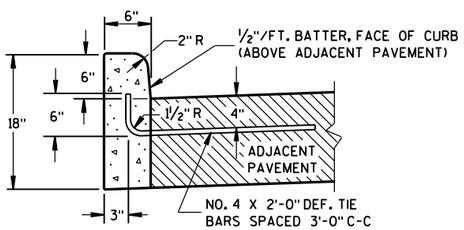


TYPICAL TIE BAR LOCATION ①

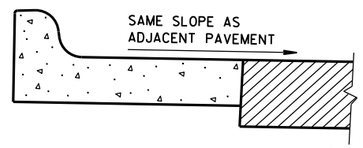


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

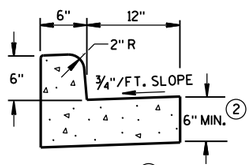


① TYPES A & D



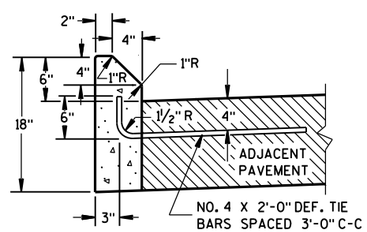
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



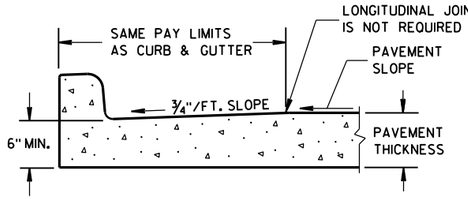
① TYPES A & D

CONCRETE CURB & GUTTER 18"

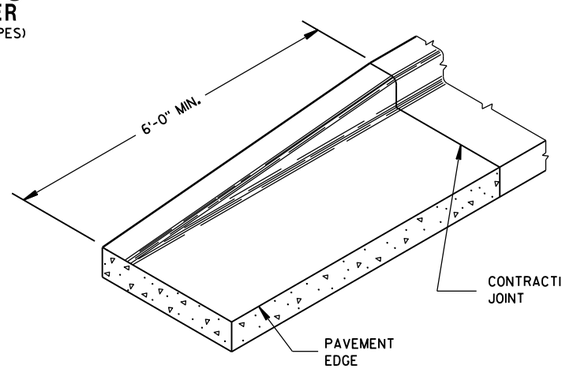


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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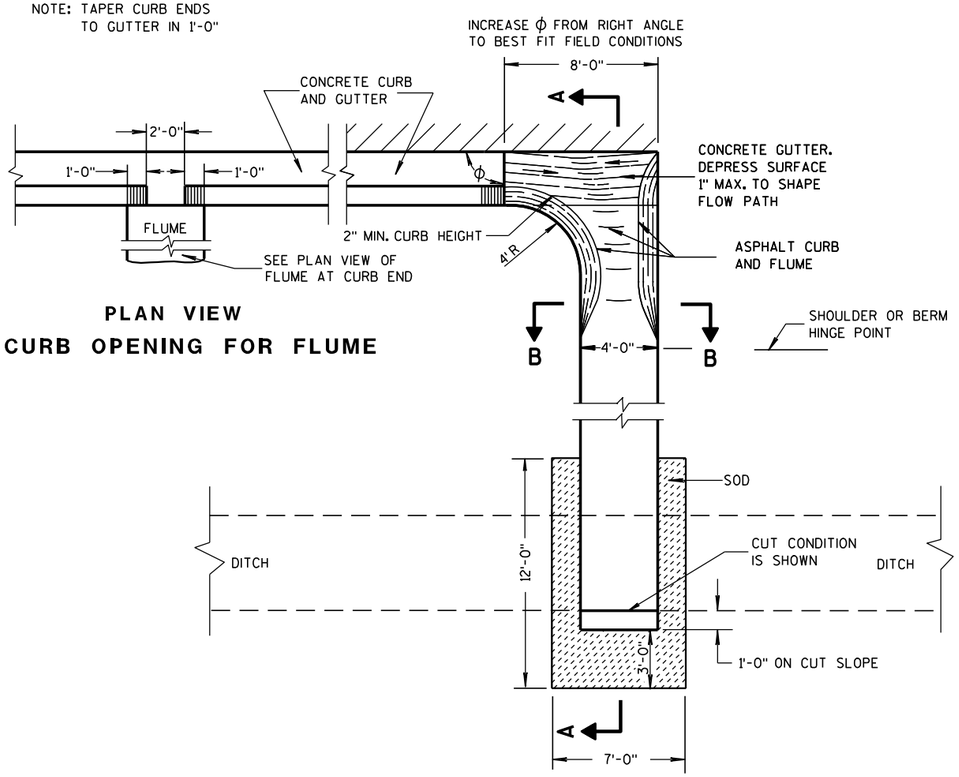
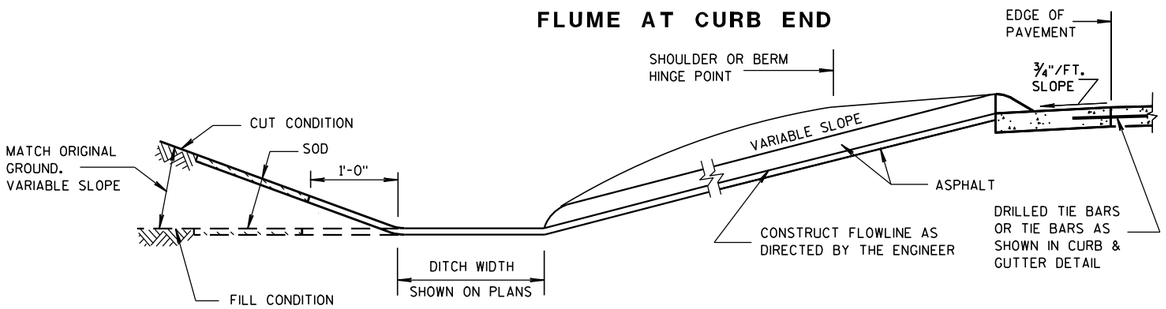
S.D.D. 8 D 1-19

ASPHALTIC FLUME

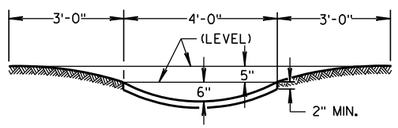


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

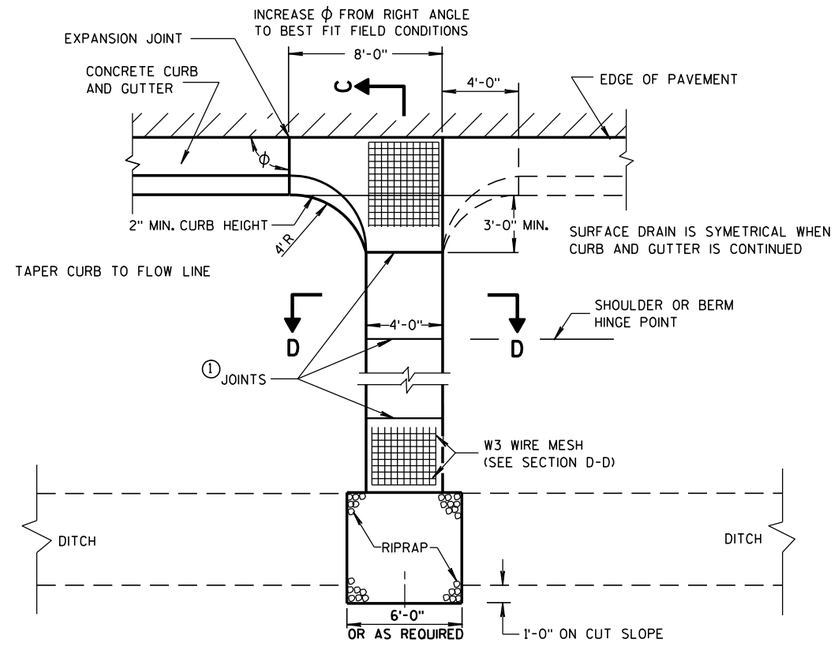
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

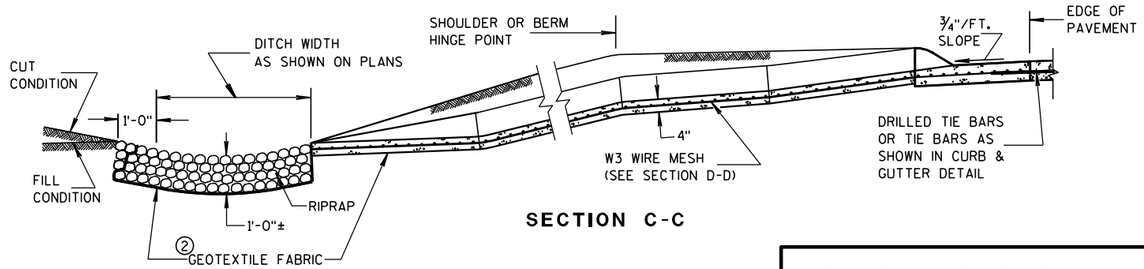
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

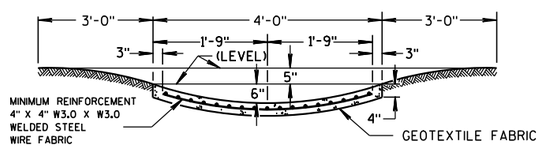
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
278
MENT
FHWA

6

S.D.D. 8 D 4-5

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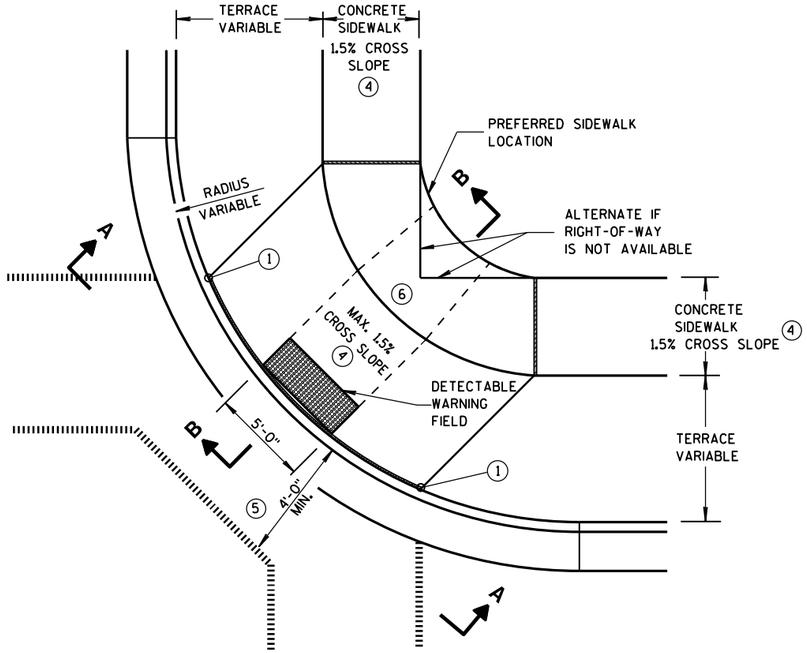
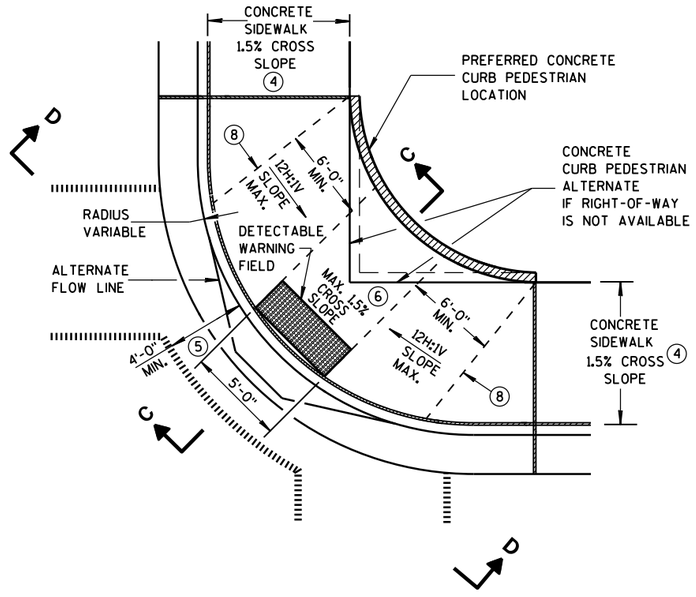
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

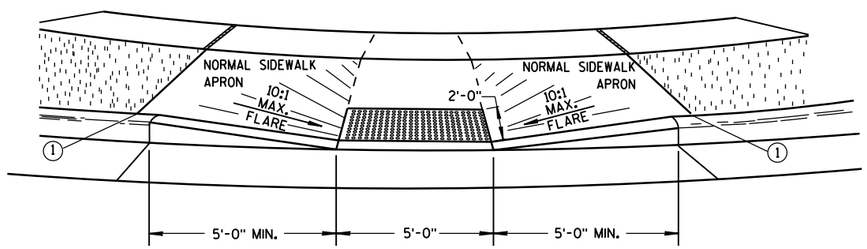
(CENTER OF CORNER RADIUS)



PLAN VIEW

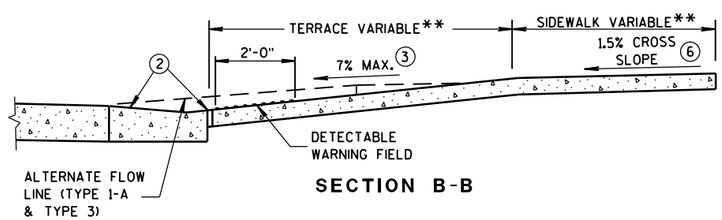
TYPE 1-A RAMP

(NO TERRACE)

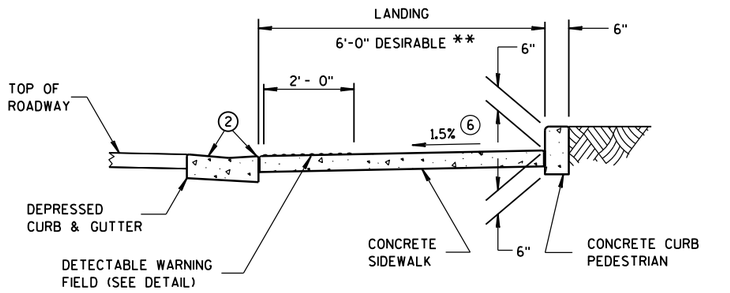


VIEW A-A

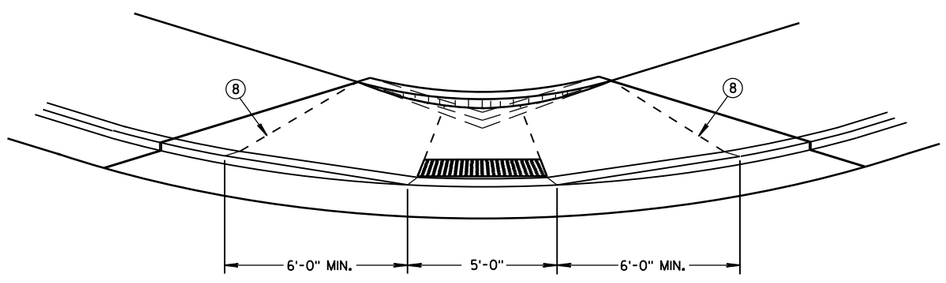
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

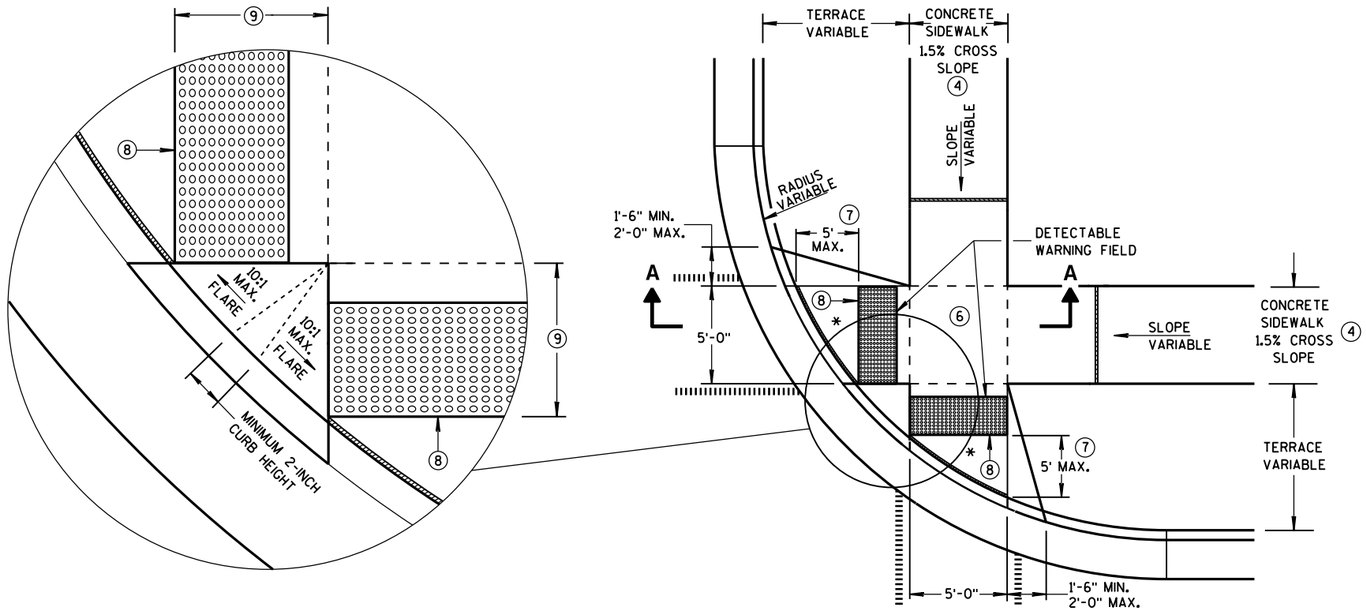
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

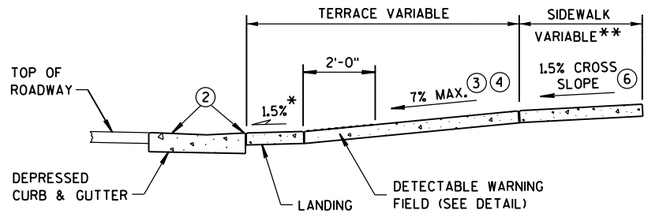
6

S.D.D. 8 D 5-18a



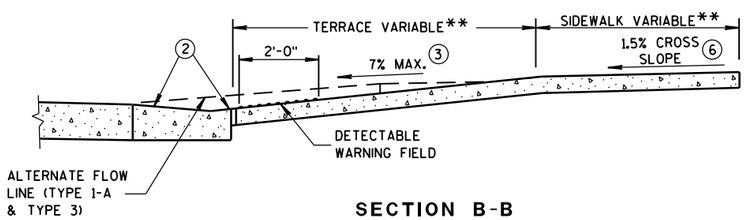
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

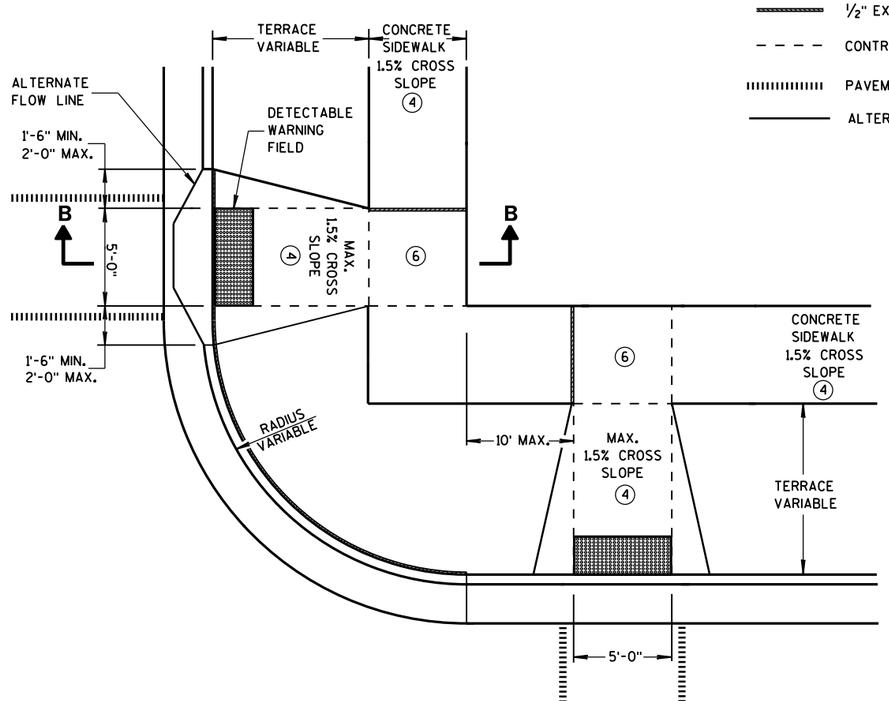
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



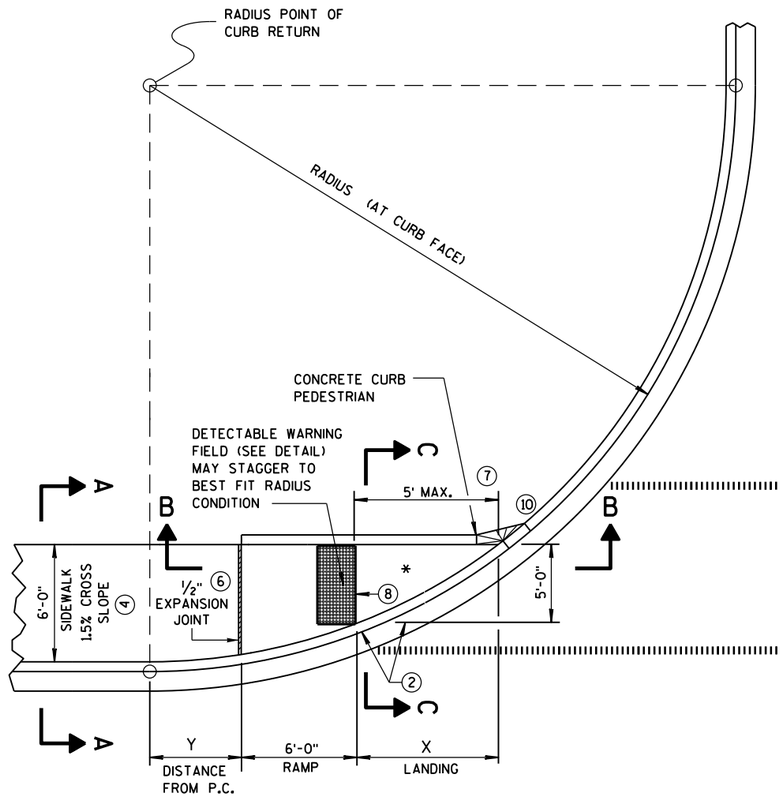
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

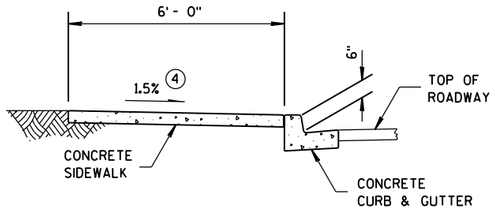
S.D.D. 8 D 5-18b



CURB RAMP TYPE 4A
PLAN VIEW

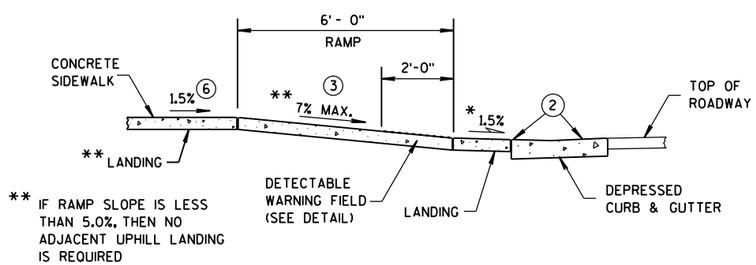
RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

INTERMEDIATE RADII CAN BE INTERPOLATED

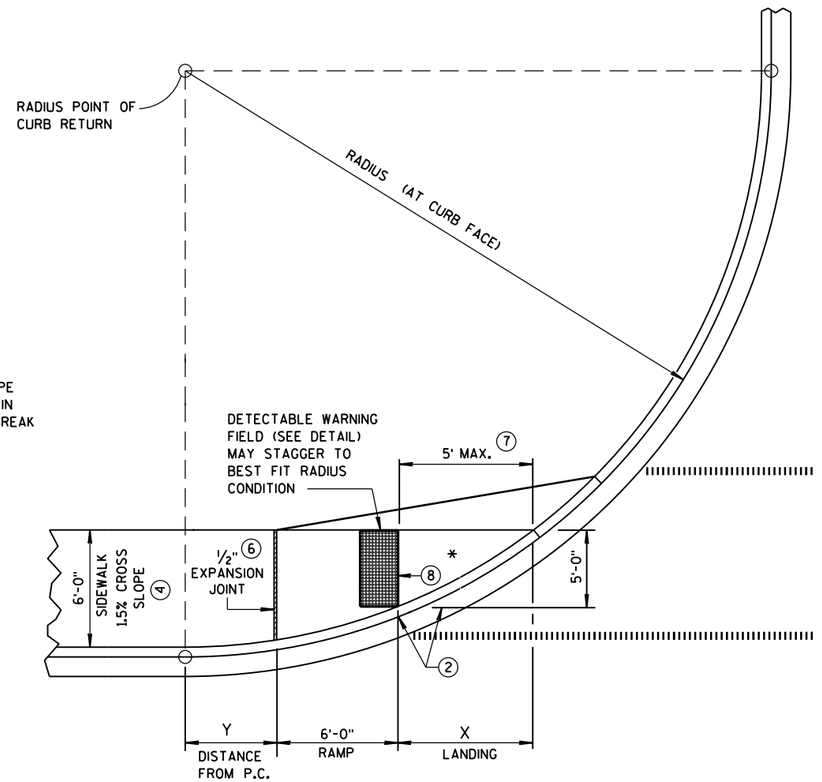


SECTION A-A FOR TYPE 4A

SECTION C-C FOR TYPE 4A



SECTION B-B FOR TYPE 4A



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.

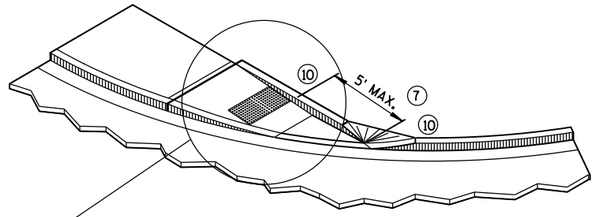
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

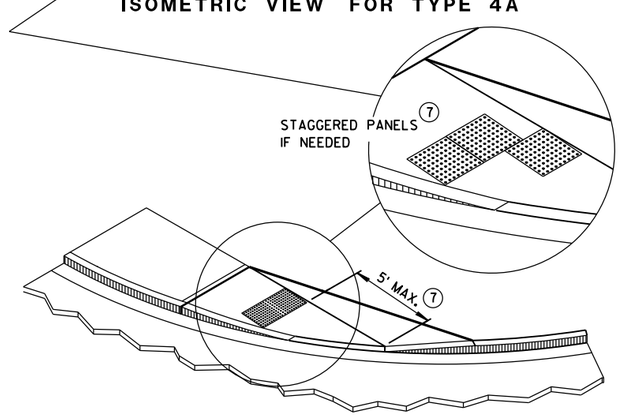
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION 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

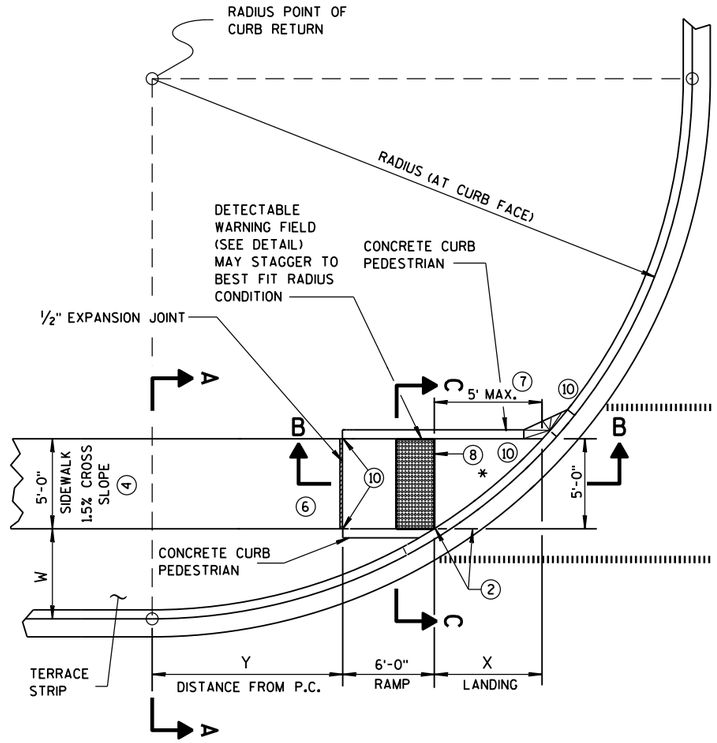
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

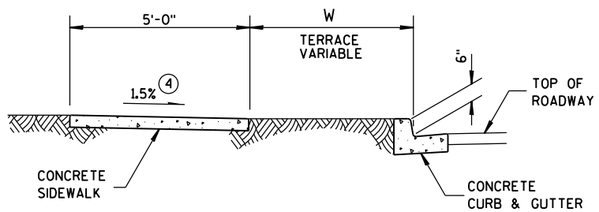
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

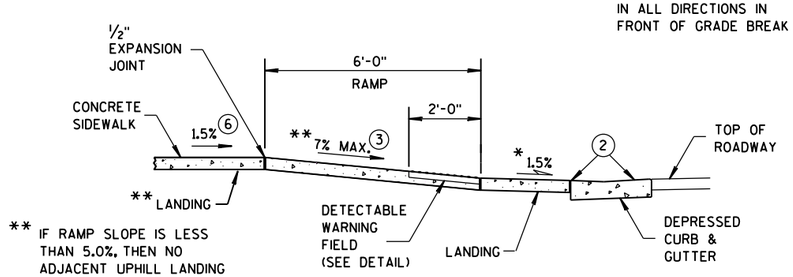
S.D.D. 8 D 5-18c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



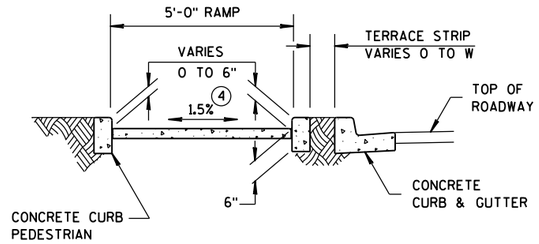
SECTION B-B FOR TYPE 4B

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.

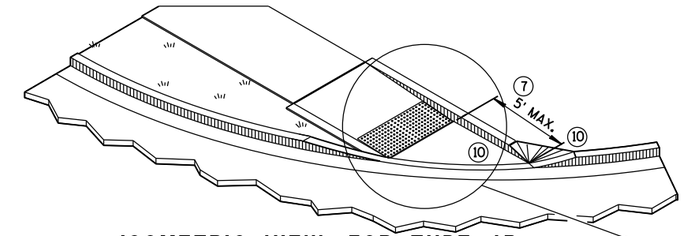
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

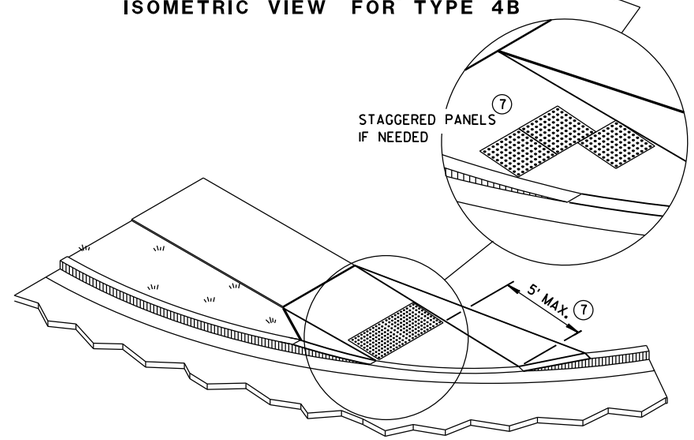
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

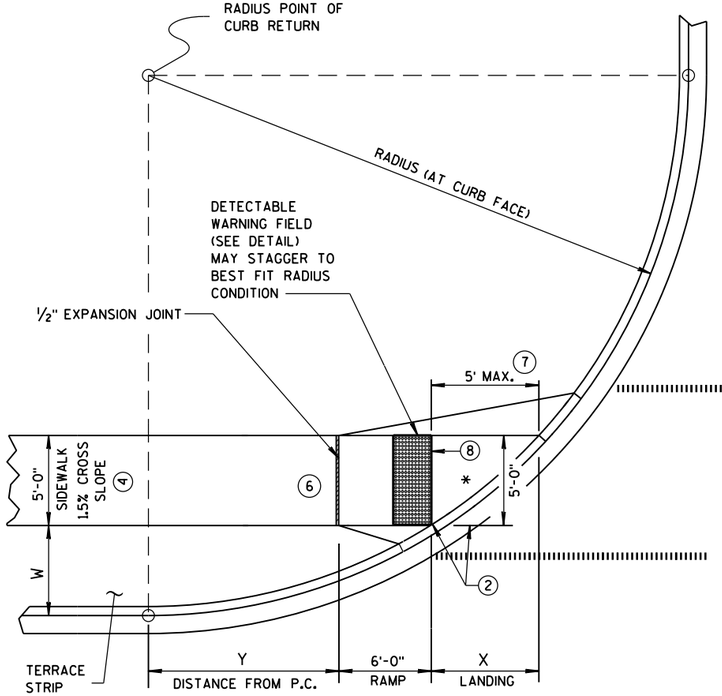
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

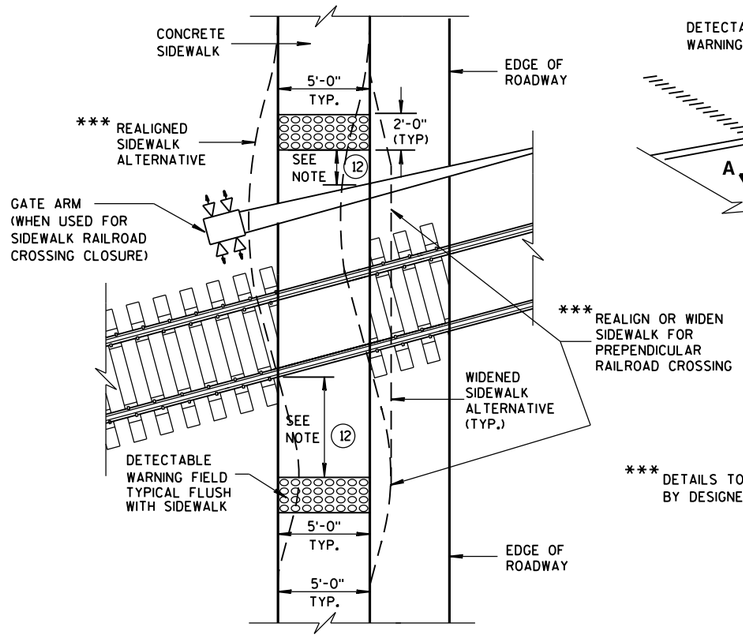


CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

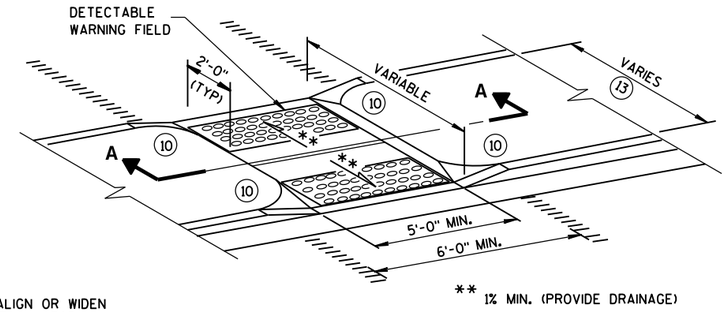
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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.

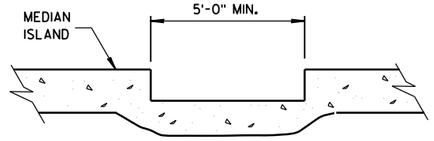
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(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.

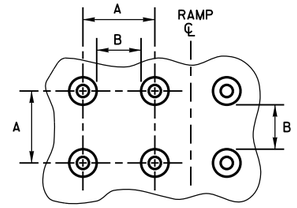
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



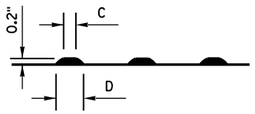
SECTION A-A

	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.

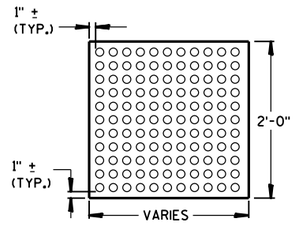


PLAN VIEW

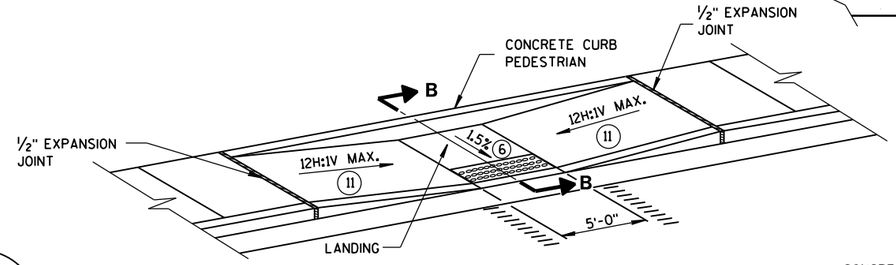


ELEVATION VIEW

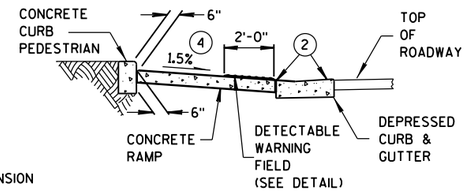
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

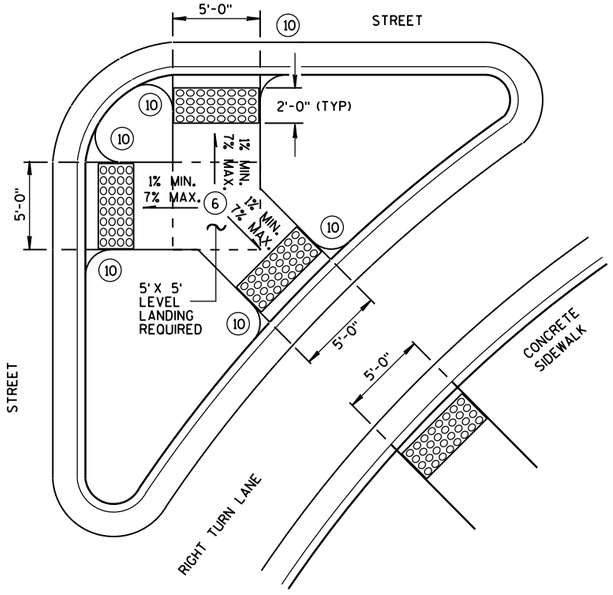


MID-BLOCK CROSSING
TYPE 7A

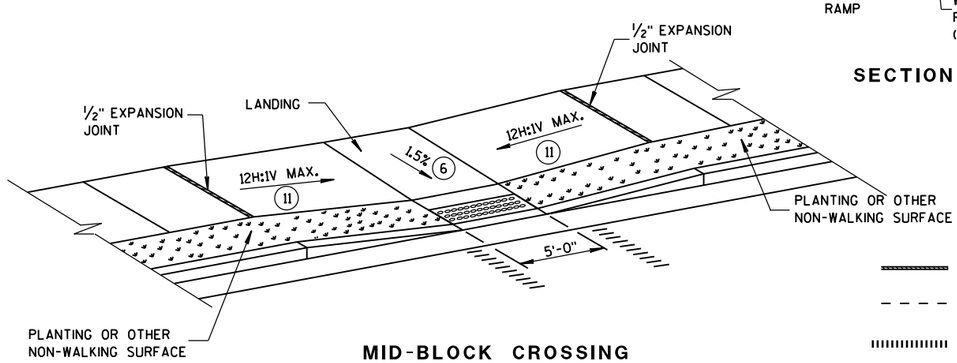


SECTION B-B

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
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV

ENT

6

S.D.D. 8 D 5-18e

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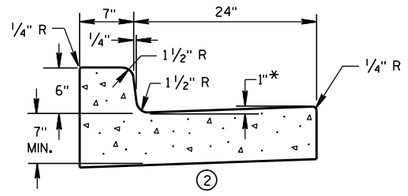
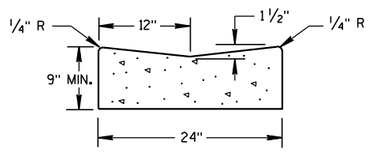
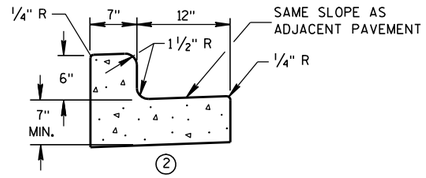
S.D.D. 8 D 5-18e



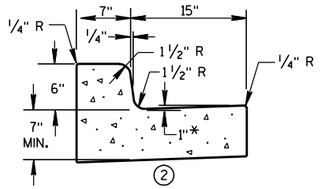
① CONCRETE CURB & GUTTER 31"



① CONCRETE GUTTER 24"

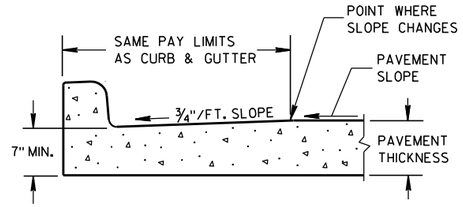


① CONCRETE CURB & GUTTER 19"



① CONCRETE CURB & GUTTER 22"

* TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER

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.

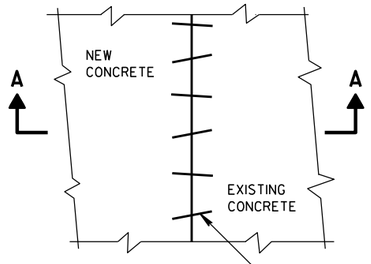
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURB.

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUIRED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MIMIMUM GUTTER THICKNESS IS MAINTAINED.

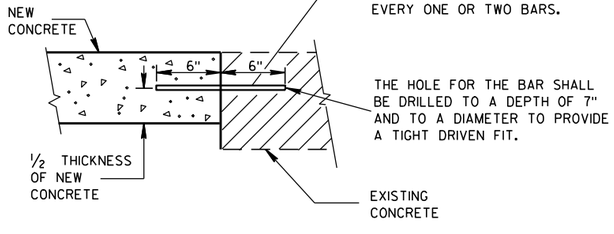
③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLAN.



PLAN VIEW

EXISTING AND NEW CONCRETE MAY BE CURB & GUTTER, SURFACE DRAIN, PAVEMENT OR OTHER CONCRETE STRUCTURE.

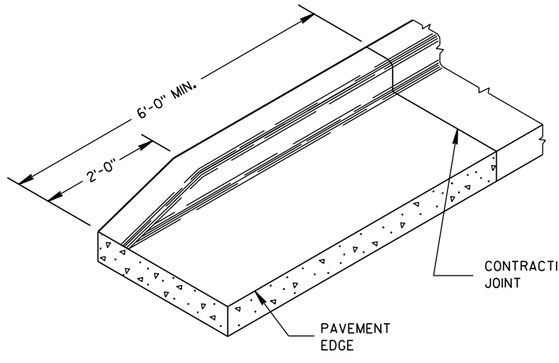
NO. 6 X 12" DEF. BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.



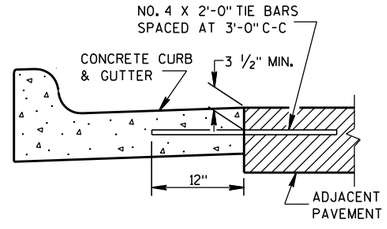
THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO A DIAMETER TO PROVIDE A TIGHT DRIVEN FIT.

SECTION A-A

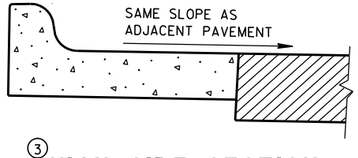
PAVEMENT TIES



END SECTION CURB & GUTTER



① TYPICAL TIE BAR LOCATION



③ HIGH SIDE SECTION

(TYPICAL FOR ALL CURB & GUTTER)

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional Use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/2/2010 — DATE

/S/ Jerry Zogg — ROADWAY STANDARDS ENGINEER

FHWA

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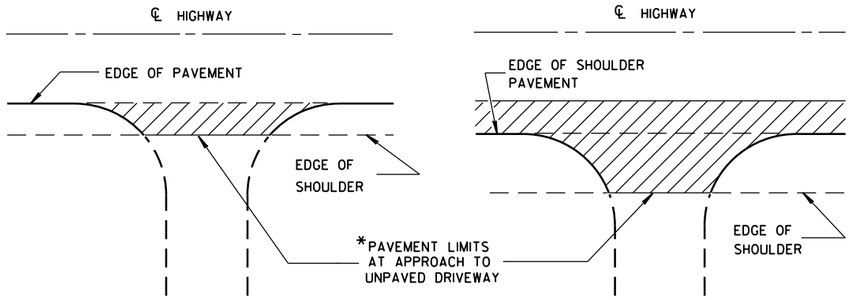
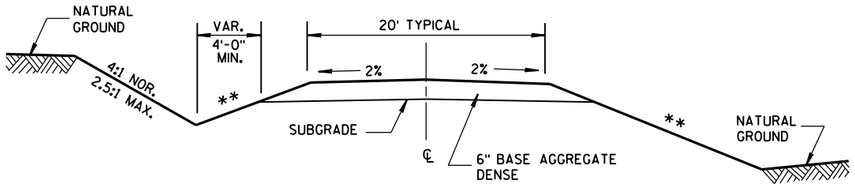


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB & GUTTER OR SIDEWALK)

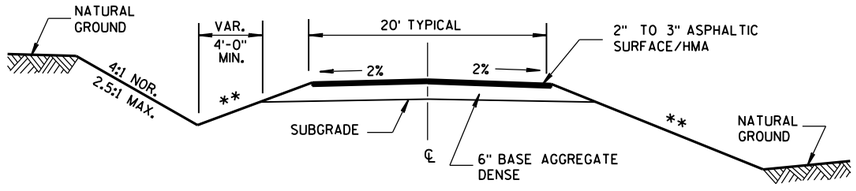


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

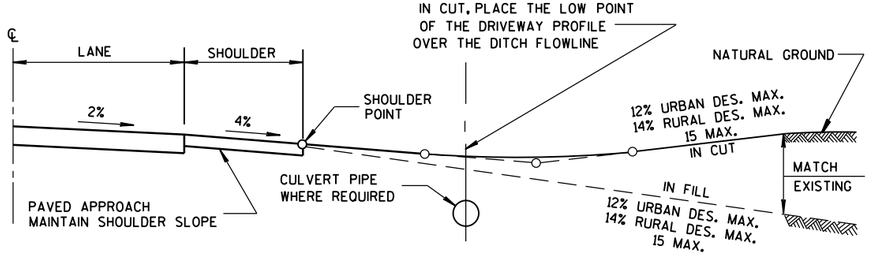
** SLOPE CAN VARY WITH SPEED. SEE 11-45-2.6.2.

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥35 TO <60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE



TYPICAL DRIVEWAY PROFILES

DRIVEWAYS WITHOUT CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV
FHWA

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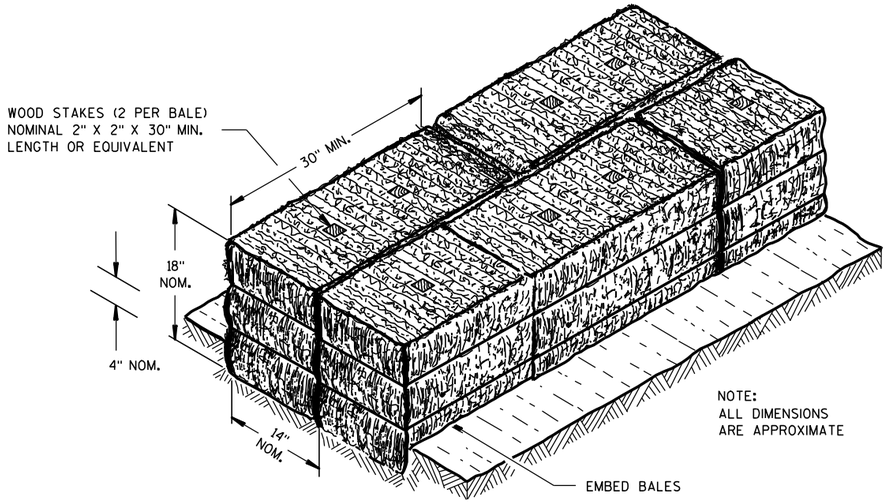
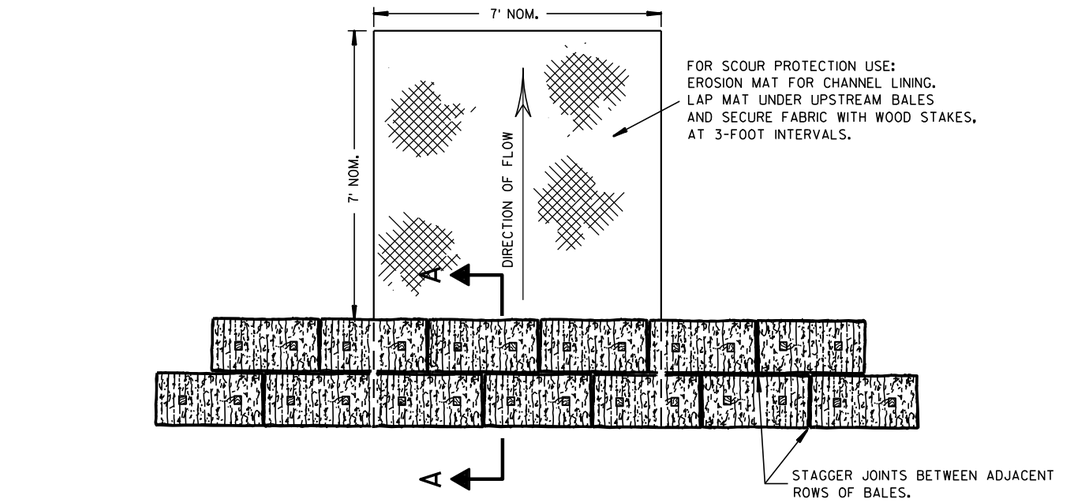
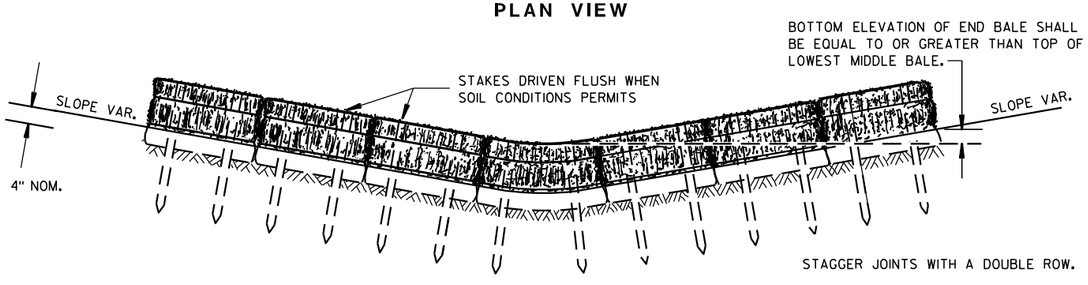


SECTION A-A



PLAN VIEW



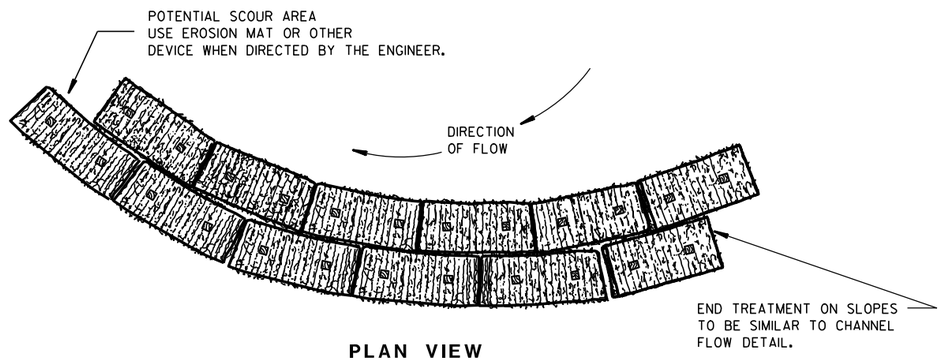
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

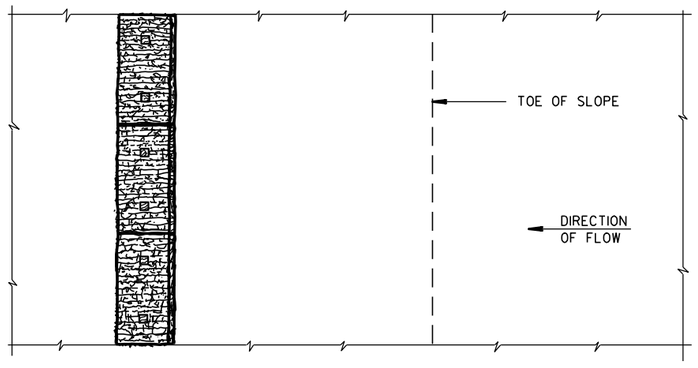
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

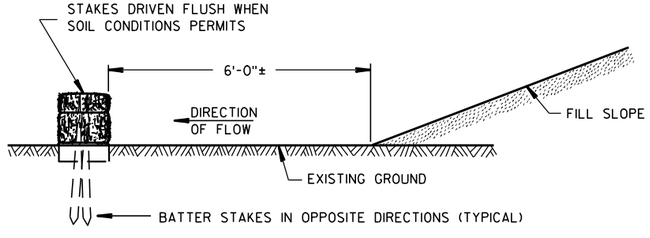


PLAN VIEW

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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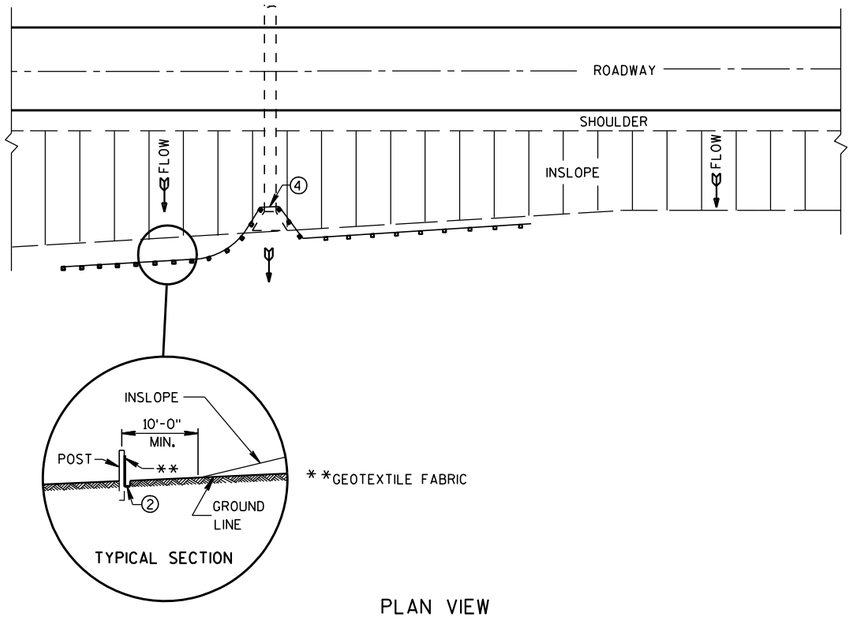
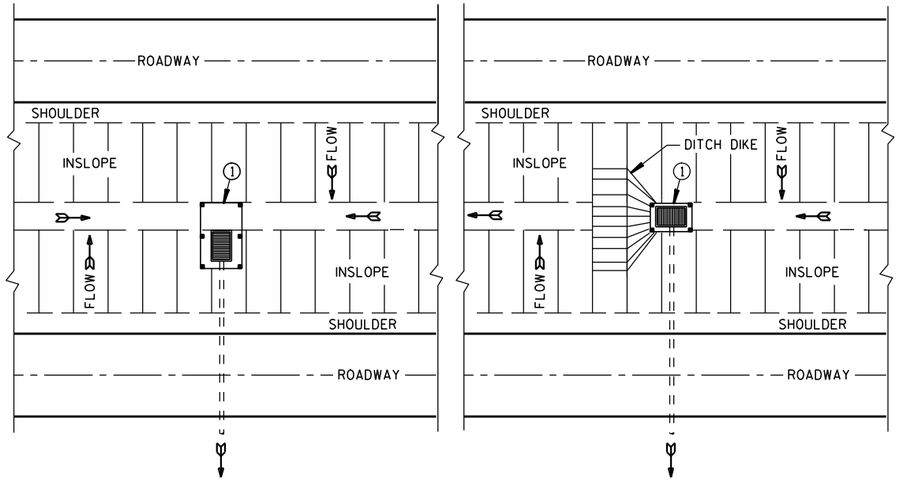
S.D.D. 8 E 8-3



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.

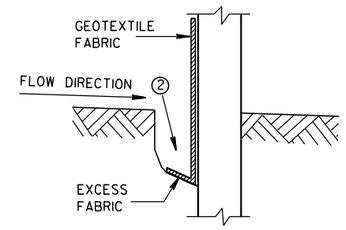
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

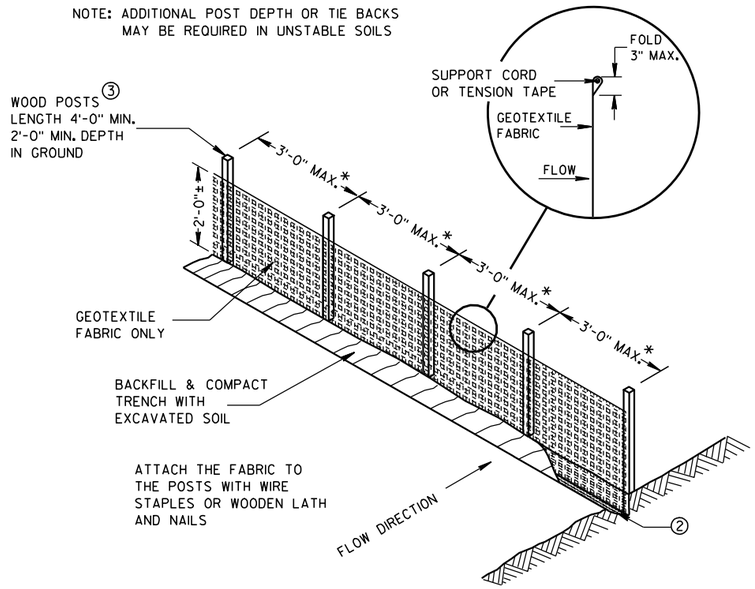
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

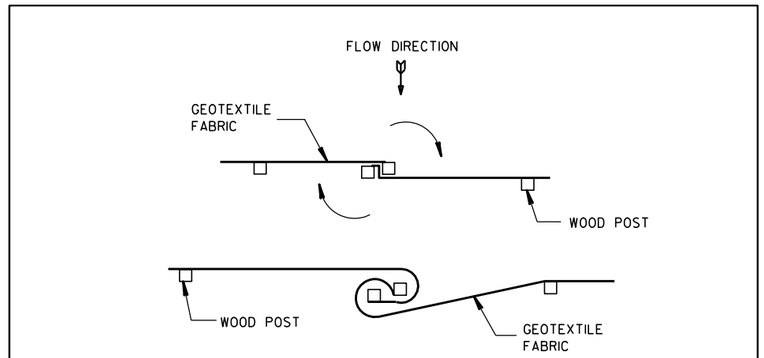
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



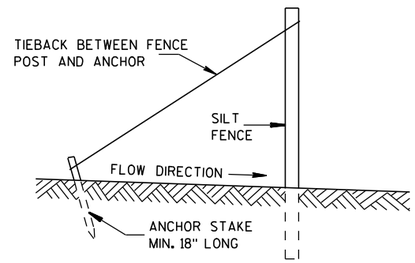
TRENCH DETAIL



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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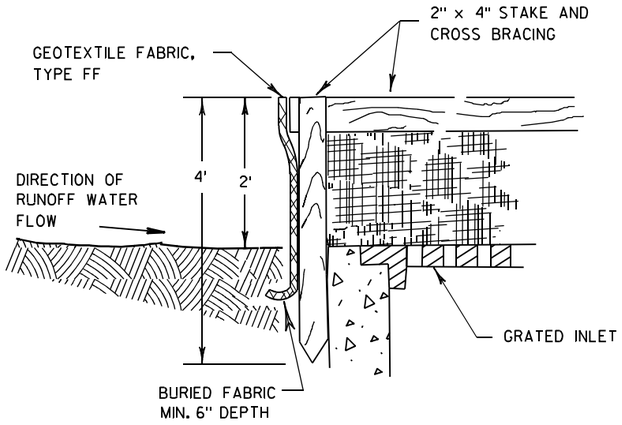
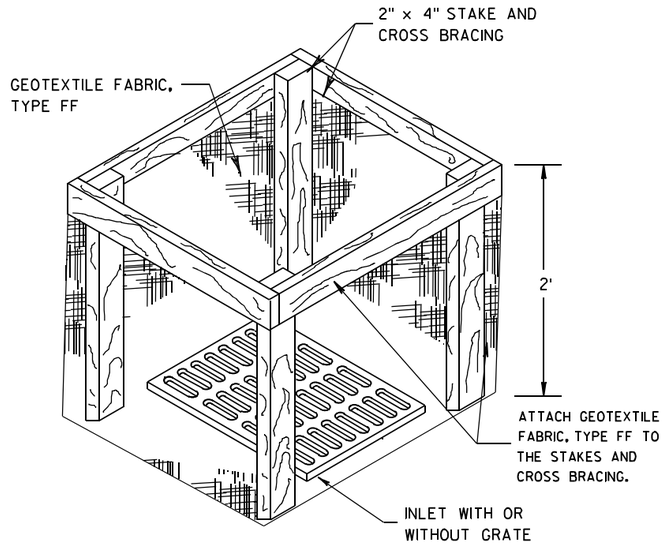
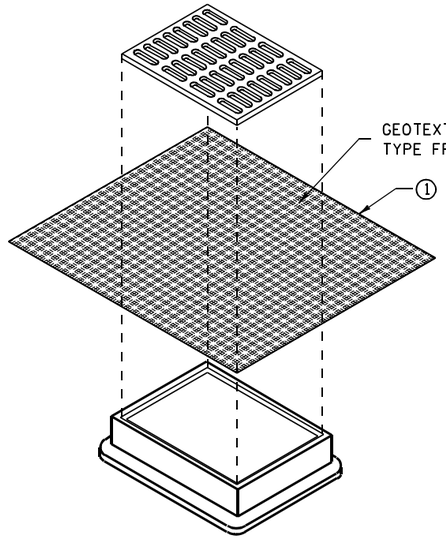
S.D.D. 8 E 9-6



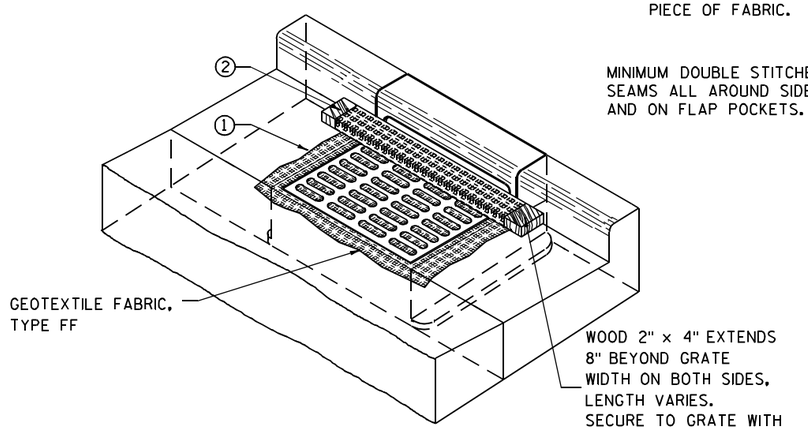


INLET PROTECTION, TYPE A

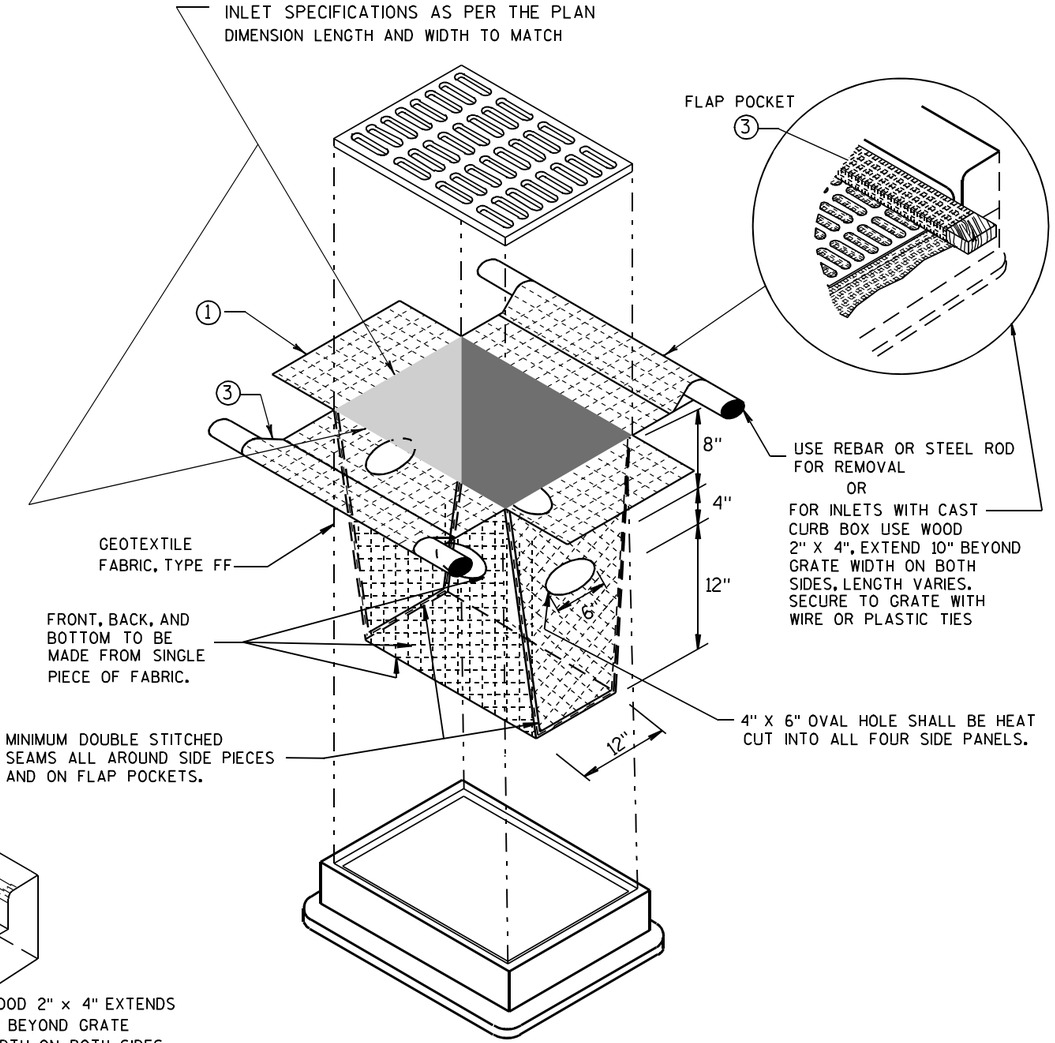


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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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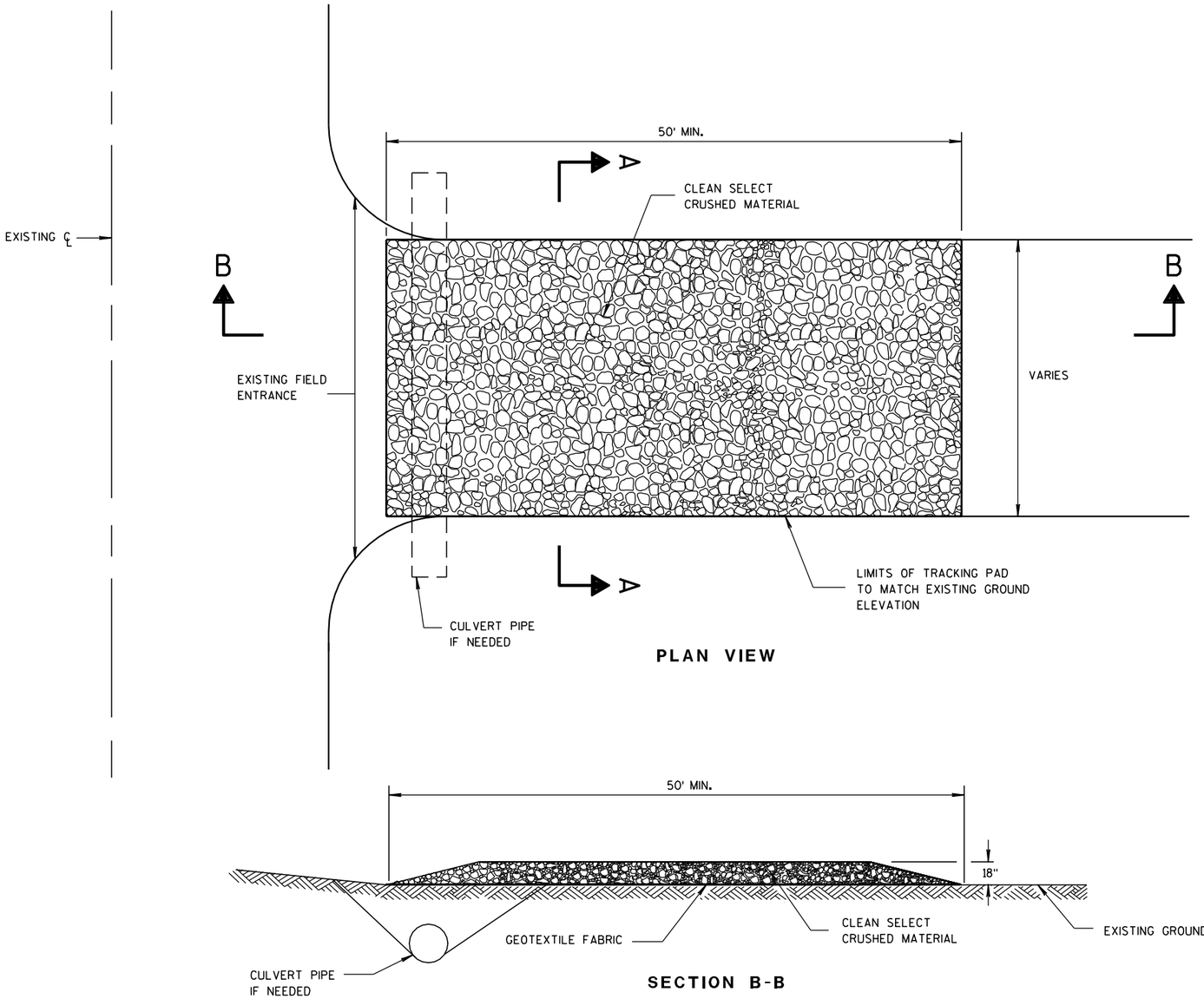


PLAN VIEW

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.

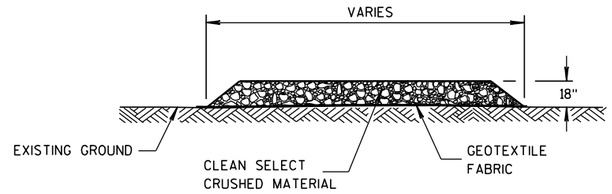
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011	/S/ Jerry H. Zoda	
DATE	ROADWAY STANDARDS ENGINEER	ENT

FHWA

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S.D.D. 8 E 14-1

METAL APRON ENDWALLS

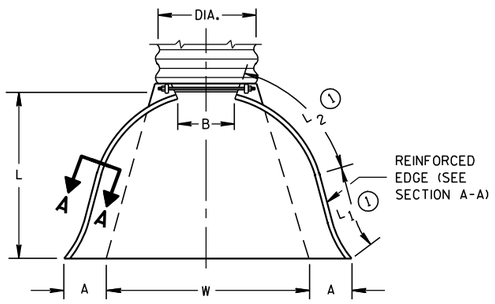
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

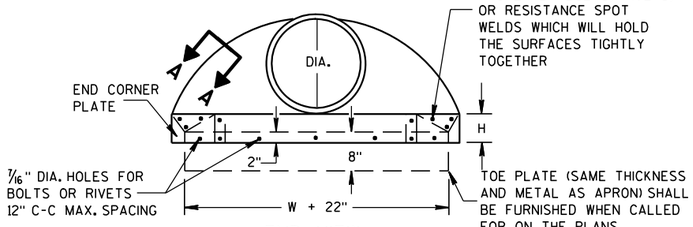
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

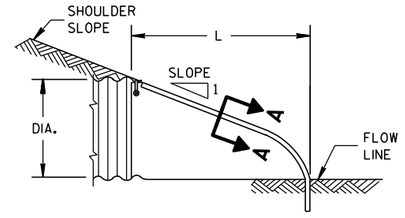
*MINIMUM
**MAXIMUM



PLAN VIEW

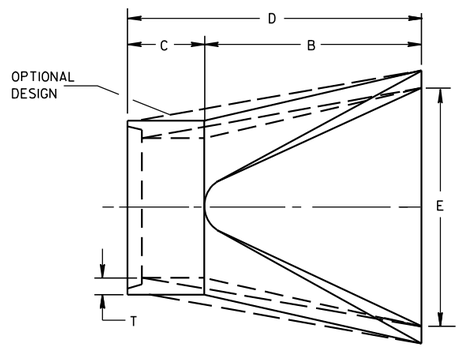


END VIEW

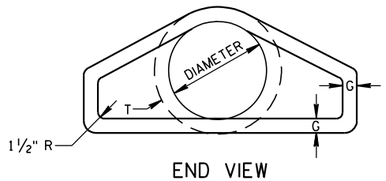


SIDE ELEVATION

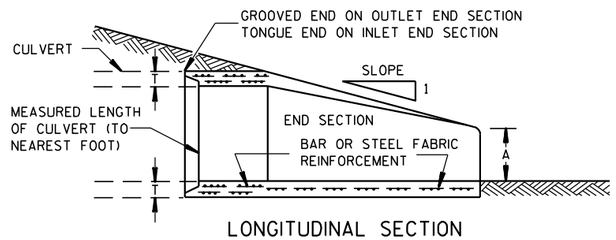
METAL ENDWALLS



PLAN

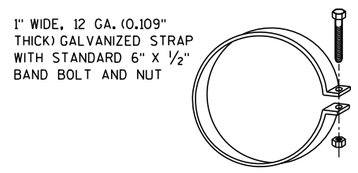


END VIEW



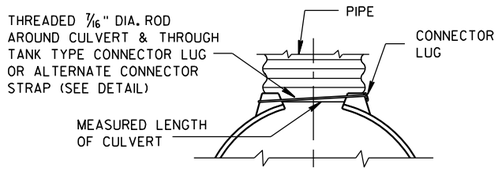
LONGITUDINAL SECTION

CONCRETE ENDWALLS

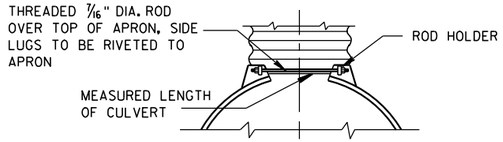


ALTERNATE FOR TYPE 1 CONNECTION

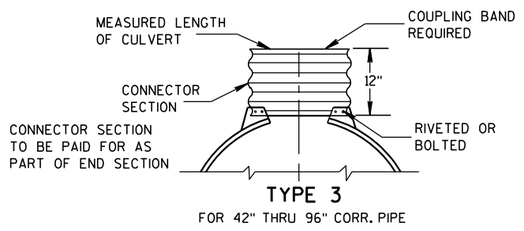
END SECTION CONNECTOR STRAP



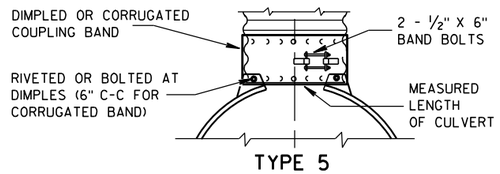
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

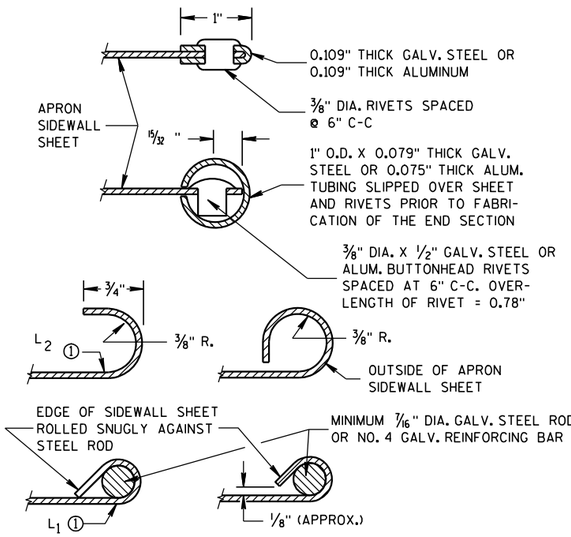
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

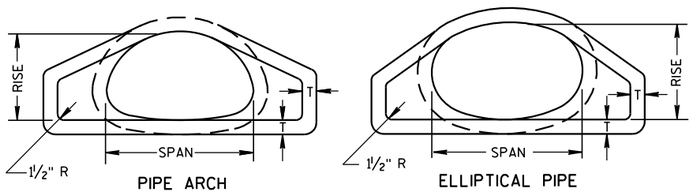
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

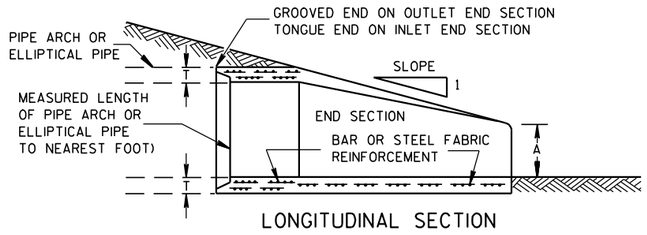
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 290 NEER
FHWA

6

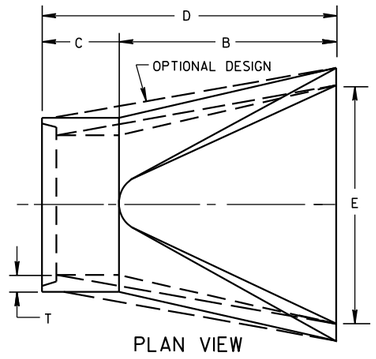
S.D.D. 8 F 1-11



END VIEW

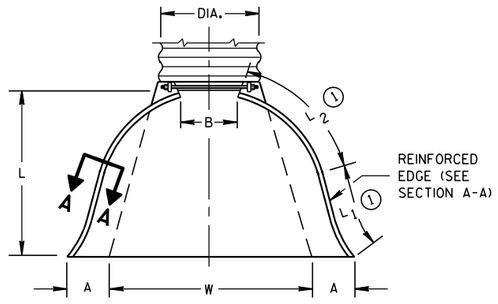


LONGITUDINAL SECTION

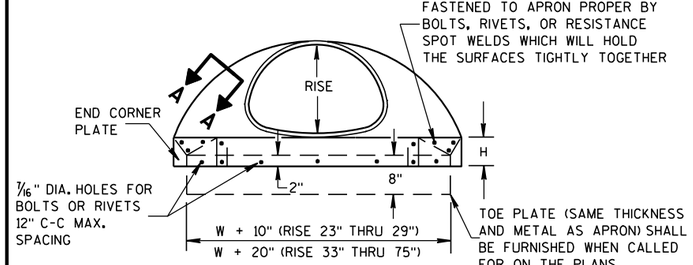


PLAN VIEW

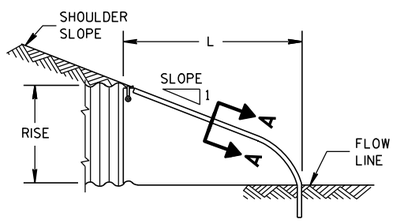
CONCRETE ENDWALLS



PLAN VIEW

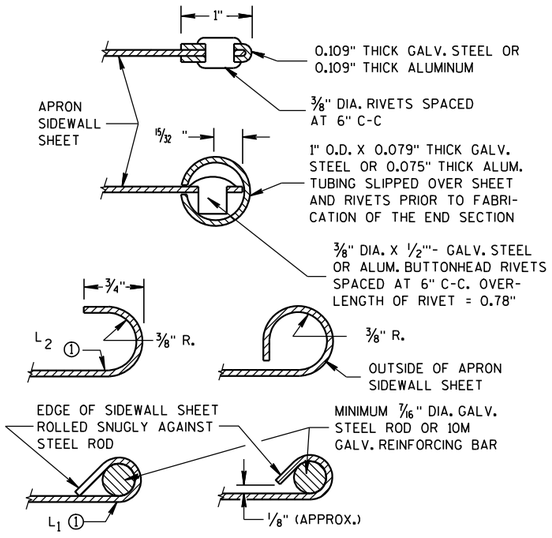


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

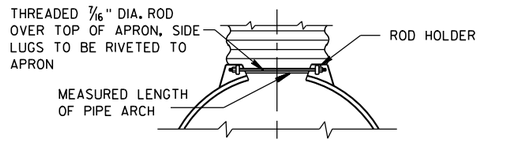
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

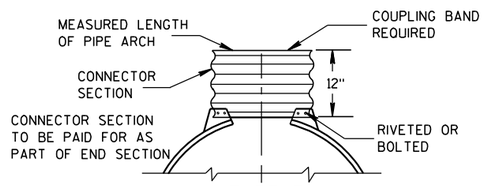
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



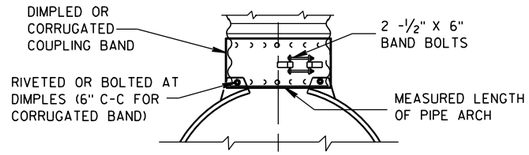
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

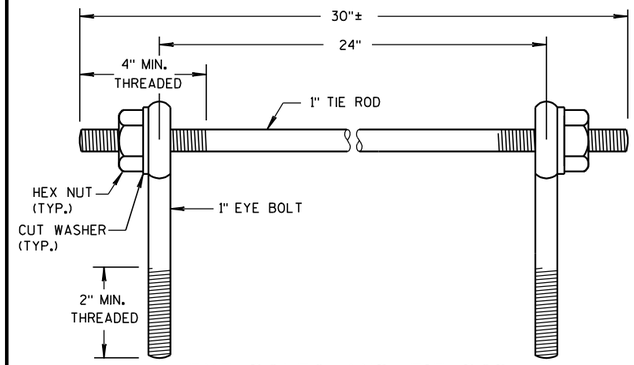
FHWA

6

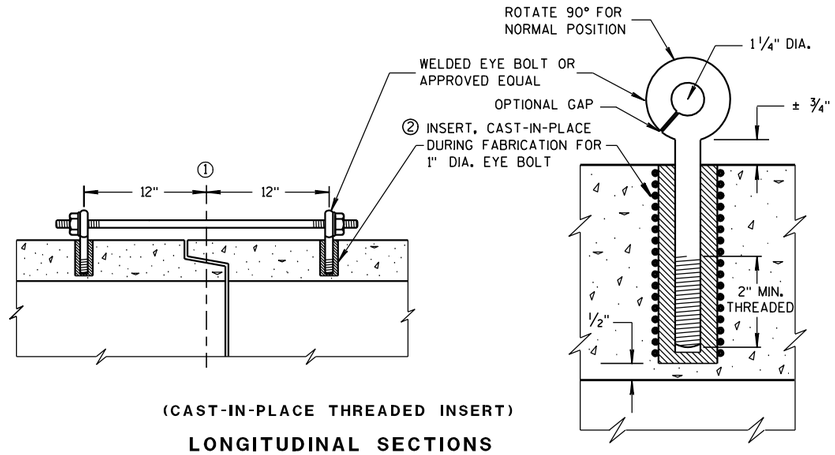
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

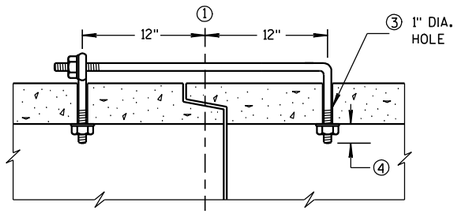
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

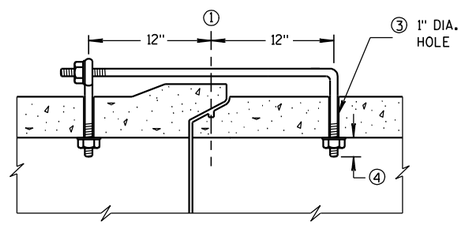
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

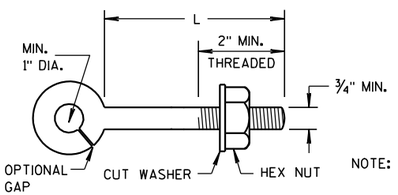


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

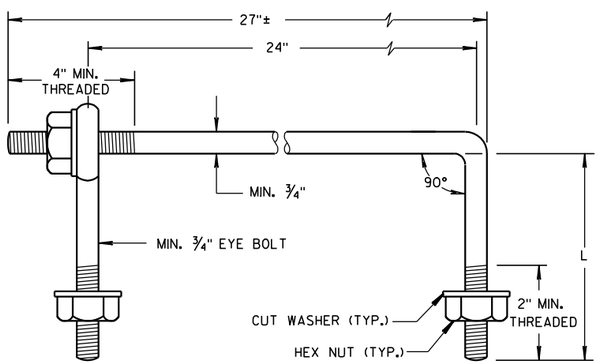
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

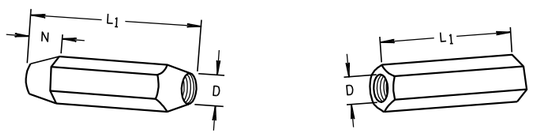
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

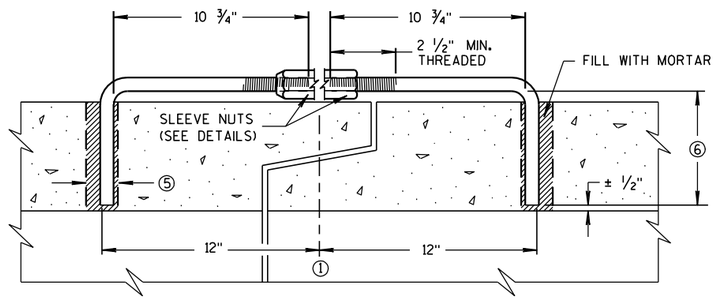
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

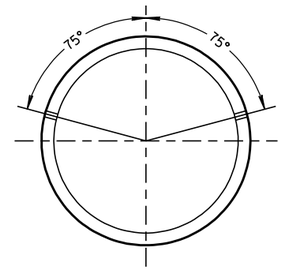
SLEEVE NUTS



LONGITUDINAL SECTION

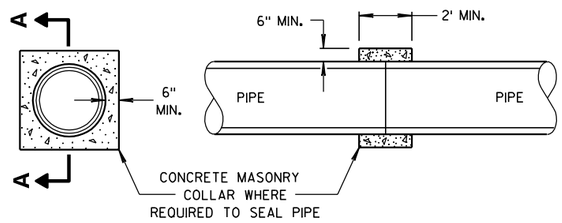
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 8 F 4-7

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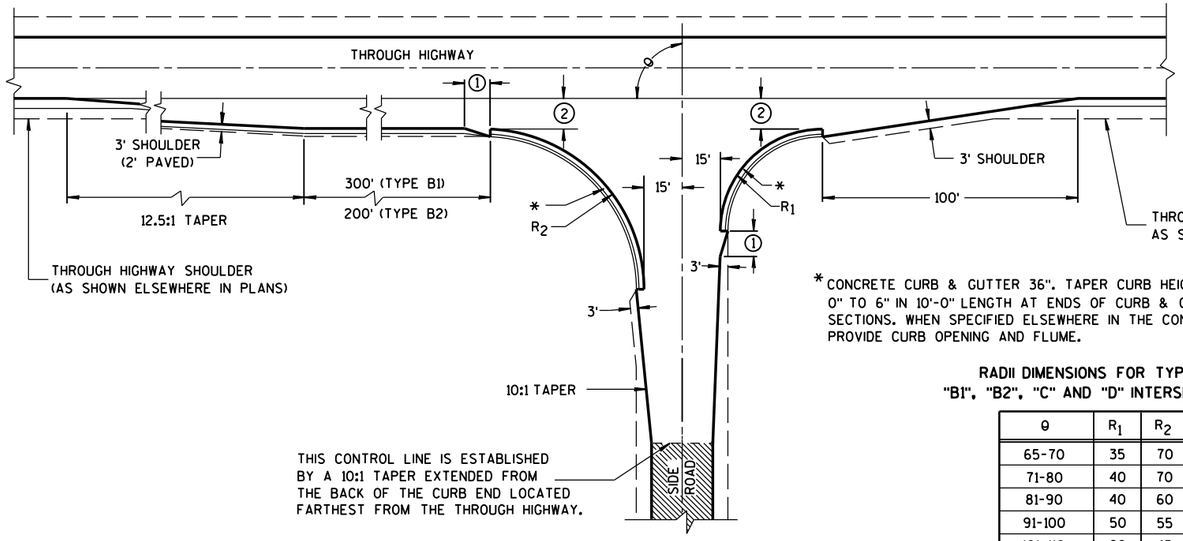
S.D.D. 8 F 4-7

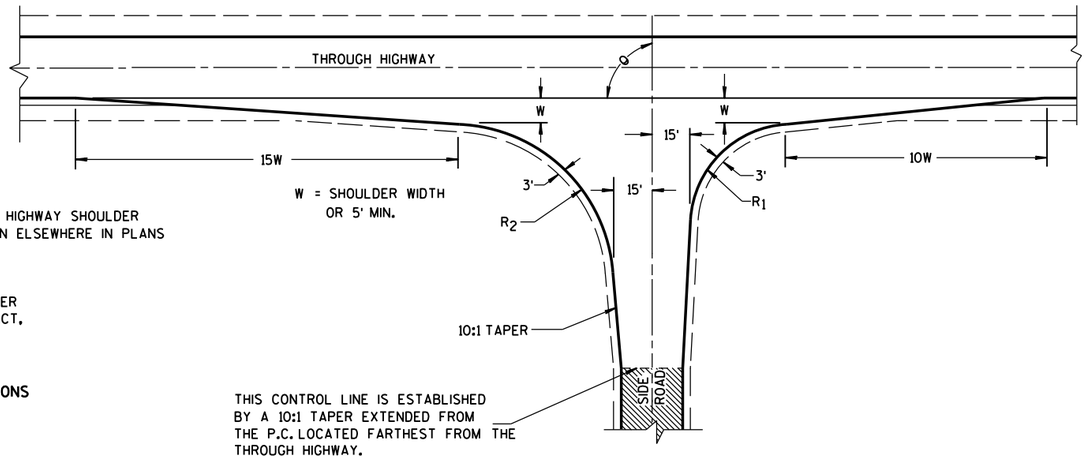


TYPE "B1" AND "B2"

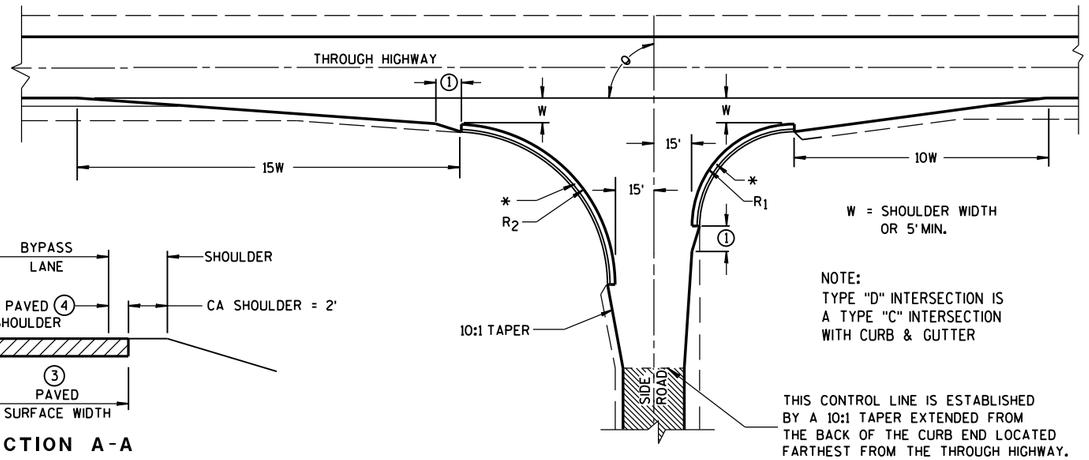
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

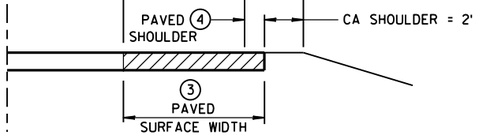
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

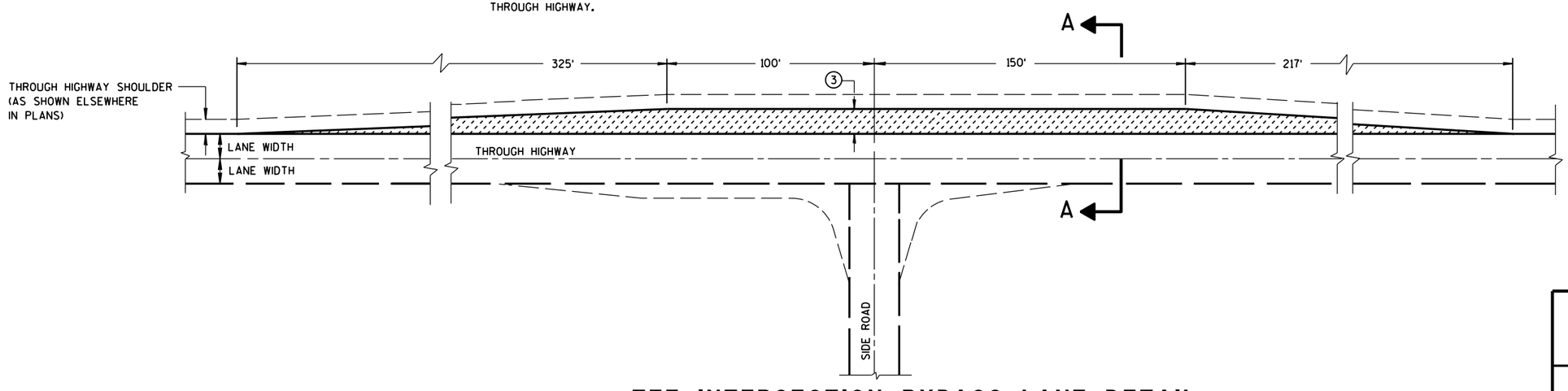
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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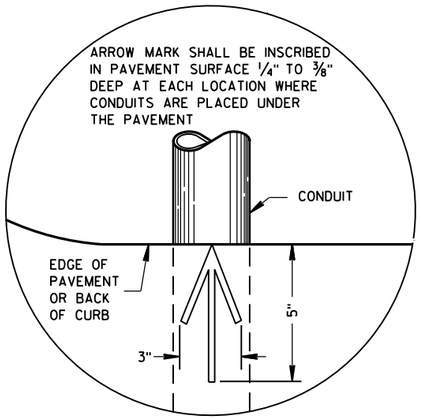
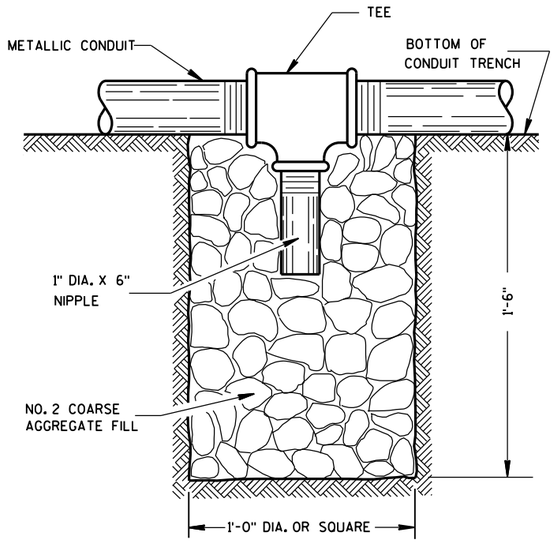
S.D.D. 9 A 1-13a



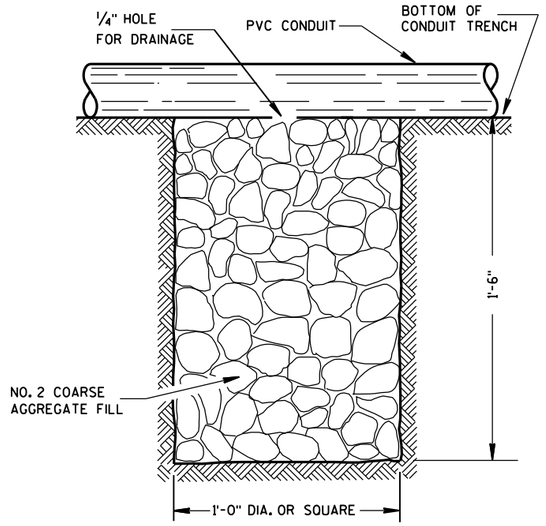
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

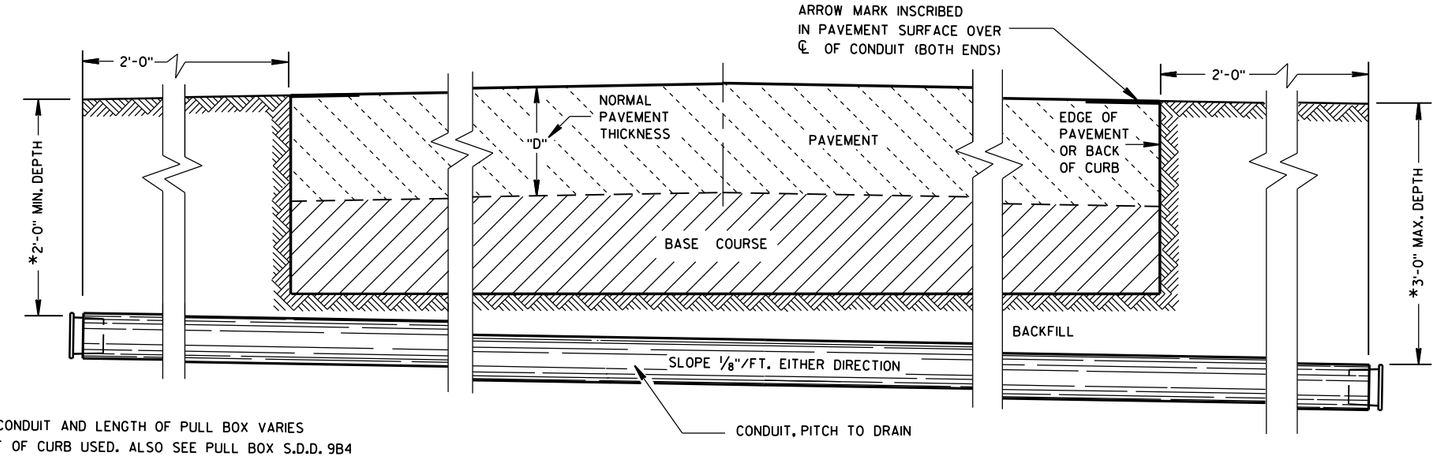
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

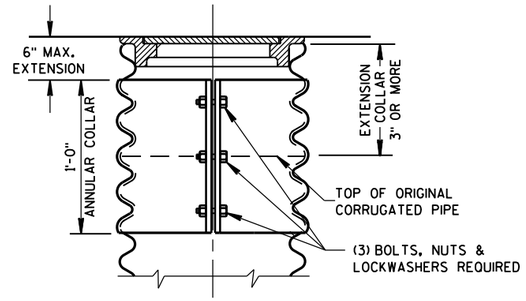
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

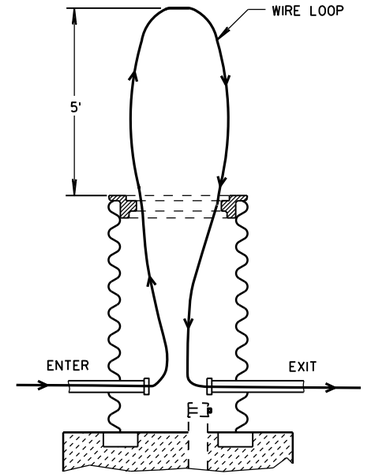
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

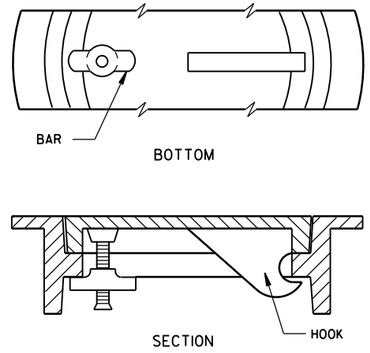
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

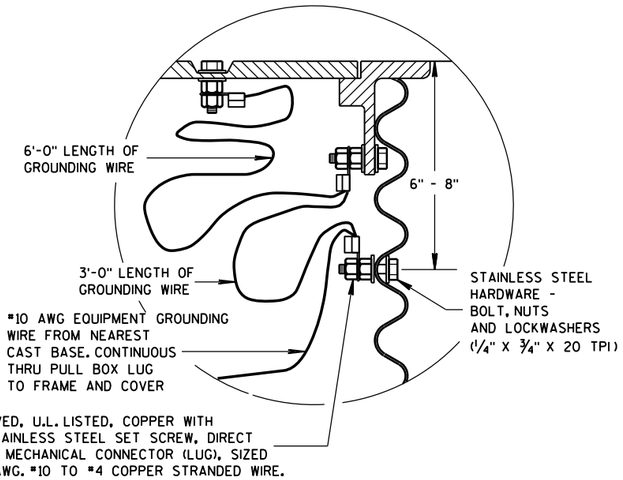


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

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.

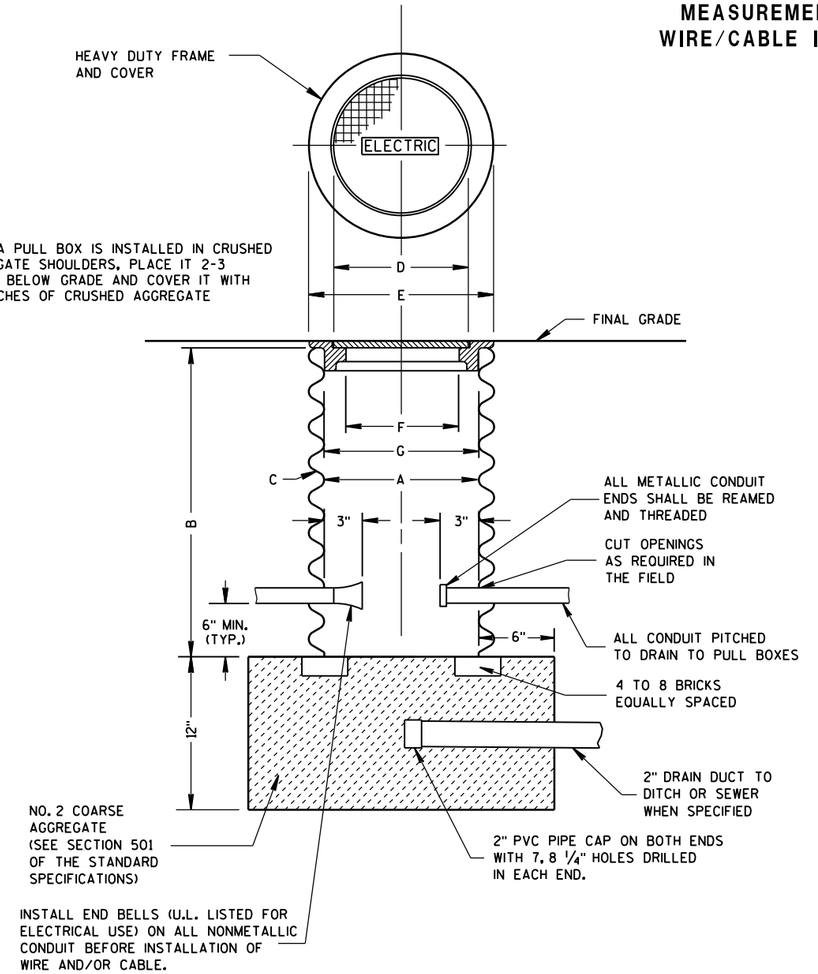
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

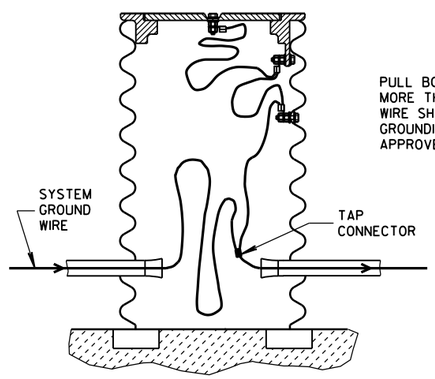
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 295
FHWA

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S.D.D. 9 B 4-11

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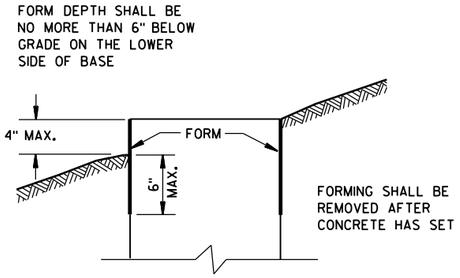
S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

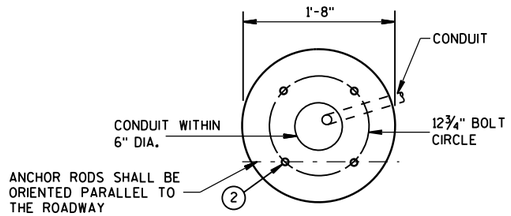
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

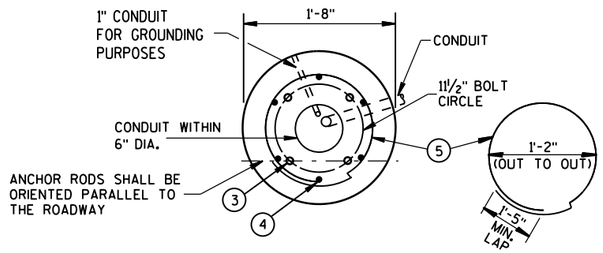
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

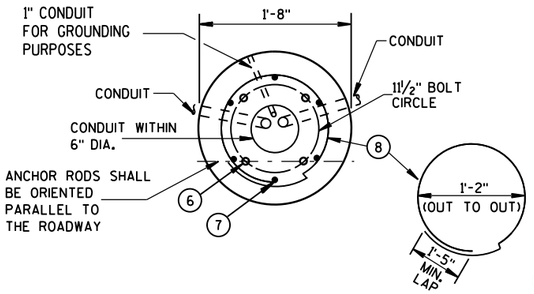
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

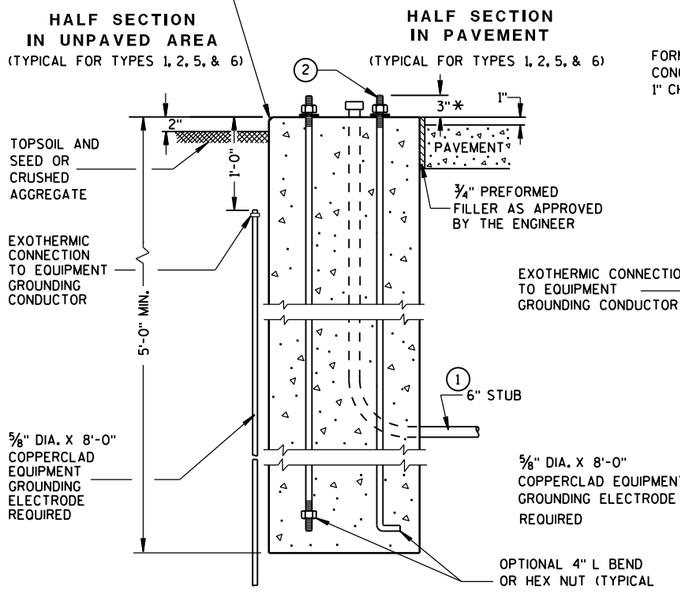
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



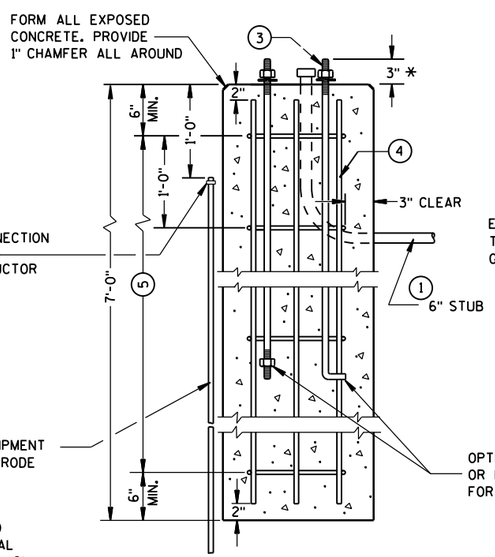




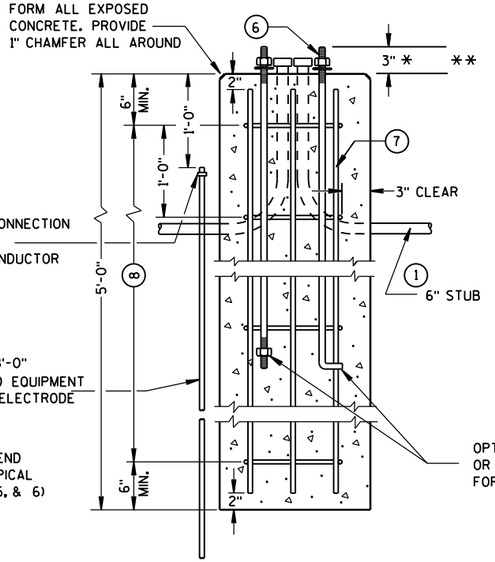
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)



HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

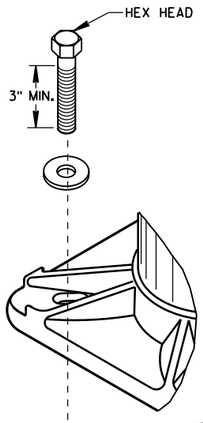
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

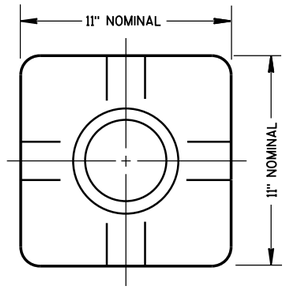
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

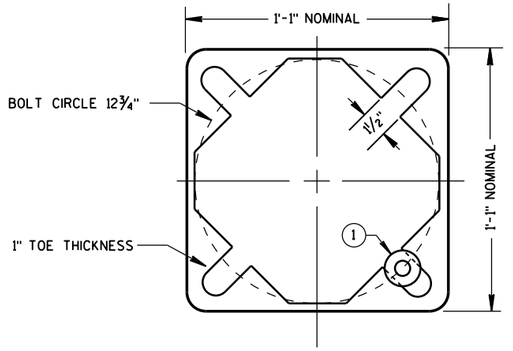
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

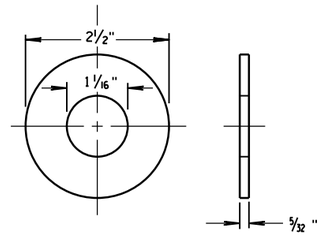




TOP VIEW
(PEDESTAL BASE)

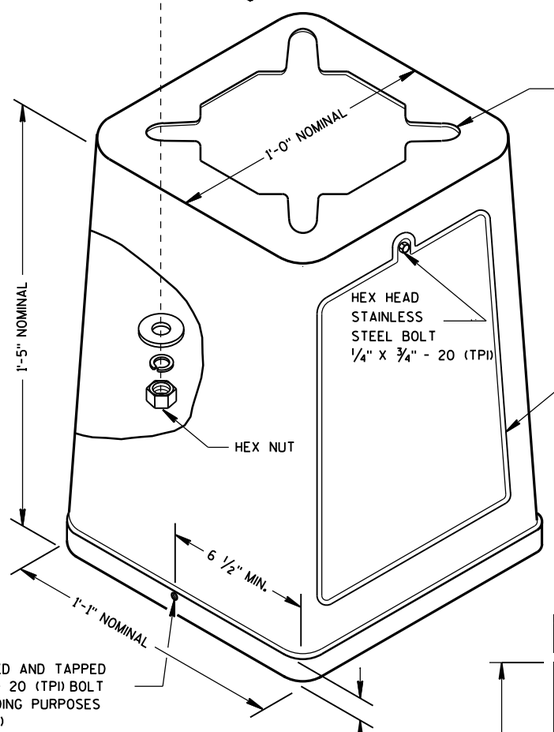


BOTTOM VIEW
(PEDESTAL BASE)

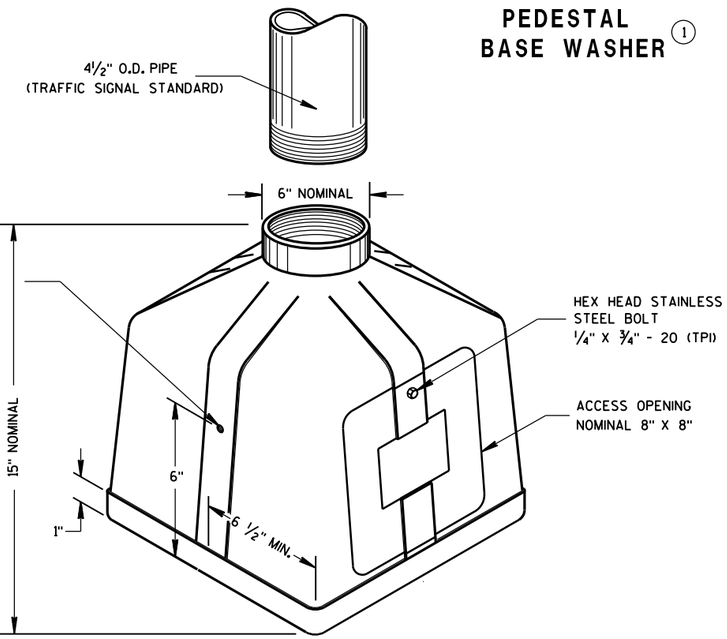


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

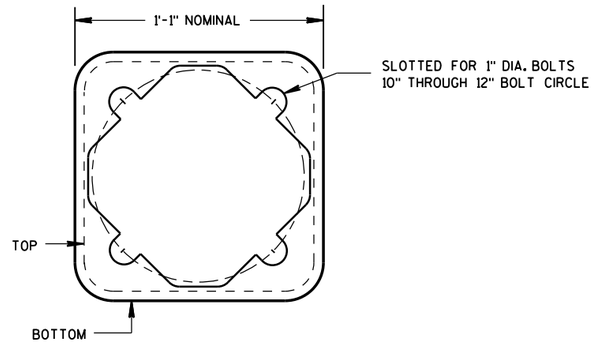


ISOMETRIC VIEW

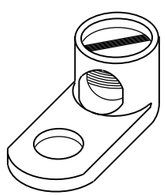


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

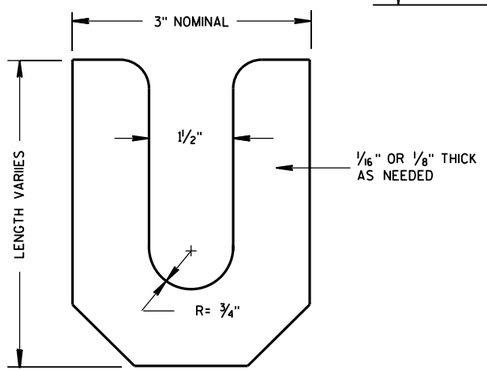


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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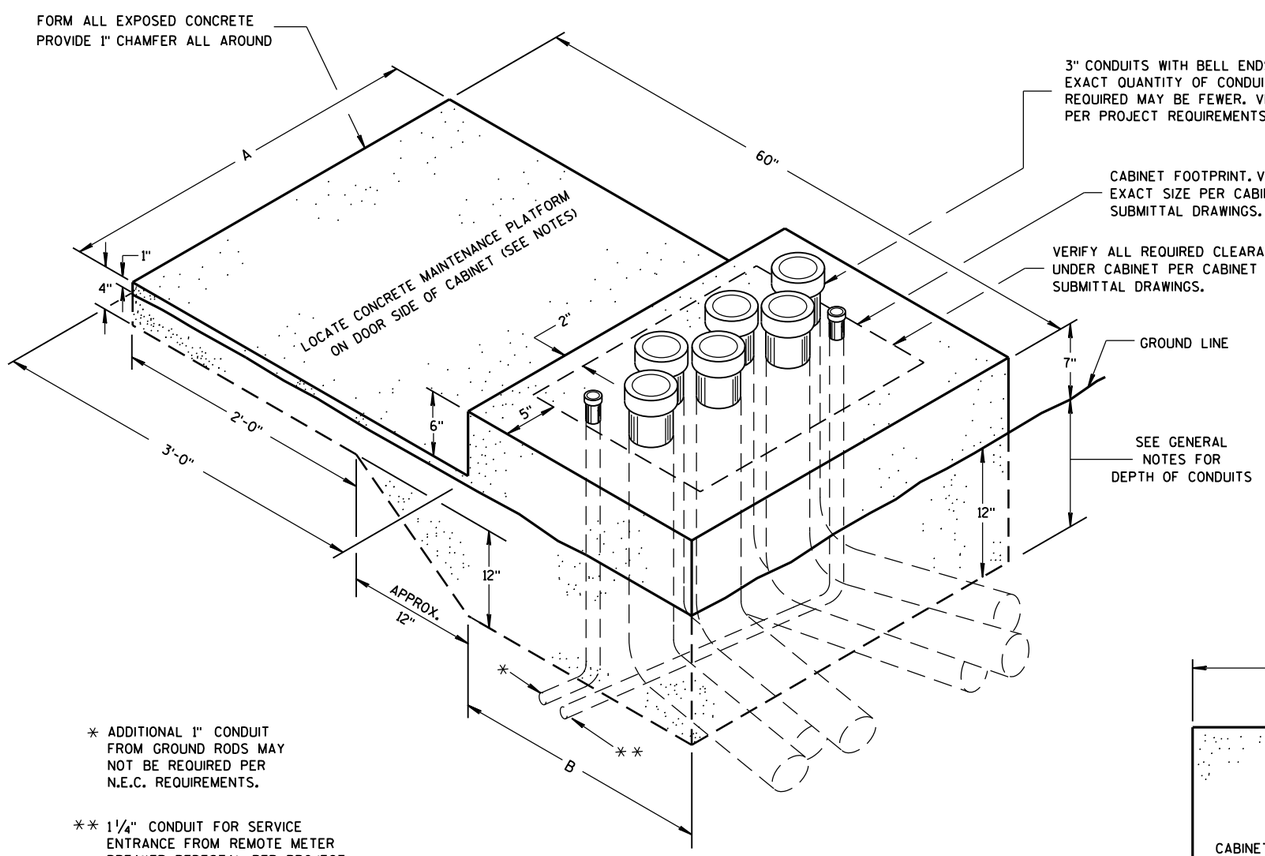


* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

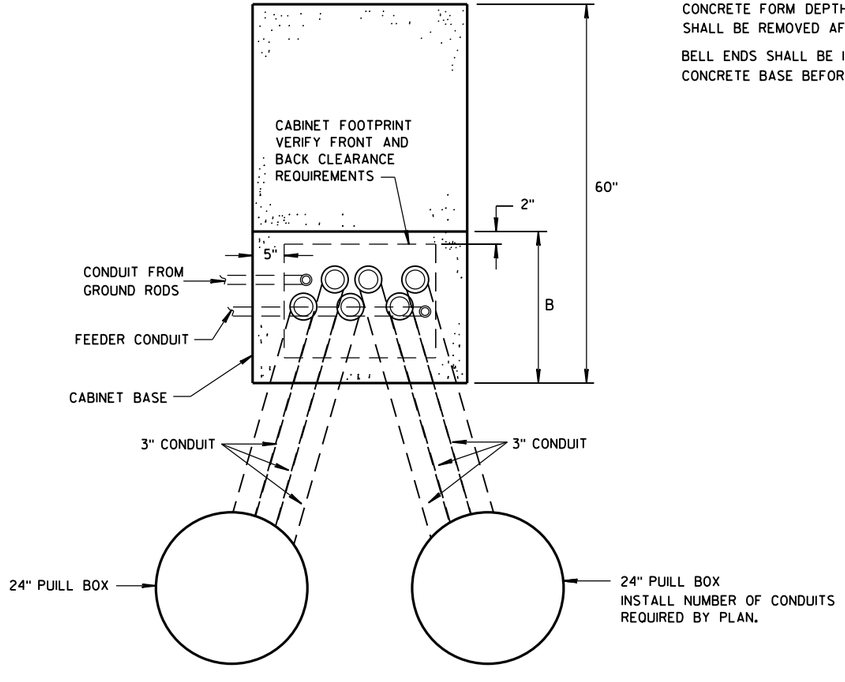
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

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DEPARTMENT OF TRANSPORTATION

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Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
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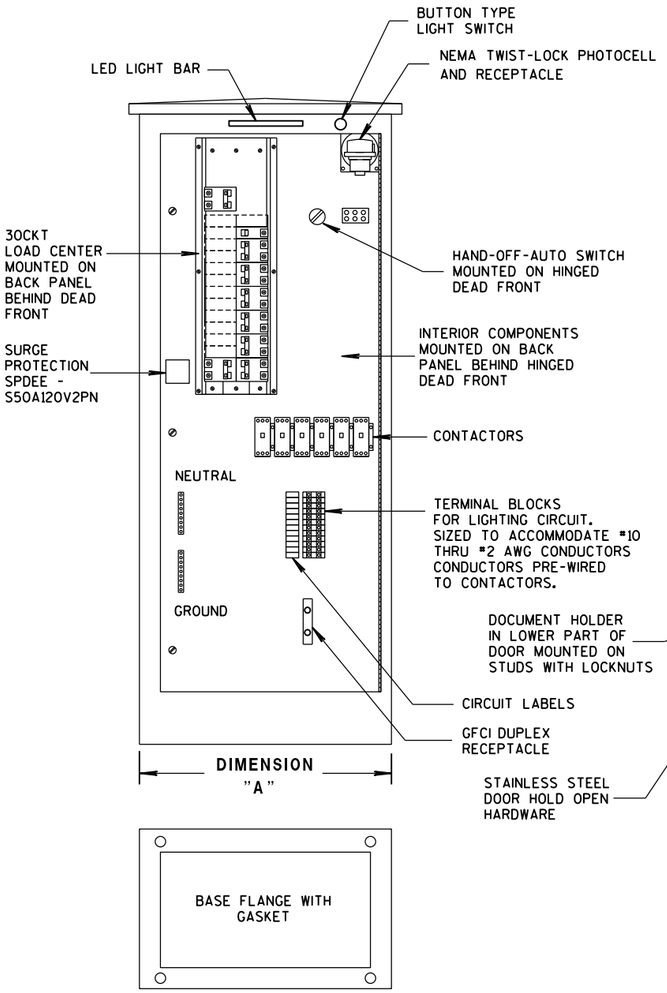
FRONT INTERIOR ELEVATION



SIDE VIEW

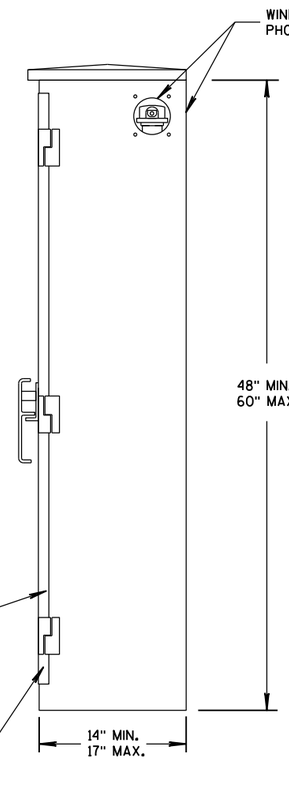
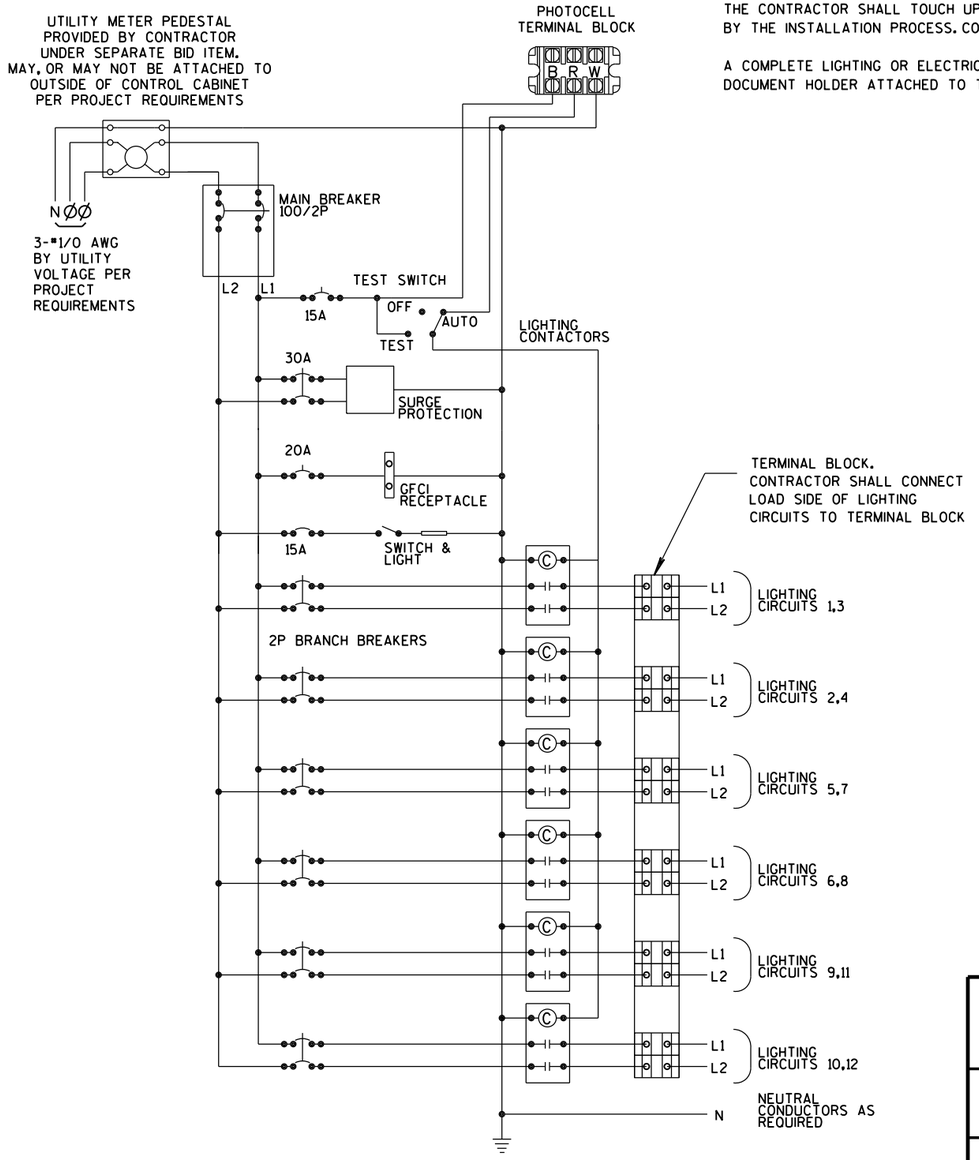


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 DATE
/S/ Thomas Gonring STATE LIGHTING ENGINEER
299
NYS.
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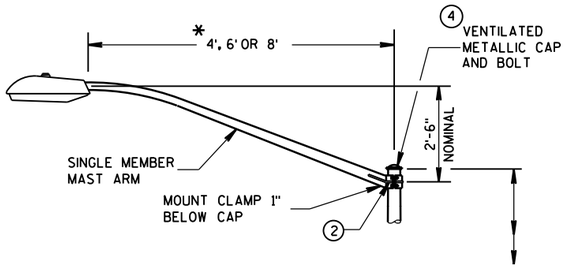
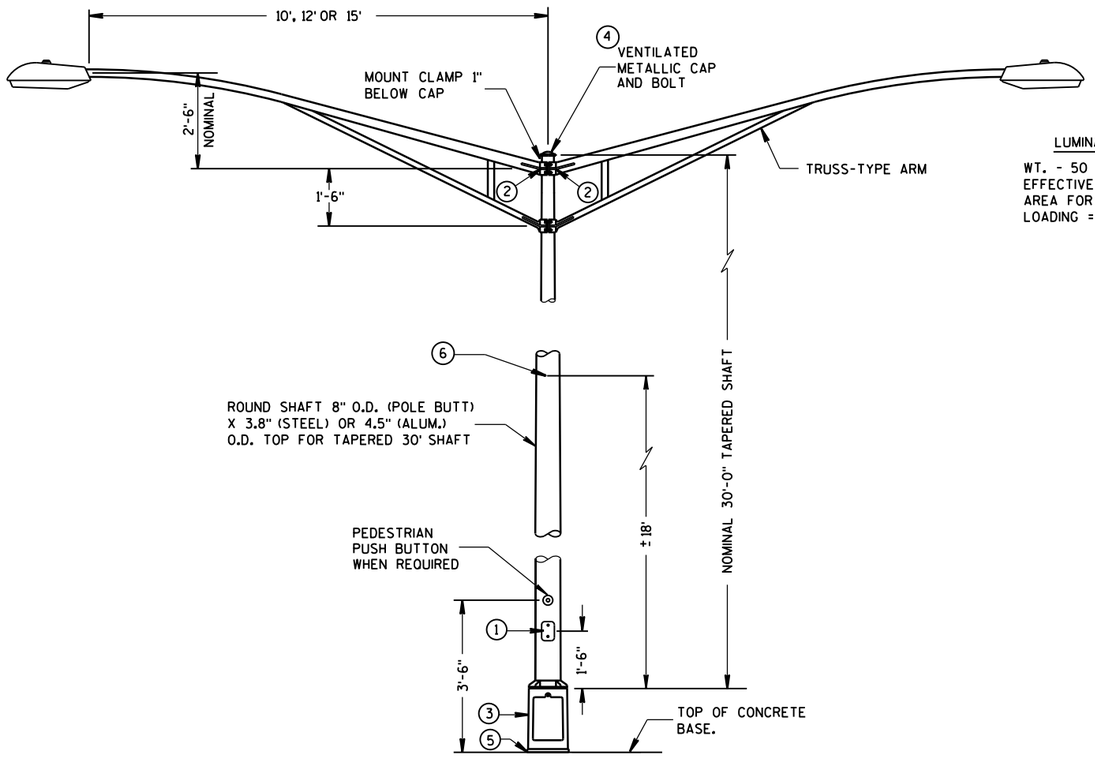
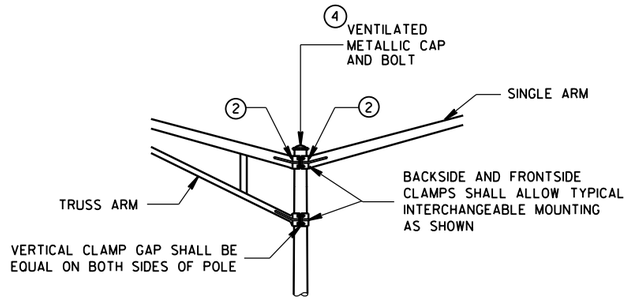
S.D.D. 9 D 4-2

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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S.D.D. 9 E 1-14d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
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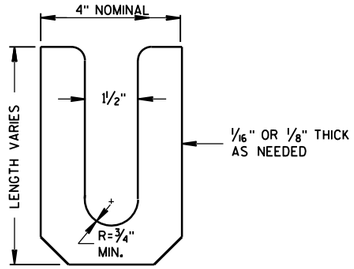
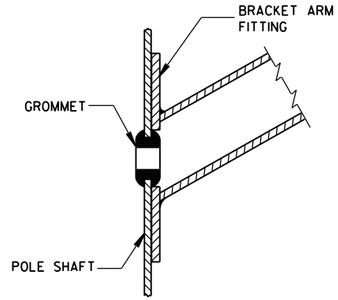
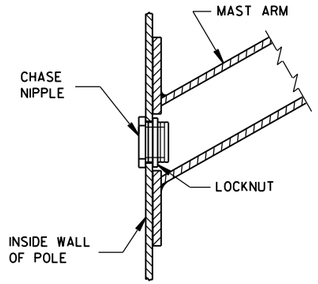


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

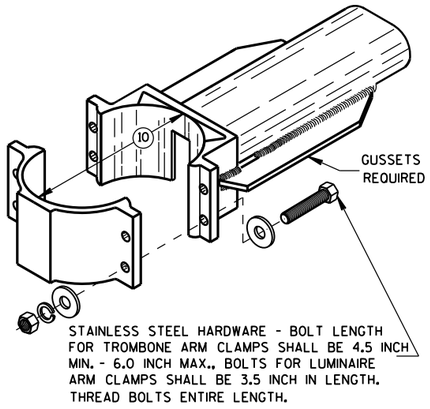
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

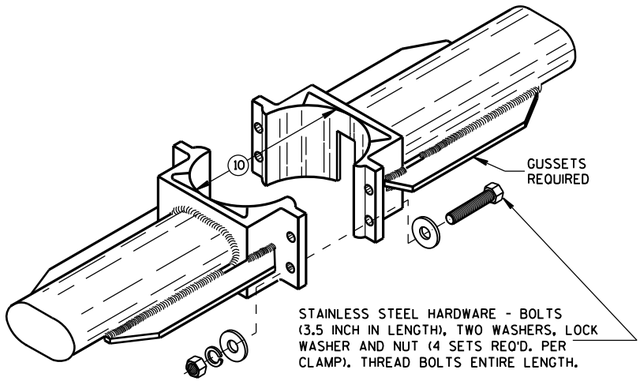
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

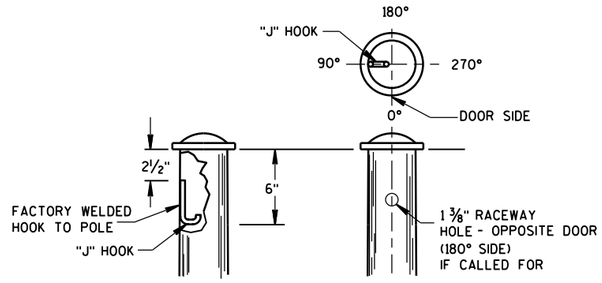
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



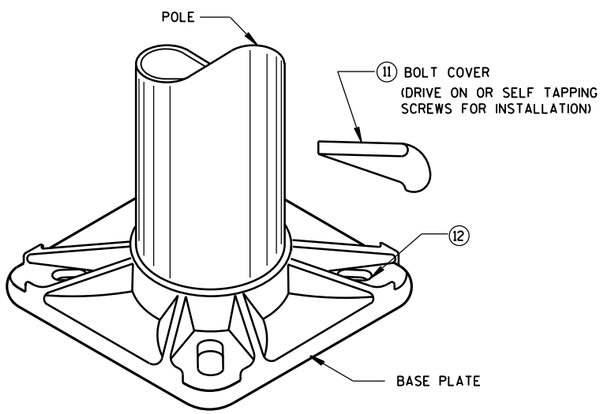
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



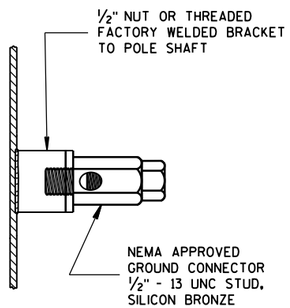
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

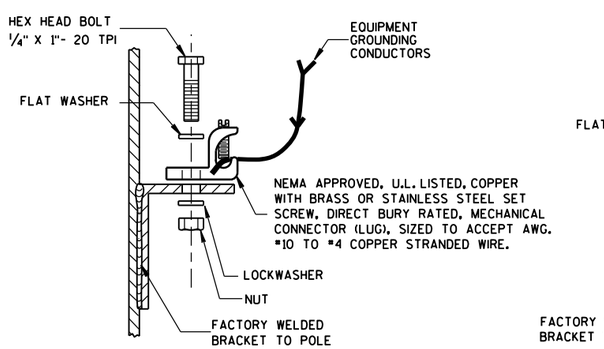


TYPICAL "J" HOOK LOCATION



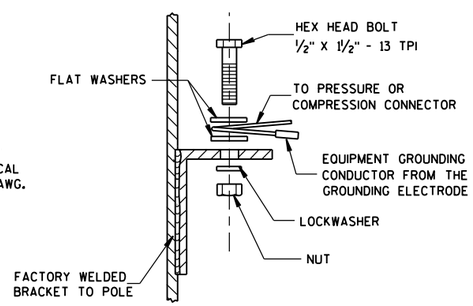
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

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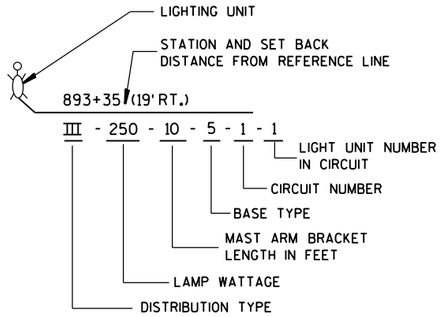
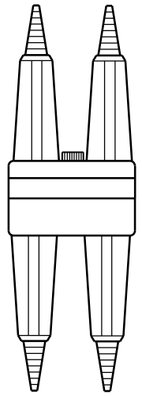
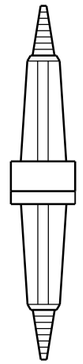


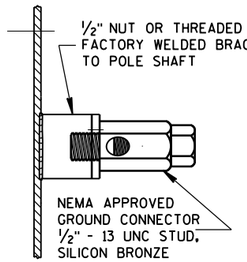
LIGHTING UNIT CODE
(TYPICAL)

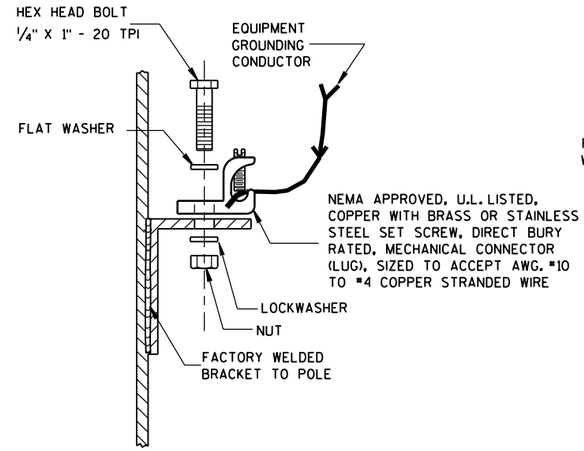


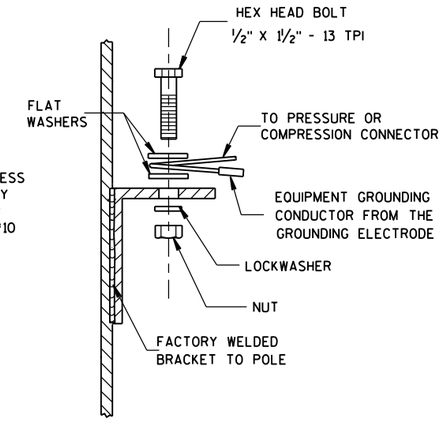
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



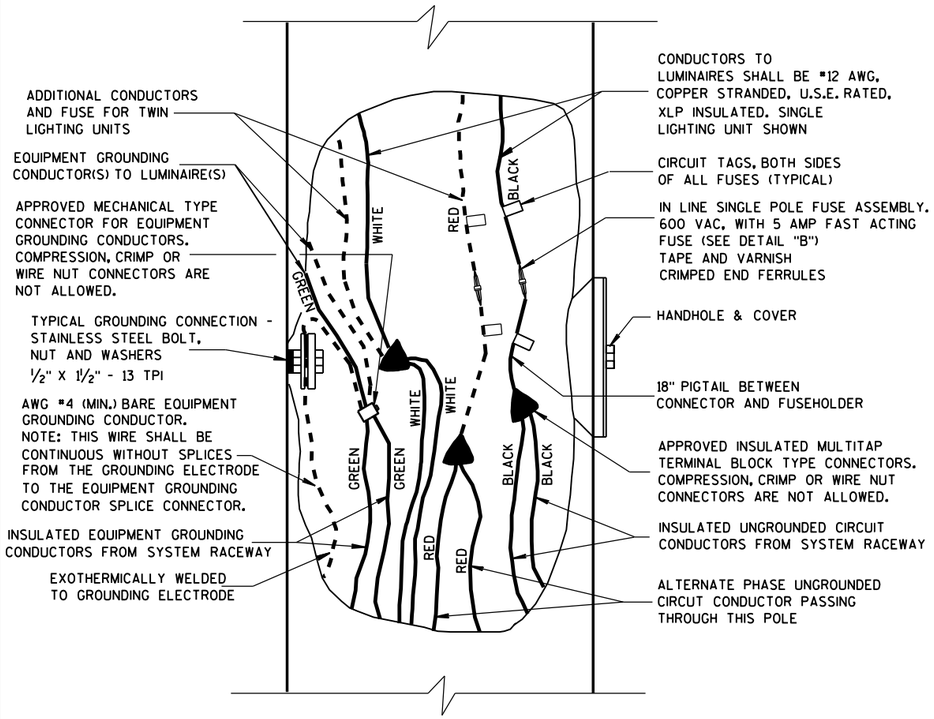
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



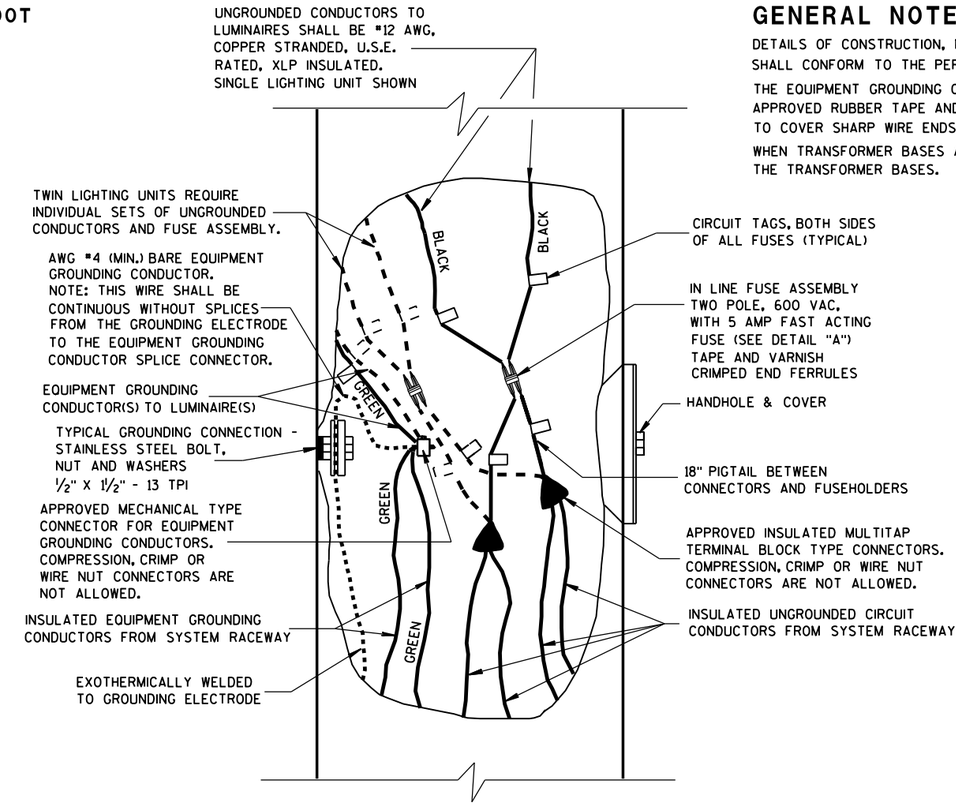




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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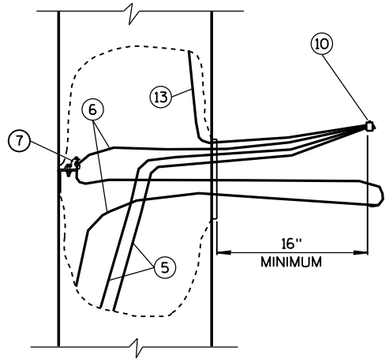
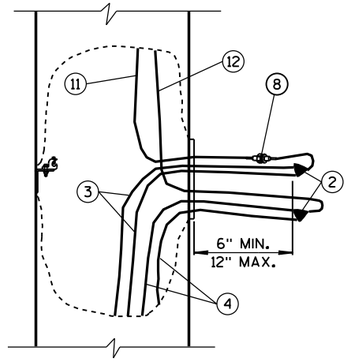
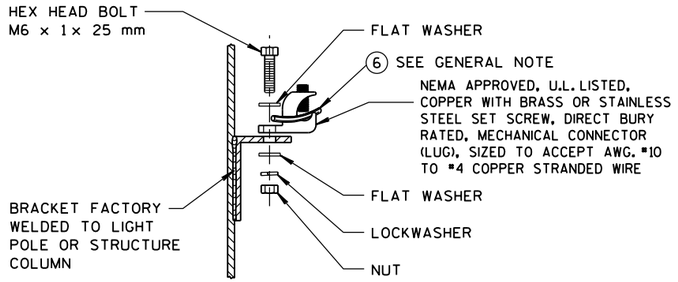


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



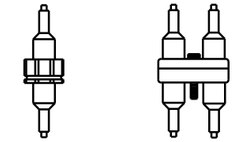
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

GENERAL NOTES

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

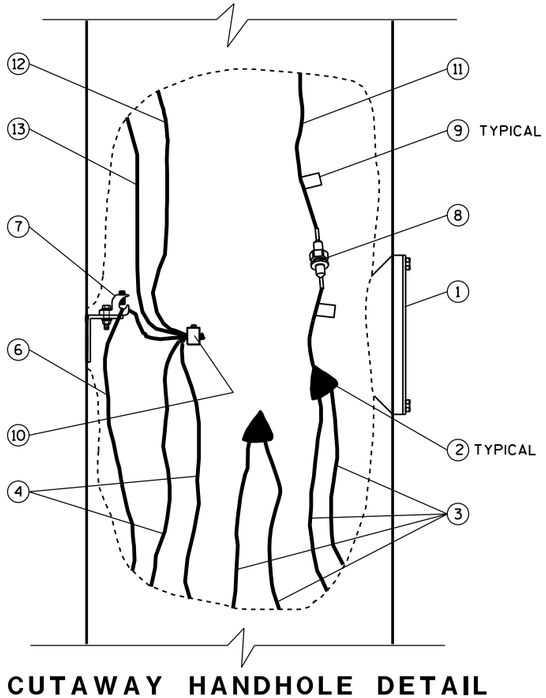
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

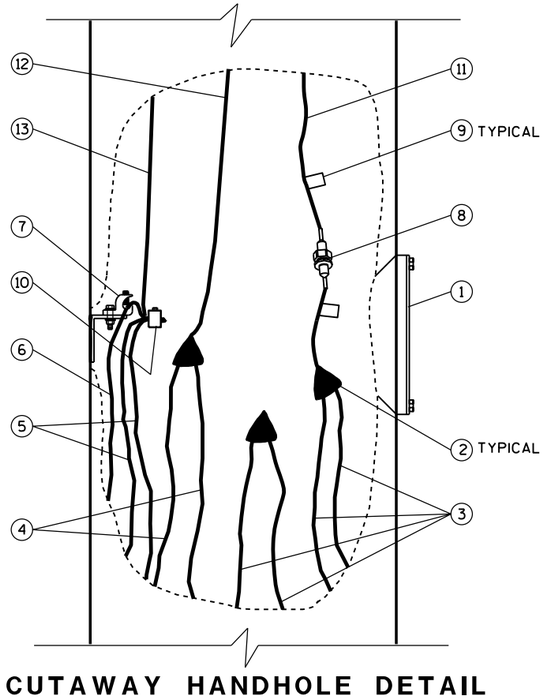
THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

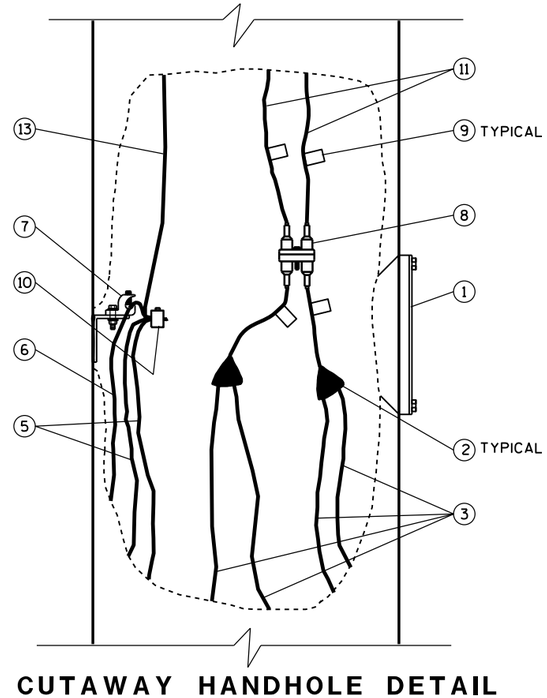
CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



CUTAWAY HANDHOLE DETAIL
GROUNDED NEUTRAL SYSTEMS
1-Φ



CUTAWAY HANDHOLE DETAIL
ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL
PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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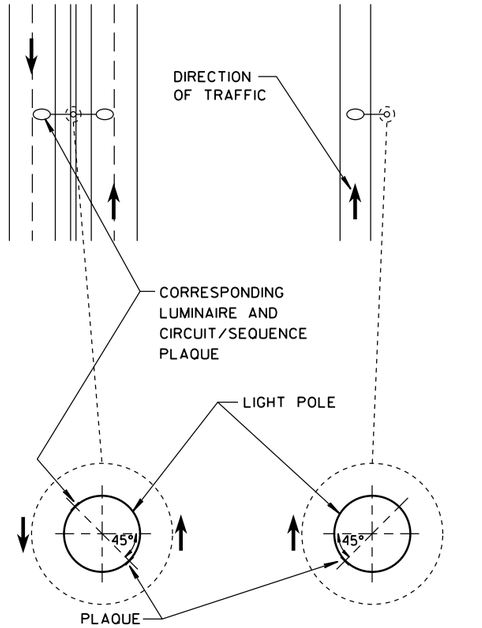


MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

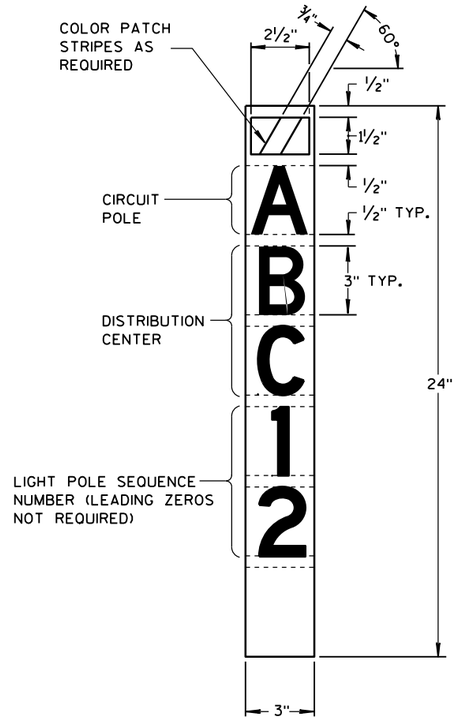
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

HPS	LED	COLOR PATCH CODE
1000 WATT		NO PATCH
400 WATT	CATEGORY D	ORANGE
310 WATT		BLUE
250 WATT	CATEGORY C	ORANGE WITH WHITE STRIPE
200 WATT		RED
150 WATT	CATEGORY B	GREEN
100 WATT	CATEGORY A	BROWN
70 WATT	CATEGORY UDL	BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

IDENTIFICATION PLAQUES LIGHT POLES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

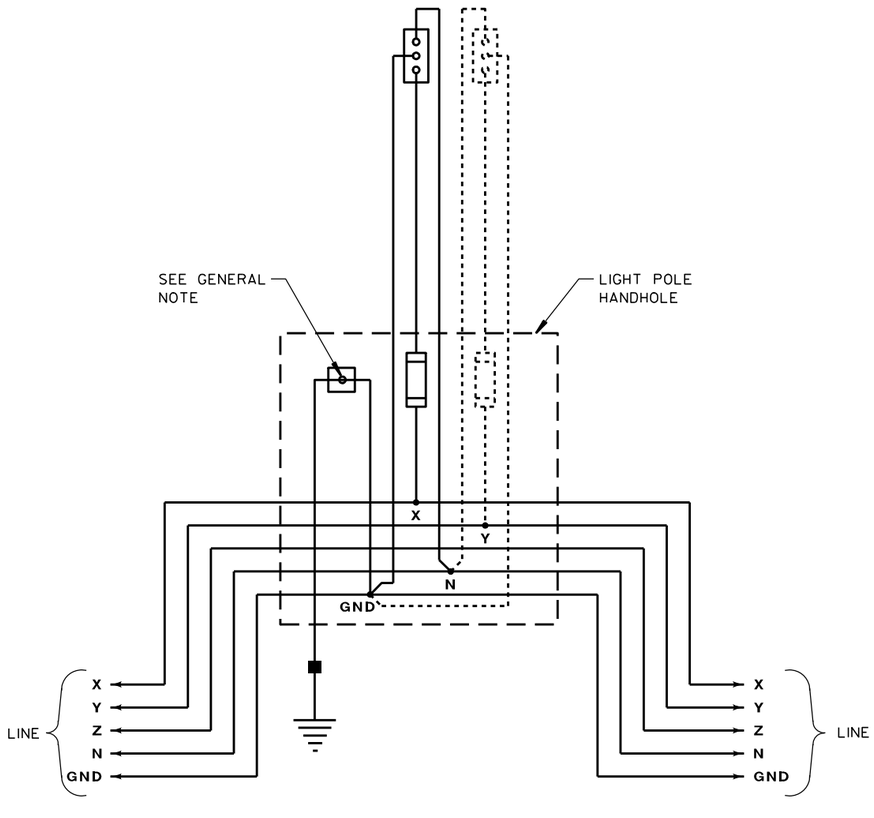
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

HANDHOLE FUSE SCHEDULES

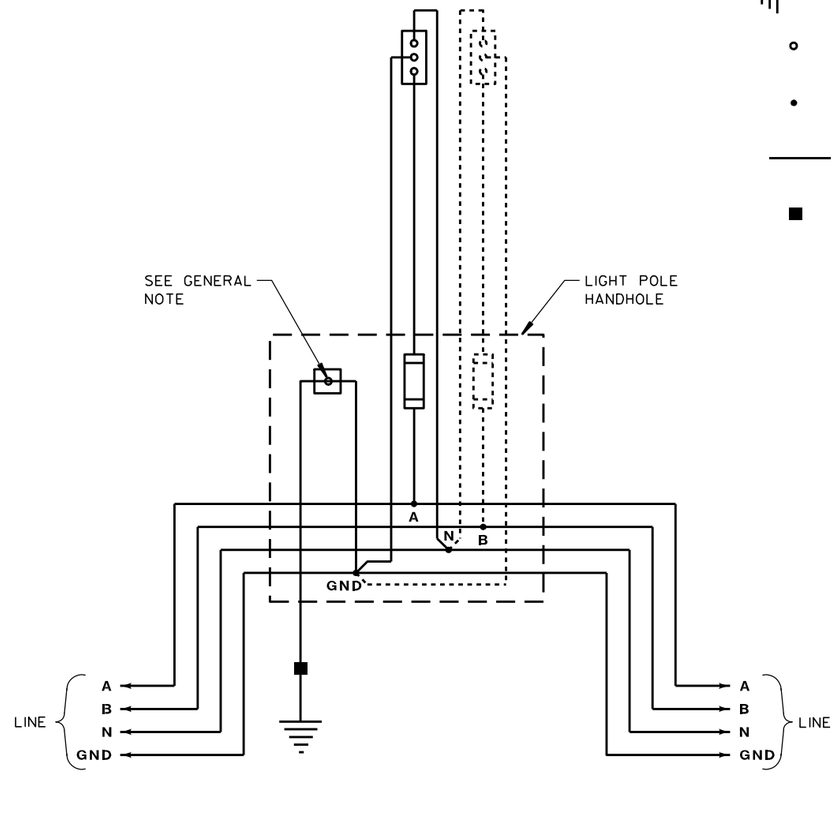
LINE VOLTAGE	BALLAST WATTAGE	
φ-GROUND	70-200 W	250-400 W
120 VAC	5 A	10 A
240 VAC	5 A	5 A
277 VAC	5 A	5 A
480 VAC	3 A	5 A

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
φ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	TWO-POLE (2P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
3-φ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
1-φ 120/240VAC OR 240/480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/25/2010 DATE
/S/ John Corbin
STATE ELECTRICAL ENGI
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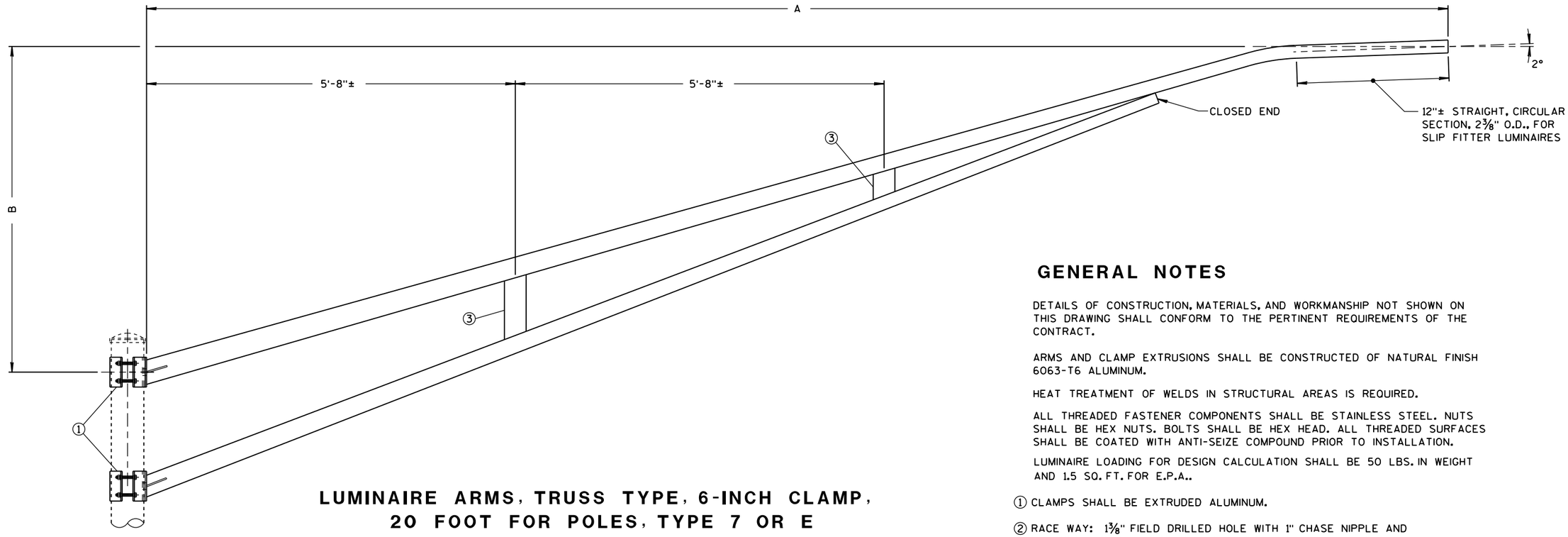

LUMINAIRE ARMS, TRUSS TYPE, 6-INCH CLAMP, 20 FOOT FOR POLES, TYPE 7 OR E

UPPER AND LOWER TRUSS CHORD CLAMPS SIMILIAR

TYPE	DIM. A NOMINAL ARM LENGTH (FT)	DIM. B APPROX. RISE (FT)
TRUSS TYPE	20.0	5.0

GENERAL NOTES

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

ARMS AND CLAMP EXTRUSIONS SHALL BE CONSTRUCTED OF NATURAL FINISH 6063-T6 ALUMINUM.

HEAT TREATMENT OF WELDS IN STRUCTURAL AREAS IS REQUIRED.

ALL THREADED FASTENER COMPONENTS SHALL BE STAINLESS STEEL. NUTS SHALL BE HEX NUTS. BOLTS SHALL BE HEX HEAD. ALL THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE COMPOUND PRIOR TO INSTALLATION.

LUMINAIRE LOADING FOR DESIGN CALCULATION SHALL BE 50 LBS. IN WEIGHT AND 1.5 SQ. FT. FOR E.P.A..

① CLAMPS SHALL BE EXTRUDED ALUMINUM.

② RACE WAY: 1⅜" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET) PER EACH REQUIRED LUMINAIRE ARM. PROVIDE 1½" HOLE IN CLAMP EXTRUSION TO CONTINUE RACEWAY. NOTE: NO RACEWAY ON LOWER TRUSS CORD CLAMP. FOR INFORMATION ONLY.

③ STIFFENER.

④ GUSSETS REQUIRED.

⑤ CLAMP BOLT ASSEMBLY (BOLT - ½"-13 UNC, 2 EACH - FLAT WASHER, LOCK WASHER, NUT) - 4 EACH PER CLAMP.

LUMINAIRE ARMS, TRUSS TYPE 6-INCH CLAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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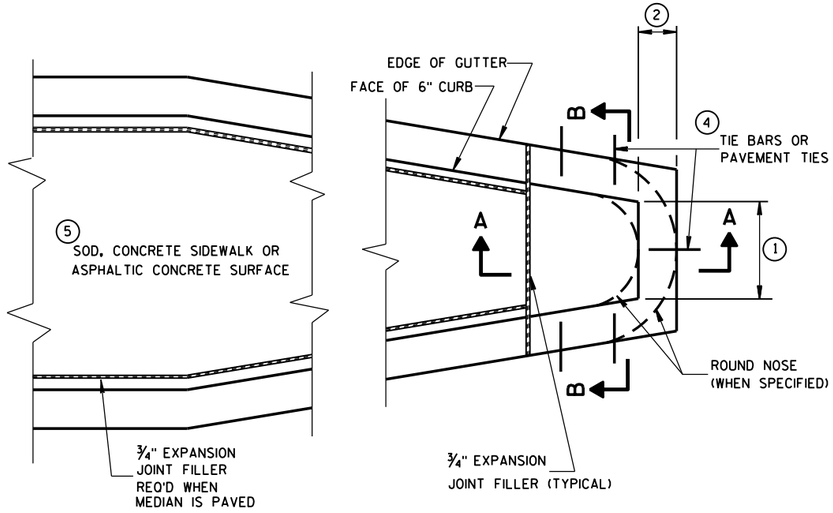
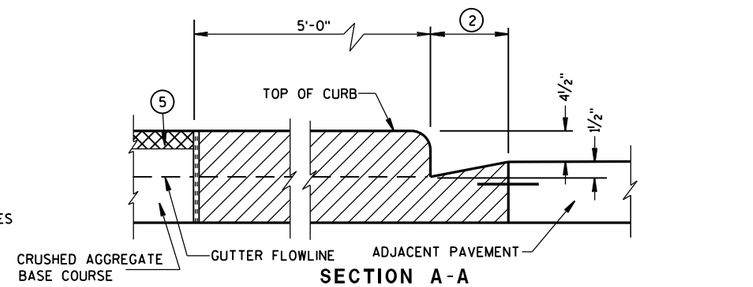




CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

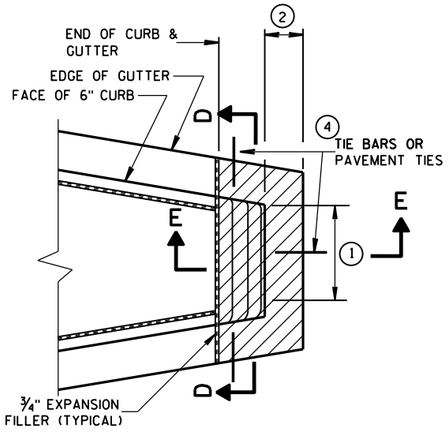
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

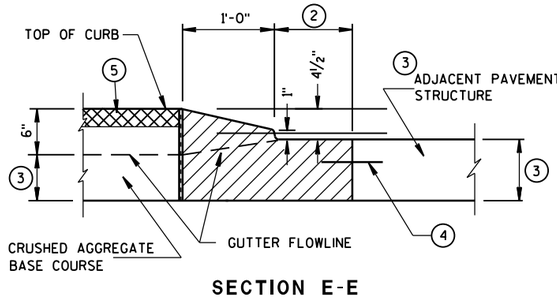
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

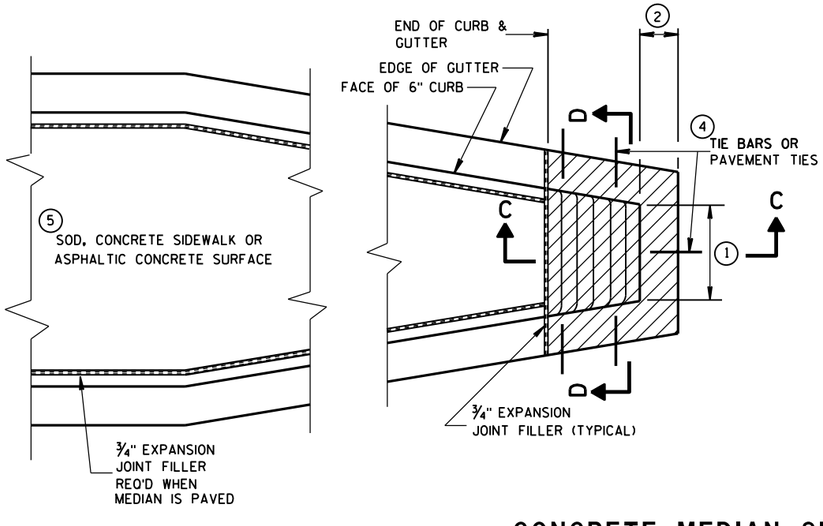
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

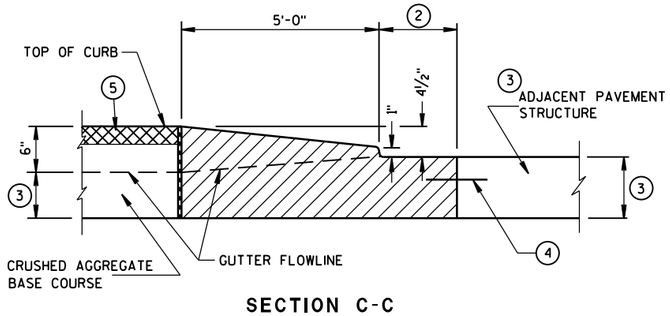




SECTION E-E

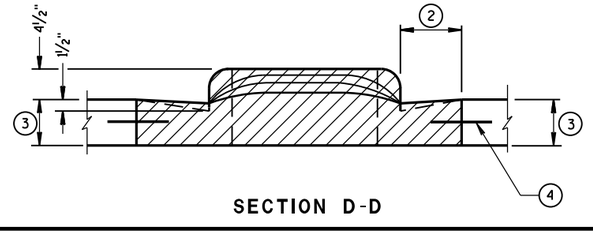
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 11 B 2-2

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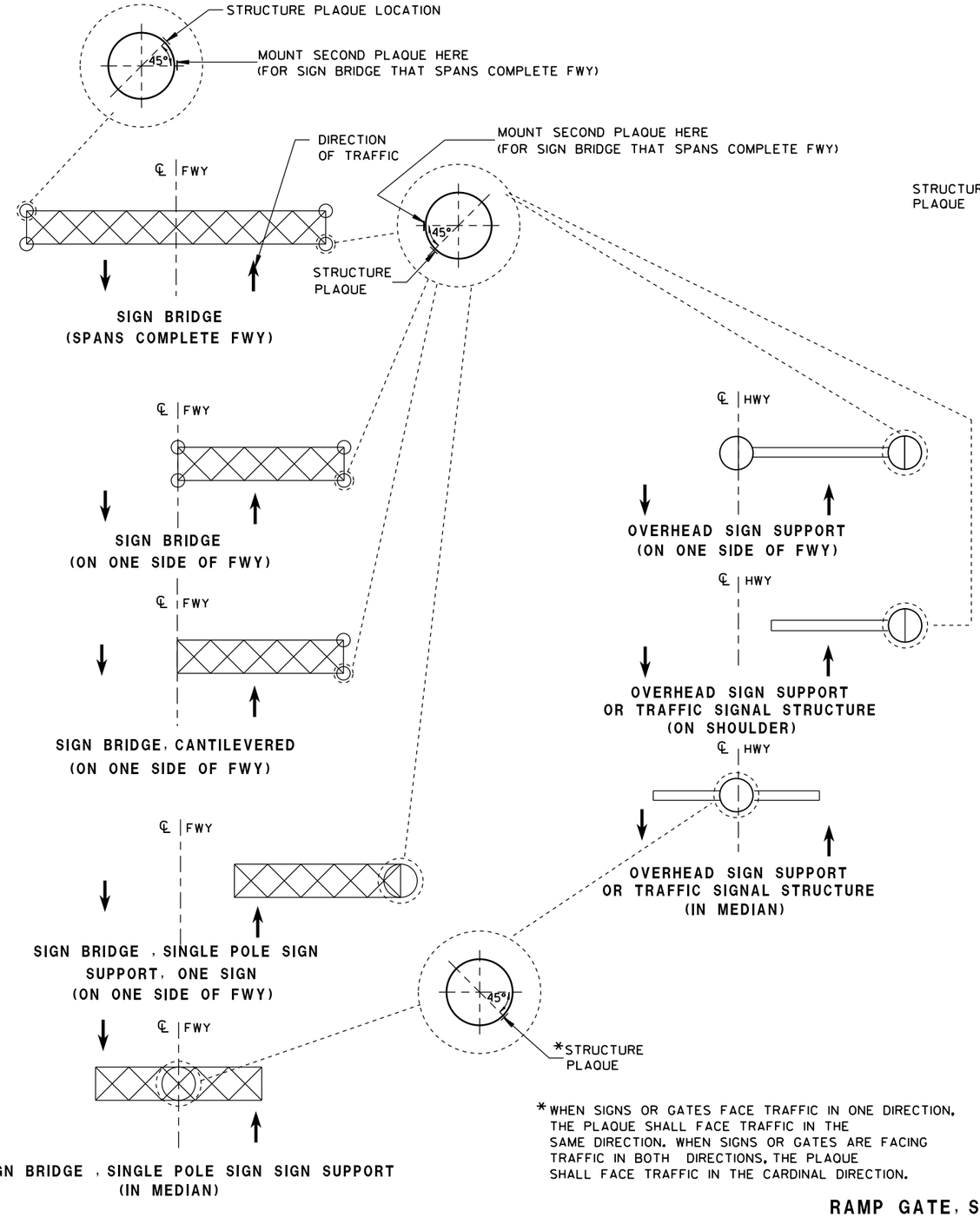
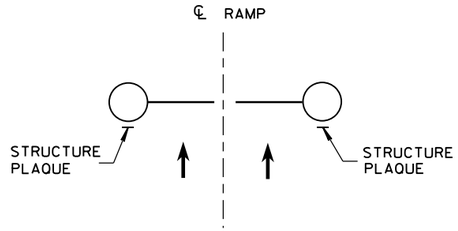
S.D.D. 11 B 2-2

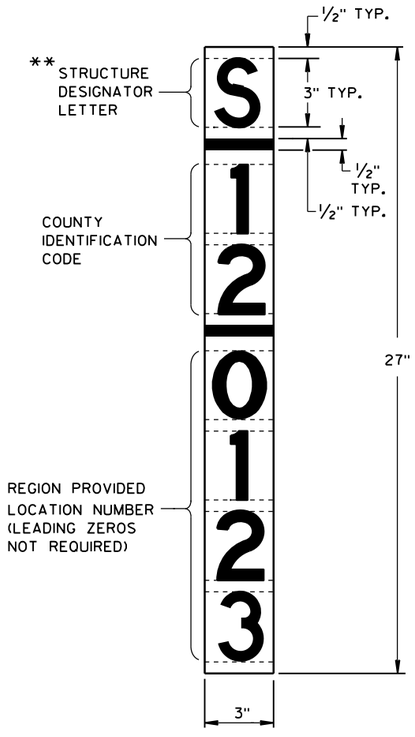


* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

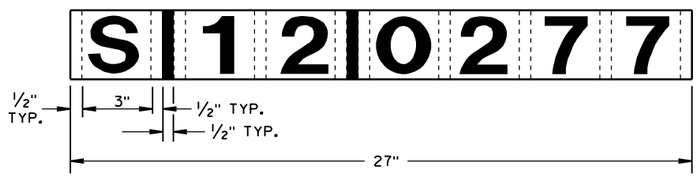
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 12 A 4-3

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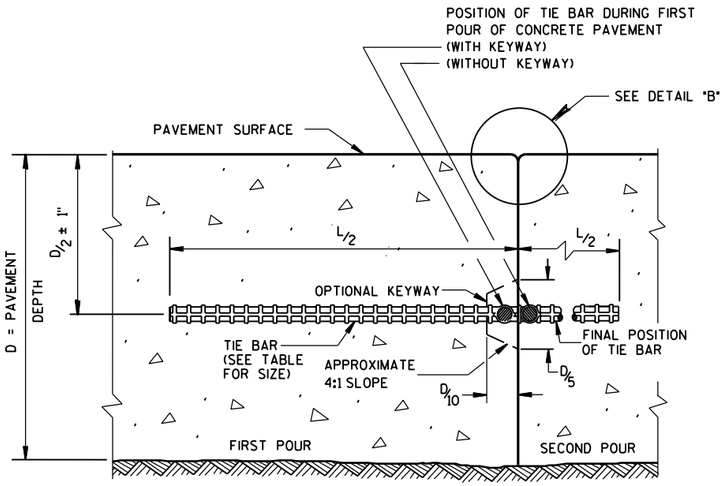
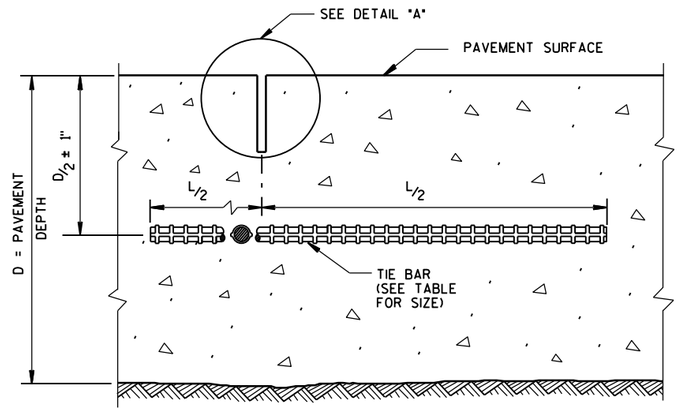
S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

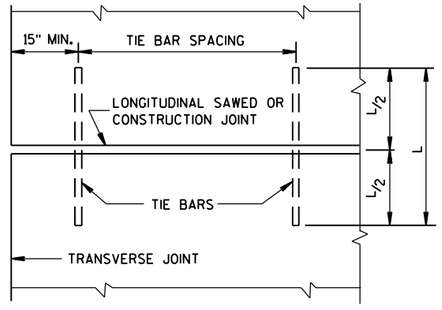
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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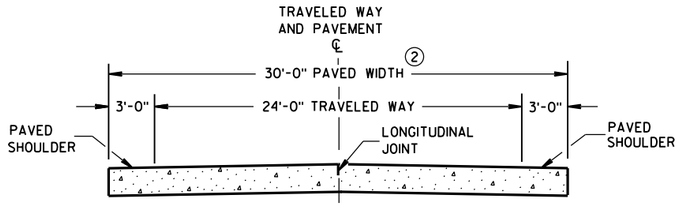
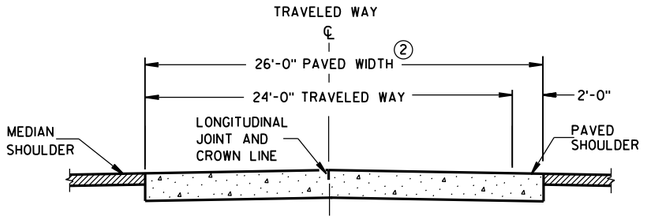
S.D.D. 13 C 1-18

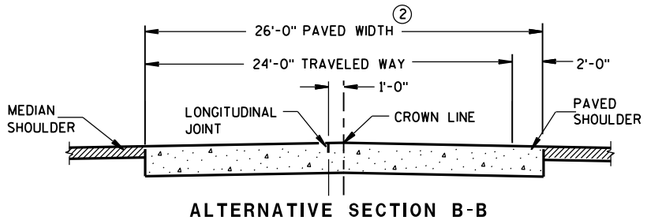


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

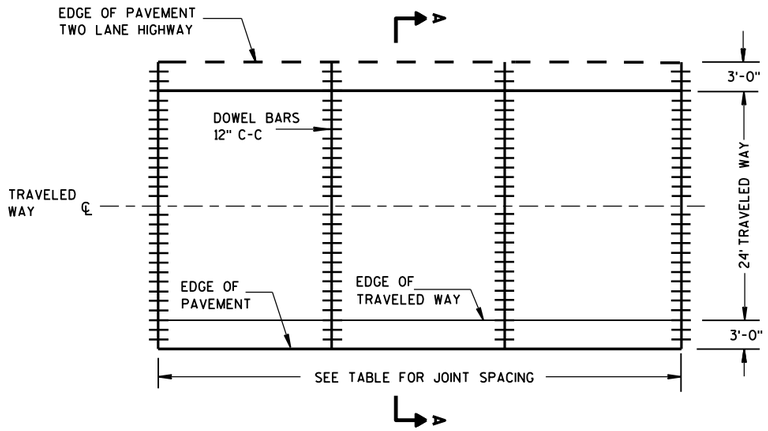
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

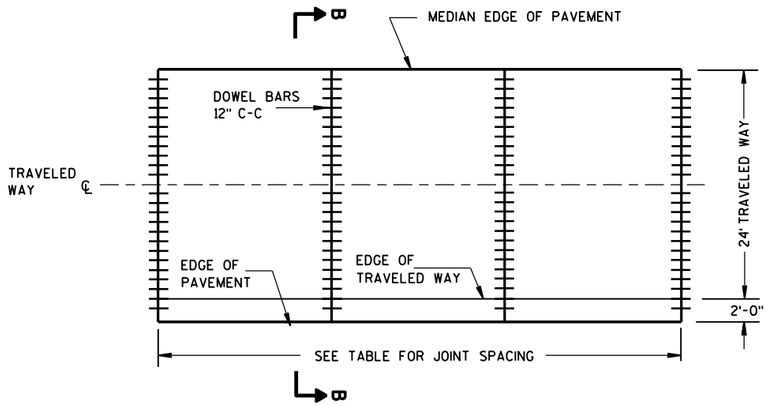
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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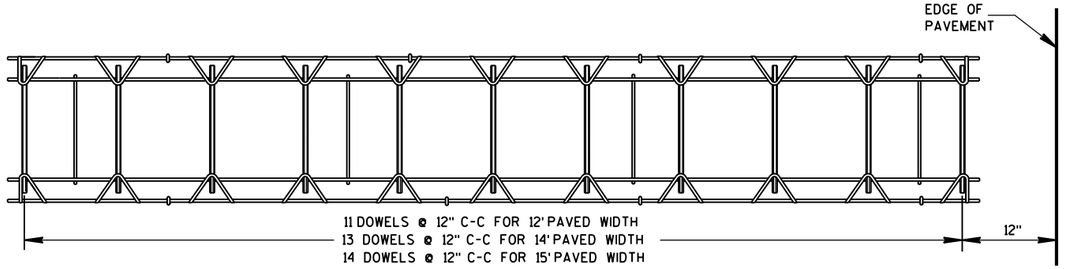
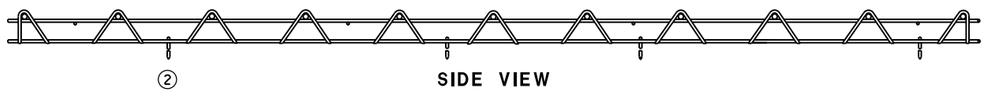
S.D.D. 13 C 11-11a



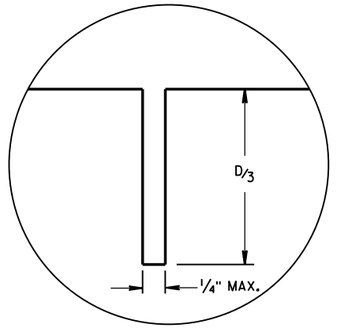
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

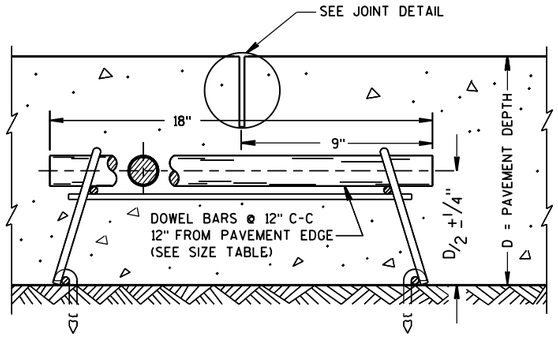
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

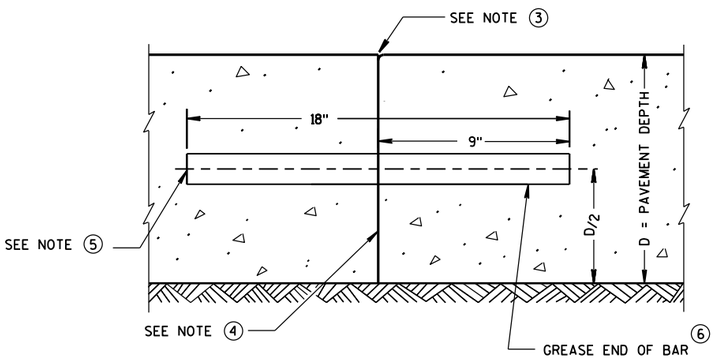
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

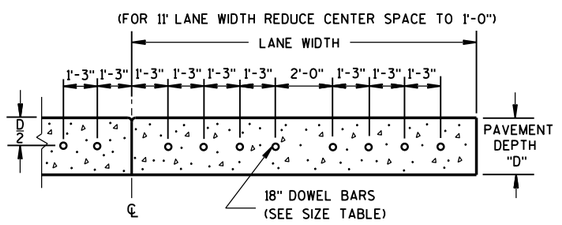
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff PAVEMENT POLICY & DE ENGINEER
FHWA

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S.D.D. 13 C 11-11b

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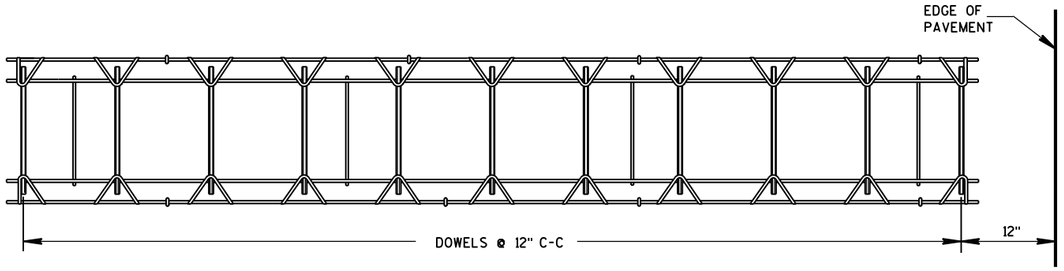
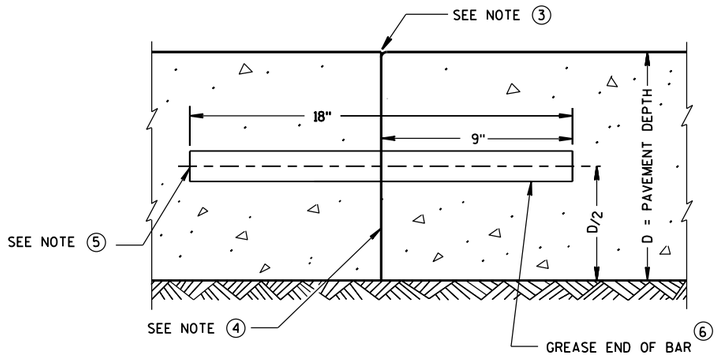
S.D.D. 13 C 11-11b



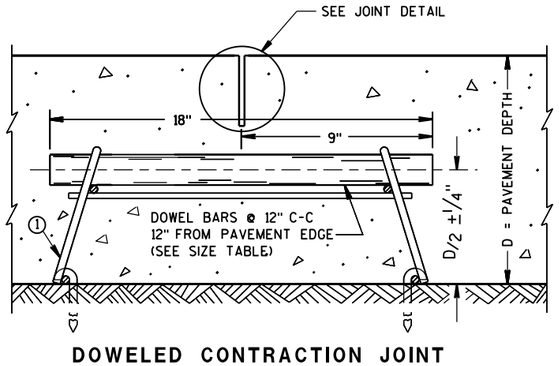
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



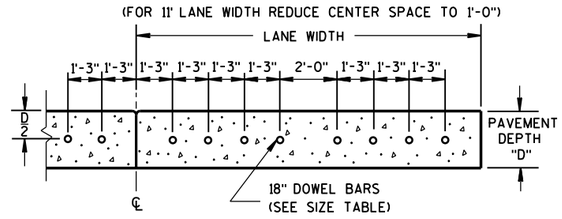
TRANSVERSE CONSTRUCTION JOINT



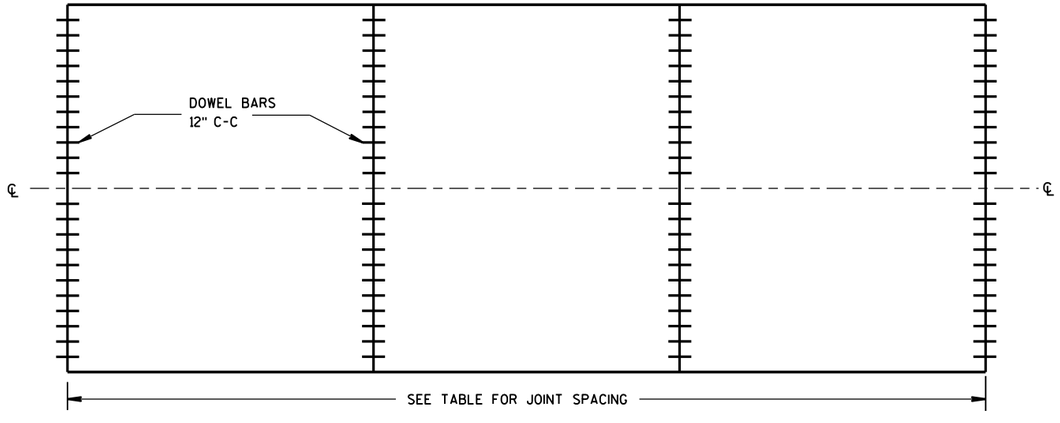
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

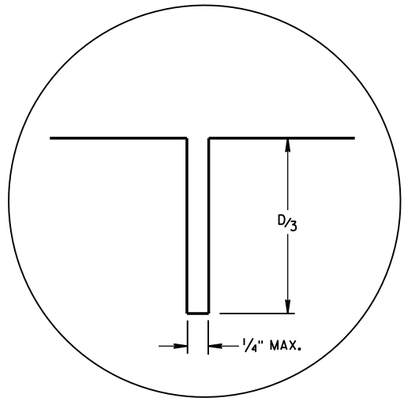
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ...EER
FHWA

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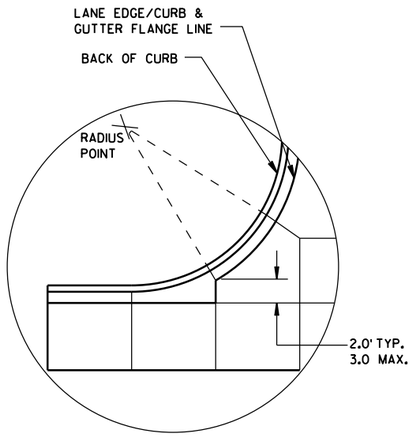
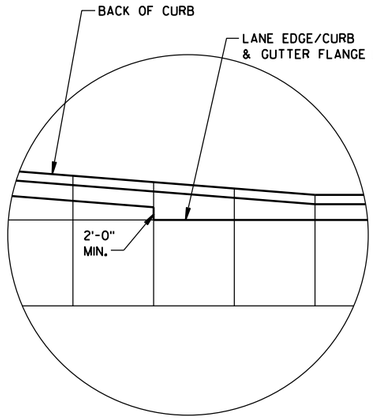
S.D.D. 13 C 13-8



DETAIL "A"



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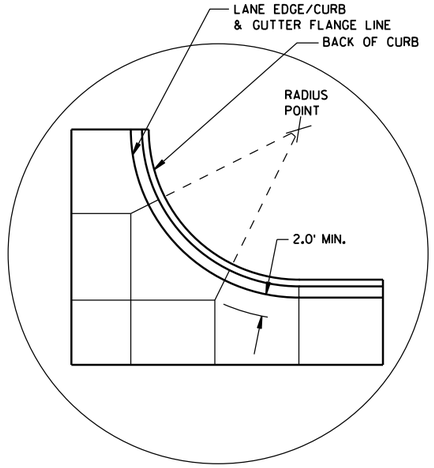

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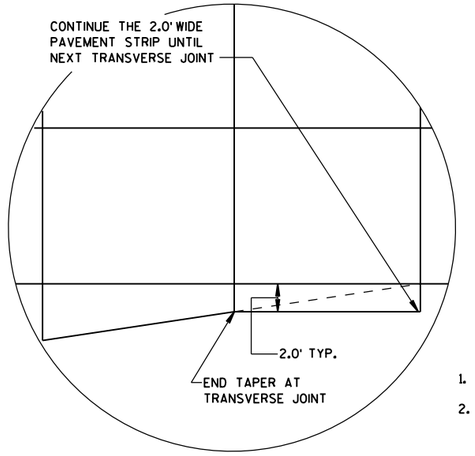


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

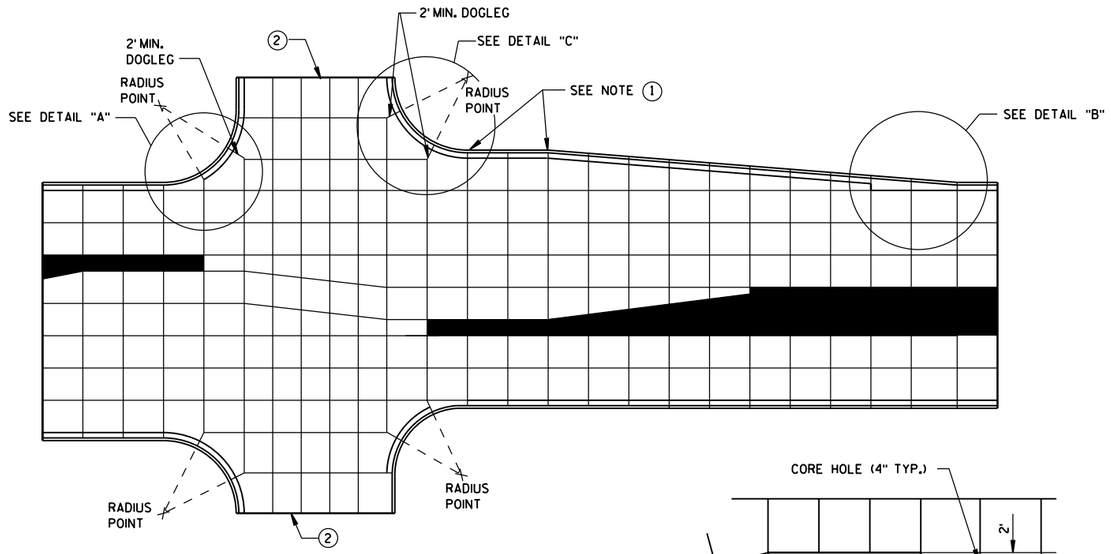
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

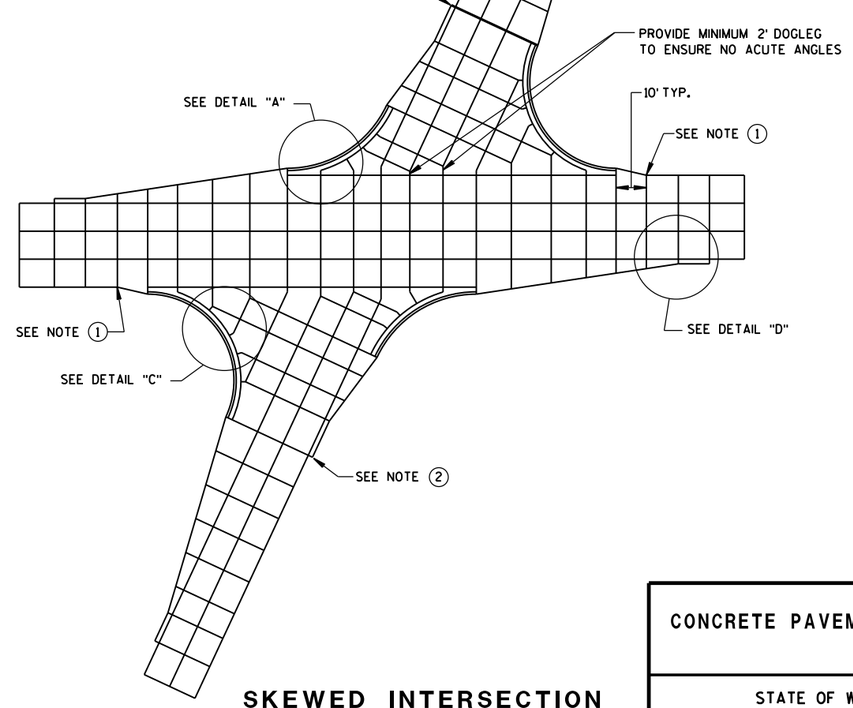
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



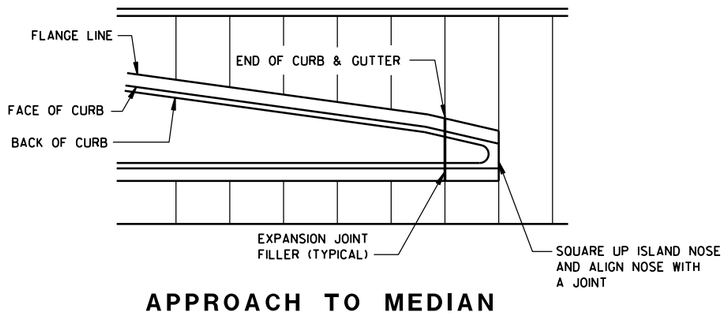
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

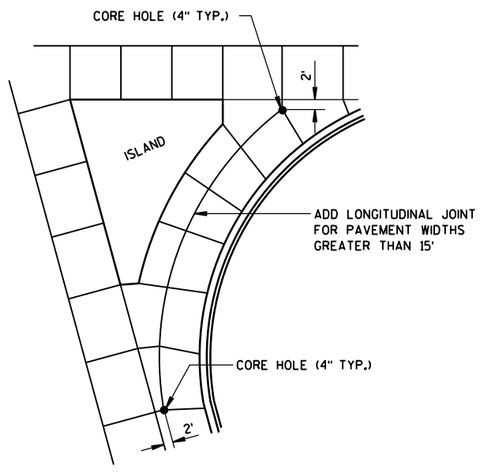
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

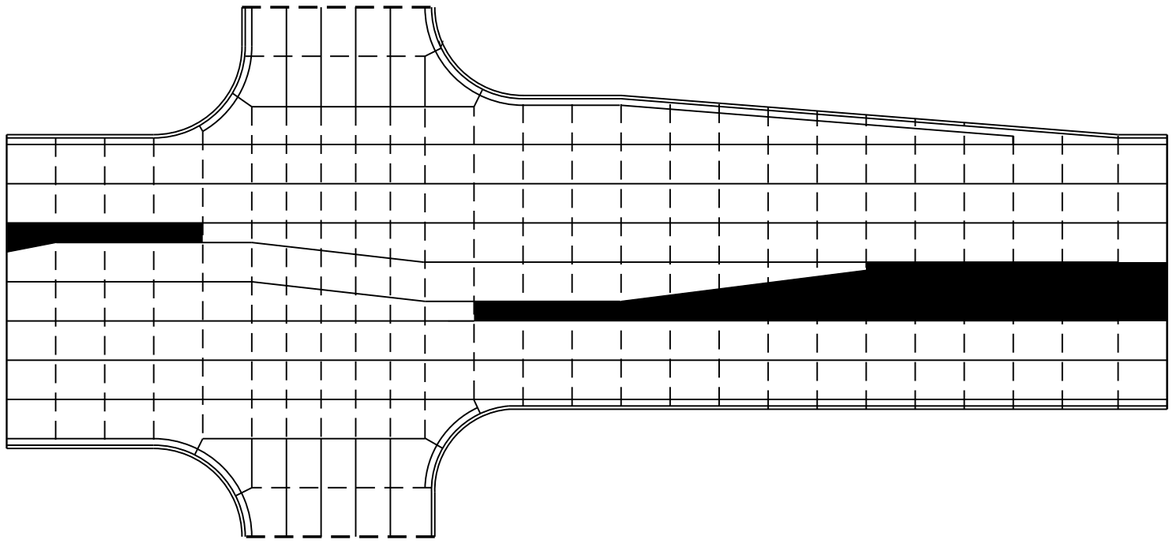
6
S.D.D. 13 C 18-4a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

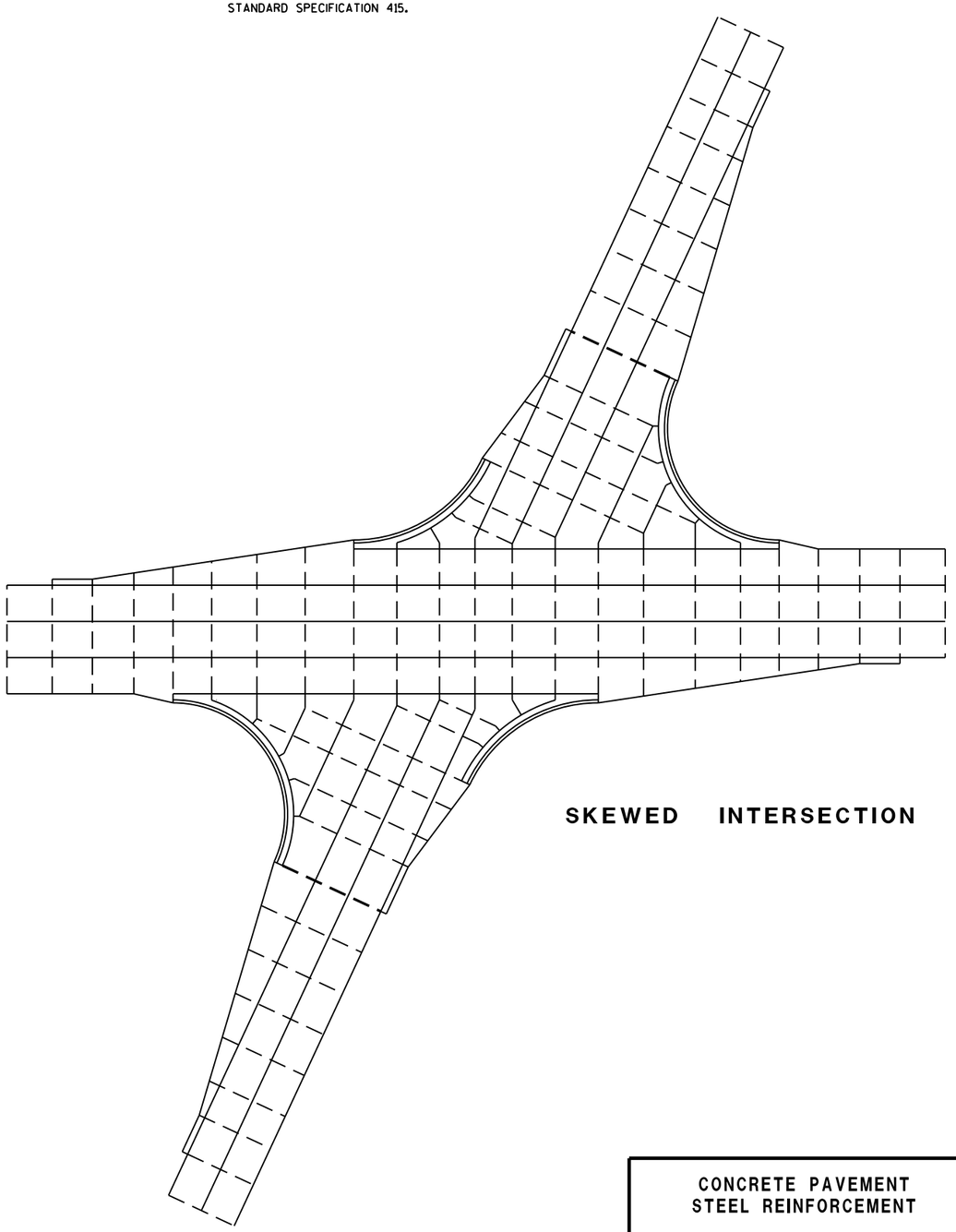
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

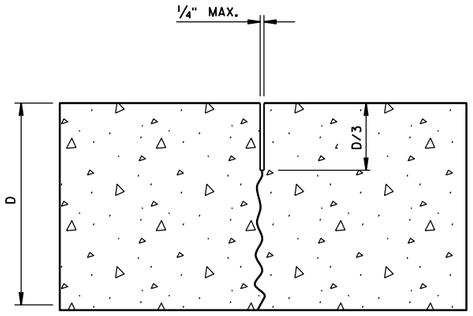
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

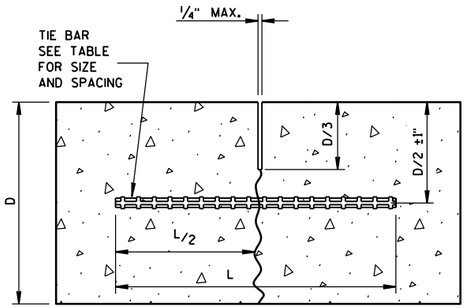
S.D.D. 13 C 18-4b

6

S.D.D. 13 C 18-4b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

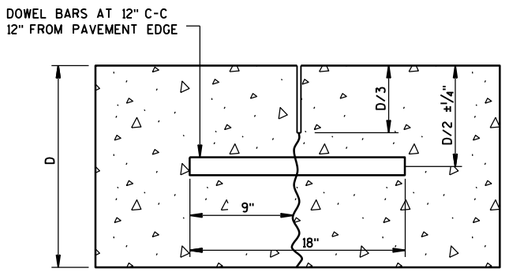
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

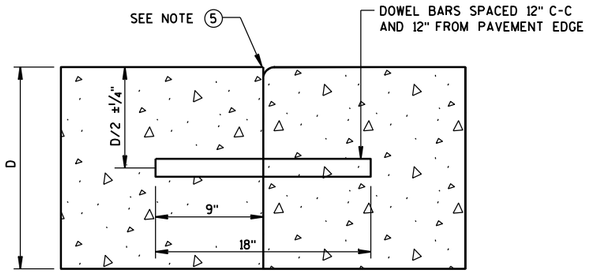
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



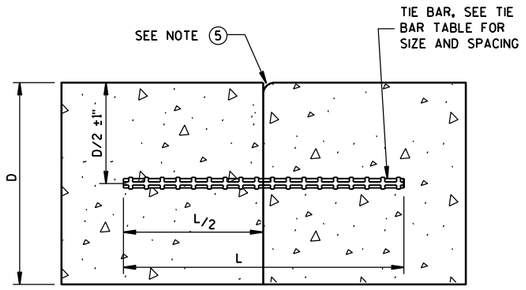
DOWELED-TRANSVERSE

CONTRACTION JOINTS

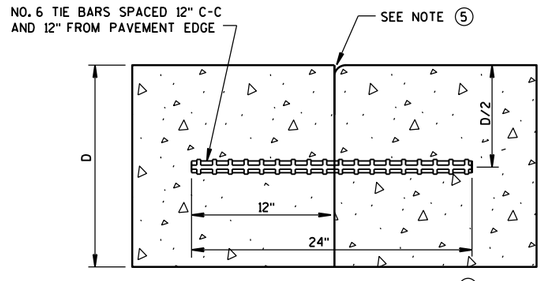
SEE NOTE (2)



DOWELED TRANSVERSE (3)

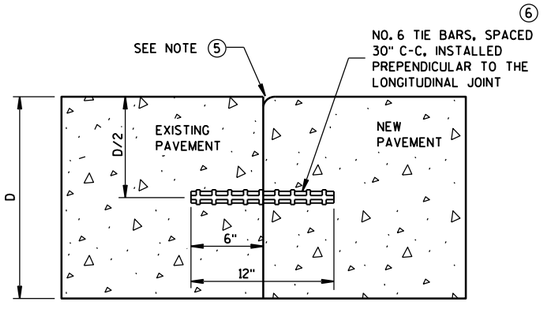


TIED LONGITUDINAL



TIED TRANSVERSE (3)

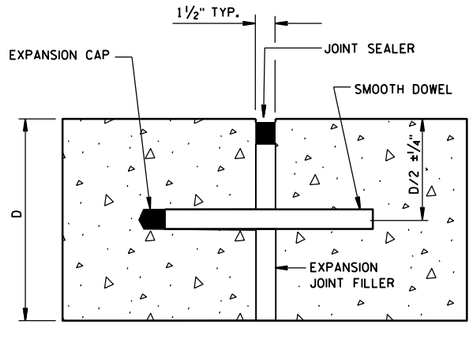
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

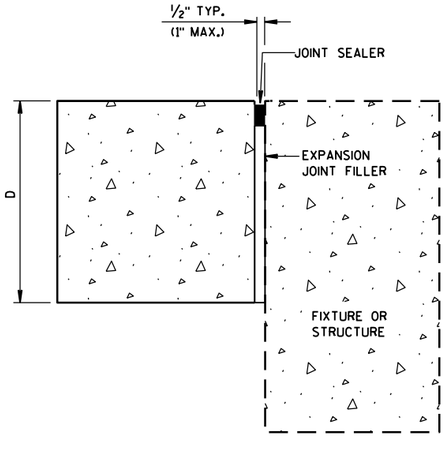
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

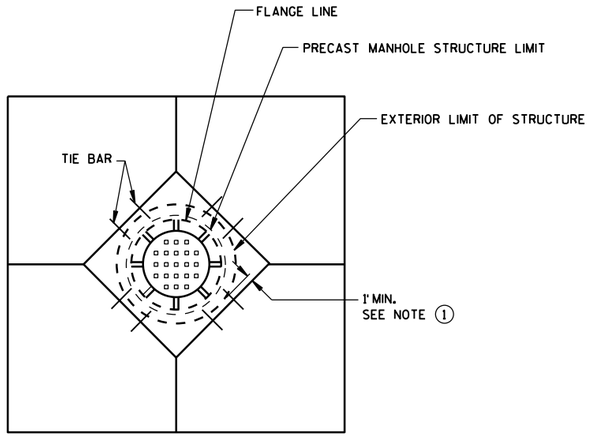
EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

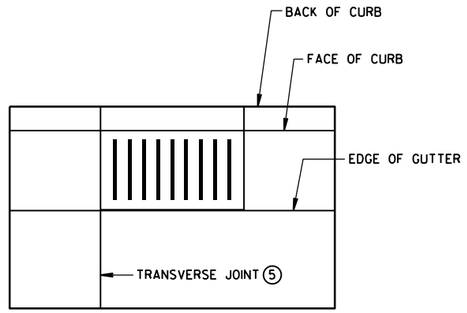
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

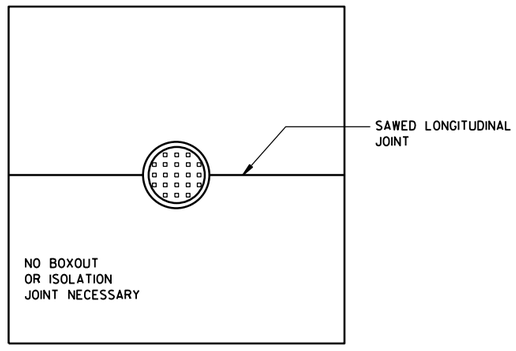
S.D.D. 13 C 18-4c



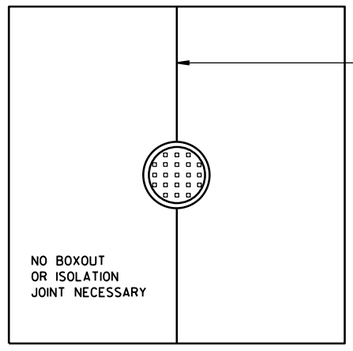
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



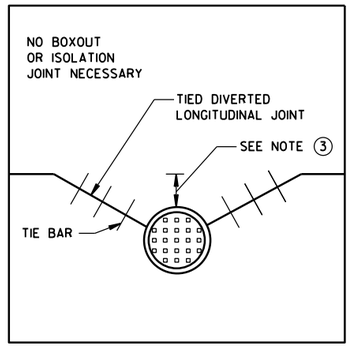
INLET WITH TRANSVERSE JOINT



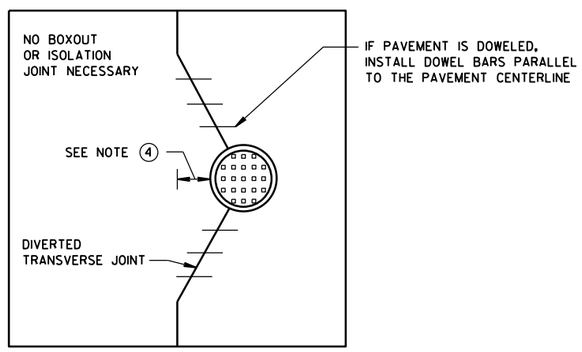
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

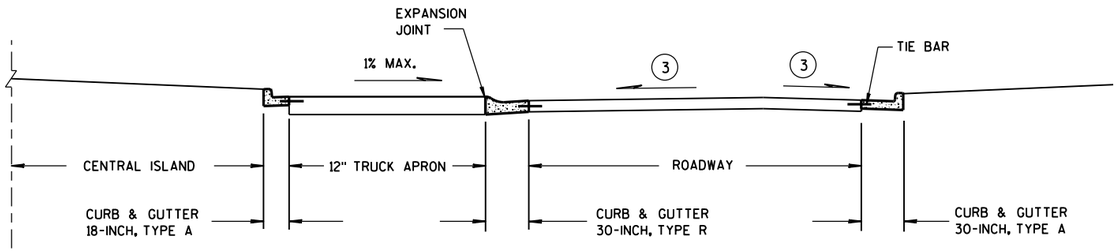
CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

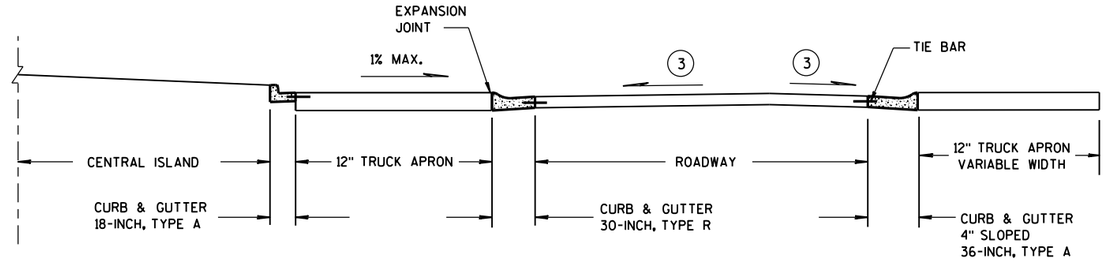
APPROVED
Sept., 2016 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

6

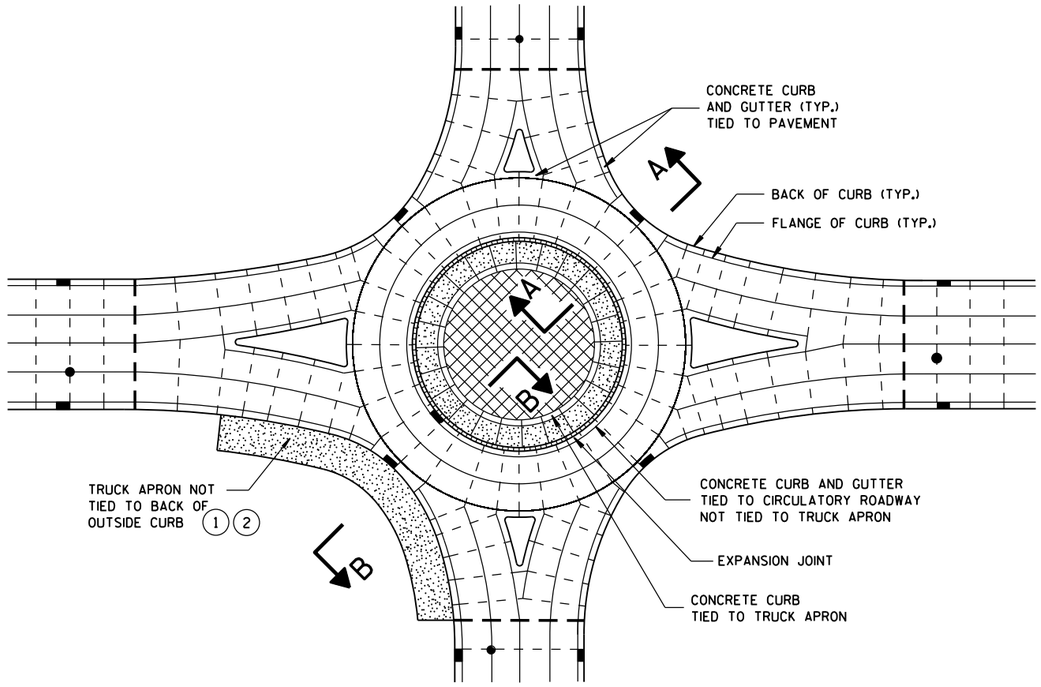
S.D.D. 13 C 18-4d



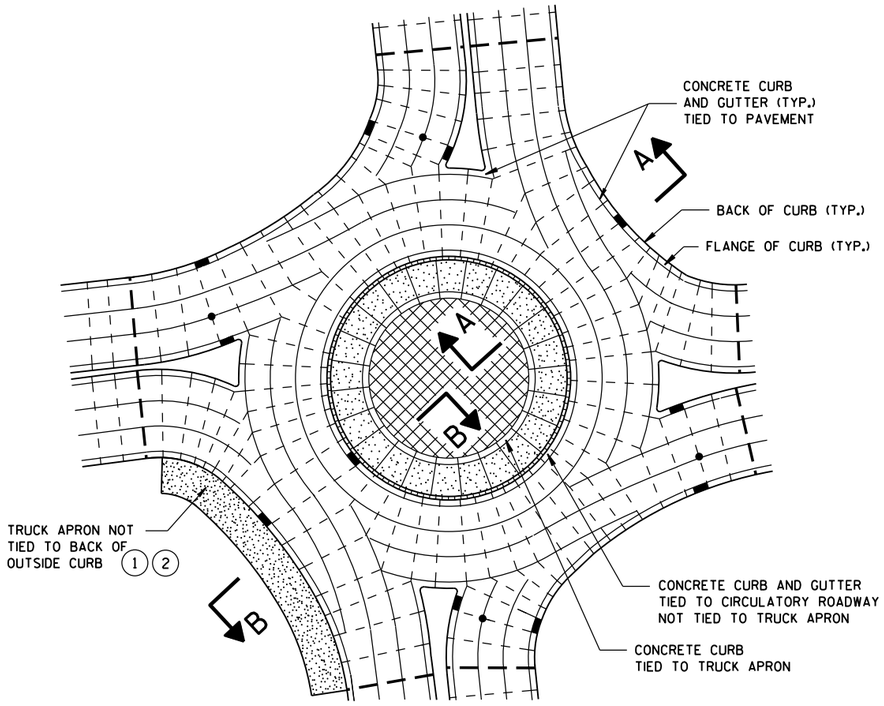
SECTION A-A



SECTION B-B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE/OVERWEIGHT VEHICLES.

(2) DO NOT TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB WHEN THE TRUCK APRON WIDTH IS 3 FEET OR GREATER AT ANY LOCATION.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 18-4e

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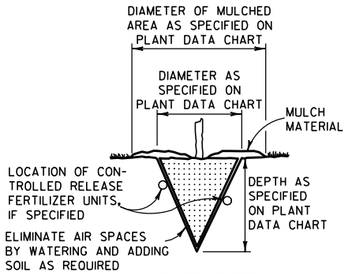
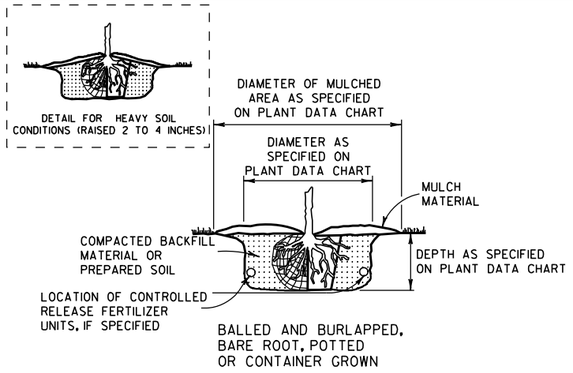
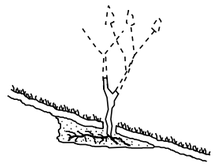
S.D.D. 13 C 18-4e



MACHINE MOVED

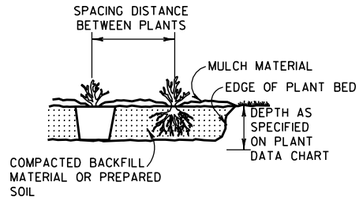


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



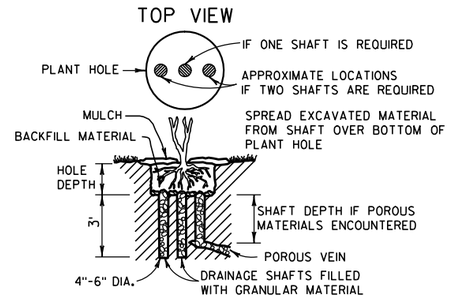
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



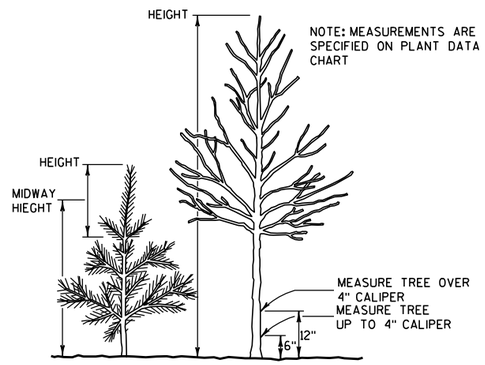
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

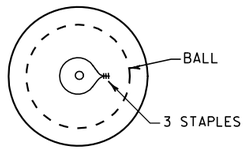


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

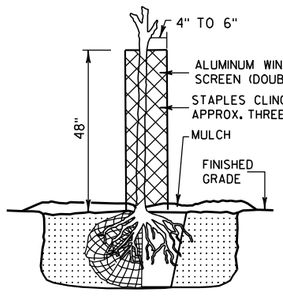
DRAINING



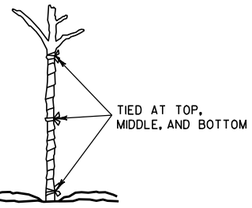
MEASURING



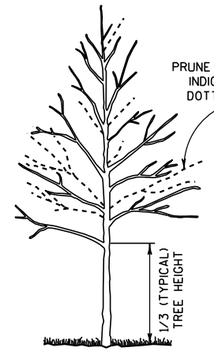
TOP VIEW



RODENT PROTECTION



WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

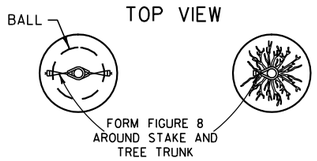
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

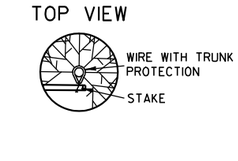
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

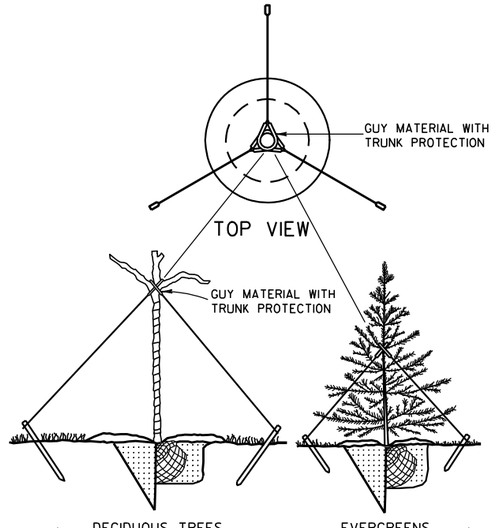
PRUNING



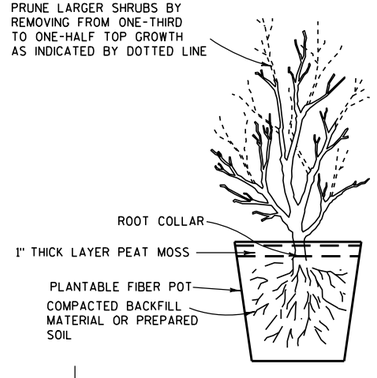


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING



POTTING

NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 A 2-1

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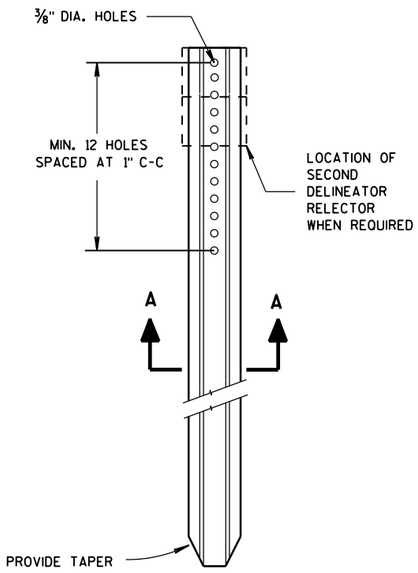
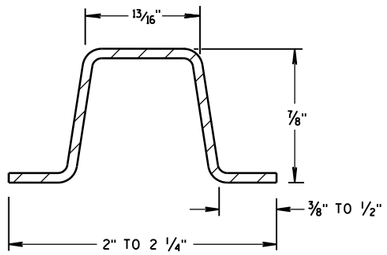
S.D.D. 14 A 2-1

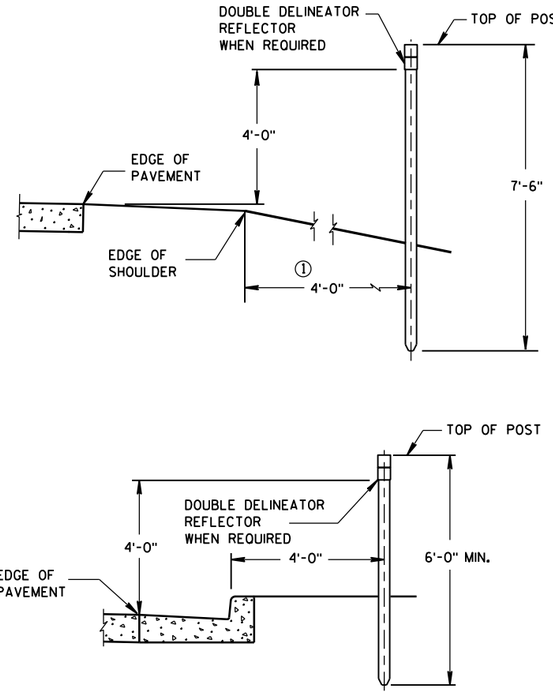


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

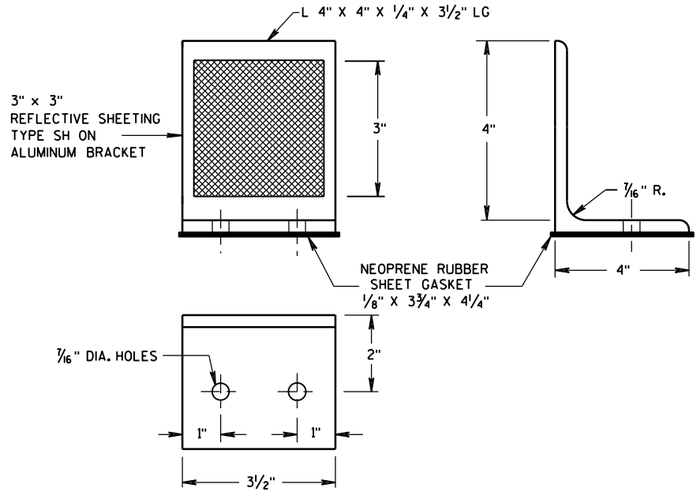


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

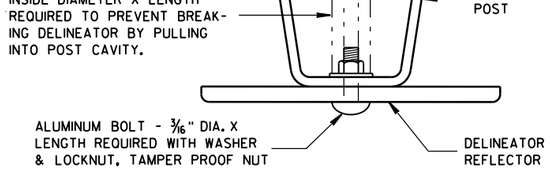
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

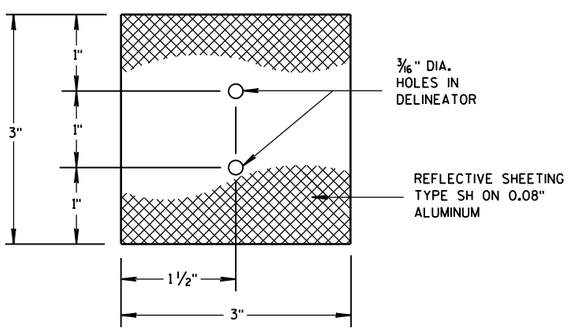
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



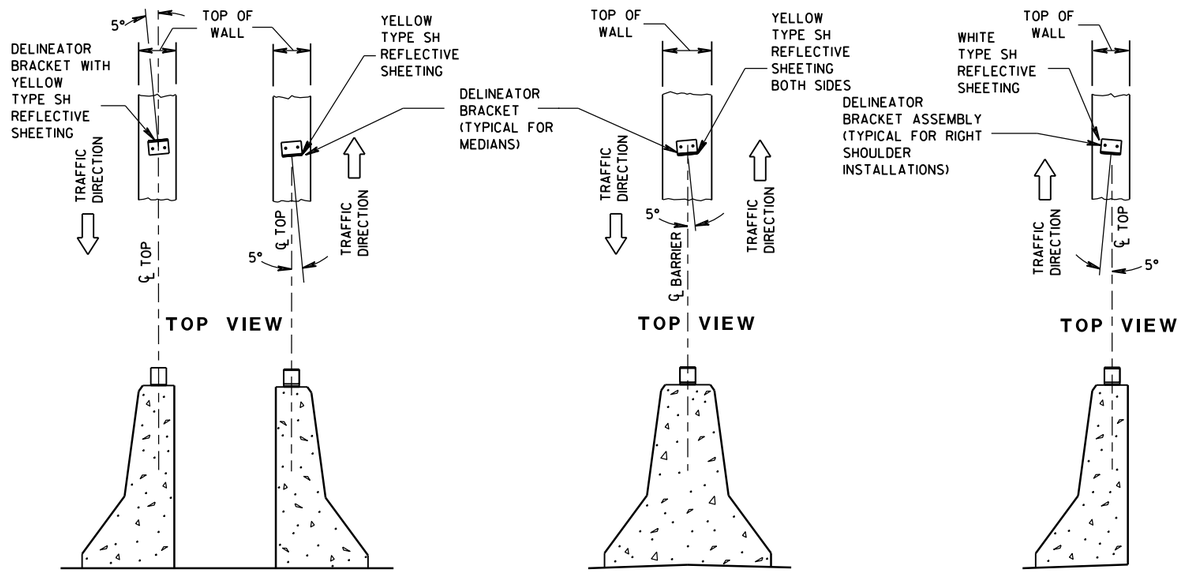
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR REFLECTOR

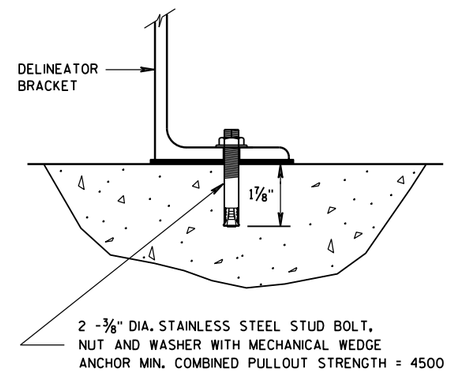


3"x 3" DELINEATOR REFLECTOR



DOUBLE BARRIERS IN MEDIAN | **MEDIAN BARRIER** | **BARRIER LOCATED TO RT. OF TRAFFIC FLOW**

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

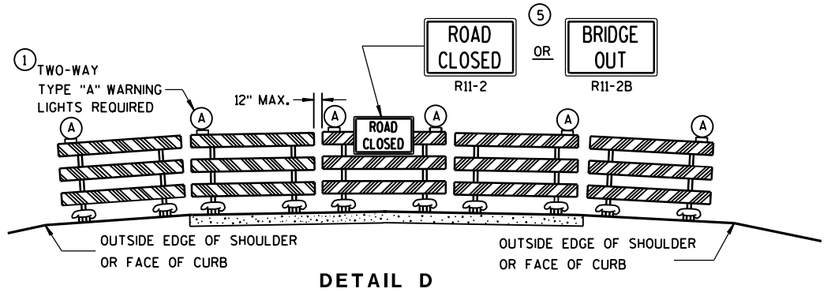
DELINEATOR POST, DELINEATOR REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]INEER
FHWA

6

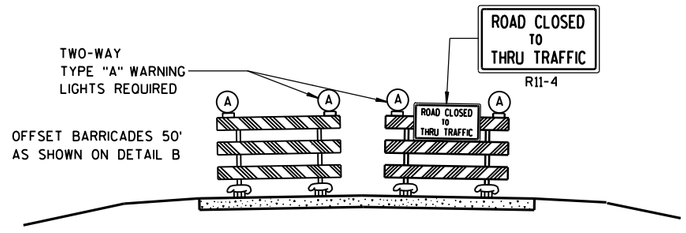
S.D.D. 15 A 2-9



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

6

S.D.D. 15 C 2-6b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

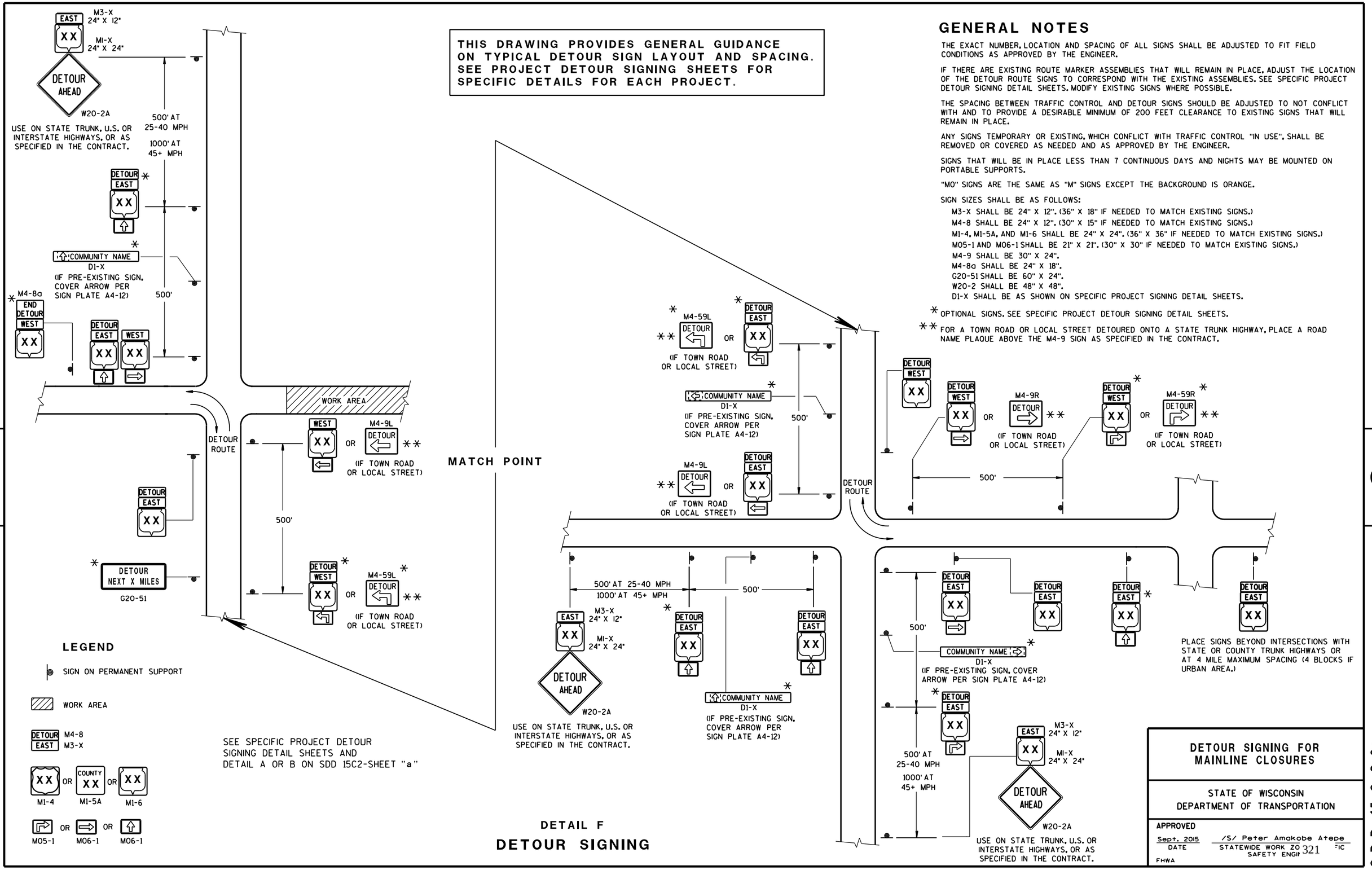
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4 / M1-5A / M1-6
- MO5-1 OR MO6-1 OR MO6-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

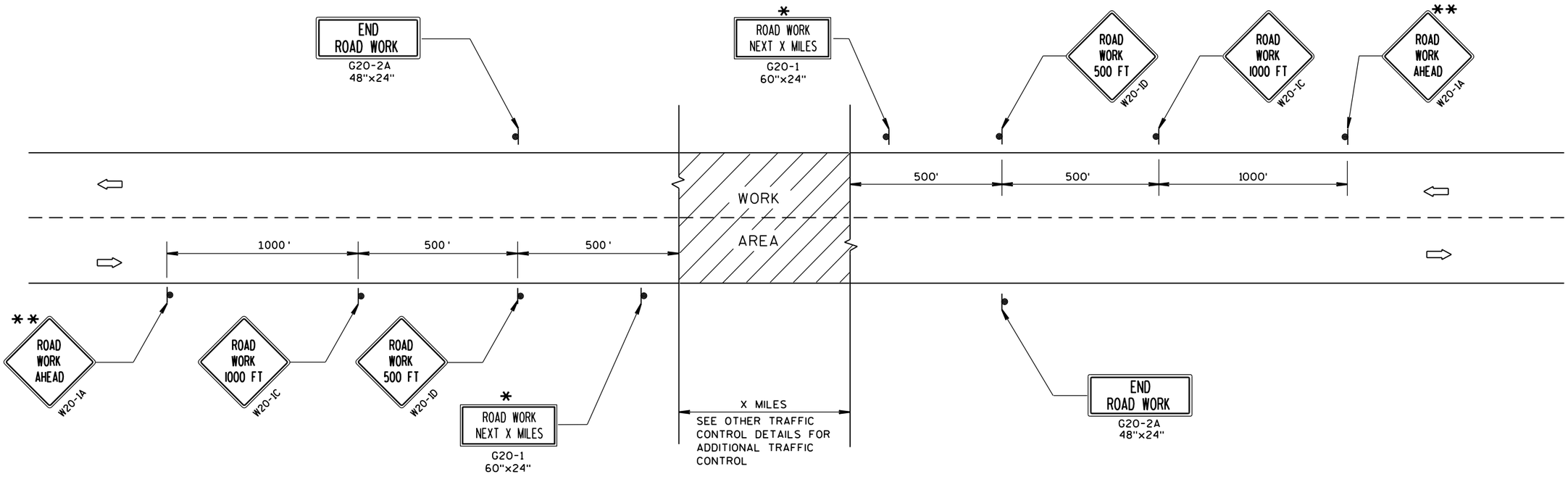
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI...

FHWA

S.D.D. 15 C 2-6c

S.D.D. 15 C 2-6c



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

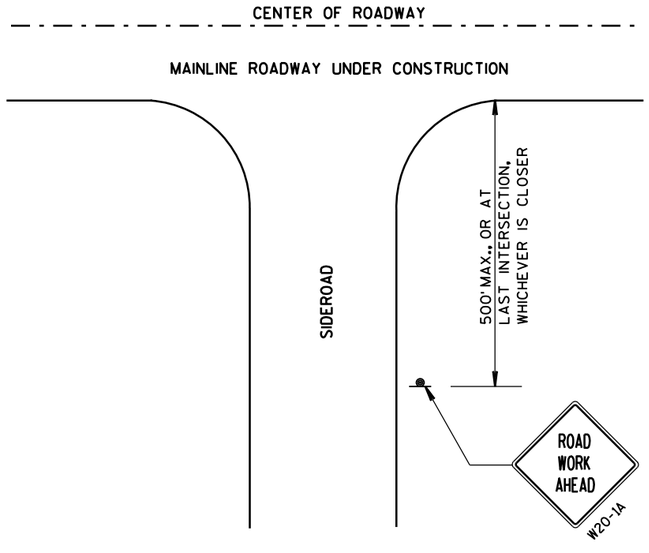
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

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S.D.D. 15 C 4-3

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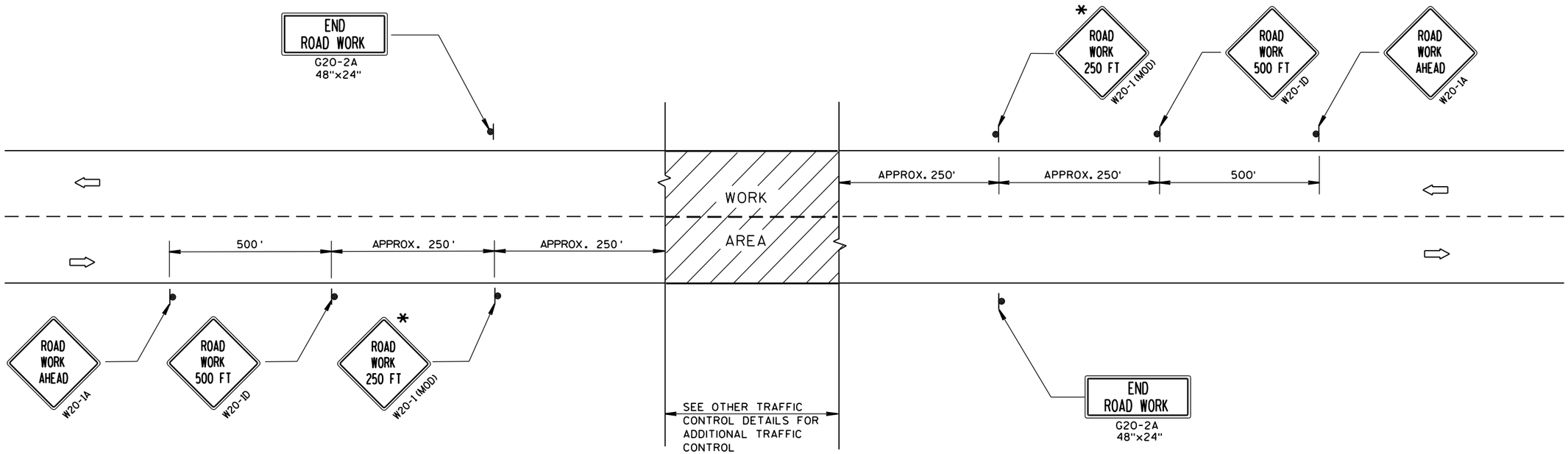
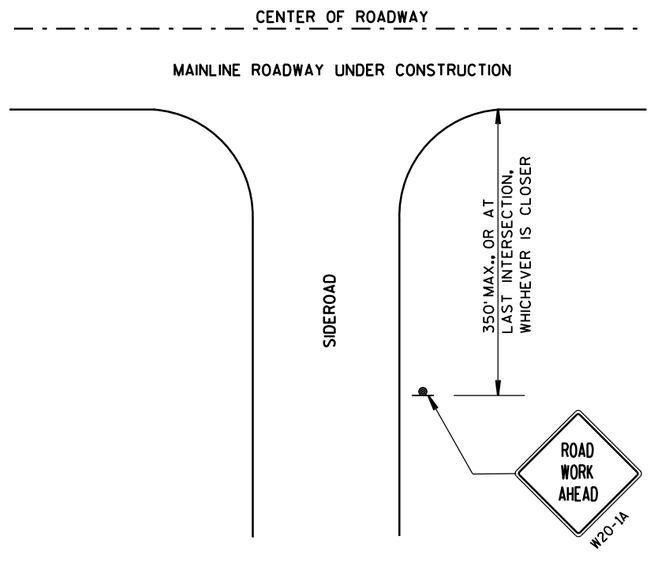
S.D.D. 15 C 4-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

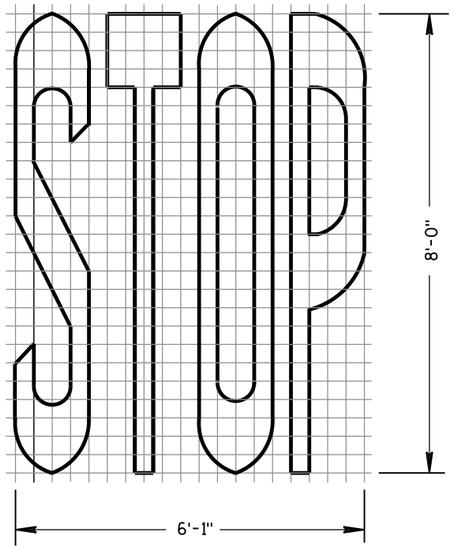
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

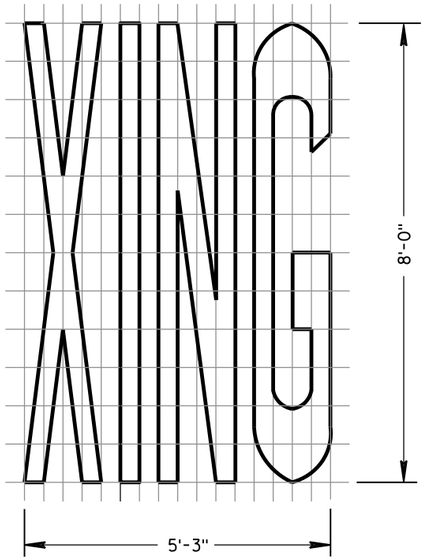
6

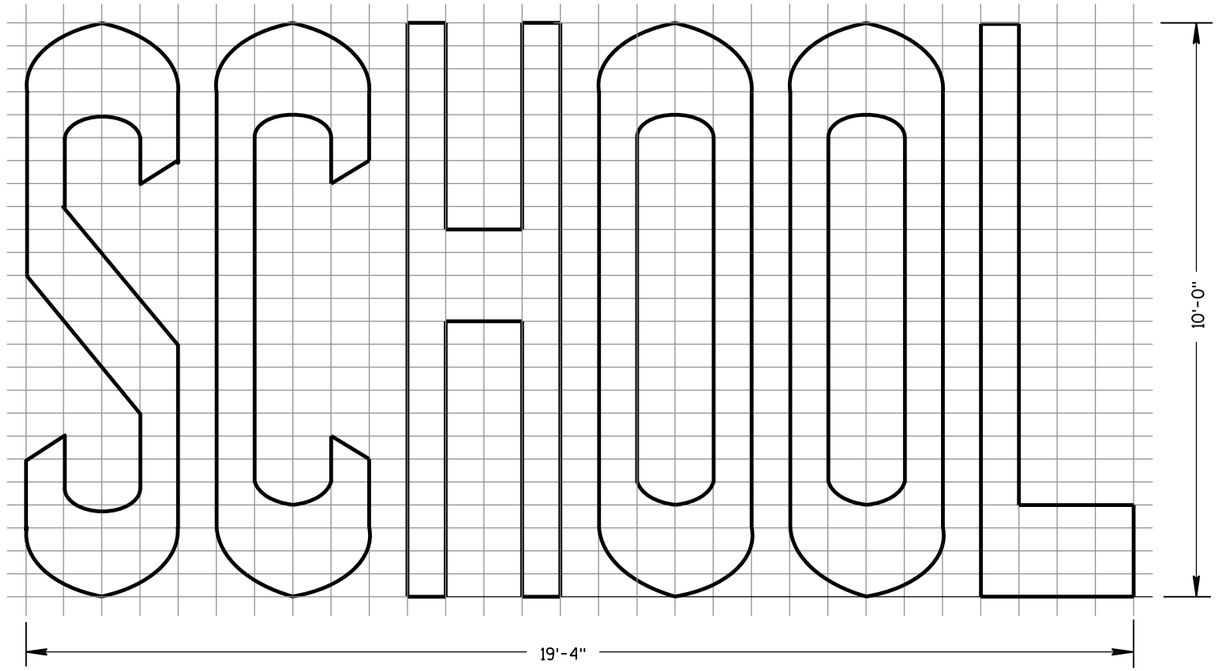
S.D.D. 15 C 5-3

GENERAL NOTES

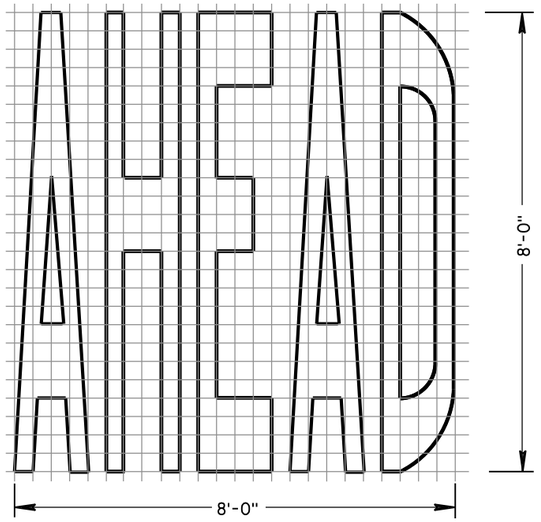
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

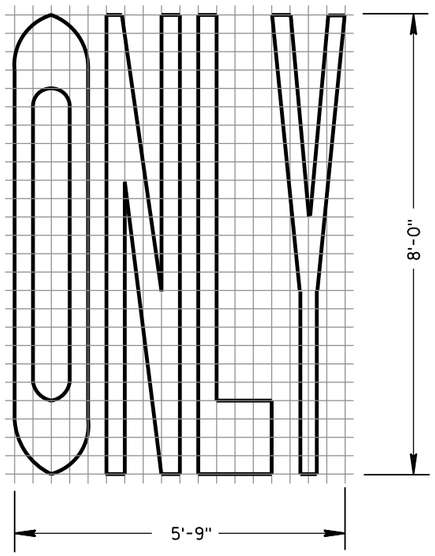


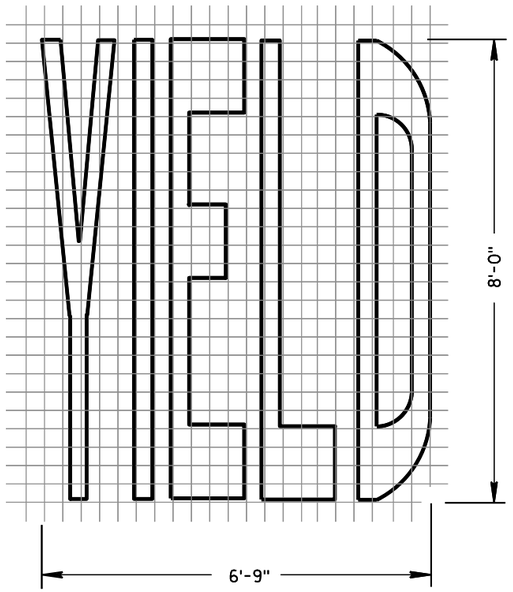


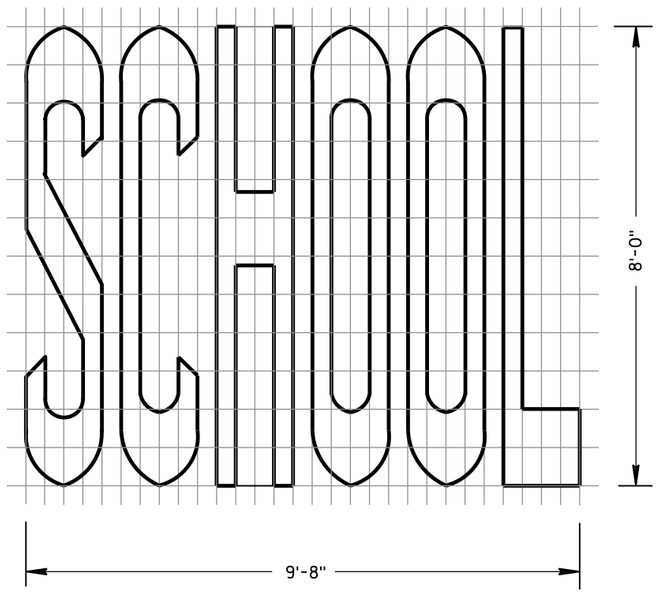


TWO-LANE









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

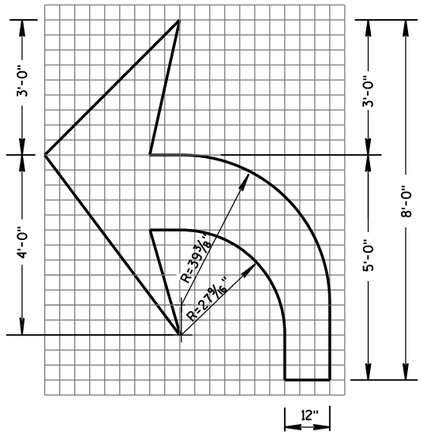
S.D.D. 15 C 7-13b

6

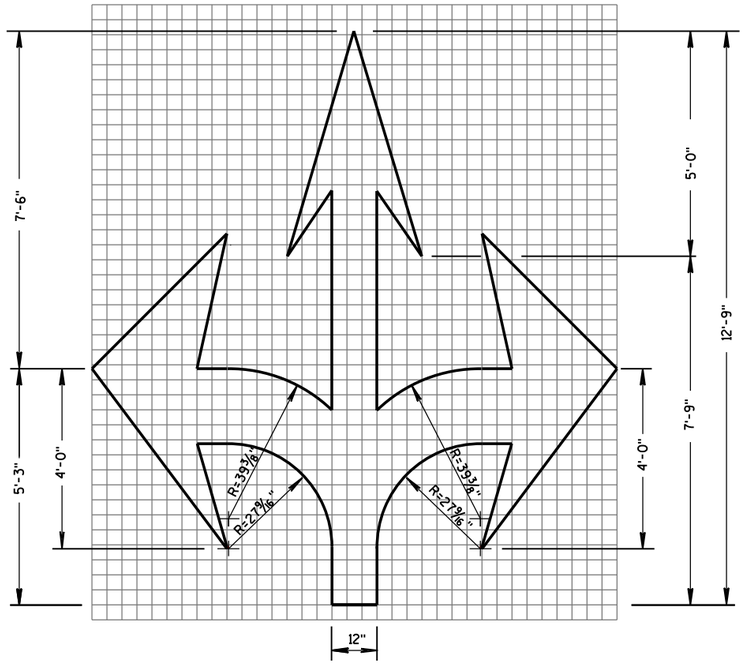
S.D.D. 15 C 7-13b

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



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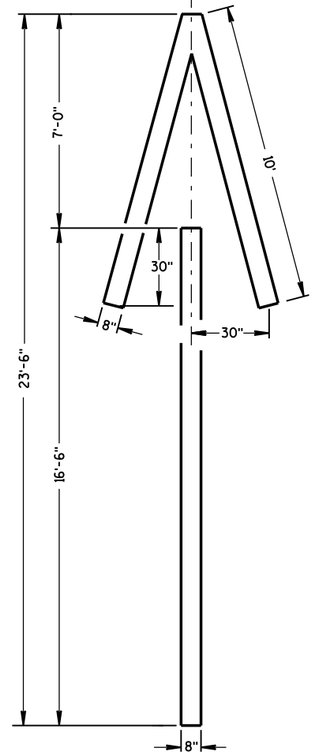

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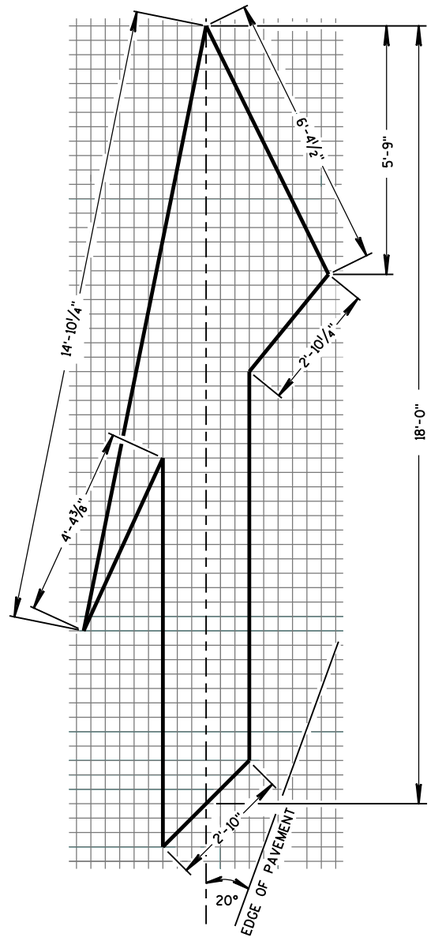
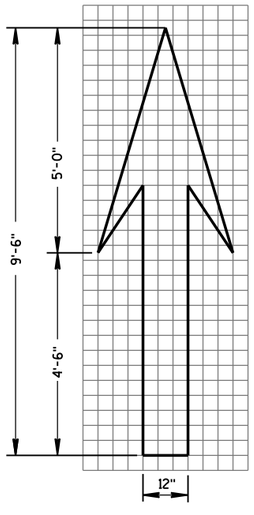
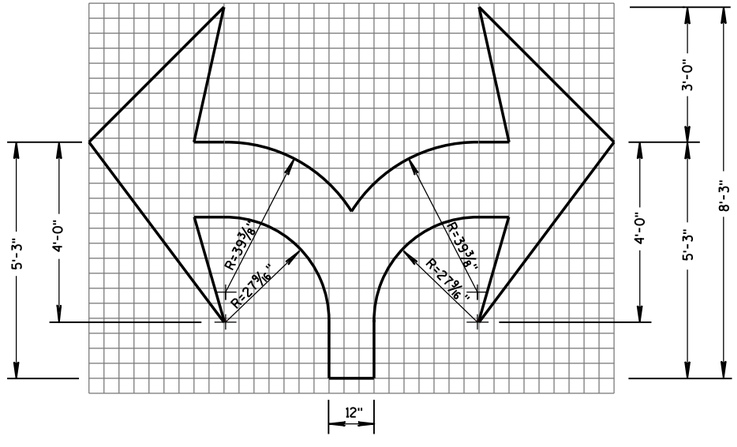


TYPE 5 LANE DROP ARROW



TYPE 1



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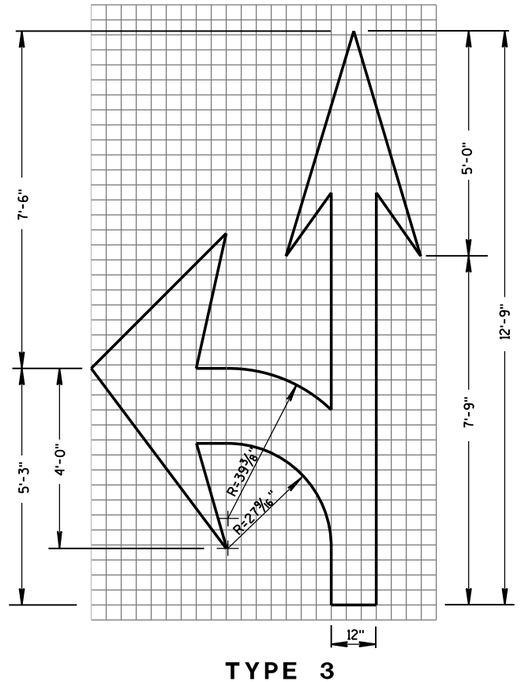


TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR 325 NEER
FHWA

6

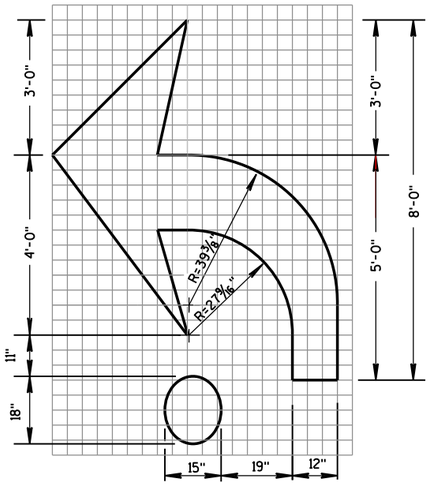
S.D.D. 15 C 7-13c

6

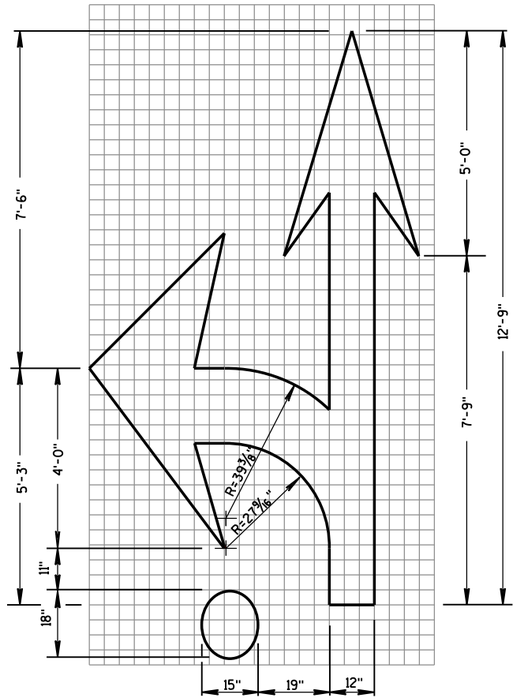
S.D.D. 15 C 7-13c

GENERAL NOTES

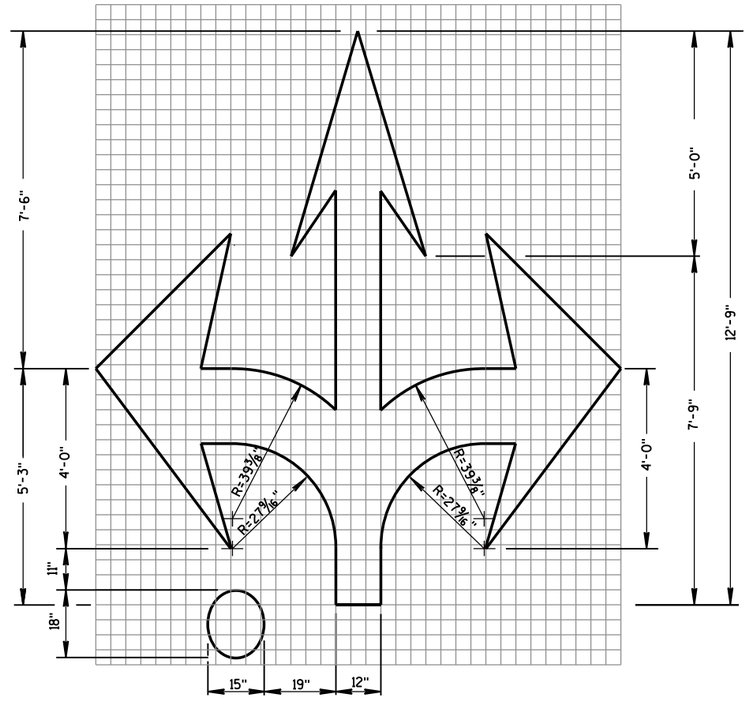
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



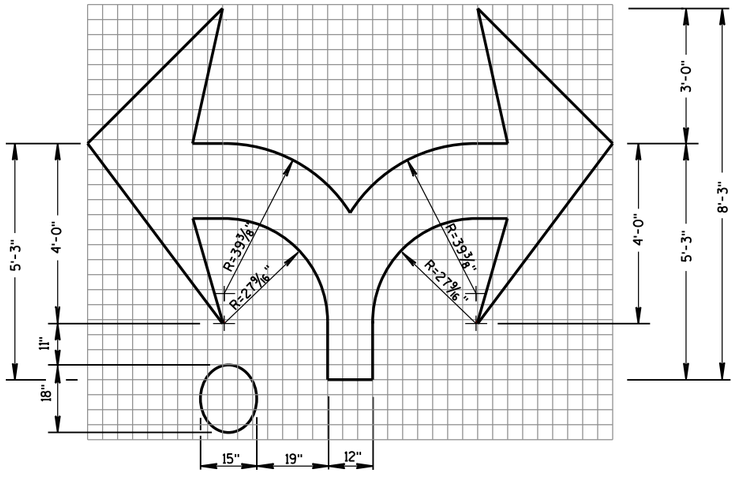
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT ARROWS

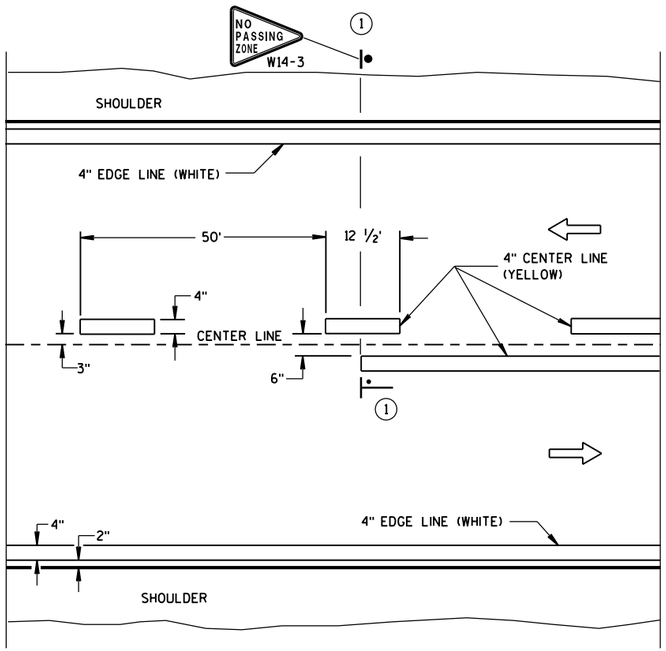
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/18/2016
DATE

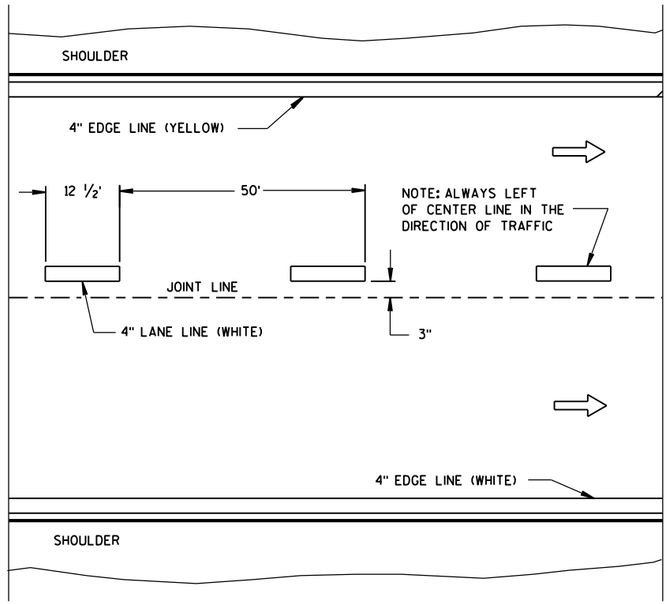
/S/ Matthew R. Rauch
STATE SIGNING AND MAR NEER

FHWA

6
S.D.D. 15 C 7-13d



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.

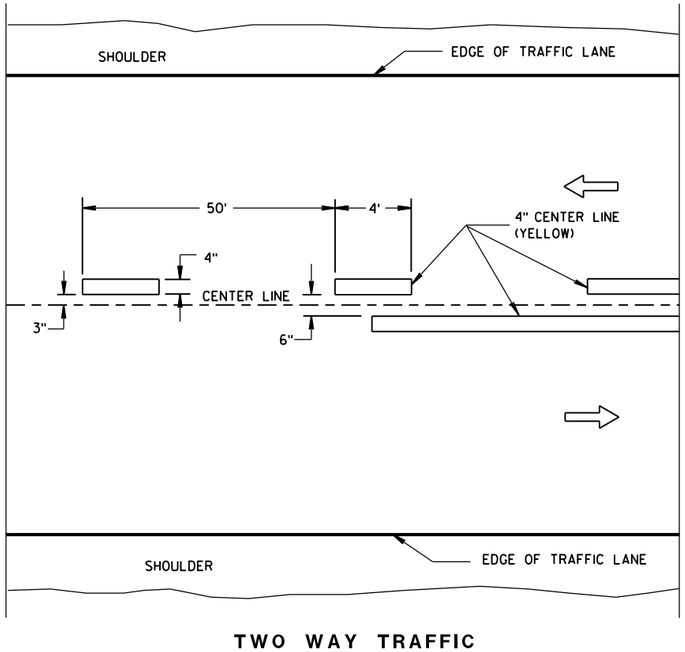
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

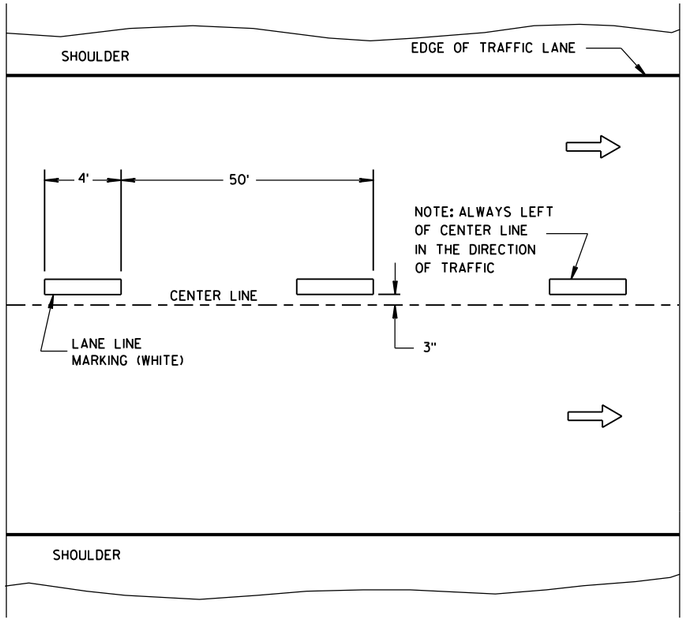
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

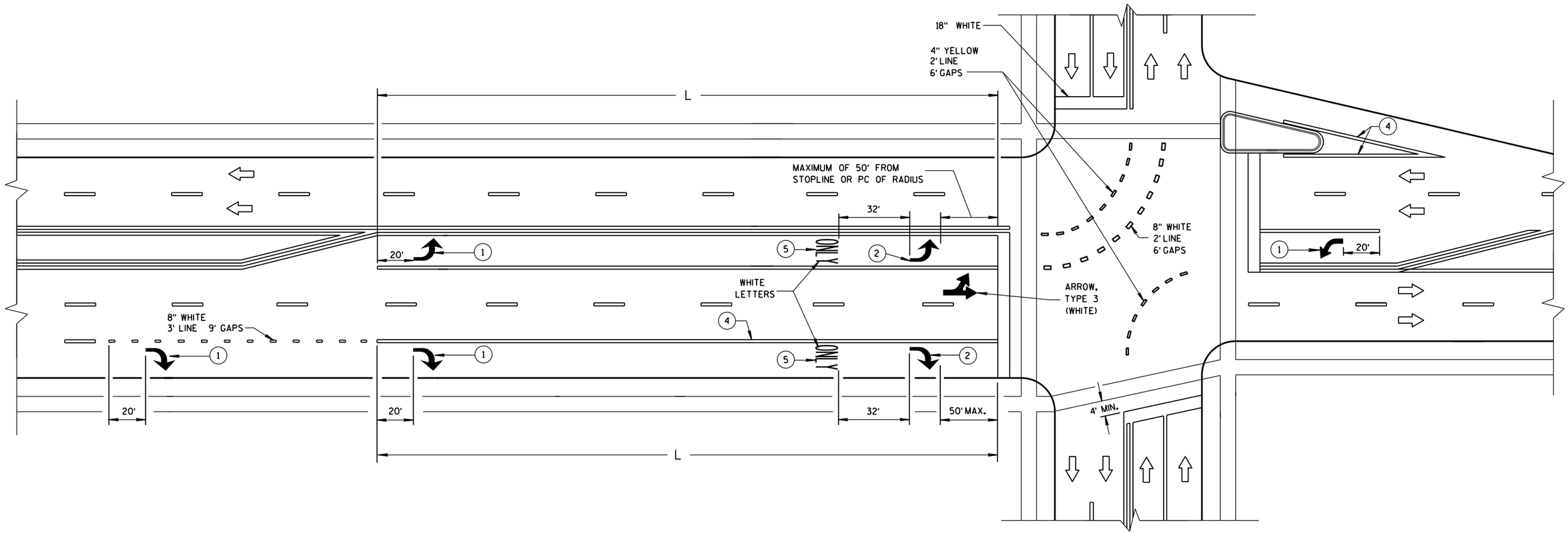
APPROVED
Sept., 2016 — /S/ Matthew R. Rauch
DATE — STATE SIGNING AND MAR 327 INEER
FHWA

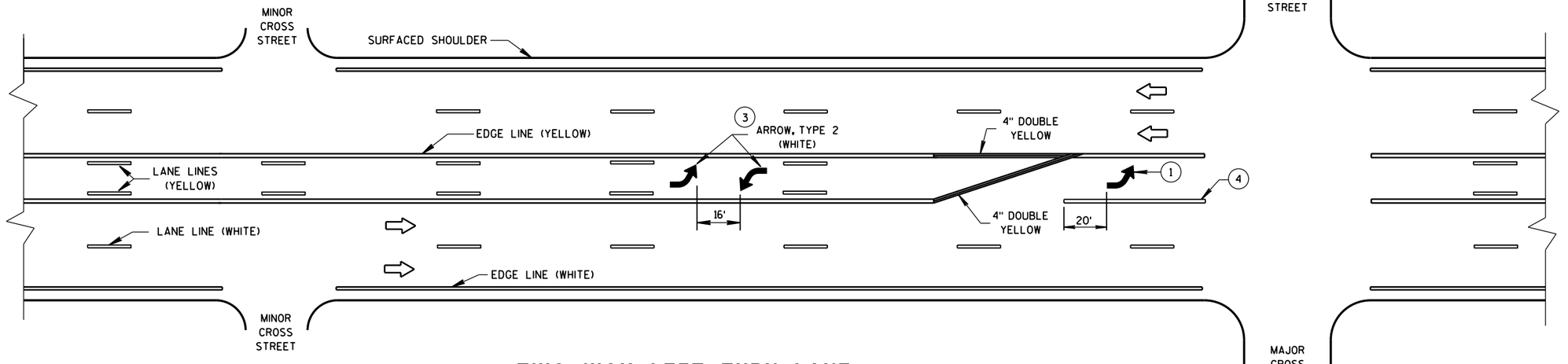
6

S.D.D. 15 C 8-17a

6

S.D.D. 15 C 8-17a





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

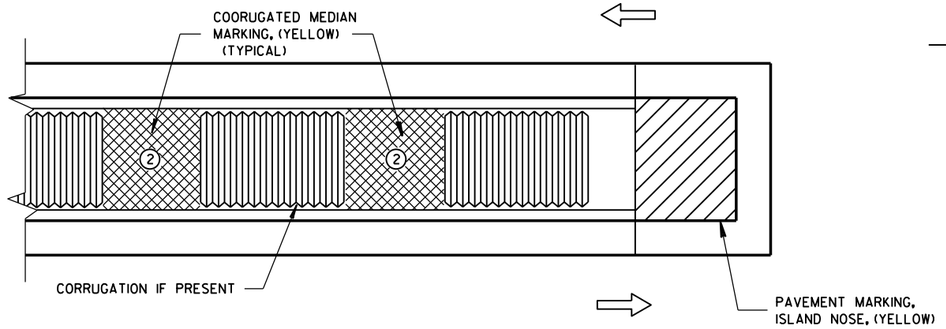
TWO WAY LEFT TURN LANE

PAVEMENT MARKING
(TURN LANES)

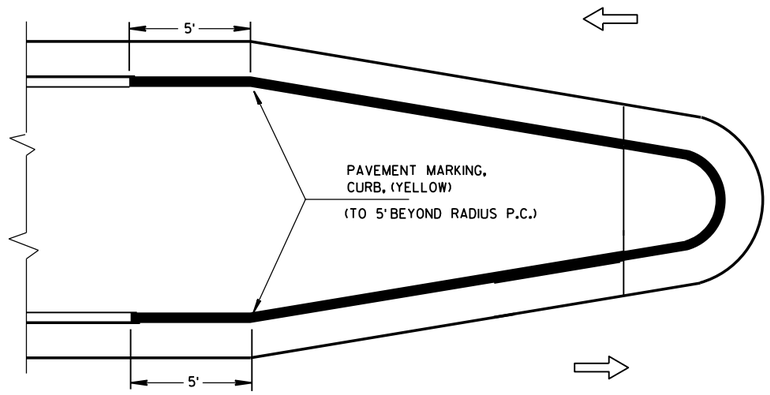
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

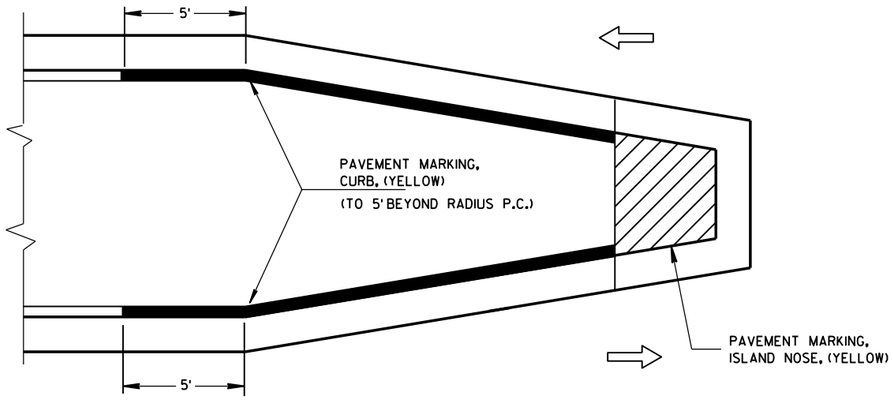
S.D.D. 15 C 8-17b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

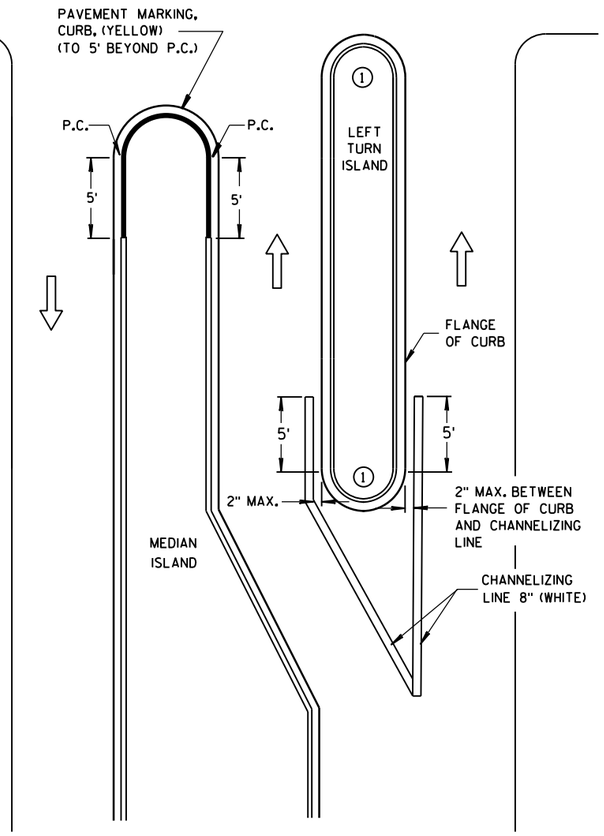


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

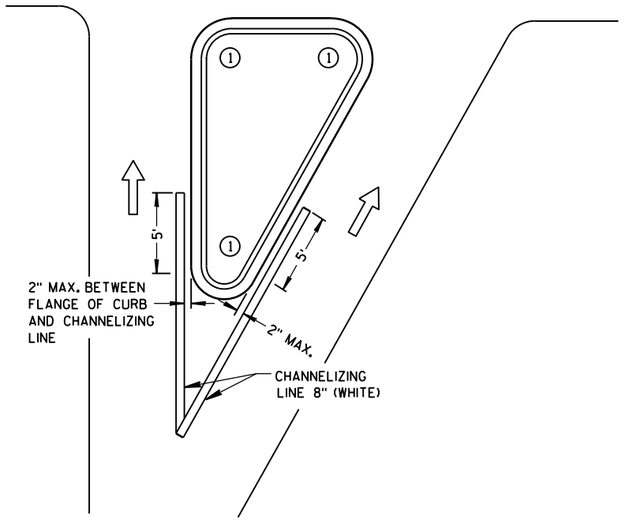


LEFT TURN & MEDIAN ISLAND

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

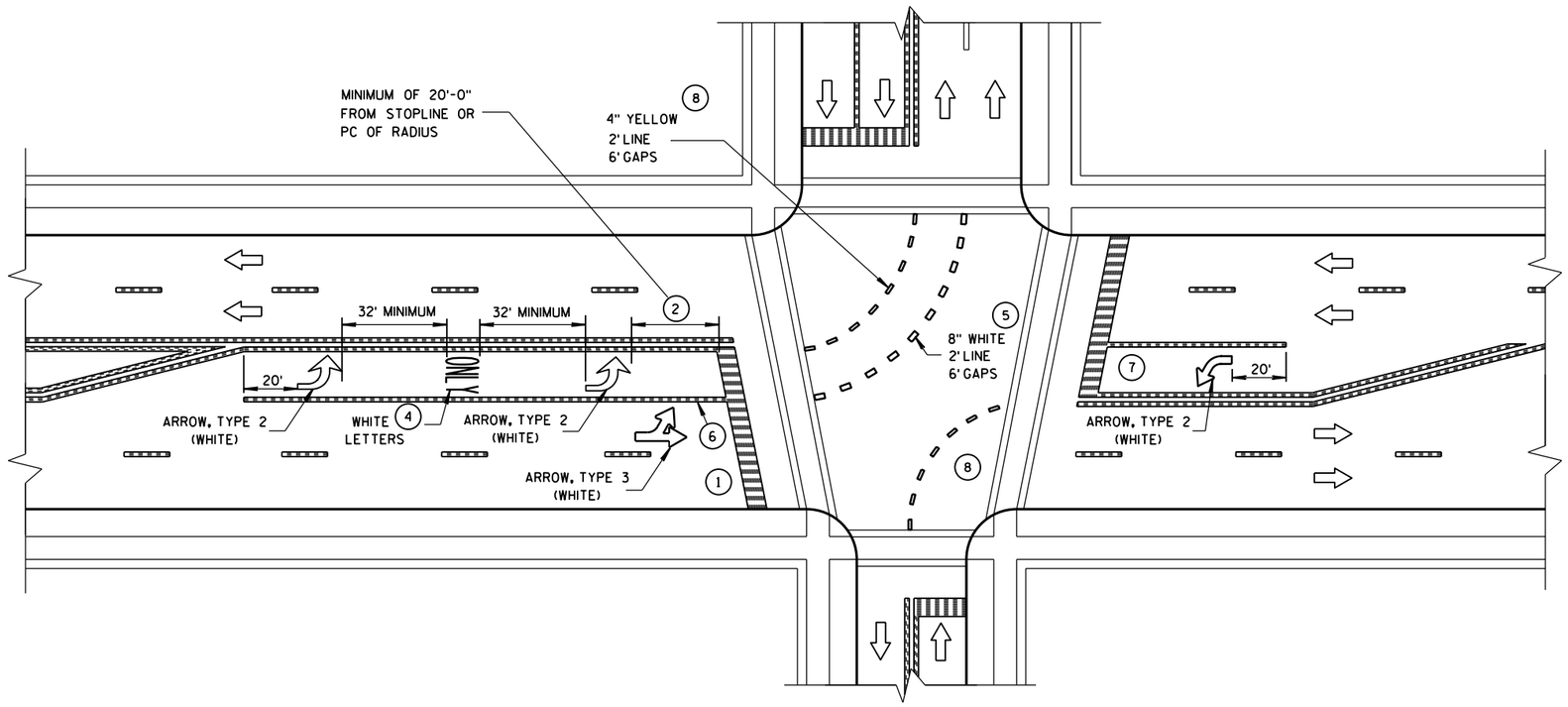
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

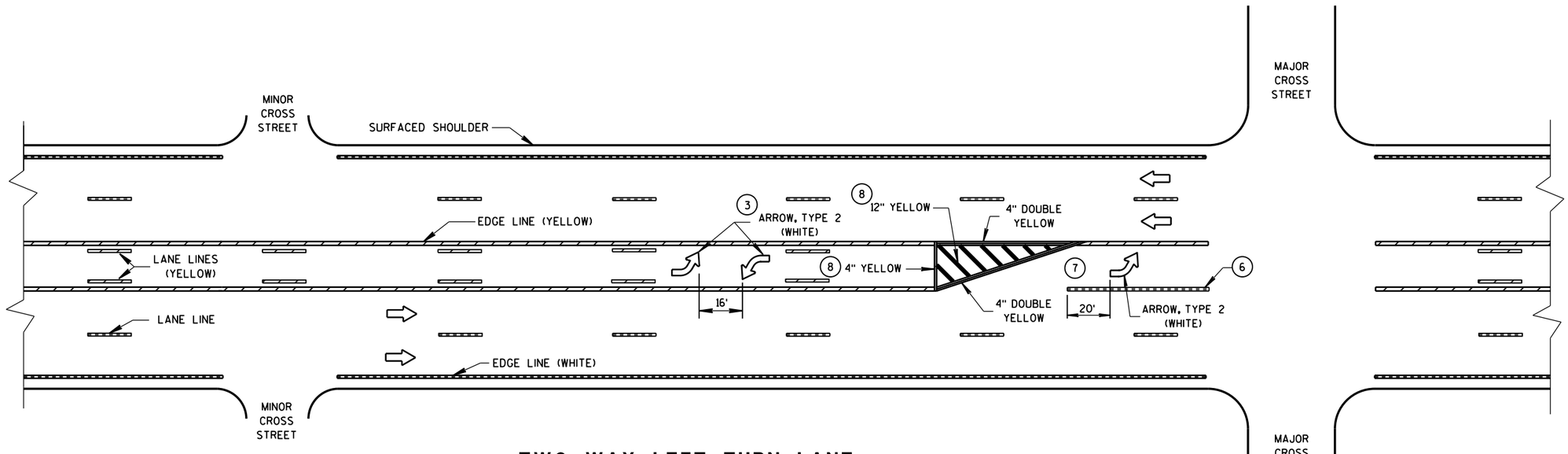
S.D.D. 15 C 8-17c



GENERAL NOTES

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
4. ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
5. 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
6. 8" WHITE
7. ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
8. REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

PAVEMENT MARKING (LEFT TURN LANE)

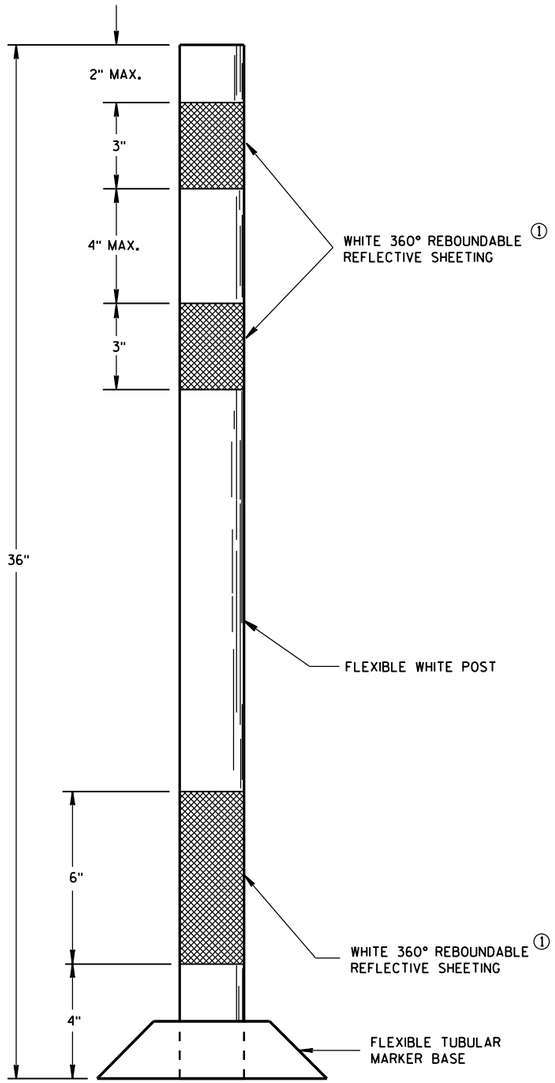
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

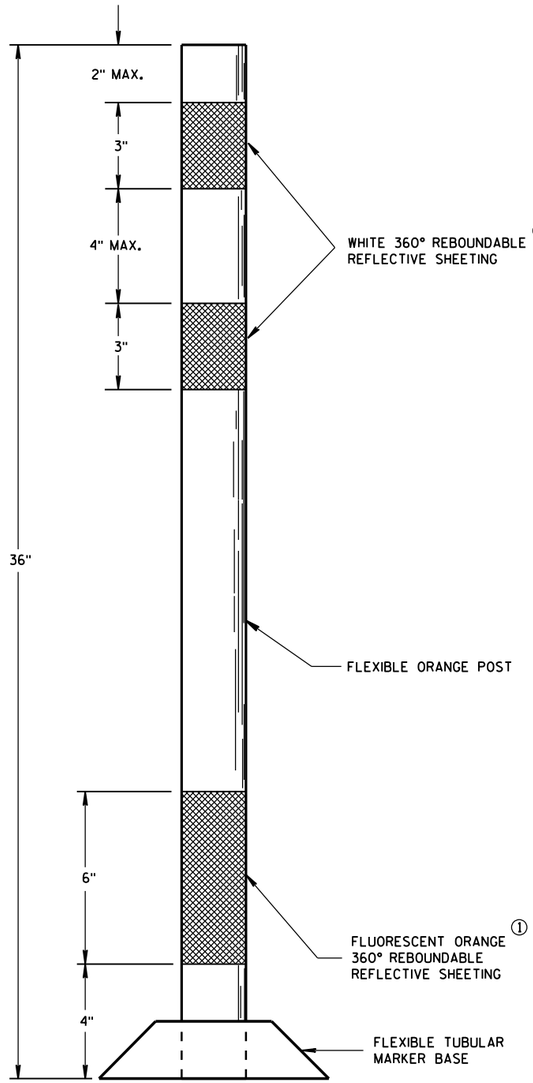
S.D.D. 15 C 8-16e

6

S.D.D. 15 C 8-16e



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 ZONE SAFETY ENGINEER FHWA

6

S.D.D. 15 C 11-6

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

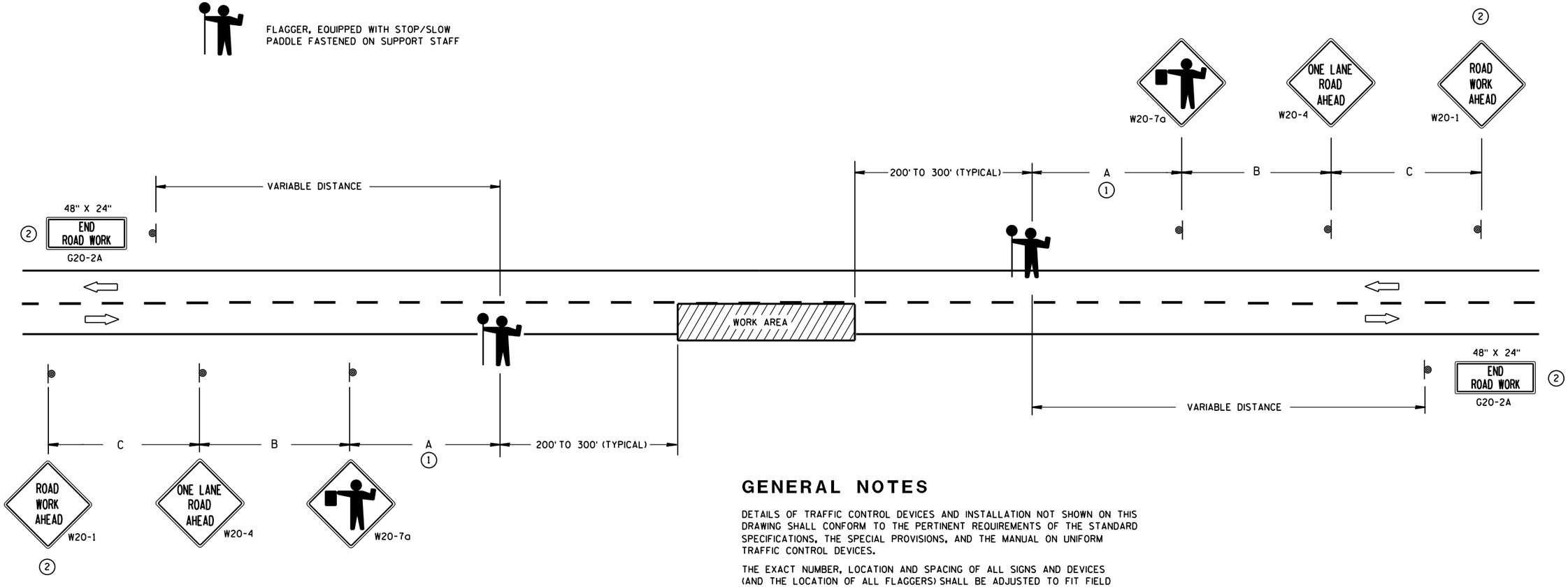
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

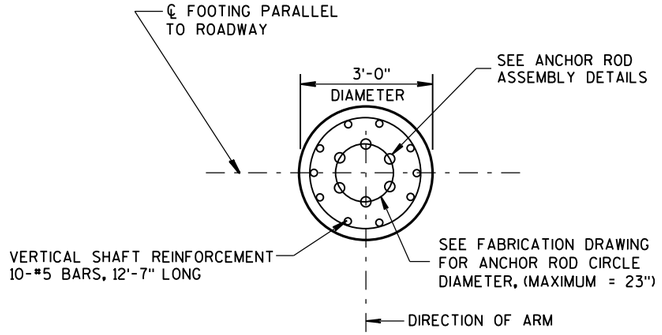
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

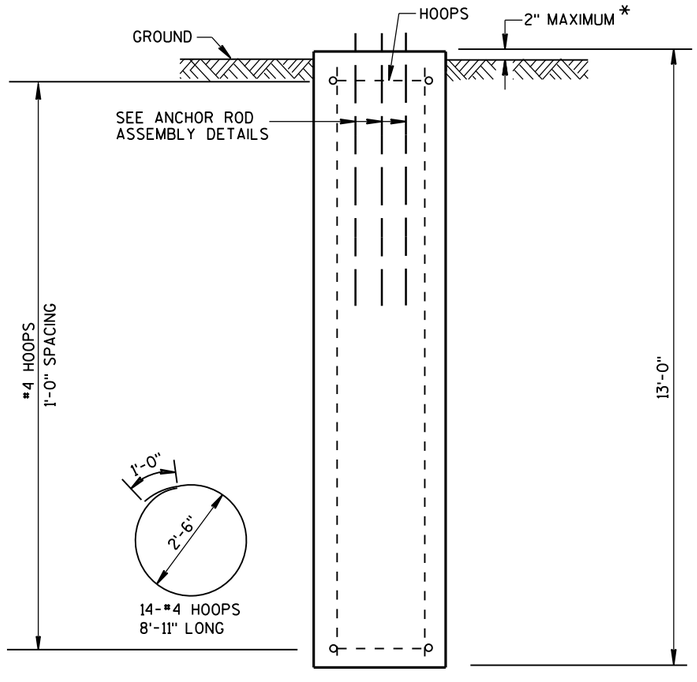
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

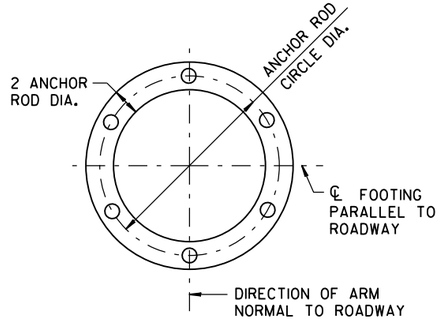
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



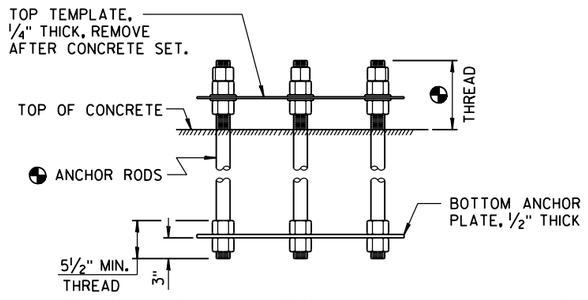
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

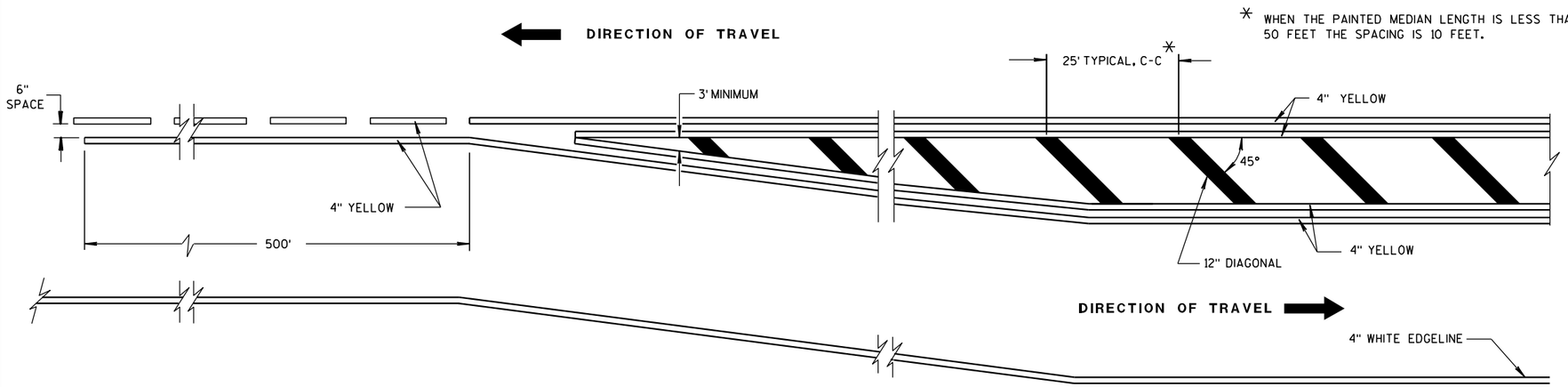
36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
FHWA

6

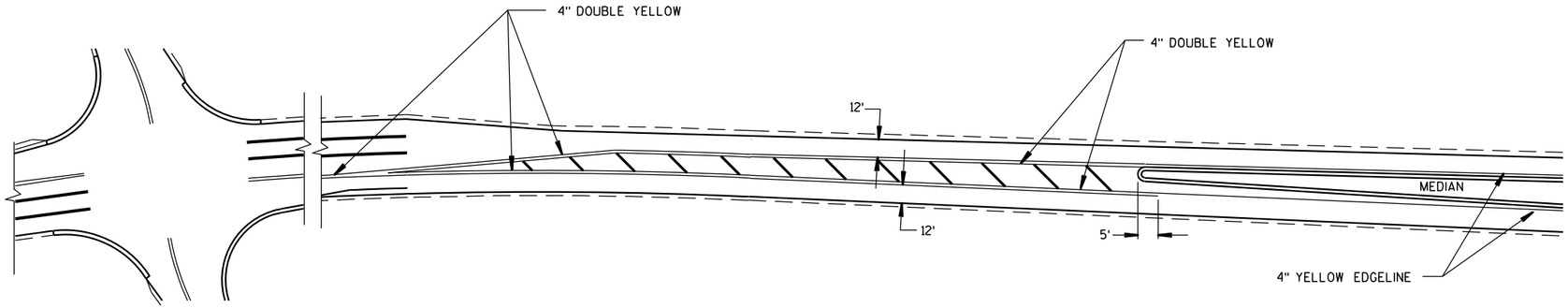
S.D.D. 15 C 15-5



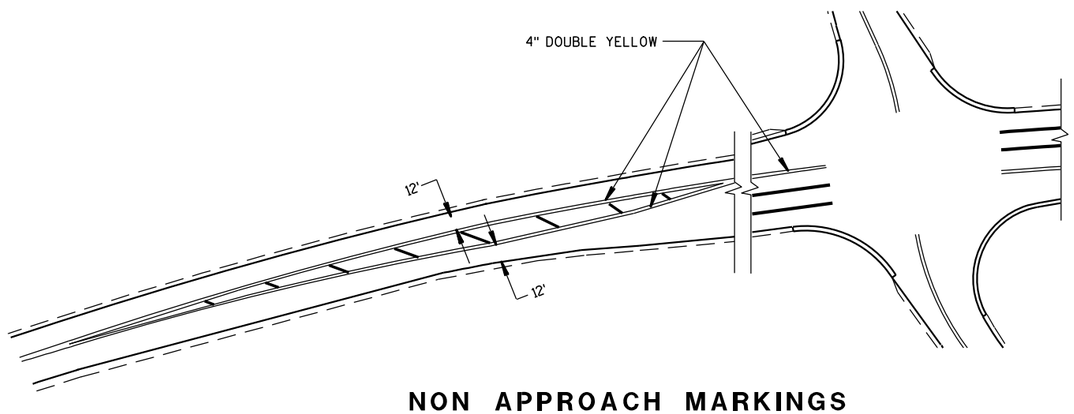
MEDIAN ISLAND DETAIL

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

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

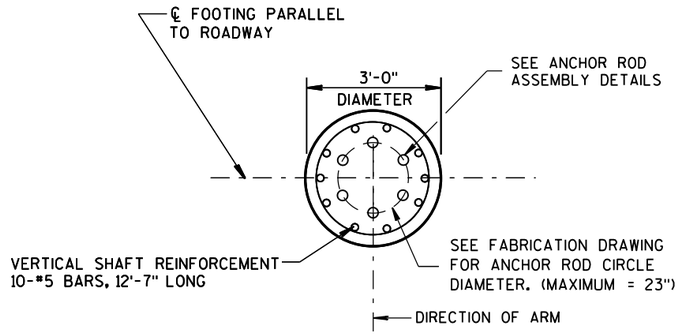
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

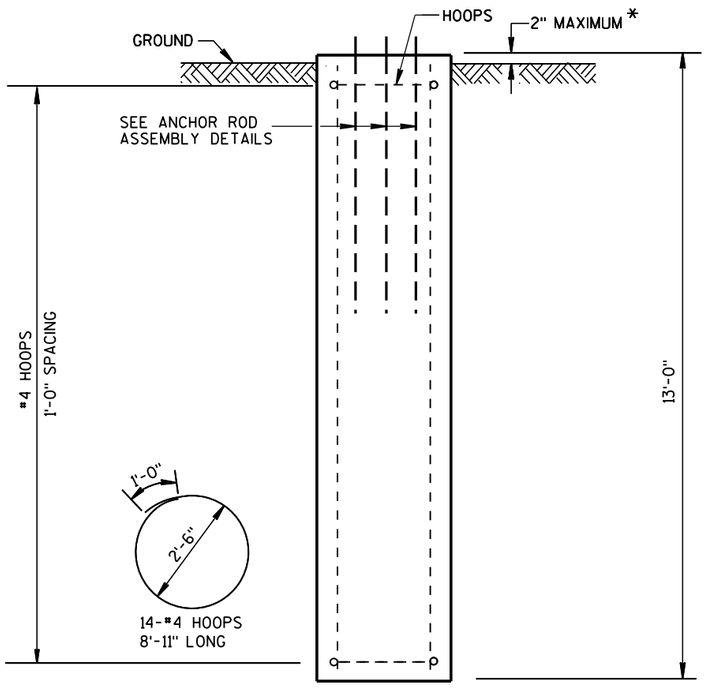
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

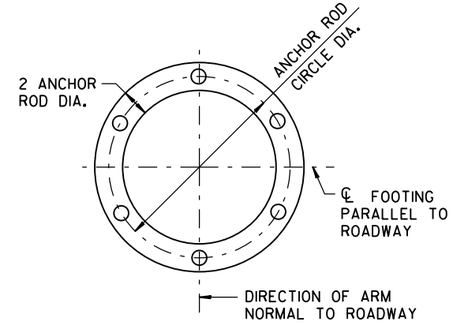
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



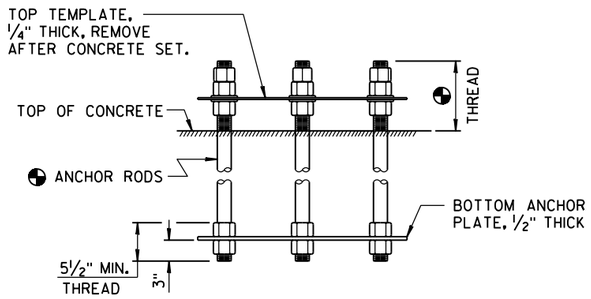
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Vu Thao
WIND LOADED STRU PROGRAM LEAD

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S.D.D. 15 C 24-4

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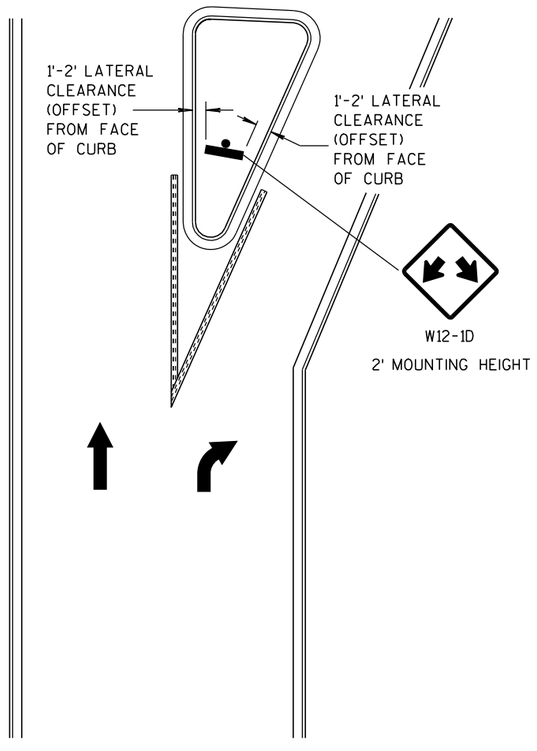
S.D.D. 15 C 24-4

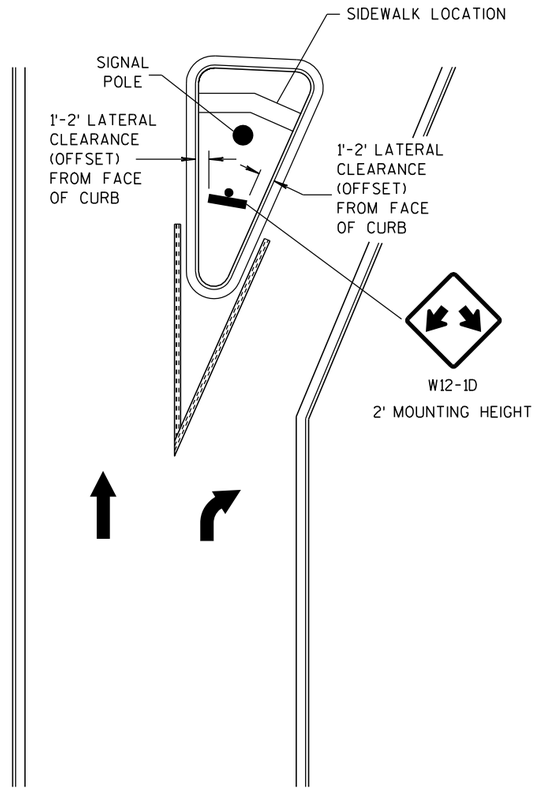
GENERAL NOTE

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

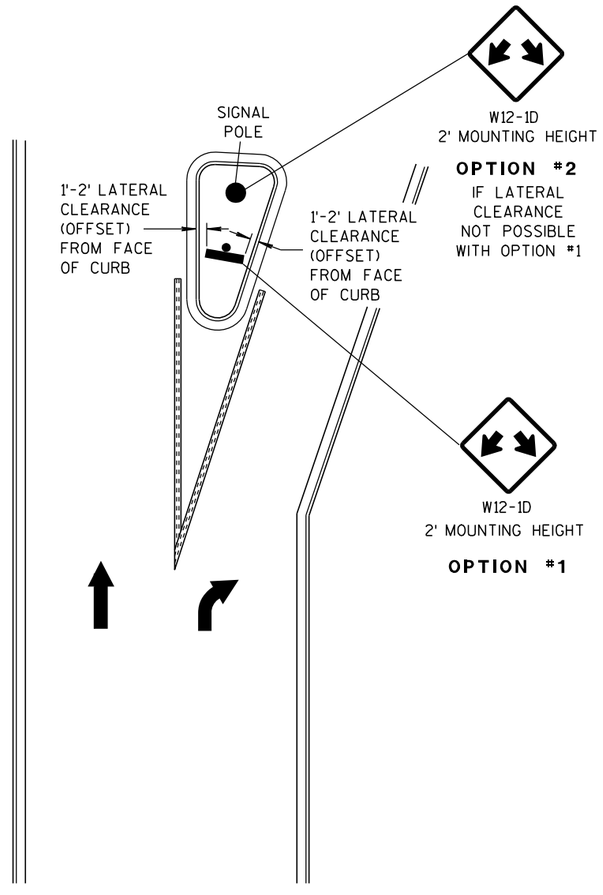
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.



LARGE RIGHT TURN ISLAND



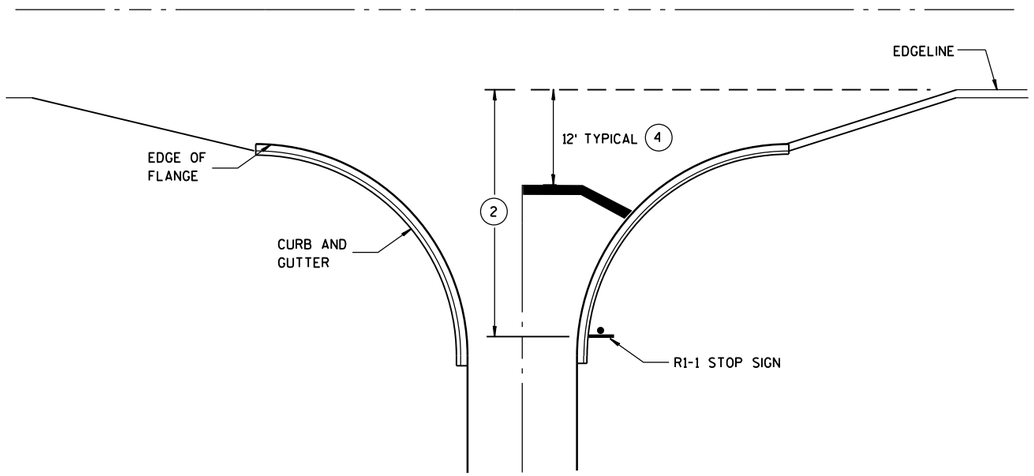
LARGE RIGHT TURN ISLAND
WITH SIGNAL POLE



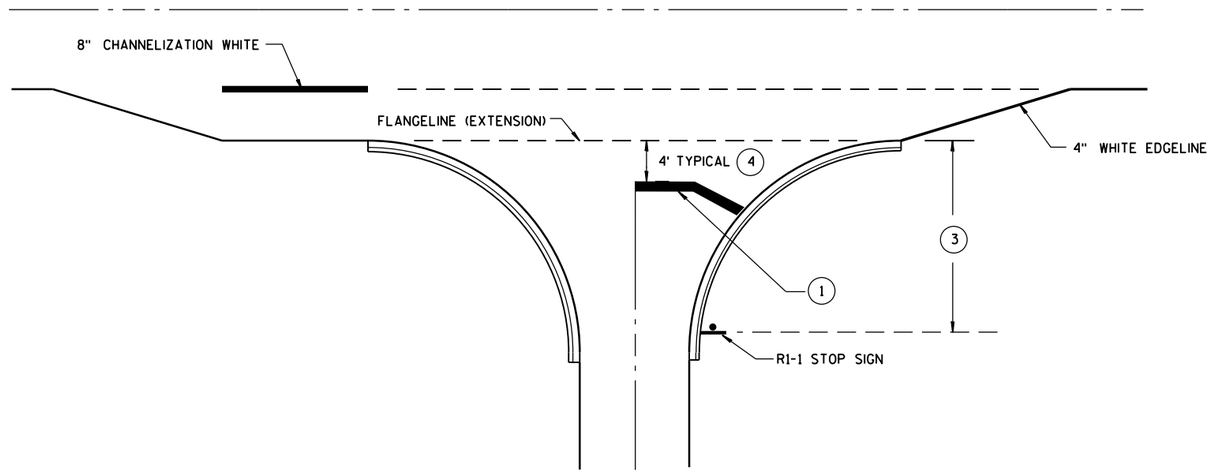
SMALL RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

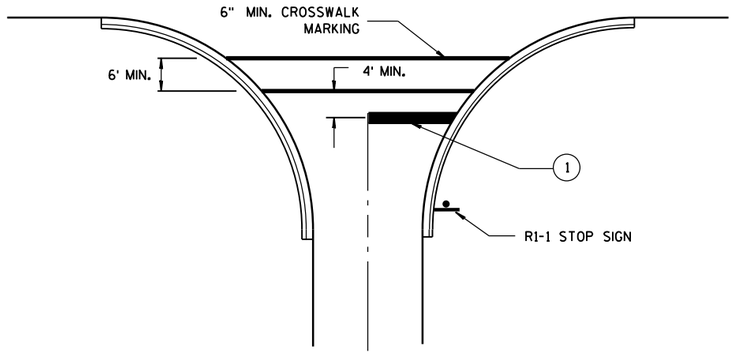
DOUBLE ARROW WARNING SIGN PLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10-22-08 DATE	/S/ Thomas N. Nothem STATE TRAFFIC ENGINEER
FHWA	336 IGN



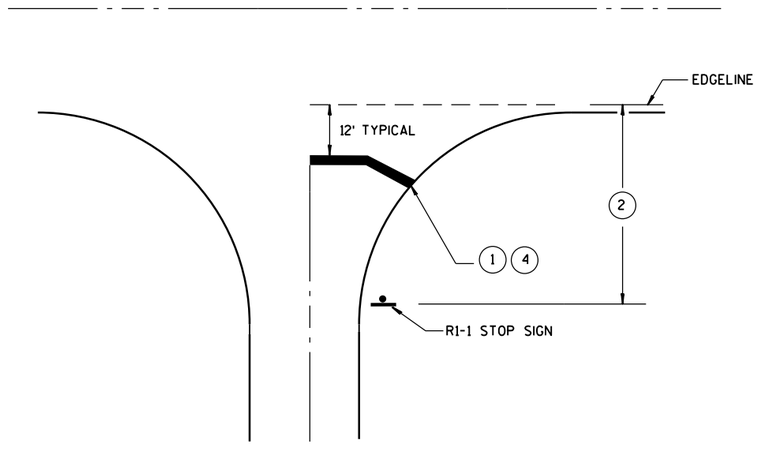
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (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 337 NEER

FHWA

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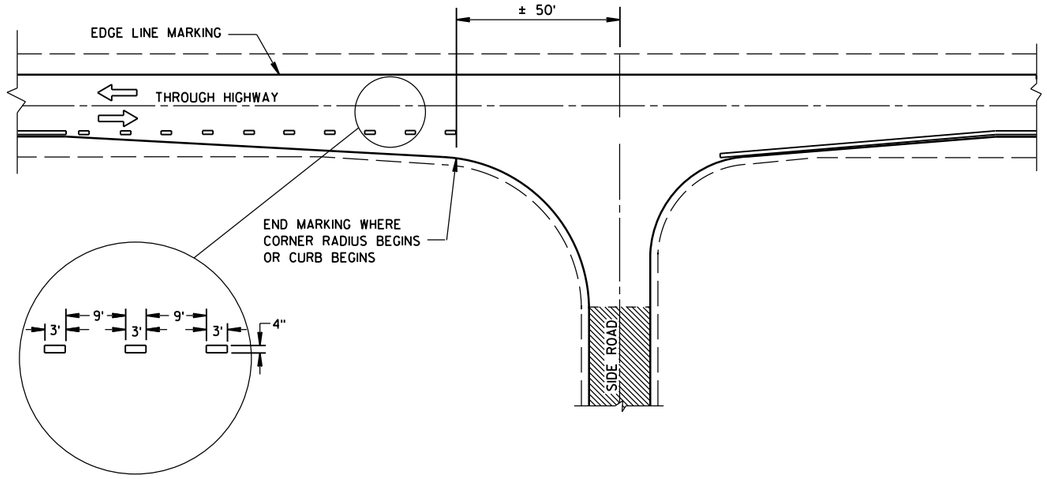
S.D.D. 15 C 33-2



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

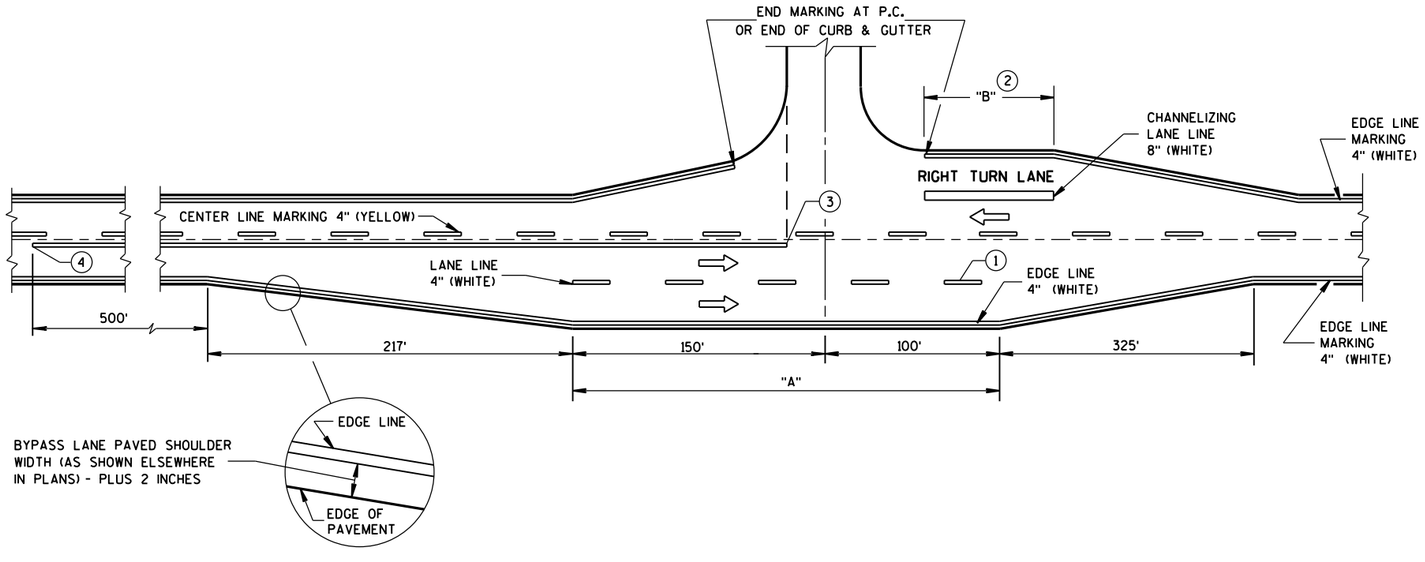
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(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 TRANSPOI

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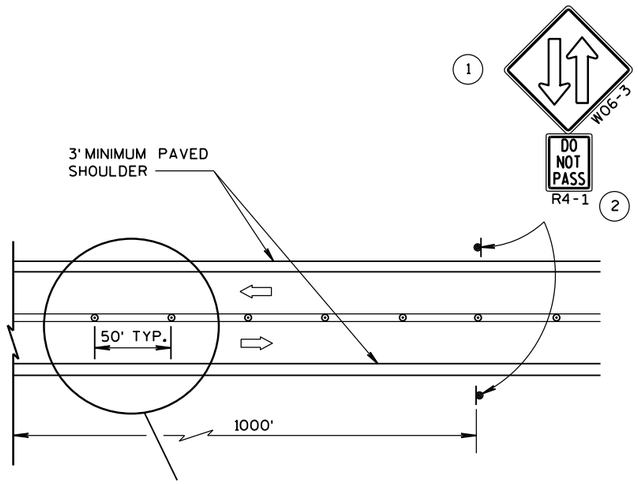
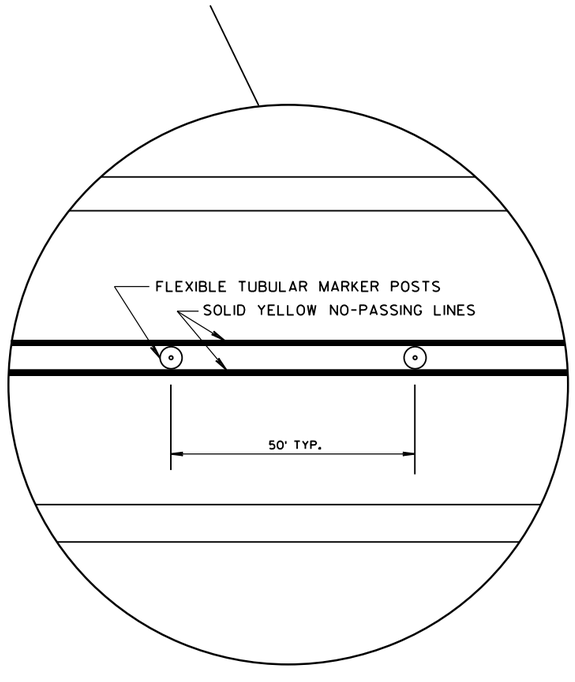
S.D.D. 15 C 35-1a



TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.

(1)

W057-51
48"x24"

R4-1 (2)

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER SIGN
FHWA

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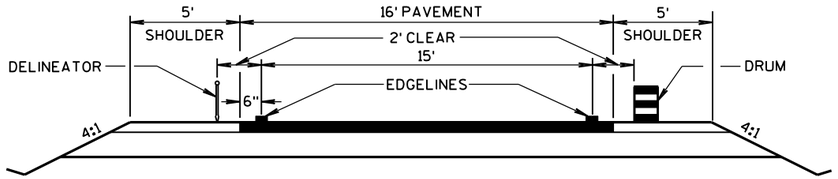
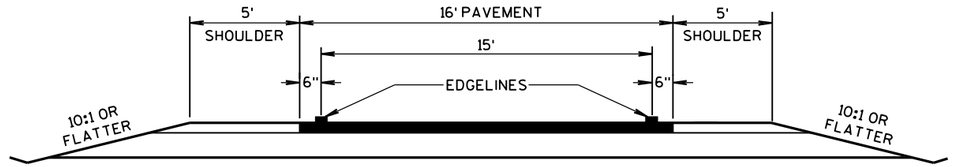
S.D.D. 15 D 6-3



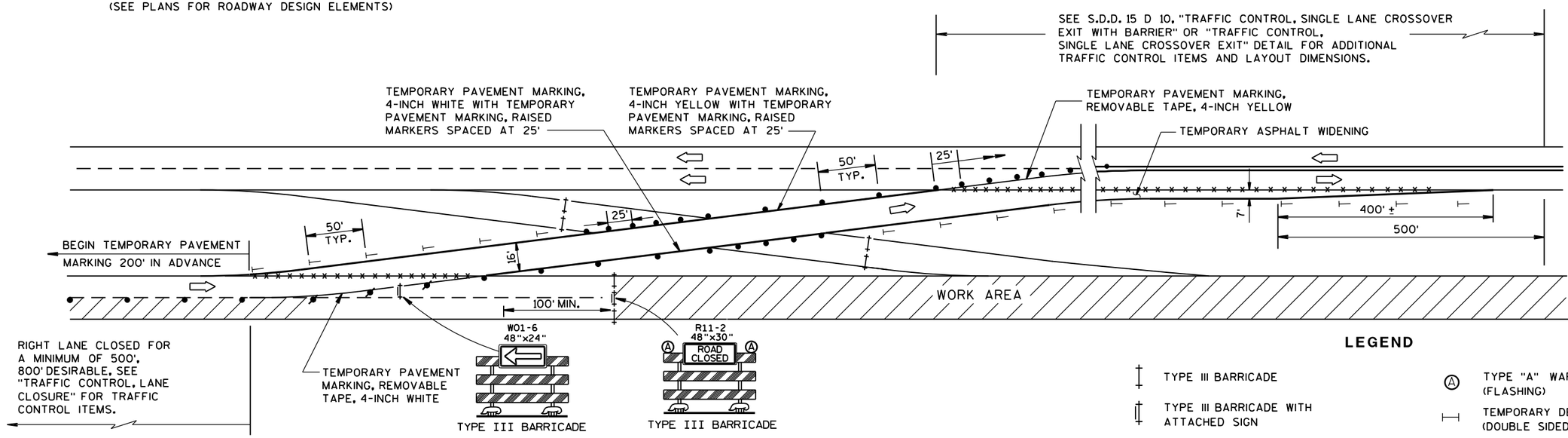
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

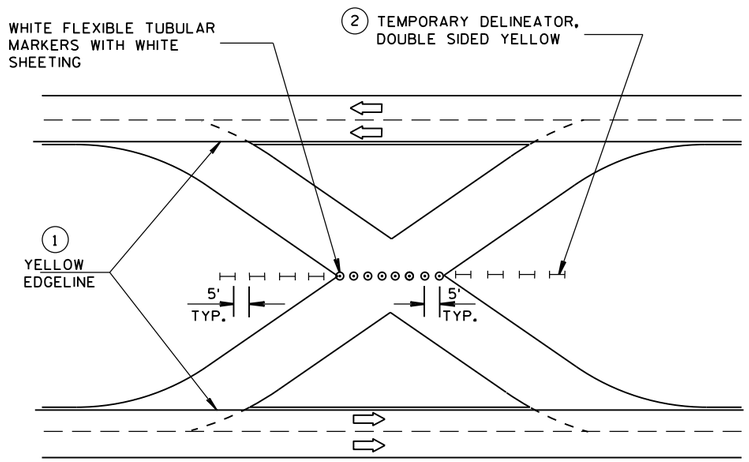
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10-16-2015
DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON IC
SAFETY ENGINI

FHWA

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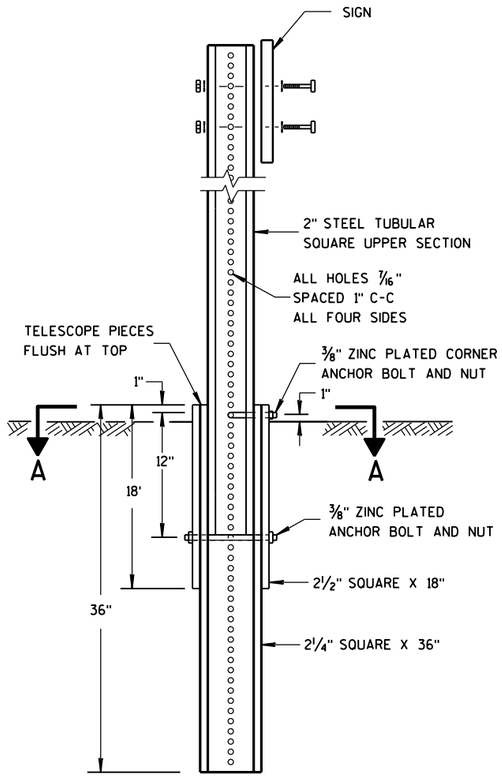
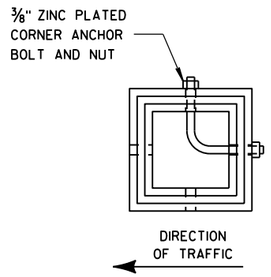
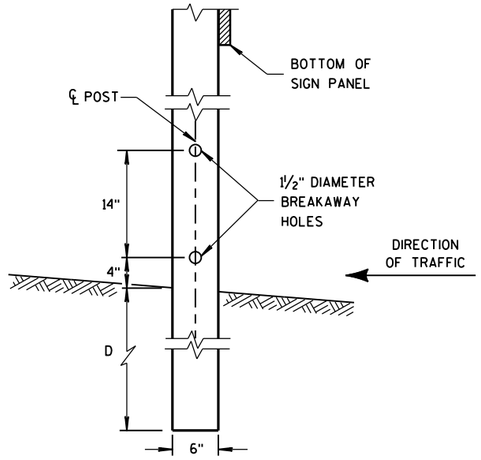
S.D.D. 15 D 11-6



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



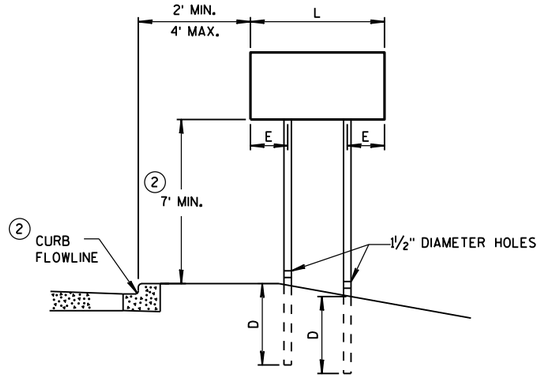
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

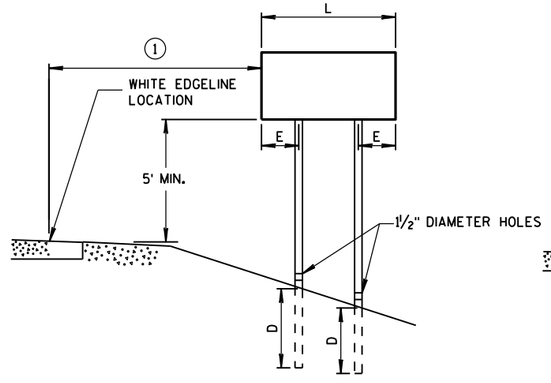
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

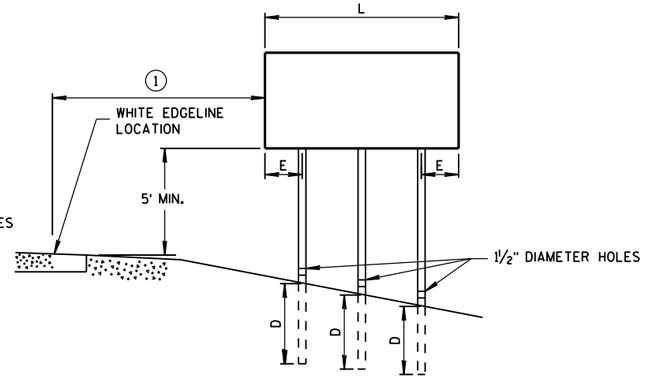
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

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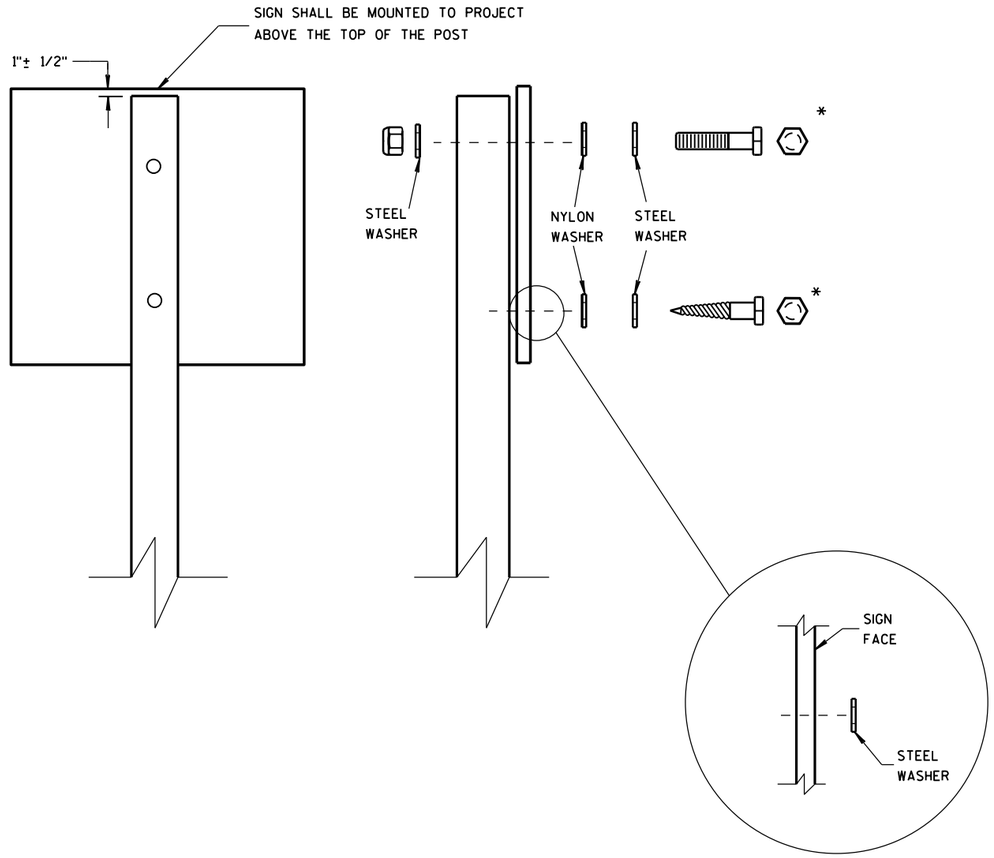
S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Feb. 2015 — DATE

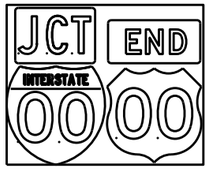
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

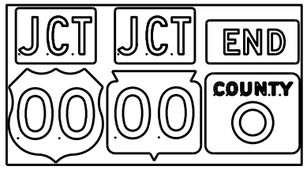
SIGN

TYPICAL ASSEMBLIES

J1-1

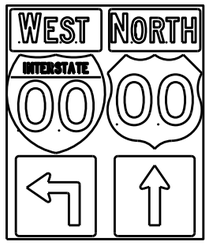


J1-2

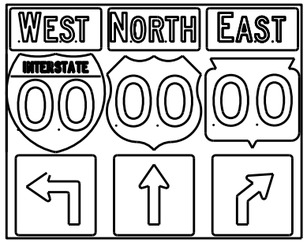


J1-3

J2-1



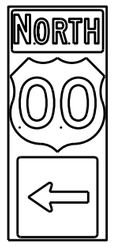
J2-2



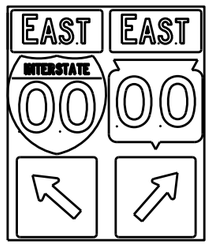
J2-3

JV

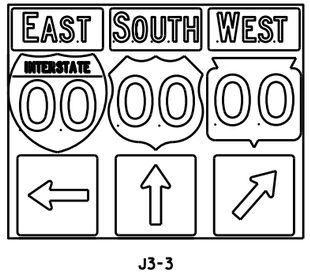
(Typical Vertical J-Assembly
See Note 10 and 11)



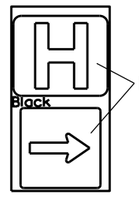
J3-1



J3-2

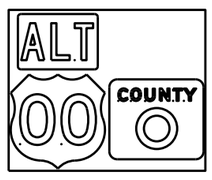


J3-3

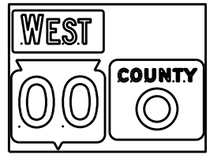


JH-1

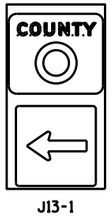
J4-1



J4-2



J4-2



J13-1

J12-1

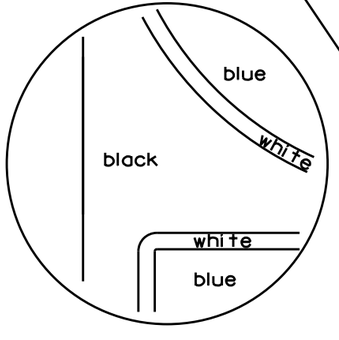
J32-1

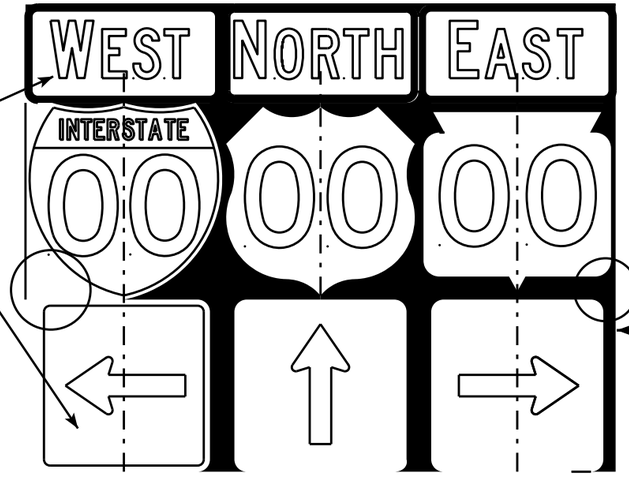
J33-1

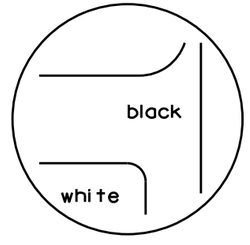
J23-1

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

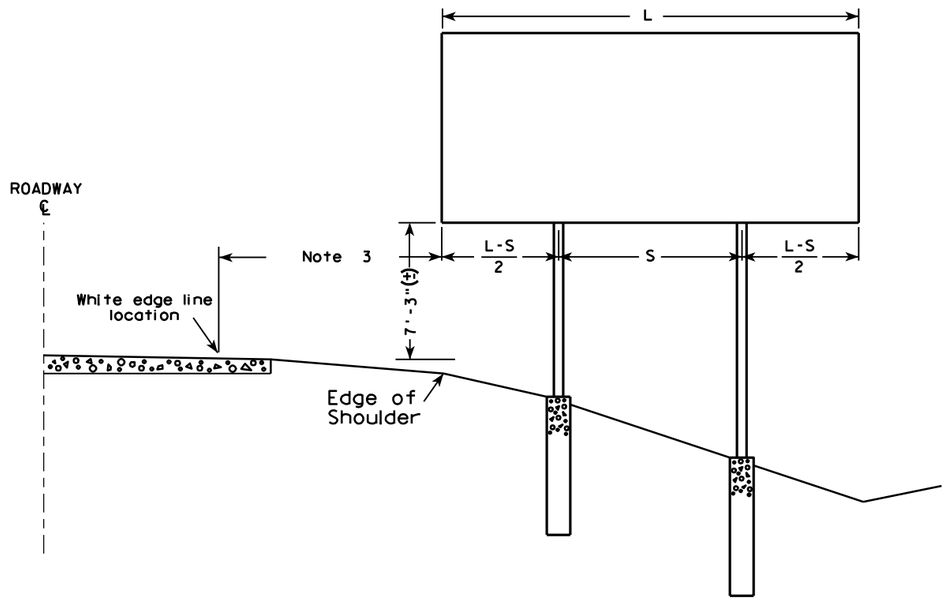
APPROVED Matthew R Rauch
for State Traffic Engineer

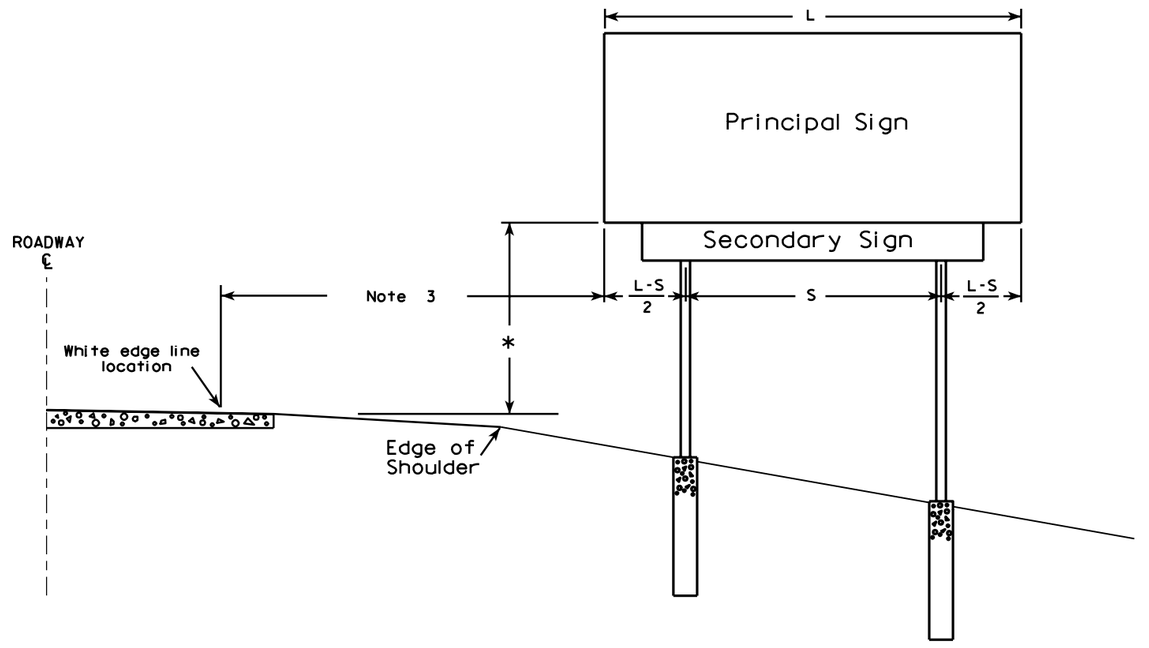
DATE 2/06/14 PL A2-1S.8

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





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

TYPICAL INSTALLATION OF TYPE I SIGNS

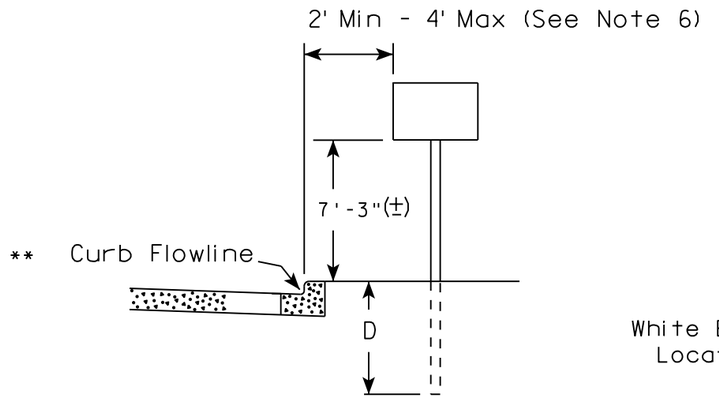
WISCONSIN DEPT OF TRANSPORTATION

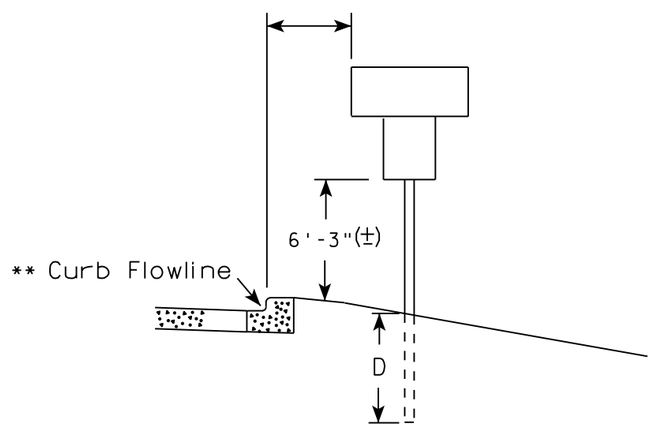
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

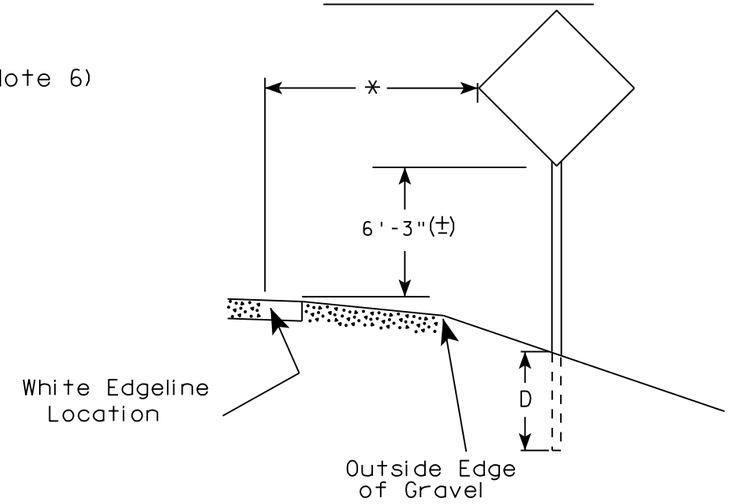
PROJECT NO: | | | | SHEET NO: 344 | E

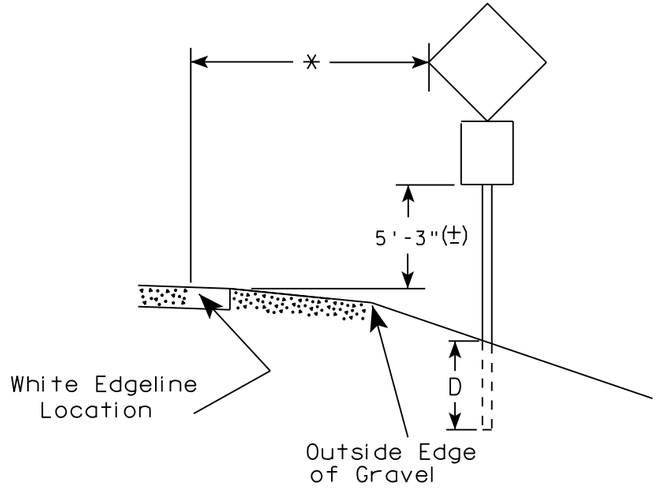
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

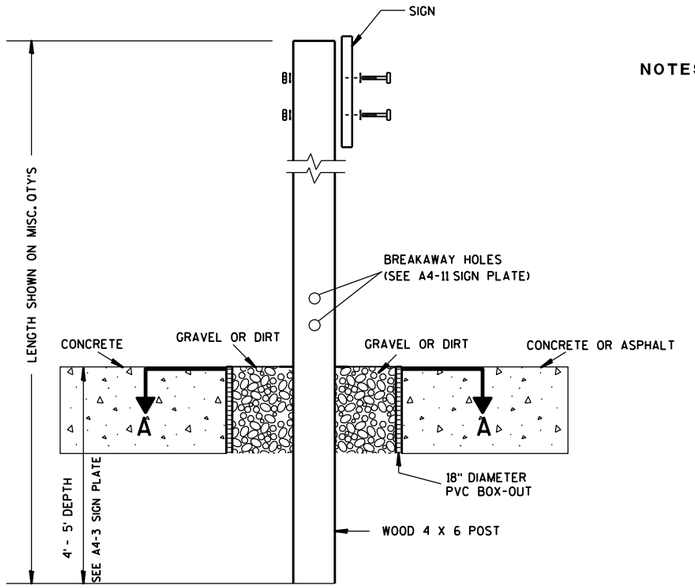
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7

7

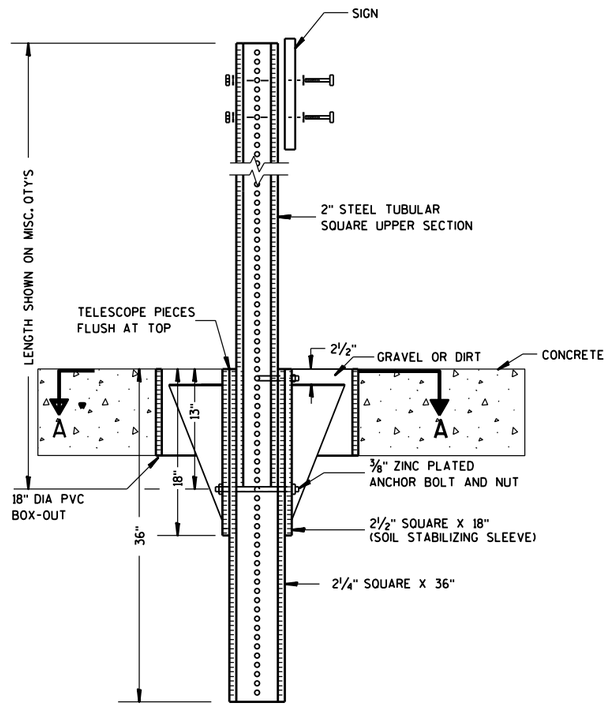
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 345	E



ELEVATION VIEW

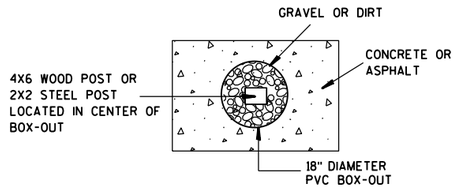
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

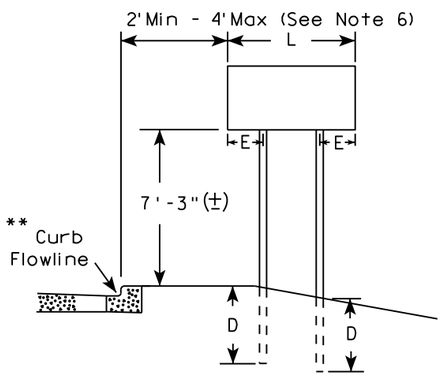
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

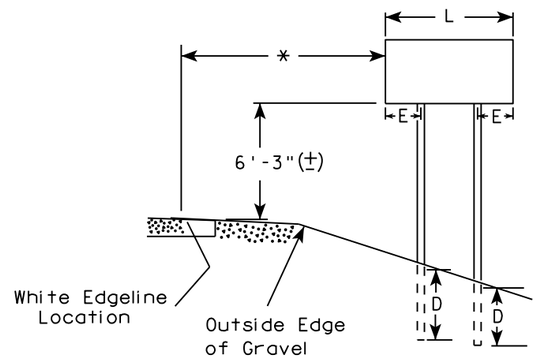
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

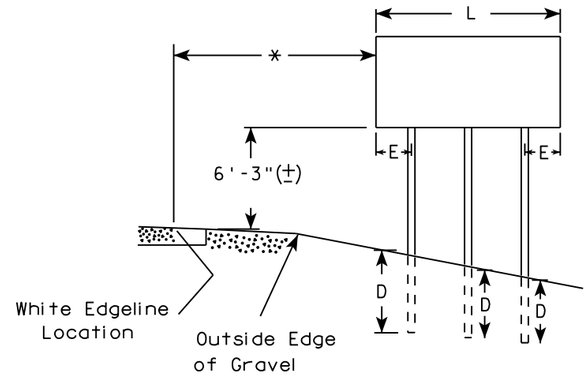
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

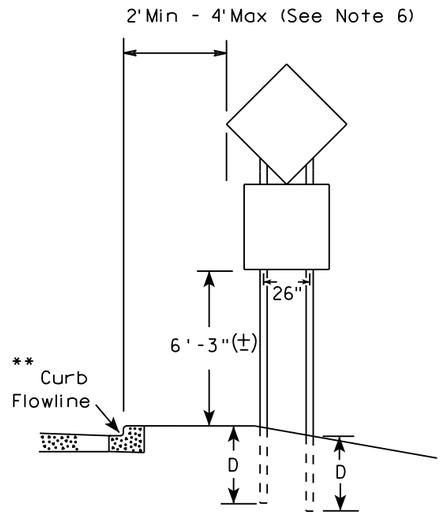
URBAN AREA



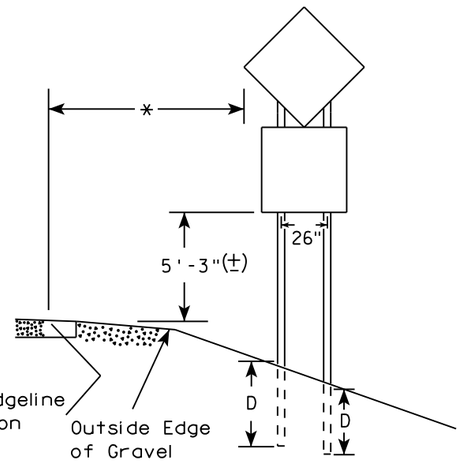
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

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. J-Assemblies are considered to be one sign for mounting height.
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.

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

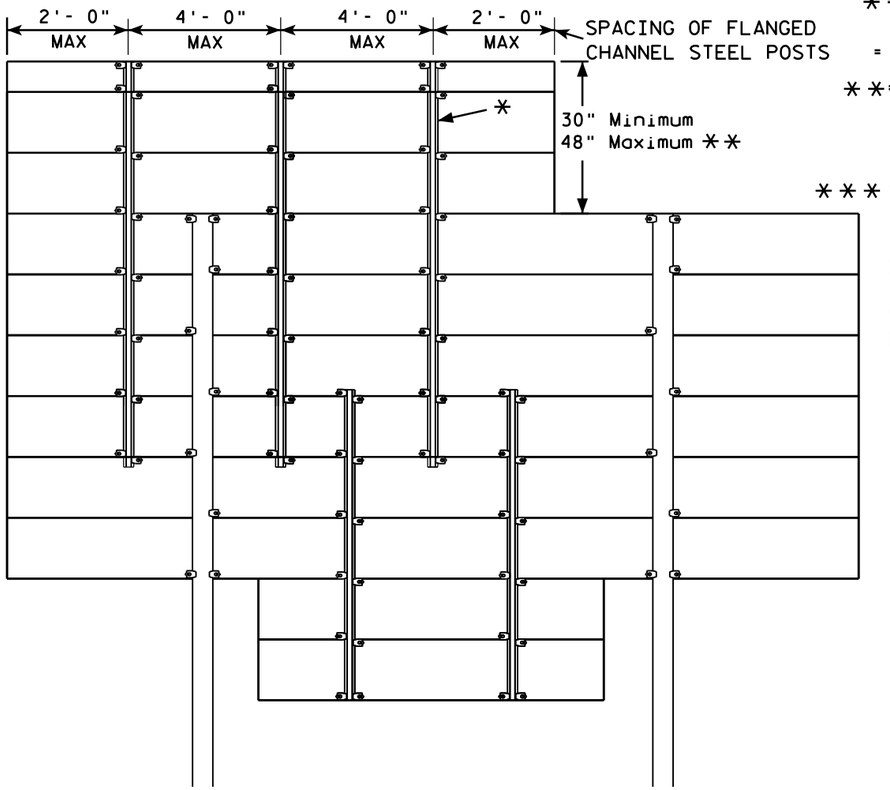
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 347	E

GROUND MOUNTED SIGN

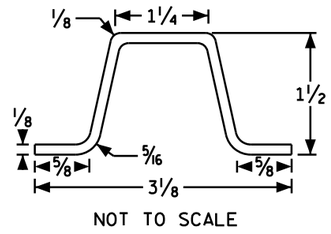


* =2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

** =FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

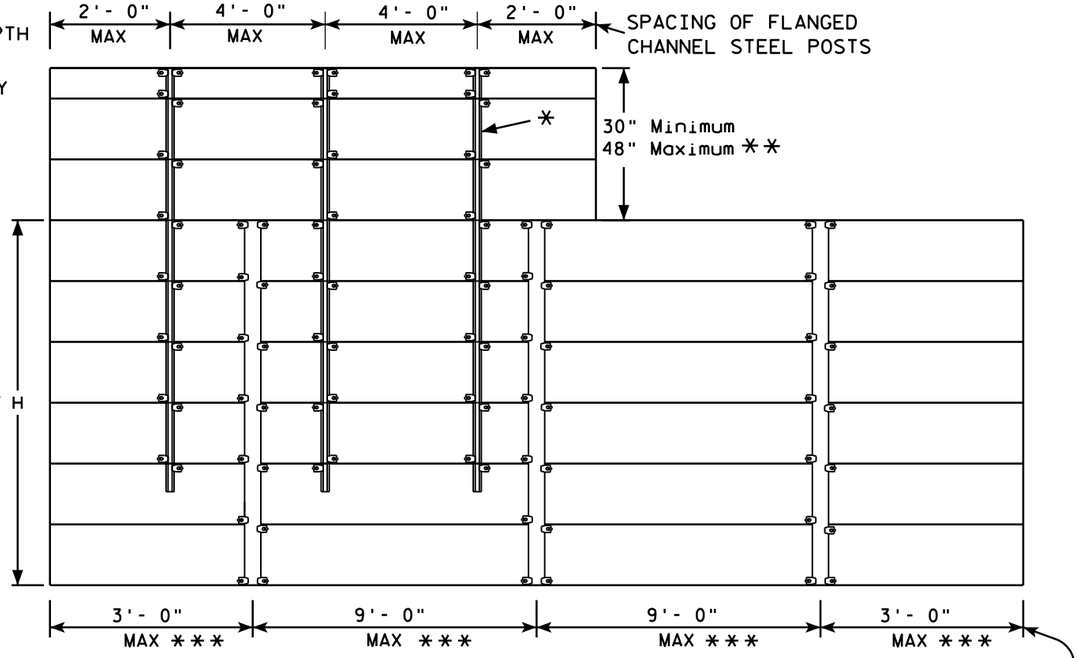
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

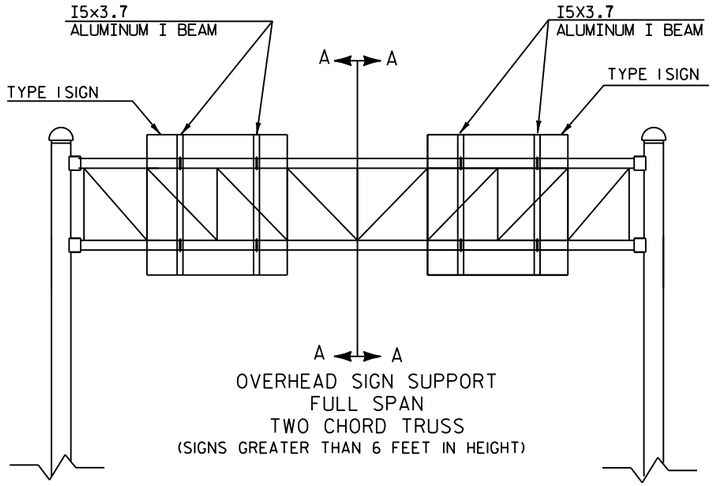
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

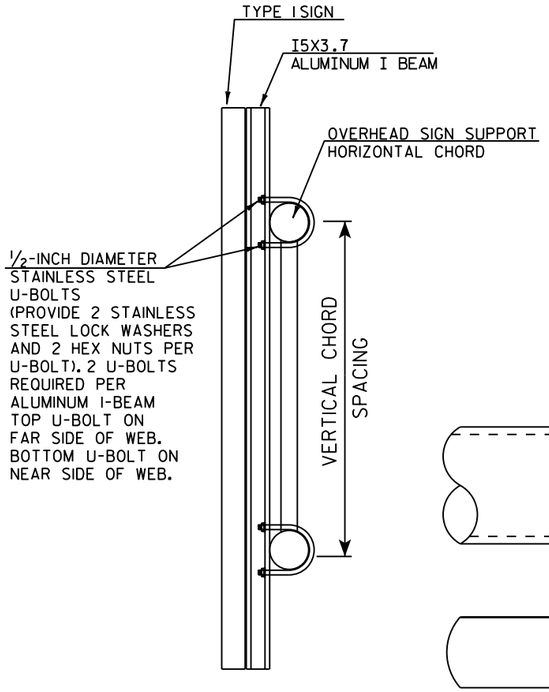
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 348 A4-6.12

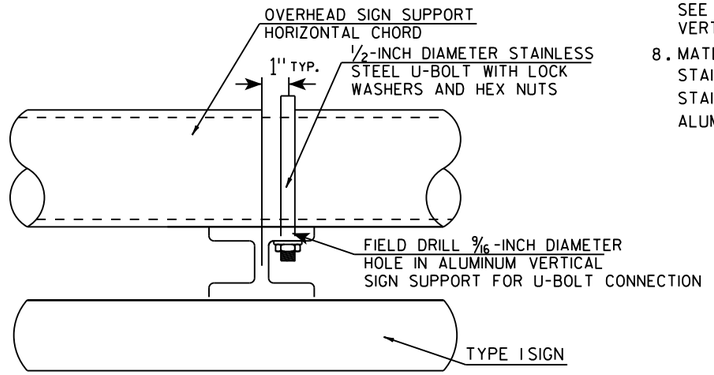
PROJECT NO: | SHEET NO: E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



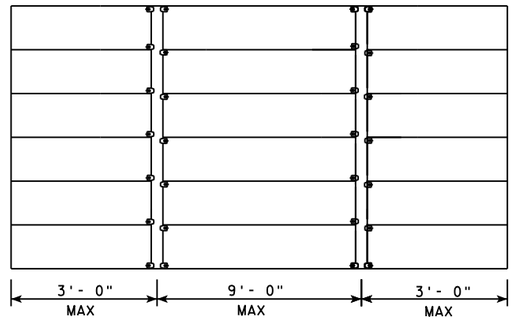
CUT SECTION A-A



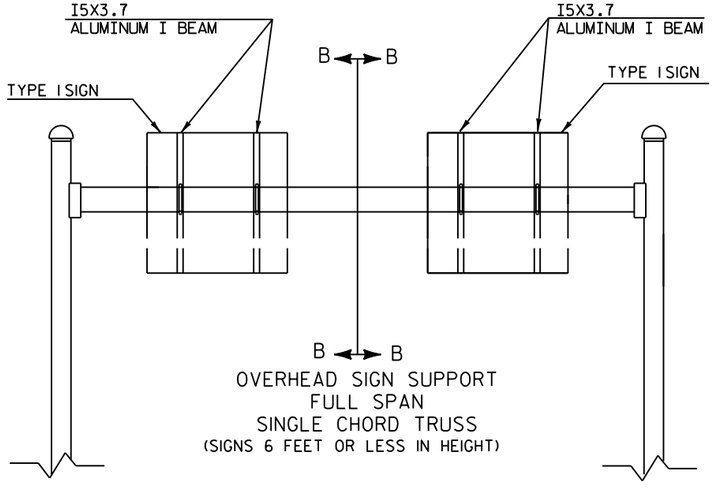
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

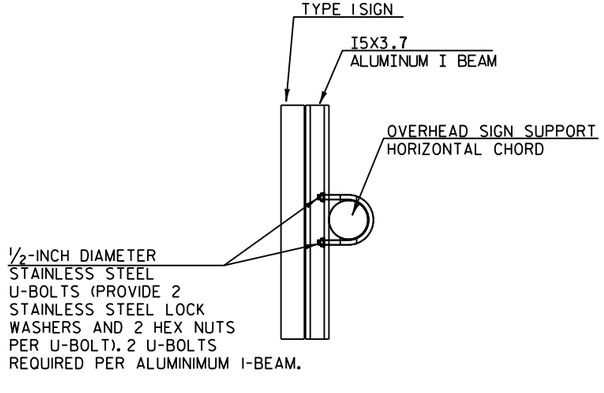
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



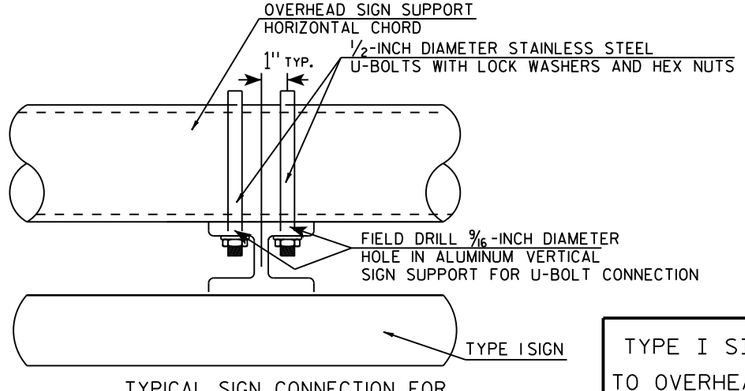
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

TYPE I SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

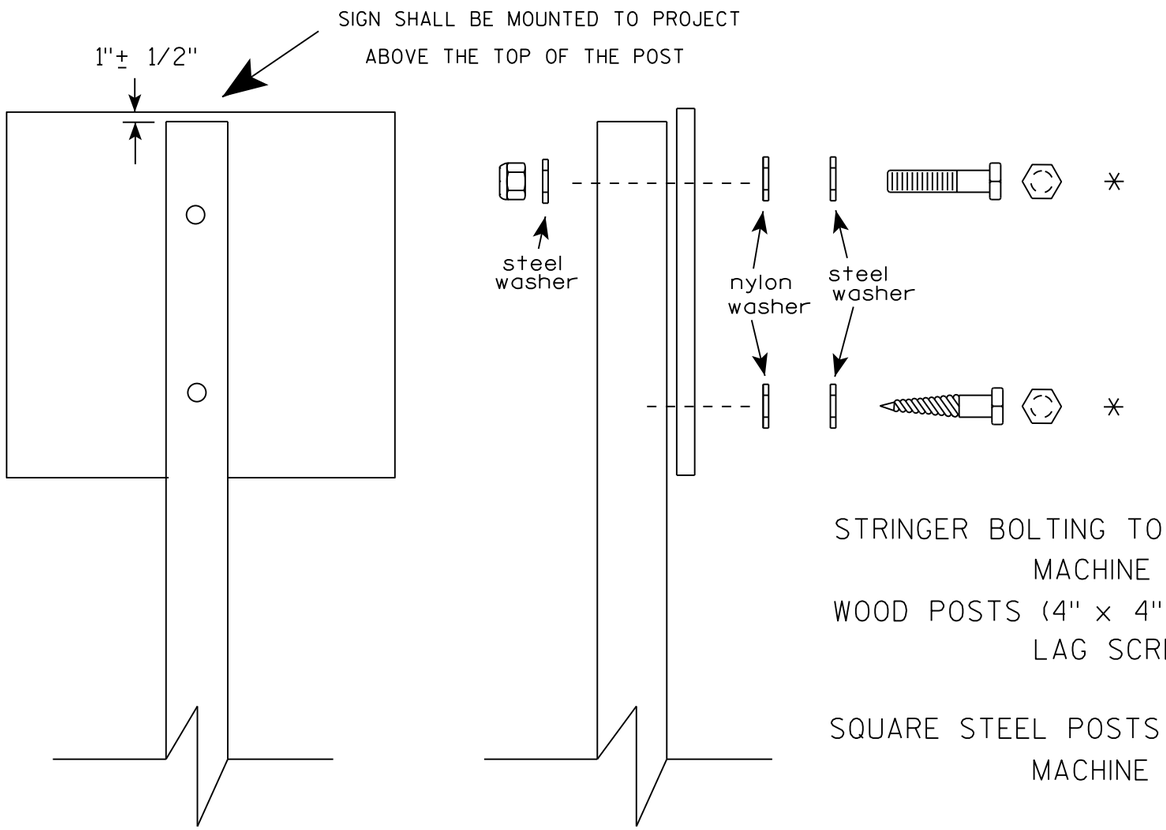
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE NO. A4-7.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A47.DGN PLOT DATE : 01-DEC-2015 17:42 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 38.916838:1.000000



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

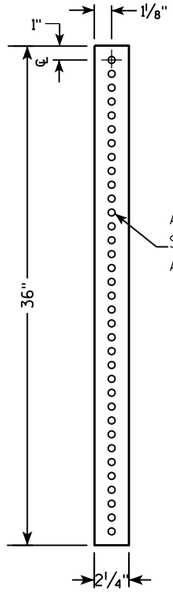
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

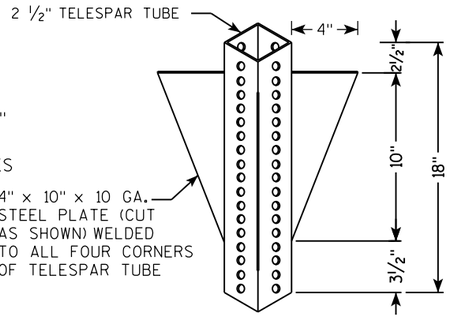
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

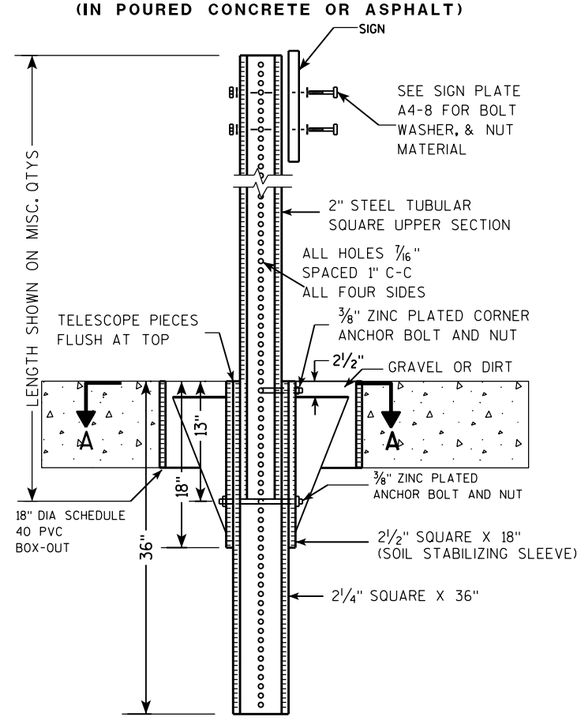
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



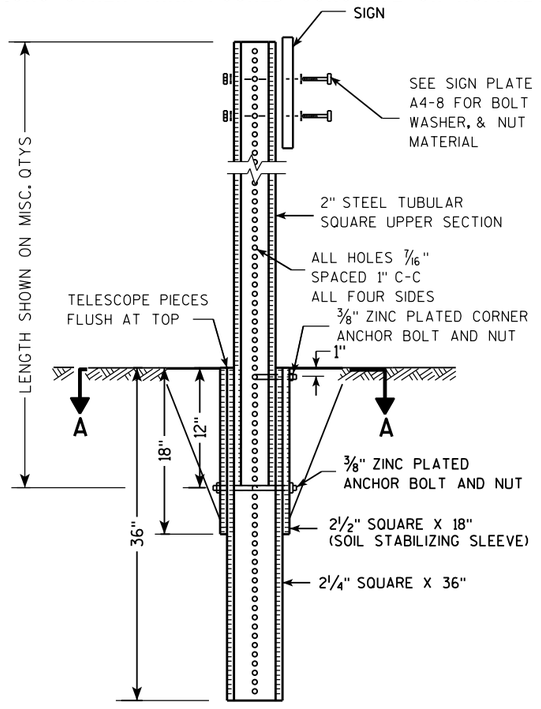
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

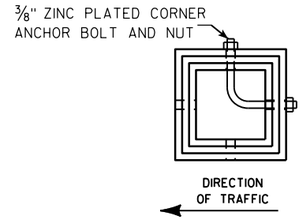


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

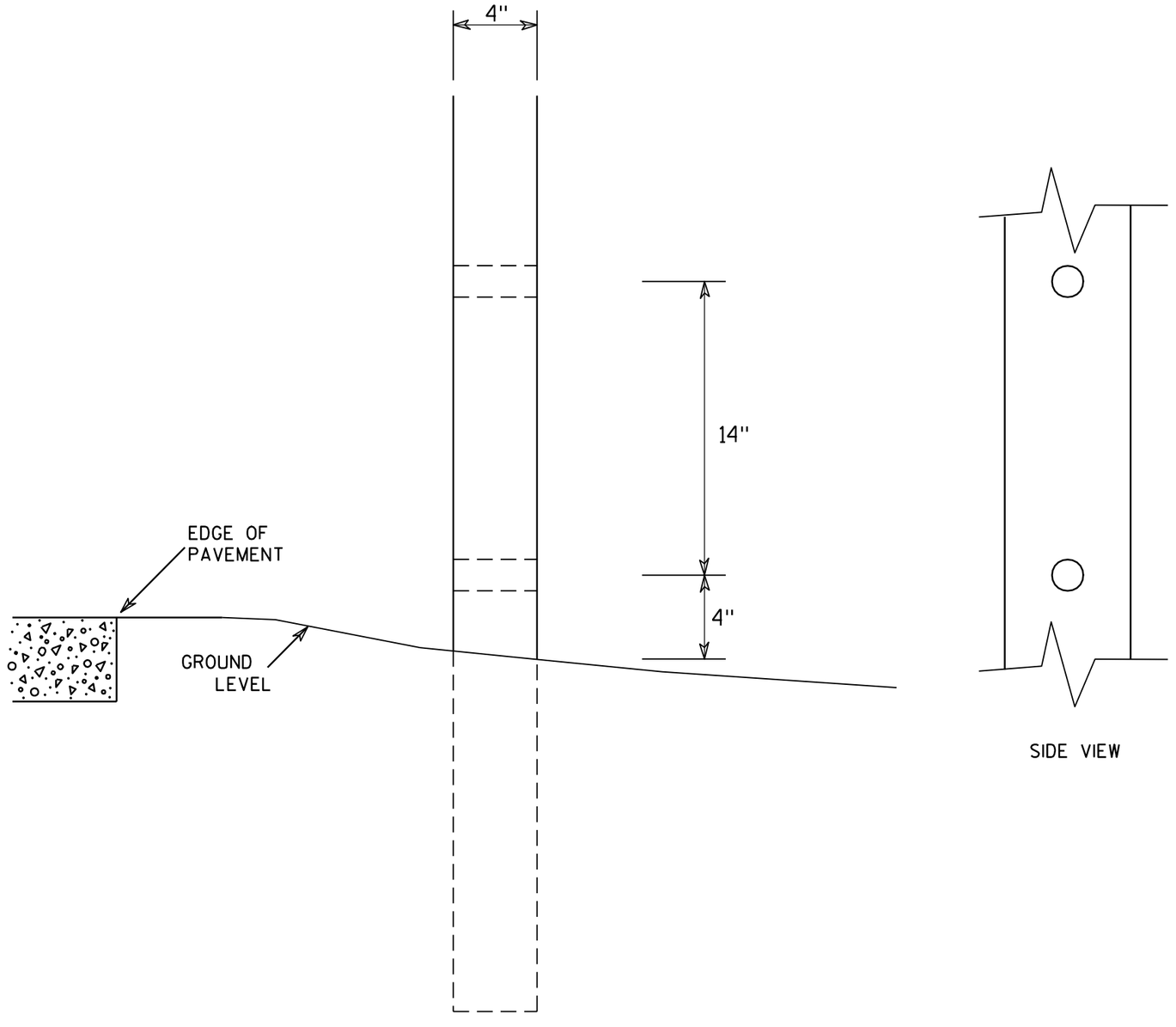
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 351 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

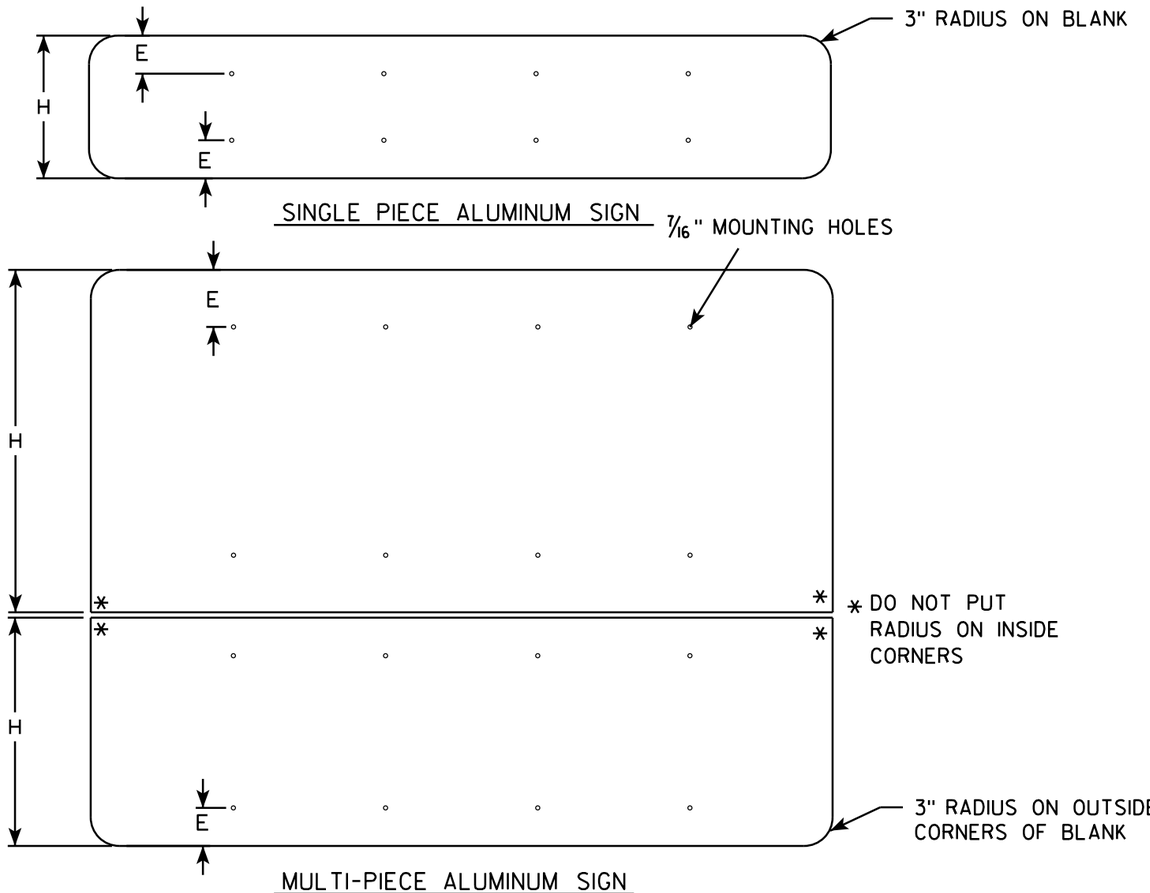
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

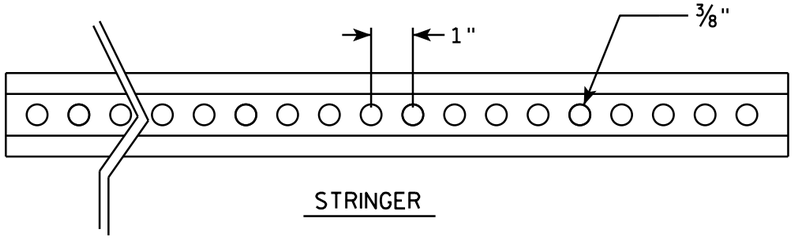
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 352	E



GENERAL NOTES

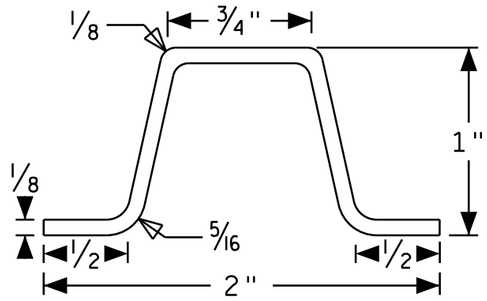
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

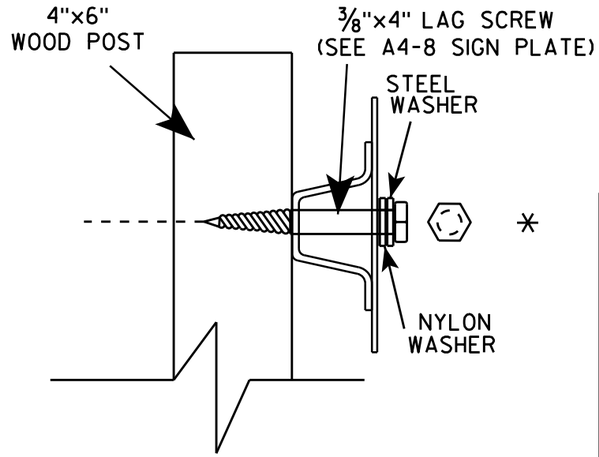


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

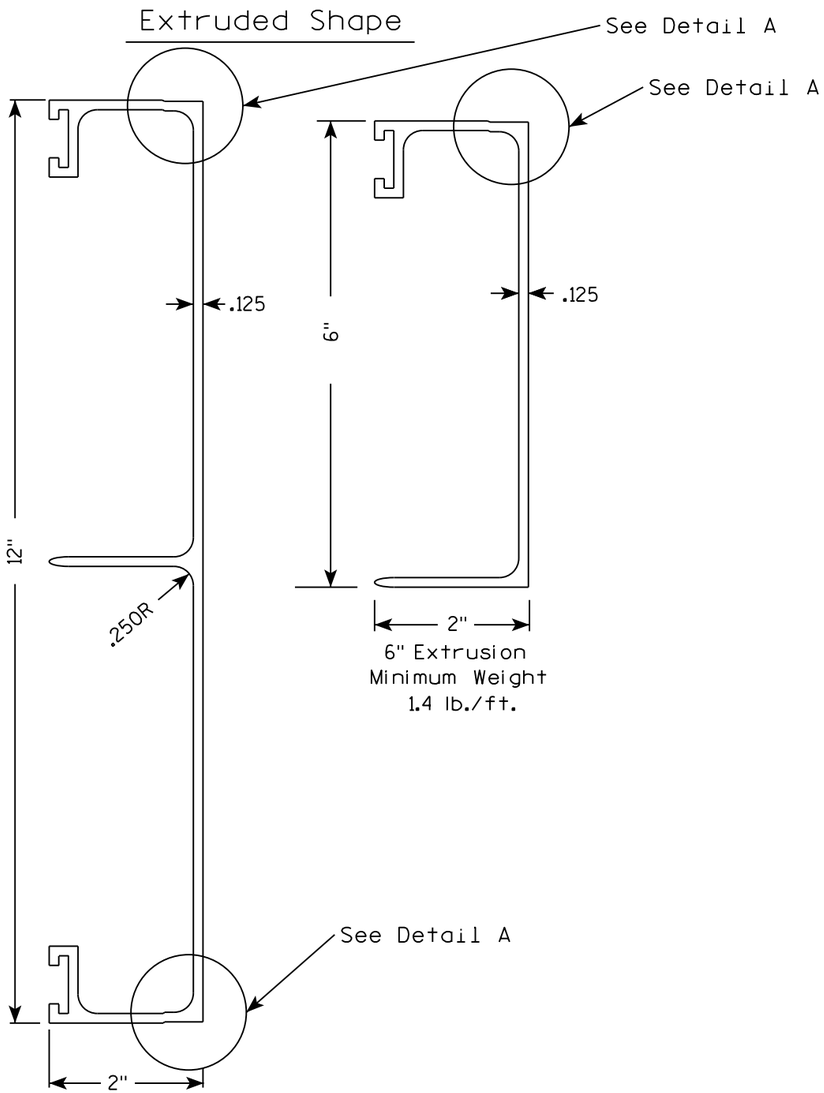
for State Traffic Engineer

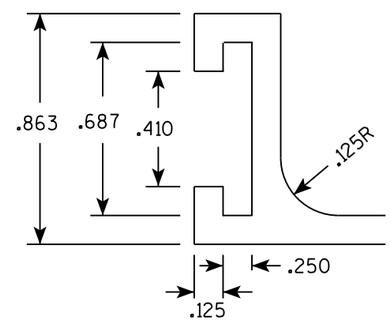
DATE 4/26/16 PLATE NO A4-18.1

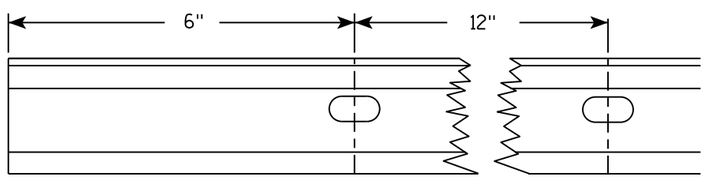
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

Extruded Shape







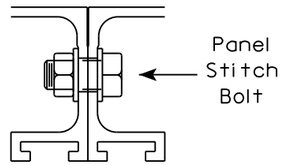
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

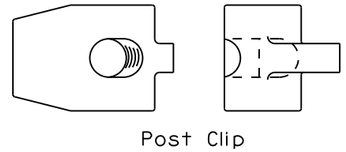
The hardware includes:

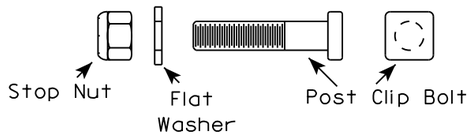
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

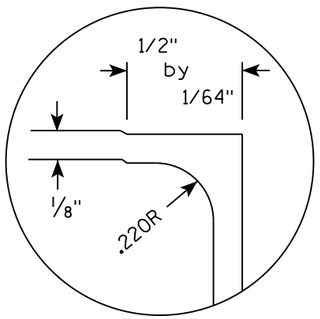
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/16 PLATE NO. A5-2.10

PROJECT NO:				SHEET NO: 354	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A52.DGN PLOT DATE : 30-NOV-2016 12:05 PLOT BY : $$...plotuser...$$

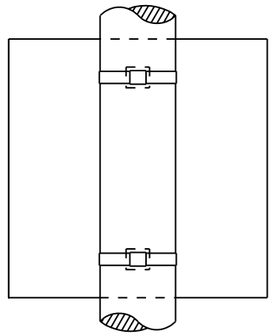
WISDOT/CADDS SHEET 42

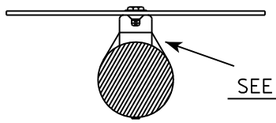
7

7

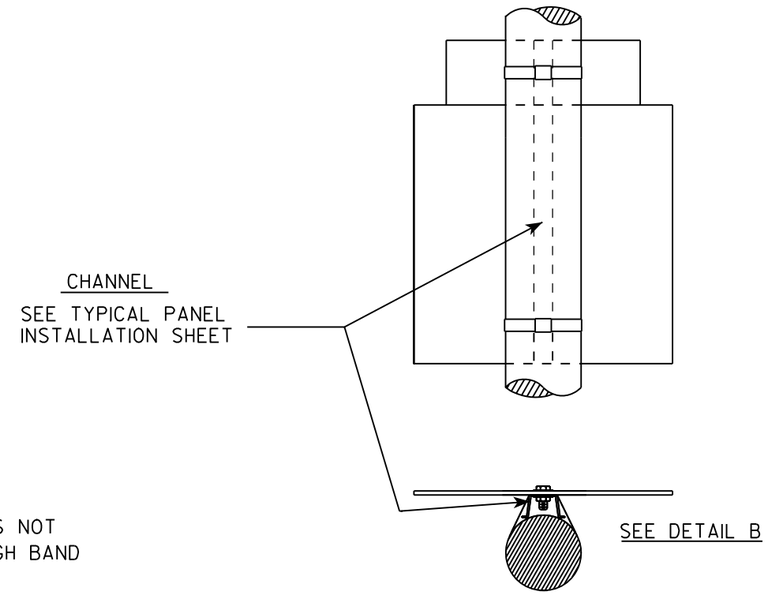
BANDING

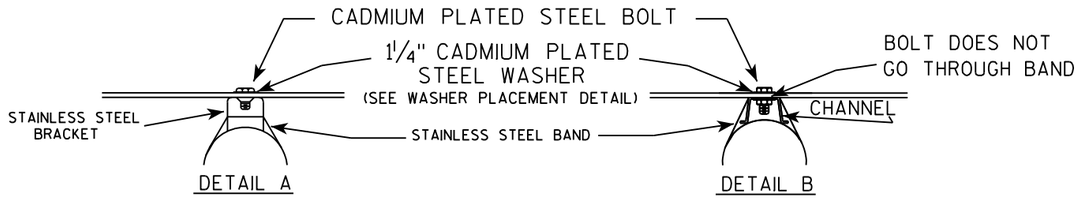
SINGLE SIGN



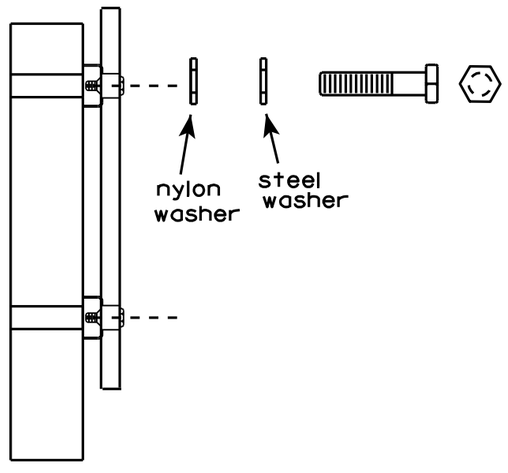


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

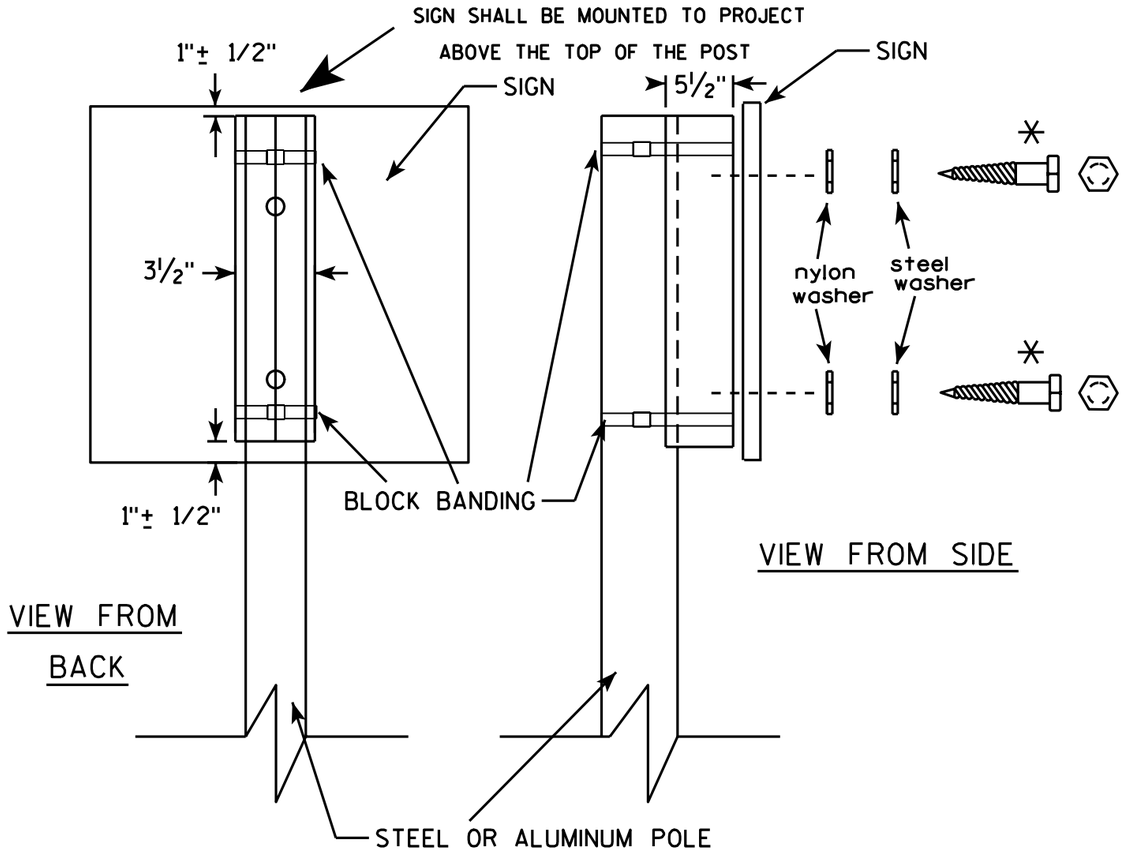
STANDARD SIGN
SIGN BANDING DETAILS

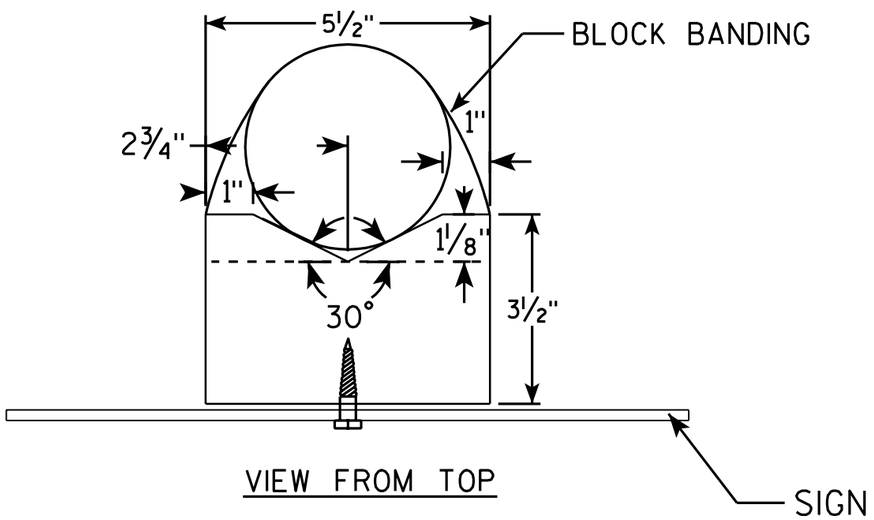
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 355	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

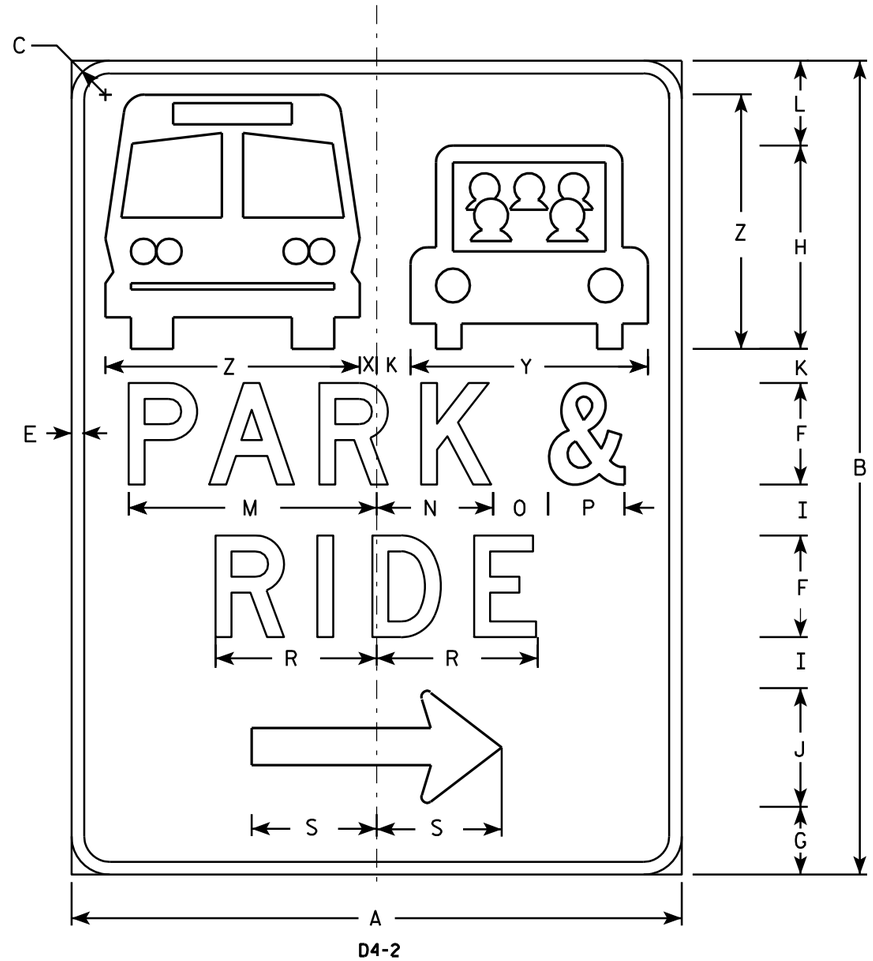
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 356 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

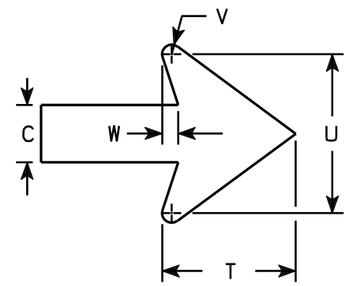
WISDOT/CADDS SHEET 42



D4-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
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. The D4-2L is the same as a D4-2R except the arrow is reversed.
6. The D4-2 sign may have either symbol or both symbols at the same time.



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	30	1 1/8		1/2	4	1 5/8	7 1/2	1 1/2	4 5/8	1 3/8	3 7/8	9 3/4	4	2 3/4	3		6 3/8	4 7/8	3 1/2	4 1/8	1/4	3/8	5/8	9 3/8	10	5.0
2	30	36	1 3/8		5/8	5	2	9	1 5/8	5 1/2	1 5/8	4 5/8	12 1/4	5 1/8	3 3/8	3 3/4		8	6 1/8	4 3/8	5 1/4	3/8	1/2	7/8	11 3/4	12 1/2	7.50
3	36	48	2 1/4		3/4	6	4	12	3	7	2	5	14 5/8	6 7/8	3 1/4	4 1/2		9 1/2	7 1/2	5 1/4	6 1/4	3/8	5/8	1	14	15	12.0
4																											
5																											

STANDARD SIGN
D4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. D4-2.5

PROJECT NO:

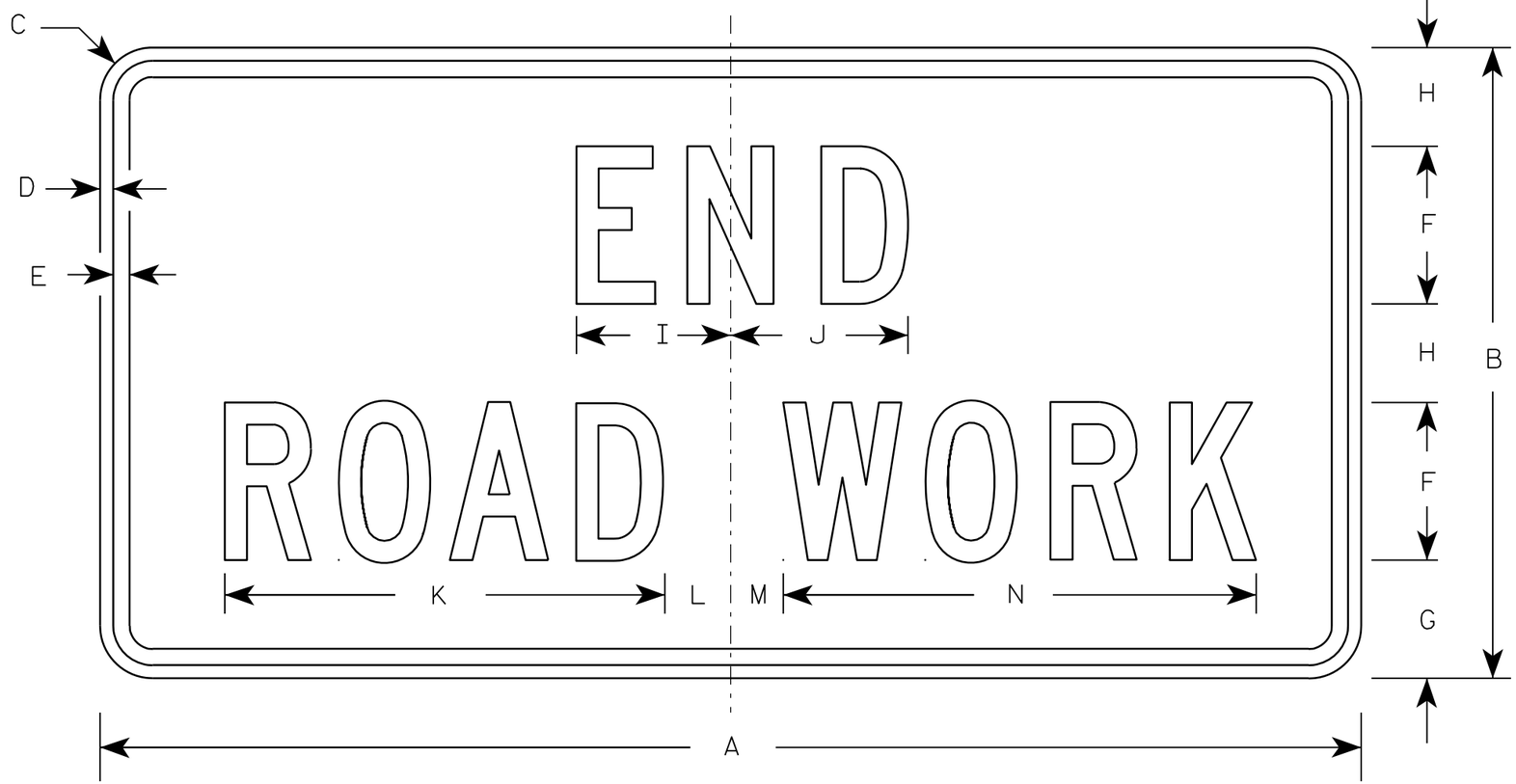
SHEET NO: 357 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\D42.dgn PLOT DATE : 10-FEB-2011 14:21 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



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

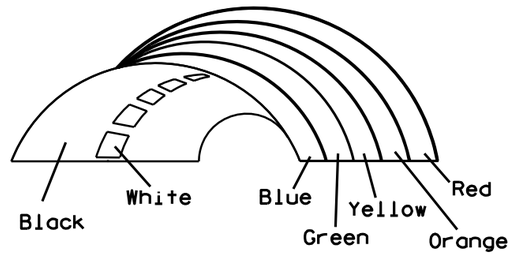
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 358	E

* VARIES

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

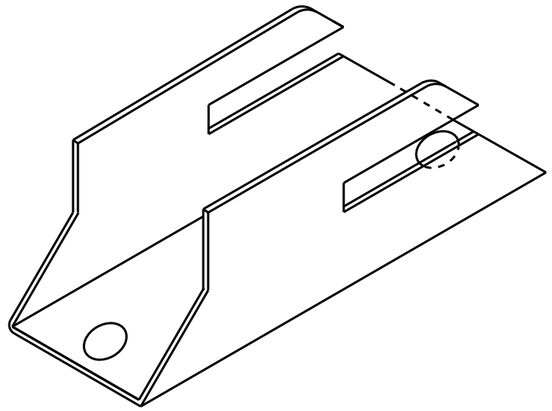
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 359

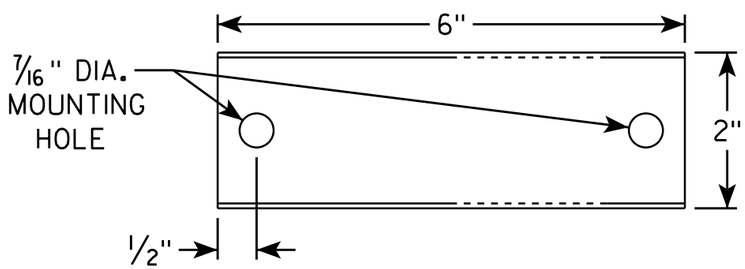
NOTES

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.

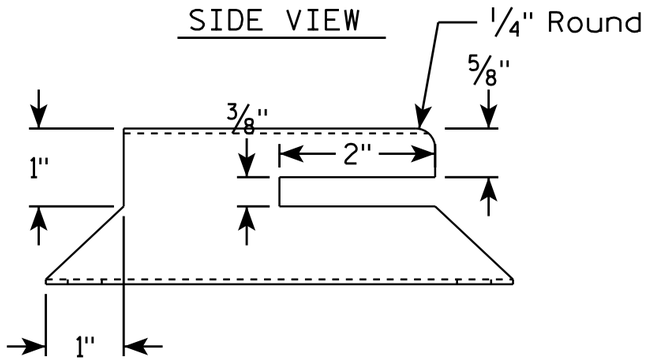
ISOMETRIC VIEW



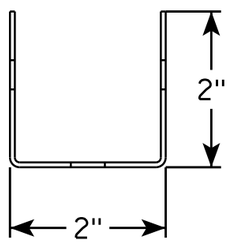
TOP VIEW



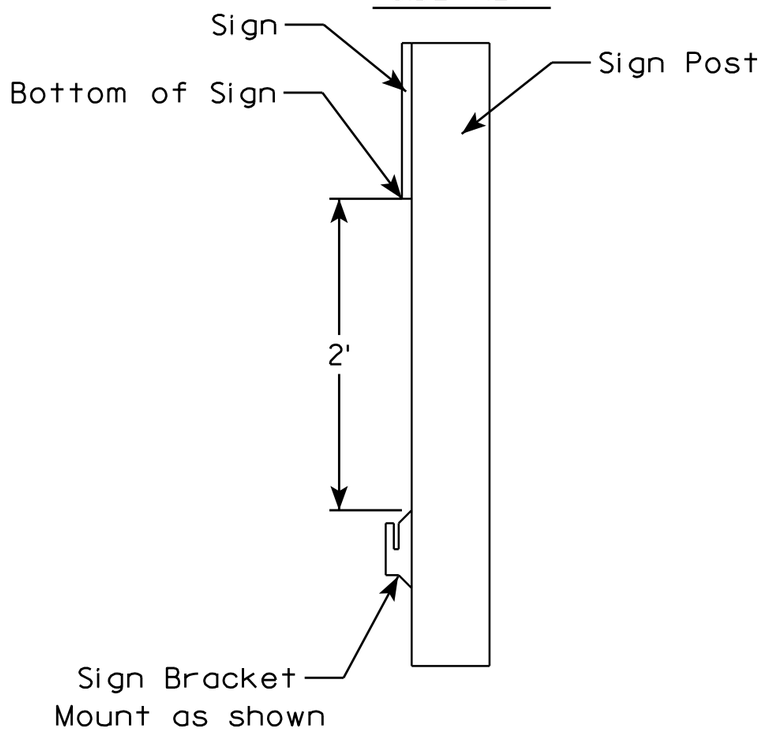
SIDE VIEW



END VIEW



SIDE VIEW



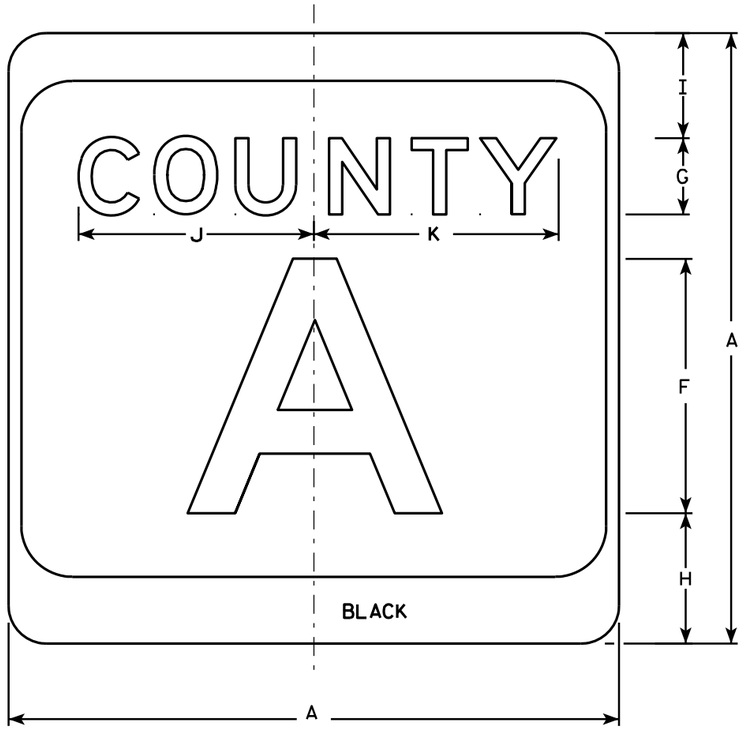
ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

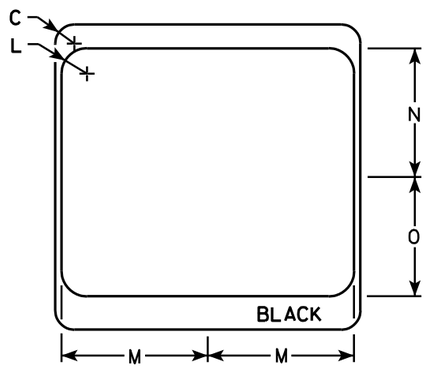
APPROVED Matthew R Rauch
for State Traffic Engineer

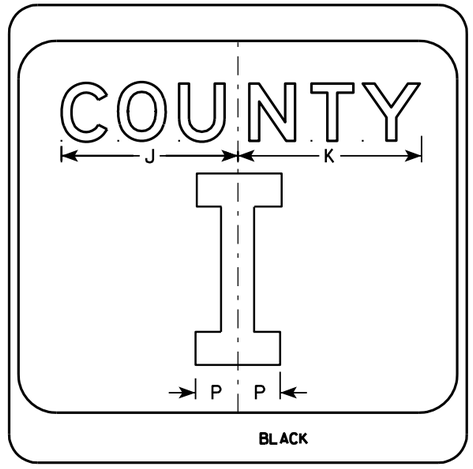
DATE 4/26/16 PLATE I55-56B.2

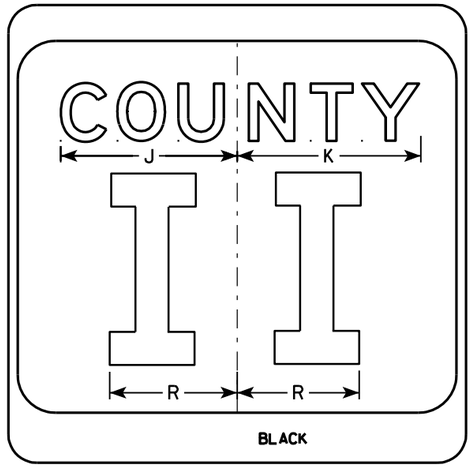
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

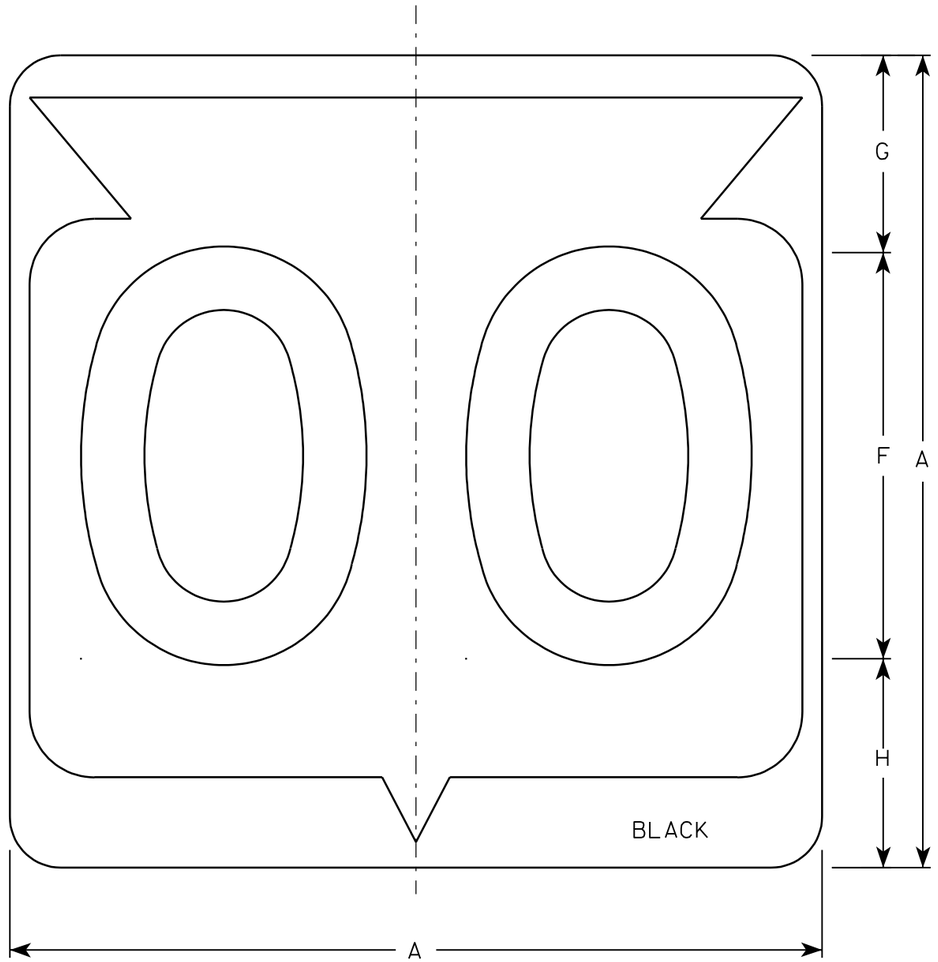
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

7

7

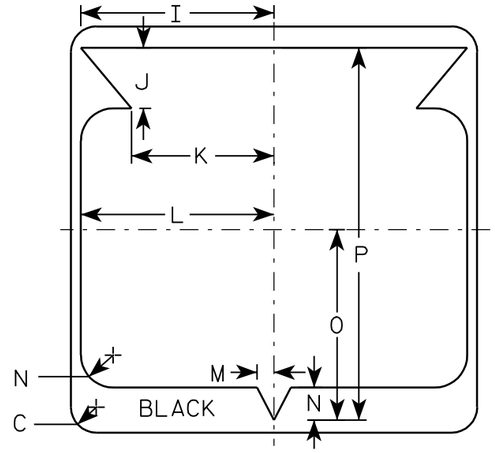
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 361 | E



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

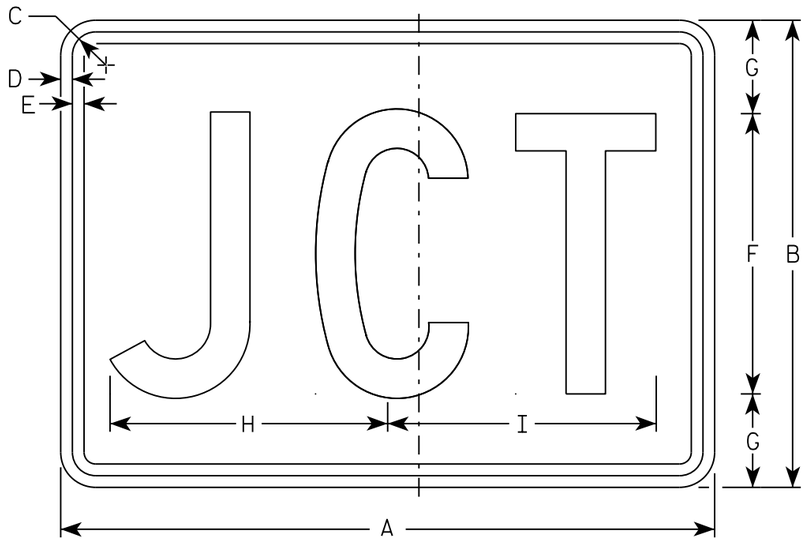
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

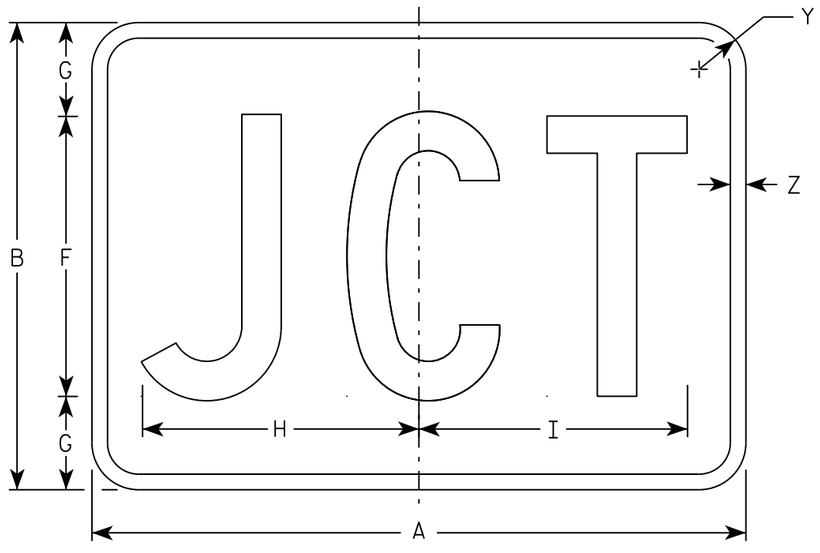
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 362	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

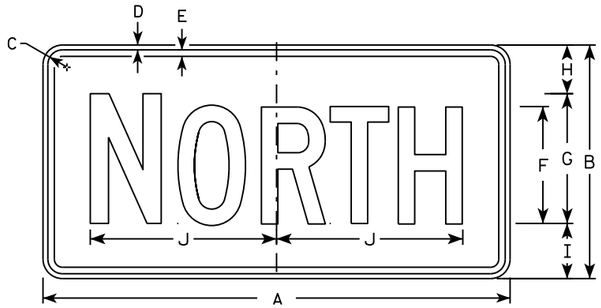
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

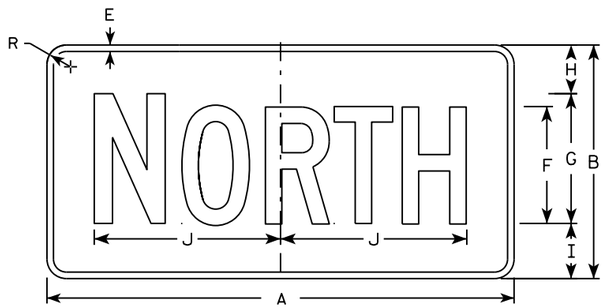
DATE 10/15/15 PLATE 363 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



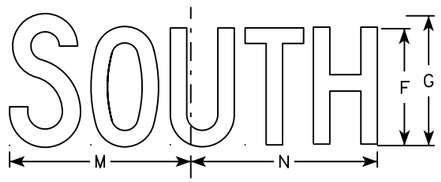
M3-1
MM3-1
MP3-1



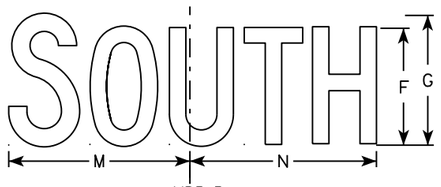
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

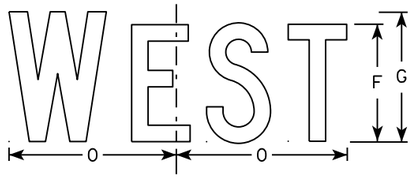
MB3-2
MK3-2
MN3-2



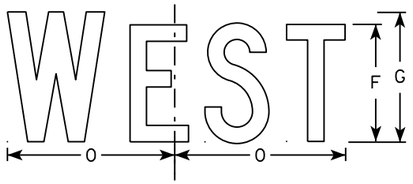
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

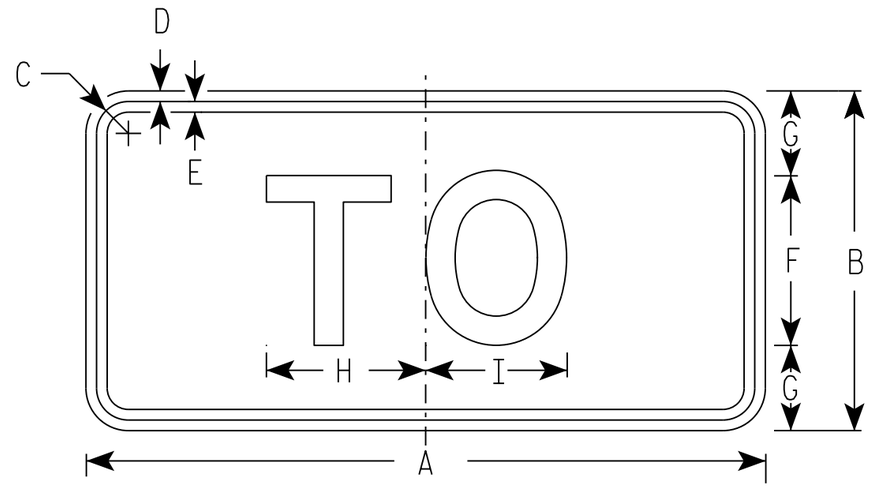
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

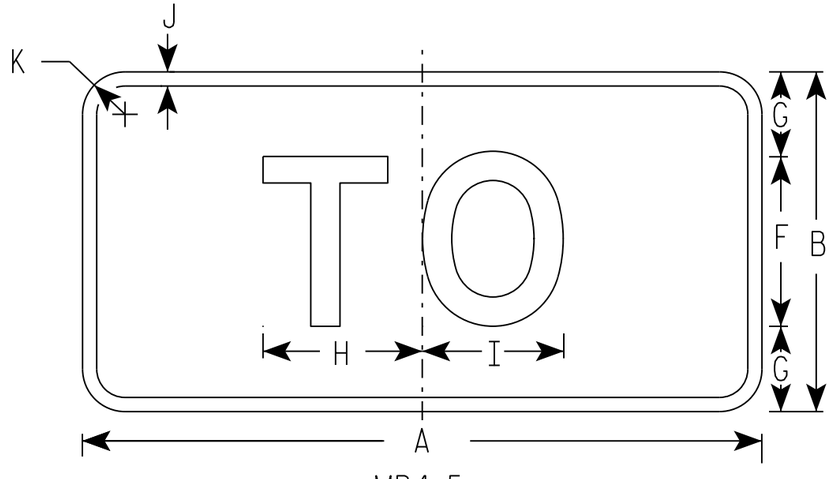
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

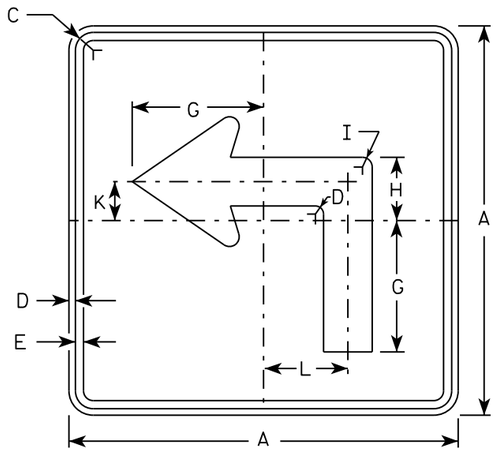
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

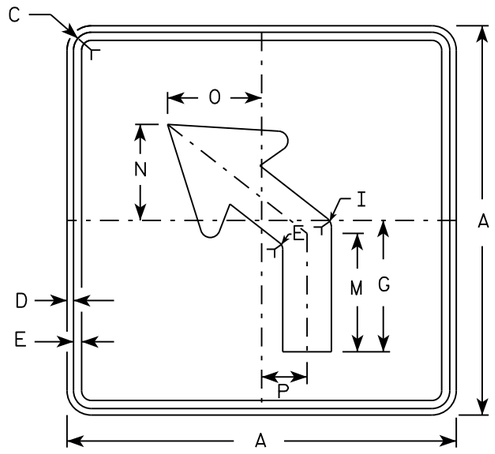
DATE 10/15/15 PLATE 365 M4-5.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

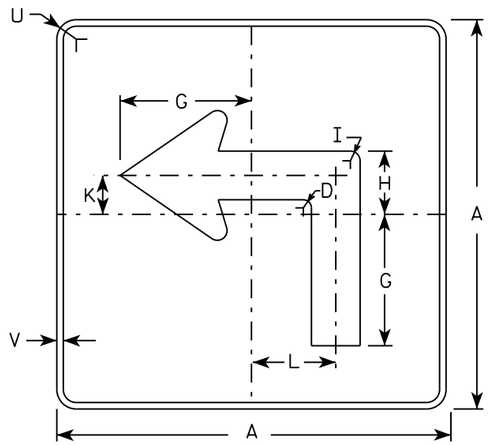
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



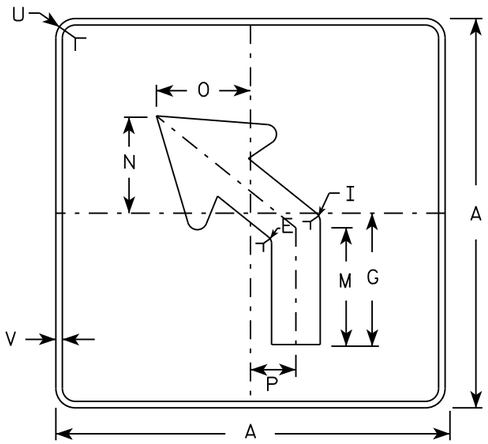
M5-1L
MM5-1L
MO5-1L
MP5-1L



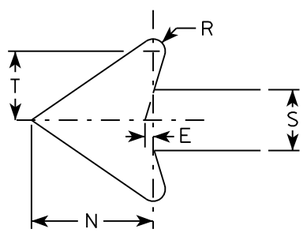
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

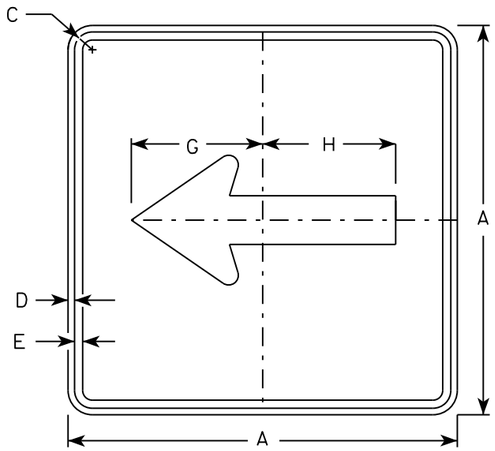
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

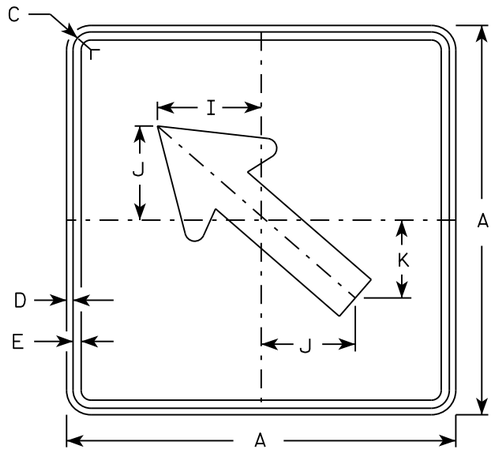
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



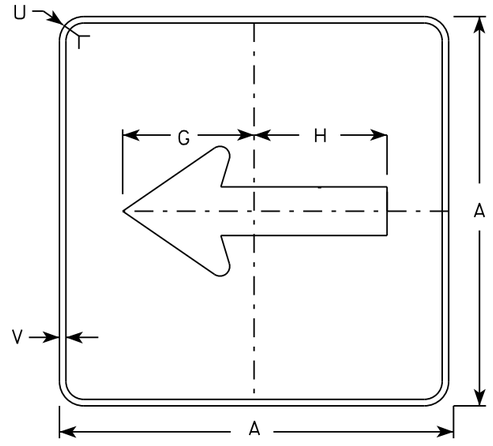
M6-1
MM6-1
MO6-1
MP6-1



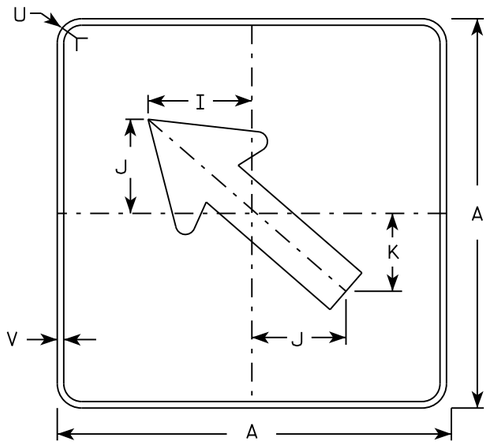
M6-2
MM6-2
MO6-2
MP6-2

NOTES

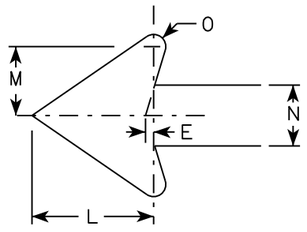
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

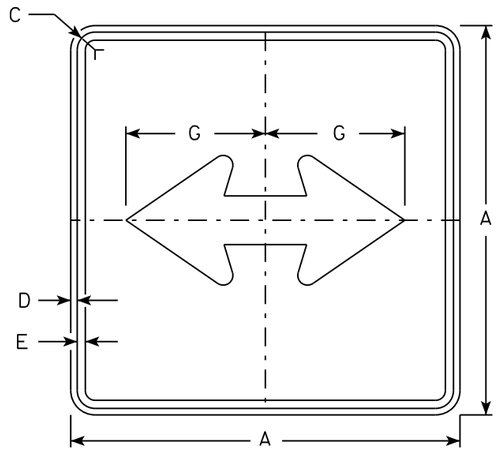
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

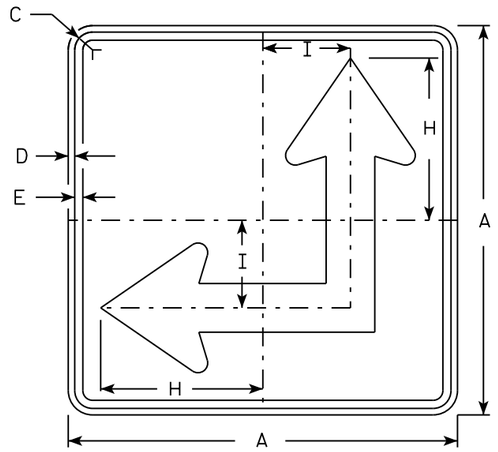
DATE 10/15/15 PLATE 367 M6-1.15

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



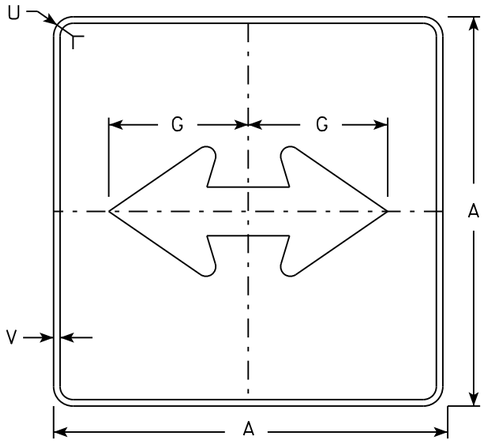
M6-4
MM6-4
MO6-4
MP6-4



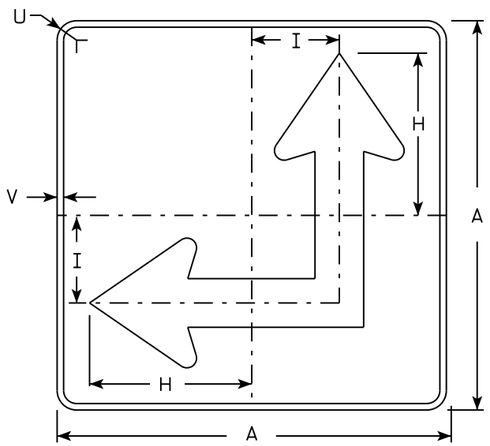
M6-6
MM6-6
MO6-6
MP6-6

NOTES

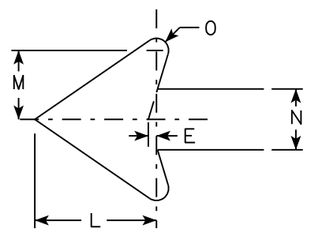
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - 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

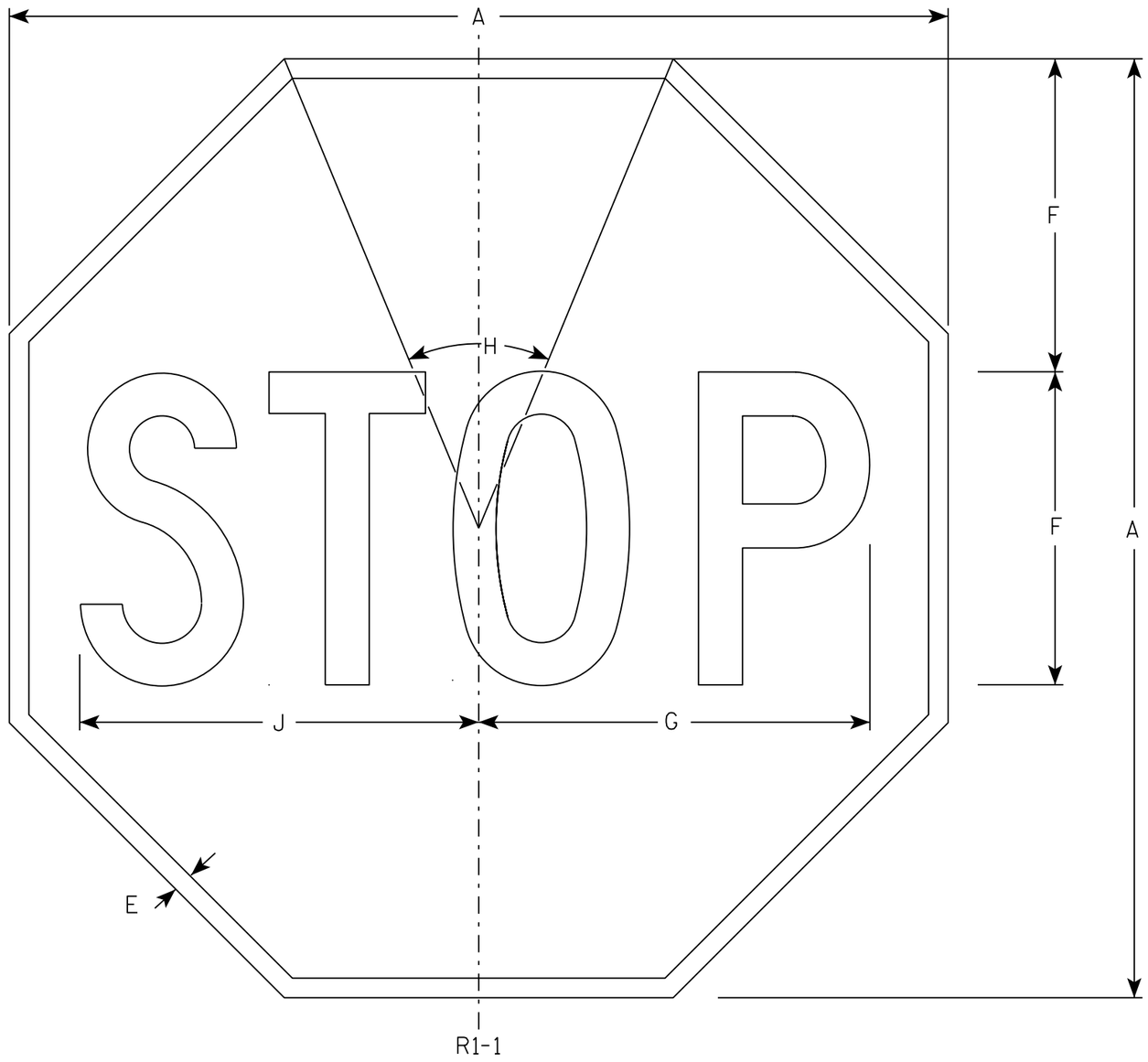
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 368 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

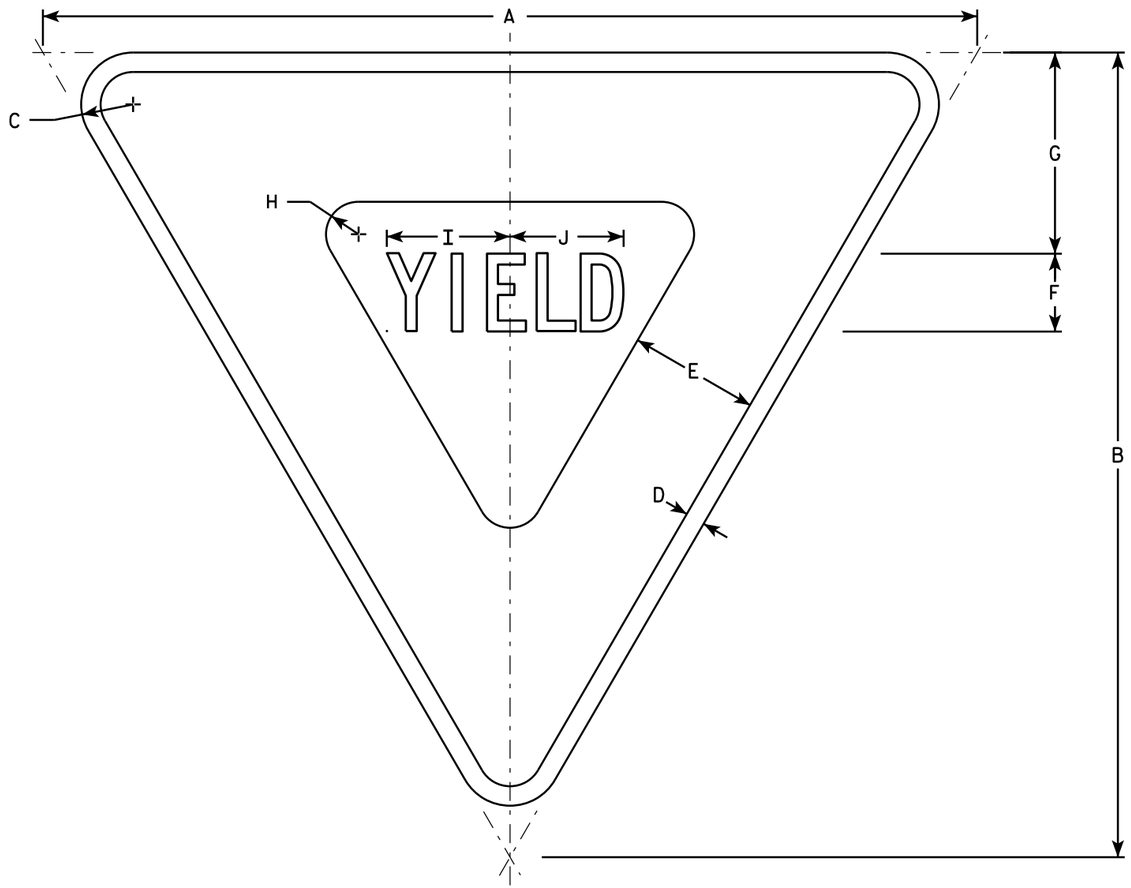
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 369	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

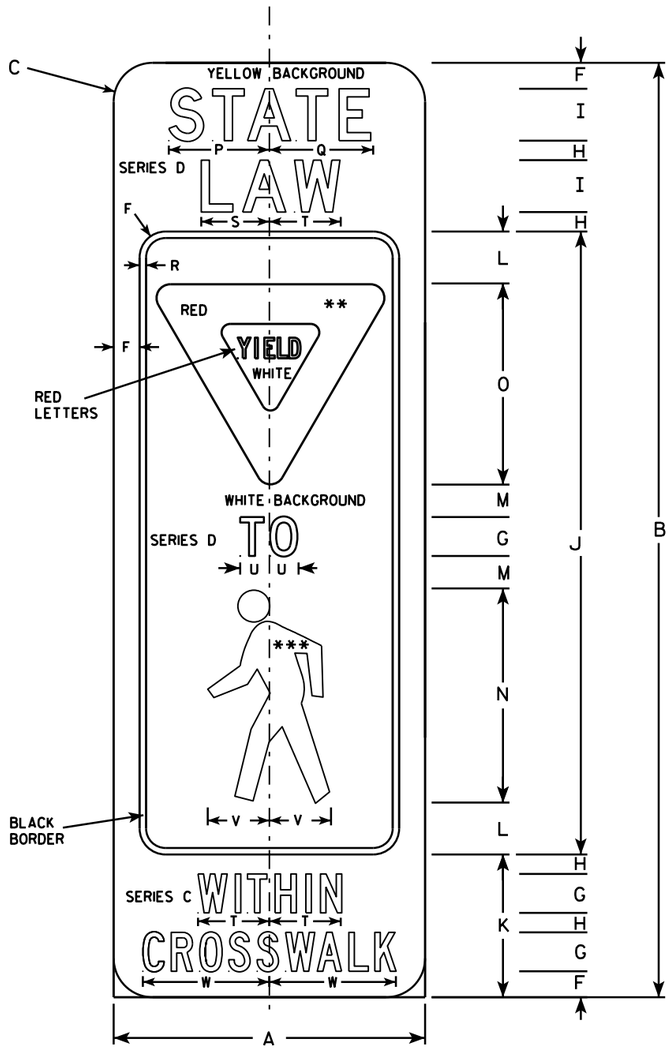
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-6

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - AS SHOWN AND IN TABLE
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	12	36	1 ½			1	1 ½C	¾	2 D	24	5 ½	2	1 ¼	8 ¼	7 ¾	3 ⅞	4	¼	2 ⅝	2 ¾	1 ⅛	2 ⅜	4 ⅞				3.0
2M	12	36	1 ½			1	1 ½C	¾	2 D	24	5 ½	2	1 ¼	8 ¼	7 ¾	3 ⅞	4	¼	2 ⅝	2 ¾	1 ⅛	2 ⅜	4 ⅞				3.0
3																											
4																											
5																											

STANDARD SIGN
R1-6

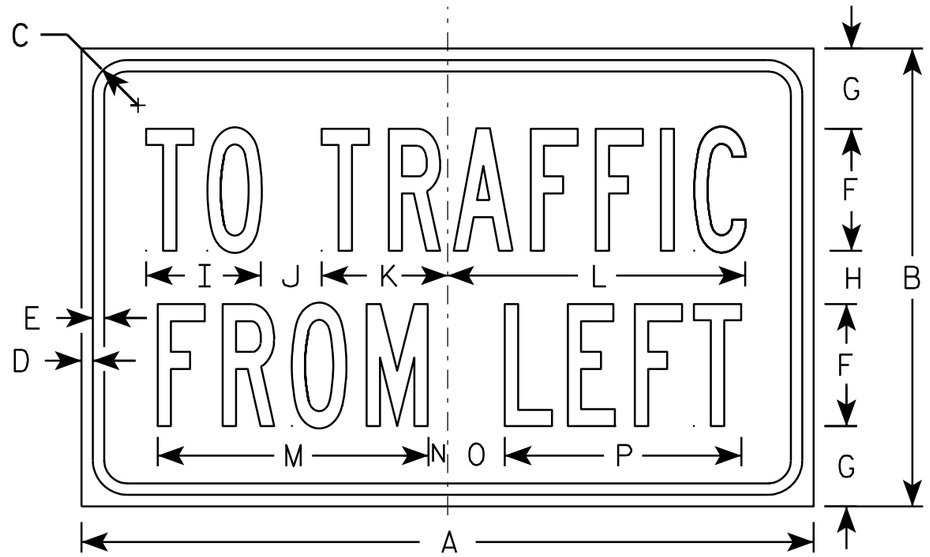
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/14 PLATE NO. R1-6.3

PROJECT NO:

SHEET NO: E



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

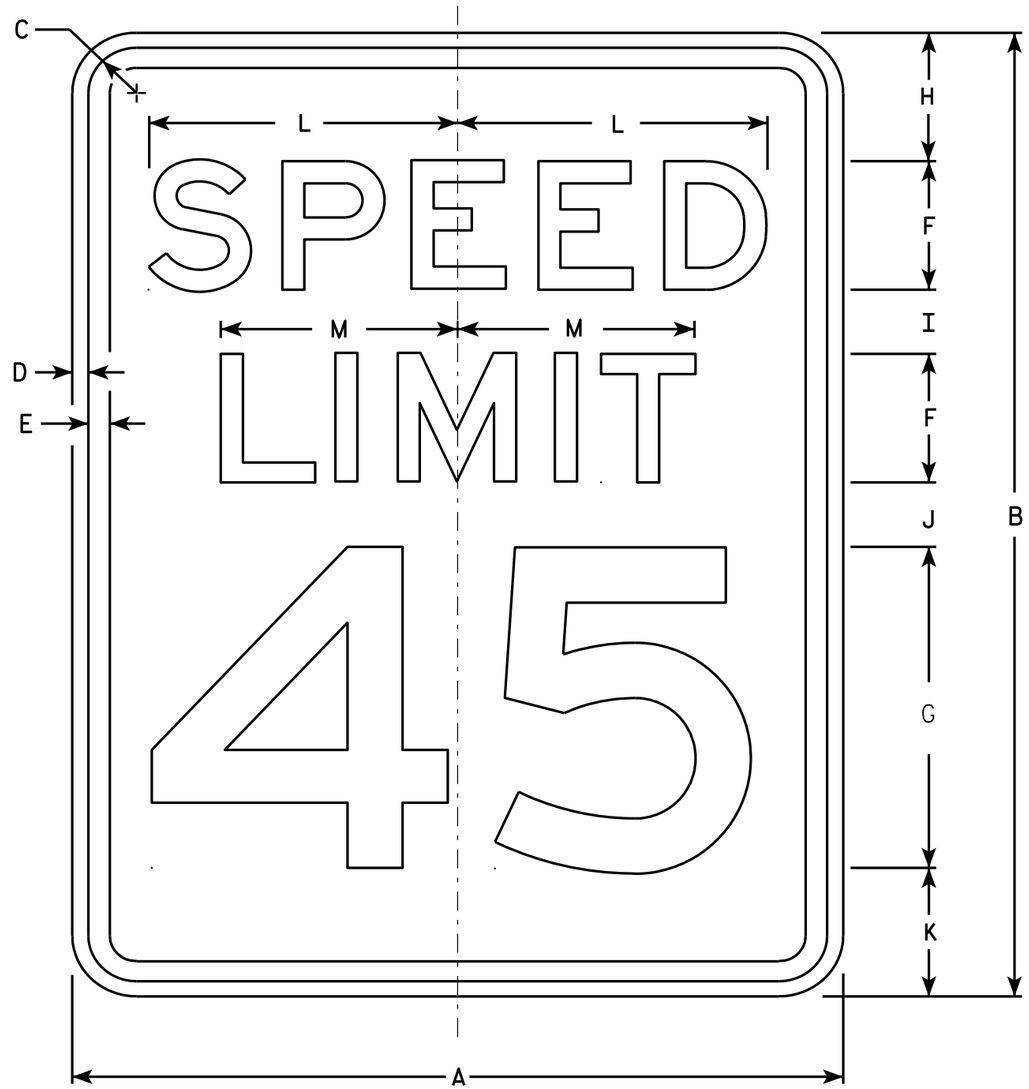
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 372	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

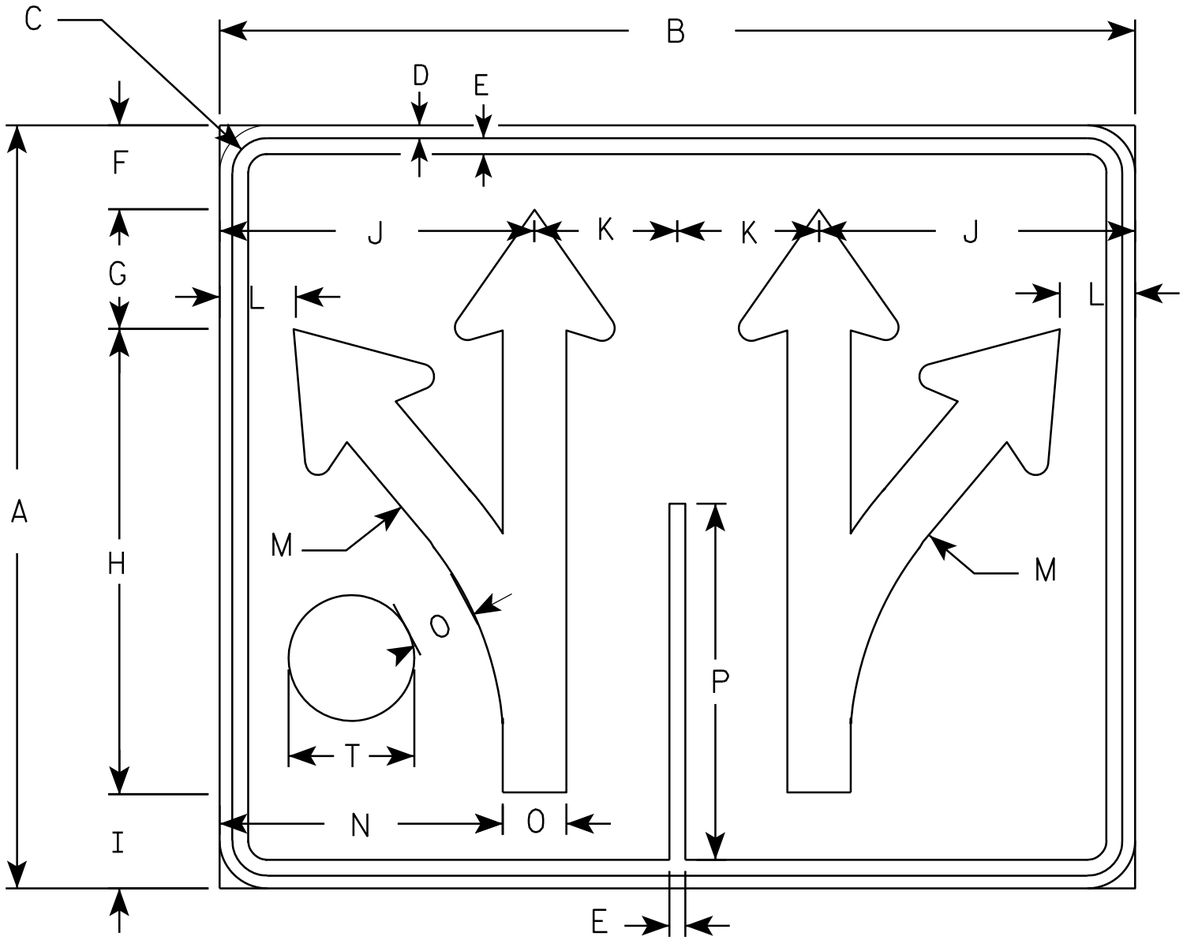
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

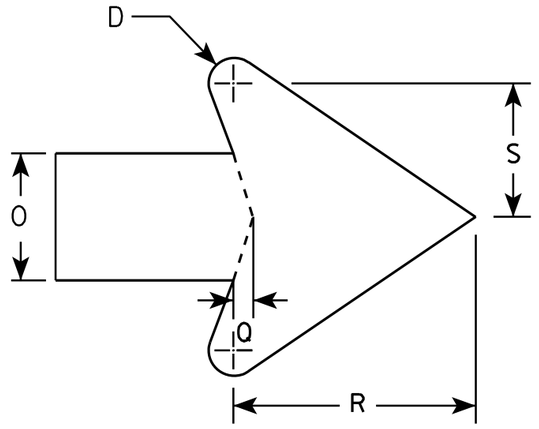
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 373 | E



R3-8CC

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5
2M	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5
3																											
4																											

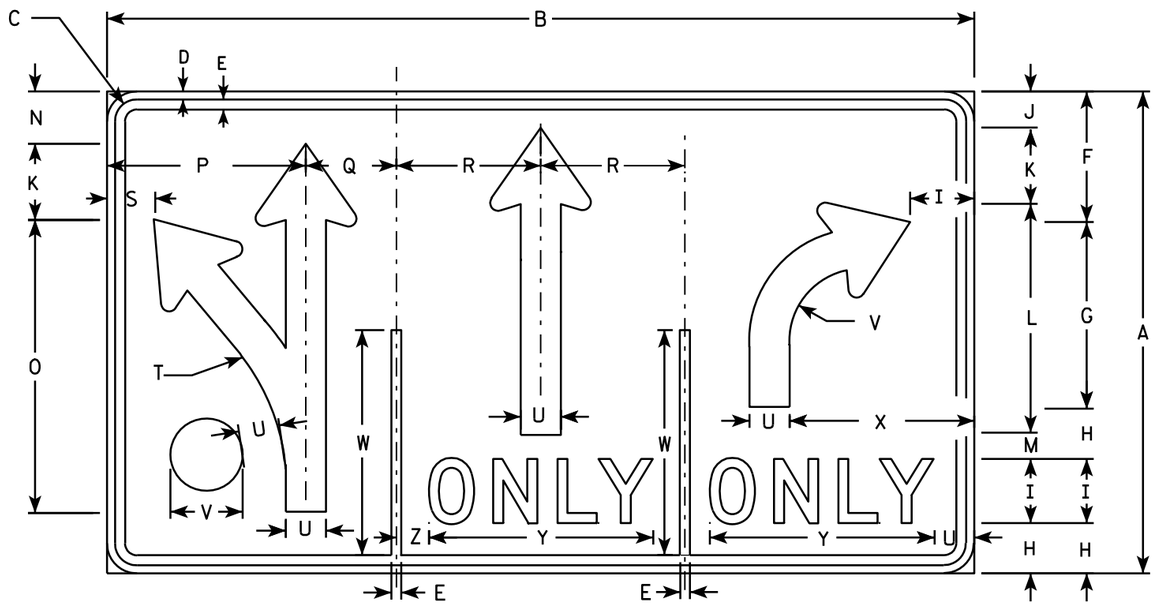
STANDARD SIGN
R3-8CC

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8CC.2

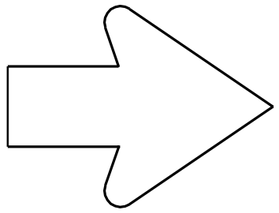
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 374	E



R3-8NN

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	3 1/4	18 1/4	12 3/8	5 5/8	9	3	13 1/4	2 1/2	4 1/2	14	11 1/2	14	2	11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	3 1/4	18 1/4	12 3/8	5 5/8	9	3	13 1/4	2 1/2	4 1/2	14	11 1/2	14	2	11.25
3																											
4																											
5																											

STANDARD SIGN
R3-8NN

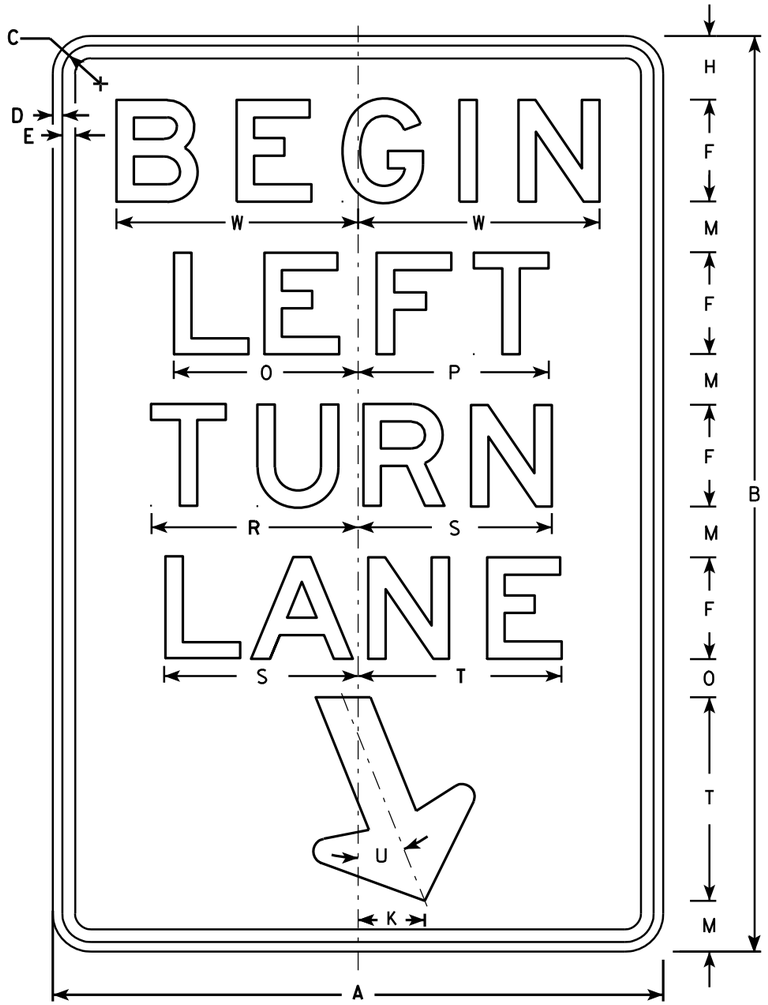
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/2011 PLATE NO. R3-8NN.2

PROJECT NO:

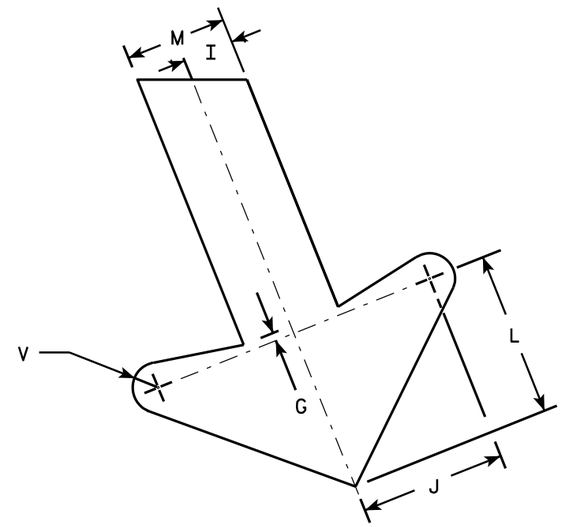
SHEET NO: 375 E



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																											

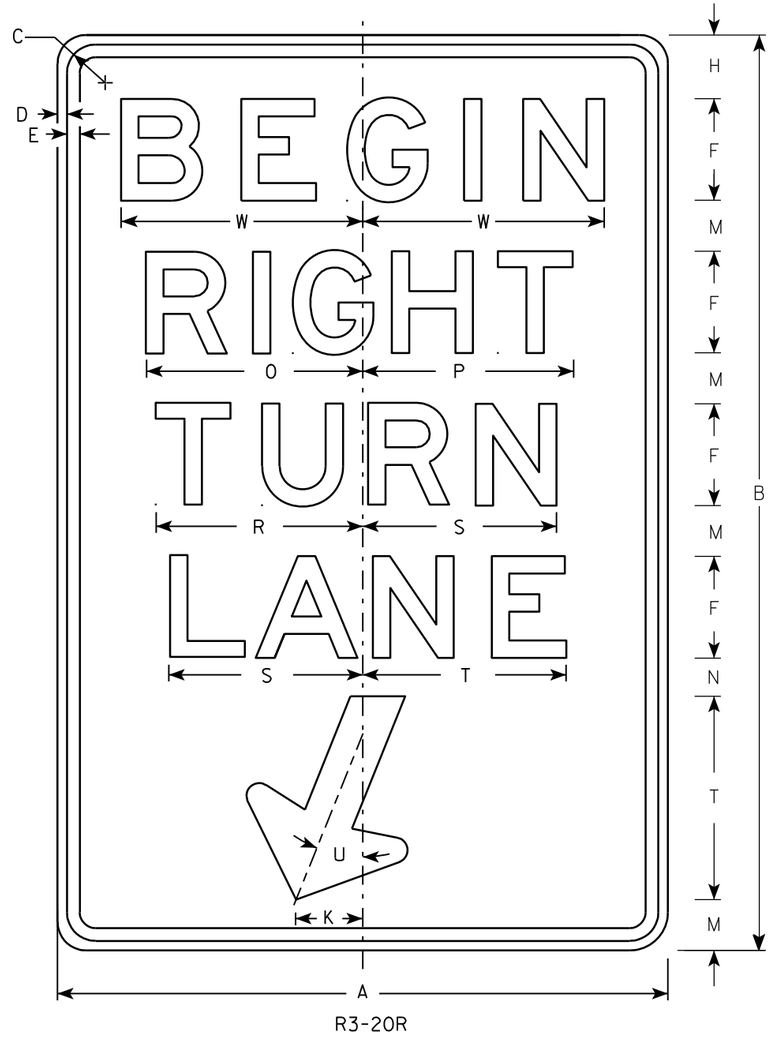
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

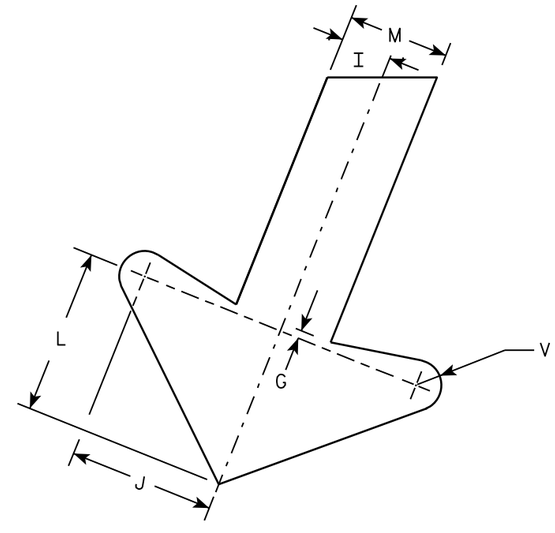
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 376 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

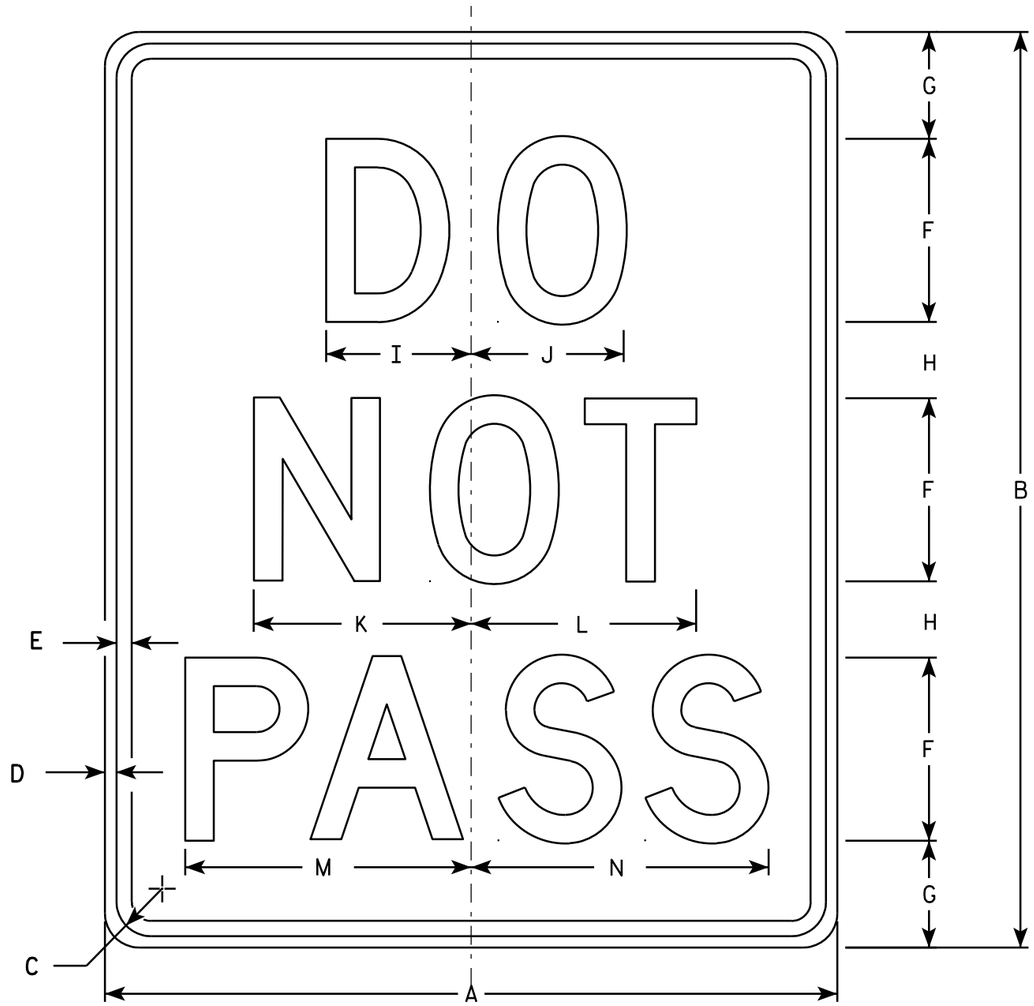
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 377 | E



R4-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

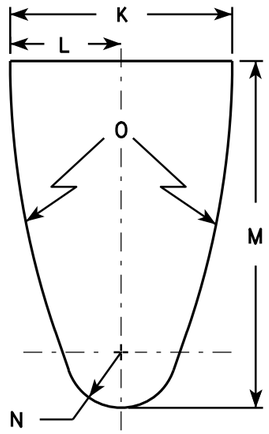
STANDARD SIGN
R4-1

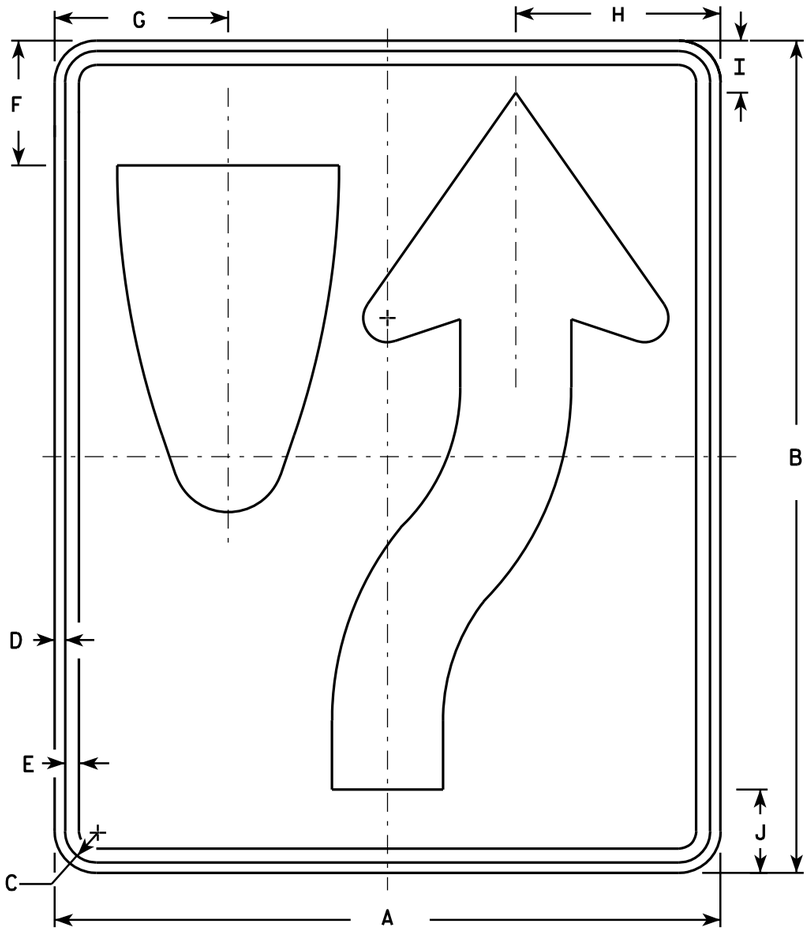
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 378 | E

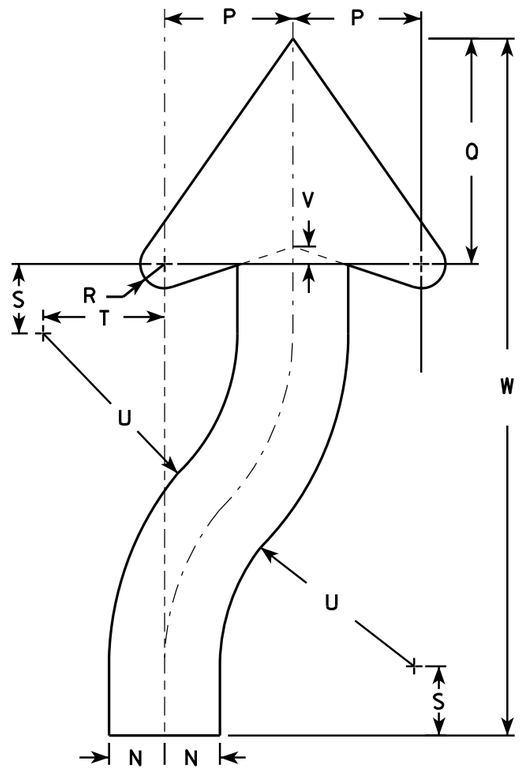




R4-7

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

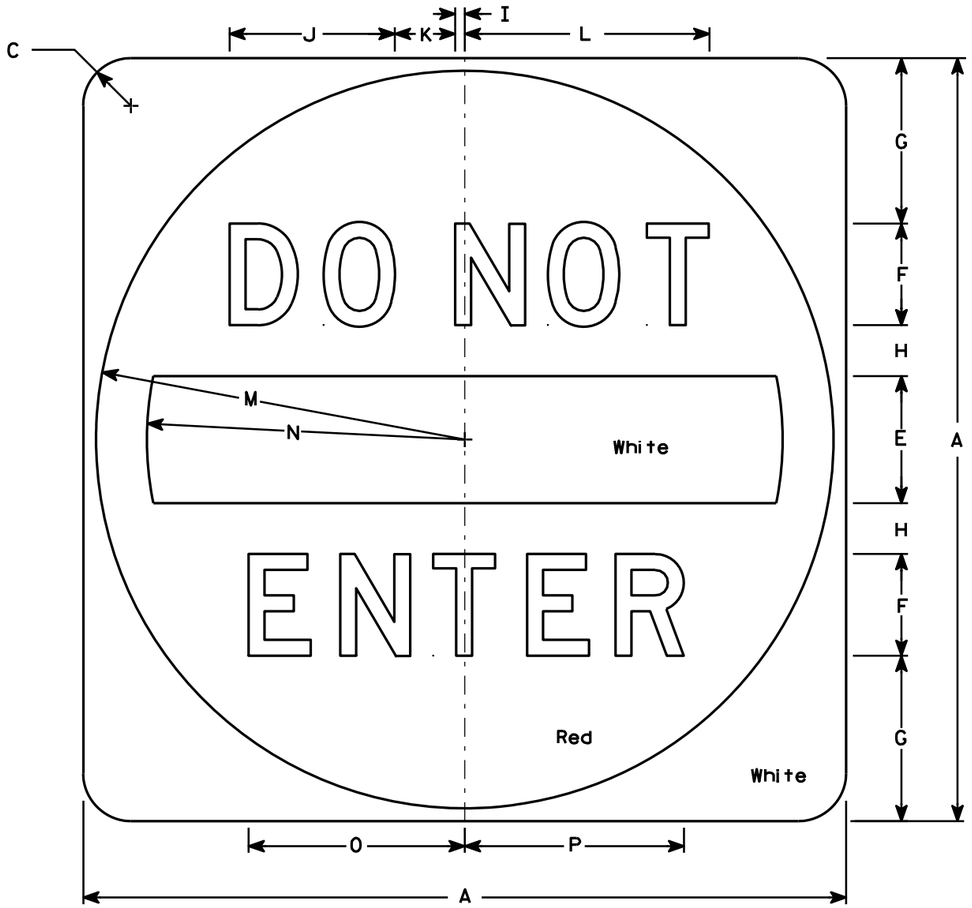
STANDARD SIGN
R4-7 & R4-8

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: 379	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

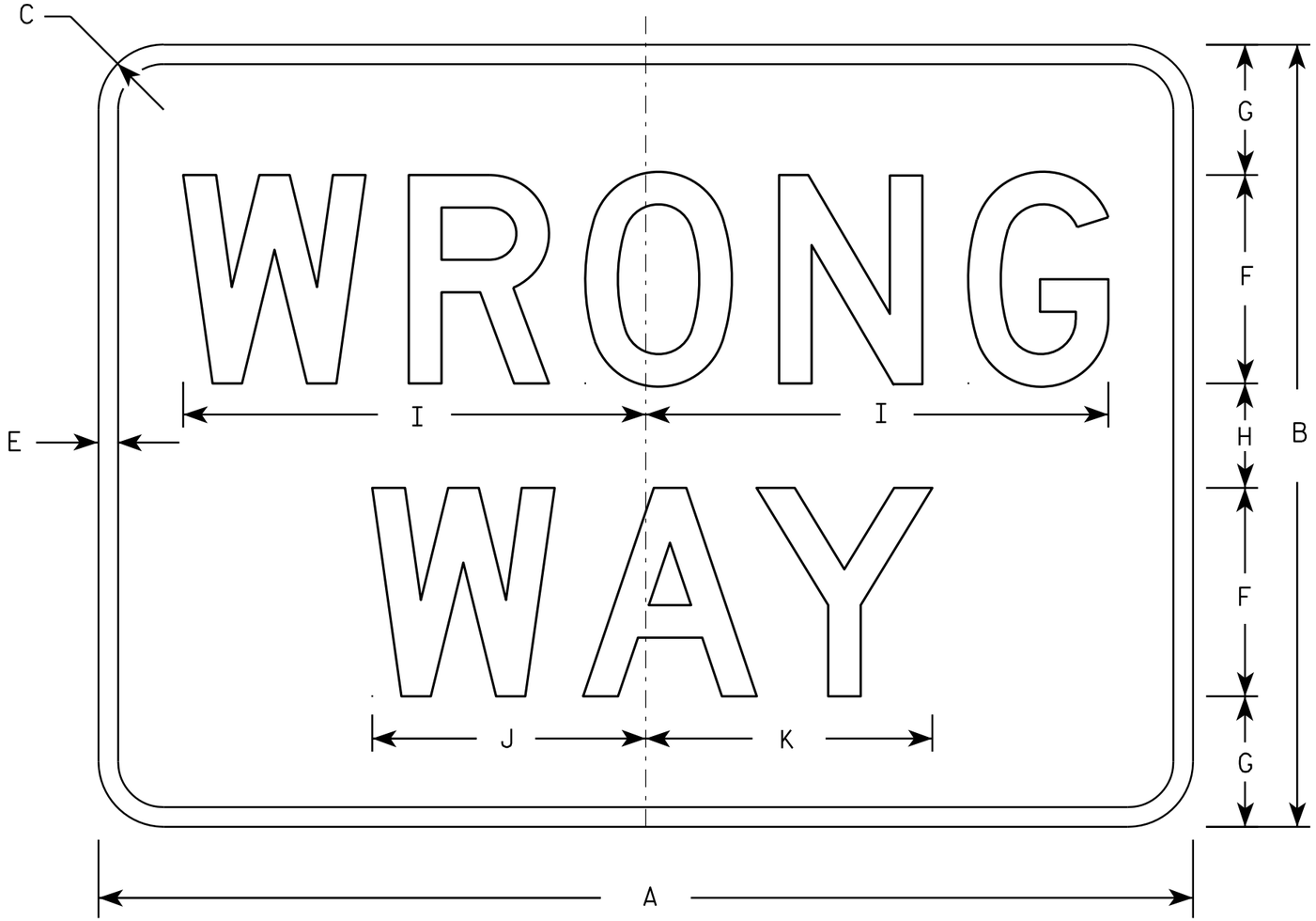
STANDARD SIGN
R5-1

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: 380 | 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

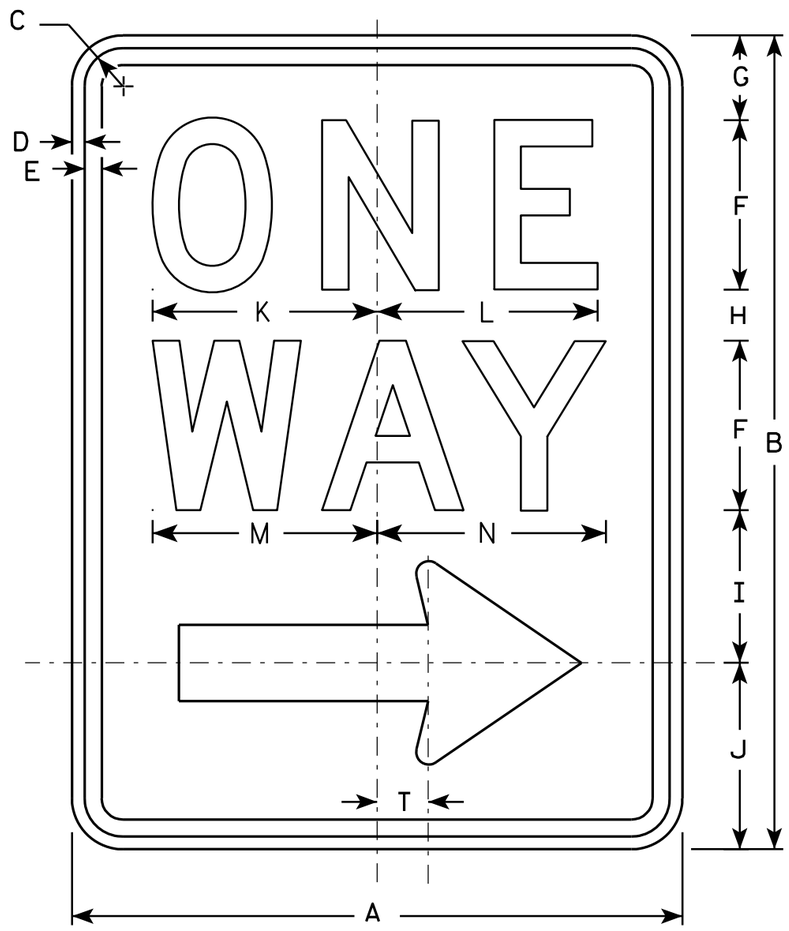
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

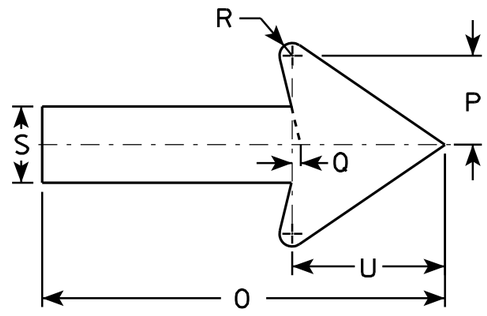
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 381 | E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	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

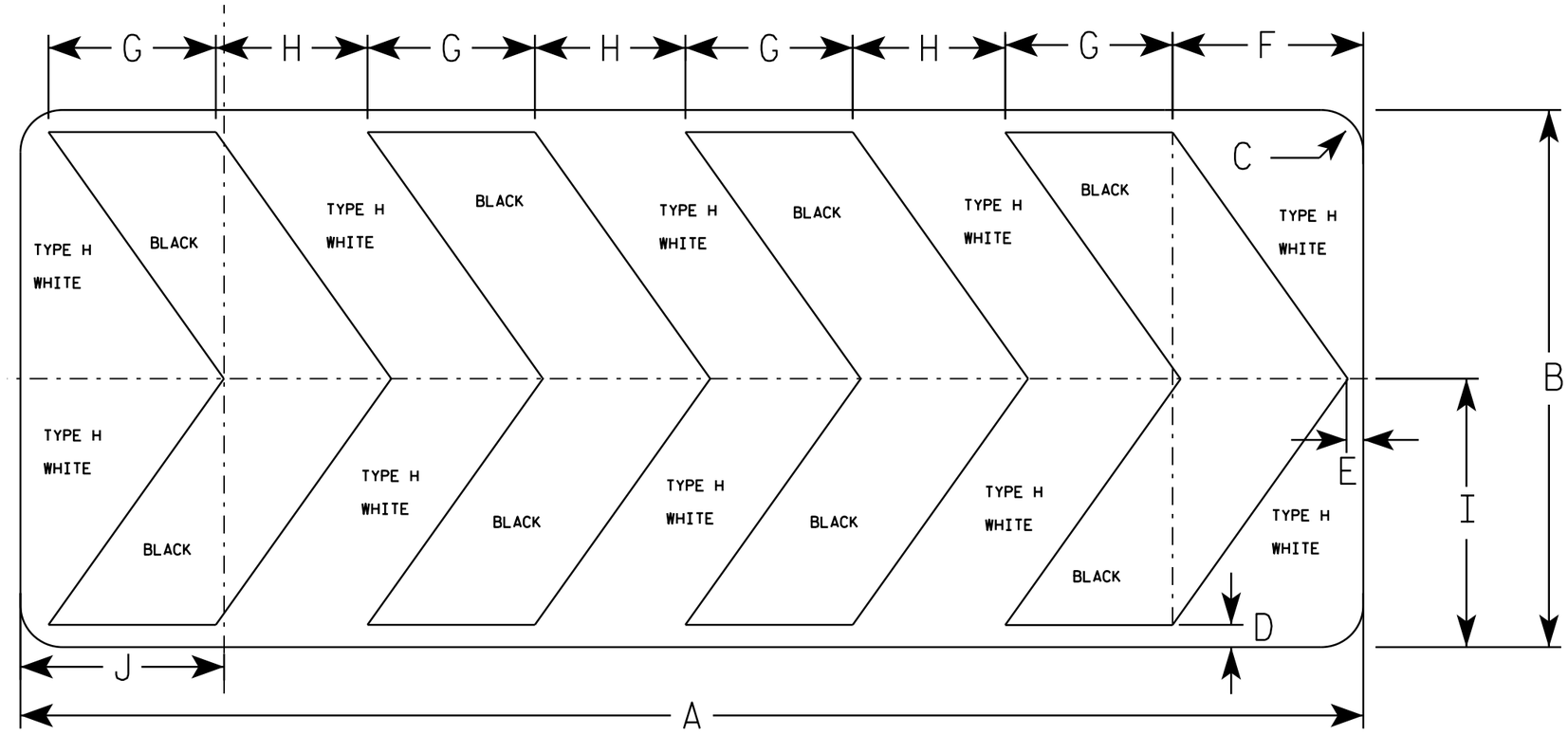
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 382	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

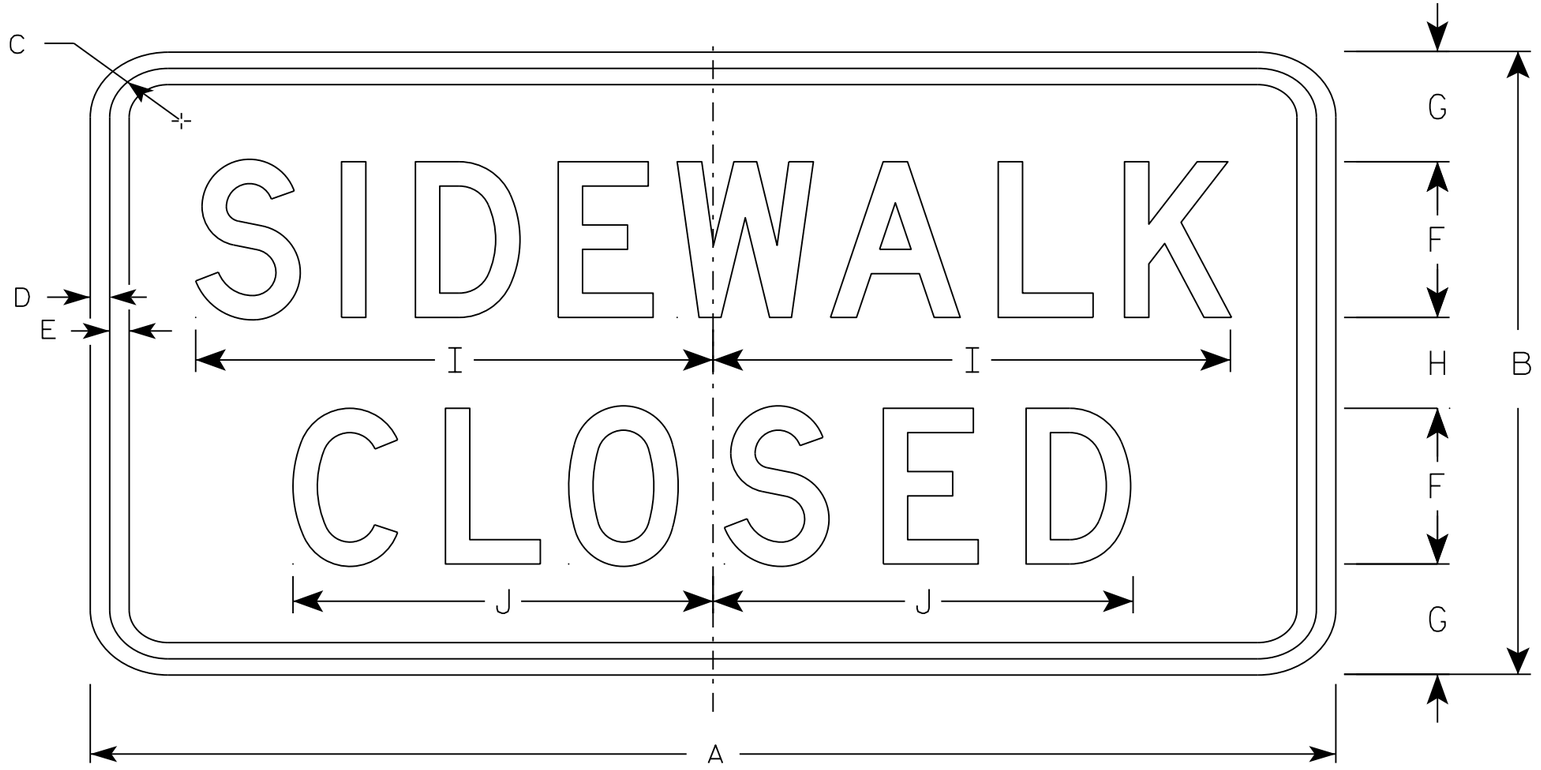
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

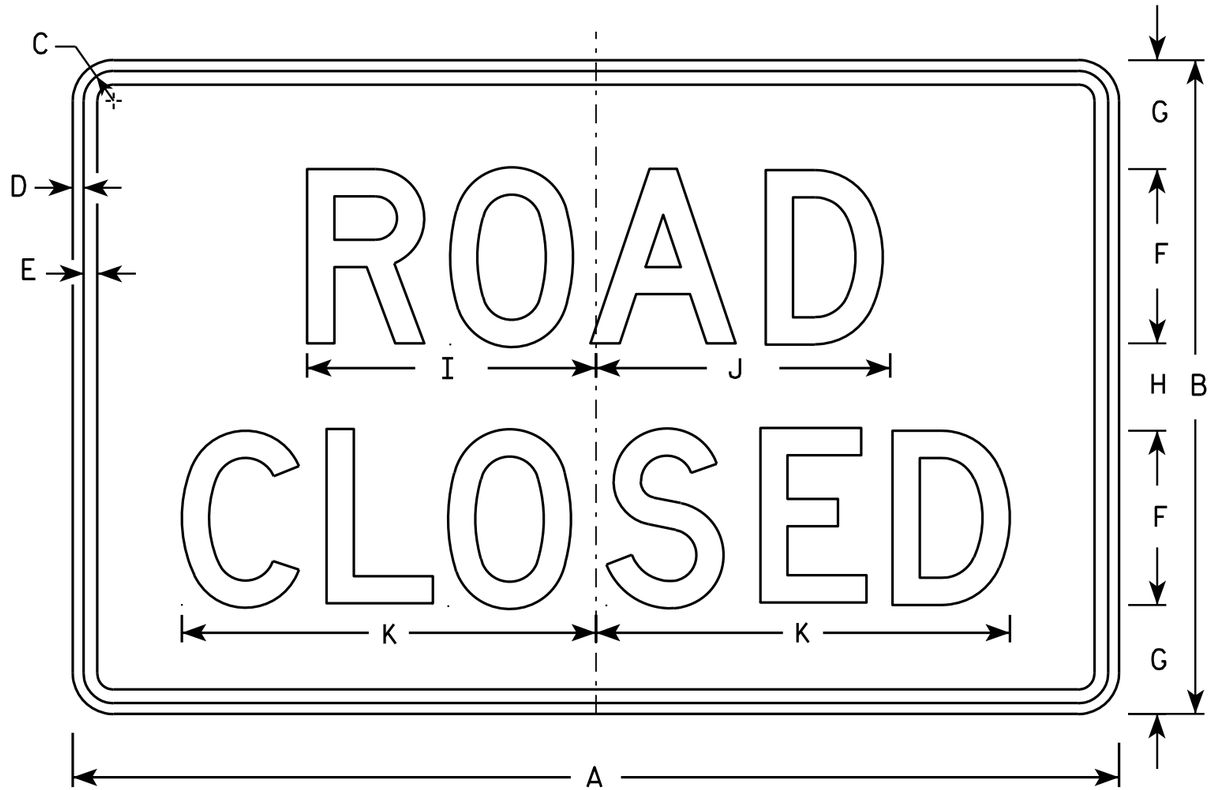
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 384 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

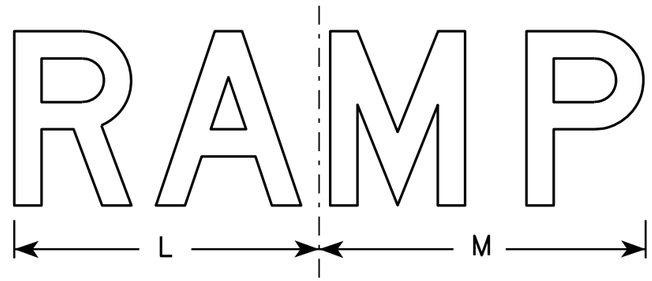
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



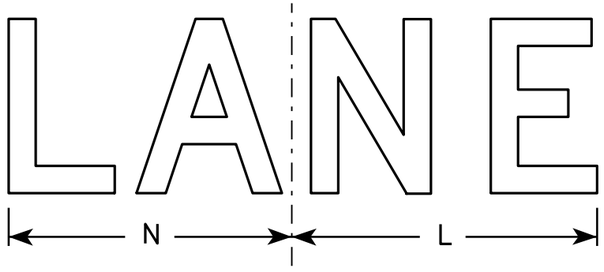
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

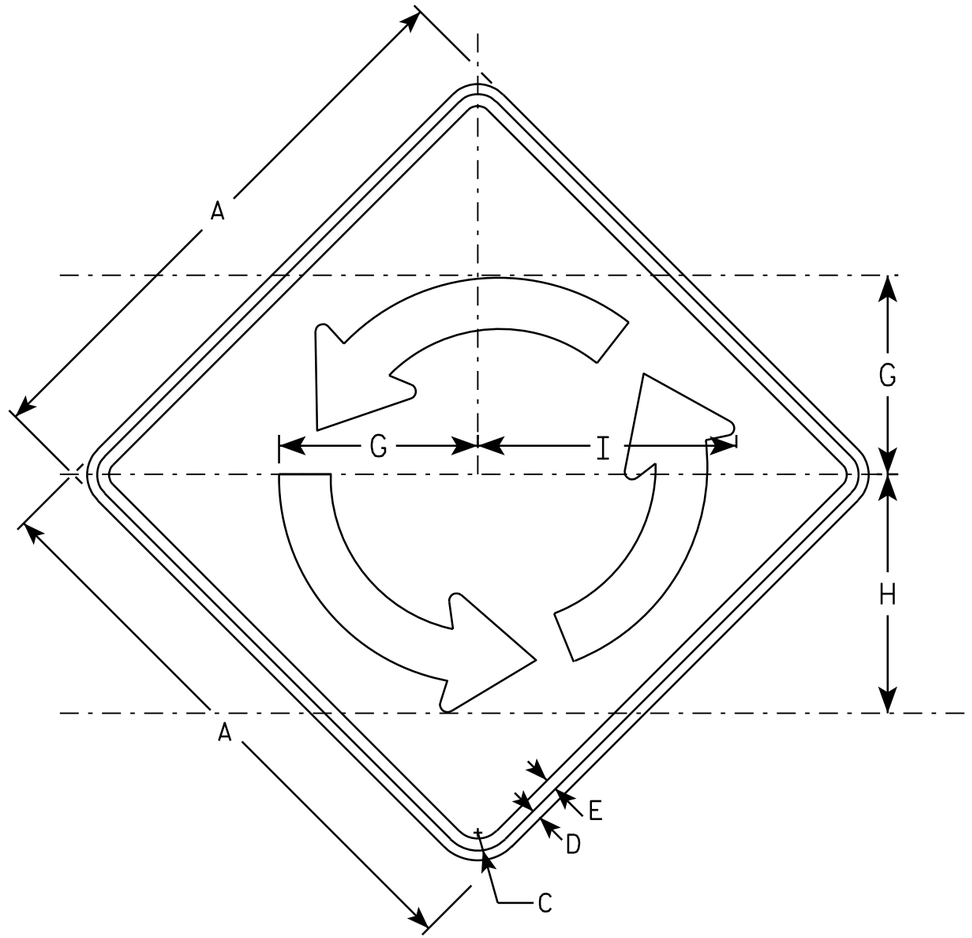
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

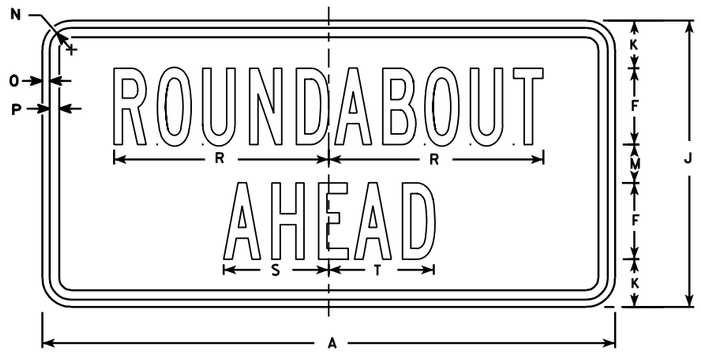
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 385	E



W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

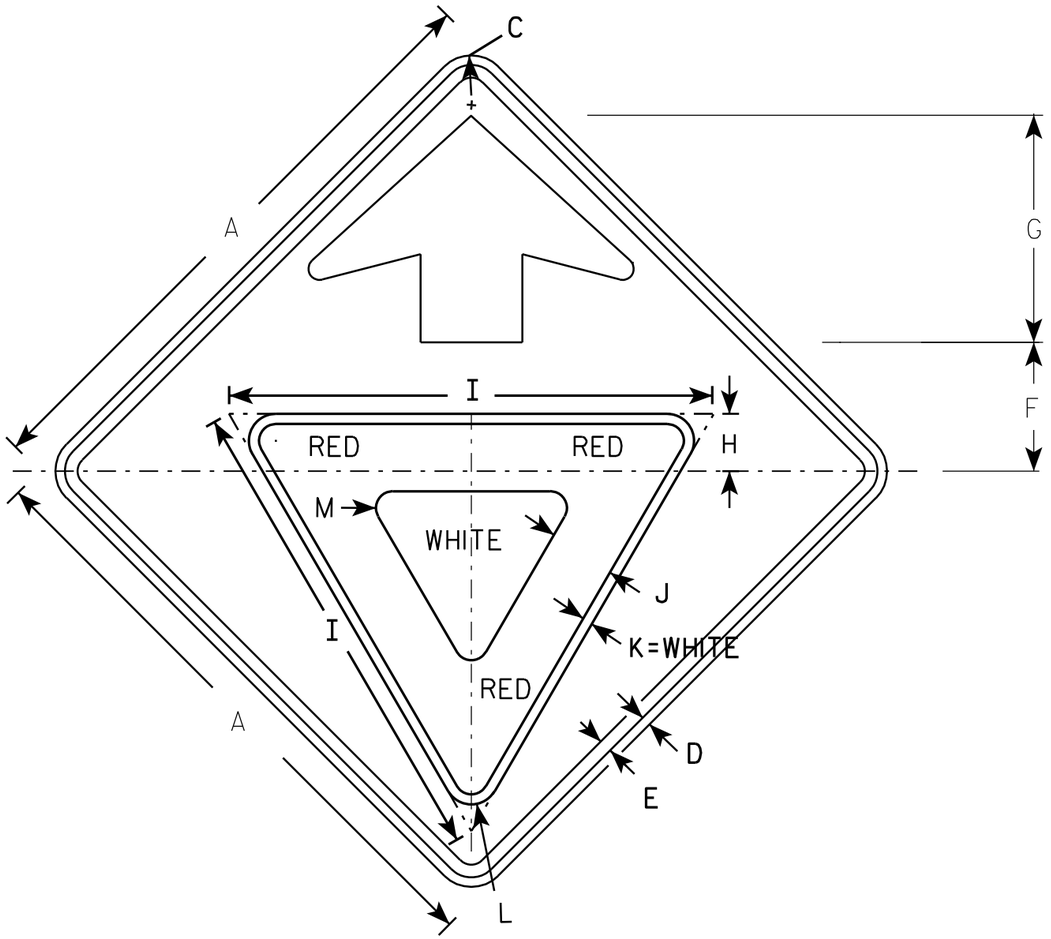
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

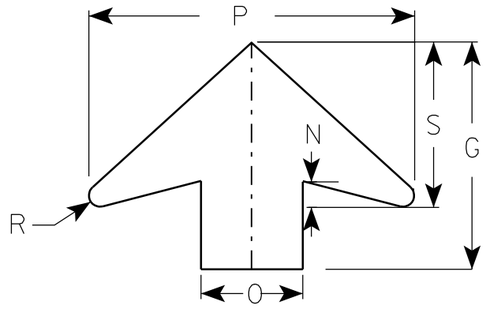
SHEET NO: 386 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

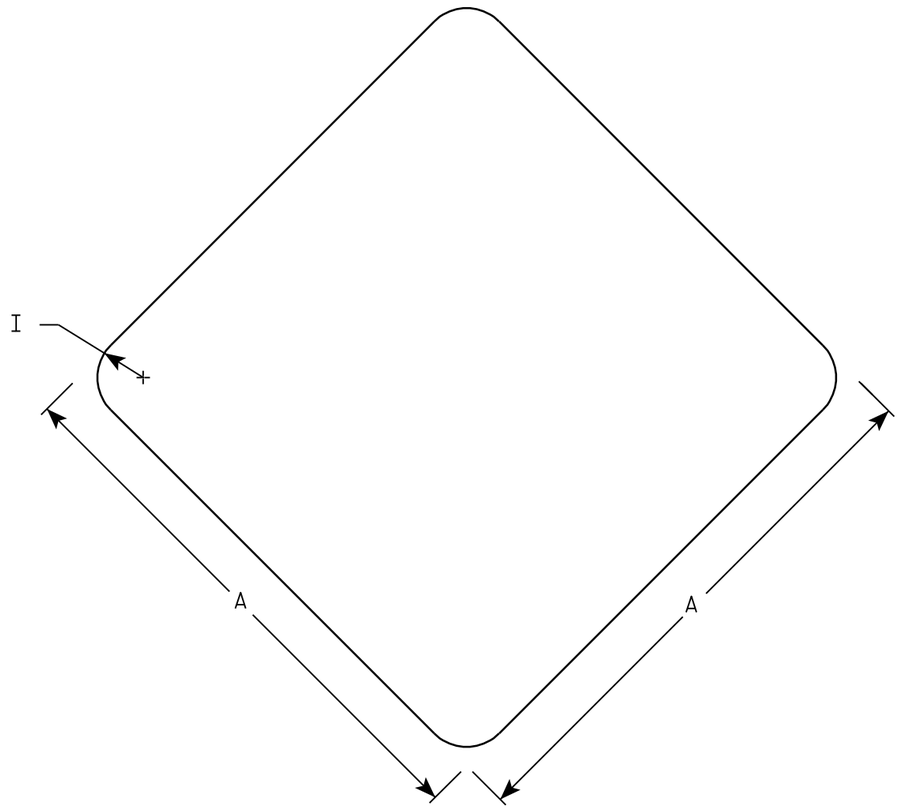
SHEET NO: 387 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W32.DGN PLOT DATE : 07-JUN-2010 13:03 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7



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																											

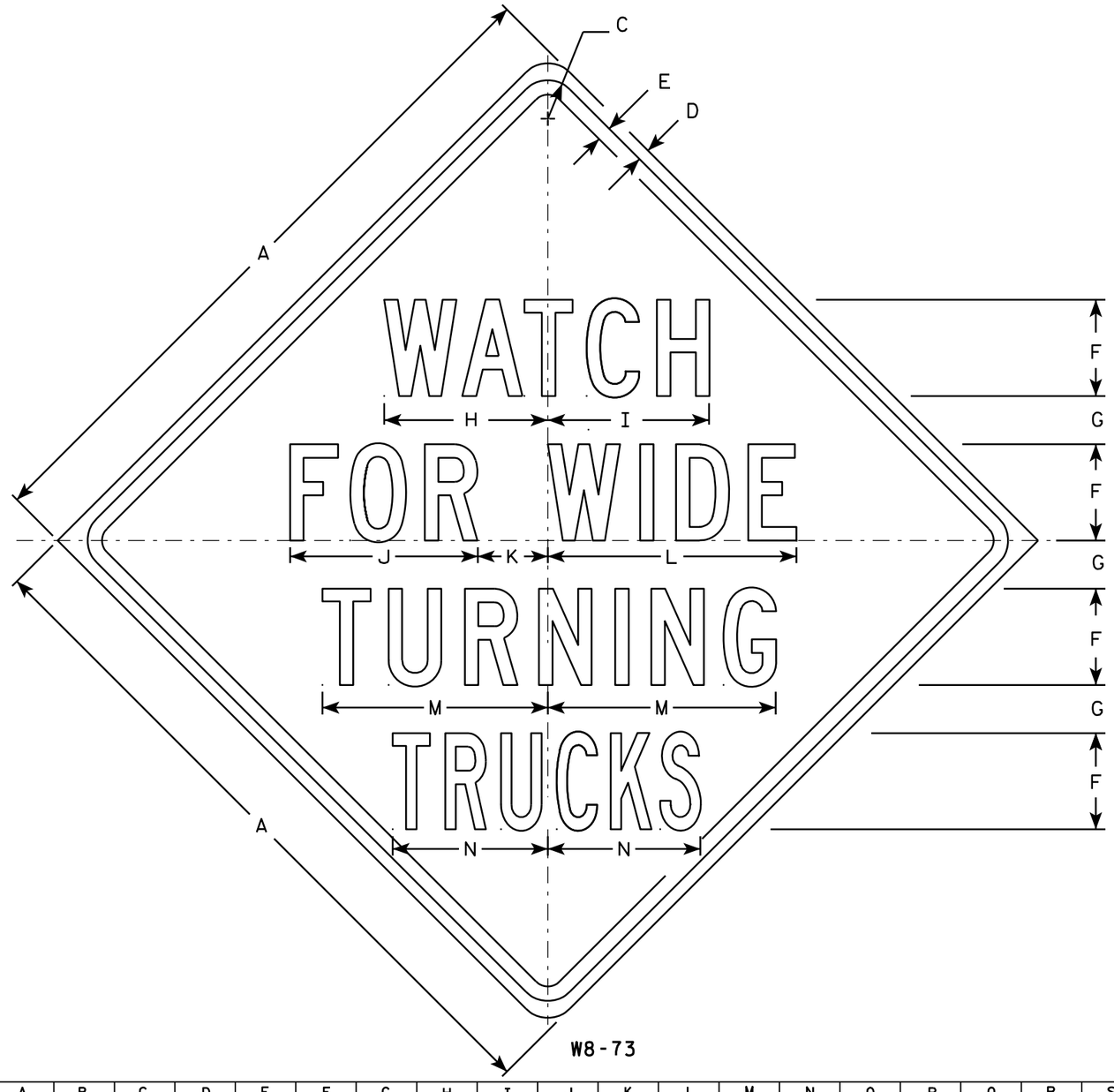
STANDARD SIGN
W5-54

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: 388 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C except line 4 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		1 3/8	1/2	5/8	4	2	6 7/8	6 3/4	7 7/8	3	10 3/8	9 1/2	6 1/2													6.25
2M	36		1 5/8	5/8	3/4	5	2 1/2	8 1/2	8 3/8	9 3/4	3 5/8	12 7/8	11 3/4	8													9.0
3	36		1 5/8	5/8	3/4	5	2 1/2	8 1/2	8 3/8	9 3/4	3 5/8	12 7/8	11 3/4	8													9.0
4																											
5																											

STANDARD SIGN
W8-73

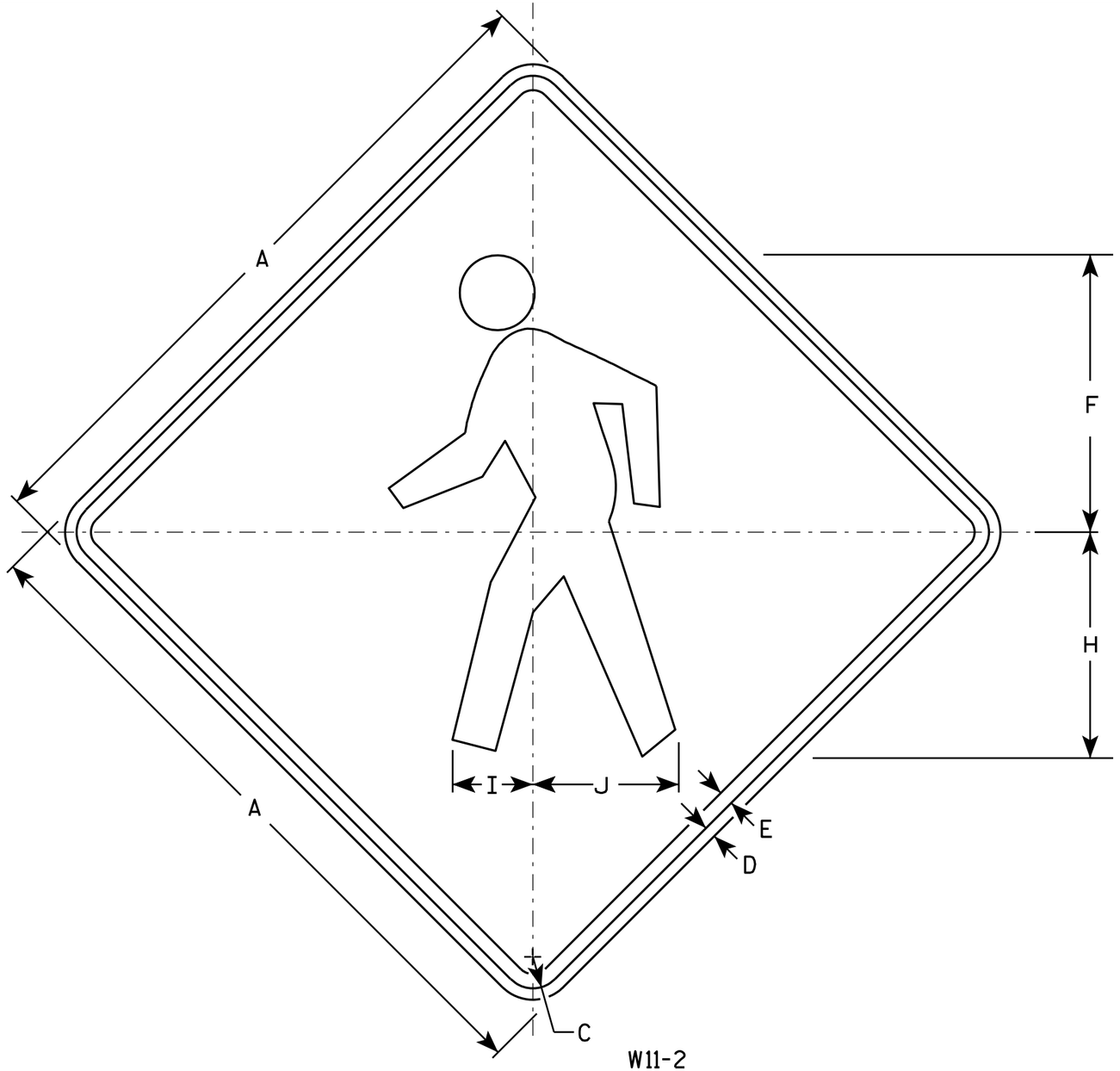
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/18/13 PLATE NO. W8-73.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 389 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W873.DGN PLOT DATE : 18-MAR-2013 11:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946654:1.000000
WISDOT/CADDS SHEET 42



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

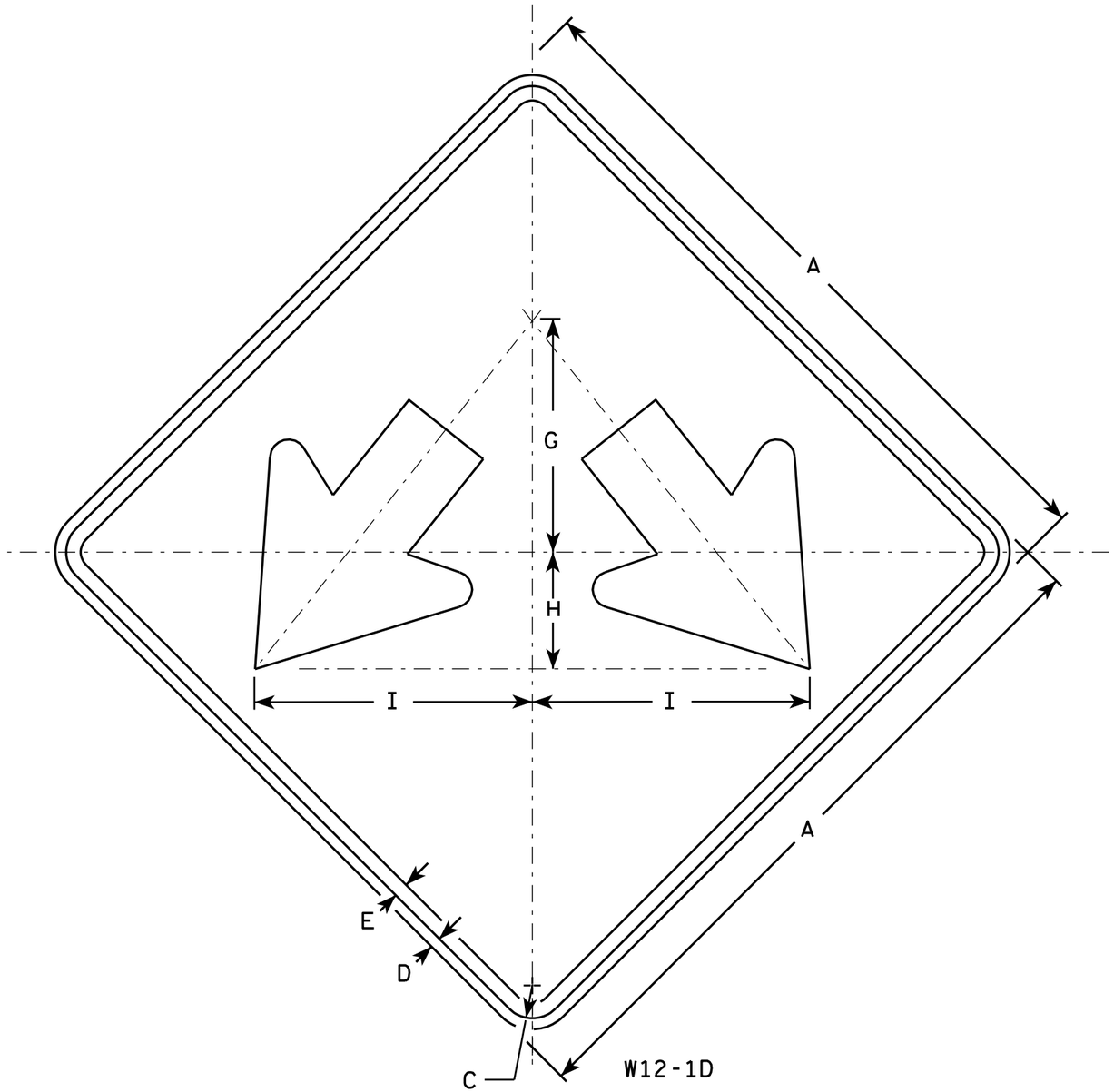
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

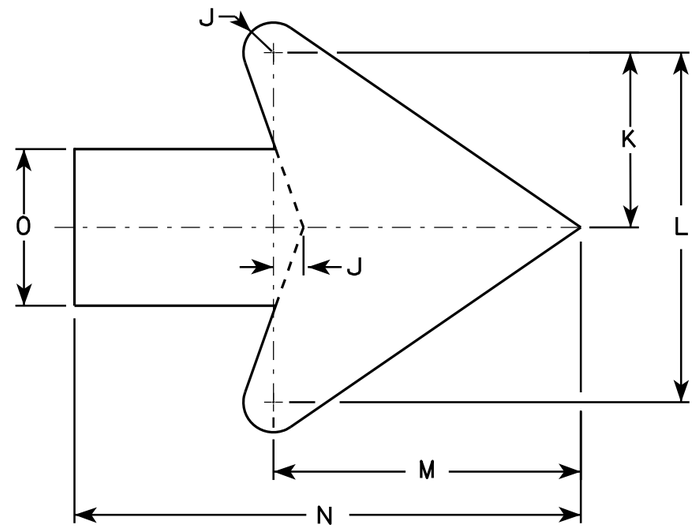
DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 390	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

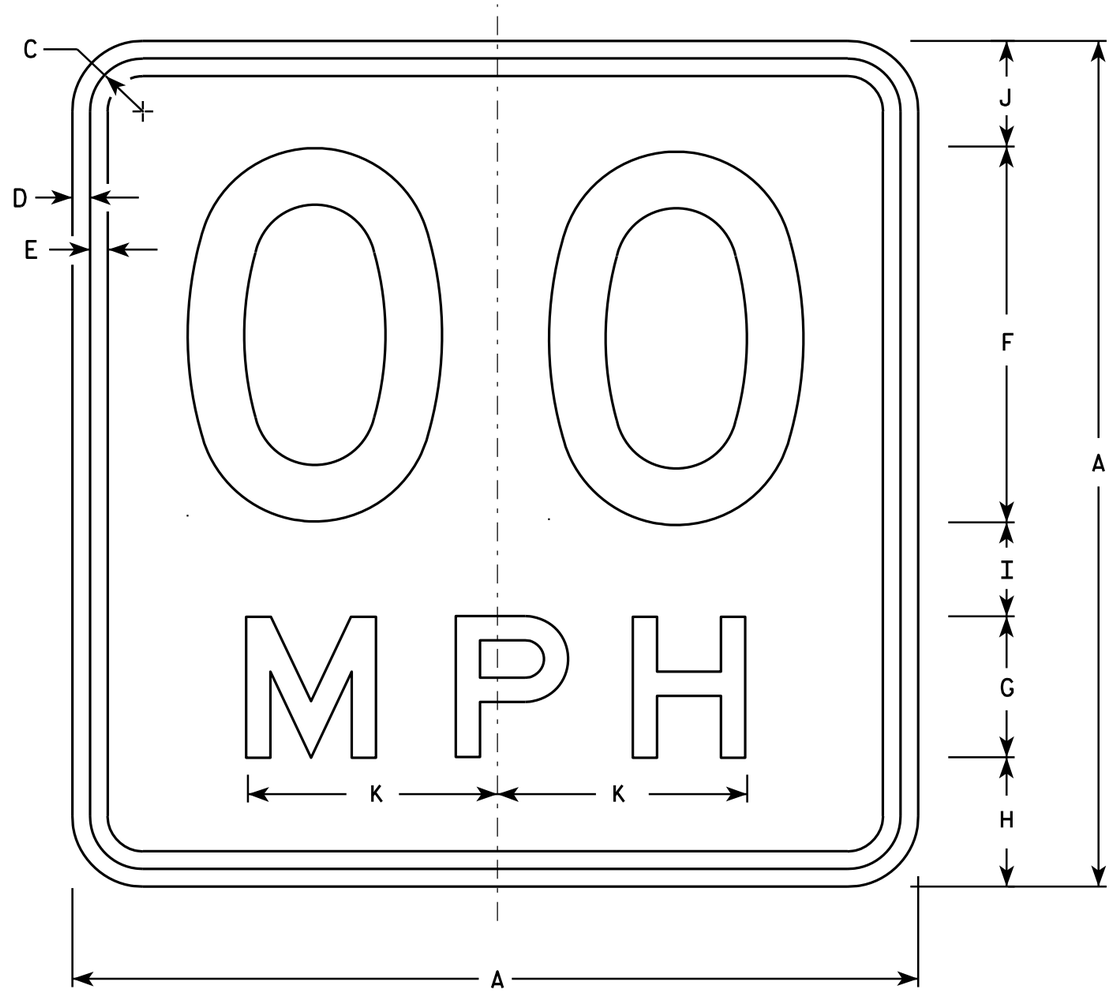
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 391	E



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

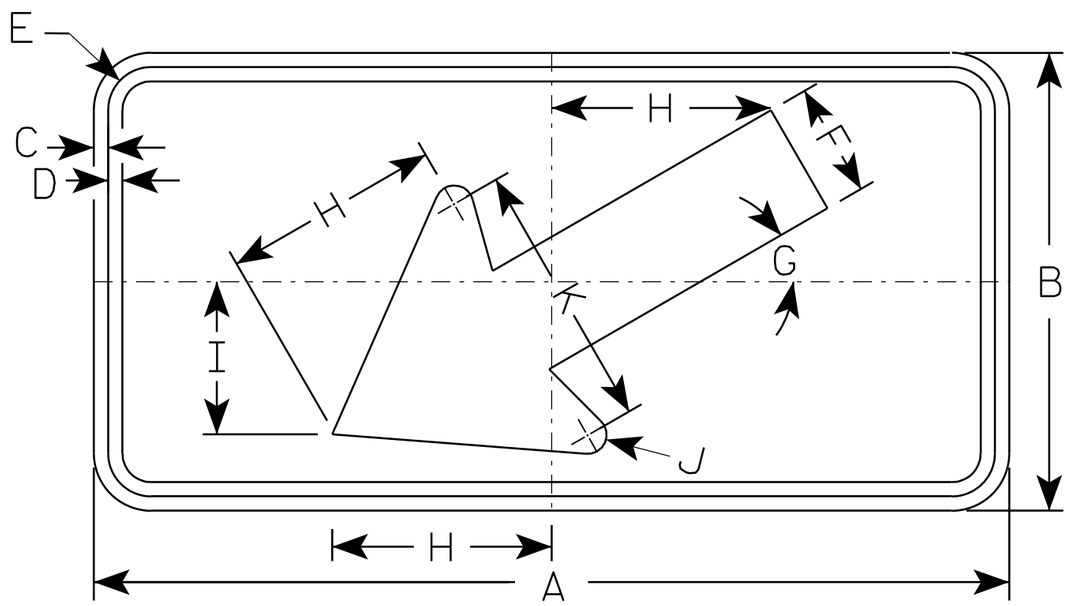
STANDARD SIGN
W13-1

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: 392 | E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

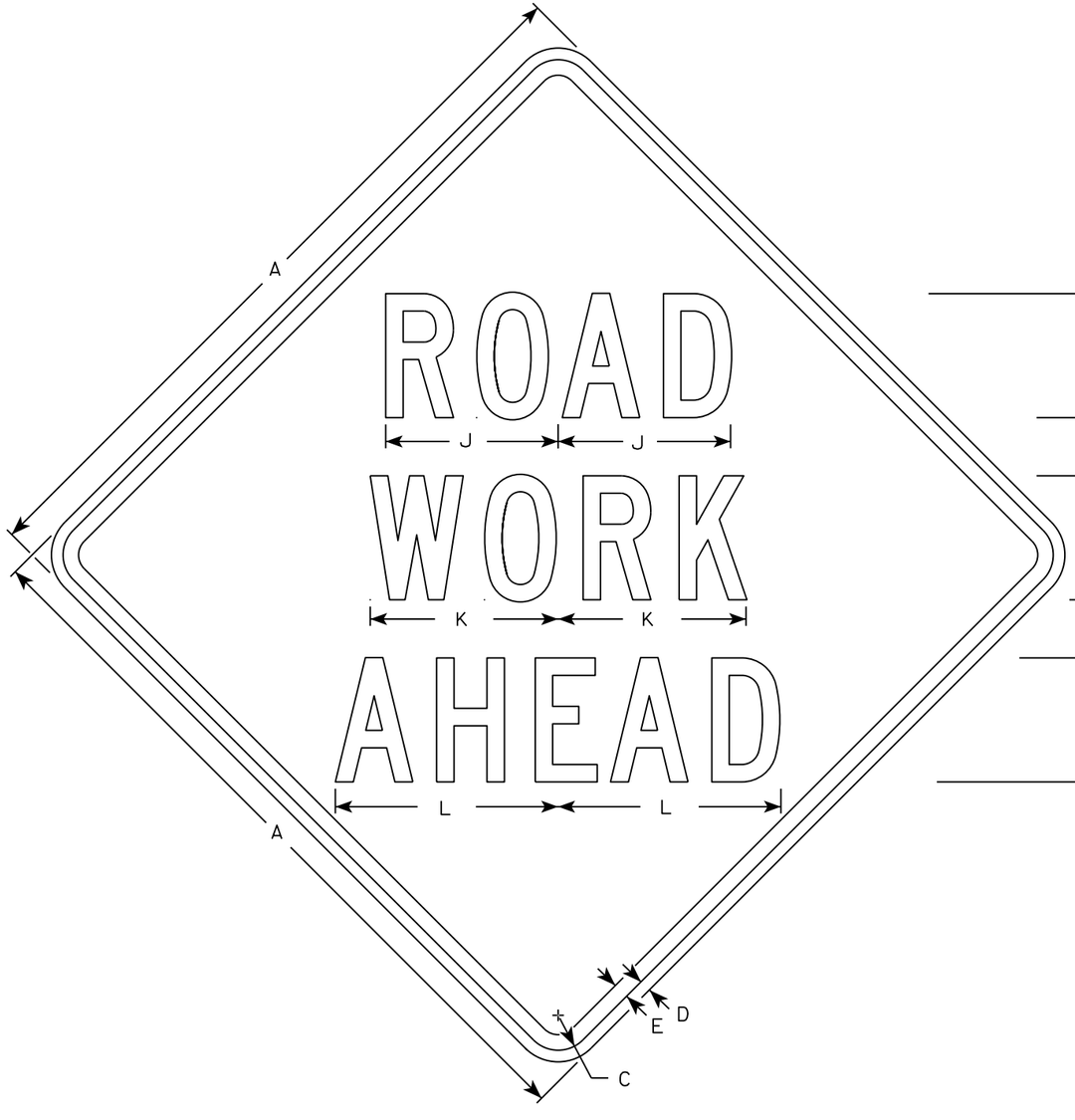
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

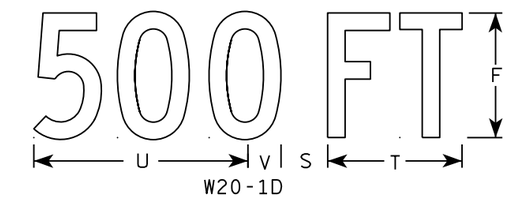
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

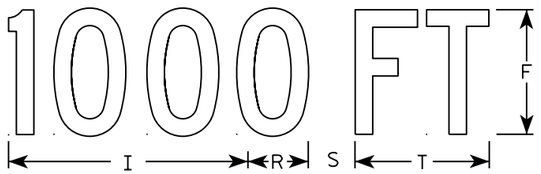
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 393	E



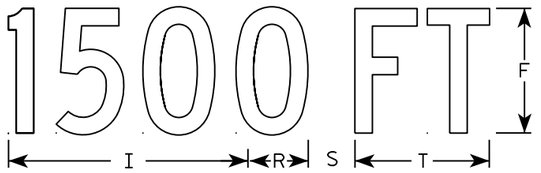
W20-1A



W20-1D

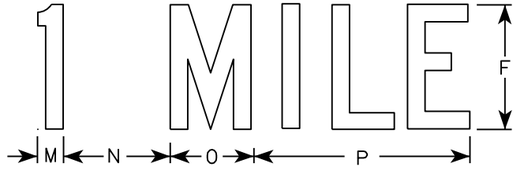


W20-1C

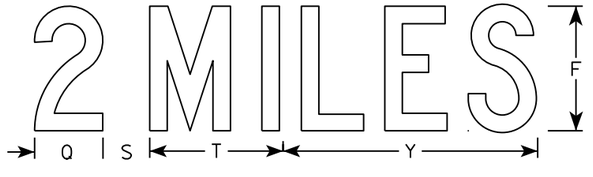


W20-1B

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

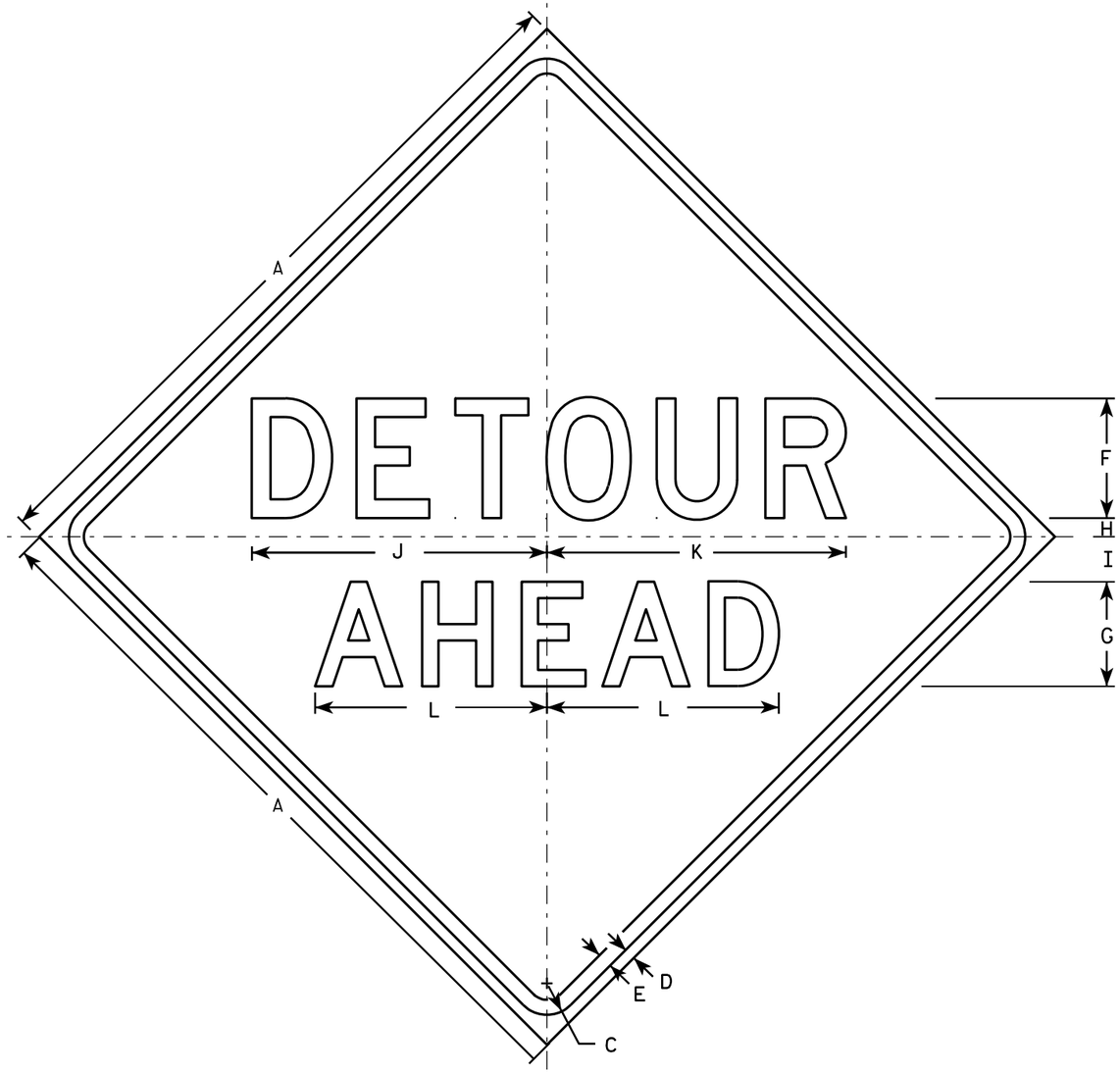
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

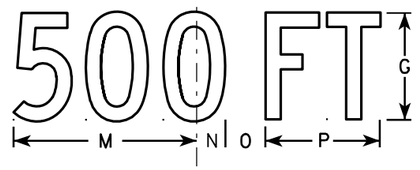
PROJECT NO:

SHEET NO: E

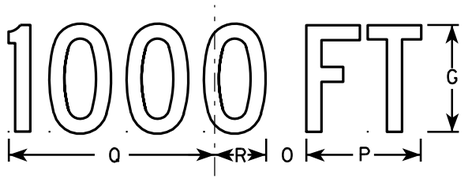
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



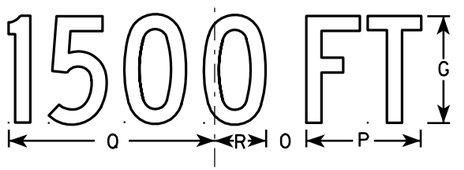
W20-2A



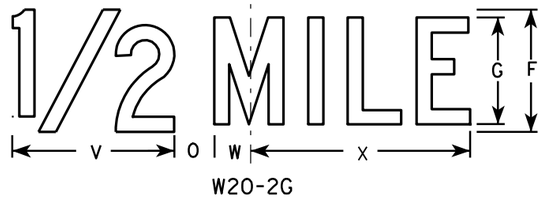
W20-2D



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

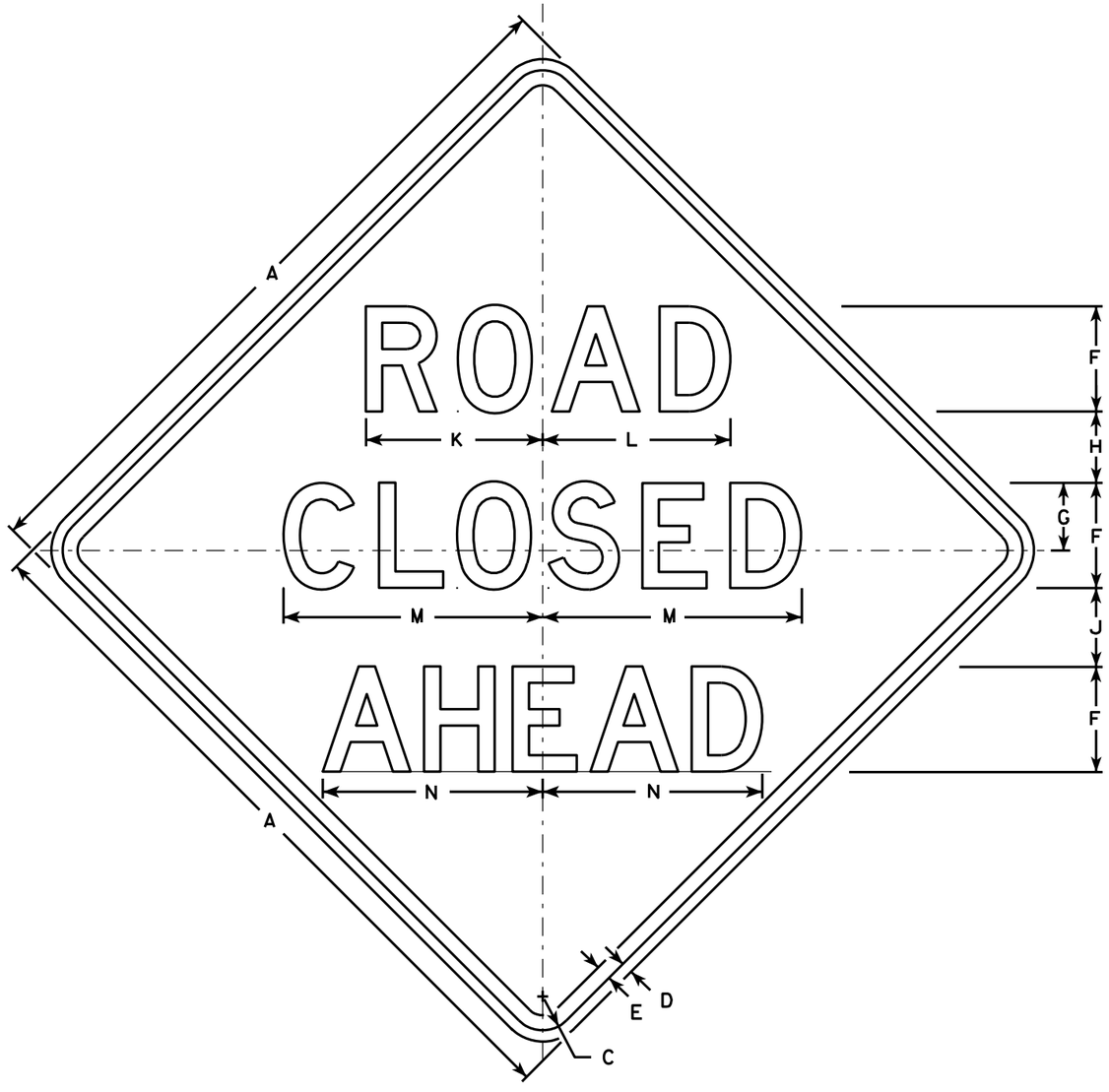
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

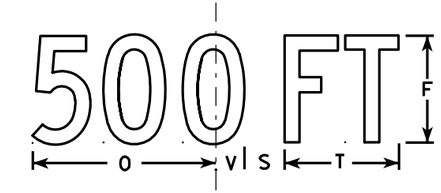
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

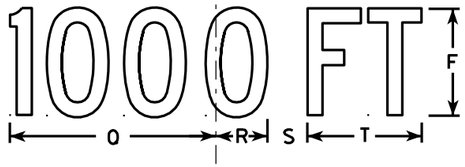
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 395	E



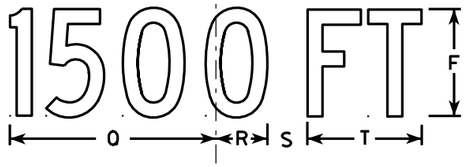
W20-3A



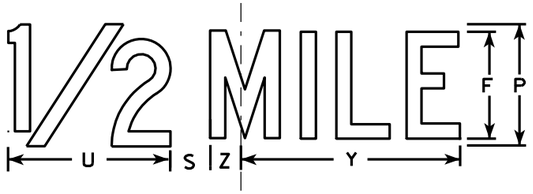
W20-3D



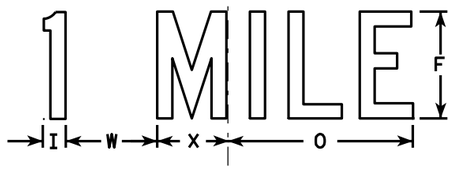
W20-3C



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

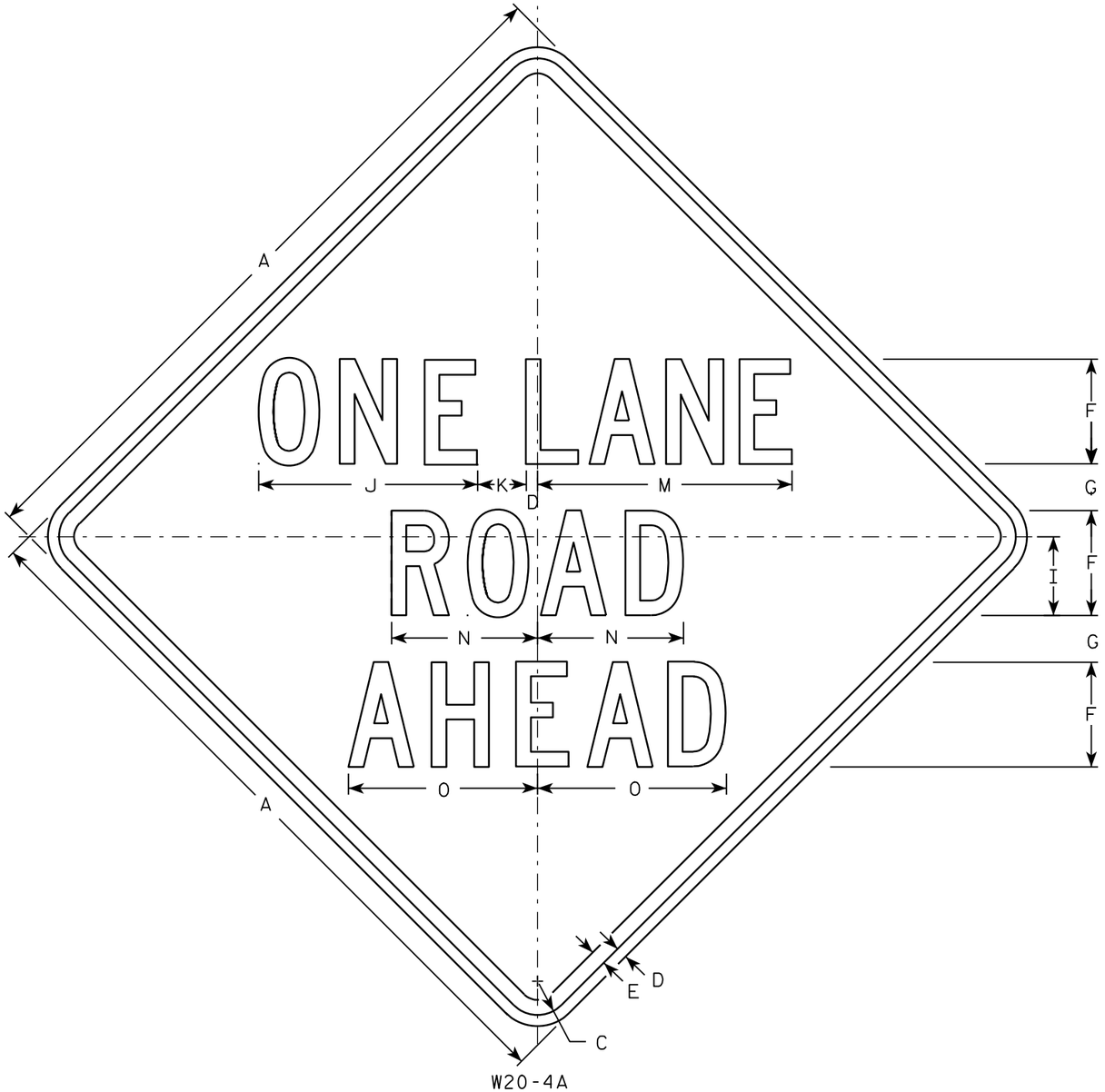
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 396 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

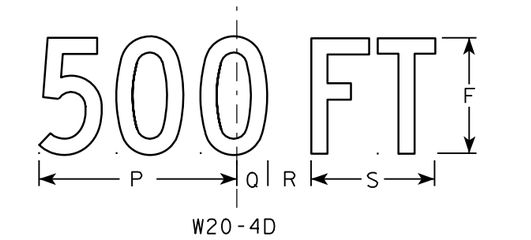
WISDOT/CADDS SHEET 42

7

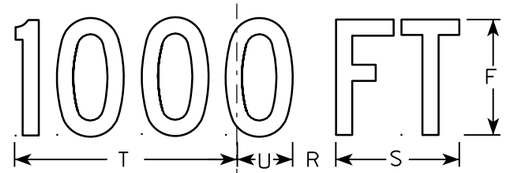
7



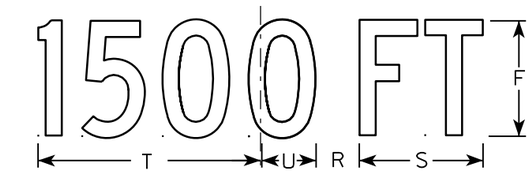
W20-4A



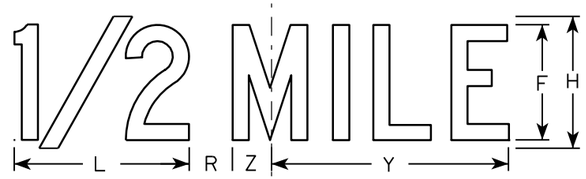
W20-4D



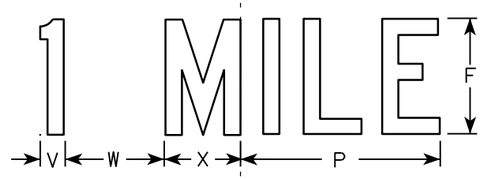
W20-4C



W20-4B



W20-4G



W20-4F

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.

SIZE	A	B	C	D	E	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	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	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	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-4.9

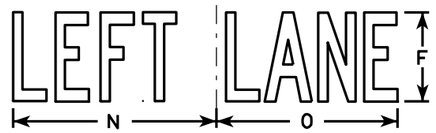
PROJECT NO:

SHEET NO: 397 E

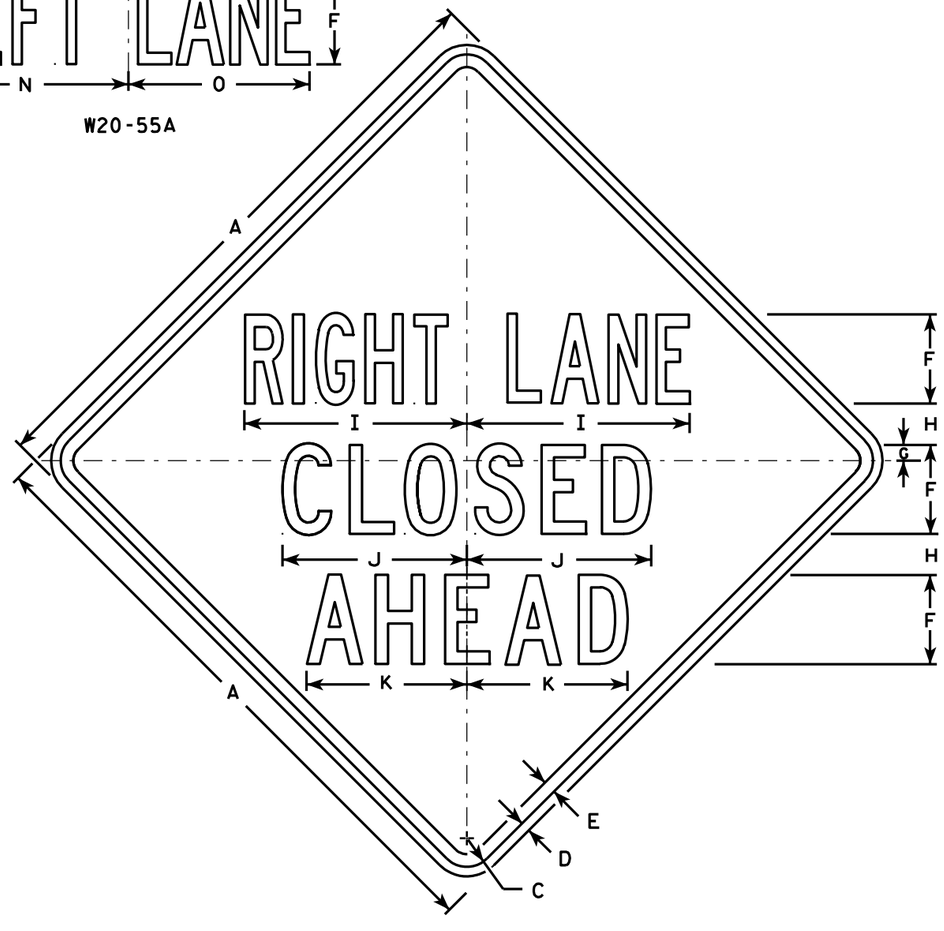
7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W204.DGN PLOT DATE : 18-MAR-2011 12:11 PLOT BY : mscj9h

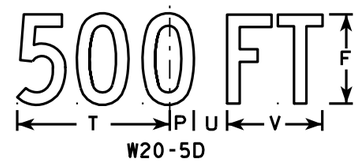
W20-56A



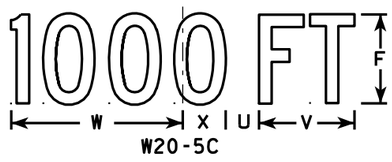
W20-55A



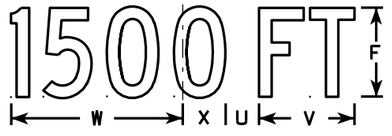
W20-5A



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

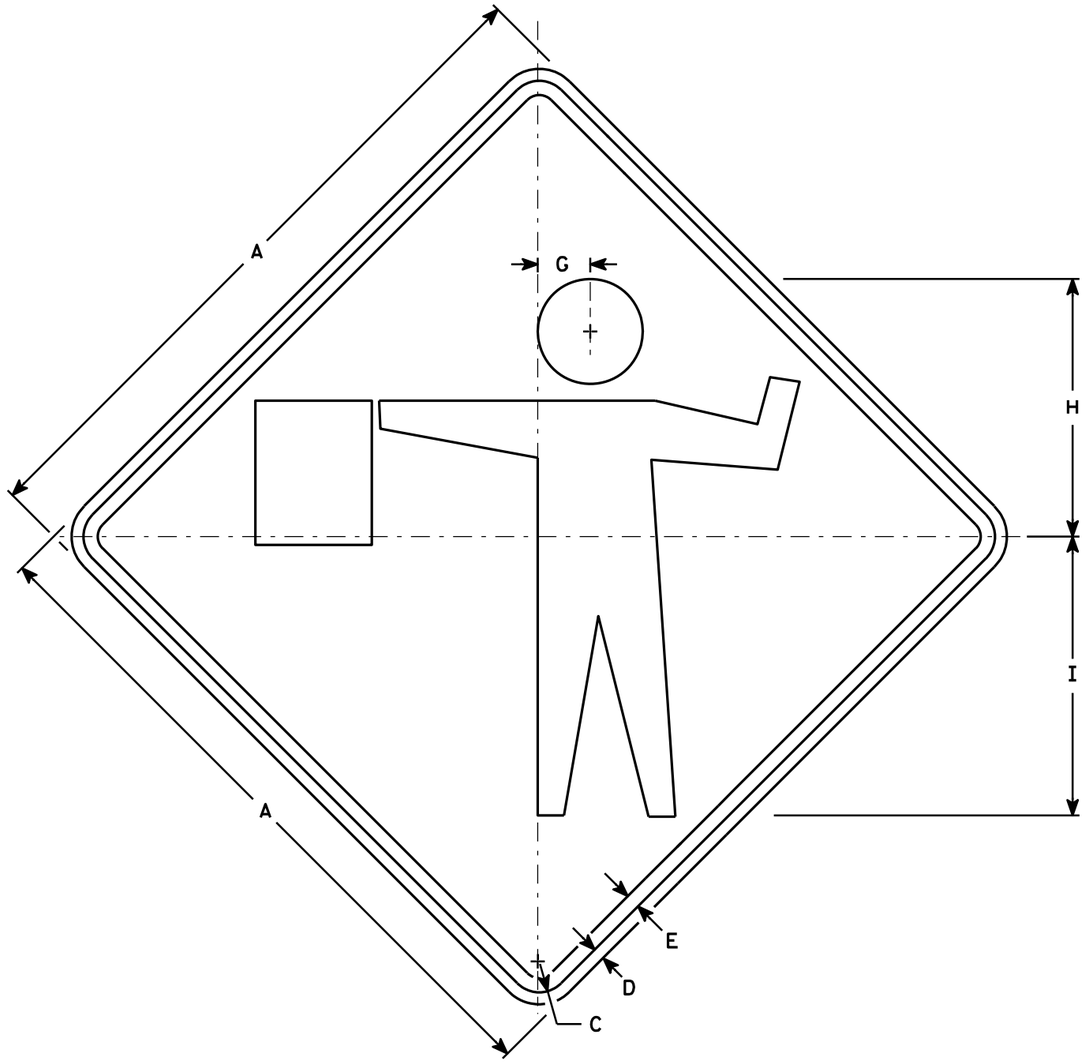
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 398 | 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



W20-7A

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	36		1 5/8	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.00
2S	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
2M	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
3	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
4	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
5	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00

STANDARD SIGN
W20-7A

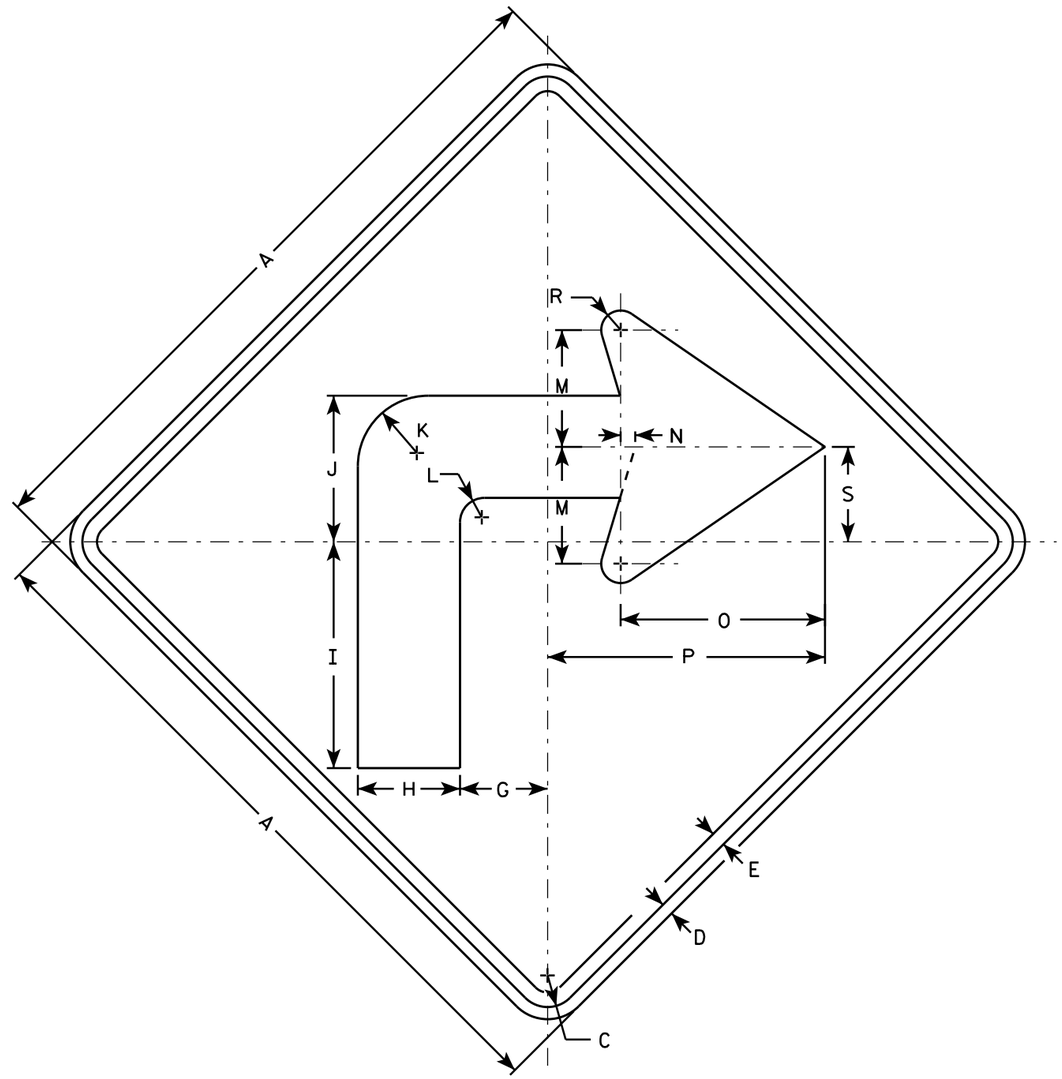
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-7A.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 399 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W207A.DGN PLOT DATE : 18-MAR-2011 13:14 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 7.945391:1.000000 WISDOT/CADDS SHEET 42



W01-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. W01-1L is the same as W01-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2S	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
2M	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
3	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
4	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

STANDARD SIGN
W01-1

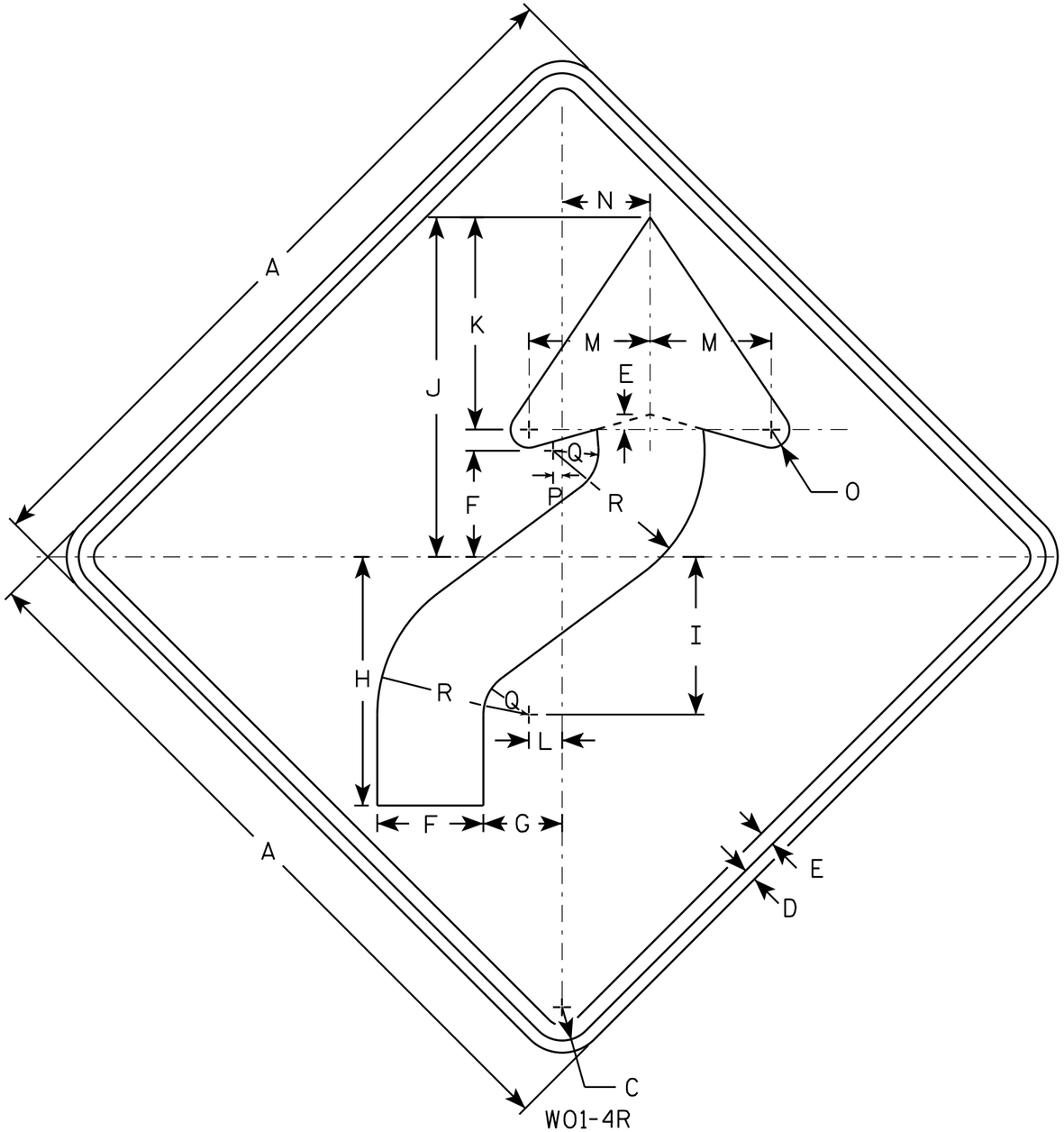
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W011.DGN PLOT DATE : 28-FEB-2014 11:34 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 7.783368:1.000000 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

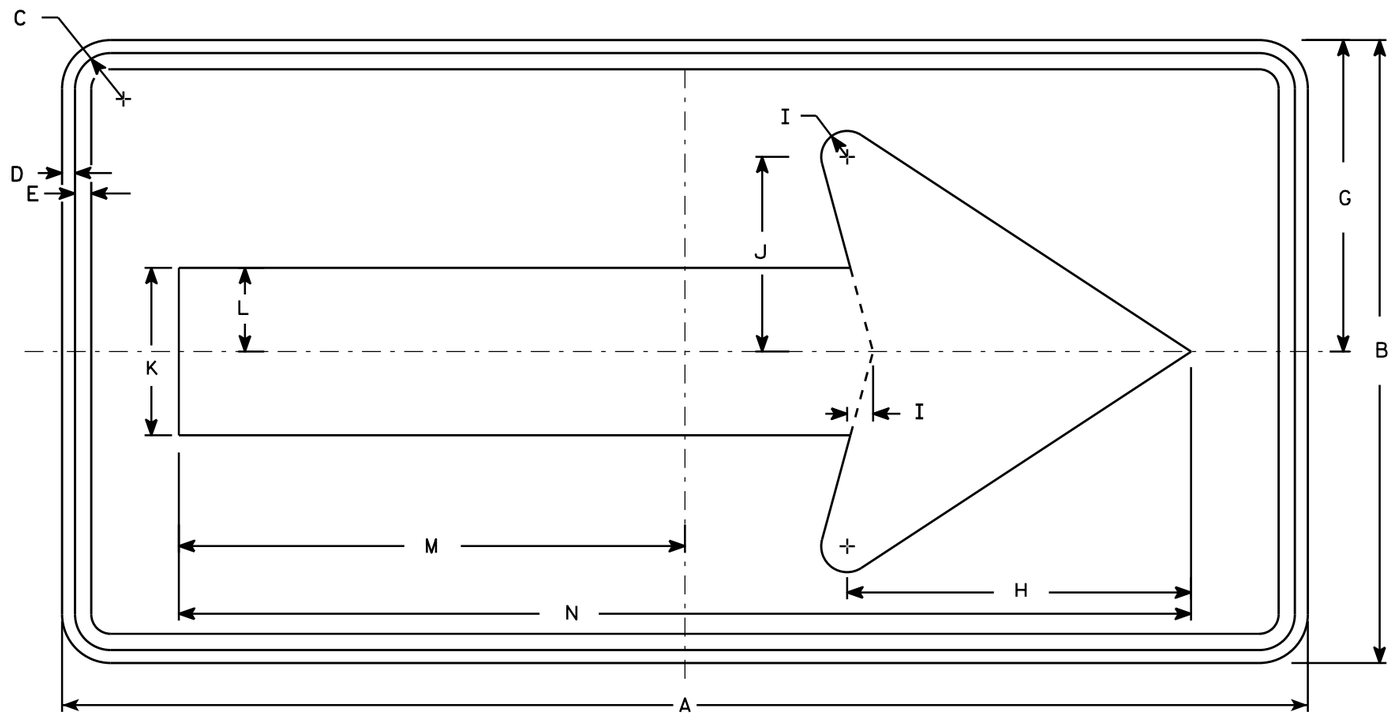
WISCONSIN DEPT OF TRANSPORTATION

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

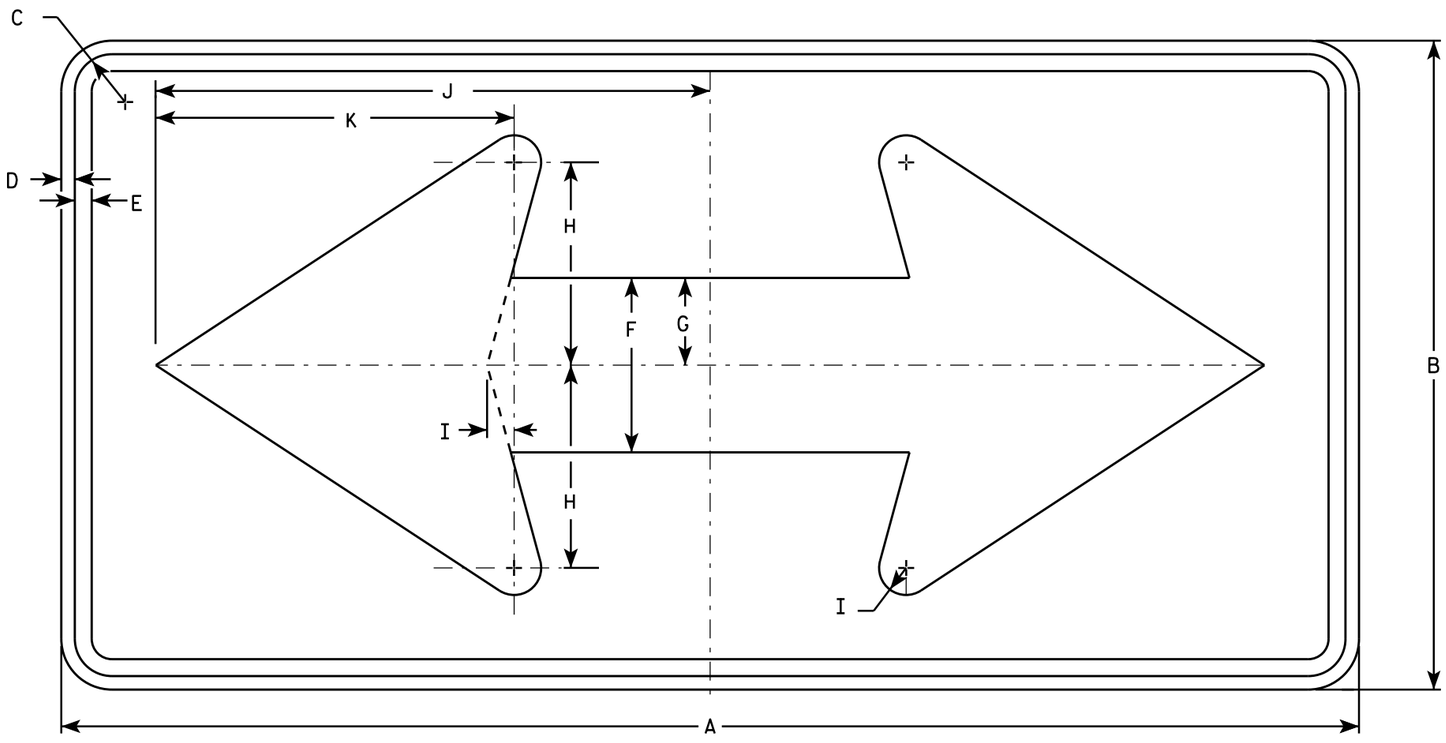
WISCONSIN DEPT OF TRANSPORTATION

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



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

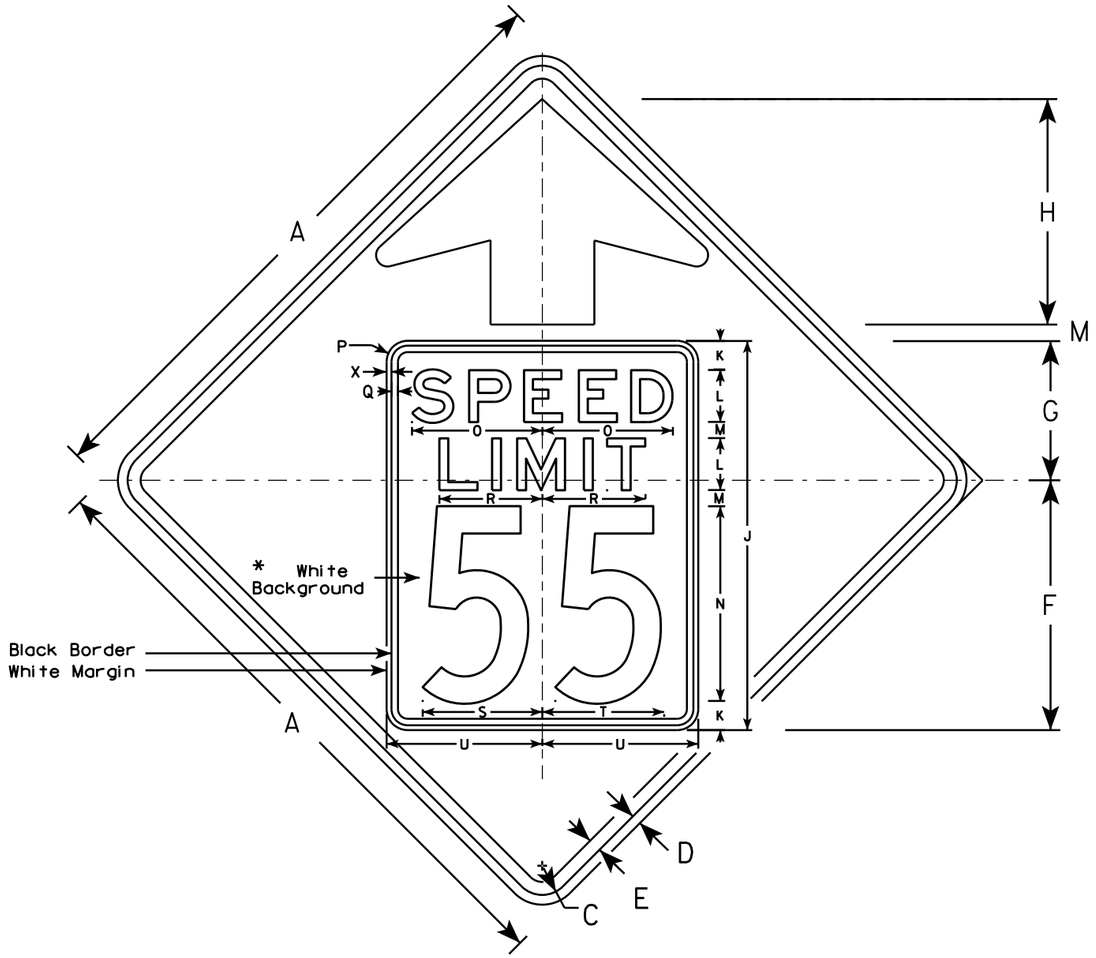
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1403 W01-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

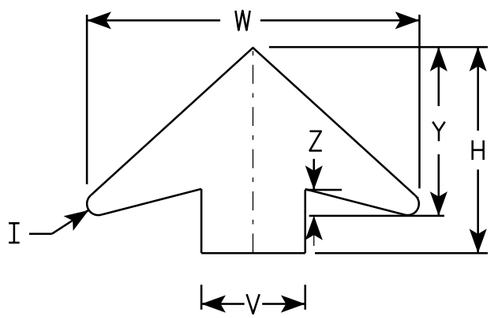


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

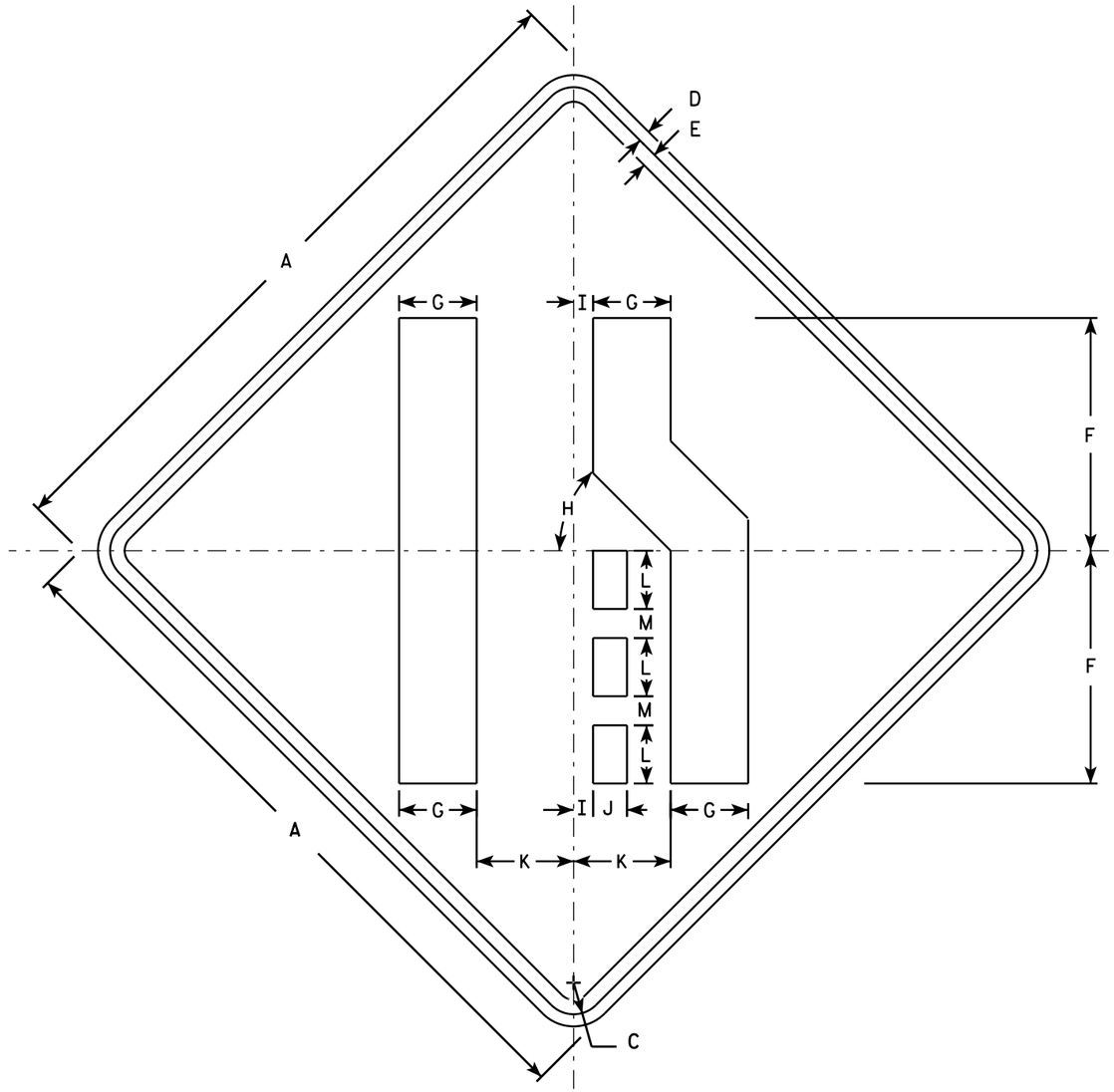
DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7 7



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

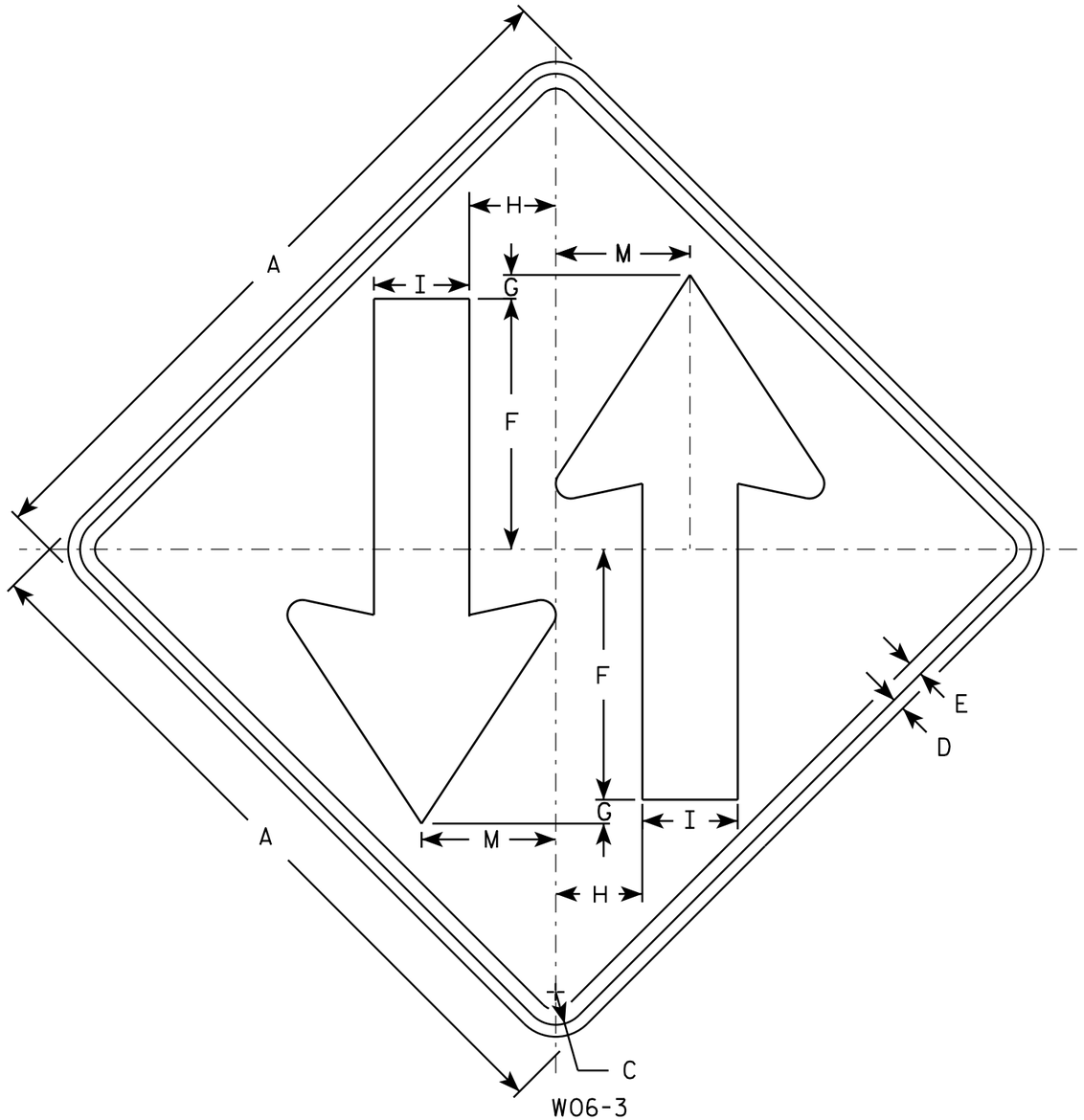
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

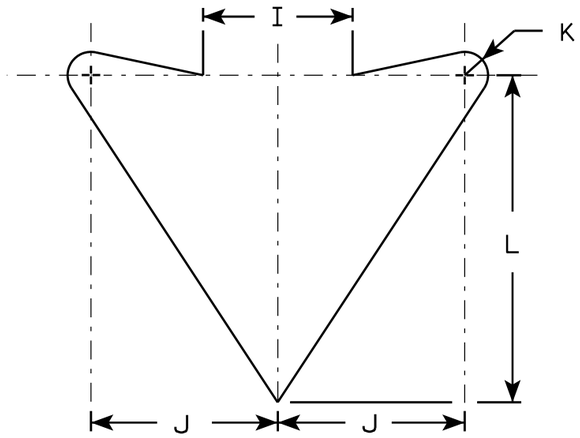
DATE 11/20/13 PLATE 405 W04-2.1

PROJECT NO: | SHEET NO: E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

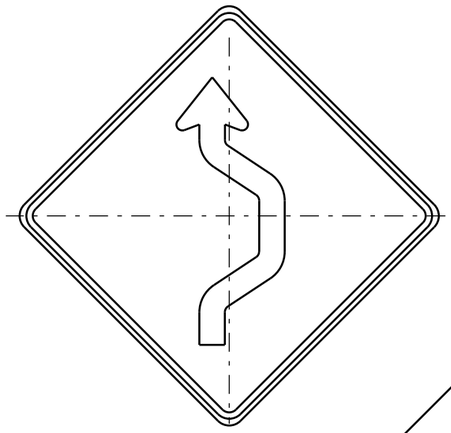
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

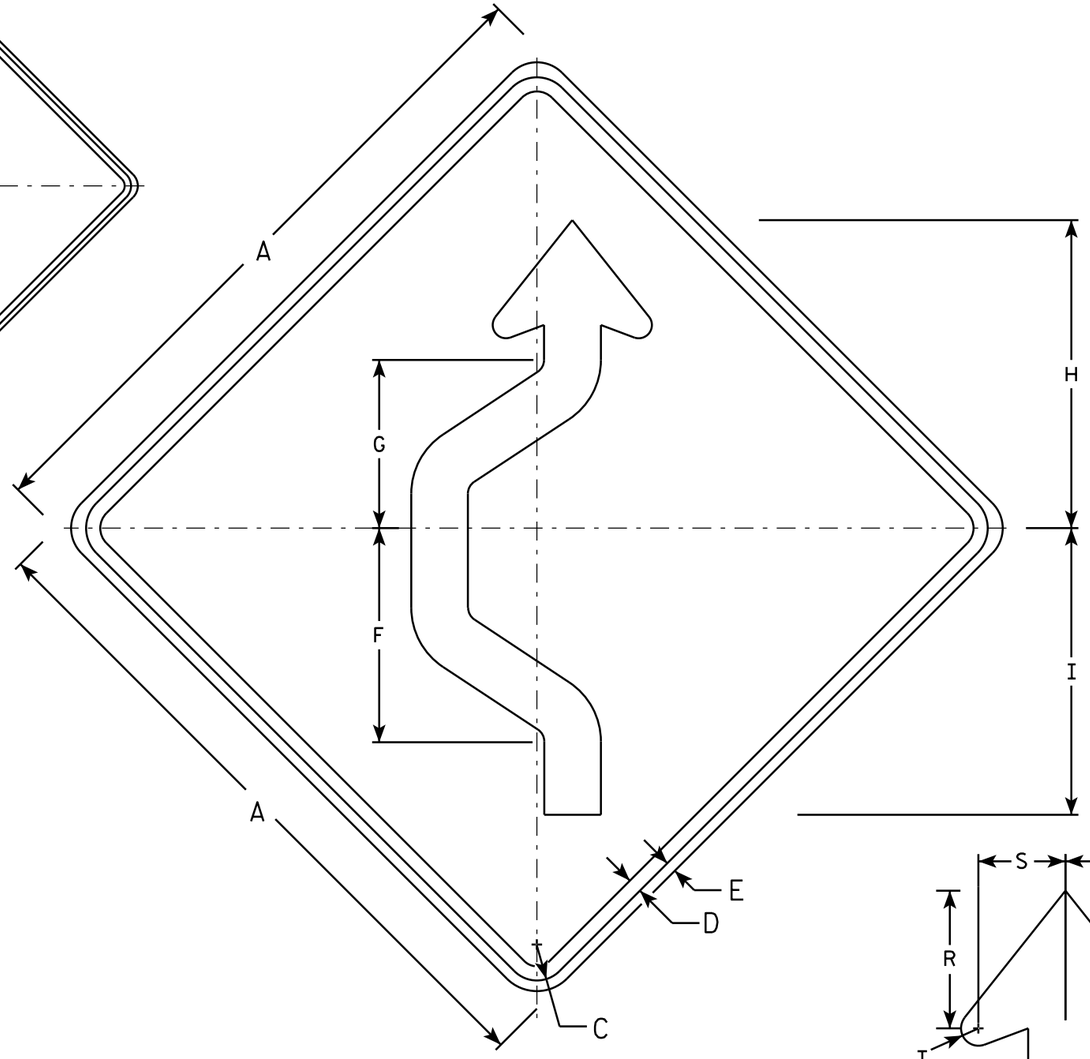
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 406 W06-3.1

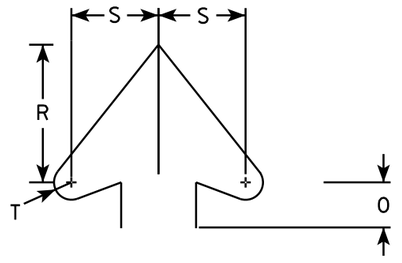
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W024-1R



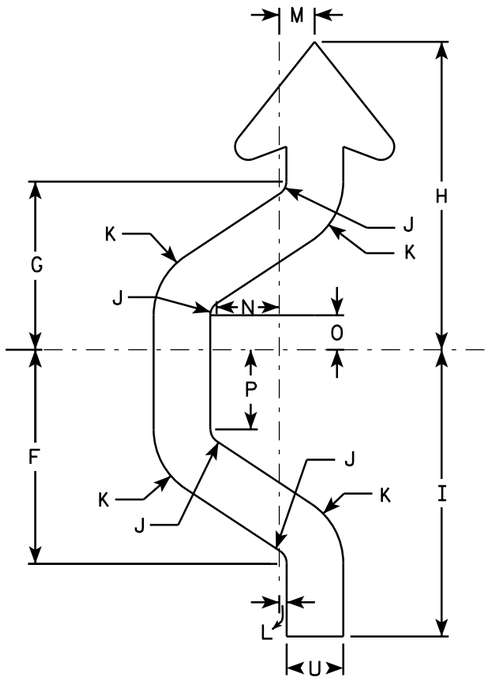
W024-1L



Arrowhead Detail

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. W024-1R is the same as W024-1L except reversed along the vertical centerline.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

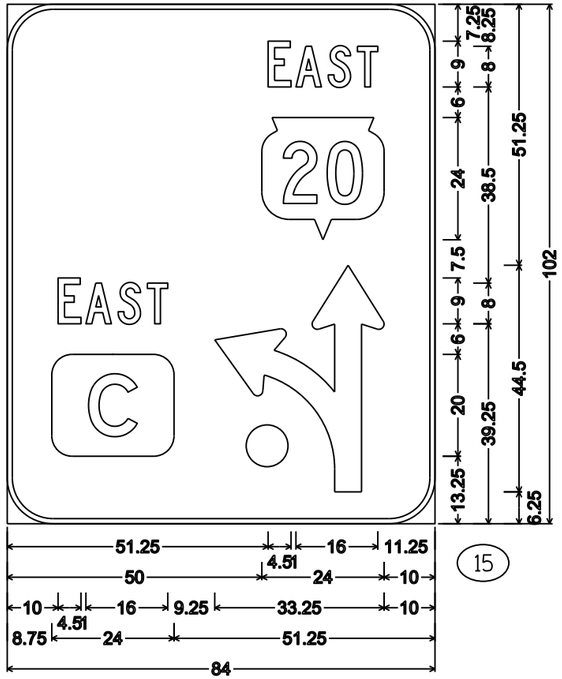
DATE 9/25/2013 PLATE NO. W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

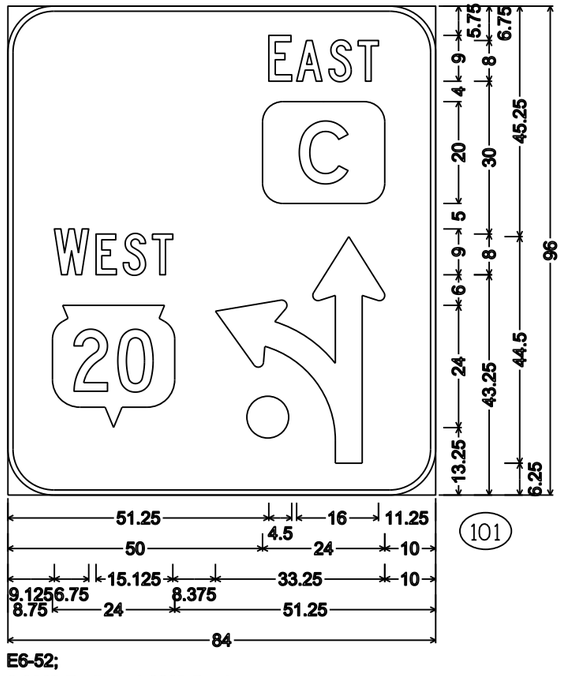
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0241.DGN PLOT DATE : 25-SEP-2013 13:08 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 10.702132:1.000000 WISDOT/CADDS SHEET 42

NOTES

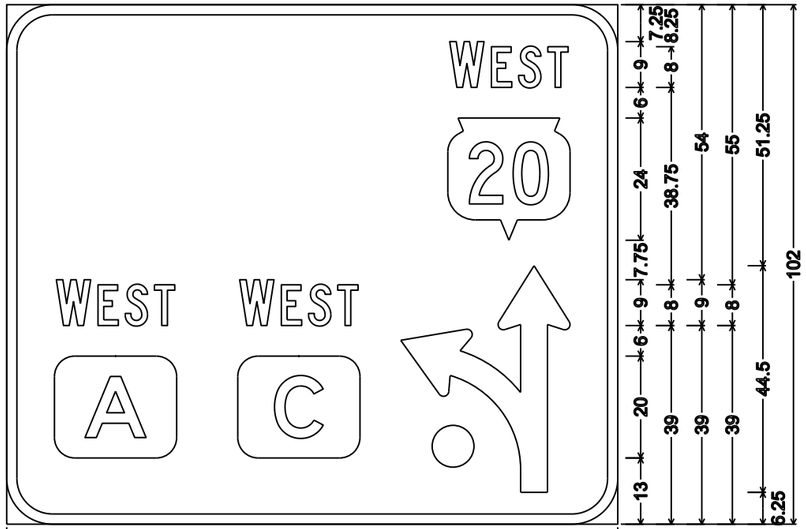
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted
4. ONLY Plaque on Type F Reflective Sheeting with Black Message



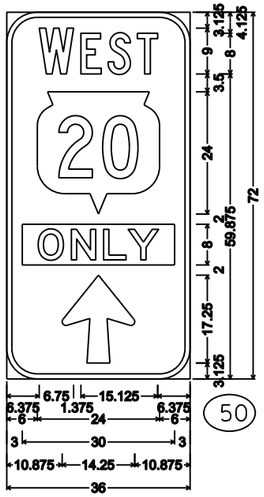
E6-52;
9.000" Radius, 1.000" Border,
"EAST" C



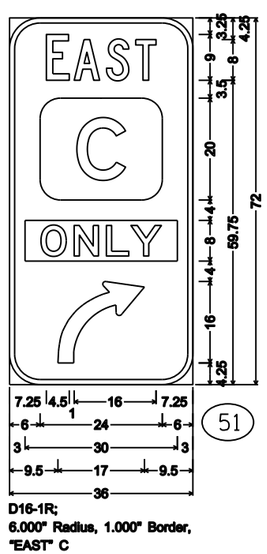
E6-52;
9.000" Radius, 1.000" Border,
"EAST" C; "WEST" C



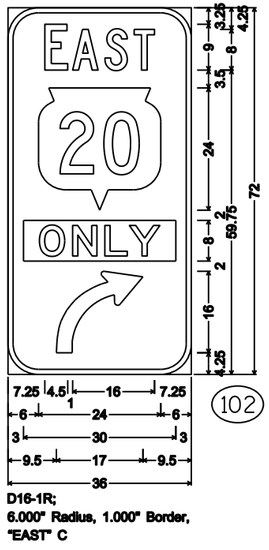
E6-52; 9.000" Radius, 2.000" Border,
"WEST" C; "WEST" C; "WEST" C



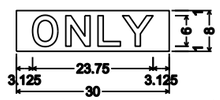
D16-1;
6.000" Radius, 1.000" Border
"WEST" C;



D16-1R;
6.000" Radius, 1.000" Border,
"EAST" C



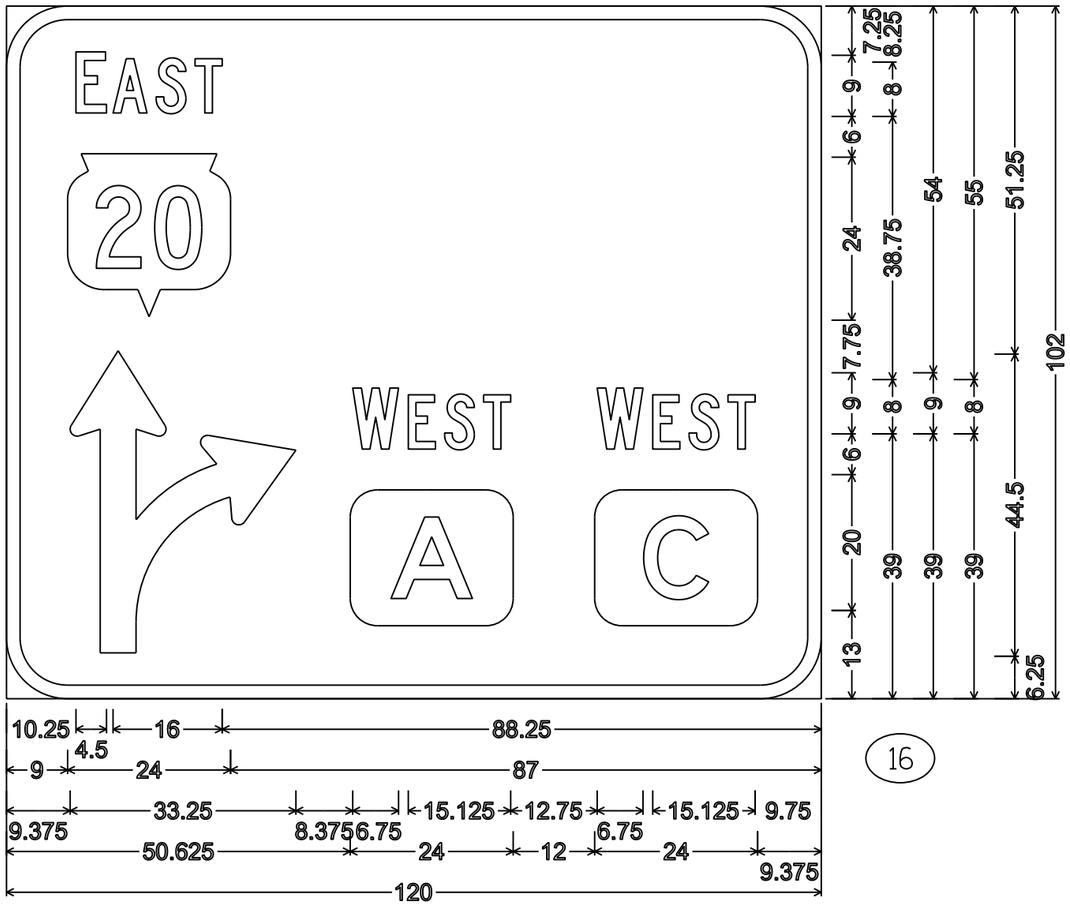
D16-1R;
6.000" Radius, 1.000" Border,
"EAST" C



No border, Black on Fluorescent yellow
"ONLY" Black E

NOTES

1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted
4. ONLY Plaque on Type F Reflective Sheeting with Black Message



16

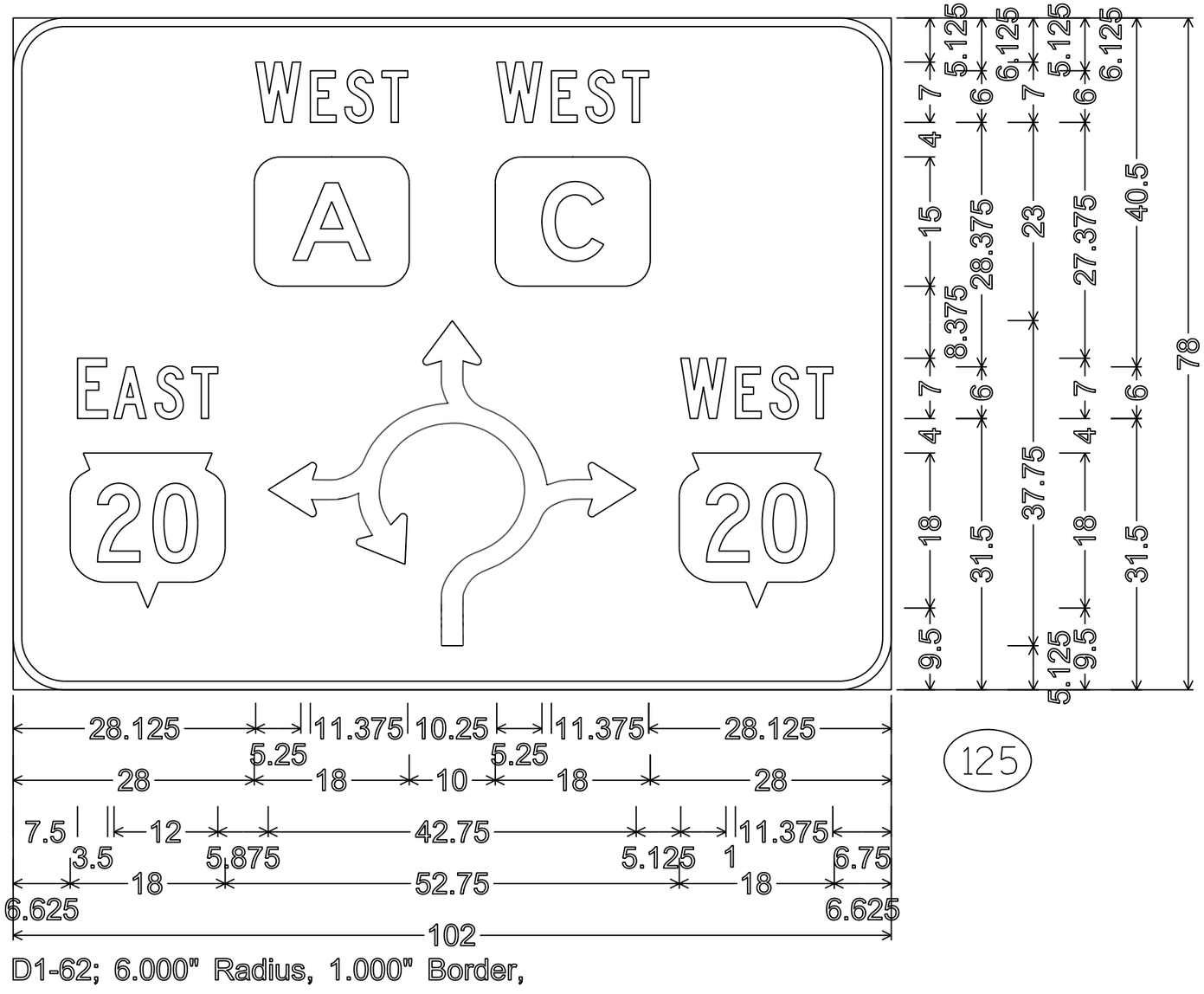
E6-53; 9.000" Radius, 2.000" Border,
"EAST" C; "WEST" C; "WEST" C

7

7

NOTES

1. Signs are Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



125

D1-62; 6.000" Radius, 1.000" Border,

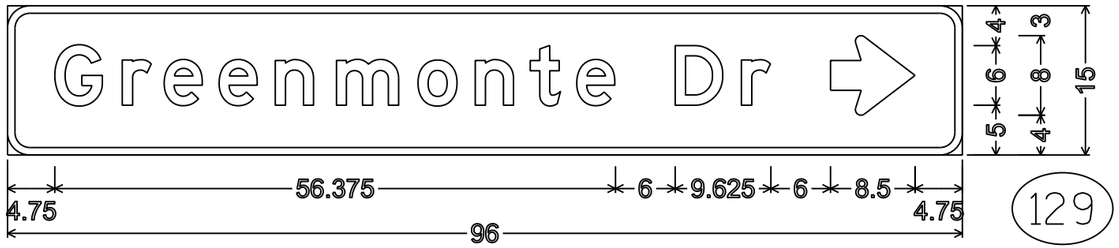
7

7

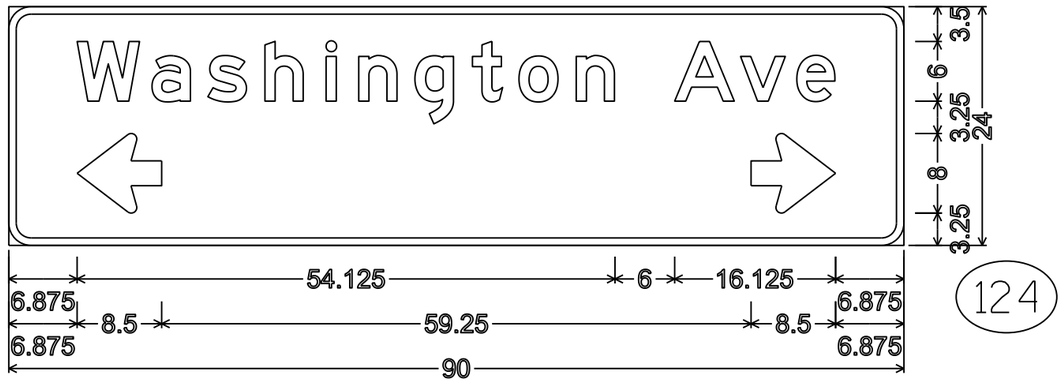
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	PERMANENT SIGNING	SHEET NO: 410	E

NOTES

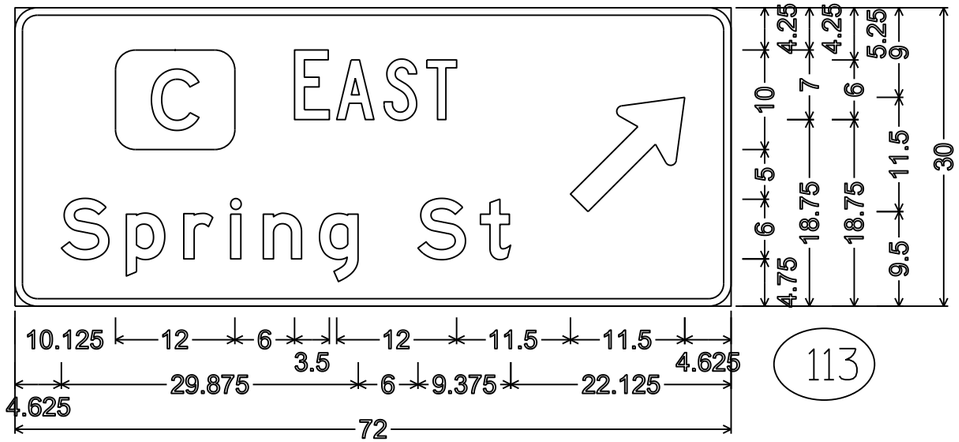
1. Signs are Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



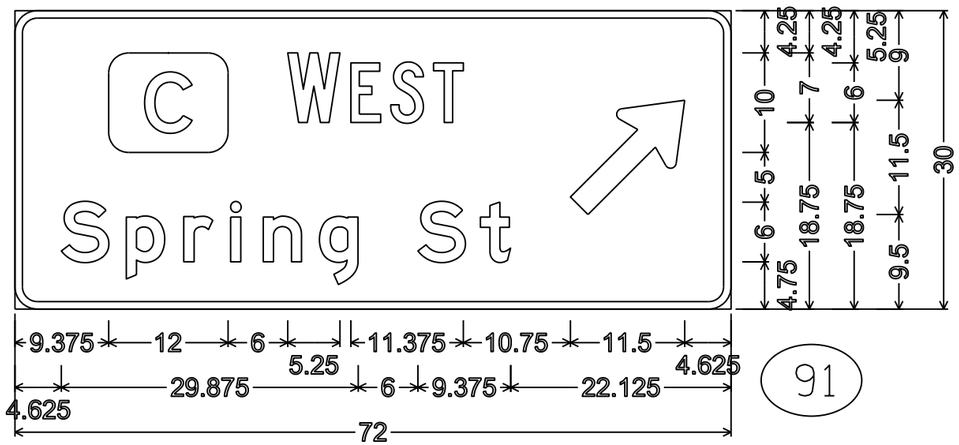
D1-1; 2.250" Radius, 0.750" Border,



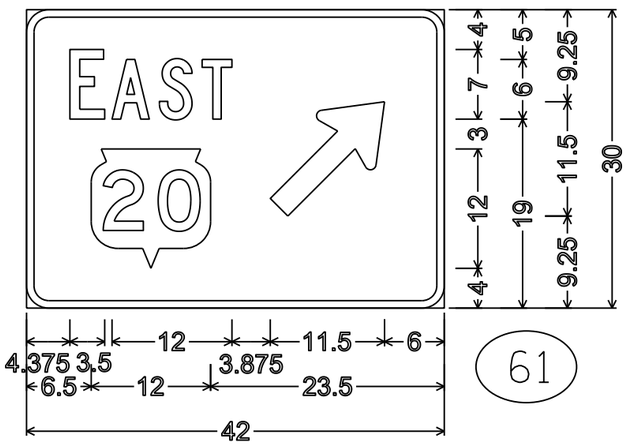
D1-61; 2.250" Radius, 0.750" Border



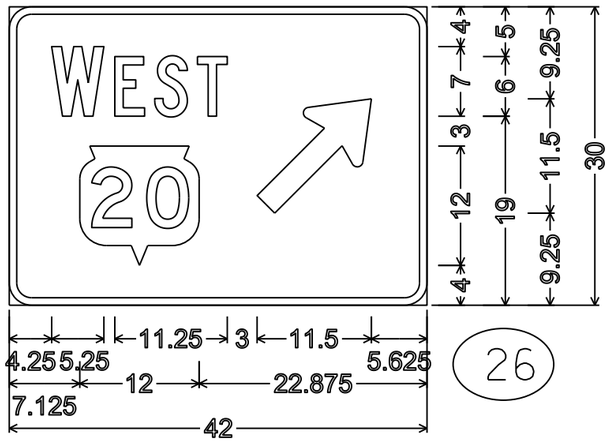
D1-2; 2.250" Radius, 0.750" Border,
"EAST" C; "Spring" E; "St" E



D1-2; 2.250" Radius, 0.750" Border,
"WEST" C; "Spring" E; "St" E



D1-1;
2.250" Radius, 0.750" Border,
"EAST" C



D1-1;
2.250" Radius, 0.750" Border,
"WEST" C

STAGE 1A - CTH C (SOUTH)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
					Note 1	Note 3	Note 1		Note 8
19+26.7 NB	1926.70	0.00	4.50	0.35	0	0	0	0	0.00
19+50 NB	1950.00	23.30	5.32	1.50	4	1	4	1	3.24
20+00 NB	2000.00	50.00	7.12	5.48	12	6	16	9	6.68
20+50 NB	2050.00	50.00	7.22	6.10	13	11	29	22	6.55
21+00 NB	2100.00	50.00	6.62	8.17	13	13	42	39	2.85
21+50 NB	2150.00	50.00	6.79	9.69	12	17	54	60	-5.40
22+00 NB	2200.00	50.00	7.29	8.55	13	17	67	81	-13.47
22+50 NB	2250.00	50.00	7.37	7.20	14	15	81	99	-18.12
23+00 NB	2300.00	50.00	7.19	10.58	13	16	94	120	-25.21
23+50 NB	2350.00	50.00	8.29	8.63	14	18	109	142	-33.11
24+00 NB	2400.00	50.00	14.06	2.92	21	11	129	155	-25.79
24+50 NB	2450.00	50.00	17.54	1.28	29	4	159	160	-1.39
25+00 NB	2500.00	50.00	18.85	0.66	34	2	192	162	30.06
25+50 NB	2550.00	50.00	11.80	0.00	28	1	221	163	57.68
26+00 NB	2600.00	50.00	3.15	0.00	14	0	235	163	71.52
26+02.74 NB	2602.74	2.74	2.57	0.00	0	0	235	163	71.81
					235	130			

STAGE 1A - CTH A (INCLUDES TEMPORARY CONNECTION TO STH 20)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
23+55.4 A	2355.40	0.00	0.00	0.00	0	0	0	0	0.00
23+82.81 A	2382.81	27.41	10.52	8.00	5	4	5	5	0.27
24+00 A	2400.00	17.19	12.20	6.46	7	5	13	11	1.75
24+50 A	2450.00	50.00	11.96	5.91	22	11	35	25	9.80
25+00 A	2500.00	50.00	14.12	4.57	24	10	59	37	21.82
25+25 A	2525.00	25.00	14.43	5.57	13	5	72	43	29.16
25+50 A	2550.00	25.00	14.47	6.28	13	5	86	50	35.69
25+68 A	2568.00	18.00	17.96	5.94	11	4	96	55	41.42
25+70 A	2570.00	2.00	31.33	5.86	2	0	98	56	42.69
25+72 A	2572.00	2.00	45.80	6.15	3	0	101	56	45.00
25+74 A	2574.00	2.00	66.62	12.35	4	1	105	57	48.30
25+75 A	2575.00	1.00	86.19	19.76	3	1	108	58	50.39
25+76 A	2576.00	1.00	100.82	30.77	3	1	112	59	52.68
25+78 A	2578.00	2.00	111.36	21.12	8	2	119	61	58.14
25+80 A	2580.00	2.00	111.13	10.57	8	1	128	63	64.91
25+82 A	2582.00	2.00	110.70	10.58	8	1	136	64	72.15
25+84 A	2584.00	2.00	110.77	10.62	8	1	144	65	79.37
25+86 A	2586.00	2.00	111.57	10.62	8	1	152	66	86.62
25+88 A	2588.00	2.00	112.91	10.55	8	1	161	67	93.96
25+90 A	2590.00	2.00	92.24	10.43	8	1	168	68	100.58
25+92 A	2592.00	2.00	64.41	10.33	6	1	174	69	105.42
25+94 A	2594.00	2.00	45.89	10.19	4	1	178	70	108.56
25+96 A	2596.00	2.00	33.79	10.30	3	1	181	71	110.56
25+98 A	2598.00	2.00	27.88	10.20	2	1	183	72	111.90
26+00 A	2600.00	2.00	22.92	10.25	2	1	185	72	112.83
26+02 A	2602.00	2.00	18.73	10.48	2	1	187	73	113.42
26+04 A	2604.00	2.00	16.33	10.29	1	1	188	74	113.75
26+06 A	2606.00	2.00	15.14	11.26	1	1	189	75	113.92
26+08 A	2608.00	2.00	15.03	12.64	1	1	190	76	113.93
26+10 A	2610.00	2.00	15.00	13.37	1	1	192	78	113.84
26+12 A	2612.00	2.00	15.05	12.92	1	1	193	79	113.74
26+14 A	2614.00	2.00	15.10	12.08	1	1	194	80	113.69
26+16 A	2616.00	2.00	15.13	10.98	1	1	195	81	113.75
26+18 A	2618.00	2.00	15.09	9.49	1	1	196	82	113.92
26+20 A	2620.00	2.00	15.13	6.63	1	1	197	83	114.29
26+22 A	2622.00	2.00	15.18	6.52	1	0	198	83	114.80
26+24 A	2624.00	2.00	15.23	6.56	1	0	199	84	115.33
26+34.98 A	2634.98	10.98	13.48	7.48	6	3	205	88	117.59
26+44.15 A	2644.15	9.17	12.43	7.74	4	3	210	91	118.76
26+50 A	2650.00	5.85	12.05	7.66	3	2	212	93	119.33
26+75 A	2675.00	25.00	11.59	6.36	11	6	223	101	122.16
27+00 A	2700.00	25.00	11.93	3.00	11	4	234	106	127.64
27+21.03 A	2721.03	21.03	7.60	0.94	8	2	242	108	133.33
27+39.23 A	2739.23	18.20	2.25	0.06	3	0	245	109	136.23
					245	87			

STAGE 1A - WEST CROSSOVER (EB)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
08+59.69 C1	859.69	0.00	7.91	0.00	0	0	0	0	0.00
08+70.54 C1	870.54	10.86	8.40	0.00	3	0	3	0	3.28
09+00 C1	900.00	29.46	9.45	0.00	10	0	13	0	13.02
09+50 C1	950.00	50.00	12.22	0.17	20	0	33	0	32.88
10+00 C1	1000.00	50.00	16.55	1.08	27	1	60	2	58.07
10+50 C1	1050.00	50.00	18.13	0.00	32	1	92	3	88.93
11+00 C1	1100.00	50.00	22.28	0.00	37	0	129	3	126.35
11+28.67 C1	1128.67	28.67	26.25	0.00	26	0	155	3	152.12
11+29.67 C1	1129.67	1.00	42.91	0.00	1	0	156	3	153.40
11+50 C1	1150.00	20.33	38.59	0.00	31	0	187	3	184.08
12+00 C1	1200.00	50.00	36.53	0.00	70	0	257	3	253.64
12+08.26 C1	1208.26	8.26	36.18	0.00	11	0	268	3	264.76
12+09.26 C1	1209.26	1.00	22.23	0.00	1	0	269	3	265.84
12+50 C1	1250.00	40.74	20.24	0.00	32	0	301	3	297.88
13+00 C1	1300.00	50.00	17.10	0.07	35	0	335	3	332.37
13+50 C1	1350.00	50.00	16.22	3.32	31	3	366	7	359.31
14+00 C1	1400.00	50.00	11.67	2.64	26	6	392	14	378.24
14+50 C1	1450.00	50.00	9.92	0.00	20	2	412	17	395.17
14+60.94 C1	1460.94	10.94	9.80	0.00	4	0	416	17	399.16
14+61.94 C1	1461.94	1.00	9.84	0.00	0	0	416	17	399.52
14+85.23 C1	1485.23	23.29	8.99	0.00	8	0	424	17	407.64
				SUBTOTAL =	424	13	424	17	408

STAGE 1A - WEST CROSSOVER (WB)

08+68.83 C2	868.83	0.00	0.00	0.00	0	0	0	0	0.00
09+00 C2	900.00	31.17	9.60	0.00	6	0	6	0	5.54
09+50 C2	950.00	50.00	12.34	0.00	20	0	26	0	25.86
10+00 C2	1000.00	50.00	17.78	0.53	28	0	54	1	53.13
10+50 C2	1050.00	50.00	19.44	0.00	34	0	88	1	86.97
10+86.52 C2	1086.52	36.52	21.63	0.00	28	0	116	1	114.75
11+00 C2	1100.00	13.48	21.72	0.00	11	0	127	1	125.57
11+24.24 C2	1124.24	24.24	16.79	0.00	17	0	144	1	142.85
12+09.37 C2	1209.37	0.00	14.00	0.00	0	0	144	1	142.85
12+12.05 C2	1212.05	2.68	16.93	0.00	2	0	146	1	144.39
12+50 C2	1250.00	37.95	18.14	0.00	25	0	170	1	169.03
13+00 C2	1300.00	50.00	16.21	0.19	32	0	202	1	200.62
13+50 C2	1350.00	50.00	13.71	2.65	28	3	230	5	225.03
14+00 C2	1400.00	50.00	9.39	1.80	21	4	251	10	241.26
14+50 C2	1450.00	50.00	0.01	0.00	9	2	260	12	247.87
				SUBTOTAL =	260	10	260	12	248
				TOTAL =	684	23	684	29	656

STAGE 1A - EAST CROSSOVER (WB)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
09+32.73 C3	932.73	0.00	0.00	0.00	0	0	0	0	0.00
09+50 C3	950.00	17.27	13.24	0.00	4	0	4	0	4.23
10+00 C3	1000.00	50.00	18.43	0.00	29	0	34	0	33.56
10+30.57 C3	1030.57	30.57	17.36	0.00	20	0	54	0	53.82
10+50 C3	1050.00	19.43	19.30	0.00	13	0	67	0	67.01
10+58.95 C3	1058.95	8.95	19.88	0.00	6	0	74	0	73.51
10+59.95 C3	1059.95	1.00	34.86	0.00	1	0	75	0	74.52
11+00 C3	1100.00	40.05	25.39	1.45	45	1	119	1	117.86
11+16.5 C3	1116.50	16.50	24.15	3.70	15	2	134	3	131.02
11+17.5 C3	1117.50	1.00	12.19	3.83	1	0	135	3	131.53
11+45.88 C3	1145.88	28.38	14.35	0.06	14	2	149	6	142.92
11+50 C3	1150.00	4.12	14.59	0.03	2	0	151	6	145.12
12+00 C3	1200.00	50.00	11.39	2.98	24	3	175	10	165.69
12+30.92 C3	1230.92	30.92	15.16	3.44	15	4	190	14	176.29
12+50 C3	1250.00	19.08	20.73	2.28	13	2	203	17	186.44
13+00 C3	1300.00	50.00	16.06	0.27	34	2	237	20	217.55
13+50 C3	1350.00	50.00	4.83	0.00	19	0	256	20	236.57
13+55.09 C3	1355.09	5.09	3.30	0.00	1	0	257	20	237.33
				SUBTOTAL =	257	16	257	20	237
STAGE 1A - EAST CROSSOVER (EB)									
08+86.55 C4	886.55	0.00	6.88	0.00	0	0	0	0	0.00
09+00 C4	900.00	13.45	7.28	0.00	4	0	4	0	3.53
09+38.37 C4	938.37	38.37	8.91	0.00	12	0	15	0	15.03
09+50 C4	950.00	11.63	10.49	0.00	4	0	19	0	19.21
09+66.53 C4	966.53	16.53	10.81	4.07	7	1	26	2	24.18
10+00 C4	1000.00	33.47	13.99	5.73	15	6	41	9	31.96
10+14.31 C4	1014.31	14.31	15.24	7.47	8	3	49	14	35.34
10+33.63 C4	1033.63	19.32	18.26	2.90	12	4	61	18	42.69
10+50 C4	1050.00	16.37	23.76	0.13	13	1	74	19	54.28
10+50.93 C4	1050.93	0.93	23.73	0.14	1	0	74	19	55.09
10+51.93 C4	1051.93	1.00	23.68	0.16	1	0	75	19	55.97
11+00 C4	1100.00	48.07	23.41	0.10	42	0	117	20	97.60
11+50 C4	1150.00	50.00	20.43	0.00	41	0	158	20	138.07
11+71.5 C4	1171.50	21.50	15.86	0.00	14	0	172	20	152.51
11+76.4 C4	1176.40	4.90	2.13	0.00	2	0	174	20	154.14
12+37.17 C4	1237.17	0.00	4.94	0.00	0	0	174	20	154.14
12+38.52 C4	1238.52	1.35	12.84	0.00	0	0	174	20	154.59
12+50 C4	1250.00	11.48	13.80	0.00	6	0	180	20	160.25
12+64.44 C4	1264.44	14.44	15.00	0.00	8	0	188	20	167.96
13+00 C4	1300.00	35.56	13.62	0.00	19	0	207	20	186.80
13+46.14 C4	1346.14	46.14	0.56	1.62	12	1	219	21	197.19
13+50 C4	1350.00	3.86	0.00	0.34	0	0	219	22	197.05
13+51.61 C4	1351.61	1.61	0.00	0.00	0	0	219	22	197.04
				SUBTOTAL =	219	17	219	22	197
				TOTAL =	476	33	476	42	434

STAGE 1B - STH 20 (WEST)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
248+82.69 WB	24882.69	0.00	6.19	0.00	0	0	0	0	0.00
249+00 WB	24900.00	17.31	7.82	0.00	4	0	4	0	4.49
249+50 WB	24950.00	50.00	12.70	0.25	19	0	23	0	23.20
250+00 WB	25000.00	50.00	13.00	1.63	24	2	47	2	44.82
250+50 WB	25050.00	50.00	17.89	0.39	29	2	76	5	71.09
251+00 WB	25100.00	50.00	19.09	0.14	34	0	110	5	104.72
251+10 WB	25110.00	10.00	19.26	0.11	7	0	117	5	111.76
251+20 WB	25120.00	10.00	71.38	2.45	17	0	134	6	127.96
251+30 WB	25130.00	10.00	72.09	2.07	27	1	161	7	153.48
251+40 WB	25140.00	10.00	75.39	4.31	27	1	188	9	179.31
251+50 WB	25150.00	10.00	84.90	0.57	30	1	218	10	207.87
251+60 WB	25160.00	10.00	86.55	0.00	32	0	249	10	239.48
251+70 WB	25170.00	10.00	91.65	0.00	33	0	282	10	272.48
251+80 WB	25180.00	10.00	95.76	0.00	35	0	317	10	307.19
251+90 WB	25190.00	10.00	94.43	0.00	35	0	352	10	342.41
252+00 WB	25200.00	10.00	85.72	0.04	33	0	386	10	375.76
252+10 WB	25210.00	10.00	69.55	0.03	29	0	414	10	404.50
252+20 WB	25220.00	10.00	62.25	0.09	24	0	439	10	428.88
252+30 WB	25230.00	10.00	59.30	0.07	23	0	461	10	451.35
252+40 WB	25240.00	10.00	61.69	0.72	22	0	484	10	473.57
252+50 WB	25250.00	10.00	58.32	2.03	22	1	506	11	495.16
252+60 WB	25260.00	10.00	58.38	1.11	22	1	528	11	516.04
252+70 WB	25270.00	10.00	57.71	1.48	21	0	549	12	536.94
252+80 WB	25280.00	10.00	57.83	1.53	21	1	570	13	557.64
252+90 WB	25290.00	10.00	58.94	8.90	22	2	592	15	576.86
253+00 WB	25300.00	10.00	61.84	9.36	22	3	614	19	595.00
253+10 WB	25310.00	10.00	64.58	8.91	23	3	638	24	614.18
253+20 WB	25320.00	10.00	66.11	1.30	24	2	662	26	636.01
253+30 WB	25330.00	10.00	67.83	1.36	25	0	687	27	660.20
253+40 WB	25340.00	10.00	69.62	1.36	25	1	712	27	685.03
253+50 WB	25350.00	10.00	72.31	1.50	26	1	739	28	710.65
253+60 WB	25360.00	10.00	76.07	1.55	27	1	766	29	737.42
253+70 WB	25370.00	10.00	80.07	1.58	29	1	795	29	765.61
253+80 WB	25380.00	10.00	83.57	1.65	30	1	825	30	795.16
253+90 WB	25390.00	10.00	89.89	1.19	32	1	857	31	826.63
254+00 WB	25400.00	10.00	98.85	0.75	35	0	892	31	861.13
254+10 WB	25410.00	10.00	106.25	0.41	38	0	930	31	898.84
254+20 WB	25420.00	10.00	106.78	0.16	39	0	970	32	938.16
254+30 WB	25430.00	10.00	106.70	0.00	40	0	1,009	32	977.65
254+40 WB	25440.00	10.00	112.72	0.16	41	0	1,050	32	1018.25
254+50 WB	25450.00	10.00	115.30	0.00	42	0	1,092	32	1060.44
254+60 WB	25460.00	10.00	124.14	0.00	44	0	1,136	32	1104.78
254+70 WB	25470.00	10.00	125.92	0.00	46	0	1,183	32	1151.09
254+80 WB	25480.00	10.00	130.97	0.00	48	0	1,230	32	1198.66
254+90 WB	25490.00	10.00	105.17	0.00	44	0	1,274	32	1242.39
255+00 WB	25500.00	10.00	99.89	0.00	38	0	1,312	32	1280.36

STAGE 1B - STH 20 (WEST) CONTINUED

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
					Note 1	Note 3	Note 1		Note 8
255+10 WB	25510.00	10.00	99.18	0.00	37	0	1,349	32	1317.23
255+20 WB	25520.00	10.00	98.03	0.00	37	0	1,385	32	1353.75
255+30 WB	25530.00	10.00	95.58	0.18	36	0	1,421	32	1389.56
255+40 WB	25540.00	10.00	96.50	0.18	36	0	1,457	32	1425.05
255+50 WB	25550.00	10.00	97.55	0.15	36	0	1,493	32	1460.91
255+60 WB	25560.00	10.00	99.96	0.10	37	0	1,529	32	1497.43
255+70 WB	25570.00	10.00	102.99	0.04	38	0	1,567	32	1534.98
255+80 WB	25580.00	10.00	106.63	0.00	39	0	1,606	32	1573.79
255+90 WB	25590.00	10.00	111.26	0.00	40	0	1,646	32	1614.14
256+00 WB	25600.00	10.00	114.43	0.00	42	0	1,688	32	1655.93
256+10 WB	25610.00	10.00	114.16	0.00	42	0	1,730	32	1698.26
256+20 WB	25620.00	10.00	157.52	0.00	50	0	1,781	32	1748.57
256+30 WB	25630.00	10.00	125.75	0.05	52	0	1,833	32	1801.02
256+40 WB	25640.00	10.00	126.14	0.23	47	0	1,880	32	1847.60
256+50 WB	25650.00	10.00	127.89	0.53	47	0	1,927	32	1894.46
256+60 WB	25660.00	10.00	132.95	0.48	48	0	1,975	33	1942.53
256+70 WB	25670.00	10.00	134.74	1.09	50	0	2,025	33	1991.74
256+80 WB	25680.00	10.00	134.10	1.33	50	0	2,074	33	2040.97
256+90 WB	25690.00	10.00	134.34	1.82	50	1	2,124	34	2089.95
257+00 WB	25700.00	10.00	146.77	1.78	52	1	2,176	35	2141.17
257+10 WB	25710.00	10.00	127.96	1.35	51	1	2,227	36	2191.32
257+20 WB	25720.00	10.00	102.19	2.26	43	1	2,270	37	2233.11
257+30 WB	25730.00	10.00	85.94	4.07	35	1	2,304	38	2266.48
257+40 WB	25740.00	10.00	74.16	1.62	30	1	2,334	39	2294.81
257+50 WB	25750.00	10.00	76.37	0.00	28	0	2,362	40	2322.31
257+52.67 WB	25752.67	2.67	71.78	0.00	7	0	2,369	40	2329.64
					2,369	32			

STAGE 1B - STH 20 (EAST)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
258+96.11 WB	25896.11	0.00	48.97	0.00	0	0	0	0	0.00
259+00 WB	25900.00	3.89	48.64	0.00	7	0	7	0	7.03
259+10 WB	25910.00	10.00	46.61	0.00	18	0	25	0	24.67
259+20 WB	25920.00	10.00	41.97	0.00	16	0	41	0	41.08
259+30 WB	25930.00	10.00	40.67	0.00	15	0	56	0	56.38
259+40 WB	25940.00	10.00	37.02	0.00	14	0	71	0	70.77
259+50 WB	25950.00	10.00	33.50	0.00	13	0	84	0	83.83
259+60 WB	25960.00	10.00	30.66	0.00	12	0	96	0	95.71
259+70 WB	25970.00	10.00	28.19	0.00	11	0	107	0	106.61
259+80 WB	25980.00	10.00	25.78	0.00	10	0	117	0	116.60
259+90 WB	25990.00	10.00	23.59	0.00	9	0	126	0	125.74
260+00 WB	26000.00	10.00	21.11	0.00	8	0	134	0	134.02
260+10 WB	26010.00	10.00	20.49	0.00	8	0	142	0	141.73
260+20 WB	26020.00	10.00	19.77	0.00	7	0	149	0	149.18
260+30 WB	26030.00	10.00	19.81	0.00	7	0	157	0	156.51
260+40 WB	26040.00	10.00	21.24	0.00	8	0	164	0	164.12
260+50 WB	26050.00	10.00	22.80	0.00	8	0	172	0	172.27
260+60 WB	26060.00	10.00	24.72	0.00	9	0	181	0	181.07
260+70 WB	26070.00	10.00	27.47	0.00	10	0	191	0	190.74
260+79.08 WB	26079.08	9.08	28.29	0.00	9	0	200	0	200.12
260+80 WB	26080.00	0.92	38.62	0.00	1	0	201	0	201.25
260+87.19 WB	26087.19	7.19	98.74	0.28	18	0	220	0	219.50
260+90 WB	26090.00	2.81	97.98	0.27	10	0	230	0	229.69
261+00 WB	26100.00	10.00	94.34	0.31	36	0	265	0	265.18
261+10 WB	26110.00	10.00	87.44	0.33	34	0	299	0	298.69
261+20 WB	26120.00	10.00	88.23	0.34	33	0	332	1	331.07
261+30 WB	26130.00	10.00	84.33	0.35	32	0	364	1	362.86
261+40 WB	26140.00	10.00	79.05	0.09	30	0	394	1	393.01
261+50 WB	26150.00	10.00	79.66	0.00	29	0	423	1	422.38
261+60 WB	26160.00	10.00	75.88	0.00	29	0	452	1	451.19
261+70 WB	26170.00	10.00	76.26	0.00	28	0	480	1	479.36
261+80 WB	26180.00	10.00	74.29	0.01	28	0	508	1	507.24
261+90 WB	26190.00	10.00	74.43	0.14	28	0	536	1	534.75
262+00 WB	26200.00	10.00	72.85	0.34	27	0	563	1	561.91
262+10 WB	26210.00	10.00	72.15	0.57	27	0	590	1	588.55
262+20 WB	26220.00	10.00	71.98	0.55	27	0	616	1	614.98
262+30 WB	26230.00	10.00	69.29	0.54	26	0	643	2	640.89
262+40 WB	26240.00	10.00	66.49	0.65	25	0	668	2	665.76
262+50 WB	26250.00	10.00	64.60	0.55	24	0	692	2	689.75
262+60 WB	26260.00	10.00	59.50	0.94	23	0	715	3	712.39
262+70 WB	26270.00	10.00	59.79	2.32	22	1	737	3	733.73
262+80 WB	26280.00	10.00	60.02	2.23	22	1	759	4	754.86
262+90 WB	26290.00	10.00	70.65	3.24	24	1	783	6	777.79
263+00 WB	26300.00	10.00	89.23	4.61	30	1	813	7	805.58
263+10 WB	26310.00	10.00	87.57	4.43	33	2	846	10	836.22
263+14.07 WB	26314.07	4.07	87.38	3.68	13	1	859	10	848.64

STAGE 1B - STH 20 (EAST) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
263+20 WB	26320.00	5.93	101.57	0.00	21	0	880	11	868.89
263+25.26 WB	26325.26	5.26	105.57	0.00	20	0	900	11	889.07
263+30 WB	26330.00	4.74	92.40	0.59	17	0	917	11	906.38
263+40 WB	26340.00	10.00	93.53	3.11	34	1	952	12	939.95
263+50 WB	26350.00	10.00	82.72	9.16	33	2	984	15	969.75
263+60 WB	26360.00	10.00	74.37	9.67	29	3	1,013	19	994.48
263+70 WB	26370.00	10.00	71.57	6.56	27	3	1,040	23	1017.75
263+80 WB	26380.00	10.00	54.09	6.86	23	2	1,064	26	1037.92
263+90 WB	26390.00	10.00	53.90	7.41	20	3	1,084	29	1054.61
264+00 WB	26400.00	10.00	54.01	7.87	20	3	1,104	33	1071.06
264+10 WB	26410.00	10.00	54.21	8.34	20	3	1,124	36	1087.35
264+20 WB	26420.00	10.00	54.68	8.02	20	3	1,144	40	1103.73
264+30 WB	26430.00	10.00	56.24	3.93	21	2	1,164	43	1121.50
264+40 WB	26440.00	10.00	58.48	1.03	21	1	1,186	44	1141.60
264+44.78 WB	26444.78	4.78	60.34	1.95	11	0	1,196	44	1151.79
264+50 WB	26450.00	5.22	66.86	0.00	12	0	1,209	45	1163.85
264+56.78 WB	26456.78	6.78	65.05	0.37	17	0	1,225	45	1180.36
264+60 WB	26460.00	3.22	60.07	0.03	7	0	1,233	45	1187.78
264+70 WB	26470.00	10.00	70.66	0.00	24	0	1,257	45	1211.98
264+80 WB	26480.00	10.00	64.87	0.00	25	0	1,282	45	1237.08
264+90 WB	26490.00	10.00	64.87	0.00	24	0	1,306	45	1261.10
265+00 WB	26500.00	10.00	67.04	0.00	24	0	1,330	45	1285.53
265+10 WB	26510.00	10.00	63.07	0.00	24	0	1,354	45	1309.63
265+20 WB	26520.00	10.00	62.23	0.00	23	0	1,378	45	1332.83
265+30 WB	26530.00	10.00	63.37	0.00	23	0	1,401	45	1356.09
265+33.06 WB	26533.06	3.06	63.81	0.00	7	0	1,408	45	1363.31
				SUBTOTAL =	1,408	36	1,408	45	1,363
20+00 NEIN	2000.00	0.00	30.43	0.00	0	0	0	0	0.00
20+10 NEIN	2010.00	10.00	55.60	6.66	16	1	16	2	14.39
20+20 NEIN	2020.00	10.00	65.69	7.04	22	3	38	5	33.68
20+30 NEIN	2030.00	10.00	98.09	1.97	30	2	69	7	61.92
20+40 NEIN	2040.00	10.00	112.91	0.08	39	0	108	7	100.52
20+50 NEIN	2050.00	10.00	116.74	3.44	43	1	150	8	142.23
20+60 NEIN	2060.00	10.00	110.26	10.81	42	3	192	11	180.97
20+70 NEIN	2070.00	10.00	110.25	17.71	41	5	233	18	215.20
20+80 NEIN	2080.00	10.00	110.31	16.80	41	6	274	26	248.06
20+90 NEIN	2090.00	10.00	106.99	14.38	40	6	314	33	281.08
21+00 NEIN	2100.00	10.00	91.33	17.08	37	6	351	40	310.52
21+10 NEIN	2110.00	10.00	93.18	23.47	34	8	385	50	335.30
21+20 NEIN	2120.00	10.00	85.90	27.52	33	9	418	62	356.67
21+26.54 NEIN	2126.54	6.54	83.09	14.16	20	5	439	68	370.83
21+30 NEIN	2130.00	3.46	84.44	8.55	11	1	450	70	379.74
21+40 NEIN	2140.00	10.00	85.53	0.24	31	2	481	72	409.18
21+50 NEIN	2150.00	10.00	75.64	0.20	30	0	511	72	438.92
21+60 NEIN	2160.00	10.00	74.15	0.18	28	0	539	72	466.57
21+69.79 NEIN	2169.79	9.79	70.13	0.27	26	0	565	72	492.62
				SUBTOTAL =	565	58	565	72	493
				TOTAL =	1,973	94	1,973	117	1,856

STAGE 1B - CTH C (SOUTH)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
21+34.96 NB	2134.96	0.00	8.16	17.34	0	0	0	0	0.00
21+50 NB	2150.00	15.04	8.34	17.94	5	10	5	12	-7.69
21+70 NB	2170.00	20.00	8.30	17.28	6	13	11	29	-17.84
22+00 NB	2200.00	30.00	8.12	16.99	9	19	20	52	-32.51
22+50 NB	2250.00	50.00	7.25	20.77	14	35	34	96	-61.99
22+59.96 NB	2259.96	9.96	7.22	25.45	3	9	37	107	-69.97
23+00 NB	2300.00	40.04	19.96	21.29	20	35	57	150	-93.15
23+50 NB	2350.00	50.00	23.15	12.99	40	32	97	190	-92.92
24+00 NB	2400.00	50.00	26.99	5.82	46	17	143	212	-68.28
24+50 NB	2450.00	50.00	32.78	1.11	55	6	199	220	-20.96
25+00 NB	2500.00	50.00	40.34	0.48	68	1	266	221	44.91
25+10 NB	2510.00	10.00	40.88	0.37	15	0	281	222	59.76
25+20 NB	2520.00	10.00	41.42	0.28	15	0	297	222	74.85
25+30 NB	2530.00	10.00	42.77	0.37	16	0	312	222	90.29
25+40 NB	2540.00	10.00	44.23	0.55	16	0	328	222	106.19
25+50 NB	2550.00	10.00	45.57	0.76	17	0	345	222	122.51
25+60 NB	2560.00	10.00	46.36	1.06	17	0	362	223	139.12
25+70 NB	2570.00	10.00	47.10	1.40	17	0	379	223	155.85
25+80 NB	2580.00	10.00	47.77	1.76	18	1	397	224	172.69
25+90 NB	2590.00	10.00	48.40	1.86	18	1	415	225	189.66
26+00 NB	2600.00	10.00	50.02	1.60	18	1	433	226	207.08
26+10 NB	2610.00	10.00	53.26	0.86	19	0	452	226	225.64
26+20 NB	2620.00	10.00	58.98	0.08	21	0	473	227	246.21
26+30 NB	2630.00	10.00	69.10	0.00	24	0	496	227	269.91
26+40 NB	2640.00	10.00	80.35	0.00	28	0	524	227	297.58
26+50 NB	2650.00	10.00	68.54	0.00	28	0	552	227	325.15
26+60 NB	2660.00	10.00	47.53	0.00	21	0	573	227	346.65
26+70 NB	2670.00	10.00	76.45	0.00	23	0	596	227	369.61
26+80 NB	2680.00	10.00	55.22	0.00	24	0	621	227	393.99
26+87.44 NB	2687.44	7.44	0.00	0.00	8	0	628	227	401.60
					628	181			

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	EARTHWORK	SHEET: 420	E

STAGE 1B - CTH C (NORTH)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
31+00 NB	3100.00	0.00	329.72	0.00	0	0	0	0	0.00
31+10 NB	3110.00	10.00	203.34	0.00	99	0	99	0	98.71
31+20 NB	3120.00	10.00	112.80	0.12	59	0	157	0	157.23
31+30 NB	3130.00	10.00	70.93	3.36	34	1	191	1	190.45
31+40 NB	3140.00	10.00	61.19	2.23	24	1	216	2	213.62
31+50 NB	3150.00	10.00	91.31	2.74	28	1	244	3	240.71
31+60 NB	3160.00	10.00	87.82	17.54	33	4	277	8	269.19
31+70 NB	3170.00	10.00	106.33	19.79	36	7	313	17	296.50
31+80 NB	3180.00	10.00	135.08	16.76	45	7	358	25	332.75
31+90 NB	3190.00	10.00	166.06	9.48	56	5	414	31	382.44
32+00 NB	3200.00	10.00	207.46	3.89	69	2	483	34	448.52
32+10 NB	3210.00	10.00	234.62	2.29	82	1	565	36	528.96
32+20 NB	3220.00	10.00	255.63	1.46	91	1	655	37	618.88
32+30 NB	3230.00	10.00	268.58	1.45	97	1	752	37	715.28
32+40 NB	3240.00	10.00	267.22	1.54	99	1	852	38	813.81
32+50 NB	3250.00	10.00	263.59	2.09	98	1	950	39	911.27
32+60 NB	3260.00	10.00	256.88	2.04	96	1	1,046	40	1006.70
32+70 NB	3270.00	10.00	250.38	1.67	94	1	1,140	41	1099.78
32+80 NB	3280.00	10.00	248.89	1.77	92	1	1,233	41	1191.44
32+90 NB	3290.00	10.00	250.06	2.14	92	1	1,325	42	1282.93
33+00 NB	3300.00	10.00	252.25	2.34	93	1	1,418	43	1374.91
33+10 NB	3310.00	10.00	254.51	2.62	94	1	1,512	44	1467.61
33+20 NB	3320.00	10.00	254.09	3.22	94	1	1,606	46	1560.44
33+30 NB	3330.00	10.00	250.34	4.42	93	1	1,700	48	1652.09
33+40 NB	3340.00	10.00	245.71	7.38	92	2	1,792	50	1741.22
33+50 NB	3350.00	10.00	240.72	11.92	90	4	1,882	55	1826.83
33+60 NB	3360.00	10.00	237.22	18.60	89	6	1,970	62	1908.27
33+70 NB	3370.00	10.00	235.73	25.24	88	8	2,058	72	1985.71
33+80 NB	3380.00	10.00	234.38	30.66	87	10	2,145	85	2059.82
33+90 NB	3390.00	10.00	206.69	39.47	82	13	2,226	101	2125.27
34+00 NB	3400.00	10.00	203.29	43.02	76	15	2,302	120	2182.10
34+10 NB	3410.00	10.00	189.82	45.41	73	16	2,375	141	2234.43
34+20 NB	3420.00	10.00	180.65	46.06	69	17	2,444	162	2281.86
34+30 NB	3430.00	10.00	173.88	45.55	66	17	2,509	183	2326.31
34+40 NB	3440.00	10.00	165.67	43.60	63	17	2,572	204	2368.55
34+50 NB	3450.00	10.00	156.12	40.66	60	16	2,632	223	2408.64
34+60 NB	3460.00	10.00	151.08	39.63	57	15	2,689	242	2446.94
34+70 NB	3470.00	10.00	144.28	37.36	55	14	2,743	260	2483.81
34+80 NB	3480.00	10.00	134.20	35.78	52	14	2,795	277	2518.45
34+90 NB	3490.00	10.00	125.30	31.26	48	12	2,843	292	2550.99
35+00 NB	3500.00	10.00	122.29	26.86	46	11	2,889	306	2583.39
35+10 NB	3510.00	10.00	118.17	24.92	45	10	2,933	318	2615.93
35+20 NB	3520.00	10.00	113.24	23.27	43	9	2,976	329	2647.63
35+30 NB	3530.00	10.00	112.08	20.53	42	8	3,018	339	2679.21
35+40 NB	3540.00	10.00	111.20	18.52	41	7	3,059	348	2711.52
35+50 NB	3550.00	10.00	108.79	16.75	41	7	3,100	356	2744.10

STAGE 1B - CTH C (NORTH) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
35+60 NB	3560.00	10.00	107.05	11.56	40	5	3,140	363	2777.52
35+70 NB	3570.00	10.00	109.06	9.40	40	4	3,180	367	2812.69
35+80 NB	3580.00	10.00	112.33	7.16	41	3	3,221	371	2849.85
35+90 NB	3590.00	10.00	111.96	6.99	42	3	3,263	375	2888.11
36+00 NB	3600.00	10.00	112.60	11.13	42	3	3,304	379	2925.50
36+10 NB	3610.00	10.00	109.79	16.01	41	5	3,345	385	2960.40
36+20 NB	3620.00	10.00	105.58	22.51	40	7	3,385	394	2991.37
36+30 NB	3630.00	10.00	100.99	27.59	38	9	3,424	406	3018.03
36+40 NB	3640.00	10.00	91.34	31.04	36	11	3,459	419	3040.07
36+50 NB	3650.00	10.00	81.99	34.98	32	12	3,491	434	3056.89
36+58.28 NB	3658.28	8.28	91.27	30.49	27	10	3,518	447	3070.90
36+60 NB	3660.00	1.72	129.04	26.80	7	2	3,525	449	3075.65
36+70 NB	3670.00	10.00	157.93	5.62	53	6	3,578	457	3121.28
36+80 NB	3680.00	10.00	146.11	7.05	56	2	3,634	460	3174.65
36+90 NB	3690.00	10.00	129.62	32.59	51	7	3,685	469	3216.54
37+00 NB	3700.00	10.00	118.88	41.69	46	14	3,731	486	3245.36
37+10 NB	3710.00	10.00	115.19	44.37	43	16	3,775	506	3268.78
37+20 NB	3720.00	10.00	105.95	42.32	41	16	3,816	526	3289.67
37+30 NB	3730.00	10.00	95.96	40.15	37	15	3,853	545	3307.97
37+40 NB	3740.00	10.00	85.89	38.39	34	15	3,887	563	3323.47
37+50 NB	3750.00	10.00	78.32	34.98	30	14	3,917	580	3336.89
37+60 NB	3760.00	10.00	73.85	29.81	28	12	3,945	595	3350.08
37+70 NB	3770.00	10.00	69.08	27.55	26	11	3,972	609	3363.27
37+80 NB	3780.00	10.00	64.25	26.10	25	10	3,996	621	3375.54
37+90 NB	3790.00	10.00	60.38	25.67	23	10	4,020	633	3386.64
38+00 NB	3800.00	10.00	57.48	26.26	22	10	4,041	645	3396.44
38+10 NB	3810.00	10.00	49.24	27.47	20	10	4,061	657	3403.77
38+20 NB	3820.00	10.00	36.97	28.40	16	10	4,077	670	3406.80
38+30 NB	3830.00	10.00	29.92	30.16	12	11	4,090	684	3405.64
38+40 NB	3840.00	10.00	22.03	37.86	10	13	4,099	700	3399.51
38+50 NB	3850.00	10.00	32.70	12.41	10	9	4,109	711	3398.01
38+60 NB	3860.00	10.00	32.39	17.13	12	5	4,121	718	3403.22
38+70 NB	3870.00	10.00	35.41	31.33	13	9	4,134	729	3404.56
38+80 NB	3880.00	10.00	32.78	32.77	13	12	4,147	744	3402.35
38+90 NB	3890.00	10.00	34.76	0.00	13	6	4,159	752	3407.27
39+00 NB	3900.00	10.00	36.31	32.07	13	6	4,172	759	3413.01
39+02.15 NB	3902.15	2.15	36.61	31.47	3	3	4,175	762	3412.75
39+10 NB	3910.00	7.85	37.15	30.40	11	9	4,186	774	3412.23
39+13.29 NB	3913.29	3.29	37.80	29.77	5	4	4,190	778	3412.22
39+20 NB	3920.00	6.71	38.73	28.40	10	7	4,200	787	3412.69
39+30 NB	3930.00	10.00	40.67	28.25	15	10	4,215	800	3414.28
39+40 NB	3940.00	10.00	42.44	28.03	15	10	4,230	813	3416.64
39+50 NB	3950.00	10.00	43.11	28.66	16	10	4,246	826	3419.36
39+60 NB	3960.00	10.00	43.66	29.01	16	11	4,262	840	3422.08
39+70 NB	3970.00	10.00	45.33	29.63	16	11	4,278	853	3424.98
39+80 NB	3980.00	10.00	45.88	25.94	17	10	4,295	866	3429.01

STAGE 1B - CTH C (NORTH) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
39+90 NB	3990.00	10.00	47.42	32.07	17	11	4,313	880	3432.86
40+00 NB	4000.00	10.00	45.48	31.47	17	12	4,330	894	3435.36
40+10 NB	4010.00	10.00	46.99	30.40	17	11	4,347	909	3438.16
40+20 NB	4020.00	10.00	44.37	29.77	17	11	4,364	923	3441.15
40+30 NB	4030.00	10.00	48.72	28.40	17	11	4,381	936	3444.93
40+40 NB	4040.00	10.00	50.68	28.25	18	10	4,399	949	3450.22
40+41.36 NB	4041.36	1.36	54.30	28.03	3	1	4,402	951	3451.09
40+50 NB	4050.00	8.64	53.57	28.66	17	9	4,419	962	3457.01
40+56.63 NB	4056.63	6.63	45.33	29.01	12	7	4,431	971	3460.31
40+60 NB	4060.00	3.37	49.17	29.63	6	4	4,437	976	3461.63
40+70 NB	4070.00	10.00	43.25	25.94	17	10	4,454	989	3465.88
40+80 NB	4080.00	10.00	43.69	15.57	16	8	4,471	998	3472.38
40+90 NB	4090.00	10.00	44.35	15.66	16	6	4,487	1,005	3481.45
41+00 NB	4100.00	10.00	47.08	25.60	17	8	4,504	1,015	3488.83
41+10 NB	4110.00	10.00	59.93	29.54	20	10	4,524	1,028	3495.88
41+20 NB	4120.00	10.00	56.63	29.84	22	11	4,545	1,041	3503.72
41+30 NB	4130.00	10.00	57.71	21.79	21	10	4,566	1,053	3512.94
41+40 NB	4140.00	10.00	58.76	4.41	22	5	4,588	1,060	3528.44
41+49.45 NB	4149.45	9.45	59.68	4.04	21	1	4,609	1,061	3547.32
				SUBTOTAL =	4,609	849	4,609	1,061	3,547
31+02.73 SB	3102.73	0.00	48.63	0.00	0	0	0	0	0.00
31+10 SB	3110.00	7.27	50.42	0.00	13	0	13	0	13.34
31+20 SB	3120.00	10.00	55.77	0.00	20	0	33	0	33.00
31+30 SB	3130.00	10.00	70.79	0.00	23	0	56	0	56.44
31+40 SB	3140.00	10.00	81.34	0.00	28	0	85	0	84.61
31+50 SB	3150.00	10.00	85.18	0.00	31	0	115	0	115.45
31+60 SB	3160.00	10.00	93.11	0.00	33	0	148	0	148.46
31+70 SB	3170.00	10.00	100.01	0.00	36	0	184	0	184.22
31+80 SB	3180.00	10.00	100.34	0.00	37	0	221	0	221.32
31+90 SB	3190.00	10.00	97.22	0.00	37	0	258	0	257.91
32+00 SB	3200.00	10.00	92.98	0.00	35	0	293	0	293.13
32+10 SB	3210.00	10.00	83.17	0.00	33	0	326	0	325.75
32+20 SB	3220.00	10.00	68.11	0.00	28	0	354	0	353.77
32+30 SB	3230.00	10.00	53.48	0.00	23	0	376	0	376.28
32+40 SB	3240.00	10.00	42.51	0.43	18	0	394	0	393.96
32+50 SB	3250.00	10.00	34.12	1.09	14	0	408	0	407.80
32+60 SB	3260.00	10.00	25.04	1.45	11	0	419	1	418.17
32+70 SB	3270.00	10.00	18.80	2.54	8	1	427	2	425.36
32+80 SB	3280.00	10.00	13.05	5.39	6	1	433	4	429.42
32+90 SB	3290.00	10.00	6.62	9.81	4	3	437	7	429.55
33+00 SB	3300.00	10.00	4.65	17.82	2	5	439	14	425.24
33+10 SB	3310.00	10.00	4.90	20.75	2	7	441	23	418.08
33+20 SB	3320.00	10.00	5.39	24.62	2	8	443	33	409.48
33+30 SB	3330.00	10.00	8.10	23.71	2	9	445	44	400.80
33+40 SB	3340.00	10.00	11.61	20.64	4	8	449	55	394.18
33+50 SB	3350.00	10.00	15.83	20.39	5	8	454	64	389.76

STAGE 1B - CTH C (NORTH) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
33+60 SB	3360.00	10.00	19.96	23.47	7	8	460	74	386.24
33+70 SB	3370.00	10.00	20.71	26.75	8	9	468	86	382.15
33+80 SB	3380.00	10.00	20.38	27.63	8	10	476	98	377.17
33+90 SB	3390.00	10.00	19.78	26.66	7	10	483	111	372.04
34+00 SB	3400.00	10.00	19.69	25.95	7	10	490	123	367.17
34+10 SB	3410.00	10.00	17.81	25.60	7	10	497	135	362.19
34+20 SB	3420.00	10.00	15.35	25.92	6	10	503	147	356.40
34+30 SB	3430.00	10.00	12.72	28.80	5	10	509	160	348.93
34+40 SB	3440.00	10.00	10.62	33.61	4	12	513	174	338.81
34+50 SB	3450.00	10.00	8.63	38.01	4	13	517	191	325.80
34+60 SB	3460.00	10.00	6.47	39.17	3	14	519	209	310.73
34+70 SB	3470.00	10.00	6.65	38.49	2	14	522	227	295.18
34+80 SB	3480.00	10.00	8.08	35.41	3	14	524	244	280.80
34+90 SB	3490.00	10.00	8.74	32.08	3	12	528	259	268.29
35+00 SB	3500.00	10.00	8.86	31.10	3	12	531	274	256.93
35+10 SB	3510.00	10.00	8.92	29.65	3	11	534	288	246.16
35+20 SB	3520.00	10.00	8.94	25.66	3	10	537	301	236.66
35+30 SB	3530.00	10.00	9.35	21.77	3	9	541	312	229.07
35+40 SB	3540.00	10.00	10.85	17.19	4	7	545	321	223.79
35+50 SB	3550.00	10.00	17.18	7.47	5	5	550	327	223.27
35+60 SB	3560.00	10.00	30.81	2.16	9	2	559	329	229.93
35+70 SB	3570.00	10.00	47.78	0.47	15	0	573	329	243.87
35+80 SB	3580.00	10.00	59.31	0.03	20	0	593	329	263.59
35+90 SB	3590.00	10.00	63.27	0.00	23	0	616	329	286.28
36+00 SB	3600.00	10.00	62.57	0.00	23	0	639	329	309.58
36+10 SB	3610.00	10.00	61.45	0.00	23	0	662	329	332.55
36+20 SB	3620.00	10.00	58.70	0.00	22	0	684	329	354.80
36+30 SB	3630.00	10.00	58.12	0.00	22	0	706	329	376.43
36+40 SB	3640.00	10.00	53.80	0.01	21	0	727	329	397.16
36+50 SB	3650.00	10.00	33.21	0.28	16	0	743	330	413.20
36+60 SB	3660.00	10.00	36.38	0.00	13	0	756	330	426.02
				SUBTOTAL =	756	264	756	330	426
				TOTAL =	5,364	1,113	5,364	1,391	3,973

STAGE 1B - CTH A

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
23+50 A	2350.00	0.00	17.43	0.48	0	0	0	0	0.00
23+60 A	2360.00	10.00	15.50	1.10	6	0	6	0	5.73
23+70 A	2370.00	10.00	14.02	1.75	5	1	12	1	10.54
23+80 A	2380.00	10.00	11.80	2.00	5	1	16	2	14.45
23+90 A	2390.00	10.00	23.74	1.95	7	1	23	3	20.12
24+00 A	2400.00	10.00	24.00	1.44	9	1	32	4	28.17
24+10 A	2410.00	10.00	24.42	0.99	9	0	41	4	36.58
24+20 A	2420.00	10.00	24.98	0.60	9	0	50	5	45.36
24+30 A	2430.00	10.00	26.09	0.51	9	0	59	5	54.56
24+40 A	2440.00	10.00	27.00	0.47	10	0	69	5	64.16
24+50 A	2450.00	10.00	27.63	0.37	10	0	79	5	74.09
24+60 A	2460.00	10.00	28.22	0.28	10	0	90	5	84.28
24+70 A	2470.00	10.00	29.44	0.15	11	0	100	5	94.86
24+80 A	2480.00	10.00	33.57	0.00	12	0	112	5	106.49
24+90 A	2490.00	10.00	34.60	0.00	13	0	125	5	119.11
25+00 A	2500.00	10.00	32.81	0.02	12	0	137	5	131.59
25+10 A	2510.00	10.00	30.70	0.05	12	0	149	6	143.34
25+20 A	2520.00	10.00	26.29	0.55	11	0	159	6	153.75
25+30 A	2530.00	10.00	23.43	0.80	9	0	169	6	162.65
25+40 A	2540.00	10.00	21.42	1.11	8	0	177	6	170.51
25+50 A	2550.00	10.00	21.50	1.25	8	0	185	7	177.91
25+60 A	2560.00	10.00	21.54	1.35	8	0	193	8	185.28
25+70 A	2570.00	10.00	21.55	1.38	8	1	201	8	192.63
25+80 A	2580.00	10.00	21.40	1.35	8	1	209	9	199.96
25+90 A	2590.00	10.00	22.68	1.90	8	1	217	10	207.37
26+00 A	2600.00	10.00	24.40	2.43	9	1	226	11	215.08
26+10 A	2610.00	10.00	25.68	2.77	9	1	235	12	223.15
26+20 A	2620.00	10.00	26.45	2.99	10	1	245	13	231.47
26+30 A	2630.00	10.00	26.77	3.17	10	1	254	15	239.90
26+40 A	2640.00	10.00	28.00	3.23	10	1	265	16	248.56
26+50 A	2650.00	10.00	29.47	3.19	11	1	275	17	257.72
26+60 A	2660.00	10.00	30.59	3.14	11	1	286	19	267.38
26+70 A	2670.00	10.00	31.21	3.15	11	1	298	20	277.37
26+80 A	2680.00	10.00	33.29	2.95	12	1	310	22	287.90
26+90 A	2690.00	10.00	36.16	2.35	13	1	323	23	299.53
27+00 A	2700.00	10.00	38.39	1.67	14	1	336	24	312.41
27+10 A	2710.00	10.00	38.97	1.02	14	0	351	25	326.11
27+20 A	2720.00	10.00	36.22	0.68	14	0	365	25	339.64
27+25.51 A	2725.51	5.51	0.00	0.00	4	0	368	25	343.25
					368	20			

STAGE 1B - ROUNDABOUT

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
00+00 C	0.00	0.00	30.70	0.00	0	0	0	0	0.00
00+02 C	2.00	2.00	30.93	0.00	2	0	2	0	2.28
00+04 C	4.00	2.00	31.21	0.00	2	0	5	0	4.58
00+06 C	6.00	2.00	31.68	0.00	2	0	7	0	6.91
00+08 C	8.00	2.00	32.26	0.00	2	0	9	0	9.28
00+010 C	10.00	2.00	33.02	0.00	2	0	12	0	11.70
00+12 C	12.00	2.00	34.06	0.00	2	0	14	0	14.18
00+14 C	14.00	2.00	35.17	0.00	3	0	17	0	16.75
00+16 C	16.00	2.00	26.57	0.00	2	0	19	0	19.03
00+18 C	18.00	2.00	17.57	0.00	2	0	21	0	20.67
00+20 C	20.00	2.00	11.55	0.00	1	0	22	0	21.75
00+22 C	22.00	2.00	7.89	0.00	1	0	22	0	22.47
00+24 C	24.00	2.00	6.96	0.00	1	0	23	0	23.02
00+26 C	26.00	2.00	6.84	0.00	1	0	24	0	23.53
00+28 C	28.00	2.00	6.97	0.00	1	0	24	0	24.04
00+30 C	30.00	2.00	7.12	0.00	1	0	25	0	24.56
00+32 C	32.00	2.00	7.15	0.00	1	0	25	0	25.09
00+34 C	34.00	2.00	7.20	0.00	1	0	26	0	25.62
00+36 C	36.00	2.00	7.24	0.00	1	0	26	0	26.16
00+38 C	38.00	2.00	7.26	0.00	1	0	27	0	26.69
00+40 C	40.00	2.00	7.21	0.00	1	0	27	0	27.23
00+42 C	42.00	2.00	7.14	0.00	1	0	28	0	27.76
00+44 C	44.00	2.00	6.96	0.00	1	0	28	0	28.28
00+46 C	46.00	2.00	6.63	0.00	1	0	29	0	28.78
00+48 C	48.00	2.00	6.07	0.00	0	0	29	0	29.26
00+50 C	50.00	2.00	5.27	0.00	0	0	30	0	29.67
00+52 C	52.00	2.00	4.43	0.00	0	0	30	0	30.03
00+54 C	54.00	2.00	3.70	0.00	0	0	30	0	30.34
00+56 C	56.00	2.00	3.61	0.00	0	0	31	0	30.61
00+58 C	58.00	2.00	3.45	0.00	0	0	31	0	30.87
00+60 C	60.00	2.00	3.23	0.00	0	0	31	0	31.11
00+62 C	62.00	2.00	2.35	0.00	0	0	31	0	31.32
00+64 C	64.00	2.00	0.60	0.22	0	0	31	0	31.42
00+66 C	66.00	2.00	0.09	1.40	0	0	31	0	31.37
00+68 C	68.00	2.00	0.09	2.23	0	0	31	0	31.21
00+70 C	70.00	2.00	0.17	1.76	0	0	31	0	31.03
00+72 C	72.00	2.00	0.08	1.32	0	0	31	1	30.90
00+74 C	74.00	2.00	0.02	4.15	0	0	31	1	30.65
00+76 C	76.00	2.00	0.00	5.18	0	0	31	1	30.22
00+78 C	78.00	2.00	0.00	4.96	0	0	31	2	29.75
00+80 C	80.00	2.00	0.00	4.71	0	0	31	2	29.30
00+80.67 C	80.67	0.67	0.00	4.62	0	0	31	2	29.16
02+74.11 C	274.11	0.00	18.22	0.00	0	0	31	2	29.16
02+76 C	276.00	1.89	18.48	0.00	1	0	33	2	30.44
02+78 C	278.00	2.00	19.69	0.00	1	0	34	2	31.86
02+80 C	280.00	2.00	20.38	0.00	1	0	36	2	33.34

STAGE 1B - ROUNDABOUT CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
02+82 C	282.00	2.00	18.61	0.00	1	0	37	2	34.78
02+84 C	284.00	2.00	19.90	0.00	1	0	39	2	36.21
02+86 C	286.00	2.00	23.23	0.00	2	0	40	2	37.81
02+88 C	288.00	2.00	27.36	0.00	2	0	42	2	39.68
02+90 C	290.00	2.00	32.35	0.00	2	0	44	2	41.89
02+92 C	292.00	2.00	38.20	0.00	3	0	47	2	44.51
02+94 C	294.00	2.00	44.93	0.00	3	0	50	2	47.58
02+96 C	296.00	2.00	50.15	0.00	4	0	53	2	51.11
02+98 C	298.00	2.00	47.85	0.00	4	0	57	2	54.74
03+00 C	300.00	2.00	46.80	0.00	4	0	61	2	58.24
03+02 C	302.00	2.00	46.30	0.00	3	0	64	2	61.69
03+04 C	304.00	2.00	46.52	0.00	3	0	67	2	65.13
03+06 C	306.00	2.00	47.56	0.00	3	0	71	2	68.61
03+08 C	308.00	2.00	56.89	0.00	4	0	75	2	72.48
03+10 C	310.00	2.00	56.15	0.00	4	0	79	2	76.67
03+12 C	312.00	2.00	53.00	0.00	4	0	83	2	80.71
03+14 C	314.00	2.00	48.03	0.00	4	0	87	2	84.45
03+16 C	316.00	2.00	43.53	0.00	3	0	90	2	87.84
03+18 C	318.00	2.00	39.46	0.00	3	0	93	2	90.92
03+20 C	320.00	2.00	35.74	0.00	3	0	96	2	93.70
03+22 C	322.00	2.00	32.35	0.00	3	0	99	2	96.22
03+24 C	324.00	2.00	31.81	0.00	2	0	101	2	98.60
03+26 C	326.00	2.00	30.95	0.00	2	0	103	2	100.92
03+28 C	328.00	2.00	29.89	0.00	2	0	106	2	103.18
03+30 C	330.00	2.00	28.82	0.00	2	0	108	2	105.35
03+32 C	332.00	2.00	27.74	0.00	2	0	110	2	107.45
03+34 C	334.00	2.00	26.67	0.00	2	0	112	2	109.46
03+36 C	336.00	2.00	25.60	0.00	2	0	114	2	111.40
03+38 C	338.00	2.00	24.57	0.00	2	0	116	2	113.25
03+40 C	340.00	2.00	23.58	0.00	2	0	117	2	115.04
03+42 C	342.00	2.00	22.67	0.00	2	0	119	2	116.75
03+44 C	344.00	2.00	21.84	0.00	2	0	121	2	118.40
03+46 C	346.00	2.00	21.02	0.00	2	0	122	2	119.99
03+48 C	348.00	2.00	21.52	0.00	2	0	124	2	121.56
03+50 C	350.00	2.00	22.23	0.00	2	0	126	2	123.18
03+52 C	352.00	2.00	25.05	0.00	2	0	127	2	124.93
03+54 C	354.00	2.00	28.49	0.00	2	0	129	2	126.92
03+56 C	356.00	2.00	32.77	0.00	2	0	132	2	129.19
03+58 C	358.00	2.00	38.05	0.00	3	0	134	2	131.81
03+60 C	360.00	2.00	38.88	0.00	3	0	137	2	134.66
03+62 C	362.00	2.00	35.42	0.00	3	0	140	2	137.41
03+64 C	364.00	2.00	32.70	0.00	3	0	142	2	139.93
03+66 C	366.00	2.00	30.42	0.00	2	0	145	2	142.27
03+68 C	368.00	2.00	29.40	0.00	2	0	147	2	144.49
03+70 C	370.00	2.00	28.52	0.00	2	0	149	2	146.63
03+72 C	372.00	2.00	27.79	0.00	2	0	151	2	148.72

STAGE 1B - ROUNDABOUT CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
03+74 C	374.00	2.00	27.89	0.00	2	0	153	2	150.78
03+76 C	376.00	2.00	28.03	0.00	2	0	155	2	152.85
03+78 C	378.00	2.00	27.88	0.00	2	0	157	2	154.92
03+80 C	380.00	2.00	28.30	0.00	2	0	159	2	157.00
03+82 C	382.00	2.00	28.91	0.00	2	0	161	2	159.12
03+84 C	384.00	2.00	29.09	0.00	2	0	164	2	161.27
03+86 C	386.00	2.00	29.59	0.00	2	0	166	2	163.44
03+88 C	388.00	2.00	30.50	0.00	2	0	168	2	165.67
				SUBTOTAL =	168	2	168	2	166
700+91.39 NW	70091.39	0.00	3.41	0.00	0	0	0	0	0.00
700+93.23 NW	70093.23	1.84	21.84	0.00	1	0	1	0	0.86
700+95 NW	70095.00	1.77	21.61	0.00	1	0	2	0	2.28
701+00 NW	70100.00	5.00	21.43	0.00	4	0	6	0	6.27
701+05 NW	70105.00	5.00	21.41	0.00	4	0	10	0	10.23
701+10 NW	70110.00	5.00	21.67	0.00	4	0	14	0	14.22
701+20 NW	70120.00	10.00	22.57	0.00	8	0	22	0	22.42
701+30 NW	70130.00	10.00	23.75	0.00	9	0	31	0	30.99
701+40 NW	70140.00	10.00	24.97	0.00	9	0	40	0	40.02
701+50 NW	70150.00	10.00	24.91	0.00	9	0	49	0	49.26
701+60 NW	70160.00	10.00	25.48	0.00	9	0	59	0	58.59
701+65.84 NW	70165.84	5.84	25.89	0.00	6	0	64	0	64.14
				SUBTOTAL =	64	0	64	0	64
CENTRAL ISLAND (TEMPORARY ASPHALT)					220	0	220	0	220
				TOTAL =	452	2	452	2	450

STAGE 2 - STH 20 (WEST)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
251+19 EB	25119.00	0.00	43.46	0.00	0	0	0	0	0.00
251+30 EB	25130.00	11.00	55.59	0.00	20	0	20	0	20.18
251+50 EB	25150.00	20.00	49.81	1.17	39	0	59	1	58.68
252+00 EB	25200.00	50.00	52.81	0.52	95	2	154	3	151.73
252+50 EB	25250.00	50.00	49.27	0.01	95	0	249	3	245.63
253+00 EB	25300.00	50.00	56.42	0.00	98	0	347	3	343.47
253+50 EB	25350.00	50.00	62.02	0.04	110	0	456	3	453.08
254+00 EB	25400.00	50.00	67.34	0.12	120	0	576	3	572.67
254+10 EB	25410.00	10.00	59.07	0.22	23	0	599	3	596.00
254+20 EB	25420.00	10.00	35.90	0.22	18	0	617	4	613.48
254+23.72 EB	25423.72	3.72	7.95	0.18	3	0	620	4	616.46
254+61.76 EB	25461.76	0.00	5.09	0.07	0	0	620	4	616.46
254+70 EB	25470.00	8.24	29.87	0.33	5	0	625	4	621.72
254+80 EB	25480.00	10.00	43.10	1.00	14	0	639	4	634.93
254+90 EB	25490.00	10.00	52.90	1.52	18	0	657	5	652.12
255+00 EB	25500.00	10.00	50.82	2.03	19	1	676	5	670.50
255+50 EB	25550.00	50.00	40.40	1.77	84	4	760	10	750.56
256+00 EB	25600.00	50.00	41.42	2.90	76	4	836	15	820.90
256+10 EB	25610.00	10.00	42.84	2.96	16	1	852	17	835.15
256+20 EB	25620.00	10.00	44.24	3.03	16	1	868	18	849.88
256+30 EB	25630.00	10.00	41.85	3.80	16	1	884	20	864.24
256+40 EB	25640.00	10.00	39.29	4.54	15	2	899	21	877.34
256+50 EB	25650.00	10.00	36.32	5.37	14	2	913	24	889.05
256+60 EB	25660.00	10.00	33.02	6.36	13	2	926	26	899.17
256+70 EB	25670.00	10.00	29.53	8.44	12	3	937	30	907.33
256+80 EB	25680.00	10.00	26.47	6.52	10	3	948	33	914.23
256+90 EB	25690.00	10.00	22.12	5.51	9	2	957	36	920.45
257+00 EB	25700.00	10.00	17.40	9.39	7	3	964	40	924.32
257+10 EB	25710.00	10.00	16.06	19.94	6	5	970	46	923.72
257+20 EB	25720.00	10.00	15.45	28.44	6	9	976	58	918.36
257+25.02 EB	25725.02	5.02	14.04	1.87	3	3	979	61	917.58
					979	49			

STAGE 2 - STH 20 (EAST)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
258+71.13 EB	25871.13	0.00	13.42	0.00	0	0	0	0	0.00
258+80 EB	25880.00	8.87	47.26	0.00	10	0	10	0	9.97
258+90 EB	25890.00	10.00	74.50	0.00	23	0	33	0	32.52
259+00 EB	25900.00	10.00	80.95	0.00	29	0	61	0	61.31
259+10 EB	25910.00	10.00	84.28	0.00	31	0	92	0	91.90
259+20 EB	25920.00	10.00	94.69	0.00	33	0	125	0	125.05
259+30 EB	25930.00	10.00	88.14	0.00	34	0	159	0	158.90
259+40 EB	25940.00	10.00	83.90	0.00	32	0	191	0	190.76
259+50 EB	25950.00	10.00	85.42	0.00	31	0	222	0	222.12
259+60 EB	25960.00	10.00	88.31	0.00	32	0	254	0	254.29
259+70 EB	25970.00	10.00	83.56	0.00	32	0	286	0	286.12
259+80 EB	25980.00	10.00	84.64	0.00	31	0	317	0	317.27
259+90 EB	25990.00	10.00	84.25	0.00	31	0	349	0	348.54
260+00 EB	26000.00	10.00	84.00	0.00	31	0	380	0	379.70
260+10 EB	26010.00	10.00	80.82	0.00	31	0	410	0	410.22
260+20 EB	26020.00	10.00	74.33	0.00	29	0	439	0	438.96
260+30 EB	26030.00	10.00	67.66	0.00	26	0	465	0	465.25
260+40 EB	26040.00	10.00	64.14	0.00	24	0	490	0	489.66
260+50 EB	26050.00	10.00	61.12	0.00	23	0	513	0	512.85
260+60 EB	26060.00	10.00	57.83	0.00	22	0	535	0	534.88
260+70 EB	26070.00	10.00	56.10	0.00	21	0	556	0	555.98
260+80 EB	26080.00	10.00	56.23	0.00	21	0	577	0	576.78
260+90 EB	26090.00	10.00	55.47	0.00	21	0	597	0	597.46
261+00 EB	26100.00	10.00	55.26	0.00	21	0	618	0	617.97
261+30 EB	26130.00	30.00	57.41	0.00	63	0	681	0	680.56
261+50 EB	26150.00	20.00	53.14	0.00	41	0	722	0	721.51
261+60 EB	26160.00	10.00	52.55	0.00	20	0	741	0	741.08
261+70 EB	26170.00	10.00	52.23	0.10	19	0	760	0	760.46
261+80 EB	26180.00	10.00	55.76	0.16	20	0	780	0	780.40
262+00 EB	26200.00	20.00	55.79	0.53	41	0	822	0	821.39
262+50 EB	26250.00	50.00	53.88	3.76	102	4	923	5	917.97
263+00 EB	26300.00	50.00	56.59	5.71	102	9	1,026	16	1009.30
263+40 EB	26340.00	40.00	57.64	7.15	85	10	1,110	28	1082.01
263+50 EB	26350.00	10.00	53.48	7.41	21	3	1,131	32	1099.21
263+60 EB	26360.00	10.00	46.60	7.76	19	3	1,149	35	1114.24
263+70 EB	26370.00	10.00	43.01	8.23	17	3	1,166	39	1127.13
263+80 EB	26380.00	10.00	41.96	8.77	16	3	1,182	43	1138.93
264+00 EB	26400.00	20.00	43.07	7.24	31	6	1,213	50	1163.02
264+50 EB	26450.00	50.00	43.59	4.41	80	11	1,293	64	1229.79
265+00 EB	26500.00	50.00	41.50	3.57	79	7	1,372	73	1299.34
265+39.35 EB	26539.35	39.35	39.12	4.15	59	6	1,431	80	1351.06
					1,431	64			

STAGE 2 - CTH C (SOUTH)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
19+25.66 NB	1925.66	0.00	1.81	0.00	0	0	0	0	0
19+50 NB	1950.00	24.34	3.40	0.00	2	0	2	0	2.35
20+00 NB	2000.00	50.00	8.07	0.00	11	0	13	0	12.97
20+50 NB	2050.00	50.00	11.15	0.00	18	0	31	0	30.76
21+00 NB	2100.00	50.00	16.40	0.00	26	0	56	0	56.26
21+50 NB	2150.00	50.00	19.90	0.00	34	0	90	0	89.87
22+00 NB	2200.00	50.00	20.81	0.00	38	0	128	0	127.56
22+50 NB	2250.00	50.00	21.57	0.00	39	0	167	0	166.81
22+59.95 NB	2259.95	9.95	22.95	0.00	8	0	175	0	175.01
22+60 NB	2260.00	0.05	43.51	0.00	0	0	175	0	175.07
23+00 NB	2300.00	40.00	48.50	0.00	68	0	243	0	243.23
23+50 NB	2350.00	50.00	49.13	0.00	90	0	334	0	333.64
24+00 NB	2400.00	50.00	35.34	0.17	78	0	412	0	411.66
24+50 NB	2450.00	50.00	32.42	0.18	63	0	475	1	473.99
25+00 NB	2500.00	50.00	36.07	0.07	63	0	538	1	537.12
25+50 NB	2550.00	50.00	44.91	0.47	75	1	613	2	611.48
26+00 NB	2600.00	50.00	47.89	0.00	86	0	699	2	696.86
26+10 NB	2610.00	10.00	70.04	0.00	22	0	721	2	718.70
26+20 NB	2620.00	10.00	78.44	0.00	27	0	748	2	746.20
26+30 NB	2630.00	10.00	81.10	0.00	30	0	778	2	775.74
26+40 NB	2640.00	10.00	81.17	0.00	30	0	808	2	805.79
26+50 NB	2650.00	10.00	76.40	0.00	29	0	837	2	834.97
26+60 NB	2660.00	10.00	71.85	0.00	27	0	864	2	862.43
26+70 NB	2670.00	10.00	71.64	0.00	27	0	891	2	889.00
26+80 NB	2680.00	10.00	70.07	0.00	26	0	917	2	915.24
26+90 NB	2690.00	10.00	82.52	0.00	28	0	946	2	943.50
27+00 NB	2700.00	10.00	86.57	0.00	31	0	977	2	974.81
27+10 NB	2710.00	10.00	91.41	0.00	33	0	1,010	2	1007.77
27+20 NB	2720.00	10.00	106.52	0.00	37	0	1,046	2	1044.43
27+30 NB	2730.00	10.00	121.63	0.00	42	0	1,089	2	1086.68
27+40 NB	2740.00	10.00	136.43	0.00	48	0	1,137	2	1134.46
27+50 NB	2750.00	10.00	171.38	0.00	57	0	1,194	2	1191.47
27+60 NB	2760.00	10.00	144.16	0.00	58	0	1,252	2	1249.90
27+67.9 NB	2767.90	7.90	44.71	0.00	28	0	1,280	2	1277.52
27+70 NB	2770.00	2.10	44.20	0.00	3	0	1,283	2	1280.98
27+80 NB	2780.00	10.00	41.50	0.00	16	0	1,299	2	1296.85
27+90 NB	2790.00	10.00	39.37	0.00	15	0	1,314	2	1311.83
28+00 NB	2800.00	10.00	38.74	0.00	14	0	1,328	2	1326.30
28+10 NB	2810.00	10.00	37.34	0.00	14	0	1,342	2	1340.39
28+20 NB	2820.00	10.00	35.49	0.00	13	0	1,356	2	1353.87
28+30 NB	2830.00	10.00	32.37	0.00	13	0	1,369	2	1366.44
28+40 NB	2840.00	10.00	29.32	0.00	11	0	1,380	2	1377.86
28+50 NB	2850.00	10.00	26.50	0.00	10	0	1,390	2	1388.20
28+60 NB	2860.00	10.00	24.18	0.00	9	0	1,400	2	1397.59
28+70 NB	2870.00	10.00	21.65	0.30	8	0	1,408	2	1406.01
28+80 NB	2880.00	10.00	18.64	1.71	7	0	1,416	3	1413.00

STAGE 2 - CTH C (SOUTH) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
28+90 NB	2890.00	10.00	15.11	0.57	6	0	1,422	3	1418.99
29+00 NB	2900.00	10.00	11.61	8.99	5	2	1,427	5	1421.73
29+10 NB	2910.00	10.00	9.25	16.11	4	5	1,431	11	1419.78
29+20 NB	2920.00	10.00	6.31	0.00	3	3	1,434	15	1418.93
29+22.32 NB	2922.32	2.32	4.80	0.00	0	0	1,434	15	1419.41
				SUBTOTAL =	1,434	12	1,434	15	1419
26+22.26 SB	2622.26	0.00	0.00	0.00	0	0	0	0	0.00
26+24 SB	2624.00	1.74	0.03	0.00	0	0	0	0	0.00
26+26 SB	2626.00	2.00	0.12	0.00	0	0	0	0	0.01
26+28 SB	2628.00	2.00	0.28	0.00	0	0	0	0	0.02
26+30 SB	2630.00	2.00	0.50	0.00	0	0	0	0	0.05
26+32 SB	2632.00	2.00	0.79	0.00	0	0	0	0	0.10
26+34 SB	2634.00	2.00	1.16	0.00	0	0	0	0	0.17
26+36 SB	2636.00	2.00	1.60	0.00	0	0	0	0	0.27
26+38 SB	2638.00	2.00	2.09	0.00	0	0	0	0	0.41
26+40 SB	2640.00	2.00	2.65	0.00	0	0	1	0	0.58
26+42 SB	2642.00	2.00	3.31	0.00	0	0	1	0	0.81
26+44 SB	2644.00	2.00	4.27	0.00	0	0	1	0	1.09
26+46 SB	2646.00	2.00	6.07	0.00	0	0	1	0	1.47
26+48 SB	2648.00	2.00	8.16	0.00	1	0	2	0	2.00
26+50 SB	2650.00	2.00	10.53	0.00	1	0	3	0	2.69
26+52 SB	2652.00	2.00	12.20	0.00	1	0	4	0	3.53
26+54 SB	2654.00	2.00	13.46	0.00	1	0	4	0	4.48
26+56 SB	2656.00	2.00	15.05	0.00	1	0	6	0	5.54
26+58 SB	2658.00	2.00	17.01	0.00	1	0	7	0	6.72
26+60 SB	2660.00	2.00	19.44	0.00	1	0	8	0	8.07
26+62 SB	2662.00	2.00	21.18	0.00	2	0	10	0	9.58
26+64 SB	2664.00	2.00	23.15	0.00	2	0	11	0	11.22
26+66 SB	2666.00	2.00	25.61	0.00	2	0	13	0	13.03
26+68 SB	2668.00	2.00	28.76	0.00	2	0	15	0	15.04
26+70 SB	2670.00	2.00	32.33	0.00	2	0	17	0	17.30
26+72 SB	2672.00	2.00	31.12	0.00	2	0	20	0	19.65
26+74 SB	2674.00	2.00	28.79	0.00	2	0	22	0	21.87
26+76 SB	2676.00	2.00	26.43	0.00	2	0	24	0	23.92
26+78 SB	2678.00	2.00	24.02	0.00	2	0	26	0	25.79
26+80 SB	2680.00	2.00	21.38	0.00	2	0	27	0	27.47
26+82 SB	2682.00	2.00	18.22	0.00	1	0	29	0	28.93
26+84 SB	2684.00	2.00	14.61	0.00	1	0	30	0	30.15
26+86 SB	2686.00	2.00	10.94	0.00	1	0	31	0	31.10
26+88 SB	2688.00	2.00	7.34	0.00	1	0	32	0	31.77
26+90 SB	2690.00	2.00	3.76	0.00	0	0	32	0	32.18
26+92 SB	2692.00	2.00	0.24	0.00	0	0	32	0	32.33
26+94 SB	2694.00	2.00	3.73	0.00	0	0	32	0	32.48
26+96 SB	2696.00	2.00	7.78	0.00	0	0	33	0	32.91
26+98 SB	2698.00	2.00	11.83	0.00	1	0	34	0	33.63
27+00 SB	2700.00	2.00	15.81	0.00	1	0	35	0	34.66

STAGE 2 - CTH C (SOUTH) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
27+02 SB	2702.00	2.00	19.74	0.00	1	0	36	0	35.97
27+04 SB	2704.00	2.00	23.63	0.00	2	0	38	0	37.58
27+06 SB	2706.00	2.00	27.44	0.00	2	0	39	0	39.47
27+08 SB	2708.00	2.00	31.14	0.00	2	0	41	0	41.36
27+10 SB	2710.00	2.00	34.71	0.00	2	0	44	0	43.80
27+12 SB	2712.00	2.00	38.14	0.00	3	0	46	0	46.49
27+14 SB	2714.00	2.00	41.45	0.00	3	0	49	0	49.44
27+16 SB	2716.00	2.00	44.64	0.00	3	0	53	0	52.63
27+18 SB	2718.00	2.00	47.73	0.00	3	0	56	0	56.05
27+20 SB	2720.00	2.00	50.77	0.00	4	0	60	0	59.70
27+22 SB	2722.00	2.00	53.80	0.00	4	0	64	0	63.57
27+24 SB	2724.00	2.00	56.83	0.00	4	0	68	0	67.67
27+26 SB	2726.00	2.00	59.86	0.00	4	0	72	0	71.99
27+28 SB	2728.00	2.00	62.89	0.00	5	0	77	0	76.54
27+30 SB	2730.00	2.00	65.88	0.00	5	0	81	0	81.31
27+32 SB	2732.00	2.00	68.99	0.00	5	0	86	0	86.30
27+34 SB	2734.00	2.00	73.21	0.00	5	0	92	0	91.57
27+36 SB	2736.00	2.00	75.89	0.00	6	0	97	0	97.09
27+38 SB	2738.00	2.00	75.82	0.33	6	0	103	0	102.70
27+40 SB	2740.00	2.00	75.32	1.17	6	0	108	0	108.22
27+42 SB	2742.00	2.00	74.08	2.26	6	0	114	0	113.60
27+44 SB	2744.00	2.00	72.68	3.50	5	0	119	1	118.77
27+46 SB	2746.00	2.00	70.16	5.07	5	0	125	1	123.66
27+48 SB	2748.00	2.00	68.41	7.22	5	0	130	1	128.22
27+50 SB	2750.00	2.00	66.86	9.89	5	1	135	2	132.44
27+52 SB	2752.00	2.00	65.41	12.58	5	1	140	3	136.30
27+54 SB	2754.00	2.00	63.97	15.53	5	1	144	5	139.79
27+56 SB	2756.00	2.00	62.71	17.93	5	1	149	6	142.93
27+58 SB	2758.00	2.00	61.78	19.00	5	1	154	8	145.83
27+60 SB	2760.00	2.00	61.68	18.70	5	1	158	10	148.66
27+62 SB	2762.00	2.00	61.82	18.24	5	1	163	11	151.53
27+64 SB	2764.00	2.00	61.69	17.87	5	1	167	13	154.43
27+66 SB	2766.00	2.00	61.42	17.58	5	1	172	15	157.35
27+68 SB	2768.00	2.00	61.36	16.82	5	1	177	16	160.30
27+70 SB	2770.00	2.00	61.87	16.32	5	1	181	18	163.33
27+72 SB	2772.00	2.00	61.65	16.34	5	1	186	19	166.39
27+73 SB	2773.00	1.00	61.19	16.52	2	1	188	20	167.91
27+80 SB	2780.00	7.00	57.53	18.86	15	5	203	26	177.57
27+90 SB	2790.00	10.00	56.60	18.90	21	7	224	35	189.96
28+00 SB	2800.00	10.00	53.28	19.95	20	7	245	44	201.31
28+10 SB	2810.00	10.00	47.70	20.70	19	8	264	53	210.60
28+20 SB	2820.00	10.00	41.99	19.69	17	7	280	62	217.87
28+30 SB	2830.00	10.00	35.62	17.30	14	7	295	71	223.68
28+40 SB	2840.00	10.00	28.65	13.41	12	6	306	78	228.47
28+50 SB	2850.00	10.00	25.77	9.47	10	4	316	83	233.25
28+60 SB	2860.00	10.00	30.03	7.51	10	3	327	87	239.66

STAGE 2 - CTH C (SOUTH) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
28+70 SB	2870.00	10.00	26.81	5.76	11	2	337	90	247.11
28+79.73 SB	2879.73	9.73	29.17	2.63	10	2	347	92	255.31
28+80 SB	2880.00	0.27	17.59	0.00	0	0	348	92	255.52
28+90 SB	2890.00	10.00	13.64	0.00	6	0	353	92	261.31
29+00 SB	2900.00	10.00	9.41	0.00	4	0	358	92	265.58
29+10 SB	2910.00	10.00	5.10	0.56	3	0	360	92	268.13
29+20 SB	2920.00	10.00	1.27	4.33	1	1	362	93	268.18
29+24.33 SB	2924.33	4.33	0.31	6.81	0	1	362	95	267.19
				SUBTOTAL =	362	76	362	95	267
50+00 SEI	5000.00	0.00	119.17	0.00	0	0	0	0	0.00
50+10 SEI	5010.00	10.00	121.77	0.00	45	0	45	0	44.62
50+20 SEI	5020.00	10.00	123.75	0.00	45	0	90	0	90.09
50+30 SEI	5030.00	10.00	122.91	0.00	46	0	136	0	135.76
50+40 SEI	5040.00	10.00	113.61	0.00	44	0	180	0	179.56
50+50 SEI	5050.00	10.00	141.09	0.00	47	0	227	0	226.73
50+60 SEI	5060.00	10.00	108.18	0.60	46	0	273	0	272.75
50+70 SEI	5070.00	10.00	88.58	4.62	36	1	309	1	307.98
50+80 SEI	5080.00	10.00	88.99	8.96	33	3	342	4	337.72
50+90 SEI	5090.00	10.00	105.61	16.82	36	5	378	10	367.79
51+00 SEI	5100.00	10.00	108.35	15.86	40	6	418	18	399.84
51+10 SEI	5110.00	10.00	118.69	0.88	42	3	460	22	438.01
51+20 SEI	5120.00	10.00	101.75	13.50	41	3	501	25	475.51
51+30 SEI	5130.00	10.00	90.85	20.36	36	6	536	33	503.33
51+40 SEI	5140.00	10.00	84.01	22.45	32	8	569	43	525.81
51+50 SEI	5150.00	10.00	76.72	15.27	30	7	599	52	546.84
51+60 SEI	5160.00	10.00	70.84	7.03	27	4	626	57	569.00
51+70 SEI	5170.00	10.00	66.57	0.51	25	1	651	59	592.70
51+80 SEI	5180.00	10.00	58.95	0.00	23	0	675	59	615.83
51+85.51 SEI	5185.51	5.51	0.00	0.00	6	0	681	59	621.84
				SUBTOTAL =	681	47	681	59	622
801+66.59 SW	80166.59	0.00	1.17	0.00	0	0	0	0	0.00
801+74.3 SW	80174.30	7.71	7.70	17.80	1	3	1	3	-1.91
801+80 SW	80180.00	5.70	7.84	14.43	2	3	3	7	-4.53
801+90 SW	80190.00	10.00	8.38	7.67	3	4	6	13	-6.64
802+00 SW	80200.00	10.00	12.51	1.11	4	2	10	15	-4.80
802+10 SW	80210.00	10.00	13.27	1.94	5	1	15	15	-0.73
802+11.89 SW	80211.89	1.89	11.53	2.63	1	0	15	15	-0.06
				SUBTOTAL =	15	12	15	15	0
27+25.5 A	2725.50	0.00	33.61	7.46	0	0	0	0	0.00
27+26 A	2726.00	0.50	39.93	12.96	1	0	1	0	0.44
27+28 A	2728.00	2.00	40.59	13.66	3	1	4	1	2.19
27+30 A	2730.00	2.00	41.42	14.85	3	1	7	3	3.91
27+32 A	2732.00	2.00	42.26	15.67	3	1	10	4	5.60
27+34 A	2734.00	2.00	43.15	16.25	3	1	13	6	7.28
27+36 A	2736.00	2.00	44.00	17.08	3	1	16	7	8.97
27+38 A	2738.00	2.00	44.97	18.39	3	1	19	9	10.62

STAGE 2 - CTH C (SOUTH) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
27+40 A	2740.00	2.00	46.32	17.70	3	1	23	11	12.33
27+42 A	2742.00	2.00	47.78	15.52	3	1	26	12	14.28
27+44 A	2744.00	2.00	49.34	12.74	4	1	30	13	16.57
27+46 A	2746.00	2.00	50.47	10.08	4	1	34	14	19.21
27+48 A	2748.00	2.00	53.32	7.11	4	1	37	15	22.25
27+50 A	2750.00	2.00	56.93	4.54	4	0	42	16	25.80
27+52 A	2752.00	2.00	60.76	2.57	4	0	46	16	29.83
27+54 A	2754.00	2.00	64.73	1.35	5	0	51	16	34.29
27+56 A	2756.00	2.00	68.99	0.00	5	0	56	16	39.18
27+58 A	2758.00	2.00	73.53	0.00	5	0	61	16	44.46
27+60 A	2760.00	2.00	71.80	0.00	5	0	66	16	49.85
27+62 A	2762.00	2.00	71.56	0.00	5	0	71	16	55.16
27+64 A	2764.00	2.00	70.93	0.00	5	0	77	16	60.43
27+66 A	2766.00	2.00	70.07	0.00	5	0	82	16	65.65
27+68 A	2768.00	2.00	69.41	0.00	5	0	87	16	70.82
27+70 A	2770.00	2.00	68.76	0.00	5	0	92	16	75.94
27+72 A	2772.00	2.00	68.09	0.00	5	0	97	16	81.01
27+74 A	2774.00	2.00	67.69	0.00	5	0	102	16	86.04
27+76 A	2776.00	2.00	67.78	0.00	5	0	107	16	91.05
27+78 A	2778.00	2.00	68.17	0.00	5	0	112	16	96.09
27+80 A	2780.00	2.00	69.36	0.00	5	0	118	16	101.18
27+82 A	2782.00	2.00	69.59	0.00	5	0	123	16	106.33
27+84 A	2784.00	2.00	64.54	0.00	5	0	128	16	111.30
27+86 A	2786.00	2.00	58.81	0.00	5	0	132	16	115.86
27+88 A	2788.00	2.00	52.37	0.00	4	0	136	16	119.98
27+90 A	2790.00	2.00	45.24	0.00	4	0	140	16	123.60
27+92 A	2792.00	2.00	37.47	0.00	3	0	143	16	126.66
27+94 A	2794.00	2.00	29.19	0.00	2	0	145	16	129.13
27+96 A	2796.00	2.00	20.84	0.00	2	0	147	16	130.98
27+98 A	2798.00	2.00	12.44	0.00	1	0	149	16	132.22
28+00 A	2800.00	2.00	3.94	0.00	1	0	149	16	132.82
28+00.95 A	2800.95	0.95	278.78	0.00	5	0	154	16	137.78
				SUBTOTAL =	154	13	154	16	138
				TOTAL =	2,646	160	2,646	200	2,446

STAGE 2 - CTH A

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
					Note 1	Note 3	Note 1		Note 8
23+85 A	2385.00	0.00	29.49	0.40	0	0	0	0	0.00
23+90 A	2390.00	5.00	28.87	0.46	5	0	5	0	5.31
24+00 A	2400.00	10.00	27.57	0.59	10	0	16	0	15.52
24+10 A	2410.00	10.00	26.19	0.74	10	0	26	1	25.16
24+20 A	2420.00	10.00	25.26	0.90	10	0	35	1	34.31
24+30 A	2430.00	10.00	23.98	1.08	9	0	44	1	42.97
24+40 A	2440.00	10.00	22.98	1.27	9	0	53	2	51.13
24+50 A	2450.00	10.00	21.92	1.45	8	1	61	3	58.81
24+60 A	2460.00	10.00	21.12	1.60	8	1	69	3	66.08
24+70 A	2470.00	10.00	20.91	1.60	8	1	77	4	73.12
24+80 A	2480.00	10.00	21.42	1.54	8	1	85	5	80.23
24+90 A	2490.00	10.00	22.04	1.45	8	1	93	6	87.59
25+00 A	2500.00	10.00	23.40	1.30	8	1	102	6	95.37
25+10 A	2510.00	10.00	24.41	1.23	9	0	110	7	103.64
25+20 A	2520.00	10.00	24.39	1.26	9	0	119	7	112.10
25+30 A	2530.00	10.00	24.09	1.27	9	0	128	8	120.49
25+40 A	2540.00	10.00	23.96	1.27	9	0	137	8	128.80
25+50 A	2550.00	10.00	24.24	1.29	9	0	146	9	137.13
25+60 A	2560.00	10.00	22.67	1.28	9	0	155	10	145.23
25+70 A	2570.00	10.00	16.43	1.24	7	0	162	10	151.88
25+76.75 A	2576.75	6.75	7.27	1.17	3	0	165	11	154.47
25+78.74 A	2578.74	1.99	2.80	0.00	0	0	165	11	154.79
26+00.31 A	2600.31	0.00	0.00	0.00	0	0	165	11	154.79
26+10 A	2610.00	9.69	0.00	0.00	0	0	165	11	154.79
26+20 A	2620.00	10.00	7.26	0.00	1	0	167	11	156.13
26+30 A	2630.00	10.00	11.17	0.58	3	0	170	11	159.41
26+40 A	2640.00	10.00	22.20	0.46	6	0	176	11	165.35
26+50 A	2650.00	10.00	29.57	0.35	10	0	186	11	174.75
26+60 A	2660.00	10.00	34.98	0.27	12	0	198	11	186.56
26+70 A	2670.00	10.00	38.56	0.23	14	0	212	12	200.06
26+80 A	2680.00	10.00	37.55	0.25	14	0	226	12	214.04
26+90 A	2690.00	10.00	34.41	0.44	13	0	239	12	227.21
27+00 A	2700.00	10.00	31.81	0.79	12	0	251	12	239.18
27+12.77 A	2712.77	12.77	34.14	4.93	16	1	267	14	253.09
27+25.5 A	2725.50	12.73	33.08	13.32	16	4	283	19	263.56
					283	15			

STAGE 2 - ROUNDABOUT

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
00+80.67 C	80.67	0.00	41.48	0.00	0	0	0	0	0.00
00+82 C	82.00	1.33	38.61	0.00	2	0	2	0	1.98
00+84 C	84.00	2.00	35.46	0.00	3	0	5	0	4.72
00+86 C	86.00	2.00	31.60	0.00	2	0	7	0	7.20
00+88 C	88.00	2.00	27.00	0.00	2	0	9	0	9.37
00+90 C	90.00	2.00	21.52	0.00	2	0	11	0	11.17
00+92 C	92.00	2.00	14.96	0.00	1	0	13	0	12.52
00+94 C	94.00	2.00	8.42	0.36	1	0	13	0	13.37
00+96 C	96.00	2.00	5.03	2.57	0	0	14	0	13.73
00+98 C	98.00	2.00	2.51	4.64	0	0	14	0	13.68
01+00 C	100.00	2.00	1.37	6.83	0	0	14	1	13.29
01+02 C	102.00	2.00	0.81	8.72	0	1	14	2	12.65
01+04 C	104.00	2.00	0.51	10.29	0	1	14	3	11.82
01+06 C	106.00	2.00	0.24	11.65	0	1	14	4	10.83
01+08 C	108.00	2.00	0.08	13.04	0	1	14	5	9.70
01+10 C	110.00	2.00	0.03	14.52	0	1	14	6	8.43
01+12 C	112.00	2.00	0.01	16.05	0	1	14	7	7.02
01+14 C	114.00	2.00	0.00	17.55	0	1	14	9	5.46
01+16 C	116.00	2.00	0.08	18.12	0	1	14	11	3.81
01+18 C	118.00	2.00	0.00	18.67	0	1	14	12	2.11
01+20 C	120.00	2.00	0.00	17.82	0	1	14	14	0.42
01+22 C	122.00	2.00	0.00	14.37	0	1	14	16	-1.07
01+24 C	124.00	2.00	0.00	12.82	0	1	14	17	-2.33
01+26 C	126.00	2.00	0.00	11.58	0	1	14	18	-3.45
01+28 C	128.00	2.00	0.00	10.82	0	1	14	19	-4.49
01+30 C	130.00	2.00	0.00	10.41	0	1	14	20	-5.47
01+32 C	132.00	2.00	0.02	10.22	0	1	14	21	-6.43
01+34 C	134.00	2.00	0.32	10.97	0	1	15	22	-7.40
01+36 C	136.00	2.00	0.74	10.93	0	1	15	23	-8.37
01+38 C	138.00	2.00	1.24	9.90	0	1	15	24	-9.26
01+40 C	140.00	2.00	2.23	8.17	0	1	15	25	-9.97
01+42 C	142.00	2.00	3.34	6.03	0	1	15	25	-10.42
01+44 C	144.00	2.00	4.33	3.92	0	0	15	26	-10.60
01+46 C	146.00	2.00	3.57	2.79	0	0	16	26	-10.62
01+48 C	148.00	2.00	4.62	4.83	0	0	16	26	-10.67
01+50 C	150.00	2.00	3.43	4.99	0	0	16	27	-10.82
01+52 C	152.00	2.00	0.87	4.64	0	0	16	27	-11.11
01+54 C	154.00	2.00	1.38	3.90	0	0	16	28	-11.42
01+56 C	156.00	2.00	2.32	3.25	0	0	17	28	-11.62
01+58 C	158.00	2.00	3.18	2.76	0	0	17	28	-11.69
01+60 C	160.00	2.00	4.05	2.35	0	0	17	29	-11.66
01+62 C	162.00	2.00	5.20	2.14	0	0	17	29	-11.52
01+64 C	164.00	2.00	5.19	2.06	0	0	18	29	-11.33
01+66 C	166.00	2.00	4.82	2.03	0	0	18	29	-11.15
01+68 C	168.00	2.00	4.64	1.95	0	0	18	29	-10.99
01+70 C	170.00	2.00	4.52	1.74	0	0	19	30	-10.82

STAGE 2 - ROUNDABOUT CONTINUED

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
					Note 1	Note 3	Note 1		Note 8
01+72 C	172.00	2.00	4.59	1.41	0	0	19	30	-10.63
01+74 C	174.00	2.00	6.12	1.28	0	0	20	30	-10.36
01+76 C	176.00	2.00	5.65	1.35	0	0	20	30	-10.04
01+78 C	178.00	2.00	5.39	1.47	0	0	20	30	-9.76
01+80 C	180.00	2.00	5.28	1.68	0	0	21	30	-9.51
01+82 C	182.00	2.00	5.21	1.75	0	0	21	30	-9.28
01+84 C	184.00	2.00	5.39	1.28	0	0	22	31	-9.03
01+86 C	186.00	2.00	6.71	0.70	0	0	22	31	-8.68
01+88 C	188.00	2.00	7.93	0.48	1	0	23	31	-8.19
01+90 C	190.00	2.00	9.72	0.68	1	0	23	31	-7.59
01+92 C	192.00	2.00	12.77	1.43	1	0	24	31	-6.85
01+94 C	194.00	2.00	15.64	1.76	1	0	25	31	-5.95
01+96 C	196.00	2.00	18.18	2.13	1	0	26	31	-4.88
01+98 C	198.00	2.00	19.11	2.52	1	0	28	31	-3.71
02+00 C	200.00	2.00	19.48	2.85	1	0	29	32	-2.53
02+02 C	202.00	2.00	18.89	3.05	1	0	31	32	-1.38
02+04 C	204.00	2.00	18.78	3.14	1	0	32	32	-0.27
02+06 C	206.00	2.00	19.02	3.16	1	0	33	32	0.83
02+08 C	208.00	2.00	19.72	3.15	1	0	35	33	1.98
02+10 C	210.00	2.00	21.78	3.10	2	0	36	33	3.22
02+12 C	212.00	2.00	19.72	3.08	2	0	38	33	4.48
02+14 C	214.00	2.00	14.87	2.82	1	0	39	34	5.48
02+16 C	216.00	2.00	11.79	2.50	1	0	40	34	6.22
02+18 C	218.00	2.00	10.36	2.19	1	0	41	34	6.83
02+20 C	220.00	2.00	10.19	1.88	1	0	42	34	7.40
02+22 C	222.00	2.00	10.03	1.58	1	0	42	34	7.99
02+24 C	224.00	2.00	9.85	1.31	1	0	43	35	8.59
02+26 C	226.00	2.00	9.16	1.13	1	0	44	35	9.18
02+28 C	228.00	2.00	10.18	0.73	1	0	45	35	9.81
02+30 C	230.00	2.00	11.16	0.33	1	0	45	35	10.55
02+32 C	232.00	2.00	12.33	0.02	1	0	46	35	11.41
02+34 C	234.00	2.00	13.72	0.00	1	0	47	35	12.37
02+36 C	236.00	2.00	15.02	0.00	1	0	48	35	13.44
02+38 C	238.00	2.00	16.36	0.00	1	0	49	35	14.60
02+40 C	240.00	2.00	17.77	0.00	1	0	51	35	15.86
02+42 C	242.00	2.00	19.21	0.00	1	0	52	35	17.23
02+44 C	244.00	2.00	20.66	0.00	1	0	54	35	18.71
02+46 C	246.00	2.00	22.17	0.00	2	0	55	35	20.29
02+48 C	248.00	2.00	23.73	0.00	2	0	57	35	21.99
02+50 C	250.00	2.00	25.32	0.00	2	0	59	35	23.81
02+52 C	252.00	2.00	26.92	0.00	2	0	61	35	25.75
02+54 C	254.00	2.00	28.54	0.00	2	0	63	35	27.80
02+56 C	256.00	2.00	30.18	0.00	2	0	65	35	29.97
02+58 C	258.00	2.00	31.83	0.00	2	0	67	35	32.27
02+60 C	260.00	2.00	33.44	0.00	2	0	70	35	34.69
02+62 C	262.00	2.00	34.98	0.00	3	0	72	35	37.22

STAGE 2 - ROUNDABOUT CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
02+64 C	264.00	2.00	36.38	0.00	3	0	75	35	39.87
02+66 C	266.00	2.00	37.68	0.00	3	0	77	35	42.61
02+68 C	268.00	2.00	39.26	0.00	3	0	80	35	45.46
02+70 C	270.00	2.00	40.81	0.00	3	0	83	35	48.42
02+72 C	272.00	2.00	42.67	0.00	3	0	86	35	51.52
02+74 C	274.00	2.00	45.27	0.00	3	0	90	35	54.77
02+74.11 C	274.11	0.11	45.39	0.00	0	0	90	35	54.96
				SUBTOTAL =	90	28	90	35	55
801+32.53 SW	80132.53	0.00	0.01	0.00	0	0	0	0	0.00
801+34 SW	80134.00	1.47	5.26	30.49	0	1	0	1	-0.89
801+36 SW	80136.00	2.00	6.17	31.50	0	2	1	4	-3.34
801+38 SW	80138.00	2.00	6.09	32.28	0	2	1	7	-5.84
801+40 SW	80140.00	2.00	5.97	32.93	0	2	1	10	-8.41
801+42 SW	80142.00	2.00	5.89	33.16	0	2	2	13	-11.03
801+44 SW	80144.00	2.00	5.83	33.40	0	2	2	16	-13.68
801+46 SW	80146.00	2.00	5.80	33.41	0	2	3	19	-16.34
801+48 SW	80148.00	2.00	5.78	33.09	0	2	3	22	-18.99
801+50 SW	80150.00	2.00	5.76	32.40	0	2	4	25	-21.60
801+52 SW	80152.00	2.00	5.75	31.03	0	2	4	28	-24.11
801+54 SW	80154.00	2.00	5.74	30.01	0	2	4	31	-26.51
801+56 SW	80156.00	2.00	5.73	28.63	0	2	5	34	-28.80
801+58 SW	80158.00	2.00	5.73	27.16	0	2	5	36	-30.96
801+60 SW	80160.00	2.00	5.72	25.60	0	2	6	39	-32.97
801+62 SW	80162.00	2.00	6.22	24.23	0	2	6	41	-34.84
801+64 SW	80164.00	2.00	6.58	22.65	0	2	7	43	-36.53
801+66 SW	80166.00	2.00	6.79	21.63	0	2	7	45	-38.09
801+66.59 SW	80166.59	0.59	5.68	21.34	0	0	7	46	-38.54
801+74.3 SW	80174.30	7.71	0.00	0.00	1	3	8	50	-41.53
				SUBTOTAL =	8	40	8	50	-42
502+55.99 SE	50255.99	0.00	23.85	0.00	0	0	0	0	0.00
502+56 SE	50256.00	0.01	10.81	0.00	0	0	0	0	0.01
502+58 SE	50258.00	2.00	51.38	0.00	2	0	2	0	2.31
502+60 SE	50260.00	2.00	51.04	0.00	4	0	6	0	6.10
502+62 SE	50262.00	2.00	50.97	0.00	4	0	10	0	9.88
502+64 SE	50264.00	2.00	51.06	0.00	4	0	14	0	13.66
502+66 SE	50266.00	2.00	51.31	0.00	4	0	17	0	17.45
502+68 SE	50268.00	2.00	51.66	0.00	4	0	21	0	21.27
502+70 SE	50270.00	2.00	52.18	0.00	4	0	25	0	25.11
502+72 SE	50272.00	2.00	41.98	0.00	3	0	29	0	28.60
502+73.31 SE	50273.31	1.31	24.50	0.00	2	0	30	0	30.22
				SUBTOTAL =	30	0	30	0	30
CENTRAL ISLAND (GRASS)					0	195	0	244	-244
				TOTAL =	128	263	128	328	-200

STAGE 3A - STH 20 (WEST)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
					Note 1	Note 3	Note 1		Note 8
254+15.57 EB	25415.57	0.00	0.00	0.00	0	0	0	0	0.00
254+20 EB	25420.00	4.43	10.16	0.00	1	0	1	0	0.83
254+23.6 EB	25423.60	3.60	33.09	0.00	3	0	4	0	3.72
254+30 EB	25430.00	6.40	39.68	0.00	9	0	12	0	12.34
254+40 EB	25440.00	10.00	39.17	0.00	15	0	27	0	26.94
254+50 EB	25450.00	10.00	38.08	0.00	14	0	41	0	41.25
254+60 EB	25460.00	10.00	36.77	0.00	14	0	55	0	55.11
254+63.7 EB	25463.70	3.70	23.85	0.00	4	0	59	0	59.26
254+70 EB	25470.00	6.30	8.50	0.00	4	0	63	0	63.04
254+76.76 EB	25476.76	6.76	0.00	0.00	1	0	64	0	64.10
					64	0			

STAGE 3A - STH 20 (EAST)

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
					Note 1	Note 3	Note 1		Note 8
20+02.53 NEIN	2002.53	0.00	0.00	0.00	0	0	0	0	0.00
20+03 NEIN	2003.00	0.47	4.36	0.00	0	0	0	0	0.04
20+06.48 NEIN	2006.48	3.48	11.14	0.00	1	0	1	0	1.04
20+10 NEIN	2010.00	3.52	13.27	0.00	2	0	3	0	2.63
20+20 NEIN	2020.00	10.00	16.33	0.00	5	0	8	0	8.11
20+30 NEIN	2030.00	10.00	17.27	0.00	6	0	14	0	14.33
20+40 NEIN	2040.00	10.00	17.70	0.00	6	0	21	0	20.81
20+50 NEIN	2050.00	10.00	17.83	0.00	7	0	27	0	27.38
20+60 NEIN	2060.00	10.00	17.33	0.00	7	0	34	0	33.89
20+70 NEIN	2070.00	10.00	16.55	0.00	6	0	40	0	40.17
20+80 NEIN	2080.00	10.00	15.62	0.00	6	0	46	0	46.12
20+90 NEIN	2090.00	10.00	14.83	0.00	6	0	52	0	51.76
21+00 NEIN	2100.00	10.00	13.95	0.00	5	0	57	0	57.09
21+10 NEIN	2110.00	10.00	12.61	0.00	5	0	62	0	62.01
21+12.81 NEIN	2112.81	2.81	11.79	0.00	1	0	63	0	63.29
21+15.94 NEIN	2115.94	3.13	7.33	0.00	1	0	64	0	64.39
21+17.06 NEIN	2117.06	1.12	0.00	0.00	0	0	65	0	64.55
					65	0			

STAGE 3A - CTH A

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
25+51.55 A	2551.55	0.00	0.00	0.00	0	0	0	0	0.00
25+60 A	2560.00	8.45	1.52	0.00	0	0	0	0	0.24
25+65.16 A	2565.16	5.16	4.10	0.00	1	0	1	0	0.78
25+66 A	2566.00	0.84	5.42	0.00	0	0	1	0	0.92
25+68 A	2568.00	2.00	10.52	0.23	1	0	2	0	1.50
25+68.2 A	2568.20	0.20	11.36	0.27	0	0	2	0	1.58
25+69.82 A	2569.82	1.62	15.03	0.12	1	0	2	0	2.36
25+70 A	2570.00	0.18	15.21	0.22	0	0	2	0	2.46
25+72 A	2572.00	2.00	18.81	2.01	1	0	4	0	3.62
25+74 A	2574.00	2.00	29.04	4.69	2	0	6	0	5.08
25+76 A	2576.00	2.00	52.27	4.97	3	0	9	1	7.64
25+78 A	2578.00	2.00	70.40	4.77	5	0	13	1	11.73
25+80 A	2580.00	2.00	71.43	5.46	5	0	18	2	16.51
25+82 A	2582.00	2.00	73.35	5.22	5	0	24	2	21.38
25+84 A	2584.00	2.00	75.17	5.57	6	0	29	3	26.38
25+86 A	2586.00	2.00	76.32	6.03	6	0	35	3	31.46
25+88 A	2588.00	2.00	76.91	6.43	6	0	40	4	36.55
25+89.83 A	2589.83	1.83	77.31	5.53	5	0	46	4	41.28
25+90 A	2590.00	0.17	77.01	5.12	0	0	46	4	41.72
25+90.62 A	2590.62	0.62	76.61	4.48	2	0	48	5	43.34
25+92 A	2592.00	1.38	75.56	1.35	4	0	52	5	47.05
25+93.74 A	2593.74	1.74	70.81	1.28	5	0	57	5	51.65
25+94 A	2594.00	0.26	70.44	1.27	1	0	57	5	52.32
25+94.86 A	2594.86	0.86	69.51	1.05	2	0	59	5	54.51
26+00 A	2600.00	5.14	62.78	0.99	13	0	72	5	66.85
26+10 A	2610.00	10.00	48.84	0.87	21	0	93	6	87.09
26+20 A	2620.00	10.00	23.87	1.44	13	0	106	6	100.02
26+30 A	2630.00	10.00	20.23	0.00	8	0	114	7	107.86
26+40 A	2640.00	10.00	13.07	0.00	6	0	121	7	114.02
26+50 A	2650.00	10.00	7.02	0.00	4	0	124	7	117.74
26+60 A	2660.00	10.00	2.40	0.00	2	0	126	7	119.49
26+69.51 A	2669.51	9.51	0.00	0.00	0	0	126	7	119.91
					126	5			

STAGE 3A - ROUNDABOUT

STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.25	
					Note 1	Note 3	Note 1		Note 8
00+00 C	0.00	0.00	17.26	0.00	0	0	0	0	0.00
00+02 C	2.00	2.00	17.23	0.00	1	0	1	0	1.28
00+04 C	4.00	2.00	17.21	0.00	1	0	3	0	2.55
00+06 C	6.00	2.00	17.18	0.00	1	0	4	0	3.83
00+08 C	8.00	2.00	17.15	0.00	1	0	5	0	5.10
00+10 C	10.00	2.00	17.12	0.00	1	0	6	0	6.37
00+12 C	12.00	2.00	17.09	0.00	1	0	8	0	7.63
00+14 C	14.00	2.00	17.07	0.00	1	0	9	0	8.90
00+16 C	16.00	2.00	17.05	0.00	1	0	10	0	10.16
00+18 C	18.00	2.00	17.04	0.00	1	0	11	0	11.43
00+20 C	20.00	2.00	17.04	0.00	1	0	13	0	12.69
00+22 C	22.00	2.00	17.05	0.00	1	0	14	0	13.95
00+24 C	24.00	2.00	17.07	0.00	1	0	15	0	15.21
00+26 C	26.00	2.00	17.09	0.00	1	0	16	0	16.48
00+28 C	28.00	2.00	17.11	0.00	1	0	18	0	17.75
00+30 C	30.00	2.00	17.12	0.00	1	0	19	0	19.01
00+32 C	32.00	2.00	17.13	0.00	1	0	20	0	20.28
00+34 C	34.00	2.00	17.13	0.00	1	0	22	0	21.55
00+36 C	36.00	2.00	17.13	0.00	1	0	23	0	22.82
00+38 C	38.00	2.00	17.13	0.00	1	0	24	0	24.09
00+40 C	40.00	2.00	17.12	0.00	1	0	25	0	25.36
00+42 C	42.00	2.00	17.10	0.00	1	0	27	0	26.62
00+44 C	44.00	2.00	17.09	0.00	1	0	28	0	27.89
00+46 C	46.00	2.00	17.07	0.00	1	0	29	0	29.16
00+48 C	48.00	2.00	17.05	0.00	1	0	30	0	30.42
00+50 C	50.00	2.00	17.02	0.00	1	0	32	0	31.68
00+52 C	52.00	2.00	16.99	0.00	1	0	33	0	32.94
00+54 C	54.00	2.00	16.95	0.00	1	0	34	0	34.20
00+56 C	56.00	2.00	16.92	0.00	1	0	35	0	35.45
00+58 C	58.00	2.00	16.87	0.00	1	0	37	0	36.70
00+60 C	60.00	2.00	16.83	0.00	1	0	38	0	37.95
00+62 C	62.00	2.00	16.77	0.00	1	0	39	0	39.20
00+64 C	64.00	2.00	16.71	0.00	1	0	40	0	40.44
00+66 C	66.00	2.00	16.65	0.00	1	0	42	0	41.67
00+68 C	68.00	2.00	16.57	0.00	1	0	43	0	42.90
00+70 C	70.00	2.00	16.50	0.00	1	0	44	0	44.13
00+72 C	72.00	2.00	16.44	0.00	1	0	45	0	45.35
00+74 C	74.00	2.00	16.38	0.00	1	0	47	0	46.56
00+76 C	76.00	2.00	16.32	0.00	1	0	48	0	47.77
00+78 C	78.00	2.00	16.27	0.00	1	0	49	0	48.98
00+80 C	80.00	2.00	16.23	0.00	1	0	50	0	50.18
00+80.67 C	80.67	0.67	20.28	0.00	0	0	51	0	50.64
02+74.11 C	274.11	0.00	20.28	0.00	0	0	51	0	50.64
02+76 C	276.00	1.89	20.16	0.00	1	0	52	0	52.05
02+78 C	278.00	2.00	18.48	0.00	1	0	53	0	53.48
02+80 C	280.00	2.00	18.51	0.00	1	0	55	0	54.85

STAGE 3A - ROUNDABOUT CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
02+82 C	282.00	2.00	18.54	0.00	1	0	56	0	56.22
02+84 C	284.00	2.00	18.55	0.00	1	0	58	0	57.60
02+86 C	286.00	2.00	18.57	0.00	1	0	59	0	58.97
02+88 C	288.00	2.00	18.58	0.00	1	0	60	0	60.35
02+90 C	290.00	2.00	18.58	0.00	1	0	62	0	61.72
02+92 C	292.00	2.00	18.58	0.00	1	0	63	0	63.10
02+94 C	294.00	2.00	18.57	0.00	1	0	64	0	64.48
02+96 C	296.00	2.00	18.56	0.00	1	0	66	0	65.85
02+98 C	298.00	2.00	18.56	0.00	1	0	67	0	67.23
03+00 C	300.00	2.00	18.57	0.00	1	0	69	0	68.60
03+02 C	302.00	2.00	18.58	0.00	1	0	70	0	69.98
03+04 C	304.00	2.00	18.59	0.00	1	0	71	0	71.35
03+06 C	306.00	2.00	18.60	0.00	1	0	73	0	72.73
03+08 C	308.00	2.00	18.62	0.00	1	0	74	0	74.11
03+10 C	310.00	2.00	18.64	0.00	1	0	75	0	75.49
03+12 C	312.00	2.00	18.65	0.00	1	0	77	0	76.87
03+14 C	314.00	2.00	18.65	0.00	1	0	78	0	78.25
03+16 C	316.00	2.00	18.65	0.00	1	0	80	0	79.63
03+18 C	318.00	2.00	18.65	0.00	1	0	81	0	81.02
03+20 C	320.00	2.00	18.63	0.00	1	0	82	0	82.40
03+22 C	322.00	2.00	18.62	0.00	1	0	84	0	83.78
03+24 C	324.00	2.00	18.59	0.00	1	0	85	0	85.15
03+26 C	326.00	2.00	18.57	0.00	1	0	87	0	86.53
03+28 C	328.00	2.00	18.53	0.00	1	0	88	0	87.90
03+30 C	330.00	2.00	18.49	0.00	1	0	89	0	89.27
03+32 C	332.00	2.00	18.44	0.00	1	0	91	0	90.64
03+34 C	334.00	2.00	18.38	0.00	1	0	92	0	92.01
03+36 C	336.00	2.00	18.32	0.00	1	0	93	0	93.37
03+38 C	338.00	2.00	18.24	0.00	1	0	95	0	94.72
03+40 C	340.00	2.00	18.17	0.00	1	0	96	0	96.07
03+42 C	342.00	2.00	18.10	0.00	1	0	97	0	97.41
03+44 C	344.00	2.00	18.04	0.00	1	0	99	0	98.75
03+46 C	346.00	2.00	17.98	0.00	1	0	100	0	100.08
03+48 C	348.00	2.00	17.93	0.00	1	0	101	0	101.41
03+50 C	350.00	2.00	17.88	0.00	1	0	103	0	102.74
03+52 C	352.00	2.00	17.83	0.00	1	0	104	0	104.06
03+54 C	354.00	2.00	17.78	0.00	1	0	105	0	105.38
03+56 C	356.00	2.00	17.73	0.00	1	0	107	0	106.70
03+58 C	358.00	2.00	17.69	0.00	1	0	108	0	108.01
03+60 C	360.00	2.00	17.65	0.00	1	0	109	0	109.32
03+62 C	362.00	2.00	17.61	0.00	1	0	111	0	110.62
03+64 C	364.00	2.00	17.58	0.00	1	0	112	0	111.93
03+66 C	366.00	2.00	17.55	0.00	1	0	113	0	113.23
03+68 C	368.00	2.00	17.52	0.00	1	0	115	0	114.53
03+70 C	370.00	2.00	17.49	0.00	1	0	116	0	115.82
03+72 C	372.00	2.00	17.46	0.00	1	0	117	0	117.12

STAGE 3A - ROUNDABOUT CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
03+74 C	374.00	2.00	17.44	0.00	1	0	118	0	118.41
03+76 C	376.00	2.00	17.41	0.00	1	0	120	0	119.70
03+78 C	378.00	2.00	17.39	0.00	1	0	121	0	120.99
03+80 C	380.00	2.00	17.37	0.00	1	0	122	0	122.28
03+82 C	382.00	2.00	17.34	0.00	1	0	124	0	123.56
03+84 C	384.00	2.00	17.32	0.00	1	0	125	0	124.85
03+86 C	386.00	2.00	17.30	0.00	1	0	126	0	126.13
03+88 C	388.00	2.00	17.28	0.00	1	0	127	0	127.41
03+89.56 C	389.56	1.56	17.26	0.00	1	0	128	0	128.41
				SUBTOTAL =	128	0	128	0	128
CENTRAL ISLAND (GRASS)					0	382	0	478	-478
				TOTAL =	128	382	128	478	-350

STAGE 3B - STH 20 (WEST)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
251+99.5 EB	25199.50	0.00	0.00	0.00	0	0	0	0	0.00
252+00 EB	25200.00	0.50	4.68	0.00	0	0	0	0	0.04
252+03.12 EB	25203.12	3.12	12.97	0.00	1	0	1	0	1.06
252+10 EB	25210.00	6.88	17.18	0.00	4	0	5	0	4.90
252+20 EB	25220.00	10.00	15.93	0.00	6	0	11	0	11.03
252+30 EB	25230.00	10.00	16.59	0.00	6	0	17	0	17.05
252+50 EB	25250.00	20.00	21.52	0.00	14	0	31	0	31.17
253+00 EB	25300.00	50.00	27.09	0.00	45	0	76	0	76.17
253+50 EB	25350.00	50.00	26.79	0.00	50	0	126	0	126.06
253+80 EB	25380.00	30.00	25.60	0.00	29	0	155	0	155.16
254+00 EB	25400.00	20.00	31.61	0.00	21	0	176	0	176.35
254+04.02 EB	25404.02	4.02	33.70	0.00	5	0	181	0	181.22
254+15.57 EB	25415.57	11.55	52.94	0.00	19	0	200	0	199.75
254+50 EB	25450.00	34.43	60.54	0.00	72	0	272	0	272.10
254+76.76 EB	25476.76	26.76	62.13	0.00	61	0	333	0	332.88
254+92.03 EB	25492.03	15.27	44.29	0.00	30	0	363	0	362.97
255+00 EB	25500.00	7.97	40.58	0.00	13	0	376	0	375.50
255+50 EB	25550.00	50.00	37.10	0.00	72	0	447	0	447.44
256+00 EB	25600.00	50.00	33.04	0.00	65	0	512	0	512.39
256+17.61 EB	25617.61	17.61	31.47	0.00	21	0	533	0	533.43
256+18 EB	25618.00	0.39	13.86	0.00	0	0	534	0	533.75
256+20 EB	25620.00	2.00	13.73	0.00	1	0	535	0	534.78
256+30 EB	25630.00	10.00	15.33	0.00	5	0	540	0	540.16
256+40 EB	25640.00	10.00	16.25	0.00	6	0	546	0	546.00
256+50 EB	25650.00	10.00	14.82	0.00	6	0	552	0	551.76

STAGE 3B - STH 20 (WEST) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
256+60 EB	25660.00	10.00	13.34	0.00	5	0	557	0	556.97
256+70 EB	25670.00	10.00	11.84	0.00	5	0	562	0	561.64
256+80 EB	25680.00	10.00	8.78	0.00	4	0	565	0	565.45
256+90 EB	25690.00	10.00	5.60	2.04	3	0	568	0	567.64
257+00 EB	25700.00	10.00	7.72	0.85	2	1	571	1	569.44
257+10 EB	25710.00	10.00	19.09	0.80	5	0	576	2	574.03
257+11.95 EB	25711.95	1.95	28.40	0.05	2	0	577	2	575.71
257+20 EB	25720.00	8.05	8.56	0.00	6	0	583	2	581.21
257+25.01 EB	25725.01	5.01	0.02	0.00	1	0	584	2	582.00
				SUBTOTAL =	584	1	584	2	582
256+14.83 WB	25614.83	0.00	17.58	0.00	0	0	0	0	0.00
256+50 WB	25650.00	35.17	15.54	0.00	22	0	22	0	21.57
256+60 WB	25660.00	10.00	14.83	0.00	6	0	27	0	27.20
256+70 WB	25670.00	10.00	13.07	0.00	5	0	32	0	32.37
256+80 WB	25680.00	10.00	11.43	0.00	5	0	37	0	36.90
256+90 WB	25690.00	10.00	9.23	0.02	4	0	41	0	40.72
257+00 WB	25700.00	10.00	7.63	0.15	3	0	44	0	43.81
257+10 WB	25710.00	10.00	16.74	0.00	5	0	48	0	48.28
257+20 WB	25720.00	10.00	6.49	6.09	4	1	53	1	51.18
257+27.34 WB	25727.34	7.34	18.47	1.37	3	1	56	3	53.30
257+30 WB	25730.00	2.66	17.60	0.34	2	0	58	3	54.97
257+40 WB	25740.00	10.00	16.07	0.00	6	0	64	3	61.13
257+50 WB	25750.00	10.00	2.70	0.00	3	0	68	3	64.61
257+52.67 WB	25752.67	2.67	0.00	0.00	0	0	68	3	64.74
				SUBTOTAL =	68	2	68	3	65
				TOTAL =	651	4	651	5	647

STAGE 3B - STH 20 (EAST)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
258+98.46 WB	25898.46	0.00	0.00	0.00	0	0	0	0	0.00
259+00 WB	25900.00	1.54	3.50	0.00	0	0	0	0	0.10
259+10.46 WB	25910.46	10.46	29.27	0.10	6	0	6	0	6.42
259+20 WB	25920.00	9.54	6.83	7.64	6	1	13	2	11.09
259+30 WB	25930.00	10.00	13.10	0.70	4	2	17	4	12.85
259+40 WB	25940.00	10.00	6.89	3.19	4	1	20	5	15.65
259+50 WB	25950.00	10.00	7.52	0.64	3	1	23	5	17.43
259+60 WB	25960.00	10.00	8.11	0.00	3	0	26	6	20.18
259+70 WB	25970.00	10.00	11.23	0.00	4	0	29	6	23.76
259+80 WB	25980.00	10.00	11.77	0.00	4	0	34	6	28.02
259+90 WB	25990.00	10.00	14.05	0.00	5	0	38	6	32.80
260+00 WB	26000.00	10.00	15.64	0.00	5	0	44	6	38.30
260+10 WB	26010.00	10.00	17.35	0.00	6	0	50	6	44.41

STAGE 3B - STH 20 (EAST) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
260+20 WB	26020.00	10.00	18.73	0.00	7	0	57	6	51.09
260+30 WB	26030.00	10.00	17.16	0.00	7	0	63	6	57.73
260+40 WB	26040.00	10.00	15.85	0.00	6	0	69	6	63.85
260+50 WB	26050.00	10.00	36.64	0.00	10	0	79	6	73.57
261+00 WB	26100.00	50.00	27.74	0.00	60	0	139	6	133.19
261+17.34 WB	26117.34	17.34	24.56	0.00	17	0	156	6	149.99
261+50 WB	26150.00	32.66	23.06	0.00	29	0	184	6	178.79
262+00 WB	26200.00	50.00	21.52	0.00	41	0	226	6	220.07
262+50 WB	26250.00	50.00	17.34	0.00	36	0	262	6	256.06
262+70 WB	26270.00	20.00	17.45	0.00	13	0	275	6	268.94
262+80 WB	26280.00	10.00	21.50	0.00	7	0	282	6	276.16
262+90 WB	26290.00	10.00	19.39	0.00	8	0	289	6	283.73
262+96.87 WB	26296.87	6.87	8.17	0.00	4	0	293	6	287.24
262+97.86 WB	26297.86	0.99	0.00	0.00	0	0	293	6	287.39
263+41.19 WB	26341.19	0.00	0.00	0.00	0	0	293	6	287.39
263+42.49 WB	26342.49	1.30	9.25	0.00	0	0	293	6	287.61
263+50 WB	26350.00	7.51	16.31	0.00	4	0	297	6	291.16
263+60 WB	26360.00	10.00	15.18	0.05	6	0	303	6	296.98
263+70.81 WB	26370.81	10.81	37.76	0.00	11	0	313	6	307.57
264+00 WB	26400.00	29.19	41.16	0.00	43	0	356	6	350.24
264+50 WB	26450.00	50.00	38.66	0.01	74	0	430	6	424.14
265+00 WB	26500.00	50.00	35.07	0.12	68	0	498	6	492.26
265+33.05 WB	26533.05	33.05	38.31	0.00	45	0	543	6	537.08
265+33.14 WB	26533.14	0.10	32.61	0.00	0	0	543	6	537.20
265+50 WB	26550.00	16.86	29.53	0.00	19	0	562	6	556.60
265+90 WB	26590.00	40.00	15.35	0.13	33	0	596	6	589.73
266+00 WB	26600.00	10.00	14.86	0.01	6	0	601	6	595.29
266+10 WB	26610.00	10.00	12.53	0.00	5	0	606	6	600.36
266+50 WB	26650.00	40.00	9.12	0.00	16	0	622	6	616.40
266+68.2 WB	26668.20	18.20	6.83	0.00	5	0	628	6	621.77
				SUBTOTAL =	628	5	628	6	622
258+71.12 EB	25871.12	0.00	4.49	0.00	0	0	0	0	0.00
258+80 EB	25880.00	8.88	10.10	0.00	2	0	2	0	2.40
258+90 EB	25890.00	10.00	10.07	1.53	4	0	6	0	5.78
259+00 EB	25900.00	10.00	13.82	9.12	4	2	11	3	7.74
259+10 EB	25910.00	10.00	5.86	13.07	4	4	14	8	6.25
259+20 EB	25920.00	10.00	12.65	2.64	3	3	18	12	6.04
259+30 EB	25930.00	10.00	6.60	5.41	4	1	21	13	7.74
259+40 EB	25940.00	10.00	7.31	4.32	3	2	24	16	8.07
259+50 EB	25950.00	10.00	8.88	2.07	3	1	27	17	9.58
259+60 EB	25960.00	10.00	9.14	1.02	3	1	30	18	12.21
259+70 EB	25970.00	10.00	10.82	0.01	4	0	34	18	15.66
259+80 EB	25980.00	10.00	13.50	0.00	5	0	38	18	20.17
259+90 EB	25990.00	10.00	13.40	0.00	5	0	43	18	25.15
260+00 EB	26000.00	10.00	15.46	0.00	5	0	49	18	30.49
260+10 EB	26010.00	10.00	16.47	0.00	6	0	55	18	36.41

STAGE 3B - STH 20 (EAST) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
260+20 EB	26020.00	10.00	17.81	0.00	6	0	61	18	42.75
260+30 EB	26030.00	10.00	19.88	0.00	7	0	68	18	49.73
260+40 EB	26040.00	10.00	18.63	0.00	7	0	75	18	56.86
260+50 EB	26050.00	10.00	16.93	0.00	7	0	82	18	63.45
260+59.67 EB	26059.67	9.67	18.73	0.00	6	0	88	18	69.83
				SUBTOTAL =	88	15	88	18	70
				TOTAL =	716	19	716	24	692

STAGE 3B - CTH C (SOUTH)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
19+27 NB	1927.00	0.00	1.91	0.26	0	0	0	0	0.00
19+50 NB	1950.00	23.00	7.53	0.00	4	0	4	0	3.88
20+00 NB	2000.00	50.00	13.72	0.00	20	0	24	0	23.56
20+50 NB	2050.00	50.00	18.66	0.00	30	0	54	0	53.54
21+00 NB	2100.00	50.00	23.46	0.00	39	0	93	0	92.54
21+50 NB	2150.00	50.00	29.68	0.00	49	0	142	0	141.74
22+00 NB	2200.00	50.00	30.83	0.00	56	0	198	0	197.77
22+50 NB	2250.00	50.00	37.75	0.00	64	0	261	0	261.28
22+79 NB	2279.00	29.00	30.04	0.00	36	0	298	0	297.68
22+80 NB	2280.00	1.00	29.43	0.00	1	0	299	0	298.78
22+80 NB	2280.00	0.00	29.43	0.00	0	0	299	0	298.78
23+00 NB	2300.00	20.00	28.15	0.00	21	0	320	0	320.10
23+50 NB	2350.00	50.00	30.85	0.00	55	0	375	0	374.73
23+87.59 NB	2387.59	37.59	34.26	0.00	45	0	420	0	420.04
				SUBTOTAL =	420	0	420	0	420
23+87.59 SB	2387.59	0.00	34.26	0.00	0	0	0	0	0.00
24+00 SB	2400.00	12.41	36.72	0.00	16	0	16	0	16.31
24+50 SB	2450.00	50.00	31.97	0.00	64	0	80	0	79.91
24+90 SB	2490.00	40.00	27.41	0.00	44	0	124	0	123.90
25+00 SB	2500.00	10.00	27.45	0.00	10	0	134	0	134.06
25+10 SB	2510.00	10.00	27.46	0.00	10	0	144	0	144.22
25+20 SB	2520.00	10.00	26.74	0.00	10	0	154	0	154.26
25+30 SB	2530.00	10.00	23.96	0.25	9	0	164	0	163.59
25+40 SB	2540.00	10.00	15.84	1.31	7	0	171	0	170.60
25+50 SB	2550.00	10.00	13.30	5.70	5	1	176	2	174.38
25+60 SB	2560.00	10.00	15.35	14.41	5	4	182	7	175.03
25+70 SB	2570.00	10.00	16.49	22.66	6	7	188	15	172.34
26+00 SB	2600.00	30.00	20.46	14.22	21	20	208	41	167.26
26+30 SB	2630.00	30.00	21.59	4.40	23	10	232	54	177.70
26+30.37 SB	2630.37	0.37	21.64	4.32	0	0	232	54	177.92
26+32 SB	2632.00	1.63	21.49	3.99	1	0	233	54	178.91
26+34 SB	2634.00	2.00	20.97	3.56	2	0	235	55	180.13

STAGE 3B - CTH C (SOUTH) CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
26+36 SB	2636.00	2.00	19.38	3.17	1	0	236	55	181.31
26+38 SB	2638.00	2.00	16.74	2.75	1	0	238	55	182.38
26+40 SB	2640.00	2.00	14.67	2.47	1	0	239	55	183.30
26+42 SB	2642.00	2.00	13.06	1.64	1	0	240	56	184.14
26+44 SB	2644.00	2.00	11.50	1.20	1	0	241	56	184.91
26+46 SB	2646.00	2.00	10.73	1.14	1	0	241	56	185.63
26+48 SB	2648.00	2.00	10.38	0.93	1	0	242	56	186.32
26+50 SB	2650.00	2.00	10.00	0.34	1	0	243	56	187.01
26+52 SB	2652.00	2.00	9.15	0.00	1	0	244	56	187.71
26+54 SB	2654.00	2.00	5.85	0.00	1	0	244	56	188.26
26+56 SB	2656.00	2.00	1.24	0.00	0	0	245	56	188.52
26+56.56 SB	2656.56	0.56	0.00	0.00	0	0	245	56	188.54
				SUBTOTAL =	245	45	245	56	189
27+25.5 A	2725.50	0.00	26.28	0.00	0	0	0	0	0.00
27+26 A	2726.00	0.50	29.87	0.00	1	0	1	0	0.52
27+28 A	2728.00	2.00	31.87	0.00	2	0	3	0	2.81
27+30 A	2730.00	2.00	33.40	0.00	2	0	5	0	5.22
27+32 A	2732.00	2.00	35.25	0.00	3	0	8	0	7.77
27+34 A	2734.00	2.00	36.57	0.00	3	0	10	0	10.43
27+36 A	2736.00	2.00	38.90	0.00	3	0	13	0	13.22
27+38 A	2738.00	2.00	39.63	0.00	3	0	16	0	16.13
27+40 A	2740.00	2.00	41.27	0.00	3	0	19	0	19.13
27+42 A	2742.00	2.00	41.34	0.00	3	0	22	0	22.19
27+44 A	2744.00	2.00	39.21	0.00	3	0	25	0	25.17
27+46 A	2746.00	2.00	34.32	0.00	3	0	28	0	27.89
27+48 A	2748.00	2.00	27.20	0.00	2	0	30	0	30.17
27+50 A	2750.00	2.00	19.98	0.00	2	0	32	0	31.92
27+52 A	2752.00	2.00	14.28	0.00	1	0	33	0	33.19
27+54 A	2754.00	2.00	10.14	0.00	1	0	34	0	34.09
27+56 A	2756.00	2.00	8.23	0.97	1	0	35	0	34.73
27+58 A	2758.00	2.00	8.62	1.61	1	0	35	0	35.23
27+60 A	2760.00	2.00	10.40	0.00	1	0	36	0	35.86
27+62 A	2762.00	2.00	6.63	0.00	1	0	37	0	36.49
27+64 A	2764.00	2.00	1.39	0.00	0	0	37	0	36.79
27+64.55 A	2764.55	0.55	0.00	0.00	0	0	37	0	36.80
				SUBTOTAL =	37	0	37	0	37
				TOTAL =	702	45	702	56	645

STAGE 3B - CTH C (NORTH)

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
31+00 NB	3100.00	0.00	0.09	0.00	0	0	0	0	0.00
31+10 NB	3110.00	10.00	16.15	0.00	3	0	3	0	3.01
31+19.45 NB	3119.45	9.45	23.23	1.05	7	0	10	0	9.67
31+20 NB	3120.00	0.55	21.00	1.26	0	0	10	0	10.09
31+30 NB	3130.00	10.00	12.96	0.05	6	0	17	1	16.07
31+40 NB	3140.00	10.00	19.22	0.00	6	0	23	1	22.02
31+50 NB	3150.00	10.00	11.41	0.38	6	0	28	1	27.61
31+60 NB	3160.00	10.00	11.22	0.03	4	0	32	1	31.70
31+70 NB	3170.00	10.00	11.02	0.00	4	0	37	1	35.81
31+80 NB	3180.00	10.00	10.12	0.00	4	0	40	1	39.73
31+90 NB	3190.00	10.00	9.61	0.00	4	0	44	1	43.38
32+00 NB	3200.00	10.00	9.36	0.00	4	0	48	1	46.89
32+10 NB	3210.00	10.00	9.37	0.00	3	0	51	1	50.36
32+20 NB	3220.00	10.00	9.62	0.00	4	0	55	1	53.88
32+30 NB	3230.00	10.00	10.14	0.00	4	0	58	1	57.54
32+40 NB	3240.00	10.00	11.32	0.00	4	0	62	1	61.51
32+50 NB	3250.00	10.00	12.20	0.00	4	0	67	1	65.87
32+60 NB	3260.00	10.00	12.98	0.00	5	0	71	1	70.53
32+70 NB	3270.00	10.00	13.73	0.00	5	0	76	1	75.48
32+80 NB	3280.00	10.00	14.35	0.00	5	0	81	1	80.68
32+90 NB	3290.00	10.00	14.91	0.00	5	0	87	1	86.10
33+00 NB	3300.00	10.00	15.37	0.00	6	0	92	1	91.71
33+10 NB	3310.00	10.00	15.74	0.00	6	0	98	1	97.47
33+20 NB	3320.00	10.00	16.00	0.00	6	0	104	1	103.35
33+30 NB	3330.00	10.00	16.17	0.00	6	0	110	1	109.30
33+40 NB	3340.00	10.00	16.23	0.00	6	0	116	1	115.30
33+50 NB	3350.00	10.00	16.20	0.00	6	0	122	1	121.31
33+60 NB	3360.00	10.00	16.11	0.00	6	0	128	1	127.29
33+70 NB	3370.00	10.00	15.94	0.00	6	0	134	1	133.23
33+80 NB	3380.00	10.00	15.70	0.00	6	0	140	1	139.08
33+90 NB	3390.00	10.00	15.40	0.00	6	0	146	1	144.84
34+00 NB	3400.00	10.00	15.02	0.00	6	0	151	1	150.48
34+10 NB	3410.00	10.00	14.58	0.00	5	0	157	1	155.96
34+20 NB	3420.00	10.00	14.07	0.00	5	0	162	1	161.26
34+30 NB	3430.00	10.00	13.49	0.00	5	0	167	1	166.37
34+40 NB	3440.00	10.00	12.85	0.00	5	0	172	1	171.25
34+50 NB	3450.00	10.00	12.14	0.00	5	0	177	1	175.88
34+52.31 NB	3452.31	2.31	11.75	0.00	1	0	178	1	176.90
34+54.12 NB	3454.12	1.81	10.59	0.00	1	0	178	1	177.65
34+55.63 NB	3455.63	1.51	7.88	0.00	1	0	179	1	178.16
34+56.62 NB	3456.62	0.99	3.94	0.00	0	0	179	1	178.38
34+56.94 NB	3456.94	0.32	0.00	0.00	0	0	179	1	178.40
					179	1			

STAGE 3B - CTH A

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
23+50 A	2350.00	0.00	4.75	0.00	5	0	0	0	0.00
23+60 A	2360.00	10.00	6.53	0.00	7	0	7	0	6.53
23+63.34 A	2363.34	3.34	10.63	0.00	11	0	17	0	17.20
23+70 A	2370.00	6.66	11.11	0.00	11	0	28	0	28.33
23+80 A	2380.00	10.00	11.16	0.00	11	0	39	0	39.44
23+85 A	2385.00	5.00	10.86	0.00	14	0	53	0	53.34
23+90 A	2390.00	5.00	9.95	0.00	12	0	65	0	64.86
24+00 A	2400.00	10.00	11.34	0.00	12	0	77	0	77.28
24+10 A	2410.00	10.00	13.31	0.00	14	0	92	0	91.66
24+20 A	2420.00	10.00	15.43	0.00	17	0	108	0	108.16
24+30 A	2430.00	10.00	15.17	0.00	16	0	124	0	124.41
24+40 A	2440.00	10.00	14.48	0.00	14	0	139	0	138.89
24+50 A	2450.00	10.00	13.98	0.00	15	0	154	0	153.95
24+60 A	2460.00	10.00	13.54	0.00	15	0	169	0	168.56
24+70 A	2470.00	10.00	13.40	0.00	14	0	183	0	183.02
24+80 A	2480.00	10.00	14.39	0.00	15	0	198	0	197.75
24+85.73 A	2485.73	5.73	15.11	0.00	12	0	210	0	209.59
24+85.78 A	2485.78	0.04	28.94	0.00	23	0	233	0	232.53
24+90 A	2490.00	4.22	28.77	0.00	42	0	274	0	274.36
25+00 A	2500.00	10.00	26.77	0.00	74	0	348	0	348.41
25+04.43 A	2504.43	4.43	24.84	0.00	85	0	433	0	433.30
25+04.5 A	2504.50	0.07	23.90	0.00	85	0	518	0	517.83
25+10 A	2510.00	5.50	30.33	0.00	78	0	595	0	595.35
25+20 A	2520.00	10.00	41.54	0.00	61	0	657	0	656.80
25+30 A	2530.00	10.00	41.88	0.00	62	0	719	0	719.19
25+40 A	2540.00	10.00	43.04	0.00	63	0	783	0	782.52
25+50 A	2550.00	10.00	44.66	0.00	66	0	848	0	848.47
25+60 A	2560.00	10.00	46.75	0.00	69	0	917	0	917.44
25+70 A	2570.00	10.00	48.63	0.00	72	0	989	0	989.18
25+80 A	2580.00	10.00	50.35	0.00	74	0	1,063	0	1062.90
25+90 A	2590.00	10.00	50.24	0.00	73	0	1,136	0	1136.30
26+00 A	2600.00	10.00	49.77	0.00	73	0	1,209	0	1208.83
26+10 A	2610.00	10.00	49.04	0.00	71	0	1,280	0	1280.18
26+20 A	2620.00	10.00	48.98	0.00	71	0	1,351	0	1351.21
26+30 A	2630.00	10.00	48.61	0.00	70	0	1,422	0	1421.52
26+40 A	2640.00	10.00	46.53	0.00	67	0	1,489	0	1488.70
26+50 A	2650.00	10.00	44.85	0.00	64	0	1,553	0	1553.06
26+60 A	2660.00	10.00	43.59	0.00	62	0	1,615	0	1615.00
26+70 A	2670.00	10.00	42.84	0.00	60	0	1,675	0	1675.05
26+80 A	2680.00	10.00	42.62	0.00	59	0	1,734	0	1733.82
26+90 A	2690.00	10.00	41.82	0.00	58	0	1,792	0	1792.04
27+00 A	2700.00	10.00	41.21	0.00	58	0	1,850	0	1850.39
27+10 A	2710.00	10.00	35.04	0.00	49	0	1,899	0	1899.47
27+20 A	2720.00	10.00	27.48	0.00	38	0	1,937	0	1937.15
27+25.5 A	2725.50	5.50	22.35	0.00	31	0	1,968	0	1968.11
					1,973	0			

STAGE 3B - WEST CROSSOVER (EB) - RESTORE

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
08+59.69 C1	859.69	0.00	5.27	0.74	0	0	0	0	0.00
08+70.54 C1	870.54	10.86	5.09	0.98	2	0	2	0	1.65
09+00 C1	900.00	29.46	4.98	1.18	5	1	8	2	5.68
09+50 C1	950.00	50.00	5.35	0.40	10	1	17	4	13.43
10+00 C1	1000.00	50.00	7.68	0.11	12	0	29	4	24.91
10+50 C1	1050.00	50.00	9.62	0.01	16	0	45	4	40.80
11+00 C1	1100.00	50.00	7.34	0.69	16	1	61	5	55.69
11+28.67 C1	1128.67	28.67	0.71	2.87	4	2	65	8	57.60
11+29.67 C1	1129.67	1.00	0.66	5.42	0	0	65	8	57.43
11+50 C1	1150.00	20.33	2.73	3.24	1	3	67	12	54.63
12+00 C1	1200.00	50.00	3.95	2.45	6	5	73	18	54.23
12+08.26 C1	1208.26	8.26	4.31	2.44	1	1	74	19	54.56
12+09.26 C1	1209.26	1.00	4.11	1.07	0	0	74	19	54.63
12+50 C1	1250.00	40.74	10.01	0.34	11	1	85	21	63.96
13+00 C1	1300.00	50.00	12.91	0.00	21	0	106	21	84.79
13+50 C1	1350.00	50.00	10.34	0.14	22	0	128	21	106.16
14+00 C1	1400.00	50.00	8.03	0.26	17	0	145	22	122.71
14+50 C1	1450.00	50.00	5.20	1.51	12	2	157	24	132.91
14+60.94 C1	1460.94	10.94	5.22	1.69	2	1	159	25	134.21
14+61.94 C1	1461.94	1.00	5.23	1.76	0	0	159	25	134.32
14+85.23 C1	1485.23	23.29	5.69	1.61	5	1	164	27	137.22
				SUBTOTAL =	164	21	164	27	137

STAGE 3B - WEST CROSSOVER (WB) - RESTORE

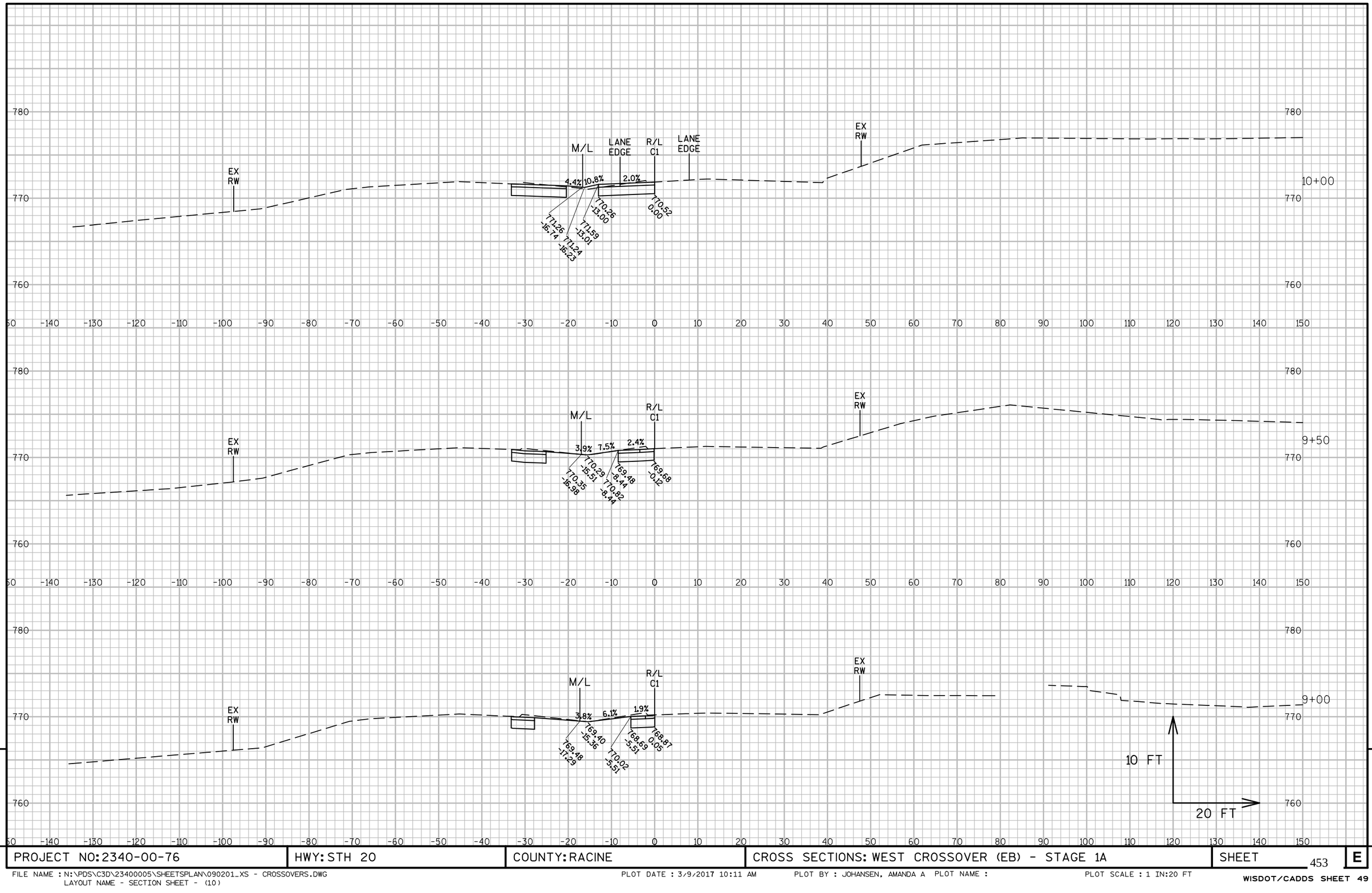
08+68.83 C2	868.83	0.00	0.00	0.00	0	0	0	0	0.00
09+00 C2	900.00	31.17	5.46	1.57	3	1	3	1	2.02
09+50 C2	950.00	50.00	5.42	0.93	10	2	13	4	9.20
10+00 C2	1000.00	50.00	6.55	0.32	11	1	24	5	18.85
10+50 C2	1050.00	50.00	9.11	0.02	14	0	39	6	32.96
10+86.52 C2	1086.52	36.52	7.48	0.44	11	0	50	6	43.79
11+00 C2	1100.00	13.48	6.26	0.97	3	0	53	7	46.77
11+24.24 C2	1124.24	24.24	0.00	2.44	3	2	56	9	47.66
12+09.37 C2	1209.37	0.00	0.25	1.37	0	0	56	9	47.66
12+12.05 C2	1212.05	2.68	5.35	0.64	0	0	57	9	47.82
12+50 C2	1250.00	37.95	8.72	0.19	10	1	66	9	56.98
13+00 C2	1300.00	50.00	10.35	0.00	18	0	84	10	74.42
13+50 C2	1350.00	50.00	8.85	0.10	18	0	102	10	92.09
14+00 C2	1400.00	50.00	7.26	0.13	15	0	117	10	106.74
14+50 C2	1450.00	50.00	5.93	0.01	12	0	129	10	118.79
				SUBTOTAL =	129	8	129	10	119
				TOTAL =	293	29	293	37	256

STAGE 3B - EAST CROSSOVERS (WB) - RESTORE

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Cumulative Vol (CY) Cut 1.00 Note 1	Cumulative Vol (CY) Expanded Fill 1.25	Mass Ordinate Note 8
09+32.73 C3	932.73	0.00	6.53	0.00	0	0	0	0	0.00
09+50 C3	950.00	17.27	5.38	2.73	4	1	4	1	2.72
10+00 C3	1000.00	50.00	5.55	1.27	10	4	14	6	8.21
10+30.57 C3	1030.57	30.57	6.01	0.70	7	1	20	7	13.36
10+50 C3	1050.00	19.43	7.41	0.44	5	0	25	8	17.67
10+58.95 C3	1058.95	8.95	8.42	0.36	3	0	28	8	20.13
10+59.95 C3	1059.95	1.00	22.53	0.35	1	0	28	8	20.69
11+00 C3	1100.00	40.05	34.52	0.10	42	0	71	8	62.58
11+16.5 C3	1116.50	16.50	38.61	0.24	22	0	93	8	84.78
11+17.5 C3	1117.50	1.00	32.32	0.00	1	0	94	8	86.10
11+45.88 C3	1145.88	28.38	21.13	0.00	28	0	123	8	114.19
11+50 C3	1150.00	4.12	20.82	0.00	3	0	126	8	117.39
12+00 C3	1200.00	50.00	22.63	0.00	40	0	166	8	157.62
12+30.92 C3	1230.92	30.92	22.60	0.00	26	0	192	8	183.52
12+50 C3	1250.00	19.08	12.25	0.00	12	0	204	8	195.84
13+00 C3	1300.00	50.00	6.88	0.16	18	0	222	9	213.36
13+50 C3	1350.00	50.00	6.37	0.00	12	0	234	9	225.45
13+55.09 C3	1355.09	5.09	6.28	0.00	1	0	235	9	226.64
				SUBTOTAL =	235	7	235	9	227

STAGE 3B - EAST CROSSOVERS (EB) - RESTORE

08+86.55 C4	886.55	0.00	6.08	0.11	0	0	0	0	0.00
09+00 C4	900.00	13.45	5.82	0.17	3	0	3	0	2.88
09+38.37 C4	938.37	38.37	5.70	0.20	8	0	11	0	10.73
09+50 C4	950.00	11.63	5.58	0.82	2	0	14	1	12.89
09+66.53 C4	966.53	16.53	10.01	0.04	5	0	18	1	17.33
10+00 C4	1000.00	33.47	12.45	0.03	14	0	32	1	31.19
10+14.31 C4	1014.31	14.31	14.86	0.13	7	0	40	1	38.38
10+33.63 C4	1033.63	19.32	10.22	0.17	9	0	48	1	47.21
10+50 C4	1050.00	16.37	6.03	1.25	5	0	53	2	51.60
10+50.93 C4	1050.93	0.93	6.11	1.12	0	0	54	2	51.76
10+51.93 C4	1051.93	1.00	6.20	0.99	0	0	54	2	51.94
11+00 C4	1100.00	48.07	15.24	0.00	19	1	73	3	69.92
11+50 C4	1150.00	50.00	13.14	0.00	26	0	99	3	96.19
11+71.5 C4	1171.50	21.50	14.19	0.00	11	0	110	3	107.07
11+76.4 C4	1176.40	4.90	2.97	0.00	2	0	112	3	108.63
12+37.17 C4	1237.17	0.00	0.32	0.16	0	0	112	3	108.63
12+38.52 C4	1238.52	1.35	5.99	0.37	0	0	112	3	108.77
12+50 C4	1250.00	11.48	6.59	0.20	3	0	114	3	111.29
12+64.44 C4	1264.44	14.44	7.58	0.08	4	0	118	3	114.99
13+00 C4	1300.00	35.56	7.53	0.02	10	0	128	3	124.85
13+46.14 C4	1346.14	46.14	1.62	0.45	8	0	136	4	132.16
13+50 C4	1350.00	3.86	0.34	0.00	0	0	136	4	132.26
13+51.61 C4	1351.61	1.61	0.00	0.00	0	0	136	4	132.27
				SUBTOTAL =	136	3	136	4	132
				TOTAL =	372	10	372	13	359

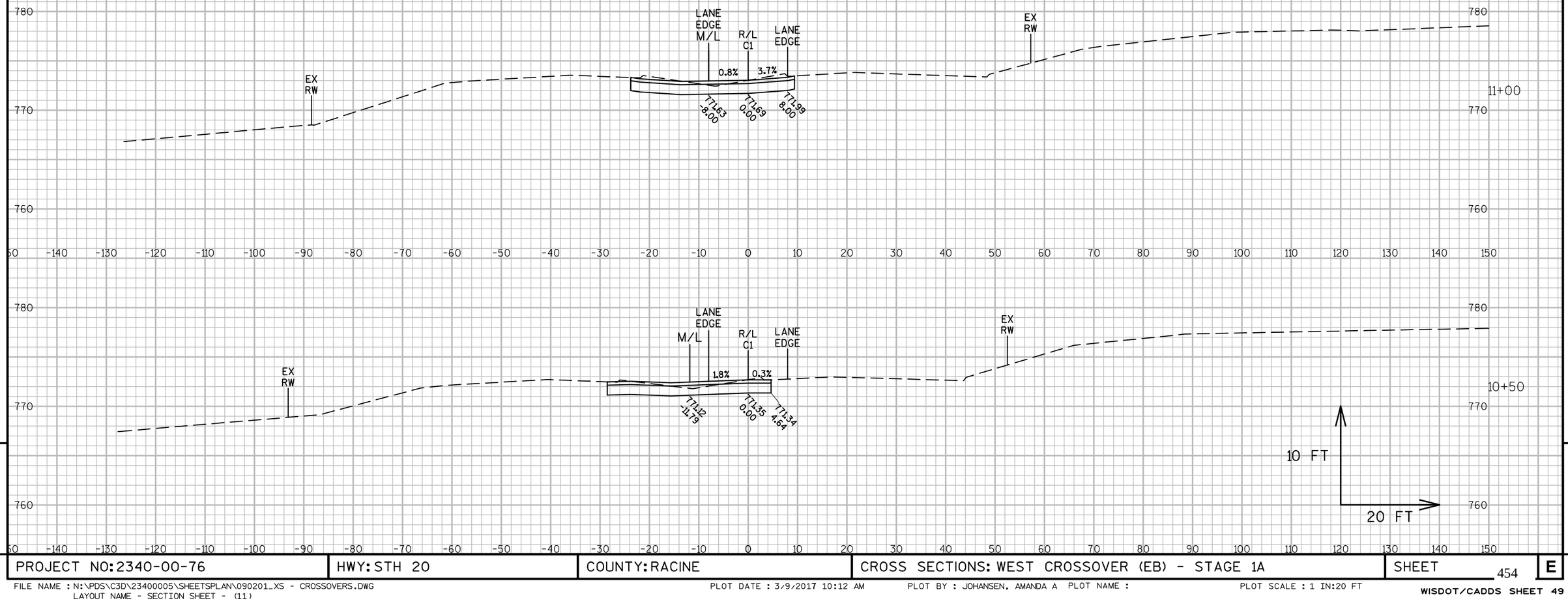


9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WEST CROSSOVER (EB) - STAGE 1A	SHEET 453	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (10)
PLOT DATE : 3/9/2017 10:11 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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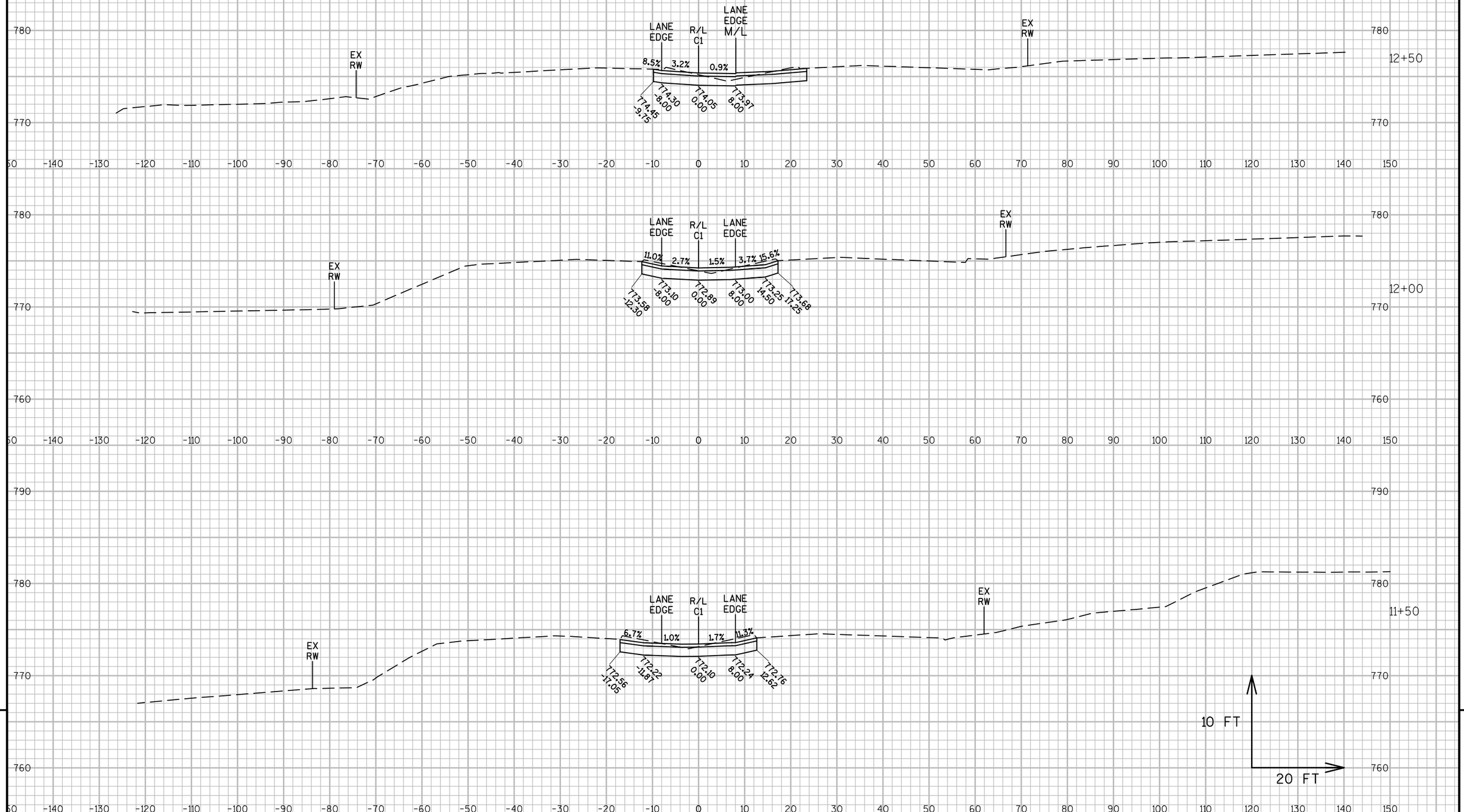
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WEST CROSSOVER (EB) - STAGE 1A	SHEET 454	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (11)
PLOT DATE : 3/9/2017 10:12 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

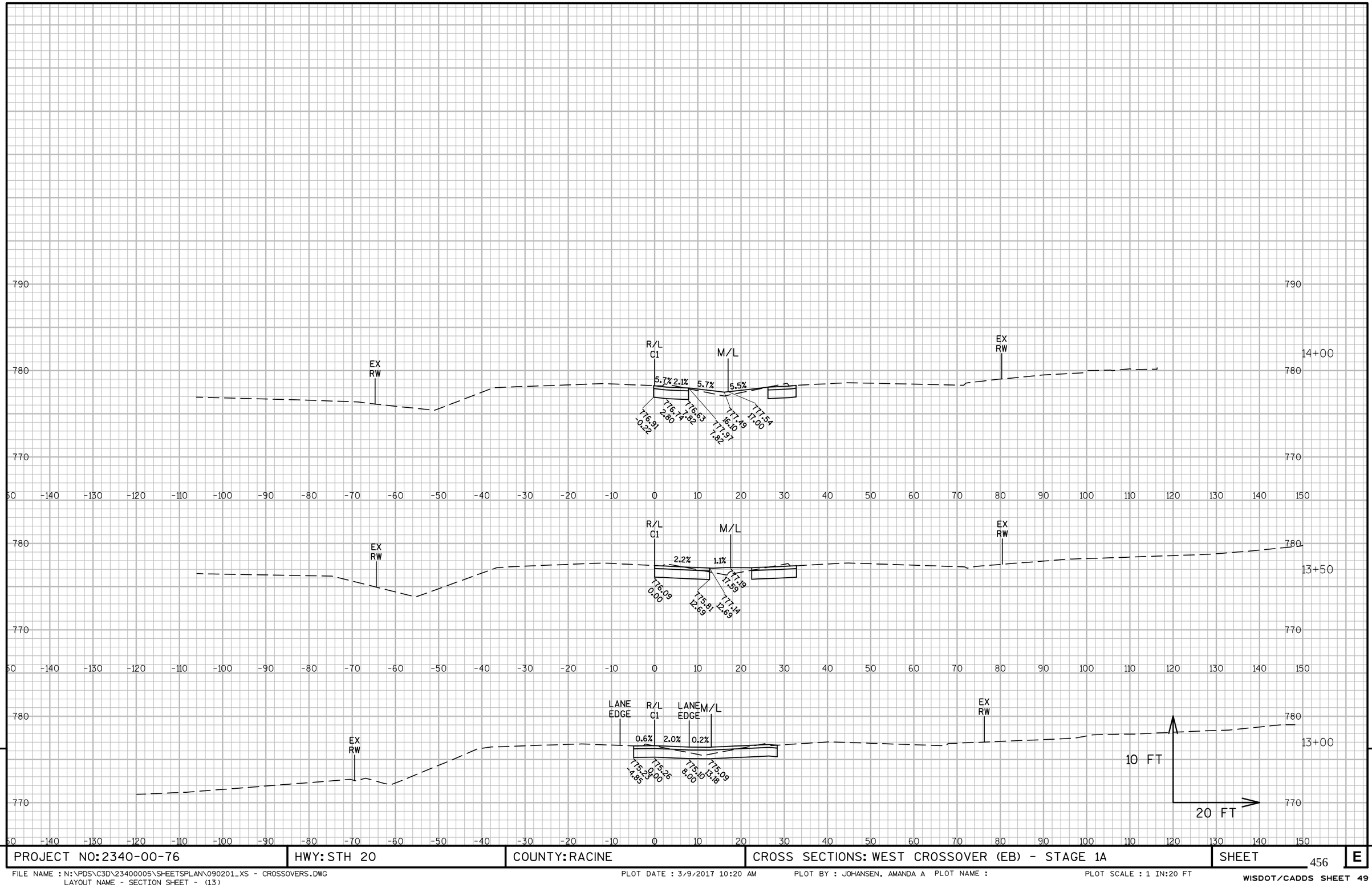


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WEST CROSSOVER (EB) - STAGE 1A	SHEET 455 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (12)

PLOT DATE : 3/9/2017 10:12 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

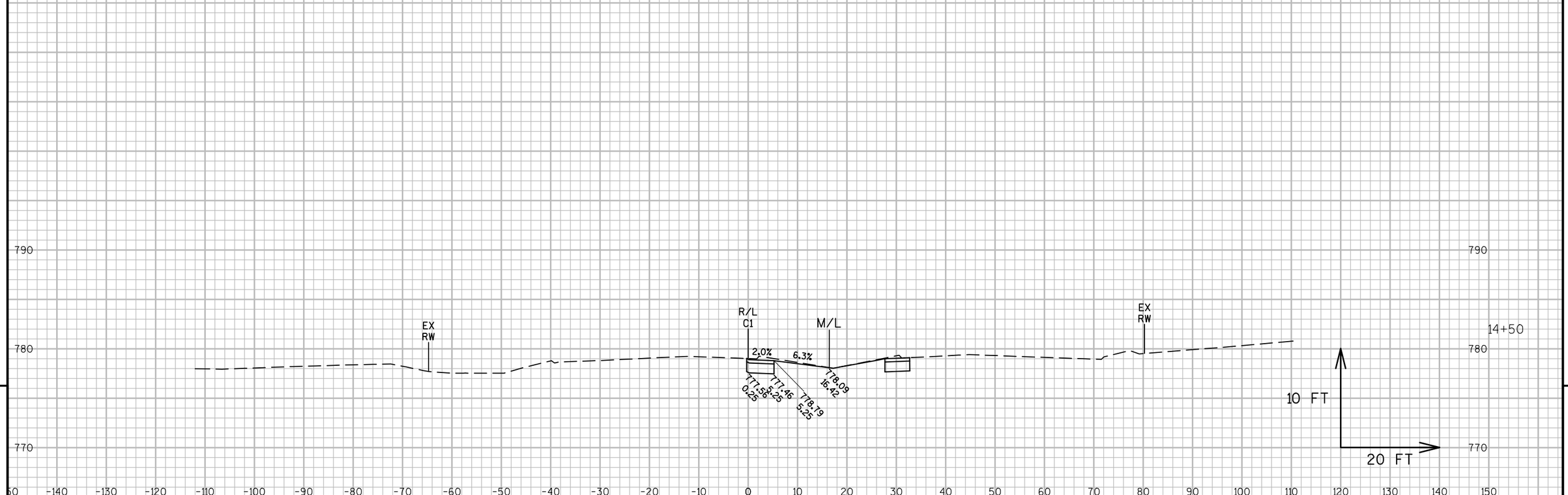


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WEST CROSSOVER (EB) - STAGE 1A	SHEET 456	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (13)

PLOT DATE : 3/9/2017 10:20 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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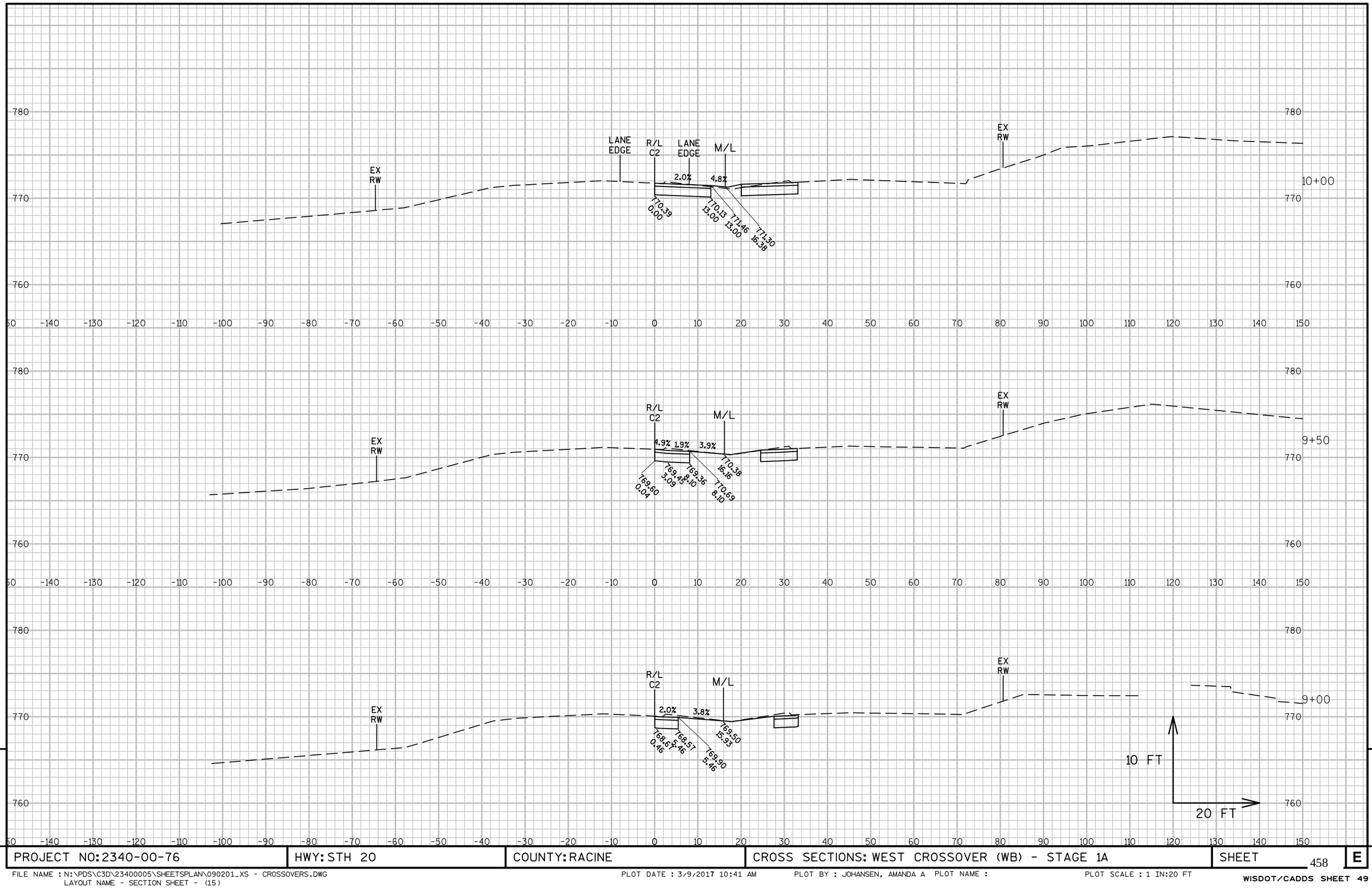
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WEST CROSSOVER (EB) - STAGE 1A	SHEET 457 E



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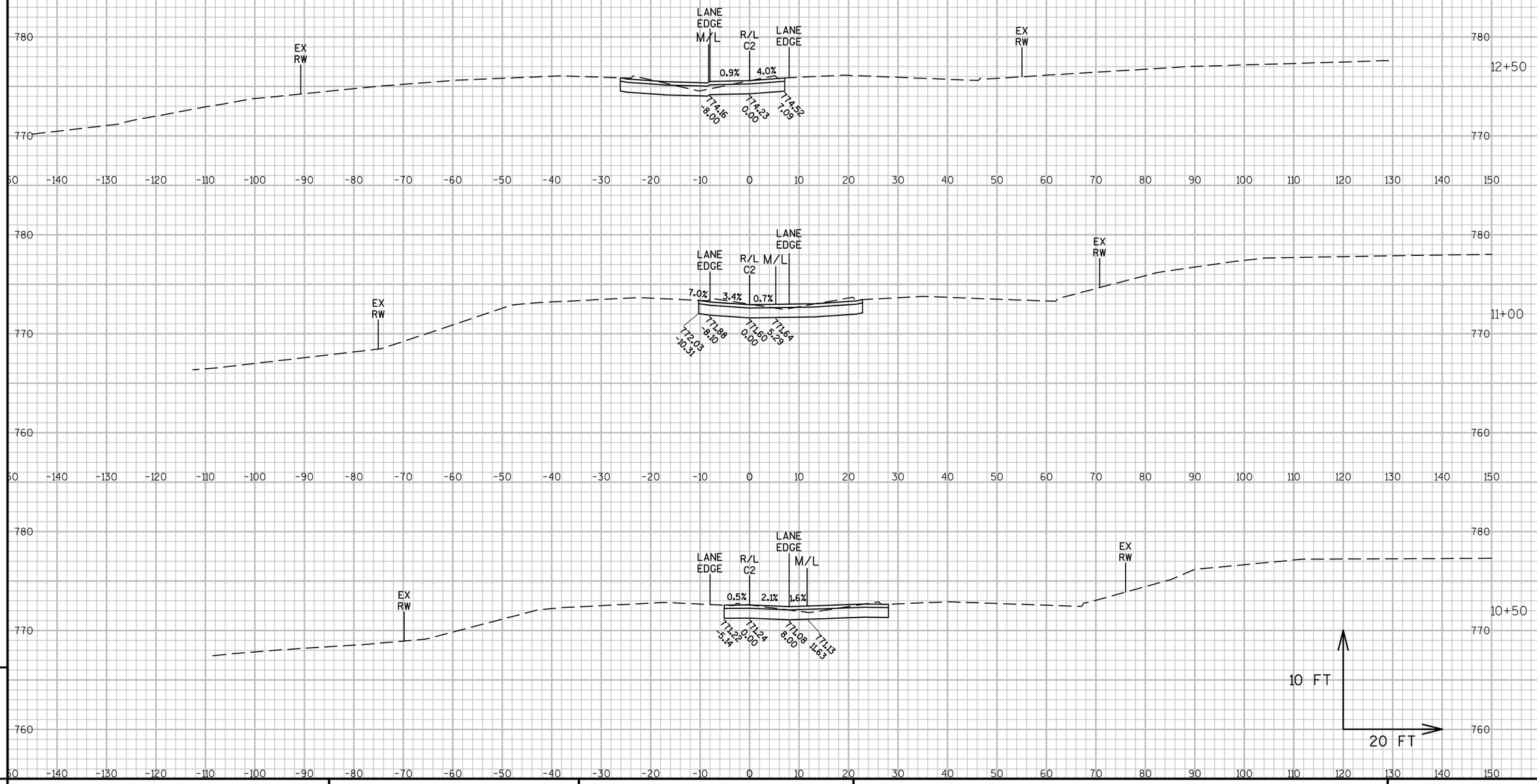
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WEST CROSSOVER (WB) - STAGE 1A	SHEET 458	E

9

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (15)

PLOT DATE : 3/9/2017 10:41 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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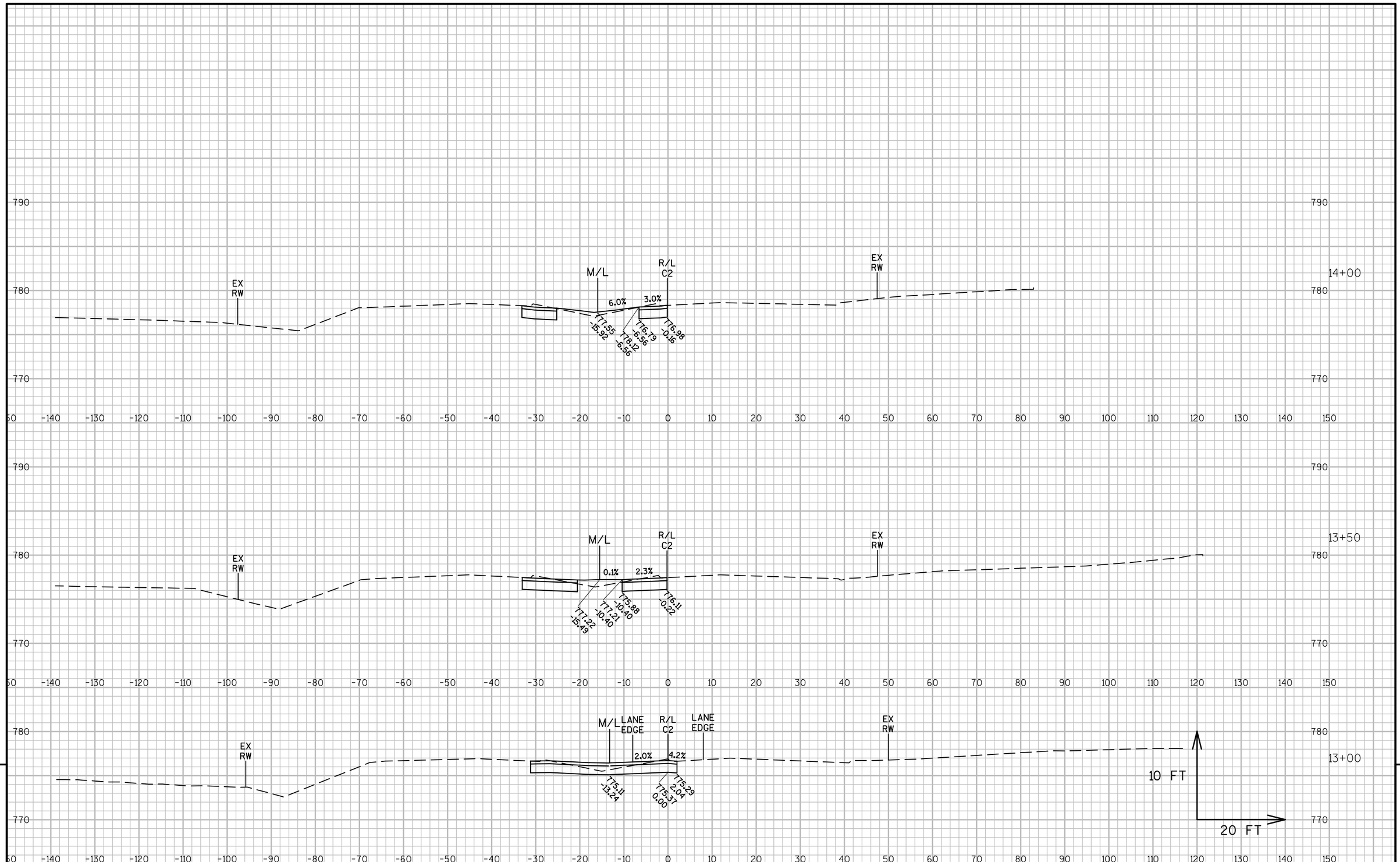
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WEST CROSSOVER (WB) - STAGE 1A	SHEET 459	E



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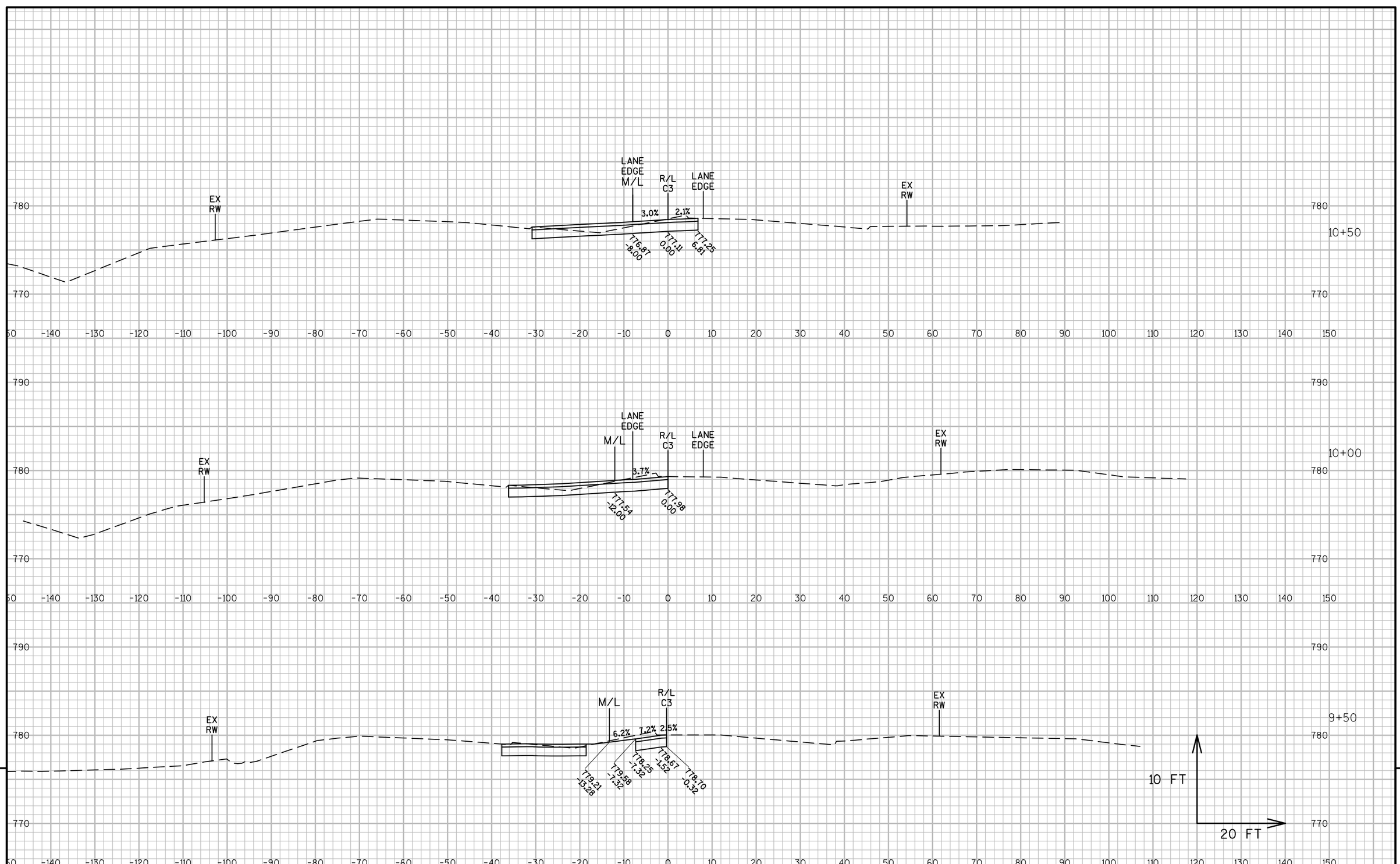
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WEST CROSSOVER (WB) - STAGE 1A	SHEET 460 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (17)
PLOT DATE : 3/9/2017 10:56 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

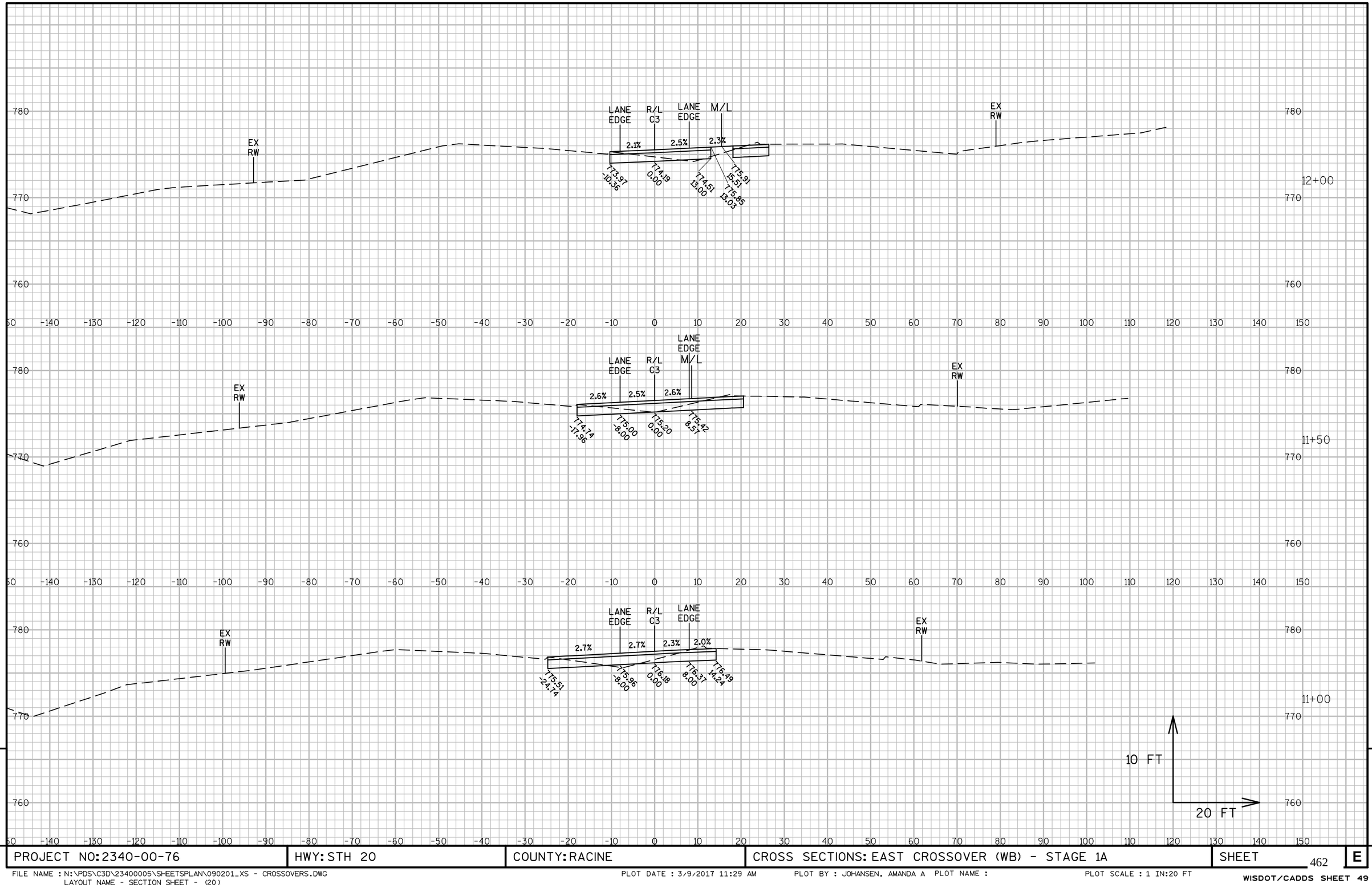
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EAST CROSSOVER (WB) - STAGE 1A	SHEET 461	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (19)

PLOT DATE : 3/9/2017 11:23 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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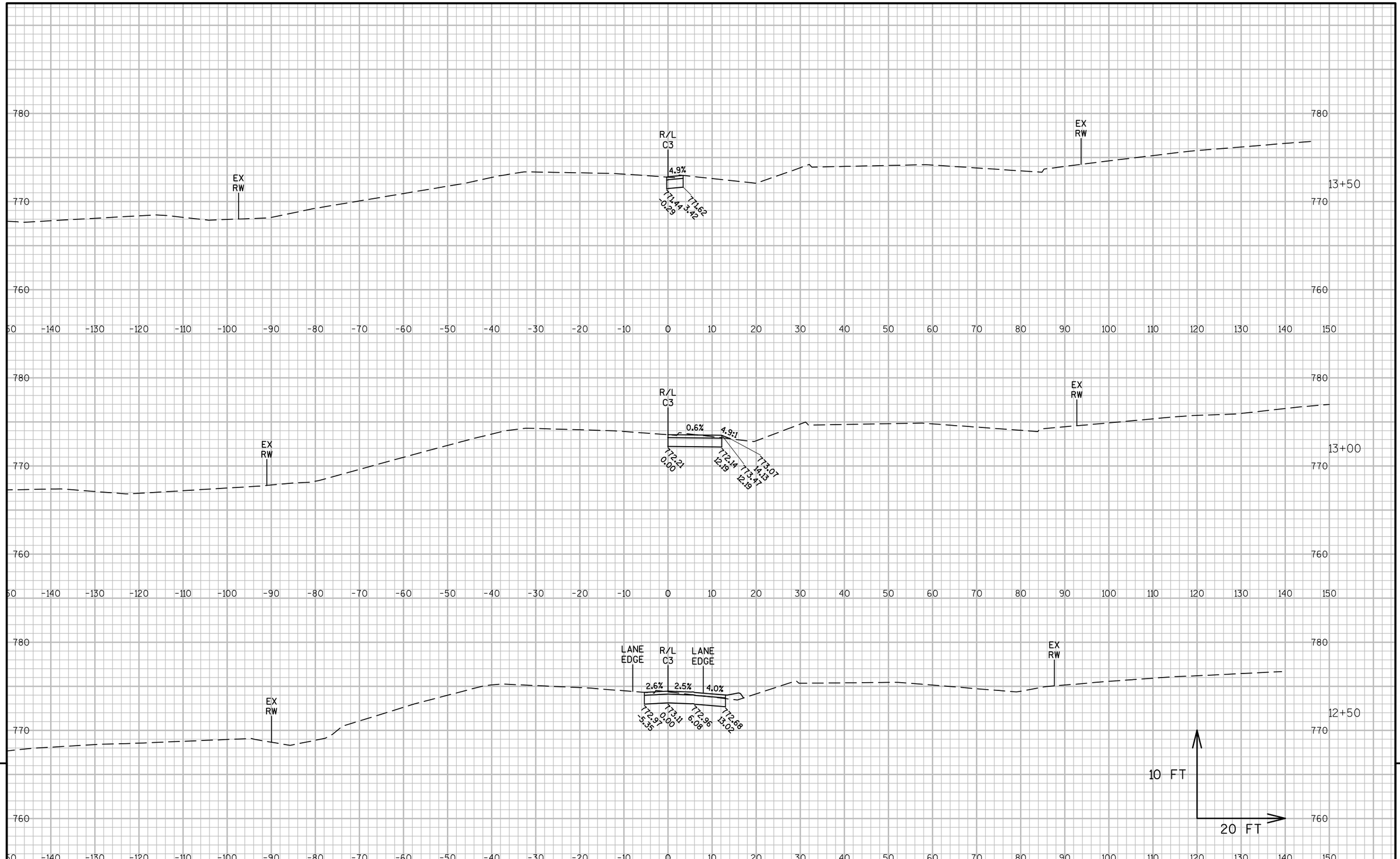
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EAST CROSSOVER (WB) - STAGE 1A	SHEET 462	E

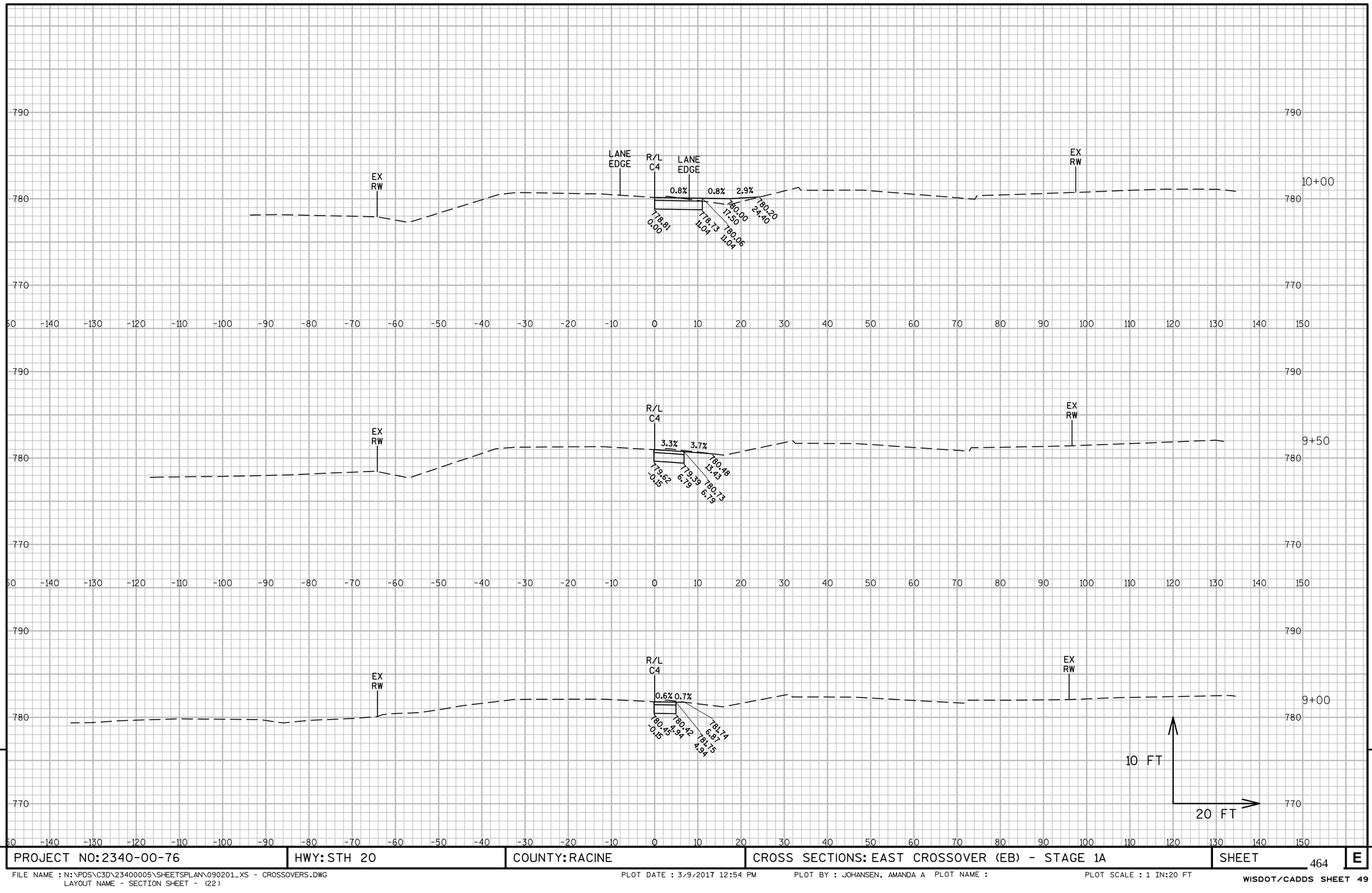


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EAST CROSSOVER (WB) - STAGE 1A	SHEET 463	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (21)

PLOT DATE : 3/9/2017 11:34 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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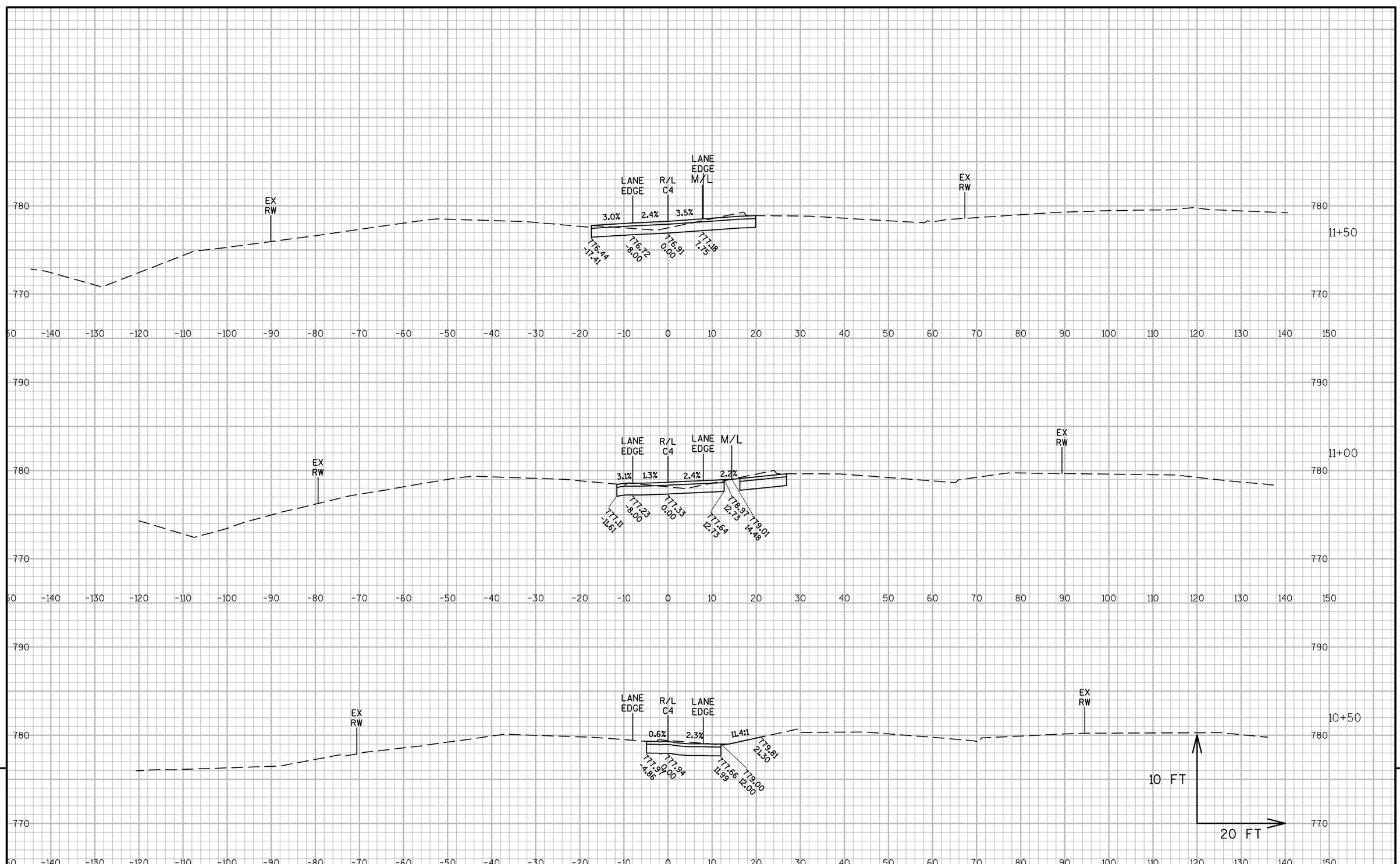
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EAST CROSSOVER (EB) - STAGE 1A	SHEET 464	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (22)
PLOT DATE : 3/9/2017 12:54 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

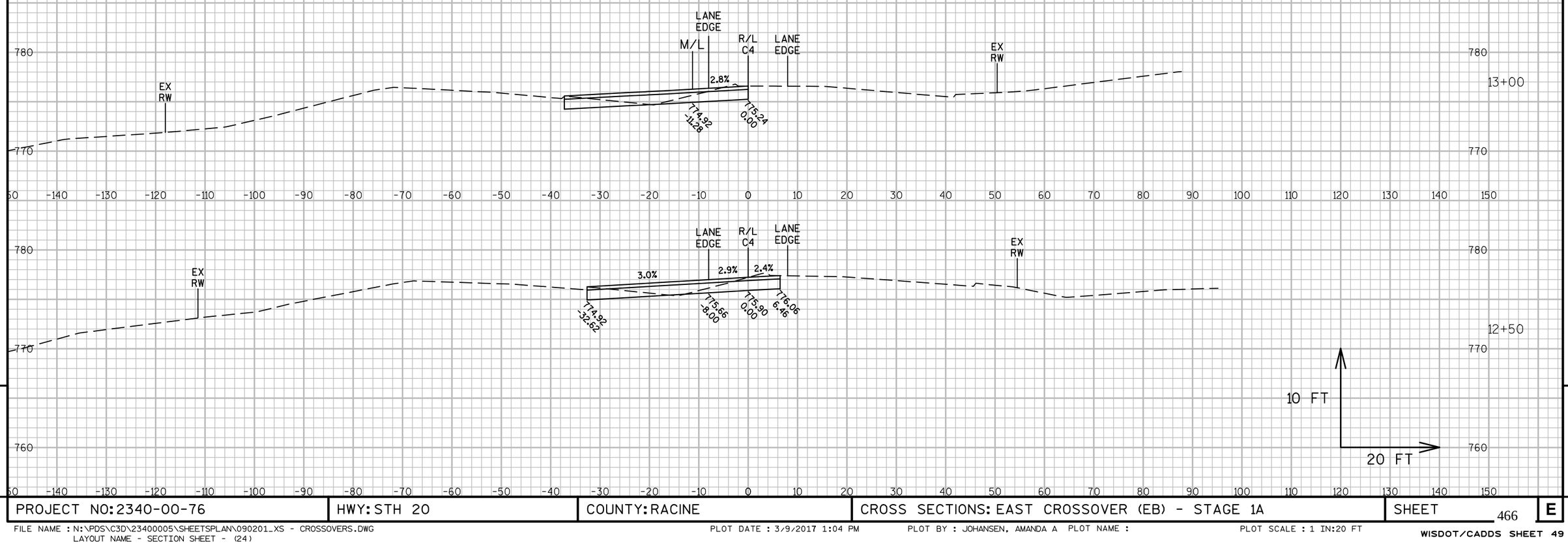


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EAST CROSSOVER (EB) - STAGE 1A	SHEET 465	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (23)

PLOT DATE : 3/9/2017 12:58 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EAST CROSSOVER (EB) - STAGE 1A	SHEET 466	E

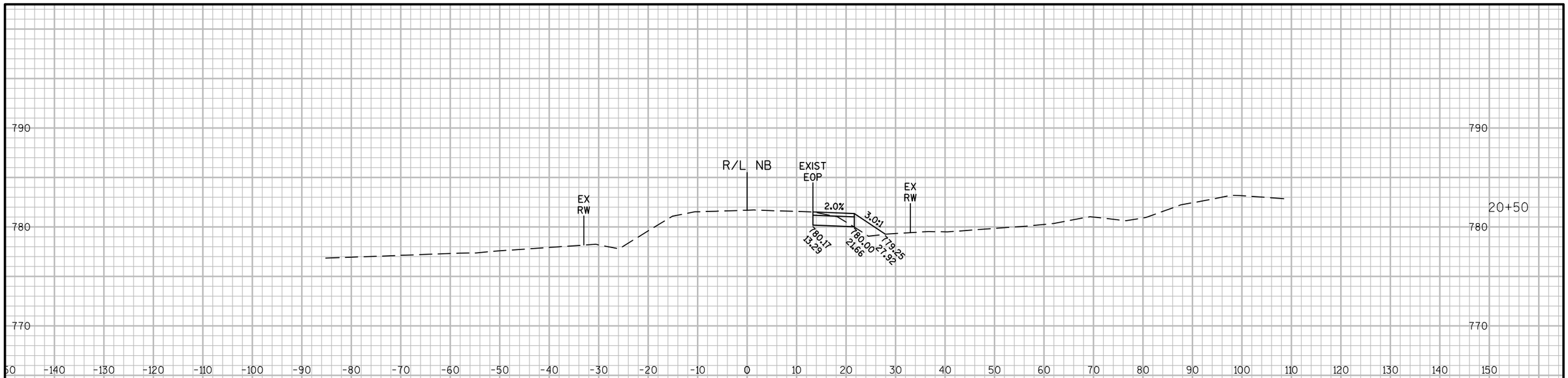
FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - CROSSOVERS.DWG
LAYOUT NAME - SECTION SHEET - (24)

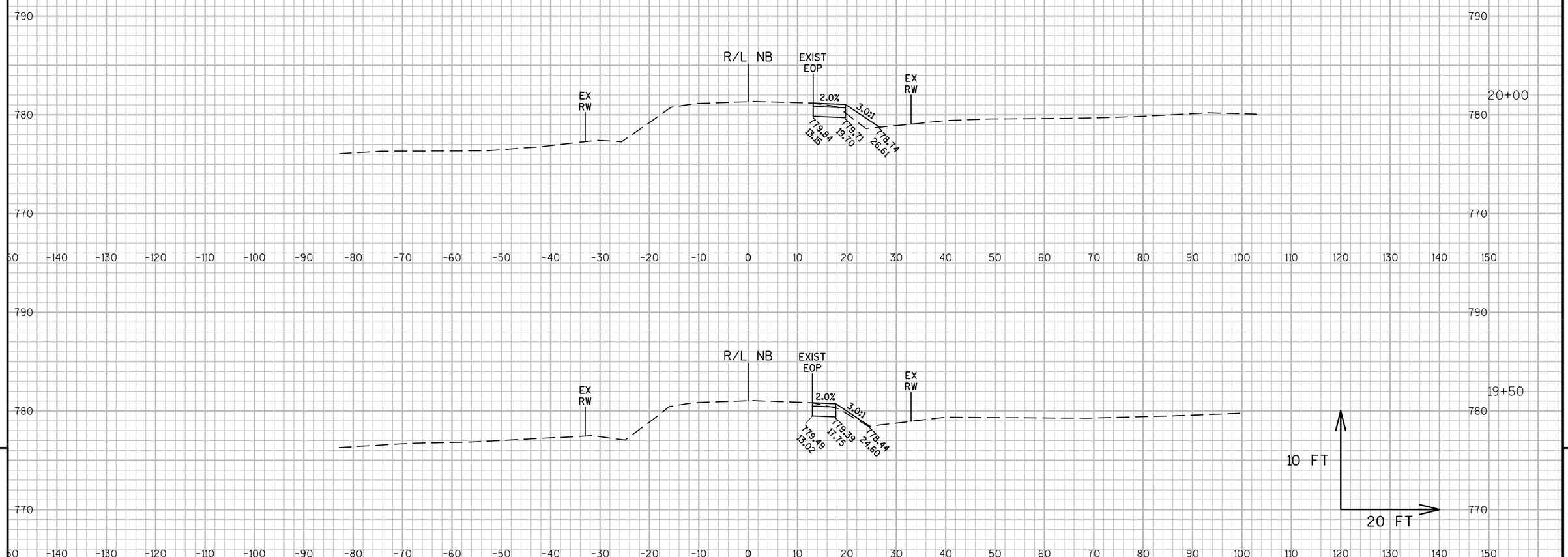
PLOT DATE : 3/9/2017 1:04 PM

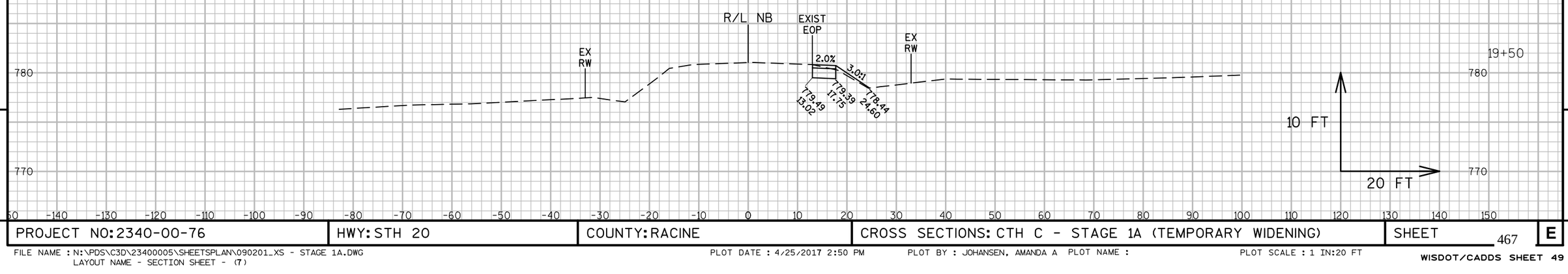
PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







9

9

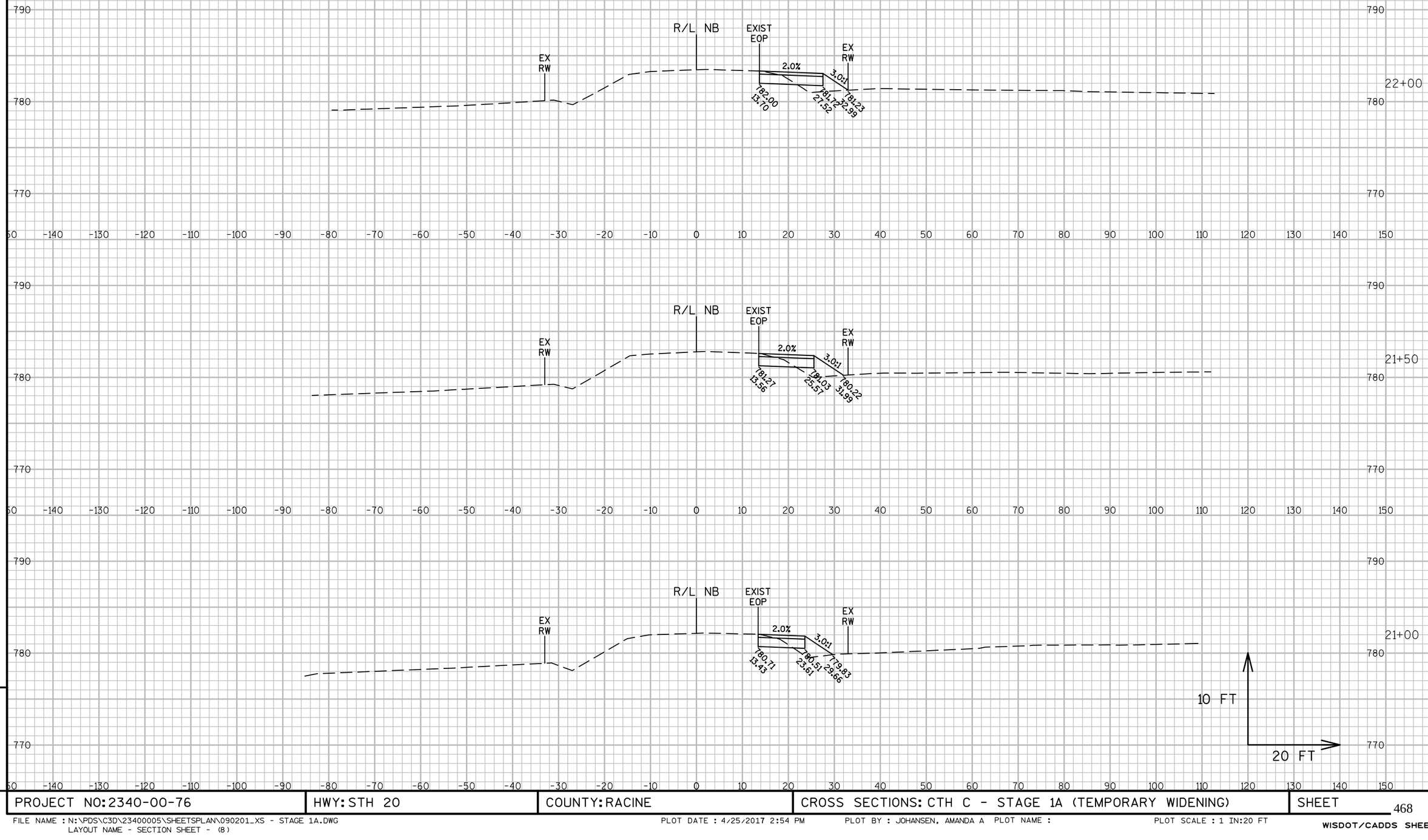
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH C - STAGE 1A (TEMPORARY WIDENING)	SHEET 467	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1A.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 4/25/2017 2:50 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

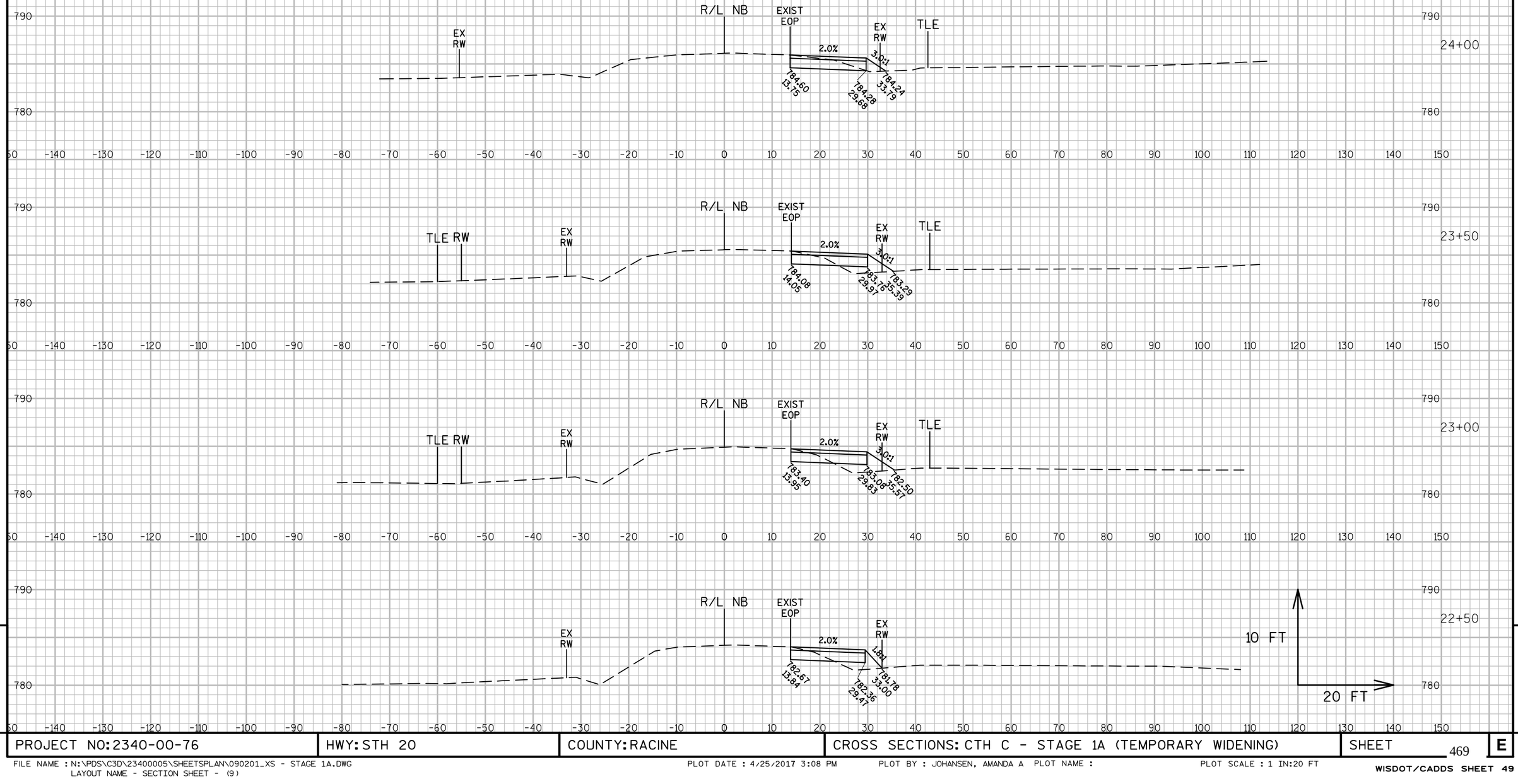
WISDOT/CADDS SHEET 49



9

9

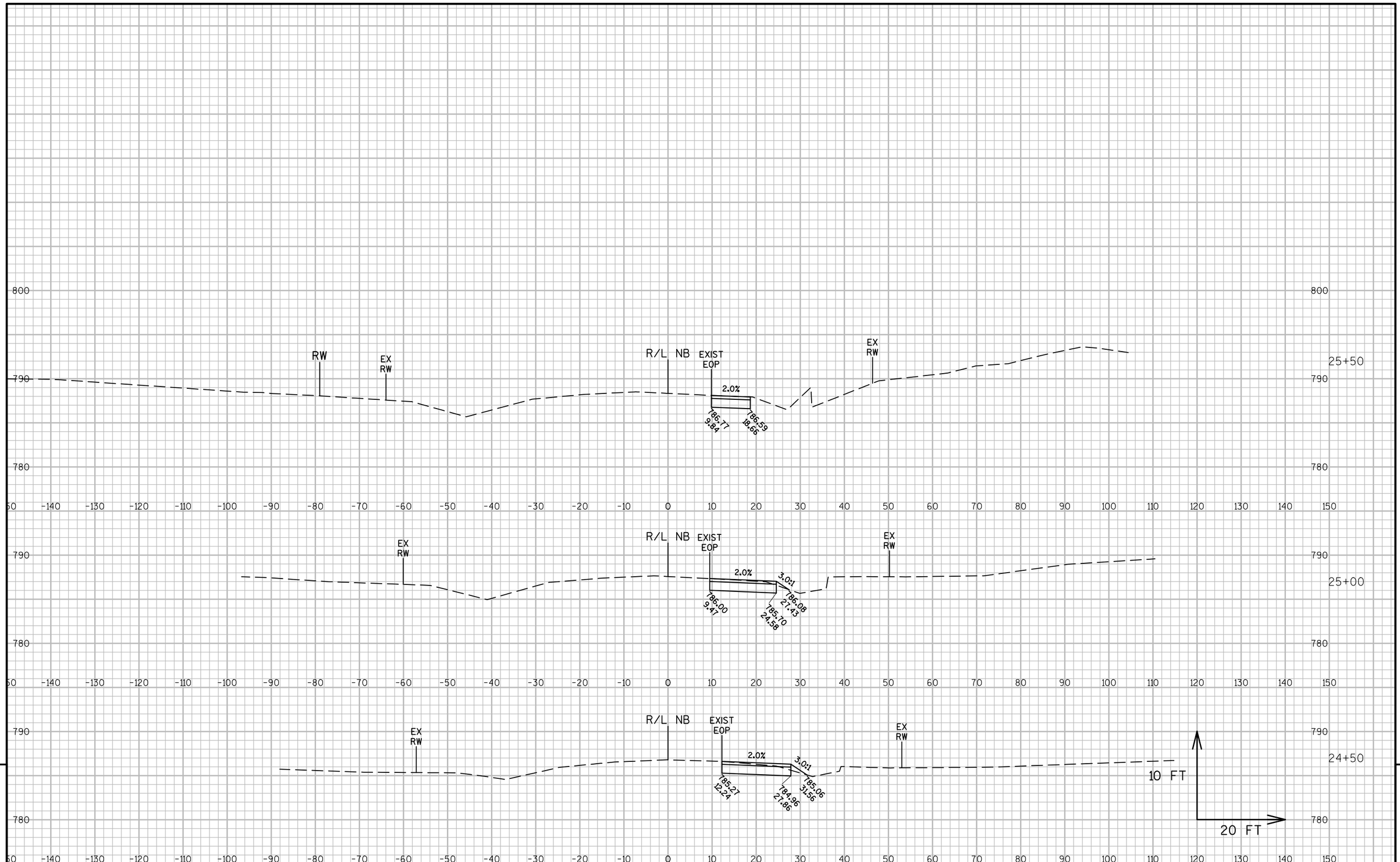
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH C - STAGE 1A (TEMPORARY WIDENING)	SHEET 468	E



9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH C - STAGE 1A (TEMPORARY WIDENING)	SHEET 469	E

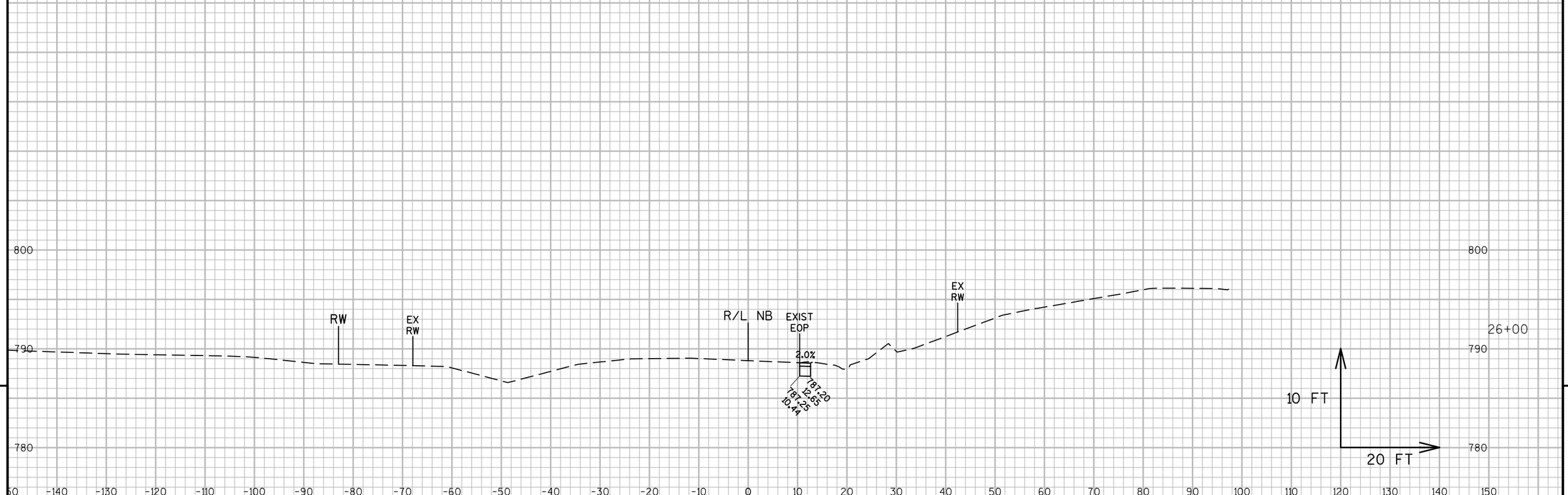


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH C - STAGE 1A (TEMPORARY WIDENING)	SHEET 470 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1A.DWG
LAYOUT NAME - SECTION SHEET - (10)

PLOT DATE : 4/25/2017 3:14 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

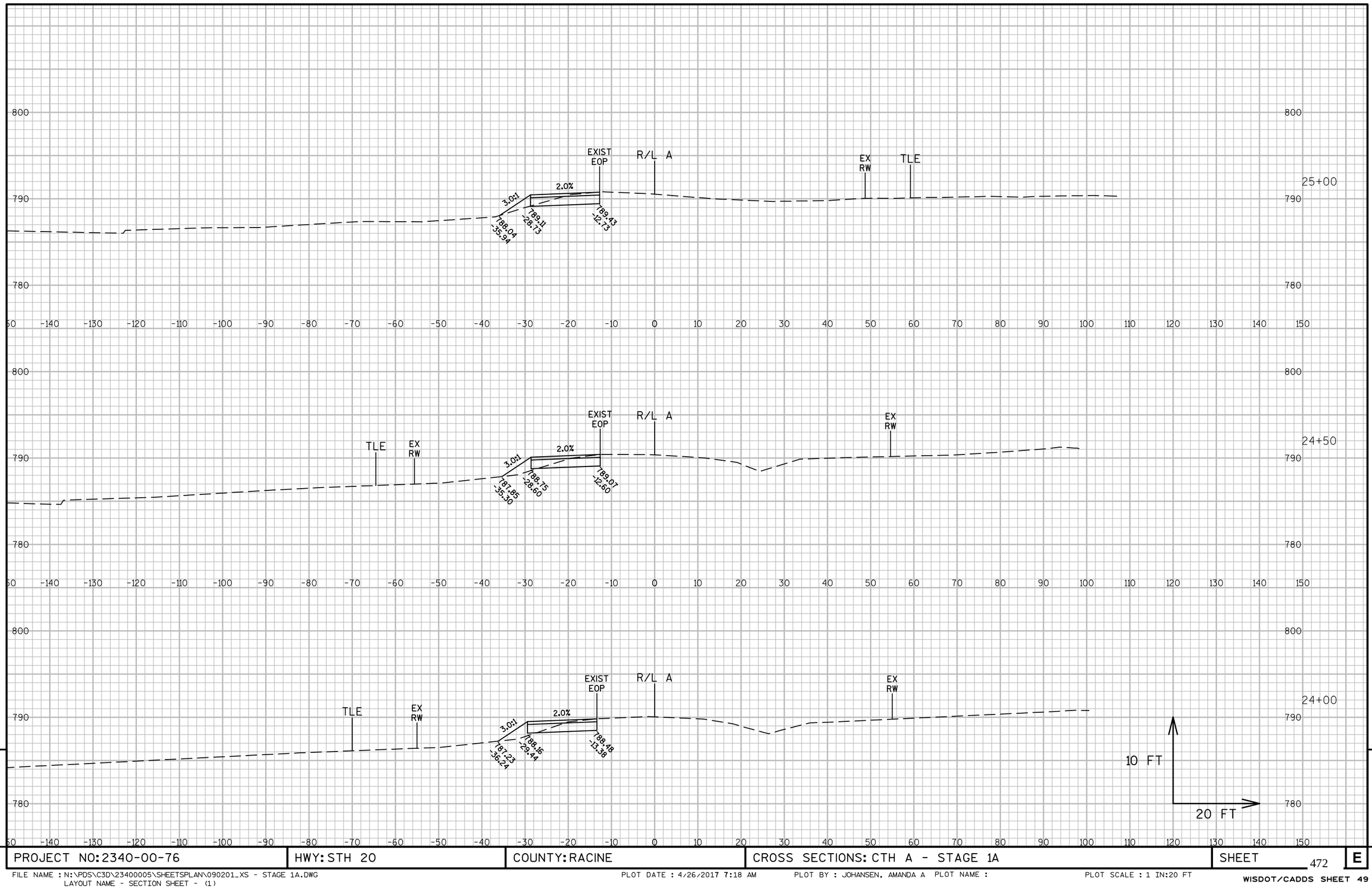
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH C - STAGE 1A (TEMPORARY WIDENING)	SHEET 471 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1A.DWG
LAYOUT NAME - SECTION SHEET - (11)

PLOT DATE : 4/25/2017 3:17 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



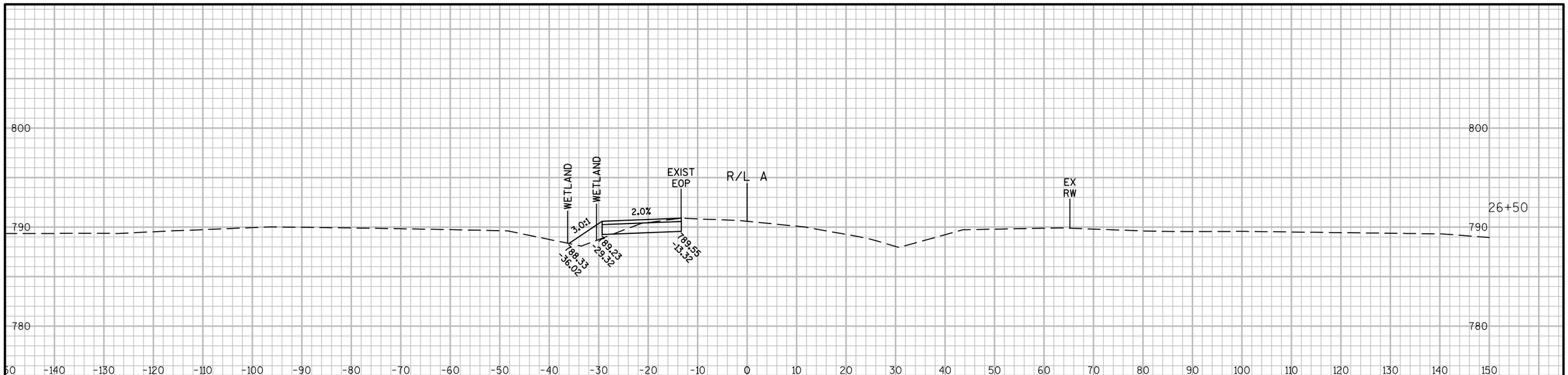
9

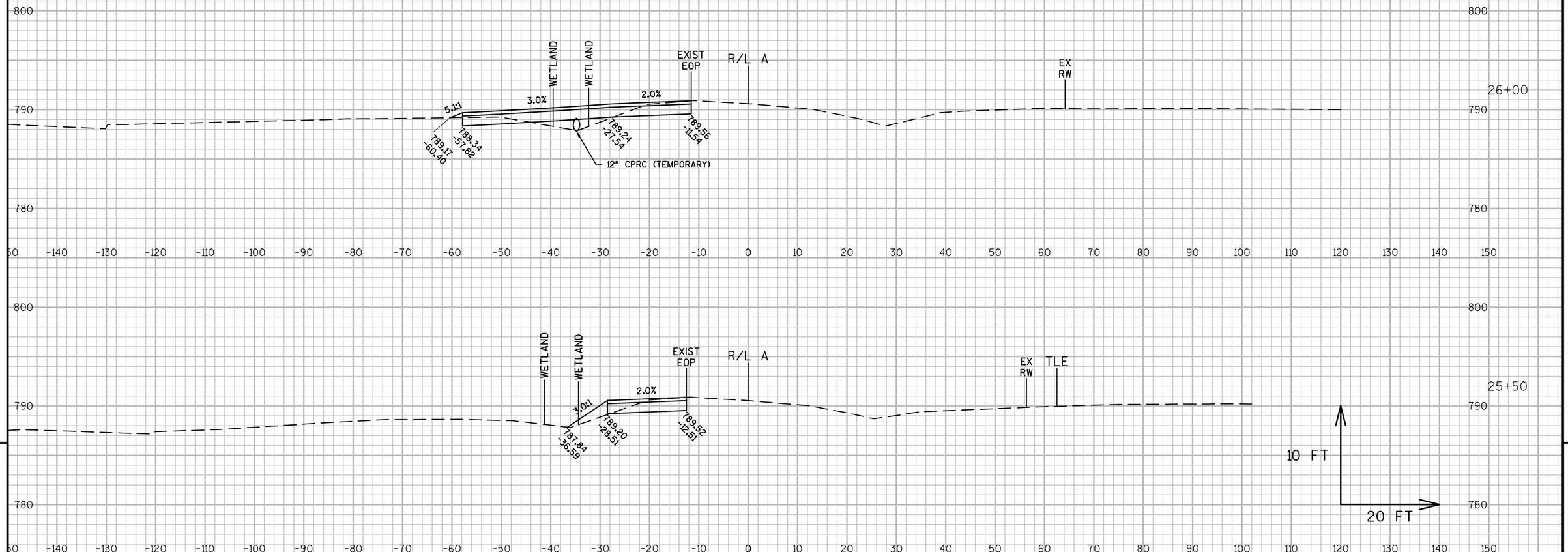
9

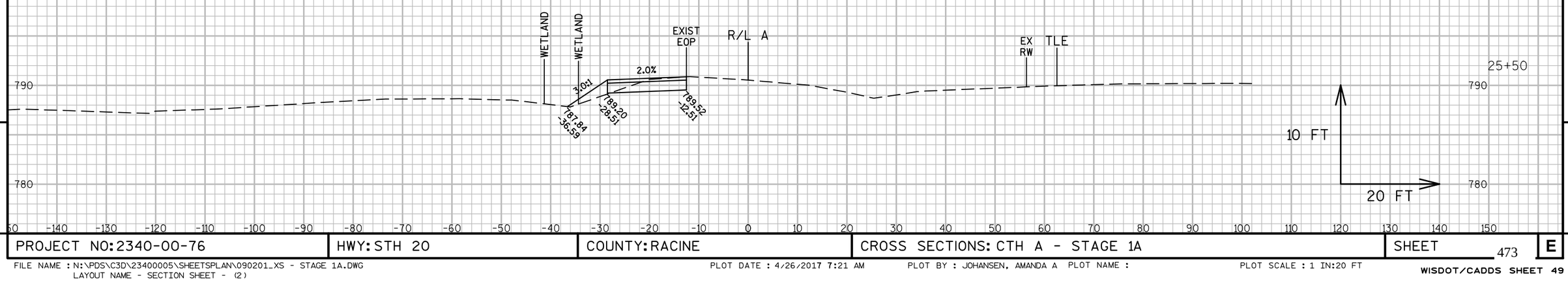
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 1A	SHEET 472	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1A.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 4/26/2017 7:18 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT







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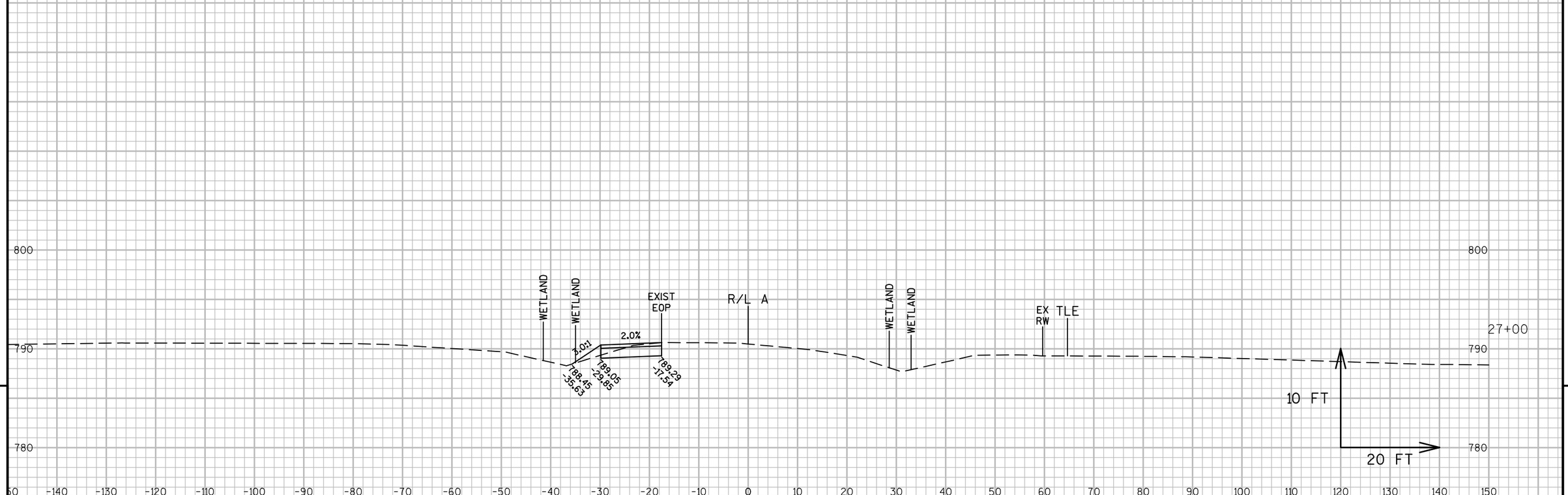
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 1A	SHEET 473	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1A.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 4/26/2017 7:21 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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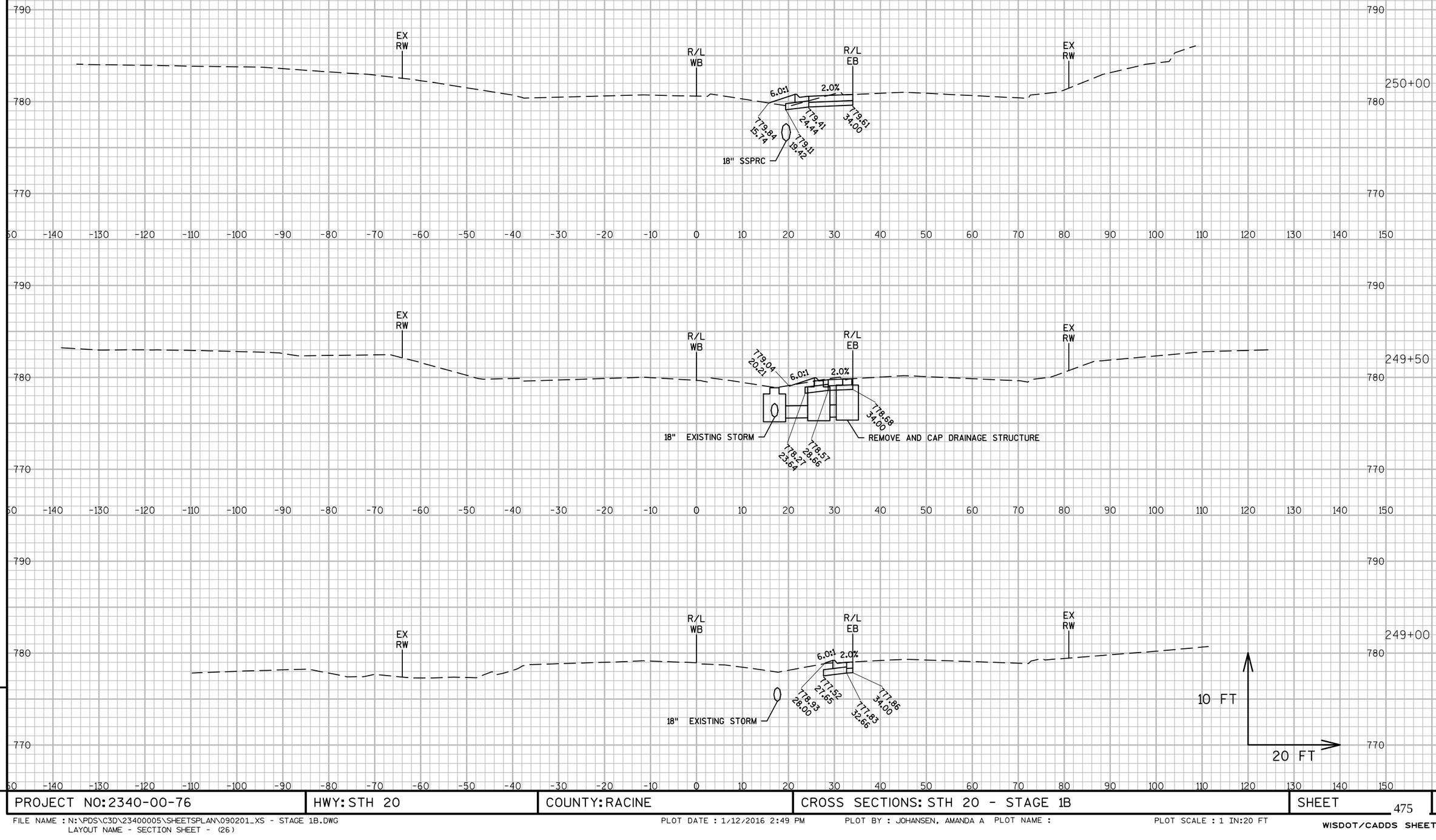
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 1A	SHEET 474	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1A.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 4/26/2017 7:23 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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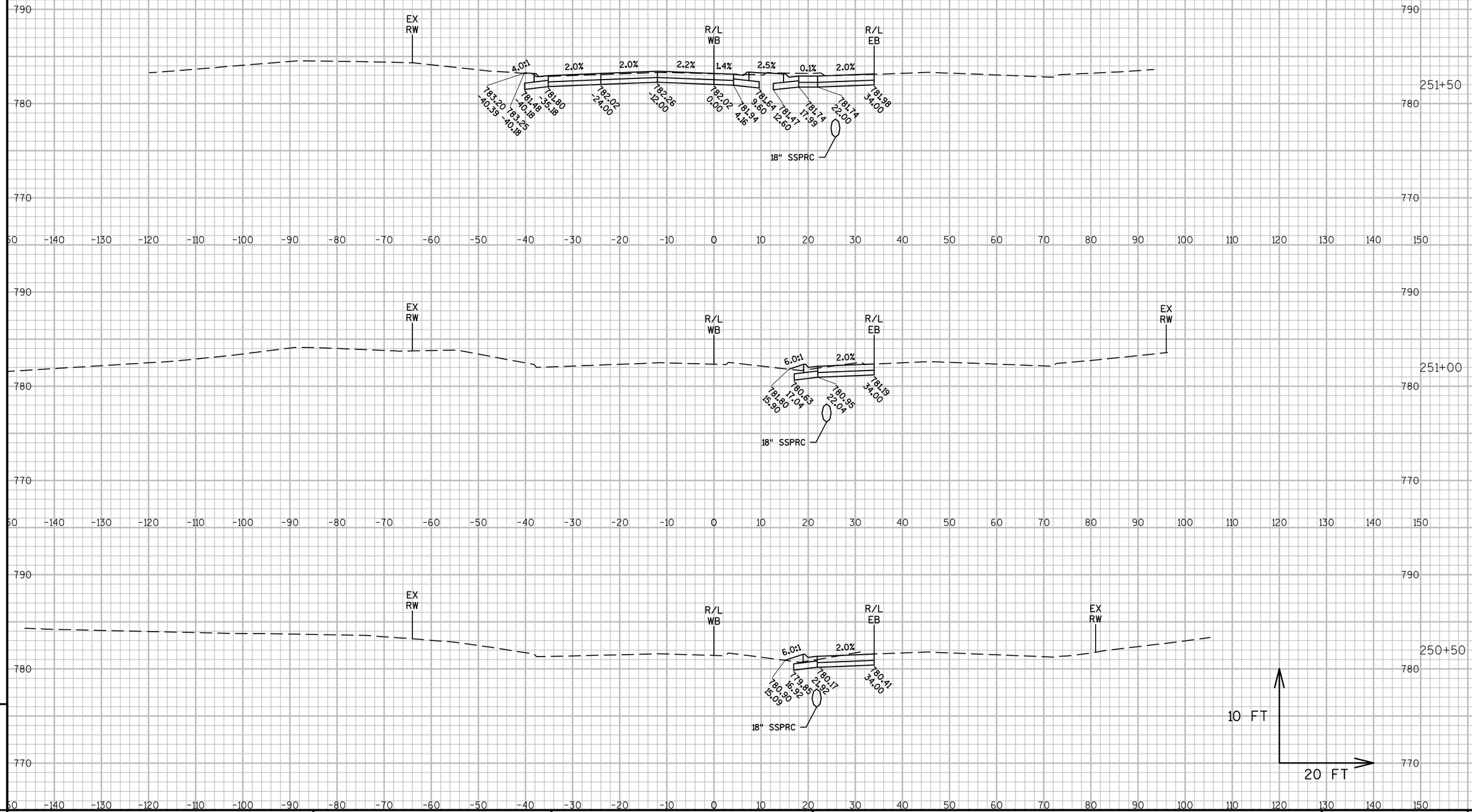
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 475	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (26)

PLOT DATE : 1/12/2016 2:49 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 476 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (27)

PLOT DATE : 11/25/2015 1:04 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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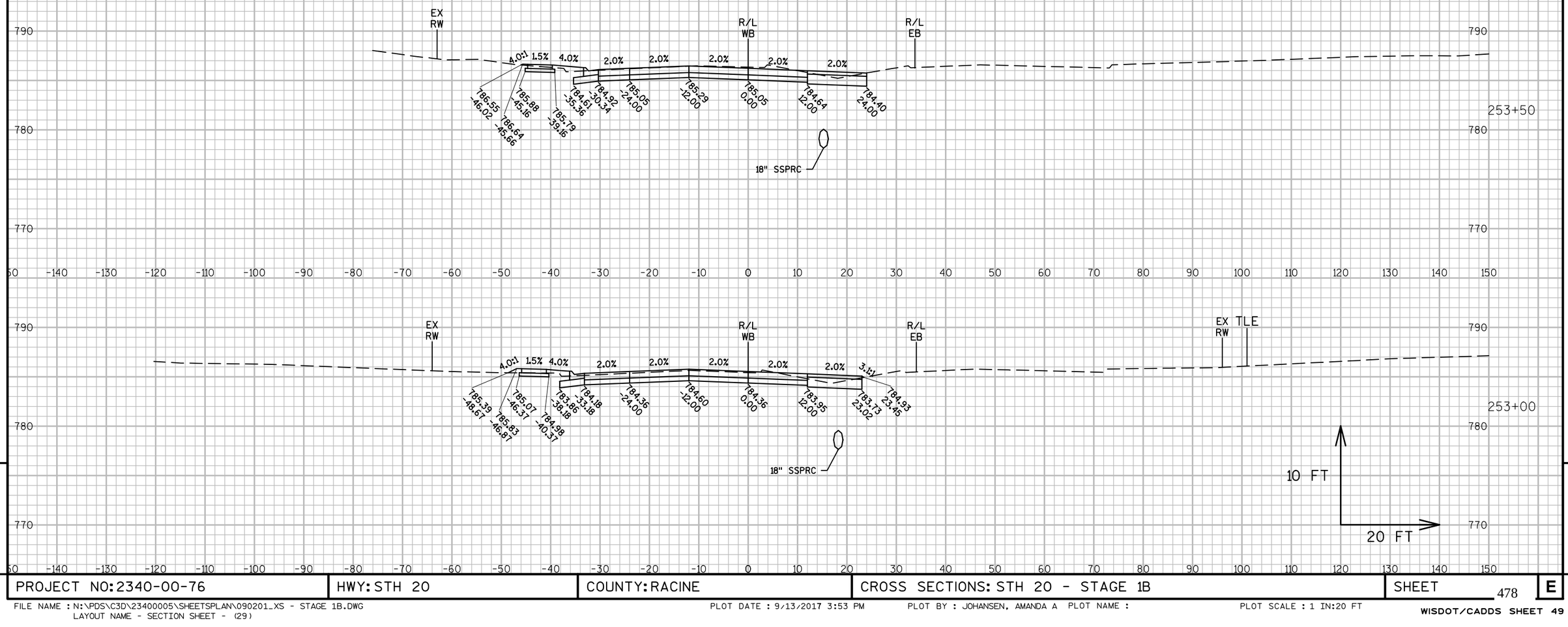
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 477	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (28)

PLOT DATE : 9/13/2017 3:59 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

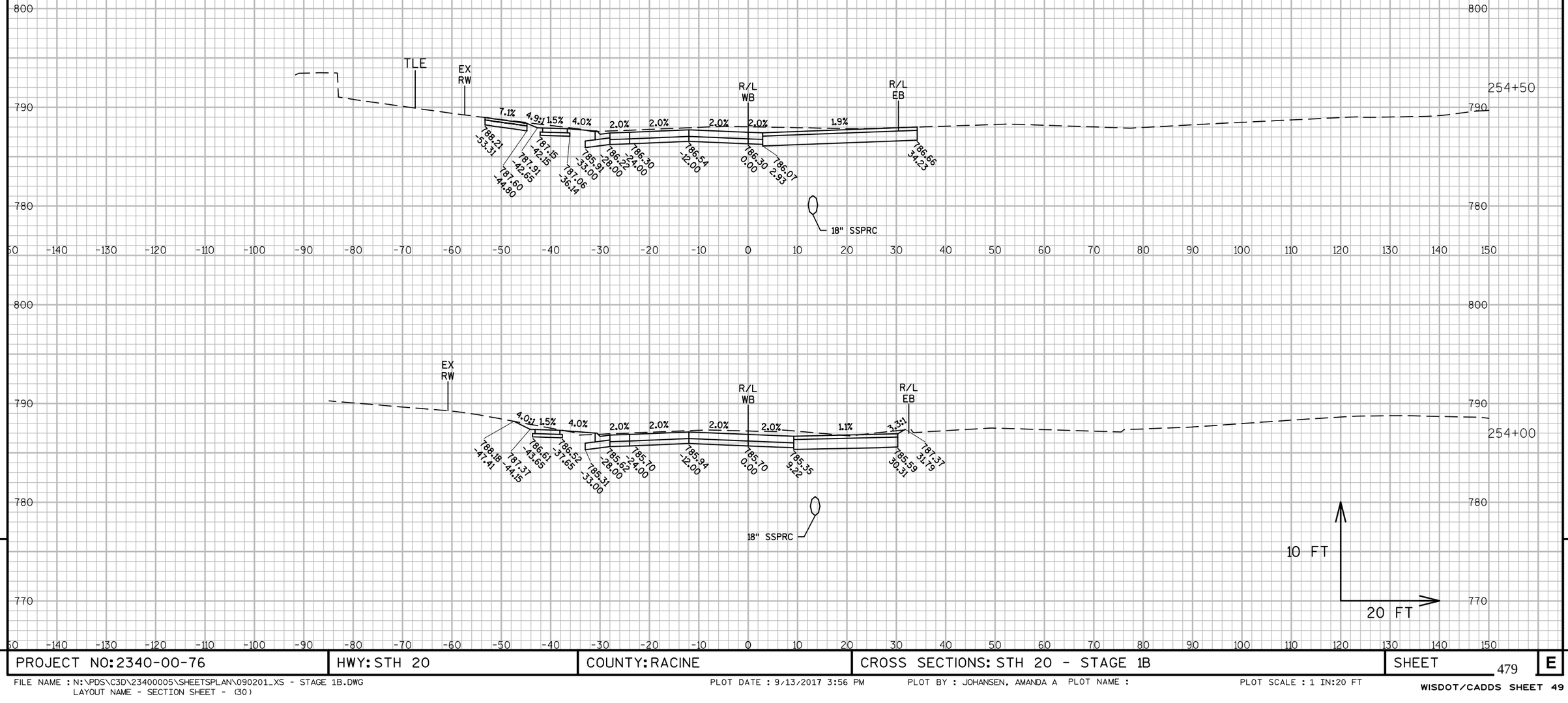


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 478	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (29)

PLOT DATE : 9/13/2017 3:53 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

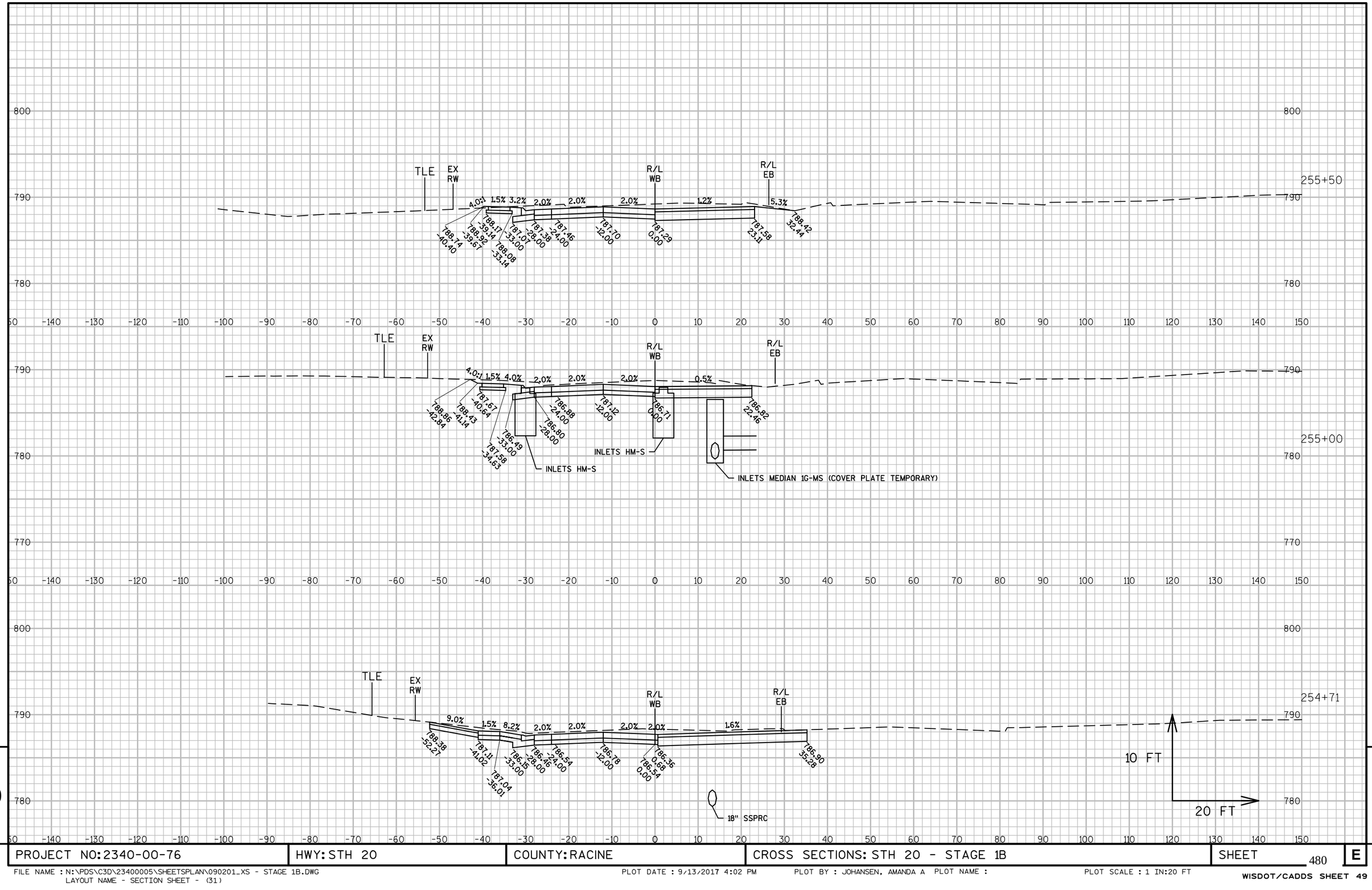


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 479	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (30)

PLOT DATE : 9/13/2017 3:56 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 480	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (31)

PLOT DATE : 9/13/2017 4:02 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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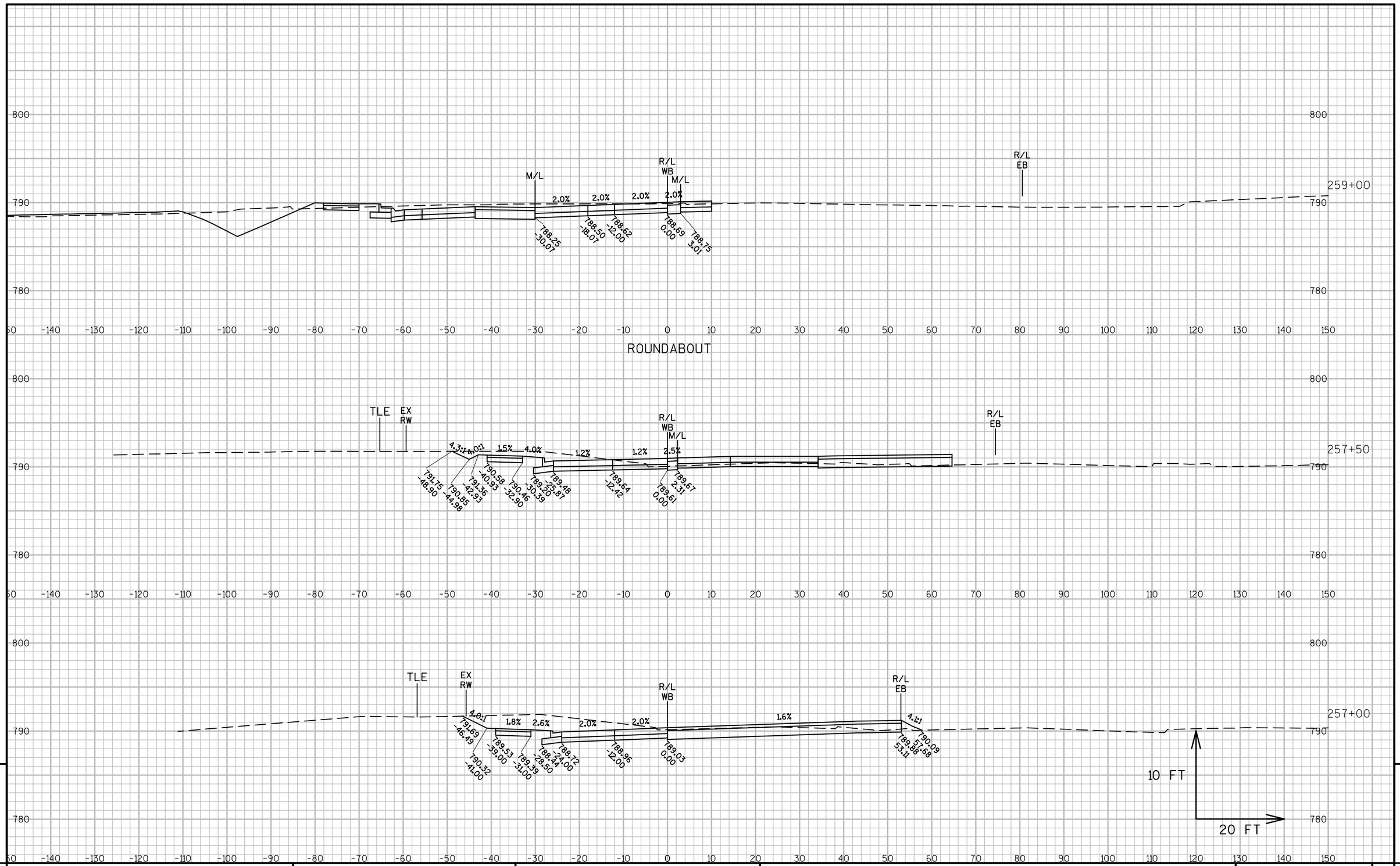
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 481	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (32)

PLOT DATE : 9/13/2017 4:10 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT



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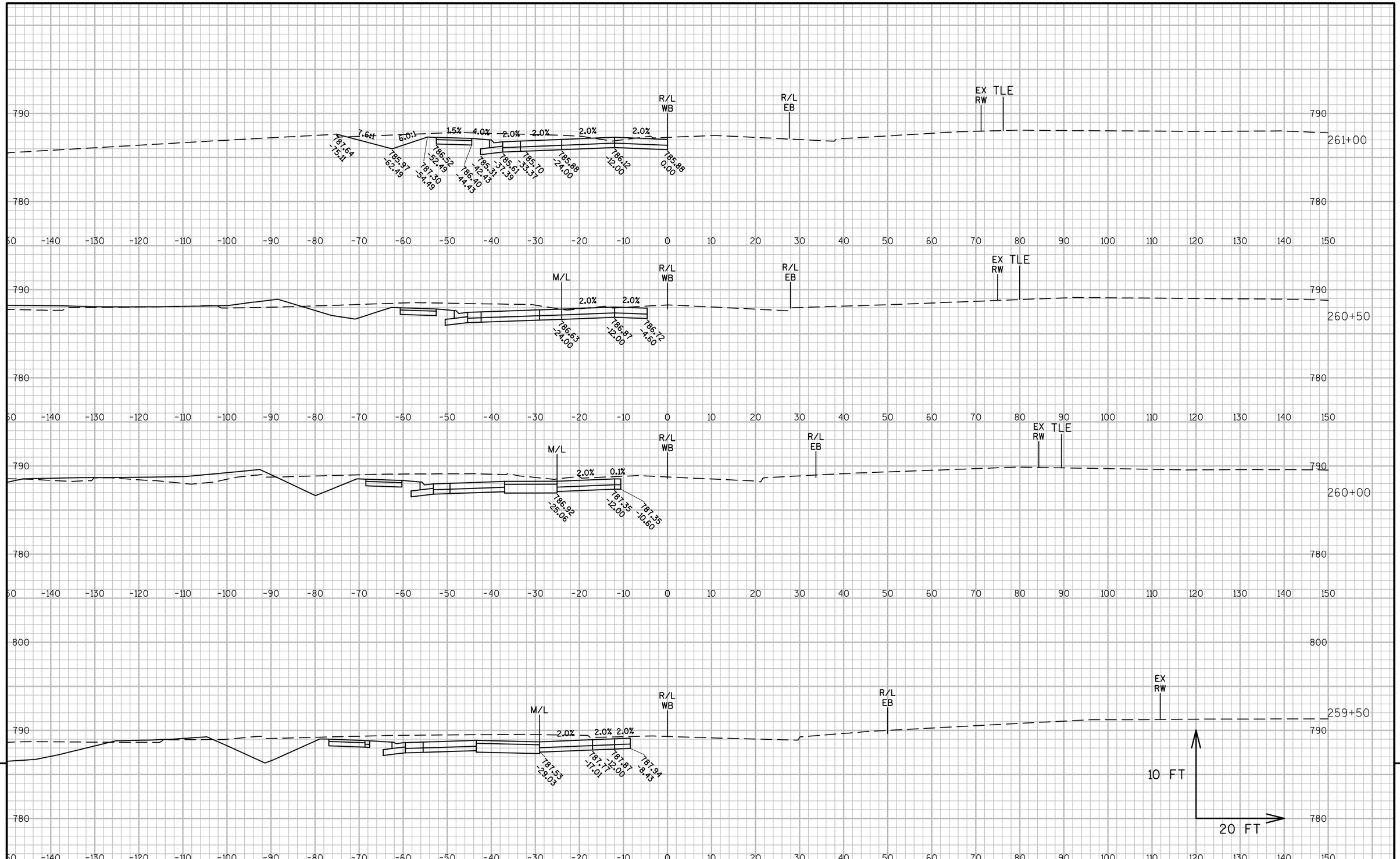
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 482	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (33)

PLOT DATE : 3/9/2017 2:58 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

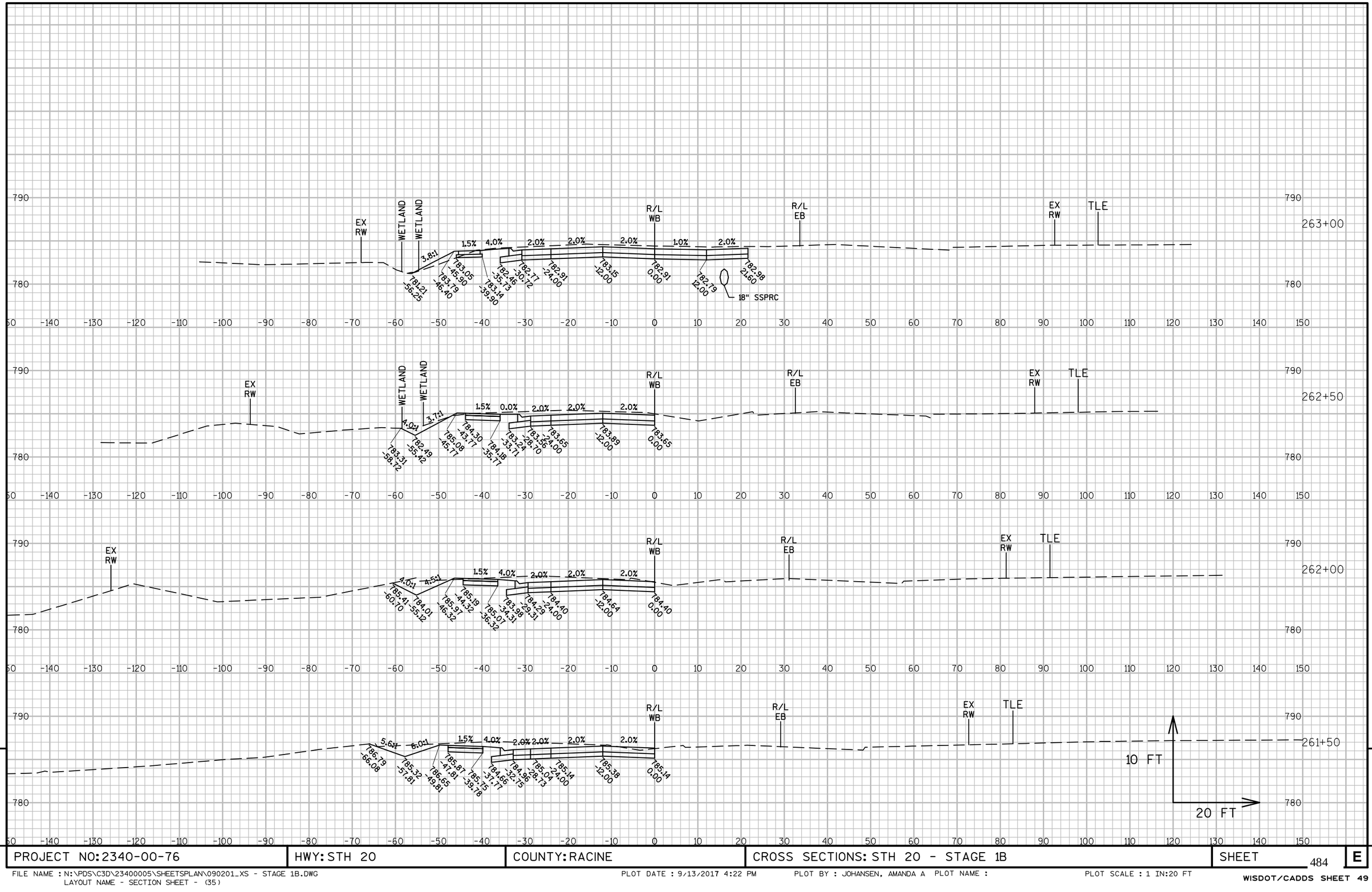


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 483	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (34)

PLOT DATE : 3/9/2017 3:24 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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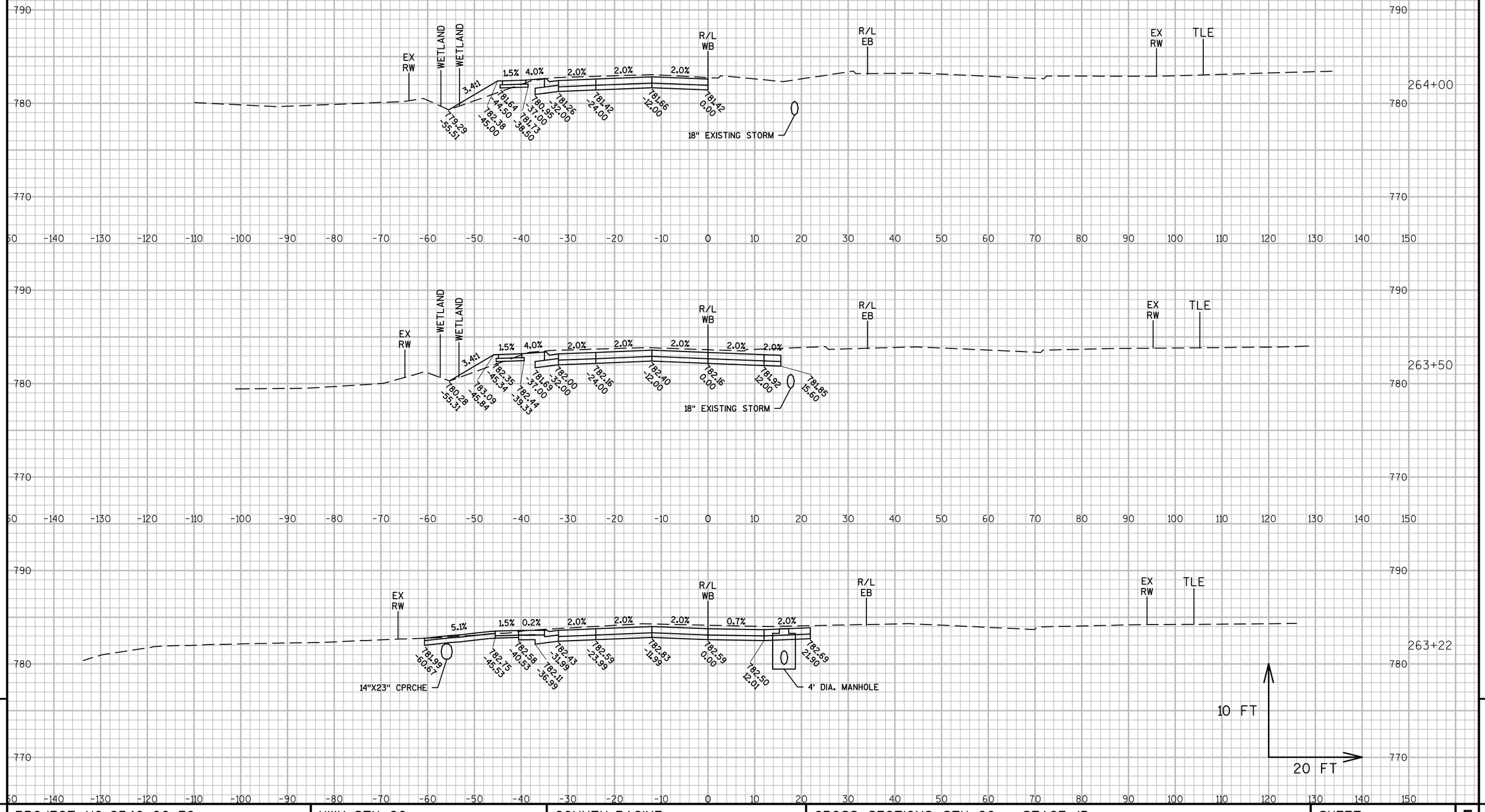
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 484	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (35)
PLOT DATE : 9/13/2017 4:22 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

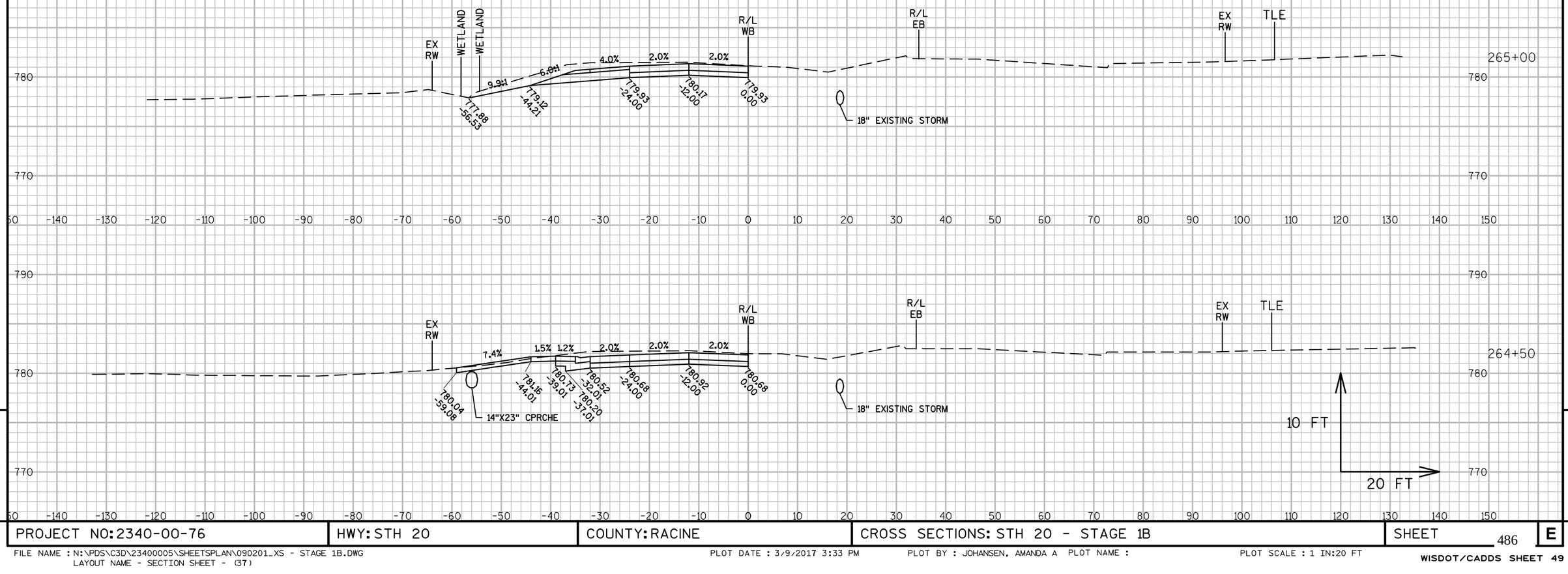


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 485	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (36)

PLOT DATE : 9/13/2017 4:39 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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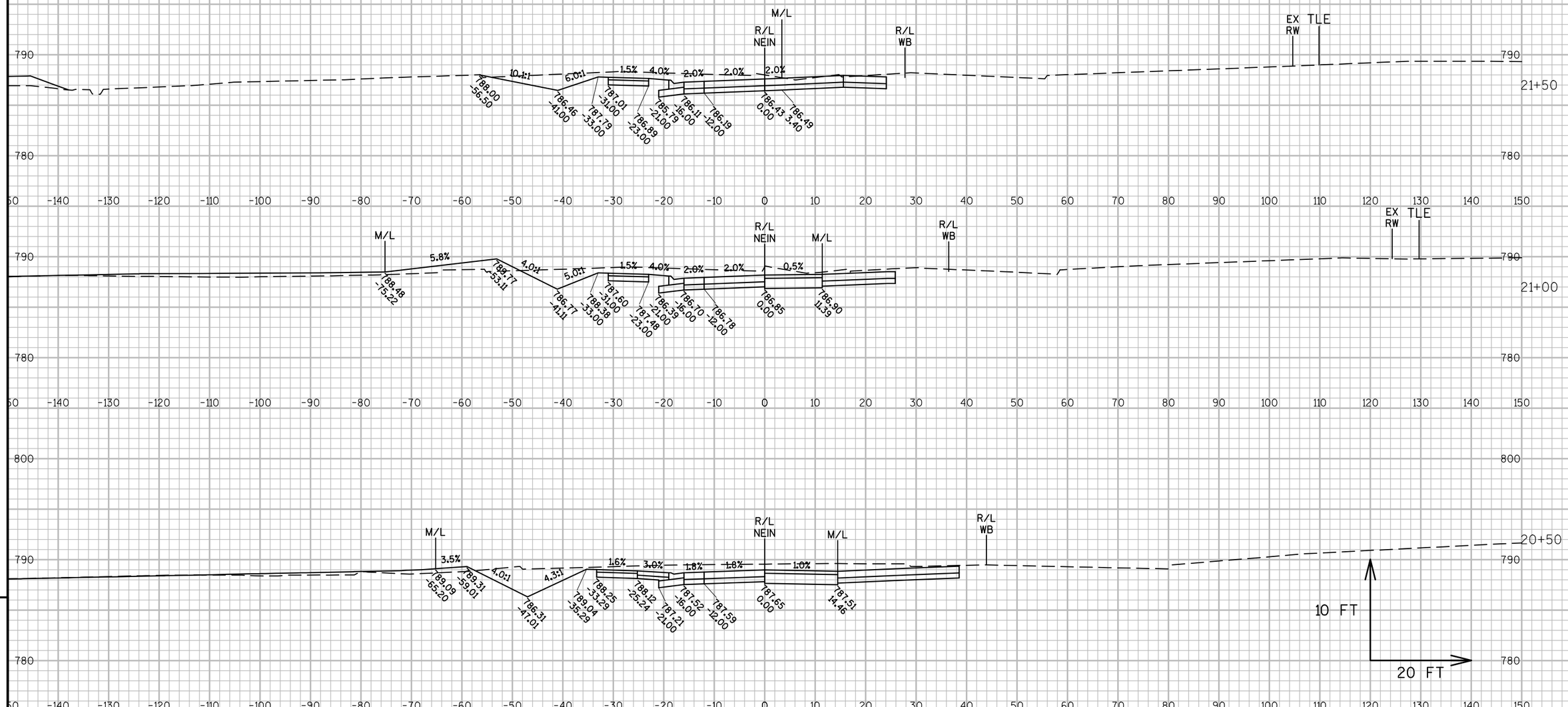
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 486	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (37)

PLOT DATE : 3/9/2017 3:33 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

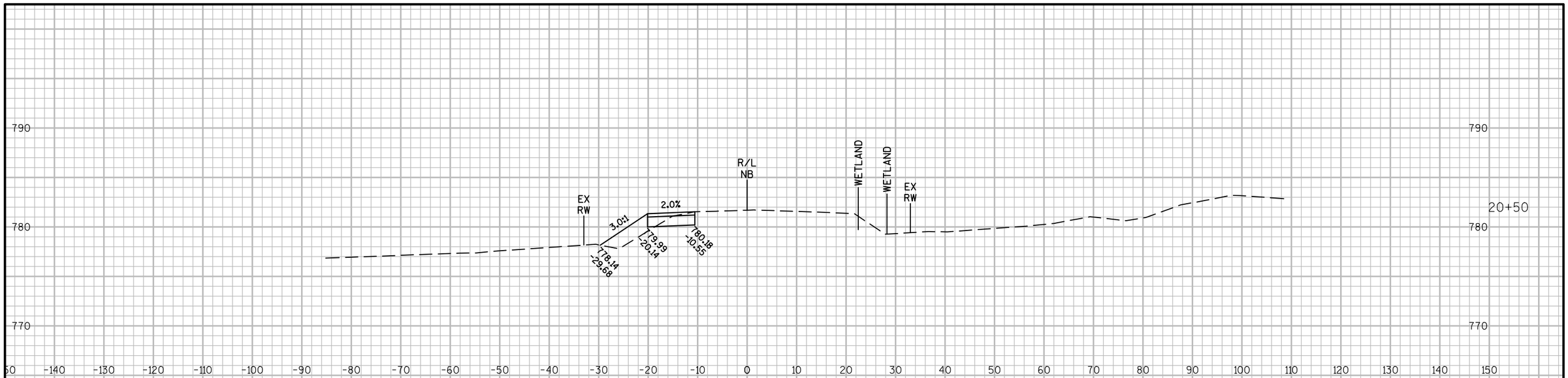
9

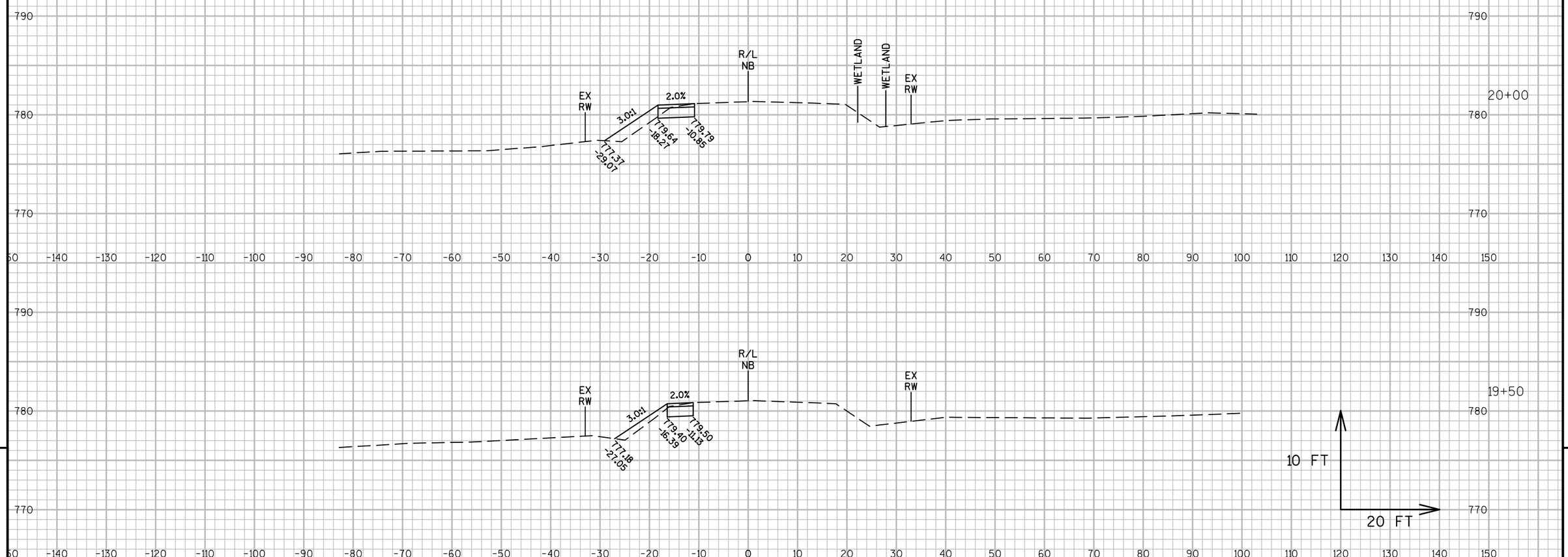
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 1B	SHEET 487	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (45)

PLOT DATE : 3/9/2017 4:46 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





9

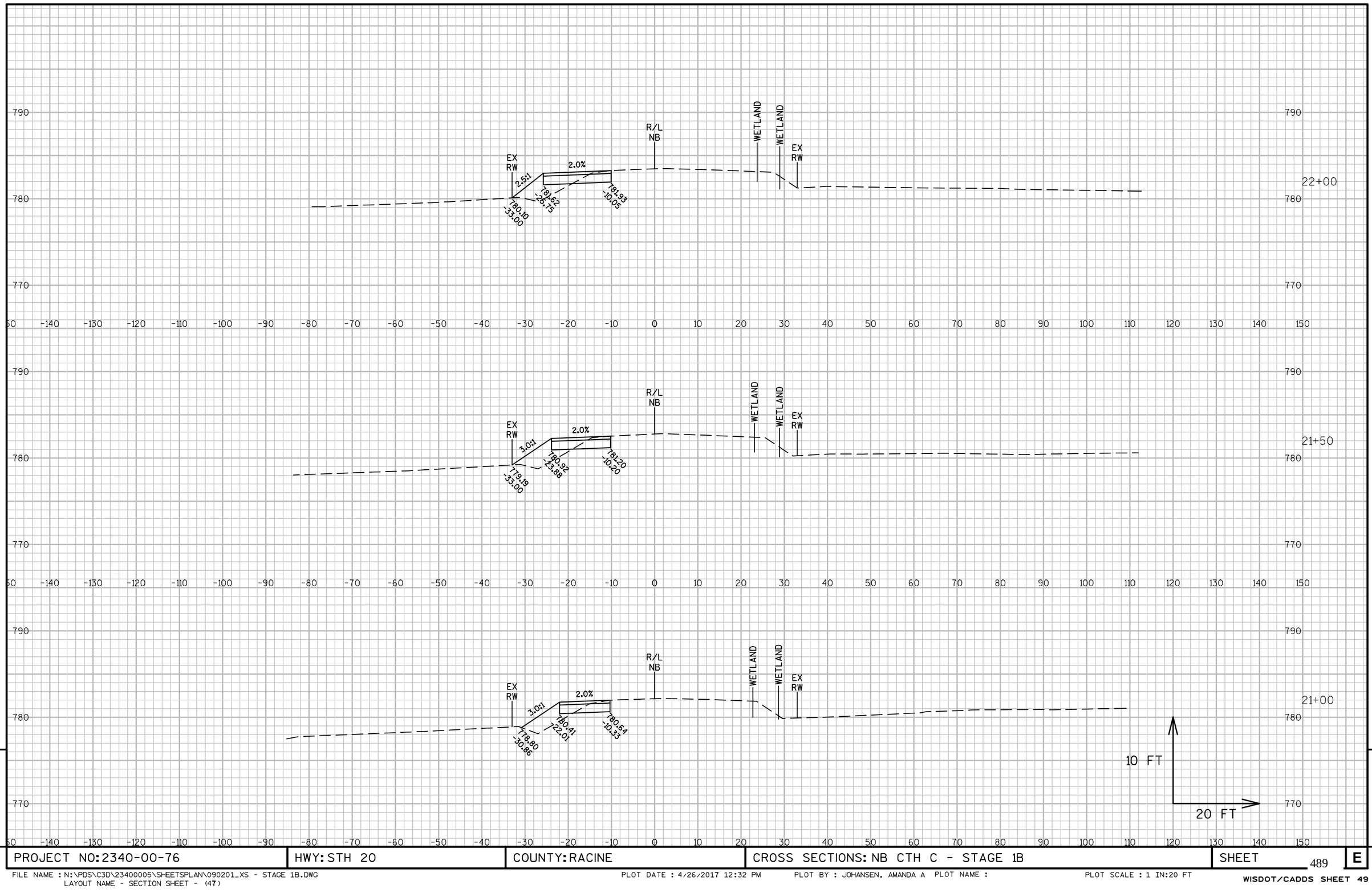
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 488	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (46)

PLOT DATE : 4/26/2017 12:23 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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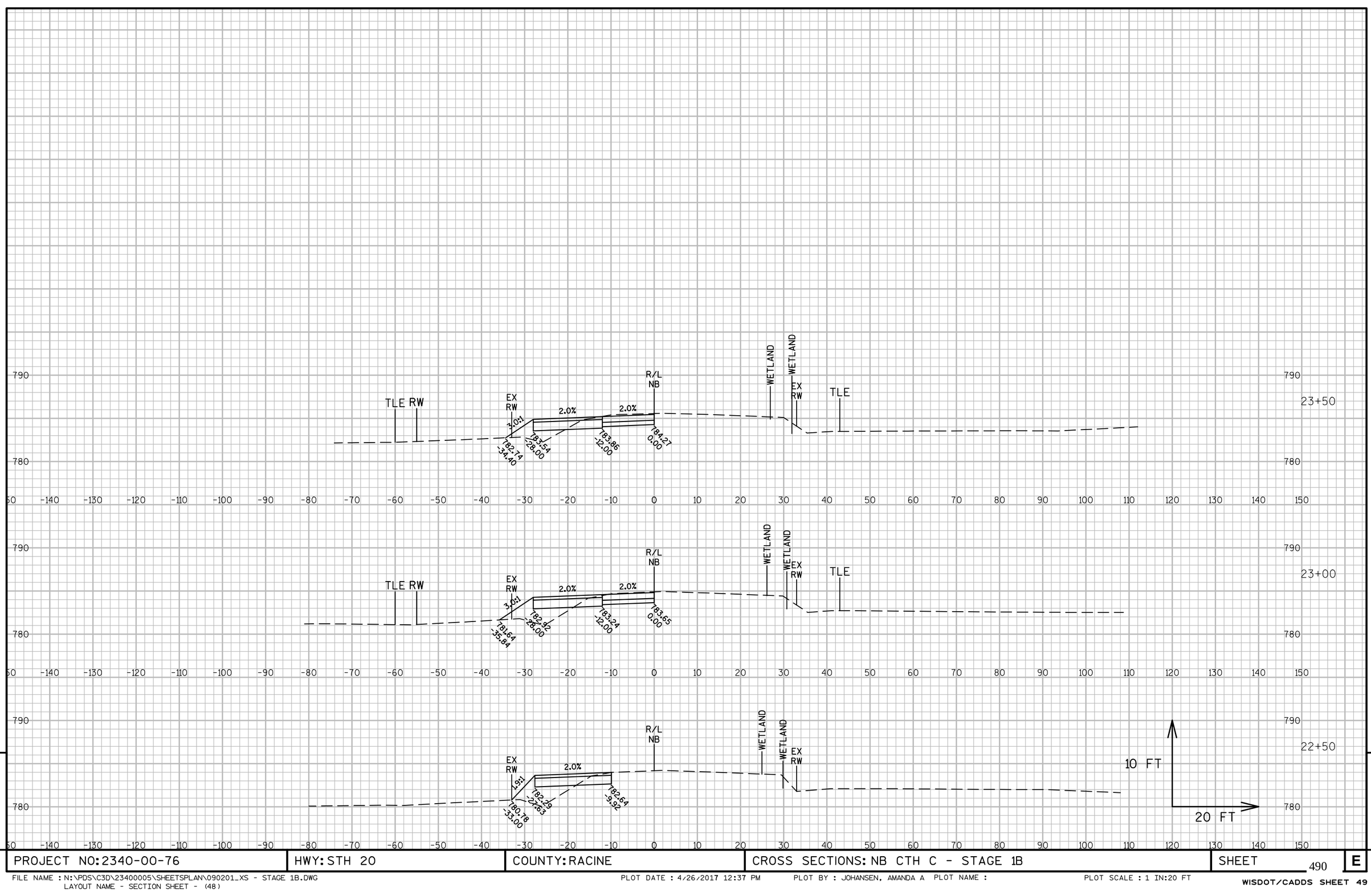
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 489	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (47)

PLOT DATE : 4/26/2017 12:32 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

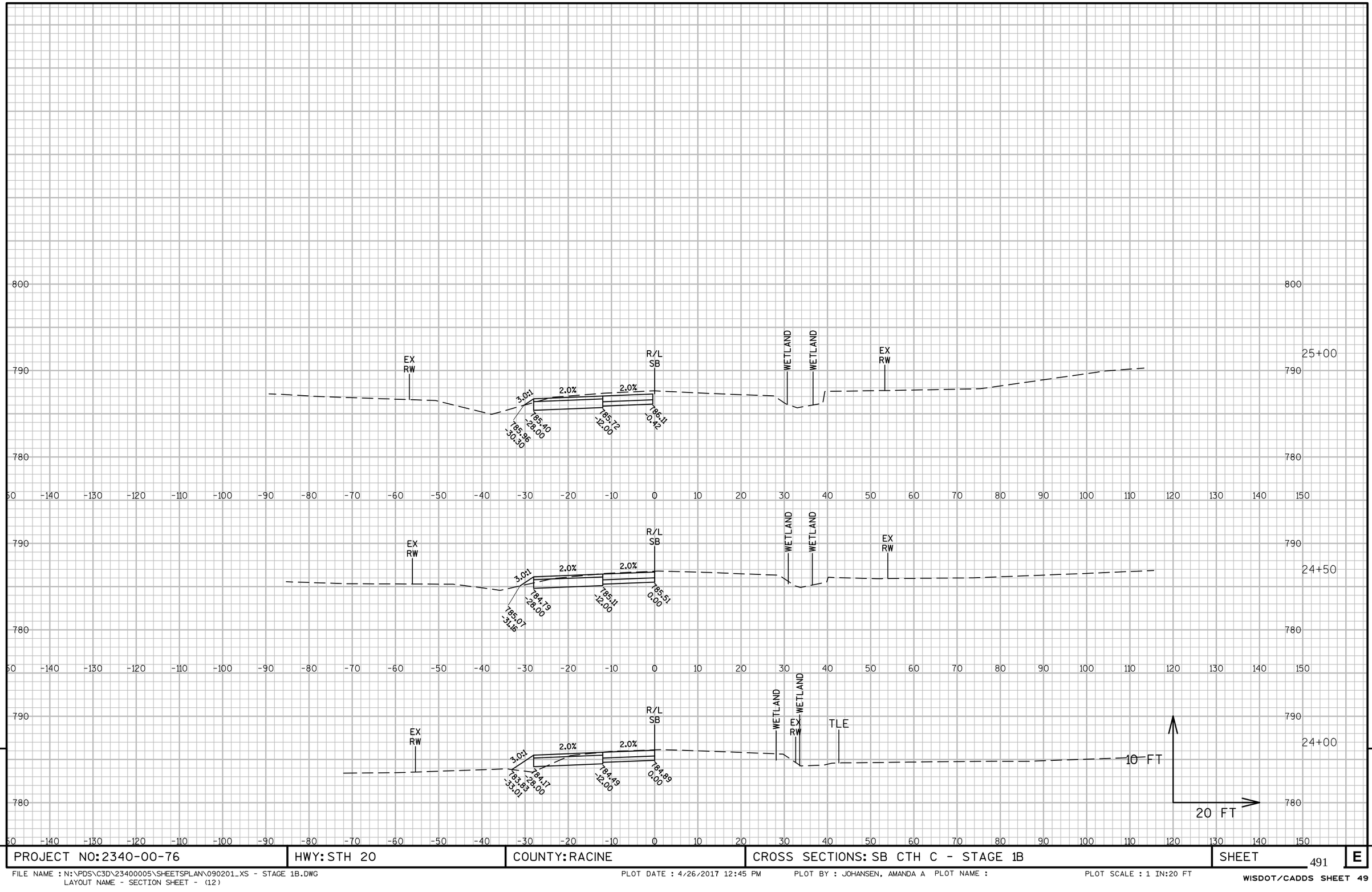


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 490	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (48)

PLOT DATE : 4/26/2017 12:37 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

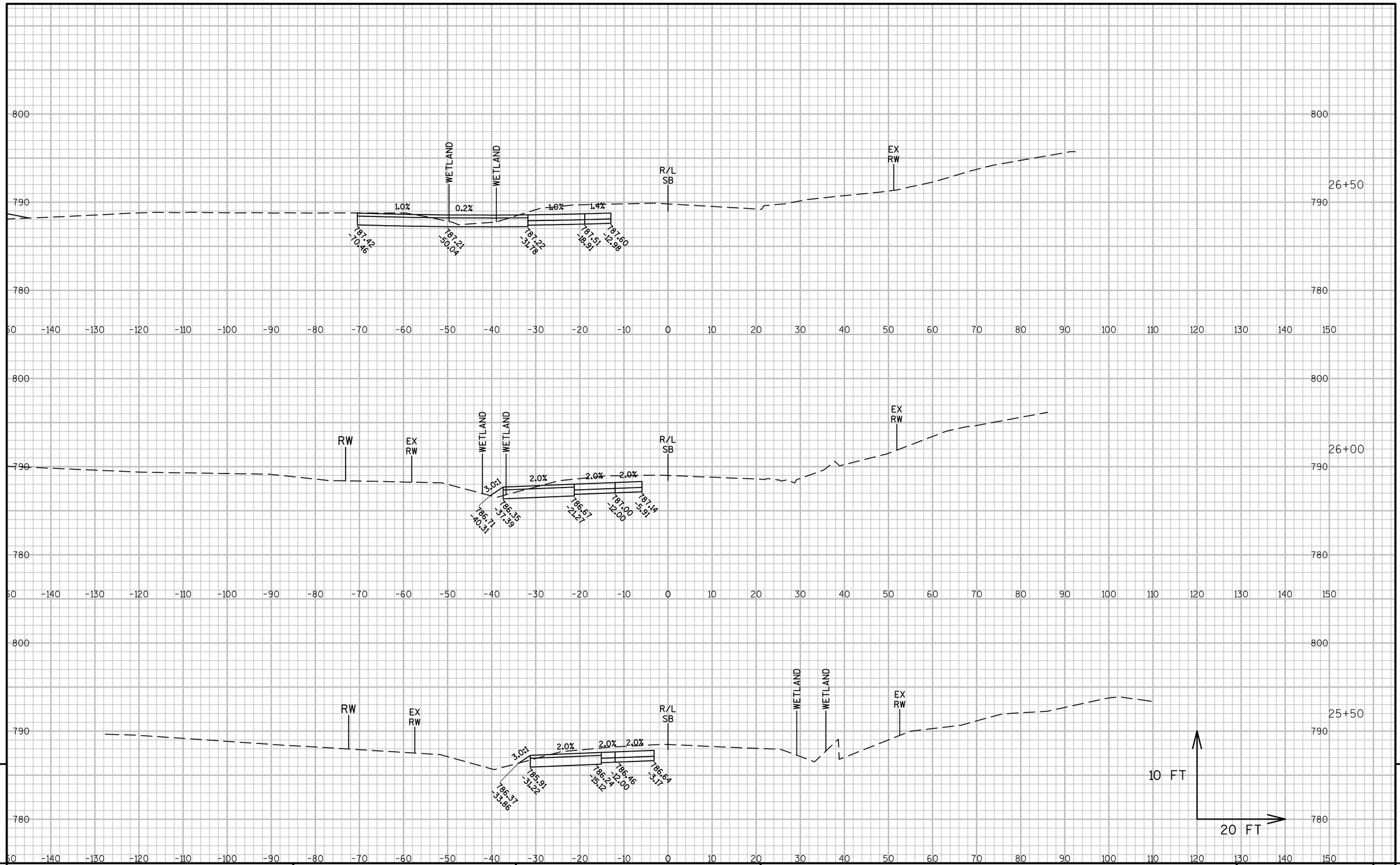


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 1B	SHEET 491	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (12)

PLOT DATE : 4/26/2017 12:45 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

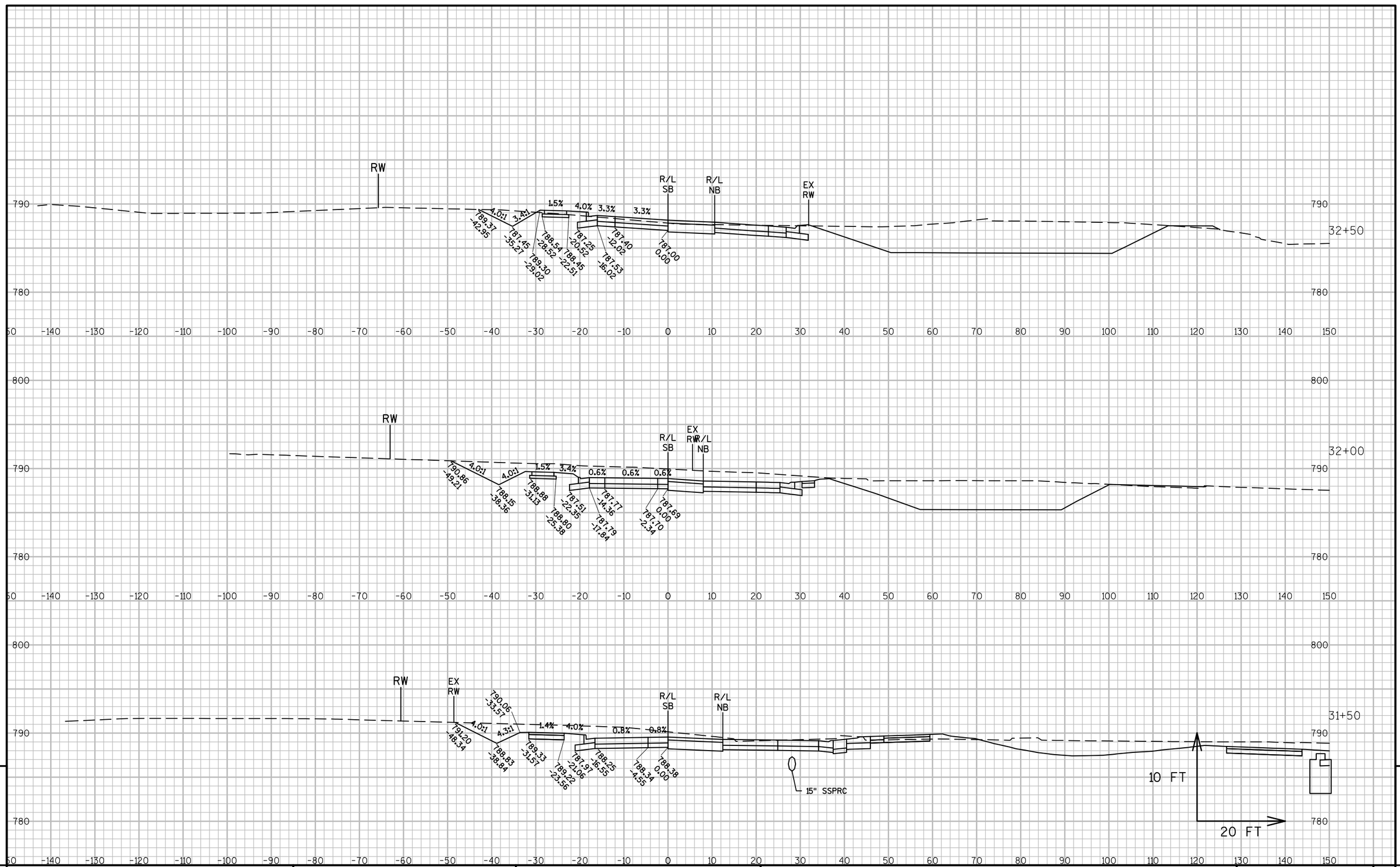


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 1B	SHEET 492 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (13)

PLOT DATE : 4/26/2017 12:52 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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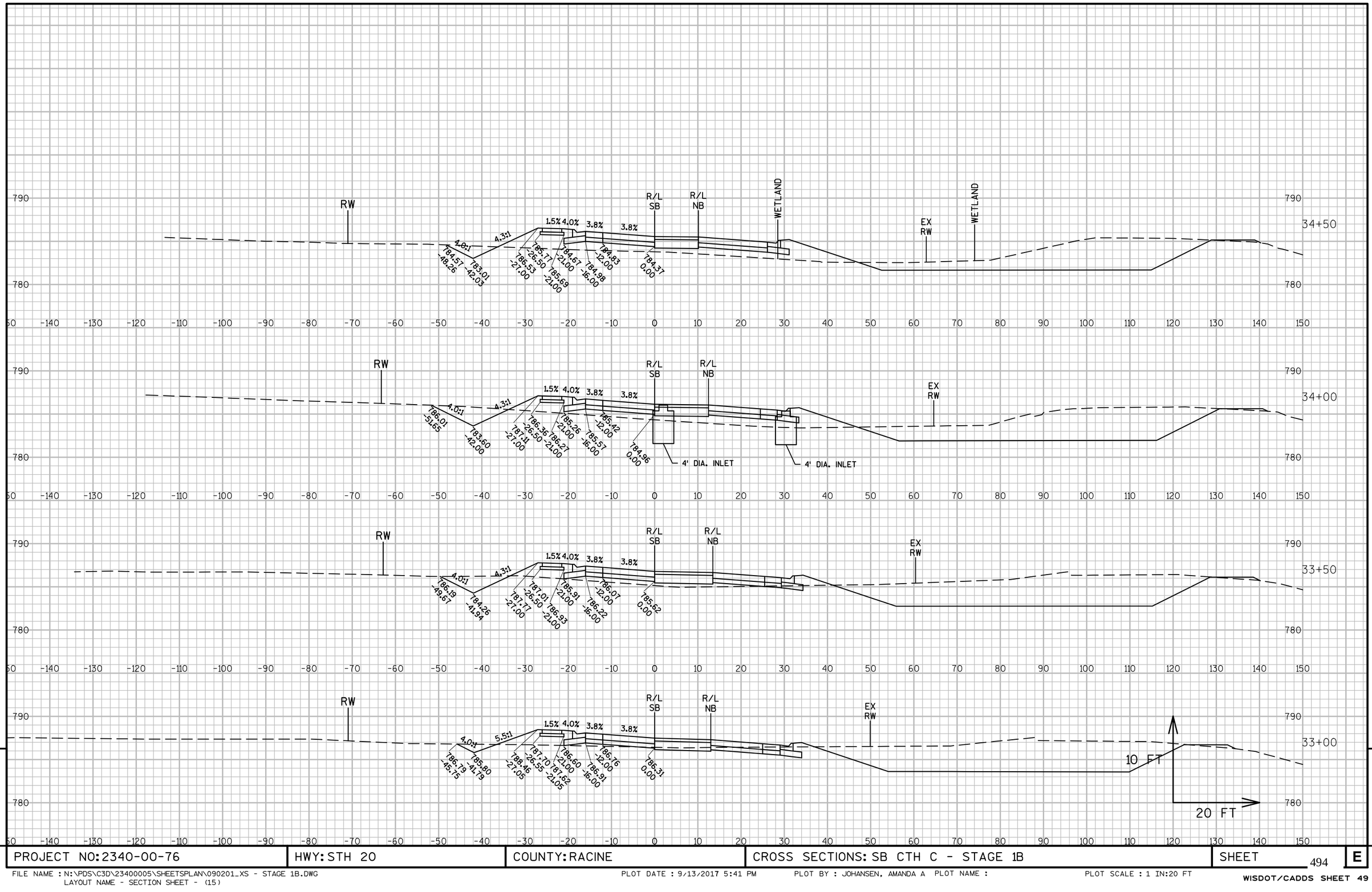
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 1B	SHEET 493	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (14)

PLOT DATE : 9/13/2017 5:30 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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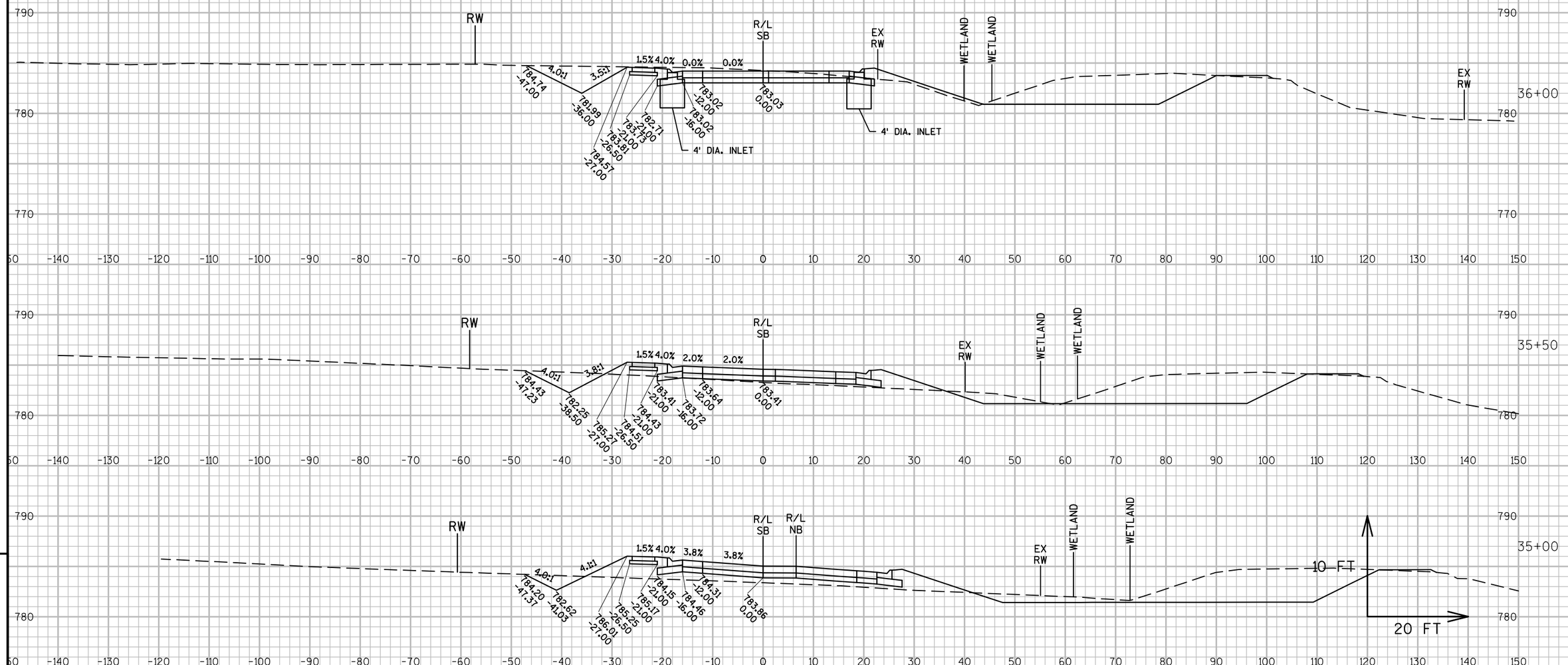
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 1B	SHEET 494	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (15)

PLOT DATE : 9/13/2017 5:41 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

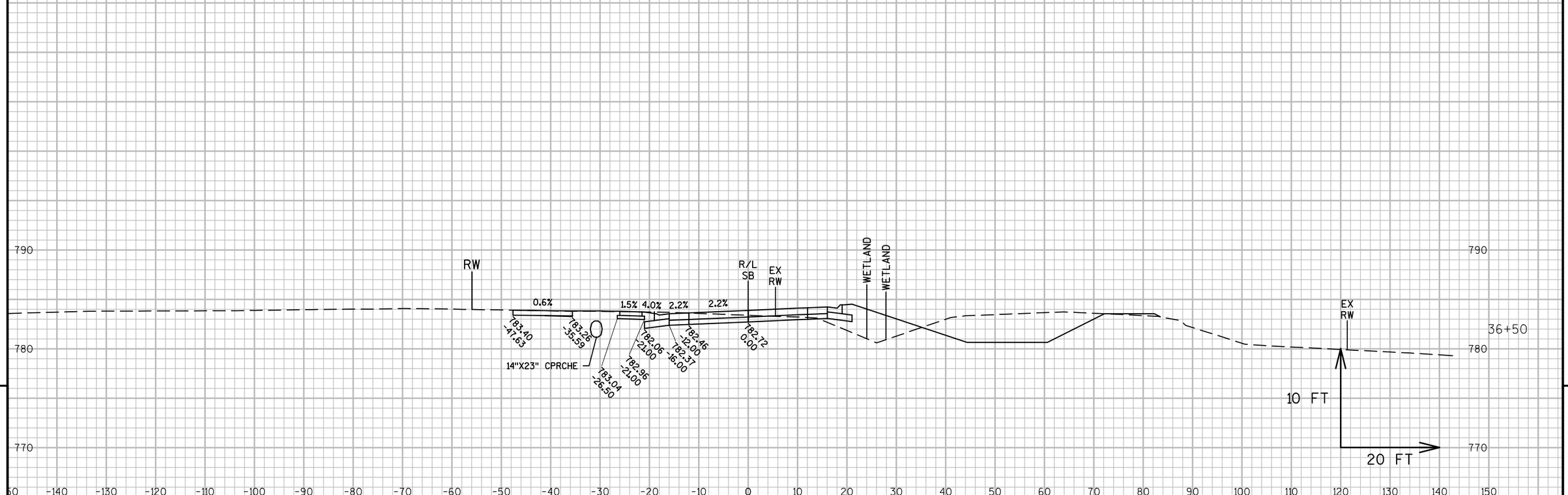
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 1B	SHEET 495	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (16)

PLOT DATE : 9/13/2017 5:48 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

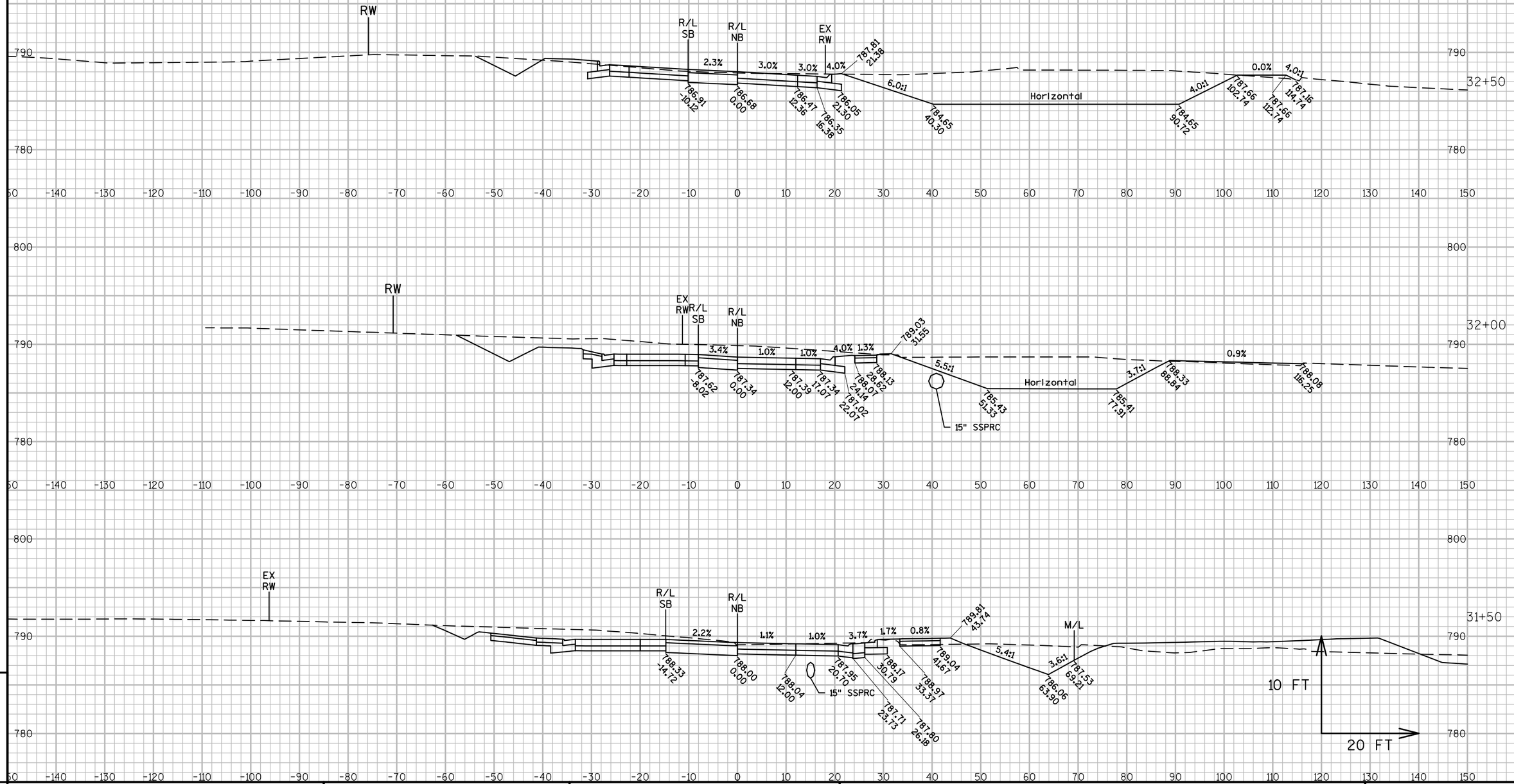
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 1B	SHEET 496	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (17)

PLOT DATE : 9/13/2017 5:55 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



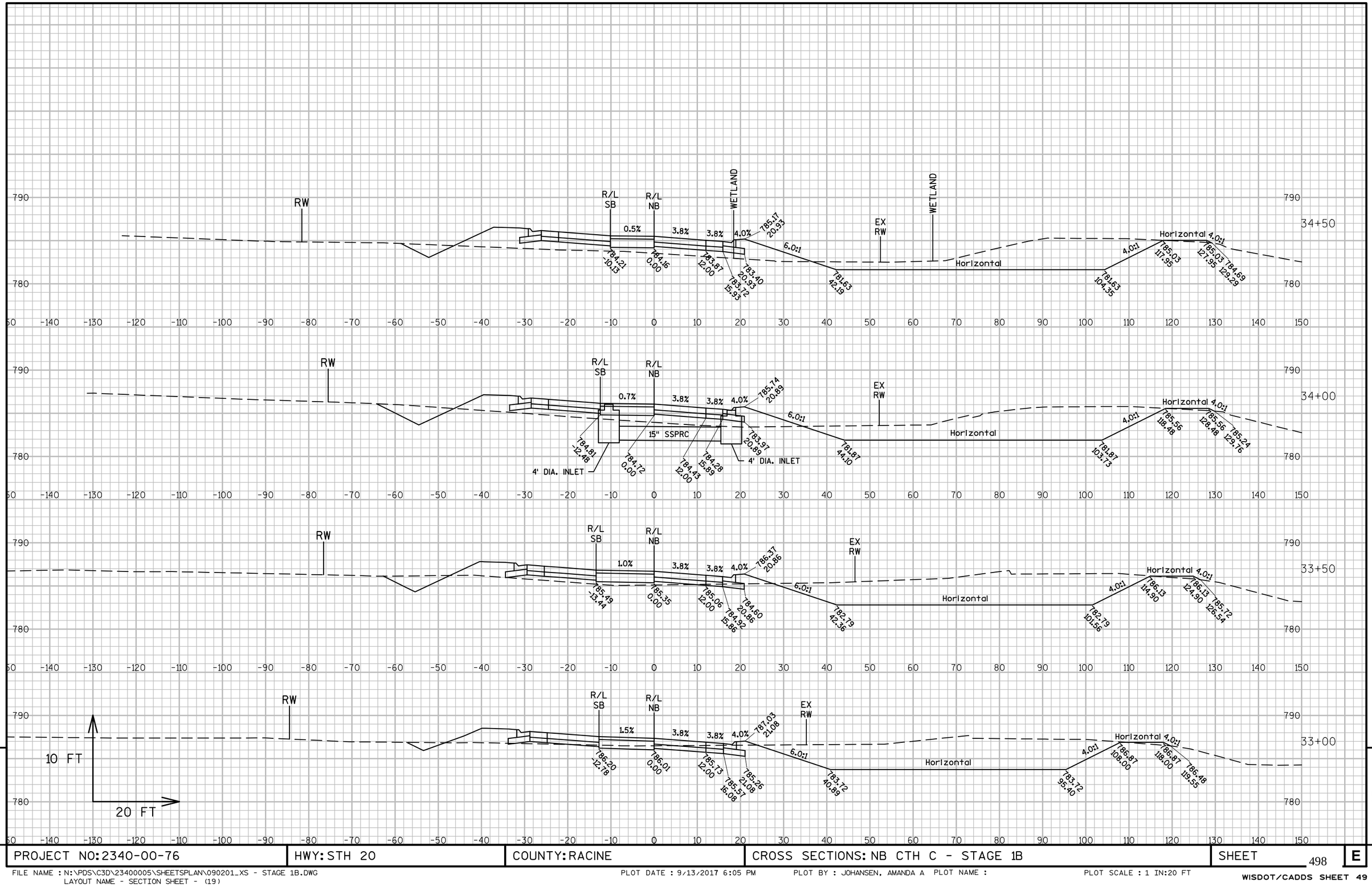
9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 497	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (18)

PLOT DATE : 9/13/2017 6:04 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

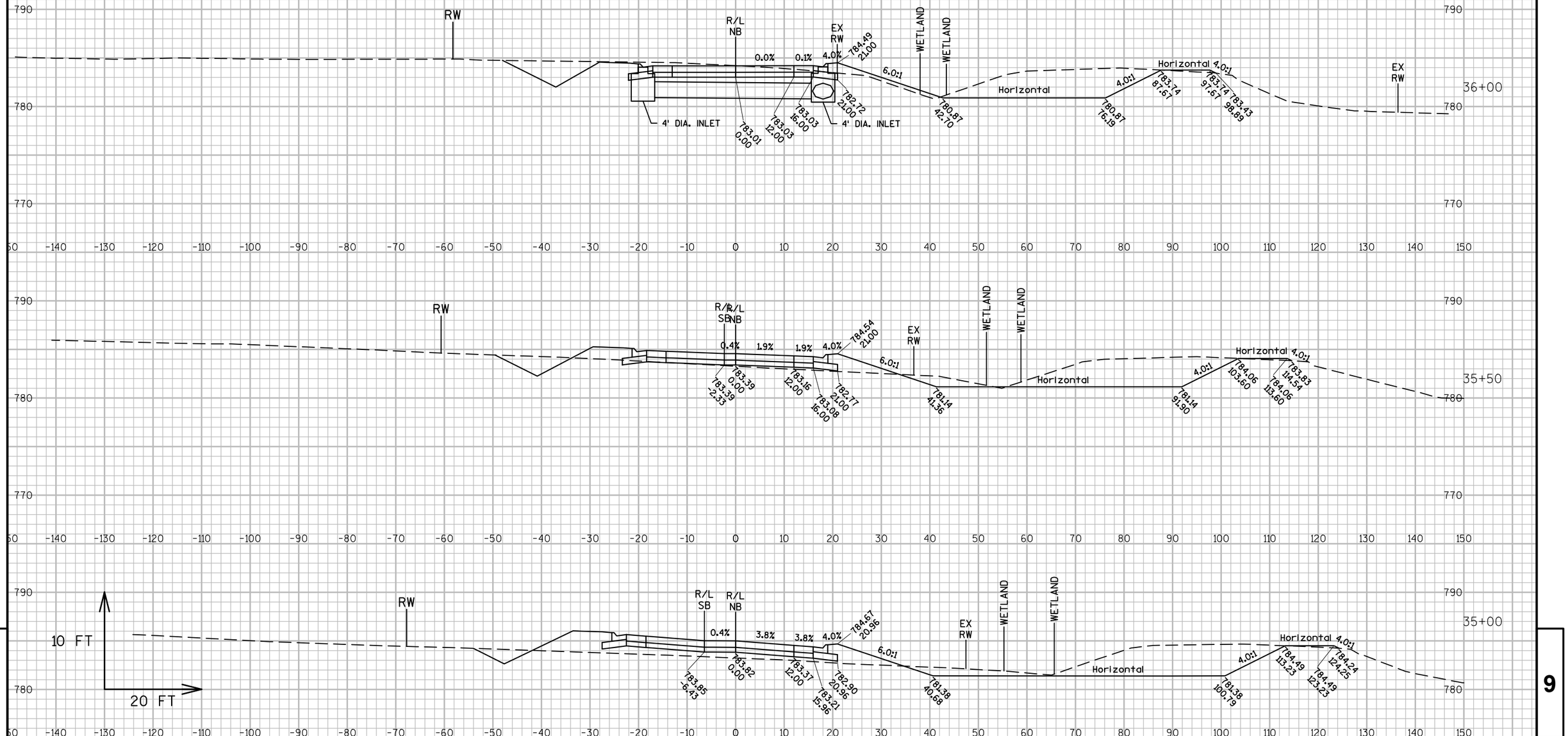
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 498	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (19)

PLOT DATE : 9/13/2017 6:05 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

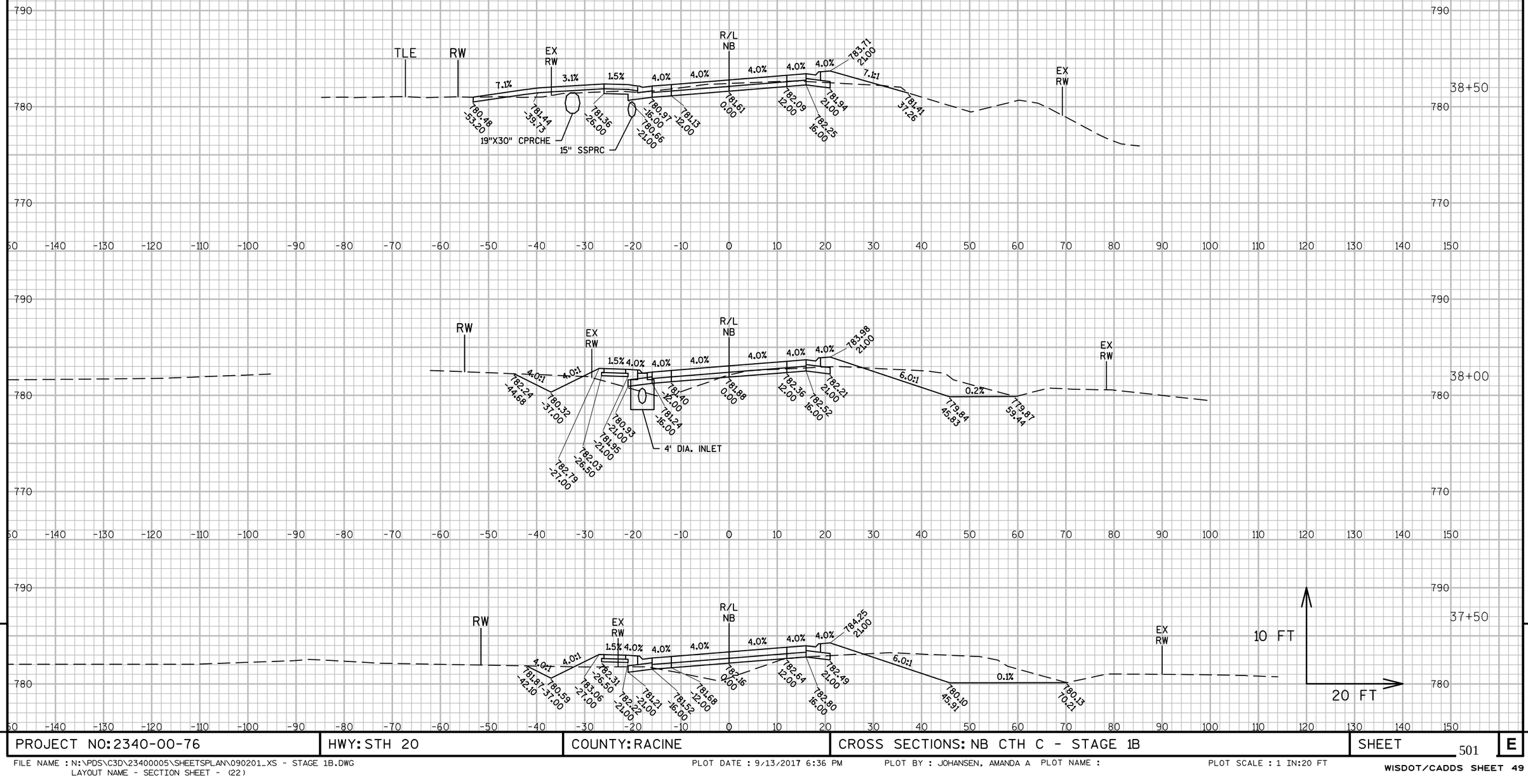
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 499 E

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 500	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (21)

PLOT DATE : 9/13/2017 6:28 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 501	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (22)
PLOT DATE : 9/13/2017 6:36 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

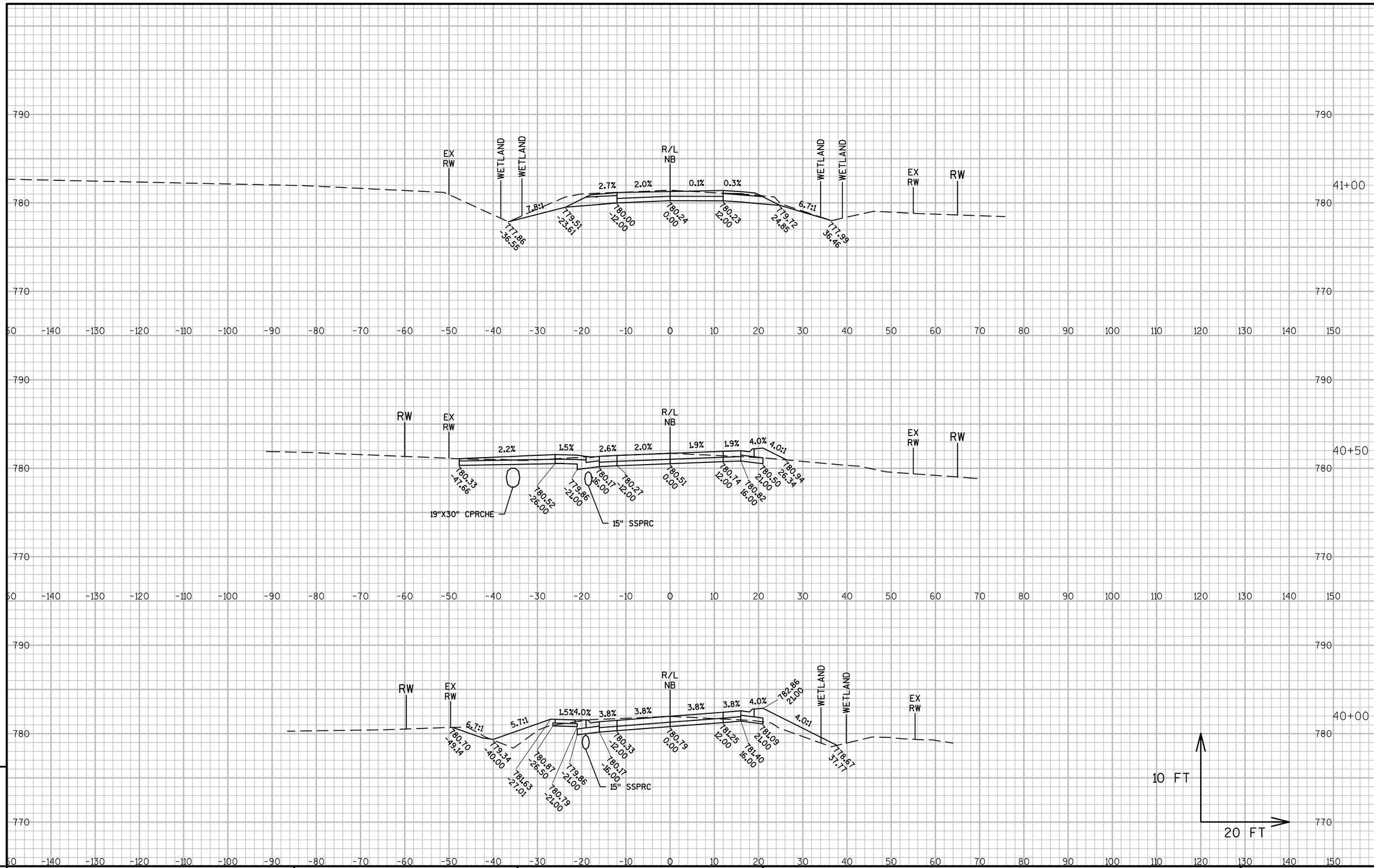
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 502	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (23)

PLOT DATE : 9/13/2017 6:46 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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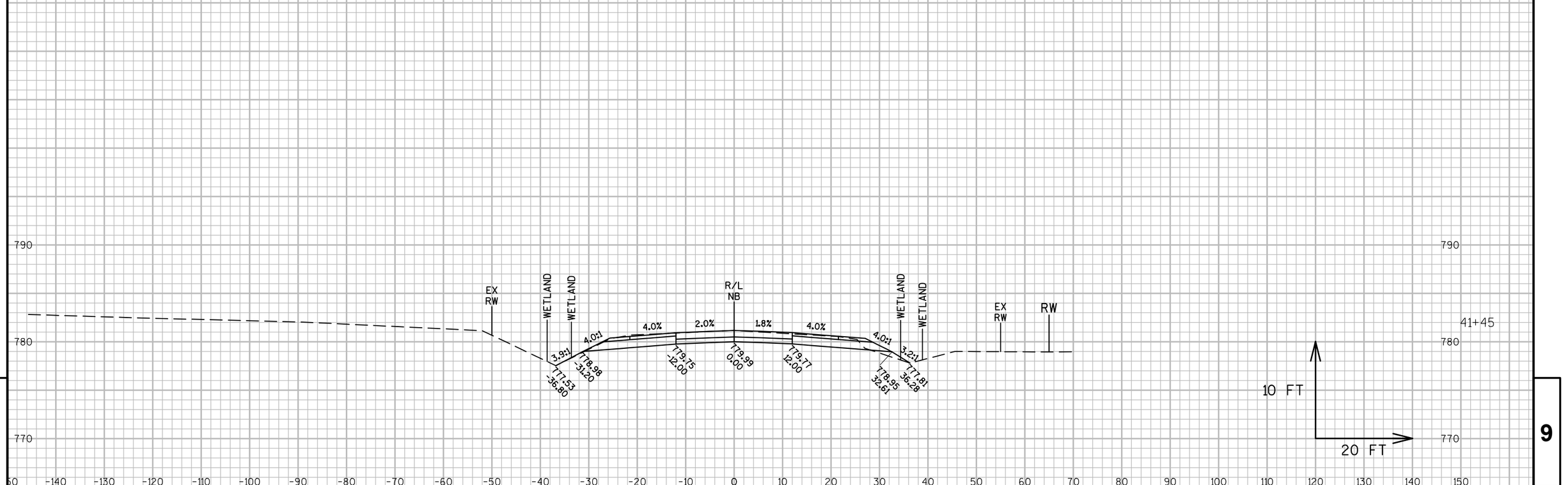
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 503	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (24)

PLOT DATE : 9/13/2017 6:57 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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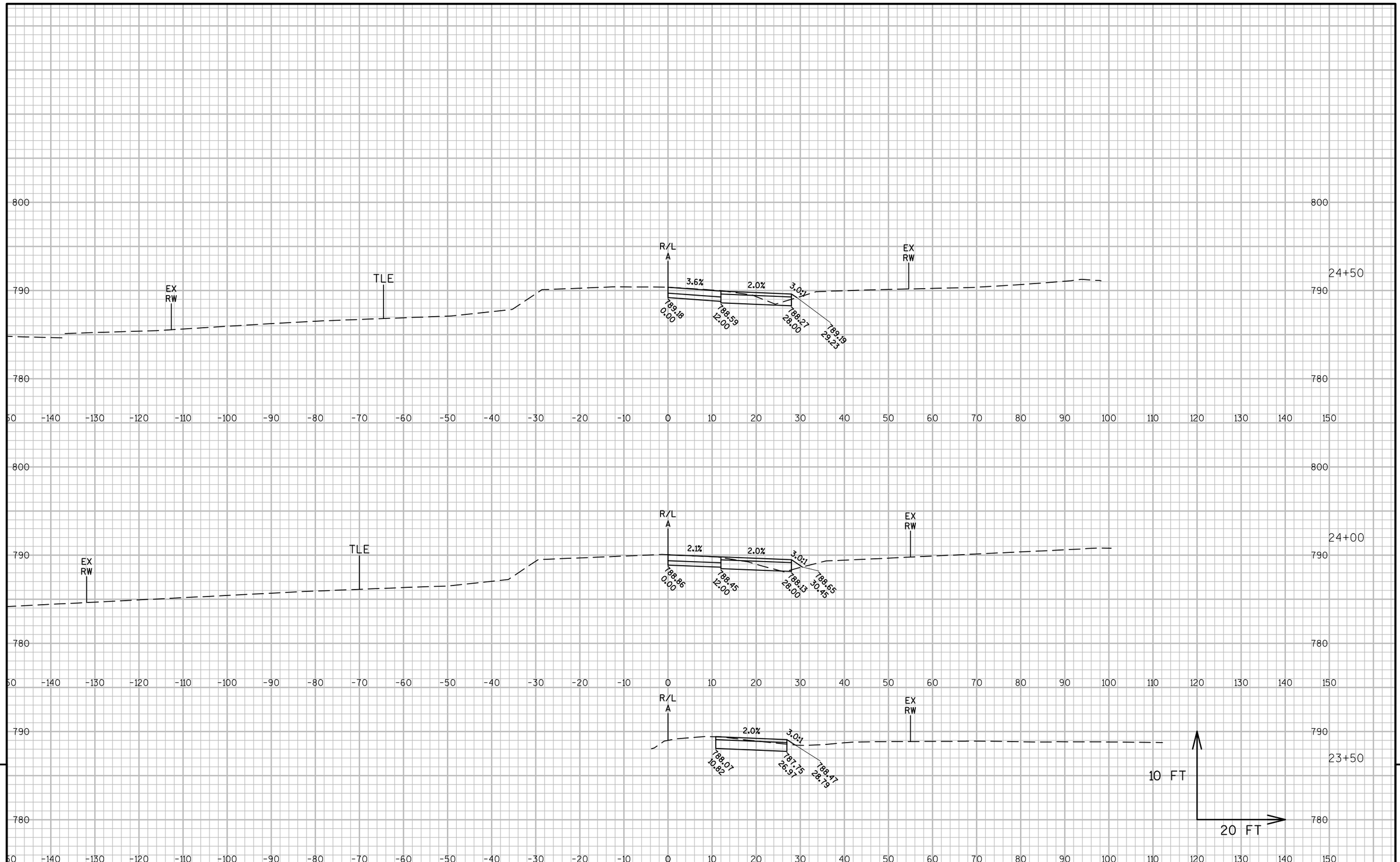
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 1B	SHEET 504	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (25)

PLOT DATE : 3/10/2017 9:17 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 1B	SHEET 505	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (38)

PLOT DATE : 4/26/2017 1:04 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

9

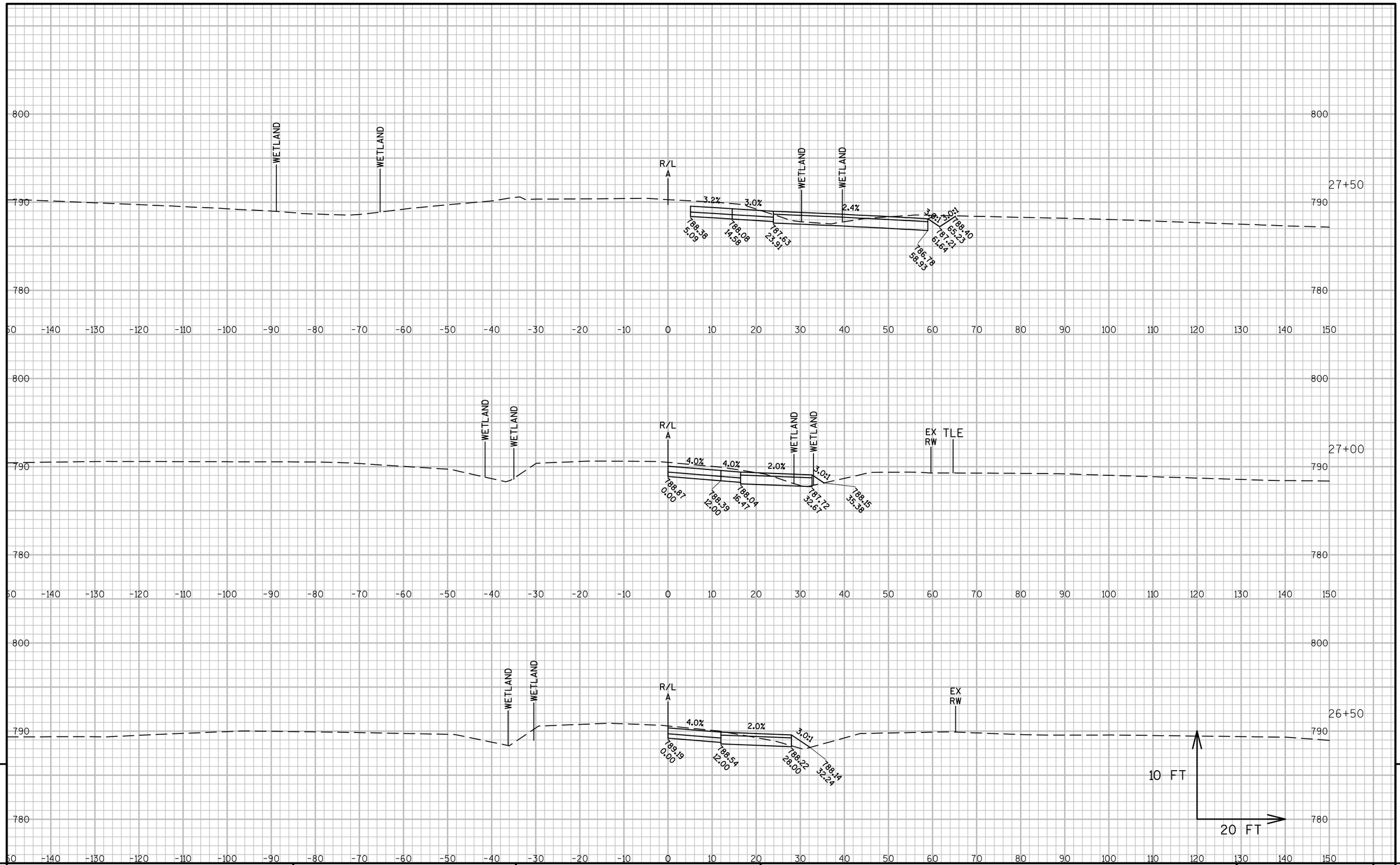
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 1B	SHEET 506	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (39)

PLOT DATE : 4/26/2017 1:10 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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9

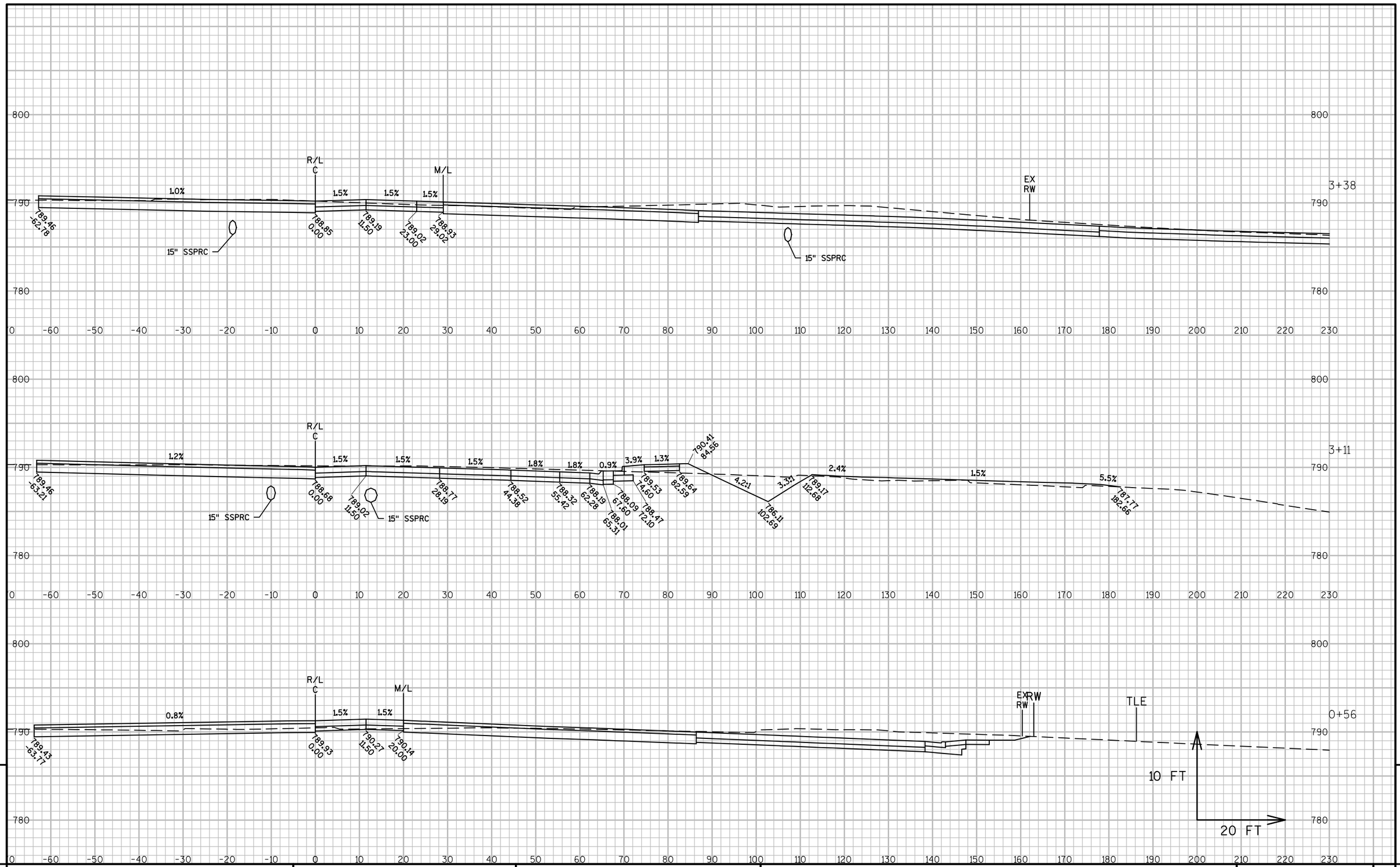
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 1B	SHEET 507	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (40)

PLOT DATE : 4/26/2017 1:20 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

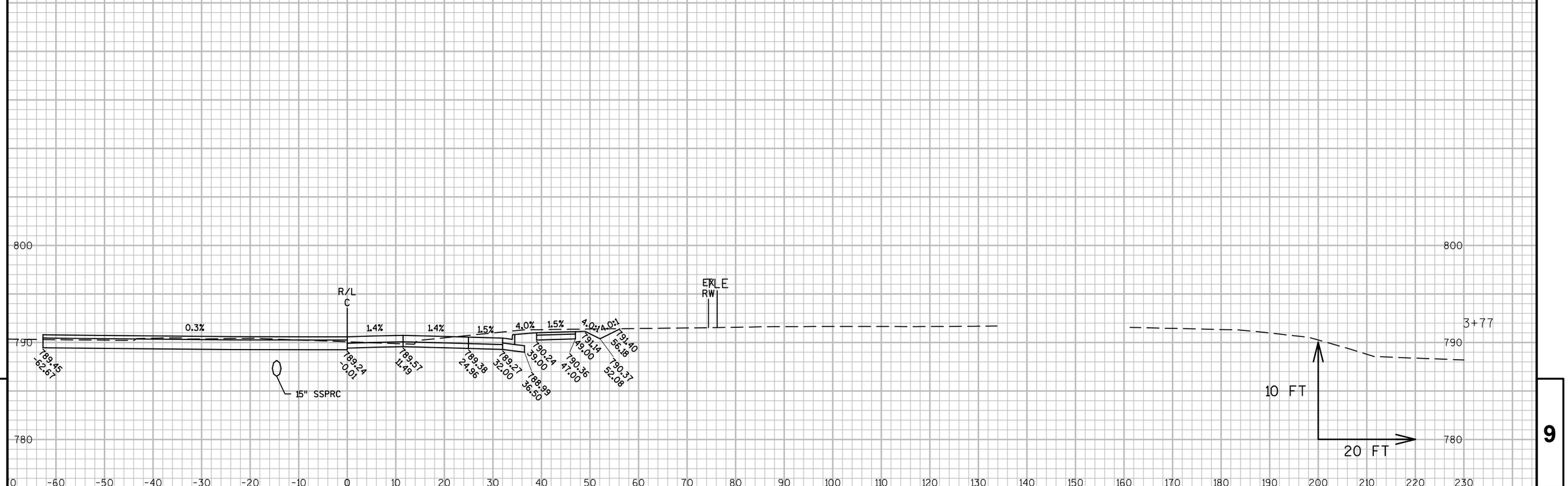
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: ROUNDABOUT CIRCLE - STAGE 1B	SHEET 508	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (41)

PLOT DATE : 3/10/2017 9:35 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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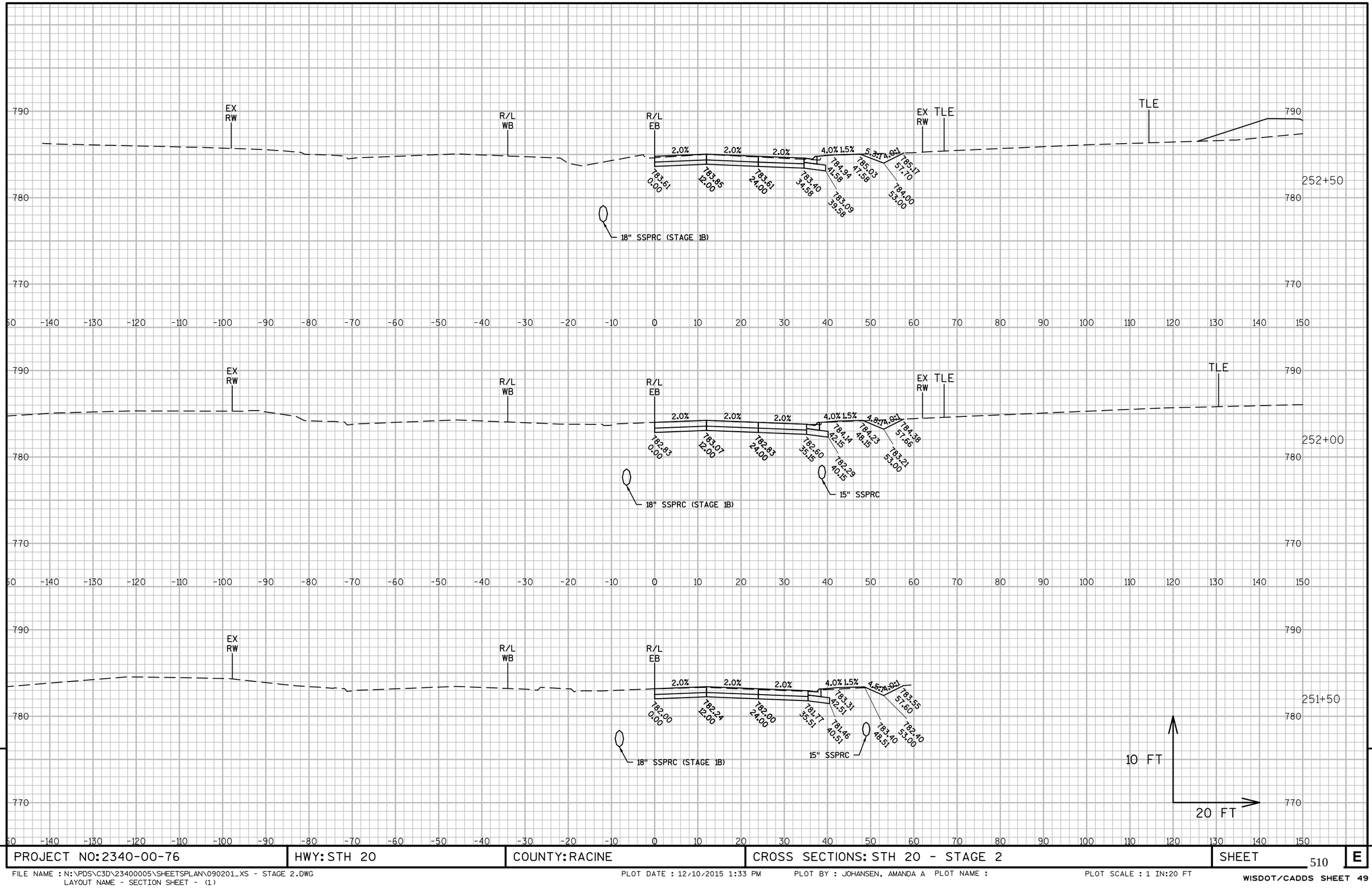
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: ROUNDABOUT CIRCLE - STAGE 1B	SHEET 509	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 1B.DWG
LAYOUT NAME - SECTION SHEET - (42)

PLOT DATE : 12/2/2015 9:11 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

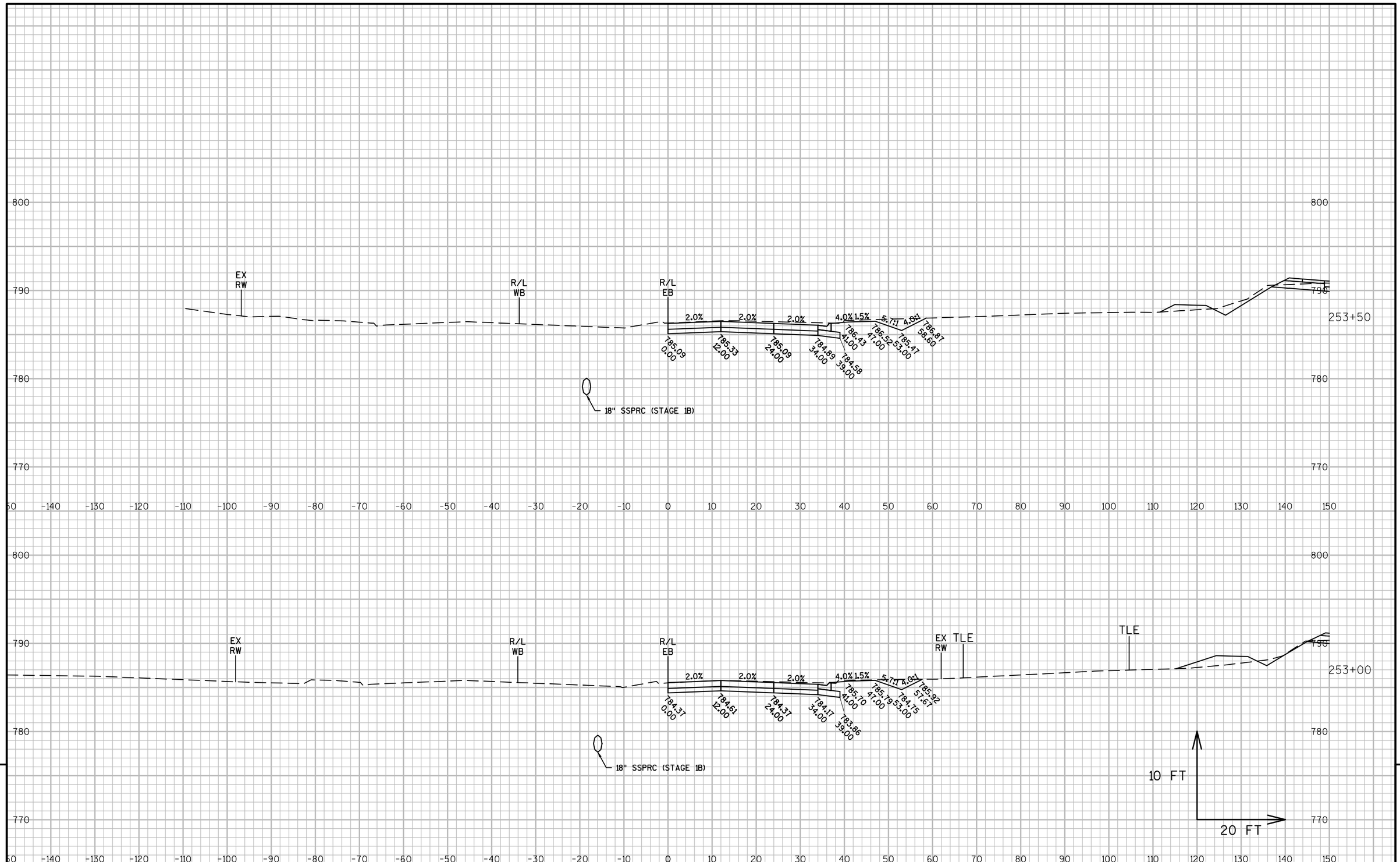
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 2	SHEET 510	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 12/10/2015 1:33 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

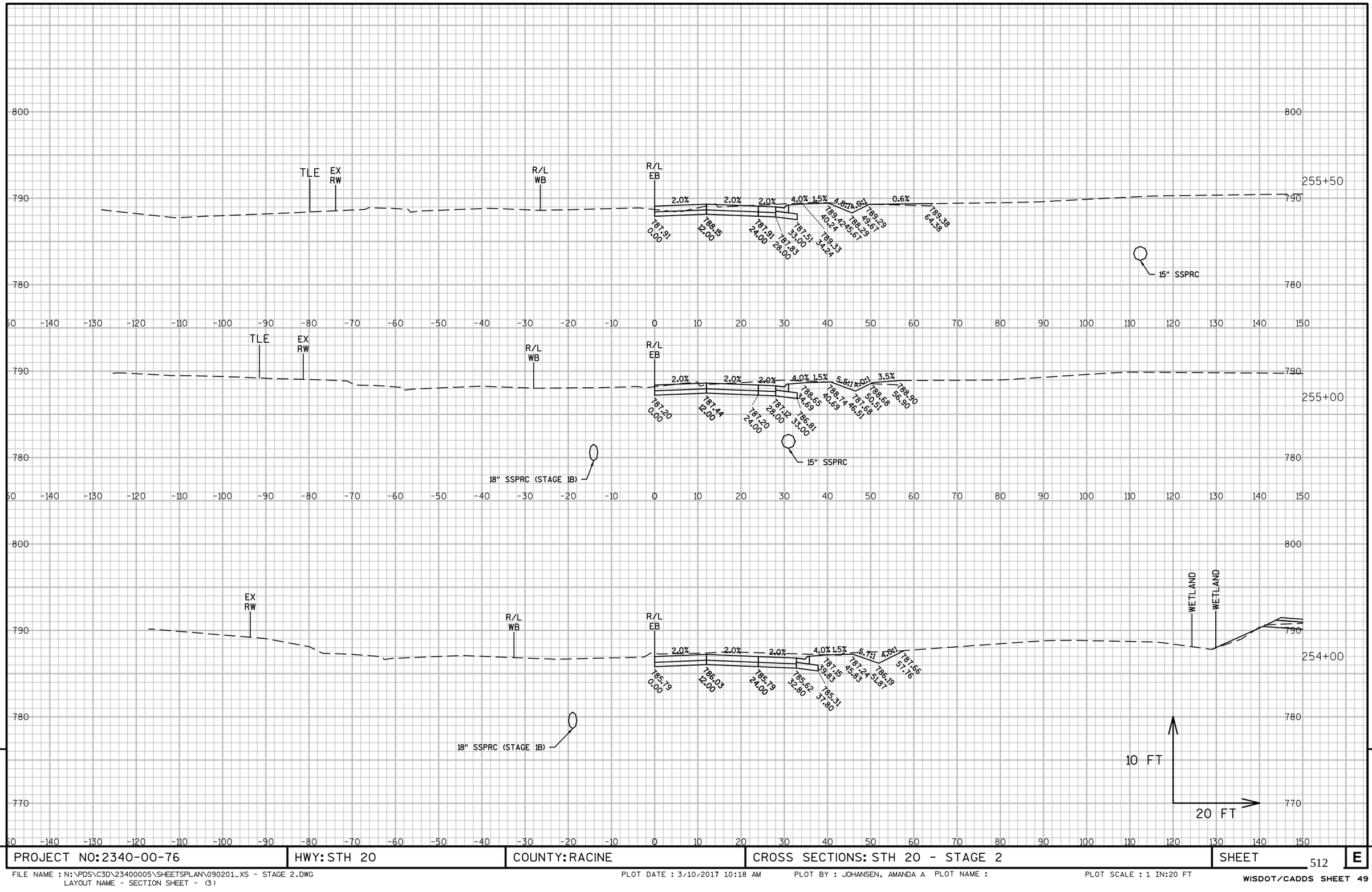
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 2	SHEET 511	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (2)

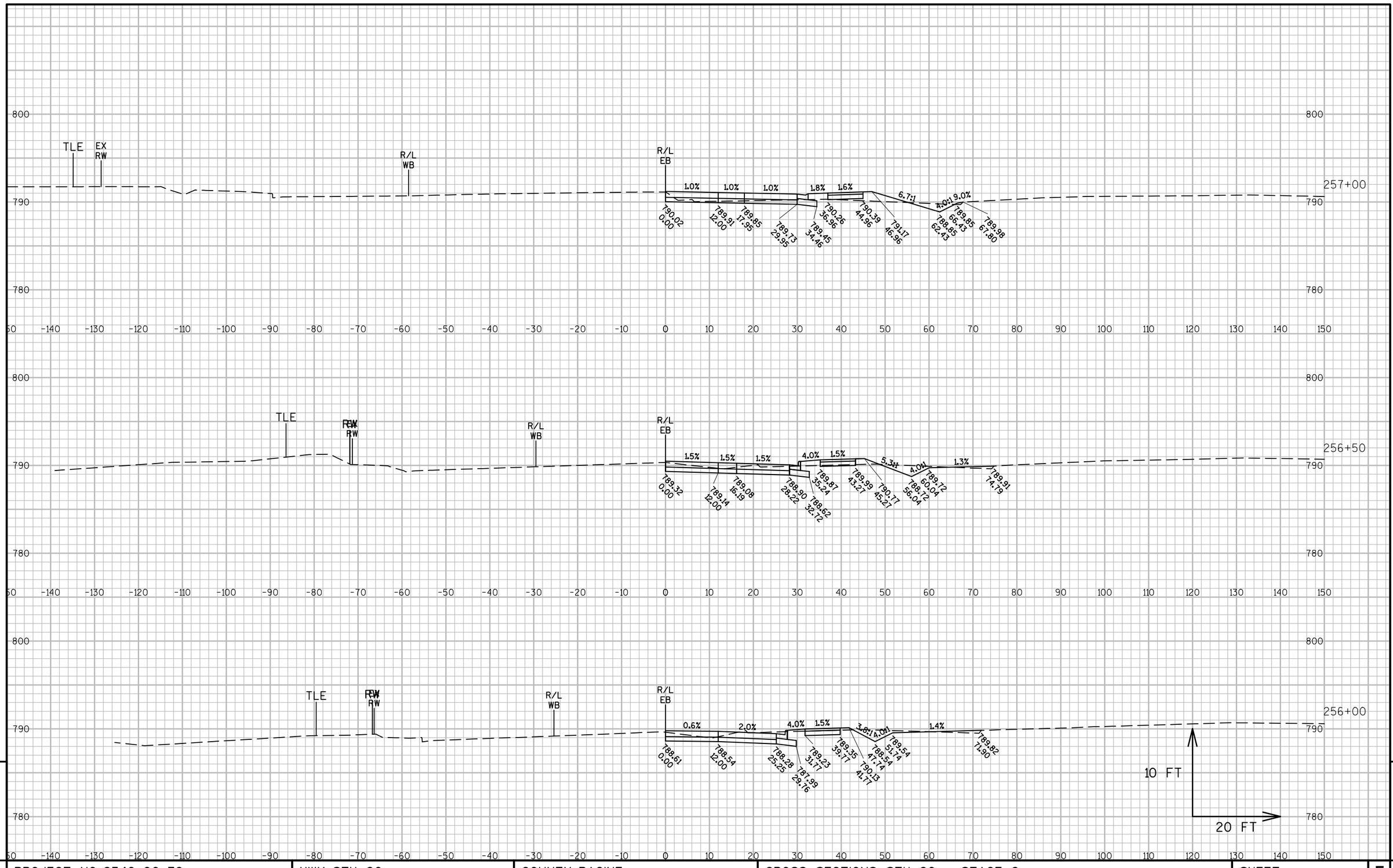
PLOT DATE : 12/10/2015 2:38 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 2	SHEET 512	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (3)
PLOT DATE : 3/10/2017 10:18 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

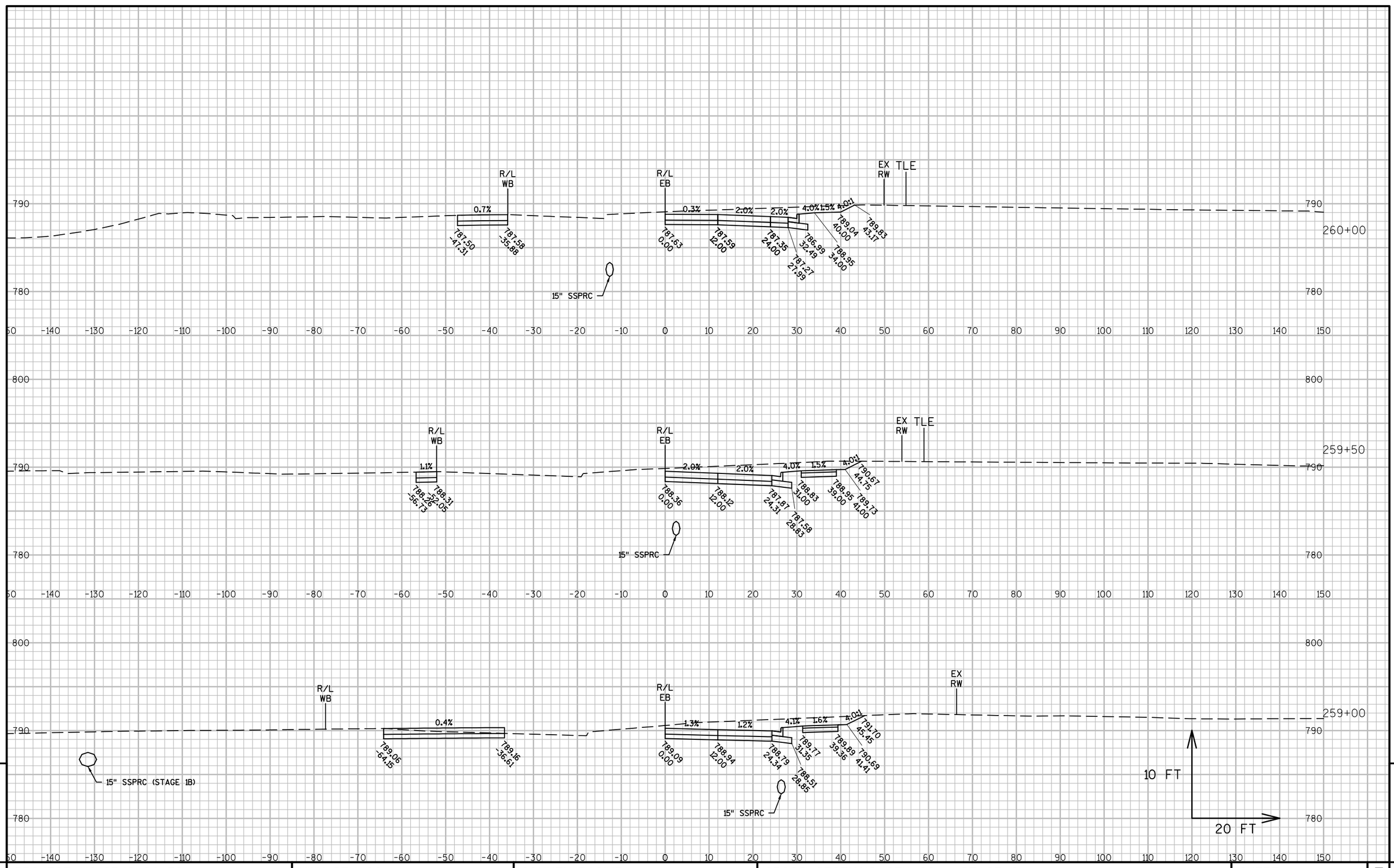


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 2	SHEET 513	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 2/17/2016 3:35 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



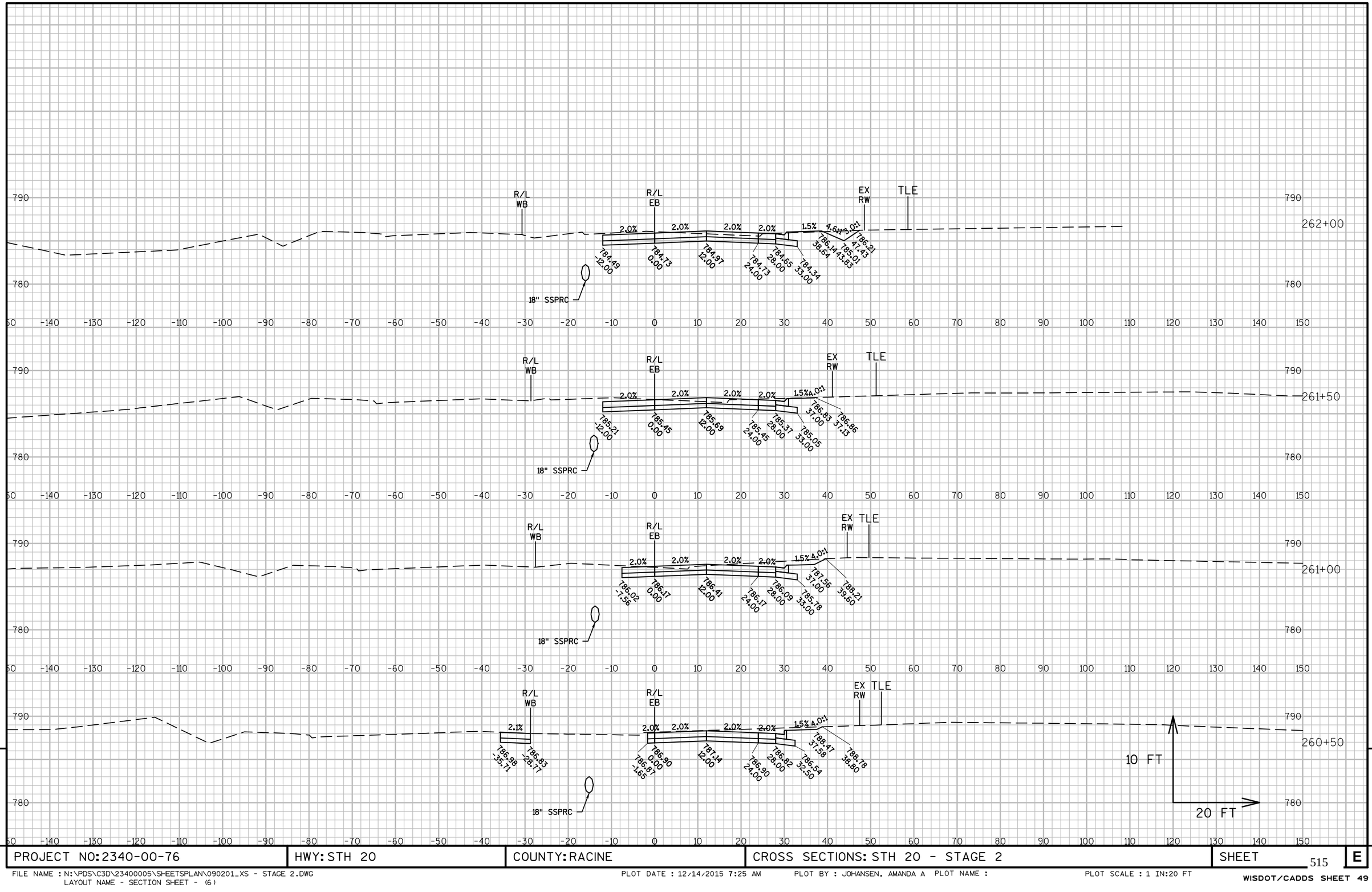
9

9

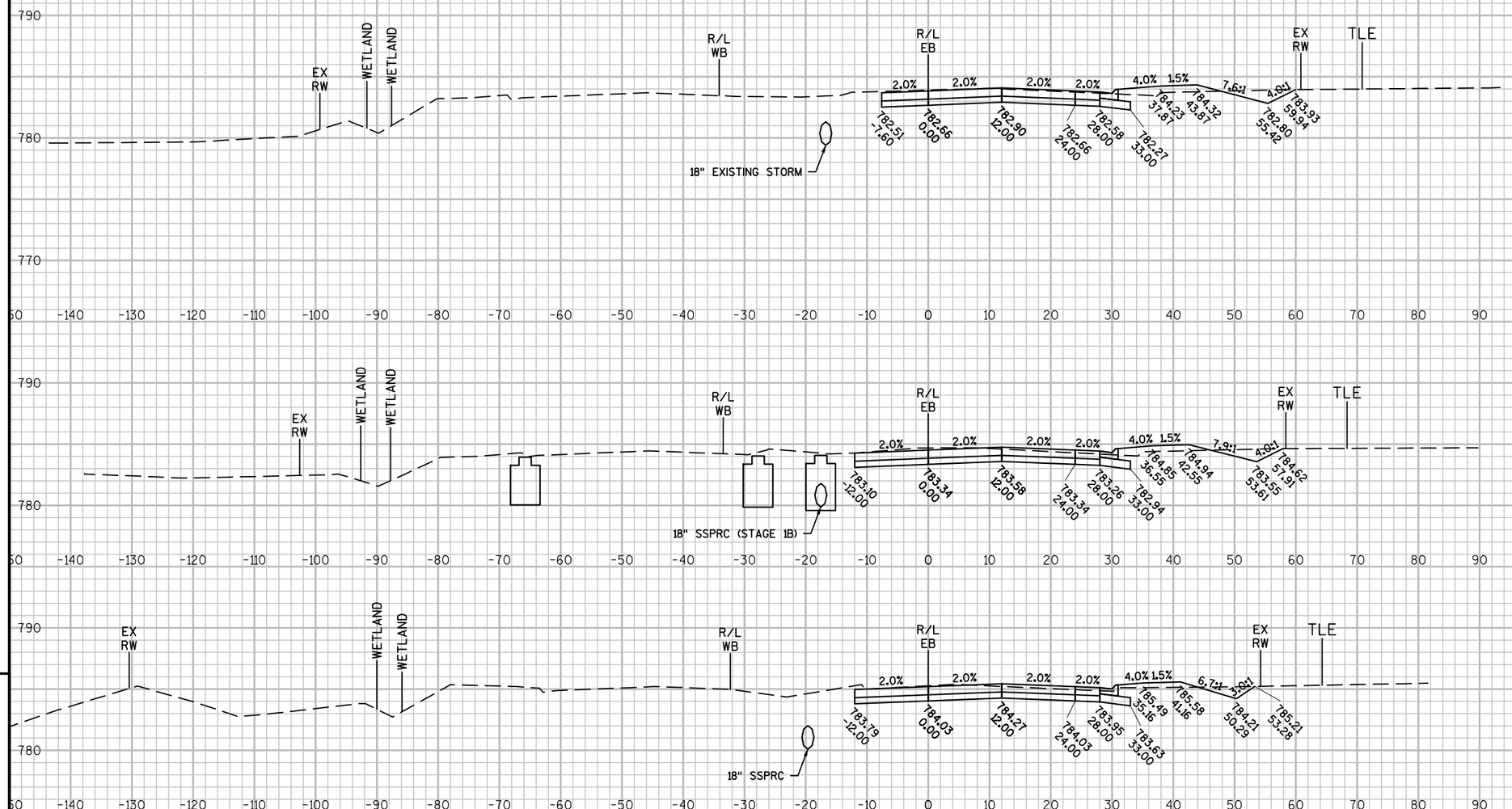
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 2	SHEET 514	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 12/10/2015 4:27 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 2	SHEET 515	E



9

9

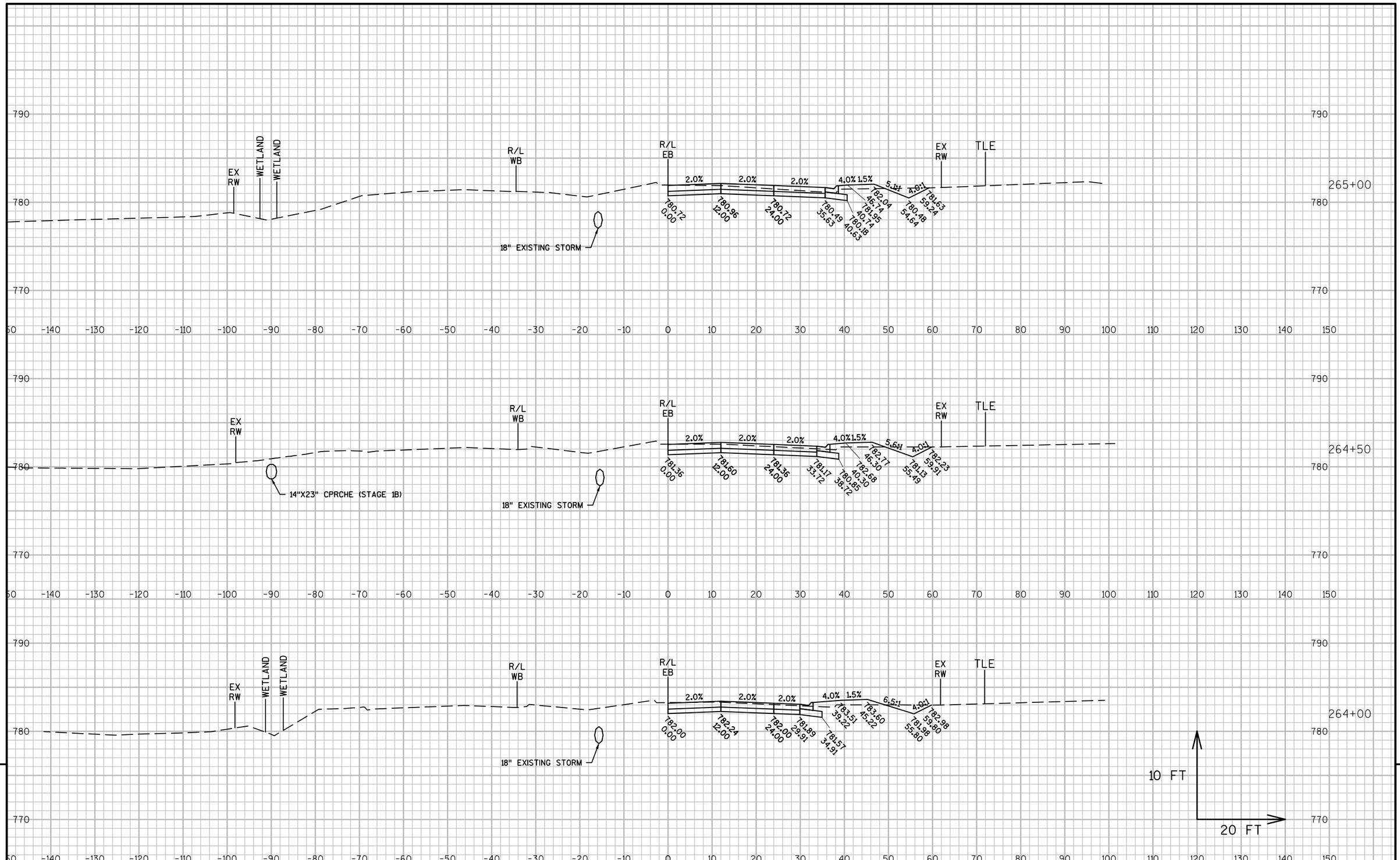
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 2	SHEET 516	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (7)

PLOT DATE : 3/10/2017 10:29 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



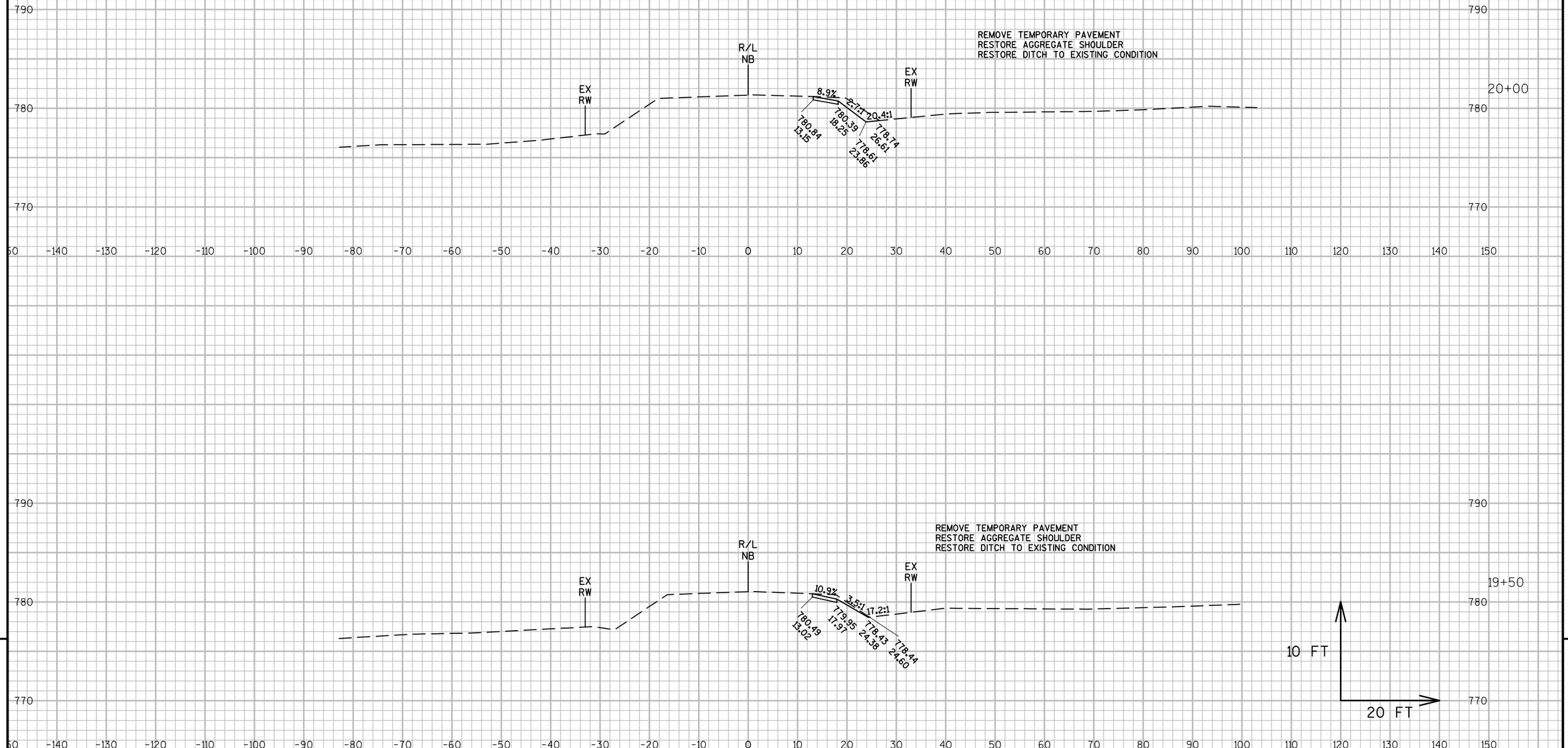
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: STH 20 - STAGE 2	SHEET 517 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (8)

PLOT DATE : 3/10/2017 10:31 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

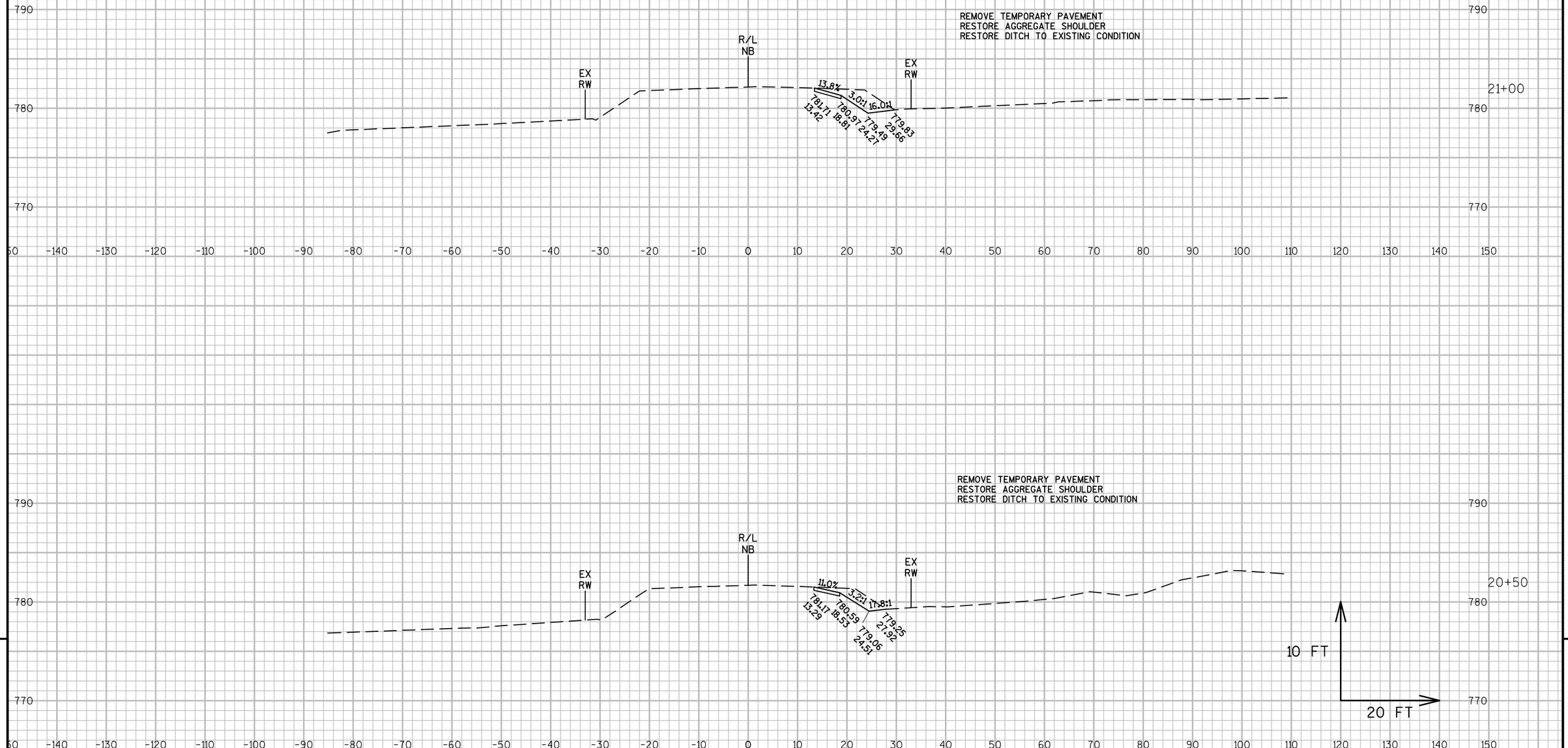
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 2	SHEET 518	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (31)

PLOT DATE : 4/27/2017 6:59 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 2	SHEET 519	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (32)

PLOT DATE : 4/27/2017 7:04 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

9

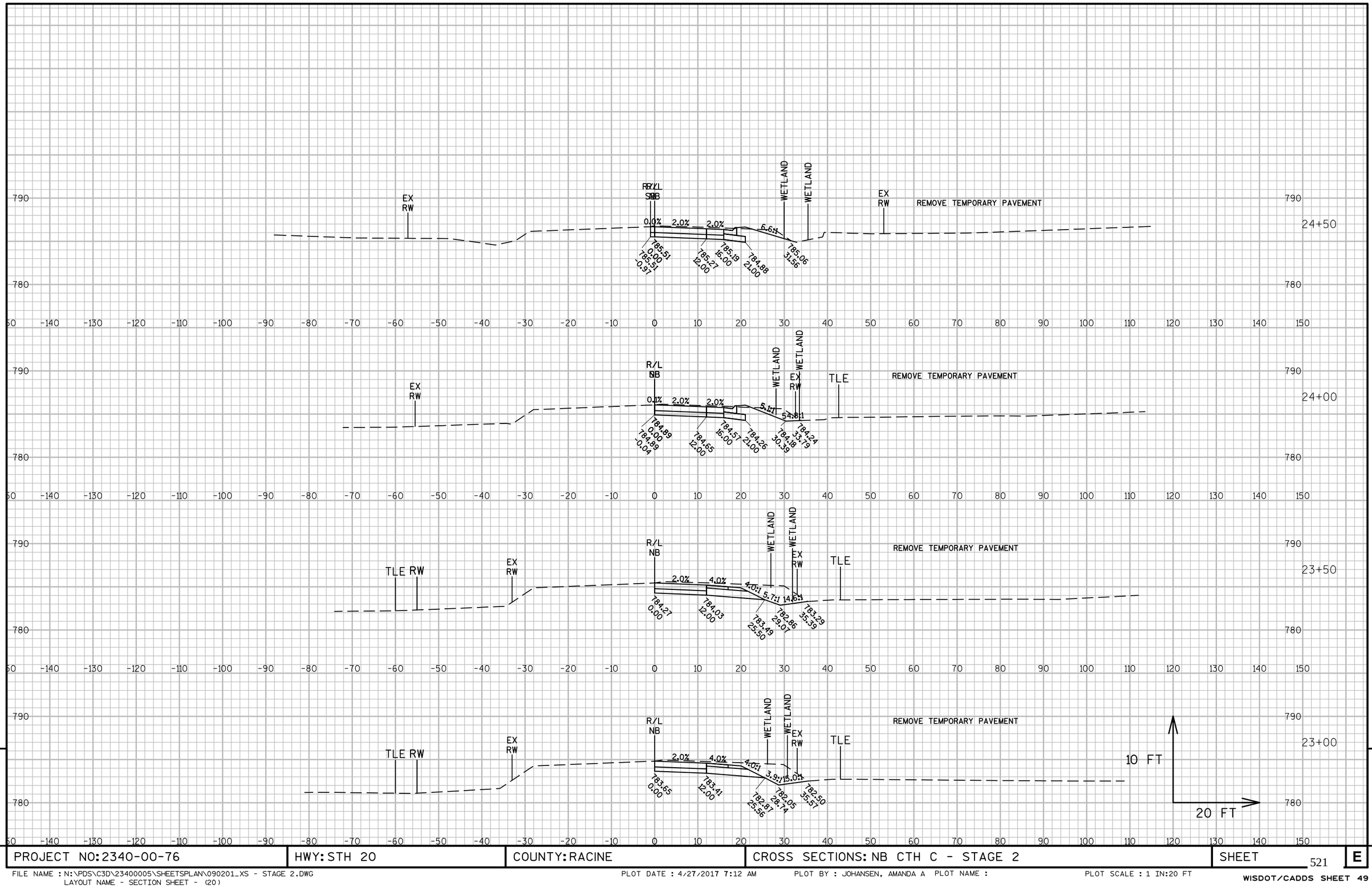
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 2	SHEET 520	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (19)

PLOT DATE : 4/27/2017 7:08 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

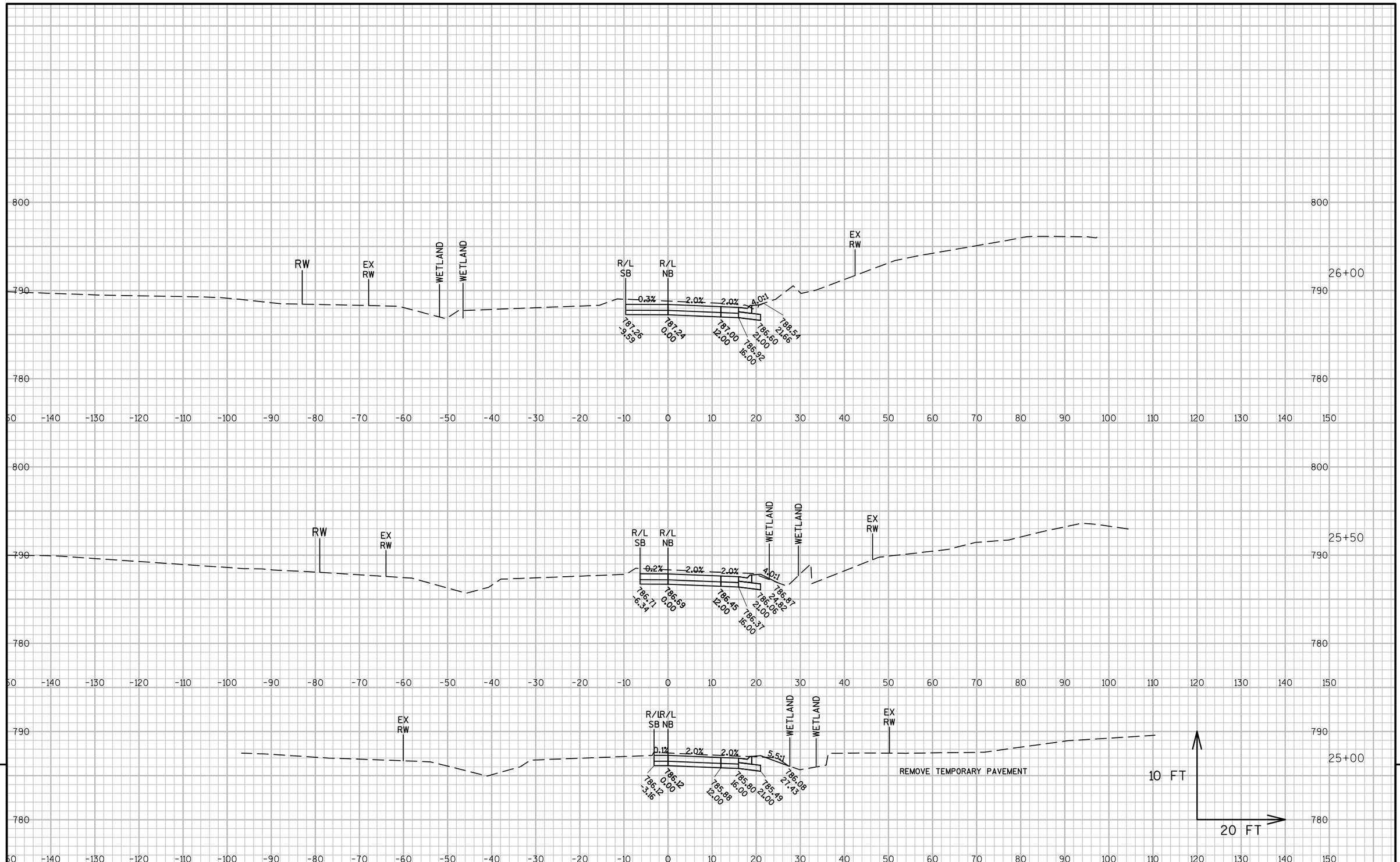


9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 2	SHEET 521	E

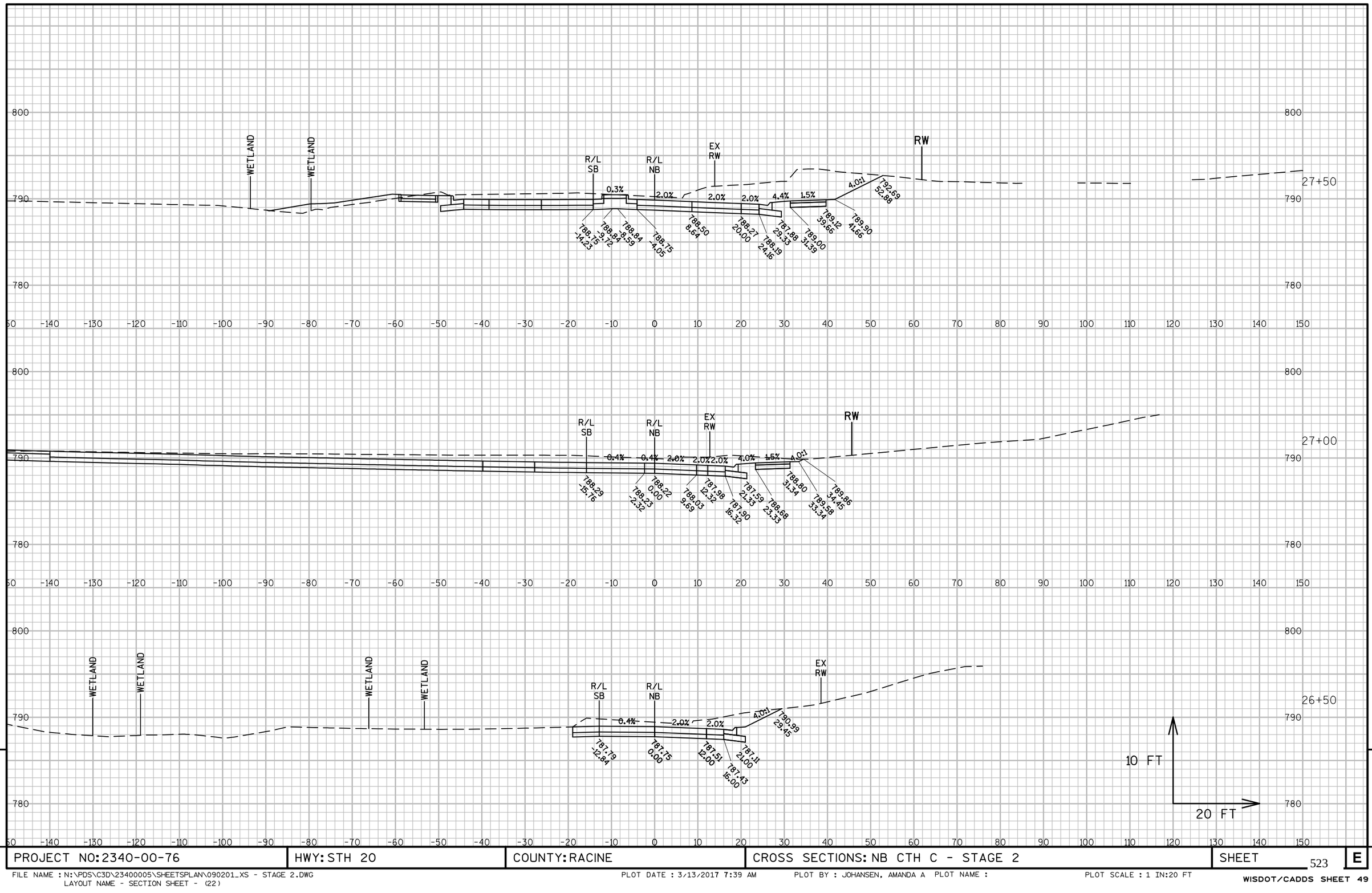
FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (20)
PLOT DATE : 4/27/2017 7:12 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 2	SHEET 522	E

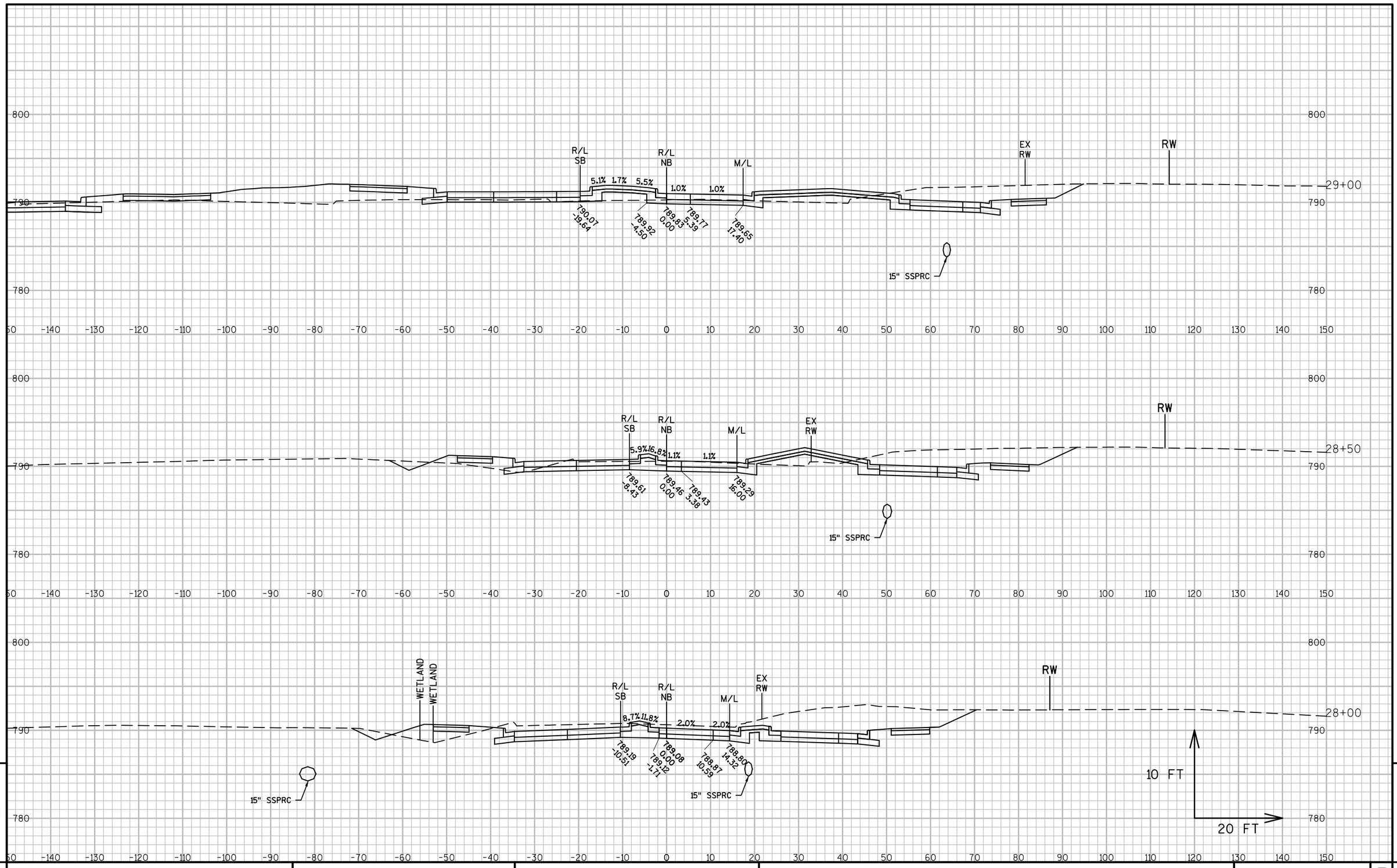


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 2	SHEET 523	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (22)

PLOT DATE : 3/13/2017 7:39 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

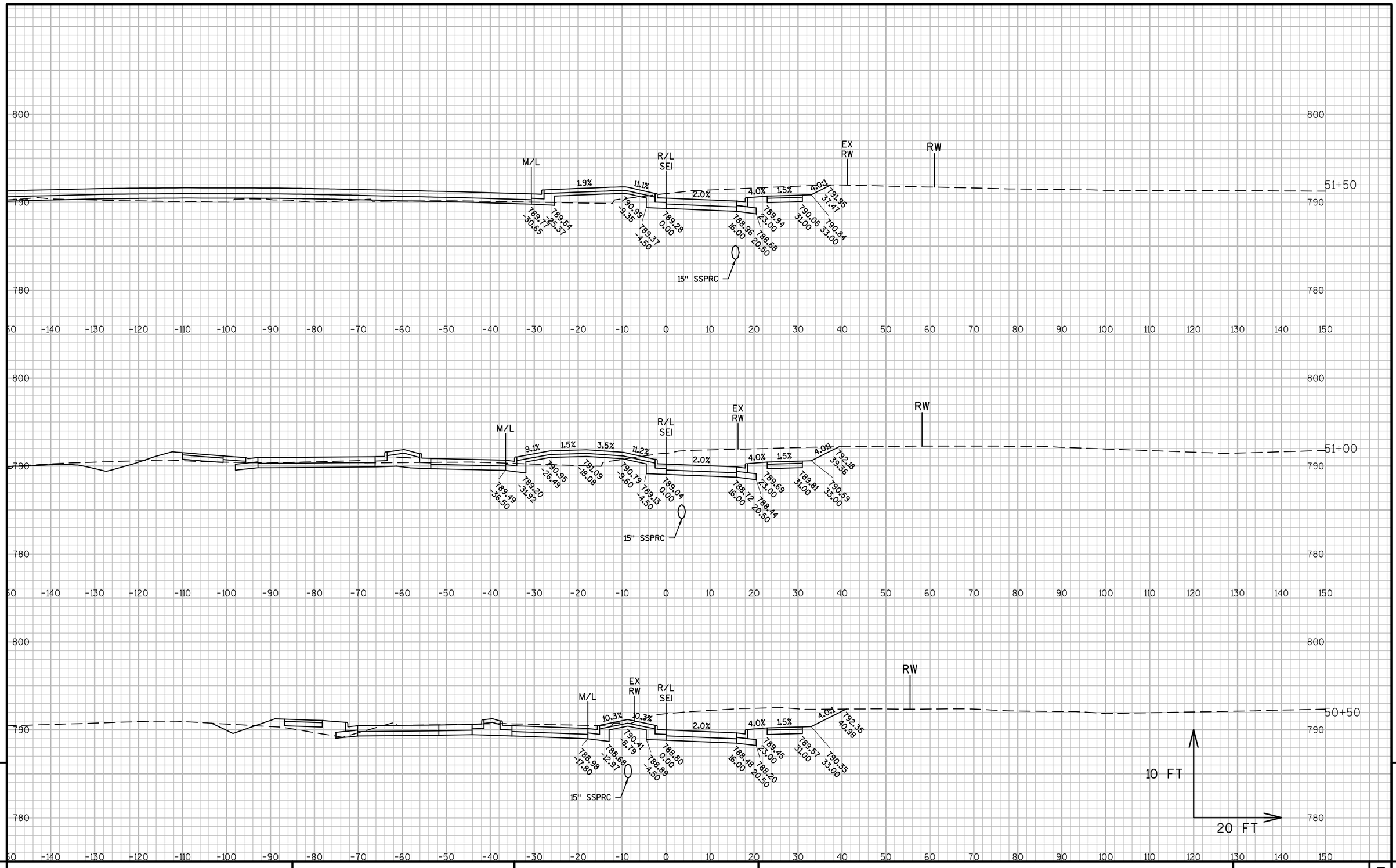
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 2	SHEET 524	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (23)

PLOT DATE : 3/13/2017 7:48 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

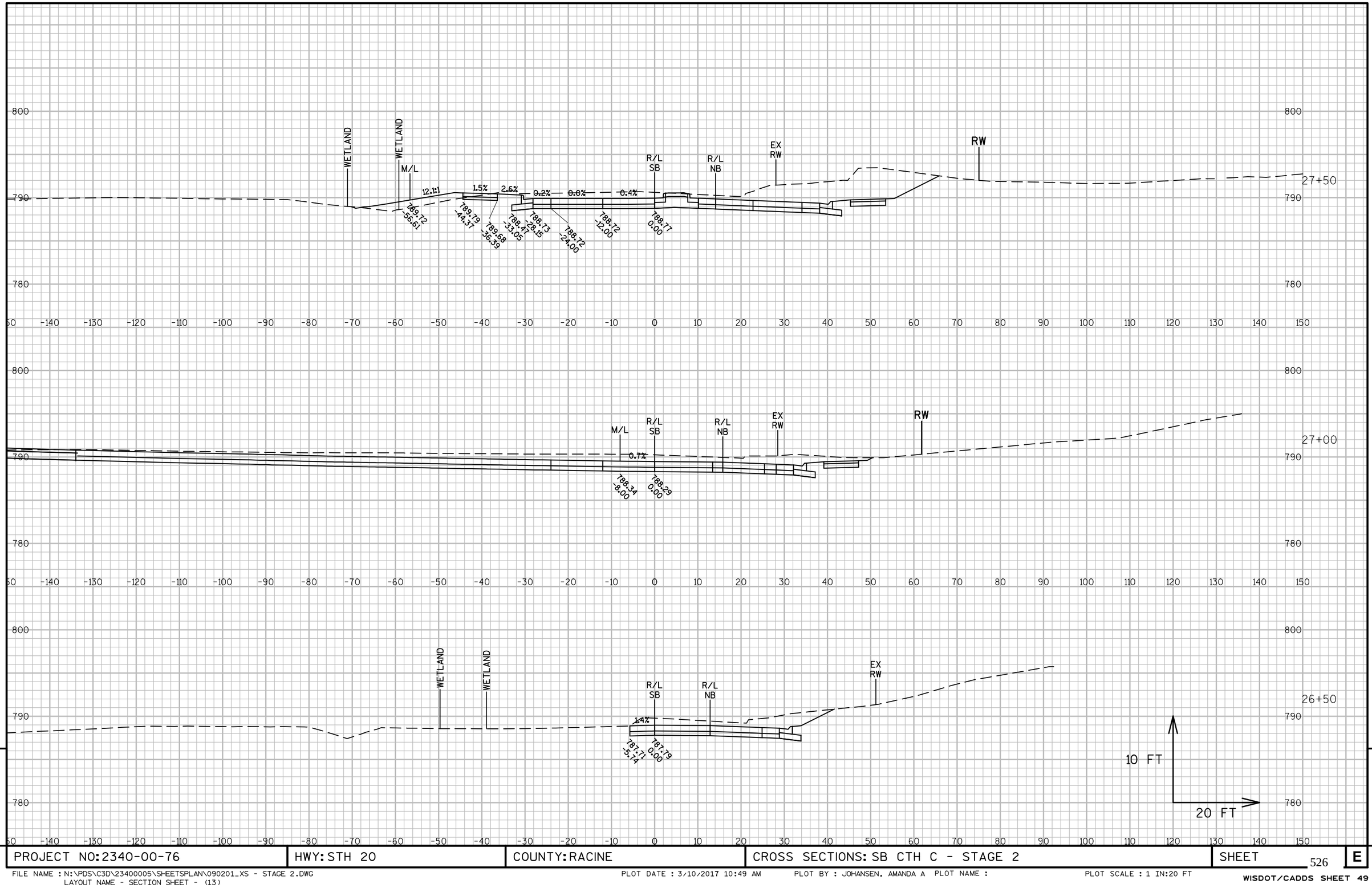
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SOUTHEAST ISLAND CURB RETURN - STAGE 2	SHEET 525	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (30)

PLOT DATE : 3/13/2017 8:42 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

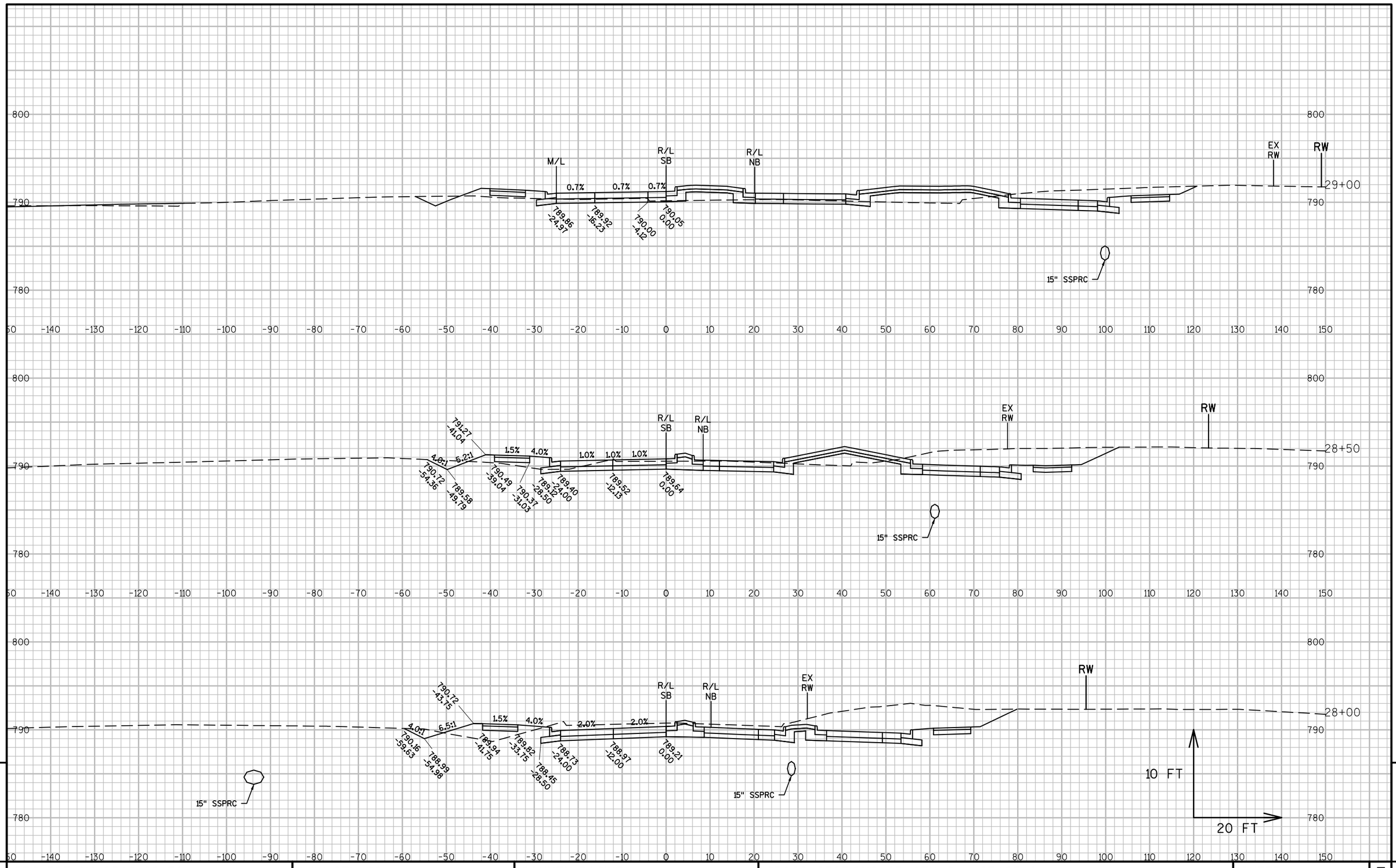
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 2	SHEET 526	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (13)

PLOT DATE : 3/10/2017 10:49 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



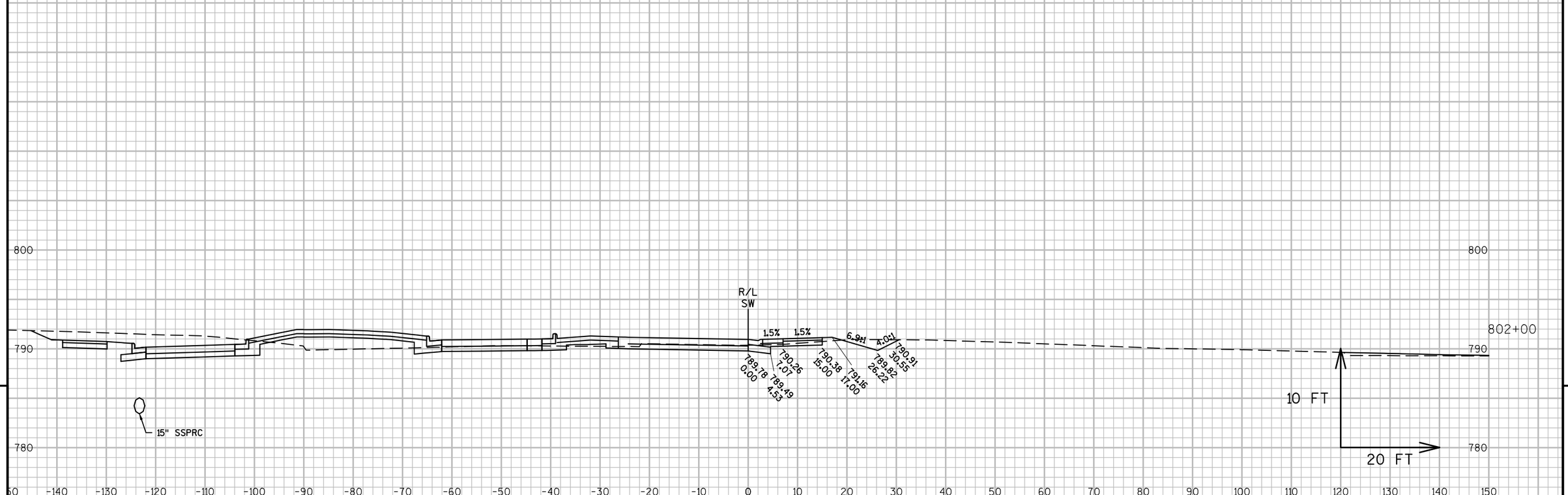
9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 2	SHEET 527	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (14)

PLOT DATE : 3/10/2017 10:51 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SW CURB RETURN - STAGE 2	SHEET 528 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (29)

PLOT DATE : 3/13/2017 7:13 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

9

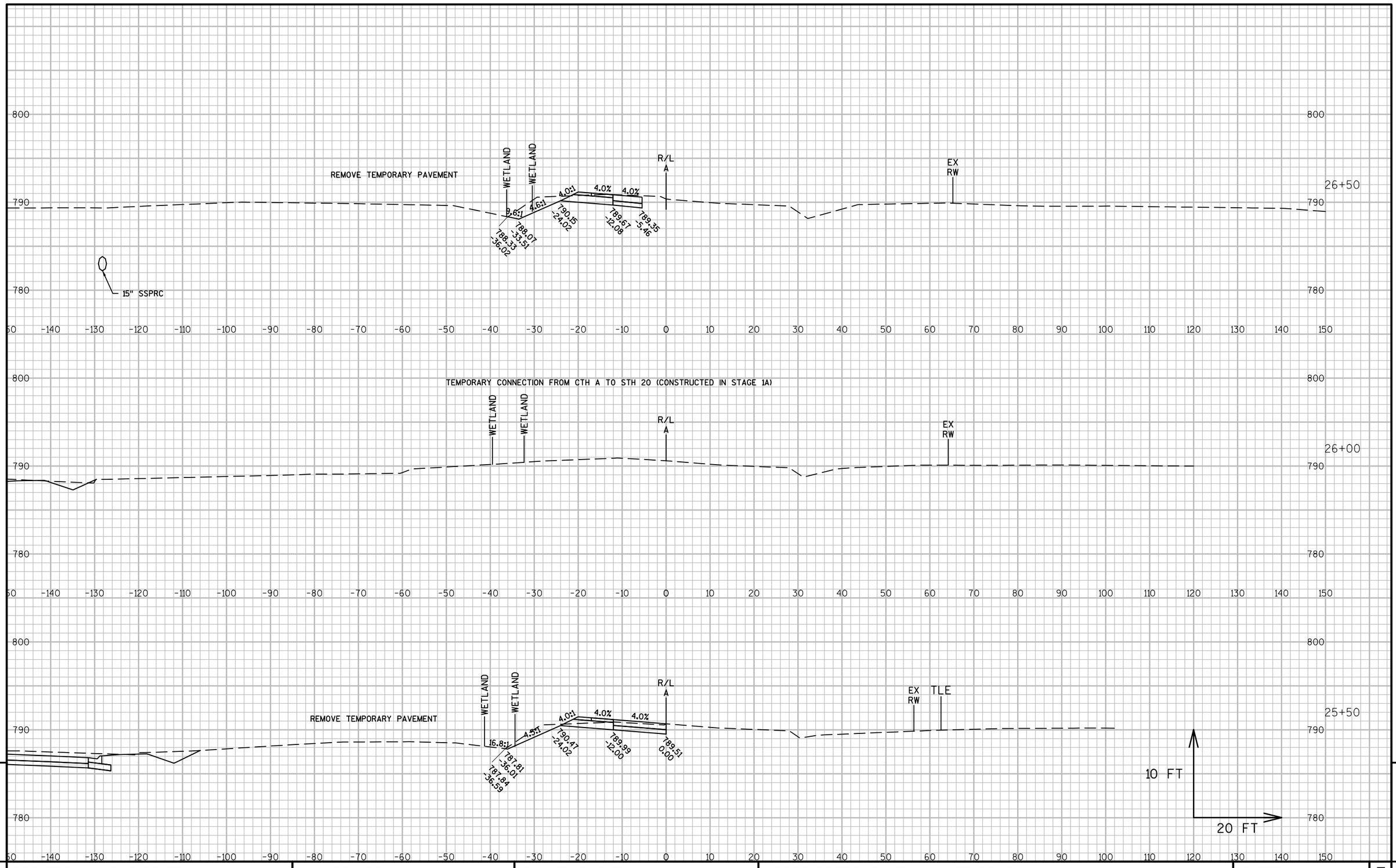
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 2	SHEET 529	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (24)

PLOT DATE : 4/27/2017 7:20 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

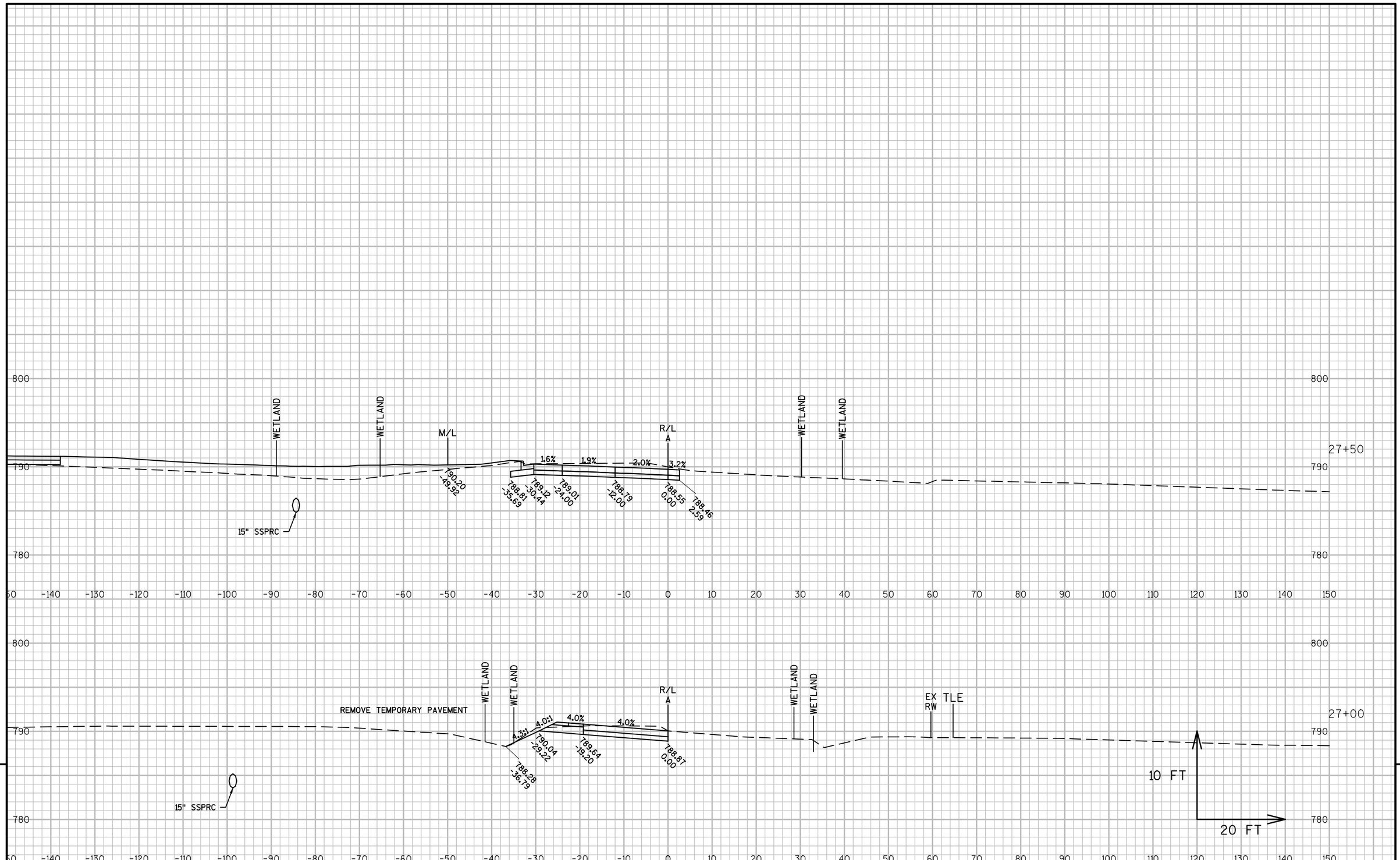
9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 2	SHEET 530	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (25)

PLOT DATE : 4/27/2017 7:19 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

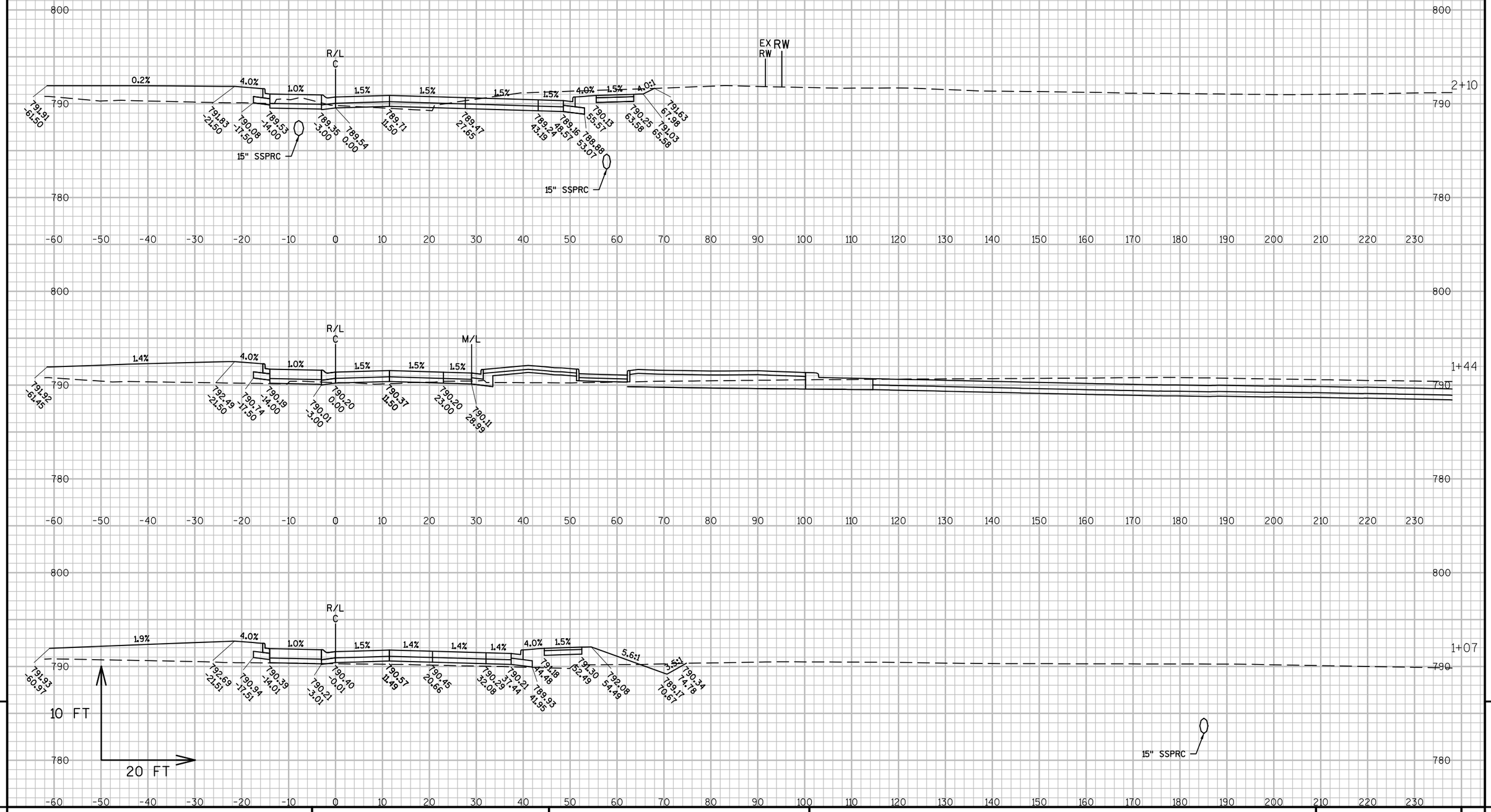


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 2	SHEET 531 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (26)

PLOT DATE : 4/27/2017 7:21 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: ROUNDABOUT CIRCLE - STAGE 2	SHEET 532	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (27)

PLOT DATE : 3/13/2017 9:29 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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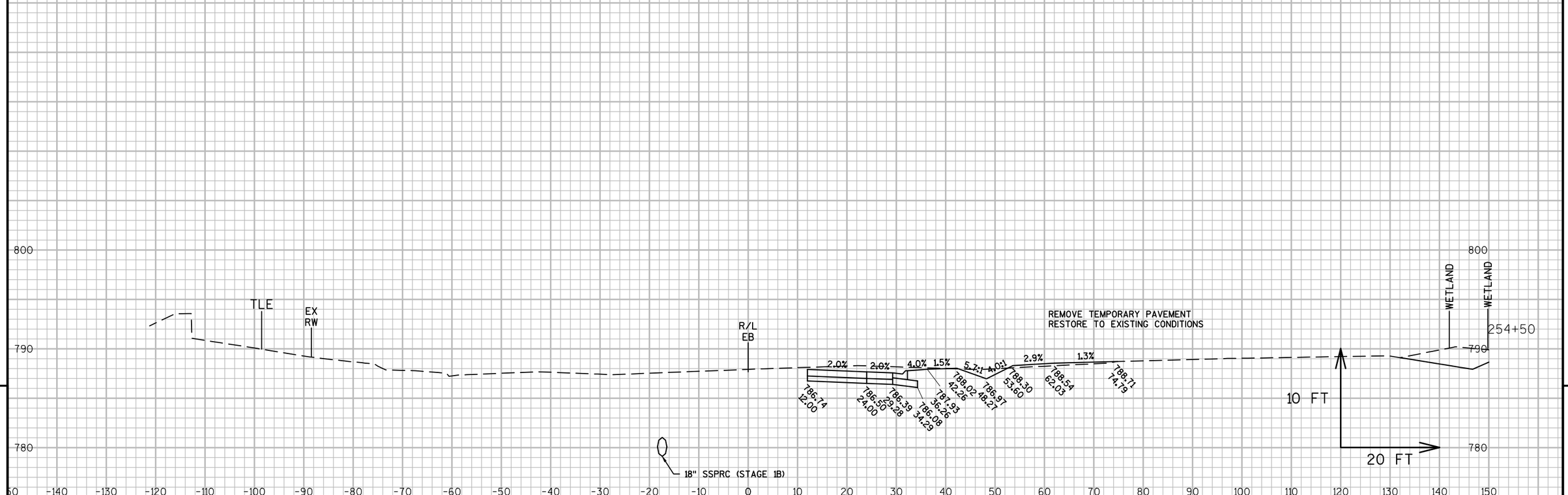
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: ROUNDABOUT CIRCLE - STAGE 2	SHEET 533	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 2.DWG
LAYOUT NAME - SECTION SHEET - (28)

PLOT DATE : 3/13/2017 9:25 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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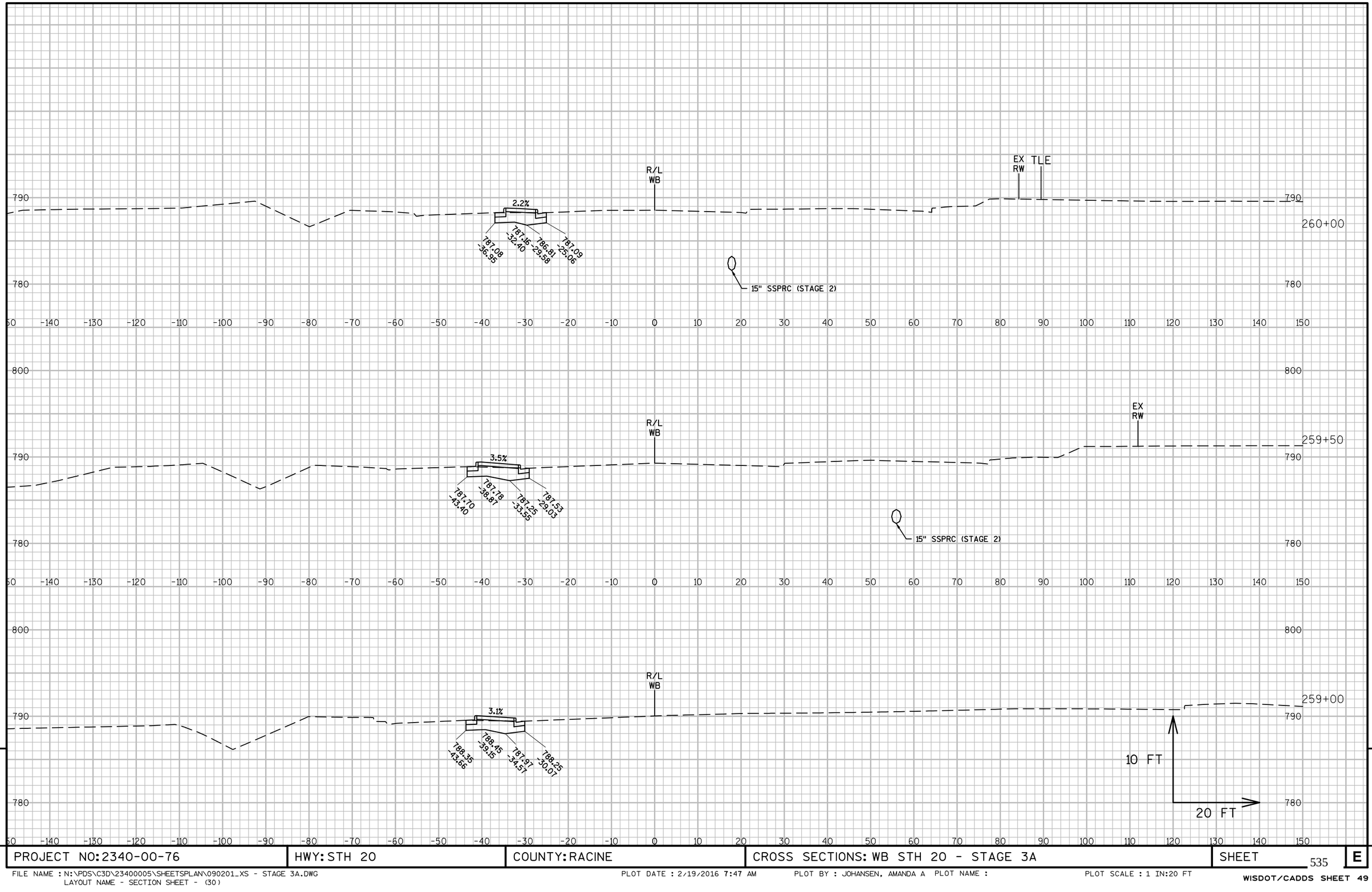
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EB STH 20 - STAGE 3A	SHEET 534	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3A.DWG
LAYOUT NAME - SECTION SHEET - (29)

PLOT DATE : 3/13/2017 9:39 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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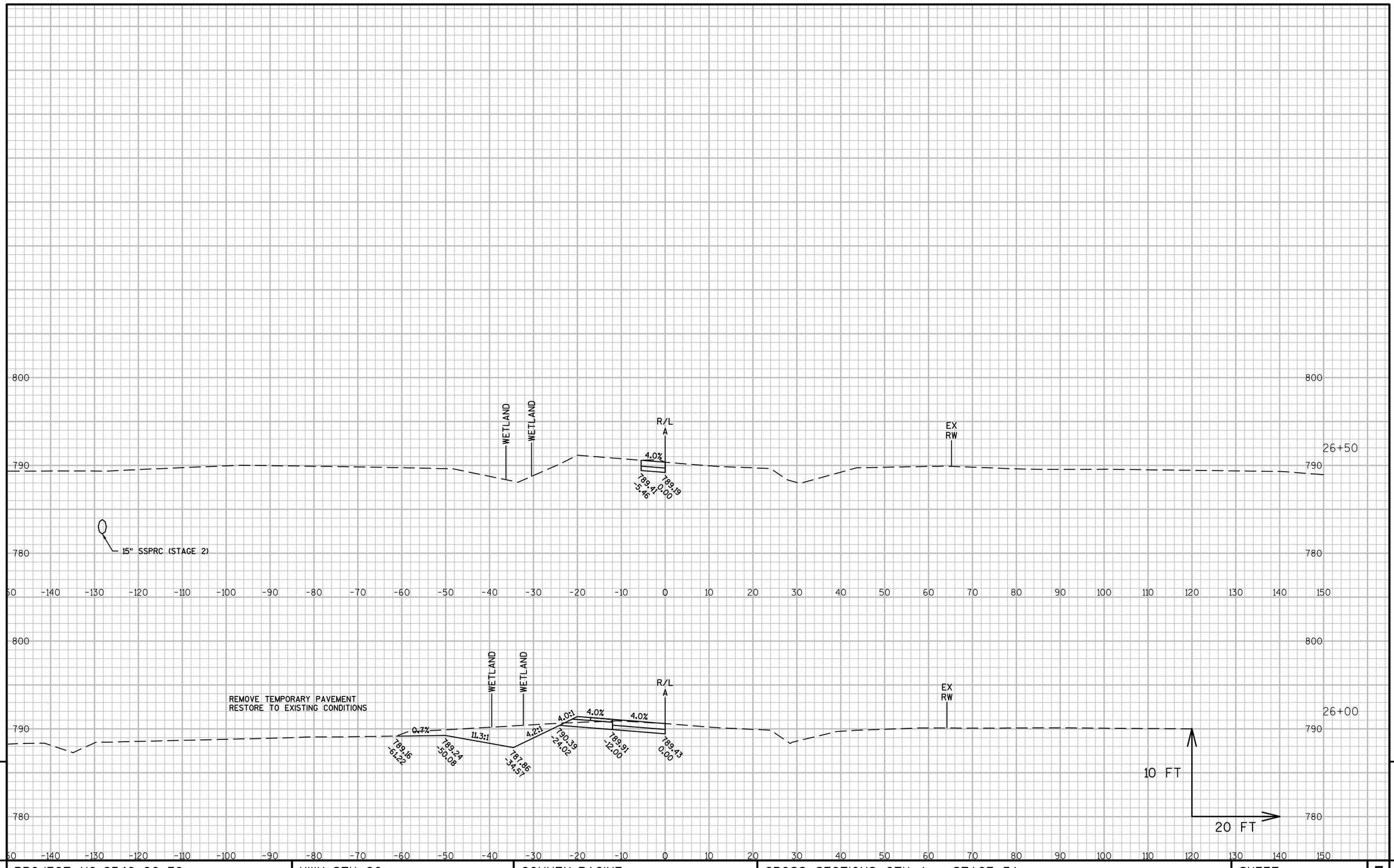
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WB STH 20 - STAGE 3A	SHEET 535	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3A.DWG
LAYOUT NAME - SECTION SHEET - (30)

PLOT DATE : 2/19/2016 7:47 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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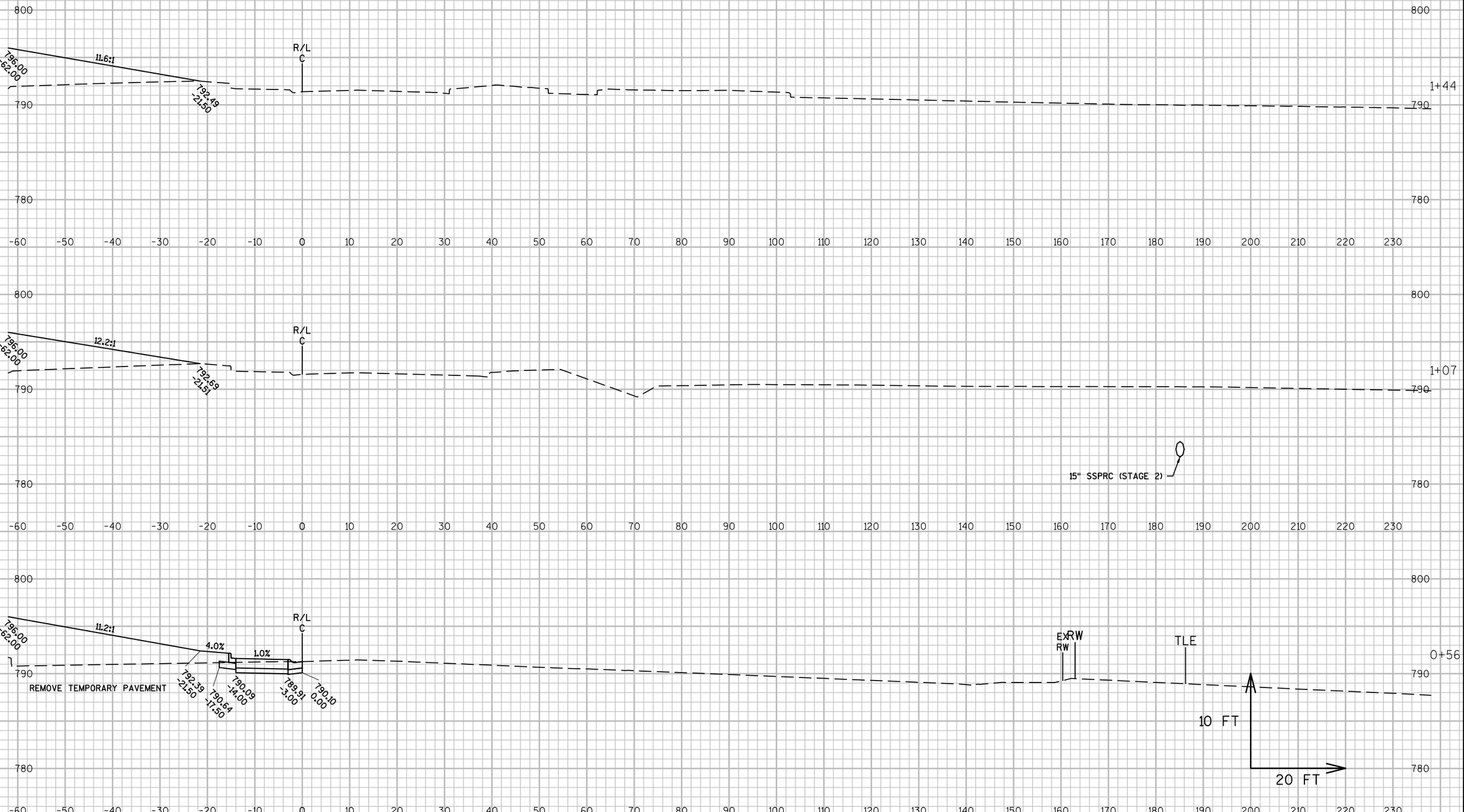
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 3A	SHEET 536	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3A.DWG
LAYOUT NAME - SECTION SHEET - (31)

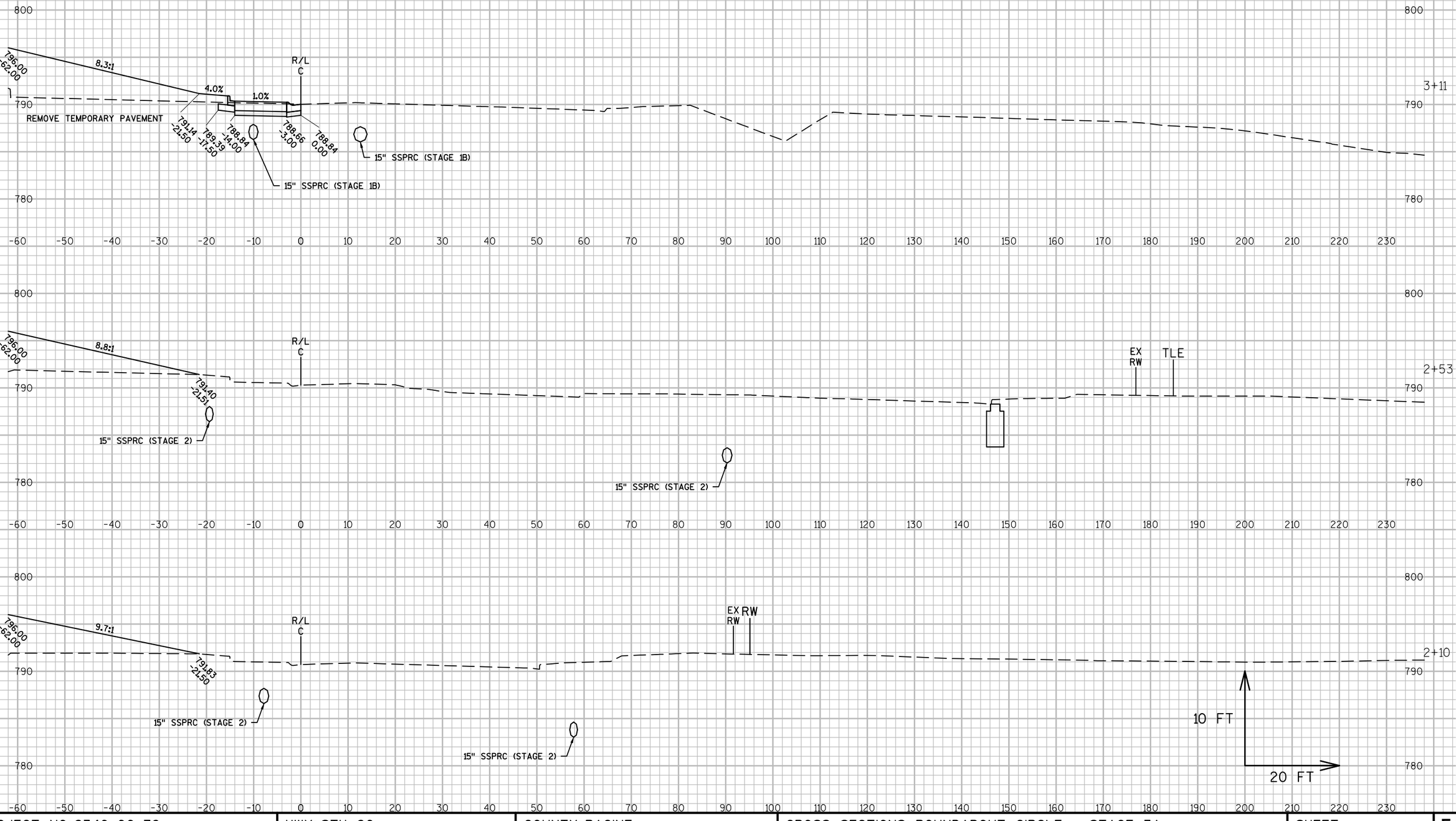
PLOT DATE : 3/13/2017 9:42 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: ROUNDABOUT CIRCLE - STAGE 3A	SHEET 537	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3A.DWG
LAYOUT NAME - SECTION SHEET - (32)
PLOT DATE : 3/13/2017 9:43 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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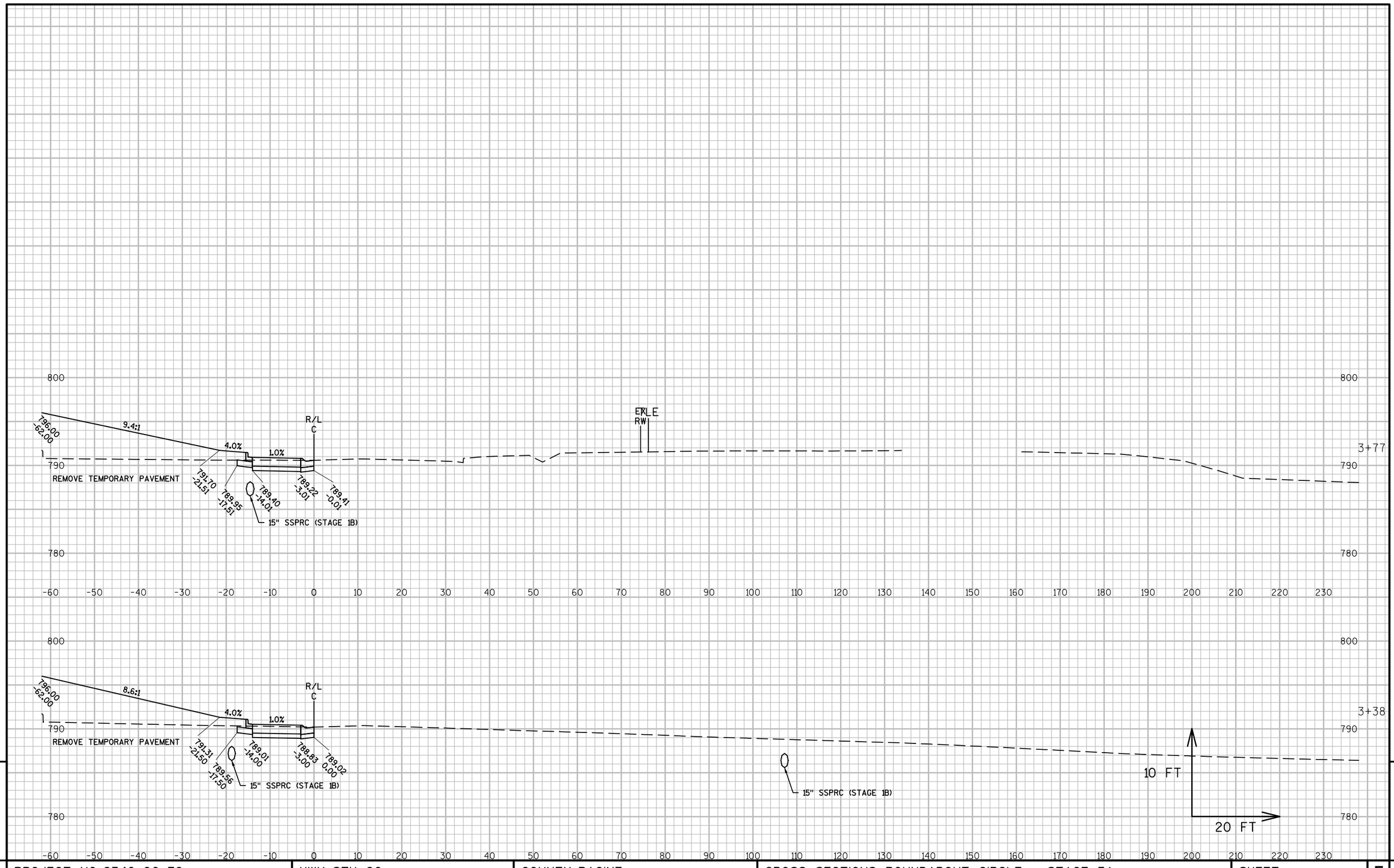
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: ROUNDABOUT CIRCLE - STAGE 3A	SHEET 538	E



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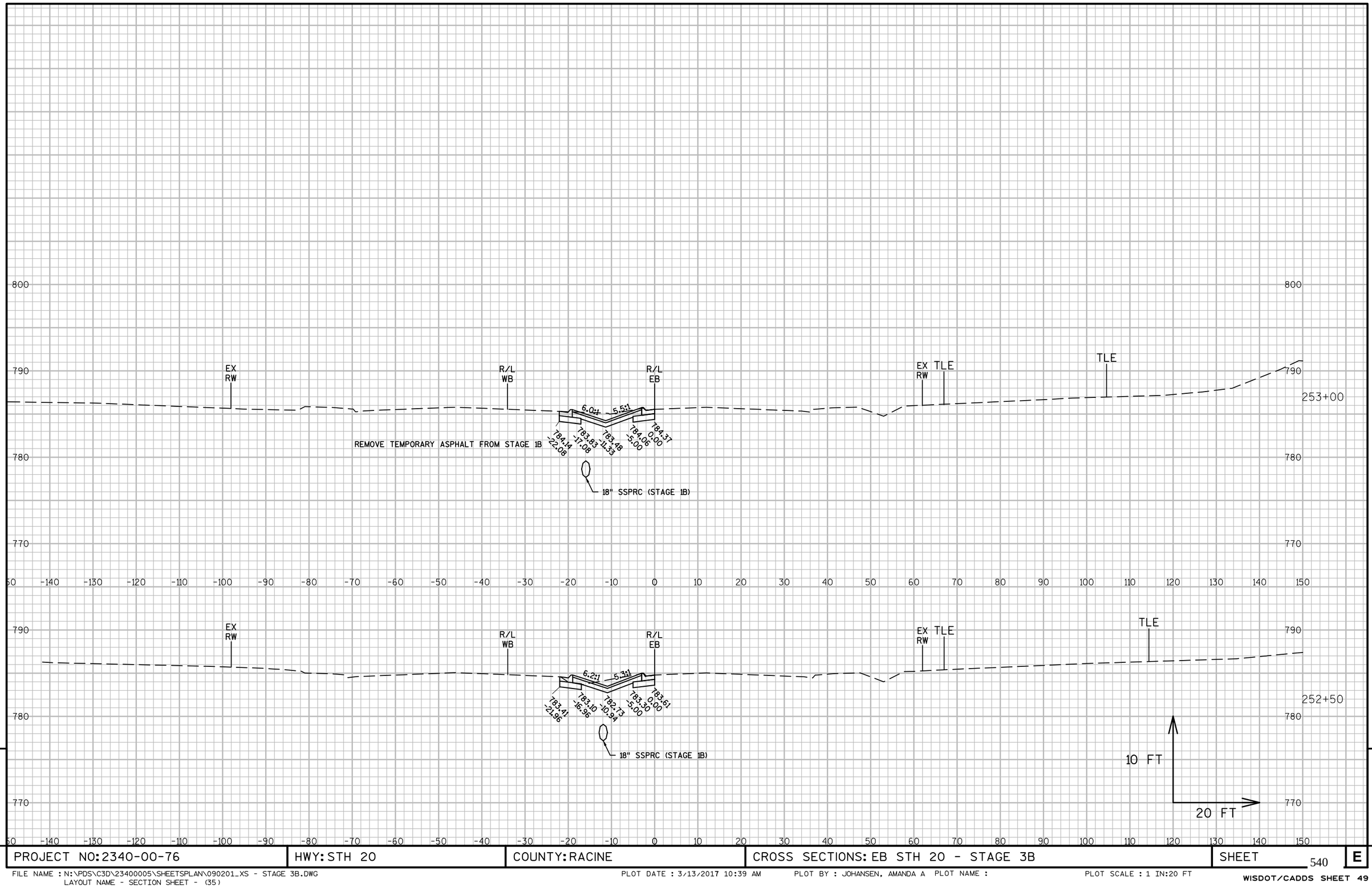
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: ROUNDABOUT CIRCLE - STAGE 3A	SHEET 539	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3A.DWG
LAYOUT NAME - SECTION SHEET - (34)

PLOT DATE : 1/5/2016 7:20 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

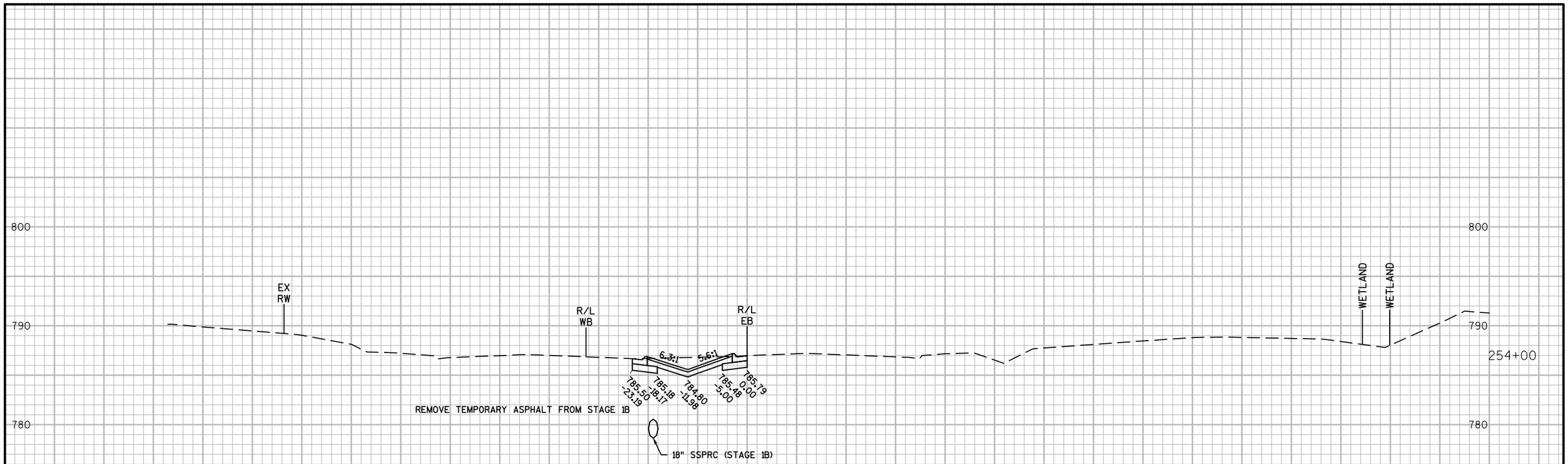


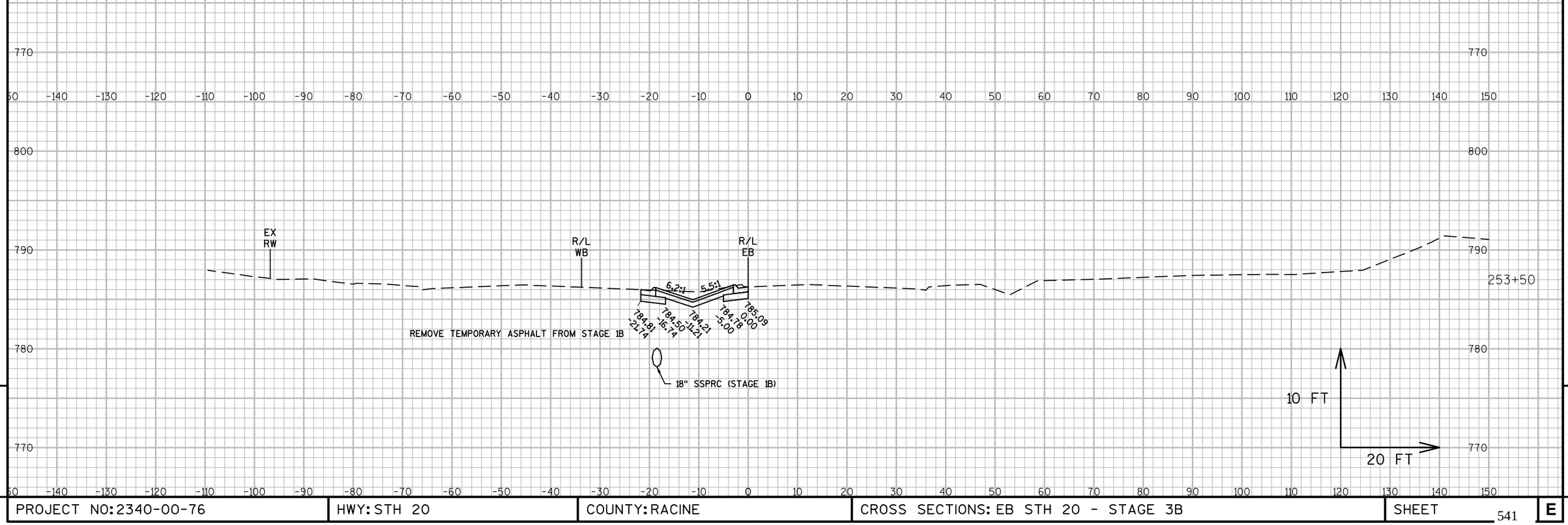
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EB STH 20 - STAGE 3B	SHEET 540	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (35)

PLOT DATE : 3/13/2017 10:39 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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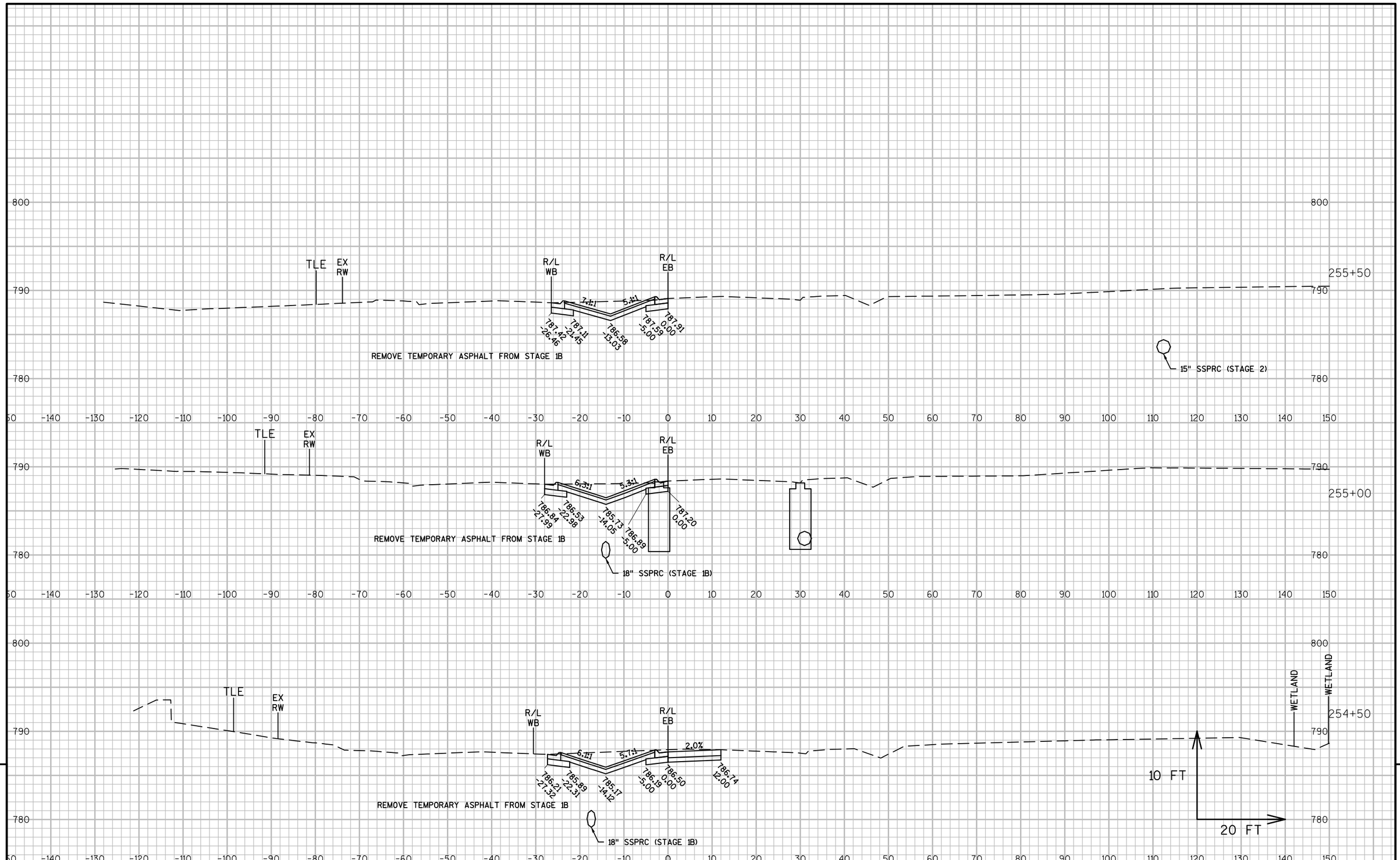
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EB STH 20 - STAGE 3B	SHEET 541	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (36)

PLOT DATE : 3/13/2017 10:42 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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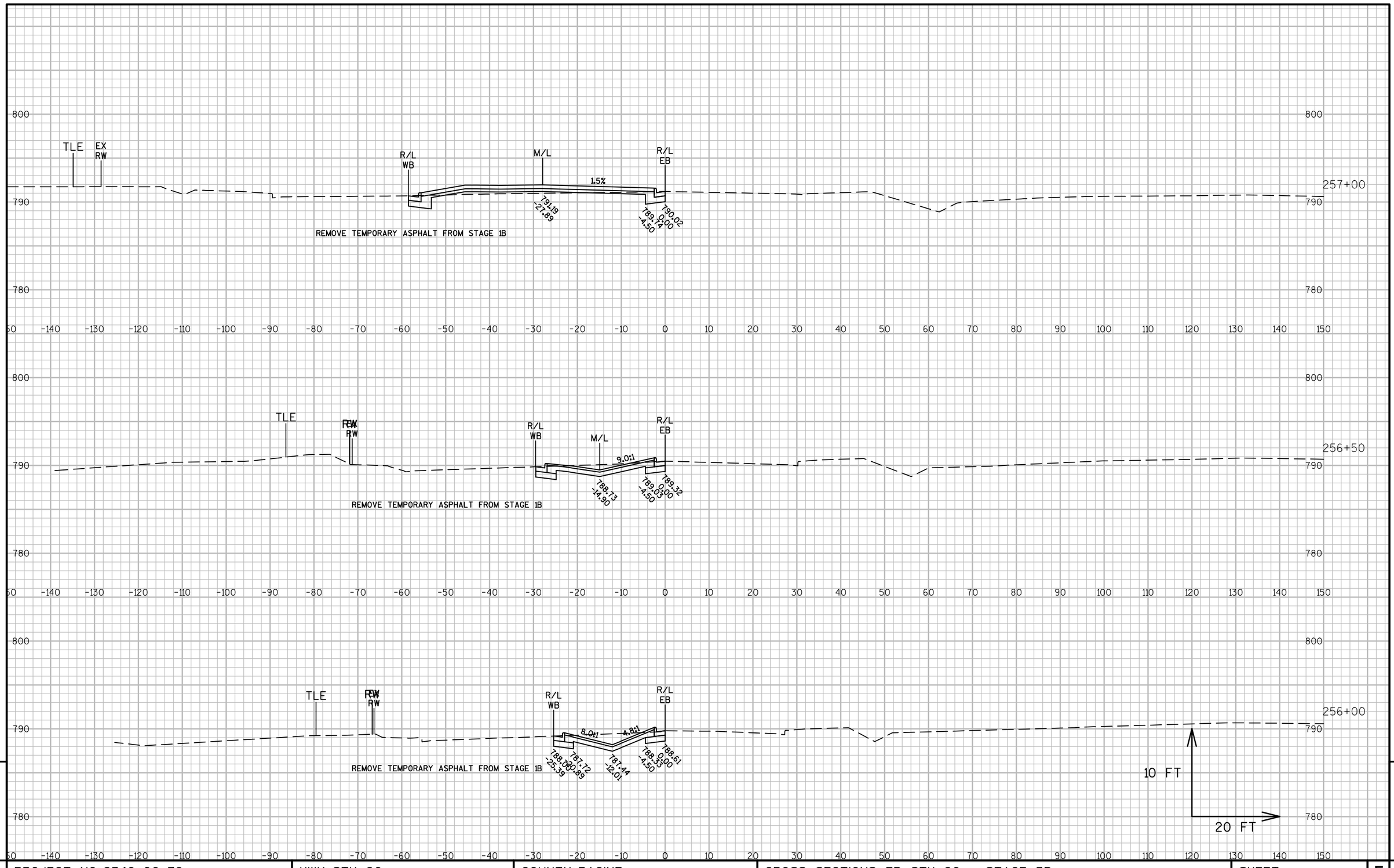
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EB STH 20 - STAGE 3B	SHEET 542	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (37)

PLOT DATE : 3/13/2017 10:51 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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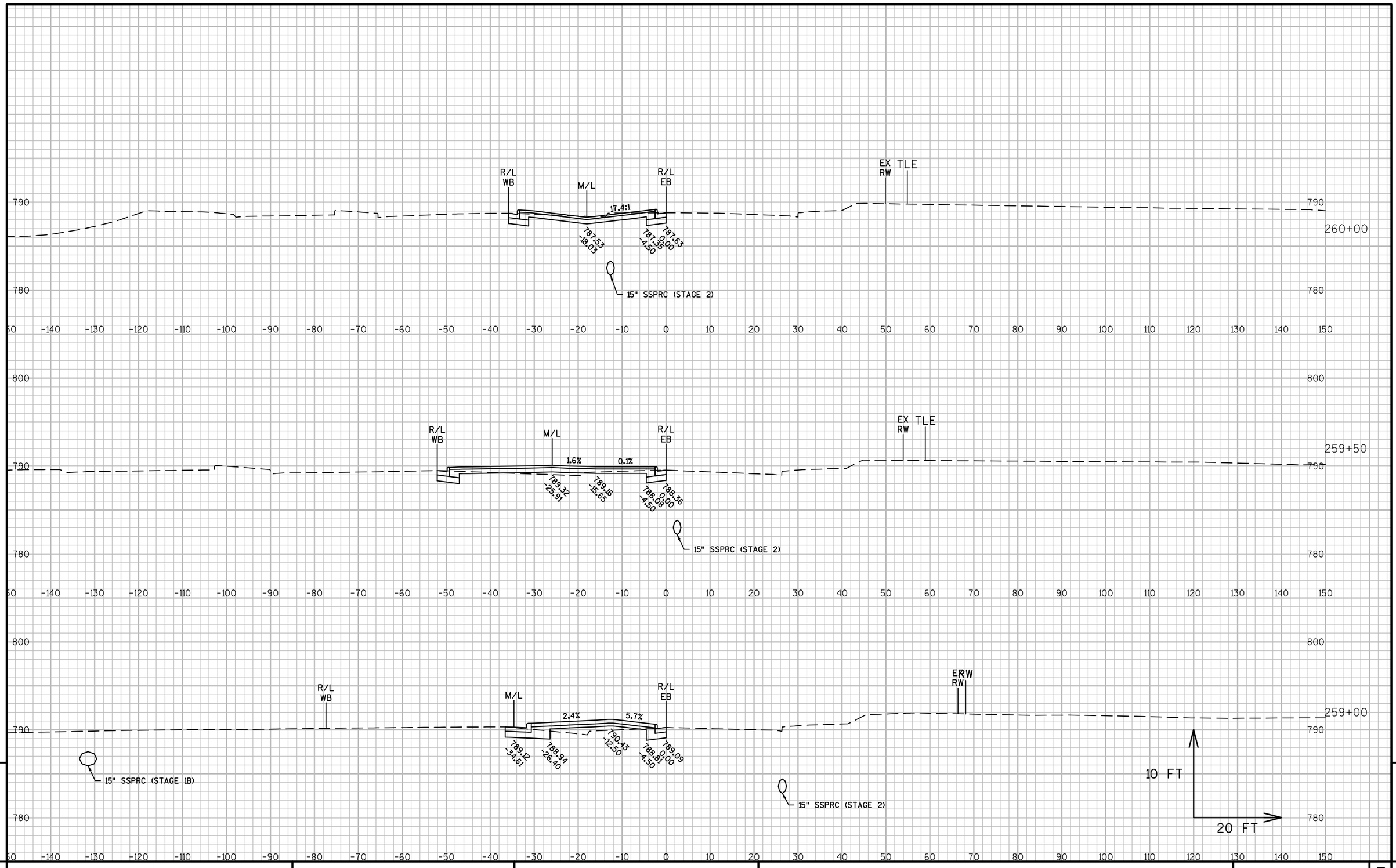
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EB STH 20 - STAGE 3B	SHEET 543	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (38)

PLOT DATE : 3/13/2017 10:58 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

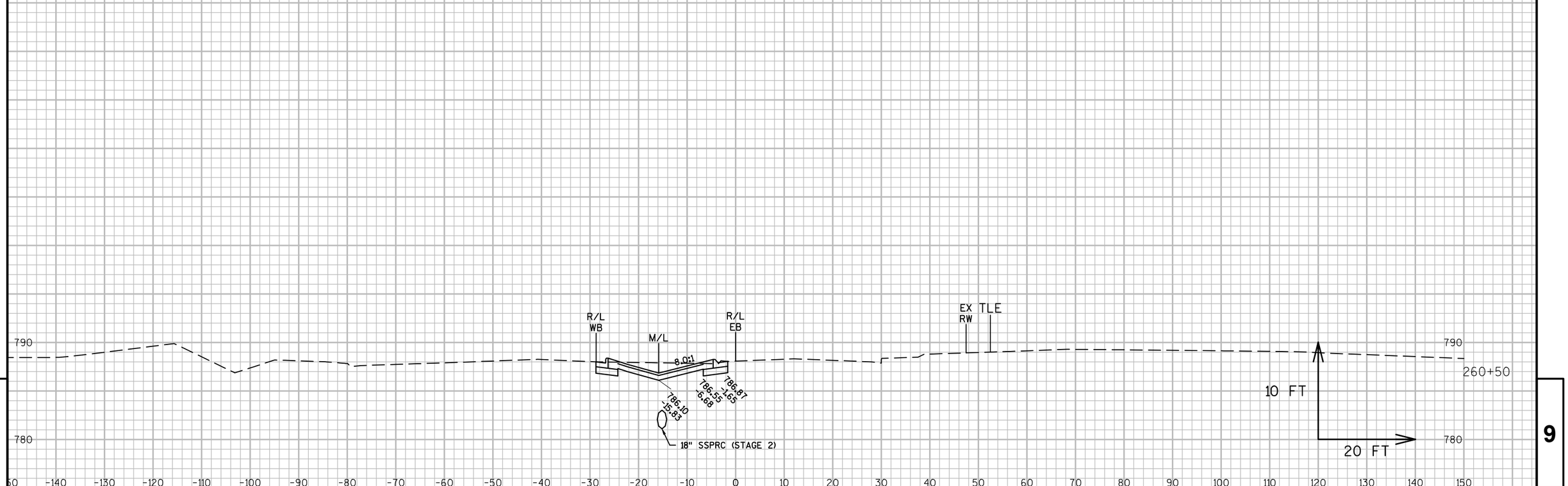


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EB STH 20 - STAGE 3B	SHEET 544 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (39)

PLOT DATE : 3/13/2017 11:05 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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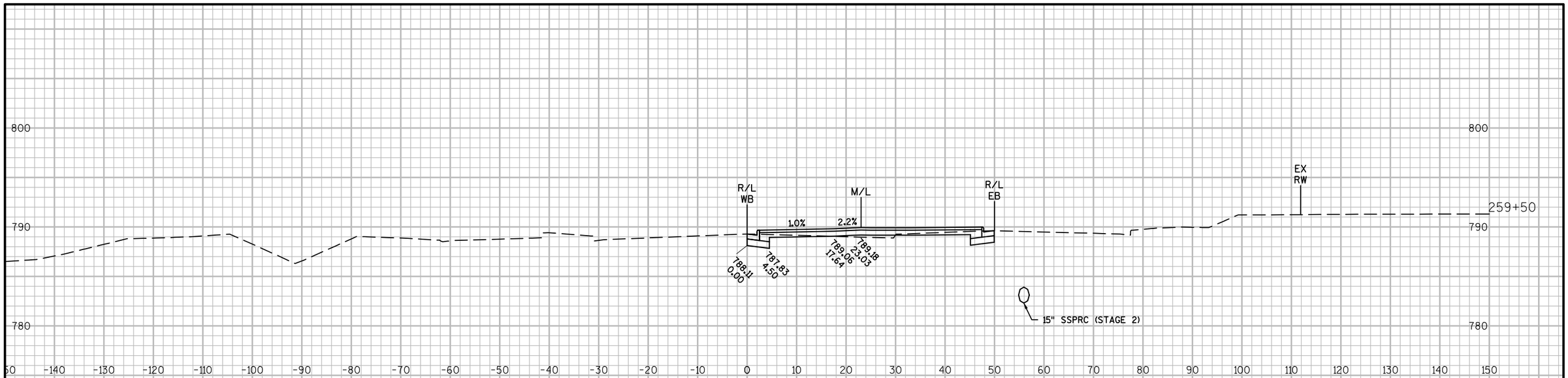
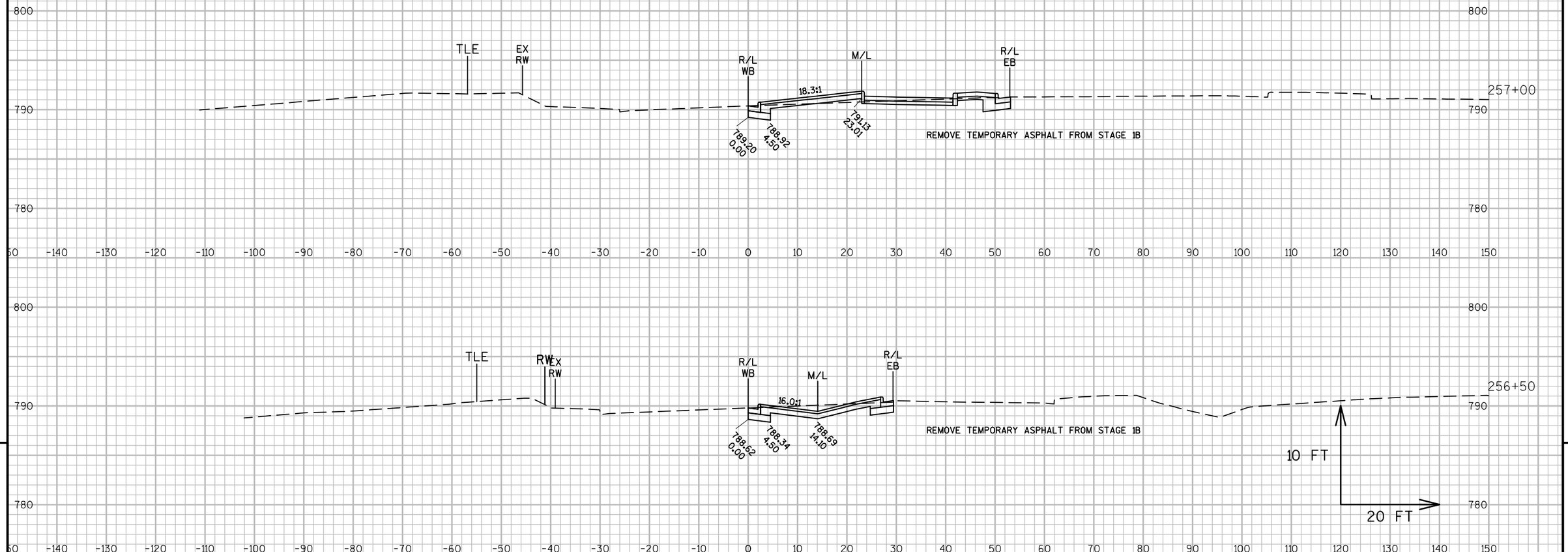
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: EB STH 20 - STAGE 3B	SHEET 545	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (40)

PLOT DATE : 3/13/2017 11:08 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT



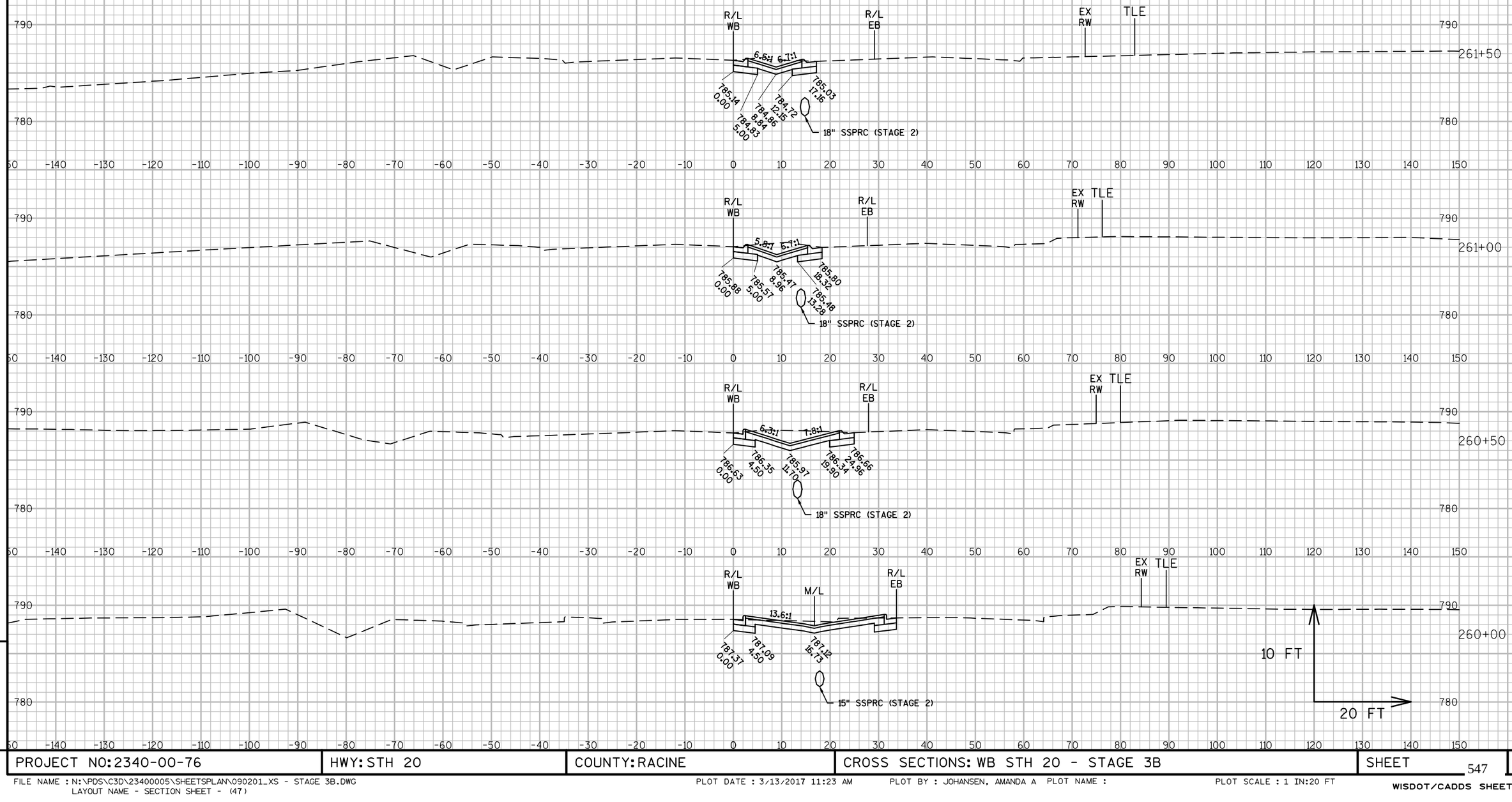


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WB STH 20 - STAGE 3B	SHEET 546 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (46)

PLOT DATE : 3/13/2017 11:17 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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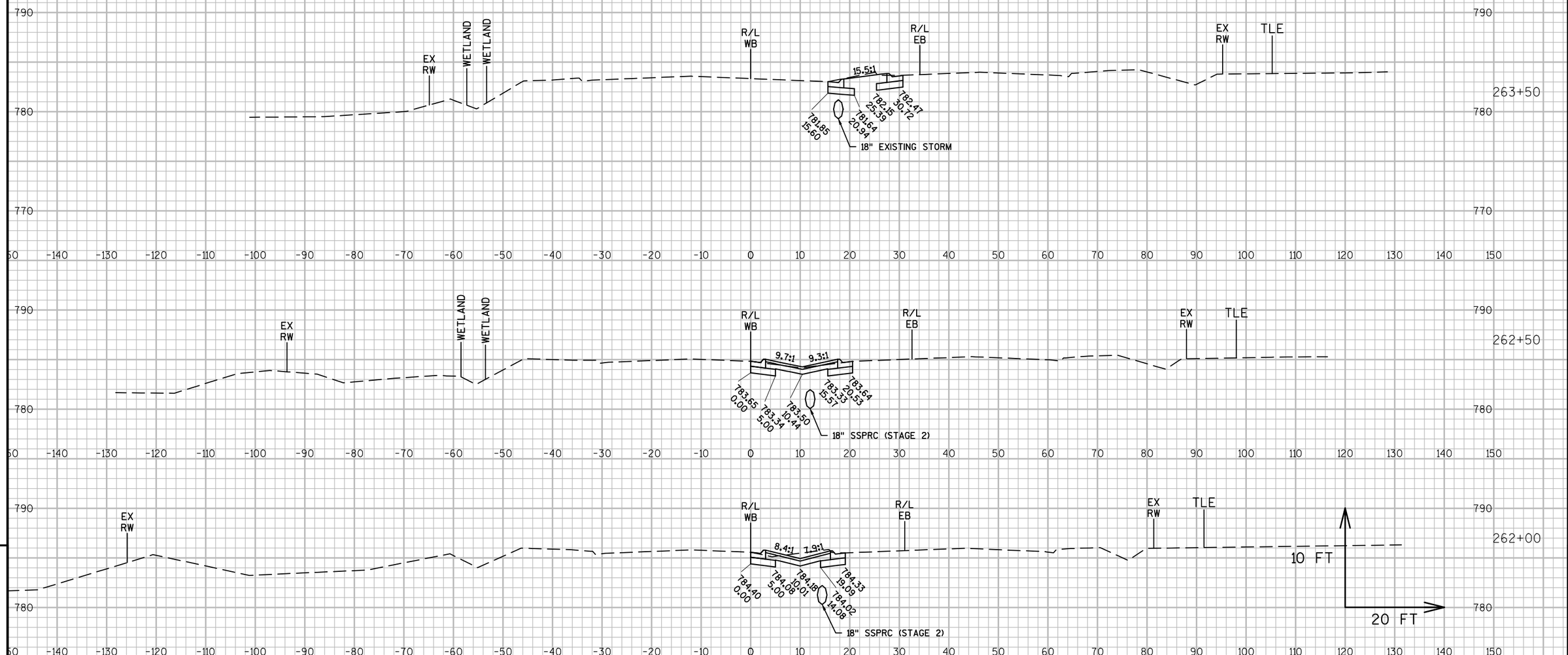
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WB STH 20 - STAGE 3B	SHEET 547	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (47)

PLOT DATE : 3/13/2017 11:23 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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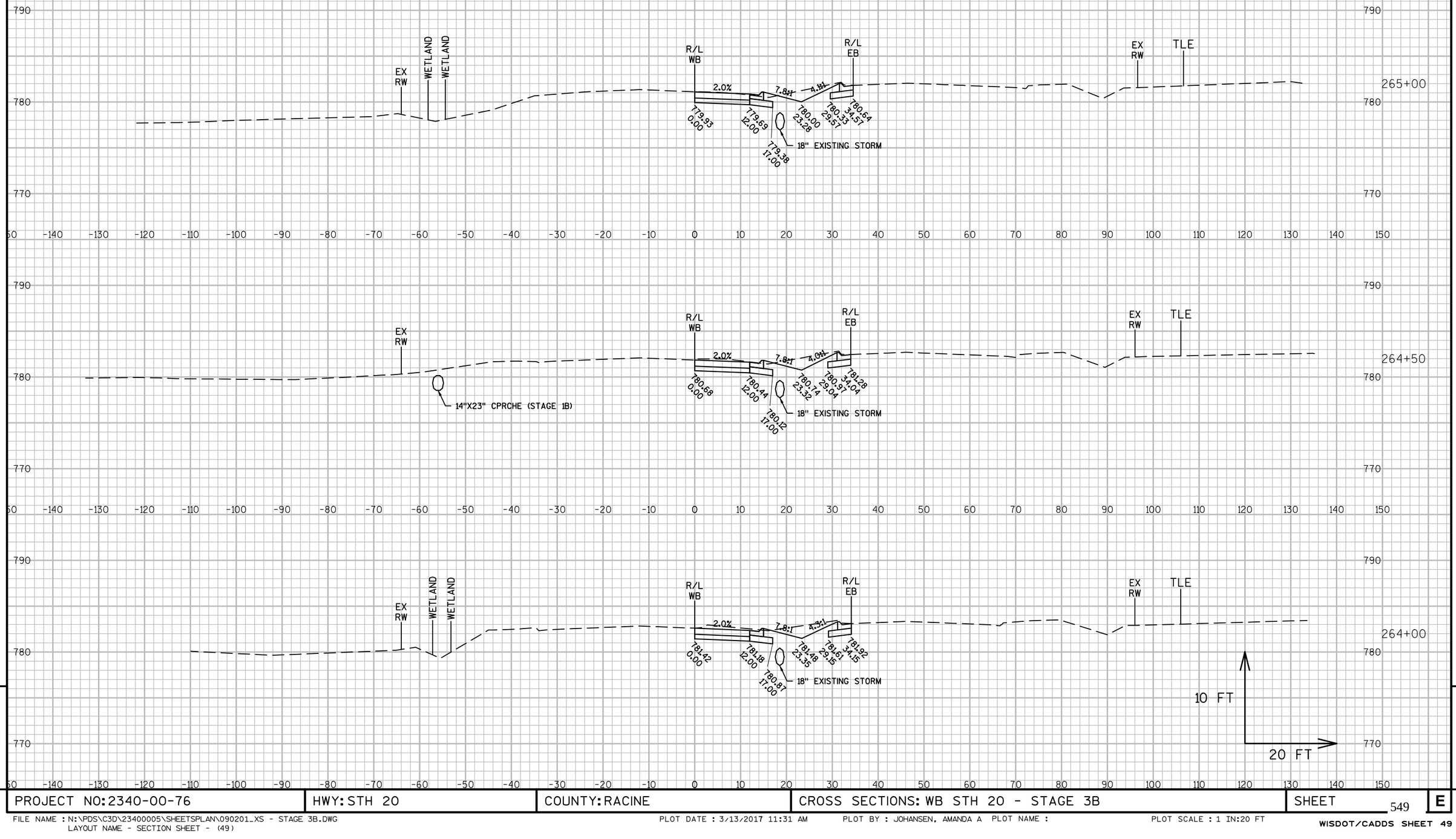
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WB STH 20 - STAGE 3B	SHEET 548	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (48)

PLOT DATE : 3/13/2017 11:29 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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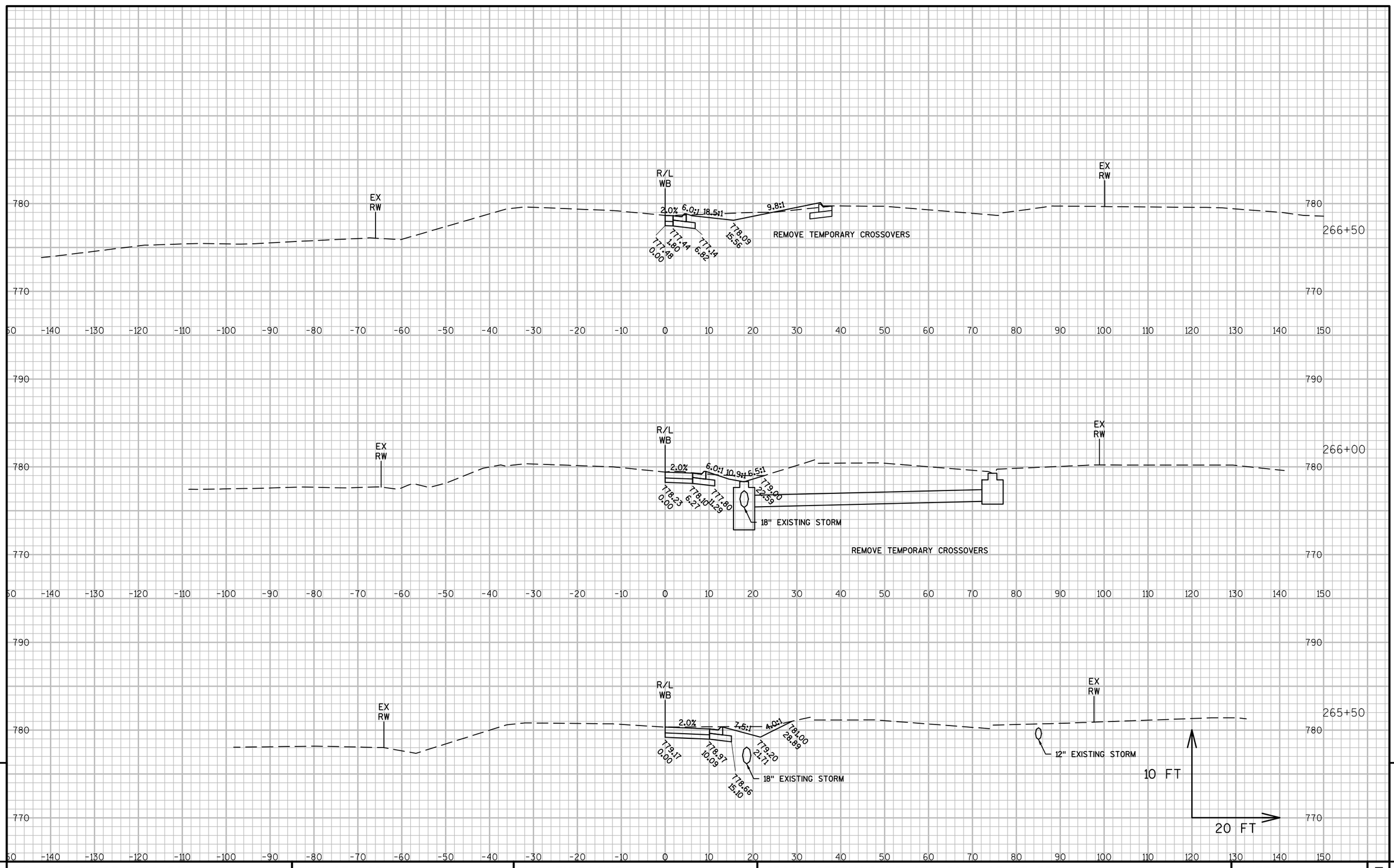
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WB STH 20 - STAGE 3B	SHEET 549 E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (49)

PLOT DATE : 3/13/2017 11:31 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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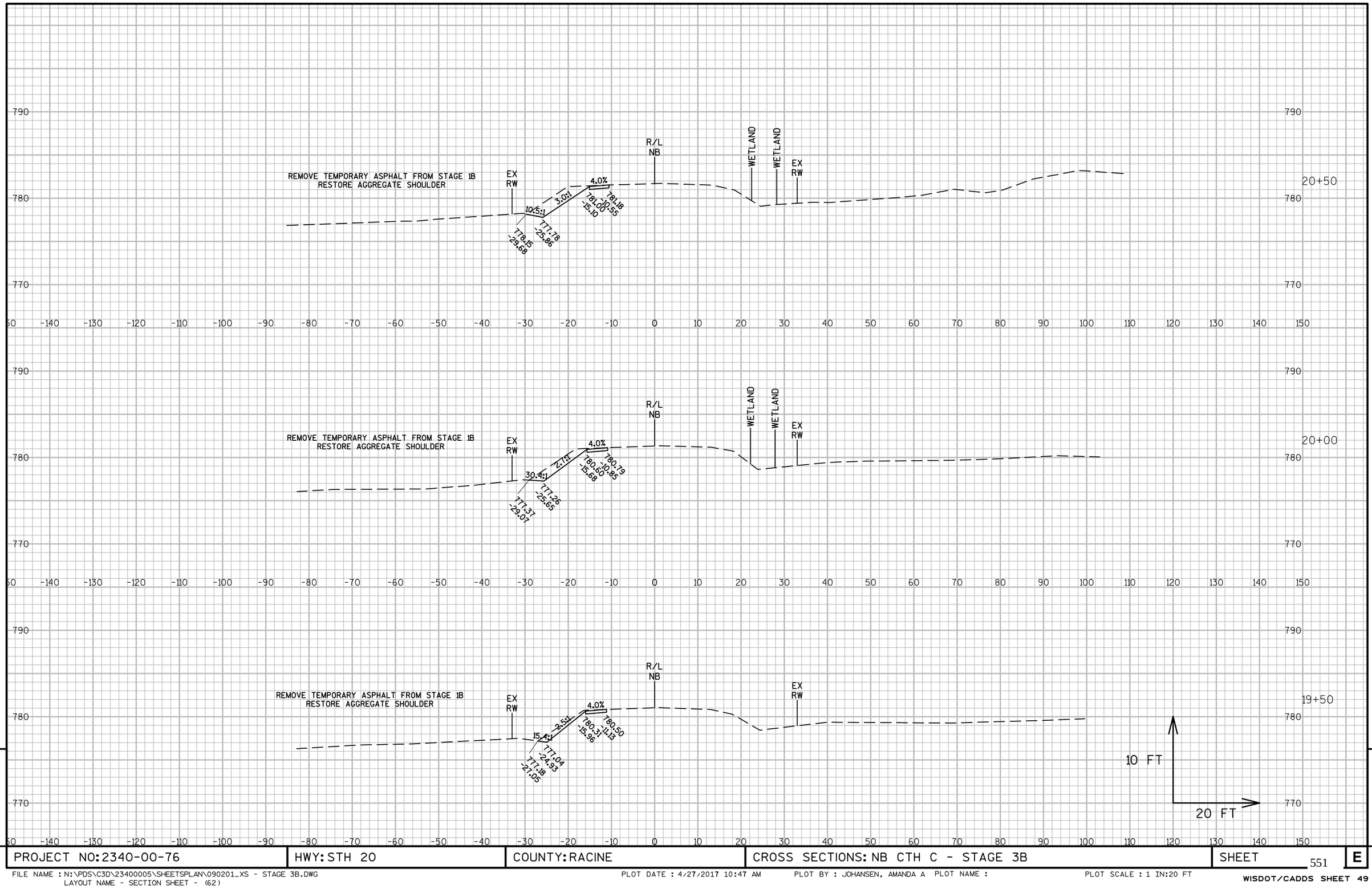
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: WB STH 20 - STAGE 3B	SHEET 550	E



PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 3B	SHEET 551	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (62)

PLOT DATE : 4/27/2017 10:47 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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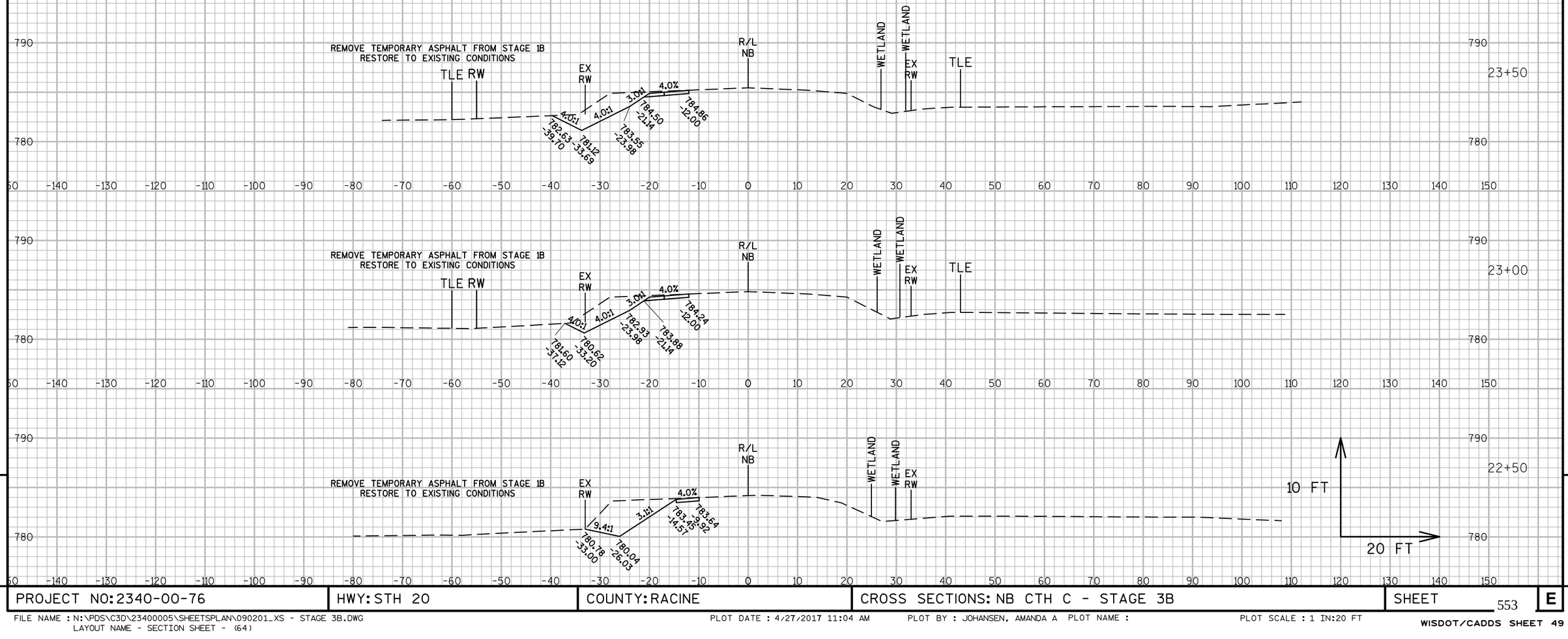
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 3B	SHEET 552	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (63)
PLOT DATE : 4/27/2017 10:51 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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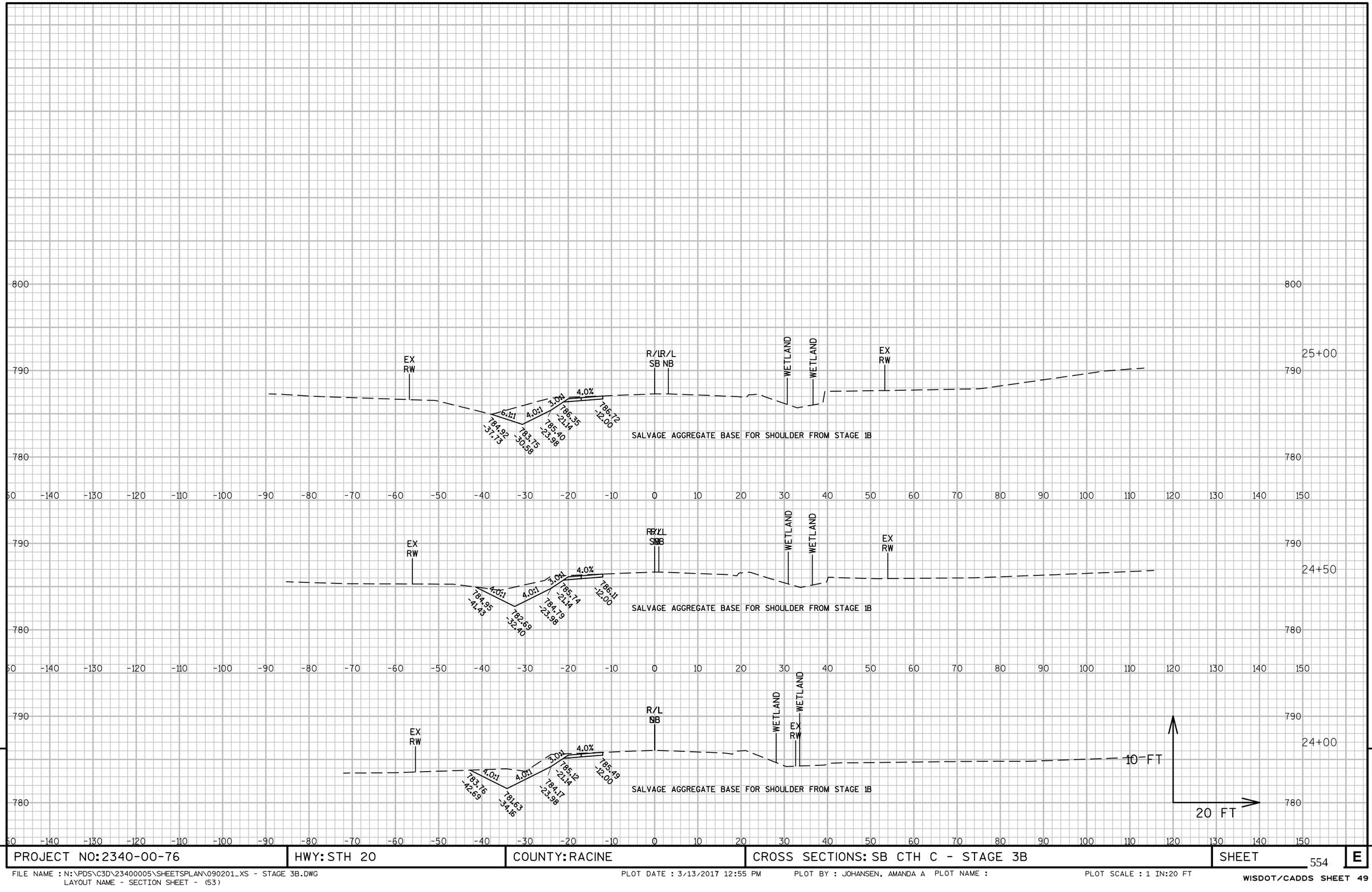
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 3B	SHEET 553	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (64)

PLOT DATE : 4/27/2017 11:04 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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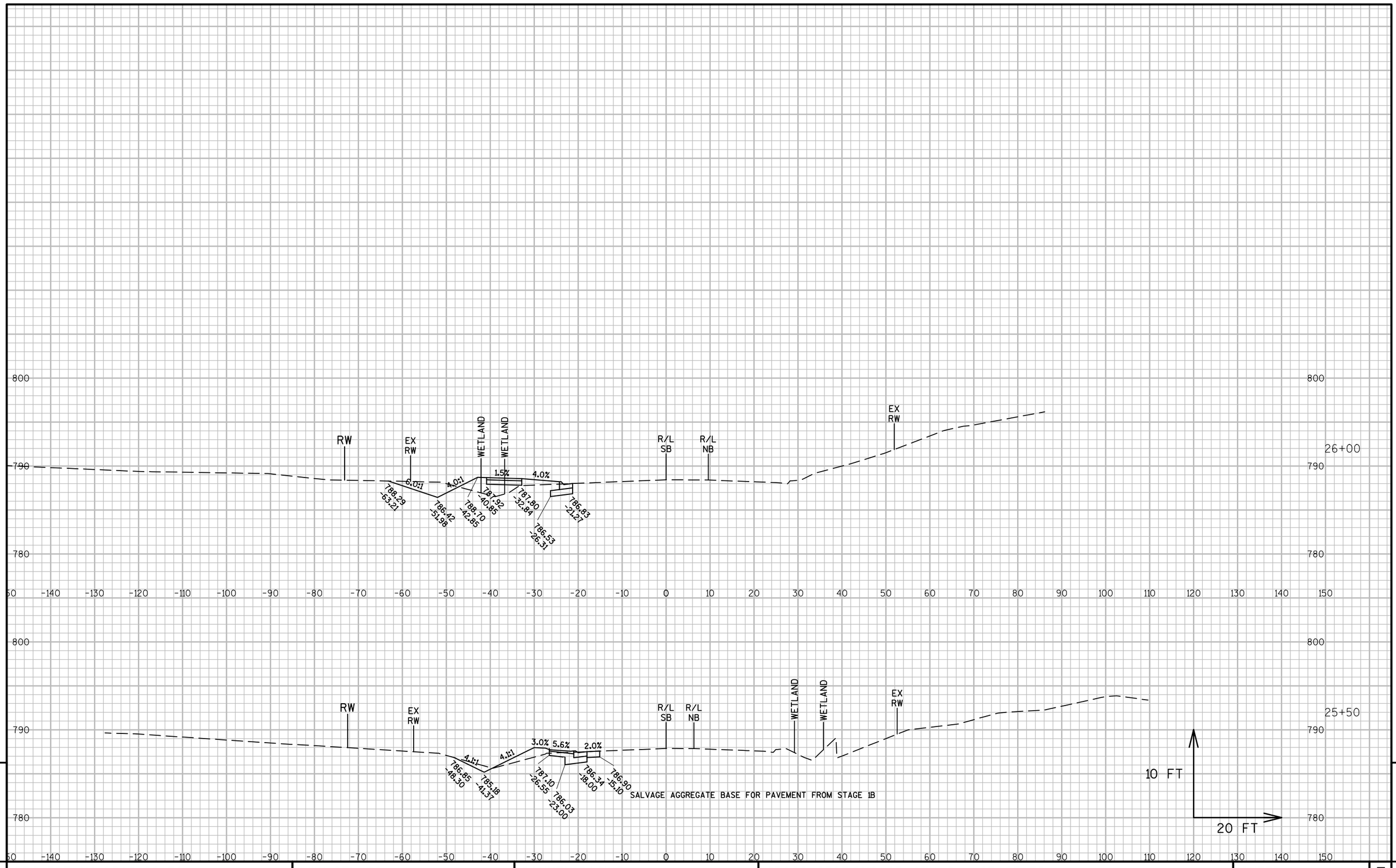
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 3B	SHEET 554	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (53)
PLOT DATE : 3/13/2017 12:55 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



9

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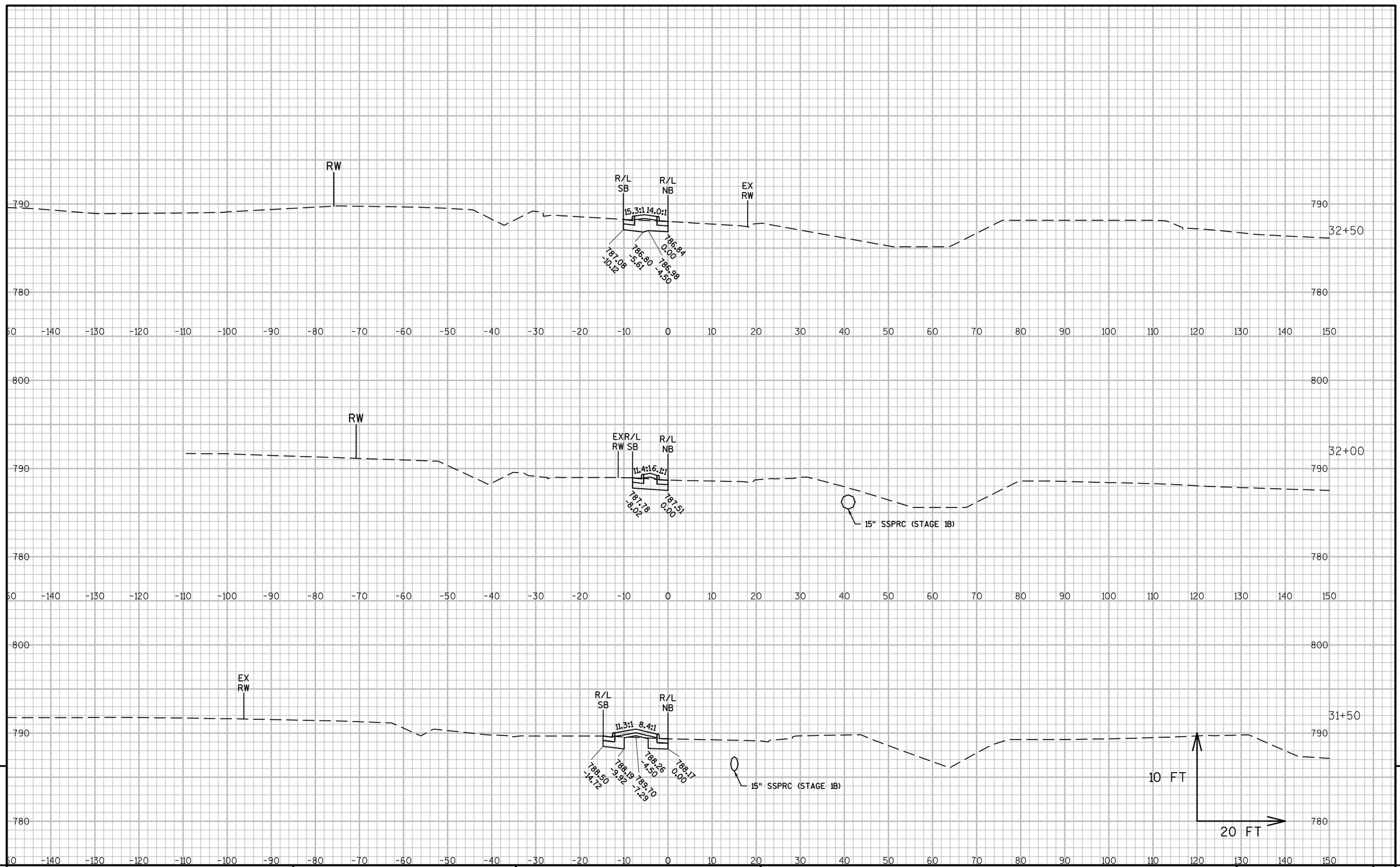
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: SB CTH C - STAGE 3B	SHEET 555	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (54)

PLOT DATE : 3/13/2017 12:58 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

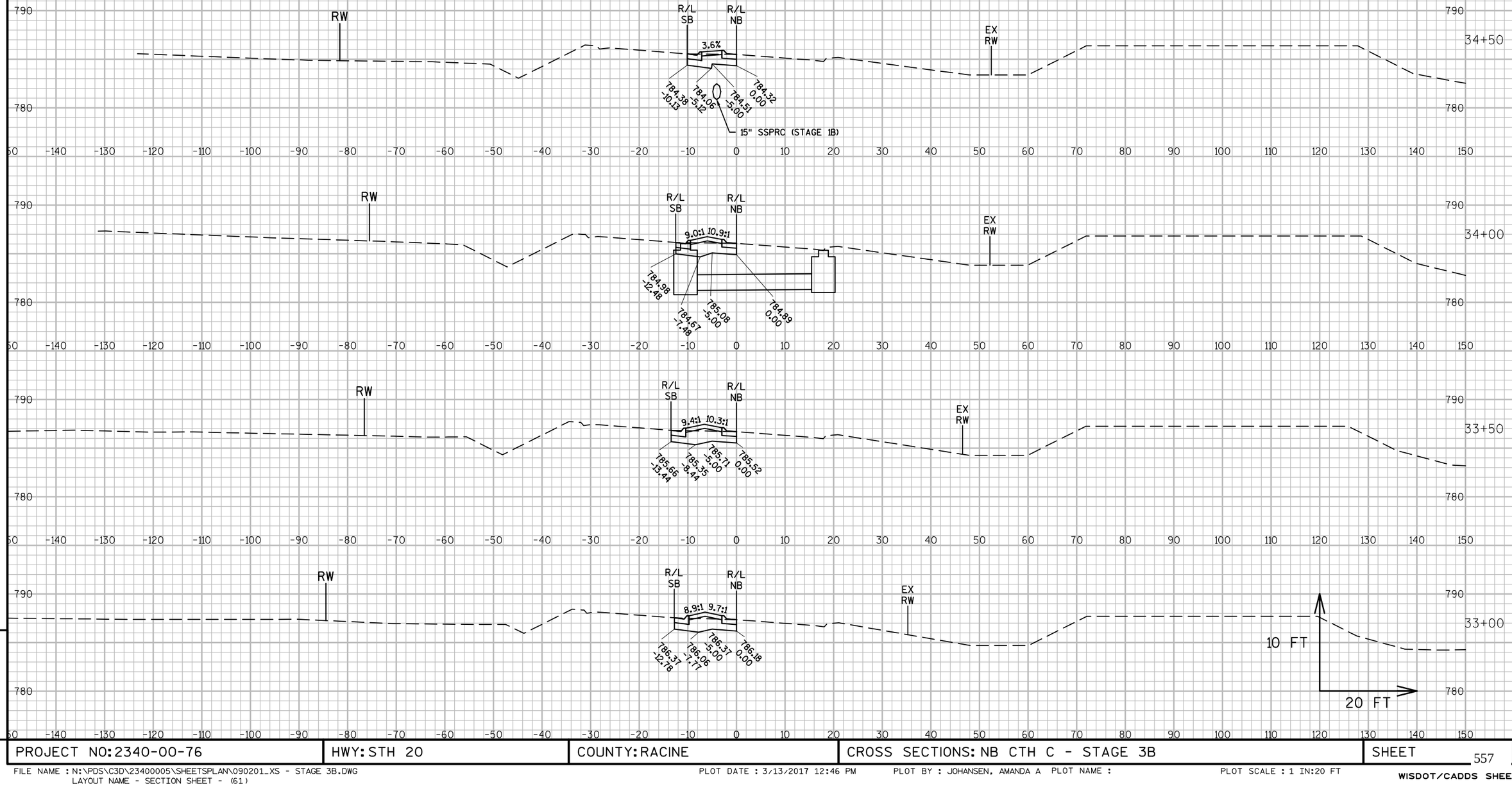


PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 3B	SHEET 556	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (60)

PLOT DATE : 3/13/2017 12:43 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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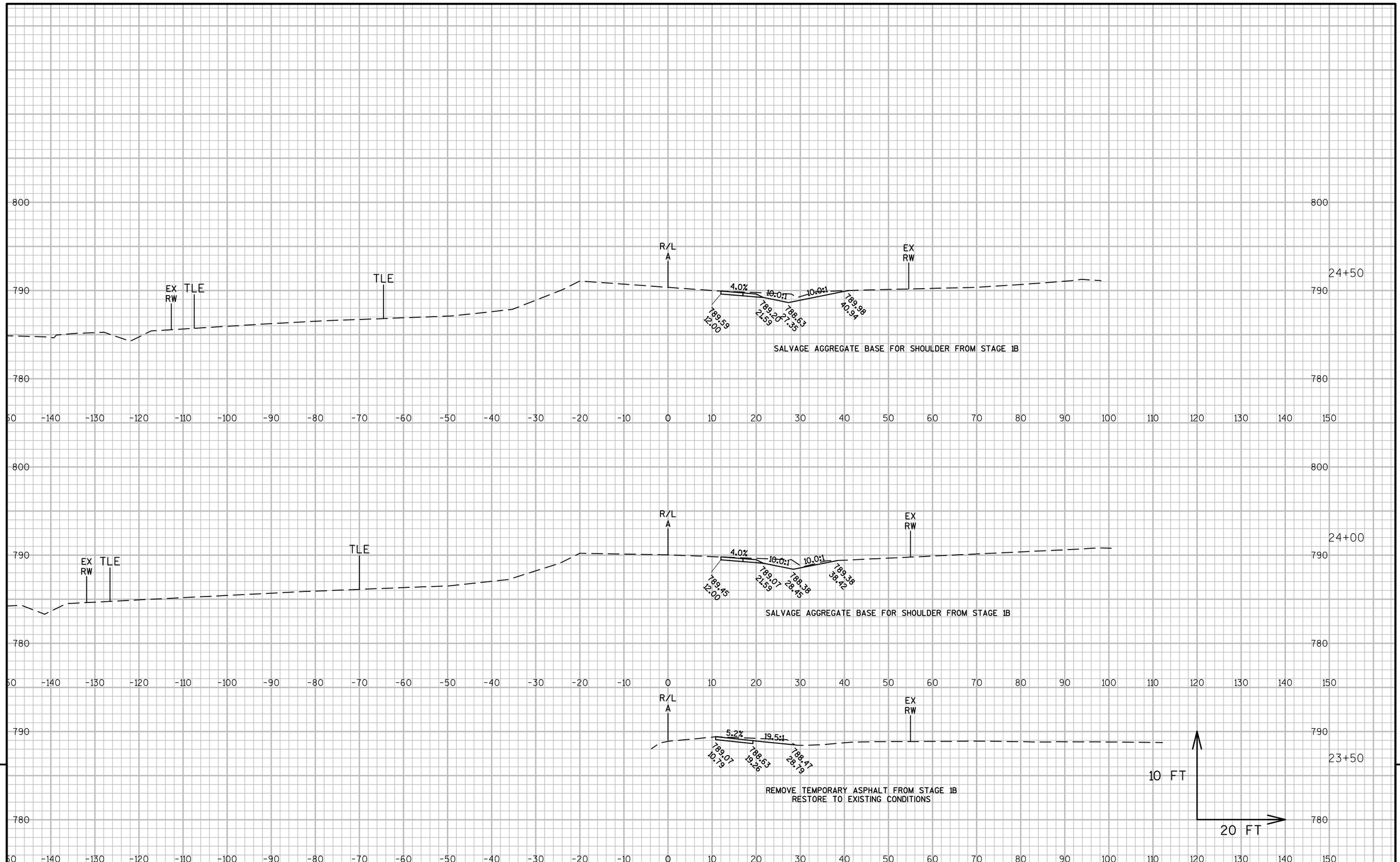
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: NB CTH C - STAGE 3B	SHEET 557	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (61)

PLOT DATE : 3/13/2017 12:46 PM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 3B	SHEET 558	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (55)

PLOT DATE : 4/27/2017 11:08 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

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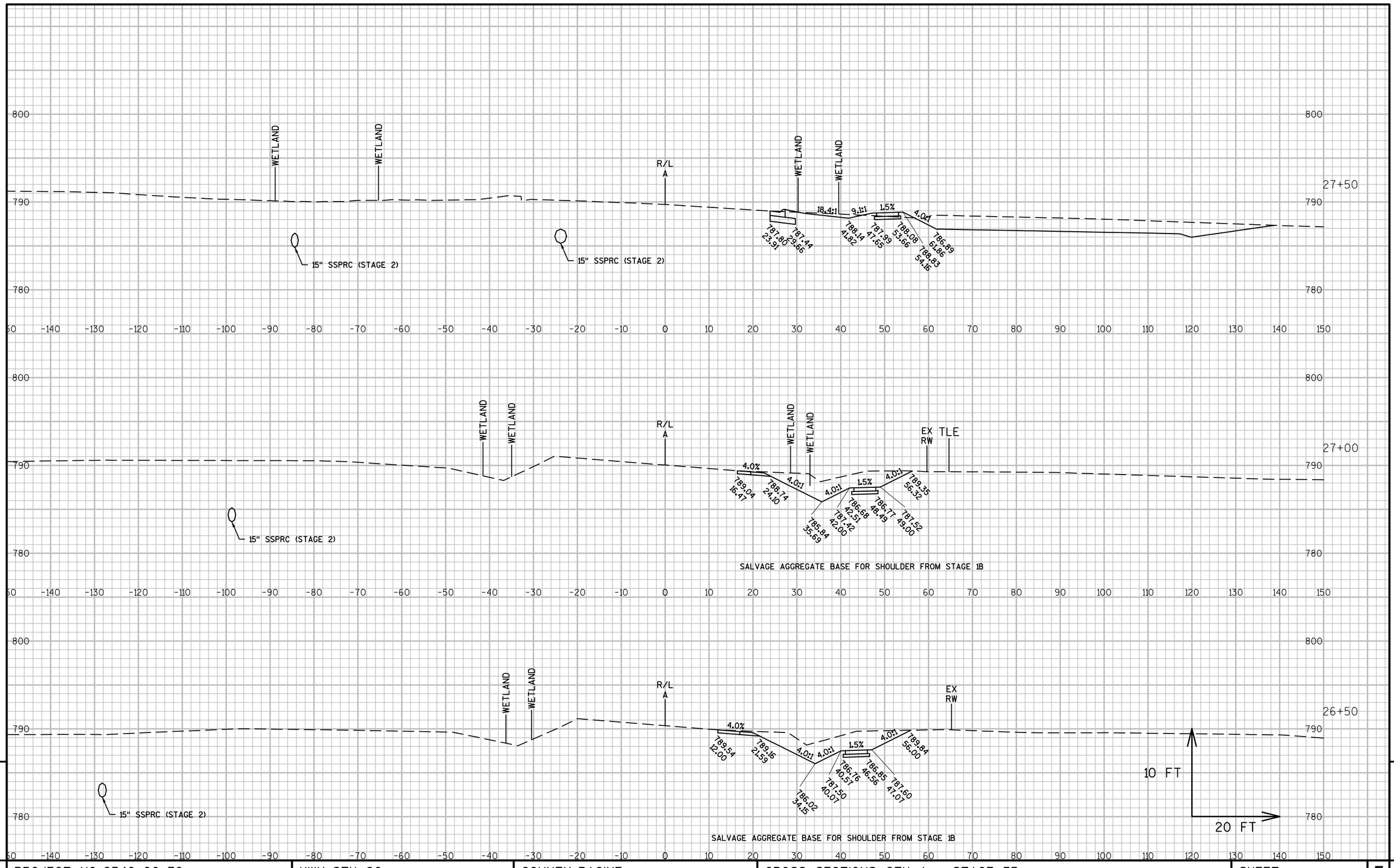
PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 3B	SHEET 559	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (56)

PLOT DATE : 9/14/2017 7:35 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 2340-00-76	HWY: STH 20	COUNTY: RACINE	CROSS SECTIONS: CTH A - STAGE 3B	SHEET 560	E

FILE NAME : N:\PDS\C3D\23400005\SHEETSPLAN\090201_XS - STAGE 3B.DWG
LAYOUT NAME - SECTION SHEET - (57)
PLOT DATE : 9/14/2017 7:46 AM PLOT BY : JOHANSEN, AMANDA A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

Notes

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